

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST**

Date: December 22, 2020

Project Name: Avon Old Farms Road Realignment and Improvements

Municipality: Avon

Staff Contact: Kevin Fleming

This assessment is being conducted in conformance to the Connecticut Department of Transportation's Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.

Project Description:

The purpose of the proposed project is to provide transportation improvements in the Old Farms Road/Thompson Road corridor that improve safety and capacity and address operational and design deficiencies.

The current alignment of Old Farms Road lacks sufficient roadway geometry, width, and horizontal and vertical alignment for the volume of traffic that currently uses the roadway. The pavement width is generally narrow, varying from 20 to 24 feet wide, and in some areas there is no shoulder on the roadside. Based on the current road width, recommended traffic volumes for Old Farms Road are 400 to 1500 trips per day. Traffic counts taken in the spring of 2017 found that average daily trips along this route are substantially higher than the recommended volume, at between 3500 to 4000 trips per day. In addition to the volume already observed, additional increases in traffic are anticipated due to activity at UConn Health's Jackson Labs in Farmington. The existing pavement is also past its life expectancy and showing deterioration.

Sight lines for drivers are poor at intersections and driveways along the current alignment. Pedestrians also have insufficient sight lines at certain locations due to the proximity of existing pedestrian crossings to curves in the roadway, resulting in unsafe crossing conditions. Prevailing vehicle speeds have been observed to be higher than the posted 25 miles per hour speed limit; this is likely due in part to the long straight stretch of road under the current alignment.

The Town of Avon has received funding from the Connecticut Department of Transportation (CTDOT) Local Transportation Capital Improvement Program (LOTICIP) to make improvements to Old Farms Road to improve safety. The proposed project will improve conditions for vehicles and pedestrians in the Old Farms Road/Thompson Road corridor by increasing travel lane width, improving sight lines, and adding crosswalks at critical locations.

The proposed project involves the realignment and improvement of approximately 3,025 feet or 0.57 miles of Old Farms Road. The new alignment would form a three-way tee-intersection with Thompson Road then continue north with a slight turn to the west to a proposed three-way intersection with

Scoville Road, passing to the west of the Avon Old Farms School before curving to the east and rejoining the original road alignment to the north. The proposed project will result in a total roadway length approximately 200 feet longer than the existing road segment; the project will include vegetation clearing along the right of way to provide significantly improved sight lines.

Before selecting the proposed alignment, several alternative alignments were considered and evaluated based on their ability to provide safer conditions for drivers and pedestrians and conform with roadway standards for an urban collector roadway, while also minimizing right of way requirements and impacts to natural resources. Alternatives that were reviewed but did not meet the criteria included the following:

Alternative Alignment 1) Starting at the same location as the current alignment of Thompson Road and continuing to a three-way intersection with Scoville Road before continuing north and gradually curving east to end at the current alignment terminus. This alignment was determined not to meet pedestrian safety goals.

Alternative Alignment 2) Starting at the same location at Thompson Road, the alignment would continue north to a roundabout intersection with Scoville Road before continuing north and gradually curving east to end at the current alignment terminus. This alignment required a larger footprint and therefore had higher potential impacts.

Alternative Alignment 3) An alignment with two roundabouts, one at the intersection with Thompson Road and a second at the intersection with Scoville Road. This alternative was not pursued because the Thompson Road roundabout was determined to require potentially significant wetland impacts.

The preferred alignment was ultimately selected because it met the purpose and need for the project, and will provide a safer pedestrian environment, maintain the rural character of the roadway, and provide a safer driving environment. The preferred alignment has minimal additional right-of-way requirements and will allow for ease of construction and maintenance of traffic during construction at a reasonable construction cost. The proposed project has the support of the Avon Old Farms School (the only project abutter), the Farmington Valley Trails Council, and the Capital Region Council of Governments.

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| The proposed action is non-site specific, or encompasses multiple sites; | <input type="checkbox"/> |
| Current site ownership: | <input type="checkbox"/> N/A, <input type="checkbox"/> State; <input checked="" type="checkbox"/> Municipal, <input checked="" type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain. |
| Anticipated ownership upon project completion: | <input type="checkbox"/> N/A, <input type="checkbox"/> State; <input checked="" type="checkbox"/> Municipal, <input checked="" type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain. |

Locational Guide Map Criteria:

<http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a>

Priority Funding Area factors:

- Designated as a Priority Funding Area, including Balanced, or Village PFA;
- Urban Area or Urban Cluster, as designated by the most recent US Census Data;
- Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
- Existing or planned sewer service from an adopted Wastewater Facility Plan;
- Existing or planned water service from an adopted Public Drinking Water Supply Plan;
- Existing local bus service provided 7 days a week.

Conservation Area factors:

- Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
- Existing or potential drinking water supply watershed(s);
- Aquifer Protection Area(s);
- Wetland Soils greater than 25 acres;
- Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
- Category 1, 2, or 3 Hurricane Inundation Zone(s);
- 100 year Flood Zone(s);
- Critical Habitat;
- Locally Important Conservation Area(s),
- Protected Land (list type): Enter text.
- Local, State, or National Historic District(s).

Also see Attachment A for mapping information.

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)

1. Impact on air and water quality or on ambient noise levels

- a) **Air Quality** – No negative impacts are anticipated. The project is located within the boundaries of the portion of the state that has been classified as attainment for carbon monoxide (CO), attainment for PM 2.5, non-attainment for Ozone, and attainment for PM 10. A project level Air Quality Conformity Determination is not required, nor is an analysis or discussion of Mobile Source Air Toxics, as this project is 100% State and/or locally funded and is not considered regionally significant. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.
- b) **Water Quality** – No negative impacts are anticipated. The project is located within the Fisher Meadows Level A Aquifer Protection Area, a source of public drinking water. Work will be conducted under CTDEEP's *General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities*. All CTDOT

projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP). All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and the Connecticut Aquifer Protection Area Program Municipal Manual's "BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas." To the extent feasible, all fuel and hazardous materials will be stored outside of the Aquifer Protection Area and appropriate spill protection and response measures will be in place.

- c) **Ambient Noise Levels** – No negative impacts are anticipated. Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818 regarding construction noise pollution:

"1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavating or hauling. All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the "A" weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit."

2. Impact on a public water supply system or serious effects on groundwater, flooding, erosion, or sedimentation

- a) **Water Supply** – No negative impacts are anticipated. The project is located within the Fisher Meadows Level A Aquifer Protection Area, a source of public drinking water. CTDOT will ensure that no sources of contamination pursuant to Regulations of Connecticut State Agencies section 19-13-B51d are introduced into the sanitary radius of the public drinking water source of supply. All recommendations and requests received from the Connecticut Department of Public Health during scoping (see Attachment B) will be adhered to. Stormwater systems associated with the realigned roadway will be designed in accordance with the Regulations of Connecticut State Agencies section 19-13-B32. Construction phase erosion controls will be consistent with the Connecticut Aquifer Protection Area Program Municipal Manual's "BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas." Additionally, all CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control Best Management Practices.
- b) **Groundwater** – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices.

- c) **Flooding** – No negative impacts are anticipated. The project is not located within Connecticut’s coastal boundary, nor is the project within the 100-year flood zone as indicated by the FEMA Flood Insurance Rate Mapping for the Town of Avon.
 - d) **Erosion or Sedimentation** – No negative impacts are anticipated. An erosion and sediment control plan will be implemented for the construction phase of the project and incorporated into the Stormwater Pollution Control Plan (SWPCP) as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.
- 3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows** – No negative impacts are anticipated. The project does not involve in-stream work. The preferred alternative was selected to minimize impacts to wetlands. An area of approximately 2,300 square feet of wetlands will be disturbed to facilitate realignment of the road and existing culvert, however there will be no new permanent impacts, as the existing roadway and culvert already impact this area. Approval of this work will be subject to Inland Wetlands and Watercourses permitting. Construction will be completed in accordance with the permit.
- 4. Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings** – No negative impacts are anticipated. A Phase 1 Archaeological Survey of the site was completed in 2020, in accordance with the State Historic Preservation Office’s *Environmental Review Primer for Connecticut’s Archaeological Resources* (report available upon request). Both pre-colonial and historical-period artifacts were recovered from the 150 shovel test pits that were excavated in the project area. Historical-period artifacts were consistent with roadside scatter and farming activities. A limited number of pre-colonial lithic flakes were recovered, along with an isolated Sylvan Side Notched point. The latter is believed to represent a lost projectile point from hunting activities during the Late Archaic period, and the former are likely indicative of small-scale tool maintenance during hunting or gathering activities. The nature of these finds is such that expanded excavation was deemed unlikely to provide significant information about past activities. A pre-colonial archaeological site form will be documented for the site of the Sylvan Side Notched point but no further field investigation was deemed warranted for the project site. There is little to no potential that the isolated Sylvan Side Notched point site will meet eligibility criteria for listing in the National Register of Historic Places or that other significant archaeological materials would be found on the site and no potential for impact to historic, archaeological, or cultural resources was determined as a result of the Phase 1 Archaeological Survey. A copy of the survey report is being submitted to the State Office of Historic Preservation (SHPO). The determination of effects to historic properties by the SHPO will be obtained prior to the project being authorized for construction.
- 5. Effect on natural communities and upon critical species of animal or plant and their habitats; interference with the movement of any resident or migratory fish or wildlife species** – No negative impacts are anticipated. In a preliminary review response, CT DEEP identified three species of State Special Concern within the vicinity of the project site: *Carex bushii* (Bush’s sedge), *Terrapene Carolina Carolina* (eastern box turtle), and *Cottus cognatus* (slimy sculpin). Botanical surveys conducted in September, 2020 found no individuals of the state listed *Carex bushii* fauna species within the surveyed project area (report available upon request).

Construction BMPs will be utilized to provide appropriate turtle protections (e.g., a qualified herpetologist will oversee construction activities, exclusionary fencing will be in place at the project site, and, to the extent possible, construction work will occur during the preferred window of April 1st to October 30th). A DEEP Fisheries Biologist has determined that the project is not anticipated to have any significant adverse impacts for the slimy sculpin fish population in Thompson Brook. The United States Fish and Wildlife Service also indicates the potential presence of a federally listed species, the Northern Long Eared Bat, within the project area. However, the project is not located within 0.25 miles of any known hibernacula, nor within 150 feet of any known maternity roosting trees.

