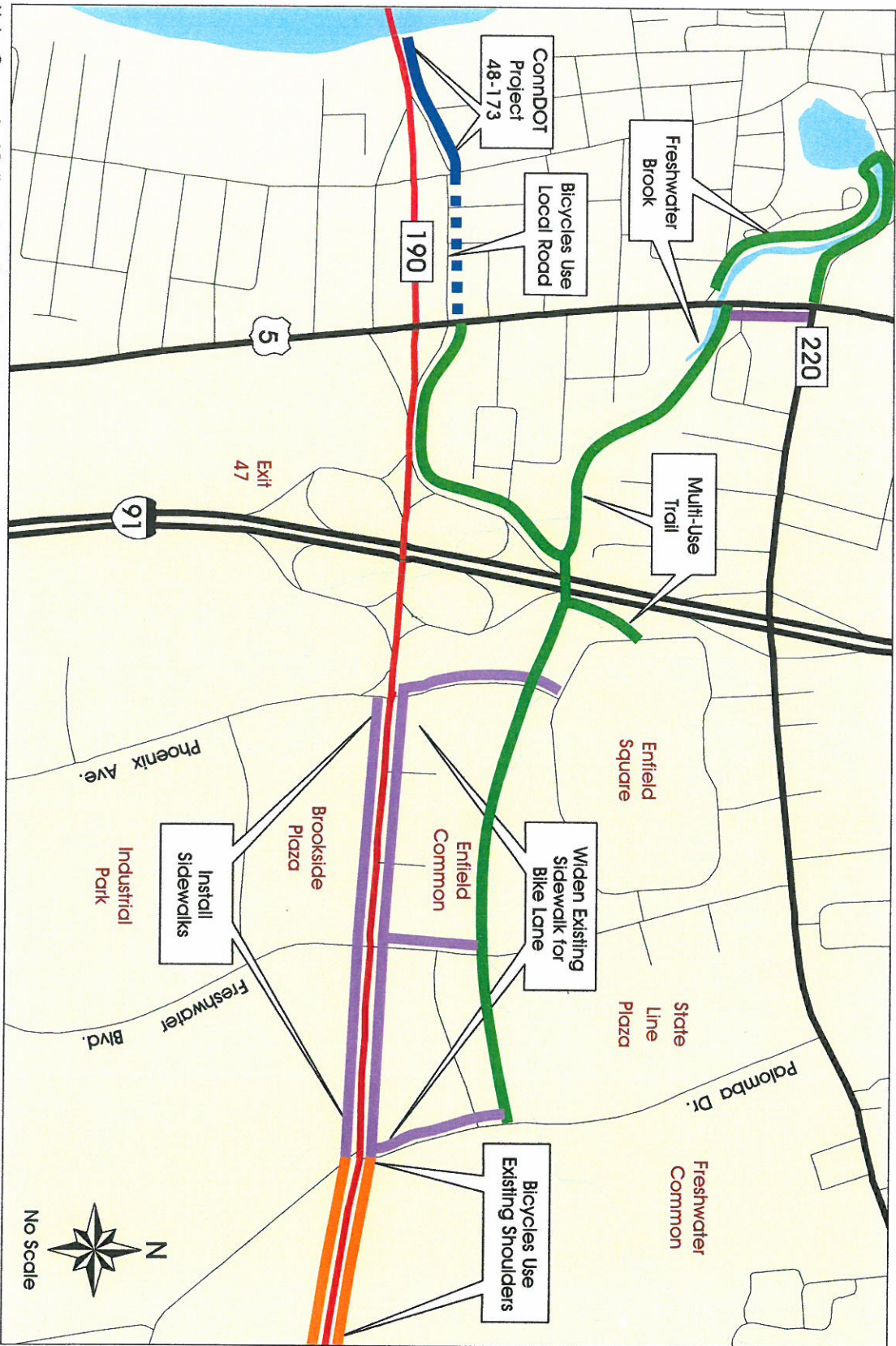


# RECOMMENDED TRANSPORTATION PLAN - ENFIELD

FIGURE ES-1

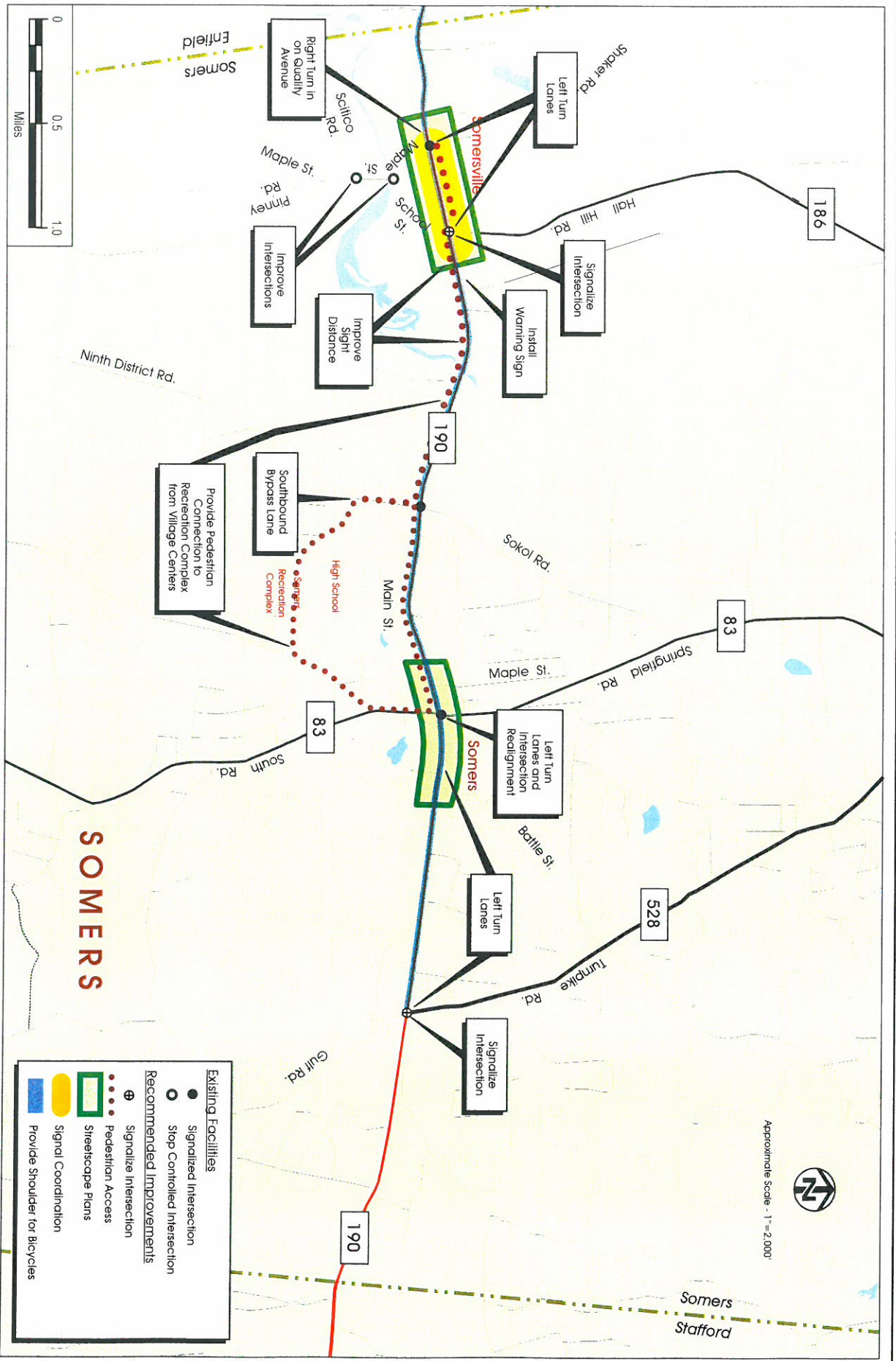


Note: Conceptual Pathway Location – Over/Under Crossing May Vary.

# BIYCLE AND PEDESTRIAN IMPROVEMENT PLAN - ENFIELD

## Route 190 Corridor Study

FIGURE ES-2



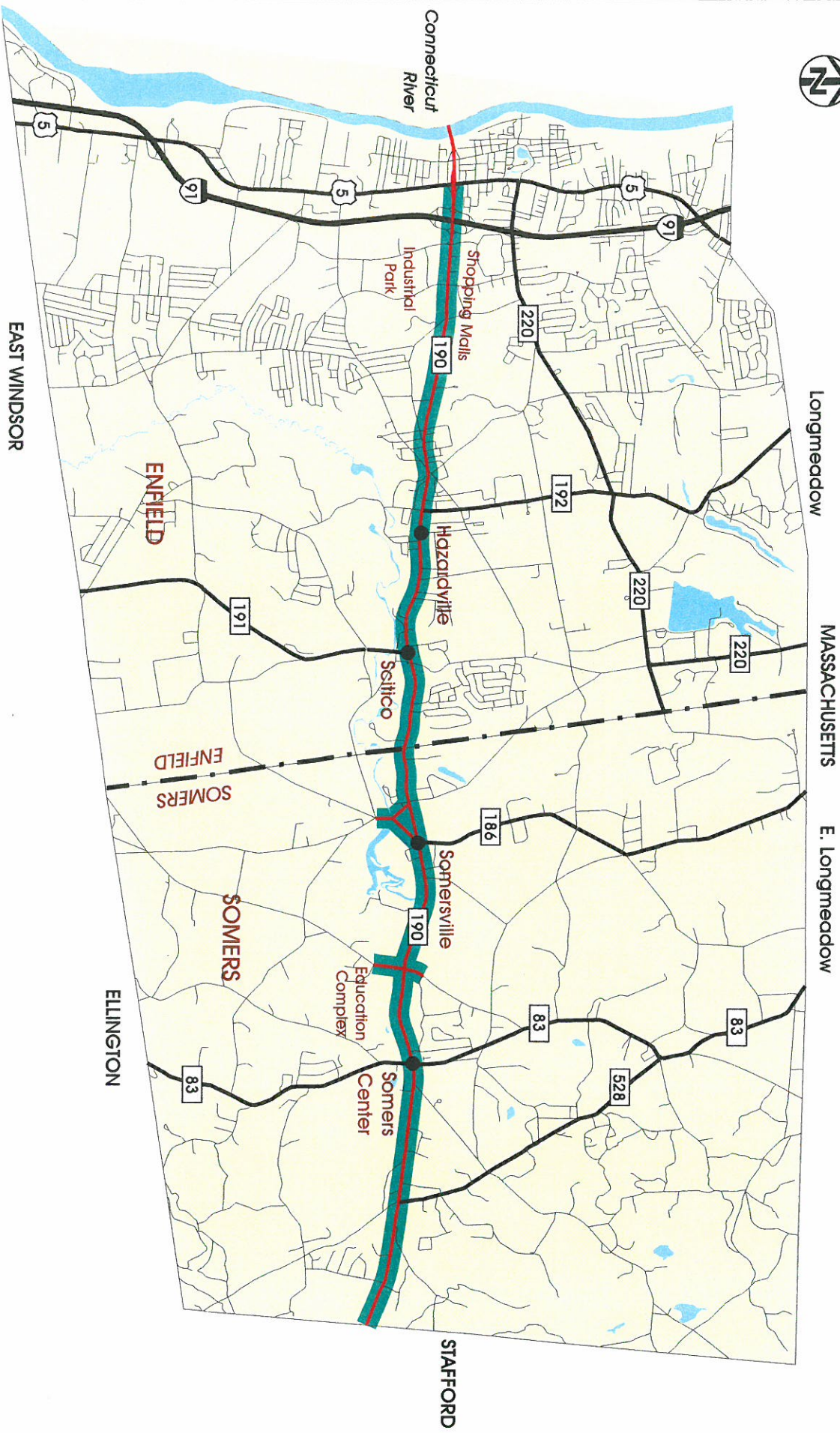
Approximate Scale - 1"=2,000'



Existing Facilities	
●	Signalized Intersection
○	Stop Controlled Intersection
Recommended Improvements	
⊕	Signalized Intersection
●●●●	Pedestrian Access
■	Streetscape Plans
■	Signal Coordination
■	Provide Shoulder for Bicycles

# RECOMMENDED TRANSPORTATION PLAN - SOMERS

FIGURE ES-3



Approximate Scale - 1" = 1.3 Miles

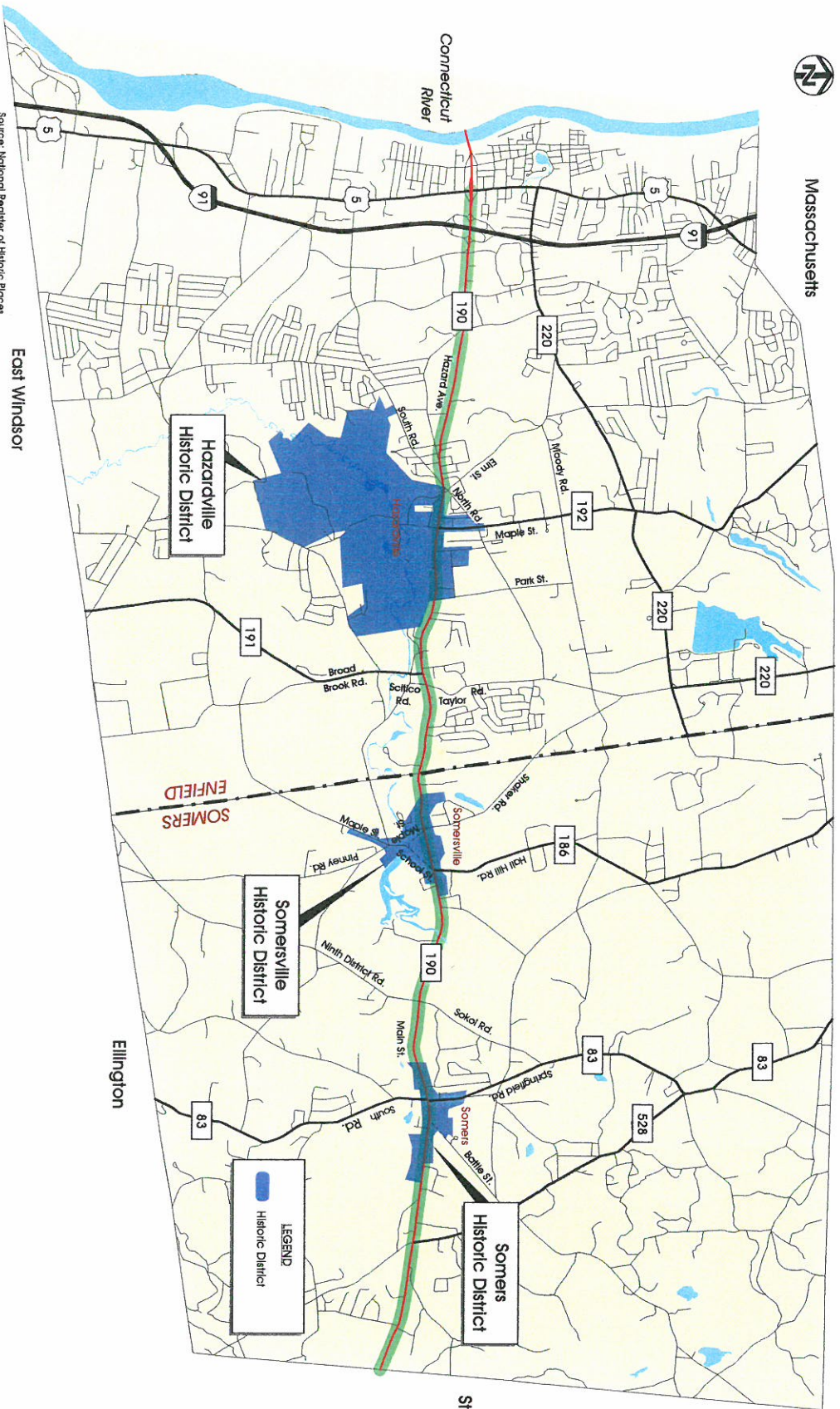
### STUDY AREA ROUTE 190 CORRIDOR STUDY

WILBUR SMITH ASSOCIATES

FIGURE 1-1



Massachusetts



Source: National Register of Historic Places  
Field Review, April 2000  
Approximate Scale - 1"=4,000'

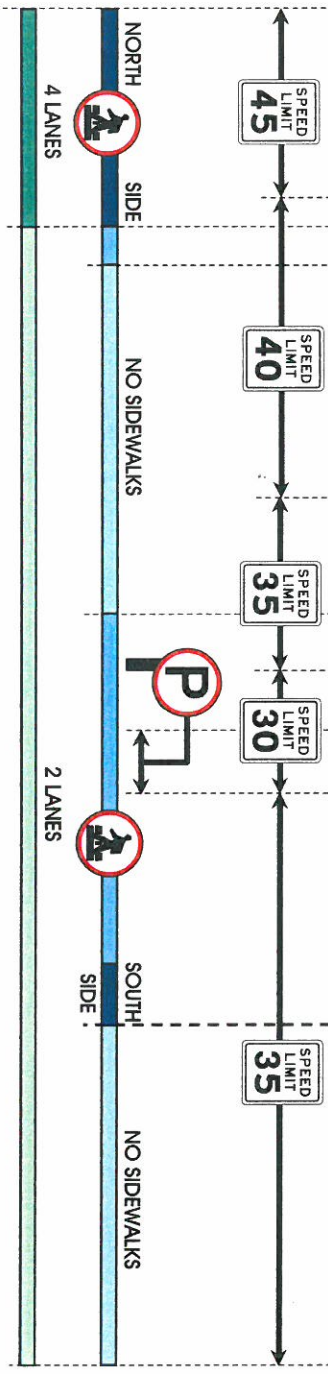
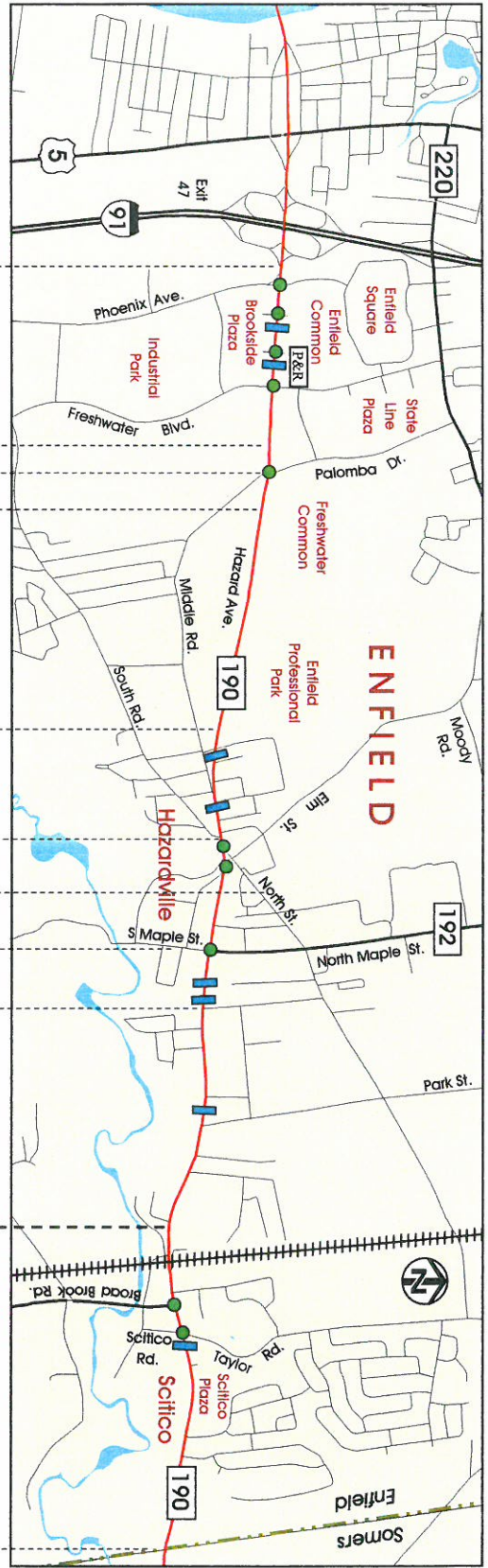
# AREAS OF HISTORIC INTEREST ROUTE 190 CORRIDOR STUDY

