

**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	CTtransit 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.

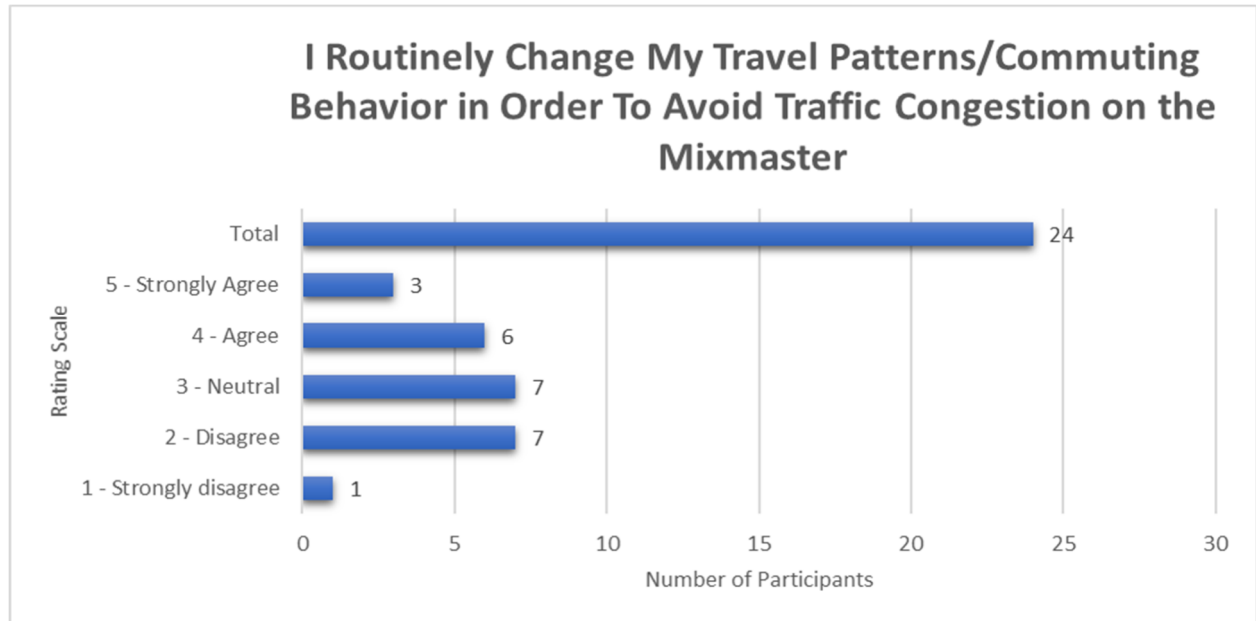
Ms. Hodges continued with a review of the meeting's objectives. Ms. Hodges explained that the Program Team hopes to use the comment card responses and feedback from PAC Meeting No. 2 to achieve a better understanding of PAC member perspectives on existing needs and deficiencies, local issues, potential 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

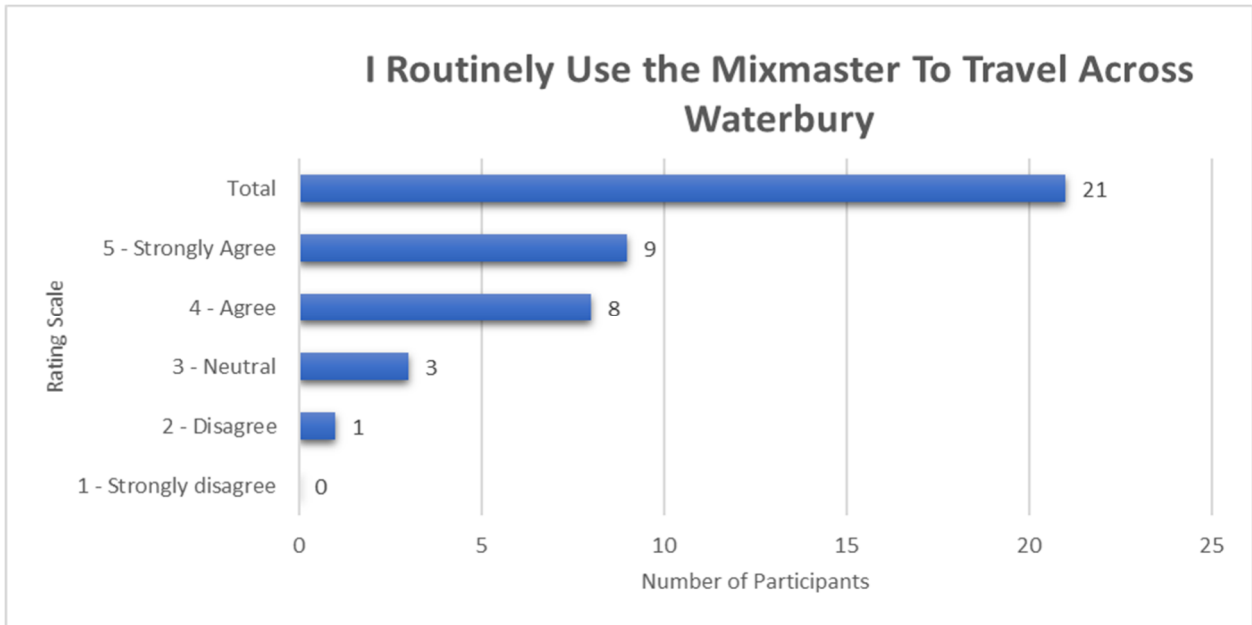


Statement 1 Discussion:

- 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.

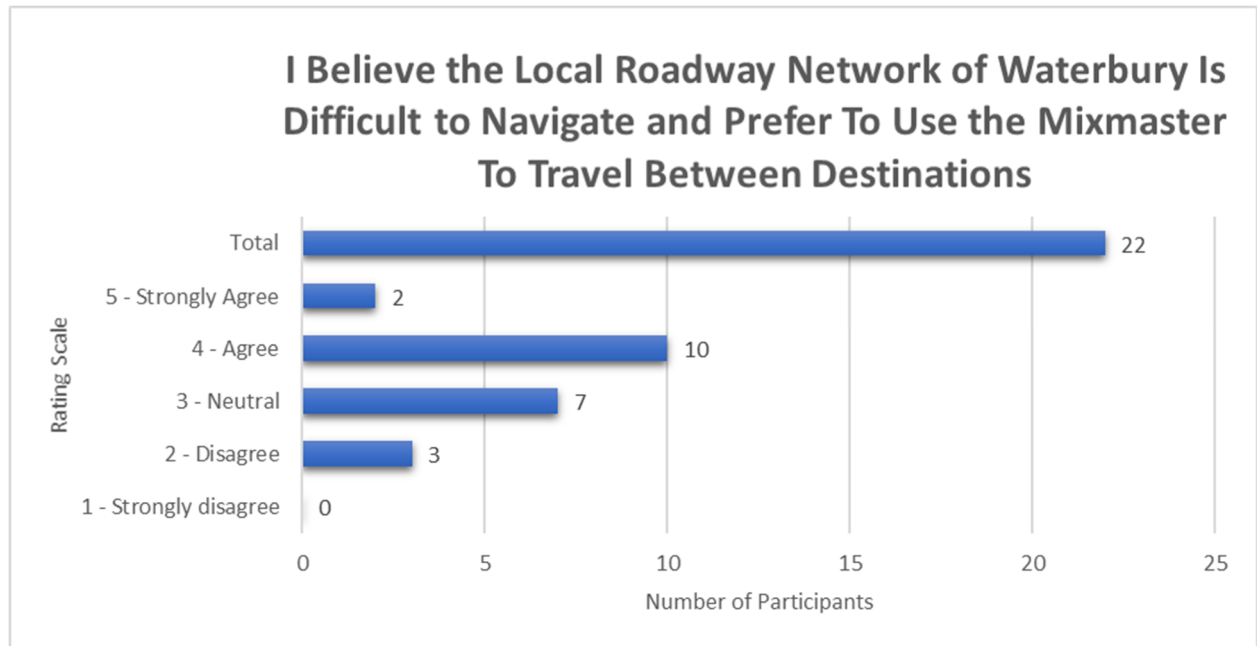
Statement 2 Poll Results: I Routinely Use the Mixmaster to Travel Across Waterbury



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.

