Route 190 is the primary east-west roadway in north-central Connecticut. It passes through developed areas, historic town centers, and countryside, linking these areas with I-91 and other key north-south roads. The Route 190 Corridor Study was undertaken in the towns of Enfield and Somers with the goal of solving transportation problems, while maintaining and enhancing the unique characteristics of the corridor and its village centers.

The Route 190 Corridor Transportation Plan is summarized on the following pages. It was developed by a study team composed of staff from the Capitol Region Council of Governments, the Connecticut Department of Transportation and the towns of Enfield and Somers. The consulting firm, Wilbur Smith Associates, provided technical support. A Local Advisory Committee from each Town, as well as significant public input, guided the final selection of project components. This is a twenty-year conceptual Plan. Projects will be designed in detail only when each town has determined its priorities and funding has been identified.

Traffic on Route 190 is expected to grow about 20% along Route 190 over the next 20 years. Even with this growth, no major widening of the roadway will be needed. Improvements can be limited to intersections and short sections of roadway. These improvements will address the safety and congestion problems that now exist or are expected in the future. These improvements can also present an opportunity to preserve and enhance the village character of Hazardville, Scitico, Somersville and Somers center. Proposed improvements include traffic calming in the villages, and provisions for bicyclists and pedestrians.
Locations of Recommended Roadway Improvements

Streetscape Improvements

As part of the Route 190 corridor transportation plan development, a streetscape was proposed for each of the four villages: Hazardville, Scitico, Somersville and Somers center. The goal was to preserve or even enhance the existing village character, and to provide drivers with a visual signal that they are entering a business and residential neighborhood and that they should reduce their speed appropriately.

To insure that the same message is given in each village, the streetscapes are designed with similar elements: shade and accent trees, street furniture such as benches and planters, and pedestrian lighting. Gateway signs delineating the boundaries of the villages are also recommended. The cost of proposed streetscape improvements have been included in the cost of proposed, associated roadway projects.

Typical Street Furnishings

Gateway to the Village
Enfield - Commercial Area

This busy section of Route 190 operates relatively efficiently and safely given the high volume of traffic in the primarily retail district. The absence of major problems can be attributed to the good access management policies used by the Town over the last 20-30 years. By minimizing the number of commercial driveways, the Town has greatly reduced the number of traffic problems typically found in major commercial districts. Recommendations for the area include:

Access Management
Continue the Town’s strong access management policies.

Phoenix Avenue Intersection
Improve Phoenix Avenue intersection by modifying traffic signal phasing and providing two northbound left-turn lanes on Phoenix Avenue. Cost: $405,000

Shopping Center Connection
Provide a more direct connection between Enfield Common and Enfield Square. Cost: $311,500

Signal Coordination
Coordinate traffic signals between I-91 and the Enfield Professional Park on common cycle lengths for peak and off-peak periods. Cost: $204,000

Pedestrian Improvements
Expand pedestrian and bicycle facilities. Cost: $ 3.5 million for bikeway / sidewalks, and $1.1 million for a pedestrian bridge over I-91.
**Enfield - Transition Area**

The transitional area between the mall and Hazardville is likely to experience significant commercial growth in the next 20 years. Improvements should be undertaken in anticipation of this growth and adjusted as it occurs.

**Access Management**
Continue the Town’s good access management practices, as development occurs through this section of roadway.

**Left-Turn Lanes**
Widen Route 190 slightly between Palomba Drive and the Enfield Professional Park to provide left-turn lanes at selected locations. Cost: $1,975,000

**Sidewalks**
Provide sidewalks along the north side of the road from Palomba Boulevard to Elm Street. Cost: inc. in above

**Variable Message Sign**
Install a variable message sign for westbound traffic, describing I-91 traffic conditions. Cost: inc. in above

**Bicycle Accommodations**
Provide five-foot shoulders for bicyclists. Cost: $221,500 for minor widening.

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**Enfield - Hazardville**

Hazardville is an historic village center with a mix of small businesses and residences. The proposed intersection and streetscape improvements are intended to enhance the special character of the village, while solving congestion problems at the Maple Street intersection.

**Streetscape Improvements**
Streetscape improvements are recommended, including the addition of flowering and shade trees, sidewalks, enhanced crosswalks and street furniture. The Town of Enfield has already taken steps to implement many of these recommendations. A sample section of the proposed design is shown to the right.
**Enfield – Hazardville (cont.)**

**Route 190 and Maple Street Intersection**

Improve traffic flow and safety as below. Total Cost: $650,000

**Left-Turn Lanes.** Change lane assignments to create exclusive left-turn lanes for the westbound and eastbound approaches on Route 190. Existing lane assignments include an exclusive right-turn lane and a shared through and left-turn lane.

**Right-Turn Lane.** For the eastbound approach, consider adding an exclusive right-turn lane. The decision should be made during the design phase. Addition of a right-turn lane will provide some improvement to traffic flow, but eliminates the possibility of adding greenspace on the southwest corner. The increased greenspace could augment the Town’s efforts to improve the streetscape in this historic center.

**Turn Movement.** Move the stop bar back on the southbound approach to accommodate the turning movements of large trucks.

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**Option 1:** Exclusive left-turn lane with shared right-turn and through lane, allows more green space.

