

Transcript of Recording
CEPA Virtual Public Scoping Meeting
Avon Old Farms Road Realignment and Improvements – July 22, 2020, 6:30 PM

1 DIANE MAS: So, on behalf of the Connecticut Department of Transportation and the Town of
2 Avon, I'd like to welcome you to the public scoping meeting, being held for the project entitled
3 Avon Old Farms, Road Realignment and Improvements.

4 This public scoping meeting is being conducted in accordance with both the requirements of the
5 Connecticut Environmental Policy Act and the state of Connecticut Executive Order &B
6 Protection of Public Health and Safety During COVID-19 Pandemic and Response.

7 This meeting is being recorded, and the court and the recording will be made available to the
8 public after the meeting.

9 So, first, I'd like to do a quick tech check to make sure that everyone is familiar with some of the
10 features of GoToWebinar, and the GoToWebinar dashboard. On the upper right hand corner of
11 your screen.

12 You'll see this dashboard here.

13 There's a red arrow that you can click to expand or collapse the dashboard.

14 When it is expanded, you can see your audio or sound setting, and everyone enters the webinar
15 muted. And you'll need to be unmuted by an organizer if you wish to speak, and we will talk
16 more about that in a minute. If you'd like to make a comment at the conclusion of the meeting,
17 you can also see an area where we've posted a copy of the comment form that can be mailed or e-
18 mailed to the Department of Transportation, that's down in the handout section of your
19 dashboard, and you're welcome to download that. That's a comment form, but it also has the e-
20 mail contact information, and there are two ways that you can ask questions or make comments
21 tonight.

22 The first is by typing a message here in the question window, and that is underneath the
23 handouts, and in that question window, you'll be able to type in your question, and the organizers
24 will see that. And then we can address that during, during the comment and question period. The
25 other way that you can do that is to raise your hand virtually, using this little hand icon, and
26 again, the organizers will be able to see that, that your hand is raised. I will be able to unmute
27 you and allow you to ask your question live to the panelists that we have tonight. I will ask that if
28 you'd like to make a comment or ask a question that you identify yourself when doing that.

29 OK, so, we're going to go ahead and I'm actually going to launch a video that'll provide the
30 presentation for you. So, bear with me, I do appreciate everybody's patience. I know this is this

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virtual meeting situation is something that we're all adapting to and doing quite well. We don't foresee any glitches. But if we, we do have any issues, bear with us and we'll, we'll resolve them as quickly as we can. So with that, I am going to go ahead and launch the video. At the conclusion of the video we will start the, the public comment period after the video. The video is about 16-17 minutes long. And, we appreciate your attention during that. If you have questions as you watch the video, please feel free to put those questions into the question box and we'll see them as they as they appear.

PRE-RECORDED VIDEO STARTS

DIANE MAS: Welcome to the Public Scoping Meeting, being held for the project entitled Avon Old Farms Road Realignment and Improvements.

My name is Diane Mas. I'm an Environmental Engineer and Chief Resilience Officer at Fuss & O'Neill. I'm joined by Kristin Solloway, who is a transportation Engineer and Project Director for the design of the project.

Fuss & O'Neill is providing design services for the Old Farms Road Improvements, and also services related to compliance with the Connecticut Environmental Policy Act, or CEPA. The Connecticut Environmental Policy Act is involved because this proposed project is receiving funds through the Connecticut Department of Transportation's Local Transportation Capital Improvement Program, also called the LOTCIP

Program, and it involves a new roadway alignment. Joining us from Connecticut DOT is Kimberly Lesay, Transportation Assistant Planning Director and Transportation Planner, Kevin Fleming.

Kevin is the point of contact for Connecticut DOT for the scoping process for this project.

Finally, we have with us tonight the Town Engineer for the Town of Avon, Larry Baril.

Information on the project can be found on the town website.

And we will post that link at the end of this presentation.

I'd like to begin by going over the agenda for this evening's meeting.

We'll start by reviewing the purpose of tonight's meeting and explaining what is the public scoping process, and how it is a part of the Connecticut Environmental Policy Act.

Then I'll describe the Old Farms Road Realignment and Improvement Project, including the purpose and need for the project and the alternatives that were considered.

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61 I'll also provide a brief summary of some of the relevant resource information for the Project
62 Corridor.

63 Finally, we'll open the floor for public comment, and provide information about how you can
64 comment on the proposed project during this public scoping period.

