84new mix

Interstate 84/Route 8
Interchange
Reconstruction

Appendix D-1: Report Documenting Public Involvement and Agency Coordination

AUGUST 2025

Prepared for:

CTDOT
CONNECTICUT DEPARTMENT OF TRANSPORTATION

Connecticut Department of Transportation

Prepared by:

HNTB

The Connecticut Department of Transportation may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

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1 Introduction

In 2025, the Connecticut Department of Transportation (CTDOT) completed a Planning and Environmental Linkages (PEL) Study of the Interstate 84 (I-84)/State Route 8 (Route 8) Interchange, known as the "Mixmaster", in Waterbury. Through this PEL Study, the CTDOT developed 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 multimodal services, local connections, and livability within the city of Waterbury to enhance and support social and economic vitality. The overarching purpose of the PEL Study was to develop a clear and supported plan of action for addressing deficiencies at the I 84/Route 8 Interchange. This plan of action is also called the New Mix Program, or simply, the Program.

Public Involvement was an integral component of the PEL Study process. The CTDOT launched a comprehensive public involvement campaign aimed at engaging both specific stakeholder groups and the general public. This initiative was carefully structured to ensure that a wide range of voices were heard and considered throughout the process. A plan outlining how the public and stakeholders would be engaged throughout the PEL process was developed. The plan detailed the inclusion of federal, state, and local agencies, as well as Native American Tribes, in the PEL Study process. This collaborative approach was intended to proactively identify and address potential design, environmental, and other concerns early in the project timeline, thereby paving the way for a more streamlined and efficient National Environmental Policy Act (NEPA) review.

This report provides a comprehensive overview of the public, stakeholder, and agency outreach activities (also presented as a flowchart in **Figure 1**), as well as the feedback received through the coordination efforts undertaken throughout the PEL Study by the PEL Study Team (CTDOT and its consultants).

State Project No. 151-331: Reconstruction of Interstate 84/CT Route 8 Interchange
Planning and Environmental Linkages Study Process/Product Flow Chart

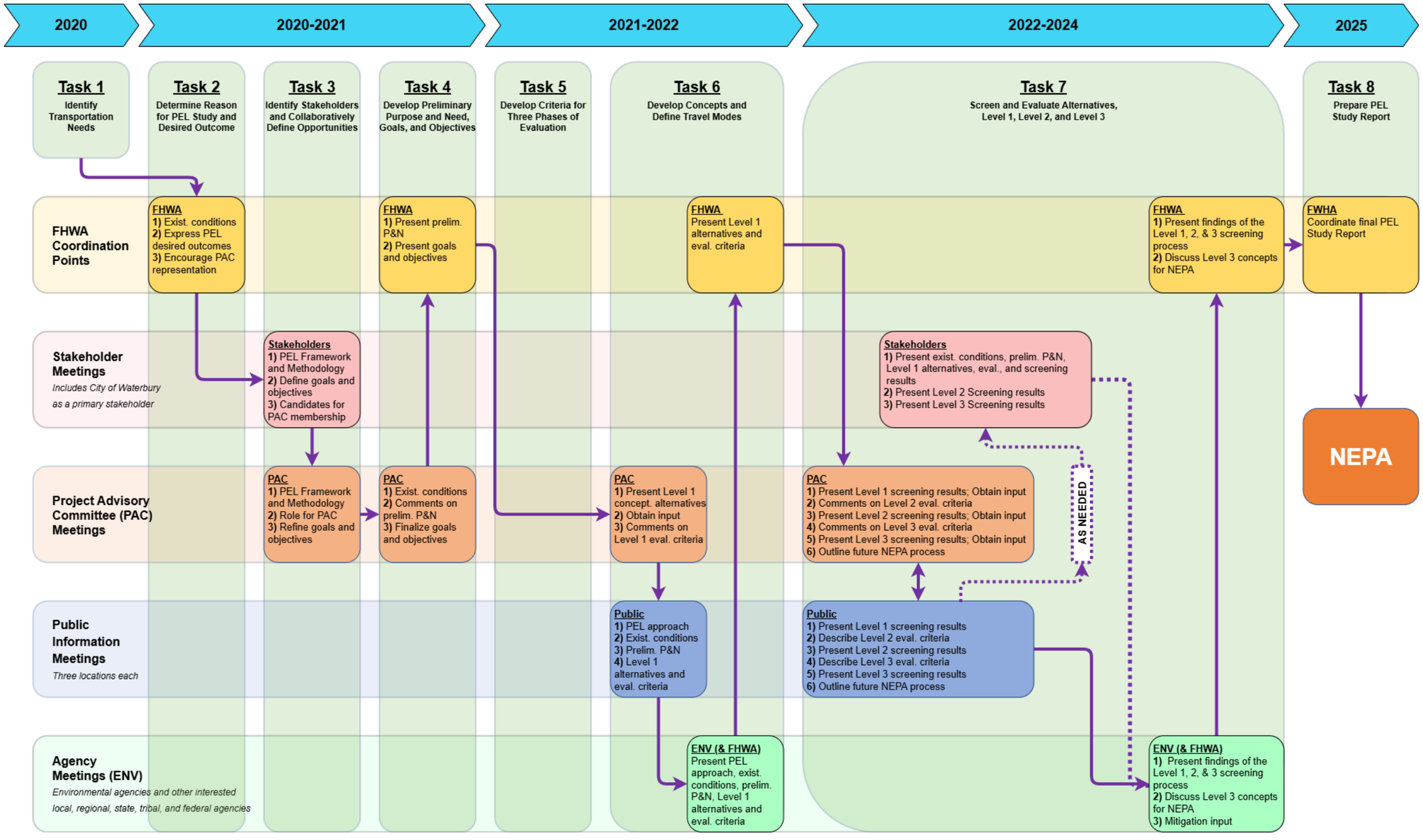

Figure 1 – The PEL Study Process, Products, and Outreach Flowchart

2 Public Information Meetings

Public Information Meetings were held throughout the course of the PEL Study. These meetings were one of the many ways the PEL Study Team engaged with, informed, and obtained public opinion about various aspects of the PEL Study.

Four (4) public meeting series were held to provide a forum where the public could obtain information and provide feedback on the transportation needs and possible solutions in the PEL Study Area. Within Attachment A, documentation for each meeting is provided which includes a summary table, report of meeting, table of comments, meeting notices, meeting advertisements, and the presentation delivered. A list of the Public Information Meetings is provided within **Table 2-1**.

Table 2-1 List of Public Information Meetings

Public Information Meeting #	Date	Location	General Discussion
#1	06/16/2022	Virtual - Zoom	• New Mix Project's Public Involvement Overview • Introduction of the PEL Study process • Preliminary Purpose and Need Statement • Input on goals and needs for the reconstruction of the Mixmaster
#2	09/15/2022	Virtual - Zoom	• New Mix PEL Study Universe of Alternatives • New Mix PEL Study Level 1 Screening Criteria
#3	01/31/2023	Virtual - Zoom	• Level 1 Screening results • Levels 2 and 3 Screening criteria
#4	03/27/2025	John F. Kennedy High School	• Levels 2 and 3 Screening results (Range of Reasonable Alternatives) • New Mix Program Next Steps - NEPA
	04/01/2025	Virtual - Zoom	
	04/02/2025	Maloney Interdistrict Magnet School	

3 Project Advisory Committee (PAC) Meetings

The Project Advisory Committee (PAC) was formed to provide feedback on the PEL Study's purpose and need, draft goals and objectives, and design concepts. Two-way communication between the PAC and PEL Study Team began early in the planning process and continued through concept refinement and the selection of a Range of Reasonable Alternatives. In the early phases of the PEL Study, feedback from PAC members informed the selection of a Range of Reasonable Alternatives for the New Mix Program. In later phases of the PEL Study, feedback from PAC members helped to shape plans for construction staging, maintenance of traffic during construction, and potential mitigation opportunities. PAC membership represented a cross section of interests including groups that are likely to be directly impacted by the New Mix Program. The PAC was assembled to allow for constructive dialogue from various perspectives including those who live near the study area, highway users and commuters, local government officials, and large employers. **Table 3-1** presents a list of representatives invited to participate on the PAC as part of the PEL Study.

Table 3-1 List of Project Advisory Committee Organizations and Representatives Invited for PEL Study Input

Organization	Invitee/Point of Contact
All Saints/Todos los Santos Parish	Ralph Carpinella
Bender Plumbing Supply	John Touri
Brooklyn Neighborhood Association	Jerry Covino
Bunker Hill Neighborhood Association	Bob DeVito
City of Waterbury Economic Development	Joseph McGrath
City of Waterbury Department of Engineering	Roy Cavanaugh
City of Waterbury Department of Planning	Clifford Brammer III
	Robert Nerney
City of Waterbury Department of Public Works	David Simpson
City of Waterbury Fire Department	Terrance Ballou
City of Waterbury Office of the Fire Marshall	Tom Fitzgerald
City of Waterbury Office of the Mayor	Ken Stanco
City of Waterbury Police Department	Fernando C. Spagnolo
	Nadine Amatruda
City of Waterbury Public Schools	Rosh Maghfour
Connecticut Association for Community Transportation	Mary Tomolonius
Connecticut Coalition for Environmental Justice	Sharon Lewis
CT*transit* Waterbury	Maria Vaccarelli
Federal Highway Administration (FHWA)	David Williams
Friends of Riverside Cemetery	Martin Begnal
Gilmartin Community Club Neighborhood Association	Steven Schrag
Greater Waterbury Transit District	Betty Bajek
Hispanic Coalition of Greater Waterbury	Maria Rodriguez
Holy Trinity Greek Orthodox Church	Brian Peterson
Housatonic Valley Association	Julia Rogers
Jarjura's Farm	Individual point of contact not identified
Main Street Waterbury	Dan Pesce
Metro-North Railroad	Rajendra Kasbawala
Motor Transportation Association of Connecticut	John Blair
NAACP of Greater Waterbury	Wendy Tyson-Wood
Naugatuck Valley Community College	Dana Elm
Naugatuck Valley Council of Government (NVCOG)	Richard Donovan
	Mark Nielsen
NEST	Kevin Taylor
Police Activity League (PAL) River Brigade	Kevin Zak
Palace Theater	Frank Tavera
RIBA Aspira (Working Cities Challenge)	Tomas Olivo Valentin
St. Mary's Hospital	Stephanie Valickis
Waterbury Development Corporation	James Nardozzi
Waterbury Hospital	Jeremy Rodorigo
Waterbury Neighborhood Council	Arthur Denze Sr.
Waterbury Regional Chamber	Lynn Ward
	Dan Pesce
Waterville Community Club Neighborhood Association	Martin Spring
UConn Waterbury Campus	Heather Price

PAC meetings were held at major study milestones and prior to public information meetings that covered the same subject matter. This provided the PEL Study Team an opportunity to consider, address, and incorporate PAC members' questions and refine the presentation of concepts prior to meeting with the public. Attachment B contains documentation for each meeting, which includes include a report of meeting, table of comments, and a copy of the presentation delivered. A summary of the PAC Meetings is presented within **Table 3-2**.

Table 3-2 List of Project Advisory Committee Meetings

PAC Meeting #	Date	Location	General Discussion
#1	11/19/2021	Virtual	• Project Advisory Committee (PAC) Overview • New Mix Program and PEL Study Overview
#2A	12/13/2021	Virtual	• Analysis Needs and Deficiencies Summary
#2B	01/26/2022	Virtual	• PEL Study Goals & Objectives • Preliminary Purpose and Need Statement
#2C	02/18/2022	Virtual	• Revised Preliminary Purpose and Need Statement • Other Transportation-Related Goals and Objectives
#3A	03/28/2022	Virtual	• Introduction to the New Mix Universe of Alternatives
#3B	04/29/2022	Virtual	• The Universe of Alternatives Overview Continued
#3C	05/23/2022	Virtual	• The Universe of Alternatives Overview Continued • Level 1 of the PEL Study Screening Criteria
#4A	07/25/2022	Virtual	• Level 1 Screening Preliminary Results
#4B	09/28/2022	Virtual	• Breakout Projects (Proposed Early-Actions)
#4C	12/08/2022	Waterville Firehouse	• Goals & Objectives Workshop
#5	05/01/2023	Waterville Firehouse	• Level 2 Screening Methodology and Preliminary Results
#6	07/31/2024	Virtual	• Mobility Analysis Overview and Results
#7	03/12/2025	Waterville Firehouse	• Design Progression and Level 3 Analysis and Results: The Range of Reasonable Alternatives

4 Agency Coordination Meetings

Two (2) meetings occurred where State, Federal, and Tribal representatives were presented information on the PEL Study and the opportunity for input and feedback was provided to attendees for reference into the PEL Study documentation. **Table 4-1** lists the representatives invited to participate in these agency coordination meetings as part of the PEL study.

Table 4-1 List of State, Federal, and Tribal Nation Representatives Invited for PEL Study Input

Agency	Point of Contact
AMTRAK	John T. Rhodes
Connecticut Department of Economic and Community Development	Catherine Labadia
	Jonathan Kimney
Connecticut Department of Energy and Environmental Protection	Jeff Caiola
	Jenny Dickonson
	Peter Aarrestad
	William Sigmund

Agency	Point of Contact
Connecticut Office of Policy and Management	Bruce Wittchen
	Martin Heft
	Rebecca Augur
	Rebecca Dahl
Delaware Tribe of Indians	Susan Bachor
Federal Highway Administration	David W. Nardone
	David Williams
	Jennifer Brady
	Kelly Presley
Federal Rail Administration	Amishi Castelli
	Lydia.Kachadoorian
	Marlys Osterhues
Federal Transit Administration	Eric Papetti
	Jonathan Schmidt
	Mina Nair
Mashantucket Pequot Tribal Nation	Michael E. Johnson
	Rodney Butler
Mohegan Tribal Council	James Quinn
	Chuck Bunnell
	James Gessner
Narragansett Indian Tribe	Anthony Dean (Chief Sachem)
	John Brown
National Oceanic and Atmospheric Administration	Mesa Roosevelt
	Peter B. Johnsen
	Sabrina Pereira
National Park Service	Jamie Fosburgh
U.S. Army Corps of Engineers	Daniel B. Breen
	Eva Szigeti
	Jennifer Thalhouser
U.S. Department of Housing and Urban Development	Suzanne Piacentini
U.S. Environmental Protection Agency	Nathan Margason
	Timothy Timmermann
U.S. Fish and Wildlife Service	David Simmons
	Margaret E. Harrington

A list of the agency coordination meetings that occurred over the course of the PEL Study is presented in **Table 4-2.**

Table 4-2 List of Agency Coordination Meetings

Date	Location	General Discussion
07/26/2022	Virtual via MS Teams	• Summary of the *Analysis Needs and Deficiencies Report* • Summary of the *Preliminary Purpose and Need Statement* • Agency input on reports regarding "fatal flaws"
07/29/2024	Virtual via MS Teams	• PEL Study Process and Results: Range of Reasonable Alternatives and overview of potential impacts

5 Stakeholder Group Meetings

Stakeholder group meetings were not public meetings but rather opportunities for the PEL Study Team to meet with affinity groups for the purpose of learning about each groups' perspective and macro-level concerns about design and construction. **Table 5-1** presents a list of the stakeholder meetings and the topics discussed over the course of the PEL Study.

Table 5-1 List of Stakeholder Meetings

Date	Stakeholder Group	General Discussion
06/04/2021	NVCOG	• Introduction to the New Mix Program and PEL Study
06/21/2021	Waterbury Board of Alderman	
06/30/2021	NVCOG Board Members	
07/20/2021	Chamber of Commerce	
07/21/2021	Religious Stakeholders	
07/22/2021	Education Related Stakeholders	
07/27/2021	Immediate Abutters Stakeholders	
08/02/2021	Community Organizations (Various)	
08/02/2021	Transit Related Groups (Various)	
08/04/2021	Various Groups	
08/06/2021	Various Groups	
08/17/2021	Mayor of Waterbury Neil O'Leary	
08/18/2021	Various Groups	
08/24/2021	Various Groups	
04/20/2022	Bouley Manor Neighborhood Association	• PEL Study Overview
10/12/2022	Waterville Community Club	
10/18/2022	East End Community Club	
11/01/2022	Town Plot Neighborhood Association	
11/18/2022	City of Waterbury	• PEL Study update and overview of urban design approach
11/30/2022	Waterbury Neighborhood Council	• PEL Study update
02/10/2023	City of Waterbury	• PEL Study update and urban design coordination meeting
04/20/2023	Bouley Manor Neighborhood Association	• PEL Study updates and next steps
05/18/2023	Bunker Hill Neighborhood Association	
06/08/2023	Brooklyn Neighborhood Association	
04/04/2024	Waterbury Regional Chamber Presentation	
04/25/2024	RIBA Aspira Presentation	
05/15/2024	Afro Caribbean Cultural Center Annual Meeting	
07/16/2024	Waterbury Chamber of Commerce and Main Street Waterbury	
10/23/2024	Waterbury Commissioner Briefing	
11/12/2024	Town Plot Neighborhood Association	
11/19/2024	East End Neighborhood Association	
04/28/2025	Waterbury Chamber of Commerce and Main Street Waterbury	
04/28/2025	Waterbury Development Corporation	

6 Public Involvement Management Application

The Public Involvement Management Application (PIMA) tool was used to gather input from stakeholders, regulating agencies, as well as the general public. PIMA is an online database that allowed individuals to share feedback regarding the project. Other capabilities of PIMA included communication to stakeholders, meeting management, as well as analytics and reporting. Comments received through PIMA relating to Public Information Meetings and PAC meetings are included on the comment forms within Attachments A and B. All other comments received through PIMA relating to the PEL Study are included in Attachment C.

7 Social Media and Website

The PEL Study Team created Facebook, Instagram, and X social media accounts for the PEL Study and future New Mix Program. General updates including PEL Study announcements, Public Information Meeting dates and times, and more were posted to these platforms.

The website, NewMixWaterbury.com, was also created to support outreach. The website included project information, public involvement, as well as PEL Study documents. Interactive tools such as story maps for project alternatives and program related surveys were also created and deployed by the PEL Study Team to gather input and feedback from the general public.

8 Attachments

Attachment A: Public Information Meeting Documentation

Attachment B: PAC Meeting Documentation

Attachment C: PEL Study PIMA Comments

Attachment A – Public Information Meeting Documentation

- Public Information Meeting #1
- Public Information Meeting #2
- Public Information Meeting #3
- Public Information Meeting #4

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: Thursday, June 16, 2022, at 12:00 PM and again at 6:00 PM
Location of Meeting: Virtual via Zoom
Subject of Meeting: New Mix Planning and Environmental Linkages (PEL) Study, Public Meeting No. 1

Attendees:

Public Members:	
Please see Attachment A.	
Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Anna Mariotti	HNTB

1. **Meeting Format and Attendance**

   The first New Mix public meeting took place via Zoom. Two meeting times were offered, one at 12 noon and the other at 6 p.m. Please see Attachment A for lists of attendees.

   Real-time translation, in Spanish and in Portuguese, were provided for both meetings.

2. **Presentation: Introduction to the New Mix Project's Planning & Environmental**

   iew

   pproach to Public and Stakeholder Outreach

   ublic can learn more, ask questions, provide comments

B. Historical and Community Context

a. Construction of the original Mixmaster Interchange

b. Overview of various maintenance work conducted on the Mixmaster, including the Mixmaster Rehabilitation Project, which is currently in construction.

C. New Mix Project Overview

a. Study Area and vision for the New Mix Project

b. Timing and phasing of anticipated projects

D. Planning and Environmental Linkages (PEL) PEL Study Progress

a. Overview of the PEL process and study documents

E. Next Steps

a. Public feedback due date for the information presented at meeting.

b. Overview of PEL schedule and preview of upcoming public meetings.

c. Reminder of various ways the public can stay informed, leave comments, and ask questions

3. Post-Meeting Question & Answer (Q&A) Sessions

The following is a summary of the questions asked at the public meeting along with the answers that were provided. It has been edited for clarity. Please visit the New Mix website to view the recording of the entire public meeting. The video may be found at: **https://www.newmixwaterbury.com/public-involvement/public-meetings/**

A. Q&A for the 12:00 p.m., June 16, 2022, Public Meeting

Q: *Alderman Michael Salvio*: [In favor of] reducing the left hand exits and the number of on and off ramps.

A: Our goal is to eliminate as many left-hand ramps as we can and if they are to remain in the future they would be adequately spaced and in a better configuration then they are right now.

Q: *Lawrence DePillo*: Ten years ago, there was a proposal to unstack the route 84 interchange and instead lay the roadways side by side. The proposal was abandoned. Is this [the New Mix project] going to be a dusted off version of that plan? Laying down the interchange side by side would have taken approximately $150 million of taxable properties off Waterbury's tax rolls. From a topographic situation, it makes more sense to have a stacked double deck than to have the structures unstacked.

That same study seemed to be more concerned with moving traffic through Waterbury, instead of also bringing traffic *into* the city. Will this study have the same approach?

In addition, most of the accidents on I-84 are do not occur on the Mixmaster, they occur in Middlebury or near the Southington/Cheshire line.

A: Yes, you summed up the challenges, we have the ridgeline challenges and a constrained corridor which is why the interchange was originally constructed in a stacked configuration.

All reconstruction options are still on the table, and we are looking at ways to mitigate all of these challenges. We encourage you to visit our website, which has a lot of information, including the Needs and Deficiencies Study, which contains the crash data we collected: NewMixWaterbury.com.

Access to and from Waterbury is very important to the design team and is something they are looking to enhance.

Q: *Adam Weber*: In reference to future traffic volumes: the 2020 Needs and Deficiencies report is showing a significant increase in the number of vehicles using the interchange in 2045. The Governor and CTDOT have set a goal to reduce vehicle miles traveled in the coming years.

A: Our projections come from a traffic model that looks at demographics, population growth, and commuting trips. Data will be updated as needed to make sure that it is timely. This is a long process and we will make sure that any developments are included in our data as we move forward.

Q: *Jason Chamis*: When will draft plans be available for public review?

A: The "Universe of Alternatives" will be posted on the New Mix website in time for the next public meeting. The Universe of Alternatives includes all options from rehabilitation to some conceptual realignments. We are at a very early stage in the study, so any plans will be conceptual nature. The plans will not be very detailed. We will show the Universe of Alternatives at future public meetings and there will be opportunities for public comment.

Q: *Jason Chamis*: When will the PEL Study be completed?

A: The PEL Study will be completed by mid-2023. We will then move into further study under National Environmental Policy Act (NEPA). There will be many opportunities for public comment. We are also taking project related emails at thenewmixwaterbury@gmail.com.

Q: *Richard Atchison*: Why can't we go back to original design where the highway stayed further south in the middle of Middlebury before Exit 17 and ended up around Exit 24. You could have a straight through route and have a business exit as they do down south.

A: We may consider that – there are challenges to constructing new highways. We are looking at all options right now.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, Connecticut Department of Transportation Project Manager, stated that if something comes to mind after the meeting, individuals can always submit

comments and/or questions on the New Mix website atNewMixWaterbury.com. In addition, individuals can sign up for project related information on both the website and at thenewmixwaterbury@gmail.com.

Meeting adjourned at 1:15 p.m.

B. Q&A for the 6:00 p.m., June 16, 2022, Public Meeting

Q: *Lex Nesta:* A previous study concept for the Mixmaster included construction of new ramps to I-84 opposite Oronoke Road which would have impacted properties in the Country Club and Town Plot neighborhoods. Will the study team consider leaving this area alone in new designs?

A: Right now, we are in a very early study phase. We are looking at potential improvements as far west as exits 17 and 18 and as far east as Hamilton Avenue. These areas are in our study limits. Right now, everything is on the table and as we move forward, concepts will be whittled down. At this early stage we don't have a solid answer to that. We will have concept plans to share with the public in the late summer or early fall, and we will be accepting public input throughout the study.

Q: *Mary Vitkauskas*: Once a week, I experience problems on the Mixmaster due to the repairs. When going to the Riverside Street exit from Route 8 South, there is no signage. Drivers have to get on 84 West or Route 8 North and then circle around to access 84 East. Route 8 South to North is very dark and also missing, signage.

Since the repairs, water pours down from the Route 8 North overpass, making it hard to see when driving underneath it.

An overpass for I84 that carries traffic between Hartford and Danbury would reduce traffic on the Mixmaster.

Another thing that should be corrected: getting onto East 84 from Chase Parkway and getting onto Route 8 South is dangerous, nobody lets you in. We should start with tolls to take care of the project.

A: We will pass along your comments to the Mixmaster Rehabilitation project team. As we look to the future of the Mixmaster, we want to simplify traffic movements, reduce closely spaced ramps and left exits and entrances. We will be balancing the needs of drivers getting on and off the highway and also mobility through the city, allowing people to get in and out of the city easily.

Q: *Thomas Wamser*: What do you envision in the final layout for the speed limit?

A: We will look to design to more modern standards. We are not yet entirely sure what speed limit we will be able to get to. We will try to eliminate some of the interchange's sharp curves and design to modern standards.

Q: *Pat Wright:* We see so much on the news about wrong-way drivers. I hope the entrance ramps will have a way to deter folks from entering the highway in the wrong direction.

A: There are initiatives that are being studied to keep people from getting on the highway in the wrong direction. This is something we will be looking at.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, Connecticut Department of Transportation Project Manager, then stated that if something comes to mind after the meeting, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com. In addition, individuals can sign up for project related information on both the website and at thenewmixwaterbury@gmail.com.

Meeting adjourned at 7:04 p.m.

Attachment A: Public Attendees, New Mix Public Meeting No. 1

New Mix Public Meeting No.1, 12 p.m.
Joanne Marquis
Michael Salvio
John DiFederico Jr
Diane Betkoski
Nancy Barbato
Paul Kondash
Paul Iadarola
Frederick Luedke
Stephanie Valickis
William Cekovsky
Adam Weber
Lawrence DePillo
Peter Delaney
Julia Rogers
Katrina Scalise: Republican-American
Amanda Savio
Richard Atchison
Jason Chamis
John Gemetro
Nancy Cebik

New Mix Public Meeting No.1, 6 p.m.
Michael Ference
Mary Vitkauskas
Thomas Wamser
Lindsay Larson
David Simpson
Brian Peterson
Pat Wright
Louise Bacc
Ken Stanco
Lex Nesta
Suzanne McDonald
Katrina Scalise
Albert Bacchiocchi

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PIM #1 151-331 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	06/16/2022 PIMA	Paul Kondash	Let me start by objecting to this meeting type. It should have been an in person meeting. Zoom meetings stifle opposition and stifle criticism. They are good for pushing agendas and not getting a real pulse of what the public wants. Your completed I 8 4 project in Southington was a complete failure. After being signed off for completion it cost over 40 million to correct deficiencies. The I 84 project in Waterbury was not much better. I am very qualified to speak to that project. I was the single house on the street across from your staging and	Thank you for your comment and interest in the New Mix Project. Currently, the Connecticut Department of Transportation (CTDOT) is holding virtual public information meetings amidst the ongoing pandemic. The Project Team understands your concerns and is discussing the potential for hybrid (in person and virtual) meetings in the future. At this moment, the Project Team is conducting Zoom meetings to adhere with CTDOT and State of Connecticut guidelines. Public participation is a key component of the New Mix Projectâ€™s Planning and Environmental	N/A	07/06/2022 Email MJH

			rock crushing plant. The design of the intersections leading to and from entrance ramps are terrible. There are2 into 1 lane roads that cause 100 road rage incidents a day. I witness most of them. No right turn only lanes bottle neck traffic at all these intersections bottleneck traffic at these intersections at all busy times of the day. The secondary roads are already deteriorating. I attended many meetings before that project was started. During the project I called DOT over 50 times. I very seldom received a call back. One time I was extremely frustrated and called the governors office and finally received a call back. My complaints and observations were valid then and are valid now but were never addressed. Reidville Drive was paved and to this	Linkages (PEL) Study process and success. Every effort will be made to ensure that the public has open access to New Mix PEL Study information and to provide ample opportunities to inform the decision-making process. Members of the public are invited to visit the Studyâ€™s website and New Mix Waterbury social media pages, and to contact the Study Team with any questions or concerns. All public feedback will be taken into consideration throughout the Projectâ€™s development process. Addressing the transportation needs of the existing Mixmaster is the fundamental purpose of the New Mix Project. The team appreciates your feedback as a user and understands your strong preference for a complete interchange replacement that includes a reduced number of exit and entrance ramps. Currently, the		

			day the metal access covers large and small continue to pop off. The entrance ramp from Reidville Drive to I 84 East has still got a huge dip in it on the left side. When I finally got a return call I addressed the issues. I was told they were within the scope of the specs and never corrected. The landscaping left behind is a joke. It is all weeds and dead trees with weeds growing out of the retaining walls. If this is the type of work contained with in the scope of your specs you need to raise the specs.The mixmaster needs to be completely redesigned. There are to many exit and entrance ramps making it dangerous to drive. It needs to be redesigned to meet the needs of this future and not just a bandaid.The specs need to be of the highest quality design. The contractor	New Mix PEL Study is in its early planning stage where conceptual alternatives, also known as potential solutions, are still being developed. The PEL Study will evaluate all possible solutions that may address the Mixmasterâ€™s structural, geometric, and operational needs as they have been identified. Input (such as yours) regarding the need for improvements within the New Mix PEL Study Area or potential solutions to address issues of concern will be used in the development of the Studyâ€™s draft Preliminary Purpose and Need Statement report and will be considered in the development and evaluation of conceptual alternatives. At this time, the characteristics of the final configuration are unknown. Additionally, the Project Team shares your concern regarding the need for high quality specifications and contractors		

			needs to able to carry out the project and the DOT has to make sure they do. Design it right, build it right and give the motorists of Connecticut what they deserve, a safe roadway. Maybe just maybe with the right design, the right contractor and the right accountability we can retire the name Mixmaster. I listened to speaker after speaker state they were looking for public comments. I hope the DOT is easy to get ahold of with this project than it was with the I 84 widening project in Waterbury. I hope the speakers were sincere in there comments that they would welcome public comments. Time will tell. Is the DOT ready and able to take on a project of this magnitude? I truly. Thank You. Paul Kondash. h. hope so	but notes that these comments are more pertinent to the Projectâ€™s future design and construction phases/considerations. Thank you for providing your feedback. The Project Team hopes for your continued engagement in the New Mix Project. 		

2			Thank you for the recent public info meeting today at noon - this will be a transformative project for the region and I am excited for it. Unfortunately, I felt as though the question I asked during the meeting was not answered adequately and so I hope I can receive a more detailed answer here. The 2020 HNTB report as well as the presentation today highlighted a significant increase in vehicles projected to use this interchange from 190,000 to 225,000. However, VMT trends statewide have been quite level since 2005 per the Governor's Council on Climate Change 2020 report. Additionally, CTDOT has received a recent directive from the Governor to establish a 2030 VMT reduction target. I realize this directive came after the	Hello Mr. Weber: Thank you for your comment and interest in the New Mix Project. At this time, the New Mix Projectâ€™s existing traffic modeling has utilized proven, accepted methods to forecast Waterburyâ€™s projected 2045 traffic volumes. As you note, the stateâ€™s overall Vehicle Miles Traveled (VMT) have remained relatively level since 2005; however, please bear in mind that individual towns and cities can have VMT trends that deviate from those of the state. Currently, the Connecticut Department of Transportation (CTDOT) is planning for ways to align with Governor Lamontâ€™s December 2021 Executive Order, and a VMT goal and actionable plan to meet this goal are being developed. The New Mix Project will continue to operate in accordance with	N/A	07/18/2025 Email MJH

			HNTB report was released, so I would like to know how that VMT reduction target will be factored into this project? I have seen numerous projects that make inflated projections about traffic demand in order to justify adding lanes and ramps that ultimately are not needed as those projections fail to materialize, and I sincerely hope that when alternatives are developed for the New Mix that wholesale widening is not considered as a viable solution. Especially in a community such as Waterbury that is already suffering from poor air quality due to the highways slicing through it, it would not be prudent or in line with the Governor's directive to continue to plan for increased vehicle traffic and produce a design that is overbuilt and induces more	existing federal and state guidelines and will adhere to new guidelines as they become applicable to the Project. Addressing the transportation needs of the existing Mixmaster is the fundamental purpose of the New Mix Project. The New Mix Planning and Environmental Linkages (PEL) Study is in its early planning stage and conceptual alternatives, also known as potential solutions, are still being developed. The PEL Study will evaluate all possible solutions that may address the Mixmasterâ€™s structural, geometric, and operational needs as they have been identified. Input such as yours on needed improvements within the New Mix PEL Study Area or potential solutions to address issues of concern will be used in the development of the Studyâ€™s draft Preliminary Purpose and Need Statement		

			vehicular usage. I believe the overall project goals of remediating poor geometry and establishing right-side exits is an excellent goal, and this can be done without inflating vehicular capacity unnecessarily. I would also like to provide a comment that on-ramp deletion should be considered in this project, which I think it is, in order to reduce interchange density, weaving maneuvers, and thus, congestion. Lastly, there was mention in the meeting regarding making improvements to local roads to encourage local travelers to not use the highways for short trips. Again, I hope these improvements are not wholesale widening of local roads as a "solution" and that thoughtful multimodal solutions are presented as alternatives. Thank you for your time and for working to	report. This report will then be considered in the development and evaluation of conceptual alternatives. At this time, the characteristics of the final interchange configuration are unknown. The conceptual alternatives, which collectively make up the Universe of Alternatives, will be presented at the second public informational meeting anticipated for September 2022. This Universe will include multimodal, rehabilitation, and replacement options. As the PEL study progresses, the Universe of Alternatives will be narrowed to a range of Reasonable Alternatives which will then be studied in more detail during the National Environmental Policy Act (NEPA) process. A more in-depth review of this screening process and initial screening criteria will be presented at the second public meeting. The Project		

			make our state's transportation better.	Team understands your support for addressing geometric deficiencies, reducing entrance ramps, and replacing left hand ramps with right hand exits throughout the Mixmaster. The Project Team also understands your concerns regarding overbuilding and widening the Mixmasterâ€™s footprint. In the conceptual alternatives developed thus far, the quantity and configuration of ramps throughout the Mixmaster are being evaluated, with the Project Team aiming to improve interchange spacing, traffic congestion, and reduce the complexity of traffic maneuvers. Regarding your concerns about widening the existing Mixmaster, please note that additional lanes are not being considered for Route 8 at this time. An additional travel lane is being considered for both Interstate 84 Eastbound and		

				Westbound to the west of the interchange, however, this lane addition is under consideration to improve the traffic congestion that exists today. Addition of these lanes along Interstate 84 would allow for continuity between the number of lanes through the Mixmaster and at the New Mix PEL Studyâ€™s limits. Additionally, auxiliary lanes are being considered within the core of the interchange to improve the safety and efficiency of traffic maneuvers such as the weaves, merges and diverges which you have mentioned. As you may be aware, auxiliary lanes are not through lanes, rather, they are for providing space on the highway for entering or exiting traffic to merge/diverge. Improvements to existing frontage roads and other local road network enhancements are also being considered in the New Mix		

				conceptual alternatives to improve the overall roadway system in the PEL study area. Urban design and a Complete Streets approach to planning will be important components of the New Mix project. It is expected the New Mix projectâ€™s local roadway network enhancements will include improvements to bicycle, pedestrian, and public transit modes. It is also anticipated that operational enhancements on the local roadway network will improve reliability and travel times for local bus service. CTDOT is working collaboratively with Metro-North Railroad and Amtrak in other initiatives to increase rail service throughout the state and provide transit alternatives to personal motor vehicle usage. For example, on July 11th seven new express trains were added to the Waterbury Branch Lineâ€™s		

				schedule. The New Mix Project team will continue to coordinate with CTDOTâ€™s Bureau of Public Transportation and the City of Waterbury to ensure that improved access to Waterburyâ€™s Union Station is considered throughout the PEL study. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments. The Project Team hopes for your continued engagement in the New Mix Project. Please feel free to reach out with additional questions. Thank you, New Mix Project Team		
3	07/20/2022		Makyle, thank you for this very detailed and thorough response, I appreciate it. I am glad to hear that many variables are being considered for the project,	Hello Mr. Weber: Thank you for your continued engagement in the New Mix Project. The New Mix Project Team has noted your comments regarding the	09/09/2022	

			including the ones I mentioned. However, it is very disappointing to hear that additional travel lanes are being considered for I-84 west of the interchange "to improve the traffic congestion." Traffic engineers have known since the 1930s that adding lanes does not solve traffic, yet even in 2022 this is still the go-to "solution" for transportation agencies, which ends up only being a short term fix as the added lane congests again and is ultimately a huge waste of taxpayer money. I just have one more follow-up question: What specifically are the "proven, accepted methods to forecast Waterburyâ€™s projected 2045 traffic volumes"? I am also a transportation engineer so please feel free to lay on the	proposed third travel lane on Interstate 84 (I-84). The methods used to forecast Waterburyâ€™s projected 2045 traffic volumes are documented in the Reconstruction of Interstate 84/Route Interchange â€œMixmasterâ€ - â€œFuture 2045 Macroscopic Model Development and Calibrationâ€ document dated March 15, 2019.If you would like to read further on this subject, the aforementioned document is included in the Analysis, Needs and Deficiencies Report as Appendix 3.1. We would like to point out that the expected growth in traffic volumes, as generated by the models, equate to a modest Annual Growth Rate of 0.475%. Although the early stages of this study have had some additional focus on the highway infrastructure, the development of improvements to the local roadway network,		

			technical terms and methodologies. I am very skeptical of traffic projections 20 years out, as in the past 20 years, trends in transportation such as the increased use of active transportation, work-from-home arrangements, etc. was likely not predicted in the year 2000. To say we know exactly what car commuting patterns and volumes will look like in 23 years with all the change happening now takes a lot of confidence. Additionally, can you point me to any CTDOT-accepted traffic studies from around the year 2000 that accurately predicted traffic volumes using this proven methodology for the present times? I live in Hamden and so I am familiar with a study on Route 10 done in 2008 for SCRCOG in which CTDOT's traffic forecasting unit	including the bicycle and pedestrian experience, is a large and parallel focus of this project. There are conceptual alternatives that propose a fifth crossing of the Naugatuck River with frontage roads in the east-west direction that would better connect the west side of Waterbury with Jackson Street and the Freight Street District, as well as further east under the railroad to Meadow Street and points east including Downtown. These proposed improvements would improve local connectivity, which is an important goal of the New Mix Project. These frontage roads would also be proposed as â€œComplete Streetsâ€ , thereby accommodating not only motorists, but bicyclists and pedestrians. Similarly, the existing north-south frontage roads would be improved as Complete Streets to accommodate bicyclists and		

			provided the estimated 2028 traffic volumes, and looking at the current ADTs and traffic volume trends from count stations in the area, we are nowhere close to being on track to arrive at the inflated volumes predicted, so I have little confidence that traffic projections for over 20 years into the future should ultimately be the numbers used to design what is likely to be one of the most complicated and expensive infrastructure projects in our state. The cost to add an unneeded vehicular lane to a highway could easily build out a full bicycle or pedestrian network in a city, and it is those kinds of priorities that should receive funding in order to comply with Governor Lamont's VMT order that sadly does not have an actionable plan from	pedestrians. Please feel free to reach out with additional questions. Thank you, New Mix Project Team		

			CTDOT 7 months after it was signed.			

PUBLIC MEETING NOTICE

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project, CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix will analyze and weigh various rehabilitation and replacement options to develop an actionable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study. The use of PEL is encouraged by the Federal Highway Administration as it considers environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 0151-0331.

This public meeting will provide an overview of the New Mix project, including information about the current condition of the interchange, the PEL study process, and a general timeline for the New Mix. The meeting will conclude with a question-and-answer session, at which point attendees will have the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to access the Zoom meeting, provide comments, and ask questions can be found on the New Mix website at newmixwaterbury.com/public-involvement/public-meetings.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Thursday, June 16, 2022, at 12 noon
- Thursday, June 16, 2022, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Scott Roberts by email at Scott.Roberts@CT.gov or by phone at (860) 594-3232. Please allow five (5) business days for processing and delivery.

To register for the 12-noon meeting, please visit https://bit.ly/NewMixPublicMTGNoon.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPublicMTG6pm.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.

American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the meeting by calling CTDOT at (860) 594-2109. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library. The recording of the public meeting will also be available on the New Mix website's Public Involvement page: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.

Individuals can also sign up to receive email newsletters, including notice of public meetings, using the New Mix Website.

The New Mix project can be followed on Twitter, Facebook and Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

AVISO DE REUNIÓN PÚBLICA

El Departamento de Transporte de Connecticut (Connecticut Department of Transportation, CTDOT) celebrará una Reunión Virtual de Información Pública acerca del proyecto New Mix, el programa del CTDOT para la planificación e implementación de una serie de proyectos que buscan abordar las necesidades a largo plazo del intercambio "Mixmaster" de la Autopista Interestatal 84 y la Ruta 8 en Waterbury.

El proyecto New Mix analizará y ponderará distintas opciones de rehabilitación y reemplazo para desarrollar un plan factible para modernizar y mejorar la seguridad y funcionalidad del intercambio. New Mix utilizará un proceso de planificación denominado Estudio de Planificación y Vínculos Ambientales (Planning and Environmental Linkages, PEL). La Administración Federal de Autopistas (Federal Highway Administration) fomenta el uso del PEL, ya que considera las metas ambientales, comunitarias y económicas temprano en el proceso de planificación de transporte. El CTDOT podrá adoptar o incorporar Productos de Planificación de este Estudio de PEL a un proceso de revisión ambiental federal o estatal, de conformidad con el Artículo 168(d)(4) del Título 23 del U.S.C. El proyecto está formalmente identificado como Proyecto Estatal Nro. 0151-0331.

Esta reunión pública brindará una descripción general del proyecto New Mix, incluida información sobre la condición actual del intercambio, el proceso del estudio de PEL, y una línea de tiempo general para el New Mix. La reunión concluirá con una sesión de preguntas y respuestas, en cuyo momento los asistentes tendrán la oportunidad de realizar preguntas u ofrecer comentarios sobre el proyecto.

La reunión se realizará de manera virtual por Zoom, y también se grabará. Puede encontrar instrucciones sobre cómo acceder a la reunión de Zoom, brindar comentarios y realizar preguntas en el sitio web del New Mix, newmixwaterbury.com/public-involvement/public-meetings.

Se ofrecerán dos horarios de reunión para que sea conveniente para los miembros del público asistir. Las opciones de reunión son las siguientes:

- Jueves, 16 de junio de 2022 a las 12 del mediodía
- Jueves, 16 de junio de 2022 a las 6 p.m.

Las personas que tengan acceso limitado a internet pueden escuchar cada reunión llamando por teléfono. También pueden solicitar que se les envíe información sobre el proyecto comunicándose con Scott Roberts por correo electrónico a Scott.Roberts@CT.gov o por teléfono al (860) 594-3232. Por favor, deje pasar cinco (5) días hábiles para su procesamiento y entrega.

Para registrarse para la reunión de las 12 del mediodía, visite https://bit.ly/NewMixPublicMTGNoon.

Para registrarse para la reunión de las 6 de la tarde, visite https://bit.ly/NewMixPublicMTG6pm.

Las personas con discapacidades auditivas o del habla pueden marcar 711 para Servicios de Retransmisión de Telecomunicaciones (Telecommunications Relay Services, TRS).

La reunión de Zoom tendrá subtítulos en inglés en tiempo real e interpretación de audio en español y en portugués en tiempo real.

Se pueden brindar servicios de interpretación en tiempo real para lenguaje de señas estadounidense, albanés, árabe o criollo francés para la reunión ante solicitud. Si tiene alguna solicitud de traducción o interpretación, por favor realícela al menos cinco (5) días hábiles antes de la reunión llamando al CTDOT al (860) 594-2109. Se brinda asistencia de idioma sin costo al público, y se hará lo posible por responder a las solicitudes de asistencia oportunas.

Se publicará una grabación de la presentación formal en YouTube luego del evento, y habrá subtítulos (incluidas opciones de traducción en idiomas que no sean el inglés) disponibles en ese momento. La grabación también estará disponible en la lista de reuniones públicas virtuales del CTDOT, en: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library. La grabación también estará disponible en la página de Participación del Público del sitio web de New Mix: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Los asistentes también pueden realizar preguntas y dejar comentarios en el sitio web de New Mix en cualquier momento visitando NewMixWaterbury.com.

Las personas también se pueden registrar para recibir boletines de noticias por correo electrónico, incluidos avisos de reuniones públicas, usando el sitio web de New Mix.

Puede seguir el proyecto New Mix en Twitter, Facebook e Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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AVISO DE REUNIÃO PÚBLICA

O Departamento de Transportes de Connecticut (CTDOT) realizará uma Reunião Virtual de Divulgação Pública sobre o Projeto New Mix, o programa do CTDOT para o planejamento e implementação de uma série de projetos destinados a atender as necessidades de longo prazo do projeto do trevo de interconexão das rodovias Interstate 84 e Route 8 ("Mixmaster") em Waterbury.

O Projeto New Mix analisará e considerará várias opções de reabilitação e substituição para criar um plano de ação para modernizar e melhorar a segurança e a funcionalidade do trevo, e utilizará um processo de planejamento conhecido como Estudo de Planejamento e Vinculação Ambiental *(Planning and Environmental Linkages*, ou PEL). O uso do estudo de PEL é uma prática recomendada pela Administração Rodoviária Federal dos EUA, pois considera objetivos ambientais, comunitários e econômicos desde o início do processo de planejamento de infraestrutura de transporte. O CTDOT poderá adotar ou incorporar Produtos de Planejamento deste PEL a um processo de análise ambiental federal ou estadual em conformidade com o Título 23 do Código de Leis dos EUA [*Title 23 U.S.C.*] *§ 168(d)(4)*. O projeto é formalmente identificado como Projeto Estadual [*State Project*] *No. 0151-0331*.

Esta reunião pública dará um panorama do projeto New Mix, incluindo informações sobre as condições atuais do trevo, o processo do estudo PEL e um cronograma geral para o New Mix. Ao final da reunião, haverá uma sessão de perguntas e respostas em que os/as participantes terão a oportunidade de fazer perguntas e/ou oferecer comentários sobre o projeto.

A reunião será realizada virtualmente via Zoom, e também será gravada. Instruções sobre como acessar a reunião do Zoom, oferecer comentários e fazer perguntas podem ser encontradas no site https://newmixwaterbury.com/public-involvement/public-meetings.

Serão realizadas duas reuniões diferentes para facilitar a participação do público. As opções de datas e horários são:

- quinta-feira, 16 de junho de 2022, ao meio-dia
- quinta-feira, 16 de junho de 2022, às 18 horas.

Pessoas com acesso limitado à internet podem participar da reunião via telefone, e também solicitar receber as informações do projeto por correio. Para este último, pedimos que a pessoa entre em contato com Scott Roberts no e-mail Scott.Roberts@CT.gov ou via telefone no número (860) 594-3232. Favor aguardar 5 (cinco) dias úteis após a solicitação para processamento e entrega.

Para se registrar para participar da reunião do meio-dia, visite https://bit.ly/NewMixPublicMTGNoon.

Para se inscrever para a reunião das 18 horas, visite https://bit.ly/NewMixPublicMTG6pm.

Pessoas com deficiências auditivas e/ou de fala podem discar 711 para acessar os Serviços de Relay de Telecomunicações (TRS).

A reunião do Zoom terá *closed captions* em inglês, assim como interpretação simultânea em espanhol e português.

Pode-se oferecer interpretação em linguagem gestual americana ou interpretação simultânea em albanês, árabe ou crioulo francês para a reunião mediante solicitação. Caso queira solicitar uma destas opções de interpretação, pedimos que o faça com pelo menos 5 (cinco) dias úteis de antecedência ligando para o CTDOT no número (860) 594-2109. Oferecemos assistência linguística sem custos para o público, e serão envidados esforços para responder a pedidos de assistência em tempo hábil.

Uma gravação formal da reunião será postada no YouTube após o evento, incluindo *closed captions* em inglês e opções de tradução para outras línguas. A gravação também estará disponível na lista de reuniões públicas virtuais do CTDOT, disponível no seguinte endereço: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library. A gravação da reunião pública também estará disponível na página de Envolvimento Público do site do projeto New Mix: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Também é possível fazer perguntas e deixar comentários a qualquer momento no site do New Mix: NewMixWaterbury.com.

Também é possível cadastrar-se para receber boletins informativos por e-mail, incluindo convocações de reuniões públicas, acessando o site do New Mix.

O projeto New Mix também tem perfis no Twitter, Facebook e Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من من خلال بالخط الهاتفي الهاتفي للمساعدة اللغوية على الرقم .594-2109 (860) يجب تقديم الطلبات قبل 5 أيام عمل تاريخ على الأقل من عقد عقد الاجتماع الاجتماع. يتم تقديم المساعدة خدمات مجانًا اللغوية للجمهور للجمهور الوقت، وستُبذل الجهود اللازمة للاستجابة في المساعدة المناسب لطلبات الحصول على المساعدة.

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Cole Ernst

From: Anna Mariotti <almariotti@hotmail.com>
Sent: Friday, July 15, 2022 1:50 PM
To: Anna Mariotti
Subject: Fw: Public Meeting Notice: Learn about the New Mix!

From: New Mix Program <admin@mail.newmixwaterbury.com>
Sent: Thursday, June 2, 2022 7:06 PM
Subject: Public Meeting Notice: Learn about the New Mix!

Issue Date: 6/2/2022

Public Meeting Notice

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project, CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix will analyze and weigh various rehabilitation and replacement options to develop an actionable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study. The use of PEL is encouraged by the Federal Highway Administration as it considers environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. 168(d)(4). The project is formally identified as State Project No. 0151-0331.

This public meeting will provide an overview of the New Mix project, including information about the current condition of the interchange, the PEL study process, and a general timeline for the New Mix. The meeting will conclude with a question-and-answer session, at which point attendees will have the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to access the Zoom meeting, provide comments, and ask questions can be found on the New Mix website at newmixwaterbury.com/public-involvement/public-meetings.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Thursday, June 16, 2022, at 12 noon
- Thursday, June 16, 2022, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Scott Roberts by email at Scott.Roberts@CT.gov or by phone at (860) 594-3232. Please allow five (5) business days for processing and delivery.
To register for the 12-noon meeting, please visit https://bit.ly/NewMixPublicMTGNoon.
To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPublicMTG6pm.
Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).
The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.
American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the meeting by calling CTDOT at (860) 594-2109. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.
A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library.
The recording of the public meeting will also be available on the New Mix website's Public Involvement page: https://www.newmixwaterbury.com/public-involvement/public-meetings/
Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.
Individuals can also sign up to receive email newsletters, including notice of public meetings, using the New Mix Website.
The New Mix project can be followed on Twitter, Facebook and Instagram.
Should you wish to stop receiving New Mix program updates, you may opt-out at any time by emailing us at ctdotpimaadmin@HNTB.com.

Learn more about the New Mix project

Update your subscription settings

Submit a comment or question on the New Mix project

Por favor haga clic aquí para ver este aviso en español

Por favor clique aqui para ver este aviso em português

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

Questions?
Contact Us

STAY CONNECTED:

This email was sent using PIMA on behalf of the: Connecticut Department of Transportation
- 2800 Berlin Turnpike - Newington, CT 06111 860-594-2000

The New Mix:
Long-term Plan for the I-84 - Route 8 "Mixmaster" Interchange

HNTB

84 new mix

1

Welcome!

HNTB

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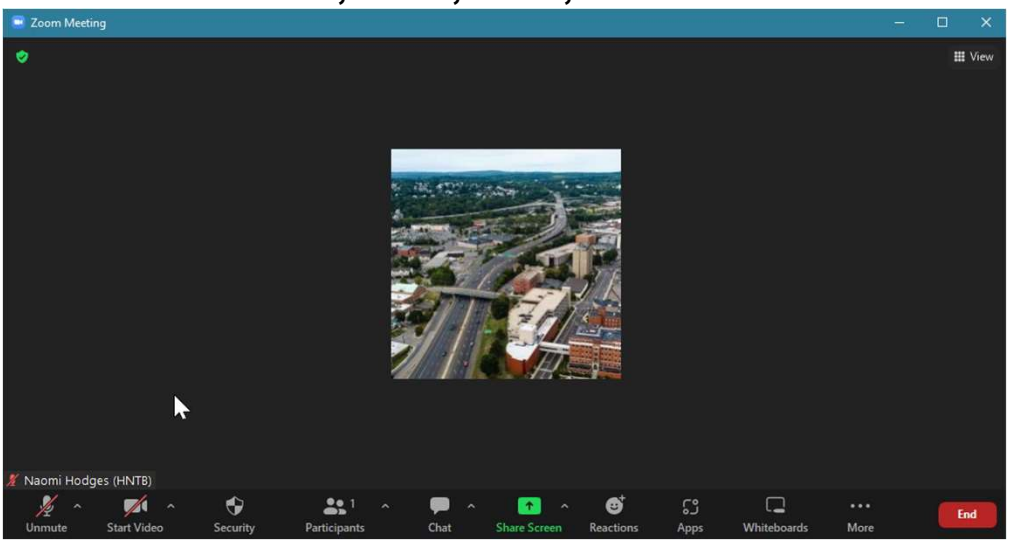
How To Zoom: Camera, Mute, Chat, & Raise Hand



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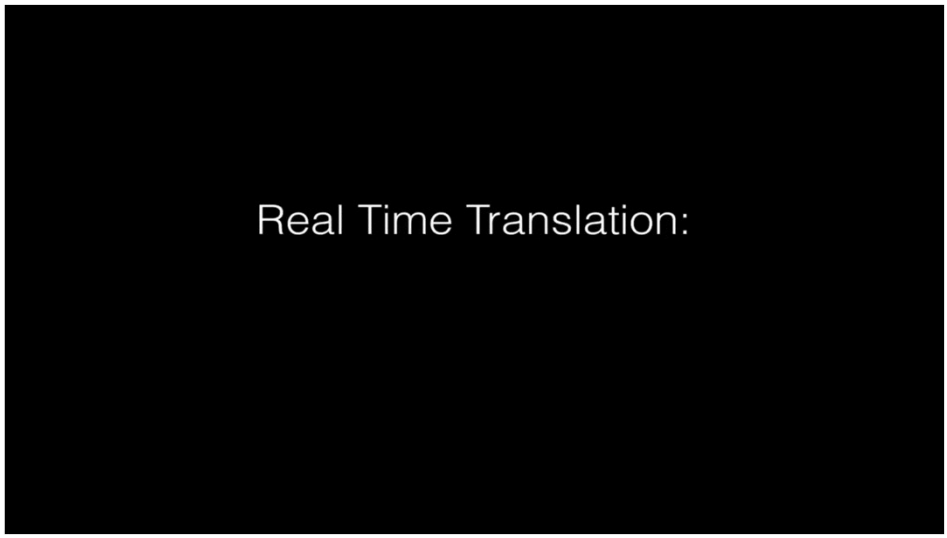
How To Zoom: Select Real-Time Translation



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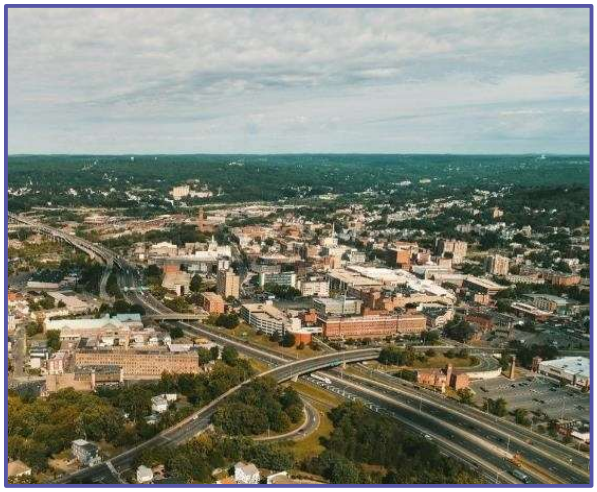
Zoom Meeting Protocols

To ensure meetings are productive, friendly, and efficient, we request that attendees adhere to the following:

- Use respectful language & standard, professional meeting decorum.
- Remain muted when not speaking.
- Hold questions until after the presentation.
- Please note that if a backlog of pending questions and/or comments occurs we will ask that attendees limit initial comments to 2 minutes so that everyone has a chance to speak. Once everyone has had the opportunity to speak, we will then allow attendees who have additional comments more time.

5

The *New Mix* Leadership Team



Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Manager
- Joe Belrose, EIT, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer
- Naomi Hodges, Environmental Lead
- Anna Mariotti, Public Information & Involvement

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Agenda

- Introduction
- Public Involvement Overview
- Historical and Community Context
- New Mix Project Overview
- Planning and Environmental Linkages (PEL) & PEL Study Progress
- Next Steps
- Questions & Comments

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Public Involvement & Information

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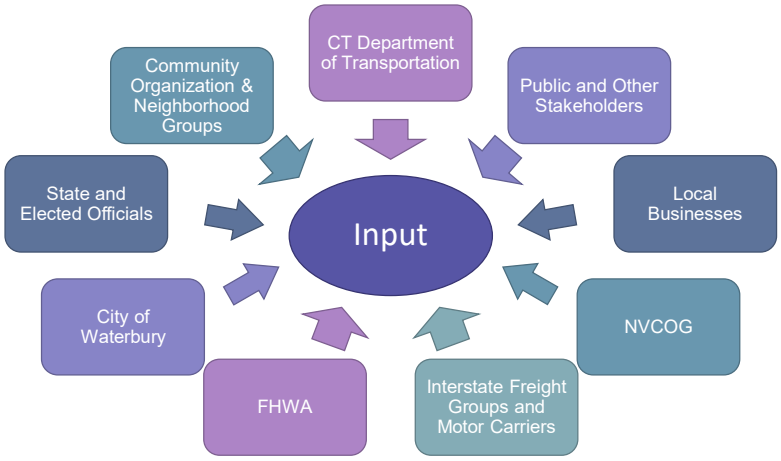
The New Mix PEL Study Participation

Public & Stakeholder Outreach Includes

- Mayor of Waterbury
- Waterbury Board of Alders
- NVCOG
- City Department Heads
- Neighborhood organizations
- Chamber of Commerce & Economic Development
- Large Employers
- Environmental Groups
- Community Organizations
- Title VI & Environmental Justice populations



Recordings of all PAC Meetings can be found at:
www.newmixwaterbury.com/public-involvement/project-advisory-committee/

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The New Mix PEL Study: Outreach Methods

Communication methods will be multi-faceted and include:

- Newsletters & updates via email (including sharing such information through community organizations)
- Social Media
- Project website with question & comment forms
- Public meetings
- Project Advisory Committee

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Title VI - Civil Rights

- Demographic Survey appreciated: https://bit.ly/CTDOT-Feedback
- Civil Rights flyer available: https://bit.ly/CTDOTCivilRights
- No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

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Transportation & Development in Waterbury: Historical & Community Context

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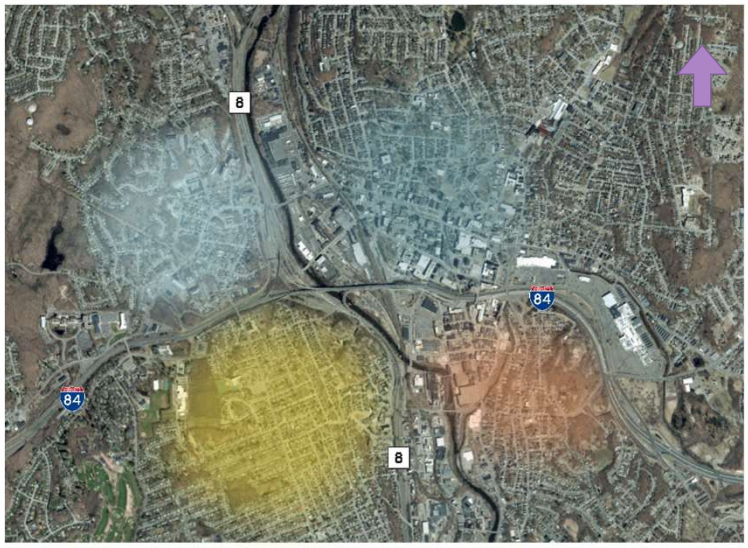
Community Context

Historic Development Patterns: 1960 – Today



The Interchange Today

I-84 and Route 8 divide Waterbury into quadrants

Highway development = "progress"

- I-84 and Route 8 construction created permanent and continuous barriers
- Loss of connectivity
- Reliance on personal automobiles
- Recurring congestion

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Mixmaster History (Original Construction)

- Series of 10-12 projects had to be done in order to complete the initial structure of the Mixmaster, at an approximate cost of $48M, with construction projects spanning from 1962-1981.

84new mix

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Rehabilitation of Mixmaster

- 5 rehabilitation projects 1988-2020

Ongoing Rehabilitation of Mixmaster Project

- Deck Replacements/Repairs
- Steel Strengthening/Repairs
- Concrete Repairs
- Pavement Improvement
- Guiderail Replacement
- Barrier Wall Modifications
- Temporary Bypass

Current Major Rehabilitation, in Construction Spring 2018-Summer 2023

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New Mix Overview

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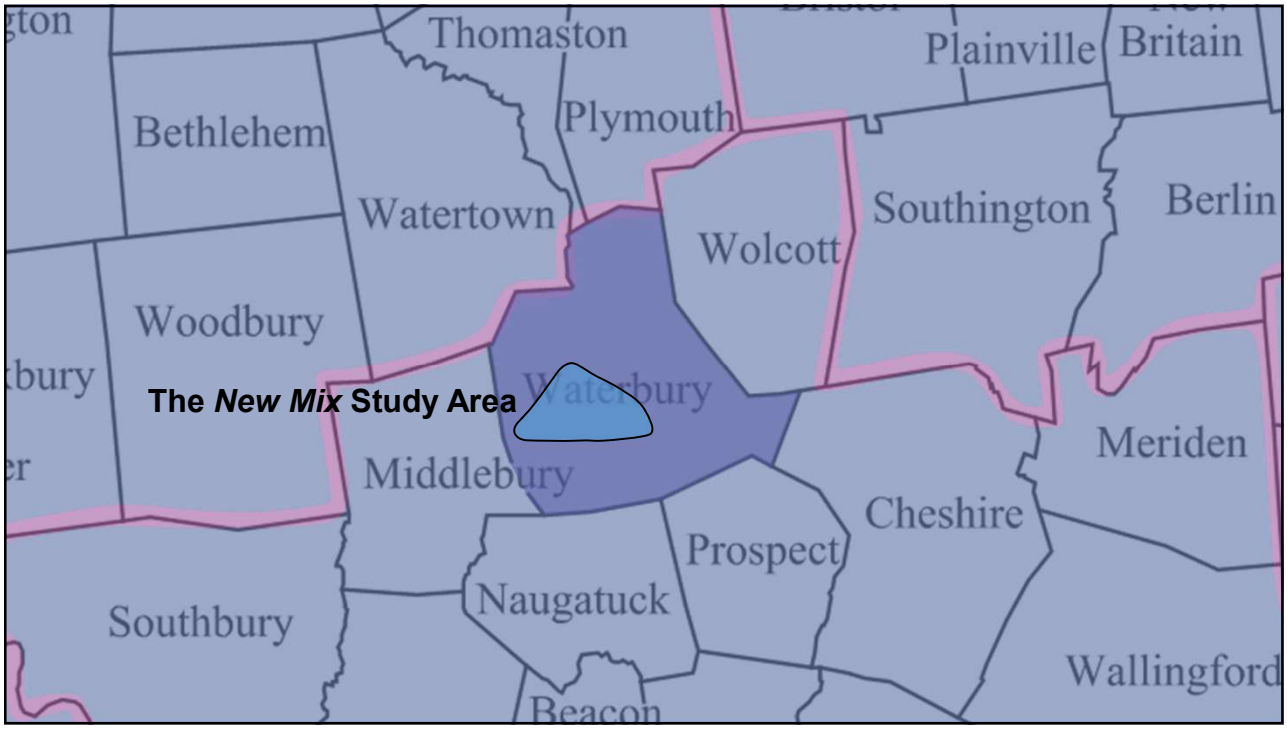

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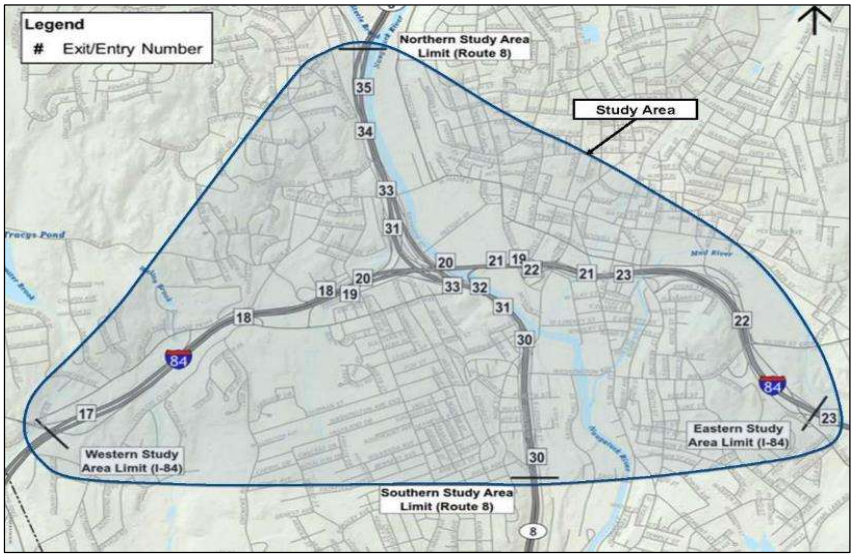
The New Mix Study Area



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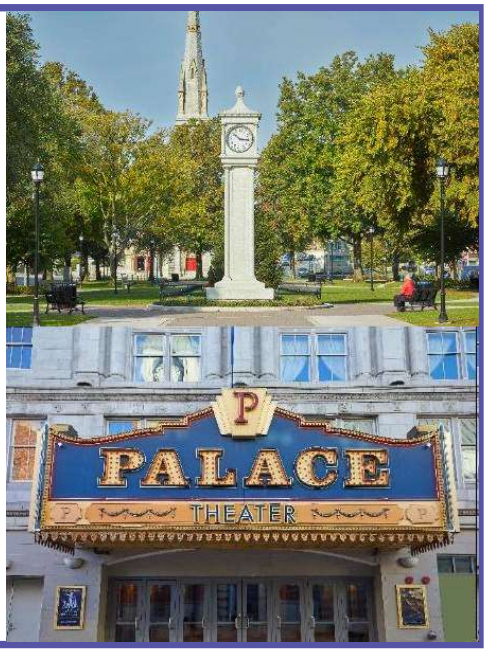
The *New Mix*

- Long-term plan for the future of the Mixmaster post-2045.
- Overarching vision is to:
  - Modernize the Mixmaster
  - Improve safety & functionality
  - Reduce congestion
  - Complement the economic development and community goals of the City of Waterbury
  - Serve Connecticut's transportation needs for decades to come
- Projects may occur over time



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General Nature of Anticipated Projects

Early Action Projects
Improvements to local roads and intersections

Near-Term Projects
Improvements to highway approaching Mixmaster compatible with Long-Term Projects

Long-Term Projects
Reconstruction of core interchange structures

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Planning and Environmental Linkages (PEL) Study Overview

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Planning and Environment Linkages (PEL)

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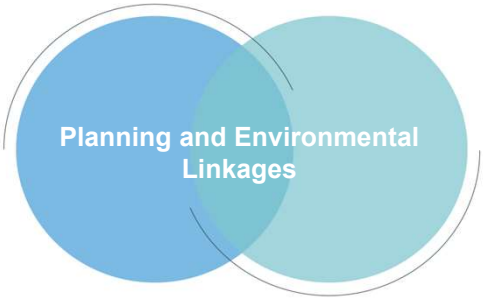
What is a PEL Study?

Planning and Environmental Linkages (PEL) Study

- Federal Highway Administration (FHWA) recognized process
- Early start on technical studies, outreach, and public involvement
- Connect transportation planning and environmental/community concerns
- Identify key issues and risks associated with transportation projects
- Informs the National Environmental Policy Act (NEPA) Process



PEL Study= Pre-NEPA Process

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PEL Process Framework and Methodology

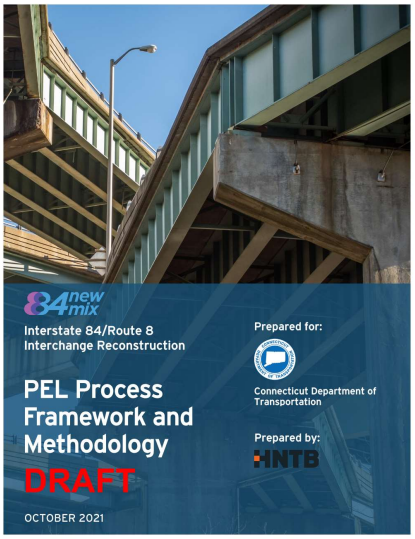
Identify Transportation Needs and Deficiencies

Develop Purpose & Need and Goals & Objectives

Develop Evaluation Criteria and Conceptual Alternatives

PEL Study Final Report 2023

Public Involvement and Ou throughout the PEL Study



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PEL Study Progress

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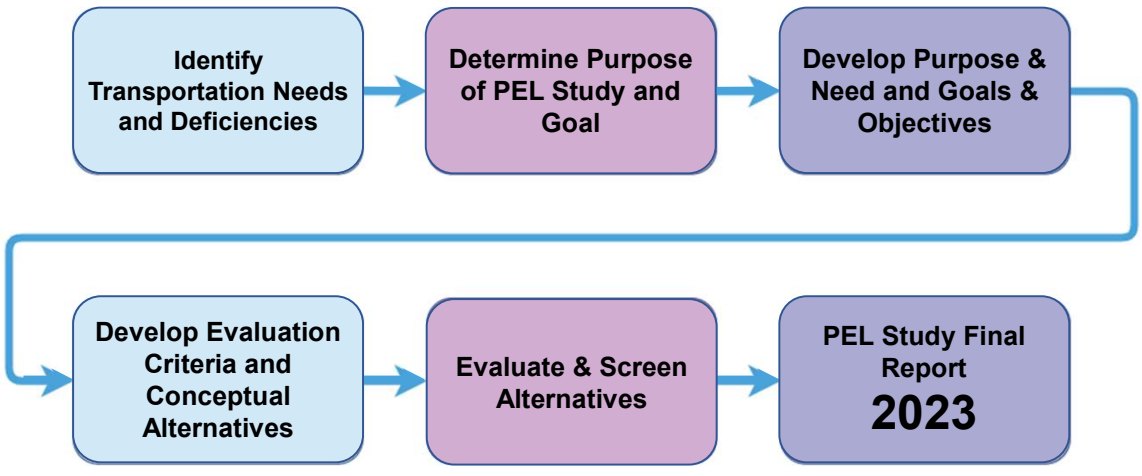
The New Mix PEL Study Progress



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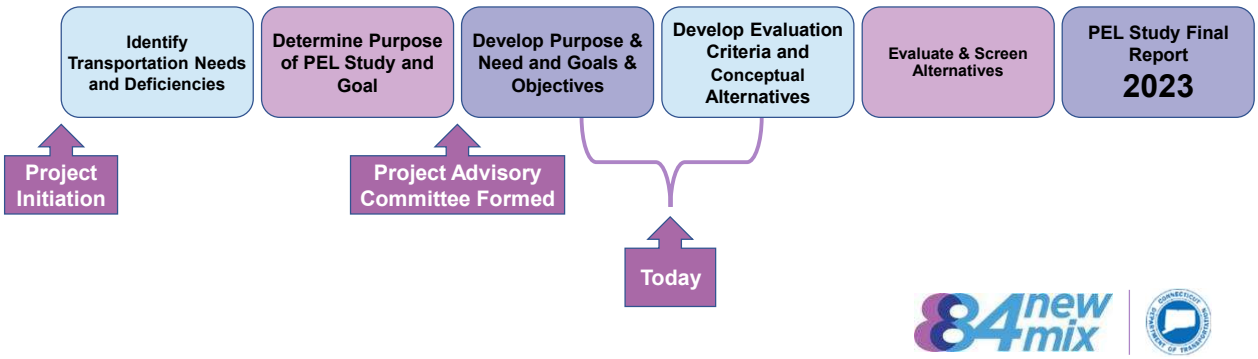
The New Mix PEL Study Progress



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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

Defining the problem that we're trying to solve:

- Transportation issues, a.k.a. needs and deficiencies
- Investigations, data collection, analyzing existing and future traffic
- Multimodal, community and environmental context features
- Documenting in a detailed report

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric
  - Operational

60% of bridges in poor condition (pre-rehab)

Current rehab extends bridge life through 2045

I-84 bridge deck needs

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric

30

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

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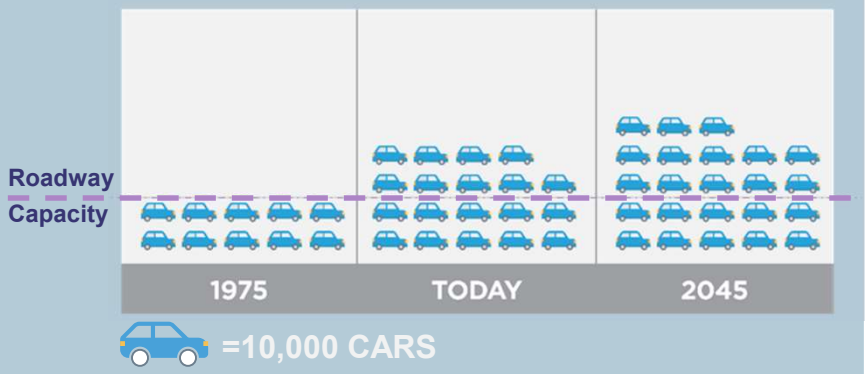

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric
  - Operational

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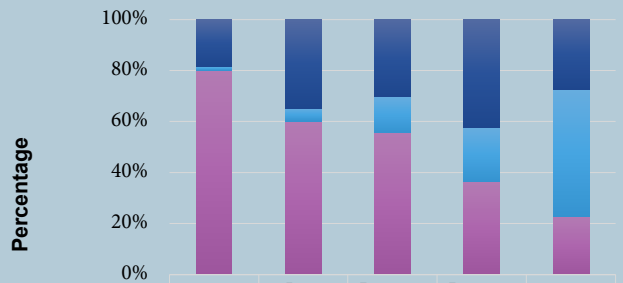
Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric
  - Operational

Freeway Crash Contributing Factors



	I-84 EB	I-84 WB	Route 8 NB	Route 8 SB	Ramps
Driver Behavior/Other	18%	35%	30%	42%	27%
Geometry	2%	5%	14%	21%	50%
Traffic Congestion	80%	60%	56%	36%	23%

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric
  - Operational
- Multimodal, community and environmental context features
  - The built environment
  - The natural environment

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
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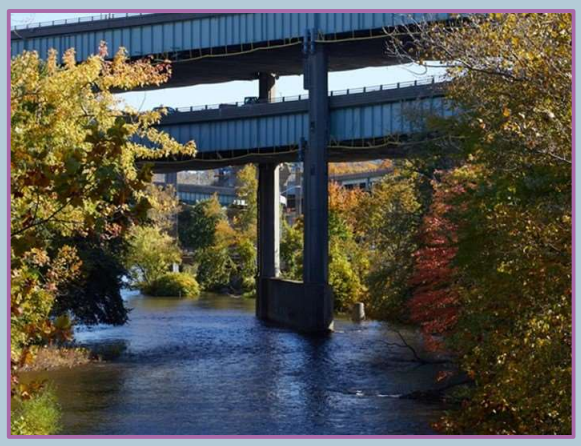
  - The natural environment



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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

CTDOT desires to establish a vision, or master plan, for the interchange that is articulated as a prioritized plan for the phased implementation of improvements.

The overarching goal of the PEL Study is to develop a clear and supported plan of action for addressing deficiencies at the I-84/Route 8 Interchange and study area

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → **Develop Purpose & Need and Goals & Objectives**

- Purpose and Need Statement
  - What transportation issues and problems need to be addressed.
  - Why the project is being proposed, identifying transportation solutions.
  - Describes the intended/desired outcome(s) of the project.
- Establishes a basis for a range of reasonable alternatives to be evaluated in the environmental document and to move forward into NEPA.

Draft Preliminary Purpose and Need Statement Report

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Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → **Develop Purpose & Need and Goals & Objectives**

NEEDS (problems)	PURPOSE (solutions)
Structural Deficiencies	To improve I-84/Route 8 bridge conditions.
Geometric Deficiencies	To improve I-84/Route 8 roadway conditions.
Operational (Traffic) Deficiencies (including congestion)	To improve the level of service of I-84/Route 8 and associated local road network.
GOALS & OBJECTIVES (Intended Outcomes)	
• Improve system performance; • Reduce congestion; • Reduce crash rates; • Maintain critical system linkages in Connecticut and the Northeast; • Facilitate connectivity with Waterbury through the local road network including multimodal travel; • Provide connections to the Naugatuck River and Greenway; • Improve the local roadway network; • Reduce interchange complexity;	• Enhance mobility equity and safety for bicyclists and pedestrians; • Integrate the Project with ongoing City projects; • Improve access to Downtown and key destinations; • Strengthen surrounding neighborhoods as gateways to the City's Central Business District (CBD); • Support City revitalizing goals of the CBD; • Support opportunities to improve equitable access to multimodal facilities; • Avoid, minimize or mitigate potential Project consequences to the environment;

May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners and the public.

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Next Steps

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Public Feedback Due

Comments / Input Due: June 30, 2022
Send in your comments through the website

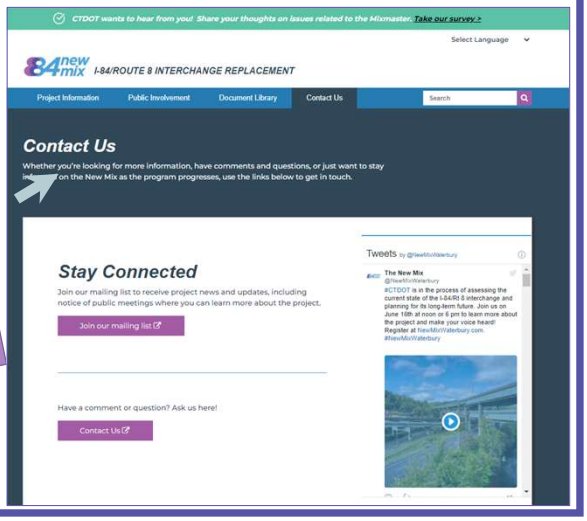
June

S	M	T	W	TH	F	S
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2
3	4	5	6	7	8	9

TODAY

COMMENTS DUE

DUE DATE



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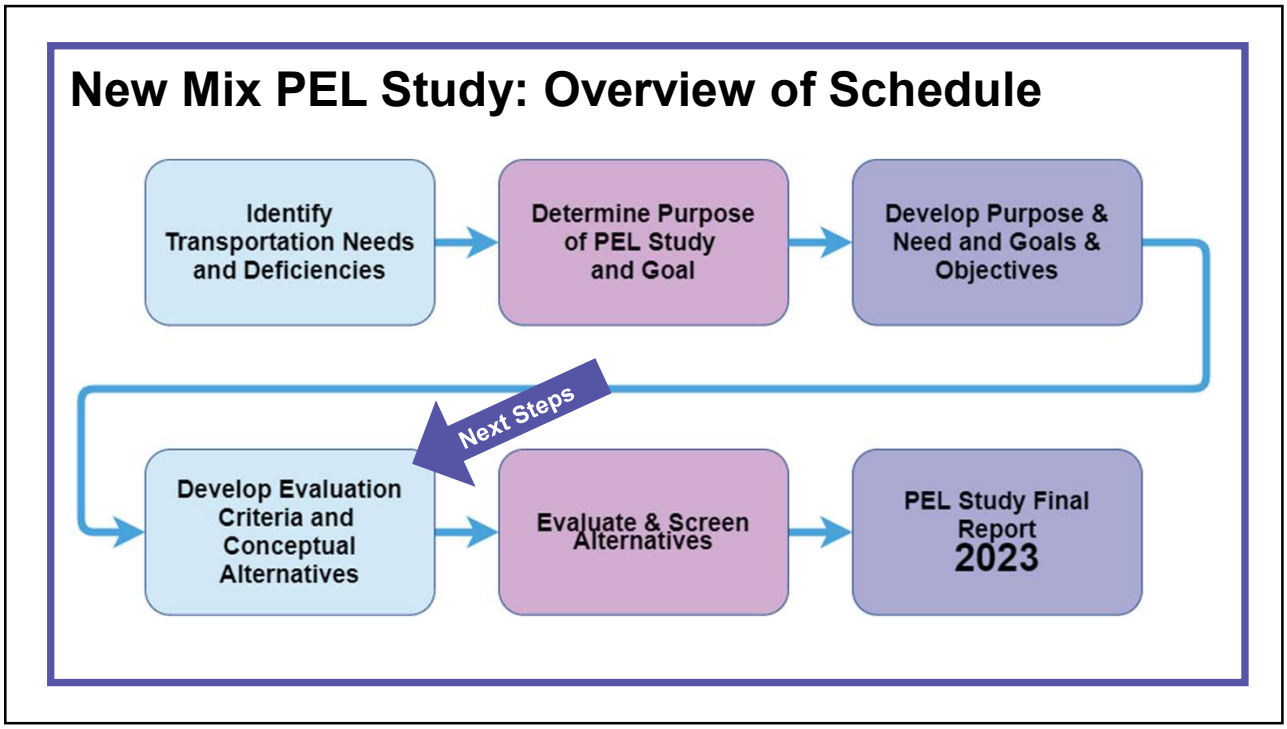
New Mix PEL Study: Overview of Schedule
Identify Transportation Needs and Deficiencies
Determine Purpose of PEL Study and Goal
Develop Purpose & Need and Goals & Objectives
Next Steps
Develop Evaluation Criteria and Conceptual Alternatives
Evaluate & Screen Alternatives
PEL Study Final Report 2023

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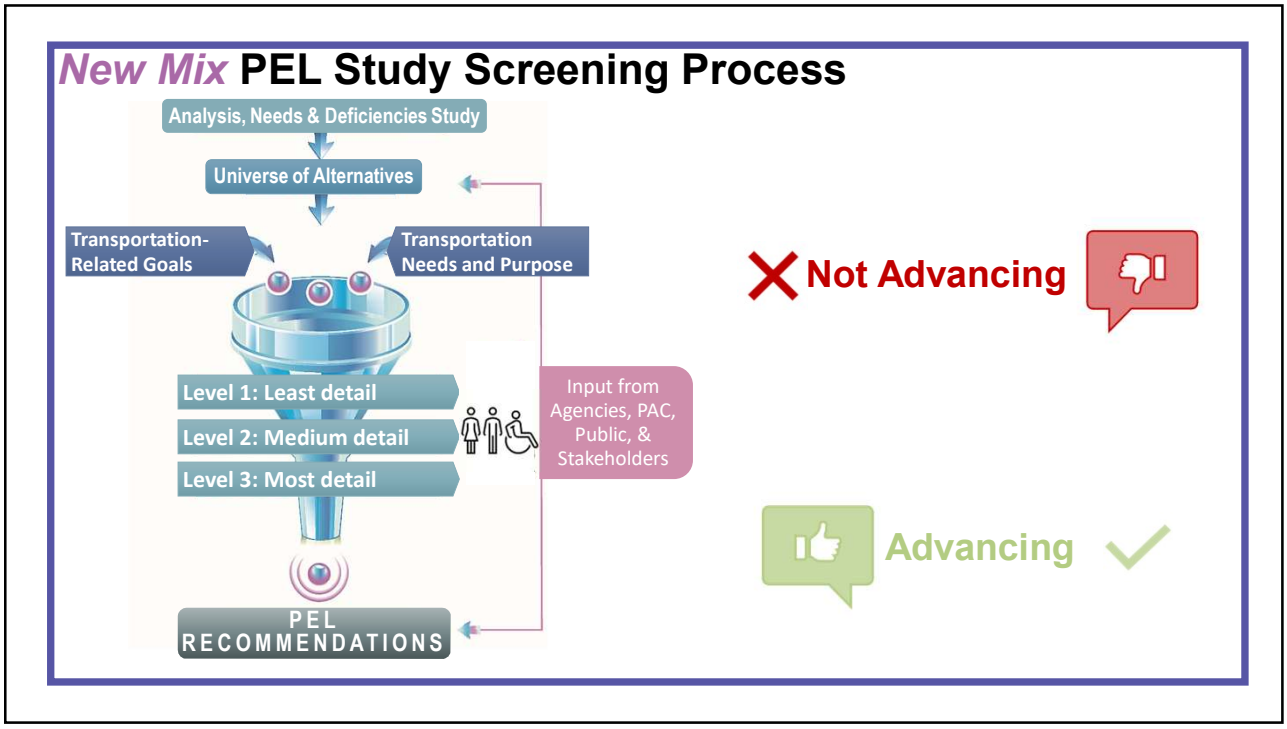
New Mix PEL Study Screening Process
Analysis, Needs & Deficiencies Study
Universe of Alternatives
Transportation-Related Goals
Transportation Needs and Purpose
Level 1: Least detail
Level 2: Medium detail
Level 3: Most detail
Input from Agencies, PAC, Public, & Stakeholders
PEL RECOMMENDATIONS
Not Advancing
Advancing

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Upcoming Public Meetings

Public Mtg #2 Late Summer 2022

Where:
Anticipated Virtual via Zoom

Topics:
Finalize Preliminary Purpose & Need Statement
Present Conceptual Alternatives and Level 1 Evaluation Criteria, and Obtain Input from public

Public Mtg #3 Fall 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
Present Level 1 Screening Results, Level 2 Evaluation Criteria, and Obtain Input from public

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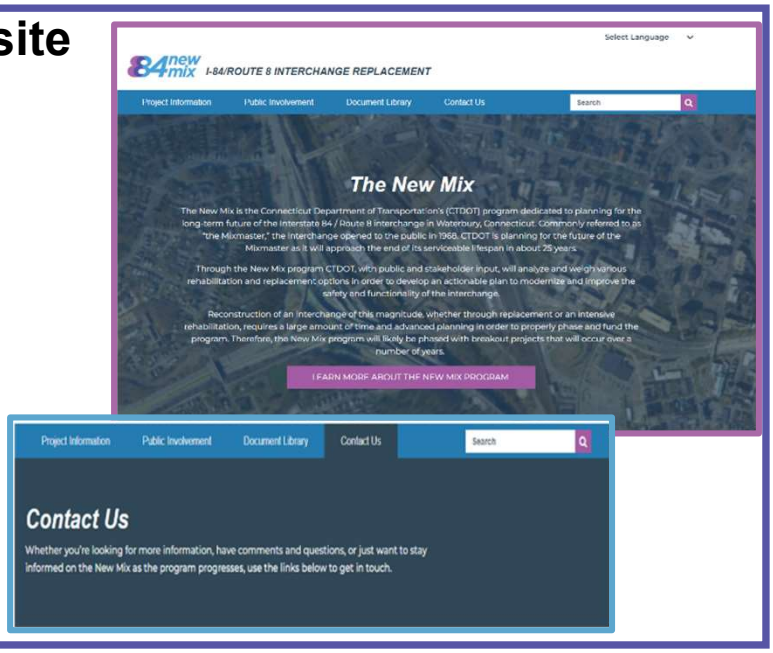
The *New Mix* Website

Please check out The New Mix website!

NEWMIXWATERBURY.COM

- Access Project History, FAQ, and more
- Subscribe to New Mix news and updates
- Ask us any questions or provide comments you may still have!



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Send Us Your Thoughts…

NEEDS (problems)	PURPOSE (solutions)
Structural Deficiencies	To improve I-84/Route 8 bridge conditions.
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May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners and the public.

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Questions & Comments

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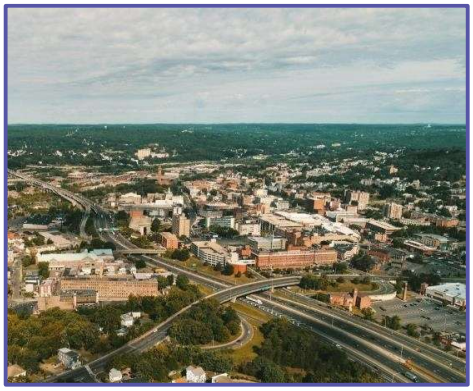
The *New Mix* Project: Question & Answer Session

State Project # 151-331
Provide feedback through the following…

- Project Email: thenewmixwaterbury@gmail.com
- Chat: using the Zoom chat function during the live event.
- Webpage: newmixwaterbury.com
- Survey: https://bit.ly/NewMixSurvey1
- Call us at 203-805-8018



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A recording of this presentation will be made available on the project website.

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Thank you.

84new mix HNTB

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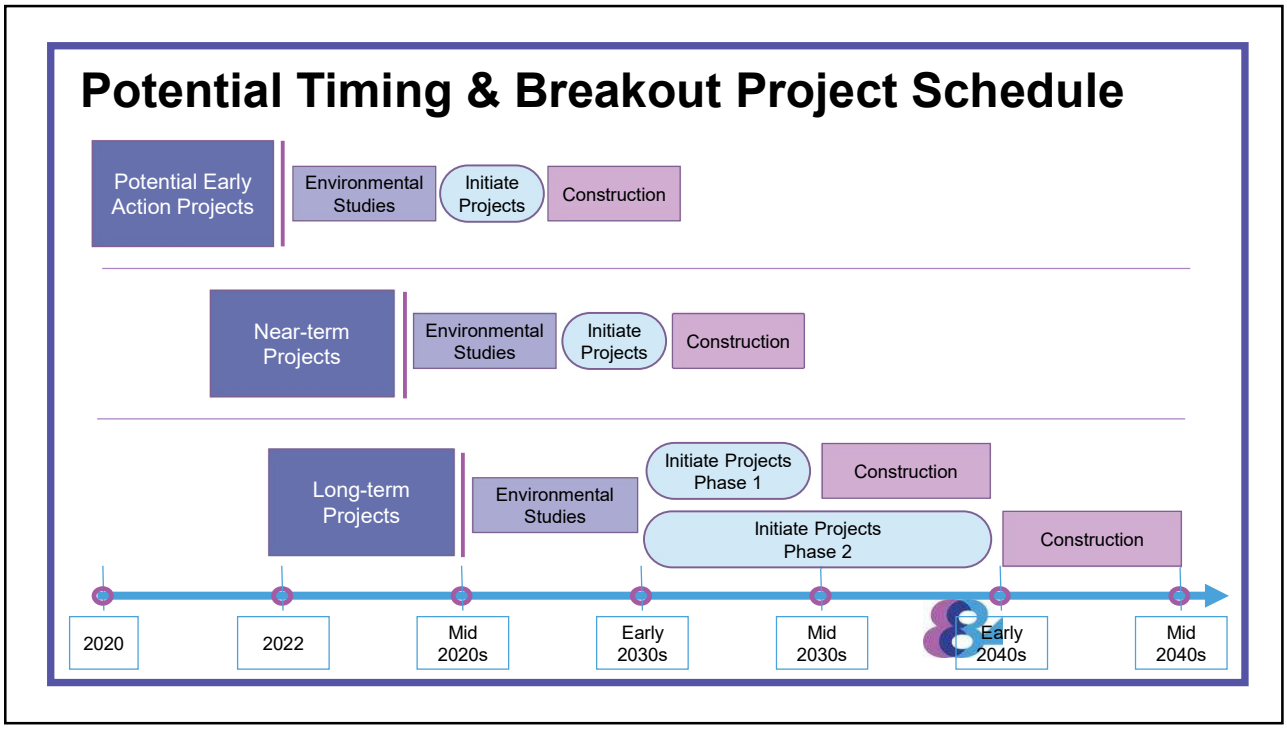
Potential Timing & Breakout Project Schedule
Potential Early Action Projects
Environmental Studies
Initiate Projects
Construction
Near-term Projects
Environmental Studies
Initiate Projects
Construction
Long-term Projects
Environmental Studies
Initiate Projects Phase 1
Construction
Initiate Projects Phase 2
Construction
2020
2022
Mid 2020s
Early 2030s
Mid 2030s
Early 2040s
Mid 2040s

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Cole Ernst

From: Anna Mariotti <almariotti@hotmail.com>
Sent: Friday, July 15, 2022 1:50 PM
To: Anna Mariotti
Subject: Fw: Reminder: Join us Thursday to learn about the New Mix Program!

From: New Mix Program <admin@mail.newmixwaterbury.com>
Sent: Tuesday, June 14, 2022 1:11 PM
Subject: Reminder: Join us Thursday to learn about the New Mix Program!

Issue Date: 6/16/2022

Public Meeting Notice

Do you drive through the Waterbury Mixmaster? This Thursday, June 16th, there will be two virtual public meetings where you can learn more about the New Mix program. Please join us at either noon or 6PM and make your voice heard! Register for the meeting at NewMixWaterbury.com or:

- Register for the 12PM meeting here: https://bit.ly/NewMixPublicMTGNoon
- Register fo the 6PM meeting here: https://bit.ly/NewMixPublicMTG6pm

We hope to see you there!

[Learn more about the New Mix project]

[Update your subscription settings]

[Submit a comment or question on the New Mix project]

Por favor haga clic aquí para ver este aviso en español

Por favor clique aqui para ver este aviso em português

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

Questions?
Contact Us

STAY CONNECTED:

This email was sent using PIMA on behalf of the: Connecticut Department of Transportation - 2800 Berlin Turnpike - Newington, CT 06111 860-594-2000

DRIVE THROUGH THE WATERBURY MIXMASTER?

Connecticut DOT is launching a program to assess the current state of the interchange and plan for its long-term future.

Learn more about the project and make your voice heard.

Attend virtually, June 16th at 12PM or 6PM. Register at NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

Mund të kërkoni një kopje të këtij studimi duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit të Transportit të Konektikatit (860) 594-2109. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

Pou mande yon kopi sondaj sa a, rele Liy Apèl Asistans Lang Depatman Transpò Connecticut la nan (860) 594-210. Nou ofri èd ak tradiksyon gratis pou piblik la epi n ap fè efò pou reponn moun ki mande èd a tan yo.

يمكنك طلب نسخة من هذه الاستطلاع عن طريق الاتصال بخط اتصال المساعدة اللغوية بوزارة النقل بولاية كونيتيكت على الرقم (860) 594-2109. يتم تقديم المساعدة اللغوية للجمهور مجانا، وتبذل الجهود للاستجابة لطلبات المساعدة في الوقت المناسب.

¿MANEJA POR EL WATERBURY MIXMASTER?

Connecticut DOT está lanzando un programa para evaluar el estado actual del intercambiador vial y planificar su futuro a largo plazo.

Conozca más sobre el proyecto y haga oír su voz.

Asista virtualmente el 16 de junio a las 12 p.m. o 6 p.m. Regístrese en NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

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يمكنك طلب نسخة من هذا الاستطلاع عن طريق اتصال الخط الساخن لوزارة النقل بولاية كونيتيكت على الرقم (860) 594-2109. يتم توفير المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود للاستجابة لطلبات المساعدة في الوقت المناسب.

Carrying the torch for Special Olympics

Law enforcement officers and supporters participate in the Special Olympics Torch Run through Torrington on Thursday. Since its inception in 1986, the Connecticut Law Enforcement Torch Run has grown into the largest grassroots fundraising event for Special Olympics Connecticut.

Torrington raises Pride flag for 1st time

BY BRUNO MATARAZZO JR.
REPUBLICAN-AMERICAN

TORRINGTON — For the first time in the city's history, the rainbow Pride flag was raised in front of City Hall and drove applause during a ceremony to show support for LGBTQ members as part of Pride month.

Organizer Audrey Blondin, a local attorney, called Thursday's event one of the "proudest and most honorable days" of her 40 years in the city.

"This is what we are about — inclusiveness, equality, fairness and justice for all," Blondin said.

She had help in organizing the event from former City Council member Sharon Waugner and city resident Tryeia Tanton.

In addition to the raising of the Pride flag, local residents and politicians spoke about the importance of Pride month, which is celebrated in June each year and honors the Stonewall rebellion in New York's Greenwich Village in 1969. The rebellion was the tipping point for the gay liberation movement in the United States, according to the Library of Congress.

U.S. Rep Johana Hayes, D-5th District, told the crowd gathered on the front steps of City Hall she will continue at the federal level looking out for the constitutionally protected rights of the LGBTQ community, and "make sure as a country ... that everyone here has the ability to live out their truth and their life without fear."

City Council member Keri Hoehne said in Torrington and Connecticut, inclusion is normal and it's all kids know.

"They accept everyone and it's what they know to be their truth," she said. "We embrace our diversity here."

The recently elected council member did offer a bit of caution, noting groups outside of the state and Northeast use gay, lesbian and transgender youth as "scapegoats."

Board of Education member Ed Corey said for himself, Pride is less about the journey of "finishing about and discovering who I am," and more about discovering that other people carried a lot more than they should about who he is.

"They would do something about it. They would hurt me and my friends, and they would turn to the government and demand that before the law there should be no equality for people like me," Corey said.

He said he was thankful to the politicians who attended for standing up for LGBTQ rights in Hartford and Washington, D.C., and he vowed to do the same on the Board of Education.

"We will not ever accept that our kids should have to relive what those of us who struggled for it had to live," Corey said.

Torrington public works Director Ray Drew and former Torrington City Council member Sharon Waugner unfold the Pride flag in front of City Hall on Thursday for a Pride celebration for the LGBTQ community.

"THIS IS WHAT WE ARE ABOUT — INCLUSIVENESS, EQUALITY, FAIRNESS AND JUSTICE FOR ALL."

AUDREY BLONDIN
TORRINGTON ATTORNEY AND PRIDE MONTH CEREMONY ORGANIZER

UKRAINE: Yovanovitch speaks

Continued from 1A

terest in the subject.

The event drew a packed house to the auditorium at Housatonic Valley Regional High School to listen to Yovanovitch's observations on history and diplomacy, like said the relationship between neighbors Ukraine and Russia is complicated and conflicting. The tension has long existed, even though there are some commonalities, such as language and religion.

"In 1991 when all the Soviet Union countries became republics, I thought there would be a rosy future," Yovanovitch said, "but it didn't happen. I didn't think there would be hostile relations between Russia and Ukraine."

She said Russia's former president, Boris Yeltsin, named an unknown Vladimir Putin prime minister in 1999.

"He came with a swaggering, tough-guy image and the Russians admired that type, so when he ran for president after Yeltsin resigned, he won in a landslide," Yovanovitch said.

He ran "a pretty ruthless regime" and relations with Ukraine became increasingly tenuous, she said, noting the international community didn't offer much protest the described Putin's pattern of invading other countries, such as Georgia in 2008 and Crimea in 2014, when finally, the reactions from others became more forceful. Russia was kicked out of the G-8 and sanctions were imposed.

He then turned to Ukraine, where for the last eight years the people have been enduring war, but since February they are facing brutality and killings under the full force of the Russian military. While the eastern part of Ukraine is now the target, Yovanovitch believes Putin's aim is to invade and obliterate the entire country. His tactic of convincing the Russian people Ukraine is full of Nazis and the actions are at the behest of NATO and the United States are pure fantasy, the former ambassador noted.

"The Russian propaganda machine is very effective," Yovanovitch said.

She labeled Putin "a bully" and drew laughter from the audience when she said, "He's past his expiration date."

Yovanovitch gave a grim outlook when she said Putin is trying to undermine the world order.

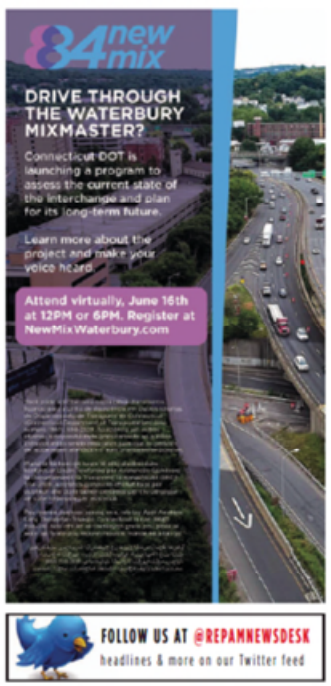
"If the Russians are successful in Ukraine, they'll keep pushing," she said. "That will also embolden other autocrats, and there will be less freedom and prosperity in the world if Russia wins. It's hard to see the path to peace."

In her opinion, President Joe Biden is doing a great job under difficult circumstances. She strongly favors the United States providing support for Ukraine to help in its battles with Russia.

Yovanovitch has just released her memoir, "Lessons from the Edge." When Rand asked why she wrote the book, she replied that after testifying in 2019, she knew her career with the State Department was over. She received thousands of letters from people wanting to hear about Ukraine, so she decided to share her story.

Yovanovitch was raised by parents who had lived under the effects of communism and Nazism. She and her brother were made aware of how fortunate they were to have such freedom and how it was important to give back. That upbringing inspired her chosen career.

"My parents lived World War II," she said. "I learned it."



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Rep-Am: 6/3

"Black Boy Smile: A Memoir in Moments" By D. Watkins

Book Review By Terri Schlichenmeyer

Honesty is the best policy.

That's what they say, anyhow. The truth will set you free, that's another one. But then there are those little lies that get you by, social ones to avoid hurt, the-check-is-in-the-mail whoppers that avoid trouble, and you start to wonder about this policy thing. Sometimes, as in the new book "Black Boy Smile" by D. Watkins, lying is surviving.

It might not've been the first time D. Watkins lied, but the lie he told when he was about to start school was the first one he remembers: he stood up for a friend whose Game Boy was stolen. When adults asked how D. got hurt, he didn't tell them that a bigger boy beat him up. Instead, he said he "fell down playing basketball."

He didn't want to go away to summer camp when he was 9. He didn't want to leave his friends in his east Baltimore neighborhood, but his mother lied and said his cousins were going. At camp, he lied to get into the cabin where he thought his cousins would be, and he lied about being experienced with girls. When he left, he was overjoyed to escape, but not before lying about returning the following year.

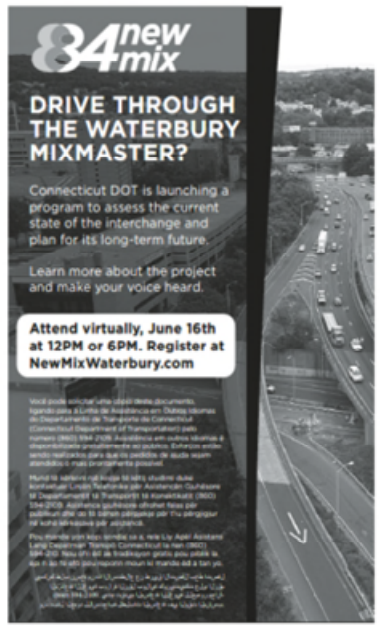
He lied for his father, when they couldn't get a "hack" to take them home on a rainy night. He denied that his father was a junkie, knowing that his Dad was shooting up. He said he was "straight" (meaning all good) when his cousin was murdered, but he was devastated inside. He omitted the fact that he was dealing drugs when he spoke with his dad later. He lied to women, he fibbed to friends, he lied to his mother, to a nurse, and to himself.

And then someone left him a book that changed his life. He discovered things about himself that pointed him in a direction he wanted to go. He met a woman who loved him and taught him to love. And though he didn't totally give up sins of omission, he learned the unpolished truth about telling mistruths.

The title of this book should give you one big clue about its content. That last word, it's true: "Black Boy Smile" will make you smile, too.

Reading this memoir is like going through a pile of pictures with author D. Watkins. Here's a snapshot, taken when he was small. Here's a bunch, taken his summer at camp and boy, that was wild. Here he is as a teen, a friend, a drug dealer. Early tales invite readers to laugh at the typical-kidness of it all; later ones make us shake our heads at what might've happened and the lies that kept it all going. Each is told in a relaxed manner that lets readers know that not all lies lead to bad things.

Without being a spoiler, that's something you can count on. Don't peek ahead, but "Black Boy Smile" has the sweet kind of ending you want in a memoir, and that's the honest truth.



North End Agents: 6/1

FRIDAY, JUNE 3, 2022 — REPUBLICAN-AMERICAN — 7A

BIDEN: Bipartisan talks continue in Senate

Continued from Page One

health issues or raising the age to buy assault-style weapons from 18 to 21.

"How much more carnage are we willing to accept," Biden said after last week's shootings by an 18-year-old gunman, who killed 19 students and two teachers at an elementary school in Uvalde, Texas, and another attack on Wednesday in Tulsa, Oklahoma, where a gunman shot and killed four people and himself at a medical office.

And those came after the May 14 assault in Buffalo, New York, where a white 18-year-old wearing military gear and livestreaming with a helmet camera opened fire with a rifle at a supermarket in a predominantly Black neighborhood, killing 10 people and wounding three others in what authorities described as "racially motivated violent extremism."

"This time we have to take the time to do something," Biden said, calling out the Senate, where 10 Republican votes would be needed to pass legislation.

"I know how hard it is, but I'll never give up and if Congress fails, I believe this time a majority of the American people won't give up either," he added. "I believe the majority of you will act to turn your outrage into making this issue central to your vote."

All major broadcast networks broke away from regular programming to carry Biden's remarks at 7:30 p.m. EDT, before the start of primetime shows.

Biden has used national speeches in the past to speak about the coronavirus pandemic and the chaotic withdrawal of U.S. forces from Afghanistan. But the president has used such addresses sparingly during his nearly 18 months in office, especially during evening hours.

Earlier Thursday, Vice President Kamala Harris spoke about the Oklahoma shooting, saying, "All of us hold the people of Tulsa in our hearts, but we also reaffirm our commitment to passing commonsense gun safety laws."

"No more excuses. Thoughts and prayers are important, but not enough," Harris said. "We need Congress to act."

Before marking Memorial Day on Monday, Biden told reporters at the White House that there may be some bipartisan support to tighten restrictions on the kind of high-powered weapons used by the gunmen in Uvalde. But he also noted that, while he had taken some steps via executive actions, he didn't have the power as president to "outlaw a weapon."

He also said that "things have gotten so bad that everybody's getting more rational, at least that's my hope," adding, "There's realization on the part of rational Republicans" who realize "we can't keep repeating ourselves."

Visiting Uvalde on Sunday, Biden mourned privately for three-plus hours with anguished families. Faced with chants of "do something" as he departed a church service, the president pledged: "We will."

His Thursday night address coincided with bipartisan talks that are intensifying among a core group of senators discussing modest gun policy changes. Republican Sen. Susan Collins of Maine said the group is "making rapid progress," and Biden has spoken to Connecticut Sen. Chris Murphy, among those leading their party's efforts on the issue.

Democrats are hoping Biden's remarks encourage the bipartisan Senate talks and build pressure on the Republicans to strike an agreement. Jean-Pierre said Biden is "encouraged" by congressional negotiations but the president wants to give lawmakers "some space" to keep talking.

The private discussions in the Senate, which is split 50-50 between Democrats and Republicans, are not expected to produce the kinds of sweeping reforms being considered by the Democratic-led House — which has approved expansive background checks legislation and will next turn to an assault weapons ban.

But even a House package debuted Thursday that is less sweeping but includes a provision raising the required age for buying semi-automatic firearms to 21, faces slim chances in the Senate.

Instead, the bipartisan senators are likely to come up with a more incremental package that would increase federal funding to support state gun safety efforts — with incentives for bolstering school security and mental health resources. The package may also encourage "red-flag laws" to keep firearms away from those who would do harm.

Any major action is still a long shot. While the Senate approved a modest measure to encourage compliance with background checks after a 2017 church mass shooting in Texas and one in Parkland, Florida, the following year, no major legislation cleared the chamber following the devastating massacre of 20 children at Sandy Hook Elementary School in 2012.

COVID-19 claims 31 more state residents, but positivity rate falls

BY TRACEY D'ARGENIO
REPUBLICAN-AMERICAN

The state lost another 31 residents to COVID-19 in the past week, though its test positivity rate continues to decline.

The state's seven-day rolling average was 10.8% Thursday, down from 14% two weeks ago.

"Hospital cases have slowly climbed, but remain low and manageable here at Saint Mary's Hospital," said Dr. Herman Kenvadi, chief medical officer at the Waterbury hospital.

He said he agreed with the Centers for Disease Control's assessment that the spread of COVID-19 is trending downward.

"We note a majority of our hospitalization is the greater than 65 years of age or a 20-7 church mass shooting in Texas and one in Parkland, Florida, the following year, no major legislation cleared the chamber following the devastating massacre of 20 children at Sandy Hook Elementary School in 2012.

data. That is down from 379 patients last week. As has been the case for several months, most of those now hospitalized are fully vaccinated. As of Wednesday, there have been 228,839 cases, or 8.3%, among the 2.7 million fully vaccinated state residents.

Still, 90% of those in Connecticut live in communities of high transmission, according to CDC data.

Most of the new cases are being caused by the omicron BA.2 subvariant, which is twice as contagious as its predecessor.

Waterbury, the smallest of the state's five cities, continues to have the largest number of deaths at 502 of its 33,417 cases. No additional deaths were reported in Waterbury in the last two weeks. Bridgeport, the state's largest city by population, has had 449 deaths among 38,123 cases, according to state records. Hartford has experienced 417 deaths out of 33,412 cases; New Haven 235 deaths in 35,592 cases.

84new mix

PUBLIC MEETING NOTICE

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project. CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix will analyze and weigh various rehabilitation and replacement options to develop an achievable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study. The use of PEL is encouraged by the Federal Highway Administration as it considers environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 0131-0351.

This public meeting will provide an overview of the New Mix project, including information about the current conditions of the interchange, the PEL study process, and a general timeline for the New Mix. The meeting will conclude with a question-and-answer session, at which point attendees will have the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to access the Zoom meeting, provide comments, and ask questions can be found on the New Mix website at newmixwaterbury.com/public-involvement/public-meetings.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Thursday, June 16, 2022, at 12 noon
- Thursday, June 16, 2022, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Scott Roberts by e-mail at Scott.Roberts@ct.gov or by phone at (860) 594-3232. Please allow five (5) business days for processing and delivery.

To register for the 12 noon meeting, please visit https://bit.ly/NewMixPublicMtg1.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPublicMtg2.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.

American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the meeting by calling CTDOT at (860) 594-2100. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/cdot/general/CTDOT-VPMI-Library. The recording of the public meeting will also be available on the New Mix website's Public Involvement page (https://www.newmixwaterbury.com/public-involvement/public-meetings).

Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.

Individuals can also sign up to receive e-mail newsletters, including notice of public meetings, on the New Mix Website.

The New Mix project can be followed on Twitter, Facebook and Instagram.

Maud ni kirkaret ommeel grabbroro duke kwaldmar Linyin Telefonke pir Asmocoin Gichtoro ni Departmentoro (860) 594-2100. Kirkaret duher ni bilkes ni palisis 5 dikt yoare para talkirol. Asmocoi gichtoro ofrohet fdee pir publikoo dha do ni bilkes pinyaka pir t'o pingogue ne ke ke kirkaret pir asmocoi.

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On kapah mende pon you mooz ede w nan lang on. Pon fi so, kwindes Uy Telefon Asmoco ak Long Departmen on nan (860) 594-2100. Domoco ro to dno fit omoon 5 pas asmoc jou noyinyon an. Now ofri pfdik la id nan lang yo gratis epi moz pwil fi ofi pou repons demann pou mil fe. O to a nan yo.

84new mix

AVISO DE REUNIÓN PÚBLICA

El Departamento de Transporte de Connecticut (Connecticut Department of Transportation, CTDOT) celebrará una Reunión Virtual de Información Pública acerca del proyecto New Mix, el programa del CTDOT para la planificación e implementación de una serie de proyectos que hacen frente a las necesidades a largo plazo del intercambio "Mixmaster" de la Interestatal 84 y la Ruta 8 en Waterbury.

El proyecto New Mix analizará y considerará varias opciones de rehabilitación y sustitución para crear un plan de ejecución para modernizar y mejorar la seguridad y funcionalidad del intercambio. New Mix utilizará un proceso de planificación denominado Estudio de Planificación y Vínculos Ambientales (Planning and Environmental Linkages, PEL). La Administración Federal de Autopistas (Federal Highway Administration) fomenta el uso del PEL, ya que considera los metas ambientales, comunitarias y económicas temprano en el proceso de planificación de transporte. El CTDOT podrá adoptar o incorporar Productos de Planificación de este Estudio de PEL a un proceso de revisión ambiental federal o estatal, de conformidad con el Artículo 168(d)(4) del Título 23 del U.S.C. El proyecto está formalmente identificado como Proyecto Estatal No. 0131-0351.

Esta reunión pública brindará una descripción general del proyecto New Mix, incluida información sobre la condición actual del intercambio, el proceso del estudio de PEL, y una línea de tiempo general para el New Mix. La reunión concluirá con una sesión de preguntas y respuestas, en cuyo momento los asistentes tendrán la oportunidad de realizar preguntas y ofrecer comentarios sobre el proyecto.

La reunión se realizará de manera virtual por Zoom, y también se grabará. Puede encontrar instrucciones sobre cómo acceder a la reunión de Zoom, brindar comentarios y realizar preguntas en el sitio web del New Mix, newmixwaterbury.com/public-involvement/public-meetings.

Se ofrecerán dos horarios de reunión para que sea conveniente para los miembros del público asistir. Las opciones de reunión son las siguientes:

- Jueves, 16 de junio de 2022 a las 12 del mediodía
- Jueves, 16 de junio de 2022 a las 6 p.m.

Las personas que tengan acceso limitado a internet pueden escuchar cada reunión llamando por teléfono. Quienes tengan acceso limitado a internet también pueden solicitar que se les envíe información sobre el proyecto comunicándose con Scott Roberts por correo electrónico a Scott.Roberts@ct.gov o por teléfono al (860) 594-3232. Por favor, den quince días (5) días hábiles para su procesamiento y entrega.

Para registrarse para la reunión de las 12 del mediodía, visite https://bit.ly/NewMixPublicMtg1.

Para registrarse para la reunión de las 6 de la tarde, visite https://bit.ly/NewMixPublicMtg2.

Las personas con discapacidades auditivas y del habla pueden marcar 711 para Servicios de Retransmisión de Telecomunicaciones (Telecommunications Relay Services, TRS).

La reunión de Zoom tendrá subtítulos en inglés en tiempo real e interpretación de audio en español e en portugués en tiempo real.

Se pueden brindar servicios de interpretación en tiempo real para lenguaje de señas estadounidense, albanés, árabe o criollo francés para la reunión tras una solicitud. Si tiene alguna solicitud de traducción o interpretación, por favor realícela al menos cinco (5) días hábiles antes de la reunión llamando al CTDOT al (860) 594-2100. Se brinda asistencia de idiomas sin costo al público, y se hará la posible por responder a las solicitudes de asistencia oportunas.

Se publicará una grabación de la presentación formal en YouTube luego del evento, y habrá subtítulos (incluidas opciones de traducción en diferentes que no sean el inglés) disponibles en ese momento. La grabación también estará disponible en la lista de reuniones públicas virtuales del CTDOT, en https://portal.ct.gov/cdot/general/CTDOT-VPMI-Library. La grabación también estará disponible en la página de Participación del Público del sitio web de New Mix (https://www.newmixwaterbury.com/public-involvement/public-meetings).

Los usuarios también pueden realizar preguntas y dejar comentarios en el sitio web de New Mix en cualquier momento visitando NewMixWaterbury.com.

Las personas también se pueden registrar para recibir boletines de noticias por correo electrónico, incluidos avisos de reuniones públicas, usando el sitio web de New Mix.

Puede seguir el proyecto New Mix en Twitter, Facebook e Instagram.

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AVISO DE REUNIÃO PÚBLICA

O Departamento de Transporte de Connecticut (CTDOT) realizará uma Reunião Virtual de Divulgação Pública sobre o Projeto New Mix, o programa do CTDOT para o planejamento e implementação de uma série de projetos destinados a atender as necessidades de longo prazo do projeto de troca de vias entre as rodovias Interstate 84 e Route 8 "Mixmaster" em Waterbury.

O Projeto New Mix analisará e considerará várias opções de reabilitação e substituição para criar um plano de ação para modernizar e melhorar a segurança e a funcionalidade do intercâmbio. O New Mix utilizará um processo de planejamento conhecido como Estudo de Planejamento e Vinculação Ambiental (Planning and Environmental Linkages, ou PEL). O uso do estudo de PEL é encorajado pela Administração Rodoviária Federal dos EUA, pois considera objetivos ambientais, comunitários e econômicos desde o início do processo de planejamento de infraestrutura de transporte. O CTDOT poderá adotar ou incorporar Produtos de Planejamento deste PEL a um processo de revisão ambiental federal ou estadual, de conformidade com o Título 23 do Código de Leis dos EUA (Title 23 U.S.C.) § 168(d)(4). O projeto é formalmente identificado como Projeto Estadual (State Project) No. 0131-0351.

Esta reunião pública dará um panorama do projeto New Mix, incluindo informações sobre as condições atuais do trevo, o processo do estudo PEL e uma cronograma geral para o New Mix. Ao final da reunião, haverá uma sessão de perguntas e respostas em que os participantes terão a oportunidade de fazer perguntas e/ou oferecer comentários sobre o projeto.

A reunião será realizada virtualmente via Zoom, e também será gravada. Instruções sobre como acessar a reunião do Zoom, oferecer comentários e fazer perguntas podem ser encontradas no site https://newmixwaterbury.com/public-involvement/public-meetings.

Serão realizadas duas reuniões diferentes para facilitar a participação do público. As opções de datas e horários são:

- quinta-feira, 16 de junho de 2022, ao meio-dia
- quinta-feira, 16 de junho de 2022, às 18 horas.

Pessoas com acesso limitado à internet podem participar de cada reunião ao telefone, e também solicitar receber as informações do projeto por correio. Para aos alunos, ambientes que o possam estão em contato com Scott Roberto no email Scott.Roberto@ct.gov ou no telefone no número (860) 594-3232. Favor aguardar 5 (cinco) dias úteis após a solicitação para processamento e entrega.

Para se registrar para participar da reunião do meio-dia, visite https://bit.ly/NewMixPublicMtg1.

Para se inscrever para a reunião das 18 horas, visite https://bit.ly/NewMixPublicMtg2.

Pessoas com deficiência auditiva ou oral de fala podem discar 711 para acessar os Serviços de Relay de Telecomunicações (TRS).

A reunião do Zoom terá closed captions em inglês, assim como interpretação simultânea em espanhol e português.

Pode ser oferecer interpretação em linguagem gestual americana ou interpretação simultânea em albanês, árabe ou crioulo francês para a reunião mediante solicitação. Caso queira solicitar uma dessas opções de interpretação, preferir que o faça com pelo menos 5 (cinco) dias úteis de antecedência ligando para o CTDOT no número (860) 594-2100. Nós vamos contratar a linguagem sem custo para o público, e todo esforço será feito para responder a pedidos de assistência em tempo hábil.

Uma gravação formal da reunião será postada no YouTube após o evento, incluindo closed captions em inglês e opções de tradução para outras línguas. A gravação também estará disponível na lista de reuniões públicas virtuais do CTDOT, disponível no seguinte endereço: https://portal.ct.gov/cdot/general/CTDOT-VPMI-Library. A gravação da reunião pública também estará disponível em a página de Participação do Público do site do Projeto New Mix (https://www.newmixwaterbury.com/public-involvement/public-meetings).

Também é possível fazer perguntas e deixar comentários a qualquer momento no site do New Mix. NewMixWaterbury.com.

Também é possível cadastrar-se para receber boletins informativos por e-mail, incluindo comunicados de reuniões públicas, acessando o site do New Mix.

O projeto New Mix também tem perfis no Twitter, Facebook e Instagram.

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Rep-Am Public Notices: 6/3

Los camioneros y los comerciantes de petróleo

SE PREPARAN PARA UN POSIBLE AUMENTO DEL IMPUESTO AL DIÉSEL

MERIDEN, Conn. (AP)

La industria camionera, los distribuidores de petróleo y otros se preparan para un posible aumento de dos dígitos en el impuesto al diésel de Connecticut el 1 de julio. El ajuste programado regularmente se produce cuando los precios del diésel aumentan en todo el estado.

El Departamento de Servicios Fiscales de Connecticut tiene hasta el 15 de junio para determinar la tasa actualizada del impuesto, que actualmente es de 40,1 centavos por galón. La ley estatal exige que se ajuste anualmente, según una fórmula compleja que tiene en cuenta los precios diarios del combustible en dos terminales durante los 365 días anteriores.

El impuesto estatal al diésel de precio fijo se creó hace más de una década para brindar previsibilidad a las empresas. Pero este año, no está claro cuál será la nueva tarifa, considerando el fuerte aumento de los precios. Algunos han pronosticado que la nueva tarifa podría aumentar hasta 20 centavos.

"Nadie sabe de antemano lo que será, cuando llegue el 1 de julio, hasta que hagan ese anuncio", dijo Chris Herb, presidente y director ejecutivo de Connecticut Energy Marketers Association, el miércoles. "Así que esa es la confusión en este momento, es que no sabemos cuánto más tendremos que pagar para enviar productos".

Herb pidió a la Asamblea General que se vuelva a reunir y detenga el aumento de impuestos que se avecina.

"Creo que si algo dicta que debe haber una sesión especial, es esta porque está perjudicando a todas las personas en el estado con cada producto que se vende", dijo. El precio promedio de un galón de diesel en Connecticut fue de $6.189 el miércoles, según AAA.

Katie Childs, vicepresidenta de Tuxis Ohrs Fuel en Meriden, una empresa de distribución de combustible, dijo que su negocio familiar vende alrededor de 15 millones de galones de diésel cada año. Ella dijo que un aumento de 10 a 15 centavos en el impuesto estatal equivale a alrededor de $1,5 millones más en impuestos. Ella dijo que el nuevo impuesto de uso de carreteras del estado, que comienza en 2023, costará otros $500,000.

"Ya hicimos lo que pudimos para absorber los gastos inflacionarios", dijo Childs, prediciendo que el 100% de "todos estos nuevos impuestos que están llegando" se transferirán a sus clientes en Connecticut.

Tanto Childs como Herb asistieron a una conferencia de prensa el miércoles organizada por Bob Stefanowski, el candidato republicano a gobernador respaldado. El tema de los impuestos, incluido el impuesto al diésel, se ha convertido en un tema principal en las elecciones de este año. Los legisladores republicanos pidieron el martes una sesión legislativa especial para reducir los impuestos más allá de los aproximadamente $ 500 millones en cambios incluidos en el presupuesto estatal recientemente ajustado que fue aprobado en su mayoría por demócratas.

El miércoles, Stefanowski pidió suspender el impuesto al diésel de 40,1 centavos hasta fin de año. Eso sería similar a cómo la Asamblea General y el gobernador demócrata Ned Lamont suspendieron un impuesto de 25 centavos por galón a la gasolina hasta diciembre. Stefanowski también propone otros cambios impositivos, incluida una reducción en el impuesto a las ventas, la eliminación de un recargo del 1% sobre las comidas preparadas y la suspensión del impuesto sobre los ingresos brutos de la gasolina y la cancelación del nuevo impuesto sobre el kilometraje en camiones grandes.

Max Reiss, portavoz de Lamont, dijo: "En este momento, una sesión especial no está sobre la mesa". Más bien, dijo, la administración se está enfocando en implementar las diversas reducciones de impuestos que entrarán en vigencia en el nuevo año fiscal.

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¿MANEJA POR EL WATERBURY MIXMASTER?

Connecticut DOT está lanzando un programa para evaluar el estado actual del intercambiador vial y planificar su futuro a largo plazo.

Conozca más sobre el proyecto y haga oír su voz.

Asista virtualmente el 16 de junio a las 12 p.m. o 6 p.m. Regístrese en NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas e/ou disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

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La Voz: 6/9

La Vision: June Edition

Urban Environmentalist Receives Audubon Lifetime Achievement Award

by JORDAN ASHBY
New Haven Independent

People were buzzing about bees -- and about the person behind putting together an event calling attention to the role they play in nature.

That was the scene at a double-bill "All Things Pollinator" event Saturday at the Urbanscapes Native Plant Nursery , where the Farmington Canal Trail hits Hazel Street and Shelton Avenue in Newhallville.

The "All Things Pollinator" event was hosted by the Menunkatuck Audubon Society and Community Placemaking Engagement Network (CPEN) and aimed to raise awareness about the importance of native plants in a fun, family friendly space.

Dozens of people milled in and out, stopping by educational booths with experts sharing information on native plants, soils, birds, bubble bees, and gardening. Native perennials and shrubs were sold.

During "All Things Pollinator," a second event was held to honor of the organizers: Doreen Abubakar The Audubon Society of Connecticut awarded New Haven's Abubakar 2022 Lifetime Achievement Award.

The award honoring individuals who demonstrate exceptional leadership and commitment to the conservation of birds, wildlife, and their habitats.

JORDAN ASHBY PHOTO
Doreen Abubakar receiving the Audubon Connecticut Lifetime Achievement Award with Mike Burger, Executive Director of Audubon New York & Connecticut

Abubakar's work focuses on creating green spaces in New Haven that meet the needs of people "on the ground" first and foremost.

One such project with the creation of the "Learning Corridor", a once infamous drug-dealing zone that she and other greenspacers transformed into a community oasis.

Another is Urbanscapes itself that, across the street form the Learning Corridor, serves as a community education space. In partnership with Audubon Connecticut, Abubakar's nonprofit CPEN has built a greenhouse, woodworking, and planting space for native plants and hosts weekly community volunteer hours to engage and education youth in the community.

High school students Darnell and Quayson, who have worked for Urbanscapes for eight weeks.

Growing up in West River as an "urban basketball player," Abubakar said, she had her first real exposure to nature in high school on a school-sponsored camping trip. While bugs were a stark adjustment, she left the trip with a burning desire to bring that nature back to the city.

"A lot of people start these initiatives for saving the world. Me, I know about the initiatives for saving the world, but I'm about starting the foundation. The connection. Making sure that young people, minorities are exposed is key," Abubakar said.

It is not possible to start an initiative and have it trickle down into the community, she noted. Instead, communities of color need to be at the foundation of the environmental movement in New Haven.

She works to establish this foundation by going into schools and telling kids about the opportunities they have either as volunteers or workers in urban greenspaces.

Darnell Moye, age 16, and Quayson Pearson, age 15, are two of those youth. They work at Urbanscapes, planting and helping with events. "You get to get paid for having fun," Darnell said. "And it's fun meeting new people."

Jillian Bell of Hamden and the Audubon Society talked about how Abukabur can see a place and envision it in an entirely different way.

"Everything she touches turns to gold," said Dennis Riordan, president of the Menunkatuck Audubon Society.

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Time: 5 - 7 pm

Location: Children's Hospital, 1 Park St., 1st Floor, Admitting

Parking available (handicapped accessible)

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In light of COVID-19, patients may call 855-547-4584 any time during regular weekday hours to speak with a counselor on the phone.

Spanish-speaking counselors available.

YaleNewHavenHealth
Yale New Haven Hospital

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DRIVE THROUGH THE WATERBURY MIXMASTER?

Connecticut DOT is launching a program to assess the current state of the interchange and plan for its long-term future.
Learn more about the project and make your voice heard.

Attend virtually, June 16th at 12PM or 6PM. Register at NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, isso para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

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Inner City News: 6/15

SCHOOLS: Woodbury resident hired

Region 14 Board of Education Chairman George Bauer, left, congratulates Brian Murphy, who was named the district's new superintendent Tuesday night. Murphy, who currently leads New Hartford schools, officially begins work in Bethlehem and Woodbury on Aug. 15.

Zach Holt, 18, of Terryville, get a congratulations from his grandmother, Sue Smith of Waterbury, during Terryville High School's graduation ceremony at the school Tuesday in Plymouth.

GRADUATE: Different PATHS

Thomaston High School salutatorian Mel Shkreli hugs valedictorian Kristen Foell after giving her speech during graduation Tuesday at the school.

JUNETEENTH: 'Morale lift' for community

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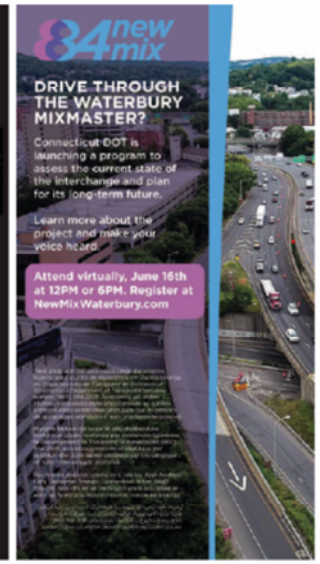

Rep-Am: 6/15

Note: this ad was originally intended to run in the Inquiring News per the plan, however the pub had an issue and did not run the ad. We replaced with another placement in the Rep-Am.

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.:	151-331
Project Name:	Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting:	Thursday, September 15, 2022, at 12:00 PM and again at 6:00 PM
Location of Meeting:	Virtual via Zoom
Subject of Meeting:	New Mix Planning and Environmental Linkages (PEL) Study, Public Meeting No. 2

Attendees:

Public Members:	
Please see Attachment A.	
Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Susan Yarbrough	HNTB
Naomi Hodges	HNTB
Anna Mariotti	HNTB

1. **Meeting Format and Attendance**

   The second New Mix public meeting took place via Zoom. Two meeting times were offered, one at 12 noon and the other at 6 p.m. Please see Attachment A for lists of attendees.

   Real-time translation in Spanish and in Portuguese were provided for both meetings.

2. **Presentation: Introduction to the New Mix Project's Planning & Environmental Linkages (PEL) Study**

   A. Public Involvement Overview

   a. Recap of Public Meeting No. 1

   b. Ways in which the public can learn more, ask questions, provide comments

   B. New Mix PEL Study Universe of Alternatives

   a. Develop Evaluation Criteria and Conceptual Alternatives

      a. The No-Build Alternative and other Travel Modes

b. Rehabilitation and Replacement Alternatives

c. Rehabilitation Alternatives

d. Replacement Alternatives

C. New Mix Program PEL Study Level 1 Screening Criteria

a. Engineering-Based for Improving the Identified Deficiencies (Needs) and Feasible Solutions (Purpose)

D. Next Steps

a. The public was reminded that they can stay informed, sign up to receive project updates via email, leave comments, and ask questions any time on the project's website at NewMixWaterbury.com.

b. The project team request that public feedback concerning the information presented at this meeting be submitted by September 30, 2022.

c. The New Mix team will have informational tables set up at various community events such as the Waterbury Fall Fest and at locations such as schools and libraries.

d. Preview of upcoming public meetings.

3. Post-Meeting Question & Answer (Q&A) Sessions

The following is a summary of the questions asked at the public meeting along with the answers that were provided. It has been edited for clarity. Please visit the New Mix website to view the recording of the entire public meeting. The video may be found at: **https://www.newmixwaterbury.com/public-involvement/public-meetings/**

A. Q&A for the 12:00 p.m., September 15, 2022, Public Meeting

Q: *Town of Prospect Mayor*: When this phase of construction is over, will overweight/over-length vehicles be allowed onto Interstate 84?

A: A steel strengthening program and load rating study was recently completed as part of the Rehabilitation Project. So, overweight vehicles are allowed on I-84 now and will continue to be in the future.

Q: *Town of Prospect Mayor*: Do you anticipate any problems with traffic in Prospect during the future construction of the New Mix? I am concerned about traffic being detoured onto Route 68 and through the Town of Prospect. This occurred in the past when I-84 was rebuilt on the east end of Waterbury.

A: That is a big challenge. As we look to potentially replace the Mixmaster we are going to do so in a way to carry traffic on the highway or structures purposely built to avoid large detours through local communities.

Q: *Kevin Ellis (Naugatuck Valley Council of Governments (NVCOG)*: The State put out a directive targeting a Vehicles Miles Traveled (VMT) reduction over the next decade. However, this project shows an increase with VMT. Is there a consideration to align your VMT projections with the goals the State of Connecticut has?

A: The governor did issue an executive order and the Department of Transportation is currently working on developing a plan to achieve a reduction of VMT. We will incorporate any changes that may be needed in this project in accordance with that plan.

Q: *Jackson Hurst:* If CTDOT decides to go with the tunnel alternative and there is an increase in cost compared to other alternatives, is there a possibility of using tolls to offset the project cost?

A: Currently, that [tolls] is not being considered but is something that could be looked at in the future. The tunnel option may not be underground, the way we typically think of tunnels. If used, a tunnel option could be a depressed section of the highway that is built over providing developable or available land.

During a pause in questions, CTDOT noted that the New Mix project team is getting the word out about the New Mix project by attending community events, regularly meeting with the Project Advisory Committee (PAC) that includes representatives from City Hall, the hospitals, neighborhoods and others.

Q: *Kevin Ellis (NVCOG)*: A focus on this interchange is to move traffic along Interstate 84 and Route 8 and may have negative impacts to Waterbury and other neighboring communities, such as environmental justice. What steps would you take to mitigate or eliminate any negative impacts to the city?

A: Construction of highways back in the 1960s did divide communities across the country, including Waterbury. Urban planning is a part of the New Mix PEL study. As we narrow down alternatives in Level 2 and Level 3 screenings, we will be incorporating some of these urban design strategies to reconnect the community and improve traffic not just for motor vehicles but also for public transit such as busses and trains. With the train station in Waterbury as well as bus service, there are a lot of opportunities to get into the urban planning side of things. Urban planning and design professionals have been involved from the beginning, not as an afterthought.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, CTDOT Project Manager, then stated that if something comes to mind after the meeting, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com. In addition, individuals can sign up for project related information on both the website and at thenewmixwaterbury@gmail.com.

Meeting adjourned at 12:50 p.m.

B. Q&A for the 6:00 p.m., September 15, 2022, Public Meeting

In addition to the Question-and-Answer session we are about to begin, there are many ways that people can learn about what's going on and ask questions or leave comments. We can be emailed at theNewMixWaterbury@gmail.com and you follow us on social media to learn about what events we will be attending. We will be at the Watertown Festival this Saturday, September 17, 2022. In addition to getting the word out to these public meetings, the New Mix team is also meeting with the Project Advisory Committee (PAC). In addition to the community events that we have been attending, our social media is ongoing. Also, people can visit the New Mix website anytime to learn more, ask questions, leave comments, and sign up to receive project updates via email.

Q: *Karen:* I want to make sure I understand correctly—right now you are going through the process to narrow down the options. The feedback that you are looking for now is that relative to the process you are following, or do you want feedback on some of the alternatives?

A: We would love to hear public feedback about the process, the alternatives, and the screening criteria, and anything we discussed during this meeting.

Q: *Thomas*: Thanks for the presentation. Is there a high-level preference for a partial interchange or a complete interchange at this level? I personally would be in favor of complete interchange.

A: We cannot give you a preference as the alternatives are all going to go through the funnel that was shown earlier in presentation. There are some movements on the interchange that do not carry as high of a level of traffic as others. We are juggling a lot of factors. The ideal outcome would be to have a complete system interchange with the highway connections, but this is a very constrained area so there may have to be some adjustments and accommodations that are made.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, CTDOT Project Manager, then stated that if something comes to mind after the meeting, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com. In addition, individuals can sign up for project related information on both the website and at thenewmixwaterbury@gmail.com.

Meeting adjourned at 7:14 p.m.

Attachment A

Public Attendees, New Mix Public Meeting No. 2

New Mix Public Meeting No. 2, 12 p.m.
Jim Lohr
Brendan Crowley
Faith Thurmond
Ken Stanco – City of Waterbury
Paul Iadarola
Maria Vaccarelli
Desira Blanchard
Robert Chatfield – Town of Prospect
Paul Buzzelli
Joshua Lecar
Nancy Barbato
Don Travis
John DiFederico, Jr.
Brian MacAllister
Martin Spring
Keith Rosenfeld
Krista Goodin
Lex Nesta
Terry Macary
Kevin Carifa
Bob Eddy
Joanne Marquis
Lance Reynolds
Rebecca Hall
Aaron Budris - NVCOG
Michael Szpryngel
Gary Golding
Rebecca Augur
Mary Griffin
Phil Brigham
Patrick Cooney
Kafi Rouse
Meghan Rigney
Ben Cadwell
KaLyn McCullough

New Mix Public Meeting No. 2, 12 p.m. *(Continued from previous page)*
Joanna Rogalski - NVCOG
Kevin Ellis – NVCOG
Brian Kalosky
Clifford Brammer – City of Waterbury
Tony Margiotta
Susan Sprano
Bob Nerney – City of Waterbury
Jackson Hurst
Richard Crowther
Barbara Kalosky
Mark Carlino
Patricia Bauer
Alec Slatky
Carlo Leone
Kim LeSay
David Ferraro

New Mix Public Meeting No. 2, 6 p.m.
Brian Barakat
Kevin Taylor
Karen Svetz
Richard Donovan – NVCOG
Norm Berg
Marc Mancini
David Simpson - City of Waterbury
C Merrick
Betty Bajek
Thomas Wamser
John Famiglietti
Brian Kalosky
Penny Pecka
Jim Redeker
Brett Stark
David Ferraro
Kim Lesay
Meghan Rigney
Ben Cadwell

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PIM #2 151-331 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	09/16/2022 Collected at podium - PIM #2	Lex Nesta	This idea has possibilities. It conserves space. I don't want more of Waterbury being taken up by highway. I know we want to improve traffic flow, but people drive too fast now. The upper deck causes people to slow down. It's almost like going through a tunnel traveling east bound. Try to design the highway so people will not travel faster than 55 mph. The highway needs to be safe. Traveling faster than this across a bridge is not safe. RT. 8 is not addressed. It's still running next to Riverside Cemetery in Brooklyn and not addressing	N/A	N/A	

COMMENT RESPONSE DOCUMENTATION

			reclaiming river front property along the Naugatuck river.			
2	09/16/2022 Collected at podium - PIM #2	Lex Nesta	I don't like the EB-NB from 84 to RT 8 North. It's too close to the train station.		N/A	
3	09/16/2022 Collected at podium - PIM #2	Lex Nesta	This design does too much damage to the Town Plot and Country Club Neighborhoods. It will lower the quality of life in these areas.		N/A	
4	09/16/2022 Collected at podium - PIM #2	Lex Nesta	Not acceptable to add highway exit and entrance ramps to Country Club Road and Chase Parkway. It will severely impact these neighborhoods.		N/A	
5	09/16/2022 Collected at podium - PIM #2	Lex Nesta	This does not look viable. I'm concerned this will cause traffic issues in Waterbury.		N/A	
6	09/16/2022 Collected at podium - PIM #2	Lex Nesta	This looks better. I'm not sure what is going on with Exit 21 & 22. Are they eliminated? I only think one of these exits is needed.		N/A	

COMMENT RESPONSE DOCUMENTATION

7	09/16/2022 Collected at podium - PIM #2	Lex Nesta	Eliminating exit and entrance ramps in Town Plot will cause huge traffic jams in the area.		N/A	

PUBLIC MEETING NOTICE

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project, CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix (State Project No. 151-331) will analyze and weigh various rehabilitation and replacement options to develop an actionable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study. The use of PEL is encouraged by the Federal Highway Administration as it considers environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

This public meeting will include an overview of the "Universe of Alternatives" being considered for the long-term future of the Mixmaster interchange. As the New Mix project progresses, these project alternatives will go through three levels of screening to determine the ability of each to meet the project's purpose, needs, goals, and objectives in addition to their expected impacts to the built and natural environment. The New Mix PEL Study is expected to narrow the Universe of Alternatives to a "Reasonable Range of Alternatives" which will be studied further under the processes set out by the National Environmental Policy Act of 1969 (NEPA). The meeting will conclude with a question-and-answer session, at which point attendees will have the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to provide comments and ask questions during the Zoom meeting will be provided at the beginning of the meeting.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Thursday, September 15, 2022, at 12 noon
- Thursday, September 15, 2022, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Jonathan Dean by email at Jonathan.Dean@CT.gov or by phone at (860) 594-3211. Please allow five (5) business days for processing and delivery.

To register for the 12-noon meeting, please visit https://bit.ly/NewMixPIM2-12pm.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPIM2-6pm.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.

American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the

meeting by calling CTDOT at (860) 594-2109. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library. The recording of the public meeting will also be available on the New Mix website's Public Involvement page: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.

Individuals can also sign up to receive email newsletters, including notice of public meetings, using the New Mix Website.

The New Mix project can be followed on Twitter, Facebook and Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

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AVISO DE REUNIÓN PÚBLICA

El Departamento de Transporte de Connecticut (Connecticut Department of Transportation, CTDOT) celebrará una Reunión Virtual de Información Pública acerca del proyecto New Mix, el programa del CTDOT para la planificación e implementación de una serie de proyectos que buscan abordar las necesidades a largo plazo del intercambio "Mixmaster" de la Autopista Interestatal 84 y la Ruta 8 en Waterbury.

El proyecto New Mix analizará y ponderará distintas opciones de rehabilitación y reemplazo para desarrollar un plan factible para modernizar y mejorar la seguridad y funcionalidad del intercambio. New Mix utilizará un proceso de planificación denominado Estudio de Planificación y Vínculos Ambientales (Planning and Environmental Linkages, PEL). La Administración Federal de Autopistas (Federal Highway Administration) fomenta el uso del PEL, ya que considera las metas ambientales, comunitarias y económicas temprano en el proceso de planificación de transporte. El CTDOT podrá adoptar o incorporar Productos de Planificación de este Estudio de PEL a un proceso de revisión ambiental federal o estatal, de conformidad con el Artículo 168(d)(4) del Título 23 del U.S.C. El proyecto está formalmente identificado como Proyecto Estatal Nro. 0151-0331.

Esta asamblea pública proporcionará una visión general del "universo de alternativas" que se está considerando para el futuro a largo plazo del nudo vial Mixmaster. A medida que avanza el proyecto New Mix, se evaluarán las alternativas del mismo en tres niveles para determinar en qué medida cumplen con la finalidad, las necesidades y los objetivos establecidos, así como los impactos previstos en la propia construcción y su entorno medioambiental. Se espera que el estudio PEL en relación proyecto New Mix reduzca el universo de alternativas a una "gama razonable de alternativas" que se estudiarán más a fondo según los procedimientos establecidos por la Ley de Política Ambiental Nacional de 1969 (NEPA, por sus siglas en inglés). La asamblea concluirá con una sesión de preguntas y respuestas en la que los participantes tendrán la oportunidad de hacer preguntas y/o comentarios sobre el proyecto.

La asamblea tendrá lugar bajo la modalidad virtual a través de la plataforma Zoom, quedando la misma grabada. Al comienzo, se darán instrucciones sobre cómo comentar y hacer preguntas durante la sesión de Zoom.

Se ofrecerán dos horarios de reunión para que sea conveniente para los miembros del público asistir. Las opciones de reunión son las siguientes:

- Jueves, 15 de septiembre de 2022, a las 12 del mediodía.
- Jueves, 15 de septiembre de 2022, a las 6 p.m.

Las personas que tengan acceso limitado a internet pueden escuchar cada reunión llamando por teléfono. También pueden solicitar que se les envíe información sobre el proyecto comunicándose con Scott Roberts por correo electrónico a Scott.Roberts@CT.gov o por teléfono al (860) 594-3232. Por favor, deje pasar cinco (5) días hábiles para su procesamiento y entrega.

Para registrarse para la reunión de las 12 del mediodía, visite https://bit.ly/NewMixPIM2-12pm.

Para registrarse para la reunión de las 6 de la tarde, visite https://bit.ly/NewMixPIM2-6pm.

Las personas con discapacidades auditivas o del habla pueden marcar 711 para Servicios de Retransmisión de Telecomunicaciones (Telecommunications Relay Services, TRS).

La reunión de Zoom tendrá subtítulos en inglés en tiempo real e interpretación de audio en español y en portugués en tiempo real.

Se pueden brindar servicios de interpretación en tiempo real para lenguaje de señas estadounidense, albanés, árabe o criollo francés para la reunión ante solicitud. Si tiene alguna solicitud de traducción o interpretación, por favor realícela al menos cinco (5) días hábiles antes de la reunión llamando al CTDOT al (860) 594-2109. Se brinda asistencia de idioma sin costo al público, y se hará lo posible por responder a las solicitudes de asistencia oportunas.

Se publicará una grabación de la presentación formal en YouTube luego del evento, y habrá subtítulos (incluidas opciones de traducción en idiomas que no sean el inglés) disponibles en ese momento. La grabación también estará disponible en la lista de reuniones públicas virtuales del CTDOT, en: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. La grabación también estará disponible en la página de Participación del Público del sitio web de New Mix: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Los asistentes también pueden realizar preguntas y dejar comentarios en el sitio web de New Mix en cualquier momento visitando NewMixWaterbury.com.

Las personas también se pueden registrar para recibir boletines de noticias por correo electrónico, incluidos avisos de reuniones públicas, usando el sitio web de New Mix.

Puede seguir el proyecto New Mix en Twitter, Facebook e Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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AVISO DE REUNIÃO PÚBLICA

O Departamento de Transportes de Connecticut (CTDOT) realizará uma Reunião Virtual de Divulgação Pública sobre o Projeto New Mix, o programa do CTDOT para o planejamento e implementação de uma série de projetos destinados a atender as necessidades de longo prazo do projeto do trevo de interconexão das rodovias Interstate 84 e Route 8 ("Mixmaster") em Waterbury.

O Projeto New Mix analisará e considerará várias opções de reabilitação e substituição para criar um plano de ação para modernizar e melhorar a segurança e a funcionalidade do trevo, e utilizará um processo de planejamento conhecido como Estudo de Planejamento e Vinculação Ambiental *(Planning and Environmental Linkages*, ou PEL). O uso do estudo de PEL é uma prática recomendada pela Administração Rodoviária Federal dos EUA, pois considera objetivos ambientais, comunitários e econômicos desde o início do processo de planejamento de infraestrutura de transporte. O CTDOT poderá adotar ou incorporar Produtos de Planejamento deste PEL a um processo de análise ambiental federal ou estadual em conformidade com o Título 23 do Código de Leis dos EUA [*Title 23 U.S.C.*] *§ 168(d)(4)*. O projeto é formalmente identificado como Projeto Estadual [*State Project*] *No. 0151-0331*.

Esta reunião pública incluirá uma visão geral da consideração do "Universo de Alternativas" para o futuro a longo prazo da interseção Mixmaster. À medida que o projeto New Mix avança, essas alternativas do projeto passarão por três níveis de triagem para determinar a capacidade de cada um para atender ao propósito, às necessidades, às metas e aos objetivos do projeto, além dos impactos esperados ao ambiente natural e construído. Espera-se que o Estudo de PEL do New Mix restrinja o Universo de Alternativas a uma "Gama Razoável de Alternativas", que será estudada com mais detalhes nos processos apresentados pela Lei de Política Ambiental Nacional de 1969 (NEPA) dos Estados Unidos. A reunião terminará com uma sessão de perguntas e respostas, sendo o momento em que os participantes terão a oportunidade de fazer perguntas e/ou realizar comentários a respeito do projeto.

A reunião será realizada virtualmente pelo Zoom e também será gravada. Serão fornecidas instruções sobre como realizar comentários e fazer perguntas durante a reunião no Zoom no início da reunião.

Serão realizadas duas reuniões diferentes para facilitar a participação do público. As opções de datas e horários são:

- Quinta-feira, 15 de setembro de 2022, às 12h
- Quinta-feira, 15 de setembro de 2022, às 18h

Pessoas com acesso limitado à internet podem participar da reunião via telefone, e também solicitar receber as informações do projeto por correio. Para este último, pedimos que a pessoa entre em contato com Scott Roberts no e-mail Scott.Roberts@CT.gov ou via telefone no número (860) 594-3232. Favor aguardar 5 (cinco) dias úteis após a solicitação para processamento e entrega.

Para se registrar para participar da reunião do meio-dia, visite https://bit.ly/NewMixPIM2-12pm.

Para se inscrever para a reunião das 18 horas, visite https://bit.ly/NewMixPIM2-6pm.

Pessoas com deficiências auditivas e/ou de fala podem discar 711 para acessar os Serviços de Relay de Telecomunicações (TRS).

A reunião do Zoom terá *closed captions* em inglês, assim como interpretação simultânea em espanhol e português.

Pode-se oferecer interpretação em linguagem gestual americana ou interpretação simultânea em albanês, árabe ou crioulo francês para a reunião mediante solicitação. Caso queira solicitar uma destas opções de interpretação, pedimos que o faça com pelo menos 5 (cinco) dias úteis de antecedência ligando para o CTDOT no número (860) 594-2109. Oferecemos assistência linguística sem custos para o público, e serão envidados esforços para responder a pedidos de assistência em tempo hábil.

Uma gravação formal da reunião será postada no YouTube após o evento, incluindo *closed captions* em inglês e opções de tradução para outras línguas. A gravação também estará disponível na lista de reuniões públicas virtuais do CTDOT, disponível no seguinte endereço: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive.https://portal.ct.gov/dot/general/CTDOT-VPIM-Library A gravação da reunião pública também estará disponível na página de Envolvimento Público do site do projeto New Mix: https://www.newmixwaterbury.com/public-involvement/public-meetings/

Também é possível fazer perguntas e deixar comentários a qualquer momento no site do New Mix: NewMixWaterbury.com.

Também é possível cadastrar-se para receber boletins informativos por e-mail, incluindo convocações de reuniões públicas, acessando o site do New Mix.

O projeto New Mix também tem perfis no Twitter, Facebook e Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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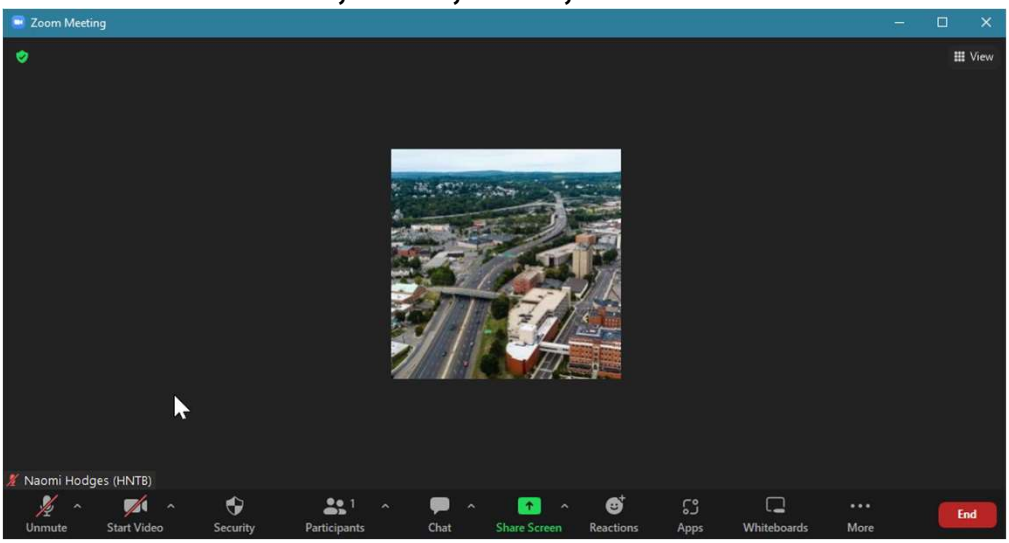
The New Mix:
Planning for the Long-term Future of the I-84 - Route 8 "Mixmaster" Interchange

1

Welcome!

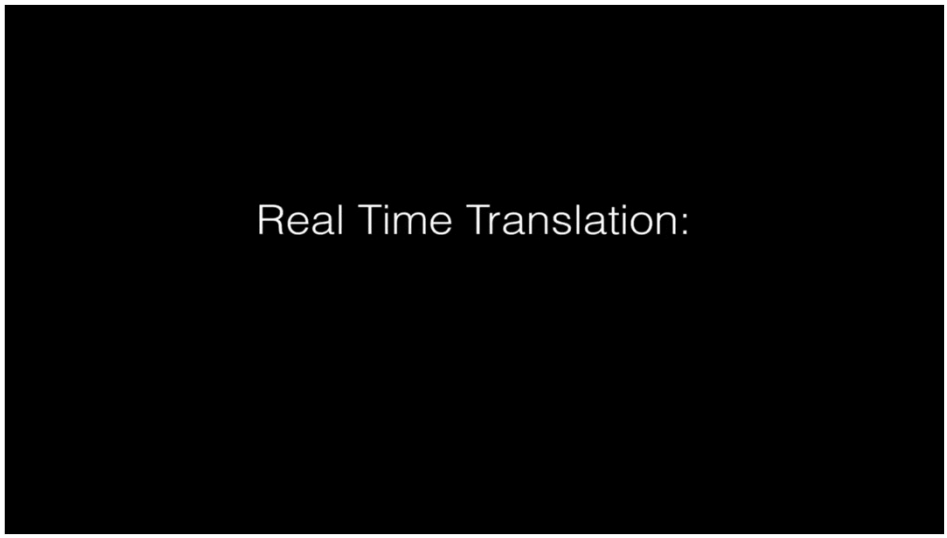
2

How To Zoom: Camera, Mute, Chat, & Raise Hand



3

How To Zoom: Select Real-Time Translation



4

Zoom Meeting Protocols

To ensure meetings are productive, friendly, and efficient, we request that attendees adhere to the following:

- Use respectful language & standard, professional meeting decorum.
- Remain muted when not speaking.
- Hold questions until after the presentation.
- Please note that if a backlog of pending questions and/or comments occurs we will ask that attendees limit initial comments to 2 minutes so that everyone has a chance to speak. Once everyone has had the opportunity to speak, we will then allow attendees who have additional comments more time.

5

Title VI - Civil Rights

No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

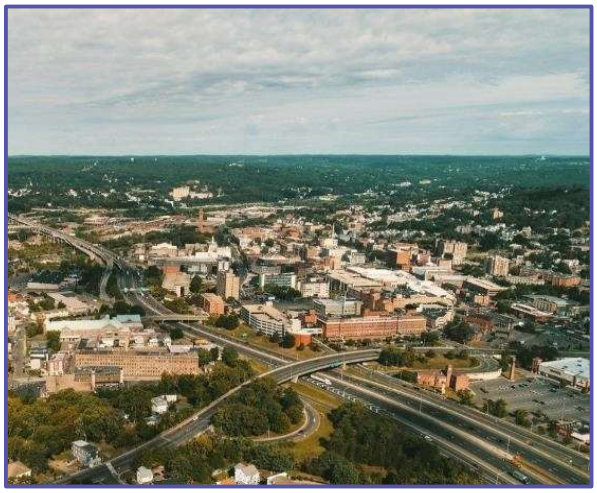
- Civil Rights flyer available:
  https://bit.ly/CTDOTCivilRights

- Demographic Survey appreciated:
  https://bit.ly/CTDOT-Feedback

CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 0151-0331.

6

The New Mix Leadership Team



Connecticut Department of Transportation

- Michael N. Calabrese, PE, Division Chief
- Nilesh Patel, PE, Principal Engineer
- Jonathan Dean, PE, Project Manager
- Joe Belrose, EIT, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer
- Naomi Hodges, Environmental Lead
- Anna Mariotti, Public Information & Involvement

7

Agenda

- Introduction
- Recap of Public Meeting No. 1
- Universe of Alternatives
- Level 1 Screening Criteria
- Next Steps
- Questions & Comments

8

Recap of Public Meeting No. 1

9

Context for the New Mix Project

Separate from the Mixmaster Rehabilitation project, the New Mix Project is planning for the long-term future of the I84-Rt. 8 interchange, the "Mixmaster," when it reaches the end of its serviceable lifespan in about 20 years.

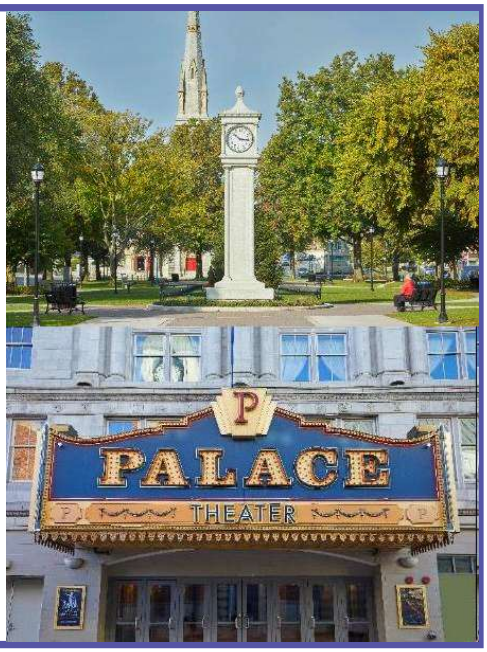
The existing interchange is:

- Aging, components reaching end of serviceable lifespan
- Not designed to current safety standards (sight lines, curves, lack of breakdown lanes, left exits, etc.)
- Stacked structures cause repairs and maintenance to be costly, lengthy, and extremely disruptive to traffic flow

10

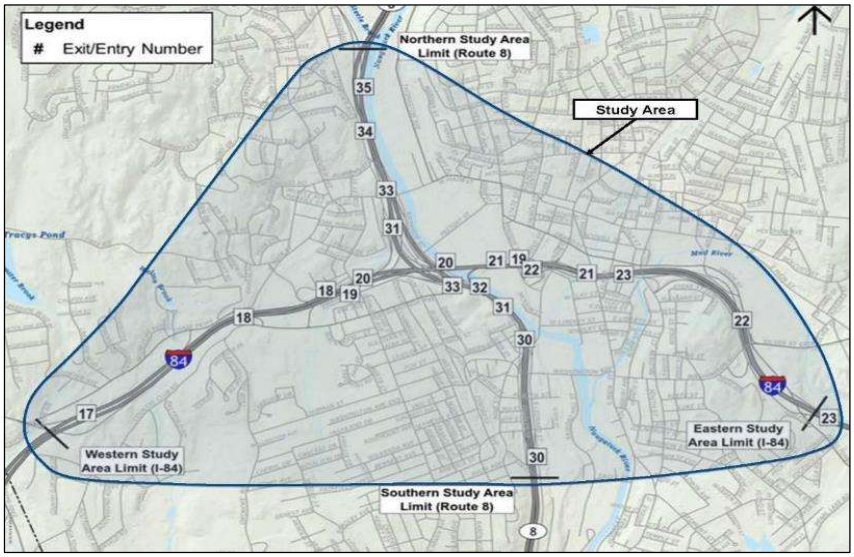
The New Mix Project

- Long-term plan for the future of the Mixmaster
- Projects will occur over time
- Analyze rehabilitation and replacement options that:
  - Modernize
  - Improve safety & functionality
  - Improve function of local road network & the interchange
  - Reduce congestion
  - Align with economic development & community plans
- CTDOT is using the federally recognized Planning and Environmental Linkages (PEL) approach for the study which will be used to inform the subsequent NEPA process



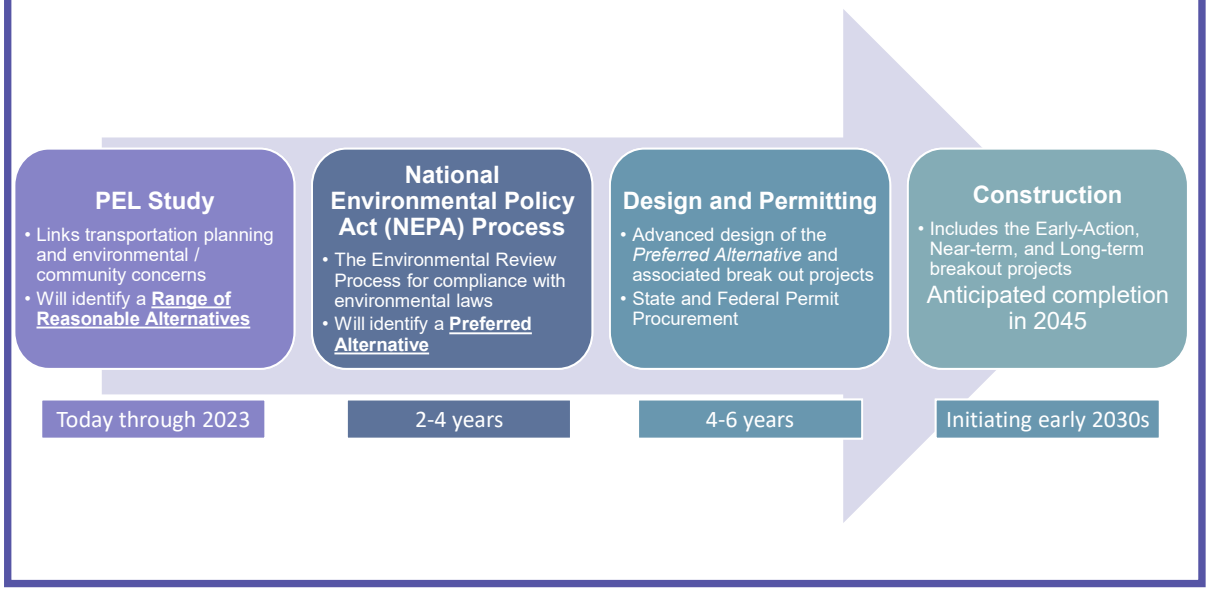
11

The New Mix Study Area



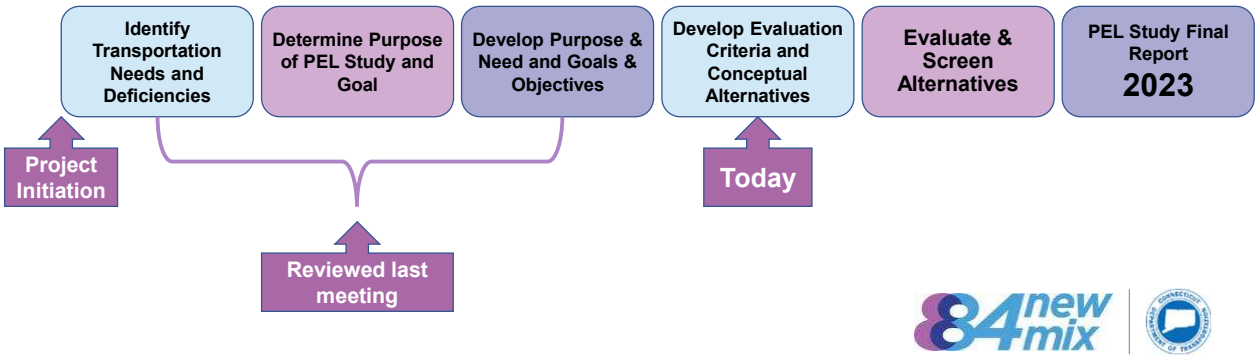
12

High Level Overview of This Process



13

The New Mix PEL Study Progress



14

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

- Transportation issues, a.k.a. needs and deficiencies
  - Structural
  - Geometric
  - Operational
- Multimodal, community, cultural, social, and environmental context features
  - The built environment
  - The natural environment

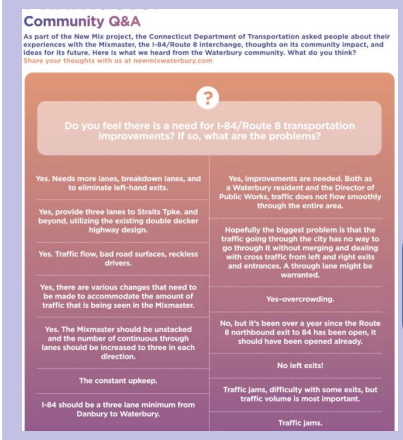
15

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives

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.

16

Identify Transportation Needs and Deficiencies → **Determine Purpose of PEL Study and Goal** → **Develop Purpose & Need and Goals & Objectives**



Survey Feedback

"Traffic jams, difficulty with some exits, **traffic volume** is most important"

"Needs more lanes and **breakdown lanes** and eliminate cross traffic to exit"

"To many close cars and [too] many **close exits and entrances** in a very close span"

"Yes Very **narrow lanes**. Entrances and exit very **dangerous**"

"Yes. Ramp density is too high, **left entrances/exits are dangerous, sharp curvature** on some ramps. Also, the highway is a **barrier in the community.**"

17

Identify Transportation Needs and Deficiencies → **Determine Purpose of PEL Study and Goal** → **Develop Purpose & Need and Goals & Objectives**

NEEDS (problems)	PURPOSE (solutions)
Structural Deficiencies	To improve I-84/Route 8 bridge conditions.
Geometric Deficiencies	To improve I-84/Route 8 roadway conditions.
Operational (Traffic) Deficiencies (including congestion)	To improve the level of service of I-84/Route 8 and associated local road network.

GOALS & OBJECTIVES (Intended Outcomes)

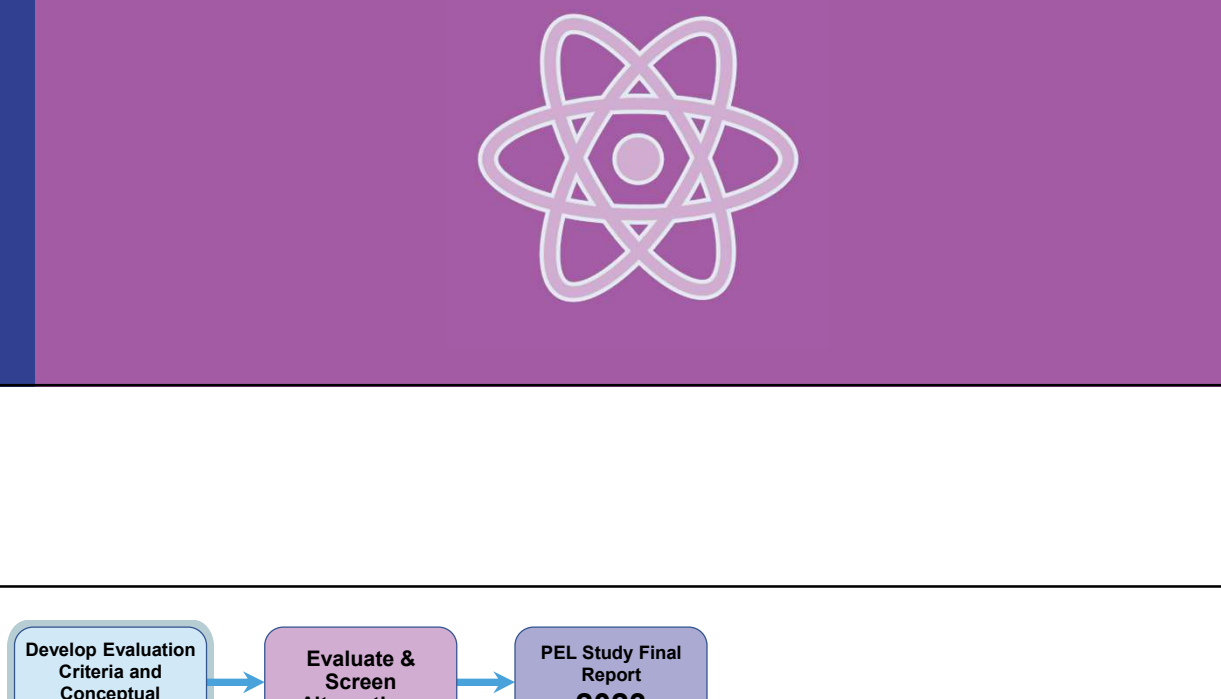
- Improve system performance;
- Reduce congestion;
- Reduce crash rates;
- Maintain critical system linkages in Connecticut and the Northeast;
- Facilitate connectivity with Waterbury through the local road network including multimodal travel;
- Provide connections to the Naugatuck River and Greenway;
- Improve the local roadway network;
- Reduce interchange complexity;
- Enhance mobility equity and safety for bicyclists and pedestrians;
- Integrate the Project with ongoing City projects;
- Improve access to Downtown and key destinations;
- Strengthen surrounding neighborhoods as gateways to the City's Central Business District (CBD);
- Support City revitalizing goals of the CBD;
- Support opportunities to improve equitable access to multimodal facilities;
- Avoid, minimize or mitigate potential Project consequences to the environment;

May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners, agencies, and the public.

18

New Mix PEL Study
Universe of Alternatives

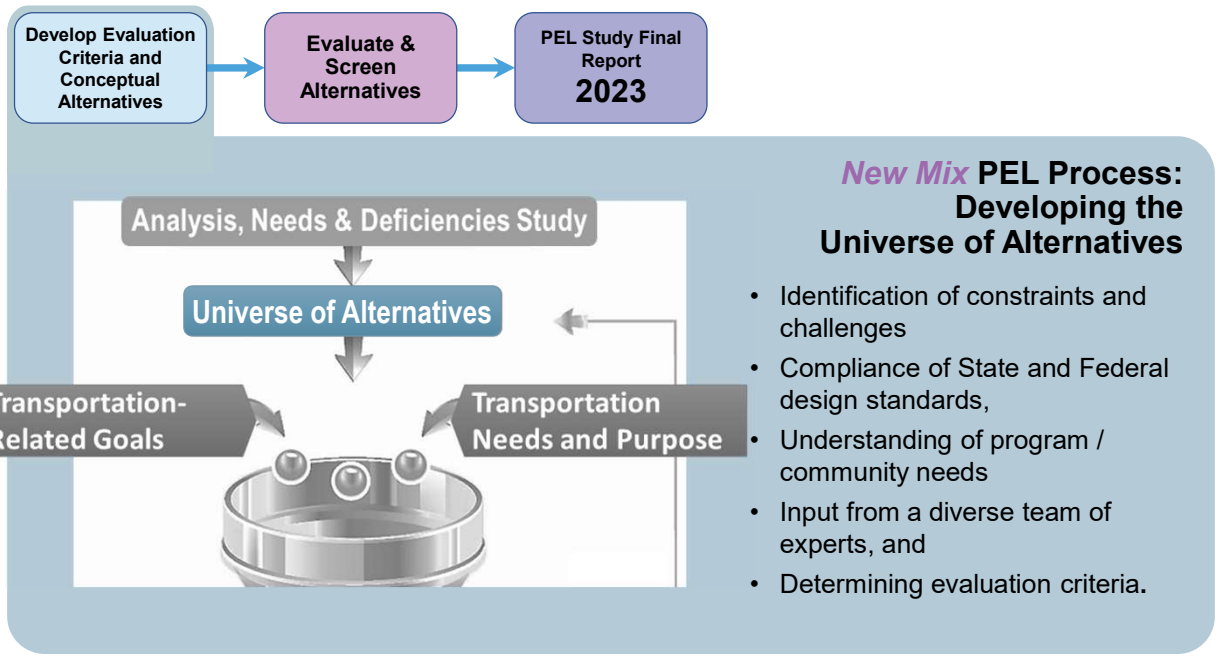
19



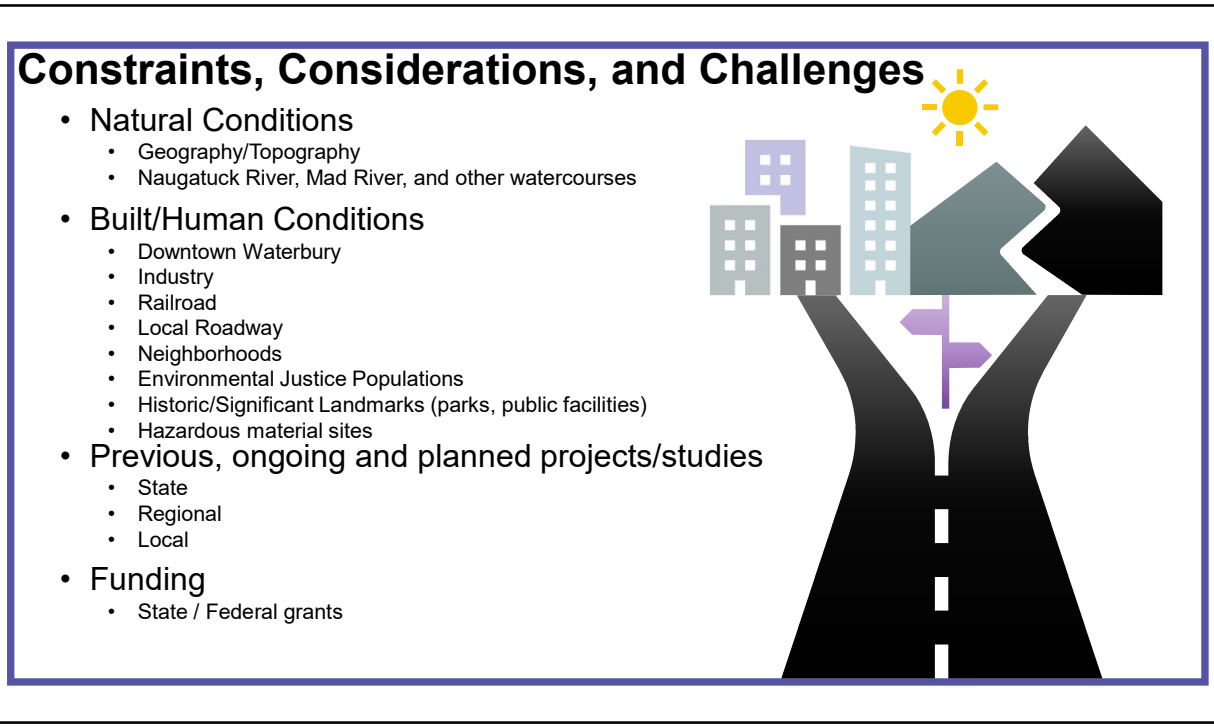
New Mix PEL Process: Developing the Universe of Alternatives

- Identification of constraints and challenges
- Compliance of State and Federal design standards,
- Understanding of program / community needs
- Input from a diverse team of experts, and
- Determining evaluation criteria.

