

## Roger Krahn

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**From:** Shea, Donna <donna.shea@uconn.edu>  
**Sent:** Thursday, December 10, 2020 3:21 PM  
**To:** Discussion list for public works personnel of Connecticut  
**Cc:** Ouellette, Joseph P.; Roger Krahn; Kate Rattan; Rick Lynn  
**Subject:** Invitation to Participate in a Project to install Centerline Rumble Strips on municipally-owned roadways - **DEADLINE EXTENDED**  
**Attachments:** CLRS Letter To Towns - Final.pdf

Hi all, I don't want your town to miss this opportunity so wanted to share with you.

The attached letter was sent to all of the Chief Elected Officials in Connecticut regarding the opportunity to benefit from a statewide safety improvement project to install center line rumble strips (CLRS) on eligible municipally owned and maintained roadways.

I know how much your town officials, including the public works leadership, have on their mind during this pandemic and was afraid it may not have been prioritized in the mountain of things you have to deal with, for a response.

I also know how important safety on your roadways is to you so just wanted to make sure you had the chance to review it and decide if you are city/town is interested.

**CTDOT is willing to extend the deadline to December 31, 2020 if your town would like to participate.**

More details included in the letter.

Take care  
Donna

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# STATE OF CONNECTICUT

## DEPARTMENT OF TRANSPORTATION



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November 10, 2020

### **VIA E-MAIL**

Dear Chief Elected Official:

**Subject:** Invitation to Participate in a Project to install Centerline Rumble Strips on municipally-owned roadways

The Connecticut Department of Transportation (Department) is planning to initiate a statewide safety improvement project to install centerline rumble strips (CLRS) on eligible municipally-owned and maintained roadways.

CLRS are a cost-effective, proven safety countermeasure that reduce the risks of head-on and sideswipe opposite direction crashes. A CLRS is a longitudinal safety feature installed at the centerline of a paved roadway. It is comprised of a series of milled grooves embedded in the centerline of the roadway, which are painted over with yellow centerline markings. These grooves produce sound and vibration intended to alert distracted, drowsy or inattentive drivers that they have unintentionally crossed the centerline. The grooves are not as deep as those on Connecticut's freeways, therefore they are not as loud. For those drivers who unintentionally cross the centerline, the audible and vibratory warning provided by the CLRS greatly improves the chances of a quick and safe return to their lane. Where drivers do not safely recover, the warning created by the rumble strips often improves driver reaction, reducing crash severity. CLRS also serve as an effective means of locating the travel lane during inclement weather, when pavement markings may be obscured by fog, snow or rain. The vibration provided by CLRS can assist drivers from unintentionally crossing the centerline during these conditions. Please click [here](#) for more information about CLRS. A map of Connecticut which shows the towns that have CLRS can be found [here](#).

In 2019, there were 27 fatalities and approximately 2,678 injuries from head-on and opposite direction sideswipe crashes on Connecticut roadways (non-interstate). There were also 330 single vehicle crashes involving 125 injuries where the driver crossed the centerline and struck a fixed object on the opposite side of the road. One in four of the persons injured in crashes associated with vehicles crossing the centerline were under the age of 25.

The Department's guidelines for the installation of CLRS is based on national best practice and includes the following criteria; traffic volume exceeding 2,000 vehicles per day, speed limit of 35 mph or higher, minimum lane width of 14 feet (measured from the double yellow centerline to the right edge of pavement), pavement in good condition and low residential density in close proximity (within a 100 feet from the edge of road).

The Department is requesting your assistance to identify candidate roadways that meet the above criteria. To aid the town in the selection process, a list of the approved town road speed limits can be found [here](#). The roadways in your town where the speed limit is 35 mph or higher should be reviewed further to determine if they meet the other eligibility requirements. Based on tentative schedules, the CLRS would be installed during the 2022 construction season. The CLRS would be installed by the Department's contractor at no cost to the community. Upon completion of the project, maintenance of the CLRS will be the responsibility of the town.

If the municipality would like to participate in the project, please list the eligible roadways below and sign the letter in the space provided and email it to the Department at [TrafficSafety.dot@ct.gov](mailto:TrafficSafety.dot@ct.gov) office no later than December 9 2020. Town officials will be contacted during the design phase and will be informed of the project schedule when it is finalized.

Should you have any questions about this project, please contact Mr. Joseph Ouellette, Project Manager, at [TrafficSafety.dot@ct.gov](mailto:TrafficSafety.dot@ct.gov).

Very truly yours,

Mark F. Carlino, P.E.  
Division Chief of Traffic Engineering  
Bureau of Engineering and Construction

cc: Local Traffic Authority

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title

Please list the roadways below that satisfy the above-listed criteria for CLRS: