

**CT Department of Transportation  
State Project No. 0172-0535  
Federal Aid Project No. N/A  
Various Signal Replacements in Eastern Connecticut (District 2)  
Virtual Public Informational Meeting  
July 15, 2025 6:00 p.m.  
Zoom Virtual Event**

**Report of Meeting**

**In Attendance:** There were 11 attendees in the Zoom webinar, eight (8) of which were panelists. Of the remaining attendees one (1) was a CTDOT staff member, and two (2) were part of the public. The following individuals were identified:

<b>Name</b>	<b>Organization</b>	<b>Email</b>
Kaethe Podgorski	CTDOT	Kaethe.Podgorski@ct.gov
Nicholas Welsh	CTDOT	Nicholas.Welsh@ct.gov
Gabrielle Funari	CTDOT	Gabrielle.Funari@ct.gov
Malcolm Thomas	CTDOT	Malcolm.Thomas@ct.gov
Lisa Conroy	CTDOT	Lisa.Conroy@ct.gov
Matt Blume	CTDOT	Matthew.Blume@ct.gov
Collene Byrne	Tighe & Bond	CByrne@TigheBond.com
Gina Musinski	Fuss & O'Neill	Gina.Musinski@fando.com
Jennifer Babowicz	Fuss & O'Neill	Jennifer.Babowicz@ct.gov
Colleen DeClerck	Public	-
Jessica Calle	Bike Walk Old Saybrook	-

**Presentation:** The meeting went live at 6:00 p.m. with an informative introduction slide for attendees to view before the event began. The official start of the meeting was at 6:05 p.m. with an introduction from Connecticut Department of Transportation (CTDOT) Project Manager, Kaethe Podgorski, who also covered the process for how attendees could interact with the project team, provided a meeting overview, summarized the Title VI information, and introduced the project team before giving an overview of CTDOT's "District Various" traffic signal projects.

The meeting was then turned over to Collene Byrne from Tighe & Bond, consultant engineer for the project. Collene gave an overview of the signal equipment that will be used and pedestrian upgrades that should be anticipated at project intersections, then discussed specific plans for upgrades at each location. Ongoing and planned coordination efforts taking place for the project were also shared. Malcom Thomas, Connecticut Department of Transportation (CTDOT) Assistant Right of Way Coordinator then provided a brief overview of the acquisition process of property rights where needed. Collene then shared the cost, schedule, and next steps for the project. The team gave an approximately 40-minute PowerPoint presentation followed by a Question-and-Answer session assisted by Gina Musinski, Consultant Liaison Engineer from Fuss & O'Neill.

The presentation covered the following items:

- The purpose of the project is to replace aging signal infrastructure with new signal equipment to achieve a state of good repair.
- An overview of “District Various” signal replacement projects was provided.
- Signal components (mast arms, signal heads, detection, controllers, pre-emption, and communication) were discussed for general information purposes.
- The proposed signal replacement locations were reviewed in detail. Installations of crosswalks and new sidewalk construction were highlighted.
- Project coordination efforts were discussed.
- Rights of Way processes were reviewed.
- The estimated construction cost is approximately \$10 million with 100% State funds.
- Project schedule was summarized for general review.
- Pending next steps were summarized.
- Information was provided on how to contact the design staff with questions/comments.
- Question-and-Answer session.

#### **Comments and Questions:**

During the Q&A session that followed the presentation, no questions were submitted by the attendees, via email, or via the voicemail service.

**Adjournment:** The meeting ended at 6:47 pm when it was confirmed no questions had come in. Attendees were reminded to fill out the survey and that the comment period would be open until July 29, 2025, should anyone wish to submit further comments or questions to the project email or phone number.

The email and voicemail were monitored throughout the two-week comment period and one email was received that included two comments. The comments and responses are listed below.

1. **Comment:** Signal logic should be such that a pedestrian crossing only Lynde St should not result in red lights on Boston Post Road also, and vice versa for crossing Boston Post Road. This is an existing problem at Boston Post Road and Main St. where a pedestrian crossing any one path stops traffic in all directions, disrupting heavy traffic flow.

**Response:** At the intersection of Route 1 (Boston Post Road) and Lynde Street the current design is proposing to maintain the existing exclusive pedestrian phase (all approaches stop to allow for the pedestrian to cross any/all approaches). Our team will coordinate with the Town and review any need to modify the existing pedestrian phasing. Thank you for your input!

2. **Comment:** The mast designs are obviously oversized and not consistent with small towns. The safety factor used in the design should be reviewed and lessened before these are installed across the state. An example is the size of the mast at Main (Rt.154) and Maple Ave in Old Saybrook which is excessive for a simple intersection, span wire would have sufficed in my opinion.

**Response:** The CTDOT preferred design is for mast arms. Span designs are reserved for locations where mast arm installation is not achievable. We understand your general concern for the design and will take that into account in trying to minimize the impact to the general area. The intersection you referenced (Route 154 at Maple Ave) currently has a 60' mast arm, while the proposed design of Route 1 (Boston Post Road) and Lynde Street includes smaller mast arms that range 30'-45' in length. The proposed design for the Route 1 (Boston Post Road) and Lynde Street will be more subtle than the Route 154 at Maple Ave given the reduced mast arm size.