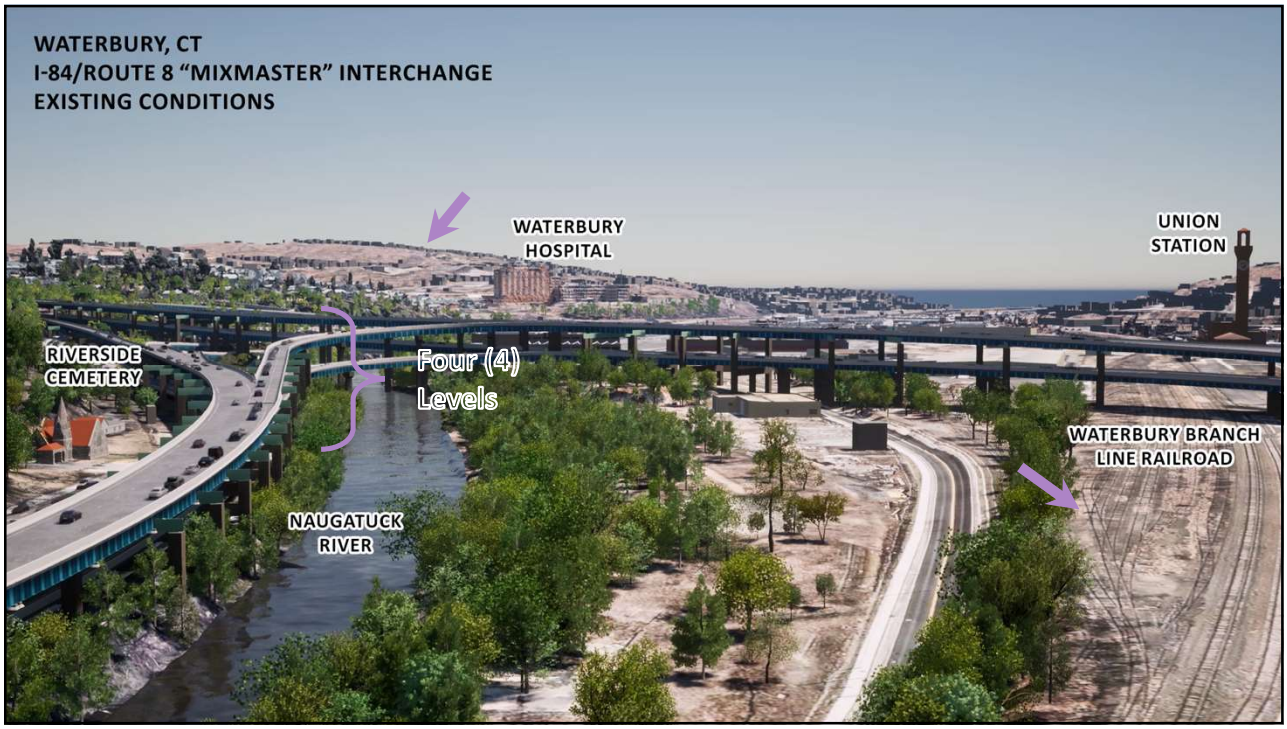
20


Develop Evaluation Criteria and Conceptual Alternatives
Evaluate & Screen Alternatives
PEL Study Final Report
2023
Analysis, Needs & Deficiencies Study
Universe of Alternatives
Transportation-Related Goals
Transportation Needs and Purpose
New Mix PEL Process: Developing the Universe of Alternatives
• Identification of constraints and challenges
• Compliance of State and Federal design standards,
• Understanding of program / community needs
• Input from a diverse team of experts, and
• Determining evaluation criteria.

21


Constraints, Considerations, and Challenges
• Natural Conditions
• Geography/Topography
• Naugatuck River, Mad River, and other watercourses
• Built/Human Conditions
• Downtown Waterbury
• Industry
• Railroad
• Local Roadway
• Neighborhoods
• Environmental Justice Populations
• Historic/Significant Landmarks (parks, public facilities)
• Hazardous material sites
• Previous, ongoing and planned projects/studies
• State
• Regional
• Local
• Funding
• State / Federal grants

22



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Universe of Alternatives

23 Alternatives

Identified in the Universe for the PEL Study process

The Study Team summarized and consolidated similar conceptual alternatives

The final Universe defined the following groups of alternatives:

- No-Build Alternative
- Travel Modes
- Rehabilitation Alternatives
- Replacement Alternatives

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The Universe of Alternatives: The No-Build Alternative and other Travel Modes

No-Build Alternative

Baseline condition: *no improvements implemented* other than those identified in Transportation Improvement Plans (e.g., safety and maintenance activities)

Travel Modes

No improvements implemented other than transit, rail, bicycle, pedestrian, and other modes of travel as potential solutions to the identified deficiencies.

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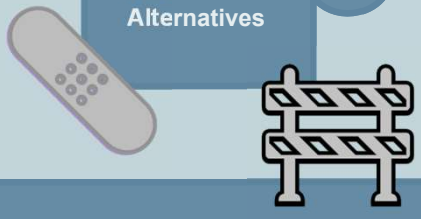
The Universe of Alternatives: Rehabilitation and Replacement Alternatives

Rehabilitation Alternatives



Focus on the major rehabilitation (repair) of the existing stacked I-84 Structures over the Naugatuck River.

Replacement Alternatives

Explores the full reconstruction of the Mixmaster on different alignments and connections between the mainlines.

26

The Universe of Alternatives: Rehabilitation Alternatives

- Require 80+ year-old structures to remain.
- Complex/lengthy construction sequencing is needed.
- Concerns with return on investment (benefits vs. cost)

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions
GOALS AND OBJECTIVES	

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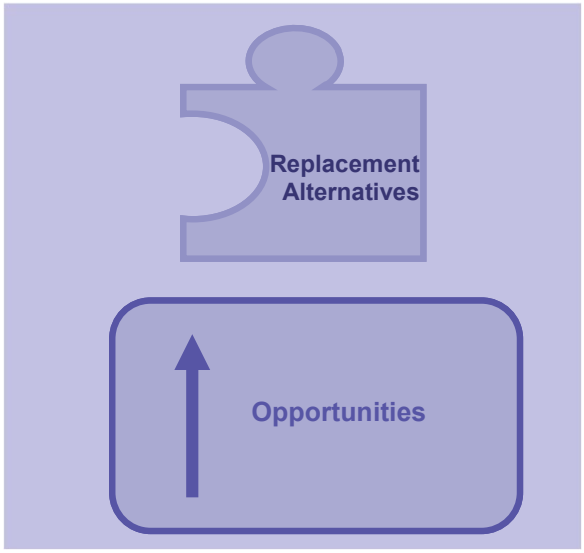
AM168

The Universe of Alternatives: Replacement Alternatives

- Includes options for the complete replacement of the I-84 and Route 8 structures.
- New structures = new connections
- Constraints affect feasibility of improvements

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions
GOALS AND OBJECTIVES	



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New Mix Program: Highway Design 101
Mainline Alignments

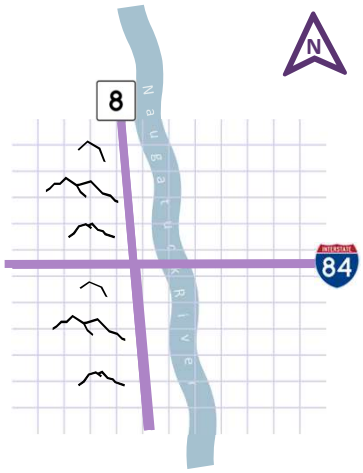
I-84 and Route 8 Alignments

I-84: north or south

Route 8: east or west

Unstacked configurations

- Side by Side
- Split
- Different elevations



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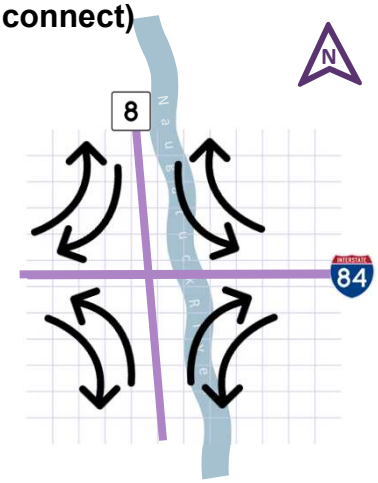
New Mix Program: Highway Design 101
System Connections (How mainlines may connect)

System Connections
(getting to/from I-84 and Route 8)

Full System Interchange

Direct connections: stay on the mainline, typical from I-84/Rt 8

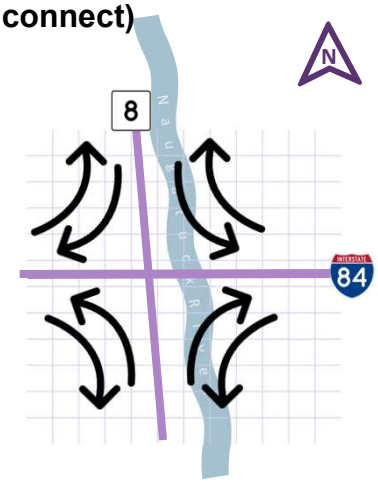


30

New Mix Program: Highway Design 101
System Connections (How mainlines may connect)

System Connections
(getting to/from I-84 and Route 8)

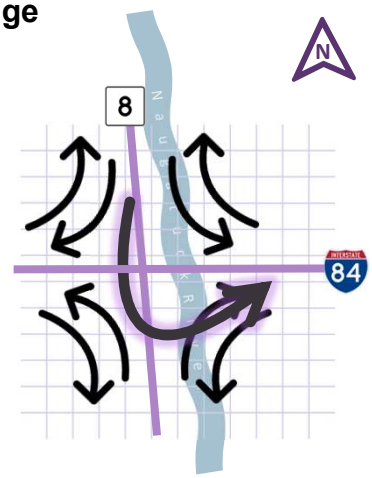
Partial System Interchange
Indirect Connections: must leave the mainline, on the local road network



31

New Mix Program: Highway Design 101
System Connections: Crossover Interchange

Crossover Interchanges:
Instead of left-hand entrances and exits, the system connection would cross over or under the mainlines for a typical/safer right-hand entrance and exit.

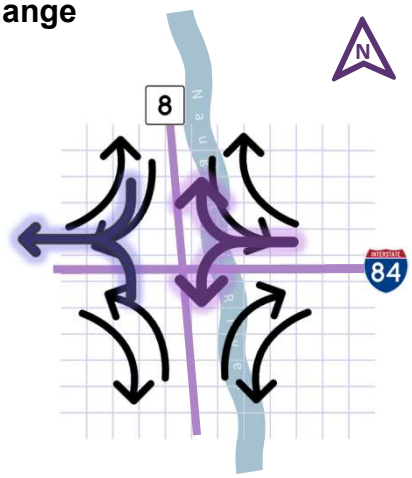


32

New Mix Program: Highway Design 101
System Connections: Combined Interchange

Combined Connections (interchange):

Vehicles traveling on a mainline together, leave or join a mainline together. This movement has increased traffic flow and requires more vehicular maneuvers.



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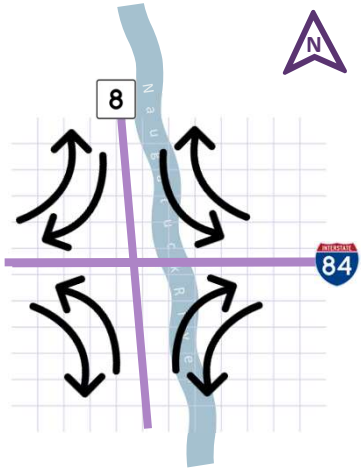
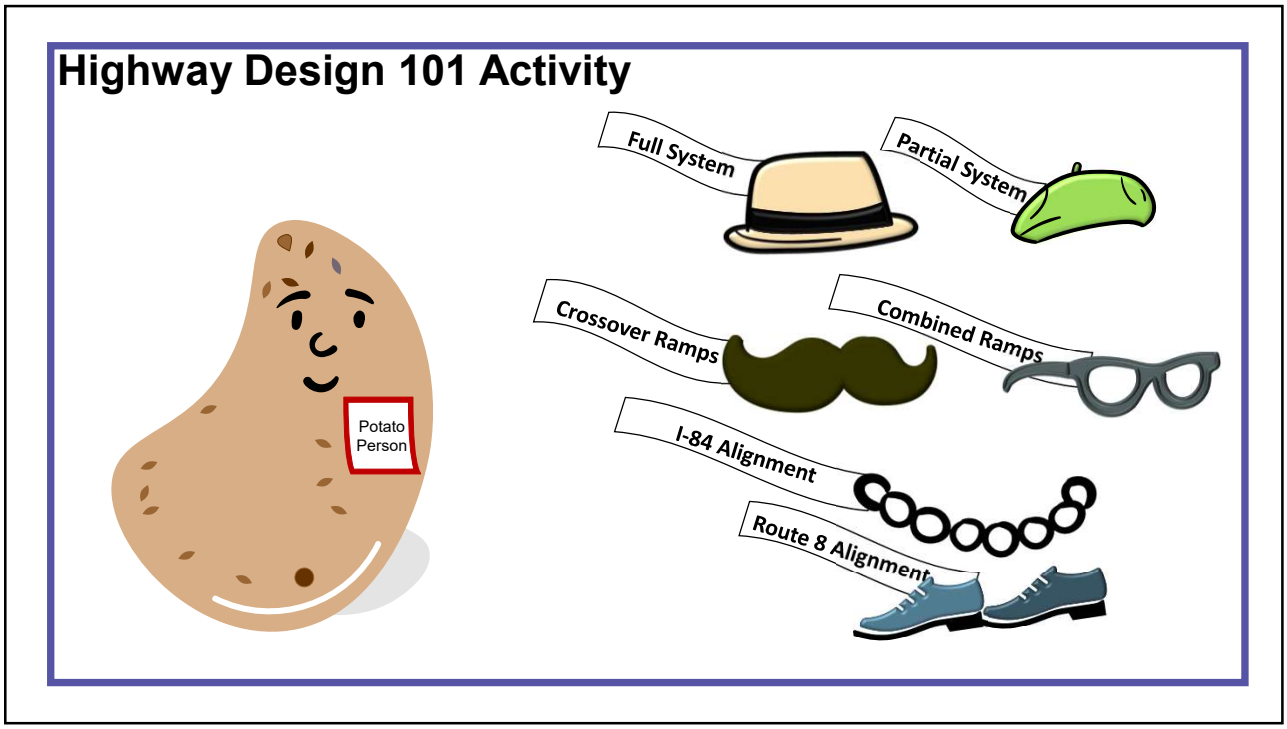
New Mix Program: Highway Design 101
Local Connectivity Features

Local Connectivity: service interchanges, frontage road systems, and more:

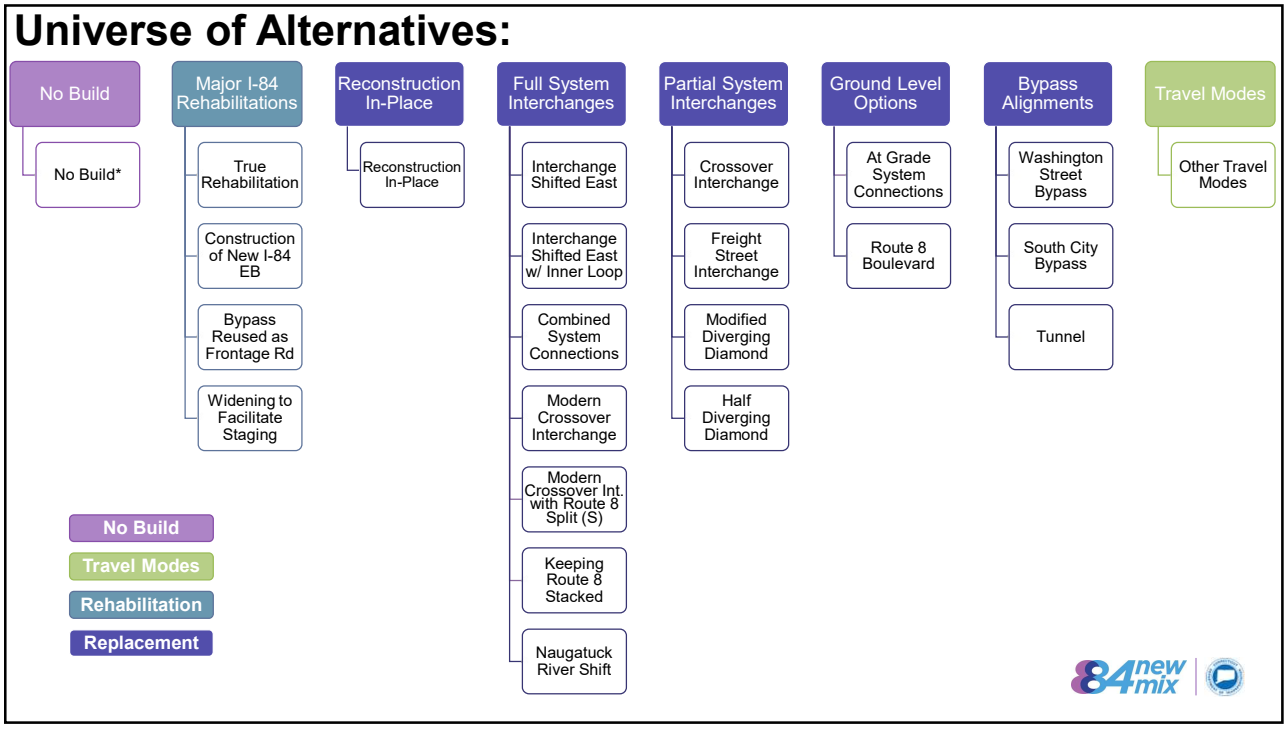
- Service Interchanges connect the local road network and the mainlines
- Connecting the city to the mainlines and enhancing local roadway network
- Multimodal (transit, bike, pedestrian, and rail) considerations



34


Highway Design 101 Activity
Potato Person
Full System
Partial System
Crossover Ramps
Combined Ramps
I-84 Alignment
Route 8 Alignment

35


Universe of Alternatives:
No Build
No Build*
Major I-84 Rehabilitations
True Rehabilitation
Construction of New I-84 EB
Bypass Reused as Frontage Rd
Widening to Facilitate Staging
Reconstruction In-Place
Reconstruction In-Place
Full System Interchanges
Interchange Shifted East
Interchange Shifted East w/ Inner Loop
Combined System Connections
Modern Crossover Interchange
Modern Crossover Int. with Route 8 Split (S)
Keeping Route 8 Stacked
Naugatuck River Shift
Partial System Interchanges
Crossover Interchange
Freight Street Interchange
Modified Diverging Diamond
Half Diverging Diamond
Ground Level Options
At Grade System Connections
Route 8 Boulevard
Bypass Alignments
Washington Street Bypass
South City Bypass
Tunnel
Travel Modes
Other Travel Modes
No Build
Travel Modes
Rehabilitation
Replacement

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New Mix Program
PEL Study
Level 1 Screening Criteria

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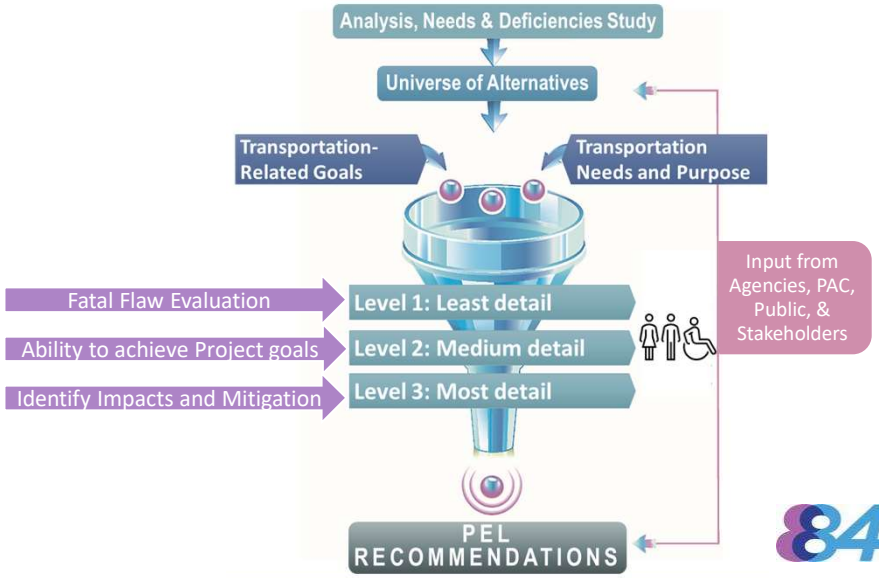
New Mix PEL Process: Screening of Alternatives



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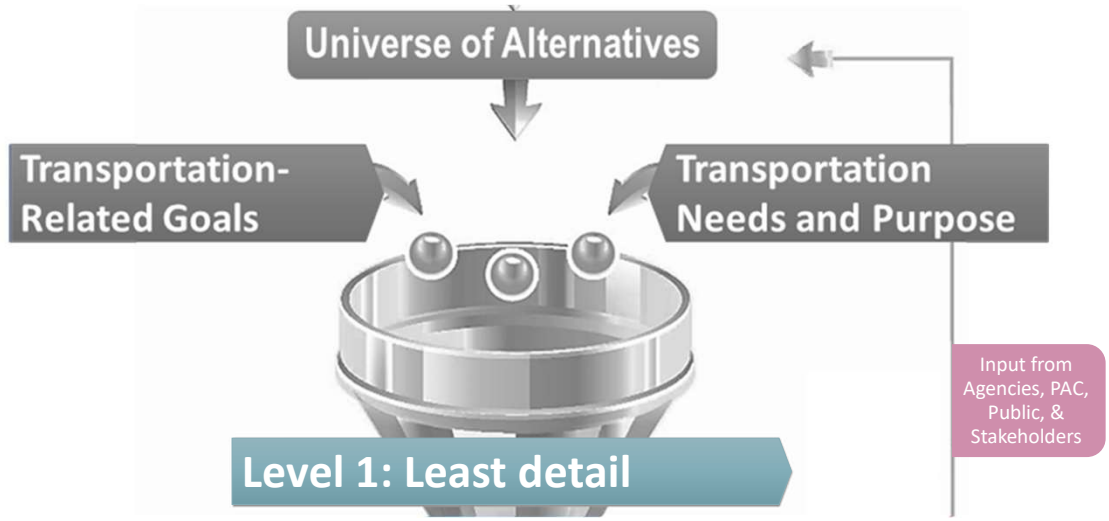

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New Mix Screening Process: Level 1
(Engineering-Based)

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Fatal Flaws:
Cost Feasibility

40

Level 1 Criteria: Engineering-Based for Improving the Identified Deficiencies (Needs) and Feasible Solutions (Purpose)

Criteria Category	Evaluation Criteria
Structural	Improves or replaces deteriorating bridge structures
Geometric	Addresses and improves conditions not meeting current design standards.
Operational	High-volume movements as direct connections; Lower-volume movements as indirect connections. Adequate capacity for current traffic and future traffic forecasts is provided.
Fatal Flaws	
Cost	Financial resources can be made available (order of magnitude cost).
Feasibility	Can be constructed using proven technology, engineering, construction techniques, and general constructability – allowing traffic to operate during construction.

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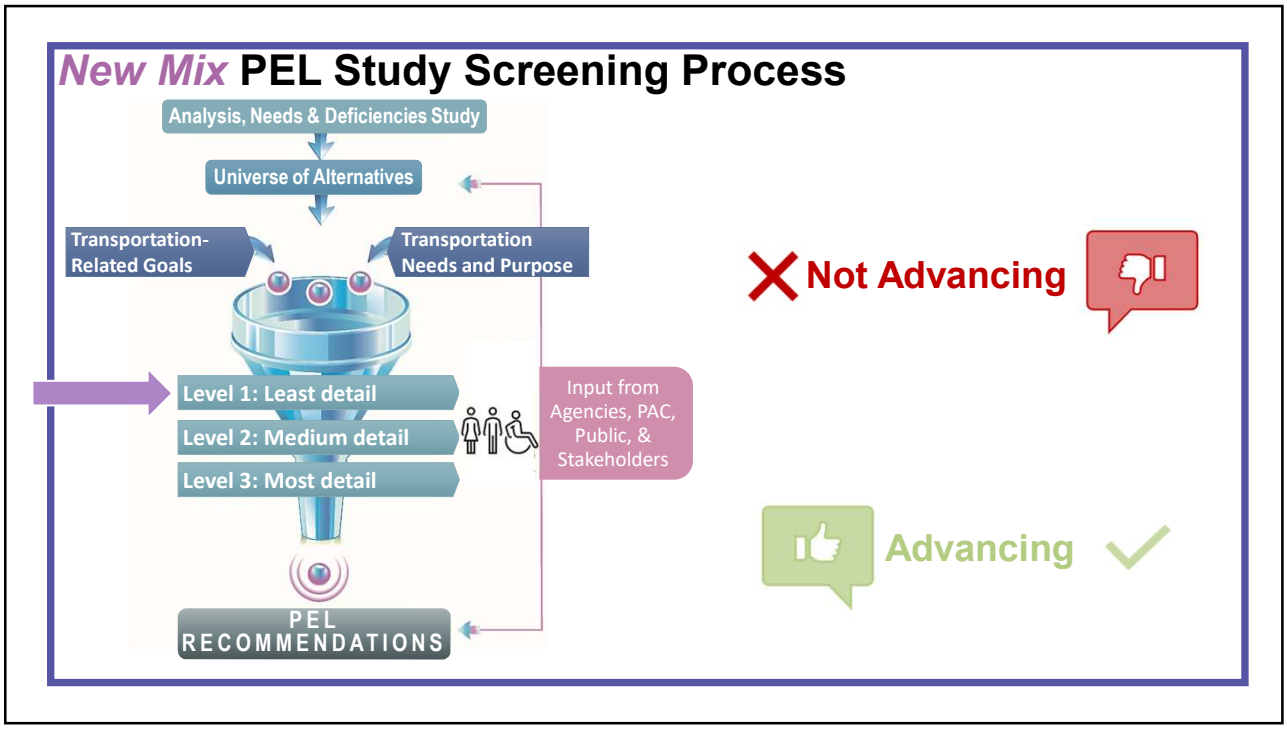
Engineering Based – Can the Alternative Satisfy the Purpose of the Project? Does it have any fatal flaws?

- ☑ Structural
- ☑ Geometric
- ☑ Operational
- ☑ Cost
- ☒ Feasibility

=FAILURE TO SATISFY THE PRELIMINARY PURPOSE & NEED STATEMENT HAS FATAL FLAW

42



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Next Steps

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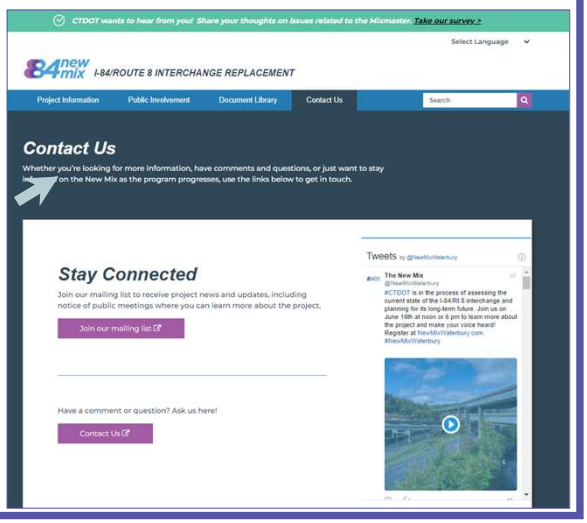
Public Feedback Due

Comments / Input Due: Friday, September 30, 2022
Send in your comments through the website

September

S	M	T	W	TH	F	S
				1	2	3
4	5	5	7	8	9	10
11	12	13	14	15 TODAY	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30 COMMENTS DUE	
2	3	4	5	6	7	8



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Upcoming Public Meetings

Public Mtg #3 November/December 2022

Where:
Anticipated Virtual via Zoom

Topics:
Present Level 1 Screening Results, Level 2 Evaluation Criteria which includes community considerations and urban design, and obtain input from public

Public Mtg #4 February/March 2023

Where:
Anticipated Virtual via Zoom

Topics:
Present Level 2 Screening Results, Level 3 Evaluation Criteria, and obtain input from public

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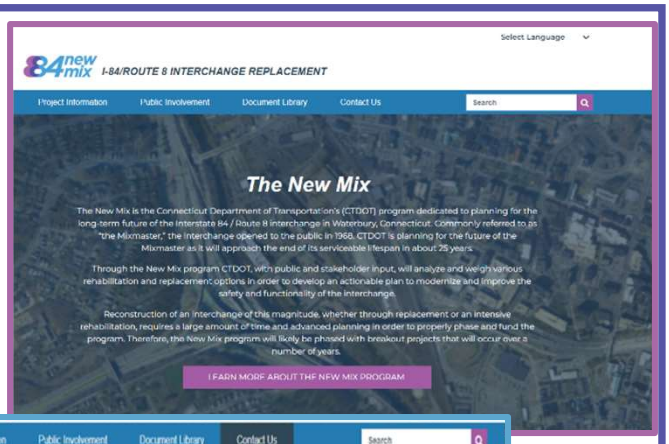
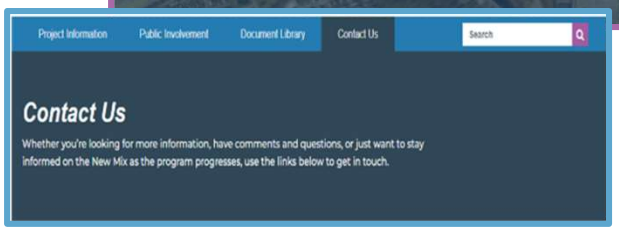
The *New Mix* Website

Please check out The New Mix website!

NEWMIXWATERBURY.COM

- Access Project History, FAQ, and more
- Subscribe to New Mix news and updates
- Ask us any questions or provide comments you may still have!





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Questions & Comments

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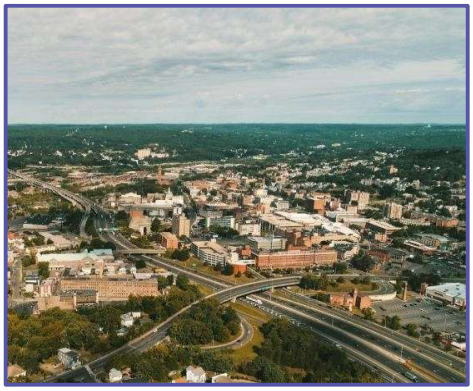
The *New Mix* Project: Question & Answer Session

Provide feedback through the following…

- Chat: using the Zoom chat function during the meeting/ live event.
- Project Email: thenewmixwaterbury@gmail.com
- Website: NewMixWaterbury.com
- Survey: bit.ly/NewMixSurvey2
- Call us at 203-805-8018



A recording of this presentation will be made available on the project website.

HNTB

84new mix

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Thank You!

84new mix

HNTB

50

From: New Mix Program <admin@mail.newmixwaterbury.com>
Sent: Friday, September 9, 2022 10:31 AM
Subject: Make Your Voice Heard : Join us Thursday, September 15th to learn about the New Mix Program!

Follow Up Flag: Follow up
Flag Status: Flagged

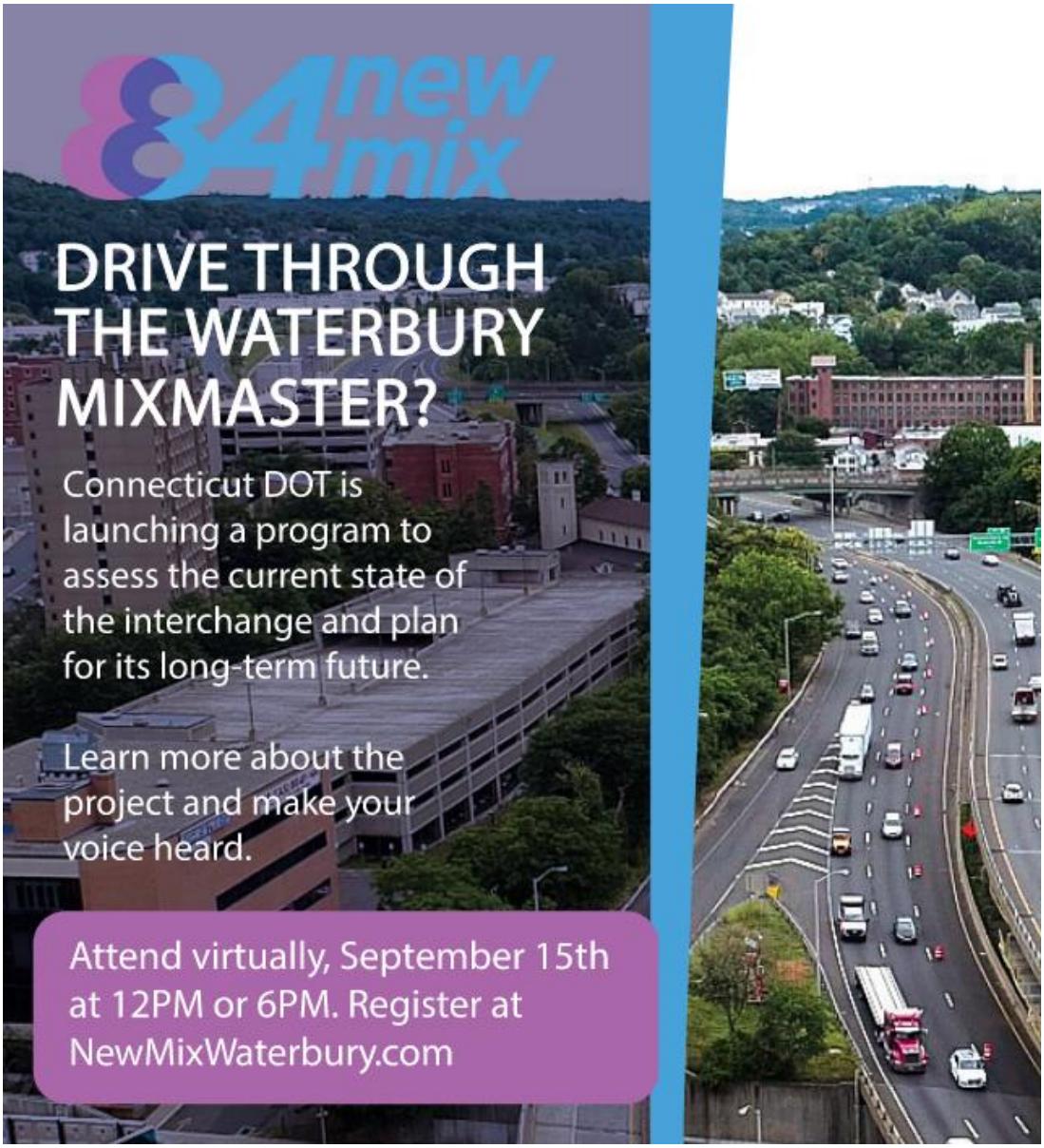
Issue Date: 9/8/2022

PUBLIC MEETING NOTICE

Do you drive through the Waterbury Mixmaster? Next Thursday, September 15th, there will be two virtual public meetings where you can learn more about the New Mix program. Please join us at either noon or 6PM and make your voice heard! Register for the meeting at NewMixWaterbury.com or:

- Register for the 12PM meeting here: https://bit.ly/NewMixPIM2-12pm
- Register for the 6PM meeting here: https://bit.ly/NewMixPIM2-6pm

We hope to see you there!



Should you wish to stop receiving New Mix program updates, you may opt-out at any time by emailing us at newmix_unsubscribe@HNTB.com.

Learn more about the New Mix project

Update your subscription settings

Submit a comment or question on the New Mix project

Por favor haga clic aquí para ver este aviso en español

Por favor clique aqui para ver este aviso em português

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

If information is needed in another language, please contact the CTDOT Title VI Specialist by phone at 860-594-2109.
Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do CTDOT pelo fone
Si necesita información en otro lenguaje, favor contactar al especialista de CTDOT del Título VI al 860-594-2109.
如果您需要其他语言的信息，请联系康涅狄格州交通部（CTDOT）《民权法》第六章专职人员，电话 860-594-2109。
如果您需要其他语言的信息，请联系康涅狄格州交通部（CTDOT）《民權法》第六章專職人員，電話 860-594-2109。

Questions?
Contact Us

STAY CONNECTED:

This email was sent using PIMA on behalf of the: Connecticut Department of Transportation - 2800 Berlin Turnpike - Newington, CT 06111 860-594-2000

84 new mix

DRIVE THROUGH THE WATERBURY MIXMASTER?

Connecticut DOT has launched the New Mix program to assess the current state of the interchange and plan for its long-term future.

Learn more about the project and make your voice heard at the next public meeting.

Attend virtually, September 15th at 12PM or 6PM. Register at NewMixWaterbury.com

September 15, 12 noon meeting:
Call-in phone: 1 309 205 3325
Meeting ID: 812 7107 3334
Passcode: 526347

September 15, 6 p.m. meeting:
Call-in phone: 1 646 876 9923
Meeting ID: 823 7319 1777
Passcode: 976891

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

Mund të kërkoni një kopje të këtij studimi duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit të Transportit të Konektikatit (860) 594-2109. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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يمكنك طلب نسخة من هذه الاستطلاع عن طريق الاتصال بخط اتصالات الإسعاف اللغوية وزارة النقل بولاية كونيتيكت على الرقم (860) 594-2109. يتم تقديم المساعدة اللغوية للجمهور مجاناً، وستُبذل الجهود للاستجابة لطلبات المساعدة في الوقت المناسب.

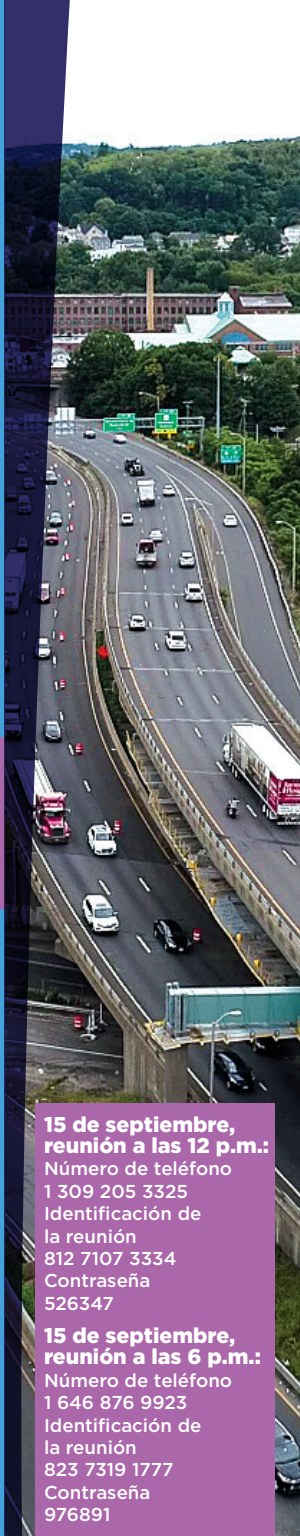
84 new mix

¿MANEJA POR EL WATERBURY MIXMASTER?

Connecticut DOT ha lanzado el programa para evaluar el estado actual del intercambiador vial y planificar su futuro a largo plazo.

Conozca más sobre el proyecto y haga oír su voz en la próxima reunión pública.

Asista virtualmente el 15 de septiembre a las 12 p.m. o 6 p.m. Regístrese en NewMixWaterbury.com



15 de septiembre, reunión a las 12 p.m.:
Número de teléfono
1 309 205 3325
Identificación de la reunión
812 7107 3334
Contraseña
526347

15 de septiembre, reunión a las 6 p.m.:
Número de teléfono
1 646 876 9923
Identificación de la reunión
823 7319 1777
Contraseña
976891

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Local *News*

LOTTERY AND ROMANCE FRAUD SCHEME PARTICPANT SENTENCED TO 6 YEARS IN FEDERAL PRISON

Bridgeport - Vanessa Roberts Avery, United States Attorney for the District of Connecticut, announced that RODNEY THOMAS, JR., 31, of New Haven, was sentenced by U.S. District Judge Stefan R. Underhill in Bridgeport to 72 months of imprisonment, followed by three years of supervised release, for his role in lottery and romance scams that defrauded primarily elderly victims across the country of millions of dollars.

According to the evidence presented during a trial in this matter, in a lottery scam, scammers notify victims by telephone, through online communications, or by mail, that they have won the lottery. The victims are then told that in order to collect the prize they must pay fees for things like taxes, shipping and processing. Often, once a victim sends a small amount of money, a scammer will ask for larger sums of money with a promise of more winnings. The victims never receive winnings. In a romance scam, scammers take advantage of people looking for companionship by pretending to be prospective companions. Scammers typically create fake online profiles on dating websites that include false personal details such as the death of a spouse, or military service, to lure victims to trust them. Once they have gained the trust of victims, scammers will ask victims for money, falsely claiming to need money for medical or business emergencies, for travel to see the victim, or other purposes.

Between approximately August 2015 and March 2020, Farouq Fasasi and others used lottery scams, romance scams and other fraudulent means to induce elderly victims to provide them with money, gifts and personal details. Fasasi recruited Thomas into the scheme in 2017. Victims sent cash, money orders or checks through the mail to various addresses in Connecticut, and also wired or deposited money into bank accounts in Connecticut controlled by conspiracy members and their associates.

Fasasi, Thomas and other co-conspirators lived together for a time at a residence on Sherman Avenue in New Haven, where many packages containing cash, checks and money orders from victims were delivered. Fasasi and Thomas recruited others into the scheme, including those who served as "money mules." These individuals used personal bank accounts, and also established and used bank accounts in the names of businesses and charitable organizations, to launder money obtained from fraud victims.

The investigation revealed that these scams defrauded more than 200 victims across the U.S. of more than $5 million. Many of the victims were elderly and vulnerable, and some victims lost their life savings. One Connecticut victim lost more than $1 million.

Judge Underhill will issue a restitution order after additional court proceedings. On February 15, 2022, Fasasi and Thomas were found guilty of multiple charges stemming from this scheme. On August 8, 2022, Judge Underhill sentenced Fasasi to 14 years of imprisonment and ordered him to pay more than $5.9 million in restitution.

Four other individuals have been charged and convicted of offenses stemming from their participation in this scheme.Thomas has been detained since May 31, 2022, when his bond was revoked for violating conditions of his release.

"This defendant was an active participant in a scheme that involved the cruel theft from numerous seniors and other vulnerable individuals, and this prison term is appropriate," said U.S. Attorney Avery. "I thank all of our law enforcement partners who investigated this case and helped achieve some justice for the victims of these crimes. The Justice Department has made it a priority to investigate and prosecute those who commit these crimes. If you suspect that you or someone you know may be falling victim to one of these schemes, I encourage you to call your local police department or 833-FRAUD-11 for assistance."

"Lottery scams and romance scams cost Americans millions every year," said Inspector in Charge Ketty Larco-Ward of the U.S.

Continued, Page 15

Schools Open. Watch Out For Kids!

Warren Simpson & Sons

SUPER SALE!!!

Warren Simpson, President

SUPER SALE!

(3) Rooms carpet shampooed and sanitized $110. sofa love seat $150 (2) Rooms medium sanded with polyurethane $490. (3) Rrooms painted $425. kitchen floors stripped and waxed $105. and up...

We also, offer Carpentry, Hauling, Stripping and Waxing, Garage Clean Up's and Office Cleaning.

HURRY! Call today at 860-706-6593

Thanks to or partners: H.E.Z.B.A., Hopewell Baptist church, Oak Hill School. Ms. Deserae Brown, Administrative Asst.

84 new mix

DRIVE THROUGH THE WATERBURY MIXMASTER?

Connecticut DOT has launched the New Mix program to assess the current state of the interchange and plan for its long-term future.

Learn more about the project and make your voice heard at the next public meeting.

Attend virtually, September 15th at 12PM or 6PM. Register at NewMixWaterbury.com

Inquiring News: 8/31

La Voz

Carta abierta de la Primera Dama de Norwalk CT, a los niños de la ciudad

La Voz

Lamont asegura la tercera línea de boletas

Inner City News

Housing Authority, NAACP Partner On Jobs Campaign

Ellington Jazz Series

The DIVA Jazz Orchestra

Sep 16 | 7:30 p.m. | Morse Recital Hall

A performance by the all-female ensemble *The Washington Post* says makes music with the "vigor and complexity of the big-time big bands."

TICKETS FROM $23, STUDENTS $10 | *music-tickets.yale.edu*

Yale SCHOOL OF MUSIC

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La Voz: 9/1 & 9/8

Inner City News: 9/7

6A REPUBLICAN-AMERICAN TUESDAY, SEPTEMBER 6, 2022

PAY: Labor advocates warned program was underfunded

Continued from Page One

Rep. Robyn Porter, D-New Haven, says the state's failure to budget enough funds for pandemic bonuses could become 'an affront to essential workers.'

84 new mix

PUBLIC MEETING NOTICE

AVISO DE REUNIÓN PÚBLICA

AVISO DE REUNIÃO PÚBLICA

• Thursday, September 15, 2022, at 12 noon

• Thursday, September 15, 2022, at 6 p.m.

Scaled-down festivities in Denmark for queen's anniversary

Woodbury Volunteer Fire Company members salute the American flag after it was raised at a 9/11 Memorial ceremony on Sunday morning at Hollow Park in Woodbury.

CEREMONY: A somber memorial

Continued from Page One

RELIEF: More good news for students

Continued from Page One

84 new mix

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WHAT'S for DINNER

Visit Steven Valenti's video blog at www.rep-am.com to find recipes, plus step-by-step videos to help you along the way.

84 new mix

DRIVE THROUGH THE WATERBURY MIXMASTER?

Connecticut DOT has launched the New Mix program to assess the current state of the interchange and plan for its long-term future.

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Afro Caribbean Cultural Center Inc. hosts the Waterbury Sombazo & Barrio Art Festival on Sunday at the New Opportunities Inc. parking lot on North Main Street.

FESTIVAL: A cultural celebration

Continued from Page One

WEB UPDATES THROUGHOUT THE DAY

Keep up with news as it happens at rep-am.com.

Rep-Am Public Notices: 9/6

Rep-Am: 8/29, 9/12

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: Tuesday January 31, 2023, at 12:00 PM and again at 6:00 PM
Location of Meeting: Virtual via Zoom
Subject of Meeting: New Mix Planning and Environmental Linkages (PEL) Study, Public Meeting No. 3

Attendees:

Public Members:	
Please see Attachment A.	
Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Naomi Hodges	HNTB
Anna Mariotti	HNTB
Christopher Fagan	HNTB

1. **Meeting Format and Attendance**

   The third New Mix public meeting took place via Zoom. Two meeting times were offered, one at 12 noon and the other at 6 p.m. Please see Attachment A for lists of attendees.

   Real-time translation in Spanish and in Portuguese were provided for both meetings.

2. **Presentation: New Mix Planning and Environmental Linkages (PEL) Study**

   A. The New Mix Project Purpose Overview.
   - a. What is the New Mix? Why is it occurring?

   B. Early Planning for the New Mix: What is the PEL Study.
   - a. An overview of the PEL Study process, and the progress so far.

   C. Screening the Universe of Alternatives: Evaluations to find a Range of Reasonable Alternatives.
   - a. An overview of the evaluation criteria and conceptual alternatives was provided.
   - b. The results of the Level 1 screening were presented.

D. Getting to New Mix Construction: The Process and Anticipated Schedule.

a. A high-level overview of the proposed timeline and composition of projects occurred describing the nature and anticipated schedule for the Early Action, Near-Term, and Long-Term Projects.

E. Learn More, Provide Input and Stay Involved with the New Mix.

a. The public was reminded about the various ways they can stay informed, sign up to receive Project email updates, leave comments, and ask questions, including on the Project website at NewMixWaterbury.com, via email to theNewMixWaterbury@gmail.com, or by phone at 203-805-8018.

b. The New Mix team will have informational tables set up at various community events such as locations such as schools and libraries.

c. Preview of upcoming public meetings.

A. **Post-Meeting Question & Answer (Q&A) Sessions**

The following is a summary of the questions asked at the public meeting along with the answers that were provided. It has been edited for clarity. Please visit the New Mix website to view the recording of the entire public meeting. The video may be found at: **https://www.newmixwaterbury.com/public-involvement/public-meetings/**

Q&A for the 12:00 p.m., January 31, 2023, Public Meeting

Q*: Town of Prospect Mayor Robert Chatfield*: Were some of the recent smaller projects for local Waterbury infrastructure, like the Jackson Street extension project, associated with the New Mix?

A: The referenced project was a separate project the city of Waterbury (The City) undertook using a Transportation Investment Generating Economic Recovery (TIGER) grant to improve Jackson Street and extend it to Freight Street. For the New Mix Project, we intend to improve the highway interchange and the associated local road network. As smaller breakout projects are identified and mobilized, the intention is to reduce re-work and to not interfere with the Long-Term Projects for the New Mix.

Q: *Catherine D'Vileskis*: When will the Interstate-84 Westbound (I-84) system ramp to Route 8 Southbound be available for public use?

A: The system ramp that is presently closed is anticipated to reopen in the spring.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, CTDOT Project Manager, then stated that if something comes to mind after the meeting, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com. In addition, individuals can sign up for Project-related information on both the website and at thenewmixwaterbury@gmail.com. Nilesh Patel, CTDOT Transportation Supervising Engineer, concluded the meeting by announcing a public meeting that will be scheduled in the near future. The public meeting will present an overview of an Early Action Project, the Removal of I-84 Eastbound Exit 21 Off-Ramp.

Meeting was adjourned at 12:35 P.M.

B: Q&A for the 6:00 p.m., January 31, 2023, Public Meeting

Q: *Patrick DiSarro*: Is there any possibility for an alternate route to the south of the city?

A: Yes, the South City Bypass is an alternative that has been identified for this study. This alternative would propose relocating the I-84 through traffic to an alignment that is close to the towns of Middlebury and Naugatuck, tying back into I-84 around Exit 23. Included in this alternative is the construction of a business route that would take the place of the existing I-84 roadway as access to Waterbury and Route 8 will need to be maintained. This alternative is being evaluated in the same manner as the other alternatives. More information about this and the other alternatives and be found on the Project Alternatives page on the Website.

David Schweitzer, HNTB Deputy Project Manager, relayed a question that had been frequently asked during previous community meetings: Will any of the Project alternatives impact the Freight Street District?

A: There are alternatives that propose to move the interchange to the east or take Route 8 through the Freight Street District. In the Level 1 alternatives screening, we evaluated for safety and fatal flaws. Alternatives that impact the Freight Street District ended up passing the Level 1 screening; however, they will be further evaluated during the Level 2 screening. Alternatives will then be evaluated based on their ability to meet the Project goals and objectives, which includes minimizing community and economic impacts. In the Level 2 screening, alternatives that impact the community, properties, and the economy would score lower because they do not meet the Project's goals and objectives.

Jonathan Dean emphasized the importance of the Freight Street District redevelopment efforts and the economic growth that is expected to follow. These are all considerations that the Project Team has taken into account.

Q: *Jonathan Dean*: Most of the public feedback we have received so far about the New Mix alternatives has been related to highway safety or potential property impacts. Can you comment on whether the alternatives that are advancing past this Level 1 screening differs significantly in either of those categories?

A: When we lay out these alternatives, we need to look at everything. We start with highway safety, that falls into fatal flaw area. As far as the rights-of-way impacts, we had to look at a lot of alternatives and aimed to avoid property impacts. The community has communicated to the Project Team the importance of the tax base and the proposed economic development projects in the Study Area and around the interchange. The Project Team has been conscientious of these factors in the development of the alternatives. Alternatives that pass the first level of screening will then evaluated for how well they meet the Project's goals and objectives, including potential impacts on the community. We are trying to minimize right of way impacts as much as possible.

Q: *John DiCarlo*: Are there options that would address the fact that the interchange serves as a major local roadway, for example a primary route of intracity traffic?

A: That is something that we found in our traffic analysis. Approximately 35% of the trips that began in the Study Area were using the highway to get somewhere else within Waterbury. So, the strategy, universal to most of the alternatives, aims to reconnect Waterbury's local road network where possible. This can be seen on the Project website. Many alternatives include frontage roads that would run parallel I-84 to improve the intracity traffic flow. Currently, a north-south frontage road exists parallel to Route 8. New frontage roads would be designed as complete streets, meaning that they would not be designed just to get as many cars through as possible. These roads would accommodate other modes of transportation, such as bicycles and pedestrians. The Project Team is also looking to develop a fifth crossing of the Naugatuck River, opposite approximately to Sunnyside Avenue. This fifth crossing would help connect east-west travel.

Q: *Gary Hychko*: Suggest safety improvements such as and potentially installing signage to alert vehicles to slow down as they approach the Mixmaster.

A: CTDOT acknowledged and thanked Gary for the input about safety.

A demonstration of the Project Alternatives webpage on the Project website was provided. It was recommended that users provide feedback about individual experience using the application:

https://www.newmixwaterbury.com/project-information/#project-alternatives

Q: *Suschna:* The closing of the Route 8 Southbound Exit 19 off-ramp is dangerous and is making everyone get off Route 8 Northbound. What is the future goal of that exit?

A: The Route 8 Southbound Exit 19 off-ramp is still under construction as part of the ongoing Mixmaster Rehabilitation Project. The intent is to reopen the exit this spring.

At this point in the meeting, there were no further questions or comments from meeting participants. Jonathan Dean, CTDOT Project Manager, then stated that if something comes to mind after the meeting, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com. In addition, individuals can sign up for Project-related information on both the website and at thenewmixwaterbury@gmail.com.

Meeting was adjourned 6:45 P.M.

Attachment A

Public Attendees, New Mix Public Meeting No. 3

New Mix Public Meeting No. 3, 12 p.m.
Ben Cadwell
Beverly Strileckis
David Ferraro
Louis Glick
Maria Vaccarelli
Michelle West
Patricia Wright
Robert Chatfield, Town of Prospect
Viviani Oliveira
Gabriela Saenz
Martin DeFlorio
John DiFederico
Ken Stanco, City of Waterbury
Joe McGrath, City of Waterbury
Dave Ferraro, CTDOT
Martin Spring
Alec Slatky
Kalyn McCullough
Catherine D'Vileskis
Rich Hamel
Roberto Barbery
Ryan Casman, Office of U.S. Representative Jahana Hayes
Thomas Wamser
Nicole Weymouth
Ken Tasch
Kevin Taylor
Patrick McGrath
Norm Berg
Linda Sinkler
Carlo Leone, CTDOT
Brian Batista
Joe Balskus

New Mix Public Meeting No. 3, 6 p.m.
Viviani Oliveira
Ben Cadwell
Roberto Barbery
Mark O'Brien
Gabriela Saenz
Maria Vaccarelli
Kate Gage
David Simpson, City of Waterbury
Anson Davis
Diane Betkoski
Patrick DiSarro
Greg Chere
Suschna
Michael Ference
Matt Verry, CTDOT
Larry Rifkin
Allen Fossbender
Marc Capizzi
Gary Hychko
Kim Lesay, CTDOT
John DiCarlo

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PIM #3 151-331 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	02/01/2023 PIMA	Patrick DiSarro	I've looked at Google Earth and imagined this route for years. Offline construction that would allow a two phase approach with very little impact to east-west flow through the city. This would be my first choice (without learning all the details) but the Washington Street Bypass is intriguing as well.	Response not requested.	N/A	N/A
2	02/01/2023 PIMA	James Petkin	I love this design, I wish we didn't need the mixmaster to stay. If for the bypass route why cant we get rid of the old route? it would reconnect the communities and get rid of that nasty eyesore of the highway from downtown.	Hello Mr. Petkin: Thank you for your comment and interest in the New Mix Project. Input such as yours on suggested improvements or potential opportunities is being considered as the conceptual alternatives are further developed and evaluated.	N/A	02/15/2023 Email CE

			Unless you build like a boulevard in its place instead.	With the South City Bypass alternative, the portion of I-84 that is proposed to be bypassed would likely need to remain in service in some form to provide necessary access to and from Downtown Waterbury by motorists traveling to work, school, for shopping and entertainment, as well as for motor freight carriers serving local businesses. Due to this, the New Mix Project team is looking at potential opportunities to improve the eastern portion of the business loop. Since the South City Bypass has not shown any fatal flaws and passed Level 1 screening, it will be studied further during the Level 2 screening. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project. Please feel free to reach out with additional		

				questions. Thank you, New Mix Project Team 		

PUBLIC MEETING NOTICE

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project, CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix (State Project No. 151-331) will analyze and weigh various rehabilitation and replacement options to develop an actionable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study, which is encouraged by the Federal Highway Administration to effectively consider environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

This public meeting will provide the results of the first level of screening for the project alternatives and an overview of what will occur with the second and third levels of screening. The New Mix PEL Study is expected to narrow the Universe of Alternatives to a "Reasonable Range of Alternatives" which will be studied further under the processes set out by the National Environmental Policy Act of 1969 (NEPA). The meeting will conclude with a question-and-answer session to give attendees the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to provide comments and ask questions during the Zoom meeting will be provided at the beginning of the meeting.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Tuesday, January 31, 2023, at 12 noon
- Tuesday, January 31, 2023, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Jonathan Dean by email at Jonathan.Dean@CT.gov or by phone at (860) 594-3211. Please allow five (5) business days for processing and delivery.

To register for the 12-noon meeting, please visit https://bit.ly/NewMixPIM3-12Noon.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPIM3-6PM.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.

American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the meeting by calling CTDOT at (860) 594-2109. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. The recording of the public meeting will also be available on the New Mix website's Public Involvement page: Public Involvement (newmixwaterbury.com)

Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.

Individuals can also sign up to receive email newsletters, including notice of public meetings, using the New Mix Website.

The New Mix project can be followed on Twitter, Facebook and Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (860) 594-2109. يجب تقديم الطلبات قبل 5 أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

CONVOCATORIA A REUNIÓN PÚBLICA

El Departamento de Transportes de Connecticut (CTDOT) llevará a cabo una Reunión Virtual de Información Pública relativa al proyecto del nudo New Mix, en el marco del programa de CTDOT para la planificación y ejecución de una serie de proyectos destinados a abordar las necesidades a largo plazo del nudo vial de la Interestatal 84 y la Ruta 8 "Mixmaster" en Waterbury.

Con motivo del proyecto del nudo New Mix (Proyecto estatal n.º 151-331) se analizarán y sopesarán diversas opciones de renovación y sustitución con el fin de desarrollar un plan de actuación para modernizar y mejorar la seguridad y funcionalidad del nudo vial. El proyecto del nudo New Mix se basará un proceso de planificación conocido como Estudio de Planificación y Vínculos Medioambientales (PEL, por sus siglas en inglés), que la Administración Federal de Carreteras fomenta para considerar de forma eficaz los objetivos medioambientales, comunitarios y económicos en las primeras fases del proceso de planificación del transporte. El CTDOT podrá adoptar o incorporar los productos de planificación de este estudio PEL en un proceso de revisión medioambiental federal o estatal de conformidad con el Título 23 del Código de los Estados Unidos § 168(d)(4).

En esta reunión pública se presentarán los resultados de la primera fase de selección de las alternativas del proyecto y se ofrecerá una visión general de lo que ocurrirá en la segunda y tercera fases de selección. Se espera que el estudio de PEL, con motivo del proyecto del nudo New Mix, reduzca el abanico de alternativas a una "gama razonable de alternativas" que se seguirán explorando mediante los procesos establecidos por la Ley Nacional de Política Medioambiental de 1969 (NEPA). La reunión concluirá con una sesión de preguntas y respuestas para que los participantes puedan hacer preguntas y/o aportar comentarios sobre el proyecto.

La reunión se celebrará de forma virtual a través de Zoom y también se grabará. Al comienzo de la misma, se facilitarán instrucciones sobre cómo hacer comentarios y preguntas en Zoom.

Para una mayor comodidad del público, se ofrecerán dos horarios de reunión. Las opciones son:

- Martes, 31 de enero de 2023, a las 12:00 del mediodía.
- Martes, 31 de enero de 2023, a las 6:00 p. m.

Las personas con acceso limitado a Internet pueden escuchar cada reunión por teléfono. Las personas con acceso limitado a Internet también pueden recibir información sobre el proyecto por correo postal poniéndose en contacto con Jonathan Dean por correo electrónico en Jonathan.Dean@CT.gov o por teléfono llamando al (860) 594-3211. El plazo de tramitación y entrega es de cinco (5) días laborables.

Para inscribirse en la reunión de las 12:00 del mediodía, visite https://bit.ly/NewMixPIM3-12Noon.

Para inscribirse en la reunión de las 6:00 p.m., visite https://bit.ly/NewMixPIM3-6PM.

Las personas con discapacidad auditiva y/o del habla pueden llamar al 711 para los Servicios de Retransmisión de Telecomunicaciones (TRS).

La reunión de Zoom se retransmitirá en directo con subtítulos en inglés y traducción de audio en tiempo real en español y portugués.

Previa solicitud, se pueden proporcionar intérpretes de lengua de signos americana o traducción de audio en tiempo real en albanés, árabe o criollo francés para la reunión. Notifique al CTDOT sus necesidades de traducción llamando al (860) 594-2109 al menos cinco (5) días laborables antes de la reunión. La asistencia lingüística se proporcionará sin costo alguno para el público y se hará todo lo posible por responder a las solicitudes a tiempo.

Tras la reunión, se publicará en YouTube una grabación de la presentación formal, que estará subtitulada (incluyendo opciones de traducción a otros idiomas). La grabación también estará disponible en la lista virtual de reuniones públicas del CTDOT, que puede consultarse en: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. La grabación de la reunión pública también estará disponible en la página de participación pública del sitio web New Mix: Participación pública (newmixwaterbury.com)

Las personas también podrán hacer preguntas y dejar comentarios en cualquier momento en el sitio web New Mix visitando NewMixWaterbury.com.

Las personas podrán inscribirse para recibir boletines por correo electrónico en el sitio web New Mix, que incluyen información sobre reuniones públicas.

El proyecto del nudo New Mix puede seguirse en Twitter, Facebook y Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

5. يجب تقديم الطلبات قبل 2109-594) 860يمكن طلب خدمات المساعدة اللغوية من خلال الاتصال بالخط الهاتفي للمساعدة اللغوية على الرقم (أيام عمل على الأقل من تاريخ عقد الاجتماع. يتم تقديم خدمات المساعدة اللغوية للجمهور مجانًا، وستُبذل الجهود اللازمة للاستجابة في الوقت المناسب لطلبات الحصول على المساعدة.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

AVISO DE SESSÃO PÚBLICA

O Departamento de Transportes de Connecticut (CTDOT) realizará uma Sessão Virtual Informativa Pública a respeito do projeto New Mix, o programa do CTDOT para o planejamento e a implementação de uma série de projetos destinados ao tratamento de necessidades de longo prazo da Interseção "Mixmaster" da Interestadual 84 e da Via 8 em Waterbury.

O New Mix (Projeto Estadual nº 262-331) analisará e ponderará diversas opções de restauração e substituição para desenvolver um plano de ação a fim de modernizar e melhorar a segurança e a funcionalidade da interseção. O New Mix utilizará um processo de planejamento conhecido como Estudo de Estudo de Planejamento e Ligações Ambientais (PEL), incentivado pela Administração Federal de Autoestradas para considerar os objetivos ambientais, comunitários e econômicos de forma eficiente no início do processo de planejamento de transportes. O CTDOT pode adotar ou incorporar Produtos de Planejamento deste Estudo PEL em um processo de revisão ambiental federal ou estadual, em conformidade com o Artigo 23, parágrafo 168(d)(4) do USC [Código dos Estados Unidos].

Esta sessão pública fornecerá os resultados do primeiro nível de triagem para alternativas do projeto e uma visão geral do que ocorrerá nos segundo e terceiro níveis de triagem. Espera-se que o Estudo PEL do New Mix limite o Universo de Alternativas a uma "Gama Razoável de Alternativas" que serão melhor estudadas nos processos apresentados na Lei de Políticas Ambientais Nacionais (NEPA) de 1969. A sessão terminará com uma sessão de perguntas e respostas para dar aos participantes a oportunidade de fazer perguntas e/ou comentar sobre o projeto.

A sessão ocorrerá virtualmente via Zoom e também será gravada. Serão fornecidas instruções sobre como fazer comentários e perguntas durante a reunião no Zoom no início da sessão.

Dois horários de sessão serão oferecidos para que seja conveniente para a participação do público. As opções de sessão são:

- terça-feira, 31 de janeiro de 2023, às 12h
- terça-feira, 31 de janeiro de 2023, às 18h

Pessoas com acesso limitado à Internet podem escutar a cada uma das sessões por chamada. Os indivíduos com acesso limitado à Internet também podem solicitar o envio das informações do projeto ao entrar em contato com Jonathan Dean por e-mail através de Jonathan.Dean@CT.gov ou por telefone através de (860) 594-3211. Considere o período de 5 (cinco) dias úteis para o processamento e envio.

Para se cadastrar na sessão das 12h, visite https://bit.ly/NewMixPIM3-12Noon.

Para se cadastrar na sessão das 18h, visite https://bit.ly/NewMixPIM3-6PM.

Pessoas com deficiências auditivas e/ou de fala podem discar 711 do *Telecommunications Relay Services* [Serviços de Retransmissão em Telecomunicação] (TRS).

A sessão no Zoom terá legendas ao vivo em inglês, bem como interpretação em tempo real em espanhol e português.

Uma interpretação na linguagem de sinais Norte-Americana ou uma interpretação em tempo real em albanês, árabe ou crioulo francês pode ser fornecida para a sessão mediante solicitação. Faça as solicitações de qualquer

tradução/interpretação em pelo menos 5 (cinco) dias úteis antes de ligar para a CTDOT através de (860) 894-2109. Um suporte de idiomas é fornecido gratuitamente ao público e nos esforçaremos para responder as solicitações de suporte de maneira oportuna.

Uma gravação da apresentação formal será postada no YouTube após o evento e recursos de *closed caption* (incluindo opções de tradução não voltadas à língua inglesa) estarão disponíveis naquele momento. A gravação também estará disponível na lista das sessões públicas virtuais do CTDOT em: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. A gravação da sessão pública também estará disponível na página de Participação Pública do site do New Mix: Public Involvement (newmixwaterbury.com)

Indivíduos também podem fazer perguntas e deixar comentários no site do New Mix em qualquer momento visitando NewMixWaterbury.com.

Indivíduos também podem se cadastrar para receber newsletters por e-mail, incluindo avisos de sessões públicas ao usar o Site do New Mix.

Você pode seguir o projeto New Mix no Twitter, no Facebook e no Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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New Mix Public Meeting 3
January 31, 2023

1

Welcome!

2

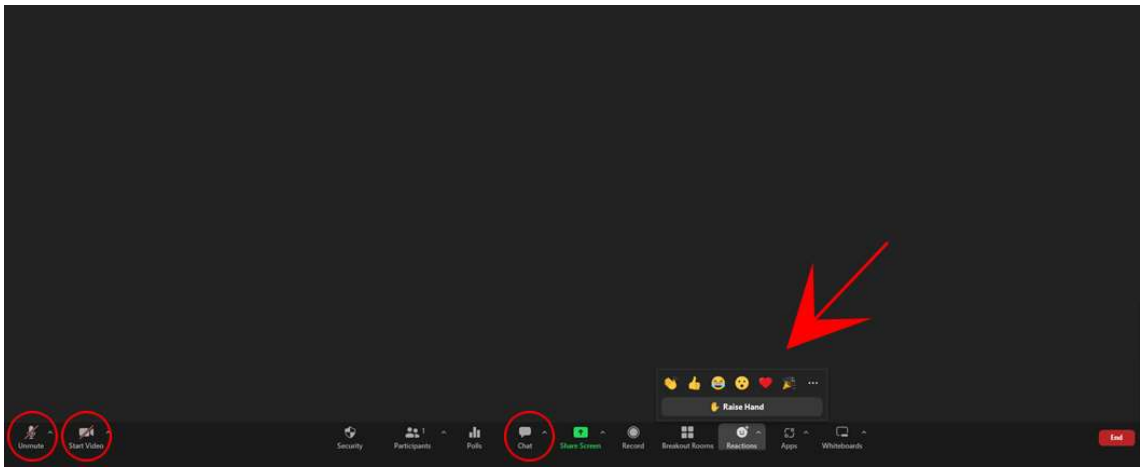
Zoom Meeting Protocols

To ensure meetings are productive, friendly, and efficient, we request that attendees adhere to the following:

- Use respectful language & standard, professional meeting decorum.
- Remain muted when not speaking.
- Hold questions until after the presentation.
- Please note that if a backlog of pending questions and/or comments occurs we will ask that attendees limit initial comments to 2 minutes so that everyone has a chance to speak. Once everyone has had the opportunity to speak, we will then allow attendees who have additional comments more time.

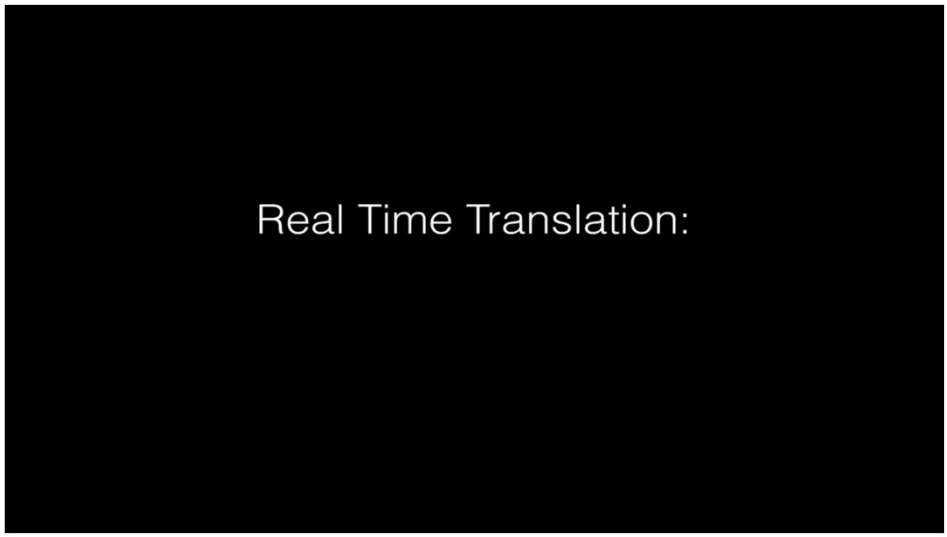
3

How To Zoom: Mute, Start Video, Chat, & Raise Hand



4

How To Zoom: Select Real-Time Translation



5

Title VI - Civil Rights

No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

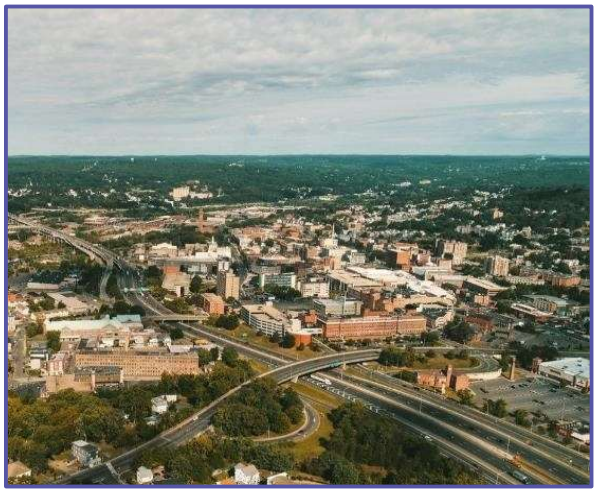
- Civil Rights flyer available:
  https://bit.ly/CTDOTCivilRights

- Demographic Survey appreciated:
  https://bit.ly/CTDOT-Feedback

CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 0151-0331.

6

The New Mix Leadership Team



Connecticut Department of Transportation

- Michael N. Calabrese, PE, Division Chief
- Nilesh Patel, PE, Principal Engineer
- Jonathan Dean, PE, Project Manager
- Joe Belrose, EIT, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer
- Naomi Hodges, Environmental Lead
- Anna Mariotti, Public Information & Involvement

7

Agenda

The New Mix Project
What is the New Mix? Why is it occurring?

Early Planning for the New Mix: the Planning and Environmental Linkages (PEL) Study
What is the New Mix PEL Study?

Screening the Universe of Alternatives: Evaluations to find a Range of Reasonable Alternatives
How is the PEL Study progressing?

Getting to New Mix Construction: the Process and Anticipated Schedule
When and How will Construction occur?

Learn More, Provide Input & Stay Involved with the New Mix
How to get involved and provide input?

Attendee Poll, Question & Answer Session

8

The New Mix Project

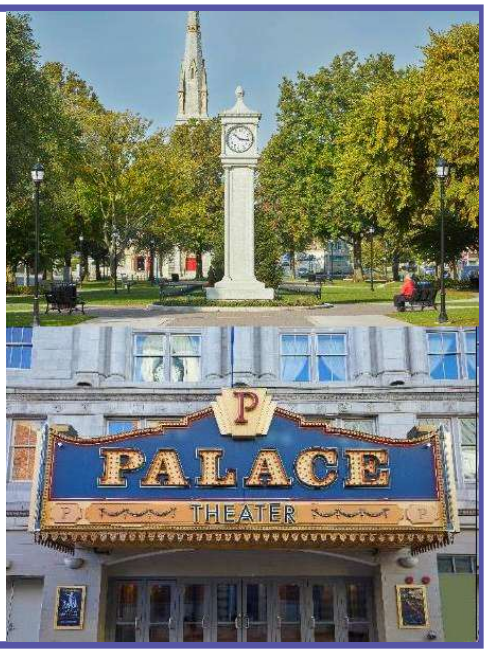
9

What is the New Mix Project? *What* does it aim to achieve?

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

The New Mix project will analyze 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



10

Why is the New Mix Project 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

11

Travel Patterns on the Mixmaster

35% of traffic on the interchange is local traffic that enters and exits within the study area.

Source: Mixmaster project – Traffic Data Collection – Origins and Destination Study

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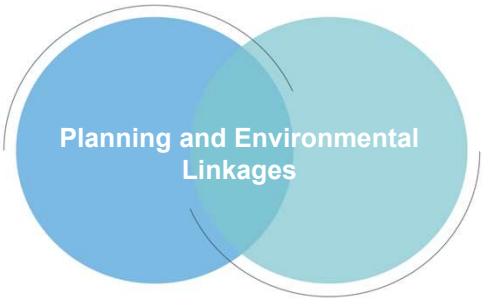
Early Planning for the New Mix

The Planning and Environmental Linkages (PEL) Study

13

What is the Planning and Environmental Linkages (PEL) Study that is being used for the New Mix?

- Federal Highway Administration (FHWA) recognized process
- Early start on technical studies, outreach, and public involvement
- Connect transportation planning and environmental/community concerns
- Identify key issues and risks associated with transportation projects
- Informs the National Environmental Policy Act (NEPA) Process



PEL Study= Pre-NEPA Process

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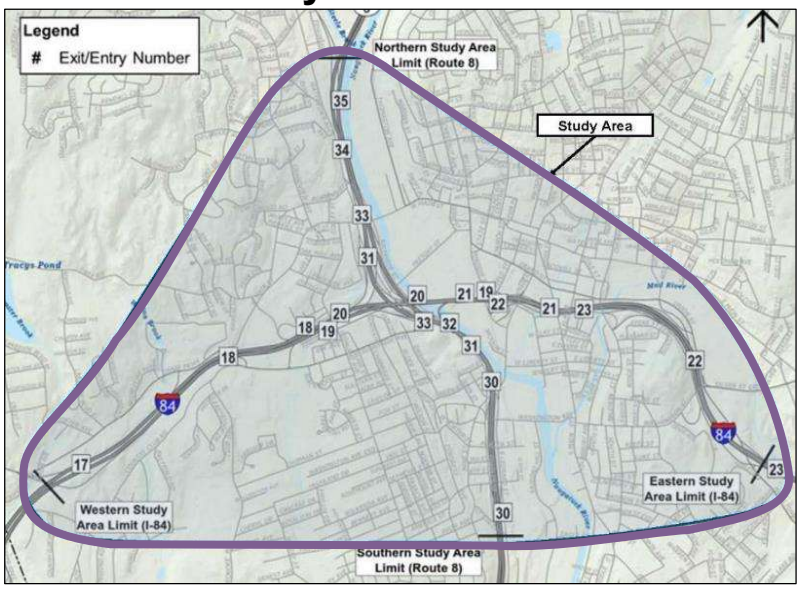
The *New Mix* PEL Study Area



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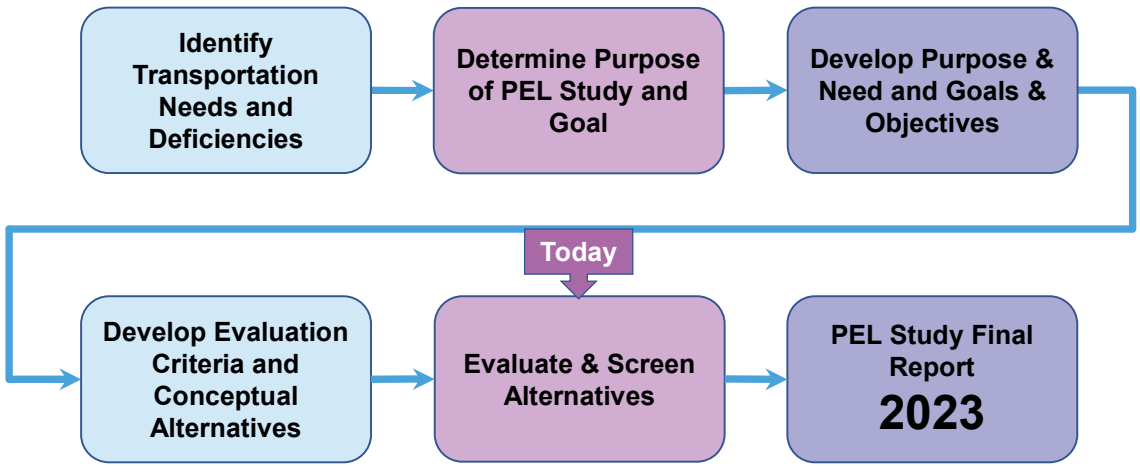
The New Mix PEL Study Process



16

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives → Develop Evaluation Criteria and Conceptual Alternatives → Evaluate & Screen Alternatives

Defining the problem and contextualizing the area:

- Existing and future transportation issues a.k.a. needs and deficiencies
- Multimodal, community and environmental context features

17

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives → Develop Evaluation Criteria and Conceptual Alternatives → Evaluate & Screen Alternatives

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.

18

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → **Develop Purpose & Need and Goals & Objectives** → Develop Evaluation Criteria and Conceptual Alternatives → Evaluate & Screen Alternatives

NEEDS (problems)	PURPOSE (solutions)
Structural Deficiencies	To improve I-84/Route 8 bridge conditions.
Geometric Deficiencies	To improve I-84/Route 8 roadway conditions.
Operational (Traffic) Deficiencies (including congestion)	To improve the level of service of I-84/Route 8 and associated local road network.

GOALS & OBJECTIVES (Intended Outcomes)

- Allow for connections to the Naugatuck River and Greenway;
- Enhance mobility equity and safety for bicyclists and pedestrians;
- Integrate the Project with ongoing City projects;
- Improve access to Downtown and key destinations;
- Strengthen surrounding neighborhoods as gateways to the City's Central Business District (CBD);
- Support City revitalizing goals of the CBD;
- Enhance access to multimodal facilities;
- Avoid, minimize or mitigate potential Project consequences to the environment;
- Improve system performance;
- Reduce congestion;
- Reduce crash rates;
- Maintain critical system linkages in Connecticut and the Northeast;
- Facilitate connectivity with Waterbury through the local road network including multimodal travel;
- Improve the local roadway network;
- Reduce interchange complexity;

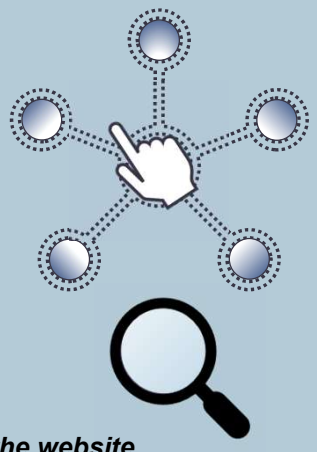
May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners and the public.

19

Identify Transportation Needs and Deficiencies → Determine Purpose of PEL Study and Goal → Develop Purpose & Need and Goals & Objectives → **Develop Evaluation Criteria and Conceptual Alternatives** → Evaluate & Screen Alternatives

The *New Mix* Universe of Alternatives (UOA)

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



- Conceptual level of engineering performed, identifying the 24 alternatives that create the UOA.
- Includes many options such as: unstacking the mainlines, potential bypass routes, improving the local roadway network, and more.
- The UOA will be evaluated based on how well each alternative meets the project's Purpose, Needs, and Goals through three (3) levels of screening.

View the UOA on the Project Alternatives page of the website

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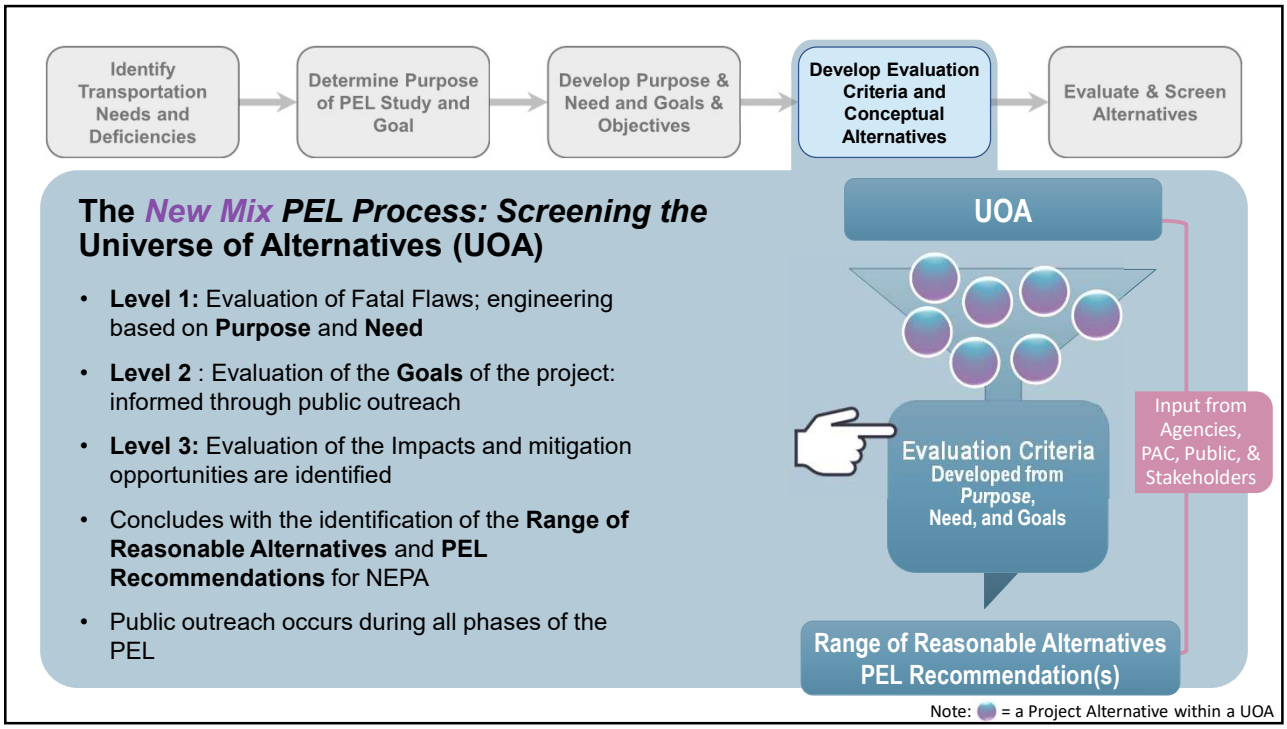

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Screening the Universe of Alternatives

Evaluations to find a Range of Reasonable Alternatives

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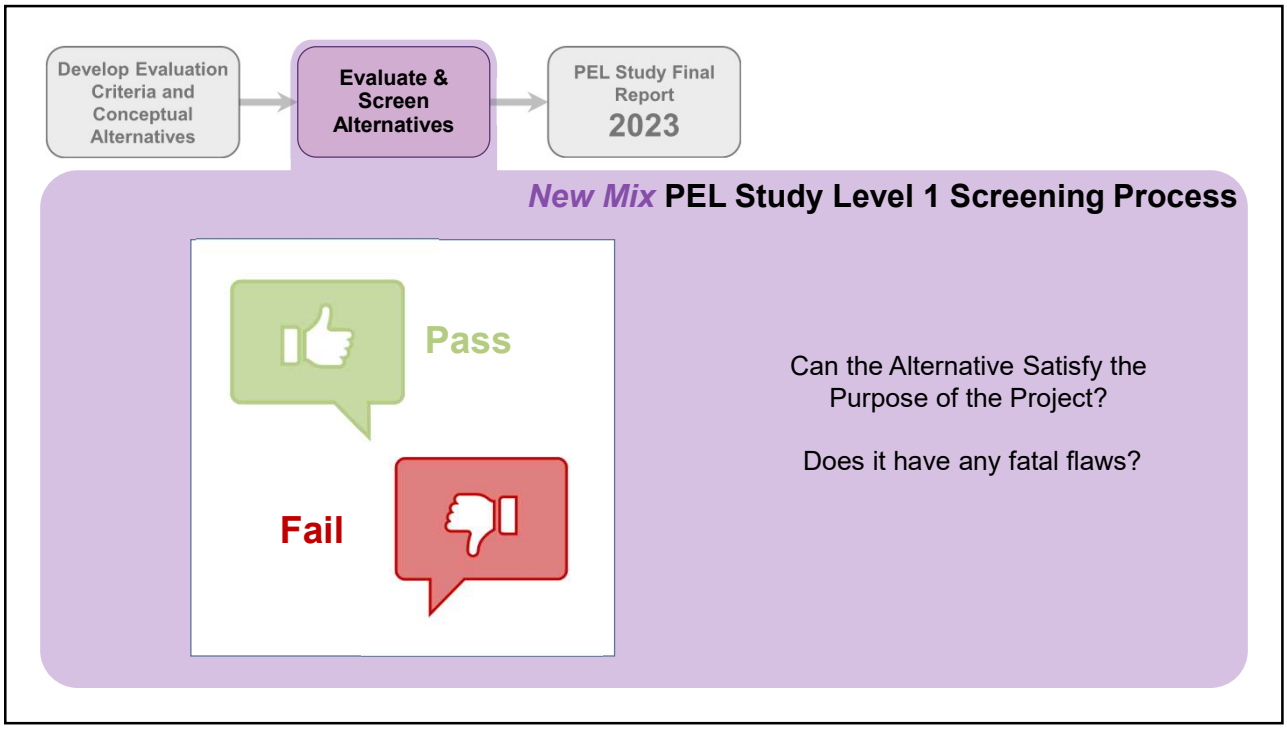
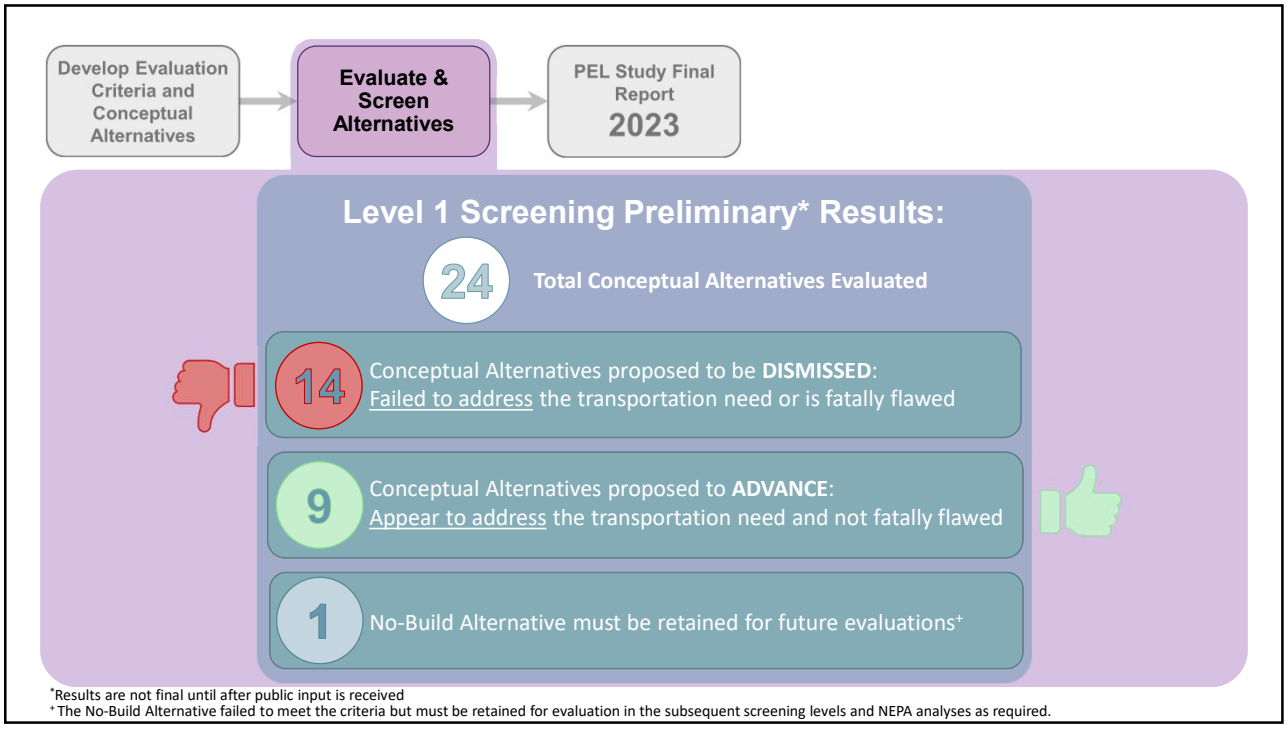

Develop Evaluation Criteria and Conceptual Alternatives
Evaluate & Screen Alternatives
PEL Study Final Report 2023
New Mix PEL Study Level 1 Screening Process
Pass
Fail
Can the Alternative Satisfy the Purpose of the Project?
Does it have any fatal flaws?

23


Develop Evaluation Criteria and Conceptual Alternatives
Evaluate & Screen Alternatives
PEL Study Final Report 2023
Level 1 Screening Preliminary* Results:
24
Total Conceptual Alternatives Evaluated
14
Conceptual Alternatives proposed to be DISMISSED:
Failed to address the transportation need or is fatally flawed
9
Conceptual Alternatives proposed to ADVANCE:
Appear to address the transportation need and not fatally flawed
1
No-Build Alternative must be retained for future evaluations+
*Results are not final until after public input is received
+ The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

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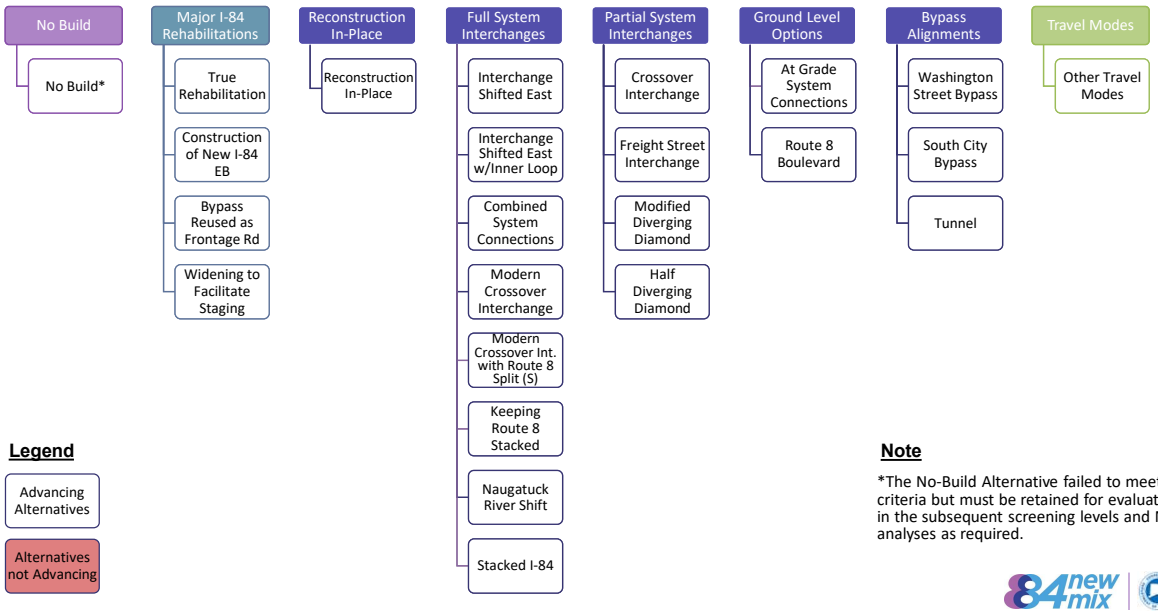
Preliminary Level 1 Screening Results



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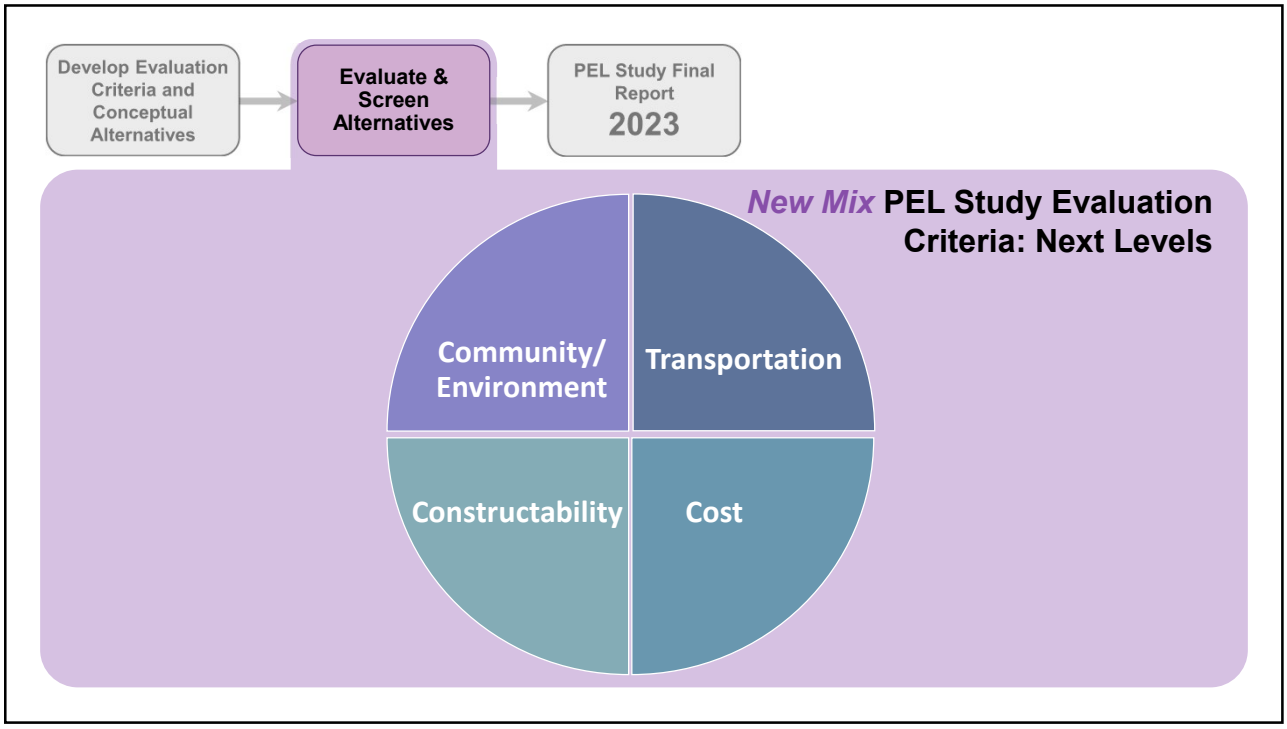

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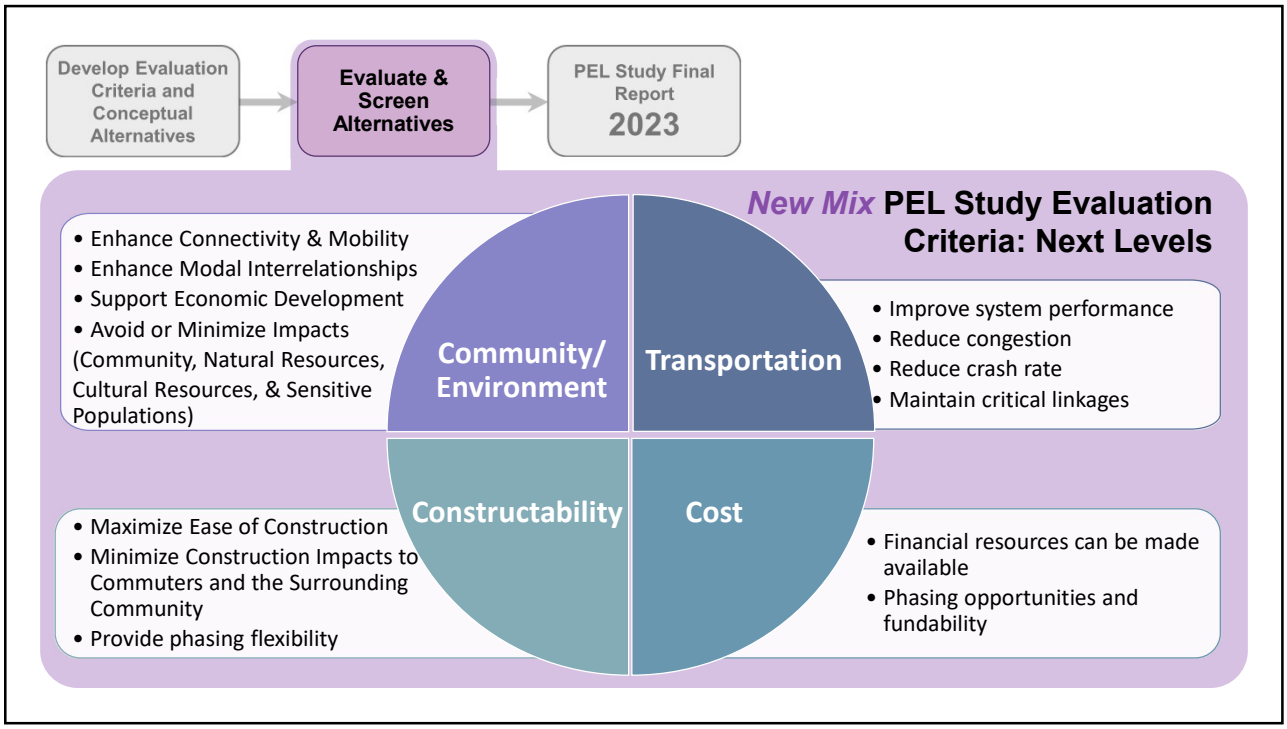

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Getting to New Mix Construction

The Process and Anticipated Schedule

28

Why is the New Mix Project beginning now?
Getting to Construction: High Level Overview & Timeline

PEL Study
- Links transportation planning and environmental / community concerns
- Will identify a **Range of Reasonable Alternatives**

Today through 2023

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

84new mix

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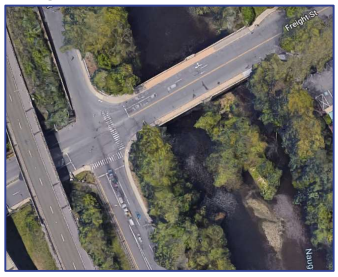
How will construction occur?
Projects to Occur Over Time



Early Action Projects
Standalone improvements to the highway and local roadway network

Near-Term Projects
Improvements to highway approaching Mixmaster compatible with Long-Term Projects

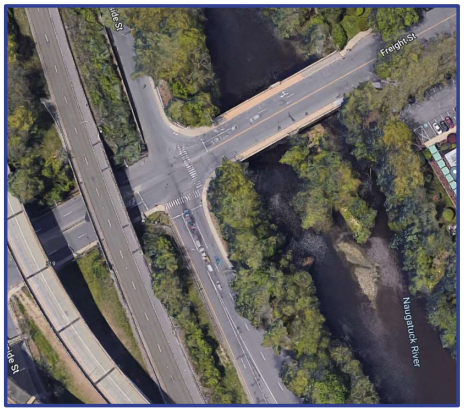
Long-Term Projects
Reconstruction of core interchange structures

84new mix

30

Early Action Projects

- Smaller, standalone improvements to the highway and local roadway network:
- Intended to improve traffic flow and safety, while the long-term planning for the New Mix is ongoing.
- Carried out in coordination with the City of Waterbury
- Independent of the New Mix Project and will go through a separate process.
- Early Action Projects are progressing.
- More information about Early Action Projects will be available in the coming months.



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Learn More, Provide Input, and Stay Involved with the New Mix

32

Next Public Meeting

Public Mtg #4 April/May 2023

Where:
Anticipated In-Person & Virtual Sessions

Topics:
Present Level 2 & 3 Screening Results, the Range of Reasonable Alternatives, and obtain input from public

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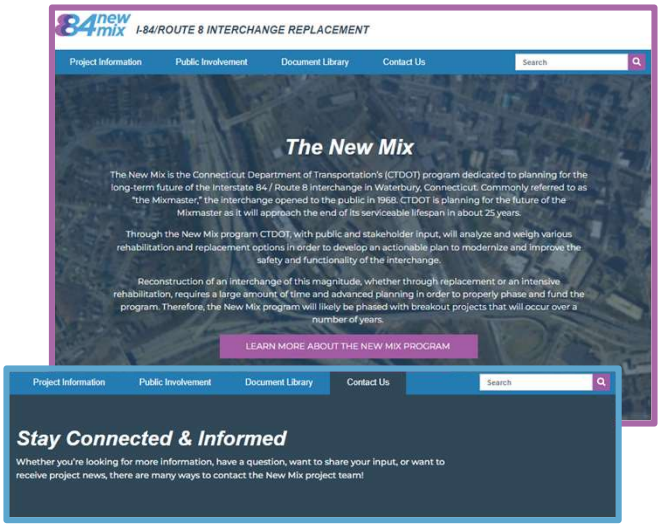
Learn More, Provide Input, and Stay Involved

NEWMIXWATERBURY.COM

- Learn about Project Alternatives History, FAQ, and more.
- Leave comments, ask questions 24-hours a day.
- Subscribe to New Mix email updates to be informed of future Public Meetings and opinion surveys.
- Watch videos of past public meetings.



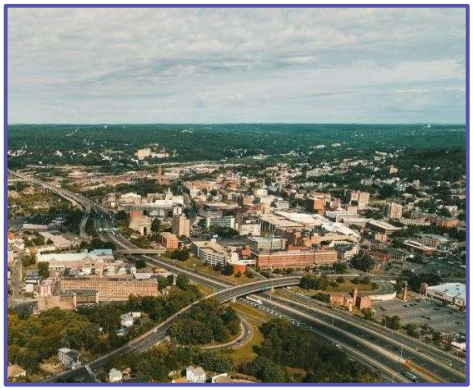
34

Question & Answer Session

State Project # 151-331

Share your feedback, input and ask questions:

- Call us at 203-805-8018
- Project Email: thenewmixwaterbury@gmail.com
- Webpage: newmixwaterbury.com
- Signup to be alerted about future Public Meetings: bit.ly/NewMixEmail



HNTB

84new mix

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Thank you.

84new mix HNTB

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How would you improve the Mixmaster?

Connecticut DOT has launched the New Mix project to assess the current state of the interchange and plan for its long-term future.

This project will present opportunities for improving the interchange and Waterbury community. Learn more about the project, make your voice heard, and help improve the community by attending the next public meeting.

Attend virtually, January 31st at 12PM or 6PM.

January 31st, noon meeting:
Call-in #: 1-646-876-9923
Meeting ID: 834-2806-9850
Passcode: 596608

January 31st, 6PM meeting:
Call-in #: 1-309-205-3325
Meeting ID: 873-7138-1230
Passcode: 846688

Register at NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

Mund të kërkoni një kopje të këtij studimi duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit të Transportit të Konektikatit (860) 594-2109. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

Pou mande yon kopi sondaj sa a, rele Liy Apèl Asistans Lang Depatman Transpò Connecticut la nan (860) 594-2109. Nou ofri èd ak tradiksyon gratis pou piblik la epi n ap fè efò pou reponn moun ki mande èd a tan yo.

يمكنك طلب نسخة من هذا الاستطلاع عن طريق الاتصال بخط اتصال المساعدة اللغوية بوزارة النقل بولاية كونيتيكت على الرقم (860) 594-2109. يتم تقديم المساعدة اللغوية للجمهور مجاناً، وستُبذل الجهود للاستجابة لطلبات المساعدة في الوقت المناسب.

84 new mix

¿Cómo mejorarías el Mixmaster?

Connecticut DOT ha lanzado el programa para evaluar el estado actual del intercambio vial y planificar su futuro a largo plazo.

Este proyecto presentará oportunidades para mejorar el intercambio vial y la comunidad de Waterbury. Obtenga más información sobre el proyecto, haga oír su voz y ayude a mejorar la comunidad asistiendo a la próxima reunión pública.

Asista virtualmente, el 31 de enero a las 12 p.m. o 6 p.m.

31 de enero, reunión del mediodía:
Número de llamada: 1-646-876-9923
Identificación de la reunión: 834-2806-9850
Código de acceso: 596608

31 de enero, reunión a las 18:00 horas:
Número de llamada: 1-309-205-3325
Identificación de la reunión: 873-7138-1230
Código de acceso: 846688

Regístrese en NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

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84 new mix

Como melhoraríamos o Mixmaster?

O Departamento de Transporte (DOT) de Connecticut inaugurou o programa New Mix para avaliar a situação a situação atual da interseção e preparar seu futuro a longo prazo.

Este projeto apresentará oportunidades para melhorar a interseção e a comunidade de Waterbury. Saiba mais sobre o projeto, deixe sua voz ser ouvida e ajude a comunidade a melhorar participando da próxima assembleia pública.

Participe virtualmente em 31 de janeiro, às 12h ou às 18h.

Assembleia às 12h de 31 de janeiro:
Nº de telefone: 1-646-876-9923
ID da assembleia: 834-2806-9850
Senha: 596608

Assembleia às 18h de 31 de janeiro:
Nº de telefone: 1-309-205-3325
ID da assembleia: 873-7138-1230
Senha: 846688

Inscreva-se em NewMixWaterbury.com

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

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84 new mix

BRAZIL: Slow response by police questioned

Continued from Page One

Congress, the Supreme Court and the presidential palace on Sunday. Many of them said they wanted the Brazilian army to restore the far-right Bolsonaro to power and oust the newly inaugurated leftist president, Luiz Inacio Lula da Silva.

Also on Monday, police broke down a pro-Bolsonaro encampment outside a military building and detained some 1,200 people there, the justice ministry's press office told The Associated Press. The federal police press office said the force already plans to indict roughly 1,000 people.

Lula and the heads of the Supreme Court, Senate and Lower House signed a letter that denounced the attack and said were taking legal measures.

Justice Minister Flavio Dino told reporters that police have begun tracking those who paid for the buses that transported protesters to the capital. Speaking Monday at a news conference, he said rioters apparently intended for their displays to create a domino effect nationwide, and that they could be charged with a range of offenses, including organized crime, staging a coup and violent abolition of the democratic rule of law.

Rioters wearing the green and yellow of the national flag broke windows, toppled furniture and hurled computers and printers to the ground. They punched holes in a massive Emiliano Di Cavalcanti painting at the presidential palace and destroyed other works of art. They overturned the U-shaped table where Supreme Court justices convene, ripped a door off one justice's office and vandalized a statue outside the court. The buildings' interiors were left in ruins.

Monday's detainments came in addition to the 300 people who were arrested Sunday during the riot.

Police were noticeably slow to react — even after the arrival of more than 100 buses — leading many to question whether authorities had either simply ignored numerous warnings, underestimated the protesters' strength or been somehow complicit.

Prosecutors in the capital said local security forces were negligent at the very least.

A supreme court justice temporarily suspended the regional governor. Another justice blamed authorities for not swiftly cracking down on budding neofascism in Brazil.

After his Oct. 30 electoral defeat, Bolsonaro, who has gone to Florida, has been stoking belief among his hardcore supporters that the nation's electronic voting system was prone to fraud, though he never presented any evidence.

ASSOCIATED PRESS

A Brazilian woman vacationing in Florida waits outside the house where Brazil's former President Jair Bolsonaro has been staying in hopes of delivering flowers to his wife Monday in Reunion, Fla. As Brazil reels from mobs of rioters swarming its seats of power, its former leader has decamped to a Florida resort, where droves of supporters have flocked to cheer on their ousted president.

RESCUE: Fire crews free doe from icy pond

Continued from Page One

The firefighters were able to get a long rope behind the doe and begin pulling her toward the boat launch. But the deer's thrashing ended the effort and led Kosciusko to slide close enough to get the rope under the animal so she could be pulled more easily.

"This was the most animated deer I've ever dealt with," Kosciusko said. "She kept changing her position and fighting us."

Kosciusko and Better dragged the deer across the ice to the boat launch, released the rope, and watched as she bolted into the woods toward Town Hill Road at about 9:35 a.m.

"Given all of the horrible things going on in the world, it's nice to see a baby deer get out of trouble and run off," Kosciusko said.

With the hunting season for deer having ended Dec. 31, the doe is safe for now. And without snow cover, she has plenty of food options.

The deer breeding season was in November and most healthy does are presumed pregnant.

Contact John McKenna at jmckenna33@optonline.net

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Graduates, snapshots, local achievers ... we've got you covered. Report your good news to community page.
COMMUNITY.REP-AM.COM

PUBLIC MEETING NOTICE

The Connecticut Department of Transportation (CTDOT) will conduct a Virtual Public Information Meeting concerning the New Mix project, CTDOT's program for the planning and implementation of a series of projects aimed at addressing the long-term needs of the Interstate 84 and Route 8 "Mixmaster" interchange in Waterbury.

The New Mix (State Project No. 151-331) will analyze and weigh various rehabilitation and replacement options to develop an actionable plan to modernize and improve the safety and functionality of the interchange. The New Mix will utilize a planning process known as a Planning and Environmental Linkages (PEL) Study, which is encouraged by the Federal Highway Administration to effectively consider environmental, community, and economic goals early in the transportation planning process. The CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

This public meeting will provide the results of the first level of screening for the project alternatives and an overview of what will occur with the second and third levels of screening. The New Mix PEL Study is expected to narrow the Universe of Alternatives to a "Reasonable Range of Alternatives" which will be studied further under the processes set out by the National Environmental Policy Act of 1969 (NEPA). The meeting will conclude with a question-and-answer session to give attendees the opportunity to ask questions and/or offer comments regarding the project.

The meeting will be held virtually via Zoom and will also be recorded. Instructions on how to provide comments and ask questions during the Zoom meeting will be provided at the beginning of the meeting.

Two meeting times will be offered to make it convenient for members of the public to attend. The meeting options are:

- Tuesday, January 31, 2023, at 12 noon
- Tuesday, January 31, 2023, at 6 p.m.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Jonathan Dean by email at Jonathan.Dean@CT.gov or by phone at (860) 594-3211. Please allow five (5) business days for processing and delivery.

To register for the 12-noon meeting, please visit https://bit.ly/NewMixPIM2-12pm.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPIM2-6pm.

Persons with limited internet access can listen to each meeting by calling in. Individuals with limited internet access may also request that project information be mailed to them by contacting Jonathan Dean by email at Jonathan.Dean@CT.gov or by phone at (860) 594-3211. Please allow five (5) business days for processing and delivery.

To register for the 12-noon meeting, please visit https://bit.ly/NewMixPIM3-12Noon.

To register for the 6 p.m. meeting, please visit https://bit.ly/NewMixPIM3-6PM.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese.

American Sign Language interpretation or real-time audio translation in Albanian, Arabic, or French Creole translation can be provided for the meeting upon request. Please make any translation requests at least five (5) business days prior to the meeting by calling CTDOT at (860) 594-2109. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

A recording of the formal presentation will be posted to YouTube following the event and closed captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of CTDOT virtual public meetings found at: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. The recording of the public meeting will also be available on the New Mix website's Public Involvement page: Public Involvement (newmixwaterbury.com)

Individuals may also ask questions and leave comments on the New Mix website at any time by visiting NewMixWaterbury.com.

Individuals can also sign up to receive email newsletters, including notice of public meetings, using the New Mix Website.

The New Mix project can be followed on Twitter, Facebook and Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

Ou kapab mande pou yon moun ede w nan lang ou. Pou fè sa, kontakte Liy Telefòn Asistans ak Lang Depatman an nan (860) 594-2109. Demann yo ta dwe fèt omwen 5 jou anvan jou reyinyon an. Nou ofri piblik la èd nan lang yo gratis epi nou pral fè efò pou reponn demann pou èd ki fèt a tan yo.

CONVOCATORIA A REUNIÓN PÚBLICA

El Departamento de Transportes de Connecticut (CTDOT) llevará a cabo una Reunión Virtual de Información Pública relativa al proyecto del nudo New Mix, en el marco del programa de CTDOT para la planificación y ejecución de una serie de proyectos destinados a abordar las necesidades a largo plazo del nudo vial de la Interestatal 84 y la Ruta 8 "Mixmaster" en Waterbury.

Con motivo del proyecto del nudo New Mix (Proyecto estatal n.º 151-331) se analizarán y sopesarán diversas opciones de renovación y sustitución con el fin de desarrollar un plan de actuación para modernizar y mejorar la seguridad y funcionalidad del nudo vial. El proyecto del nudo New Mix se basará un proceso de planificación conocido como Estudio de Planificación y Vínculos Medioambientales (PEL, por sus siglas en inglés), que la Administración Federal de Carreteras fomenta para considerar de forma eficaz los objetivos medioambientales, comunitarios y económicos en las primeras fases del proceso de planificación del transporte. El CTDOT podrá adoptar o incorporar los productos de planificación de este estudio PEL en un proceso de revisión medioambiental federal o estatal de conformidad con el Título 23 del Código de los Estados Unidos § 168(d)(4).

En esta reunión pública se presentarán los resultados de la primera fase de selección de las alternativas del proyecto y se ofrecerá una visión general de lo que ocurrirá en la segunda y tercera fases de selección. Se espera que el estudio de PEL, con motivo del proyecto del nudo New Mix, reduzca el abanico de alternativas a una "gama razonable de alternativas" que se seguirán explorando mediante los procesos establecidos por la Ley Nacional de Política Medioambiental de 1969 (NEPA). La reunión concluirá con una sesión de preguntas y respuestas para que los participantes puedan hacer preguntas y/o aportar comentarios sobre el proyecto.

La reunión se celebrará de forma virtual a través de Zoom y también se grabará. Al comienzo de la misma, se facilitarán instrucciones sobre cómo hacer comentarios y preguntas en Zoom.

Para una mayor comodidad del público, se ofrecerán dos horarios de reunión. Las opciones son:

- Martes, 31 de enero de 2023, a las 12:00 del mediodía.
- Martes, 31 de enero de 2023, a las 6:00 p. m.

Las personas con acceso limitado a Internet pueden escuchar cada reunión por teléfono. Las personas con acceso limitado a Internet también pueden recibir información sobre el proyecto por correo postal poniéndose en contacto con Jonathan Dean por correo electrónico en Jonathan.Dean@CT.gov o por teléfono llamando al (860) 594-3211. El plazo de tramitación y entrega es de cinco (5) días laborables.

Para inscribirse en la reunión de las 12:00 del mediodía, visite https://bit.ly/NewMixPIM3-12Noon.

Para inscribirse en la reunión de las 6:00 p.m., visite https://bit.ly/NewMixPIM3-6PM.

Las personas con discapacidad auditiva y/o del habla pueden llamar al 711 para los Servicios de Retransmisión de Telecomunicaciones (TRS).

La reunión de Zoom se retransmitirá en directo con subtítulos en inglés y traducción de audio en tiempo real en español y portugués.

Previa solicitud, se pueden proporcionar intérpretes de lengua de signos americana o traducción de audio en tiempo real en albanés, árabe o criollo francés para la reunión. Notifique al CTDOT sus necesidades de traducción llamando al (860) 594-2109 al menos cinco (5) días laborables antes de la reunión. La asistencia lingüística se proporcionará sin costo alguno para el público y se hará todo lo posible por responder a las solicitudes a tiempo.

Tras la reunión, se publicará en YouTube una grabación de la presentación formal, que estará subtitulada (incluyendo opciones de traducción a otros idiomas). La grabación también estará disponible en la lista virtual de reuniones públicas del CTDOT, que puede consultarse en: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. La grabación de la reunión pública también estará disponible en la página de participación pública del sitio web New Mix: Participación pública (newmixwaterbury.com)

Las personas también podrán hacer preguntas y dejar comentarios en cualquier momento en el sitio web New Mix visitando NewMixWaterbury.com.

Las personas podrán inscribirse para recibir boletines por correo electrónico en el sitio web New Mix, que incluyen información sobre reuniones públicas.

El proyecto del nudo New Mix puede seguirse en Twitter, Facebook y Instagram.

Mund të kërkoni asistencë gjuhësore duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit (860) 594-2109. Kërkesat duhet të bëhen të paktën 5 ditë pune para takimit. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

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AVISO DE REUNIÃO PÚBLICA

O Departamento de Transportes de Connecticut (CTDOT) realizará uma Sessão Virtual Informativa Pública a respeito do projeto New Mix, o programa do CTDOT para o planejamento e a implementação de uma série de projetos destinados ao tratamento de necessidades de longo prazo da Interseção "Mixmaster" da Interestadual 84 e da Via 8 em Waterbury.

O New Mix (Projeto Estadual nº 262-331) analisará e ponderará diversas opções de restauração e substituição para desenvolver um plano de ação a fim de modernizar e melhorar a segurança e a funcionalidade da interseção. O New Mix utilizará um processo de planejamento conhecido como Estudo de Estudo de Planejamento e Ligações Ambientais (PEL), incentivado pela Administração Federal de Autoestradas para considerar os objetivos ambientais, comunitários e econômicos de forma eficiente no início do processo de planejamento de transportes. O CTDOT pode adotar ou incorporar Produtos de Planejamento deste Estudo PEL em um processo de revisão ambiental federal ou estadual, em conformidade com o Artigo 23, parágrafo 168(d)(4) do USC [Código dos Estados Unidos].

Esta sessão pública fornecerá os resultados do primeiro nível de triagem para alternativas do projeto e uma visão geral do que ocorrerá nos segundo e terceiro níveis de triagem. Espera-se que o Estudo PEL do New Mix limite o Universo de Alternativas a uma "Gama Razoável de Alternativas" que serão melhor estudadas nos processos apresentados na Lei de Políticas Ambientais Nacionais (NEPA) de 1969. A sessão terminará com uma sessão de perguntas e respostas para dar aos participantes a oportunidade de fazer perguntas e/ou comentar sobre o projeto.

A sessão ocorrerá virtualmente via Zoom e também será gravada. Serão fornecidas instruções sobre como fazer comentários e perguntas durante a reunião no Zoom no início da sessão.

Dois horários de sessão serão oferecidos para que seja conveniente para a participação do público. As opções de sessão são:

- terça-feira, 31 de janeiro de 2023, às 12h
- terça-feira, 31 de janeiro de 2023, às 18h

Pessoas com acesso limitado à Internet podem escutar a cada uma das sessões por chamada. Os indivíduos com acesso limitado à Internet também podem solicitar o envio das informações do projeto ao entrar em contato com Jonathan Dean por e-mail através de Jonathan.Dean@CT.gov ou por telefone através de (860) 594-3211. Considere o período de 5 (cinco) dias úteis para o processamento e envio.

Para se cadastrar na sessão das 12h, visite https://bit.ly/NewMixPIM3-12Noon.

Para se cadastrar na sessão das 18h, visite https://bit.ly/NewMixPIM3-6PM.

Pessoas com deficiências auditivas e/ou de fala podem discar 711 do Telecommunications Relay Services [Serviços de Retransmissão em Telecomunicação] (TRS).

A sessão no Zoom terá legendas ao vivo em inglês, bem como interpretação em tempo real em espanhol e português.

Uma interpretação na linguagem de sinais Norte-Americana ou uma interpretação em tempo real em albanês, árabe ou crioulo francês pode ser fornecida para a sessão mediante solicitação. Faça as solicitações de qualquer tradução/interpretação em pelo menos 5 (cinco) dias úteis antes de ligar para a CTDOT através de (860) 894-2109. Um suporte de idiomas é fornecido gratuitamente ao público e nos esforçaremos para responder as solicitações de suporte de maneira oportuna.

Uma gravação da apresentação formal será postada no YouTube após o evento e recursos de closed caption (incluindo opções de tradução não voltadas à língua inglesa) estarão disponíveis naquele momento. A gravação também estará disponível na lista das sessões públicas virtuais do CTDOT em: https://portal.ct.gov/DOT/General/CTDOT-VPIM-Archive. A gravação da sessão pública também estará disponível na página de Participação Pública do site do New Mix: Public Involvement (newmixwaterbury.com)

Indivíduos também podem fazer perguntas e deixar comentários no site do New Mix em qualquer momento visitando NewMixWaterbury.com.

Indivíduos também podem se cadastrar para receber newsletters por e-mail, incluindo avisos de sessões públicas ao usar o Site do New Mix.

Você pode seguir o projeto New Mix no Twitter, no Facebook e no Instagram.

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Rep-Am Public Notice:
1/10

Benefit breakfast in Litchfield

JOHN MCKENNA REPUBLICAN-AMERICAN

Claire Chapman of Litchfield pours pancake batter on a griddle while Garth Pollock, also of Litchfield, looks on during American Legion Post 27 of Litchfield's monthly breakfast on Sunday. Chapman and Pollock volunteered to help at the breakfast that is sponsored by the Sons of the American Legion at Post 27 and serves as a fundraiser for the post.

Special elections scheduled three state House districts

BY MARK PAZNIOKAS
CTMIRROR.ORG

Special elections will be held Feb. 28 to fill vacancies created by the death of Rep. Quentin Williams, D-Middletown, and the resignations of Rep. Dan Fox, D-Stamford, and Rep. Edwin Vargas Jr., D-Hartford.

Gov. Ned Lamont ordered the elections Monday.

The balance of power is not an issue as Democrats won a majority of 98-53 in the state House of Representatives in November. All three House districts favor Democrats.

Vargas and Williams were unopposed in November. Fox was elected to his seventh term with 68% of the vote.

Vargas and Fox did not take the oath to begin their new terms on Jan. 4, the first day of the legislative session. Fox is pursuing an appointment as a judge and Vargas in academia.

Williams, 39, was killed in a collision with a wrong-way driver on Jan. 5 while returning home after the governor's inaugural ball. His funeral was Saturday.

Williams had recently been appointed as co-chair of the Labor and Public Employees Committee.

Rep. Manny Sanchez, D-New Britain, who was vice chair of the committee in the previous session, is expected to be named co-chair on Tuesday by House Speaker Matt Ritter, D-Hartford.

The 6th House District represented by Vargas covers the South End of Hartford and a small section of West Hartford. Williams' seat in the 100th District is within Middletown. Fox's in the 148th is within Stamford.

Under state law, the governor is required to issue a writ of special election within 10 days of a vacancy in the General Assembly, and a special election must be held 46 days after the writ has been issued. He issued the writs on Jan. 13.

There are no primaries in special elections, but candidates who are not endorsed by a party can petition for a place on the ballot.

TRIAL: 'Mental infirmity' suspected

Continued from 3A

ney on inactive status because of questions that he may be incapacitated by reason of physical and/or mental illness.

The proceedings in Hartford Superior Court have taken a bizarre turn after Spears made a number of unusual claims, including accusing two judges of being out to get him because he walked in on them in an "intimate moment."

"It was quite embarrassing to see (the judge) act like a kid with his hand caught in the cookie jar," Spears wrote about the purported incident in a motion to dismiss his disciplinary case.

The Office of Chief Disciplinary Counsel, which handles attorney misconduct, is arguing that a judge should discipline Spears for making false statements in pleadings. They said Spears has placed his own ability to act as an officer of the court into question.

"Spears' claims directly attack the integrity of the three Superior Court judges, alleging they are acting against Spears with extreme bias and improper motive," wrote Brian Staines, the chief disciplinary counsel.

Spears was representing himself in the proceedings, but a judge has now appointed an attorney to represent him.

A judge also appointed a medical expert to examine Spears on whether he is incapacitated from continuing to practice law by reason of "mental infirmity." A written evaluation is due by Jan. 31.

The state Judicial Branch is paying for the attorney and the medical reports.

Spears is representing Adoniesis Manzano, who was arrested by Waterbury police in March 2020 for allegedly shooting a man in the area of Walnut and Wood streets following an argument.

Manzano's trial was supposed to start last week but is now on hold.

If a judge finds Spears incapacitated, another attorney will be assigned to take over his cases.

FLOOR: Mitigation needed for fix

Continued from 3A

bid first, as well as the removal of two oil tanks, one of which is within 5 feet of where the outdoor mitigation system will be located, Coss said.

The engineering firm, Tighe & Bond, will provide school officials with the specifications that prospective bidders will review to determine whether they believe they can do the jobs and how much they will charge. Coss had told the school board at its Jan. 9 meeting that the exterior and interior projects may be bid separately.

Once the bids are received, Coss said she will bring an exact cost to the Board of Finance in March. The finance board will then need to pass the information on to the selectmen, which will have to schedule a town meeting, possibly in April, because taxpayers must grant the ultimate approval.

The start of the projects will be scheduled as soon as the funding is approved, Coss said.

Insurance could cover some of the costs. Coss said insurance representatives have told her that whatever normal business cannot be conducted because of the flooding problem will be covered, including activities run by the Recreation Department.

Coss said physical education teacher Renee Wojtczak is teaching students but at a level "nowhere near" she would if she had access to the gym.

"The chances of the gym being open before the school year ends are very slim," she said.

Meanwhile, at Black Rock School, where the process of fixing the water damage caused by a small pipe that burst under a sink in a classroom on a weekend in late August, is also still ongoing. Water ran all weekend and flooded the "blue wing."

In December, a number of floor tiles started curling up. All floor tiles in the blue wing will likely be removed this summer, Coss said. Students and staff cannot be there while work is ongoing because of the risk of breathing in asbestos that is released into the air.

The cost for removing the asbestos is $69,631 and the money will come from a Board of Education reserve account. The cost for replacing the floor tiles and the sink is $103,782 but insurance will cover it, Coss said.

SLOAN BREWSTER REPUBLICAN-AMERICAN

An emergency crew from Trinity Health of New England works on getting a woman rescued from the water on Norfolk Road in Torrington onto a gurney for transport via LifeStar to Hartford Hospital.

RESCUE: Critical injury sustained in fall

Continued from 3A

of John A. Minetto State Park near the Reuben Hart Reservoir.

Rescuers, including firefighters and EMTs from Trinity Health of New England, went down and stabilized the woman, Engle said. Firefighters then used an aerial rescue haul and rigging system to extricate her. It took about 25 minutes to get her up onto the roadway.

Once out of the water and on dry land, the woman was placed in an ambulance where paramedics continued to work to stabilize her, Engle said.

Life Star was called to the scene and arrived at about 4:38 p.m. Paramedics and EMTs continued to administer care to the victim for approximately another half hour before removing her from the ambulance and taking her to the helicopter.

Ultimately the victim was transported to Hartford Hospital via Life Star for life threatening injuries, Copleman said.

Copleman said Environmental Conservation Police were investigating the incident. He did not give the woman's name.

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Passcode: 846688

Register at NewMixWaterbury.com

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Rep-Am 1/4PG 4C:
1/17

HEALTH: Church hosts discussion on issue Saturday

Continued from 3A

That drastic change was challenging to students, DeCosta said, referring to changes resulting in students no longer having an outlet to discuss issues or problems that were occurring at home.

"Many students felt safe and supported when they were in school," she said. "Taking them away from this comfort zone caused many students to act out, feel depressed, and in extreme cases, voice suicidal thoughts."

Community leaders are hoping to provide a safe place for students and parents to discuss the issue of student mental health on Saturday at Grace Baptist Church on Kingsbury Street.

Granville Academy, Wheeler Clinic, and the church are sponsoring the event which will be facilitated by Sarah-Ashley Andrews, a licensed professional counselor and founder of Dare 2 Hope, a nonprofit focused on conquering suicide in youth and young adults.

Andrews said she wants to create a safe place for youth.

"A lot of times they are not heard enough," she said. "I hope to empower them to own their mental wellness and make it a priority."

The Rev. Kristopher Reese of Grace Baptist Church said the issue of student mental health hit home for him when his daughter was struggling to adjust to her new surroundings after the family moved from Philadelphia to Waterbury several years ago.

"She had to try to fit into a new world and as parents, we just think making a transition for children is easy," he said. "I did not realize the toll it had taken on her mentally."

This coupled with many parents in his church telling him that their children were suffering and needed someone to talk to resulted in him wanting to organize such an event.

"Our young people need a safe place to talk, and they need individuals who are going to be compassionate and not judgmental," Reese said.

Reese referred to the issue of student mental health as an epidemic.

"They are young people with grown-up problems," he said. "They ought not to have grown-up problems at 7, 8, 9, and 10. They should be growing up, not being a grown-up."

More than 1 in 3 high school students experienced poor mental health during the pandemic and nearly half of the students felt persistently sad or hopeless, according to a recently published survey from the Centers for Disease Control and Prevention.

Waterbury Superintendent Verna Ruffin said the pandemic has affected everybody's social and emotional health.

"It has affected, even during the pandemic, feelings of isolation, trauma, experiences that families may have experienced due to lack of employment or how to manage a stressful job when children were at home and parents had to work," she said.

And then students had to adjust to being back in the classroom, she said.

With that came challenges.

"I think that we definitely saw an increase in the need for individualized or small group assistance with handling being back in person and handling the social part of being in a large institution like a school system or a school," she said.

Maurice B. Mosley, president and founder of Granville Academy, an after-school program primarily for inner city youth in grades 5-12, said children are being faced with so many pressures today.

"They are struggling with almost everything," he said, adding that they are having a hard time concentrating in school.

Students are also dealing with drug and alcohol pressures as well as navigating health issues such as asthma and COVID, Mosley added.

Andrews said it is important for students and parents to speak up for what they need.

"We can't be afraid to ask the questions," she said.

STEVE BIGHAM REPUBLICAN-AMERICAN

Two students exit Pomperaug Regional High School at the end of school Monday afternoon in Southbury. More than 1 in 3 high school students experienced poor mental health during the pandemic and nearly half of the students felt persistently sad or hopeless, according to a recently published survey from the Centers for Disease Control and Prevention.

IF YOU GO

WHAT: "Don't Believe the Hype. My Mental Health Matters, too."
WHEN: Saturday, 10 a.m.
WHERE: Grace Baptist Church, 65 Kingsbury St.
DETAILS: Sarah-Ashley Andrews, a licensed professional counselor, will facilitate a discussion with students and parents on student mental health.

LAWSUIT: Accused priest now at Hamden church

Continued from 3A

Hartford Diocesan Corp., the suit also names the archbishop of the Archdiocese of Hartford, the Rev. Emmanuel Ihemedu, and the Rev. Leonard P. Blair, all affiliated with the archdiocese. All are accused of failing to act to protect Gryniuk against Galvis as a "known sexual predator and perpetrator of sexual abuse, sexual assault, harassment and/or exploitation."

In documents filed as part of a summary judgment bid to end the case on Monday, defendants associated with the archdiocese claim there is no evidence of any history of sexually abusive behavior and that there was therefore no reason to believe Galvis constituted a risk to others.

Mancini responded with a motion for time to respond to the claim.

Gryniuk claims to suffer from lasting emotional scars.

Contact Brigitte Ruthman at bruthman@rep-am.com.

WEATHER: Regions 1, 6, 7, and 12 also closed

Continued from 3A

The further-north, more-hilly school districts in regions 12, 7, 6 and 1 also canceled school Monday, while Waterbury, Thomaston and Plymouth, for example, had early dismissals.

Meanwhile, in nearby Region 15 (Southbury-Middlebury), school was in session all day.

Meteorologist John Bagioni of Fax-Alert Weather Service said Region 14 is a perfect example of a school district that is "right on the edge of where the trouble is," and that was evident Monday.

"Woodbury is in southern Litchfield County and we knew the most likely trouble was further north," Bagioni said Monday. "We knew it would be a storm that was arriving when the atmosphere is not in your typical cold, January mode, and there was a question of where do the snowfall rates (and temperatures) become great enough to overcome the mildness of the temperatures of the ground and road temperatures."

That spot appeared to be somewhere near the top of Flanders Road where, just as was forecasted, the snow began to stick to the roadway in the early afternoon.

"Even a minute change in the temperature can let you go from wet roadways to snow-covered and slushy roadways fairly quickly," Bagioni said.

Another spot where roads can turn from wet to slippery from one stretch of roadway to the next is Route 8, where, around 1:30 p.m. Monday, a Jeep Wrangler lost control and rolled over near Exit 38 South, although State Police had not confirmed if weather was a factor in the crash.

DEVICE: Purchased via annual fundraising effort

Continued from 3A

Through its fundraising, the department also purchased a stainless steel training prop for the forcible entry into a home.

Prior to getting the $8,000 prop, Kales said firefighters had to travel for regular training to Litchfield or Wolcott fire schools.

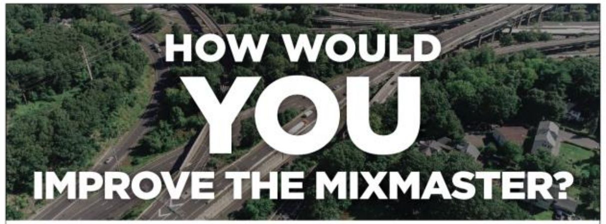
"Now we can practice all day long," he said, explaining that firefighters often need to access homes when either no one is home or when individuals inside are incapacitated and unable to open the door.

And as Kales said, forcing open doors requires a level of technique that needs to be regularly honed. He said a door, once unlocked, needs to be shut or captured again to avoid a potential backdraft situation.

"When you open that door, now you're interjecting all kinds of oxygen and it makes for a real bad day," Kales said.

The department also brought in new exercise equipment and accepted a donation of two pieces of exercise equipment from the Ridgewood at Middlebury community.

Kales said donations from residents allow his department to acquire certain equipment that may not be included in the annual town budget, but can save a life, just the same.



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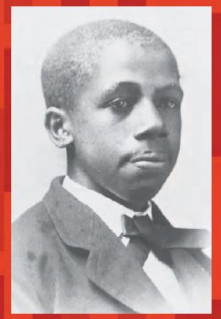

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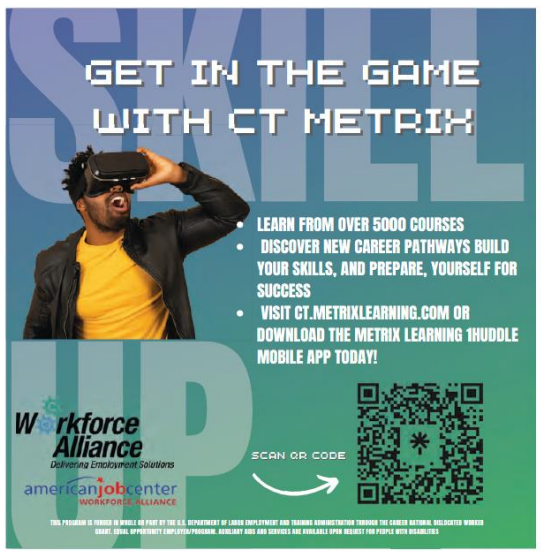

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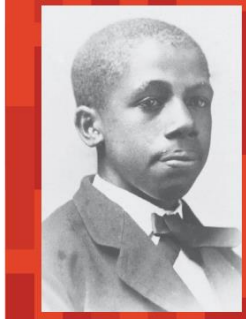

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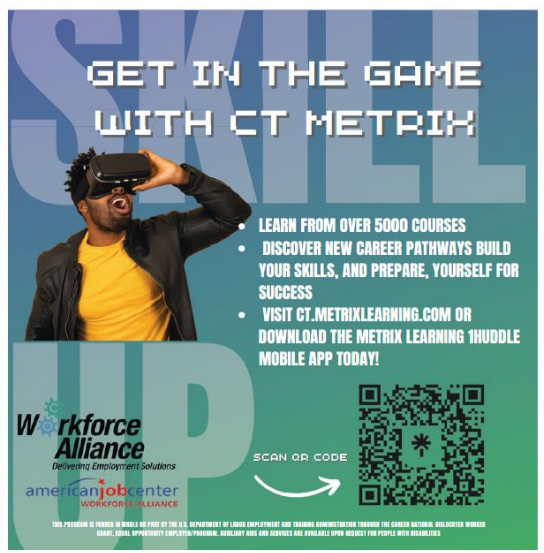

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State News

GOVERNOR LAMONT ANNOUNCES START OF ADULT-USE CANNABIS SALES IN CONNECTICUT

HARTFORD, CT – Governor Ned Lamont announced that first legal retail sales in Connecticut of adult-use cannabis to all adults aged 21 and over began this morning at several retailers that have been licensed to sell the products.

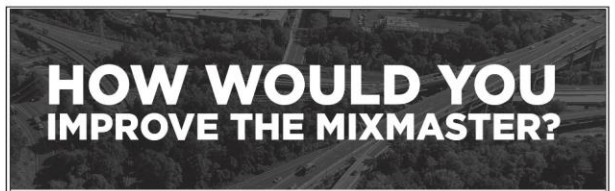
The licensed retailers were permitted to begin selling cannabis products effective at 10:00 a.m. Tuesday.

The opening of the adult-use cannabis market in Connecticut marks the start of an expanded cannabis industry that prioritizes the safe and equitable regulation of adult-use cannabis, as well as the preservation of the medical marijuana market, which continues to serve nearly 50,000 patients in the state. The law implementing these measures was in 2021 and contains comprehensive reforms addressing equity, criminal justice, public health, and public safety.

This new industry is expected to bring hundreds of new, good-paying jobs to Connecticut as businesses continue to open and expand, including work in production and jobs directly handling cannabis products, as well as industry support like technical jobs, administrative and information technology positions, and security.

The law takes a comprehensive approach to promoting social equity, focused on the neighborhoods most impacted by the war on drugs. It provides for expungement of past cannabis-related crimes and reserves half of all cannabis business licenses

Continued, Page 15



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REP. VARGAS ANNOUNCES RETIREMENT FROM CONNECTICUT STATE LEGISLATURE

Hartford - Representative Edwin Vargas (D-Hartford) is today announcing his retirement from the Connecticut General Assembly. Rep. Vargas served five terms in the General Assembly starting in 2013. During his time in office, Rep. Vargas fought to get labor unions better contracts, helped revitalize neighborhoods, and brought more jobs to the Capital city.

Rep. Vargas said, "I want to thank my constituents in the 6th district and everyone else that has supported me in Hartford and throughout the state over the past decade." Rep. Vargas intends to pursue other opportunities in the new year and will not be taking the oath of office on Wednesday as the 2023 legislative session begins.

FORMER CHILDREN'S MUSEUM DIRECTOR SENTENCED TO 66 MONTHS IN PRISON FOR DISTRIBUTING CHILD PORNOGRAPHY

Bridgeport - Vanessa Roberts Avery, United States Attorney for the District of Connecticut, announced that ROBERT ECKERT, 56, of West Hartford, was sentenced by U.S. District Judge Stefan R. Underhill in Bridgeport to 66 months of imprisonment, followed by five years of supervised release, for distributing child pornography.

According to court documents and statements made in court, Eckert used multiple internet platforms, including MeWe and Kik, to solicit, receive and distribute images of child sexual abuse and to communicate with others about the distribution of child pornography. He accessed the online platforms on his phone, at his residence, and at the Lutz Children's Museum in Manchester where he was employed as its executive director.

On June 12, 2020, investigators seized Eckert's cellphone. Analysis of the cellphone revealed 1,837 image files and 73 videos depicting child sex abuse, including the abuse of prepubescent minors.

Eckert was arrested on April 8, 2021. On September 1, 2022, he pleaded guilty to distribution of child pornography. Eckert, who is released on a $100,000 bond, is required to report to prison on February 15.

This matter was investigated by Homeland Security Investigations (HSI), with the assistance of the Connecticut State Police and the Manchester Police Department. The case was prosecuted by Assistant U.S. Attorneys Nancy V. Gifford and Daniel Cummings.

This prosecution is part of the U.S. Department of Justice's Project Safe Childhood Initiative, which is aimed at protecting children from sexual abuse and exploitation.

Inquiring News 1/2PG BW:
1/18

WATERBURY

¿Cómo mejorarías el Mixmaster?

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Connecticut DOT ha lanzado el programa para evaluar el estado actual del intercambio vial y planificar su futuro a largo plazo.

Este proyecto presentará oportunidades para mejorar el intercambio vial y la comunidad de Waterbury. Obtenga más información sobre el proyecto, haga oír su voz y ayude a mejorar la comunidad asistiendo a la próxima reunión pública.

Asista virtualmente, el 31 de enero a las 12 p.m. o 6 p.m.

Regístrese en NewMixWaterbury.com

31 de enero, reunión del mediodía:
Número de llamada:
1-646-876-9923
Identificación de la reunión:
834-2806-9850
Código de acceso: 596608

31 de enero, reunión a las 18:00 horas:
Número de llamada:
1-309-205-3325
Identificación de la reunión:
873-7138-1230
Código de acceso: 846688

Você pode solicitar uma cópia deste documento, ligando para a Linha de Assistência em Outros Idiomas do Departamento de Transporte de Connecticut (Connecticut Department of Transportation) pelo número (860) 594-2109. Assistência em outros idiomas é disponibilizada gratuitamente ao público. Esforços estão sendo realizados para que os pedidos de ajuda sejam atendidos o mais prontamente possível.

Mund të kërkoni një kopje të këtij studimi duke kontaktuar Linjën Telefonike për Asistencën Gjuhësore të Departamentit të Transportit të Konektikatit (860) 594-2109. Asistenca gjuhësore ofrohet falas për publikun dhe do të bëhen përpjekje për t'iu përgjigjur në kohë kërkesave për asistencë.

Pou mande yon kopi sondaj sa a, rele Liy Apèl Asistans Lang Depatman Transpò Connecticut la nan (860) 594-2109. Nou ofri èd ak tradiksyon gratis pou piblik la epi n ap fè efò pou reponn moun ki mande èd a tan yo.

لطلب نسخة من هذا الاستطلاع، اتصل بخط المساعدة اللغوية التابع لوزارة النقل في ولاية كونيتيكت (Connecticut Department of Transportation) على الرقم (860) 594-2109. تتوفر المساعدة اللغوية بلغات أخرى للجمهور مجانًا. يتم بذل الجهود لتلبية طلبات المساعدة في أقرب وقت ممكن.

Obtenga su pasaporte en la feria de pasaportes de Hartford

La feria de pasaportes es en la oficina de correos de Hartford

HARTFORD

La oficina de correos de Hartford organizará una feria de pasaportes el sábado 21 de enero, un momento ideal para hacerlo con la gente que planea sus vacaciones de verano mientras el clima es frío.

No se necesita una cita para que le envíen por correo una nueva solicitud de pasaporte o renueve su pasaporte actual.

El horario de la feria de pasaportes es de 8 a. m. a 3 p. m. en la oficina de correos de Hartford, ubicada en 141 Weston St., Hartford.

Los solicitantes de pasaporte deben:

Traiga prueba adecuada de ciudadanía estadounidense.

Descubra lo que está sucediendo en Greater Hartford con actualizaciones gratuitas en tiempo real de Patch.

Debe ser un certificado de nacimiento certificado emitido por la ciudad, el condado o el estado; un pasaporte estadounidense anterior; un certificado de ciudadanía; o un certificado de naturalización (Nota: un certificado de nacimiento emitido por un hospital por sí solo no es aceptable).

• Traiga prueba de identidad.

Debe ser: un pasaporte estadounidense emitido recientemente; un certificado de naturalización emitido recientemente; un certificado de ciudadanía emitido recientemente; o una licencia de conducir válida actual, una identificación del gobierno o una identificación militar con fotografía.

La solicitud de pasaporte requiere una fotografía de pasaporte a color reciente del solicitante. (2 pulgadas por 2 pulgadas de tamaño).

Los clientes deben descargar la solicitud de pasaporte www.travel.state.gov y completarla de antemano. No firme la solicitud. Todos los solicitantes deben presentarse personalmente (incluidos los menores).

Cada pasaporte para un adulto debe ir acompañado de un cheque o giro postal por $110 a nombre del Departamento de Estado de EE. UU. y una tarifa de aceptación de $35 a nombre de USPS. Las tarifas para niños menores de 16 años son de $80, pagaderos al Departamento de Estado de los EE. UU. y $35 pagaderos a USPS.

El costo para agilizar el procesamiento en el Departamento de Estado es de $60 por solicitud, además de las tarifas requeridas.

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1/19

WATERBURY

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LaVoz Hispana 1/2PG 4C:
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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange in Waterbury
Dates of Meeting: Thursday, March 27, 2025
Wednesday, April 2, 2025
Locations of Meetings: John F. Kennedy High School, 422 Highland Avenue, Waterbury, CT 06708
Maloney Interdistrict Magnet School, 233 South Elm Street, Waterbury, CT 06706
Subject of Meetings: New Mix Planning and Environmental Linkages (PEL) Study, Public Meeting No. 4 Series

Attendees:

Public Members:	
Please see **Attachment A** for a list of attendees who signed the sign-in form.	
Project Team	
Name	**Organization**
Nilesh Patel, P.E.	Connecticut Department of Transportation (CTDOT)
Jonathan Dean, P.E.	CTDOT
Edward Sabourin, P.E.	CTDOT
Joe Belrose, E.I.T.	CTDOT
Shannon Burnham	CTDOT
Shanice Rhule – only at 3/27 meeting	CTDOT
Michael Calabrese P.E. – only at 3/27 meeting	CTDOT
Consultant Team	
David Schweitzer, P.E.	HNTB
Christopher Fagan, P.E.	HNTB
Rudy Franciamore, P.E.	HNTB
David Giel, P.E. – only at 4/2 meeting	HNTB
Naomi Hodges	HNTB
Kimberli Owens	HNTB
Daniel Holguin-Caldera	HNTB
Gabby Strain	HNTB
Caitlyn Wells	Mintz+Hoke
Ben Cadwell – only at 3/27 meeting	Mintz+Hoke
KaLyn McCullough	Mintz+Hoke
Plinio Gherardi	Transfective Translation Services

Distribution: All Attendees

1. Meeting Purpose

The New Mix Team hosted open-house style meetings to provide an overview of the Planning and Environmental Linkages (PEL) Study and descriptions of the Range of Reasonable Alternatives that will be advancing for further review in the National Environmental Policy

Act (NEPA) process. In total, the New Mix PEL Study has held four (4) series of public meetings to allow the public to provide feedback on transportation needs and possible solutions within the study area. This report describes the final set of public meetings held in March and April of 2025.

2. Meeting Format and Attendance

The fourth New Mix public meeting series included a set of two in-person open house meetings and one virtual meeting that presented identical content. Meeting locations, dates, and times are presented in **Table 1**. The Record of Meeting (ROM) for the virtual meeting begins on page 9 of this document.

Real-time translation services for Spanish and Portuguese were provided for all meetings.

Table 1: Public Information Meeting No. 4 Logistics

Schedule Date/Time	Location
Thursday, March 27, 2025 4:30 pm – 6:30 pm	John F. Kennedy High School 422 Highland Ave Waterbury, CT 06708
Tuesday, April 1, 2025 12:00 pm – 1:30 pm	Virtual Zoom Meeting
Wednesday, April 2, 2025 5:30 pm – 7:30 pm	Maloney Interdistrict Magnet School 233 S Elm St Waterbury, CT 06706

The sections that follow provide further detail on the final set of public meetings and summarize the input received through April 16, 2025, which marked the end of the public comment period.

2.1 Public Meeting Attendance

Participants represented a wide range of interests and included members of the general public, members of community organizations, consultants from other engineering practices, elected officials, and city/regional planning organization staff. The attendance list from the two open houses and one virtual meeting is included in **Attachment A**.

2.2 PIM 4 Format and Materials

Both in-person public meetings utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions, and provide comments between 4:30 PM and 6:30 PM on March 27, 2025, and from 5:30 PM to 7:30 PM on April 2, 2025. The open house layout was designed to showcase nine (9) stations. New Mix Team members, comprised of CTDOT staff and HNTB staff and team members, were available at the stations to provide additional information and answer questions. The materials presented at each station were identical for both in-person meetings.

The nine (9) stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 2**.

Station 1: Welcome and Sign-In Area – At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included an Open House Brochure that described the meeting format and station set-up, a New Mix fact sheet describing the overall project, an Open House Passport, and a comment form. The Passport was part of a gift card incentive that was advertised prior to the meeting to encourage more members of the public to attend an open house.

Station 2: PowerPoint Presentation Area – This station featured a general project overview presented via a looping PowerPoint presentation, which ran continuously throughout the duration of each open house. Attendees were welcomed to sit at this station and view the presentation at their convenience for as long or as briefly as they wished. New Mix Team members were on-hand to answer questions from the public while viewing the looping presentation.

Station 3: New Mix PEL Study Overview – This station provided information about the New Mix Program's PEL Study Process. Boards at this station gave an overview of the PEL Study and displayed the Study's multi-level screening process.

Station 4: New Mix PEL Study Results & Next Steps – This station showcased renderings of the two (2) viable alternatives that advanced through the PEL Study's screening process. These two (2) alternatives are the Range of Reasonable Alternatives that will move forward to the NEPA phase for further evaluation. These alternatives are the Modern Crossover Interchange and Naugatuck River Shift.

Station 5: 3D Model of an advancing New Mix Alternative – This station displayed the New Mix Team's collaboration with students from Kaynor Technical High School. At this station, attendees could view a student-created 3D model of a section of the Modern Crossover Interchange alternative. Visitors to the station were able to better visualize and walk through the alternative and also speak directly with the students who worked on the model. A video highlighting this collaborative effort was played on a nearby monitor and looped throughout the event.

Station 6: Breakout Projects – This station provided information on Breakout Projects, which were identified through the PEL Study and can be implemented alongside the Range of Reasonable Alternatives. These stand-alone improvements can move forward independently of the long-term interchange project. A map was available for the public to view the locations of the Breakout Projects within the PEL Study Area.

Station 7: Comment and feedback drop off for completed forms, passports, surveys, and enter gift card drawing – This station included a sitting area where meeting participants could complete and submit comment forms, drop off their completed PIM Passports, and fill out an anonymous survey which asked for their feedback on the open house meeting.

Station 8: Kid's Activity Station – This station offered kid-friendly activities at the center of the room so those with young children could explore project information while their children enjoyed New Mix-themed coloring pages or played with the available bridge-building kits within sight of all other stations.

Station 9: Refreshments – This station offered light refreshments for attendees to enjoy as they explored the Open House.

Table 2: PIM 4 Station Materials

Station	Type	Title
Station 1: Welcome and Sign-In Area	Handout	PIM 4 Open House Brochure
	Handout	New Mix Program Factsheet
	Handout	PIM 4 Passport Activity sheet
	Form	Attendee Sign-in Sheet
Station 2: PowerPoint Presentation Area	Exhibit	New Mix Program & PEL Study Overview Looping PowerPoint Presentation
Station 3: New Mix PEL Study Overview	Board	New Mix PEL Study Process
	Board	New Mix Planning and Environmental Linkages (PEL) Study Overview
	Board	New Mix PEL Preliminary Purpose and Need Statement
	Board	Mobility Equity and the New Mix
	Handout	Mobility Equity Factsheet
	Acrylic Stand	QR Code to Project information Page of Website
Station 4: PEL Recommendations & Next Steps	Board	Range of Reasonable Alternatives – Advancing to NEPA: Naugatuck River Shift Renderings
	Board	Range of Reasonable Alternatives – Advancing to NEPA: Naugatuck River Shift Map
	Board	Range of Reasonable Alternatives – Advancing to NEPA: Modern Crossover Interchange Alternative Renderings
	Board	Range of Reasonable Alternatives – Advancing to NEPA: Modern Crossover Interchange Alternative Map
	Board	Urban Design Approach and Opportunities
	Board	Complementary Features
	Screen	Interactive Remaining Alternative Maps
	Acrylic Stand	QR Code to PEL Documents Page of Website
Station 5: 3D Model of an advancing New Mix Alternative	3D Model	3D model of Modern Crossover Interchange Alternative made by Kaynor Tech students
	Board	Model creation process

	Acrylic Stand	QR Code to Kaynor Tech/ New Mix Collaboration YouTube video
Station 6: Breakout Projects	Board	New Mix Program Process and Timeline
	Board	Breakout Projects Map
	Board	Breakout Project: Realignment of Route 8 Southbound, Exit 34 Off-Ramp at Watertown Avenue and Robbins Street
	Board	Breakout Project: I-84 Eastbound Exit 18 Reconfiguration
	Board	Breakout Project: I-84 Eastbound Exit 18 Reconfiguration Map
	Handout	Realignment of Route 8 Southbound Exit 34 Off-Ramp at Watertown Avenue and Robbins Street Factsheet
	Handout	Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound in Waterbury Factsheet
	Acrylic Stand	QR Code to Project Information Page of Website
Station 7: Comment & feedback drop off for completed forms, passports, surveys, and enter gift card drawing	Handout	PIM 4 Passport Activity sheet
	Handout	Voluntary Feedback Survey
	Acrylic Stand	QR Code to Voluntary Feedback Survey
	Acrylic Stand	QR Code to New Mix Comment Form

2.3 Public Meeting Comments

The public comment period for the final series of public meetings opened on March 27, 2025, and ended on April 16, 2025. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment on the comment form at Station 7 of the open houses,
- Scanning the QR Code at Station 7 to send a comment directly to the New Mix Team,
- The New Mix Online Comment Form,
- Calling the New Mix Team at 203-759-8742, and
- Emailing a comment to thenewmixwaterbury@gmail.com.

Table 3 shows the number of comment submissions by meeting (where applicable) and method in which they were submitted.

The comment form handed out at the public meetings consisted of one open-ended section asking for any comments or questions and allowed for those submitting comments to select if they would like a formal response sent to them or if they would like to be added to the New Mix email list.

Table 3: Number of Comments Received

Submission Method	Reference Table for Comment Details	March 27 Meeting	April 1 Virtual Meeting	April 2 Meeting	Total
Comment Form	Table 7	5	0	6	11
	Total Comments Received				11

Table 4 provides a listing of all comments received on the comment forms, via e-mail, website submission, or letter. For those comments submitted on the comment form handed out at the public meetings, each comment is broken down by the five (5) questions outlined above and any additional comments provided. Comments are listed verbatim unless otherwise noted due to comment length.

Table 4: List of Comment Forms Received

Name (Last, First) and/or Organization	Date	Comment(s)
Dennis-Strickland, S.	3/27/2025	1) How will it impact the traffic? Since Waterbury has [been] and will develop more. 2) What's the plan for the metro-North. 3) My concern is the store [that] are [in] the area which been [developed] for the new roads like Home Depot. 4) Another concern is the Naugatuck River what's the plan for that 5) Will there be any bike lane/running area?
Brites, A.	3/27/2025	Thank you for the presentation + patience explaining proposed project work.
Hendrickson, A.	3/27/2025	Informative Lots of info Appreciate the Kaynor Tech model
Paskus, A.	3/27/2025	Perhaps too costly I 84 W/E thru Wtby truck+bus lanes or emergency units lane Top shelf lighting thru Wtby Plan for good traffic flow when road maintenance required i.e. permanent signals radio notification Perhaps road surface on bridges with built in melt chemical. 24/7 camera monitor on Mix Master for faster response times for Emer. Units Overhead fire suppression system Go to pedestrian side stations when involved in bridge accident

Merchant, M.	3/27/2025	I feel like this is a really good idea. But I also feel like this might take a really long time, it will also cause a lot of traffic and there is already a lot near my school. Overall I think it's really cool and I can't wait to see the changes. (Maybe you guys should try to get this on the news or something for more people to hear about it)
Olaleye, E.	4/2/2025	Keep up the good work!
Natarajan, S.	4/2/2025	Please show the difference between the two options on surface streets (that serve local traffic) better.
Pipa, K.	4/2/2025	Appreciate the Open House opportunity, especially the inclusion of kids activities and involvement of the high school students since this is a project that impact everybody (including youth that won't be so young when the project gets built)
Nesta, L.	4/2/2025	Everyone very helpful describing the stations
Stere, M.	4/2/2025	Enjoyed the displays + Kaynor Tech display and especially the video.
Cronin, D.	4/2/2025	Really enjoyed the Kaynor Tech display and I loved the video. This is going to be a life changing event for all of us seniors to get adjusted to.

VIRTUAL MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Program)
Date of Meeting: Tuesday April 1, 2025, 12:00 PM – 12:54 PM
Location of Meeting: Virtual via Zoom
Subject of Meeting: New Mix Planning and Environmental Linkages (PEL) Study, Public Meeting No. 4 Series

Attendees:

Public Members:	
Please see **Attachment A** for list of attendees that signed the sign-in form.	
Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Bobby Martinez	CTDOT
Joe Belrose	CTDOT
Edward Sabourin	CTDOT
Kafi Rouse	CTDOT
Shanice Rhule	CTDOT
Consultant Team	
David Schweitzer	HNTB
David Giel	HNTB
Naomi Hodges	HNTB
Christopher Fagan	HNTB
Katie Theis	HNTB
Jonathan Gardea	HNTB
David Ramires	HNTB
Kimberli Owens	HNTB
Gabby Strain	HNTB
Daniel Holguin-Caldera	HNTB
Caitlyn Wells	Mintz+Hoke
Alasdair Fenton	Transfective Translation Services
Mariana Herrera	Transfective Translation Services

Distribution: All Attendees

3. Virtual Public Information Meeting Purpose

The New Mix Team (the Team) presented an overview of the New Mix Program and the Planning and Environmental Linkages (PEL) Study. From the study, two (2) project alternatives passed all three (3) screening levels and now make up the "Range of Reasonable Alternatives": the Modern Crossover Interchange and the Naugatuck River Shift. The Range of Reasonable Alternatives identified by the PEL Study were explained in detail and will progress to the National Environmental Policy Act (NEPA) process for further evaluation. The Team also highlighted the urban design opportunities associated with each advancing alternative and provided a narrated "fly-through" of the conceptual Modern Crossover Interchange alternative. The presentation was concluded with a breakdown of the New Mix timeline with an emphasis on next steps in the process leading up to the NEPA phase. After the presentation, attendees were given the opportunity to ask the Team questions and share their comments concerning the presented materials in a question-and-answer session.

3.1 Virtual Public Information Meeting Format

The virtual meeting followed a traditional presentation format where attendees were shown a PowerPoint presentation that explored the results of the PEL Study and identified the two (2) project alternatives that are advancing to the NEPA phase for further review. The virtual meeting was held from 12:00 pm to 12:54 pm on Tuesday, April 1, 2025.

Real-time translations to Spanish and Portuguese were provided.

3.2 Virtual Public Information Meeting Attendance

The virtual public meeting for the fourth New Mix public information meeting series took place via Zoom at 12:00 PM on Tuesday, April 1, 2025. Please see **Attachment A** for a list of attendees. Participants represented a wide range of interests and included members of the general public, members of community organizations, consultants from other engineering practices, elected officials, and city/regional planning organization staff.

3.3 Virtual Public Information Meeting Presentation

A. The New Mix Program and PEL Study Overview.

a. An overview of the various steps in the PEL Study process, including the identification of a PEL Study Vision, Purpose and Needs, Goals and Objectives, the development and screening of alternatives, and lastly, the identification of the Range of Reasonable Alternatives moving forward for further evaluation.

B. Introducing the Range of Reasonable Alternatives.

a. A detailed explanation of the Range of Reasonable Alternatives that will advance to the NEPA phase. Urban design opportunities were presented alongside the Range of Reasonable Alternatives. This portion of the presentation was concluded with a guided flyover video rendering of the Modern Crossover Interchange alternative.

C. New Mix Program Timeline Overview.

a. A high-level overview of the New Mix Program timeline, including the PEL Study phase through the NEPA phase and into construction. The design and

construction phases of both Breakout Projects and the long-term projects were also addressed.

D. Question and Answer Session.

a. A session dedicated to answering the questions of attendees concerning the New Mix PEL Program immediately following the presentation. See **Section 4** for a summary of this session.

E. Additional Opportunities to Connect with the New Mix Team.

a. Attendees were informed that they could contact the Team via email (theNewMixWaterbury@gmail.com), phone (203-759-8742), or through the New Mix website (NewMixWaterbury.com) and leave any comments or feedback by April 16, 2025.

Attendees were also invited to attend the second and final open house the following day.

4. Post-Presentation Question & Answer (Q&A) Session

The following is a summary of the questions asked at the public meeting, along with the answers that were provided. Questions and answers have been edited for clarity. Please visit the New Mix website to view the recording of the entire public meeting. The video can also be found at: https://www.youtube.com/watch?v=aHmjCoDAs2I&t=1s.

4.1 Q&A for the 12:00 PM, April 1, 2025, Virtual Public Meeting

Q*:* Lex Nesta of the Waterbury Neighborhood Council: Can you review the changes associated with the relocation of I-84 EB Exit 18 as part of the New Mix Project?

A: Edward Sabourin of CTDOT began by stating that the conceptual designs of the Range of Reasonable Alternatives are still being investigated. Mr. Sabourin then explained that the goal of the relocation of I-84 EB Exit 18 is to increase interchange spacing and to provide opportunities for improvements along secondary roadways. Mr. Sabourin then addressed the question and stated that the Range of Reasonable Alternatives are continuing to be developed keeping in mind impacts to environmental, cultural, and right-of-way (ROW). Mr. Sabourin also added that there will be more opportunities for public input as the project develops further.

Q: An Anonymous Attendee: Could you explain what a Breakout Project is in more detail and clarify what it means to be "stand-alone"? Also, have any projects been started/completed?

A: Mr. Sabourin explained that Breakout Projects are of a relatively smaller scale than the Long-Term Project, could be designed and constructed in a shorter duration, and provide localized benefits while the Long-Term Project is studied and designed. Mr. Sabourin clarified that Breakout Projects are "standalone" because they can be designed and constructed with independent benefits regardless of the Long-Term Project alternative that is eventually selected. Mr. Sabourin provided the removal of I-84

eastbound (EB) Exit 21 off-ramp as an example of a Breakout Project that is currently underway.

Q: Mr. Nesta: What changes are being made to the Freight Street District?

A: David Schweitzer of HNTB answered that there will be no impacts to the Freight Street District or to Freight Street east of the Naugatuck River, nor any developments currently planned by the City of Waterbury in the surrounding area. Dependent on the Preferred Alternative, there may be impacts associated with the construction of frontage roads or access ramps near I-84. Mr. Schweitzer also emphasized that Route 8 southbound (SB) Exit 30C that services the Freight Street District will be replaced by a "peanut roundabout" to improve access to the Freight Street District and Route 8.

Q: Paul Bellagamba, former City Engineer of the City of Waterbury: Is one alternative preferred over the other?

A: Mr. Sabourin stated that both options will be moving forward into the NEPA Process where the impacts and benefits of each alternative will be explored in more detail. Mr. Sabourin added that the NEPA process will allow for more public and stakeholder input to help inform the NEPA phase selection process. The Range of Reasonable Alternatives satisfy the goals and objectives set forth by the PEL Study, so at this stage, neither option is preferred over the other. Jonathan Dean of CTDOT added and emphasized that opportunities for public input and feedback will continue through the NEPA phase. The New Mix Team will continue listening and working with stakeholders, project advisory committee (PAC) members, and the general public to determine the alternative and urban design elements that best fulfill the needs of Waterbury.

Q: Anonymous User: How will the alternatives impact access to the Downtown area?

A: Mr. Sabourin explained that a recently completed traffic study revealed that approximately 33% of traffic on the Mixmaster is composed of people moving to and from different locations within Waterbury, rather than people driving through the city. This results in a large number of short trips which, in turn, cause congestion. The consolidation of service ramps (connections from local roadways to I-84/Route 8) within the city is a strategy implemented in the proposed frontage road system, which would reduce traffic congestion and improve access to the Downtown area of Waterbury. Mr. Sabourin also specified that the proposed frontage roads would be "Complete Streets" that better service all forms of transportation. Lastly, Mr. Sabourin also mentioned the addition of the 5th crossing of the Naugatuck River on Sunnyside Avenue would be a major improvement to access to the Downtown area.

Q: Anonymous User: Has funding been approved? If so, what are the sources of funding?

A: Nilesh Patel of CTDOT replied that funding has been identified for the NEPA phase. Funding has not yet been identified for the subsequent design, ROW, and construction

phases. Funding will be identified as the Range of Reasonable Alternatives are developed further. Mr. Patel also explained future phases will be identified within the project's 5-year capital plan and that the New Mix Team will apply for applicable federal grant programs as the project develops.

At this point in the meeting, there were no further questions or comments from meeting participants. Kimberli Owens of HNTB posted the post-meeting survey link for participants to submit their thoughts on the meeting. Ms. Owens reminded attendees that if something comes to mind after the meeting or if attendees would like to provide feedback, individuals can always submit comments and/or questions on the New Mix website NewMixWaterbury.com.

Meeting concluded at 12:54 PM.

Following the virtual meeting, the New Mix Team received a few comments via email. **Table 5** provides a listing of all email comments received after the meeting and the responses sent back. Comments and responses have been edited for clarity.

Table 5: List of Comments Received by Email

Name (Last, First) and/or Organization	Date	Comment/Response
McMillian, M.	4/1/25	Is a copy of [the] Study available? I haven't seen it in the project website's library. *A. The PEL Study Report will be finalized and published after we have incorporated public input from the final information series and any additional stakeholder outreach following the public meetings.*
Pipa, K.	4/2/25	Do you have an online presentation that you can share? *A. The presentation can be viewed on the New Mix YouTube channel here: https://youtu.be/aHmjCoDAs2I?feature=shared.* *Meeting materials [have been posted] to our project website, including the following:* • *Presentation from the Virtual Meeting held on April 1st* • *Boards and other materials from our Open House Meetings (March 27th, April 2nd)*

5. Conclusions and Next Steps

Initial feedback from the final series of public meetings generally supports the need for transportation solutions in the study area to alleviate congestion, improve safety, improve

existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.) and improve access and connectivity throughout the PEL Study area. A few comments also supported the accommodation and/or improvement of mass transportation and bicycle and pedestrian facilities.

The input gathered at these public meetings on the Range of Reasonable Alternatives will be used to further refine the Modern Crossover Interchange and the Naugatuck River Shift alternatives according to the needs of the Waterbury community. Moving forward into the NEPA Environmental Review phase, the Range of Reasonable Alternatives will undergo further analysis to identify a Preferred Alternative that best satisfies the identified goals and objectives of the New Mix PEL Study. Public involvement and outreach will continue into the NEPA phase and beyond through construction.

Copies of this document, as well as future public meeting materials, will be available online at www.newmixwaterbury.com. Questions or additional comments may be directed to thenewmixwaterbury@gmail.com.

Attachment A

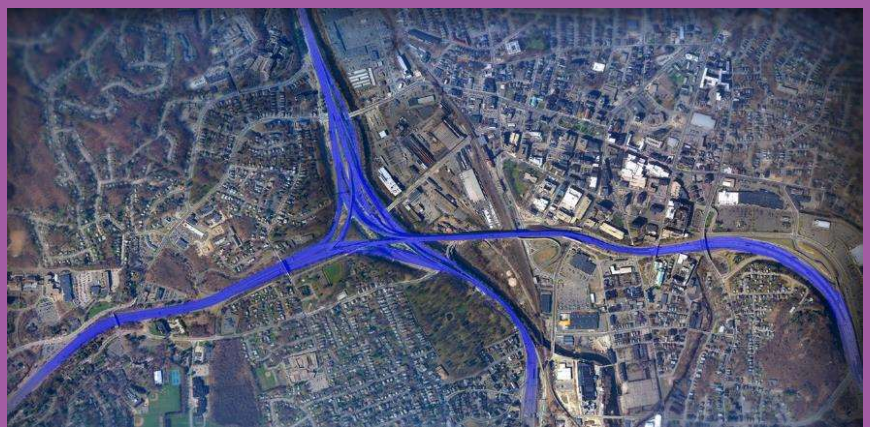
Public Attendees, New Mix Public Meeting No. 4

New Mix Public Meeting No. 4, March 27, 2025, 4:30pm – 6:30pm
John Henebry
James Michaud
William Hebl
Art Denze
Elaine Denze
C. Smith
Victoria Stavish
Erik Bartkus
Frank Perrella
Miguel Merchant
Dan Pesce
William Pizzuto, State Representative
Gary Hychko
Ril Napoli
Ron Napoli, State Representative
Kenny Curran
Steve DelVecchio
Raynard Doughty II
Ann Marie Brites
Melanie Kotkowski
Lisa Grunigen
Suzan Dennis-Strickland
Craig Pouller
Albert Poskus
Lex Nesta
Mike Rinalde
Art Henderickson
Lawrence V. DePillo
Christine Nolan
+2 students before the start of meeting
+2 school staff
+1 community member during breakdown

New Mix Public Meeting No. 4, April 2, 2025, 5:30pm – 7:30pm
Ken Stanco
Deborah Cronin
Michael Stere
Lex Nesta
Kate Pipa
Eyitayo Olaleye
Lindsay Ayzensletat
Nancy Crelan
Mark Capuano
Paul Bellagamba

New Mix Virtual Public Meeting No. 4, April 1, 2025, 12:00pm
Alissa Henderson
Brenda Richard
Brian Dwyer
Jane Cooney
Joanne Marquis
Lex Nesta
Natalie Rosado
Pat Wright
Paul Bellagamba
Shenquaya Clements
Victoria Stavish
Zach Kieth

New Mix Public Meeting
April 1, 2025



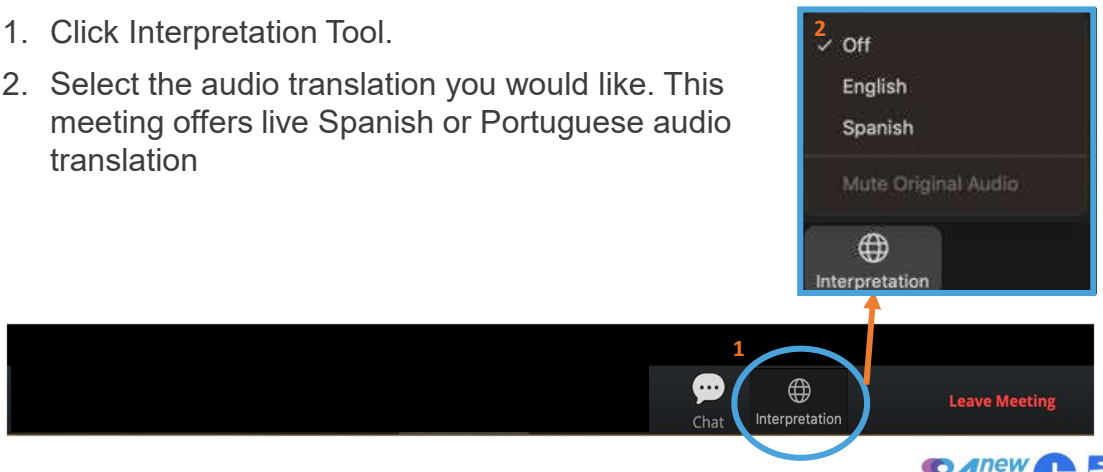
State Project No. 151-331
Reconstruction of Interstate 84/CT
Route 8 Interchange

1

Audio Translations – Spanish & Portuguese

Available for Live Zoom Meeting:

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



2

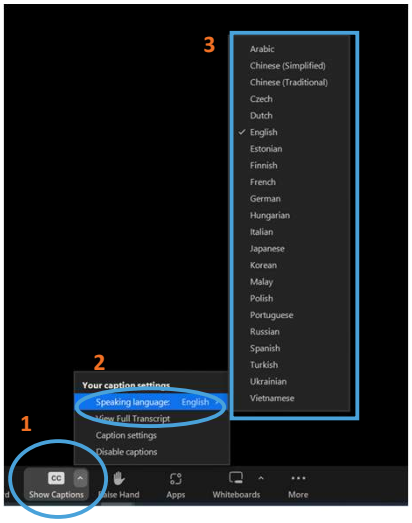
How to View Closed Captioning / Subtitles

Zoom

1. Click “Show Captions (CC)” Tool
2. Go To “Speaking Language: English”
3. Select the language you would like for captioning from the list shown

YouTube

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



3

Title VI – Your Civil Rights

No person shall, on the basis of race, color, or national origin, be excluded from participation or subject to discrimination in the development of this project.