- 6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact** – No negative impacts are anticipated. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during the initial phases of project final design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, registration under CTDEEP’s *General Permit for Contaminated Soil and/or Sediment Management* (Staging & Transfer) will be obtained, and soil management will be conducted in accordance with the General Permit. Note that the land to be used for the new roadway alignment has not been previously developed and is believed to be largely undisturbed. An approximately 500 to 1000-foot long portion of the existing roadway will be removed; all materials will be either recycled for use in the road base construction or properly disposed of. No hazardous materials are expected to be encountered during demolition. The remainder of the extant roadway will be retained for internal circulation on the Avon Old Farms School campus.
- 7. Substantial aesthetic or visual effects** – No negative impacts are anticipated. The preferred alternative has been selected to balance vegetation clearing to improve sightlines with a roadway alignment that will maintain the rural character of the roadway.
- 8. Consistency with the written and/or mapped policies of the Statewide Plan of Conservation and Development and such other plans and policies developed or coordinated by the Office of Policy and Management (OPM) or other agency** – This project is consistent with the Statewide Plan of Conservation and Development. CTDOT has adopted a programmatic approach for meeting the requirements of CGS Chapter 297 Section 16a-31(a) and Chapter 297 Section 16a-35(c) and 16a-35(d) for determining consistency of proposed actions with the Statewide Plan of Conservation and Development, as indicated in a memo from CTDOT to OPM. As indicated in that memo, CTDOT has characterized this project type under the category: “New Facilities, Expansions,” an activity type which is consistent with Management Principle #1: “Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure”, specifically the state policy, “Ensure the safety and integrity of existing infrastructure over its useful life through the timely budgeting for maintenance, repairs, and necessary upgrades.”; as well as Management Principle #3: “Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options.” The project is consistent with state agency policies to “ensure that the planning, design,

construction, and operation of state and local highways accommodates municipal plans and the needs of all users, to the extent possible.” The project is also consistent with Management Principle #4: “Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands.” The preferred project alternative was selected to minimize environmental impacts, particularly to wetlands, thereby protecting and preserving natural habitats and also maintaining the rural character of the road corridor. The project is a “Growth Related Project” located within a Balanced Priority Funding Area. Balanced Priority Funding conservation criteria for this area include Aquifer Protection Areas and Agricultural Lands.

- 9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis** – No negative impacts are anticipated. Avon Old Farms School is the only project abutter and is in support of the project. The school will receive land currently occupied by the existing road alignment in exchange for land needed for the new alignment. The project will greatly benefit the school by improving the safety of road crossings for students and staff. This project is consistent with a municipal plan to improve the entire corridor from Route 10 through the northern terminus of Old Farms Road for approximately 50 years, and funding for the project was secured over a decade ago. The reconstruction of Old Farms Road was first considered within the 1968 Plan of Conservation and Development and gained significant support in the early 1990s. The current, 2016 Plan of Conservation and Development further notes that “establishment of a safe and efficient roadway network” has been a top priority for Planning and Zoning since the 1956 plan and that Old Farms Road improvements have specifically been called out in the 1968, 1991, 2006, and 2016 plans. The project is widely regarded as necessary and beneficial from a municipal standpoint. The Town has been working with the Capitol Region Council of Governments (CRCOG) and the State to develop the project over the past decade, and both the CRCOG Transportation Committee and Policy Board have endorsed the project. Further, the project is compatible with plans for future multi-use pedestrian and bicycle access routes along the same corridor that will ultimately reduce congestion and provide for “Complete Streets” compliance.
- 10. Displacement or addition of substantial numbers of people** – No negative impacts are anticipated. This project does not involve the displacement or addition of people.
- 11. Substantial increase in congestion (traffic, recreational, other)** – No negative impacts are anticipated. The project is safety related and is not anticipated to result in any new trip generation. There is no new construction associated with the project that would be considered a traffic generator. Upgrades have been designed to address existing deficiencies and bring the roadway up to safe standards for its current traffic capacity. Based on current road geometry, recommended traffic volumes for Old Farms Road are 400 to 1500 trips per day; traffic counts performed in 2017 indicate substantially higher traffic volumes between 3500 to 4000 trips per day. There will likely need to be short duration detours during construction. If needed, it is anticipated detours would be only during work hours and the roadway would be opened at the end of each day. Maintenance and Protection of Traffic Plans will be included in the project plans.
- 12. A substantial increase in the type or rate of energy use as a direct or indirect result of this action** – No negative impacts are anticipated. No new construction of any buildings is proposed.

The project is safety related and is not anticipated to result in any change to land use or traffic conditions that would impact energy use.

- 13. The creation of a hazard to human health or safety** – No negative impacts are anticipated; the project will have beneficial effects on human health and safety. The project is being proposed to address existing safety concerns related to roadway capacity and design deficiencies. The preferred alternative was evaluated and selected to provide a safer environment for pedestrians and drivers. In addition, the project will be reviewed for the potential of having hazardous material constituents in existing infrastructure components. Testing will be performed on any suspect materials. Should the presence of hazardous materials be confirmed through the testing, specifications to properly handle and dispose the hazardous materials will be incorporated into the design to mitigate potential impacts. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated.
- 14. Effect on agricultural resources** – No negative impacts are anticipated. The site is underlain by mapped areas of prime farmland soils and soils of statewide importance, however there is no active agriculture on the project site. The land is currently owned by the Avon Old Farms School which has no plans to use the land for agricultural production.
- 15. Adequacy of existing or proposed utilities and infrastructure** – No negative impacts are anticipated. There are no utility conflicts within the proposed roadway corridor, so no impacts to service will occur during project construction. The existing alignment is not served by formal drainage infrastructure. New stormwater infrastructure is proposed along the new alignment. Grass swales and approximately seven (7) catch basins will be incorporated into the roadway design to direct stormwater off the roadway and into the adjacent undeveloped area. Stormwater infrastructure will be designed and constructed in accordance with the Town's Municipal Separate Storm Sewer System (MS4) permit requirements.
- 16. Effect on greenhouse gas emissions as a direct or indirect result of the action** – No negative impacts are anticipated. The proposed roadway realignment is not anticipated to result in any additional usage or increase in traffic. Construction phase impacts on greenhouse gas emissions will be limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.
- 17. Any other substantial impact on natural, cultural, recreational or scenic resources** – No negative impacts are anticipated. The project is in the vicinity of the Farmington Valley Heritage Trail (FVHT), but the new road alignment for Old Farms Road will still be several hundred feet from the rail trail in the section north of Scoville Road. The project will not impact usage of any existing recreation areas/parks. A proposed future project, not included as part of this LOTCIP project, will involve extension of the FVHT to provide a link between the existing trail and the Fisher Meadows area, with beneficial recreation impacts.
- 18. Effect of a changing climate on the action, including any resiliency measures incorporated into the action** – The project is not located in the coastal area and will not be exposed to climate change hazards associated with sea level rise or storm surge.
- 19. Cumulative effects** – This project represents the second of three projects to improve the safety of the Old Farms Road corridor. Although each project addresses this common purpose, each

has independent utility. Assessment of cumulative impacts under CEPA pursuant to RCSA 22a-1a-3 (c) involves the consideration of past, present and reasonably foreseeable actions of the sponsor agency (i.e., CTDOT) and assessment of the incremental effects of these actions. The first project, now complete, involved the replacement of the Old Farms Road Bridge over the Farmington River (CTDOT Bridge 4470). The final project is expected to involve improvements to the east-west portion of Old Farms Road. The final project may involve the replacement of two existing stream crossings. At that time, all flood and stormwater management standards will be applied, in accordance with section 25-68d of the Connecticut General Statutes (CGS) and sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA), as appropriate. The final project is anticipated to involve only minor realignment of the roadway and the addition of an eight foot wide multi-use trail that will provide the final linkage from the FVHT to the Fisher Meadows area. Because all three projects will primarily take place within the existing roadway footprint and right of way, resource or land use impacts are anticipated to be very limited; however, appropriate resource evaluations and permitting will be conducted as part of any future projects. As a result, no significant cumulative adverse impacts are anticipated. All three projects cumulatively, as well as each individual project, will have positive impacts on public health and safety by improving driver and pedestrian safety. The projects will also have a positive cumulative effect on multimodal access for bicycles and pedestrians in the area. Addition of a dedicated trail will reduce congestion and provide for “complete streets” compliance.

Conclusion:

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation (EIE) will not be required for the Avon Old Farms Road Realignment and Improvements project. Publication of this document to the Environmental Monitor shall satisfy the agency’s responsibilities under Section 22a-1a-7 of the RCSA.

The following are comments/questions received from various State agencies and residents during the scoping process and CTDOT's responses.

| Dan Schwartz, a resident of Avon, CT, provided verbal scoping comments during the CEPA Virtual Public Scoping Meeting held on July 22, 2020. | | |
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| Comment Number | Comment | Response |
| 1 | Why is the east-west portion of Old Farms Road not being considered at this time? I worry about accidents on that road and encourage the Town to pursue improvements of that portion of the road. | Work on the east-west portion of Old Farms Road is highly regarded as a necessary project and is anticipated to be the third of three projects to improve Old Farms Road, each having independent utility. The first, timing-wise, was the portion of Old Farms Road containing Bridge 4407, the second project is the north-south portion of Old Farms Road. Because the Town had secured funding for this portion more than a decade ago and it was able to be converted into the Local Transportation Capital Improvement Program (LOTICIP). Those funds are not able to be used for the east-west section because they were earmarked in the grant program for the north-south portion. |
| 2 | Will the changes around Thompson Road be complementary to any changes that get developed with the east-west portion of Old Farms Road when that section is improved? | The Thompson Road/Old Farms Road intersection will be considered when the east-west section of Old Farms Road is improved. The Town has been considering the entire corridor from Route 10 through the northern terminus of Old Farms Road for approximately 50 years, and improvements at the Thompson Road intersection, while having independent utility, will also positively contribute to the completion of corridor-wide improvements. |
| 3 | How close does the portion of Old Farms Road that goes north of Scoville Road get to the rail trail/walking trail? Will the road be visible/will traffic be audible from our home on Oakengates? | As indicated in the project plans, the new road alignment for Old Farms Road will still be several hundred feet from the rail trail in the section north of Scoville Road. |
| 4 | Does the project account for costs related to the taking of land from the Avon Old Farms School? The project appears to benefit the school in giving them a more closed campus, with the road alignment being further from their buildings. Will the costs associated with that land acquisition be borne by residents/does this increase the cost of the project for residents? | There is an agreement in place already with Avon Old Farms School to execute a land swap. The school will be deeded land currently occupied by the existing road alignment; in exchange, the Town will be deeded right of way ownership for the new road alignment. As a result of this arrangement, there is no increase to overall cost to residents. |

| Brandon Robertson, Town Manager of Avon, CT, provided verbal scoping comments during the CEPA Virtual Public Scoping Meeting held on July 22, 2020. | | |
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| Comment Number | Comment | Response |
| 1 | The long history of the Old Farms Road realignment and improvement project has not been exaggerated. One of the first versions of Avon's Town Plan of Conservation and Development from 1968 features this project prominently. Dozens of years have been invested to arrive at the scope for this project and to secure funding; the project is much needed and much endorsed. | No response required. |
| 2 | The project is highly unique in that there is really only one project abutter: Avon Old Farms School. The school deserves recognition as a partner in working with the Town to achieve what will be a mutually beneficial project. | No response required. |
| 3 | This project will yield advantageous improvements not only for the motorists in Avon, but for the region. The Town is in strong support of the project and is hoping that the project will move forward at the conclusion of the review process. | No response required. |

