

Avon Old Farms Road Realignment and Improvements

Connecticut Environmental Policy Act (CEPA)
Public Scoping Meeting

July 22, 2020

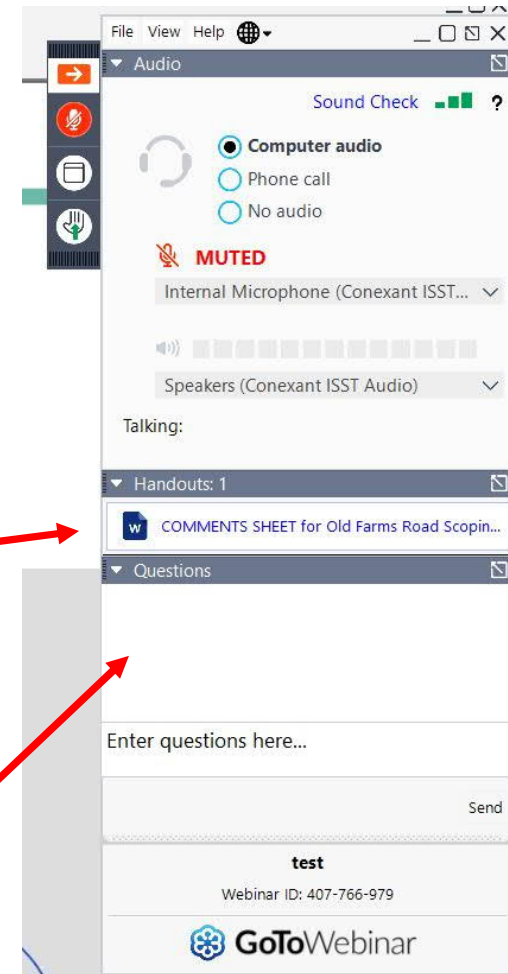


Webinar "Tech Check"

Zoom: 87% Screenshot



Dashboard



Handouts

Questions



Presentation Team

- Fuss & O'Neill, Inc. – Design and CEPA Team
 - Diane Mas, PhD, REHS/RS - CEPA Specialist
 - Kristen Solloway, PE - Project Manager
- Connecticut Department of Transportation
 - Kimberly Lesay - Transportation Assistant Planning Director
 - Kevin Fleming - Transportation Planner
- Town of Avon
 - Larry Baril, PE - Town Engineer