FIGURE 1-2

**LEGEND**

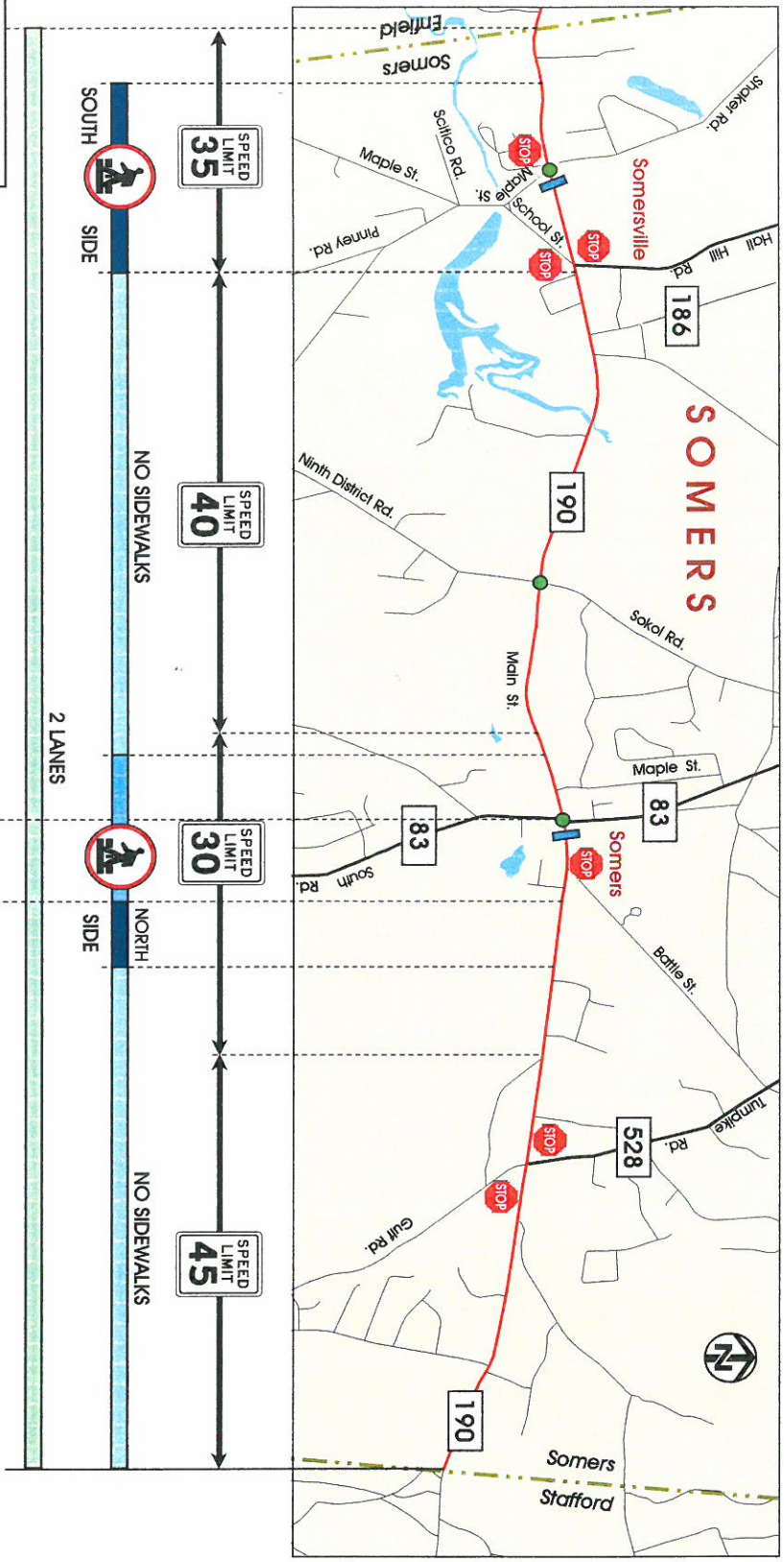
- Traffic Signal
- Crosswalk
- Park And Ride
- Sidewalk
- One Side
- Both Sides
- Parking on Street (South Side)

Approximate Scale: 1" = 2,090'



# ROADWAY CHARACTERISTICS-ENFIELD ROUTE 190 CORRIDOR STUDY

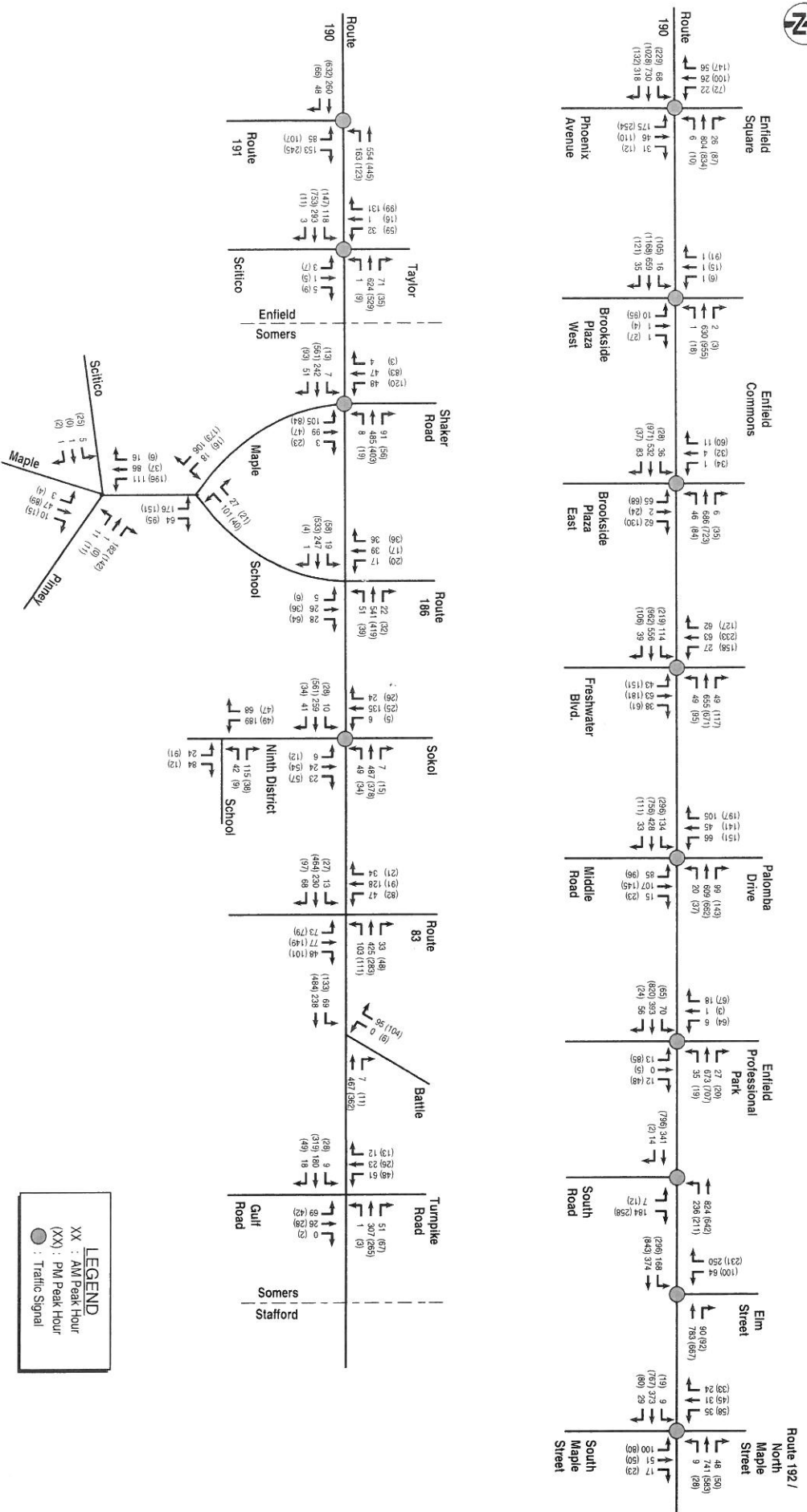
FIGURE 2-1



Approximate Scale: 1"=2,090'

# ROADWAY CHARACTERISTICS-SOMERS ROUTE 190 CORRIDOR STUDY

FIGURE 2-2



# EXISTING PEAK HOUR VOLUMES, 2000

Route 190 Corridor Study

**LEGEND**  
 XX : AM Peak Hour  
 (XX) : PM Peak Hour  
 ● : Traffic Signal



Source: ConnDOT

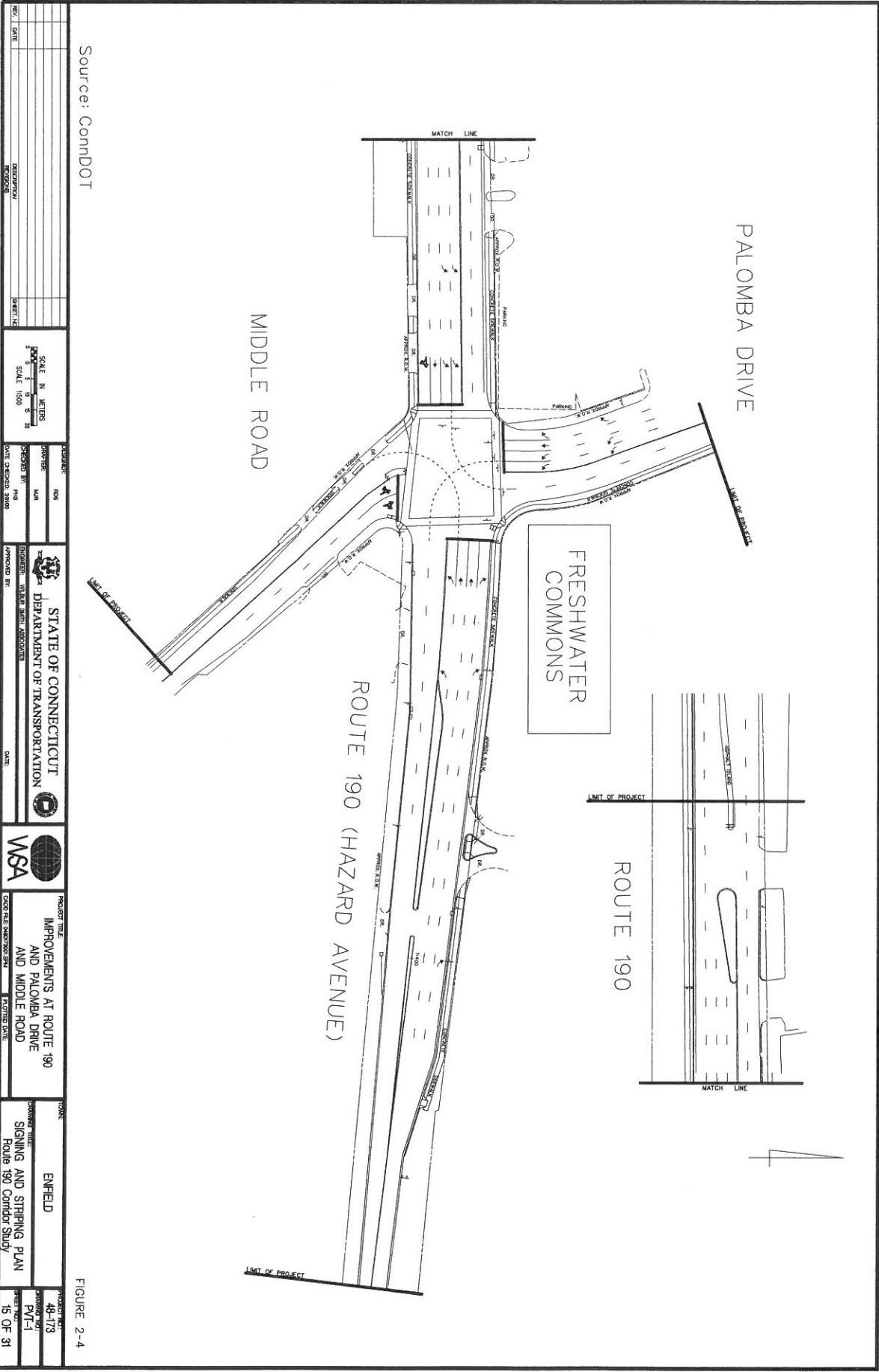


FIGURE 2-4

NO.	DATE	REVISION

SCALE IN METERS  
SCALE IN FEET

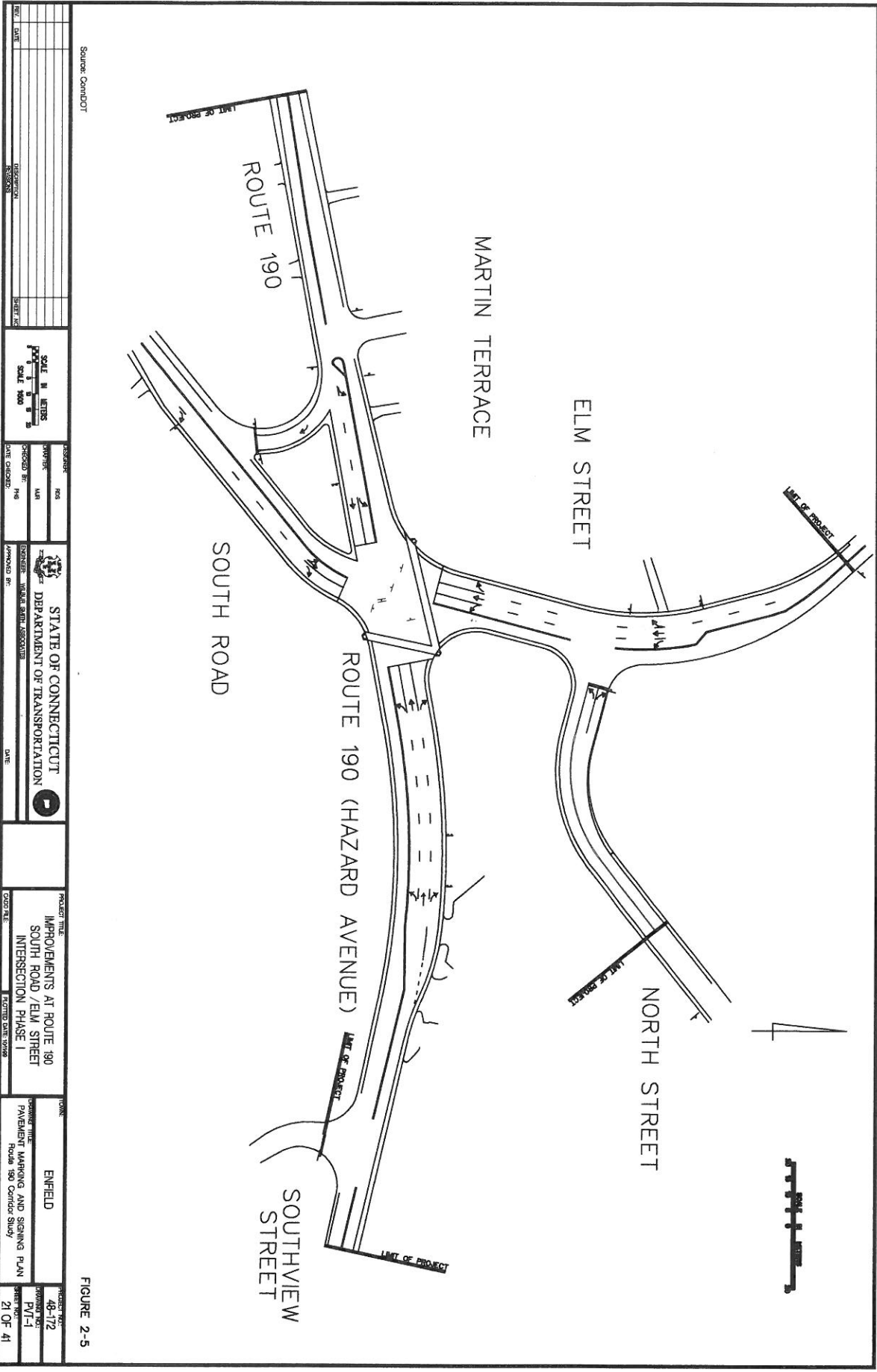
DESIGNED BY	DATE CHECKED	APPROVED BY

CONTRACT NO.	PROJECT TITLE

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE IMPROVEMENTS AT ROUTE 190 AND PALOMBA DRIVE AND MIDDLE ROAD
--	--

W.S.A.	PROJECT TITLE ENFIELD SIGNING AND STRIPING PLAN Route 190 Corridor Study
--------	---

