

**Table 2-1
General Pros/Cons of Alternatives 7 and 8**

Agency	Alternative 7		Alternative 8	
	Pros	Cons	Pros	Cons
City of Waterbury	<ul style="list-style-type: none"> ▪ Targeted Freight Street economic development area is untouched. ▪ The footprint of both I-84 and Route 8 remain within their existing boundaries. ▪ There are improved local road connections to and from Sunnyside Avenue over the Naugatuck River. ▪ Improved local road connections from West Main to Bank Street which would relieve congestion at the intersections on Meadow and Bank Streets. ▪ The new interchange at the Country Club and Oronoke Road seems effective. 	<ul style="list-style-type: none"> ▪ There may be property impacts to the Jarjura’s Farm Market and the Sports Authority Complex. ▪ There are no proposed improvements in the vicinity of Washington and South Leonard Streets. 	<ul style="list-style-type: none"> ▪ The relocation of Route 8 provides a large area for economic development in the current location of the interchange. ▪ Improved connections and traffic operations on Route 8 in the vicinity of Washington and South Leonard Streets. ▪ The new interchange at the Country Club and Oronoke Road seems effective. 	<ul style="list-style-type: none"> ▪ There may be property impacts to the Jarjura’s Farm Market and the Sports Authority Complex. ▪ There is no direct access to West Main from Route 8 southbound. ▪ The relocation of Route 8 separates the downtown area from the river front and also separates the existing commercial and industrial area of downtown.
Council of Governments of Central Naugatuck Valley	<ul style="list-style-type: none"> ▪ Targeted Freight Street economic development area is kept intact. 	<ul style="list-style-type: none"> ▪ It would be difficult to upgrade Route 8 at its present location while maintaining traffic. ▪ Temporary lanes for Route 8 would have to be reconstructed in the targeted development area to maintain traffic during construction. 	<ul style="list-style-type: none"> ▪ Alternative is more compact, which leaves more land for City development. ▪ Likely to be less disruptive to motorist on I-84 and Route 8 during construction. ▪ Alternative creates a new area for development west of the Naugatuck River. ▪ Provides direct access to the West Main -Freight Street area. 	<ul style="list-style-type: none"> ▪ The relocation of Route 8 cuts through an area earmarked for economic development and thus reduces developable land in the area.

**Table 2-2
Location Specific Comments
I-84/Route 8 Interchange Study**

Agency	Alternative 7	Alternative 8
City of Waterbury	The new connection from West Main Street to Bank Street should be made a part of the State roadway system. 	Concerns about Bank Street continuing to be one-way north of I-84 
	The possibility of consolidating the new I-84 westbound exit ramp to West Main Street and the Highland Avenue-West Main Street connector to enable a direct connection from I-84 westbound to Highland Avenue. 	The possibility of consolidating the new I-84 westbound exit ramp to West Main Street and the Highland Avenue-West Main Street connector to enable a direct connection from I-84 westbound to Highland Avenue. 
	Consideration should be given to providing entrance ramps from Highland Avenue to I-84 eastbound and westbound. 	Consideration should be given to providing entrance ramps from Highland Avenue to I-84 eastbound and westbound. 
	Consideration should be given to improving access to the Home Depot area from I-84 and Route 8. 	Concerns about the conversion of South Elm Street to a cul-de-sac; which in essence deadens a collector road. 
	Analyses of the service road intersections and signalized intersections should be provided to assess their levels of service 	Analyses of the service road intersections and signalized intersections should be provided to assess their levels of service 
	There are no proposed changes for Route 8 in the Washington Street-Leonard Street area. 	The Route 8 northbound entrance ramp at interchange 30 should be moved further north. 
	Concerns about the elimination of the I-84 eastbound entrance ramp at interchange 18, in the vicinity of Albini's Funeral Home. 	The realignment of Riverside Street to the west would have significant impact on the Riverside Cemetery. 
	The study should address the highway access and egress routes to the Waterbury Hospital, St. Mary's Hospital, proposed transportation center, public garages and Government Center. 	The study should address the highway access and egress routes to the Waterbury Hospital, St. Mary's Hospital, proposed transportation center, public garages and Government Center.  Route 8 southbound traffic can no longer exit to West Main Street. 
Council of Governments of the Central Naugatuck Valley	The possibility of the I-84 westbound C/D road having an at grade intersection at South Main Street. 	The Jackson Street connector seems to have a less desirable alignment than in Alternative 2. Could it be realigned? 
	There is a need for a traffic analysis of local downtown streets. 	There is a need for a traffic analysis of local downtown streets. 
	The desirability of each service road needs to be discussed and analyzed further. 	The desirability of each service road needs to be discussed and analyzed further. 