- 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.
- Closed Captioning (CC) – including non-English translation options are available on Zoom or via YouTube after the event.

4

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

Connecticut Department of Transportation

Title VI Notice to the Public

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.

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, 5th 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, 8th 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
Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109
لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم (860) 594-2109
Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109
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 전화주십시오.
Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109

5

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Departamento de Transporte de Connecticut

Título VI Aviso al Público

El Departamento de Transporte de Connecticut (CTDOT) se compromete a asegurar que ninguna persona sea excluida de participar en, o le sean negados los beneficios de, sus servicios de transporte basándose en la raza, color o país de origen de la persona protegida por el Título VI de la Ley de los Derechos Civiles. Si a usted le parece que ha sido objeto de discriminación en lo que corresponde al Título VI, puede presentar una queja al CTDOT.

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. Tambien puede visitar nuestra oficina administrativa en 2800 Berlin Turnpike, Newington, CT 06131. Para más información, visite www.ct.gov/dot.

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

6

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

- Include State Project No. 151-331 in email

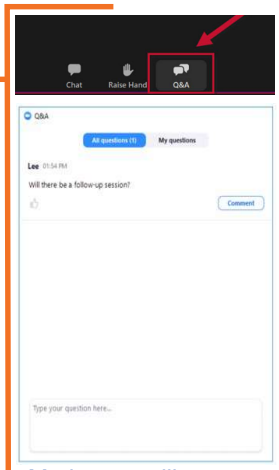
By Phone: (203) 759-8742

- Mention State Project No. 151-331 in voicemail

By Project Webpage & Comment Form:

- Project Webpage: https://www.newmixwaterbury.com/
- Scan the QR code to leave a comment or visit: bit.ly/CommentsNewMix

Note: Comment period is open through April 16, 2025



Moderator will answer questions in Zoom Q&A

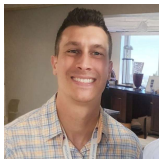
7

Project Team – CTDOT

Nilesh Patel, P.E.
Principal Engineer

Jonathan Dean, P.E.
Project Manager

Edward Sabourin, P.E.
Project Engineer



Joe Belrose, E.I.T.
Project Engineer

Shannon Burnham
Public Involvement Manager

8

Project Team – HNTB Corporation

Jacob Argiro, P.E.
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

9

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

10

New Mix Program Overview

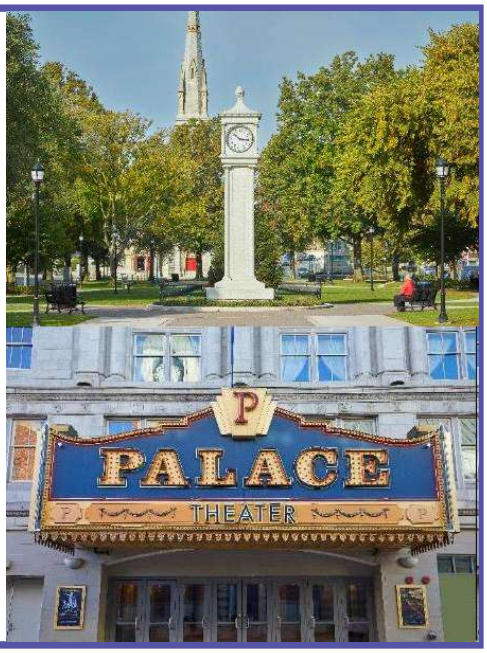
11

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



12

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

13

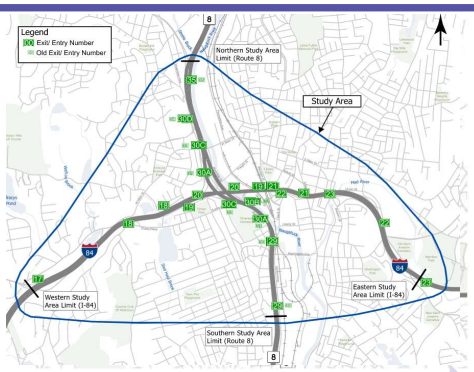
PEL Study Overview

14

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

15

The New Mix PEL Study Process

Identified Transportation Needs and Deficiencies → **Determined PEL Study Vision** → **Developed Purpose & Need and Goals & Objectives**

Developed Evaluation Criteria and Conceptual Alternatives → **Evaluated & Screened Alternatives** → **PEL Study Final Report 2025**

16

Identified Transportation Needs and Deficiencies → **Determined PEL Study Vision** → **Developed Purpose & Need and Goals & Objectives** → **Developed Evaluation Criteria and Conceptual Alternatives** → **Evaluated & Screened Alternatives**

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.

17

Identified Transportation Needs and Deficiencies → **Determined PEL Study Vision** → Developed Purpose & Need and Goals & Objectives → Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives

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.***

84 new mix

18

Identified Transportation Needs and Deficiencies → Determined PEL Study Vision → **Developed Purpose & Need and Goals & Objectives** → Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives

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

Input gathered to

- 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.

19

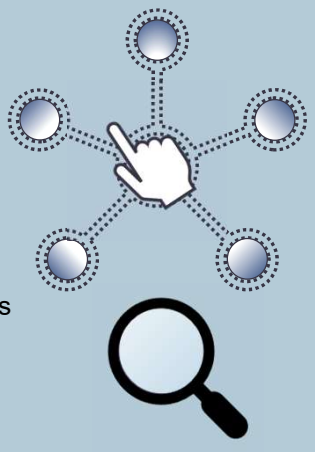
Identified Transportation Needs and Deficiencies → Determined PEL Study Vision → Developed Purpose & Need and Goals & Objectives → **Developed Evaluation Criteria and Conceptual Alternatives** → Evaluated & Screened Alternatives

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**



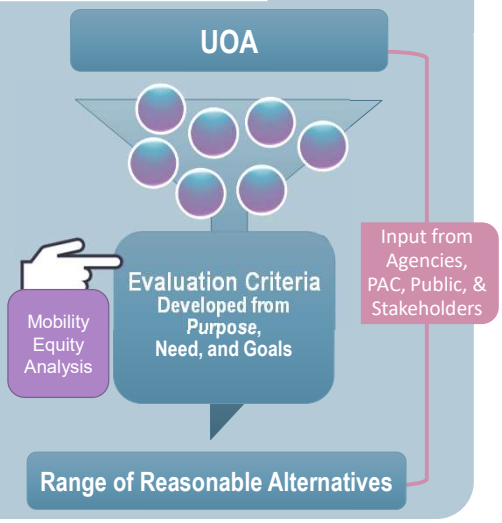
View the UOA on the Project Alternatives page of the website

20

Identified Transportation Needs and Deficiencies → Determined PEL Study Vision → Developed Purpose & Need and Goals & Objectives → Developed Evaluation Criteria and Conceptual Alternatives → **Evaluated & Screened Alternatives**

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



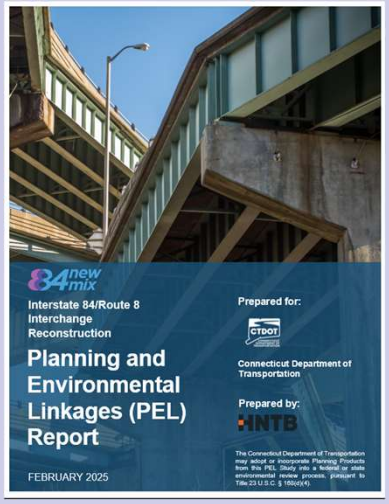
Note: = a Project Alternative within a UOA

21

Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives → **PEL Study Final Report 2025**

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



22

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
Existing Conditions
Existing Conditions
Existing Conditions
Riverside St.
Jackson St.
Meadow St.
Bank St.
Modern Crossover Interchange
Modern Crossover Interchange
Modern Crossover Interchange
Downtown to I-84 WB On-Ramp
84
84
Riverside St.
EB Frontage Road
8
Jackson St.
EB Frontage Road
Meadow St.
Bank St.

23

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
Existing Conditions
Existing Conditions
Existing Conditions
Riverside St.
Jackson St.
Meadow St.
Bank St.
Naugatuck River Shift
Naugatuck River Shift
Naugatuck River Shift
Downtown to I-84 WB On-Ramp
84
84
Riverside St.
EB Frontage Road
8
Jackson St.
EB Frontage Road
Meadow St.
Bank St.

24

Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives → **PEL Study Final Report 2025**

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.

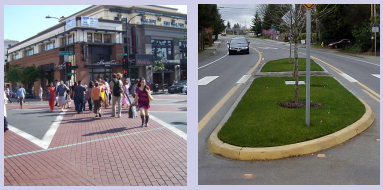
Naugatuck River Shift

- 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.

25

Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives → **PEL Study Final Report 2025**

Safe and Activated Corridors
Connected Corridors



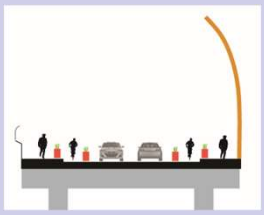
- **Special Paving –** visual cue for pedestrians and drivers
- **Mid-Block Crossing** – formalizes pedestrian desire lines, calms traffic
- **Pedestrian Refuge Islands –** shorter crossings on busy streets

- **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

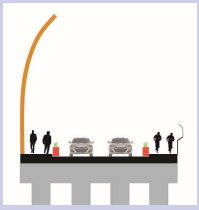
26

Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives → **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

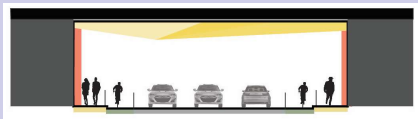
27

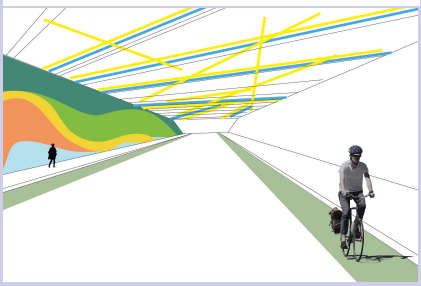
Developed Evaluation Criteria and Conceptual Alternatives → Evaluated & Screened Alternatives → **PEL Study Final Report 2025**

Enlivened Underpasses Connected Corridors

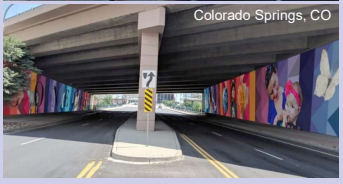
Existing Underpass Experience

Enlivened Underpass Opportunities





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



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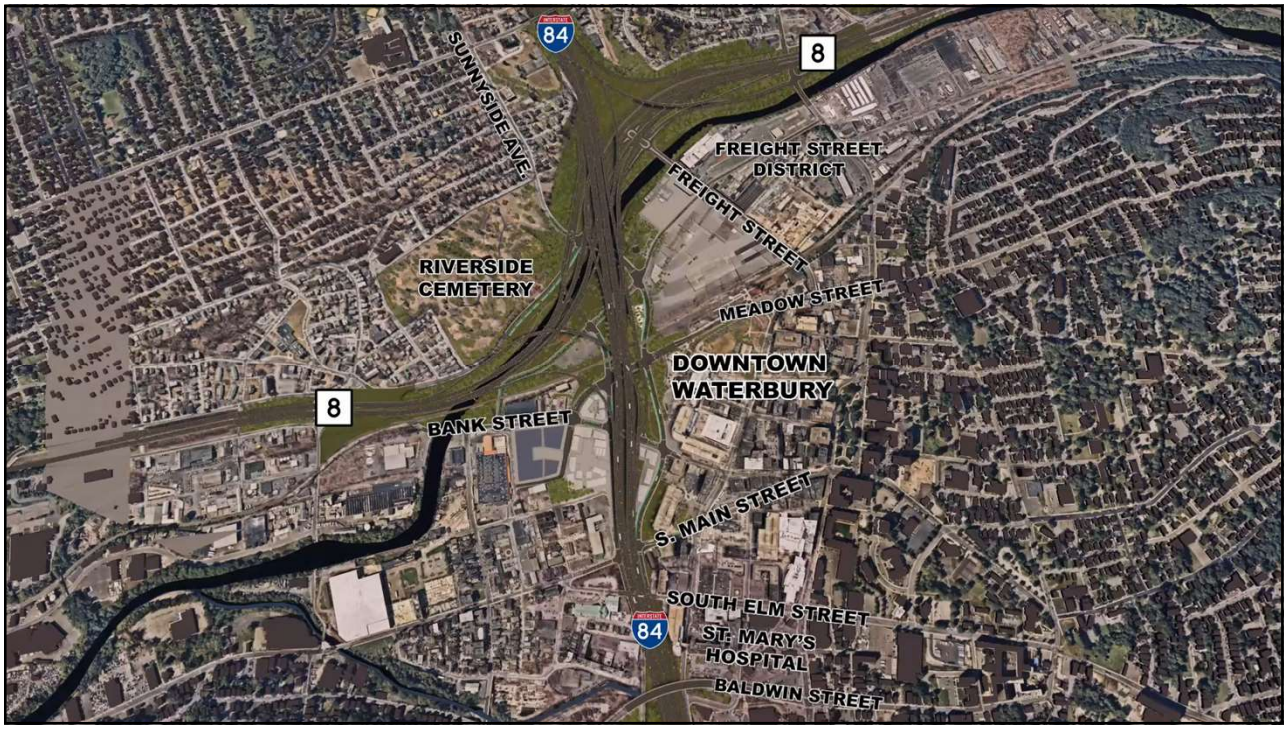

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How will construction occur?

Anticipated *New Mix* Projects to Occur Over Time

Breakout Projects

"Stand-alone" projects identified during the PEL Study.

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.

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New Mix Program Timeline

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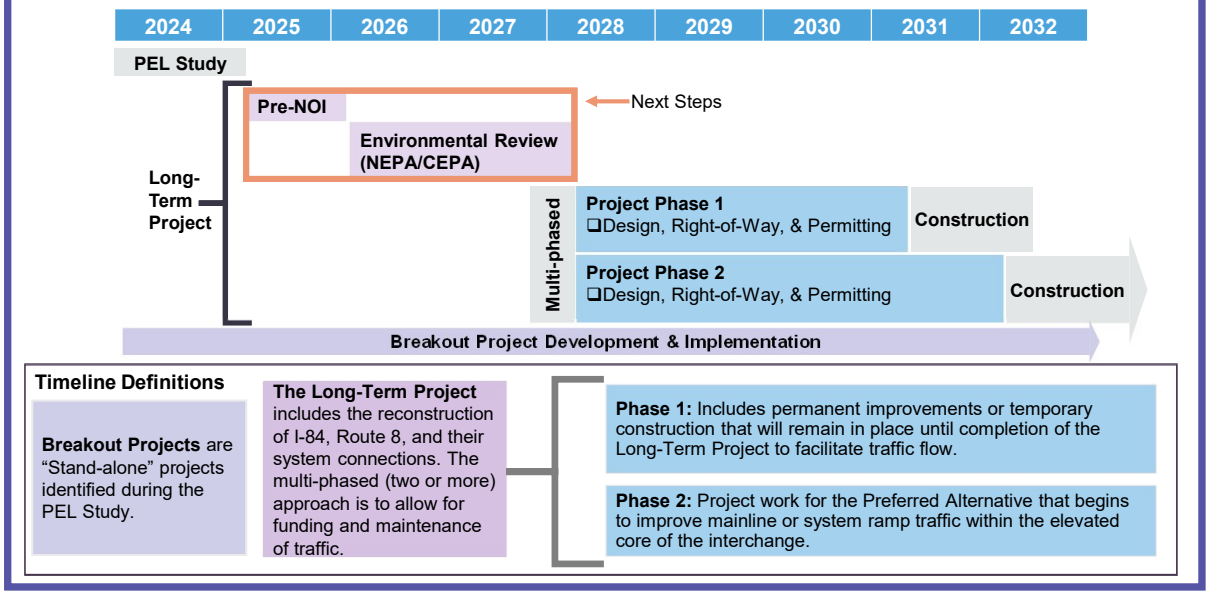
New Mix Program Process and Timeline



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Question & Answer Session

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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

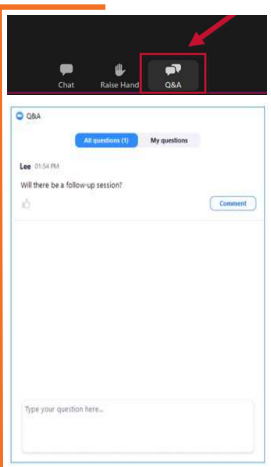
Following this meeting, you can contact the New Mix Team:

By Email: thenewmixwaterbury@gmail.com
- Include State Project No. 151-331 in email

By Phone: (203) 759-8742
- Mention State Project No. 151-331 in voicemail

By Project Webpage & Comment Form:
- Project Webpage: https://www.newmixwaterbury.com/
- Scan the QR code to leave a comment or visit: **bit.ly/CommentsNewMix**

Note: Comment period is open through April 16, 2025



Moderator will answer questions in Zoom Q&A

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Additional Opportunities to Connect with *New Mix*

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

TOMORROW, April 2nd
5:30pm - 7:30pm (stop by anytime!)
Maloney Interdistrict Magnet School
233 S. Elm St., Waterbury, CT

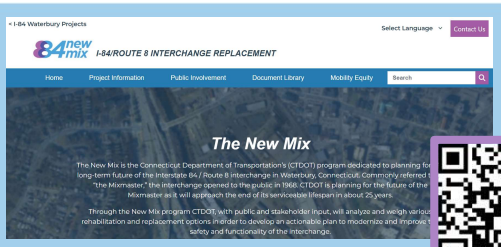
Explore our stations, speak directly with the New Mix Team, and enter drawings for multiple Visa gift cards.

Featuring a 3D Model created by Kaynor Tech Students!

Keep an eye on our project website:

www.NewMixWaterbury.com

- 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:

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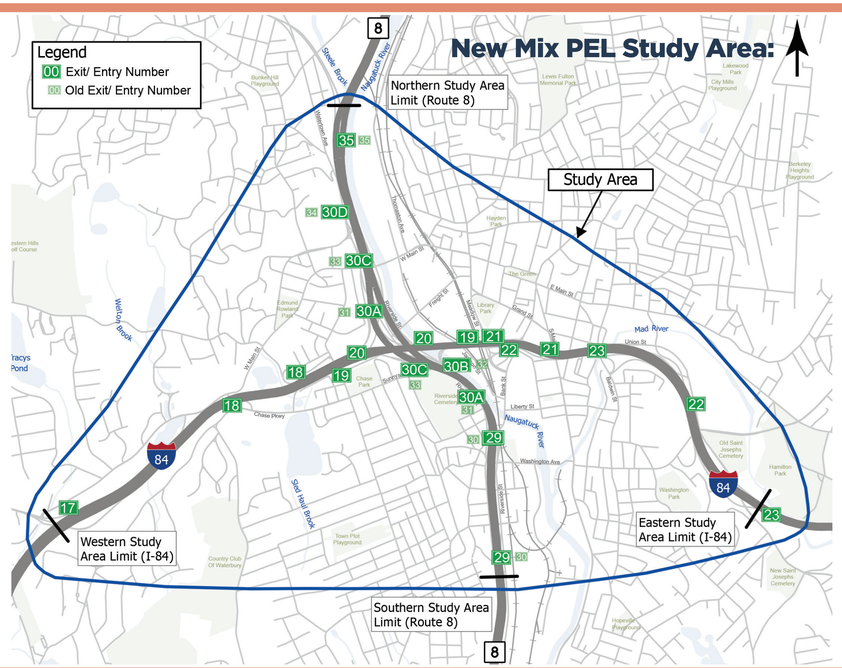
New Mix Planning and Environmental Linkages (PEL) Study Overview

The New Mix is a long-term program of projects set to improve the safety and functionality of the I-84/Route 8 Interchange (the Mixmaster) in Waterbury, CT.

PEL Study:

A collaborative early-stage analysis that integrates transportation planning and environmental considerations to streamline project development and decision-making.



New Mix PEL Study Vision:

CTDOT desired 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.

New Mix Program Overall Schedule

1 PEL Study
Identified the Range of Reasonable Alternatives to be further considered in NEPA.
Completed in 2025

2 National Environmental Policy Act (NEPA)
The Environmental Review Process for compliance with environmental laws. Identifies a Preferred Alternative.
2-4 years

3 Permitting and Design
State/Federal Permit Procurement and advanced design of the Preferred Alternative.
4-6 years

4 Construction
Includes Breakout Projects.
Initiating early 2030s

New Mix PEL Study Process

Project initiation

Framework & Methodology

Analysis, needs, and deficiencies identification

Data collection and engineering analysis for transportation, environmental, and community context.

Alternatives Development and Analysis

Preliminary Purpose and Need

State, Regional, and Local Plans

Study Goals and Objectives

No Build	4 Rehabilitation	18 Replacement	1 Travel Modes
Only safety and maintenance activities.	Major repair of stacked I-84 bridges.	Replacement of the Mixmaster.	Only transit, bicycle, rail, and pedestrian.

Universe of Alternatives (23 Options)

Public, Stakeholder, and Agency Outreach

Level 1

Fatal Flaw Analysis

- Cost and ease of construction
- Meeting major needs (Capacity, Bridge Condition, Minimal Traffic Interruptions)

9 Replacement Alternatives

Level 2

Goals and Objectives

- **Transportation:** safety, mobility, connectivity, and system performance.
- **Environment and community:** economic development, avoiding negative impacts on environment and community.
- **Cost:** financial resources could be made available.
- **Constructability:** minimizes construction impacts.

Mobility Equity Analysis

2 Replacement Alternatives

Level 3

Detailed Analysis

- Direct impacts quantified and mitigation opportunities identified.
- Detailed traffic modeling, constructability, and cost evaluations.

- Level of Detail +

Modern Crossover Interchange
Naugatuck River Shift

Range of Reasonable Alternatives

We are here

PEL Study Report and FHWA PEL Questionnaire

PEL Report
Federal Highway Administration (FHWA) PEL Questionnaire

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New Mix PEL Preliminary Purpose and Need Statement

The Preliminary Purpose and Need Statement is the foundation of the PEL Study, identifying potential transportation solutions and benefits of future projects.

Mixmaster Needs and Deficiencies

Structural
I-84 stacked bridges will be in poor condition and anticipated to meet their serviceable life in 2045.

Geometric
Substandard shoulder widths, curves, left hand exits, inadequate stopping sight distance, etc.

Operational
Insufficient travel speeds, roadway capacity, lane merging distances, and ramp spacing, etc., affecting congestion.

Crash Rate/Safety
Crash rate attributed to geometric/operational deficiencies is 30% higher than state average.

New Mix Is Providing Solutions That...

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
Improve 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.

- Public and Other Stakeholders
- Local Businesses
- NVCOG
- State and Federal Agencies
- FHWA
- City of Waterbury
- State and Local Elected Officials
- Local Organizations

Input gathered helped to:

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 create a better functioning and more equitable transportation system within Waterbury.

To view PEL study documents and public survey results, visit the Document Library of the New Mix website!

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Mobility Equity and the New Mix

Mobility equity is about putting people first—by aiming to create a transportation system that meets the needs of all community members.

Mobility Equity Analysis

The Mobility Equity Analysis was part of the PEL Study. Its purpose was to identify and prioritize projects that:

- Provide access to opportunity.
- Support a healthy environment.
- Create economic vitality.
- Provide a range of transportation options.

Recommendations and Next Steps

- The Mobility Equity Analysis identified a list of prioritized improvements recommended to remedy infrastructure and safety needs. Strategies that expand public transportation and improve safety guided the prioritization of improvements.
- The following are example projects identified by the analysis for creating a more equitable transportation system in Waterbury:

Pedestrian improvements near Waterbury Green, Waterbury's Silas Bronson Library, and St. Mary's Hospital.

Bicycle network improvements along the North and South Main Street corridor connecting the Central Business District and South End.

Bus stop enhancements surrounding Waterbury Train Station, including benches, shelters, and sidewalks.

- After completion of the Mobility Equity Analysis, recommendations were incorporated into the New Mix PEL Study's Preliminary Alternatives or standalone Breakout Projects.
- Examples include recommendations that may improve walking, biking, and transit opportunities in Waterbury.

To learn more about the Mobility Equity Analysis, visit the Mobility Equity page of the website!
www.newmixwaterbury.com/mobility-equity

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Range of Reasonable Alternatives – Advancing to NEPA

Naugatuck River Shift Alternative

- Improve System Performance & Reduce Congestion
- Reduce Crash Rate & Improve Safety
- Maintain Critical System Linkages in Connecticut & the Northeast
- Facilitate Connectivity & Equitable Mobility through the Local Road & Multimodal Network

View from Interchange Core

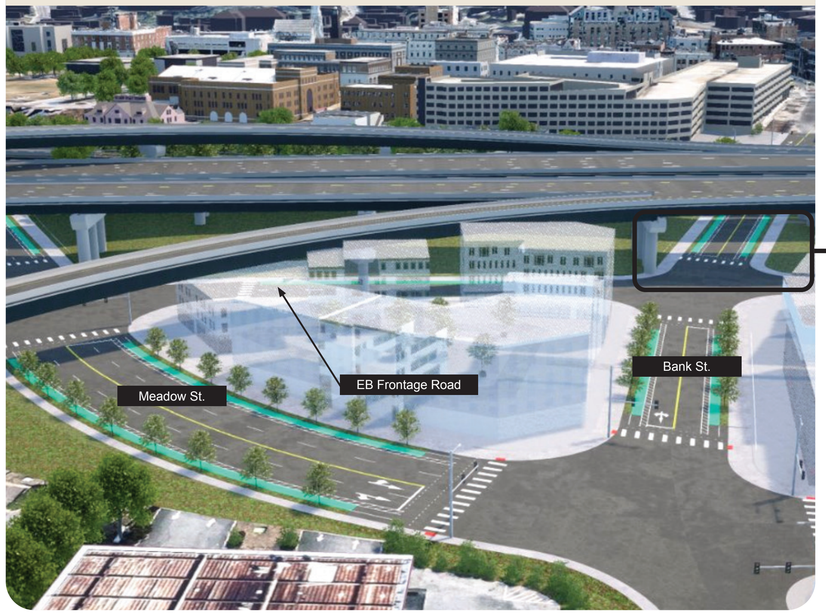
Existing Conditions

Naugatuck River Shift

View Facing North from Bank Street

Existing Conditions

Naugatuck River Shift



Existing Conditions

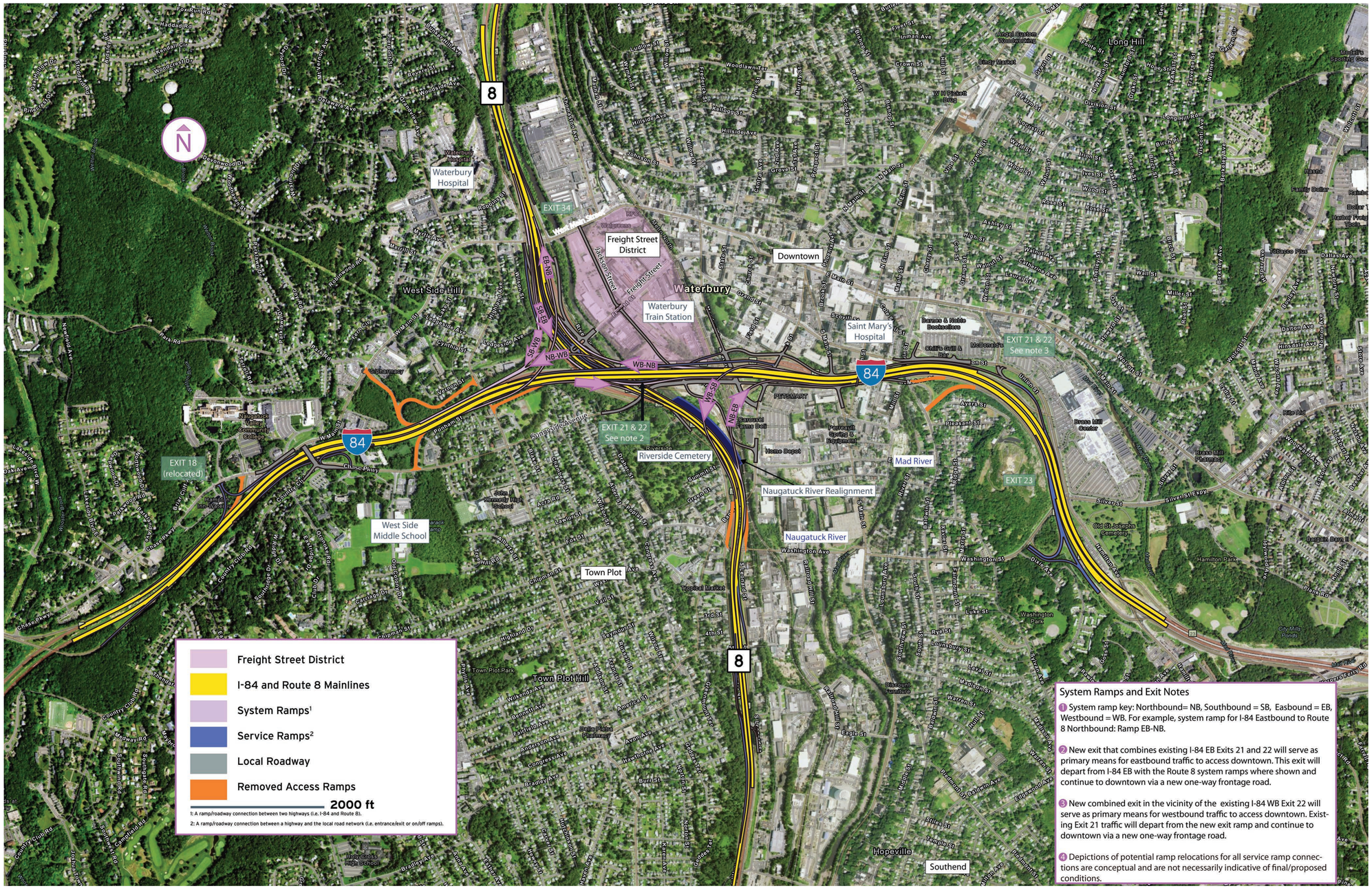
Naugatuck River Shift

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 floodplan capacity due to unstacking of Route 8.

Range of Reasonable Alternatives – Advancing to NEPA

Naugatuck River Shift Alternative



System Ramps and Exit Notes

1. System ramp key: Northbound= NB, Southbound = SB, Easbound = EB, Westbound = WB. For example, system ramp for I-84 Eastbound to Route 8 Northbound: Ramp EB-NB.

2. New exit that combines existing I-84 EB Exits 21 and 22 will serve as primary means for eastbound traffic to access downtown. This exit will depart from I-84 EB with the Route 8 system ramps where shown and continue to downtown via a new one-way frontage road.

3. New combined exit in the vicinity of the existing I-84 WB Exit 22 will serve as primary means for westbound traffic to access downtown. Existing Exit 21 traffic will depart from the new exit ramp and continue to downtown via a new one-way frontage road.

4. Depictions of potential ramp relocations for all service ramp connections are conceptual and are not necessarily indicative of final/proposed conditions.

Range of Reasonable Alternatives – Advancing to NEPA

Modern Crossover Interchange Alternative

- Improve System Performance & Reduce Congestion
- Reduce Crash Rate & Improve Safety
- Maintain Critical System Linkages in Connecticut & the Northeast
- Facilitate Connectivity & Equitable Mobility through the Local Road & Multimodal Network

View from Interchange Core

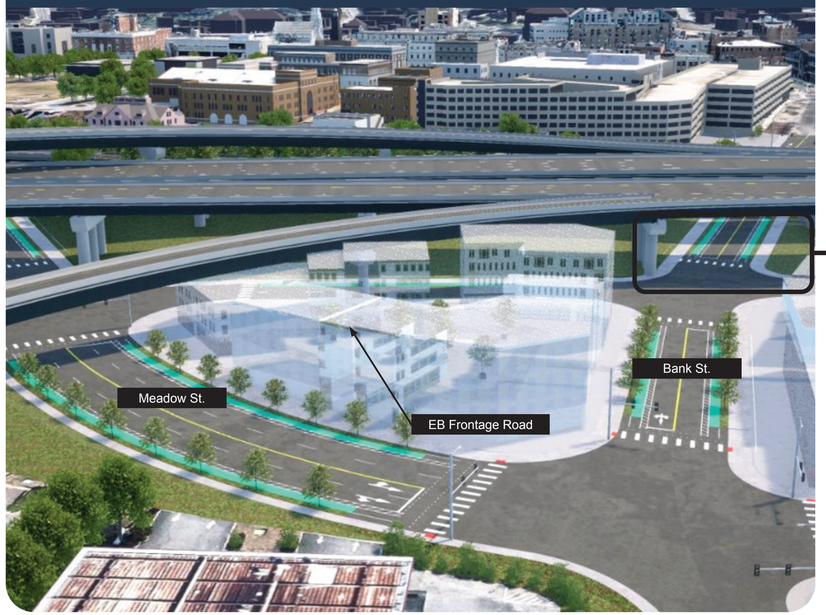
Existing Conditions

Modern Crossover Interchange

View Facing North from Bank Street

Existing Conditions

Modern Crossover Interchange



Existing Conditions

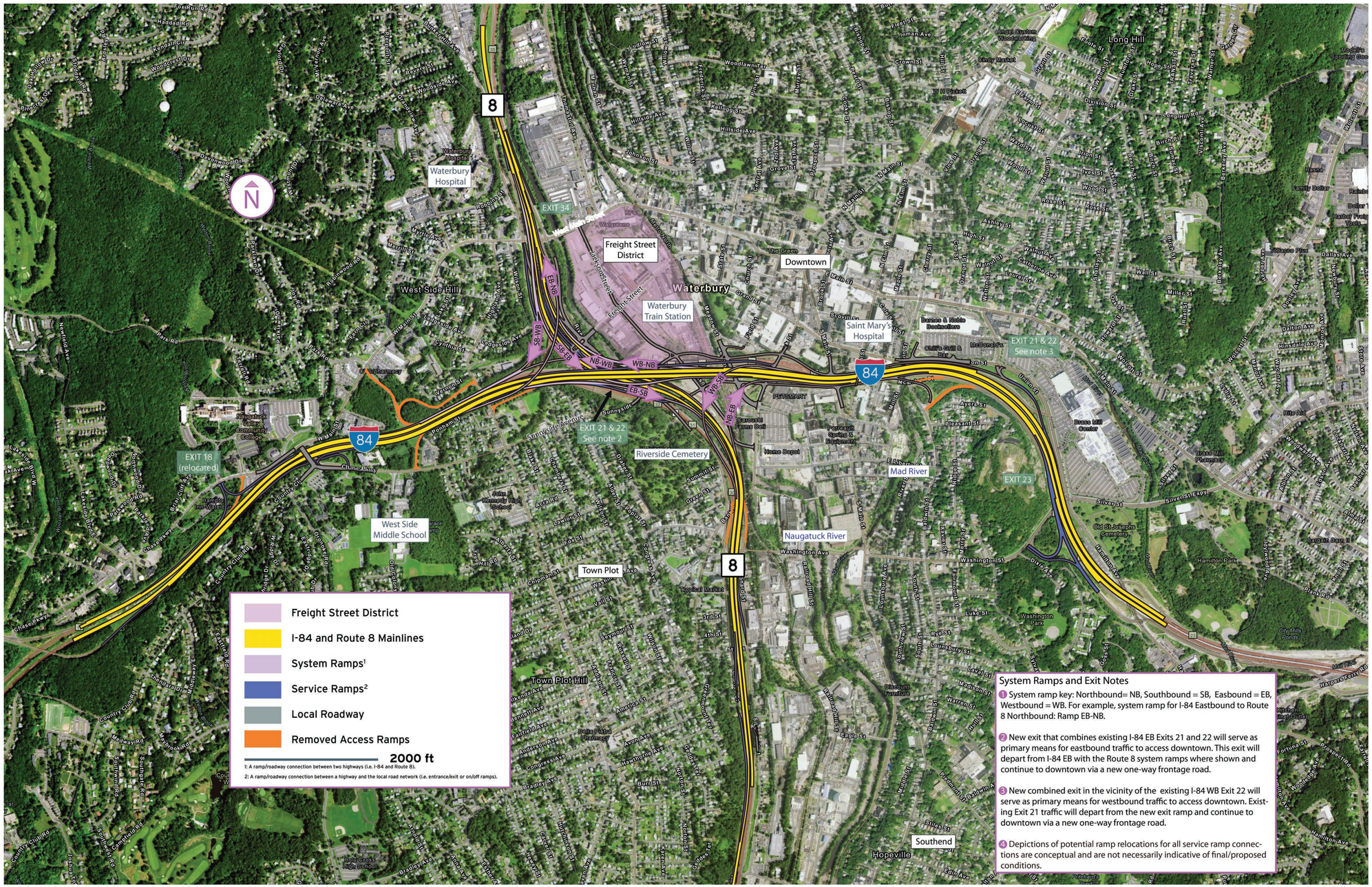
Modern Crossover Interchange

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.

Range of Reasonable Alternatives – Advancing to NEPA

Modern Crossover Interchange Alternative



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Complementary Features

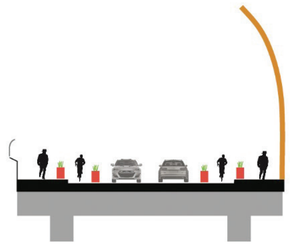
Safe and Activated Corridors
Connected Corridors

- **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

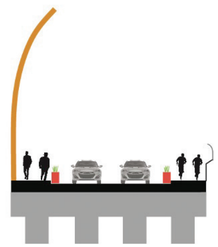
- Active Street Life
- Enhanced Wayfinding
- Multi-Modal Connections

- **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

Overpasses as Gateways
Connecting Corridors

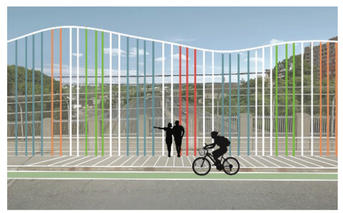


Highland Ave Overpass Opportunity



S. Elm St Overpass Opportunity

Gateway Experienced from the Highway



Gateway Experienced from the Overpass

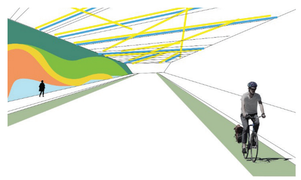
- Unique installations create a sense of arrival specific to Waterbury
- Incorporate “Safe Route” tactics
- Opportunity to engage local artists

Key plan

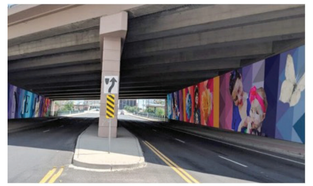
Enlivened Underpasses
Connected Corridors

Existing Underpass Experience

Enlivened Underpass Opportunities



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



Colorado Springs, CO

Urban Design Approach and Opportunities

Downtown Open Space Opportunities

NOTE: Opportunities presented are based on the Modern Crossover Interchange alternative

Open spaces in the downtown area have the potential to connect communities around the interchange. A connected park system could include:

- Performance/gathering spaces
- Sports courts
- A skate park
- Elevated pedestrian walkways
- Bioretention areas
- Riparian buffers along the river
- Pedestrian plazas
- Local markets
- Picnic areas

New Mix Program Process and Timeline

2024	2025	2026	2027	2028	2029	2030	2031	2032

New Mix PEL Study

Long-Term Project

Pre-Notice of Intent Phase

Environmental Study (NEPA/CEPA)
- Evaluate Alternatives
- Evaluate Environmental Impacts
- Select Preferred Alternative
- Identify Mitigation Measures

Multi-phased Implementation

Project Phase 1
- Design
- Right-of-Way
- Permitting

Construction

Project Phase 2
- Design
- Right-of-Way
- Permitting

Construction

Breakout Projects - Development and Implementation

Timeline Definitions

Breakout Projects
"Stand-alone" projects identified during the PEL Study which serve a distinct purpose and do not rely on other projects to provide a benefit.

Long-Term Project
Includes the reconstruction of I-84, Route 8, and their system connections to be completed by mid 2040s. The project is anticipated to be implemented in two or more phases to allow for funding and maintenance of traffic.

Phase: 1
Project work for the Preferred Alternative that includes either permanent improvements or temporary construction that will remain in place until completion of the Long-Term Project to facilitate traffic flow. Likely to be located on an approach to the interchange.

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

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Breakout Projects

Breakout projects are "stand-alone" projects that are separate from the long-term project and provide a benefit to the traveling public.

Major Project Milestones

Concept | Design | Construction

Mainline Projects

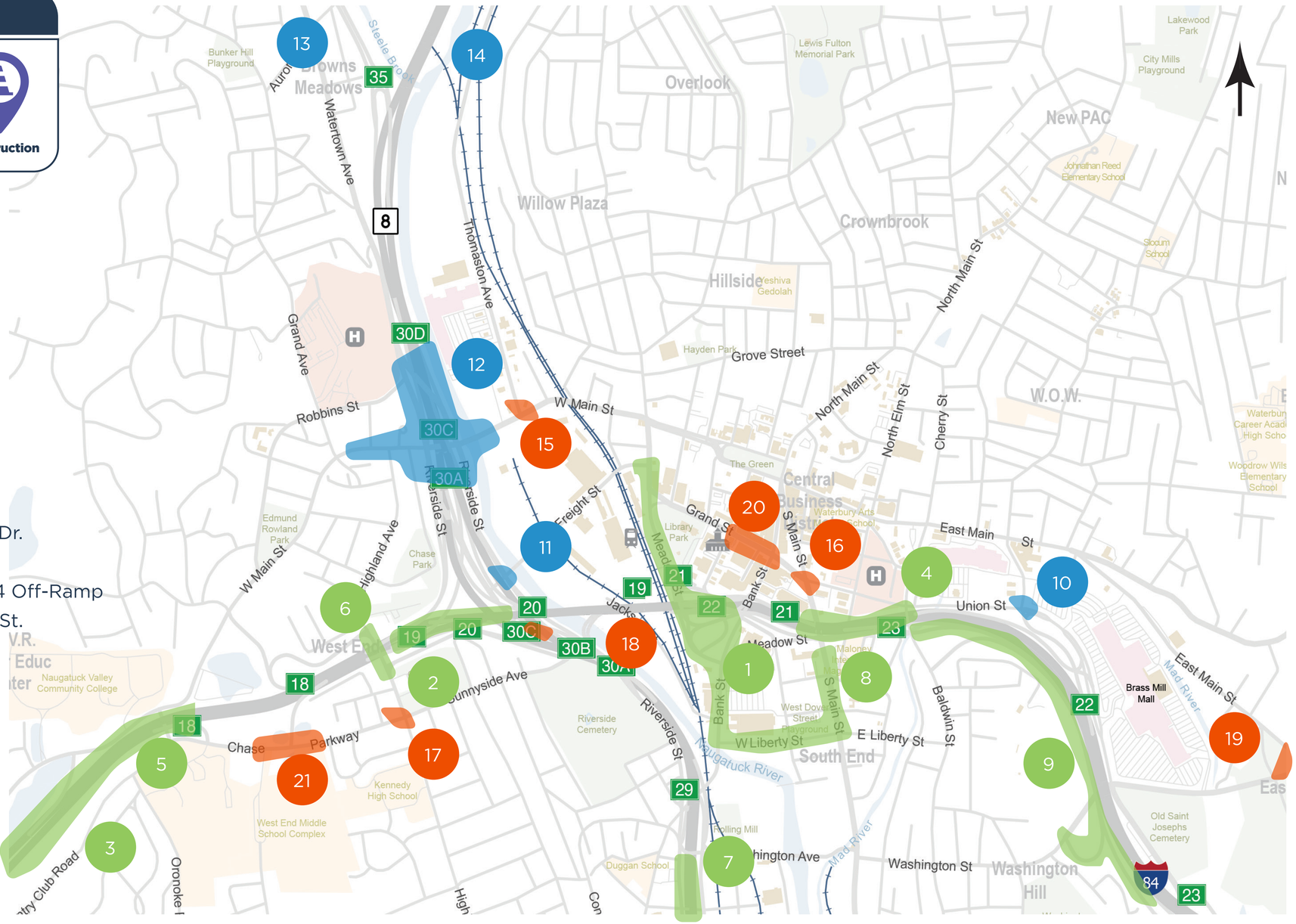
1. Elimination of I-84 EB Exit 21 Off-Ramp
2. Highland Ave. On-Ramp (I-84 EB Exit 18 On-Ramp)
3. I-84 EB Auxiliary Lane at Interchange 17
4. I-84 WB On-Ramp from Union St. – Auxiliary Lane
5. I-84 Exit 18 Service Interchange Reconfiguration
6. Reconstruction of Highland Ave. Bridge over I-84
7. Route 8 Exit 30 Interchange Reconfiguration
8. Reconstruction of South Elm St. Bridge over I-84
9. I-84 EB McMahon St. On-Ramp

Interchange

10. I-84 WB Exit 22 Off-Ramp at Union St. & Brass Mill Dr.
11. Route 8 NB Exit 32 Off-Ramp at NB Riverside St.
12. Watertown Ave. at Robbins St. & Route 8 SB Exit 34 Off-Ramp
13. Route 8 Exit 35 Interchange at Rudy Ave. & Aurora St.
14. Route 8 Exit 36 at Huntingdon St.

Local

15. West Main St. at Thomaston Ave.
16. Grand St. & Union St. at South Main St.
17. Highland Ave. at Chase Pkwy. & Sunnyside Ave.
18. Sunnyside Ave. at Riverside St.
19. Silver St. Expressway (Route 69) at East Main St.
20. Grand St. Traffic Calming
21. I-84 EB Exit at Chase Pkwy.



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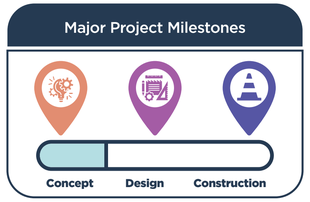
Breakout Project

Realignment of Route 8 Southbound
Exit 34 Off-Ramp at Watertown Avenue and Robbins Street



Ramp Realignment

Existing Condition

Proposed Condition

This project involves the relocation of the Exit 34 Off-Ramp to address connectivity issues as well as operational issues along West Main Street.

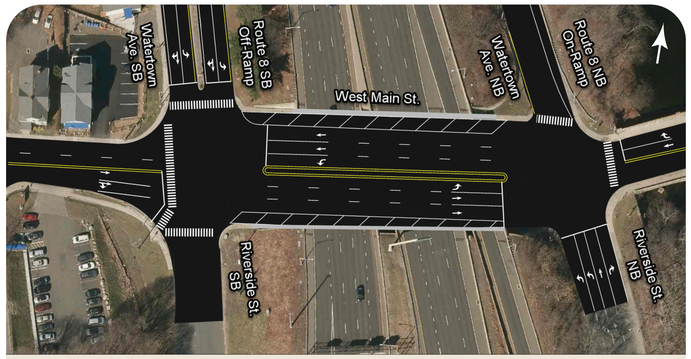
The purpose of this project is to improve safety, traffic operations, and air quality on Route 8 SB in the vicinity of Exits 34 and 35 and West Main Street.

This project proposes to:

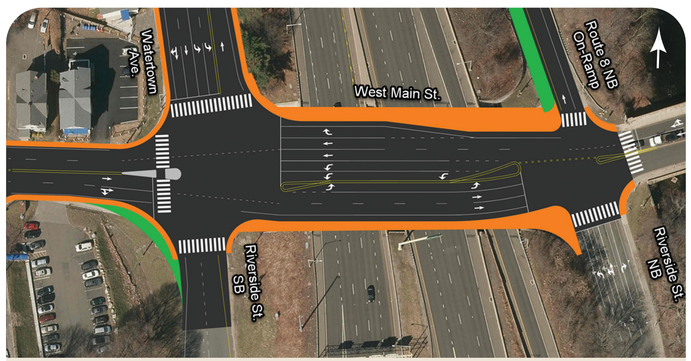
- Relocate the Route 8 SB Exit 34 Off-Ramp from its current terminus at West Main Street to the intersection of Robbins Street and Watertown Avenue.
- Repurpose the existing Route 8 SB Exit 34 Off-Ramp to convert SB Watertown Avenue to a bidirectional roadway (south of Robbins Street).
- Improve lane configuration and traffic signals along West Main Street from west of Colley Street to Riverside Street (NB).
- Realign the Route 8 SB Exit 35 On-Ramp and provide pavement marking modifications for an additional option lane to Exit 34 Off-Ramp.

Construction is anticipated to begin in 2029.

Intersection Improvements



Existing Condition



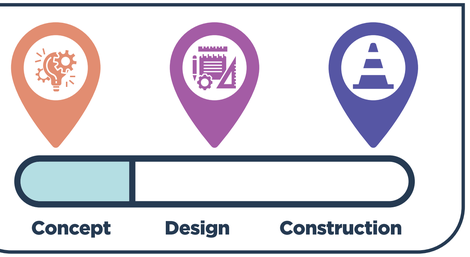
Proposed Condition

The proposed layout will reduce intersection conflict points more than 50% and improve alignment geometry.

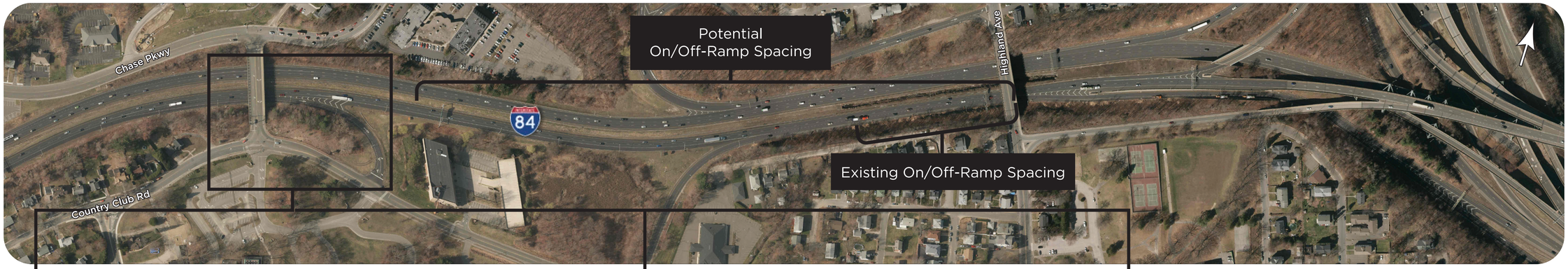
Breakout Project

I-84 Eastbound Exit 18 Reconfiguration

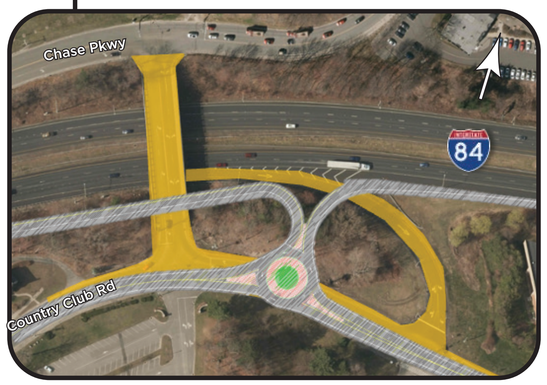
Major Project Milestones



This project is early in the concept phase. Solutions are being considered to reconfigure the ramps at Exit 18 to create better spacing between entrances and exits along the mainline. Providing adequate distance between exits and entrances reduces crash rates by providing more room for merging and diverging.



Sample Concepts



84new mix CTDOT HNTB

Breakout Project

I-84 Eastbound Exit 18 Reconfiguration

Paid Media

Media Schedule

March 10th – April 2nd

La Voz Hispana De Connecticut
Your FREE Weekly Spanish Newspaper

RA

Meta

- **Public Notices**
  - Mon, 3/10 - Republican-American (English)
  - Thurs, 3/13 – La Voz Hispana (Spanish, Portuguese)
- **1/4PG 4C Print Ads**
  - Wed, 3/19 – Republican-American (English)
  - Thurs, 3/20 – La Voz Hispana (Spanish)
- **Sponsored Facebook & Instagram Post**
  - Tues, 3/11 – Wed, 4/2 at 12pm

HNTB

MINTZ+HOKE

March/April Impression Overview

Print: 482,888 estimated impressions

(Paid) Facebook: 105,841 estimated impressions

(Paid) Instagram: 65,574 estimated impressions

Total impressions: 654,303

Note: impressions are defined as the number of times users (digital/social media), readers (print media) or listeners (streaming radio) are exposed to your advertising.

Print Media
Tear Sheets

Waterbury Republican-American

Public Notice and Print Ad

'Bloody Sunday' 60th anniversary marked in Selma

Panama releases dozens of detained deportees from US into limbo, after human rights criticism

Members of the public are invited to

CONNECTICUT DEPARTMENT OF TRANSPORTATION
IN-PERSON AND VIRTUAL PUBLIC INFORMATION MEETINGS
State Project No. 151-331
Replacement of Interstate 84/CT Route 8 Interchange (Mixmaster) in Waterbury

IN-PERSON OPEN HOUSES:
Thursday, March 27, 2025, 4:30–6:30 p.m.
John F. Kennedy High School • 422 Highland Ave, Waterbury, CT 06708

Wednesday, April 2, 2025, 5:30–7:30 p.m.
Maloney Interdistrict Magnet School • 233 S Elm St, Waterbury, CT 06706

VIRTUAL OPEN HOUSE
Tuesday, April 1, 2025, 12:00–1:30 p.m.
Register: newmixwaterbury.com

Those who attend an open house will have the opportunity to enter our drawings for multiple $25 gift cards.

The Connecticut Department of Transportation (CTDOT) is hosting the final series of public information meetings regarding the I-84 New Mix Waterbury Planning and Environmental Linkages (PEL) Study in March and April.

The purpose of the New Mix Program is to address the long-term needs of the Interstate 84 and Route 8 interchange, which is a vital structure forming part of the greater Waterbury transportation system.

The New Mix team will be sharing results from the study, including recommendations and final alternatives, reimagining the future of the Mixmaster. The public and community stakeholders are encouraged to offer feedback and ask questions regarding the program.

Members of the public can submit comments and questions during the two-week public comment period following the meetings. Direct comments and questions by April 16, 2025, to thenewmixwaterbury@gmail.com, 203-759-8742, or newmixwaterbury.com/contact-us.

ACCESSIBILITY

The Zoom meeting will have live English-language captions as well as real-time audio translation in Spanish and Portuguese. The meeting recording will be posted following the meeting on the New Mix Waterbury YouTube Channel and CTDOT's virtual public meetings playlist.

For individuals with limited internet access, call (877) 853-5257 with Meeting ID 867 3982 7743.
Project information can be mailed within one week by contacting Jonathan Dean, P.E., at Jonathan.dean@ct.gov or 860-594-3211.
For hearing/speech disabilities, dial 711 for Telecommunications Relay Services (TRS). Request language assistance from CTDOT's Language Assistance at (860) 594-2109 at least five business days before meeting.

3/10

MURPHY: Deal with Yale health fell apart

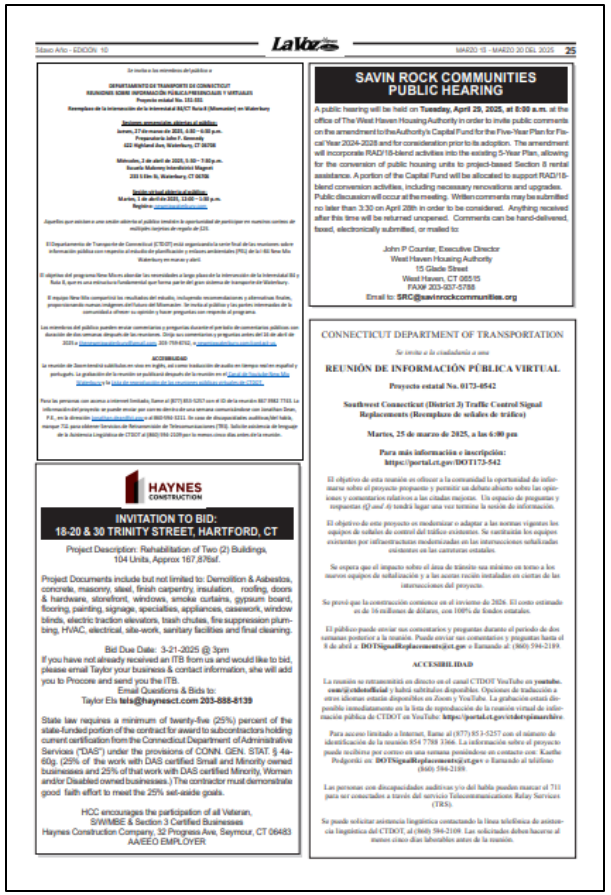
SENTENCE: Jury took 3 hours to reach verdict

LAMONT: Environmental changes proposed

3/19

La Voz Hispana

Public Notices and Print Ad



SAVIN ROCK COMMUNITIES
PUBLIC HEARING

A public hearing will be held on **Tuesday, April 29, 2025, at 6:00 a.m.** at the office of The West Haven Housing Authority in order to invite public comments on the amendment to the Authority's Capital Fund for the Five-Year Plan for Fiscal Year 2024-2028 and for consideration prior to its adoption. The amendment will incorporate RAD/18-blend activities into the existing 5-Year Plan, allowing for the conversion of public housing units to project-based Section 8 rental assistance. A portion of the Capital Fund will be allocated to support RAD/18-blend conversion activities, including necessary renovations and upgrades. Public discussion will occur at the meeting. Written comments may be submitted no later than 3:30 on April 28th in order to be considered. Anything received after this time will be returned unopened. Comments can be hand-delivered, faxed, electronically submitted, or mailed to:

John P Counter, Executive Director
West Haven Housing Authority
15 Gladis Street
West Haven, CT 06515
FAX# 203-937-5788
Email to: **SRC@savinrockcommunities.org**

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Se invita a la ciudadanía a una

REUNIÓN DE INFORMACIÓN PÚBLICA VIRTUAL

Proyecto estatal No. 0172-0542

Southwest Connecticut (District 3) Traffic Control Signal Replacements (Reemplazo de señales de tráfico)

Martes, 25 de marzo de 2025, a las 6:00 pm

Para más información e inscripción:
https://portal.ct.gov/DOT/172-542

El objetivo de esta reunión es ofrecer a la comunidad la oportunidad de informarse sobre el proyecto propuesto y permitir un debate abierto sobre las opiniones y comentarios relativos a las citadas mejoras. Un espacio de preguntas y respuestas *(Q and A)* tendrá lugar una vez termine la sesión de información.

El objetivo de este proyecto es modernizar o adaptar a las normas vigentes los equipos de señales de control del tráfico existentes. Se sustituirán los equipos existentes por infraestructuras modernizadas en las intersecciones señalizadas existentes en las carreteras estatales.

Se espera que el impacto sobre el área de tránsito sea mínimo en torno a los nuevos equipos de señalización y a las nuevas rutas instaladas en ciertas de las intersecciones del proyecto.

Se prevé que la construcción comience en el invierno de 2026. El coste estimado es de 16 millones de dólares, con 100% de fondos estatales.

El público puede enviar sus comentarios y preguntas durante el periodo de dos semanas posterior a la reunión. Puede enviar sus comentarios y preguntas hasta el 8 de abril a: **DOTSignalReplacements@ct.gov** o llamando al: (860) 594-2189.

ACCESIBILIDAD

La reunión se retransmitirá en directo en el canal CTDOT YouTube en **youtube.com/@ctdotofficial** y habrá subtítulos disponibles. Opciones de traducción a otros idiomas estarán disponibles en Zoom y YouTube. La grabación estará disponible inmediatamente en la lista de reproducción de la reunión virtual de información pública de CTDOT en YouTube: **https://portal.ct.gov/ctdot/pimsonline**.

Para acceso limitado a Internet, llame al (877) 853-5257 con el número de identificación de la reunión 854 7768 3366. La información sobre el proyecto puede recibirse por correo en una semana poniéndose en contacto con: Kaethe Pedgovitz en **DOTSignalReplacements@ct.gov** o llamando al teléfono (860) 594-2189.

Las personas con discapacidades auditivas y/o del habla pueden marcar el 711 para ser conectadas a través del servicio Telecommunications Relay Services (TRS).

Se puede solicitar asistencia lingüística contactando la línea telefónica de asistencia lingüística del CTDOT, al (860) 594-2109. Las solicitudes deben hacerse al menos cinco días laborables antes de la reunión.

HAYNES CONSTRUCTION

INVITATION TO BID:
18-20 & 30 TRINITY STREET, HARTFORD, CT

Project Description: Rehabilitation of Two (2) Buildings, 104 Units, Approx 167,876sf.

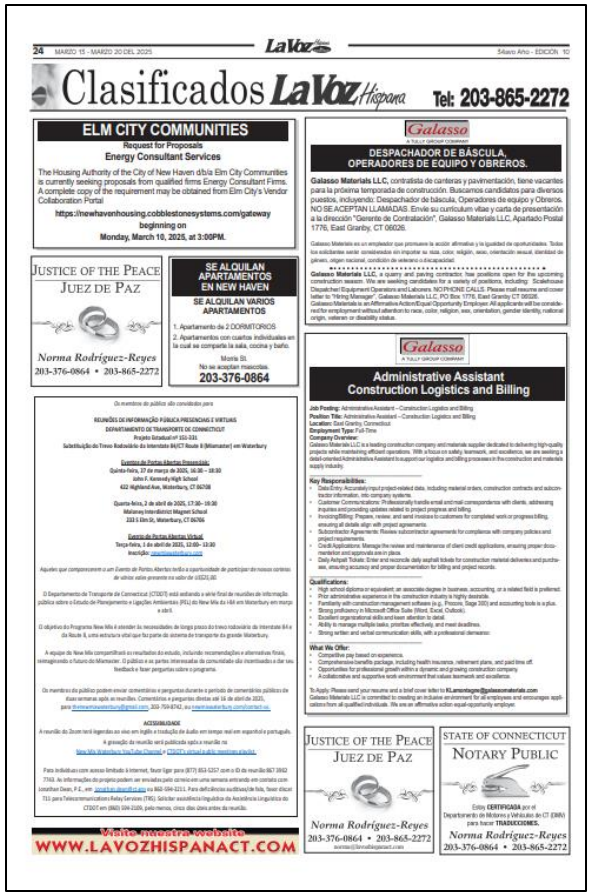
Project Documents include but not limited to: Demolition & Asbestos, concrete, masonry, steel, finish carpentry, insulation, roofing, doors & hardware, storefront, windows, smoke curtains, gypsum board, flooring, painting, signage, specialties, appliances, casework, window blinds, electric traction elevators, trash chutes, fire suppression plumbing, HVAC, electrical, site-work, sanitary facilities and final cleaning.

Bid Due Date: 3-21-2025 @ 3pm
If you have not already received an ITB from us and would like to bid, please email Taylor your business & contact information, she will add you to Procore and send you the ITB.
Email Questions & Bids to:
Taylor Els **tels@haynesct.com 203-888-8139**

State law requires a minimum of twenty-five (25%) percent of the state-funded portion of the contract for award to subcontractors holding current certification from the Connecticut Department of Administrative Services ("DAS") under the provisions of CONN. GEN. STAT. § 4a-60g. (25% of the work with DAS certified Small and Minority owned businesses and 25% of that work with DAS certified Minority, Women and/or Disabled owned businesses.) The contractor must demonstrate good faith effort to meet the 25% set-aside goals.

HCC encourages the participation of all Veteran, SWMBE & Section 3 Certified Businesses
Haynes Construction Company, 32 Progress Ave, Seymour, CT 06483
AA/EEO EMPLOYER

3/13: Spanish



Clasificados La Voz Hispana Tel: 203-865-2272

ELM CITY COMMUNITIES
Request for Proposals
Energy Consultant Services

The Housing Authority of the City of New Haven d/b/a Elm City Communities is currently seeking proposals from qualified firms Energy Consultant Firms. A complete copy of the requirement may be obtained from Elm City's Vendor Collaboration Portal

https://newhavenhousing.cobblestonesystems.com/gateway
beginning on
Monday, March 10, 2025, at 3:00PM.

JUSTICE OF THE PEACE
JUEZ DE PAZ
Norma Rodríguez-Reyes
203-376-0864 • 203-865-2272

SE ALQUILAN APARTAMENTOS EN NEW HAVEN
SE ALQUILAN VARIOS APARTAMENTOS
1. Apartamento de 2 DORMITORIOS
2. Apartamentos con cuartos individuales en la cual se comparte la sala, cocina y baño.
Morris St.
No se aceptan mascotas.
203-376-0864

Galasso
A TULLY GROUP COMPANY

DESPACHADOR DE BÁSCULA, OPERADORES DE EQUIPO Y OBREROS.

Galasso Materials LLC, contratista de canteras y pavimentación, tiene vacantes para la próxima temporada de construcción. Buscamos candidatos para diversos puestos, incluyendo: Despachador de báscula, Operadores de equipo y Obreros. NO SE ACEPTAN LLAMADAS. Envíe su currículum vitae y carta de presentación a la dirección "Gerente de Contratación", Galasso Materials LLC, Apartado Postal 1776, East Granby, CT 06026.

Galasso Materials es un empleador que promueve la acción afirmativa y la igualdad de oportunidades. Todas las solicitudes serán consideradas sin importar su raza, color, religión, sexo, orientación sexual, identidad de género, origen nacional, condición de veterano o discapacidad.

Galasso Materials LLC, a quarry and paving contractor, has positions open for the upcoming construction season. We are seeking candidates for a variety of positions, including: Scale/Truck Dispatcher/ Equipment Operators and Laborers. NO PHONE CALLS. Please mail resume and cover letter to "Hiring Manager", Galasso Materials LLC, PO Box 1776, East Granby, CT 06026.
Galasso Materials is an Affirmative Action/Equal Opportunity Employer. All applicants will be considered for employment without attention to race, color, religion, sex, orientation, gender identity, national origin, veteran or disability status.

Galasso
A TULLY GROUP COMPANY

Administrative Assistant
Construction Logistics and Billing

Job Posting: Administrative Assistant – Construction Logistics and Billing
Position Title: Administrative Assistant – Construction Logistics and Billing
Location: East Granby, Connecticut
Employment Type: Full-Time
Company Overview:
Galasso Materials LLC is a leading construction company and materials supplier dedicated to delivering high-quality projects while maintaining efficient operations. With a focus on safety, teamwork, and excellence, we are seeking a detail-oriented Administrative Assistant to support our logistics and billing processes in the construction and materials supply industry.

Key Responsibilities:
- Data Entry: Accurately input project-related data, including material orders, construction contracts and subcontractor information, into company systems.
- Customer Communications: Professionally handle email and mail correspondence with clients, addressing inquiries and providing updates related to project progress and billing.
- Invoicing/Billing: Prepare, review, and send invoices to customers for completed work or progress billing, ensuring all details align with project agreements.
- Subcontractor Agreements: Review subcontractor agreements for compliance with company policies and project requirements.
- Credit Applications: Manage the review and maintenance of client credit applications, ensuring proper documentation and approvals are in place.
- Daily Ashpalt Tickets: Enter and reconcile daily asphalt tickets for construction material deliveries and purchases, ensuring accuracy and proper documentation for billing and project records.

Qualifications:
- High school diploma or equivalent; an associate degree in business, accounting, or a related field is preferred.
- Prior administrative experience in the construction industry is highly desirable.
- Familiarity with construction management software (e.g., Procore, Sage 300) and accounting tools is a plus.
- Strong proficiency in Microsoft Office Suite (Word, Excel, Outlook).
- Excellent organizational skills and keen attention to detail.
- Ability to manage multiple tasks, priorities effectively, and meet deadlines.
- Strong written and verbal communication skills, with a professional demeanor.

What We Offer:
- Competitive pay based on experience.
- Comprehensive benefits package, including health insurance, retirement plans, and paid time off.
- Opportunities for professional growth within a dynamic and growing construction company.
- A collaborative and supportive work environment that values teamwork and excellence.

To Apply: Please send your resume and a brief cover letter to **KLamontagne@galassomaterials.com**
Galasso Materials LLC is committed to creating an inclusive environment for all employees and encourages applications from all qualified individuals. We are an affirmative action equal-opportunity employer.

Os membros do público são convidados para
REUNIÕES DE INFORMAÇÃO PÚBLICA PRESENCIAIS E VIRTUAIS
DEPARTAMENTO DE TRANSPORTE DE CONNECTICUT
Projeto Estadual nº 172-151
Substituição do Timro Redondo do Interstate 84(CT Route 8 (Miramar) em Waterbury

Quinta-feira, 27 de março de 2025, 16:30 – 18:30
John F. Kennedy High School
422 Highland Ave, Waterbury, CT 06708

Quarta-feira, 2 de abril de 2025, 17:30 – 19:30
Malaney Interdistrict Magnet School
220 S Elm St, Waterbury, CT 06706

Evento de Portas Abertas Presenciais:
Terça-feira, 1 de abril de 2025, 12:00 – 13:30
Inscrição: waterbridgect.com

Aqueles que comparecerem a um Evento de Portas Abertas terão a oportunidade de participar de nossos cortes de vitrine vazio presente no valor de US$25,00.

O Departamento de Transporte de Connecticut (CTDOT) está anfitrião a série final de reuniões de informação pública sobre o Estudo de Planejamento e Ligações Ambientais (PEL) do New Mix da I-84 em Waterbury em março e abril.

O objetivo do Programa New Mix é atender às necessidades de longo prazo do trevo rodoviário de Interstate 84 e da Route 8, uma estrutura viária que faz parte do sistema de transporte da grande Waterbury.

A equipe do New Mix compartilhará os resultados do estudo, incluindo recomendações e alternativas finais, atualizando o futuro do Miramar. O público e as partes interessadas da comunidade são incentivados a dar seu feedback e fazer perguntas sobre o programa.

Os membros do público podem enviar comentários e perguntas durante o período de comentários públicos de duas semanas após as reuniões. Comentários e perguntas devem até 16 de abril de 2025, para thenewmixwaterbury@gmail.com 203-754-9742, ou newmixwaterbury.com/contact-us.

ACESSIBILIDADE
A reunião do Zoom terá legendas ao vivo em inglês e tradução de áudio em tempo real em espanhol e português. A gravação estará disponível após a reunião na New Mix Waterbury YouTube Channel e CTDOT's email e site mentions abaixo.

Para indivíduos com acesso limitado à Internet, ligue (877) 853-5257 com o ID da reunião 867 3982 7763. As informações do projeto podem ser enviadas pelo correio em uma semana entrando em contato com Jonathan Dean, P.E., em jonathan.dean@ct.gov ou 860-594-3211. Para deficientes auditivos/de fala, ligue discar 711 para Telecommunications Relay Services (TRS). Solicite assistência linguística de Assistência Linguística do CTDOT em (860) 594-2109, pelo menos, cinco dias úteis antes da reunião.

Visite nosso site em
WWW.LAVOZHISPANACT.COM

JUSTICE OF THE PEACE
JUEZ DE PAZ
Norma Rodríguez-Reyes
203-376-0864 • 203-865-2272

STATE OF CONNECTICUT
NOTARY PUBLIC
Estoy **CERTIFICADA** por el Departamento de Motores y Vehículos de CT (DMV) para hacer **TRADUCCIONES.**
Norma Rodríguez-Reyes
203-376-0864 • 203-865-2272

3/13: Portuguese

PUNTO PENAL

Copa sudamericana 2025 se pone al día

Por Juan Tano Ramírez

La Comunidad, especialmente en su locales, ahora están en vivienda en los en el continente los sudamericanos, y ahora están en vivienda en los en el continente los sudamericanos, y con todos los partidos que se juegan entre semana. Vale la pena recordar que estos 32 equipos, de los cuales algunos son debutantes en este torneo, se encontrarán con algunos oponentes más fuertes y con más experiencia que los ayudarán a sus debilidades e inexperiencia.

Esta copa no tiene demasiados apostar que los chilenos más grandes se concentran en la Comunidad Libertadores ; pero sorprende porque ninguno de los llamados « grandes », estan en esta copa y por eso la hace tu mas atractiva y mas competitiva. Los fuertes como Independiente, Universidad Católica, Corinthians, Gremio, Lanus, Cienciano y América de Cali, hacen parte de esta copa, que la hacen mas interesante y exigiran a los equipos que hacen su debut en sudamerica a jugar con caracter y personaje, o sino se quedaran en las fases posiciones del olvido. Racing, en ejemplo que se quedo en la edicion 2024.

Hay que recordar que los puestos 1 y 2, pasan directamente a la ronda de mejores 16.

Estos ocho grupos conformados por cuatro equipos cada uno quedo instalado así :

Grupo A : Nacional Potosi, Independiente Avellaneda, Guarani y Boston River.

Todos tuberos y conocemos la historia del equipo argentino el Independiente de Avellaneda, uno de esos equipos fuertes, de garra, de voluntad y de gran experiencia de estos torneos. No historial no lo podemos olvidar y en cada partido son jugadores sobre quien es a todos nada. Le queda difícil al resto de grupo pelear por el segundo puesto.

Grupo B : Universidad Católica, Vitoria, Cerro Largo y Defensa y Justicia.

La Universidad Católica, como siempre, sera protagonista en donde juegue. En este grupo es donde hay un buen nivel futbolístico, todos han sido atravesados los torneos muy parejos y de un futbol competitivo. Ojo, no hay nada de ciudado con Defensa y Justicia, que ha sorprendido con su buen futbol en las ultimas competencias.

Grupo C : Huracan, America de Cali, Corinthians y Racing CM.

Como no recordar al America de Cali, que tuvo momentos interesantes en torneos anteriores, pero aqui en este grupo con Huracan y Corinthians, les cuesta no ser una facil. Este el grupo de la muerte como se le dice formalmente a un grupazo, de equipos con experiencia y que vienen en un buen nivel futbolistico. Grupo interesante y de pronosticos reservados.

Grupo D: Godoy Cruz, Gremio, Sportivo Luqueno y Atletico Grau.

Me quedo con Gremio, por su futbol de naturaleza. Sabemos que los brasileños dan espectaculo, magia y goles. Ahora en tarea de los demas equipos a exigirles y probarlos en que nivel estan y si lo pueden devolver. Sportivo Luqueno podria dar la sorpresa y hasta me atrevo a decir que Godoy Cruz, anda con ganas de sorprender a los demas equipos.

Grupo E: Muslcac Rusa, Palestino, Union y Cruzeiro.

La tradicion no supera ni que los equipos de Brasil, se nos siempre los favoritos, y especialmente en su localia. Cruzeiro, es uno de ellos y sera importante tenerlo activo en esta Comebol Copa Sudamericana 2025. Otro de los equipos que podria dar la sorpresa seria Palestino.

Grupo F: Once Caldas, Flamiemse, Guabeto V y Union Española.

Uno de los grandes esta en este grupo y todos lo sabemos, es el oncono brasilelo Flamiemse, que no pudo llegar a la Comebol Libertadores, pero que de todas maneras llega a competir por este titulo. Lo mismo que el equipo colombiano Once Caldas, que ya tuvo el honor de ganar una Copa Libertadores, y que tambien llega con el mismo sueño de ser protagonista en esta edicion de la Copa Sudamericana. Estos dos equipos la pueden tener facil contra equipos de menor nivel re internacional.

Grupo G: Lanus, Vasco Da Gama, Puerto Cabello y Melgar.

Lanus y vasco Da Gama, son mis favoritos. Puerto Cabello y Melgar, son invitados a una fiesta donde se les exigira buena presencia, estilo de facile y competitivo durante todo el evento ; si los invitados no se ajustan a estas reglas, salen por la puerta de atras.

Grupo H: Caracas FC, Cienciano, Atletico Mineiro y Deportes Iquique.

Este otro grupo para mi, es bien complicado, ya que los cuatro equipos han sido muy buenos en sus torneos locales, y cada ver que juegan estos torneos internacionales siempre son protagonistas. Lo malo es que empiezan bien y despues terminan relegados dentro de los primeros puestos en cuanto a la tabla general. Lo mismo que el equipo colombiano Once Caldas, que ya tuvo el honor de ganar una Copa Libertadores, y que tambien llega con el mismo sueño de ser protagonista en esta edicion de la Copa Sudamericana. Estos dos equipos la pueden tener facil contra equipos de menor nivel re internacional.

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Venga a ver los resultados tan esperados del estudio PEL de New Mix.

Acompáñenos a la próxima sesión abierta al público para ver los resultados del estudio de planificación y enlaces ambientales (PEL) de New Mix, observe representaciones y conozca el futuro a largo plazo del Miramster. ¡Todos los asistentes tendrán una oportunidad de ganar una tarjeta de regalo Visa de $25, y los niños pueden divertirse con actividades en nuestra estación para los pequeños!

Acompáñenos a una sesión abierta al público.

27 de marzo
4:0 0pm a 6:30pm
Preparatoria John F. Kennedy
422 Highland Ave., Waterbury, CT

1 de abril
12:0 0pm a 1:30pm
Organizado virtualmente en Zoom. Regístrese aquí.

2 de abril
5:30pm a 7:30pm
Escuela Malaney Interdistrict Magnet
220 S. Elm St., Waterbury, CT

Visite NewMixWaterbury.com o llame al 203-759-8742 para obtener más información.

84new mix CTDOT

3/20: Spanish

HNTB

MINTZ+HOKE

Paid Social

HNTB

MINTZ+HOKE

Paid Social Summary

- Our Meta campaign targeted A18+ within a 10-mile radius of Waterbury, and had a total reach of 60.3K, reaching 34.9K Facebook users and 26.8K Instagram users at an average frequency of 2.84.

- For the March campaign, we implemented additional ‘commuter,’ ‘small business,’ ‘local news,’ and ‘local politics’ interest overlays.

- The Facebook demographics of the targeted users reached consisted of 46% men and 54% women. Women 18-24 was the largest demo for both Instagram and Facebook.

- The Instagram ad had a 0.97% click-through rate (CTR), which outperformed the Facebook ad, which had a 0.91% CTR. In total, 1,489 website clicks were recorded at a $0.64 cost-per-click (CPC).

- There was a small number of post reactions and comments. An explanation for this could be that we’ve run several campaigns in this same market previously and the same users have been reached again.

- According to GA4, there were 771 new users and 28 engaged sessions with 2s average duration on the website from the Facebook campaign. There were 711 new users, 41 engaged sessions, and 4s average session duration for the Instagram campaign.

HNTB

**Click-through rate is a percentage, calculated by dividing total user clicks on the advertisement by the impressions that were delivered, multiplied by 100.*

MINTZ+HOKE

Paid Social Insights

Although reach was lower, the CTR increased significantly compared to the October 2023 campaign. Facebook's CTR rose from 0.12% to 0.91%, and Instagram's jumped from 0.06% to 0.97%. The drop in reach may be due to Meta filtering out repeat viewers—users who saw both English and Spanish ads were likely only counted once.

In October, the audience skewed male, but this time it was nearly a 50/50 gender split. Younger women also engaged more than the young-to-middle-aged men who were more active in the previous run. Engagement with post reactions and comments remained low, which aligns with past trends. In this case, the goal was to drive attendance and feedback, not interaction with the post itself. Website clicks increased notably, and CPC dropped from $2.57 to $0.64.

On GA4, we saw a rise in overall new users and engaged sessions, though the average session duration slightly decreased.

**Click-through rate is a percentage, calculated by dividing total user clicks on the advertisement by the impressions that were delivered, multiplied by 100.*

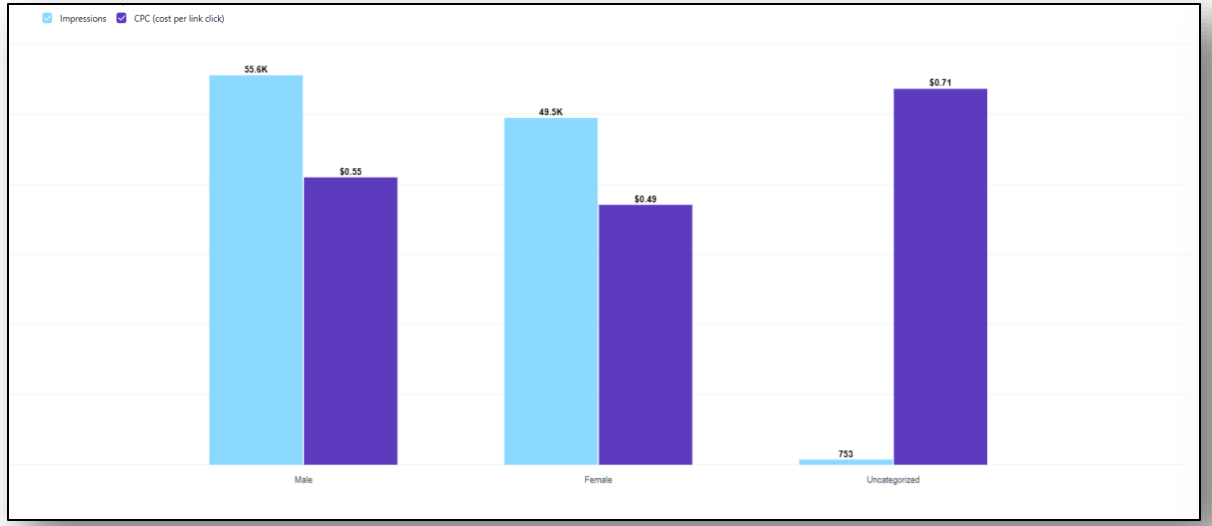
Facebook – Performance

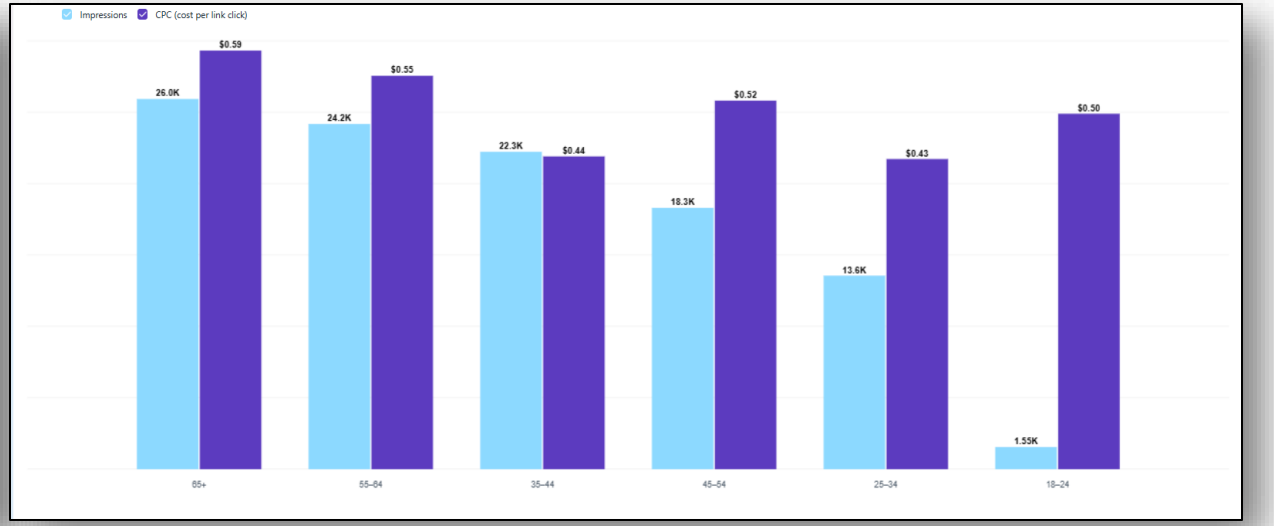
Ad set	Results	Reach	Frequency	Impressions	Link clicks	CTR (link click-through rate)	Cost per result	Budget
HNTB PIM4 Facebook - English	447 Link clicks	17,905	2.53	45,379	447	0.99%	$0.56 Per Link Click	$250.00 Lifetime
HNTB PIM4 Facebook - Spanish	517 Link clicks	20,283	2.98	60,462	517	0.86%	$0.48 Per Link Click	$250.00 Lifetime
Results from 2 ad sets	964 Link clicks	34,923 Accounts Center acco...	3.03 Per Accounts Center a...	105,841 Total	964 Total	0.91% Per Impressions	$0.52 Per Link Click	

Website Performance:

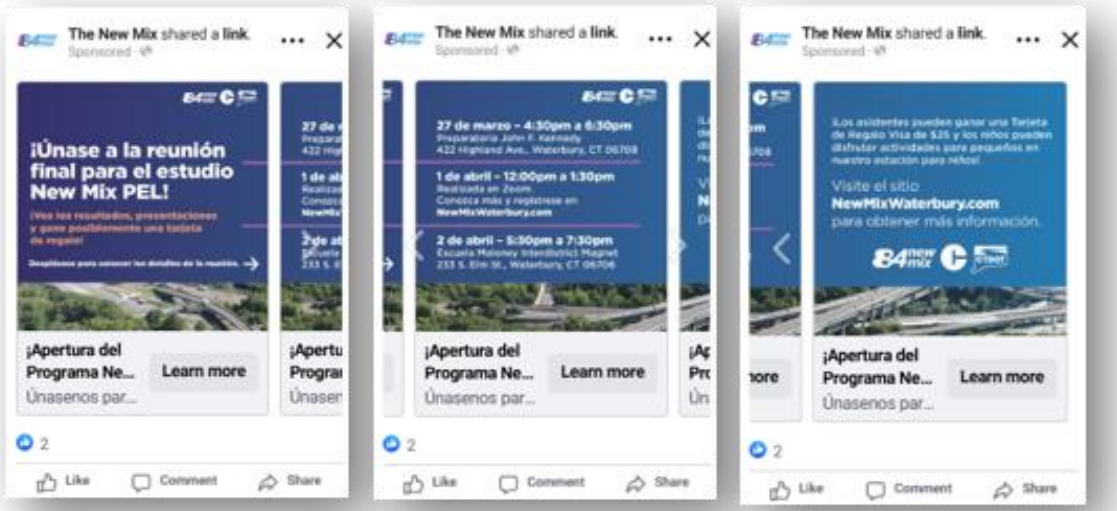
New Users	Engaged Sessions	Engagement Rate	Avg. Session Duration
771	28	3.44%	2s

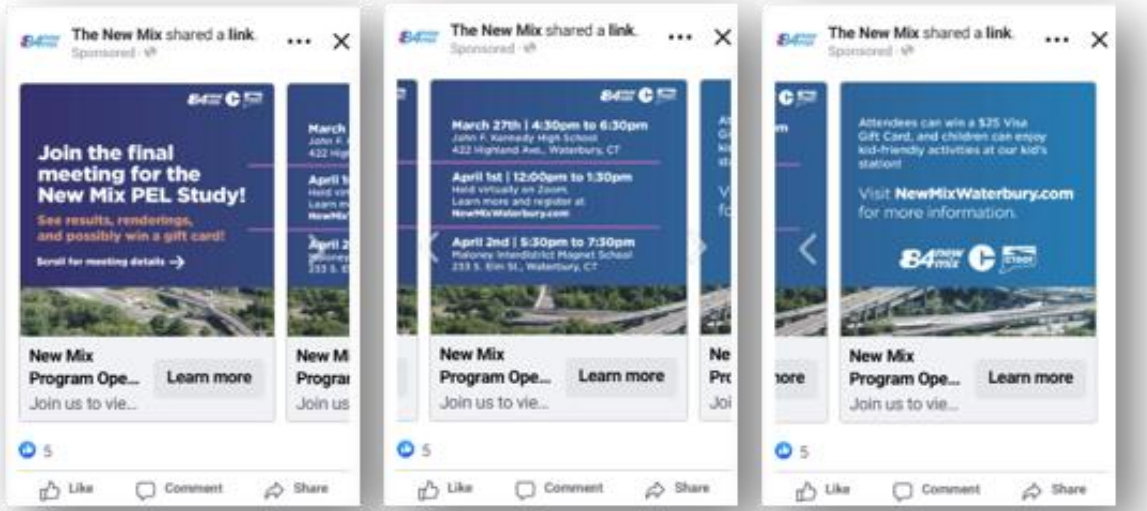
Facebook – Performance





Facebook – Screenshots

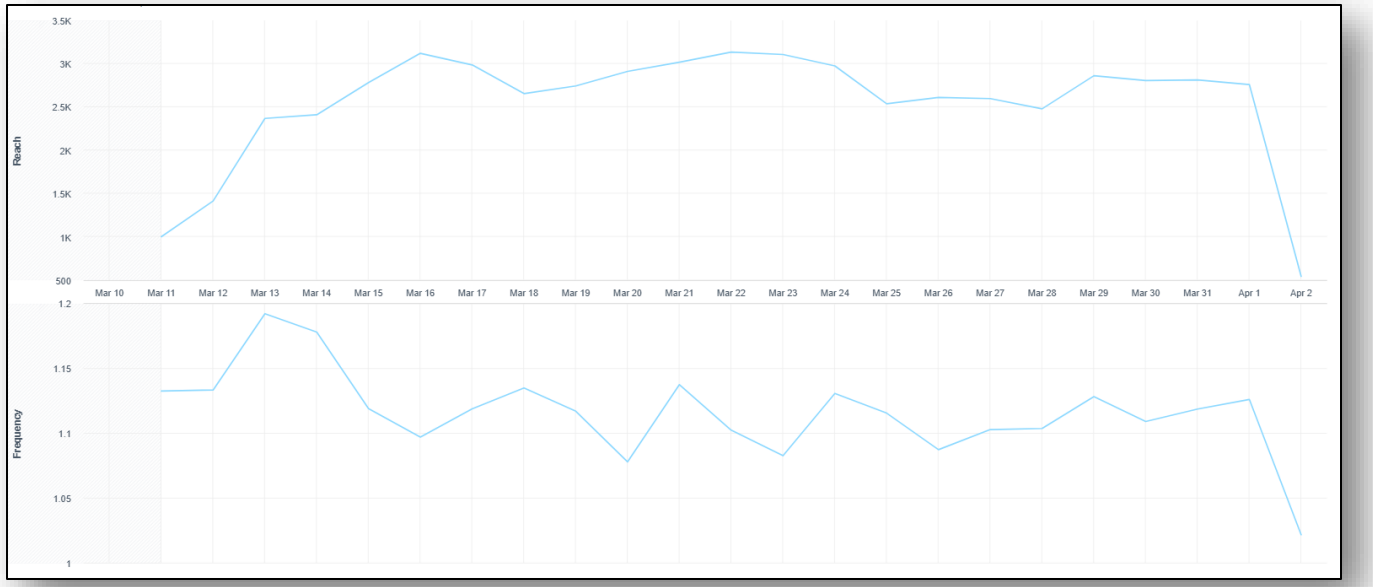




HNTB

MINTZ+HOKE

Instagram – Performance

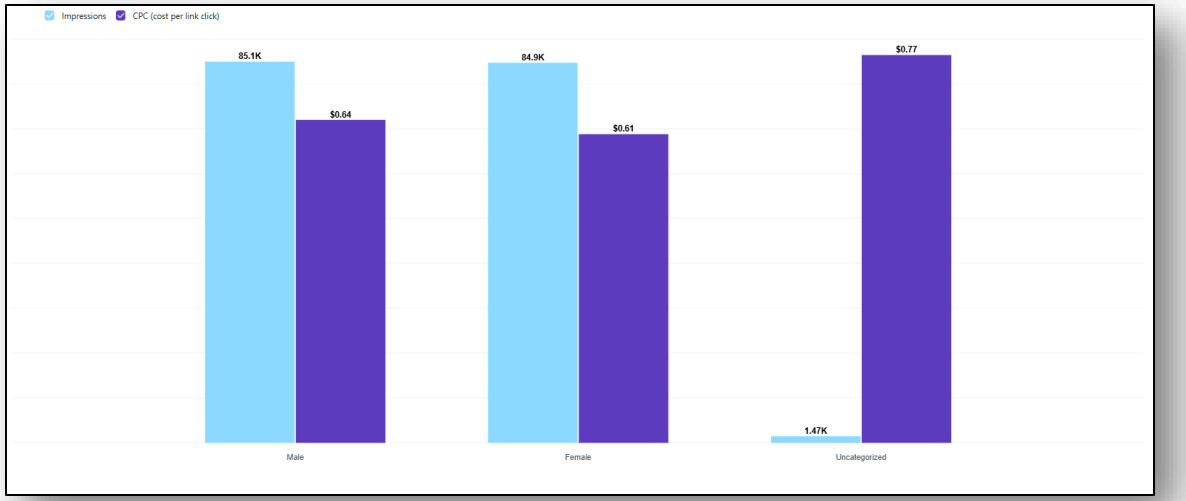


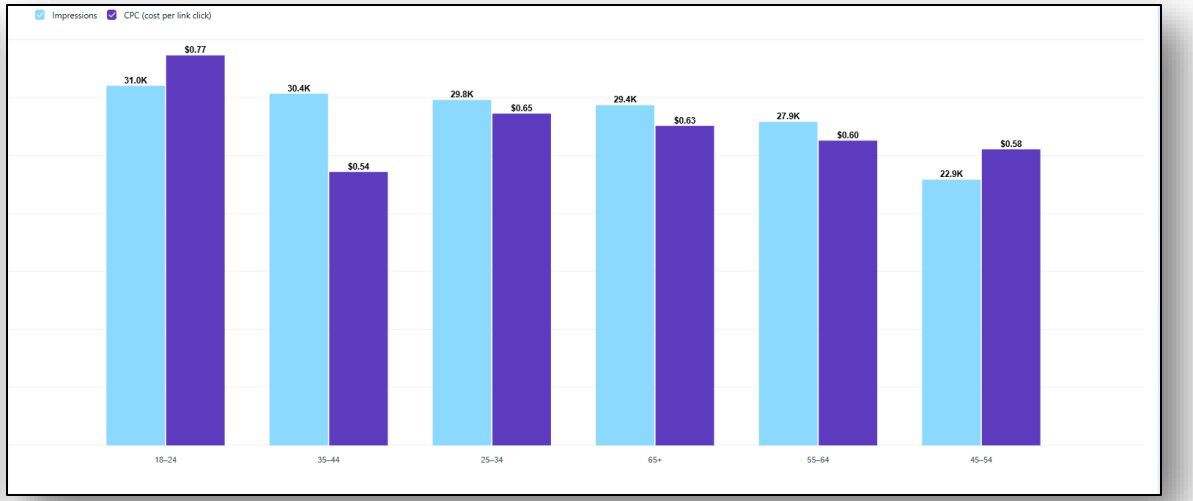
Ad set	Results	Reach	Frequency	Impressions	Link clicks	CTR (link click-through rate)	Cost per result	Budget
HNTB PIM4 Instagram - English	315 Link clicks	13,495	1.83	24,739	315	1.27%	$0.79 Per Link Click	$250.00 Lifetime
HNTB PIM4 Instagram - Spanish	318 Link clicks	15,656	2.61	40,835	318	0.78%	$0.79 Per Link Click	$250.00 Lifetime
Results from 2 ad sets	633 Link clicks	26,870 Accounts Center acco...	2.44 Per Accounts Center a...	65,574 Total	633 Total	0.97% Per Impressions	$0.79 Per Link Click	

Website Performance:

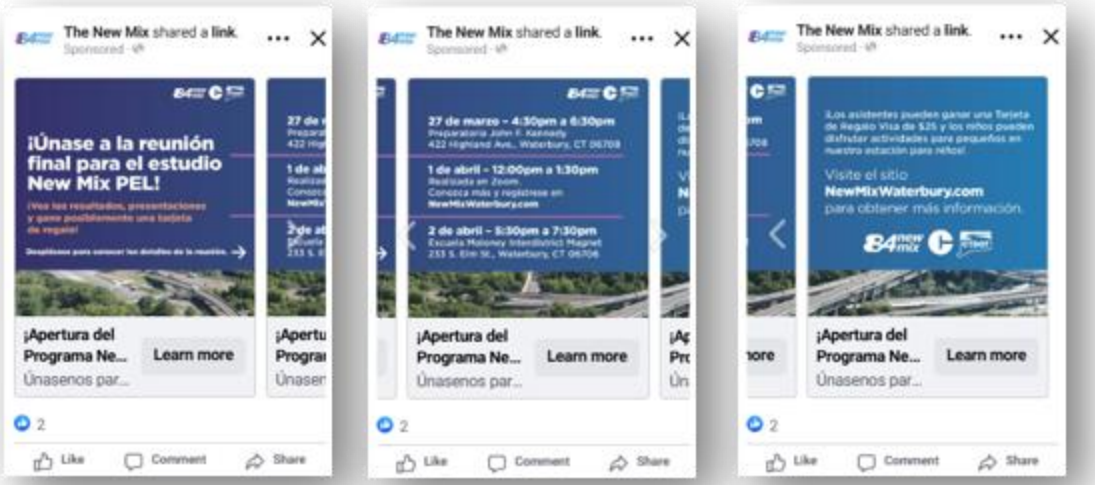
New Users	Engaged Sessions	Engagement Rate	Avg. Session Duration
711	41	5.68%	4s

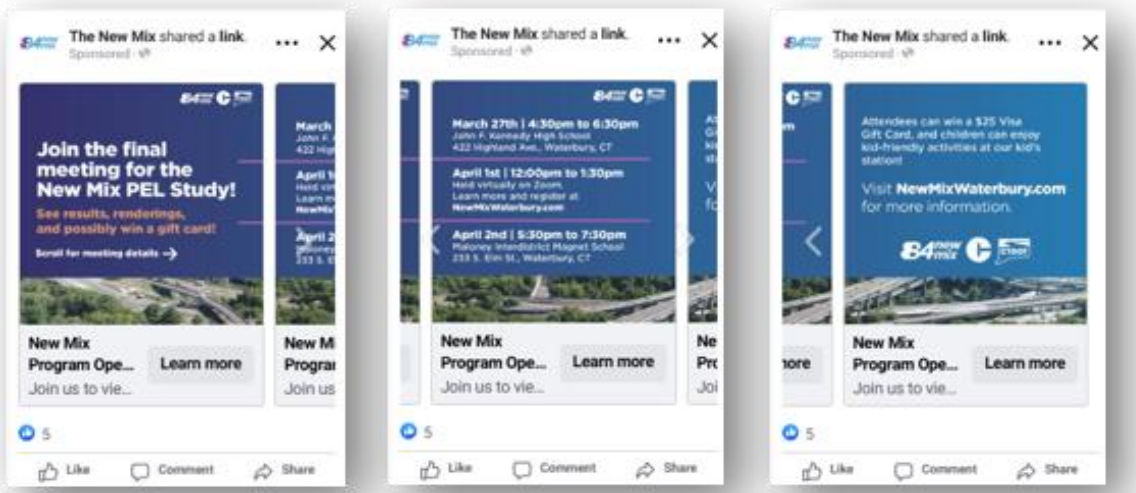
Instagram – Performance





Instagram – Screenshots





HNTB

MINTZ+HOKE

Direct Mail

Direct Mail Postcard

Targeting:

- Mail routes within 500’ surrounding the highway on all sides

Mailing details:

- 9” x 6.125” English/Spanish postcard mailed using USPS EDDM (Every Door Direct Mail) to select mail routes within the 06702, 06706, and 06708 zip codes within 500’ of the highway on all sides.
- 8,603 pieces were mailed to residents and businesses within the target area.
- Mailed Thursday, 3/13

Direct Mail Postcard

Front (English)

Back (Spanish)

HNTB

MINTZ+HOKE

Attachment B – PAC Meeting Documentation

- PAC Meeting #1
- PAC Meeting #2A
- PAC Meeting #2B
- PAC Meeting #2C
- PAC Meeting #3A
- PAC Meeting #3B
- PAC Meeting #3C
- PAC Meeting #4A
- PAC Meeting #4B
- PAC Meeting #4C
- PAC Meeting #5
- PAC Meeting #6
- PAC Meeting #7

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: November 19, 2021 9:00 AM – 10:15 AM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Program PAC Meeting #1

Attendees:

PAC Members	
Name	**Organization**
John Touri	Bender Plumbing Supply
Roy Cavanaugh	City of Waterbury Bureau of Engineering
David Simpson	City of Waterbury Department of Public Works
Joseph McGrath	City of Waterbury Economic Development
Ken Stanco	City of Waterbury Office of the Mayor
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Nadine Amatruda	City of Waterbury Police Department
Barbara Kalosky	Connecticut Association for Community Transportation
Maria Vachareli	CTtransit Waterbury
Emilie Holland	Federal Highway Administration
Martin Begnal	Friends of Riverside Cemetery
Betty Bajek	Greater Waterbury Transit District
Erik Hazelton	Housatonic Valley Association
Carl Rosa	Main Street Waterbury
Joseph R. Sculley	Motor Transportation Association of Connecticut
Dana Elm	Naugatuck Valley Community College
Mark Nielsen	Naugatuck Valley Council of Governments
Stephanie Valickis	Saint Mary's Hospital
Tracie Borden	UConn Waterbury
Kevin Taylor	Waterbury Bridge to Success
Thomas Hyde	Waterbury Development Corporation
Jeremy Rodorigo	Waterbury Hospital
Arthur Denze Sr.	Waterbury Neighborhood Council
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Department of Transportation	
Name	**Organization**
Carlo Leone	Connecticut Department of Transportation (CTDOT)
Michael Calabrese	CTDOT
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT

Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB

Distribution: All Attendees

1. Meeting Purpose

The purpose of this meeting was to initiate the Project Advisory Committee (PAC) meetings. This presentation reviewed the role of PAC members in the New Mix Program, the New Mix Program, the Planning and Environmental Linkages (PEL) Study process, and the New Mix Program Goals and Objectives.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No.1 Presentation

Naomi Hodges (HNTB Environmental Lead) began the meeting by thanking PAC members for their attendance and being part of the PAC. An overview of Zoom accessibility and troubleshooting followed. The meeting's agenda and introductions for the leadership team occurred. The PAC purpose and composition portion of the presentation included information on the organizations the PAC members represent and the intentions behind creating a PAC. A PAC member roll call and introduction followed. The role of the PAC members, their responsibilities, and PAC procedures and guidelines were reviewed. This included the importance of PAC participation and attendance. Additionally, it was explained that PAC members were assembled to serve as a link to the community and to represent the interests of the organizations the PAC members belong to.

An overview of the New Mix program was provided, which included touching on the project study area, reasons to improve the Mixmaster, potential timing and breakout project schedule and the general nature of anticipated projects (Early Action, Near-Term, and Long-Term projects).

A poll was then presented to the PAC on the frequency that members utilize the interchange system. The following results were generated:

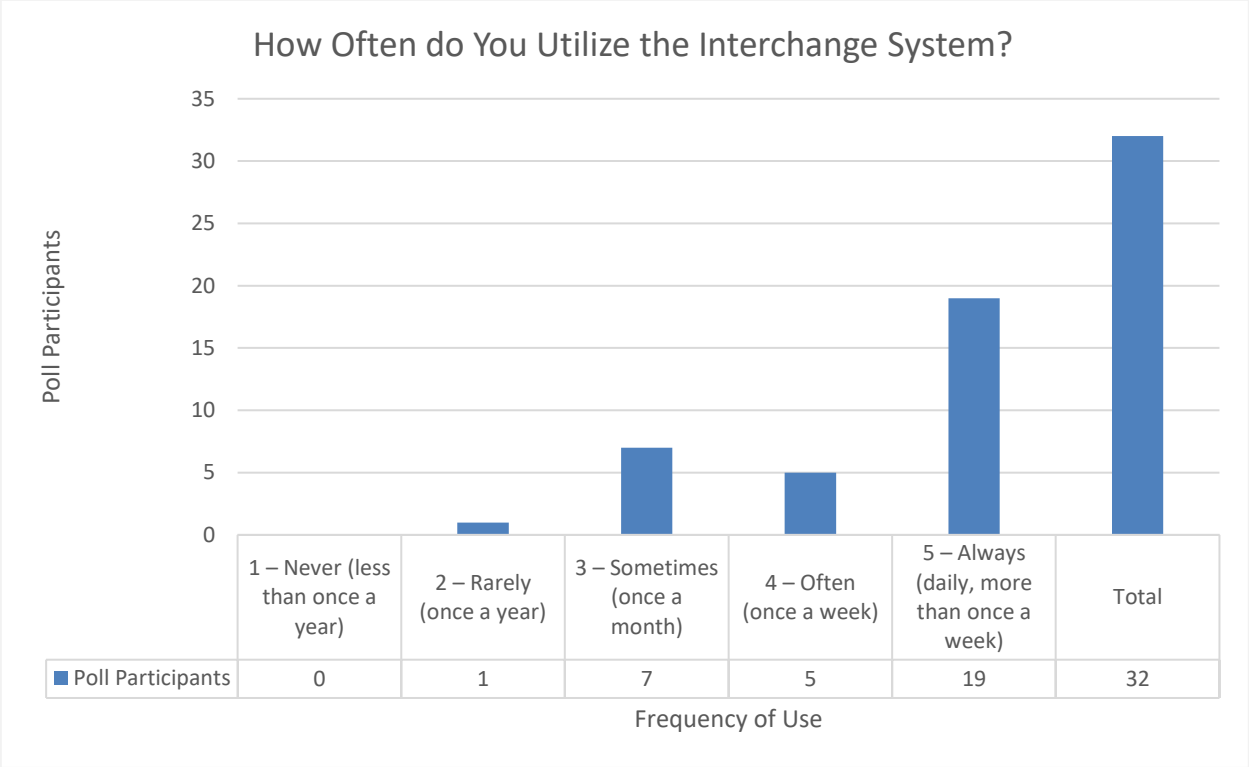


Figure 1- Poll Results: How Often do You Utilize the Interchange System?

Christopher Fagan (HNTB Project Engineer) covered a PEL Study Overview, discussed the relationship between PEL and the National Environmental Protection Act (NEPA), and explained what PEL is and why it is used, the New Mix PEL study desired results and schedule, and the function of the PAC within the PEL process. Mr. Fagan also denoted New Mix outreach methods that are or will be deployed.

Ms. Hodges presented on the New Mix program goals and objectives, which included the CTDOT's visioning statement for the PEL Study, and other transportation-related goals and objectives.

A poll was presented to the PAC: "On A Scale Of 1-5 What is Your Level of Satisfaction with the Mixmaster and Surrounding Transportation Network in the Study Area?" The following results were generated:

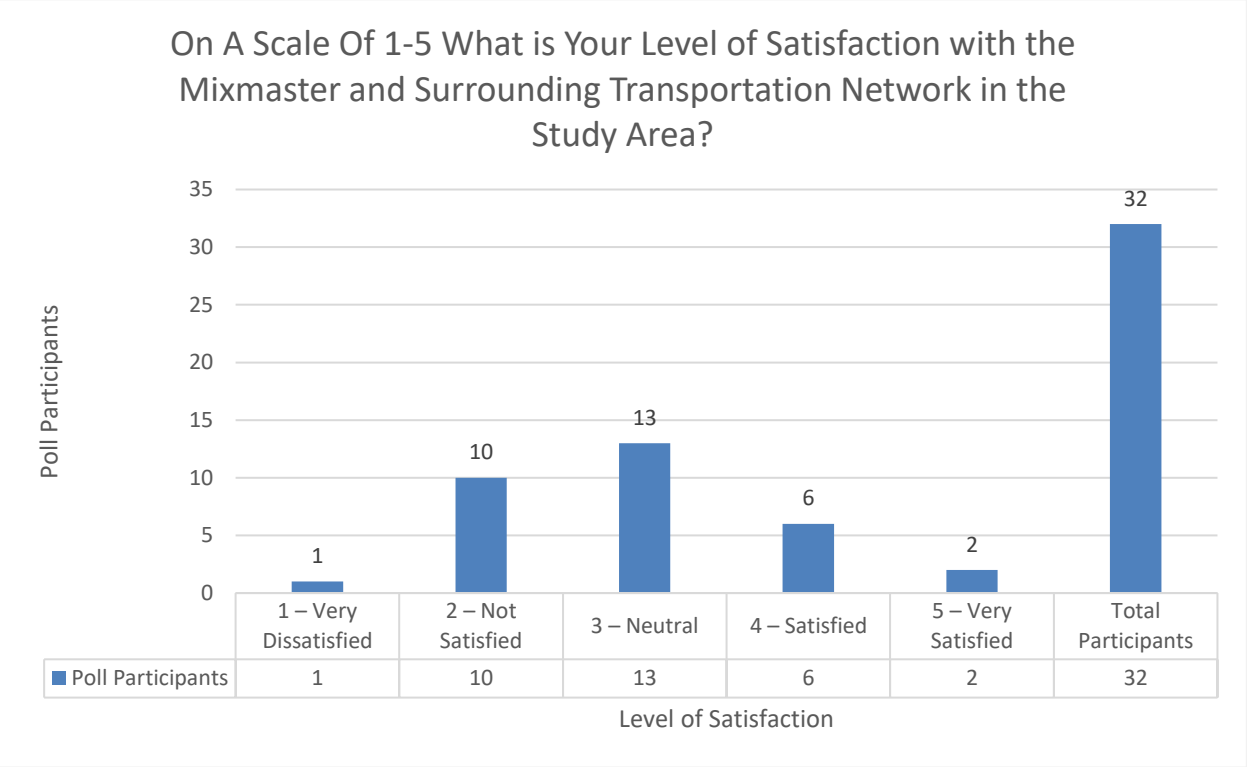


Figure 2 - Poll Results: On a Scale of 1-5, What is Your Level of Satisfaction with the Mixmaster and Surrounding Transportation Network in the Study Area?

Following the poll, PAC members were asked to provide their input on the problems they are facing while utilizing the Mixmaster Interchange and the associated transportation network. Comments followed and included the following concerns:

Dana Elm (Naugatuck Valley Community College, Interim Dean of Administration) stated that leaving the I-84 Westbound mainline using Exit 18 is dangerous for commuters who are coming from Route 8 Northbound; there is a left-handed system movement between Route 8 Northbound and I-84 Westbound that requires three lane changes in a short distance to reach Exit 18. Ms. Elm understood that many commuters coming from Route 8 Northbound will overshoot Exit 18 to avoid the dangerous condition, instead preferring to backtrack from Exit 17 to reach Naugatuck Valley Community College or that section of Waterbury.

Mark Nielsen (Naugatuck Valley Council of Governments, Director of Planning / Assistant Director) indicated that there are many closely spaced on and off ramps that cause a lot of weaving.

Betty Bajek (Greater Waterbury Transit District Chair, Board of Directors) noted the general conditions of the roads as a concern.

Martin Begnal (Friends of Riverside Cemetery, President) echoed the concerns of other PAC Members and added that the Riverside Cemetery is in the shadow of the Mixmaster and as a result, there is noise and vibration from the highway. Mr. Begnal believes that the highway's

proximity to the cemetery is causing structural damage to its chapel, which is on the National Register of Historic Places. Mr. Begnal also noted that the Mixmaster makes it hard for visitors to find the cemetery.

Joseph Sculley (Motor Transportation Association of Connecticut, President) stated that the recurring traffic congestion experienced on the Mixmaster over the past several years could be attributed to the ongoing I-84 Rehabilitation project. Mr. Sculley further stated that he was looking forward to the New Mix program development, highlighting the need to alleviate traffic and to improve freight travel through the area. Ms. Hodges responded that although the current I-84 Rehabilitation Project is not part of the New Mix Program, the program team is taking the traffic operations into consideration. Once the I-84 Rehabilitation Project construction is complete, traffic flow is anticipated to improve.

Tomas Olivo Valentin (Working Cities Challenge, Project Director) highlighted inner city traffic as an issue.

Eric Hazelton (Housatonic Valley Association, Southern Valley Conservation Projects Manager) indicated that the Mixmaster feels more dangerous compared to other stretches of I-84.

Stephanie Valickis (Saint Mary's Hospital, Media Relations/Communications Specialist) shared that she cannot use the Mixmaster for her commute due to temporary exit closures and has to navigate through the city.

Arthur Denze Sr. (Waterbury Neighborhood Council, President) described how travel from Route 8 Northbound onto I-84 Eastbound (Exit 31) and the subsequent exits, (Bank Street and Downtown Waterbury: Exits 21 and 22) is extremely dangerous due to cars crossing over to exit. This concern was also echoed in the Zoom chat by Ms. Elm.

Ms. Hodges thanked the PAC members for their input and presented the PAC Identified Issues Board for the issues experienced on Mixmaster Interchange (Figure 3). This board is a graphical summary of transportation and environmental issues that PAC members and stakeholders are experiencing on and around the Mixmaster interchange. Ms. Hodges stated that the board may be used to inform the Preliminary Purpose & Need Statement and perhaps other-transportation-related goals and objectives which would be further discussed at a subsequent meeting.

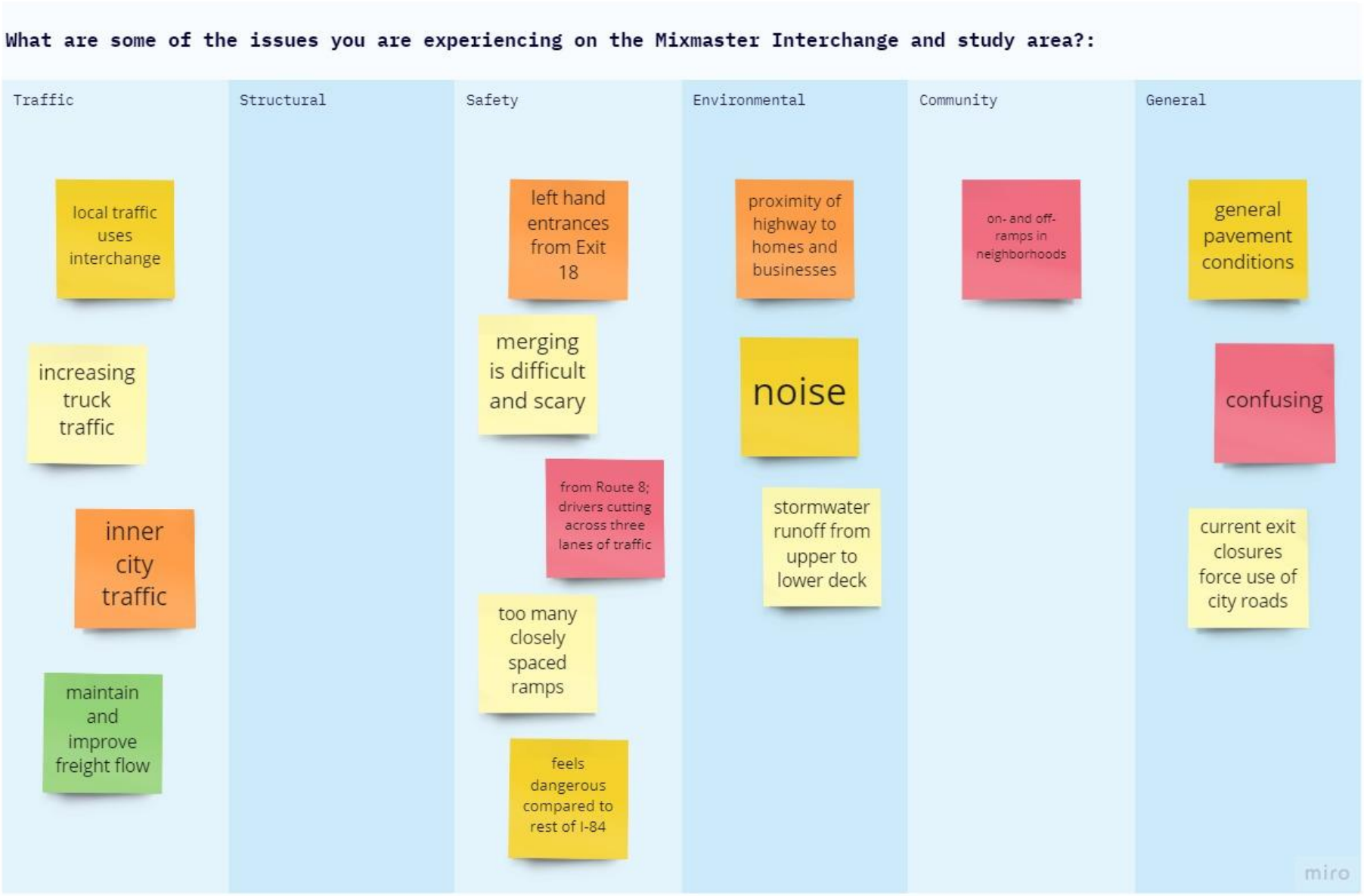


Figure 3 - New Mix PAC Identified Issues (11/19/2021)

The presentation continued with other transportation-related goals and objectives as well as how to use the New Mix PAC web application to add comments onto the New Mix study area map.

PAC members were then briefed about the upcoming meetings, future PAC agenda items, and objectives to have completed prior to the next PAC meeting. The presentation was then opened to questions and comments.

B. Comments & Questions on the New Mix Program

Ms. Hodges noted that an email with the PowerPoint presentation and necessary links would be forthcoming to keep non-Zoom users up-to-date. Meeting materials were provided to PAC members prior to PAC Meeting #1 and this practice will continue.

Mr. Nielsen asked about the infrastructure bill and what is anticipated for the immediate action projects, specifically asking if projects would be accelerated to take advantage of money or if they are on a fixed schedule. Scott Roberts (CTDOT, Project Manager) responded that despite the passed bill, the CTDOT cannot predict when the funds would arrive from the federal government. Mr. Roberts stated the CTDOT is anticipating some funding increases and are exploring advancing Potential Early Action (PEA) projects not only with the New Mix, but with other major CTDOT projects as well. The earliest that these may be initiated for construction would be towards the tail end of the 5-year bill due to the fact that many of these projects are in the early conceptual phase and have not been designed yet. Mr. Roberts stated that the CTDOT is also looking at using money to further study and potentially design short term/early action/near-term projects and that these will be defined more in subsequent meetings.

Mr. Nielsen added that he was looking more from the angle of local improvements. Mr. Roberts stated that the CTDOT is trying to avoid redundancy and throw away work. Any PEA would need to have independent utility and not predetermine an outcome of the PEL Study. These improvements would likely be designated Categorical Exclusions under NEPA and would advance quickly, such as projects on the local grid that could improve city movements.

Ms. Hodges noted that the meeting has extended over the hour and thanked those who must leave for their attendance. The questions and comments portion of the meeting then proceeded with a question from Mr. Begnal.

Mr. Begnal asked about the cost of the replacement and whether the State had the money to pay for it. Mr. Begnal also disclosed that in addition to being the President of Friends of Riverside Cemetery he also serves as an Assistant Managing Editor of the Republican American Newspaper. Mr. Roberts responded that a funding source for the program had not been identified, and that the most recent preliminary estimates were around $5 billion in 2045 dollars. Mr. Roberts added that the project is about 20 years out before construction, so the CTDOT is trying to position itself to identify and program the funds for future improvements. Mr. Roberts also mentioned that the cost would take several years of capital budget. Neil Patel (CTDOT, Principal Engineer) added that this situation is similar for all of CTDOT's major projects that currently do not have funding identified, but those major projects are long term fixes that are years out. The infrastructure bill will help as the CTDOT moves forward, and as the CTDOT finishes its PEL studies. The funding associated with the infrastructure bill will allow for more programs to be developed and can also help fund the development of environmental

documentation, including NEPA documents and potentially some of the preliminary engineering.

The New Mix team thanked everyone for attending the presentation and for their participation.

Meeting adjourned.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #1 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	11/19/2021 Email	Hyde, Thomas – Waterbury Development Organization	Thanks again for the update today. I was thinking about the call and wanted to bring something to your attention. We are currently working on a massive redevelopment project at 698 South Main St. in Waterbury. One of the issues we have been hearing from potential developers is the inability for tractor trailers to access 84 west without having to go down Grand St. then Bank St (we also don't want them downtown). Additionally, tractor trailers cannot access rt 8 south from that location due the height of the Train trestle's on Bank St. With the Rt 8 to 84 east ramp currently closed, several tractor trailers have been getting off Rt 8 at exit 30 and even though there is a ton of signage, typically we have one or two a month hit the bridge.	This is a great observation. You and the potential developers are identifying a general deficiency with truck access from downtown to the highways. In some cases, like you've noted, it forces truck traffic to use Grand Street for east-west travel. You are confirming what the New Mix program team has observed and is looking to improve upon. Downtown access to and from Interstate 84 and Route 8 is a focus for our team. You've also noted how low clearance railroad bridges over local roads restrict truck access to Route 8 from downtown. Our team also recognizes how these substandard clearances provide an obstacle to east-west travel, and we have initiated a railroad feasibility	N/A	11/19/2021, Email, NCH

				study to identify options for improving vertical clearance as part of the New Mix program. The ramp from Route 8 Northbound to Interstate 84 Eastbound is schedule to open very soon. Additionally, the Exit 30 on ramp to Route 8 Northbound is scheduled to open within the year with the removal of the Temporary Bypass. Signage, additional measures, and detours are in place for trucks during this time period. Thank you for your observations and feedback. Our team is looking forward to continued firsthand input like this as we move through the New Mix PEL study.		

The New Mix:
Project Advisory Committee (PAC) Meeting No. 1
November 19, 2021

HNTB

84new mix

1

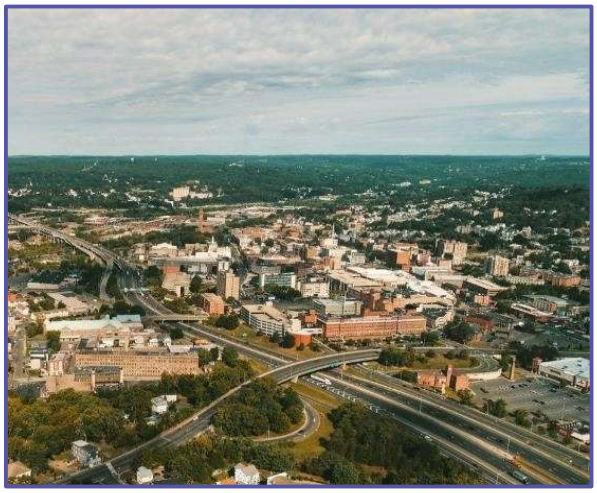
Agenda

- Leadership Team Introductions
- Project Advisory Committee Overview
- New Mix Program Overview
- Planning and Environmental Linkages (PEL) Study Overview
- New Mix Program Goals & Objectives
- Next Steps

84new mix

2

The *New Mix* Leadership Team



Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer
- Naomi Hodges, Environmental Lead

3

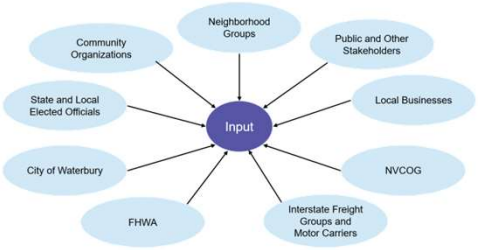
Project Advisory Committee (PAC) Overview

4

PAC Purpose and Composition:

- Allow for constructive dialogue from various perspectives.
- Provide input and feedback on the New Mix program's **Preliminary Purpose and Need**, **Transportation-related Goals and Objectives**, and **conceptual alternatives**.
- Provide two-way communication between the PAC and program team
  - In the early planning phases: feedback will inform the selection of a Range of Reasonable Alternatives for the New Mix.
  - In later phases: feedback will help shape the design and program mitigation measures.

***The New Mix* Team invited representatives from:**



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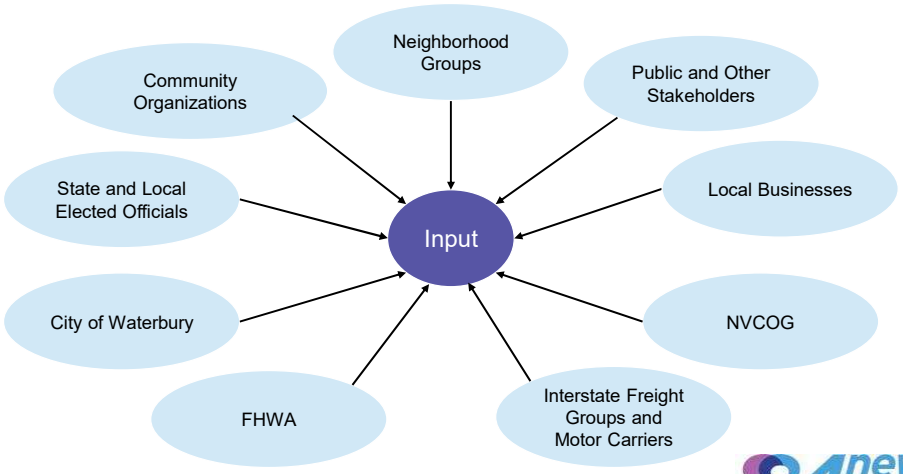
The New Mix Team invited representatives from:



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PAC Members:

All Saints/Todos los Santos Parish

Bender Plumbing

City of Waterbury:

- Bureau of Engineering
- City Planning & Inland Wetlands
- Department of Economic Development
- Department of Public Works
- Fire Department
- Office of the Mayor
- Police Department
- Public Schools

Connecticut Association for Community Transportation (CACT)

Connecticut Coalition for Environmental Justice (CCEJ)

CT transit

Federal Highway Administration (FHWA)

Greater Waterbury Transit District

Hispanic Coalition of Greater Waterbury

Holy Trinity Greek Orthodox Church

Housatonic Valley Association

Jarjura's Farm

Main Street Waterbury

Mattatuck Museum

Metro-North Railroad

Motor Transport Association of Connecticut (MTAC)

National Association for the Advancement of Colored People (NAACP) of Greater Waterbury

Naugatuck Valley Community College

Naugatuck Valley Council of Governments (NVCOG)

Palace Theater

Police Activity League (PAL) River Brigade

Riverside Cemetery

Saint Mary's Hospital

University of Connecticut (UCONN) Waterbury Branch

Waterbury Bridge to Success

Waterbury Development Corporation

Waterbury Hospital

Waterbury Neighborhood Associations: Bunker Hill, Gilmartin, Waterbury, & Waterville

Waterbury Regional Chamber

Waterbury Working Cities Challenge

7

PAC Roles and Responsibilities:

Your role as PAC members is to be a contributory entity, providing public input/insight in what will ultimately become the New Mix program by:

Participating
and attending PAC meetings

Reviewing
PAC meeting material

Educating
oneself, sharing community issues, and staying informed

Sharing
perspectives and collaborating in the development and assessment of concepts

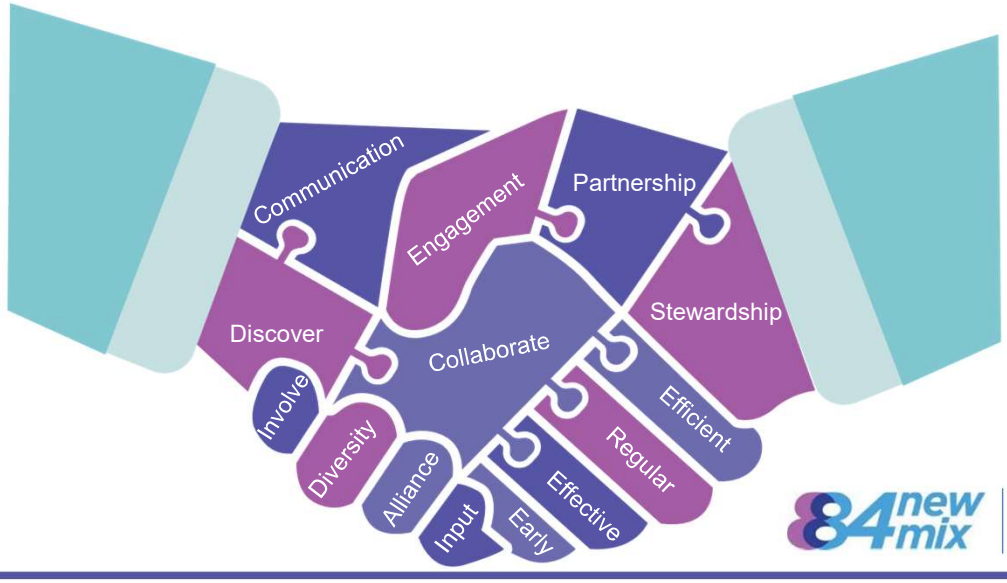
Serving
as the community link between the Study Team and the Waterbury community

Providing
input so CTDOT can make informed decisions on program transportation related issues, while respecting differences in opinion and perspective

Accepting
of agency determinations, understanding that complete agreement on all issues is likely not possible

8

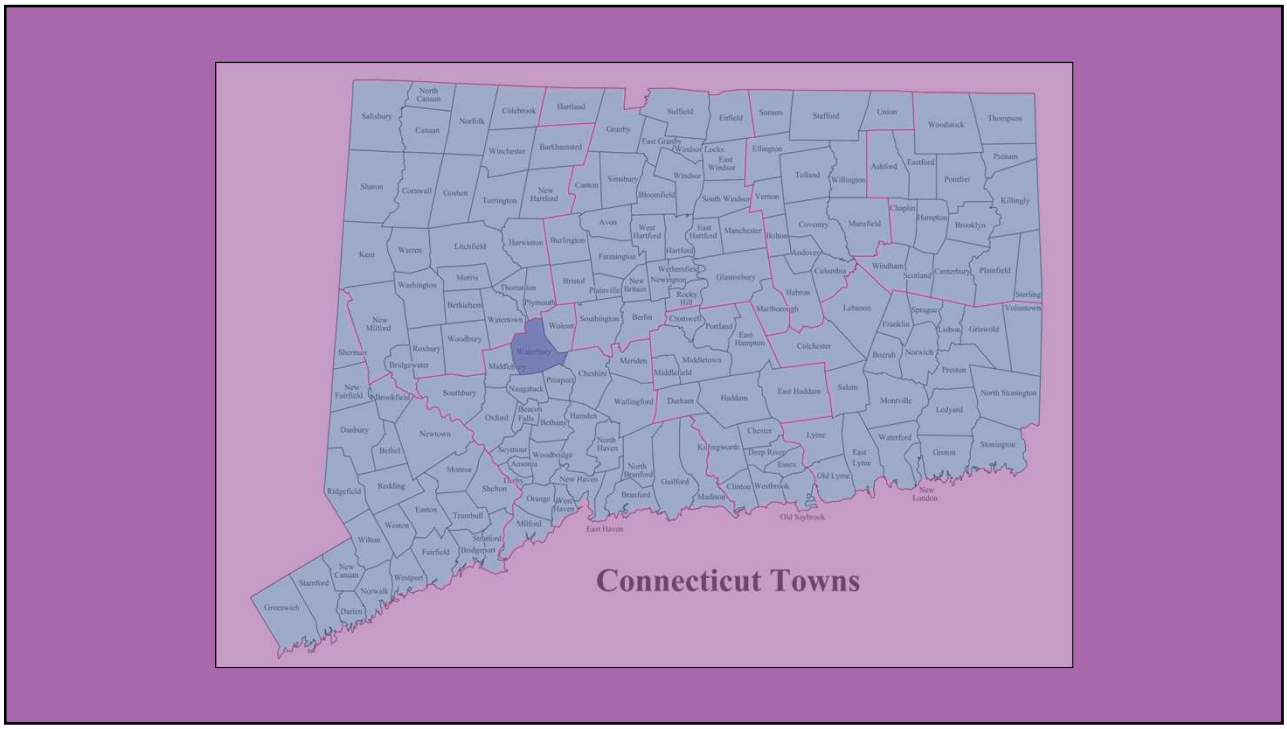
PAC Procedure and Guidelines:



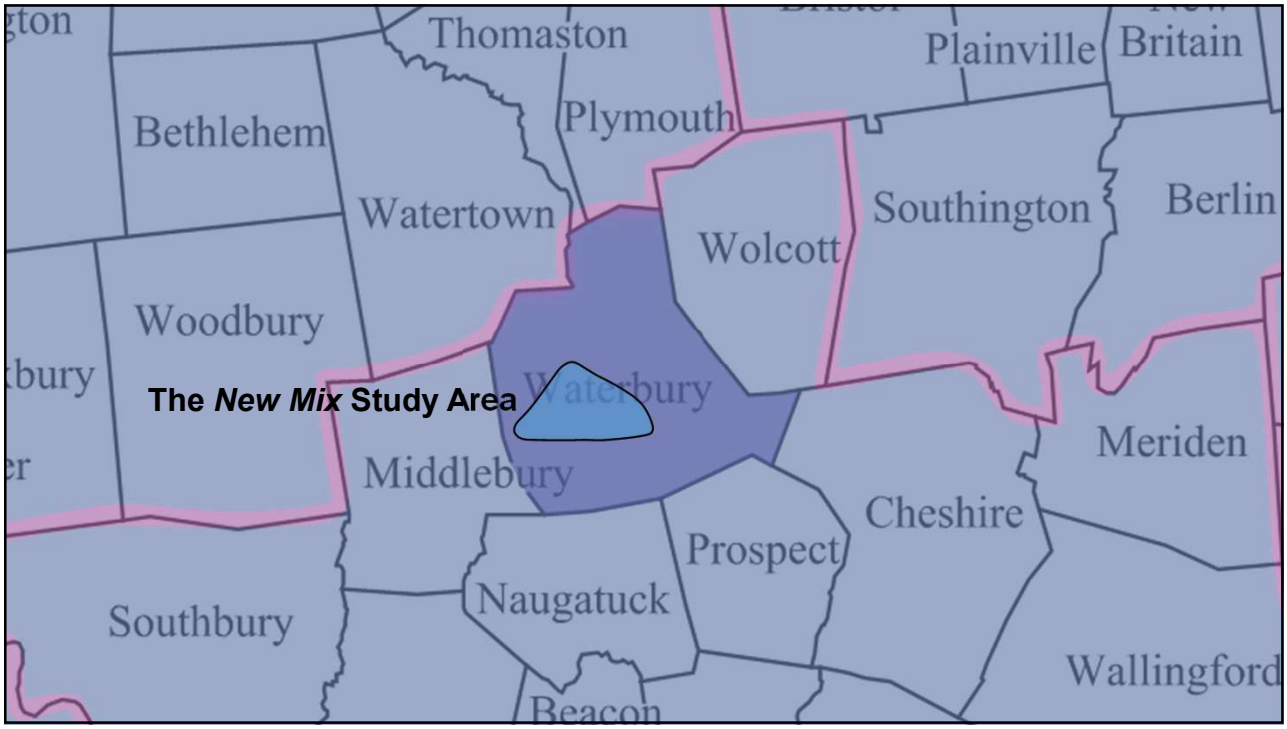
9

New Mix Program Overview

10

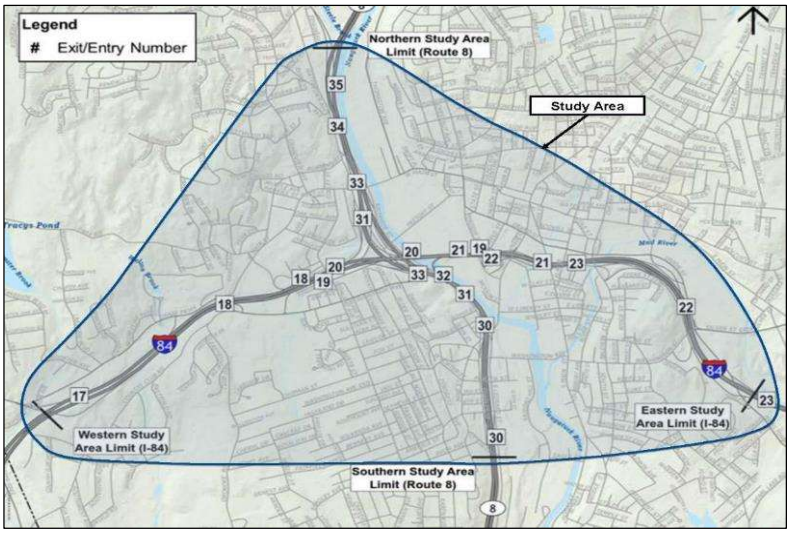

Connecticut Towns

11


Thomaston
Plainville
Britain
Bethlehem
Plymouth
Watertown
Wolcott
Southington
Berlin
Woodbury
The New Mix Study Area
Waterbury
Middlebury
Meriden
Cheshire
Prospect
Naugatuck
Southbury
Wallingford
Beacon

12

The *New Mix* Study Area



13

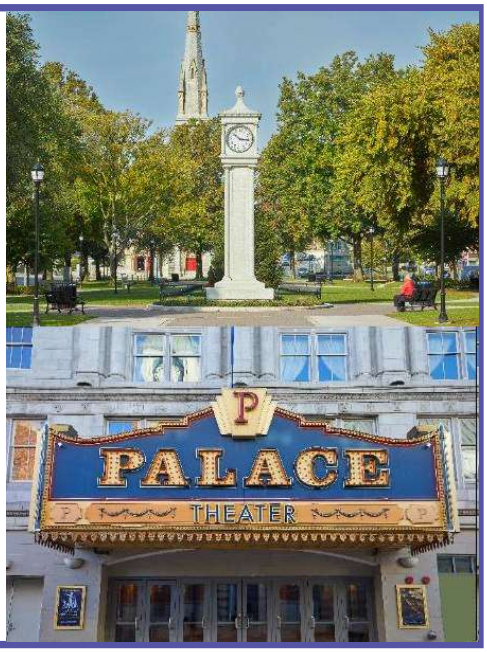
Why Improve the Mixmaster?

- Age of Structures
- Dated Safety & Operational Standards
- Structural Deficiencies
- Geometric Deficiencies
- Operational Deficiencies
- Recurring Traffic Congestion
- High Crash Rates
- High Maintenance Costs

14

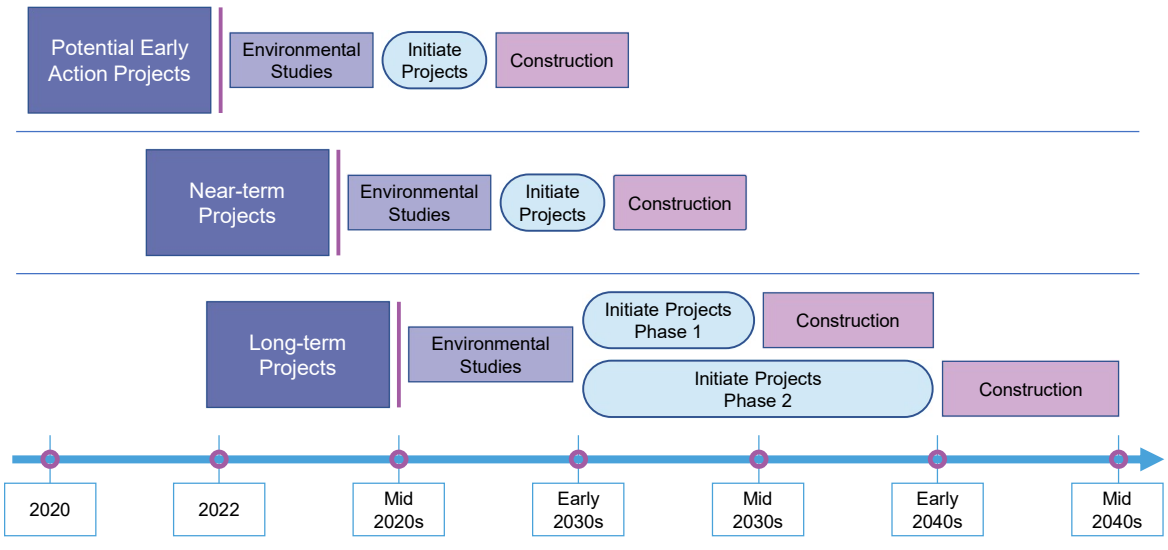
The *New Mix* Program

- Long-term plan for the future of the Mixmaster
- Program projects may occur over time
- Analyze rehabilitation and replacement options that:
  - Modernize
  - Improve safety & functionality
  - Improve function of local road network & the interchange
  - Reduce congestion
  - Align with economic development & community context



15

Potential Timing & Breakout Project Schedule

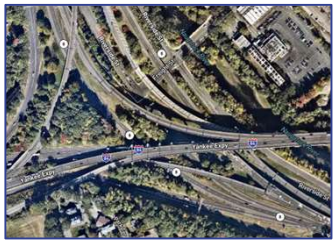


16

General Nature of Anticipated Projects

Early Action Projects
Improvements to local roads and intersections

Near-Term Projects
Improvements to highway approaching Mixmaster compatible with Long-Term Projects



Long-Term Projects
Reconstruction of core interchange structures

84new mix

17

Planning and Environmental Linkages (PEL) Study Overview

18

NEPA/CEPA Overview

Requires federal and state agencies to evaluate potential impacts to the surrounding environment during the planning process of projects.

Agencies examine potential impacts to communities – whether it be socioeconomic or natural resource impacts.

Through NEPA/CEPA, CTDOT is required to consider and evaluate the significance of their projected activities on the environment whilst maintaining open communication with the public regarding the decision making.

PEL = Pre-NEPA

19

What is PEL?

Planning and Environmental Linkages (PEL)

- FHWA recognized process
- Connects transportation planning and environmental/community concerns

Through the PEL study CTDOT will:

- Identify transportation issues
- Determine priorities
- Develop a vision or master plan for the needed transportation improvements of the New Mix
- Highlight environmental concerns
- Highlight community concerns
- Identify mitigation opportunities/strategies
- Create a roadmap to National Environmental Policy Act (NEPA)

20

Why Use PEL?

Allows for flexibility in potential project approaches	Enhances and encourages community participation and engagement	Improves relationships and coordination between agencies, stakeholders, and the general public	Entails robust documentation of coordination and analyses	Decisions/Analyses performed during study inform NEPA
Minimizes/avoids redundancies	Promotes cost effective solutions	Promotes environmental stewardship	Endorsed by FHWA as a planning tool	Reduces delays in project implementation

21

New Mix PEL Study Desired Results

- Early start on technical studies, outreach, and public involvement
- Identify key issues and risks
- Establish Preliminary Purpose and Need
- Identify a Range of Reasonable Alternatives
- Document findings in NEPA friendly format
  - PEL Study Report
  - FHWA PEL Questionnaire
  - NEPA Transition Report - a path for NEPA
    - Summarizes Recommendations
    - Project Phasing
    - Inform the Long-Range Transportation Plan
    - Establish NEPA Class of Action for projects

22

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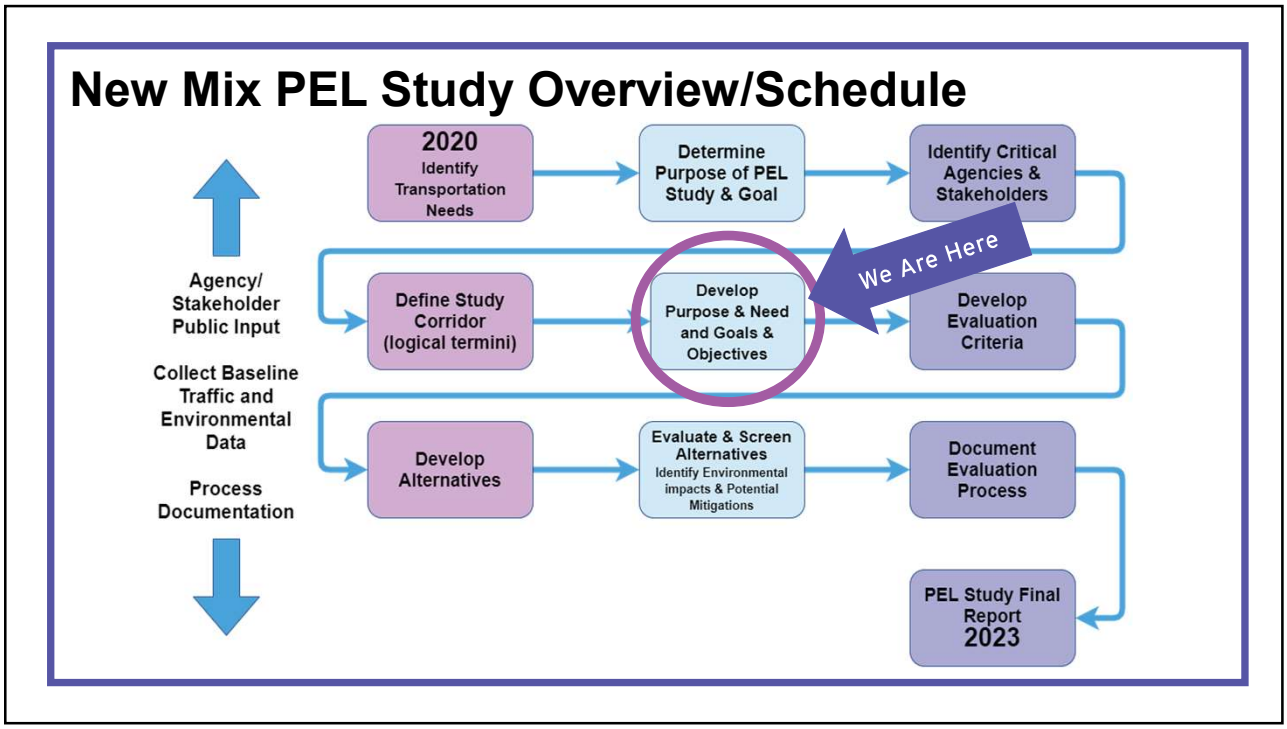
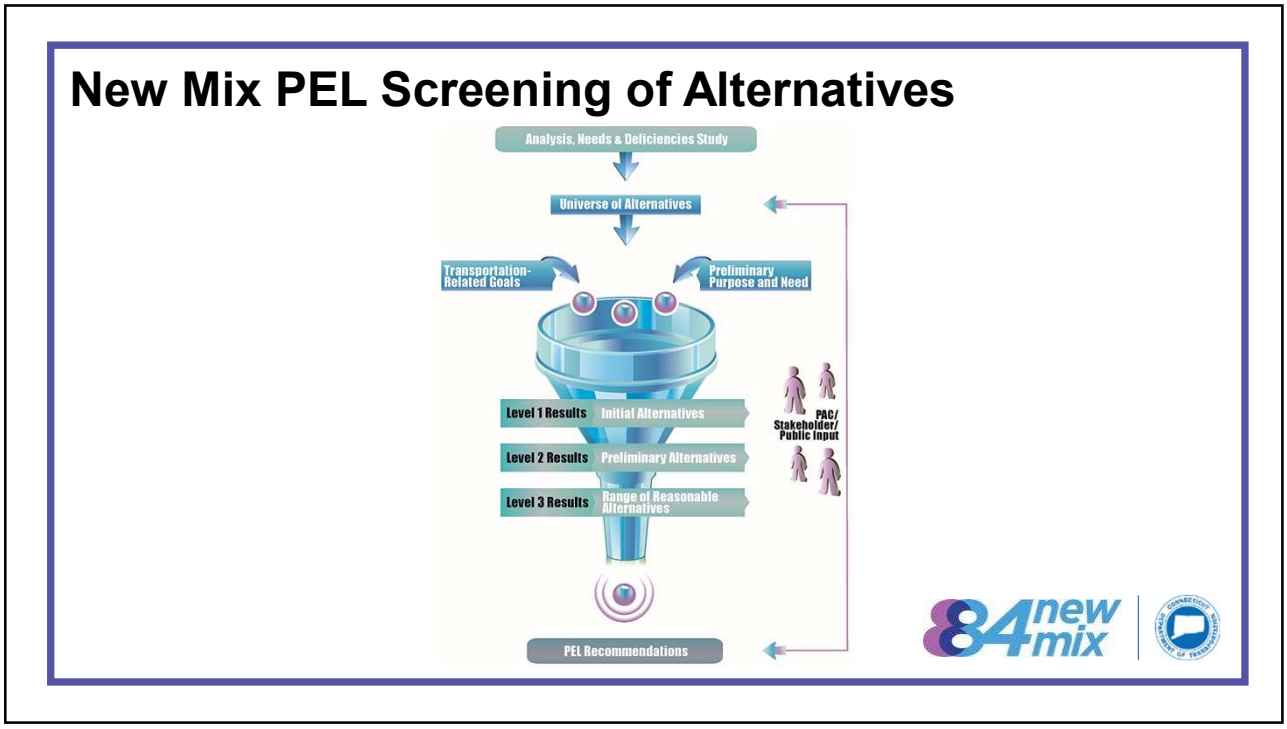

New Mix PEL Study Overview/Schedule
2020
Identify Transportation Needs
Determine Purpose of PEL Study & Goal
Identify Critical Agencies & Stakeholders
We Are Here
Agency/ Stakeholder Public Input
Collect Baseline Traffic and Environmental Data
Process Documentation
Define Study Corridor (logical termini)
Develop Purpose & Need and Goals & Objectives
Develop Evaluation Criteria
Develop Alternatives
Evaluate & Screen Alternatives
Identify Environmental impacts & Potential Mitigations
Document Evaluation Process
PEL Study Final Report
2023

23


New Mix PEL Screening of Alternatives
Analysis, Needs & Deficiencies Study
Universe of Alternatives
Transportation-Related Goals
Preliminary Purpose and Need
Level 1 Results
Initial Alternatives
Level 2 Results
Preliminary Alternatives
Level 3 Results
Range of Reasonable Alternatives
PAC/ Stakeholder/ Public Input
PEL Recommendations
84new mix

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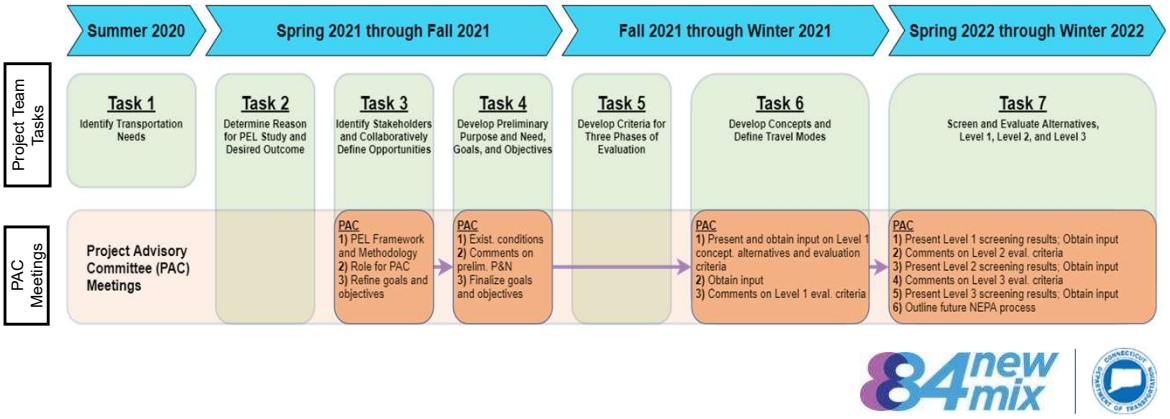
Project Advisory Committee Detail & Timeline

- The Project Advisory Committee (PAC) is an important component of PEL
- Serving on the PAC provides opportunity for those who want to be more involved in the PEL study.



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The New Mix Outreach Methods

Communication methods will be multi-faceted and include:

- Newsletters & updates via email (including sharing such information through community organizations)
- Social Media
- Program website with question & comment forms
- Public meetings
- Project Advisory Committee

26

New Mix Program Goals & Objectives

27

CTDOT desires to establish a vision, or master plan, for the interchange that is articulated in a prioritized plan for the phased implementation of improvements.

The overarching goal of the PEL Study is to develop a clear and supported plan of action for addressing deficiencies at the I-84/Route 8 Interchange and study area.

28

What are some of the problems you are experiencing on and around the Mixmaster Interchange

29

Other Transportation-Related Goals and Objectives

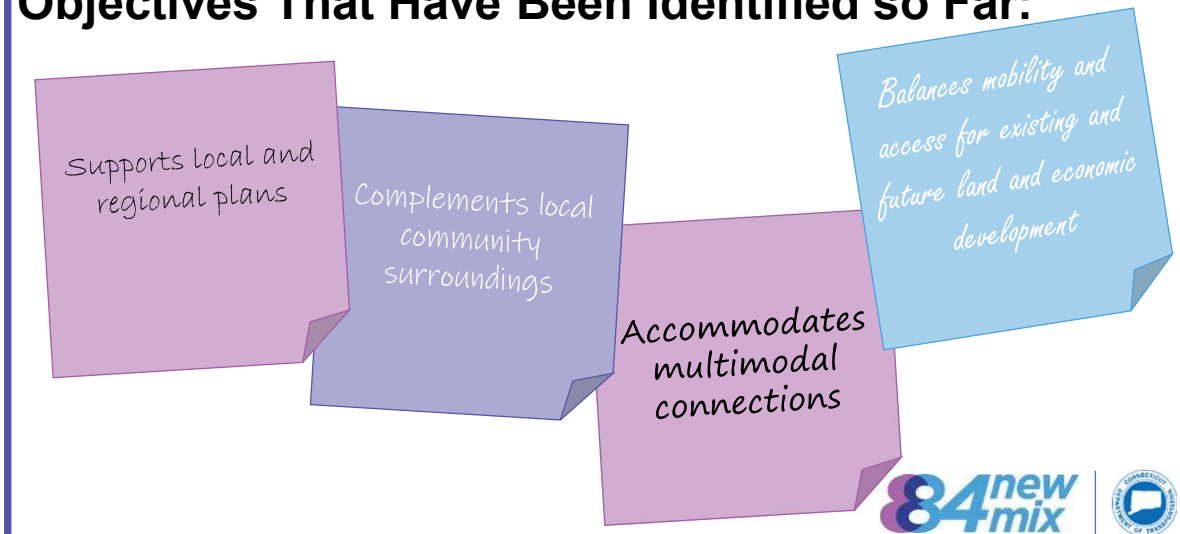
These may be a desirable outcome of the New Mix program, although not the primary purpose of the program

They are not reasons to advance or dismiss an alternative in the screening phase, but will be considered during the evaluation process

We would like your input on developing other transportation-related goals and objectives

30

Potential Transportation-Related Goals and Objectives That Have Been Identified so Far:



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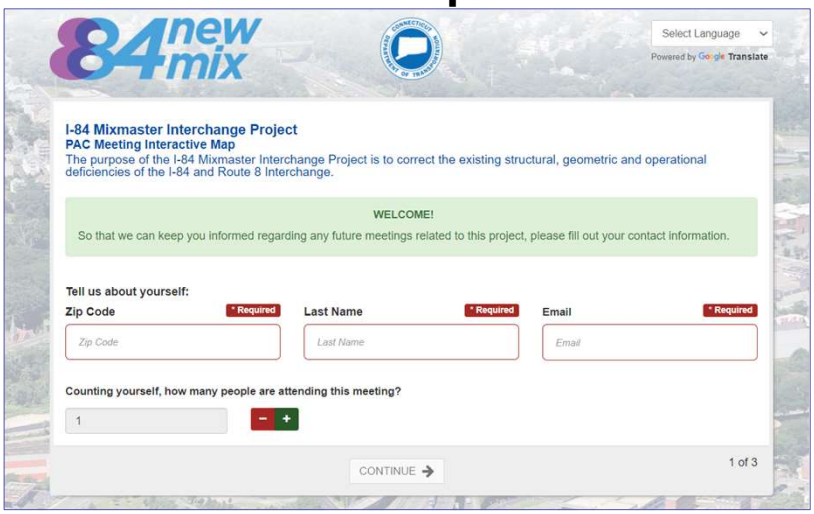
Next Steps

32

The *New Mix* Other Transportation-Related Goals & Objectives Comment Map



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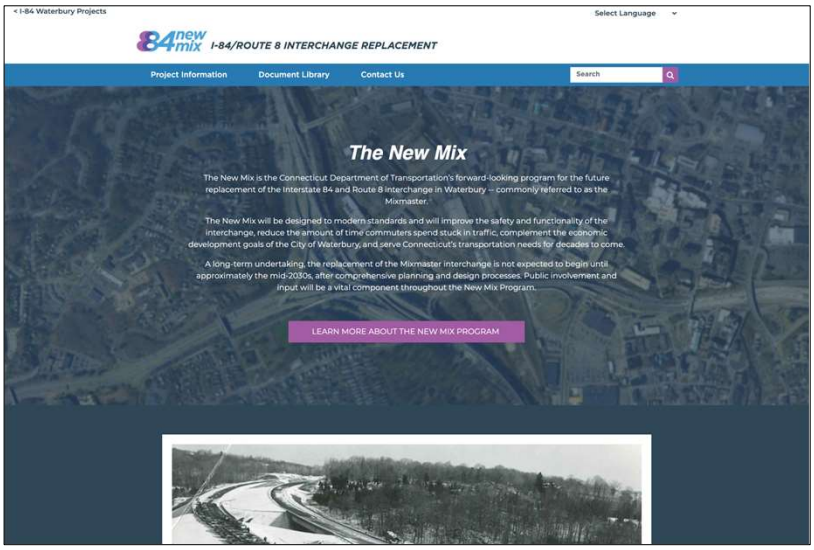
The *New Mix* Website



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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #2 December 2021

Where:
Anticipated Virtual via Zoom

Topics:
Review of Existing Conditions (Needs & Deficiency Analysis), Present Preliminary Purpose & Need Statement and Other Identified Transportation-Related Goals & Objectives, and Obtain Input from PAC

PAC Mtg #3 February 2022

Where:
Anticipated Virtual via Zoom

Topics:
Finalize Purpose & Need and Transportation-Related Goals & Objectives,
Present Conceptual Alternatives and Level 1 Evaluation Criteria, and Obtain Input from PAC

PAC Mtg #4 May 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
Present Level 1 Screening Results, Level 2 Evaluation Criteria, and Obtain Input from PAC

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Before the Next Meeting…

Identify Transportation-Related Goals & Objectives on map

Explore the Program Website

Check email for information about the next PAC meeting and scheduling

Get excited to participate in our next meeting

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Questions & Comments

37

Thank you.

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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: December 13, 2021 12:00 PM – 1:15 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Program PAC Meeting #2

Attendees:

PAC Members	
Name	**Organization**
John Touri	Bender Plumbing Supply
Roy Cavanaugh	City of Waterbury Bureau of Engineering
David Simpson	City of Waterbury Department of Public Works
Joseph McGrath	City of Waterbury Economic Development
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Mary Tomolonius	Connecticut Association for Community Transportation
Sharon Lewis	Connecticut Coalition for Environmental Justice
Martin Begnal	Friends of Riverside Cemetery
Kurt Salmoiraghi	Federal Highway Administration
Brian Peterson	Holy Trinity Greek Orthodox Church
Erik Hazelton	Housatonic Valley Association
John DiCarlo	Main Street Waterbury
Dana Elm	Naugatuck Valley Community College
Mark Nielsen	Naugatuck Valley Council of Governments
Kevin Zak	PAL River Brigade
Stephanie Valickis	Saint Mary's Hospital
Kevin Taylor	Waterbury Bridge to Success
Thomas Hyde	Waterbury Development Corporation
Tom Fitzgerald	Waterbury Fire Department
Joseph Violette	Waterbury Regional Chamber
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Department of Transportation	
Name	**Organization**
Carlo Leone	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB

Naomi Hodges	HNTB
David Giel	HNTB
Katie Theis	HNTB

Distribution: All Attendees

1. Meeting Purpose

The purpose of this meeting was to familiarize the Project Advisory Committee (PAC) with elements of the Analysis, Needs, and Deficiency Report (AN&D). This presentation recapped key elements of the first PAC meeting, provided a summary of the AN&D, and reviewed next steps, upcoming meetings, and future PAC Agenda Items.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 2 Presentation

Naomi Hodges (HNTB Environmental Lead) began the meeting by welcoming PAC members to the second PAC meeting. An overview of Zoom accessibility and troubleshooting followed, with notice that the meeting would be recorded. This was followed by an overview of the meeting's agenda, introductions for the leadership team, and attendance for PAC members. The roles and responsibilities of the PAC members were then reviewed, and progress made on the study since the last meeting was identified.

A brief summary of the New Mix Program was provided which highlighted the program as a long-term plan for the future of the Interstate 84/Route 8 Interchange (Mixmaster), and the CTDOT's usage of the federally recognized Planning and Environmental Linkages (PEL) approach for the study. A PEL study overview and schedule were displayed to review the steps involved in producing a final PEL Study Report, as well as to highlight the current step in this process (development of the Preliminary Purpose and Need Statement and identification of Transportation-Related Goals and Objectives). Ms. Hodges provided a description of the AN&D, explained how the report is utilized within the PEL process, and reviewed terms which would be commonly used throughout the presentation.

Christopher Fagan (HNTB Project Engineer) covered an overview of the Structural Conditions section of the AN&D. The analysis, methodology, and determination of the existing conditions of the Mixmaster structures at the time of the AN&D were presented. It was noted that the ongoing Rehabilitation Project at the Mixmaster will restore the Mixmaster bridges to a "State of Good Repair" and that the ongoing project is meant to extend the service life of the bridges until 2045.

David Schweitzer (HNTB Deputy Project Manager) presented an overview of the Geometric Conditions section of the AN&D. The geometric analysis criteria, methodology, and the determination of the existing geometric conditions at the time of the AN&D were reviewed. Several elements of the Mixmaster Interchange were highlighted to illustrate various existing geometric deficiencies, and a map graphically representing some of the notable geometrically deficient regions was displayed.

David Giel (HNTB Traffic Engineer Lead) presented the elements of the Traffic Analysis (operational conditions) section of the AN&D. This section focused on the study area, interchange traffic volumes (past, present, and forecasted), and traffic modeling tools and simulations.

The presentation continued with a review of the Safety Conditions section of the AN&D. High crash intersection locations and mainline crash density within the project study area were identified. Additionally, a graph portraying the varying contributing factors for crashes across the Mixmaster was displayed to convey the concerns regarding safety within the study area as it stood at the completion of the AN&D.

A poll was presented to the PAC: "On a Scale of 1-5, How Do Our Analyses Compare with Your Lived Experience?" The following results were generated:

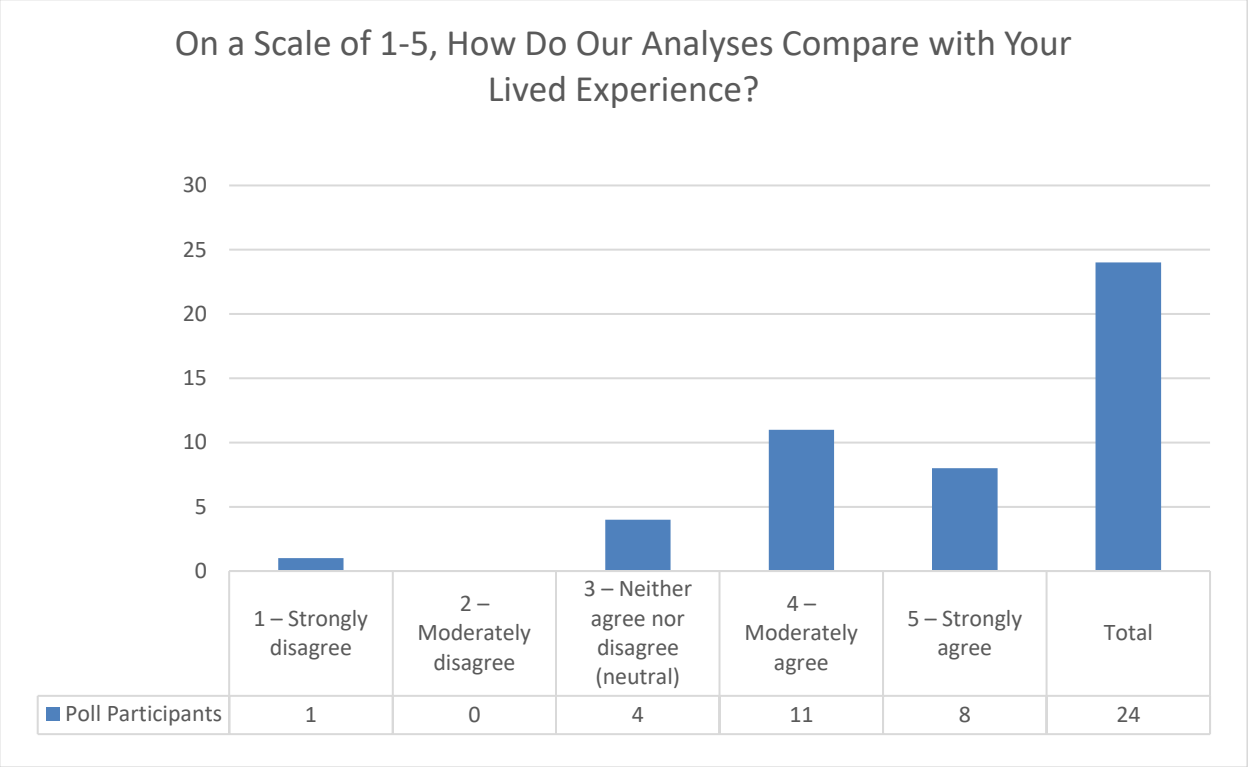

Figure 1 - Poll Results: On a Scale of 1-5, How Do Our Analyses Compare with Your Lived Experience?

During the poll, the meeting was opened to comments:

- Martin Begnal (Friends of Riverside Cemetery, President) asked if the projected congestion displayed during the Traffic Analysis portion of the presentation relied on transportation systems staying the same and added that hopefully there would be improvement between now and 2045. Ms. Hodges responded by noting the traffic models consider the planned transportation improvements, but there are some improvements that may consider less people using the system if they have public transit options. Mr. Bengal reiterated a hope for other improvements beyond those occurring through the New Mix Project to be utilized in the forecasting tools.

The presentation resumed with Katie Theis (HNTB Urban Design Lead) providing an overview of the Multimodal Conditions section of the AN&D. Existing bicycle and pedestrian conditions, existing transit and rail service conditions, and existing routes and key destinations were noted, with focus on both current conditions of these elements as well as emphasis on the potential for improvements.

The presentation continued with an overview of the Environmental and Community conditions of Waterbury. The methodology and resources utilized to inform the Environmental and

Community Conditions section of the AN&D were also noted. These resources included Geographic Information System (GIS) data-based research using Federal and State database tools, State and Regional Engineering Evaluations, and State, Regional and Local Planning Initiatives.

A second poll was conducted: "On a Scale of 1-5, How Do Our Analyses Compare with Your Lived Experience? The following results were generated:

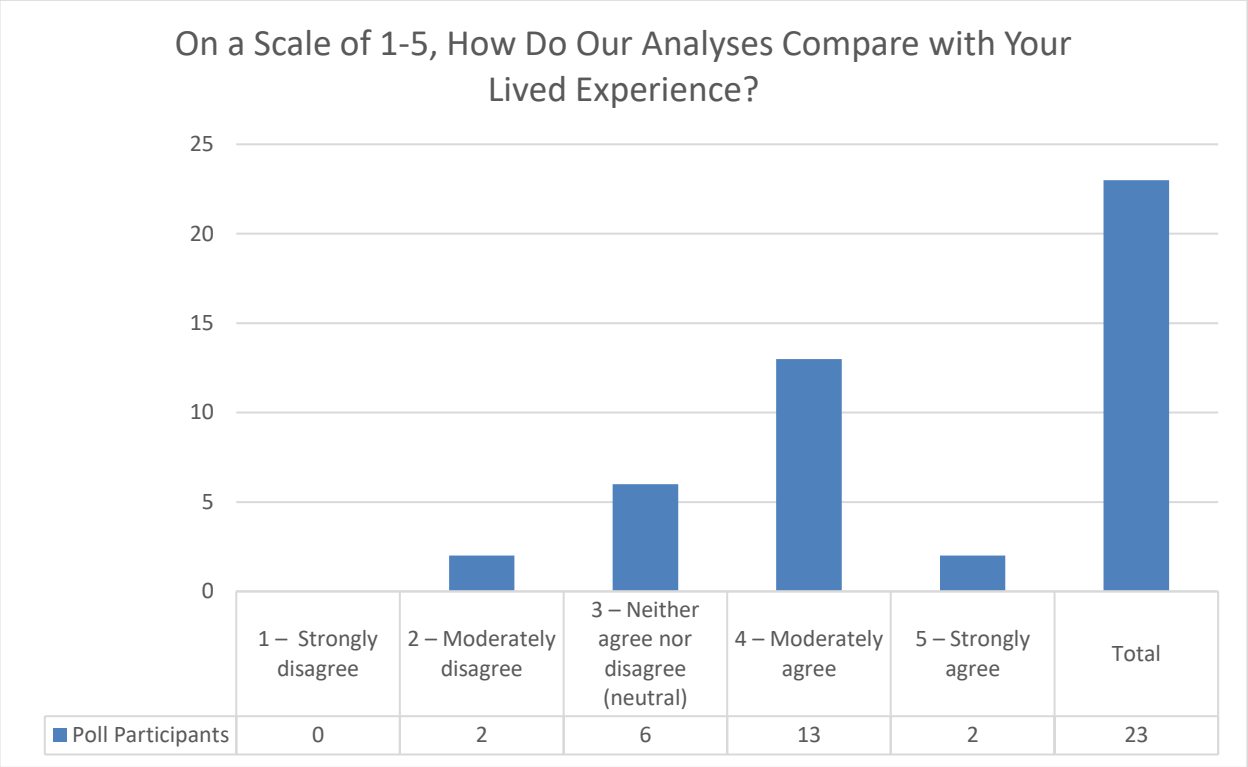

Figure 2 - Poll Results: On a Scale of 1-5, How Do Our Analyses Compare with Your Lived Experience?

After this poll, the meeting was opened to comments.