PROJECT NO.	DATE
46-173	15 OF 31



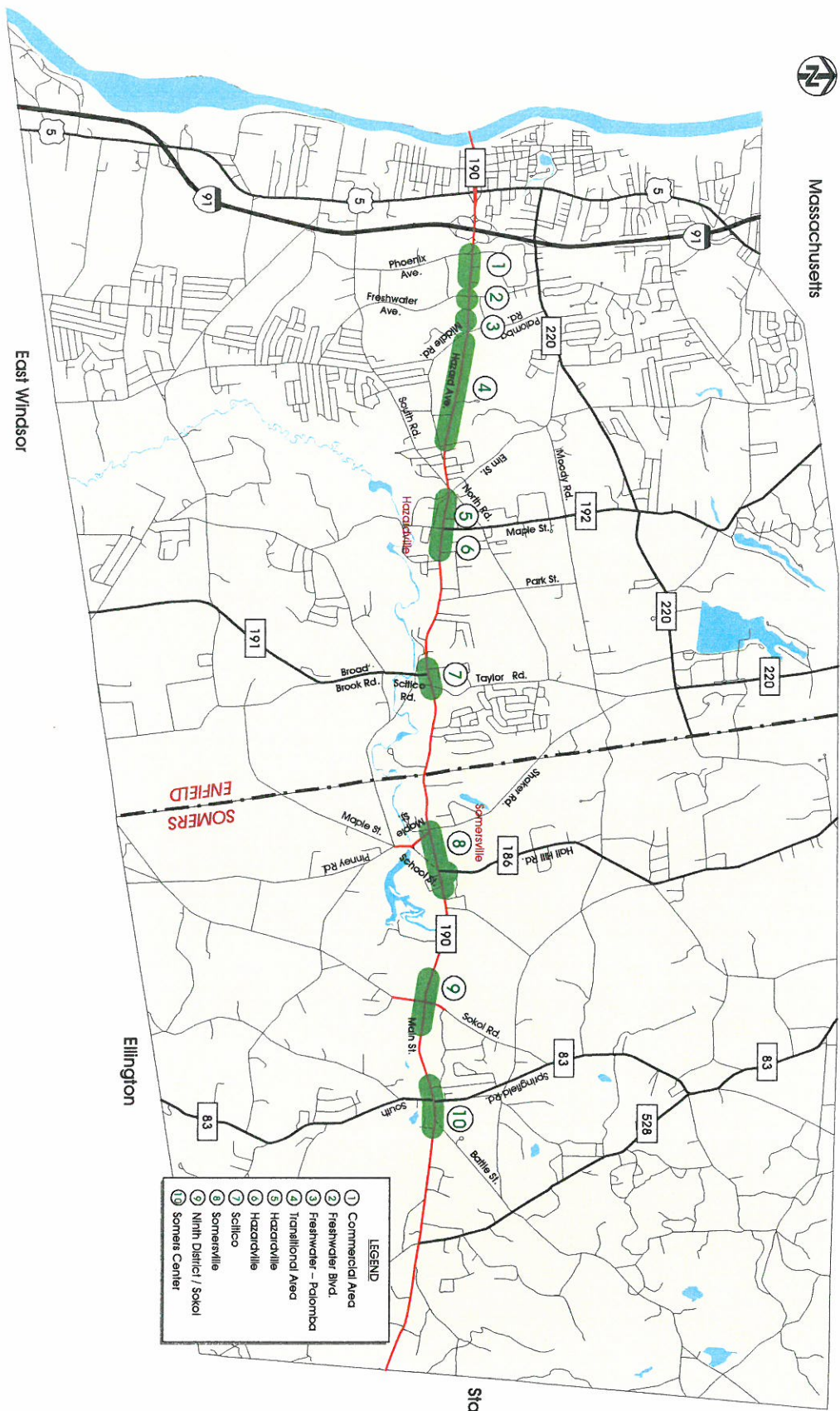
Source: ConnDOT

FIGURE 2-5

<table border="1"> <tr> <td>REV.</td> <td>DATE</td> <td>DESCRIPTION</td> <td>REVISIONS</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REV.	DATE	DESCRIPTION	REVISIONS													<table border="1"> <tr> <td>SCALE IN METERS</td> <td>1:500</td> </tr> <tr> <td>SCALE IN FEET</td> <td>1:1500</td> </tr> </table>	SCALE IN METERS	1:500	SCALE IN FEET	1:1500	<table border="1"> <tr> <td>DESIGNED BY</td> <td>CHKD BY</td> <td>DATE CHECKED</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	DESIGNED BY	CHKD BY	DATE CHECKED				<table border="1"> <tr> <td> <p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> </td> <td> <p>APPROVED BY: _____ DATE: _____</p> </td> </tr> </table>	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	<p>APPROVED BY: _____ DATE: _____</p>	<table border="1"> <tr> <td>PROJECT TITLE</td> <td>PROJECT NO.</td> </tr> <tr> <td>IMPROVEMENTS AT ROUTE 190 SOUTH ROAD / ELM STREET INTERSECTION PHASE I</td> <td> </td> </tr> </table>	PROJECT TITLE	PROJECT NO.	IMPROVEMENTS AT ROUTE 190 SOUTH ROAD / ELM STREET INTERSECTION PHASE I		<table border="1"> <tr> <td>TOWN</td> <td>ENFIELD</td> </tr> <tr> <td>DRAWING TITLE</td> <td>PAVEMENT MARKING AND SIGNING PLAN</td> </tr> <tr> <td>PROJECT NO.</td> <td>Route 190 Corridor Study</td> </tr> </table>	TOWN	ENFIELD	DRAWING TITLE	PAVEMENT MARKING AND SIGNING PLAN	PROJECT NO.	Route 190 Corridor Study	<table border="1"> <tr> <td>PROJECT NO.</td> <td>40-172</td> </tr> <tr> <td>DATE</td> <td>PT-1</td> </tr> <tr> <td>SHEET NO.</td> <td>21 OF 41</td> </tr> </table>	PROJECT NO.	40-172	DATE	PT-1	SHEET NO.	21 OF 41
REV.	DATE	DESCRIPTION	REVISIONS																																															
SCALE IN METERS	1:500																																																	
SCALE IN FEET	1:1500																																																	
DESIGNED BY	CHKD BY	DATE CHECKED																																																
<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	<p>APPROVED BY: _____ DATE: _____</p>																																																	
PROJECT TITLE	PROJECT NO.																																																	
IMPROVEMENTS AT ROUTE 190 SOUTH ROAD / ELM STREET INTERSECTION PHASE I																																																		
TOWN	ENFIELD																																																	
DRAWING TITLE	PAVEMENT MARKING AND SIGNING PLAN																																																	
PROJECT NO.	Route 190 Corridor Study																																																	
PROJECT NO.	40-172																																																	
DATE	PT-1																																																	
SHEET NO.	21 OF 41																																																	



Massachusetts



- LEGEND**
- ① Commercial Area
  - ② Freshwater Blvd.
  - ③ Transitional Area
  - ④ Hazardsville
  - ⑤ Hazardsville
  - ⑥ Scilico
  - ⑦ Somersville
  - ⑧ Ninth District / Sokol
  - ⑨ Somers Center
  - ⑩

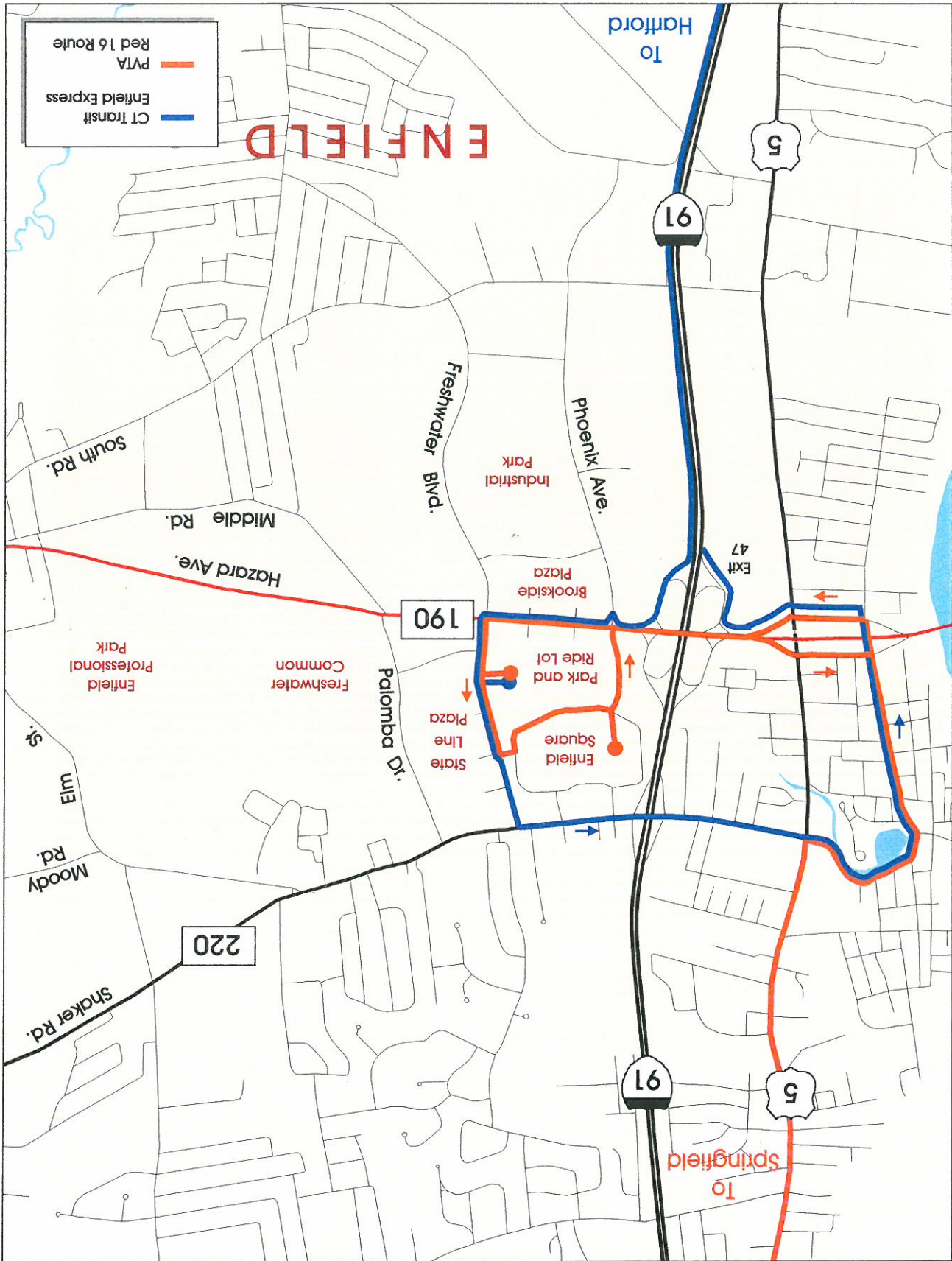
**LOCATIONS FOR DETAILED  
ACCIDENT ANALYSIS  
ROUTE 190 CORRIDOR STUDY**

FIGURE 2-6

# PUBLIC TRANSIT ROUTES - ENFIELD

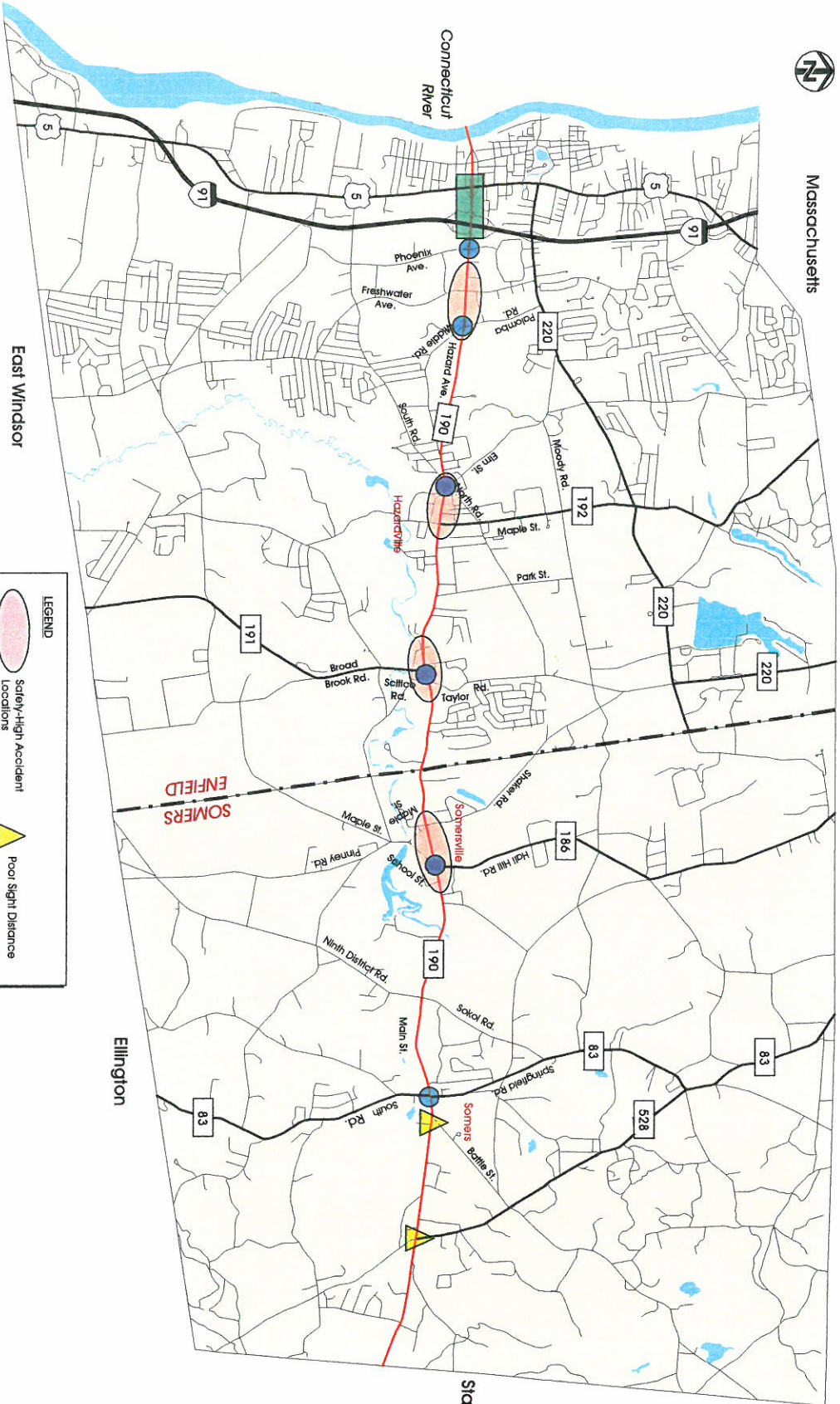
## Route 190 Corridor Study

FIGURE 2-7





Massachusetts



**LEGEND**

	Safety-High Accident Locations		Poor Sight Distance
	Pedestrian/Bicycle Access/Safety		Orignal or Congested Intersections



East Windsor

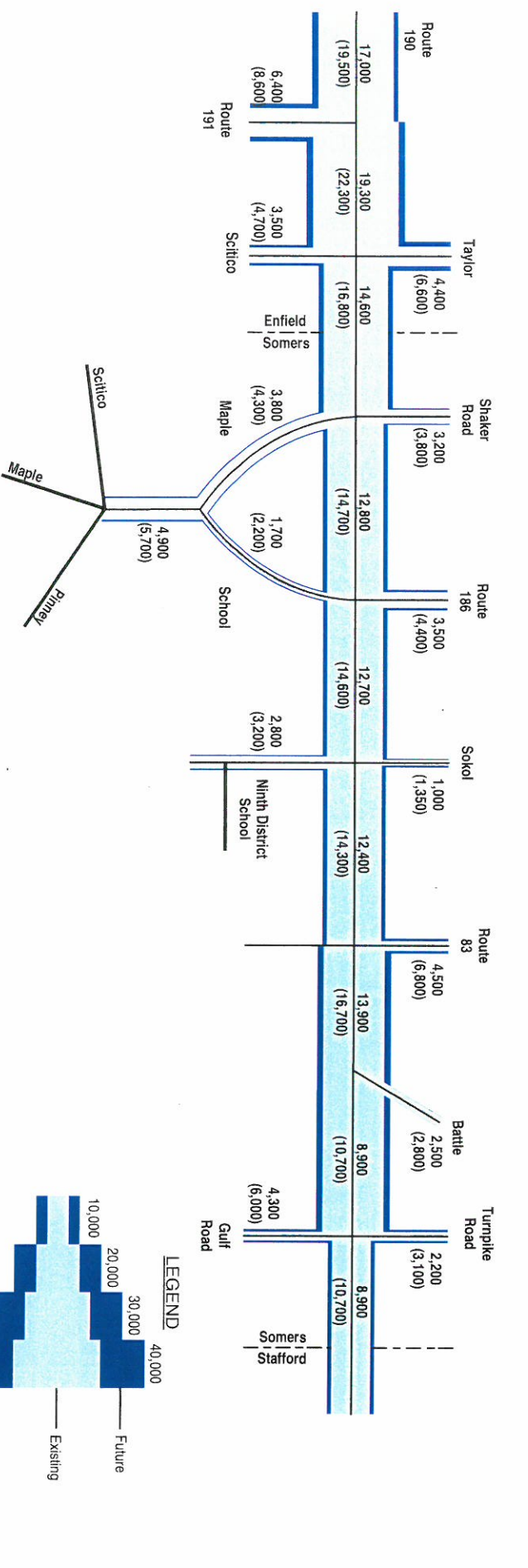
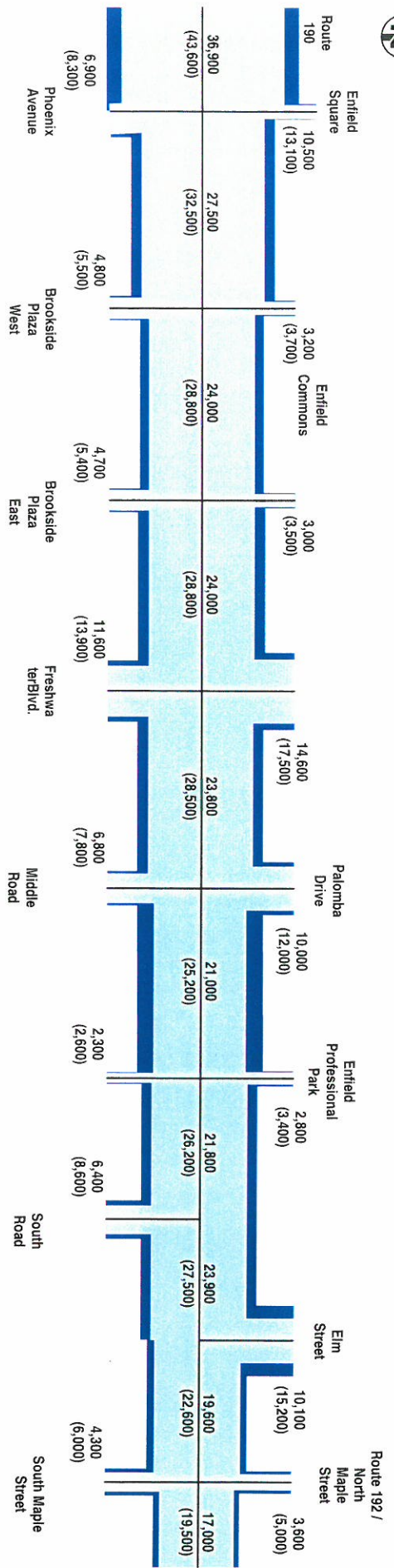
Ellington

