



**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

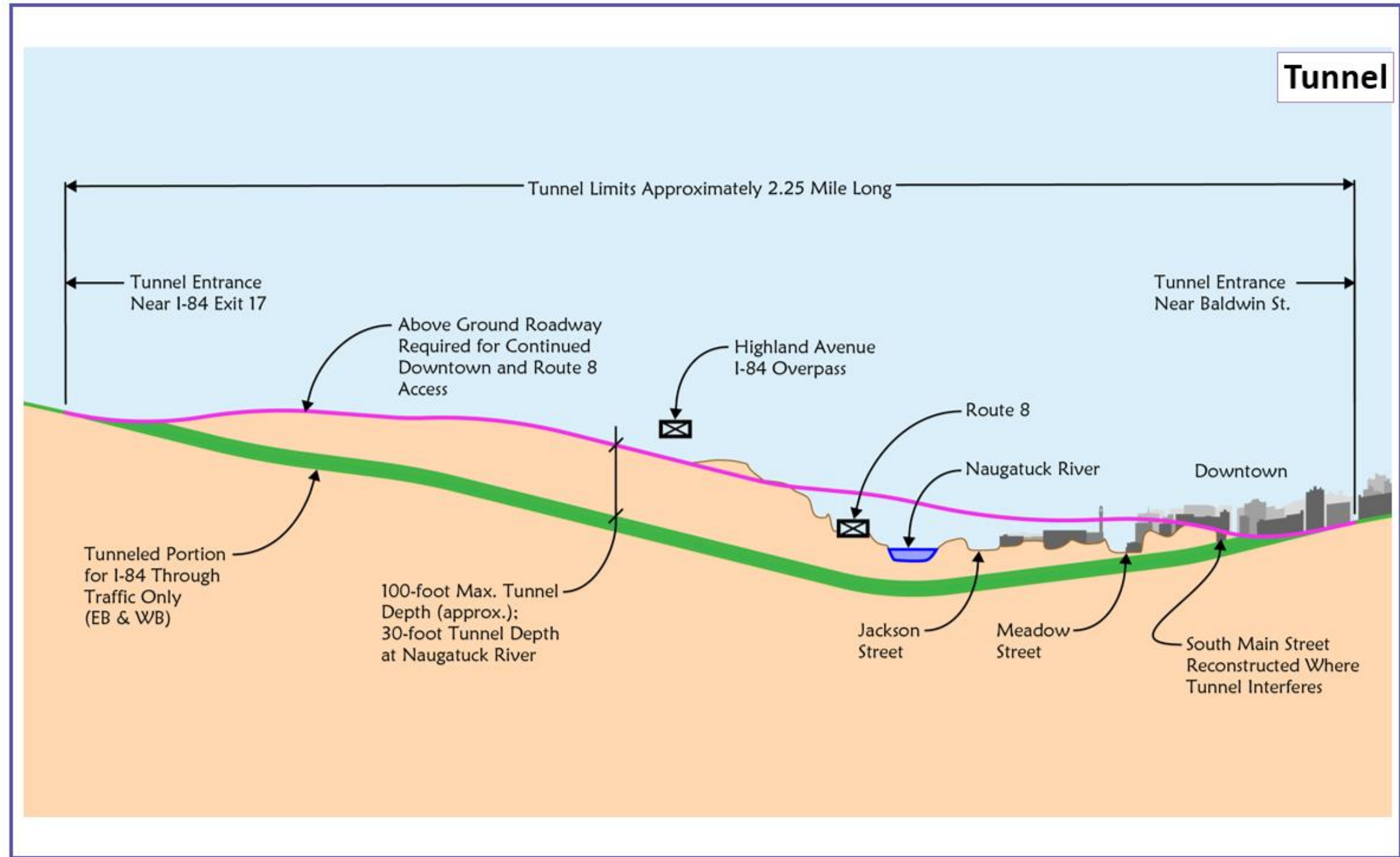


Figure 1 - Tunnel Graphic: Determined to be fatally flawed and dismissed from further evaluation.