- Mark Nielsen (Naugatuck Valley Council of Governments, Director of Planning / Assistant Director) asked if the temporary bridge that was constructed as a bypass for Route 8 Northbound could be repurposed as a bike and pedestrian corridor. Scott Roberts (CTDOT, Project Manager) explained that because the bridge was temporary in nature it was only permitted for the temporary condition. Mr. Schweitzer added that the bridge only met the Federal Emergency Management Agency (FEMA) twenty-five-year storm standards, and thus cannot be left as a permanent structure. Mr. Nielsen suggested that because the city is divided into four quadrants due to the Mixmaster, a bike/pedestrian bridge may help eliminate this partitioning.
- Erik Hazelton (Housatonic Valley Association, Southern Valley Conservation Projects Manager) questioned if there are stormwater analyses within the environmental section of the AN&D. Ms. Hodges responded by noting that nothing specific or data driven regarding stormwater is being utilized at this time, as this type of information will be analyzed once there is a design or concept for the project.
- Kevin Zak (PAL River Brigade, President) asked about the absence of temporary trash and oil pollution separators within the highway drainage system to the Naugatuck River as a part of

the Rehabilitation Project at the Mixmaster and identified as part of the New Mix Program AN&D data collection. Mr. Zak stated that the installation of temporary pollution separators could occur during the ongoing Rehabilitation Project at the Mixmaster and incorporated at a low cost. Mr. Zak also added that he believes the Rehabilitation Project at the Mixmaster to be a nonpoint source of pollution for the Naugatuck River, having found traffic cones in the river himself. The installation of trash and oil pollution collectors could reduce the effects of nonpoint source pollution to the Naugatuck River and other downstream watersheds. Mr. Roberts responded by noting that trash interceptors can be taken into consideration for New Mix Program, however the conditions Mr. Zak referenced are part of the ongoing Rehabilitation Project at the Mixmaster, which is not a part of the New Mix Program. Mr. Zak was encouraged to access the Rehabilitation Project at the Mixmaster project website for more information. Mr. Schweitzer also offered to continue this discussion with Mr. Zak subsequent to this meeting.

- Mr. Hazelton asked if PAC members would get a presentation on current work and the Rehabilitation Project at the Mixmaster. Ms. Hodges offered to send a link to the project websites for members with interest in current projects. Mr. Roberts added that the New Mix Program is focused on the future and the PAC meetings for the New Mix Program were not meant to focus on existing projects.

- Mr. Zak asked if comments were still being accepted on the Rehabilitation Project at the Mixmaster. Mr. Roberts noted that the Rehabilitation Project at the Mixmaster was nearing completion but encouraged Mr. Zak to reach out to the CTDOT Construction Office if he had concerns. The Program Team also offered to follow up with Mr. Zak and Mr. Hazelton after the meeting regarding the stormwater concerns generated by the Rehabilitation Project at the Mixmaster.

- Mr. Begnal highlighted the Riverside Cemetery as being a thirty-six-acre urban forest within Waterbury that is also on the National Register of Historic Places. Mr. Begnal added that he hopes that the Mixmaster can be considered to move to the eastern side of the Naugatuck River within the design phase. Mr. Begnal noted the cemetery is within the shadow of the interchange and hopes that the cemetery is included in future analyses. Ms. Hodges responded that nothing has been decided yet, and that all options will be considered during the PEL Study to which PAC members and the public would have the opportunity to provide input.

The presentation resumed and PAC members were then briefed about the upcoming meetings, future PAC agenda items, and objectives to have completed prior to the next PAC meeting.

B. Comments & Questions on the New Mix Program

The presentation was then opened to questions and comments, and a pause followed to allow for PAC members to vocalize any questions or concerns.

With no comments or questions remaining, the project team thanked all PAC members for their attendance and reminded members to expect a follow up email.

Meeting adjourned.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #2 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	12/17/2021 Email	Zak, Kevin – PAL River Brigade	Ms. Hodges was kind enough to pass on your email address. You can send the information to this email. I have included representatives of the HVA and River's Alliance since they are concerned with the Naugatuck River as well. I have looked at your website but was unable to do a search for any relevant material regarding stormwater discharge, mediation and types of trash/oil excluders and/or (exit) trash nets you may have and are installing within the Mix Master storm system. I believe the HVA has concerns as well about the total project area and its connection to several	Glad to hear from you and please call me David. Including the CTDOT Project Manager, Scott Roberts on this chain also so that he can provide input. The Rehabilitation Project was focused on the bridges - ten bridges including the four mainline structures – the work included substructure repairs, steel strengthening and deck rehabilitation or deck replacement (Route 8 NB and SB only). No drainage analysis was completed as part of this project. No scuppers were added to the bridges only replacements where needed. There was very limited roadway work only short approaches or departures from the 10 bridges. The existing scuppers (the drainage inlets located on the bridges) were to	N/A	12/17/2021, Email, DDS

			waterways that enter the main-stem of the Naugatuck River. Any help you can give to add to our understanding the stormwater system is greatly appreciated. For example, a map depicting the location of each discharge pipe and storm drains associated would be helpful. Please feel free to reach me at my cell number if you have any questions. Thank you for including us in the Mixmaster project.	be reused and/or replaced if at a deck end or in poor shape. Drainage scuppers (about 1' wide and 2' long) are made of fiberglass or cast iron, possibly other materials but are shallow (8 inches) to fit within the bridge superstructure. There are no sumps associated with these. The grates at the tops of the scuppers will prevent debris from entering the structures. The scuppers are connected to an 8 inch diameter downpipe. There are no measures for hydrocarbons. The existing downspout piping (from the scuppers to the ground level) was in need of replacement in most locations. The scope of the project was to replace this piping leading down to ground level then reconnect to the existing piping below grade. Cleaning out the pipes below grade where required. If an underground pipe was not found or did not exist, a scour pad was to be installed at the discharge point to		

				dissipate the energy and spread the flow. The scour pads are 6 foot squares with 12" of modified riprap on a gravel base. Modified riprap consists of stone sized between 3 and 9 inches. For the temporary bypass (Route 8 NB), water quality swales were installed where needed, drainage inlets had 2' to 4' sumps and additional measures were installed on the contaminated property on the east side of the Naugatuck River to prevent contaminants from entering the Naugatuck River. On this property, the roadway was built on embankment so that we did not excavate any of this contaminated soil. Additionally, orange construction fencing was placed at the bottom of the embankments so as the fill is removed, the limit/location of existing ground was known. Bridge drainage on the temporary bridges was not allowed to discharge into the river but needed to be piped to either end and treated.		

				This is a recap of what took place with this project. A lot of information so please any follow up questions, etc. please do not hesitate to reach out. With the New Mix, all drainage will be redesigned to meet the latest CTDOT/CTDEEP standards. I will review the mapping that I have to see if I have discharge locations noted.		

The *New Mix:*
Project Advisory Committee (PAC) Meeting No. 2
December 13, 2021

HNTB

84new mix

1

Agenda

- **Welcome Back!**
- **PAC Meeting #1 Review**
- **Analysis, Needs & Deficiencies Summary**
- **Next Steps**

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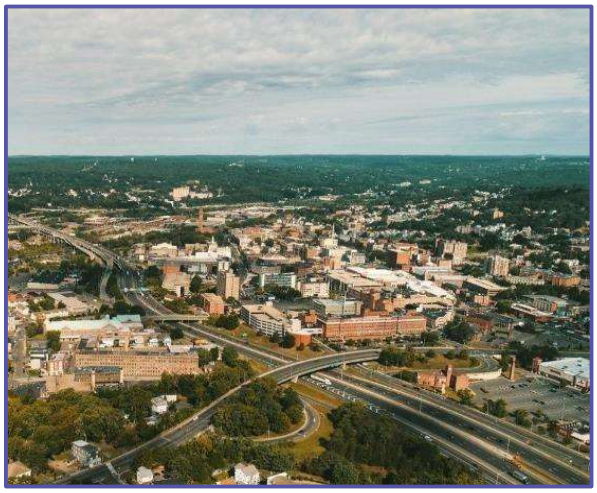
2

The *New Mix* Leadership Team



Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer

3

New Mix PAC Members

All Saints/Todos los Santos Parish

Bender Plumbing

City of Waterbury:

- Bureau of Engineering
- City Planning & Inland Wetlands
- Department of Economic Development
- Department of Public Works
- Fire Department
- Office of the Mayor
- Police Department
- Public Schools

Connecticut Association for Community Transportation (CACT)

Connecticut Coalition for Environmental Justice (CCEJ)

CT transit

Federal Highway Administration (FHWA)

Greater Waterbury Transit District

Hispanic Coalition of Greater Waterbury/ Waterbury Working Cities Challenge

Holy Trinity Greek Orthodox Church

Housatonic Valley Association

Jarjura's Farm

Main Street Waterbury

Metro-North Railroad

Motor Transport Association of Connecticut (MTAC)

National Association for the Advancement of Colored People (NAACP) of Greater Waterbury

Naugatuck Valley Community College

Naugatuck Valley Council of Governments (NVCOG)

Palace Theater

Police Activity League (PAL) River Brigade

Riverside Cemetery

Saint Mary's Hospital

University of Connecticut (UCONN) Waterbury Branch

Waterbury Bridge to Success

Waterbury Development Corporation

Waterbury Hospital

Waterbury Neighborhood Associations: Brooklyn, Bunker Hill, Gilmartin, Waterbury, & Waterville

Waterbury Regional Chamber

4

PAC Roles and Responsibilities Review

Your role as PAC members is to be a contributory entity, providing public input/insight in what will ultimately become the New Mix program by:

- **Participating** and attending PAC meetings
- **Reviewing** PAC meeting material
- **Educating** oneself, sharing community issues, and staying informed
- **Sharing** perspectives and collaborating in the development and assessment of concepts
- **Serving** as the community link between the Study Team and the Waterbury community
- **Providing** input so CTDOT can make informed decisions on program transportation related issues, while respecting differences in opinion and perspective
- **Accepting** of agency determinations, understanding that complete agreement on all issues is likely not possible

5

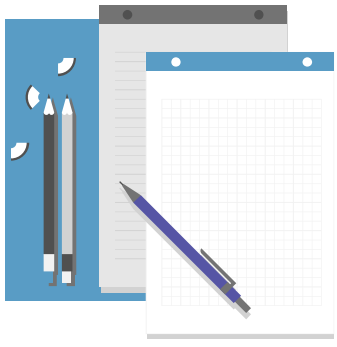
Since Our Last Meeting…

You have been:

- **Identifying** Transportation-Related Goals & Objectives on input map.
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from PAC members, stakeholders, and the public.
- **Refining** the Preliminary Purpose & Need Statement and other Transportation-Related Goals & Objectives



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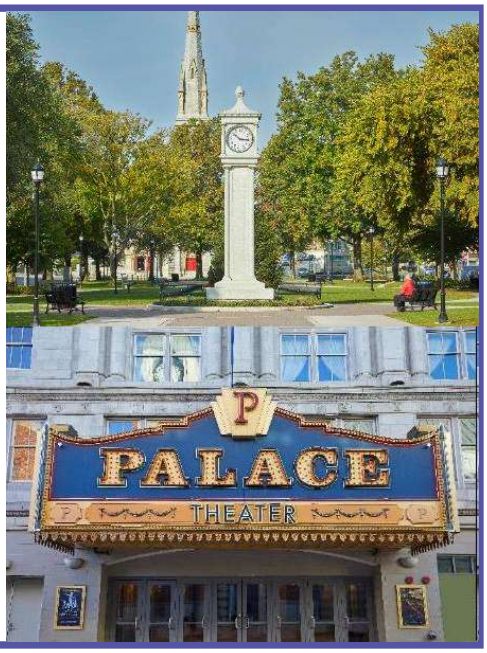
PAC Meeting #1 Review

7

The *New Mix* Program

- Long-term plan for the future of the Mixmaster
- Program projects will occur over time
- Analyze rehabilitation and replacement options that:
  - Modernize
  - Improve safety & functionality
  - Improve function of local road network & the interchange
  - Reduce congestion
  - Align with economic development & community plans
- CTDOT is using the federally recognized Planning and Environmental Linkages (PEL) approach for the study which will be used to inform the subsequent NEPA process



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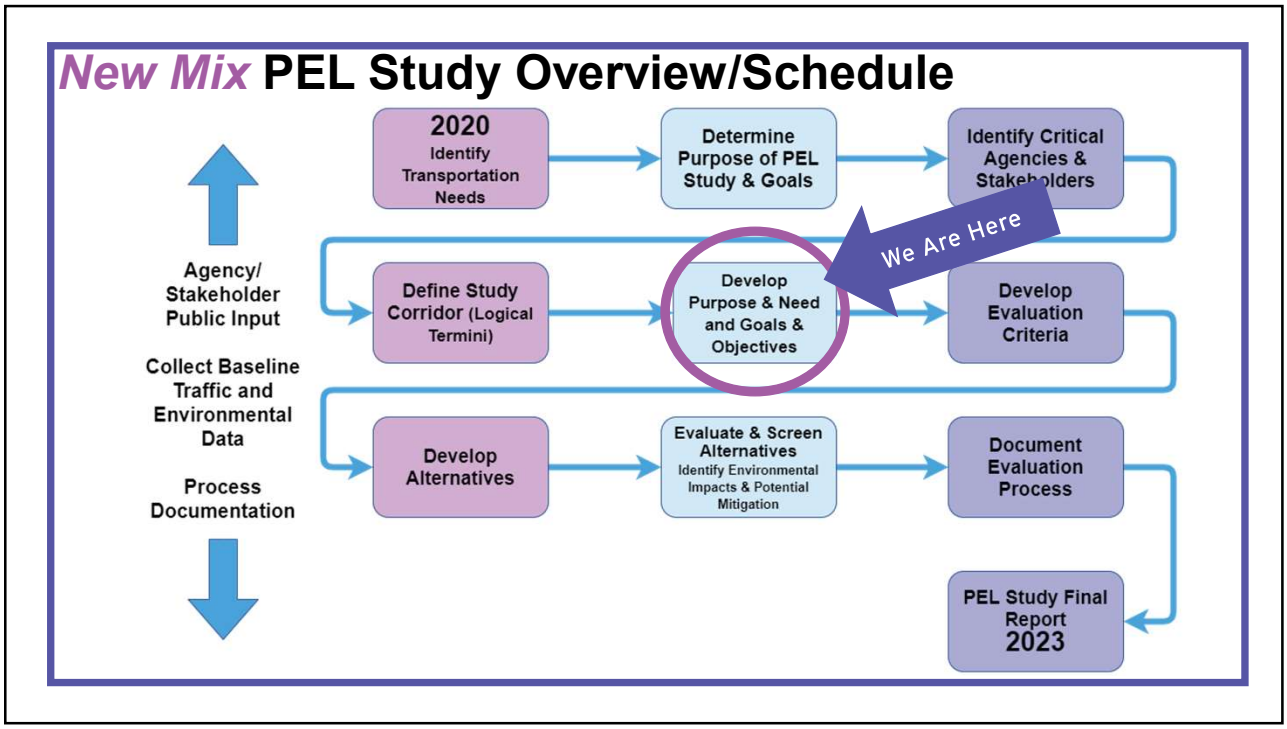

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Analysis, Needs & Deficiencies Summary

10

Analysis, Needs and Deficiencies Report
(AN&D)
(a.k.a. the existing conditions report)

11

Commonly Used Terms

Interchange *is a system of interconnecting roadways that allows for traffic to travel uninterruptedly.*

System ramp *a roadway that connects a "limited access" highway to another (e.g., I-84 EB to Route 8 NB).*

Service ramp *a roadway that connects the local roadway network to a limited access highway (i.e., on/off ramps).*

Congestion *is defined as the travel time or delay in excess of that which normally occurs under light or free-flow travel conditions.*

Deficiency *refers to a physical condition that falls below industry standards.*

Future *refers to the "No-Build" scenario which includes previously programmed projects/improvements.*

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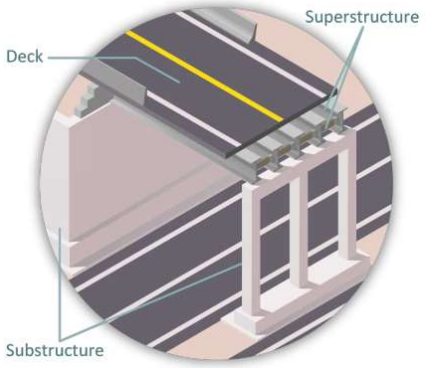
Structural Conditions

13

Commonly Used Terms



State

Of

Good

Repair

Bridge Condition: NBI Ratings and State of Good Repair	
9 Excellent	SOGR
8 Very Good	
7 Good	
6 Satisfactory	
5 Fair	
4 Poor	
3 Serious	
2 Critical	
1 Imminent Failure	
0 Failed	

Structural redundancy means that the bridge's structural system can carry loads after localized damage or the failure of one or more of its members.

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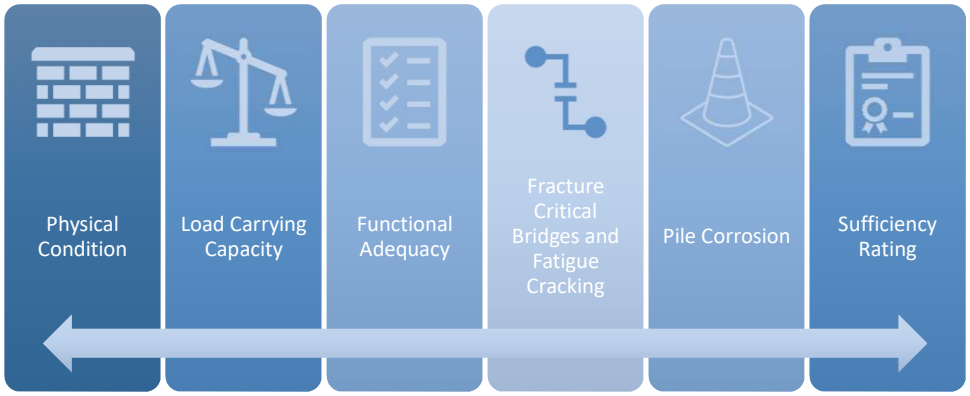
Structural Conditions & Methodology



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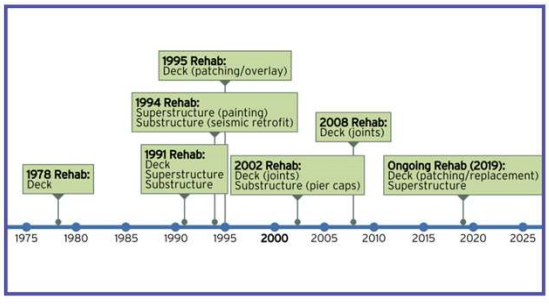
Structural Conditions



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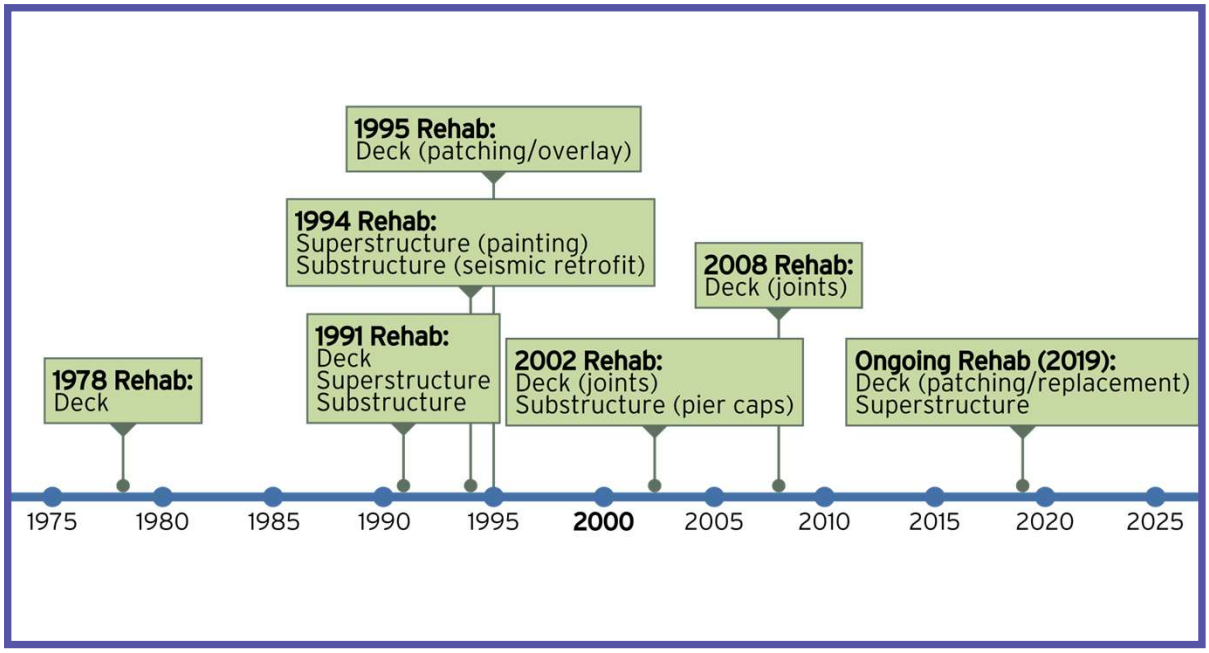


17

Structural Conditions

62 studied bridges
Over 1,000,000 square feet of deck

Pre-2019 Rehab Statistics
Measured by deck area

60% were structurally deficient

Classifying a bridge as structurally deficient does not mean the bridge is unsafe, but that deficiencies require maintenance, rehabilitation, or replacement

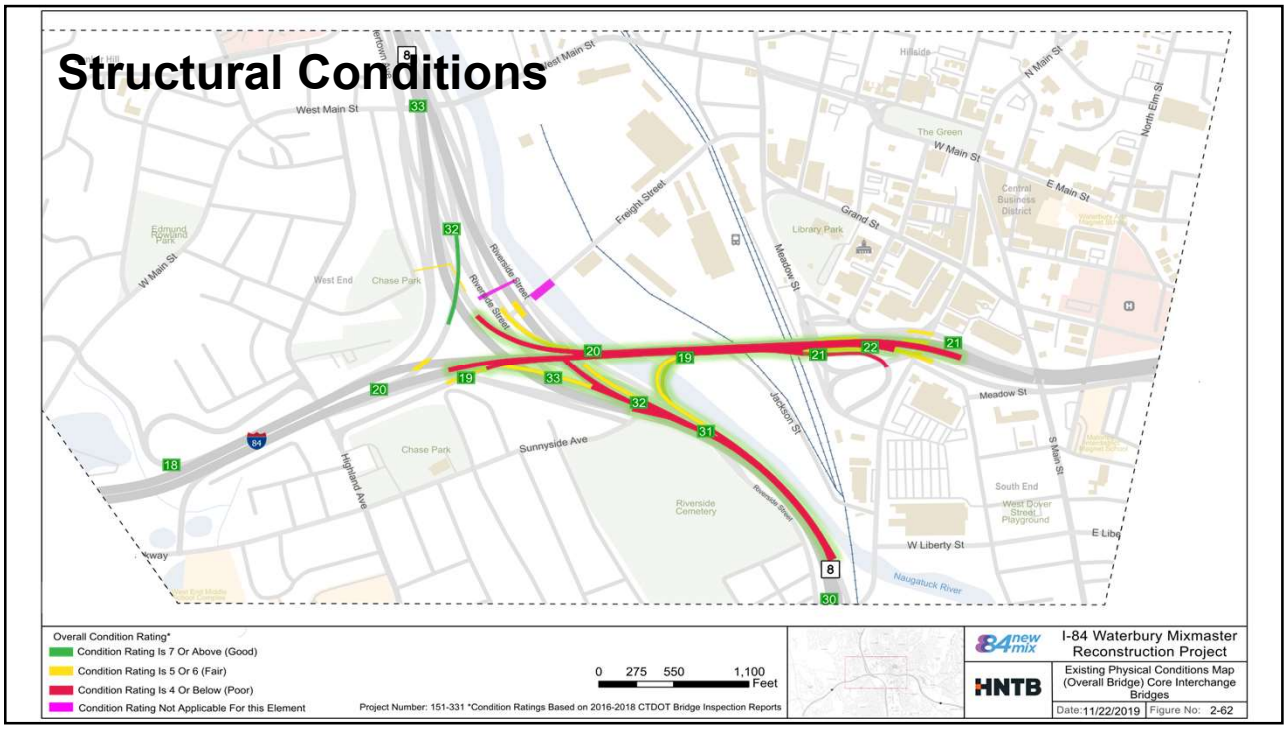
Over 40% were functionally obsolete

Functionally obsolete bridges have inadequate lane widths, shoulder widths, vertical clearances, etc.

19% are fracture critical

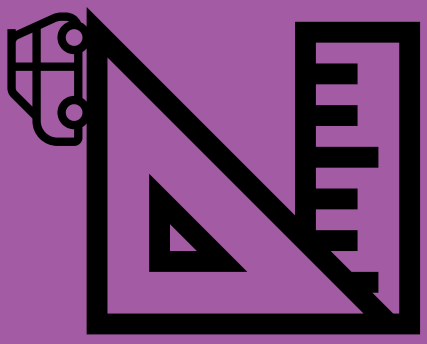
Fracture Critical Bridges have critical structural members that require hands-on inspections

18



19

Geometric Analysis



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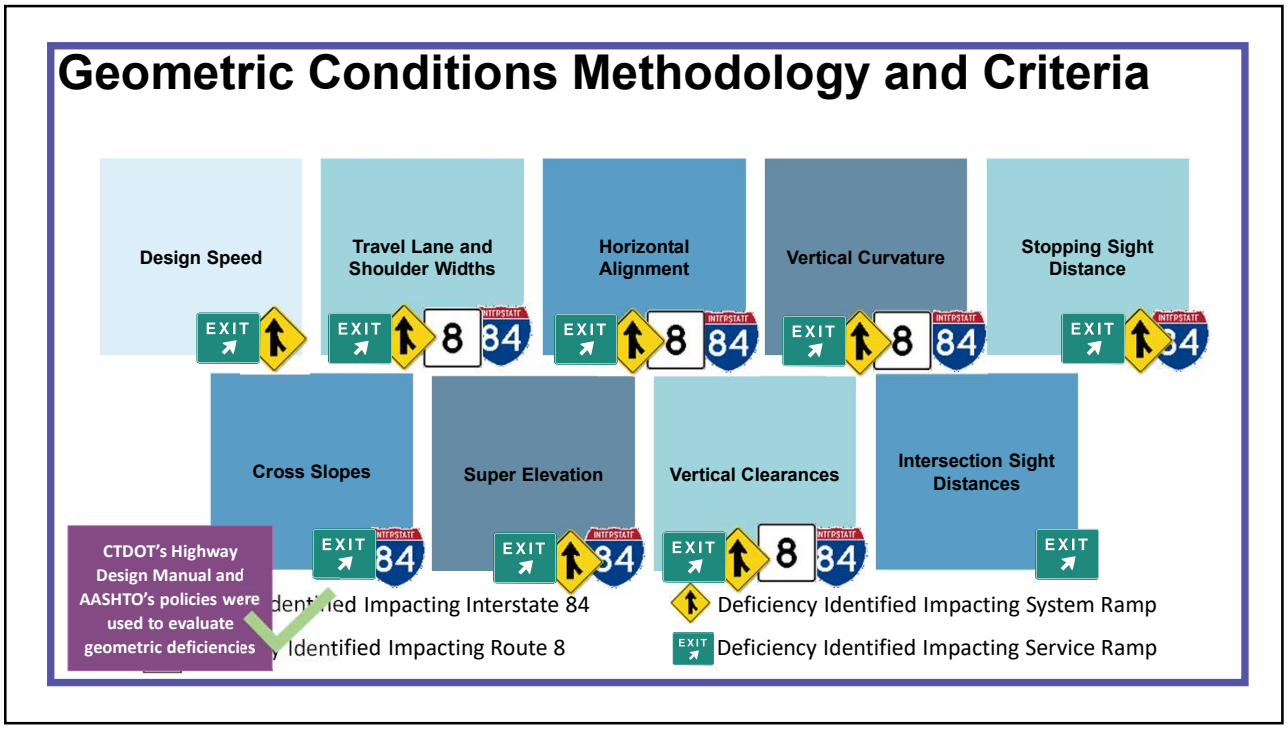
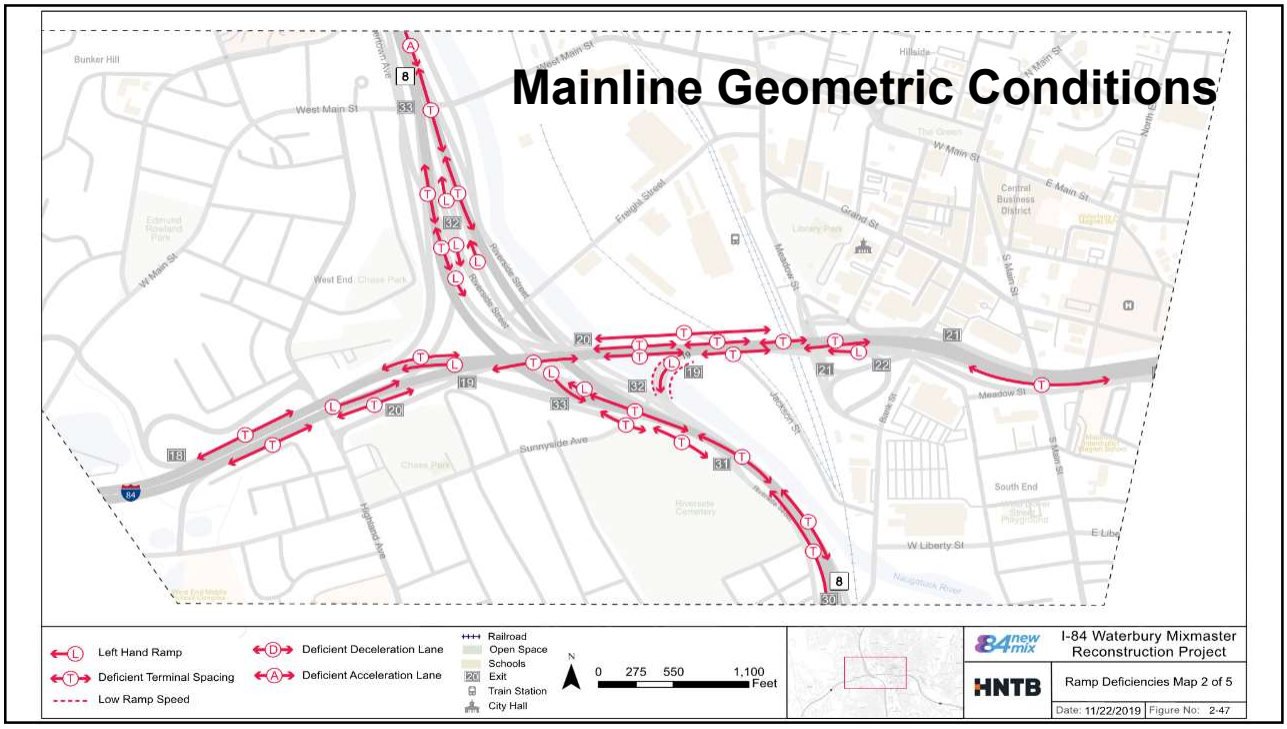
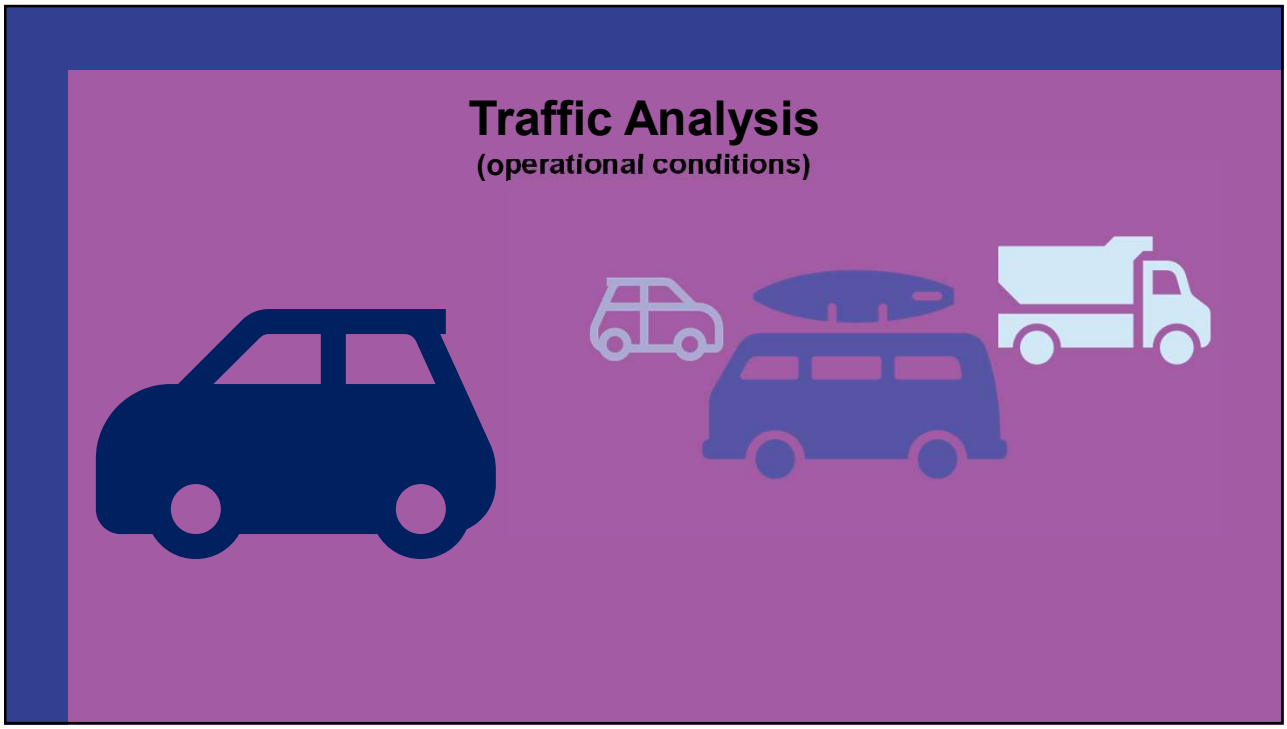

Geometric Conditions Methodology and Criteria
Design Speed
Travel Lane and Shoulder Widths
Horizontal Alignment
Vertical Curvature
Stopping Sight Distance
Cross Slopes
Super Elevation
Vertical Clearances
Intersection Sight Distances
CTDOT's Highway Design Manual and AASHTO's policies were used to evaluate geometric deficiencies
Identified Impacting Interstate 84
Identified Impacting Route 8
Deficiency Identified Impacting System Ramp
Deficiency Identified Impacting Service Ramp

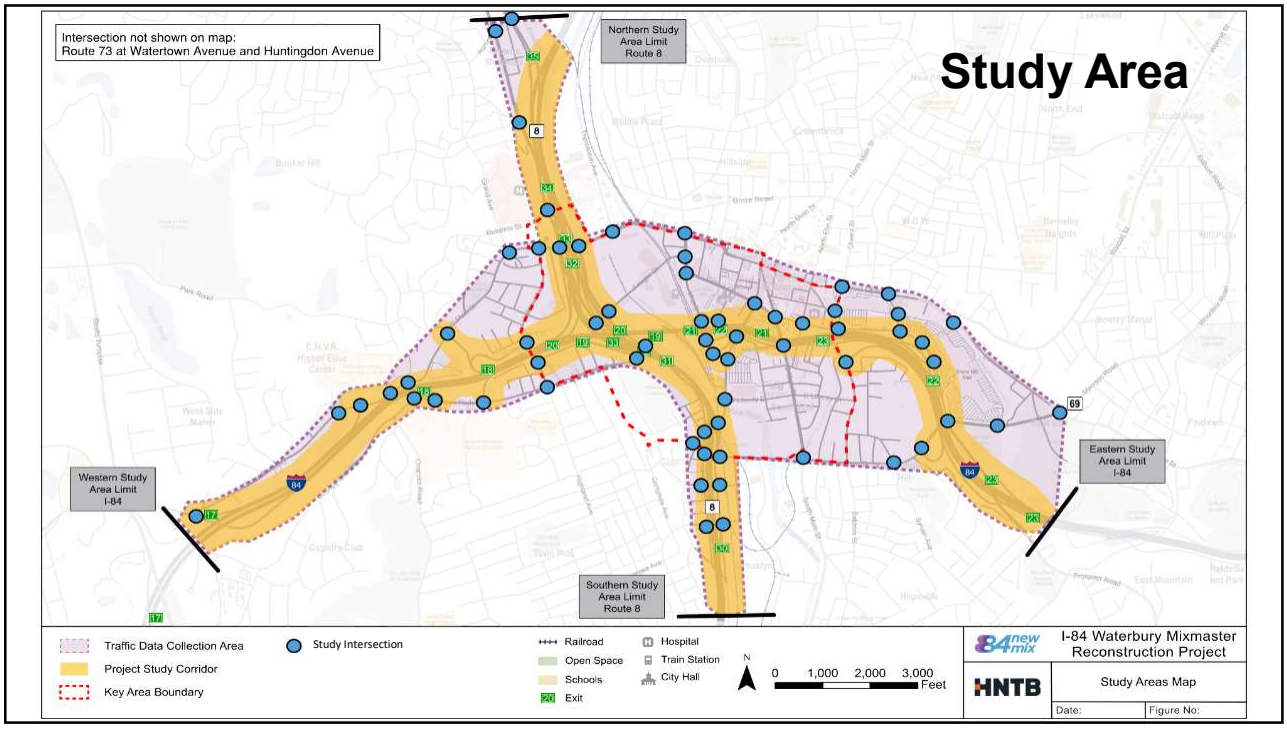
21


Mainline Geometric Conditions
Left Hand Ramp
Deficient Terminal Spacing
Low Ramp Speed
Deficient Deceleration Lane
Deficient Acceleration Lane
Railroad
Open Space
Schools
Exit
Train Station
City Hall
0 275 550 1,100 Feet
I-84 Waterbury Mixmaster Reconstruction Project
HNTB
Ramp Deficiencies Map 2 of 5
Date: 11/22/2019
Figure No: 2-47

22

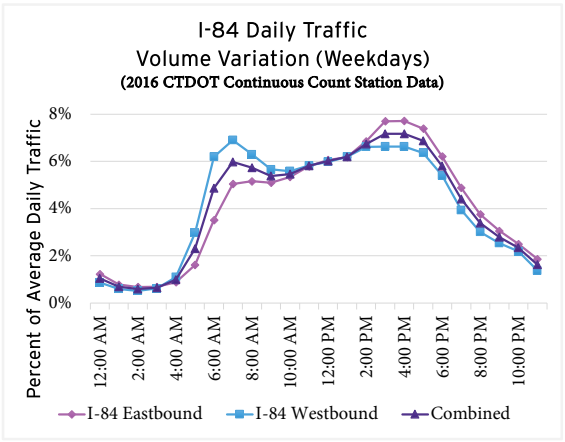

Traffic Analysis
(operational conditions)

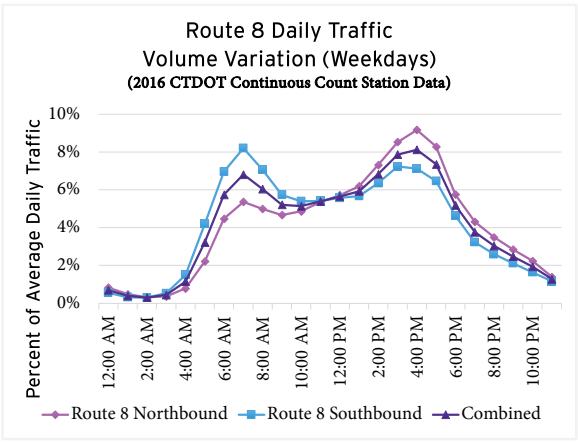
23


Intersection not shown on map:
Route 73 at Watertown Avenue and Huntingdon Avenue
Northern Study Area Limit Route 8
Study Area
Western Study Area Limit I-84
Eastern Study Area Limit I-84
Southern Study Area Limit Route 8
Traffic Data Collection Area
Project Study Corridor
Key Area Boundary
Study Intersection
Railroad
Open Space
Schools
Exit
Hospital
Train Station
City Hall
N
0 1,000 2,000 3,000 Feet
I-84 Waterbury Mixmaster Reconstruction Project
HNTB
Study Areas Map
Date:
Figure No:

24

Interchange Traffic Volumes





25

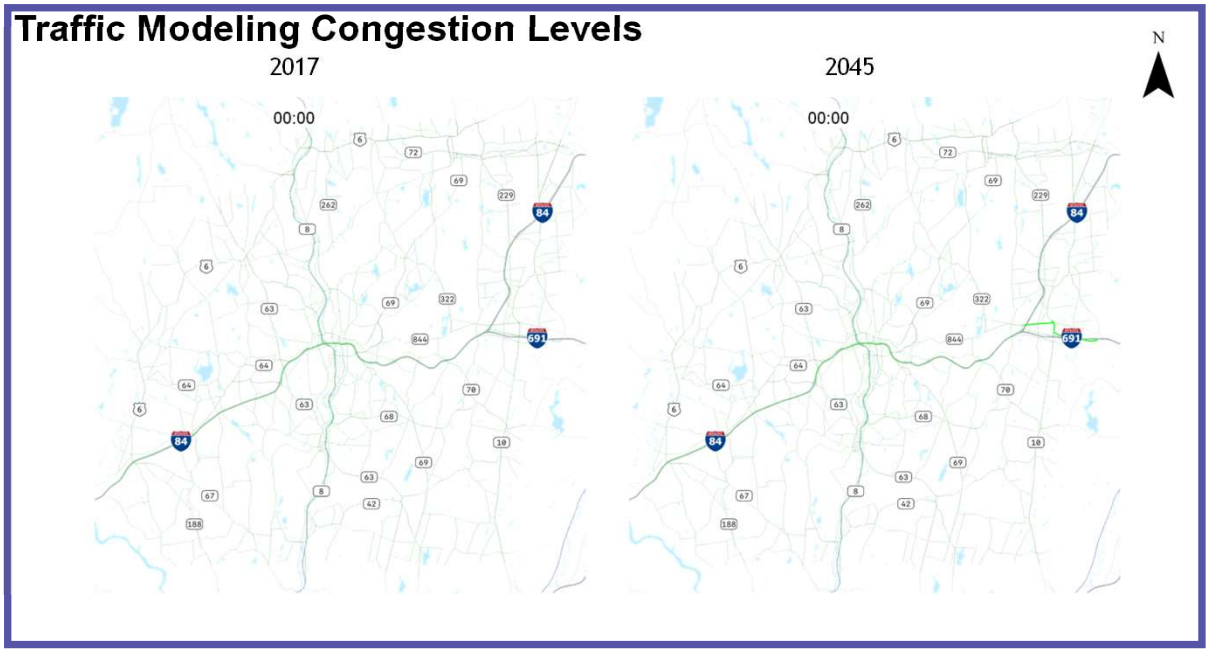
Traffic Modeling and Future Forecasting

TRAVEL DEMAND MODEL

TRAFFIC SIMULATION MODEL

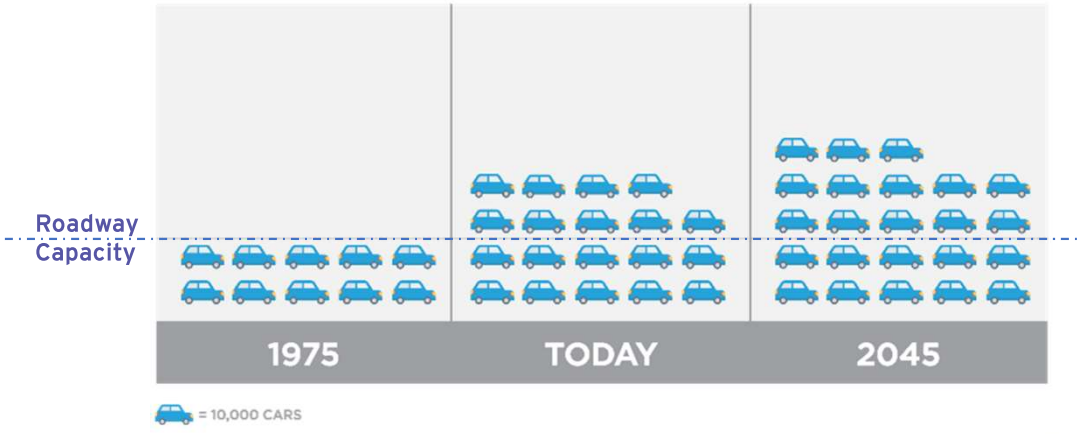
26

Traffic Modeling Congestion Levels



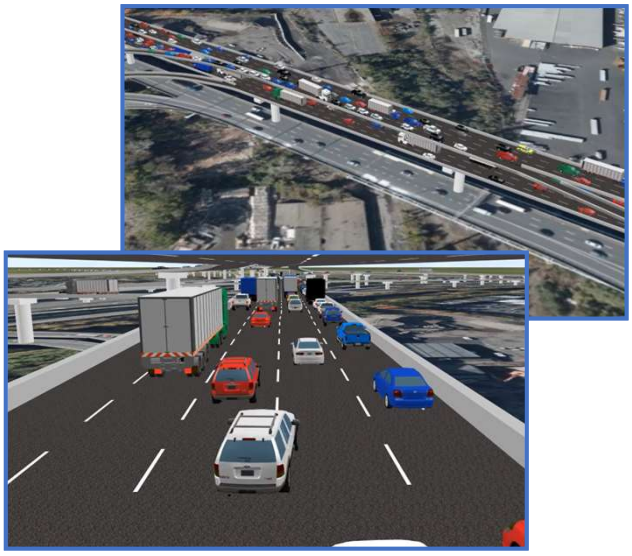
27

Mixmaster Traffic Volumes



28

Traffic Operational Analysis



TRAFFIC SIMULATION MODEL

TRAFFIC ANALYSIS TOOLS

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Future Traffic Conditions Traffic Simulation Model Animation

This animation uses VISSIM software to simulate vehicular traffic flow

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Traffic Conditions: Level of Service (LOS)

A	**Free Flow Traffic** No Delays
B	**Light/Moderate Traffic** No Delays
C	**Steady Traffic** Minimal Delays
D	**Speeds Begin to Decline** Minimal Delays
E	**Traffic at Capacity** Significant Delays
F	**Heaviest Congestion** Forced Flow

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31

Intersection Traffic Operations

65 Intersections Analyzed

2017 Conditions
8 Operationally Deficient Locations

2045 Conditions
17 Operationally Deficient Locations

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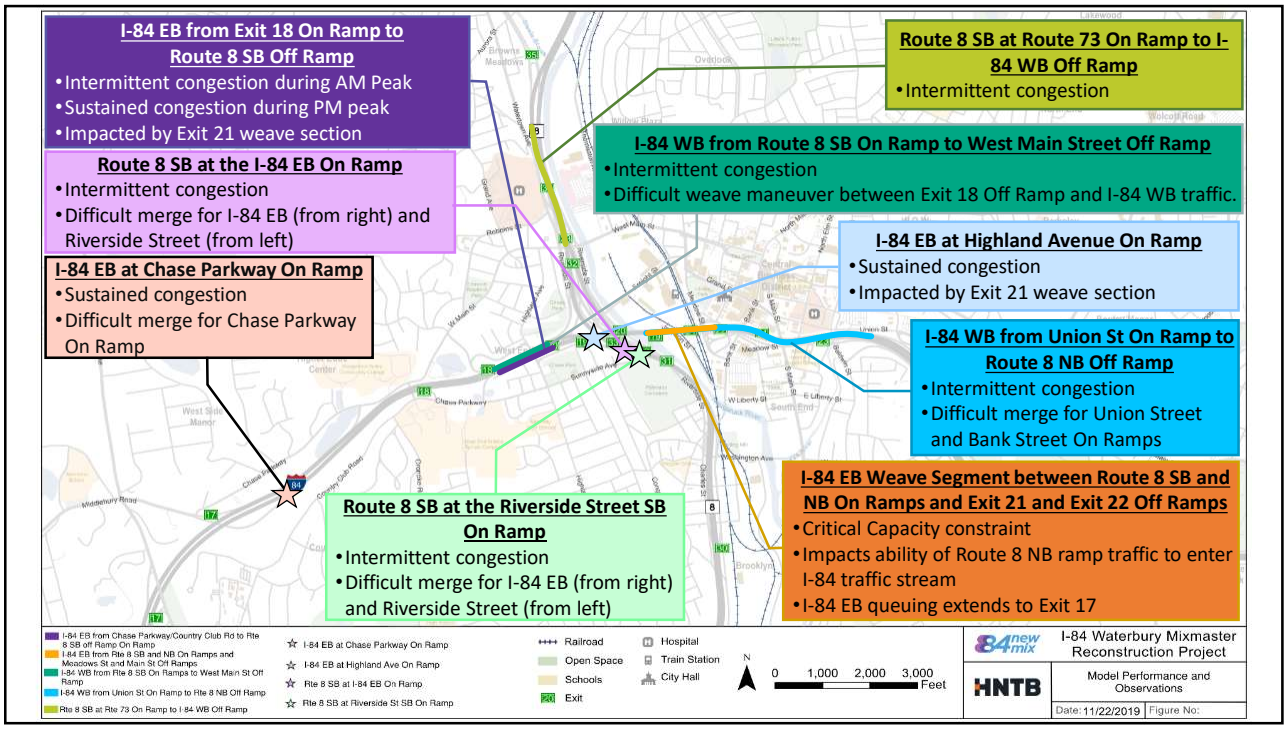
32



33

Safety Conditions

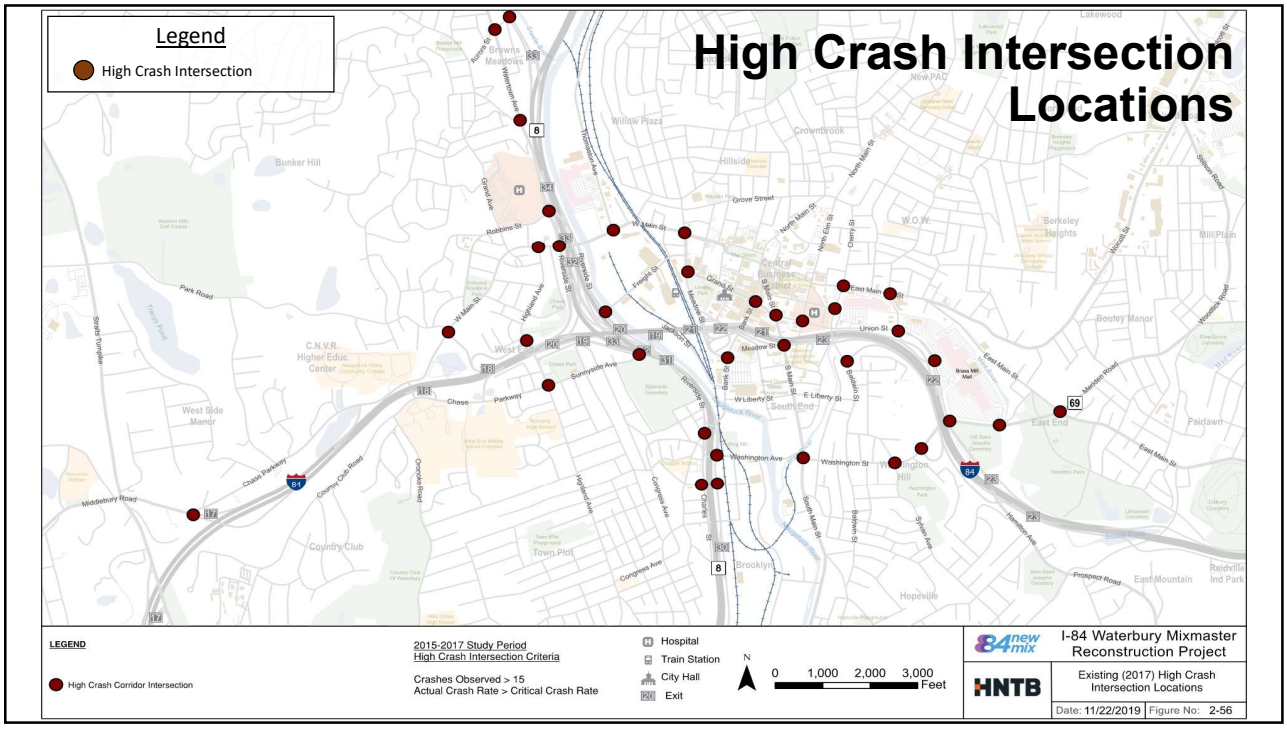
34

Safety Conditions Methodology

Crash data for the I-84 and Route 8 interchange system and for 65 local road intersections within the study area was obtained for a three-year period:

January 1, 2015 to December 31, 2017

35



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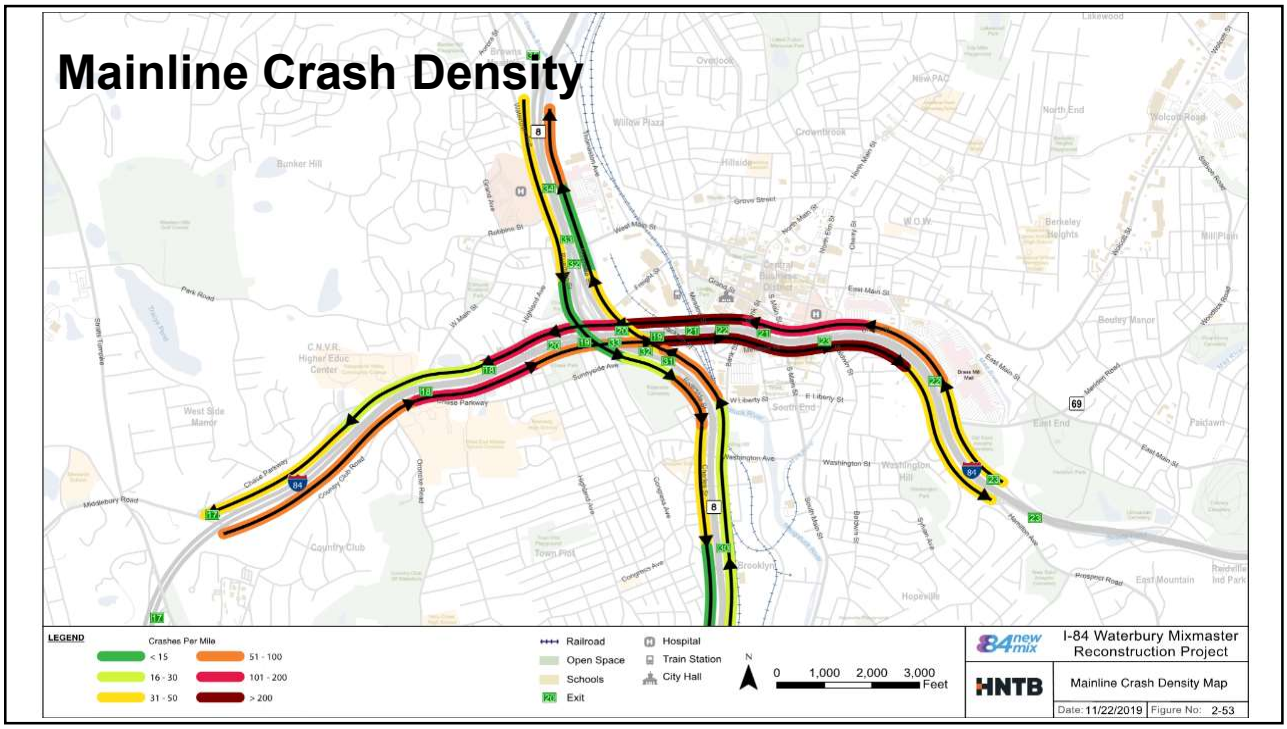
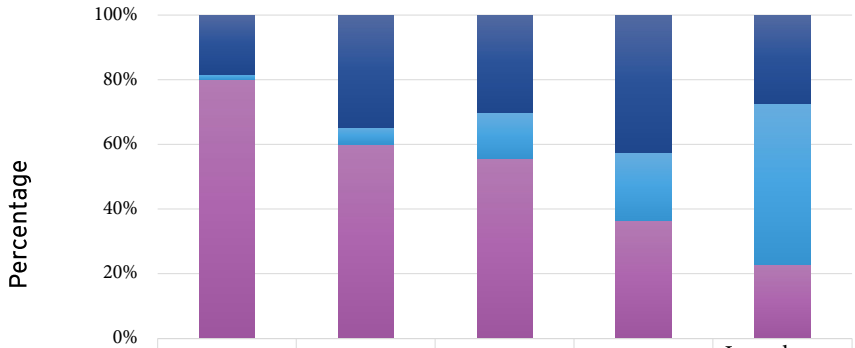


37

Safety Conditions

Freeway Crash Contributing Factors



	I-84 EB	I-84 WB	Route 8 NB	Route 8 SB	Interchange Ramps
Driver Behavior/Other	18%	35%	30%	42%	27%
Geometry	2%	5%	14%	21%	50%
Traffic Congestion	80%	60%	56%	36%	23%

38

How do the structural, geometric, traffic, and safety analyses compare with your lived experience?

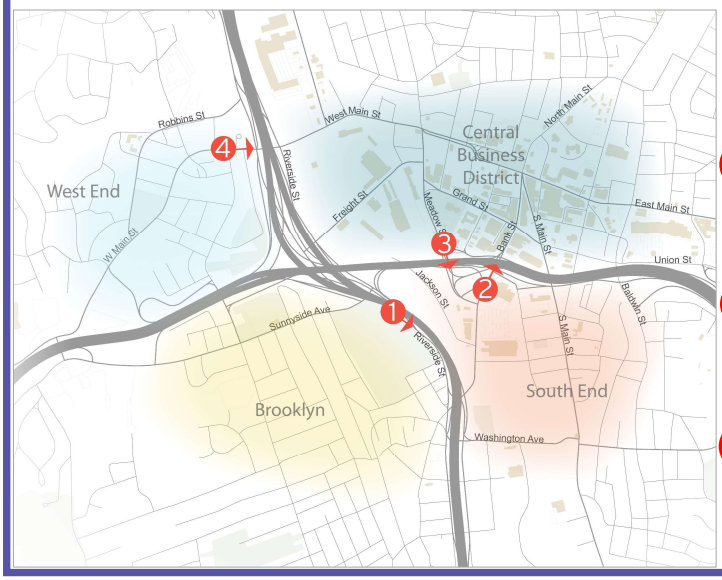
39

Multimodal Conditions

Bicycle,
Pedestrian,
Rail &
Transit

40

Bicycle and Pedestrian Conditions



- I-84 and Route 8 divide Waterbury into quadrants
- Connections between quadrants discourage pedestrians and bicyclists
  - Not ADA compliant
  - Dark
  - Narrow
  - Lack visual cues

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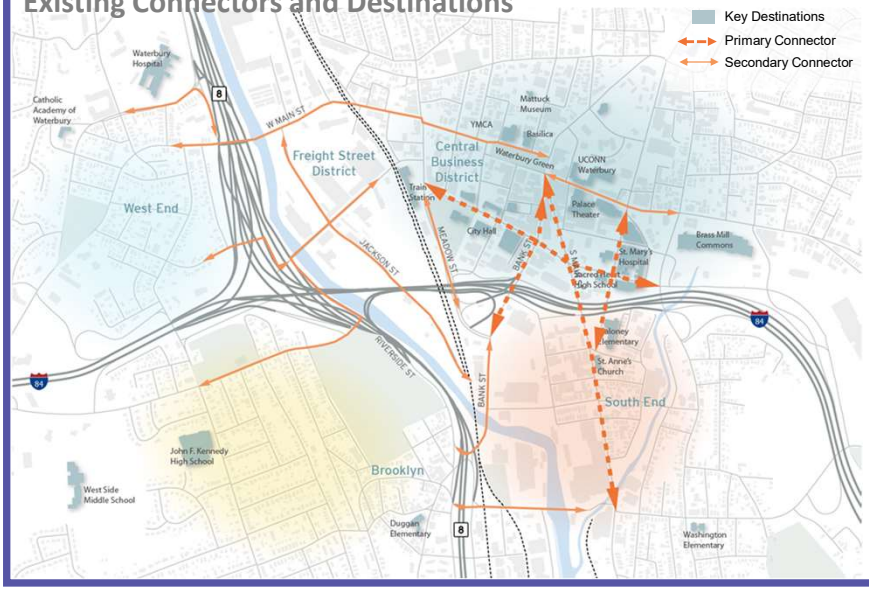
Methodology

Existing Connectors and Destinations



- Identifying existing routes and key destinations allows us to:
  - Understand how people move around the interchange
  - Identify opportunities to enhance existing connections and create new ones where appropriate

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Transit & Rail Service Conditions

CT transit

Peter Pan

Greyhound GWTD

MTA

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Environmental & Community Overview

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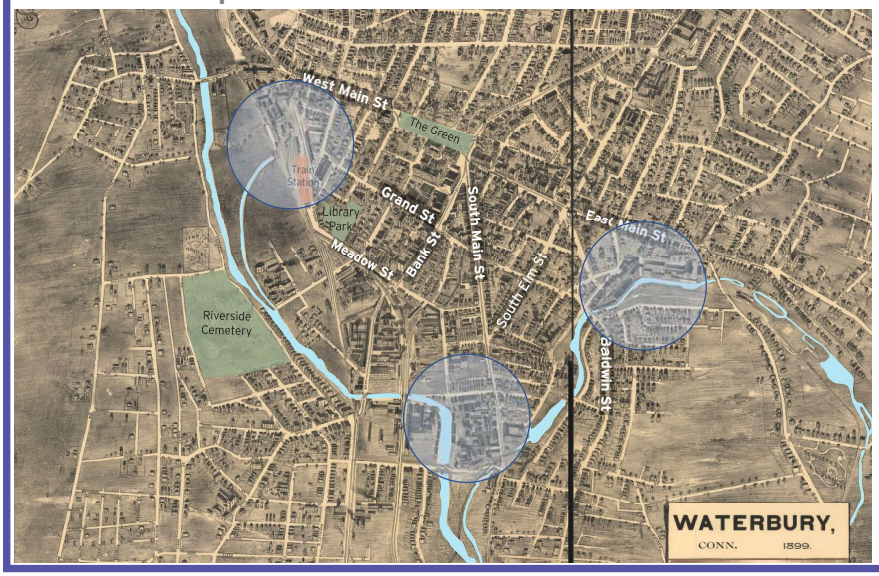
Community Context

Historic Development Patterns: 1890s



- "One City"
- Development centered around the rivers
- Brass manufacturing
- Small blocks
- Walkable neighborhoods
- Extensive connectivity

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Community Context

Historic Development Patterns – 1940s-1950s

- Industry peak during WWII
- Rail and freight expansion
- Larger areas of N/S and E/W barriers and segmentation emerge
- Manufacturing declines in 1950s

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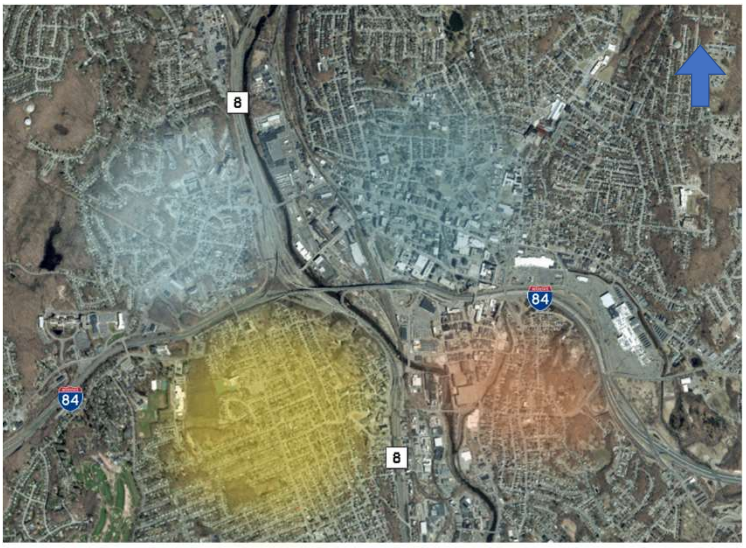
Community Context

Historic Development Patterns: 1960- Today



The Interchange Today

I-84 and Route 8 divide Waterbury into quadrants

- Highway development = "progress"
  - I-84 and Route 8 construction created permanent and continuous barriers
  - Loss of connectivity
  - Reliance on personal automobiles
  - Recurring congestion

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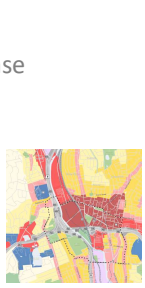
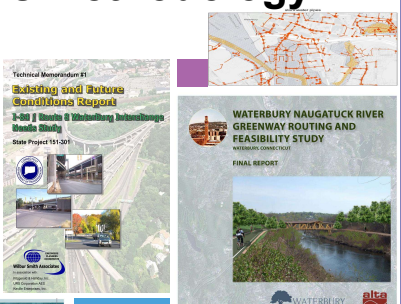
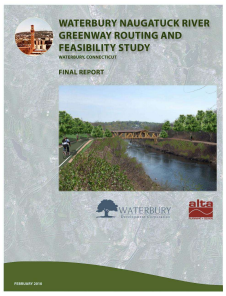
Environmental & Community Conditions Methodology

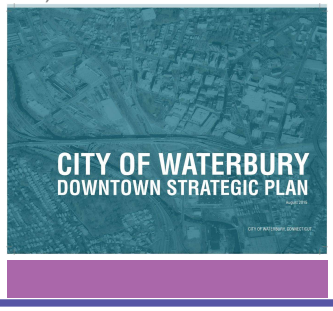
Our work is informed by:

- GIS data-based research using Federal and State database tools
- State and Regional Engineering Evaluations
  e.g., I-84/Route 8 Waterbury Interchange Needs Study, etc.,
- State, Regional, and Local Planning Initiatives
  e.g., Regional Naugatuck River Greenway Routing Study, Long Range Regional Transportation Plan 2011-2040, The W.A.T.E.R. Project, etc.





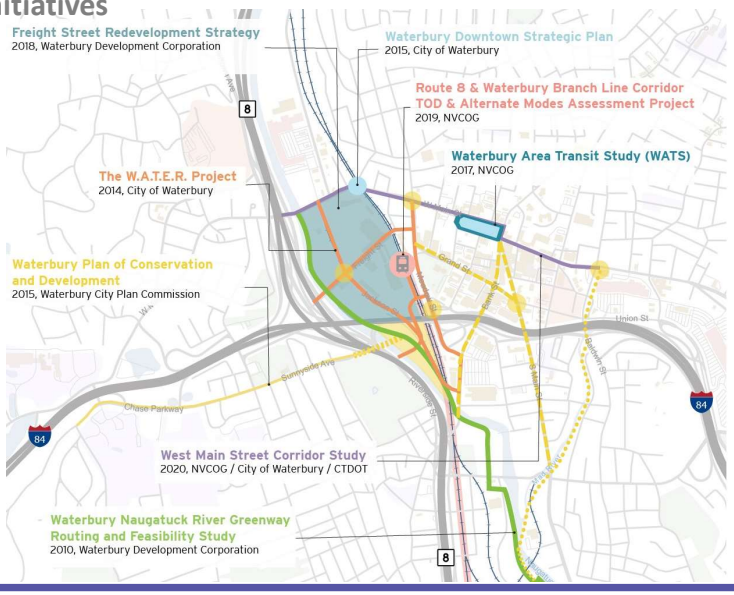




48

Environmental & Community Conditions Methodology

Local Planning Initiatives



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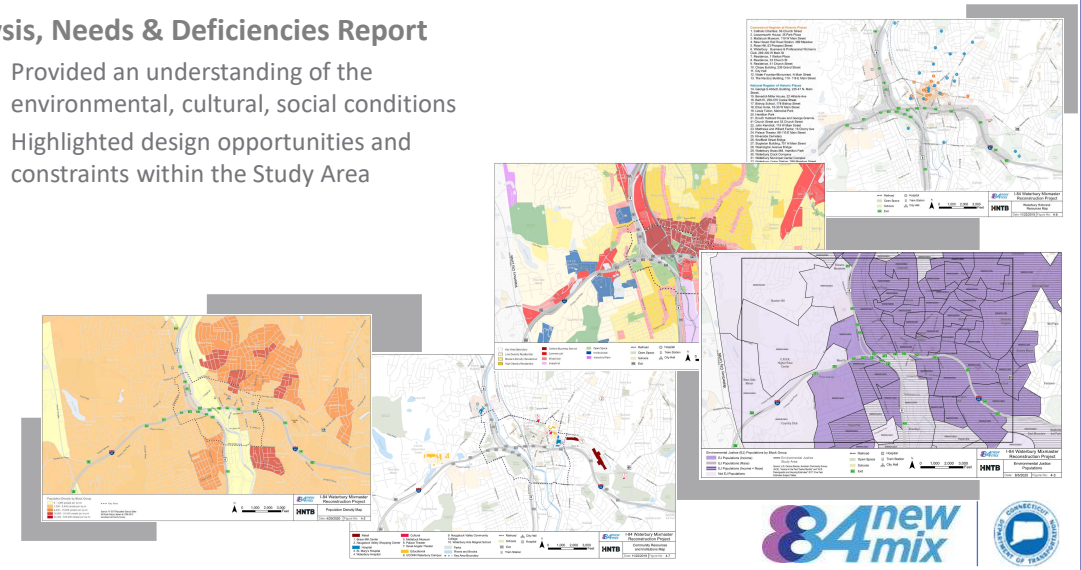
Environmental & Community Conditions Methodology

Analysis, Needs & Deficiencies Report

- Provided an understanding of the environmental, cultural, social conditions
- Highlighted design opportunities and constraints within the Study Area



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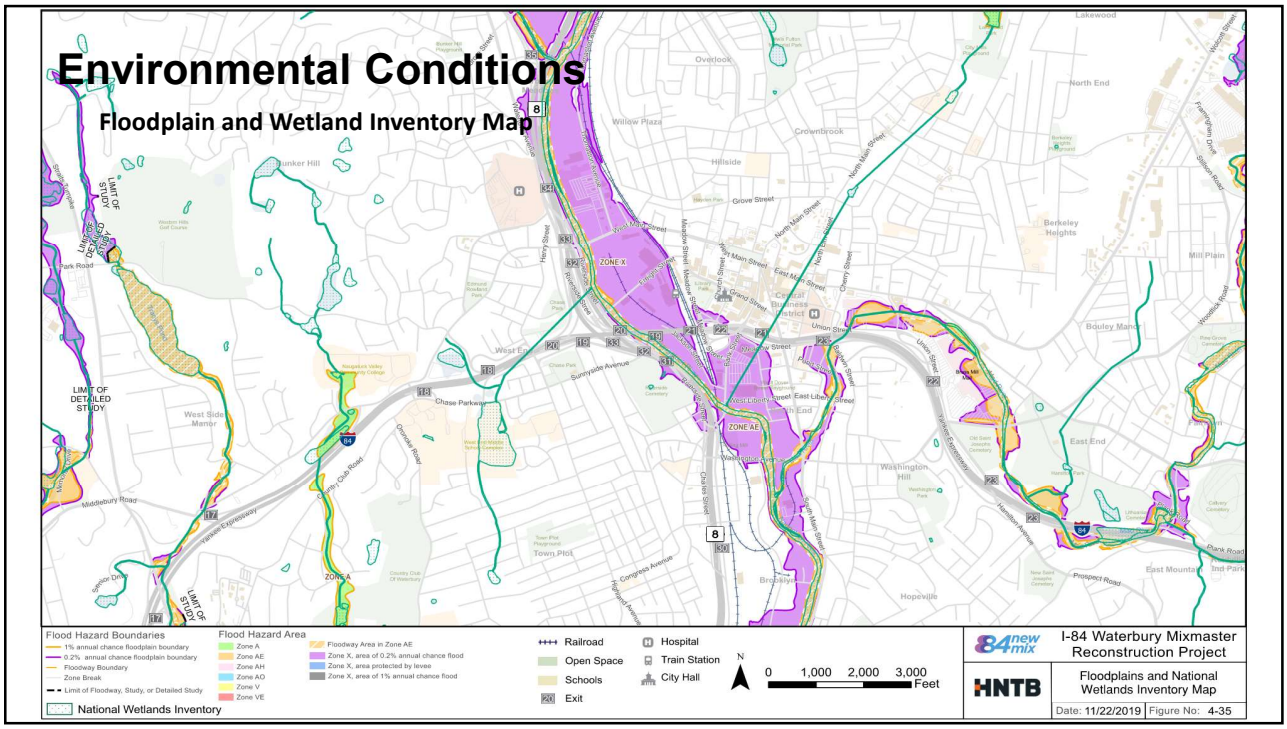
Environmental Conditions
Floodplain and Wetland Inventory Map
Flood Hazard Boundaries
Flood Hazard Area
National Wetlands Inventory
Railroad
Open Space
Schools
Exit
Hospital
Train Station
City Hall
0 1,000 2,000 3,000 Feet
I-84 Waterbury Mixmaster Reconstruction Project
HNTB
Floodplains and National Wetlands Inventory Map
Date: 11/22/2019
Figure No: 4-35

51

How do the Multimodal, Community, and Environmental analyses compare with your lived experience?

52

Next Steps

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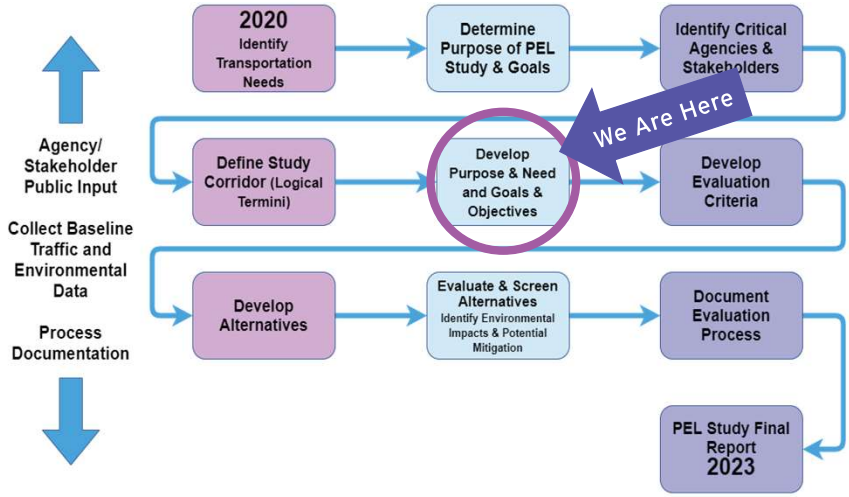
New Mix PEL Study Next Steps



Purpose & Need Statement

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Upcoming Meetings and Future PAC Agenda Items

Preliminary Purpose & Need Statement Workshop
January 2022

Where:
Anticipated Virtual via Zoom

Topics:
- Obtain Input from PAC
- Finalize Preliminary Purpose & Need Statement and other Transportation-Related Goals & Objectives

PAC Mtg #3 Anticipating
February 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
- Present Conceptual Alternatives and Level 1 Evaluation Criteria, and
- Obtain Input from PAC

PAC Mtg #4 Anticipating
May 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
- Present Level 1 Screening Results, Level 2 Evaluation Criteria, and
- Obtain Input from PAC

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Before the Next Meeting Continue to…

Review the Preliminary Purpose and Need Statement.

Identify Other-Transportation-Related Goals & Objectives.

Explore the Program Website.

Check email for information about the next PAC meeting and scheduling.

Remain excited to participate in our next meeting.

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Questions & Comments

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Thank you.

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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: January 26, 2022 11:00 AM – 12:30 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Program PAC Meeting #2B

Attendees:

PAC Members	
Name	**Organization**
Roy Cavanaugh	City of Waterbury Bureau of Engineering
David Simpson	City of Waterbury Department of Public Works
Joseph McGrath	City of Waterbury Economic Development
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Sharon Lewis	Connecticut Coalition for Environmental Justice
Maria Vaccarelli	CT*transit* Waterbury
Martin Begnal	Friends of Riverside Cemetery
Betty Bajek	Greater Waterbury Transit District
Erik Hazelton	Housatonic Valley Association
John DiCarlo	Main Street Waterbury
Rajendra Kasbawala	Metro-North Railroad
Joseph Sculley	Motor Transportation Association of Connecticut
Mark Nielsen	Naugatuck Valley Council of Governments
Ken Stanco	Office of the Mayor
Kevin Zak	PAL River Brigade
Stephanie Valickis	Saint Mary's Hospital
Kevin Taylor	Waterbury Bridge to Success
Arthur Denze Sr.	Waterbury Neighborhood Council
Daniel Barry	Waterbury Public Schools
Joseph Violette	Waterbury Regional Chamber
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Department of Transportation	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Kevin Fleming	CTDOT
Kevin Carifa	CTDOT
Consultant Team	
David Schweitzer	HNTB

Christopher Fagan	HNTB
Naomi Hodges	HNTB

Distribution: All Attendees

1. Meeting Purpose

The Program Team recapped key elements of the second Project Advisory Committee (PAC) meeting, sought to gain additional perspective from PAC members; presented the Planning and Environmental Linkages (PEL) Study draft Purpose Statement; began describing transportation related goals and objectives; and reviewed next steps, upcoming meetings, and future PAC agenda items.

Comment cards were distributed to PAC members prior to PAC Meeting No. 2B to facilitate conversation within the meeting. These comment cards have been collected and are attached to this Report of Meeting.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 2B Presentation

Naomi Hodges (HNTB Environmental Lead) began the meeting by welcoming PAC members with a general progress update on Program Team and PAC member actions since the last meeting. A brief recap of the *Analysis, Needs, and Deficiencies* report (discussed during the previous meeting) was provided; Ms. Hodges explained how the report is used within the PEL process and concluded the introduction with an overview of the PEL Study steps.

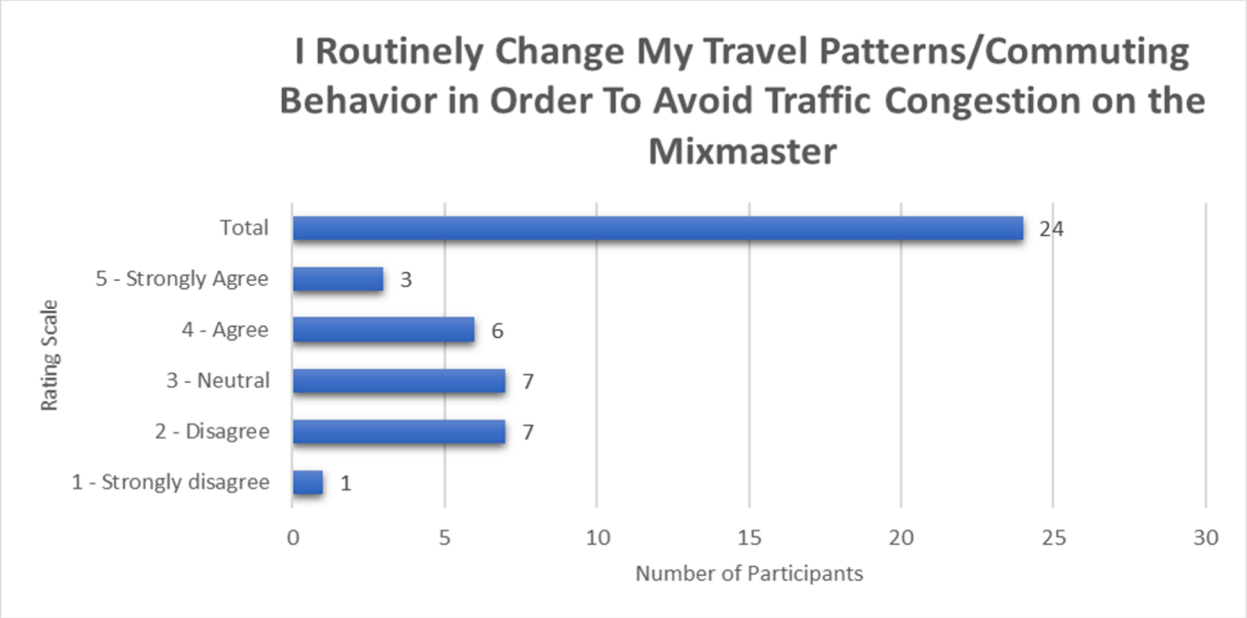
Ms. Hodges continued with a review of the meeting's objectives. Ms. Hodges explained that the Program Team hopes to use the comment card responses and feedback from PAC Meeting No. 2 to achieve a better understanding of PAC member perspectives on existing needs and deficiencies, local issues, potential Program priorities, and additional context that could inform development of the Program's Preliminary Purpose and Need Statement (Preliminary P&N Statement). Ms. Hodges stated that the Program Team will take both PAC and Stakeholder feedback into consideration when creating the draft Preliminary P&N Statement, and paused the presentation for general discussion on the comment card exercise:

- Erik Hazelton (Housatonic Valley Association, Southern Valley Conservation Projects Manager) asked if a summary of PAC member comment card responses would be discussed during a PAC meeting. Ms. Hodges responded that each card would not be discussed individually within a PAC meeting but noted that the comment cards had been used to inform development of the draft Preliminary P&N Statement and for identifying other transportation-related goals and objectives. Mr. Hazelton asked if a summary of PAC member comment card responses could be shared with PAC members, and Ms. Hodges confirmed this would occur.

The presentation resumed and the relationships between the Program's vision statement and the purpose and need statement (P&N Statement) within the PEL and National Environmental Policy Act (NEPA) processes were explained. Ms. Hodges described the three primary elements of a P&N Statement (purpose, needs, and goals and objectives). Details of the New Mix Program's

purpose were then elaborated on. A discussion of needs for the New Mix Program followed. Ms. Hodges showed the linkage between New Mix Program needs and issues that PAC members had identified during previous PAC meetings on an "issue board." PAC members then engaged in an interactive exercise where they were asked to rate how strongly they agreed or disagreed with seven statements in a series of polls. The Program Team used the polls to gain further insight into PAC members' perspectives on prioritization of needs. The statements that were presented in these polls, the poll results, and the subsequent discussions follow:

Statement 1 Poll Results: I Routinely Change My Travel Patterns/Commuting Behavior in Order to Avoid Traffic Congestion on the Mixmaster

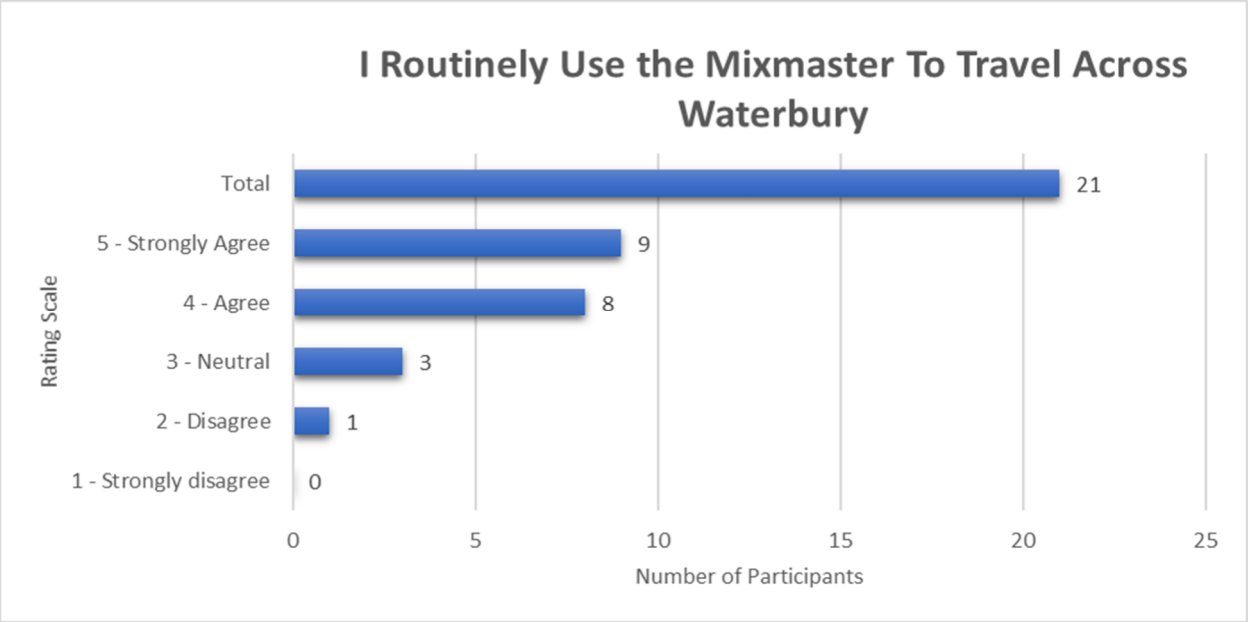


Statement 1 Discussion:

- Stephanie Valickis (St. Mary's Hospital Media Relations and Communications Specialist) noted that changing travel patterns/commuting behavior to avoid traffic congestion on the Mixmaster is routinely a topic of conversation amongst her colleagues. Ms. Valickis added that she personally changes her travel patterns and commuting behavior, and that she knows others do as well. Christopher Fagan (HNTB Project Engineer) asked Ms. Valickis for clarification regarding where specifically the changed travel pattern occurs. Ms. Valickis noted that she works at St. Mary's Hospital and that colleagues coming from the north struggle because upon taking the Route 8 Southbound Exit 31 onto I-84 Eastbound, they must then cross three lanes of traffic on I-84 Eastbound within approximately 1,200 feet to take Exit 22 to South Main Street. As a result, Ms. Valickis's colleagues either get off onto Riverside Street using Route 8 Southbound Exit 32 or continue on Route 8 Southbound to utilize Exit 30. For colleagues commuting on Route 8 Northbound, they have to be rerouted to the Exit 35 Route 8 detour, where they then experience the same challenges as Ms. Valickis's colleagues coming from the north who utilize Route 8 Southbound to get to work. The Study Team noted later that the movement from Route 8 Southbound to I-84 Eastbound to take Exit 22 is prohibited. Additionally,

Route 8 Northbound is in a temporary condition where Exits 31 and 32 are closed, requiring detours. This is related to the ongoing Mixmaster Rehabilitation Project.

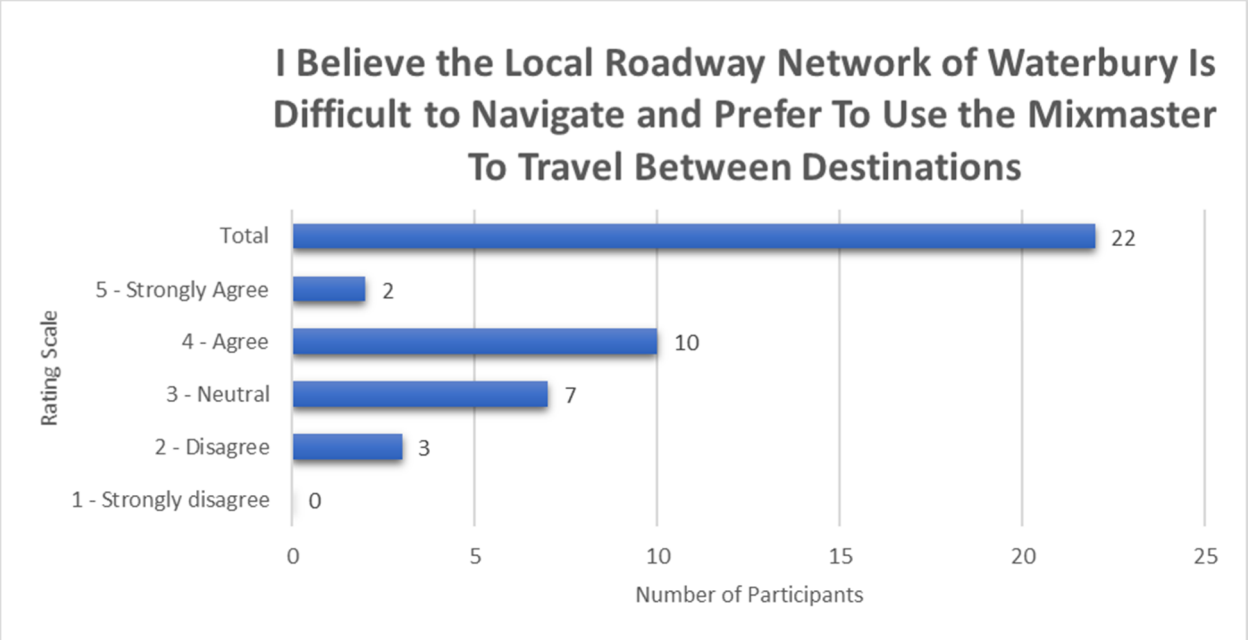
Statement 2 Poll Results: I Routinely Use the Mixmaster to Travel Across Waterbury



Statement 2 Discussion:

- Arthur Denze Sr. (Waterbury Neighborhood Council, President) noted that the first and second poll statements are impacted by the time of day an individual is driving in the area. Ms. Hodges agreed, noting that AM and PM peaks have been identified in previous PAC meetings as times where the number of vehicles on the road creates congestion within the area. Mr. Fagan asked Mr. Denze, from his experience, what times do people use the Mixmaster to travel across Waterbury instead of the local roads to get across town. Mr. Denze responded that he finds the highway convenient to get across town even when traffic is heavier and thus uses it regularly. Mr. Denze added that people leaving work or students being released from school also factor into traffic on the local roads.

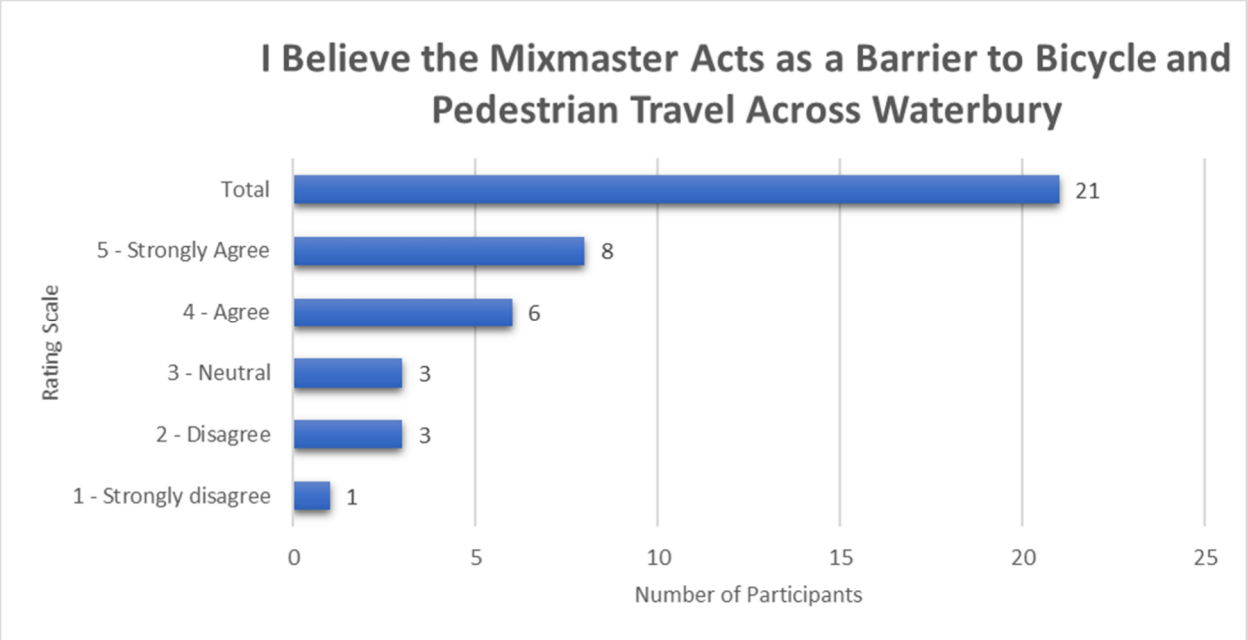
Statement 3 Poll Results: I Believe the Local Roadway Network of Waterbury Is Difficult to Navigate and Prefer to Use the Mixmaster to Travel Between Destinations



Statement 3 Discussion:

- Robert Nerney (City of Waterbury Planning Department, City Planner) noted that the Mixmaster tends to be the preferred route for east-west travel. However, Mr. Nerney added that major retail destinations such as Wolcott Street or Chase Avenue require drivers to get off the Mixmaster and thus the level of interconnectivity often determines whether travelers use the Mixmaster or the local road network.

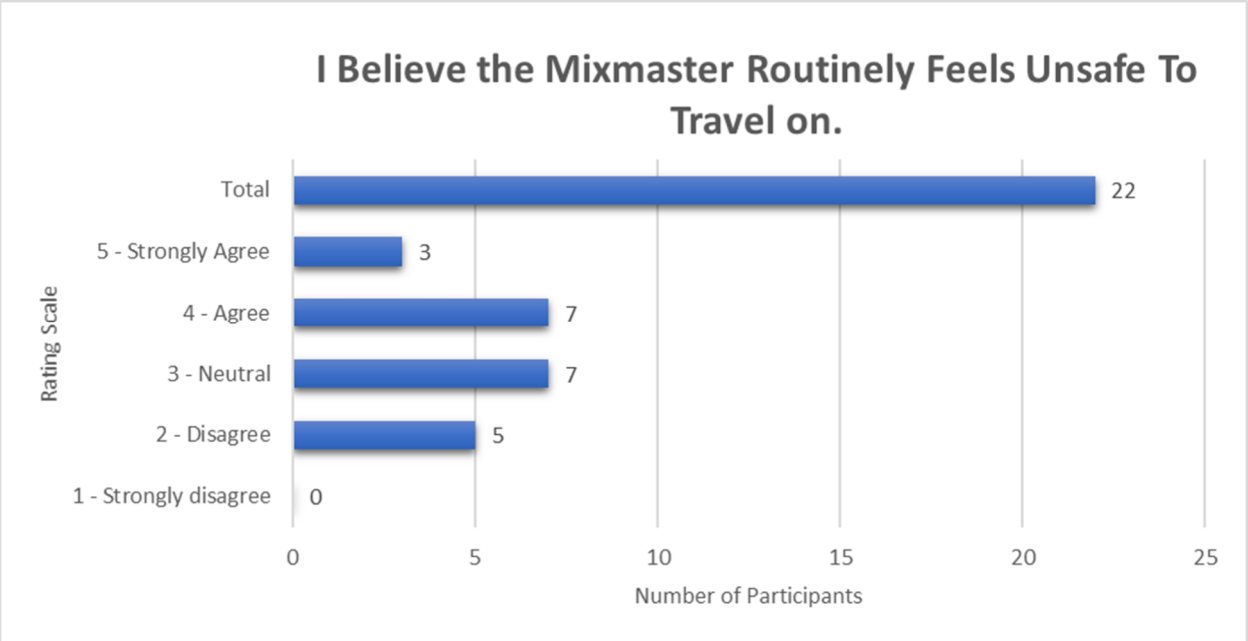
Statement 4 Poll Results: I Believe the Mixmaster Acts as a Barrier to Bicycle and Pedestrian Travel Across Waterbury



Statement 4 Discussion:

- None

Statement 5 Poll Results: I believe the Mixmaster routinely feels unsafe to travel on



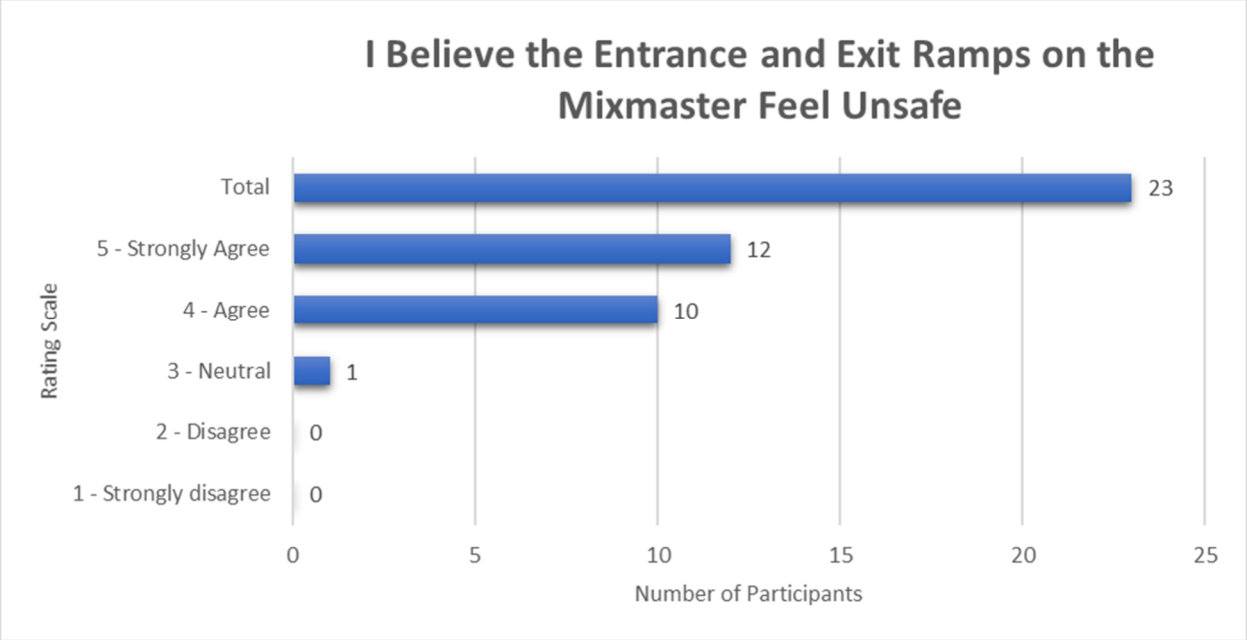
Statement 5 Discussion:

- Elaborating on the fifth polling statement, Mr. Fagan asked PAC members if they routinely utilize and prefer to utilize the Mixmaster in lieu of the local roadway network despite feeling unsafe. Tomas Olivo Valentin (Working Cities Challenge, Project Director)

responded, stating that he uses the Mixmaster and sees the I-84 Westbound approach stacked below the Eastbound approach as the most dangerous location of the Mixmaster. Mr. Olivo noted that downtown drivers who enter the Mixmaster via the Bank Street on ramps arrive on the highway at the opposing side of Exit 19 and therefore must cross three lanes of traffic to reach Route 8 Southbound. Other drivers who enter on the opposite side of I-84 Westbound when trying to reach Route 8 Northbound must also cross three lanes of traffic to reach Exit 20. Both Sharon Lewis (Connecticut Coalition for Environmental Justice, Executive Director) and Betty Bajek (Greater Waterbury Transit District, Chair, Board of Directors) agreed with Mr. Olivo in the chat. The conditions Mr. Olivo mentioned are results of the ongoing Mixmaster Rehabilitation Project.

- Joseph Sculley (Motor Transportation Association of Connecticut, President) wrote in the chat that the combination of a left-handed I-84 on-ramp followed closely by a left-handed Exit 19 off-ramp to Route 8 Southbound is a difficult combination.
- Mr. Nerney echoed the same sentiments as Mr. Olivo and added that he believes safety on I-84 Eastbound is better than on I-84 Westbound. Mr. Nerney noted additional factors that contribute to hazardous driving conditions on the Mixmaster, including the speed differential between local versus non-local drivers, insufficient lighting on the lower deck of I-84 Westbound, and intense sun glare around sunset on I-84 Westbound beyond the Eastbound stacked approach.

Statement 6 Poll Results: I Believe the Entrance and Exit Ramps on the Mixmaster Feel Unsafe

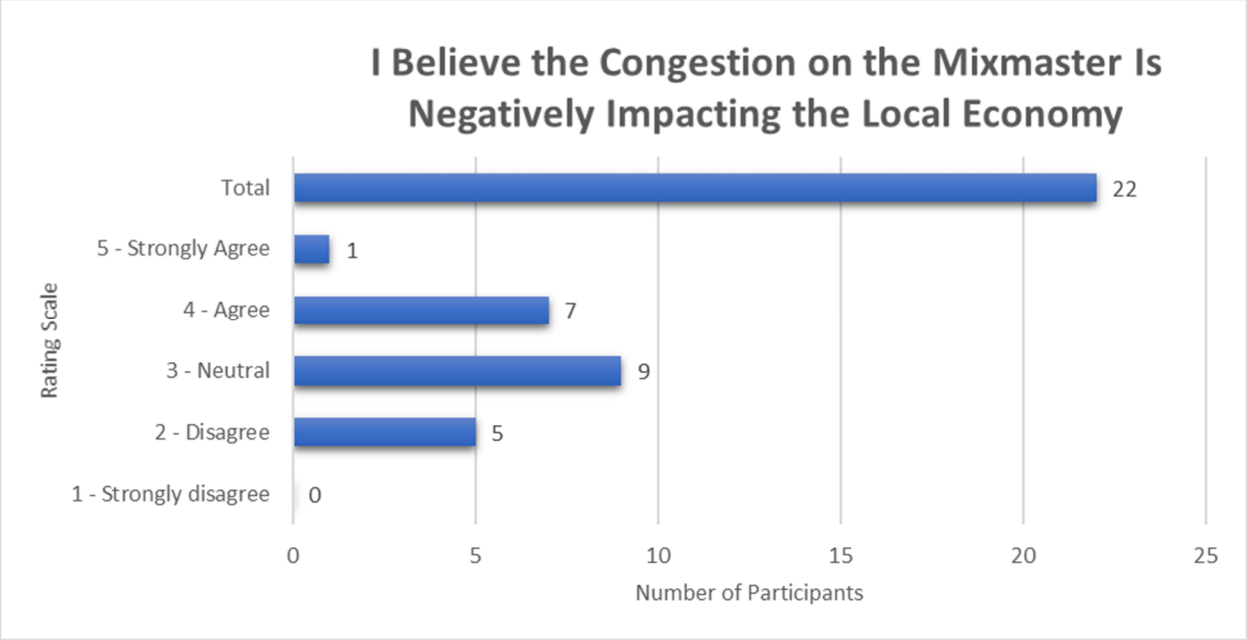


Statement 6 Discussion:

- Mr. Denze expressed that he finds it extremely dangerous to take Exit 33 onto I-84 Westbound from Route 8 Northbound. When entering I-84 Westbound this way, drivers come in conflict with traffic that is crossing four lanes in order to reach Exit 18/Highland Avenue. Mr. Denze noted another dangerous area where Route 8 Southbound merges onto

I-84 Eastbound. In this area, drivers attempting to take Exit 21 onto either Meadow or Bank Street again have to cross numerous lanes of traffic to reach the exit. Ms. Hodges responded that the poll results illustrated that many PAC members also feel that the entrance and exit ramps on the Mixmaster are unsafe, and that the areas Mr. Denze noted were mentioned as a need or deficiency on several of the comment cards.

Statement 7 Poll Results: I Believe the Congestion on the Mixmaster Is Negatively Impacting the Local Economy



Statement 7 Discussion:

- Mr. Olivo stated one could look at individuals who avoid traffic by driving through the city as potentially becoming customers at local stores. However, one could also argue that people are cutting through the city and speeding through the city and causing traffic, which makes it hard to say if highway congestion negatively or positively impacts the local economy. Ms. Hodges agreed and noted that the poll responses also illustrated this, with several PAC members responding to statement 7 with "neutral" or "disagree" responses. Ms. Hodges further stated that the relationship between congestion and the local economy within the study area is not fully understood yet; however, the Program Team was interested in hearing any anecdotal evidence PAC members might have. Ms. Hodges noted the Program Team does not believe improving congestion would negatively impact the economy.
- Mr. Olivo also mentioned that trucks tend to get stuck under the bridge on Bank Street. Ms. Hodges asked if these trucks were using Bank Street to avoid highway congestion or to avoid highway construction. Ken Stanco (Office of the Mayor, Project Liaison) responded that the City has various signs around the area of interest warning trucks of the low clearance bridge up ahead. Mr. Stanco stated that he is present at the scene every time the bridge gets hit, and that when asked, the truck drivers almost always state they were following their GPS before crashing. Ms. Hodges thanked Mr. Stanco for the feedback and noted that the Program Team would take this into consideration. Rajendra Kasbawala

(Metro-North Railroad, Senior Construction Engineer) added that the Bank Street railroad overpass bridge has been hit many times and that Metro-North has to inspect the bridge every time a hit occurs.

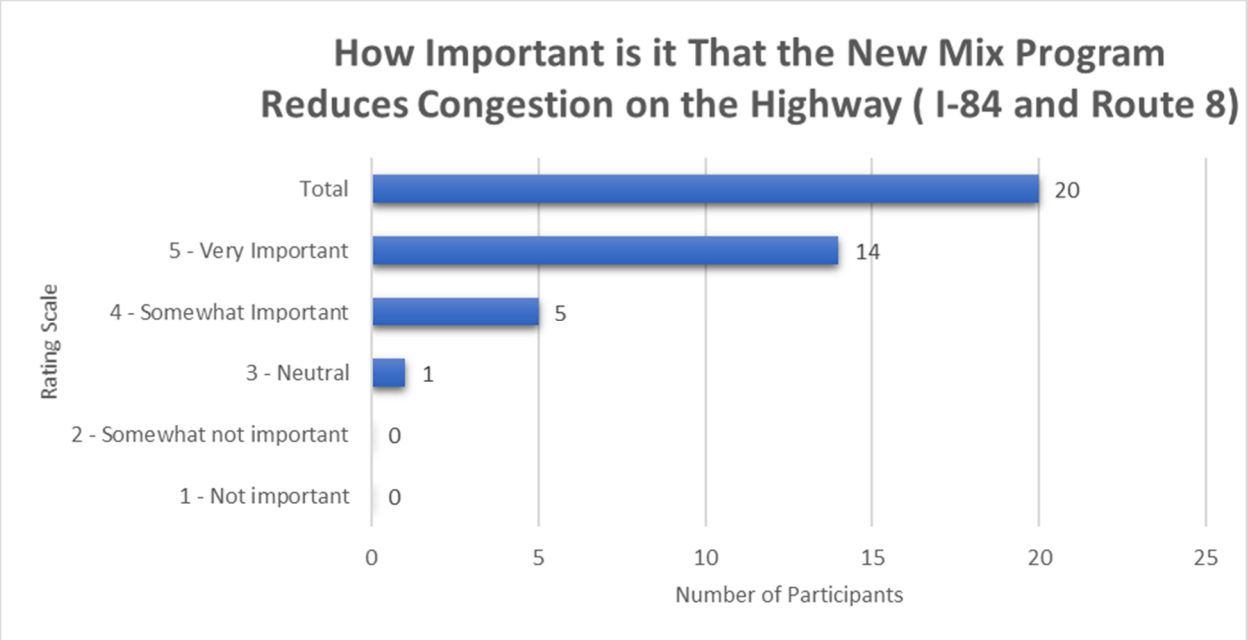
Ms. Hodges resumed the presentation with a review of the New Mix identified needs. The needs included structural deficiencies, geometric deficiencies, traffic operational deficiencies (including congestion), and high crash rates.

Ms. Hodges continued with a discussion of the goals and objectives element of a P&N statement and described how the PAC members' comments were used to inform the New Mix Program's transportation-related goals and objectives. Ms. Hodges then shared the web-based PAC comment map which was populated by PAC members and examples of the comments received. Ms. Hodges stated that every PAC member comment provided on the map had been reviewed and would receive a written response (these responses are included in an attachment to these meeting minutes).

Ms. Hodges reiterated that the New Mix PEL Study is occurring prior to the NEPA and Connecticut Environmental Policy Act (CEPA) processes and their corresponding detailed environmental analyses. However, the PEL process allows the Program Team to preliminarily evaluate environmental impacts and conditions during the very early planning phase. A purpose statement must be focused on the underlying reasons for proposing a transportation project, with the reasons aimed at meeting the transportation need. Other desirable attributes of a transportation project are typically included as other transportation-related goals and objectives. Goals and objectives are commitments of the Program that will influence evaluation and decision making related to screening of conceptual alternatives later in the PEL Study.

PAC members participated in another interactive exercise where they were asked to provide feedback on the relative importance of various goals and objectives through a series of five poll questions. The poll questions, poll results, and subsequent discussions follow:

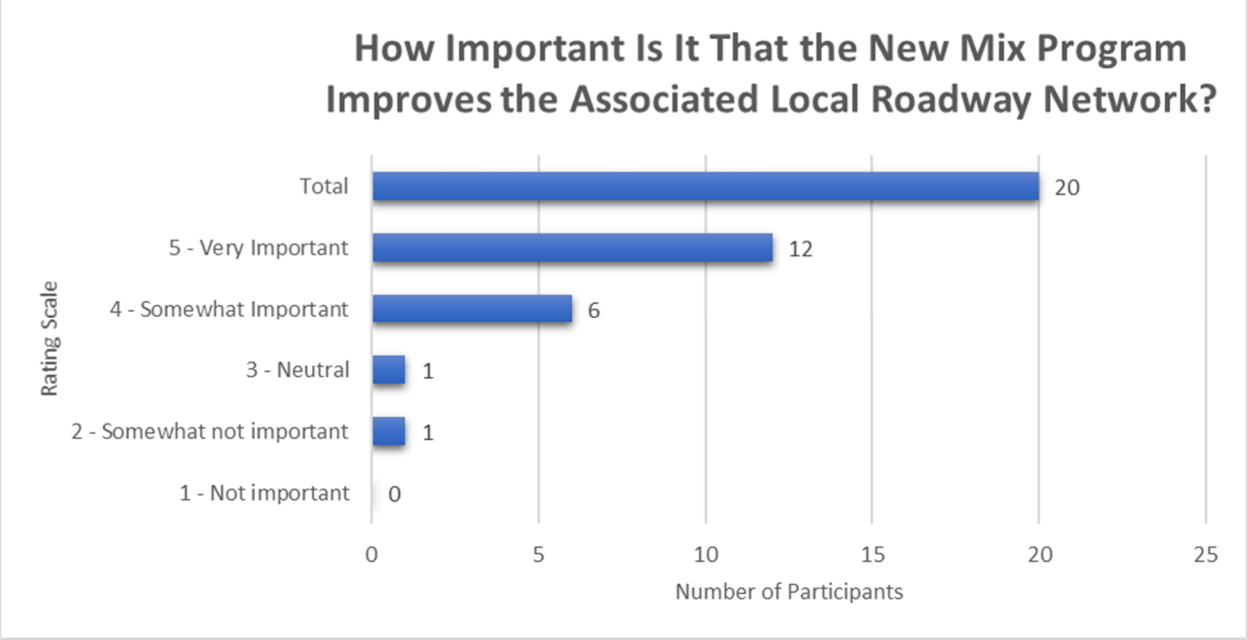
Question 1 Poll Results: How important is it that the New Mix Program reduces congestion on the highway (I-84 and Route 8)?



Question 1 Discussion:

- None

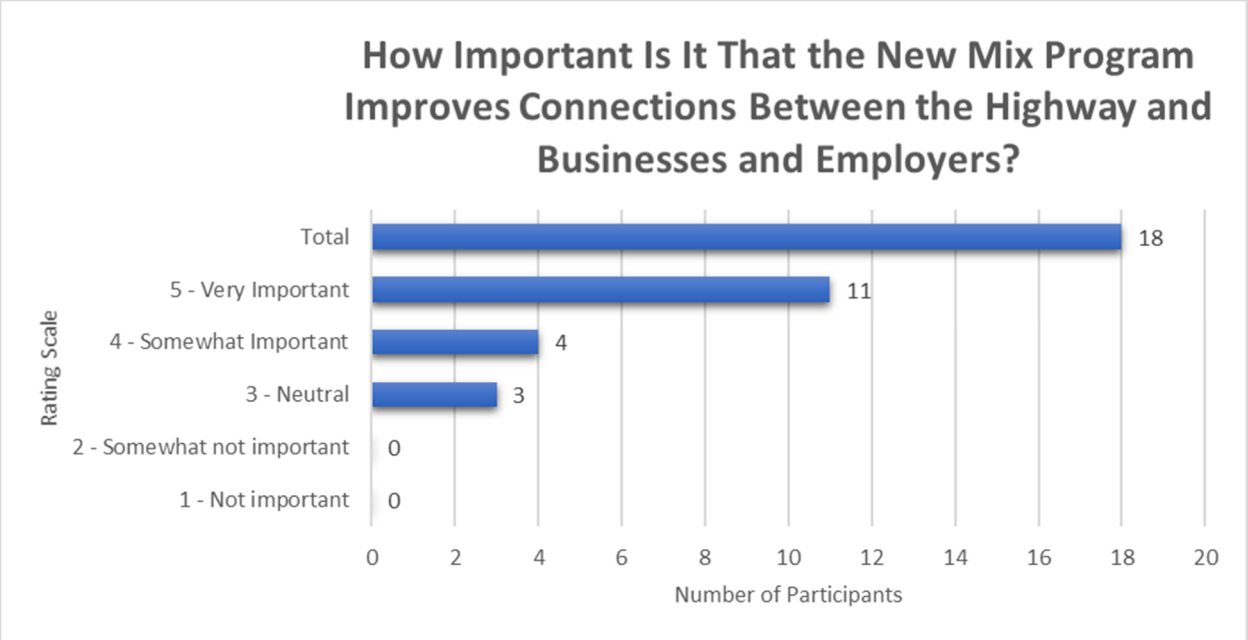
Question 2 Poll Results: How important is it that the New Mix Program improves the associated local roadway network?



Question 2 Discussion:

- None

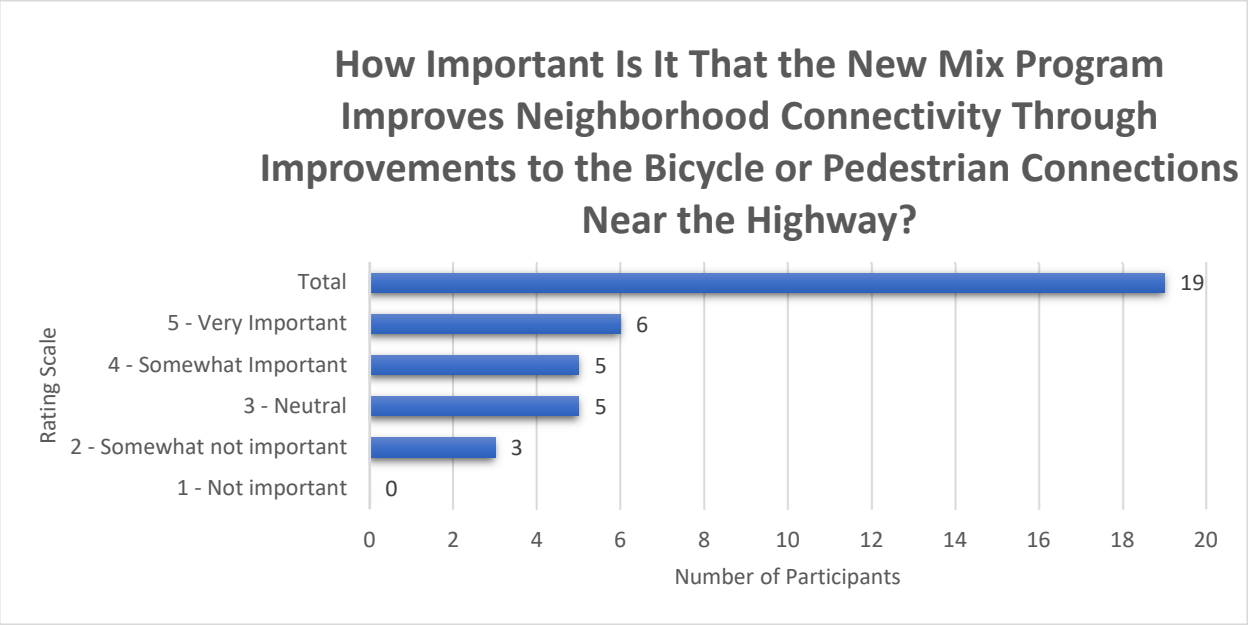
Question 3 How important is it that the New Mix Program improves connections between the highway and businesses and employers?



Question 3 Discussion:

- Mr. Hazelton asked if the question could be interpreted to include community members instead of just employers. Ms. Hodges confirmed the question could be seen in this light and could also be interpreted to include connectivity between the highway and various destinations across the city.

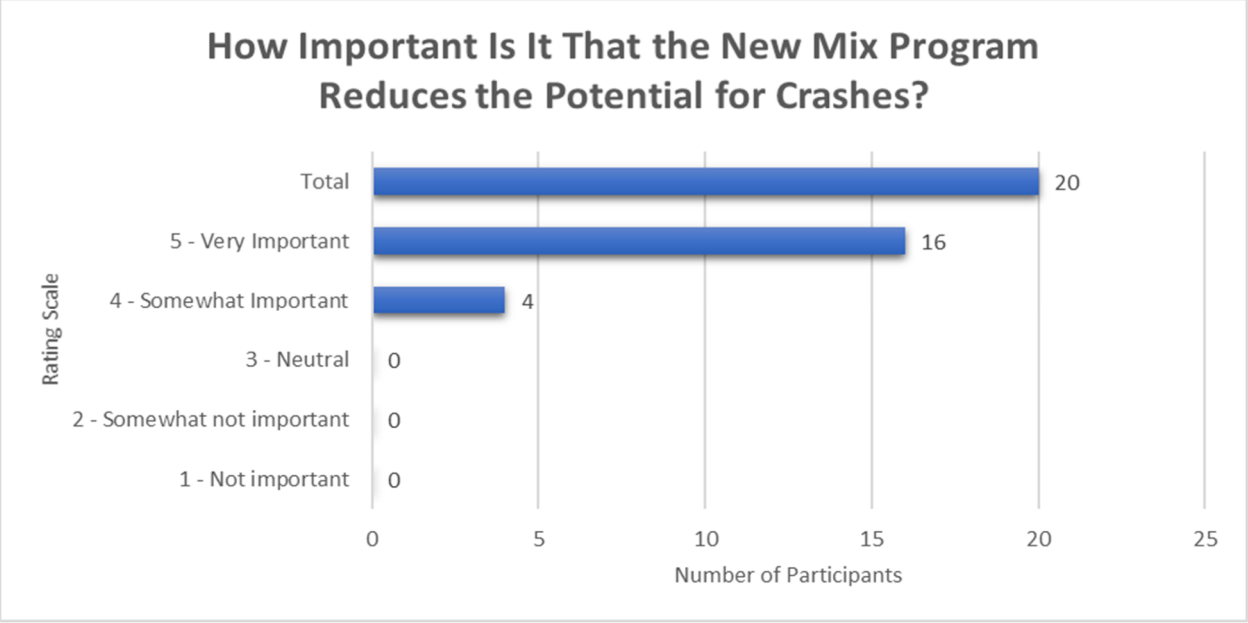
Question 4 Poll Results: How important is it that the New Mix Program improves neighborhood connectivity through improvements to the bicycle or pedestrian connections near the highway?



Question 4 Discussion:

- None

Question 5 Poll Results: How important is it that the New Mix Program reduces the potential for crashes?



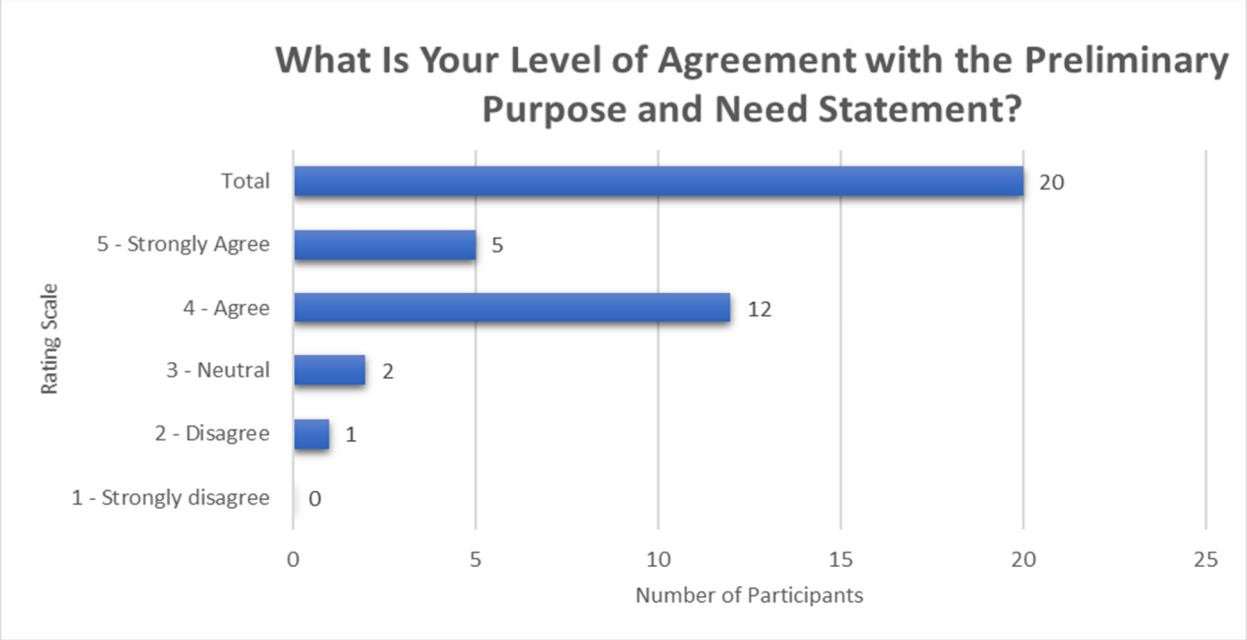
Question 5 Discussion:

- None

Ms. Hodges resumed the presentation with the Program Team's identified transportation-related goals and objectives. These goals and objectives were noted as having been informed by the PEL Study's PAC and Stakeholder input received thus far.

Ms. Hodges reviewed the New Mix Program's draft Preliminary P&N Statement with the PAC and conducted a poll in order to gauge PAC members' level of agreement with the draft Preliminary P&N Statement. The following poll results were generated and subsequent discussion followed:

Poll Results: What Is Your Level of Agreement with the Preliminary Purpose and Need Statement?



Poll Discussion:

- Mr. Zak stated his concern that there was no mention of improving the environmental impact that the Mixmaster has on the Naugatuck River System in the draft Preliminary P&N Statement. Mr. Zak noted that it seemed like environmental aspects had been overlooked and he proposed that there should be a mention of this within the Preliminary P&N statement. Mr. Zak asked for further clarification regarding how the Preliminary P&N Statement relates to the overall New Mix Program. He asked if the Preliminary P&N Statement should be viewed as the mission statement for the entire Program or if it just contained the needs and goals for a subset of the entire Program. Ms. Hodges explained that the single paragraph statement was developed to be a concise description of the overall purpose for proposing the Program, and as such, could not contain all desirable attributes. While the condensed P&N Statement is focused on fundamental transportation needs, other desirable goals of the Program that are not directly transportation related, such as environmental aspects, may be indirectly included in the New Mix Program's Preliminary P&N Statement as an "other transportation-related goal and objectives". The Program Team will draft other transportation-related goals and objectives using input gathered at the meeting. The New Mix draft goals and objectives will be presented for PAC

member input at a subsequent meeting and ultimately be included in the complete *Preliminary Purpose and Need Statement* report as its own dedicated section.

- Mr. Sculley noted within the chat that he feels that easing congestion will bring many environmental benefits, as vehicles will not be stuck within the area emitting greenhouse gasses.
- Mr. Begnal noted within the chat that he is concerned that the Preliminary P&N Statement limited improving connectivity to downtown Waterbury, when in fact the interchange has cut off several neighborhoods from one another. Mr. Begnal added that he felt that connectivity should be improved for all Waterbury neighborhoods. Mr. Fagan replied that this was a good observation.
- Mr. Hazelton asked if public health or community health could be included within the Preliminary P&N Statement, as they impact the quality of life of citizens of the city. Mr. Hazelton added that he believes things such as light and sound pollution could be incorporated by adding environment or public health into the Preliminary P&N Statement. Ms. Hodges provided a response that was similar to the one provided for Mr. Zak's inquiry. The Program Team will draft other transportation-related goals and objectives using PAC input that will cover these important topics. The other transportation-related goals and objectives will be drafted and presented for PAC member input at a subsequent meeting and will ultimately be included in the complete *Preliminary Purpose and Need Statement* report as its own dedicated section.

Ms. Hodges resumed the presentation and informed PAC members that the Program Team would be making adjustments to the *Preliminary Purpose and Need Statement* report and that it would be available online once completed for viewing. Ms. Hodges also informed PAC members that the Preliminary P&N Statement including the drafted other transportation-related goals and objectives would be presented at a subsequent PAC meeting and would inform the PEL Study Level 1 evaluation criteria. As the Program progresses, and more information is obtained, the *Preliminary Purpose and Need Statement* report can be updated accordingly.

Ms. Hodges concluded the presentation with a preview of upcoming PAC meetings and future agenda items and reminded PAC members of actions that they could complete prior to the next meeting.

B. Comments & Questions on the New Mix Program

The presentation transitioned to the questions and comments portion of the meeting and a pause followed to allow for PAC members to vocalize any questions or concerns. Ms. Hodges reminded members that they could email herself with any additional comments whenever and that any comment cards that might not have been sent in yet could be sent until the end of day January 27th.

With no comments or questions remaining, the Program Team thanked all PAC members for their attendance and contributions throughout the meeting.

Meeting adjourned.

PAC Member Comment Exercise Card Responses

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Motorists traveling from Route 8 onto I-84 W entering in the fast lane and needing to cross 4 lanes of traffic to exit 18 (Highland Ave) really needs to be addressed as well as entering I-84 W from downtown and crossing over to Route 8. Is it possible to have exits and then entrances, rather than an entrance where motorists are accelerating to get up to speed, while others are trying to exit in front of them?

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Make it easier for motorists to travel from Route 8 to I-84 without crossing lanes of traffic or hairpin turns

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

The Palace Theater, the Brass City Mall, and Fascia Chocolates.

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Adequate directional signage to prevent abrupt last minute lane changes.
Exits and entrance ramps feel very narrow, and don't accommodate todays larger vehicles
keep traffic moving at a steady flow

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Fixes the crumbling infrastructure
Keeps traffic moving at a steady pace
improves the safety of entering or exiting the mix master

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Union Station clock tower
The Green
The wonderful historic architecture

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Left hand exits
Merge onto Exit 21 and 22 from Rte 8 south and also Huntingdan Ave exit on Rte 8 Norths
Merge onto Rte 8 south from Sunnnyside Ave

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

1. Gets rid of slow downs/stoppages on highways going through City
2. Safer exits onto Rte 8 north and south
3. Incessant lane closures for repairs

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

1. Holy Land Cross
2. Rep Am Clock Tower
3. St Mary's and Waterbury Hospitals

84 new mix

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

1) That the interchange is utilized as a local roadway to traverse the city - the redesign should work with City staff to either make it easier to accommodate this use in design, such as including boulevard lanes for local traffic OR redesign local roadways to accommodate this traffic that adds significant volume to the interchange.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

1) The stacked highway is either dropped to ground level (preferred) or redone as an elevated roadway to accommodate 21st century traffic volume. 2) The interchange is made less complex. Drivers who were not raised in the area consistently report confusion and anxiety related to the current interchange.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Landmarks that positively define the City, include: The Holy Land Cross, The Republican-American Clock Tower.
Destinations include: The Palace Theater, Seven Angels Theater, Post University, Naugatuck Valley Community College, UCONN Waterbury, Downtown Waterbury for commerce, entertainment, exercise, tourism

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Inadequate pollution mitigation. This area is a significant source of contaminants for a reach of the Naugatuck River listed by the State of CT as Impaired for habitat for fish, other aquatic life and wildlife. Stormwater runoff currently flows untreated from road surfaces to the Naugatuck and tributary streams; 2) Inadequate public access to the Naugatuck River. This area is the closest opportunity for many Waterbury residents to reach the river; 3) Inadequate noise/light pollution mitigation. 4) Inadequate connectivity between neighborhoods

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Success indicators: New Mix investment rectifies the issues listed above

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Naugatuck River (positive and negative) and the Mad River (positive and negative)

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

The interchange affects Waterbury Public Schools in close proximity to it, including West Side Middle School, Kennedy High School, Adult Education, Duggan Elementary School, State Street School, Waterbury Arts Magnet School and Maloney Magnet School.

Inadequate roadway capacity- Congeston- Pavement condition and highway signs

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Reducing congestion between exits 18 to 22 on I84W; smooth transitioning from the left to right side of highway to exit on the top level at the crossover; smooth transitioning onto I84E (from downtown) from Route 8 on-ramps before exits 19 and 20.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Waterbury Arts Magnet School and Maloney Maget School are centrally located and are regional schools servicing towns surrounding the Waterbury area. Waterbury Public Schools has a longstanding arrangement with the Palace Theater.

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

1. The overall lifespan of the Mixmaster as it relates to possible structural safety issues.
2. Inability to meet increasing travel demands; now and into the future.
3. Antiquated design (interchange geometry, lighting, length of on and off merge lanes, lane weave and left exits/entrances).

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

1. Increases vehicle capacity and travel efficiency (mindful of evolving technology) that gets us through the next 50-60 years.
2. Reduces driver intimidation (especially for first time travelers) and enhances overall safety as noted in comment 3 above.
3. The Mixmaster is functional; but unattractive. Why not make the new structure a signature gateway?.... an award-winning work of art that embodies interesting design, utilizes attractive materials and employs creative form and lighting.... infrastructure that first and foremost addresses transportation needs; but also makes a positive statement. Other cities are doing this and Waterbury should too. Think big.... this could be a legacy project!

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

1. Holyland Cross. (positive)
2. The Waterbury skyline looking into the valley. (positive)
3. The existing elevated Mixmaster itself which physically severs City neighborhoods to the south. (negative)

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Closely spaced on & off ramps on I-84
Left exits and entrances
~~Movement between Route 8 SB onto I-84 EB with exit at Ex 21. Not currently allowed but vehicles still try to do it.~~

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Rationalized on and off movements along I-84
Constructed a frontage road system along I-84 to handle exits and entrance movements; elimates closely spaced interchanges
~~Improve local connections and movements through downtown area and on the west side of the mix master (Chase Parkway)~~

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Downtown area — Palace Theater, Green, train station
Post University

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

PROCURE ALL PERMITS IN A TIMELY MANNER.
IDENTIFY AND RELOCATE UTILITIES PRIOR TO BRIDGE CONSTRUCTION IF POSSIBLE.
THE SCOPE OF WORK ON OR ADJACNET TO THE RAILROAD RIGHT OF WAY SHOULD BE WELL DEFINED AND IDENTFY ANY OUTAGE REQUIREMENTS.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

ALL CONCERNED PARTIES (PUBLIC AND PRIVATE) SHOULD BE ACTIVELY PARTICIPATING DURING ALL PHASES OF PROJECT.
ENSURE THAT COMMUNITY REACH OUT AND PUBLIC HEARINGS ARE WELL PLANNED AND INFORMATIVE.
IMPROVE OVERALL SAFETY AND TRAFFIC CONGESTION CONSIDERING FUTURE OPERATIONAL NEED.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

MAKE WATERBURY TRANSIT ORIENTED DEVELOPMENT (TOD).

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

fix deficient Roadway Geometrics on I-84 & Route 8

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

improves traffic flow on highways
improves safety on highways

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Congestion on I84 eastbound between Exits18-22Even with signage motorists attempting to cross-over 3 lanes of I84 to sccess exits

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Communication is the most importment area. Regular updates that the public is current receiving have proven very effective

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Downtown Waterbury

Downtown Waterbury Holy Land both Hospitals

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Easy access to downtown Waterbury
Inability to "legally" or "safely" cross over to Exit 22 from Rt South onto 84 East to get to Palace Theater

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Safer exit ramps
Direct access to downtown

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Positively - Palace Theater, City Hall / Grand Street, Town Green
Negative - dilapidated factories on South Main Street
Has potential - buildings and infrastructure on Freight Street

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

1. Removal of off- and on-ramps on the left/fast lane (i.e. entering 84 W from Rte 8 N exit 33 and trying to get over to exit 18 Highland Ave; entering 84 E from exit 31 Rte 8 S, forbidden to make exit 21 or 22 84 E)
2. Increase distance between on off- and on-ramps (i.e. Chase Pkwy on-ramp to 84 E. to Exit 20 Rte 8 N).
3. Increase distance of on-ramping traffic into flow of traffic (i.e. Highland Ave on-ramp to 84 E)

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Address items above

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

1. Mall (negative)
2. City Hall & Train Station (positive)

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Clear and Safe Detours with minimal detour rerouting.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Carefully planned out rerouting and detours, especially for the businesses that operate close to Route 8, and 84. As one of our major hubs, and larger stores operates and delivers in Waterbury.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

1.Providing drivers merging onto 84 E from Rt. 8 S & N, with safe access to downtown off ramps. Without safe crossovers, drivers need to exit beyond their desired location, causing street congestion. High street traffic is a dis-satisfier for residents, business and adds commuting time and aggravation for drivers.

2. Slightly longer merge lanes. Short merging is a safety issue. Particularly on ramps to 84E 19 & 20.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Safe merging on and off of Mix Master. Off and on ramp locations at key locations along 84 E & W. Off ramps dropping off in key locations without adversely impacting residential areas.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

Positive and Important: 1. Area Hospitals . 2. Grand Street 3. Highland Ave. Dining

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

A.) Protecting the Naugatuck River. The mix master is the source of a great deal of pollution to the Naugatuck River. With the goal of restoring anadromous fish to the Naugatuck River the most pressing need is water quality coming from the mix master picking up pollutants and trash and redistribution into the river.
B.) Addressing public access to the river below the mix master and coordinating the Greenway plans and helping to connect the

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

A.) Improve quality of life for Waterbury residents and Regional residents.
B.) If the Mix Master controls its pollutants into the river.
C.) Controlling the sound coming from the Mix Master for the Greenway users.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

A.) A - is the Mix Master itself, this is literally and figuratively the biggest negative in Waterbury.
B.) A + is The new restored Library Park and newly restored Waterbury Green
C.) A + is The newly restored Mattatuck Museum and the Art in the Basilica of the Immaculate

ESRI Comment Mapper Responses

Response to PAC Member ESRI Solution Map Comments
Included in PAC Meeting #2B January 26, 2022

Comment	Comment Type	Response
Road is narrow	Issue	N/A, test comment made by the study team.
Riverside Cemetery, a National Historic site, is in the shadow of the interchange ... which is ugly, noisy and causing damage to our chapel. Move it east of the river where the Route 8 bypass was located.	Opportunity	This feedback has helped shape one of the New Mix program's goals in the *Preliminary Purpose and Need Statement* to avoid, minimize, or mitigate potential program effects to historic resources. At this stage in the New Mix Planning and Environmental Linkages (PEL) study, all possible alternatives for the future of the interchange are being identified, which includes the location for Route 8 and/or Interstate 84. Each option in this Universe of Alternatives will be analyzed against the program's preliminary purpose and need and goals and objectives and will be evaluated for potential impacts, such as noise, as the PEL study progresses.
Off ramp directly adjacent to grocery store. Closing this road will be detrimental to this business	Issue	The consequences of potential impacts to the local economy and other impacts will also be evaluated and documented during the PEL study and in future analysis. Your comment will be taken into consideration as the study progresses.
One way street that is a major onramp to 84 leading to Rt 8 N and S. Will this ramp remain open? Will the one-way street remain open?	Question	It is unknown at this time if the ramp or the one-way street will remain open or be modified in final conditions. Please note, at this stage in the PEL study all potential alternatives for the future of the interchange are being identified.
Need to reconnect the neighborhoods divided/separated by the interchange. Focus should be on developing the Naugatuck River Greenway Trail through the area.	General Comment	This feedback aligns with several goals of the New Mix program *Preliminary Purpose and Need Statement* to facilitate connectivity within Waterbury. Improvements to the highway transportation system will be the focus of the New Mix program; however, enhancing mobility and providing connections to the Naugatuck River and the Naugatuck River Greenway Trail near the highway have been defined as goals. Opportunities to integrate interchange reconstruction alternatives with a future greenway trail will be evaluated during the PEL study.

Comment	Comment Type	Response
I drive this everyday. As long as the signs are up to date and accurate, and far enough, physically, in advance for you to make driving adjustments, then I think that's all they can do. Except maybe hurry up!!	General Comment	The study team understands that navigating the interchange is challenging and its complexity has been exacerbated by the ongoing Mixmaster Rehabilitation project. One of the main purposes of the New Mix program is to improve the highway geometrics that have been identified as a deficiency in the Study Area. Improving geometrics will simplify traffic operations and reduce the need for complex driving maneuvers. Your comment will be taken into consideration as the study progresses.
More police to slow people down when coming in from Rt. 8 N going to I84 and cutting in at the last minute.	General Comment	The need to improve the mentioned deficiency (deficient interchange spacing) is identified within the *Preliminary Purpose and Need Statement*. Alternatives for the future of the interchange will be evaluated based on their ability to improve this deficiency. The incorporation of increased police activity is under the authority of law enforcement and is outside the jurisdiction of the Connecticut Department of Transportation (CTDOT).
Merging from Rt8N to 84E is a nightmare and really dangerous! Same with going from 84 to Rt 8N in the afternoon…people just going too fast	General Comment	The study team agrees, and the need to improve the geometric and operational deficiencies that contribute to merging difficulties has been identified in the *Preliminary Purpose and Need Statement*. Alternatives will be evaluated based in part on their ability to improve these deficiencies.
Cannot get off of Exit 21 from Rt8N to 84E, which is the most convenient way to get to the hospital….need to come up with a more convenient route because the options add more commute time	General Comment	The issue described is a temporary condition resulting from the ongoing Mixmaster Rehabilitation Project which is expected to be completed in 2023. However, the need to maintain connectivity while improving traffic operations is identified within the New Mix program's *Preliminary Purpose and Need Statement*. Alternatives will be evaluated against the Preliminary Purpose and Need which includes various goals and objectives set out for the project and program.

Comment	Comment Type	Response
How many storm water outfalls are on Route 8 N within the work area?	Question	Due to the nature of this high-level transportation planning study, the number of stormwater outfalls and catch basins within the study area has not been identified at this time. The evaluation of existing drainage systems to determine potential improvements will occur after the PEL and NEPA processes are complete. Additionally, the New Mix program's *Preliminary Purpose and Need Statement* includes the goal to avoid, minimize, or mitigate potential program consequences to environmental resources. The evaluation of potential environmental impacts and the identification of potential mitigation opportunities will occur during PEL and further refined and detailed in future analyses.
How many catch basins are on Route 8 N within the study area?	Question	
How many storm water outfalls and catch basins are on I-84 East and West within the study area?	Question	
How many storm water outfalls and catch basins are on Route 8 South within the study area?	Question	
Freshwater mussels are a CT species of concern their documented range is just North of Steele Brook. Stormwater improvements could push their habitat south through the mix master project area	Opportunity	This observation has been noted by the study team for documentation in the PEL study. This feedback has also helped identify a potential opportunity outlined by a New Mix program goal to avoid, minimize, or mitigate potential program consequences to environmental resources. The evaluation of potential environmental impacts and the identification of potential mitigation opportunities will occur during PEL and further refined in future analyses. Stormwater improvements may be considered a mitigation opportunity for the New Mix program and will be taken into consideration. Detailed drainage/stormwater analyses will occur in the future analyses.

The *New Mix:*
Project Advisory Committee (PAC) Meeting #2B
January 26, 2022

HNTB

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Agenda

- **Welcome Back!**
- **PAC Meeting #2 Review**
- **Gaining PAC Perspective**
- **PEL Study Goals & Objectives and Preliminary Purpose and Need Statement**
- **Next Steps**

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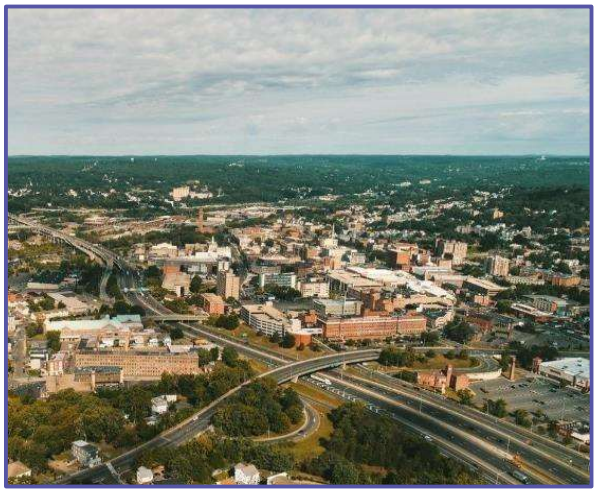
The *New Mix* Leadership Team



Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer

3

New Mix PAC Members

All Saints/Todos los Santos Parish

Bender Plumbing

City of Waterbury:

- Bureau of Engineering
- City Planning & Inland Wetlands
- Department of Economic Development
- Department of Public Works
- Fire Department
- Office of the Mayor
- Police Department
- Public Schools

Connecticut Association for Community Transportation (CACT)

Connecticut Coalition for Environmental Justice (CCEJ)

CT transit

Federal Highway Administration (FHWA)

Greater Waterbury Transit District

Hispanic Coalition of Greater Waterbury/ Waterbury Working Cities Challenge

Holy Trinity Greek Orthodox Church

Housatonic Valley Association

Jarjura's Farm

Main Street Waterbury

Mattatuck Museum

Metro-North Railroad

Motor Transport Association of Connecticut (MTAC)

National Association for the Advancement of Colored People (NAACP) of Greater Waterbury

Naugatuck Valley Community College

Naugatuck Valley Council of Governments (NVCOG)

Palace Theater

Police Activity League (PAL) River Brigade

Riverside Cemetery

Saint Mary's Hospital

University of Connecticut (UCONN) Waterbury Branch

Waterbury Bridge to Success

Waterbury Development Corporation

Waterbury Hospital

Waterbury Neighborhood Associations: Bunker Hill, Gilmartin, Waterbury, & Waterville

Waterbury Regional Chamber

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Since Our Last Meeting…

You have been:

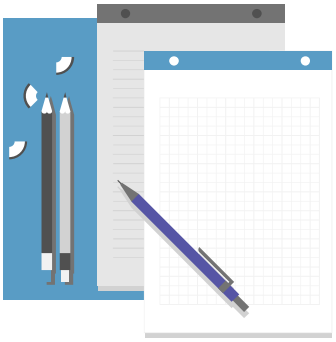
Identifying Transportation-Related Goals & Objectives on input map.

Checking email for information about the New Mix Program.

We have been:

Obtaining Input from PAC members, stakeholders, and the public.

Refining the Preliminary Purpose & Need Statement and Transportation-Related Goals & Objectives



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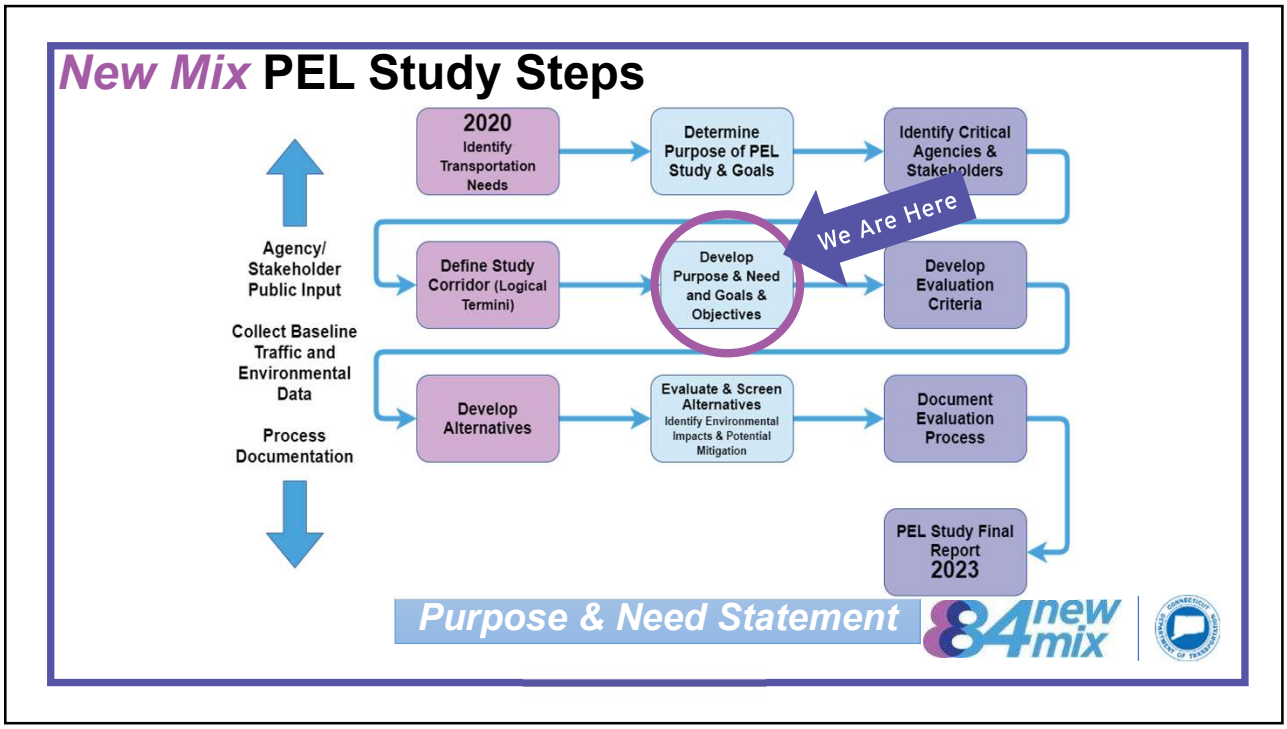
Analysis, Needs and Deficiencies Report

(AN&D)

(a.k.a. the existing conditions report)

6


New Mix PEL Study Steps
2020
Identify Transportation Needs
Determine Purpose of PEL Study & Goals
Identify Critical Agencies & Stakeholders
We Are Here
Define Study Corridor (Logical Termini)
Develop Purpose & Need and Goals & Objectives
Develop Evaluation Criteria
Agency/ Stakeholder Public Input
Collect Baseline Traffic and Environmental Data
Process Documentation
Develop Alternatives
Evaluate & Screen Alternatives
Identify Environmental Impacts & Potential Mitigation
Document Evaluation Process
PEL Study Final Report 2023
Purpose & Need Statement
84 new mix

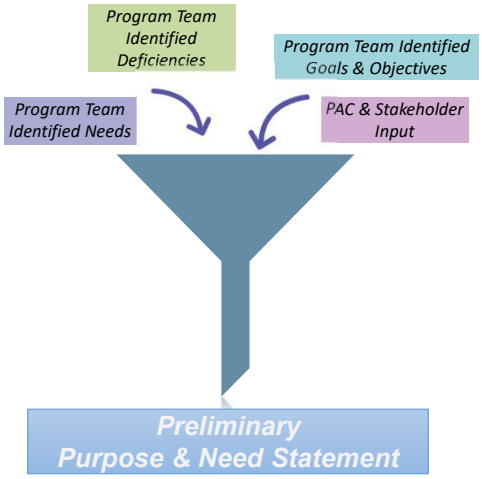
7

Gaining PAC Perspective

8

Objectives of Today's Workshop

- To better understand the perspective of members of the PAC and the constituents that members represent by:
  - Identifying existing needs and deficiencies
  - Confirming local issues and potential program priorities.
  - Providing context that will inform the continued development of the Program's Preliminary Purpose & Need Statement.



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PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Traffic, safety, and city connectivity.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Reduced congestion, increased safety, and enhanced city connectivity.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

The Mixmaster in the middle of Waterbury, the Waterbury Green to Union Station, and the Brass Mills Mall.

10

New Mix PEL Study
Goals & Objectives and Preliminary Purpose and Need Statement

11

CTDOT desires to establish a vision, or master plan, for the interchange that is articulated in a prioritized plan for the phased implementation of improvements.

The overarching goal of the PEL Study is to develop a clear and supported plan of action for addressing deficiencies at the I-84/Route 8 Interchange and study area.

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What is the Purpose and Need?

Typically associated with the National Environmental Policy Act (NEPA) process.

NEPA requires federally sponsored projects to develop a concise and well-defined statement of why the project is proposed and what underlying transportation issues and deficiencies need to be addressed.

The Purpose and Need Statement is one of the most important sections of the environmental document.

It establishes a basis for the range of reasonable alternatives to be evaluated in the environmental document.

PEL = Pre-NEPA

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A Purpose and Need Statement has three parts:

1 **PURPOSE**
States why the program is being proposed.

2 **NEEDS**
Identifies the major transportation deficiencies.

3 **PROGRAM GOALS & OBJECTIVES**
Identifies the goals and objectives to be met.

14

PURPOSE

States why the program is being proposed.

15

Program Team Identified Program Purpose
(Why the Program is Being Proposed)

To correct existing I-84/Route 8 Interchange deficiencies:

- **Structural,**
- **Geometric,** and
- **Operational**

-AND-

Achieve acceptable levels that meet current and future (2045) traffic needs.

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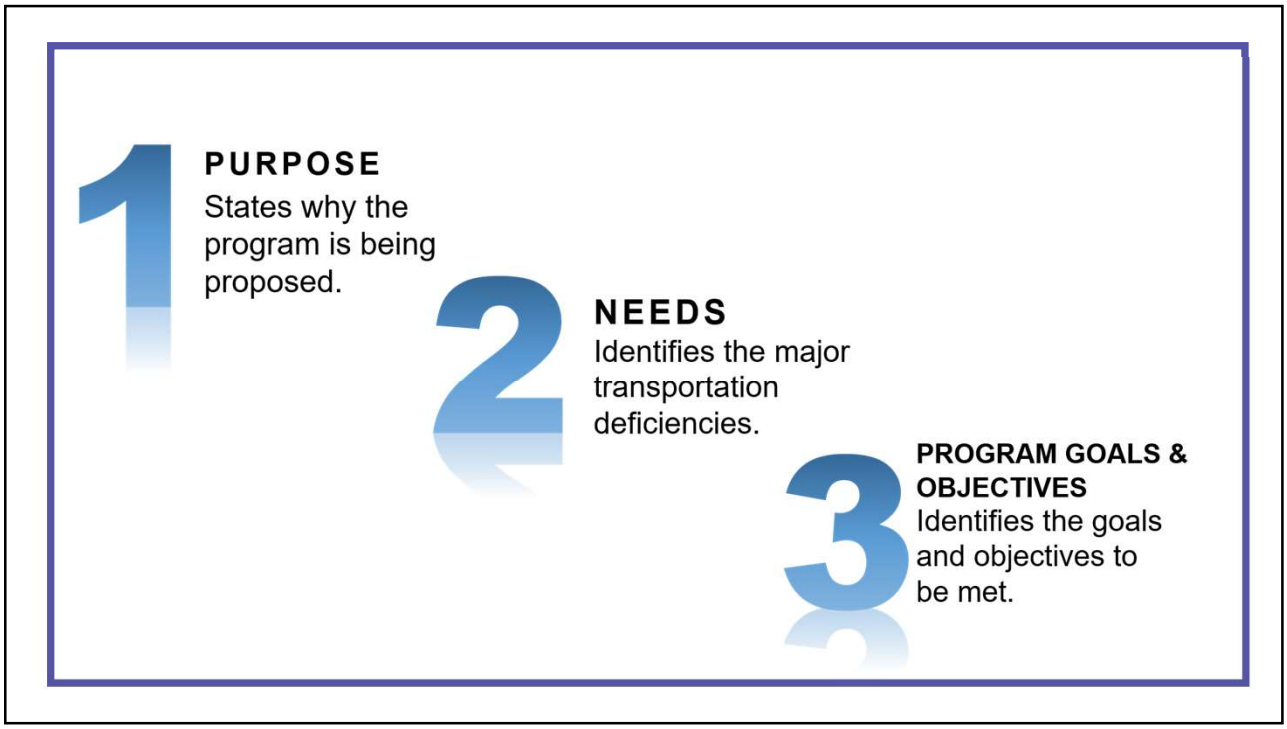
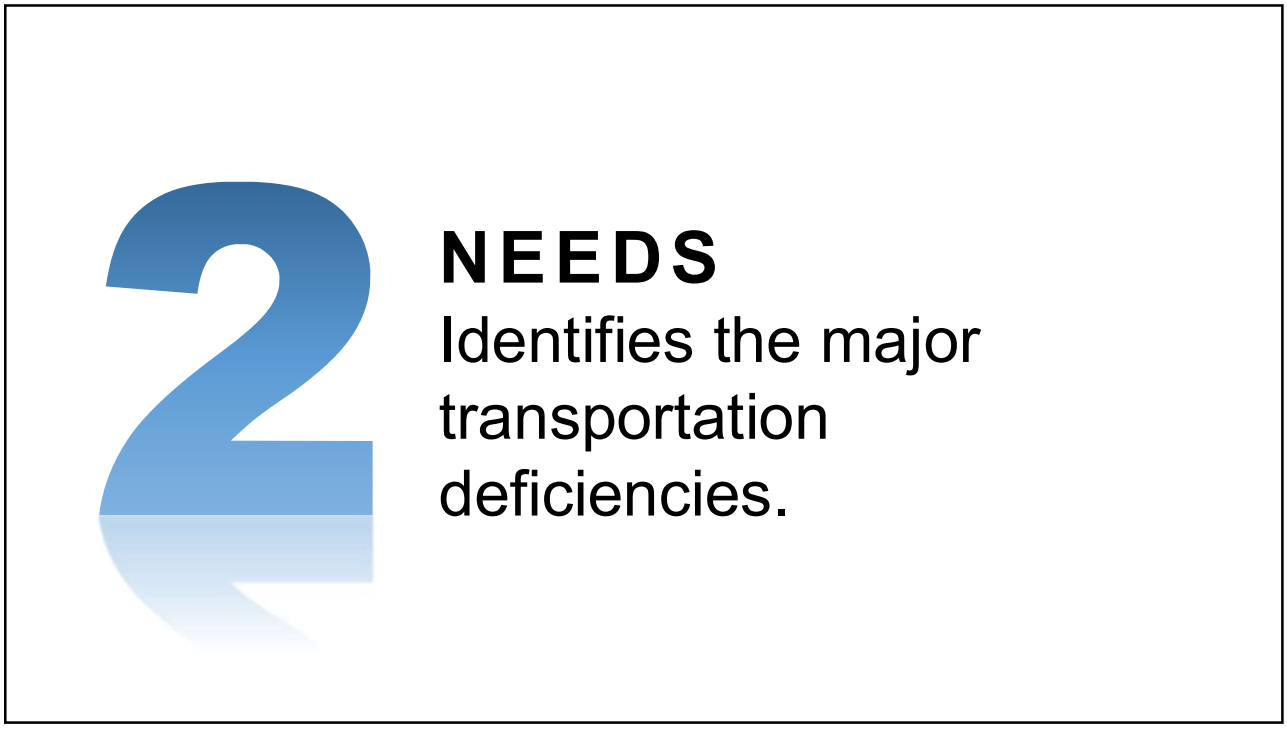

1
PURPOSE
States why the program is being proposed.
2
NEEDS
Identifies the major transportation deficiencies.
3
PROGRAM GOALS & OBJECTIVES
Identifies the goals and objectives to be met.

17


2
NEEDS
Identifies the major transportation deficiencies.

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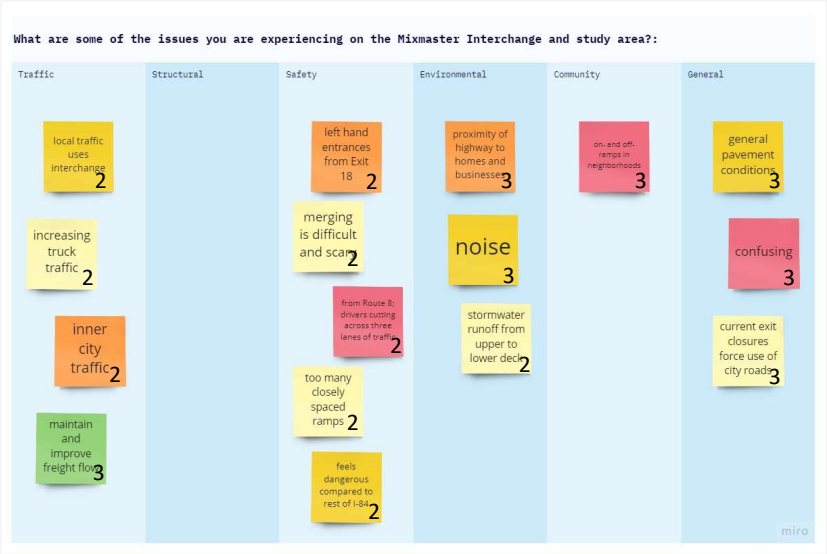
The *New Mix* PAC Identified Issues (Needs)



1 Purpose
2 Needs
3 Goals and Objectives

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The *New Mix* PAC Identified Needs Perspective

Please rate each of the following statements on a scale of 1-5,

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

Try to think back to before the rehabilitation project, when there was not a large construction presence on the highway.

1. I routinely change my travel patterns/commuting behavior in order to avoid traffic congestion on the Mixmaster.
2. I routinely use the Mixmaster to travel across Waterbury.
3. I believe the local roadway network of Waterbury is difficult to navigate and prefer to use the Mixmaster to travel between destinations.
4. I believe the Mixmaster acts as a barrier to bicycle and pedestrian travel across Waterbury.
5. I believe the Mixmaster routinely feels unsafe to travel on.
6. I believe the entrance and exit ramps on the Mixmaster feel unsafe.
7. I believe the congestion on the Mixmaster is negatively impacting the local economy.

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Program Team Identified Program Needs
(Identified Major Transportation Deficiencies from the AN&D Report)

2

Structural Deficiencies
Measured by deck area, of the 62 studied bridges: 60% were structurally deficient, Over 40% are functionally obsolete, and 19% are fracture critical.

Geometric Deficiencies
Along the highway, deficiencies include, but are not limited to: sharp curves, reduced speeds, and inadequate sight stopping distance. Additional geometric deficiencies have been identified within the AN&D report for system and service ramps.

Traffic (operational) Deficiencies (including congestion)
Left-hand entrances/exits and inadequate merging, inadequate interchange spacing, and deficient intersections with local roadways.

High Crash Rates
The geometric and operational deficiencies contribute to a substantially higher crash rate at this interchange when compared to the average State crash rate for all roads per million daily vehicle miles traveled.

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1 **PURPOSE**
States why the program is being proposed.

2 **NEEDS**
Identifies the major transportation deficiencies.

3 **PROGRAM GOALS & OBJECTIVES**
Identifies the goals and objectives to be met.

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3 PROGRAM GOALS & OBJECTIVES

Identifies the goals and objectives to be met.

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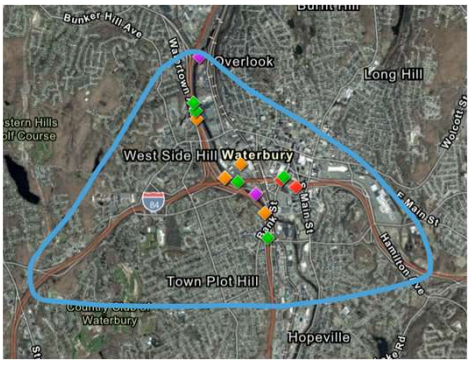
Program and Other Potential *New Mix* Transportation-Related Goals and Objectives PAC Map:



1. Purpose
2. Needs
3. Goals and Objectives

"Need to reconnect the neighborhoods divided/separated by the interchange. Focus should be on developing the Naugatuck River

"Riverside Cemetery, a National Historic site, is in the shadow of the interchange ... which is ugly, noisy and causing damage to our chapel. Move it east of the river where the Route 8 bypass was located."

Riverside Cemetery, a National His... 0

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Where do Environmental Impacts fall into the Program Evaluation?

National Environmental Policy Act (NEPA) & Connecticut Environmental Policy Act (CEPA)

Requires federal and state agencies to evaluate potential impacts to the surrounding environment during the planning process of projects.

Agencies examine potential impacts to the environment – whether it be socioeconomic or natural resource impacts.

Through NEPA/CEPA, CTDOT must consider and assess the significance of the potential impact of the proposed activities on the environment.

Coordination, communication and engagement with members of the community occurs throughout all phases of the evaluation.

PEL = Pre-NEPA

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The *New Mix* PAC Identified Goals & Objectives Perspective

Please rate each of the following statements on a scale of 1-5,

1. Not Important
2. Somewhat Not Important
3. Neutral
4. Somewhat Important
5. Very Important

1. How important is it that the ***New Mix Program*** reduces congestion on the highway (I-84 and Route 8)?
2. How important is it that the ***New Mix Program*** improves the associated local roadway network?
3. How important is it that the ***New Mix Program*** improves connections between the highway and businesses and employers?
4. How important is it that the ***New Mix Program*** improves neighborhood connectivity through improvements to the bicycle or pedestrian connections near the highway?
5. How important is it that the ***New Mix Program*** reduces the potential for crashes?

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Transportation-related Goals and Objectives*
(Goals and Objectives Intended to be Met as a Result of the Program)

3

- Enhance Safety
- Maintain Critical System Linkages
- Improve System Performance
- Reduce Congestion
- Facilitate Connectivity with Downtown Waterbury Through Local Road Network, Including Accommodating and Enhancing Multimodal Travel.

*Identified by the Program Team and informed by PEL study PAC and Stakeholder input received so far.

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1 **PURPOSE**
States why the program is being proposed.

2 **NEEDS**
Identifies the major transportation deficiencies.

3 **PROGRAM GOALS & OBJECTIVES**
Identifies the goals and objectives to be met.

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> The purpose of the New Mix Program is to correct the existing structural, geometric and operational deficiencies of the I-84 and Route 8 interchange. These corrections are expected to improve system performance, reduce congestion, enhance safety, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with downtown Waterbury through the local road network, including accommodating and enhancing multimodal travel.

The *New Mix Program* Draft Preliminary Purpose & Need Statement

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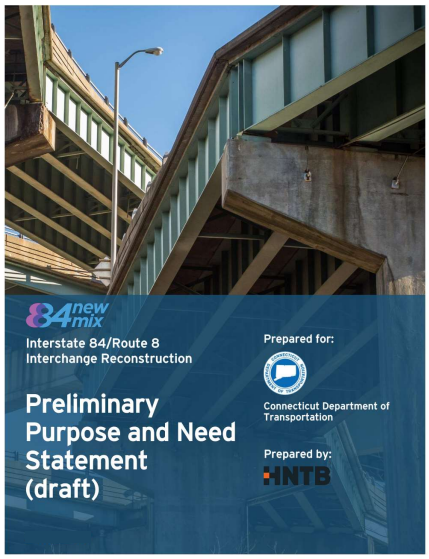
New Mix Preliminary Purpose and Need Statement



- Final adjustments will be made post meeting and will be made available online for your viewing.
- The preliminary purpose and need statement will be presented at the next PAC meeting and will inform our PEL Study Level 1 evaluation criteria.
- The Preliminary *Purpose and Need Statement* report may be updated as more information is obtained and as the program progresses.

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Next Steps

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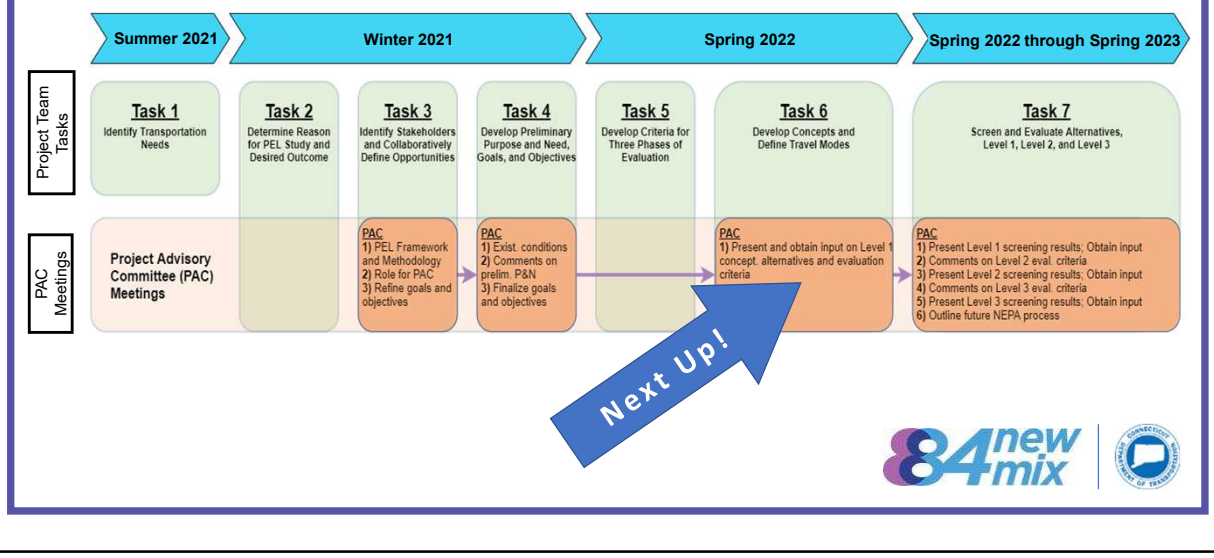
Project Advisory Committee Detail & Timeline



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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #3
February 18, 2022

Where:
Anticipated
Virtual via Zoom

Topics:
- Present Finalized Purpose & Need Statement
- Present Conceptual Alternatives and Level 1 Evaluation Criteria, and
- Obtain Input from PAC

PAC Mtg #4 Anticipating
May 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
- Present Level 1 Screening Results, Level 2 Evaluation Criteria, and
- Obtain Input from PAC

PAC Mtg #5 Anticipating
Summer 2022

Where:
Anticipated Hybrid: Virtual via Zoom/In-person
Location TBD

Topics:
- Present Level 2 Screening Results, Level 3 Evaluation Criteria, and
- Obtain Input from PAC

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Before the Next Meeting Continue to…

Review PAC Meeting #3 Materials

Explore the Program Website.

Check email for information about the next PAC meeting and scheduling.

Remain excited to participate in our next meeting.

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Questions & Comments

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Thank you.

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: February 18, 2022 1:00 PM – 2:45 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix PAC Meeting #2C

Attendees:

PAC Members	
Name	**Organization**
David Simpson	City of Waterbury Department of Public Works
Robert Nerney	City of Waterbury Planning Department
Maria Vaccarelli	CT*transit* Waterbury
Martin Begnal	Friends of Riverside Cemetery
Kurt Salmoiraghi	Federal Highway Administration
Betty Bajek	Greater Waterbury Transit District
Erik Hazelton	Housatonic Valley Association
John DiCarlo	Main Street Waterbury
Joseph Sculley	Motor Transportation Association of Connecticut
Sonia Fonseca	NAACP of Greater Waterbury #2015
Dana Elm	Naugatuck Valley Community College
Mark Nielsen	Naugatuck Valley Council of Governments
Ken Stanco	Office of the Mayor
Kevin Zak	PAL River Brigade
Stephanie Valickis	Saint Mary's Hospital
Kevin Taylor	Waterbury Bridge to Success
Thomas Hyde	Waterbury Development Corporation
Joseph Violette	Waterbury Regional Chamber
Martin Spring	Waterville Community Club

Department of Transportation	
Name	**Organization**
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Michael Calabrese	CTDOT
Kevin Carifa	CTDOT
Kevin Fleming	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB

Distribution: All Attendees

1. Meeting Purpose

The Project Team recapped key elements of Project Advisory Committee (PAC) Meeting No. 2B and conveyed the New Mix Project's (the program) revised Planning and Environmental Linkages (PEL) Study's (the Study) Preliminary Purpose and Need Statement (Preliminary P&N Statement) as well as the Study's other transportation-related goals and objectives, highlighting the influence of both PAC members and stakeholders on the Study's progress thus far.

The Project Team received questions from PAC members prior to this meeting. These questions were discussed at this meeting as well as formally responded to via email post-meeting. These responses can be found appended to the end of this Report of Meeting in Section 3.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 2C Summary

a. The relationship between the New Mix Project's PEL Study and the National Environmental Policy Act (NEPA) process.

b. The revised Preliminary P&N Statement and included other transportation-related goals and objectives.

   i. The other transportation-related goals and objectives were identified by the Study Team and informed with input from PAC members, stakeholders, and other members of the public.

c. General Questions and Discussion.

d. PAC Member Email Questions Discussion.

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

The following questions and comments were received during the PAC Meeting No. 2C presentation.

- Erik Hazelton (Housatonic Valley Association, Southern Valley Conservation Projects Manager) asked if it was possible for the Project Team to state which questions from the list sent to the Project Team would be addressed and thanked the Project Team for addressing the email, adding that members of the PAC seek to both understand the PEL process and be understood themselves. CTDOT thanked Mr. Hazelton and other PAC members for their feedback and noted that the list of questions would be reviewed in its entirety.
- Mr. Hazelton asked if a separate Purpose and Need Statement (P&N Statement) would be produced for the NEPA process or if the Preliminary P&N Statement developed during the PEL Study would be utilized within the NEPA process. Ms. Hodges responded that the Preliminary P&N Statement which has been developed by the Project Team with PAC member input thus far is a PEL study P&N Statement. Ms. Hodges added that the Project's Preliminary P&N Statement could be refined as it is brought into the NEPA phase, and thus may not necessarily be utilized verbatim within the NEPA process. As alternatives get

developed further, there is the possibility that the Preliminary P&N Statement will be revised to better align with the Project's identified transportation needs.

- Mark Nielsen (Naugatuck Valley Council of Governments, Director of Planning / Assistant Director) noted that the program should strive to reconnect neighborhoods split by the Interstate 84/CT Route 8 Interchange (Mixmaster). While the program could improve travel for people traveling through the area who will utilize the expressways, there is a need to focus on reconnecting neighborhoods cut off as a result of the interchange, as there isn't a way for people to go from east to west or north to south within Waterbury without difficulty. The Project Team responded that enhancing connectivity is a goal identified for the New Mix Project. The PAC will be introduced to CTDOT's vision for the enhancement and facilitation of connectivity within Waterbury as well as the manner in which it will be investigated as the Study progresses. Connectivity, including the manner in which potential alternatives can facilitate connectivity, and how the highway system impacts these neighborhoods is part of the analysis to be performed as the Study progresses.
- Martin Begnal (Friends of Riverside Cemetery, President) asked for clarification regarding if community, environmental and historical impacts do not belong within a P&N Statement but instead within a project's goals and objectives. The Project Team clarified by explaining that goals and objectives are part of a P&N Statement. The PEL Study's Preliminary P&N Statement will be compiled into a report entitled: *Preliminary Purpose and Need Statement*. This report will include a purpose statement, need statement, project goals, and other transportation-related goals and objectives including community, environmental, and historical considerations. It was noted that the other transportation-related goals and objectives, in addition to other factors, will have criteria to define the manner in which the Study Team will evaluate potential solutions for the transportation system. These criteria further incorporate the communal, environmental, and historical concerns that are associated with the transportation system and will be analyzed during the PEL Study and further developed and investigated during the NEPA process.
- Mr. Begnal asked if the goals and objectives would be worked out with a context sensitive design. The Project Team affirmed that would be the case, and Mr. Begnal expressed that he sees incorporating these principles into the Project as important. The Project Team assured Mr. Begnal that the Project's guiding principles include creating a solution within the context of the community and environment, and that these principles will influence potential solutions and how they are developed and progressed throughout the PEL process. CTDOT added that community connectivity is regarded as an important aspect of the Bipartisan Infrastructure Legislation that was recently passed. The CTDOT will be looking into positioning projects that focus on community connectivity to apply for federal grants where applicable.
- Mr. Hazelton asked when the Preliminary P&N Statement would be finalized, and when the deadline for PAC comments would be. The Project Team responded that the Preliminary P&N Statement can be modified as the PEL process develops. The Project Team has meetings with agencies such as the Connecticut Department of Energy and Environmental Protection, the Federal Highway Administration, State Historic Preservation Office, and others to gain their insight and input on the Preliminary P&N

Statement including the other transportation-related goals and objectives so as to incorporate their concerns into the Project. Mr. Hazelton asked if comments received from these agencies would be public information that the PAC members would be able to see. The Project Team noted that the coordination with these agencies would be documented for incorporation into the Study.

