



TOWN OF PUTNAM
MUNICIPAL COMPLEX
TOWN HALL
200 SCHOOL STREET • PUTNAM, CT 06260

Request for Qualifications (RFQ)

Addendum No. 1
Issued June 27, 2025

State Project No. 115-TBD
Putnam River Trail Extension / East Coast Greenway

The purpose of this addendum is to provide responses to answers received:

- Q.1. Can the funding application and any concept plans or figures depicting the potential routing be made available as part of the RFQ to better understand the scope of work?
- A.1 See attachment to this Addendum No. 1, including Figure 1 Aerial Location Map; and the funding application.

****END****

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Figure 1: Aerial Location Map
 Putnam ECG | Putnam, CT



Legend

- Preferred Route
- Alternative Route
- Stream/River
- Waterbody

Source: CT DOT, CT DEEP, Nearmap

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Transportation Alternatives (TA) Set-Aside (2024 New Project Solicitation)

PROGRAM APPLICATION

1.0 Project Title

Provide the title of the Project: **Putnam River Trail Extension/East Coast Greenway**

2.0 Council of Governments

The application should be submitted to the Council of Governments (COG) office having boundaries encompassing the majority of the project's limits. Maps depicting the COG and Metropolitan Planning Organization (MPO) boundaries as well as the Transportation Management Areas (TMA) are provided under separate cover as an appendix to the application. For projects that span multiple COG boundaries, please list in order beginning with the COG with the greatest geographic coverage or the COG with which project coordination has been initiated.

Council of Government(s): **NECCOG (NORTHEASTERN)**

3.0 Project Sponsor and Commitment Statement

The Project Sponsor is the applicant and will be the entity that enters into agreement with the State of Connecticut Department of Transportation for program administration and funding. **The Project Sponsor MUST be a municipal governmental agency established through State Statutes.** Please indicate the formal legal names of the organization and duly authorized representative.

IF PROGRAM FUNDS ARE AUTHORIZED: The Project Sponsor will be responsible for commitment of funds to match federal program dollars and finance any ineligible project costs. The Project Sponsor will also be responsible for commitment to operate, maintain and insure the completed improvements. Upon project completion, the responsibility of liability and maintenance to ensure a safe, secure facility and components remains with the Project Sponsor, regardless of location within State or federal rights-of-way. Formal letters of commitment or resolutions from the appropriate fiscal entity, (i.e. Town Council, Board of Finance), will be required. Additionally, the Project Sponsor will be responsible for meeting public involvement requirements.

Legal Name of Organization: **TOWN OF PUTNAM**

Legal Name of Duly Authorized Representative: **ELAINE SISTARE, TOWN ADMINISTRATOR**


Signature of Duly Authorized Representative

05/16/2024

Date (MM/DD/YYYY)

By signing my name on the signature line above, I am certifying that I am the duly authorized representative of the sponsoring agency and that I am aware of the application and proposed project on behalf of the organization as well as my responsibility as the Project Sponsor if PROGRAM funds are authorized. My signature further indicates that, to the best of my knowledge, the statements made on this application form and any attachments are true and complete and are made in good faith. I understand that if I knowingly make any misstatement of fact, this application is subject to disqualification and dismissal. All statements made on this application are subject to verification as a condition of funding authorization.

4.0 Project Contact (Representative from Project Sponsor)

The Project Contact must be a representative of the Project Sponsor's agency. The Project Contact will act as the project manager. The Project Contact will be the primary person to which correspondence, inquiries and project coordination will be directed regarding the application and subsequent project if funds are awarded.

First Name: **ELAINE**

CT Municipality: **PUTNAM**

Last Name: **SISTARE**

Division/Office: **MAYOR'S OFFICE**

Title: **TOWN ADMINISTRATOR**

Street: **200 SCHOOL ST.**

Telephone No: **860-963-6800 X113**

Zip Code: **06260**

Facsimile No: **NONE**

Email Address: **elaine.sistare@putnamct.us**

5.0 Eligible Projects

- 5.1 Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- 5.2 Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- 5.3 Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- 5.4 Construction of turnouts, overlooks and viewing areas.
- 5.5 Community improvements activities including:
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
- 5.6 Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Using the numbers above identify which one best fits the project: **5.1, 5.2, 5.3**

For linear projects, Federal logical termini and serving a transportation purpose requirements must be satisfied. Projects should be vetted to determine its public support level and should be feasible to design with construction started within a three year time period.

