

**TOWN OF BOLTON  
BOARD OF SELECTMEN SPECIAL MEETING  
PUBLIC INFORMATION SESSION REGARDING ROUTES 6/44/384  
Tuesday, March 10, 2026, at 6:00 p.m.  
Town Hall & Zoom Meeting  
MEETING MINUTES**

	<b>ROSTER</b>	<b>IN-PERSON</b>	<b>ZOOM</b>	<b>ABSENT</b>
<b>FIRST SELECTMAN:</b>	Rodney Fournier	X		
<b>SELECTMEN:</b>	Bryce Aaronson	X		
	Mather Clarke			X
	David Cowles	X		
	Robert DePietro	X		
	Gwen Marrion	X		
	Tim Sadler	X		

<b>STAFF:</b>	James Rupert, Town Administrator
	Andrea Vassallo, Recording Secretary

**Members of the Public:** Various, refer to the public sign-in sheet. Rod Parlee, Ron Baldwin, Barabara Amodio, Kim Wlech, Kim Leventhal, John Hankins (Mansfield), Kevin Sullivan, Alan Bicknell, Peter Van Dine, Chris Levy.  
Rob Aloise, P.E. Director of Transportation, Capitol Region Council of Governments (CRCOG), via Zoom.

**1.0 Call to Order:**

First Selectman Rodney Fournier called the meeting to order at 6:00 p.m.

**2.0 Discussion re: Routes 6/44/384:**

First Selectman R. Fournier introduced the concept of the multi-modal interchange improvement plan as a (municipal) interdepartmental collaboration with the Capitol Region Council of Governments (CRCOG). The purpose of the public information session is to solicit feedback from Bolton residents on the concept design plan.

Town Administrator James Rupert stated that formal action by the Board of Selectmen (BOS) is required to authorize CRCOG, as the lead agency, to formally submit the plan to the CT Department of Transportation (CT DOT) on behalf of the Town of Bolton. J. Rupert further stated that after gathering public input from tonight’s Public Information Session the BOS will revisit the topic at a future BOS meeting and determine if the design plan should be endorsed for formal submittal to CT DOT.

Rob Aloise proceeded to give an overview of the concept design plan.

**History:** The intersection has posed safety and connectivity issues since the creation of I-384 in the 1960s, dividing the town and complicating access for motorists, pedestrians, and cyclists.

**Past Efforts:** Previous studies and proposals (notably the Hop River Corridor Study) were rejected mainly due to high costs (prior plan estimated at \$80 million).

**Current Proposal:** Aims to deliver similar connectivity and safety improvements at approximately 2/3 the previous cost (estimated \$50 million).

**Design Concept:**

- Resembles a diamond interchange, with Route 6 carried over a realigned Route 44.
- New ramps allow direct connections in all directions. (e.g., Route 44 to Route 6 eastbound, Notch Road to Route 6, etc.). Specifically for direct access to Route 6 east and west, and Notch Road.
- Notch Road would be realigned and extended to directly connect with Route 44; and would feature a cul-de-sac and a splitter island to prevent conflicts and improve pedestrian safety.
- A multi-use trail or sidewalk is proposed along the new routes, with a trailhead accessible from both directions.
- Multi-use trail or sidewalk added along new alignments to improve access to the Hop River Trail, including a potential new trailhead.

**Traffic Operations:**

- Intersections designed for high levels of service (A or B), with conservative lane counts that may be reduced after further traffic analysis (Levels of Service grades are similar to grading systems in educational institutions whereas; A is passing and F is failing).
- Improved safety and reduced need for circuitous or illegal movements, especially for cyclists and pedestrians.
- The plan maintains two lanes on Route 44 approaching the intersection, with potential to reduce lanes after further analysis.
- The Quarry Road intersection would be upgraded with a dedicated left-turn lane and a phase with a green arrow to improve safety.
- The plan considers the impact of increased traffic from the realignment, especially during UConn events, with concerns about congestion and safety on Route 44 and Quarry Road.
- The project aims to improve stacking capacity and reduce delays at key intersections.

**Property Impacts:**

- Partial acquisition of an apartment building (6 units) on Notch Road Extension required.
- Compliance with federal relocation and compensation standards.

**Cost and Funding Perspectives:**

The estimated cost of the project is around \$50 million, significantly lower than previous estimates of \$80 million.

- The current plan is a major project, with a total estimated cost in the \$50 million range.
- Past plans, including a \$10 million project, were not funded; current estimates reflect inflation and increased scope.
- Concerns were raised about the likelihood of state funding, with skepticism about Connecticut DOT allocating such large sums.

