

## **REPORT OF MEETING**

PROJECT NO.: 0115-0124

DATE PREPARED: February 24, 2026

FEDERAL AID PROJECT NO.: 6115(013)

ROUTE: East Putnam Road over Cady Brook

TOWN: Putnam

LOCATION OF MEETING: Putnam Town Hall, 200 School Street, Putnam, CT 06260

DATE OF MEETING: February 10, 2026

SUBJECT OF MEETING: Public Information Meeting for the Replacement of Bridge No. 04764

### **IN ATTENDANCE:**

Elaine Sistaire, Town Administrator, Town of Putnam  
Barney Seney, Mayor, Town of Putnam  
Michelle M. Rame, Project Engineer, CTDOT  
Marc P. Byrnes, P.E., Supervising Engineer, CTDOT  
Gregory A. Funk, P.E., Principal Engineer, CTDOT  
Malcolm C. Thomas, Rights-of-Way, CTDOT  
Ganesh Anandakumar, P.E., Project Engineer, GM2

There were 5 people in attendance from the public. The meeting participants included representatives from the Town of Putnam (Town), the Connecticut Department of Transportation (CTDOT), and GM2 Associates, Inc. (GM2). The meeting was well advertised, notices were mailed to abutting property owners, public notice was published twice in the local town newspaper, Putnam Town Crier, and the meeting information was posted to the Town's website and social media pages.

### **TRANSACTIONS AND DETERMINATIONS:**

The Public Information Meeting started at 5:00 p.m. with a presentation. The presentation began with Ms. Elaine Sistaire thanking everybody for attending the meeting and introducing the project.

The presentation was started by Mr. Marc P. Byrnes. Marc went over Title VI first and then went into how funding was secured for the project and explained how the Design Managed by State (DMS) process works. Marc then introduced the project team and explained bridge structural terms and how bridge conditions are rated on a scale.

The presentation was then turned over to Mr. Ganesh Anandakumar to discuss the project's design. Mr. Anandakumar explained the condition of the existing bridge and defined the purpose and need for the project. Mr. Anandakumar introduced the proposed improvements, project plans, and construction staging for the replacement of Bridge No. 04764. Permitting requirements, rights-of-way impacts, construction schedule, and construction cost were also discussed during the presentation. Key points of the project design portion of the presentation include:

- Bridge No. 04764 carries East Putnam Road over Cady Brook and is located approximately 0.7 miles south of the intersection with Route 44 (Providence Pike).
- The existing bridge exhibits structural deficiencies and is rated in poor condition.
- The existing bridge will be replaced with a new AASHTO prestressed deck unit superstructure supported by reinforced concrete integral abutments founded on deep foundation (steel piles).
- The span length will be increased to a 42'-3.5" clear span.
- The bridge will have a 24-foot curb-to-curb width that accommodates two travel lanes.
- Open bridge rail will be installed across the structure and terminate into reinforced concrete end blocks.
- The end blocks and exposed substructure elements will be treated with concrete form liner to create a simulated stone masonry appearance.
- Metal guiderail systems that meet current safety standards will be installed at all four corners of the bridge.
- The channel slopes will be graded with natural streambed material and riprap.
- The road will be closed throughout the construction duration and a detour will be implemented that spans 1.2 miles.
- The project will involve rights-of-way acquisitions in the form of temporary construction easements, easement to slope, easement to grade and drainage easement.
- Property impacts will be finalized, and individual property owners will be contacted as design progresses.
- All necessary environmental permits will be obtained for the project.
- Construction is anticipated to start in the Spring of 2028 based on permitting and rights-of-way requirements.
- The estimated construction cost for the project including incidentals and contingencies is \$3,700,000.
- The project is funded with 80% Federal funds, 20% State funds, and no cost to the Town.

The presentation was then turned over to Mr. Malcolm C. Thomas, CTDOT Office of Rights of Way, to discuss the rights-of-way process.

Once that process was explained, Mr. Anandakumar concluded the presentation by delivering closing remarks and thanked everybody for attending the meeting. Q&A then followed and it was noted that questions can be submitted to DOT or the Town during the two-week comment period, ending on February 24, 2026.

