

Planning & Zoning Commission Hybrid Meeting Agenda
June 18, 2025 7:00 P.M.
Putnam Municipal Complex
Room 201 Second Floor
200 School Street
Putnam, CT 06260

Roll Call:

Agenda

Public hearing on Docket # 2025-03 Strategic Commercial Realty request for a site plan modification for the expansion of a previously approved gravel excavation to include 5.8+/- acres of land as part of Phase 4A-1. The total proposed Phase 4 excavation area will increase from 5.2 +/- acres to 11 +/-acres and the amount of material removed will increase from 84,000 +/- cubic yards to 173,500 +/- cubic yards. The total excavation quantities for the subject property, including Phase 4A, are 32.0 +/- acres and 697,500 +/- cubic yards. Property located at 300 River Road, Town Assessors Map 44, Lot 23, Zoned AG-2. VOTE REQUIRED

Regular Meeting:

Review the minutes of the April 16, 2025 meeting. VOTE REQUIRED

Correspondence:

Unfinished Business:

New Business: VOTE REQUIRED

Docket # 2025-03 Strategic Commercial Realty – 300 River Road-Site Plan Modification

Other Business:

Accepting of New Applications for public hearing on July 16, 2025, meeting if applicable. VOTE REQUIRED

POCD: Review Draft Guiding Principle #1, Economic Development

Adjournment.

P & Z Commission Zoom meeting

Time: Jun 18, 2025 7:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/85728277782?pwd=LcMx45MXbSHfhUsMiL6AOcjb3weay.1>

Meeting ID: 857 2827 7782

Passcode: 7c16Bt

By Phone

1 929 205 6099 US (New York)

Meeting ID: 857 2827 7782

Passcode: 914660

Find your local number: <https://us06web.zoom.us/u/kb7k19wTW9>

Planning & Zoning Commission Hybrid Meeting Minutes
April 16, 2025 7:00 P.M.
Putnam Municipal Complex
Room 201 Second Floor
200 School Street
Putnam, CT 06260

Present: Patricia Hedenberg-Chairperson, Douglas Taylor-Vice Chairman, Lisa-Jean Clifford, Nick Huston

Absent: Elizabeth Thompson

Agenda

Public hearing on Docket # 2025-01 112 Old Road LLC request for a Zone Change from Residential to Industrial. Property located at 112 Old Road, Town Assessors Map 45, Lot 39, Zoned Residential. Motion by Nick Huston to close the public hearing, second by Douglas Taylor. The applicants reviewed the area they were proposing for the change in zone. ALL WERE IN FAVOR

Public hearing on Docket # 2025-02 Ryan Sullivan request for a home occupation permit to operate a business for the sale of farm produce products. Property located at 727 Providence Pike, Town Assessors Map 29, Lot 67, Zoned AG-2. Ryan Sullivan reviewed his plans with the Commission. Motion by Nick Huston to close the public hearing, second by Douglas Taylor. ALL WERE IN FAVOR

Regular Meeting:

Review the minutes of the March 19, 2025, meeting.

Motion by Douglas Taylor to approve the minutes, second by Lisa-Jean Clifford. Patricia Hedenberg, Douglas Taylor, and Nick Huston voted in favor. Lisa-Jean Clifford abstained from the vote as she was absent.

Correspondence: None

Unfinished Business: None

New Business:

Docket # 2025-01 112 Old Road LLC -112 Old Road - Zone Change from Residential to Industrial

Motion by Douglas Taylor to approve, second by Nick Huston. ALL WERE IN FAVOR

Docket # 2025-02 Ryan Sullivan - 727 Providence Pike -Home Occupation Permit to operate a business for the sale of farm produced products.

Motion by Douglas Taylor to approve, second by Lisa-Jean Clifford. Motion by Douglas Taylor to amend his motion to include no parking along Route 44, second by Lisa-Jean Clifford. ALL WERE IN FAVOR OF THE MOTION IN ITS ENTIRETY.

Other Business:

Accepting of New Applications for public hearing on May 21, 2025, meeting if applicable. NONE

Motion by Nick Huston to adjourn at 7:17 P.M., second by Douglas Taylor. ALL WERE IN FAVOR.

Respectfully submitted by Brenda Roy.



TOWN OF PUTNAM

ZONING COMMISSION

Check One:

- ☐ Application for Special Permit of Exception
☐ Application for Amendment to Regulation
☐ Application for Zone Change
☒ Other, Site Plan Modification

Docket No. _____

Date _____

Fee: _____

Amount - Check No. _____

1.) Name of Applicant: Strategic Commercial Realty, Inc. d/b/a Rawson Materials

Address, Telephone No., & Email Address 58 Pomfret St., Suite 4101, Putnam CT
860-963-6584; madilyn.smith@rawsonmaterials.com

2.) Owner of Land Wheelabrator Putnam Inc. c/o Don Musial

Address, Telephone No., & Email Address 90 Arboretum Drive, Suite 300
Portsmouth, NH 03801; 508-561-1581; dmusial@win-waste.com

3.) Location of Property 300 River Road

Zone AG-2

Street Address

Assessor's Map No. Map 44

Lot No. Lot 23

4.) State the nature of your request in detail including the section of the regulations that affect you. Also please attach a sketch of your proposal with this application. If this application is for a Zone Change attach a list of the abutters that are within 500 feet of the property.

THIS PROPOSAL INVOLVES THE EXPANSION OF A PREVIOUSLY APPROVED GRAVEL EXCAVATION TO INCLUDE 5.8± ACRES OF LAND AS PART OF PHASE 4A-1.

THE TOTAL PROPOSED PHASE 4 EXCAVATION AREA WILL INCREASE FROM 5.2± ACRES TO 11± ACRES AND THE AMOUNT OF MATERIAL REMOVED WILL INCREASE FROM 84,000± CUBIC YARDS TO 173,500± CUBIC YARDS.

THE TOTAL EXCAVATION QUANTITIES FOR THE SUBJECT PROPERTY, INCLUDING PHASE 4A, ARE 32.0± ACRES AND 697,500± CUBIC YARDS.

APPLICATION IS MADE PURSUANT TO SECTION 113.C.9 - MINOR SITE PLAN AMENDMENTS TO PREVIOUSLY APPROVED ZONING PERMITS OR SPECIAL PERMITS

NO ADDITIONAL WORK WITHIN THE INLAND WETLAND UPLAND REVIEW AREA IS CONTEMPLATED BY THIS PLAN.

SUBMIT THIS APPLICATION NO LESS THAN 21 WORKING DAYS PRIOR TO MEETING DATE

I hereby certify that all the information provided is accurate and complete.

[Signature]
Signature of Applicant

5/2/25
Date

Date Accepted _____

Date Rejected _____

Signature of Chairperson Date

CASH ONLY IF ALL CheckLock™ SECURITY FEATURES LISTED ON BACK INDICATE NO TAMPERING OR COPYING

BOUNDARIES LLC
Land Surveying & Civil Engineering
860-376-2006
P.O. BOX 184
GRISWOLD, CT 06351

Jewett City Savings Bank
111 Main Street
Jewett City, CT 06351
51-7433/2111

72511

5/6/2025

PAY TO THE
ORDER OF Town of Putnam

\$**160.00

One Hundred Sixty and 00/100*****

DOLLARS

PROTECTED AGAINST FRAUD

Town of Putnam

MEMO

24-3470 - Rawson - River Road - Gravel Permit

BOUNDARIES LLC Land Surveying & Civil Engineering

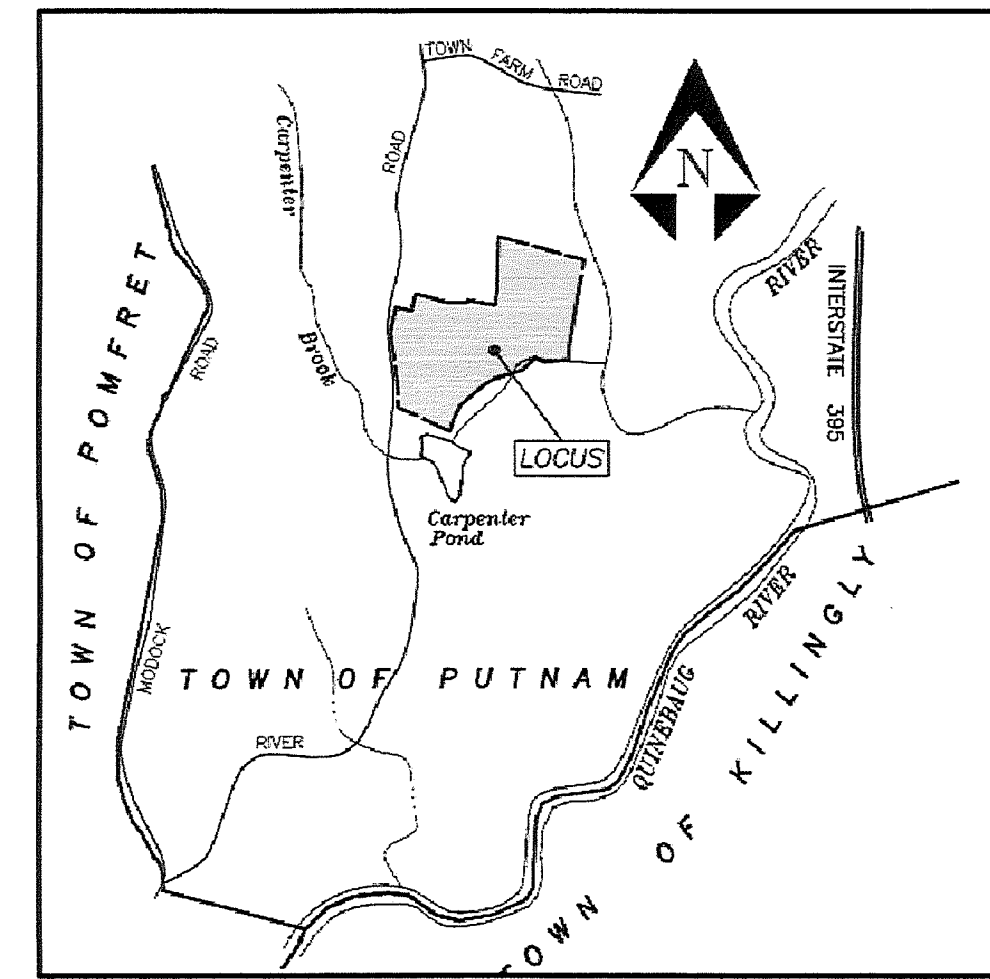
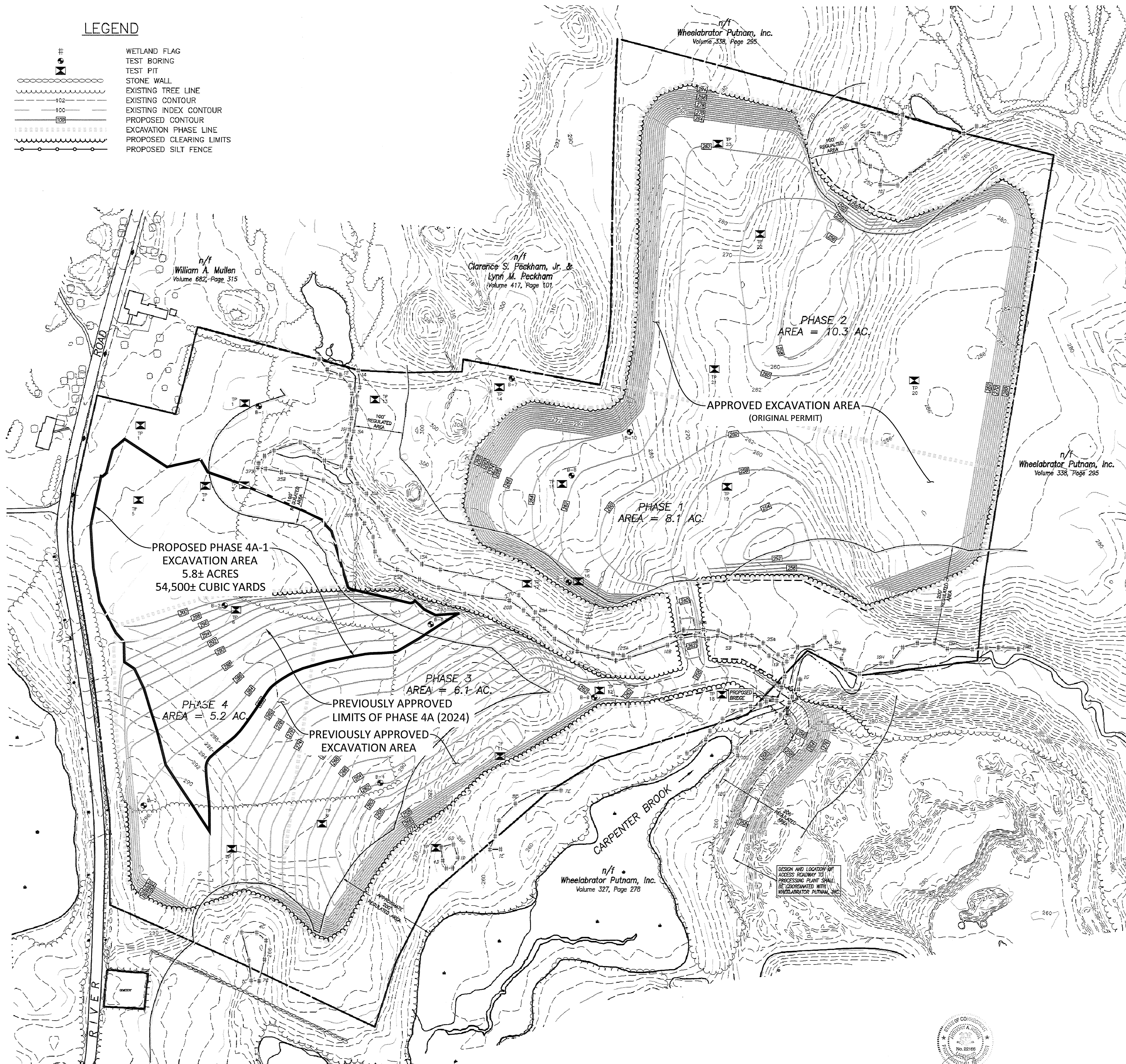
72511