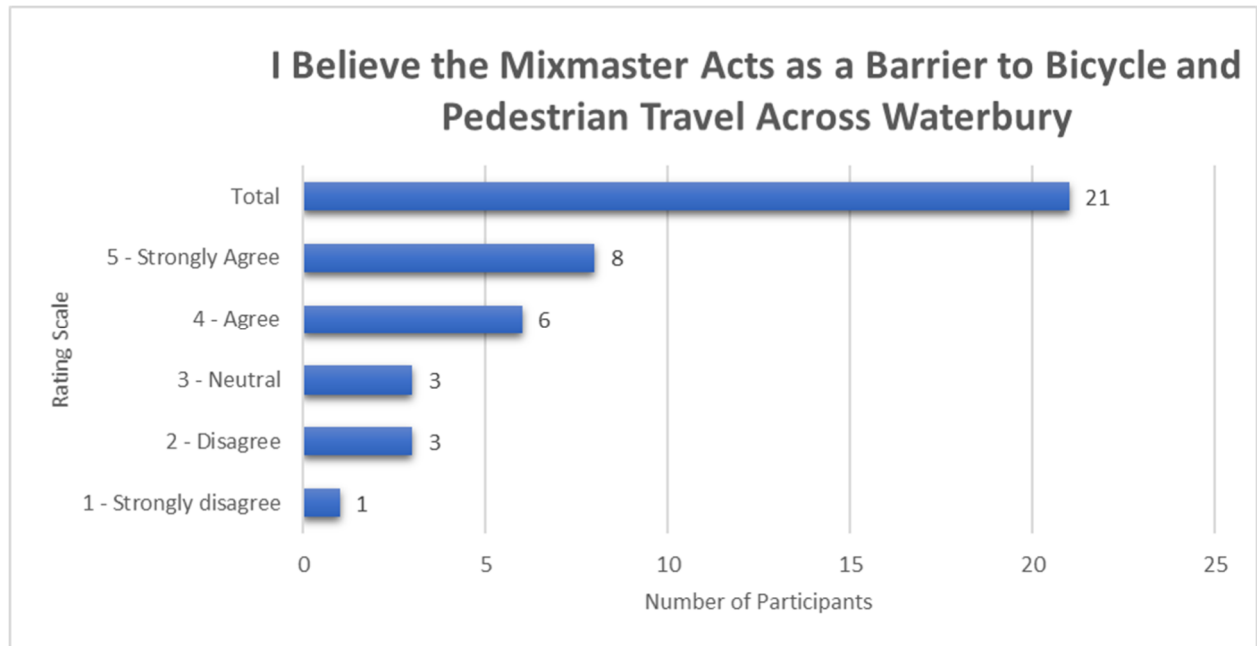
Statement 3 Poll Results: I Believe the Local Roadway Network of Waterbury Is Difficult to Navigate and Prefer to Use the Mixmaster to Travel Between Destinations



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.

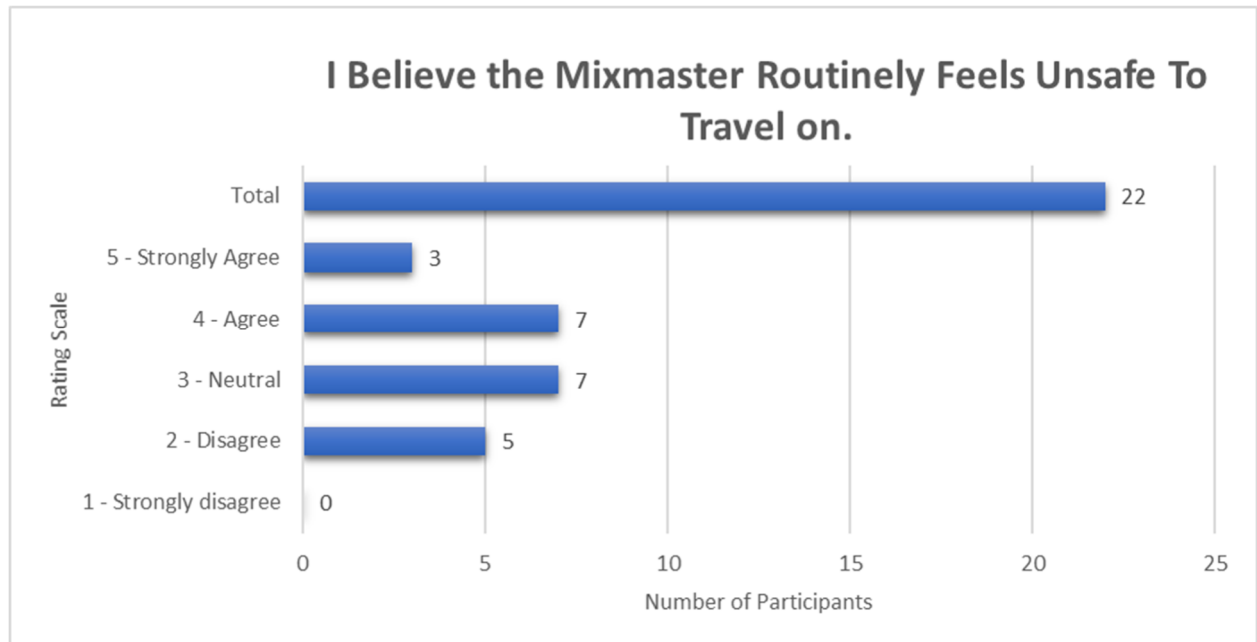
Statement 4 Poll Results: I Believe the Mixmaster Acts as a Barrier to Bicycle and Pedestrian Travel Across Waterbury



Statement 4 Discussion:

- None

Statement 5 Poll Results: I believe the Mixmaster routinely feels unsafe to travel on



