

# New Mix Public Meeting

## April 1, 2025



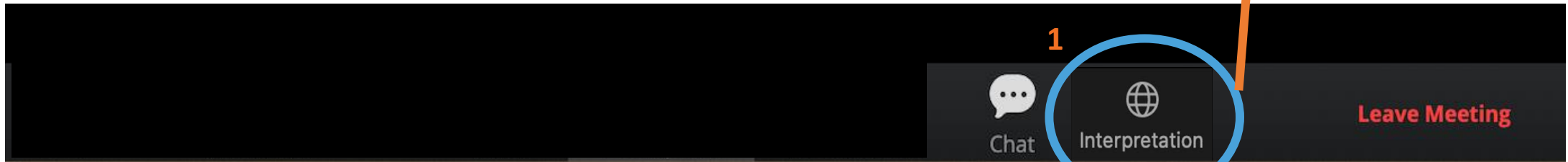
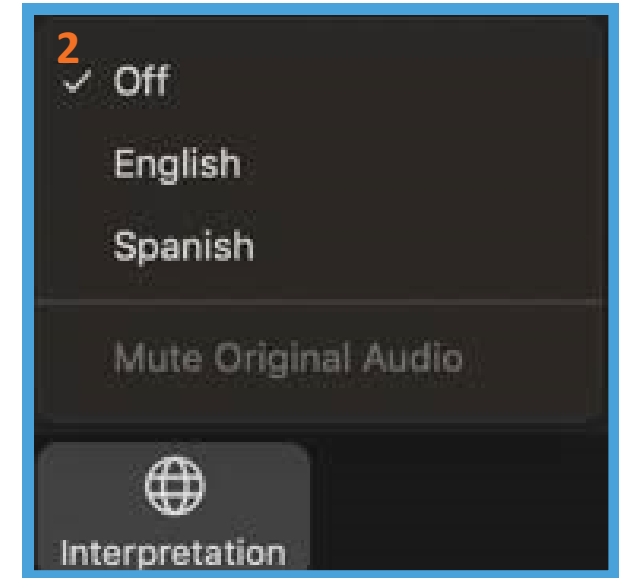
State Project No. 151-331  
Reconstruction of  
Interstate 84/Route 8 Interchange  
Waterbury, CT



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1. Click Interpretation Tool.
2. Select the audio translation you would like. This meeting offers live Spanish or Portuguese audio translation.



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## Zoom

1. Click “Show Captions (CC)” Tool.
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## YouTube

- Closed Captioning (CC), including non-English translation options, will be available on YouTube after the event.



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- Post-Meeting Survey QR Code:
- Civil Rights Information:
  - <https://portal.ct.gov/DOT/Business/Office-of-Equity/Title-VI-Page>
- A recording of this presentation will be posted to CTDOT's YouTube channel after the event.
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# Connecticut Department of Transportation Title VI Notice to the Public

Individuals and organizations may file a complaint by completing the Title VI complaint form

(<https://highways.dot.gov/civil-rights/title-vi-complaint>). Complaints should be signed and include contact information and should be sent to: Office of Civil Rights FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.

For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit [www.ct.gov/dot](http://www.ct.gov/dot).

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8<sup>th</sup> Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

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لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم (860) 594-2109

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अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오.

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



## Departamento de Transporte de Connecticut

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Para más información sobre el programa de derechos civiles del CTDOT y el proceso de presentar una queja, comuníquese con el Coordinadora del Título VI del CTDOT al teléfono (860) 594-2169, TRS 711; [Debra.Goss@ct.gov](mailto:Debra.Goss@ct.gov). También puede visitar nuestra oficina administrativa en 2800 Berlin Turnpike, Newington, CT 06131. Para más información, visite [www.ct.gov/dot](http://www.ct.gov/dot).

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## During this meeting:



### Zoom Q&A

- Use the Q&A tab to submit questions
- Zoom Q&A is only available during live Q&A session

## Following this meeting, you can contact the New Mix Team:



**By Email: [thenewmixwaterbury@gmail.com](mailto:thenewmixwaterbury@gmail.com)**



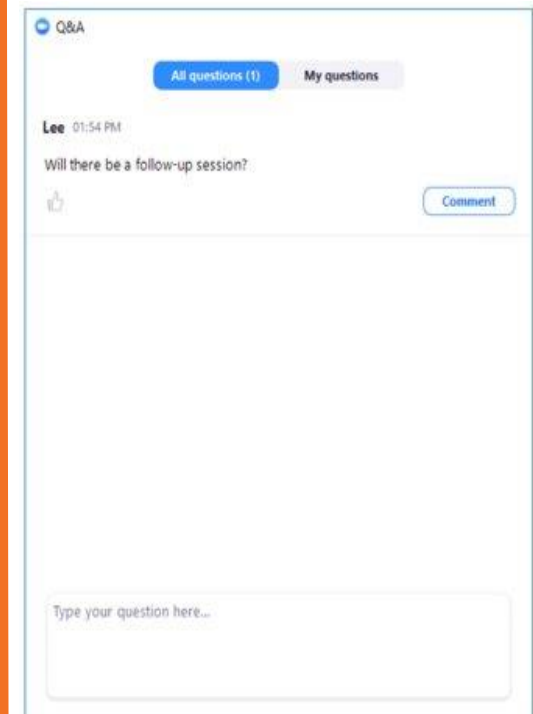
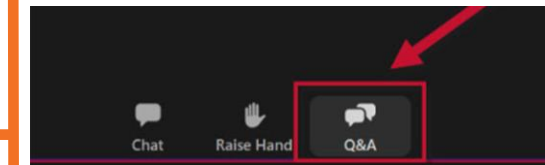
**By Phone: (203) 759-8742**



### By Project Webpage & Comment Form:

- Project Webpage: <https://www.newmixwaterbury.com/>
- Scan the QR code to leave a comment or visit: [bit.ly/CommentsNewMix](https://bit.ly/CommentsNewMix)

**Note: Comment period is open through April 16, 2025**



Moderator will answer questions in Zoom Q&A



# Project Team – CTDOT



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Principal Engineer



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P.E.  
Project Manager



Edward Sabourin,  
P.E.  
Project Engineer



Joe Belrose,  
E.I.T.  
Project Engineer



Shannon  
Burnham  
Public  
Involvement  
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# Project Team – HNTB Corporation



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Project Manager



David Schweitzer,  
P.E.  
Deputy Project  
Manager



Chris Fagan, P.E.  
Project Engineer



Naomi Hodges  
Environmental  
Lead



Katie Theis  
Urban Design  
Lead



Kimberli Owens  
Public Outreach  
Lead

# Agenda

- New Mix Program Overview
- PEL Study Overview
  - Range of Reasonable Alternatives
- New Mix Program Timeline
  - Looking Ahead and Next Steps
- Question and Answer Session



