Executive Summary

Route 6 Hop River Corridor
Transportation Study

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Acknowledgements

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The Final Plan is the result of a collaborative effort among local officials, local stakeholders, and regional and State planners. This effort was guided by the Regional Economic Development Council (REDC) with representation from each of the four participating towns, including:

Bolton:

- Joyce Stille, Administrative Officer, REDC Chairperson
- John Pagini, Director of Community Development
- Cathy Teller, Economic Development Commission

Coventry:

- John Elsesser, Town Manager
- Eric Trott, Director of Planning and Economic Development

Andover:

- Robert Burbank, First Selectman
- Leigh Ann Hutchinson, Planning & Zoning Commission
- Elaine Buchardt, Selectwoman, Economic Development Commission

Columbia:

- Carmen Vance, First Selectwoman
- Jana Butts, Town Planner
- Vera Englert, Economic Development Commission, Planning & Zoning Commission, Business Owner

CRCOG expresses its appreciation to the members of the REDC and others who contributed their time and knowledge to the development of this Plan.

CRCOG and REDC also express their appreciation for the support and input of the following:

- Tony Guglielmo, State Senator, District 35
- Steve Cassano, State Senator, District 4
- Edith Prague, State Senator, District 19
- Pamela Sawyer, State Representative, District 55
- Timothy Ackert, State Representative, District 8

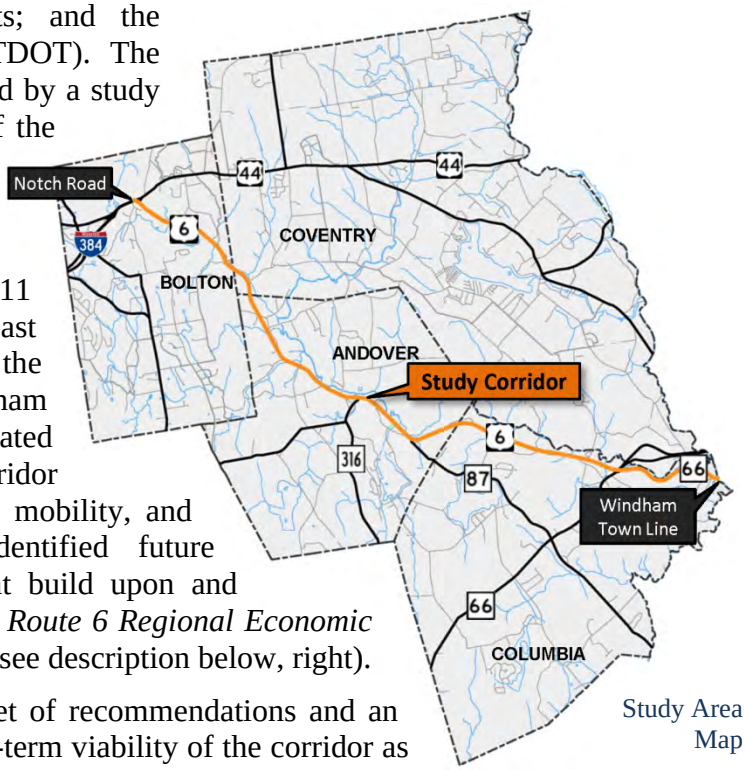
As a result of the dedication and cooperation of all those involved in the development of the *Route 6 Hop River Corridor Transportation Study*, the recommendations in the Plan have received acceptance/endorsement by each of the four participating towns, CRCOG Transportation Committee, and CRCOG Policy Board.

Executive Summary

Introduction

The *Route 6 Hop River Corridor Transportation Study* was undertaken by the Capitol Region Council of Governments (CRCOG) in cooperation with the towns of Bolton, Coventry, Andover and Columbia; the Windham Region Council of Governments; and the Connecticut Department of Transportation (CTDOT). The study and its recommendations were developed by a study team composed of CRCOG staff, members of the Regional Economic Development Council (REDC), and CRCOG's technical consultant, CHA.

The study corridor included approximately 11 miles of US Route 6 and 2 miles of Route 66 East located between Notch Road in Bolton and the Willimantic River at the Columbia-Windham town line (see map at right). The study evaluated existing and future conditions in this corridor relative to vehicular and multimodal safety, mobility, and accessibility. In addition, the study identified future development opportunities and strategies that build upon and complement the recommendations of REDC's *Route 6 Regional Economic Development Strategy and Master Plan Study* (see description below, right).



Study Area Map

The result of the study is a comprehensive set of recommendations and an implementation plan that will support the long-term viability of the corridor as a regional transportation link and economic growth opportunity.

This summary highlights the key findings of the existing and future conditions assessments of the study and provides a synopsis of the recommendations plan.

Summary of Community & Stakeholder Involvement

The active involvement of the REDC, CTDOT, and a broader group of community stakeholders – including local residents, area business owners, and other town representatives – was a cornerstone of the study process. This involvement provided input and guidance for the study and included:

- Public Meetings in May 2010, December 2011, and June 2012 (6 total).
- Stakeholder Workshops in June/July 2011 (3 total).
- CTDOT Coordination Meetings (3 total).
- REDC Coordination Meetings (18 total).

