

**Connecticut Department of Transportation  
State Project No. 51-275  
Culvert Replacements on Route 167  
Town of Farmington**

**Virtual Public Informational Meeting  
Thursday, December 10, 2020 – 7:00 p.m.  
Microsoft Teams Livestream & YouTube Livestream**

**Meeting Minutes**

**Representatives Present:**

**Connecticut Department of Transportation (CT DOT):**

Scott Bushee, P.E., Project Manager – Division of Highway Design  
Byong Kim, Project Engineer – Division of Highway Design  
Albert Yaldeh, Design Engineer – Division of Highway Design  
Steve Nahorney, Design Engineer – Division of Highway Design  
Joey Zou, Design Engineer – Division of Highway Design  
Matthew Geanacopoulos – Office of Right of Way

**Presentation:** The Microsoft Live Meeting went online at 6:45 p.m. playing elevator music for 15 minutes while the residents of Farmington joined the livestream. At 7:00 p.m. the presentation began, Mr. Scott Bushee presented the project and answered questions, Mr. Matthew Geanacopoulos presented on the rights-of-way process, and Mr. Albert Yaldeh asked the questions that were submitted during the live Q&A session.

The presentation covered the following items:

- ⇒ Introduction of the project team, giving faces to names that are involved with the project. Matthew Vail, Scott Bushee, Matthew Geanacopoulos, Byong Kim, and Albert Yaldeh were introduced.
- ⇒ Project location and purpose was discussed. Flooding at an adjacent property is an issue on site, and there are maintenance needs that need to be addressed. Conditions of the concrete headwalls were shown to be deteriorated.
- ⇒ Proposed work will include replacing the 48" Concrete Pipes with twin 48" concrete pipes, which will increase the hydraulic capacity for the flooding concern. The wooden post cable guiderail will also be upgraded to metal guiderail. Lastly, there will be resurfacing of the pavement within project limits.
- ⇒ A visual of the pipe configuration was shown and it was explained how one pipe of the twin configuration will be set 1' lower for habitat concerns during low flow.
- ⇒ A detour lasting 9 days will be implemented for the project. Route 167 will be closed to allow the contractor work undisturbed. It is estimated the project would last 6 months or more if we were to maintain one-way alternating traffic during the project. The detour will

be using Route 4 (Farmington Ave) and Brickyard Road, to get to either side of Route 167.

- ⇒ Discussed and showed a visual of the right of way to be purchased for the project. There will be four Drainage Right of Way acquisitions and several construction easements. Matthew Geanacopoulos went into detail about the rights-of-way process.
- ⇒ The project is scheduled to begin construction in the summer of 2023 and is expected to last 3 months.

**Public Comments and Questions:** There were approximately 16 people who attended the public meeting via Microsoft Teams and YouTube. Some of the attendees had comments and questions after the presentation and they are summarized below:

- ⇒ How long will construction last?
  - Response: Three months, however the bulk of the work will be completed over a 9-day road closure.
- ⇒ How will I know when the detour will happen?
  - Response: Changeable message signs will be placed at each end of Route 167 at least two weeks prior to the start of the detour with information on the road closure.
- ⇒ Why is a detour needed?
  - Response: The site is a restrictive work area, which would severely limit productivity and extend alternating one-way traffic patterns for months. It was determined to be best to close the road, expedite construction, and return the community to normalcy as quickly as possible.
- ⇒ Community initially led to believe construction would be 2022 at project initiation, concerns for flooding expressed and reasons requested for the summer 2023 planned construction.
  - Response: Durations for environment permitting were explained involving DEEP and USACOE as well as mandated permit construction window of only summer months. Further, it was explained that between permitting durations and time needed to fabricate the precast headwalls and have all materials on-site prior to implementing the detour, the 2022 permit in-stream work window could not be met.
- ⇒ What hours will the contractor be working during the road closure?
  - Response: It was explained potentially long days and weekends, possibly some night work, if needed to be able to install the new culverts within nine-day road closure.

⇒ Why are the pipes being replaced?

→ Response: Maintenance needs combined with upstream flooding.

⇒ Will there be access to Lions Club?

→ Response: Yes, from at least one direction at all times during the road closure.

⇒ Proposed guiderail does not appear to curve around the driveway at number 74 and 78 W. Avon Rd. as the existing wooden posts do.

→ Response: Explained depth of the culverts creating difficulty with standard guide rail systems due to post embedment conflicts, team working to resolve with intent to wrap guide rail slightly down the driveway, if possible.

⇒ What can be done between now and 2023 to mitigate erosion of the stream and flooding levels?

→ Response: The site will be monitored closely. If conditions change to a more urgent nature, having the hydraulic studies completed and the culverts sized properly, we could mobilize quickly to address the need under an emergency authorization. However, the existing site conditions are not currently at a level of concern to prompt emergency authorization.

⇒ 78 W. Avon Rd. requested to know at what point the details for the temporary driveway access could be provided.

→ Response indicated that the design team would be willing to meet with the resident on-site, stake the access and provide plans. Opportunities to discuss will also be available during the rights-of-way process, which is expected to begin with the residents in the summer of 2021.

⇒ Will landscaping be provided with the project?

→ Response: Yes, vegetative restoration will be provided around the work areas for the new culvert. Plans could be made available for review.

⇒ What is the inlet elevation of the existing culvert compared to the proposed low flow?

→ Response: Explained the twin culverts system will involve one pipe set 1 foot lower than the other to maintain depth in the stream within the vicinity of the culvert for aquatic habitat.

The comment period concluded at approximately 7:45 p.m.