Legend



- Addressed



-To be addressed in next phase of project

September 26, 2006

James Morrin
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317548
Newington, CT 06131-7546

Subject: comments regarding the proposed alternatives for the I-84 and CT Route 8 changes

Dear Jim,

Below please find some preliminary comments for both Alternatives II and III as DOT has proposed for the interchanges of Interstate 84 and Ct Route 8. We thank you for the opportunity to put our thoughts together and provide them to you for further consideration. The comments that are contained herein are preliminary in nature and will be modified as the design plans are finalized.

There are other agencies within the City, primarily those with respects to Development that may have additional comments of a less technical nature that also should be considered. These will be sent to you under separate cover. We look forward to meeting with you and your design team from Wilbur Smith Associates to further discuss Alternative II, Alternative III or a modified version of both. In analyzing both existing Alternatives there is some concern in understanding the plan as they relate to points of ingress and egress from the Highway System. It is our expectation that during our future meetings we would be able to sit down and talk in further detail with these particular movements. But at this time we are pleased to provide these comments.

If you have further concerns or questions, please feel free to give us a call, again we look forward to meeting with you in the future as we continue to develop these design, plans for the I-84 interchange through the City of Waterbury.

Very truly yours,

John P. Lawlor, Jr.
Director of Public Works

Mark Pronovost
Supervisory Engineer

James Sequin
City Planner

Cc: M. Jarjura, Mayor
Board of Public Works
Board of Park Commissioners
City Planning Commission

PROS AND CONS REGARDING ALTERNATIVES II & III

One of the pros is that of Alternate II preserves the Freight Street economic development area. Another pro is the foot print of both of the highway interchanges remain within their existing boundaries. A pro appears to be that there are a lot of road proposals to connect Sunnyside Avenue over the Naugatuck River. The impact of the service road may have to be addressed separately.

An Alternative II concern is that it is difficult to make a full determination as to where the on and off ramps go. It appears as though all the same moves that are directly available to a motorist are still available. There doesn't seem to be any negative impacts but there is a concern that there may be a misinterpretation on our part with respect to the on and off ramps.

A positive for Alternative II is the Jackson Street connection from West Main and Thomaston Avenue continuing all the way through to Bank Street. This appears to be a new proposal that does not currently exist and will benefit traffic in those areas. However, consideration should be made to have this roadway made part of the State roadway system. There will not be any new development on the road given that the property owners are already defined on either side. DOT should retain ownership of that road since there is no economic benefit to the community except to relieve congestion on the interstate.

One of the additional pros for Alternative II is that the creation of Jackson Street will alleviate some of the traffic congestion on the signal which currently exists near Meadow and Bank Street. A concern for Alternative II is access to both interchanges 8 & 84 in all directions from the Home Depot area appears to be status quo no better or no worse than the existing condition. Consideration should be given to making these movements possible.

A pro for both Alternative II and III is the interchange that is being suggested for Country Club and Oronoke Road. It appears that this interchange is effective.

A con for both Alternative II & III is the proposed design or redesign of the exit ramp for 84 west bound to West Main Street as well as the proposed new connector road that is to run from Highland to West Main Street. It appears though both of those roadways, could somehow be combined to create a more effective turning movement or a more effective approach off the highway to Highland Avenue. A direct connect from the highway to Highland Avenue is ultimately what we are proposing be available in any Alternative. This item obviously would need to be discussed in further detail.

A concern for Alternative II would be consideration for an 84 west on ramp at Highland Avenue.

Another concern for Alternative II is that it appears as though the existing I-84 east bound on-ramp in the vicinity of Albini's Funeral Home which is the 18 entrance ramp appears to have been eliminated; that is a concern.

A concern for both proposals is that Highland Avenue is a major North and South collector road for the City. It might be best to have both I-84 east and west bound entrance ramp accessible off of Highland Avenue as opposed to having one off of Highland Avenue and one off a collector road in either direction.

A pro for Alternative II is the manner in which they are handling traffic on Bank Street from downtown to the South end. It appears as though Bank Street will become two-way in both directions, which it currently is not. However, with respect to Alternative III a con is that Bank Street is proposed to continue being a one-way street down south into the south end does not provide as much flexibility.

An additional con for Alternative III is that South Elm Street is proposed to be a cul-de-sac; which really in essence dead ends a collector road. Some further thought should be given to continuing the connection in the manner in which currently does.

Concerns for both Alternative II & III would be an analysis of the proposed service road intersections as well as the existing signalized intersections to see if the level of services for these potentially city owned roads would have the same level or better level of service than they currently have.

