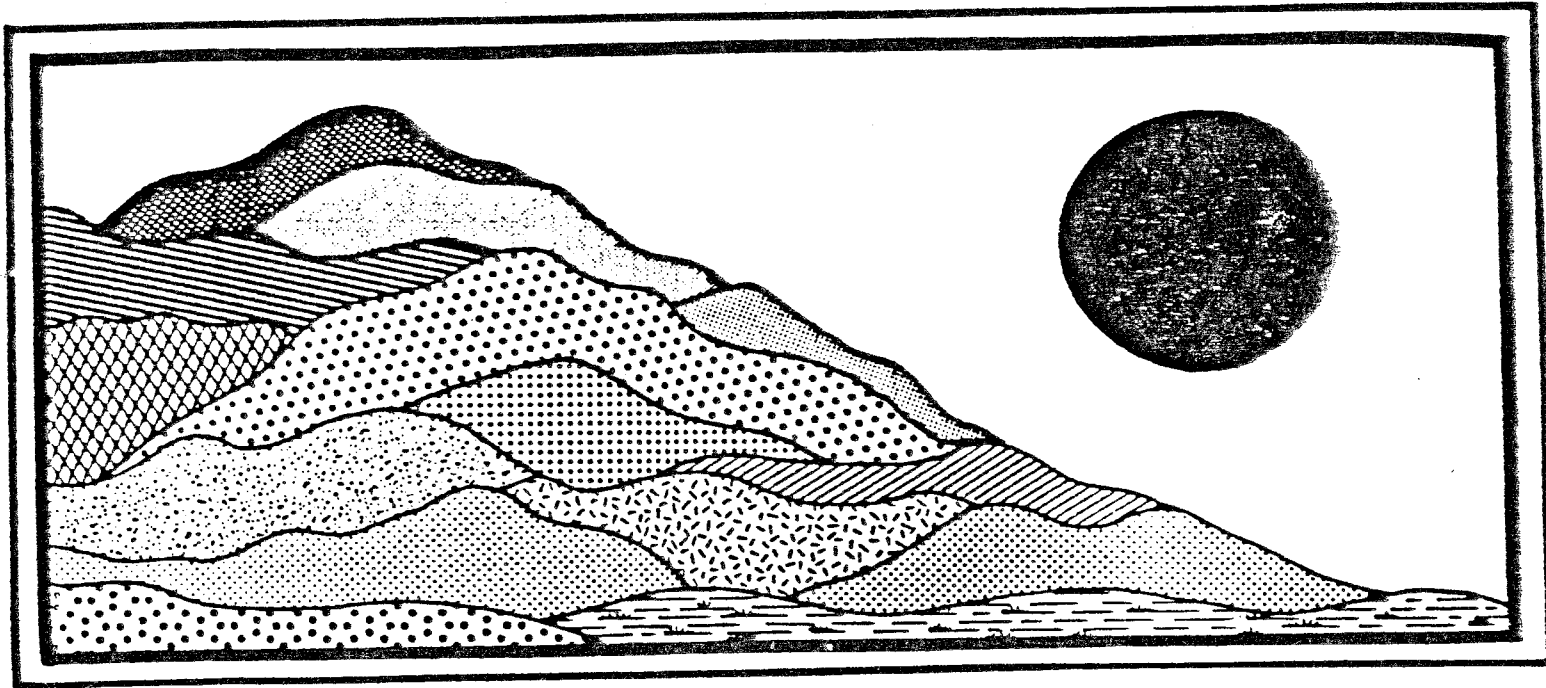


Franklin Farm Partnership

Franklin, Connecticut

November 1986



ENVIRONMENTAL

REVIEW TEAM

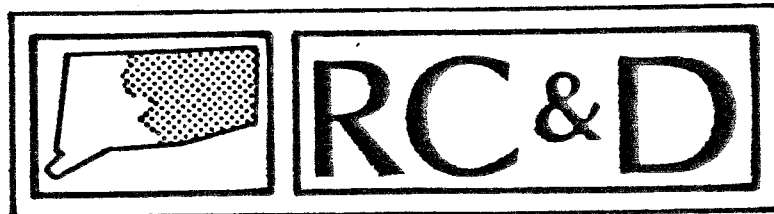
REPORT

Franklin Farm Partnership

Franklin, Connecticut

Review Date: OCTOBER 2, 1986

Report Date: NOVEMBER 1986



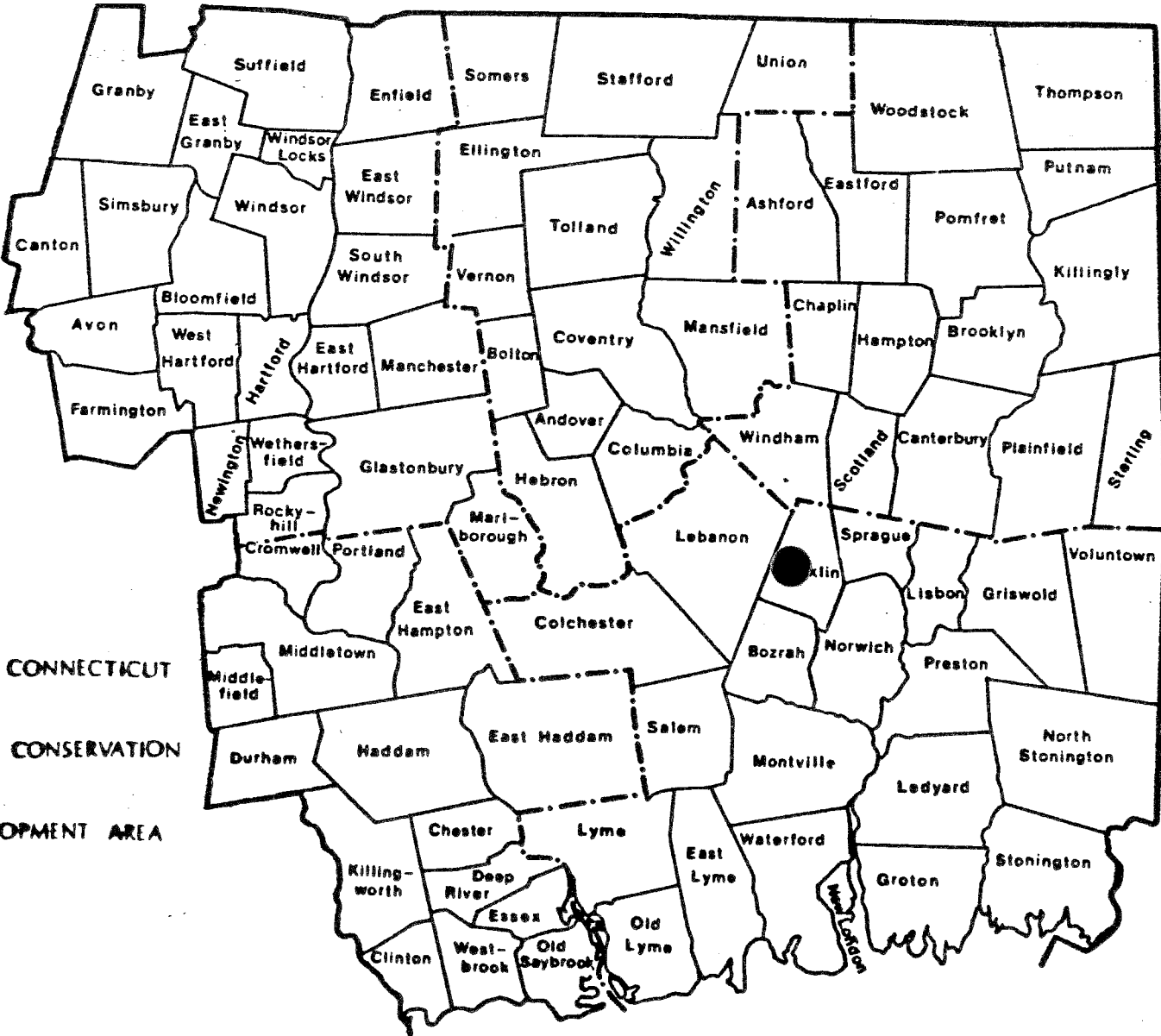
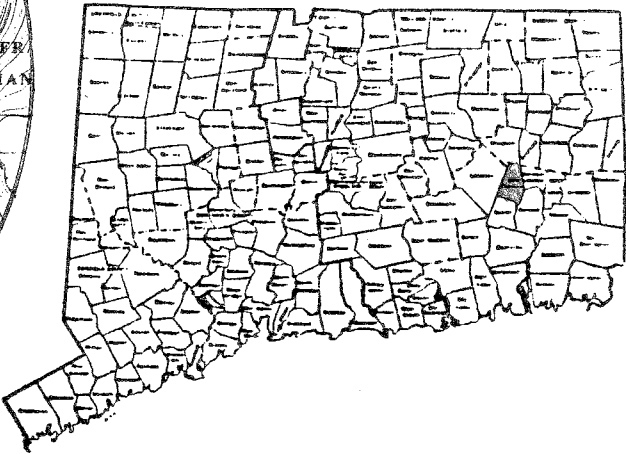
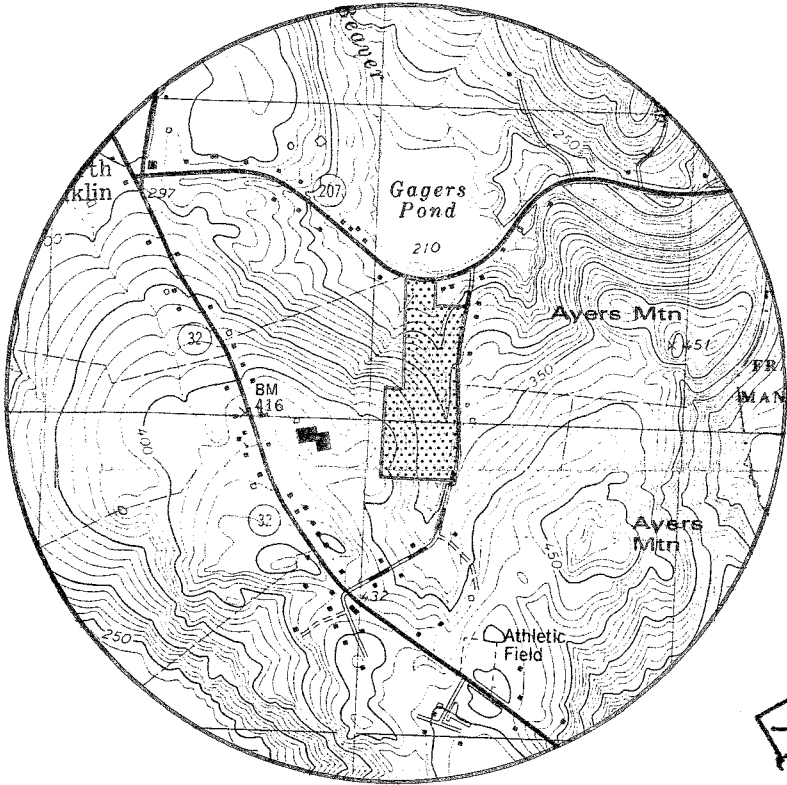
ENVIRONMENTAL REVIEW TEAM

PO BOX 198

BROOKLYN, CONNECTICUT 06234

Site Location

FRANKLIN FARM PARTNERSHIP SUBDIVISION
FRANKLIN, CONNECTICUT



EASTERN CONNECTICUT
RESOURCE CONSERVATION
& DEVELOPMENT AREA

ENVIRONMENTAL REVIEW TEAM REPORT

ON

FRANKLIN FARM PARTNERSHIP SUBDIVISION

Franklin, Connecticut

This report is an outgrowth of a request from the Franklin Inland Wetlands Commission to the New London County Soil and Water Conservation District (S&WCD). The S&WCD referred this request to the Eastern Connecticut Resource Conservation and Development (RC&D) Area Executive Committee for their consideration and approval. The request was approved and the measure reviewed by the Eastern Connecticut Environmental Review Team (ERT).

The ERT met and field checked the site on Thursday, October 2, 1986. Team members participating on this review included:

Elizabeth Rogers	--Soil Conservationist - U.S.D.A., Soil Conservation Service
Tom Seidel	--Regional Planner - Southeastern Connecticut Regional Planning Agency
Dwight Southwick	--Civil Engineer - U.S.D.A., Soil Conservation Service
Elaine Sych	--ERT Coordinator - Eastern Connecticut RC&D Area
Bill Warzecha	--Geologist - DEP, Natural Resources Center

Prior to the review day, each team member received a summary of the proposed project, a list of the Town's concerns, a location map, a topographic map and a soils map. During the field review the Team members were given site plans. The Team met with, and were accompanied by the Developer, the project Engineer and the Franklin First Selectwoman. Following the review, reports from each Team member were submitted to the ERT Coordinator for compilation and editing into this final report.

This report represents the Team's findings. It is not meant to compete with private consultants by providing site designs or detailed solutions to development problems. The Team does not recommend what final action should be taken on a proposed project -- all final decisions and conclusions rest with the Town and landowner. This report identifies the existing resource base and evaluates its significance to the proposed development, and also suggests considerations that should be of concern to the developer and the Town. The results of this Team action are oriented toward the development of a better environmental quality and the long-term economics of land use.

The Eastern Connecticut RC&D Executive Committee hopes you will find this report of value and assistance in making your decisions on this proposed subdivision.