Town of Putnam

Date	Type	Reference	Original Amt.	Balance Due	5/6/2025 Discount	Payment
5/6/2025	Bill		160.00	160.00		160.00
				Check Amount		160.00

P:\CIVIL 3D PROJECTS\2024\24-3470 RAWSON RIVER RD\DWG\DESIGN\GRADING PLAN-EXPANDED PHASE4A.DWG

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LOCATION MAP
SCALE: 1"=2000'

SURVEY NOTES

1. THIS SURVEY HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300B-1 THROUGH 20-300B-20 AND THE "STANDARDS AND SUGGESTED METHODS AND PROCEDURES FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED FOR USE BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON AUGUST 29, 2019. IT IS A COMPILATION PLAN AND CONFORMS TO HORIZONTAL CLASS D AND TOPOGRAPHIC CLASS 1-D ACCURACY STANDARDS. IT IS INTENDED TO BE USED AS A GRADING PLAN FOR THE EXPANSION OF AN APPROVED GRAVEL EXCAVATION.
2. NORTH ORIENTATION DEPICTED HEREON IS APPROXIMATE NORTH AMERICAN DATUM 1983 (NAD83) AS DEPICTED ON REFERENCE MAP 1.
3. VERTICAL DATUM DEPICTED HEREON IS APPROXIMATE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88) BASED GLOBAL POSITIONING SYSTEM OBSERVATIONS USING GEOIDE18 ON JUNE 7, 2024.
4. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON THE LOCATION OF ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED BY OTHERS. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. ALL SUBTERRANEAN FEATURES AND IMPROVEMENTS MAY NOT BE DEPICTED OR NOTED HEREON. THE LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. CONTACT "CALL BEFORE YOU DIG" AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION OPERATIONS.
5. RECORD TITLE TO THE SUBJECT PROPERTY MAY BE REFERENCED TO A WARRANTY DEED FROM STRATEGIC COMMERCIAL REALTY, INC., d/b/a RAWSON MATERIALS TO WHEELABRATOR PUTNAM, INC. RECORDED DECEMBER 27, 2021 IN THE TOWN OF PUTNAM LAND RECORDS VOLUME 847, PAGE 699.
6. THE SUBJECT PROPERTY IS TOGETHER WITH A SPECIAL PERMIT FOR EARTH REMOVAL RECORDED JUNE 19, 2017 IN THE TOWN OF PUTNAM LAND RECORDS VOLUME 806, PAGE 274.
7. THE SUBJECT PROPERTY BENEFITS FROM AN EASEMENT TO REMOVE GRAVEL AND USE AND EXTEND ACCESS ROADWAYS BETWEEN WHEELABRATOR PUTNAM, INC. AND STRATEGIC COMMERCIAL REALTY, INC. RECORDED DECEMBER 27, 2021 IN THE TOWN OF PUTNAM LAND RECORDS VOLUME 847, PAGE 70.5.

REFERENCE MAPS

1. PROPOSED GRAVEL EXCAVATION, 300 RIVER ROAD, PUTNAM, CONNECTICUT, PROPERTY OWNER: ELAINE N. HOLOHAN & BRIDGET HOLOHAN, TRUSTEES, APPLICANT: STRATEGIC COMMERCIAL REALTY, INC. d/b/a RAWSON MATERIALS, PREPARED BY PROVOST & ROVERO, INC., DECEMBER 8, 2015, LAST REVISED 1/12/2016, PLANNING COMMENTS, BUFFER

Applicant:

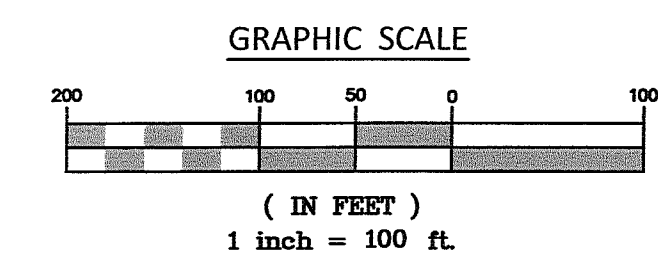
Strategic Commercial Realty, Inc.
d/b/a Rawson Materials
58 Pomfret Street, Suite 4101
Putnam, CT 06260

Owner:

Wheelabrator Putnam Inc.
90 Arboretum Drive, Suite 300
Portsmouth, NH 03801

Parcel Data:

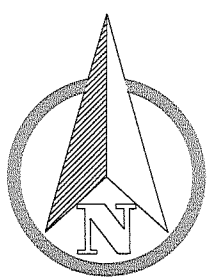
300 River Road
Putnam, CT 06260
Map 44 Lot 23
Book 847, Page 699
48.25± Acres
Zone AG-2



TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY
CORRECT AS NOTED HEREON.

JOHN U. FAULISE JR. L.S. 10016 10/4/24
LICENSE NO. DATE

Overall Gravel Excavation Plan
Prepared for
Strategic Commercial Realty, Inc.
d/b/a Rawson Materials
300 River Road - Putnam, Connecticut



SCALE: 1" = 100'
DATE: April 8, 2025
JOB I.D. NO. 24-3470
Revisions

SHEET NO.

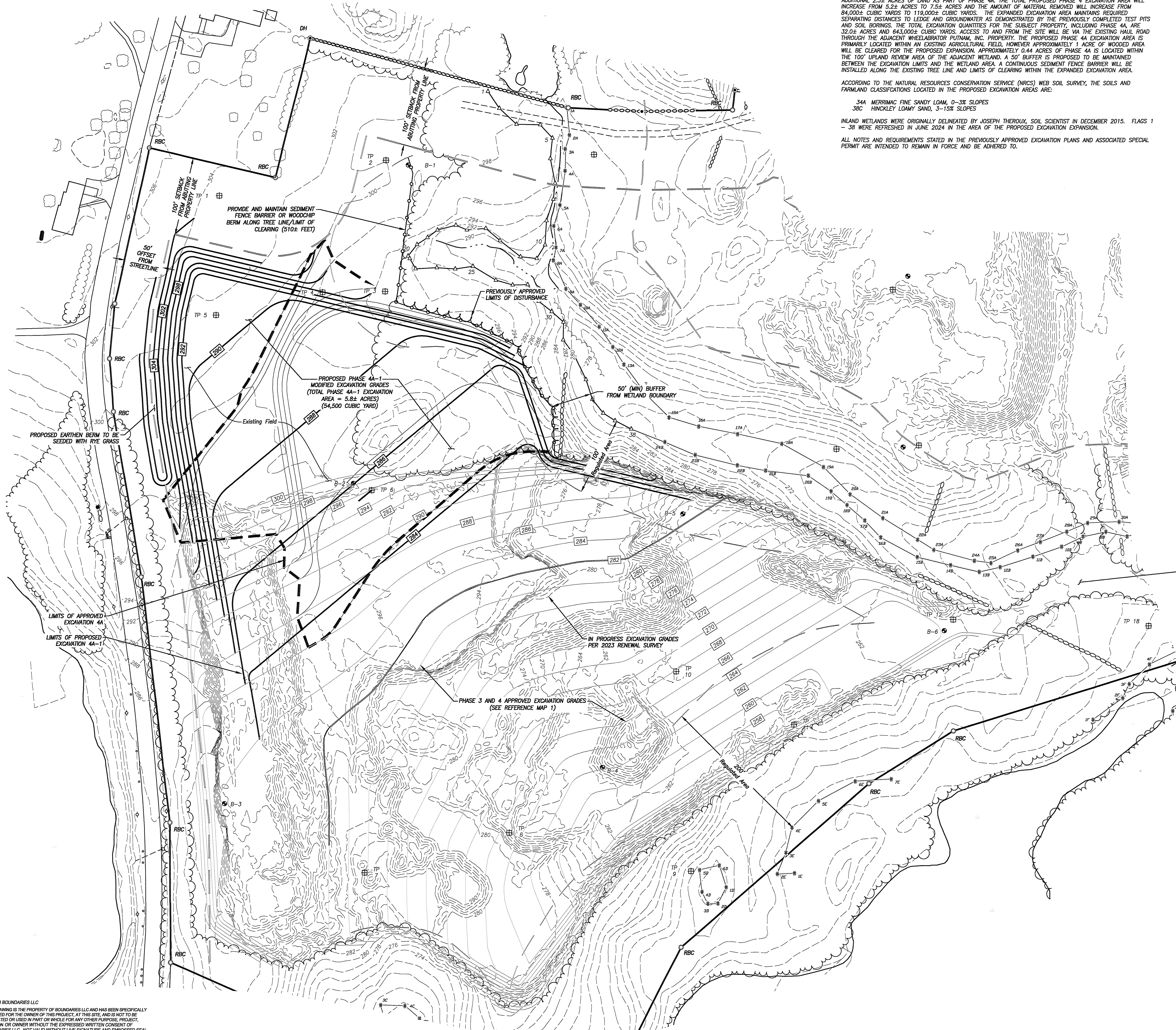
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P:\CIVIL 3D PROJECTS\2024\24-3470 RAWSON RIVER RD DWG\DESIGN GRADING PLAN-EXPANDED PHASE4A.DWG



