

Town of Avon
2022 Special Town Meeting Minutes
November 7, 2022

- I. TOWN COUNCIL CHAIRMAN: Mr. Dan Polhamus, Town Council Chairman, called the Special Town Meeting to order at 7:00 p.m. in the Avon High School Auditorium. He led the audience in the Pledge of Allegiance. He asked the citizens for nominations for a moderator.
- II. CITIZENS: On a motion made by Ms. Ann Clark and duly seconded, it was voted unanimously to elect Mr. Brian McDermott as Moderator of the Special Town Meeting.
- III. MODERATOR: Mr. McDermott read in accordance with the Town Charter, following introduction and discussion of the Resolutions, the Town Meeting will adjourn to a Referendum vote to be held Wednesday, December 14, 2022, at the Avon Senior Center from 6:00 a.m. and 8:00 p.m. He announced Town Clerk, Mr. Nick Hogan, will act as Clerk of the meeting. He called to motion to waive the reading of the Call of Meeting.
- IV. CITIZENS: Ms. Clark made the motion to waive the reading of the Call of Meeting and duly seconded.
- V. MODERATOR: Mr. McDermott called on Mr. Polhamus.
- VI. TOWN COUNCIL CHAIRMAN: Mr. Polhamus made motion that the reading of the Resolutions being presented to this Special Town Meeting as stated in the Notice be waived, and the full text of the Resolutions, as made available to those in attendance at this meeting, be incorporated into the Minutes of this meeting. Ms. Clark seconded. It was voted unanimously. He stated that you can find all information within the packet.
- VII. MODERATOR: Mr. McDermott explains the process of tonight's meeting, there will be presentations from Town Officials and a slide presentation of what the proposed resolution is. Then we will have further comments from Town Council or other Town Officials and the open it up to the public.
- VIII. TOWN COUNCIL CHAIRPERSON: Mr. Polhamus: Here is a brief introduction. We are here to talk about the North/South Section of the Old Farms Road project. This is a remarkable project in that through a lot of hard work by the staff, we have almost complete grant funding to cover this project. While it is one of the most iconic pieces of Avon, it's also a very dangerous stretch of Avon. It's also a very expensive road to maintain for us in Avon. I think if you look through this presentation, you will realize there's been there's been a lot of hard work, there was also a lot of diligence to maintain

this as part of Avon's' character. Mr. Polhamus introduces Larry Baril, Town Engineer, the project lead.

- IX. TOWN ENGINEER: Mr. Baril reads from the Special Town Meeting slide presentation (Which is attached and made part of these minutes).
- X. TOWN COUNCIL CHAIRPERSON: Mr. Polhamus reads the Next Steps section of the slide presentation. He opens for the other Town Official who would like to comment. No comments. He asks Council to come back up on stage. Then opens it up for citizens to ask questions. When you come forward, state your name and address and take the microphone.
- XI. MODERATOR: Mr. McDermott – Town Chair said to open up to public question and answer at this point. We have 2 microphones at the front of the of the room. Please come up and identify yourself and your address. We will try to keep comments to 3 to 5 minutes initially, then come back with second rounds as we go along.
- XII. Mr. Dan Schwartz – 34 Oakengates – I've been a follower of this project since its inception. I want to commend Town Officials, Brandon and all Public Works. They gave a presentation of this probably a year ago via power point and their openness to suggestions and comments is really to be applauded; and in the fact that you have secured funding for this makes it a no brainer. My questions are two-fold. First, the multi-use trail that is being constructed now, where will that end, and it looks like that's not getting connected on Thompson just as yet, so I wonder if you could answer what's going to happen with that trail and then secondly, do you have any time table yet for when you might discuss these too, since a lot of the benefit of the program particularly that other roadway. There are a lot of accidents, I know that teen drivers, which we have in our family, are almost petrified to drive on that road. Wondered if you could address those 2 questions. Thank you.

Mr. Baril – Sure, so your first question has to do with the trail and the current project of the trail is going to go from the intersection of Scoville and the Rail Trail, down Scoville to the east, south along Old Farms Road and it's going to terminate at the intersection at Thompson, so for the time being, it effectively is a dead end. But we have the East/West section, which is a good way to segue into that, is that that East/West section, which we are going to go out for design in the next couple of months, hopefully, not hopefully, but definitely, we've already secured \$3.6 million of construction funding under the same LOTCIP program for that East/West section. We're obviously very serious about continuing that as our 2nd Phase of these 2 projects. At that time, the Rail Trail will continue, as I mentioned earlier, from effectively the (inaudible) facility just to the west of trail and then along that whole Old Farms Road corridor, all the way to Fisher Meadows.

Mr. Chip Walters – 56 Stony Corners – My first question has to do with the multi-use trail, as well. I'm an avid cyclist, I'm a volunteer on the Rail Trail, I have a lot of interest in this. I'm curious, is the intention of the multi-use trail to get pedestrians and cyclists off of Old Farms Road? Is there intention to actually put restrictions for people, on pedestrians and cyclist, to use the roadway itself?

Mr. Baril – It is our hope that people are going to use the trail, but we know that we can't mandate cyclists, for that matter, pedestrians, from using the roadway, as they have a right to do. When you build a trail like this, it's going to be the same width and (inaudible) material, it's going to be a quality product. It's our hope, obviously, cyclists in particular, we know there are avid cyclists that will stay on the road, which is a good reason why we're doing the roadway widenings we are doing.

Mr. Walters – Secondly, the multi-use trail itself. The intention of running a multi-use trail from Scoville across the Old Farms property on the south and then back to Thompson Brook and creating that loop. What I'm trying to understand is, what is the actual intention of that because we already have a Rail Trail that runs between Scoville and Thompson Road. And so, if you do Phase II and you run a multi-use trail down Thompson Road to Fisher Meadow, you've already accomplished that. It feels to me like putting a trail in between the Rail Trail, Scoville, Thompson, again, it's just spending more money and taking more trees and more space and making the area less scenic.

Mr. Baril – All I can say about that is we had a couple of goals. One was to create a loop trail system for the short term as well. You hear from residents, you hear from the traveling public about your interest in increasing the number of trails, and by Council, things like that. This project kind of grew and the addition of that trail provides some accessibility to the trail from school folks. It provides another boot trail for the residents to the north, Cotswold area and Stony Corners area, it was included for those reasons.

Mr. Boris Traktovenko – 16 Sedgewood Road – I have 2 questions. The first one, I saw the map, but I don't know what the profile of the proposed roads are. Are they going to be with straight lines without (inaudible) of existing roads, which limit visibility? I understand the road's straight but it's better to see in one plane, whether the road is on a grade, horizontal, it's nice to see down the road, for example, a good example is the new road leading to the new bridge compared to the old one, there's no comparison. The question is, if the new road will not have (inaudible) of existing roads, and the second question is, we don't know what inflation is going to do, did you make any provisions and, if any, which ones. Number one, for the changes in construction costs due simply to the inflation and second, to the possible overance which might eliminate the profit margin? Those are my two questions.

Mr. Baril – To answer to the first question, the road is not flat, it's not going to be on a single plane, but the design includes significant efforts about improving sight lines, so that is another valid reason why we're doing the project. There's a concept in the industry known as a clear zone that involves providing the adequate sight lines and accessibility for vehicular traffic to navigate the roadway safely even with obstacles or obstructions in the roadway. The design part of that project is current federal standards frankly, so there will be no issue in terms of sight lines, being able to see traffic coming, seeing around corners and things like that, that's another, is in fact, another reason why we're doing the project. Second question has to do with answering or talking about inflation and the impacts of costs of goods and services. The Connecticut DOT mandates the way you estimate these projects and they put in pretty significant contingencies; as a matter of fact, we have even added contingencies on their contingencies. So having said that, you make a good point, we have \$5.4 plus million dollars to do a project that the engineers estimate is currently significantly less than that. We feel very confident we have more than enough money to do the project.

Ms. Alexa Robinson – 30 Cotswold Way – My concern is also similar to the gentleman cyclist who spoke earlier. This area is very beautiful. I actually moved here from out of state from somewhere in Florida and in my area that I grew up in, it was a cement landscape and areas that were beautiful were heavily constructed, much like what I'm hearing you guys are talking about doing. And moving to Connecticut and seeing the beauty here, you don't understand what you have, you have to preserve this. And I totally see some of these points, it would be great to have a loop and it would be great to also make the road safer and to improve drainage, but when you say you're going to remove a couple of trees and improve sight lines and add this bike trail, that seems needless as well, all the way to Thompson, when we already can have a loop in Phase II, and if you wanted to do that, well I kind of don't want you to, but what I'm saying is like I don't really hear you guys talking about the most important part which is preserving this natural landscape that these trees took hundreds of years to grow and we're just going to come down and chop them down because we want a bike trail for a couple of hundred feet more? What are we doing to help preserve that?

Mr. Baril – I guess I would start by saying that the section of the project where the trail is going, Nick, can you pull up the (inaudible) section please, I'm going to talk loud over here if that's alright. The section of the road that has the trail is again from this intersection north to the roundabout and then heading west. The only section where there are going to be trees taken down specifically for the trail is along Scoville. The rest of the project which goes north, curves around to the pond, there are going to be trees taken down that's going through the woods. There's no way around that, to put the road there we're going to have to do that. The rest of the bike trail itself is in an area that's not treed currently.

Ms. Robinson – Old Farms Road where that multi-use trail is coming down Old Farms Road in between Thompson and Scoville is a heavily wooded area.

Mr. Baril – You talking here?

Ms. Robinson – Yep.

Mr. Baril – But you'll notice, you see we're coming back into where the existing alignment is here. You're right, there'll probably be some trees coming down, but it's not a lot. The trees that are there are not a lot of trees along that corridor that are going to be impacted by the trail.

Ms. Robinson – But it sounds like the goals of what you're trying to achieve do not require that portion at the very least and you can still have the loop and you can still, and we can still have our trees if you didn't cut, add the multi-use trail from this roundabout you're trying to create to Thompson Road. I mean, from what the cyclist earlier said, I'm sorry I didn't catch your name, but it sounds like from the Rail Trail, we don't need that portion and we can preserve a lot more of our beautiful landscape and you can still have a lot of the rest of the project and save money.

Mr. Baril – All I can tell you is it was included as part of the project after hearing from residents' interests and what not.

Ms. Robinson – Well, that's why you have hearings, right, and let people know about it because just because one person wants it doesn't mean everybody does.