65 If you have questions or comments during the presentation, we are asking that you hold those
66 until the comment period portion of tonight.

67 Let's begin with the purpose of tonight's meeting.

68 The purpose of tonight's meeting is to provide the public information about the project that is
69 being funded by the State LOTCIP Program.

70 This is the initial phase of the Connecticut Environmental Policy Act, or CEPA process. Scoping
71 is the early phase of the CEPA process, and is an opportunity to provide a forum for both agency
72 and public input, including a discussion of the range of alternatives and input on any
73 environmental impacts that should be considered during the CEPA process.

74 It's also a time to receive verbal and written comments that Connecticut DOT should consider
75 and address in the CEPA process.

76 Again, a reminder that you can submit comments tonight through the question window or by
77 raising your hand on the dashboard to ask a question. Or you can e-mail or mail your comments
78 to Connecticut DOT before the close of the public scoping period on August 7th.

79 The proposed project involves the realignment and improvement of approximately 3,025 feet or
80 0.57 miles of Old Farms Road.

81 The re-alignment would begin at the intersection of Thompson Road and travel north to the
82 Scoville Road intersection, which would be reconfigured before traveling to the west of the
83 Avon Old Farm School and then rejoining the original road alignment to the north.

84 In addition to the road construction, which would result in a total length approximately 200 feet
85 longer than the existing road segment, the project would include vegetation clearing along the
86 right of way to improve sight lines.

87 This slide shows the aerial view of the project corridor, the new alignment, which will be to the
88 west of the existing alignment, and involves the reconfiguration of the intersections with
89 Thompson Road and Scoville Road.

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90 The purpose of the proposed project is to provide transportation improvements by addressing
91 safety and capacity and operational and design deficiencies.

92 An additional project purpose is to improve conditions for vehicles and pedestrians in the Old
93 Farms Road/Thompson Road corridor by increasing travel lane width, improving sight lines, and
94 adding crosswalks at critical locations.

95 The current alignment lacks sufficient roadway geometry, width, and horizontal and vertical
96 alignment for the volume of traffic that currently uses Old Farms Road.

97 Traffic counts taken in the spring of 2017, found that average daily trips are between 3500 to
98 4000 per day.

99 That volume is substantially more than the recommended volume of 400 to 1500 per day, for a
100 road, the width of the current Old Farms Road.

101 In addition to the volume already observed, additional increases in traffic or anticipated do-do
102 activity at UConn Health's Jackson Labs in Farmington.

103 9:46

104 The need for the project is driven by the safety concerns, as illustrated in these next few slides.
105 As shown here, the current alignment lacks sufficient geometry, width, and horizontal, and
106 vertical alignment, for the volume of traffic observed. In addition, the existing pavement
107 structure is past its life expectancy, and you can see some of that deteriorated pavement in the
108 photos.

109 In addition, as illustrated in this lower photo, the sight lines for drivers are poor at intersections
110 and driveways along the current alignment.

111 Along sections of Old Farms Road, pedestrians have insufficient sight lines and unsaved crossing
112 conditions.

113 You can see the crosswalk sign here and the nearby curve that makes for limited sight lines for
114 both pedestrians crossing and the oncoming traffic.

115 In addition, prevailing vehicle speeds are observed to be higher than the posted 25 miles per hour
116 speed limit likely due in part to the long straight stretch of road under the current alignment.

117 In addition, the pavement width is generally narrow, varying from 20 to 24 feet wide, and in
118 some areas with no shoulder on the roadside.

119 We also wanted to give a brief history of the project.

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120 Reconstruction of Old Farms Road was first considered roughly 50 years ago and gained
121 significant support in the early 1990s as concerns with traffic speed and volume and pedestrian
122 safety grew.

123 Over the last roughly two decades, the town of Avon has coordinated with the public and the
124 Avon Old Farm School, which is the only abutter in the corridor.

125 The project we are discussing tonight focuses on the north-south portion of Old Farms Road.
126 Improvements to Old Farms Road between Thompson and Tilletson Roads, referred to as the
127 east west portion of the road, is also under consideration, but not part of this project.

128 It should be noted that the proposed project is supported by the Avon Old Farm School, the
129 Farmington Valley Trails Council, and the Capital Region Council of Governments.

130 The Connecticut Environmental Policy Act requires the consideration of alternatives.
131 These include the no action or no build alternative. Under this alternative, the road would remain
132 as it currently exists.