6.0 Project Location

Briefly describe the project location:

Indicate the start (and end, if linear) of the project limits:

Starting at the southern terminus of Putnam's River Trail on Kennedy Drive, the trail construction project includes pedestrian bridge construction at Technology Park Dr. and then extend south behind properties owned by the YMCA, Strategic Commercial Realty, Town of Putnam and public properties. At the southern border of the Town's property a bridge will be constructed to cross the Quinebaug River to the public properties. The project will then continue south into the Town of Killingly, still following the old trolley road bed, coming out on to Lake Rd.

Identify the municipality(ies) having boundaries encompassing the project location.

Primary CT Municipality: **PUTNAM**

Other Municipality(ies): **KILLINGLY**

LOCATION MAP: Depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly depict the project's overall location upon. Provide a hard copy.

CONCEPT PLAN As appropriate and necessary for the scale and context of the project proposed, provide a map with a conceptual layout to graphically depict the location of the project and its relation to existing features, regulated areas, and adjacent facilities the project would connect to. Provide a hard copy.

7.0 Project Description

Briefly describe the project:

Project tasks include design, permitting and construction of a multi-purpose path, using the trolley bed as much as possible, extending from Putnam's River Trail into the Town of Killingly. The project is a proposed 10' - 12' multi-use trail and includes conversion of an abandoned rail corridor, construction of two (2) river crossings and a connection into Killingly, with a total length of +/- 16,800lf (3.2mi).

8.0 Purpose and Need

Briefly explain the purpose and need for the project, including anticipated significance and impacts of this project. Provide any additional information that may assist with determining the eligibility and selection of this project. This is an opportunity to discuss why the project should be selected for PROGRAM funding.

From a local perspective this project will continue a safe non-vehicular connection between the Town of Putnam to the north and the Town of Killingly to the south. The River Trail is heavily used by residents and visitors alike. Extension of the River Trail will give users the ability to continue south, following the Quinebaug River into the Town of Killingly, which they would be unable to do but for construction of this connection. This project will create a safe non-vehicular connection between the Town of Putnam and the Town of Killingly to the south. Without a safe route, cyclists and pedestrians are discouraged from traveling from Putnam's vibrant commercial center to Killingly.

From a regional perspective, this project closes an important East Coast Greenway gap. Traffic speed/volume discourage many pedestrians and cyclists from crossing Kennedy Drive, the I-395 overpass and Park Rd. to get to the easterly ECG at the Killingly/Putnam Town Line. This Project will allow users to stay on the westerly side of Kennedy Dr./I-395 and follow a safer, and much more picturesque, route to the Killingly ECG segment.

This project establishes a continuous multi-use path that minimizes on-road sections, as well as road crossings, to the greatest extent possible.

9.0 High-Need Areas, Community Character, and Regional Significance

Briefly explain if and how this project is serving any elderly housing facilities, housing authority (public housing), safe routes to school, ethnic community, transit dependent or low or very low-income neighborhoods in rural or urban areas. Indicate if the project is implementing a recommendation resulting from a study conducted through the safe routes to school non-infrastructure program.

The 1.8-mile Putnam River Trail, part of the East Coast Greenway, attracts people from across the country as well as state lines to take advantage of the natural beauty of the area. The extension will not only attract more visitors, but will also bring the Trail one step closer to completing the East Coast Greenway in Connecticut.

Briefly describe how this candidate project directly relates to the region and community, including anticipated benefits and fit with the character of the area served.

As noted above, the Project establishes a continuous multi-use path that minimizes road crossings as well as on-road sections to the greatest extent possible. The project connects users to the Quinebaug River via a scenic route that will be a destination on its own.

10.0 Public Support

Demonstrate the level of public support or opposition that has been voiced to date, if any, either via a public forum, written correspondence or other form of communication, including media coverage. Provide a description of the events, published articles, media coverage, or other related materials that are relevant to demonstrate public support for the project.