| Lillian Weigel, a resident of Avon, CT, provided written scoping comments, dated July 26, 2020. | | |
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| Comment Number | Comment | Response |
| 1 | Proposed changes in the route of Old Farms Road have been a long time coming. Avon Old Farms Road in that area is a true country road with all the charms: Trees. Brook. Winding road. Filtered sunlight. And along the route no buildings in sight. The new changes sound very modernizing and citified, but without a doubt, necessary. | No response required. |
| 2 | There is one aspect of the project that I feel has not been fully addressed: rehabilitation. How many trees will have to be taken down to make way for the new route? What will be done with the old route to return it to nature? And will trees be planted in the old area to return it to a natural habitat? May I suggest that the number of trees taken down in the new section at least equal if not exceed the number of trees planted within the old. Perhaps the project need not destroy the ambience and Old Farms Road can still have a rural feel, but be safer. | <p>The number of trees that will need to be removed has not yet been determined and cannot be determined until the final design stage, as final design may change based on the results of the ongoing CEPA review process. However, it is a goal of the project to retain a rural roadway setting to the greatest extent possible, so the Town will be attempting to keep as many trees as is feasible while still meeting roadway safety requirements.</p> <p>The area occupied by the current road alignment will revert to Avon Old Farms School property. The Town's current understanding is that the school intends to keep some of the roadway as internal driveway, and return other areas to a more natural environment, but this level of detail has not yet been determined.</p> |

| The State of Connecticut Department of Public Health (CTDPH), Drinking Water Section provided written scoping comments from Eric McPhee, Supervising Environmental Analyst, dated July 29, 2020. | | |
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| Comment Number | Comment | Response |
| 1 | CTDPH noted that the project is located within the Fisher Meadows Level A Aquifer Protection Areas, a source of public drinking water for the customers of Avon Water Company (PWSID# CT0040011). | Note that Avon Water Company operates as a subsidiary of Connecticut Water. |
| 2 | Storm water systems should be designed to be protective of the public drinking water supply and compliant with the Regulations of Connecticut State Agencies section 19-13-B32. | Stormwater systems associated with the realigned roadway will be designed in accordance with the Regulations of Connecticut State Agencies section 19-13-B32. |
| 3 | Erosion and sedimentation controls should be in place and properly maintained as necessary. | An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and the Connecticut Aquifer Protection Area Program Municipal Manual's "BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas." |
| 4 | A responsible party should be identified for maintenance, inspection, repair, and replacement and incorporation of new controls as may become necessary. At a minimum, daily inspections of booms and erosion/sedimentation controls should take place. | An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. The SWPCP will indicate the responsible parties for maintenance, inspection, repair, and replacement of controls and will specify the required frequency of inspections. |
| 5 | Servicing of machinery should be completed outside of the Fisher Meadows Level A APA. | All repair/maintenance of machinery will be completed outside of the Fisher Meadows APA. |
| 6 | Refueling of vehicles or machinery should take place on an impervious pad with secondary containment designed to contain fuels. | Refueling of vehicles and machinery will take place on an impervious pad with secondary containment systems appropriate for the containment of fuels. |
| 7 | Fuel and other hazardous materials should not be stored within the Fisher Meadows Level A APA. Any fuel or hazardous materials that must be kept within the Fisher Meadows Level A APA during working hours should be stored on an impervious surface utilizing secondary containment. | To the extent feasible, all fuel and hazardous materials will be stored outside of the APA. Fuel and hazardous materials that must be stored within the APA will be stored on an impervious surface with secondary containment systems appropriate for the material. |
| 8 | A fuel spill remediation kit should be stored on-site so that any spills may be contained and cleaned quickly. | A fuel spill remediation kit will be stored on-site and readily available for emergency use. |
| 9 | Where dust control is required, plain water should be utilized. | Plain water will be used for dust control, if required. |
| 10 | Clean fill should be utilized during all phases of construction. | Clean fill will be utilized throughout the project, as required. |
| 11 | Avon Water Company should be contacted prior to starting this project to review the scope of this project. | The Town of Avon will coordinate with Avon Water Company/Connecticut Water regarding the scope of the project. |
| 12 | Avon Water Company personnel should be allowed to periodically inspect this project to ensure that drinking water quality is not being adversely impacted. | As noted above, stormwater designs and erosion and sedimentation controls will be developed and implemented in accordance with the Regulations of Connecticut State Agencies section 19-13-B32 and |

| The State of Connecticut Department of Public Health (CTDPH), Drinking Water Section provided written scoping comments from Eric McPhee, Supervising Environmental Analyst, dated July 29, 2020. | | |
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| Comment Number | Comment | Response |
| | | the Connecticut Aquifer Protection Area Program Municipal Manual's "BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas." The Town of Avon will coordinate with Avon Water Company/Connecticut Water regarding inspections of the project or other measures to ensure that drinking water quality is not adversely impacted. |

| The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from Linda Brunza, Environmental Analyst, dated August 10, 2020. | | |
|--|--|---|
| Comment Number | Comment | Response |
| 1 | DOT and the Town of Avon should discuss if construction activities could include any work within Thompson Brook at the intersection of Old Farms Road and Thompson Road. The project would need to be certified by DOT as being in compliance with flood and stormwater management standards specified in section 25-68d of the Connecticut General Statutes (CGS) and sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA). | No in-stream work is planned as part of the current project phase. Should separate, future improvements require stream crossing replacements, all flood and stormwater management standards will be applied, in accordance with section 25-68d of the Connecticut General Statutes (CGS) and sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA), as appropriate. |
| 2 | The proposed project to realign and improve Old Farms Road is located in the Avon Water Company's Fisher Meadows Well Field Aquifer Protection Area. This area is mapped to a final Level A Aquifer Protection Area, has been formally adopted by the Town of Avon, and is regulated under the state Aquifer Protection Area Program. The proposed road construction and realignment is not a regulated activity. However, other activities associated with this project are regulated activities, such as fueling of trucks on site and minor repair and maintenance of vehicles/trucks. These types of activities are prohibited in the aquifer protection area, and must be conducted outside the mapped aquifer protection area. | As part of the scoping process, the Connecticut Department of Public Health, Drinking Water Section has made recommendations and requests with respect to protection of the Fisher Meadows Aquifer Protection Area. CTDPH's recommendations will be adhered to throughout the project to ensure protection of water quality and public health. (See DPH Comment/Response 5, 6, 7) |
| 3 | All parties that the Town of Avon will involve in this process, including the CTDOT, the Town of Avon's Aquifer Protection Agency, the Department of Public Health, and any other state agencies, should be made aware that this project is located in the aquifer protection area and the importance of following best practices to ensure protection of this drinking water source area. Best management practices (BMPs) are necessary for road construction and stormwater management within this area. These BMPs can be found online from the Connecticut's Aquifer Protection Area Program Municipal Manual entitled, "BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas," Appendices, section 14.4.3. | The location of the project within the Fishers Meadow APA has been highlighted in the CEPA scoping process. Permit applications and contract documents will also note the presence of the project corridor within the APA. An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and the Connecticut Aquifer Protection Area Program Municipal Manual's "BMPs for Temporary |

| The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from Linda Brunza, Environmental Analyst, dated August 10, 2020. | | |
|---|--|---|
| Comment Number | Comment | Response |
| | | Construction/Reconstruction in Aquifer Protection Areas.” |
| 4 | DEEP advises that the Town of Avon create a map of the proposed project showing the work area with the Aquifer Protection Area overlay, and use this map during planning and permit applications, and for public outreach materials. | The Aquifer Protection Area overlay will be shown on permit applications and construction plans. |
| 5 | The Natural Diversity Database (NDDB) maps represent the approximate locations of species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or of special concern. The maps are a pre-screening tool to identify potential impacts to state listed species. Portions of this project fall within one of these areas. The applicant is required to submit a <i>Request for Natural Diversity Data Base (NDDB) State Listed Species Review Form</i> (DEEP-APP-007) and all required attachments, including maps, to the NDDB for further review. | An NDDB review request was submitted by Fuss & O’Neill on June 19, 2020, and a preliminary review response from CT DEEP was received on August 12, 2020. At that time, DEEP requested more detailed review due to records indicating extant populations of State Special Concern: <i>Carex bushii</i> (Cattail sedge), <i>Terrapene Carolina Carolina</i> (eastern box turtle), and <i>Cottus cognatus</i> (slimy sculpin) within the vicinity of the project site. In line with the requirements outlined by DEEP, botanical surveys of the site will be conducted and an appropriate conservation/protection plan will be developed and submitted for DEEP approval. Construction BMPs will be utilized to provide appropriate turtle protections (e.g., a qualified herpetologist will oversee construction activities, to the extent possible, construction work will occur during the preferred window of April 1st- October 30 th , appropriate turtle protection practices, including exclusionary fencing, will be in place at the project site). A DEEP Fisheries Biologist also reviewed the project with regard to the State Special Concern fish species and determined that the project was not anticipated to have any significant adverse impacts for the Slimy Sculpin population in Thompson Brook. |
| 6 | According to CT’s Water Quality Classifications map, the water quality goal for Thompson Brook is Class A. Water Quality Assessments in both CT’s 2018 Integrated Water Quality Report (IWQR) to Congress and the draft 2020 IWQR list this section of Thompson Brook as supporting for both recreation and aquatic life use support. Appropriate best management practices should be used to meet water quality classification goals and protect existing water quality. | Stormwater designs and erosion and sedimentation controls will be developed and implemented in accordance with the Regulations of Connecticut State Agencies section 19-13-B32. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and the Connecticut Aquifer Protection Area Program Municipal Manual’s “BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas.” |
| 7 | Strict erosion and sediment controls should be employed during construction and maintained throughout the entire construction process. The Connecticut Guidelines for Soil Erosion and Sediment Control prepared by the Connecticut Council on Soil and Water Conservation in cooperation with DEEP is a recommended source of technical assistance in the selection and design of appropriate control measures. | An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control. |
| 8 | A Fisheries Stream Survey Site is located on Thompson Brook, a short distance downstream of the Old Farms/Thompson Road intersection. The | A DEEP Fisheries Biologist has reviewed the project materials submitted with the NDDB request and determined that the Fisheries Division does not |

| The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from Linda Brunza, Environmental Analyst, dated August 10, 2020. | | |
|---|--|--|
| Comment Number | Comment | Response |
| | DEEP Fisheries Division may need to be consulted for input and guidance if work is conducted upstream of this site. | anticipate any significant adverse impacts to the population of Slimy Sculpin in Thompson Brook. |
| 9 | The general permit for Stormwater and Dewatering Wastewaters from Construction Activities may be applicable depending on the size of the disturbance regardless of phasing. This general permit applies to all discharges of stormwater and dewatering wastewater from construction activities. The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). | As a municipal project, the Proposed Action is considered Locally Exempt. As noted in the CTDEEP scoping comments, Locally Exempt projects with greater than 1 acre of disturbance must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to CTDEEP under the requirements of the permit. Per the permit requirements, this submittal will be made at least 60 days prior to planned commencement of work. The SWPCP will include both erosion and sediment controls and plans for post-construction stormwater management. |
| 10 | The SWPCP must include measures such as erosion and sediment controls and post construction stormwater management. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater performance management requirements of the permit. These include post-construction performance standards requiring retention of the water quality volume and incorporating control measures for runoff reduction and low impact development practices. | An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the General Permit for Stormwater and Dewatering Wastewaters from Construction Activities. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control. |
| 11 | For large construction projects, DEEP typically encourages the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions., The use of newer equipment that meets EPA standards would eliminate the need for retrofits. | All construction contracts will include language similar to the requirements for contractors in Article 39 of the Connecticut Department of Administrative Services Division of Construction Services (DCS) General Conditions of the Contract for Construction for Design-Bid-Build. These conditions include requirements that vehicles be retrofitted with emission control devices and comply with all state and federal emissions regulations. |
| 12 | DEEP also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. | All construction contracts will include language to ensure compliance with emissions regulations. |
| 13 | Section 22a-174-19(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles | All construction contracts will include language similar to the requirements for contractors in Article 39 of the Connecticut Department of Administrative Services Division of Construction Services (DCS) |

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from Linda Brunza, Environmental Analyst, dated August 10, 2020.

| Comment Number | Comment | Response |
|----------------|---|--|
| | <p>commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.</p> | <p>General Conditions of the Contract for Construction for Design-Bid-Build. These conditions include a 3 minute idling limit in accordance with Section 22a-74-18(b)(3)(C).</p> |

List of Anticipated Permits, Approvals and/or Certifications Identified at the Time of this Review

- CTDEEP General Permit
 - Based on the total area to be disturbed by the subject project, the State of Connecticut Department of Energy and Environmental Protection (CTDEEP) will require an application for the “General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities”. A Stormwater Pollution Control Plan (SWPCP) specific to the site will be developed to meet the requirements of the CTDEEP General Permit. During construction, the permit also requires weekly inspections by a qualified professional and monthly turbidity monitoring to ensure compliance with the permit.

