4.1.2 Bolton Notch

The preferred concept for Bolton Notch, which is illustrated in Figure 4-3 (page 4-7), modifies the layout of the existing junction of Route 6 and Route 44 to improve connectivity between Bolton Center and Routes 6 and 44 via Notch Road, and to accommodate full access (from both eastbound and westbound directions) between Route 6 and Route 44. The preferred concept also provides opportunities for improved bicycle and pedestrian connectivity within the junction via a shared use path that would connect Route 44, Route 6, Notch Road, and the Hop River Trail.

Summary of Issues in Bolton Notch:

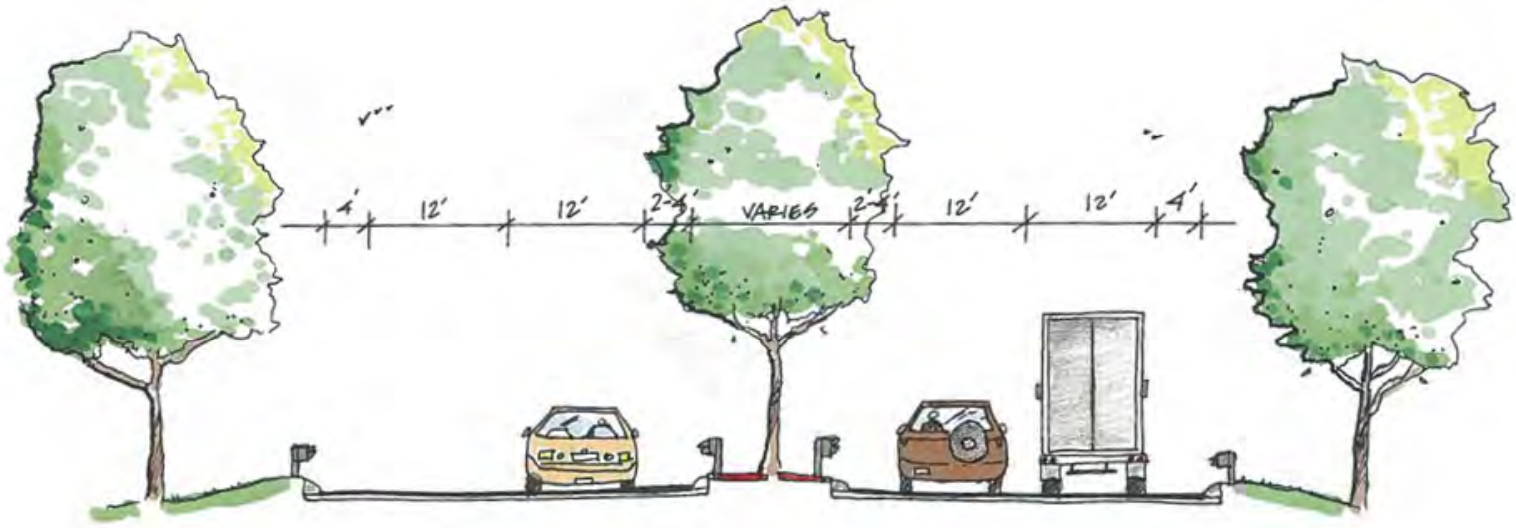
- Safety and operational issues at the existing unsignalized intersection of Notch Road with Route 6/44 including inadequate sight distance and long delays.
- Lack of a connection between westbound Route 6 and eastbound Route 44, and between westbound Route 44 and eastbound Route 6.
- Lack of a direct connection from Notch Road to westbound Route 6 and from westbound Route 44 to Notch Road.
- Lack of bicycle and pedestrian access to the Hop River Trail and between roadways within the existing junction.
- High eastbound travel speeds entering the junction.
- Stakeholder concerns about the safety and convenience of emergency vehicle and school bus access to and from Bolton Center via Notch Road.