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NARRATIVE

THIS PROPOSAL INVOLVES THE EXPANSION OF A PREVIOUSLY APPROVED GRAVEL EXCAVATION TO INCLUDE AN ADDITIONAL 2.3± ACRES OF LAND AS PART OF PHASE 4A. THE TOTAL PROPOSED PHASE 4 EXCAVATION AREA WILL INCREASE FROM 5.2± ACRES TO 7.5± ACRES AND THE AMOUNT OF MATERIAL REMOVED WILL INCREASE FROM 84,000± CUBIC YARDS TO 119,000± CUBIC YARDS. THE EXPANDED EXCAVATION AREA MAINTAINS REQUIRED SEPARATING DISTANCES TO LEDGE AND GROUNDWATER AS DEMONSTRATED BY THE PREVIOUSLY COMPLETED TEST PITS AND SOIL BORINGS. THE TOTAL EXCAVATION QUANTITIES FOR THE SUBJECT PROPERTY, INCLUDING PHASE 4A, ARE 32.0± ACRES AND 643,000± CUBIC YARDS. ACCESS TO AND FROM THE SITE WILL BE VIA THE EXISTING HAUL ROAD THROUGH THE ADJACENT WHEELABRATOR PUTNAM, INC. PROPERTY. THE PROPOSED PHASE 4A EXCAVATION AREA IS PRIMARILY LOCATED WITHIN AN EXISTING AGRICULTURAL FIELD, HOWEVER APPROXIMATELY 1 ACRE OF WOODED AREA WILL BE CLEARED FOR THE PROPOSED EXPANSION. APPROXIMATELY 0.44 ACRES OF PHASE 4A IS LOCATED WITHIN THE 100' UPLAND REVIEW AREA OF THE ADJACENT WETLAND. A 50' BUFFER IS PROPOSED TO BE MAINTAINED BETWEEN THE EXCAVATION LIMITS AND THE WETLAND AREA. A CONTINUOUS SEDIMENT FENCE BARRIER WILL BE INSTALLED ALONG THE EXISTING TREE LINE AND LIMITS OF CLEARING WITHIN THE EXPANDED EXCAVATION AREA.

ACCORDING TO THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS) WEB SOIL SURVEY, THE SOILS AND FARMLAND CLASSIFICATIONS LOCATED IN THE PROPOSED EXCAVATION AREAS ARE:

- 34A MERRIMAC FINE SANDY LOAM, 0-3% SLOPES
- 38C HINCKLEY LOAMY SAND, 3-15% SLOPES

INLAND WETLANDS WERE ORIGINALLY DELINEATED BY JOSEPH THEROUX, SOIL SCIENTIST IN DECEMBER 2015. FLAGS 1 - 38 WERE REFRESHED IN JUNE 2024 IN THE AREA OF THE PROPOSED EXCAVATION EXPANSION.

ALL NOTES AND REQUIREMENTS STATED IN THE PREVIOUSLY APPROVED EXCAVATION PLANS AND ASSOCIATED SPECIAL PERMIT ARE INTENDED TO REMAIN IN FORCE AND BE ADHERED TO.

NOTES

- SEE SHEET 4 FOR BORING LOGS.
- SEE SHEET 1 FOR LEGEND.

DEEP TEST HOLE RESULTS

TEST HOLES WERE PERFORMED ON SEPTEMBER 15, 2015 AND WITNESSED BY DAVID HELD, P.E. OF PROVOST & ROVERO, INC.

TP#1
0'-8" TOPSOIL
8"-36" SUBSOIL
36"-120" COARSE GRAVEL W/ 6" COBBLES
GROUNDWATER @ 156", NO LEDGE

TP#2
0'-8" TOPSOIL
8"-18" SUBSOIL
18"-120" COARSE GRAVEL W/ 6" COBBLES
GROUNDWATER @ 120", LEDGE @ 120"

TP#3
0'-32" TOPSOIL
32"-55" COARSE GRAVEL W/ 6" COBBLES
55"-132" SILTY CLAY AND ROCK

TP#4
0'-8" TOPSOIL
8"-27" SUBSOIL
27"-108" COARSE GRAVEL W/ 6" COBBLES
108"-180" SANDY SILT AND WATER
GROUNDWATER @ 108"

TP#5
0'-8" TOPSOIL
8"-24" SUBSOIL
24"-120" COARSE GRAVEL W/ 6" COBBLES
120"-192" FINER GRAVEL

TP#6
0'-8" TOPSOIL
8"-24" SUBSOIL
24"-144" COARSE GRAVEL W/ 6" COBBLES
LEDGE @ 144"

TP#7
0'-12" TOPSOIL
12"-24" STONEY SUBSOIL
24"-96" VERY FINE SAND
96"-168" MEDIUM GRAVEL W/ 6" COBBLES

TP#8
0'-12" TOPSOIL
12"-30" SUBSOIL
30"-96" VERY FINE SAND
96"-204" MEDIUM SANDY GRAVEL W/ 6" COBBLES

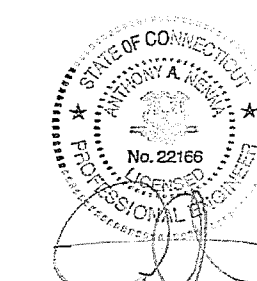
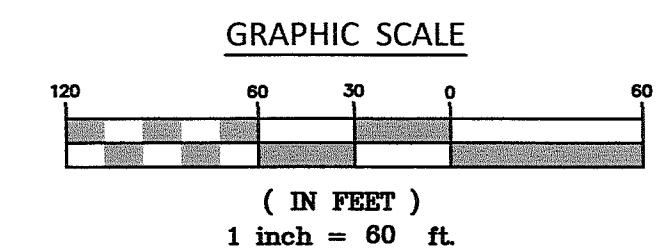
TP#9
0'-48" COARSE GRAVEL W/ 6" COBBLES

TP#10
0'-12" TOPSOIL
12"-18" SUBSOIL
18"-216" COARSE GRAVEL W/ 6" COBBLES

TP#11
0'-12" TOPSOIL
12"-192" COARSE GRAVEL W/ 6" COBBLES

TP#12
0'-12" TOPSOIL
12"-180" COARSE GRAVEL W/ 6" COBBLES

EXISTING ACCESS ROUTE TO PROCESSING PLANT
(SEE REFERENCE MAP 1)

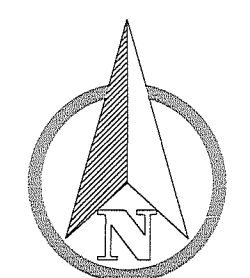


ANTHONY A. NENNA, P.E.

22166

LICENSE NO. DATE

Phase 4A Excavation Plan
Prepared for
Strategic Commercial Realty, Inc.
d/b/a Rawson Materials
300 River Road - Putnam, Connecticut



SCALE: 1" = 60'
DATE: April 8, 2025
JOB I.D. NO. 24-3470
Revisions

SHEET NO.

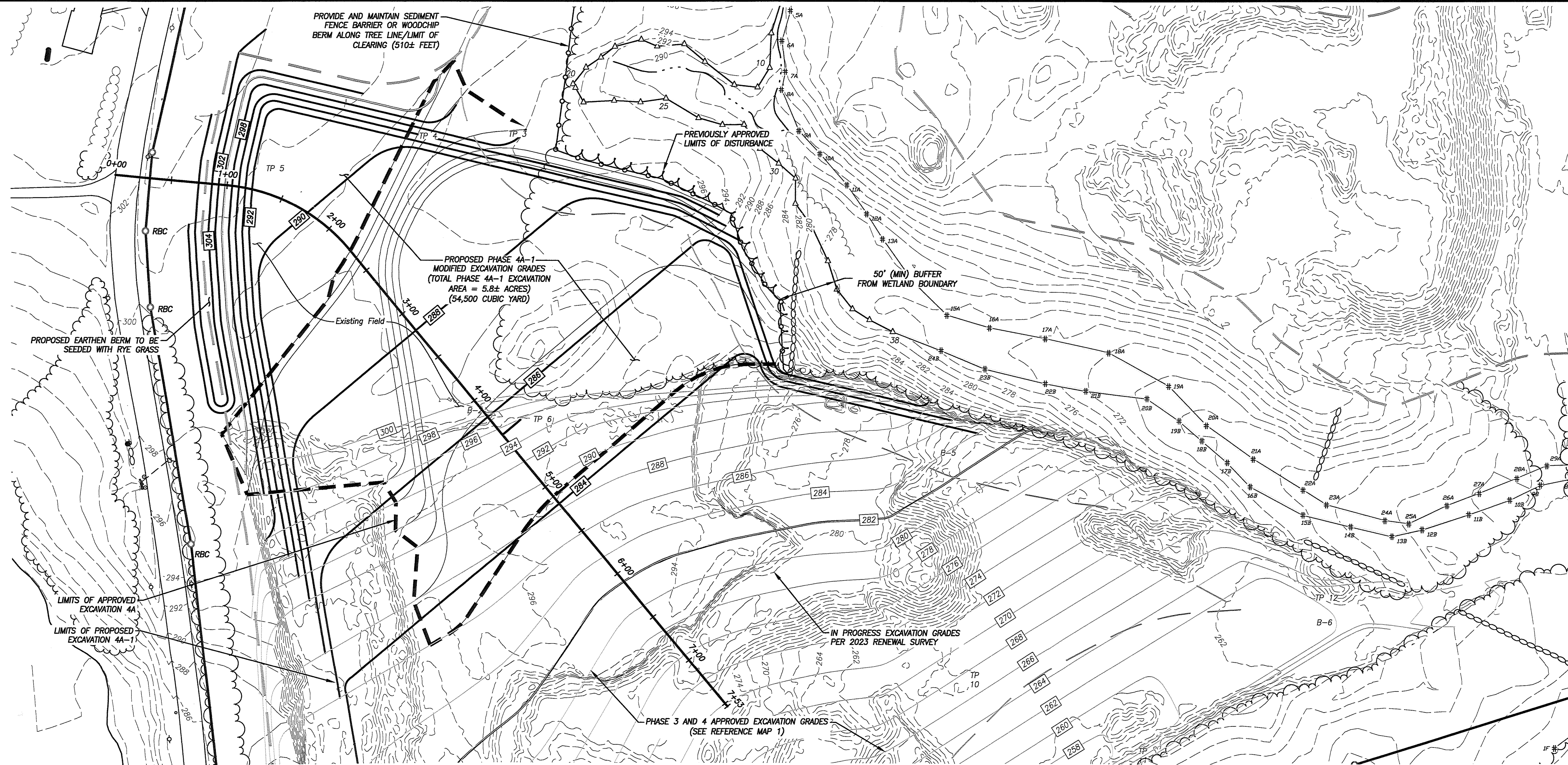
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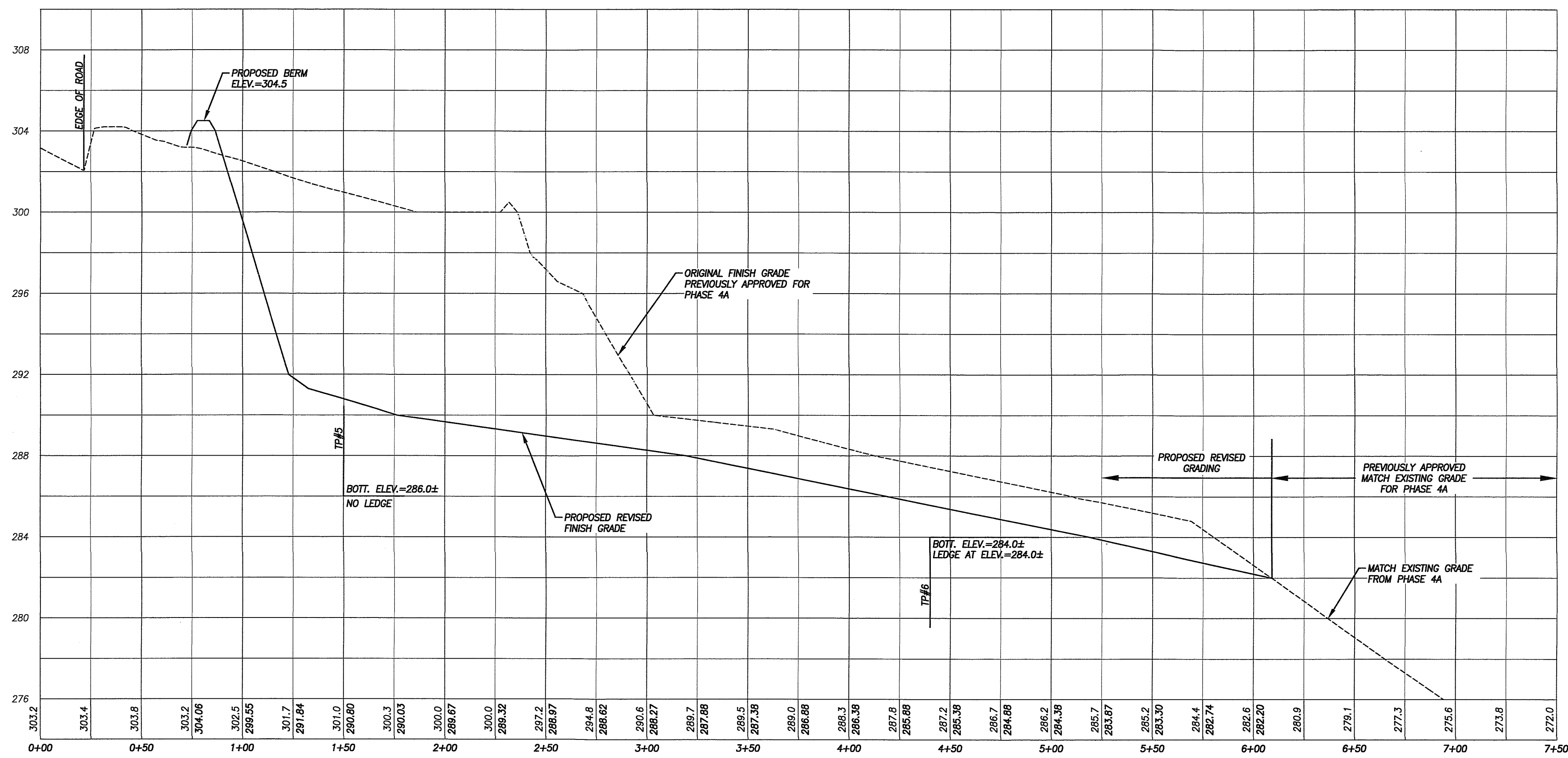
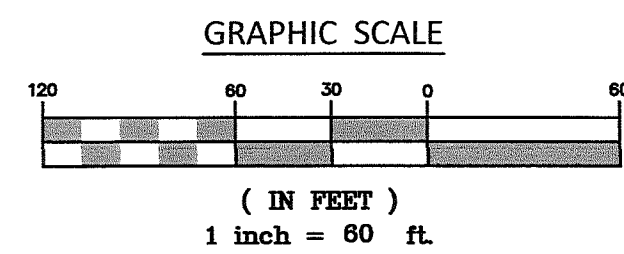
P:\CIVIL 3D PROJECTS\2024\14-3470 RAWSON-RIVER RD\DWG\DESIGN\GRADING PLAN\EXPANDED PHASE4A.DWG