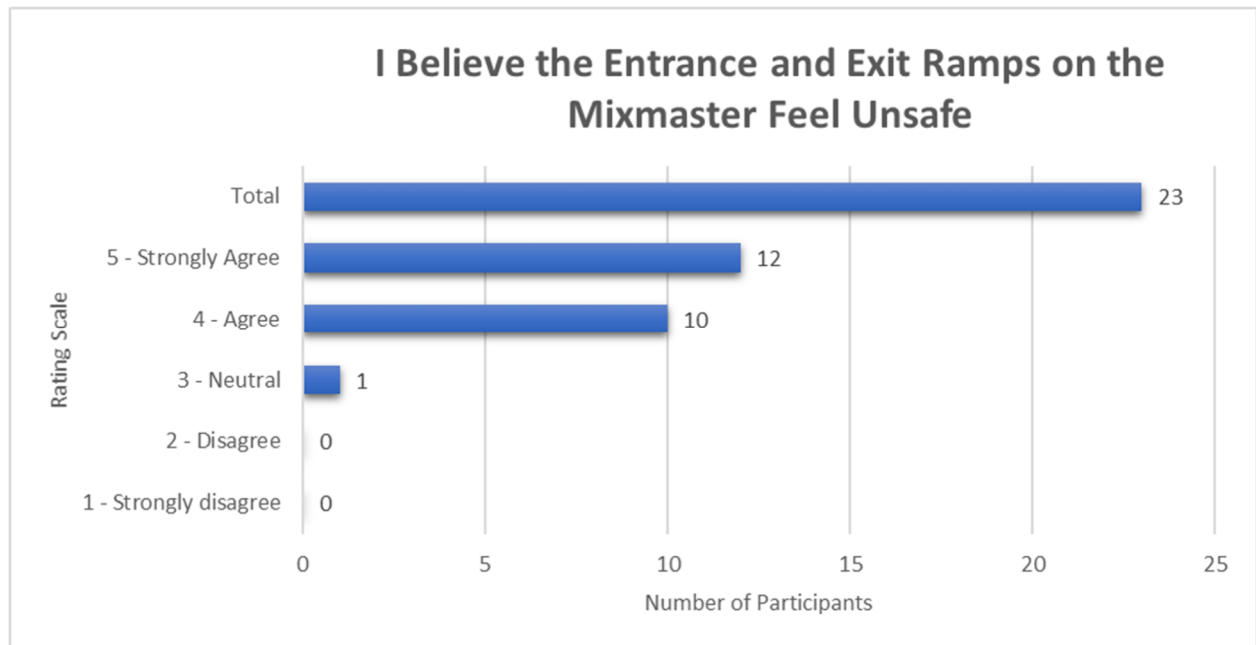
Statement 5 Discussion:

- 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

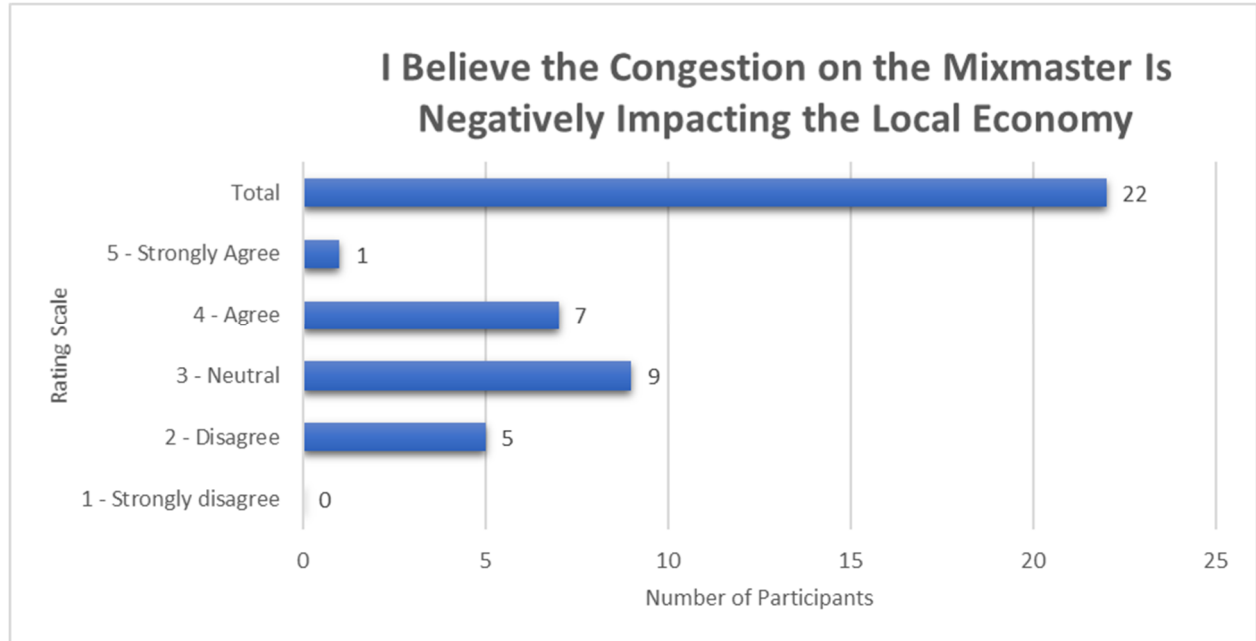


Statement 6 Discussion:

- 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.