- The project is viewed as a long-term solution, with some residents advocating for more expensive but comprehensive alternatives.
- The current plan is considered a conservative approach, with potential for further refinement after additional traffic studies.

### **Community Comments/Concerns:**

#### **Environmental & Historical:**

- The new road would cut through wetlands, raising concerns about environmental impacts, i.e. local wells, and sensitive water sources.
- Need for a soils/wetlands map and consideration of water quality, especially near Freja Park and the Hop River Trail.
- Concerns near Squaws Cave. An archaeological survey around Squaw Caves is recommended to prevent destruction of significant historical features.
- The existing bridge is in fair to poor condition, with geometric safety issues.
- The plan avoids impacting the north side curb line and aims to minimize disturbance to historical sites.

#### **Traffic Safety and Intersection Concerns:**

The discussion centers on improving traffic safety, intersection design, and traffic flow management in the area.

- Traffic calming options were discussed but not detailed in the current plan.
- Major issue is speeding and reckless driving through the Notch area.
- Traffic calming devices, such as islands and potential roundabouts, were considered to reduce speed and improve safety.
- Roundabout was initially considered but not chosen due to lack of traffic signals and unique intersection characteristics.
- Roundabouts are effective for similar volume approaches with conflicts, but this intersection has fewer conflicts.
- The proposal emphasizes a conceptual plan, with details to be refined during design phases.
- Support for moving forward with the concept is expressed, pending further study and approval.

#### **Traffic Impact on Local Roads:**

- Concerned that Notch Road would see increased volume, shifting from a local to a collector road, raising safety and noise issues near the middle school and senior center.
- Worried about narrow roads, school bus access, and neighborhood cut-through traffic.

#### **Event Traffic (UConn):**

- Residents noted heavy Route 44 traffic during UConn events; questioned whether the plan adequately addresses these surges.
- The proposal offers some operational improvements but does not extend beyond the Quarry Road intersection.

#### **Technical Suggestions:**

- **Traffic Calming:** Calls for more detail on traffic calming measures to address speeding through the notch.

- **Protected/Buried Bike Lanes:** Suggestions to consider underpasses or tunnels for trail crossings, referencing successful examples elsewhere.
- **Intersection Configuration:** Requests for dedicated turn lanes and improved signal phasing at Quarry Road and other key points.

**Next Steps & Actions:**

- **Board of Selectmen:** To place the conceptual plan on an upcoming agenda (within two weeks) for formal discussion and potential endorsement to move the proposal forward to DOT.
- **Further Study:** If endorsed, CT DOT (CT Department of Transportation) would conduct additional traffic counts, environmental reviews, and design refinements, with more opportunities for public input.
- **Public Participation:** Residents encouraged to submit further questions or comments to the town for inclusion in ongoing discussions.

**Conclusion:**

While there is broad public support for moving forward, significant concerns remain regarding environmental impact, neighborhood effects, design details, and project cost.

**3.0 Adjourn:**

Consensus to adjourn **at 7:00 PM. MOTION CARRIED 6:0:0.**

Respectfully submitted by Andrea Vassallo, Recording Clerk

*Andrea Vassallo*

*Please see minutes of subsequent meetings for corrections to these minutes and any corrections hereto.*

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# Town of Bolton

## Sign In Sheet

Meeting: ROUTE 61441384

Date: 3/10/26

Print Name	Print Address
1. Barbara Amodio	50 Volpi Rd, Bolton
2. JOHN HANKINS	129 Puddin Lane, Mansfield Ct
3. Arlene Fiano	6 Bayberry Road
4. RON CARBONE	15 BREIT MTN RD EXT.
5. James Perkins	15 Laurwood Pr.
6. Tom & Rebecca Gent	20 Meadow Rd
7. Kevin Glean	46 Country Club
8. Cathy & Steve YAVINSKY	83 FRENCH RD
9. Annie Vernier	12 Colonial Rd
10. Emily Morris	30 Uynwood Dr
11. Deborah Livingston	59 Maple Valley Rd
12. SCOTT LIVINGSTON	59 MAPLE VALLEY RD
13. Jan Mancini	11 Cook Dr.
14. <del>Charles</del>	54 ENSIGN STREET, E.H.
15. Dan Ruff	15 Vernon Rd Bolton
16. Kim Tramm	15 Vernon Rd Bolton
17. Alex Anselmi	40 Luck Way
18. Tom Balskus	21 Laurwood
19. Christopher Doffy	8 STONE HEDGE
20. Alan Bicknell Alan Bicknell	890 Boston Turnpike