Stafford

# EXISTING PROBLEMS

## ROUTE 190 CORRIDOR STUDY

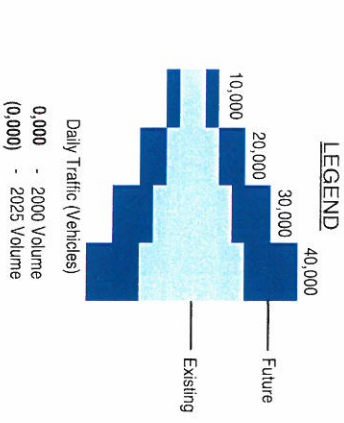
FIGURE 2-8



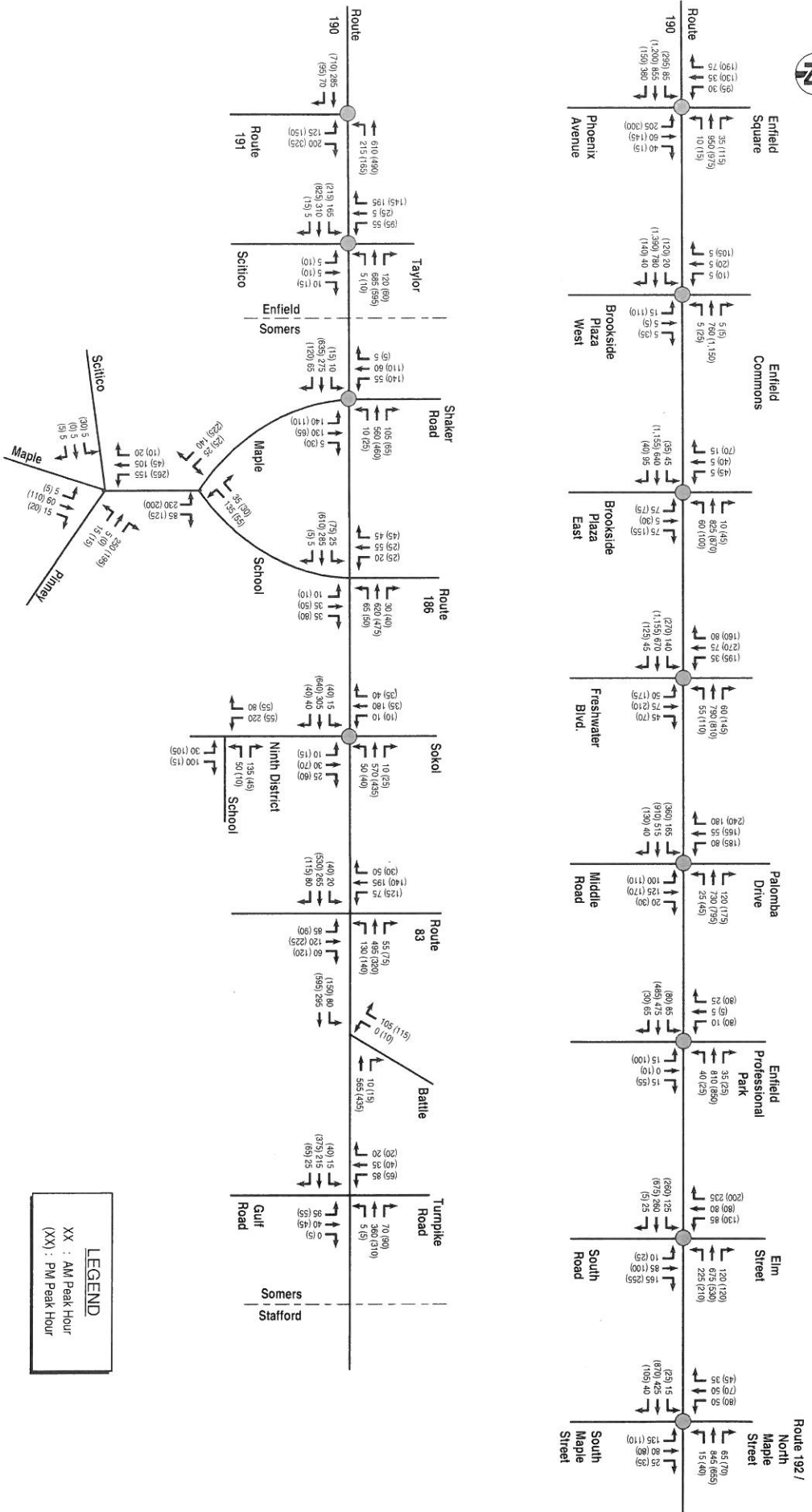
# GROWTH IN DAILY TRAFFIC

## 2000 - 2025

### Route 190 Corridor Study

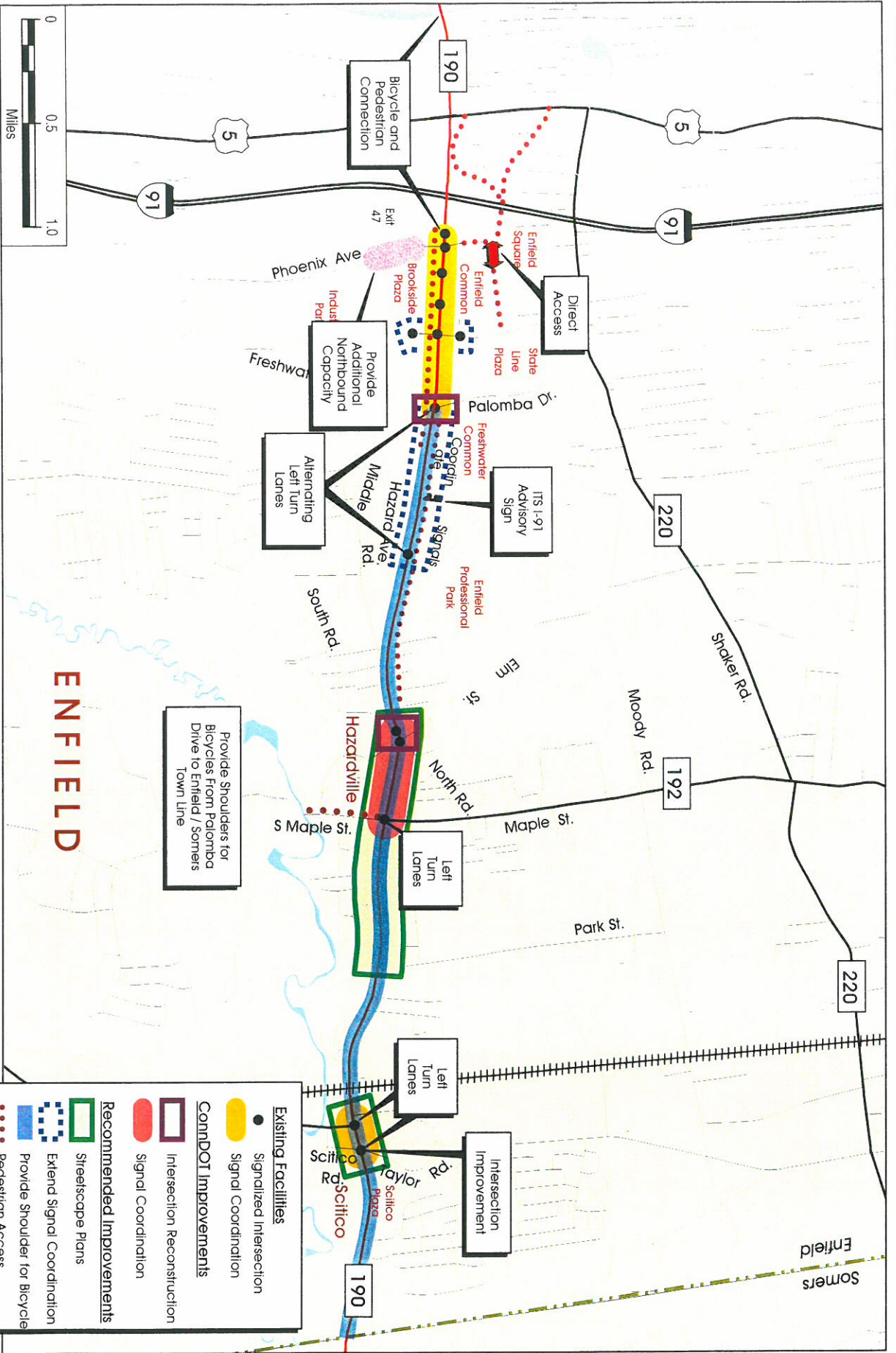


Source: Capital Region Council of Governments

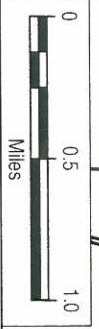


# FUTURE PEAK HOUR VOLUMES (2025)

## Route 190 Corridor Study



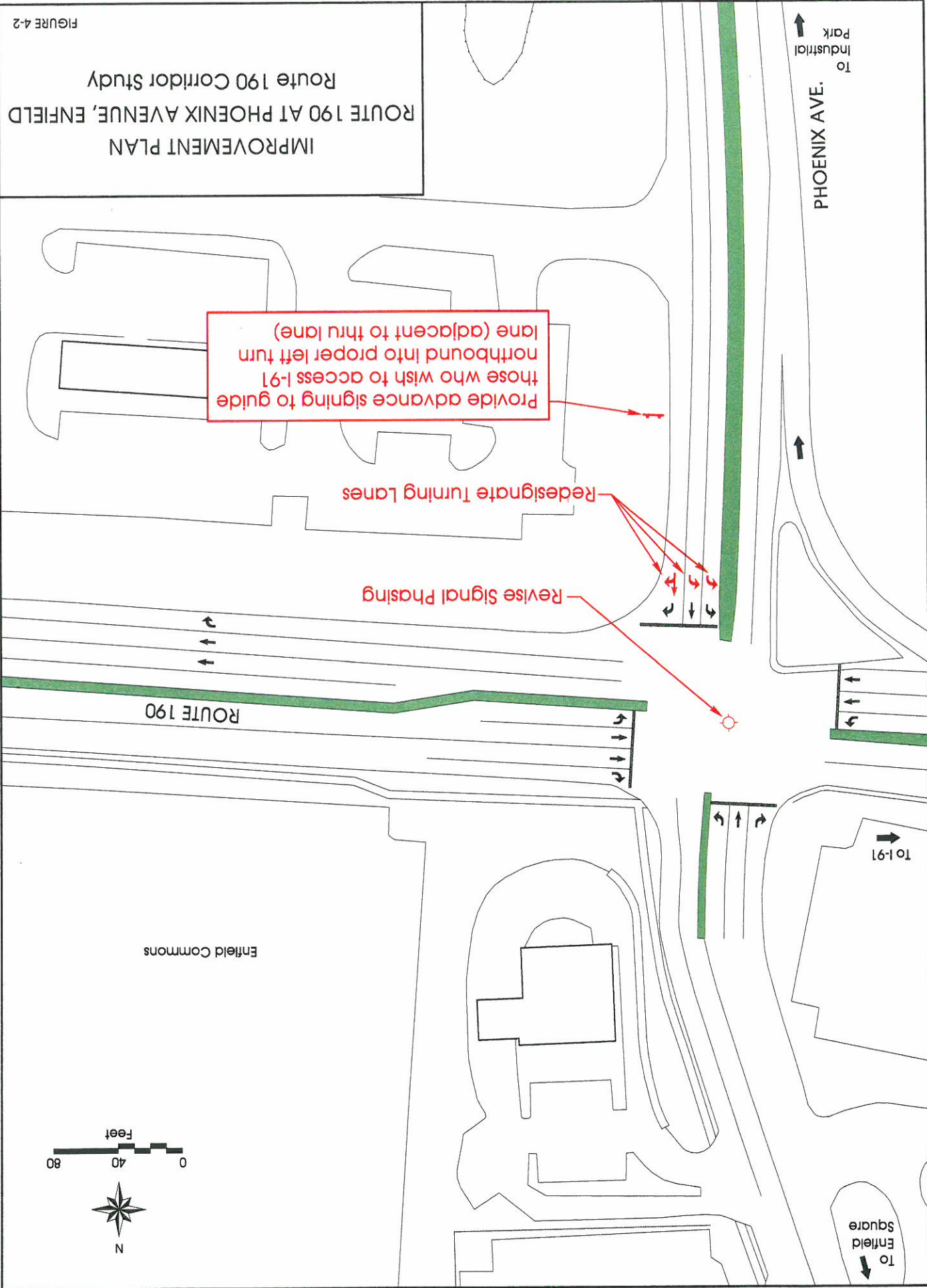
●	Signalized Intersection
○	Signal Coordination
■	Intersection Reconstruction
□	Signal Coordination
■	Streetscape Plans
□	Extend Signal Coordination
■	Provide Shoulder for Bicycle
●	Pedestrian Access



RECOMMENDED TRANSPORTATION PLAN - ENFIELD

FIGURE 4-1





IMPROVEMENT PLAN  
 ROUTE 190 AT PHOENIX AVENUE, ENFIELD  
 Route 190 Corridor Study  
 FIGURE 4-2

Provide advance signing to guide those who wish to access I-91 northbound into proper left turn lane (adjacent to thru lane)

Redesignate Turning Lanes

Revise Signal Phasing

ROUTE 190

PHOENIX AVE.

To Industrial Park

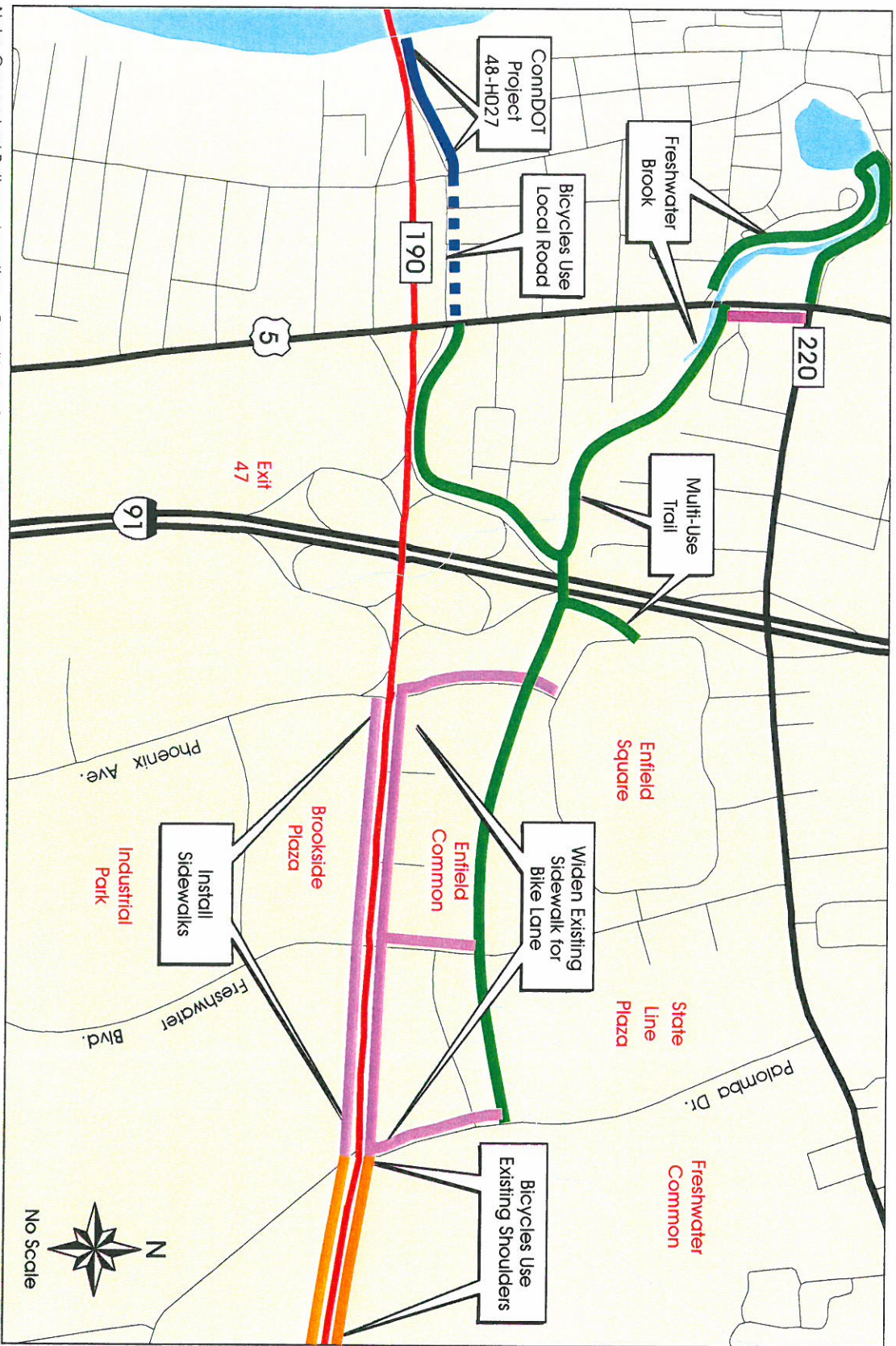
To I-91

To Enfield Square

Enfield Commons

0 40 80  
 Feet





Note: Conceptual Pathway Location – Over/Under Crossing May Vary.

# BICYCLE AND PEDESTRIAN IMPROVEMENT PLAN ENFIELD

## ROUTE 190 CORRIDOR STUDY

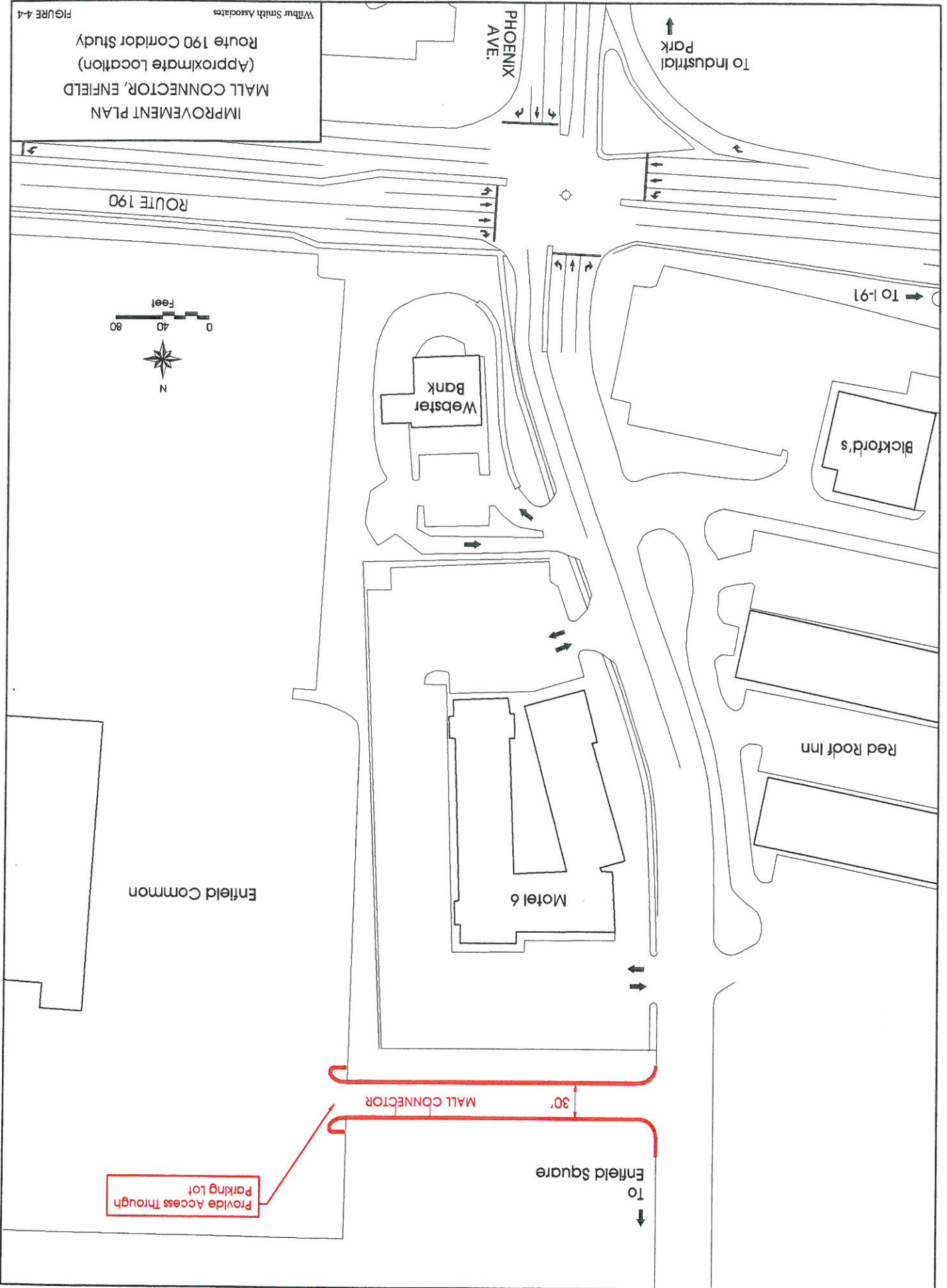


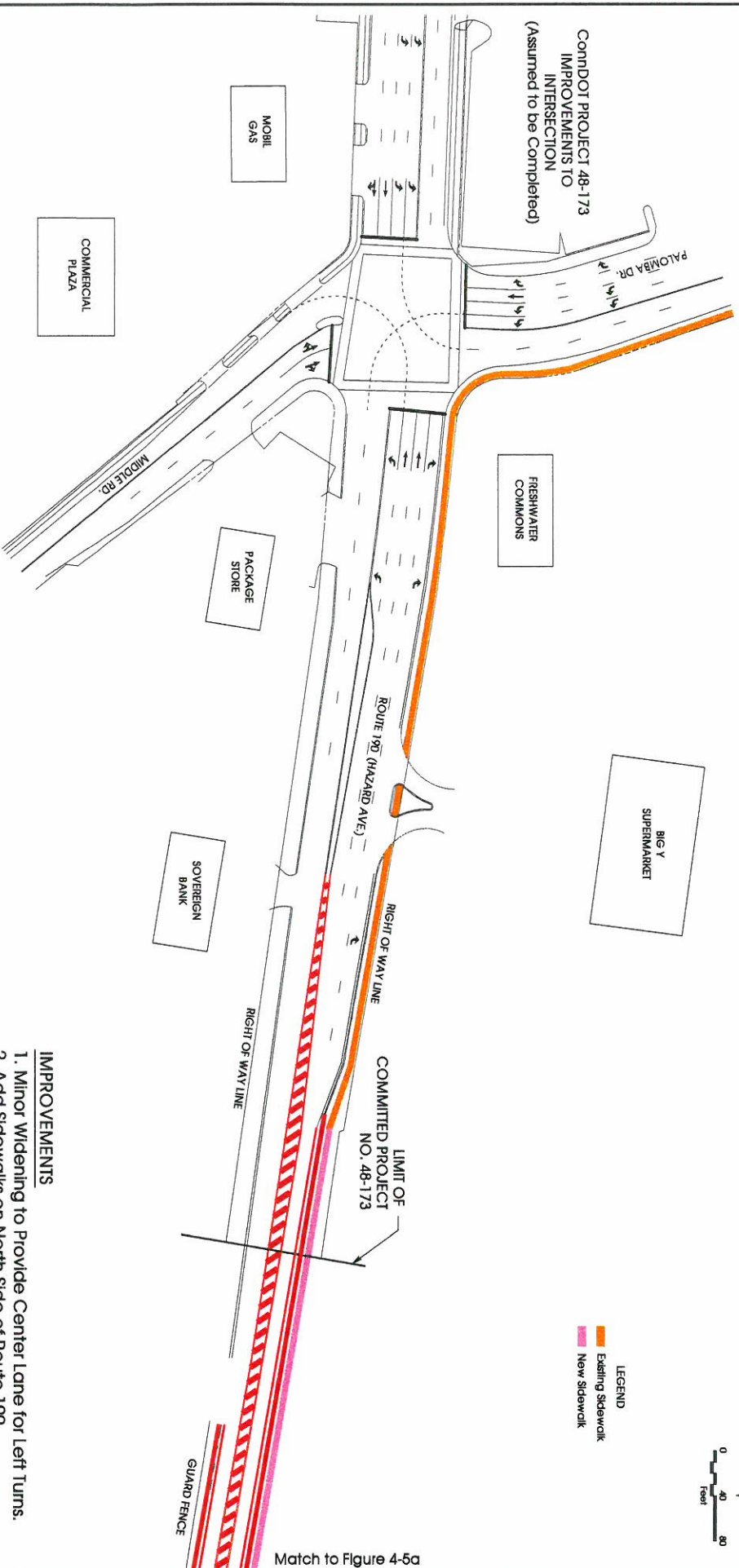
FIGURE 4-3

IMPROVEMENT PLAN  
MALL CONNECTOR, ENFIELD  
(Approximate Location)  
Route 190 Corridor Study

Withur Smith Associates

FIGURE 4-4





CONDOT PROJECT 48-173  
IMPROVEMENTS TO  
INTERSECTION  
(Assumed to be Completed)

LEGEND  
 Existing Sidewalk  
 New Sidewalk



Match to Figure 4-5a

- IMPROVEMENTS**
1. Minor Widening to Provide Center Lane for Left Turns.
  2. Add Sidewalks on North Side of Route 190.
  3. Add 5' Shoulders for Bicyclists.