Question by attendee: What types of ROW acquisitions will there be? What is a permanent easement?

Response: The project is anticipated to have temporary construction easements, easement to slope, easement to grade and drainage easement. Temporary construction easements will be needed for the Utility company to relocate utility poles prior to construction to avoid interference with crane operations and for the contractor to install cofferdams and construct new bridge. Easement to slope and grade will be needed for sloping and grading outside the roadway limits due to raising the roadway profile by about 1.5 feet which results in fill material outside the ROW street line. Drainage easement will be needed at the southwest approach of the roadway for constructing a drainage ditch outside the ROW street line. A permanent easement is a right for the state to perform

certain activities or access certain portions of a private property beyond the construction. In this case, permanent easement may be needed for grading, sloping and drainage beyond the ROW limit.

Question by attendee: To what extent will riprap be used to prevent erosion?

Response: Riprap will be used in front of the abutments, wingwalls and in the channel. The use of riprap will be minimized as best as possible during construction.

Question by attendee: Are fisheries involved in consulting?

Response: Yes. CT DEEP Fisheries will be involved during permitting stage of the project.

Question by attendee: Many people walk around the area and over the bridge, is the width of the bridge remaining the same.

Response: Yes. The width of the bridge remains the same between existing and proposed conditions.

Question by attendee: Will there be any impact to the utility lines?

Response: The utility poles will be temporarily relocated prior to construction and relocated back to their original location once construction is completed.

Question by attendee: The detour as it stands is odd, trucks will have difficulty turning right off of Five Mile River Rd. Most of the traffic in the summer is for the golf course on Chase Road. For people who don't know the area, the detour is bringing people right back to the work zone instead of having them continue straight back to East Putnam Rd.

Response: The detour will be looked at and finalized during the final design phase of the project. The town will receive next submission at 60% design and can comment on the detour plan, if needed.

Question by attendee: What is the location of the other Bridge being worked on (0115-0123 Bridge no. 04765)

Response: The other bridge in the vicinity of this project is 0115-0123 Replacement of Bridge 04765 carrying Chase Road over Cady Brook.

Question by attendee: Currently there is a large puddle on the right side of the roadway. Are there drainage plans to take care of that?

Response: There is drainage ditches proposed in the southern approach of the bridge.

Question by attendee: There was some rehabilitation work done on the bridge 2 years ago and an abutter asked what that work was.

Response: The town used a contractor to perform temporary emergency repairs on the steel beam ends and to construct a scour wall in front of the abutments and wingwalls.

Question by attendee: A butter at 150 East Putnam Road asked how much impact will be to their property. They mentioned a tree that they would hate to lose.

Response: The tree will have to be removed due to the new bridge. Impacts to their property will be minimal except for easements needed to grade, slope and drain. ROW unit from CTDOT will be in touch with them regarding the type of easement needed during the FD phase of the project.

Question by attendee: What are the construction noise levels like? What are the construction hours and is there weekend work?

Response: The construction noise will be restricted to 90 decibels per CTDOT standard specifications for roads, bridges, facilities and incidental construction. Typical construction hours are likely between 7 AM to 5 PM. Weekend work is not anticipated for this project.

Question by attendee: Which bridge will be constructed first.

Response: Due to the low load rating of this bridge and the load posting in place, Bridge 04764 will be constructed first.

Question by attendee: A dry hydrant is needed for the Chase Road bridge; it may not be possible at this bridge due to water levels.

Response: Coordination with the Town will be on-going during the FD phase of the project. If needed, it will be added to the construction scope of work.

There were no other questions from attendees, and Mr. Anandakumar and Ms. Rame thanked everyone for coming out.

The meeting ended at 5:50 pm.

No further questions were submitted to CTDOT or the Town during the two-week comment period that ended on February 24, 2026.

Submitted By: \_\_\_\_\_ Date: \_\_\_\_\_  
Ganesh Anandakumar, P.E.  
Project Engineer  
GM2

Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_  
Michelle Rame  
Transportation Engineer 3  
CTDOT