If you require any additional information, please contact:

Elaine A. Sych
ERT Coordinator
Eastern Connecticut RC&D Area
P. O. Box 198
Brooklyn, CT 06234
(203) 774-1253

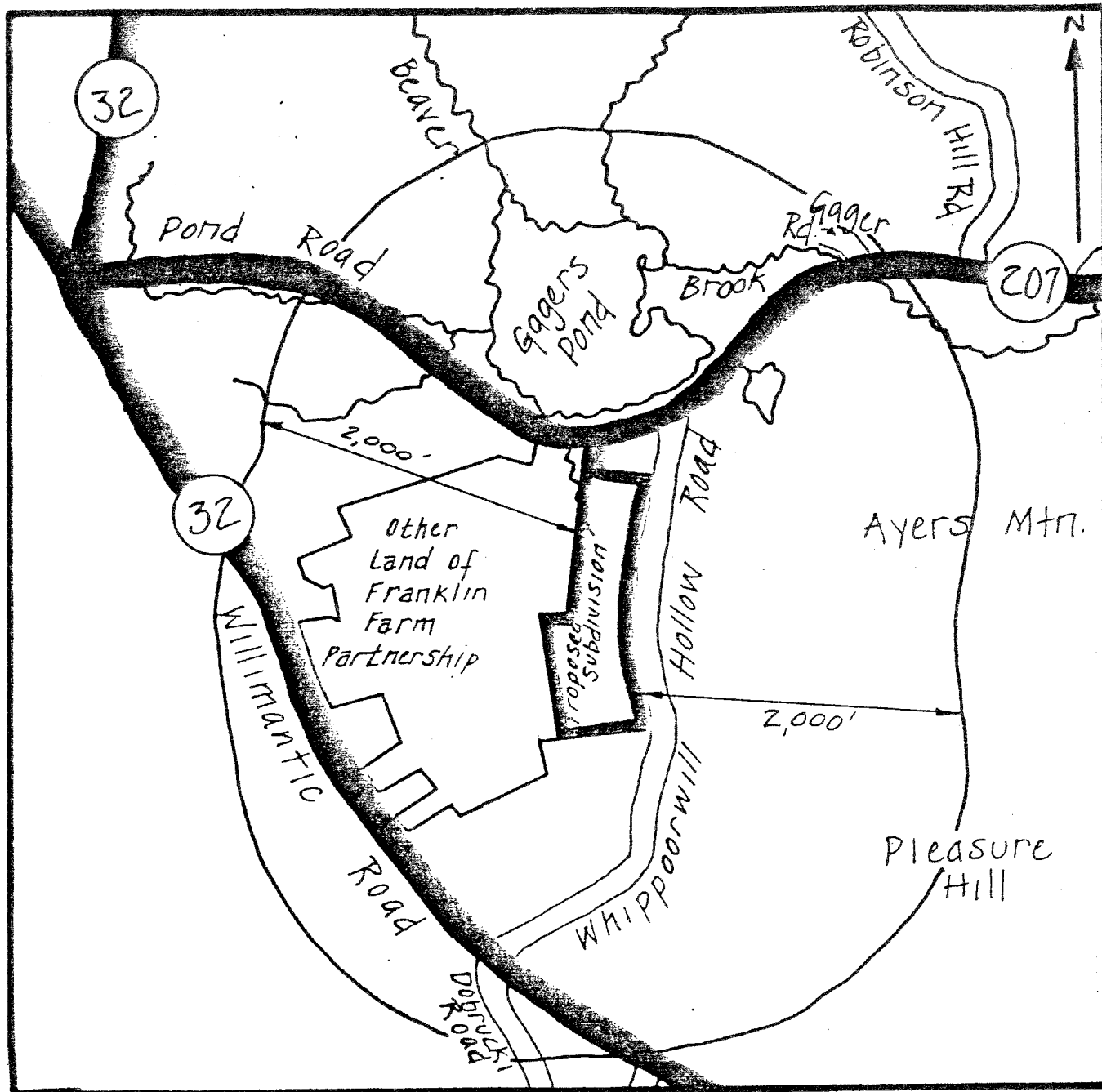
TABLE OF CONTENTS

	<u>Page</u>
A. INTRODUCTION.....	5
B. TOPOGRAPHY AND SETTING.....	5
C. GEOLOGY.....	5
D. GEOLOGIC DEVELOPMENT CONCERNS.....	7
E. HYDROLOGY.....	11
F. ENGINEERING CONCERNS.....	14
G. EROSION AND SEDIMENT CONTROL.....	14
H. WATER SUPPLY.....	15
I. LAND USE AND TRAFFIC.....	16
J. SUMMARY.....	17

TABLE OF MAPS

LOCATION.....	4
TOPOGRAPHY.....	6
BEDROCK GEOLOGY.....	8
SURFICIAL GEOLOGY.....	10
HYDROLOGY.....	12

Location Map

$$1'' = 1,000'$$


A. INTRODUCTION

The Eastern Connecticut Environmental Review Team was asked to conduct an environmental review of a proposed subdivision located on the west side of Whippoorwill Hollow Road in Franklin.

The Town requested to receive information concerning the topography, geology, hydrology, sewage disposal, stormwater drainage and land use and traffic. This information, along with concerns and recommendations, is to be found in the following sections. A brief summary highlights the Team's major findings.

B. TOPOGRAPHY AND SETTING

The proposed fifteen (15) lot subdivision is located in the western part of Franklin. These lots will be accessed via private driveways or shared driveways (Lots 1-5 and 10-15) off of Whippoorwill Hollow Road. The ± 53 acre parcel of land is characterized by a mixed hardwood forest.

An unnamed tributary to Beaver Brook along with its accompanying wetlands bisects the site in a northerly direction.

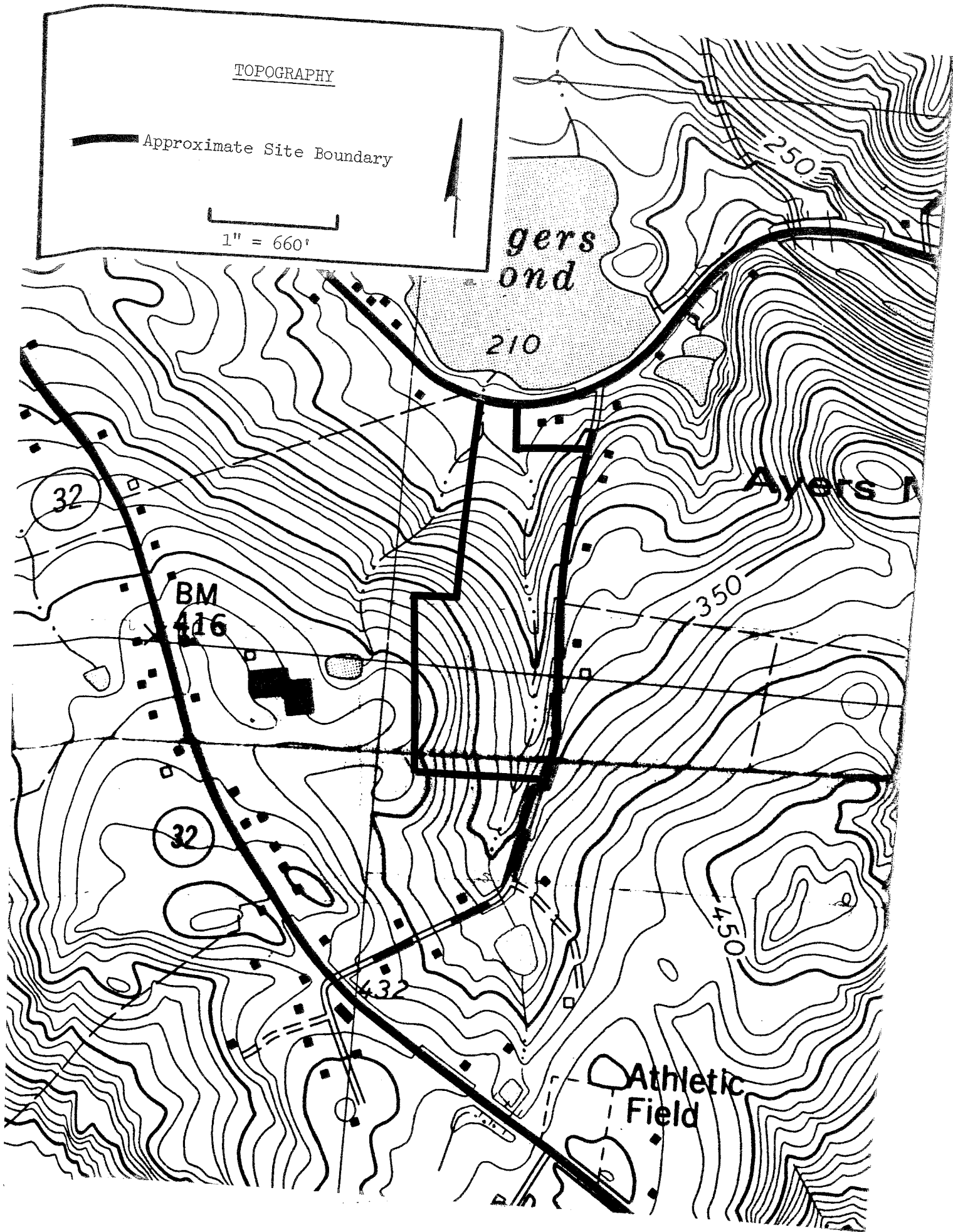
The land surface throughout the site slopes moderately to an unnamed tributary to Beaver Brook. Maximum and minimum elevations on the site are 430 feet and 220 feet above mean sea level, respectively.