To date, the Town has had no public meetings regarding this Project; however, the scope of work will include a public information meeting following the Preliminary Design phase. This meeting will allow the design team to present the project to the public and gather feedback that will be incorporated during the Design Phase. Additional meeting(s) will be held with any stakeholders who wish to meet with the team.

The Project also has the support of the Town of Killingly – See Attachment C.

11.0 Permitting

Provide a list of anticipated permits that are required for the project. It is not required that permitting be completed for the application.

- **Local Inland Wetlands Permit**
- **Local Zoning Permit**
- **CTDOT Encroachment Permit**
- **USACE Pre-Construction Notification: Section 404**
- **CTDEEP Water Quality Certification: Section 401**
- **CTDEEP PCN, General Permits for CT**
- **CTDEEP Flood Management Certification or DOT FMC-MOU, depending on funding**
- **CTDEEP Inland Wetlands General Permit (assuming over 5,000sf of wetland impact)**
- **CTDEEP General Stormwater Discharge**

12.0 Project Cost Estimate

Provide the estimated cost of the project, include a detailed cost estimate and the basis for the cost estimate. Of this total cost, a maximum of eighty percent (80%) can be funded by the Federal Highway Administration through the PROGRAM and a minimum of twenty percent (20%) non-federal match must be secured by the Project Sponsor. To expedite the consultant selection process and overall project delivery, it is encouraged but not mandatory that the project Sponsor advance the design phase without federal participation. Projects submitted for consideration under this program shall have a minimum estimated project cost of five hundred thousand dollars (\$500,000). A sample cost estimate may be found here: [Link](#)

Refer to Attachment B: Cost Estimate

PROGRAM Funding (80%)	\$7,822,400
Non-Federal Match (20%)	\$1,955,600
TOTAL PROJECT COST	\$9,778,000

13.0 Local Match Financing

The minimum twenty percent (20%) match typically must come from non-federal sources as there are restrictions on the application of federal monies to the match share of PROGRAM funds. Indicate whether the non-federal match can reasonably be secured by the project sponsor for the project if PROGRAM funds are authorized. LOTCIP funds may not be used as a local match.

Are you providing the match with non-federal sources? ☒ Yes* ☐ No

Can the local match be reasonably secured? ☒ Yes* ☐ No

***The Town is committed to the project and will seek non-federal sources as the local match. Based on past practice for an East Coast Greenway project in Connecticut, the Town assumes that CTDOT will provide the 20% match from non-federal sources.**

14.0 Attachments and Additional Information/Materials – Please limit comments and attached pages to those critical for Review of the Application and proper understanding of the Project Proposal.

This section is optional and may be used to provide any additional information pertinent to the presentation of the candidate project for consideration of funding under the PROGRAM.

Putnam's heavily used outdoor recreation multi-purpose trails are a great asset not only to the Town, but also the region, drawing people not only from the area, but also from out of state, to take advantage of our open spaces, which also enhances the area's economy as visitors also spend their money in local shops/restaurants.

Please indicate any additional materials being submitted with the application package or provided to the COG for consideration. If additional pages were used to answer questions on this application, please indicate the section and number of pages. Applicants are encouraged, however, to limit responses to the space provided in the PROGRAM Application.

The information below will be utilized during the review by staff at the COG and at the Department to ensure that each reviewer has a full application package. A listing with a brief description of each item should be provided noting the number of pages for each attachment and the pertinent application section, as applicable.

<u>Number of Pages:</u>	<u>Application Section:</u>	<u>Brief Description:</u>
2	Att. A	Project Location Maps
2	Att. B	Cost Estimate
2	Att. C	Letter of Support – Town of Killingly

ATTACHMENT A – LOCATION MAPS



Putnam River Trail Extension / East Coast Greenway

Putnam, CT



May 15, 2024

Proposed Trail
Existing Trail

1 inch = 600 Feet

0 600 1200 1800

www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

ATTACHMENT A
Addendum No. 1



Putnam River Trail Extension / East Coast Greenway

Town of Killingly, CT



May 15, 2024

- Proposed Trail
- Proposed Trail option
- Existing Trail

1 inch = 600 Feet

0 600 1200 1800

www.cai-tech.com



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ATTACHMENT B – COST ESTIMATE

