



**CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design**

MEETING MINUTES

Project No.: 151-331
 Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (Mixmaster)
 Date of Meeting: March 12, 2025, 12:00 PM – 1:10 PM
 Location of Meeting: Waterville Firehouse, 1551 Thomaston Avenue
 Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting #7

Attendees:

PAC Members	
Name	Organization
Ralph Carpinella	All Saints/Todos los Santos Parish
Antoinette Covino	Brooklyn Neighborhood Association
Jerry Covino	Brooklyn Neighborhood Association
Roy Cavanaugh	City of Waterbury Bureau of Engineering
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Maria Vaccarelli	CTtransit Waterbury
Peter Vaccarelli	CTtransit Waterbury
Brian Peterson	Holy Trinity Greek Orthodox Church
Kevin Taylor	NEST
Richard Donovan	Naugatuck Valley Council of Governments (NVCOG)
Jim Nardoizzi	Waterbury Development Corporation
Kallysia Raymond	Waterbury Development Corporation
Zachary Keith	Waterbury Development Corporation
Arthur Denze Sr.	Waterbury Neighborhood Council
Martin Spring	Waterville Community Club

Department of Transportation	
Name	Organization
Nilesh Patel	Connecticut Department of Transportation (CTDOT)
Edward Sabourin	CTDOT
Jonathan Dean	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Katie Theis	HNTB
Kimberli Owens	HNTB
Jennifer Burns	HNTB
Gabby Strain	HNTB
Daniel Holguin-Caldera	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Team presented an overview of the Planning and Environmental Linkages (PEL) Study and provided a detailed description of the Level 3 Screening Analysis and the resulting Range of Reasonable Alternatives. The New Mix Team also highlighted the urban design opportunities associated with each advancing alternative. At the conclusion of the presentation, PAC members were asked to provide feedback on the Range of Reasonable Alternatives or any topic discussed during the meeting. PAC members were also encouraged to ask questions at the end of the meeting and could send comments after the meeting by emailing the New Mix Team or sending feedback through the New Mix website by March 31, 2025.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 7 Summary

- a. Provided a brief recap of what progress has been made since the previous PAC meeting, including updates to the Level 2 Screening Results and the progression of conceptual design.
- b. Described the New Mix Program process to date and provided a timeline of upcoming events.
- c. Introduced the Range of Reasonable Alternatives and discussed the differences in layouts of the Mixmaster and local roadways associated with the Modern Crossover Interchange and the Naugatuck River Shift alternatives.
- d. Presented open space and smart development opportunities that could be implemented alongside each of the Range of Reasonable Alternatives, including opportunities to create safe and activated corridors by incorporating urban design tools.
- e. Presented a computer-generated, fly-through video of the Modern Crossover Interchange alternative.
- f. Invited PAC members to complete an interactive activity and identify improvements, challenges, and suggestions concerning the Range of Reasonable Alternatives. A full description of the activity can be found in **Section 3**.
- g. Encouraged PAC members to continue exploring the Program website to stay up to date on the latest information, as well as to continue providing feedback on the preliminary results of the PEL Study and attendance at the upcoming public meetings.
- h. General questions and discussion.

B. Comments and Questions on the Presentation and New Mix Program

The following questions and comments were received during the PAC Meeting No. 7 presentation.