Figure 2 - Stacked I-84: Determined to be fatally flawed and dismissed from further evaluation.

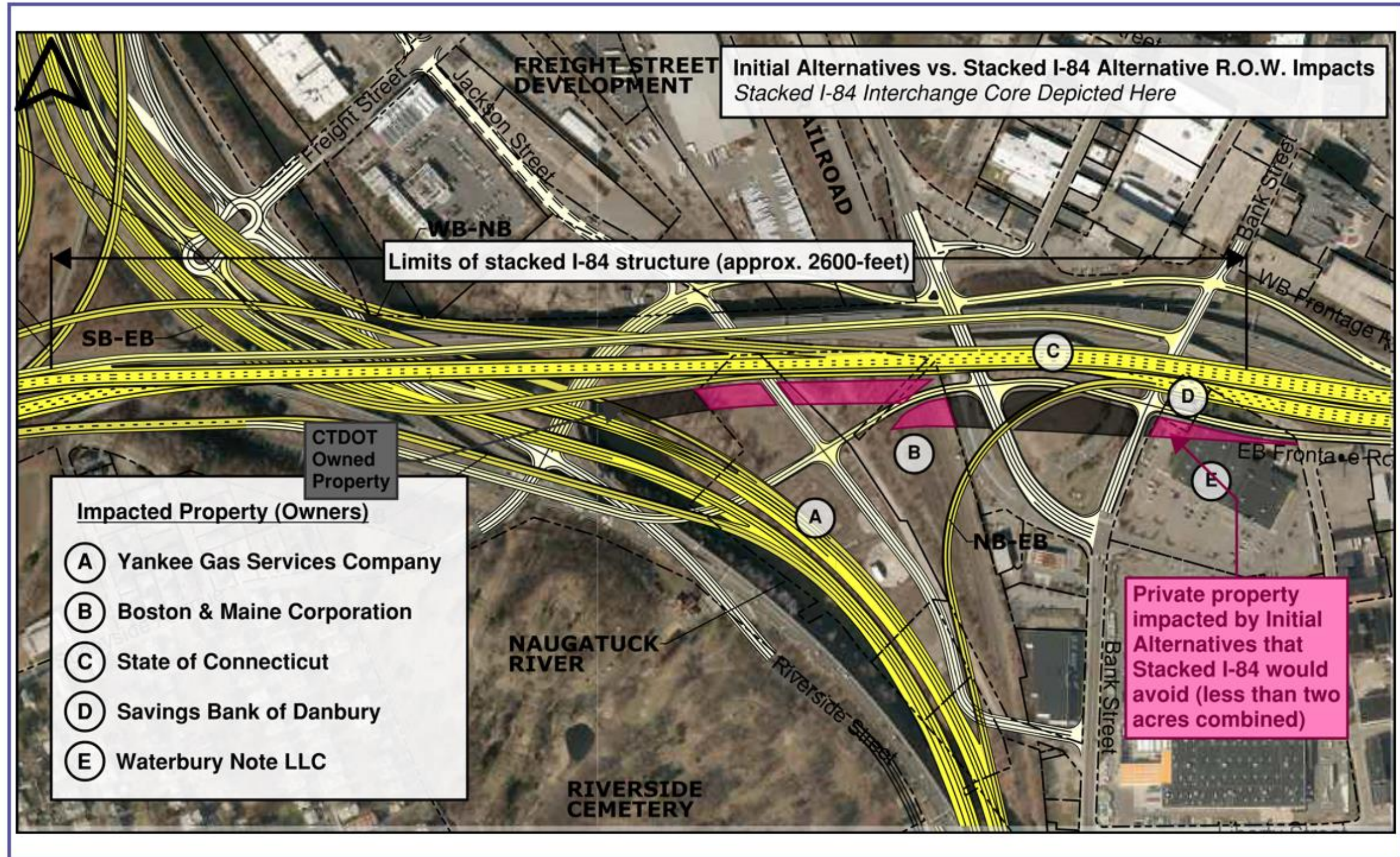
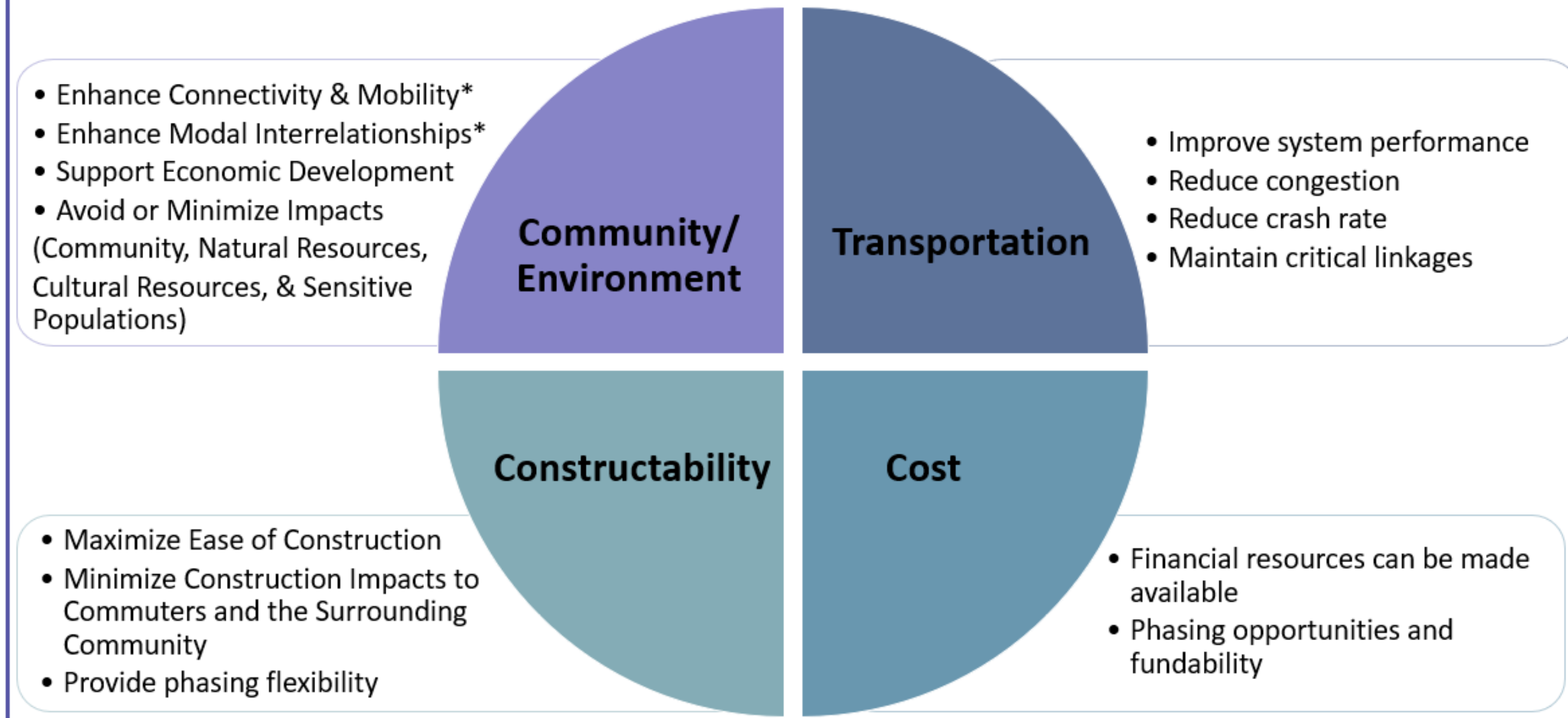