# New Mix Program Overview

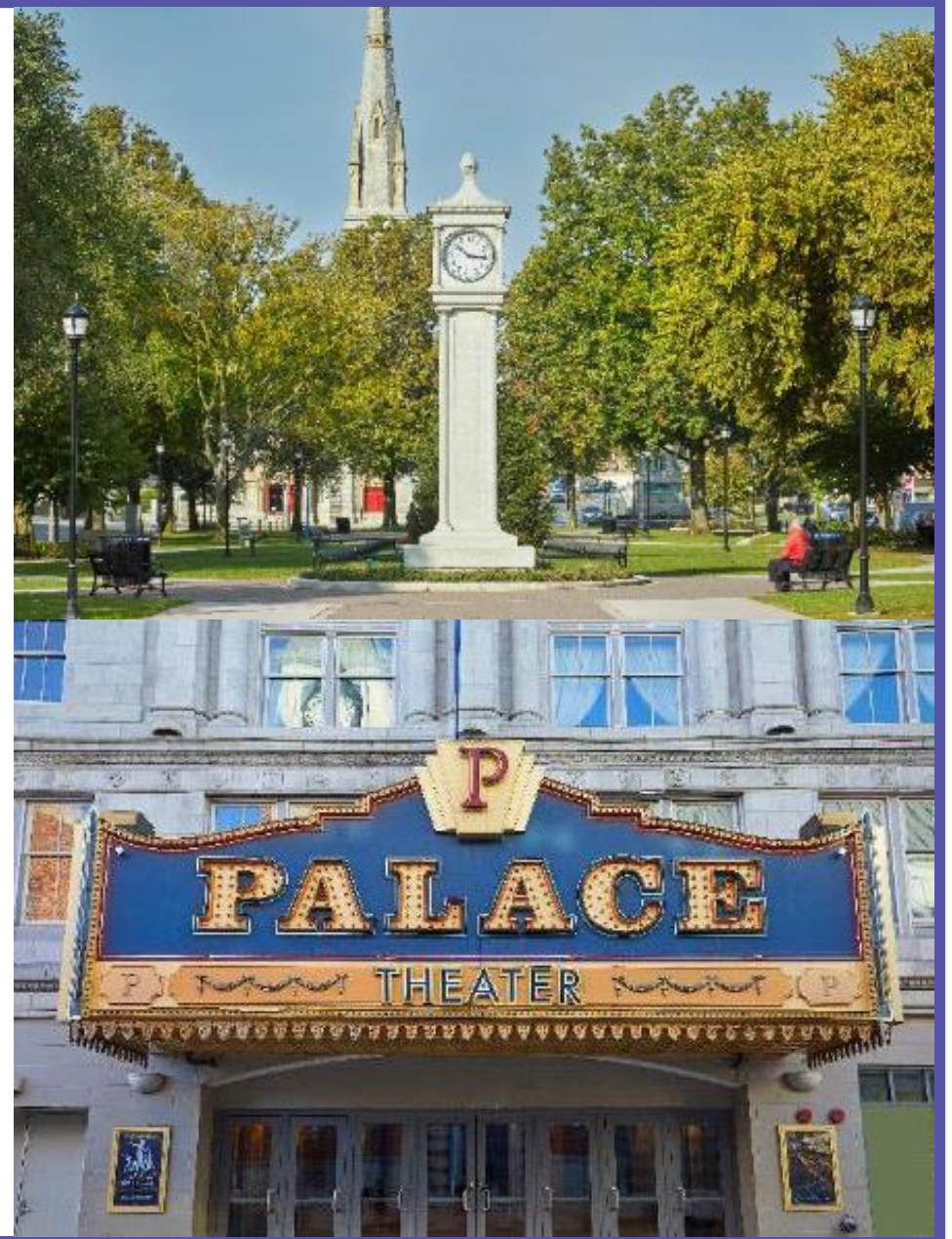
# What is the **New Mix**?

## What does it aim to achieve?

The **New Mix** is planning for the *long-term* future of the Mixmaster, when it reaches end of its serviceable lifespan.

The New Mix Planning and Environmental Linkages (PEL) Study analyzed rehabilitation and replacement options that can be implemented by 2045 and will:

- Modernize
- Improve safety & functionality
- Improve function of local road network & the interchange
- Reduce congestion & improve air quality
- Align with economic development & community plans



# Why is the **New Mix** Needed?

The existing interchange is:

- Aging; various components reaching end of serviceable lifespan (Rehab project extends lifespan until about 2045)
- Not designed to current safety & operational standards (sight lines, narrow shoulders, interchange spacing, left exits, etc.)
- Stacked structures cause repairs and maintenance to be costly, lengthy, and extremely disruptive to traffic flow

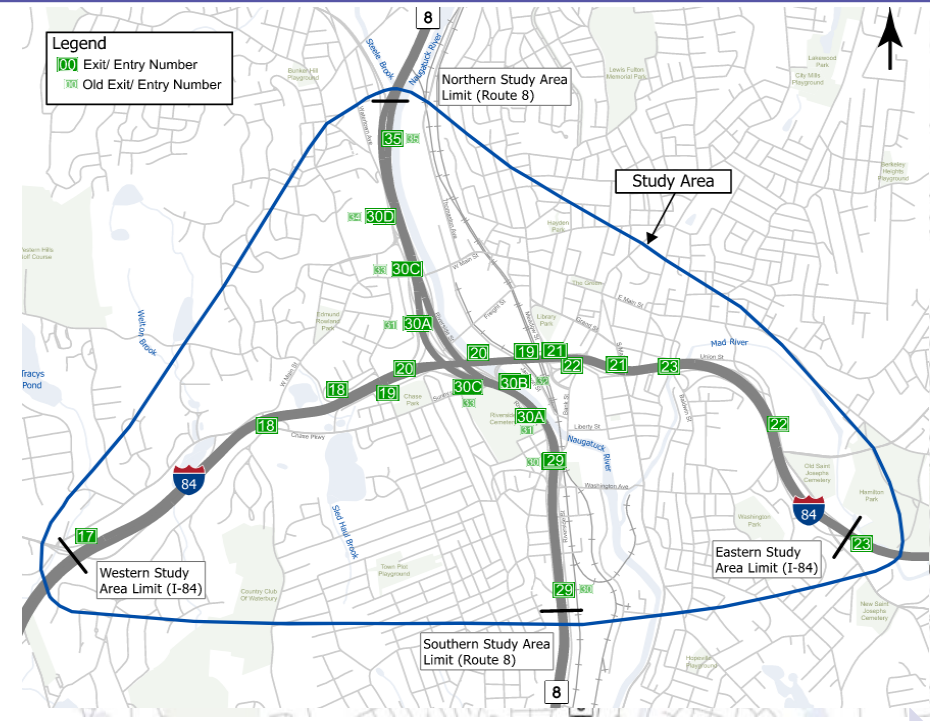


# PEL Study Overview

# New Mix PEL Study Overview

## What is a PEL Study?

- PEL Study = Planning and Environmental Linkages Study
- A collaborative early-stage analysis that integrates transportation planning and environmental considerations to streamline project development and decision-making



### PEL Study

- Links transportation planning and environmental / community concerns
- identified a Range of Reasonable Alternatives

Completed 2025

### National Environmental Policy Act (NEPA) Process

- The Environmental Review Process for compliance with environmental laws
- Will identify a Preferred Alternative

2-4 years

### Design and Permitting

- Advanced design of the *Preferred Alternative* and associated break out projects
- State and Federal Permit Procurement