Route 6 Economic Development Strategy and Master Plan Study

The REDC's study, completed in 2010, provided a unified vision for future development in the Route 6 Hop River corridor that was developed through public involvement and consensus building across the four participating towns. The study also defined targeted areas for future development in the corridor and proposed a new Corridor Zone to promote growth in these areas while preserving the historic, scenic, and environmental resources of the corridor.

Summary of Key Findings

Existing and Future Conditions Assessment

The Route 6 section of the study corridor is a critical regional link between the eastern end of I-384 in Bolton and the western end of the Route 6 expressway in Columbia. As such, it serves a significant level of interstate and regional through-travel, as well as local travel and access. The Route 66 East section of the study corridor parallels the Route 6 expressway in Columbia and links the Route 6 section of the corridor to Willimantic. This route generally serves local travel.

Junction of Route 6/44, Bolton

Intersection of Route 6/66, Columbia

The existing and future conditions assessment included an evaluation of roadway conditions; traffic volumes and operations; travel speeds; pedestrian, bicycle, and transit accommodations; accident history; and safety issues in the corridor. Data analysis and field review of corridor conditions were supplemented by local stakeholder input to identify key issues and areas of concern, including:

- **Travel speeds.** Speeds, particularly in reduced speed areas (45 mph or lower), generally exceed the posted speed limit by 10 mph or more, creating safety concerns for all roadway users.
- **Junction of Route 6/44 and Notch Road intersection.** Limited access between Route 6, Route 44, and Notch Road with safety concerns at Notch Road intersection.
- **Route 6/66 intersection.** Intersection encourages high speeds from the expressway; is a high accident location; and is visually unappealing with excessive pavement.
- **Intersection delays.** Traffic volumes on Route 6 create long delays at unsignalized side road intersections and traffic growth will exacerbate these delays. Eight of the nine unsignalized intersections studied are expected to operate poorly under future traffic conditions. Delays at signalized intersections are generally acceptable and are expected to be acceptable under future conditions; the Route 6/66 intersection, however, will require capacity improvements.
- **South Street.** Configuration of intersection with Route 6 is undesirable and a safety concern. Existing curvature and grades on South Street are also safety concerns.
- **Route 66 East.** Travel speeds, inadequate shoulders for bikes, poor curve delineation, and intersection of Cards Mill Road are safety concerns.
- **Pedestrian and bicycle facilities.** There is no access through the junction of Route 6/44. There is one crosswalk with limited pedestrian accommodations at Long Hill Road in Andover. There are no bicycle warning signs on Route 6 or Route 66 East.
- **Hop River Trail access.** Trail identification and signage are lacking in the corridor, and direct access and trailhead accommodations are limited.
- **Traffic growth.** CRCOG's traffic forecast for the future condition shows that traffic volumes on Route 6 are expected to increase between 21% and 36% by 2030, with highest growth in the west. Volumes on Route 66 East are expected to increase approximately 14%.

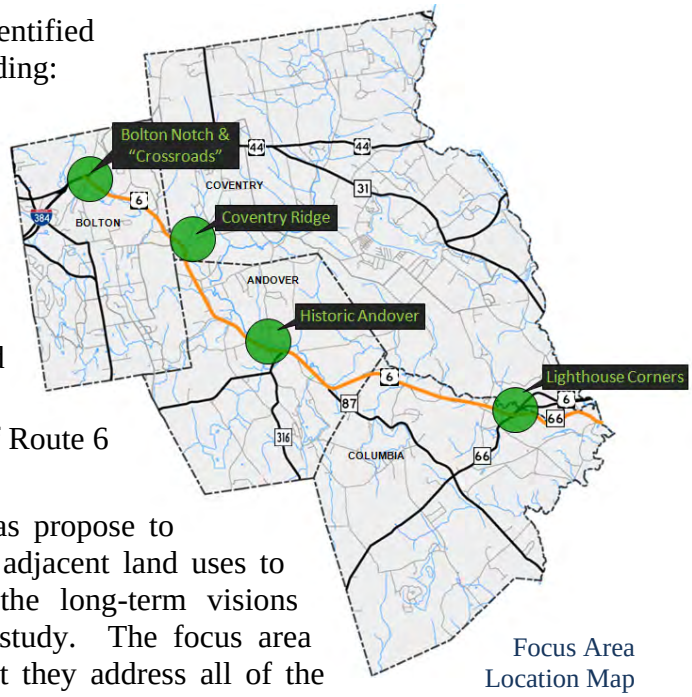
Future Development Potential

The study team worked closely with the REDC to develop a future development model that was used to approximate the development potential of the Route 6 Hop River corridor. The future development model was designed to calculate the area of anticipated development (reported in square feet, sf, of floor area) that could be realized in each location along the Route 6 Hop River corridor by 2030, as well as the total development area that could ultimately be realized at full build-out.

Focus Area Recommendations

Five locations in the corridor (see map at right) were identified by stakeholders as focus areas for in-depth study, including:

- **Bolton Notch**, located at the junction of Route 6 and Route 44 in Bolton.
- **Bolton Crossroads**, located near Bolton Ice Palace and Munson's Chocolates in Bolton.
- **Coventry Ridge**, located west of South Street and north of Route 6 in Coventry.
- **Historic Andover**, located west of Long Hill Road and north of Route 6 in Andover.
- **Lighthouse Corners**, located at the intersection of Route 6 and Route 66 in Columbia.