133 This was rejected as an alternative because of its inability to address the safety concerns with the
134 existing alignment, and therefore failure to meet the purpose and need for the project.

135 Alternative alignments were considered for the reconstruction of Old Farms Road and evaluated
136 relative to the following criteria.

137 Questions were asked, would the alternative be designed to urban collector's standards? Provide
138 a safer driving environment? Provide a safer pedestrian environment? Minimize right of way
139 requirements? And avoid or minimize natural resource impacts?

140 The following three alternatives were considered and determined not to meet the purpose and
141 need for the project.

142 Alignment One: starting at the same spot as the current alignment of Thompson Road.
143 The alignment continues north to a three-way intersection with Scoville Road, then continues
144 north to a high point and then gradually curves to the east where the alignment ends at the same
145 current alignment terminus.

146 This alignment would not result in any change to the current alignment south of Scoville Road,
147 leaving that straightaway in place and pedestrian safety impacts would remain.

148 Alternative Two: Starting at the same spot at Thompson Road, the alignment would continue
149 north to a proposed roundabout intersection with Scoville Road, then continue north to a high

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point and then gradually curved to the east, where the alignment ends at the same current alignment terminus.

This alignment included a roundabout which had a larger footprint and higher potential for impact.

Alignment Three: Starting at Thomson Road with a roundabout intersection the alignment continues north to the Scoville intersection with the construction of a second roundabout.

Then it continues north to a high point and then gradually curves to the east, where the alignment ends at the same current alignment terminus.

This alignment also included a roundabout which would have resulted in potentially significant wetland impacts at the Thomson Road intersection.

The preferred alignment is shown below and note that the orientation is rotated from earlier slides so that north is at the right side of the slide or right side of the screen and south is on the left.

The preferred alignment would start at the same spot at Thompson Road. And then the alignment will form a three-way intersection and continue north with a slight turn to the west to a proposed three-way intersection with Scoville Road, then continue north to a high point and then gradually curve to the east where the alignment ends at the current alignment terminus.

This preferred alignment was ultimately selected because it met the purpose and need for the project, and will provide a safer pedestrian environment, maintain the rural character of the roadway, provide a safer driving environment with minimal additional right of way requirements, while allowing for ease of construction and maintenance of traffic during construction at a reasonable construction cost.

Now, we'll spend a few moments discussing, what is CEPA?

The purpose of the Connecticut Environmental Policy Act, or CEPA, is to identify and evaluate the impacts of proposed state actions which may significantly affect the natural and built environment, and allow for public input to be considered for those projects.

The environment considered in the CEPA process consists of the Natural and Built Environment. About 25 resource areas are explored through the CEPA process, including a broad range of topics, as shown here.

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179 They fall into three major categories. These include the physical and natural environment, as
180 well as socioeconomic considerations, as shown here.

181 Both beneficial and adverse impacts are identified.

182 And impacts include those that are direct, meaning that they happen at the same time and same
183 place as the proposed project, as well as those that are indirect, meaning that they occur at a later
184 time or a place removed from the actual project construction.

185 In addition, cumulative impacts are considered and those are impacts associated with this project,
186 as well as other past, present, or reasonably foreseeable, Connecticut DOT actions.

187 As well as identifying impacts, CEPA requires that Connecticut DOT consider measures to
188 avoid, minimize, and mitigate adverse impacts if they exist.

189 In these two slides, we've summarized information on resources in the project corridor.

190 Areas of brown shown on this slide are areas of inland wetlands soils.

191 Wetlands and the project corridor have been field mapped at a greater level of detail than shown
192 here and the preferred alignment is designed to minimize or avoid wetland impacts so that the
193 project will not have a significant impact to wetlands.

194 The project corridor is west of the Farmington River and is located outside of any regulated
195 floodplain areas.

196 There will be a minimal increase in impervious cover associated with the project and stormwater
197 management for the new roadway will be designed to meet the town's MS4 permit requirements
198 for municipal separate storm sewer systems.

199 The project is located within this gray area, which is an Aquifer Protection Area or APA, known
200 as the Fishers Meadow APA.

201 The current roadway is also within the Fishers Meadow APA and all best management practices
202 will be followed so that no impact to groundwater will result from the project.

203 In addition, although not shown on the map, it is worth noting that there are no utility conflicts
204 within the corridor. So no impacts to service will occur during project construction.

