

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST**

Date: November 5, 2024

Project Name: Replacement of Cargill Falls Mill Retaining Wall – Route 44

State Project Number: 0115-0122

Municipality: Putnam

Staff Contact: Kevin Fleming

This assessment is being conducted in conformance to the Connecticut Department of Transportation's Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.

The Replacement of Cargill Falls Mill Retaining Wall consists of replacing approximately 336 feet of the existing historic stone masonry retaining wall supporting Route 44 due to its deteriorating condition. The wall will be replaced with a precast modular block wall system including a concrete parapet and protective fencing. A separate barrier wall will be constructed at the eastern end of the modular block wall to replace the existing concrete curb wall supporting the back of the sidewalk. The project will also include improvements to Route 44 totaling approximately 500 feet of full depth reconstruction adjacent to the retaining wall. An additional 130 feet will be milled and overlaid beyond the eastern limits of the roadway reconstruction to facilitate the replacement of sidewalk and installation of drainage. The proposed roadway cross-section will match the existing roadway with 11-foot travel lanes and 4-foot shoulders in each direction, as well as a 5-foot concrete sidewalk. Sidewalk replacement will extend through and approximately 775 feet beyond the limits of the wall replacement to improve the poor condition of adjoining sidewalk ending roughly 150 feet east of the Route 44 bridge of the Little River.

This project was scoped in the Environmental Monitor on July 16, 2024; and a Public Scoping Meeting was held on July 31, 2024. The public comment period remained open until the close of business on August 16, 2024. During the scoping period, CTDOT received comments from one State agency, the Connecticut Department of Energy and Environmental Protection (CTDEEP), as well as from the public at the Scoping Meeting. A report of the public scoping meeting is attached along with CTDEEP's comments. Comments are addressed in the appropriate sections below where needed.

The proposed action is non-site specific, or encompasses multiple sites;

☐

Current site ownership:

☐ N/A, ☒ State; ☐ Municipal, ☒ Private,
☐ Other: Please Explain.

Anticipated ownership upon project completion:

☐ N/A, ☒ State; ☐ Municipal, ☒ Private,
☐ Other: Please Explain.

Locational Guide Map Criteria:

<http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a>

Priority Funding Area factors:

- ☒ Designated as a Priority Funding Area, including ☒ Balanced, or ☐ Village PFA;
- ☒ Urban Area or Urban Cluster, as designated by the most recent US Census Data;
- ☒ Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
- ☒ Existing or planned sewer service from an adopted Wastewater Facility Plan;
- ☒ Existing or planned water service from an adopted Public Drinking Water Supply Plan;
- ☒ Existing local bus service provided 7 days a week.

Conservation Area factors:

- ☐ Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
- ☐ Existing or potential drinking water supply watershed(s);
- ☐ Aquifer Protection Area(s);
- ☐ Wetland Soils greater than 25 acres;
- ☐ Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
- ☐ Storm Surge Inundation Zone(s);
- ☐ 100 year Flood Zone(s);
- ☐ Critical Habitat;
- ☐ Locally Important Conservation Area(s),
- ☐ Protected Land (list type): Enter text.
- ☒ Local, State, or National Historic District(s).

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)**1. Impact on water quality, including surface water and groundwater**

Water Quality – No negative impacts are anticipated. All CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP).

Surface Water – No negative impacts are anticipated.

Stormwater – No negative impacts are anticipated as Best Management Practices will be employed regarding stormwater management. Registration under *CTDEEP's General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be completed if needed. Any CTDOT project that changes impervious area, stormwater drainage or drainage patterns pre to post construction shall meet the requirements of the CTDEEP's General Permit for the Discharge of Stormwater from Department of Transportation Separate Storm Sewer Systems (DOT MS4 Permit) and submit a CTDOT MS4 Designer Worksheet.

Groundwater – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. As design progresses, a testing plan will be developed to assess soil and groundwater in any moderate- to high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater are confirmed by the testing.

2. **Effect on a public water supply system** - No negative impacts are anticipated. The project is not located within a source of public drinking water.

3. **Effect on flooding, in-stream flows, erosion or sedimentation:**

Flooding – No negative impacts are anticipated. The project is not located within a 100-year flood zone.

In-stream flows – No negative impacts are anticipated.