Focus Area Location Map

The recommendations developed for these focus areas propose to significantly change the character of Route 6 and/or adjacent land uses to address transportation issues, and to complement the long-term visions developed for these areas under the REDC's 2010 study. The focus area recommendations are generally comprehensive in that they address all of the various safety, mobility, and accessibility issues within the focus area.

Creating Village Context at Bolton Crossroads, Historic Andover, and Lighthouse Corners

Recommendations at these focus areas include transportation and land use measures and strategies to create village context. The recommendations also aim to effect changes in driver behavior to encourage slower speeds and provide safer travel conditions on Route 6 while making these areas more attractive and accessible for development.

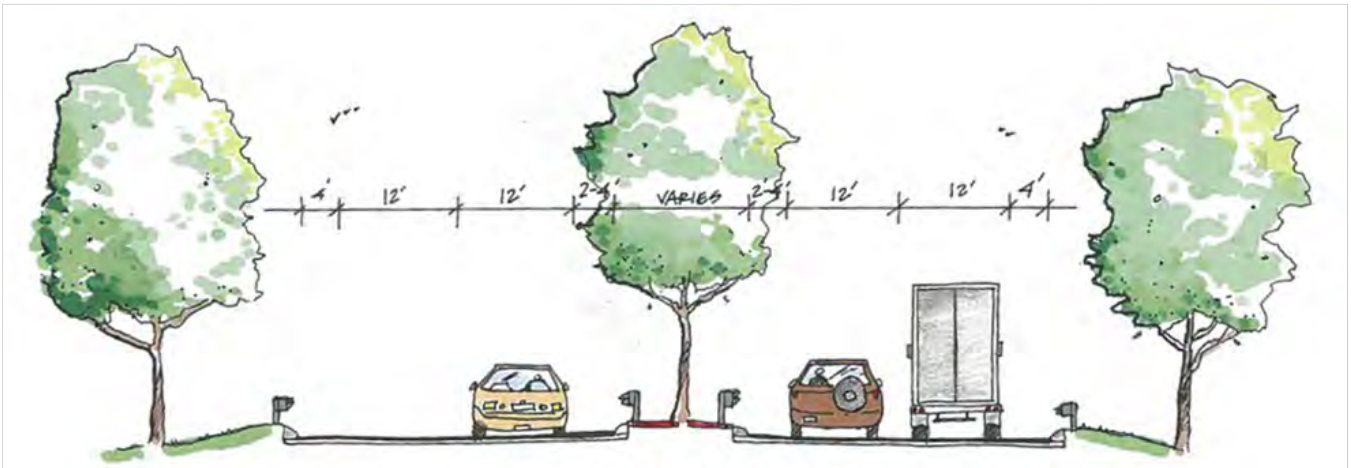
Village elements in the Bolton Crossroads, Historic Andover, and Lighthouse Corners focus areas include:

- Village-scale mixed-use development and density.
- Parking provided on side or rear lots.
- Low-speed arterial design for Route 6 with speed mitigation measures.
- Sidewalks and bike-safe shoulder along Route 6.
- Small networks of local streets to provide access between Route 6 and new developments.

Recommended Low-speed Arterial Design for Route 6 in Village Areas

Bolton Notch

The preferred concept 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.



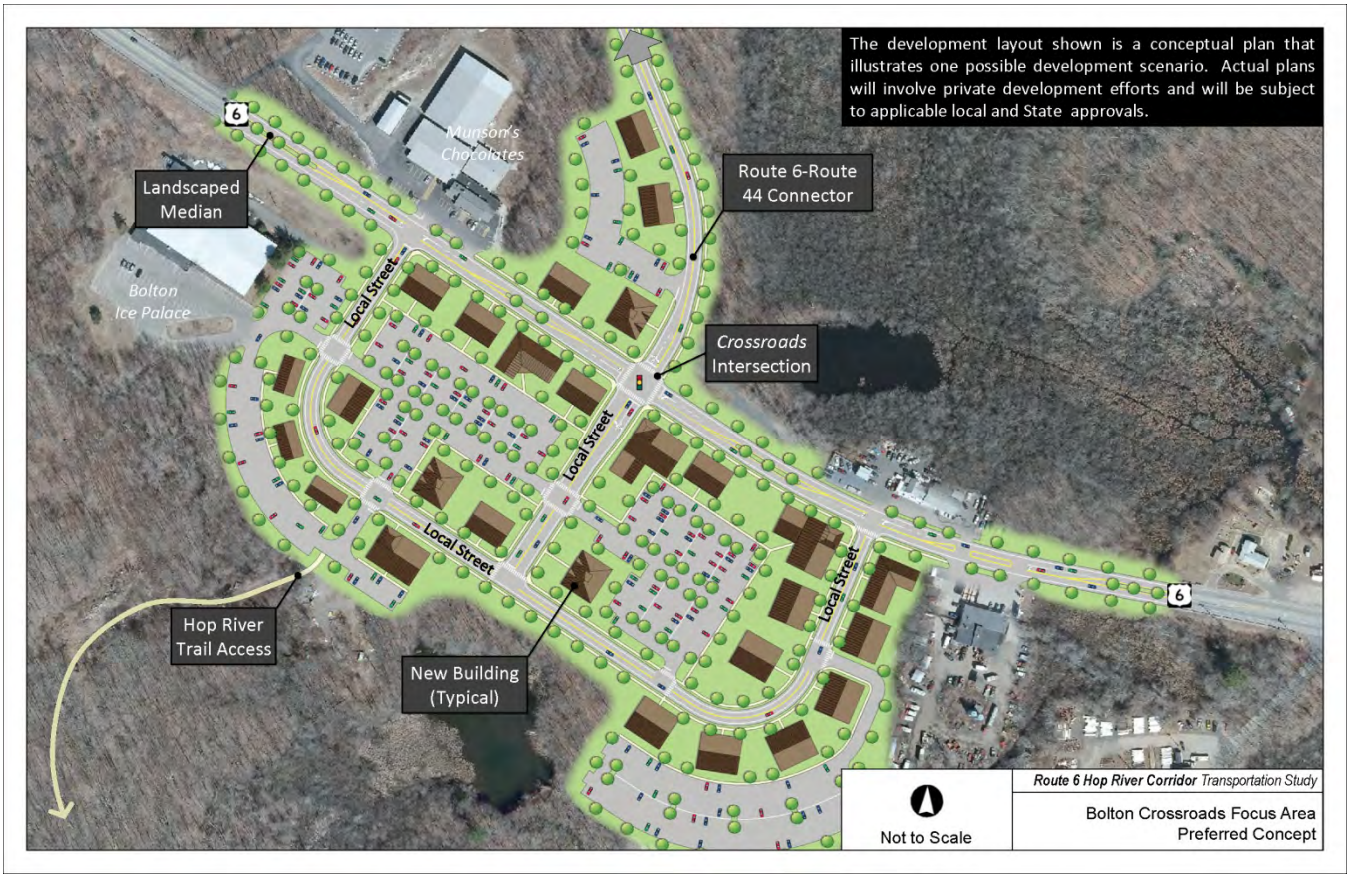
Low-speed Boulevard - Route 6/Route 44 Overlap
(between Route 6/Route 44 Flyover and Notch Road)