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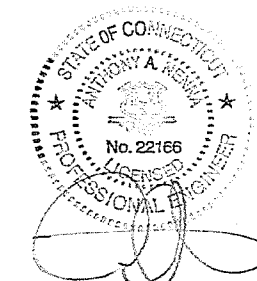


PLAN VIEW
Scale: 1" = 60'



SECTION FROM STA. 0+00 TO 7+50

Horizontal Scale: 1" = 40'
Vertical Scale: 1" = 4'



ANTHONY A. NENNA, P.E. LICENSE NO. 22166 DATE

CIVIL ENGINEERING LAND SURVEYING LAND USE PLANNING SURVEILLANCE

BOUNDARIES

Boundaries LLC
179 Putnam Road, Putnam, CT 06261
1.860.376.2005 | www.boundariesllc.com

Phase 4A Excavation Plan

Prepared for

Strategic Commercial Realty, Inc.

d/b/a Rawson Materials

300 River Road - Putnam, Connecticut

SCALE: 1" = 60'

DATE: April 8, 2025

JOB I.D. NO. 24-3470

Revisions

SHEET NO.

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P:\CIVIL 3D PROJECTS\2024\24-3470 RAMSON-RIVER RD\DWG\DESIGN\GRADING PLAN-EXPANDED PHASE4A.DWG

EROSION AND SEDIMENT CONTROL PLAN:

REFERENCE IS MADE TO:

- CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL 2024 (2024 GUIDELINES).
- SOIL SURVEY OF CONNECTICUT, N.R.C.S.

SILT FENCE INSTALLATION AND MAINTENANCE:

- DIG A 6" DEEP TRENCH ON THE UPHILL SIDE OF THE BARRIER LOCATION.
- POSITION THE POSTS ON THE DOWNHILL SIDE OF THE BARRIER AND DRIVE THE POSTS 1.5 FEET INTO THE GROUND.
- LAY THE BOTTOM 6" OF THE FABRIC IN THE TRENCH TO PREVENT UNDERMINING AND BACKFILL.
- INSPECT AND REPAIR BARRIER AFTER HEAVY RAINFALL.
- INSPECTIONS WILL BE MADE AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS OF THE END OF A STORM WITH A RAINFALL AMOUNT OF 0.5 INCH OR GREATER TO DETERMINE MAINTENANCE NEEDS.
- SEDIMENT DEPOSITS ARE TO BE REMOVED WHEN THEY REACH A HEIGHT OF 1 FOOT BEHIND THE BARRIER OR HALF THE HEIGHT OF THE BARRIER AND ARE TO BE DEPOSITED IN AN AREA WHICH IS NOT REGULATED BY THE INLAND WETLANDS COMMISSION.
- REPLACE OR REPAIR THE FENCE WITHIN 24 HOURS OF OBSERVED FAILURE. FAILURE OF THE FENCE HAS OCCURRED WHEN SEDIMENT FAILS TO BE RETAINED BY THE FENCE BECAUSE:
 - THE FENCE HAS BEEN OVERTOPPED, UNDERCUT OR BYPASSED BY RUNOFF WATER,
 - THE FENCE HAS BEEN MOVED OUT OF POSITION (KNOCKED OVER), OR
 - THE GEOTEXTILE HAS DECOMPOSED OR BEEN DAMAGED.

STRAW BALE INSTALLATION AND MAINTENANCE:

- BALES SHALL BE PLACED AS SHOWN ON THE PLANS WITH THE ENDS OF THE BALES TIGHTLY ABUTTING EACH OTHER.
- EACH BALE SHALL BE SECURELY ANCHORED WITH AT LEAST 2 STAKES AND GAPS BETWEEN BALES SHALL BE WEDGED WITH STRAW TO PREVENT WATER FROM PASSING BETWEEN THE BALES.
- INSPECT BALES AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS OF THE END OF A STORM WITH A RAINFALL AMOUNT OF 0.5 INCHES OR GREATER TO DETERMINE MAINTENANCE NEEDS.
- REMOVE SEDIMENT BEHIND THE BALES WHEN IT REACHES HALF THE HEIGHT OF THE BALE AND DEPOSIT IN AN AREA WHICH IS NOT REGULATED BY THE INLAND WETLANDS COMMISSION.
- REPLACE OR REPAIR THE BARRIER WITHIN 24 HOURS OF OBSERVED FAILURE. FAILURE OF THE BARRIER HAS OCCURRED WHEN SEDIMENT FAILS TO BE RETAINED BY THE BARRIER BECAUSE:
 - THE BARRIER HAS BEEN OVERTOPPED, UNDERCUT OR BYPASSED BY RUNOFF WATER,
 - THE BARRIER HAS BEEN MOVED OUT OF POSITION, OR
 - THE HAY BALES HAVE DETERIORATED OR BEEN DAMAGED.

TEMPORARY VEGETATIVE COVER:

SEED SELECTION

GRASS SPECIES SHALL BE APPROPRIATE FOR THE SEASON AND SITE CONDITIONS. APPROPRIATE SPECIES ARE OUTLINED IN TABLE 5-2 IN THE 2024 GUIDELINES.

TIMING CONSIDERATIONS

SEED WITH A TEMPORARY SEED MIXTURE WITHIN 7 DAYS AFTER THE SUSPENSION OF GRADING WORK IN DISTURBED AREAS WHERE THE SUSPENSION OF WORK IS EXPECTED TO BE MORE THAN 30 DAYS BUT LESS THAN 1 YEAR.

SITE PREPARATION

INSTALL NEEDED EROSION CONTROL MEASURES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, SEDIMENT BASINS AND GRASSED WATERWAYS.

GRADE ACCORDING TO PLANS AND ALLOW FOR THE USE OF APPROPRIATE EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING.

SEEDBED PREPARATION

LOOSEN THE SOIL TO A DEPTH OF 3-4 INCHES WITH A SLIGHTLY ROUGHENED SURFACE. IF THE AREA HAS BEEN RECENTLY LOOSENEED OR DISTURBED, NO FURTHER ROUGHENING IS REQUIRED. SOIL PREPARATION CAN BE ACCOMPLISHED BY TRACKING WITH A BULLDOZER, DISCING, HARROWING, RAKING OR DRAGGING WITH A SECTION OF CHAIN LINK FENCE. AVOID EXCESSIVE COMPACTION OF THE SURFACE BY EQUIPMENT TRAVELING BACK AND FORTH OVER THE SURFACE. IF THE SLOPE IS TRACKED, THE CLEAR MARKS SHALL BE PERPENDICULAR TO THE ANTICIPATED DIRECTION OF THE FLOW OF SURFACE WATER.

IF SOIL TESTING IS NOT PRACTICAL OR FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 300 POUNDS PER ACRE OR 7.5 POUNDS PER 1,000 SQUARE FEET OF 10-10-10 OR EQUIVALENT. ADDITIONALLY, LIME MAY BE APPLIED USING RATES GIVEN IN TABLE 5-3 IN THE 2024 GUIDELINES.

SEEDING

APPLY SEED UNIFORMLY BY HAND CYCLONE SEEDER, DRILL, CULTPACKER TYPE SEEDER OR HYDROSEEDER AT A MINIMUM RATE FOR THE SELECTED SPECIES. INCREASE SEEDING RATES BY 10% WHEN HYDROSEEDING.

MULCHING

TEMPORARY SEEDINGS MADE DURING OPTIMUM SEEDING DATES SHALL BE MULCHED ACCORDING TO THE RECOMMENDATIONS IN THE 2024 GUIDELINES. WHEN SEEDING OUTSIDE OF THE RECOMMENDED DATES, INCREASE THE APPLICATION OF MULCH TO PROVIDE 95%-100% COVERAGE.

MAINTENANCE

INSPECT SEEDED AREA AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF THE END OF A STORM WITH A RAINFALL AMOUNT OF 0.5 INCH OR GREATER FOR SEED AND MULCH MOVEMENT AND RILL EROSION.

WHERE SEED HAS MOVED OR WHERE SOIL EROSION HAS OCCURRED, DETERMINE THE CAUSE OF THE FAILURE. REPAIR ERODED AREAS AND INSTALL ADDITIONAL CONTROLS IF REQUIRED TO PREVENT REOCCURRENCE OF EROSION.