205 The project area is underlined by soils that are mapped as prime farmland soils and farmland
206 soils of statewide importance.

207 However, the project is not impacting any areas of active agriculture.

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208 Portions of the project corridor shown by hatching are identified by the Connecticut Department
209 of Energy and Environmental Protection, Connecticut DEEP, as potential habitat for state and
210 federal listed, threatened endangered and special concern species.

211 The project is under review by the Connecticut DEEP Natural Diversity Database to determine if
212 there is potential for impact that exists based on the proposed project activities and the location.
213 Finally, the project corridor will undergo a Phase One archeological survey to identify any
214 cultural resources that may be present.

215 The survey will begin within the next month, and be completed later this summer and early fall.
216 This concludes the description of the proposed action, its purpose and need, alternatives,
217 considered, and a summary of the existing environment.

218 To review where we are in the CEPA process.

219 Once it was determined that the proposed project was subject to CEPA, a scoping notice was
220 published in the Environmental Monitor on July 7th, 2020, and that initiated the public scoping
221 period for this project.

222 Scoping is a minimum of 30 days and this Public Scoping meeting is occurring within that time
223 period.

224 During scoping Connecticut DOT will accept comments from the public and other agencies on
225 the project.

226 The scoping period for this project will conclude on August seventh.

227 At the end of Scoping Connecticut DOT, together with the Town of Avon, will review the
228 comments received and consider the potential for environmental impacts associated with the
229 proposed project and determine if any of those impacts are potentially significant.

230 Based on that evaluation, Connecticut DOT will determine whether or not there is a need to
231 prepare an environmental impact evaluation or EIE.

232 An EIE is a more detailed document describing potential impacts from the project and any
233 mitigation proposed.

234 Once that determination is made, it will be published in the Environmental Monitor along with
235 responses to comments received during the scoping period.

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236 That determination is anticipated to be completed later this year and will be published in the
237 Connecticut Council on Environmental Quality Environmental Monitor as well as on the Town
238 of Avon project website.

239 Thank you for your time and attention tonight. This concludes our presentation, and we will open
240 the floor for comments in a moment. Before I do that, I want to re-iterate that comments can be
241 submitted in writing by e-mail or mail to Kevin Fleming at the Connecticut Department of
242 Transportation through August 7, 2020.

243 E-mail comments can be sent to D O T dot Environmental Planning at CT dot gov.

244 A recording of tonight's meeting can be found at both the town of Avon and the Connecticut
245 DOT website shown on the slide.

246 A copy of the recording is anticipated to be available after July 24th, on both of these locations,
247 and the Town website is also a location to continue to find ongoing information and updates
248 about the project.

249 **PRE-RECORDED VIDEO ENDS**

250 DIANE MAS: So thank you, everyone. Now we're ready to open up the floor for comment.
251 So I'll just remind folks again, let me show you my screen here, and we can just as by way of
252 review.

253 This indicates how you can go ahead and answer, ask a question either by typing a question into
254 the question panel here, or you can click on the raised hand icon, raise your hand and indicate to
255 us that you have a question. So we'll go ahead and allow for questions and comments at this
256 time, and I have raised hands for Daniel.

257 So, Daniel, I'm gonna go ahead and unmute you. And then you'll need to also unmute yourself
258 when I do that, and you can go ahead, just if you wouldn't mind stating your name and address or
259 any affiliation and, and go ahead and ask your question or comment.

260

261 DAN SCHWARTZ: Yes, good evening, my name's Dan Schwartz, and I reside at 34
262 Oakengates. which abuts the walking trail on the other side of the project. First of all, I want to
263 thank you for your presentation and for the work that's being done. I think the project is long,
264 long overdue to improve Old Farms Road, so I appreciate that. I have 3, 3 questions. One - why
265 is the east-west portion not being considered at this time. And related to that, will, the changes

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266 around Thompson Road be complementary to any changes that get developed with east-west
267 when that happens then. Secondly, the portion that goes north of Scoville Road, how close does
268 it get to the walking trail, that rails-to-trails, that walking trail that you have identified.

269 I'll start with that, if I have anything more on. Thank you.

270

271 DIANE MAS: OK, thanks. Thanks, Dan.

272 I'm wondering if, Larry, I see you're unmuted just Larry Baril from the Town of Avon. Would
273 you like to address the question either of those questions briefly?