Erosion or Sedimentation – No negative impacts are anticipated. All work will be consistent with the 2024 Connecticut Guidelines for Soil Erosion and Sediment Control.

4. **Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings** – A CTDOT project review, with concurrence from the State Historic Preservation Office (SHPO) and the Federal Highway Administration (FHWA), resulted in an Adverse Effect finding on the Cargill Falls Mill Historic Complex (Mill) under Section 106 of the National Historic Preservation Act. A Memorandum of Agreement was executed between CTDOT, SHPO, and FHWA to outline mitigation measures for the Adverse Effect. Within 5 years of the execution of this agreement (May 23, 2024) CTDOT and FHWA must carry out the following measures:

“1. Prior to construction-related activities, CTDOT shall prepare written and photographic documentation of the Cargill Falls Mill Retaining Wall to the professional standards of the CTSHPO. CTDOT shall submit the documentation to CTSHPO for review and revise the documentation according to any comments. CTDOT shall provide one hard copy and one digital file of the final documentation to the CTSHPO for permanent archiving and public accessibility.

2. CTDOT will develop a context-sensitive design for the replacement retaining wall. The design will include surface treatments and detailing in an effort to mimic the visual character of the existing wall. Prior to finalization of the contract documents, CTDOT will submit final design drawings of the proposed structure to CTSHPO for review and shall obtain written approval of the design from CTSHPO.

3. CTDOT will require the Contractor to monitor the sections of the Cargill Falls Mill Retaining Wall that will not be replaced under State Project Number 0115-0122 and will require the Contractor to implement protective measures to prevent damage to remaining wall sections due to construction activities. These measures will be incorporated into the project specifications package and shall include, but may not be limited to, a pre-

construction survey of the retaining wall, preparation of vibration and movement monitoring control plans, monitoring during construction, and preparation of post-construction condition surveys. The measures shall also include requirements that the construction contractor immediately stop construction activities that exceed vibration or movement thresholds and implement corrective actions in order to avoid any damage to identified sections of the retaining wall. Any sections of the wall disturbed or damaged by the contractor's operations shall be restored to pre-existing conditions or replaced by the contractor as directed by CTDOT. CTDOT will submit the protective measures to CTSHPO for review when they are forwarded during construction and shall obtain written approval of the measures from CTSHPO.

4. Prior to the expiration of the MOA, CTDOT shall prepare a Connecticut State Register of Historic Places nomination documenting company-owned worker housing associated with the Cargill Falls Mill. CTDOT shall submit the documentation to CTSHPO for review and revise the documentation according to any comments. CTDOT shall provide one hard copy and one digital file of the final documentation to the CTSHPO for permanent archiving and public accessibility."

5. Prior to the expiration of the MOA, CTDOT will install an interpretive sign in a visible public space within the state-maintained right-of-way along Route 44 in the vicinity of the Cargill Falls Mill. The signage will provide a brief overview of the history and significance of the Cargill Falls Mill. CTDOT will submit the text and content of the signage to CTSHPO for their review and approval prior to the sign's fabrication. Following CTDOT's installation of the sign, CTDOT will remain responsible for its maintenance."

- 5. Effect on natural communities and upon critical species of animal or plant and their habitat; interference with the movement of any resident or migratory fish or wildlife species** – The project is not located within a Natural Diversity Database area. No negative impacts to endangered animal or plant species are anticipated.
- 6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact** – No negative impacts are anticipated. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during project design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, registration under CTDEEP's *General Permit for Contaminated Soil and/or Sediment Management* (Staging & Transfer) will be obtained, and soil management will be conducted in accordance with the General Permit.
- 7. Substantial aesthetic or visual effects** – No negative impacts are anticipated. Context sensitive design will be utilized per the Memorandum of Agreement between CTDOT, FHWA, and SHPO.
- 8. Inconsistency with (a) the policies of the State Plan of Conservation and Development developed in accordance with Section 16a-30 of the CT General Statutes, (b) other relevant state**

agency plans, and (c) applicable regional or municipal land use plans – This project is consistent with the Statewide Plan of Conservation and Development. CTDOT has adopted a programmatic approach for meeting the requirements of CGS Chapter 297 Section 16a-31(a) and Chapter 297 Section 16a-35(c) and 16a-35(d) for determining consistency of proposed actions with the Statewide Plan of Conservation and Development, as indicated in a memo from CTDOT to OPM. In accordance with that memo, CTDOT has determined that this Project is exempt from the consistency requirements of CGS Section 16a-31(a) since the proposed action consists of Maintenance, Repair, and Restoration.