An obvious concern on alternative II is the proposal that both the new Sport Authority complex as well as Jarjura's Farm Market might be impacted by addition of an east – west and service road. Certainly, this is something that can be designed around but it is currently according to the plan a concern.

A concern for Alternative III as stated above, would be that an east west service road that would impact Sport's Authority, Jarjura's as well as the Magnet School on south Elm Street.

A pro for Alternative III is the manner in which the changes are being proposed for Rte. 8 in the vicinity of Washington & South Leonard Street. Conversely, in Alternative II it is a con because there are no proposed changes at all in that area which are so desperately needed. However, it is suggested that Alternative III be further enhanced to allow the entrance to Rte 8 north which would provide access to the Rte 8 corridor as well as well as the 84 East and West corridor be moved further to the north. Currently, it is being proposed much further south than the current access. Although, we think the design is positive the access is a little to far to the south.

A con for Alternative III is that traffic would no longer be able to travel Rte. 8 southbound and exit on West Main Street to have access to that corridor.

With respect to Alternative III the moving of Rte. 8 further to the East is both a pro and con. The pro is that it provides a large area, albeit somewhat isolated, that could be considered for economic development in the area where the inter-change currently exists. However, the con is that the proposed moving of Rte. 8 through the heart of the Freight Street-West Main Street area does in fact do two things; it separates the downtown area from the river in addition it bi-sects a current industrial and commercial area. It replicates one of the classic highway planning mistakes of the 1960's by creating a wall between the downtown and the river.

A con for Alternative III is that it appears to be the moving of Riverside Street westerly in the vicinity of the Riverside Cemetery, which will obviously have a significant impact on the cemetery itself. Consideration should be given to having the existing Riverside Street in its current location thus limiting the negative impact on the cemetery. It is unknown why the westward shift of Riverside Street is proposed.

A concern and comment for Alternative II and Alternative III would specifically address motorist from each of the cardinal directions and the quickest route to get to both Waterbury and St. Mary's Hospital. It may have been something that had already been considered and it should be specifically highlighted given that these are two (2) regional assets that would obviously be priority access off both interstate systems.

We would like the study to specifically address the detail highway access and egress routes to the following points:

1. Waterbury Hospital
2. St. Mary's Hospital
3. Proposed Transportation Center
4. Existing public parking garages
5. Government Center

We would like the study to estimate any changes in east/west travel time for local traffic resulting from the separation of local traffic from the through highway traffic.



SEP 25 2006

September 20, 2006

MEMORANDUM: 092006

To: James Morrin, Connecticut Department of Transportation; Michael Morehouse, Wilbur Smith Associates

cc: Mayor Michael Jarjura; John Lawlor, Waterbury Public Works Director; James Sequin, Waterbury City Planner; Michael O'Connor, CEO, Waterbury Development Corporation

From: Peter Dorpalen, Executive Director

Subject: **Comments on I-84/ Route 8 Interchange Alternatives 2 and 3**

In reviewing the two alternatives, both seem to be well thought-out, feasible approaches to replacing the existing I-84/ Route 8 interchange. Comments on the two options are as follows:

Alternative 2 — Upgrade Route 8 in its Present Location

1. Keeps the City's targeted economic development area intact.
2. Will be more difficult to upgrade Route 8 at its present location while maintaining traffic. Tie-ups on local streets will be more likely, as a consequence.
3. Temporary lanes for Route 8 will have to be constructed on east side of the river in targeted area to maintain traffic during construction, according to ConnDOT.
4. Should the westbound I-84 service road have an at-grade intersection at S Main St for access to the downtown, similar to Alternative 3?

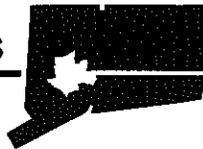
Alternative 3— Relocation of Route 8 east of Naugatuck River

1. Appears to be more compact, leaving more land for the city for development.
2. During construction, likely to be less disruptive to motorists, both on Route 8 and local streets.
3. Relocated Route 8 cuts through the heart of an area the City has targeted for economic development, reducing the area for development and creating a visual barrier through the middle.
4. Creates a new area for development along the west side of the river (the site of existing Route 8 north of I-84). Given the long term time frame for this project, is there value to the City to have this new area along the river for development as a trade-off for less land in its targeted area? It also provides an opportunity for the City to reclaim more of the riverfront.
5. Includes a new access road for the area west of the river between W Main St and Sunnyside and extends Freight St to the new road. The road would replace Riverside St.