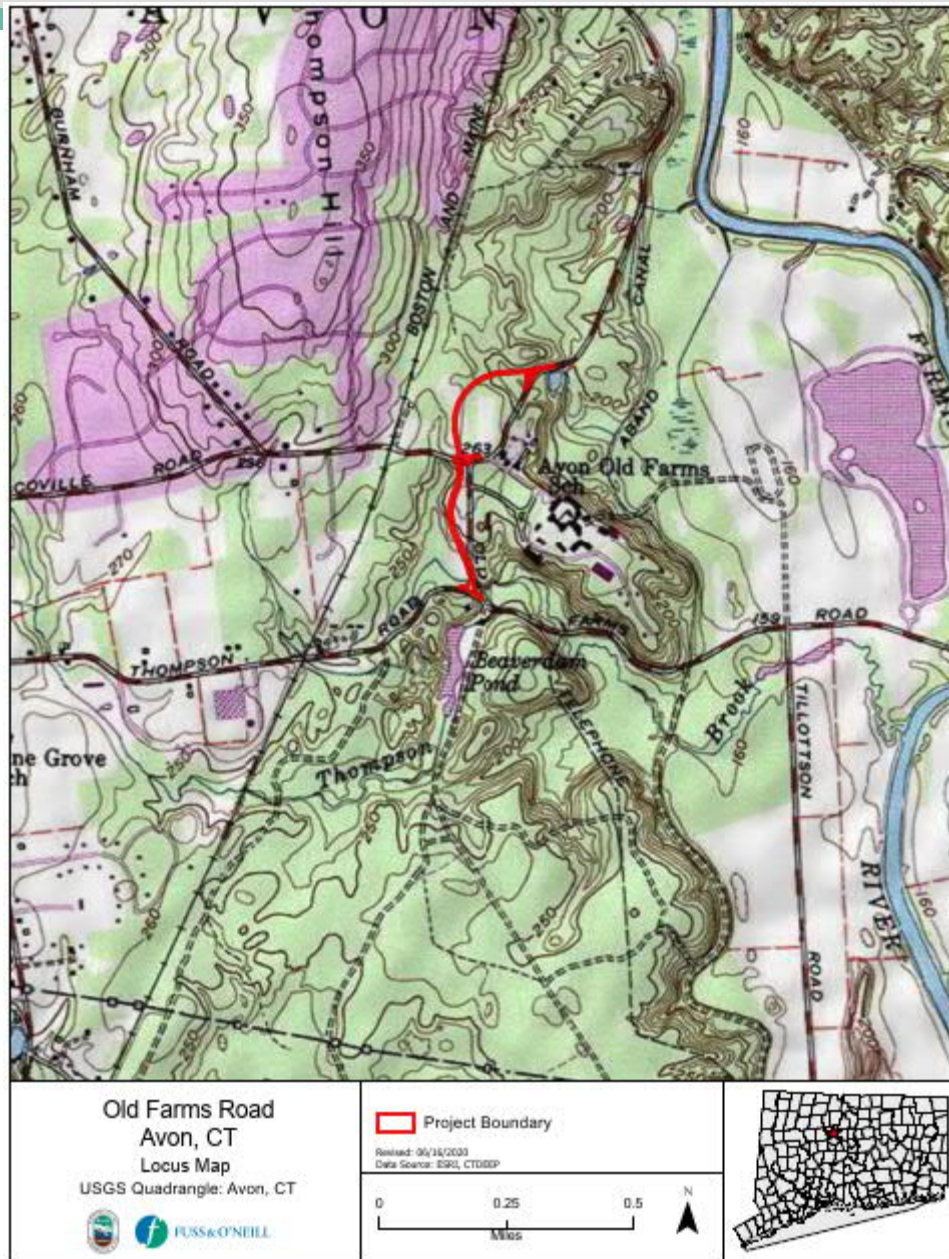
Presentation Agenda

- Public Scoping Process
- Project Overview
- Purpose and Need
- Alternatives
- Connecticut Environmental Policy Act (CEPA)
- Existing Environment - Resources
- Project Schedule
- Public Comments