- 9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis** – No negative impacts are anticipated. This project is not in conflict with any municipal or regional plans.
- 10. Displacement or addition of substantial numbers of people** – This project will not result in the displacement or addition of substantial numbers of people. ROW Impacts include temporary easements for construction and utility relocation, permanent easements for maintenance, and sliver takes for construction of sidewalks.
- 11. Substantial increase in congestion (traffic, recreational, other)** – No negative impacts are anticipated. Detours during construction will be required while the retaining wall, roadway, and sidewalks are being replaced. All temporary impacts to pedestrian mobility during construction will be coordinated in advance so signage can be placed. Vehicular detours will be required, local and regional detours are proposed and will be finalized as design progresses. Route 44 will be temporarily closed between Church Street and High Street for the duration of the construction. All businesses will remain open during construction.
- 12. A substantial increase in the type or rate of energy use as a direct or indirect result of this action**
No negative impacts are anticipated.
- 13. The creation of a hazard to human health or safety** – No negative impacts are anticipated. The project will be reviewed for the potential of having hazardous material constituents in existing infrastructure components. Testing will be performed on any suspect materials. Should the presence of hazardous materials be confirmed through the testing, specifications to properly handle and dispose the hazardous materials will be incorporated into the design to mitigate potential health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated. Additionally, once constructed, this project will enhance safety for the travelling public.
- 14. Effect on air quality** - No negative impacts are anticipated. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.
- 15. Effect on ambient noise levels** - No negative impacts are anticipated. If the potential for noise impacts are identified as design progresses, a noise study will be conducted accordingly. Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819 regarding construction noise pollution:

“1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavating or hauling. All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the “A” weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit.”

- 16. Effect on existing land resources and landscapes, including coastal and inland wetlands –** No negative impacts are anticipated.
- 17. Effect on agricultural resources –** No negative impacts are anticipated.
- 18. Adequacy of existing or proposed utilities and infrastructure –** No negative impacts are anticipated. Coordination with utility companies will take place as needed. Additional drainage is proposed to improve conditions within the project area on Route 44.
- 19. Effect on greenhouse gas emissions as a direct or indirect result of the action –** No negative impacts are anticipated. Construction phase impacts on greenhouse gas emissions will be limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.
- 20. Effect of a changing climate on the action, including any resiliency measures incorporated into the action –** No negative impact is anticipated. The project is located outside of the coastal boundary and will not be uniquely exposed to climate change hazards.
- 21. Any other substantial effect on natural, cultural, recreational, or scenic resources-** No other negative impacts are anticipated.
- 22. Cumulative effects –** This project does not involve any cumulative effects that have the potential for significant effects on the environment.

Conclusion:

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation (EIE) will not be required for the Replacement of Cargill Falls Mill Retaining Wall project. Publication of this document to the Environmental Monitor shall satisfy the agency’s responsibilities under Section 22a-1a-7 of the RCSA. Coordination with CTDEEP will continue, to address comments received, as appropriate.



To: Meredith Andrews, Connecticut Department of Transportation

From: Jordan DiDomenico

Telephone: 860-424-3708

Email: Jordan.DiDomenico@ct.gov

Date: 8/19/2024

Subject: Scoping Notice for Retaining Wall Replacement Along Route 44, Putnam

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the replacement of a section of retaining wall that supports Route 44 in the Town of Putnam, to ensure the safety of the traveling public. The existing rubble stone retaining wall has shown visual signs of deterioration. Proposed improvements to the wall include replacing approximately 270-feet of the existing wall that supports Route 44. The improvement will also include approximately 500-feet of full-depth reconstruction adjacent to the retaining wall. The proposed roadway cross-section will match the existing cross-section with 11-foot travel lanes and 4-foot shoulders in each direction, and a 5-foot concrete sidewalk. Approximately 1,400-feet of sidewalk will be reconstructed to extend beyond the roadway construction limits due to the poor condition of adjoining sidewalk. Roadside safety appurtenances atop the retaining wall will be upgraded to current design standards. There are right-of-way impacts associated with the proposed improvements. The impacts include construction easements to complete the proposed improvements to the existing retaining wall. A permanent maintenance easement will be granted to the State of Connecticut for the maintenance of the retaining wall.