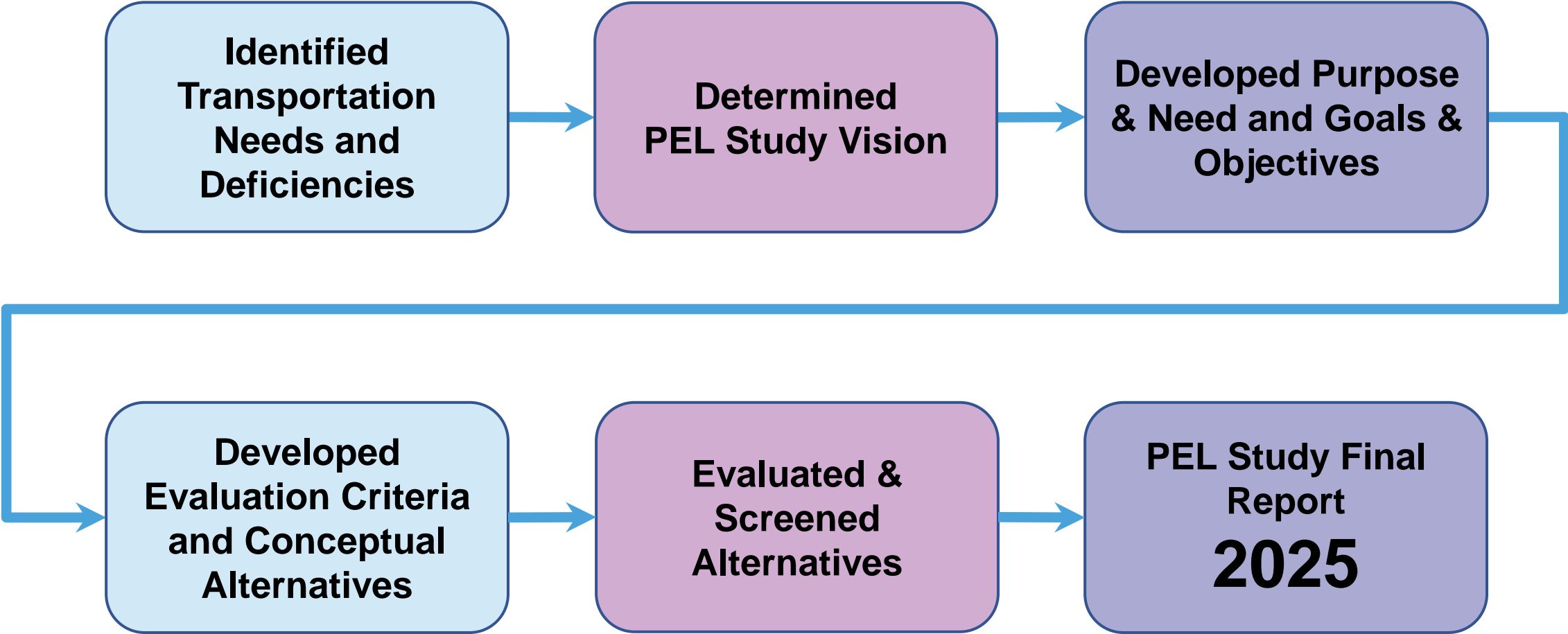
4-6 years

### Construction

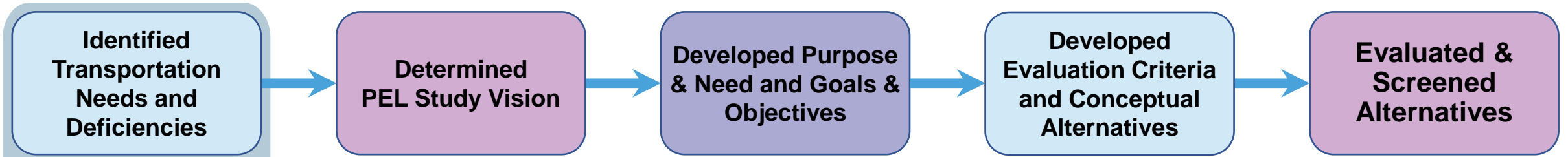
- Includes the Near-term, and Long-term breakout projects
- Anticipated completion in 2045

Initiating early 2030s

# The *New Mix* PEL Study Process





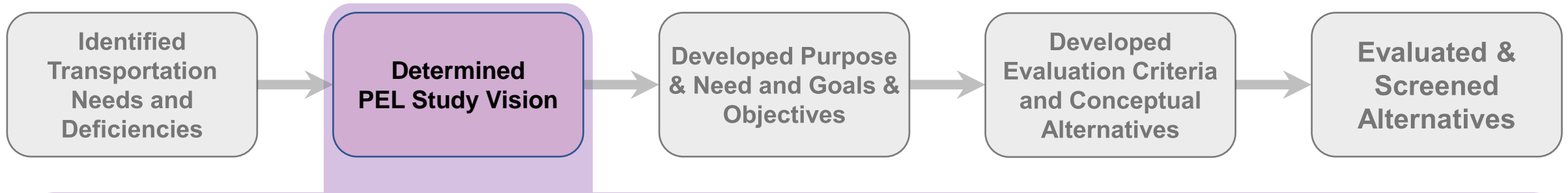


Defined the problem that we're trying to solve:

- Transportation issues, a.k.a. needs and deficiencies
- Investigated, collected data, analyzed existing and future traffic
- Multimodal, community and environmental context features
- Documented in a detailed report



**Updated in 2023 following recommendations from State/Federal Agency Coordination.**



*CTDOT desires to establish a vision, or master plan, for the interchange that **addresses and balances the regional importance of the Mixmaster for commuter traffic and motor freight users, while also improving multi-modal services, local connections and livability within the city of Waterbury to enhance and support social equity and economic vitality.***





### Mixmaster Needs (Problems)



**Structural:** I-84 Bridges will be in poor condition and anticipated to meet serviceable lifespan by 2045.



**Geometric:** Substandard shoulder widths, curves, clearances, stopping sight distance, etc.



**Operational:** Insufficient travel speeds, roadway capacity, lane merging distances, ramp spacing, etc.



**Safety/Crash Reduction:** Crash rate attributed to geometric/operational deficiencies and is 30% higher than state average.

### New Mix Intended Outcomes



**Improve System Performance & Air Quality by Reducing Congestion:** Improve bridge conditions and functional ratings as well as provide capacity to improve travel speeds and time.



**Maintain Critical System Linkages:** Configure system ramp connections for high- and low-volume movements between I-84/Route 8.



**Facilitate Connectivity & Equitable Mobility Through the Local Road & Multimodal Network:** Improved pedestrian and bicycle facilities, green infrastructure, and safety countermeasures.



**Reduce Crash Rate & Improve Safety:** Eliminate/Improve substandard structural, geometric, and operational conditions.

Public input shaped the planning decisions made during the *New Mix* PEL Study



- Define the *New Mix* Program's vision, and Preliminary Purpose and Need Statement.
- Identify focus areas for the PEL Study and inform solutions that could work towards building a better functioning and more equitable transportation system within Waterbury.