- Jerry Covino of the Brooklyn Neighborhood Association requested clarification if on-and off-ramps would be on the left or right side of the highway. David Schweitzer of HNTB clarified that all system ramps¹, were designed to be right-hand on- and off-ramps. Mr. Schweitzer also stated that the service interchange off of Route 8 (Interchange 30C formerly Interchange 32 – Freight Street), located in the core of the I-84/Route 8 interchange, in both the southbound (SB) and northbound (NB) directions, will have left-hand on- and off-ramps.
- Jim Nardoizzi of the Waterbury Development Corporation acknowledged that the Range of Reasonable Alternatives are conceptual in nature and subject to change and asked for a preliminary list of properties, not owned by the State, that may be subject to eminent domain or acquisition. Naomi Hodges of HNTB responded that properties that may require partial or complete acquisition would be included in the Level 3 Alternative Screening Report. Ms. Hodges stated that the number of impacted properties is similar between the Range of Reasonable Alternatives, though the Naugatuck River Shift alternative involves slightly higher acreage of impact due to the proposed shift of the Naugatuck River.
- Robert Nerney of the City of Waterbury Planning Department requested the specific locations of service ramps² and system ramps along the Mixmaster and local roadway network in the proposed alternatives. Mr. Schweitzer described the location of service ramps associated with the new frontage road system, as well as the relocation of certain system ramps and service ramps to improve traffic flow. Clifford Brammer III of the City of Waterbury Planning Department added on by asking if specific on-ramps to Route 8 would remain the same. Mr. Schweitzer answered that certain Route 8 service ramps would be shifted as appropriate to improve interchange spacing. Mr. Brammer also inquired as to whether the distance would be condensed between the on-and off-ramps associated with Route 8 NB Exit 31, formerly Exit 35. Mr. Schweitzer stated that the distance would remain the same or slightly increase.
- Roy Cavanaugh of the City of Waterbury Bureau of Engineering asked if any service ramps would be gained or lost. Mr. Schweitzer described how Exit 19 and Exit 22 in the eastbound (EB) direction of I-84 would be merged for better traffic flow, spacing, access to the Central Business District, and direct access across the river on to the frontage road system. Exit 21 and Exit 22 in the westbound (WB) direction of I-84 would also be combined, which would lead to a decrease in the total amount of off-ramps on the Mixmaster.
- Mr. Cavanaugh inquired as to whether any losses to existing buildings in the downtown area are expected with the Range of Reasonable Alternatives. Mr. Schweitzer stated that

¹ System ramps are defined as connections from a mainline to a mainline. In this case, system ramps refer to connections between I-84 and Route 8.

² Service ramps are defined as connections between mainlines and local roadway networks. In this case, service ramps refer to connections between local roads in Waterbury and I-84/Route 8.

the Savings Bank of Danbury parcel and a portion of the Waterbury Crossing Plaza building on Bank Street would be impacted under the currently proposed conditions in either alternative. Mr. Cavanaugh followed-up by asking if the impacts would require full-acquisitions. Mr. Schweitzer responded that the Savings Bank of Danbury would be a full-acquisition, while the Waterbury Crossing parcel would be a partial-acquisition. The acquired property would be utilized for the proposed frontage road system and the parcel could remain as a commercial/business property.

- Mr. Cavanaugh asked if the artistic enhancement opportunities associated with open spaces, overpasses, and underpasses shown in the presentation were realistic proposals. He added that the City of Waterbury had faced extensive challenges while trying to perform similar work on Eagle Street Bridge. Nilesh Patel of CTDOT responded that the signature gateway approaches are a possibility and that aesthetic enhancement opportunities on specific bridges could be implemented depending on funding and feasibility.
- Mr. Nerney requested an estimate of how many properties would need to be obtained for right-of-way. Ms. Hodges stated that the Savings Bank of Danbury and the Waterbury Crossing Plaza properties would be fully or partially acquired to accommodate the new unstacked alignment of I-84. Overall, an average of 14 parcels would be impacted by the remaining alternatives, many of which are industrial, though the amount and extent of ROW acquisitions may change as the alternatives progress further. Ms. Hodges added that the minimization, avoidance, or mitigation of environmental/community impacts, including those such as parcel acquisitions, was a key consideration for the Range of Reasonable Alternatives. Mr. Nerney requested clarification on the proposed industrial parcel acquisitions. Ms. Hodges pointed out the properties on a map to better visualize potential partial or full acquisitions. Mr. Nerney then asked if there would be impacts to the Freight Street District, to which Ms. Hodges replied that impacts to the Freight Street District would be avoided in both advancing alternatives. Ms. Hodges added that the proposed relocation of I-84 EB Exit 18 was reexamined to avoid full acquisitions of residential properties.
- Mr. Nerney asked for additional clarification regarding the I-84 EB Exit 18 Interchange relocation. Mr. Schweitzer described a concept for the potential relocation where Chase Parkway and the alignment of Country Club Road would require modification. Mr. Schweitzer added that access to Area Cooperative Educational Services (ACES) at Chase may also need to be reconfigured to accommodate the relocation of I-84 EB Exit 18 in the example provided.
- Mr. Cavanaugh asked if the relocation of I-84 EB Exit 18 was considered an early action project (now referred to as Breakout Projects). Mr. Schweitzer clarified that the proposed early action projects that were previously presented are located further east along Chase Parkway. Jonathan Dean of CTDOT elaborated on conceptual Breakout Projects, including mention of the proposed addition of an auxiliary lane between I-84 EB Exit 17 and Exit 18 and the inclusion of a wrong way detection system at the I-84 EB Exit 18 off-ramp.

