

Subject: Application 414-19 for 425 South Cherry Street
From: Erik Krueger <erik.krueger@wallingfordct.gov>
Date: 3/5/2020 4:38 PM
To: "kacie.hand@wallingfordct.gov" <kacie.hand@wallingfordct.gov>
CC: "Dewey, Jeffrey" <jdewey@Blcompanies.com>, "Gagnon, Christopher" <cgagnon@Blcompanies.com>

~~2~~
1-1

Kacie,

The applicant for the subject application has generally complied with our previous comments. Please include my memos of December 4, 2019 and January 10, 2020 as conditions of approval.

Thanks,

Erik Krueger P.E., Senior Engineer
Wallingford Water & Sewer Divisions
377 South Cherry Street
Wallingford, CT 06492
Phone: 203-949-2672
Fax: 203-949-2678

On 3/5/2020 10:24 AM, Dewey, Jeffrey wrote:

Good morning Erik,

In accordance with your pan review comments, please see attached revised plans.

1. Architecture is working on the solution to the fire flow issue
2. As previously noted the charges have been acknowledged
3. See attached revised plans for the monitoring manhole, revised details
4. Added note on plan SU-1 (attached) – see note 2

Jeff Dewey, PE
Senior Engineer II
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fax: 203.630.2615
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Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012

~~414-1900~~
Alison M. Kapushchik, E.
Town Engineer
~~2-2~~ 1-2

MEMO

TO: Kacie Hand – Town Planner

FROM: Department of Engineering AMK

RE: **Response to Traffic Study Peer Review**
PZC Application #414-19
425 South Cherry Street/Special Permit

DATE: March 10, 2020

I have reviewed the peer review letter dated March 6, 2020 from the Town's consultant, KWH Enterprise, LLC, and generally agree with the findings. I would like to offer the following with regards to Item #1: Improvements to Intersection of Ball Street and Pent Road.


I am very familiar with the vehicle tracking program used to create the truck turning movements submitted with the subject application. I've always found this program to be conservative, and I believe further refining of the truck movements is warranted as it may avoid the need to relocate the curb line.

Regarding the other items, I agree with KWH's findings and recommend the applicant and KWH work together to address all concerns in a manner that is acceptable by the Town.

If you have any questions or require any additional information, please let me know.



Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012


Alison M. Kapushinski, P.E.
Town Engineer

1-3

MEMO

TO: Kacie Hand – Town Planner
FROM: Department of Engineering *AMK*
RE: **John Street Bridge Status Update**
DATE: March 10, 2020

As requested, I'd like to provide the following update to the John Street Bridge. These are excerpts taken from various correspondence from the State in the past several years:

Per Bridge Safety and Evaluation received 3/26/2018 by Gregory Funk at the State of Connecticut Department of Transportation, Mr. Funk reported that:

“The bridge is classified as an orphan bridge, which is when a local road goes over a railroad and ownership of the structure is unknown. The DOT is responsible for maintenance of structural components only while the Town is responsible for non-structural portions of the structure (wearing surface, curbs, approach sidewalks, etc).” Please note that the structural classification of the bridge was not mentioned in said memo.

Per letter dated November 17, 2014 to Mayor William Dickinson from Theodore H. Nezames, P.E. Manager of Bridges, Bureau of Engineering and Construction, with subject Inspection Report for Orphan Bridges, the John Street Bridge received a rating of ‘Fair’. The deck was determined to be in fair condition, while the superstructure, substructure, and approaches were determined to be in satisfactory condition. I have a call into the DOT asking when the next inspection is scheduled to take place.

If you have any questions or require any additional information, please let me know.

MMP 4/4

~~1-4~~
1-4

Thanks

Kermit

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On Tue, Mar 17, 2020 at 3:59 PM -0400, "Dion, Michael" <mdion@Blcompanies.com> wrote:

Kermit,

The team would like to know if you are amenable to making the intersection of Ball Street and Pent Road full stop controlled. The client is not in control of the property as they are only leasing it. In order to revise the property line at the site will take extensive coordination with the property owner that has not been initiated and may take substantial time to coordinate a land swap. Stop bars will be set back in order to allow the tractor trailers to pass.

Let us know your thoughts.

Michael Dion, P.E., PTOE
Senior Project Manager
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Monday, March 16, 2020 3:54 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

I'm ok with just the table of increases. Thanks

Kermit

From: Dion, Michael [<mailto:mdion@Blcompanies.com>]
Sent: Monday, March 16, 2020 3:51 PM
To: Kermit Hua
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

~~2-3~~
1-5

Kermit,

We were intending to recount one of the intersections we had counted already for the project and increase the traffic we count at the new intersection (s) at the same rate. We figured that would be as close as we could get to a pandemic correction factor. If you are good with providing a table detailing the net increase and percent increases we can provide that instead.

Thanks,

Michael Dion, P.E., PTOE
Senior Project Manager
BL Companies | *Employee owned. Client driven.*



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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Monday, March 16, 2020 3:46 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

Michael:

With the worsening pandemic, the current on-street traffic volumes do not reflect normal conditions, and this will likely last for months. So traffic counts and traffic analyses based such counts will not provide the commission much useful information at this time. As a compromise, I recommend that BL provide a table detailing the net increases and percent increases in peak-hour traffic on Ward Street and Quinnipiac Street when compared with the historic traffic volumes collected by ConnDOT. You can use the ConnDOT hourly volumes for count stations #205 and #221, assuming that the latter of which also applies to Ward Street west of South Cherry Street.

The revised trip distribution in Addendum 2 is acceptable.

To reiterate what I stated at the hearing, the concern related to the intersection of Ball Street and Pent Road is

traffic conflicts among tractor trailers and between tractor trailers and other vehicles. Even if the applicant can restrict the tractor trailer hours in a way that do not conflict with other vehicles, it is prudent to address the potential conflicts at this location before the operation starts. The delivery station as a business operation will evolve and change in response to market forces, and the hours of tractor trailer access may change as result. It is better to ask the applicant to remove such conflicts at this location once and for all than to accept arrangements and time restrictions that may work on paper but are difficult to enforce and do not take into account future changes in operations.

I recommend that the commission consider the conditions of adding a left-turn lane on northbound Route 5 and 360-degree camera detection to the intersection of Route 5 and John Street, subject to approvals by OSTA and ConnDOT.

If the scenario of 275 vans does not impact the peak-hour trips in Addendum 2, please provide a table detailing the hourly distributions of the DSP trips and a narrative for the commission's review.

Thank you.

Kermit Hua

From: Dion, Michael [<mailto:mdion@blcompanies.com>]

Sent: Thursday, March 12, 2020 4:59 PM

To: Kermit Hua; kacie.hand@wallingfordct.gov

Subject: P&Z Meeting and Comments

Kermit,

Thank you for attending last night's planning and zoning meeting in Wallingford. I would like to confirm with you what your expectations are from BL Companies for the next meeting. From my notes you would like the following:

- Please confirm which intersections you would like added to the analysis.
- Please confirm our trip distribution is acceptable
- BL Companies will work on a compromise for the Ball Street/Pent Road radius
- BL Companies will not run recommend a left turn lane on Route 5 NB. That can still be a recommendation of the commission though.
- Confirm how you would like us to analyze the 275 condition. Per the client the hours would be extended to 9-2 to accommodate the additional 100 trips. This does not add trips to the mid-day peak. If you would like we can add the first wave to the AM peak in case they come in early but it will have minimal impact as there are so few trips in the AM peak.