C. GEOLOGY

The proposed subdivision site lies within the Willimantic and Fitchville topographic quadrangles. A bedrock geologic map (GQ-335 by G. L. Snyder) and a surficial geologic map (QR-39, by Sherman M. Clebnik) for the Willimantic quadrangle has been published by the U. S. Geological Survey and Connecticut Geological and Natural History Survey, respectively. A bedrock geologic map (MF 1161-I, by G. L. Snyder) and a surficial geologic map (GQ-415 by Fred Pessl, Jr.) for the quadrangle have been published by the U. S. Geological Survey.

Ledge or bedrock outcropping is at or near the ground surface along the western edge of the parcel. Also, the bedrock surface has been exposed as a result of down cutting by the streamcourse in an isolated spot in the central part of the site. Streambank erosion in several areas along the streamcourse has resulted in part from this geologic setting.

The bedrock underlying the site has been classified as Scotland Schist by Snyder. He identifies the rock as a silvery to rusty-weathering schist composed of the minerals quartz, muscovite, biotite, oligoclase, andesine,



stanolite and garnet. The term "schist" refers to a metamorphic rock (rocks geologically altered due to high temperature and pressure within the earth's crust) which has a high percentage of platy or flaky minerals such as muscovite and biotite. The presence of these minerals gives the rock a crinkly or wavy appearance and allows the rock to part relatively easily in slabs, especially where it has been weathered. The foliation or alignment of the platy or flaky minerals in the rock dips gently to the north/northeast. The foliation of the bedrock on Lot 10 dips moderately to the south. It should be pointed out that the foliation planes in the Scotland Schist generally parallel the original bedding of the fine grained sediments from which the rock originated.

The Scotland Schist underlying the site will be the source of water to individual wells drilled on the site.

Overlying the bedrock on the entire site is a loose to compact glacial sediment known as till. Based on the Soil Survey for New London County, the looser till would overlies bedrock in the shallow to bedrock areas along the western border and those soils identified as CrC (Charlton soils) on the soil survey. The compact variety characterizes the till covering the central parts of the site. Deep test pits excavated throughout the site verify the presence of both of the tills mentioned above.

Till consists of rock particles of widely ranging sizes (i.e., from clay to large boulders) and shapes (i.e., from flat to angular to rounded). Most of this sediment was deposited by lodgement beneath the former ice sheet, but some may have been let down from within or from the surface of the ice as it was wasting during the period of glacial retreat. As a result of these different processes, the upper few feet of till are commonly sandy and loose, while the lower portion is silty to clayey, blocky and compact.

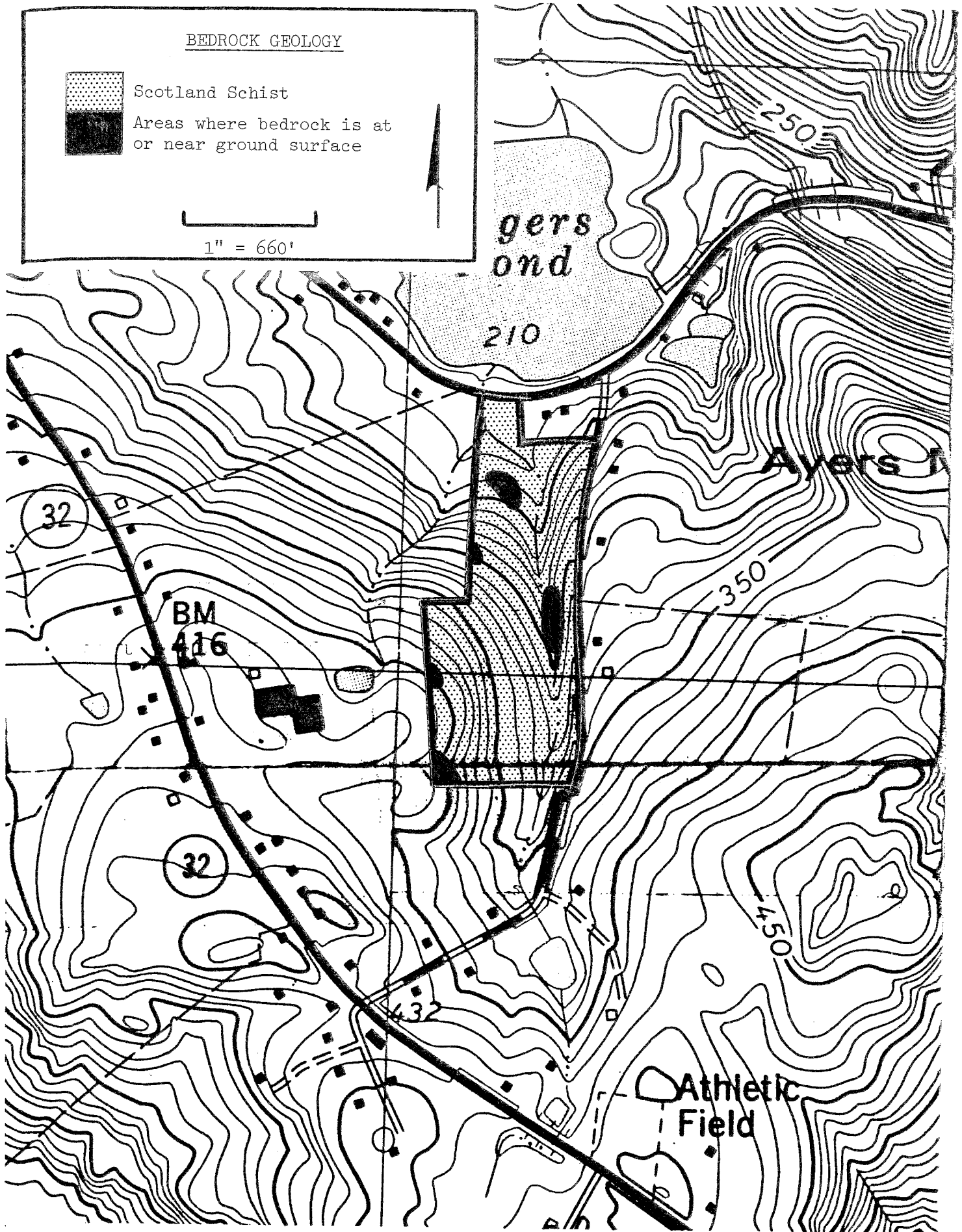
According to the site plan distributed to Team members, the regulated inland-wetland soils which generally parallel the streamcourses on the property have been identified.