Public Scoping Process

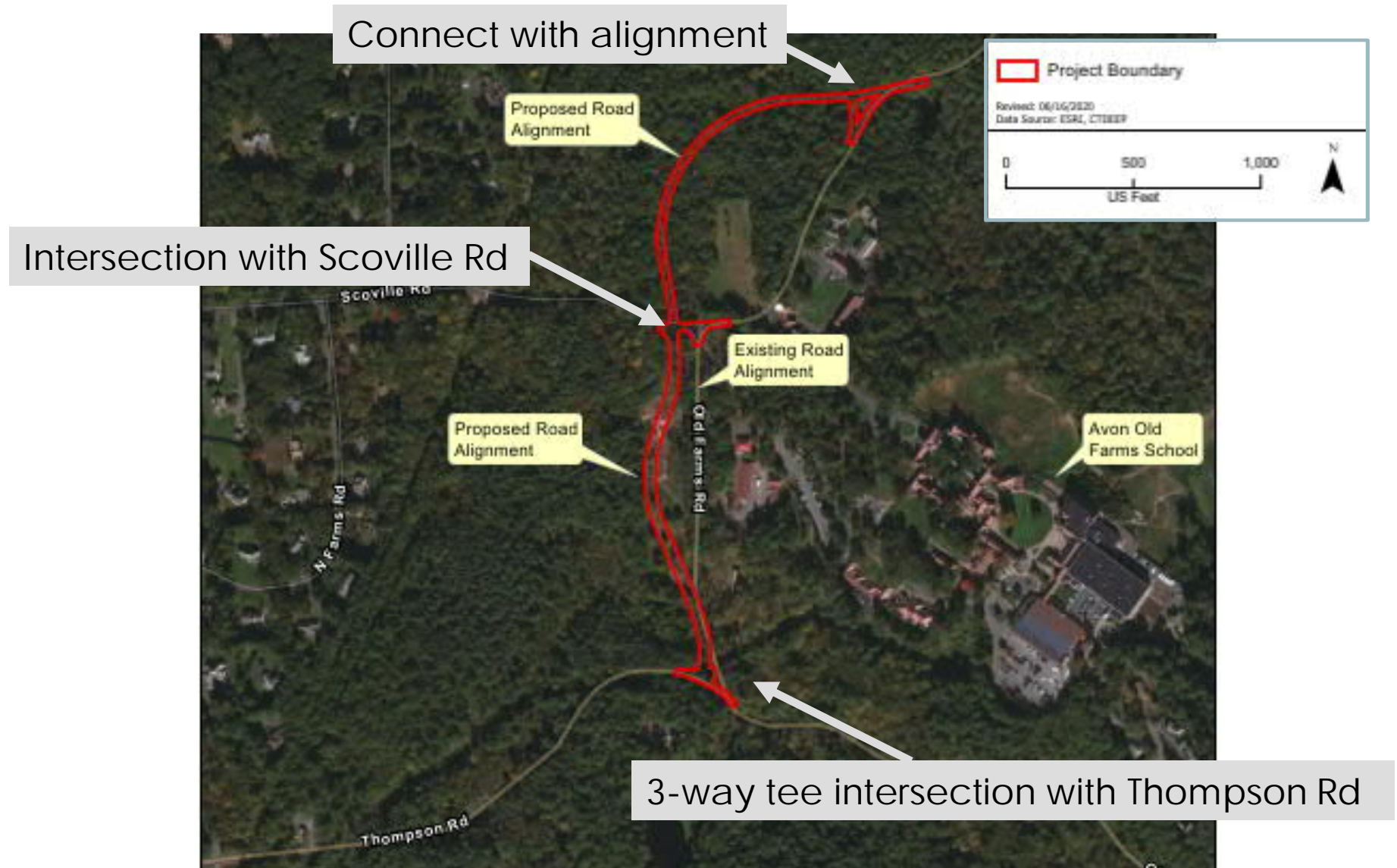
- Provide basic information on the project (Proposed Action)
- Describe the Connecticut Environmental Policy Act (CEPA)
 - State Funding - Local Transportation Capital Improvement Program (LOTICIP) - for Construction
- Occurs at the earliest stages of planning
- Provide a forum for agency and public input
 - range of alternatives
 - environmental impacts that should be considered for study
- Solicit verbal and written comments to be addressed in the CEPA process

Project Overview



- Realignment and improvement of ~3,025 ft (0.57 miles)
- Thompson Road
- Scoville Road Intersection
- West of Avon Old Farms School
- ~200 ft longer than existing alignment
- Vegetation clearing in right-of-way for sight lines

Project Overview



Purpose

- Provide transportation improvements to:
 - Address safety and capacity deficiencies
 - Average daily trips (ADTs) 2-8x recommended for current conditions (~ 3500-4000 vs 400-1500)
 - Anticipated increases in traffic at UConn/Jackson Labs
 - Address operational and design deficiencies
 - Width, shoulders
 - Improve conditions for vehicles and pedestrians in the Old Farms Road/Thompson Road corridors
 - Width, crossings, and sight lines

Need

- Current alignment lacks sufficient geometry, width, and horizontal and vertical alignment for volume.
- Existing pavement structure is past its life expectancy.
- Sight lines are poor at intersections and driveways.



Need

- Pedestrians have insufficient sight lines and unsafe crossing conditions.
- Prevailing vehicle speeds are observed to be higher than the posted 25 mph speed limit.
- Pavement width varies throughout the corridor from approximately 20 to 24 feet wide.