Figure 3 – Stacked I-84 Expected ROW Impacts in contrast with unstacked options. It was highlighted that ROW impacts are predominately CTDOT property and the Stacked I-84 Alternative would result in a nominal reduction in parcel impacts.

New Mix PEL Study Evaluation Criteria (Levels 2 and 3)



* Evaluated under the transportation group due to the analysis being tied to the local road network.

Figure 4 - Level 2 and 3 Evaluation Criteria.

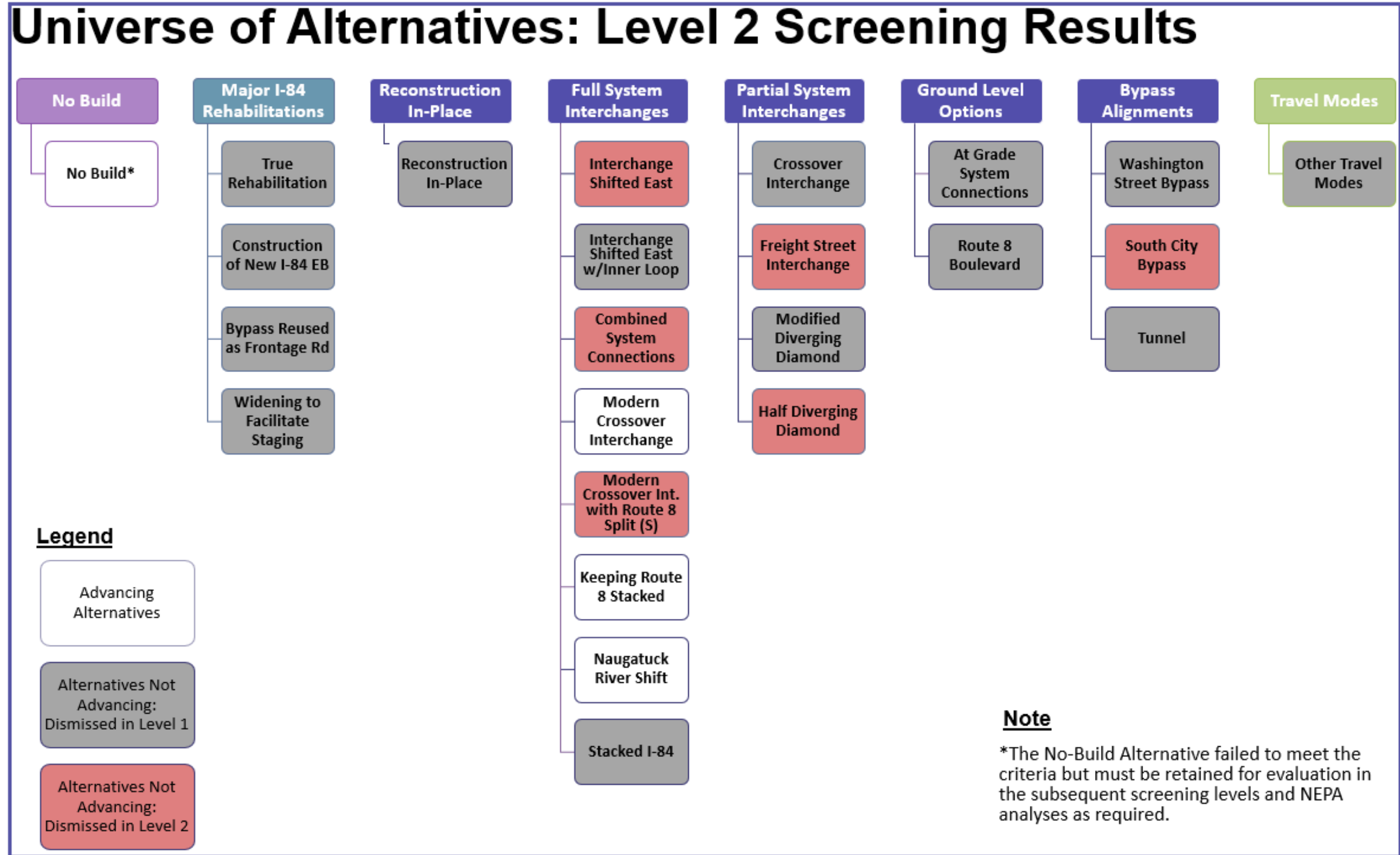
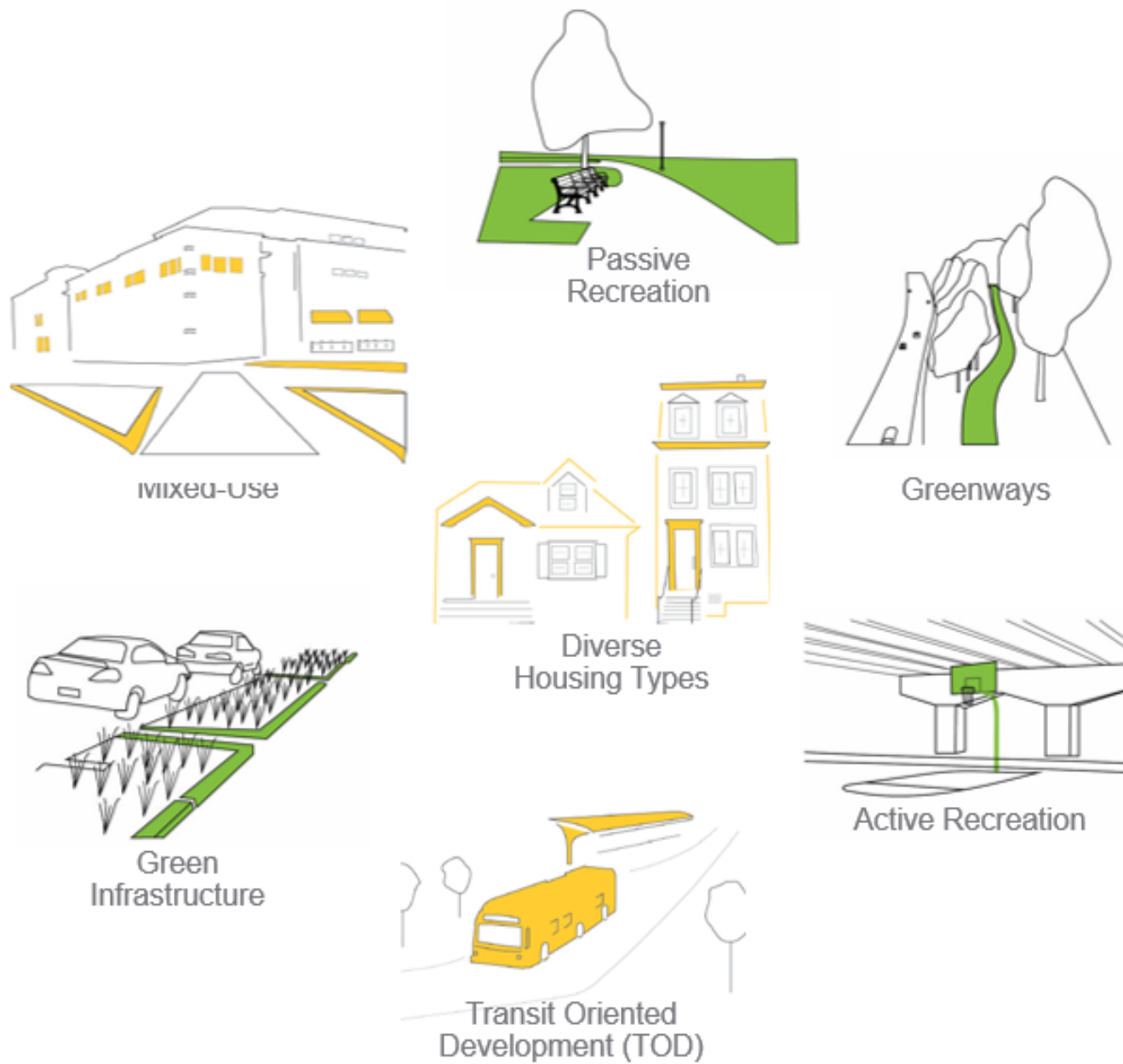