Construction Cost Estimate | Transportation Alternatives Program Funding

Putnam River Trail Extension / East Coast Greenway

Major and Minor Contract Items

Item No.	Item	Unit	Quantity	Unit \$	Total Cost
	Earth Excavation	CY	5000	\$ 24.00	\$ 120,000.00
	Rock Excavation	CY	200	\$ 90.00	\$ 18,000.00
	Formation of Subgrade	SY	26000	\$ 4.00	\$ 104,000.00
	Processed Aggregate Base	CY	4000	\$ 58.00	\$ 232,000.00
	Bituminous Concrete (or suitable final base)	Ton	4500	\$ 140.00	\$ 630,000.00
	Sedimentation Control System	LF	16000	\$ 8.00	\$ 128,000.00
	Furnishing and Placing Topsoil	SY	20000	\$ 8.00	\$ 160,000.00
	Turf Establishment	SY	20000	\$ 2.00	\$ 40,000.00
	Construction Field Office	MO	18	\$ 5,000.00	\$ 90,000.00
	Pedestrian Bridge and Pedestrian Modification	LS	1	\$ 2,000,000.00	\$ 2,000,000.00
	Trafficmen - Police	HR	200	\$ 75.00	\$ 15,000.00
	Trafficmen - Flagger	HR	200	\$ 55.00	\$ 11,000.00
	Wood Fence	LF	200	\$ 40.00	\$ 8,000.00
				\$ 1.00	\$ -
				\$ 1.00	\$ -
				\$ 1.00	\$ -
				\$ 1.00	\$ -

Major Items Subtotal \$ **3,556,000**

Minor Items Subtotal 25 % of Line "A" \$ **889,000**

Major and Minor Contract Items Subtotal (A + B) \$ **4,445,000**

Other Item Allowances

Clearing and Grubbing (suggested 0.5% - 2%)	2	% of Line "C"	\$ 88,900
M & P of Traffic (suggested 2% - 5%)	3	% of Line "C"	\$ 133,350
Mobilization (suggested 4% - 10%)	6.5	% of Line "C"	\$ 288,925
Construction Staking (suggested 1% - 2%)	1.5	% of Line "C"	\$ 66,675

Other Items Subtotal \$ **577,850**

CONTRACT SUBTOTAL (C + D) \$ **5,022,850**

Inflation Costs (Simple Method)

Date of Estimate (provide date of estimate)	May-24
Anticipated Bid Date (provide anticipated bid date)	Jan-28
Annual Inflation (5% annually, 0% at Final Design)	5%
Inflation Subtotal	18.5% of Line "E" \$ 929,227

TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000) \$ **5,952,000**

Transportation Alternatives Project Costs Summary

Contract Cost Estimate (Line "G")		\$ 5,952,000
Contingencies (25% planning level estimate)	25%	\$ 1,488,000
Incidentals (25% planning level estimate)	25%	\$ 1,488,000
ROW	LS	\$ 250,000
Utilities	LS	\$ -
Design Phase Engineering Costs	LS	\$ 600,000
TOTAL PROJECT COST		\$ 9,778,000

ATTACHMENT C – KILLINGLY LETTER OF SUPPORT



TOWN OF KILLINGLY

Office of the Town Manager
172 Main Street, Killingly, CT 06239
Tel: 860 779 5300 ext. 7 Fax: 860 779-5394

May 16, 2024

Norman Barney Seney, Mayor
200 School Street
Putnam, CT 06260

Re: Transportation Alternatives Program (TAP) Application

Dear Barney,

The Town of Killingly is pleased to offer this letter of support for the Town of Putnam's Putnam River Trail Extension/East Coast Greenway Project application for TAP funding. The completion of trail connections to Putnam has been a long-term goal of the community. When completed, this Project will connect Putnam and Killingly, closing a large gap that has existed in the East Coast Greenway connection for many years. Careful consideration will need to be given regarding the ultimate routing of the trail given the industrial partners in Killingly and the challenges of the existing East Coast Greenway connection. Killingly hopes to be a collaborative partner in developing a connection solution.

Thank you in advance for your favorable action on the Town of Putnam's funding request to move forward in the process, and please call me at (860) 779-5300 ext. 7 if you have any questions.

Sincerely,


Mary T. Calorio
Town Manager

ATTACHMENT C