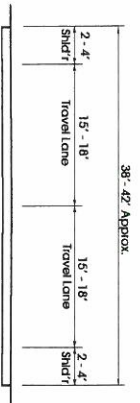
**RECOMMENDED IMPROVEMENTS**

**ROUTE 190 - ENFIELD  
TRANSITIONAL AREA**  
Route 190 Corridor Study

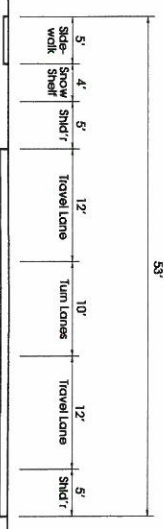
Wilbur Smith Associates

FIGURE 4-5

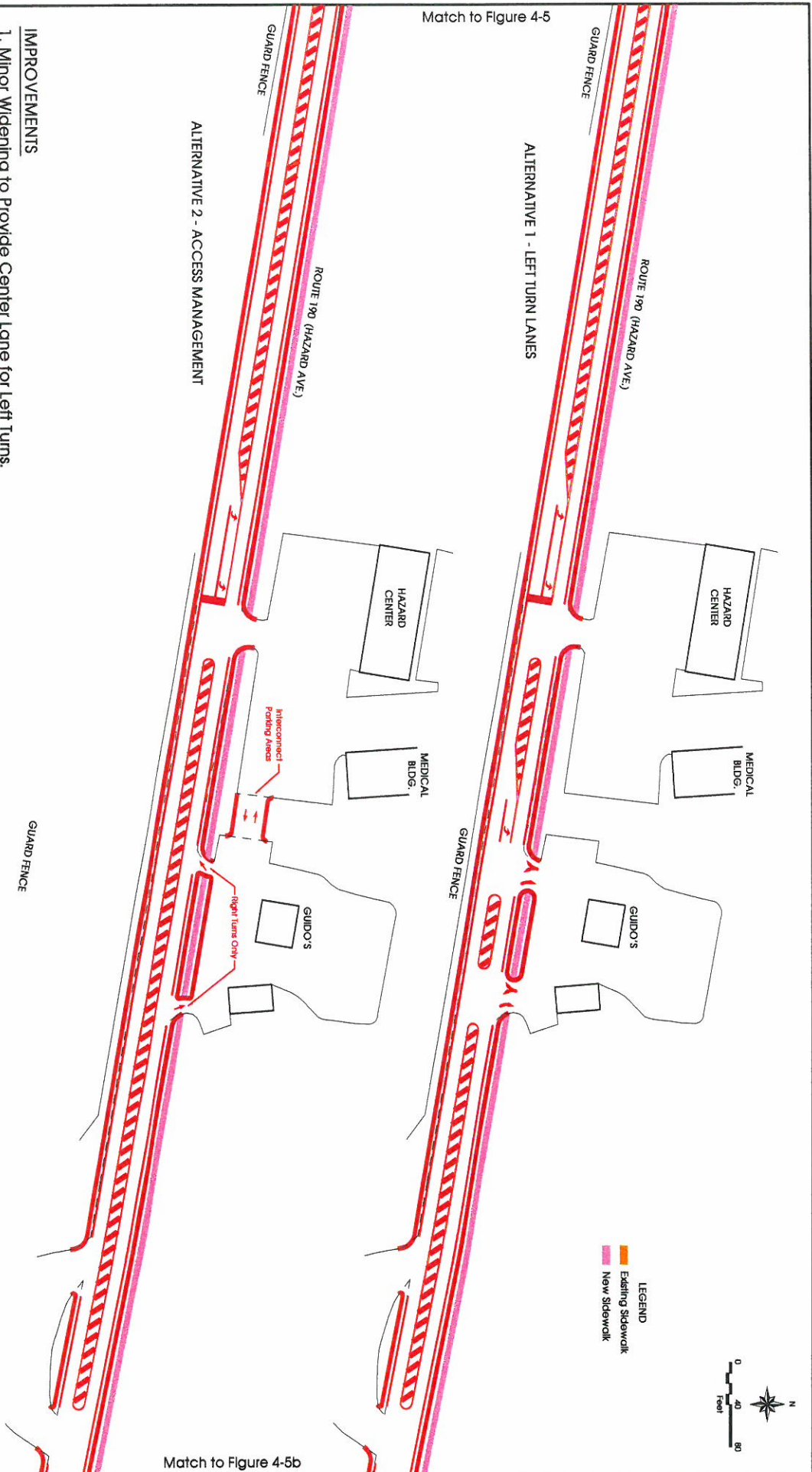
EXISTING CROSS SECTION



RECOMMENDED CROSS SECTION



Match to Figure 4-5



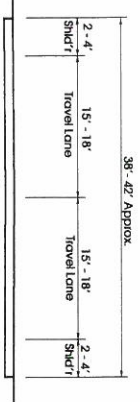
Match to Figure 4-5b

GUARD FENCE

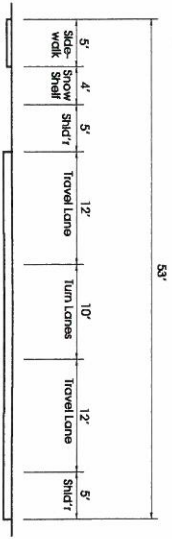
GUARD FENCE

- IMPROVEMENTS**
1. Minor Widening to Provide Center Lane for Left Turns.
  2. Add Sidewalks on North Side of Route 190.
  3. Add 5' Shoulders for Bicyclists.

EXISTING CROSS SECTION



RECOMMENDED CROSS SECTION



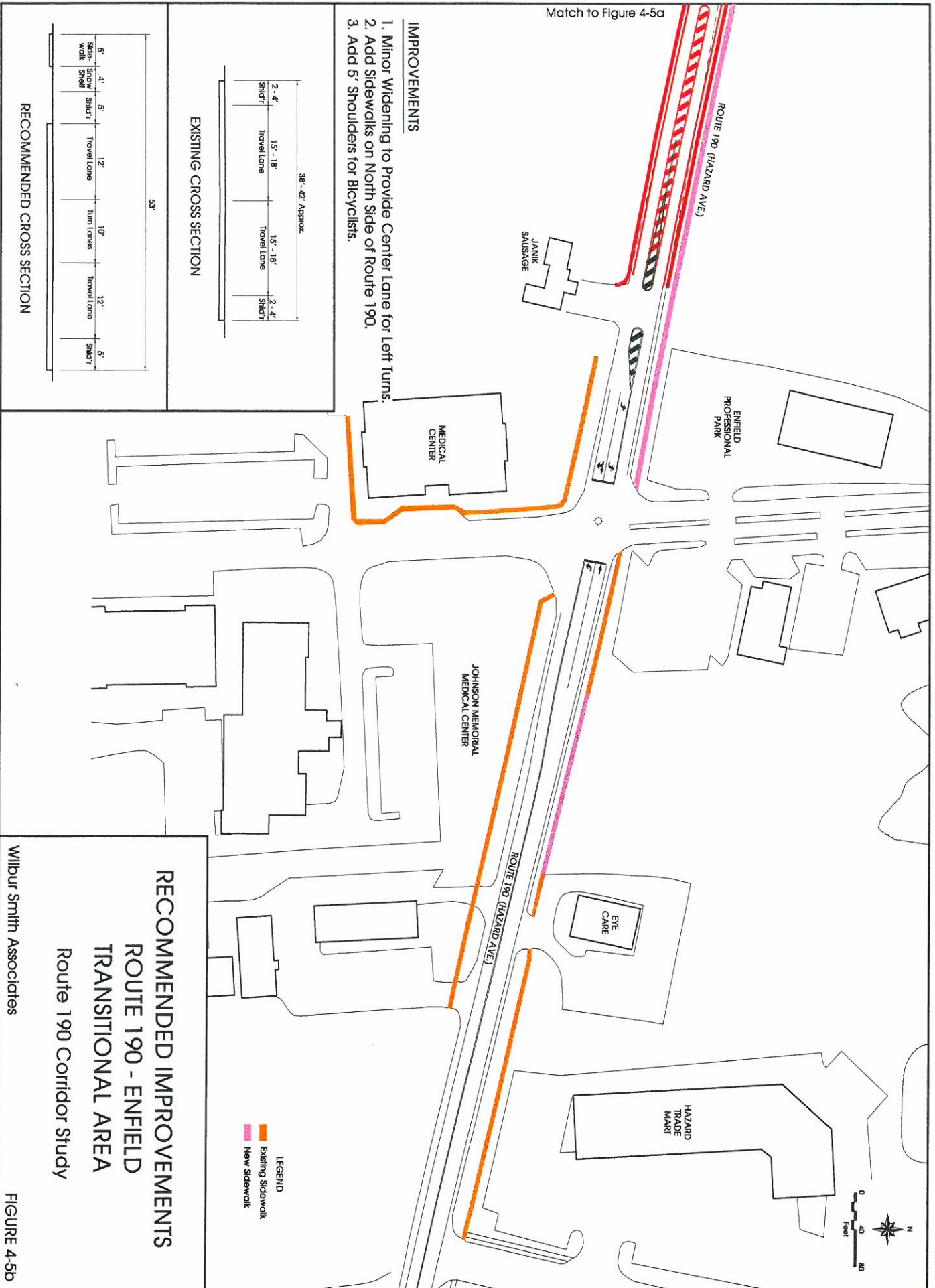
**RECOMMENDED IMPROVEMENTS**

**ROUTE 190 - ENFIELD  
TRANSITIONAL AREA**  
Route 190 Corridor Study

Willour Smith Associates

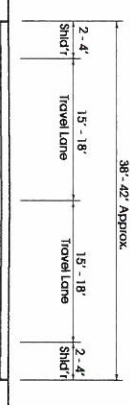
FIGURE 4-5a

Match to Figure 4-5a

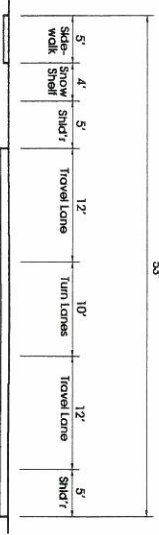


- IMPROVEMENTS**
1. Minor Widening to Provide Center Lane for Left Turns.
  2. Add Sidewalks on North Side of Route 190.
  3. Add 5' Shoulders for Bicyclists.

**EXISTING CROSS SECTION**



**RECOMMENDED CROSS SECTION**

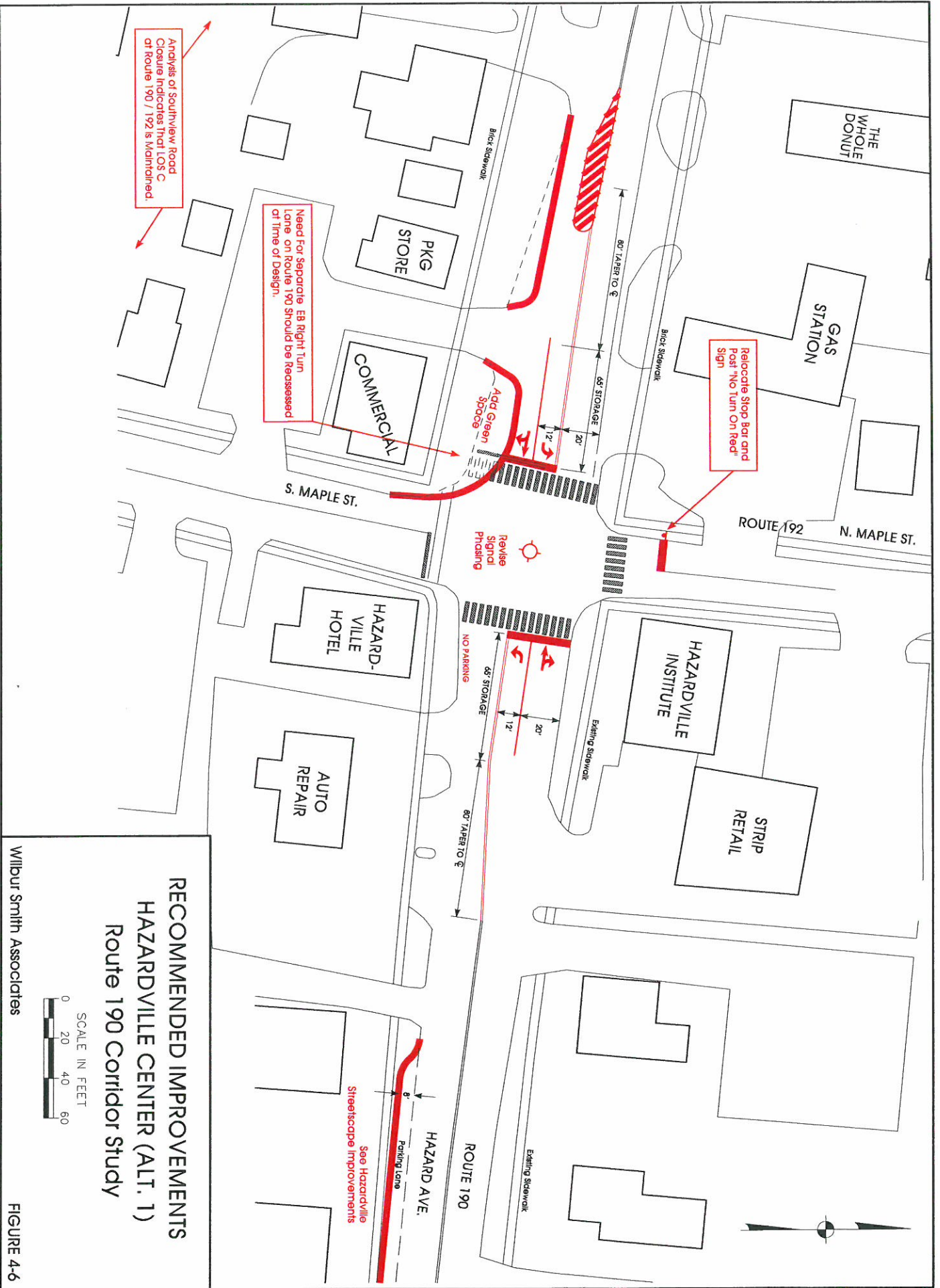


**RECOMMENDED IMPROVEMENTS**

**ROUTE 190 - ENFIELD  
TRANSITIONAL AREA**  
Route 190 Corridor Study

Wilbur Smith Associates

FIGURE 4-5b



Analysis of Southview Road Closure Indicates That LOS C at Route 190 / 192 is Maintained.

Need for separate EB Right Turn Lane on Route 190 should be Reassessed at Time of Design.

Relocate Stop Bar and Post No Turn On Red Sign

Add Given Space

Revise Signal Phasing

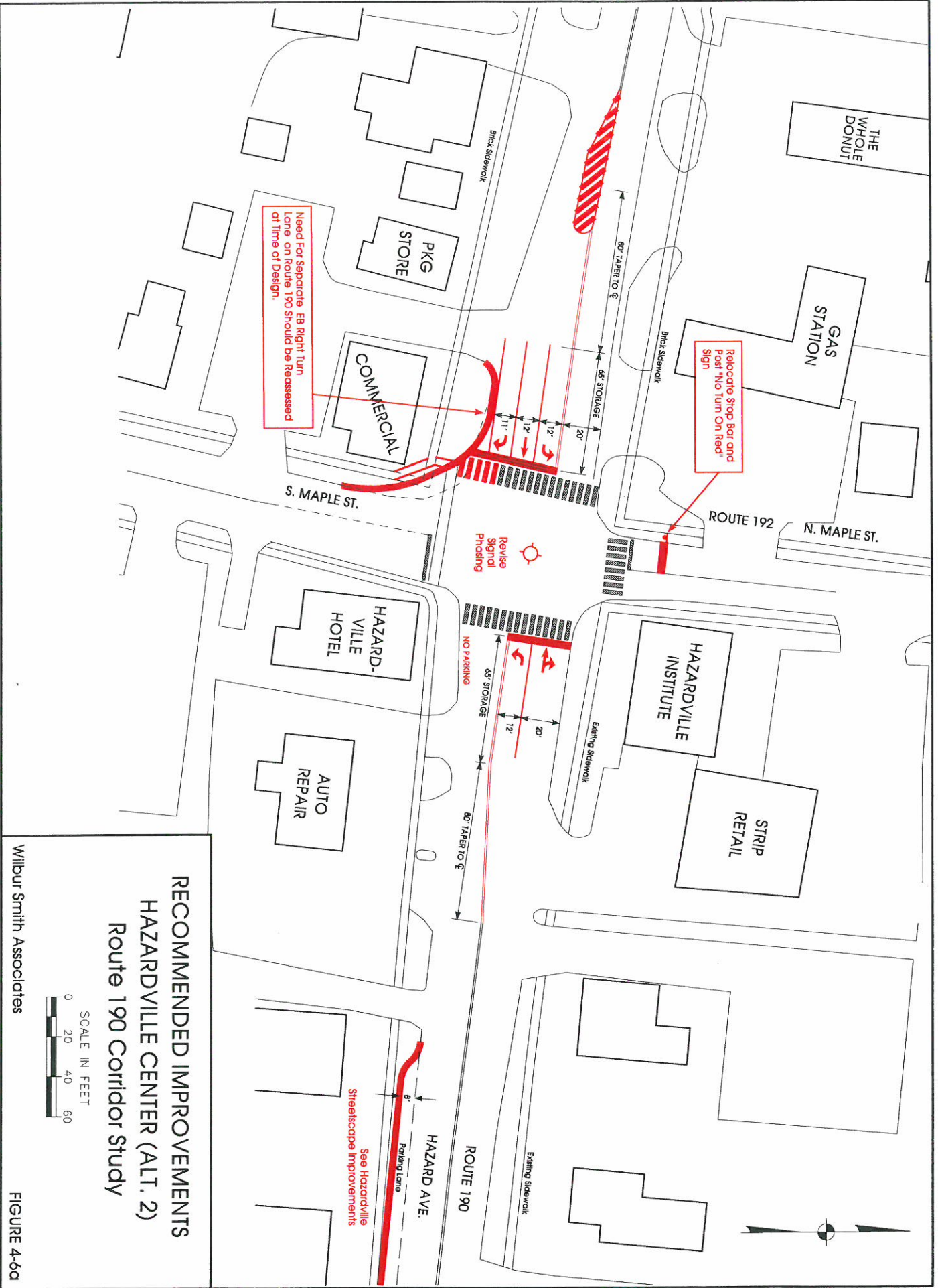
See Hazardville Streetscape Improvements