- Brian Peterson of the Holy Trinity Greek Orthodox Church expressed concern as to how the Range of Reasonable Alternatives would impact his church and its members. Ms. Hodges stated that I-84 in the vicinity of the Holy Trinity Greek Orthodox Church would not impact the church's parcel.
- Mr. Nardozzi asked for clarification if there would be significant road widening with the realignment of Chase Parkway. Mr. Schweitzer stated that there would not be road widening, just realignment. Ms. Hodges further clarified by referencing a map. Mr. Nardozzi asked if the New Mix Team was looking to expand traffic in the corridor. Mr. Schweitzer pointed out the planned fifth crossing of the Naugatuck River opposite of Sunnyside Avenue for the creation of a new frontage road system, which could potentially improve traffic patterns in the area and alleviate congestion.
- Mr. Nerney inquired as to whether the information presented on the boards positioned around the room was the same as that was presented in the presentation. Ms. Hodges confirmed that the same images were used. Mr. Schweitzer stated there may be slight differences between the Exit 18 board and the accompanying slide. Ms. Hodges stated that the first concept was shown, but no other roundabout options in the area were visualized. Mr. Patel stressed that the boards are representative of concepts that are still subject to changes as more research is performed on feasibility. Mr. Nerney stated that the information presented to PAC members in the meeting was extensive and difficult to digest all at once, to which the presenters agreed. Mr. Nerney reminded presenters that traffic was a major concern that had been previously discussed and expressed further concern about how the proposed Range of Reasonable Alternatives could impact local traffic patterns. Ms. Hodges stated that Breakout Projects will be further evaluated to better understand project feasibility and their impacts on traffic.
- Martin Spring of the Waterville Community Club stated that he is a member of United Methodist Church and expressed concern regarding how the relocation of I-84 EB Exit 18 would impact the church. Mr. Schweitzer stated that the church is further to the west of Exit 18 and would not be affected by its relocation. Mr. Spring also expressed concern about how the current federal administration would impact federal funding for the program. Mr. Patel stated that the PEL Study phase was state-funded and that changes to federal funding sources that would impact the results of the PEL Study are not foreseen at the time of the meeting. Mr. Spring asked for clarification as to whether federal funding had already been allocated for any of the phases, to which Mr. Patel explained that federal funding is allotted annually and distributed according to the CTDOT's Obligation Plan. Mr. Spring asked if the Range of Reasonable Alternatives and associated projects were "set in stone" at the time of the PAC meeting. Ms. Hodges stated that the alternatives are still conceptual in nature, and each will undergo additional research and refinement in future phases.

- Mr. Spring shared that he feels the changes to traffic patterns have resulted in a negative travel experience. Ms. Hodges stated that there are design tools and strategies that could be implemented along roadways to provide safe routes and decrease driving speed were appropriate. Mr. Spring replied that his path to church feels very unsafe and inquired as to whether there were any changes proposed to increase safety along his route. Mr. Schweitzer stated that all system movements would be examined and traffic safety improvements for all users would be recommended as appropriate.

Following the question and comments portion of the presentation, the New Mix Team thanked all PAC members for their attendance and contributions throughout the meeting and the PAC series. Information on how to attend upcoming public meetings was shared with PAC members. Any comments or questions on the New Mix may be sent to Ms. Hodges at nhodges@hntb.com or through the project website at newmixwaterbury.com.

Meeting adjourned at 1:10 pm.

3. PAC 7 Activity Results

PAC members were invited to answer any combination of the following questions on sticky notes to generate feedback on the Range of Reasonable Alternatives and to better understand the needs of the communities represented by the PAC members:

- A. What improvements do you see?
- B. What stands out as a possible concern?
- C. What suggestions do you have for the New Mix Team as this project moves forward?

PAC members were asked to place their completed sticky notes on the maps of the Range of Reasonable Alternatives where appropriate. PAC members also had the option to fill out a worksheet with more in-depth responses to the above questions or with additional feedback.

Overall, PAC members who answered Question A noticed and supported the incorporation of urban design tools into the Range of Reasonable Alternatives, as well as the improvements to traffic safety, aesthetics, connectivity, and access to the river. In response to Question B, PAC members were concerned with impacts to Rights-of Way (ROW) and traffic congestion. PAC members also urged the New Mix Team to communicate with ACES at Chase to avoid impacts to bus routes, related to any changes at the I-84 EB Exit 18 relocation. In response to Question B, PAC members had a wide array of suggestions for the New Mix Team ranging from the continuation of open communication with the public, to increasing safety for all users, and more.



