

REPORT OF MEETING
CONNECTICUT DEPARTMENT OF TRANSPORTATION
STATE PROJECT No. 0152-0163
Lane Reconfigurations on Route 32 at Old Norwich Road and SR 693
Town of Waterford
Public Informational Meeting
November 6, 2025 – 6:00 p.m.
15 Rope Ferry Road (Waterford Town Hall)

Presenters:

Nicholas Ivanoff	CTDOT – Highway Design	Nicholas.Ivanoff@ct.gov
Katherine T. Yale	CTDOT – Highway Design	Katherine.Yale@ct.gov
Liliana Carrion	CTDOT – Highway Design	Liliana.Carrion@ct.gov
Joseph Hallisey	CTDOT – Traffic	Joseph.Hallisey@ct.gov
Ed L. Brown	CTDOT – Traffic	Ed.Brown@ct.gov

Presentation & Open House

At 6:00 P.M. CTDOT representatives were available to answer questions about the project during an open house held prior to the formal presentation. Two stations were setup displaying the proposed design, queue lengths, and crash history.

At 6:30 P.M. Mr. Ivanoff called the presentation to order. There were approximately 28 people in attendance. Mr. Ivanoff opened the presentation by introducing himself and the representatives from the CTDOT, then explained civil rights as outlined under Title VI and encouraged attendees to take an optional survey that is available on the project website.

Ms. Yale followed with a presentation outlining the existing conditions, congestion issues and crash history observed at the intersection, and the proposed improvements. Ms. Yale reviewed the proposed design, typical sections, and the replacement of the endwall by Old Norwich Road. She explained that utility relocations would be required, the traffic signal at the intersection will be replaced, lane shifts will be used to keep the intersection open during construction, except for 2–3-night detour for Old Norwich Road, and that right-of-way involvement would be limited to driveway reconstruction.

Mr. Ivanoff presented the project schedule and estimated construction cost and concluded with a summary of the proposed improvements. Following the presentation, Mr. Ivanoff invited attendees to return to the display stations for further discussion and questions.

Open conversations were held with individuals with questions and comment for approximately 45 minutes before the meeting concluded.

Questions and Comments:

Questions could be submitted four different ways. Questions could be sent to the project email, left on the CTDOT voicemail, mailed to CTDOT or asked during the meeting. The question and comment period will close on November 20, 2025.

Questions before the meeting

- Several attendees asked about the project timeline and how close the project is to the final design.

The project is currently at the 30% design stage and final design is expected to be completed in Spring or Summer 2027. Construction is expected to begin in Fall 2027 and be completed by Fall 2029.

- Citizens asked if there will be two lanes on Old Norwich Road and on the SR 693 on-ramp.

Old Norwich Road will have one westbound lane and two eastbound lanes: one designated left-turn lane and one shared left/right-turn lane. SR 693 will also have two receiving lanes to accommodate the dual right-turn lanes from Route 32 northbound.

- Some residents wanted to know how much private property will be acquired for the project and if the roadway footprint is getting wider.

No property acquisitions are anticipated. The proposed improvements will remain within the existing state right-of-way along Route 32. The roadway footprint will remain the same, the shoulders are being narrowed to accommodate the additional lane.

- Many attendees asked how this project will impact the speed of vehicles coming from SR 693 southbound onto Route 32 southbound, and if it will make it easier and safer for drivers on Route 32 southbound to turn onto Old Norwich Road.

CTDOT will evaluate potential traffic-calming measures for this ramp, such as narrowing the lane width where the ramp merges with Route 32, additional signage and pavement markings.

- Citizens asked about the impact of the right-turn lane on the heavy traffic volumes, long backups, and how people will turn from side streets, as drivers sometimes run the red light to get onto SR 693 using the breakdown lane.

Adding a dedicated right-turn lane is expected to reduce queue lengths and delay times by separating right-turning vehicles from through traffic. This will help decrease congestion and reduce aggressive driving.

- Several attendees asked if a roundabout could be installed instead to control speeds and reduce the conflicts at the intersection.

A roundabout design would be considered a major scope change to the project and would lead to drastic property and schedule impacts. CTDOT will review this internally and discuss any proposed changes to the scope with the Town of Waterford.

- Several attendees asked if the shared driveway at the intersection could have a traffic signal phase and an actuator.