**RECOMMENDED IMPROVEMENTS  
HAZARDVILLE CENTER (ALT. 1)  
Route 190 Corridor Study**



Wilbur Smith Associates

FIGURE 4-6



RECOMMENDED IMPROVEMENTS  
 HAZARDVILLE CENTER (ALT. 2)  
 Route 190 Corridor Study

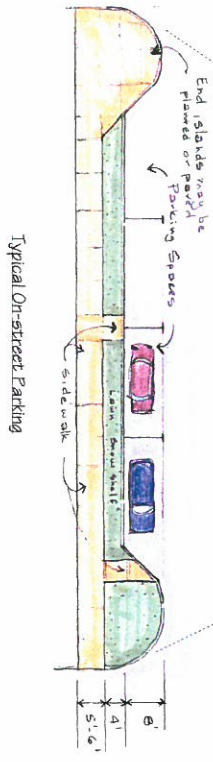


Wilbur Smith Associates

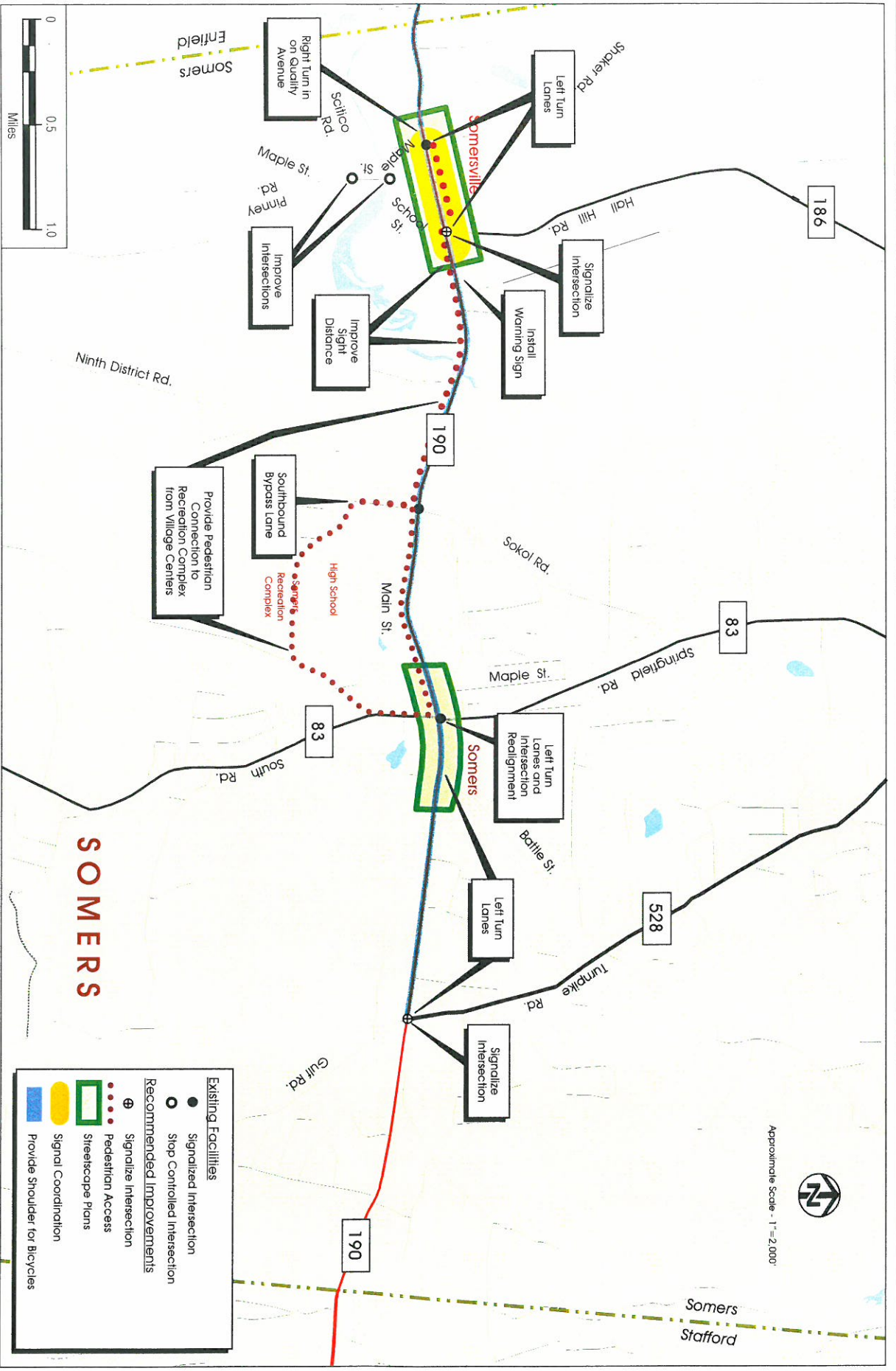
FIGURE 4-6a



- Legend**
- Existing Buildings
  - Existing Buildings
  - Proposed Buildings
  - Proposed Buildings
  - Existing Pavement
  - Proposed Pavement
  - Existing Sidewalk
  - Proposed Sidewalk
  - Existing Street
  - Proposed Street
  - Existing Utility
  - Proposed Utility



**HAZARDVILLE  
STREETSCAPE PLAN  
Route 190 Corridor Study**



Approximate Scale - 1"=2,000'



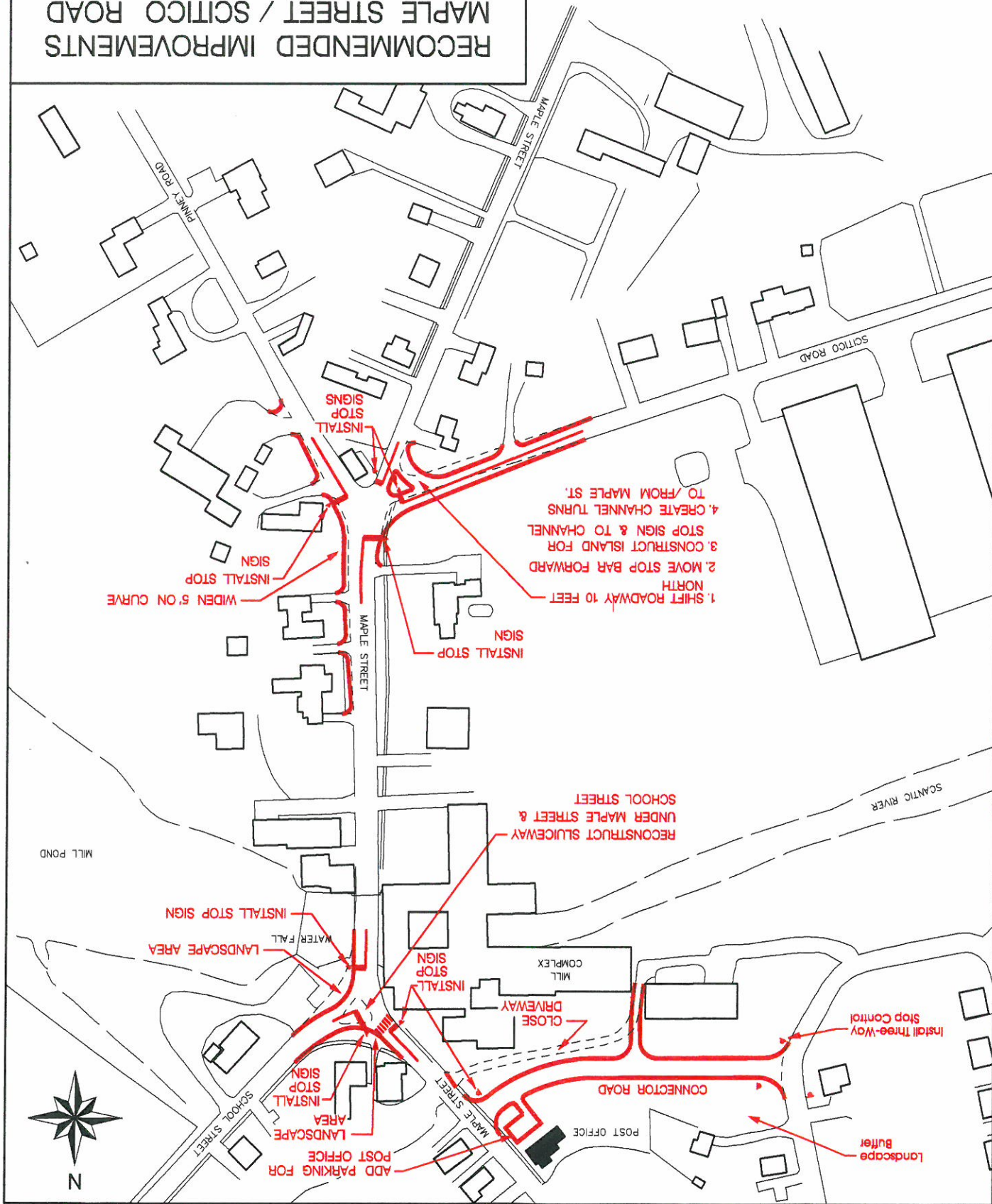
# RECOMMENDED TRANSPORTATION PLAN - SOMERS