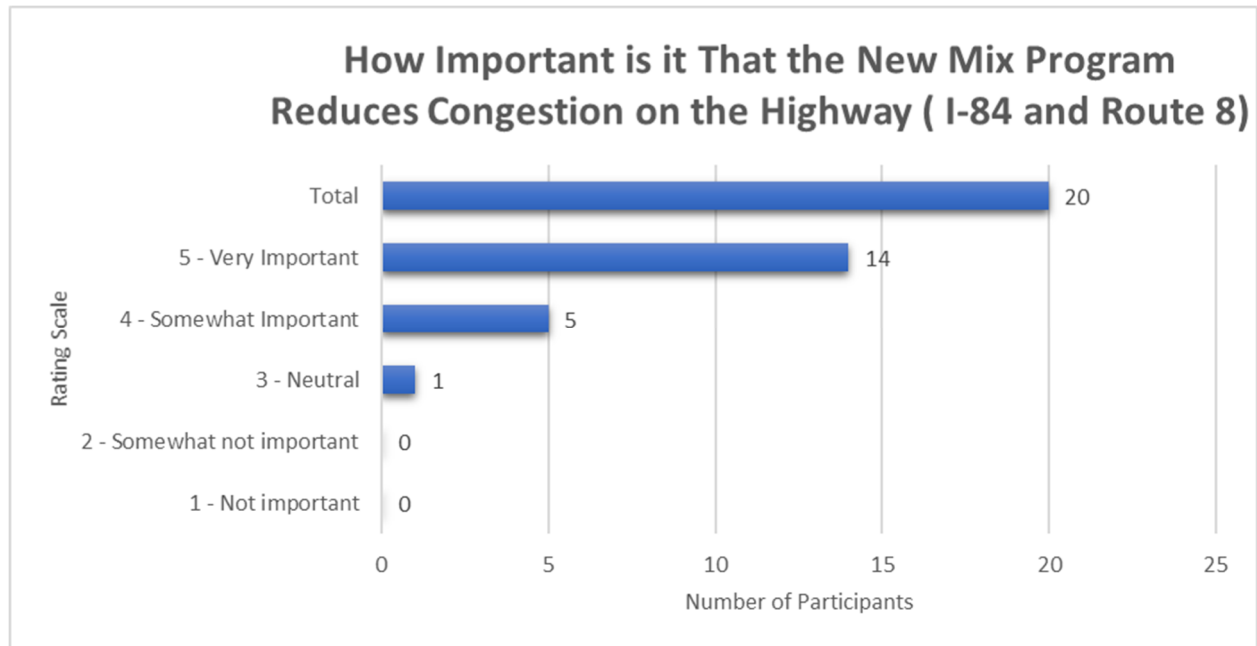
Ms. Hodges resumed the presentation with a review of the New Mix identified needs. The needs included structural deficiencies, geometric deficiencies, traffic operational deficiencies (including congestion), and high crash rates.

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:

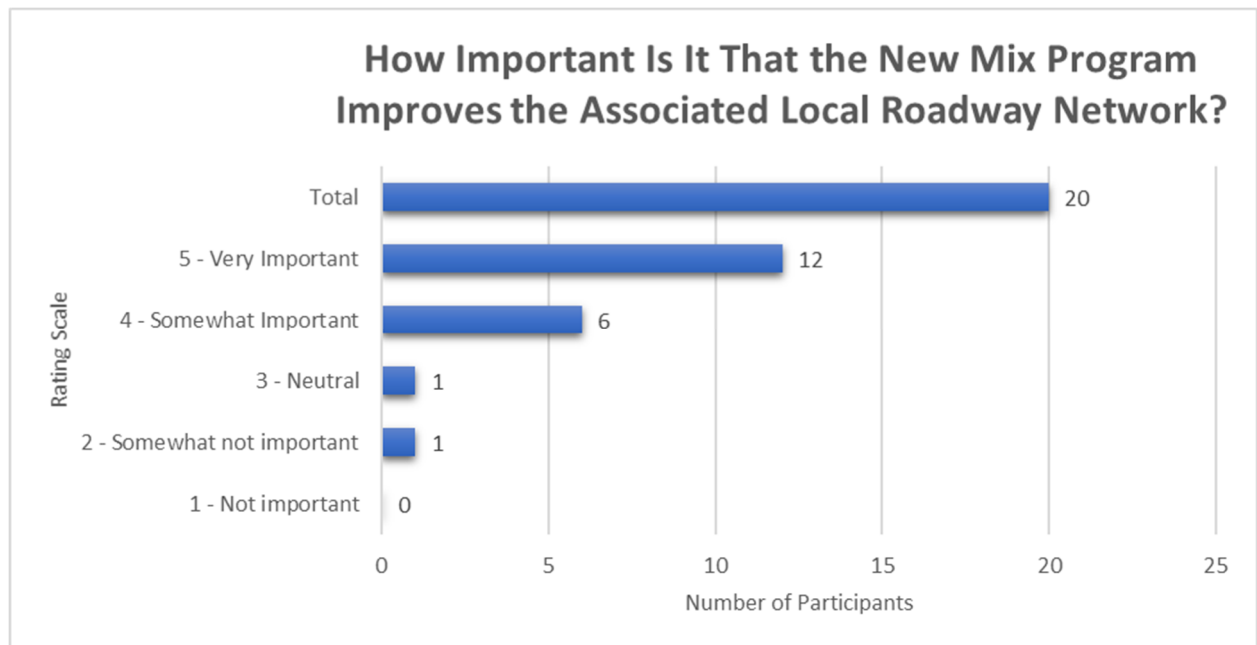
Question 1 Poll Results: How important is it that the New Mix Program reduces congestion on the highway (I-84 and Route 8)?