D. GEOLOGIC DEVELOPMENT CONCERNS

Based on information supplied to Team members, present plans call for the construction of fifteen (15) single-family homes on lots ranging in size from 1.8 acres to 14.5 acres. Since public water and sewer lines do not service this part of Franklin, the proposed homes will need to rely on individual subsurface sewage disposal systems and on-site wells. Two (2) common driveways, which will provide access to a number of lots, and private driveways are proposed for the subdivision.

Based on visual observations and geologic (surficial and bedrock) and soil mapping, the major geological limitations which may pose constraints with respect to the proposed subdivision include:

1. Bedrock at or near the ground surface, mainly along the western boundary of the site.



2. Till deposits, which may have a seasonally high groundwater condition and slow percolation rates.
3. The presence of moderate to steep slopes throughout the site.
4. The presence of regulated inland-wetland soils which parallel watercourses on the site and which hold very little potential for development.

The geologic limitations mentioned above will weigh heaviest in the potential for installation of on-site subsurface sewage disposal systems and in terms of road and driveway construction. They may also pose problems in terms of foundation placement, especially in areas of high groundwater tables.

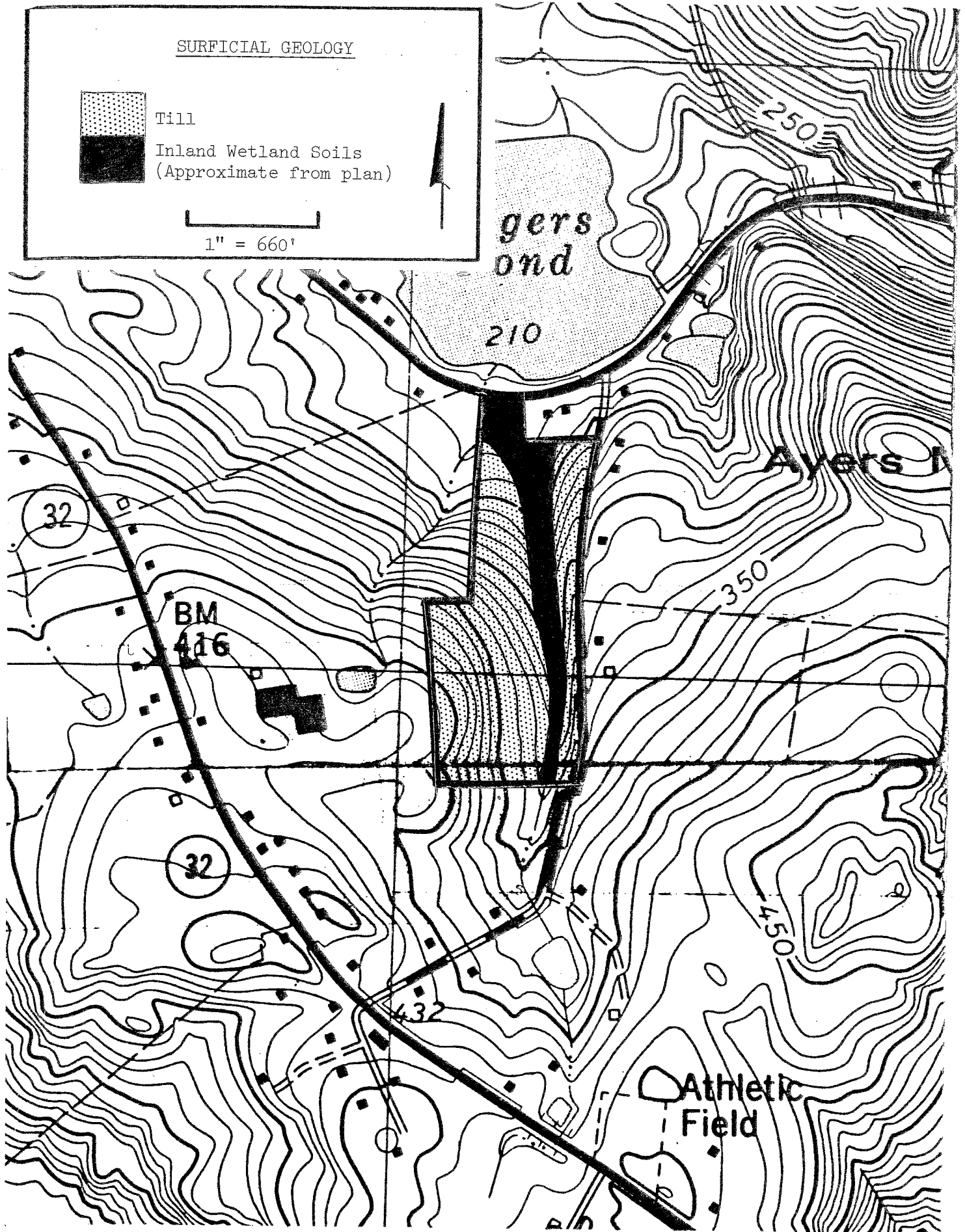
It appears that sewage disposal systems for each of the proposed lots will need to be properly engineered and installed according to the finally approved plan in order to surmount the above mentioned limitations. Although soil testing has been conducted on the site, it may be necessary to do additional soil testing if the proposed house locations are moved, since subsurface conditions, i.e., depth to water table, depth to bedrock, etc., can change significantly over a relatively short distance.

Leaching systems should be kept elevated and spread out when seasonally high groundwater tables are encountered. It appears that lots on the west side of the major streamcourse on the site will be most affected by a seasonally high groundwater table.

In some cases, it may be necessary to install a curtain drain and/or place proper fill material in the leaching system area in order to effectively overcome high groundwater table conditions. For example, a properly designed and constructed curtain drain installed in a till soil which has a seasonally high groundwater table will afford protection to a leaching system so that the seasonal water table does not rise up into or flow into the system and interfere with the normal functioning of the system. Curtain drain installation requires an outlet for draining and needs to conform with the Public Health Code. If curtain drains are installed, their outlets should be properly located and constructed so as not to create erosion problems, particularly where slopes are moderate to steep.

The moderate to steep slopes, which characterize the site, may present problems in terms of driveways and the two (2) common driveway grades. If proper engineering measures are not taken, severe gullying and erosion may occur on unpaved drives, and the roads may accumulate unwanted sediment into the unnamed tributary to Beaver Brook and other intermittent drainage channels on the site. Also, water flowing down the driveways during rainy periods or snow melt could carry sand, salt, oils and other debris, which could ultimately find its way into these watercourses.