Bolton Crossroads

The preferred concept is derived from the original Bolton Crossroads concept (at right) that was included in the Corridor Master Plan developed under REDC's 2010 Study. Similar to the original concept, the preferred concept illustrates potential development opportunities located near the Bolton Ice Palace that are consistent with the development that would be accommodated within the context of a node as it is defined in the proposed Corridor Zone.

Bolton Crossroads Concept from REDC's 2010 study

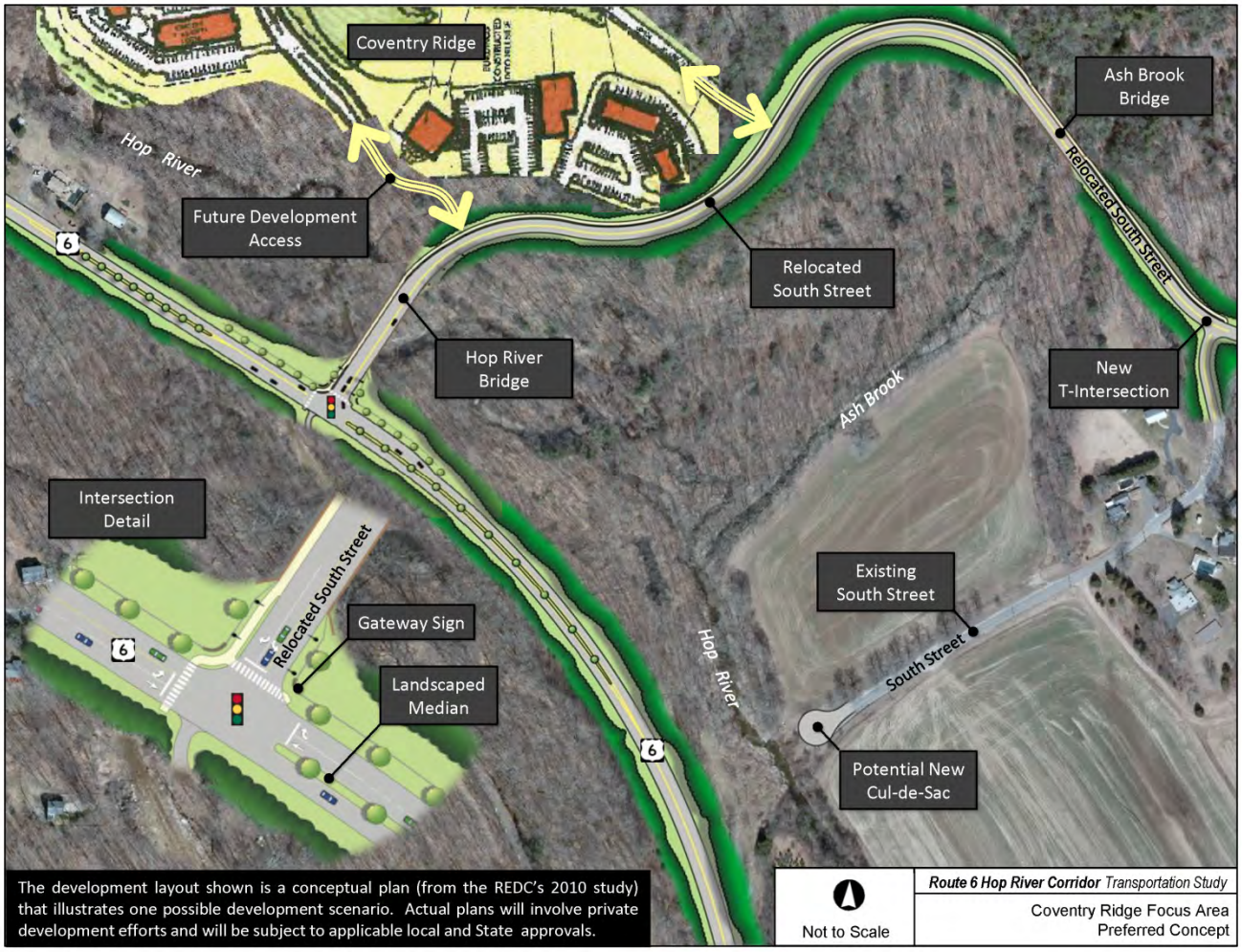
The preferred concept includes provisions for a small network of local streets and physical changes to Route 6 that will accommodate and support the community's long-term vision for a pedestrian and bicycle-friendly mixed-use village in this area. The physical changes to Route 6 include access management measures and speed mitigation measures to promote safety, and streetscape improvements to create a western gateway, or sense of arrival, for travelers as they enter the Route 6 Hop River corridor. The preferred concept also includes a new street connection between Route 6 and Route 44 that will provide access for additional development opportunities. The village layout, as shown, is a conceptual plan that illustrates one possible development scenario. It is anticipated that full build-out of the village would involve private development efforts and could occur in phases over the course of several decades.