History

- Reconstruction first considered 50 years ago
- Gained significant support in the early 1990s
- Concern with traffic speed and volume and pedestrian safety
- Town coordination with public and Avon Old Farms School (only abutter)
- This project – North-South portion of Old Farms Road
- Improvements to Old Farms Road between Thompson and Tillotson Roads (east-west) also under consideration, but not part of this project
- Supported by Avon Old Farms School, Farmington Valley Trails Council, Capital Region Council of Governments

Alternatives

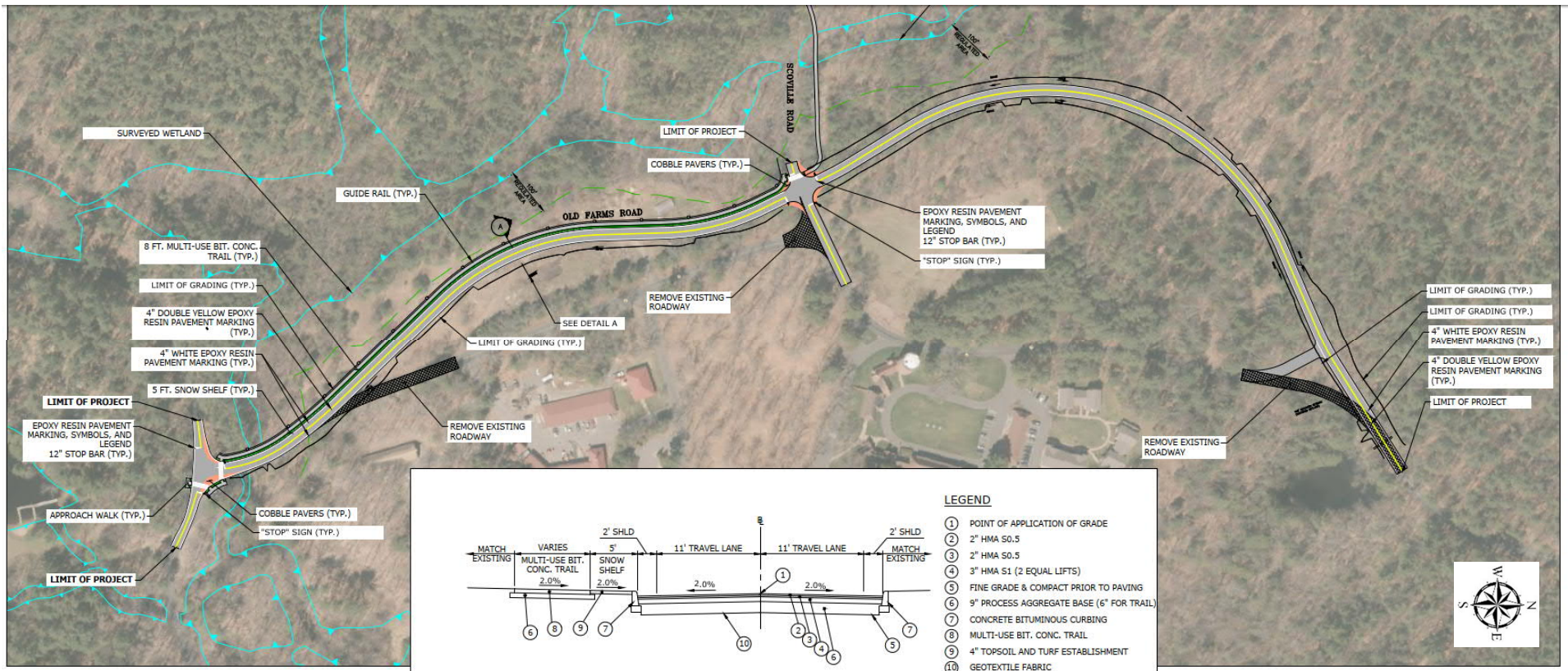
- No Action/No Build
- Alternative Alignments
 - Design to Urban Collector Standards
 - Provide safer driving environment (sight lines)
 - Provide safer pedestrian environment (sight lines and width)
 - Minimize right-of-way requirements
 - Avoid or minimize natural resource impacts

Alternatives

- **Alignment 1:** Starting at the same spot as the current alignment of Thompson Road, the alignment continues north to a 3-way intersection with Scoville Road, then continues north to a high point and then gradually curves to the east, where the alignment ends at same current alignment terminus.
 - No change to alignment south of Scoville; pedestrian safety impacts remain.
- **Alignment 2:** Starting at the same spot at Thompson Road, the alignment continues north to a proposed round-a-bout intersection with the Scoville Road, then it continues north to a high point and then gradually curves to the east, where the alignment ends at same current alignment terminus.
 - Round-a-about has larger footprint; more impact potential
- **Alignment 3:** Starting at Thompson with a round-a-bout intersection, the alignment continues north to the Scoville intersection, with the construction of a second round-a-bout, then it continues north to a high point and then gradually curves to the east, where the alignment ends at same current alignment terminus.
 - Round-a-about has larger footprint; significant wetland impacts at Thompson intersection