Rob Facher  
PETER VAN DINE

76 Brookfield  
81 VERNON RD

Connie Holzko

55 W. Vernon Rd.

## McCavanagh, Kathy

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**From:** Fournier, Rodney  
**Sent:** Sunday, March 8, 2026 6:29 PM  
**To:** McCavanagh, Kathy  
**Subject:** Fw: Email Popup Form Submission

Correspondece

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**From:** Michael McDonnell <notifications@branchcms.com>  
**Sent:** Sunday, March 8, 2026 6:23 PM  
**To:** Fournier, Rodney <rfournier@boltonct.gov>  
**Subject:** Email Popup Form Submission

EXTERNAL EMAIL - This email was sent by a person from outside your organization.

New form submission on March 08, 2026

**Name:** Michael McDonnell

**Email:** mikemcd63@aol.com

*A copy of this form will be sent to your email as listed above.*

**Phone number:** 860-416-9693

**Message:** Rodney,

This is Mike McDonnell of 18 Deer Run Road in Bolton. I will be out of town on March 10th and will not be able to attend the meeting regarding the proposed improvement to the I-384/Route6/Route44/Notch Road interchange. I'd like to offer my thoughts to you in lieu of attending in person. 1) While many residents in town may have legitimate concerns about components of this proposal, the best action for now is that the town move forward with this project. We don't know the next time we'll have a chance to improve this interchange. What we have now is horrible and unsafe. Don't let the perfect undermine the good.

2) We should have opportunities to tweak this project during the ConnDOT design process. If we kill the project now, we won't have that opportunity.

Thanks for taking the time to read this and, if possible, incorporate this into the minutes.

All the best,  
Michael McDonnell  
Retired ConnDOT Engineer

**Attachment:**

**Contact name:** Rodney Fournier

**Kamara, Suellen**

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**From:** AT&T Yahoo <jamesengco@sbcglobal.net>  
**Sent:** Monday, March 9, 2026 4:21 PM  
**To:** Kamara, Suellen  
**Subject:** Comments on CRCOG Study.

EXTERNAL EMAIL - This email was sent by a person from outside your organization.

My comments are:

3/9/26

COCOG Corridor Study:

I have reviewed the 2 primary choices, the 2013 and the most recent.

I prefer the 2013 but have questions about the vertical alignment of Notch Rd. Ext. over the Hop River Trail and Notch Rd. Extension under Route 6. Will it make a hump in route 6? Where will parking be for and access for the Trail?

The most recent I don't care for because it kinks Rt.44 EBs alignment and makes it go through 2 traffic lights. I think this will make traffic flow slower. A straight alignment is better, like it is existing.

Jim Loersch, P.E.



March 9, 2026

Dear Bolton Board of Selectmen, Jim Rupert and Patrice Carson;

Bike Walk Bolton is writing in support of the Town of Bolton and CRCOG's proposed plan for the Rt 6/Rt 44/I384 interchange at Bolton Notch. The proposed plan also brings badly needed pedestrian and bicycle access to the area and offers significant traffic improvements.

We as Bike Walk Bolton fully support the proposal and encourage you to do whatever you can to move this plan forward.

Thank you for your continued support and dedication to making Bolton's streets safer for all residents.

Sincerely,

Sylvia Ounpuu and Barbara Amodio, Co-chairs

Ellie King, James Perkins, Jim Adams, Kim Fofana, Linda and Earl Armstrong, Kim Welch, Matt Anderson, Erin Anderson, Emily Morris, John Sypek – Members

