

**CT Department of Transportation  
 State Project No. 0172-0550  
 Traffic Control Signal Replacements in Eastern CT (District 2)  
 Virtual Public Informational Meeting  
 February 3rd, 2026 6:00 p.m.  
 Zoom Virtual Event**

**Report of Meeting**

**In Attendance:** There were 12 attendees in the Zoom webinar, six (6) of whom were panelists. The following individuals were identified:

**Panelists:**

<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
Jack Carlson	CTDOT	Jack.Carlson@ct.gov
Lisa Conroy	CTDOT	Lisa.Conroy@ct.gov
Ferdinand Orlie	CTDOT	Ferdinand.Orlie@ct.gov

**Audience:**

<b>Name</b>	<b>Organization</b>	<b>Email</b>
Helen Decker	Public	helendecker@lightconnect.space
John Goodrich	Public	Goodrich974@yahoo.com
Susan Johnson	CGA	Susan.Johnson@cga.ct.gov
Heather Somers	CGA	Mariah.Murphy@cga.ct.gov
Guleid Mohamood	Public	gmohamood@gmail.com
Amy Storrow	Public	storrows@protonmail.com

**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 turned over to Nicholas Welsh, CTDOT Project Engineer. Nicholas 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 full replacement location.

After all locations were discussed, Kaethe shared previous, ongoing, and future coordination efforts under the project. Jack Carlson, CTDOT Assistant Rights of Way Coordinator, then provided a brief overview of the acquisition process of property rights where needed. Kaethe then shared the cost, schedule, and next steps for the project. The team gave an approximately 45-minute PowerPoint presentation followed by a Question-and-Answer session assisted by Ferdinand Orlie, a Transportation Engineer with CTDOT.

The presentation covered the following items:

- The purpose of the project was presented: 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, pedestrian accommodations, detection, controllers, pre-emption, and communication) were summarized for general information purposes.
- The concept plans for each signal replacement location were reviewed in detail.
- Rights of Way processes were reviewed.
- An overview of project coordination efforts was provided.
- The estimated construction cost was provided: approximately \$16.7 million with 100% State funds.
- The project schedule was summarized.
- Pending next steps were summarized.
- Information on how to contact the design staff with questions/comments was provided.

**Question-and-Answer:**

During the Q&A session that followed the presentation, there was 1 comment and 1 question posed by the attendees in the Zoom Q&A feature. No questions were received by phone or email.

**Adjournment:** The meeting ended at 6:53 pm when no more questions came in. Attendees were reminded to fill out the survey and that the comment period would be open until February 17, 2026, 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. All questions and comments received before, during, and after the meeting up until the end of the comment period are listed below with the following responses.

**Questions and Comments before the Virtual Public Interest Meeting:**

<b>Comment:</b>	Dear Kaethe, I read with interest this Marlborough Facebook post this morning: (Facebook image) I am very concerned about a potential rotary going into this intersection considering the very significant volume of traffic this intersection supports and the number of choices to be made through it. Here is my post on the same page: (Another facebook post image) I would like to request additional information on this Marlborough traffic proposal.
<b>Response:</b>	Good Afternoon Katherine,  The purpose of State Project 0172-0550 is to replace aging traffic signal infrastructure with new signal equipment at fourteen intersections in CTDOT District 2 (Eastern Connecticut). The work will include replacement of support structures (mast arms or span poles), signal heads, pedestals, pedestrian control features, signing and pavement markings, and cabinets/hardware/electrical components. The traffic signal at the intersection of Route 66 (Hebron Rd. and East Hampton Rd.) at North & South Main Streets was included in project 0172-0550 and is currently scoped to receive a full traffic signal replacement. Although Town officials have expressed interest in

	converting the operation at this intersection to a modern roundabout, there is no project currently underway to implement that change. If you have thoughts or concerns regarding that request from the town, please contact your local authorities. Marlborough's Local Traffic Authority (LTA) representative can be found at the following link: <a href="#">ltalist</a> . (Note: this location has since been removed from the project and is pending further study.)
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**Questions and Comments during the Virtual Public Interest Meeting:**

<b>Comment:</b>	Thank you for an informative presentation.
<b>Response:</b>	You're welcome.
<b>Comment:</b>	Regarding the intersection of 103-232, I am a project engineer working on a potential widening of Route 82, and reconstruction of Old Salem Road. Who can we coordinate with, we are still in a conceptual stage.
<b>Response:</b>	Answered live. Feel free to email <a href="mailto:DOTSignalReplacements@ct.gov">DOTSignalReplacements@ct.gov</a> and we can direct anyone who may need to be included in the process for coordination going forward. If there are plans to widen, then we can take that into account and try to anticipate where the best places to place our structures will be.