Alternatives

- Preferred Alignment:** Starting at the same spot at Thompson Road, the alignment forms a 3-way tee intersection and then continues north with a slight turn to the west to a proposed 3-way intersection with Scoville Road, then continues north to a high point and then gradually curved to the east, where the alignment ends at the current alignment terminus.



Alternatives

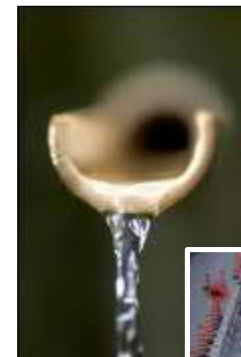
- ✓ safer pedestrian environment
- ✓ maintain rural character of roadway
- ✓ safer driving environment
- ✓ minimal additional right of way requirements
- ✓ ease of construction /maintaining traffic
- ✓ reasonable construction cost



What is CEPA?

- Connecticut Environmental Policy Act (CEPA)
- Identify and evaluate the impacts of proposed state actions which may significantly affect the environment
- Allow for public input

Proposed Action



CEPA Resource Considerations

Physical

- Air Quality & Greenhouse Gas Emissions
- Noise
- Traffic, Parking & Circulation
- Utilities & Services
- Stormwater Drainage
- Solid & Hazardous Waste
- Aesthetics & Scenic Resources
- Cultural Resources
- Energy Use & Conservation
- Agricultural Resources
- Construction Impacts

Natural

- Geology, Topography & Soils
- Surface Water
- Groundwater
- Floodplains
- Wetlands
- Fisheries
- Plants & Wildlife/ State Listed Species
- Changing Climate/Resilience