Detailed engineering information for the proposed driveways and common driveways was not made available to Team members for their review. It is advised that this information be prepared and supplied to Town officials



for their review before the subdivision plan is approved. This is an area of special concern, especially if drives are not paved.

As indicated by the soils map prepared by Sherman Chase, several seasonally wet areas parallel streamcourses on the site. These soils are protected under Public Act 155. Inland wetland soils, deposited after the glacier disappeared from the region, consist of poorly to very poorly drained mineral soils comprised of fine sand, silt and clay and may be interbedded with some organic material. Surface water is generally present on these soils during the winter and spring months.

Any activity involving the modification, filling or removal of inland wetland soils will require a permit and ultimate approval by the Town's Inland Wetland Commission. Development in areas covered by regulated wetland soil types should be avoided if possible.

According to present plans, at least three (3) major wetland crossings are anticipated across the major drainage channel on the site. Undoubtedly, there will be a need for some culverts along driveways and the common driveways. Because all three (3) crossings mentioned above are at steep sections of the stream, this activity should be an area of special concern to the Town. A bridge span for a low head pre-fabricated concrete culvert would probably cause less of an impact on the stream than a circular culvert. On the other hand, it would probably be very costly. The stream bottom and sides at the culvert ends would need to be riprapped to prevent erosion. Also, this type of construction would probably require less filling of the wetland soils paralleling the drainage channel. Detailed plans on the proposed stream crossing was not made available to Team members on the review day. Prior to subdivision approval, detailed plans for all streamcrossings which includes a cross-section of road, amount of fill required in wetland areas, culvert sizing, etc., should be available to all Town officials for their review, comments and approval.

In this regard, perhaps some consideration should be given to reducing the number of road crossings presently proposed. One possible alternative would be to limit the number of crossings to one by constructing a cul-de-sac from Whippoorwill Hollow Road which would service lots west of the major watercourse on the site. Another alternative would be to construct a loop road which would require two (2) wetland crossings. Since homes constructed on the west side of the watercourse will be limited to one means of egress, culverts placed at all crossings should be conservatively sized.

E. HYDROLOGY

The entire site lies within the Beaver Brook watershed. Surface runoff from most of the site flows into the major unnamed drainage channel on the site which is a tributary to Beaver Brook. This drainage channel ultimately empties into Gager's Pond to the north. At its intersection with Route 32,

WATERSHED BOUNDARY



Site



Point of Outflow

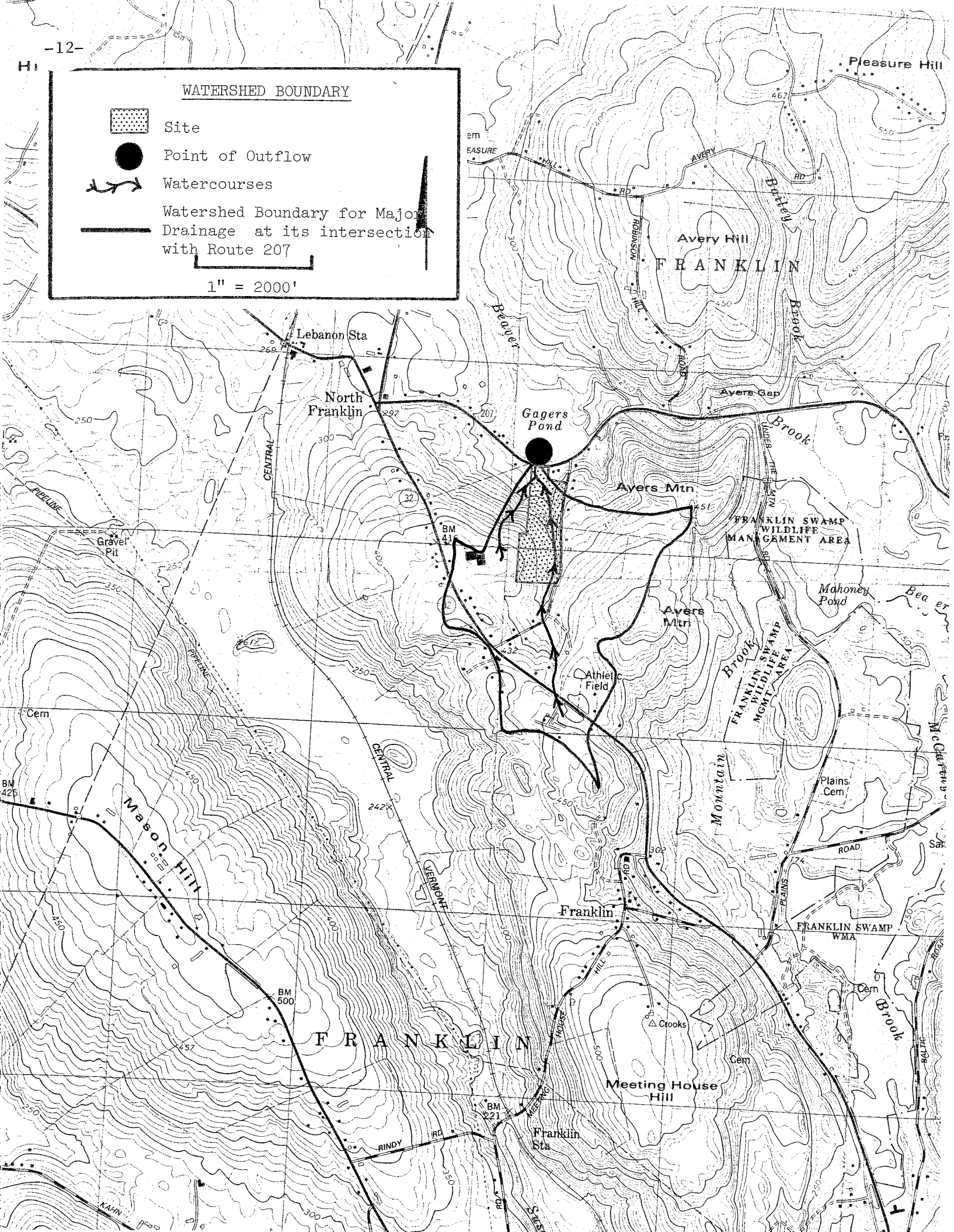


Watercourses



Watershed Boundary for Major Drainage at its intersection with Route 207

1" = 2000'



this unnamed drainage channel drains an area of 200 acres. This watershed is characterized by light to medium density residential use with some spotted commercial/industrial uses.

As mentioned earlier, the drainage channel on the site has a relatively steep gradient. Because of its steep gradient and because of road drainage from Route 32 and Whippoorwill Hollow Road, some sections of the drainage channel have been eroded down to bedrock. As a result, streambank erosion is evident in some areas along the drainage channel on the site. The potential for streambank erosion along the drainage channel will be high if increase flows occur because of development or if streambanks are disturbed. These areas will need to be protected and stabilized where necessary. This should all be addressed in the erosion sediment control plan. Town officials should inspect the site for compliance with the finally approved plan. Critical inspection periods would be following storm events when erosion and sediment control measures may fail.