Recommendations:

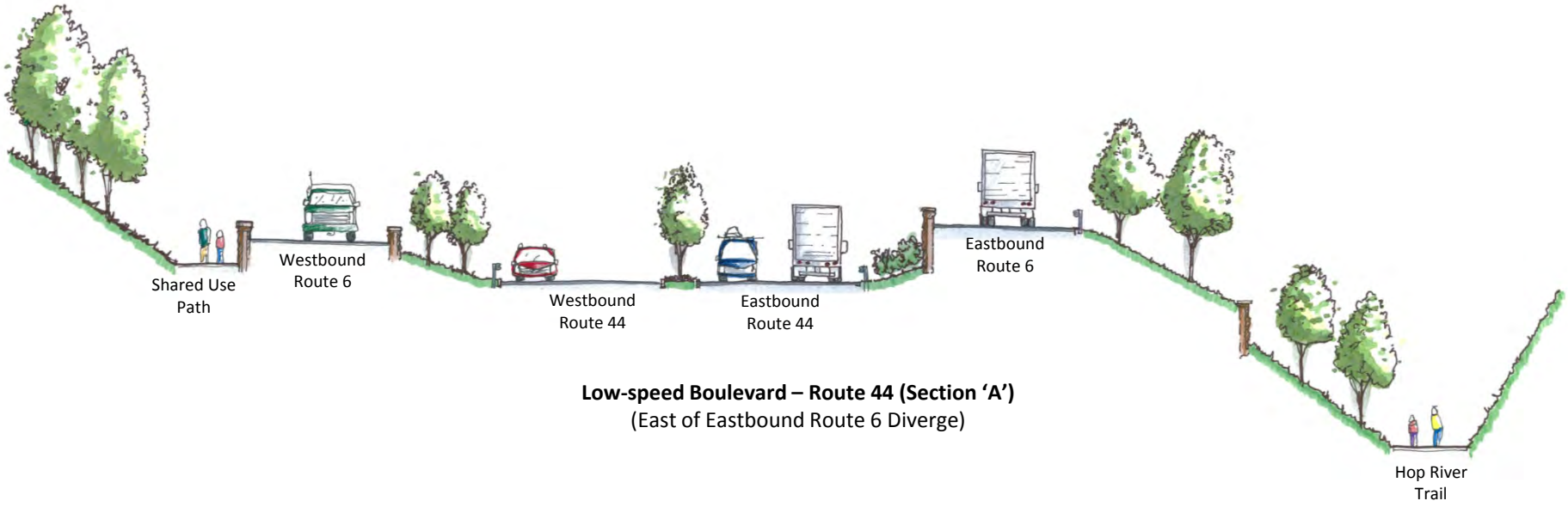
- Address high eastbound travel speeds into the junction by relocating the expressway terminus approximately a half-mile to the west (near the Route 6/Route 44 eastbound flyover). Reclassify the section of roadway between the Route 6/Route 44 flyover and Notch Road from a principal arterial – expressway, to a principal arterial – other, and change the roadway characteristics accordingly to encourage slower speeds. Provide a landscaped median, narrower shoulders, and smaller-scale signing that is characteristic of a low-speed, arterial boulevard and consistent with the posted speed limit of 40 mph (see Figure 4-4 for low-speed arterial boulevard concept, page 4-8).
- Extend the new, low-speed boulevard through the junction and transition to meet the existing two lane Route 44 located east of Quarry Road. Eliminate the existing eastbound Route 44 ramp and accommodate eastbound traffic along the new boulevard. Provide a new flyover carrying westbound Route 6 over Route 44 to accommodate the extension of the boulevard.
- Realign and extend Notch Road and provide a new Notch Road Extension that terminates at a new signalized intersection with Route 44. Relocate the existing eastbound Route 6 ramp to accommodate the Notch Road modifications. It is noted that the alignment of Notch Road Extension shown in Figure 4-3 represents one possible layout; there are alternative alignments (such as a through-roadway alignment) and alternative ramp intersection configurations that could be explored under subsequent engineering efforts.

Route 6 Hop River Corridor *Transportation Study*

Figure 4-3.
Bolton Notch Focus Area
Preferred Concept



Low-speed Boulevard - Route 6/Route 44 Overlap
(between Route 6/Route 44 Flyover and Notch Road)



Low-speed Boulevard – Route 44 (Section 'A')
(East of Eastbound Route 6 Diverge)

Note: As shown in this figure, street trees located within a median or within the roadside clear zone should be no more than 4" in diameter at maturity, unless protected from vehicular collisions by guardrail. Street trees and landscaped medians will have to be maintained by the Town of Bolton under an encroachment permit with CTDOT's Maintenance and Construction District 1.