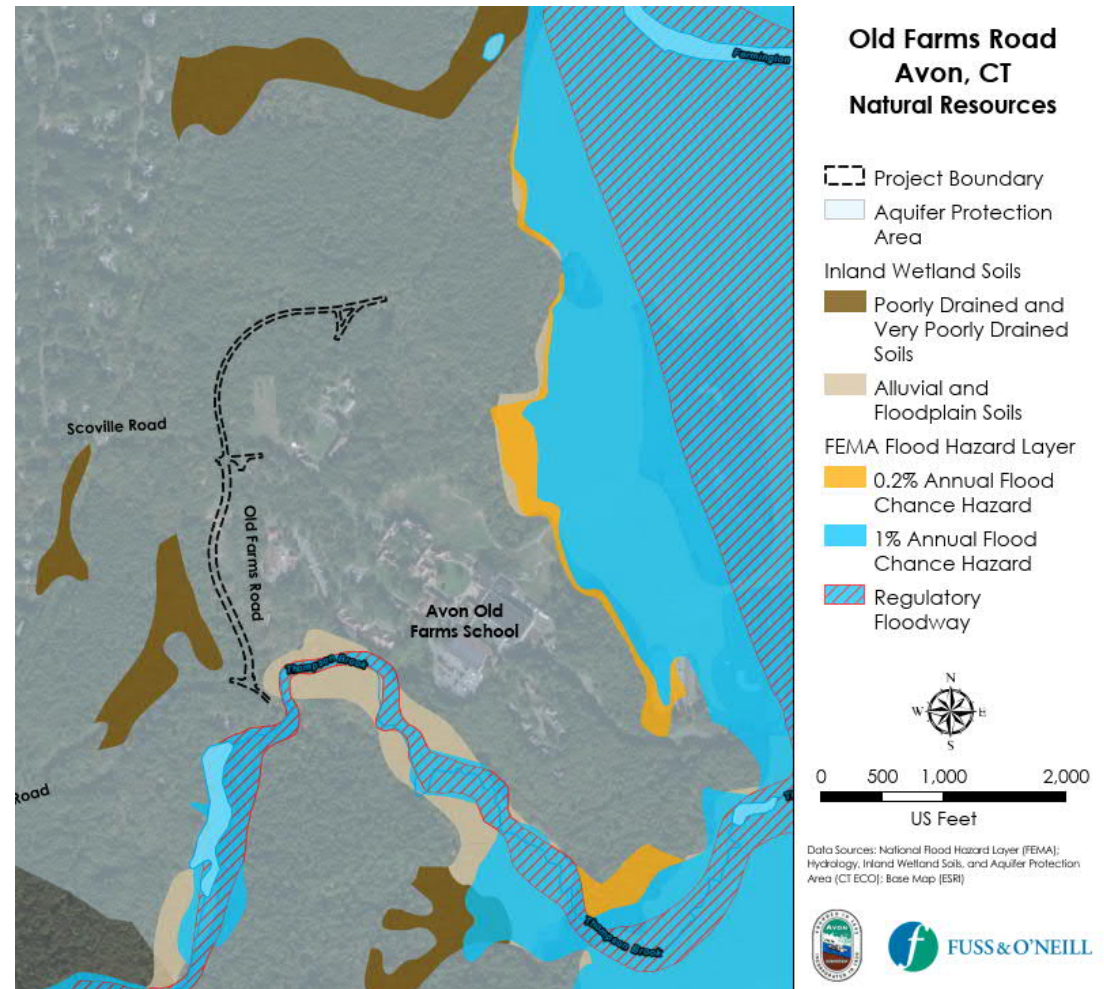
Socioeconomic

- Land Use & Zoning
- State, Regional and Local Land Use Planning
- Open Space & Farmland
- Public Health & Safety
- Recreational Resources
- Economy, Employment & Income
- Environmental Justice