Thanks again,

Michael Dion, P.E., PTOE

Senior Project Manager

BL Companies | *Employee owned. Client driven.*

~~4-14-19MM~~



Subject RE: P&Z Meeting and Comments
From Dion, Michael <mdion@blcompanies.com>
To Kermit Hua <kermit.hua@kwhenterprise.com>
Cc kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>, Gagnon, Christopher <cgagnon@blcompanies.com>, Dewey, Jeffrey <jdewey@blcompanies.com>
Date 2020-03-23 9:52 am

~~Handwritten scribble~~
1-6

- EXH190130403-TT PL-EXTT-1 24x36 40SC.pdf (~829 KB)
- EXH190130403-TT PL-EXTT-2 24x36 40SC.pdf (~829 KB)

Kermit,

Please find attached a draft of the concepts for full stop control at Ball/Pent Road intersection. Please take a look and I can set up a conference call with our LD team and you to discuss any comments you may have.

Best,

Michael Dion, P.E., PTOE
Senior Project Manager
Principal
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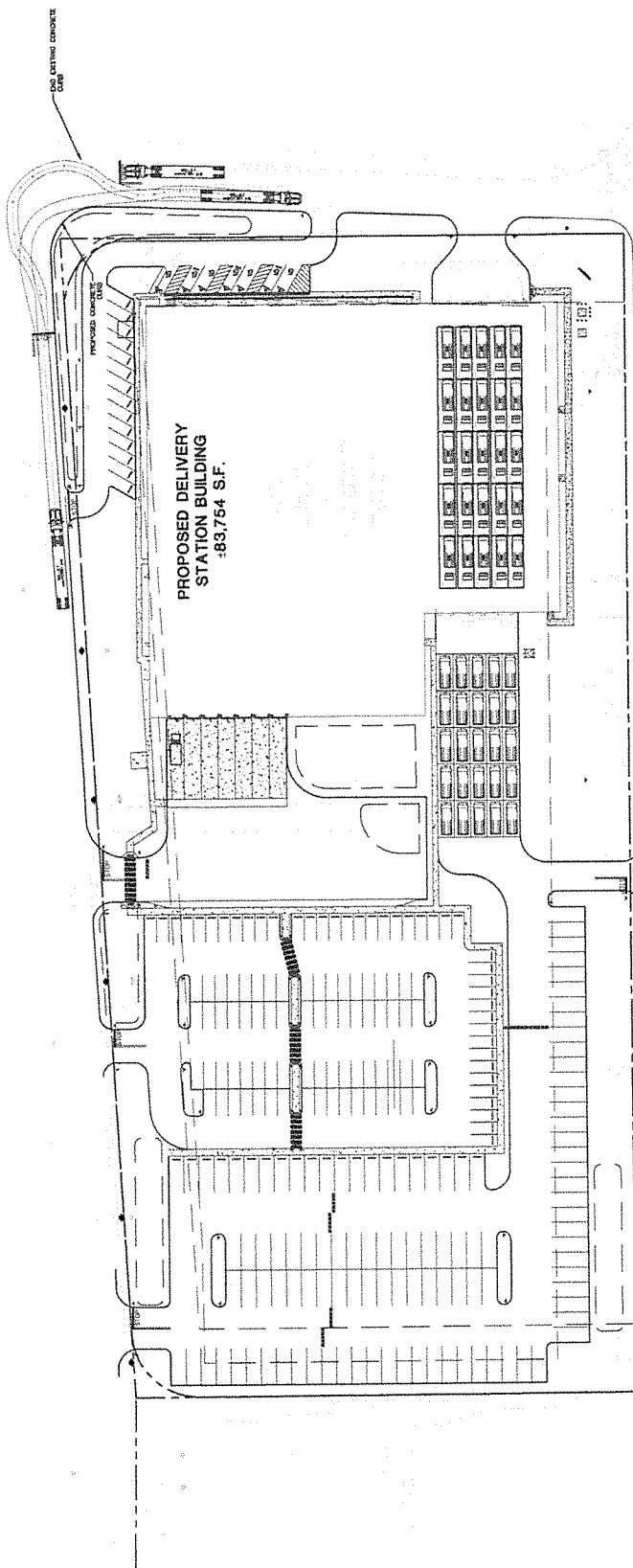
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Tuesday, March 17, 2020 4:17 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov; Gagnon, Christopher <cgagnon@Blcompanies.com>; Dewey, Jeffrey <jdewey@Blcompanies.com>
Subject: Re: P&Z Meeting and Comments

Mike:

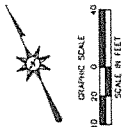
Could you provide a schematic plan for this? Please include autoturn runs of the worst case scenario, two tractor trailers at stop bars. Also, make sure car drivers at two stop bars can see each other and sight lines are not blocked by landscaping or other proposed objects. Are advance warning signs justified? What about warning signs with flashing beacons? Can new street lights be installed because I remember the two streets are not lighted?

2-8



PROPOSED DELIVERY
STATION BUILDING
-83,754 S.F.