Figure 5 - PEL Study Results: Level 2 Screening Results.

Urban Design Opportunities

Places & Spaces Tools



Connecting Corridors Tools

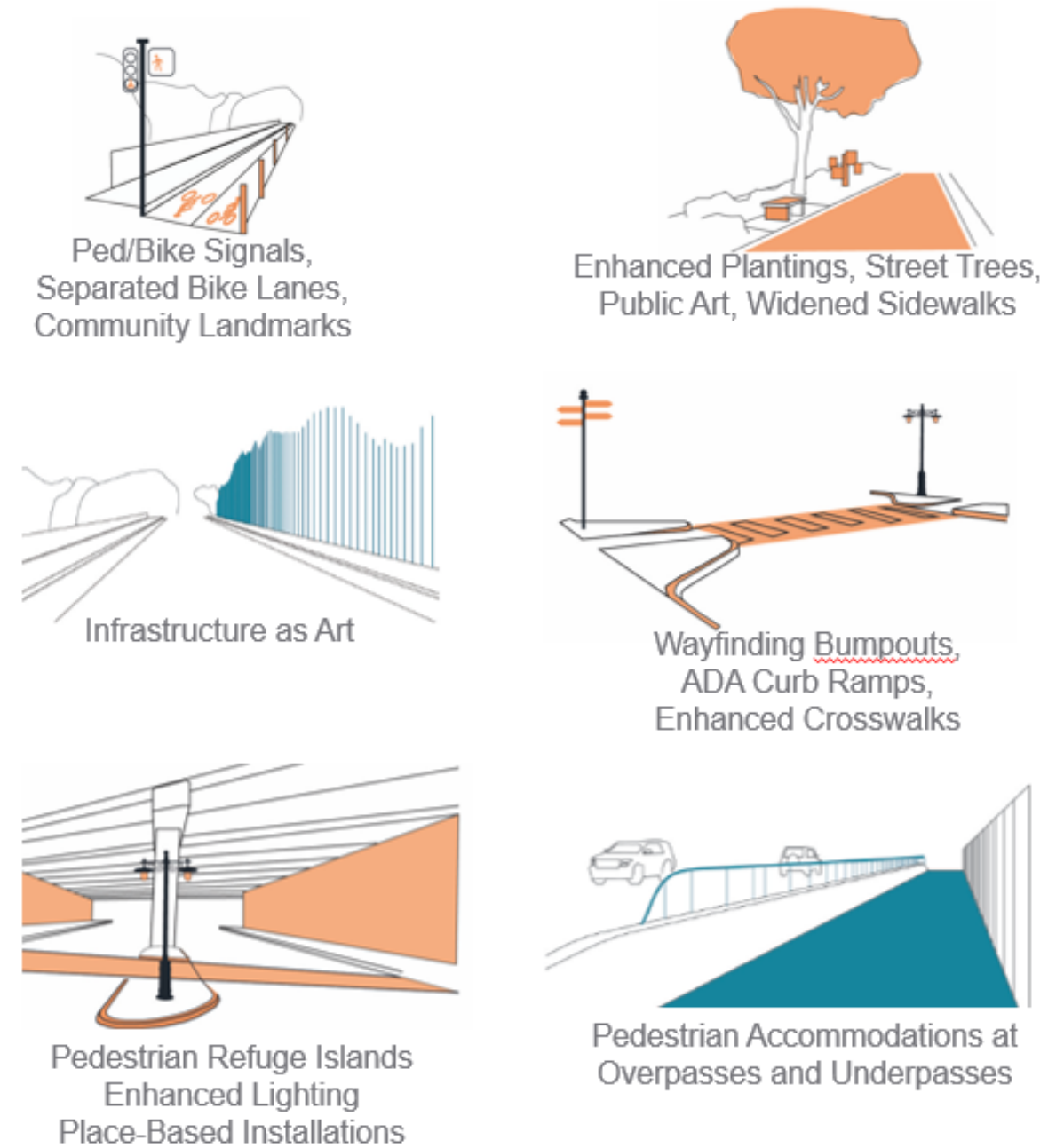


Figure 6 - Urban design tools for utilization in the push-pin activity.