The subdivision of the property as planned, followed by the construction of new homes, driveways or common driveways will lead to some increases in runoff from the property. Ordinarily, the Team's Geologist would suggest measures that would mitigate the effects of these increases (e.g., stormwater detention basin). In this case, however, the overall density of the subdivision in the watershed, is relatively, low, so that any peak flow increases would probably be small. Also, taken into consideration was size of the watershed (about 200 acres), which includes the parcel, and the fact that it is lightly developed. Any increased runoff generated by the construction of impervious surfaces would drain into Gager's Pond. The pond will serve as a natural runoff control basin. Under these circumstances, on-site runoff retention does not seem to be necessary. Close examination of the twin culverts (36 inches) under Route 207 for adequate sizing is warranted. A cursory inspection of the culverts at the inlet (southside) revealed the accumulation of debris and sediment. The culverts should be maintained on a regular basis so that they do not become clogged, which could lead to flooding problems.

Besides flooding problems, increased runoff can lead to additional water-related problems such as streambank erosion and gullying. In view of the moderate slopes present throughout the site, every effort should be made to prevent potential erosion and siltation problems, particularly from reaching the watercourse on the site and Gager's Pond. In this regard, it is encouraged that a comprehensive erosion and sediment control plan be developed covering each stage of the proposed subdivision. Disturbed areas should be kept to a minimum under such a plan. The erosion and sediment control measures called for under the plan should be shown on the subdivision plan.

Common driveway and driveways for the proposed subdivision will be constructed on slopes which are about eight to twelve percent (8-12%). If the roads remain unpaved for extended periods of time, gullys could be caused by flowing storm water. These steep road surfaces may become critical areas if exposed during the wet seasons of the year, particularly over winter months and the spring "thaw" season.

F. ENGINEERING CONCERNS

From the Team Engineer' s point of view, the items of concern are stream crossings, steep unpaved driveways, culvert size and driveway drainage.

Two (2) stream crossings could be eliminated by using a dead end road with a cul-de-sac. The ownership and maintenance of the road with cul-de-sac would have to be determined. The Town would be the logical one to have ownership and maintenance. The need to install catch basins and road drainage is evident with the proposal of single family and multi-family driveways on steep slopes (fourteen plus percent), and also would be necessary with a dead end road. The stream crossings associated with the steep unpaved drives will be a source of sand and silt into the stream. Pavement of driveways and catch basins along the driveways would eliminate much sand and silt from entering the stream.

The hydrology submitted by the engineers is using the Type II storm distribution which is acceptable. However, there is a new Type III storm distribution which is more realistic for the northeast and this Type III generally gives lower peak discharges than does Type II. The computation sheets submitted show that a 25-year frequency 24-hour storm is used, but the rainfall amount of five (5) inches is a 10-year frequency amount.

The Team Engineer quickly did the hydrology and estimated the hydraulics and the pipes shown should handle the 50-year frequency 24-hour storm of the Type III storm distribution. He would recommend a 50-year frequency 24-hour storm be used for culvert design in a situation like this where people could be stranded in case of a washout.

G. EROSION AND SEDIMENT CONTROL

The major concern regarding erosion and sediment control is the potential for siltation problems to occur during the construction of the proposed stream crossings. It is recommended that the developer submit a plan detailing which erosion and sediment control measures will be installed in these areas, how they will be installed and who will have the responsibility of maintaining them during construction.

There is a concern regarding the installation of siltation barriers in the stream because bedrock is prevalent in several of the proposed crossing areas.

The site plan proposed the construction of several steep unpaved driveways (+ 14%). Drainage measures should be provided for these driveways and they should be paved to prevent them from eroding.

H. WATER SUPPLY

Since public water is unavailable, individual on-site wells will need to be developed on each lot of the subdivision. The underlying bedrock would be the most likely aquifer to be tapped since no extensive sand and gravel deposits appear to exist within the site. Depending upon certain hydrogeologic factors, saturation may yield water at a high rate compared to wells tapping crystalline metamorphic bedrock. Nevertheless, bedrock wells can generally yield quantities of water adequate for most domestic uses. The exact yield of a bedrock-based well is a function of many hydrogeologic factors including the number and size of fractures present in the bedrock. Because the fractures are unevenly spaced throughout the rock, there is no practical way, short of expensive geophysical tests, to assess the potential of any particular site for a satisfactory well.

An assessment of presently installed bedrock based wells has been conducted for the Shetucket River basin which includes the subject site (Source: Connecticut Resources Bulletin Number 11 Shetucket River Basin). According to this report, ninety percent (90%) of the bedrock-based wells analyzed in the basin area, which tapped the type of rock underlying the parcel, yielded about three (3) gallons per minute (GPM) or more. A well completion report for a drilled well on the east side of Whippoorwill Hollow Road reported a yield of sixty (60) gallons per minute at a depth of 260 feet.

The natural water quality of the groundwater may be expected to be good. However, there is a chance that water produced from wells tapping the underlying bedrock may be mineralized with elevated levels of iron and manganese. Elevated levels of iron in water is objectionable because it imparts a brownish color to laundered goods and may affect the taste of the water or beverages such as tea and coffee made with the water. For the most part, elevated manganese levels are objectionable for the same reasons as iron. The recommended limit for iron in water is 0.3 milligrams per liter (mg/l) and parts per million (ppm) and .05 mg/l and ppm for manganese (Source: National Interim Primary Drinking Water Regulations, U. S. Environmental Protection Agency, Office of Drinking Water). If the levels for above mentioned constituents exceed the recommended limits, it may be necessary to treat the water with filters.

It appears that there should be sufficient area on each of the proposed lots in order to properly locate wells from on-site septic system and other potential sources of contamination. Of particular concern will be those wells located down gradient from the sewage disposal system which formerly served the Masti-Kure Products Company and which currently serves the Franklin Farm Partnership. This leaching system is located between lots 10 and 11. Based on topographic conditions and local geology, it seems likely that groundwater flow in this general area parallels the surface flow. The discharge point for surface flow and groundwater is the major drainage channel on the site. As a precautionary measure, wells located between the leaching field serving the Franklin Farm Partnership and the major drainage channel

on the site should probably be drilled first and water quality ascertained before actual construction starts on these lots. Also, instead of testing for just the usual parameters such as chemical, physical and bacteriological quality, it might be wise to test for other constituents such as organic solvents and hydrocarbons which may be associated with certain types of industrial or manufacturing uses. These type of contaminants can pass through the leaching systems without renovation and may ultimately contaminate the groundwater.

In order to prevent possible well contamination, it is suggested that wells be located on a relatively high portion of each lot in a direction opposite the expected direction of groundwater movements. Also, the Public Health Code requires that all wells drilled into bedrock be cased and sealed where overlying soil is less than 20 feet deep.

I. LAND USE AND TRAFFIC

The area surrounding the proposed subdivision is undeveloped or low density residential. A commercial landscaping business is located west of the proposed subdivision adjacent to Route 32. The area of the proposed subdivision is located in the Rural Residential-Agricultural category of the proposed Franklin Town Plan. This recommends lot sizes of two (2) acres. On a land use basis, the proposed development will be compatible with the surrounding development and the Town Plan.