PROPOSED CONCRETE
CURB

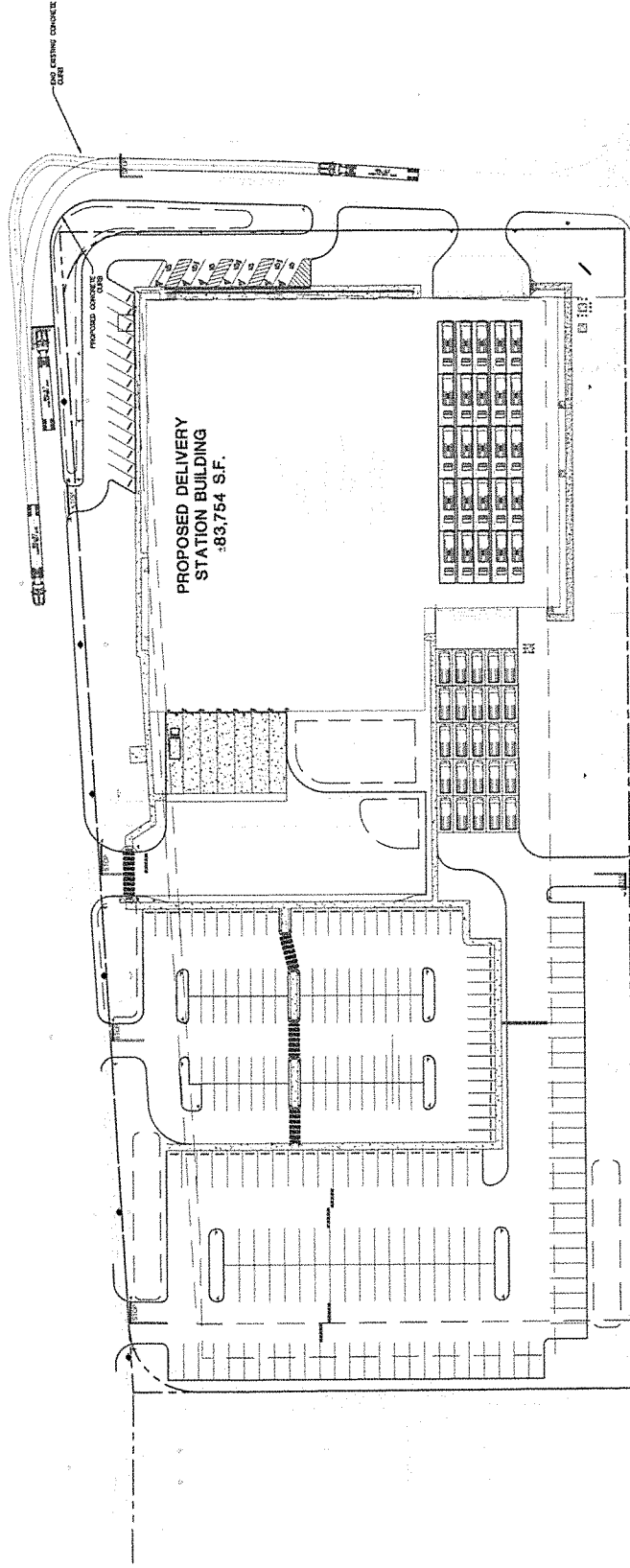


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REFER TO SHEET GN-1 FOR
SITE WORK AND GENERAL NOTES

SEE SHEET LL-2 FOR
LANDSCAPE NOTES AND DETAILS

2-7



GRAPHIC SCALE
 0 20 40
 SCALE IN FEET

FOR PERMITTING PURPOSES ONLY
 NOT RELEASED FOR CONSTRUCTION

REFER TO SHEET GN-1 FOR
 SITE WORK AND GENERAL NOTES

SEE SHEET LL-2 FOR
 LANDSCAPE NOTES AND DETAILS

EXIT-1

TRUCK
 TURNING
 EXHIBIT
 ENTERING SITE

PROPOSED DEVELOPMENT
 425 SOUTH CHERRY STREET
 WALLINGFORD, CONNECTICUT



~~1-9~~
1-9

Kermit

From: Kermit Hua [<mailto:kermit.hua@kwhenterprise.com>]
Sent: Tuesday, April 14, 2020 2:37 PM
To: 'Dion, Michael'
Cc: 'Dewey, Jeffrey'
Subject: RE: DOB2 - Wallingford, CT / RESPONSE NEEDED

Mike:

The two stop bar locations at the intersection of Ball Street and Pent Road are different from those on plans Exit-1 and Exit 2. Why?

Thanks

Kermit

From: Dion, Michael [<mailto:mdion@blcompanies.com>]
Sent: Monday, April 13, 2020 9:42 AM
To: Kermit Hua
Cc: Dewey, Jeffrey
Subject: RE: DOB2 - Wallingford, CT / RESPONSE NEEDED

Kermit,

Our LD PM is checking on the status of payment. He is unsure of if we pay you or the Town but we will get that cleared up. Any chance you have had a chance to look at things?

Best,

Michael Dion, P.E., PTOE
Senior Project Manager
Principal
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From: Kermit Hua <kermit.hua@kwhenterprise.com>

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On Fri, Apr 17, 2020 at 7:06 AM -0400, "Dewey, Jeffrey" <jdewey@Blcompanies.com> wrote:

Mr Hua,

As discussed: does this mean when we adjust the stop sign and bar locations on the SP-1 site plan to match the locations on the EXTT-1 and EXTT-2 plans; that you are content with the plans?

Thanks
Jeff

Jeff Dewey, PE
Senior Engineer II
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fax: 203.630.2615
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Thursday, April 16, 2020 4:13 PM
To: kacie.hand@wallingfordct.gov
Cc: Dion, Michael <mdion@Blcompanies.com>; Dewey, Jeffrey <jdewey@Blcompanies.com>
Subject: FW: DOB2 - Wallingford, CT / RESPONSE NEEDED

Mr. Talbot:

As discussed, here are the two emails I sent to Mike Dion and Jeff Dewey on Tuesday, 4/14/2020.

Kermit Hua

From: Kermit Hua [<mailto:kermit.hua@kwhenterprise.com>]
Sent: Tuesday, April 14, 2020 2:48 PM
To: 'Dion, Michael'
Cc: 'Dewey, Jeffrey'
Subject: RE: DOB2 - Wallingford, CT / RESPONSE NEEDED

Another thing: if the stop bar on Pent Road is moved back, the two crabapple trees on the LA plan need to be removed. Please explicitly show on all affected plans that the sight triangle between the two stop bars will be kept clear.

Thanks

Senior Engineer II

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tel: 203.630.1406 | direct: 203.608.2567

fax: 203.630.2615

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From: Dewey, Jeffrey

Sent: Friday, April 17, 2020 10:20 AM

To: Kermit Hua <kermit.hua@kwhenterprise.com>; kacie.hand@wallingfordct.gov

Cc: Dion, Michael <mdion@Blcompanies.com>; Gagnon, Christopher <cgagnon@Blcompanies.com>

Subject: RE: DOB2 - Wallingford, CT / RESPONSE NEEDED

Yes understood, I apologize. The SP-1 plan has a drafting error. The intent is to have the traffic controls as shown on the EXTT plans.

With that said, are the plans acceptable?

Jeff Dewey, PE

Senior Engineer II

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355 Research Parkway, Meriden, CT 06450

tel: 203.630.1406 | direct: 203.608.2567

fax: 203.630.2615

www.blcompanies.com

From: Kermit Hua <kermit.hua@kwhenterprise.com>

Sent: Friday, April 17, 2020 10:18 AM

To: Dewey, Jeffrey <jdewey@Blcompanies.com>; kacie.hand@wallingfordct.gov

Cc: Dion, Michael <mdion@Blcompanies.com>; Gagnon, Christopher <cgagnon@Blcompanies.com>

Subject: Re: DOB2 - Wallingford, CT / RESPONSE NEEDED

It means you need to use the stop bar locations you showed on the exhibit plans. Otherwise, what's the point of putting together the exhibit plans by running the truck autoturns and not using the results in the submission plan set?

Kermit



~~2-10~~
An Employee-Owned Company

1-10

April 30, 2020

Alison M. Kapushinski, P.E., Town Engineer
Town of Wallingford
45 South Main Street
Wallingford, CT 06492

Re: PZC Application #414-19
425 South Cherry Street/Special Permit

Dear Ms. Kapushinski:

We are in receipt of your review comments dated February 28, 2020, regarding the project noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

1. South Cherry Street has known drainage issues during storm events. Now that a curb cut is proposed along South Cherry Street, it's possible the occupant will investigate ways to reduce drainage issues in the future. I suggest relocating the 3'-wide strip of landscaping between the van and car parking areas to the 5' landscape buffer along the southern property line. This provides additional space to install a storm pipe to Pent Street, if that were to be a preferred option in the future.

