

**Connecticut Department of Transportation
State Project No. 0171-0496
Replacement or Removal of Retaining Walls in Central Connecticut
Cromwell, Glastonbury, and Wolcott, CT**

**Wednesday, June 10, 2026
Zoom Webinar**

Minutes of Virtual Public Information Meeting

Presenters/Speakers:

Francisco Fadul (CTDOT)
Jack Carlson (CTDOT)
Karl Stanek Jr. (CHA)
Brian Chamberlin (Jacobs)

Consultant Liaison Engineer (CLE) Attendees:

Robert Bahler (CHA)
Jennifer Vazquez (CHA)

Public Attendees:

(6) via Zoom, (1) via Phone

Presentation:

A virtual presentation was held through a Zoom Webinar for the project. The presentation began at 6:30 p.m.

Mr. Francisco Fadul (CTDOT) began the meeting with a few words. Mr. Karl Stanek (CHA) provided an introduction to the presentation, which included discussing the format for the presentation, reviewing the methods for public interaction during the live presentation and during the comment period, and introducing the project team. Mr. Jack Carlson (CTDOT) provided an overview of CTDOT's Rights-Of-Way (ROW) process. The technical portion of the presentation was then delivered by Mr. Brian Chamberlin (Jacobs), with Mr. Francisco Fadul moderating the live Q&A Sessions that occurred following the technical discussion of each retaining wall. The following items were presented as part of the technical portion of the presentation:

The Purpose of the project is to address the deficiencies of the retaining walls to accommodate safe travel for all facility users of the roadways.

The Project Needs include the following:

- Identify and repair, remove, or replace sections of the deteriorated walls.
- Maintain the stability of the retaining walls or slopes.
- Maintain functionality of all utilities throughout the sites.
- Maintain travel on roadways during and after construction.

Mr. Chamberlin discussed the following general project information, before elaborating on the existing conditions, anticipated project scope and proposed project details and impacts for each wall:

- The project consists of the removal of Retaining Wall No. RW-033-099-001 in Cromwell and Retaining Wall No. RW-053-017-003 in Glastonbury, as well as the replacement of Retaining Wall Nos. RW-053-017-002 & 004 in Glastonbury and Retaining Wall No. RW-166-069-001 in Wolcott.
- The estimated Construction cost is approximately \$13 million total for all the retaining walls (80% Federal Funds / 20% State Funds), pending availability of Federal and State funds.
- Construction of all walls is anticipated to begin in Spring 2028 and conclude in Fall 2028.

RW-033-099-001 on Route 99 in Cromwell:

- The proposed work consists mostly of the following:
 - Remove the existing wall, and regrade the slope behind the wall
 - Remove the easterly northbound travel lane
 - Widen 300-foot section of southbound shoulder to 5 feet
 - Full-depth pavement reconstruction of the northbound shoulder to 5-feet
 - Mill and overlay pavement in northbound lane
 - Construct sidewalk on the northbound side of the road (from Fritsch Lane to Nooks Hill Road)
- M&PT will be accomplished by shifting northbound traffic to a single lane and maintaining one lane in each direction.
- Impacts are anticipated to include the following:
 - Environmental – Tree removal/clearing and grubbing
 - ROW – Potential for minor ROW impact at south end of wall
 - Utilities – Potential relocation of utility poles and fire hydrant
 - Drainage – Catch basins to be installed on the northbound side

RW-053-017-003 on Route 17 in Glastonbury:

- The proposed work consists mostly of the following:
 - Removal of the existing wall
 - Grading of the slope and installation of an engineered slope at 1.5:1
- M&PT will be accomplished by shifting both lanes of traffic to the east
- Impacts are anticipated to include the following:
 - Environmental – Tree removal/clearing and grubbing
 - ROW – No ROW impacts anticipated
 - Utilities – Potential temporary relocation of utility poles
 - Drainage – No Drainage impacts anticipated

RW-053-017-002 & 004 on Route 17 in Glastonbury:

- The proposed work consists mostly of the following:
 - Removal of the existing walls and reconstruction of a new wall (Concrete Cantilever Wall or Prefabricated Wall System)
 - Widening of a 200-foot section of the northbound shoulder to 5 feet
 - Mill and overlay the northbound roadway
- M&PT will be accomplished by shifting both lanes of traffic to the west and installing a temporary traffic signal at S. Mill Drive
- Impacts are anticipated to include the following:
 - Environmental – Tree removal/clearing and grubbing, may have minor wetland impacts
 - ROW – No ROW impacts anticipated
 - Utilities – No Utility impacts anticipated

- Drainage – Install catch basins along northbound side of road and install riprap drainage swale along the top of the wall

RW-163-069-00 on Route 69 in Wolcott:

- The proposed work consists mostly of the following:
 - Removal of the existing wall and reconstruction of a new wall (prefabricated modular wall)
 - Full depth reconstruction and widening of the Northbound shoulder to 7 feet
 - Mill and overlay the northbound roadway
- M&PT will be accomplished by shifting northbound traffic to a single lane and maintaining one lane in each direction.
- Impacts are anticipated to include the following:
 - Environmental – Tree removal/clearing and grubbing
 - ROW – Easement to grade at the south end of the wall
 - Utilities – Coordination still required with utility companies; no impacts anticipated to existing drainage under northbound lane
 - Drainage – Install catch basins along northbound side of road, construct drainage swale at top of wall and install underdrain behind wall

Live Public Comments and Questions:

There were nine (9) questions/comments from the public during the live Question and Answer sessions that followed the technical portion of the presentation for each wall. They are as follows, along with the responses provided by the design team:

General Questions:

- 1) Jee Nah – Time check since we are almost at 7 pm and need to get to two more towns and Q&A.

Response – Requested Project Team to speed up the presentation.

RW-033-099-001 in Cromwell Questions:

- 2) Anonymous Attendee – For Cromwell, I live on Doering Drive, is there any possibility of adding some sort of blinking yellow light or likewise as this road tends to be "blind" to traffic on Route 99. A few accidents a year here. Also, any possibility of a crosswalk from Doering Drive?

Response – The project will not address a crosswalk at Doering Drive due to the speed and nature of the roadway. Intersection improvements at Doering Drive (including sight line improvements) are not part of the current scope but can be investigated as design progresses.

- 3) Anonymous Attendee – Piggy backing off of the previous question, going from two lanes to one lane in Cromwell will increasingly make it harder to turn left off of Doering Drive as this will increase the congestion of cars passing northbound.

Response – This was considered as part of the study conducted and it was determined that traffic should not be significantly impacted by the proposed lane reduction. The project team does not anticipate this to be an issue.

RW-053-017-002, 003, 004 in Glastonbury Questions:

- 4) Matthew Walker – Regarding RW-053-017-003, do we know what property rights will need to be taken, if any?

Response – There are no anticipated property acquisitions needed for this retaining wall.

- 5) Matthew Walker – Regarding RW-053-017-003, why not a more traditional retaining wall? Since many of the properties are historic on that stretch?

Response – Other retaining wall options were considered but one of the project goals was to reduce required maintenance for CTDOT, where possible and safe to do so. It was determined in preliminary design that this existing wall could be eliminated, and the slope regraded. This project site was screened for historical sensitivity, and this wall was not identified as historic. Therefore, it was decided to remove the wall due to reduced cost and maintenance.

- 6) Matthew Walker – What are the risks right now, in regards to RW-053-017-003, that have made you [CTDOT] want to do the project in the first place? What are the impacts to the properties directly next to that construction?

Response – The project's purpose is addressing deficiencies of the existing retaining wall to reduce risk of future failure. There are no anticipated impacts to adjacent properties at the noted wall.

Post Meeting Clarification: There are no immediate risks to the safety of the retaining wall. CTDOT is being proactive to address the deterioration of these retaining walls before they become a safety hazard to the public.

- 7) Matthew Walker – Any sidewalk that could be considered for this site?