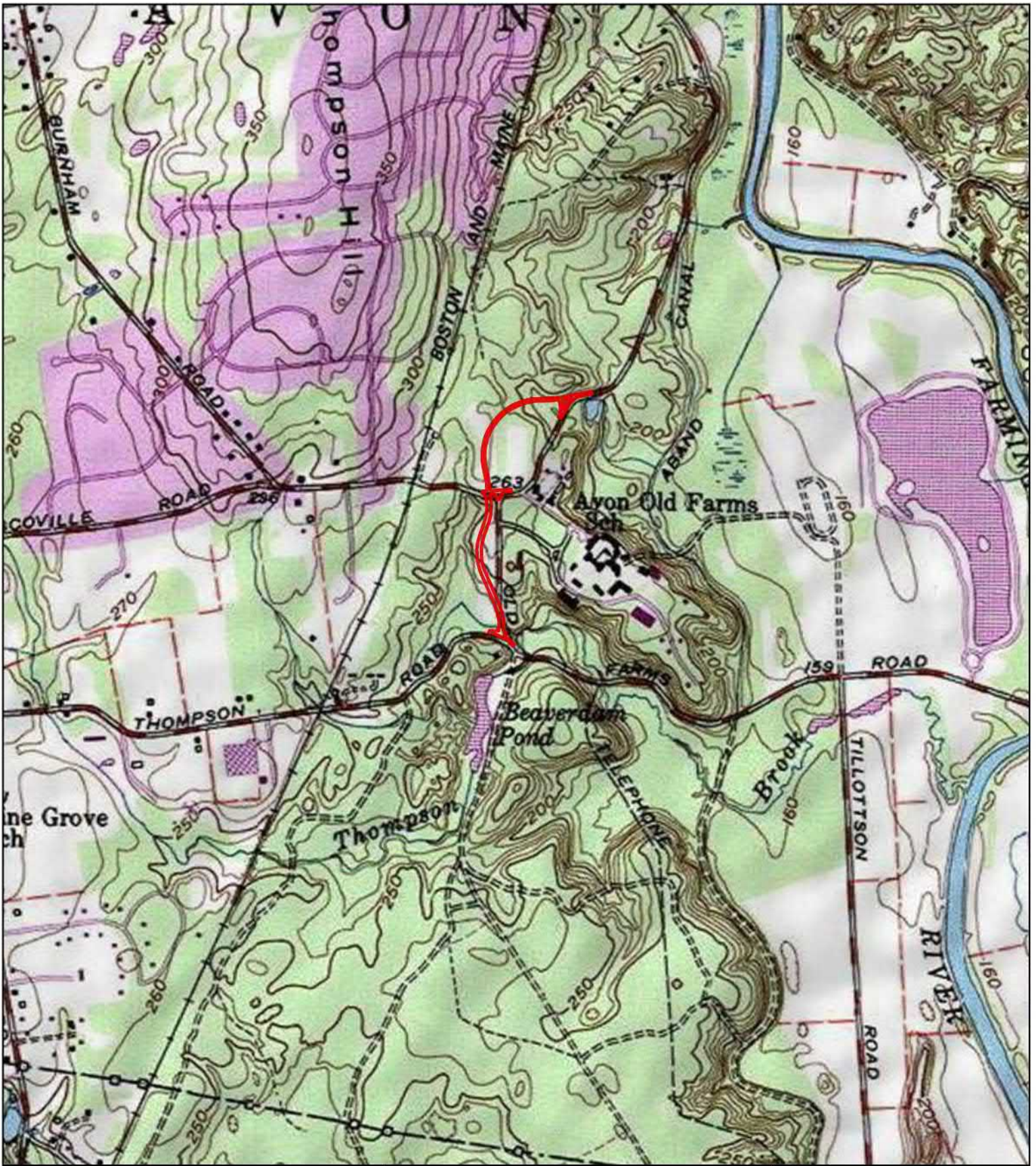
- Town of Avon Planning & Zoning Commission Approval

- Inland Wetlands and Watercourses Permit

Attachment A

Mapping

Locus Map
Detailed Site Map
Natural Resources Maps
Environmental Justice Demographics Map
Locational Guide Maps

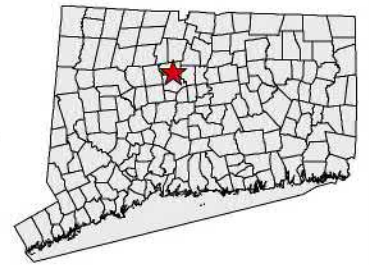
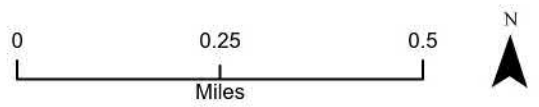


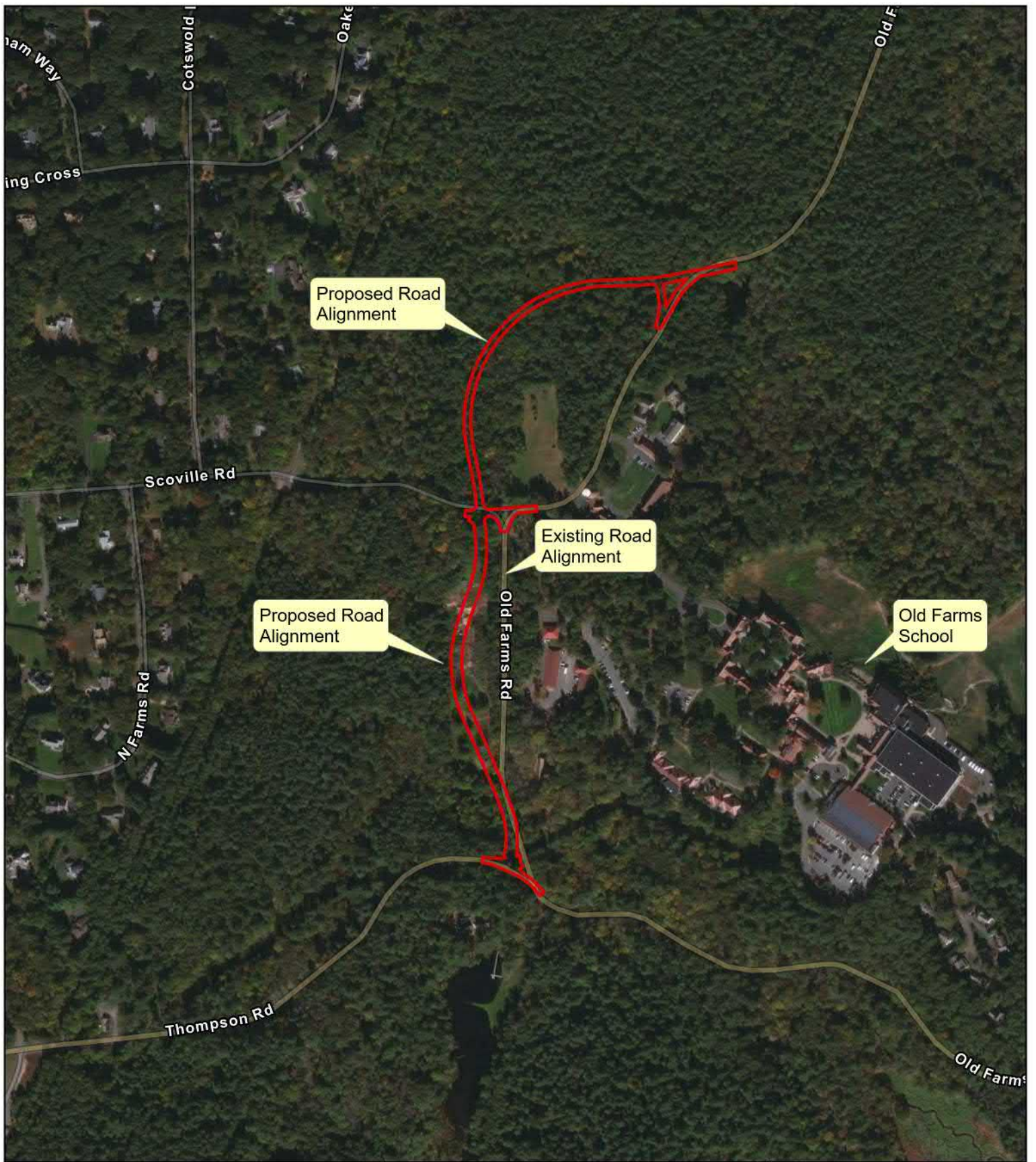
Old Farms Road
 Avon, CT
 Locus Map
 USGS Quadrangle: Avon, CT



 Project Boundary


Revised: 06/16/2020
 Data Source: ESRI, CTDEEP



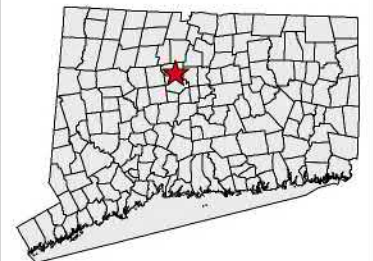
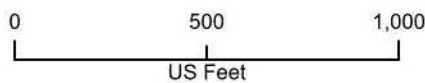