Question 1 Discussion:

- None

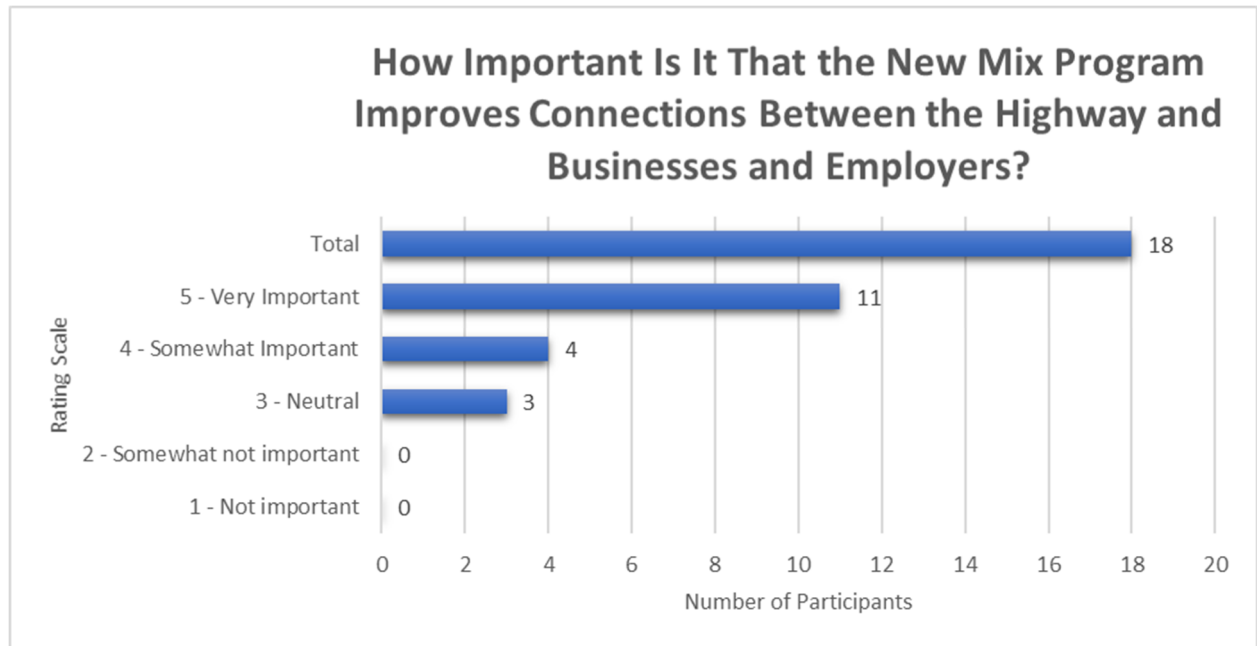
Question 2 Poll Results: How important is it that the New Mix Program improves the associated local roadway network?



Question 2 Discussion:

- None

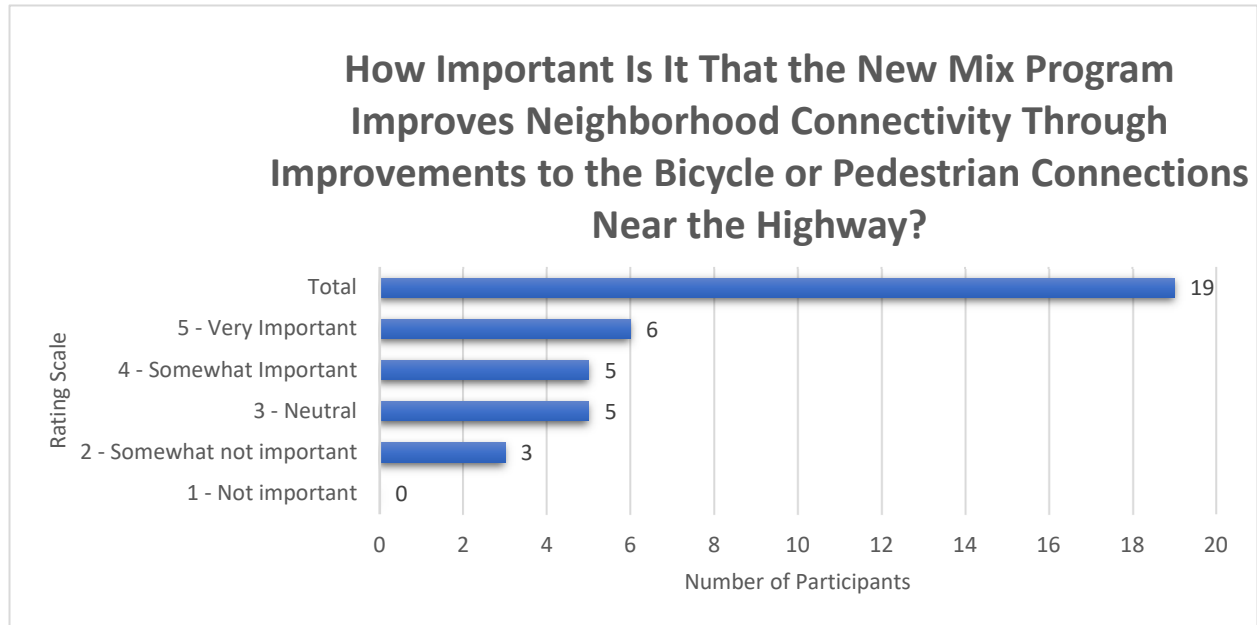
Question 3 How important is it that the New Mix Program improves connections between the highway and businesses and employers?



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.

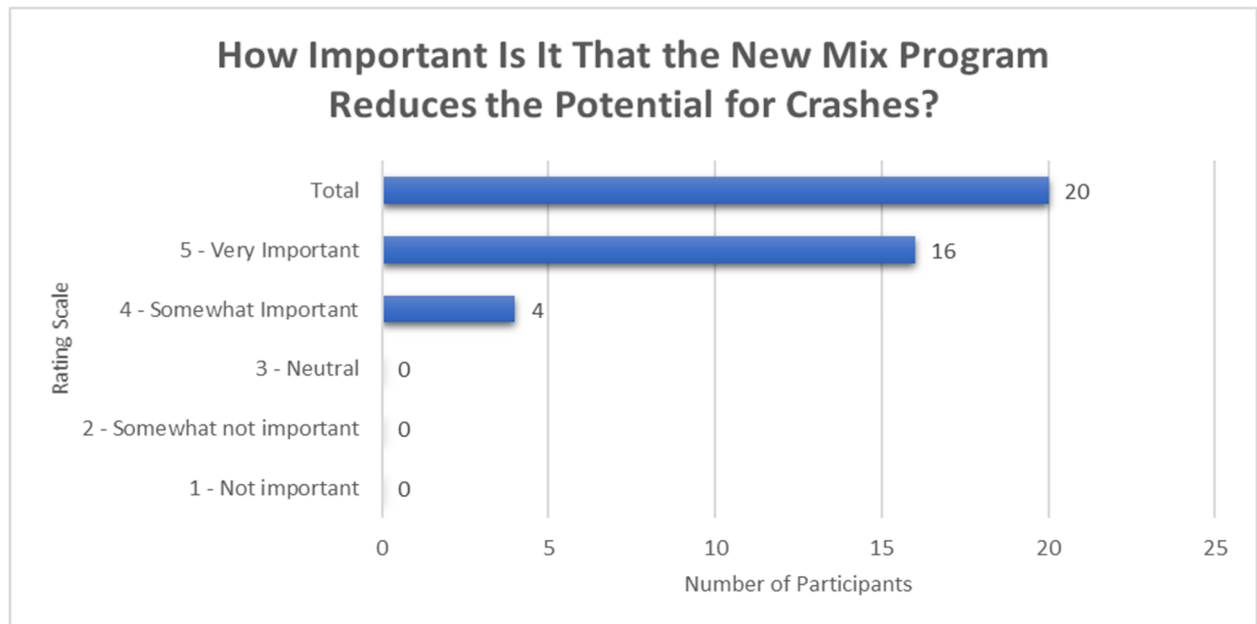
Question 4 Poll Results: How important is it that the New Mix Program improves neighborhood connectivity through improvements to the bicycle or pedestrian connections near the highway?



Question 4 Discussion:

- None

Question 5 Poll Results: How important is it that the New Mix Program reduces the potential for crashes?



