

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
----------------	--------------------	----------------------------------------------------------------------------

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


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