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**David S. Kode, AIA**  
Design Director

January 14,2022

Re: Frito-Lay – Killingly  
Transformation Project 3<sup>rd</sup> Party  
Review Response Letter  
1886 Upper Maple Street  
Dayville, CT 06241-1555  
CLA REF #: CLA-7057

Mrs. Ann-Marie Aubrey,  
Director Planning & Development  
Killingly Town Hall  
172 Main Street  
Killingly, CT 06239  
Email: aaubrey@killinglyct.gov

Dear Ms. Aubrey,

I have enclosed our **response** to address the CLA Engineers, Inc. review comments for the current Killingly Transformation P & Z Drawing Submission Package dated January 12, 2022, located at 1886 Upper Maple Street, Dayville, CT.

**REVIEW COMMENTS:**

- 1) Sheet 2C-141 (revised layout) needs to show existing topography in the area of the proposed employee parking lot.

**RESPONSE:** The revised auto parking grading & drainage has been added to sheet 2C-145. The grading & drainage sheet shows both the existing topography and the proposed grading for the revised parking lot.

- 2) Proposed revised grading plans for the employee parking lot indicate cuts to create subgrade as much as 13' and greater to install drainage. Test pit or boring information should be provided in this area to determine the extent of ledge and groundwater in order to aid in the design of the parking lot and drainage system.

**RESPONSE:** Test pits will be performed within the area of the proposed parking lot in order to verify extent of ledge and/or groundwater. Upon completion of the test pits, a plan will be prepared to show the location, depth, and findings of the test pit(s). Photographs will be included on this plan similar to what was provided for the Yellin Lot project in 2021.

- 3) The Initial and Final Erosion & Sedimentation Control Plan needs to be provided for the revised employee parking lot plan.

**RESPONSE:** The Initial and Final Erosion & Sediment Control Plans have been provided within the Progress Issue documents. Refer to sheets 2C-160.5 and 2C-161.5.

- 4) Symbols are missing in the Demolition Plan Legend Sheet 2C-110.

**RESPONSE:** The Overall Demolition Plan sheet 2C-110 does not include specific demolition notes/symbols due to the large scale. This sheet is included to provide general orientation of the site while the enlarged sheets hold the design information required for demolition. So as to prevent confusion, we have removed the demolition notes from this sheet.

- 5) On Sheet 2C-144, the stormwater flume may be impractical with snow removal. Consider using a catch basin in parking area.

**RESPONSE:** Due to changes in the tractor trailer parking lot layout, the flume is no longer needed. Revised grading and drainage plans will be submitted.

- 6) On Sheet 2C-144, guardrail (if present) is difficult to see and may be difficult to install without a snow shelf.

**RESPONSE:** Guardrail is not needed at this location. The design includes a 6' shoulder along the back of curb.

- 7) Drainage structure and pipe data should be provided on grading and drainage sheets.

**RESPONSE:** Pipe and structure tables have been shown on each of the enlarged plan sheets.

- 8) Sheet 2C-141 needs to show existing topography in the area of the proposed employee parking lot. Proposed grading plans indicate 7' +/- cut to create subgrade in the northwesterly corner of proposed trailer parking area. Test pit or boring information should be provided in this area to determine the extent of ledge and groundwater in order to aid in the design of the parking lot and drainage system.

**RESPONSE:** Existing contours have been shown on sheet 2C-141. Test pits are being scheduled and will be performed. A separate plan sheet with photos and summary of findings will be submitted.

- 9) Sheet 2C-521. Pavement detail needs to specify binder and wearing course.

**RESPONSE:** Asphalt pavement detail has been updated to reflect appropriate wearing and binder courses.

- 10) Sheet 2C-522. Handicap detail to conform to CT standard dimensions. Provide sign detail.

**RESPONSE:** Handicap parking detail has been updated to align with the State of Connecticut handicap parking dimensional requirements. Handicap sign detail has been provided.

- 11) Roof drainage piping is unclear and not labeled.

**RESPONSE:** Roof drain piping has been labelled on the enlarged plans. Final sizes, slopes, and inverts will be provided. All drainage from roof areas has been included in storm sewer conveyance design and routing analysis. Final roof drain design will be based upon the IPC plumbing code.