A transcription of responses is provided in **Table 1**, and photographic records of the sticky note responses are provided in **Figure 1** through **Figure 8**. Any response that could not be attributed to a specific organization was noted as, "Organization not Provided." Additional images of the PAC meeting are provided in **Figure 9** through **Figure 12**.

Table 1: PAC 7 Interactive Activity Sticky Note Responses

Question	Responses by Waterbury Development Corporation
A	Overpass improvements, greenspace, incorporate downtown streetscape features on these frontage roads, etc.
A	Urban design approach, increasing pedestrian connectivity is the standout improvement
A	Reduced risk of traffic fatalities on I-84
B	Provide a list of affected properties for review
B	Are there any historic properties affected
B	Distance from on-ramps from downtown
B	Sunnyside Avenue significant traffic volume increase to Chase Parkway
B	Increased congestion in downtown
B	Disruption to environment (i.e. Naugatuck River)
B	Eminent domain/displacement
B	Look closely at ACES at Chase and existing bus queue...removing that driveway may severely impact
C	Visually overlay changes on affected properties for review
C	Increase traffic calming measures along proposed frontage road
C	Country Club Road interchange
C	Integration with Freight Street
C	School children pedestrian safety and school buses Sunnyside Avenue/Country Club Highland Avenue
Question	Responses by NEST
A	NRS: River more visible & open to/for public use
A	NRS: Seems to have more potential for green space along the river
A	Artwork under overpasses and top of overpasses
A	Daylighting of other watercourses
A	MCI: Increased space between highway and Riverside Cemetery
B	MCI: River remains under the highway
Question	Responses provided without an organization listed
A	Right hand entrances and exits
A	Smoother traffic flow with less crossover
B	Recommend discussion with ACES at Chase schools as they are planning to add on bus stacking/bus route
B	Need to eliminate eminent domain on Charles Street and South Leonard Street to facilitate frontage roads
B	Increased traffic on frontage roads, especially in neighborhoods
C	Make impacted properties public
C	Convey visual improvements in comparison to what is existing
C	Continue public outreach
C	Prioritize walkability
C	Definitely support entry identification to the city (East and West)
C	Continue open communication
C	Remove left hand exits and entrances as much as possible
C	Realistic timeline as project progresses

Figure 1: PAC member activity response sheet 1.

INTERSTATE 84/ROUTE 8
INTERCHANGE RECONSTRUCTION
PROJECT ADVISORY COMMITTEE 7 MATERIALS



Name: KEVIN TAYLOR

Organization: NEST

Date: _____

PAC Meeting #7 Activity 1

Activity 1: The Range of Reasonable Alternatives

1. Please answer any of the following questions on the sticky notes you were provided:

- What improvements do you see?
- What stands out as a possible concern?
- What suggestions do you have for the New Mix Team as this project moves forward?

2. Once you have written your responses, please place your sticky notes on the appropriate area of concern on either full-size map.

Optional: Use the space below to provide additional feedback.

QUICK OBSERVATIONS

NAUGATUCK RIVER SHIFT (NRS)
IMPROVEMENTS: • RIVER MORE VISIBLE & OPEN TO/FOR PUBLIC USE
• SEEMS TO HAVE MORE POTENTIAL FOR GREENSPACE ALONG RIVER
• ARTWORK UNDER OVERPASSES (SAME FOR MCI)
(SAME FOR MCI) • DAYLIGHTING OF OTHER WATERCOURSES



MODERN CROSSOVER INTERCHANGE (MCI)
IMPROVEMENTS: • INCREASED SPACE BETWEEN HIGHWAY & RIVERSIDE CEMETERY
• ARTWORK UNDER OVERPASSES & TOP OF OVERPASSES

CONCERNS: RIVER REMAINS UNDER THE HIGHWAY

HNTB Page 1 of 2

Figure 2: PAC member activity response sheet 2.

INTERSTATE 84/ROUTE 8
INTERCHANGE RECONSTRUCTION
PROJECT ADVISORY COMMITTEE MATERIALS

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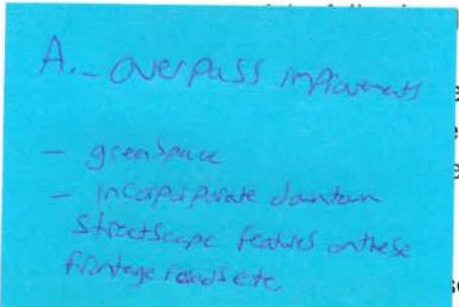
Name: Zachary Keith