The following comments are submitted in response to the scoping requirements of the [Connecticut Environmental Policy Act](#). As you know, scoping is the gathering and analysis of information that a state agency will use to establish the scope of environmental review of a proposed project. Scoping is done in the early planning stages of a project and DEEP is a commenting agency. Contact information is included as well as any necessary links to DEEP's webpages.

1. Effect on water quality, including surface water and groundwater.

Melissa Mostowy, Water Planning and Management Division, Melissa.Mostowy@ct.gov:

There are no concerns regarding the project in relation to the Water Diversion Program.

Melissa Fahnestock, Water Planning and Management Division, Melissa.Fahnestock@ct.gov:

The proposed construction site is not located in an [Aquifer Protection Area](#) nor is it located in a parcel prioritized for source water protection as shown on the [Parcel Prioritization for Source Water Protection Viewer](#), indicating that the property is not in a surface water or groundwater protection area. However, the site is located in an area of coarse-grained deposits with a thickness of 50-100 feet per the [CT Surficial Aquifer Potential Map](#). Coarse-grained deposits of thickness greater than 50 feet are considered to have the greatest long term potential ground water yields and should be considered a future source area that should be protected. To ensure protection of this future groundwater source, it is recommended that the construction company implement Best Management Practices (BMPs) from the [Connecticut's Aquifer Protection Area Program Municipal Manual](#) entitled BMPs for Temporary Construction Operations in Aquifer Protection Areas. This can be found in [Section 14.4.8 of the Appendices of the Municipal Manual](#).

Emma Coffey, Water Planning and Management Division, Emma.Coffey@ct.gov:

The proposed replacement retaining wall and construction activities appear to be approximately 150 ft to 200 ft. from where the Little River outlets to the Quinebaug River. These waterbodies were both included in the [2022 Integrated Water Quality Report](#), and regarded as impaired due to Escherichia coli (E. coli) bacteria. To reduce further impairment of these waterbodies, DEEP recommends incorporating the use of Green Infrastructure and/or Low Impact Development in this project to reduce the impact of polluted stormwater from reaching receiving surface waters. Please refer to the [National Menu of Best Management Practices \(BMPs\) for Stormwater – Construction](#) for further guidance on ways to reduce negative impacts on these local waterways.

2. Effect on flooding, in-stream flows, erosion, or sedimentation.

If proposed activities are being funded or conducted by a state agency AND are being conducted within a Federal Emergency Management Agency (FEMA) designated floodplain, the applicant should consult with the DEEP's Land and Water Resources Division for information on how to comply with the States Flood Management Statutes and Regulations. For information on identifying if the site is in a flood zone, please see FEMA's website: [FEMA Flood Map Service Center](#). For information on Flood Management Certification, please see DEEP's website: [Flood Management Certification Fact Sheet](#).

Contact:

Darcy.Winther@ct.gov

3. Effect on natural communities and upon critical plant and animal species and their habitat; interference with the movement of any resident or migratory fish or wildlife species.

Robin Blum, NDDB Program, Wildlife Division, Robin.Blum@ct.gov:

There are no anticipated impacts relative to listed wildlife or plant species. Please note that comments from the NDDDB Program are limited to plant and wildlife species that are listed as endangered, threatened, or special concern, and do not include non-listed plant and wildlife species.

Mike Steeves, HCE Program, Fisheries Division, MichaelE.Steeves@ct.gov:

There are no concerns related to fisheries resources.

4. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to cause unreasonable adverse effects on the environment.

No comments submitted at this time.

5. A substantial increase in the type or rate of energy use as a direct or indirect result of the action.

No comments submitted at this time.

6. Effect on air quality.

No comments submitted at this time.

7. Effect on existing land resources and landscapes, including coastal and inland wetlands.

No comments submitted at this time.

8. Adequacy of existing or proposed utilities and infrastructure.

No comments submitted at this time.

9. Effect on greenhouse gas emissions as a direct or indirect result of the action.

No comments submitted at this time.

10. Effect of a changing climate on the action, including any resiliency measures incorporated into the action.

No comments submitted at this time.

11. Additional Comments/ Concerns:

No comments submitted at this time.