Response – CTDOT went through a thorough complete streets evaluation process to determine bicycle, pedestrian and transit needs throughout the project area. Those factors were considered, and it was determined not to construct a sidewalk at this location as part of this project. However, space has been provided to allow for the future installation of sidewalks, should CTDOT or the Town of Glastonbury decide to install them in the future.

- 8) Matthew Walker – What is the plan for maintenance of the area, at RW-053-017-003? That area is constantly overgrown and invasive species have moved in like Japanese Knotweed and Tree of Heaven. What will be planted and how often will those new plantings need to be maintained?

Response – Treatment of invasive species will be part of the project to remove invasive species within the project limits. The type of plantings to be installed will be determined in final design in coordination with CTDOT. Maintenance of the slope will be maintained by State of Connecticut DOT Maintenance. The project team does not know the maintenance schedule but the answer to this will be included in the Meeting Minutes and posted to the project webpage.

Post Meeting Follow-up: The typical maintenance schedule for mowing roadside vegetated areas is twice a year.

- 9) Matthew Walker – Regarding RW-053-017-003, can you explain how the engineered wall provides drainage?

Response – A new wall is not proposed at this current location, rather an engineered slope graded at a slope of 1.5 horizontal to 1 vertical. Drainage will be conventional drainage running off the proposed graded slope to the roadway gutter line and into the roadway drainage system.

RW-166-069-001 in Wolcott Questions:

None

Meeting Adjournment: The project was generally well received by those attending the meeting. The live virtual presentation was closed at approximately 7:36 pm.

Post-Meeting Public Comments and Questions:

There were five (5) questions/comments received from the Public during the two-week comment period, which concluded on June 24, 2026.

- 1) Courtney Winans – I am excited for this improvement on Route 99 in Cromwell. As a resident on Doering Drive in this project area, I welcome a better sidewalk across from our road and am excited to use it when it is built! The current sidewalk adjacent to the southbound travel lane is dangerous and not protected, making it unsafe to take our kids on walks in Cromwell.

Response – We are glad to hear you are in support of the project and that you feel these improvements will lead to a safer roadway. Safety is our priority and the main purpose of the project.

- 2) Courtney Winans – I am glad to see one northbound lane being removed as in its current state we always see cars speeding around the curve along with multiple crashes, leading to unsafe conditions for pedestrians and families in the area.

Response – We are glad to hear you are in support of the project and that you feel these improvements will lead to a safer roadway. Safety is our priority and the main purpose of the project.

- 3) Courtney Winans – At the two new sidewalks at Iron Gate Lane and Fritsch Lane, could you consider adding HAWK signals or other safety features to alert drivers that there are pedestrians crossing? Without signals, I worry that the sidewalks by themselves will still pose an unsafe crossing.

Response – Adding HAWK signals would be outside the nature of this roadway. We feel that they would be easily confused as traditional traffic signals at the intersections of Iron Gate Lane and Fritsch Lane, which are currently not signalized. However, appropriate signing and pavement markings will be installed to alert drivers of the crosswalk. Visibility (driver sight lines) at both intersections is good so that should help maintain safety.

- 4) Courtney Winans – Could there be a dynamic speed / feedback sign posted on the northbound side, approaching the curve, to alert drivers to slow down?

Response – This is a good question and one we can consider in final design in coordination with CTDOT traffic management group.

- 5) Courtney Winans – I reached out to the Mayor of Cromwell who said he was supportive of these additions and was happy to be part of the solution. Thank you for all you do to improve the infrastructure in CT, and I look forward to your consideration on these valued additions to the project.

Response – Glad to hear the Town is also in support. We will coordinate to make the suggested improvements as appropriate.

Submitted by: _____
Karl C. Stanek Jr., Project Engineer
CHA Consulting, Inc. (CLE)

Reviewed by: _____
Robert R. Bahler, P.E., Project Manager
CHA Consulting, Inc. (CLE)

Concurred by: _____
Francisco T. Fadul, P.E., Transportation Supervising Engineer
Connecticut Department of Transportation