Coventry Ridge

The preferred concept relocates South Street to the west to provide an improved intersection with Route 6 and to accommodate access to developable lands. In support of the community's vision for a future development node in this location, the relocated South Street provides access to a key undeveloped 100-acre Coventry parcel located northwest of the existing Route 6/South Street intersection. By relocating South Street, the existing undesirable intersection with Route 6 is eliminated; roadway conditions on South Street are improved for local through traffic, adding increased visibility to the Coventry Ridge development; and the new South Street intersection becomes the "gateway" to Coventry from the Route 6 Hop River corridor.

Proposed View – East along Route 6 at Relocated South Street



Historic Andover

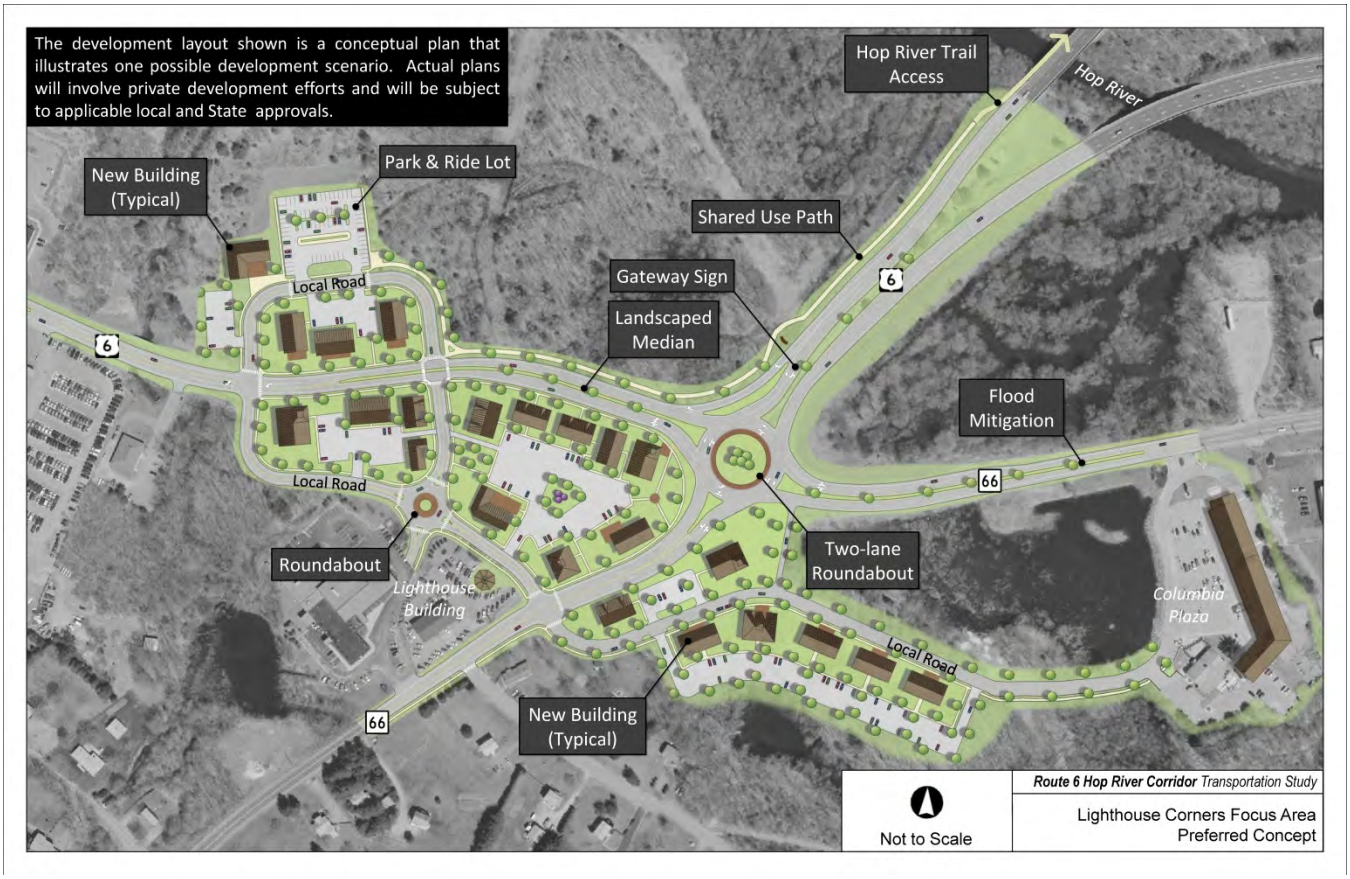
The preferred concept for Historic Andover includes provisions for a small network of local streets, physical changes to Route 6, and improved accessibility to the Hop River Trail that will accommodate and support the community's long-term vision for a pedestrian and bicycle-friendly mixed-use village in this area with strong ties to the Hop River Trail. The physical changes to Route 6 include access management measures and speed mitigation measures to promote safety, and streetscape improvements to create a gateway to Historic Andover in the Route 6 Hop River corridor.