Town Manager – Brandon Robertson – So, one thing I might suggest tonight, the project has already been through iteration. This project has years of history, as many of you in the audience probably know. The purpose of tonight is to get input from the public and really for the public to make their points about whether or not the Grant Funding should be accepted for the project. But the design, at this point, it's complete. We're at approximately 90% design, which is what gives us such great confidence in the estimates that we're providing to you. The trail portion of the project, the bike/ped aspect, has been part of this from the very start. The idea of the loop from Scoville running down Old Farms back up to Thompson and then the connection going from Thompson all the way down to Tillotson with the second phase, the East/West section coming at some point in the future, has been baked into our planning for the project from basically since inception. If that helps to clarify anything. The other thing I would add is that there is no local funding involved in what's being presented tonight. So, over the years through the Capital Budget, as we discussed the project, there have been a couple of appropriations that have been used for things like running the project through permitting. So, for instance, going through even the Wetland Commission and doing all the leg work required to gain their approval; going to the Planning and Zoning

Commission to ensure that there's no conflict with the Plan of Conservation and Development, which is something I point out that the plan is in concert with the Plan of Conservation and Development. This is something that from the Land Use Agencies, they've also been anticipating for quite some time. So, the purpose for tonight is to get the comment for the public to make their views clear and, ultimately, the action the public will take is to appropriate the Grant Funding, which will have no impact on the taxpayer.

Ms. Robinson – I'm not really worried about money, more so the forest, but thank you for explaining all of that. It's really unfortunate you can't remove something from a design even afterwards because it seems like that would not cause an increase in cost. But I think I've also said my part, so I'll reserve time for other people. Thank you.

Ms. Terry Walters – 56 Stony Corners – Well said, I completely agree and it's a little embarrassing to be a town resident. My entire street has turned over in the last 2 years and people come to this town and what they want changes and so I find that really a cop out kind of discouraging answer to hear that if residents don't want a particular aspect, we're not willing to budge because we've already talked about it and decided amongst ourselves. So, that's a little disappointing. I also take care of one of the sections of the Rails for Trails, and I've been very disappointed in the Towns' inability to take care of the Trail or to take care of the Trail at minimum. I happen to live in a section where there's an extremely steep drop off and when replacing the fence, most of that drop off was no longer covered. They took out the old fence, but now there's still a very large section that's quite steep; and I'm not complaining about that as much as I am concerned about creating another trail that will require maintenance, when part of this project is because we can't afford the maintenance of the road as it is. So, why create another Rails for Trails that's a duplicate that already serves what we have with our Rail for Trails, which is just another area we're going to have to maintain. My other question is, I understand the concerns about that tight turn. That's a very large loop that cuts through the woods in order to solve it, but it doesn't solve, in my mind, what is perhaps equally as dangerous which seems to be saved for the 2nd Phase of this plan, which is widening the bridges. And it seems to me if we have a certain amount of money, we go for the things that are the most dangerous, that's what I'd like to think we're doing, which I think leave less impact on the environment and create more safety and get more value for our dollar, which is what I'm interested in seeing. I moved here because of that road, because of the beauty and because I wanted to drive it every day. So, I'd like to see if safer, I'd like to see 18-wheeler trucks not allowed on that road and I'd like to see the changes that we're making minimal and impactful.

Ms. Marianne Smith – 13 Stevens Street – Mostly it's, again, what other people have said but is there anyone in charge of the aesthetic value of this, I mean, what's happening. When I use the trails, I'm very bored by the Avon version of our trails compared to Canton and Farmington, other towns near us. There's nothing there, like

it's barely cut, mowed, like she's saying, it isn't by, we're not getting any of that aesthetic beauty that is around Avon Old Farms Road, and I love driving down that road. I'm sorry if people are driving too fast, they shouldn't be driving so fast that they wouldn't have problems with those curves. I mean, that's what make it beautiful. But I understand the roundabout, that's a helpful alternative but I just think that someone should be in charge of. what's this going to look like? Are there going to be benches? Are there going to be, you know, stopping points? Is there going to be a visual, we have beautiful burning bush all along Avon Old Farms Road, is that going to be replaced? I mean, just little things like that that make it so beautiful, and I just think there should be someone in charge of that. Thank you.

Ms. Penny Dahle – 12 Hawley Hill Road – We use the road all the time. I think we need to have the bike path; it is so uncomfortable for drivers trying to maneuver around that road when they have a right to be there, but it's very curvy and it is dangerous, and we need to protect people who enjoy riding their bike, including myself. The other thing, there are 2 bridges, I'm a little confused about whether both of those bridges are going to be fixed in any way, I mean, they're dangerous. To me that's the most dangerous part of the whole road.

Mr. McDermott - I believe that's part of the 2nd Phase.

Ms. Dahle – Both of them?

Mr. McDermott – The 2 bridges are in the 2nd Phase.

Ms. Dahle – Really?

Mr. McDermott – Yes.

Ms. Dahle – I mean, I almost got hit coming around the corner, you know where the stone wall is by the school, and a big truck. I do not want to see those big trucks on the road, it's very dangerous. It's not wide enough and that's one of the biggest problems that I see and the 2 bridges. Those bridges should be incorporated into this as the immediate. That's where you're dangerous. You're going around that steep corner and nobody, some people think they can barge right through, and it's all it is is inches before somebody is going to have a collision over both of those bridges because they both have a corner, but that's my point.

Mr. McDermott – Thank you.

Mr. Polhamus – I don't think you'll find any disagreement that we agree the bridges need to be addressed. That East/West Section is a substantially more design intensive piece of this project which is why it's following. The first piece has been under work

for longer. We have every intention of addressing the bridges as well. That will be, as we discussed earlier, we plan on bringing that forward probably next year sometime.

Ms. Valarie Ferro - 88 Daventry Hill - Like many of the previous speakers, I've been tracking this project for quite a long time. I have more technical questions, four or five, so if I overstay my welcome just, I missed the DOT stop light to tell me when to stop talking.

Mr. McDermott – We ask you to try to keep it between 3 to 5 minutes if you can pose your questions, and then we'll have somebody answer them. We don't want to get into an exact question and answer session, if you pose your question, we'll do our best to answer them.

Ms. Ferro – I'll ask the questions if you can remember them, ok. First of all, just procedurally, in the CEPA filing for the categorical exclusion, I didn't see an minutes or a sign in for the participants. So, if somebody can get that to me? Larry's been so kind to give me, I think, everything in his entire office and I thank him, but I didn't see a sign in. I know it was virtual, but I really didn't see some these folks tonight were actually a part of that, so that would be helpful. Ok. Secondly, I'm interested in someone explaining the collaboration that's been going on between the Town and Avon Old Farms. And it's actually a pointed question because in 2009 I was lobbying, as Brandon knows, for transportation safety measures which involves the improvement of the existing alignment, and I felt like we were just throwing our money away since we were talking about relocation since, I think, 1981, 1983, in fact, the transportation safety measures were implemented most recently but when the talk of the improvement to the existing alignment came up, as some of you already know, Avon Old Farms sent what I took as a threatening letter to the Town saying that if you improve that existing alignment, we're going to sue you, because obviously there's a benefit to moving the road away from that campus; it gives them more land for development and a cushion from traffic. I don't blame them, I don't like it, but that's it. So, could someone at some point elaborate on the collaboration with Avon Old Farms and also what the participation with the LOTCIP application. I believe the (inaudible) was working with them while the applications were being developed. And then leading to that, my third question is I didn't really see an (inaudible) analysis like the previous (inaudible) and a couple of consultants previously had analyzed the relocation of the alignment versus improvements and so I wondered if there has been at least conceptual design or cost estimate to improve the 2 bridge crossings as everyone is concerned about, shouldering according to either a DOT standard or, in fact, (inaudible) variance, so we wouldn't have to be so wide and then, of course, a bike path. And then to my fourth question, and maybe it's a point, to me the road and a multi-use path can be (inaudible) exclusive. We're all excited about bike paths, but (inaudible) with the road and it seems like, you know, we've talked about the trails, we want pedestrian connectivity, we want the kids to be able to go on their bikes to school, but to me it could be a separate project while

we evaluate what the best way to tackle that project is. My next question is just the locations of the crash data, I think I have 2003 crash data. I didn't see any crashes except for 2 or 3 along the alignment, most of them were concentrated along Route 10, at that intersection, so if you have that there, it would be helpful. And I also had a question about the preferred alignment and the shift. Basically, there's a loop that comes along there at the top, Larry, and I just wondered why with the roundabout and with some kind of alignment adjustment, we couldn't stay on the same existing path, which swoops way around and comes back around campus; and I didn't really understand what Fuss's theory was there to move that road all the way around that loop through all of that, I think, significant grade in trees. And then last is, I wondered if, we heard about the posting speed limit. I'm assuming the designed, what's the designed speed limit, it's probably going to be 40 or 45 (inaudible).

Mr. Baril – 35.

Ms. Ferro – 35, okay. So, the design speed is 35, we're going to post it at 25. What I wonder about is will there be land use restrictions through there, basically rendering the road as non-accessible road, so there won't be any encroachment permits, development and what have you because, you know, any time you shift the road and create more parcels, you never know if it can be developed or not. So, that is my last question. Thank you.

Mr. Baril – Actually, I'll ask you to stay up because I will not remember all those questions. Not sure, did you want me to talk about the schools' relationship for starters.

Town Manager – Brandon Robertson – So, you put a lot out there Valarie. Going back to the beginning, I wasn't here in 2009 so I'm not sure what you're referring to when you talk about a letter from Old Farms school about some kind of a lawsuit or something. What I can tell you is that we have a very unique situation, it's a very unusual situation, with this road for both the North/South section and the East/West section and both those sections have been determined to be mutually exclusive, as you may know, based on the study that we did that FHW (inaudible) involved with back in 2017 or so. But for both those sections, the only abutter that we have to coordinate with is Avon Old Farms school. So, the school has been an excellent partner in this process. As you can all imagine, there's a lot of coordination that you have to have with an abutter to make sure that whenever the road transfers have to be approved, you can get all the swaps done that you need, the Town of Avon is going to be giving up land, the school is going to be giving us land and that's how we're going to effect the transfer in the relocation of road. It's also a strength of the project because unlike the East/West section, if we get to that and it's approved at Referendum, the North/South section will be able to basically build and keep the other section open, so it's not going to have a significant impact on the traffic flow in that area. So, we do, we have had correspondence over the years with Old Farms school. It has always been very amicable; they've been an excellent partner. In

fact, the school has paid for a portion of the permitting process that was required to get us to this point. Not sure what other (inaudible).