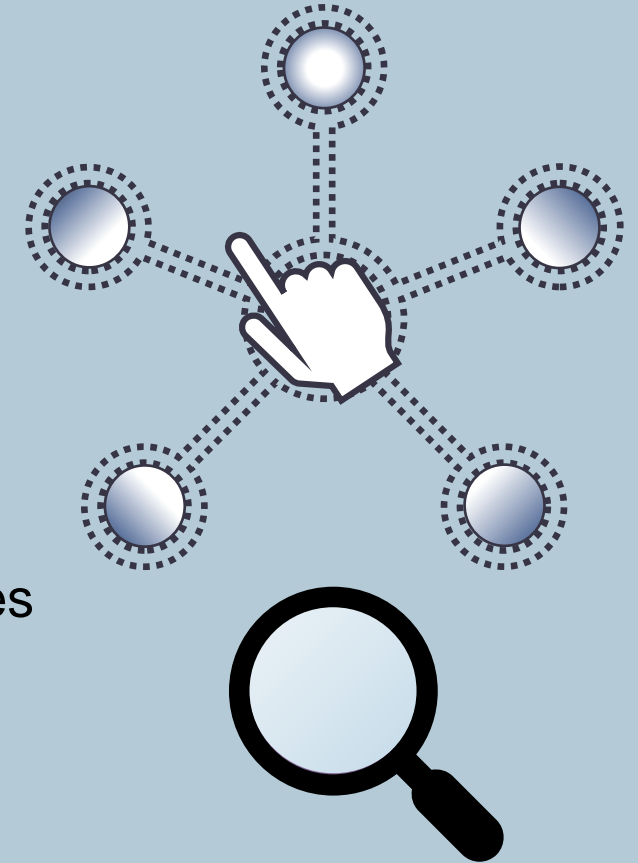


## The *New Mix* Universe of Alternatives (UOA)

Potential solutions for the long-term future of the Mixmaster interchange.

Four broad groups comprised the UOA:

- **No-Build Alternative**
  - No action option
- **Rehabilitation Alternatives**
  - i.e., Major Rehabilitation of the stacked I-84 structures
- **Replacement Alternatives**
  - i.e., Replacement of the stacked I-84 and Route 8 Structures (in kind, offline, and bypasses explored)
- **Other Travel Modes**

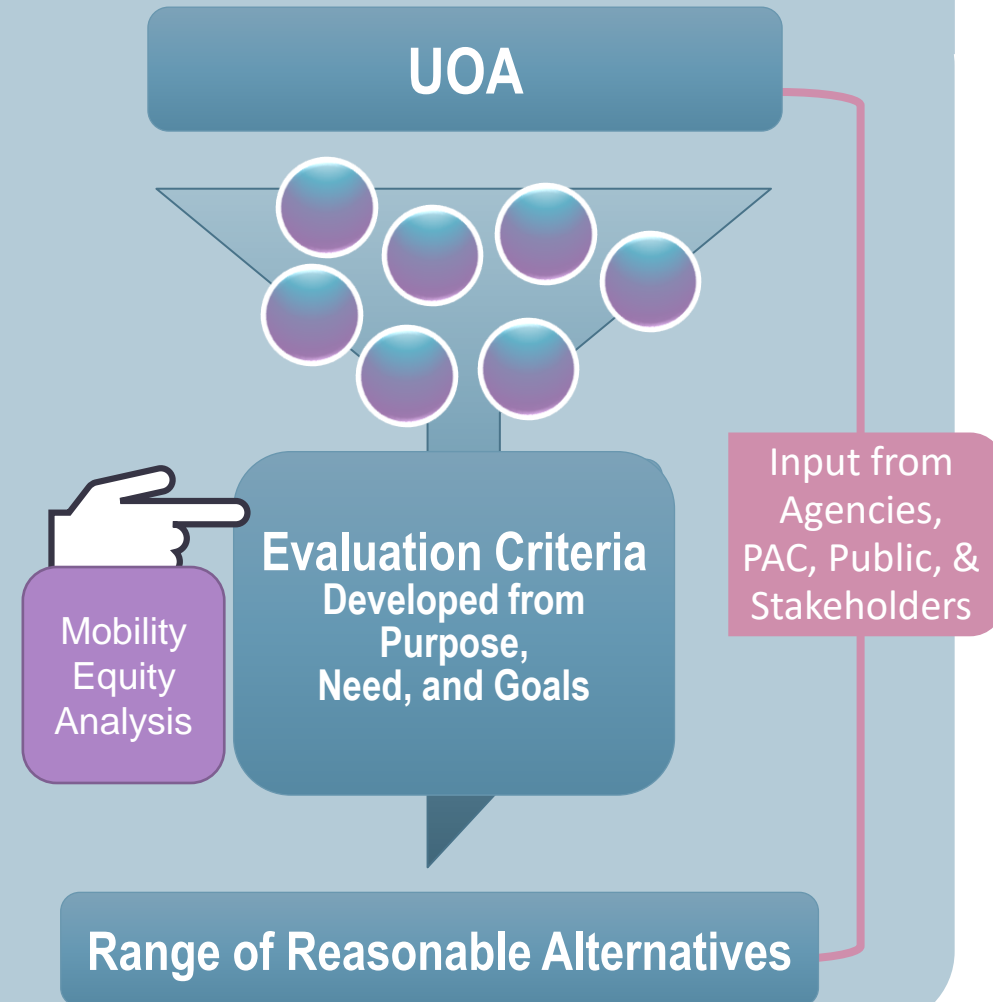


*View the UOA on the Project Alternatives page of the website*

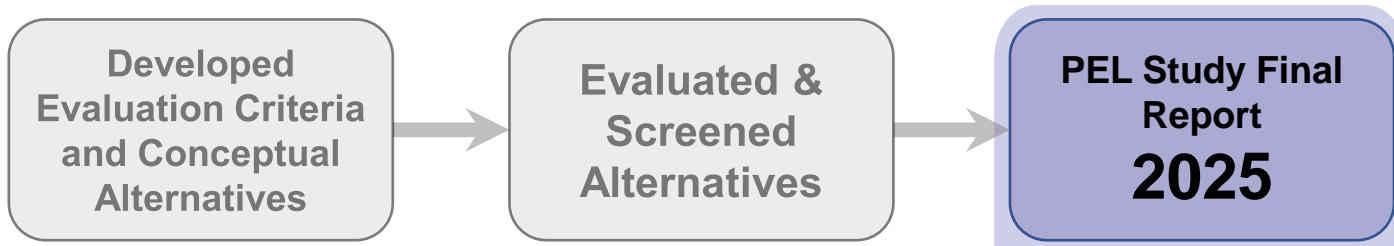


## The *New Mix* PEL Process: Screening the Universe of Alternatives (UOA)

- **Level 1:** Evaluation of Fatal Flaws; engineering based on **Purpose** and **Need**
- **Level 2 :** Evaluation of the **Goals** of the project: informed through public outreach
- **Level 3:** Evaluation of the Impacts and mitigation opportunities are identified
  - Included Mobility Equity Analysis
- Concluded with the identification of the **Range of Reasonable Alternatives**
- Public outreach occurred during all phases of the PEL