List of permits:

Federal Section 404 Clean Water Act, Water Quality Permit

- ☐ Required for this project.
- ☒ May be required for this project. Contact the [Army Corps of Engineers](#) to determine jurisdiction.
- ☐ Not required.

State 401 Water Quality Permit

- ☐ Required (necessary for state approval when a Federal 404 is required)
- ☐ May be required, contact Land and Water Resources Division, or request a pre-application meeting.
- ☒ May be required, unable to state with information provided at this stage.
- ☐ Not required.

General Permit for Stormwater and Dewatering Wastewaters from Construction Activities (Construction Stormwater GP). Note: Without detailed plans, several options might be checked, please review these options to determine which is applicable for the project.

- ☒ If between one and five acres of disturbance and approved at the local level, not required to register with DEEP.
- ☐ If five or more acres of disturbance and approved at the local level, must complete registration form and Stormwater Pollution Control Plan to DEEP at least 60 days prior to the initiation of construction. Registrations shall include a certification by the Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. In addition to measures such as erosion and sediment controls and post-construction stormwater management, the SWPCP must include a schedule for plan implementation and routine inspections. For further information, contact the division at 860-424-3025 or DEEP.StormwaterStaff@ct.gov
- ☒ Projects exempt from local permitting (conducted by government authorities) disturbing over one acre must submit a registration form and Stormwater Pollution Control Plan to DEEP at least 60-90 days, as identified by the permit, prior to initiating construction.

The Construction Stormwater General Permit registrations must be filed electronically through [DEEP's ezFile Portal](#). Additional information can be found online at: [Construction Stormwater GP](#).

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Eric Hammerling, Office Director, DEEP/ERSI

REPORT OF MEETING

PROJECT NO.: 0115-0122 DATE OF MEETING: July 31, 2024
FEDERAL AID PROJECT NO.: 0044(161)PE
ROUTE NO.: Route 44
TOWN(S): Putnam
LOCATION OF MEETING: Virtual via Zoom
SUBJECT OF MEETING: Reconstruction of Route 44 Retaining Wall
Virtual Public Information and CEPA Scoping Meeting

IN ATTENDANCE:

Connecticut Department of Transportation (CTDOT)

Haseeb Ahmad	Consultant Design Highways	haseeb.ahmad@ct.gov
Meredith Andrews	Consultant Design Highways	meredith.andrews@ct.gov
Sebastian Cannamela	Consultant Design Highways	sebastian.cannamela@ct.gov
Michael Calabrese	Consultant Design Highways	michael.calabrese@ct.gov
Kevin Fleming	Environmental Protection	kevin.fleming@ct.gov
Juliana Holcomb	Environmental Protection	juliana.holcomb@ct.gov
Mark Hood	Environmental Protection	mark.hood@ct.gov
Matt Geanacopoulos	Rights of Way	matthew.geanacopoulos@ct.gov
Eileen Ego	District 2 Construction	eileen.ego@ct.gov
Kevin LaRose	District 2 Construction	kevin.larose@ct.gov
Mark Elliott	District 2 Construction	mark.elliott@ct.gov

SLR International Corporation (SLR)

Shelley Plude	Project Manager	splude@slrconsulting.com
Kwesi Brown	Department Manager	kabrown@slrconsulting.com
Mohamed Aguib	Traffic Engineer	maquib@slrconsulting.com

Town of Putnam (Town)

Elaine Sistare	Town Administrator	elaine.sistare@putnamct.us
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Public

9 Zoom Attendees

PRESENTATION:

A virtual Public Information and CEPA Scoping Meeting was held for this project on July 31, 2024, at 6:00 pm. SLR provided procedural information at the start of the presentation relating to meeting accessibility and Title VI requirements, as well as an overview of the methods for submitting questions and comments. Following an introduction of the project team, CTDOT provided an overview of the Connecticut Environmental Policy Act (CEPA) process.

SLR then provided a detailed overview of the project. The presentation included a review of the project location and existing conditions of the wall, utilities, drainage systems, and pertinent crash history.