274

275 LARRY BARIL: Sure. Can you hear me?

276

277 DIANE MAS: Yes. We can hear you

278

279 LARRY BARIL: Terrific. Yes. So, yeah. So let's start with first, the question, I guess, is your
280 second question is, how close does the trail, how close is the new road get to the trail.

281 I don't have an, I don't have a foot number, but if you look at the graphic, in fact, is there is it
282 possible for you to go back in your slides to show the graphics?

283

284 DIANE MAS: Sure. Hang on a minute. Let me just queue that up and we can take a look at
285 it. Hold on.

286

287 LARRY BARIL: And Daniel, what was the first question again, please.

288

289 DAN SCHWARTZ: The first question was just on the east-west. Why is that not being
290 considered at this time? And will the changes to Thompson Road be complimentary if and when
291 that project is approved?

292

293 LARRY BARIL: OK, yeah, so that's, the answer to, the question is east-west one is, first of all, it
294 is highly regarded as an unnecessary project, and, in fact, we have, We have applied for
295 additional funding under the next round of, what's called LOTCIP grant program.

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296 And we consider that to be the, the third of three projects to improve Old Farms Road. Really the
297 first, the first in terms of timing, was the bridge and Old Farms Road segments, which I'm sure
298 you've seen. The second is north-south. And the reason why it's north-south is because the town
299 had secured funding, literally like a decade ago, more than a decade ago, for that north-south
300 section and we were able to convert that. So, it's a long story. There's a long story, but the
301 funding sources are really rather complicated, for construction. And we were able to secure
302 funding from the north-south sanction couple of decades ago and we were able to convert it into
303 the LOTCIP program.

304 We could not use that same funding for the east-west section because it wasn't earmarked for
305 that.

306 So that's what put it on to attempting to do the north-south section first. And then to answer your
307 question about Thompson Road and that intersection, most definitely, we've been considering the
308 entire corridor from, say, Route 10, all the way through terminus of this project to the north for
309 literally, as Diane said earlier in slides, decades, 50 years, in fact. So, the east-west section,
310 certainly very important. And one thing I'd like to throw in that I don't think we covered very,
311 very much in the slides, was part of the project, because you mentioned that bike trail part of the
312 project does involve the inclusion of additional bike trail along the side of Old Farms Road.

313 And in fact, the east-west section also considers that, so that we can, we can connect the bike
314 trail with places like Fisher Meadows.

315 So that answer your question?

316

317 DAN SCHWARTZ: It does. It does, and then, so, so, in other words, what you're saying is the,
318 the improvements to the Thompson Road intersection will ultimately benefit when the east-west
319 project, which is still being considered, gets pursued further.

320

321 LARRY BARIL: Exactly. Correct.

322

323 DAN SCHWARTZ: Because that,

324

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325 LARRY BARIL: sorry, as far as how close the new alignment gets to the bike trail, it's it, you
326 can see, Diane, maybe you want to move your cursor to show that section.
327 That is where the where the bow is, north of Scoville, right up there. So, that's the road
328 alignment, and then if you move your cursor to the left hand, you'll see the bike trail, as you can
329 sort of see, it's, it's several hundred feet.
330 It's, it's quite away.

331
332 DANIEL SCWARTZ: OK.

333
334 LARRY BARIL: You'll never not like, you know, like.

335
336 DAN SCWARTZ: That's great. We back. Got it. So we back up to the bike trail. So that was
337 really my, my question is whether we would even see it from our house or hear it, and it sounds
338 like it's sufficiently buried, particularly in the summer months, with leaves, that we'll get to get
339 much closer. Then my last question is, you know, a significant portion of this was going through
340 Old Farm, Avon Old Farms School, and it sounds like they, they are in approval. Does the
341 project take into account any costs or are we paying more for that additional land that we're
342 taking from them, because they're getting back, obviously, more of a closed campus without the
343 road coming quite as close to their buildings.

344
345 LARRY BARIL: Diane, do you want me to answer that one too? I'll answer that one?

346
347 DIANE MAS: Yeah, yes. If you feel comfortable, that'd be great, yeah, thank you.

348
349 LARRY BARIL: Yes, I do. So what we're doing with this project, and we have the agreement
350 with the school, is we're effectively doing a land swap.
351 So, what that means is that where the existing road is, that land is going to be, deeded back to the
352 school, and what happens by contrast, is the town will take the right away ownership of the new
353 property, So, so there's effectively a net zero difference.
354 One of the contributions effectively from the school.