Ms. Ferro – Well, obviously, if you were going to keep the existing alignment, you would need no swap, so you would need no permission from them, but just to refresh, remember this was January 24, 2009, letter to Phil from...

Mr. Robertson – Phil being prior Town Manager.

Ms. Ferro – from the Grand Chairman of the Board of Trustees, so this is an extra copy so if you want this for record.

Mr. Robertson – That was before the Headmaster I had worked with. Larry, do you want to take some of the other engineering questions?

Mr. Baril – Could you repeat please?

Ms. Ferro – Oh yes. Did you, so what happened is, after that, just as Brandon was coming on board, there was a decision due to some transportation safety measures, okay, but one of the things that there was being discussed, and I think it was Hayden Wegman that was put to contract to look at that, was an alignment or at least the cost estimate for cross section on improving the existing road, shoulders, talked about the possible bike path, we definitely wanted to tackle, in fact, I remember Phil or someone called me and said “You think we could get Wetlands permits for those two bridges?” and I said “Absolutely, there’s already crossings there, you just widen.” So, I know that it was being discussed and evaluated, but I never really saw cost or really a bracket, so, I wondered if (inaudible) this time around.

Mr. Baril – Sure, let me address that for starters. So, it is important to separate the East/West section and the North/South section and the two crossings that we’re talking about are clearly the East/West section. Brandon was referring to a study that was done, a Feasibility study, this was managed by actually my predecessor, Tom Daukas was Town Engineer at that time; and he and Wegman actually, the company name ended up becoming a different name, and there was a series of other consultants. The bottom line is they studied dozens, if not hundreds, of alignments for both the East/West and the North/South section. And if you want to come to my office I can show you boxes, literally boxes of old maps and records and at one point, in fact, there was even a thought having the East called the East/West section of Old Farms Road run south of Beaver Pond, so winding through the woods south of the pond and back up to Thompson Road. That was a big part of the Feasibility study, there were many alignments all through that section as well as the North/South section, pushing it further towards the Rail Trail, pushing actually to the campus even. The bottom line is that first of all, that East/West section going south to Beaver Pond was considered; it was constructable, but it was not

economically feasible. It was going to cost \$27 million back in 2016 and that included, I think there was 4 or 5 bridges that had to be build and the whole ideas was to try to stay away from wetlands and eliminate Army Corps permits and all these other things. It was just not feasible. So with that in mind, we've focused on the East/West section, staying within the current corridor, that too is not a light lift in the sense that if you know anything about (inaudible) out there, which I'm sure you do, if you're traveling say from Thompson Road towards Route 10, on the left side is a pretty good size, pretty steep embankment coming down the road and on the right side the road falls off the (inaudible). That's part of why it's so narrow through there, the culprits that everybody keeps talking about are very narrow, no doubt about it. We did back in that Feasibilities process, we internally did a design to realign, to soften the curves, to widen the road, to cut in the embankment on one side and have retaining walls on the other side, because we're trying to minimize our wetlands impact, which is obviously we're concerned about safety for sure, bike trails are very important, but you still have to pay attention to the environment. And as much as it sounds like it ought to be a slam dunk, it's not a slam dunk to expect to get a Wetlands permit, when you're doing that level of activity. And the East/West section, unlike the North/South section, because we're having such little wetlands impact, we could do the Army Corps permitting for the North/South section is self-verification. So, it's basically a formality. The East/West section will not, there's no way it will endure that. It's going to have to require a federal permit approval and so on. It's very different, the whole East/West section is a very different project. The other thing about that is that the East/West section is going to be built within the current corridor, like I said. So, the concept of maintenance and protection of traffic is very important, unlike the North/South section where significant portions of the road, this is a real benefit to the traveling public and anybody who uses those roadways on a relative regular basis. Like Brandon mentioned earlier, a good portion of the roadway is going to be built offroad, meaning that the existing roadway is going to be traveled by the public as a matter of course, and it's only when the tie ins happen, the construction of the roundabout, the construction at the intersection at Thompson and the reconnection back up on the other side of the project. Those obviously have impacts to the traveling public. It was a true bonus, practically in some respect, to be able to push the road out of the existing alignment. There were other reasons to do that, by the way, some of which were for the benefit of the school, to be fair, and that's why as Brandon mentioned, they have contributed financially, significantly actually. They paid for the CEPA process, for example. They paid for the roundabout design, for example. The land swap is significant in that we're going to get a lot more land in terms of, for the corridor, than we're giving up. So, there were some real benefits to the town to be able to do it this way as well.

Mr. Robertson – One other thing that comes to mind. This, again thinking about this project for those of you who have following it, in concept it's been around since about 1968, so that's the first time it was identified in Town Plan of Conservation and Development. So, I recall when we were engaged maybe 2013, 2014, we had the

evaluation done in 2017, I think it was delivered, where they looked at all of those scenarios around East/West section. It's important tonight that folks recognize we're talking about Thompson Road north. This discussion is kind of focused on Tillotson Road west. So, at that point, once we moved away from the concept where it would be relocating the East /West section, all the way down near around Beaver Pond on the Old Farms school project. Once we moved away from that because of cost and permit ability, that's when we had the determination, found that the projects, the 2 pieces of the road had independent utility and because we had hold over, and now I'm going to get really nerdy in terms of the acronyms, but Service Transportation money from a prior award, it was like \$350,000 or \$360,000 back when Tom (inaudible), you might recall. That's the money that we used to kick start the North/South section because of the more straight forward permitting with the North/South section and legacy of that original grant award and the complications of the East/West section, not the least of which are environmental, that's where we decided to move forward on the North/South piece. So, I think if you go forward and was it, Larry, remind me of this, Wegman: Who did that study?

Mr. Baril – Po Chang.

Mr. Robertson – Yes, Po Chang. So back in 2017. Larry's got a copy.

Ms. Ferro – (inaudible) 2007, 2013, 2017

Mr. Robertson – Right, so there's been a lot of additional activity.

Ms. Ferro – And I understand that frankly (inaudible) because if you linked them together you probably wouldn't have gotten approved. So last question I think was left was that . . .

Mr. McDermott – Can I interrupt for a second, we've gone for about 20 minutes. I just want to get a chance for other people to have the same. You can come back up again and ask another question.

Ms. Ferro – I think we're just waiting for crash data, where the locations are for the crash data.

Mr. Baril – Yeah, That's actually pretty quick. Nick, if you can go towards the end of the, after the sign that says questions, I think 3 slides past that. There you go. So, Val, I know that you have experience with the UCONN Crash; If you go to the UCONN Crash Depository site, this graph came directly from there on Friday. You'll see on here, you see those red pushpins, those are individual accidents, but every other dot you see on it with numbers on it are, those are numbers of accidents at that location from 2015 to present. There's a whole database behind all those meanings, the severity, the weather

conditions, the time of day. All the information you could probably ever want for a crash information is in that site.

Ms. Ferro – So there's 3 on Old Farms, for folks that don't understand (inaudible) maps, there's 3 right on Old Farms between Thompson and Scoville.

Mr. Baril – There's actually 4.

Ms. Ferro – Oh wow.

Mr. Baril – But look at the intersection of Thompson and Scoville, Thompson and Old Farms, there's 31 there. Look at the intersection of Scoville and Old Farms, there's 10 there and so on. And not for nothing, those are the reported accidents. So, anybody who walks, not that I recommend you walk that road, because I don't, but you'll see evidence, obvious evidence, of many accidents that happen there that are never reported.

James Sgro – 6 Wellington Heights Road – Is the road currently out of federal regulation?

Mr. Baril – I don't understand the question.

Mr. Sgro – They're asking about the pitch of the road, how it was being designed, that it would approve, it would be all incorporated federal regulations for safety.

Mr. Baril – Oh, yes, it's currently not.

Mr. Sgro – It's currently not?

Mr. Baril – Right.

Mr. Sgro – Does that cost the Town more money being out of regulation for a fine or anything?

Mr. Baril – No.

Mrs. Sgro – How many traffic citations have been issued along these roads; speeding tickets, or any type of traffic enforcement by Avon P.D.

Mr. Baril – I have no idea.

Mr. Sgro - You could put speed limits and everything on roads, if people aren't going to enforce the laws that we have, then it's not going to make a difference, people will

speed (inaudible), right? Out of those accidents, what's the level of alcohol involved with those accidents?

Mr. Baril – Again, if you go and look at the crash, or I can even provide it I suppose, but it's available online. There are all kinds of variables that to into it. Now, as far as, can I stand here today and tell you that how many of those were involved with any impairment, I have no idea, like I don't know, I have no idea.

Mr. Sgro – I would assume that a lot of that has to do with that. I drive that road everyday driving my son to school. It's a beautiful road, something I've seen my entire life. It just seems like we're constantly looking for ways to, as the woman said earlier, redevelop the wildlife and the natural habitat that we have out of there. We had the Avon Village Center project that developed over 100 acres, semi- abandoned, I would describe it as that. It's created much more traffic in the area for local residents and the sidewalk doesn't even connect the community to that, and we're spending \$5 million dollars to cut a road through the woods so Avon Old Farms can have a buffer. We still pay state taxes, so that money still comes from us.

Mr. McDermott – Is that a question or your. . .

Mr. Sgro – Are you guys planning to put any cell phone towers, any state communications towers in that segue?

Mr. McDermott – The discussion is for what's on the proposal tonight, but I don't believe there's any (inaudible).

Mr. Sgro – I just don't understand what benefit it gives to the residents of Avon, taking away from something that people have historically enjoyed for years and we're constantly just tearing everything down to develop things. We're giving these projects to out-of-state contractors, they come in, they move into the hotels in town and then it's just a big truck stop for 18 months.

Town Council Member – Anthony Weber – The last major project that was done by our town is the bridge that was over the Farmington River, that was done by Murtha Construction, that's with headquarters right at the base of Avon Mountain.

Someone speaks from the audience.

Mr. McDermott – We can't have discussion from the audience. You have to go to the microphone and state your name, address.

Mr. Weber – I'm just letting you know that the last construction outfit that performed a major project was in town.

Mr. Sgro – Avon Village Center wasn't.