Bike Walk Bolton

# Bolton Notch

## 2026 Concept Introduction



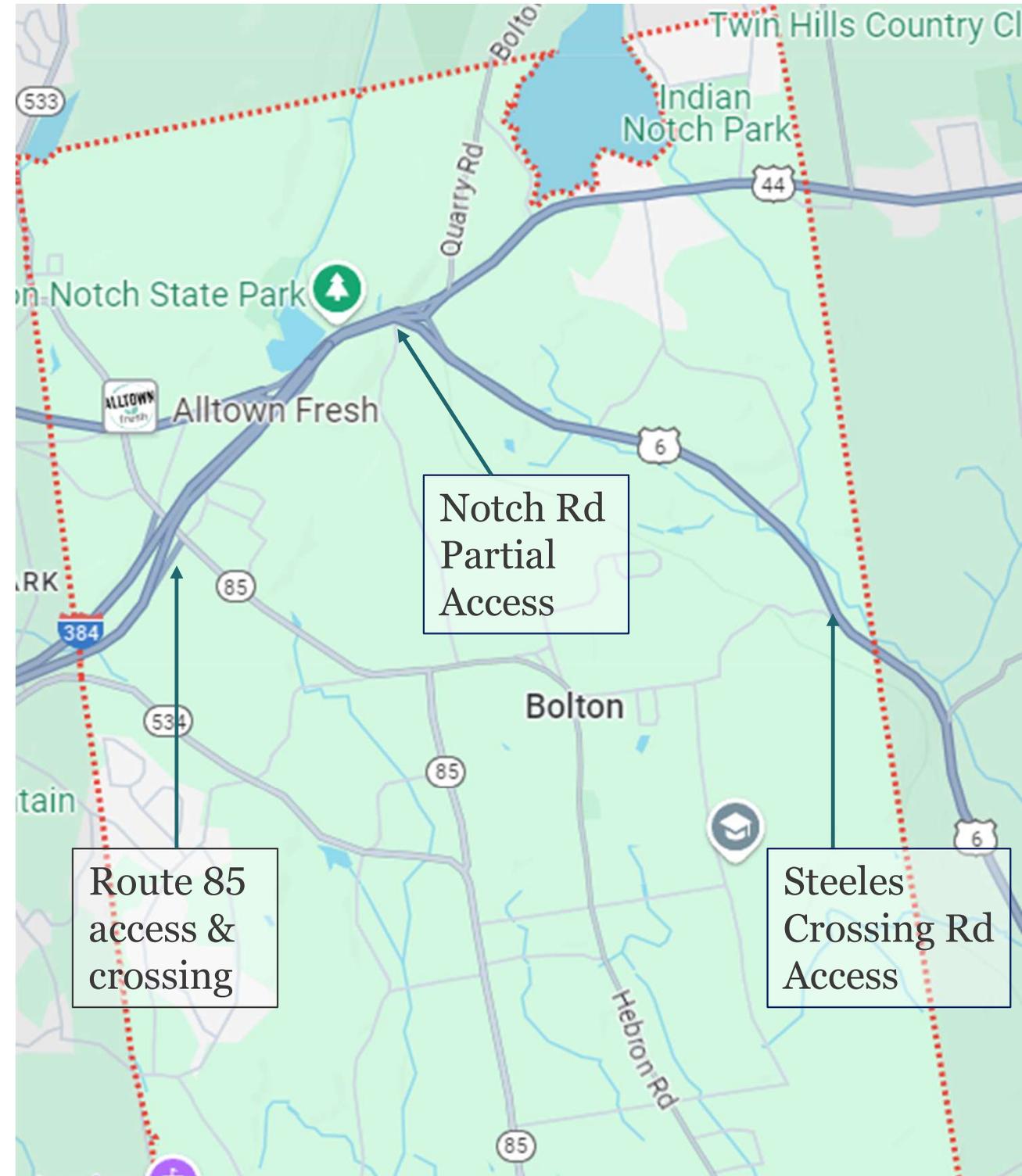
Rob Aloise, P.E.  
CRCOG Director of Transportation