The village layout, as shown, is a conceptual plan that illustrates one possible development scenario. It is anticipated that full build-out of the village would involve private development efforts and could occur in phases over the course of several decades. The relocation of the existing town maintenance garage would be required to accommodate the new local streets and development illustrated in the plan.

Proposed View – West along New Local Street from Long Hill Road

Lighthouse Corners

The preferred concept for Lighthouse Corners (intersection of Route 6 and Route 66 in Columbia) replaces the existing signalized intersection with a two-lane modern roundabout to improve traffic safety and operations while complementing the future village character that is envisioned by the Town for this area. The future village – including new mixed-use development opportunities and improved multimodal accommodations – would be integrated with and designed to complement existing businesses in the area, including the Lighthouse building (from which the name "Lighthouse Corners" was inspired) and Columbia Plaza.



The village layout, as shown, is a conceptual plan that illustrates one possible development scenario. Any development plans or future transportation improvements for this area should be carefully laid out to maintain the prominence of the existing Lighthouse building and to integrate it and other existing businesses into a future village setting. The intent of providing future development opportunities within the context of a village setting is to support the overall economic viability of the area and to complement existing businesses by creating an attractive, accessible, and desirable commercial destination for local and regional patrons, commuters, and residents.

Lighthouse Building, Route 66, Columbia
(Source: flickr)

Other Access & Safety Recommendations

The study includes a variety of recommendations to improve vehicular access and safety in other locations outside the limits of the five Focus Areas. These recommendations are categorized into side road intersection improvements, access management improvements and policies, Route 66 East safety measures, and incident management considerations, as described below.

Side Road Intersection Improvements

Recommendations are provided for nine side roads in the corridor to address a number of existing issues including long peak hour delays, limited sight distances, needs for improved warning signage, and accident history. Specific recommendations vary by location, but include:

- Modifying side road approaches to accommodate concurrent left and right turns.
- Providing mitigation for limited sight distances, such as installing dynamic intersection warning signs.
- Installing road name plaques on intersection warning signs.
- Reconfiguring the Cards Mill Road intersection (at right).

Intersection Improvement Concept: Cards Mill Road at Route 66 East, Columbia

Access Management Improvements and Policies

The goal of the access management components of this study is to encourage CTDOT, the towns, and private property owners to pursue and implement practical and feasible access improvements to the benefit of traffic flow and overall safety in the Route 6 Hop River corridor. The recommendations include:

- Corridor-wide access design guidelines that better define the physical standards for commercial driveways in the corridor.
- Supplemental access management language for the proposed Corridor Zone.
- Site-specific commercial access improvements – such as consolidation and narrowing of existing driveways – for existing commercial establishments.

Route 66 East Safety Measures

Accident data, speed data, and local experience support the need for measures to address vehicular speeds and safety issues on Route 66 East. As such, improvement recommendations include:

- Implementing speed mitigation measures and vehicular access improvements between Flanders Road and Windham town line.
- Striping narrower 11 ft travel lanes to encourage slower speeds and improve lane delineation.
- Implementing curve safety measures such as new warning signs and sight line improvements.
- Installing new guardrail systems to better protect against run-off-the-road accidents.
- Providing safety and access measures for pedestrian and bicycle activity.

Incident Management Considerations

Because Route 6 is a vital link between I-384 and the Route 6 expressway for interstate travel, further consideration could be given to treating Route 6 in the study area like an interstate with respect to incident management. Specifically, it is recommended that diversion route planning for the Route 6 corridor be considered by state, regional, and local stakeholders.

Multimodal Recommendations

A primary goal of this study was to plan for *complete streets* in the Route 6 Hop River corridor by providing multimodal recommendations for safer and more convenient accommodations for pedestrians, bicyclists, and transit users. The recommendations include pedestrian and bicycle improvements, Hop River Trail improvements, and transit access and convenience improvements, as outlined in this section.