Response: We will revise the project plans to relocate the 3' landscape strip to the rear of the property. The revised plans will be available for final review upon conclusion of the May 11, 2020 public hearing.

2. Applicant to provide all pipe sizing calculation tables showing the updated values for the 15" pipe from SWMB-1 to OCS-200 to EX-CB-200 for review by this department.

Response: Please see attached StormCAD tables: Conduit Flex Table – Combined Pipe_Node Report, Conduit Flex Table: DOT Report, Conduit Flex Table: HEC-22 and Flex Table: Network Elements Table and the Conduit Flex Table; DOT Hydraulic Grade Line Computations.

3. On sheet OSP-2, the note to remove striping to provide 24' aisle shall be updated to call out 30' aisle. Dimensions label the proposed aisle as 30'.

Response: The plan will be revised to provide the 30' aisle width. The revised plans will be available for final review upon conclusion of the May 11, 2020 public hearing.

4. The stop bar shall be in line with the stop sign at the exit driveway located along the west side of the building.

Response: The plans will be revised to include adjustment of the stop bar and sign accordingly. The revised plans will be available for final review upon conclusion of the May 11, 2020 public hearing.

5. Site Operations and Maintenance Plan shall be revised to include the off-site parking lot at 528 South Cherry Street

Response: The site Operations and Maintenance Plan will be revised to include the parking area at the 528 South Cherry Street address. The revised plan will be available for final review upon conclusion of the May 11, 2020 public hearing.

6. Applicant shall submit a compiled update drainage report and plan set to the Engineering Department for filing

Response: The revised Stormwater Management Report will be available for final review upon conclusion of the May 11, 2020 public hearing.

7. We recommend the Applicant post a bond in the amount of \$35,000 for the proposed work and restoration within the Town right-of-way. Said work is subject to a Street Excavation Permit to be issued by the Department of Engineering.

Response: No required action at this time.

We trust this answers your questions and addresses your concerns. Should you require additional information, please feel free to contact me at 203-630-1406.

Sincerely,



Jeffrey Dewey, P.E.
Senior Engineer

CC: Tom Talbot (acting Town Planner)

Conduit FlexTable: DOT Hydraulic Grade Line Computations

Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)
57.05	56.63	57.60	57.90
59.45	59.33	62.50	60.75
59.52	59.51	62.45	62.50
58.93	58.41	62.10	60.80
59.21	58.99	60.75	60.38
58.72	57.99	60.38	57.60
58.05	56.65	60.80	59.60
57.70	57.67	60.10	60.05
57.61	57.51	60.05	58.80
56.02	55.77	59.60	57.26
57.24	56.68	58.80	57.90
56.74	56.03	57.85	56.90
58.19	57.45	58.00	57.85
57.22	57.13	61.20	61.00
60.81	60.74	61.00	60.90
55.77	55.73	57.90	58.00
56.13	55.99	57.90	58.00
58.50	57.62	61.10	61.20
59.69	59.16	62.90	61.10
63.18	60.66	66.30	65.10
60.44	60.16	65.10	62.90
60.13	58.11	60.90	58.98
56.92	56.64	58.98	58.00
59.77	59.50	62.00	60.30
59.45	59.37	60.30	61.10
56.79	56.78	57.60	57.90

Conduit FlexTable: DOT Report

Label	-Node- Upstream Downstream	-Depth- Upstream Downstream (ft)	-EGL- Upstream Downstream (ft)	-Ground- Upstream Downstream (ft)	-HGL- Upstream Downstream (ft)	-Invert- Upstream Downstream (ft)	Section Discharge Capacity (cfs)	-X- Upstream Downstream (ft)	-Y- Upstream Downstream (ft)
Pipe - (10) (STORM)	CB-204	6.85	57.85	57.60	57.05	50.60	8.02	976,264.70	721,136.85
Pipe - (9) (STORM)	MH-201 (STORM)	5.91	57.03	57.90	56.63	50.35	6.22	976,237.79	721,148.83
Pipe - (8) (STORM)	CB-207	5.51	59.50	62.50	59.45	53.96	2.06	976,428.71	721,444.20
Pipe - (7) (STORM)	CB-206	6.38	59.36	60.75	59.33	52.85	6.22	976,364.51	721,346.85
Pipe - (6) (STORM)	CB-208	(N/A)	59.54	62.45	59.52	53.96	0.84	976,343.21	721,480.55
Pipe - (5) (STORM)	CB-207	5.50	59.52	62.50	59.51	53.96	6.47	976,428.71	721,444.20
Pipe - (4) (STORM)	CB-100	(N/A)	59.09	62.10	58.93	54.50	1.21	976,339.47	721,994.01
Pipe - (3) (STORM)	CB-101	4.67	58.41	60.80	58.41	53.43	6.46	976,253.90	721,922.49
Pipe - (2) (STORM)	CB-206	6.41	59.33	60.75	59.21	52.85	3.16	976,364.51	721,346.85
Pipe - (1) (STORM)	CB-205	6.84	59.05	60.38	58.99	51.93	6.46	976,289.97	721,285.12
Pipe - (16) (STORM)	CB-205	6.91	58.98	60.38	58.72	51.93	4.56	976,289.97	721,285.12
Pipe - (15) (STORM)	CB-204	6.58	58.11	57.60	57.99	50.60	7.03	976,264.70	721,136.85
Pipe - (14) (STORM)	CB-101	4.75	58.34	60.80	58.05	53.43	2.39	976,253.90	721,922.49
Pipe - (13) (STORM)	HDS-100	4.74	56.68	59.60	56.65	51.34	5.60	976,143.73	721,662.34
Pipe - (12) (STORM)	CB-200	5.24	57.71	60.10	57.70	52.64	2.46	976,152.90	721,583.75
Pipe - (11) (STORM)	CB-201	5.26	57.68	60.05	57.67	52.38	5.77	976,132.89	721,556.26
Pipe - (10) (STORM)	CB-201	6.14	57.54	60.05	57.61	52.38	3.06	976,132.89	721,556.26
Pipe - (9) (STORM)	CB-202	5.07	56.36	59.60	57.51	51.14	10.18	976,071.19	721,408.15
Pipe - (8) (STORM)	HDS-100	5.07	56.36	59.60	56.02	51.34	2.83	976,143.73	721,662.34
Pipe - (7) (STORM)	EX-CB-100	(N/A)	(N/A)	57.26	55.77	55.20	7.46	976,133.52	721,667.12
Pipe - (6) (STORM)	CB-202	6.17	57.51	58.80	57.24	51.14	6.78	976,071.19	721,408.15
Pipe - (5) (STORM)	MH-200 (STORM)	5.53	56.81	57.90	56.68	50.35	8.06	976,030.75	721,253.33
Pipe - (4) (STORM)	OCS-200 (STORM)	3.38	58.15	57.85	56.74	53.60	10.70	975,997.51	721,236.18
Pipe - (3) (STORM)	EX-CB-200	(N/A)	(N/A)	56.90	56.03	53.60	7.00	975,968.59	721,250.34
Pipe - (2) (STORM)	SWMB-1 OUT	(N/A)	59.18	58.00	58.19	53.00	10.70	976,017.47	721,226.00
Pipe - (1) (STORM)	OCS-200 (STORM)	3.37	58.16	57.85	57.45	53.60	6.22	975,997.51	721,236.18
Pipe - (25) (1) (STORM)	MH-301 (STORM)	5.41	57.89	61.20	57.22	52.00	10.62	976,177.69	721,518.23
Pipe - (24) (1) (STORM)	SWMB-2	(N/A)	(N/A)	61.00	57.13	55.48	0.38	976,173.38	721,508.73
Pipe - (23) (1) (STORM)	OCS-300 (STORM)	(N/A)	61.76	61.00	60.81	55.48	13.81	976,146.17	721,382.74
Pipe - (22) (1) (STORM)	SWMB-2 OUT	(N/A)	61.31	60.90	60.74	51.48	0.00	976,142.57	721,373.87
Pipe - (21) (1) (STORM)	MH-200 (STORM)	6.03	56.31	57.90	55.77	50.35	9.11	976,030.75	721,253.33
Pipe - (20) (1) (STORM)	SWMB-1 IN	(N/A)	(N/A)	58.00	55.73	54.35	0.00	976,036.85	721,250.54
Pipe - (19) (1) (STORM)	MH-201 (STORM)	6.02	56.92	57.90	56.13	50.35	8.00	976,237.79	721,498.83
Pipe - (18) (1) (STORM)	SWMB-1 IN	(N/A)	(N/A)	58.00	55.99	54.35	0.00	976,229.82	721,152.54
Pipe - (17) (1) (STORM)	MH-300 (STORM)	4.79	59.19	61.10	58.50	54.03	10.80	976,212.62	721,595.63
Pipe - (16) (1) (STORM)	MH-301 (STORM)	5.33	57.97	61.20	57.62	52.00	9.94	976,177.69	721,518.23
Pipe - (15) (1) (STORM)	BLDG B.3	2.88	60.17	62.90	59.69	56.99	8.99	976,292.13	721,625.49
Pipe - (14) (1) (STORM)	MH-300 (STORM)	4.58	59.40	61.10	59.16	54.03	10.83	976,212.62	721,595.63
Pipe - (13) (1) (STORM)	BLDG B.1	(N/A)	63.49	66.30	63.18	62.44	3.37	976,573.23	721,843.49
Pipe - (12) (1) (STORM)	BLDG B.2	2.51	60.73	65.10	60.66	57.97	7.00	976,379.84	721,584.19
Pipe - (11) (1) (STORM)	BLDG B.2	2.57	60.67	65.10	60.44	57.97	6.19	976,379.84	721,584.19
Pipe - (10) (1) (STORM)	BLDG B.3	2.78	60.27	62.90	60.16	56.99	11.38	976,292.13	721,625.49
Pipe - (9) (1) (STORM)	OCS-300 (STORM)	8.88	61.27	60.90	60.13	51.48	13.81	976,142.57	721,373.87
Pipe - (8) (1) (STORM)	MH-302	6.76	58.68	58.98	58.11	50.35	12.22	976,101.41	721,239.47
Pipe - (7) (1) (STORM)	MH-302	7.38	58.06	58.98	56.92	50.35	13.81	976,101.41	721,239.47
Pipe - (6) (1) (STORM)	SWMB-1 IN	(N/A)	(N/A)	58.00	56.64	54.35	0.00	976,082.67	721,242.84
Pipe - (5) (1) (STORM)	BLDG A	(N/A)	59.87	62.00	59.77	58.91	2.26	976,306.42	721,948.42
Pipe - (4) (1) (STORM)	BLDG A.1	2.65	59.50	60.30	59.50	56.81	5.84	976,180.89	721,673.88