CONTINUE INSPECTIONS UNTIL THE GRASSES ARE FIRMLY ESTABLISHED. GRASSES SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED WHICH IS MATURE ENOUGH TO CONTROL SOIL EROSION AND TO SURVIVE SEVERE WEATHER CONDITIONS (APPROXIMATELY 80% VEGETATIVE COVER).

PERMANENT VEGETATIVE COVER:

REFER TO PERMANENT SEEDING MEASURE IN THE 2024 GUIDELINES FOR SPECIFIC APPLICATIONS AND DETAILS RELATED TO THE INSTALLATION AND MAINTENANCE OF A PERMANENT VEGETATIVE COVER. IN GENERAL, THE FOLLOWING SEQUENCE OF OPERATIONS SHALL APPLY:

- TOPSOIL WILL BE REPLACED ONCE THE EXCAVATION AND GRADING HAS BEEN COMPLETED. TOPSOIL WILL BE SPREAD AT A MINIMUM COMPACTED DEPTH OF 4".
- ONCE THE TOPSOIL HAS BEEN SPREAD, ALL STONES 2" OR LARGER IN ANY DIMENSION WILL BE REMOVED AS WELL AS DEBRIS.
- APPLY AGRICULTURAL GROUND LIMESTONE. APPLY FERTILIZER. QUANTITIES SHALL BE DETERMINED BASED ON LABORATORY SOIL TESTS. WORK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4".
- INSPECT SEEDED BEFORE SEEDING. IF TRAFFIC HAS COMPACTED THE SOIL, RETILL COMPACTED AREAS.
- APPLY THE CHOSEN GRASS SEED MIX. THE RECOMMENDED SEEDING DATES ARE: APRIL 1 TO JUNE 15 & AUGUST 15 - OCTOBER 1.
- FOLLOWING SEEDING, FIRM SEEDED WITH A ROLLER. MULCH IMMEDIATELY FOLLOWING SEEDING. IF A PERMANENT VEGETATIVE STAND CANNOT BE ESTABLISHED BY SEPTEMBER 30, APPLY A TEMPORARY COVER ON THE TOPSOIL SUCH AS NETTING, MAT OR ORGANIC MULCH.

EROSION AND SEDIMENT CONTROL NARRATIVE:

PRINCIPLES OF EROSION AND SEDIMENT CONTROL

THE PRIMARY FUNCTION OF EROSION AND SEDIMENT CONTROLS IS TO ABSORB EROSIONAL ENERGIES AND REDUCE RUNOFF VELOCITIES THAT FORCE THE DETACHMENT AND TRANSPORT OF SOIL AND/OR ENCOURAGE THE DEPOSITION OF ERODED SOIL PARTICLES BEFORE THEY REACH ANY SENSITIVE AREA.

KEEP LAND DISTURBANCE TO A MINIMUM

THE MORE LAND THAT IS IN VEGETATIVE COVER, THE MORE SURFACE WATER WILL INFILTRATE INTO THE SOIL, THUS MINIMIZING STORMWATER RUNOFF AND POTENTIAL EROSION. KEEPING LAND DISTURBANCE TO A MINIMUM NOT ONLY INVOLVES MINIMIZING THE EXTENT OF EXPOSURE AT ANY ONE TIME, BUT ALSO THE DURATION OF EXPOSURE. PHASING, SEQUENCING AND CONSTRUCTION SCHEDULING ARE INTERRELATED. PHASING DIVIDES A LARGE PROJECT INTO DISTINCT SECTIONS WHERE CONSTRUCTION WORK OVER A SPECIFIC AREA OCCURS OVER DISTINCT PERIODS OF TIME AND EACH PHASE IS NOT DEPENDENT UPON A SUBSEQUENT PHASE IN ORDER TO BE FUNCTIONAL. A SEQUENCE IS THE ORDER IN WHICH CONSTRUCTION ACTIVITIES ARE TO OCCUR DURING ANY

PARTICULAR PHASE. A SEQUENCE SHOULD BE DEVELOPED ON THE PREMISE OF "FIRST THINGS FIRST" AND "LAST THINGS LAST" WITH PROPER ATTENTION GIVEN TO THE INCLUSION OF ADEQUATE EROSION AND SEDIMENT CONTROL MEASURES. A CONSTRUCTION SCHEDULE IS A SEQUENCE WITH TIME LINES APPLIED TO IT AND SHOULD ADDRESS THE POTENTIAL OVERLAP OF ACTIONS IN A SEQUENCE WHICH MAY BE IN CONFLICT WITH EACH OTHER.

- LIMIT AREAS OF CLEARING AND GRADING. PROTECT NATURAL VEGETATION FROM CONSTRUCTION EQUIPMENT WITH FENCING, TREE ARMORING, AND RETAINING WALLS OR TREE WELLS.
- ROUTE TRAFFIC PATTERNS WITHIN THE SITE TO AVOID EXISTING OR NEWLY PLANTED VEGETATION.
- PHASE CONSTRUCTION SO THAT AREAS WHICH ARE ACTIVELY BEING DEVELOPED AT ANY ONE TIME ARE MINIMIZED AND ONLY THAT AREA UNDER CONSTRUCTION IS EXPOSED. CLEAR ONLY THOSE AREAS ESSENTIAL FOR CONSTRUCTION.
- SEQUENCE THE CONSTRUCTION OF STORM DRAINAGE SYSTEMS SO THAT THEY ARE OPERATIONAL AS SOON AS POSSIBLE DURING CONSTRUCTION. ENSURE ALL OUTLETS ARE STABLE BEFORE OUTLETTING STORM DRAINAGE FLOW INTO THEM.
- SCHEDULE CONSTRUCTION SO THAT FINAL GRADING AND STABILIZATION IS COMPLETED AS SOON AS POSSIBLE.

SLOW THE FLOW

DETACHMENT AND TRANSPORT OF ERODED SOIL MUST BE KEPT TO A MINIMUM BY ABSORBING AND REDUCING THE EROSION ENERGY OF WATER. THE EROSION ENERGY OF WATER INCREASES AS THE VOLUME AND VELOCITY OF RUNOFF INCREASES. THE VOLUME AND VELOCITY OF RUNOFF INCREASES DURING DEVELOPMENT AS A RESULT OF REDUCED INFILTRATION RATES CAUSED BY THE REMOVAL OF EXISTING VEGETATION, REMOVAL OF TOPSOIL, COMPACTION OF SOIL AND THE CONSTRUCTION OF IMPERVIOUS SURFACES.

- USE DIVERSIONS, STONE DIKES, SILT FENCES AND SIMILAR MEASURES TO BREAK FLOW LINES AND DISSIPATE STORM WATER ENERGY.
- AVOID DIVERTING ONE DRAINAGE SYSTEM INTO ANOTHER WITHOUT CALCULATING THE POTENTIAL FOR DOWNSTREAM FLOODING OR EROSION.

KEEP CLEAN RUNOFF SEPARATED

CLEAN RUNOFF SHOULD BE KEPT SEPARATED FROM SEDIMENT LADEN WATER AND SHOULD NOT BE DIRECTED OVER DISTURBED AREAS WITHOUT ADDITIONAL CONTROLS. ADDITIONALLY, PREVENT THE MIXING OF CLEAN OFF-SITE GENERATED RUNOFF WITH SEDIMENT LADEN RUNOFF GENERATED ON-SITE UNTIL AFTER ADEQUATE FILTRATION OF ON-SITE WATERS HAS OCCURRED.

SEGREGATE CONSTRUCTION WATERS FROM CLEAN WATER.

- DIVERT SITE RUNOFF TO KEEP IT ISOLATED FROM WETLANDS, WATERCOURSES AND DRAINAGE WAYS THAT FLOW THROUGH OR NEAR THE DEVELOPMENT UNTIL THE SEDIMENT IN THAT RUNOFF IS TRAPPED OR DETAINED.

REDUCE ON SITE POTENTIAL INTERNALLY AND INSTALL PERIMETER CONTROLS

WHILE IT MAY SEEM LESS COMPLICATED TO COLLECT ALL WATERS TO ONE POINT OF DISCHARGE FOR TREATMENT AND JUST INSTALL A PERIMETER CONTROL, IT CAN BE MORE EFFECTIVE TO APPLY INTERNAL CONTROLS TO MANY SMALL SUB-DRAINAGE BASINS WITHIN THE SITE. BY REDUCING SEDIMENT LOADING FROM WITHIN THE SITE, THE CHANCE OF PERIMETER CONTROL FAILURE AND THE POTENTIAL OFF-SITE DAMAGE THAT IT CAN CAUSE IS REDUCED. IT IS GENERALLY MORE EXPENSIVE TO CORRECT OFF-SITE DAMAGE THAN IT IS TO INSTALL PROPER INTERNAL CONTROLS.

- CONTROL EROSION AND SEDIMENTATION IN THE SMALLEST DRAINAGE AREA POSSIBLE. IT IS EASIER TO CONTROL EROSION THAN TO CONTEND WITH SEDIMENT AFTER IT HAS BEEN CARRIED DOWNSTREAM AND DEPOSITED IN UNWANTED AREAS.
- DIRECT RUNOFF FROM SMALL DISTURBED AREAS TO ADJOINING UNDISTURBED VEGETATED AREAS TO REDUCE THE POTENTIAL FOR CONCENTRATED FLOWS AND INCREASE SETTLEMENT AND FILTERING OF SEDIMENTS.
- CONCENTRATED RUNOFF FROM DEVELOPMENT SHOULD BE SAFELY CONVEYED TO STABLE OUTLETS USING RIP RAPPED CHANNELS, WATERWAYS, DIVERSIONS, STORM DRAINS OR SIMILAR MEASURES.
- DETERMINE THE NEED FOR SEDIMENT BASINS. SEDIMENT BASINS ARE REQUIRED ON LARGER DEVELOPMENTS WHERE MAJOR GRADING IS PLANNED AND WHERE IT IS IMPOSSIBLE OR IMPRACTICAL TO CONTROL EROSION AT THE SOURCE. SEDIMENT BASINS ARE NEEDED ON LARGE AND SMALL SITES WHEN SENSITIVE AREAS SUCH AS WETLANDS, WATERCOURSES, AND STREETS WOULD BE IMPACTED BY OFF-SITE SEDIMENT DEPOSITION. DO NOT LOCATE SEDIMENT BASINS IN WETLANDS OR PERMANENT OR INTERMITTENT WATERCOURSES. SEDIMENT BASINS SHOULD BE LOCATED TO INTERCEPT RUNOFF PRIOR TO ITS ENTRY INTO THE WETLAND OR WATERCOURSE.
- GRADE AND LANDSCAPE AROUND BUILDINGS AND SEPTIC SYSTEMS TO DIVERT WATER AWAY FROM THEM.