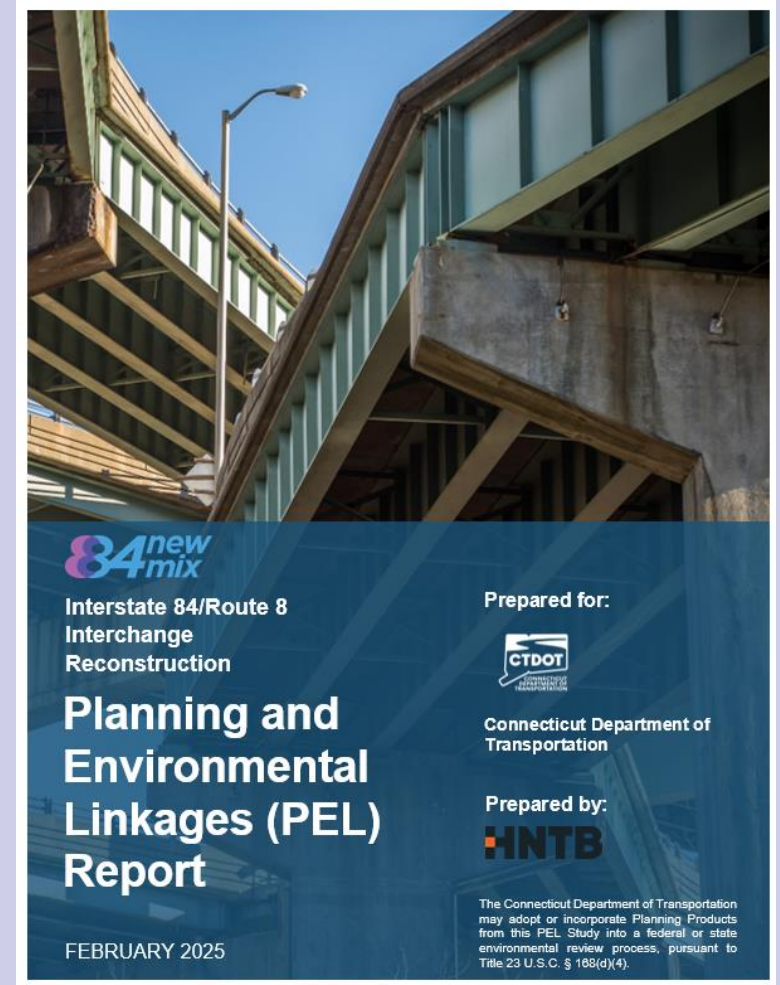


Note:  = a Project Alternative within a UOA



## The PEL Study Report

- Documents the PEL Study including the results.
- Summarizes the Range of Reasonable Alternatives that are advancing into NEPA
- Identifies next steps
  - Program funding and Phasing
  - Project-Specific Determinations
  - PEL Questionnaire



Developed  
Evaluation Criteria  
and Conceptual  
Alternatives

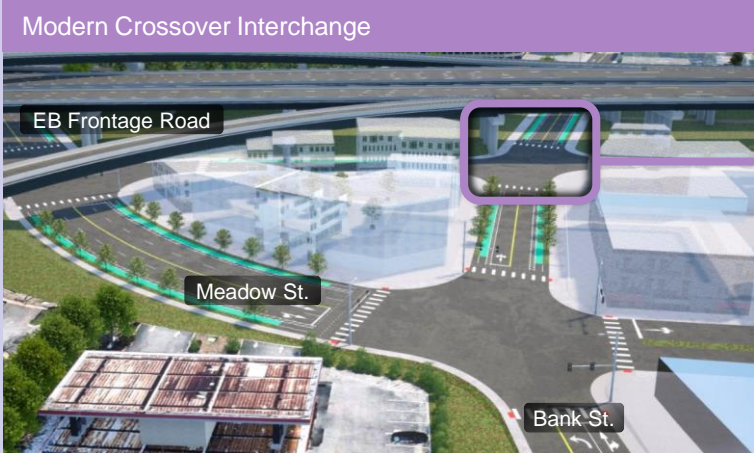
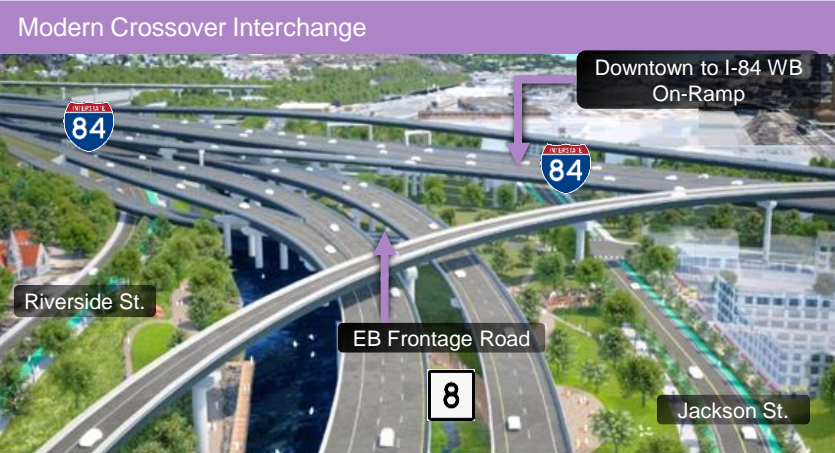
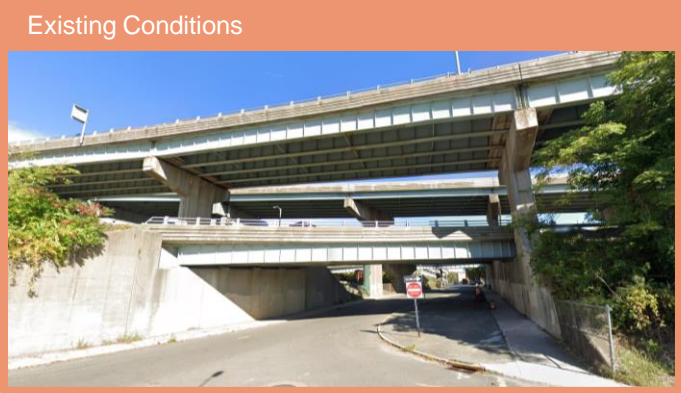
Evaluated &  
Screened  
Alternatives