Conduit FlexTable: DOT Report

Label	-Node- Upstream Downstream	-Depth- Upstream Downstream (ft)	-EGL- Upstream Downstream (ft)	-Ground- Upstream Downstream (ft)	-HGL- Upstream Downstream (ft)	-Invert- Upstream Downstream (ft)	Section Discharge Capacity (GFS)	-X- Upstream Downstream (ft)	-Y- Upstream Downstream (ft)
CO-21	BLDG A.1	2.68	59.50	60.30	59.45	56.81	2.11	976,180.89	721,673.88
	MH-300 (STORM)	4.58	59.40	61.10	59.37	54.03	5.87	976,212.62	721,595.63
	CB-203	(N/A)	56.85	57.60	56.79	50.47	3.47	976,009.73	721,246.59
CO-22	MH-200 (STORM)	5.53	56.81	57.90	56.78	50.35	10.53	976,030.75	721,253.33

Conduit FlexTable: DOT Storm Drain Computations

Start Node	Stop Node	Length (ft)	Upstream Inlet Area (acres)	Upstream Inlet C	System CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (cfs)	Capacity (Full Flow) (cfs)	Diameter (in)	Velocity (ft/s)	Invert (Start) (ft)	Invert (Stop) (ft)	Slope (Calculated) (ft/ft)
CB-204	MH-201 (STORM)	29.5	0.809	0.880	1.587	11.558	5.015	8.02	6.22	15.0	6.54	54.15	53.90	0.009
CB-207	CB-206	116.6	0.729	0.330	0.357	9.200	5.732	2.06	6.22	15.0	1.68	57.96	56.93	0.009
CB-208	CB-207	92.9	0.130	0.900	0.117	6.000	7.140	0.84	6.47	15.0	3.64	58.85	57.96	0.010
CB-100	CB-101	111.5	0.255	0.660	0.169	6.000	7.140	1.21	6.46	15.0	4.04	58.50	57.43	0.010
CB-206	CB-205	96.8	0.275	0.850	0.591	10.300	5.310	3.16	6.46	15.0	2.58	56.85	55.93	0.010
CB-205	CB-204	150.4	0.326	0.870	0.875	10.894	5.171	4.56	7.03	15.0	3.72	55.93	54.15	0.012
CB-101	HDS-100	282.5	0.234	0.740	0.342	6.442	6.946	2.39	5.60	15.0	4.38	57.43	55.34	0.003
CB-201	CB-201	34.0	0.541	0.740	0.400	8.440	6.084	2.46	5.77	15.0	4.51	56.64	56.40	0.008
CB-201	CB-202	160.4	0.141	0.720	0.502	8.511	6.035	3.06	10.18	18.0	5.04	56.40	55.14	0.009
HDS-100	EX-CB-100	11.9	0.240	0.380	0.433	7.497	6.481	2.83	7.46	15.0	5.66	55.34	55.20	0.013
CB-202	MH-200 (STORM)	160.0	0.755	0.870	1.159	9.032	5.806	6.78	8.06	18.0	3.84	55.14	54.35	0.005
OCS-200 (STORM)	EX-CB-200	32.2	(N/A)	(N/A)	0.000	0.052	7.580	10.70	7.00	15.0	8.72	53.90	53.60	0.010
SWMB-1 OUT	OCS-200 (STORM)	22.4	(N/A)	(N/A)	0.000	0.000	7.580	10.70	6.22	15.0	8.72	54.15	53.90	0.009
NH-301 (STORM)	SWMB-2	11.0	(N/A)	(N/A)	1.719	8.288	6.133	10.62	0.38	18.0	6.01	55.48	55.48	0.000
SWMB-2 OUT	OCS-300 (STORM)	10.4	(N/A)	(N/A)	0.000	0.000	7.580	13.81	0.00	18.0	7.81	55.48	55.48	0.000
MH-200 (STORM)	SWMB-1 IN	7.8	(N/A)	(N/A)	1.641	9.716	5.505	9.11	0.00	18.0	5.15	54.35	54.35	0.000
MH-201 (STORM)	SWMB-1 IN	9.7	(N/A)	(N/A)	1.587	11.627	4.999	8.00	0.00	15.0	6.52	54.35	54.35	0.000
MH-300 (STORM)	MH-301 (STORM)	84.9	(N/A)	(N/A)	1.719	8.063	6.232	10.80	9.94	18.0	6.11	56.22	55.48	0.009
BLDG B.3	MH-300 (STORM)	85.0	0.520	0.900	1.404	7.785	6.355	8.99	10.83	18.0	5.09	56.99	56.22	0.009
BLDG B.1	BLDG B.2	445.3	0.520	0.900	0.468	6.000	7.140	3.37	7.00	15.0	5.65	62.44	57.97	0.010
BLDG B.2	BLDG B.3	96.9	0.520	0.900	0.936	7.318	6.560	6.19	11.38	18.0	3.50	57.97	56.99	0.010
OCS-300 (STORM)	MH-302	140.6	(N/A)	(N/A)	0.000	0.009	7.580	13.81	12.22	18.0	7.81	55.48	53.90	0.012
MH-302 (STORM)	BLDG A.1	10.2	(N/A)	(N/A)	0.301	0.301	7.580	13.81	0.00	18.0	7.81	54.35	54.35	0.000
BLDG A	MH-300 (STORM)	301.9	0.350	0.900	0.315	6.000	7.140	2.26	5.84	15.0	4.46	58.91	56.81	0.007
BLDG A.1	MH-200 (STORM)	84.5	(N/A)	(N/A)	0.315	7.125	6.645	2.11	5.87	15.0	1.72	56.81	56.22	0.007
CB-203	MH-200 (STORM)	22.1	0.555	0.870	0.483	6.000	7.140	3.47	10.53	18.0	1.97	54.47	54.35	0.009