Mr. Weber – I didn't say that. I said the last construction project that was paid for by the state and was approved by the town.

Mr. Sgro – I just think we have our eyes set in the wrong direction.

Penny Woodford – 687 West Avon Road – Hi, I have to read this because I don't public speak to well. Graduated for Avon High School. Thank you all for your efforts thus far on this project. I know what you've be through. But unfortunately, I'm asking the towns people to vote No on December 14th. We need to preserve the roads around the Avon Old Farms school as they are the heart and soul of Avon. I wish I obtained quotes from my customers who are so impressed driving through that area as they begin their house search. It's like an old English road oozing with charm. What would Mrs. Riddle and her heirs say about destroying the charm of the road. Until (inaudible), many people worked long and hard for 5 years to keep that road as a town open space so that we would enjoy the charm and beauty. The Town offices, 50 years ago, many people worked long and hard to keep the original Ensign Bickford buildings as our Town offices instead of building new buildings so we would keep the charm of Avon. The Avon Historical Society worked long and hard to preserve many building in town to keep the charm. Does anybody regret that? No. Once you take the charm away, you can't get it back. Why can't we enlarge the bridges and maybe enlarge by the water tower of Avon Old Farms school and put "No Trucks" on every entrance of that area. I've been made aware that the GPS is taking the trucks through that area instead of going on main roads, that's a problem. Had the cops handed out a ticket or two to tell people to slow down? They haven't done any of that. Granby put "No Trucks" signs on Holcomb Street, which is a cut through to Bradley Airport, to preserve that gorgeous road. I have pictures of them right here. The Town of Farmington didn't put a 4-lane highway through the town when they did the road over to cut down traffic and make it safer. They didn't care. If you have to go through Farmington, slow it down and get through their town. Just remember, Avon didn't just happen. Lots of people worked very hard to preserve the charm and character of our town. Let's keep it that way. Thank you.

Joseph Gilberti – 45 Longview Drive – We don't have a way to project a photograph, do we sir?

Town Clerk – Nick Hogan – I don't.

Mr. Gilberti – Well, this is a picture I took today of Old Farms Road and when my wife and I moved here in the early 80's with our young family, it was because of the road. I heard that before spoken here and I'm very surprised to hear people saying things that I feel, and I've experienced. We came upon that road by accident, and we were just astonished by it. And then we could move wherever we wanted until we moved there,

and we stuck our neck out and bought 98 Cotswold Way house. Our kids have grown up and all of us have driven that road. None of us have crashed. Now my boys are grown up, we don't know anybody that crashed because we're careful. Obviously, I'm against this and I want to thank everyone here. I know you guys' work hard, your professionals, and you're doing a lot a things right in the town. So, don't misunderstand me. It's just our job to give, we're here to listen to and we're listening, but it's your time to listen to us and you might not be aware of these sentiments and what other people experience. When we lived there, we would have guests or people came, we would get comments like, one comment was "My God, this is Gods' country". Ok, so I know you guys talk about we all want to preserve, but we can't get it both ways. The entrance from Route 10, that had the 2 brownstone structures, now they're put apart, but that had trees, that had charm and now if you look at it, it is a total apparition. I mean, nobody with any aesthetic sense is going to look at that. Boulders and some chairs that are from here to the wall distance, it's like bizarre, that is not preserving aesthetics. Now we're getting the same lip service, that it's going to be preserved but you can't have it both ways. You can't have this wide road. And on page 4 that was mailed to every citizen in the town, it's saying why this is needed is for safety. Okay, who can argue with safety. There have not been any fatal accidents that I'm aware of, pedestrian or bicycle accidents, in 100 years there. I don't know how you can improve on that. Then we get into, oh, another point that, I don't know, nobody from DOT is here as representative, no? Has anyone heard of, as it just occurred to me, new cars that have sensors, accident prevention sensors, and if you're into a situation where you're texting or daydreaming and you're going into that narrow, where the bridge is, which I agree with everyone, why are we not putting priority to fix the narrow bridge? I mean, I hire engineers, I could do it myself for \$100,000, I'll widen that thing. But yet, it's still not done. So, we're building this fantastic road, cutting down all these trees, which we're going to use diesel fuel, thousands of gallons of diesel fuel, cut down all the trees that are absorbing CO2 and exhaling oxygen, what becomes of the other road? Is it going to the school? Is it going to be used as a road? Will it be developed? Has there been any talk of development later? Because if there is, this all makes sense. I mean, if you took that road in front of Old Farms school and created parcels at \$300,000 a parcel, you got another \$5 million going somewhere. Has there been any talk of development? Can anyone say there has not been any talk of development?

Mr. Baril – There has not been talk about development by the school.

Mr. Gilberti – Or by the Town?

Mr. Baril – It's school owned property.

Mr. Gilberti – No, I mean in general, in this project, in the organization, has there been any talk of future development for residence, let's say.

Mr. Baril – No.

Mr. Gilberti – Well, let that go on record then, okay, and if there was someday in the future, wouldn't you guys be against that? I mean, I'm for development, if someone were to build like this Pope Riddle architect, if she developed, she would have developed beautiful medieval houses. She was a member of the Medieval Society of Cambridge. She built that school because of the road; the road was there before the school. But what would end coming up is McMansions, that's what would end up there, the usual big old cheap 8-bathroom McMansions. Ok, I'm almost done. The cars are going to have sensors, all future cars are going to have automatic accident avoidance, so all of this worry about these crashes are all going to be computerized. And I wonder if the DOT is starting to see that or acknowledges that even in the factors, but the stats that you give, the statistics that you give for safety that are justifying this project are that there's 7,500 drivers per day average. You better check that number because I did sit there for 15 minutes in rush hour and it's kind of falling short, you might want to check that. But let's take 7,500 a day times 365 days in a year is 2,737,000 excursions per year. In this flyer you sent everyone, you're saying that over a 7-year period there were 19 accidents with

injuries. That's the safety criteria here. But if you take the 2,737,000 times 7 years, you get 19 million trip, 19,162,000 trips; and you got over 7 years 19 accidents. Guess what, that's 1 in a million. So, your safety is really 1 in a million, that's assuming that what you're going to do is going to bring it to zero, which it never will. And now you're injecting bicyclists into this equation. Well, there's studies . . .

Mr. McDermott – We're going to ask you if you can summarize.

Mr. Gilberti – I will conclude soon sir. There is a study out, if anybody wants to know, it's from Hartford University. It's giving accident studies for bicycles. To summarize this, to condense it, their publication, and this is mirrored by a CDC study as well, is 14.1 injuries per million by kilometers. You do the math on that. It's 20 times more likely to have an accident than the stats that you provided. Your stats say 1 in a million there's going to be an injury. These stats say that on a bicycle you're going to have 20 times that. Now the fellow was talking about accident avoidance, the engineer, accident avoidance means "I need a place to swerve". What if you're swerving and there's a bicycle there. To conclude, I would say enough with the bicycles. They have 220 miles in Connecticut. In the off chance they want to take, come on down here, where you are going, I don't know. You'll end up on Route 10 and then you're in the same parallel, but in the off chance, let's spend \$6 million of the state's money, by the way, the state has \$95 billion in debt of liability for pension. So, the state is not doing good. Kudos to the guy who said we're still paying for it. We're state taxpayers and companies are leaving. Okay, I've said enough. I could go on; I could go on for an hour. Thank you for listening, thank you for doing all the good things you do, but I ask you guys in the

privacy of that voting booth that you just say I'm listening to the citizens and you something, this is irreversible. Let's just enforce the speed limit.

Hailu Alemayehu – 4 Churchill Place – Just to reiterate, when I moved to this town about 15 years ago, the only reason that I got attracted to this area was because of this road. When I drive through that, it gives you a peace of mind, beauty. Somebody spent designing that over 150 years ago or so, now we're proposing to put in a road that would look like another town somewhere. In fact, when the road, Route 10, the road that goes up was demolished, that entrance, that beautiful entrance was taken out, I was devastated. So, there's a beauty that you need to value. Most progressive areas now are trying to keep the town the old look; they don't want to create concrete roads that attract more traffic now to go through. Not only the town people will drive through it, more people will be driving through it and increasing more traffic; then the number of accidents that has been reported will be extremely tripled. There's no reason or justification to expand the road. Slow, in fact, when I drive through that area, I take more time, I drive 10 miles per hour to go to take my beautiful scenery to enjoy it. That's what you need to keep. It's extremely important to reconsider, there's no justification why the road needs to be done. Who is pushing for this road? It's possible that there's free money that may come out for the state, that would probably may not need to be paid what we obviously paid. If that's the attraction that's requiring this road to be built, it should be reconsidered. Absolutely there's no reason. I've spent a great deal of places that I've lived the last 50 years or so, from Europe all the way different parts of states, that road is the most beautiful road that needs to be maintained. The aesthetic value that cannot be regained once you put that concrete highway through that path. Thank you.

Joann Clark – 5 Pond Circle – Hi. I won't take any time. I want to thank you all. All I want to say is, obviously after sitting here listening to everyone, if we had to do something, improve the lower East/West and fix the bridges. There was an 18-wheel truck that came around the corner one day and stopped me and said, "How can I get out of here" and I said "How do you get in here? You can't get out of here, it's impossible". The man said because the GPS sent him that way. My son and his family live in Windsor, they had a road, Rainbow Road, had signs on it that said, "Please No Trucks Per Order of the Town", I'm not sure if it was the Council, but it was the Town; and that has had put circles in there. And no matter what you say, no matter what you say, where Arch Road was when it came on, that was going to be developed and no trees were going to be taken down except a very few. Nothing was going to be changed, it was going to be just as beautiful. It's not. It is convenient, it is wide open, everyone can see, and it has not one visual nicety to it as far as visual things go. And I understand why people want to do it, the emergency, I sat there and watched the emergency trucks go through, they don't have any problem. If any of those trucks should be on main roads, not on back roads. And for all of the value that we will get out of it, in a year you're going to fix the bridges, the bridges should have been fixed 10 years ago, and now you have a whole project based on something that doesn't have to be done and the bridges desperately

need to be widened enough for just ordinary cars and SUVs to go through. And I thank you very much for listening to another person.

Elaine Widmer – 45 Reverknolls – I have two questions. I'm not an expert on road sizes. I guess I'm curious as to what the size of the current road is, and you say you're going to keep it to a minimum. What size will the road be at completion? The proposed road.