- Mr. Hazelton also expressed concerns with not seeing verbiage that explicitly mentioned community connections or environmental impact within the Preliminary P&N Statement. The Project Team responded that while the elements that Mr. Hazelton mentioned may not be verbatim in the purpose statement or need statement, they are considered to be other transportation-related goals and objectives which is a part of the Preliminary P&N Statement and will be included in the *Preliminary Purpose and Need Statement* report. CTDOT added that the purpose statement and need statement both focus on the current transportation deficiencies and transportation related aspects of the Project, but aspects of the community and environment can and will be included as other transportation-related goals and objectives.
- Kevin Zak (PAL River Brigade, President) asked why elements such as community connections or the environment could not be included within the Preliminary P&N Statement, and what the harm would be to include it. CTDOT responded that the primary purpose of the Project is a transportation initiative, and would be to address the structural, geometric, and operational deficiencies of the Mixmaster; however, community connections and environmental considerations would be goals for the overall Project as well.
- Mr. Zak noted that as the Mixmaster has divided Waterbury into four quadrants, he believes the public will be interested in how the Project can do the best to reconnect these communities which were divided. Mr. Zak added that the Mixmaster interchange needs to be fixed, but it cannot be lost that the structure has been harmful to both Waterbury and the surrounding towns. PAC members want to make an impact on the aspects not included within the Preliminary P&N Statement. Mr. Zak emphasized that he sees environmental issues such as pollution and the disconnection of communities as a result of the structure. Mr. Begnal added that the environmental and communal aspects of this Project are what he feels himself and others are most concerned with. He also added that environmental aspects such as air quality, pollution within the rivers, and accidents on ancillary roads are all measurable. Mr. Hazelton noted in the chat that improved walking scores can be measured as well. The Project Team responded that the Team is actively incorporating goals as they pertain to the community and environment within the Study. As thousands utilize the interchange daily, it is important that these users can still access this transportation system and it is imperative that this system is maintained. The structural conditions need to be improved, but the Project Team must also figure out what the viable solutions are and how to incorporate community and environmental goals and objectives into the Project so that the solution can be supported by both the CTDOT as well as the members of the community. The purpose of the PAC meetings is to allow for discussions and development of an understanding of both the transportation Project's vision while also including the goals and objectives of the community. The presentation displayed the

other measurable goals and objectives aside from those addressing the transportation deficiencies. As the PEL Study progresses, the manner in which the Project Team can and will measure these goals will take the form of "evaluation criteria." The details of the evaluation criteria for the measurement of the early conceptual alternatives will become more apparent as the study advances. As the project is very early in the process, there are no solutions identified and thus nothing to measure. Preliminary designs must be developed enough to be able to measure and incorporate the aspects of interest. For example, there are plans for the evaluation of potential noise pollution through the identification of noise-sensitive receptors, identifying mitigation opportunities, and more. Air quality and noise pollution analysis will be performed in more detail in the subsequent processes during the NEPA phase.

- Mr. Zak asked at what part of the PEL and NEPA processes should environmental and communal concerns be vocalized. He also stated that there are many ways to measure environmental impact. CTDOT clarified that while some aspects can be measured, many may not allow for the Project Team to narrow down conceptual alternatives to find a Range of Reasonable Alternatives, which is the desired outcome of the PEL. By including some of these items in the Purpose and Need, the risk of having all options fail or succeed increases. The Project has an urban planning component where urban planners are looking at overarching measures such as promoting better pedestrian and bicycle access and making the highway underpasses more user friendly. These elements are all being examined so as to find ways to make the street-level road user experience safer and more enjoyable. More detail on the urban planning component of the Study is slated for future PAC meetings.
- Mr. Begnal asked if the Project Team had landscape architects, urban planners, and environmental engineers working on the *Preliminary Purpose and Need Statement* report beyond civil and structural engineers. CTDOT confirmed that while the PEL Study is in its early stages, many disciplines are engaged and will continue to be throughout the PEL and into the NEPA processes. Mr. Begnal asked if it would be possible for the Project Team to share the names of the firms involved with the Project. The Project Team stated that they will disseminate the names of the firms involved in the New Mix Project.
- Mr. Begnal asked what was meant by the phrase "mitigate to the extent practicable" and what was involved in this. The Project Team responded that this could involve a range of circumstances. For example, if a goal were to "make the Naugatuck River drinkable," this would not be practicable for the New Mix Project. In addition, soil conditions could prevent the installation of water quality basins or detention ponds; therefore, those solutions would not be considered practicable in that case.
- Mr. Hazelton asked if some of the introductory slides could be removed moving forward to allow for more time for dialogue. Ms. Hodges responded that some of the introductory slides could be truncated where possible.

A dialogue followed between PAC members and the Project Team addressing the questions and comments received via email by the Project Team from members of the PAC.

Members of the PAC received an email post-meeting containing written responses to these questions, which are also included below.

Following the question and comments portion of the presentation, the Project Team thanked all PAC members for their attendance and contributions throughout the meeting.

Meeting adjourned.

3. PAC Member Questions and Project Team Responses

Is the *Analyses, Needs, and Deficiencies* report available for public review and comment?

- This report is available in the New Mix document library for public review, comments, and questions at https://www.newmixwaterbury.com/document-library/. Also, the Program Team wants to emphasize that all planning products (such as reports) and decisions produced for or during the PEL study are intended to be open for PAC and public feedback. The PEL Study is still in its very early phases, and, to date, no materials or decisions have been produced that are strictly final. Many reports and concepts have been developed to a high degree, but it is our intent that all study materials and decisions will be open for PAC and public feedback during the PEL process.

What are the early action, near-term, and long-term projects that are within the New Mix study area?

- Many New Mix reconstruction concepts are being developed for evaluation during the PEL Study, and all of these belong to the "Universe of Alternatives." The Program Team is eager to share the Universe of Alternatives with the PAC over the next few meetings, so please stay tuned! General descriptions for early action, near-term, and long-term projects can be found at the following linked graphic on the New Mix website. The CTDOT has identified several potential early action projects during the analysis, needs, and deficiencies phase of the PEL Study, and plans to share some of the most promising early action opportunities with the PAC at one of our next several meetings.

How are the PAC meetings related to each of various projects mentioned above?

- Potential early action projects identified thus far are much smaller in scope when compared with the reconstruction of the Mixmaster interchange and have minimal impacts to various elements like property, utilities and/or environmentally sensitive features. These smaller improvements are not envisioned to be a focal point of the New Mix PAC, but will be developed and progressed independently, following a typical project initiation and public outreach process. However, the Program Team understands that early wins can be exciting, and we do want to present early action opportunities that may be of interest to the PAC. Near-term and long-term projects are components of the alternatives that the future PAC meetings will cover extensively. PAC discussion and feedback on the Universe of Alternatives, development of evaluation criteria, screening decisions, and further alternative refinements are all aspects of future PAC meetings that will shape near-term and long-term projects.

When are we finalizing the preliminary mission statement?

- The "mission statement" for the New Mix will be documented as a report that is entitled *Preliminary Purpose and Need Statement*. Finalization of the *Preliminary Purpose and Need Statement* report will occur after receiving input through coordination with various Federal and State Regulatory agencies that will occur later this spring. The report includes the single paragraph purpose statement (introduced at PAC Meeting #2B and refined at PAC Meeting #2C), a discussion of needs (PAC Meeting #2), and project commitments to other transportation related goals and objectives (introduced at PAC Meeting #2C). A copy

of the draft purpose statement and other goals and objectives is attached for PAC members' reference (20220218_PAC_Mtg_2C_PNGO.pdf).

- The PAC has helped shape elements of the *Preliminary Purpose and Need Statement* report thus far through feedback provided during and outside of meetings. The PAC will have additional opportunity to review and comment on the complete *Preliminary Purpose and Need Statement* report before it is finalized for use within the PEL process. That said, the *Preliminary Purpose and Need Statement* will continue to be a "living document" that can evolve and be refined as information is developed and more is learned about the project and study area.

Can we get a copy of the agenda a week before each meeting?

- Yes. While the agendas are summarized within each meeting's email invite, a more detailed agenda will be provided approximately one week before each meeting as requested. However, please understand that presentations are often being refined within the week that leads up to the meeting, therefore there may be slight deviations from the advance agenda.

Can we have more open-ended discussions at the beginning of each meeting?

- As discussed, for now, in order to remain productive and allow the Program Team to present information and then receive feedback through discussion, we will continue to follow the current format of open discussion immediately following the presentation. Opportunities for PAC members to ask questions and provide input during future presentations will continue to occur.

What will the Environmental Impact Statement (EIS) cover? When will we see an EIS?

- A National Environmental Policy Act (NEPA) "class of action," (i.e. categorical exclusion, environmental assessment, or environmental impact statement) has yet to be determined for any of the future projects to occur under the New Mix Program. No matter the class of action, this process would not occur until the NEPA phase, which will follow the completion of the PEL Study. Any project developed will be subject to full review and compliance with all applicable environmental laws encompassed by the NEPA "umbrella." At this stage of the program, it is unknown if any alternative (which has yet to be identified) will rise to the level of an EIS.

Can PAC members be involved with the process for the public meetings?

- The Program Team will continue to rely on PAC members for sharing New Mix related information with the groups that they represent. This will include spreading the word about upcoming public meetings to ensure good representation. PAC members are also encouraged to attend the public meetings and participate as members of the general public.

The *New Mix:*
Project Advisory Committee (PAC) Meeting #2C
February 18, 2022

HNTB

84 new mix

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Agenda

- **Welcome Back!**
- **PAC Meeting #2B Review**
- **Revised Preliminary Purpose & Need Statement and Other Transportation-Related Goals & Objectives**
- **Gaining PAC Perspective Results**
- **Next Steps**

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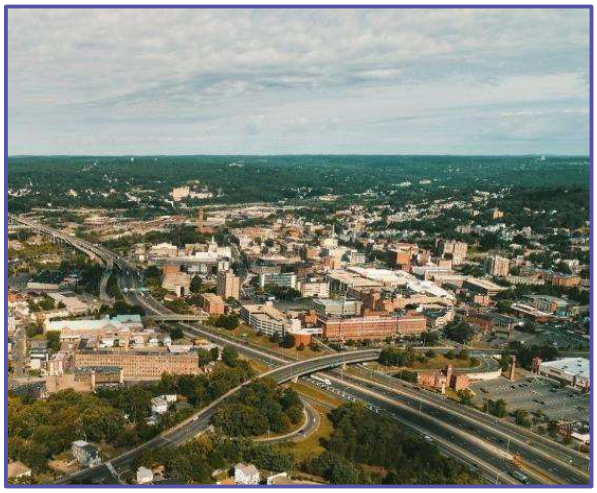
The *New Mix* Leadership Team



Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer

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New Mix PAC Members

All Saints/Todos los Santos Parish

Bender Plumbing

City of Waterbury:

- Bureau of Engineering
- City Planning & Inland Wetlands
- Department of Economic Development
- Department of Public Works
- Fire Department
- Office of the Mayor
- Police Department
- Public Schools

Connecticut Association for Community Transportation (CACT)

Connecticut Coalition for Environmental Justice (CCEJ)

CT transit

Federal Highway Administration (FHWA)

Greater Waterbury Transit District

Hispanic Coalition of Greater Waterbury/ Waterbury Working Cities Challenge

Holy Trinity Greek Orthodox Church

Housatonic Valley Association

Jarjura's Farm

Main Street Waterbury

Mattatuck Museum

Metro-North Railroad

Motor Transport Association of Connecticut (MTAC)

National Association for the Advancement of Colored People (NAACP) of Greater Waterbury

Naugatuck Valley Community College

Naugatuck Valley Council of Governments (NVCOG)

Palace Theater

Police Activity League (PAL) River Brigade

Riverside Cemetery

Saint Mary's Hospital

University of Connecticut (UCONN) Waterbury Branch

Waterbury Bridge to Success

Waterbury Development Corporation

Waterbury Hospital

Waterbury Neighborhood Associations: Bunker Hill, Gilmartin, Waterbury, & Waterville

Waterbury Regional Chamber

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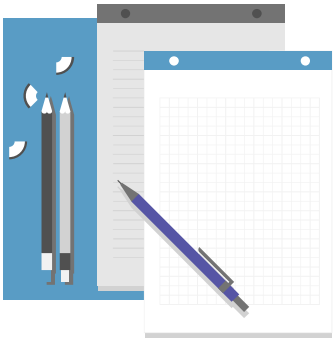
Since Our Last Meeting…

You have been:

- **Providing input** for the New Mix Program's PEL Study
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from PAC members, stakeholders, and the public.
- **Refining** the Preliminary Purpose & Need Statement and other Transportation-Related Goals & Objectives.
- **Developing** the Universe of Alternatives and Screening Criteria.



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PAC Meeting #2B Recap

Last meeting: January 26, 2022

Held via Zoom

30 attendees representing 20 organizations

Approx. 35% response to comment cards

Approx. 66% response to polling questions

PAC Member Scheduling Poll

What is your preference?

- More meetings that are shorter?
- Fewer meetings that are longer?

What is your ideal length between meetings

- Min. 3 weeks?
- Min. 4 weeks?

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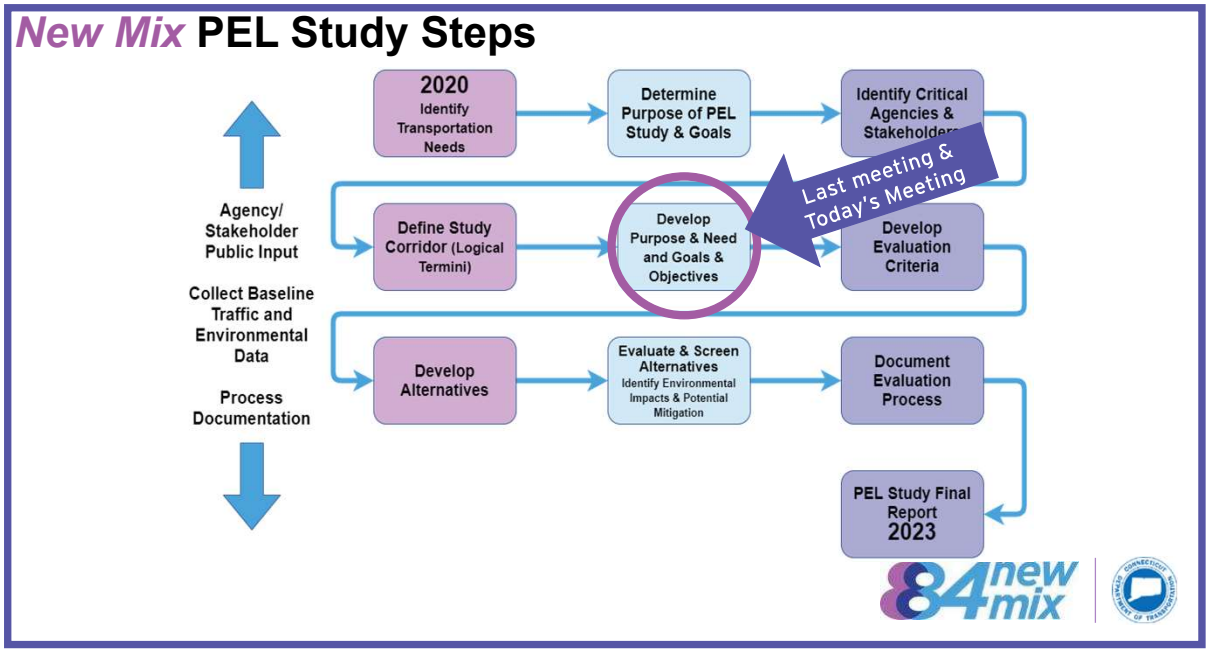
New Mix PEL Study Steps
2020
Identify Transportation Needs
Determine Purpose of PEL Study & Goals
Identify Critical Agencies & Stakeholders
Last meeting & Today's Meeting
Agency/ Stakeholder Public Input
Collect Baseline Traffic and Environmental Data
Process Documentation
Define Study Corridor (Logical Termini)
Develop Purpose & Need and Goals & Objectives
Develop Evaluation Criteria
Develop Alternatives
Evaluate & Screen Alternatives
Identify Environmental Impacts & Potential Mitigation
Document Evaluation Process
PEL Study Final Report 2023
84new mix

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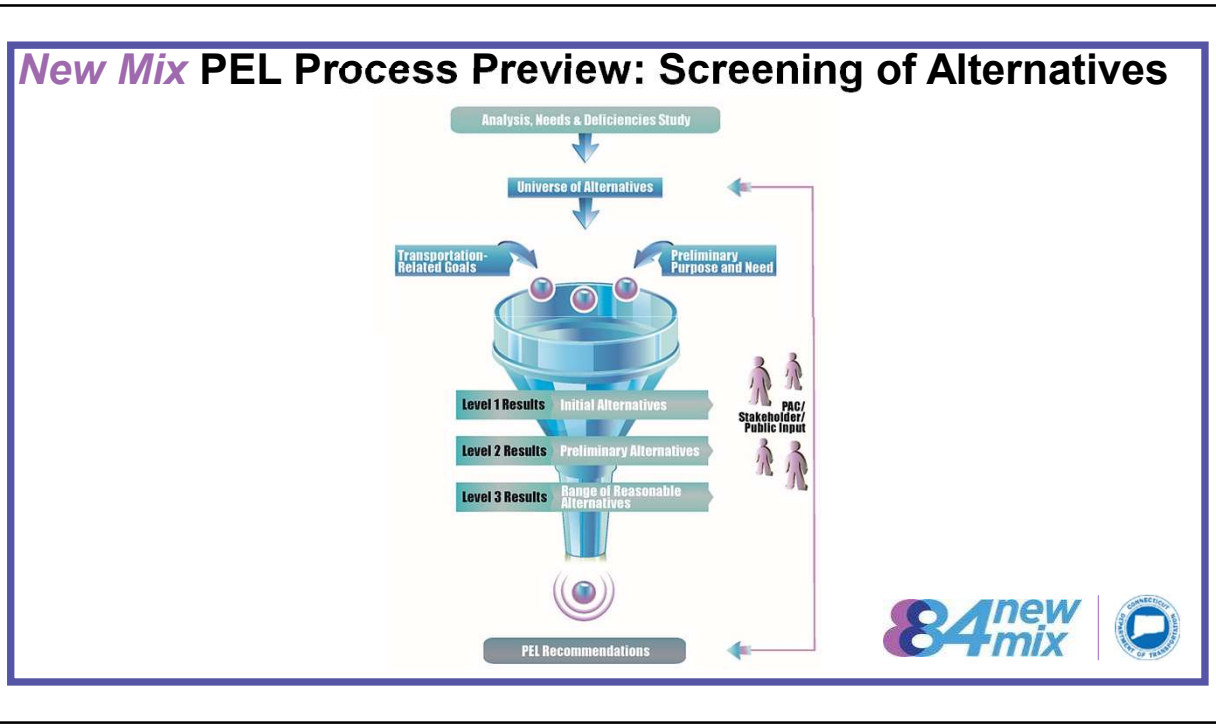
New Mix PEL Process Preview: Screening of Alternatives
Analysis, Needs & Deficiencies Study
Universe of Alternatives
Transportation-Related Goals
Preliminary Purpose and Need
Level 1 Results
Initial Alternatives
Level 2 Results
Preliminary Alternatives
Level 3 Results
Range of Reasonable Alternatives
PAC/ Stakeholder/ Public Input
PEL Recommendations
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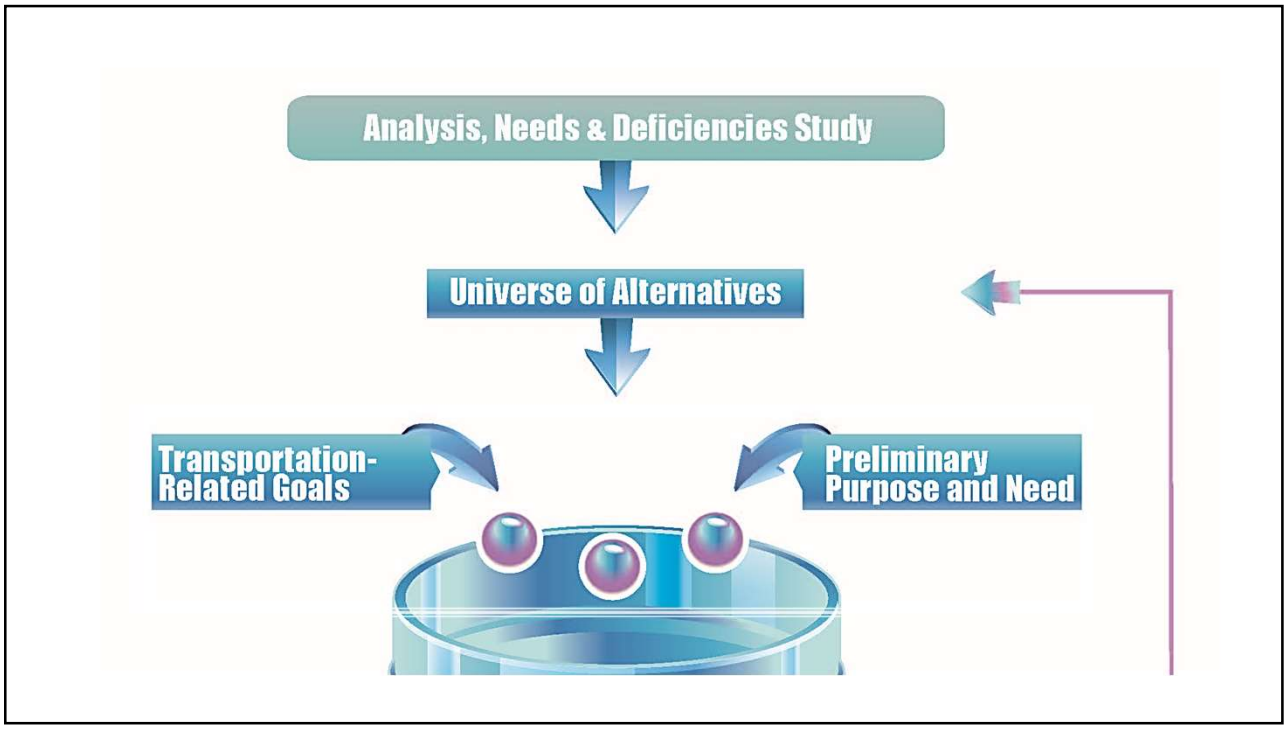
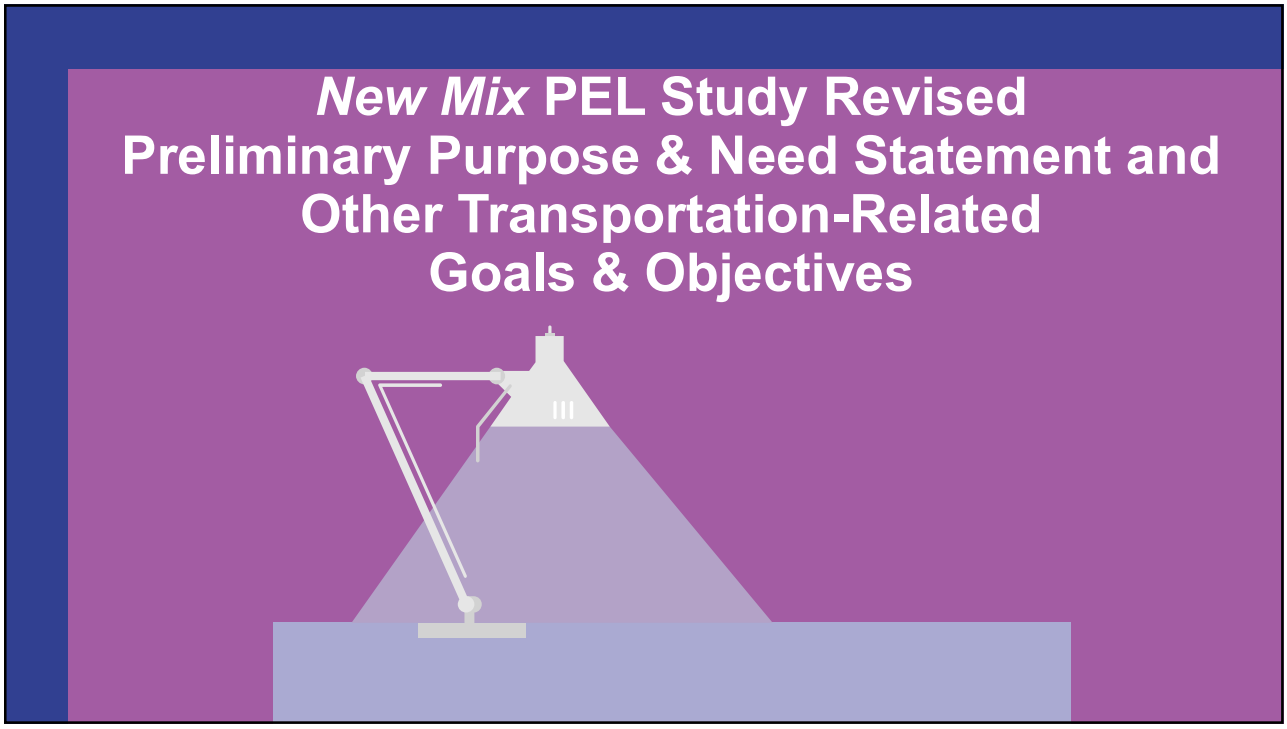

Analysis, Needs & Deficiencies Study
Universe of Alternatives
Transportation-Related Goals
Preliminary Purpose and Need

9


New Mix PEL Study Revised Preliminary Purpose & Need Statement and Other Transportation-Related Goals & Objectives

10

Refresher: What is a Purpose and Need Statement?

Typically associated with the National Environmental Policy Act (NEPA) process.

NEPA requires federally sponsored projects to develop a concise and well-defined statement of why the project is proposed and what underlying transportation issues and deficiencies need to be addressed.

The purpose and need statement is one of the most important sections of the environmental document.

It establishes a basis for the range of reasonable alternatives to be evaluated in the environmental document.

PEL = Pre-NEPA

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Refresher: Purpose & Need Statement Components

1 **PURPOSE**
States why the program is being proposed.

2 **NEEDS**
Identifies the major transportation deficiencies.

3 **PROGRAM GOALS & OBJECTIVES**
Identifies the intended outcomes to be met.

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Purpose & Need Statement Follow Up

Guidance developed and coordinated with the FHWA and outlined by the Center for Environmental Excellence by AASHTO states that non-transportation-related issues or goals that are exclusively desirable are not to be included in the purpose and need statement.

Achieving any of these **other goals and objectives** may be a desirable outcome of the program.

- ✓ Developed with reference to federal and state legislation.
- ✓ Should balance environmental, transportation and other values.
- ✓ Considered when evaluating potential transportation solutions (during the PEL Study Process) and further developed during NEPA.

Federal Highway Administration (FHWA)

Center for Environmental Excellence by the American Association of State Highway and Transportation Officials (AASHTO)

Council on Environmental Quality (CEQ)

National Environmental Policy Act of 1969, As Amended (NEPA)

Connecticut Environmental Policy Act (CEPA)

Statewide (23 CFR 450.212) and Metropolitan (23 CFR 450.318) Planning Regulations

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

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Purpose & Need Statement Follow Up

National Environmental Policy Act of 1969, As Amended (NEPA)

NEPA is the "Umbrella Law"

It is the process for achieving compliance with other environmental laws

- Clean Water Act
- Clean Air Act
- Endangered Species Act
- Safe Drinking Water Act
- River and Harbors Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order (E.O.)
- Floodplain Management E.O.
- Environmental Justice E.O.
- Title VI of the Civil Rights Act
- National Historic Preservation Act
- State Environmental Laws
- Local Environmental Laws
- And More…

PEL = Pre-NEPA

84new mix

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The *New Mix* PEL Study Preliminary Purpose and Need

2. NEEDS (Major transportation deficiencies)	1. PURPOSE (Why it is being proposed)
Structural Deficiencies	To improve I-84/Route 8 bridge conditions.
Geometric Deficiencies	To improve I-84/Route 8 roadway conditions.
Operational (Traffic) Deficiencies (including congestion)	To improve the level of service of I-84/Route 8 and associated local road network.

3. PROGRAM GOALS & OBJECTIVES (Intended Outcomes)

This Program is expected to improve system performance, reduce congestion, reduce crash rates, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with Waterbury through the local road network including multimodal travel.

May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners and the public.

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> "The purpose of the New Mix Program is to improve the existing structural, geometric and operational deficiencies of the I-84 and Route 8 interchange to meet current and future traffic needs. This Program is expected to improve system performance, reduce congestion, reduce the crash rate, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with Waterbury through the local road network including multimodal travel."

The Revised *New Mix Program*
Preliminary Purpose & Need Statement

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Other Transportation-Related Goals and Objectives

A desirable outcome of the New Mix program, although not the primary purpose of the program

Not reasons to advance or dismiss an alternative in the screening phase, but will be considered during the evaluation process

We have received your input on developing other transportation-related goals and objectives

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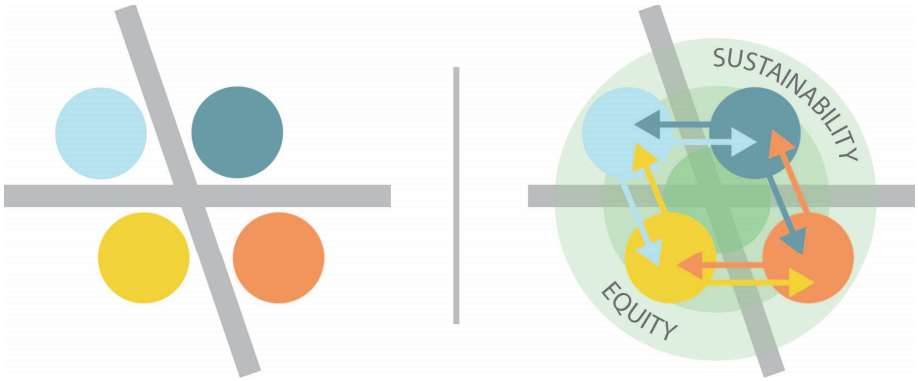
Other-Transportation-related Goals and Objectives
(Other Goals and Objectives that are a Desirable Outcome Of the Program)



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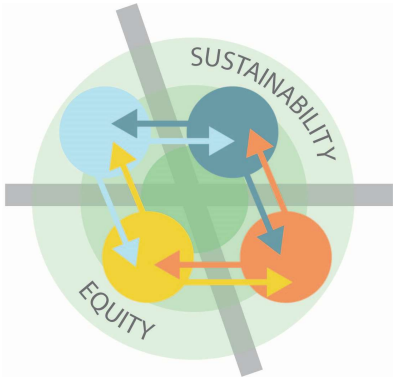
Other-Transportation-related Goals and Objectives⁺
(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Enhance connectivity within Waterbury:

- Provide connections to, along, and over the Naugatuck River and the Naugatuck River Greenway near the highway.*
- Improve the local roadway network associated with the Mixmaster for intra-city trips.*
- Enhance mobility for bicyclists and pedestrians and improve bicyclist and pedestrian safety near the highway.*
- Integrate the project with ongoing City of Waterbury projects, such as the Waterbury Active Transportation and Economic Resurgence (W.A.T.E.R.) Complete Streets Project, including projects associated with the Freight Street Business District.*
- Improve access to Downtown Waterbury and key destinations.*
- Reduce interchange complexity.**



*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
⁺Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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Other-Transportation-related Goals and Objectives
(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Support development opportunities in Waterbury:

- Strengthen the role of surrounding neighborhoods as gateways to the City's Central Business District (CBD).*
- Support the City of Waterbury's goal of revitalizing the CBD through mixed use development, such as the Freight Street District Redevelopment.*

*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
⁺Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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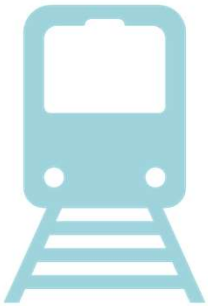
Other-Transportation-related Goals and Objectives⁺
(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Support Modal Interrelationships*:

- Support access to bus facilities and railroad station in downtown Waterbury.*



*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
⁺Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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Other-Transportation-related Goals and Objectives
(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Avoid, minimize or mitigate potential program consequences to the human and natural environment including historic and archeological resources to the extent practicable*

*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
⁺Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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New Mix Program PEL Study Other Guiding Principles

- Accelerated Program Delivery;
- Practical in terms of cost and feasibility;
- Provide Context Sensitive Design/Solutions/aesthetically pleasing facility*;
- Minimize the real, perceived and visual barrier of the freeway*;
- Attentive design and construction provisions minimize community disruption*
- In harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values in the area*
- Open public participation process with early communication and coordination*
- Supports Local, Regional, and Statewide Transportation Plans
- Completed program is seen as an enduring community enhancement*

*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
+Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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Gaining PAC Perspective Results

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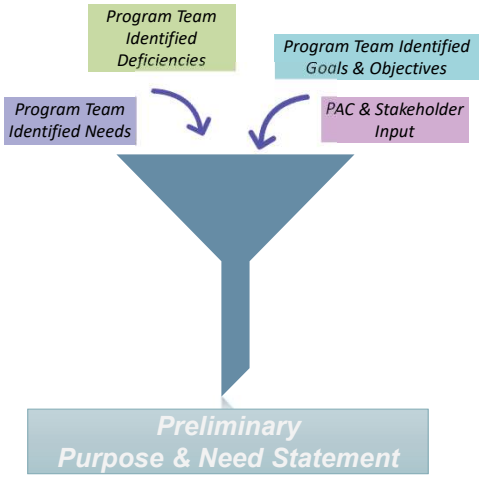
Objectives of our January Workshop

- To better understand the perspective of members of the PAC and the constituents that members represent by:
  - Identifying existing needs and deficiencies
  - Confirming local issues and potential program priorities.
  - Providing context that will inform the continued development of the Program's Preliminary Purpose & Need Statement.



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The *New Mix* PAC Identified Needs Perspective

Each of the following statements were rated on a scale of 1-5,

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

Try to think back to before the rehabilitation project, when there was not a large construction presence on the highway.

1. I routinely change my travel patterns/commuting behavior in order to avoid traffic congestion on the Mixmaster.
2. I routinely use the Mixmaster to travel across Waterbury.
3. I believe the local roadway network of Waterbury is difficult to navigate and prefer to use the Mixmaster to travel between destinations.
4. I believe the Mixmaster acts as a barrier to bicycle and pedestrian travel across Waterbury.
5. I believe the Mixmaster routinely feels unsafe to travel on.
6. I believe the entrance and exit ramps on the Mixmaster feel unsafe.
7. I believe the congestion on the Mixmaster is negatively impacting the local economy.

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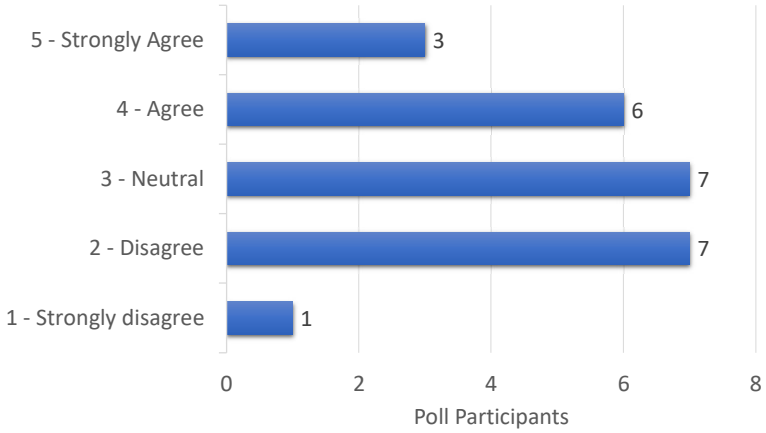
The *New Mix* PAC Identified Needs Perspective Results

I Routinely Change My Travel Patterns/Commuting Behavior in Order To Avoid Traffic Congestion on the Mixmaster



Insight: Congestion does not influence all PAC member travel patterns.

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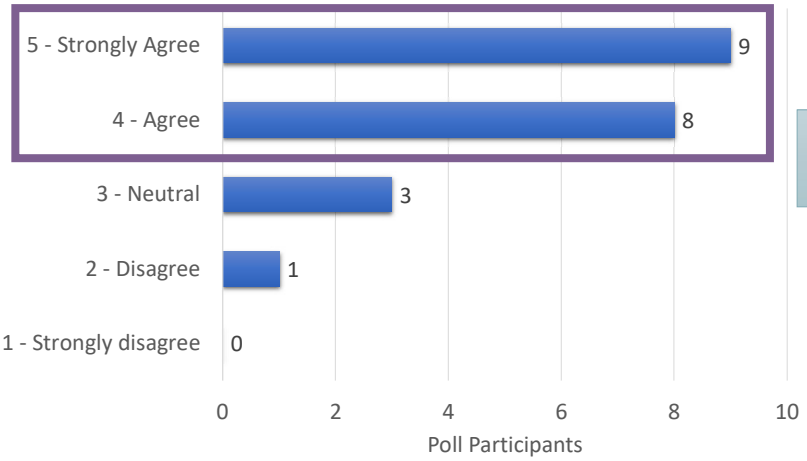
The *New Mix* PAC Identified Needs Perspective Results

I Routinely Use the Mixmaster To Travel Across Waterbury



Insight: The Mixmaster is the preferred mode for travel across Waterbury for PAC members.

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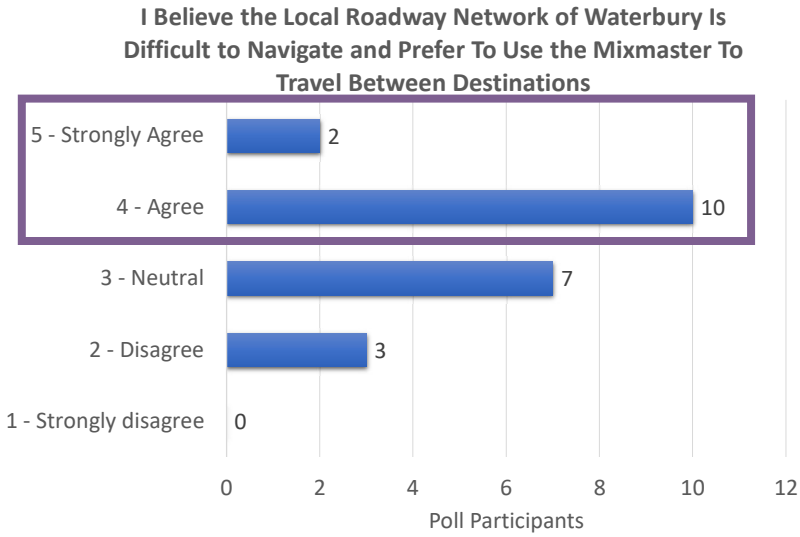
The *New Mix* PAC Identified Needs Perspective Results



Insight: PAC members believe that the local road network is difficult to navigate.

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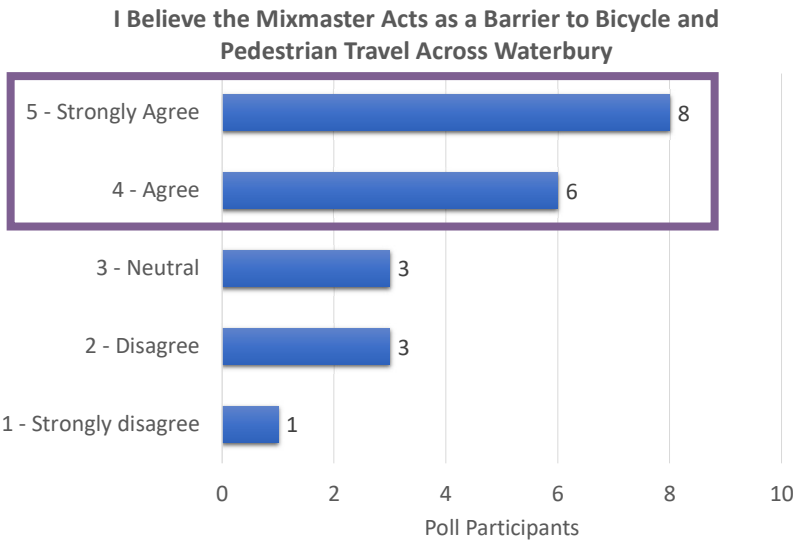
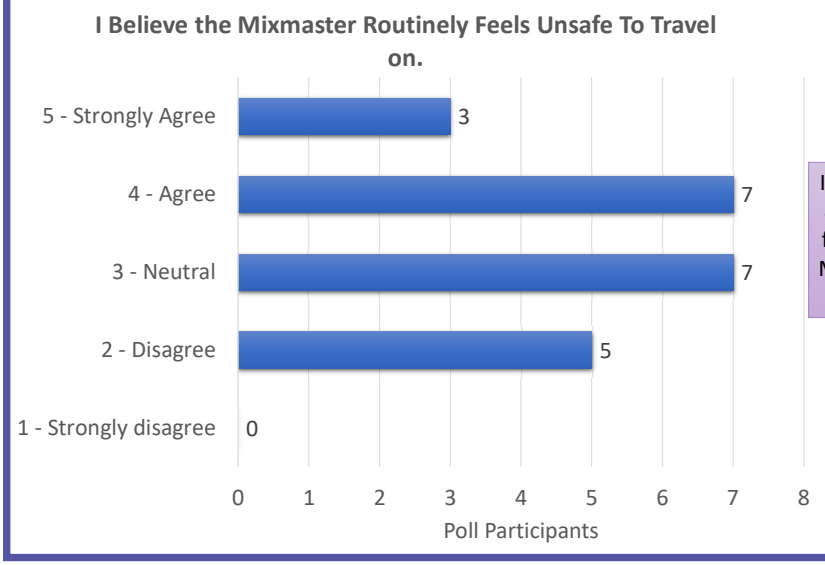
The *New Mix* PAC Identified Needs Perspective Results



Insight: PAC members believe that the Mixmaster acts as a barrier to bicycle and pedestrian travel.

30

The *New Mix* PAC Identified Needs Perspective Results



Insight: Safety has been identified as an issue of the Mixmaster, although feeling unsafe while traveling on the Mixmaster is not the sentiment of all PAC members.

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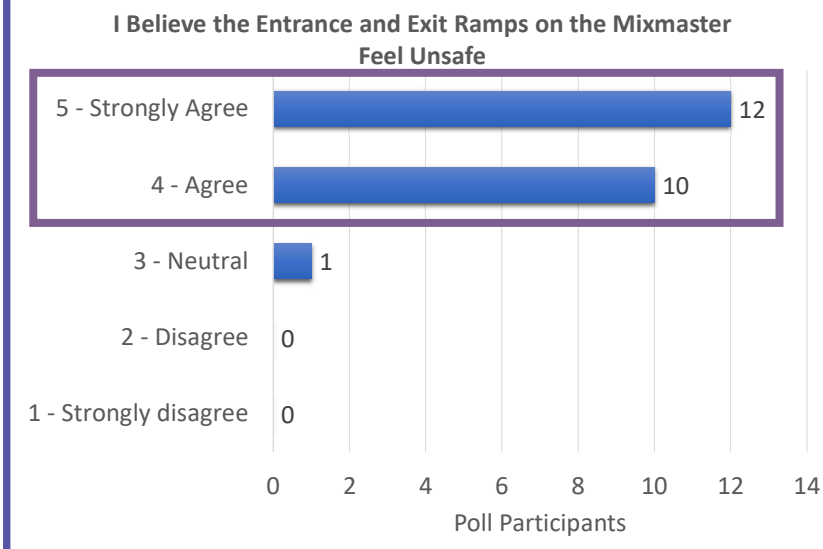
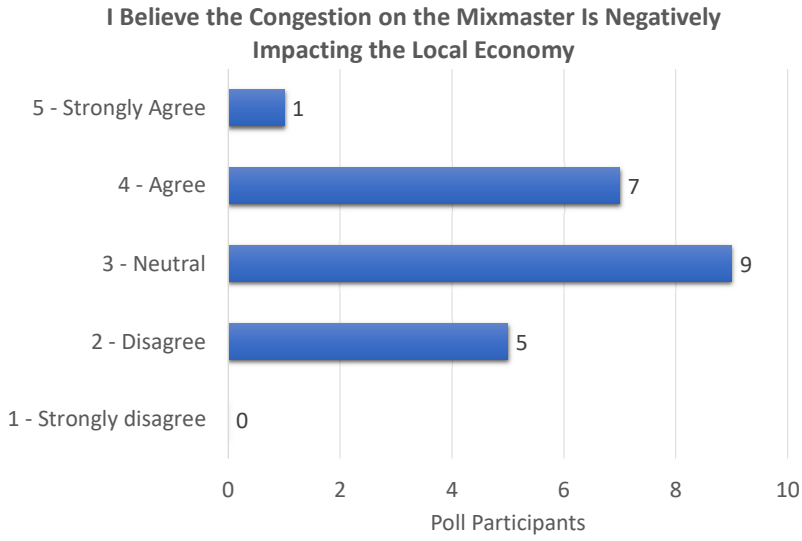
The *New Mix* PAC Identified Needs Perspective Results



Insight: PAC members believe the conditions of the entrance and exit ramps are a prominent safety concern of the Mixmaster.

32

The *New Mix* PAC Identified Needs Perspective Results



Insight: PAC member response is split on the issue of congestion impacting the local economy.

33

The *New Mix* PAC Identified Goals & Objectives Perspective

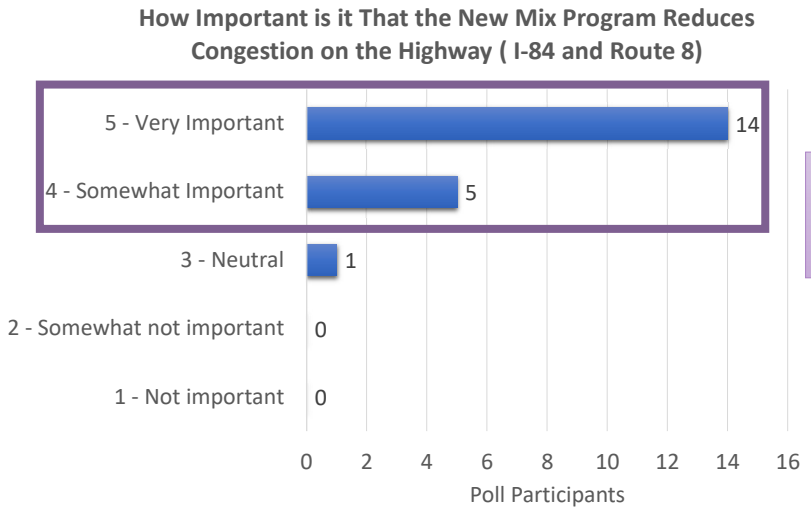
Each of the following statements were rated on a scale of 1-5,

1. Not Important
2. Somewhat Not Important
3. Neutral
4. Somewhat Important
5. Very Important

1. How important is it that the ***New Mix Program*** reduces congestion on the highway (I-84 and Route 8)?
2. How important is it that the ***New Mix Program*** improves the associated local roadway network?
3. How important is it that the ***New Mix Program*** improves connections between the highway and businesses and employers?
4. How important is it that the ***New Mix Program*** improves neighborhood connectivity through improvements to the bicycle or pedestrian connections near the highway?
5. How important is it that the ***New Mix Program*** reduces the potential for crashes?

34

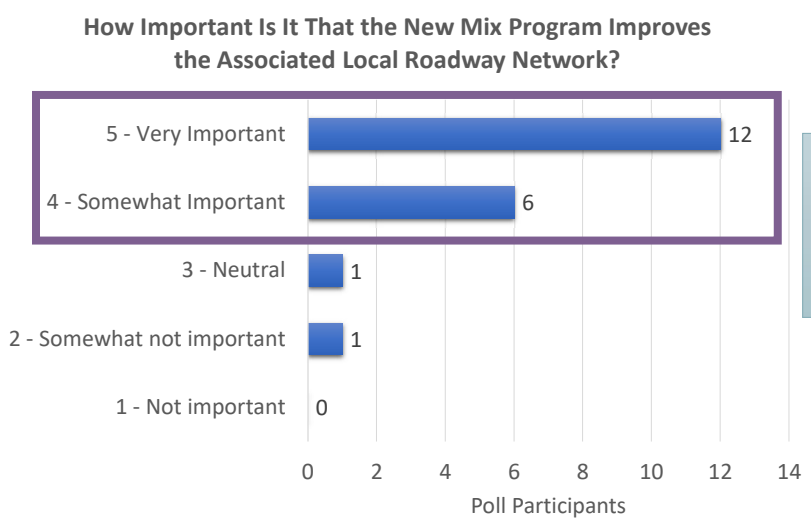
The *New Mix* PAC Identified Goals & Objectives Perspective Results



Insight: Reducing Congestion is seen as a high priority to PAC Members for the success of the New Mix Program.

35

The *New Mix* PAC Identified Goals & Objectives Perspective Results

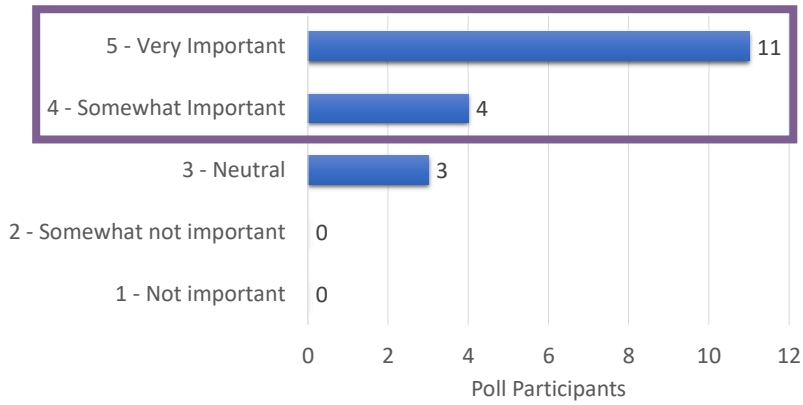


Insight: Facilitating connectivity within Waterbury through the local roadway network is considered a high priority to PAC Members for the success of the New Mix Program.

36

The *New Mix* PAC Identified Goals & Objectives Perspective Results

How Important Is It that the New Mix Program Improves Connections Between the Highway and Businesses and Employers?

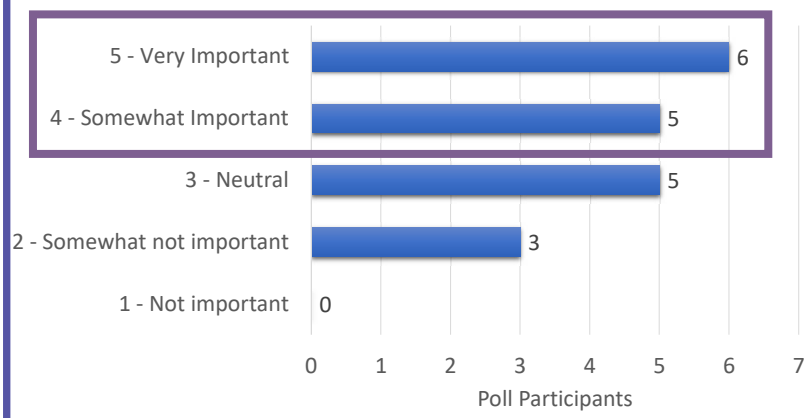


Insight: Improving system performance including the connections between the highway and Waterbury businesses, employers, and neighborhoods, is considered a high priority to PAC Members for the success of the New Mix Program.

37

The *New Mix* PAC Identified Goals & Objectives Perspective Results

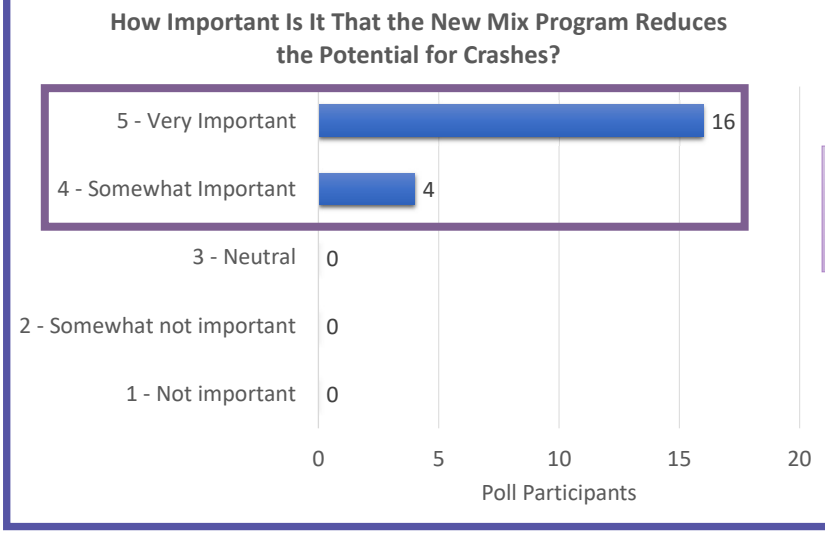
How Important Is It That the New Mix Program Improves Neighborhood Connectivity Through Improvements to the Bicycle or Pedestrian Connections Near the Highway?



Insight: Facilitating connectivity within Waterbury through bicycle and pedestrian (multimodal) connections is considered a priority to PAC Members for the success of the New Mix Program.

38

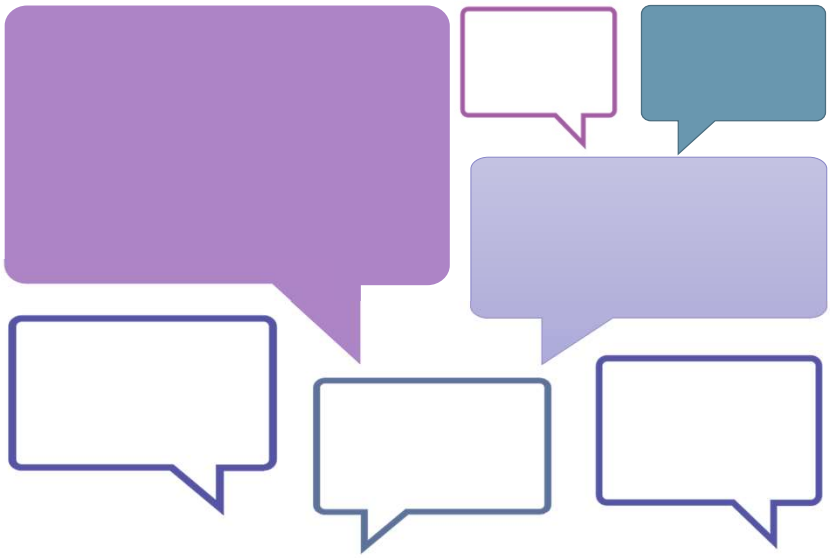
The *New Mix* PAC Identified Goals & Objectives Perspective Results



Insight: Reducing the potential for crashes is considered a high priority to PAC Members for the success of the New Mix Program.

39

PAC Member Comment Exercise Results



40

PAC Member Comment Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 and Route 8 interchange in Waterbury are (list up to three (3)):

Traffic, safety, and city connectivity.

In my opinion, the ***New Mix Program*** would be successful if it achieved the following (list up to three (3)):

Reduced congestion, increased safety, and enhanced city connectivity.

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:

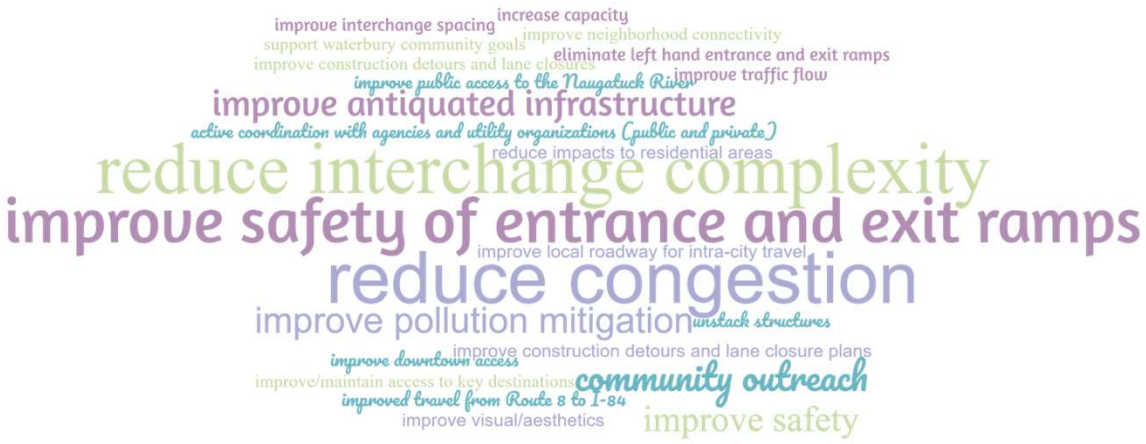
The Mixmaster in the middle of Waterbury, the Waterbury Green to Union Station, and the Brass Mill Mall.

41

PAC Member Comment Exercise Results: Identified Needs or Deficiencies

42

PAC Member Comment Exercise Results: Identified Goals & Objectives



43

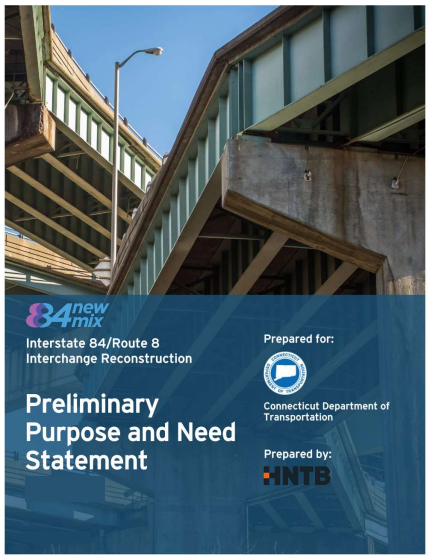
PAC Member Comment Exercise Results: Identified Key Context Features

44

Next Steps

45

New Mix Preliminary Purpose and Need Statement Report



- The *Preliminary Purpose and Need Statement* report may be updated as more information is obtained and as the program progresses.
- Agency coordination will occur for further refinement of the Preliminary Purpose and Need Statement and other transportation-related goals and objectives.
- The Preliminary Purpose and Need will inform our PEL Study Level 1 evaluation criteria.
- Alternatives will be evaluated against the other transportation-related goals and objectives (in addition to the Preliminary Purpose and Need) in the subsequent levels of screening: Level 2 and Level 3.

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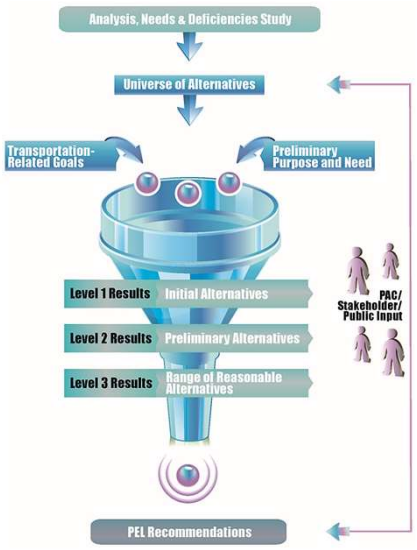
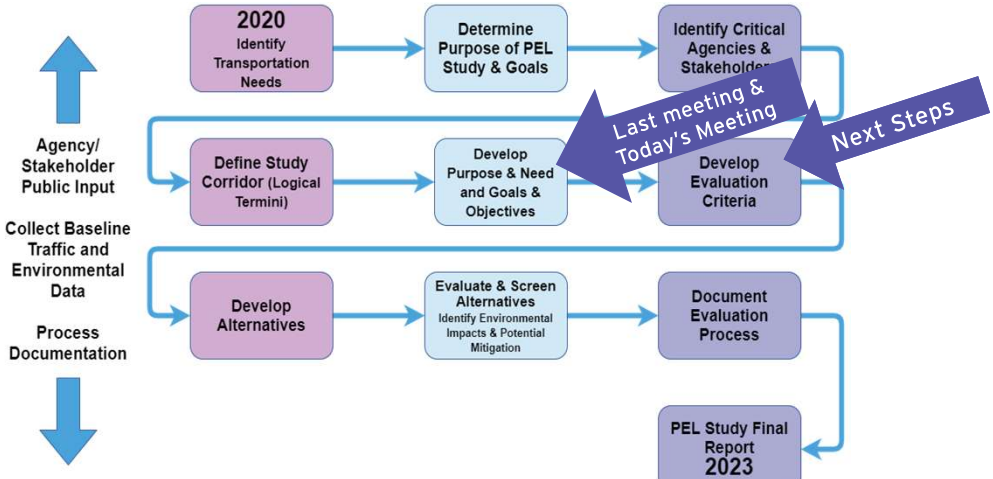
New Mix PEL Process: Screening of Alternatives



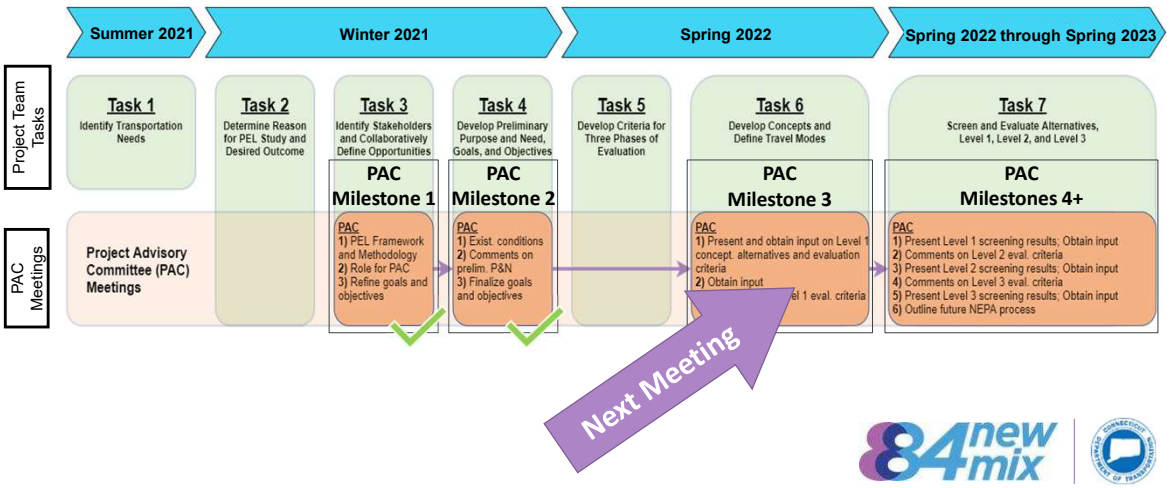
47

New Mix PEL Study Steps



48

PEL: Project Advisory Committee Detail & Timeline



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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #3A Anticipating March 2022

Where:

Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

PAC Mtg #3B Anticipating April 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

Public Meeting #1 Anticipating April 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- New Mix Program and PEL Study Introduction
- Obtain Input from the Public

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Before the Next Meeting Continue to…

- **Review** PAC Meeting #3A Materials
- **Explore** the Program Website.
- **Check email** for information about the next PAC meeting and scheduling.
- **Remain excited** to participate in our next meeting.

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New Mix PAC Post-Meeting Discussion

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PAC Discussion: Emailed Questions

- Is the Analysis, Needs, and Deficiencies report available for public review and comment?
- What are the early action, near-term, and long-term projects that are within the New Mix study area?
  - How are the PAC meetings related to each of various projects mentioned above?
- When are we finalizing the preliminary mission statement?
- Can we get a copy of the agenda a week before each meeting?
- Can we have more open-ended discussions at the beginning of each meeting?
- What will the Environmental Impact Statement (EIS) cover?
  - When will we see an EIS?
- Can PAC members be involved with the process for the public meetings?

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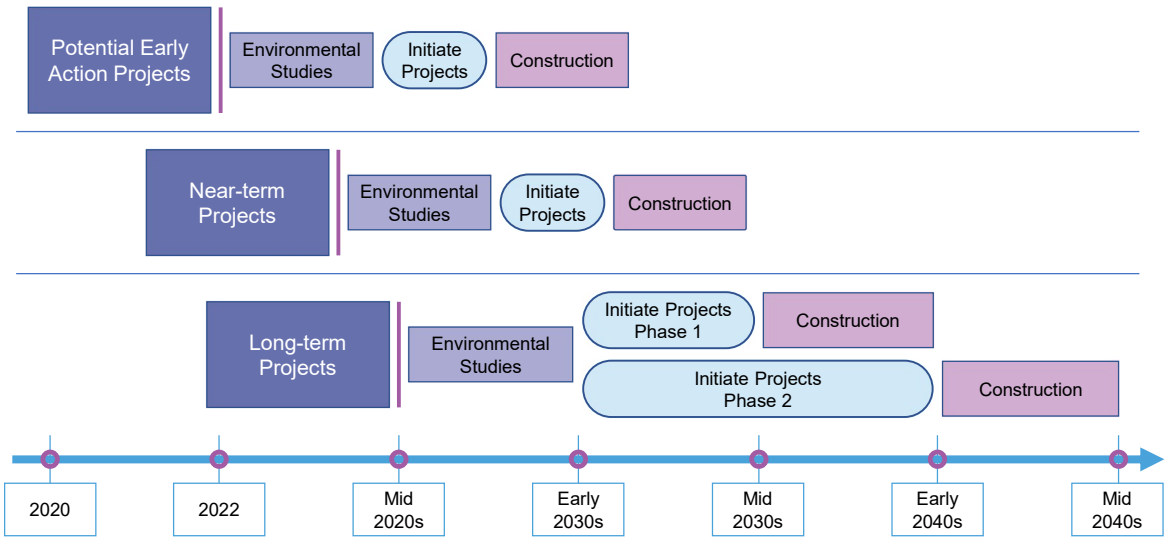
Potential Timing & Breakout Project Schedule



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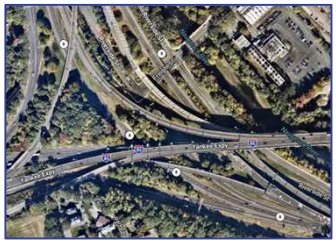
General Nature of Anticipated Projects



Early Action Projects
Improvements to local roads and intersections

Near-Term Projects
Improvements to highway approaching Mixmaster compatible with Long-Term Projects

Long-Term Projects
Reconstruction of core interchange structures

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PAC Roles and Responsibilities:

Your role as PAC members is to be a contributory entity, providing public input/insight in what will ultimately become the New Mix program by:

Participating
and attending PAC meetings

Reviewing
PAC meeting material

Educating
oneself, sharing community issues, and staying informed

Sharing
perspectives and collaborating in the development and assessment of concepts

Serving
as the community link between the Study Team and the Waterbury community

Providing
input so CTDOT can make informed decisions on program transportation related issues, while respecting differences in opinion and perspective

Accepting
of agency determinations, understanding that complete agreement on all issues is likely not possible

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Questions & Comments

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Thank you.

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Other Transportation-related Goals and Objectives+

1. Provide connections to, along, and over the Naugatuck River and the Naugatuck River Greenway near the highway.*
2. Improve the local roadway network associated with the Mixmaster for intra-city trips.*
3. Enhance mobility for bicyclists and pedestrians and improve bicyclist and pedestrian safety near the highway.*
4. Integrate the project with ongoing City of Waterbury projects, such as the Waterbury Active Transportation and Economic Resurgence (W.A.T.E.R.) Complete Streets Project, including projects associated with the Freight Street Business District.*
5. Improve access to Downtown Waterbury and key destinations.*
6. Reduce interchange complexity.**
7. Strengthen the role of surrounding neighborhoods as gateways to the City's Central Business District (CBD).*
8. Support the City of Waterbury's goal of revitalizing the CBD through mixed use development, such as the Freight Street District Redevelopment.*
9. Support access to bus facilities and railroad station in downtown Waterbury.*
10. Avoid, minimize or mitigate potential program consequences to the human and natural environment including historic and archeological resources to the extent practicable*

*Goal previously identified by the Program Team
**Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.
+Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

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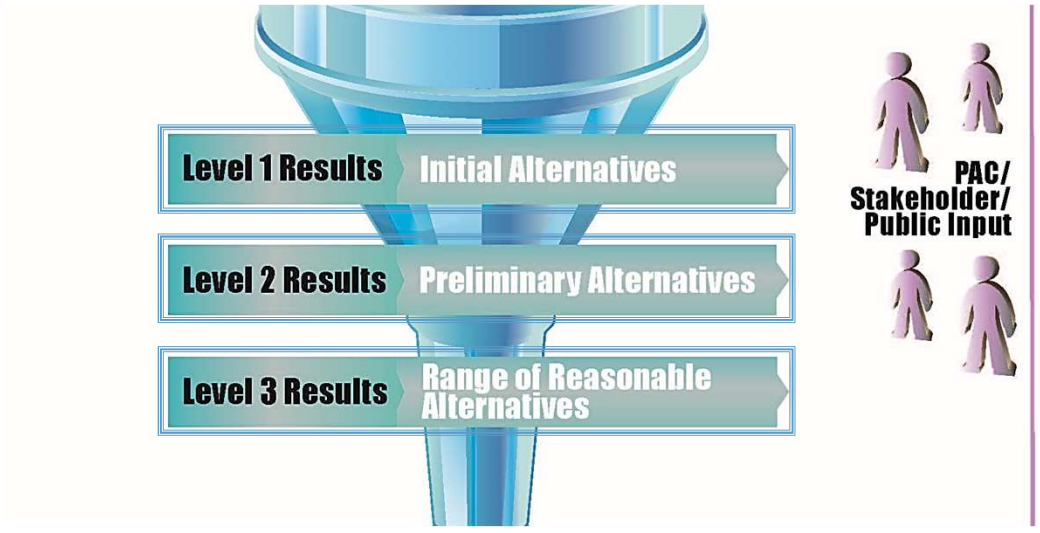

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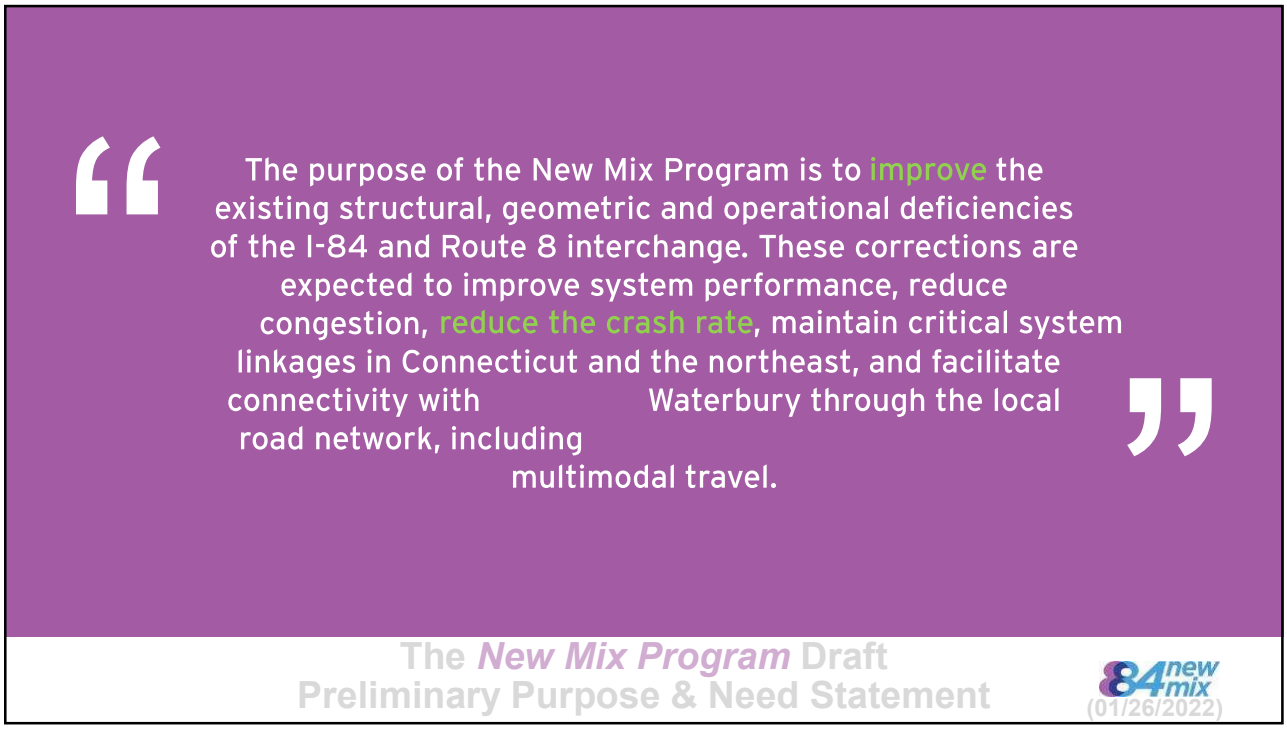
“
The purpose of the New Mix Program is to improve the existing structural, geometric and operational deficiencies of the I-84 and Route 8 interchange. These corrections are expected to improve system performance, reduce congestion, reduce the crash rate, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with Waterbury through the local road network, including multimodal travel.
”
The New Mix Program Draft
Preliminary Purpose & Need Statement
84 new mix
(01/26/2022)

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: March 28, 2022 11:30 AM – 1:00 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix PAC Meeting No. 3A

Attendees:

PAC Members	
Name	**Organization**
David Simpson	City of Waterbury Department of Public Works
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Maria Vaccarelli	CT*transit* Waterbury
Martin Begnal	Friends of Riverside Cemetery
Brian Peterson	Holy Trinity Greek Orthodox Church
Erik Hazelton	Housatonic Valley Association
Julia Rogers	Housatonic Valley Association
John DiCarlo	Main Street Waterbury
Rajendra Kasbawala	Metro-North Railroad
Mark Nielsen	Naugatuck Valley Council of Governments (NVCOG)
Ken Stanco	Office of the Mayor
Kevin Zak	PAL River Brigade
Stephanie Valickis	Saint Mary's Hospital
Kevin Taylor	Waterbury Bridge to Success
Thomas Hyde	Waterbury Development Corporation
Arthur Denze Sr.	Waterbury Neighborhood Council
Rosh Maghfour	Waterbury Public Schools
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Carlo Leone	CTDOT
Kevin Fleming	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Katie Theis	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) recapped key elements of Project Advisory Committee (PAC) Meeting No. 2C, presented a visualization of existing conditions, and introduced the Planning and Environmental Linkages (PEL) Study's (the Study) Universe of Alternatives (UOA): No-Build, Travel Modes, and Rehabilitation Alternatives.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 3A Summary

a. Review of PAC Meeting No. 2C, PAC poll results, and comment exercise cards.

b. Presented a visualization video of the existing conditions including the constraints, considerations, and challenges for the New Mix.

   i. Reviewed the natural conditions; built/human conditions; previous, ongoing, and planned projects/studies; and potential funding.

   ii. Provided an overview of the urban design approach for developing the UOA.

c. Introduced the UOA.

   i. Presented the No-Build, Travel Modes, and Rehabilitation Alternatives.

d. General Questions and Discussion.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 3A presentation.

- Erik Hazelton (Housatonic Valley Association, Southern Valley Conservation Projects Manager) asked when the meeting minutes for the previous two PAC meetings were to be posted online. He explained that the minutes are critical for sharing information and discussions from these PAC meetings with other stakeholders and community members. Ms. Hodges responded that the Project Team was in the process of finalizing the internal review of the PAC meeting minutes and would upload the documents to the website as soon as possible upon completion of the review process.
- Brian Peterson (Holy Trinity Greek Orthodox Church) asked for clarification regarding the I-84 Rehabilitation with Bypass Repurposed as Frontage Road Alternative, asking if it would keep tractor-trailers and through traffic on the highway, while locals could use the frontage road for intracity travel. David Schweitzer (HNTB, Deputy Project Manager) noted that the I-84 Rehabilitation with Bypass Repurposed as Frontage Road alternative includes the construction of a new bridge (bypass) south of the existing stacked I-84 structure. The traffic of I-84 would be temporarily placed on the bypass while the existing stacked I-84 would be rehabilitated. Once the rehabilitation of the stacked structures is completed, traffic would return to its original configuration and the bypass would be repurposed as a frontage road, replacing the I-84 Eastbound Exit 21 (Meadow Street) and Exit 22 (South Main Street) for downtown access. Mr. Peterson asked if the

frontage road would be a separate road from what tractor-trailers and through traffic would use, allowing for local road users to bypass the Mixmaster through use of the frontage road to access downtown. Mr. Schweitzer responded that locals would not be bypassing the Mixmaster and would only need to travel with through traffic for a short amount of time. This alternative requires the removal of the I-84 Eastbound entrance ramp at Highland Avenue and users of the local roadway would be able to utilize the Chase Parkway on-ramp to I-84 Eastbound to access a new auxiliary lane that would transition to the frontage road for downtown access.

- Mark Nielsen (NVCOG, Director of Planning/Assistant Director) referred to the Travel Modes Alternative and noted that he had not seen local roadway improvements listed, but that there are a number of local roadway improvements that could be implemented that could address issues with the local roadway network. Mr. Nielsen asked if the Project Team was considering local roadway improvements. Mr. Schweitzer responded that there are many deficiencies within the existing local roadway network and reiterated the challenges and constraints that exist within the Study Area such as the limited crossings of the Naugatuck River, Waterbury's topography, the railroad, and large tracts of land occupied by past/current industries. Mr. Schweitzer emphasized that while the Travel Modes Alternative is for transit-related alternatives, improvements to the local roadway network are a high priority for the New Mix Project. Analysis performed for an origin and destination study revealed that approximately 35% of vehicles using the Mixmaster begin and end travel within the PEL Study Area. Thus, improvements to the local roadway network could potentially reduce traffic volumes on the Mixmaster by creating a better performing and more desirable local road network for intracity travel.
- Mr. Nielsen noted that improvements to the local road network would be expensive and the City of Waterbury (the City) would likely need to seek State or Federal funding. As such, Mr. Nielsen asked if the improvements would be included in the New Mix Project and thus be given higher priority when the State prepares programming plans such as the Capital Improvement Plan or Statewide Transportation Improvement Plan. Mr. Nielsen stated that, while the New Mix Project's long-term solution would be slated for 2045, there is a need to evaluate potential improvements to traffic flow through Waterbury more immediately, making it valuable to identify these opportunities as a way to alleviate congestion in the near future. Mr. Schweitzer responded that the early action projects would look to address local roadway improvements that could help improve traffic flow through the city and encourage more use of the local road network for intracity travel. However, an early action project must not influence the favorability of any long-term project alternatives. The CTDOT, in conjunction with the Project Team, are identifying projects that meet these desires and criteria, and more early action projects would be presented in a future PAC meeting.
- Ken Stanco (Office of the Mayor, Project Liaison) added mention of an early action project where an auxiliary lane is proposed to be extended along I-84 Westbound, from the Union Street entrance ramp to Exit 21 (Meadow Street and Bank Street), which he believes would help motorists better access downtown. Mr. Stanco added that he also

believes this project would improve safety conditions within the area and that the construction is ongoing. Mr. Schweitzer noted that the mentioned early action project was identified through the analysis performed during the Study thus far and was put forward to CTDOT senior management who found it to be favorable. This early action project is to be incorporated as a change order to the ongoing Mixmaster Rehabilitation Project and the work is scheduled to begin construction this spring/summer. Mr. Stanco later added that while the new lane being built on I-84 Westbound auxiliary lane addition is not involved with the New Mix program, the project could be seen as a similar improvement in comparison to the I-84 Rehabilitation with Bypass Repurposed as Frontage Road Alternative displayed during the meeting, aiming to highlight how an eastbound frontage road could potentially help motorists get into downtown Waterbury in an easier and safer fashion while traveling on I-84 Eastbound.

- Mr. Hazelton asked for more information regarding the new auxiliary lane on I-84 Westbound adding that there have been concerns about the stormwater runoff produced from the ongoing Mixmaster Rehabilitation Project. Mr. Hazelton asked if there were any opportunities for interested stakeholders to voice concerns and seek further information regarding stormwater runoff and other items. Mr. Schweitzer responded that the aforementioned early action project would not have a public information meeting ahead of construction commencing. Ms. Hodges added that due to the project scope, minimal impacts, and the project taking place entirely within the CTDOT's rights-of-way, an additional public scoping process and public meeting was not necessary. The CTDOT follows State and Federal requirements for public involvement.

- Kevin Zak noted that municipalities must abide by the Municipal Separate Storm Sewer System Permit (MS4). With this in mind, Mr. Zak asked if projects such as the ongoing Mixmaster Rehabilitation Project have to abide by the same MS4 that towns must adhere to, or if there is a separate CTDOT MS4 that is written differently. Mr. Zak also asked if projects such as the ongoing Mixmaster Rehabilitation Project have to consider the total maximum daily load for discharges into the Naugatuck River or if State projects are exempt. Nilesh Patel (CTDOT, Principal Engineer) responded that MS4 guidance is specific to municipalities, but the CTDOT has separate stormwater quality guidance that it has to meet in accordance with Connecticut Department of Energy and Environmental Protection standards. Every project is screened through these stormwater quality requirements, including the ongoing Mixmaster Rehabilitation Project. Mr. Zak asked where he could find the CTDOT stormwater standards and a final report explaining how the ongoing Mixmaster Rehabilitation Project has adhered to and met them. Mr. Schweitzer responded that there was a public information meeting for the ongoing Mixmaster Rehabilitation Project in October 2017 and there are minutes available for the meeting. The consultants responsible for the design of the ongoing Mixmaster Rehabilitation Project designed it in accordance with both CTDOT's Drainage Manual and Stormwater Quality Manual. Mr. Zak asked if links to the manuals utilized and the minutes of the October 2017 meeting could be provided. Mr. Schweitzer responded that he would send Mr. Zak the documents that he requested. A link to the CTDOT's Stormwater Quality Management Program webpage was also sent within the meeting

chat and Ms. Hodges stated that the webpage contains contact information for personnel who could answer questions regarding the CTDOT's MS4 Program.

- Mr. Zak added that in his experience he had not seen or heard of any mitigation efforts regarding the stormwater runoff from the Mixmaster into the Naugatuck River and feels that there is a conflict between what had been said regarding stormwater quality and what he has witnessed over the past decades. Mr. Schweitzer noted that the ongoing Mixmaster Rehabilitation Project has incorporated stormwater best management practices including, but not limited to, deep sump catch basins, discharge energy dissipaters as well as stormwater quality basins for treatment of the stormwater collected from the Route 8 Northbound temporary bypass structure.
- Mr. Hazelton asked when the CTDOT's MS4 Program that the Project would adhere to be made effective. Ms. Hodges noted that the Project Team would adhere to latest version of the CTDOT's MS4 Program, which was made effective on July 1, 2019. Any changes or amendments to the CTDOT's MS4 Program prior to the Project's final design would be required to be incorporated into the Project.
- Martin Begnal (Friends of Riverside Cemetery, President) asked if the Rehabilitation and No-Build Alternatives have already been dismissed and how far along the Replacement Alternatives were. Mr. Schweitzer stated that the Replacement Alternatives would be introduced at the next PAC meeting and that when the screening process begins, all alternatives will be screened through three levels of criteria, similar to the funnel image frequently shown in these PAC meetings. The screening process has not started, and thus no alternatives have been dismissed. While the relative advantages and disadvantages of all alternatives may be noticeable, no alternatives will be dismissed until the screening process is complete.
- John DiCarlo (Main Street Waterbury, Board of Directors) asked if there were any updates available regarding the PAC's input that could be shared with PAC members so that they could share the information with their respective organizations. Ms. Hodges responded that a summary of the PEL Study steps on which the Project Team received input on from the PAC can be provided for members to disseminate to members of their respective organizations. Ms. Hodges added that the majority of input from PAC members has informed initial PEL Study documents such as the draft *Preliminary Purpose and Need Statement* report, which is available on the program website for review and input by both PAC members and the public. The report contains a summary of the New Mix Project's purpose, needs, and goals and objectives, and PAC member input. The Project Team would provide PAC members with a one-page schedule and summary.
- Arthur Denze Sr. (Waterbury Neighborhood Council, President) asked if there have been discussions regarding expanding the footprint of the Mixmaster in regard to both the width and height of the structures, and any land acquisitions that may be required in the future. Mr. Schweitzer noted that in the next PAC meeting, as the Replacement Alternatives are presented, PAC members should be able to see the conceptual impacts to properties and the vertical aspects of the alternatives. Mr. Denze noted that land

acquisitions would have an impact not only to property owners, but also property values and the City's tax allocations. Mr. Schweitzer noted that is something that the Project Team and CTDOT take into consideration, with focus on minimizing impacts. While it could not be said that there would be no impacts, the Project Team and the CTDOT are looking to minimize impacts as they strive to produce a better Mixmaster for the future.

- Martin Spring (Waterville Community Club, President) asked if the PAC would be meeting in-person in the future, adding that if it were to occur, the location should be accessible and within Waterbury. Ms. Hodges responded that meetings would continue to be virtual in alignment with the State of Connecticut's and CTDOT's requirements due to the ongoing pandemic; however, hybrid meeting options may be available in the future. Mr. Spring suggested that the Waterville Fire House would be a reasonable space to hold in-person meetings, should they resume.

Following the question and comments portion of the presentation, Ms. Hodges reminded PAC members that they could comment on both the draft *Preliminary Purpose and Need Statement* report and the *Analysis, Needs, and Deficiencies Report.* Ms. Hodges requested that any comments be sent to the Project Team by May 2, 2022. The Project Team then thanked all PAC members for their attendance and contributions throughout the meeting.

Meeting adjourned.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #3a Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	3/31/2022 Email	Zak, Kevin – PAL River Brigade	The original comments from Kevin Zak are documented within the meeting minutes from the PAC Meeting #3a on 3/28.	Thank you for your continued interest in the Mixmaster Interchange. Attached for your review is Report of Meeting from the Public Information Meeting that was held for the 151-312/313/326 Rehabilitation Project in November 2015 . Below are the links to manuals that designers use to design drainage in the State of Connecticut. Drainage Manual (ct.gov) – Drainage Manual Home | CT Stormwater Quality Manual (uconn.edu) – Stormwater Quality Manual Guidelines for Soil Erosion and Sediment Control (ct.gov) – Erosion and Sedimentation Control	3/31/2022, Email, Schweitzer, David	3/31/2022, Email, Schweitzer, David

				CTDOT Stormwater Management Plan (ct.gov) - CTDOT's Stormwater Management Plan which was developed to address the CTDOT MS4 General Permit that became effective July 1, 2019. It outlines BMPs and more that the CTDOT is implementing on their projects and existing stormwater systems While I hope this information is helpful, please be reminded again that the project referenced in your questions is the ongoing construction project to rehabilitate the Mixmaster structures in order to extend their service life, and not the "NewMix" project for the potential future replacement of the interchange. That is the primary focus of our PAC meetings.		

The *New Mix:*
Project Advisory Committee (PAC) Meeting #3A
March 28, 2022

HNTB

84new mix

1

Agenda

- PAC Meeting #2C Review
  - Review Poll Questions and Comment Exercise Card Results
- Introduction to the Universe of Alternatives
  - Visualization of Existing Conditions
  - Present No-Build, Travel Modes, and Rehabilitation Alternatives
- Open Discussion
- Concluding Slides

84new mix

2

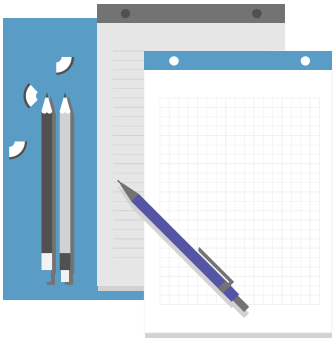
Since Our Last Meeting…

You have been:

- **Providing input** for the New Mix Program's PEL Study
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from Agencies, PAC members, stakeholders, and the public.
- **Refining** the Preliminary Purpose & Need Statement and other Transportation-Related Goals & Objectives.
- **Developing** the Universe of Alternatives and Screening Criteria.



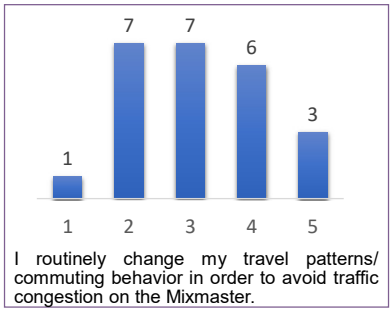
84new mix

3

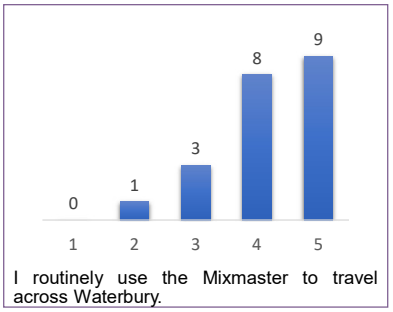
The *New Mix* PAC Identified Needs Perspective

Each of the following statements were rated on a scale of 1-5,

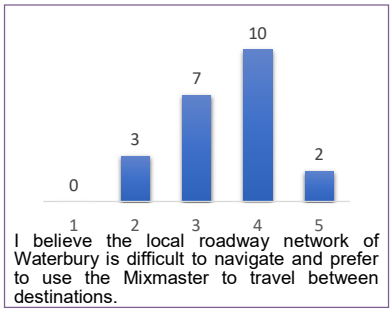
1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree



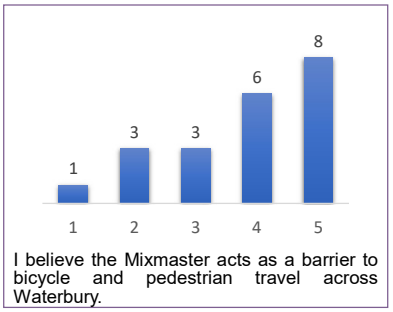
I routinely change my travel patterns/ commuting behavior in order to avoid traffic congestion on the Mixmaster.



I routinely use the Mixmaster to travel across Waterbury.



I believe the local roadway network of Waterbury is difficult to navigate and prefer to use the Mixmaster to travel between destinations.



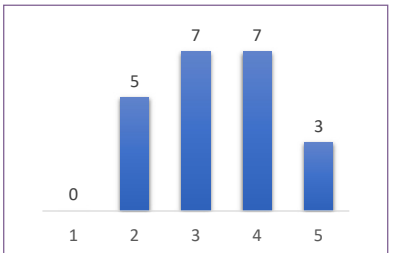
I believe the Mixmaster acts as a barrier to bicycle and pedestrian travel across Waterbury.

4

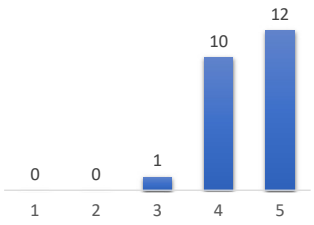
The *New Mix* PAC Identified Needs Perspective

Each of the following statements were rated on a scale of 1-5,

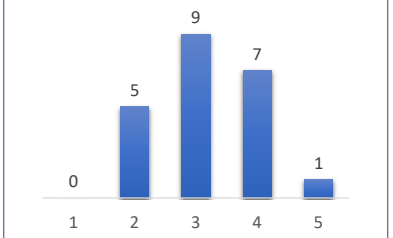
1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree



I believe the Mixmaster routinely feels unsafe to travel on.



I believe the entrance and exit ramps on the Mixmaster feel unsafe.



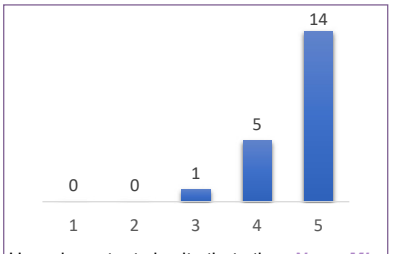
I believe the congestion on the Mixmaster is negatively impacting the local economy.

5

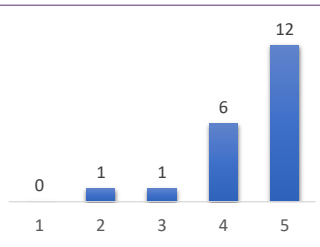
The *New Mix* PAC Identified Goals & Objectives Perspective

Each of the following statements were rated on a scale of 1-5,

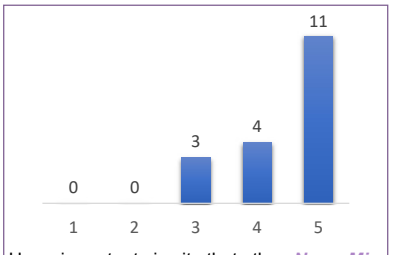
1. Not Important
2. Somewhat Not Important
3. Neutral
4. Somewhat Important
5. Very Important



How important is it that the *New Mix Program* reduces congestion on the highway (I-84 and Route 8)?



How important is it that the *New Mix Program* improves the associated local roadway network?



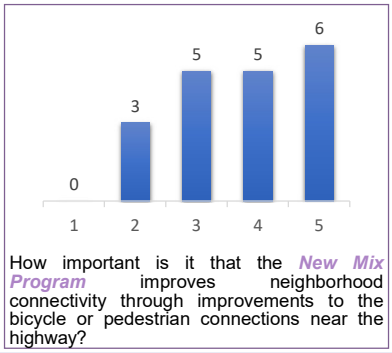
How important is it that the *New Mix Program* improves connections between the highway and businesses and employers?

6

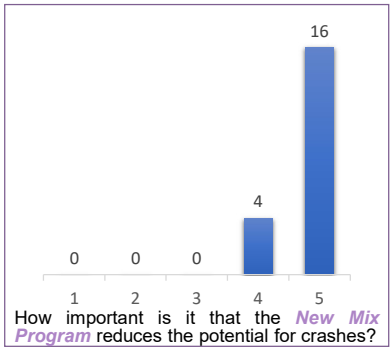
The *New Mix* PAC Identified Goals & Objectives Perspective

Each of the following statements were rated on a scale of 1-5,

1. Not Important
2. Somewhat Not Important
3. Neutral
4. Somewhat Important
5. Very Important



How important is it that the *New Mix Program* improves neighborhood connectivity through improvements to the bicycle or pedestrian connections near the highway?



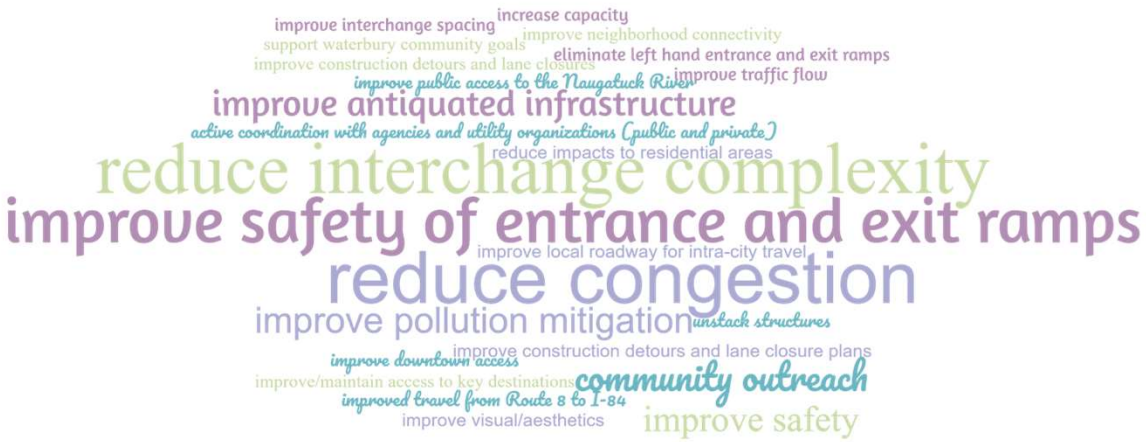
How important is it that the *New Mix Program* reduces the potential for crashes?

7

PAC Member Comment Exercise Results: Identified Needs or Deficiencies

8

PAC Member Comment Exercise Results: Identified Goals & Objectives



9

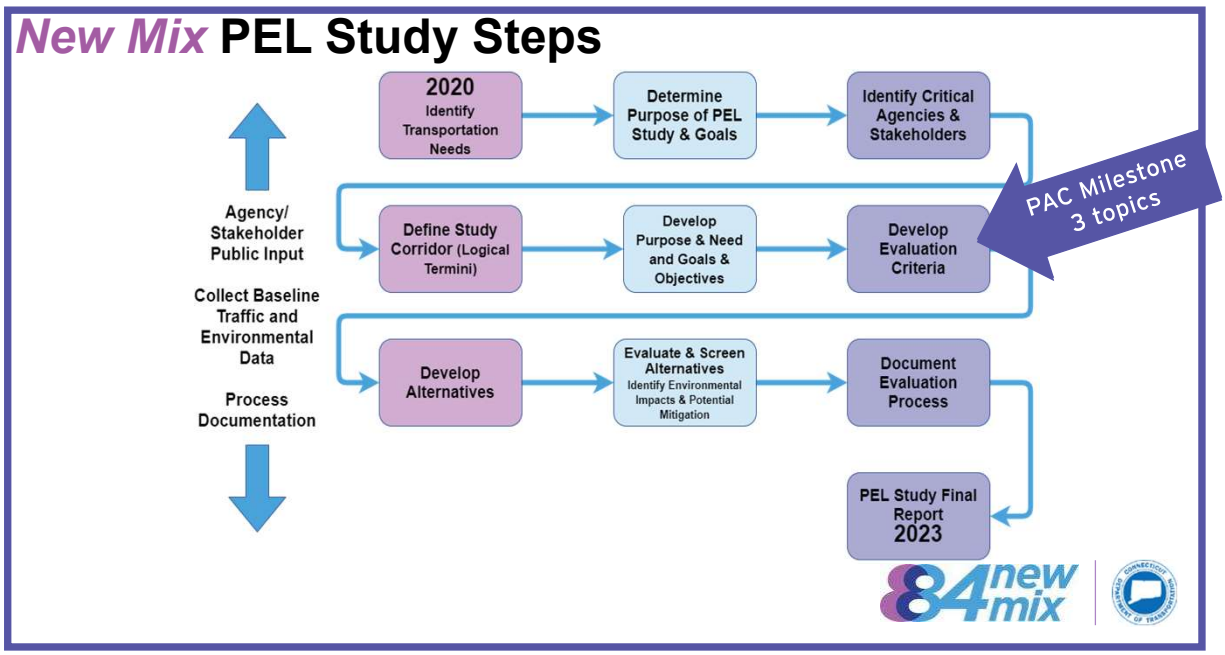
PAC Member Comment Exercise Results: Identified Key Context Features

10

Developing the Evaluation Criteria and Universe of Alternatives

11

New Mix PEL Study Steps



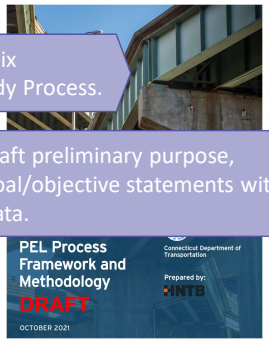
12

Draft PEL Documents

- Living documents will be made availab program website for public review and comment.
- PAC members are encouraged to provide their input on these documents via email or through the website for documentation and inclusion in the PEL Study.

Details the New Mix Program's PEL Study Process.

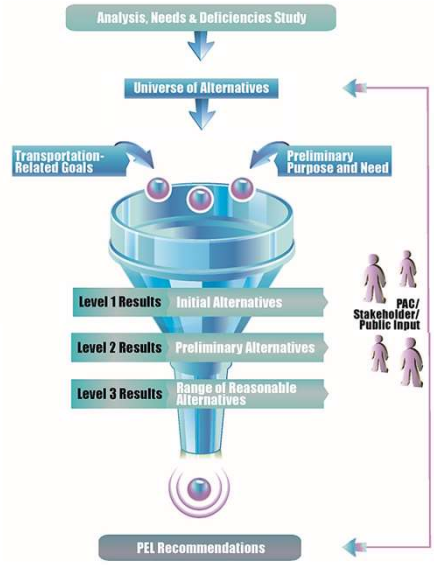
Details the draft preliminary purpose, needs, and goal/objective statements with supporting data.



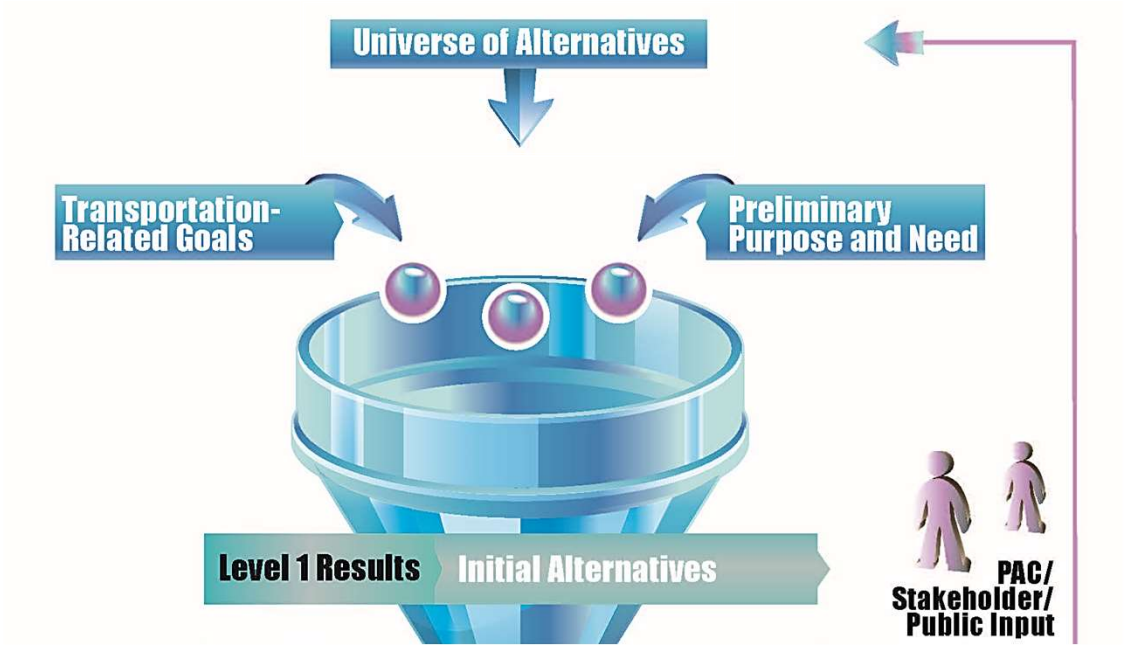
Contains identification of constraints including natural and built conditions, planning projects/ studies, and additional considerations.

13

New Mix PEL Process Preview: Screening of Alternatives



14



15

The Universe of Alternatives

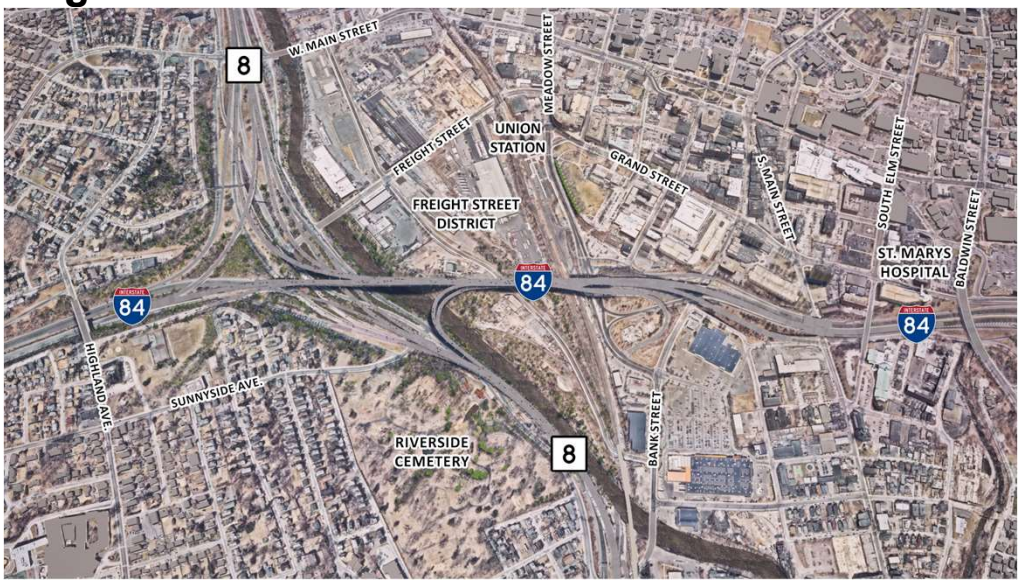
Conceptual level of engineering was performed to put ideas to paper. As the PEL Study progresses, these alternatives will become more defined.

Concepts are flexible! Favorable aspects could be added and unfavorable aspects could be subtracted.

Developed during workshops and charettes based on: identification of constraints and challenges, State and Federal design standards, understanding program needs, input from a diverse team of experts, and determining evaluation criteria.

16

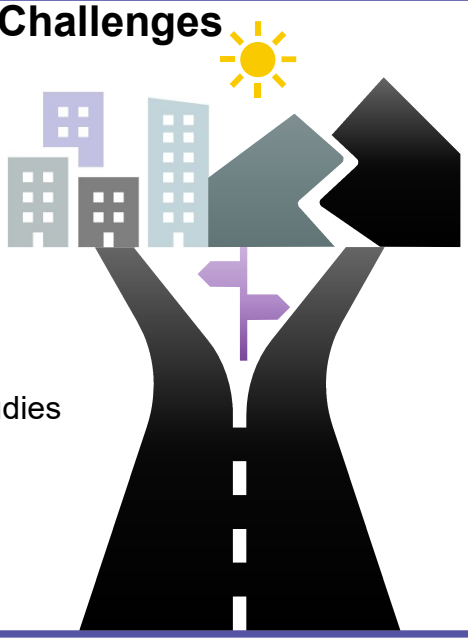
Existing Conditions Review



17

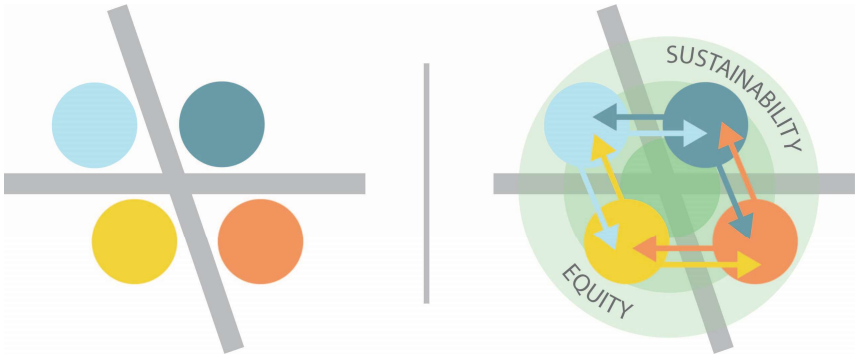
Constraints, Considerations, and Challenges

- Natural Conditions
  - Geography/Topography
  - Naugatuck River, Mad River, and other watercourses
- Built/Human Conditions
  - Downtown Waterbury
  - Industry
  - Railroad
  - Local Roadway
  - Neighborhoods
    - Environmental Justice Populations
  - Historic/Significant Landmarks (parks, public facilities)
  - Hazardous material sites
- Previous, ongoing and planned projects/studies
  - State
  - Regional
  - Local
- Funding
  - State / Federal grants



18

New Mix Vision



The I-84 and Route 8 interchange is both a **regional connector** and a **community divider**

Today we envision the New Mix serving as both a **community connector** and a **regional transportation resource**

19

Preliminary Approach

Places and Spaces

Parks, Greenways, and Open Space

Smart Development

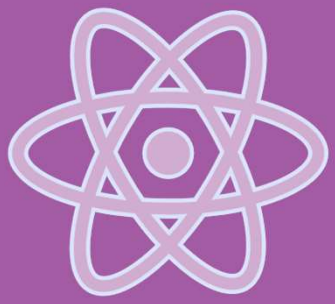
Connecting Corridors

Safe Active Routes

Enlivened Underpasses and Overpasses

20

New Mix PEL Study Universe of Alternatives



21

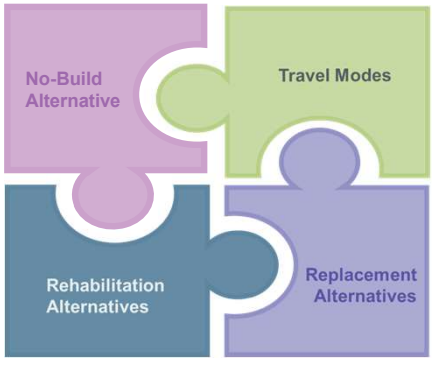
Universe of Alternatives

23 Alternatives

Identified in the Universe for the PEL Study process

The Study Team summarized and consolidated similar conceptual alternatives

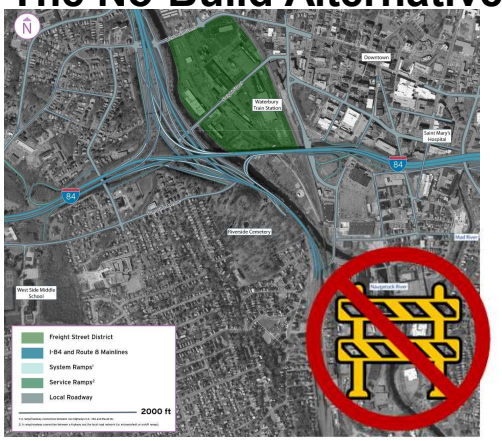
The final Universe defined the following groups of alternatives:



22

The Universe of Alternatives: The No-Build Alternative

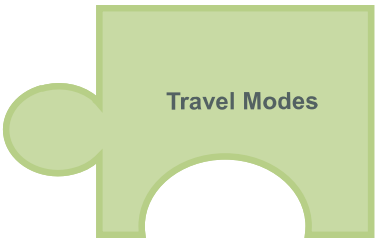
NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.



- Baseline condition: no additional improvements implemented other than those identified in Transportation Improvement Plans.
- Includes safety and maintenance activities
  - (pavement resurfacing or reconstruction, signing improvements, and guiderail improvements)

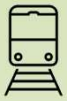
23

The Universe of Alternatives: Alternative Travel Modes



NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Transit

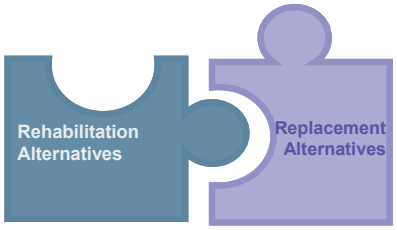


- Arterial Bus Transit
- Arterial Bus Rapid Transit
- Bus Lanes
- Light Rail
- Heavy Rail
- Commuter Rail
- High Speed Rail

Pedestrian/Bicycle

24

Key Factors for Identifying New Mix Rehabilitation and Replacement Alternatives



NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Improve bridge conditions; extending the serviceable life of the I-84 and Route 8 structures

Correct or improve identified deficiencies

new structures or reuse of existing structure(s)

Improve roadway geometry:

Correct or improve identified deficiencies, and improve stopping sight distance, and shoulder widths.

Rehabilitation strategies limit potential improvements

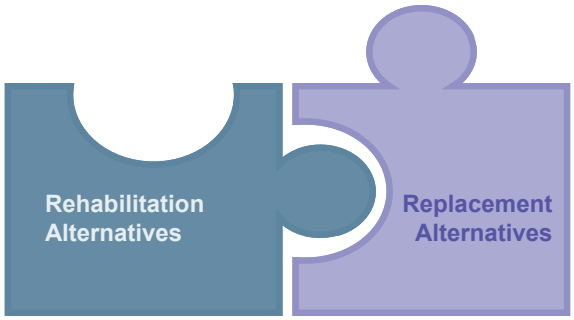
Improve operations:

Correct or improve identified deficiencies, improve merging distance, improve interchange spacing, and improve deficient intersections with local roadways.

Rehabilitation strategies limit potential improvements

25

Key Factors for Identifying New Mix Rehabilitation and Replacement Alternatives



NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Rehabilitation

- Reuse of existing structures
- I-84 and Route 8 Alignments

Replacement

- I-84 and Route 8 Alignments
- Unconventional Solutions
- System Connections (full or partial)
- Local Connectivity (service interchanges, frontage road systems, collector/distributor roads, etc.)

26

The Universe of Alternatives: Rehabilitation Alternatives

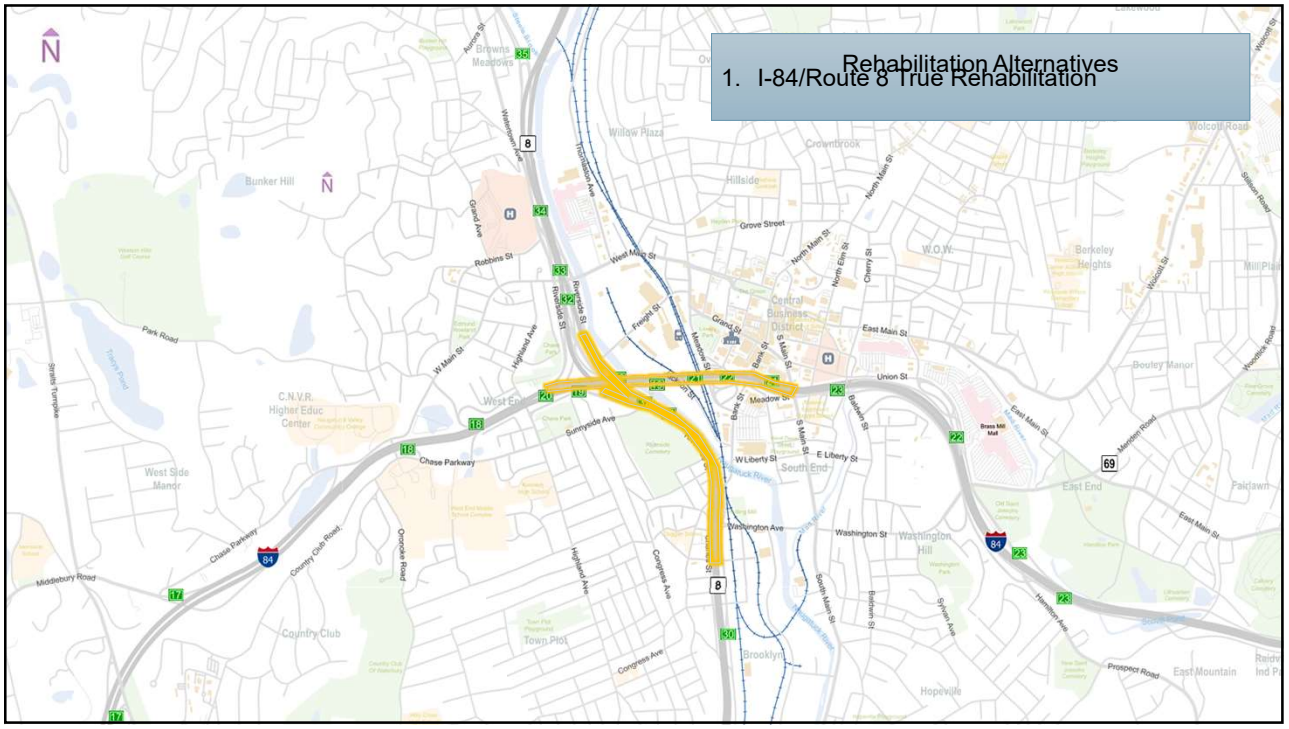
Rehabilitation Alternatives

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

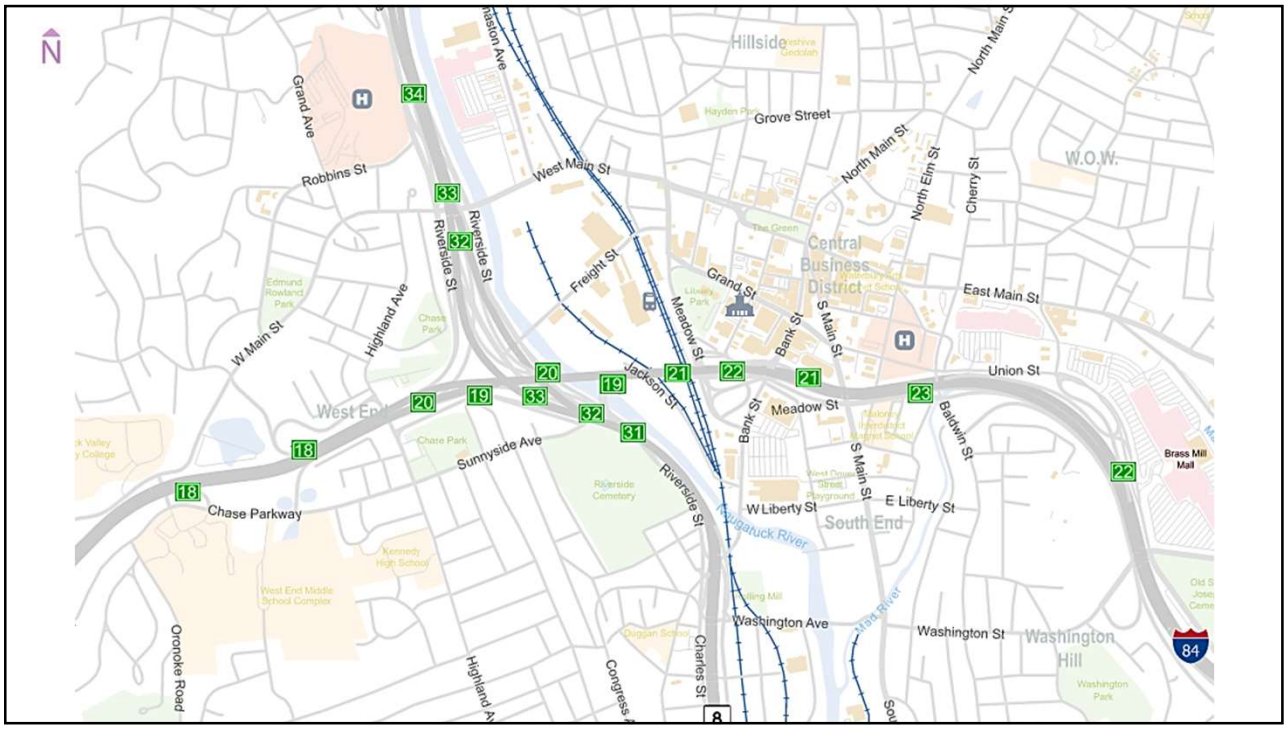
Rely on the major rehabilitation of the existing stacked I-84 structures over the Naugatuck River.

1. I-84/Route 8 True Rehabilitation
2. I-84 WB Bridge Rehabilitation with Construction of New I-84 EB Mainline
3. I-84 Bridge Rehabilitation with Widening to Facilitate Staging
4. I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Road

27



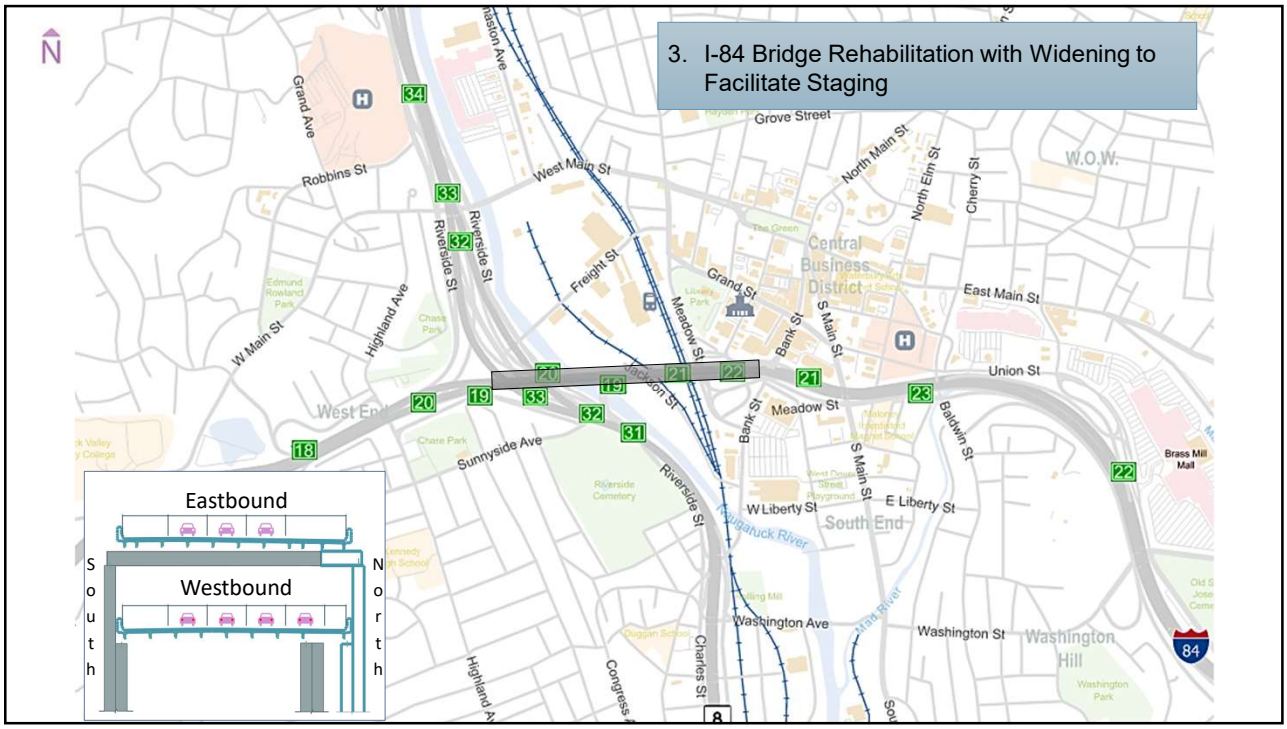
28


N
Hillside
Grove Street
North Main St
Grand Ave
Robbins St
West Main St
Riverside St
Freight St
Central Business District
East Main St
Union St
W Main St
Highland Ave
Meadow St
Bank St
S Main St
Jackson St
Sunnyside Ave
Chase Parkway
West End
Riverside Cemetery
W Liberty St
E Liberty St
South End
Naugatuck River
Washington Ave
Washington St
Washington Hill
Brass Mill Mall
Baldwin St
North Elm St
Cherry St
W.O.W.
Oronoke Road
Charles St
Congress
84
8

29

Conceptual Graphic
INTERSTATE
84
I-84 EB
8
NAUGATUCK RIVER
N
I-84 WB Rehabilitated and Remains in Place,
New I-84 EB Structure Built to the South
84new mix

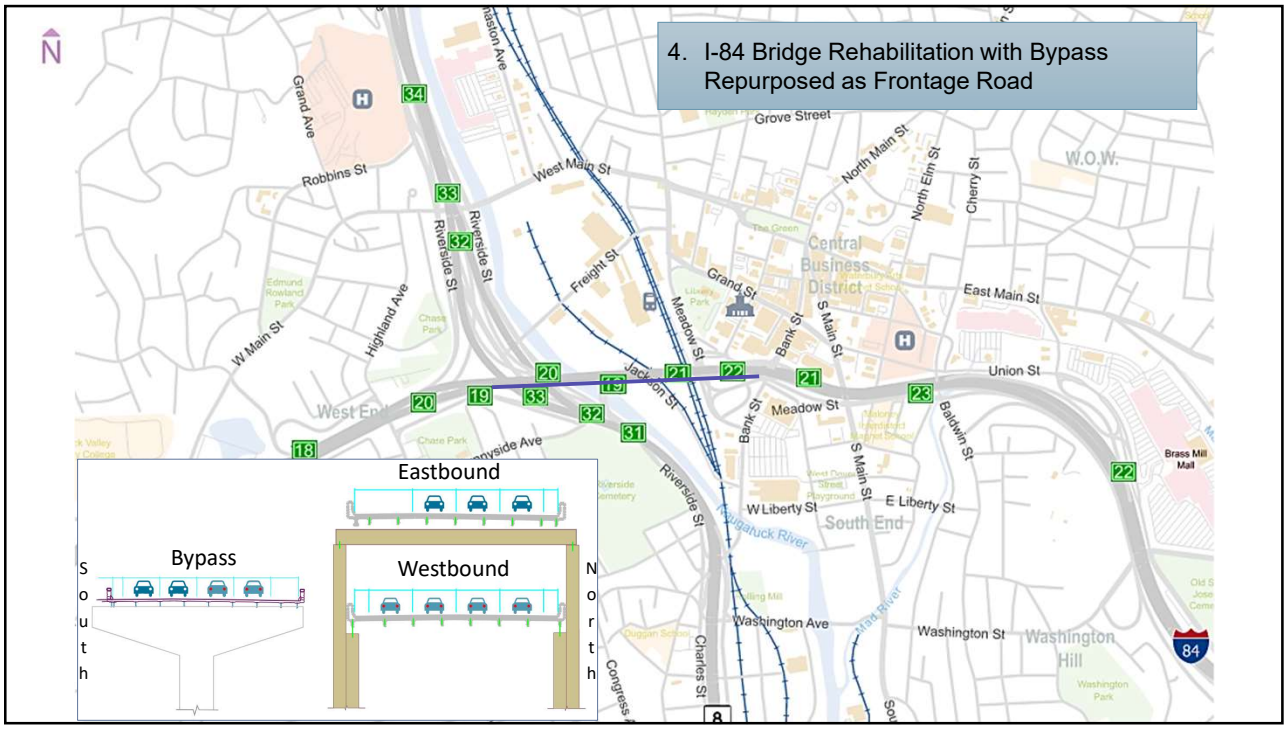
30


3. I-84 Bridge Rehabilitation with Widening to Facilitate Staging
Eastbound
Westbound
South
North
Grand Ave
Robbins St
West Main St
Grove Street
North Main St
North Elm St
Cherry St
W.O.W.
Central Business District
East Main St
Union St
Meadow St
Bank St
S Main St
Baldwin St
Brass Mill Mall
Riverside St
Freight St
Grand St
W Main St
Highland Ave
Sunnyside Ave
West End
Riverside Cemetery
W Liberty St
E Liberty St
South End
Naugatuck River
Washington Ave
Washington St
Washington Hill
Charles St
Congress St
Jackson St

31

Conceptual Graphic
INTERSTATE 84
I-84 EB
I-84 WB
8
NAUGATUCK RIVER
I-84 (EB and WB) Widening to the North

32


4. I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Road
Eastbound
Bypass
Westbound
South
North
Grand Ave
Robbins St
West Main St
Riverside St
Freight St
Grove Street
North Main St
North Elm St
Cherry St
W.O.W.
Central Business District
East Main St
Union St
Meadow St
Bank St
S Main St
Baldwin St
W Liberty St
E Liberty St
South End
Washington Ave
Washington St
Washington Hill
Brass Mill Mall
Naugatuck River
Charles St
Highland Ave
W Main St
West End
Jackson St

33

Conceptual Graphic
84
Frontage Road
(Replaces EB Exits 21 & 22)
8
NAUGATUCK RIVER
I-84 (EB and WB) Rehabilitated in Place,
Bypass Repurposed as New EB Frontage Road

34

Rehabilitation Alternatives Recap

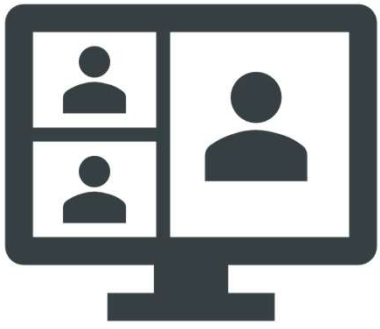
True for all rehabilitation alternatives:
- ► Require 80+ year-old structures to remain.
- ► Complex/lengthy construction sequencing is needed.
- ► Limited opportunities to improve geometric and operational conditions.
- ► Limited opportunities for urban design improvements.
- ► Costly process (~$1B)

Rehabilitation Alternative Summary

1. **I-84/Route 8 True Rehabilitation**
2. **I-84 WB Bridge Rehabilitation with Construction of New I-84 EB**
   - ► EB is elevated and built next to the existing footprint to the south.
3. **I-84 Bridge Rehabilitation with Widening to Facilitate Staging**
   - ► Stacked structures are widened to the north for construction and maintaining traffic.
4. **I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Road**
   - ► Stacked structures are rehabilitated in place with use of a bypass built next to the existing footprint to the south. The bypass would aid in construction/maintain traffic and repurposed as new E frontage road replacing Exits 21 and 22 once I-84 structures are complete

35

Open Discussion



Ask questions about the slides just reviewed.

Share ideas.

Request additional information.

36

PAC Input and Comments Due

Comments / Input Due: May 2, 2022
Email: Nhodges@hntb.com

April

M	T	W	TH	F	S
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10	11	12	13	14	15
17	18	19	20	21	22
24	25	26	27	29	30
1	2	3	4	5	6	7

TODAY

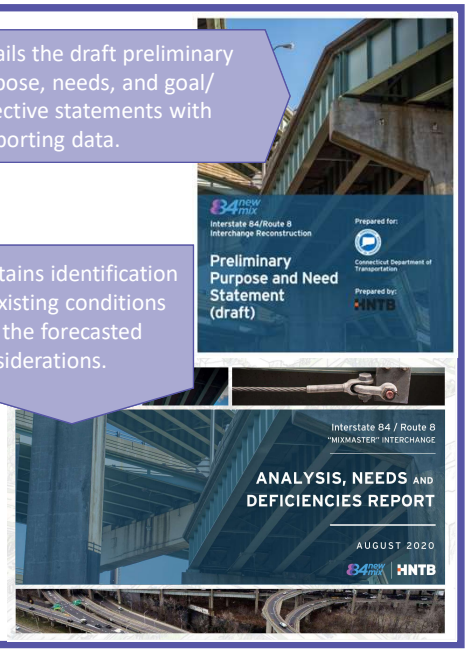
May 2, 2022

PAC #3B

COMMENTS DUE

Details the draft preliminary purpose, needs, and goal/ objective statements with supporting data.

Contains identification of existing conditions and the forecasted considerations.



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Prefer we ask you direct questions?

Opportunities for PAC Members to provide input as a member of the general public will be available!

Sample Questions:

1. Do you feel there is a need for I-84/Route 8 transportation improvements? If so, what are the problems?
2. Do you know of any historical sites, family cemeteries, or archaeological sites in the proposed area?
3. Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project?
4. Do you have a suggestion for an improvement to the I-84/Route 8 Interchange that would better serve the needs of the community?
5. Do you feel that improvements to the I-84/Route 8 Interchange will have any impacts (Beneficial or Adverse) on your property and/or community (e.g., economic, environmental, social, etc.)? Please explain.

Will be Available on website for public input

Another chance for PAC members to provide input on the initial PEL documents before the screening/ decision process begins.

Additional opportunities will be provided for members of the public to provide input as the Study progresses.

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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #3A
March 28, 2022

Where:

Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

PAC Mtg #3B
April 29, 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

PAC Mtg #3C Anticipating
May 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Level 1 screening Criteria
- Obtain Input from the PAC

84new mix

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Questions & Comments

84new mix

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Thank you.

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End of PAC Meeting #3A

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: April 29, 2022 10:30 AM – 12:00 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix PAC Meeting No. 3B

Attendees:

PAC Members	
Name	**Organization**
David Simpson	City of Waterbury Department of Public Works
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Maria Vaccarelli	CT*transit* Waterbury
Martin Begnal	Friends of Riverside Cemetery
Brian Peterson	Holy Trinity Greek Orthodox Church
Julia Rogers	Housatonic Valley Association
Mark Nielsen	Naugatuck Valley Council of Governments (NVCOG)
Ken Stanco	Office of the Mayor
Stephanie Valickis	Saint Mary's Hospital
Kevin Taylor	Waterbury Bridge to Success
Thomas Hyde	Waterbury Development Corporation
Joseph McGrath	Waterbury Economic Development
Joseph Violette	Waterbury Regional Chamber
Arthur Denze Sr.	Waterbury Neighborhood Council
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Carlo Leone	CTDOT
Kevin Fleming	CTDOT
Kevin Carifa	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Katie Theis	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) recapped key elements of the Project Advisory Committee (PAC) Meeting No. 3A and introduced the Planning and Environmental Linkages (PEL) Study's Universe of Alternatives (UOA) Replacement Alternatives' features.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 3B Summary

a. Review of PAC Meeting No. 3A including the PEL Study's process, existing conditions review, and urban design preliminary approach.

b. Introduced the UOA's Replacement Alternatives' features including the alignment options for Interstate-84 (I-84) and Route 8, system connections, and local connectivity features.

c. General questions and discussion.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 3B presentation.

- Martin Spring (Waterville Community Club, President) expressed concerns regarding potential high costs to taxpayers and the time needed for construction that could be associated with a tunneling alternative. Mr. Spring asked that the Project Team focus on alternatives that would be efficient, low cost, and have relatively faster construction times, including potentially investigating solar highway technologies. David Schweitzer (HNTB, Deputy Project Manager) responded that the Project Team would take Mr. Spring's concerns and comments into consideration.
- Martin Begnal (Friends of Riverside Cemetery, President) asked if changes to the alignment of Route 8 would necessitate improvements to occur to I-84 and conversely, would changes to the alignment of I-84 necessitate improvements to Route 8. Mr. Schweitzer confirmed that changes to either alignment would likely necessitate changes to the system connections between the two mainlines.
- Julia Rogers (Housatonic Valley Association, Senior Land Protection Manager) asked if the UOA would be presented to the public and if there would be a public hearing regarding the New Mix Project. Naomi Hodges (HNTB, Environmental Lead) responded that the first public information meeting is anticipated to occur within the summer and that the UOA will be presented to the public at a future meeting. Screening decisions regarding any alternative would not be finalized until the public have had the opportunity to comment and provide input.
- Mark Nielsen (NVCOG, Director of Planning/Assistant Director) provided a perspective on the frontage road elements with regard to the Replacement Alternatives' local connectivity features. Mr. Nielsen stated his opinion that if frontage roads were to encourage additional use of local road network, the increased traffic volumes could overburden the local streets and surrounding neighborhoods, even though the improvements would potentially benefit through traffic along I-84 and Route 8. Mr.

Nielsen asked that the Project Team avoid creating greater congestion and traffic impacts to the surrounding neighborhoods and the local road network. Ms. Hodges responded that impacts of certain concepts would be assessed and analyzed through the screening process, with more detailed analysis to come within Level 2 of the screening process. Ms. Hodges added that the Project Team would take Mr. Nielsen's concerns into consideration when the screening process begins.

- Robert Nerney (City Planning Department, City Planner) agreed with Mr. Nielsen's concerns. Mr. Nerney stated that the City of Waterbury (the City) would not view a concept that would overburden or adversely increase traffic on local roads as favorable. Mr. Schweitzer responded that the Project Team has considered frontage roads that would align parallel to, and in close proximity with I-84 and Route 8, as the Project Team acknowledges the corridor has limited space. The Project Team has identified enhancing connectivity of areas within the City as a goal for the Project, and views creating and improving both east/west and north/south connections as a means to achieve this goal. As 35% of vehicles on the interchange utilize it for intracity travel, the Project Team has considered improvements to the local road network that could enhance connectivity within Waterbury. Mr. Schweitzer emphasized that the Project Team is cognizant of the concerns of Mr. Nerney and Mr. Nielsen, and that these concerns would be taken into consideration as the PEL Study progresses. Ms. Hodges added that the Project Team has also viewed improvements to the local network as potential means to reduce congestion, which could aid with improving air quality and other environmental factors within the PEL Study Area and surrounding neighborhoods.

- Mr. Begnal expressed concerns regarding the speed limit on Riverside Street should it become a frontage road. Mr. Begnal stated that the bridge abutments by the entrance of Riverside Cemetery are visual obstructions which make it difficult and dangerous for visitors to enter or leave the property. Mr. Begnal added that the Friends of Riverside Cemetery see moving Route 8 east of the Naugatuck River and I-84 more southerly as an ideal alternative for the cemetery. Mr. Schweitzer responded, clarifying that a road becoming or being a frontage road does not necessarily mean that the road's speed limit would become greater than non-frontage roads. Mr. Schweitzer affirmed that Mr. Begnal's concerns and sentiments would be documented by the Project Team.

- Mr. Begnal asked if moving the alignment of Route 8 east and the alignment of I-84 south was a viable alternative at this point in time. Mr. Schweitzer noted that the screening of alternatives had not yet begun and encouraged Mr. Begnal and all PAC members to review the materials they would be receiving post-meeting. These materials contain descriptions and conceptual graphics of the UOA. All PAC members were encouraged to provide feedback and input to the Project Team at the next PAC meeting or via email. Ms. Hodges reiterated that the screening of the UOA will require analysis of each alternative's constructability and ability to meet the Projects' purpose, needs, goals and objectives, while also being cognizant of the City's and the surrounding communities' goals, objectives, and plans. Only through the screening process will the Project Team be able to determine a Range of Reasonable Alternatives through the dismissal of unfeasible or fatally flawed alternatives.

- Brian Peterson (Holy Trinity Greek Orthodox Church) stated he believes roads such as Reidville Drive and South Leonard Street could potentially be improved in the future. Mr. Schweitzer noted the Project Team has discussed potential advantages to improving these roadways, and thus the Project Team could consider them as locations for local roadway improvements in the future.
- Mr. Begnal asked what steps the Project Team would be taking next. Ms. Hodges noted the Project Team would be preliminarily screening the UOA against Level 1 screening criteria, where Conceptual Alternatives determined to be fatally flawed or unfeasible would be screened out. Chris Fagan (HNTB, Project Engineer) added that the decisions and screening at each of the levels would be based on objective criteria and rules that PAC members would help define. Mr. Schweitzer reiterated that members of the PAC are encouraged to review the UOA description packet and provide input for the Project Team to review and consider.
- Mr. Begnal asked if the first public information meeting's presentation would include similar content to what PAC members had seen at PAC Meeting 3B. Ms. Hodges responded that the first public information meeting would present the content from PAC Milestone 1 and PAC Milestone 2 while the content from PAC Milestone 3 is anticipated to be presented at the second public information meeting. Members of the public will have the opportunity to provide input on the same elements of the PEL Study that PAC members have. All comments and input will be documented for incorporation into the PEL Study. The Level 1 Screening results will not be finalized without first gaining input from the public.
- Mr. Begnal noted that both he and Ms. Rogers had informed attendees of the Waterbury Neighborhood Council's meeting about the PAC meetings and the New Mix Project. Ms. Hodges thanked Mr. Begnal and Ms. Rogers, noting that the Project Team desires the public's engagement and is seeking the public's perspective and input. Ms. Hodges added that the PAC is informing the public process and therefore the information and materials presented to the PAC will likely be further refined based on the acquired information and PAC member input. The refined information will then be disseminated for public review and presentation. Ms. Hodges reiterated that information regarding the New Mix Project is public information and the PEL Study's documents, PAC reports of meeting, PAC meeting recordings, and more can be accessed by anyone who wishes to do so on the New Mix Project webpage. Communications will be forthcoming to alert the public of the first public information meeting when it is officially scheduled.
- Ms. Rogers asked if PAC members could receive a general schedule look ahead for future PAC meetings. Ms. Hodges responded that the Project Team could provide an anticipated schedule, however the PAC meeting topics and schedule fluctuates as it is dependent on the information covered and discussions that occur during each PAC meeting.
- Mr. Spring asked if meetings for the public would be in-person and suggested the Project Team consider local high schools as viable locations for in-person meetings. Scott Roberts (CTDOT, Project Manager) responded that the CTDOT is continuing to monitor the ongoing pandemic and whether in-person meetings could be conducted safely. Mr.

Roberts added that presently, the CTDOT is not holding in-person meetings, but sees the potential for hybrid meetings at a future time when they are deemed safe. Nilesh Patel (CTDOT, Principal Engineer) asked that if PAC members need help or had ideas for disseminating information regarding the upcoming public information meetings to reach out to the Project Team.

- Mr. Begnal asked when the National Historic Preservation Act of 1966's Section 106 review process would take place. Ms. Hodges responded that the formal Section 106 process would occur during the National Environmental Protection Act (NEPA) process which will occur after the completion of the PEL Study.
- Arthur Denze Sr. (Waterbury Neighborhood Council, President) noted members of the Waterbury Neighborhood Council have expressed concerns regarding the acquisition of land for this project and the potential impacts to private homes, businesses, and the existing service ramps into and out of Waterbury from the Mixmaster. Ms. Hodges responded that these factors are considered within the PEL process and explored in further detail during the NEPA process.
- Mr. Peterson stated that there may be members of the public who do not have access to Zoom and may feel left out of the public process if they cannot access the meeting. Mr. Peterson suggested that neighborhood councils could host or stream the public information meeting where those neighborhood groups typically meet. Mr. Patel responded that anyone wishing to join the virtual public meetings will have a call-in option. Ms. Hodges added that the Project Team is exploring the option of distributing .pdf files of the public meeting presentations. Participants without Zoom access would be able to follow along using these files thus making these meetings more accessible.

Ms. Hodges reminded PAC members that they are encouraged to send the Project Team any questions, comments, or ideas they may have upon reviewing the UOA description packet. Ms. Hodges also notified PAC members that the Project Team had extended the comment period for both the draft *Preliminary Purpose and Need Statement* report and the *Analysis, Needs, and Deficiencies Report* to May 16, 2022 to allow PAC members more time to provide their input on the draft PEL documents. The Project Team then thanked all PAC members for their attendance and contributions throughout the meeting.

Meeting adjourned.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #3b Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	5/17/2022 PIMA	Rogers, Julia – Housatonic Valley Association	1) The Housatonic Valley Association, Inc. (HVA) is a regional watershed organization and accredited land trust with a mission to protect the natural character and environmental health of the Housatonic Watershed for now and future generations, and was invited to be a member of the Project Advisory Committee (PAC) for the New Mix. Our review of the Analysis, Needs, and Deficiencies Report focuses on those topics that align with our mission – particularly related to clean water, environmental health, and community health/interests. The Analysis, Needs, and Deficiencies Report drafted in coordination with the I-84/Route 8 Mix Master Interchange Project states that the purpose of the report is to "summarize the details	On behalf of the Department and the New Mix Project Team, thank you for your input and continued support as a Project Advisory Committee (PAC) member. The New Mix Project Team will take these comments into consideration and will be documented and included within the Planning and Environmental Linkages (PEL) Study documents. The comments provided on behalf of the Housatonic Valley Association, inc. (HVA) will largely be addressed in a future phase, the National Environmental Policy Act (NEPA) phase, that focuses on the Range of Reasonable Alternatives and the selection of the Preferred Alternative, once identified. Currently, the PEL Study is in its early planning stage where conceptual alternatives are still being developed. The PEL Process aims to identify potential environmental aspects early, and at a high-level, such that during the design/NEPA phase, better informed	N/A	6/23/2022, Email, MJH

			and results of various studies which have been performed as part of the CTDOT planning process" and that it will "serve as a source of information to develop the Project's Draft Purpose and Need Statement as part of the Planning and Environmental Linkages process". With this purpose in mind, it is of utmost importance that the Analysis, Needs, and Deficiencies Report is comprehensive and is fully reviewed by all stakeholders and the public. We encourage CTDOT and its contractors to consider comments by each of the stakeholders, and the general public as it continues through the PEL process, as successful planning for the New Mix requires the intimate involvement of the general public. It is reasonable that a large part of the "Analysis, Needs, and Deficiencies Report" first focuses on the traffic and safety considerations. However, the impacts to water quality, fish and wildlife habitat, and community quality of life should be	and strategic transportation decisions can be made as well as the execution of targeted and comprehensive environmental analyses. During the NEPA phase, design details and potential impacts, such as several of the items identified by HVA, are required by standards and regulation require mitigation, avoidance, or minimization of all impacts. This process is not something that is avoided because of the PEL but must occur and will be undertaken when appropriate. During the NEPA phase, the Department will perform further evaluations, complete an environmental impact analysis of the Range of Reasonable Alternatives, as well as disclose any environmental consequences resulting from the proposed project within an environmental document. This environmental document, which could be an Environmental Assessment or Environmental Impact Statement, will also demonstrate the Department's and project's compliance with the applicable regulatory requirements and laws, as well as the mitigation strategies that will be adopted. The NEPA process and resulting document will also include robust public outreach,		

			considered with the same regard, and the same detail oriented approach. Our following comments are organized in the order they appear in the report, and by their titles. Land Use and Zoning. The land use and zoning section is thorough in its review of the current and proposed land use changes in the City of Waterbury, including the State of Connecticut's goals for open space. However, this section should include more information on areas that are current green spaces, and areas that could serve as public parks or preserved open space, especially in those parts of the study area where access to nature is limited. Part of this could be achieved by creating and improving access to the river from beneath the Mix Master or the New Mix. Considering green space and access to nature could improve quality of life within the City of Waterbury and result in co-benefits as a result of the New Mix Project. Water Resources. The water resources	where the public and stakeholders will have many opportunities to provide comment, review documents, and attend informational meetings. Please note that this environmental document will not be prepared until after the conclusion of this PEL Study. The New Mix Project Team understands the concerns identified by HVA and the designers and project managers of the New Mix share these same concerns. With that being said, the Department identified three (3) categories of topics of which HVA highlighted for the Analysis, Needs, and Deficiency Report (AN&D). These subjects include: (1) General comments on the overall AN&D, (2) the public process; and (3) Impacts to natural and community resources including access to open space/greenspace, the major rivers within the Study Area, stormwater quality impacts, and climate change and infrastructure resiliency. Responses to each of the three categories have been provided below: (1) The AN&D: The AN&D report documents the existing and forecasted conditions that contribute to transportation problems in the New		

			section of the report very generally discusses water quality and water impacts, and defines the current conditions of the water resources within the study area. However, it does not identify current or potential impacts from the Mix Master and the New Mix, such as the current quality and quantity of storm water run-off from the Mix Master. Further, the Report seems to qualify water impacts as just those that impact public watersheds and aquifers, which are not located within the study area. However, the Naugatuck River is an important resource, and the existing Mix Master, and the New Mix could have large impacts on water quality if not designed well. Any design should consider storm water run-off and construction techniques to reduce all impacts to the water resources in the greater Waterbury Area, including the Mad River and Naugatuck River, as well as the Sled Haul Brook, Welton Brook, and Wooster Brook. The report	Mix PEL Study Area (e.g., congestion, safety, substandard roadway geometrics, structural deficiencies) and includes conclusions and summary data from supporting technical analyses. The report also documents certain existing environmental context features which are typically considered during an environmental review process. The AN&D is a document that is meant to establish an existing conditions baseline during PEL that will allow the Project Team to develop Conceptual Alternatives for the Universe of Alternatives, and further, to develop evaluation criteria (documented in the PEL Process Alternative Screening Methodology Report) which will aid in making screening decisions for dismissing unreasonable alternatives that are impractical or do not meet the transportation need. A high-level analysis of the environmental features will be initiated in a later phase of the PEL Study, and additional study of certain environmental features may assist in making determinations; however, it may be premature to expect conceptual alternatives will be eliminated as a result of these features due to difficulty accurately quantifying impacts at this early planning stage. Additionally, a much		

			briefly considers access to water resources, stating, “Similar to the Naugatuck River, the edge is mostly inaccessible, which may be addressed in the long-term as part of the Mad River Greenway”. CTDOT should work in tandem with the respective Greenway projects and consider how the New Mix could result in co-benefits, such as new and enhanced access to the Naugatuck and Mad Rivers. Floodplains. The floodplain section clearly defines floodways, and indicates the findings from the FEMA FIRM maps. However, climate change is omitted from any discussion of these floodplains. This is concerning as with climate change, the 100-year and 500-year flood events are more likely to occur. Therefore, it is imperative that the New Mix Project plan for increased frequency and intensity of storms to create resilient infrastructure. In summary, HVA urges CTDOT and its contractors to consider the social and environmental impacts of the New Mix at the same level that it	more rigorous process in which these other needs will be identified and reviewed during the NEPA phase following the PEL study. Impacts and the analysis of conceptual alternatives will not be documented in the AN&D; however, screening decisions and details pertaining to those decisions will be documented for each level of screening and at the conclusion of the PEL Study. A more detailed analysis and impact evaluation will occur in the future NEPA process which will aid in the ultimate selection of the preferred alternative. These future analyses will be conducted in accordance with best practices and applicable laws and regulations. (2) The public process: The participation of the public is a key component of the New Mix program’s PEL process and success. Every effort will be made to ensure that the public has open access to New Mix PEL Study information and opportunities to provide input which will assist in the decision-making process. The CTDOT has undertaken a public involvement campaign designed to engage specific stakeholder groups and the general public. This campaign is		

			considers the traffic and engineering considerations. The reconstruction of the Mix Master will have long term, enduring consequences for the residents of the City of Waterbury and for the surrounding natural resources. All care should be taken to reduce any unintended consequences to these important considerations with direct impact on quality of life.	documented as The New Mix PEL Study Public Involvement Plan which is located on the project website for your viewing. The plan also outlines how federal, state, and local agencies, as well as Native American Tribes, will be included in the PEL process in an effort to address potential design, environmental, or other issues early on and create a path for an efficient NEPA review. The plan also lays out the public involvement objectives and methods through which CTDOT will engage, communicate with, and solicit feedback from the general public and various stakeholder groups throughout the process of identifying a design for the New Mix Project. Additionally, no decision is final until members of the public have the opportunity to provide input on the decisions being made. Members of the public are invited to visit the study's website as well as other New Mix Waterbury social media pages, and to contact the Study Team with any questions, concerns, or to request a group presentation. Future public meetings will be announced through newspapers, local news, social media, email notifications, email and/or mail-out fliers to adjacent property owners and previous public		

				meeting attendees who have provided contact information, and distribution fliers handed out within the local community. (3) Impacts to natural and community resources including access to open space/greenspace, the major rivers within the Study Area, stormwater quality impacts, and climate change/infrastructure resiliency: As the New Mix Program is in its early planning phase (i.e., the Planning and Environmental Linkages (PEL) Study phase), considerations as they pertain to stormwater quality, floodplain affects, and the Department's MS4 program are very high level. As the PEL Study progresses, additional analysis of the potential social and environmental affects will be evaluated and documented as we move forward toward the common goal of determining a viable solution for the reconstruction of the interchange. Social, economic, and environmental resources (such as historic districts, neighborhoods/ residences, parks, businesses, air and water, floodplain, habitats, etc.) will be considered during		

				the development, evaluation, and screening of the conceptual alternatives for the New Mix PEL Study in an effort to avoid and/or minimize potential future negative impacts on these resources. Opportunities to improve access to open space/green space, including the major rivers within the Study Area, will also be assessed at a high-level during the evaluation and screening process. The New Mix PEL Study is taking an integrated approach to transportation planning to support transportation solutions/strategies that enhance the quality of life and protect human health and the environment, such as smart and sustainable street design opportunities, transit-oriented development, and sustainable transportation planning. Once the Reasonable Alternatives have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs and goals within the Study Area. The potential impacts on social, economic, and environmental resources, including those that pertain to climate change and infrastructure resiliency will also be evaluated. Efforts will be made to avoid, minimize, or		

				mitigate potential environmental impacts associated with the proposed alternative(s) for the project. Opportunities for stakeholders and members of the public to provide input on these analysis and proposed strategies will occur throughout the course of the PEL Study and will continue into the NEPA process. Please note that all projects undertaken by the Department are subject to the guidance and requirements of all applicable state and federal laws. All projects that are undertaken by the Department must be designed and constructed in accordance with documents such as the CTDOT Drainage Manual, the 2002 Erosion and Sedimentation Control Guidelines, and the 2004 Stormwater Quality Manual. All construction activities and best management practices (BMPs) will be performed in accordance with the aforementioned manuals and supplemented as needed with project specific special provisions. Thank you again for your input and continued support as a PAC member for the New Mix PEL Study. The New Mix		

				Project Team will take these comments into consideration. The comments and responses will be documented and included within the Planning and Environmental Linkages (PEL) Study documents. The Project Team is thankful for your engagement and continued support in finding a solution to the future of Mixmaster.		
2	5/17/2022 PIMA	Rogers, Julia – Housatonic Valley Association	The Housatonic Valley Association, Inc. (HVA), is a regional watershed organization and accredited land trust with a mission to protect the natural character and environmental health of the Housatonic Watershed for now and future generations, and is grateful for CT Department of Transportation (CTDOT), and its consultants for the opportunity to participate in the Project Advisory Committee (PAC). As part of our role on the PAC, we provide the following comments on the "Preliminary Purpose and Need Statement" drafted in coordination with the I-84/Route 8 Mixmaster Interchange Project. Our concerns fit into the following categories: (1) public and additional stakeholder	On behalf of the Department and the New Mix Project Team, thank you for your input and continued support as a Project Advisory Committee (PAC) member. The New Mix Project Team has reviewed the comments provided on behalf of the Housatonic Valley Association (HVA) and is confident that each will be addressed as the Planning and Environmental Linkages (PEL) Study progresses or in the subsequent environmental review process that will occur during the National Environmental Act (NEPA) review phase. Currently, the PEL Study is in its early planning stage where the Preliminary Purpose and Need Statement is being refined through forthcoming public information meetings and planned coordination with state and federal agencies. The PEL Process aims to identify potential environmental aspects early,	N/A	6/23/2022, Email, MJH

			engagement, especially the neighborhoods and residents of the City of Waterbury, (2) public access to the river and other recreational resources, and (3) impacts to the water resources and natural resources. As the Preliminary Purpose and Needs Statement is drafted, the community and environmental resources are included with minimal consideration. These community and environmental resources should be incorporated at the start of the planning process, especially given the long term visioning required with this project. Public and Additional Stakeholder Engagement. Engagement by CTDOT and its consultants with the public has been minimal. It is critical that the public be informed and consulted prior to further decision making, planning, or the completion of any documents. The residents of the City of Waterbury, and the nearby communities, are those with the most at stake in this planning	and at a high-level, such that during the design/NEPA phase, better informed and strategic transportation decisions can be made as well as the execution of targeted and comprehensive environmental analyses. The PEL process is also streamlined in a way such that resources and public funds are not expended on detailed analysis for unreasonable alternatives that do not improve the identified major transportation deficiencies. As a result, resources can more effectively narrow down the conceptual alternatives and more efficiently identify a Range of Reasonable Alternatives to be further evaluated during the NEPA phase. During the NEPA phase, design details and impact analysis are required by standards, and regulations require mitigation, avoidance, or minimization of all impacts. This process is not something that is avoided because of the PEL but must occur and will be undertaken when appropriate. During the NEPA phase, the Department will perform further evaluations, complete an environmental impact analysis of the Range of Reasonable Alternatives, as well as disclose any environmental consequences resulting from the		

			process, and without appropriate representation by those groups their needs cannot be addressed. Public hearings should be planned for each stage of this planning process, including prior to the completion of the Preliminary Purpose and Needs Statement, and adjustments must be made based on the outcomes of those hearings. Public Access to the River and Other Recreational Resources. As noted in documents and presentations provided to the PAC, the existing interchange eliminated opportunities for access to the Naugatuck River and created a barrier for pedestrian and bicycle access across the City of Waterbury. As CT DOT, its consultants, and the stakeholders plan the New Mix, consideration for river access, pedestrian and bicycle connectivity should be considered to avoid further elimination of these opportunities, and to promote new opportunities. With substantial efforts to clean up the river in recent decades, the Naugatuck	proposed project within an environmental document. This environmental document will also demonstrate the Department's and project's compliance with the applicable regulatory requirements and laws as well as the mitigation strategies that will be adopted. The NEPA process and resulting document will also include robust public outreach, where the public and stakeholders will have many opportunities to provide comment, review documents, and attend informational meetings. Please note that this environmental document will not be prepared until after the conclusion of this PEL Study. In the comment letter received from HVA, three (3) categories of topics for which comments were provided were identified. These categories include: (1) public involvement/participation; (2) public access to the river and other recreational resources, and (3) impacts to the water resources and natural resources. Responses to each of the three categories have been provided below: (1) Public and additional stakeholder engagement, especially the		

			River has become a phenomenal resource, and one that city residents should be able to easily access. Planning for parks, boat launches, and open space for enjoying nature should be part of the New Mix project. Impacts to Water Resources and Natural Resources. The Preliminary Purpose and Need Statement has no reference impacts to water quality, or storm water management. While traffic and engineering considerations are logically first of mind in this process, environmental impacts should be at the forefront of every engineering project, but especially with this project, given the proximity of this interchange to sensitive resources, such as the Naugatuck and Mad Rivers. The current Mix Master interchange is located within the floodplain, and some of the alternatives for the New Mix include construction within the floodplain. With the changing climate, severe weather events continue to be more common, and in response, it is	neighborhoods and residents of the City of Waterbury: The CTDOT has undertaken a public involvement campaign designed to engage specific stakeholder groups and the general public. This campaign is documented as The New Mix PEL Study Public Involvement Plan which is located on the project website for your viewing. The plan also outlines how federal, state, and local agencies, as well as Native American Tribes, will be included in the PEL process in an effort to address potential design, environmental, or other issues early on and create a path for an efficient NEPA review. The plan also lays out the public involvement objectives and methods through which CTDOT will engage, communicate with, and solicit feedback from the general public and various stakeholder groups throughout the process of identifying a design for the New Mix Project. Outreach to the public, including stakeholders, commuters, residents and businesses located in the abutting neighborhoods, and general residents of the city of Waterbury has occurred and will continue to occur throughout the course of the New Mix PEL Study. The participation of the public is a key component of the New Mix program's		

			imperative that the New Mix is planned in a manner to reduce impact from more frequent and severe flood events. Further, given the immediate proximity of the Mix Master, and new construction of the New Mix, CTDOT must plan and execute a state of the art storm water management and run-off plan to protect the water quality in the immediate vicinity, and downstream. Lastly, as alternatives and solutions for the New Mix are considered, opportunities for increasing tree canopy, access to green spaces, and general ecological health of the nearby communities and streets should be discussed. While it is reasonable that these considerations are not at the same level of the engineering and traffic design, these could help to refine any decision making process and choose between two suitable alternatives. Lastly, one of the first statements within the Preliminary Purpose and Needs Statement is a goal to 'streamline' the environmental review	PEL process and success. Every effort will be made to ensure that the public has open access to New Mix PEL Study information and opportunities to provide input which will assist in the decision-making process. Additionally, no decision is final until members of the public have the opportunity to provide input on the decisions being made. Members of the public are invited to visit the study's website as well as other New Mix Waterbury social media pages, and to contact the Study Team with any questions, concerns, or to request a group presentation. Future public meetings will be announced through newspapers, local news, social media, email notifications, email and/or mail-out fliers to adjacent property owners and previous public meeting attendees who have provided contact information, and distribution fliers handed out within the local community. (2) Public access to the river and other recreational resources: Providing connections to, along, and over the Naugatuck River and the future Naugatuck River Greenway has been identified as a goal and objective for the New Mix Project. The New Mix Project		

			process. While we thoroughly support cost reduction and time reduction strategies, we believe that the environmental review process was created for a reason and to ensure the best outcome. We support the thorough review and consideration of all outcomes on the environment, and the thorough incorporation of public input into the planning process. We encourage CTDOT and its consultants to ensure that any streamlining of the environmental process does not result in decreased public engagement or decreased consideration for the environment. HVA is grateful for the opportunity to participate in this process, and we look forward to continued discussion around the New Mix project.	will also seek to avoid and minimize potential impacts to existing and/or planned open space resources that are present within the Study Area. Opportunities to improve or enhance public access to these resources within the study area will be considered during the development and evaluation of alternatives for the New Mix PEL Study. See the response below for additional information. (3) Impacts to the water resources and natural resources: The New Mix PEL Study Team recognizes the importance of the resources located within and beyond the study area. As such, the avoidance and minimization of any potential future negative impacts on environmental resources (both natural and human/built) is identified as a goal and objective for the New Mix project. These environmental resources include those mentioned by HVA including, and not limited, to recreational and historic resources as well as floodplain, watercourses, wetlands, and air quality. As the PEL Study progresses, additional analysis of the potential social and environmental effects will be evaluated and documented as we move forward		

				toward the common goal of determining a viable solution for the reconstruction of the interchange. Social, economic, and environmental resources (such as historic districts, neighborhoods/ residences, parks, businesses, air and water, floodplain, habitats, etc.) will be considered during the development, evaluation, and screening of the conceptual alternatives for the New Mix PEL Study in an effort to avoid and/or minimize potential future negative impacts on these resources. Opportunities to improve access to open space/green space including the major rivers within the Study Area will also be assessed at a high-level during the evaluation and screening process. The New Mix PEL Study is taking an integrated approach to transportation planning to support transportation solutions/strategies that enhance the quality of life and protect human health and the environment such as smart and sustainable street design opportunities, transit-oriented development, and sustainable transportation planning. Once the Reasonable Alternatives have been developed and refined for additional		

				study under the NEPA process, they will be specifically evaluated for their ability to address the needs and goals within the Study. The potential impacts on social, economic, and environmental resources, including those that pertain to climate change and infrastructure resiliency will also be evaluated. Efforts will be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project. Opportunities for stakeholders and members of the public to provide input on these analysis and proposed strategies will occur throughout the course of the PEL Study and will continue into the NEPA process. Please note that all projects undertaken by the Department are subject to the guidance and requirements of all applicable state and federal laws. All projects that are undertaken by the Department must be designed and constructed in accordance with documents such as the CTDOT Drainage Manual, the 2002 Erosion and Sedimentation Control Guidelines, and the 2004 Stormwater Quality Manual. All construction activities and best management practices (BMPs) will be		

				performed in accordance with the aforementioned manuals and supplemented as needed with project specific special provisions. Thank you again for your input and continued support as a PAC member for the New Mix PEL Study. The New Mix Project Team will take these comments into consideration. The comments and responses will be documented and included within the Planning and Environmental Linkages (PEL) Study documents. The Project Team is thankful for your engagement and continued support in finding a solution to the future of Mixmaster.		

The *New Mix:*
Project Advisory Committee (PAC) Meeting #3B
April [TBD], 2022

HNTB

84new mix

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Agenda

- Welcome Back!
- PAC Meeting #2C Review
- **The Universe of Alternatives**
  - **Urban Design Objectives**
  - **Replacement Alternatives**

84new mix

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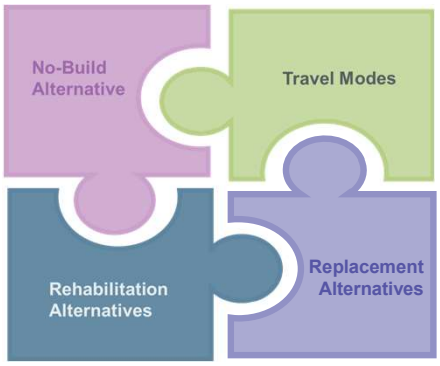
Universe of Alternatives

23 Alternatives

Identified for the Universe

The Study Team summarized and consolidated similar conceptual alternatives

The final Universe defined the following groups of alternatives:



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Preliminary Approach

Places and Spaces

Parks, Greenways, and Open Space

Smart Development

Connecting Corridors

Safe Active Routes

Enlivened Underpasses and Overpasses

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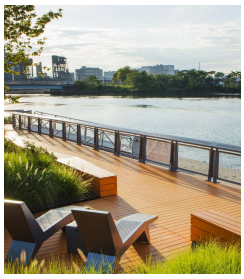
Places & Spaces

Open Space & Smart Development

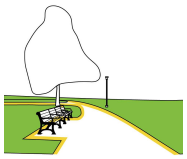
Objectives

- Create a connective tissue between neighborhoods and throughout the city
- Strengthen connection to the waterfront
- Enliven public use around underutilized space around infrastructure
- Generate future economic development



Tools

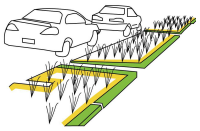
Mixed-Use



Passive Recreation

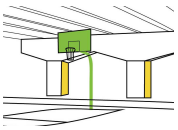
Greenways

Diverse Housing Types



Green Infrastructure

Transit Oriented Development (TOD)



Active Recreation

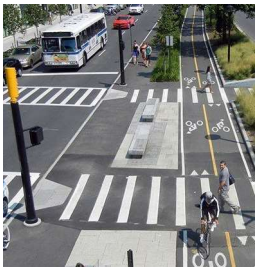
47

Connecting Corridors

Safe Routes & Enlivened Under/Overpasses

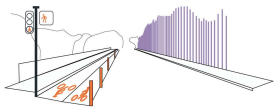
Objectives

- Enhance stormwater management through a network of parks and green infrastructure
- Create safe, accessible, multi-modal streets
- Connect people to downtown, key destinations, and wider transportation networks
- Create unique and site-specific installations to create a sense of place

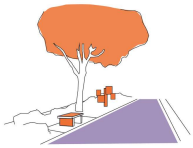


Tools

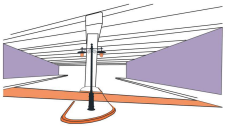
Ped/Bike Signals
Separated Bike Lanes
Community Landmarks



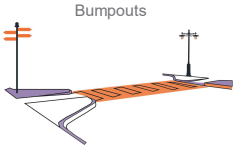
Enhanced Plantings
Street Trees
Public Art
Widened Sidewalks



Pedestrian Refuge Islands
Enhanced Lighting
Place-Based Installations

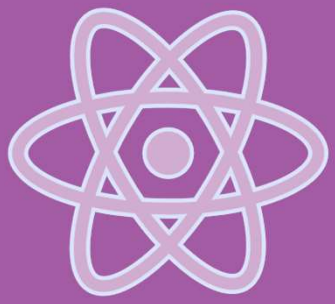


Wayfinding
ADA Curb Ramps
Enhanced Crosswalks
Bumpouts



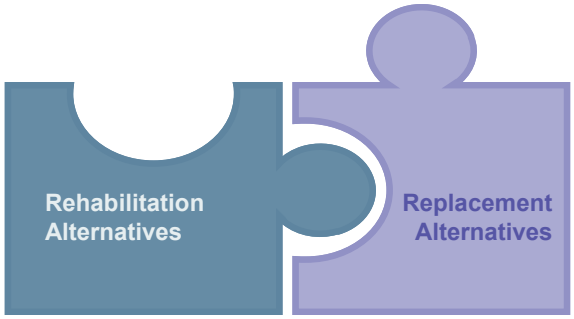
48

New Mix PEL Study
Universe of Alternatives
Replacement Alternatives



49

Key Factors for Identifying New Mix Rehabilitation and Replacement Alternatives



NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Rehabilitation
- Reuse of existing structures
- I-84 and Route 8 Alignments

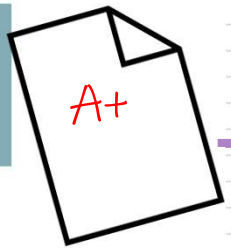
Replacement
- I-84 and Route 8 Alignments
  - north, south, east, west, and in-kind
  - bypass or shift the Naugatuck River
  - Unconventional Solutions
    - tunnel portions of the mainlines
- System Connections: Full or Partial
- Local Connectivity (service interchanges, frontage road systems, collector/distributor roads, etc.)

50

New Mix Program: Highway Design 101

I-84 and Route 8 Alignments

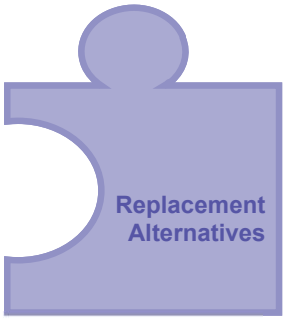
- I-84: north or south
- Route 8: east or west
- Unconventional: tunneling portions of the mainline



51

The Universe of Alternatives: Replacement Alternatives

Includes the complete replacement of the stacked Route 8 and I-84 structures.