Conduit FlexTable: HEC-22 Table A

Label	Upstream Structure	Rise (Unified) (ft)	Flow (cfs)	Length (Unified) (ft)	Velocity (ft/s)	Depth (Normal) (ft)	Depth (Critical) (ft)	Upstream Structure Velocity Head (In- Governing) (ft)	Friction Slope (ft/ft)	Headloss (ft)
Pipe - (10) (STORM)	CB-204	1.25	3.02	27.0	6.94	(N/A)	1.12	0.66	0.015	0.42
Pipe - (9) (STORM)	CB-207	1.25	2.06	111.0	1.69	0.50	0.57	0.04	0.001	0.11
Pipe - (7) (STORM)	CB-203	1.25	0.84	88.7	3.64	0.30	0.36	0.02	0.000	0.02
Pipe - (1) (STORM)	CB-100	1.25	1.21	107.0	4.04	0.37	0.43	0.16	0.006	0.66
Pipe - (16) (STORM)	CB-206	1.25	3.16	92.0	2.58	0.62	0.72	0.10	0.002	0.22
Pipe - (8) (STORM)	CB-205	1.25	4.56	148.0	3.72	0.73	0.87	0.21	0.005	0.74
Pipe - (2) (STORM)	CB-101	1.25	2.39	277.6	4.38	0.57	0.62	0.24	0.006	1.59
Pipe - (4) (STORM)	CB-200	1.25	2.46	30.0	5.01	0.57	0.63	0.08	0.001	0.04
Pipe - (5) (STORM)	CB-201	1.50	3.06	157.4	4.54	0.56	0.66	0.06	0.001	0.11
HDS-100		1.25	2.83	10.5	5.66	0.53	0.68	0.27	0.009	0.10
Pipe - (3) (STORM)	CB-202	1.50	6.78	157.5	3.84	1.05	1.01	0.23	0.004	0.56
Pipe - (13) (STORM)	OCS-200 (STORM)	1.25	10.70	30.0	8.72	(N/A)	1.20	1.18	0.023	0.70
Pipe - (14) (STORM)	SWMB-1 OUT	1.25	10.70	27.0	8.72	(N/A)	1.20	1.18	0.027	0.74
Pipe - (18) (STORM)	MH-301 (STORM)	1.50	10.62	8.4	6.01	(N/A)	1.25	0.56	0.010	0.09
Pipe - (19) (STORM)	SWMB-2 OUT	1.50	13.81	4.1	7.81	(N/A)	1.38	0.95	0.017	0.07
Pipe - (28) (STORM)	MH-200 (STORM)	1.50	9.11	4.0	5.15	(N/A)	1.17	0.43	0.006	0.02
Pipe - (29) (STORM)	MH-201 (STORM)	1.25	8.00	9.0	6.52	(N/A)	1.11	0.66	0.015	0.14
Pipe - (17) (STORM)	MH-300 (STORM)	1.50	10.80	82.7	6.11	(N/A)	1.26	0.58	0.011	0.87
Pipe - (25) (L)	BLDG B.3	1.50	8.99	84.9	5.09	1.04	1.16	0.40	0.006	0.53
CO-12	BLDG B.1	1.25	3.37	447.0	5.65	0.61	0.74	0.31	0.006	2.71
CO-14	BLDG B.2	1.50	6.19	98.0	3.50	0.79	0.96	0.19	0.003	0.29
CO-18	OCS-300 (STORM)	1.50	13.81	137.0	7.81	(N/A)	1.38	0.95	0.015	2.02
CO-19	MH-302	1.50	13.81	19.0	7.81	(N/A)	1.38	0.95	0.015	0.28
CO-20	BLDG A	1.25	2.26	301.1	4.46	0.54	0.60	0.10	0.001	0.32
CO-21	BLDG A.1	1.25	2.11	83.9	1.72	0.52	0.58	0.05	0.001	0.08
CO-22	CB-203	1.50	3.47	14.0	1.97	0.59	0.71	0.06	0.001	0.01
Energy Grade Line (ft)										
57.71	0.604	0.40	58.11	57.45	55.40	57.60				
59.49	0.642	0.03	59.52	59.47	59.21	62.50				
59.54	0.000	0.00	(N/A)	(N/A)	60.10	62.45				
59.09	0.000	0.00	(N/A)	(N/A)	59.75	62.10				
59.31	0.453	0.05	59.36	59.26	58.10	60.75				
58.94	0.523	0.11	59.05	58.84	57.18	60.38				
58.29	0.558	0.14	58.43	58.18	58.68	60.80				
57.77	0.000	0.00	(N/A)	(N/A)	57.89	60.10				
57.67	0.578	0.04	57.71	57.64	57.90	60.05				
56.29	1.446	0.39	56.68	56.41	59.60	59.60				
57.46	0.326	0.07	57.54	57.31	56.64	58.80				
57.92	0.207	0.24	58.16	56.98	55.15	57.85				
59.38	0.000	0.00	(N/A)	(N/A)	55.40	58.00				
57.78	0.346	0.19	57.97	57.41	56.98	61.20				
61.76	0.000	0.00	(N/A)	(N/A)	56.98	61.00				
56.20	1.426	0.61	56.81	56.38	55.85	57.90				
56.73	0.365	0.24	57.03	56.37	55.60	57.90				