6. Jackson St Connector seems to have a less desirable alignment (than in Alternative 2), swinging east towards the railroad tracks? Is there another possible alignment; or is there an advantage to the proposed alignment?
7. Alternative 3 improves expressway access for the W Main - Freight St area, but splits access between W Main St and Freight St. West Main St ramps provide access to and from I-84. Motorists would use new Freight St ramps for access to and from Route 8. Alternative 2 offers the same access as exists now — full access to Route 8 at W Main St (but without needing Riverside St for southbound), and only an entrance ramp to I-84 westbound.
8. Has there been any traffic operations analysis of downtown Waterbury? Under Alternative 3, Freight St will likely become a gateway into the City, increasing congestion at its intersection with Meadow St as well as Meadow St at W Main St. West Main St capacity is restricted by the width of the railroad overpass west of Meadow St.

Additional Notes

1. In Alternative 3, Route 8 Interchange 30, first exit south of I-84, would be consolidated into a full interchange further south at Fifth St.
2. In Alternative 3, Jackson St would end at the new service road north of relocated I-84.
3. Both options use service roads to provide access to and from downtown Waterbury and I-84. Alternative 2 uses more efficient limited access roads, while the Alternative 3 service roads provide more access but are less efficient. The desirability of each type of service road needs to be discussed and analyzed further.



February 19, 2009

MEMORANDUM: 021909

TO: James Morrin, Connecticut Department of Transportation
FROM: Samuel Gold, AICP, Senior Planner
SUBJECT: I-84 / Rte 8 WINS Advisory Committee Meeting #4 Comments

The staff of the Council of Governments of the Central Naugatuck Valley has some comments and concerns regarding the material covered at the Advisory Committee Meeting held on January 28, 2009.

Proposed I-84 / Rte 8 Alignments

1. Moving the interchange to the east of the river, alternative 8 may increase accessibility to downtown.
2. If alternative 6 is pursued as part of a larger alternative 7 or 8 project, it would be subject to the EIS for the entire project. The near-term improvements recommended under alternative 6 should be designed and implemented as a separate project so that the congestion and safety benefits can be realized as soon as possible. Such a project may only require an environmental assessment (EA), which would take less time than an EIS. The project should be eligible for Congestion Mitigation & Air Quality (CMAQ) funding.
3. If alternative 8 takes a significantly shorter amount of time to construct than alternative 7, an argument could be made that it would be less disruptive to the City of Waterbury and speed up new development of surrounding land. An estimate in the difference in construction time would be helpful for decision making.

DECD Draft Economic and Fiscal Impact Study

1. The economic impact of a "no land buildout" scenario is presented for alternative 7, but not for alternative 8. Staff appreciates that the land available for development in alternative 8 may be more attractive to developers than the land available in alternative 7. Considering the state of the economy and that future private development is not a certainty, a "no land buildout" economic impact scenario should be presented for alternative 8.
2. The Study shows projects from alternative 6 commencing in 2012. According to the time line presented at the advisory committee meeting, that date is unlikely. Staff would suggest that the 2012 date be revised in the study.

3. The Study should include recommendations of tax incentives or other techniques that the City and state might use to keep displaced businesses from relocating to other municipalities. The Study assumes that all displaced businesses will continue operating in Waterbury even though this may not be the case.
4. The Study should include a breakdown of new residential units (size, number of bedrooms) that were used in the model under alternative 8, Scenario 1.
5. On page 42, it states that "the fiscal results for the City and the state reflect the direct, indirect and induced effects (that is, the total effect) of demolition, remediation, road and building construction, and the subsequent increases in jobs, retail sales and all taxes thrown off by the new economic activity in each region, as well as debt service required to fund bond issue(s)."

What, if any, assumptions were used to forecast the fiscal impact of increased demand for municipal services (i.e. education) brought on by the new population in the residential units proposed in alternative 8?

6. The Study characterizes the proposed intermodal transportation center (ITC) and the I-84 / Rte 8 interchange project as "co-developments." The preliminary design for the ITC has been completed and, if built, the ITC could be completed decades before the interchange is rebuilt. The decision as to whether to build the ITC or some modification thereof will be made regardless of which interchange alternative is chosen. Therefore these two projects should not be considered "co-developments."
7. The Study makes the assumption that the ITC will generate 1,500 new jobs in New Haven County. Staff believes that this assumption is overly optimistic and cannot be realized by the ITC alone.

To realize a significant increase in employment related to ITC, other assumptions have to be made regarding the Waterbury Branch Line. Some of the assumptions include additional passenger rail service, improved access of rail freight, increased reverse commuting, and transit oriented development accessible to the ITC. It is important that these assumptions be stated in the report. Furthermore, given the current state of the economy and state budget, are these assumptions still valid?