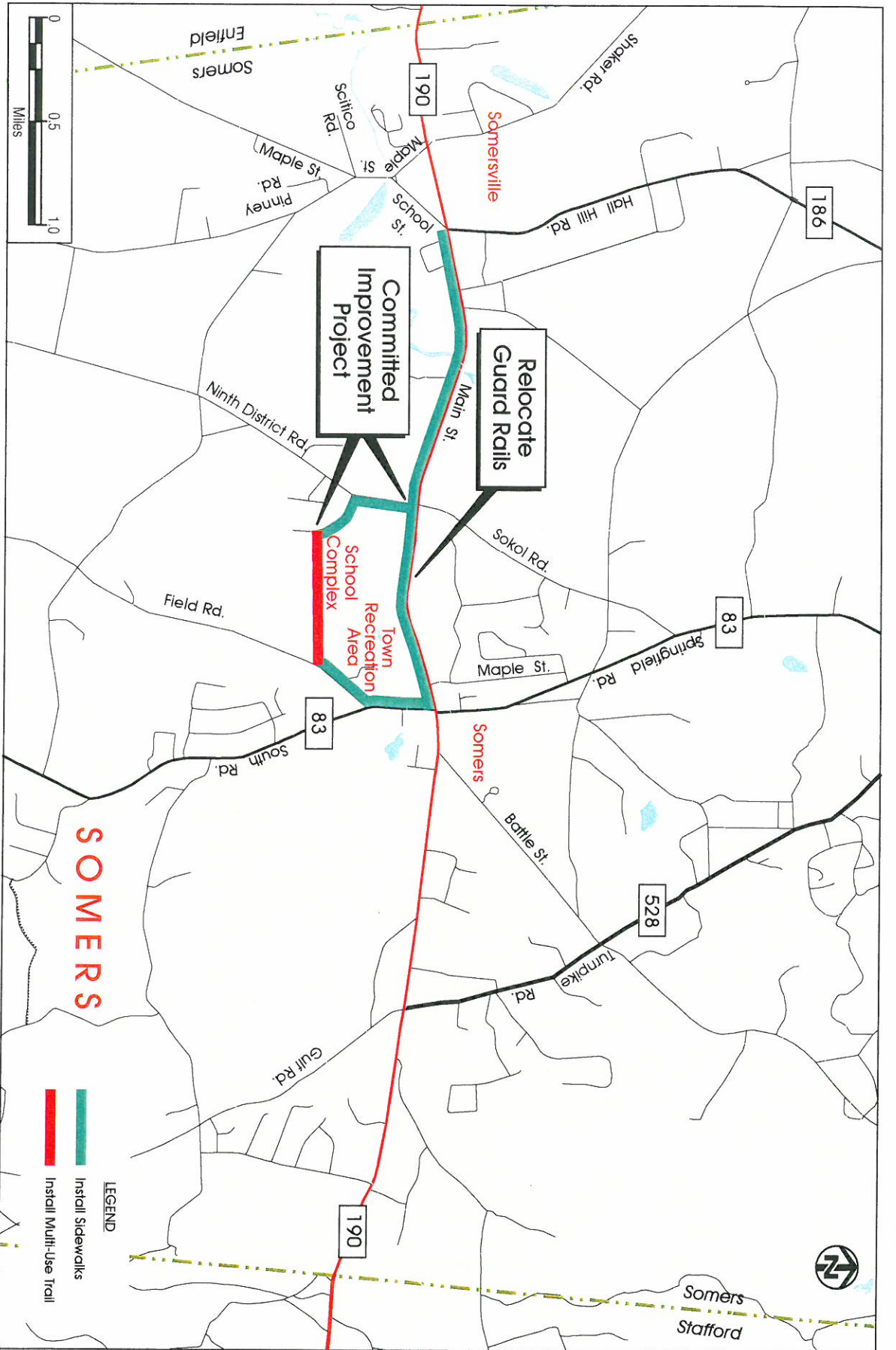


FIGURE 4-10

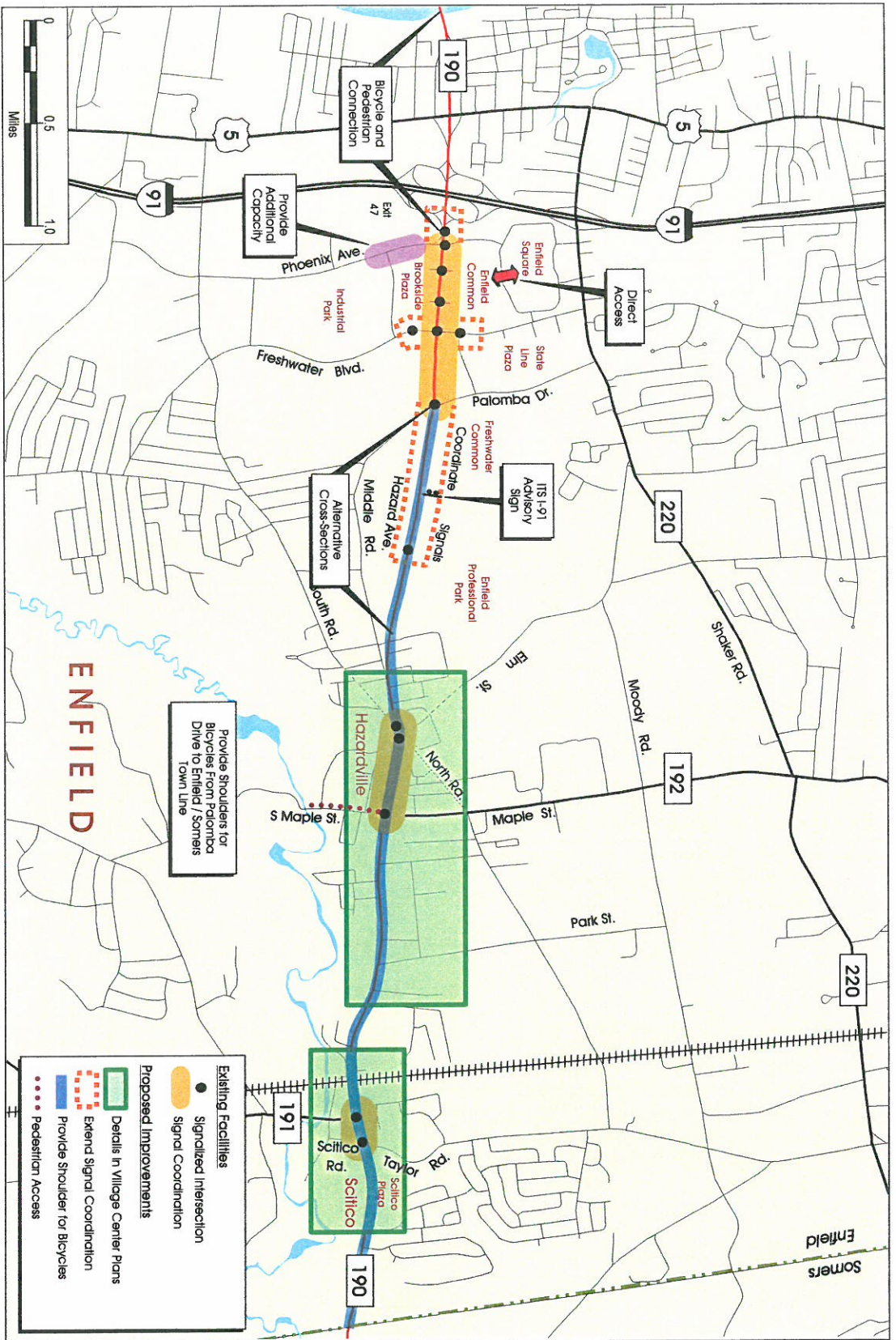


**RECOMMENDED IMPROVEMENTS  
MAPLE STREET / SCITICO ROAD  
ROUTE 190 CORRIDOR STUDY**



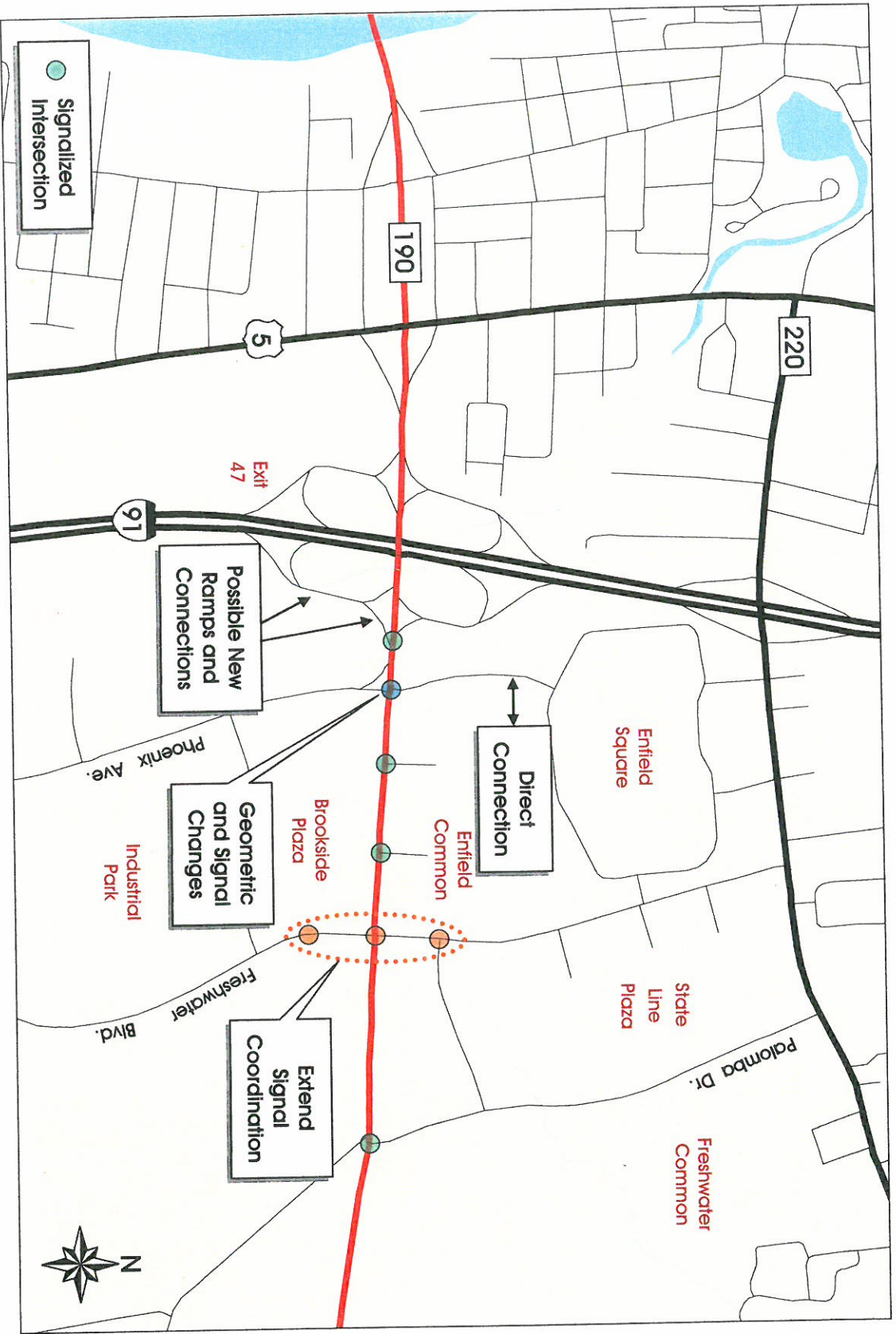


**PEDESTRIAN CONNECTIONS - SOMERS**  
**ROUTE 190 CORRIDOR STUDY**



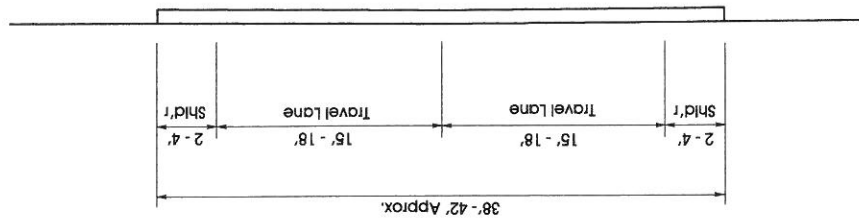
# IMPROVEMENT OPPORTUNITIES - ENFIELD

FIGURE B-1

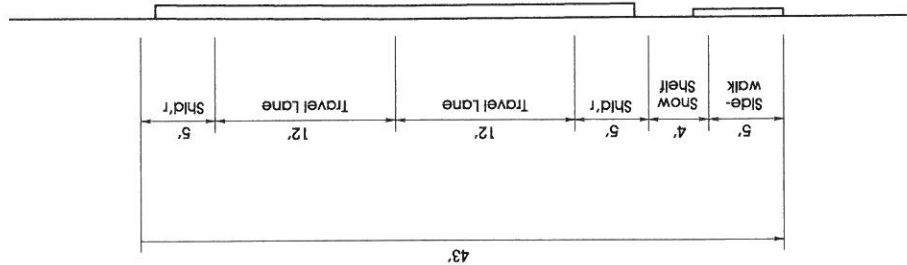


**COMMERCIAL AREA IMPROVEMENT OPPORTUNITIES  
WESTERN ENFIELD**

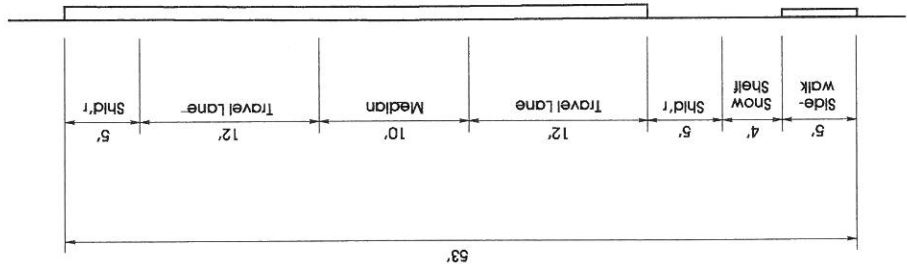
**ROUTE 190 CORRIDOR STUDY**



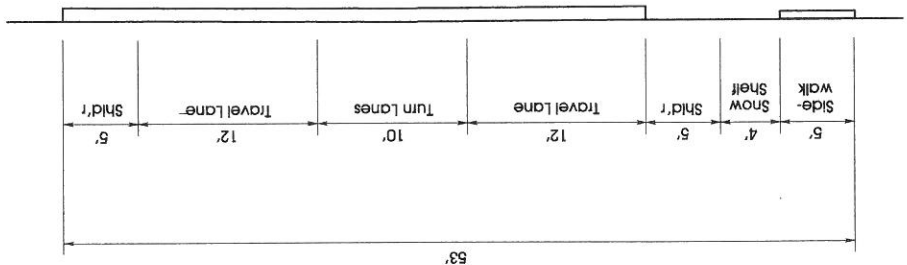
EXISTING CROSS SECTION (1)



ALTERNATIVE 1  
ADD SIDEWALK



ALTERNATIVE 2  
MEDIAN



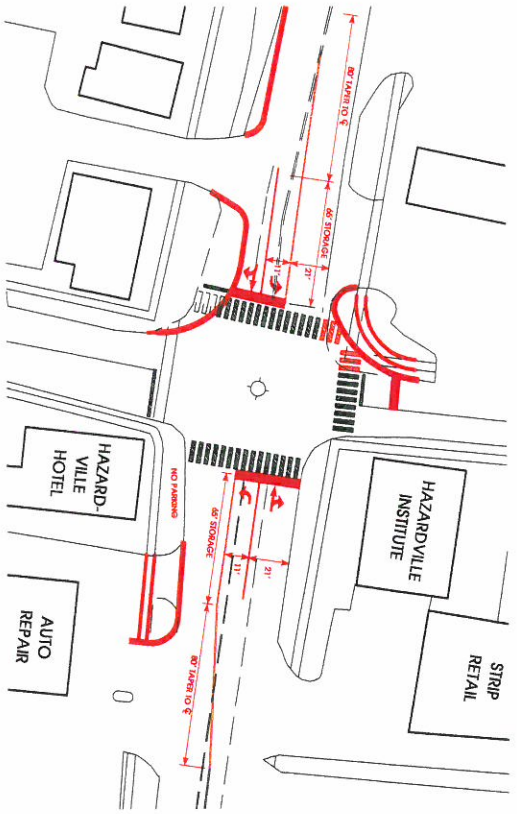
RECOMMENDED CROSS SECTION

(1) Existing shoulders vary from 2 to 4 feet. Total width varies from 38 to 42 feet.

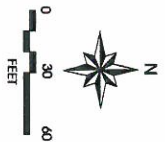
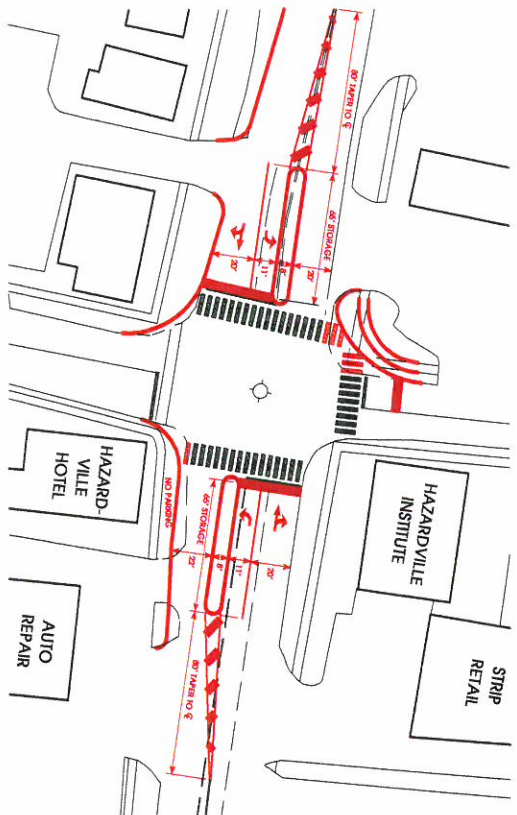
ROUTE 190  
CROSS SECTION OPTIONS  
PALOMBA DRIVE TO  
OLD FIELDS FARM ROAD  
Route 190 Corridor Study

Willbur Smith Associates

OPTION 1  
LEFT TURN LANES



OPTION 2  
LEFT TURN LANES WITH MEDIANS



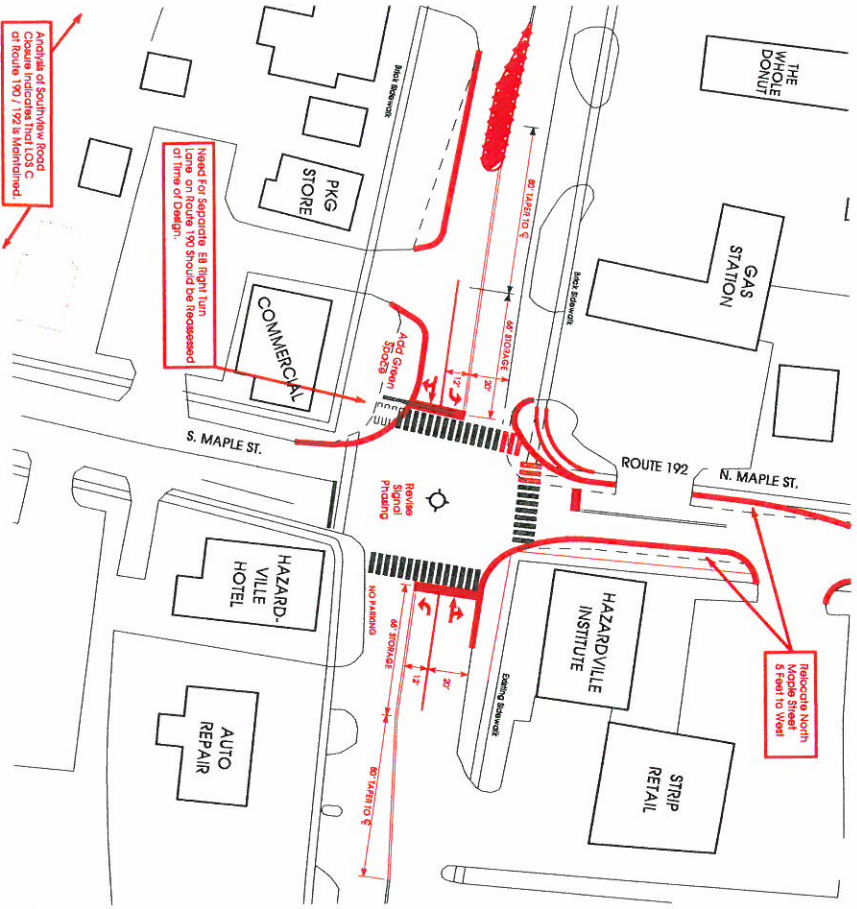
INITIAL  
HAZARDVILLE OPTIONS  
Route 190 Corridor Study

WILBUR SMITH ASSOCIATES

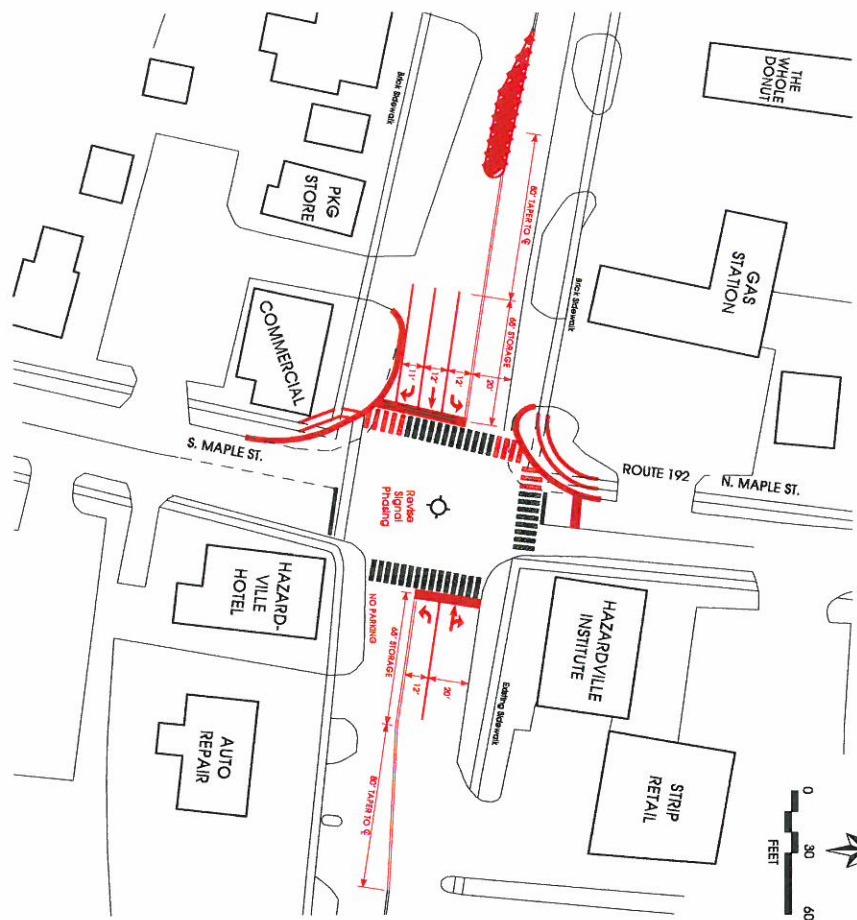
FIGURE B-4d



### OPTION 3 NORTH MAPLE STREET RELOCATION



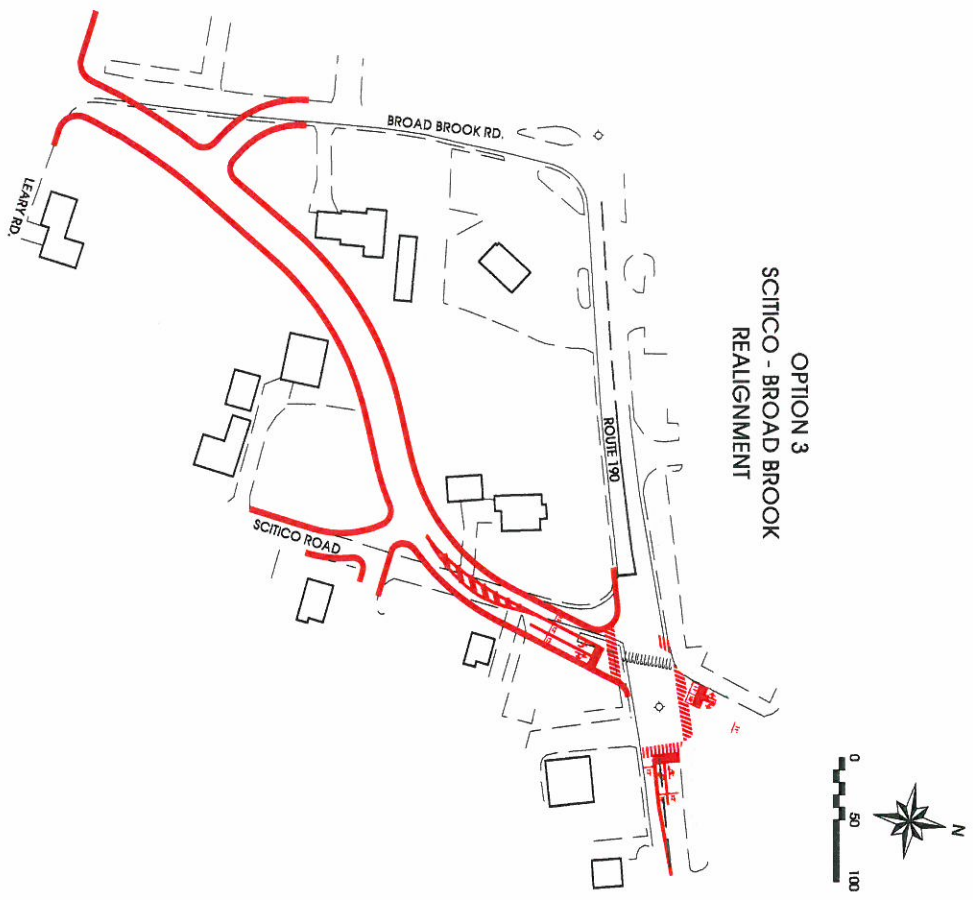
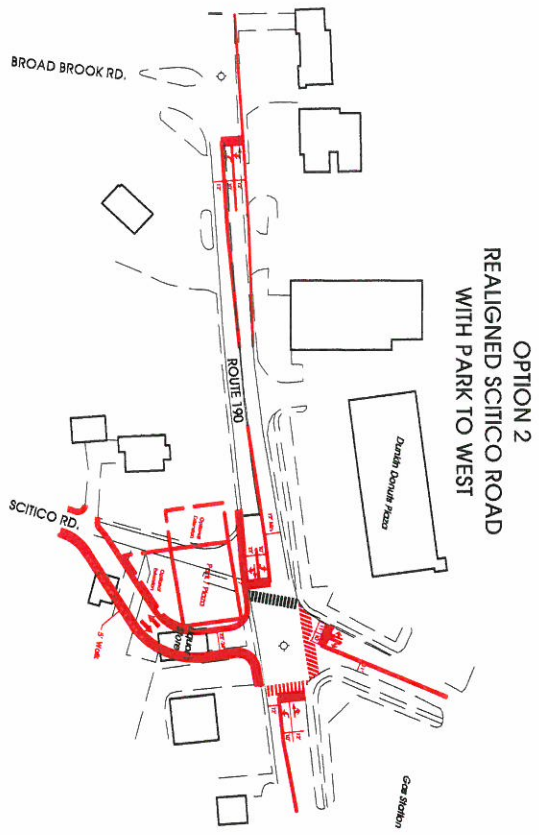
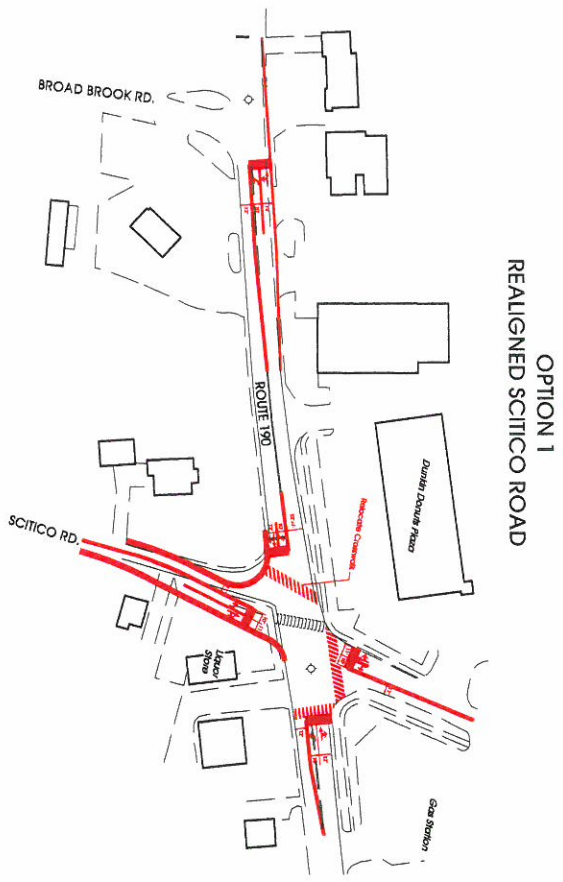
### OPTION 4 EASTBOUND RIGHT TURN LANE