Bolton Board of Selectmen Meeting  
January 27, 2026



# Bolton – Town Connectivity

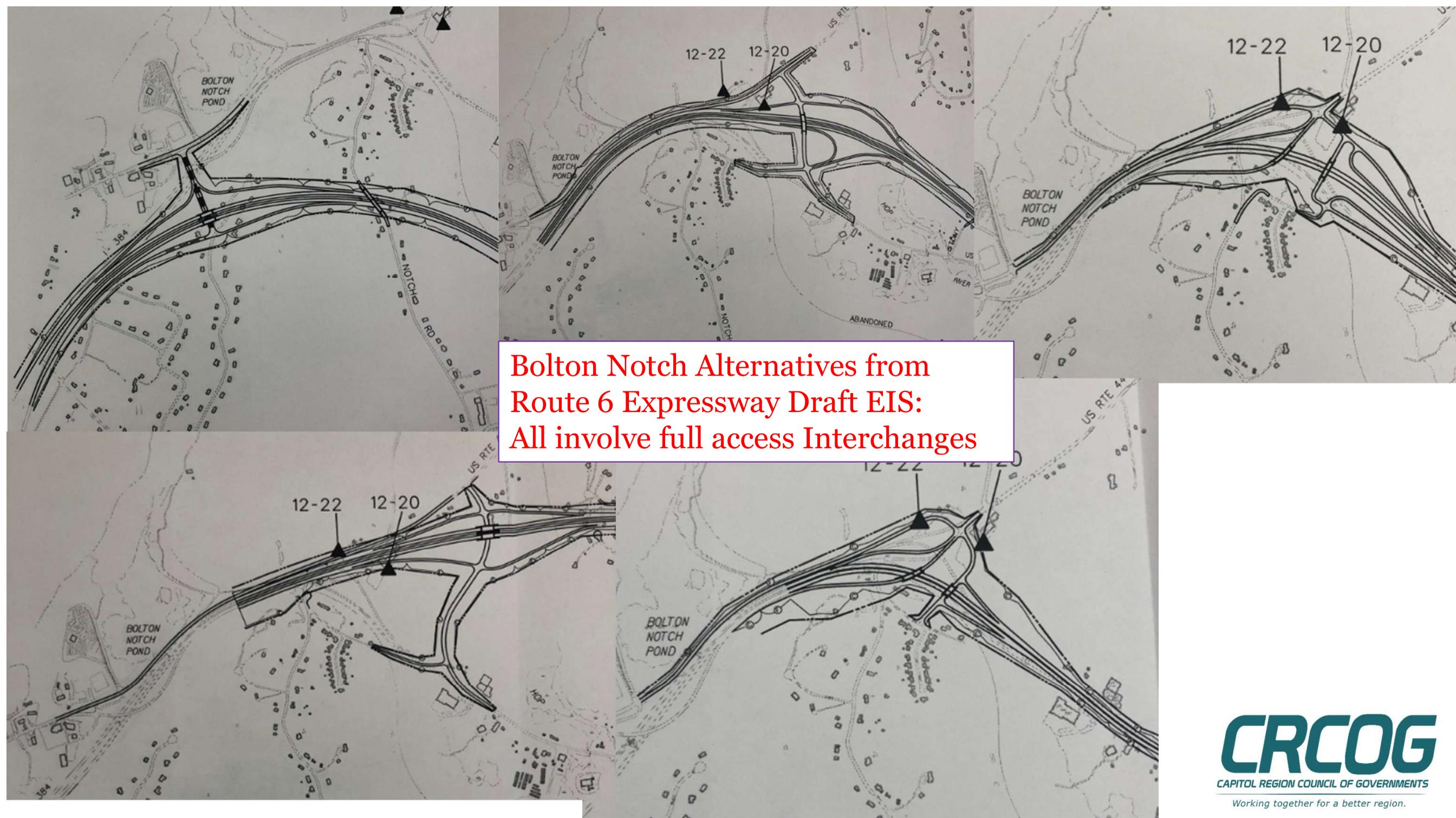
- Bisected by I-384, prior rail, etc.
- Access restricted to Right-in/Right-out at Notch Road and safety issues resulting in town vehicle prohibitions
- Only two full-access locations (at far-east and far-west sides of town) between the majority of town and I-384 and Route 6
- Lack of Pedestrian and Bike Access through Bolton Notch
- Left with interim, incomplete access at Bolton Notch following abandonment of the Route 6 Expressway project



# Purpose and Need

**Improve Safety and Connectivity.** The following movements at the Interchange are either not provided, or are very difficult:

- Route 44 westbound to Route 6 eastbound, **not provided**
- Route 6 westbound to Routes 44 eastbound, **not provided**
- Route 44 westbound to Notch Road, **not provided**
- Route 6 westbound to Notch Road, **not provided**
- Bicycle and Pedestrian access to the Hop River Trail, **prohibited**
- Notch Road to/from Route 6 eastbound, and to Route 44 eastbound, **very difficult** (*Access is severely limited due to safety concerns so acute that town-owned vehicles are prohibited from using Notch Road*)