PEL Study Final  
Report  
**2025**

# The Range of Reasonable Alternatives: *Modern Crossover Interchange*

View from Interchange Core

View Facing North From Bank Street



Developed Evaluation Criteria and Conceptual Alternatives

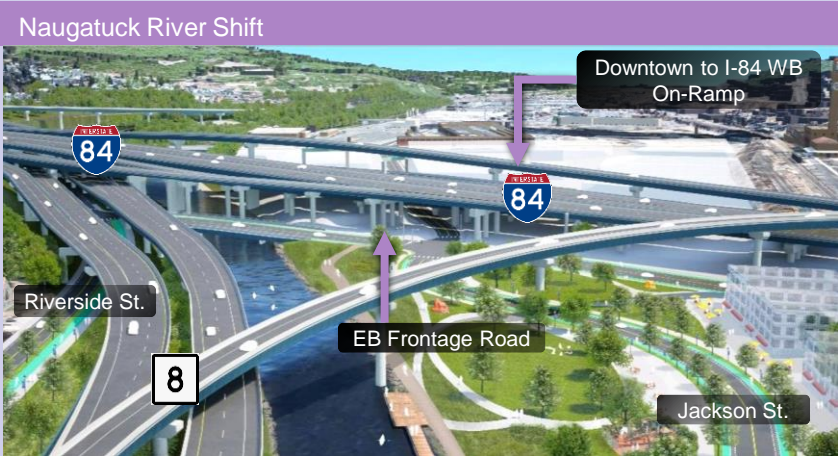
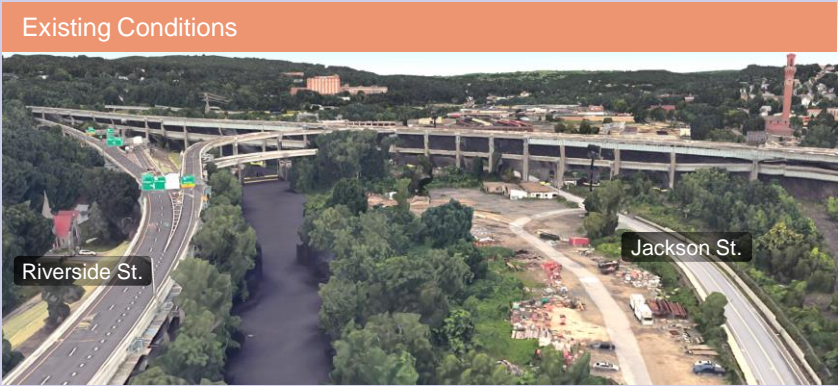
Evaluated & Screened Alternatives

PEL Study Final Report 2025

# The Range of Reasonable Alternatives: *Naugatuck River Shift*

View from Interchange Core

View Facing North From Bank Street







## The Range of Reasonable Alternatives

### Modern Crossover Interchange

- The Route 8 structures would be reconstructed east of the Naugatuck River resulting in opportunities to provide access to the Naugatuck River on the west riverbank.



### Naugatuck River Shift

- The Route 8 structures would remain on the west side of the river resulting in opportunities to provide access to the Naugatuck River on the east riverbank. Excavation activities would need to occur to provide floodplain capacity due to unstacking of Route 8.



Developed Evaluation Criteria and Conceptual Alternatives

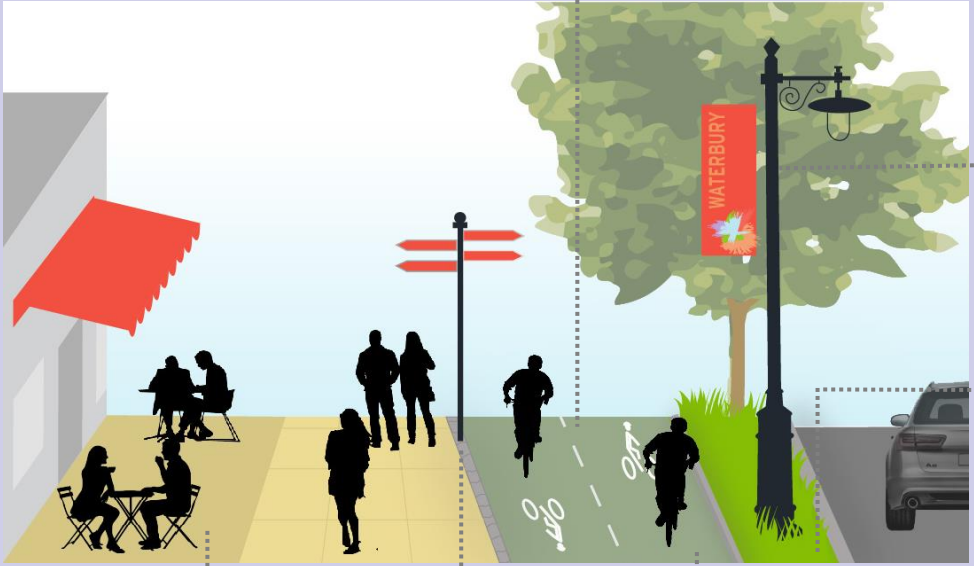
Evaluated & Screened Alternatives

PEL Study Final Report 2025

# Safe and Activated Corridors Connected Corridors



- **Special Paving** – visual cue for pedestrians and drivers
- **Mid-Block Crossing** – formalizes pedestrian desire lines, calms traffic
- **Pedestrian Refuge Islands** – shorter crossings on busy streets



Active Street Life      Enhanced Wayfinding      Multi-Modal Connections

- **Raised Cycle Track** protect cyclists, pedestrians, and motorists
- **Enhanced Lighting** improved safety, unique lighting creates a sense of place
- **Green Infrastructure and Planting Strips** buffer between cars and pedestrians while providing stormwater benefits

Developed  
Evaluation Criteria  
and Conceptual  
Alternatives

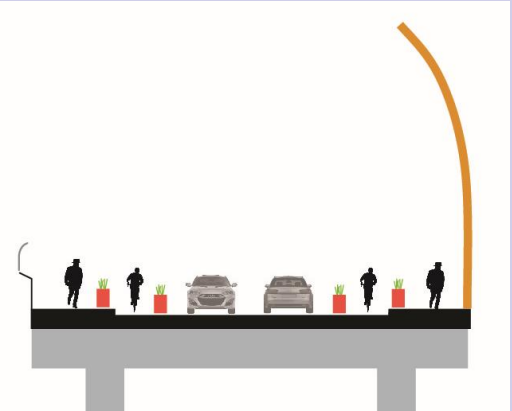


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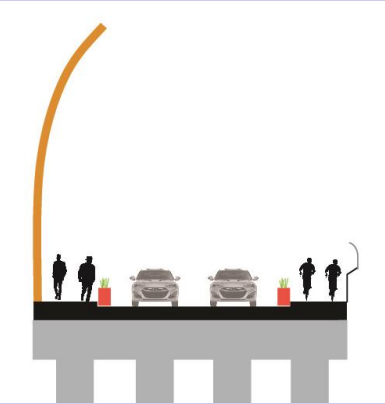


PEL Study Final  
Report  
**2025**

# Overpasses as Gateways Connected Corridors



Highland Ave Overpass Opportunity



S. Elm St Overpass Opportunity

- Unique installations create a sense of arrival specific to Waterbury
- Incorporate “Safe Route” tactics
- Opportunity to engage local artists