The purpose of the project is to replace a deteriorating section of the existing stone masonry retaining wall which supports Route 44 in the vicinity of the historic Cargill Falls Mill. Approximately 336-feet of the existing wall is to be replaced with a precast concrete modular block wall system. The wall will have a concrete parapet along Route 44. A separate barrier wall will be constructed at the eastern end of the modular block wall to replace the existing concrete curb wall which supports the back of the sidewalk. Route 44 will be reconstructed for approximately 500-feet within the limits of the wall replacement. An additional 130-feet will be milled and overlayed beyond the eastern limits of the roadway reconstruction to facilitate the replacement of the sidewalk and installation of drainage. The Cargill Falls Mill travelway, which will be impacted by the construction activities associated with the wall replacement, will be partially repaved as a part of this work.

The project also includes approximately 775-feet of sidewalk reconstruction beyond the limits of the wall replacement and roadway reconstruction to address the poor condition of the existing sidewalk. The sidewalk reconstruction ends roughly 150-feet east of the Route 44 bridge over Little River.

Most of the proposed work is to take place while Route 44 is closed to traffic. Two detours, one local and one regional, are proposed.

There will be utility impacts for this project. The overhead utilities, water, and sewer will all require temporary accommodation during construction followed by a permanent relocation.


There are anticipated impacts to a total of fourteen properties. Construction easements and permanent easements will be required to accommodate the work. Three properties will require minor acquisitions.


The current estimated construction cost is \$10,030,000. The project construction funding will be 80% federal dollars and 20% State. Construction is anticipated to begin in Spring 2026. The total construction duration will be approximately 12 months. Route 44 will be closed during construction for approximately 8 months.

PUBLIC QUESTIONS AND COMMENTS: Following the presentation, the meeting was opened to the public for questions. The questions were received via the Zoom chat. No questions were received via phone or email during the meeting. Comments from the public can be received via phone or email until August 16, 2024.

- Question: Any chance the sidewalk can be extended to Day Kimball Hospital?
 - Answer: *There are grading challenges associated with extending the sidewalk past Sabin Street to Day Kimball Hospital that would need to be addressed which goes beyond the purpose and need of this current project which is to replace the retaining wall near Cargill Falls Mill. The Town would need to coordinate separately with the Connecticut Department of Transportation (CTDOT) to explore a potential sidewalk extension.*
- Question: Will we be notified – presumably through management – of service interruptions to utilities ahead of time?

- *Answer: Utility coordination will be on-going throughout design as will coordination with the property management for the Cargill Falls Mill complex. During construction, the contractor will be required to coordinate with utilities regarding their relocation schedules. This information can be communicated with management at the mill. Utilities may also communicate directly with their customers through their own email or text notification systems.*
- Question: I know there's a bus stop in front of Church Street. Will that be affected?
 - *Answer: Traffic will be detoured beginning at Kennedy Drive, and Route 44 will be closed. Buses will not have access through the project limits. SLR and CTDOT will coordinate with the local transit authority regarding any bus stops or bus routes affected by the closure.*
- Question: Will we be able to access the sidewalk going out from the east entrance (the entrance across from WINY radio station) of the mill towards Kennedy Drive?
 - *Answer: The proposed project limits end just west of the main entrance to the Cargill Falls Mill complex. No impacts or access restrictions to the sidewalk east of the mill are proposed.*
- Question: Will the first entrance of the mill be accessible by the radio station, or will that be blocked with construction equipment?
 - *Answer: No direct impacts are proposed to the main mill entrance by Church Street and the WINY radio station. The entrance will remain open and as will the parking spaces near the leasing office. Construction vehicles will be entering and exiting through the main mill entrance which may result in minor disruptions for vehicles using this entrance.*
- Question: Will there be any concern for the tenants living close to the site of construction in the mills?
 - *Answer: No direct impacts are proposed to the mill buildings and the contractor will be required to work within the limited work area available. The travelway around the north side of the mill building will be closed and unavailable to residents during construction. As the design progresses, there will be additional coordination with the property manager and owner of the mill regarding potential impacts to the mill and its tenants. It is anticipated that any communications or notifications regarding impacts to tenants will be made through the property management.*


 Submitted By: Shelley Plude 2024.08.12 16:36:49-04'00' Date: 08/12/2024
 Shelley Plude, MS, PE
 Principal Structural Engineer, Project Manager
 SLR International Corporation


 Reviewed By: Haseeb Ahmad Digitally signed by Haseeb Ahmad
 Date: 2024.08.13 13:41:06-04'00' Date: _____
 Haseeb Ahmad, PE
 Project Engineer, Consultant Design Highways
 Department of Transportation