EXCAVATION NOTES:

- EXCAVATION SHALL BE COMPLETED IN ACCORDANCE WITH THE PHASING PLAN CONTAINED HEREIN. PRIOR TO THE START OF SAND AND GRAVEL REMOVAL, ANY TOPSOIL AND SUBSOIL SHALL BE STRIPPED AND STOCKPILED WITHIN OR ADJACENT TO THE RESPECTIVE PHASE FOR USE IN RESTORATION. TOPSOIL AND SUBSOIL STOCKPILES SHALL BE PROTECTED WITH A TEMPORARY OR PERMANENT VEGETATIVE COVER. THE SELECTION OF AN APPROPRIATE VEGETATIVE COVER WILL DEPEND ON THE ANTICIPATED DURATION OF THE PHASE.
- PROPOSED FINISHED GRADE ELEVATIONS SHOWN HEREON ARE BASED ON TEST PITS AND SOIL BORINGS TAKEN AT THE LOCATIONS SHOWN AS WELL AS EXISTING HYDROLOGIC FEATURES SURROUNDING THE SITE. ADDITIONAL TEST PITS MAY BE EXCAVATED AS PROPOSED GRADES ARE APPROACHED TO DETERMINE IF ADDITIONAL MATERIAL MAY BE REMOVED WHILE MAINTAINING THE REQUIRED 5' GROUNDWATER SEPARATION DISTANCE. THE APPLICANT SHALL NOTIFY THE PUTNAM PLANNING DEPARTMENT IF EXCAVATION BELOW THE PROPOSED GRADES SHOWN HEREON IS DESIRED AND SHALL NOT PROCEED WITH SUCH EXCAVATION WITHOUT THE APPROVAL OF THE PLANNING DEPARTMENT.
- NO TOPSOIL OR SUBSOIL STRIPPED FROM THE EXCAVATION AREA SHALL BE SOLD OR REMOVED FROM THE PROPERTY.
- NO STUMPS SHALL BE BURIED ON SITE. ALL STUMPS SHALL BE STOCKPILED ON THE GROUND SURFACE, CHIPPED OR REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
- EXCAVATION OF EACH PHASE SHALL BE COMPLETED IN A MANNER WHICH ENSURES CONTAINMENT OF SEDIMENT LADEN STORMWATER WITHIN THE ACTIVE EXCAVATION AREA. IN GENERAL, THIS CAN BE ACCOMPLISHED BY PROGRESSING WITH A "DOWNCUTTING" EXCAVATION METHOD AND MAINTAINING AN ACTIVE EXCAVATION FACE AT A LOWER ELEVATION THAN THE SURROUNDING GRADES. IF ANY PERIMETER EROSION AND SEDIMENTATION CONTROLS ARE REQUIRED TO PREVENT TRANSPORT OF SEDIMENT LADEN STORMWATER FROM THE ACTIVE AREA, THEY SHALL BE INSTALLED PRIOR TO EXCAVATION AND MAINTAINED UNTIL NO LONGER REQUIRED.
- NO BLASTING IS ANTICIPATED FOR COMPLETION OF THE WORK SHOWN. IF BLASTING IS REQUIRED, THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
- THE OWNER AND/OR SITE OPERATOR SHALL PROVIDE ADEQUATE DUST CONTROL TO PREVENT ANY OFF-SITE NUISANCE. DUST CONTROL ON HAUL ROADS SHALL BE ACCOMPLISHED WITH THE APPLICATION OF WATER.
- EXCAVATION WORK WILL BE COMPLETED BY RAWSON MATERIALS. EXCAVATED MATERIAL WILL NOT BE SOLD TO THE GENERAL PUBLIC DIRECTLY AT THE SUBJECT PROPERTY. EXCAVATED MATERIAL WILL BE REMOVED FROM THE SITE FOR FURTHER PROCESSING, SALE OR USE.
- THE HOURS OF OPERATION SHALL BE:

MONDAY - FRIDAY	7:00 A.M. - 5:00 P.M.
SATURDAYS	8:00 A.M. - 12:00 P.M.

NO OPERATIONS SHALL TAKE PLACE ON SUNDAYS OR NATIONAL HOLIDAYS. OPERATIONS OUTSIDE OF THE NORMAL HOURS WILL BE ALLOWED ONLY WITH THE PUTNAM ZONING COMMISSION OR THEIR DESIGNATED AGENT.
- THE OWNER/OPERATOR SHALL INSTALL ANY NECESSARY BARRICADES OR BARRIERS TO PROVIDE PROTECTION AROUND THE PERIMETER OF OPEN EXCAVATION FACES AND STEEP SLOPES.
- EXCAVATION OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH ALL APPROPRIATE MINE SAFETY & HEALTH ADMINISTRATION (MSHA) RULES AND REGULATIONS.
- ALL ACCESS TO THE SITE BY HAULING TRUCKS SHALL BE THROUGH THE WHEELABRATOR PUTNAM, INC. PROPERTY.
- THE NUMBER OF TRUCK TRIPS PER DAY GENERATED BY THE SITE WILL BE VARIABLE AND DETERMINED BY DEMAND FOR MATERIAL. THE ANTICIPATED MAXIMUM NUMBER OF TRUCK LOADS TO BE REMOVED FROM THE SITE IS 100 PER DAY.

RESTORATION NOTES:

THE RESTORATION OF THE SITE FOLLOWING EXCAVATION SHALL BE SUITABLE TO ALLOW FUTURE COMMERCIAL OR INDUSTRIAL DEVELOPMENT.

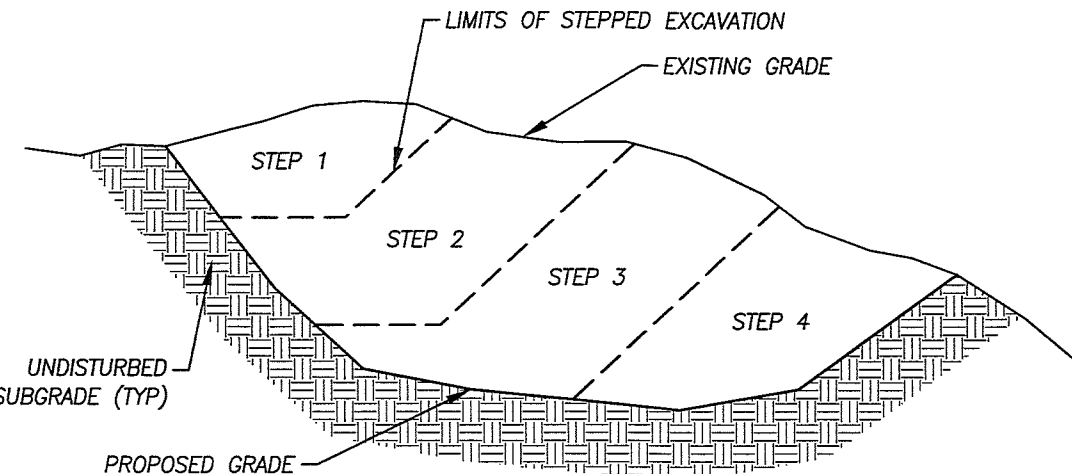
- RESTORATION OF EACH PHASE SHALL TAKE PLACE IMMEDIATELY FOLLOWING THE COMPLETION OF THE EXCAVATION OF THE PHASE UNLESS SUFFICIENT RESTORATION BONDING IS IN PLACE TO COVER THE RESTORATION COST FOR MULTIPLE PHASES.
- FINAL RESTORATION SHALL BE ACCOMPLISHED BY SPREADING TOPSOIL TO A MINIMUM THICKNESS OF 4" AND SEEDING FOR A PERMANENT VEGETATIVE COVER. THE PERMANENT VEGETATIVE COVER MAY BE A SUITABLE WILDLIFE HABITAT MIX OR THE FOLLOWING MIXTURE WHICH IS SUITABLE FOR USE IN ALL LOCATIONS:

VARIETY	LEBS/ACRE
SWITCHGRASS (BLACKWELL, SHELTER, CAVE-IN-ROCK)	4.0
BIG BLUESTEM (NIAGRA, KAW)	4.0
LITTLE BLUESTEM (BLAZE, ALDOUS, CAMPER)	2.0
SAND LOVEGRASS (NE-27, BEND)	1.5
BIRD'S-FOOT TREFOIL (EMPIRE, VIKING)	2.0
TOTAL	13.5
- HAY OR STRAW MULCH SHALL BE UTILIZED ON 3:1 AND STEEPER SLOPES TO PROVIDE TEMPORARY STABILIZATION DURING ESTABLISHMENT OF PERMANENT VEGETATIVE COVER.
- FERTILIZER AND LIME SHALL BE PROVIDED AS REQUIRED TO ESTABLISH A PERMANENT VEGETATIVE COVER BASED ON LABORATORY SOIL TESTING RESULTS.

EXCAVATION NOTES:

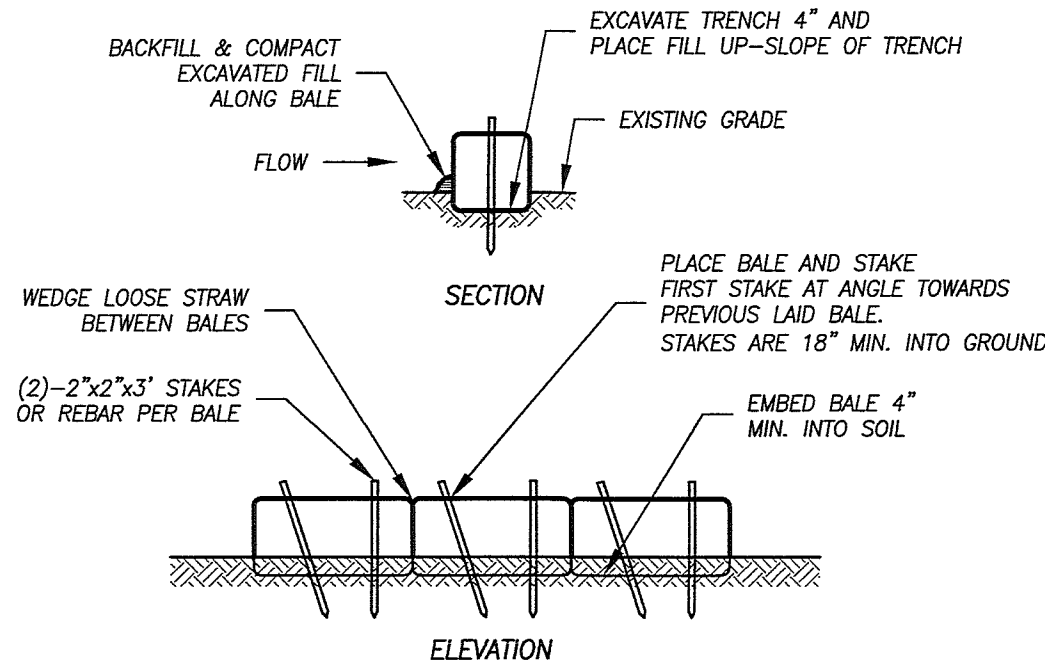
THE FOLLOWING EQUIPMENT IS THE ANTICIPATED MAXIMUM FOR USE ON SITE DURING THE DURATION OF EXCAVATION AND RESTORATION OPERATIONS:

- 2 WHEEL LOADERS (CAT 980 OR SIMILAR)
- 1 LARGE EXCAVATOR (CAT 345 OR SIMILAR)
- 1 LARGE DOZER (CAT D8 OR SIMILAR)
- 1 MEDIUM DOZER (CAT D6 OR SIMILAR)
- MISC. EQUIPMENT FOR RESTORATION OF EXCAVATED AREAS