Gateway Experienced from the Highway



Gateway Experienced from the Overpass



New Britain, CT

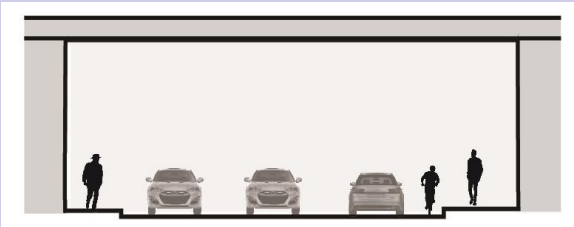
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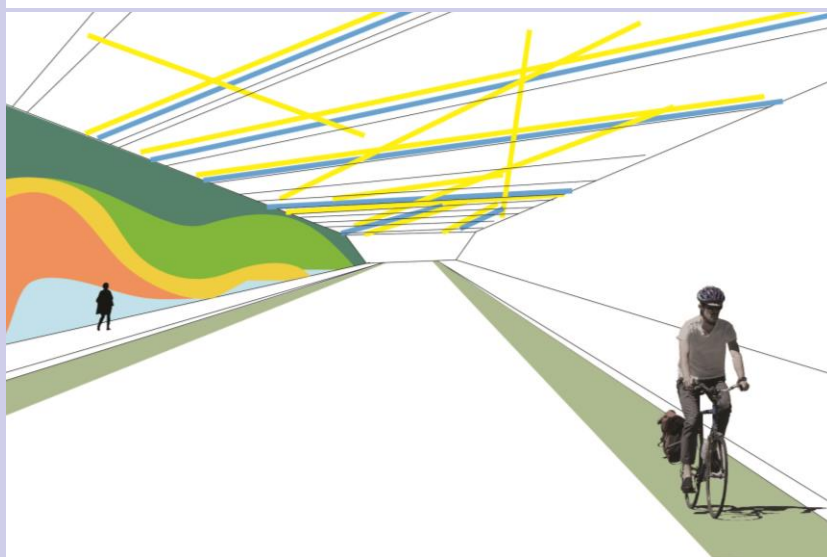
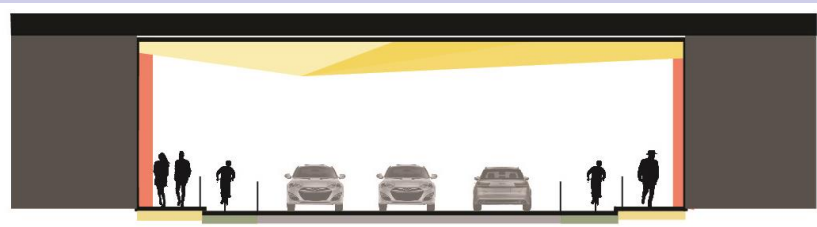
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# Enlivened Underpasses Connected Corridors

Existing Underpass Experience

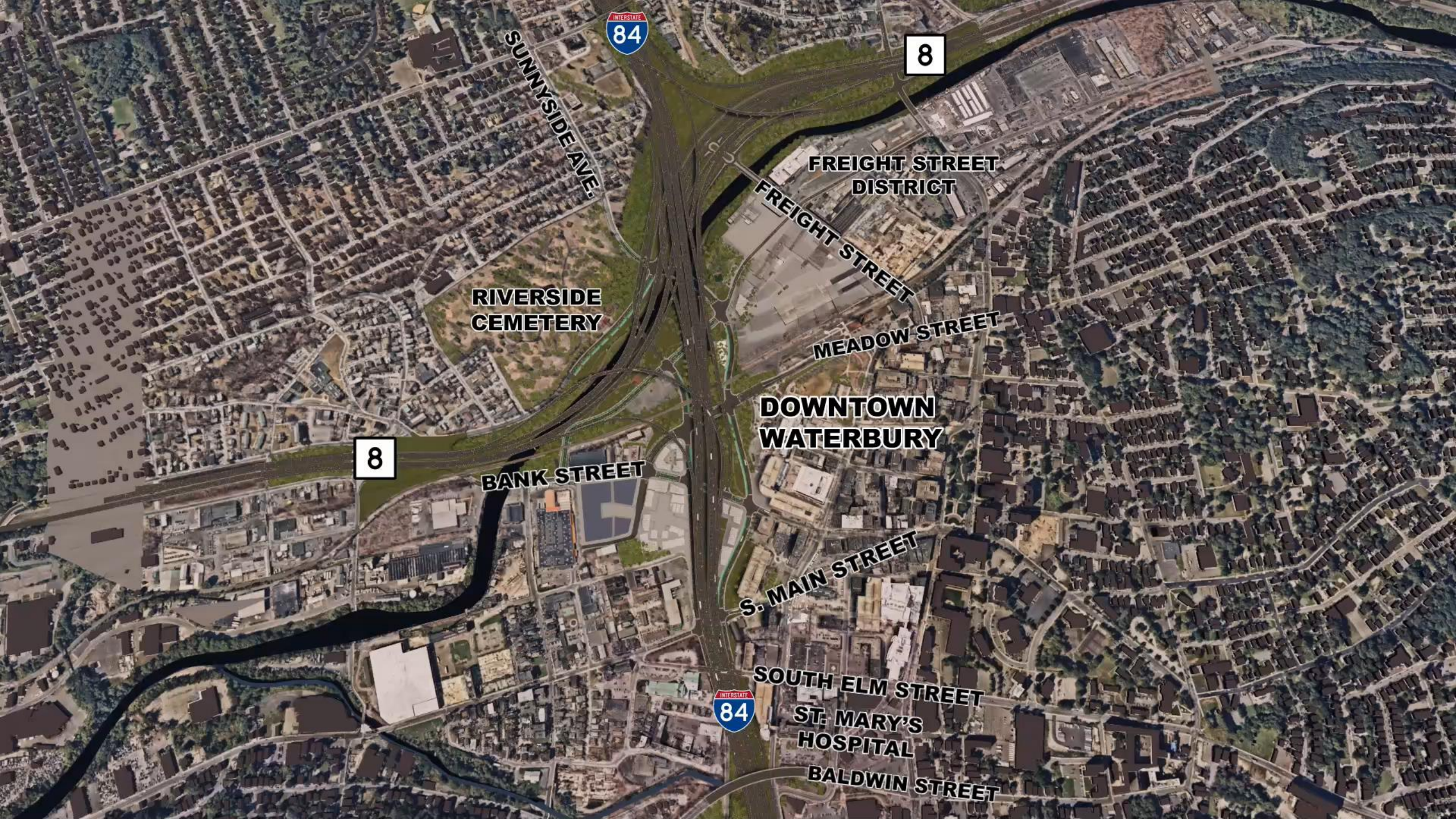


Enlivened Underpass Opportunities



- Murals and lighting welcome pedestrians, create visual presence
- Combine with Safe Routes tactics





INTERSTATE  
84

8

SUNNYSIDE AVE.

FREIGHT STREET  
DISTRICT

FREIGHT STREET

RIVERSIDE  
CEMETERY

MEADOW STREET

DOWNTOWN  
WATERBURY

8

BANK STREET

S. MAIN STREET

INTERSTATE  
84

SOUTH ELM STREET

ST. MARY'S  
HOSPITAL

BALDWIN STREET

# How will construction occur?

## Anticipated **New Mix** Projects to Occur Over Time

### Breakout Projects

“Stand-alone” projects identified during the PEL Study.