- Direct, Indirect, Cumulative Impacts

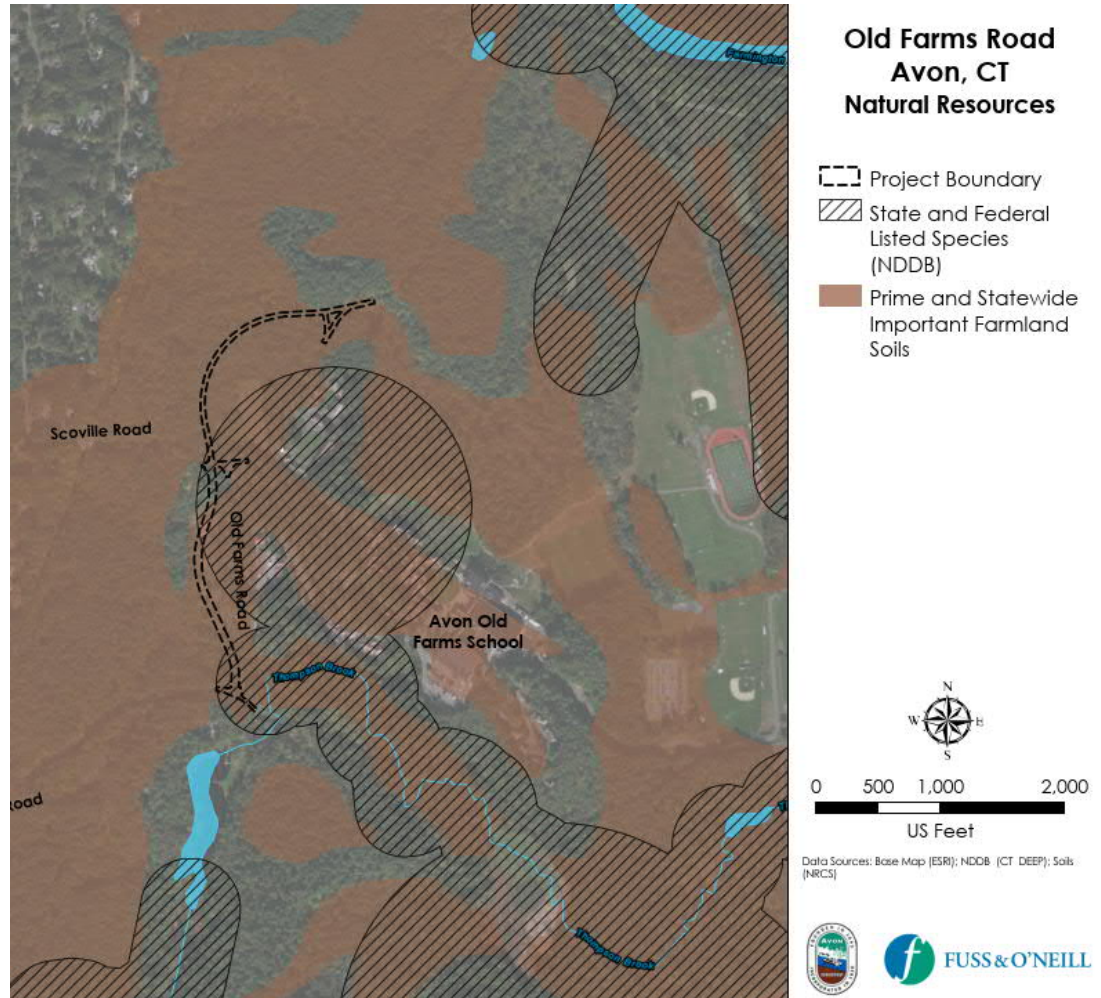
Existing Environment

- Inland Wetlands – mapped in corridor; preferred alignment will avoid/minimize
- Stormwater/Impervious Cover – minimal net increase, stormwater management to meet MS4 Permit requirements
- Aquifer Protection Area – Connecticut Water Company Fishers Meadow APA; BMPs followed
- Utilities – No conflicts