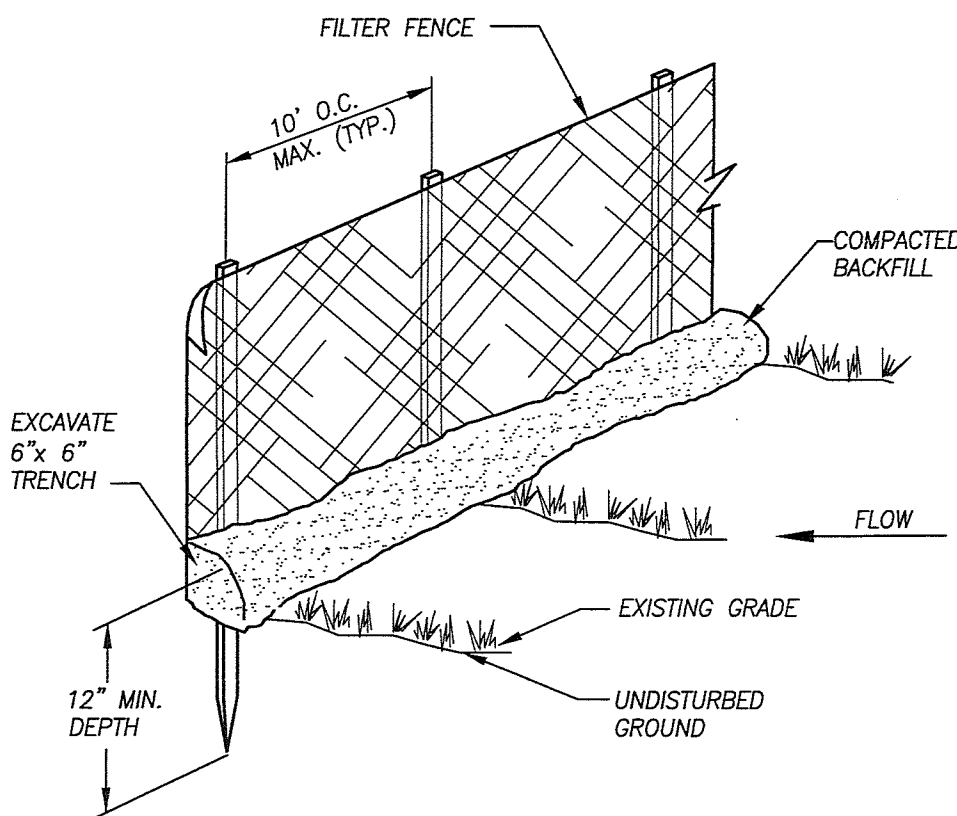
DOWN CUTTING EXCAVATION DETAIL

NOT TO SCALE



STRAW BALE BARRIER DETAIL

NOT TO SCALE



SEDIMENT FENCE DETAIL

NOT TO SCALE

Notes and Details

Prepared for

Strategic Commercial Realty, Inc.

d/b/a Rawson Materials

300 River Road - Putnam, Connecticut

SCALE:

As Noted

DATE:

April 8, 2025

JOB I.D. NO.

24-3470

Revisions

SHEET NO.

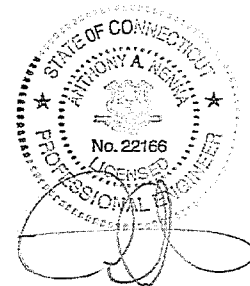
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ANTHONY A. NENWA, P.E.

22166

LICENSE NO.

DATE

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033					CLIENT	PROJECT NAME								
					RAWSON SAND & GRAVEL					LOCATION 300 RIVER ROAD, PUTNAM, CT				
TYPE		AUGER	CASING	SAMPLER	CORE BAR	OFFSET	SURFACE ELEV.				HOLE NO.		B-1	
SIZE I.D.		HSA		SS		LINE & STA.	GROUND WATER OBSERVATIONS				START DATE		9/22/15	
HAMMER WT.		3.75"		1.375"		N. COORDINATE	AT 9.0 FEET AFTER 0 HOURS				FINISH DATE		9/22/15	
HAMMER FALL				140 lbs		E. COORDINATE	AT FEET AFTER HOURS							
DEPTH		SAMPLE				STRATUM DESCRIPTION							ELEV.	
		NO.	BLOWS/6"	DEPTH	A	REMARKS								
0	1			0.00'-13.00'		TOPSOIL, TRACE ROOTS BR. FINE-CRS. SAND, SOME GRAVEL, LITTLE SILT, FEW COBBLES & BOULDERS							0.42	
5														
10														
15	2	13-11-16		15.00'-16.50'		BR. FINE-MED. SAND, SOME SILT, LITTLE GRAVEL							13.0	
20														
25														
30														
35														
						WEATHERED ROCK							19.0	
						AUGER REFUSAL @ 19.7							19.7	
LEGEND: COL. A: SAMPLE TYPE: D-DRY A-AUGER C-CORE U-UNDISTURBED PISTON S-SPLIT SPOON PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%													DRILLER: T. CZMYR INSPECTOR: SHEET 1 OF 1 HOLE NO.	B-1

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033				CLIENT		PROJECT NAME				
				RAWSON SAND & GRAVEL		LOCATION 300 RIVER ROAD, PUTNAM, CT				
AUGER		CASING	SAMPLER	CORE BAR	OFFSET	SURFACE ELEV.		HOLE NO.	B-2	
TYPE	HSA		SS		LINE & STA.	GROUND WATER OBSERVATIONS		START DATE	9/22/15	
SIZE I.D.	3.75"		1.375"		N. COORDINATE	AT 10.00	FT. AFTER 0	HOURS		
HAMMER WT.			140 lbs		E. COORDINATE	AT	FT. AFTER	HOURS	FINISH DATE 9/22/15	
HAMMER FALL			30"							
DEPTH			SAMPLE		STRATUM DESCRIPTION - REMARKS					ELEV.
	NO.	BLOWS/6"	DEPTH	A						
0					TOPSOIL, TRACE ROOTS					0.42
					BR. FINE SAND, SOME SILT, TRACE FINE-MED. GRAVEL, TRACE ROOTS					
					BR. FINE-MED. SAND, SOME GRAVEL & COBBLES, LITTLE SILT					3.0
5										
10										

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033					CLIENT		PROJECT NAME						
							LOCATION 300 RIVER ROAD, PUTNAM, CT						
		AUGER	CASING	SAMPLER	CORE BAR	OFFSET	SURFACE ELEV.			300 RIVER ROAD, PUTNAM, CT			
TYPE		HSA		SS		LINE & STA.	HOLE NO.			B-3			
SIZE I.D.		3.75"		1.375"		N. COORDINATE	GROUND WATER OBSERVATIONS AT 10.00 FT. AFTER 0 HOURS			START DATE	9/22/15		
HAMMER WT.				140 lbs		E. COORDINATE	AT 10.00 FT. AFTER 0 HOURS			FINISH DATE	9/22/15		
HAMMER FALL				30"									
DEPTH		SAMPLE				STRATUM DESCRIPTION - REMARKS					ELEV.		
0		NO.	BLOWS 6"	DEPTH	A	TOPSOIL, TRACE ROOTS BR. FINE-CRS. SAND, SOME GRAVEL, LITTLE SILT & COBBLES					0.33		
5		1		5.00'-10.00'		BR. FINE-CRS. SAND, LITTLE GRAVEL & COBBLES, TRACE SILT					5.0		
10													
15		2	8-60	15.00'-16.00'									
20		3	20-20-28	20.00'-21.50'		BR. FINE-CRS. SAND, SOME GRAVEL & COBBLES, TRACE SILT					20.0		
25		4	60	25.00'-25.33'		AUGER REFUSAL @ 25.4'					25.4		
30													
35													
LEGEND: COL. A: SAMPLE TYPE: D-DRY A-AUGER C-CORE U-UNDISTURBED PISTON S-SPLIT SPOON PROPORTIONS USED: TRACE-0-10% LITTLE-10-20% SOME-20-35% AND-35-50%												DRILLER: T. CZMYR INSPECTOR:	
SHEET 1 OF 1												HOLE NO. B-3	

CLARENCE WELTI ASSOC., INC. P.O. BOX 397 GLASTONBURY, CONN 06033					CLIENT	PROJECT NAME				
						LOCATION				
					300 RIVER ROAD, PUTNAM, CT.					
AUGER		CASING	SAMPLER	CORE BAR	OFFSET	HOLE NO. B-4				
TYPE	HSA		SS		LINE & STA.					
SIZE I.D.	1.375"		1.375"		N. COORDINATE	GROUND WATER OBSERVATIONS				
HAMMER WT.			140 lbs		E. COORDINATE	AT 10' FROM PT. AFTER 0 HOURS				
HAMMER FALL			30"			AT 1' FT. AFTER 0 HOURS				
						START DATE 9/22/15				
						FINISH DATE 9/22/15				
DEPTH					STRATUM DESCRIPTION					ELEV.
NO. BLOWS/F'					REMARKS					
0					TOPSOIL, TRACE ROOTS					0.42
					BR. FINE-CRS. SAND, SOME GRAVEL LITTLE SILT & COBBLES					
5										
	1	5.00'-10.00'								
10					BR. FINE-CRS. SAND, SOME GRAVEL & COBBLES, TRACE SILT					10.0
	2	18-18-21 10.00'-11.50'								
15										
20										
	3	34-25-60 20.00'-21.50'								
25					BR. FINE-CRS.SAND, TRACE SILT & FINE GRAVEL					23.0
	4	13-16-19 25.00'-59.83'								
30										
	5	60-13-17 30.00'-31.50'			LIGHT GREY/BR. FINE SAND, SOME SILT					30.0
35										

LEGEND: COL. A:					DRILLER: T. CZMYR				
SAMPLE TYPE: D=DRY A=ALGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON					INSPECTOR:				
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%					SHEET 1 OF 2				
					HOLE NO. B-4				

Guiding Principle #1: Enhance Putnam's Business Environment to Solidify the Town as a "Regional Downtown" and Economic Hub for Northeast Connecticut

Introduction

Putnam's downtown area lies along the Quinebaug River, once a major source of power for a thriving textile industry. Like its counterparts up and down the river, Putnam was once home to several mills producing a variety of goods sold in markets across the country and internationally. While many of those industries have moved and the mills have closed, Putnam has redefined itself as a major economic hub for the otherwise quiet northeast corner of Connecticut. Attractive buildings and a walkable downtown have created an ideal location for small shops and attractions. Tourists flock to Putnam for its antique shops, arts scene, and outdoor activities. The Air Line Trail, Quinebaug River, and ample trails and open spaces are major attractions. Beyond the downtown area, Putnam has grown its economic base to include several thriving industrial areas and a significant number of shopping centers, particularly along the Route 44 corridor, that Putnam residents and those in nearby towns use for everyday needs. The presence of keystone institutions such as Day-Kimball Hospital and the Hale YMCA reinforces Putnam's status as a regional center and hub of economic, health care, and cultural activity.

Putnam's existing infrastructure, road network, and job centers make it an ideal location for additional economic growth. Underused historic mill buildings provide opportunities for infill development without encroaching upon more rural areas nearby. Residents and visitors alike benefit from all that Putnam has to offer, and it will continue to act as a regional hub in the years to come.