1. I-84 Reconstruction In-Place
2. Interchange Shifted East
3. Modern Crossover Interchange
4. Modern Crossover Interchange with Route 8 Split to the South
5. Naugatuck River Shift
6. Keeping Route 8 Stacked
7. Washington Street Bypass
8. South City Bypass
9. Tunnel
10. Combined System Connections
11. Interchange Shifted East with Inner Loop Ramp
12. Modified Diverging Diamond
13. Half Diverging Diamond
14. Partial System Crossover Interchange
15. Partial System Interchange with Freight Street Interchange
16. At Grade System Connections
17. Route 8 Boulevard

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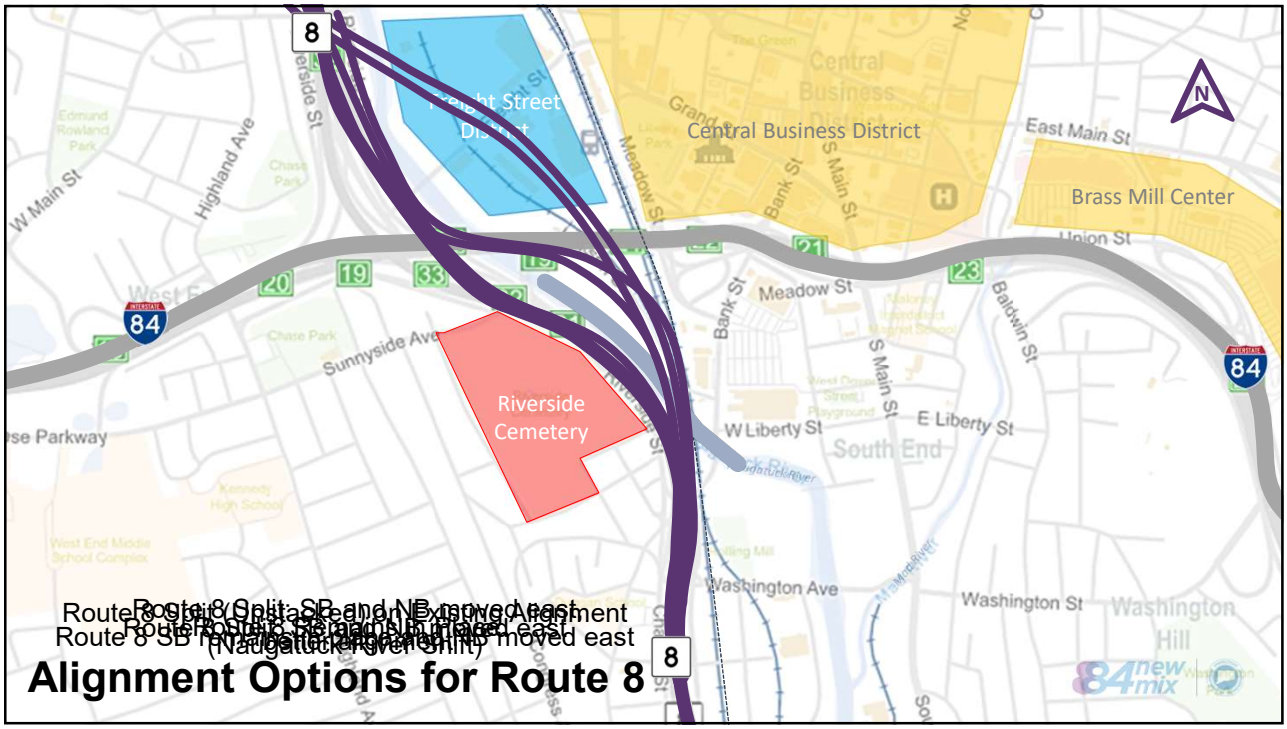
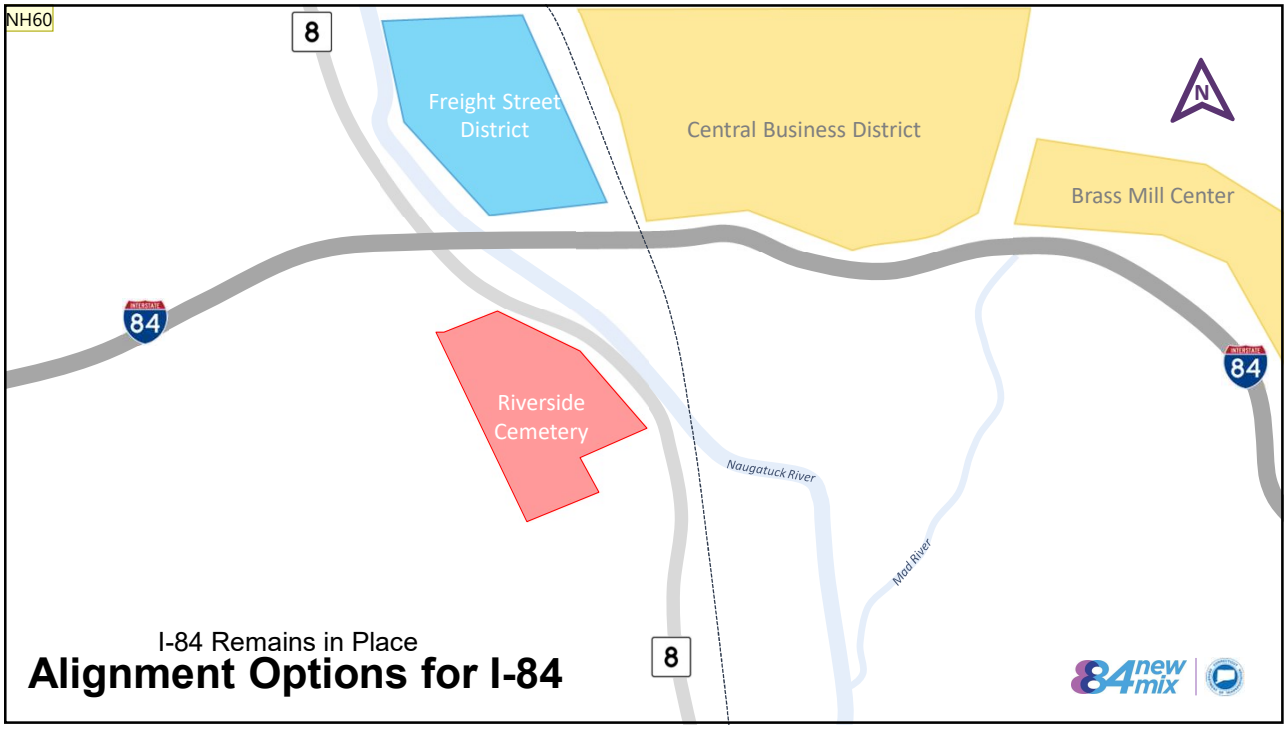
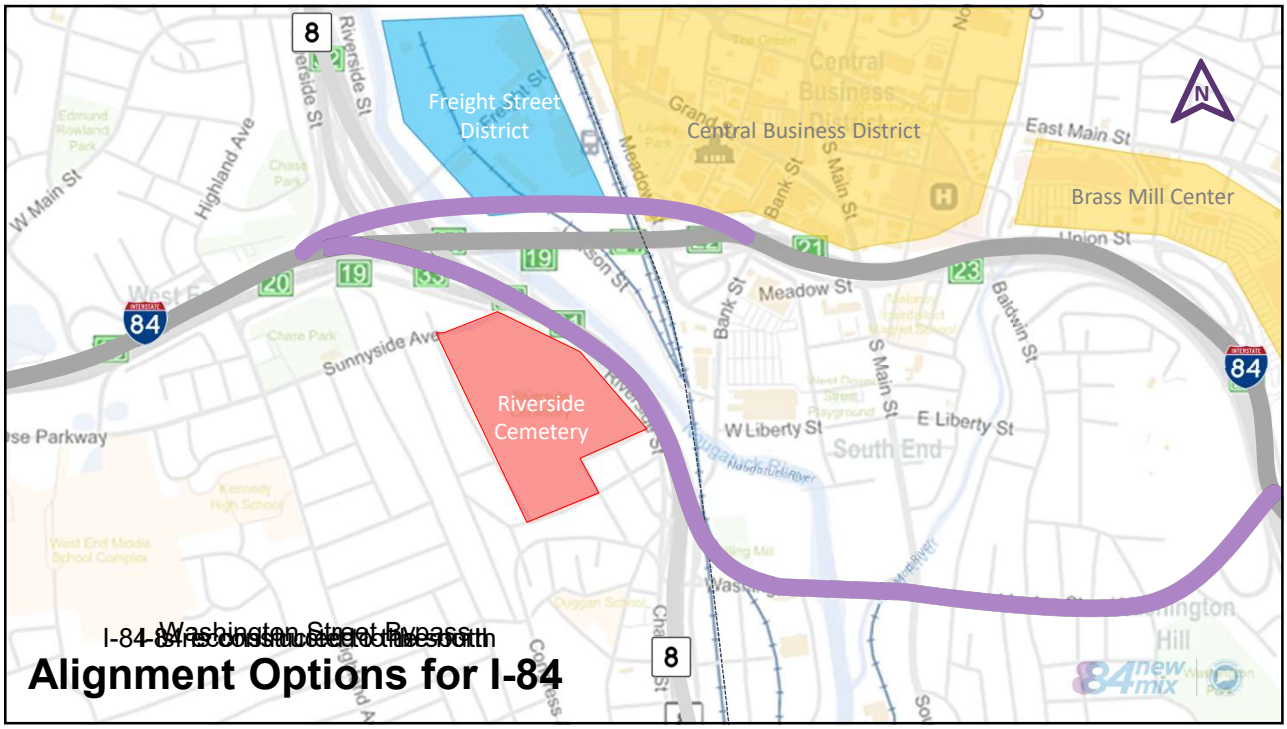

8
Central Business District
East Main St
Brass Mill Center
Union St
Meadow St
Bank St
S Main St
Baldwin St
W Liberty St
E Liberty St
South End
Riverside Cemetery
Sunnyside Ave
Washington Ave
Washington St
Washington Hill
Route 8 Split: SB and NB moved east
Route 8 SB remains in place
Route 8 SB moved east
(Naugatuck River Crossing)
Alignment Options for Route 8

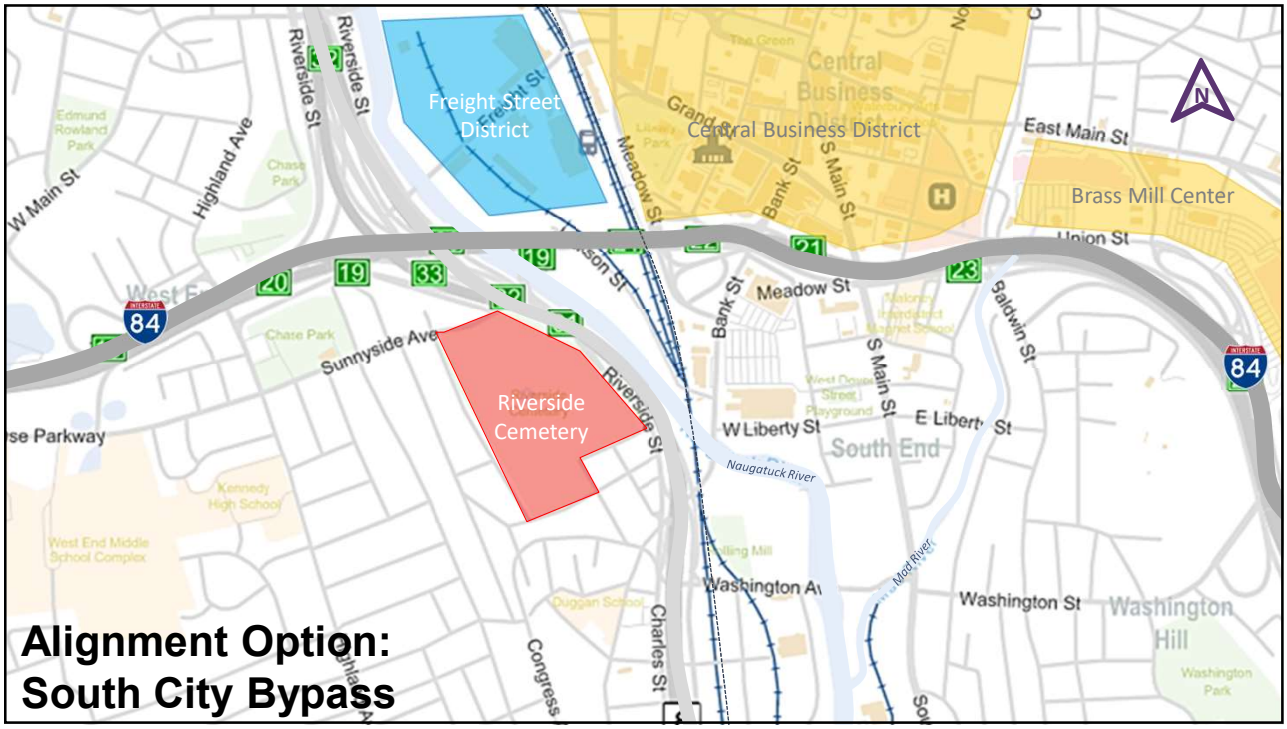
53


NH60
8
Freight Street District
Central Business District
Brass Mill Center
Riverside Cemetery
Naugatuck River
Mad River
I-84 Remains in Place
Alignment Options for I-84

54


Freight Street District
Central Business District
Brass Mill Center
Riverside Cemetery
Meadow St
W Liberty St
E Liberty St
South End
Sunnyside Ave
Washington Street Bypass
I-84 is constructed to the south
Alignment Options for I-84

55


Freight Street District
Central Business District
Brass Mill Center
Riverside Cemetery
Meadow St
W Liberty St
South End
Sunnyside Ave
Naugatuck River
Washington St
Alignment Option:
South City Bypass

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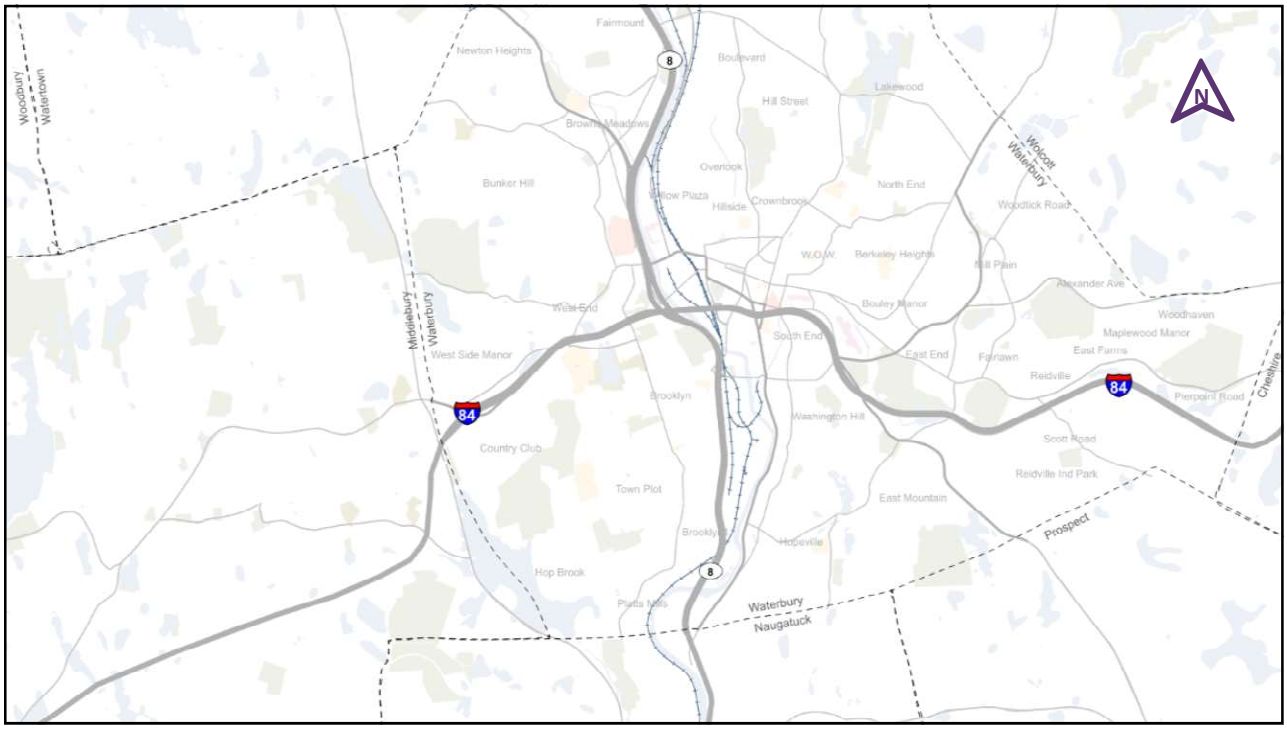
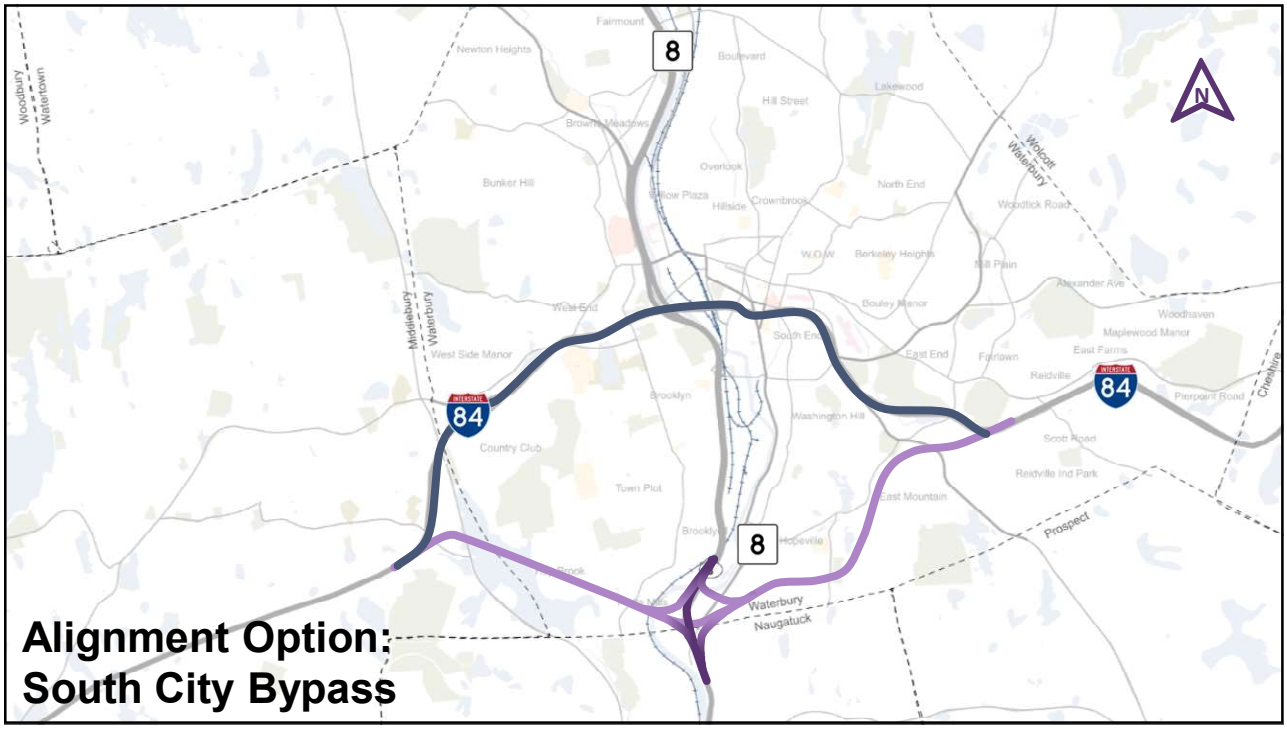

Fairmount
Newton Heights
Boulevard
Hill Street
Lakewood
Brooklyn Meadows
Overlook
Bunker Hill
Willow Plaza
Hillside
Crownbrook
North End
Woodtick Road
W.O.W.
Berkeley Heights
Mill Plain
Alexander Ave
Bouley Manor
West End
South End
East End
Fairlawn
Reidville
Woodhaven
Maplewood Manor
East Farms
Pierpont Road
Cheshire
Washington Hill
Scott Road
Reidville Ind Park
East Mountain
Town Plot
Brooklyn
Hopeville
Hop Brook
Prospect
Waterbury
Naugatuck
Woodbury
Watertown
Middlebury
Wolcott
West Side Manor
Country Club
84
8
N

57


Fairmount
Newton Heights
Boulevard
Hill Street
Lakewood
Brooklyn Meadows
Overlook
Bunker Hill
Willow Plaza
Hillside
Crownbrook
North End
Woodtick Road
W.O.W.
Berkeley Heights
Mill Plain
Alexander Ave
Bouley Manor
West End
South End
East End
Fairlawn
Reidville
Woodhaven
Maplewood Manor
East Farms
Pierpont Road
Cheshire
Washington Hill
Scott Road
Reidville Ind Park
East Mountain
Town Plot
Brooklyn
Hopeville
Prospect
Waterbury
Naugatuck
Woodbury
Watertown
Middlebury
Wolcott
West Side Manor
Country Club
84
8
N
Alignment Option:
South City Bypass

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Open Discussion

Ask questions about the slides just reviewed.

Share ideas.

Request additional information.

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Reminder: PAC Input and Comments Due

On Draft PEL Documents:

Comments / Input Due: May 2, 2022
Email: Nhodges@hntb.com

April

S	M	T	W	TH	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
May 2, 2022	COMMENTS DUE	3	4	5	6	7

TODAY

- The *Preliminary Purpose and Need Statement* report
- The *Analysis, Needs, and Deficiencies* Report

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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #3A Anticipating March 2022

Where:

Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

PAC Mtg #3B Anticipating April 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Obtain Input from PAC

PAC Mtg #3C Anticipating May 2022

Where:
Anticipated
Virtual via Zoom

Topics:

- Present Universe of Alternatives and
- Level 1 screening Criteria
- Obtain Input from the Public

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Questions & Comments

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Thank you.

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End of PAC Meeting #3B

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: May 23, 2022 10:00 AM – 11:30 AM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting No. 3C

Attendees:

PAC Members	
Name	**Organization**
David Simpson	City of Waterbury Department of Public Works
Clifford Brammer III	City of Waterbury Planning Department
Robert Nerney	City of Waterbury Planning Department
Maria Vaccarelli	CT*transit* Waterbury
Martin Begnal	Friends of Riverside Cemetery
Brian Peterson	Holy Trinity Greek Orthodox Church
Julia Rogers	Housatonic Valley Association (HVA)
Dana Elm	Naugatuck Valley Community College (NVCC)
Mark Nielsen	Naugatuck Valley Council of Governments (NVCOG)
Ken Stanco	Office of the Mayor
Stephanie Valickis	Saint Mary's Hospital
Joseph McGrath	Waterbury Economic Development
Arthur Denze Sr.	Waterbury Neighborhood Council
Martin Spring	Waterville Community Club
Tomas Olivo Valentin	Working Cities Challenge

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Scott Roberts	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Kevin Fleming	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Katie Theis	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) provided an opportunity for PAC members to ask the Project Team questions regarding the Planning and Environmental Linkages (PEL) Study's (the Study) Universe of Alternatives (UOA) and introduced the Study's Level 1 screening criteria. *PAC members were polled with regard to which alternatives PAC Members are interested in seeing with visualization and with more explanation. PAC members were asked to pick up to three alternatives. Poll results are provided at the end of this report of meeting as an appendix*.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 3C Summary

a. Alternative No. 18 (Modern Crossover Interchange) was presented in detail as an example for the PAC. An open discussion of the UOA followed. *PAC Members were provided a package with graphics and descriptions of all alternatives within the UOA to review ahead of PAC Meeting No. 3C.*

b. Presentation of the Level 1 screening criteria to the PAC.

   i. Introduced draft *PEL Process Alternative Screening Methodology* document.

c. General questions and discussion.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 3C presentation.

- Mark Nielsen (NVCOG, Assistant Director) inquired about how extensive the improvements would be to the frontage road system that parallels Route 8 (south of I-84) and expressed concern with the potential relocation of Exit 30 as shown in the Modern Crossover Interchange alternative. Mr. Nielsen mentioned that the existing frontage roads, South Leonard Street (one way northbound) and Charles Street (one way southbound), go through active neighborhoods and commercial areas located within Waterbury's Brooklyn neighborhood. With changes to Exit 30's interchange spacing, additional traffic could be added to already congested streets. Mr. Nielsen also expressed concerns with existing detours on Route 8 Northbound and Route 8 Southbound and is of the opinion that the detours have led to an increase in delays, heavy truck traffic, and conflicts with the low clearance railroad bridges in this region. Mr. Nielsen expressed concern with the potential for acquisitions of businesses and homes along Charles Street and South Leonard Street as both streets are nearly fully developed. David Schweitzer (HNTB, Deputy Project Manager) responded that the Project Team acknowledges these concerns and aims to minimize land acquisitions where possible. The Project Team aims to improve access to, not remove, these existing homes and businesses as practicable. Mr. Schweitzer added that the Project is in its preliminary planning stage and that Mr. Nielsen's concerns regarding potential impacts to Waterbury's residential neighborhoods will be taken into consideration as the PEL Study progresses and further evaluated during the National Environmental Protection Act (NEPA) phase of the Project. Presently, the Project Team is analyzing ways to improve interchange spacing that would require minimal land acquisitions. If the Project Team determines that it is

unable to improve the frontage roads, other processes and alternatives would need to be further reviewed.

- Martin Begnal (Friends of Riverside Cemetery, President) remarked that Riverside Cemetery views alternatives that move Route 8 east of the Naugatuck River as desirable. Mr. Begnal also asked about the configuration of Route 8 within the Modern Crossover Interchange alternative. Mr. Schweitzer responded that this alternative would consist of unstacking Route 8 so that the structures are positioned approximately at the same elevation as existing Route 8 Southbound. Mr. Begnal asked what the Project Team envisions for the Naugatuck River Greenway (the Greenway) within the Modern Crossover Interchange alternative. Mr. Schweitzer responded that the Project Team is evaluating potential alignment options for the Greenway such as constructing it west of the Naugatuck River. Mr. Begnal noted that Riverside Cemetery would view this location as favorable for the Greenway. Ms. Hodges added that the Project Team must consider elements of the local context, such as the Greenway, when screening the UOA. Additionally, while alternatives are expected to be dismissed through the screening process, favorable features of dismissed alternatives that are compatible with alternatives that advance through this process could be incorporated into the advancing alternatives as complementary features as practicable.

- Dana Elm (NVCC, Interim Dean of Administration) asked for the Project Team to describe the conceptual changes to Exit 18 within the Modern Crossover Interchange alternative in more detail. Mr. Schweitzer explained that the existing Exit 18 is a five-legged service interchange that is tightly spaced near the core of the Mixmaster. The configuration of Exit 18 has created conflicts for vehicles traveling along I-84 Eastbound and Westbound due to the limited spacing for weaving maneuvers across several lanes. With adherence to current industry interchange spacing guidelines, the Project Team has considered moving Exit 18 further west to create proper spacing between existing Exit 18 and Exit 17. The increase in interchange spacing would allow for proper spacing of signage, merges, weaves, and diverges between both exits. Mr. Schweitzer noted that Exit 18's I-84 Westbound entrance and exit ramps would be relocated on Chase Parkway, opposite of NVCC. Exit 18's I-84 Eastbound entrance and exit ramps would be relocated opposite of Country Club Road. This reconfiguration of Exit 18's I-84 Eastbound entrance and exit ramps would impact some properties but could provide proper interchange spacing along I-84, which could produce better traffic operations and safer driving conditions. Ms. Hodges added that the feasibility of moving Exit 18 is under review. As these are conceptual ideas, the PAC was reminded that the reconfiguration of Exit 18 is being evaluated and is not final.

- Julia Rogers (HVA, Senior Land Protection Manager) asked what will occur after the UOA is presented to the PAC and inquired about when the public would see the UOA. Ms. Hodges responded that after the UOA is presented to the PAC and the PAC has provided feedback on Level 1 evaluation criteria, the Project Team will begin to preliminarily screen alternatives through the first level of screening. This screening will be preliminary as the perspective of the public as well as input from both Federal and State agencies is required before decisions are finalized. As far as the dissemination of

information, the PAC is ahead of the public as the PAC informs the Project Team's approach to presenting the PEL Study and the Project's progress to the public. With regard to the public process, the first public meeting will cover the information presented through PAC milestones 1 and 2. The topics covered under PAC milestone 3 are anticipated to be presented to the public at the second public meeting. At all public meetings, members of the public will have the opportunity to ask questions and provide feedback.

- Mr. Nielsen noted he felt that Waterbury's City officials would not be in favor of alternatives that relocate I-84, such as the Washington Street Bypass and South City Bypass. As the Mixmaster has disconnected Waterbury into four quadrants, adding another interstate within Waterbury could result in further division. Mr. Nielsen also expressed concerns with the Route 8 Boulevard alternative's conceptual design, which features utilization of traffic signals on Route 8. Mr. Nielsen expressed that he does not view the Route 8 Boulevard alternative as favorable, as it is likely to create similar operational issues that other CTDOT State Projects are correcting by removing signalizations from the highway, i.e., the CTDOT projects located along Route 9 in Middletown. Ms. Hodges thanked Mr. Nielsen for his input and assured him that the Project Team has also considered the concerns Mr. Nielsen has broached. As part of the PEL Study, the Project Team must consider all alternatives and screen them as part of identifying the Range of Reasonable Alternatives. As the screening process progresses, the Project Team anticipates that several alternatives will be deemed unfeasible or fatally flawed.

- Arthur Denze Sr. (Waterbury Neighborhood Council, President) asked if the design of the Modern Crossover Interchange alternative would result in a change to the Mixmaster's elevation. Mr. Schweitzer responded that Route 8 would be at the same level as existing Route 8 Southbound, and I-84 would be at the level of existing I-84 Westbound. Some ramps may need to be elevated above I-84, but the Mixmaster's elevation as designed in the Modern Crossover Interchange alternative would predominantly be lower than existing. Mr. Denze noted that the Modern Crossover Interchange alternative would necessitate the Mixmaster's footprint to be wider than existing conditions. Mr. Schweitzer confirmed that would be the case in instances where the Mixmaster is unstacked. The Project Team is considering alternatives that are unstacked because the maintenance and upkeep for stacked structures is extensive and costly. Mr. Denze asked if a wider footprint would necessitate land and property acquisitions and Mr. Schweitzer confirmed that a wider footprint would likely necessitate parcel acquisitions.

- Ken Stanco (Office of the Mayor, Project Liaison) asked if the Project would impact the existing rail system south of Union Station. Mr. Schweitzer responded that the existing rail system has been taken into consideration as part of the creation of conceptual alternatives. As the railroad is elevated along Meadow Street, the Project Team conducted a study to assess the feasibility of placing the proposed east and west frontage roads under the existing railroad. In this instance, Meadow Street would be lowered to intersect with these proposed frontage roads. This feasibility study involved analyzing

the types of bridges that could provide proper vertical clearance for vehicles passing underneath the railroad while also remaining cognizant of the area being within the floodplain of the Naugatuck River. Mr. Stanco thanked Mr. Schweitzer and noted that there are plans to upgrade this system in the future, potentially adding an additional rail line.

- Martin Spring (Waterville Community Club, President) expressed concern for the safety of drivers utilizing the Mixmaster. Mr. Spring provided anecdotal experiences with regards to frequent crashes on I-84 Eastbound and Westbound within the Study Area. Mr. Spring also expressed concern for the safety of construction workers contending with high-speed vehicles, dangerous weaving conditions, and large volumes of tractor trailers in close proximity to work zones. Ms. Hodges responded that the Project Team is analyzing ways to improve safety and to reduce the crash rate along the Mixmaster. Safety remains an important consideration for the Project Team throughout this PEL Study process and future processes as well.
- Stephanie Valickis (Saint Mary's Hospital, Media Relations/Communications Specialist) noted she found it difficult to determine which of the alternatives within the UOA may or may not impact access to the St Mary's Hospital, highlighting that any alternative that impedes travel for emergency medical services (EMS), patients or hospital staff to the hospital would be of concern. Ms. Valickis asked the Project Team to consider any impacts on travel to Waterbury's hospitals throughout the screening process. Mr. Schweitzer assured Ms. Valickis that maintaining efficient and timely access to Waterbury's hospitals is a high priority to the Project Team. Nilesh Patel (CTDOT, Principal Engineer) encouraged Ms. Valickis to contact the Project Team with any insight into operations or areas that EMS may view as of concern. Ms. Valickis responded that she would connect with Saint Mary's Hospital's ambulance partners and follow up with the Project Team with any feedback received. Mr. Schweitzer added that elements of the Mixmaster that the Project aims to improve could make it safer and easier to access Waterbury's hospitals. Scott Roberts (CTDOT, Project Manager) also reiterated that the UOA's alternatives are presently high-level conceptual designs and will be further refined as the PEL Study progresses and throughout the NEPA processes. While the PEL study will result in identifying a Range of Reasonable Alternatives to move into the NEPA process, these potential solutions will still necessitate further refinement and improvement to accommodate the input received through public outreach.
    - After the meeting, Ms. Valickis communicated to the Project Team that St. Mary's Hospital's Director of EMS identified two concerns regarding the New Mix: (1) the proactive and timely communication of traffic impacts, and (2) the identification of viable/favorable alternate routes for emergency vehicles.
- Ms. Rogers shared that she also found it difficult to assess which of the UOA's alternatives' impacts were of concern. She expressed that she is hopeful that as alternatives begin to get screened out of the PEL Study, these impacts could be better understood, and thus PAC members, the public, and other agencies can more clearly see which alternatives have potential impacts that are of concern. Ms. Hodges acknowledged

the present quantity of alternatives within the UOA could make review of the UOA's alternatives challenging. Ms. Hodges assured PAC members that as the screening process progresses, the alternatives' impacts would become clearer. With each level of screening, documents will be produced detailing why alternatives advance while others are dismissed. Christopher Fagan (HNTB, Project Engineer) added that as the PEL Study progresses, additional detail with regard to conceptual alternatives will be presented at future PAC meetings and PAC member feedback will be obtained. PAC members will have the opportunity to understand why certain alternatives, due to being fatally flawed or impractical, are dismissed and therefore not evaluated further. The Project Team will also explain why alternatives that were not dismissed have advanced in the PEL Study.

- Mr. Begnal asked the Project Team about ways for stakeholders to stay engaged after the PEL Study. Mr. Begnal continued that he felt that community involvement will be critical in future phasesas more granular details such as sidewalks and cross walks are designed. Ms. Hodges responded that the Project's website will stay live post-PEL Study and throughout the NEPA process. During the NEPA phase, the PEL Study's Range of Reasonable Alternatives will be further evaluated and will become increasingly refined and detailed. The NEPA process will have a public involvement process similar to that of the PEL Study. The public will be able to provide their input and comments to the Project Team throughout the NEPA process. Mr. Begnal asked if there would be a PAC during NEPA. Ms. Hodges responded that the Project Team will need to conclude the PEL Study and assess the Range of Reasonable Alternatives before they can determine whether the NEPA phase would include a PAC. Mr. Begnal noted that the Riverside Cemetery desires to continue to be involved throughout the Project's PEL and NEPA phases.
- Brian Peterson (Holy Trinity Greek Orthodox Church) asked if alternatives that are screened out could have features that could be preserved or salvaged. Ms. Hodges responded in the affirmative, stating that elements or aspects of the alternatives that fail to progress through a screening level could still be considered for incorporation into other alternatives that progress, if those elements or features are complementary, feasible, and do not fail to meet the screening criteria themselves. Some features of alternatives are linked to other features and thus cannot exist without the other. The Project Team would not consider these linked features to be complementary to other alternatives.

Mr. Fagan noted that if PAC members had any outstanding comments or concerns about the UOA or the Level 1 screening criteria that they could contact the Program Team with any of their comments or concerns. Ms. Hodges added that the draft *PEL Process Alternative Screening Methodology* document is available on the Project website and encouraged PAC members to review the document and provide the Project Team with any questions, comments, or additional feedback upon their review via email or through the Project website.

The Project Team then thanked all PAC members for their attendance and contributions throughout the meeting.

Meeting adjourned.

3. PAC Meeting 3C Appendix: Poll Response Data

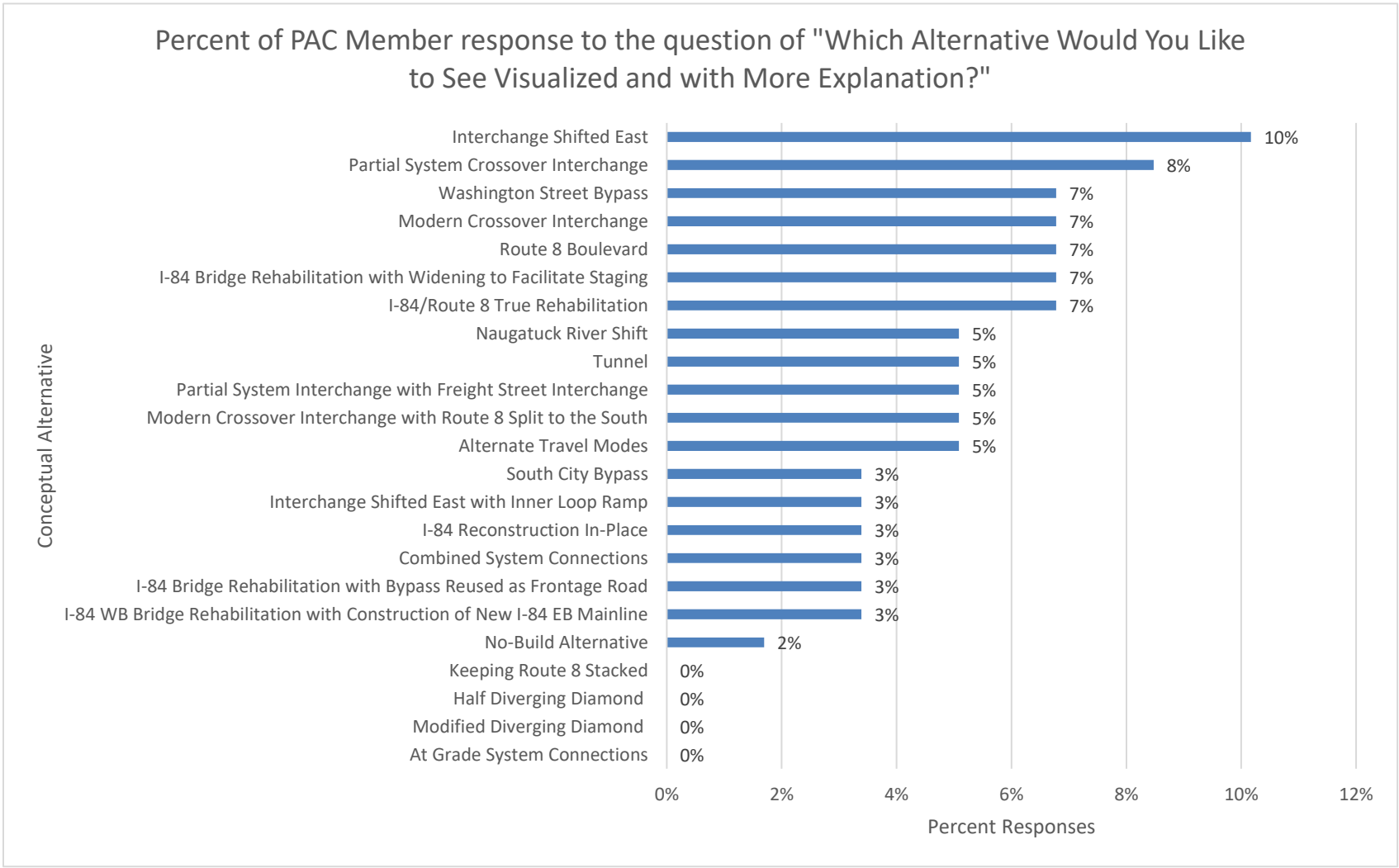

Figure 1: Poll results for "Which Alternative Would You Like to See Visualized and with More Explanation?" Up to three alternatives were able to be selected by the poll participants and results are presented from highest to least percentage of selection. A total of 59 responses were provided.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #3c Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	5/23/2022 Letter	Bengal, Martin – Riverside Cemetery	Please include this letter into the record as a statement from Riverside Cemetery, a stakeholder in the Interstate 84 and Route 8 replacement project, known as the New Mix. Riverside Cemetery was dedicated in 1853 as a rural movement cemetery along the west bank of the Naugatuck River about one mile southwest of the center of Waterbury. It is the resting place of industrialists and inventors, artists and architects, soldiers and suffragettes, governors and congressmen, and the men and women who changed the region and the world. Riverside Cemetery is, in short, a museum of art and history set in a beautifully landscaped park. Riverside is an important cultural and economic asset to the City of Waterbury and the	On behalf of the Department and the New Mix Project Team, thank you for your input and continued support as a PAC member. We will include your attached letter in the project records for valuable feedback as we move forward toward the common goal of determining a viable solution for the replacement of the interchange.	N/A	5/23/2022, Email, SAR

			Greater Waterbury region. Just inside the cemetery's front gate, literally within feet of the I-84 and Route 8 interchange, known as the Mixmaster, is the Hall Memorial Chapel. The chapel is a modern gothic, granite building by architect Robert Wakeman Hill, who was state architect under four governors during the last half on the 19th century. Hill built dozens of public and private buildings including armories across the state, the Litchfield County Courthouse, the Thomaston Opera House, the Griggs Building, perhaps the finest examples of Queen Anne architecture in New England, and the Hall Chapel at Riverside. The Mixmaster is a serious threat to the chapel. The chapel's end gable walls are pulling away from the structure, leaving gaps at the roofline, allowing water to enter and damage interior and exterior masonry. The largest gap is, unsurprisingly, on the wall closest to the highway.			

			The Mixmaster has caused and continues to harm the Brooklyn neighborhood. However, it is fair to say the negative impact of the Mixmaster on Riverside Cemetery is as great as any other in Waterbury. Aside from the physical damage to the historically significant Hall Chapel, the Mixmaster at the front entrance is loud, ugly and a source of great confusion for people tying to find Riverside. The cemetery was built for the living as a place of refuge from the growing urbanization of the Industrial Revolution. The rural cemeteries were, in fact, our nation's first parks. The Mixmaster destroys any sense of peace for those visiting Riverside as a sanctuary or visiting family members resting there. We hope the New Mix Project can address these problems. Riverside Cemetery is asking and would enthusiastically support the New Mix project moving Route 8 and its interchange with I-84 to the east side of the Naugatuck River.			

			We would also support the moving of entrances and exits along Route 8 to be moved further north and south of the Mixmaster, making Riverside Street a “frontage road.” We would hope that traffic controlling devices would be in place to keep vehicular speed at a reasonable limit along Riverside Street. We would also like to be included as a stop on the Naugatuck River Greenway project, planned to run along the east side of the Naugatuck. We would request a simple foot bridge across the river and signs that would direct bicycle and foot traffic to Riverside. We trust the road engineers to make the interchange more efficient, safer, and less confusing for motorists. We hope the design is also able to make the interchange more aesthetically pleasing, improves interface with the local neighborhoods, creates connectivity between the city’s neighborhoods, makes it safer for pedestrians and bicyclists, and can reduce the noise it generates.			

			Riverside Cemetery is committed to the New Mix project and is willing to be helpful in anyway that we can			
2	5/25/2022 Email	Valickis, Stephanie – Saint Mary's Hospital	Following our meeting on Monday, I did connect with the director of our EMS. He only had a couple of concerns to share: 1) Proactive and timely communication about traffic impacts 2) Alternate route identification – what is the best options for Emergency Vehicles We appreciate the work that your team is doing and for including our organization in this process. Take care and have a wonderful week,	On behalf of the Department and the New Mix Project Team, thank you for your follow up and continued support as a PAC member. We will include the concerns identified by the Director of EMS in the project records for valuable feedback as we move forward toward the common goal of determining a viable solution for the reconstruction of the interchange. Thank you again and have a great rest of your week	N/A	5/25/2022, Email, NCH

The *New Mix:*
Project Advisory Committee (PAC) Meeting #3C
May [TBD], 2022

HNTB

84new mix

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Agenda

- Welcome Back!
- PAC Meeting #2C Review
- **The Universe of Alternatives**
  - **Replacement Alternatives**
- **Level 1 Screening Criteria**
- **Next Steps**

84new mix

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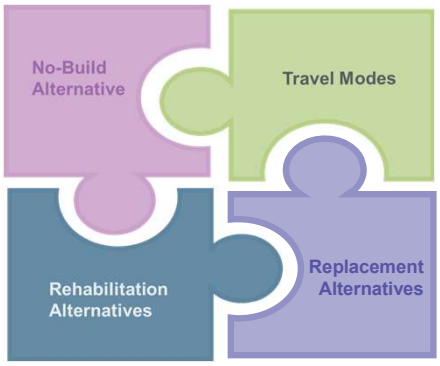
Universe of Alternatives

23 Alternatives

Identified for the Universe

The Study Team summarized and consolidated similar conceptual alternatives

The final Universe defined the following groups of alternatives:



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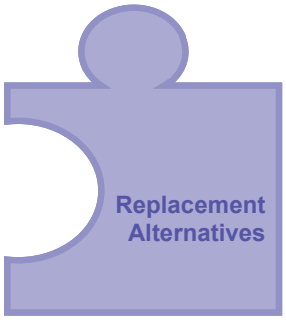
Key Factors for Identifying New Mix Rehabilitation and Replacement Alternatives



NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Rehabilitation
- Reuse of existing structures
- I-84 and Route 8 Alignments

Reconstruction
- I-84 and Route 8 Alignments
  - Unconventional Solutions
- Full System or Partial System Connections
- Connections (service interchanges and frontage road systems, collector/distributor roads, etc.)

Concepts are flexible!

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The Universe of Alternatives: Replacement Alternatives

Includes the complete replacement of the stacked Route 8 and I-84 structures.

1. I-84 Reconstruction In-Place
2. Interchange Shifted East
3. Modern Crossover Interchange
4. Modern Crossover Interchange with Route 8 Split to the South
5. Naugatuck River Shift
6. Keeping Route 8 Stacked
7. Washington Street Bypass
8. South City Bypass
9. Tunnel
10. Combined System Connections
11. Interchange Shifted East with Inner Loop Ramp
12. Modified Diverging Diamond
13. Half Diverging Diamond
14. Partial System Crossover Interchange
15. Partial System Interchange with Freight Street Interchange
16. At Grade System Connections
17. Route 8 Boulevard

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NH59

New Mix Program: Highway Design 101

I-84 and Route 8 Alignments

I-84: north or south

Route 8: east or west

Unconventional: tunneling portions of the mainline

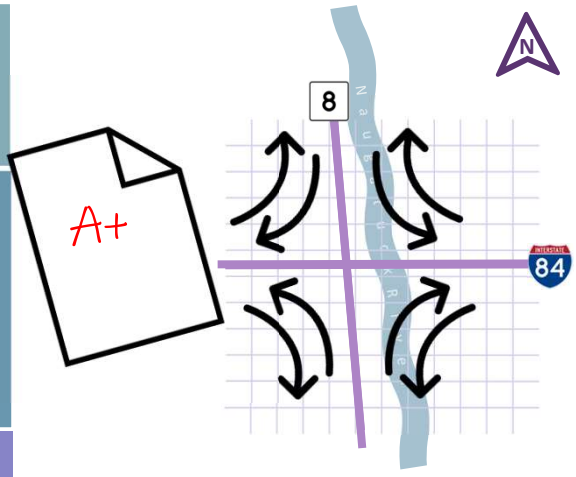
System Connections
(getting to/from I-84 and Route 8)

Full System Connections
Direct connections: stay on the mainline, typical from I-84/Rt 8

Partial System Connections
Indirect Connections: must leave the mainline, on the local road network

Connectivity (local): service interchanges, frontage road systems, and more

Connecting the city to the mainlines and enhancing local roadway network



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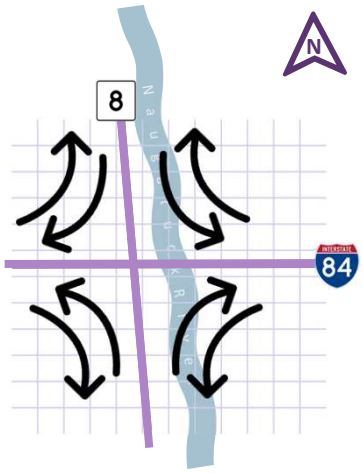
Full System Connection Features

Direct connections: stay on the mainline to get to/from I-84/Route 8 (how these roadways currently connect)

- Crossover Interchange
- Combined System Movement
- Diverging Diamond Interchange



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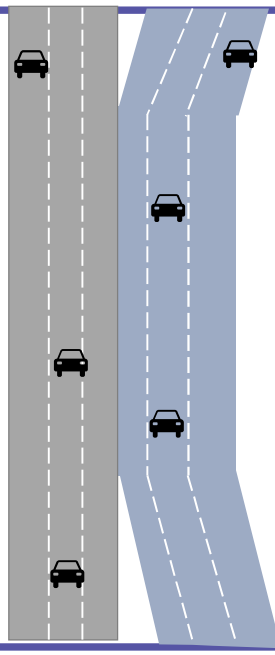
Full System Connection Features

Combined System Movement :

Vehicles traveling on a mainline together, leave or join a mainline together. This movement has increased traffic flow and requires more vehicular maneuvers.



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Full System Connection Features

Diverging Diamond Interchange:

Relatively new interchange type in the United States. DDI designs confer many benefits when compared to traditional crossover interchanges, including reduced delays, increased turning movement capacity, and compact layouts.

NYSDOT, Route 17 at Route 32 (Exit 131) Reconstruction, Lead Designer, Harriman, NY

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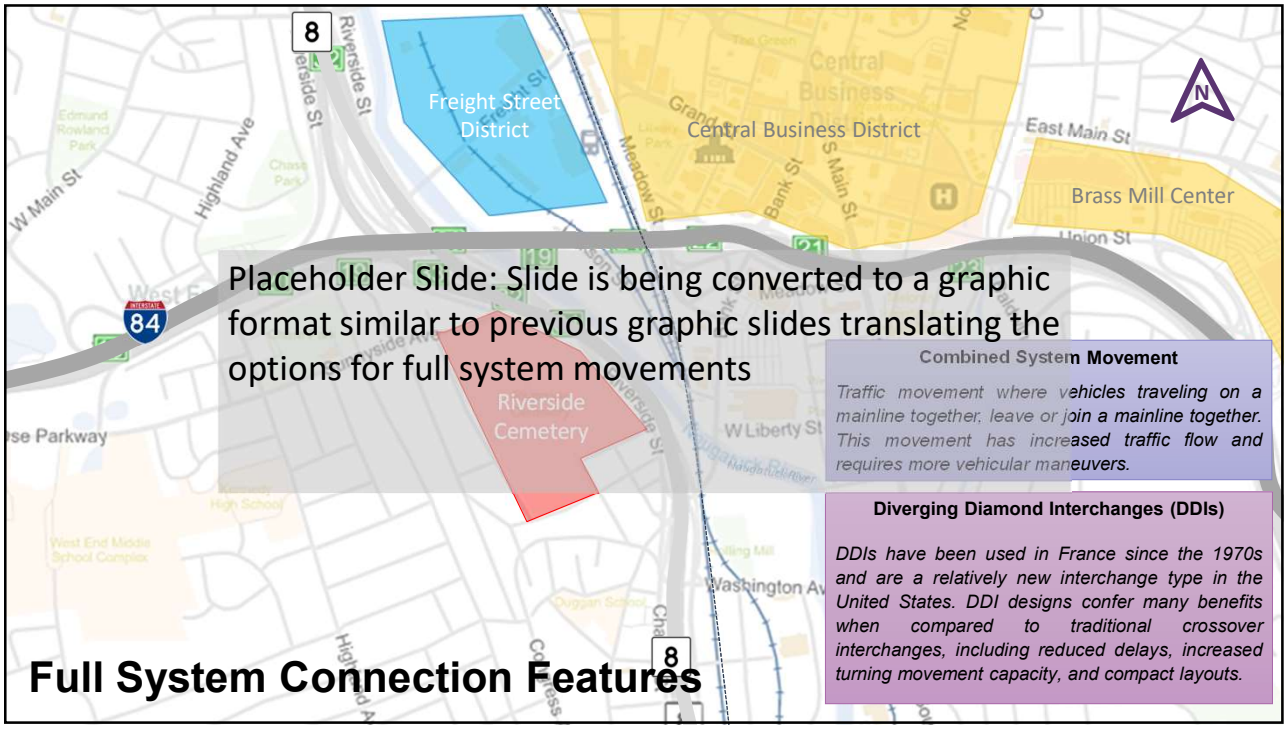

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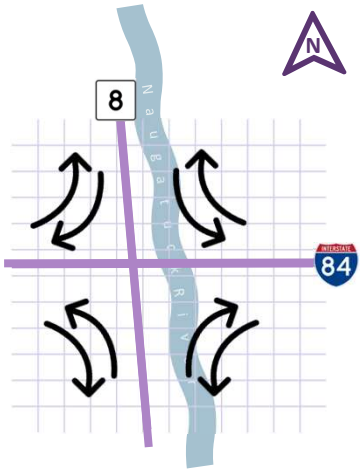
Partial System Connection Features

Indirect Connections: must leave the mainline. Connections are made on the local road network.

No Conceptual Alternative has all indirect connections for mainline movements

Indirect Connections include:

- I-84 EB to Route 8 NB
- I-84 EB to Route 8 SB
- Route 8 NB to I-84 WB



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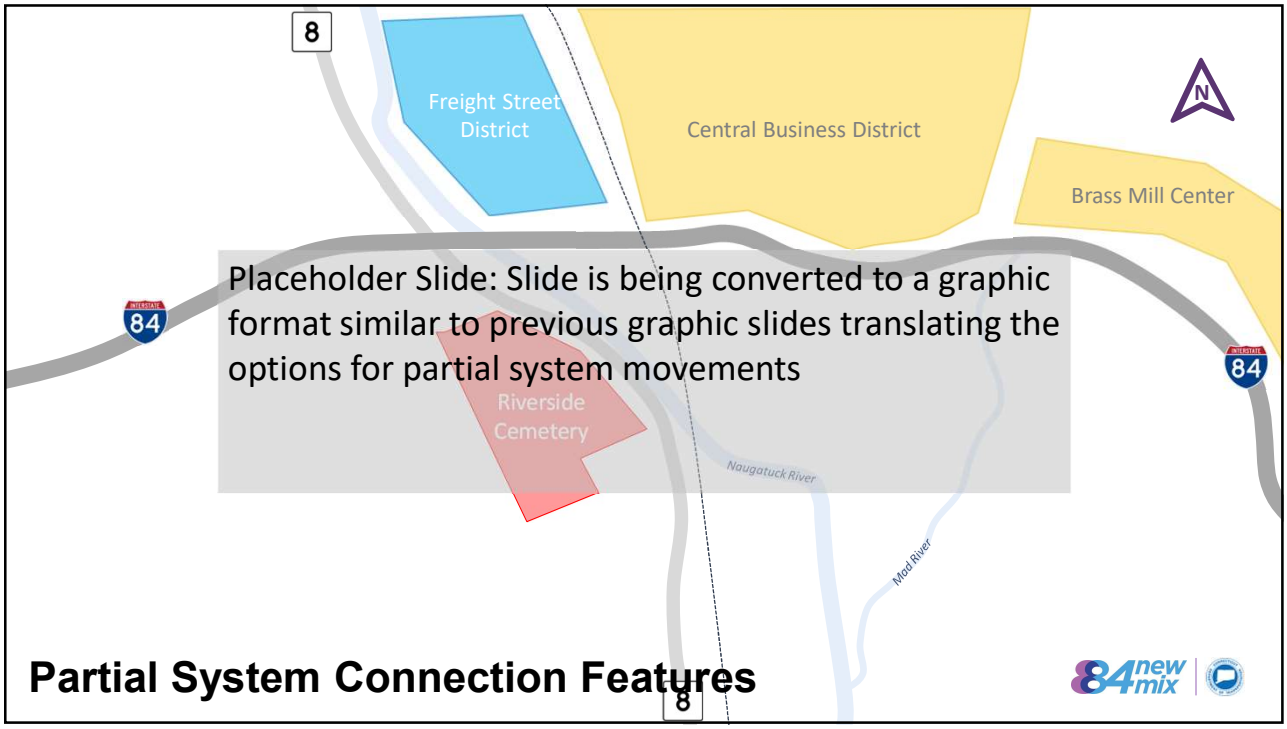
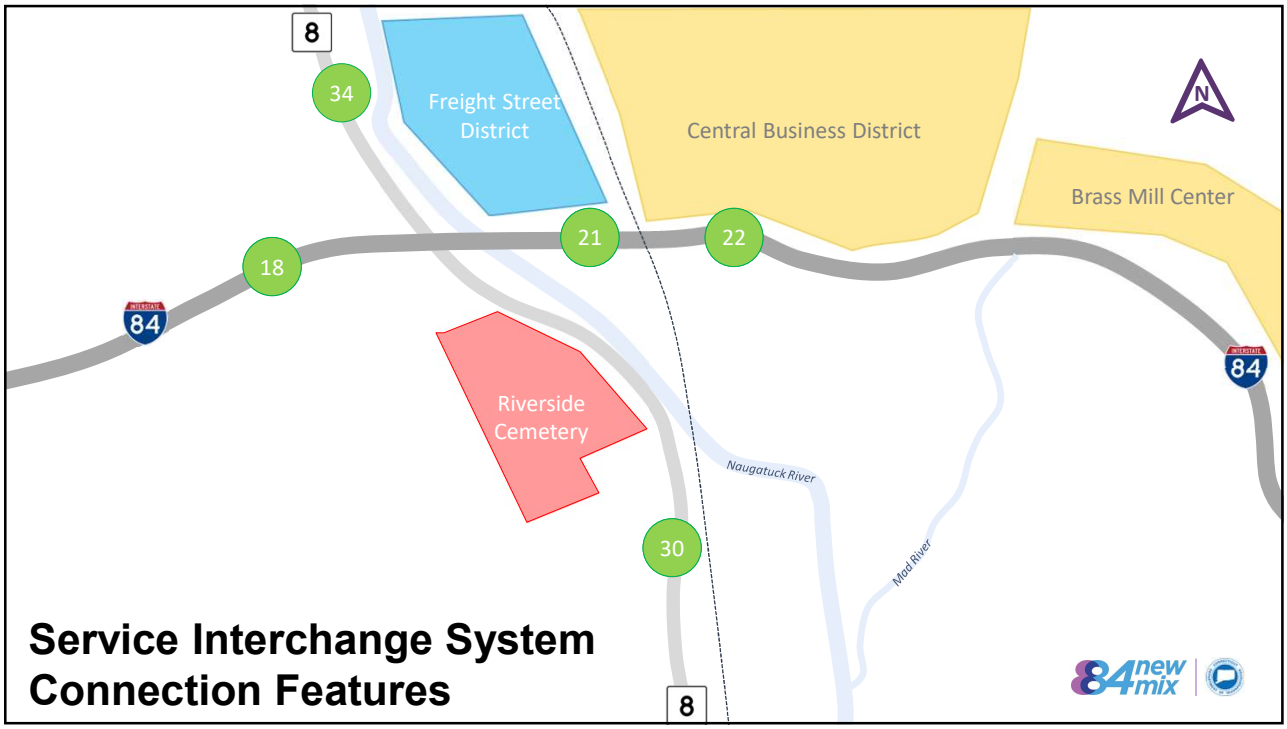


Placeholder Slide: Slide is being converted to a graphic format similar to previous graphic slides translating the options for partial system movements

76



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Local Connectivity Features

Local Connectivity: service interchanges, frontage road systems, and more:

Connecting the city to the mainlines and enhancing local roadway network

Collector/Distributor(C/D) roads: lower speed limited access highways that are separated from the mainline.

Frontage Roads: urban arterials that often parallel the mainline and improve the traffic operations on local road networks while providing access to commercial properties.

Arterial Improvements

Intersection Improvements

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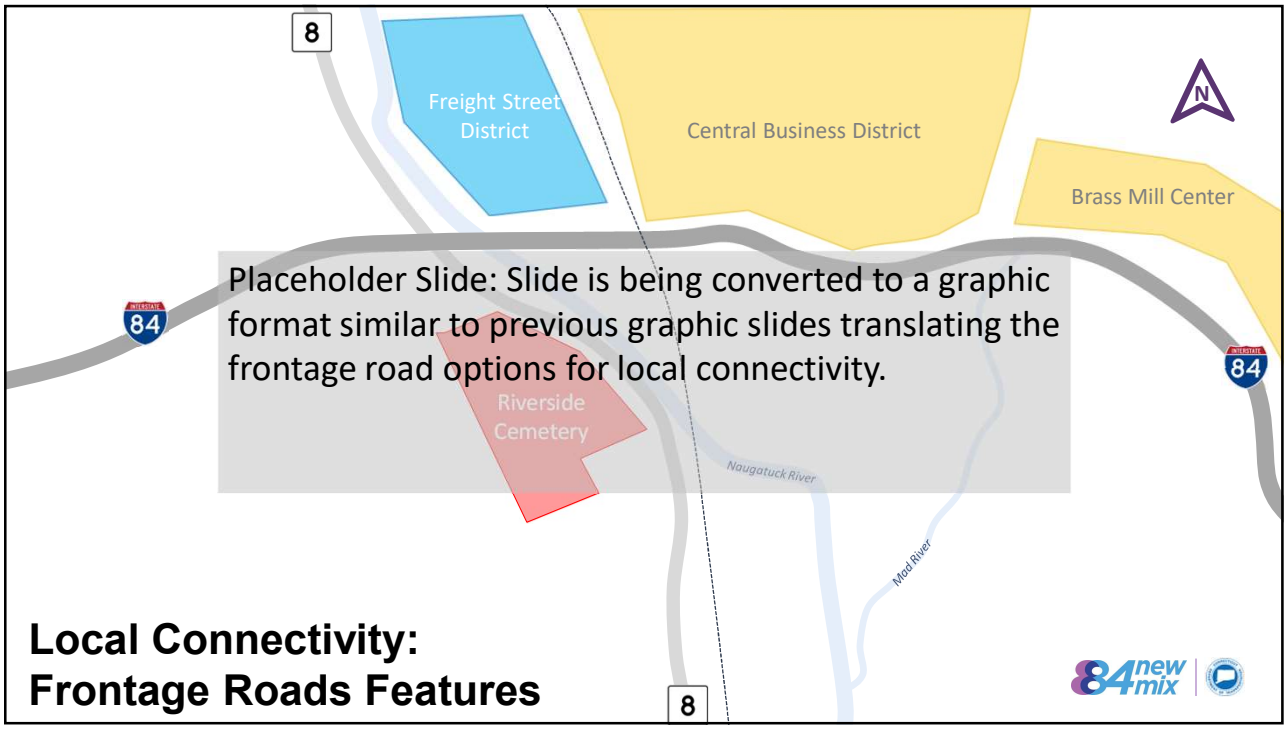
8
Freight Street District
Central Business District
Brass Mill Center
N
Placeholder Slide: Slide is being converted to a graphic format similar to previous graphic slides translating the frontage road options for local connectivity.
84
84
Riverside Cemetery
Naugatuck River
Mad River
Local Connectivity:
Frontage Roads Features
8
84 new mix

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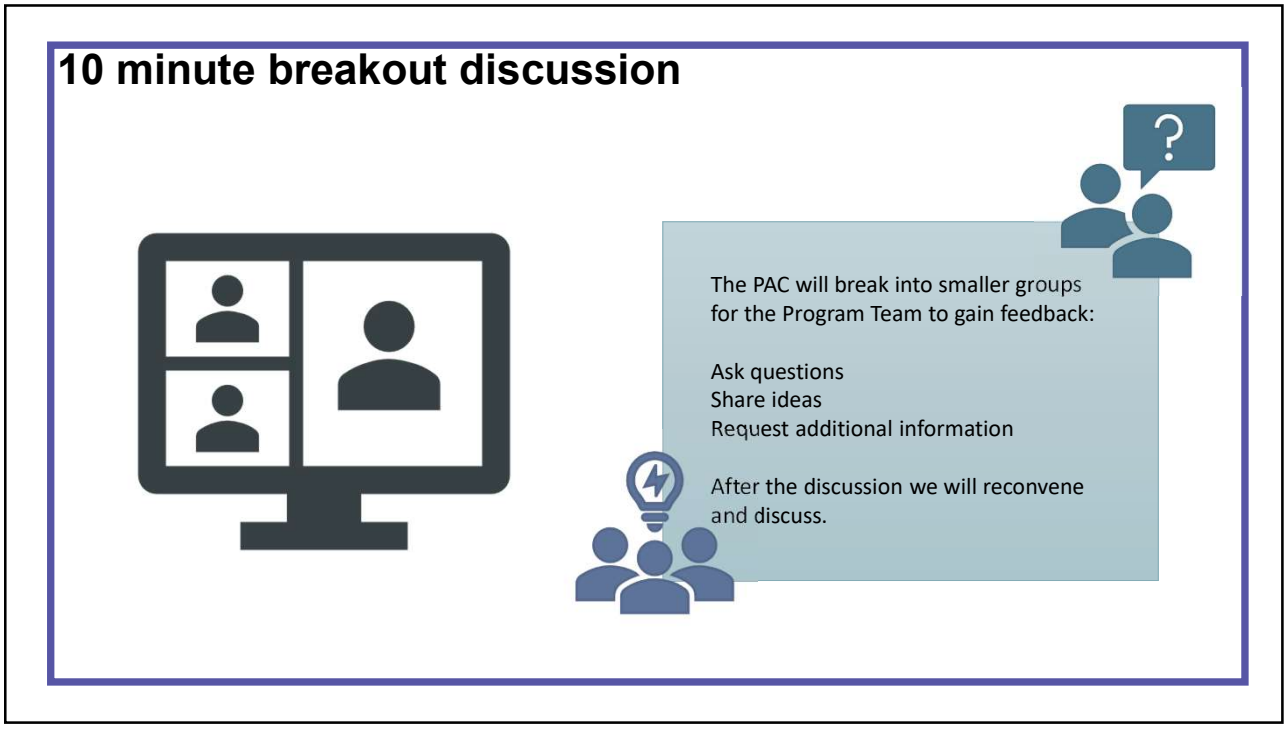
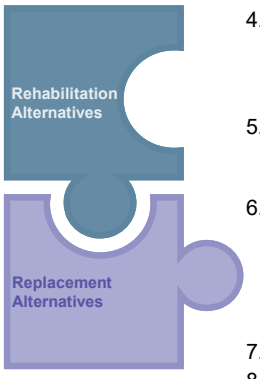

10 minute breakout discussion
The PAC will break into smaller groups for the Program Team to gain feedback:
Ask questions
Share ideas
Request additional information
After the discussion we will reconvene and discuss.

80

Major Themes discussed

81

Which scenario would you like to see visualized or with more explanation?



Rehabilitation Alternatives

3. I-84/Route 8 True Rehabilitation
4. I-84 WB Bridge Rehabilitation with Construction of New I-84 EB Mainline
5. I-84 Bridge Rehabilitation with Bypass Reused as Frontage Road
6. I-84 Bridge Rehabilitation with Widening to Facilitate Staging

Replacement Alternatives
Route 8 Alignments

7. Route 8 Remains In Place
8. Route 8 Is Unstacked and In Place (Incorporates Naugatuck River Shift)
9. Route 8 SB In Place and NB moved East
10. Route 8 SB and NB moved East
11. Route 8 SB and NB moved East with better alignment

I-84 Alignments

12. I-84 Remains in Place
13. I-84 is moved to the north
14. I-84 is moved to the south
15. I-84 is moved to the south on alignment with Washington Street
16. I-84 is move to the south as the South City Bypass

Full System

17. Fully System Crossover Interchange
18. Modified Diverging Diamond
19. Half Diverging Diamond
20. Route 8 Boulevard
21. Modern Crossover
22. Partial System Crossover Interchange
23. Partial System Interchange with Freight Street Interchange
24. Tunnel
25. Naugatuck River Shift

Partial System

22. Partial System Crossover Interchange
23. Partial System Interchange with Freight Street Interchange
24. Tunnel
25. Naugatuck River Shift

Local Road Improvements

22. Partial System Crossover Interchange
23. Partial System Interchange with Freight Street Interchange
24. Tunnel
25. Naugatuck River Shift

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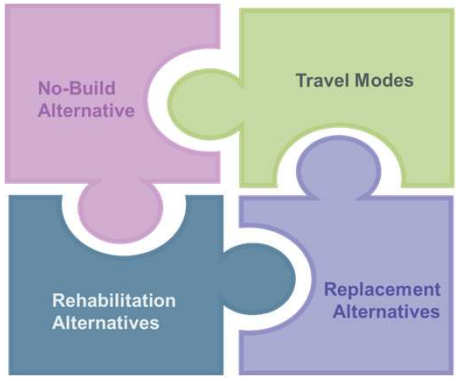
Which alternative would you like to see visualized and with more explanation? (Vote through zoom application)



1. No-Build Alternative
2. Alternate Travel Modes

Rehabilitation Alternatives

3. I-84/Route 8 True Rehabilitation
4. I-84 WB Bridge Rehabilitation with Construction of New I-84 EB Mainline
5. I-84 Bridge Rehabilitation with Bypass Reused as Frontage Road
6. I-84 Bridge Rehabilitation with Widening to Facilitate Staging

Replacement Alternatives

7. At Grade System Connections
8. Modern Crossover Interchange with Route 8 Split to the South
9. Interchange Shifted East
10. Combined System Connections
11. I-84 Reconstruction In-Place
12. Interchange Shifted East with Inner Loop Ramp
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19. Washington Street Bypass
20. South City Bypass
21. Keeping Route 8 Stacked
22. Tunnel
23. Naugatuck River Shift

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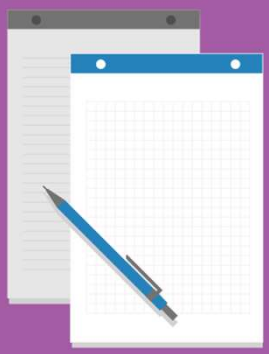
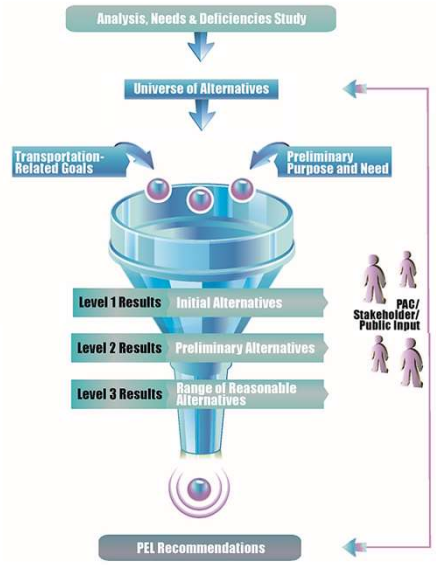
New Mix Program PEL Study Level 1 Screening Criteria



84

New Mix PEL Process Preview: Screening of Alternatives



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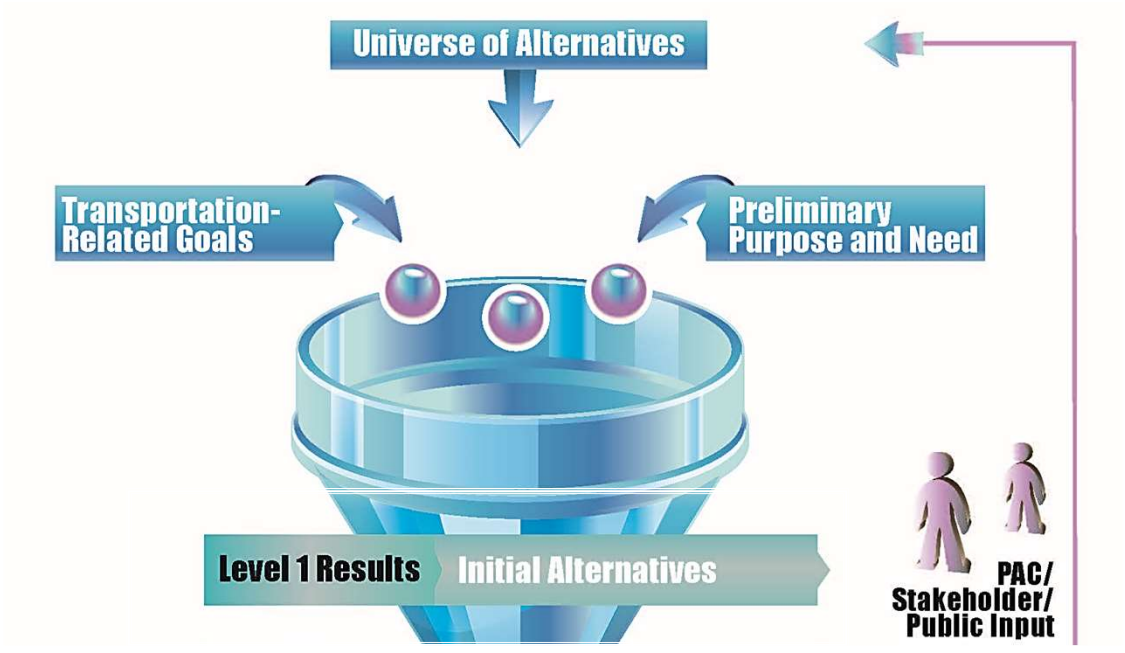

86

Level 1 Analysis: Engineering Based – Can the Alternative Satisfy the Purpose of the Program? Does it have any fatal flaws?

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Fatal Flaws:
Cost Feasibility Additional TBD

Pass

Fail

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NH58

New Mix PEL Study Level 1 Screening Criteria

Structural

Geometric

Operational

Cost

Feasibility

Improve Structural Deficiencies

Address the need to improve or replace deteriorating bridge structures that have outlived their original intended 50-year service lives.

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Engineering Based – Can the Alternative Satisfy the Preliminary Purpose and Need Statement? Does it have any fatal flaws?
(Improve the Identified Major Transportation Deficiencies)

- ☑ Structural
- ☑ Geometric
- ☑ Operational
- ☑ Cost
- ☒ Feasibility

=FAILURE TO SATISFY THE PRELIMINARY PURPOSE & NEED STATEMENT HAS FATAL FLAW

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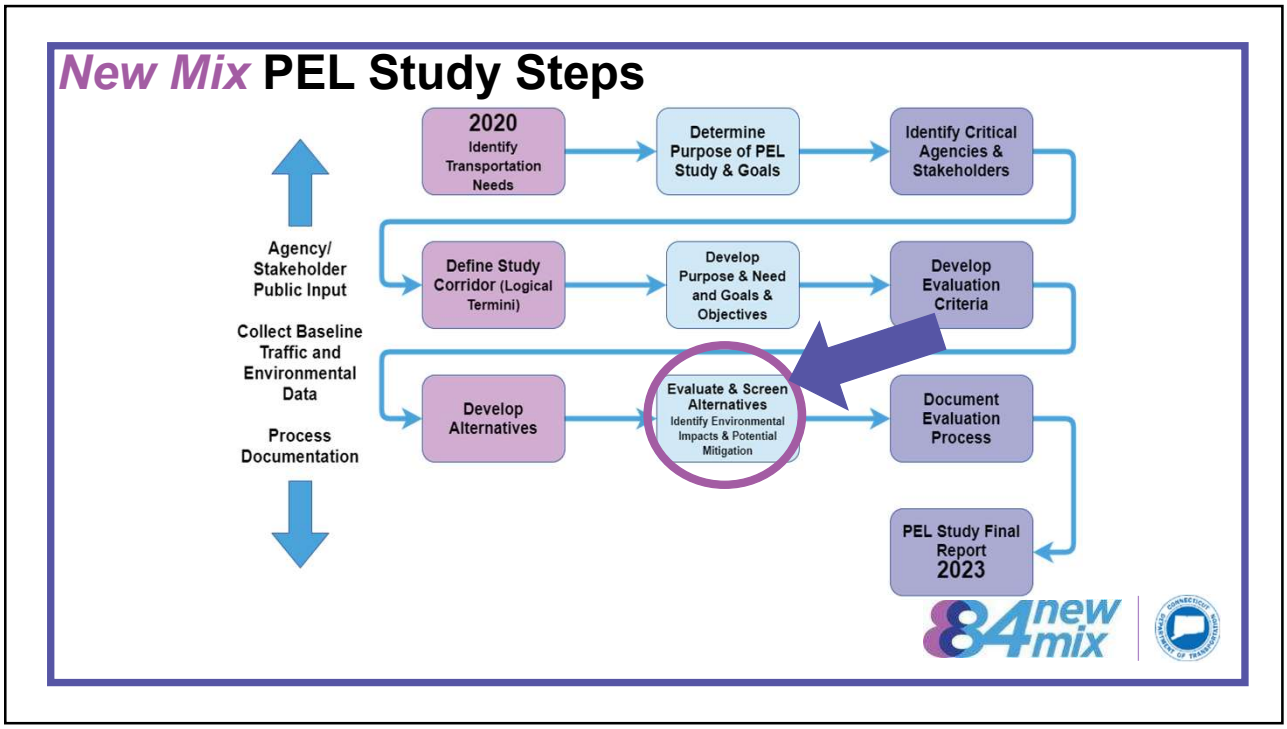
Next Steps

90


New Mix PEL Study Steps
2020
Identify Transportation Needs
Determine Purpose of PEL Study & Goals
Identify Critical Agencies & Stakeholders
Agency/ Stakeholder Public Input
Collect Baseline Traffic and Environmental Data
Process Documentation
Define Study Corridor (Logical Termini)
Develop Purpose & Need and Goals & Objectives
Develop Evaluation Criteria
Develop Alternatives
Evaluate & Screen Alternatives
Identify Environmental Impacts & Potential Mitigation
Document Evaluation Process
PEL Study Final Report 2023
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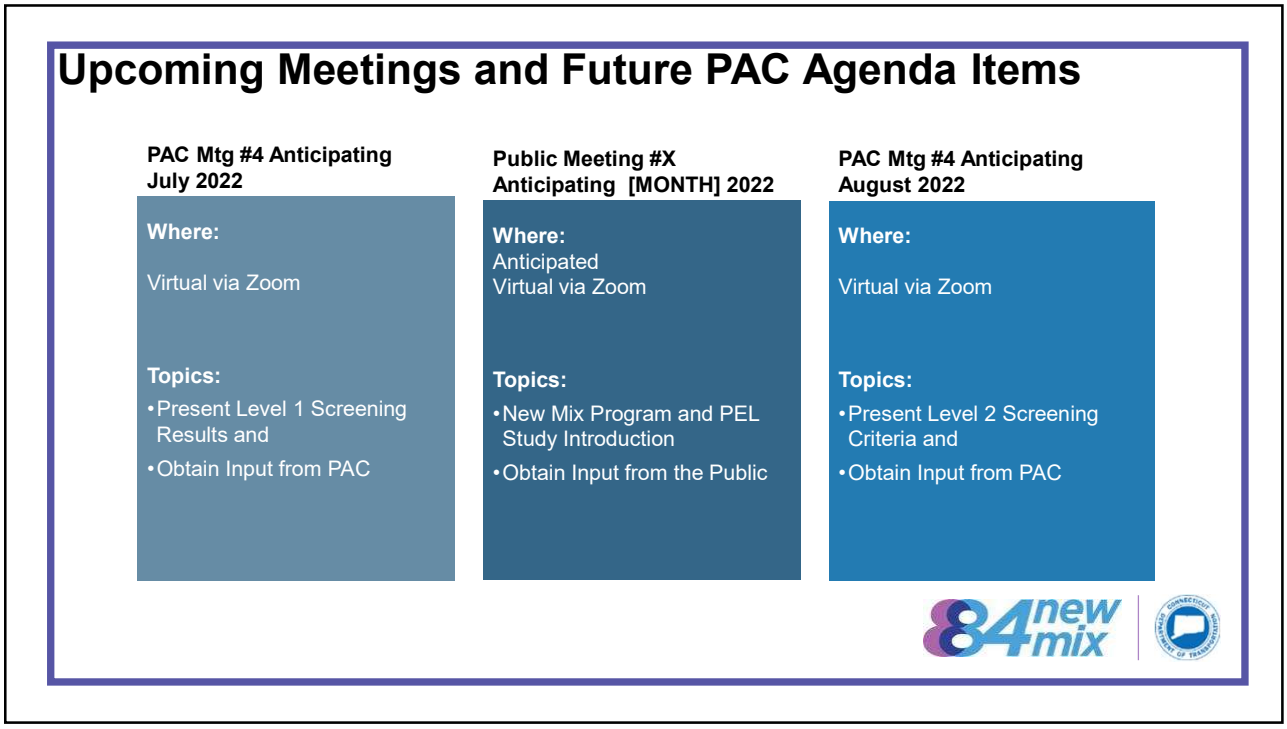
Upcoming Meetings and Future PAC Agenda Items
PAC Mtg #4 Anticipating July 2022
Where:
Virtual via Zoom
Topics:
•Present Level 1 Screening Results and
•Obtain Input from PAC
Public Meeting #X Anticipating [MONTH] 2022
Where:
Anticipated
Virtual via Zoom
Topics:
•New Mix Program and PEL Study Introduction
•Obtain Input from the Public
PAC Mtg #4 Anticipating August 2022
Where:
Virtual via Zoom
Topics:
•Present Level 2 Screening Criteria and
•Obtain Input from PAC
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Before the Next Meeting Continue to…

- **Review** PAC Meeting #3 Materials and provide input on Universe of Alternatives and Level 1 Screening Criteria.
- **Explore** the Program Website.
- **Check email** for information about the next PAC meeting and scheduling.
- **Remain excited** to participate in our next meeting.

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PAC Comments Due

Comments / Input Due: MONTH DAY, 2022
Email: Nhodges@hntb.com

May

S	M	T	W	TH	F	S
1	2 TODAY	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
DUE DATE	COMMENTS DUE	7	8	9	10	11

Level 1 Screening Criteria Comments are due 2 weeks after PAC 3C Meeting for incorporation into the PEL Documents.

[NOTE: Date must be finalized after PAC 3C Meeting Date is known, Calendar will be updated]

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Questions & Comments

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Thank you.

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: July 25, 2022 10:30 AM – 11:41 AM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting No. 4A

Attendees:

PAC Members	
Name	**Organization**
Arthur Denze Sr.	Waterbury Neighborhood Council
Betty Bajek	Greater Waterbury Transit District
Clifford Brammer III	City of Waterbury Planning Department
Dana Elm	Naugatuck Valley Community College (NVCC)
David Simpson	City of Waterbury Department of Public Works
Joseph McGrath	Waterbury Economic Development
Joseph Violette	Waterbury Regional Chamber
Julia Rogers	Housatonic Valley Association
Ken Stanco	Office of the Mayor
Kevin Taylor	Waterbury Bridge to Success
Maria Vaccarelli	CTtransit Waterbury
Mark Nielsen	Naugatuck Valley Council of Governments (NVCOG)
Martin Begnal	Friends of Riverside Cemetery
Martin Spring	Waterville Community Club
Ralph Carpinella	All Saints/Todos los Santos Parish
Richard Donovan	NVCOG
Robert Nerney	City of Waterbury Planning Department
Sergeant Nadine Amatruda	Waterbury Police Department
Stephanie Valickis	Saint Mary's Hospital
Tomas Olivo Valentin	Working Cities Challenge
Tommy Hyde	Waterbury Development Corporation

Project Team	
Name	**Organization**
Nilesh Patel	Connecticut Department of Transportation (CTDOT)
Michael Calabrese	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Kevin Fleming	CTDOT
Kevin Carifa	CTDOT
Carlo Leone	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Anna Mariotti	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) provided an opportunity for PAC members to ask the Project Team questions regarding the Planning and Environmental Linkages (PEL) Study's (the Study) Universe of Alternatives and introduced the preliminary results of the Study's Level 1 screening. The Project Team requested for PAC members to provide input with regard to the preliminary results by August 29th.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 4A Summary

a. A review of the PEL Study PAC Milestone 3 was provided.

b. Presentation of the Level 1 Screening Preliminary Results to the PAC.

i. Of the 23 Total Conceptual Alternatives studied, thirteen (13) conceptual alternatives are proposed to be dismissed at Level 1 as they either failed to address the transportation need or are fatally flawed. Nine (9) conceptual alternatives are proposed to pass the Level 1 Screening as they appear to address the transportation need and are not fatally flawed. One (1) (No-Build Alternative) failed to meet the Level 1 criteria but must be retained for future evaluations.

ii. Conceptual Alternatives that pass the Level 1 screening are called Initial Alternatives to be further evaluated in Level 2 screening.

c. General questions and discussion.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 4A presentation.

- Mark Nielsen from NVCOG stated that he appreciated the information and details of assessing the pass/fail alternatives. To Mr. Nielsen, it sounded as if the complete reconstruction of the Mixmaster was proposed to be dismissed from future consideration. Naomi Hodges of HNTB clarified that while the I-84 Reconstruction In-Place alternative is proposed to be dismissed, there are advancing alternatives that propose to reconstruct the entire interchange. The advancing alternatives explore different alignments of I-84 where it would not be built on the same alignment as existing. Mr. Nielsen went on to ask what the I-84 Reconstruction In-Place would consist of. Ms. Hodges replied that it would propose to unstack the structures on the existing alignment; however, it was dismissed due to infeasibility as it could not be constructed without major traffic interruptions. Mr. Nielsen stated that he was of the opinion that the reconstruction of the interchange would entail the unstacking of the structures, despite potentially being an expensive approach. David Schweitzer of HNTB stated that many of the advancing alternatives propose a new alignment of I-

84 south of the existing interchange. By building new structures on a new alignment, the existing mainlines could remain open to the traveling public during construction, thereby creating a feasible construction approach. Ms. Hodges added that at the Level 1 analysis of cost, solely examined the feasibility of funds to be made available. As the study progresses, additional details as they pertain to cost will be available. The Level 3 screening being the most detailed level of analysis during the PEL Study.

- Dana Elm of Naugatuck Valley Community College asked if it was possible that no alternatives would pass the Level 3 analysis. Ms. Hodges stated that the Project Team does not anticipate that being the case. A Range of Reasonable Alternatives is proposed to be identified at the completion of the PEL Study. The number of alternatives which will pass Level 3 screening is unknown at this point in time.

- Martin Spring from the Waterville Community Club expressed concerns about the speeding of vehicles and tractor trailers through areas of congestion and construction work zones along I-84 and Route 8. Mr. Spring also expressed difficulty exiting from and merging onto the highway as drivers oftentimes cutoff other drivers. He is concerned for CTDOT workers who are located on the interchange. Ms. Hodges replied that work zone safety is a consideration in subsequent levels of the PEL Study screening as part of the Feasibility/ Constructability analysis. Options to minimize construction impacts and identifying mitigation opportunities such as increased signage will be identified and evaluated as the PEL Study progresses. CTDOT is always looking at ways to improve work zone and general safety. Mr. Spring expressed appreciation for what CTDOT is doing to enhance safety. Mr. Schweitzer added that safety is an important factor for reducing as many left-hand entrances and exits as possible.

- Nilesh Patel from CTDOT stated that the Project Team will be attending certain community events through the Fall to perform additional outreach on the New Mix. Mr. Patel asked for PAC member recommendations of any additional upcoming events that may be beneficial for the Project Team to attend and to contact the Project Team with suggestions.

The Project Team thanked PAC members for their attendance and contributions throughout the meeting. Any comments or questions on the New Mix may be sent to Ms. Hodges at nhodges@hntb.com.

Meeting adjourned at 11:41 am.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #4a Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	8/29/2022 Letter	Dunne, Rick - NVCOG	As the federally authorized Metropolitan Planning Organization for the Central Naugatuck Valley Region and Waterbury Urban area, the NVCOG is committed to ensuring our transportation system enhances the quality of life for our residents and serves as an asset to our communities, not as a detriment to them. As a member of the NewMix PEL Project Advisory Committee (PAC), we need to address aspects of the study that may not align with equity and environmental justice goals. The interchange of Interstate 84 and Connecticut Route 8, known as the MixMaster, has been a prime example of the system working against the benefit of a city, dividing Downtown	The Department of Transportation (Department) thanks you for your letter dated August 29, 2022, which described the NVCOG's general sentiments and concerns about the New Mix Planning and Environmental Linkages (PEL) Study and its alternatives screening process. Department representatives followed up with NVCOG executive staff to discuss specific concerns in a call on September 15, 2022, as well as two subsequent in-person meetings on October 18 and November 3, which included NVCOG and City of Waterbury attendees. NVCOG's concerns including, but not limited to mobility equity, environmental justice, transit, and economic development are being considered for incorporation in future stages of the PEL Study. However, the Level 1 screening decision regarding the Route 8	N/A	12/08/2022, Letter, MNC

			Waterbury from the South End of the city and residential areas to the west of the Naugatuck River. The residents that live in the neighborhoods adjacent to the MixMaster have traditionally been underserved by the transportation network and have been overburdened by the interchange. As such, the NewMix project brings not only the promise of a safer highway that reduces the burdens on those living in its shadow but offers the potential for significant benefits to Waterbury. If done correctly, and in a manner that is sensitive to the urban fabric of Waterbury and its neighborhoods, the NewMix project will help mitigate the psychological and physical barriers associated with the highways and their complex interchange. This current effort is not the first attempt to identify how best to rebuild, replace and rehabilitate the interchange. Past concepts have proposed de-stacking the interchange,	Boulevard concept is not being reconsidered. Additional review has confirmed that the fatal flaws (e.g., traffic operations and geometrics) of the boulevard concept strongly support the Department's decision to not advance this particular concept for further study. More detailed rationale for the screening decision will be documented in the draft Level 1 Conceptual Alternatives and Screening Report, which is currently being revised to incorporate stakeholder comments, including a new alternative which would reconstruct 1-84 in a stacked configuration. The draft Level 1 Conceptual Alternatives and Screening Report will be available in early 2023, prior to the next Public Information Meeting. As the PEL progresses, the team will continue to develop solutions that improve access and connectivity to those communities west of Route 8 to the river and downtown area. The New Mix Project Team, on behalf of the Department, sincerely looks forward to the continued engagement of NVCOG staff as members of the Project Advisory Committee during		

			substantially widening I-84 through the area and relocating Route 8 to the east side of the Naugatuck River. None of these concepts satisfactorily addressed how the MixMaster can better fit into the area in which is located and become a less foreboding, intimidating and disruptive structure. We feel the PEL study can reverse past oversights and consider not only the facility's capacity and safety but also the neighborhoods and residents that lie within its shadow. In addition, the City is actively working to revitalize former industrial sites and reclaim vacant and underutilized parcels in vicinity of the MixMaster, including acquiring brownfield parcels and investing in street improvements that provide mobility for all users. Several of these areas are within the Freight Street Redevelopment District. Any concept to reconstruct or replace the existing interchange must be sensitive to these redevelopment efforts and not cause	the New Mix PEL Study. The New Mix Project Team looks forward to continuing this collaborative approach to planning, and the Project Management Team is always available to discuss comments, concerns, and suggestions that may provide better insight into NVCOG's perspective. Please contact the Project Manager, Mr. Jonathan M. Dean, P.E., at (860) 594-3211 or via email at Jonathan.Dean@ct.gov should you or your staff have additional questions or require further information.		

			any direct or indirect impacts to these parcels that would prevent the City from realizing their full potential for economic revitalization. Given the relatively long horizon for this planning effort and analysis, Connecticut has a unique opportunity to rethink how this interchange can comfortably co-exist with a vibrant city. The idea of a PEL study is to consider actions beyond a purely engineering perspective and 2 determine how this vital transportation facility can better fit into the surrounding communities and work to reconnect neighborhoods disrupted by the highways, as well as reduce the burdens that the interchange causes. While several concepts would rehabilitate the interchange in place, the support system remains the same. We suggest that the PEL consider alternatives that, would provide support structures that allow contiguous local street frontage, riverfront			

			development within the rights-of-way, and better pedestrian and bicyclist access and connections below the interchange. Reconnecting the street grid of the city, and improving connectivity between Downtown, the South End, the West Side, and the Naugatuck River, could be accomplished through a structural rebuild that supports the highway with architecturally pleasant designs, such as long arches, and with less concrete and steel. Furthermore, because of recent policy initiatives at both state and federal levels, we request that alternatives that provide positive environmental, equity, and economic benefits to the city and its residents be considered throughout subsequent phases and not removed from the first round of the PEL based solely on geometric or level of service issues. Unfortunately, we do not believe the PEL study at this point in time and as currently			

			being conducted adequately addresses equity, environmental justice and mobility, nor addresses the long overdue burdens experienced by the residents of Waterbury. The study's almost exclusive emphasis on traffic operations will rebuild the interchange essentially in place or in areas that will increase the negative impacts and burdens felt by the city. This fails to give equal consideration to actions that will benefit the area's residents, help reconnect neighborhoods split by the interchange, assist in the City's economic revitalization efforts, and address equity. We understand and agree there is a need to improve traffic operations and safety of the interchange and implement geometric improvements to ensure the interchange meets the standards of the Interstate Highway System. However, staff is concerned that the priorities of the PEL study take a traditional approach of engineering requirements first, placing the			

			emphasis on traffic operation rather than enhancing equity within the transportation system and supporting the city's economic development efforts. By conducting the study in this manner, the consultant engineer performing the study is likely to repeat the mistakes of the original highway system construction, prioritizing the movement of automobiles over the quality of life of residents. The US DOT, along with Governor Lamont's Administration, have shown an expanded commitment to environmental justice, equity, non-motorized user safety, and prioritizing the health of our communities over the continued expansion of our highways through actions such as the Justice40 initiative, the Safe Streets for All program, the upcoming Reconnecting Communities Pilot Program, and CT Executive Order No. 21-3. The results of the NewMix PEL should support the goals of these programs, not lock the city into the same pattern			

			of inequity and disinvestment that the original layout of the interchange created. We further understand that the PEL process is intended to assess a long list of possible actions and identify a short list of concepts for further analysis and agree with the level 1 criteria of eliminating options that do not address the existing structural deficiencies and ensuring that the remaining options are feasible to construct and operate with existing technologies. These are actual barriers to implementation and constructability that logically should be removed in the first round. However, eliminating options that meet these criteria but do not satisfy the goals of being geometrically ideal or don't provide the level of service improvement considered optimal is a serious missed opportunity to turn NewMix from a highway project into something			

			transformative for Waterbury and the greater Naugatuck Valley Region. The purpose of a PEL study is to consider these types of improvements. 3 In addition, the analyses completed during this first phase focus primarily on traffic operations and future levels of service through the interchange. However, this focus does not align with current state policies. Executive Order 21-3 directs the CTDOT to reduce future vehicle miles of travel. The models being used to assess future operations expect a dramatic increase in daily volumes on Interstate 84. In order to achieve the requirements of EO 21-3, future actions must work to reduce VMT, not encourage continued growth. Not only is this the stated goal of EO 21-3, but recent and current efforts to increase rail frequency, upgrade station facilities and rolling stock, and invest in modern bus facilities and equipment are all aimed at			

			reducing VMT. While the initial analysis lists transit and non-motorized alternatives, they are included as coinciding actions and not necessarily as critical to the overall projects. Instead of these actions being included only marginally, they should be considered critical elements to achieving operational goals without significant expansion. High frequency, fast transit service between Danbury, Waterbury, and Hartford, for example, should be a major focus in this project. Waterbury is on the verge of a significant economic resurgence, pushed forward by a growing population, stronger demand for urban living, and significant investments by Mayor O'Leary's administration. Recent projects have included rehabilitation of Freight Street and extension of Jackson Street as part of a TIGER award, remediation of brownfield sites in the Freight Street redevelopment district, and cleanup efforts along the Naugatuck River. The City			

			has also recently been awarded $23.1 million under the USDOT RAISE program to advance the installation of non-motorized facilities and continue and expand rehabilitation efforts of the street network initiated under the TIGER grant. These sites are within close proximity to the existing highway system and interchange. Under several of the alternatives put forward through the PEL study, these areas are at risk of becoming economically unproductive and could negate the substantial federal and state investments that have and will be targeted at the area. Significant non-traffic benefits would need to be identified to justify relocating the highway east of the Naugatuck River into the proposed park at Jackson Street and through the Freight Street Redevelopment District. It is imperative for the economic and environmental vitality of the City to be considered a higher priority than the ability of the highway to move cars freely.			

			Thank you for considering these comments and we are available to discuss our suggestions and concerns in more detail at any time.			

The *New Mix:* Project Advisory Committee (PAC) Meeting #4A July 25, 2022

HNTB

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Agenda

- **Welcome Back!**
- **Review of PAC Milestone 3**
- **Level 1 Screening Preliminary Results**
- **Next Steps**

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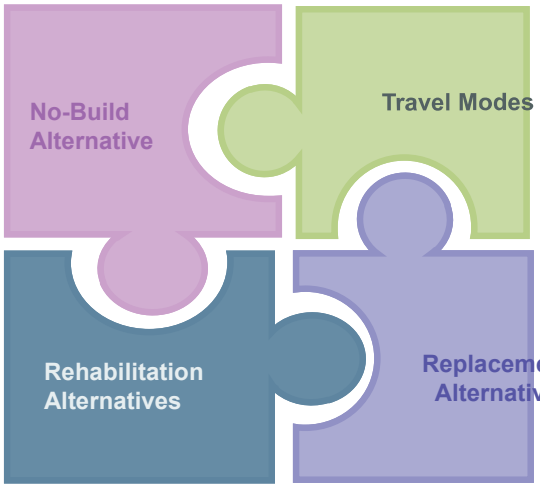
2

New Mix Program
PEL Study
PAC Milestone 3 Review

3

Universe of Alternatives Review



No improvements other than maintenance of the existing structures and roads.

Other modes of travel such as bus rapid transit, light rail, heavy rail, pedestrian, etc.

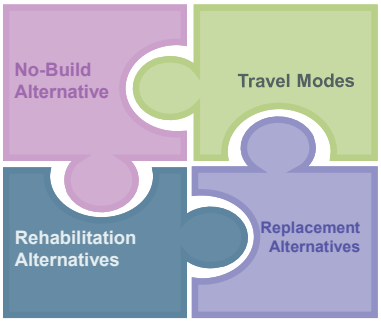
Major rehabilitation that focus on the I-84 structures.

Complete replacement of the interchange that identify various alignment options and system connections.

4

Universe of Alternatives: Conceptual Alternatives

23 Alternatives
Identified in the Universe for the PEL Study process



1. No-Build Alternative
2. Alternate Travel Modes

Rehabilitation Alternatives

3. I-84/Route 8 True Rehabilitation
4. I-84 WB Bridge Rehabilitation with Construction of New I-84 EB Mainline
5. I-84 Bridge Rehabilitation with Bypass Reused as Frontage Road
6. I-84 Bridge Rehabilitation with Widening to Facilitate Staging

Replacement Alternatives

7. At Grade System Connections
8. Modern Crossover Interchange with Route 8 Split to the South
9. Interchange Shifted East
10. Combined System Connections
11. I-84 Reconstruction In-Place
12. Interchange Shifted East with Inner Loop Ramp
13. Partial System Crossover Interchange
14. Modified Diverging Diamond
15. Half Diverging Diamond
16. Partial System Interchange with Freight Street Interchange
17. Route 8 Boulevard
18. Modern Crossover Interchange
19. Washington Street Bypass
20. South City Bypass
21. Keeping Route 8 Stacked
22. Tunnel
23. Naugatuck River Shift

5

Level 1 Analysis Review: Engineering-Based on Improving the Identified Deficiencies (Needs) and Feasible Solutions (Purpose)

Can the Alternative Satisfy the Purpose of the Project? Does it have any fatal flaws?

NEEDS	PURPOSE
Structural Deficiencies	Improve bridge conditions.
Geometric Deficiencies	Improve roadway conditions.
Operational Deficiencies	Improve operational conditions.

Fatal Flaws:
Cost Feasibility Additional pending Agency coordination

Pass

Fail

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6

Level 1 Analysis: Evaluation Criteria Review

Criteria Category	Evaluation Criteria
Structural	Improves or replaces deteriorating bridge structures
Geometric	Addresses and improves conditions not meeting current design standards.
Operational	High-volume movements as direct connections; Lower-volume movements as indirect connections. Adequate capacity for current traffic and future traffic forecasts is provided.
Fatal Flaws	
Cost	Financial resources can be made available (order of magnitude cost).
Feasibility	Can be constructed using proven technology, engineering, construction techniques, and general constructability – allowing traffic to operate during construction.
Additional pending Agency coordination	

Pass

Fail

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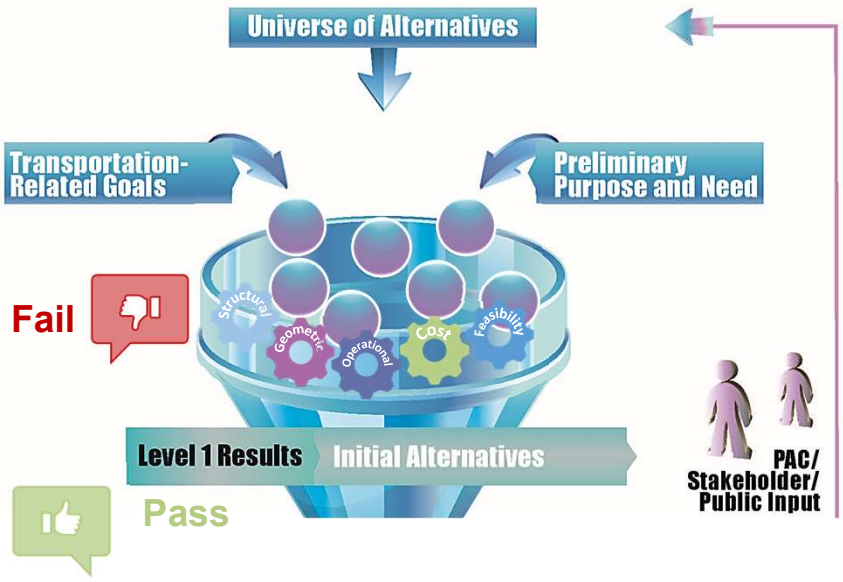
7

New Mix PEL Study Screening Process Review: Level 1

Can the Alternative Satisfy the Purpose of the Project? Does it have any fatal flaws?



Structural
Geometric
Operational
Cost
Feasibility

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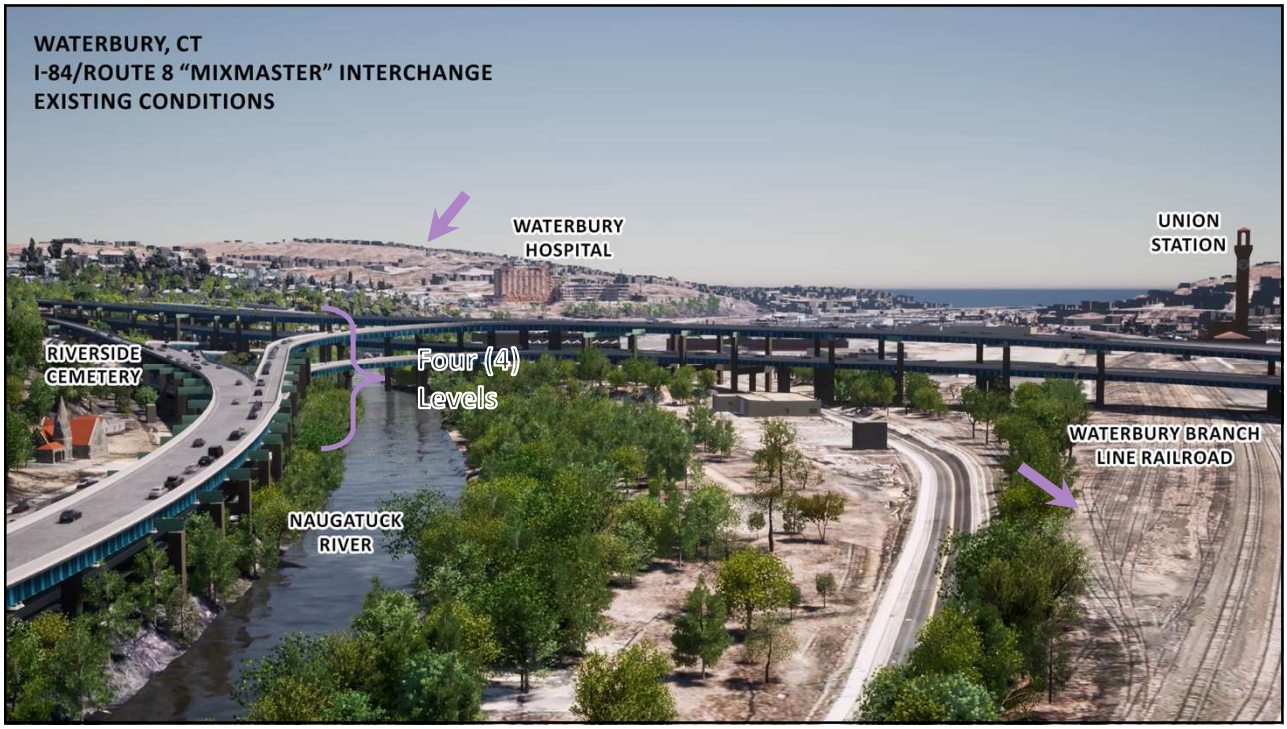
8

New Mix Program PEL Study
Level 1 Screening
Preliminary Results

9



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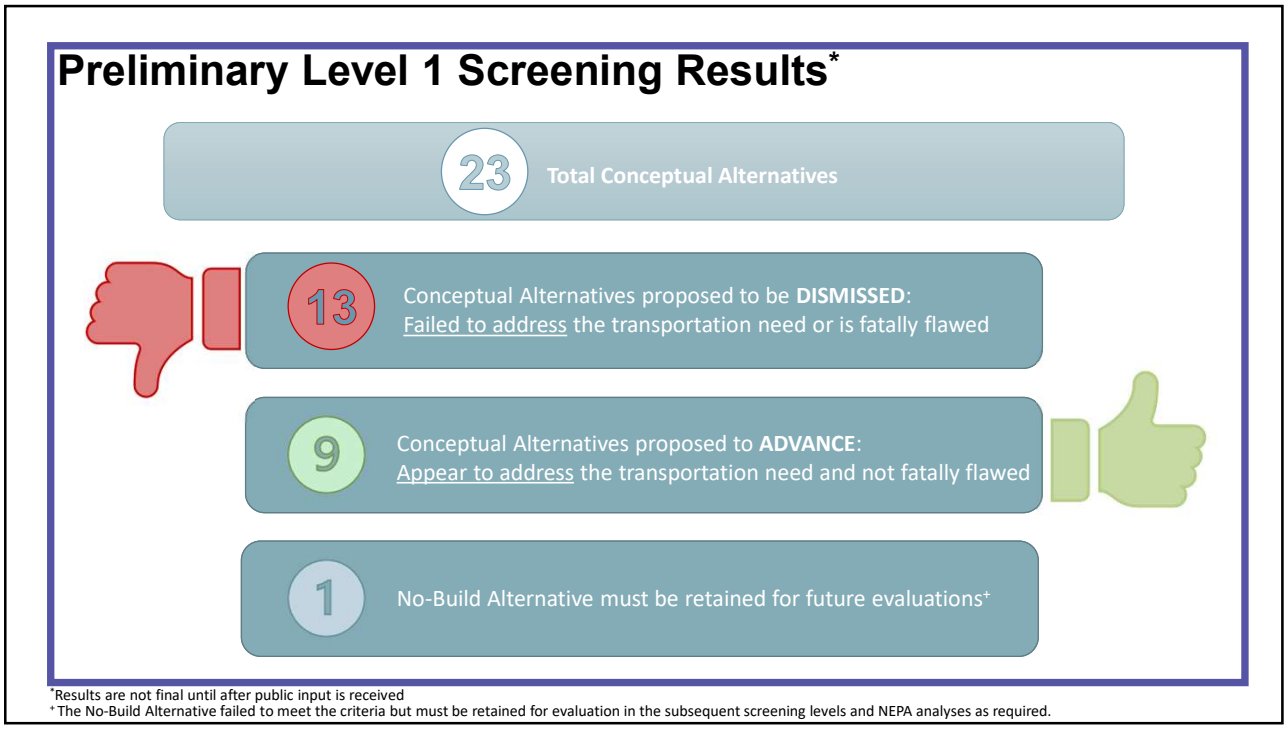
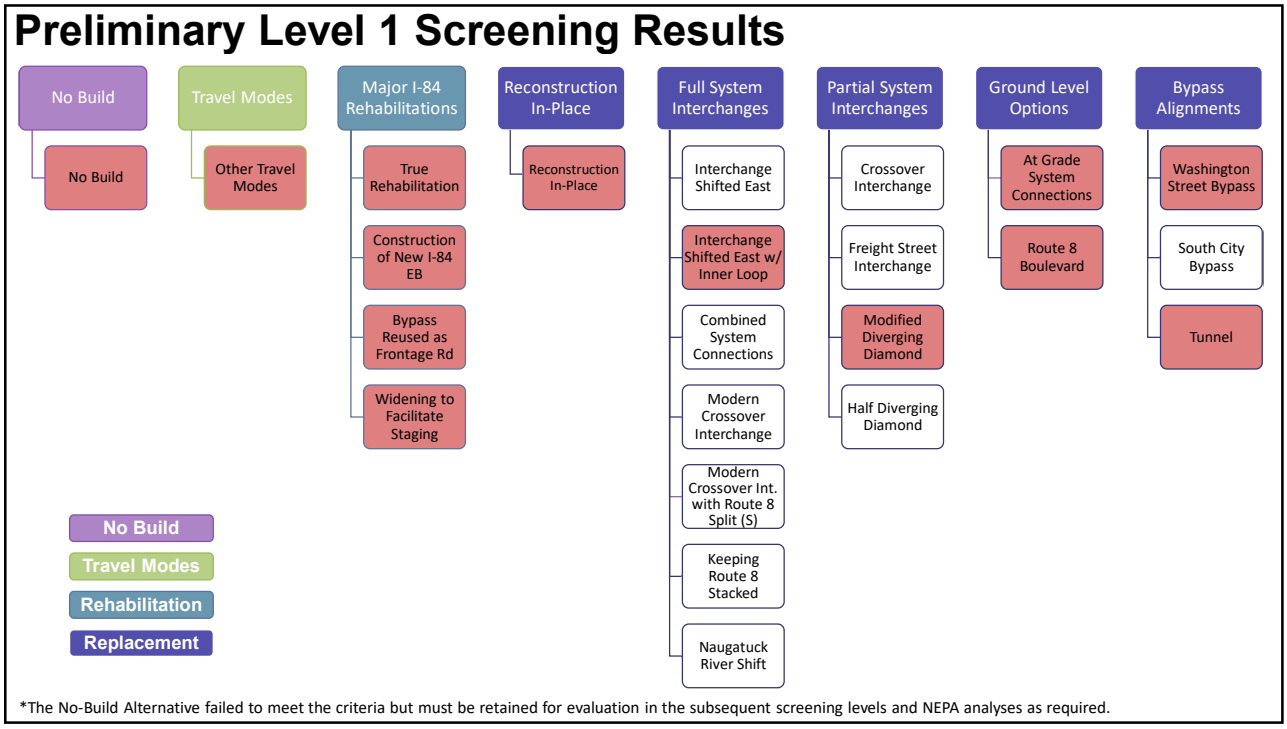

Preliminary Level 1 Screening Results*
23
Total Conceptual Alternatives
13
Conceptual Alternatives proposed to be DISMISSED:
Failed to address the transportation need or is fatally flawed
9
Conceptual Alternatives proposed to ADVANCE:
Appear to address the transportation need and not fatally flawed
1
No-Build Alternative must be retained for future evaluations+
*Results are not final until after public input is received
+ The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

11


Preliminary Level 1 Screening Results
No Build
No Build
Travel Modes
Other Travel Modes
Major I-84 Rehabilitations
True Rehabilitation
Construction of New I-84 EB
Bypass Reused as Frontage Rd
Widening to Facilitate Staging
Reconstruction In-Place
Reconstruction In-Place
Full System Interchanges
Interchange Shifted East
Interchange Shifted East w/ Inner Loop
Combined System Connections
Modern Crossover Interchange
Modern Crossover Int. with Route 8 Split (S)
Keeping Route 8 Stacked
Naugatuck River Shift
Partial System Interchanges
Crossover Interchange
Freight Street Interchange
Modified Diverging Diamond
Half Diverging Diamond
Ground Level Options
At Grade System Connections
Route 8 Boulevard
Bypass Alignments
Washington Street Bypass
South City Bypass
Tunnel
No Build
Travel Modes
Rehabilitation
Replacement
*The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

12

Preliminary Level 1 Screening Matrix

Conceptual Alternative Name	Level 1 Overall Pass / Fail	Preliminary Purpose and Need			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operations Criteria		
		Addresses the need to improve and/or replace deteriorating bridge structures that have outlived their original intended 50-year service lives.	Demonstrates ability to address and correct geometric deficiencies that do not meet current design standards.	Provides connections between I-84, Route 8, and the City of Waterbury and provides adequate capacity based on current traffic and future traffic forecasts on mainlines and system and service interchanges.	Costs: The cost of the alternative demonstrates viability, and can the financial resources reasonably be made available.	Feasibility: Demonstrates ability to be implemented using proven technology, engineering, construction techniques, and general constructability – allowing mainlines and system ramps to continue to operate.
No-Build Alternative	Fail*	Fail	Fail	Fail	Pass	Fail
Travel Modes	Fail	Fail	Fail	Fail	N/A	Fail
I-84/Route 8 True Rehabilitation	Fail	Pass	Fail	Fail	Pass	Fail
I-84 WB Bridge Rehabilitation with Construction of New I-84 EB Mainline	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Road	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Widening to Facilitate Staging	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Reconstruction In-Place	Fail	Pass	Pass	Pass	Pass	Fail
Interchange Shifted East	Pass	Pass	Pass	Pass	Pass	Pass
Interchange Shifted East with Inner Loop Ramp	Fail	Pass	Fail	Fail	Pass	Pass
Combined System Connections	Pass	Pass	Pass	Pass	Pass	Pass
Modern Crossover Interchange	Pass	Pass	Pass	Pass	Pass	Pass
Modern Crossover Interchange with Route 8 Split to the South	Pass	Pass	Pass	Pass	Pass	Pass
Keeping Route 8 Stacked	Pass	Pass	Pass	Pass	Pass	Pass
Naugatuck River Shift	Pass	Pass	Pass	Pass	Pass	Pass
Partial System Crossover Interchange	Fail	Pass	Pass	Fail	Pass	Fail
Partial System Interchange with Freight Street Interchange	Pass	Pass	Pass	Pass	Pass	Pass
Modified Diverging Diamond	Fail	Pass	Fail	Fail	Pass	Pass
Half Diverging Diamond	Pass	Pass	Pass	Pass	Pass	Pass
At Grade System Connections	Fail	Pass	Fail	Pass	Pass	Fail
Route 8 Boulevard	Fail	Pass	Fail	Fail	Pass	Fail
Washington Street Bypass	Fail	Pass	Fail	Fail	Pass	Fail
South City Bypass	Pass	Pass	Pass	Pass	Pass	Pass
Tunnel	Fail	N/A	Fail	N/A	Fail	Fail

The No-Build Alternative does not meet Preliminary Purpose and Need and is impractical, however, it was retained as a comparison that other alternatives will be evaluated against during Level 2 and 3 of the PEL Study screening process. Advancement of a No-Build Alternative for this purpose is a requirement for PEL and NEPA nalyses.

13

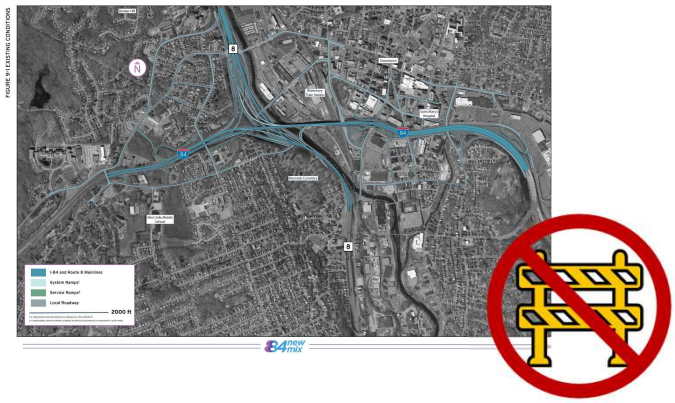
Preliminary Level 1 Screening Results: *No-Build Alternative*

Conceptual Alternative Name	Level 1 Overall Pass / Fail	Preliminary Purpose and Need			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operations Criteria		
		Addresses the need to improve and/or replace deteriorating bridge structures that have outlived their original intended 50-year service lives.	Demonstrates ability to address and correct geometric deficiencies that do not meet current design standards.	Provides connections between I-84, Route 8, and the City of Waterbury and provides adequate capacity based on current traffic and future traffic forecasts on mainlines and system and service interchanges.	Costs: The cost of the alternative demonstrates viability, and can the financial resources reasonably be made available.	Feasibility: Demonstrates ability to be implemented using proven technology, engineering, construction techniques, and general constructability – allowing mainlines and system ramps to continue to operate.
No-Build Alternative	Fail*	Fail	Fail	Fail	Pass	Fail

14

Preliminary Level 1 Screening Results: *No-Build Alternative*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
No-Build Alternative*	Fail	Fail	Fail	Fail	Pass	Fail



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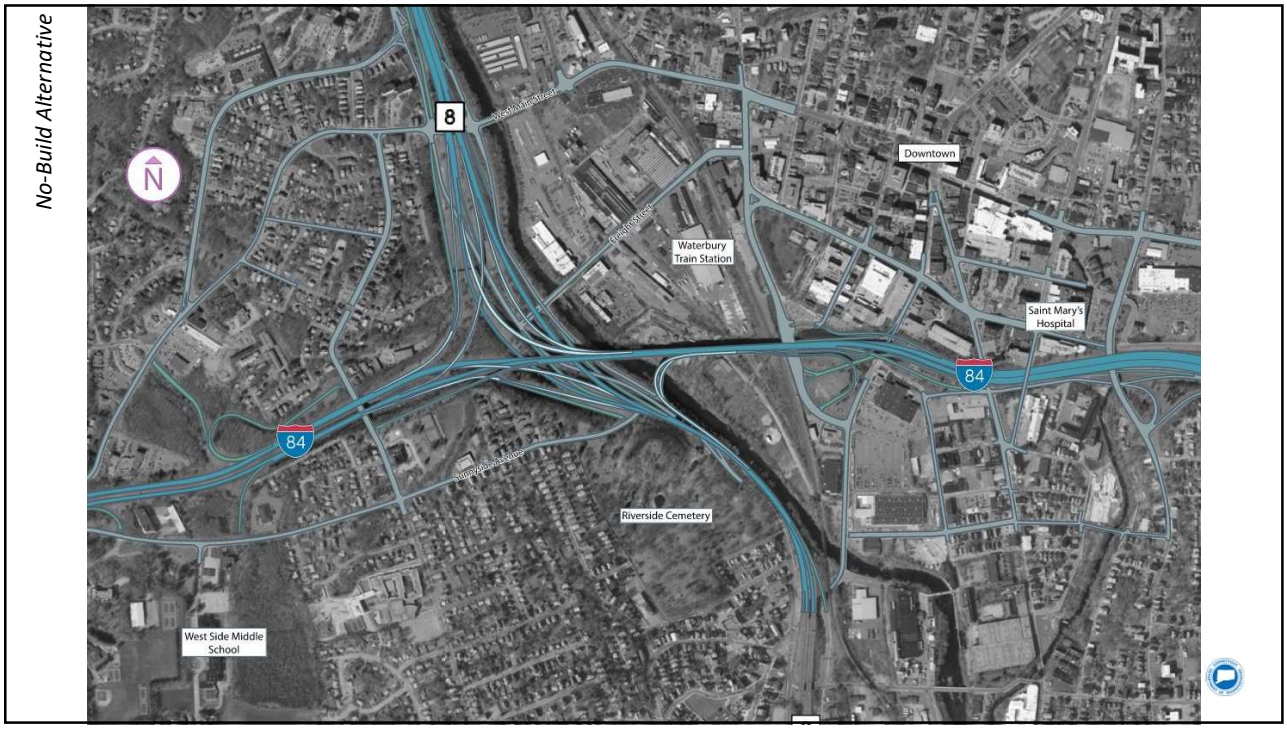
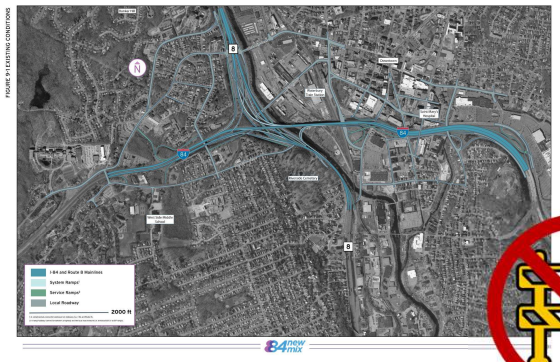


16

Preliminary Level 1 Screening Results: *No-Build Alternative*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
No-Build Alternative*	Fail	Fail	Fail	Fail	Pass	Fail



Baseline condition = No Improvements of deficiencies

- No change in system connections, left hand entrance and exit ramps, local roadway associated with the Mixmaster
- Improvements only include those identified in Transportation Improvement Plans.
  - Safety and maintenance activities:
    - E.g., pavement resurfacing or reconstruction, signing improvements, and guiderail improvements

*The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

17

Preliminary Level 1 Screening Results: *Travel Modes*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Travel Modes	Fail	Fail	Fail	Fail	N/A	Fail

Transit

- Arterial Bus Transit
- Arterial Bus Rapid Transit
- Bus Lanes
- Light Rail
- Heavy Rail
- Commuter Rail
- High Speed Rail

Pedestrian/Bicycle

No Improvements of deficiencies

Travel modes will be considered as potential ***Complementary Features***

- ☒ Improves structural conditions
- ☒ Improves geometrics to achieve modern design standards
- ☒ Provides adequate capacity (existing & future)
- ⊟ Practicable cost
- ☒ Practicable construction

► Limited upgrades to local roadway: e.g., sidewalks, bike lanes, etc.
► Potential reduction in congestion; does not meet capacity.

18

Rehabilitation Alternatives Recap

Rehabilitation Alternatives

- Require 80+ year-old structures to remain.
- Complex/lengthy construction sequencing is needed.
- Concerns with return on investment (benefits vs. cost)

Opportunities

Category	Evaluation Criteria
Structural	Improves structures
Geometric	Achieves modern design standards
Operational	Provides adequate capacity
Fatal Flaws	
Cost	Practicable in cost
Feasibility	Practicable construction
Additional pending Agency coordination	

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Preliminary Level 1 Screening Results: *Rehabilitation Alternatives*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 / Route 8 True Rehabilitation	Fail	Pass	Fail	Fail	Pass	Fail
I-84 WB Bridge Rehabilitation with Construction of New I-84 EB	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Widening to Facilitate Staging	Fail	Pass	Fail	Fail	Pass	Pass

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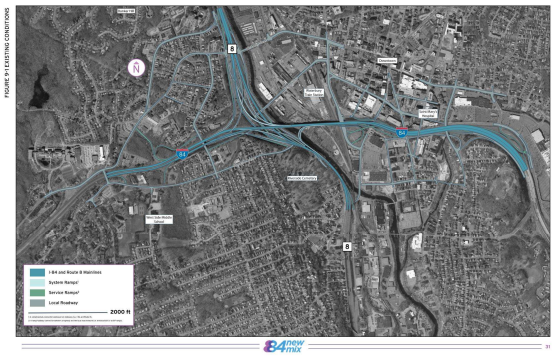
Preliminary Level 1 Screening Results: *I-84/Route 8 True Rehabilitation*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 / Route 8 True Rehabilitation	Fail	Pass	Fail	Fail	Pass	Fail



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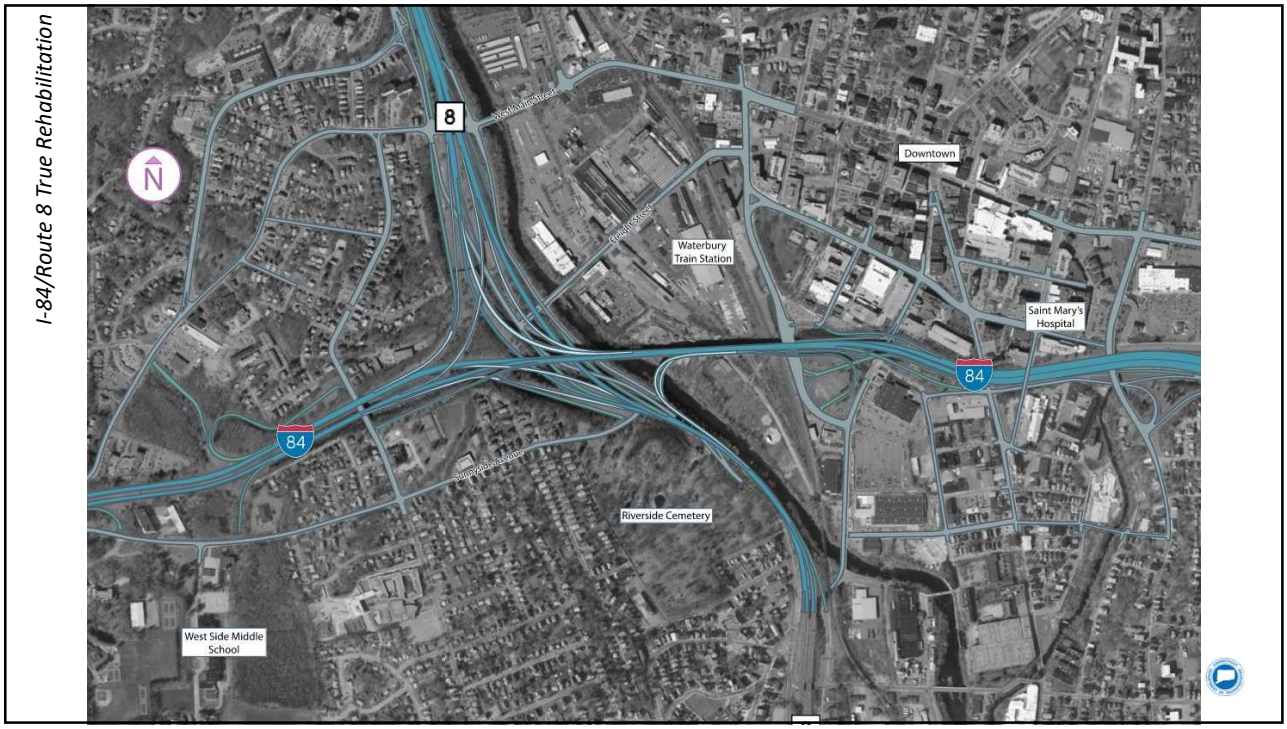
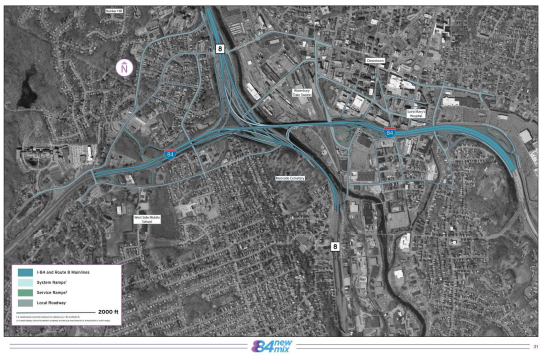


22

Preliminary Level 1 Screening Results: *I-84/Route 8 True Rehabilitation*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 / Route 8 True Rehabilitation	Fail	Pass	Fail	Fail	Pass	Fail



- ☑ Improves aging structures
- ☒ Achieves modern design standards
  - No improvements to geometric deficiencies: e.g., sharp curves, insufficient design speeds, travel lane/shoulder widths
- ☒ Provides adequate capacity
  - Poor level of service (LOS) in future conditions
- ☑ Practicable cost
- ☒ Practicable construction
  - Major traffic disruptions due to construction

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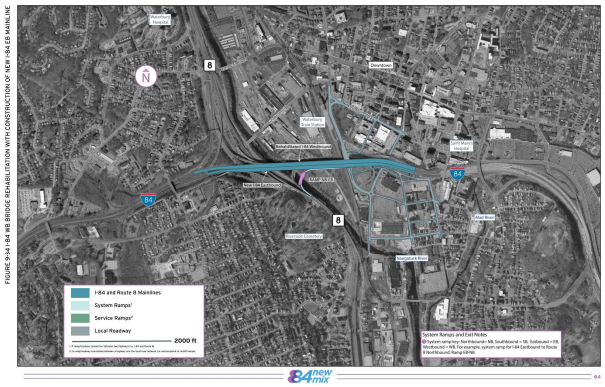
Preliminary Level 1 Screening Results: *I-84 WB Bridge Rehabilitation with construction of New I-84 EB*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 WB Bridge Rehabilitation with Construction of New I-84 EB	Fail	Pass	Fail	Fail	Pass	Pass



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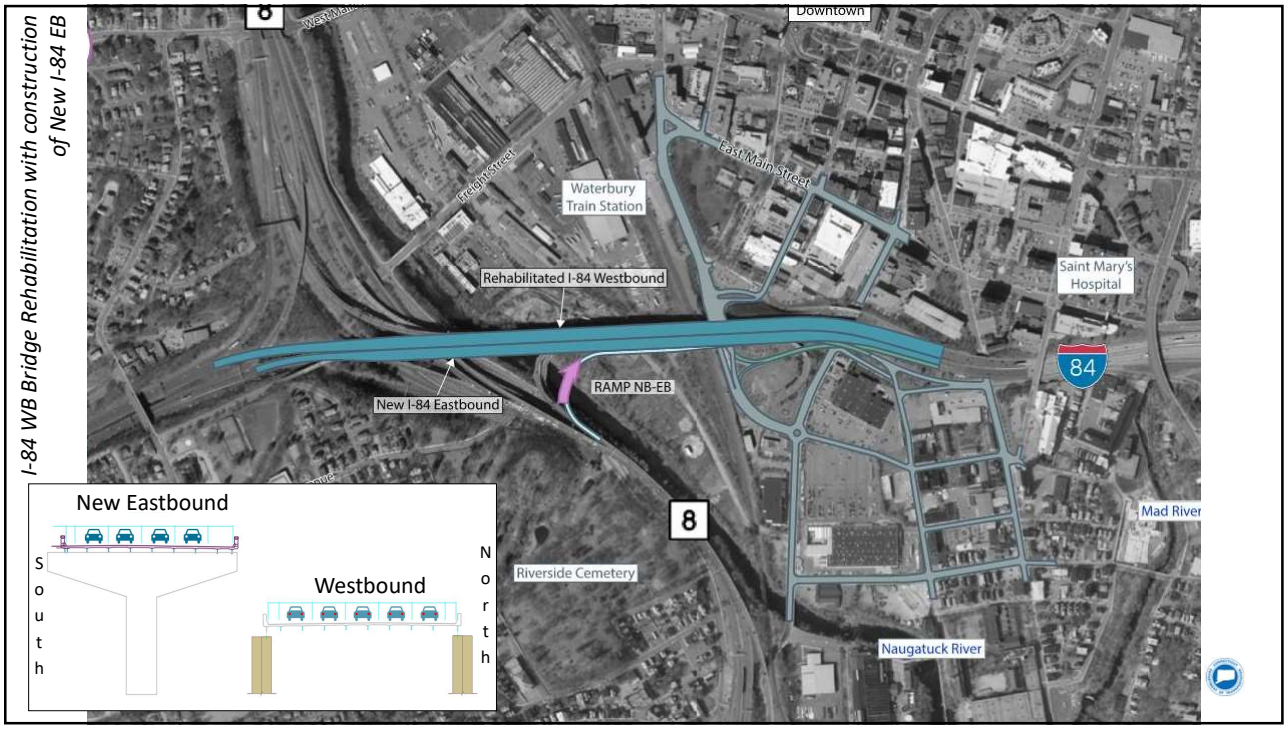

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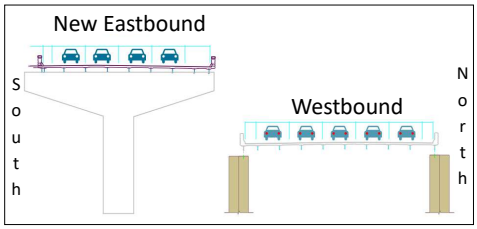
Preliminary Level 1 Screening Results: *I-84 WB Bridge Rehabilitation with construction of New I-84 EB*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 WB Bridge Rehabilitation with Construction of New I-84 EB	Fail	Pass	Fail	Fail	Pass	Pass



- ☑ Improves aging structures
- ☒ Achieves modern design standards
  - Minor improvements to geometric deficiencies (only EB structure); many remain (e.g., sharp curves, insufficient design speeds, travel lane/shoulder widths)
- ☒ Provides adequate capacity
  - Poor level of service (LOS) in future conditions
- ☑ Practicable cost
- ☑ Practicable construction

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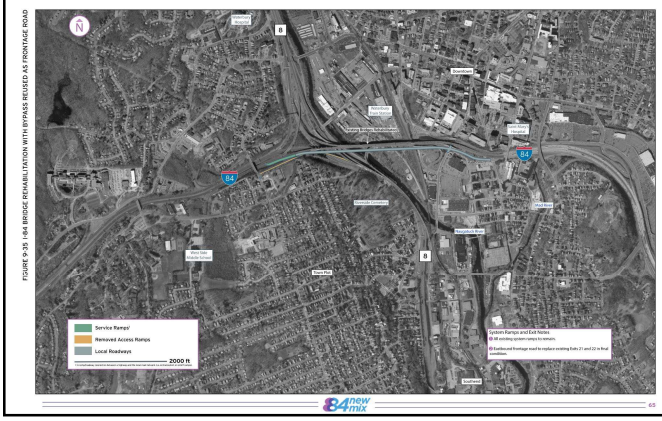
Preliminary Level 1 Screening Results: *I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd	Fail	Pass	Fail	Fail	Pass	Pass



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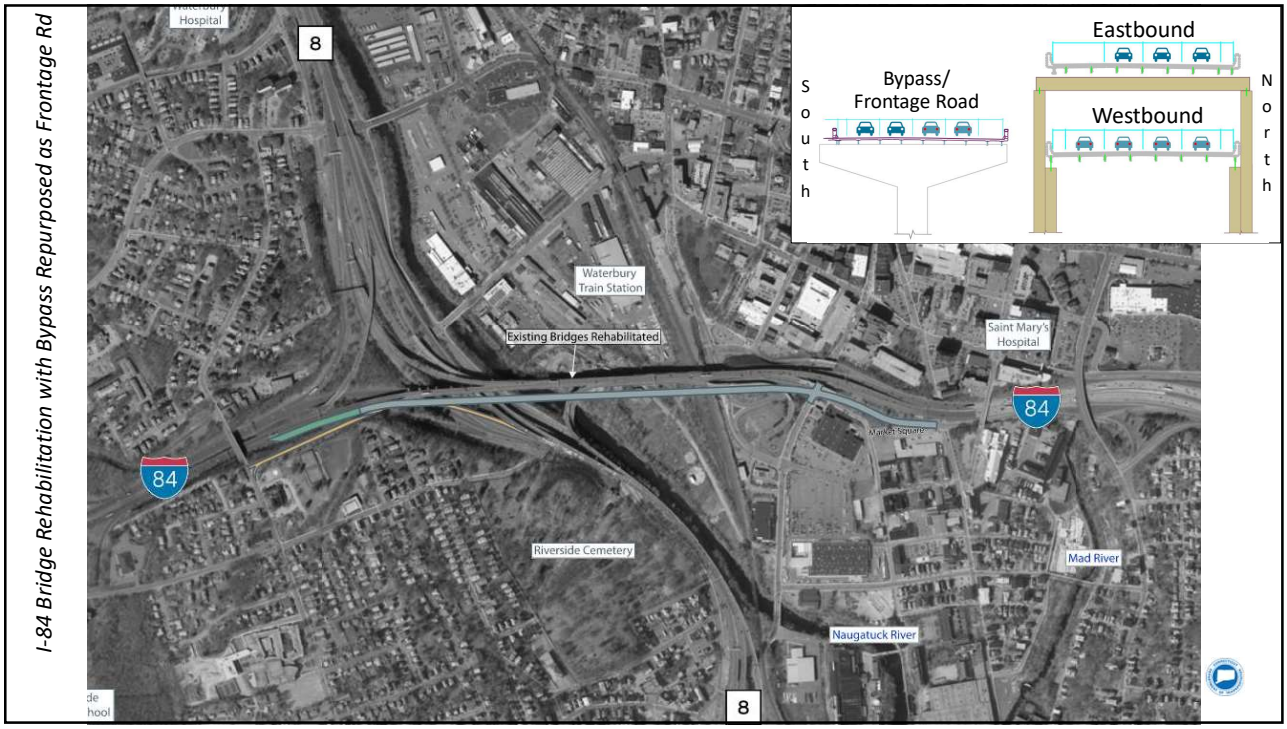

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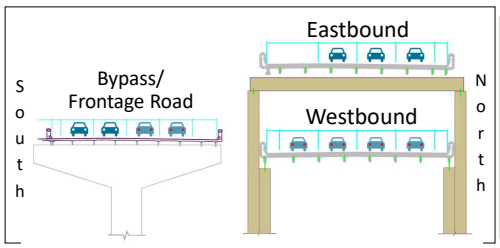
Preliminary Level 1 Screening Results: *I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd	Fail	Pass	Fail	Fail	Pass	Pass

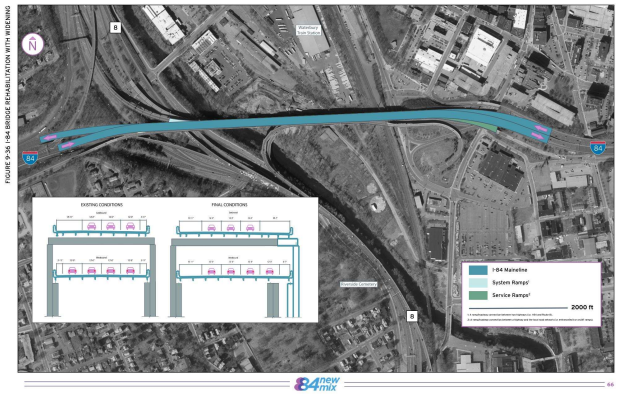


- ☑ Improves aging structures
- ☒ Achieves modern design standards
  - No improvements to geometric deficiencies (e.g., sharp curves, insufficient design speeds, travel lane/shoulder widths)
- ☒ Provides adequate capacity
  - Poor LOS in future conditions
- ☑ Practicable cost
- ☑ Practicable construction

29

Preliminary Level 1 Screening Results: *I-84 Bridge Rehabilitation with Widening to Facilitate Staging*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Bridge Rehabilitation with Widening to Facilitate Staging	Fail	Pass	Fail	Fail	Pass	Pass



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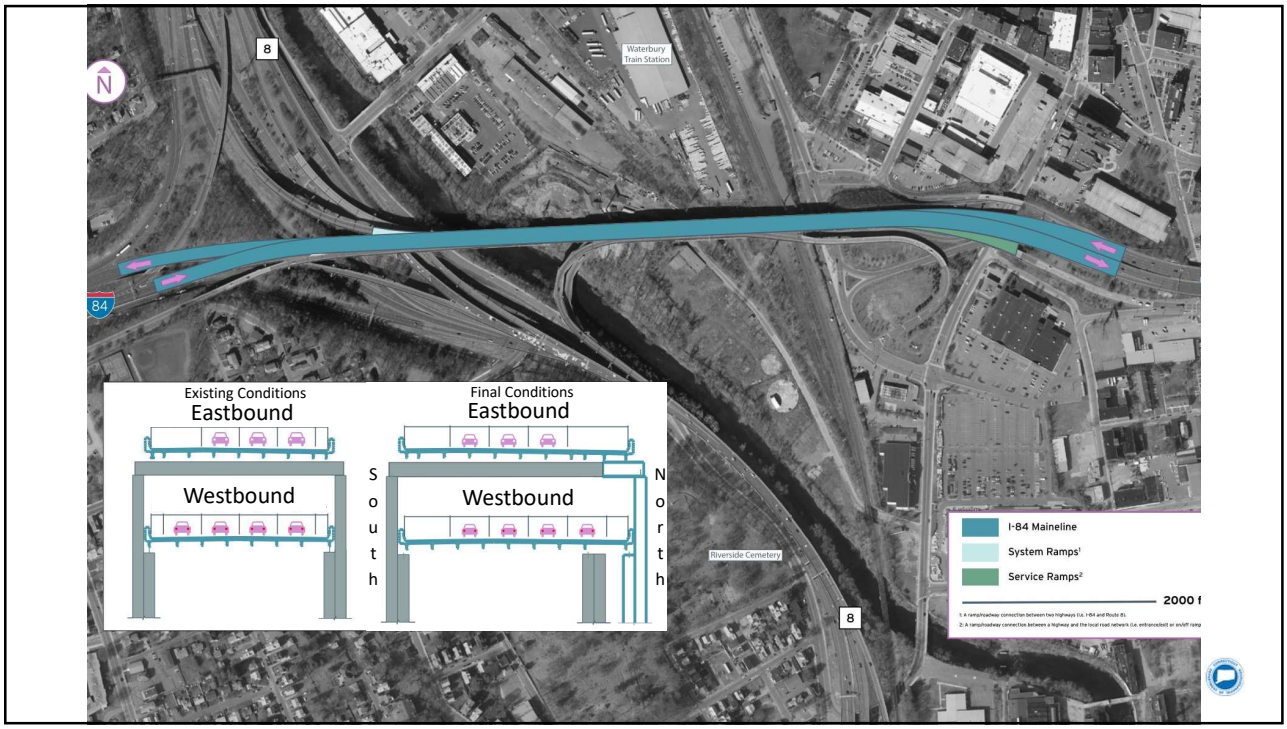

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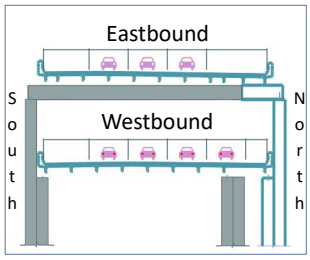
Preliminary Level 1 Screening Results: *I-84 Bridge Rehabilitation with Widening to Facilitate Staging*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Bridge Rehabilitation with Widening to Facilitate Staging	Fail	Pass	Fail	Fail	Pass	Pass



- ☑ Improves aging structures
- ☒ Achieves modern design standards
  - Minor improvements to geometric deficiencies (widened 1-84)
  - Deficiencies remain along ramps (e.g., sharp curves, insufficient design speeds, etc.)
- ☒ Provides adequate capacity
  - Poor LOS in future conditions
- ☑ Practicable cost
- ☑ Practicable construction

84new mix

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Preliminary Level 1 Screening Results: *Rehabilitation Alternatives*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 / Route 8 True Rehabilitation	Fail	Pass	Fail	Fail	Pass	Fail
I-84 WB Bridge Rehabilitation with Construction of New I-84 EB	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Bypass Repurposed as Frontage Rd	Fail	Pass	Fail	Fail	Pass	Pass
I-84 Bridge Rehabilitation with Widening to Facilitate Staging	Fail	Pass	Fail	Fail	Pass	Pass

- ☑ Improves aging structural conditions
- ☒ Improves geometrics to achieve modern design standards
- ☒ Provides adequate capacity (existing & future)
- ☑ Practicable cost

Improved structures, but obsolete geometric and operational features remain

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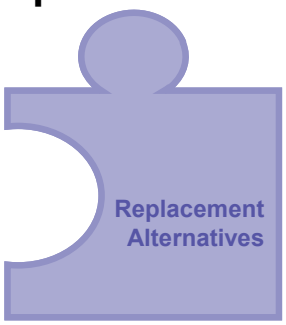
Replacement Alternatives Recap



- ►Includes options for the complete replacement of the I-84 and Route 8 structures.
- ►New structures = new connections
- ►Constraints affect feasibility of improvements

Category	Evaluation Criteria
Structural	Improves aging structures
Geometric	Achieves modern design standards
Operational	Provides adequate capacity
Fatal Flaws	
Cost	Practicable in cost
Feasibility	Practicable construction
Additional pending Agency coordination	

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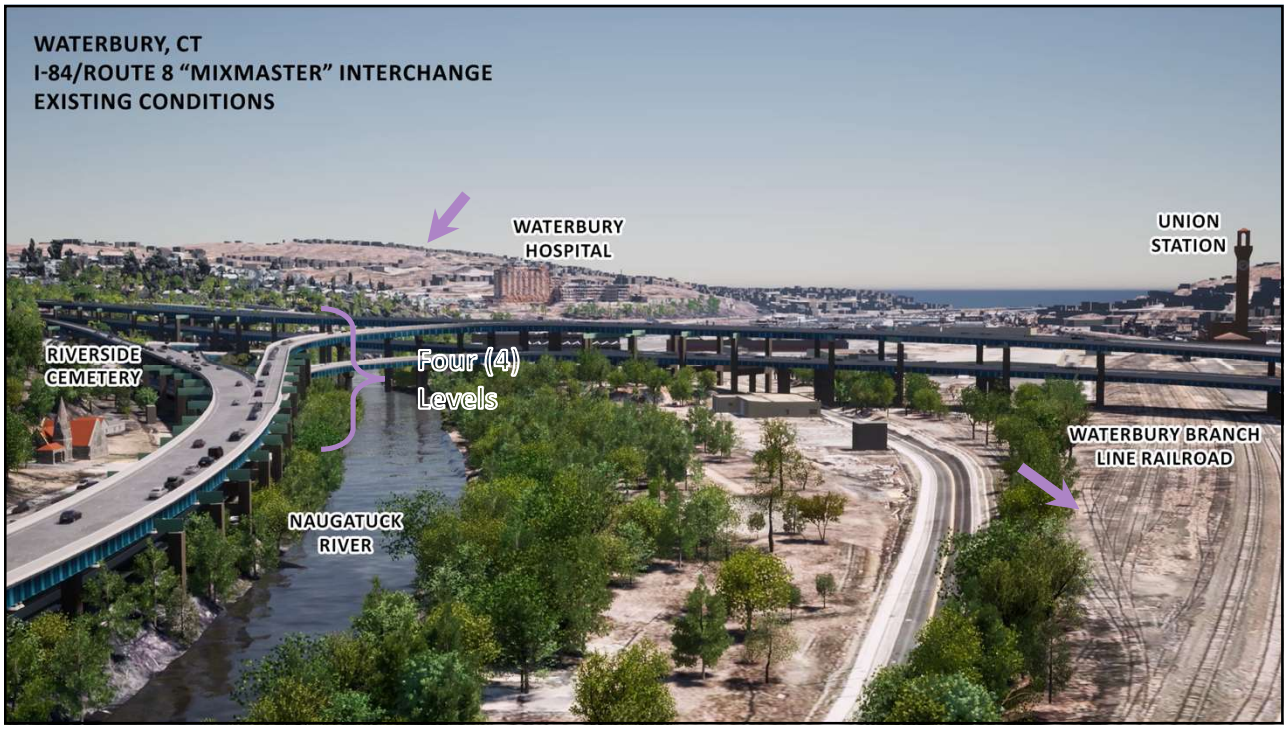
WATERBURY, CT
I-84/ROUTE 8 "MIXMASTER" INTERCHANGE
EXISTING CONDITIONS
WATERBURY HOSPITAL
UNION STATION
RIVERSIDE CEMETERY
Four (4) Levels
WATERBURY BRANCH LINE RAILROAD
NAUGATUCK RIVER

35

84
LEVEL 4 EASTBOUND
8
LEVEL 2
84
LEVEL 3 WESTBOUND
LEVEL 1 LOCAL ROADS

36

Preliminary Level 1 Screening Results: *Dismissed Replacement Alternatives*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Reconstruction In-Place	Fail	Pass	Pass	Pass	Pass	Fail
Interchange Shifted East with Inner Loop Ramp	Fail	Pass	Fail	Fail	Pass	Pass
Partial System Crossover Interchange	Fail	Pass	Pass	Fail	Pass	Fail
Modified Diverging Diamond	Fail	Pass	Fail	Fail	Pass	Pass
At Grade System Connections	Fail	Pass	Fail	Pass	Pass	Fail
Route 8 Boulevard	Fail	Pass	Fail	Fail	Pass	Fail
Washington Street Bypass	Fail	Pass	Fail	Fail	Pass	Fail
Tunnel	Fail	N/A	Fail	N/A	Fail	Fail

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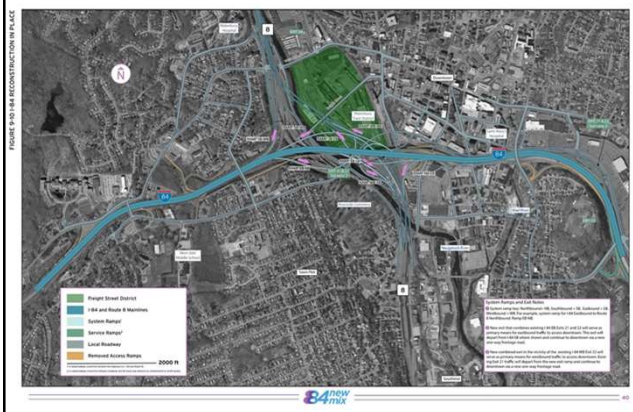
Preliminary Level 1 Screening Results: *I-84 Reconstruction In-Place*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Reconstruction In-Place	Fail	Pass	Pass	Pass	Pass	Fail



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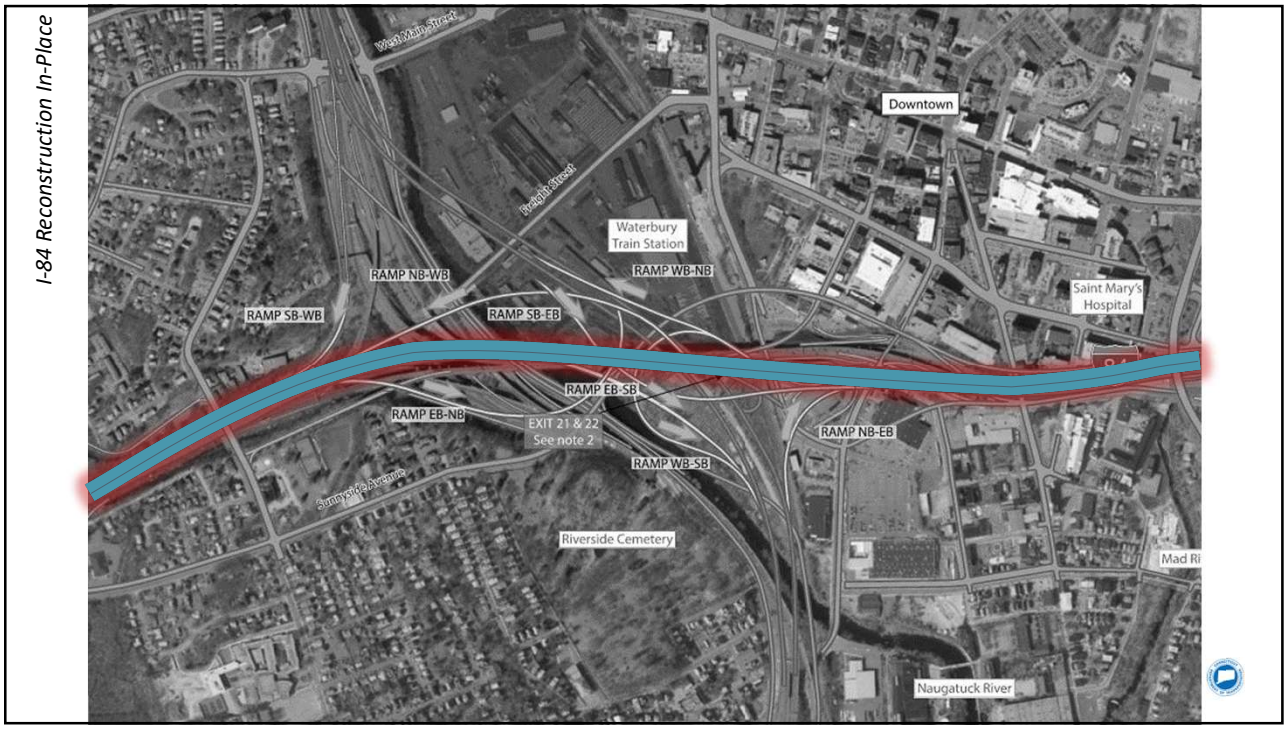

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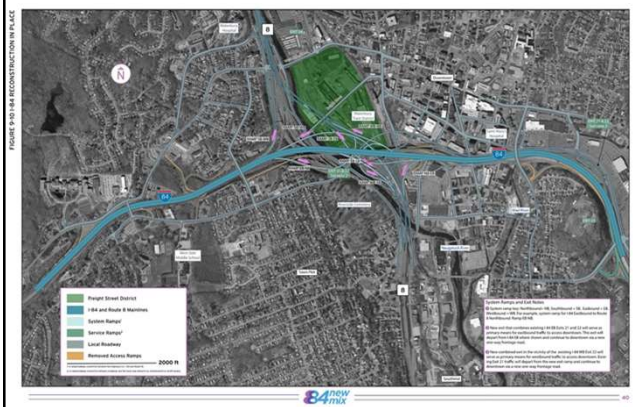
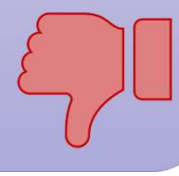
Preliminary Level 1 Screening Results: *I-84 Reconstruction In-Place*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Reconstruction In-Place	Fail	Pass	Pass	Pass	Pass	Fail



- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☑ Provides adequate capacity
- ☑ Practicable cost
- ☒ Practicable construction
  - The in-place reconstruction would result in major traffic disruptions



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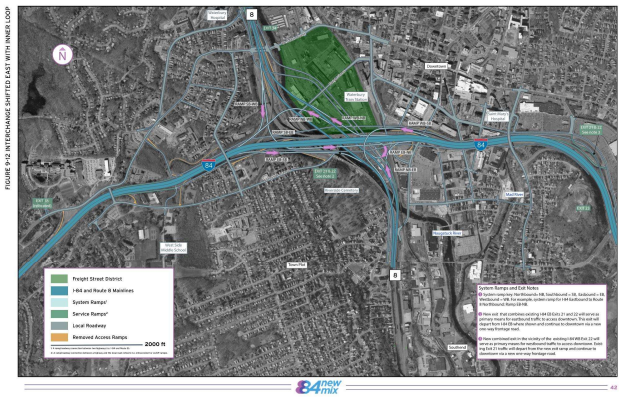
Preliminary Level 1 Screening Results: *Interchange Shifted East with Inner Loop Ramp*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Interchange Shifted East with Inner Loop Ramp	Fail	Pass	Fail	Fail	Pass	Pass



84new mix

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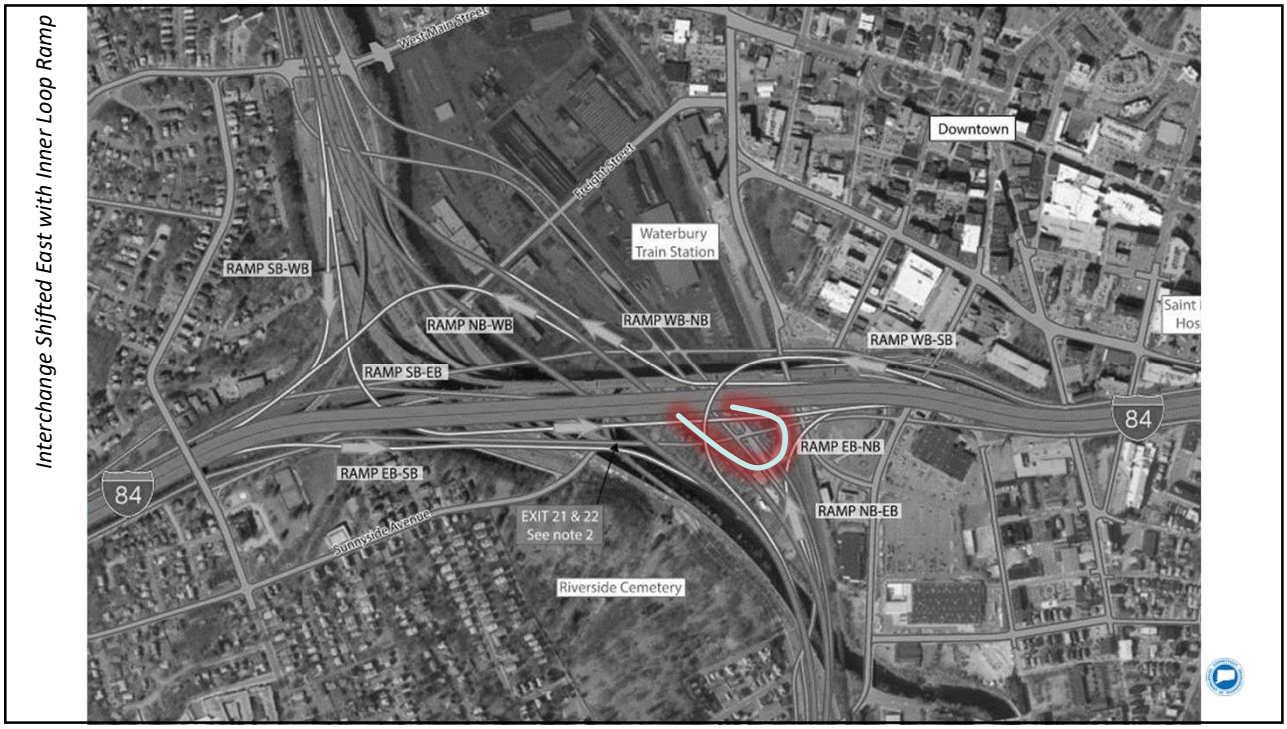

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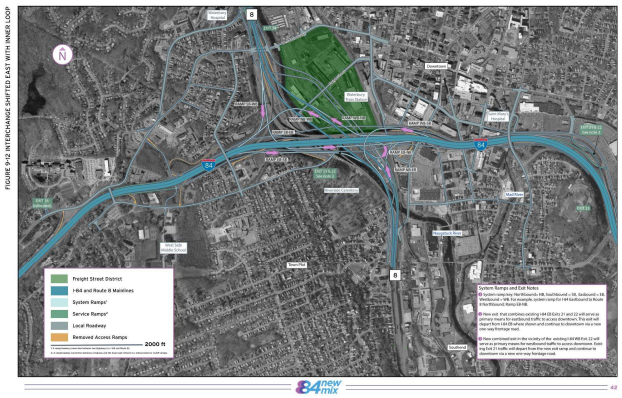
Preliminary Level 1 Screening Results: *Interchange Shifted East with Inner Loop Ramp*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Interchange Shifted East with Inner Loop Ramp	Fail	Pass	Fail	Fail	Pass	Pass



- ☑ Replaces aging structures
- ☒ Achieves modern design standards
  - Inner loop ramp fails to meet geometric standards
- ☒ Provides adequate capacity
  - Conceptual layout of inner loop ramp demonstrates inadequate LOS
- ☑ Practicable cost
- ☑ Practicable construction

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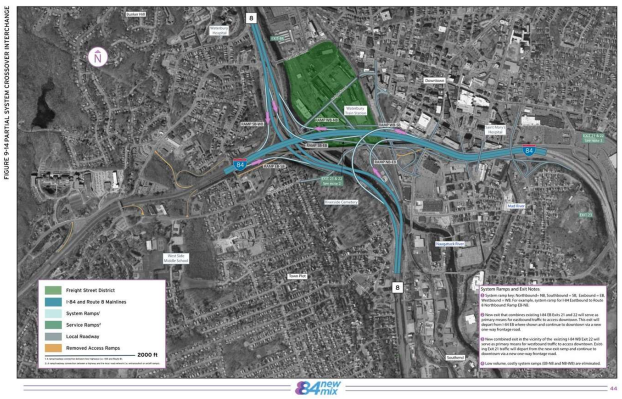
Preliminary Level 1 Screening Results: *Partial System Crossover Interchange*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Partial System Crossover Interchange	Fail	Pass	Pass	Fail	Pass	Fail



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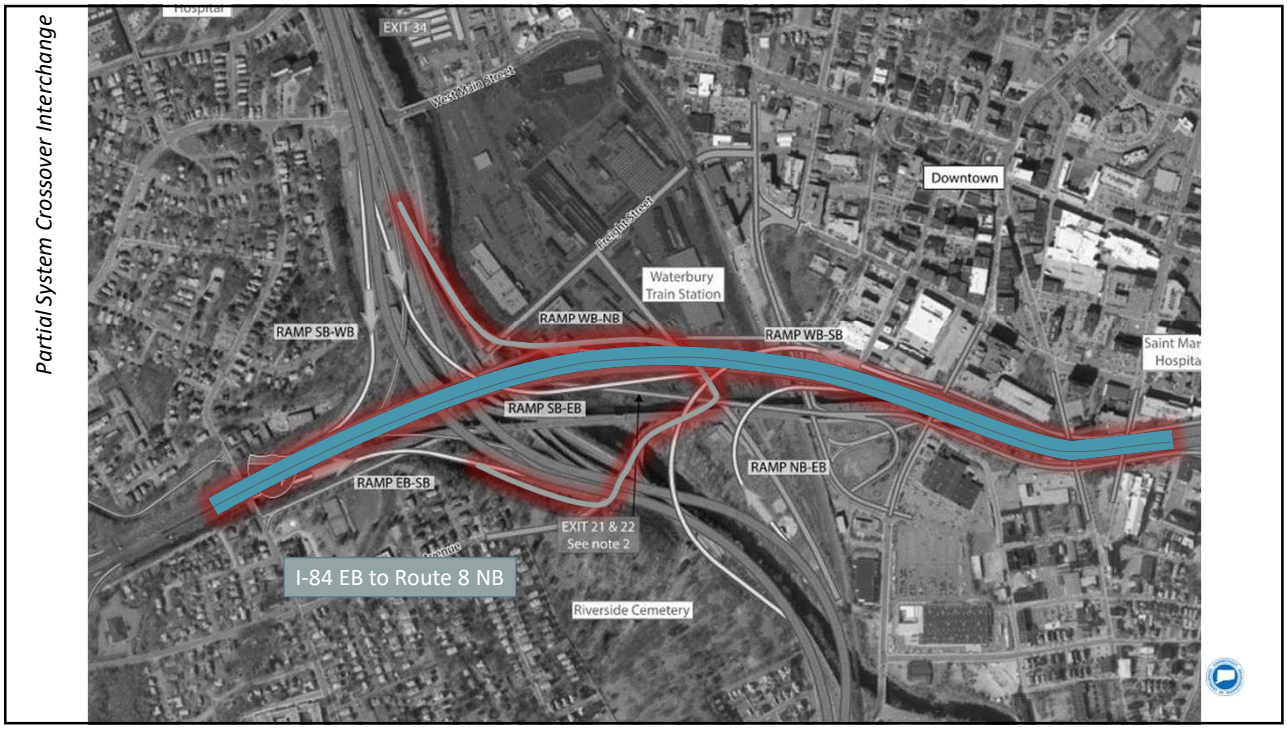

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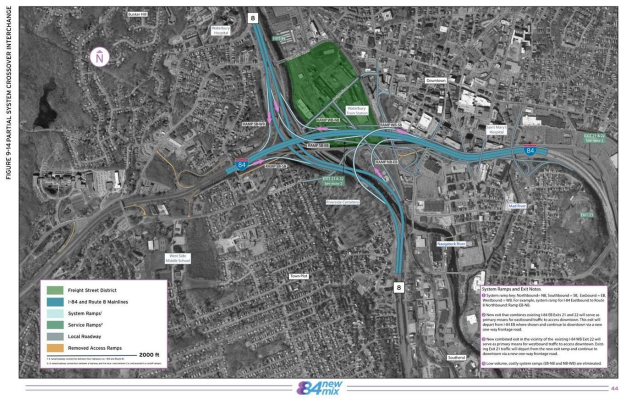
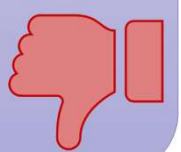
Preliminary Level 1 Screening Results: *Partial System Crossover Interchange*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Partial System Crossover Interchange	Fail	Pass	Pass	Fail	Pass	Fail



- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☒ Provides adequate capacity
  - Indirect connections would require the use of the local road network resulting in an increase of traffic at unacceptable levels
- ☑ Practicable cost
- ☒ Practicable construction
  - Significant issues with moving I-84 north of its current alignment
  - Major construction issues



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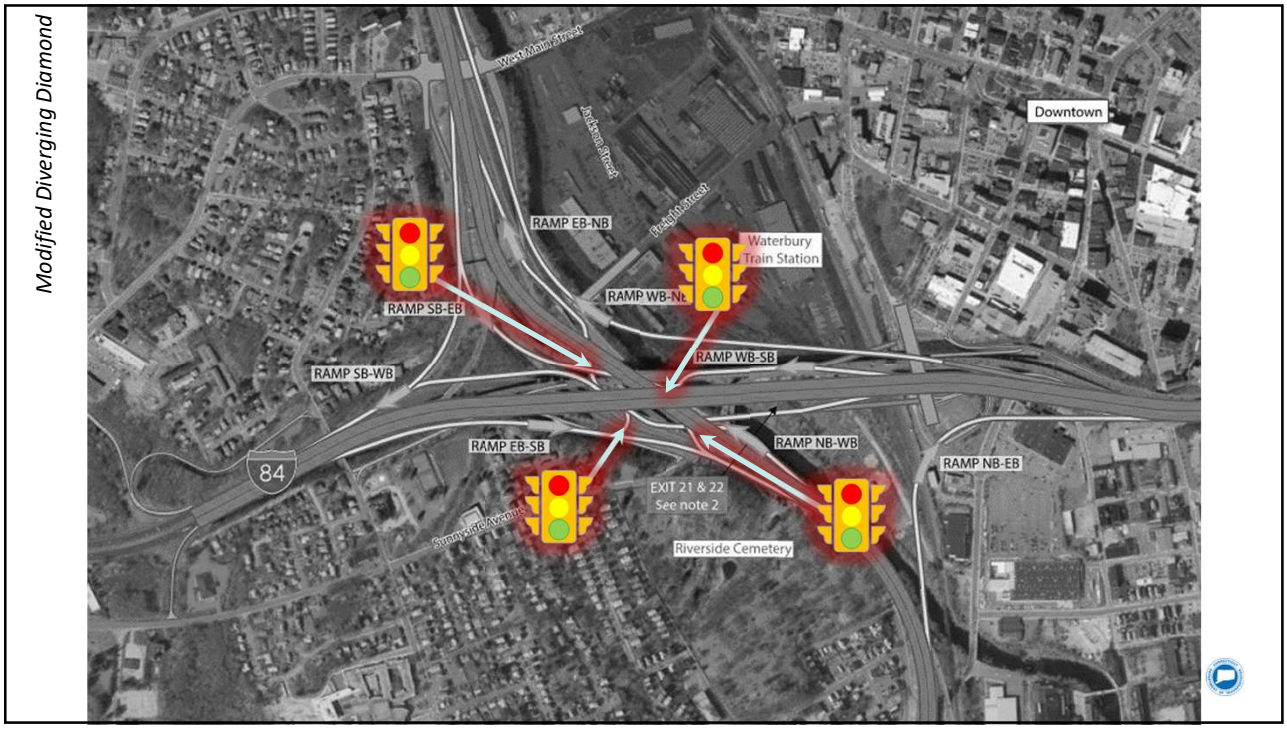
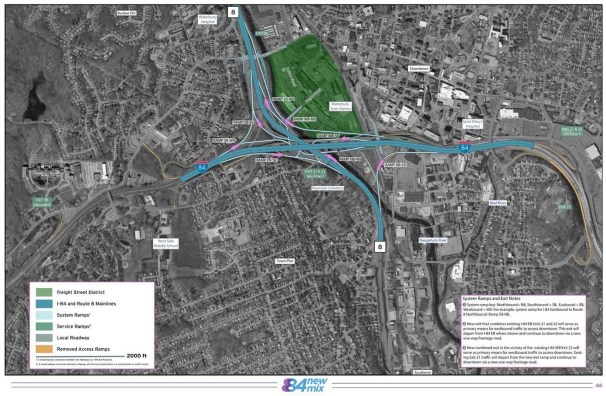

Modified Diverging Diamond
West Main Street
Downtown
Freight Street
RAMP EB-NB
Waterbury Train Station
RAMP WB-NB
RAMP SB-EB
RAMP WB-SB
RAMP SB-WB
RAMP EB-SB
RAMP NB-WB
RAMP NB-EB
84
EXIT 21 & 22
See note 2
Riverside Cemetery

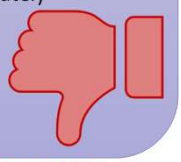
48

Preliminary Level 1 Screening Results: *Modified Diverging Diamond*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Modified Diverging Diamond	Fail	Pass	Fail	Fail	Pass	Pass



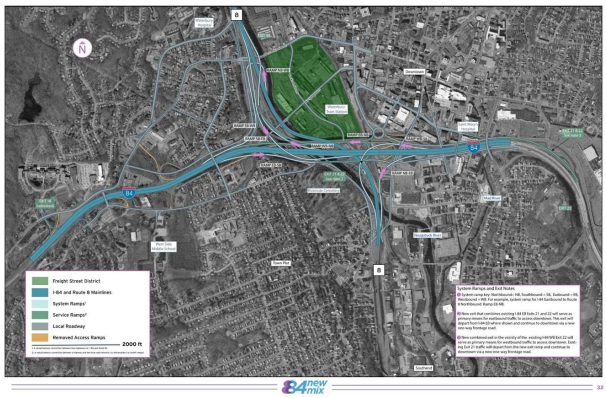
- ☑ Replaces aging structures
- ☒ Achieves modern design standards
  - For a DDI to function, the geometry of certain system ramps would not meet current design standards
- ☒ Provides adequate capacity
  - The heavy traffic volume on two of the system movements would not function adequately due to poor geometry and high traffic volumes resulting in poor LOS
- ☑ Practicable cost
- ☑ Practicable construction



49

Preliminary Level 1 Screening Results: *At Grade System Connections*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
At Grade System Connections	Fail	Pass	Fail	Pass	Pass	Fail



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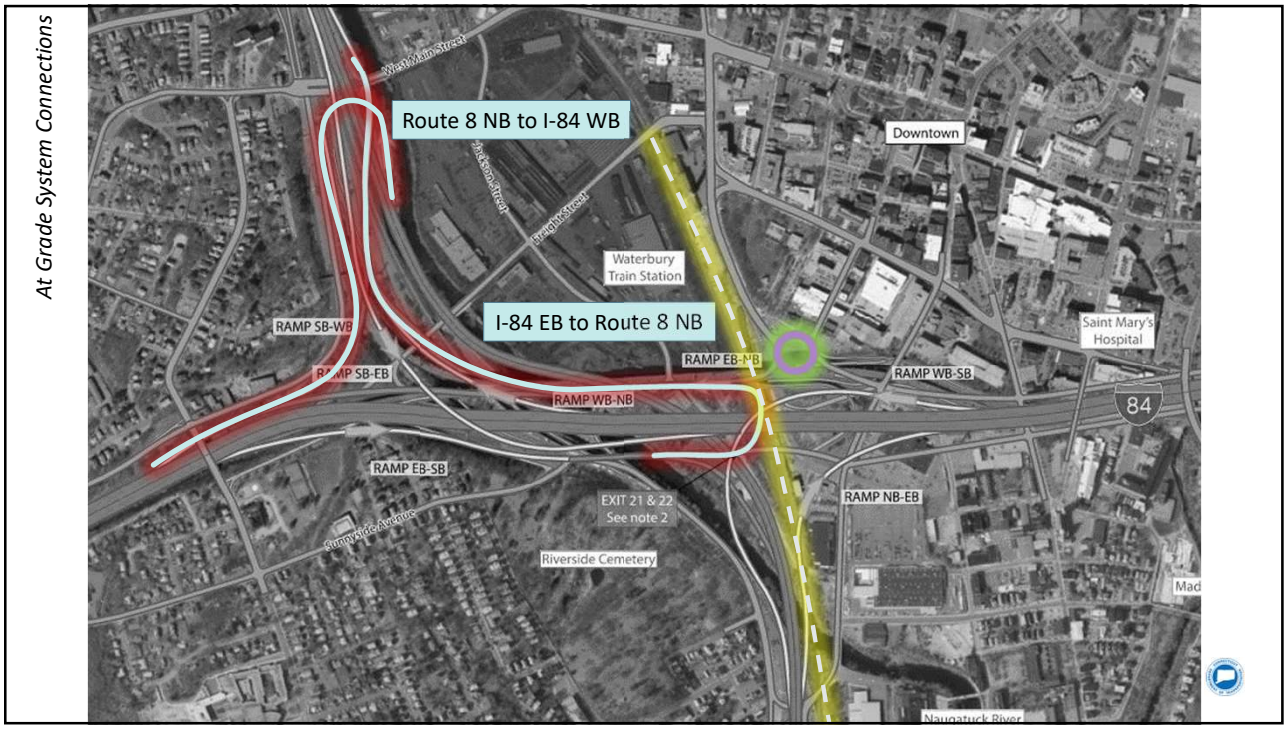
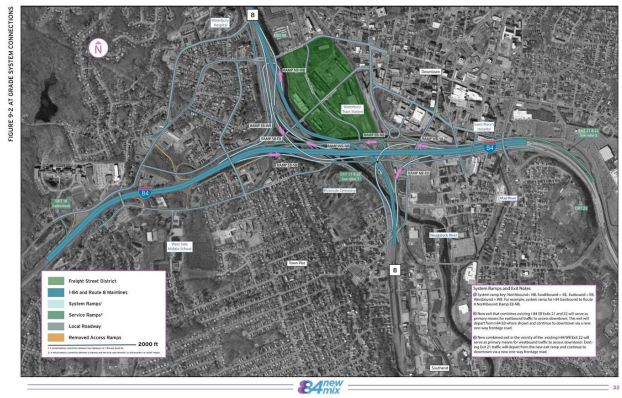


51

Preliminary Level 1 Screening Results: *At Grade System Connections*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
At Grade System Connections	Fail	Pass	Fail	Pass	Pass	Fail



- ☑ Replaces aging structures
- ☒ Achieves modern design standards
  - A significant deviation from design standards would be required to construct the system connections from I-84 EB to Route 8 NB and Route 8 NB to I-84 WB
- ☑ Provides adequate capacity
- ☑ Practicable cost
- ☒ Practicable construction
  - The topography of Waterbury the close proximity of the I-84 EB system ramp to the RR result in construction challenges that are infeasible to overcome.