Mr. Baril – The proposed road is going to be 26 feet wide with 11-foot travel lanes.

Ms. Widmer – And what is it today?

Mr. Baril – Much narrower. It's not a consistent parallel width right now.

Ms. Widmer – But you have an approximation.

Mr. Baril – I think that it goes from 21 feet to 24 feet.

Ms. Widmer- So you're widening it 2 feet is what you're saying.

Mr. Baril – Right.

Ms. Widmer – Only 2 feet.

Mr. Baril – Well, more than that in some places, right. The pavement width is 26 feet, so 13 feet from the center line on each side. There's going to be the side stripe, is going to be striped at 11 feet with a 2-foot paved shoulder.

Ms. Widmer – Okay, thank you. And then in terms of accidents, there's a lot of talk about accidents, was a question I had, and I wonder about the number of accidents that are caused by the trucks that are on there.

Mr. Baril – I don't have a number in front of me, but I can tell you from having read through the crash data, very few of those are caused by trucks or have a truck involvement.

Ms. Widmer – You know, my husband and I moved to Avon because of the beauty in this area. The ambience, I mean, it's a gorgeous area after living in an urban area. I was, too, very disappointed with the work that was done at Waterville Road and Old Farms. It took the rural feel out of Avon, and it makes it urban. And you can live anywhere in the country and have an urban feel. I would like to see us to find a way to conserve some of the property we have and the beauty of this town, and you know the thing is, we take down all those trees, remember that the single, the 2nd largest cause of climate change in this country that we're experiencing today is tree removal. We tend to work, I think,

too much to just what's the lowest common denominator. We have some accidents, we want to deal with that, but what about everything else and what about what attracts people to this state.

Mr. McDermott – Thank you. Are there any other comments?

Ms. Dahle – We live on a limited local. Years ago, and it's a steep hill, and years ago there were more potholes than there was road. We, as a community on the road, paid, with the help of the Town, to turn it into a limited local. Is that about the size that this road will be? It accommodates 2 cars, we have the edging on there, I'm curious, it's just a small cul-de-sac.

Mr. Baril – I'm sorry, I didn't catch the road name.

Ms. Dahle – It's Hawley Hill, it's right off Country Club.

Mr. Baril – As a cul-de-sac road in Avon, the new road that we're talking about is going to be about 1 foot, well, 2 feet wider. So, the limited local road is our lowest sized standard in Avon according to our subdivision regulations. And those roads are 20, I think they're 22 feet wide max or minimum. So, it's actually (inaudible).

Ms. Dahle – I encourage everybody at the top of our street, it's fine. I mean, I don't see repairing Old Farms Road. The beauty is driving past the school. The lovely ambience is 90% of what everybody is seeing. If we make it safer and take care of the bridges, that's really, it's important. (inaudible) destroy the look of this town. I've lived here since '73. We all enjoy how beautiful it is, it's not a concrete jungle. And by taking down a few more trees, it still will not be a concrete jungle, we'll still have the beauty, we have a ton of trees. We probably have more trees in Connecticut than any other state. I think we need the road fixed. I think it's going to be a big benefit and once it's done, it can still be attractive and safe at the same time.

Mr. Walters – Can you just review the process that was gone through to arrive at this scope of the project and where it came from for that? The reason I'm asking, it feels like we did a lot more scope to this project than was actually necessary, and I'm just not sure where the input came from to arrive at it. Maybe I'm just in the dark, but I'd appreciate just a review of how it came together.

Mr. Baril – It will take many meetings to go through the process that was followed to get to where we are today, and I'm not going to spend hours to do that, but I'll tell you that it's been on the Plan of Conservation and Development to reconstruct this road with various alignments considered since 1969. Like I was talking earlier, there are literally boxes and boxes of historic records from studies and environmental impact statements and Federal Highway and Army Corps and DEEP and Connecticut DOT and Capital Region Council Governments and beyond. There are thousands and thousands of pages

that many of which happened before my, I've been in Avon for 15 years, and they happened long before I got here. Brandon and I are relatively new here, Brandon is 12 years, I think, 11, 12 years, 11 years, right, and we have a lot of history with this even in the time we've been here. I'm not really sure how to answer your question other than maybe invite you to my office and I can throw you to the basement and let you look. It wasn't a project that happened 3 years ago, and one design was considered, and this is what we're presenting, it's not like that at all. Many, hundreds literally, of iterations and the impacts from environmental or environmental justice or wetlands or (inaudible) all traffic accidents, the list is long.

Mr. Walters – I appreciate that, I do. I know it's been decades. The final design of it feels like it came in a mailing, and it was sort of like, this is what's done and it's going to 5 and ½ million dollars, we don't have to pay for any of it, we're not voting to pay for it, it's all grant money. And I think that it just sort of feels, it feels a little bit icky at the end, right, because it's not going to cost anything, it's any easy Yes. But there was no real opportunity to provide review in the open about what's the scope of this thing that we're going to do. And by the way, that's not a criticism, it just feels that way, and that's kind of for me disappointing and I can't decide whether I'm disappointed that there wasn't more push of information to get more engagement or if it was more on my part for not having been more participated in it. So, I thank you all for the work you put into this. I will express though, I'm a No on this because I just think it's way too much scope. I think this multi-use trail is kind of gimmicky and it's a huge cost increase that's redundant to what's already there with the Rail Trail. I get the safety aspects of it. I just think this could be done differently.

Town Council Member – Barbara Ausiello – I just want to mention quickly, I appreciate your comments. I've only been on Council since November, and I know that I've be presented information about this several times. So, I totally understand it's very hard, we all have really busy live to be able to access the information and I know there's a long legacy to this project, and I feel like the Town, everybody that's been working at the Town has made information accessible, so I hope you do find that answers that you're looking for if you go directly.

Ms. Ferro – Just a quick answer, I think, that Chip brought in which I think is for you, Brandon, and for you, Larry, is that really what pushed the changes in why they started looking for money was unbeknownst to, be careful what you wish for, Town Council changed the classification of the road, and overnight it became substandard. And as soon as it became substandard, CRCOG was knocking at our door saying, "Money money money, you can have money now, here's the money", prior to that reclassification of the road, we were eligible for (inaudible) money and we were still looking at it because it dates back to the late 60's, your right. But the real push for the money and these larger alignments didn't really come to head until the road was requested.

Mr. Robertson – Again, not sure what you're referring to. Another framework around this that may be helpful with this, I can assure you CRCOG, which for those of you in the audience who aren't familiar with the acronym, it's Capital Region Council of Governments. All the towns in Capital Region are members of this organization CRCOG. And CRCOG is a very important organization for planning purposes, but it's also a conduit for transportation funding. So, when funding comes from the federal government down to the states, then as far as Capital Region is concerned, a lot of that federal funding goes through the state and then CRCOG is the conduit to the towns for the funding. And CRCOG has not been knocking at our door. We've had to mud wrestle at CRCOG for years, particularly with Transportation Committee. And there's something you should all know about the Transportation Committee; the Transportation Committee is staffed by the town engineers and directors of public works from CRCOG member towns. So, for a project to get through that process, which ours have gone through 3 (inaudible), we had 2 awards for the North/South section of the road through the LOTCIP program. And then, another award for the East/West section of the road. That means that Larry had to convince in the other members of the Transportation Committee had to be convinced by the project scope and all of the background material that it should be approved to the detriment of their own projects. So, interesting in terms of, CRCOG is not knocking at our door.

Ms. Ferro – In early 2000s, okay, we've been looking for money, I agree with you, we were looking for money, and I believe the story is, CRCOG said you have to because you're on the hierarchy, there's a list you go through to get your money through CRCOG, through FHWA releases, that's how you do it. We kept asking and we weren't getting it. And I believe the direction was to reclassify that road. And by reclassifying it to the next standard (inaudible), it became deficient, it met more criteria from FHWA and therefore more money was accessible to us. That's all I recall, I could be wrong, but I think.

Mr. Baril – There is truth to the idea that the road was reclassified as a federal paved road, that's true, but there's more to it. That wasn't a political decision as much as based on regional transportation alternatives to get across the Farmington River going from effectively the Hartford area to the west and the daily traffic expected on that road both current and expected and the anticipated expansion zones, facilities particularly UCONN Health Center, Jackson Labs facilities and etcetera. So, there were, my understanding, it wasn't really, again, it wasn't my time, my understanding is that happened as a consequence of need rather than politics.

Ms. Ferro – No one said anything about politics, (inaudible) that's what happened (inaudible), by the way, I've been involved with Farmington, I work with Rosie Ponti in economic development stuff, I don't know where you're getting the idea, I didn't really want to bring it up, but I was challenging the purpose and need based on Jackson Labs and UCONN because the strategy sessions I've be involved with is that they are

clamoring for our transit connections because the employees that are being hired at Jackson and UCONN own no cars and need transit. Most of them are coming from either Texas, California or Sweden, you know, elsewhere, this is very technical. So, I don't know where the demand is, saying it's UCONN and Jackson Labs because those folks want to live within a couple of miles, they prefer walkable. I don't know where the traffic is coming from, but I think the general traffic is growing, but when you're crafting a purpose and need and you site UCONN and Jackson Labs, I don't really know what that means and how that translates to traffic, I really don't because it's really those folks need transit, that's the (inaudible).

Ms. Robinson – I know you said that the road would only be about 4 feet wider, about, but won't you need to take down more trees to get in, like, the trucks and things to actually like build the road? Because it's not just how much wider you're building the road or is there something that you can do to not take down even more trees than beyond the edge of the road.

Mr. Baril – So, to be clear, the roadway width is going to be, the path of clearing is going to be wider than 26 feet, which is kind of where you're going with this. Part of our design is to include things like roadside swales, for example. So, we're not introducing pipe systems, which if you're into the environment, which sounds like you are, you're in the environment, you know that collecting rainwater and putting it into a pipe and carrying it down to a stream or wetland is yesterday technology, right. Today it's about letting the rain land and be where it wants to be. So, yes, there's going to be clearing that goes wider than the roadway. These roadside swales require clearing and they're going to require maintenance as well as vegetation grows, and it needs to be maintained just like any of the roadside mowing programs we have now. So, to be clear, it's not like we're expecting it to go to 26 feet and then there's going to be trees at 27 feet, that's not how it is. There also wouldn't be safety in that. So, there's an idea of a clear zone, so if a car does leave the roadway, they've got a place to go without crashing into a tree and killing (inaudible), but that's another part of the accident. There's a lot of things that go into the standard roadway design today. Safety, environmental, etcetera and yes, more trees are going to come down than just 26 feet.