Old Farms Road
Avon, CT
Detailed Site Map

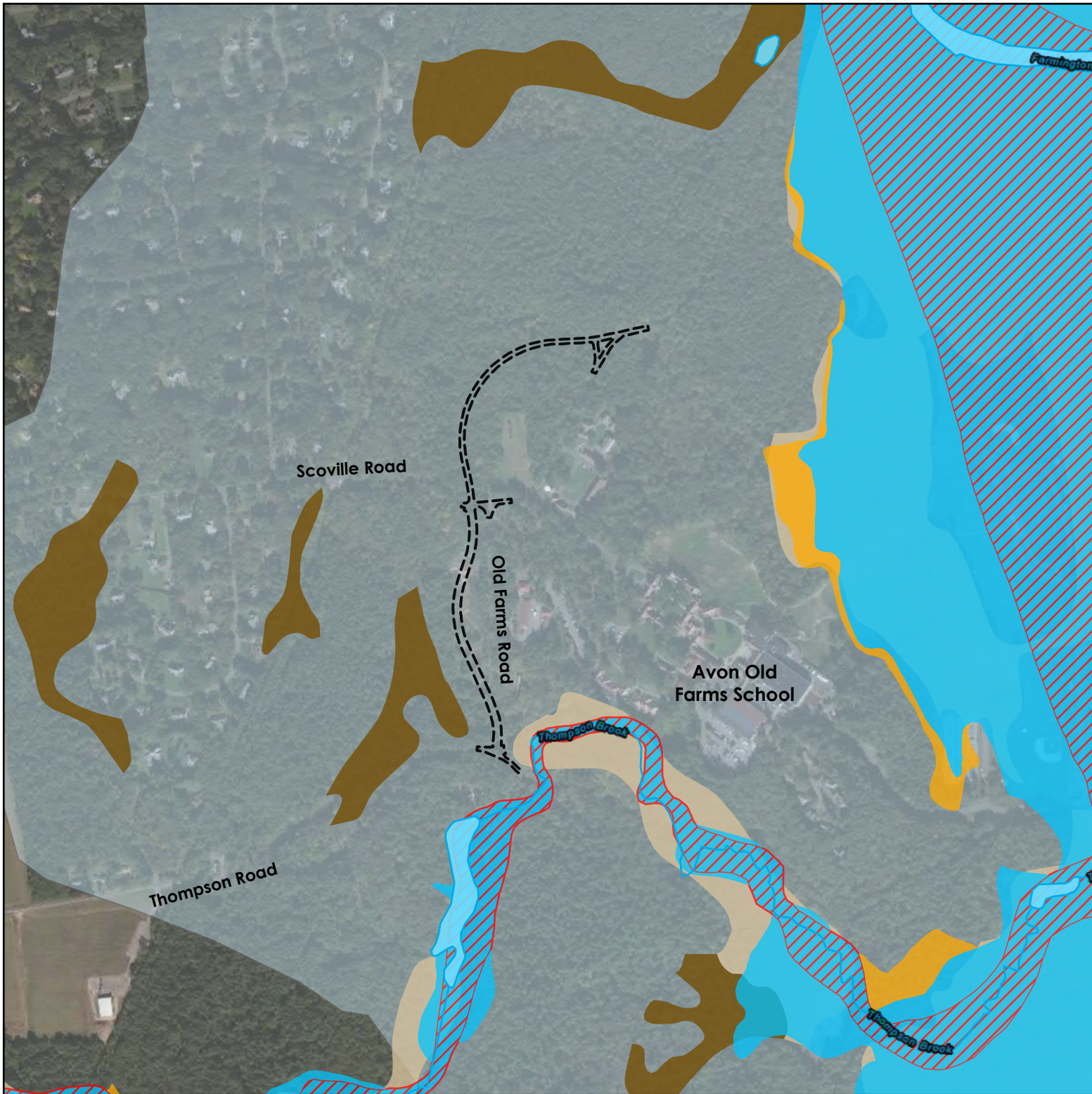


 Project Boundary

Revised: 06/16/2020
Data Source: ESRI, CTDEEP



Old Farms Road Avon, CT Natural Resources



Project Boundary

Aquifer Protection Area

Inland Wetland Soils

Poorly Drained and Very Poorly Drained Soils

Alluvial and Floodplain Soils

FEMA Flood Hazard Layer

0.2% Annual Flood Chance Hazard

1% Annual Flood Chance Hazard

Regulatory Floodway






0 500 1,000 2,000

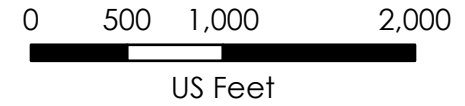
US Feet

Data Sources: National Flood Hazard Layer (FEMA); Hydrology, Inland Wetland Soils, and Aquifer Protection Area (CT ECO); Base Map (ESRI)



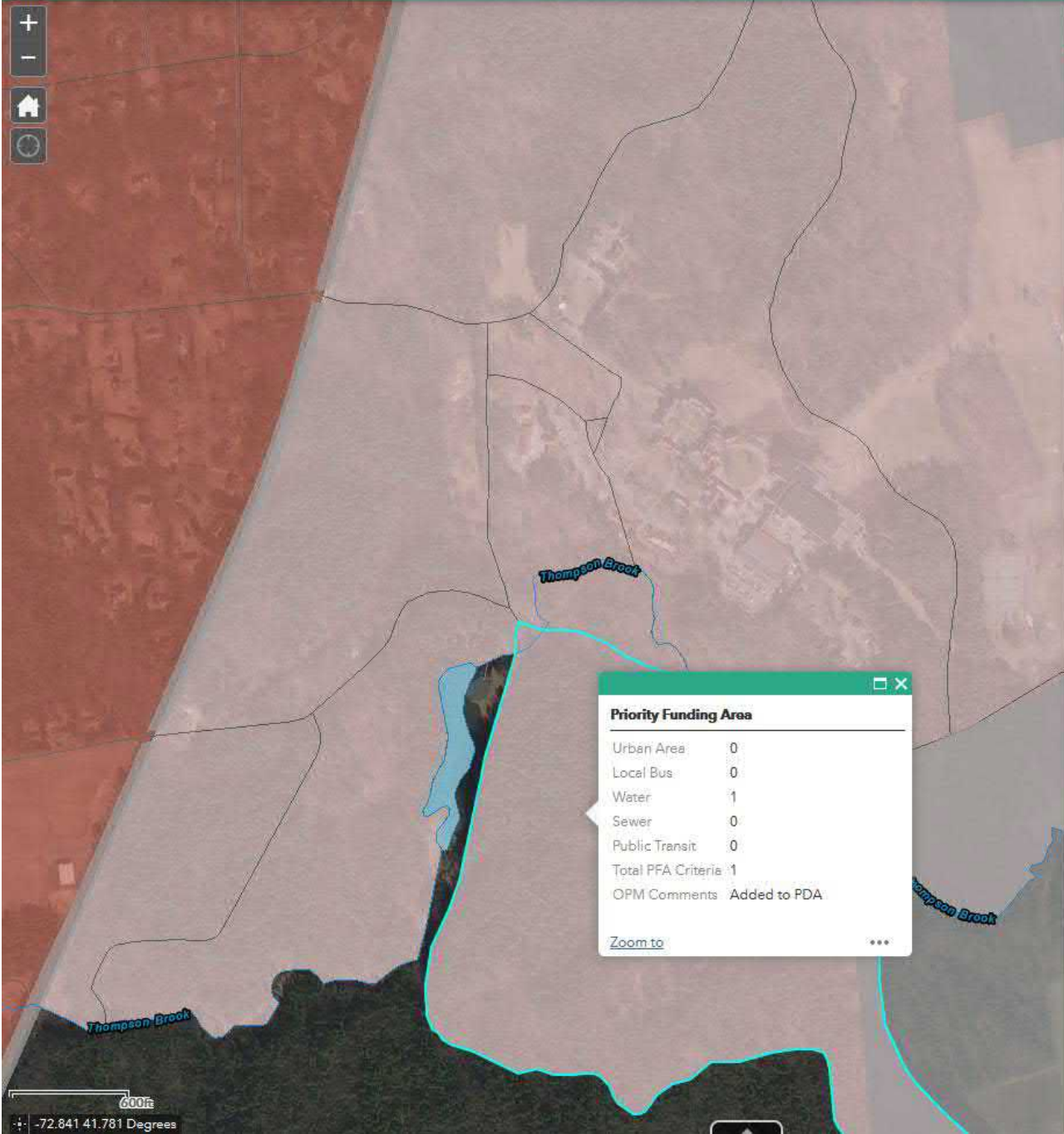
Old Farms Road Avon, CT Natural Resources

-  Project Boundary
-  State and Federal Listed Species (NDDB)
-  Prime and Statewide Important Farmland Soils



Data Sources: Base Map (ESRI); NDDB (CT DEEP); Soils (NRCS)





Priority Funding Area

| | |
|--------------------|--------------|
| Urban Area | 0 |
| Local Bus | 0 |
| Water | 1 |
| Sewer | 0 |
| Public Transit | 0 |
| Total PFA Criteria | 1 |
| OPM Comments | Added to PDA |

[Zoom to](#) ...

Layer List

- Layers
- Transit Stations
 - Local Bus Service
 - More Data
 - Critical Habitat
 - Storm Surge Inundation
 - Aquifer Protection Areas
 - Future Potable Watersheds
 - Wet Soils
 - Local Conservation Priorities
 - Drinking Water Watersheds
 - Flood Zones
 - Agricultural Lands
 - Water_Service
 - Sewer Service
 - Urban_Areas
 - Balanced PFA
 - Priority Funding Areas
 - Conservation Areas



Show search results for old farms roa...

Layer List

Layers

- Transit_Stations
- Local Bus Service
- More Data
- Critical Habitat
- Storm Surge Inundation
- Aquifer Protection Areas
- Future Potable Watersheds
- Wet Soils
- Local Conservation Priorities
- Drinking Water Watersheds
- Flood Zones
- Agricultural Lands
- Water_Service
- Sewer Service
- Urban_Areas
- Balanced PFA
- Priority Funding Areas
- Conservation Areas

(1 of 2)

Balanced Priority Funding Area

Local Comment

Local Cons Factor 1

APA 1

Ag. Lands 1

Drinking Water Watershed 0

Pot. Water Supply 0

Critical Habitat 0

100 yr Flood 0

Wet Soils 0

Hurricane Inundation Zone 0

Core Forest 0

Total Conservation Criteria 3

Urban Area 0

Zoom to

Thompson Brook

Thompson Brook

600ft

-72.849 41.779 Degrees

Attachment B

Scoping Materials

Legal Notice
Scoping Presentation
Links to Recorded Scoping Hearing and Transcript
Annotated Scoping Comments
NDDB Review Preliminary Response
CTDEEP Fisheries Biologist Determination

■ Graduation 2020 – The Master’s School

The Master’s School hosts virtual graduation

The Master’s School Class of 2020 graduation was held virtually on Friday, June 5. Graduates and their families were able to enjoy the touching ceremony together from home. During the ceremony, each of the twenty-five graduates and two post-graduates was recognized and honored by a faculty member. Each faculty member spoke directly to their graduate noting their admirable qualities and sharing about the special student/teacher connection they have together.