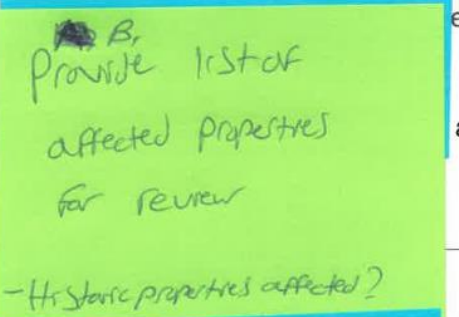
Organization: Waterbury Development Corporation

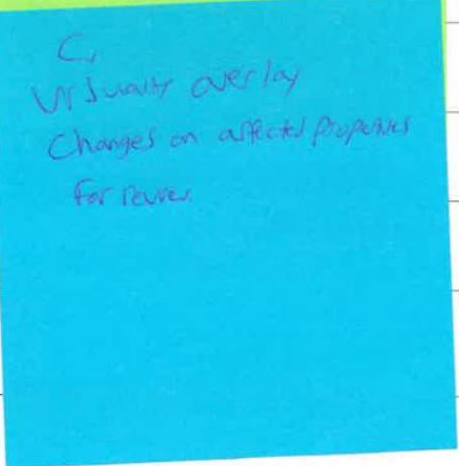
Date: March 12, 2025

PAC Meeting #7 Activity 1

Activity 1: The Range of Reasonable Alternatives

1.  questions on the sticky notes you were provided:
A. overpass improvements
- green space
- incorporate downtown streetscape features on these bridge ramps etc.

2.  please place your sticky notes on the full-size map.
B. Provide list of affected properties for review
- Historic properties affected?

Optic  additional feedback.
C. VRJ overlay changes on affected properties for review.

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Figure 3: PAC member activity response sheet 3.

INTERSTATE 84/ROUTE 8
INTERCHANGE RECONSTRUCTION
PROJECT ADVISORY COMMITTEE 7 MATERIALS

CTDOT | 84newmix

Name: Jim Nardoizzi

Organization: Waterbury Development Corp.

5

PAC Meeting #7 Activity 1

ble Alternatives

following questions on the st

do you see?

possible concern?

you have for the New Mix T

responses, please place y

n on either full-size map.

provide additional feedba

Sunnyside Ave
Significant traffic
volume increase
to Chase Pkwy

Country Club Rd
interchange

Integration with
Freight Street

School children
pedestrian safety
+
school buses
Sunnyside/Country Club
Highland Ave.

Look closely at
Aces an existing
lots que... removing
that driveway may
safety impact

Increase traffic
calming measures
along proposed
Frontage Rds

Urban Design
approach, increasing
pedestrian connectivity
is the standout
improvement.

Concern
Distance from
onramps from
downtown

Page 1 of 2

Figure 4: PAC member activity response sheet 4.

INTERSTATE 84/ROUTE 8
INTERCHANGE RECONSTRUCTION
PROJECT ADVISORY COMMITTEE MATERIALS

CTDOT | 84new mix

Name: Kallysia Raymond

Organization: Waterbury Development corporation

Date: 3-12-25

PAC Meeting #7 Activity 1

Activity 1: The Range of Reasonable Alternatives

1. Please answer any of the following questions on the sticky notes you were provided:

- a. What improvements do you see?
- b. What stands out as a possible concern?
- c. What suggestions do you have for the New Mix Team as this project moves forward?

2. Once you have written your responses, please place your sticky notes on the appropriate area of concern on either full-size map.

Optional: Use the space below to provide additional feedback.

c) - make impacted properties public

- convey visual improvements in comparison to what is existing
- continue public outreach
- prioritize walkability

a) Improvements

- reduced ~~traffic~~ ^{cost} of traffic fatalities on I84

b) - increased congestion in downtown

- Disruption to environment (i.e. Naugatuck river)
- eminent domain / displacement

HNTB

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Figure 5: A PAC member's notes on the Range of Reasonable Alternatives.