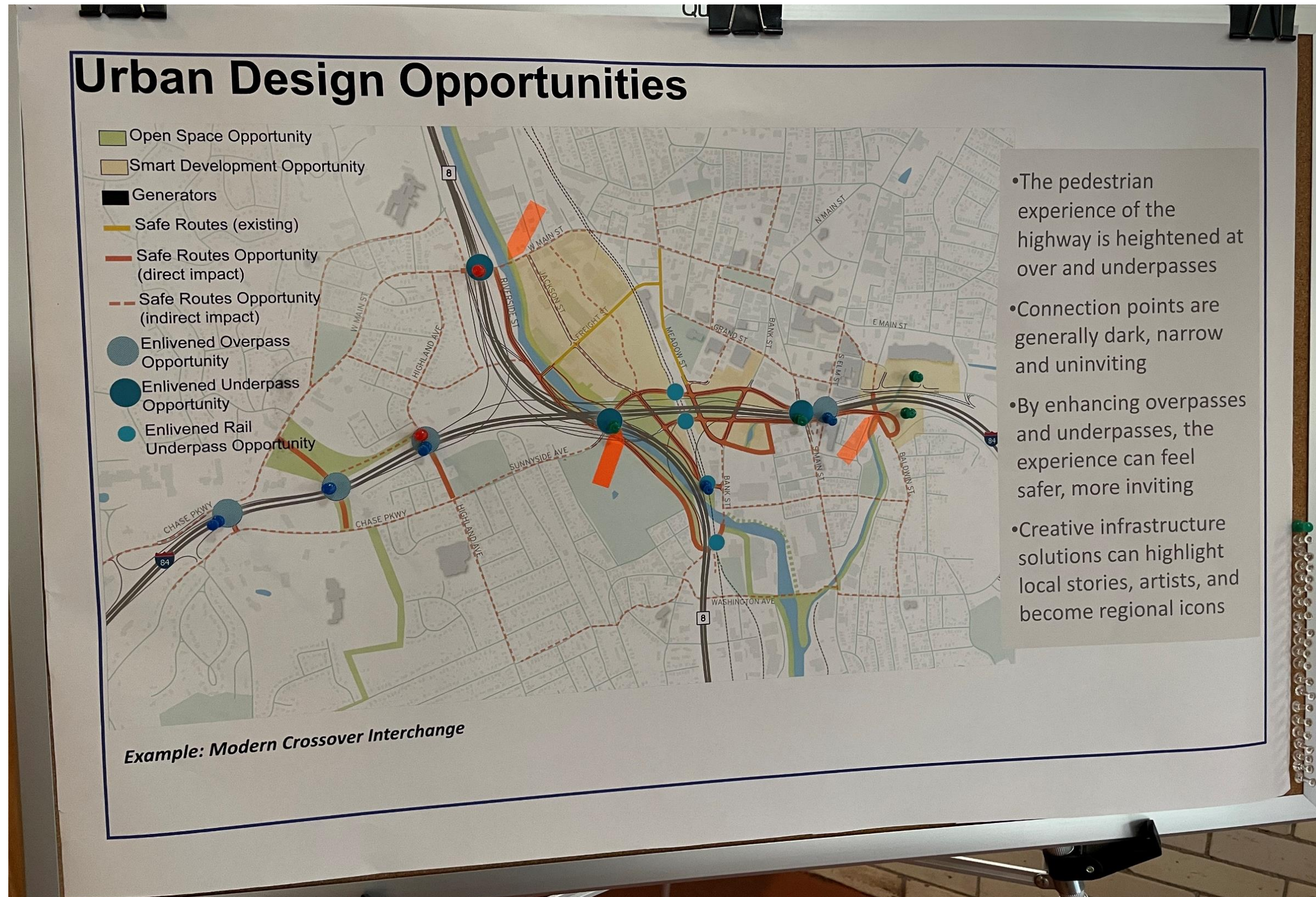


Figure 7 - Results of the Pushpin Activity: The yellow and green pins places at locations where "Places & Spaces" improvements were desired. The blue and red pins were placed at locations where "Connecting Corridors" improvements were desired.