Pedestrian and Bicycle Improvements

Various improvements have been integrated into the large-scale and long-term preferred concepts for Bolton Notch, Bolton Crossroads, Coventry Ridge, Historic Andover, and Lighthouse Corners in Columbia that will encourage reduced speeds and increase driver awareness of both pedestrians and bicyclists within these areas. In addition to these, the study includes the following recommendations for smaller-scale improvements to pedestrian and bicycle facilities in the corridor:

Bike Warning Sign

- **Shared use path, Bolton Notch.** Construct a path along the north side of Route 6/44 between Bolton Notch State Park trailhead and Quarry Road, with crossing improvements at Quarry Road.
- **Sidewalk and crossing improvements, Andover.** Upgrade pedestrian crossing at Long Hill Road. Construct sidewalk between Park and Ride lot and Long Hill Road.
- **Bike route designation and warning signage.** Designate Route 6 as a state bike route and provide bike route markers. Provide bike warning signs on Route 66 East.
- **Shoulder improvements.** Delineate 11 ft lanes to maximize available shoulder widths. Widen the overall pavement surface in the future to accommodate 5 ft shoulders and 11 ft lanes throughout.
- **Bike parking.** Provide bike lockers at Park and Ride lots and bike racks at key destinations in future village locations.

Hop River Trail Improvements

A number of Hop River Trail improvements have been integrated into the large-scale and long-term preferred concepts for Bolton Notch, Bolton Crossroads, Historic Andover, and Lighthouse Corners in Columbia. In addition to these, the study includes the following recommendations for smaller-scale improvements to trail accessibility and visibility:

Directional Sign

- **Trail identification and directional signage.** Provide auto-scale and pedestrian-scale signs on Route 6 and Route 66 East to direct users to existing trail access.
- **Trail marker and directional signage.** Provide signs along the trail to guide users along the trail and to nearby points of interest.
- **Safer trail crossings.** Install adequate warning signage and crosswalk markings at trail crossings on side roads.
- **Trail access improvements.** Improve trailhead and parking accommodations in Andover. Provide new trailhead near Flanders Road and trail access improvements near Willimantic River in Columbia.
- **Kings Road gap mitigation.** Provide new trail directional signage and pedestrian warning signs on Kings Road and Flanders Road to direct users around the closed Hop River Bridge.
- **Trail surface improvements.** Provide a uniform trail width and surface throughout the corridor.

Transit Access and Convenience Improvements

Recommendations for Historic Andover and Lighthouse Corners in Columbia include Park and Ride improvements that will enhance multimodal accessibility and connectivity, while providing greater parking capacity in the long-term. In addition to these improvements, the study includes recommendations for other, smaller-scale opportunities to improve the convenience and accessibility of utilizing transit service and ridesharing in the corridor. Specifically, these recommendations include:

- **Park and Ride lighting.** Repair and maintain lighting at the existing Park and Ride lots in Andover and Columbia.
- **Bike parking.** Install bike lockers at the existing Park and Ride lots in Bolton, Andover, and Columbia. Consider providing a canopy shelter and lighting for new bike racks.
- **Bike racks for buses.** Equip CTTransit Express buses that service the corridor with bike racks.
- **Real-time bus tracking.** Provide a real-time bus tracking system for buses that service the Park and Ride lots to accommodate tracking of bus schedules and locations from a smartphone or computer.

Green Infrastructure Recommendations

Green infrastructure – such as green streets and low impact development practices – should be incorporated into the subsequent planning, design, and construction of future improvements in the Route 6 Hop River corridor. Given the proximity of the Hop River, its floodplains, and adjacent wetlands to a number of the improvement recommendations of this study, the implementation of innovative and environmentally-sensitive stormwater management practices will help minimize the potential impacts that runoff from new street surfaces, parking lots, and rooftops could have on these resources.

Example porous pavement treatment.
Source: CTDEEP

Specific green infrastructure measures that could be utilized in the corridor include open vegetated channels, bioretention areas, porous pavements, rain barrels and cisterns, and green roofs.

Implementation Plan

The Implementation Plan outlines an improvement program that consists of 27 potential projects and initiatives of various sizes and priorities that could be implemented over time to accomplish the improvement recommendations of the study. Projects in the program are defined by location, type, and priority. The location is specific to one of the four participating towns or is considered multi-town. The type is classified as small, medium, or large based on implementation time, complexity, and approximate construction cost of the project. The priority is assigned based on the transportation needs and benefits of the project; top priorities are indicated with three stars (★★★). The improvement program is summarized in Table ES-1.

Table ES-1. Summary of Improvement Program

Project Location and Description	Project Type	Approx. Constr. Cost	Priority
Bolton			
1. Bolton Notch – Interim Safety Improvements at Notch Road Mitigate safety concerns at Notch Road by improving intersection warning signage and sight lines.	Small	$200,000	★★
2. Bolton Notch – Low-speed Boulevard Improvements Relocate the Route 6/44 expressway terminus westerly and implement low-speed boulevard improvements along Route 6/44 overlap to encourage slower speeds.	Medium	$3.0 million	★
3. Bolton Notch – Notch Road Ext. and Route 6/44 Improvements Modify the junction of Route 6 and Route 44 to enhance safety and to improve connectivity between Route 6, Route 44, and Notch Road.	Large	$25 million	★★★
4. Bolton Notch – Pedestrian and Bicycle Improvements Construct a new shared use path along westbound Route 44 to improve pedestrian and bicycle connectivity through Bolton Notch.	Small	$300,000	★★
5. Bolton Crossroads – Route 6 Speed Mitigation Implement low-speed village arterial improvements along Route 6 between Bolton Notch and eastern limit of the future village to encourage slower speeds.	Medium	$2 million	★★★
6. Bolton Crossroads – Phase 1: Route 6-Route 44 Connector First phase of a three-phase program to implement the transportation elements of the Bolton Crossroads Focus Area recommendations.	Medium	$3 million	★
7. Bolton Crossroads – Phase 2: Village Streets West Second phase of a three-phase program to implement the transportation elements of the Bolton Crossroads Focus Area recommendations.	Medium	$3.5 million	★★
8. Bolton Crossroads – Phase 3: Village Streets East Third phase of a three-phase program to implement the transportation elements of the Bolton Crossroads Focus Area recommendations.	Medium	$3 million	★★