Conduit FlexTable: HEC-22 Table A

Energy Grade Line (In) (ft)	Upstream Structure Headloss Coefficient	Upstream Structure Headloss (ft)	Upstream Structure Energy Grade Line (In) (ft)	Upstream Structure Hydraulic Grade Line (ft)	Elevation Crown (Start) (ft)	Elevation Ground (Start) (ft)
59.08	0.557	0.32	59.40	58.82	57.72	61.10
60.09	0.441	0.18	60.27	59.87	58.49	62.90
63.49	0.000	0.00	(N/A)	(N/A)	63.69	66.30
60.64	0.510	0.10	60.73	60.54	59.47	65.10
61.08	0.240	0.23	61.31	60.36	56.99	60.90
57.87	0.859	0.81	58.68	57.73	55.85	58.98
59.87	0.000	0.00	(N/A)	(N/A)	60.16	62.00
59.49	0.747	0.03	59.53	59.48	58.06	60.30
56.85	0.000	0.00	(N/A)	(N/A)	55.97	57.60

FlexTable: Conduit Table

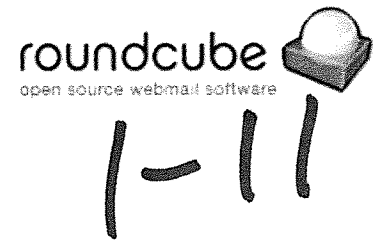
ID	Label	Start Node	Set Invert to Start?	Invert (Start) (ft)	Stop Node	Set Invert to Stop?	Invert (Stop) (ft)	Has User Defined Length?	Length (User Defined) (ft)	Length (Scaled) (ft)	Notes
47	Pipe - (10) (STORM)	CB-204	False	54.15	MH-201 (STORM)	False	53.90	True	27.0	29.5	
49	Pipe - (9) (STORM)	CB-207	False	57.96	CB-206	False	56.93	True	111.0	116.6	
50	Pipe - (7) (STORM)	CB-208	False	58.85	CB-207	False	57.96	True	88.7	92.9	
51	Pipe - (1) (STORM)	CB-100	False	58.50	CB-101	False	57.43	True	107.0	111.5	
52	Pipe - (16) (STORM)	CB-206	False	56.85	CB-205	False	55.93	True	92.0	96.8	
53	Pipe - (9) (STORM)	CB-101	False	55.93	CB-204	False	54.15	True	148.0	150.4	
54	Pipe - (2) (STORM)	CB-200	False	57.43	HDS-100	False	55.34	True	277.6	282.5	
55	Pipe - (4) (STORM)	CB-201	False	56.64	CB-201	False	55.40	True	30.0	34.0	
56	Pipe - (5) (STORM)	CB-201	False	56.40	CB-202	False	55.14	True	157.4	160.4	
57	Pipe - (3) (STORM)	HDS-100	False	55.34	EX-CB-100	False	55.20	True	10.5	11.3	
58	Pipe - (6) (STORM)	CB-202	False	55.14	MH-200 (STORM)	False	54.35	True	157.5	160.0	
59	Pipe - (13) (STORM)	OCS-200 (STORM)	False	53.90	EX-CB-200	False	53.60	True	30.0	32.2	
230	Pipe - (14) (STORM)	SWMB-1 OUT	False	54.15	OCS-200 (STORM)	False	53.90	True	27.0	22.4	
231	Pipe - (18) (STORM)	MH-301 (STORM)	False	55.48	SWMB-2	False	55.48	True	8.4	10.4	
232	Pipe - (19) (STORM)	SWMB-2 OUT	False	55.48	OCS-300 (STORM)	False	55.48	True	4.1	9.6	
233	Pipe - (28) (STORM)	MH-200 (STORM)	False	54.35	SWMB-1 IN	False	54.35	True	4.0	6.7	
234	Pipe - (29) (STORM)	MH-201 (STORM)	False	54.35	SWMB-1 IN	False	54.35	True	9.0	8.8	
235	Pipe - (17) (STORM)	MH-300 (STORM)	False	56.22	MH-301 (STORM)	False	55.48	True	82.7	84.9	
325	Pipe - (25) (1) (STORM)	BLDG B.3	False	56.99	MH-300 (STORM)	False	56.22	True	84.9	84.9	
346	CO-12	BLDG B.1	True	62.44	BLDG B.2	False	57.97	True	447.0	445.3	
348	CO-14	BLDG B.2	False	57.97	BLDG B.3	True	56.99	True	98.0	96.9	
371	CO-18	OCS-300 (STORM)	False	55.48	MH-302	False	53.90	True	137.0	140.6	
373	CO-19	MH-302	False	54.35	SWMB-1 IN	False	54.35	True	19.0	9.4	
378	CO-20	BLDG A	False	56.91	BLDG A.1	False	56.81	True	301.1	301.9	
377	CO-21	BLDG A.1	False	56.81	MH-300 (STORM)	False	56.22	True	83.9	84.5	
378	CO-22	CB-203	False	54.47	MH-200 (STORM)	False	54.35	True	14.0	22.1	

Slope (Calculated) (ft/ft)	Section Type	Diameter (in)	Manning's n	Flow (cfs)	Velocity (ft/s)	Depth (Out) (ft)	Capacity (Full Flow) (cfs)	Flow / Capacity (Design) (%)	Depth (Normal) / Rise (%)	Notes
0.009	Circle	15.0	0.013	8.02	6.54	2.73	6.22	129.1	(N/A)	HDPE Pipe
0.009	Circle	15.0	0.013	2.06	1.68	2.40	6.22	33.2	39.7	HDPE Pipe
0.010	Circle	15.0	0.013	0.84	3.64	1.55	6.47	13.0	24.4	HDPE Pipe
0.010	Circle	15.0	0.013	1.21	4.04	0.98	6.46	18.8	29.4	HDPE Pipe
0.010	Circle	15.0	0.013	3.16	2.58	3.06	6.46	49.0	49.4	HDPE Pipe
0.012	Circle	15.0	0.013	4.56	3.72	3.84	7.08	64.4	58.4	HDPE Pipe
0.008	Circle	15.0	0.013	2.39	4.38	1.30	5.60	42.7	45.7	HDPE Pipe
0.008	Circle	18.0	0.012	2.46	4.51	1.27	5.77	42.5	45.6	HDPE Pipe
0.013	Circle	15.0	0.013	3.06	5.04	2.37	10.18	30.0	37.6	HDPE Pipe
0.005	Circle	18.0	0.012	2.83	5.66	0.57	7.46	38.0	42.7	HDPE Pipe
0.010	Circle	15.0	0.012	6.78	3.84	2.33	8.06	84.1	70.3	HDPE Pipe
0.010	Circle	15.0	0.012	10.70	8.72	2.43	7.00	152.9	(N/A)	HDPE Pipe
0.009	Circle	15.0	0.013	10.62	8.72	3.55	6.22	172.1	(N/A)	Concrete Pipe
0.000	Circle	18.0	0.013	10.62	6.01	1.65	0.38	2,775.0	(N/A)	HDPE Pipe
0.000	Circle	18.0	0.013	13.81	7.81	5.26	0.00	Infinity	(N/A)	Concrete Pipe
0.000	Circle	18.0	0.012	9.11	5.15	1.38	0.00	Infinity	(N/A)	Concrete Pipe
0.000	Circle	15.0	0.013	8.00	6.52	1.64	0.00	Infinity	(N/A)	HDPE Pipe
0.009	Circle	18.0	0.013	10.80	6.11	2.14	9.94	108.6	(N/A)	HDPE Pipe
0.009	Circle	18.0	0.012	8.99	5.09	2.94	10.83	83.0	68.5	HDPE Pipe
0.010	Circle	15.0	0.012	3.37	5.65	2.69	7.00	48.1	48.9	HDPE Pipe