- 12) Provide rip-rap outlet protection detail for drainage outlet in existing northerly pond.  
Provide drainage calculation for this rip-rap outlet protection.

**RESPONSE:** Rip-rap outlet protection detail and design has been included on the plan set. Rip-rap outlet protection sizing chart based on tailwater condition will be provided.

- 13) Provide existing conditions plan of piping in existing northerly ponds.

**RESPONSE:** A new plan sheet has been included to show this area of the site. Refer to sheet 2C-106.

- 14) Erosion and Sedimentation Control sheets should include temporary sedimentation basin design/locations and sizing calculations should be provided.

**RESPONSE:** The existing North ponds will be analyzed to be utilized as temporary sediment basins during construction. This design will be provided. Conceptual design plan is to temporarily retrofit a control structure within one of the retention ponds to accommodate sediment storage and to install a Faircloth Skimmer sized for the required drawdown time per State of Connecticut requirements.

- 15) The applicant should explain how temporary traffic flow/employee parking will be handled during the construction of employee parking/drainage retention system.

**RESPONSE:** Temporary employee traffic and parking during the construction of the underground detention system will be accommodated by phasing of the proposed auto parking lot in junction with temporary conversion of tractor and tractor trailer spaces throughout the site to be used for employee parking.

- 16) The installation of the employee parking lot and the new warehouse expansion includes earthwork that will produce significant excess site material. What is the estimated volume of this excess material? Will it be stored on site or hauled off site? If hauled off site, what is the proposed truck traffic duration for this work?

**RESPONSE:** A total site cut/fill analysis will be prepared. We have the ability to temporarily stage excess material on site. Based on this analysis, the number of trucks required for material haul off and duration of hauling will be determined.

- 17) The Stormwater Management Report needs to be updated to reflect the revised employee parking lot design.

**RESPONSE:** The full Stormwater Management Report will be updated to include the revised auto parking lot design.

- 18) The applicant should provide evidence that the CT DEEP Construction Stormwater permit is in place prior to construction.

**RESPONSE:** A record copy of the CT DEEP Construction Stormwater permit and Notice of Intent will be provided prior to start of construction.

- 19) Modeling data, inverts, storage volumes, infiltration rates and all information for the underground detention system should be included in the Stormwater Report.

**RESPONSE:** We will update the **Stormwater Management Report to include all input and output data for the entire stormwater routing analysis, including the underground detention system.**

- 20) Underground detention system elevations should be called-out on the plans.

**RESPONSE:** Full details for the underground detention system will be provided.

- 21) We recommend using NOAA Atlas 14 rainfall data for the site in lieu of Stormwater Quality Manual data.

**RESPONSE:** Rainfall values used within this design were taken from the State of Connecticut Stormwater Quality Manual table for Windham County. These rainfall values have been used for the stormwater master planning for both the Yellin Lot and Phase I stormwater designs and has been previously approved for use by the Town of Killingly and CT DEEP. While NOAA rainfall data may be used in designs where a specific data set is not specified, the Town of Killingly stormwater management requirements refer to the Connecticut Stormwater Quality Manual. In addition, the rainfall values used (CT SQM table) were previously discussed with the Town of Killingly for compliance.

- 22) The plans appear to meet the stormwater quality goals for the new parking area. The applicant should address the General Permit for the Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems (MS4 General Permit) requirements for stormwater quality on redevelopment sites.

**RESPONSE:** Stormwater quality for the redevelopment of the site will be analyzed. The design intent is to comply with the Connecticut Stormwater Quality Manual (Chapter 7) for water quality volume within the northern ponds.

- 23) If the Town requires an E & S bond, the applicant should submit a bond estimate for review.

**RESPONSE:** An Erosion and Sediment Control bond has not been required by the Town of Killingly previously.

If you have any further questions, please do not hesitate to call, or email me at: 904-791-4558 or [David.Kode@haskell.com](mailto:David.Kode@haskell.com).

Sincerely,

*David S. Kode*

David S. Kode, AIA  
Design Director

Cc:

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