Table ES-1. Summary of Improvement Program

Project Location and Description	Project Type	Approx. Constr. Cost	Priority
Coventry			
9. Coventry Ridge – Phase 1: Site Access (Future Reloc. South Street) First phase of a two-phase program to implement the transportation elements of the Coventry Ridge Focus Area recommendations.	Large	$10 million	★
10. Coventry Ridge – Phase 2: Relocated South Street Second phase of a two-phase program to implement transportation elements of the Coventry Ridge Focus Area recommendations.	Large	$7 million	★★★
Andover			
11. Historic Andover – Pedestrian and Speed Mitigation Improvements Upgrade pedestrian crossings at Long Hill Road and construct new sidewalk to connect Park and Ride lot to Long Hill Road. Implement low-speed village arterial improvements along Route 6.	Small	$2 million	★★★
12. Andover – Hop River Trail Access Improvements, Route 6 Provide new trail identification and directional signage improvements on Route 6 for trail parking and access in Andover.	Small	$5,000	★
13. Historic Andover – Phase 1: Village Streets East First phase of a two-phase program to implement the transportation elements of the Historic Andover Focus Area recommendations.	Large	$6 million	★★
14. Historic Andover – Phase 2: Village Streets West First phase of a two-phase program to implement the transportation elements of the Historic Andover Focus Area recommendations.	Large	$3 million	★★
Columbia			
15. Lighthouse Corners – Phase 1: Roundabout Phase 1 of a two-phase program to implement transportation elements (two-lane roundabout at Route 6/66) of the Lighthouse Corners recommendations.	Large	$10 million	★★★
16. Lighthouse Corners – Phase 2: Village Streets Phase 2 of a two-phase program to implement transportation elements (new local streets) of the Lighthouse Corners recommendations.	Medium	$5 million	★★
17. Lighthouse Corners – Route 66 East Flooding Mitigation Two-phase project to address flooding issues on Route 66 East in Columbia. Specifically, Phase 1 – Investigation; Phase 2 – Mitigation.	Medium	$750,000	★
18. Columbia – Route 66 East Roadway Improvements Provide speed mitigation, curve safety, and shoulder improvement measures on Route 66 East to improve safety for motorists, bicyclists, and pedestrians.	Medium	$4.5 million	★★
19. Columbia – Cards Mill Road Intersection Improvements Reconfigure the intersection of Cards Mill Road and Commerce Drive with Route 66 East in Columbia to address existing safety issues.	Small	$600,000	★★★
20. Columbia – Hop River Trail Access Improvements, Route 66 East Improve trail access from Route 66 East by providing a new trailhead east of Flanders Road, and improving existing access just east of the Willimantic River.	Small	$30,000	★

Table ES-1. Summary of Improvement Program

Project Location and Description	Project Type	Approx. Constr. Cost	Priority
Multi-town			
21. Gateway Signing (Bolton, Andover, Columbia) Install gateway signing and associated landscaping in key locations in the Route 6 Hop River corridor.	Small	$40,000	★
22. Route 6 Side Road Intersection Improvements Address safety and corridor access issues at side roads on Route 6 by providing signing, pavement marking, and minor pavement improvements.	Small	$100,000	★
23. Program of Bicycle Safety Improvements Provide bike route designation and signing on Route 6 and bike warning signage and new edge lines on Route 66 East to improve accessibility and safety for bicyclists.	Small	$15,000	★★
24. Hop River Trail Surface Improvements Improve trail accessibility by providing a uniform trail surface along its length in the Route 6 Hop River corridor.	Small	$1 million	★★
25. Program of Hop River Trail Signing Improvements Provide new Hop River Trail signing on Route 6, Route 66 East, and side roads to improve awareness of, and access to, the trail.	Small	$30,000	★
26. Park and Ride Lot Improvements Provide various maintenance, bike parking, and bus shelter improvements at the three Park and Ride lots in the corridor to improve the convenience and comfort of using bus transit.	Small	$75,000	★
27. Express Bus Improvements Provide bike racks and bus tracking technology to improve access and convenience of using bus transit in the Route 6 Hop River corridor.	Small	$50,000	★

For more information or to review the full report, contact CRCOG at (860) 522-2217 or go to CRCOG's website at www.crcog.org.

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Prepared by Capitol Region Council of Governments in cooperation with the towns of Bolton, Coventry, Andover, and Columbia; the Windham Region Council of Governments, and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in the study do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation. For more information, contact CRCOG at (860) 522-2217 x224, or go to CRCOG's website at www.crcog.org.