Ms. Robinson – And then how wide is the bike path going to be as well.

Mr. Baril – The bike path is 10 feet wide and there's a shoulder of 3 feet, no 5 feet. So, where the bike path is it is 15 feet to the outside edge.

Ms. Robinson – And in all of the iterations of the project, did you consider breaking these into fixing the bridge and getting that project clear, fixing the roundabout?

Mr. Baril – Brandon did talk about this a little bit. I'm going to expand on this because I know a lot of people here are very concerned about the 2 bridges and they should be,

right, it is a dangerous place to drive, to be fair, especially if you have a large vehicle or you happen to come up on somebody who's not paying attention. If the money was no object, I would certainly be promoting to fix the East/West section first, but that wasn't the case. There was, as Brandon mentioned, there was this STP urban money that was available, it was available to us from a long time ago, and bits and pieces of that money were used to further studies, feasibility studies, for example, that we talked about earlier. There was some of that money that was remaining, and it was dictated to us that that money had to be used on the North/South section. So, we had a choice, we either give up that money, which is actually greater than \$1.3 million, it was either give up that money or prioritize the North/South section added to the LOTCIP money that we could get and then proceed with the project. We knew full well that we were still going to pursue the East/West section, but we wanted to take advantage of the funds that we had, and the project was broken into 2, as Brandon mentioned it was identified as having separate utility, both projects had separate utility meaning the Federal Highway Administration recognized the value of both projects independently, so that's why we pursued this North/South section first. It wasn't necessarily a question of desire, other than to be able to take advantage of funds that were available.

Ms. Robinson – I understand that, but just because the money's there, I don't think that means we need to spend it, especially on this particular project. For me, my vote will be definitely a No on the North/South section. I think that the East/West makes more sense, to me personally. But having this many accidents since 2015, to me it's not enough reason to spend this money and destroy this natural beauty that I don't think you really appreciate how unique it is, because it truly is unique. Thank you.

Debbie Elcock – 195 Burnham Road – I was born in Avon, and I've lived here most of my life. I've lived in other places, and I've come back. That road is the most beautiful road I've ever seen. I can't reiterate what so many of the people have explained so articulately here tonight. But one thing has occurred to me just as the end of this, is the graphic that is included in the handout, it's on the internet, I guess, the schematic seems to be a little misleading. It might be (inaudible) say that negatively, but it's coming out now that they're going to be making a lot more trees coming down, more assumed, explained earlier on and that schematic that was more detailed might be more helpful to people. And I also have to agree with the gentleman who said that he didn't understand what was, how this actually came about so quickly and believe me, I know, I was in the environmental and energy business in Washington. I know that boxes and boxes of studies can accumulate very easily, and they cost a lot of money and I have no doubt that was done, but I try to think of myself as paying attention to what's going on in town. Honestly, this is the first time I've ever heard, noticed any public opportunity to review and comment on this project, and I have to say that I drive that road all the time and of any part that needs to be improved, I was actually shocked when I saw that it was the North/South and not the East/West.

Ms. Smith – Question for the panel. I understand that you people work in the Town of Avon. Do you all live here in the Town of Avon? Can I get a, who lives in the Town of Avon on the board. The people involved in bringing all of this about, was that Town people?

Mr. Robertson – Yes, they live in Avon, and these are all elected officials.

Ms. Smith – Okay, and perhaps there are boxes of those studies left in a box in offices because it really didn't make much sense in the first place. But again, I just don't know, me too, I use that road all the time, I keep my eye on the ball, I usually, I'm at the school, I see things, I'm past school age children, but I stay involved and I really haven't seen any venues either and no one really answered my question last time about is there someone in charge of the aesthetics? I mean, does anybody up there care about this road? If that all of us told you we all love to drive through it and it made a big difference in our lives and this could be all gone with a huge shovel, you know, just taken away forever. Just wondering.

Town Council Member – Jason Indomenico – I have a comment for you. I appreciate everything you just said, everything I've heard from everybody tonight. I think our role as elected officials up here and as town management is to perform the ultimate balancing act on behalf of our town. We're trying to do the best for this entire town. We're trying to address safety concerns, aesthetic concerns, financial concerns. If we were in here tonight asking you for \$5 ½ million from the Town of Avon to pay for this project, I'd be waving at people out in the hall, telling me why we shouldn't do it. Correct me if I'm wrong, the history of this project, Brandon, I don't want to put you on the spot. Do you know the agenda item off the top of your head, where it falls, what year this was on the agenda since, 2010?

Mr. Robertson – Oh gosh, I guess I would have to ask you what board or commission you are talking about.

Mr. Indomenico – I recall in our Town Council meetings.

Mr. Robertson – It would go back to at least to the 90's, to the 80's.

Ms. Smith – But a lot of times, things are put on agenda, oh this is a really windy road, we should do something about it.

Mr. Indomenico – No, no, I understand, I'm not trying to diminish that.

Ms. Smith – We don't want people to want to drive down that road and come here in droves. We want to make it hard for them to through there, not use it as a thoroughfare.

Mr. Indomenico – No, I understand. My point was, again, I see my role, I don't want to speak for my colleagues up here, is I'm trying to balance the interest of all the constituents that we have in Avon. And I'm hearing what you're saying tonight, and frankly, it's too late to change the process in terms of sending this to referendum. This is your opportunity to speak to us and voice your opinions. I appreciate that and all my colleagues do. The next step is to vote, that's the democratic process and go out. I know how I feel about the project. I think balancing the interests under the circumstances, we're doing the right thing, but I'm only one guy, I'm one taxpayer. I'm going to go to the ballot, I'm going to do what I want to do. You folks have to do what you have to do. I appreciate the comments, but I want you to understand it's a balancing act.

Ms. Smith – I get it, but I wish we had this forum a long time ago. And lastly, who's in charge of policing this road and making that kind of thing, like signs we're talking about, no semis, putting some tickets out there. Who would make that decision in the Town?

Mr. Robertson – Policing the road would be the responsibility of the Avon Police Department.

Ms. Smith – But who would decide that was an urgent matter, a matter that would be something to take up, like, why are semis going down there. How do we change the Google. How do we make them not pick Avon Old Farms Road as a Google. You know, people follow that without even knowing what they're doing. Just wondering.

Ms. Ausiello – I also just want to quickly address, you were asking us for comments. I moved here 15 years ago, and I had the same reaction that so many people have mentioned about the beauty of that road. I moved up from Fairfield County, it was really congested, it was one of the reasons, one of the things about Avon that really struck me. So, I really do appreciate all the comments about that. And over the 15 years that I've now lived here, I've also, my kids play soccer, so I have to drive them down to Fisher Meadows all the time, I have had so many near accidents with, I think the cars are getting bigger, there are big personally owned trucks. I agree, it's usually on the bridges where I feel like I'm taking my life into my hands. I've had a tree fall right in front of my car, you know, when it rains or there's leaves or snow, the edge of it is definitely a narrow road. And I would like to say, I want to echo what Jason said too, I think our job is to balance so many that come before us. I don't know if we need to increase communication in terms of our meetings and what the process is for public comment and all that because I do, I really welcome and would want engagements so that we know these things early on. Like I mentioned before, this is been well under way before my time here, but I do appreciate everybody coming out.

Ms. Smith – I think you would actively have to be watching for your minutes, going through the minutes of your meetings to know and we're, like you said, busy lives, we need to maybe have some headlines once in a while. But I'm just asking, what about the

semis and the Google. Who could help us with that? Just curious. Anybody? Okay, we have to ask the police.

Ms. Ausiello – You know what, there, actually, we have the police. I don't want to get off topic, quickly, but there is a new traffic enforcement officer in town. I think that would be the best person to reach out to. We just had a community conversation about safety and speeding in town and the outcome of that was the news that we have a traffic enforcement officer, so I think that would be a great place to start because she might know.

Ms. Smith – Well not me, as a citizen, but I mean personally because at least 10 people have mentioned those things. I could do that.

Ms. Ausiello – I would be happy to follow up with the new transportation officer, the traffic officer and see what information she might have.

Mr. Sgro – Yes, you guys are elected officials and you represent our voices here whether the line is out the door or just a few of us that did show up today during our busy week. My question is who's on the ballot tomorrow for election. Nobody else? Because I will remember your names and I will remember to always vote against those names, despite party lines because of the choices and the eyesight that you guys have put on to focus this money when much more accidents have happened on 44. I'm sure much more than those numbers that you're displaying up there. This obviously benefits somebody down the line, we're not getting the full story of it. This has not been (inaudible). I am very active on the Town website, seeing when things come up. This is the first time I've seen the public be able to have their voice heard.

And if you're telling us that it's so late in the game, that there's nothing that can be done about it, you're not echoing our concerns, you're not echoing our voices. I've been to other countries where people have said "Oh, you're from Connecticut? I went to Avon Old Farms" or "I have a friend who went there, you know, that road, that area". They come back here and it's not the same. And if you don't believe it, look at what you guys did in Avon Village Center. Look at what you've doing with everything with development. You go up 44, it's all for lease. You guys need to focus on what's important and what's best for the people of the town as elected officials do.

Mr. McDermott – Thank you. Just to remind you, there's an election for this proposal coming up on December 14th, so you do have the ability to speak then. It's not up to the individuals up here, it's up to the voters of Avon.

Ms. Beth Ferrari – 25 Cotswold Way – I have more basic questions. Can we go back to the slide with the actual drawing of the project? I'm kind of a visual learner, so I need to know a little bit. Can you walk me through. So, if I'm driving on the road, so it says where Thompson is and Old Farms, it says new 3-way stop. There's just Thompson and Old Farms, so what's the 3-way. I'm confused, do I have to stop now on Old Farms?

Mr. Baril – Right now, the only stop sign is on Thompson. So now, instead, all 3 directions are going to stop.

Ms. Ferrari – Okay, alright, so that's new. So, it's not continuous driving.

Mr. Baril – Correct.

Ms. Ferrari – Okay, and then, aren't you taking over where the new road is going? Doesn't Avon Old Farms school have a big open lot for construction and dirt piles, I see it on the side, so is that where the road is going to go over? So, you really in essence not taking down a lot of trees because that's already an open space, right.