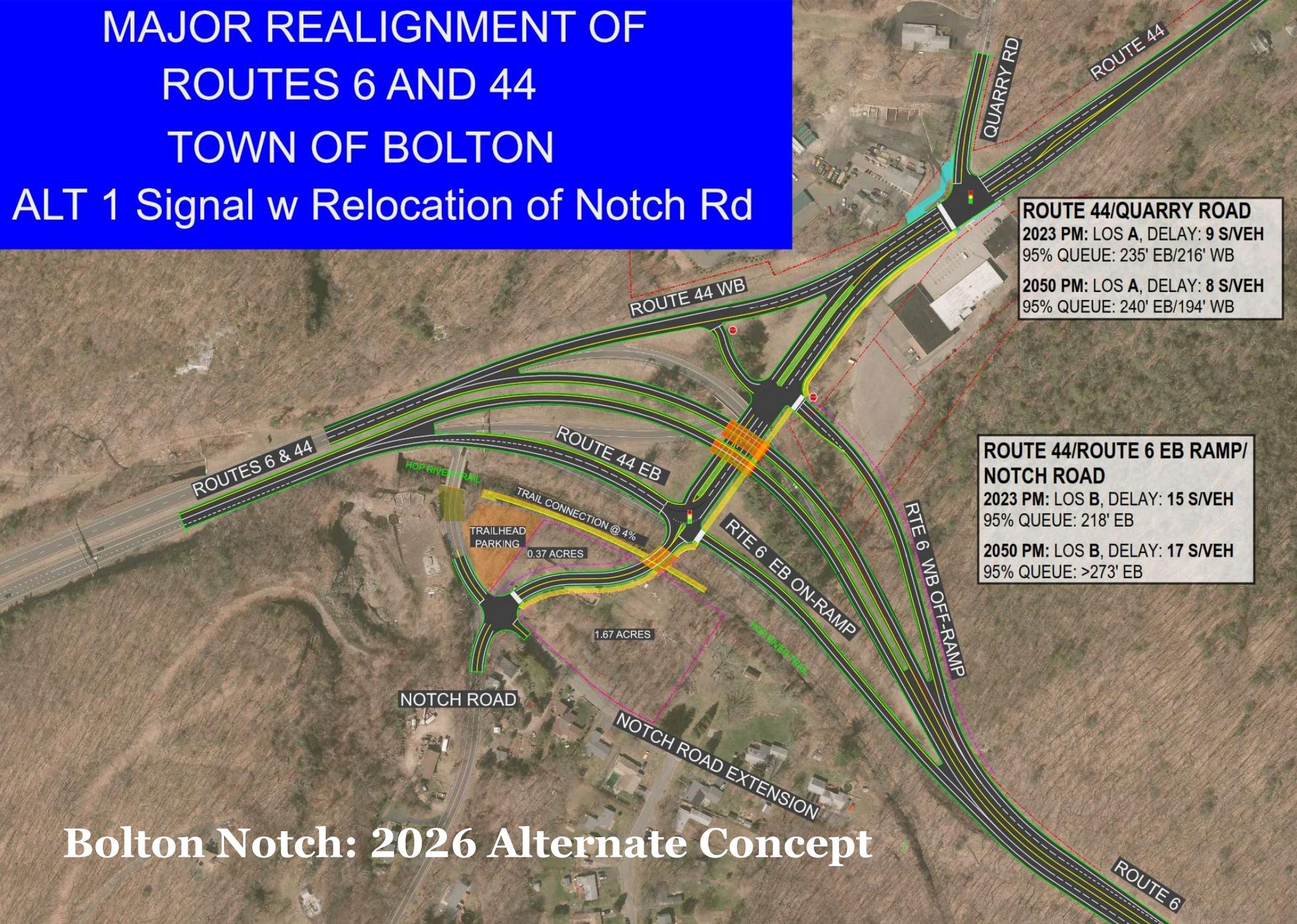
**Bolton Notch Alternatives from  
Route 6 Expressway Draft EIS:  
All involve full access Interchanges**

# CRCOG 2013 Hop River Corridor Study



## Bolton Notch: 2013 Recommendation

**MAJOR REALIGNMENT OF  
 ROUTES 6 AND 44  
 TOWN OF BOLTON  
 ALT 1 Signal w Relocation of Notch Rd**



**Bolton Notch: 2026 Alternate Concept**

## If Bolton indicates concept support (preferably documented):

- CRCOG transfers files with concept, report, and analysis to CTDOT
- CRCOG obtains updated Traffic Counts, updates capacity analyses, and transfers to CTDOT
- CRCOG requests a “pitch meeting” with CTDOT brass and requests:
  - CTDOT Project Development Unit review, CTDOT/CRCOG funding identification, and project initiation

**or at a minimum:**

- Indication of CTDOT project support enabling CRCOG (and/or CTDOT) to seek competitive funding for Environmental, Design, and/or possibly Construction phases

Thank You

**MAJOR REALIGNMENT OF  
ROUTES 6 AND 44  
TOWN OF BOLTON  
ALTERNATIVE 2 HYBRID ROUNDABOUT  
WITH RELOCATION OF NOTCH ROAD**