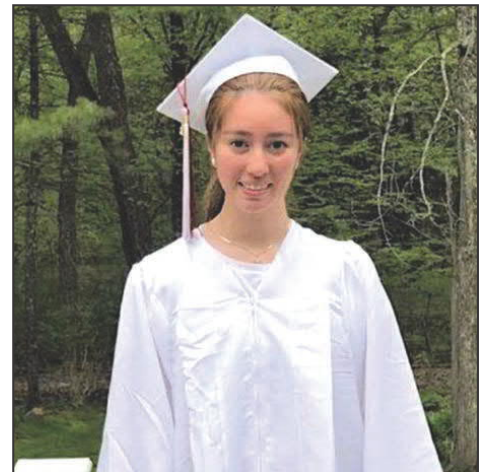
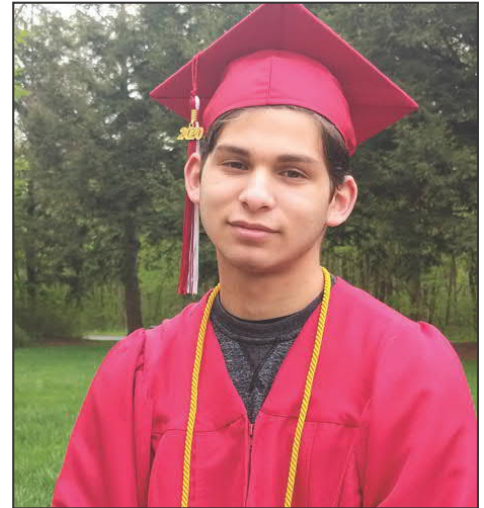
The video ceremony also featured photos of each graduate in their cap and gown during the procession and recessional march.

Highlights of the ceremony included speeches from several students reflecting on their high school experience and thanking their families, teachers and classmates; a musical performance of an original song from one graduate; scripture readings by students; and a student-led turning of the tassel. Another special moment

included a photo slideshow created by the graduates of their years together at The Master’s School. Head of School Ray Lagan gave the Charge to the graduating seniors, challenging them in this difficult time to let their voices be the resounding positive that can impact the rest of their generation and to stand tall, lead well, and honor God.

The Head of School as well as faculty members delivered a graduation package to each graduate residing in CT, RI, and MA. The package included their diploma, their unique class of 2020 medallion, a copy of the speech and a gift from their honoring teacher, a copy of the graduation video, graduation program, and any awards they won from the school’s previous virtual Academic and Athletic Awards Ceremony.

The Master’s School faculty and staff are very proud of our graduates and wish them much joy and success in this next chapter of their lives. Congratulations to the Class of 2020!



Pictured clockwise from top, left are Audry Case, Aaron Elder, Hannah Aguilar and Jacob Liz

**Public Scoping Meeting
Old Farms Road Improvements
Avon, CT
Project No. L004-0001**

The Town of Avon has received funding from the Connecticut Department of Transportation (CTDOT) Local Transportation Capital Improvement Program (LOTICIP) to make improvements to Old Farms Road to improve safety. In accordance with the Connecticut Environmental Policy Act (CEPA), CTDOT is holding a virtual Public Scoping Meeting for this project at:

DATE: Wednesday, July 22, 2020
TIME: 6:30 PM

PLACE: Virtual Meeting

NOTES: Participants can register to join the virtual Public Scoping Meeting through this link <https://attendee.gotowebinar.com/register/7048447165480454414>

Individuals with limited internet access can listen to the meeting by calling 1-562-247-8422 and entering the Participant Code when prompted: 379-397-901. Any meeting updates and the registration link, as well as meeting materials, a comment form, and information on accessing the meeting, and a recording of the meeting after July 24 can be found at: <https://www.avonct.gov/engineering-sewer-and-gis-department/pages/old-farms-road>

Residents, commuters, business owners, and other interested individuals are encouraged to attend to learn about and comment on the proposed project.

The public scoping meeting is being held to provide the public and local community the opportunity to offer comments or ask questions regarding the proposed project. Persons with limited internet access may request that project information be mailed to them by contacting Lawrence Baril, Town Engineer by email at ibaril@avonct.gov or by phone at 860-409-4378. (Allow one week for processing and delivery.)

Written comments (email preferred) should be sent by the close of business on August 7, 2020 to: Kevin Fleming, Connecticut Department of Transportation, Office of Environmental Planning, 2800 Berlin Turnpike, Newington, CT 06131, Email: dot.EnvironmentalPlanning@ct.gov

Following the meeting, comments will be accepted until the close of business on August 7, 2020.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS). Language assistance may be requested by contacting the Department’s Language Assistance Call Line (860) 594-2109. Requests should be made at least 5 business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

State of Connecticut
Department of Transportation

FEDERATION HOMES

Dedicated to Independent Living

**accepting applications for our
1 & 2 bedroom waiting list**



Applicants must be 62 years of age or older, handicapped or disabled in order to apply. Income Limits restricted.



**Contact Federation Homes at
860-243-2535 for an application**

156 Wintonbury Avenue, Bloomfield, CT

Avon Old Farms Road Realignment and Improvements

Connecticut Environmental Policy Act (CEPA)
Public Scoping Meeting

July 22, 2020



Presentation Team

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

Presentation Agenda

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

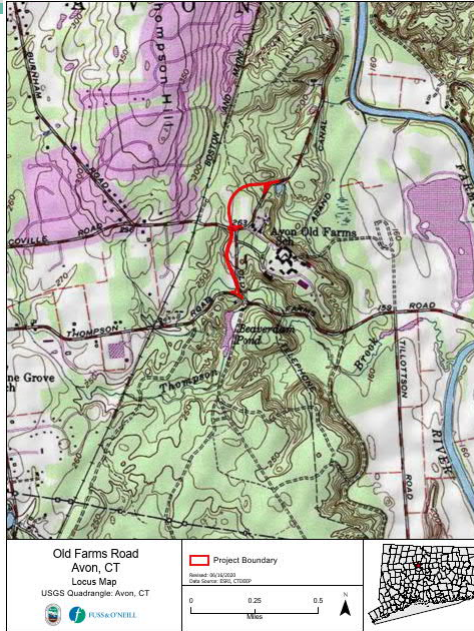


Public Scoping Process

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



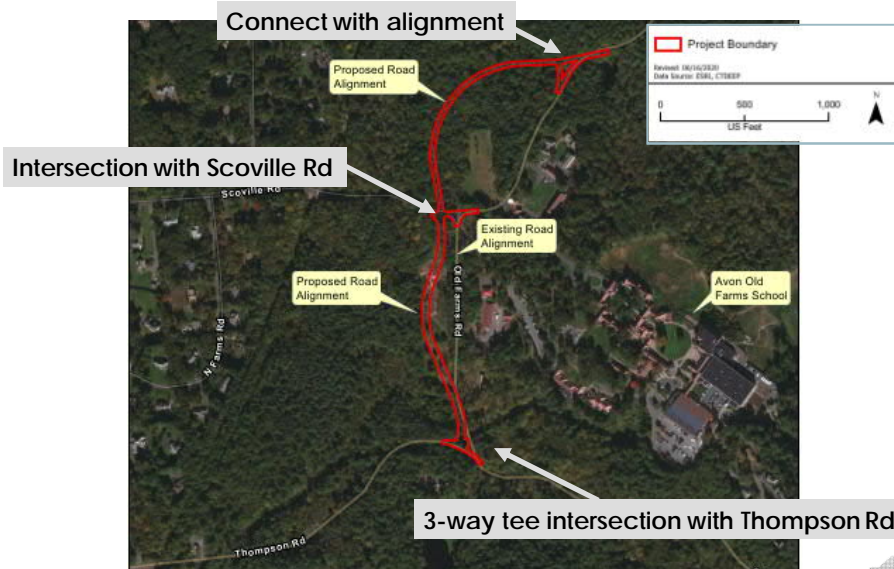
Project Overview



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



Project Overview



Purpose

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



Need

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



Need

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



History

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



Alternatives

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



Alternatives

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



What is CEPA?

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



CEPA Resource Considerations

Physical

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

Natural

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

Socioeconomic

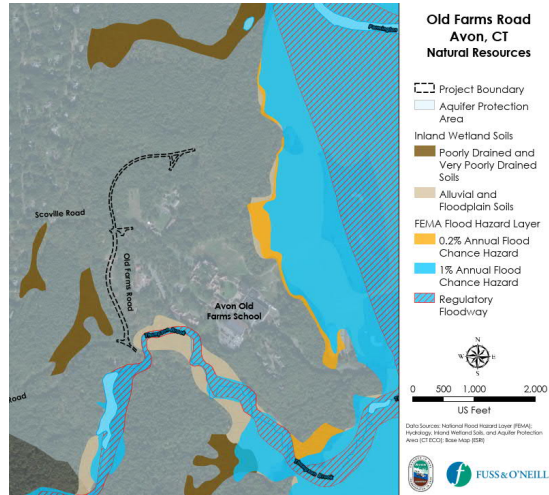
- Land Use & Zoning
- State, Regional and Local Land Use Planning
- Open Space & Farmland
- Public Health & Safety
- Recreational Resources
- Economy, Employment & Income
- Environmental Justice

- Direct, Indirect, Cumulative Impacts



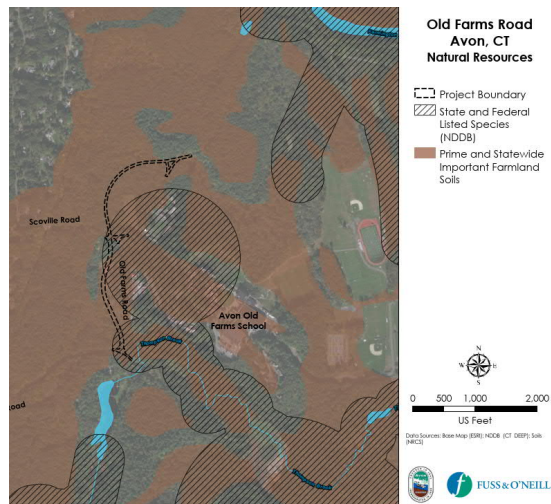
Existing Environment

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

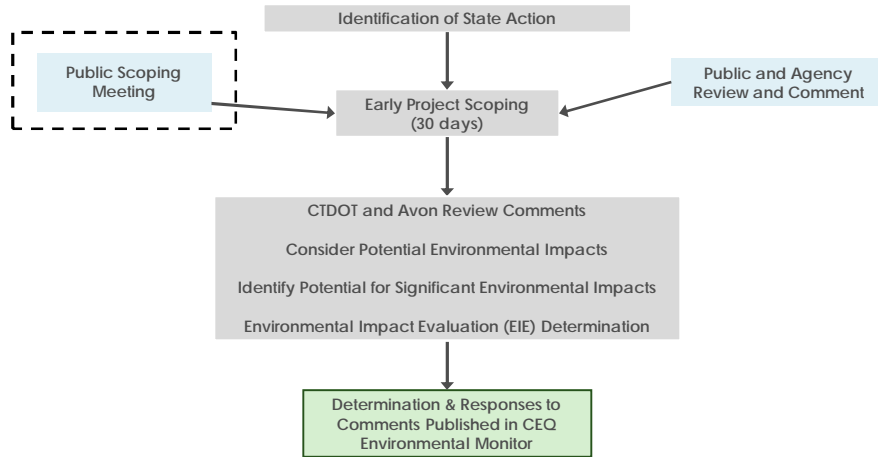


Existing Environment

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



CEPA Next Steps



Comments

- Comments accepted tonight
- Submit comments (email preferred) to:
Kevin Fleming
Connecticut Department of Transportation
Office of Environmental Planning
2800 Berlin Turnpike
Newington, CT 06131
Email: dot.EnvironmentalPlanning@ct.gov
- Friday, August 7, 2020 – End of Comment Period
- <https://www.avonct.gov/engineering-sewer-and-gis-department/pages/old-farms-road>
- <https://portal.ct.gov/dot/general/CTDOT-VPIM-Library>
- Recording/Transcript will be available after July 24



Link to Recorded Scoping Presentation, July 22, 2020

<https://www.youtube.com/watch?v=lifCCVGmU8I&feature=youtu.be>

Link to Transcript of Scoping Meeting, July 22, 2020

https://www.avonct.gov/sites/g/files/vyhlif151/f/uploads/transcript_-_cepa_virtual_public_scoping_mtg_-_07_22_2020_0.pdf

From:

Sent: Sunday, July 26, 2020 2:15 AM

To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>

Subject: Avon Old Farms Road Realignment and Improvements

Sir:

Am taking advantage of the comment period on the Avon Old Farms Road Realignment and Improvements. Online, I have read through the proposed changes in the route of Avon Old Farms Road. It has been a long time in coming.