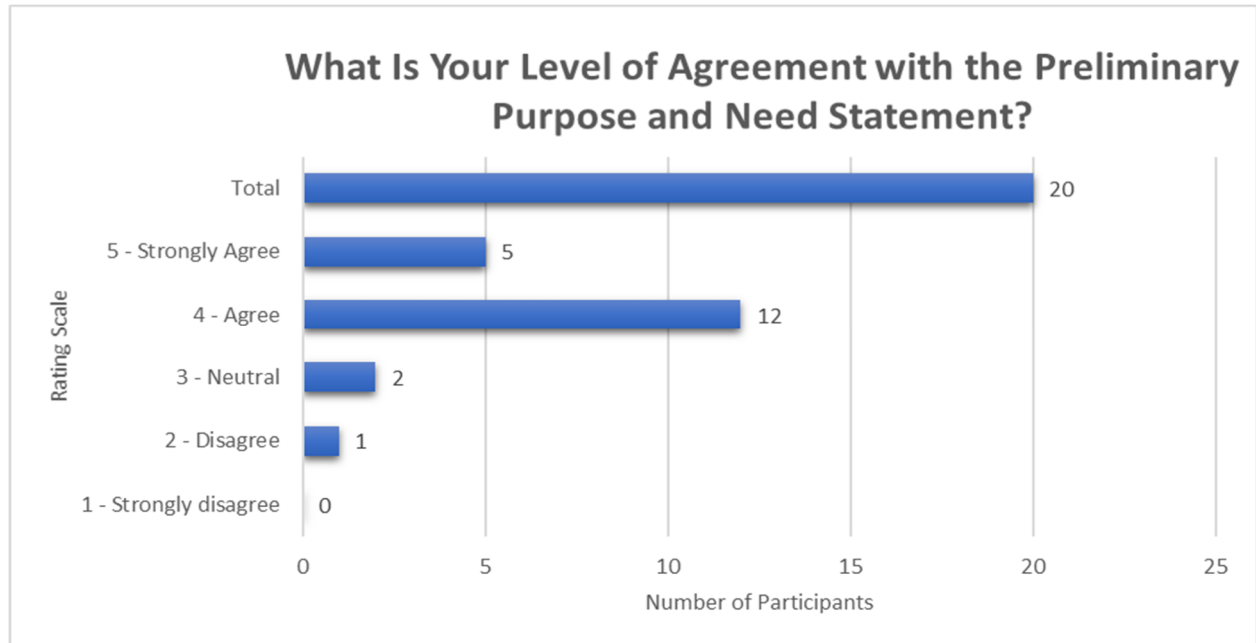
Question 5 Discussion:

- 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 today's 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 Sunnyside 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



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)):

In my opinion, the *New Mix Program* would be successful if it achieved the following (list up to three (3)):

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)):

In my opinion, the *New Mix Program* would be successful if it achieved the following (list up to three (3)):

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. 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; eliminates 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 ADJACENT TO THE RAILROAD RIGHT OF WAY SHOULD BE WELL DEFINED AND IDENTIFY 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 Exits 18-22 Even with signage motorists attempting to cross-over 3 lanes of I84 to access 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 important area. Regular updates that the public is currently 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

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)):

In my opinion, the *New Mix Program* would be successful if it achieved the following (list up to three (3)):

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)):

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)):

In my opinion, the *New Mix Program* would be successful if it achieved the following (list up to three (3)):

List three (3) destinations and/or landmarks that positively or negatively define Waterbury to you:



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 <i>Preliminary Purpose and Need Statement</i> 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 <i>Preliminary Purpose and Need Statement</i> 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.

Response to PAC Member ESRI Solution Map Comments
 Included in PAC Meeting #2B January 26, 2022

Comment	Comment Type	Response
<p>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!!</p>	<p>General Comment</p>	<p>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.</p>
<p>More police to slow people down when coming in from Rt. 8 N going to I84 and cutting in at the last minute.</p>	<p>General Comment</p>	<p>The need to improve the mentioned deficiency (deficient interchange spacing) is identified within the <i>Preliminary Purpose and Need Statement</i>. 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).</p>
<p>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</p>	<p>General Comment</p>	<p>The study team agrees, and the need to improve the geometric and operational deficiencies that contribute to merging difficulties has been identified in the <i>Preliminary Purpose and Need Statement</i>. Alternatives will be evaluated based in part on their ability to improve these deficiencies.</p>
<p>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</p>	<p>General Comment</p>	<p>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 <i>Preliminary Purpose and Need Statement</i>. Alternatives will be evaluated against the Preliminary Purpose and Need which includes various goals and objectives set out for the project and program.</p>

Response to PAC Member ESRI Solution Map Comments
 Included in PAC Meeting #2B January 26, 2022

Comment	Comment Type	Response
How many storm water outfalls are on Route 8 N within the work area?	Question	<p>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.</p> <p>Additionally, the New Mix program’s <i>Preliminary Purpose and Need Statement</i> 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.</p>
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	<p>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.</p>