## ADDITIONAL HAZARDVILLE OPTIONS Route 190 Corridor Study

WILBUR SMITH ASSOCIATES

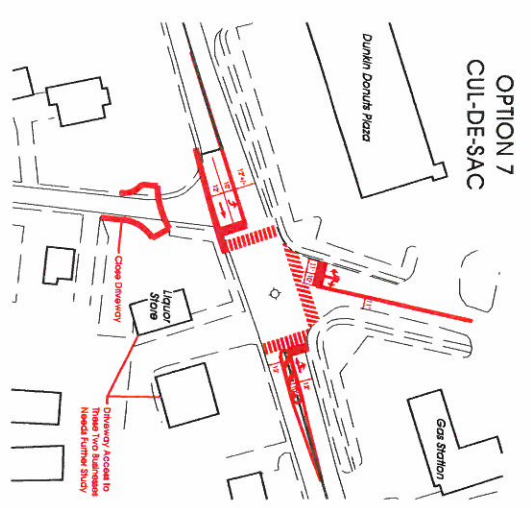
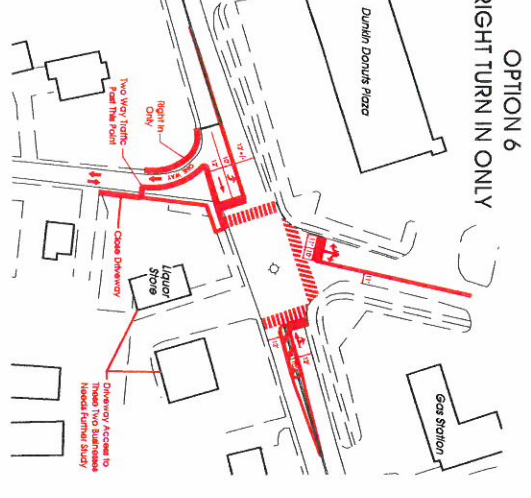
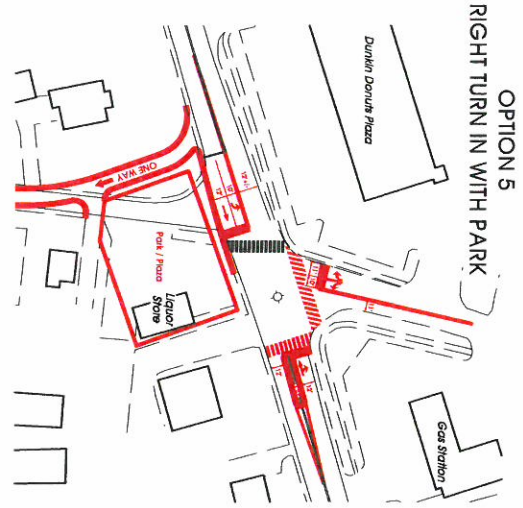
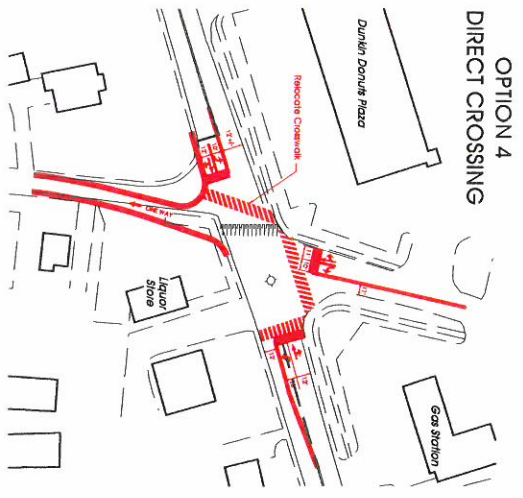
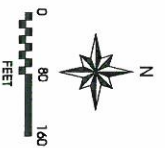
FIGURE B-4b



**SCITICO VILLAGE**  
**TWO-WAY OPTIONS**

November 26, 2001  
WILBUR SMITH ASSOCIATES

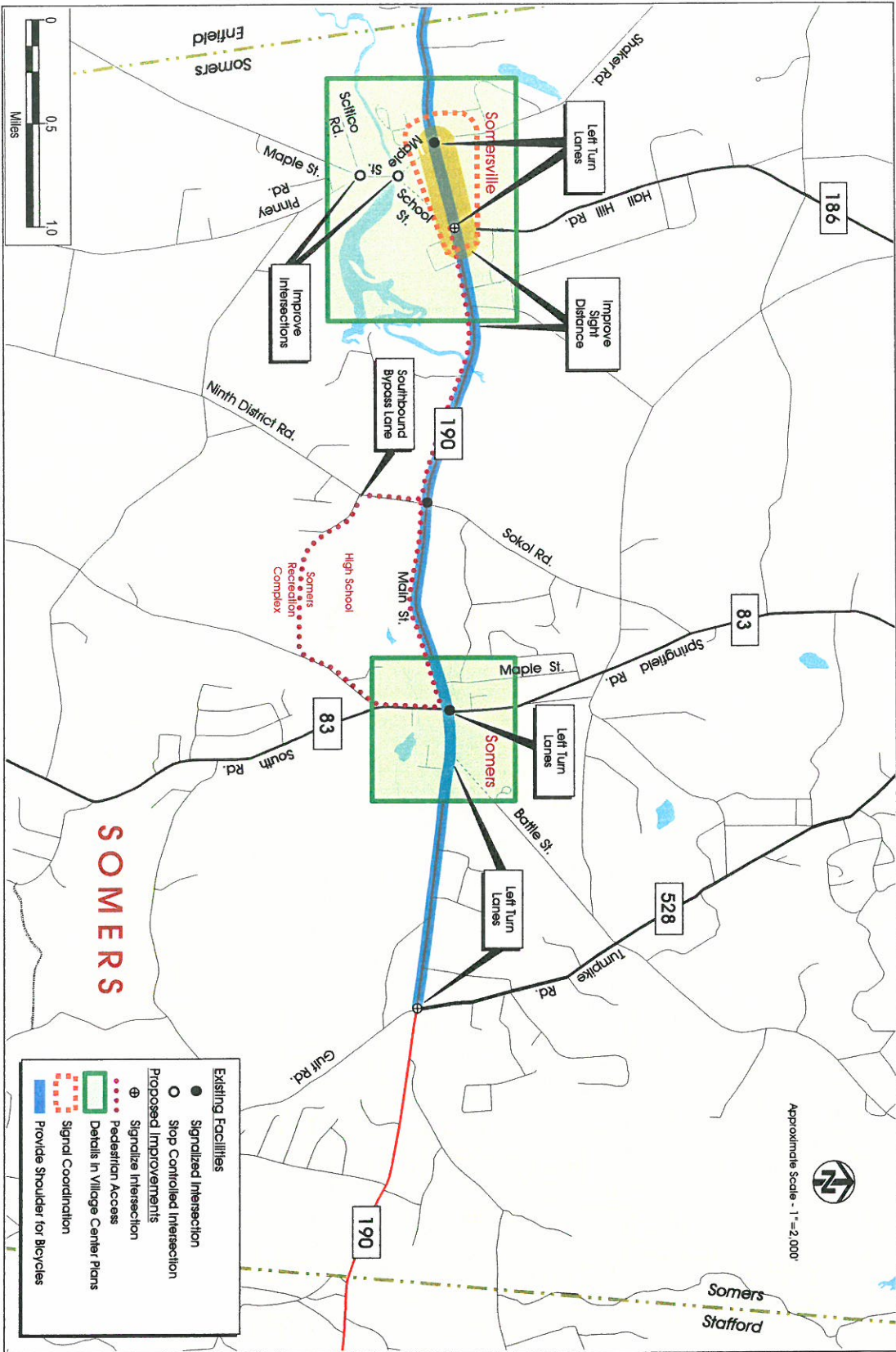
FIGURE B-5



**SCITICO VILLAGE  
ONE-WAY OPTIONS**

November 26, 2001  
WILBUR SMITH ASSOCIATES

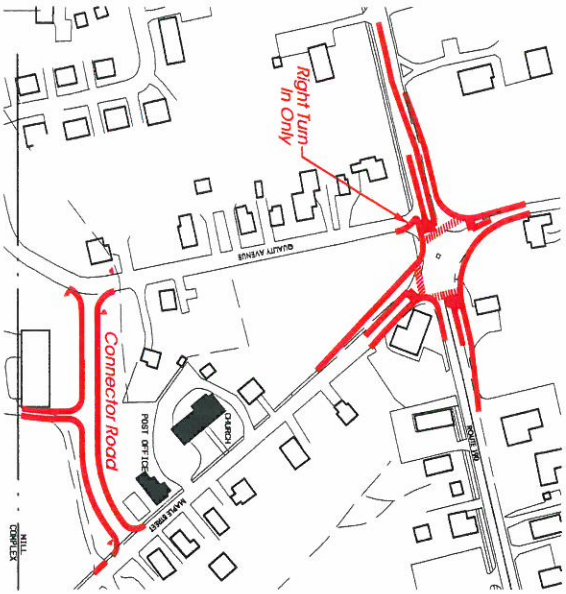
FIGURE B-6



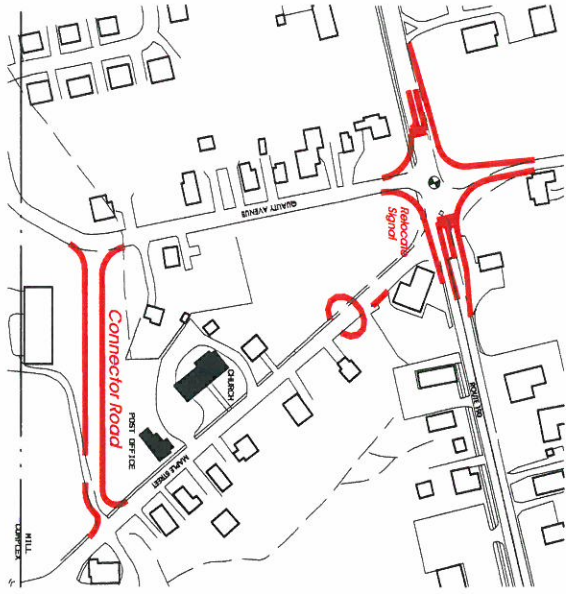
# IMPROVEMENT OPPORTUNITIES - SOMERS

FIGURE B-7

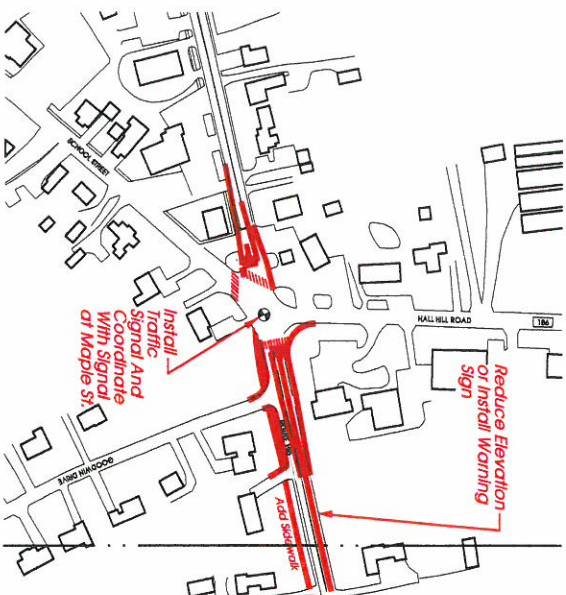
**OPTION 1  
LIMITED ACCESS AT QUALITY AVENUE**



**OPTION 2  
CLOSE MAPLE STREET**



**RECOMMENDED  
ROUTE 190 AND SCHOOL STREET**



**Note:**  
All Alternatives include Westbound Left Turn Lane on Route 190 at Broad Brook Road (Route 191).

**SOMERSVILLE OPTIONS**

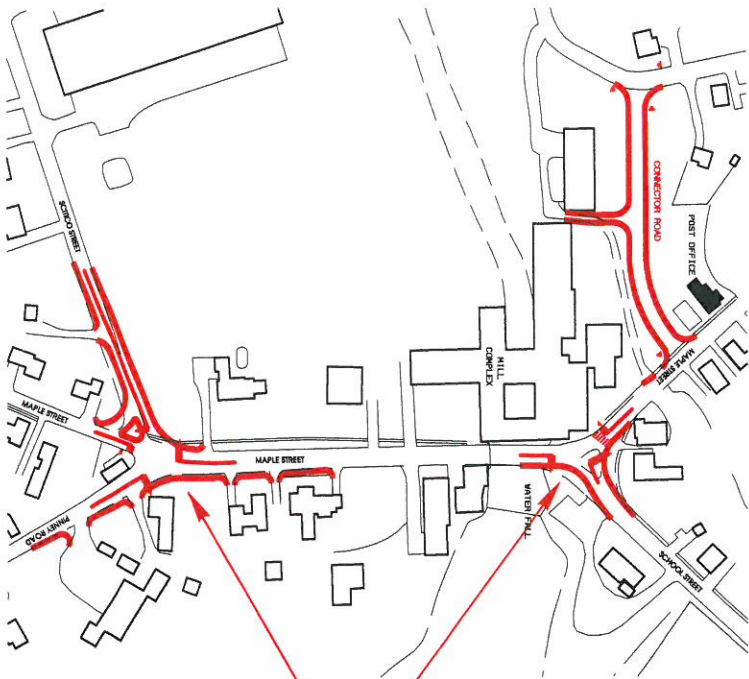
November 26, 2001  
WILBUR SMITH ASSOCIATES

FIGURE B-8

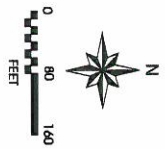
OPTION 1  
TRAFFIC CIRCLES



OPTION 2  
LANE DEFINITION AND  
STOP SIGN CONTROL



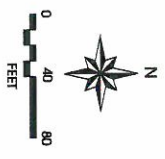
Stop Sign Control  
On All Approaches



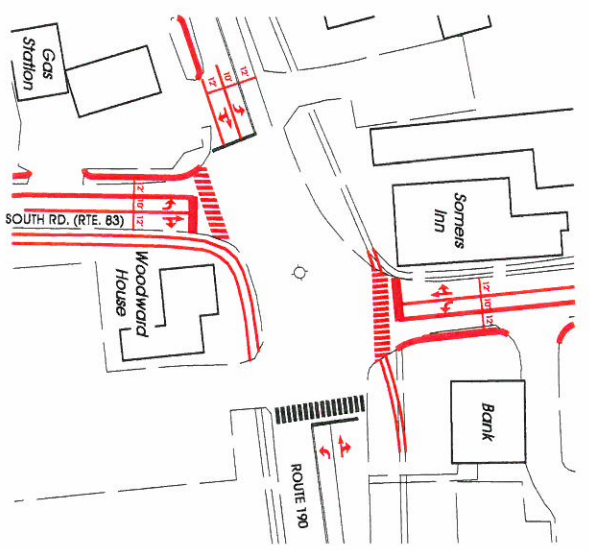
MAPLE STREET OPTIONS  
SOMERSVILLE

November 26, 2001  
WILBUR SMITH ASSOCIATES

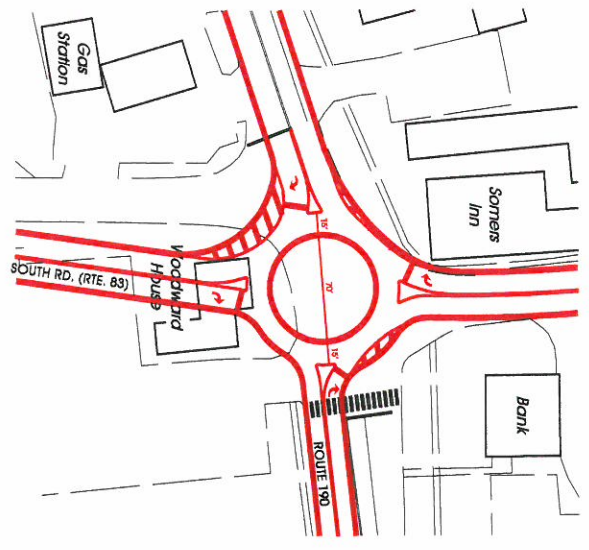
FIGURE B-9



OPTION 1  
RETAIN OFFSET



OPTION 2  
TRAFFIC CIRCLE



OPTION 3  
REALIGN SOUTH LEG



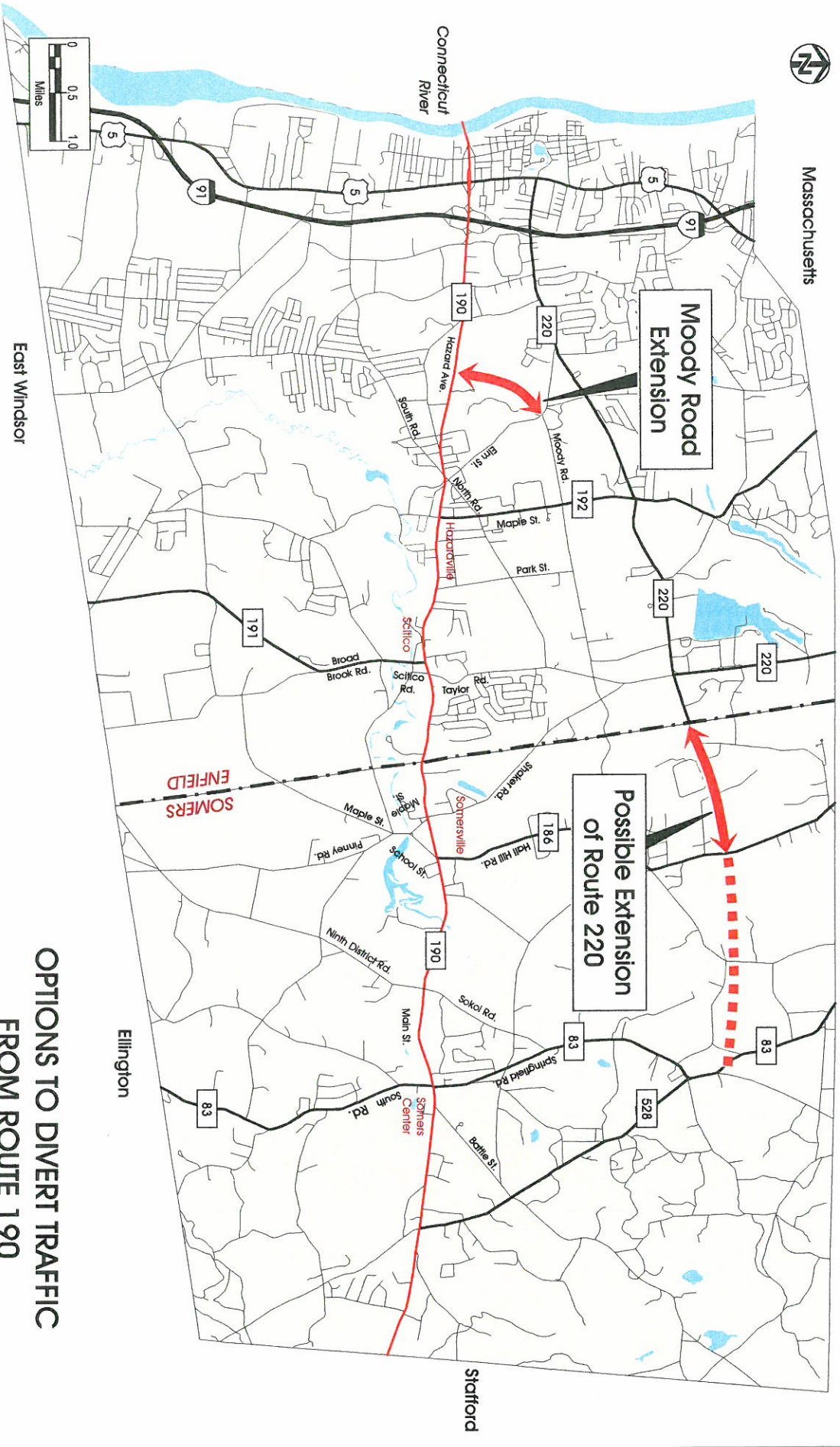
# SOMERS CENTER OPTIONS

November 26, 2001  
WILBUR SMITH ASSOCIATES

FIGURE B-10



Massachusetts



**OPTIONS TO DIVERT TRAFFIC  
FROM ROUTE 190**