



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-2768

March 9, 2022

VIA E-MAIL

The Honorable Antonia Moran
Mayor
Town of Mansfield
4 South Eagleville Road
Storrs Mansfield, CT 06268
Morant@mansfieldct.org

VIA E-MAIL

Mr. John Elsesser
Town Manager
Town of Coventry
1712 Main Street
Coventry, CT 06238
Jelsesser@coventryct.org

VIA E-MAIL

Ms. Lisa Hancock
Interim Town Manager
Town of Tolland
21 Tolland Green
Tolland, CT 06084
L Hancock@tolland.org

Dear Chief Elected Official:

Subject: 2022 Vendor-in-Place (VIP) Program
Installation of Centerline Rumble Strips (CLRS)

The Connecticut Department of Transportation (Department) is tentatively planning to resurface Route 195 (Tolland Turnpike/Merrow Road) from Route 32 (Stafford Road) in the town of Mansfield to Old Post Road in the town of Tolland during the 2022 construction season. The section of Route 195 (Tolland Turnpike/Merrow Road) from 160 feet north of Route 32 (Stafford Road) in the town of Mansfield to 0.20 miles south of Walbridge Hill Road in the town of Tolland, from 0.17 miles north of Baxter Street to 475 feet south of Goose Lane in the town of Tolland, and from 150 feet north of the I-84 WB on/off ramp to Cider Mill Connector in the town of Tolland meet the Department’s criteria for the installation of CLRS. The Department is requesting your review and concurrence with the possible installation of CLRS in these areas, a combined distance of 2.34 miles.

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 2020, there were 36 fatalities and 2,340 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. An evaluation of Connecticut roadways with CLRS installed in 2017 (to ensure two years of crash history before and after the installations) conducted by the Connecticut Transportation Safety Research Center at the University of Connecticut determined that there was a statistically significant 57 percent reduction in fatal and incapacitating injury crashes after the installation of the CLRS.

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).

If you concur with the prospect of installing CLRS at the location above pending completion of the resurfacing project, please sign this letter in the space provided below and email it to the Department at TrafficSafety.DOT@CT.gov. Please retain a copy for your records. It is not anticipated that an informational meeting or formal public hearing would be necessary due to the limited nature of the proposed work. However, if a meeting is required by the town or should you have any questions or disagree with the recommendation, please contact Ms. Devyn Howe at Devyn.Howe@CT.gov. A response is requested by March 23, 2022 so as not to affect the scheduled resurfacing project.

Very truly yours,

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

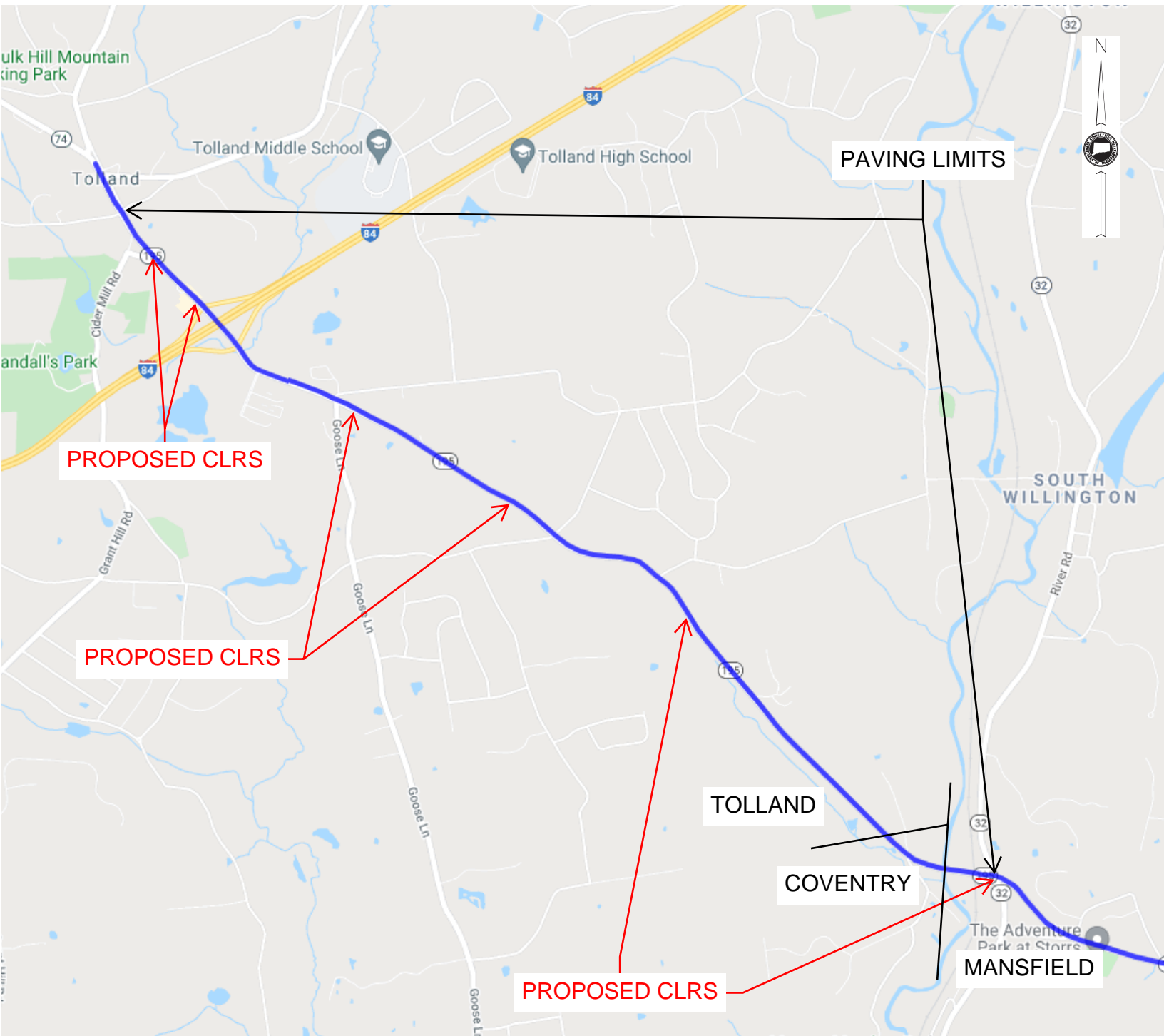
cc: Mr. Ryan Aylesworth, representative of the Mansfield Local Traffic Authority
Mr. Bill Watkins, Director of Public Works for the town of Coventry
Mr. Kevin Eklund, representative of the Tolland Local Traffic Authority

On behalf of the town, I concur with the installation of centerline rumble strips in the aforementioned section of Route 195 (Tolland Turnpike/Merrow Road) from 160 feet north of Route 32 (Stafford Road) in the town of Mansfield to 0.20 miles south of Walbridge Hill Road in the town of Tolland, from 0.17 miles north of Baxter Street to 475 feet south of Goose Lane in the town of Tolland, and from 150 feet north of the I-84 WB on/off ramp to Cider Mill Connector in the town of Tolland, and that neither a public informational meeting nor a public hearing is needed for the installation of the centerline rumble strips.

Signature

Date

Printed Name and Title



-Areas not identified within the paving limits did not meet CTDOT's criteria for CLRS