Avon Old Farms Road in that area, is a true country road with all the charms: Trees. Brook. Winding road. Filtered sunlight. And along the route ...no buildings in sight. The new changes sound very modernizing and cityfied ...but without a doubt, necessary.

There is, however, one aspect of this construction that I feel has not been fully addressed. At least I couldn't find it within the pages displayed. Rehabilitation.

My questions are:

1. How many trees – what number of trees - will have to be taken down to make way for the new route?
2. What will be done with the old route to return it to nature?
3. Will trees be planted in the old area – to return it to a natural habitat?

May I suggest that the number of trees taken down in the new section at least equal, if not exceed, the number of trees planted within the old... Perhaps we need not destroy the ambience...and Old Farms Road can still have a rural feel, but be safer.

Lillian Weigel

56 Beverly Drive

Avon

Residency: 37 years

STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

Deidre S. Gifford, MD, MPH
Acting Commissioner



Ned Lamont
Governor
Susan Bysiewicz
Lt. Governor

Drinking Water Section

July 29, 2020

Mr. Kevin Fleming
Transportation Principal Engineer
CT Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546

Re: Notice of Scoping for Old Farms Road Realignment and Improvements

Dear Mr. Fleming:

The Drinking Water Section (DWS) of the Department of Public Health (DPH) has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. The project is located within the Fishers Meadow Level A Aquifer Protection Area, a source of public drinking water for the customers of Avon Water Company (PWSID# CT0040011). Please see the attached memorandum for the DWS review and recommendations.

1

Sincerely,

Eric McPhee

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section

C: Heather Aaron, MPH, LNHA, Deputy Commissioner
David Connors, Director of Service Delivery, Connecticut Water Company



Phone: (860) 509-7333 • Fax: (860) 509-7359
Telecommunications Relay Service 7-1-1
410 Capitol Avenue, MS #12DWS, P.O. Box 340308
Hartford, Connecticut 06134-0308
www.ct.gov/dph

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STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH



Deidre S. Gifford, MD, MPH
Acting Commissioner

Ned Lamont
Governor
Susan Bysiewicz
Lt. Governor

Drinking Water Section

MEMORANDUM

TO: Eric McPhee, Supervising Environmental Analyst, Drinking Water Section

FROM: Patricia Bisacky, Environmental Analyst 3, Drinking Water Section *PPB*

DATE: July 29, 2020

SUBJECT: Notice of Scoping for Old Farms Road Realignment and Improvement

DPH PROJECT #: 2020-0141

TOWN: Avon

The Town of Avon has received funding from the Connecticut Department of Transportation (CTDOT) Local Transportation Capital Improvement Program (LOTICIP) to improve the safety conditions without drastically changing the rural character of Old Farms Road. The proposed alignment is intended to provide a safer pedestrian environment, safer driving environment, and minimal additional right of way requirements, avoidance of wetland resources, ease of construction /maintenance of traffic and reasonable construction cost.

The proposed project will be approximately 3,205 feet, and is entirely within the Fisher Meadows Level A Aquifer Protection Area (APA), a source of public drinking water supply for the customers of Avon Water Company. The following recommendations are offered to protect the source of public drinking water supply:

- Storm water systems should be designed to be protective of the public drinking water supply and compliant with the Regulations of Connecticut State Agencies section 19-13-B32. | 2
- Erosion and sedimentation controls should be in place and properly maintained as necessary. | 3
- A responsible party should be identified for maintenance, inspection, repair, and replacement and incorporation of new controls as may become necessary. At a minimum, daily inspections of booms and erosion/sedimentation controls should take place. | 4
- Servicing of machinery should be completed outside of the Fisher Meadows Level A APA. | 5
- Refueling of vehicles or machinery should take place on an impervious pad with secondary containment designed to contain fuels. | 6
- Fuel and other hazardous materials should not be stored within the Fishers Meadow Level A APA. Any fuel or hazardous materials that must be kept within the Fishers Meadow Level A | 7



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APA during working hours should be stored on an impervious surface utilizing secondary containment.

- A fuel spill remediation kit should be stored on-site so that any spills may be contained and cleaned quickly. | 8
- Where dust control is required, plain water should be utilized. | 9
- Clean fill should be utilized during all phases of construction. | 10
- Avon Water Company should be contacted prior to starting this project to review the scope of this project. | 11
- Avon Water Company personnel should be allowed to periodically inspect this project to ensure that drinking water quality is not being adversely impacted. | 12

To: Kevin Fleming, Office of Environmental Planning
CT Department of Transportation, P.O. Box 317546, Newington CT 06131

From: Linda Brunza- Environmental Analyst

Telephone: 860-424-3739

Date: 8/10/2020

Email: Linda.Brunza@ct.gov

Subject: Scoping Notice for the proposed realignment and improvements to Old Farms Road, Avon.

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the project proposed by the Town of Avon to realign Old Farms Road for safety improvements. Funding would be provided from the Local Transportation Capital Improvement Program.

Flood Management

DOT and the Town of Avon should discuss if construction activities could include any work within Thompson Brook at the intersection of Old Farms Road and Thompson Road. The project would need to be certified by DOT as being in compliance with flood and stormwater management standards specified in section 25-68d of the Connecticut General Statutes (CGS) and sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA). For further information, contact the Land and Water Resources Division at 860-424-3706. A fact sheet regarding floodplain management and the certification form can be downloaded at: [Flood Management](#).

1

Aquifer Protection

The Town of Avon's proposed project to realign and improve Old Farms Road is located in the Avon Water Company's Fisher Meadows Well Field Aquifer Protection Area. This area is mapped to a final Level A Aquifer Protection Area, has been formally adopted by the Town of Avon, and is regulated under the state Aquifer Protection Area Program. The proposed road construction and realignment is not a regulated activity. However, other activities associated with this project are regulated activities, such as fueling of trucks on site and minor repair and maintenance of vehicles/trucks. These types of activities are prohibited in the aquifer protection area, and must be conducted outside the mapped aquifer protection area.

2

All parties that the Town of Avon will involve in this process, including the Connecticut Department of Transportation, the Town of Avon's Aquifer Protection Agency, the Department of Public Health, and any other state agencies, should be made aware that this project is located in the aquifer protection area and the importance of following best practices to ensure protection of this drinking water source area. Best management practices (BMPs) are necessary for road

3

construction and stormwater management within this area. These BMPs can be found online from the [Connecticut's Aquifer Protection Area Program Municipal Manual](#) entitled, BMPs for Temporary Construction/Reconstruction in Aquifer Protection Areas, Appendices, section 14.4.3.

3

DEEP advises that the Town of Avon create a map of the proposed project showing the work area with the Aquifer Protection Area overlay, and use this map during planning and permit applications, and for public outreach materials.

4

Threatened and Endangered Species

The Natural Diversity Database (NDDDB) maps represent the approximate locations of species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or of special concern. The maps are a pre-screening tool to identify potential impacts to state listed species. Portions of this project fall within one of these areas. The applicant is required to submit a *Request for Natural Diversity Data Base (NDDDB) State Listed Species Review Form* (DEEP-APP-007) and all required attachments, including maps, to the NDDDB for further review. Additional information concerning NDDDB reviews and the request form may be found on-line at: [NDDDB Requests](#).

5

Surface Water Protection

According to CT's Water Quality Classifications map, the water quality goal for Thompson Brook is Class A. Water Quality Assessments in both CT's [2018 Integrated Water Quality Report](#) (IWQR) to Congress and the draft 2020 IWQR, list this section of Thompson Brook as supporting for both recreation and aquatic life use support. Appropriate best management practices should be used to meet water quality classification goals and protect existing water quality.

6

Erosion and Sedimentation Control

Strict erosion and sediment controls should be employed during construction and maintained throughout the entire construction process. The Connecticut Guidelines for Soil Erosion and Sediment Control prepared by the Connecticut Council on Soil and Water Conservation in cooperation with DEEP is a recommended source of technical assistance in the selection and design of appropriate control measures. The 2002 revised edition is available online at [Erosion Control Guidelines](#).

7

DEEP Fisheries

A Fisheries Stream Survey Site is located on Thompson Brook, a short distance downstream of the Old Farms/ Thompson Road intersection. The DEEP Fisheries Division may need to be consulted for input and guidance if work is conducted upstream of this site.

8

Stormwater General Permit

The general permit for [Stormwater and Dewatering Wastewaters from Construction Activities](#) may be applicable depending on the size of the disturbance regardless of phasing. This general permit applies to all discharges of stormwater and dewatering wastewater from construction activities. The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). Locally Exempt construction projects disturbing over one (1) acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to DEEP. Locally Approvable construction projects with a total disturbed area of one to five acres are not required to register with DEEP provided the development plan has been approved by a municipal land use agency and adheres to local erosion and sediment control land use regulations and the CT Guidelines for Soil Erosion and Sediment Control. Locally

9

Approvable construction projects with a total disturbed area of five or more acres must submit a registration form to DEEP prior to the initiation of construction. This registration shall include a certification by a Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. The SWPCP for Locally Approvable projects is not required to be submitted to DEEP unless requested. The SWPCP must include measures such as erosion and sediment controls and post construction stormwater management. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater performance management requirements of the permit. These include post-construction performance standards requiring retention of the water quality volume and incorporating control measures for runoff reduction and low impact development practices. For further information, contact the Water Permitting and Enforcement Division at 860-424-3018. The construction stormwater general permit registrations can now be filed electronically through DEEP's e-Filing system known as ezFile. Additional information can be found on-line at: [Construction Stormwater GP](#).

10

Air Quality

For large construction projects, DEEP typically encourages the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would eliminate the need for retrofits.

11

DEEP also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

12

Additionally, section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

13

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Robert Hannon



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

August 12, 2020

Ms. Diane Mas
Fuss & O'Neil
1550 Main Street
Springfield, MA 01103
dmas@fando.com

Project: Preliminary Assessment for Old Farms Rd Realignment Local Transportation Capital Improvement Program (LOTICIP) Avon, Connecticut
NDDDB Preliminary Assessment No.: 202008160

Dear Diane Mas,

I have reviewed Natural Diversity Database maps and files regarding the area delineated on the map provided for Old Farms Rd Realignment Local Transportation Capital Improvement Program (LOTICIP) Avon, Connecticut. According to our records there are known extant populations of State Special Concern *Carex bushii* (Cattail sedge), *Terrapene carolina carolina* (eastern box turtle) and *Cottus cognatus* (slimy sculpin) that occur within the vicinity of this project site

Please be advised that this is a preliminary review and not a final determination. A more detailed review will be necessary to move forward with any environmental permit applications submitted to DEEP for the proposed project. **This preliminary assessment letter cannot be used or submitted with registrations permit applications at DEEP.** This letter is valid for one year.

State Special Concern Fish

Please be advised that a DEEP Fisheries Biologist will review the permit applications you may submit to DEEP regulatory programs to determine if your project could adversely affect slimy sculpin. DEEP Fisheries Biologists are routinely involved in pre-application consultations with regulatory staff and applicants in order to identify potential fisheries issues and work with applicants to mitigate negative effects, including to endangered species. If you have not already talked with a Fisheries Biologist about your project, you may contact the Permit Analyst assigned to process your application for further information, including the contact information for the Fisheries Biologist assigned to review your application.

State Special Concern Plants

Carex bushii (Cattail sedge)

Habitat: Moist meadows, floodplains, or lake/river shores. Often on calcareous soils.

Blooms: June and July

To prevent impacts to State Special Concern plant species, botanical field surveys of the site should be performed by a qualified botanist with the appropriate scientific collecting permits at a time when these target species are identifiable. Please contact **The Native Plant Trust** to find a qualified botanist, familiar with these plants. A report summarizing the results of such surveys should include:

1. Survey date(s) and duration.
2. Site descriptions and photographs.
3. List of component vascular plant and animal species within the survey area (including scientific binomials).
4. Data regarding population numbers and/or area occupied by State-listed species. Include special plant and/or animal forms found at:

https://www.ct.gov/deep/cwp/view.asp?a=2702&q=323460&deepNav_GID=1628

5. Detailed maps of the area surveyed including the survey route and locations of State listed species.
6. Conservation strategies or protection plans that indicate how impacts may be avoided for all state listed plant species present on the site.
7. Statement/résumé indicating the botanist's qualifications. Please be sure when you hire a consulting qualified biologist to help conduct this site survey that they have the proper experience with target taxon.

The botanical site surveys report should be sent to our CT DEEP-NDDDB Program (deep.nddbrequest@ct.gov) for further review by our program biologists **along with an updated request** for another NDDDB review. Incomplete reports may not be accepted.

If you do not intend to do site surveys to determine the presence or absence of state-listed species, then you should presume species are present and provide a protection or mitigation plan, developed by a qualified botanist, on how you will protect the state-listed species from being impacted by this project. You may submit these best management practices or protection plans with your new request for an NDDDB review. Please be sure these protection plans are developed by taxonomic expert (botanist) familiar with Connecticut plants. If you need help finding a qualified botanist please contact The Native Plant Trust.

After reviewing your new NDDDB request form and the documents describing how you will protect these species from project impacts we will make a final determination and provide you with a letter from our program to use with DEEP-Permits.

State Special Concern Turtle

Eastern Box Turtle: Eastern box turtles inhabit old fields and deciduous forests, which can include power lines and logged woodlands. They are often found near small streams and ponds. The adults are completely terrestrial but the young may be semiaquatic, and hibernate on land by digging down in the soil from October to April. They have an extremely small home range and can usually be found in the same area year after year. Eastern box turtles have been negatively impacted by the loss of suitable habitat. Some turtles may be killed directly by construction activities, but many more are lost when important habitat areas for shelter, feeding, hibernation, or nesting are destroyed. As remaining habitat is fragmented into smaller pieces, turtle populations can become small and isolated. Reducing the frequency that motorized vehicles that enter box turtle habitat would be beneficial in minimizing direct mortality of adults. The following best management practices will be required to protect turtles from adverse impacts from this project:

Required Protection Strategies for Turtles:

A qualified herpetologist must be hired to work on site with your construction crew during the project construction period to be sure that turtles will not be unintentionally killed during the moving of heavy equipment and tree clearing. This is especially important in May, June and July when turtles are choosing nest sites.

Work normally should occur when these turtles are active (April 1st to October 30th). Conducting work while the turtle is active will allow the animal to move out of harm's way and minimize mortality to hibernating individuals. I recommend the additional following protection strategies in order to protect these turtles:

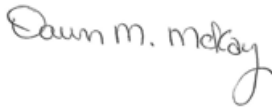
- Exclusionary practices will be required to prevent any turtle access into construction areas. These measures will need to be installed at the limits of disturbance.
- Exclusionary fencing must be at least 20 in tall and must be secured to and remain in contact with the ground and be regularly maintained (at least bi-weekly and after major weather events) to secure any gaps or openings at ground level that may let animal pass through. Do not use plastic or netted silt-fence.
- All staging and storage areas, outside of previously paved locations, regardless of the duration of time they will be utilized, must be reviewed to remove individuals and exclude them from re-entry.
- All construction personnel working within the turtle habitat must be apprised of the species description and the possible presence of a listed species, and instructed to relocate turtles found inside work areas or notify the appropriate authorities to relocate individuals.

- Any turtles encountered within the immediate work area shall be carefully moved to an adjacent area outside of the excluded area and fencing should be inspected to identify and remove access point.
- In areas where silt fence is used for exclusion, it shall be removed as soon as the area is stable to allow for reptile and amphibian passage to resume.
- No heavy machinery or vehicles may be parked in any turtle habitat.
- Special precautions must be taken to avoid degradation of wetland habitats including any wet meadows and seasonal pools.
- The Contractor and consulting biologist must search the work area each morning prior to any work being done.
- Avoid and limit any equipment use within 50 feet of streams and brooks.
- If you must remove trees, please cut them to fall away from the waterway and do not drag trees across the waterway or remove stumps from banks.
- Any confirmed sightings of box, wood or spotted turtles should be reported and documented with the NDDDB (nddbrequestdep@ct.gov) on the appropriate special animal form found at (http://www.ct.gov/deep/cwp/view.asp?a=2702&q=323460&depNav_GID=1641)

Natural Diversity Database information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey, cooperating units of DEEP, landowners, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the NDDDB should not be substitutes for onsite surveys necessary for a thorough environmental impact assessment. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.

Please contact me if you have further questions at (860) 424-3592, or deep.nddbrequest@ct.gov
Thank you for consulting the Natural Diversity Data Base.

Sincerely,



Dawn M. McKay
Environmental Analyst 3

Diane Mas

From: Goclowski, Matthew R <Matthew.Goclowski@ct.gov>
Sent: Thursday, August 27, 2020 11:35 AM
To: Diane Mas; DEEP Nddbrequest; Sarah Hayden
Subject: RE: [External] Re: NDDDB 202008160 Avon -- Old Farms Road LOTCIP (road re-alignment)

Hi Diane,

I have reviewed the materials submitted with your NDDDB Request Form for the Old Farms Road LOTCIP project (#202008160) and do not anticipate any significant adverse impacts to the population of Slimy Sculpin in Thompson Brook at this time.

-Matt

Matthew Goclowski
Fisheries Biologist
Habitat Conservation and Enhancement Program
Fisheries Division
Bureau of Natural Resources
Connecticut Department of Energy and Environmental Protection
230 Plymouth Road, Harwinton, CT 06791
P: 860.424.3926 | F: 860.485.1638 | E: Matthew.Goclowski@ct.gov



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*Conserving, improving and protecting our natural resources and environment;
Ensuring a clean, affordable, reliable, and sustainable energy supply.*

From: Diane Mas
Sent: Monday, August 17, 2020 4:22 PM
To: DEEP Nddbrequest ; Sarah Hayden
Cc: Goclowski, Matthew R
Subject: RE: [External] Re: NDDDB 202008160 Avon -- Old Farms Road LOTCIP (road re-alignment)

Thank you, Dawn.

Diane Mas, PhD, REHS/RS
Vice President | Chief Resilience Officer
Fuss & O'Neill, Inc. | dmas@fando.com
800.286.2469 x4406 | cell: 413.348.9738
www.fando.com | [twitter](#) | [facebook](#) | [linkedin](#)

From: McKay, Dawn [<mailto:Dawn.McKay@ct.gov>] **On Behalf Of** DEEP Nddbrequest
Sent: Monday, August 17, 2020 4:02 PM
To: Sarah Hayden <shayden@fando.com>
Cc: Diane Mas <DMas@fando.com>; Gocłowski, Matthew R <Matthew.Gocłowski@ct.gov>
Subject: [External] Re: NDDDB 202008160 Avon -- Old Farms Road LOTCIP (road re-alignment)

Sarah,
I have attached our preliminary comments for this road re-alignment in Avon. Let me know if you have questions.
Take care,
Dawn

Dawn M. McKay

Wildlife Division

Bureau of Natural Resources

Connecticut Department of Energy and Environmental Protection
79 Elm Street, Hartford, CT 06106-5127
P: 860.424.3592 | E: dawn.mckay@ct.gov

From: Sarah Hayden <shayden@fando.com>
Sent: Monday, August 17, 2020 9:06 AM
To: DEEP Nddbrequest <DEEP.Nddbrequest@ct.gov>
Cc: Diane Mas <DMas@fando.com>
Subject: RE: [External] Re: Avon -- Old Farms Road LOTCIP

Hi Dawn,

I just wanted to touch base on the status of the NDDDB review request application for Old Farms Road in Avon, CT.

Thank you for your help.

Best,

Sarah

Sarah Hayden, MSc, MBA
Environmental Scientist
Fuss & O'Neill, Inc. | 1550 Main Street, Suite 400 | Springfield, MA 01103
413.452.0445 x4423 | shayden@fando.com | cell: 401.573.8417
www.fando.com | [twitter](#) | [facebook](#) | [linkedin](#)


From: McKay, Dawn [<mailto:Dawn.McKay@ct.gov>] **On Behalf Of** DEEP Nddbrequest
Sent: Friday, June 19, 2020 5:25 PM
To: Sarah Hayden <shayden@fando.com>
Cc: Diane Mas <DMas@fando.com>
Subject: [External] Re: Avon -- Old Farms Road LOTCIP

Sarah,
I have received your NDDDB review request application form and related material.
Take care,
Dawn

Dawn M. McKay
Wildlife Division
Bureau of Natural Resources
Connecticut Department of Energy and Environmental Protection
79 Elm Street, Hartford, CT 06106-5127
P: 860.424.3592 | E: dawn.mckay@ct.gov

From: Sarah Hayden
Sent: Friday, June 19, 2020 4:47 PM
To: DEEP Nddbrequest
Cc: Diane Mas
Subject: Avon -- Old Farms Road LOTCIP

Please see the attached Natural Diversity Database Review Request for the proposed new alignment of Old Farms Road in Avon.
Please feel free to contact me if you have any questions or need further information for the review.
Thanks,
Sarah

 Sarah Hayden, MSc, MBA
Environmental Scientist
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