FlexTable: Conduit Table

Slope (Calculated) (ft/ft)	Section Type	Diameter (in)	Manning's n	Flow (cfs)	Velocity (ft/s)	Depth (ft)	Capacity (Full Flow) (cfs)	Flow / Capacity (Design) (%)	Depth (Normal) / Rise (%)	Notes
0.010	Circle	18.0	0.012	6.19	3.50	3.16	11.38	54.4	52.6	
0.012	Circle	18.0	0.012	13.81	7.81	4.21	12.22	113.0	(N/A)	
0.000	Circle	18.0	0.012	13.81	7.81	2.29	0.00	Infinity	(N/A)	
0.007	Circle	15.0	0.012	2.26	4.46	2.69	5.84	38.7	43.2	
0.007	Circle	15.0	0.012	2.11	1.72	3.15	5.87	35.9	41.4	
0.009	Circle	18.0	0.012	3.47	1.97	2.43	10.53	33.0	39.5	

Subject 425 South Cherry Street, Wallingford
From Kermit Hua <kermit.hua@kwhenterprise.com>
To <kacie.hand@wallingfordct.gov>
Cc Dewey, Jeffrey <jdewey@blcompanies.com>, Dion, Michael <mdion@blcompanies.com>
Date 2020-05-03 8:07 pm



Tom:

I have reviewed the most recent traffic responses and plan submissions for the 425 South Cherry Street site. I have no further comments other than my recommendations for the commission's consideration as follows, if the commission decides to approve the application:

1. I recommend that the commission require the applicant to move the proposed stop bars and associated stop signs for Pent Road and Ball Street on plan SP-2 to locations shown on the most recent truck turning exhibit plans EXTT-1 and EXTT-2 that were sent to the Town Planner and me via email on March 23, 2020. (The dates on the truck turning exhibit plans, 11/26/2019, are incorrect.) In addition, the Landscape Plan should be revised accordingly if proposed trees or plants obstruct sight lines between vehicles at the two new stop bar locations. The purpose of these recommendations is to ensure that tractor trailers will not collide with vehicles stopped on the other road of this proposed all-way stop intersection.

2. I recommend that the commission in the approval letter suggest that ConnDOT/OSTA review the feasibility of improvements to the intersection of John Street and Old Colony Road (Route 5), the primary access intersection of the site to State roads. Such improvements may include changes to signal equipment and signal timing and phasing and adding a northbound left-turn lane on the Route 5 approach of the intersection.

Thank you.

Kermit Hua



Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012

1-12
Alison M. Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission
FROM: Department of Engineering *AMK*
RE: **PZC Application #414-19**
425 South Cherry Street/ Special Permit
DATE: May 8, 2020

Dear Commissioners:

We are in receipt of the following updated materials for the referenced application:

- Response to Comments Letter, BL Companies, dated 4/30/20
- Land Development Plans Issues for Inland Wetlands and Watercourses Approval revised through 1/28/20
- Executive Summary by BL Companies
- Summary of Drainage System Revisions, dated 01/23/20
- Site Operations and Maintenance Plan, dated 11/30/19
- Truck Turning Exhibits – Entering and Exiting Site, dated 11/26/19
- Overall Off-Site Plan dated 2/11/20
- Landscape exhibits dated 11/26/19 and revised 2/11/20
- Elevation Drawings AP5.00 and AP5.01, dated 10/16/19 and 2/14/20, respectively

As mentioned in previous memos dated 1/2/20 and 1/28/20, the proposed 71'-wide driveway apron should be narrowed to minimize the number of vehicular conflict points with drivers on Ball Street. We recommend the apron be reduced to a maximum width of 30', which is 6' wider than what is typically allowed. You had previously responded to this comment by stating that reducing the driveway width would create traffic issues for the drivers exiting the building. However, it's my opinion that this is a logistics problem and not a traffic problem. Logistics should be handled by the end-user in a way that satisfies town requirements.

If the applicant does not agree to reducing this driveway apron to a maximum width of 30', I will not be able to support the approval of the application.

If the above is agreed to, we suggest the following comments as Conditions of Approval:

1. The 71'-wide driveway apron should be narrowed to minimize the number of vehicular conflict points with drivers on Ball Street. We recommend the apron be reduced to a maximum width of 30'. A stop sign & stop bar painted per Wallingford's Local Traffic

Authority (Chief of Police) is also recommended at this location. The applicant previously responded to this comment by stating that reducing the driveway width would create traffic issues for the drivers exiting the building. However, it's my opinion that this is a logistics problem and not a traffic problem. Logistics should be handled by the end-user in a way that satisfies town requirements.

2. South Cherry Street has known drainage issues during storm events. Now that a curb cut is proposed along South Cherry Street, it's possible the occupant will investigate ways to reduce drainage issues in the future.

Suggested Condition of Approval: Relocate the 3'-wide strip of landscaping between the van and car parking areas to the 5' landscape buffer along the southern property line. This provides additional space to install a storm pipe to Pent Street, if that were to be a preferred option in the future.

3. The applicant has provided updated pipe sizing calculation tables showing the values for the 15" pipe from SWMB-1 to OCS-200, and OCS-200 to EX-CB-200. However, the table showing the relation of hydraulic grade line to proposed grade elevation is cut off and difficult to follow, so a determination couldn't be made.

Suggested Condition of Approval: The pipes shall be sized to keep the hydraulic grade line below the proposed grade for the 10-year storm event.

4. On sheet OSP-2, the note to remove striping to provide 24' aisle shall be updated to call out 30' aisle. Dimensions label the proposed aisle as 30'.
5. The stop bar shall be in line with the stop sign at the exit driveway located along the west side of the building.
6. Site Operations and Maintenance Plan shall be revised to include the off-site parking lot at 528 South Cherry Street.
7. Applicant shall submit a compiled updated drainage report and plan set to the Engineering Department for filing.
8. We recommend the Applicant post a bond in the amount of \$35,000 for the proposed work and restoration within the Town right-of-way. Said work is subject to a Street Excavation Permit to be issued by the Department of Engineering.

If you have any questions or require any additional information, please let me know.