**Questions and Comments after the Virtual Public Information Meeting:**

<b>Comment:</b>	I am writing to say that I support and appreciate the decision to place the boom mast on the Town owned property across from 1315 River Rd. My comments are written as a Preservation CT Trustee, a Board member of the Old Mystic History Center and as the former owner of the home at 1315 River Road. The house has much historical value. Its builder Dr Woodbridge was an influential local person Pre Revolutionary and during the Revolution. Woodbridge son was also influential in early Norwich being their postmaster. Benjamin Franklin also stayed in the house during his survey of the Boston Post Road, The home was also part of the Underground Railroad. Most recently the restoration of the house, which i did, was featured on the national TV show, In With The Old. This home is an important part of local and State History, and protecting it is very important. Thank you for doing this.
<b>Response:</b>	Thank you for reaching out, John. We understand the historical value of the subject property and we will be avoiding installing any equipment on that corner of the intersection.
<b>Comment:</b>	<p>Project <a href="#">172-0550</a> concerns</p> <p>I hope the traffic lights you install will have a blinking left arrows to allow for left turns when it is safe to turn left. Many other states have blinking left arrows, which keep traffic moving. I also hope they use technology that allows the computer controlling the signal to adjust the cycle as needed, based on traffic flow to keep traffic moving and prevent backups.</p> <p>Norwich route 82 concerns</p> <ol style="list-style-type: none"> <li>1. On westbound 82 in Norwich at the intersection with Northbound I395, the extreme right lane needs to be designated as a right turn only lane. Currently, traffic that intends to turn onto the ramp for Southbound I395 blocks the numerous vehicles which intend to turn right onto I395 North, causing traffic jams back to beyond Wawecus Hill Rd. This situation causes some drivers to</li> </ol>

	<p>operate their vehicles in an unsafe and reckless manner trying to bypass the traffic in the right lane, weaving across three lanes to head onto I395 South.</p> <ol style="list-style-type: none"> <li>2. Allow motorists to make right turns on red from the Norwich Walmart/ Big Y parking lot. Many already do as there is sufficient line of sight to see eastbound traffic on 82. Sometimes, there can be eight to twelve vehicles waiting to turn right, clogging the parking lot.</li> <li>3. Reduce the time for pedestrians to cross at the intersection of 82 and New London Tpke in Norwich. 25 seconds is sufficient time to cross. This intersection handles over 50,000 vehicles per day.</li> </ol> <p>Lane closures</p> <p>Other states like RI and Oklahoma have zipper merges when lanes are closed. Signs instruct motorists to "stay in lane until merge point." Currently, some motorists try to merge well before the merge point, leading to chaos. Both lanes should be equally utilized to facilitate traffic flow. These states have seen fewer accidents and less congestion at merges.</p>
<p><b>Response:</b></p>	<p>Thank you for reaching out, Phil. In response to your email, please see our responses below.</p> <p>The 3 Norwich signals that are proposed to be upgraded under Project 0172-0550 are:</p> <ul style="list-style-type: none"> <li>• INT 103-232 – Route 82 (Salem Tpke) at Old Salem Rd #2 and Thomas Mahan School Rd</li> <li>• INT 103-251 – Route 2/32 (Washington St) at Route 32 SB/Route 82 WB (Viaduct)</li> <li>• INT 103-269 – SR 642 (Franklin Tpke) at Fitchville Rd</li> </ul> <p>Project 0172-0550 will include installing Flashing Yellow Arrow signal heads at these locations if applicable. This is determined by evaluating if the signal currently has protected/permitted left turn phasing as well as an exclusive left turn lane. At this time, it appears the only signal that meets the requirements for getting a Flashing Yellow Arrow signal head would be INT 103-232, since the signal has exclusive left turn lanes as well as protected/permitted left turn phasing.</p> <p>Regarding the Norwich Route 82 concerns, please note that Project 0172-0550 is a spot location upgrade type of project and is restricted to upgrading only the traffic signals within the project.</p> <p>It appears the Route 82 concerns that you listed below are not within the limits of any traffic signals in Project 0172-0550.</p> <p>If you would like to submit a request to have your concerns be evaluated, please submit a request to our Traffic Engineering Operations Unit, which can be reached at <a href="mailto:DOT.TrafficEngineering@ct.gov">DOT.TrafficEngineering@ct.gov</a></p>