Mr. Baril – In that section, correct.

Ms. Ferrari – In that section, so that part, that's okay, that's the part I thought you were going over and then, can you walk me through the rotary and what's being added. Is the road that goes in front of the tower and the apartments, I guess that the school has for teachers, is that no longer available to the Town?

Mr. Baril – Correct. That's going to be given back to the school as part of their entrance.

Ms. Ferrari – Okay, so really, we'll have 3 roads that are town roads. Okay, so the upper part is a new road, access road, so it just loops around. Okay. A second question is, I haven't heard anything about plantings. Will you be replacing some of the trees being cut down. Can you plant them with oaks, is there a provision for some replantings.

Mr. Baril – We have funding available to do landscaping along the roadway, but obviously we're going to be, we are not going to jeopardize the safety or design.

Ms. Ferrari – Right, but that whole like where the road is now, why won't we plant trees, why won't we, you know, with you're going to be ripping up the road, right, tearing it up.

Mr. Baril – Right, so the road, where it is now, that's going to revert back to the school. Most of that is going to be, the pavement is going to be removed, it's going to be loamed and seeded for them. It'll revert back to their property as we take ownership where the new road is going.

Ms. Ferrari – Alright, could we ask for some plantings of some trees? Oaks are the best tree to replant now for host plants and things like that.

Mr. Baril – Yeah, we can't tell the school what to do in terms of landscaping on their own property. We have the ability to landscape (inaudible).

Ms. Ferrari – It was just a suggestion because, you know, if we're cutting down some trees, they can help out by being a good neighbor. I think that's it.

Mr. Alemayehu – As far as the process, I know you mentioned tomorrow is to be voted on this for Yes, or No? What is the process for this.

Mr. McDermott – December 14th is the vote at Senior Center from 6 a.m. to 8 p.m. on December 14th.

Mr. Alemayehu – For the town to vote on.

Mr. McDermott – Yes. Before you get a third turn, I want to see if anyone else who has not spoken yet. Okay, go ahead.

Mr. Walters – I should say, for my 3rd go, my only other question is, are there additional drawings that have not been shared with the public of the project, including things like from the roadway, how wide is it going to be that it's wide open, so people can actually see what they're buying as opposed to just a map of what's actually being created. Just curious, if those are available can they be shared with towns people.

Mr. Baril – Right, so, we're at 90% design on this. There are 100 drawing sheets maybe.

Mr. Walters – Great.

Mr. Baril – With details and typical cross sections and that sort of stuff.

Mr. Walters – Great, can those be made available?

Mr. Baril – Sure.

Ms. Elcock – I'm just wondering, could you just put in the stop signs at Thompson Road and Old Farms Road? It seems like that would do a lot, we wouldn't have to spend \$5 million to do this and you can put new stop signs, that's part of the project. That's one thing. Another thing is I believe the gentleman, I'm not sure of you name, saying about balancing. I'm assuming that what you're hearing tonight is what you're going to consider in balancing because, correct me if I'm wrong, but I don't think I've heard anybody in favor of this project.

Mr. Indomenico – Well, yeah, I don't mind speaking to what you're saying. I guess I think there's a little confusion maybe about the whole process. This have gone through a long process like everyone spoke about tonight. And there's been many, many Town

Council meetings, and other Board meetings that talked about this project through the years. And when we got to the point as a Council to decide to get this process here, we voted, if I recall, unanimously to get her tonight, I'm almost positive. In terms of balancing interests, I mean, again, it's a matter of listening to people that come to these Town meetings and Town Council meetings, month in and month out, and speak to these topics when they're on the agenda. I have not been on the Town Council for a long time, I'm newly elected, this January was my first month, but I've gone to Town Council meetings, I've been on the Board of Education, I've been to Town meetings and you hear the comments from the public and when you're a public official you try to balance those comments and the weights and the needs of the Town as you move forward and make decisions. So now unfortunately, and you're right, we've heard more negatives than positives sides as far as this project goes. Where this project is right now in terms of us as the Town Council, the last vote I have right now for this project is on December 14th just like you. I'm going to go to the Senior Center and vote yes or no for the appropriation, I have to decide should I accept \$5.5 million from the State to help us build this new road or should I say (inaudible) say we don't need it, that's what I have to decide on December 14th. As a Town Council member now, I don't have any decisions left in the process. I would again encourage everybody, and the gentleman over here said it seems like a new project and I totally get it. It's hard to follow the process of Town Government sometimes. The agendas come out every month, you can see what's on the agenda, but if you don't know what you're looking for or, you know, who can pay attention every month, I get it but, again, the decision-making process for me, I can't speak for anybody else, but what I hear (inaudible) points where I make decisions. Again, the only decision that I can make now is when I go vote on December 14th. I'm not going to tell you folks what to do. I hear what you're saying and that's, again, like I said to the fellow over here before, that's the beauty of it right now, the American dream, we're all going to go out and vote for what we want and hopefully it comes out the right way I'm doing my best and hopefully we'll all do our best going forward.

Ms. Elcock – I just hope that the, it sounds a lot like the key driver for this is \$5 million free that we don't, just because, nobody in Avon, well nobody in Avon it's not coming directly out of us and directly it is, I guess. But it sounds like that's the mover for this. Why would we throw away free money.

Mr. Indomenico – I can only speak for myself.

Ms. Elcock - (inaudible) it's free money, because it's not needed, we're not throwing it away, we're allowing to perhaps be used for beneficial reasons. I'd hate to think that that's the reason that we are going forward with this is because we don't want to turn down \$5 million.

Mr. Indomenico – For me, it plays into the balancing act, right, it's part of the decision-making process, you have to balance interests but that's, you know, for what that's worth.

Seymour Bloom – 195 Burnham Road – I just wonder if anyone's ever thought about if you're going to widen the road and make it that it can handle people going at 35 miles an hour, you think that the decision's going to be made by people, like Google? Now it's even more likely that people will be using that road more? People will be driving faster on that road more? I mean, that's the thing, you're going to be widening it and more people are going to use it, people are going to drive faster, and it'll be more attractive to Google. So, I really think you're making this a, defeating the purpose of having it, taking away the aesthetics and making it more dangerous or actually safer.

Mr. Alemayehu – Just a question, considering I have heard all these inputs, most likely, almost close to 99% of people (inaudible) this project (inaudible) I've heard that more people may not be aware of these things? What specific plans do you have to make people aware of it so they will be well prepared to vote on December 14th. I'm assuming that that can be your obligation, right? To either spread at least our feelings so that more people will know this, at the same time more people will be more educated to be voting on December 14th other than just walking in and saying it's probably that free money that would be to say yes. Any answer?

Mr. Indomenico – It looked like you were looking at me, so I'll try to answer the question. And I think maybe it's in perhaps some of the upcoming slides but the information outflow, I think, started with the Town flyer that went out for this meeting tonight. I'll put Brandon on the spot again. Brandon, is there more information that goes out after tonight in terms of preparing people for the Referendum and things like that.

Mr. Robertson – Well, no, there's no additional information that goes out after tonight and there are legal reasons for that. But back in September or October, there was a Town wide mailer that went out, 6 or 7 pages, with a lot of the answers to the questions that were raised tonight, so once a question is referred to Referendum, there is kind of like a code of silence that drops over the Town as to what can and can't be provided and what can and can't be on the website. So, what you're going to see on the website now is just the facts. But again, the 6-page flyer went out to everybody in Town, so that's got a lot of good information.

Ms. Ferro – I believe under the restrictions Brandon, that you are referring to, you can post information (inaudible). So, there is, for instance, I don't think anyone has seen the sign in or the review or minutes to the July 2020 virtual meeting. Don't know if that was ever posted, but anything that's been happening, we have 30 days, right? That's when we (inaudible) the line? So, we have until November 14th, I believe, under election law.

Mr. Robertson – I'm not sure exactly what you're referring to, but factual information, of course, is available. And that's 9-369B of the Statutes. So, it's advocating and information that is biased that the Town can't provide.

Ms. Ferro – And the window of that site is 30 days.

Mr. Robertson – That doesn't close. It's from the date that the meeting, from the date that the question is referred to the Special Town Meeting. That's the point beyond which the Town has to be unbiased and can't advocate and can't use Town resources to provide information beyond that which is approved by the Town attorneys.

Ms. Ferro – So posting information that you have previously distributed publicly, is that advocacy or not.

Mr. Robertson – It could be. So, for instance, this flyer may not be up on the website right now, in fact, it's probably been removed because it's not outright advocacy, but the rules are just a lot stricter so some of this could be potentially construed as advocacy. So, it gets watered down further.

Ms. Ferro – I just thought it would be helpful to have the link from the July 2020, I mean we were in the midst of Covid, no one knew that that virtual meeting was being held.

Mr. Robertson – Well, no, there were legal notices, and it was publicized. It was on the website.

Ms. Ferro – I probably talked to 45 people in the last few days, they're like what, where, when so that's that. But I'm just trying to figure out how we can disseminate some basic information. I'm assuming there's going to be minutes to this meeting, correct, a summary? It's publicly (inaudible). And so, we can (inaudible) you or we can get it, we don't have to get it through town means, but if we want, we can ask the Town for it, it can be provided to us, correct.

Mr. Robertson – The minutes will be posted when they're prepared. They don't need to be (inaudible). They'll be posted as a matter of course.

Ms. Ferro – Okay, perfect, okay, because that information might be helpful as well. And then, if there's other technical information, you know, we'll just have to figure it out I guess among ourselves, try to get, if there's an issue with that Referendum and that question. I understand that (inaudible). Thanks.

Mr. Traktovenko – It's a good thing that this picture is over there. I want to draw to your attention to that small triangle which is intended to be built in the (inaudible). Right there, right now there is no triangle, it's the Y. Last winter, after a snowfall, I was forced

off that road. The reason I did not hit a tree was because there's a gate and an entrance to the gate, which is on the school property, so I had space to place my car, barely, although I did hit some trees a little bit. If not for a stroke of luck and if I didn't crash a fraction of a second sooner than otherwise, I wouldn't be standing here. I heard about statistics and millions, (inaudible) are statistics, one man is not. So, the same thing could have happened to anybody who was there in my place on that day because a car, which did not intend to cross the divider, did because of the snow. I was sure I heard that there were no deaths on that road, well, I might have been a death statistic on that day. When you vote on the 14th, just think about it. It could be you and you might not be as lucky or as swift in your reaction as I was. That's it.