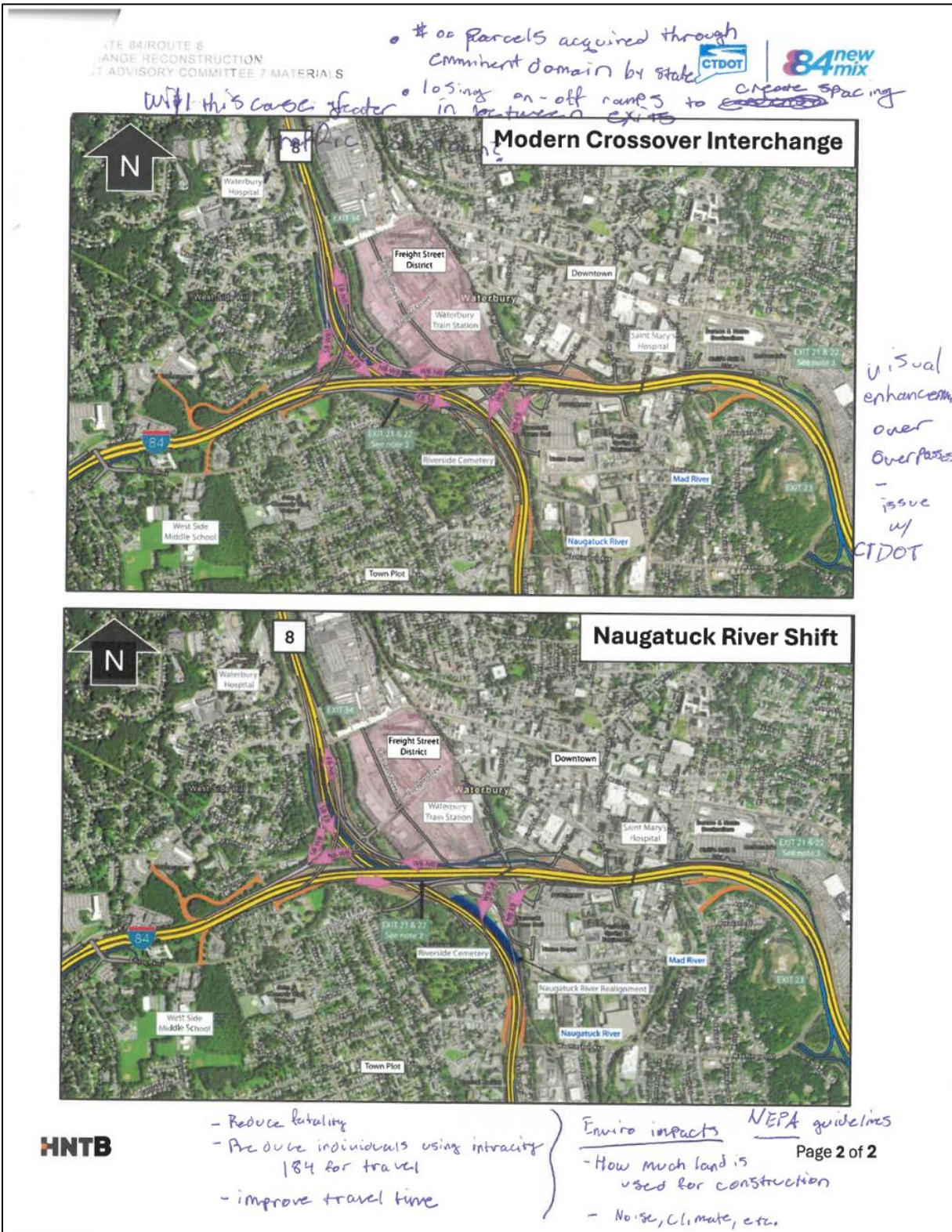


Figure 6: Image of the "Modern Crossover Interchange" board with sticky note responses attached.