The 1985 Connecticut Department of Transportation traffic log indicated an average daily traffic count of 1,600 vehicles on Route 207 between Route 32 and Route 610 (Baltic Road). Earlier ConnDOT data indicated a volume/capacity ratio of 0.1284 on Route 207 west of Whippoorwill Hollow Road and a ratio of 0.1551 east of Whippoorwill Hollow Road. A ratio of 0.75 is considered congested and 1.05 is considered the intolerable threshold, so the road was well below problem traffic levels. The average peak hour volume under this analysis for Route 207 is 241 vehicles per hour and the road has an average capacity of 1,690 vehicles per hour.

No traffic counts exist for local roads in Franklin. Data published by ConnDOT* indicate that a residential subdivision can be expected to generate 10.6 weekday trips per unit. Of this number, 7.9% can be expected to occur during the morning peak hour and 10.1% during the evening peak hour. Fifteen (15) single-family homes would be expected to generate 159 daily trips of which thirteen (13) would take place during the morning peak hour and sixteen (16) during the evening peak hour.

The adopted 1986 Regional Transportation Plan recommended the improvement of the Route 207 intersection with Route 32. This improvement is under construction and will be completed in the near future.

*Trip Generation Study of Various Land Uses, By Israel Zevin, Connecticut Department of Transportation, 1974.

From a wetlands point of view, it is desirable to reduce the number of wetland or brook crossings to minimize negative impacts. This plan does this by using common driveways and rear lots. From a planning and traffic point of view, it is also desirable to reduce the number of driveways because it reduces the number of entrance and exit points directly onto state or local roads. Section 9.13 of the Franklin Zoning Regulations deals with rear lots. The only other approach would be construction of new town roads, but this could be expensive and dead-end streets would be limited to 650 feet in length. Any through street would require a wetlands crossing at the Route 207 end and at the Whippoorwill Hollow Road end.

J. SUMMARY

NOTE: *This is a brief summary of the major points, concerns and recommendations of the Team. You are strongly urged to read the entire report, and to refer back to specific sections in order to obtain all the information about a certain topic.*

1. Based on visual observations and geologic and soils mapping, the major geologic limitations with respect to the proposed subdivision include:
 - a. Bedrock at or near the ground surface, mainly along the western boundary of the site.
 - b. Till deposits, which may have a seasonally high groundwater condition and slow percolation rates.
 - c. The presence of moderate to steep slopes.
 - d. The presence of regulated inland wetland soils which hold little potential for development.
2. It appears that the sewage disposal systems for each of the proposed lots will need to be properly engineered and installed in order to surmount the above mentioned limitations.
3. It may be necessary to do additional soil testing if the proposed house locations are moved since subsurface conditions can be significantly over a relatively short distance.
4. It may be necessary in some cases to install a curtain drain and/or place proper fill material in the leaching system area in order to effectively overcome high groundwater table conditions.

5. Any activity involving the modification, filling or removal of inland wetland soils will require a permit and ultimate approval by the Town's Inland Wetland Commission.

6. Detailed plans on the three (3) proposed wetland crossings were not made available to the Team on the Review day. Prior to subdivision approval, detailed plans for all stream crossings (which should include a cross section of the road, amount of fill required in wetland areas, culvert sizing, etc.) should be available to all Town officials for their review, comments and approval.

7. Perhaps some consideration should be given to reducing the number of road crossings. One alternative would be a cul-de-sac, another would be a loop road, this would reduce the crossings by two (2).

8. There is potential for streambank erosion along the drainage channel on the site. Erosion could be high if increase flows occur because of development or if streambanks are disturbed. These areas will need to be protected, and should be addressed in the Erosion and Sediment Control Plan.

9. The culverts under Route 207 (southside) revealed an accumulation of debris and sediment. These culverts should be maintained on a regular basis so they do not become clogged and cause flooding.

10. From an engineering standpoint the four (4) areas of concern are (1) stream crossings, 2) steep unpaved driveways, 3) culvert size and 4) driveway drainage.

11. There is a need to install catch basins and road drainage on the single family and multi-family driveways because of the steep slopes. They would also be necessary with a cul-de-sac.

12. The computation sheets submitted to the Team show that a 25-year frequency 24-hour storm is used, but the rainfall amount of five (5) inches is a 10-year frequency amount.

13. The Team Engineer would recommend a 50-year frequency 24-hour storm be used for culvert design in this situation because people could be stranded in case of a washout.

14. It is recommended that the developer submit an erosion and sediment control plan detailing which E & S measures will be installed and who will have the responsibility of maintaining them during construction. This is especially important for the stream crossing areas.

15. There is some concern regarding the installation of siltation barriers in the stream because of the bedrock.

16. The proposed driveways should be paved to prevent them from eroding. Severe gullyng and erosion could occur on unpaved driveways causing problems to watercourses.

17. Of particular concern are the water supply wells that will be located down gradient from the sewage disposal system which formerly served the Masti-Kure Products Company. As a precautionary measure these wells should probably be drilled first and water quality ascertained before actual construction starts on these lots. It may be wise to test for organic solvents and hydrocarbons.

18. On a land use basis, this proposed development will be compatible with the surrounding development and the Town Plan.

19. Route 207 is well below problem traffic levels. No traffic counts exist for local roads in Franklin, but using ConnDOT data it is indicated that the subdivision would generate 159 daily trips.

20. Wetland crossings are minimized by using common driveways, and exits and entrances onto Whippoorwill Hollow Road are also reduced. A cul-de-sac or loop road could be expensive and its length would be limited to 650 feet.

About The Team

The Eastern Connecticut Environmental Review Team (ERT) is a group of professionals in environmental fields drawn together from a variety of federal, state, and regional agencies. Specialists on the Team include geologists, biologists, foresters, climatologists, soil scientists, landscape architects, archeologists, recreation specialists, engineers and planners. The ERT operates with state funding under the supervision of the Eastern Connecticut Resource Conservation and Development (RC&D) Area--an 86 town area.

The Team is available as a public service at no cost to Connecticut towns.

PURPOSE OF THE TEAM

The Environmental Review Team is available to help towns and developers in the review of sites proposed for major land use activities. To date, the ERT has been involved in reviewing a wide range of projects including subdivisions, sanitary landfills, commercial and industrial developments, sand and gravel operations, elderly housing, recreation/open space projects, watershed studies and resource inventories.

Reviews are conducted in the interest of providing information and analysis that will assist towns and developers in environmentally sound decision-making. This is done through identifying the natural resource base of the project site and highlighting opportunities and limitations for the proposed land use.

REQUESTING A REVIEW

Environmental reviews may be requested by the chief elected officials of a municipality or the chairman of town commissions such as planning and zoning, conservation, inland wetlands, parks and recreation or economic development. Requests should be directed to the Chairman of your local Soil and Water Conservation District. This request letter should include a summary of the proposed project, a location map of the project site, written permission from the landowner allowing the Team to enter the property for purposes of review, a statement identifying the specific areas of concern the Team should address, and the time available for completion of the ERT study. When this request is approved by the local Soil and Water Conservation District and the Eastern Connecticut RC&D Executive Council, the Team will undertake the review on a priority basis.

For additional information regarding the Environmental Review Team, please contact Elaine A. Sych (774-1253), Environmental Review Team Coordinator, Eastern Connecticut RC&D Area, P.O. Box 198, Brooklyn, Connecticut 06234.