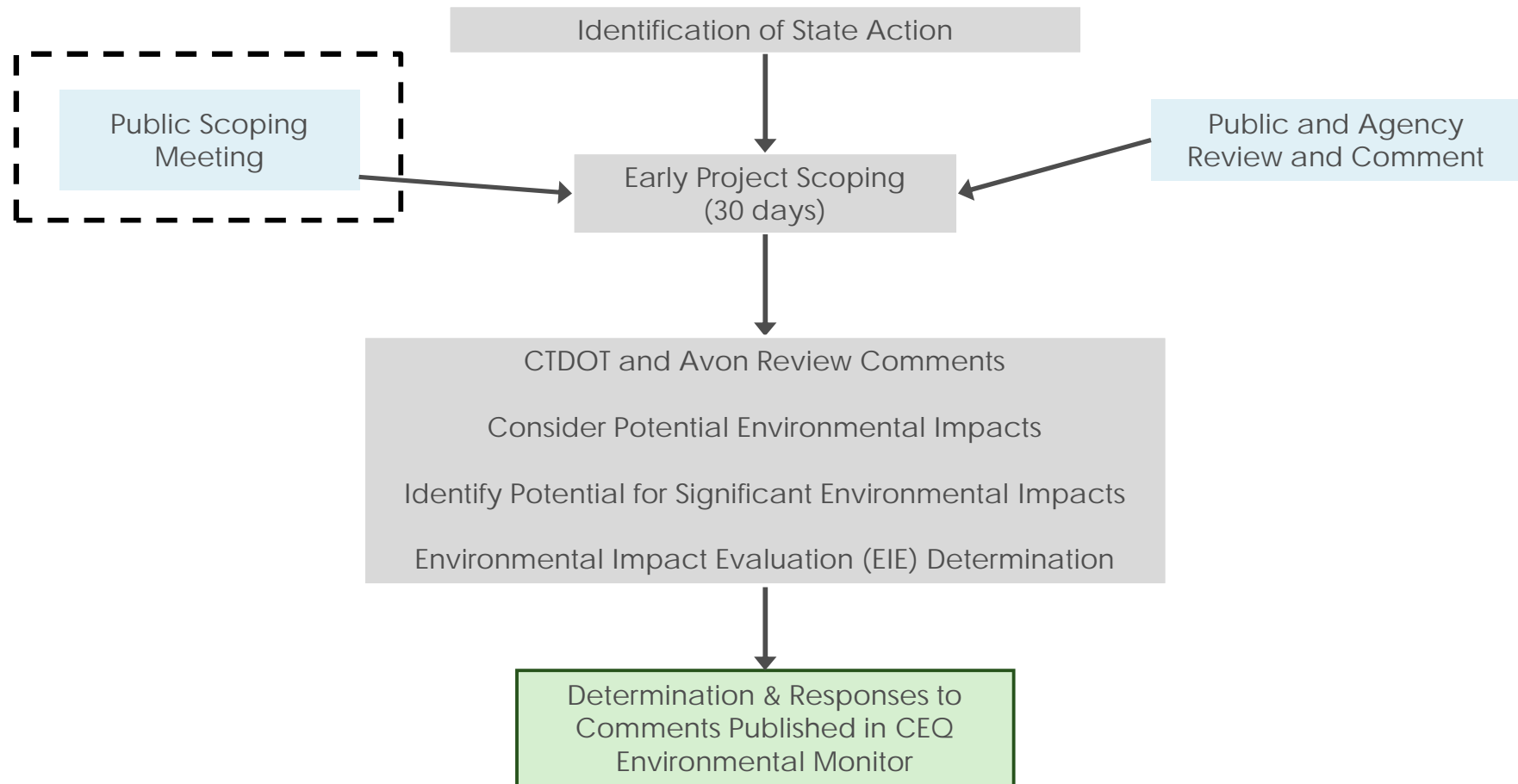


Existing Environment

- Species Habitat – CTDEEP Natural Diversity Database inquiry ongoing
- Prime and Statewide Important Farmland Soils – Present, but no active farming
- Archaeological – Phase I Survey ongoing along corridor



CEPA Next Steps



Comments

- Comments accepted tonight
- Submit comments (email preferred) to:
Kevin Fleming
Connecticut Department of Transportation
Office of Environmental Planning
2800 Berlin Turnpike
Newington, CT 06131

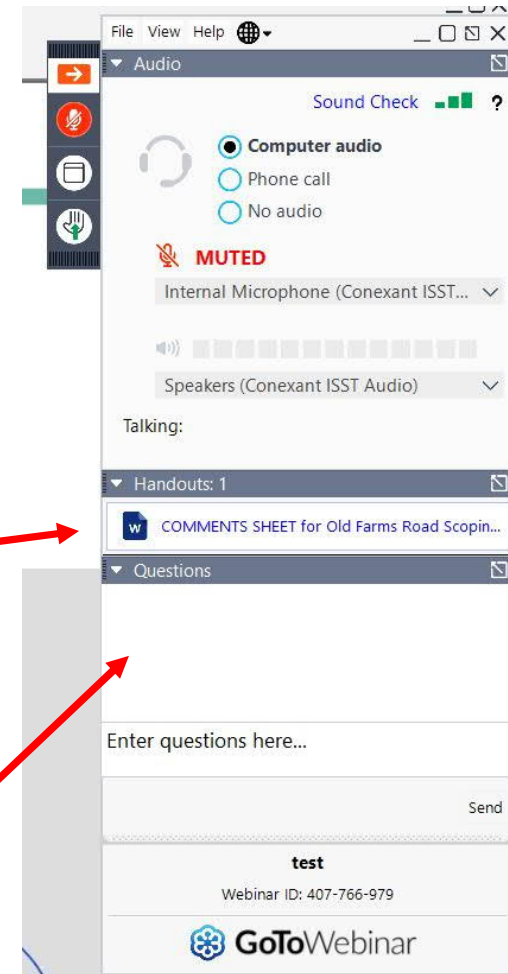
Email: dot.EnvironmentalPlanning@ct.gov
- Friday, August 7, 2020 – End of Comment Period
- <https://www.avonct.gov/engineering-sewer-and-gis-department/pages/old-farms-road>
- Recording/Transcript will be available after July 24

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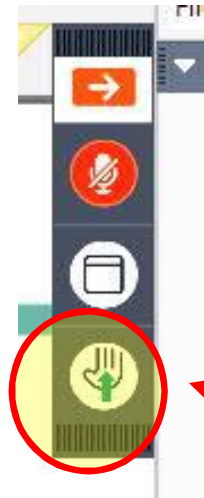


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