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355

356 DAN SCHWARTZ: Understood, and like I said, I think the school has been good neighbors and
357 I was just wondering how that was taken into account and whether that was going to increase the
358 cost of the project. So, that's it for my questions, I wanted to thank you. And just note, I think the
359 east-west project, as someone who goes on that every day, is critical. I worry about accidents on
360 that road. We've seen it over the last 15 years, and we encouraged the town to continue to pursue
361 that, as well. So, thank you.

362

363 DIANE MAS: Thank you. Thank you, Dan, for your comment, and your question. Brandon: You
364 also had a question. I'm happy to read that, or it's more of a comment. I'm happy to read that, or,
365 I could unmute you. I don't know if you have a preference, If you'd like to say it yourself, feel
366 free to raise your hand to, otherwise, I can, go ahead and just read it and further and for the
367 record.

368 Oh, there we go. I'm gonna unmute you. Brandon, OK, go ahead.

369

370 BRANDON ROBERTSON: OK, can you hear me?

371

372 DIANE MAS: Yes, we can.

373

374 BRANDON ROBERTSON: OK, good evening. Brandon Robertson, Town Manager of Avon.

375 I'll keep my comments very brief.

376 I think you did a very thorough job on the presentation and Larry's comments and answers to the
377 Mr. Schwartz questions were absolutely correct.

378 Larry is not exaggerating when he refers to the long history of this project. In fact, you can go
379 back to the one of the first versions of our Town Plan of Conservation and Development from
380 1968.

381 And you will find that this project is featured prominently.

382 We have invested literally dozens of years to arrive at the scope for this project and to secure the
383 funding and its much needed and endorsed.

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384 I did also just want to comment on how unique this situation is in that we only really have one
385 abutter being Avon Old Farms School.

386 And, I want to recognize their partnership in working with us to achieve what I think is going to
387 be a mutually beneficial project.

388 That will, that will be an advantage in an improvement for not only the motorists in Avon, but
389 for the region.

390 So, the town's in strong support and we're hoping at the successful conclusion of this process, we
391 can move forward.

392 Thank you.

393

394 DIANE MAS: Thank you, Brandon. Do we have any other comments or questions that folks
395 would like to offer? I will point out again that we do have a handout sheet that is available for
396 download. And so you're welcome to download that and there's information on how to either
397 mail comments, or also e-mail is welcome. Also and that would be e-mailed to DOT dot
398 environmental planning at CT dot gov and those comments will be accepted until August 7th
399 which will be the end of the scoping period for this project.

400 So, right now, I see no other questions or comments in the either the question pane or any raised
401 hands. So it is just Oh, Yep. Go ahead.

402

403 LARRY BARIL: This is Larry again. I'm sorry to interrupt you. Just want to also re-iterate that
404 the Town website will have the ... actually has the presentation slides on it with, which includes
405 the contact information in case, you know, in case people haven't written it down or whatever.
406 So they can come to our Town website under the Engineering and Projects page. And from there,
407 they'll be able to download both that comment sheet that you're referring to as well as the slide
408 presentation.

409

410 DIANE MAS: Correct. Yes. And there, there will also be information, you know, as the project
411 progresses on, on the Town's website as well on that page. So that's a good source of information
412 for people to follow along with the project.

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413 Just checking to see if there's any other comments or questions. I'm not seeing anything at this
414 point. So we'll, we'll give it another minute. We'll go to 7:05 in case people have some last-
415 minute thoughts that come to mind. And if you don't see any comments or questions in the next
416 few minutes, we can, we can wrap up. So, we'll just give it a minute here.

417 And I'm going to put up on the screen again, just that contact information, so people can have
418 that on the screen as we wrap up.

419 OK, so not seeing any additional questions or comments right now, I'm going to go ahead and
420 thank everyone for their time and attention this evening. Thank you to those that did make
421 comments or have questions. Again, just want to re-iterate that comments will be accepted
422 through August 7th either by mail, e-mail and also that folks can follow along on the on the
423 Avon, Connecticut Engineering webpage. This recording of this meeting will be posted there. It
424 will also be posted on Connecticut DOT's Virtual Meeting page as well. And look for that,
425 probably, around the 24th. So, want to thank everyone again for their time and attention
426 tonight. And everyone, have a great evening, be well and stay safe.