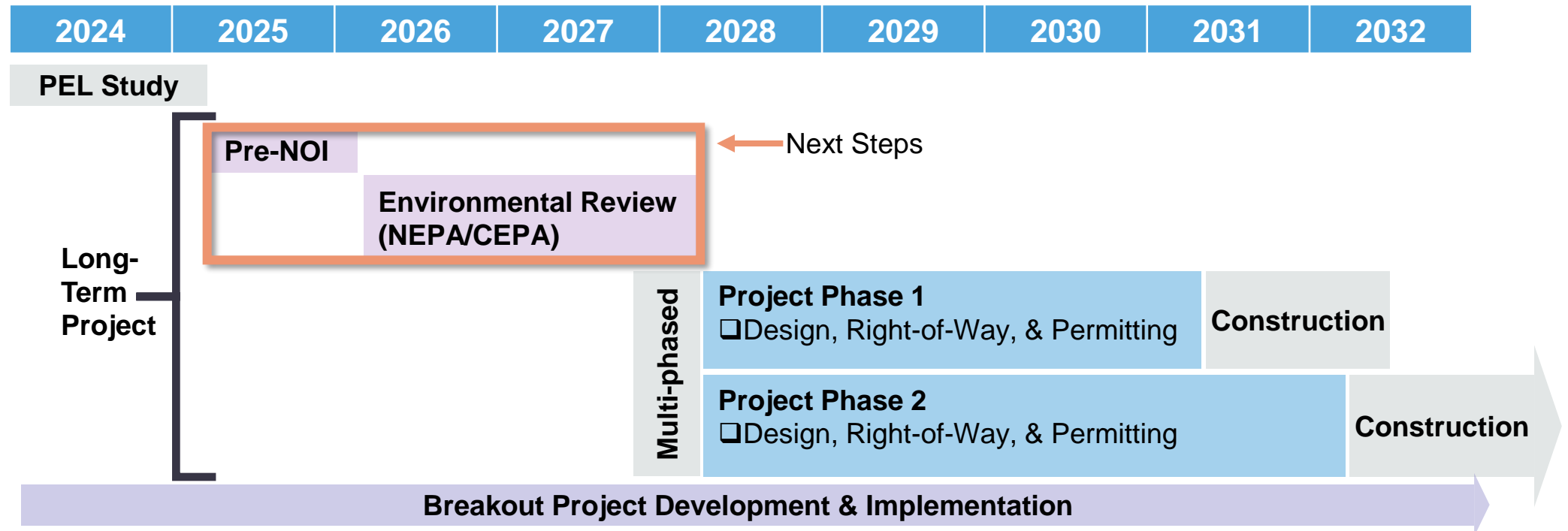
### The Long-Term Project

the reconstruction of I-84, Route 8, and their system connections. The multi-phased (two or more) approach is to allow for funding and maintenance of traffic.



# New Mix Program Timeline

# New Mix Program Process and Timeline



## Timeline Definitions

**Breakout Projects** are “Stand-alone” projects identified during the PEL Study.

**The Long-Term Project** includes the reconstruction of I-84, Route 8, and their system connections. The multi-phased (two or more) approach is to allow for funding and maintenance of traffic.

**Phase 1:** Includes permanent improvements or temporary construction that will remain in place until completion of the Long-Term Project to facilitate traffic flow.

**Phase 2:** Project work for the Preferred Alternative that begins to improve mainline or system ramp traffic within the elevated core of the interchange.



# Question & Answer Session

## During this meeting:



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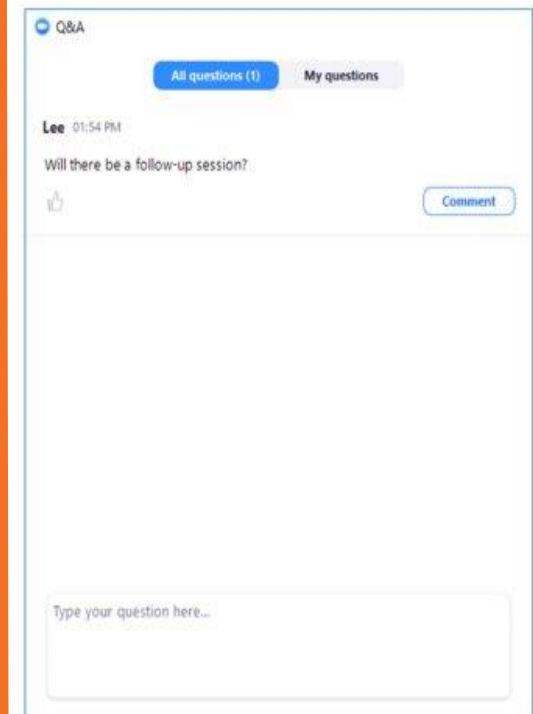
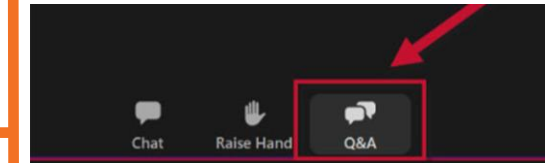
**By Phone: (203) 759-8742**



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- Scan the QR code to leave a comment or visit: [bit.ly/CommentsNewMix](https://bit.ly/CommentsNewMix)

**Note: Comment period is open through April 16, 2025**



**Moderator will answer questions in Zoom Q&A**



# Additional Opportunities to Connect with **New Mix**

Join us for our final open house for the PEL Study!

**TOMORROW, April 2<sup>nd</sup>**

**5:30pm - 7:30pm (come anytime!)**

**Maloney Interdistrict Magnet School**

**233 S. Elm St., Waterbury, CT**

Explore our stations, speak directly with the New Mix Team, and enter drawings for multiple Visa gift cards.

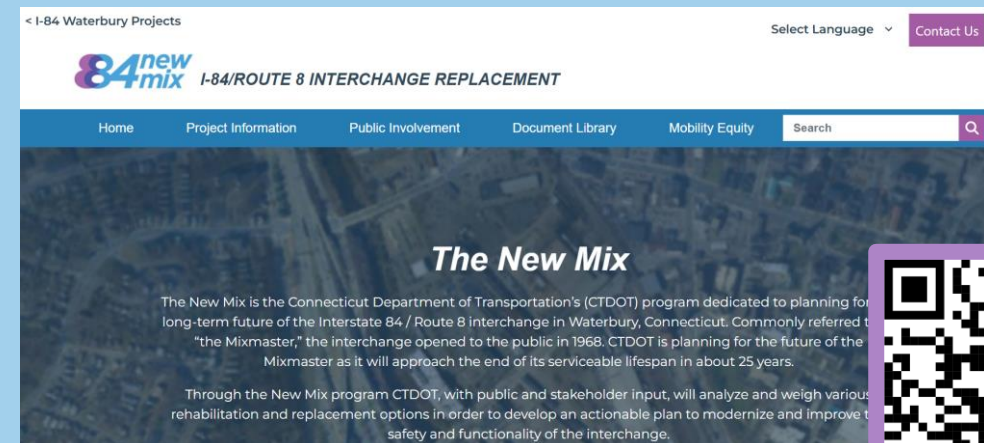


***Featuring a 3D Model created by Kaynor Tech Students!***

Keep an eye on our project website:

**[www.NewMixWaterbury.com](http://www.NewMixWaterbury.com)**

- Explore project information.
- Learn about our public involvement.
- View reports in the Document Library.
- Access links to meeting recordings.
- Leave comments for the project team.



***Scan the QR code to access our website:***





# Thank you.