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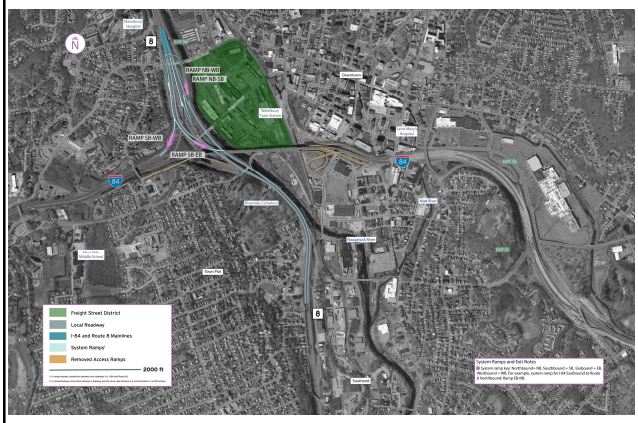
Preliminary Level 1 Screening Results: *Route 8 Boulevard*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Route 8 Boulevard	Fail	Pass	Fail	Fail	Pass	Fail



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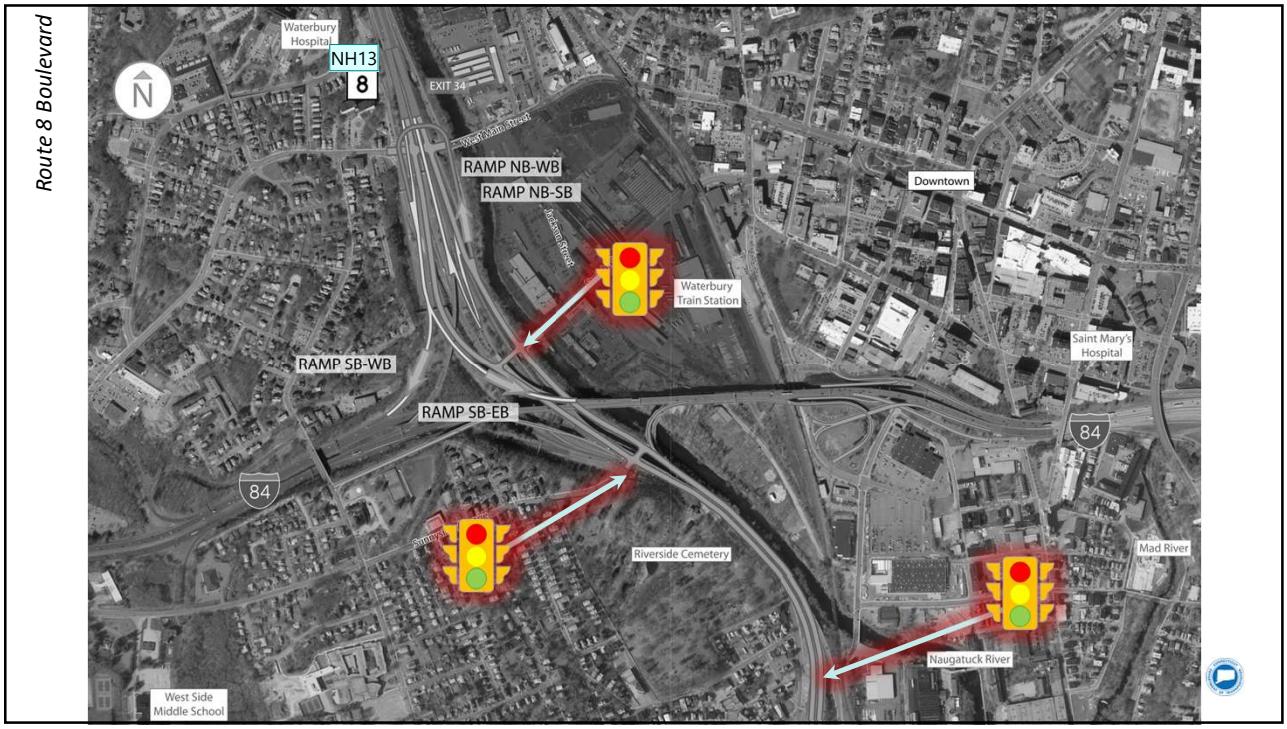
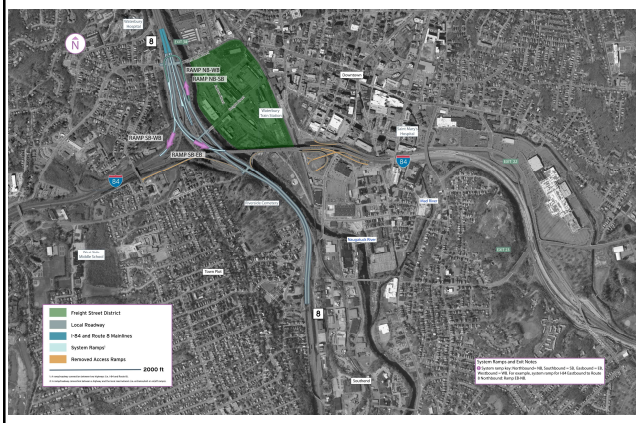


54

Preliminary Level 1 Screening Results: *Route 8 Boulevard*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Route 8 Boulevard	Fail	Pass	Fail	Fail	Pass	Fail



- ☑ Replaces aging structures
- ☒ Achieves modern design standards
  - Would require overcoming significant geometric challenges resulting in deviation from current design standards
- ☒ Provides adequate capacity
  - Would require signalized intersections severely impacting the traffic operations, reducing LOS
- ☑ Practicable cost
- ☒ Practicable construction
  - Would require significant disruption to I-84 and Route 8 traffic

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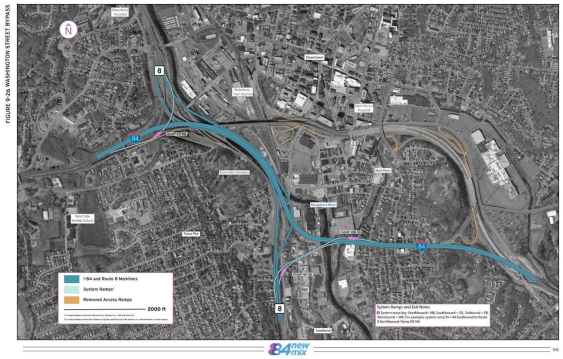
Preliminary Level 1 Screening Results: *Washington Street Bypass*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Washington Street Bypass	Fail	Pass	Fail	Fail	Pass	Fail



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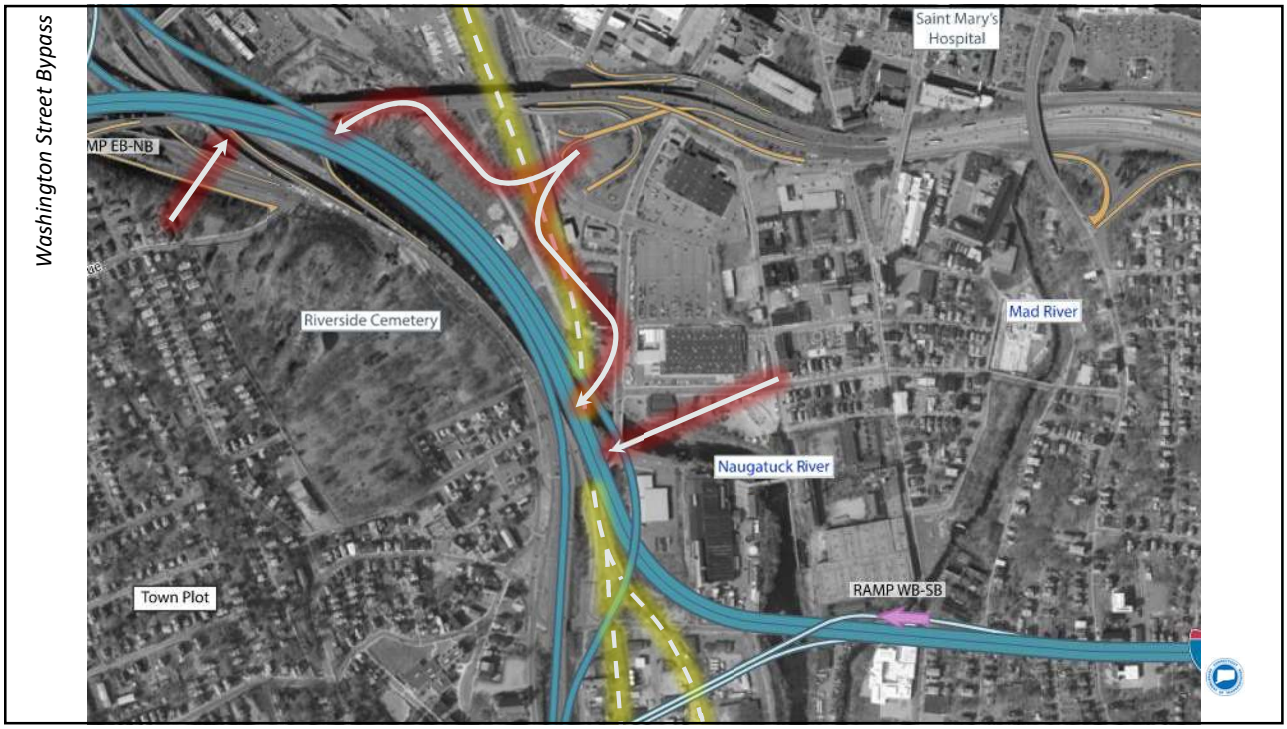
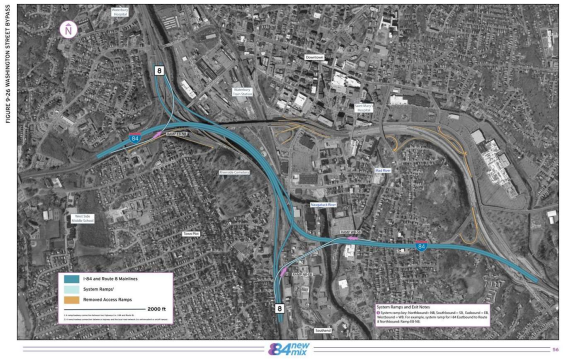


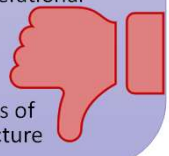
57

Preliminary Level 1 Screening Results: *Washington Street Bypass*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Washington Street Bypass	Fail	Pass	Fail	Fail	Pass	Fail



- ☑ Replaces aging structures
- ☒ Achieves modern design standards
  - The geometry of the roadway to match into Route 8, north of the existing I-84 crossing of the Naugatuck River and Railroad crossing near Bank St. fail to meet design standards
- ☒ Provides adequate capacity
  - The weave distance of the minimum five (5) lane wide highway (in each direction) does not meet operational criteria for adequate LOS
- ☑ Practicable cost
- ☒ Practicable construction
  - Significant construction challenges at locations of steep vertical variances and existing infrastructure



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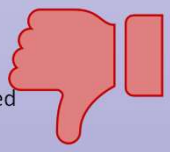
Preliminary Level 1 Screening Results: *Tunnel*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Tunnel	Fail	N/A	Fail	N/A	Fail	Fail

Conceptual graphic not produced

- ⊟ Replaces aging structures
- ☒ Achieves modern design standards
  - Any tunneling of highway segments near the core of the interchange would be incompatible with system ramp geometry
- ⊟ Provides adequate capacity
- ☒ Practicable cost
  - Unreasonable and impractical projected construction and maintenance costs
- ☒ Practicable construction
  - Significant engineering challenges associated with topographical site constraints



Will be considered as a potential ***Complementary Feature***

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Preliminary Level 1 Screening Results: *Dismissed Replacement Alternatives*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
I-84 Reconstruction In-Place	Fail	Pass	Pass	Pass	Pass	Fail
Interchange Shifted East with Inner Loop Ramp	Fail	Pass	Fail	Fail	Pass	Pass
Partial System Crossover Interchange	Fail	Pass	Pass	Fail	Pass	Fail
Modified Diverging Diamond	Fail	Pass	Fail	Fail	Pass	Pass
At Grade System Connections	Fail	Pass	Fail	Pass	Pass	Fail
Route 8 Boulevard	Fail	Pass	Fail	Fail	Pass	Fail
Washington Street Bypass	Fail	Pass	Fail	Fail	Pass	Fail
Tunnel	Fail	N/A	Fail	N/A	Fail	Fail

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Complementary Features

(not to be confused with "complimentary" features)

Complementary features are favorable aspects of an alternative that could be feasibly incorporated into advancing alternatives for future consideration.

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Complementary Features

- "Tunneling" limited portions of the mainline (cap concept)
- General local road improvements
- Fifth crossing of Naugatuck River
- Roundabout
- Other modes of travel
- Additional could be identified as the PEL Study progresses

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Preliminary Level 1 Screening Results: *Advancing Alternatives*

Conceptual Alternative Name	Pass / Fail	Preliminary Purpose and Needs			Practicability Criteria	
		Structural Criteria	Geometric Criteria	Traffic Operational Criteria	Cost Criteria	Feasibility Criteria
Interchange Shifted East	Pass	Pass	Pass	Pass	Pass	Pass
Combined System Connections	Pass	Pass	Pass	Pass	Pass	Pass
Modern Crossover Interchange	Pass	Pass	Pass	Pass	Pass	Pass
Modern Crossover Interchange with Route 8 Split to the South	Pass	Pass	Pass	Pass	Pass	Pass
Keeping Route 8 Stacked	Pass	Pass	Pass	Pass	Pass	Pass
Naugatuck River Shift	Pass	Pass	Pass	Pass	Pass	Pass
Partial System Interchange with Freight Street Interchange	Pass	Pass	Pass	Pass	Pass	Pass
Half Diverging Diamond	Pass	Pass	Pass	Pass	Pass	Pass
South City Bypass	Pass	Pass	Pass	Pass	Pass	Pass

Conceptual Alternatives that pass the Level 1 screening are called ***Initial Alternatives*** *to be further evaluated in Level 2 screening*

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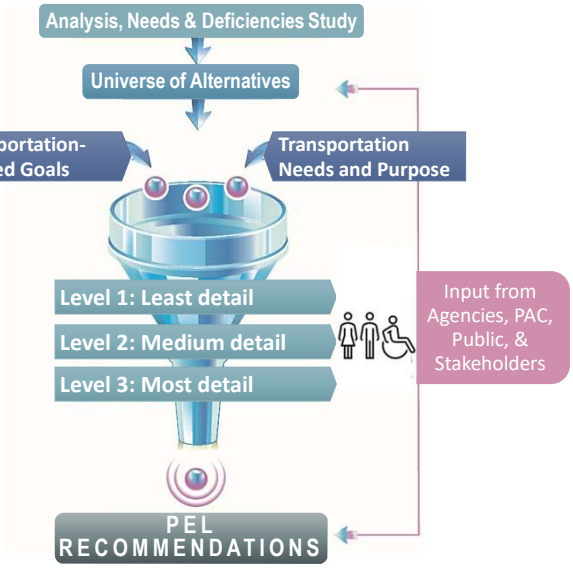
New Mix PEL Study Screening Process



Fail

Pass

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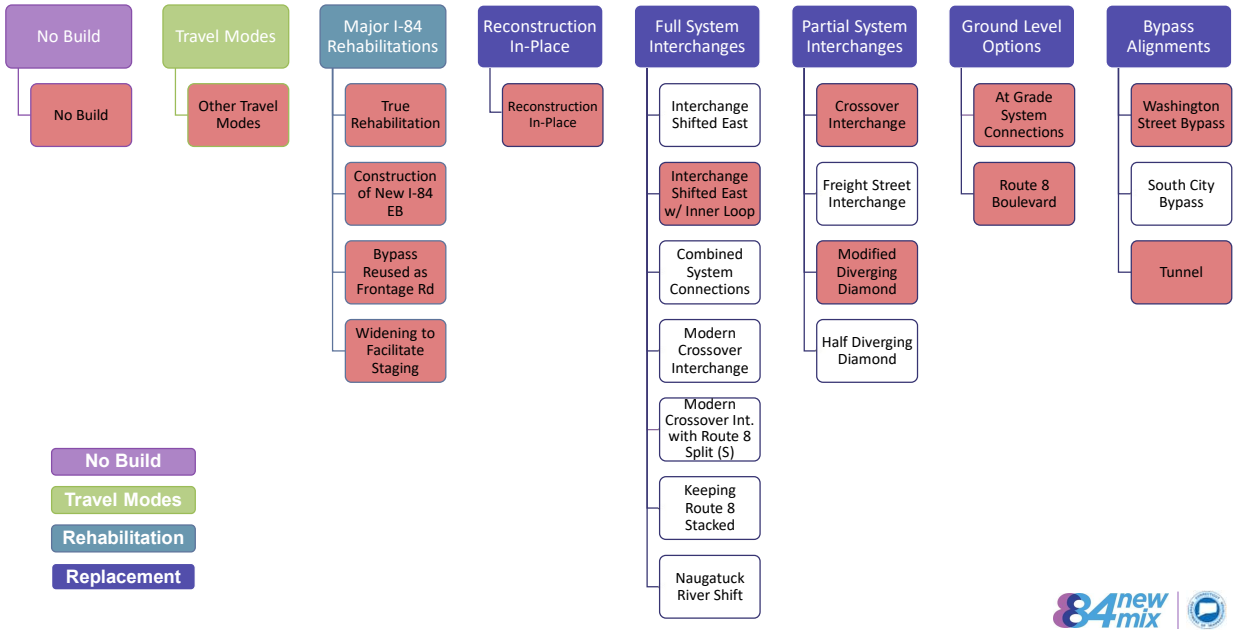
Questions on the Preliminary Level 1 Screening Results?



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PAC Comments Due

Comments / Input Due: August 29, 2022
Email: Nhodges@hntb.com

August

S	M	T	W	TH	F	S
24	25	26	27	28	29	30
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

TODAY

DUE DATE

COMMENTS DUE

Comments on Preliminary Level 1 Screening Results comments are due August 29th for incorporation into the PEL Documents.

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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #4B Anticipating September 2022	Public Meeting #2 Anticipating Early Fall 2022	PAC Mtg #4C Anticipating October 2022
Where: Virtual via Zoom	**Where:** Virtual via Zoom	**Where:** Virtual via Zoom
Topics: •Present Potential Early Action Projects •Open Discussion	**Topics:** •Present Universe of Alternative and Level 1 Screening Criteria •Obtain Input from the Public	**Topics:** •Present Level 2 Screening Measures and •Obtain Input from PAC

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Before the Next Meeting Continue to…

- **Review** PAC Meeting #4A Information Materials and provide input on the preliminary results of the Level 1 Screening.
- **Explore** the Program Website.
- **Check email** for information about the next PAC meeting and scheduling.
- **Remain excited** to participate in our next meeting.

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Questions & Comments

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Thank you.

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End of PAC Meeting 4A

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: September 28, 2022 11:00 AM – 12:02 PM
Location of Meeting: Zoom Teleconference
Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting No. 4B

Attendees:

PAC Members	
Name	**Organization**
Brian Peterson	Holy Trinity Greek Orthodox Church
Clifford Brammer III	City of Waterbury Planning Department
David Simpson	City of Waterbury Department of Public Works
Jose Duverge	City of Waterbury Department of Public Works
Joseph McGrath	Waterbury Economic Development
Joseph Violette	Waterbury Regional Chamber
Ken Stanco	Office of the Mayor
Kevin Taylor	Waterbury Bridge to Success
Maria Vaccarelli	CTtransit Waterbury
Martin Begnal	Friends of Riverside Cemetery
Robert Nerney	City of Waterbury Planning Department
Stephanie Valickis	Saint Mary's Hospital

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Scott Roberts	CTDOT
Kevin Fleming	CTDOT
Carlo Leone	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Susan Yarbrough	HNTB
Naomi Hodges	HNTB

Distribution: All Attendees

1. **Meeting Purpose**

   The New Mix Project Team (Project Team) provided an opportunity for PAC members to ask the Project Team questions regarding the Planning and Environmental Linkages (PEL) Study's (the Study) Proposed Early Action Projects. The Project Team requested for PAC members to provide input with regard to the Proposed Early Action Projects during the meeting or by emailing after the meeting.

2. **New Mix PEL Study Project Advisory Committee Meeting Presentation**

   A. **Project Advisory Committee Meeting No. 4B Summary**

      a. Presented the revised PEL Vision Statement and previewed the refinement of the Preliminary Purpose & Need Statement.

      b. The following Proposed Early Action Projects were presented:

         i. ML5 – I-84 Westbound Auxiliary Lane between the Exit 22 On-Ramp from Union Street to the Exit 21 Off Ramp to Field Street - currently under construction with the Mixmaster Rehabilitation Project (Mainline Improvement)

         ii. IC5 – Route 8 Northbound Exit 32 Off-Ramp at Northbound Riverside Street – currently under construction with the Mixmaster Rehabilitation Project (Interchange Improvement)

         iii. LC1 – West Main Street Highland Avenue (Local Intersection)

         iv. LC4 – Chase Parkway at Highland Avenue/Sunnyside Avenue (Local Intersection)

         v. IC6 – Watertown Avenue, West Main Street and Robbins Street (Interchange Improvement)

         vi. ML1 – Elimination of I-84 Eastbound Exit 21 Off-Ramp (Mainline Improvement)

      c. PEL Study Screening Process - Initial Alternatives to be further evaluated in the Level 2 screening which will include evaluation criteria based on many aspects, such as increasing connectivity, compatibility with local, regional and statewide plans, and minimizing impacts to sensitive populations, historic properties, and natural resources.

      d. Nilesh Patel stated that CTDOT is also considering other locations within the Study Area to identify additional other early action projects that could provide

early benefits. Mr. Patel encouraged attendees to reach out to the Project Team if there are any comments or suggestions on a potential location.

e. General questions and discussion.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 4B presentation:

- Bob Nerney from the City of Waterbury called attention to the on-ramp to Eastbound I-84 located further west on Chase Parkway. According to Mr. Nerney, left turning vehicles can back up eastbound traffic while waiting for a gap to turn on to the ramp, particularly during school time. Mr. Nerney asked if there was consideration to install an exclusive left turn to allow through-traffic on Chase Parkway to flow. David Schweitzer of HNTB stated that the area has been identified and is being looked at as a possible early action project.
- Mr. Nerney asked about the Proposed Early Action IC-6, specifically whether the proposed intersection(s) would be signalized. Mr. Schweitzer replied that new coordinated signals would be installed as part of the project.
- Brian Peterson from Holy Trinity Greek Orthodox Church asked how the closure of Exit 21 under Proposed Early Action ML-1 might affect travel times to Home Depot. Mr. Schweitzer replied that the change in travel time is expected to be similar to the Union Station sample presented. Although the travel time on the local roads would be longer, the overall travel time would be reduced due to the improved travel times on Interstate 84 EB. At the end of the meeting, a slide for Year 2031 PM Peak Hour was reviewed to show the proposed travel times to Home Depot for a No-Build scenario versus closing Exit 21.

The Project Team thanked PAC members for their attendance and contributions throughout the meeting. Any comments or questions on the New Mix may be sent to Naomi Hodges at nhodges@hntb.com or through the project website at newmixwaterbury.com.

Meeting adjourned at 12:02 pm.

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	PAC Mtg #4b Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response Date / Type/ Initials
1	9/30/2022 Letter	O'Leary, Neil M – Office of the Mayor (Waterbury)	On behalf of the City of Waterbury, I would like to extend my appreciation for the work accomplished thus far on the NewMix project and the collaboration with the Project Advisory Committee (PAC). My team has provided a few comments and suggestions on the first round of the PEL study that we feel important to share. When the MixMaster was originally constructed unfortunately for Waterbury, these highways cut off the downtown from the surrounding neighborhoods, decimating historically vibrant communities, and disrupting our skyline with steel and concrete of the	The Department of Transportation (Department) thanks you for your letter dated September 30, 2022, which provided comments and suggestions on the first round of alternatives screening for the New Mix Planning and Environmental Linkages (PEL) Study. Senior leadership from the Department met with the mayor's office and NVCOG staff on October 181, 2022 to follow-up on input received and to discuss specific comments. Subsequent meetings with the City of Waterbury (City) were held on November 3 and November 18 to further discuss the City's planned developments and the Department's urban planning vision for the New Mix. The Department fully understands the need for close coordination with the City on its development priorities in order to ensure proper connectivity with the New Mix Project. Regular coordination meetings are anticipated to be held as the PEL Study progresses.	N/A	12/08/2022, Letter, MNC

			elevated interchange. To this day, Route 8 to the west and Interstate 84 to the South of downtown serve as a significant psychological, physical, and safety barriers for residents throughout the city. The City has received substantial federal and state funding and has invested considerable amounts of local dollars to rebuild roads to improve access to the downtown and make former industrial sites more attractive for reuse and redevelopment. As the replacement for the MixMaster is studied and planned rather than widening and lowering I-84, we suggest replacing the substructure with architecturally interesting arches rather than steel and cement pillars. This will not only reduce the footprint of the new interchange but will avoid impacting prime	As was suggested in the City's letter and subsequent meetings, the New Mix Project Team has started to develop a conceptual alternative for the Mixmaster's reconstruction that would rebuild 1-84 in a stacked configuration. The stacked 1-84 concept will be incorporated into the PEL Study's current alternatives screening process to determine whether it will be recommended for detailed analysis during the New Mix Project's future environmental review. Additional comments from the City are also being considered for incorporation in future stages of the PEL Study. The New Mix Project Team, on behalf of the Department, sincerely looks forward to the continued engagement of City staff as members of the Project Advisory Committee throughout the remainder of the New Mix PEL Study. The Department also looks forward to continuing a collaborative approach to planning and the Project Management Team is always available to discuss any comments, concerns, or suggestions you may have that will provide better insight into the City's perspective on the New Mix and its		

			redevelopment sites. This approach would also allow the reconstruction of the original street grid and help reconnect neighborhoods split by the current highways. If the NewMix were to be relocated into the middle of this area, it would greatly reduce the available land for development, impending the City's ability to create a modern urban neighborhood. Given the city's development priorities and emphasis on reducing burdens on its residents, we request that alternatives that address neighborhood connectivity, mobility options, and economic impacts are considered throughout the PEL. The city requests the PEL study team to actively consider economic development and investment activities in and around the downtown area	relationship with the community and region. Please contact the Project Manager, Mr. Jonathan M. Dean, P.E., at (860) 594-3211 or via email at Jonathan.Dean@ct.gov should you and your staff have additional questions or require further information.		

			and coordinate with other state departments J\ND the city to fully understand the interconnectivity of ongoing and planned efforts. Furthermore, options that minimize the impacts of the substructures on the surrounding neighborhoods are the actions in which the city is most interested. I appreciate the work your team has done to reach this stage and look forward to continued collaboration with your committee, and the involvement of our Metropolitan Planning Organization. Thank you for taking the time to learn about our concerns in more detail. My team is available to discuss our comments and suggestions at any time.			

The *New Mix:*
Project Advisory Committee (PAC) Meeting #4B
September 28, 2022

HNTB

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1

Agenda

- **Welcome Back!**
- **PAC Milestones Review**
- **Proposed Early-Action Projects**
- **Question & Answer Session**
- **Next Steps**

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2

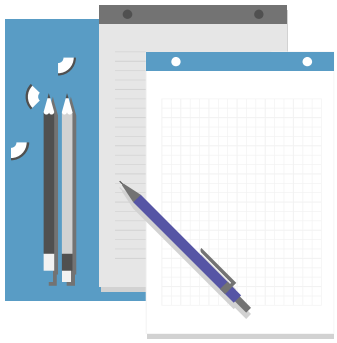
Since Our Last Meeting…

You have been:

- **Providing input** for the New Mix Program's PEL Study.
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from PAC members, stakeholders, and the public.
- **Refining** the PEL Vision Statement, Preliminary Purpose & Need and other Transportation-Related Goals & Objectives.
- **Refining** the Level 2 Evaluation Criteria.



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3

The I-84 *New Mix* PEL Study

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.

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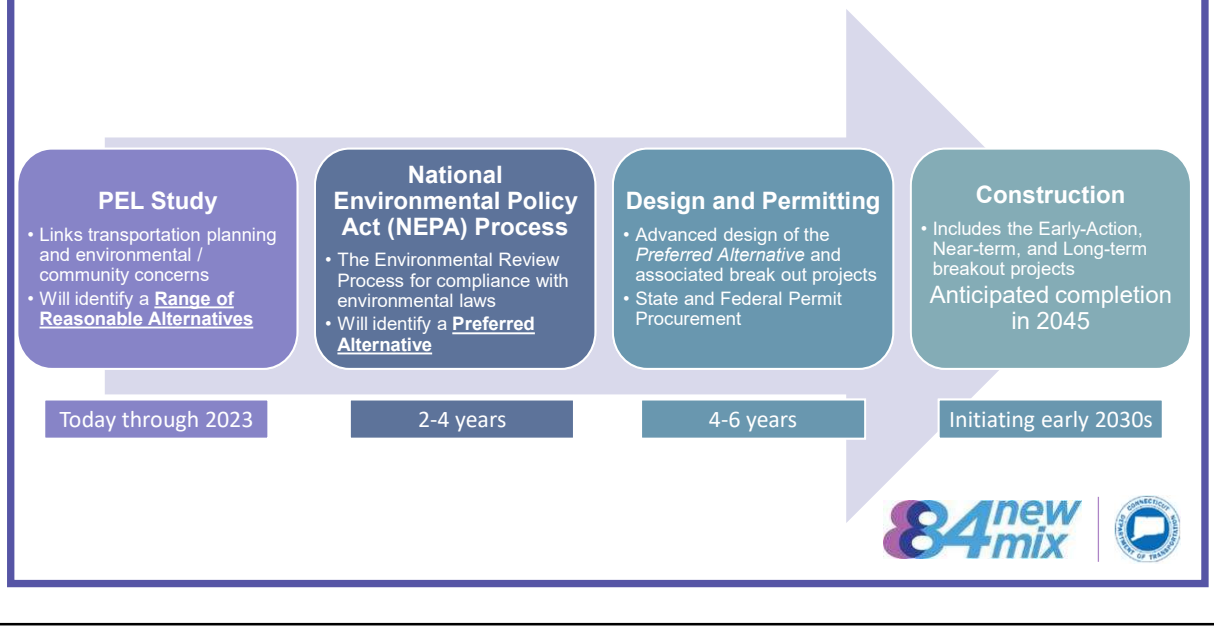
4

High Level Overview of This Process



5

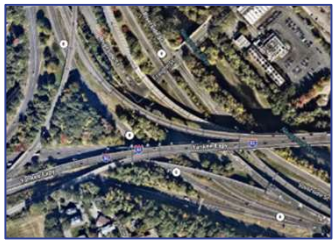
Proposed Early Action Projects Overview

6

General Nature of Anticipated Projects

Early Action Projects
Standalone improvements to the highway and local roadway network

Near-Term Projects
Improvements to highway approaching Mixmaster compatible with Long-Term Projects



Long-Term Projects
Reconstruction of core interchange structures

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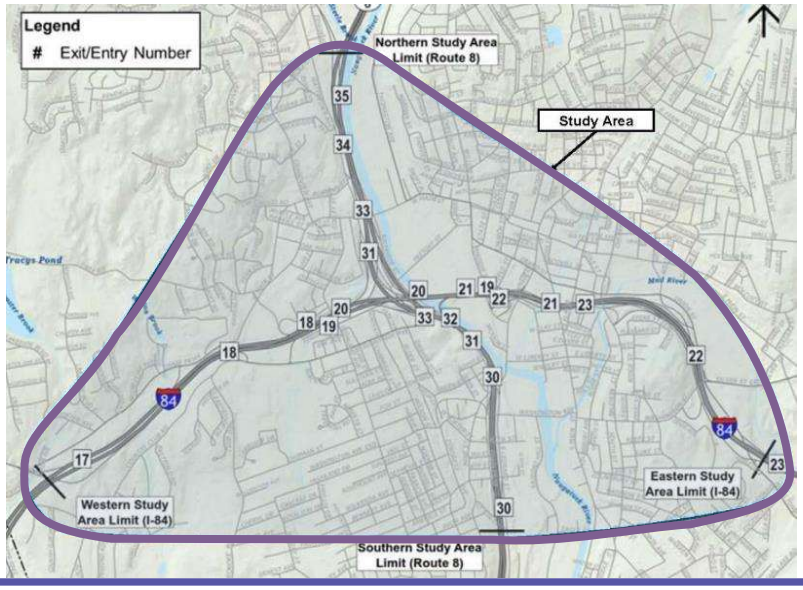
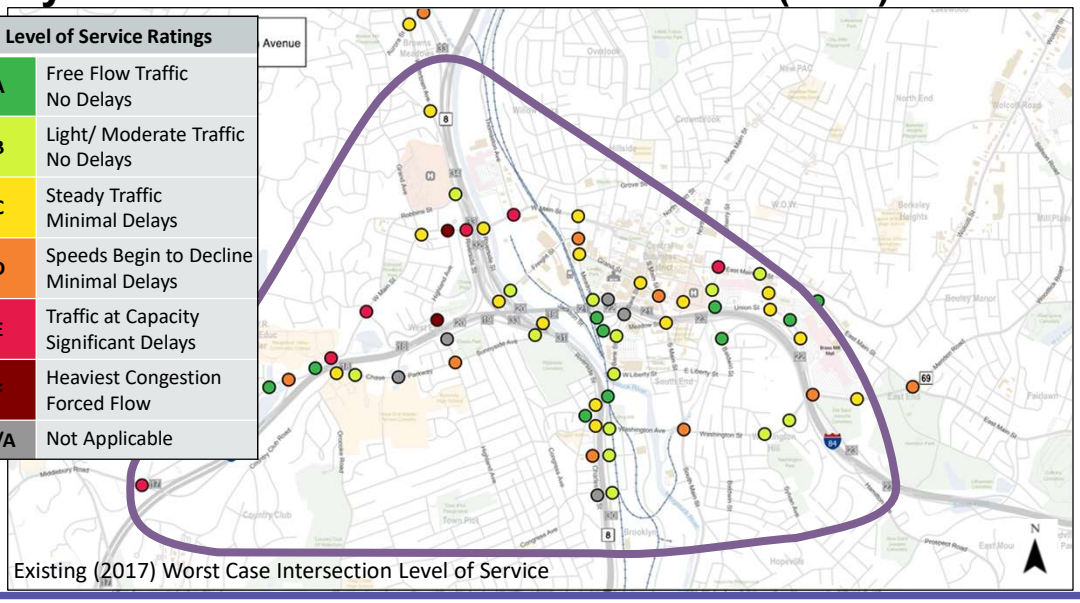
The *New Mix* Study Area



8

Analyzed Intersections: Level of Service (LOS)

Level of Service Ratings	
A	Free Flow Traffic No Delays
B	Light/ Moderate Traffic No Delays
C	Steady Traffic Minimal Delays
D	Speeds Begin to Decline Minimal Delays
E	Traffic at Capacity Significant Delays
F	Heaviest Congestion Forced Flow
N/A	Not Applicable

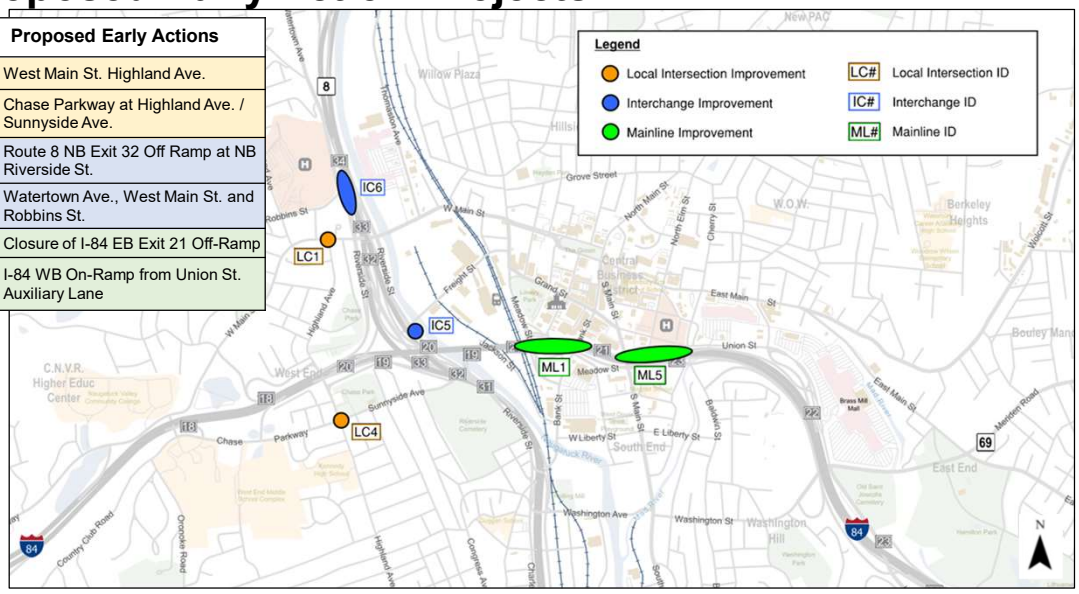


Existing (2017) Worst Case Intersection Level of Service

9

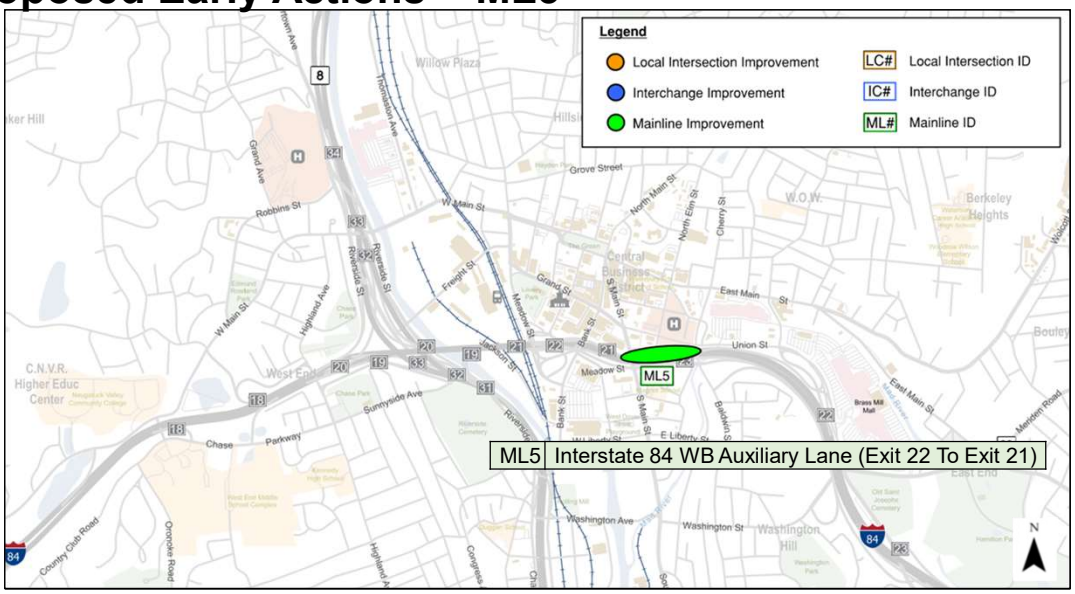
Proposed Early Action Projects

Proposed Early Actions	
LC1	West Main St. Highland Ave.
LC4	Chase Parkway at Highland Ave. / Sunnyside Ave.
IC5	Route 8 NB Exit 32 Off Ramp at NB Riverside St.
IC6	Watertown Ave., West Main St. and Robbins St.
ML1	Closure of I-84 EB Exit 21 Off-Ramp
ML5	I-84 WB On-Ramp from Union St. Auxiliary Lane



10

Proposed Early Actions – ML5

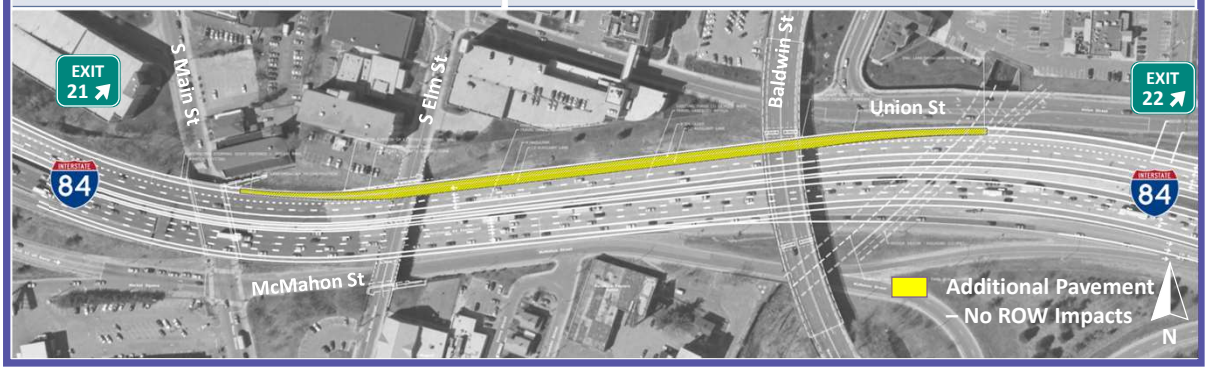


11

Proposed Early Actions – ML5

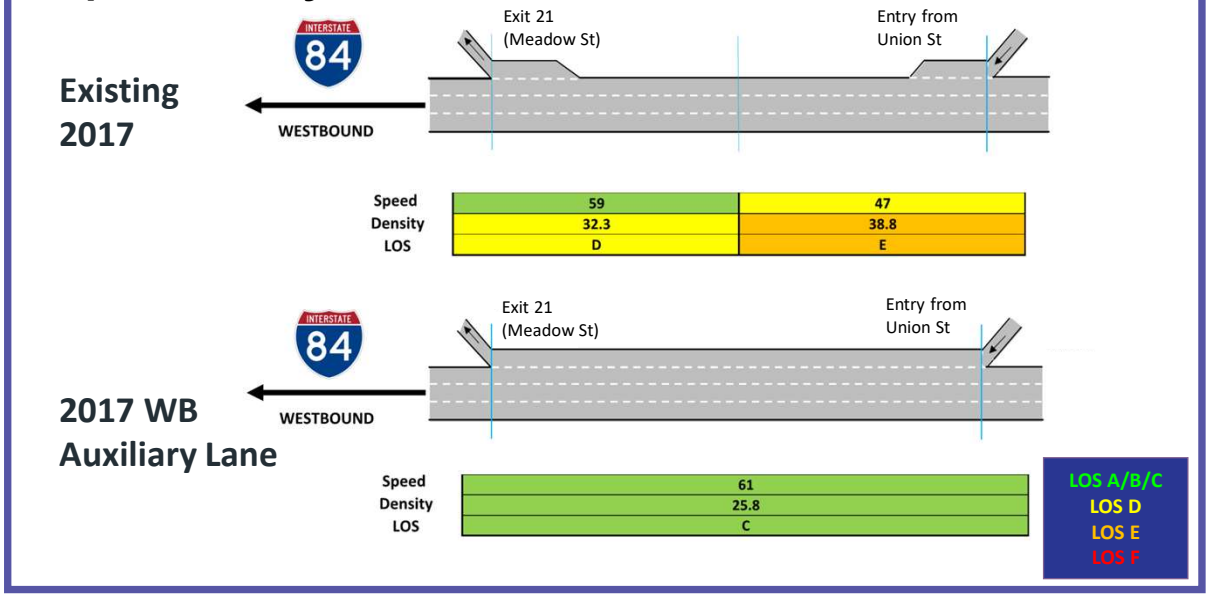
Interstate 84 Westbound Between Exit 22 On Ramp and Exit 21 Off Ramp

Deficiencies	Solutions	Intended Outcomes	
Substandard distances for Ramp Merges/ Weaves/ Diverges	Construct auxiliary lane	•Improve traffic operations •Reduce congestion (improve air quality) •Reduce crash rate (improve safety)	•Low impact solution •Included in rehabilitation project (reduces rework)



12

Proposed Early Actions – ML5



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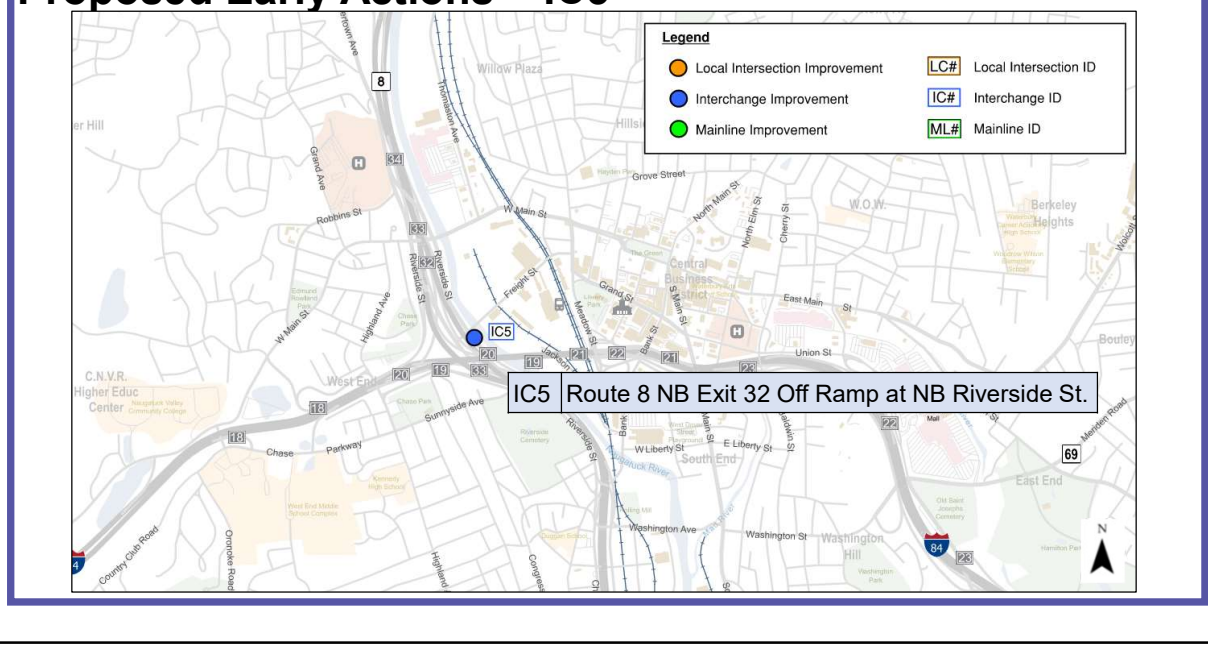
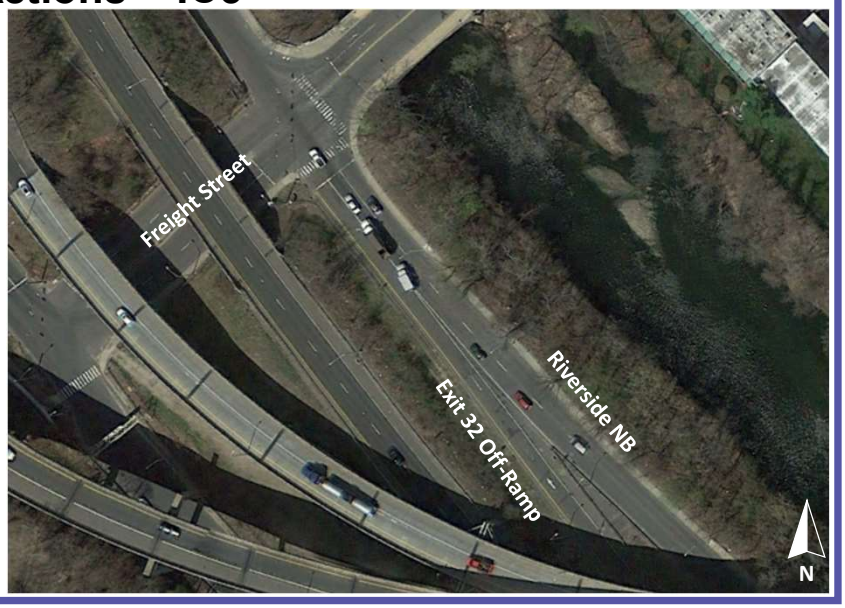
Proposed Early Actions – IC5



14

Proposed Early Actions – IC5

Route 8 NB Exit 32 at Freight Street/Riverside Street NB



15

Proposed Early Actions – IC5

Route 8 NB Exit 32 at Freight Street/Riverside Street NB

Deficiencies	Solutions
•High Crash Location •Deficient Traffic Operations at West Main Street	

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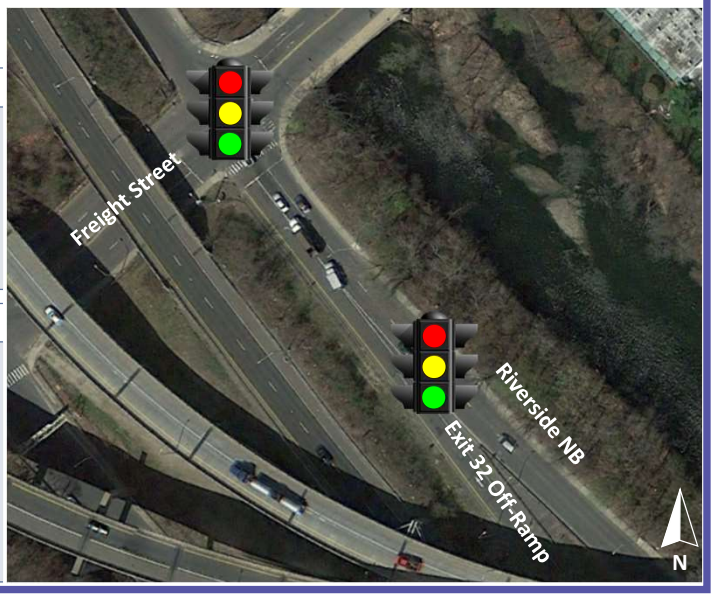
Proposed Early Actions – IC5

Route 8 NB Exit 32 at Freight Street/Riverside Street NB

Deficiencies	Solutions
•High Crash Location •Deficient Traffic Operations at West Main Street	•Install offset traffic signal •Clustered Control •Optimize signal timing •Modify approach alignments

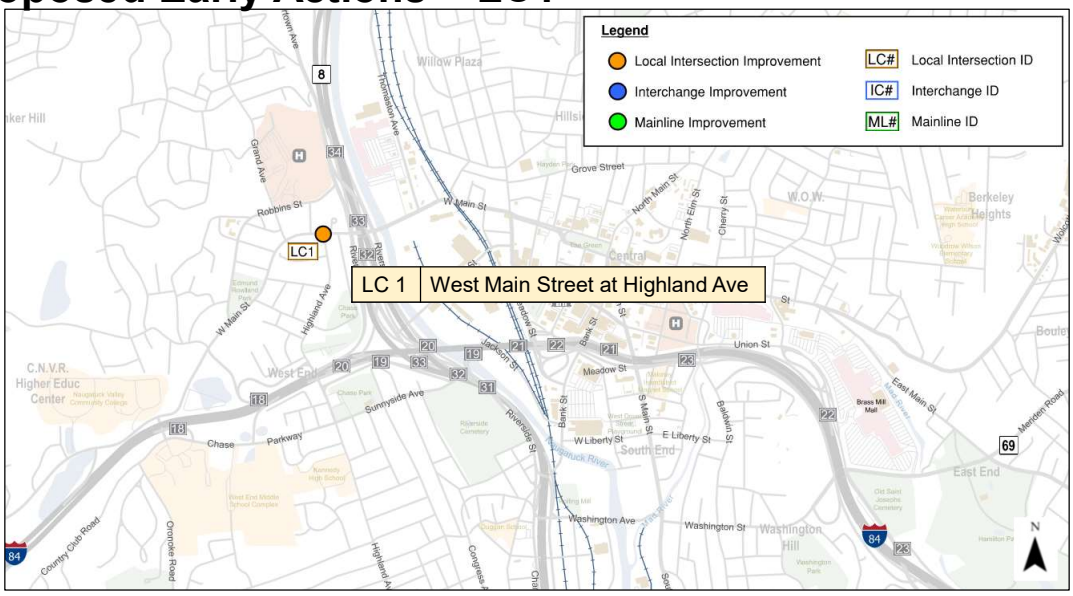
Intended Outcomes

- Relieve pressure from West Main Street signal
- Improve traffic operations
- Reduce congestion (improve air quality)
- Reduce crash rate (improve safety)
- Low impact solution
- Included in rehabilitation project (reduces rework)



17

Proposed Early Actions – LC1



18

Proposed Early Actions – LC1

West Main Street at Highland Avenue

Deficiencies	Solutions
•Congestion •High Crash Location •Poor intersection sight distance	•Restripe approaches •Dedicated turn lanes •New coordinated signals

19

GU1

Proposed Early Actions – LC1

West Main Street at Highland Avenue

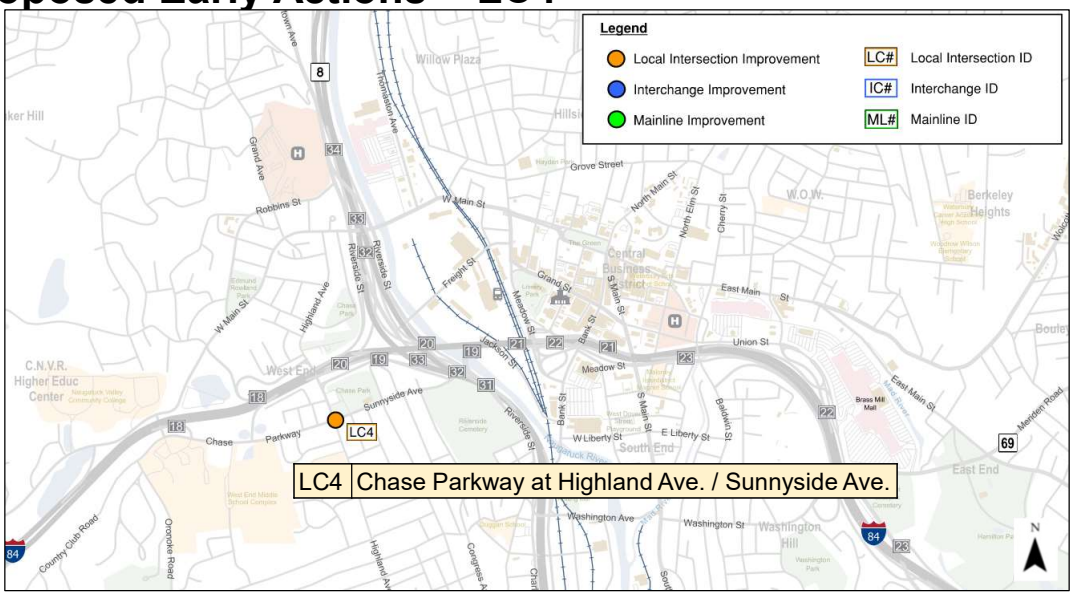
Deficiencies	Solutions
•Congestion •High Crash Location •Poor intersection sight distance	•Restripe approaches •Dedicated turn lanes •New coordinated signals

Intended Outcomes

- Improve traffic operations
- Reduce congestion (improve air quality)
- Reduce crash rate (improve safety)
- Improve connectivity/non motorized mobility
- Low impact solution

20

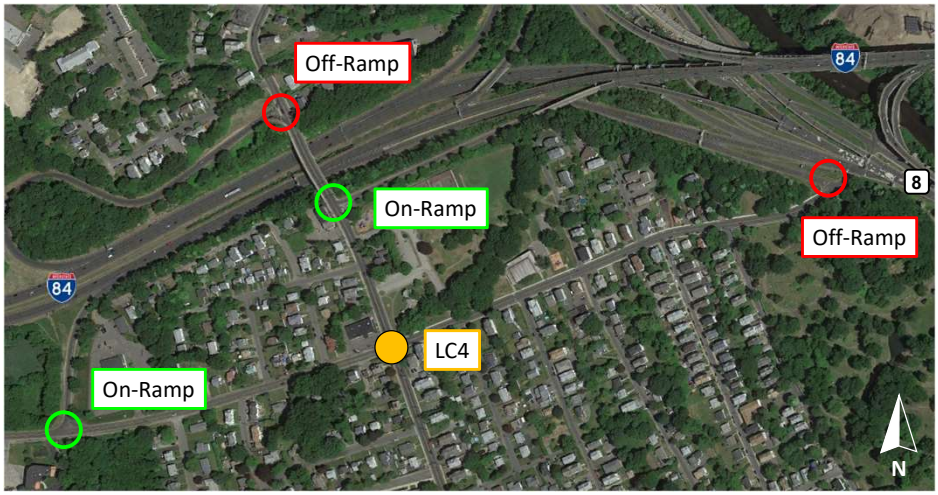
Proposed Early Actions – LC4



21

Proposed Early Actions – LC4

Highland Avenue at Sunnyside Avenue & Chase Parkway

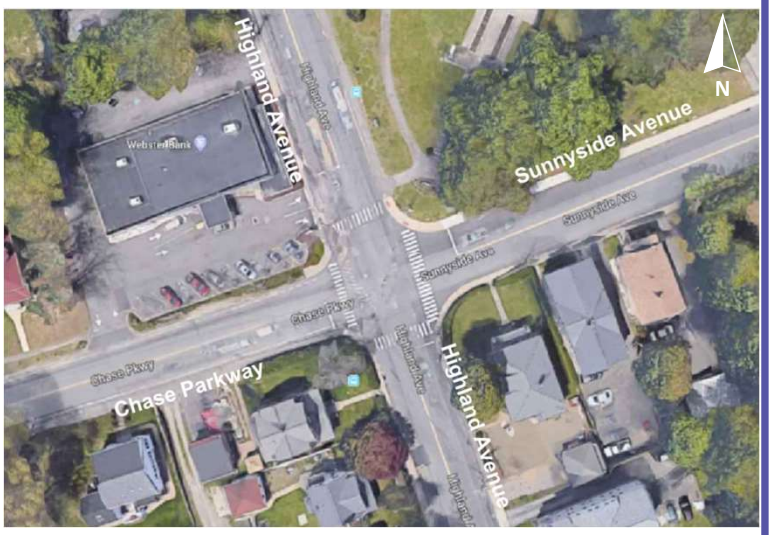


22

Proposed Early Actions – LC4

Highland Avenue at Sunnyside Avenue & Chase Parkway

Deficiencies	Solutions
•Moderate Congestion •High Crash Location	



23

Proposed Early Actions – LC4

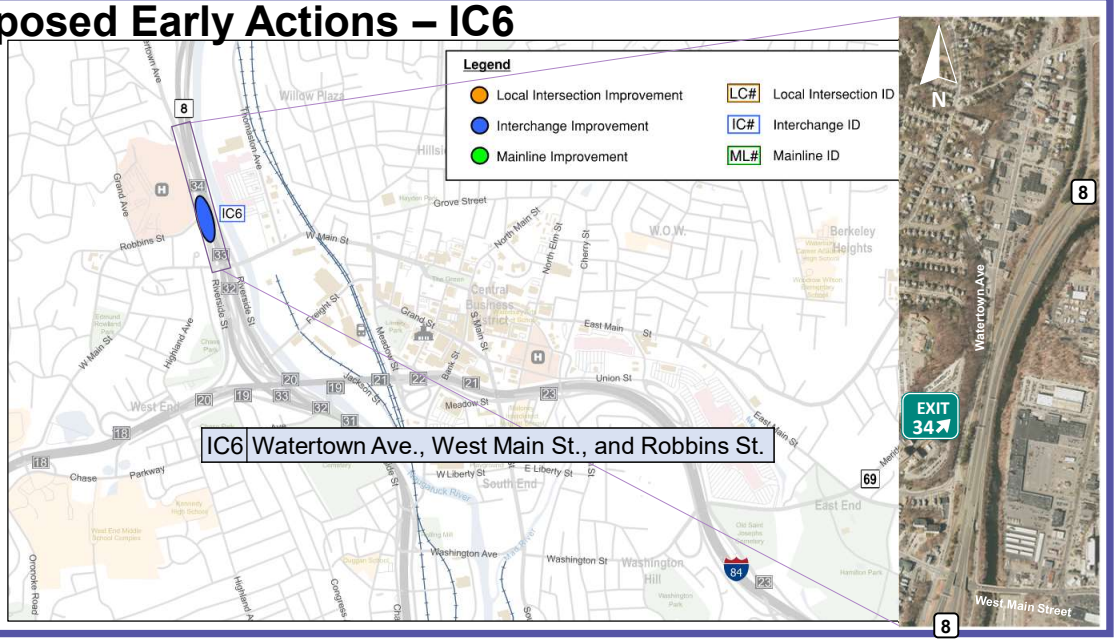
Highland Avenue at Sunnyside Avenue & Chase Parkway

Deficiencies	Solutions
•Moderate Congestion •High Crash Location	•Restripe approaches •Exclusive left turn lanes •Optimize signal timing •Minor widening

Intended Outcomes
•Improve traffic operations •Reduce congestion (improve air quality) •Reduce crash rate (improve safety) •Improve connectivity/ non motorized mobility

24

Proposed Early Actions – IC6



25

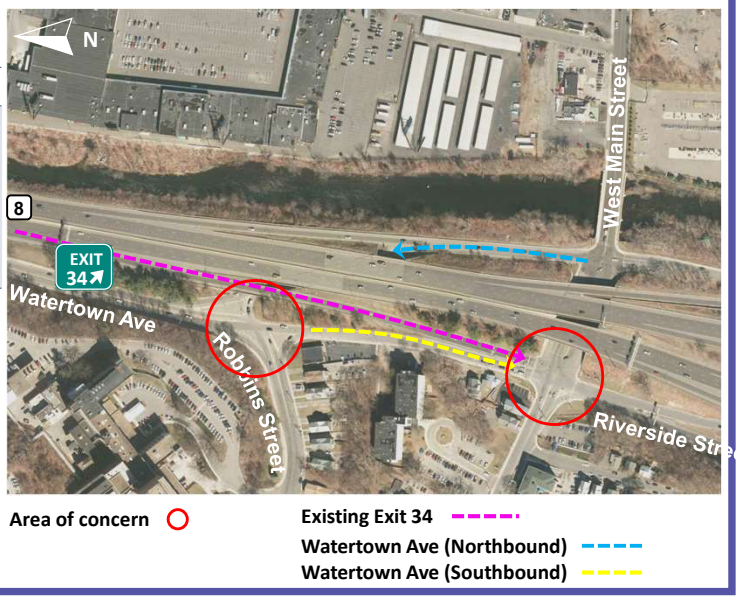
Proposed Early Actions – IC6 Location: Existing Conditions

26

Proposed Early Actions – IC6

Route 8 SB Exit 34 at Watertown Avenue / Robbins Street

Deficiencies	Solutions
•High Crash Locations •Deficient Traffic Operations at West Main Street	



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NH6

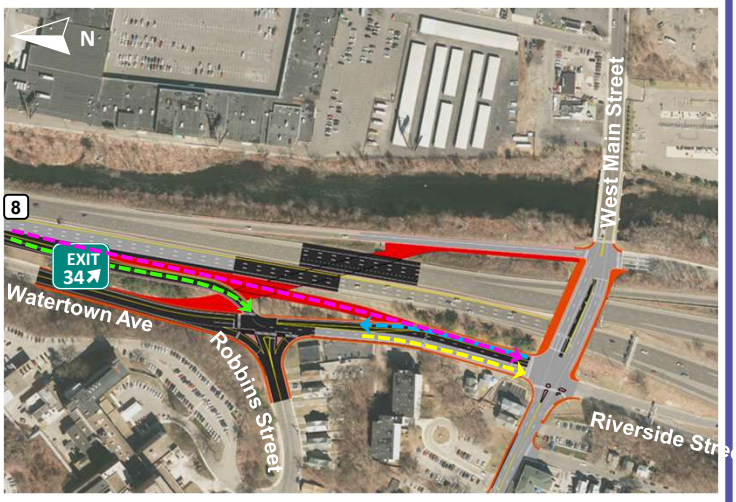
Proposed Early Actions – IC6

Route 8 SB Exit 34 at Watertown Avenue / Robbins Street

Deficiencies	Solutions
•High Crash Locations •Deficient Traffic Operations at West Main Street	•Two-Way Watertown Avenue •Roadway realignment •New coordinated signals

Intended Outcomes

- Improve traffic operations
- Reduce congestion (improves air quality)
- Reduce crash rate (improves safety)
- Improve connectivity and mobility



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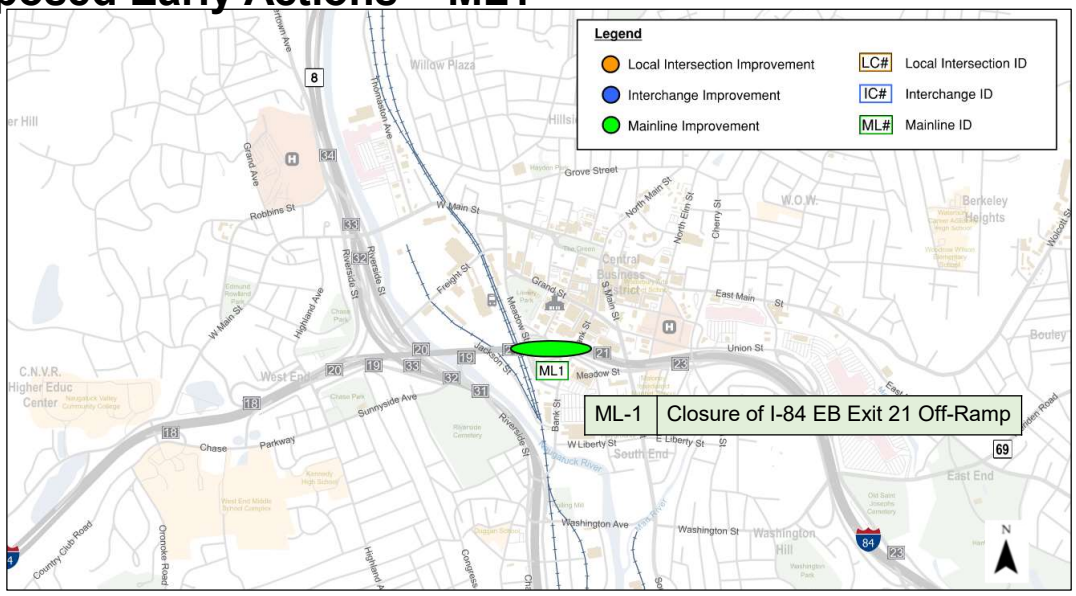
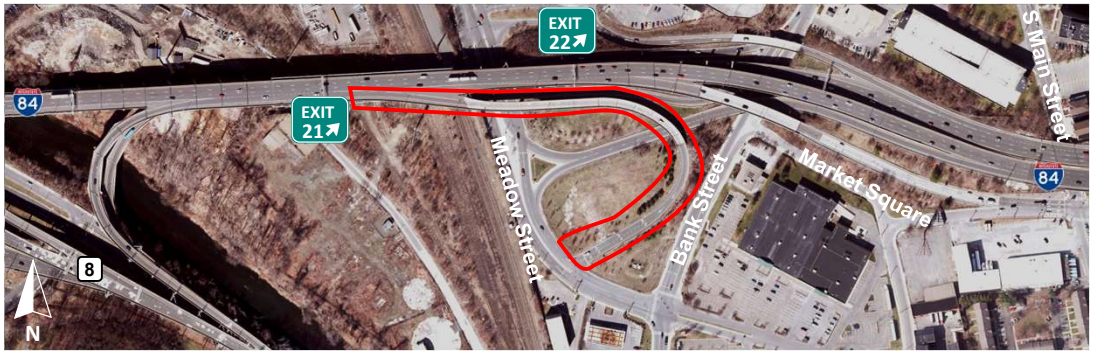
Proposed Early Actions – ML1



29

Proposed Early Actions – ML1 Closure of I-84 EB Exit 21 Off-Ramp



Deficiencies

- Bridge in poor condition
- Substandard distances for Ramp Merges/ Weaves/ Diverges
- Deficient Traffic Operations
- High Crash Location
- Recurring congestion

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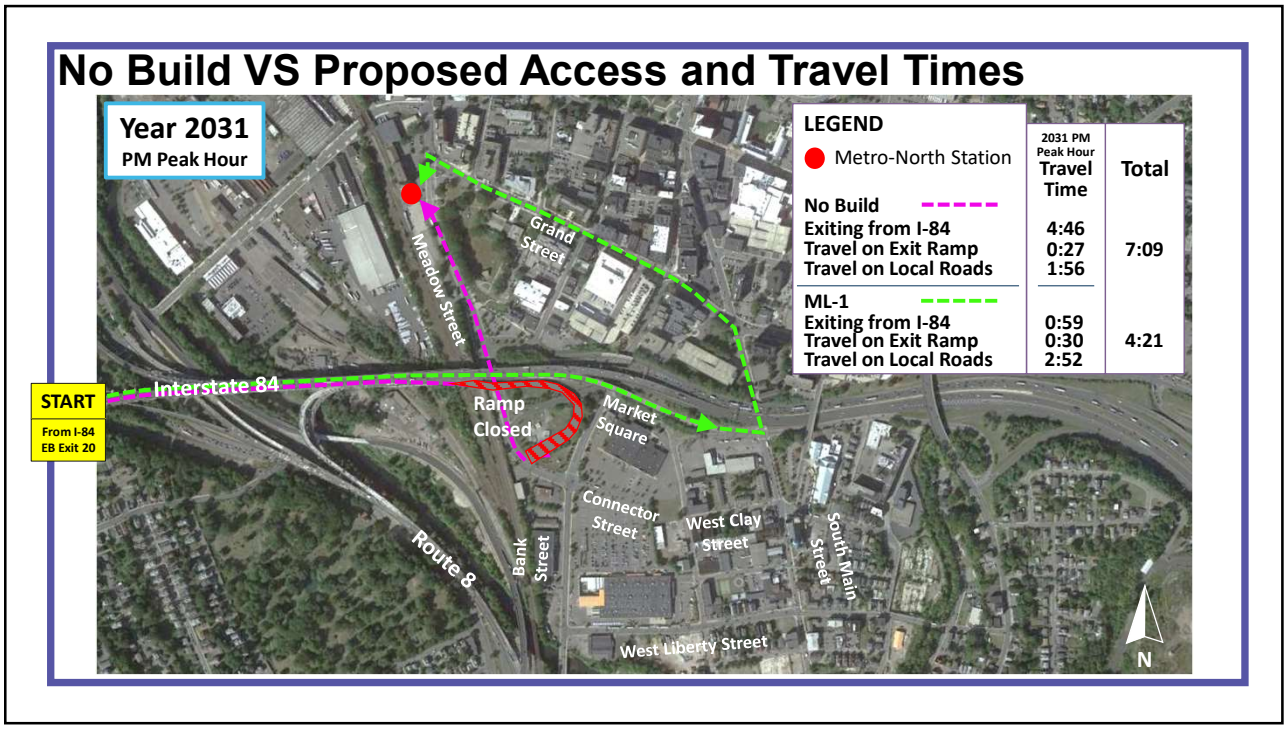
2031 No Build Zoomed In Animation

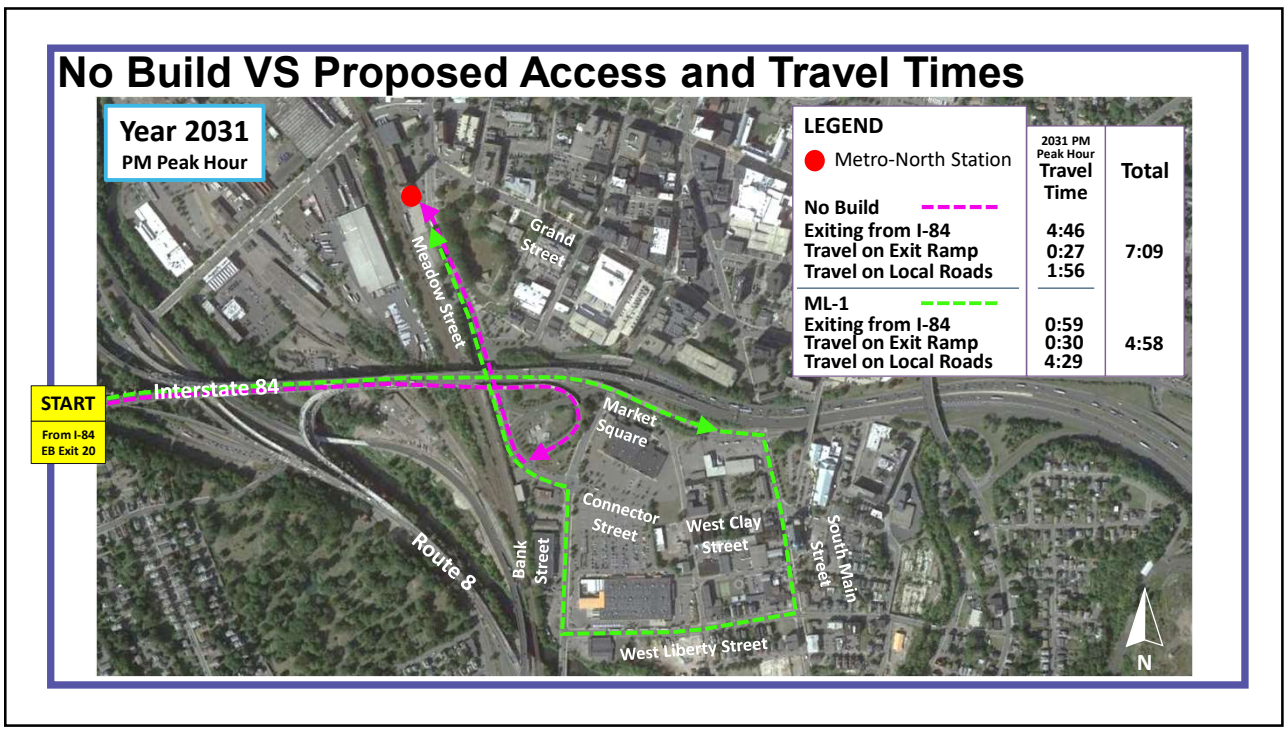
31

2031 No Build Weekday PM Peak Hour Animation

32


No Build VS Proposed Access and Travel Times
Year 2031
PM Peak Hour
START
From I-84 EB Exit 20
Interstate 84
Ramp Closed
Meadow Street
Grand Street
Market Square
Connector Street
West Clay Street
South Main Street
Bank Street
Route 8
West Liberty Street
N
LEGEND
Metro-North Station
No Build
Exiting from I-84
Travel on Exit Ramp
Travel on Local Roads
ML-1
Exiting from I-84
Travel on Exit Ramp
Travel on Local Roads
2031 PM Peak Hour Travel Time
Total
4:46
0:27
1:56
7:09
0:59
0:30
2:52
4:21

33


No Build VS Proposed Access and Travel Times
Year 2031
PM Peak Hour
START
From I-84 EB Exit 20
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Meadow Street
Grand Street
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West Clay Street
South Main Street
Bank Street
Route 8
West Liberty Street
N
LEGEND
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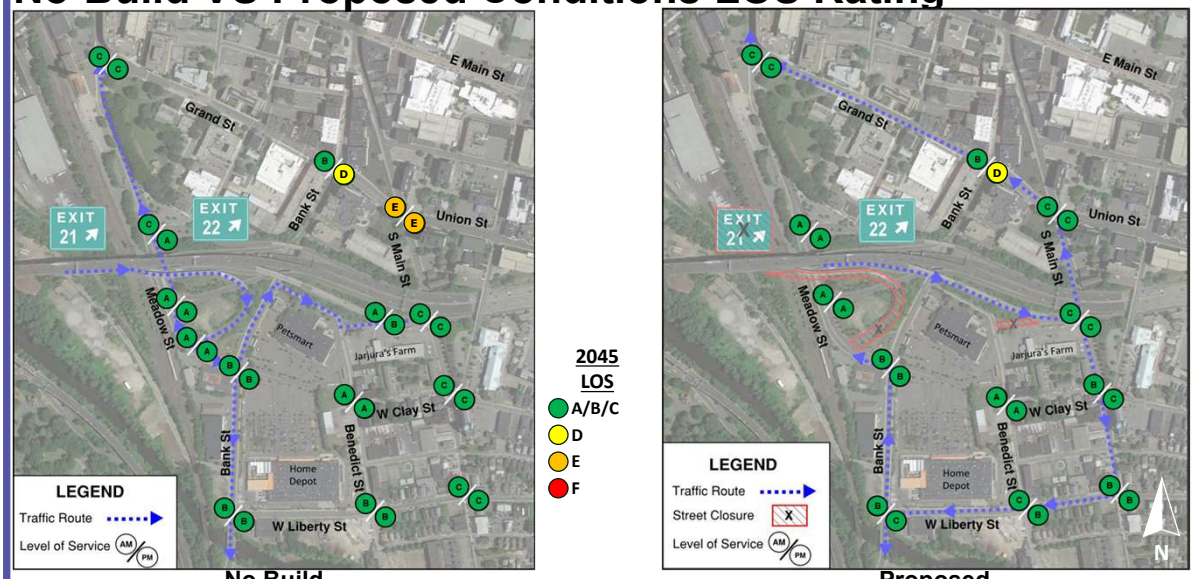
No Build
Exiting from I-84
Travel on Exit Ramp
Travel on Local Roads
ML-1
Exiting from I-84
Travel on Exit Ramp
Travel on Local Roads
2031 PM Peak Hour Travel Time
Total
4:46
0:27
1:56
7:09
0:59
0:30
4:29
4:58

34

No-Build VS Proposed Conditions LOS Rating



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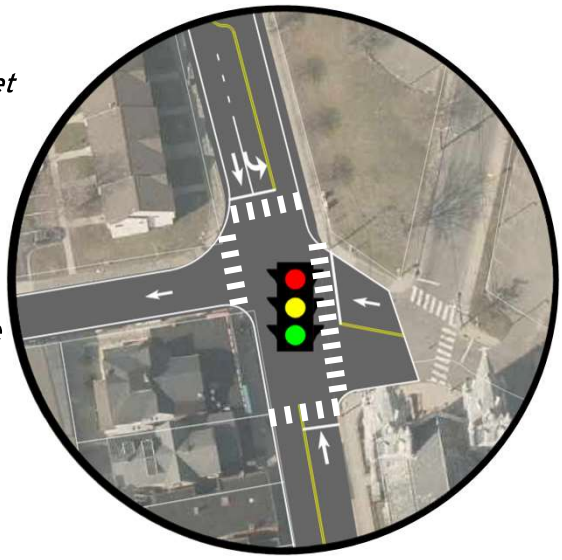
ML-1 Improvement Details

Improvement Details

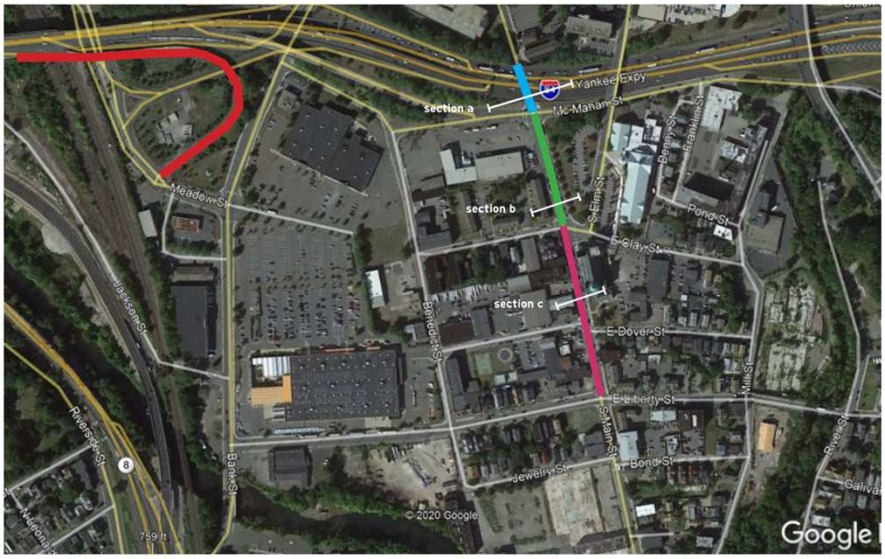
Example Shown: South Main and West Clay Street

- New traffic signal controls
- Signal phasing and timing improvements
- Dedicated southbound left turn lane
- Pavement marking repositioning
- Pedestrian improvements: Leading Pedestrian Interval (LPI)



36

ML-1 Urban Design Opportunities



Road Closure

Underpass Improvements
- Roadway Striping
- Widen Sidewalks
- Install Buffers
- Underpass Art
- Lighting

Roadway Improvements
- Modify Lane Arrangements
- Roadway Striping
- Improve Sidewalks/ ADA Improvements
- Install Buffers
- Widen Sidewalks or Formalize Parking

Roadway Improvements
- Decrease Lane Widths
- Roadway Striping
- Improve Sidewalks/ ADA Improvements
- Install Buffers
- Formalize Parking

37

ML-1 Urban Design Opportunities

Existing South Main St Underpass

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

Precedents

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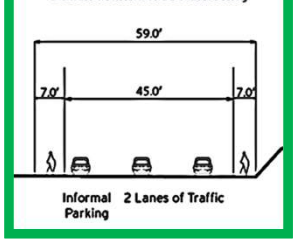
ML-1 Urban Design Opportunities

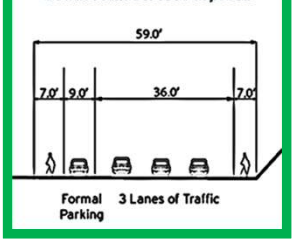
Roadway Improvements

South Main Street Existing

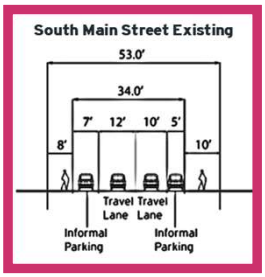


Between Clay and McMahon Streets

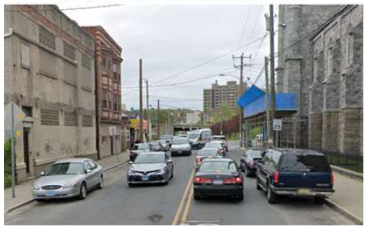
South Main Street Proposed



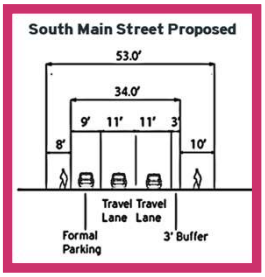
South Main Street Existing



Between Liberty and Clay Streets



South Main Street Proposed



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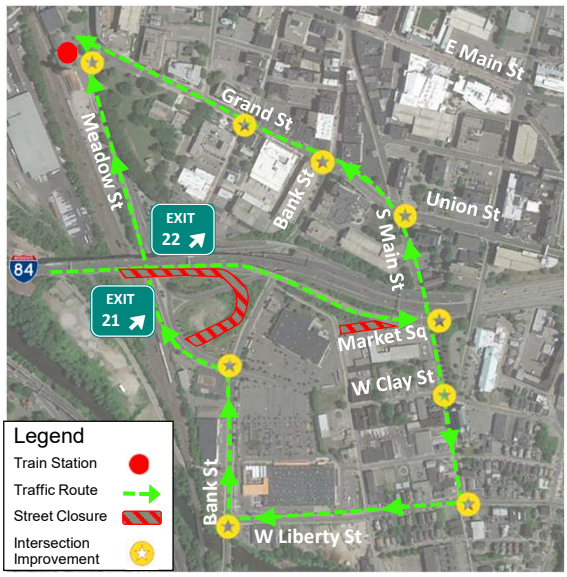
Proposed Early Actions – ML1



Deficiencies	Solutions
•Bridge in poor condition •Substandard distances for Ramp Merges/ Weaves/ Diverges •Deficient Traffic Operations •High Crash Location •Recurring congestion	•Demolition of deficient bridge •Permanent closure of Exit 21 •New traffic signal controls •Signal phasing and timing improvements •Local road improvements

Intended Outcomes	
•Improve traffic operations •Reduce congestion (improves air quality) •Reduce crash rate (improves safety)	•Improve connectivity/ non motorized mobility •Urban Design opportunities

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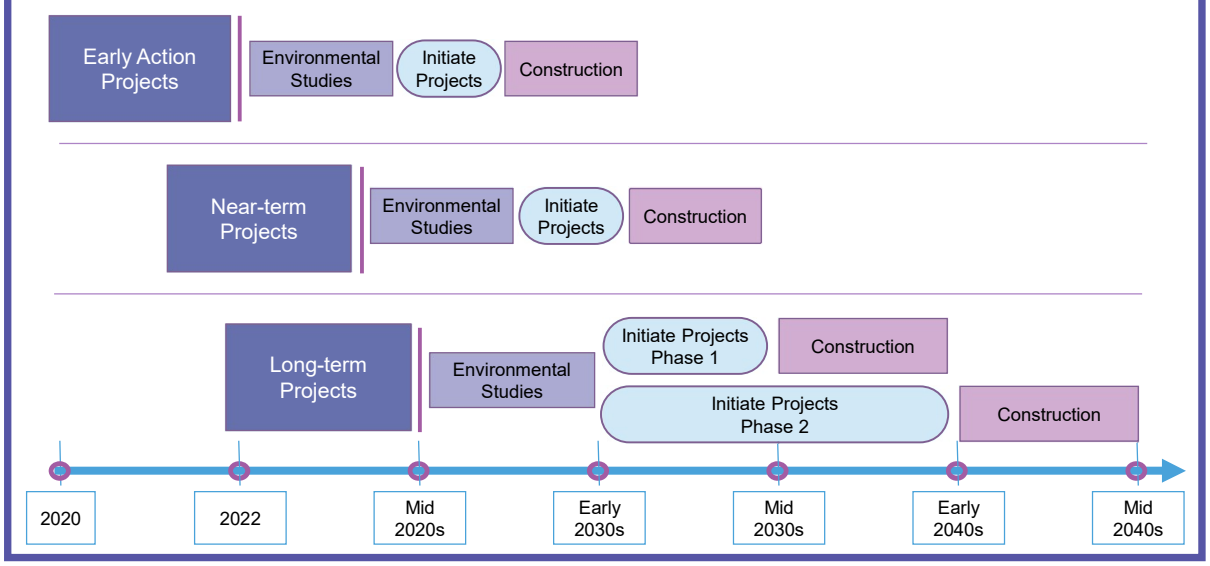
Potential Timing & Breakout Project Schedule



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Proposed Early Action Projects

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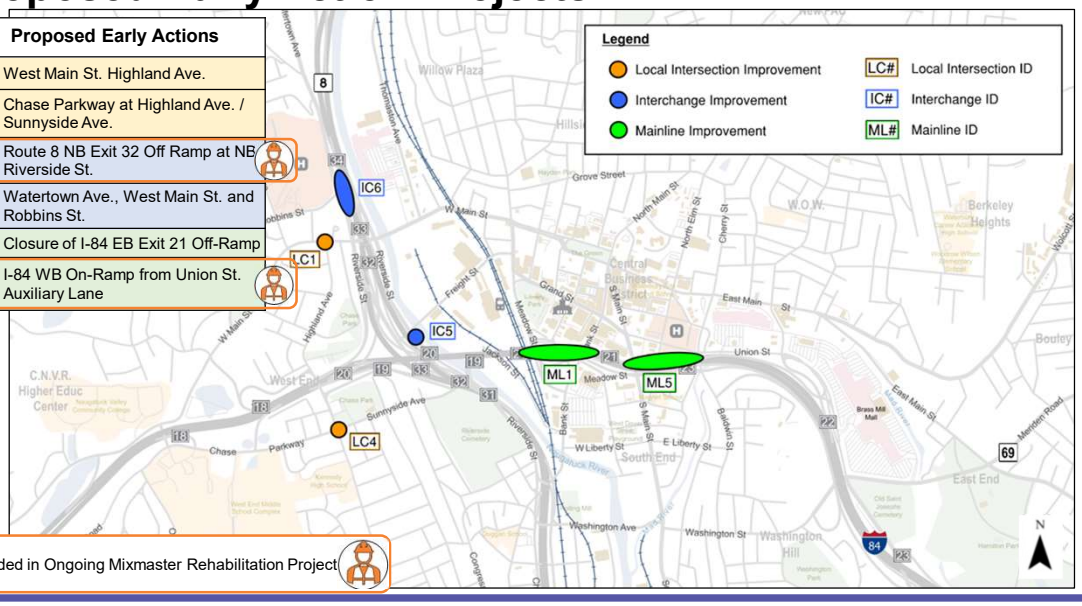

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Next Steps

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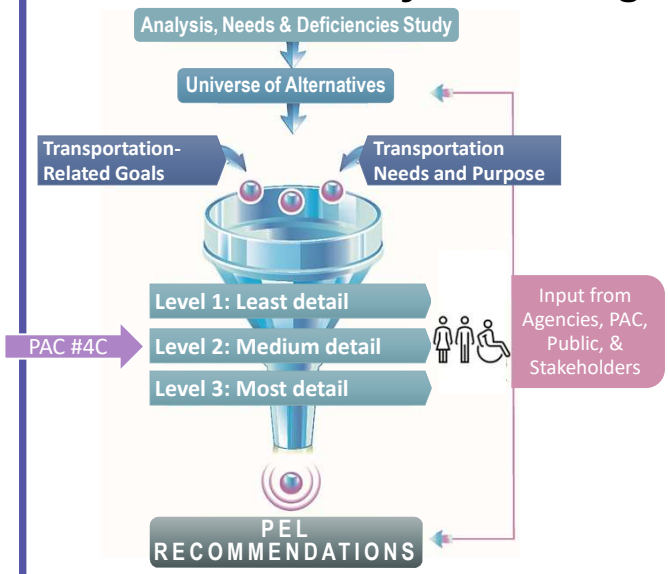
New Mix PEL Study Screening Process



Not Advancing

Advancing

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Upcoming Meetings and Future PAC Agenda Items

PAC Mtg #4C Anticipating Late October Early November 2022	Public Meeting #3 Anticipating Early December 2022	PAC Mtg #5A Anticipating January 2023
Where: Virtual via Zoom	**Where:** Virtual via Zoom	**Where:** Virtual via Zoom
Topics: •Present Level 2 Screening Measures •Obtain Input from PAC	**Topics:** •Present Level 1 Screening Results •Obtain Input from the Public	**Topics:** •Present Level 2 Screening Results •Obtain Input from PAC

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Before the Next Meeting Continue to…

- **Review** PAC Meeting #4A Information Materials.
- **Explore** the Project website: survey and Project Alternatives webpage available.
- **Check email** for information about the next PAC meeting and scheduling.
- **Remain excited** to participate in our next meeting.

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Questions & Comments

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Thank you.

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Division of Highway Design

MEETING MINUTES

Project No.: 151-331
Project Name: Reconstruction of Interstate 84/CT Route 8 Interchange (the Project)
Date of Meeting: December 8, 2022, 9:05 AM – 10:38 AM
Location of Meeting: Waterville Firehouse, 1551 Thomaston Avenue
Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting No. 4C

Attendees:

PAC Members	
Name	**Organization**
Arthur Denze Sr.	Waterbury Neighborhood Council
Clifford Brammer III	City of Waterbury Planning Department
Elaine Denze	Waterbury Neighborhood Council
John Blair	Motor Transport Associations of Connecticut
Ken Stanco	Office of the Mayor
Kevin Taylor	Waterbury Bridge to Success
Martin Begnal	Friends of Riverside Cemetery
Martin Spring	Waterville Community Club
Matt Conrad	Housatonic Valley Association
Pat Capobianco	North East Transportation Co.
Peter Vaccarelli	North East Transportation Co.
Robert Nerney	City of Waterbury Planning Department
Ronald Jackson	Waterbury Police Department
Stephanie Valickis	Saint Mary's Hospital

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Kevin Carifa	CTDOT
Kevin Fleming	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Chris Fagan	HNTB
Naomi Hodges	HNTB
Anna Mariotti	HNTB
Cole Ernst	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) provided an opportunity for PAC members to give input on the Planning and Environmental Linkages (PEL) Study's (the Study) evaluation criteria for the remaining screening levels. The Project Team highlighted feedback received from members of the PAC (City of Waterbury and Naugatuck Valley Council of Governments) and the Study's updates resulting from the feedback. Survey results were presented to the PAC members and a workshop was conducted. The Project Team requested for PAC members to provide input with regard to anything discussed at the meeting by emailing the Project Team or submitting questions through the website.

2. New Mix PEL Study Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 4C Summary

a. Presented PEL Study progress including the documentation of PAC member feedback, the revised PEL Vision Statement, and previewed the refinement of the evaluation criteria.

b. Presented Survey Results of the Transportation Improvements and Project-Related Benefits Survey. The results are provided in **PAC Meeting 4C Survey Results**.

c. Conducted the Workshop Activities

i. Identify Community Vision: PAC Members identified challenges and opportunities of their community vision as it pertains to the Project (**Figure 1**). Members of the PAC wrote and placed sticky-notes which identified either a Challenge or Opportunity for Community / Environmental or Transportation considerations and improvements for the Project. A discussion of the activity followed.

ii. Pinpoint Key Elements: PAC Members selected their top three (3) most important challenges/opportunities and prioritized between highest to lowest (**Figure 2**). PAC members referred to the previous activity to identify each of their top three most important challenges or opportunities to aid the Project Team in setting Project priorities for the subsequent PEL Study screening levels. A discussion followed.

iii. General questions and discussion were held to complete the Workshop Activities.

B. Questions and Comments on the Presentation and New Mix

The following questions and comments were received during the PAC Meeting No. 4C presentation:

- Matt Conrad of the Housatonic Valley Association asked about mitigation opportunities for

the stormwater drainage from the bridge to the Naugatuck River. Mr. Conrad also highlighted the importance of access to the Naugatuck River riverfront.

- Martin Begnal of Friends of Riverside Cemetery inquired on the alignment of the future Naugatuck River Greenway. Jonathan Dean of the CTDOT stated that the Greenway is in the planning stages where both east and west alignments along the Naugatuck River are being reviewed.
- Elaine Denze of the Waterbury Neighborhood Council asked about the level of consideration the Study is giving to the Freight Street area which is currently being remediated and is the focus of the City's revitalization efforts. Chris Fagan of HNTB replied that while the Project Team must identify all feasible alternatives, the screening process will evaluate alternatives in part on their impacts to the City of Waterbury's economic development plans like the Freight Street district.
- Ken Stanco of the Office of the Mayor asked if any renderings would be generated depicting the alternatives and area surrounding the future Freight Street district. Chris Fagan replied that visualizations will be developed for public viewing next year before the end of the PEL Study.
- Ms. Denze stated that the exit and entrance ramps need to be revamped as they are dangerous due to the short weaving distances. Ms. Denze also expressed concern about properties being taken off the tax roll and inquired on the plan to take or preserve some of the properties. Naomi Hodges from HNTB replied that the Project Team has identified evaluation criteria and measures such that alternatives are evaluated based on their ability to minimize property impacts and takes. Jonathan Dean from CTDOT added that as the design progresses, the Project Team may be able to identify more opportunities to revise designs to reduce property impacts.
- Arthur Denze of Waterbury Neighborhood Council expressed concern regarding the New Mix goal to move exits and entrance ramps away from the city center. Mr. Denze stated that removing the ramps could reduce congestion downtown, however, increased spacing would move access further from the city. Jake Argiro from HNTB replied that the Project Team has discussed with the City to find alternatives that balance transportation and bringing people to the businesses downtown.
- PAC Member Robert Nerney of the City of Waterbury Planning Department stated that he is hopeful that the New Mix can create a legacy project for the city and the area. Mr. Nerney also suggested that a beautiful bridge can leave a favorable impression of Waterbury for people entering and leaving the City, as aesthetics matter to the community.

The Project Team thanked PAC members for their attendance and contributions throughout the meeting. The Project Team asked if in-person meetings are preferred. About half of the PAC Members in attendance say in-person is preferred. Any comments or questions on the New Mix may be sent to Naomi Hodges at nhodges@hntb.com or through the project website at newmixwaterbury.com.

Meeting adjourned at 10:48 am.

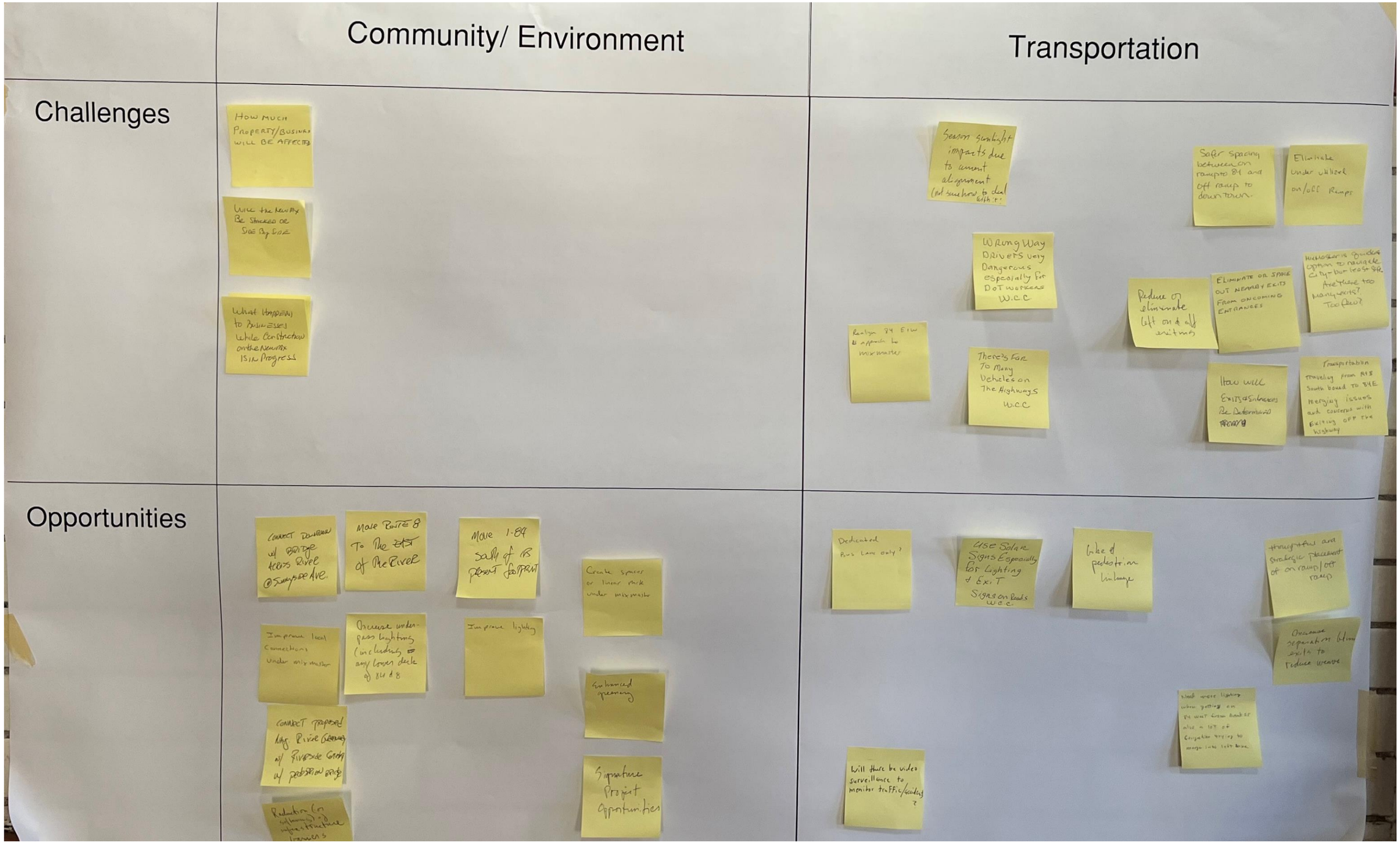


Figure 1 Results of PAC Workshop Activity: Identify Community Vision

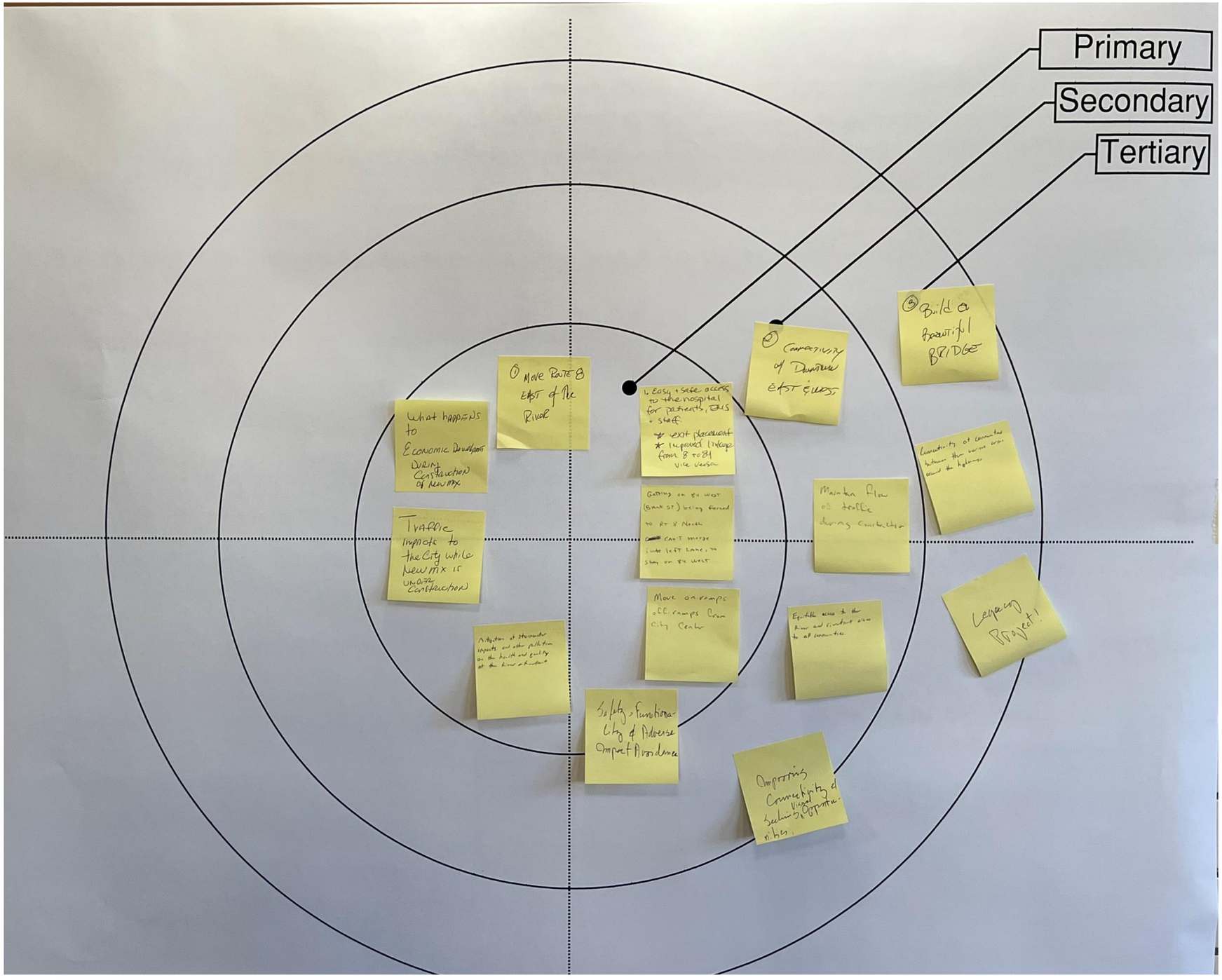


Figure 2 Results of PAC Workshop Activity: Pinpoint Key Elements

3. PAC Meeting 4C Survey Results

Members of the PAC were asked, "What transportation improvement is most important to you and why?" This was a ranked choice question where improvements were rated from one (1) as most important and four (4) as least important. Safety Improvements was ranked most important with an average weighted score of 3.33.

Transportation Improvement	Round 1	Round 2	Round 3	Round 4	Avg. Score
Safety Improvements	66.67% 8	8.33% 1	16.67% 2	8.33% 1	3.33
Recurring Congestion Reduction	33.33% 4	25% 3	41.67% 5	0% 0	2.92
Infrastructure Improvements	0% 0	41.67% 5	41.67% 5	16.67% 2	2.25
Non-recurring Congestion Management	0% 0	25% 3	0% 0	75% 9	1.5

The following optional explanations were provided for Transportation Improvements:

> Mark Nielsen of Naugatuck Valley Council of Governments stated, "Safety needs to be the top priority; reduce fatalities and serious injury crashes. Eliminating left-hand ramps will improve safety and reduce conflicts between vehicle and allow traffic flow better. Structure needs to be maintained in good repair."
>
> Betty Bajek of Greater Waterbury Transit District stated, "It is unsafe to have drivers entering I-84 from a left-hand entrance onto the 'fast' lane and needing to quickly cross 3 lanes of traffic to the first exit."
>
> Nadine Amatruda Waterbury Police Department stated, "Safety of our motorists is first priority. Alleviation of the congestion that occurs at certain times of the day would be beneficial to motorists. Infrastructure Enhancement and replacements are important to safety and congestion issues."
>
> Dana Elm of Naugatuck Valley Community College stated, "Naugatuck Valley Community College is located very close to exit 18. Those merging from Rt. 8 northbound onto I-84, who wish to exit at 18, must cross over several lanes, which is an extremely hazardous maneuver."
>
> Brian P Peterson P.E. of Holy Trinity Church stated, "Our parishioners could be getting on Rt 84 East or West bound to get off exit 17 or 18."
>
> Martin Spring of Waterville Community Club stated, "Far too many vehicles on the roads."
>
> Stephanie Valickis of Saint Mary's Hospital/Trinity Health of New England stated, "The ease and removal of barriers in getting to our facility is the most important improvement in the list provided."

Members of the PAC were asked, "What Project-Related Benefit is most important to you and why?" This was a ranked choice question where benefits were rated from one (1) as most important and six (6) as least important. Bus Route or Rail Expansion was ranked most important with an average weighted score of 4.50.

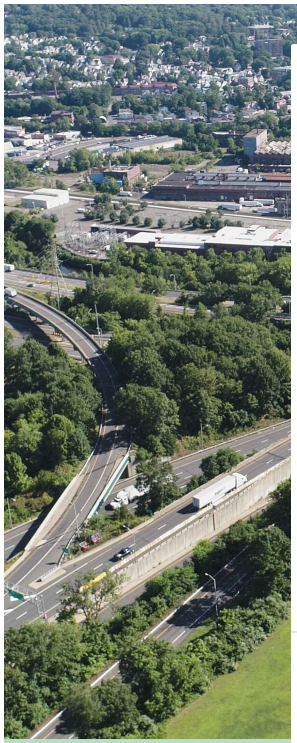
Project-Related Benefit	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Avg. Score
Bus Route or Rail Expansion	50% 6	8.33% 1	16.67% 2	0% 0	16.67% 2	8.33% 1	4.50
Riverfront / Greenway Access	25% 3	8.33% 1	8.33% 1	25% 3	25% 3	8.33% 1	3.58
Connected Bicycle & Pedestrian Facilities	0% 0	41.67% 5	8.33% 1	25% 3	16.67% 2	8.33% 1	3.58
Access to Downtown	25% 3	16.67% 2	8.33% 1	8.33% 1	16.67% 2	25% 3	3.50
Pollution Reduction / Mitigation	0% 0	16.67% 2	33.33% 4	16.67% 2	16.67% 2	16.67% 2	3.17
Public Park / Open Space Retainment or Creation	0% 0	8.33% 1	25% 3	25% 3	8.33% 1	33.33% 4	2.67

The following optional explanations were provided for the Project-Related Benefits:

> Mark Nielsen stated, "Transit options that meet the needs of travelers will help divert some from the highway, thereby reducing congestion. Bicycle/pedestrian enhancements will help reconnect communities and soften visual obstruction."
>
> Brian P Peterson stated, "We are a church and have parishioners and clergy that might use public transportation to the church."
>
> Stephanie Valickis stated, "All of the above would be welcome benefits to the downtown area. Bus route or rail expansion would provide much needed travel ability for residents, commuters and visitors."

The final optional question of the survey asked PAC members to provide a benefit that they would like to see incorporated into the New Mix project that was not identified.

> Mark Nielsen stated, "Provide new bike/pedestrian crossing of the Naugatuck River to avoid future conflicts between the New Mix interchange and non-motorized paths."
>
> Martin Begnal stated, "A pedestrian bridge across Naugatuck River connecting the Naugatuck River Greenway and proposed park with Riverside Cemetery."
>
> Dana Elm stated, "Bicycle and pedestrian pathways that make safe biking or walking to NVCC possible would be a benefit. This would be along Chase Parkway (crossing the bridge) from downtown and along West Main Street."
>
> Brian P Peterson stated, "Possible transportation provided to and from the bus station for visitors."
>
> Martin Spring stated, "Yes solar do not speed signs connected along the new mix master especially at the on and off ramps folks must learn to slow down. There's far too many accidents and fatality's on the highways and wrong way drivers safety should be our number issue especially for the work crews who risk their lives each and every day!"



The New Mix Project Team is requesting your feedback as a Project Advisory Committee (PAC) member to help us identify and prioritize transportation solutions (i.e., project alternatives) that improve aspects of the highway system and provide other transportation benefits which you value most. Your input will be used to guide our discussion at PAC meeting 4C which is scheduled for December 8th, and will also be considered when the team evaluates project alternatives during the PEL study screening process.

Name:*

Organization:*

What transportation improvement is most important to you and why?*

By identifying the transportation improvement that is most important and valuable to the organizations you represent as a member of the PAC, the New Mix Project Team can identify solutions that align best with the improvements that are most impactful to stakeholders.

Please arrange the following transportation improvements in order of importance to you (and/or your constituents) by "clicking and dragging," with one (1) being most important and four (4) being least important.

- Infrastructure Improvements (newer bridge structures)
- Recurring congestion reduction (alleviation of congestion due to traffic volume)
- Safety improvements (reducing left-hand ramps, extending merging distances, adding additional signage, etc.)
- Non-recurring congestion management (alleviation of congestion due to accidents or emergencies)

Reset

Explain your selection from the above question.

(Optional)

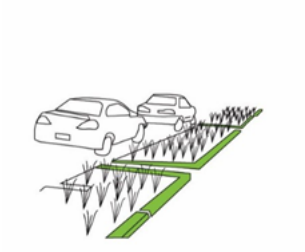
What project-related benefit is most important to you and why?*

Improving quality of life and promoting economic vitality for the State and region are integral parts of the Connecticut Department of Transportation's mission and each of its projects. These values are aligned with stakeholder goals that have been articulated during the New Mix PEL study, and the project-related benefits that follow are examples of what could be achieved through the New Mix project.

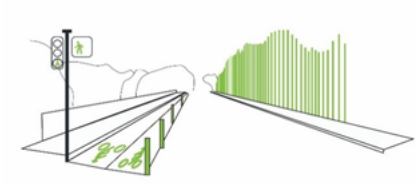
Please arrange the following project-related benefits in order of importance to you (and/or your constituents) by "clicking and dragging," with one (1) being most important and six (6) being least important.

Ease of access to shops, train station, and transit options within the Downtown area

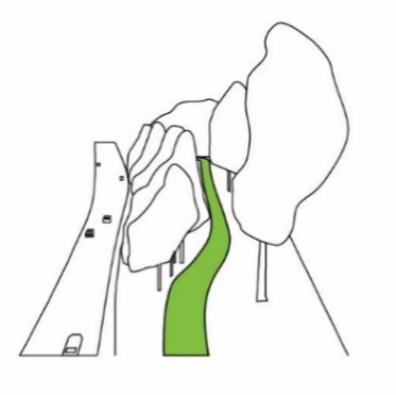
Pollution Reduction (Air, Noise, or Stormwater) and Avoidance of Impacts



Connected Bicycle and Pedestrian Facilities across I-84 and Route 8



Riverfront/Greenway Access



Bus Route or Rail Expansion

Public Park/Open Space Retainment or Creation

Reset

Explain your selection from the above question.

(Optional)

Is there a project-related benefit that you would like to see incorporated into the New Mix project that was not included among the response options (e.g., a specific location where bicycle/pedestrian facilities are desired, or an area where vehicular access is hindered)?

(Optional)

Submit

Powered by ArcGIS Survey123

The *New Mix:*
Project Advisory Committee (PAC) Meeting #4C
December 08, 2022

HNTB

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1

Ice Breaker Activity

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2

Agenda

- **Welcome Back!**
- **Review PEL Study Progress**
- **Workshop Activity**
- **Next Steps**

3

Since Our Last Meeting…

You have been:

Providing input for the New Mix Program's PEL Study.

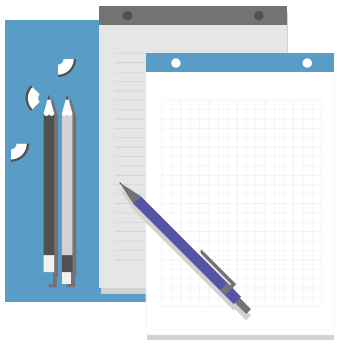
Checking email for information about the New Mix Program.

We have been:

Obtaining Input from PAC members, stakeholders, and the public.

Refining the PEL Vision Statement

Refining the Evaluation Criteria.



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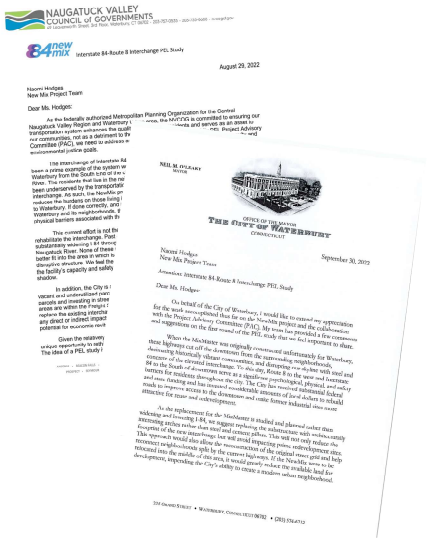
Feedback and Documentation


NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

84new mix Interstate 84-Route 8 Interchange PEL Study

August 29, 2022

Naomi Hodges
New Mix Project Team

Dear Ms. Hodges:

As the federally authorized Metropolitan Planning Organization for the Central Naugatuck Valley Region and Waterbury [illegible] is committed to ensuring our transportation system enhances the quality of our communities, not as a detriment to the Committee (PAC), we need to address [illegible] environmental justice goals.

The interchange of Interstate 84 [illegible] been a primary barrier of the system within Waterbury from the South to the North. [illegible] three communities that live in the northern [illegible] been underserved by the transportation [illegible] interchange. As such, the NewMix project [illegible] reduce the hurdens on those living [illegible] to Waterbury. If done correctly, and [illegible] Waterbury and its neighborhoods, [illegible] physical barriers associated with the [illegible]

The current effort is not the [illegible] rehabilitation of the interchange. Past [illegible] subsistently widening I-84 [illegible] Naugatuck River. None of these [illegible] better fit into the area in which [illegible] disruptive structure. We feel the [illegible] the facility's capacity and safety [illegible] shadow.

In addition, the City is [illegible] vacant and underutilized over [illegible] assets and investing in street [illegible] are within the Freight [illegible] where the existing interstate [illegible] any direct or indirect impact [illegible] potential for economic revit[illegible]

Given the relatively [illegible] unique opportunity to satisfy [illegible] The idea of a PEL study f[illegible]

NEIL M. O'LEARY
MAYOR

THE CITY OF WATERBURY
CONNECTICUT

OFFICE OF THE MAYOR

September 30, 2022

Naomi Hodges
New Mix Project Team

Interstate Interstate 84-Route 8 Interchange PEL Study

Dear Ms. Hodges:

On behalf of the City of Waterbury, I would like to extend my appreciation for the work accomplished thus far on the NewMix project and the collaboration with the Project Advisory Committee (PAC). My team has provided a few comments and suggestions on the first round of the PEL study that we feel represent to share.

When the Mixmaster was originally constructed unfortunately for Waterbury, these highways cut off the downtown from the surrounding neighborhoods, disrupting historically vibrant communities, and dumping our skyline and economy of the elevated interchanges. To this day, Route 8 to the west and Interstate 84 to the South of downtown serve as a significant psychological, physical and safety barrier for resident throughout the city. The City has received substantial federal funding and has invested considerable amounts of local dollars to rebuild roads to improve access to the downtown and create former industrial sites ripe for future and redevelopment.

As the replacement for the MixMaster is studied and planned over the next decade, we suggest replacing the infrastructure with technology that minimizing the footprint of the new interchange but will avoid impacting cities, individuals and businesses. This approach would also allow the reconstruction of the original street grid and help reconnect neighborhoods split by the current highways. If the NewMix were to be relocated into the middle of this area, it would greatly reduce the available land for development, impeding the City's ability to create a modern urban neighborhood.

- Formal response will be provided
- Responses will be documented in PAC 4A Report of Meeting
- Formalized the Stacked I-84 alternative to be incorporated into the Level 1 Screening Report

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The I-84 *New Mix* PEL Study

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.

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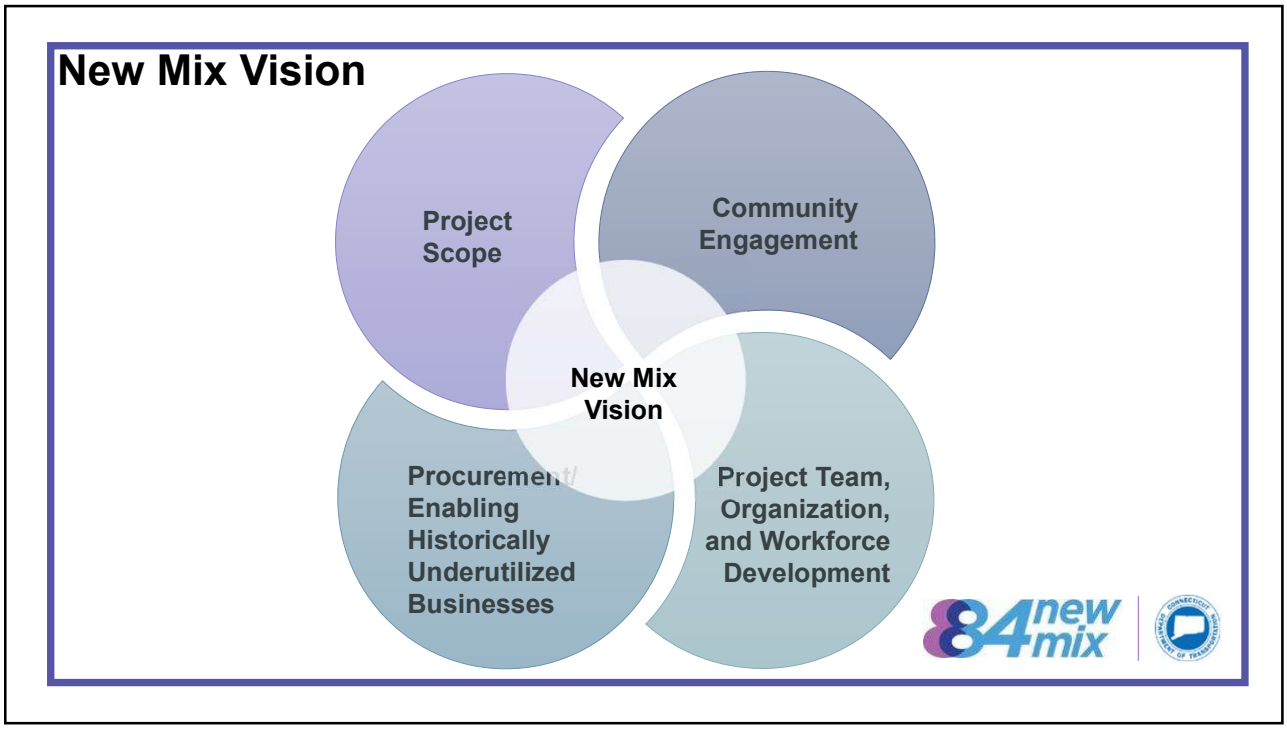
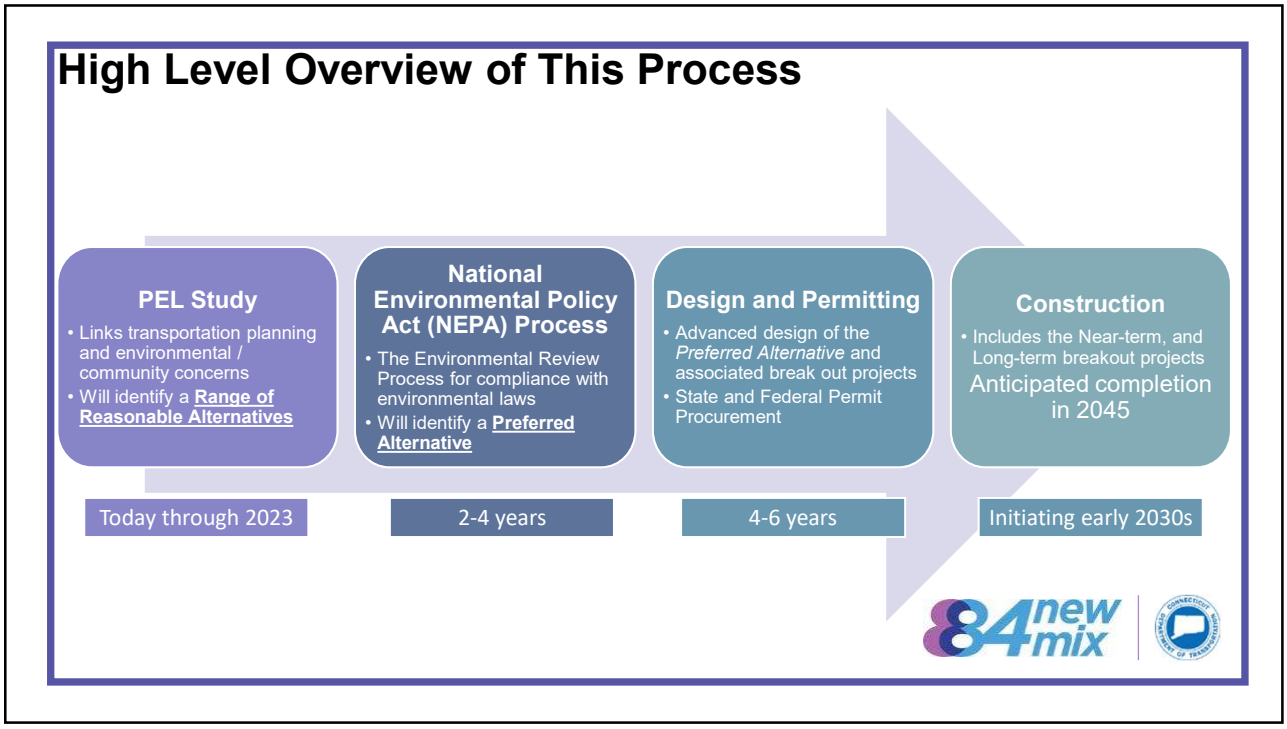

New Mix Vision
Project Scope
Community Engagement
New Mix Vision
Procurement Enabling Historically Underutilized Businesses
Project Team, Organization, and Workforce Development
84new mix

7


High Level Overview of This Process
PEL Study
• Links transportation planning and environmental / community concerns
• Will identify a Range of Reasonable Alternatives
National Environmental Policy Act (NEPA) Process
• The Environmental Review Process for compliance with environmental laws
• Will identify a Preferred Alternative
Design and Permitting
• Advanced design of the Preferred Alternative and associated break out projects
• State and Federal Permit Procurement
Construction
• Includes the Near-term, and Long-term breakout projects
Anticipated completion in 2045
Today through 2023
2-4 years
4-6 years
Initiating early 2030s
84new mix

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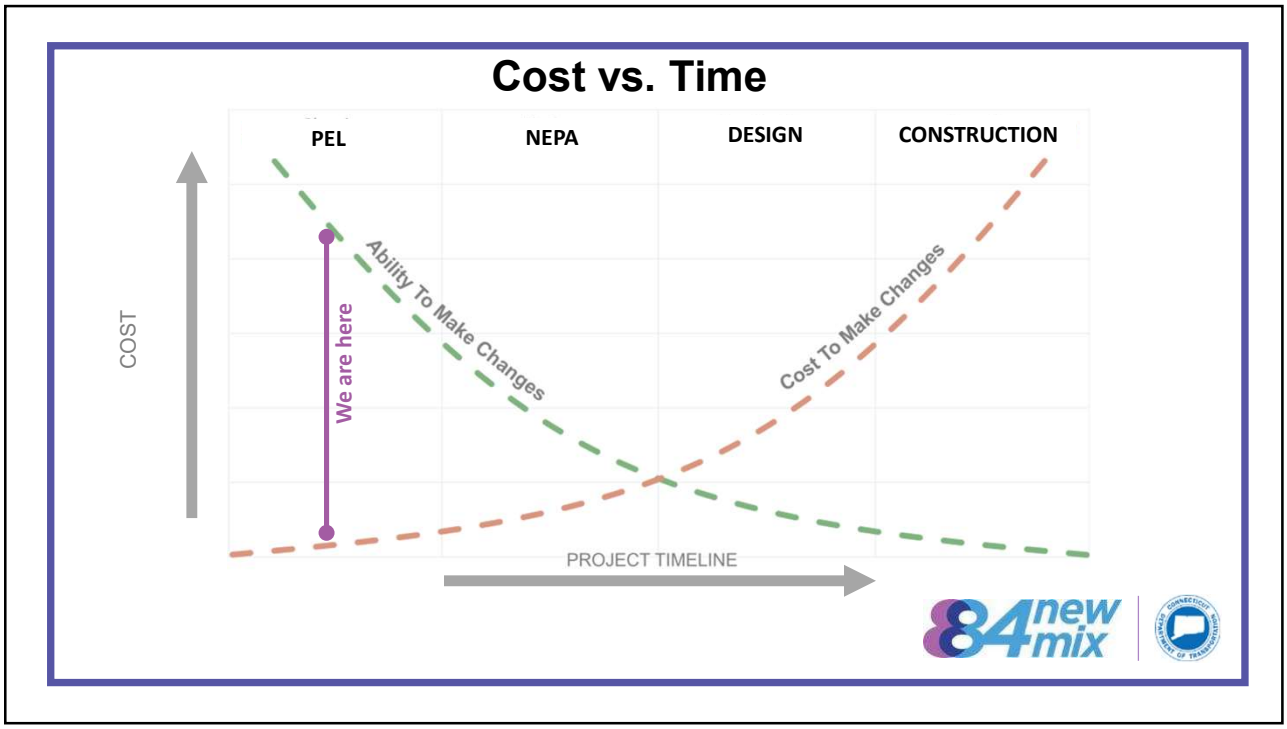


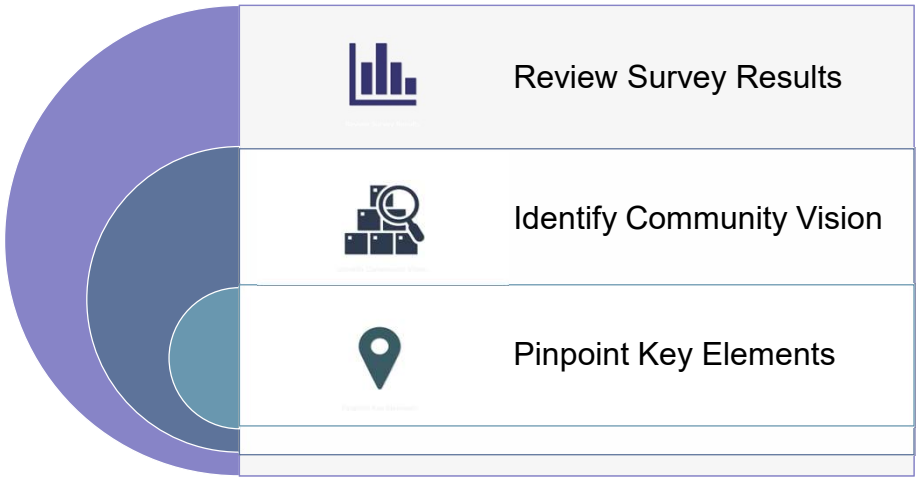
9

Workshop

10

NH14

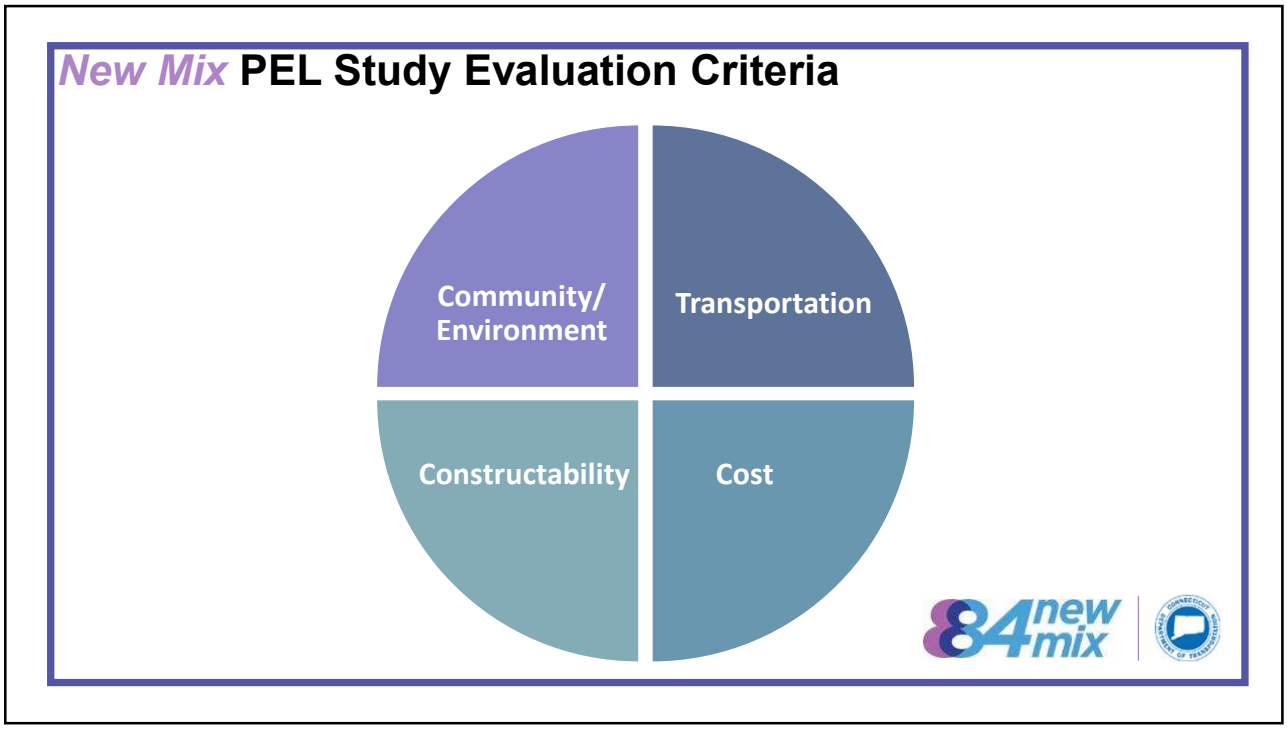
Format of today's Workshop



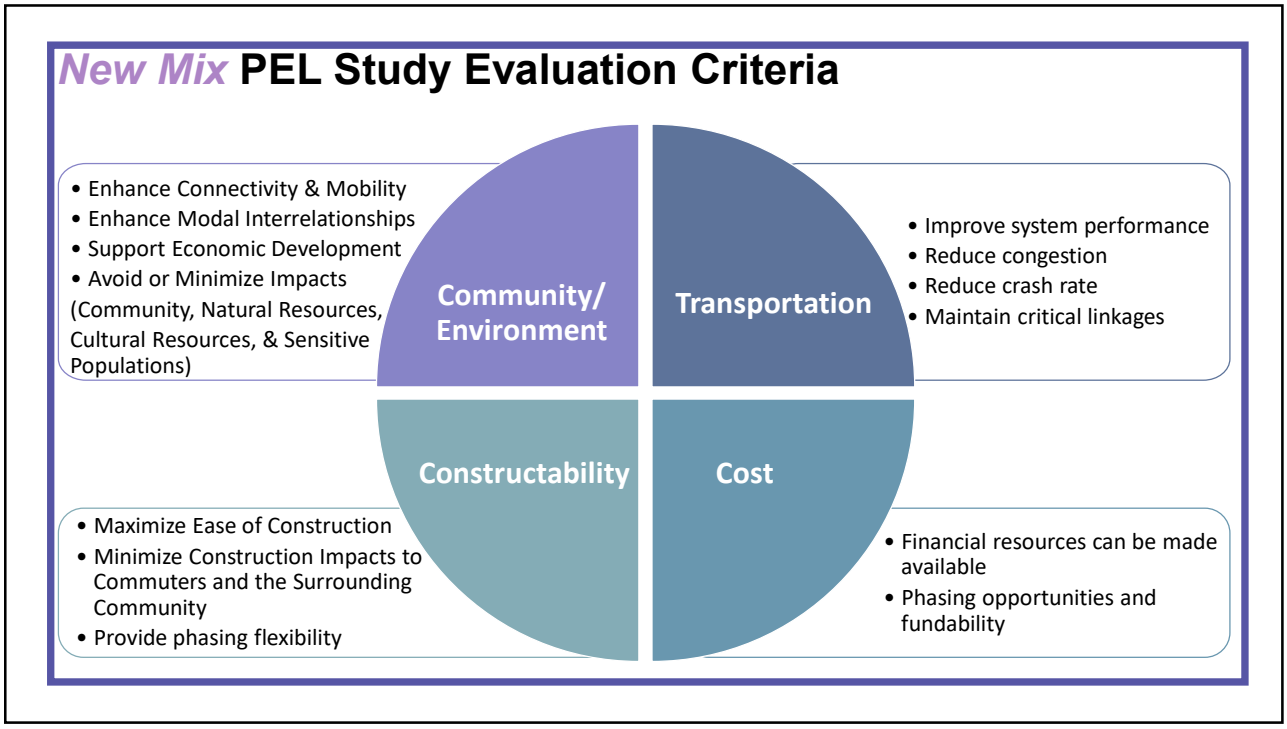
11

Next Steps

12


New Mix PEL Study Evaluation Criteria
Community/ Environment
Transportation
Constructability
Cost
84 new mix

13


New Mix PEL Study Evaluation Criteria
• Enhance Connectivity & Mobility
• Enhance Modal Interrelationships
• Support Economic Development
• Avoid or Minimize Impacts (Community, Natural Resources, Cultural Resources, & Sensitive Populations)
Community/ Environment
Transportation
• Improve system performance
• Reduce congestion
• Reduce crash rate
• Maintain critical linkages
Constructability
Cost
• Maximize Ease of Construction
• Minimize Construction Impacts to Commuters and the Surrounding Community
• Provide phasing flexibility
• Financial resources can be made available
• Phasing opportunities and fundability

14

New Mix PEL Study Screening Process

Level 2 Results: Preliminary Alternatives

Level 3 Results: Range of Reasonable Alternatives

Input from Agencies, PAC, Public, & Stakeholders

PEL Recommendations

Criteria:

Community / Environment
Transportation
Cost
Constructability

SCORING: Rated on how well each alternative can achieve study goals

Most Disadvantage

Neutral

Most Advantage

15

Before the Next Meeting Continue to…

Review PAC Meeting #4C Materials and provide input.

Explore the Program Website.

Check email for information about the next PAC meeting and scheduling.

Remain excited to participate in our next meeting.

84new mix

16

Upcoming Meetings and Future PAC Agenda Items

Public Meeting #3 Anticipating January 2023

Where:

Anticipating In-Person TBA

Topics:

- Present Level 1 Screening Results and Measures Workshop
- Open Discussion

PAC Mtg #5 Anticipating March 2023

Where:

TBA

Topics:

- Present Level 2 Screening Results and Level 3 Criteria
- Obtain Input from PAC

PAC Meeting #6 Anticipating May 2023

Where:

TBA

Topics:

- Present Level 3 Results and PEL Recommendation
- Obtain Input from the PAC

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Questions & Comments

18

Thank you.

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Review Survey Results

20

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: May 01, 2023, 11:35 AM – 1:00 PM
Location of Meeting: Waterville Firehouse, 1551 Thomaston Avenue
Subject of Meeting: New Mix Project Advisory Committee (PAC) Meeting No. 5

Attendees:

PAC Members	
Name	**Organization**
Ken Stanco	Office of the Mayor
Arthur Denze Sr.	Waterbury Neighborhood Council
Rich Donovan	Naugatuck Valley Council of Governments
Mark Nielsen	Naugatuck Valley Council of Governments
Robert Nerney	City of Waterbury Planning Department
Clifford Brammer III	City of Waterbury Planning Department
Roy Cavanaugh	City of Waterbury Bureau of Engineering
Kevin Taylor	Waterbury Bridge to Success
Martin Begnal	Friends of Riverside Cemetery

Project Team	
Name	**Organization**
Michael Calabrese	Connecticut Department of Transportation (CTDOT)
Nilesh Patel	CTDOT
Jonathan Dean	CTDOT
Joe Belrose	CTDOT
Consultant Team	
Jacob Argiro	HNTB
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Katie Theis	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Project Team (Project Team) presented the Planning and Environmental Linkages (PEL) Study Level 2 evaluation and screening results and the general progress of the PEL Study. The Project Team highlighted the urban design opportunities, tools, and precedents and provided an overview of the advancing and eliminated Initial Alternatives. At the conclusion of the presentation, the opportunity for PAC members to provide input on urban design opportunities for potential incorporation into the future project occurred through an interactive pushpin activity. The Project Team requested PAC members to provide input with regard to anything discussed at the meeting by emailing the Project team or submitting comments through the website.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 5 Summary

a. Presented the Level 1 screening results of the Stacked I-84 and Tunnel Alternatives.

   i. The Tunnel and Stacked I-84 Alternatives were determined to be fatally flawed as a result of the Level 1 evaluation and were therefore eliminated from further evaluation.

b. Provided an overview of the design progression from Level 1 to Level 2 screening, including the innovative design tools used for identifying urban design opportunities for implementation. These tools included Places & Spaces and Connecting Corridors.

c. Presented an overview of the Level 2 Screening methodology and the preliminary results of the Level 2 Evaluation and Screening.

   i. Highlighted the dismissal of six (6) Initial Alternatives. Reviewed the evaluation of Interchange Shifted East alternative as an evaluation example.

   ii. Modern Crossover Interchange, Naugatuck River Shift, and Keeping Route 8 Stacked were proposed to advance to Level 3.

d. The Project Team previewed the next steps of the PEL Study

   i. The progression of design from Level 2 to Level 3 as well as the additional outreach and data collection activities intended to identify feasible improvements to the multimodal conditions (transit, railroad, bike, and pedestrian) within the city of Waterbury through a lens of equity.

e. Conducted the Interactive Activities

   i. The Project Team displayed posters depicting the Tunnel (Figure 1) and Stacked I-84 Alternative (Figures 2-3) as well as general PEL Study information (Figures 4-5).

   ii. Pushpin Activity (Figures 6-7): PAC members were directed to place pushpins at locations within the Study Area where urban design improvements are desired. These pushpins were color coded to allow participants to identify potential Places & Spaces or Connecting Corridors improvements.

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

The following questions and comments were received during the PAC Meeting No. 5 presentation.

- Martin Begnal of Friends of Riverside Cemetery asked how far east the Interchange Shifted East Alternative would move the interchange. David Schweitzer of HNTB responded that the alignment of Route 8 would generally follow the alignment of Jackson Street until it returned to the west bank of the Naugatuck River in the vicinity of West Main Street.
- Mr. Begnal asked for clarification on whether any alternative shifting the alignment of Route 8 to the east would be eliminated from further consideration. David Schweitzer of HNTB responded that not all alternatives with a Route 8 alignment shifted east would be eliminated on that characteristic alone, of the advancing alternatives, there are options that would keep Route 8 on its existing alignment or relocate Route 8 to the east bank of the Naugatuck River.
- Arthur Denze of the Waterbury Neighborhood Council inquired whether the Naugatuck River Shift Alternative would result in additional property acquisitions. David Schweitzer of HNTB replied that it would impact CTDOT owned properties and an additional property not owned by CTDOT on the east bank of the Naugatuck River. Naomi Hodges of HNTB added that all alternatives are expected to have property and environmental impacts, and a Study goal is to minimize property impacts to the greatest extent.
- Mr. Begnal inquired whether the I-84 alignment would be unstacked in the Keeping Route 8 Stacked alternative and whether Route 8 would eventually be unstacked. David Schweitzer of HNTB responded that I-84 would be unstacked and built in a side-by-side configuration. The structures carrying Route 8, which are expected to be replaced in 2065 in this scenario, would be the subject of a separate study to determine their location and configuration.

Following the question and comments portion of the presentation, members of the PAC had the opportunity to provide additional input through the interactive activity. The Project Team thanked all PAC members for their attendance and contributions throughout the meeting. Any comments or questions on the New Mix may be sent to Naomi Hodges at nhodges@hntb.com or through the project website at newmixwaterbury.com.

Meeting adjourned at 1:00 PM

The *New Mix:*
Project Advisory Committee (PAC) Meeting #5
May 01, 2023

HNTB

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Agenda

- **Welcome Back!**
- **Review PEL Study Progress**
  - **Stacked I-84 alternative**
  - **Tunnel alternative**
- **Design Progression for Level 2**
- **Level 2 Screening Methodology and Preliminary Results**
- **Next Steps**

84new mix

2

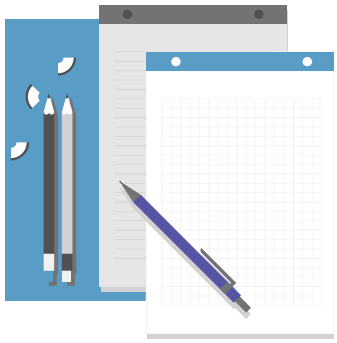
Since Our Last Meeting…

You have been:

- **Providing input** for the New Mix Program's PEL Study.
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from PAC members, stakeholders, and the public.
- **Performing** Level 1 analysis on the Stacked I-84 Alternative and creating a graphical depiction of the Tunnel Alternative.
- **Developing and Evaluating** the Initial Alternatives in Level 2.



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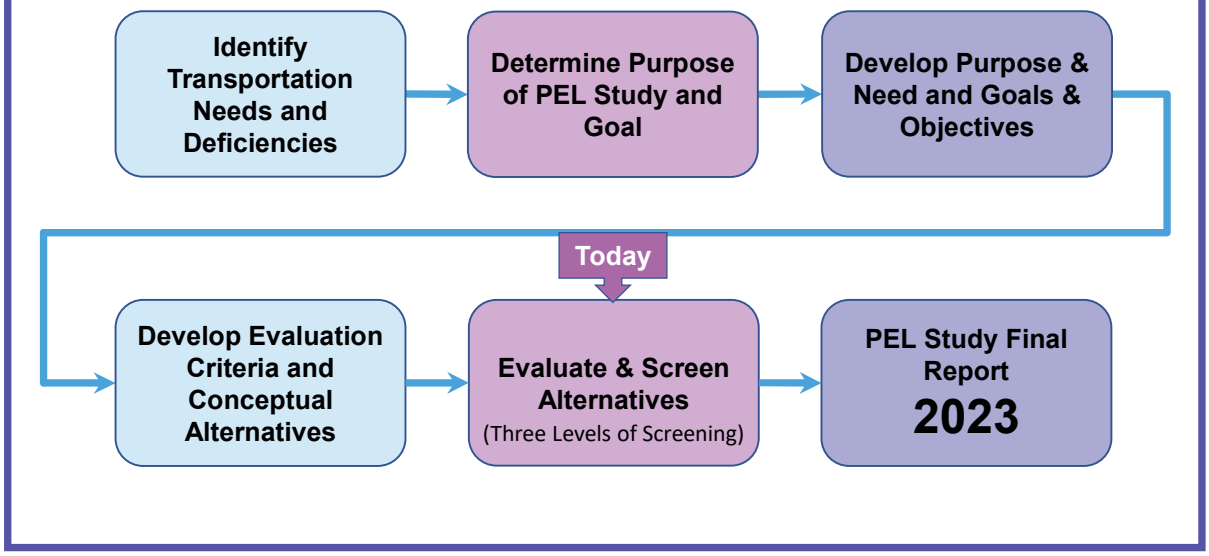
Overview of *New Mix* Planning and Development Process

PEL Study	National Environmental Policy Act (NEPA) Process	Design and Permitting	Construction
• Links transportation planning and environmental / community concerns • Will identify a **Range of Reasonable Alternatives**	• The Environmental Review Process for compliance with environmental laws • Will identify a **Preferred Alternative**	• Advanced design of the *Preferred Alternative* and associated break out projects • State and Federal Permit Procurement	• Includes the Near-term, and Long-term breakout projects Anticipated completion in 2045
Today through 2023	2-4 years	4-6 years	Initiating early 2030s

84new mix

4

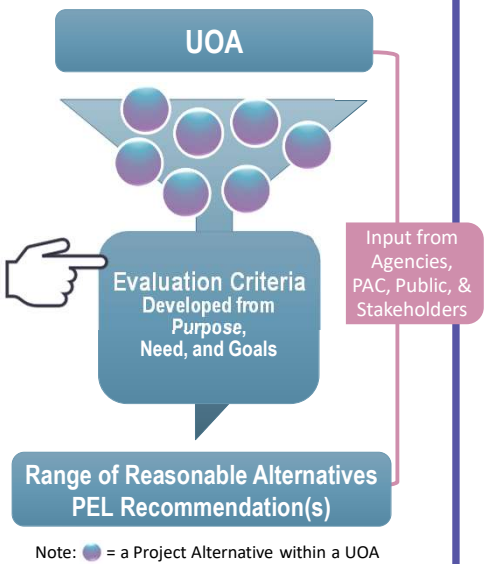
The *New Mix* PEL Study Process



5

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

- **Level 1:** Evaluation of Fatal Flaws; based on **Purpose** and **Need** – Least Detail
- **Level 2** : Evaluation of the **Goals** of the project, informed through public outreach – Medium Detail
- **Level 3:** Evaluation of the ***impacts*** and **mitigation** opportunities identified – Most Detail
- Concludes with the identification of the **Range of Reasonable Alternatives** / **PEL Recommendations** for NEPA
- Public outreach occurs during all phases of the PEL



6

Level 1 Analysis of Conceptual Alternatives

Conceptual level of supplemental engineering performed to:

- Formalize the **Stacked I-84 Alternative**
- Produce a graphic for the **Tunnel Alternative**

Can the Alternative Satisfy the Purpose of the Project?

Does it have any fatal flaws?

7

Level 1 Analysis of New Conceptual Alternatives

Conceptual level of supplemental engineering performed to:

- Formalize the **Stacked I-84 Alternative**
- Produce a graphic for the **Tunnel Alternative**

Level 1 Screening Results

Alternative	Result	Preliminary Purpose and Needs Criteria			Practicability Criteria	
		Structural	Geometric	Operational (Traffic)	Cost	Feasibility
Stacked I-84	Fail	Pass	Pass	Fail	Pass	Pass
Tunnel	Fail	Pass	Pass	Pass	Fail	Pass

Alternatives are **Fatally Flawed**

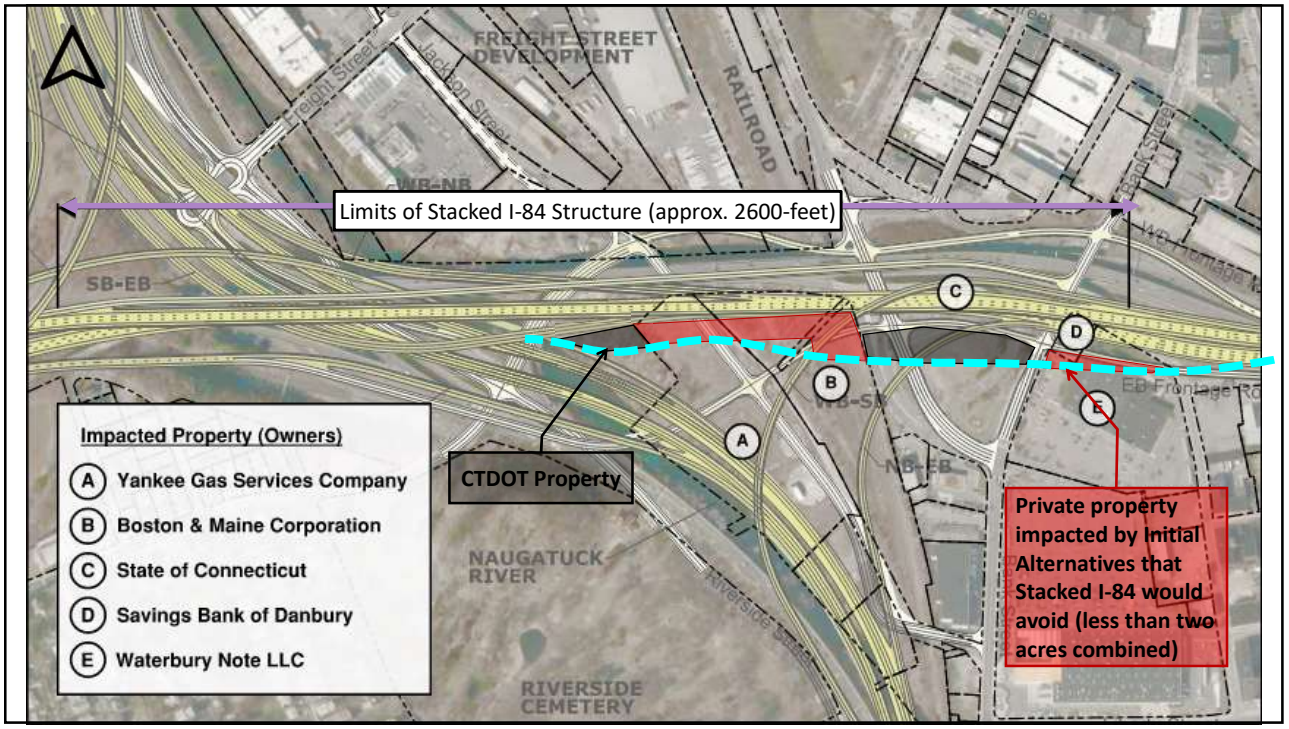
8

Preliminary Level 1 Screening: *Stacked I-84*

Why was it developed?

- Potential reduction of ROW impacts

9



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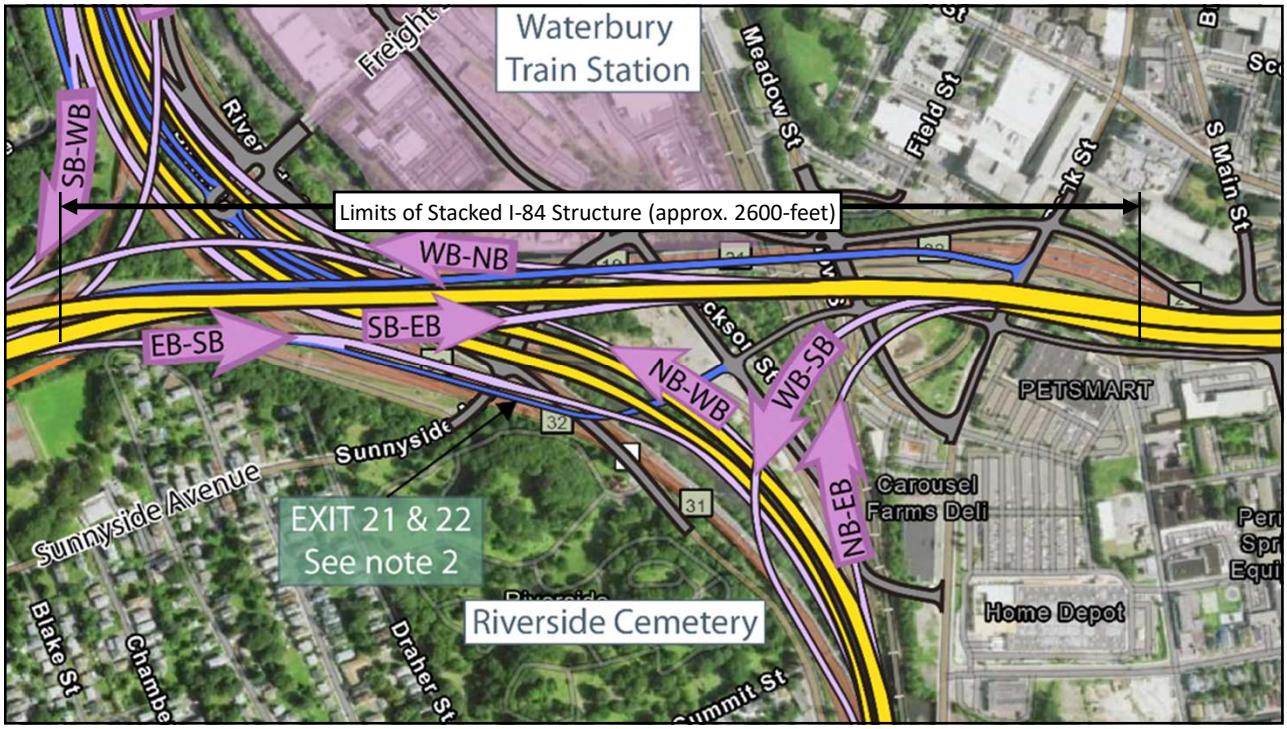

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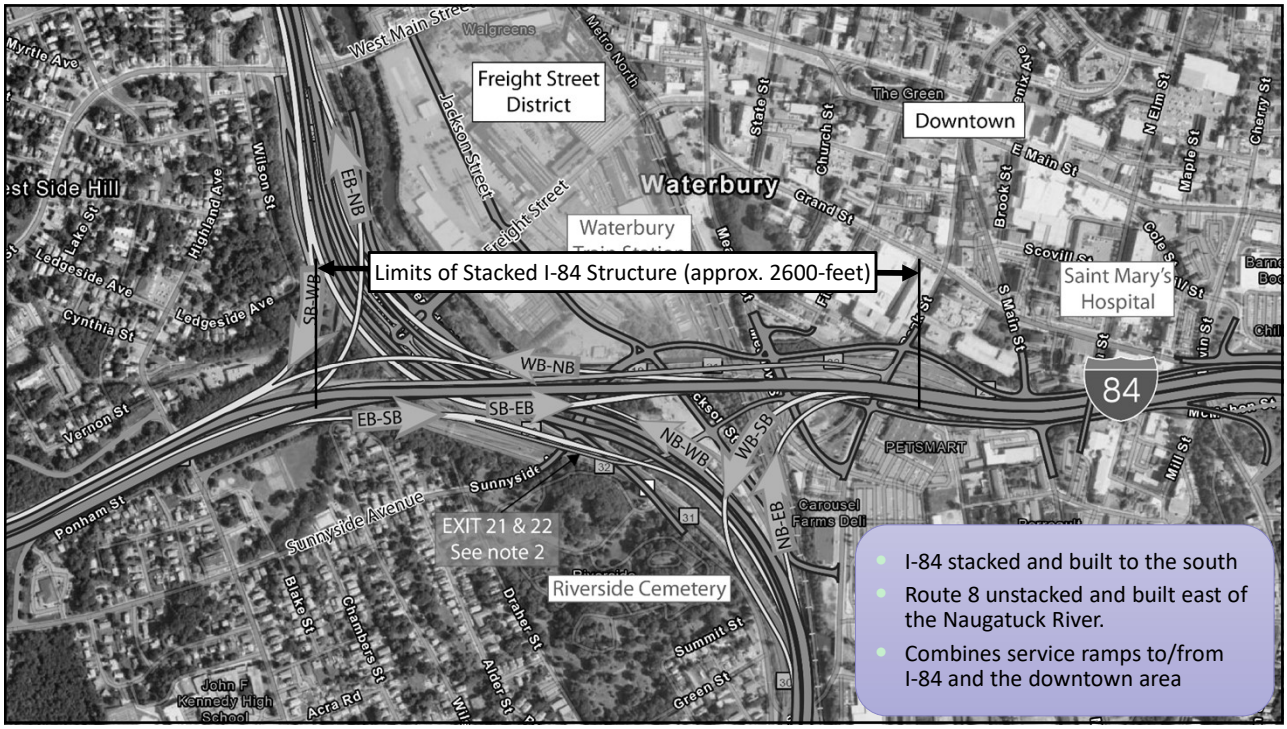
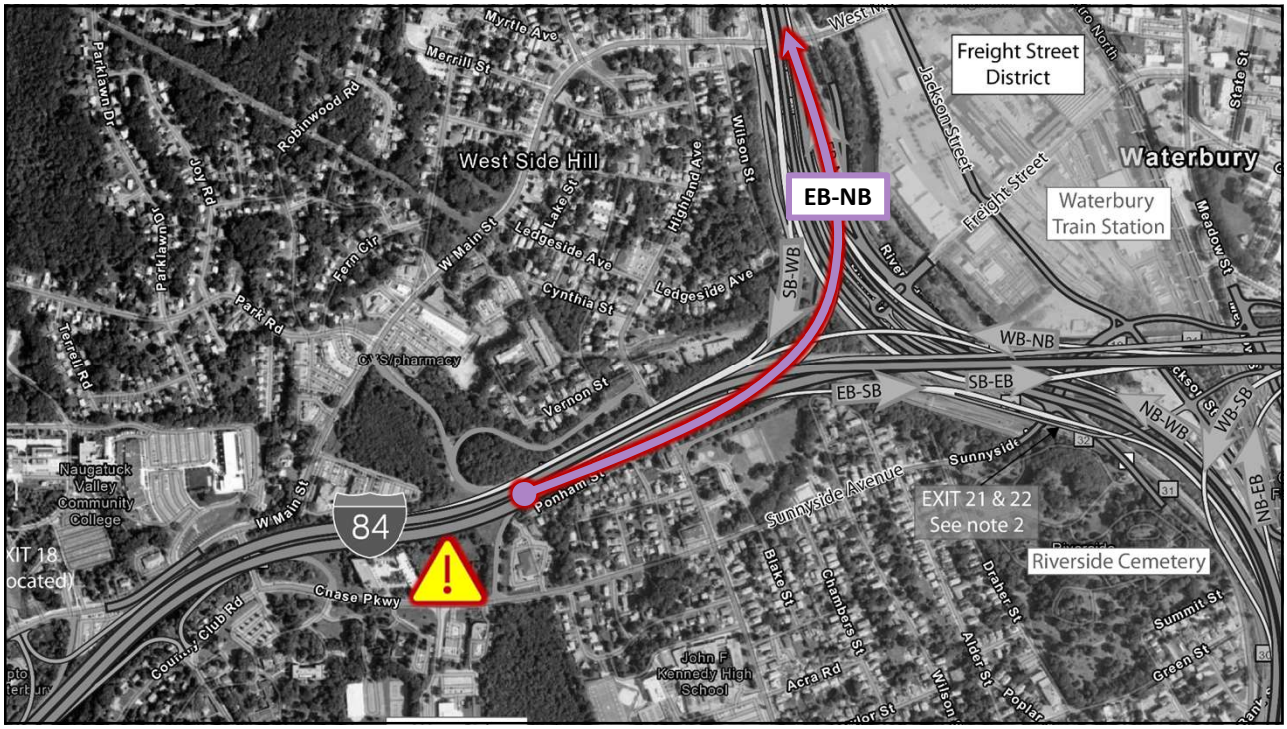
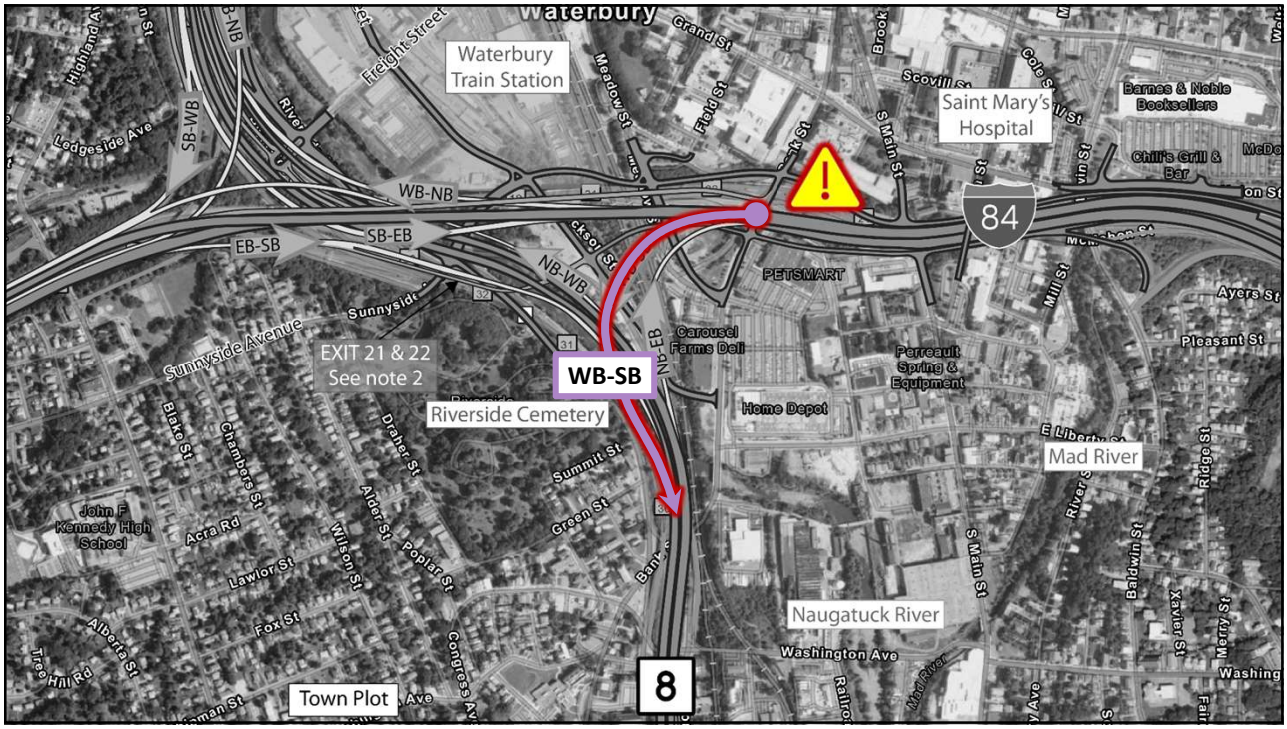


- I-84 stacked and built to the south
- Route 8 unstacked and built east of the Naugatuck River.
- Combines service ramps to/from I-84 and the downtown area

12


EB-NB
Freight Street District
Waterbury
Waterbury Train Station
West Side Hill
Myrtle Ave
Merrill St
Robinwood Rd
Parklawn Dr
Joy Rd
Fern Cir
W Main St
Lake St
Ledgeside Ave
Highland Ave
Wilson St
Cynthia St
Park Rd
Terrell Rd
CVS/pharmacy
Vernon St
Ponham St
Jackson Street
Freight Street
Meadow St
State St
SB-WB
WB-NB
EB-SB
SB-EB
NB-WB
Naugatuck Valley Community College
84
Chase Pkwy
Country Club Rd
Sunnyside Avenue
EXIT 21 & 22
See note 2
Riverside Cemetery
Blake St
Chambers St
Draher St
Alder St
Summit St
Green St
John F Kennedy High School
Acra Rd
Wilson St
Poplar St

13


WB-SB
Waterbury
Waterbury Train Station
Freight Street
Grand St
Meadow St
Field St
Saint Mary's Hospital
Barnes & Noble Booksellers
Chili's Grill & Bar
S Main St
84
WB-NB
EB-SB
SB-EB
NB-WB
SB-WB
EB-NB
PETSMART
Carousel Farms Deli
Perreault Spring & Equipment
Home Depot
Mill St
Ayers St
Pleasant St
Mad River
Ridge St
Baldwin St
Xavier St
Murry St
Sunnyside Avenue
EXIT 21 & 22
See note 2
Riverside Cemetery
Blake St
Chambers St
Draher St
Alder St
Summit St
Green St
John F Kennedy High School
Acra Rd
Wilson St
Poplar St
Lawlor St
Fox St
Alberta St
Tree Hill Rd
Congress Ave
Naugatuck River
Washington Ave
S Main St
Town Plot
8

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Preliminary Level 1 Screening Results: *Stacked I-84*

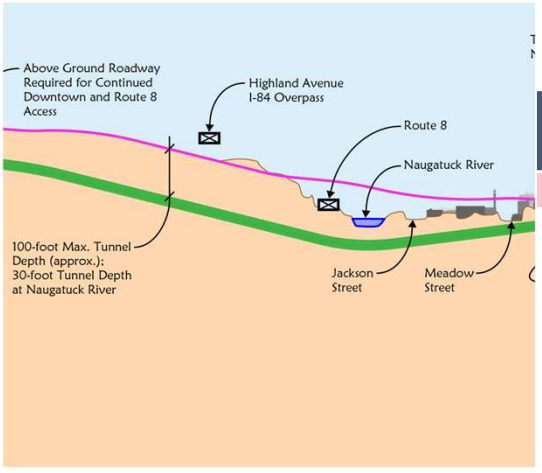
Level 1 Screening Results

	Preliminary Purpose and Needs Criteria			Practicability Criteria	
Result	Structural	Geometric	Operational (Traffic)	Cost	Feasibility
Fail	Pass	Pass	Fail	Pass	Pass

- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☒ Left-hand ramps result in substandard weave distances that result in poor traffic operations.
- ☑ Practicable cost
- ☑ Practicable construction

15

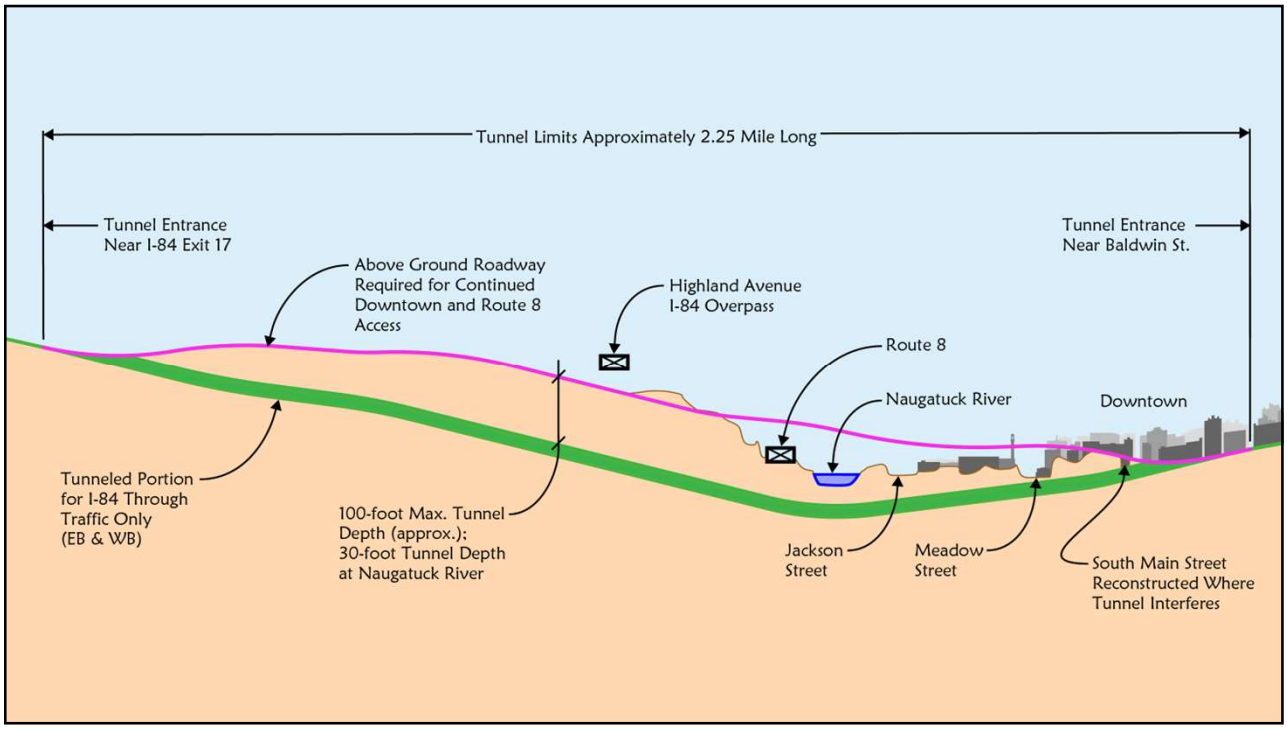
Preliminary Level 1 Screening Results: *Tunnel*



Level 1 Screening Results

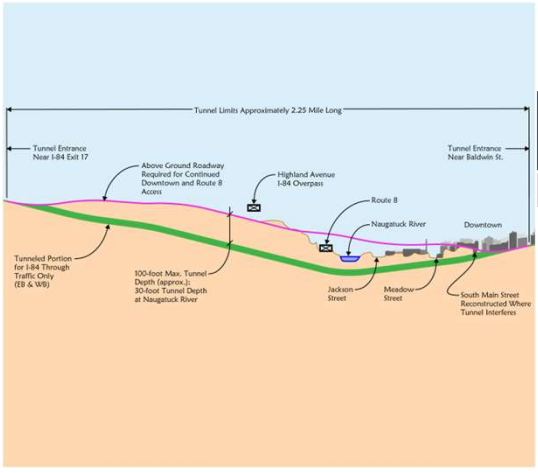
	Preliminary Purpose and Needs Criteria			Practicability Criteria	
Result	Structural	Geometric	Operational (Traffic)	Cost	Feasibility
Fail	Pass	Pass	Pass	Fail	Pass

16



17

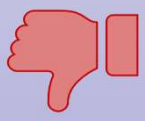
Preliminary Level 1 Screening Results: *Tunnel*



Level 1 Screening Results

	Preliminary Purpose and Needs Criteria			Practicability Criteria	
Result	Structural	Geometric	Operational (Traffic)	Cost	Feasibility
Fail	**Pass**	**Pass**	**Pass**	**Fail**	**Pass**

- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☑ Provides adequate capacity
- ☒ Practicable Cost
  - Unreasonable and impractical projected construction and maintenance costs due to the extended length of tunnel required to meet design standards for I-84 through traffic. (minimum $10 billion, more than 2x higher than the next most expensive option)
- ☑ Practicable construction



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Design Progression for Level 2

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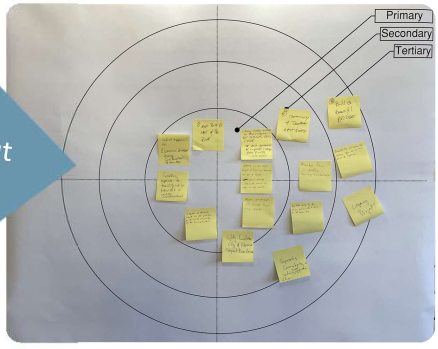
December PAC Meeting

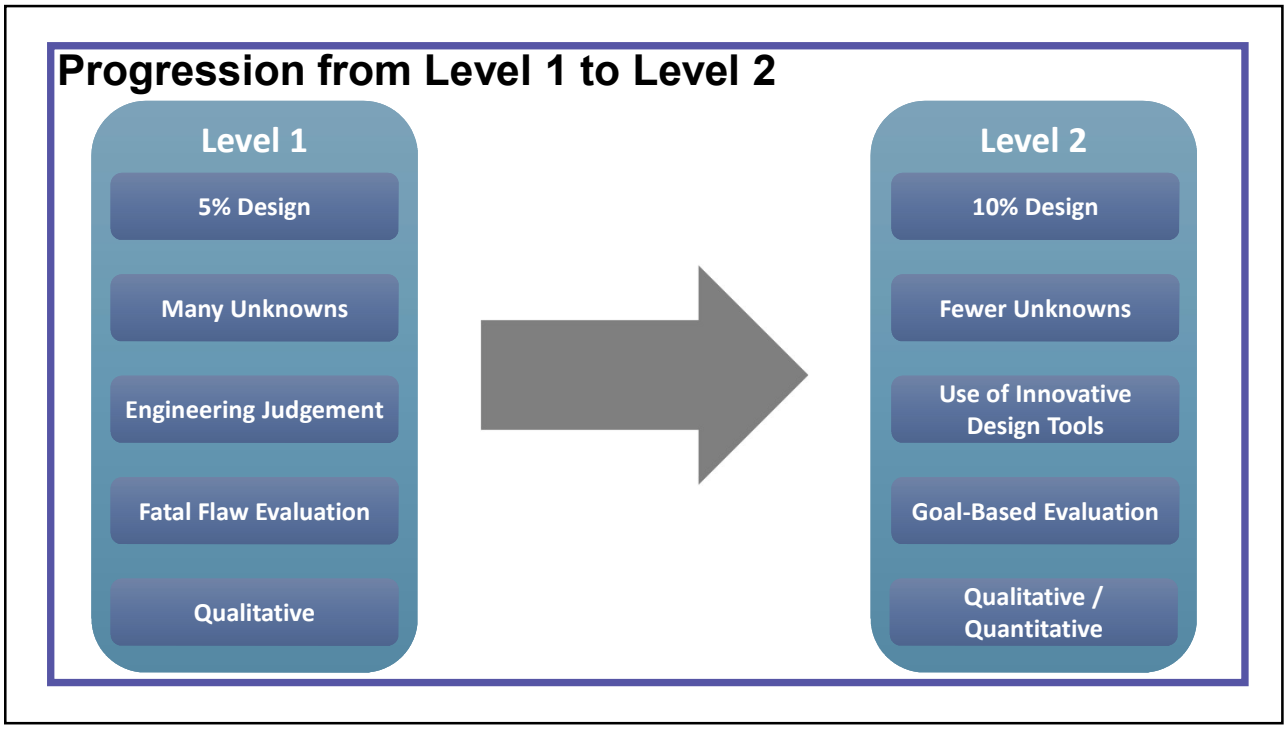
Presentation

PAC Input

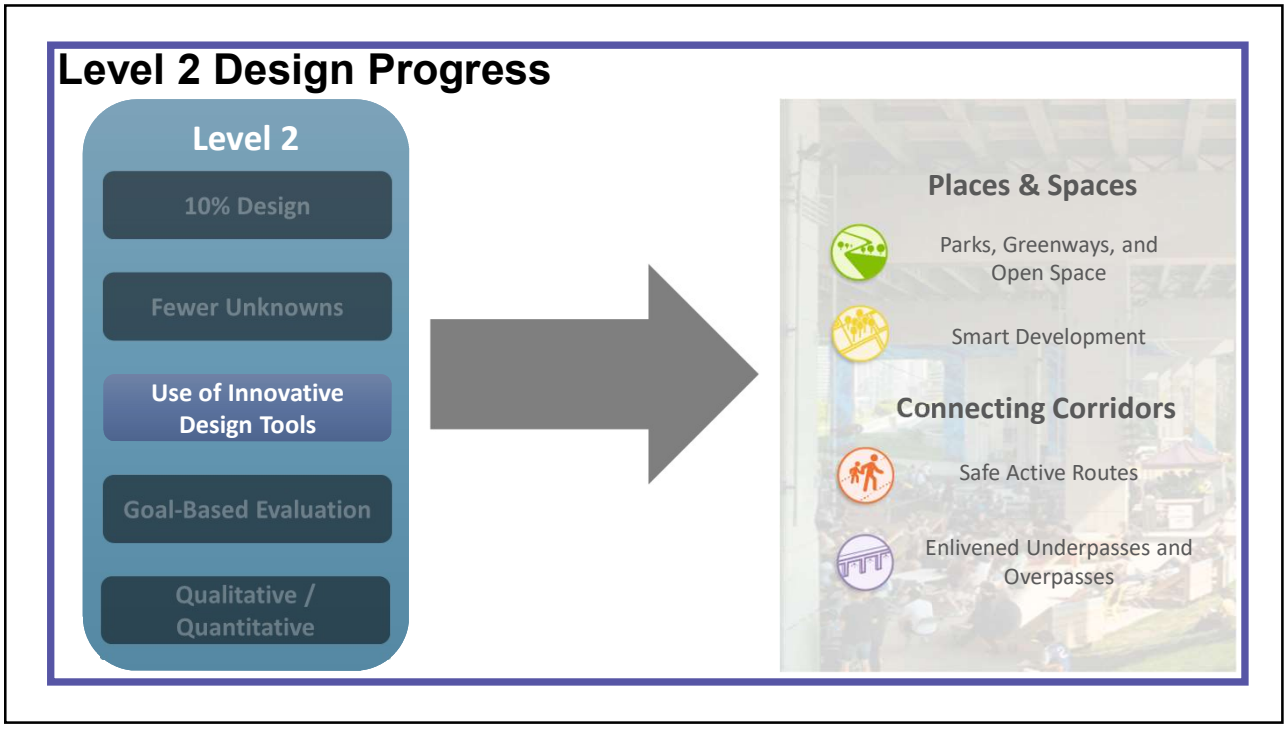


84new mix

20


Progression from Level 1 to Level 2
Level 1
5% Design
Many Unknowns
Engineering Judgement
Fatal Flaw Evaluation
Qualitative
Level 2
10% Design
Fewer Unknowns
Use of Innovative Design Tools
Goal-Based Evaluation
Qualitative / Quantitative

21


Level 2 Design Progress
Level 2
10% Design
Fewer Unknowns
Use of Innovative Design Tools
Goal-Based Evaluation
Qualitative / Quantitative
Places & Spaces
Parks, Greenways, and Open Space
Smart Development
Connecting Corridors
Safe Active Routes
Enlivened Underpasses and Overpasses

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Preliminary Approach to Design

Places & Spaces

- Parks, Greenways, and Open Space
- Smart Development

Connecting Corridors

- Safe Active Routes
- Enlivened Underpasses and Overpasses

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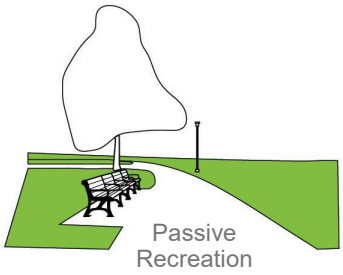
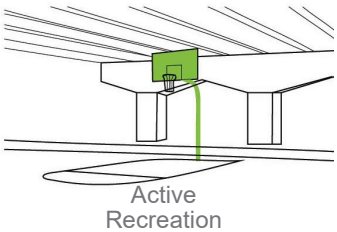
Places & Spaces

Precedents

Tools: Parks, Greenways, and Open Space

- Generate enlivened public use around infrastructure
- Activate abandoned or underutilized spaces
- Strengthen connection to the waterfront
- Create a connective tissue between neighborhoods and throughout the city





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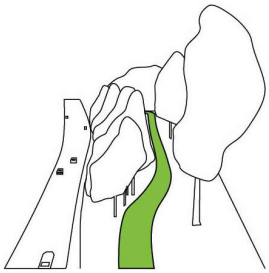
Places & Spaces

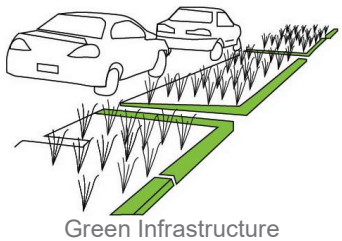
Precedents

- Generate enlivened public use around infrastructure
- Activate abandoned or underutilized spaces
- Strengthen connection to the waterfront
- Create a connective tissue between neighborhoods and throughout the city

Tools: Parks, Greenways, and Open Space



Greenways

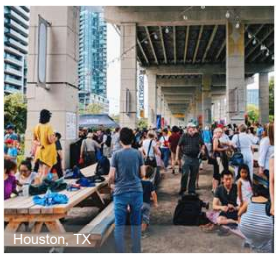


Green Infrastructure

25

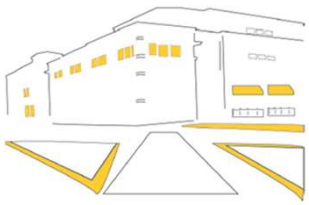
Places & Spaces

Precedents



- Create a connective tissue between neighborhoods and throughout the city
- Generate enlivened public use around infrastructure
- Generate future economic development

Tools: Smart Development



Mixed-Use Properties

Diverse Housing Types

Transit Oriented Development (TOD)

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Connecting Corridors

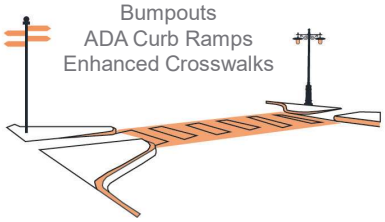
Precedents

Tools: Safe Active Routes

- Accommodate many users through safe multimodal streets
- Connect people to key destinations, the historic downtown and wider transportation networks
- Improve universal access throughout Downtown Waterbury
- Enhance stormwater management through a connected network of parks and green infrastructure

Ped/Bike Signals
Separated Bike Lanes

Wayfinding
Bumpouts
ADA Curb Ramps
Enhanced Crosswalks



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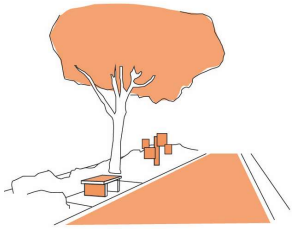
Connecting Corridors

Precedents

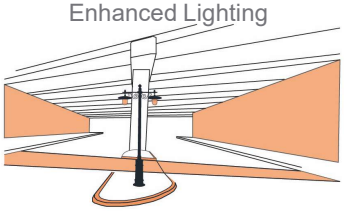
Tools: Safe Active Routes

- Accommodate many users through safe multimodal streets
- Connect people to key destinations, the historic downtown and wider transportation networks
- Improve universal access throughout Downtown Waterbury
- Enhance stormwater management through a connected network of parks and green infrastructure

Enhanced Plantings
Street Trees



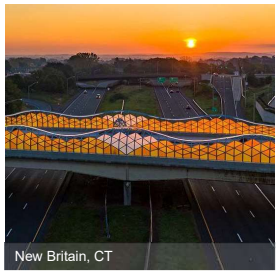
Pedestrian Refuge Islands
Enhanced Lighting



28

Connecting Corridors

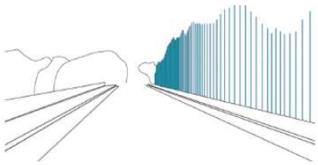
Precedents



Tools: Enlivened Underpasses and Overpasses

- Create unique and site-specific installations to create a greater sense of place
- Murals and lighting welcome pedestrians, create visual presence
- Combine with Safe Routes tactics

Infrastructure as Art



Pedestrian Accommodations at Enlivened Overpasses and Underpasses

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Level 2 Screening Methodology and Results

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New Mix PEL Study Screening Process

Level 2 Results: Preliminary Alternatives

Level 3 Results: Range of Reasonable Alternatives

Input from Agencies, PAC, Public, & Stakeholders

PEL Recommendations

Criteria:

Environment / Community
Transportation
Cost
Constructability

SCORING: Rated on how well each alternative can achieve study goals

Most Disadvantage

Neutral

Most Advantage

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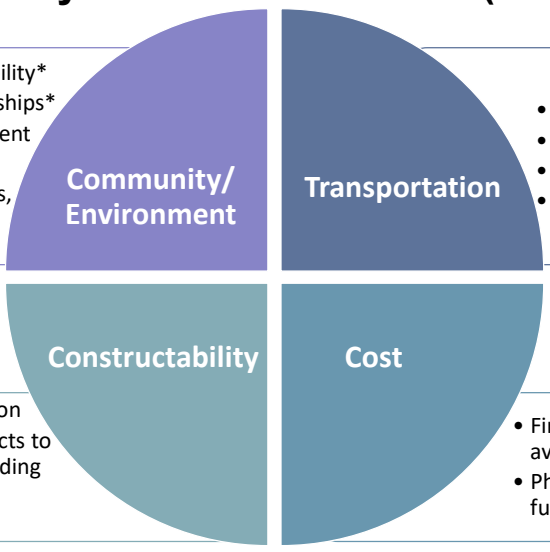
New Mix PEL Study Evaluation Criteria (Levels 2 and 3)



- Enhance Connectivity & Mobility*
- Enhance Modal Interrelationships*
- Support Economic Development
- Avoid or Minimize Impacts (Community, Natural Resources, Cultural Resources, & Sensitive Populations)

- Improve system performance
- Reduce congestion
- Reduce crash rate
- Maintain critical linkages

- Maximize Ease of Construction
- Minimize Construction Impacts to Commuters and the Surrounding Community
- Provide phasing flexibility

- Financial resources can be made available
- Phasing opportunities and fundability

* Evaluated under the transportation group due to the analysis being tied to the local road network

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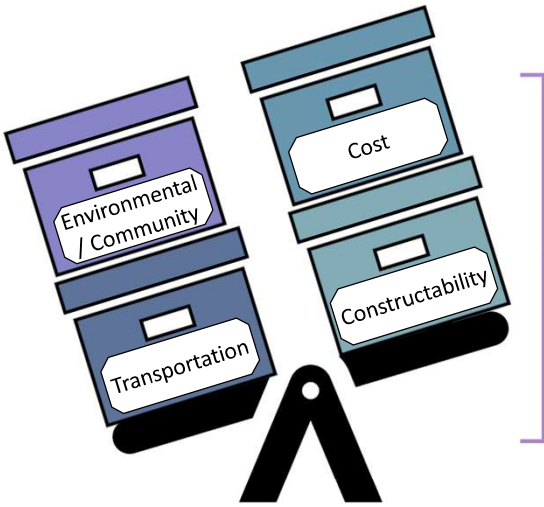
New Mix Level 2 Scoring



Rating	Threshold
▲	Advancing
●	Not Advancing
▼	

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New Mix Level 2 Screening: Preliminary Results*

6 — Initial Alternatives proposed to be **DISMISSED**: Failed to achieve a majority of the goals and objectives.