Mr. Gilberti – I appreciate your comment sir, but I would like to conclude my statement for tonight by saying if both of those drivers were driving the speed limit

Mr. Traktovenko – They were.

Mr. Gilbert – with air bags, there's no way that would cumulate in a death.

Mr. McDermott – We will not be having a debate on the accident or potential accident. Are there any other discussions before. Just want to explain the procedure for the rest of the meeting. We're going to call for any other business before the meeting, if there's not. I'm going to ask for a motion to adjourn and second that. And I'd ask that before we vote on the action to adjourn, I'm going to read the legal notice. So, I'm going to ask if there's any further business to come before this meeting. Seeing none, I'll ask for a motion to adjourn.

Two motions to adjourn from audience.

- XIII. MODERATOR: Mr. Brian McDermott – Before we take a vote on that, I need to read the following: The Resolution will be submitted to a vote at Referendum December 14, 2022, at the Avon Senior Center, in the community room, located at 635 West Avon Road, Avon, CT, between the hours of 6 a.m. and 8 p.m. to which time and place this meeting will adjourn and as conclusion tonight and at said Resolution will be placed upon a paper ballot under the following heading:

“Shall the Resolution appropriating \$5,459,458 of grant funding for the costs related to the relocation and reconstruction of a section of Old Farms Road in the Town of Avon be approved”.

Voters approving said Resolution will vote Yes and those opposing said Resolution shall vote No. Electors and persons qualified to vote in the Town meeting who are not electors will vote at the Avon Senior Center in the community room located at 635 West Avon Road, Avon, CT.

All those in favor of adjourning say Aye, for those opposed, Nay.

The meeting is adjourned.

XIV. ADJOURN – The Meeting adjourned at 9:10 p.m.

Special Town Meeting

*Old Farms Road Phase I
(North/South Section) Project
(State Project No. L004-0001)*

Monday, November 7, 2022 at 7:00 p.m.

Avon High School
510 West Avon Road

1

Referendum Question

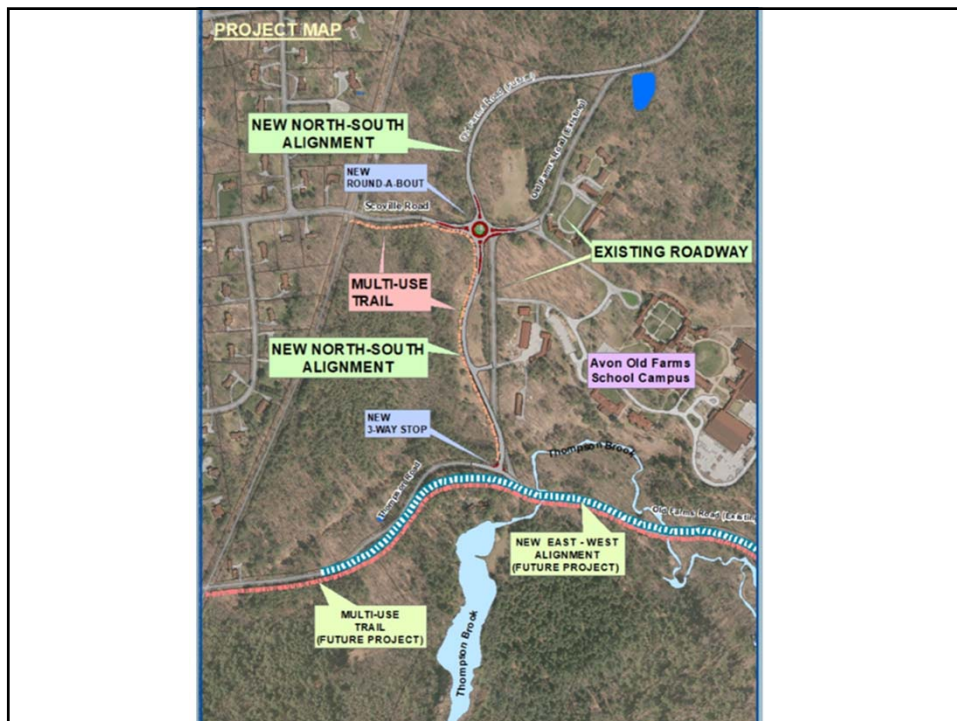
*“Shall the Resolution Appropriating
\$5,459,458 of Grant Funding for Costs
Related to the Relocation and
Reconstruction of a Section of Old Farms
Road in the Town of Avon be Approved?”*

2

Proposed Project Scope

- Old Farms Road from Thompson Road intersection north to a point ~1,700 feet north of the Scoville Road intersection.
- Relocation of roadway ~180 feet west onto Avon Old Farms School property.
- Installation of roundabout (Scoville) and crosswalk treatments (Thompson) at intersections.
- Installation of multi-use trail.
- Land swap between Town and School.

3



4

Project Need

- Area experiences large number of accidents compared to similar corridors in the state.
- Roadway geometry, narrow lanes and other roadway conditions contribute to majority of accidents (91%).
- Narrow roadway plus roadside features confine motorists in travel lane, eliminating opportunities for accident avoidance.
- Larger vehicles, like school buses and fire apparatus, have difficulty navigating roadway due to sharp curvature and narrow lanes.

5

Maintaining the Rural Feel

- Some of the design details that have been incorporated to maintain the rural feel of the road are as follows:
 - No change in the current speed limit (25 mph)
 - Widening of road kept to a minimum
 - Tree removal kept to a minimum
 - Use of steel-backed wooden guard rails installed with the face of the wood beams set flush with road edge/curb
 - Use of roadside swales to control drainage where possible rather than catch basins
 - Street lighting kept to minimum
 - Grass or landscaped feature installed in center of roundabout

6

Impact on Pedestrians & Bicyclists

- Construction of bituminous multi-use trail on Scoville (beginning at Rail/Trail) and Old Farms Road.
- Supplemented by future proposed segment as part of future Old Farms Road Phase II (East/West) project on Thompson and Old Farms.
- Both phases combined would create a loop trail 1.25 miles in length that includes the Rail/Trail, as well as a connection to Fisher Meadows.

7

Proposed Project Funding

TOTAL ESTIMATED PROJECT COSTS:

DESCRIPTION:

<i>Construction Cost (not to exceed)</i>	\$ 5,459,458
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Add: *Soft Costs*

<i>(i.e. Design cost to date; attorney's fees, referendum costs, etc.)</i>	\$ 360,000
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TOTAL ESTIMATED PROJECT COST	\$ 5,819,458
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<i>Less: Local Transportation Capital Improvement Program Grant Funding (construction cost)</i>	(\$ 5,110,076)
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<i>Less: Community Connectivity Grant Funding (construction cost)</i>	(\$ 349,382)
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<i>Less: Use of Existing Capital Budget Appropriation (soft costs)</i>	(\$ 360,000)
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ADDITIONAL LOCAL TAXPAYER FUNDING REQUIRED	\$0.00
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8

Next Steps

Referendum Vote	December 14, 2022 6:00 a.m. - 8:00 p.m. Avon Senior Center 635 West Avon Road
<i>If Approved...</i>	
Public Bidding	December 2022/ January 2023
Contract Award	February/March 2023
Construction Mobilization	April/May 2023
Anticipated Project Duration	18 months (October/November 2024)

9

QUESTIONS?

10

Old Farms Road Phase II (East/West)

- Rail/Trail at Thompson Road, through the intersection of Thompson and Old Farms Roads, and east on Old Farms to about 225 feet west of the Tillotson Road intersection.
- Includes realignment within the existing corridor; replacement of two bridges; and a multi-use trail.
- Currently in design phase.
- Commitment for a state grant in amount of \$3.6 million
- Final cost estimates not available at this time but anticipate debt issuance would be required.
- Project would be the subject of a future referendum.
- The two phases have independent utility and can stand alone.

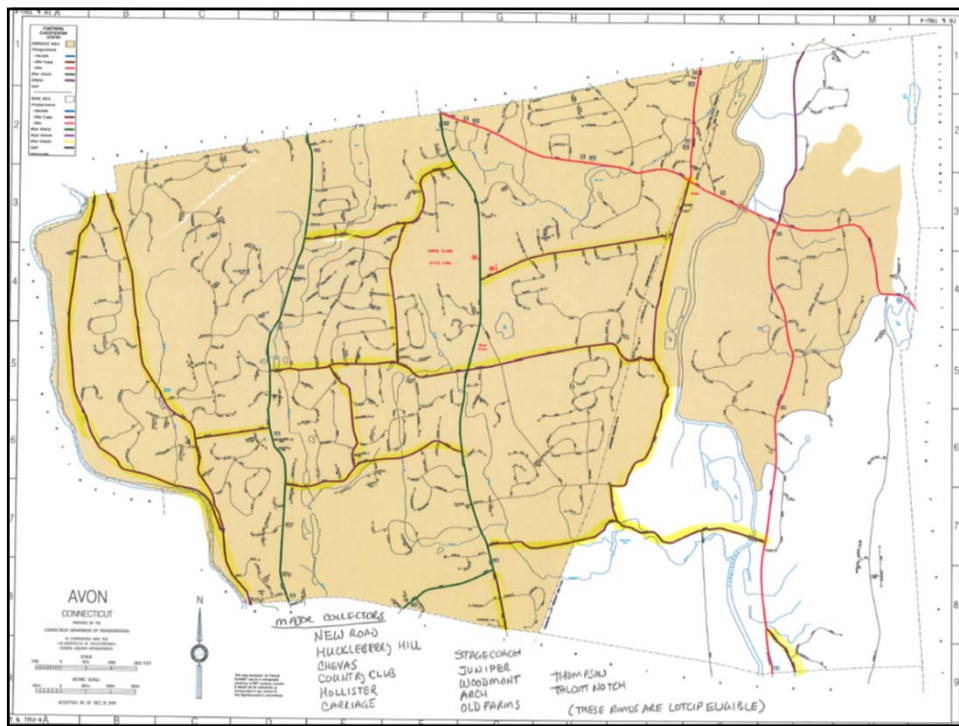
11



12

Proposed Project Funding

- Town has been approved for grants from the State of Connecticut in the amount of \$5,459,458.
- Construction fully funded through these grants.
- Debt would not need to be issued to fund construction.
- Per Town Charter, due to the project cost, a referendum is required to approve expenditure of the grant funds.



15