Traffic Engineering is looking into signalizing the shared driveway with detection to sense vehicular demand. The proposed traffic signal operation at the intersection would have the traffic lights for both the shared driveway and Old Norwich Road turn green simultaneously. The shared driveway would not have its own phase.

- Multiple attendees asked if anything can be done about wrong-way drivers coming off Old Norwich Road turning left onto Route 32 southbound.

Potential improvements such as signage and the possible installation of a wrong-way detection and alert system will be evaluated.

- Some citizens asked if any utility poles are being relocated as a result of the project.

At least two utility poles will be relocated. The final locations will be determined as the design progresses.

- Several citizens asked if speed cameras or red-light cameras are being installed.

CTDOT is not permitted to install speed cameras or red-light cameras. The Town of Waterford, however, may coordinate with the Office of the State Traffic Administration and pursue the installation of these cameras.

- Attendees asked if property owners will have to pay for repairs if a driveway or lawn is damaged and if driveways will be repaved.

Driveways that are disturbed by the project will be restored to grade, and lawns affected by grading will be seeded at no cost to the property owner. Only the driveways directly affected by the project along Route 32 will be reconstructed where they connect to the roadway. The entire length of the driveway will not be repaved.

- Several citizens asked if the dedicated right-turn lane onto the SR 693 on-ramp will have to stop and if the stop bar along Route 32 northbound being pushed back or kept in place.

The dedicated right-turn lane onto the SR 693 on-ramp will have to stop. The stop bar along Route 32 northbound is being kept in place.

- Some attendees questioned if the turning radius at the corner of Route 32 southbound and Old Norwich Road is large enough for a city bus. They explained that city buses have been seen driving over the curb ramp to make the turn, but school buses do not experience it.

The design team has utilized vehicular turning templates in our design to verify that design vehicle can navigate the turn without over tracking.

- A resident mentioned that there used to be headlight and noise/sound barrier along Route 32 at the intersection with Old Norwich Road and requested that it be reinstalled.

CTDOT will review this request and consider possible options.

- Attendees asked if new concrete barrier would be installed between Route 32 northbound and southbound.

The concrete median barrier within the project limits will be updated to meet the latest standards.

- Several citizens mentioned the split between Route 32 and SR 693 on-ramp and asked if the physical gore area can be moved closer to where Route 32 and SR 693 split to prevent unsafe weaving.

CTDOT will evaluate the location of the gore and determine if any options to reconfigure the gore area between Route 32 and SR 693 to prevent weaving maneuvers.

Questions and Comments after the Presentation

- Attendees questioned if it is necessary to have two through lanes on Route 32 northbound.
CTDOT previously evaluated this through multiple traffic studies. The results showed that adding a second right-turn lane is necessary to reduce queue lengths, reducing the likelihood of crashes at this intersection.
- Multiple citizens requested additional bicycle and pedestrian accommodations.
CTDOT will take this into consideration as we continue refining the project design and explore options to address bicycles and pedestrians.
- Several attendees asked how the project came to CTDOT and why was initiated.
Congestion patterns were observed by CTDOT's Division of Traffic Engineering and prompted the request to initiate a project. CTDOT's Project Development Unit (PDU) studied the area, evaluated alternatives and developed a concept to advance into additional design stages. The PDU notified the Town of Waterford of CTDOT's scoping efforts and the Town indicated support for the project's initiation.
- Citizens asked if there will be another public informational meeting if changes are made based on public input.
No additional public informational meetings are planned unless the project undergoes a major scope change. CTDOT will continue to collaborate with the Town of Waterford.

Conclusion

The CTDOT representatives encouraged the attendees to submit comments through phone, email or by mailing in the comment form in the handout. For more information about the project, Mr. Ivanoff directed the attendees to the handout, which had a link on the project website. It was explained that the comment period would run for two weeks, until November 20, 2025. The meeting finished at approximately 7:30 P.M.

Submitted By:  Liliana Carrion
2025.12.01
08:55:23-05'00'

Liliana Carrion

Reviewed By:  Katherine T. Yale
Katherine Yale
2025.12.01 09:52:25-05'00'

Katherine T. Yale

Approved By:  Nicholas A. Ivanoff, P.E.
2025.12.01 12:07:44-05'00'

Nicholas Ivanoff