NOT TO SCALE	*Route 6 Hop River Corridor Transportation Study*
	Figure 4-4. Route 6/Route 44 Low-speed Boulevard Concept

Recommendations (Continued):

- Accommodate full directional access between Route 6, Route 44, and Notch Road by:
  - Providing a new ramp connection from Notch Road Extension (accessible from Route 44) to eastbound Route 6.
  - Providing a new ramp connection from westbound Route 6 to the new Notch Road Extension (accessible to Route 44).
- Coordinate the adjacent signalized intersections of Notch Road Extension and Quarry Road with Route 44 to optimize traffic operations. Resultant intersection operations are (LOS AM(PM)):
  - Notch Road Extension – LOS B(C)
  - Quarry Road – LOS B(B)
- Provide a new shared use path within the reconfigured junction that connects the Hop River Trail, Route 6, Route 44, and Notch Road. It is noted that the route of the path shown in Figure 4-3 represents one possible layout; there are other potential opportunities to enhance bicycle and pedestrian connectivity in the junction, as well as other alternative routes for a shared use path that could be explored under subsequent engineering efforts[3].
- Provide a new trailhead with parking located off Route 44 opposite Notch Road Extension. This new trailhead with full directional signalized access to Route 44 and Notch Road Extension would be an alternative to the Hop River Trail access located off the expressway section of westbound Route 6/Route 44.
- Provide pedestrian accommodations (including high-visibility crosswalks, pedestrian signals, and sidewalk ramps) at the signalized Route 44 intersections with Notch Road Extension and Quarry Road. Additionally, provide pedestrian warning signs (with beacons, as deemed necessary), high-visibility crosswalks, sidewalk ramps, and short crossing distances for other shared use path crossings within the junction, particularly for those crossings located at the eastbound and westbound Route 6 ramp intersections with Notch Road Extension.
- Install a gateway sign for the Route 6 Hop River corridor along eastbound Route 6.

Design Considerations:

- Visibility of the traffic signal at the intersection of Route 44 and the new Notch Road Extension from eastbound Route 44 was a noted concern by CTDOT due to the proximity of the intersection to the new bridge carrying westbound Route 6 over Route 44. Subsequent engineering efforts will determine the actual vertical clearance of this structure and whether measures to mitigate sight line obstructions will be required.

[3] One potential alternative route for the recommended shared use path has been suggested by CTDOT and includes a connection to the Hop River Trail at a point located between the tunnel under Route 44 and the proposed bridge for Notch Road Extension. The shared use path would continue through the junction between Notch Road Extension and the eastbound Route 6 alignment; continue under Route 6 along the north and west sides of Notch Road Extension; and cross to the east side of Notch Road Extension at the Route 44 intersection. This alternative route would replace the section of the shared use path illustrated in Figure 4-3 and located south of Route 44.

Design Considerations (Continued):

- The location of the merge of the eastbound ramp from Notch Road with eastbound Route 6 should be coordinated with the recommendations for Bolton Crossroads. Specifically, the location of eastbound traffic queues for a potential signal at Bolton Crossroads should not interfere with merge operations. It is noted that alternative locations for the merge, such as downstream of a signal at the future Bolton Crossroads intersection, could be evaluated along with other geometric requirements of the merge area during subsequent engineering efforts.

Potential Impacts and Constraints:

- **Historic Resources.** Squaw Cave is a historic landmark located in Bolton Notch State Park on the rocky hillside immediately north of the existing westbound Route 44 ramp. To avoid potential impacts to this landmark, the realigned westbound Route 6 should be aligned to not encroach beyond the footprint of existing westbound Route 44.
- **Bridge Structures.** The proposed improvements will require modification (lengthening) of the existing tunnel/bridge structure that conveys the Hop River Trail under Route 6/Route 44. The existing bridge structures carrying Notch Road over the Hop River Trail and westbound Route 6 over Route 44 will be demolished and replaced with new structures.
- **Rights-of-way.** Implementation of the preferred concept will impact up to nine properties, five of which are undeveloped, and three of which are currently owned by the State of Connecticut. No private structures are impacted, and no relocations are anticipated.
- **Environment.** No wetland or floodplain impacts are likely in this area.