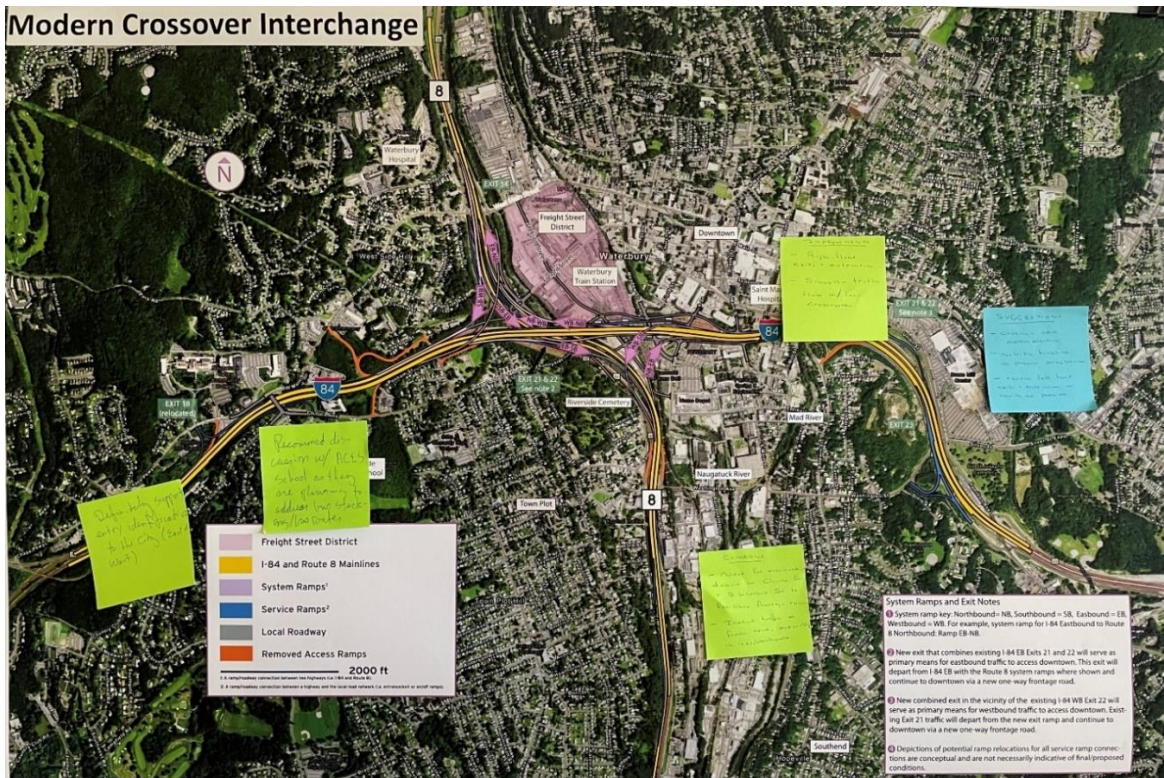


Figure 7: Close-up view of sticky note responses on the eastern half of the "Modern Crossover Interchange" board.

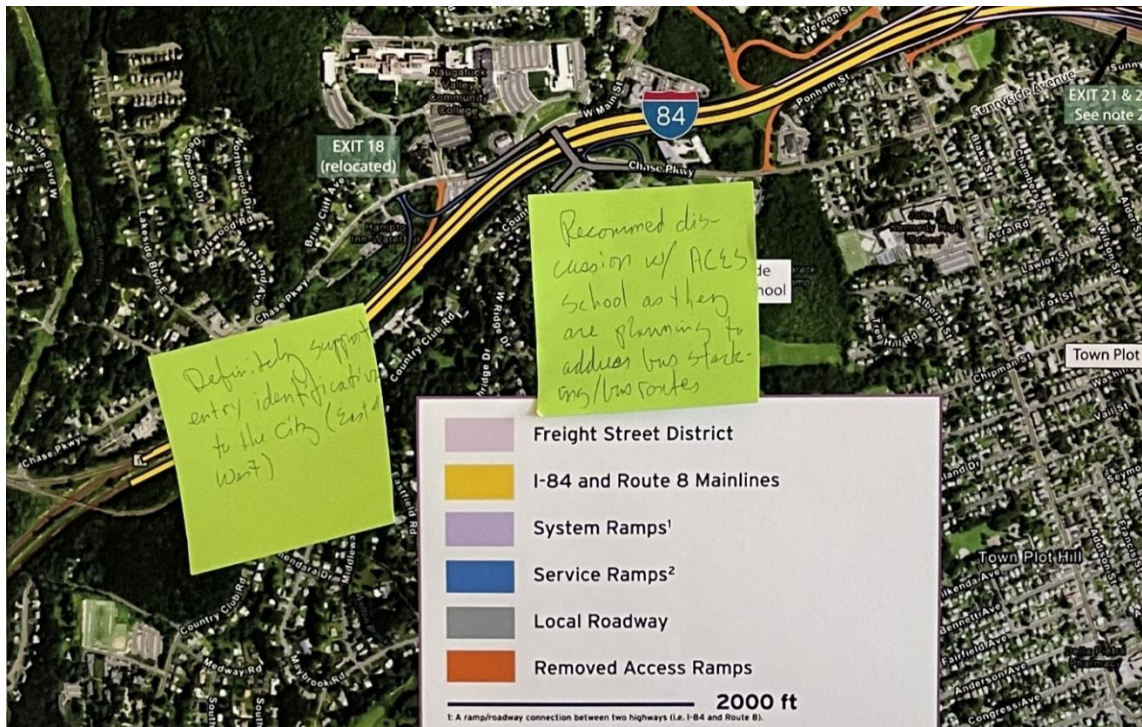


Figure 8: Close-up view of sticky note responses on the western half of the “Modern Crossover Interchange” board.