Existing Conditions

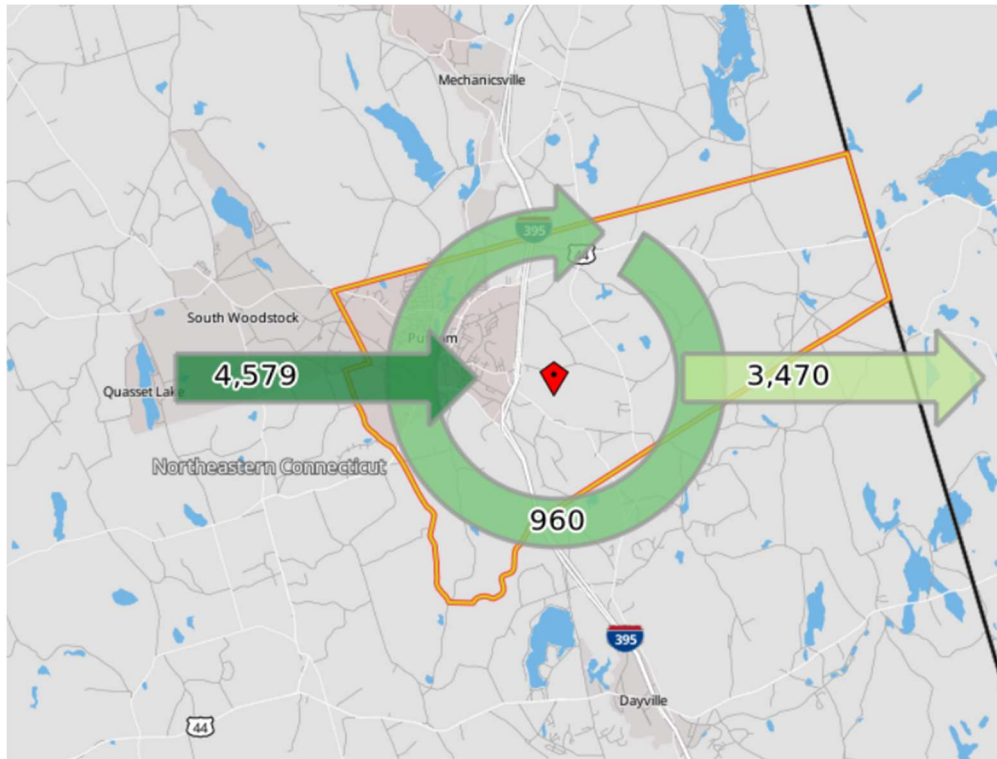
As of 2022, there were a total of 7,172 jobs in Putnam (*Source: Lightcast*), with the largest employment sectors being health care and social assistance, manufacturing, retail trade, government, and accommodation and food services. Key employers in town include Day Kimball Healthcare, Foster Corporation, Staples, ERW, Inc and Impact Plastics. Although the median household income (MHI) in Putnam is \$67,416, lower than the state's MHI of \$93,760 (*Source: 2025 Town Profile*), this is still higher than the average annual salary for employment in Windham county's top five sectors which stands at \$50,871 (*Source: Putnam 2023 Equity Profile*), indicating the town's prosperous economy. While 35% of Putnam residents have a high school diploma, 9% more than the state, the amount of

residents who have an associate's degree is just above, at 9%, those statewide with the same degree (8%). Alternatively, compared to Putnam, more people in the state have post-secondary degrees with 12% of Putnam's residents holding a bachelor's degree while 23% of statewide residents hold bachelor's degrees. Similarly, 19% of Connecticut residents have master's degrees while 8% of Putnam's residents have the same level of education (*Source: Advance CT 2025 Town Profile*).

Employment data collected by the CT Department of Labor also reveals much about the municipality's economy. Currently, there are 682 businesses registered in Putnam. In 2024, there were 90 new business registrations in town, three (3) more than the previous year (*Source: 2025 Town Profile*). 4,655 of Putnam residents are employed while 184 residents are unemployed; this translates to an unemployment rate of approximately 4%. The self-employment rate was 8%, slightly lower than the statewide self-employment rate of 10% (*Source: Advance CT 2025 Town Profile*). Of the population that commutes to work, there is an average of 25 minutes spent travelling to work, just under the statewide average commute time of 26 minutes. Although a majority (90%) of Putnam's workforce drives to work, 8% of people in town report working from home while 1% walk or cycle to get to work. It is important to note that 9% of Putnam residents report having no access to a car, which is equal to the state at 9%. Statewide efforts to form a well-connected transportation network can lead to lower unemployment rates, as both car ownership and access to public transportation are linked to better employment outcomes.

[Graphics and Maps to be added]

Looking deeper into commuter patterns, it's evident that Putnam serves as a regional economic hub, with more people travelling into town each day for work as opposed to the number that leave town for work. Approximately 4,500 people enter Putnam each day while about 3,400 leave town for work. Approximately 16% of the working population (or 960 people) both live and work in Putnam.



Source: US Census OnTheMap

Other financial indicators such as the town's municipal revenue and expenditures can reveal more about Putnam's fiscal health. Based on data collected by the CT Office of Policy and Management, the town's total revenue in FY 21-22 was \$31,268,944. The total property tax revenue was almost half of that at \$16,162,723. Municipal expenditures totaled about \$30,982,128 and the overall revenue to expenditure ratio was 101%. Annual debt service is 6% of total town expenditures. Commercial/industrial property makes up 22% of the overall grand list, which helps to keep the mill rate relatively low compared to many other towns within the state (*Source: Advance CT*).

Looking to the Future

Looking ahead, Putnam should continue to solidify its role as the region’s “Downtown” by supporting the balanced growth of commercial and residential development. One way to achieve this is by working with property owners to develop previously undeveloped or “greenfield” sites in the downtown area through infill development.

Infill Development is building within an already developed area or district i.e. building “in not out” to avoid sprawl. This could mean reducing lot sizes, constructing smaller buildings, or redeveloping under-utilized properties. This type of development leverages existing infrastructure such as transit, sewers/water, sidewalks or other walkable services and amenities.

Much of the town’s existing built environment provides a cornerstone for future economic development. Putnam’s existing WPCA sewer infrastructure serves as a basis for potential business expansion in town, and areas with proper utility access provide the essential foundations for business establishments to locate. Two areas with nearby connections to sewer and water that have potential for additional business development are heading eastward on Route 44 toward the Connecticut- Rhode Island border and on the southern portion of Park Road near downtown. Although preservation of the town’s residential, more rural neighborhoods remains a key priority, other areas, such as Putnam’s downtown core, is a well-established destination in the region and has long proven to be fit for development potential. Specifically, the area immediately surrounding the I-395 and Route 44 interchanges can support added development. With many restaurants, retail establishments and community events located here, it lays an ideal framework for expanded business activity in this section of town. There are several large parcels toward the eastern end of town along Route 44 that could be explored for future industrial development growth. These areas provide easy access to I-395, and could be developed in such a way that they are adequately buffered from surrounding residential development, while allowing more industrial grand list growth to occur.

Putnam also stands to benefit from continued mill redevelopment efforts. Due to the town’s history as a manufacturing hub, many historic mill buildings were constructed early in the town’s industrial revolution and remain intact. A focus on supporting the redevelopment of these buildings will allow for the sustainable preservation of the town’s historic elements, while introducing activation and development of these sites. Currently, the Belding Mill and the Monohansett Mill properties are up for sale or targeted for redevelopment, and both provide spectacular opportunities for mixed-use properties that could benefit the entire community. Private investment through a Community Investment

Fund (CIF) or establishing a “Bring Us Your Idea” initiative to encourage greater community involvement and input can support revitalization efforts on brownfield sites in town. The Monohansett, Belding, and Foundry mills are all suitable candidates for this type of economic development project. Other potential mill redevelopment ideas for this area include a hotel, a boutique retail complex, or a mixed-use property containing both. Moreover, a food hall or market can bring a new variety of dining options to town while providing a hub for residents to mingle and socialize, strengthening their sense of community while supporting local businesses.

In addition to those previously mentioned, Putnam has various other opportunities to spur increased economic development in town through updates to their zoning ordinance. The consolidation of the town’s Planning and Zoning Commissions allows for the streamlining of commercial development regulations and permitting processes, leading to decreased review times and making it easier for developers to offer proposals for these sites. Updates to zoning regulations can also stabilize and encourage the continued expansion of the Day-Kimball Hospital and the cluster of similar medical and commercial facilities nearby. Additionally, the Quinebaug Regional Tech Park (the Park) is an approximately 230-acre site located in Putnam that is easily accessible by I-395 and was constructed to support light industrial, research and technology manufacturing uses. The site contains a regional 40,000 square foot YMCA facility and is also accessible by pedestrian and bicycle paths that connect to the town’s existing River Trail. Working with owners of large properties in and adjacent to the Tech Park will help foster additional infill development, leveraging the property’s ideal location. Currently, a majority of the Park is owned by Rawson Materials, a supplier of an array of sand and stone products for the concrete, block and asphalt industries in Connecticut, as well as Rhode Island, Massachusetts and New York. Rawson is expected to continue gravel excavation for the next twenty years. Development of connecting businesses on School Street and Church Street contributes to the formation of a downtown core area and should also be explored. Lastly, the town should also continue to promote and advertise available commercial real estate on its website to increase visibility and showcase unique characteristics of the properties up for sale. Property advertising, paired with higher design, landscaping, and maintenance standards to increase the appeal of commercial properties in town, can also lead to increased development.

Successful economic development requires the coordination of multiple factors, and jobs should be located where housing can also be nearby, making it easier for residents to access employment opportunities. Aligning affordable housing developments with job creation fosters sustainable urban development and ensures that the town’s investments are of maximum benefit to its residents. Additionally, workforce development initiatives for

high technological or defensive original equipment manufacturers (OEM) go hand in hand with housing and job growth in this region. Ensuring that residents can access proper training that is relevant to local businesses provides important professional development while leveraging the town's existing infrastructure and history as a pioneer in the manufacturing industry as a major producer of essential electronics, communication systems, protective equipment, and similar products.

As noted, over 4,000 people travel into Putnam for work each day, the majority of whom drive. Evaluating the community's parking needs and providing a variety of solutions for employees will have positive economic impacts and encourage more patrons to visit downtown Putnam. One potential solution could be to provide designated staff parking areas to free up short-term parking for customers visiting retail areas. This can be achieved by working with private businesses and property owners to allow shared parking. The installation of vehicle crossings over the railroad tracks that run between the Union Square parking area and South Main Street parking can also provide essential connections and expanded options between key parking areas. In the past, the town considered a "parking buildout" study which, if revisited, will help the town determine the amount and location of potential additional parking in town. Overall, Putnam serves an important role as the regional hub in the area, building on its already attractive qualities is key in the next decade. From parking solutions to zoning amendments and the proper coordination of residential and business development, the town is well on its way to continuing in this role and expanding its robust business environment and can choose from this menu of well-thought-out business expansion methods.

GOALS and ACTIONS

Continue to Position Putnam as the Regional Economic Hub of Northeast Connecticut.

1. Support the stabilization and expansion of Day-Kimball and related medical offices.
2. Explore opportunities to expand the concept of a Regional Technology Park.
3. Promote Putnam as the “Regional Downtown”.
4. Leverage I-395 interchanges for regional-scale retail activity.

Complete Sale and Development of Town Industrial Park Properties.

5. Work with existing tenants and business owners on potential expansions.
6. Investigate opportunities for new property acquisition for future business park phases.
7. Continue to promote available commercial real estate on the town’s website.

Improve Regulatory Environment for Business Growth.

8. Work with the town’s Economic Development Commission to promote a “Bring Us Your Idea Approach”.
9. Elevate design, landscaping, and maintenance standards for commercial development.
10. Leverage existing WPCA infrastructure as a business development tool.
11. Coordinate housing availability with job generation.
12. Implement workforce development programs for high technological and defensive OEM businesses.
13. Forge partnerships with local Community Colleges for workforce training.
14. Work with property owners on redevelopment and infill development of “greenfield” sites.
15. Support mill redevelopment of the Belding Mill and Monohansett Mill.
16. Maximize the use of grant funding for economic development projects.
17. Consider seeking Community Investment Fund opportunities to support private investment into the Monohansett and Belding Mills, along with the Foundry property.
18. Limit business expansion from rural, eastern parts of town while focusing on building up the downtown core.

Enhance Downtown Business Environment.

19. Work with employers to ensure staff have designated parking areas separate from short-term parking areas for patrons.

20. Continue working with business/property owners to allow shared parking arrangements.
21. Consider the addition of a railroad crossing for vehicles to connect the Union Square parking area with parking on South Main Street.
22. Revisit the “parking buildout” study.
23. Consider the addition of an indoor market or food hall at 88 Main Street (including 76 Main Street and 80 Main Street) along with a boutique hotel.
24. Explore ways to develop businesses and connections that support downtown on School Street and Church Street.
25. Maintain a balance between commercial and residential growth.
26. Consider increasing housing density within a walkable radius of the downtown core.