3 — Initial Alternatives proposed to **ADVANCE**: Achieve a majority of the goals and objectives.

1 — No-Build Alternative must be retained for future evaluations+

*Results are not final until after public input is received
+The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

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Level 2 Screening Preliminary Results*:

Initial Alternative	Rating	Transportation	Environmental / Community	Cost	Constructability
No-Build	●	▼	▲	▲	▼
Modern Crossover Interchange	▲	▲	▲	●	●
Naugatuck River Shift	▲	▲	▲	●	●
Keeping Route 8 Stacked	▲	▲	▲	▲	●
Combined System Connections	●	▲	●	●	●
Modern Crossover Interchange with Route 8 Split to the South	●	●	●	●	●
Interchange Shifted East	▼	▲	▼	●	●
South City Bypass	▼	●	▼	▼	●
Partial System Interchange with Freight Street Interchange	N/A	N/A FATALLY FLAWED			
Half Diverging Diamond	N/A	N/A FATALLY FLAWED			

*Results are not final until after public input is received

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Level 2 Screening Preliminary Results*:

Initial Alternative	Rating	Results
No-Build+	●	Advancing+
Modern Crossover Interchange	▲	Advancing
Naugatuck River Shift	▲	Advancing
Keeping Route 8 Stacked	▲	Advancing
Combined System Connections	●	Not Advancing
Modern Crossover Interchange with Route 8 Split to the South	●	Not Advancing
Interchange Shifted East	▼	Not Advancing
South City Bypass	▼	Not Advancing
Partial System Interchange with Freight Street Interchange	N/A	Not Advancing
Half Diverging Diamond	N/A	Not Advancing

Initial Alternatives that pass the Level 2 screening are called

Preliminary Alternatives

to be further evaluated in Level 3 screening

Questions?

*Results are not final until after public input is received
+ The No-Build Alternative is fatally flawed and failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

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Next Steps

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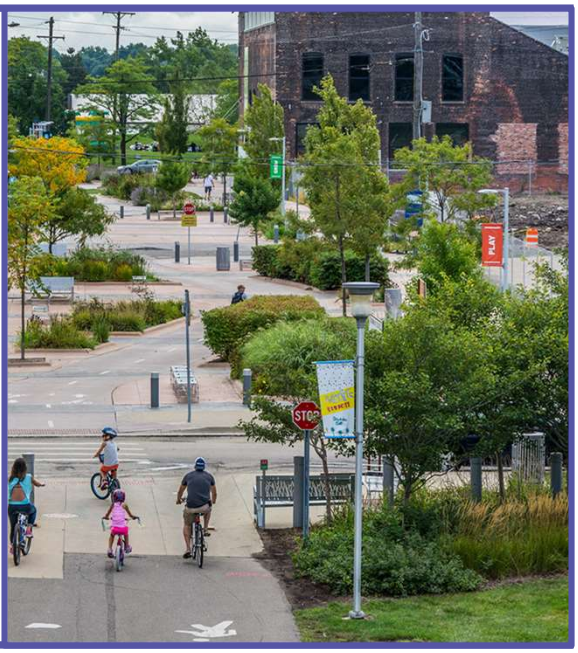
Upcoming Study Aspects

The Study Team will be taking a deeper dive into evaluating other modes of travel for integration into the Project

- Mobility Equity Considerations
  - e.g., bike/ped, transit, rail, access, connectivity, accessibility, etc.
- Surveys will be deployed, and additional meetings and presentations will occur.



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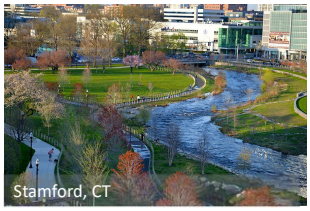
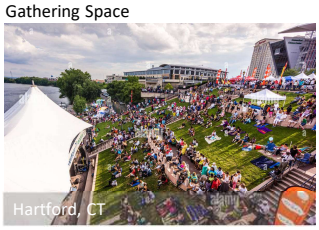
New Mix Level 3 Progression of Design

Places & Spaces Precedents

Active Waterfront



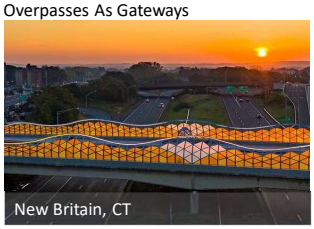
Gathering Space



- **Implementing** the tools to meet the urban design objectives, the project team will continue to refine a plan of preliminary opportunities
- "Primary opportunities": areas that would be directly impacted by the New Mix construction
- "Secondary opportunities": indirect impacts that could contribute to a comprehensive network of places and spaces and connecting corridors

Connecting Corridors Precedents

Overpasses As Gateways



Enlivened Underpasses

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PAC Comments Due

Comments / Input Due: May 15, 2023
Email: Nhodges@hntb.com

May

S	M	T	W	TH	F	S
30	1 TODAY	2	3	4	5	6
7	8	9	10	11	12	13
14	15 COMMENTS DUE	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

DUE DATE

Comments on Preliminary Level 2 Screening Results comments are due May 04 for incorporation into the PEL Documents.

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Before the Next Meeting Continue to…

- **Review** PAC Meeting #5 Information Materials and provide input on the preliminary results of the Level 2 Screening.
- **Explore** the Program Website.
- **Check email** for information about the next PAC meeting and scheduling.
- **Remain excited** to participate in our next meeting.

84new mix

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Questions & Comments

84new mix

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Thank you.

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Additional Information: Dismissed Alternatives

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Universe of Alternatives: Level 2 Screening Results

- **No Build**
  - No Build*
- **Major I-84 Rehabilitations**
  - True Rehabilitation
  - Construction of New I-84 EB
  - Bypass Reused as Frontage Rd
  - Widening to Facilitate Staging
- **Reconstruction In-Place**
  - Reconstruction In-Place
- **Full System Interchanges**
  - Interchange Shifted East
  - Interchange Shifted East w/Inner Loop
  - Combined System Connections
  - Modern Crossover Interchange
  - Modern Crossover Int. with Route 8 Split (S)
  - Keeping Route 8 Stacked
  - Naugatuck River Shift
  - Stacked I-84
- **Partial System Interchanges**
  - Crossover Interchange
  - Freight Street Interchange
  - Modified Diverging Diamond
  - Half Diverging Diamond
- **Ground Level Options**
  - At Grade System Connections
  - Route 8 Boulevard
- **Bypass Alignments**
  - Washington Street Bypass
  - South City Bypass
  - Tunnel
- **Travel Modes**
  - Other Travel Modes

Legend

- Advancing Alternatives
- Alternatives not Advancing: Dismissed in Level 1
- Alternatives not Advancing: Dismissed in Level 2

Note

*The No-Build Alternative failed to meet the criteria but must be retained for evaluation in the subsequent screening levels and NEPA analyses as required.

84new mix

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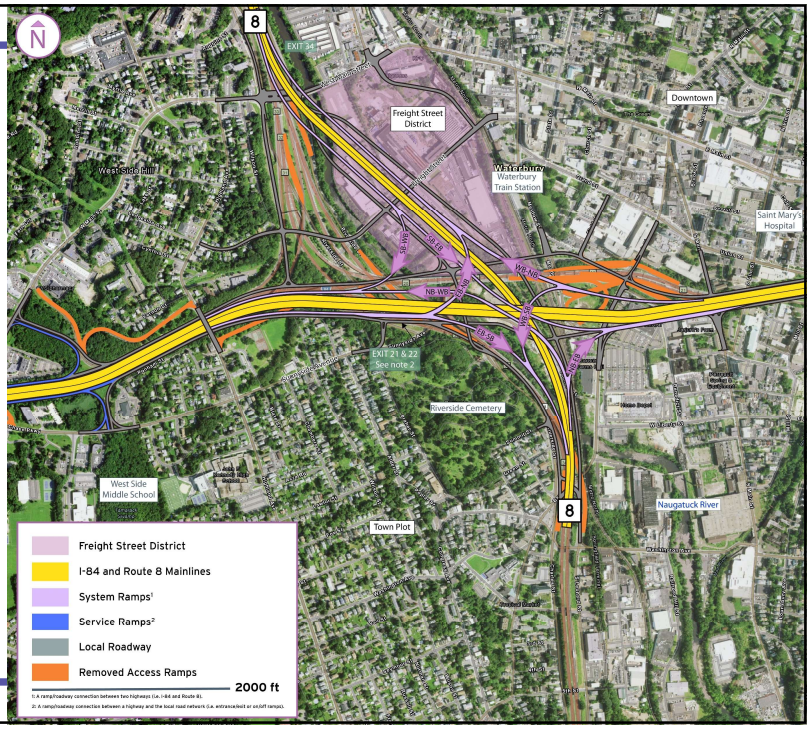
Interchange Shifted East

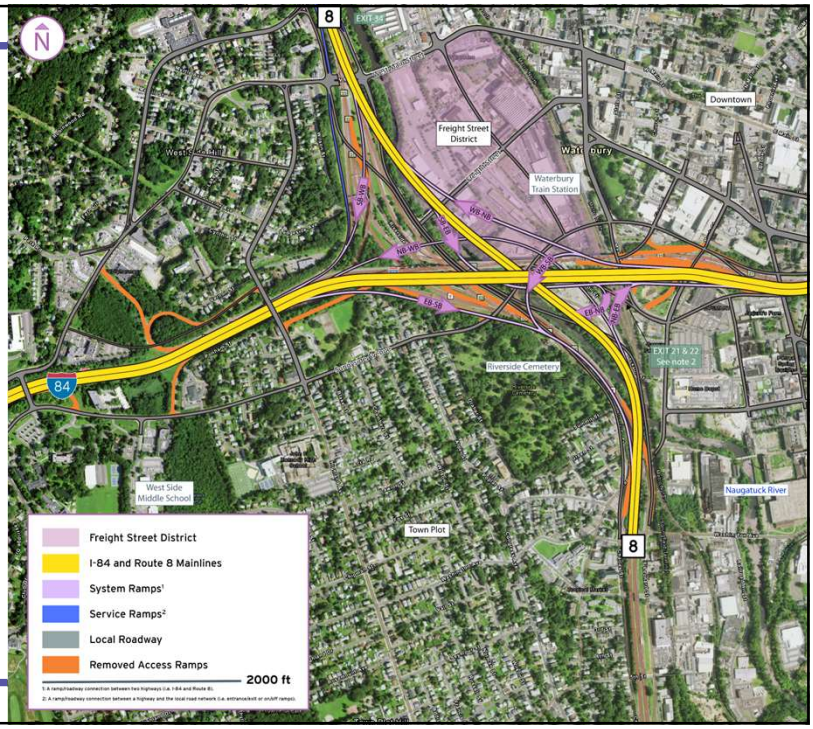
Goal Category	Score
Transportation	▲ Meets 76% of Goals
Environmental / Community	▼ Meets 29% of Goals
Cost	● Meets 50% of Goals
Constructability	● Meets 67% of Goals



46

Combined System Connections

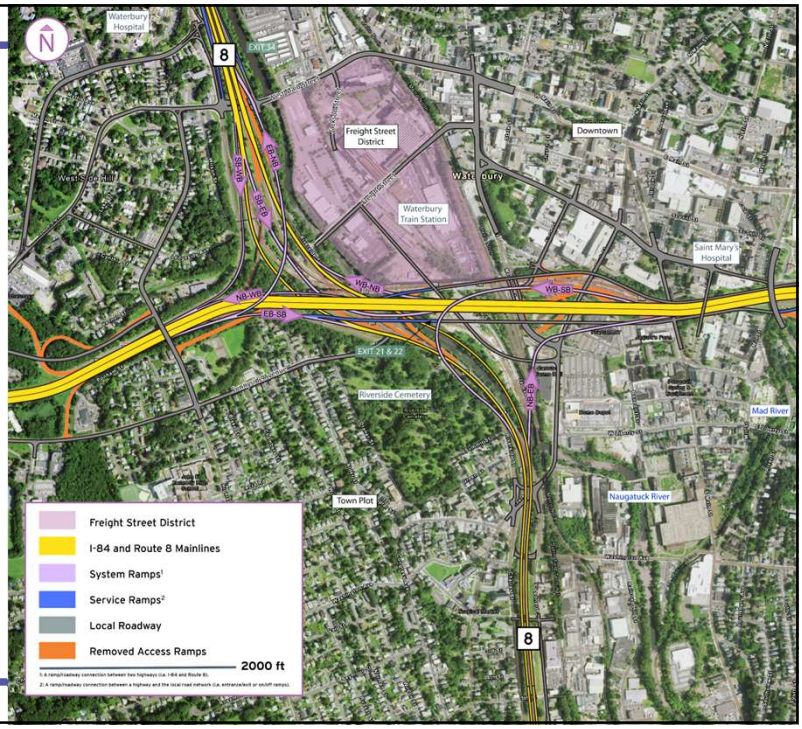
Goal Category	Score
Transportation	▲ Meets 81% of Goals
Environmental / Community	● Meets 46% of Goals
Cost	● Meets 50% of Goals
Constructability	● Meets 50% of Goals



47

Modern Crossover Interchange with Route 8 Split to the South

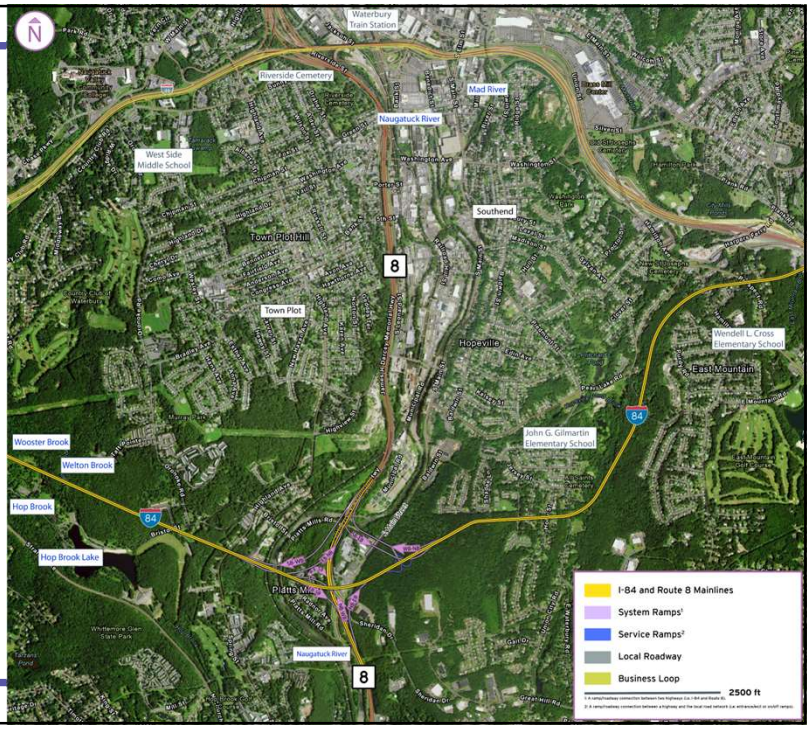
Goal Category	Score
Transportation	● Meets 64% of Goals
Environmental / Community	● Meets 67% of Goals
Cost	● Meets 50% of Goals
Constructability	● Meets 50% of Goals



48

South City Bypass

Goal Category	Score
Transportation	Meets 62% of Goals
Environmental / Community	Meets 13 % of Goals
Cost	Meets 0% of Goal
Constructability	Meets 67% of Goals

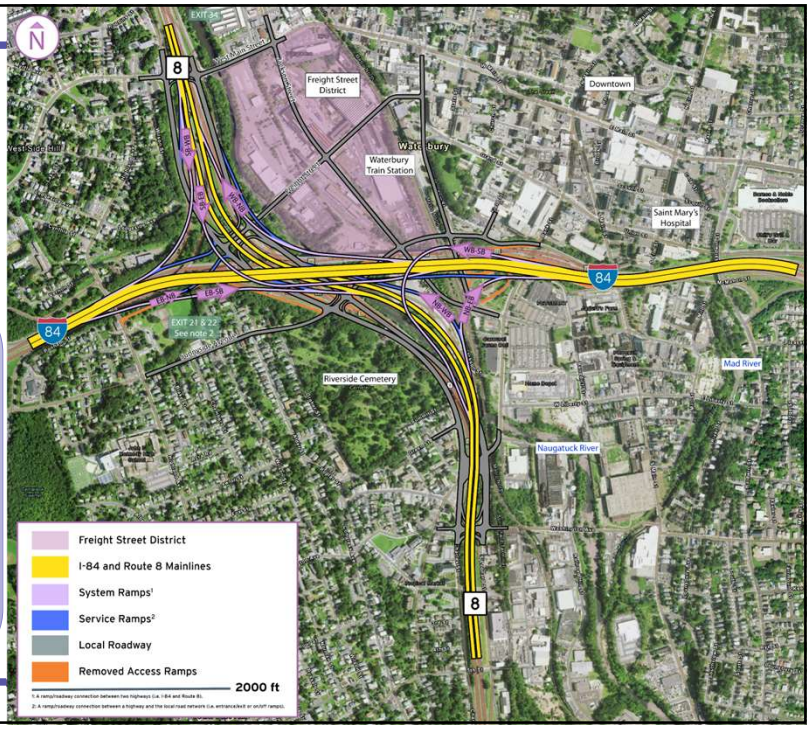


49

Partial Crossover Interchange with Freight Street Interchange

Fatally Flawed

- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☒ Provides adequate capacity
  - Indirect connections would require the use of the local road network resulting in an increase of traffic at unacceptable levels
- ☑ Practicable cost
- ☑ Practicable construction

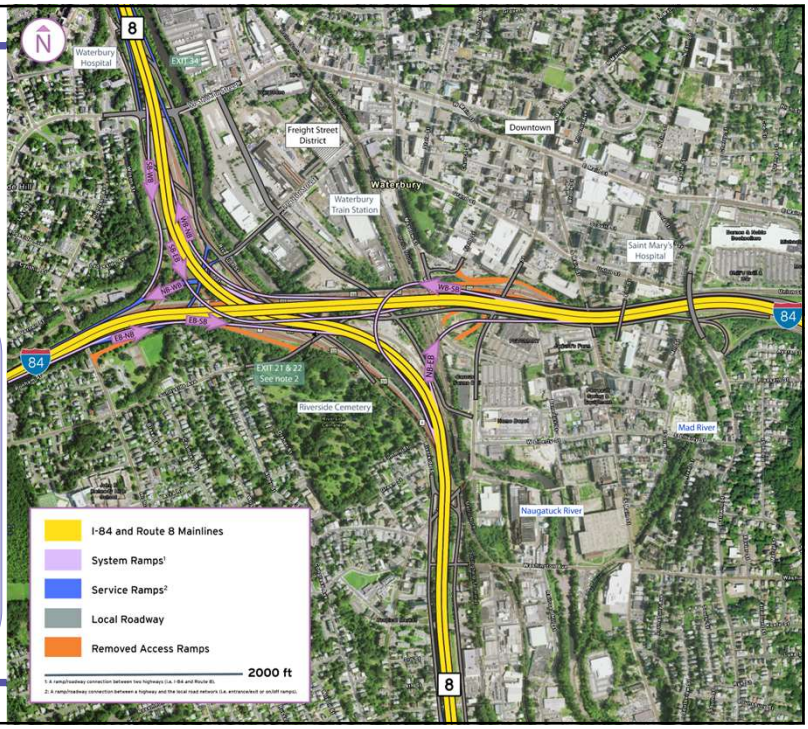


50

Half Diverging Diamond Interchange

Fatally Flawed

- ☑ Replaces aging structures
- ☑ Achieves modern design standards
- ☒ Provides adequate capacity
  - The heavy traffic volume on two of the system movements would not function adequately due to poor geometry and high traffic volumes resulting in poor LOS
- ☑ Practicable cost
- ☑ Practicable construction



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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:	July 31, 2024 1PM – 1:53PM
Location of Meeting:	Microsoft Teams
Subject of Meeting:	New Mix Project Advisory Committee (PAC) Meeting #6

Attendees:

PAC Members	
Name	**Organization**
Maria Vaccarelli	CT*transit* Waterbury
Arthur Denze Sr.	Waterbury Neighborhood Council
Barbara Kalosky	Connecticut Association for Community Transportation
Mark Nielsen	Naugatuck Valley Council of Governments (NVCOG)
Richard Donovan	NVCOG
Stephanie Valickis	Saint Mary's Hospital
Robert Nerney	City of Waterbury Planning Department
Ken Stanco	Office of the Mayor
Kallysia Raymond	Waterbury Development Corporation
Kenneth R. Cook, Ph. D	National Association for the Advancement of Colored People (NAACP)
Martin Begnal	Friends of Riverside Cemetery
Brian Peterson	Holy Trinity Greek Orthodox Church
Daniel Pesce	Main Street Waterbury
David Williams	Federal Highway Association (FHWA)
Kevin Taylor	NEST (formerly known as Neighborhood Housing Services of Waterbury)

Department of Transportation	
Name	**Organization**
Nilesh Patel	CTDOT
Joe Belrose	CTDOT
Kevin Carifa	CTDOT
Edward Sabourin	CTDOT
Consultant Team	
David Schweitzer	HNTB
Christopher Fagan	HNTB
Naomi Hodges	HNTB
Kimberli Owens	HNTB

Distribution: All Attendees

1. Meeting Purpose

The New Mix Team presented an overview of the Mobility Equity Analysis (the Analysis) that was performed as part of the New Mix Planning and Environmental Linkages (PEL) Study. The New Mix Team highlighted the outreach activities and the Mobility Equity survey that were performed as part of the Analysis as well as the survey findings, evaluations, and recommendations that resulted from the Analysis. At the conclusion of the presentation, PAC members were given the opportunity to provide feedback on the recommendations. The New Mix Team requested PAC members to provide input regarding anything discussed during the meeting. PAC members were able 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.

2. New Mix Program Project Advisory Committee Meeting Presentation

A. Project Advisory Committee Meeting No. 6 Summary

a. Presented an overview of the New Mix PEL Study as well as an update of the activities that have been occurring since the last PAC meeting.

b. Introduced and defined mobility equity in relation to the transportation system focusing on other modes of travel rather than solely motor vehicles (i.e., bicycle, pedestrian, and transit); mobility equity exists when all transportation users have access to safe, affordable, and convenient transportation options.

c. Reviewed the public outreach efforts, the Mobility Equity Survey, and highlighted results.

d. Presented the desktop data collection activities and analysis that occurred to define needs and the existing conditions of the transportation network including demographic and socioeconomic information.

e. Reviewed the identified goals and strategies that were developed from the input provided through the survey and the desktop data collection.

f. Shared the categories of projects evaluated for prioritization as well as the factors used to score the identified projects.

g. Presented the results of the evaluation and recommendations for incorporation into the PEL Study. Reminded PAC that more analysis must occur before any project moves forward.

    i. Presented an overview of the next steps including the refined Preliminary Purpose and Need Statement and PEL Study activities occurring through Fall 2024.

h. PAC members were encouraged to continue exploring the Project website to stay up to date on the latest information, including the imminent release of the New Mix Mobility Equity Video.

i. 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. 6 presentation.

- Brian Peterson of Holy Trinity Greek Orthodox Church referenced the widespread lack of access to personal vehicles highlighted in the survey results. Mr. Peterson asked if those who do not have access to a vehicle would have also had trouble responding to the survey if it required technology that not all residents had and how that could have affected the data collected from the surveys. Naomi Hodges of HNTB acknowledged the demographic considerations and emphasized that the Analysis focused on the broader potential improvements for all modes of transportation as needed by the community. Ms. Hodges added that hard copy surveys were available during in-person outreach efforts and that those without access to an electronic device were offered the choice to complete the survey using one of the New Mix Team's electronic tablets available at the in-person outreach events.
- Kenneth R. Cook, Ph. D of NAACP asked if the presentation would be made available after the meeting. Ms. Hodges responded that a PDF file of the presentation would be provided to all PAC members and a Report of Meeting will be uploaded to the project website once developed.
- Dr. Cook voiced concerns over the public transit system's circulation, distribution, access, and capacity and how those aspects were incorporated into the Analysis. Ms. Hodges acknowledged Dr. Cook's concerns and highlighted that the Analysis was focused on the local system within Waterbury for all modes of transportation and therefore a detailed review of the transit system did not occur. The Analysis identified recommendations that require additional analysis to identify more specific projects as well as to identify implementing parties as project partners would need to be involved.
- Mark Nielsen of NVCOG asked if the report would be made available so members could have a chance to review the Analysis in more detail and provide more specific feedback. Mr. Nielsen also noted that NVCOG is in the process of discussing transit with the City of Waterbury and that the previous Waterbury Area Transit Study may need to be revisited and updated. Ms. Hodges replied that the technical memorandum (report) produced as part of the Analysis is under review at CTDOT and will be uploaded to the project website once finalized. Nilesh Patel of CTDOT added that they understand the importance of keeping the PAC informed and affirmed that the meeting was the first step of informing stakeholders. Conversations will continue with stakeholders when appropriate. Ms. Hodges reminded the PAC that additional analysis is needed to identify tangible projects to be implemented since the Analysis only identifies general improvement recommendations.
- Arthur Denze, Sr. of Waterbury Neighborhood Council highlighted that there was no discussion of the potential relocation of the Interstate-84 Eastbound Exit 18 ramps and stressed the importance of its review as it would impact the community in that area. Ms. Hodges ensured Mr. Denze that Exit 18 was not forgotten as part of the PEL Study. The presentation delivered was solely regarding mobility equity and potential improvements to the bike, pedestrian, and public transit infrastructure at the local level. David Schweitzer

of HNTB added that information related to Mr. Denze's questions will be ready in the Fall and presented to the PAC prior to showing the public. Mr. Denze also brought awareness to the driving habits of motorists in the area with excessive speeding and aggressive driving taking place.

- Dr. Cook asked if the New Mix Team is looking at headways on the busses. Ms. Hodges replied that the public transit data was obtained for the Analysis to understand the general conditions of the transit network and that information was not evaluated in detail due to the generalized nature of the Analysis. General improvements were identified and recommended for the areas evaluated. Additional and more detailed analysis must occur in the future to define more specific projects such as project limits and other specific improvements. When the transit system is evaluated in more depth, the headways will also be further evaluated.
- Robert Nerney of Waterbury City Planning echoed Mr. Nielsen's earlier statement of sharing the Analysis' technical memorandum (report) and added that the PAC would benefit from receiving PAC meeting information prior to the next PAC meeting.

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. A hyperlink to the New Mix Mobility Equity Video were shared in the chat. 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.

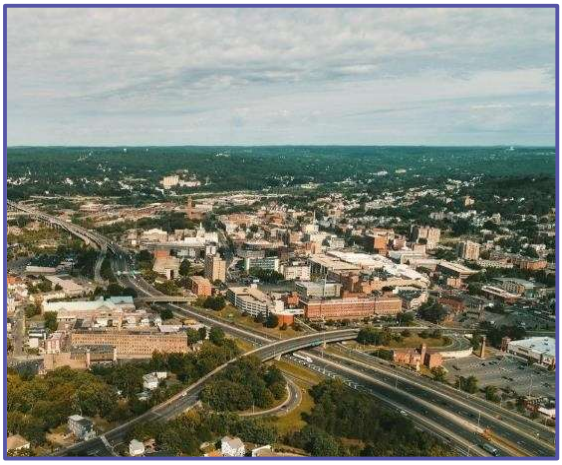
Meeting adjourned at 1:53pm.

The New Mix:
Project Advisory Committee (PAC) Meeting #6
July 31, 2024

CTDOT CONNECTICUT DEPARTMENT OF TRANSPORTATION HNTB 84 new mix

1

The *New Mix* Leadership Team



Connecticut Department of Transportation

- Michael N. Calabrese, PE, Division Chief
- Nilesh Patel, PE, Principal Engineer
- Jonathan Dean, PE, Project Manager
- Joe Belrose, EIT, Project Engineer

HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer
- Naomi Hodges, Environmental Lead
- Kimberli Owens, Public Engagement Lead

84 new mix | CTDOT CONNECTICUT DEPARTMENT OF TRANSPORTATION

2

Agenda

- Welcome Back!
- New Mix Refresher
- Mobility Equity
  - Overview
  - Methodology for Prioritizing Improvements
  - Recommendations
- Next Steps
- Question & Answer

3

Since Our Last Meeting…

You have been:

Providing input for the New Mix PEL Study.

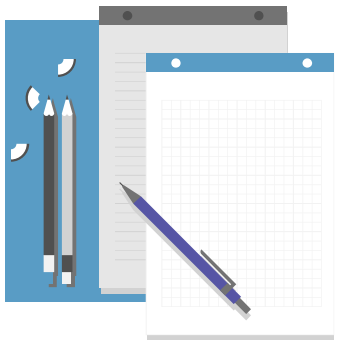
Checking email for information about the New Mix.

We have been:

Obtaining Input from state/federal agencies, PAC members, stakeholders, and the public.

Performing a Mobility Equity Analysis through community outreach activities, a public survey, and data evaluation.

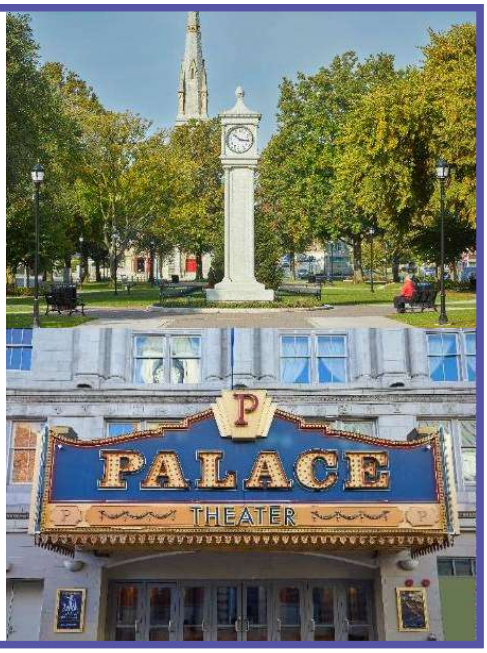
Developing and Evaluating the Preliminary Alternatives in Level 3.



4

The *New Mix*

- Long-term vision for the future of the Mixmaster:
  - Modernize the interchange
  - Improve safety & functionality
  - Reduce congestion
  - Enhance equitable mobility
  - Complement Waterbury's economic development and community goals
  - Serve the state's transportation needs for decades to come
- Planning through 2045 completion
- Projects will occur over time



5

High Level Overview and Timeline to Construction

PEL Study
- Links transportation planning and environmental / community concerns
- Will identify a **Range of Reasonable Alternatives**

Today to mid-2024

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

2-3 years

Design and Permitting
- Advanced design of the *Preferred Alternative* and associated break out projects
- Right of way acquisition
- State and federal permit procurement

4-6 years

Construction
- Includes the Early-Action, Near-term, and Long-term breakout projects

Anticipated completion in 2045

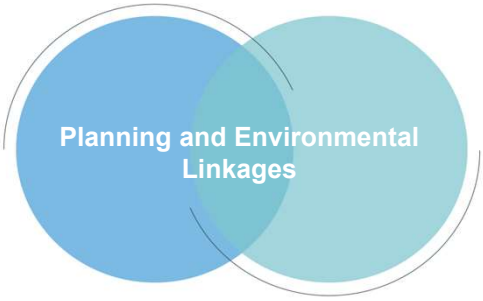
Initiating early 2030s

84new mix | CTDOT

6

What is the Planning and Environmental Linkages (PEL) Study that is being used for the New Mix?

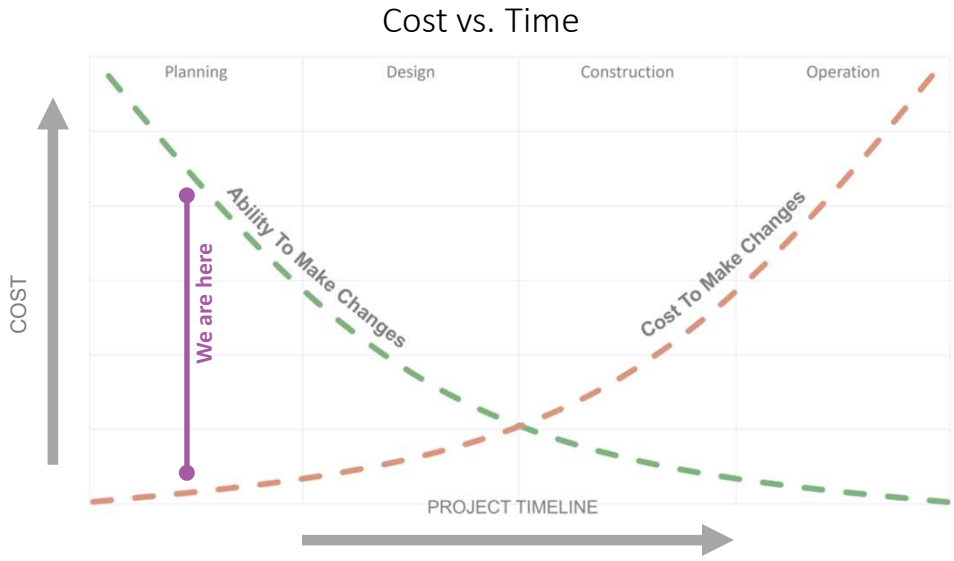
- Federal Highway Administration (FHWA) recognized process
- Early start on technical studies, outreach, and public involvement
- Connect transportation planning and environmental/community concerns
- Identify key issues and risks associated with transportation projects
- Informs the National Environmental Policy Act (NEPA) Process



PEL Study= Pre-NEPA Process

7

Consider Risks from the Beginning



8

Mobility Equity

9

What is Mobility Equity?

- A transportation system that meets the needs of all community members, regardless of income level, type of housing, location, or access to personal motor vehicles.
- Transportation Planning that focuses on the needs of people rather than car-centric infrastructure.
- Access to key destinations via all modes of transportation.

Mobility equity exists when:

All transportation users have access to safe, affordable, and convenient transportation options such as frequent public transit and safe, welcoming pathways for pedestrians and bicyclists.

10

Expectations and Opportunities are Evolving

A series of Executive Orders (EO) work together to drive equitable outcomes

EO 12898

Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

1994 President Clinton

EO 13985

Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

2021 President Biden

EO 14008

Tackling the Climate Crisis at Home and Abroad

with provisions to Secure Environmental Justice and Spur Economic Opportunity

2021 President Biden

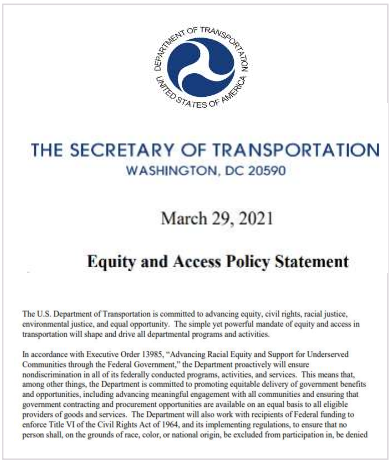
EO 14052

Implementation of the Infrastructure Investment and Jobs Act

2021 President Biden

11

U.S. DOT Focus on Equity



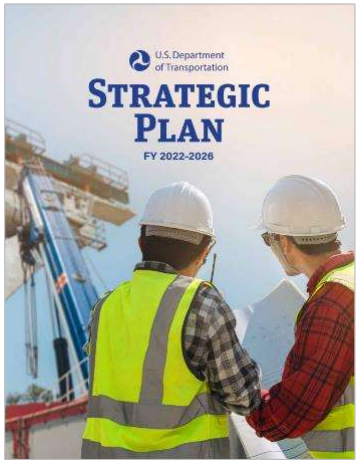
THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

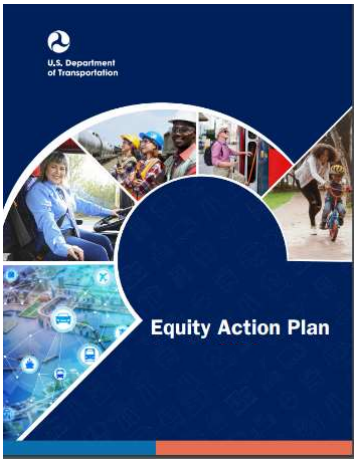
March 29, 2021

Equity and Access Policy Statement

The U.S. Department of Transportation is committed to advancing equity, civil rights, racial justice, environmental justice, and equal opportunity. The simple yet powerful mandate of equity and access in transportation will shape and drive all departmental programs and activities.

In accordance with Executive Order 13985, "Advancing Racial Equity and Support for Underserved Communities through the Federal Government," the Department proactively will ensure nondiscrimination in all of its federally conducted programs, activities, and services. This means that, among other things, the Department is committed to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of goods and services. The Department will also work with recipients of Federal funding to enforce Title VI of the Civil Rights Act of 1964, and its implementing regulations, to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied





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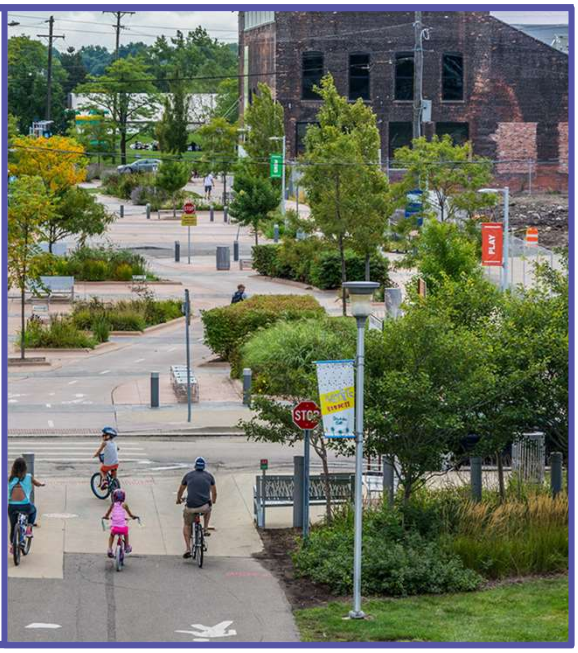
Mobility Equity (ME) Analysis

Intended Outcomes:

- Identify transportation needs of traditionally underserved populations.
- Develop targeted localized improvements for addressing needs and improving quality of life for communities with the greatest needs in the short-term and long-term.



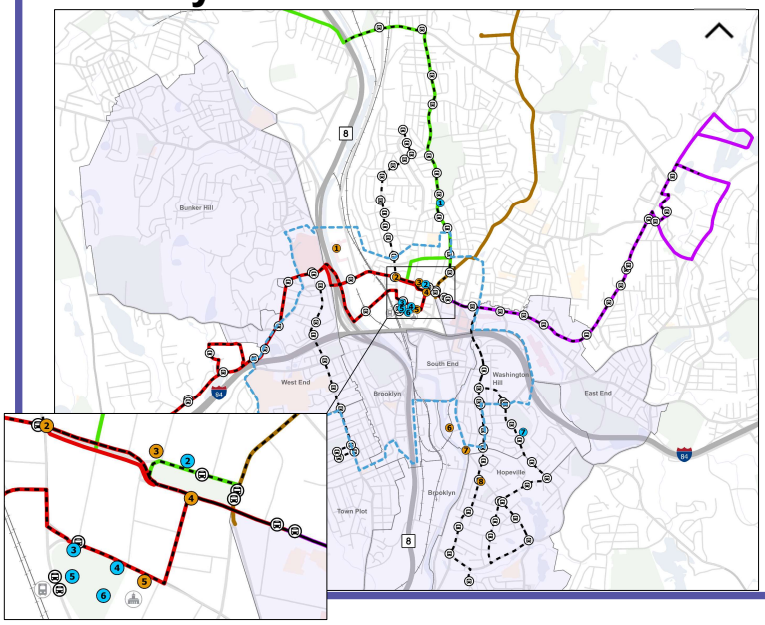
13

ME Analysis Public Outreach Efforts

- **Stakeholder Meetings**
  - CTDOT Office of Rail & Office of Transit and Ridesharing
  - City of Waterbury
  - Naugatuck Valley Council of Governments
  - CT*transit & North East Transportation*
  - Safe Haven of Greater Waterbury
  - Greater Waterbury YMCA
  - Western Connecticut Area Agency on Aging
  - United Way of Greater Waterbury
  - Waterbury Hispanic Coalition
  - New Opportunities Waterbury
  - Home of Hope, Inc.
- **16 Pop-up & Community Events**
- **100+ Bus Stop and Train Station Information Drop-offs**
- **Bus Rider Onboard Surveys**
- **Mobility Equity Survey**
  - 347 respondents

14

ME Analysis Public Outreach Efforts



Mobility Equity Study Area Boundry

Information Drop-off: Neighborhoods

Information Drop-off: Bus Routes

Information Drop-off: Bus Stops

On Bus Survey by Bus Route
- 413
- 422
- 416
- 442

Pop-up Event: Festivals and Fairs
1. Waterbury Back to School Rally
2. Healthy Kids Day @ YMCA
3. City of Waterbury's National Night Out
4. Bombazo & Barrio Arts Festival
5. "The Gathering" Cultural Festival
6. Waterbury Pride Festival
7. Waterbury Borifest (Puerto Rican Festival)
8. Naugatuck Food Truck Festival (located outside of map area)

Pop-up Event: Waterbury Neighborhoods
1. Cherry Valley Market
2. Willow and West Main St.
3. Waterbury YMCA
4. Waterbury Market on the Green
5. City Hall
6. Roller Magic Skating Rink
7. Staywell Health Center
8. Hopeville Food Pantry

Train Station

City Hall

15

ME Analysis Survey

Demographics

Demographic info e.g., age, gender, employment, and income

Safety

Safety challenges e.g., aggressive driving, jaywalking, or speeding

Public Transportation

Public Transportation challenges in e.g., schedule, lack of service

Active Transportation

Pedestrian and cycling challenges e.g., narrow shoulders or severely cracked, or uneven sidewalks

Environment / Quality of Life

Environmental challenges that affect quality of life e.g., traffic pollution, or lack of street furniture (benches, bus shelters)

Access to Destinations

Level of difficulty ***accessing and traveling to destinations***

Overall Ratings

Overall satisfaction levels of the transportation system as a whole

16

Demographics
Safety
Public Transportation
Active Transportation
Environment / Quality of Life
Access to Destinations
Overall Ratings

ME Survey Insights

347 Total Responses

Median income range of $25,000-$34,999

30% indicated no one in their household owns a vehicle

31% indicated someone in their household has a disability

Top 3 Safety Challenges:
1. Cars Speeding
2. Aggressive Driving
3. Heavy Traffic

53% indicated that they feel it is unsafe to walk or bike in Waterbury

Top 3 Environment / Quality of Life Challenges:
1. Heavy Traffic
2. Lack of Street Furniture
3. Traffic Noise

A majority of respondents were unaware of transit frequency near their homes with 1/3 responding "I'm not sure".

1/5 of respondents indicated that there are places that they need to travel to that are not reachable due to a lack of transportation options.

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Demographics
Safety
Public Transportation
Active Transportation
Environment / Quality of Life
Access to Destinations
Overall Ratings

Mobility Equity Survey Insights

Overall Transportation Experience Rating

- 11% Excellent
- 37% Adequate
- 28% Poor
- 24% Don't Know or No Comment

"The transportation experience (beyond vehicular) is disjointed... Many can begin a walk / bike journey to their destination, but often are impeded by swaths of roads that lack sufficient ped/bike facilities (crosswalks / sidewalks)..."

18

ME Analysis Study Area

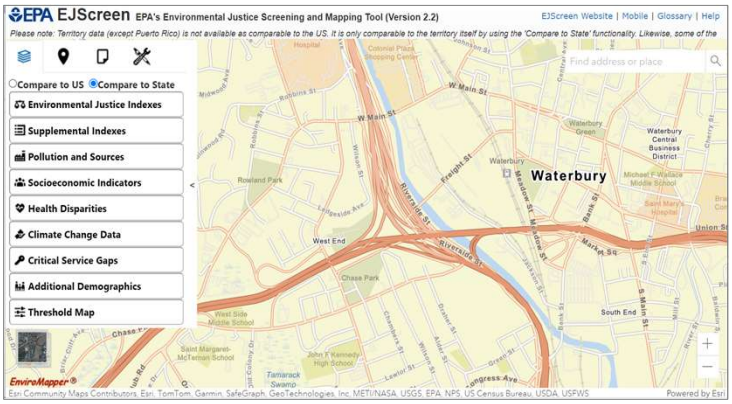
- Study Area boundary based on the Key Area Boundary used in earlier New Mix efforts.
- Updated based on the location of key destinations and for consistency with census boundaries.

19

ME Analysis Data Collection Activities

Desktop review included
- Census data
- GIS data from NVCOG, UCONN Crash Repository, EJScreen, etc.
- Field verification

Informed the ME Analysis Goals and Strategies



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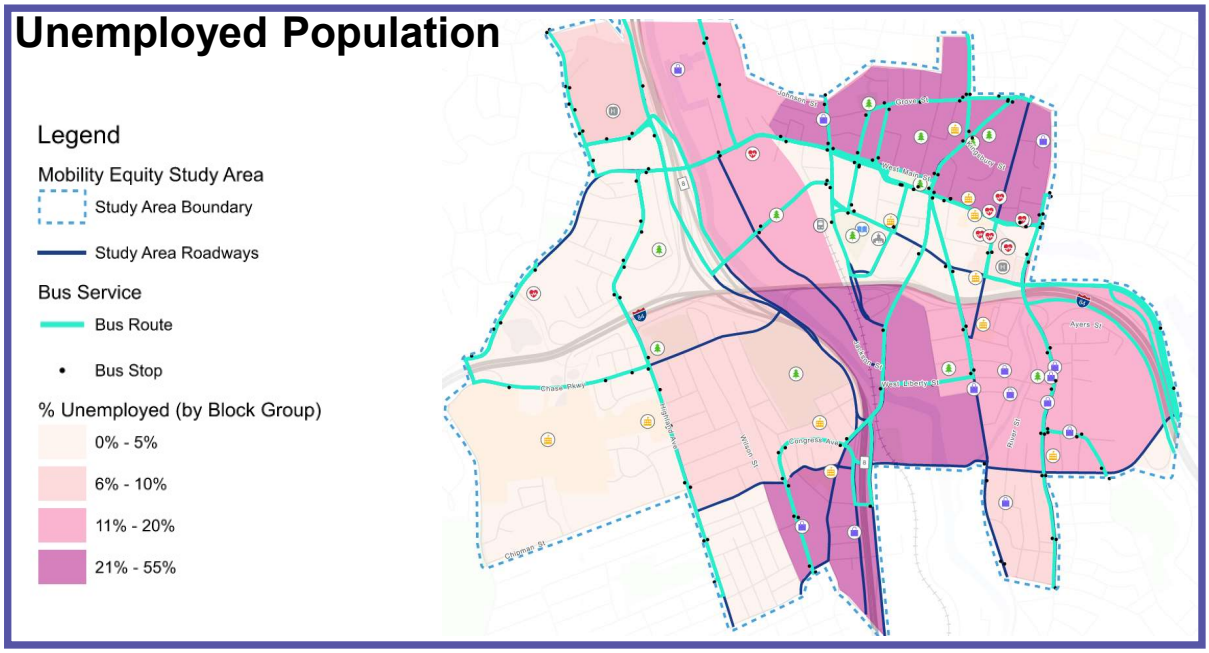
Demographic and Existing Conditions

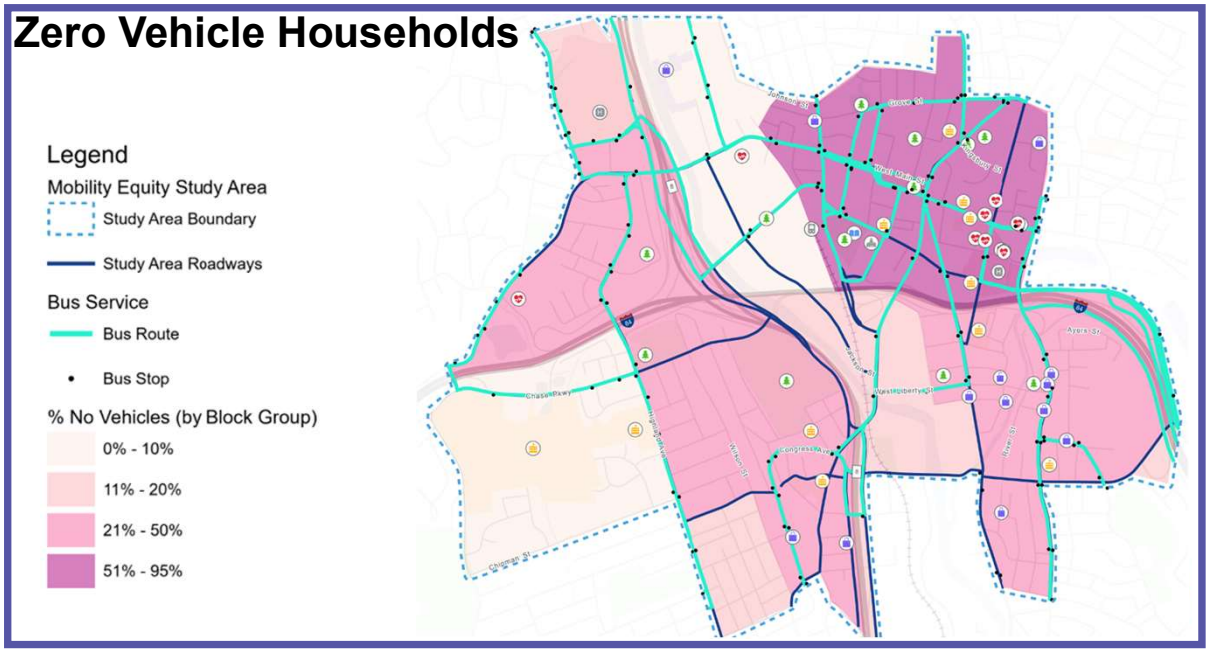
21

Unemployed Population



22

Zero Vehicle Households



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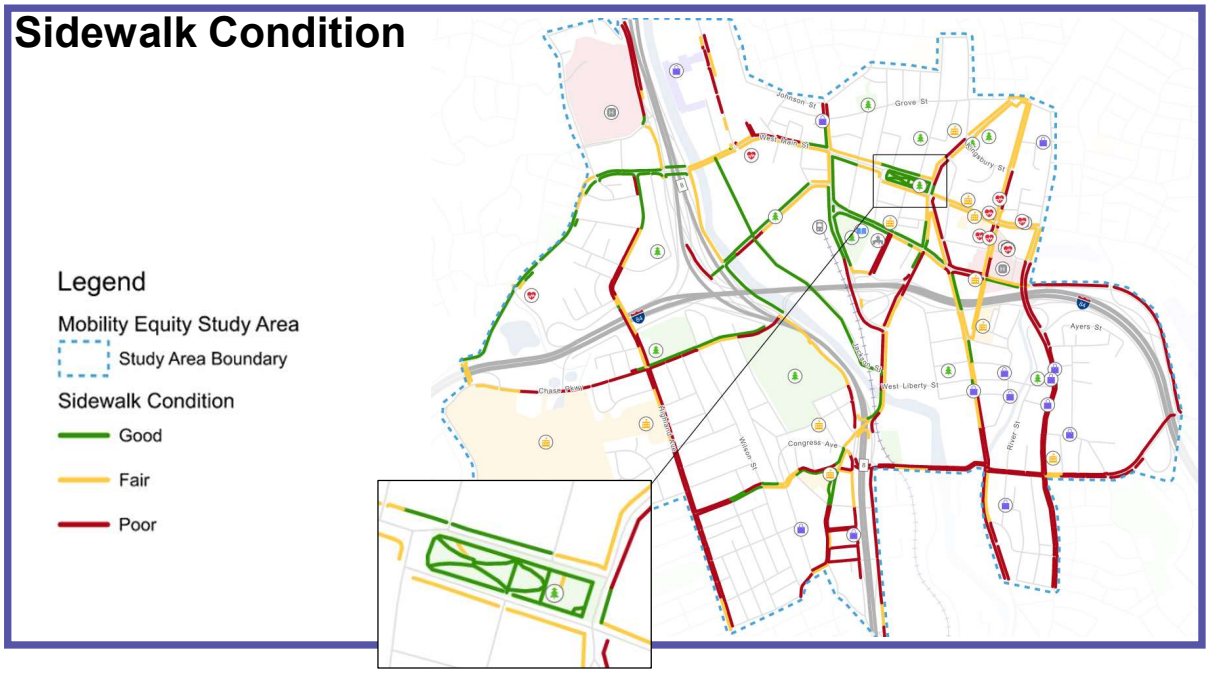
Sidewalk Condition



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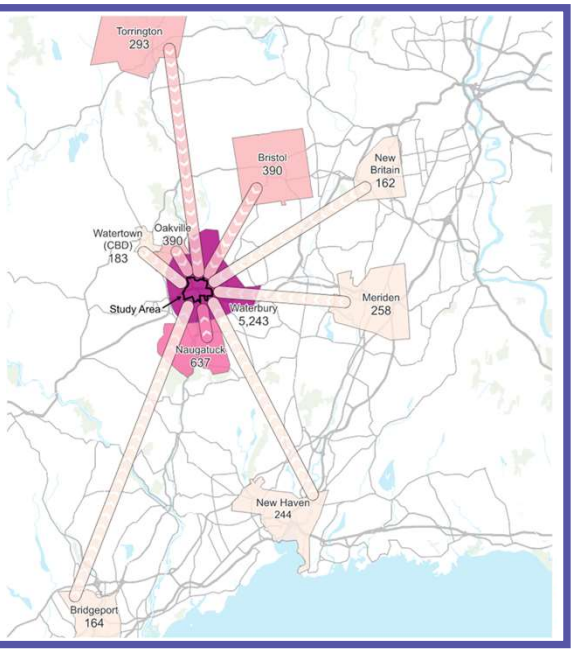
Top 10 Origins of Commuting Workers



Legend

Origins of Workers Commuting to Study Area

High (5,243)

Low (162)

Note: The top ten origins of commuters heading into the study area for work are mapped by census designated place. The jurisdictions in the darker colors send a higher number of commuters to the study area.

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ME Analysis Goals and Strategies

26

ME Analysis Goals

- **Provide Access to Opportunity**
  - Enable a connected, multi-modal transportation system that allows people to succeed by removing transportation barriers
- **Strengthen Public Health and Safety**
  - Provide safe and secure facilities to walk, bike, roll, ride the bus, and drive, while reducing pollutants that impact human health
- **Support a Healthy Environment**
  - Support investments that reduce pollution and greenhouse gas emissions while providing infrastructure resilient to climate change impacts
- **Provide a Range of Transportation Choices**
  - Invest in a range of transportation choices to allow for ease of travel and while providing affordable options
- **Support Economic Vitality**
  - Maintain and create a transportation system that moves people and goods efficiently and promotes economic development

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Strategies Matrix for Mobility Equity Projects

	Mobility Equity Analysis Goals				
Strategies	Provide Access to Opportunity	Strengthen Public Health and Safety	Support Healthy Environment	Provide a Range of Transportation Choices	Supports Economic Vitality
Create comfortable and safe sidewalk routes and related pedestrian infrastructure between neighborhoods and Waterbury's Central Business District (CBD) and surrounding key destinations which include existing and future recreational areas and open spaces.	x	x	x	x	x
Create a comfortable and safe network of bicycle routes between neighborhoods and Waterbury's CBD and surrounding key destinations which include existing and future recreational areas and open spaces.	x	x	x	x	x
Expand transit service on weekdays and over the weekend and improve public transit service within the Study Area, especially at high ridership locations	x	x	x	x	x

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Strategies Matrix for Pedestrian Projects

	ME Analysis Goals				
Strategies	Provide Access to Opportunity	Strengthen Public Health and Safety	Support Healthy Environment	Provide a Range of Transportation Choices	Supports Economic Vitality
Create comfortable and safe sidewalk routes and related pedestrian infrastructure between neighborhoods and Waterbury's Central Business District and surrounding key destinations which include existing and future recreational areas and open spaces.	**x**	**x**	**x**	**x**	**x**
As roadways are rehabilitated, incorporate upgraded sidewalks and pedestrian ramps or add missing sidewalks.	X	X	X	X	X
Incorporate sidewalk and pedestrian ramp improvements within Proposed Early Action (PEA) project design	X	X	X	X	X
Prioritize pedestrian infrastructure improvements in the most vulnerable communities and place where they could see the greatest benefit from transit connections.	X	X		X	

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Strategies Matrix for Bicycling Projects

	ME Analysis Goals				
Strategies	Provide Access to Opportunity	Strengthen Public Health and Safety	Support Healthy Environment	Provide a Range of Transportation Choices	Supports Economic Vitality
Create a comfortable and safe network of bicycle routes between neighborhoods and Waterbury's Central Business District and surrounding key destinations which include existing and future recreational areas and open spaces.	**x**	**x**	**x**	**x**	**x**
As roadways are rehabilitated, incorporate dedicated bicycle lanes.	X	X	X	X	
Incorporate bicycle facilities within PEA project design (if not included and are prioritized, add them to a list of priority projects).	X	X	X	X	
Prioritize bicycle projects in the most vulnerable sections of the Study Area and where they could see the greatest benefits from transit connections.	X	X		X	

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Strategies Matrix for Transit Projects

Strategies	ME Analysis Goals				
	Provide Access to Opportunity	Strengthen Public Health and Safety	Support Healthy Environment	Provide a Range of Transportation Choices	Supports Economic Vitality
Expand transit service on weekdays and over the weekend and improve public transit service within the Study Area, especially at high ridership locations	**x**	**x**	**x**	**x**	**x**
Increase train/bus frequency and service hours for high ridership routes and stops.	X	X	X	X	X
Add routes to improve access within the community.	X	X	X	X	X
Improve pedestrian infrastructure surrounding key transit stops	X	X	X	X	X

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Methodology for Prioritizing Improvements

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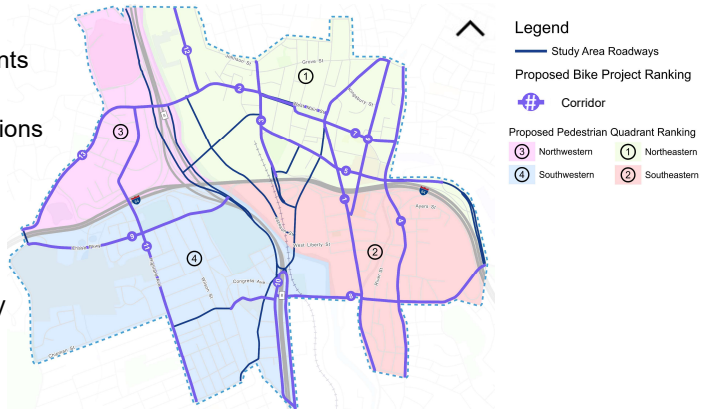
Project Ranking Categories

- **Pedestrian Projects**
  1. General sidewalk and ramp improvements by quadrant
  2. Pedestrian-oriented Proposed Early Actions (PEAs)
  3. PEAs with bicycle *and* pedestrian components*
- **Bicycling Projects**
  1. Corridor-based projects within the Study Area**
- **Transit Projects**
  1. Transit stop/hub facilities and efficiency improvements



General sidewalk and ramp improvements by quadrant and bicycling projects

*Only one project in this category
** Most significant Study Area roadways were ranked. Non-PEA projects already in planning are included in this section. There were no PEAs that were exclusively bicycling projects.

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Project Priority Scoring Factors

Project Type	Factor	Scoring Measure Examples
All Projects	*Demographic and community factors*	•E.g., Population density within ¼ mile of the proposed project, % of adults with asthma, employment concentration, presence of a higher education institution, etc.
	Public Support and Implementation	•Support for location-specific improvements.
Bicycle	*Screening*	•Existing roadways assessed using FHWA's Bikeway Selection Guide
Bicycle / Pedestrian	*Safety*	•Does the project address a high-crash corridor or intersection?
	Network development and links to other opportunities	•E.g. Number of current or future connections to protected bike facilities. •E.g. Opportunities for green / open space development.
Transit	*Screening*	•For bus stops: Stops must have >10 people/day that lack sidewalks/ other amenities or have Poor or Fair Sidewalk Conditions.
	Network development and links to other opportunities	•Consistency/correspondence with existing and future *CTtransit* plans •Within a half-mile of Waterbury Train Station •Population density within ½ mile of the Waterbury train station

Not all scoring factors were used for all project types.

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Project Priority Scoring Factors: Bicycle and Pedestrian

- Not all scoring factors were used for all project types.
- Factors include the following categories:
  - **Screening questions:** For bicycle projects, existing roadways are assessed using FHWA's Bikeway Selection Guide — Bicycle
  - **Safety:** Does the project address a high-crash corridor or intersection? — Bicycle / Pedestrian
  - **Network development and links to other opportunities** — Bicycle / Pedestrian
    - e.g. Number of current or future connections to protected bike facilities
    - e.g. Opportunities for green / open space development

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Project Priority Scoring Factors: Transit

- Factors include the following categories:
  - **Screening questions:** For bus stops: Stops must have >10 people/day that lack sidewalks/other amenities or have Poor or Fair Sidewalk Conditions. — Transit
  - **Network development and links to other opportunities** — Transit
    - Consistency/correspondence with existing and future *CTtransit* plans
    - Within a half-mile of Waterbury Train Station
    - Population density within ½ mile of the Waterbury train station

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Project Priority Scoring Factors: All Transport Modes

- All scoring factors were used for all projects.
- Factors include the following categories:
  - **Demographic and community factors**
    - E.g., Population density within ¼ mile of the proposed project, % of adults with asthma, employment concentration, presence of a higher education institution
  - **Public Support and Implementation**
    - Support for location-specific improvements

Bicycle, Pedestrian, and Transit

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Recommendations

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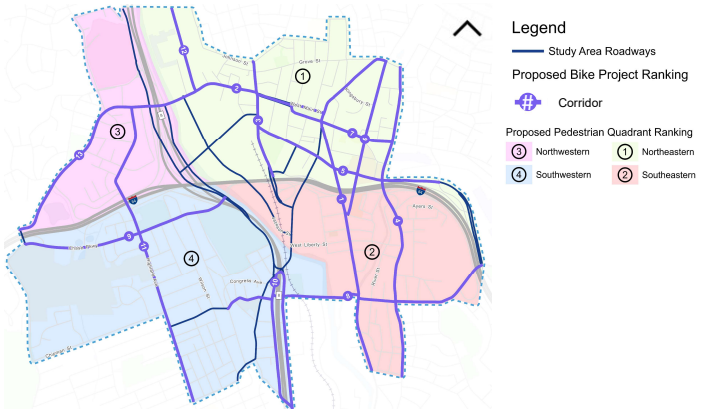
Pedestrian Quadrant Rankings, Bicycle Project Rankings

- **Pedestrian Projects**
  - The northeast quadrant received the highest overall score, followed by the southeast, northwest, and southwest quadrants.
  - The top-scoring bicycling project is a facility running on North and South Main Street
  - The top-scoring PEA pedestrian project is the proposed pedestrian improvement at Washington Avenue and South Main Street.*



General sidewalk and ramp improvements by quadrant and bicycling projects

* State Project No. 151-340 scored highly but was the only bicycle and pedestrian PEA. The PEA at Washington Avenue and South Main Street was originally identified by the New Mix Team but will likely be advanced by the City of Waterbury with support from CTDOT.

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Scoring Example (Bicycle Project Main Street Corridor)

Scoring Criteria	Scoring Criteria	Scale	Score
Safety	Project addresses high-crash corridor or intersection (bike and ped) (Potentially, bicyclist and pedestrian crashes could be rated separately if patterns dramatically differ.)	Determined upon visual inspection (No=0; 1=High # of Crashes; 2=Very high # of crashes). Crashes will be examined separately by mode.	2
Network Development & Linkages with Other Projects	Number of Linkages/possible linkages with protected bike facilities (either the Naugatuck River Greenway, Mad River, or with the Freight Street Protected Bike Lane	Scoring will be the number of linkages (simple counting). Maximum will be set at 3	1
Demographics & Community Factors	Populations within ½ mile of bicycle/pedestrian improvement	0 = Low Population Density (1,014-3,500), 1 = Medium-Low Population Density (3,501-7,002); 2 = Medium-High Population Density (7,001-15,000); 3=High Population Density (15,001-33,500)	3

For clarity, the above chart only shows a portion of the classification criteria

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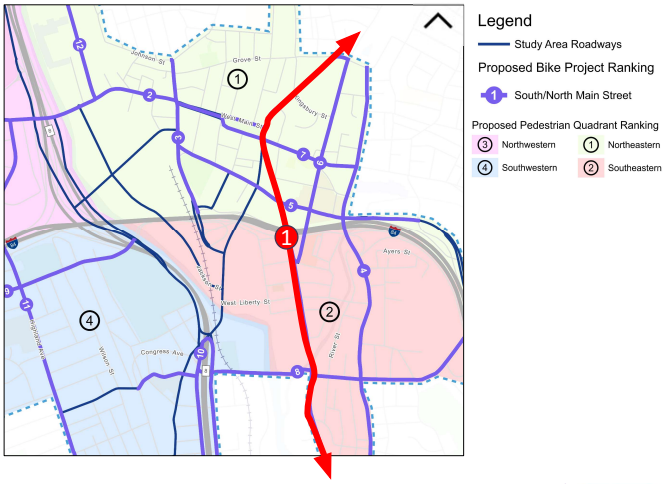
Bicycle Project Main Street Corridor

A view looking southward on North Main Street



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Transit Project Rankings

- **Improvements within ½ mile from the train station scored highest**
  - Bus Stop Amenities (100%)
  - Transit Hub Improvement Project (100%)
  - Examine consolidating bus stops with less than 10 riders/day (88%)
- **Transit Signal Priority scored high**
  - W. Main Street and Highland Avenue (84%)
- **Other efficiency improvement**
  - Examine consolidating bus stops with less than 10 riders/day in the rest of the study area (56%)

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Scoring Example (Bus Stop Amenities – ½ mile of Rail Station)

Scoring Criteria	Scoring Criteria	Scale	Score
Network Development & Linkages with Other Projects	Consistency/ correspondence with existing and future CTtransit plans for route and other improvements/changes	0 = No Correspondence; 1 = Some Correspondence; 2= Significant Correspondence	2
Network Development & Linkages with Other Projects	Within a ½ mile of the Waterbury Rail Station	0=No; 1 = Yes	1
Demographics & Community Factors	Serves an area(s) with X% non-white population	0 = 20-25%, 1 = 26-60%, 2 = 61-80%, 3 = 81%+	3

For clarity, the above chart only shows a portion of the classification criteria

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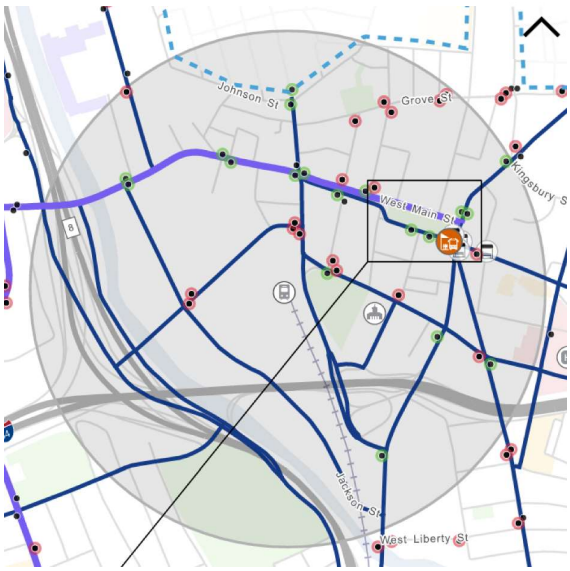
Bus Stop Amenities – ½ mile of Rail Station



Legend

Mobility Equity Study Area

Study Area Boundary

Study Area Roadways

Transit Projects

1/2 Mile from Train Station

Proposed Transit Signal Priority

Transit Hub

Bus Stop

Bus Stop w/ Shelter

Potential for Upgraded Amenities (>10 Daily Riders)

Potential for Consolidation (<10 Daily Riders)

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Next Steps

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What are the Next Steps?

- Refine PEL Preliminary Purpose and Need Statement
- Incorporate refinements into PEL Study Documents
- Complete Level 3 Screening Analysis
- Present / inform the public

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Preliminary Purpose and Need Statement

The purpose of the Study is to improve the existing structural, geometric, and operational deficiencies of the I-84 and Route 8 Interchange to meet current and future traffic needs and enhance equitable mobility within the associated transportation system.

These improvements are expected to improve system performance, improve air quality by reducing congestion, reduce the crash rate, maintain critical system linkages in Connecticut and the Northeast, and facilitate connectivity and mobility within Waterbury through the local road and multimodal network, thereby contributing to the economic vitality of the greater Waterbury area.

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Goals and Objectives (Summarized Intended Outcomes)

- Allow for connections to the Naugatuck River and Greenway;
- Enhance mobility equity and safety for bicyclists and pedestrians;
- Integrate the Project with ongoing City projects;
- Improve access to Downtown and key destinations;
- Strengthen surrounding neighborhoods as gateways to the City's Central Business District (CBD);
- Support City revitalizing goals of the CBD;
- Enhance equitable access to multimodal facilities;
- Avoid, minimize or mitigate potential Project consequences to the environment
- Improve system performance;
- Reduce congestion;
- Reduce crash rates;
- Maintain critical system linkages in Connecticut and the Northeast;
- Facilitate connectivity and mobility with Waterbury through the local road network including multimodal travel;
- Improve the local roadway network;
- Reduce interchange complexity;

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Looking Ahead

July 2024
- FHWA Coordination Point
- 151-331 is presented to state/federal agencies
- PAC and Stakeholder Meetings

August 2024
- Stakeholder Meetings

September 2024
- Draft PEL Study Report
- Stakeholder Meetings

October 2024
- FHWA Coordination Point for adoption of the PEL Study
- Stakeholder Meetings

November thru December 2024
- PAC and Stakeholder Meetings
- Public Outreach Activities

Public Outreach activities will take place through the completion of the PEL Study.

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Before the Next Meeting Continue to…

Explore the Project Website and be on the look out for the launch of the Mobility Equity Video.

Check email for information about the next PAC meeting and other PEL Study updates.

Remain excited to participate in our next meeting.

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Questions & Comments

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Thank you.

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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 Nardozzi	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 ramps[1], 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 Nardozzi 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 ramps[2] 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.

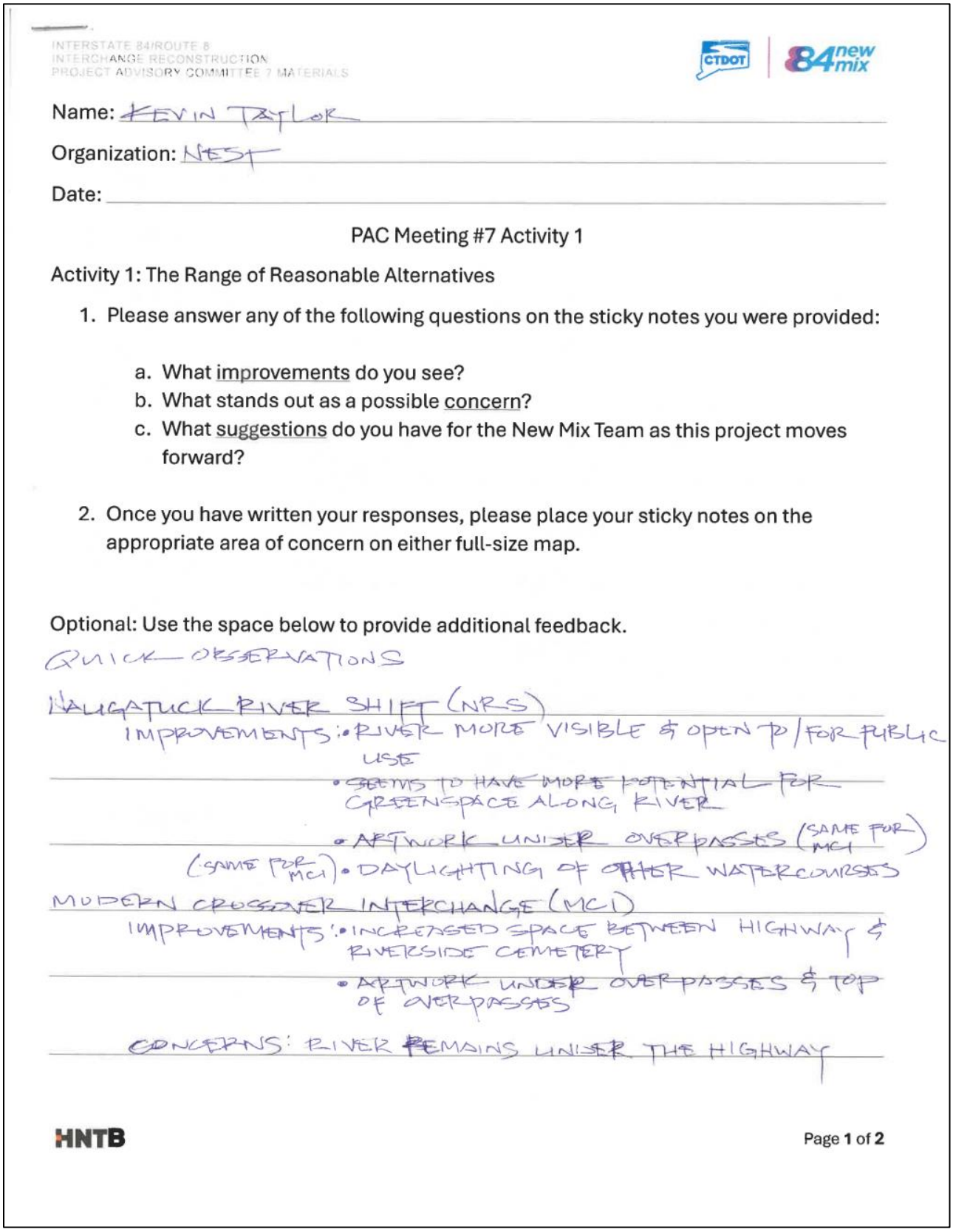
Overall, PAC members who answered Question A noticed and supported the incorporation of urban design tools into the Range of Reasonable Alternatives, as well as the improvements to traffic safety, aesthetics, connectivity, and access to the river. In response to Question B, PAC members were concerned 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 addon 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

CTDOT | 84 new mix

Name: KEVIN TAYLOR

Organization: NRST

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:
   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.

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.

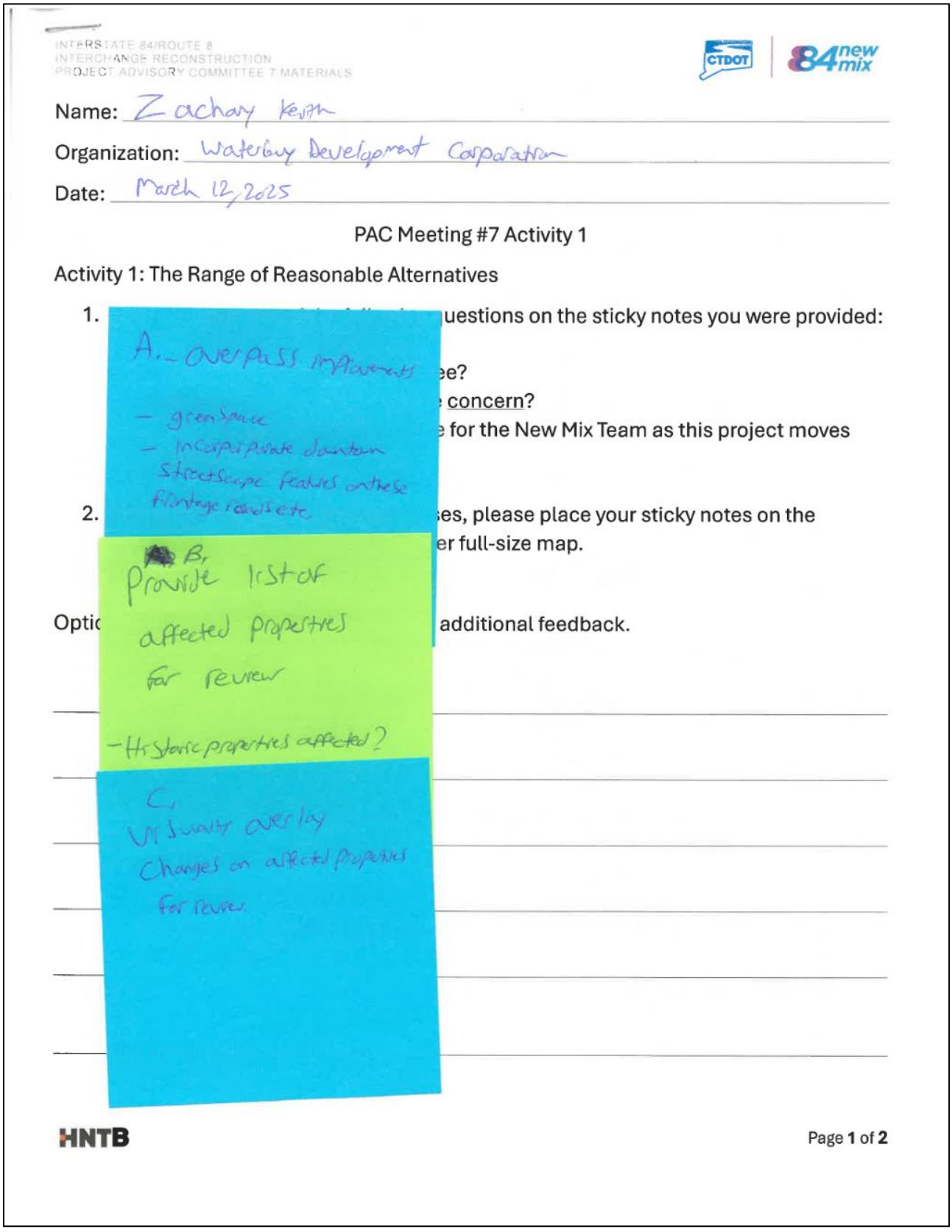


Figure 3: PAC member activity response sheet 3.

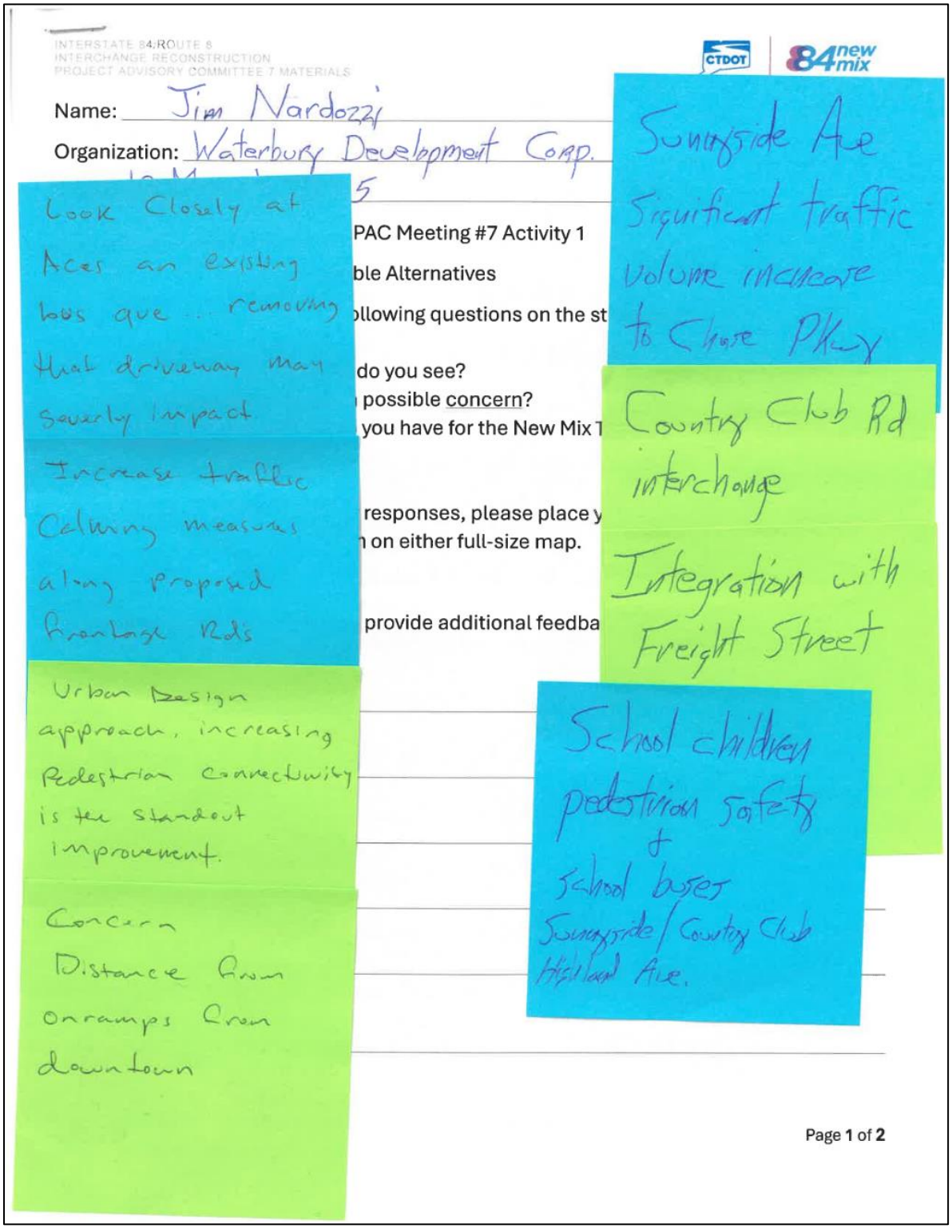
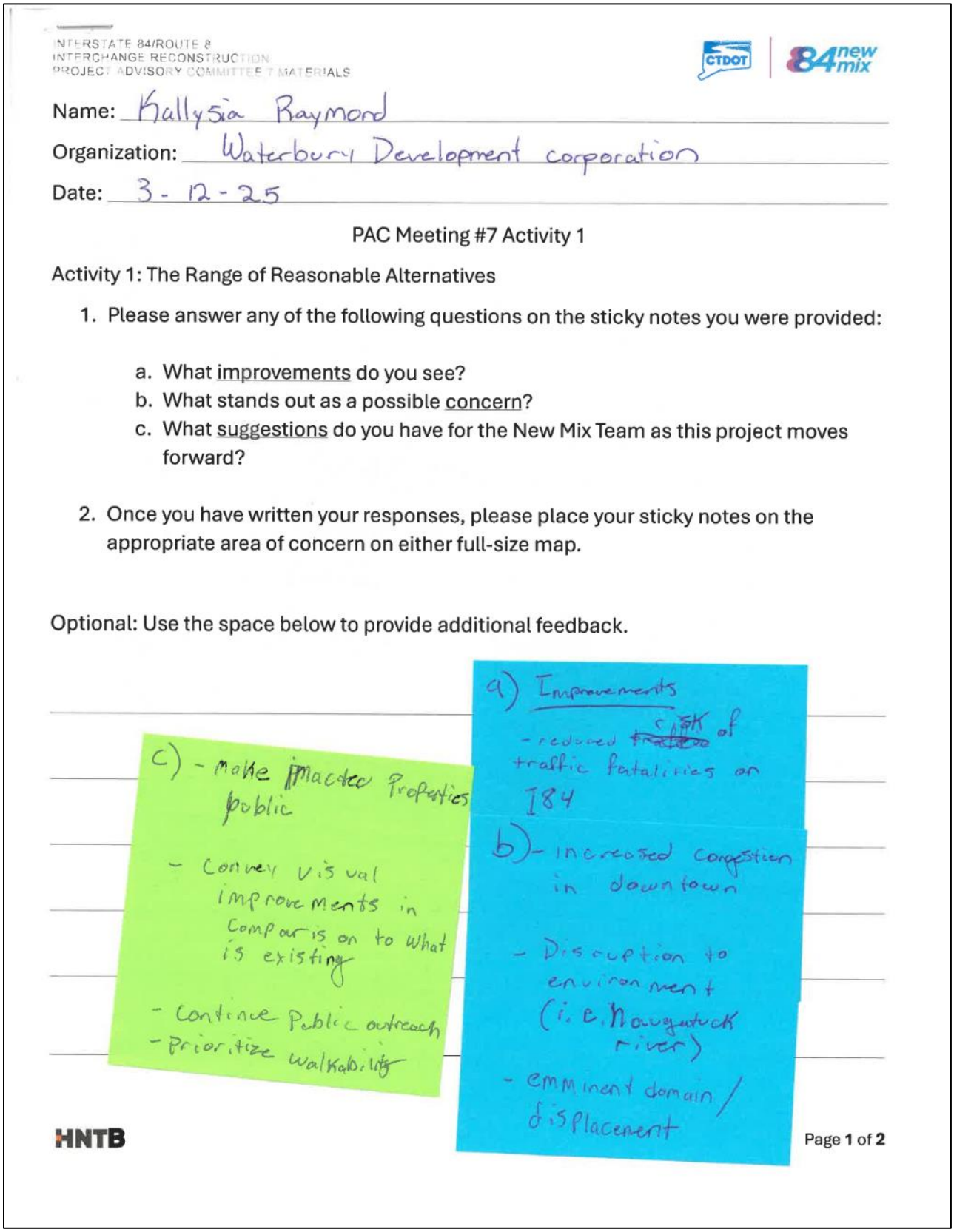


Figure 4: PAC member activity response sheet 4.



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

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 ~~fatal~~ crash of traffic fatalities on I84

b) - increased congestion in downtown
- Disruption to environment (i.e. Naugatuck river)
- eminent domain / displacement

HNTB

Page 1 of 2

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

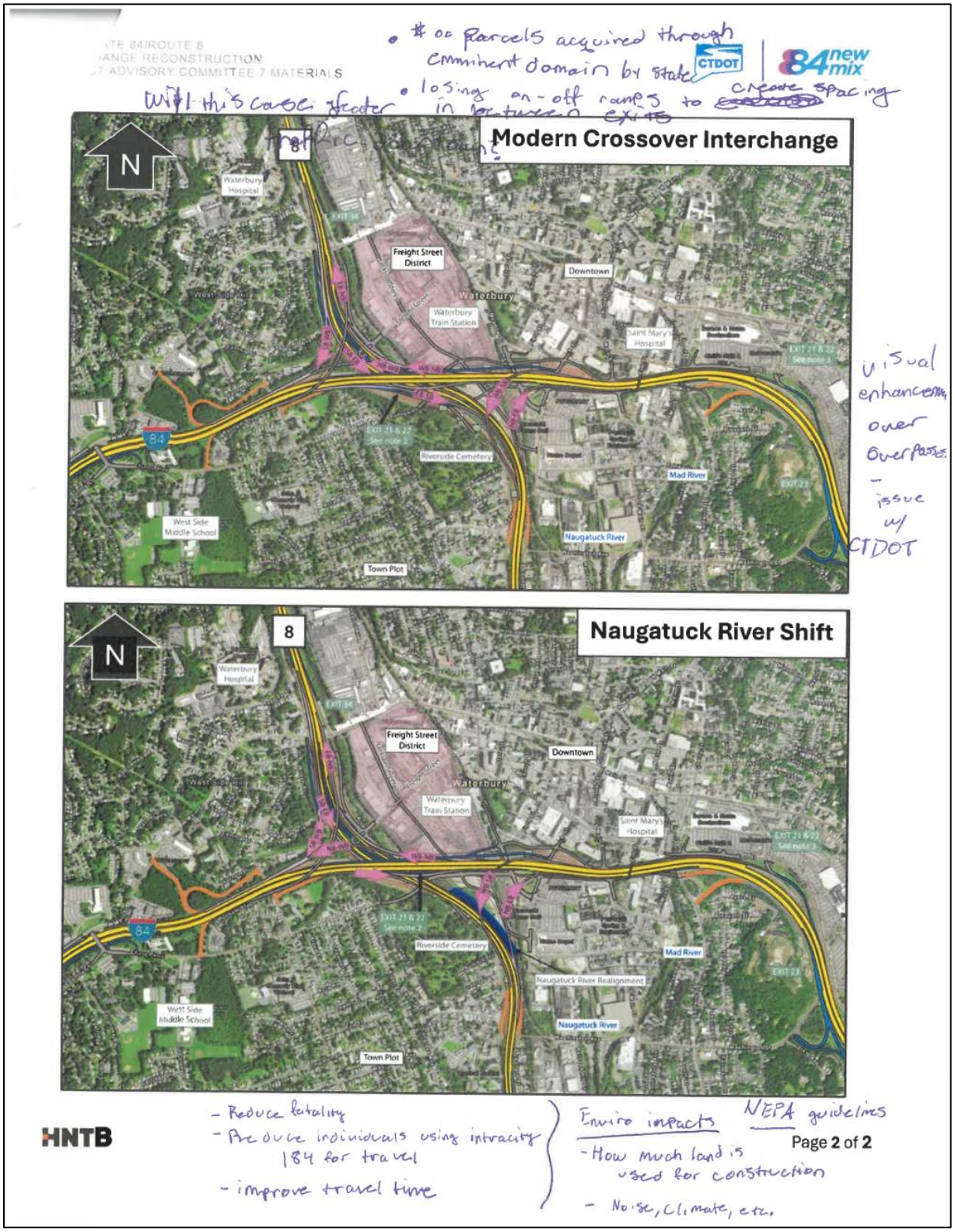


Figure 6: Image of the "Modern Crossover Interchange" board with sticky note responses attached.

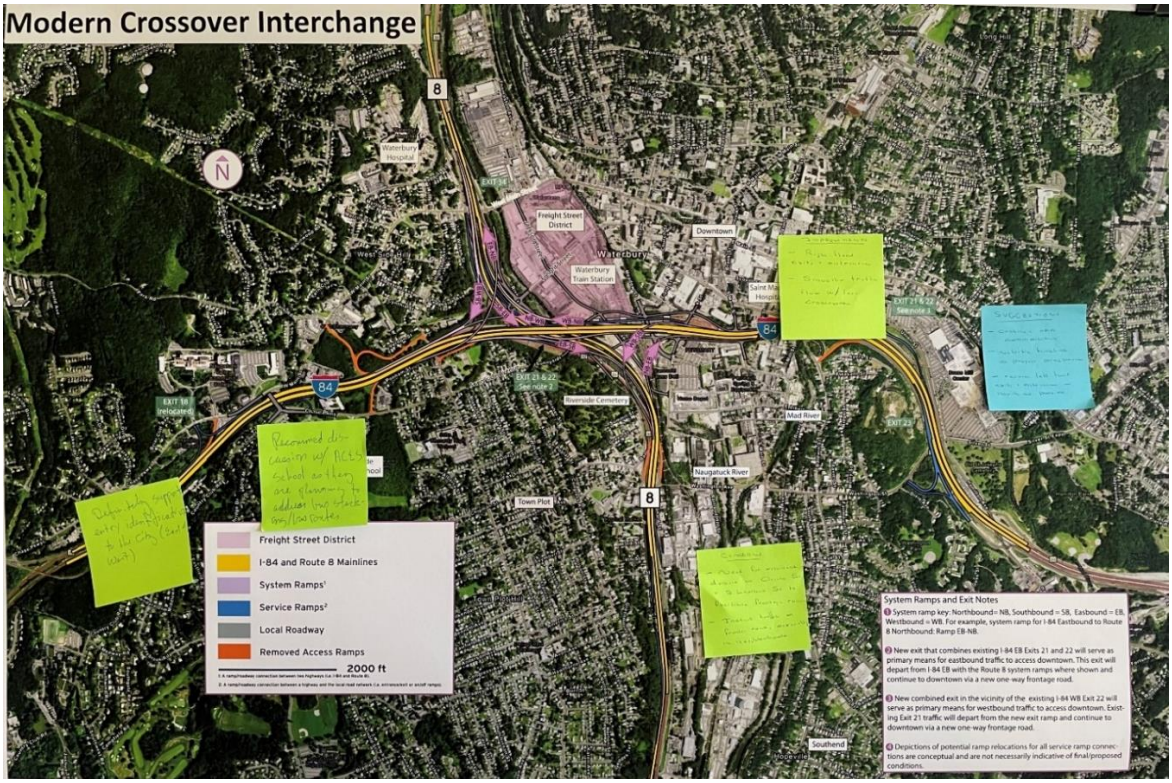


Figure 7: Close-up view of sticky note responses on the eastern half of the "Modern Crossover Interchange" board.

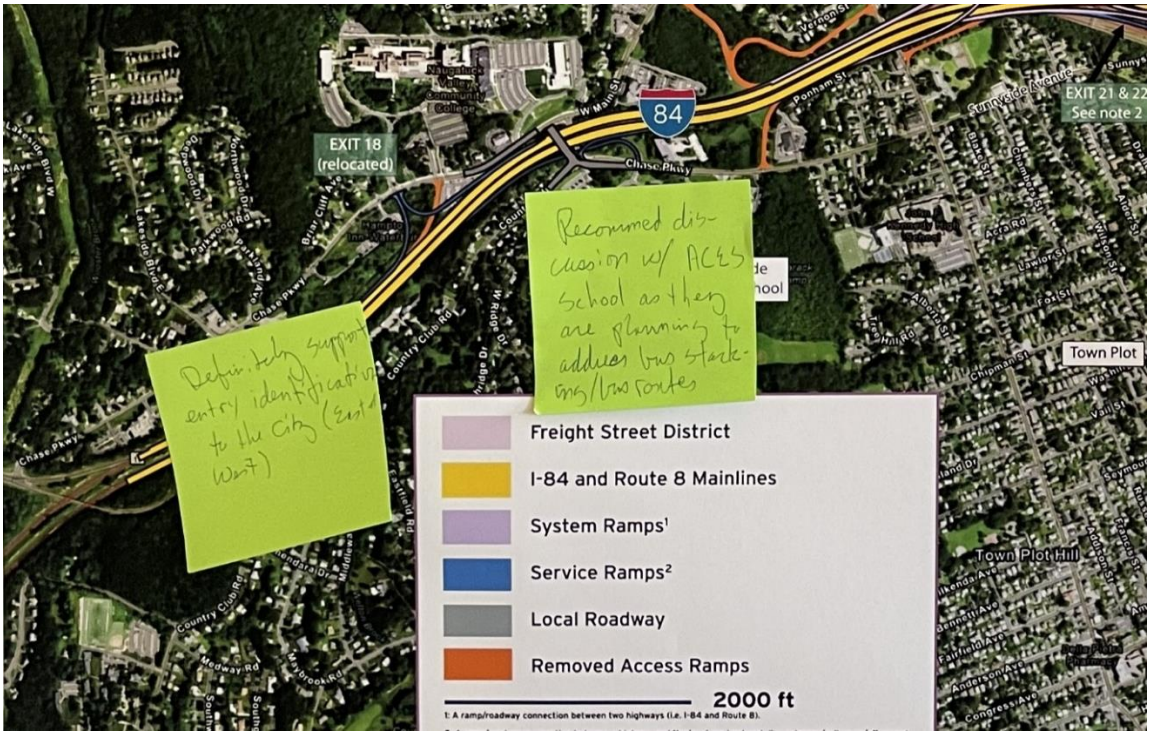


Figure 8: Close-up view of sticky note responses on the western half of the "Modern Crossover Interchange" board.

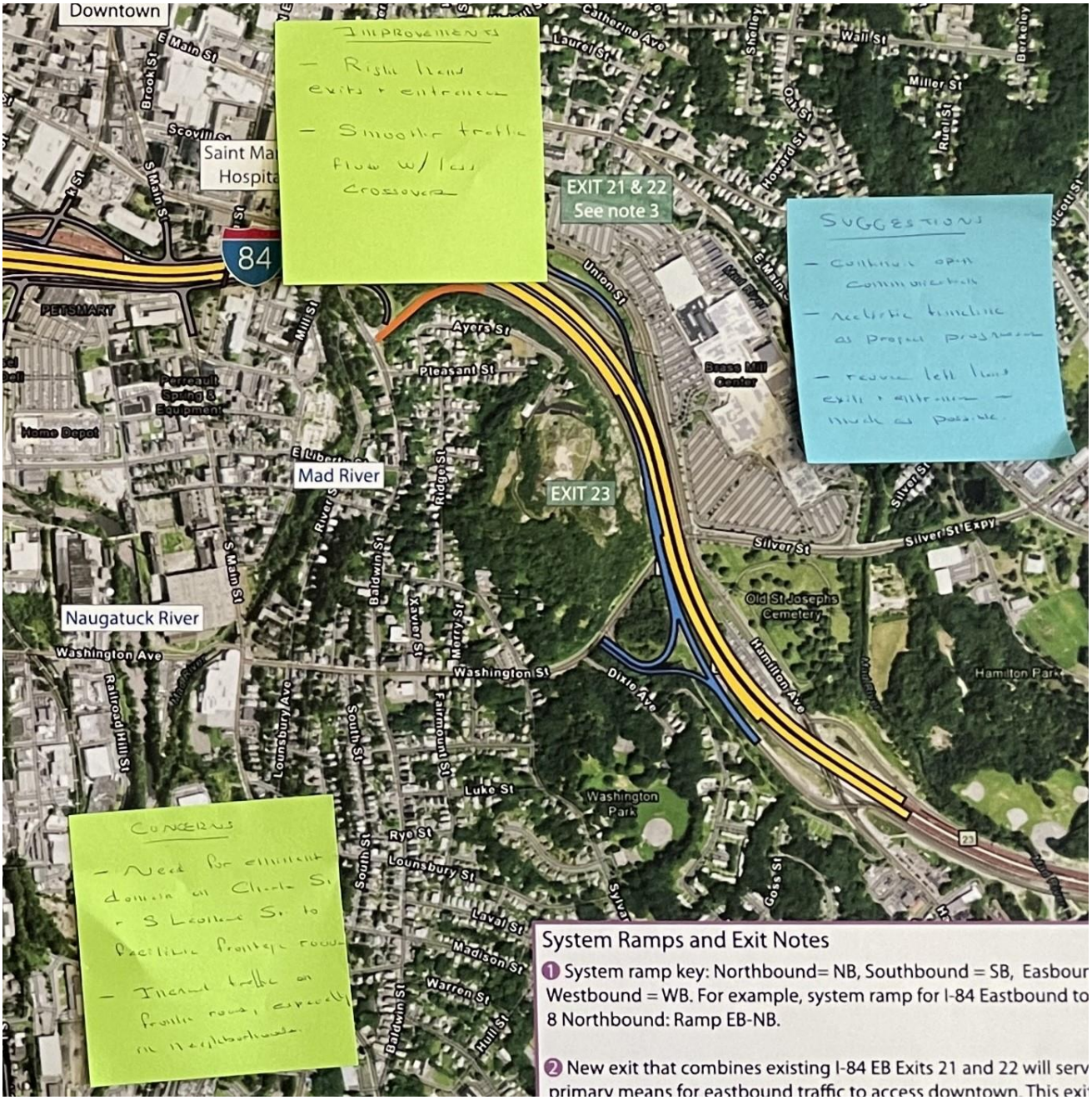


Figure 9: (From left to right): Nilesh Patel of CTDOT, David Schweitzer, and Naomi Hodges of HNTB presenting the conceptual improvements for the I-84 EB Exit 18 reconfiguration to PAC members.

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.

The *New Mix:*
Project Advisory Committee (PAC) Meeting #7
March 12, 2025

CTDOT HNTB 84 new mix

1

Agenda

- **Welcome Back!**
- **PEL Study Overview**
- **Design Progression and Level 3 Analysis**
- **Range of Reasonable Alternatives**
- **Interactive Activity**
- **Next Steps**

84 new mix | CTDOT

2

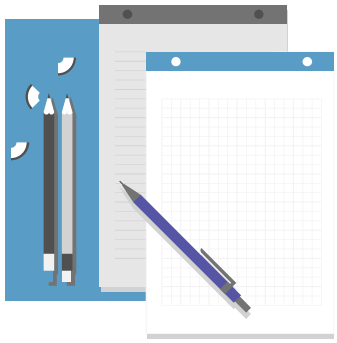
Since Our Last Meeting…

You have been:

- **Providing input** for the New Mix Program's PEL Study.
- **Checking email** for information about the New Mix Program.

We have been:

- **Obtaining Input** from PAC members, stakeholders, and the public.
- **Developing and Evaluating** the Preliminary Alternatives in Level 3.
- **Finalizing the PEL Study** and identifying the Range of Reasonable Alternatives to advance to NEPA.



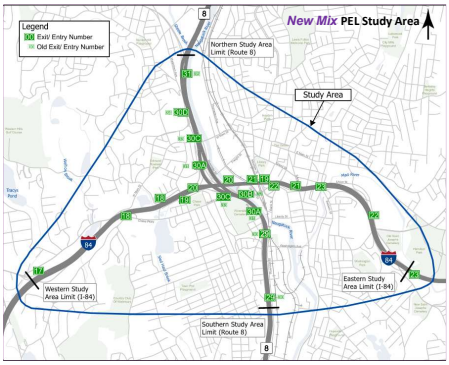
3

PEL Study Overview

4

New Mix PEL Study Overview

The *New Mix* is a long-term program of projects set to improve the safety and functionality of the I-84 / Route 8 Interchange (the Mixmaster) in Waterbury, CT.



New Mix Program Overall Schedule:

PEL Study	National Environmental Policy Act (NEPA)	Permitting and Design	Construction
Identified the **Range of Reasonable Alternatives** to be further considered in NEPA	The Environmental Review Process for compliance with environmental laws. Identifies a **Preferred Alternative.**	State/Federal Permit Procurement and advanced design of the **Preferred Alternative**	Includes Breakout Projects
Completed in 2025	2-4 years	4-6 years	Initiating early 2030s

5

New Mix PEL Preliminary Purpose and Need Statement

The foundation of the PEL Study, identifying potential transportation solutions and benefits of future projects.

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.

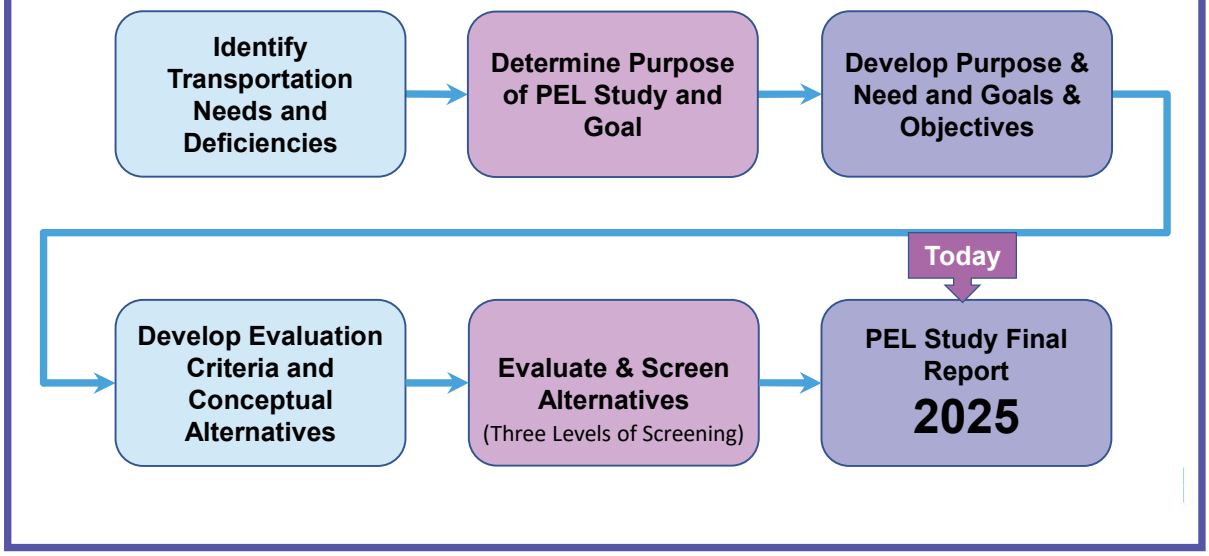
Public input shaped the planning decisions made during the *New Mix* PEL Study

Input gathered to

- 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.

6

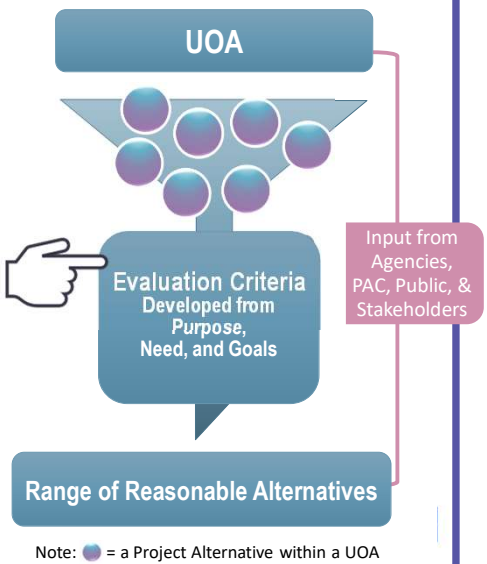
The *New Mix* PEL Study Process



7

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

- **Level 1:** Evaluation of Fatal Flaws; based on **Purpose** and **Need** – Least Detail
- **Level 2** : Evaluation of the **Goals** of the project, informed through public outreach – Medium Detail
- **Level 3:** Evaluation of the ***impacts*** and **mitigation** opportunities identified – Most Detail
- Concludes with the identification of the **Range of Reasonable Alternatives** to advance to NEPA
- Public outreach occurs during all phases of the PEL



8

Design Progression and Level 3 Analysis

9

Updated Level 2 Screening Results

Initial Alternative	Rating	Results
No-Build[+]	●	N/A
Modern Crossover Interchange	▲	Advancing
Naugatuck River Shift	▲	Advancing
Keeping Route 8 Stacked	●	Not Advancing
Combined System Connections	●	Not Advancing
Modern Crossover Interchange with Route 8 Split to the South	●	Not Advancing
Interchange Shifted East	▼	Not Advancing
South City Bypass	▼	Not Advancing
Partial System Interchange with Freight Street Interchange	N/A	Not Advancing
Half Diverging Diamond	N/A	Not Advancing

[+] The No-Build Alternative is fatally flawed and failed to meet the criteria but was retained for evaluation in the subsequent screening level.

Keeping Route 8 Stacked:

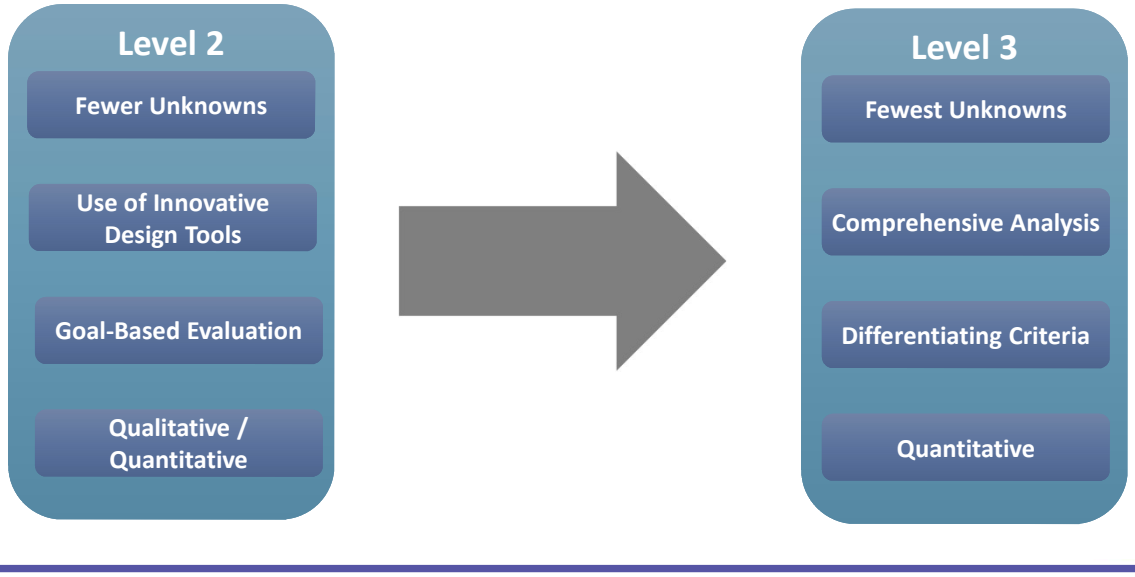
- Eliminated after design progression identified increased costs and constructability issues.

Overall Rating	Transportation	Environmental / Community	Cost	Constructability
●	▲	▲	●	▼

Alternatives can be viewed on the website's Project Alternatives page: newmixwaterbury.com/project-alternatives/

10

Progression from Level 2 to Level 3



11

Level 3 Evaluation of Preliminary Alternatives

Key Considerations

To what degree can alternatives meet purpose & need and satisfy goals & objectives?

Safety, **Operations/Congestion**, and **System Connectivity/Mobility**:

- Reduce the potential for crash severity
- Reduce the potential number of individuals using I-84 for intracity travel
- Improve travel times

Environmental / Community Impacts**,** Benefits and additional goals:

- Minimize impact to surrounding environment
- Minimize impact to sensitive populations
- Allow for mobility equity improvements in the form of multimodal enhancements

12

Results of Evaluation: Key Considerations

Alternative	Safety	Operations and Congestion	System Connectivity and Mobility	Cost (Capital Costs)	Constructability	Environmental/ Community Impacts
No-Build Alternative	Worse than existing conditions because volumes on I-84 increase	No improvements, increasing congestion	No improvements, connectivity and mobility unchanged	N/A	N/A	None
Modern Crossover Interchange	Improved geometrics and ramp spacing help optimize weaving and merging movements	Improves freeway operations and reduces system total time delay	Increases connectivity, and mobility enhancements for all users	Baseline	Baseline	≈36 acres
Naugatuck River Shift	Improved geometrics and ramp spacing help optimize weaving and merging movements	Improves freeway operations and reduces system total time delay	Increases connectivity, and mobility enhancements for all users	± 2% – 7% more capital costs	± 0% – 17% more user costs	≈48 acres

The estimated cost of the Range of Reasonable Alternatives is between $3-5 Billion ($USD 2022)

13

NEPA / CEPA Review

- The environmental review process for compliance with federal and state environmental laws.
- Requires federal and state agencies to evaluate potential impacts to the surrounding environment during the planning process of projects.

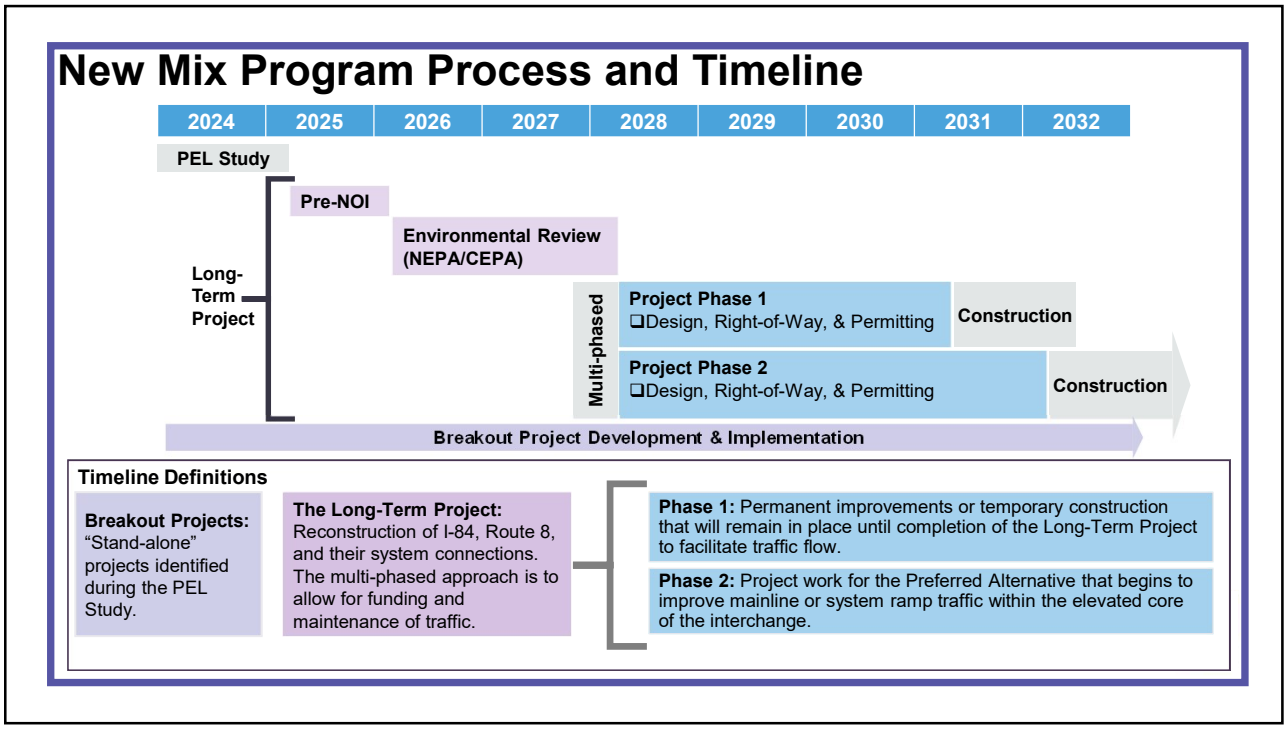
Project Development in NEPA / CEPA

- Additional Engineering Development
- Final Alignments Determined
- Rights-of-Way Evaluated
- Funding Sources Identified

Environmental Review (NEPA/CEPA) Resource Areas

- Traffic Noise Analysis
- Recreational Resources
- Hazardous / contaminated materials
- Wetlands and Waterbodies
- Storm Water Quality and management
- Community Impacts
- Air Quality
- Climate change and resiliency
- Indirect and Cumulative impacts
- Visual / aesthetic considerations

14



15

Range of Reasonable Alternatives

16

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.

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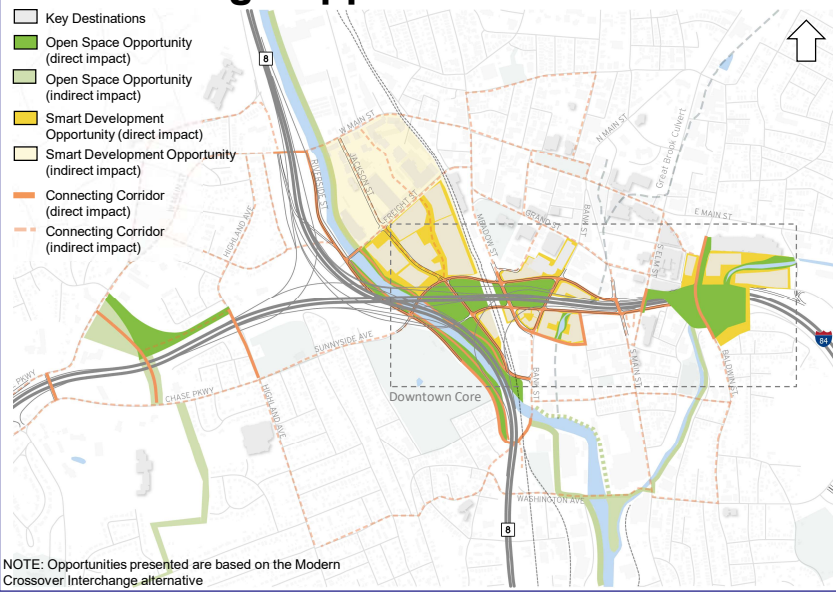
Urban Design Approach

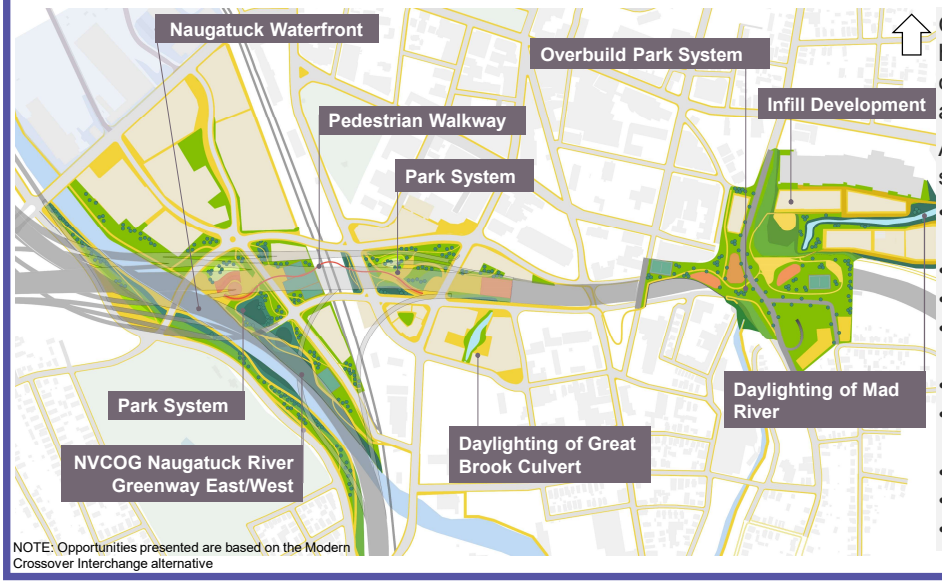


NOTE: Opportunities presented are based on the Modern Crossover Interchange alternative

- Implementing the tools to meet the urban design objectives, the project team has developed a plan of preliminary opportunities
- "Primary opportunities" exist in areas that would be directly impacted by the New Mix construction
- "Secondary opportunities" indicate indirect impacts but can contribute to a comprehensive network of places and spaces and connecting corridors

18

Downtown Open Space Opportunities



NOTE: Opportunities presented are based on the Modern Crossover Interchange alternative

Open space downtown has the potential to connect communities around the interchange.

A connected park system could include:

- Performance/ gathering space
- Sports courts
- Skate park
- Elevated pedestrian walkway
- Bioretention areas
- Riparian buffers along the river
- Pedestrian plazas
- Local markets
- Picnic areas

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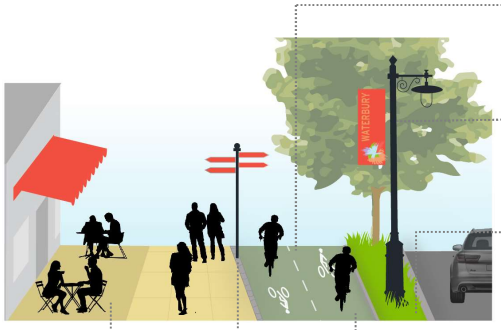
Safe and Activated Corridors

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



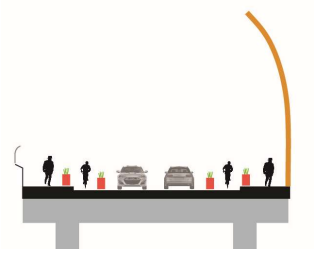
- **Raised Cycle Track** protect cyclists, pedestrians, and motorists
- **Enhanced Lighting** improved safety, unique lighting creates a sense of place
- **Green Infrastructure and Planting Strips** buffer between cars and pedestrians while providing stormwater benefits

Active Street Life | Enhanced Wayfinding | Multi-Modal Connections

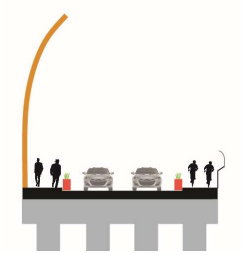
20

Overpasses as Gateways

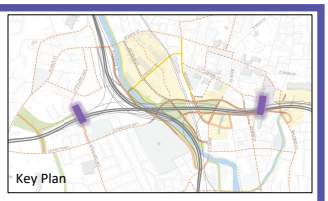
Connecting Corridors



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

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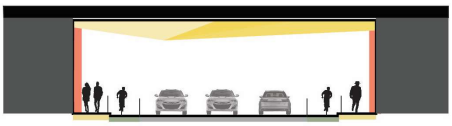
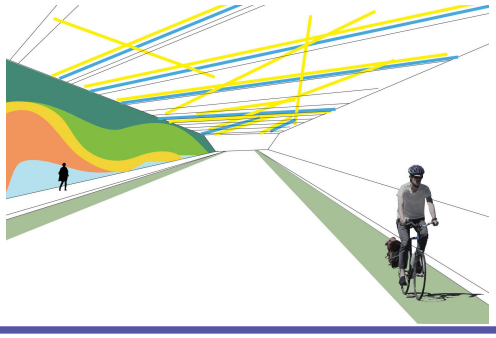
Enlivened Underpasses

Connected Corridors

Existing Underpass Experience

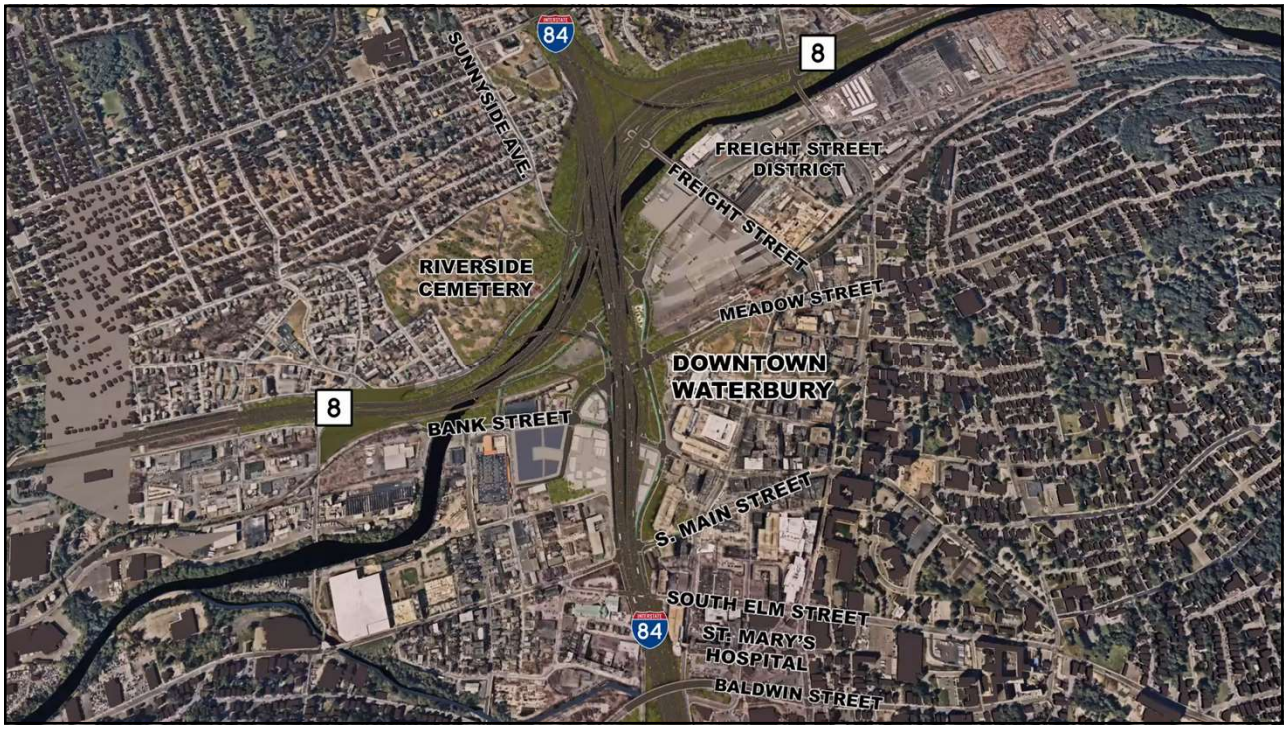
Enlivened Underpass Opportunities





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

22



23

Interactive Activity

After multiple surveys, dozens of questions, and hundreds of responses, the New Mix Team has identified a Range of Reasonable Alternatives that best address the needs of the transportation system and balance the needs of the diverse communities that make up Waterbury.

1. Each PAC member will receive 4 sticky-notes.
2. Reflect on the two alternatives proposed to advance to NEPA (boards posted around room)
3. Provide responses to the prompt(s) that resonate most with you.

5 Minute Activity

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Interactive Activity

Feedback on the Range of Reasonable Alternatives	
A. What improvements do you see?	Top improvement that immediately jumps out to you from the advancing alternatives
B. What stands out as a possible concern?	Top concern or problem that each alternative could cause/exacerbate
C. What suggestions do you have for the team as this project moves forward?	Top thought on each alternative that could benefit them or their community that we can look at.

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Next Steps

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What's Next?

New Mix PEL Study Wrap Up

Public information meetings will be held to present the findings of the PEL Study.

Documentation following meetings will be developed.

Community meetings will be held to spread awareness of the PEL Results. Let us know if you'd like for the New Mix Team to present to your constituents!

Acknowledgement of the PEL Study by FHWA

The Federal Highway Administration (FHWA) will receive the results of the PEL Study which will initiate the start of the next phase.

NEPA/CEPA Review

Data Collection activities will occur for evaluation during the National Environmental Policy Act (NEPA) / Connecticut Environmental Policy Act (CEPA) Phase.

This will start with the initiation of Pre-Notice of Intent (NOI) activities (e.g., traffic data collection, and more).

Public Involvement will continue throughout all phases of project development.

27

Upcoming Public Meetings

Join us for an open house.

Visit **NewMixWaterbury.com** or call **203-759-8742** for more information.

March 27th
4:30pm to 6:30pm
John F. Kennedy High School
422 Highland Ave., Waterbury, CT

April 1st
12:00pm to 1:30pm
Held virtually on Zoom.
Register here.

April 2nd
5:30pm to 7:30pm
Maloney Interdistrict Magnet School
233 S. Elm St., Waterbury, CT

All attendees will have a chance to win a $25 Visa Gift Card! Children can have fun with kid-friendly activities at our kid's station!

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PAC Comments Due

Comments / Input Due: March 31, 2025
Email: Nhodges@hntb.com

March

S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

TODAY

DUE DATE

COMMENTS DUE

Feedback on the Range of Reasonable Alternatives are due March 31 for incorporation into the PEL Documents.

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Before the Next Meeting Continue to…

Review PAC Meeting #7 Information Materials and provide input on the preliminary results of the PEL Study.

Explore the Program Website.

Check email for information about the upcoming Public Information Meetings.

Remain excited to participate in our Public Information Meetings.

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Questions & Comments

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Attachment C – PEL Study PIMA Comments

COMMENT RESPONSE DOCUMENTATION

Project Number:	151-331
Document:	151-331 Comment Response Documentation

Cmnt. ID	Comment Date/ Type	Commenter/ Organization	Message	Response	Change Verified	
					New Pg.	Response date / Type/ Initials
1	8/31/2022	Cynthia Tun	I believe it is absurd that construction will be taking place over the next 20+ years to complete this project. I have been living in the area for 17 years. The mixmaster was in horrendous condition when I moved here. Construction in the area has been taking place for years already. The people living in the area must suffer through continuous construction, delays and traffic problems...now for another 20+ years. I will be surprised if your planning takes into account that wider roadways to manage volume is necessary since you never bother to take into account the difficulties encountered by the people who live in the area.	No response requested	N/A	N/A
2	9/8/2022	Leonard Ciccarelli	Coming from Cheshire thru Waterbury traveling 84 west and need to exit on to rt8 north.. itâ€™s	Hello Mr. Ciccarelli: Thank you for your comment and interest in the New Mix Project. In response to	N/A	10/6/2022 Email CK

			mind boggling that you have people coming on to an on-ramp to get 84 west right at the second you need to exit on to to rt8 north!!! This needs immediate attention. Itâ€™s so dangerous. I come thru here 5 days a week. And almost die every night trying to get home to litchfield !	your comments regarding the spacing between entrance and exit ramps, particularly the distance between I-84 West Exit 20 to Route 8 North and the I-84 West entrance ramp from Bank Street; the features you describe have been identified as transportation deficiencies within the Study Area. Addressing the transportation deficiencies, such as the ramp spacing, of the existing Mixmaster and developing an understanding of the needs of the community is fundamental to the New Mix Project. The New Mix Planning and Environmental Linkages (PEL) Study is in its early planning stage where conceptual alternatives, also known as potential solutions, are still being developed. All public feedback will be taken into consideration throughout the Projectâ€™s progression. Input (such as yours) regarding the need for improvements within the New Mix PEL Study Area or potential solutions to address issues of concern will be considered as the conceptual alternatives are further developed and evaluated. We encourage you to continue utilizing our comment form with any questions or comments. The Project		

				Team hopes for your continued engagement in the New Mix Project. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
3	10/19/2022	Anna Mariott	Anna Testing for Comment Acknowledgement	Response: As you may be aware, the NewMix project is currently in a preliminary â€œpre-NEPAâ€ stage, and while concepts have been developed for replacement of the interchange, no proposal or alternative has been selected yet. There is a Universe of Alternatives available for public review on the project website, and public feedback will be considered throughout the projectâ€™s progression so that conceptual alternatives can be further developed and refined. Therefore, it would be premature at this time to attempt to quantify any impacts to individual properties, such as the rail yard or buildings. We encourage you to continue utilizing our comment form with any further questions or comments, as the Project Team encourages your continued engagement in the New Mix Project. 	N/A	10/28/2022 Email CK

4	11/28/2022	Matt Maturo Oak Ridge Waste & Recycling	Good morning, My name is Matt Maturo and I am the safety manager for Oak Ridge Waste & Recycling. On Friday 11/25/2022 one of our trucks was on 84WB going through the mix master construction zone and a low wire/ object was hanging in the drivers lane. The object struck our drivers side mirror breaking it and the bracket. Police were called on scene and several other vehicles were damaged as well. We are seeking compensation for the damages. Please call me @845-235-4334 or email me to discuss as we have pictures and video footage from the event. thank you	No response requested	N/A	N/A
5	1/10/2023	Mark Capuano	i would like to know why as part of the present ongoing work the railings on the side barriers of the highway are being replaced with rebar and cement. it is greatly prolonging the work and i feel that it is a dangerous, inconvenient and expensive effort. i have been driving almost since the mix master was built and do not recall any vehicles crashing through a side barrier or any other reason for this work to be	Mr. Capuano, Your question has to do with the on-going Rehabilitation Project. We are redirecting you to Krista Margiotta and David Ferraro with your question/comments. A separate email will be sent directing you to them. If this email gets lost, their emails are located below: kmargiotta@gm2inc.com David.Ferraro@ct.gov Thank you. 	N/A	1/12/2023 Email CK

			done. a response would be appreciated. thank you.			
6	1/11/2023	Mark Capuano	i already asked a question and no one got back to me yet	No response requested	N/A	N/A
7	1/19/2023	Miles Wickless	Relocating 1-84 to the south of downtown seems like the best option for through traffic. Existing corridor is extremely problematic from an alignment perspective. Dismantling parts of existing roadway could create usable real estate within Waterbury downtown area.	Hello Mr. Wickless: Thank you for your comment and interest in the New Mix Project. Input such as yours on suggested improvements or potential opportunities is being considered as the conceptual alternatives are further developed and evaluated. We agree that the South City Bypass alternative would likely benefit I-84 through traffic as you have observed. However, whether the South City Bypass would create additional usable land in the Waterbury Downtown area is uncertain. In this alternative, the bypassed segment of I-84 would likely remain in service as a bi-directional business loop in order to serve traffic into and out of Downtown Waterbury. Details of the business loop, such as its width and location, have not been determined at this early planning stage. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project. Please feel free to reach out	N/A	2/15/2023 Email CE

COMMENT RESPONSE DOCUMENTATION

				with additional questions. Thank you, New Mix Project Team 		
8	1/27/2023	MaryRose McArdle	Merging onto 84west from route 8 north and 84 east from route 8 south is not safe. Youâ€™re merging into the left (high speed lane) The Highland Ave (84 east) entrance is short and very close to merging traffic from route 8 north. Getting off for Meadow St (84 east) is right after merging traffic from rout 8 north - this whole section needs to be reconfigured	No response requested	N/A	N/A
9	3/11/2023	Charles Baugh	I do not support the closing of exit 21. I use that exit frequently because it allows me to get hone quicker than if i were to take exit 18. Also, closing that exit would cut off access to the train station, and other destinations in downtown waterbury which would further stifle the struggling city economy. Again, please do not close exit 21.	Hello Mr. Baugh: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two	N/A	4/20/2023 Email CE

				years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at		

				https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team Alright, fair enough. I think i mis-read original post about this and though ex21 westbound was being closed. But yes, closing 21 on easbound side would be fine as long as traffic improvements are made on surface streets around ex22..		
10	Mary Baranowsky	3/12/2023	Get rid of the entrance ramp from Highland Ave (next to the park) to 84 East. It is a blind entrance onto 84 neither driver from ramp to hwy or trucks and cars on the hwy can	Hello Ms. Baranowsky: Thank you for your inquiry and interest in the New Mix Project. The on-ramp you are referring to has been closed due to the ongoing Rehabilitation Project	N/A	4/23/2023 Email CE

			see each other. There's a big entrance off Chase Parkway that has been used successfully, in my opinion, while the Highland Ave has been shut during construction.	(a separate project) and is scheduled to reopen Spring 2023. Currently, the New Mix Planning and Environmental Linkages (PEL) Study is in an early planning stage where conceptual alternatives, also known as potential solutions, are still being developed and evaluated. Therefore, the characteristics of the final configuration of the New Mix are not yet known. However, improving traffic safety and operations, addressing deteriorating road conditions, and supporting economic vitality in Waterbury are key elements of the study. Improving the location and spacing of on-ramps as well as reducing left-hand entrances and exits are all being looked at in the PEL study as ways to increase safety. While the characteristics of the final configuration of the New Mix are not yet known, there will be improvements in the placement and spacing of on-ramps and a reduction in left-hand entrances and exits. At the conclusion of the PEL Study, the New Mix Project Team will recommend a range of reasonable alternatives which will be presented at a public meeting and will also be available on the New Mix website at NewMixWaterbury.com. The range of		

				reasonable alternatives will then be studied further during the National Environmental Policy Act review. All public feedback will be taken into consideration throughout the Projectâ€™s progression. Input such as yours will be considered as the conceptual alternatives are further developed and evaluated. The Project Team welcomes your continued engagement and encourages you to continue utilizing our comment form with any questions or comments. Thank you, New Mix Project Team Sorry to hear that the on-ramp from Highland Ave will be reopened. It is an accident waiting to happen when people coming barreling down and enter into the right lane traffic of I-84 eastbound. The eastbound hwy lane has no visual of the entry ramp. Conceptual is nice when you're sitting in an office. Have people drive the area through Waterbury and get a real version. Right now with no lanes marked in that area and roadway again patched and bumpy is a major danger zone. The whole		

				Mix Project has made Waterbury a total mess. IMHO		
11	3/14/2023	Lorraine Langlais	I travel Rt. 8 South frequently. Just past the Rt. 84/Rt. 8 interchange on the mixmaster (past exit 31) going south is one of the most dangerous areas in my opinion. Why would you have two on-ramps, one on the left and one on the right coming into a two lane highway??? When both ramps are being used there is no where for regular traffic to go as the cars are zipping onto the highway! Get rid of one of the on-ramps. Itâ€™s supposed to be a limited access highway!	Hello Ms. Langlais, Thank you for your comment and interest in the New Mix Project. The Project Team understands your concerns regarding the southbound travel on Route 8 and your interest in the potential solutions for the issues experienced while driving within the Study Area. Currently, the New Mix Planning and Environmental Linkages (PEL) Study is in an early planning stage where conceptual alternatives, also known as potential solutions, are still being developed and evaluated. However, improving traffic safety and operations, addressing deteriorating road conditions, and supporting economic vitality in Waterbury are all key elements of the study. Improving the location and spacing of on-ramps as well as reducing left-hand entrances and exits are all being looked in the PEL study as ways to increase safety. While the characteristics of the final configuration of the New Mix are not yet known, there will be improvements in the placement and spacing of on-ramps and a reduction in left-hand entrances and exits.	N/A	4/20/2023 Email CE

				At the conclusion of the PEL Study, the New Mix Project Team will recommend a range of reasonable alternatives, which will be presented at a public meeting and will also be available on the New Mix website at NewMixWaterbury.com. The range of reasonable alternatives will then be studied further during the National Environmental Policy Act review. All public feedback will be taken into consideration throughout the Projectâ€™s progression. Input such as yours will be considered as the conceptual alternatives are further developed and evaluated. The Project Team welcomes your continued engagement and encourages you to continue utilizing our comment form with any questions or comments. Thank you, New Mix Project Team 		
12	3/15/2023	James Petkin	Get rid of the old i-84 going through downtown Waterbury, don't keep it as a "city loop" the noise and pollution for having two freeways is not a good idea. The south city bypass is a great idea. IF they eliminate the old highway and turn it into green space, a boulevard or	No response requested	N/A	N/A

			sum minor, not the exact same highway....			
13	3/15/2023	James Petkin	Hate this one, more of an eyesore	No response requested	N/A	N/A
14	3/17/2023	Ruby McDaniel	Thatâ€™s a Fantastic ideal. Also the city needs to fix these raggedy streets asap, tried of these black pellets hitting my vehicle and wonâ€™t come off especially these high property taxes is ridiculous. Fix the problem. Thanks	No response requested	N/A	N/A
15	3/24/2023	Michael Vago	I unfortunately was not able to attend the hearing about removing exit 21 I've been living here for 10 years it's been very annoying to get home without exit 21 I'm in favor of keeping it.	Hello Mr. Vago, Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury Project (the Project). The Project Team appreciates your feedback and will document the concerns you cited regarding the closure of the exit ramp, such as increased travel times to local destinations. The Project Team is developing solutions which will alleviate these concerns while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for three years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would	N/A	4/7/2023 Email CE

				continue to be maintained via Exit 22 on I-84 EB which is 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional		

				questions. Thank you, New Mix Project Team 		
16	3/24/2023	Shlomo Ehrenreich Gaylord Specialty Healthcare	Please don't remove the exit 21 off ramp	Hello Mr. Ehrenreich: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about	N/A	4/20/2023 Email CE

				1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement		

				in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
17	3/24/2023	Simon Brecher	I am writing to express my deep disappointment regarding the news that the removal of Exit 21 from the Mixmaster is being considered. As a resident of the local community, I have been using this exit for many years, and it has become an essential part of my daily commute. The Mixmaster is a crucial intersection in our city, and it connects several major highways, making it a crucial hub for transportation. I understand that there may be certain benefits to the removal of Exit 21, such as reducing congestion and improving safety, but I strongly believe that these benefits are not worth the cost of losing such an essential exit. The removal of Exit 21 would greatly inconvenience many people who depend on it for their daily commute, including myself. It would also have a negative impact on local businesses that rely on the	Hello Mr. Brecher, Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound	N/A	4/10/2023 Email CE

			traffic that the exit brings. Additionally, it would add more time to already long commutes, which would result in increased frustration and reduced productivity. I urge you to reconsider this decision and explore alternative options that will address the concerns of safety and congestion while preserving the essential access provided by Exit 21. I believe that there are many other ways to improve traffic flow and safety without sacrificing such a vital connection.	Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at		

				https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
18	3/24/2023	Levi Judqin Brass Moon Realty	Taking off Exit 21 will increase my trip him from work on a daily basis.	Hello Mr. Judquin: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster	N/A	4/20/2023 Email CE

				Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/proj		

				ect-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
19	3/24/2023	(None Given) Max	Please don't remove exit 21. It is the easiest way to get downtown. And closing it will clog local streets around the other neighboring exits. I don't understand the potential benefit. Sounds like an idea thought up by a non waterbarian bureaucrat.	Hello: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-	N/A	4/10/2023 Email JS

				Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be		

				found on our website at <u>https://www.newmixwaterbury.com/project-information/#exit-21-project-</u>. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at <u>https://www.newmixwaterbury.com/public-involvement/#public-meetings</u>. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
20	3/24/2023	Elliot Stroh	I am writing to express my deep disappointment regarding the news that the removal of Exit 21 from the	Hello Mr. Stroh, Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on	N/A	4/20/2023 Email CE

			Mixmaster is being considered. As a resident of the local community, I have been using this exit for many years, and it has become an essential part of my daily commute. The Mixmaster is a crucial intersection in our city, and it connects several major highways, making it a crucial hub for transportation. I understand that there may be certain benefits to the removal of Exit 21, such as reducing congestion and improving safety, but I strongly believe that these benefits are not worth the cost of losing such an essential exit. The removal of Exit 21 would greatly inconvenience many people who depend on it for their daily commute, including myself. It would also have a negative impact on local businesses that rely on the traffic that the exit brings. Additionally, it would add more time to already long commutes, which would result in increased frustration and reduced productivity. I urge you to reconsider this decision and explore alternative options that will	Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations.		

			address the concerns of safety and congestion while preserving the essential access provided by Exit 21. I believe that there are many other ways to improve traffic flow and safety without sacrificing such a vital connection.	Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		

21	3/24/2023	Hillel Adler	I would like to express my bewilderment and upset over the news of the closing of exit 21 on Route 84. I have lived in the Waterbury community for many years and this exit serves as a crucial exit for those who live in the area and the businesses that support the area. As anyone who has gone through the process of buying a home, one of the most important questions is "how close is it to the highway" in order to make a calculation as to how long a daily commute will be. Even an additional 4-5 minutes daily quickly adds up to hours over a short period of time. The Waterbury community has been through many challenges over the last few decades and is working hard to renew what was once a glorious neighborhood. The closing of this exit will surely affect all residents who live here and use the I84 as an important part of their daily commute. I implore you to reconsider the closing of this exit as it will affect much more than convenience. This will have the	Hello Mr. Adler, Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or	N/A	4/20/2023 Email CE

			effect on local businesses, property values, quality of life and continued growth of one of the most beleaguered cities in Connecticut. For the sake of our community please reconsider this decision.	weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related		

				breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
22	3/24/2023	Yaakov Reiss	please do not close exit 21 .	Hello Mr. Reiss: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury.	N/A	4/20/2023 Email CE

				  Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at <u>https://www.newmixwaterbury.com/project-information/#exit-21-project-</u>.You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at <a href="https://www.newmixwaterbury.co		

				m/public-involvement/#public-meetings" style="background-color: rgb(255, 255, 255);"><u>https://www.newmixwaterbury.com/public-involvement/#public-meetings</u>. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team		
23	3/24/2023	Steven Shtern	Please dont remove the exit, i use it every day	Hello Mr. Shtern: Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to	N/A	4/20/2023 Email CE

				permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More		

				information regarding the Project can be found on our website at <u>https://www.newmixwaterbury.com/project-information/#exit-21-project-</u>. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team		
24	3/24/2023	Jeremy Bekritsky	I was disappointed to learn that exit 21 might not be coming back. I understand that there were safety issues with merging when coming	Hello Mr. Bekritsky, Thank you for your comments regarding the Removal of Exit 21 Off-Ramp on Interstate 84 Eastbound (EB) in	N/A	4/20/2023 Email CE

			off of route 8. I hope a solution can be found to enable Waterbury citizens to get off the highway and land in a similar spot.	Waterbury (the Project). The Project Team appreciates your feedback and will document the concerns you cited. The Project Team is developing solutions which improve operations on the local roadway network while also addressing the safety and congestion issues on Interstate 84 in the vicinity of exits 19-22. The Project proposes to permanently remove the Exit 21 EB Off-Ramp, which has been closed for two years to accommodate the Mixmaster Rehabilitation Project which is currently in progress. Access to Downtown Waterbury is and would continue to be maintained via Exit 22 on I-84 EB which is only 740 feet from Exit 21. Please note that the Project is not closing Exit 21 Westbound Off-ramp which brings drivers to Field Street and also provides direct access to Downtown Waterbury. Closing Exit 21 EB will allow the auxiliary lane (the on-ramp entering the highway) to be extended to about 1000 feet, providing a longer and safer distance for merging or weaving. Closing Exit 21 EB will also reduce the need for weaving in the area, improving the overall traffic operations. Were Exit 21 EB to remain open, traffic		

				modeling shows that in eight years (2031) traffic operations on the section of highway in the vicinity of Exits 19-21 would fail due to extreme gridlock, significantly increasing travel times. To accommodate the additional traffic that will utilize Exit 22, improvements to the local roadway network are included as part of this project. More information regarding the Project can be found on our website at https://www.newmixwaterbury.com/project-information/#exit-21-project-. You can also watch a recording of the Conceptual Public Meeting where the Project was discussed in greater detail at https://www.newmixwaterbury.com/public-involvement/#public-meetings. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We encourage you to continue utilizing our comment form with any questions or comments and hope for your continued engagement in the New Mix Project and related breakout projects. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		

25	4/9/2023	Joseph Annino	84 carries a lot of through traffic across downtown Waterbury, making it harder to get around Waterbury. A bypass like this would separate local and express traffic, and could also help economic development in the Naugatuck valley and the South Side by providing easier access to it. Replacing the old 84 with a much narrower highway, or even at at grade boulevard at parts, would reclaim land for new transit oriented neighborhoods, which could include a mini-busway.	No response requested	N/A	N/A
26	5/20/2023	Mike Lacoviello	Going forward, is walsh overseeing the work beyond the current project?	Hello Mr. Iacoviello: Thank you for your comment and interest in the New Mix Project. The Walsh Group, commonly referred to as Walsh Construction, is working on the Route 8/I-84 Mixmaster Rehabilitation Project, which is currently in progress and is separate from the New Mix Project. Walsh Constructionâ€™s work on the Rehabilitation Project will end when that project is finished. Please note that contractors have not yet been selected for work on the New Mix Project. When contractors are selected for the New Mix Project, they will be required to	N/A	6/5/2023 Email CE; 6/16/2023 Email CE

				go through the Connecticut Department of Transportationâ€™s procurement process. While Walsh Constructionâ€™s work on the Rehabilitation Project will not automatically carry over to work on the New Mix Project, they will have the opportunity to take part in the competitive bid process. We encourage you to continue utilizing our comment form with any questions or comments. The Project Team hopes for your continued engagement in the New Mix Planning and Environmental Linkages Study. Please feel free to reach out with additional questions. Thank you, New Mix Project Team When does or did the project go out for bid? Hello Mr. Iacoviello: The New Mix Planning and Environmental Linkages (PEL) Study is a planning effort that intends to identify a series of improvements phased over time to better manage traffic impacts and funding that will ultimately result in the replacement of the Mixmaster Interchange. The potential phasing of breakout projects is		

				described below: â€¢ Early Action Projects: Standalone improvements to the highway and local roadway network. Some of these targeted improvements may go out to bid in the next couple of years. â€¢ Near-Term Projects: Improvements to highway approaching the Mixmaster, compatible with Long-Term Projects, potentially beginning construction in the late 2020s/early 2030s â€¢ Long-Term Projects: Reconstruction of core interchange structures, construction anticipated to begin in the mid-2030s We encourage you to continue utilizing our comment form with any questions or comments. Additional information can be found on the project website: https://www.newmixwaterbury.com/project-information/. The Project Team hopes for your continued engagement in the New Mix PEL Study. Thank you, New Mix Project Team 		
27	7/5/2023	Lex Nesta	I'm not in favor of the Country Club, Oronoke Road on ramps to the highway. It is damaging to the Town Pot/Country Club portion of the neighborhoods. Houses are being removed and people will speed up	Hello Mr. Nesta: Thank you for your comment and interest in the New Mix Project. The project team appreciates your interest and concern regarding the introduction of new service ramps near Oronoke Road and prioritizing	N/A	7/12/2023 Email JS

			trying to get on the highway coming from Oronoke Road. It will make Oronoke Road less safe because of speeding. People from Town Plot and Country Club use this portion of the city roads as part of a 4 1/2 mile loop for exercise around Town Plot which includes Highland Ave in the loop.	safety in the area. Input such as yours will aid the Project Team as we consider the remaining conceptual alternatives. At this time, the alternatives are at a preliminary conceptual stage. The Project Team has not determined a final design. Safety is one of the top priorities for the Project Team as we consider the remaining alternatives. Additionally, the Project Team aims to minimize impacts to the community and will take any impacts under advisement at every stage of the New Mix Program. This summer, the New Mix Project team is undertaking a Mobility Equity Analysis to examine the state of transportation options that exist for Waterbury residents, and we will be assessing the existing conditions for pedestrians, bicyclists, and public transit users. The Mobility Equity Analysis will include a survey to gather information about the experiences of Waterbury residents in relation to safe, convenient, and accessible pedestrian and bicycle routes, and will provide the opportunity to examine conditions for pedestrians and bicyclists around the City, including in the area of Country Club and Oronoke Roads. We will alert you when this effort		

				launches later this month. We encourage you to continue utilizing our comment form with any questions or comments. Additional information can be found on the project website: <u>https://www.newmixwaterbury.com/project-information/</u>. The Project Team hopes for your continued engagement in the New Mix PEL Study. Thank you, New Mix Project Team 		
28	7/5/2023	Lex Nesta	Not in favor of the on ramps lining up with Oronoke Road. Use the Interchange Shifted East design for this portion of the update.	Hello Mr. Nesta: Thank you for your comment and interest in the New Mix Project. The project team appreciates your interest and concern regarding the introduction of new service ramps near Oronoke Road and prioritizing safety in the area. Input such as yours will aid the Project Team as we consider the remaining conceptual alternatives. At this time, the alternatives are at a preliminary conceptual stage. The Project Team has not determined a final design. Safety is one of the top priorities for the Project Team as we consider the remaining alternatives. Additionally, the Project Team aims to minimize impacts	N/A	7/12/2023 Email JS

				to the community and will take any impacts under advisement at every stage of the New Mix Program. This summer, the New Mix Project team is undertaking a Mobility Equity Analysis to examine the state of transportation options that exist for Waterbury residents, and we will be assessing the existing conditions for pedestrians, bicyclists, and public transit users. The Mobility Equity Analysis will include a survey to gather information about the experiences of Waterbury residents in relation to safe, convenient, and accessible pedestrian and bicycle routes, and will provide the opportunity to examine conditions for pedestrians and bicyclists around the City, including in the area of Country Club and Oronoke Roads. We will alert you when this effort launches later this month. We encourage you to continue utilizing our comment form with any questions or comments. Additional information can be found on the project website: <u>https://www.newmixwaterbury.com/project-information/</u>. The Project Team		

				hopes for your continued engagement in the New Mix PEL Study. Thank you, New Mix Project Team My suggestions are about safety and the integrity of the Town Plot and Country Club neighborhoods. Moving the Chase Parkway bridge so it lines up with Oronoke Road is a safety issue. I don't believe making this change will result in a a safety improvement. It will cause more speeding through this area. Adding red light cameras will not help either. The people disobeying these laws to not care about anyone else. They drive with no license, no insurance, and no registration. Many times the cars are stolen. Do you really think they are going to care about a traffic camera violation? They don't care about any one but themselves. I can put up with any congestion caused by not making this change over the damage it will cause in this area of Waterbury. Move the bridge closer to the the old Scovill Headquarters building. Don't line it up with Oronoke road and tear down the houses on Country Club road.		

29	8/30/2023	Catherine Watras	Is the construction site driveway 300' south of I-84 gated when not in use, or can overheight trucks turn around at any time? And how long is the site expected to stay open? I can be reached at the CTDOT via email or telephone (860) 594-2728. Thank you, Cathy Watras	No response requested	N/A	N/A
30	10/9/2023	Lex Nesta	As many of you know who live in the Waterbury area, there is a redesign project being worked on for the Mix Master. They have narrowed down the design to just 3 alternatives. They are all considered "Full System Interchanges". All 3 alternatives involve moving Exit 18 (entrance and exit) and lining it up with Oronoke Road. It means some of the houses on Oronoke Road will need to be taken down. It also will split the Country Club and Town Plot neighborhoods. In my opinion this will increase vehicles speeding through our neighborhoods and damage the look of both neighborhoods. This area is used by citizens and local schools for exercise and track & field. The area may become unsafe for this.	Hello Mr. Nesta, Thank you for your comment and interest in the New Mix Project. The Project Team appreciates your interest and concern regarding the prioritization of safety in the area and the potential introduction of new highway ramps near Oronoke Road. Input, such as yours, will aid the Project Team as we consider the remaining conceptual alternatives. Currently, the alternatives are in a preliminary conceptual stage. The New Mix Project Team has heard the communityâ€™s concerns regarding the proposed location of the I-84 Eastbound Exit 18 interchange ramps during stakeholder outreach held throughout the study. The Project Team understands these concerns and has begun to develop sub-alternatives that could potentially relocate the I-84 Eastbound Exit 18	N/A	10/23/2023 Email CE

				Interchange ramps away from Oronoke Road. The conceptual alternatives currently shown on the project website are focused on the alignments of the mainlines and system ramps, which make the connections between I-84 and Route 8. However, it is important to note that there may be refinements to the designs as undesirable alternatives are screened out and the remaining alternatives progress in design. For example, sub-alternatives are currently being developed for the I-84 Eastbound Exit 18 interchange that will be shared with stakeholders in the future once they have been developed and analyzed to an appropriate level of detail. Safety is a top priority for the Project Team as we assess the remaining alternatives. Additionally, the Project Team aims to minimize impacts to the community and will closely consider all property and environmental impacts at every stage of the New Mix Program. We encourage you to continue utilizing our comment form with any questions or comments. Additional information can be found on the project		

				website: https://www.newmixwaterbury.com/project-information/. The Project Team hopes for your continued engagement in the New Mix PEL Study. Thank you, New Mix Project Team Thank you for the update. Please keep us informed of any new updates concerning Exit 18 and the rest of the New Mix Project.		
31	10/12/2023	Danny Nedelka	What is happening on the 14 and 15 of October as per the signs	No response requested	N/A	N/A
32	10/12/2023	Danny Nedelka	Since I drive a city ADA bus I would like to know what is happening on the weekend of the 14 of October I see a lot of signs saying that the highway will be blocked on Saturday and Sunday	No response requested	N/A	N/A
33	11/9/2023	Phillip Johnson Jtr Transportation	Whats the alternative route for the work closing exit 15 to exit 21.	No response requested	N/A	N/A
34	12/13/2023	Michael Richmyer	I think most important is that we do not make the same mistake twice. Make something that will last longer than 30 or so years. You don't see New York replacing bridges after 30 or so years, so why can't we do that? With proper	Hello Mr. Richmyer, Thank you for your comment and interest in the New Mix Project. The Mixmaster interchange was originally designed with a 50-year life span but has gone through major rehabilitation projects since then to extend its serviceable life. The current	N/A	1/18/2024 Email KO

			maintenance we should have a system that will last 100+ years. The present situation is unacceptable, don't repeat it!	major rehabilitation project is expected to extend the lifespan of the existing structures an additional 25 years to reach the year 2045. Newly constructed bridges are generally built to last 75+ years, however, that does not come without continual maintenance and planned rehabilitation projects. New England weather can be especially hard on roads and bridge structures, as freeze-thaw cycles and de-icing products slowly deteriorate the concrete and steel in these structures over time. The New Mix Planning and Environmental Linkages (PEL) Study is dedicated to planning for the long-term future of the Interstate 84 / Route 8 interchange. To accomplish this, the New Mix Team is exploring project alternatives, including unstacking the structures, which would better accommodate traffic during future maintenance and rehabilitation activities. With the current stacked configuration, the lower-level lanes must be closed when work is being performed on the upper level; however, unstacking the structures could eliminate this need and avoid unnecessary lane closures. All public feedback will be taken into consideration throughout the		

				Projectâ€™s progression. Input (such as yours) will be considered as the conceptual alternatives are further developed and evaluated. We encourage you to continue utilizing our comment form to submit any questions or comments. Additional information can be found on the project website: https://www.newmixwaterbury.com/project-information/. The Project Team hopes for your continued engagement in the New Mix PEL Study. Please feel free to reach out with additional questions. Thank you, New Mix Project Team 		
35	2/20/2024	Evelynn Devin	4 lanes under the bridge is too many. It should be only 1 straightbound as immediately after you exit the bridge its a 1 way road. The left lane is needed and utilized. Im wary of the right turn lane becoming people trying to cut off the traffic going straight. Drivers in wtby are pretty aggressive and I go through this intersection daily. There's always someone trying to skip the line.	Hello Evelynn, Thank you for expressing your concerns and for your active interest in the New Mix Project. Improving the existing condition that you describe along West Main Street is a goal for the New Mix Team, as West Main Street is a vital east-west roadway in Waterbury. This stretch of West Main Street, and the intersections of West Main Street and Watertown Avenue / Riverside Street and Highland Avenue, are a focus of one of the Proposed Early Action Projects (PEAs). PEAs generally focus on improving local roads and intersections,	N/A	3/6/2024 Email KO

				have less intensive construction impacts, and occur sooner than the long-term projects that focus on core interchange structures. The proposed design for the PEA project at this location will focus on improving the two West Main Street intersections on either side of the Route 8 overpass bridges by simplifying traffic signal timing and adjusting lane configurations. The redesigned intersections would include updated pavement markings that extend the two through lanes under the bridges past the intersections, creating more distance for vehicles on West Main Street to merge into a single lane, and potentially reducing the â€œskip the lineâ€ driver behavior that you are experiencing. Other expected benefits of the project include: â€¢ Improved pedestrian facilities at the West Main Street intersections and a redesigned Watertown Avenue and Robbins Street intersection. â€¢ Traffic operational improvements along Route 8 Southbound between Interchange 35 and Interchange 34, including the Interchange 34 Off-Ramp. A Concept Public Information Meeting was held for this PEA on		

				November 15, 2023. Information on this project, the proposed improvements, and a video recording of the meeting are available on the New Mix project website at https://www.newmixwaterbury.com/public-involvement/#public-meetings. We encourage you to continue utilizing our comment form to ask questions and share feedback. The Project Team hopes for your continued engagement in the New Mix PEL Study. Thank you, New Mix Project Team 		
36	6/23/2024	Lex Nesta	It's my understanding from Representative Ron Napoli Jr., the NewMix project is in the final design stage. I have been following this site almost from the beginning. I have not seen any update on the final design proposal. All I see are the three remaining alternatives. I would like to see an update on the final design being worked on. I would also like to comment on the final design before it is adopted. As you know from previous comments of mine, the main concern is the new location being considered for Exit 18. I do not want Exit 18 to line	Hello Lex, Thank you for expressing your concerns and for your active interest in the New Mix Project. All public feedback will be taken into consideration throughout the Projectâ€™s progression. We would like to clarify that the Project is not currently in the final design stage, which is some years away. The Project is still in the early planning phase under the New Mix Planning and Environmental Linkages (PEL) Study. The PEL Study is nearing completion and will identify a Range of Reasonable Alternatives that will be subject to further environmental analysis and public comment under the National	N/A	7/1/2024 Email KO

			up with Oronoke Rd. risking damage to the integrity of two neighborhoods, (Town Plot and Country Club). The current locations of these exit and entrance ramps are located in business sections of these neighborhoods. The 3 remaining new proposals place the exit 18 entrance and exit ramps in the residential area. I'm not in favor of this. Previous conversations led me to believe this would be corrected in the final design. I have not seen any new design changes or updates on the NewMix web site. Please do not finalize any new proposal until the public can see the design and comment on it. Please do not line up the exit 18 entrance and exit ramps with Oronoke road. Lex Nesta 124 Maybrook Road Waterbury Ct. 06708 Tel: 203-982-4220	Environmental Policy Act (NEPA) process. The NEPA phase is expected to take two to three years and will identify a preferred alternative that will progress into final design. The design of the Range of Reasonable Alternatives identified after the completion of the PEL Study are not final and are subject to change based on additional analysis in the NEPA process and stakeholder feedback. The public will be provided time to submit comments on the design at the end of the PEL Study and throughout the NEPA process. The design of the I-84 Eastbound Interchange 18 ramps is undergoing further analysis based on comments from the public and New Mix stakeholders with additional alternatives being developed that should be available for presentation later this year as the PEL Study concludes. We expect the alternative development and analysis of Interchange 18 to continue beyond completion of the PEL. The Project Team welcomes your continued engagement in the New Mix PEL Study and encourages you to continue utilizing our comment form with any questions or comments. Additional information can be		

				found on the project website: https://www.newmixwaterbury.com/project-information/. Thank you, New Mix Project Team Thank you for the update. It's my opinion, the City of Waterbury has been impacted enough with the current mix master. I don't think it is fair that another change is being considered that will further impact two more neighborhoods in the city. Please keep me updated on this design. I'll be watching the website for any changes to the final 3 alternatives still being considered. Lex Nesta		
37	7/12/2024	Johan Acosta	7/12, Kimberli Owens spoke to Johan Acosta regarding STEM Programming Opportunities	No response requested	N/A	N/A
38	9/4/2024	Taspiya A	I would like to recommend that CT Transport create a way that it's easier for CT students to commute to other campuses easily. For example: if a bus can take a student from Waterbury to the other campus ex: Hartford. The bus can pick up students not only from Waterbury campus but also post & Naugatuck University. It will help	No response requested	N/A	N/A

			students save time. Thank you for considering this recommendation!			
39	9/4/2024	Cyndalee Hill	You guys should definitely consider public transit availability for the weekend, so that for those of us who cannot drive for any reason can commute on the weekends for things such as employment, appointments, and overall convenience. People should not be confined to having to plan everything within the week - especially if they go to school, have a family, etc	No response requested	N/A	N/A
40	10/26/2024	Lex Nesta	Hi, I noticed the number of alternatives has been reduced from 3 to 2 options. I have spoken repeatedly about Exit/Entrance ramp 18 being moved so that it lines up with Oronoke Road. This needs to be addressed. In my opinion this change will damage the quality of life for people who live in this area of the Town Plot and Country Club neighborhoods. Please come up with an alternative design. Waterbury neighborhoods have been harmed enough. I'm not in favor of moving these East Bound	Response requested by phone	N/A	Phone

			ramps from the business section of Chase Parkway to Country Club Road which borders both the Town Plot and Country Club Neighborhoods.			