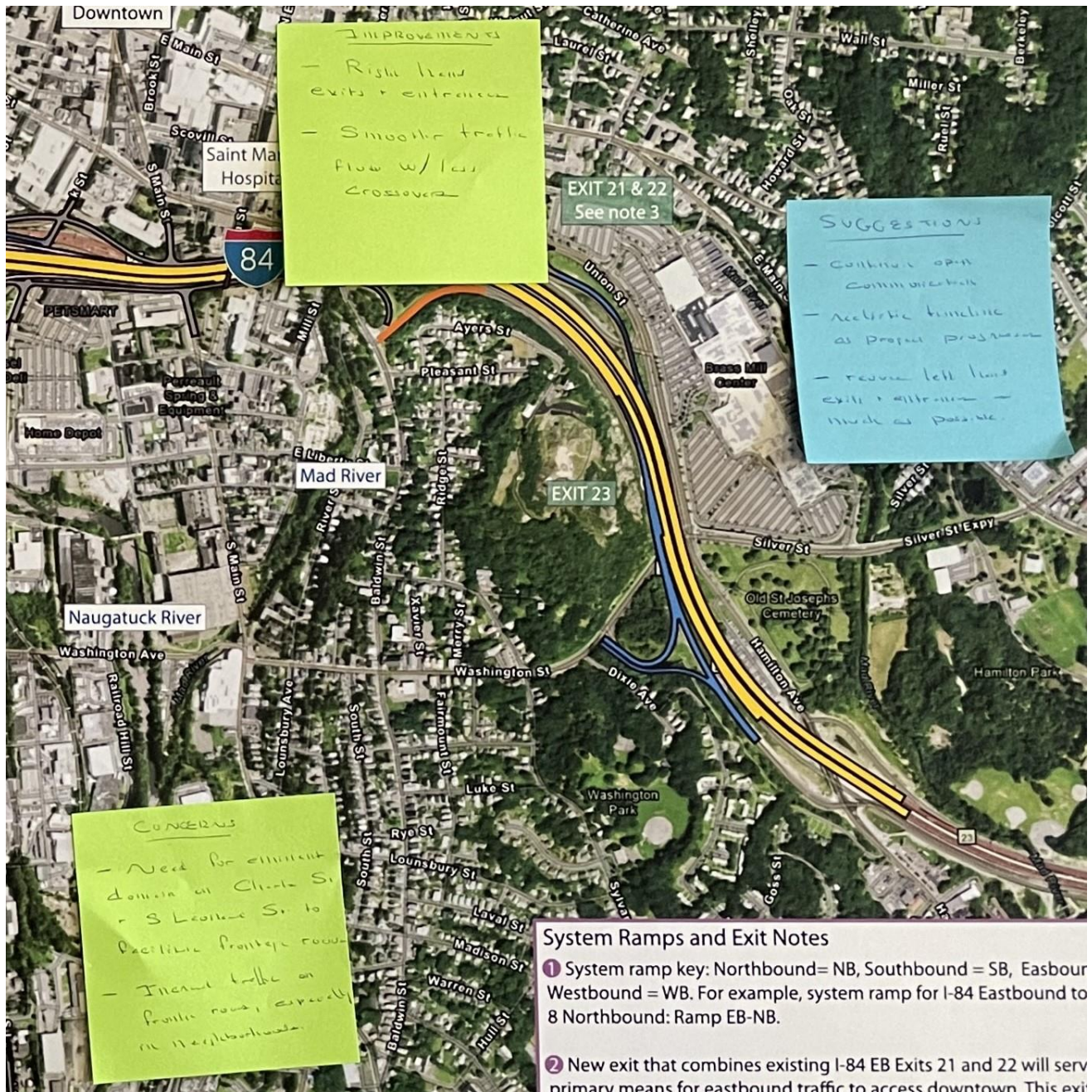


Figure 9: (From left to right): Nilesch Patel of CTDOT, David Schweitzer, and Naomi Hodges of HNTB presenting the conceptual improvements for the I-84 EB Exit 18 reconfiguration to PAC members.



Figure 10: Naomi Hodges of HNTB delivering an overview of the future NEPA/CEPA review to PAC members.



Figure 11: David Schweitzer and Katie Theis of HNTB elaborate on the "Overpass as Gateways" board.



Figure 12: PAC member participating in the interactive activity by placing a sticky note response on the "Modern Crossover Interchange" board.

