

**Town of Goshen, Connecticut**  
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ROADS AND CIRCULATION

**GOALS:**

TO IMPROVE AND MAINTAIN GOSHEN'S ROAD SYSTEM ACCORDING TO A LONG TERM, COMPREHENSIVE ROAD IMPROVEMENT PROGRAM DESIGNED TO MAINTAIN ROAD SAFETY, DURABILITY AND COST EFFECTIVENESS. TO PRESERVE THE "COUNTRY" APPEARANCE OF GOSHEN ROADS, TO THE EXTENT POSSIBLE UTILIZE ROADS AND ROAD RIGHTS -OF-WAY FOR RECREATION ACTIVITIES SUCH AS WALKING, TRAILS, BIKING, ETC.

**ISSUES:**

1. Country Roads

The Town's center rotary and rustic rural roads are important elements of Goshen's country appearance that should be retained.

2. Safe and Cost Effective Road System

The Town's roads must be safe and road expenses cost effective.

Goshen has one of the most extensive local road systems in the State. The Town owns and Maintains 67 miles of roads (52 miles of paved roads and 15 miles of dirt roads). This fact and the high cost of road improvement and maintenance requires that the Town establish and stick to long term priority programs for pavement maintenance and major road improvements.

**RECOMMENDATIONS:**

1. Complete State Road Improvements Recommended in the Litchfield Hills Council of Elected Officials Regional Plan. The Regional Plan endorses completion of the following improvements to State highways as recommended to the Connecticut Department of Transportation by the Litchfield Hills Council of Elected Officials.

These improvements which are on Route 4 are as follows:

- a. Improve the horizontal geometry at bends in the roadway at East Street North and East Street South.
- b. Add left turn lane at Beach Street and improve sight lines.
- c. Improve sight lines along the North side of Route 4 for westbound traffic turning left onto Milton Road.
- d. Improve sight lines approximately ¼ mile East of Route 4/63 rotary and West of Fox Brook.

In addition to above add – improve Route 4 sight lines at the intersection with Beech Hill Road (aka Lucas Hill Road) and consider the need for a left turning lane.

2. Identify and Rank Town Road Sight Line Improvements

The Town should identify and assign a priority rank to all locations on local roads where sight line improvements are needed. Adequate sight lines at intersections with State and Town roads are especially important.

### 3. Maintain the Route 4 and 63 Rotary (Round-about)

Townpeople are firm in the opinion that traffic lights should not be installed at the rotary. The Plan supports the proposed enhancement of the rotary, now under design by ConnDOT in cooperation with town officials, to enhance the safety and aesthetics of the rotary. Another factor bearing on the traffic safety at the rotary, in the center area and along all state highways, is the number and location of driveways. It is recommended that the Planning and Zoning Commission amend its regulations to encourage common driveways along State highways and especially approaching the rotary.

### 4. Street "Chip Seal" Road Maintenance and Sweeping Programs

Establish a Town Street Sweeping Program and continue using the "chip seal" method or similar method of road surface maintenance and improvement and visually consistent with maintaining the rural character and appearance of roads.

### 5. Town's Road Capital Improvement Program

The Town's Road Capital Improvement Program should consider a priority plan for improvements to:

- Town Hill Road
- Eli Bunker Road
- Shear Shop Road

### 6. Improvements Needed for Emergency Vehicle Access.

In order to permit efficient response by emergency services:

- all streets should have permanent street signs
- all houses must have their street numbers properly displayed, and
- all roads should be checked to identify improvements needed for emergency vehicle access.

The house numbering goal can be accomplished in cooperation with the Goshen Volunteer Fire Company and the Assessor's office or, if necessary, by Town ordinance.

### 7. Scenic Road Recommendations

Goshen has numerous examples of exceptional scenic roads:

-Bartholomew Hill Road, West Side Road and Five and One Half Mile Road. Other scenic roads are identified in the Town 2001 Open Space Plan. Many of the scenic roads in Goshen can be described as having narrower widths, i.e. 18 ft and stone walls along their edges.

-It is important to preserve the rural appearance of our roads but to have a cost effective road system the Town may need to pave some sections of dirt roads in the future to minimize erosion into lower lying areas, which are mostly wetlands.

### 8. Encourage Common Driveways

Compared to individual driveways a pattern of common driveways on a Town road creates fewer points of vehicular conflict entering and exiting the Town road. Common drives also help maintain scenic roads. It is recommended that common driveways be encouraged for subdivisions with frontage and access to a major Town road, such as Beach Street. Common driveways serving up to 4 lots are permitted in the land use regulations, but incentives should be added to encourage common driveways where it will benefit traffic safety. Also the

regulations should require that common driveways be legally established to ensure proper cost sharing between owners for plowing and maintenance expenses.

#### 9. Recommendations Concerning “Abandoned” and “Discontinued” Roads

The Town has made substantial progress in reducing its “old road systems” and the potential cost and liability that goes with owning miles of road rights-of-way that are no longer improved or maintained for vehicular travel.

Many “abandoned” roads have been formally “discontinued” meaning the Town has given up the right of way and allowed the ownership of these old roads to revert to adjacent private property owners.

#### 10. Abandoned Roads for Recreational Use

After considering the future potential use of an abandoned road and the cost to improve them, the Town may determine that certain “abandoned” roads are no longer of potential value for vehicular use. Under a provision of the Connecticut General Statutes towns can retain abandoned roads for recreational use only as hiking and walking trails. The Conservation Commission, Selectmen and Planning and Zoning Commission should jointly investigate the potential for using “abandoned” road rights-of-way for walking and biking trails.