**Option 2:** Exclusive left-turn lane with separate right-turn and through lanes.
Enfield - Scitico

Traffic problems in the Scitico commercial area are limited to the two closely spaced intersections of Route 190 at Broad Brook Road and Route 190 at Taylor Road and Scitico Road. Improvements are recommended to solve the traffic problems as well as reduce the problem of traffic cutting through the residential neighborhood on Scitico Road.

Route 190 and Taylor/Scitico Intersection

Left-turn lanes.
Add an eastbound left-turn lane on Route 190 and a southbound left-turn lane on Taylor Road.

Scitico Road.
Partially or completely close Scitico Road to traffic from Route 190. The choice between partial or full closure should be made during the design phase and with neighborhood involvement.

Total Cost: $1.2 million

The goal of partial or full closure: to reduce traffic cutting through the residential neighborhood.
**Enfield - Scitico**

**Route 190 and Broad Brook Road Intersection**
Provide a westbound left-turn lane on Route 190.
Cost: inc. in Taylor / Scitico Road project on facing page.

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**Streetscape Improvements**
Streetscape improvements are recommended to improve visual appearance and pedestrian safety. A primary goal of these improvements is to complete the sidewalk network in the area. A typical section of the complete plan is depicted above.
Somers - Somersville

The village of Somersville includes a small commercial district on Route 190 and a more traditional village setting just south of Route 190. This area includes an old mill, a millpond, a historic blacksmith shop and a mix of residential and institutional uses including two churches, a school, and a post office. Suggested improvements address safety concerns throughout the village and congestion issues at the major intersections. Total cost for all items, except where noted: $3.5 million

Route 190 and Maple Street Intersection

Improve the Route 190, Maple Street, and Shaker Road intersection by providing left-turn lanes along Route 190, realigning Maple Street, eliminating the Quality Avenue approach to Route 190, and providing alternate access to Quality Avenue via Maple Street. Also, install sidewalks on north side of Route 190 between Shaker and Hall Hill Roads.

Streetscape Improvements

Streetscape improvements are proposed to enhance the village character. They include the addition of flowering and shade trees, textured crosswalks, new sidewalks and a welcome sign and special plantings at the east and west entrances to the village. A typical section of the plan is depicted to the right. The plan also includes a recommendation that the town adopt a “build to” zoning regulation in which all future development is required to be built along a designated line matching the front façade of the existing buildings.
Somers - Somersville (cont.)

Maple Street and School Street Intersection
Improve the intersection of Maple and School Streets by eliminating the traffic island and creating a standard T-type intersection with 3-way stop control. The proposed stop signs have already been installed by the Town.

Route 190 and School Street Intersection
Add a traffic signal at this intersection, with an advance warning sign on the western approach. This is an approved State project, presently under design.

Recommended long-term improvements include adding left-turn lanes and possibly adjusting the road profile east of the intersection to improve the sight line. Cost: $1,115,500

School Street Traffic Calming
Reduce traffic speeds along this village street by narrowing the roadway to 28 feet and installing raised crosswalks. Cost: $76,000 – $87,500

Maple Street and Pinney Street Intersection
Improve this intersection through minor widening, channelization, and 4-way stop control. This proposed design concept has taken into consideration the sensitive nature of the historic blacksmith shop on the southeast corner of this intersection. Cost: $92,000
Somers - Somers Center

The primary safety and congestion problems in Somers center are associated with the offset intersection of Route 190 and Route 83. The proposed approach to correcting the problems were guided in large part by the goal of preserving the village character of Somers center. Recommended improvements are summarized below.

Route 190 and Route 83 Intersection
Realign the offset intersection by relocating the southern leg to the east, installing left-turn lanes on all four approaches, reducing the length of crosswalks, and providing more greenspace in areas where the roadway is reduced or removed. The Woodward House, which is part of this National Historic District, must be removed due to road realignment, but it should be relocated within the Historic District. Two options for the realignment were developed for the study, but the exact realignment will be determined during the design phase. Cost: $1.52 – $1.55 million

Route 190 and Battle Street Intersection
In the longer term, add a left-turn lane at Battle Street (not shown.) Since this is a long-term proposal, a cost estimate was not developed.

Streetscape Improvements
Streetscape improvements, including elements similar to those proposed for Somersville, are also proposed for Somers center. They include the recommendation to establish a “build-to” line through the village. A portion of the complete design is shown below.
Option 1: Curved alignment of Route 83, allows for provision of more greenspace.

Option 2: Straight alignment of Route 83.
Given the volume and speed of traffic on Route 190, concerns for the safety of pedestrians and bicyclist are a high priority. The following proposals address those concerns.

**Sidewalks between the Villages**
Provide sidewalks from Somersville to Somers center along Route 190. Cost: $1,840,000

**Multi-Use Path**
Provide a multi-use path from the Somers school complex on Ninth District Road to the recreational complex on Field Road, connecting to the existing sidewalks on Ninth District Road and to Somers center via new sidewalks on Route 83. Cost: $921,000 for minor widening.

**Wide Shoulders**
Provide shoulders along Route 190 for bicyclists from the Enfield town line in the west to Gulf and Turnpike Roads in the east. Cost: $873,500

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