

**Department of Transportation
State Project No. 0171-0456
Proposed centerline rumble strips on
Route 220 (Taylor Road) from 200' north of SSR 404 (Shaker Road to Oak Road,
and on SR 510 (Depot Hill Road) from the East Windsor town line to the Northerly junction of
U.S. Route 5 (King Street) in Enfield
Virtual Public Informational Meeting
June 1, 2021 - 6:00 p.m.
MS Teams Live Event and YouTube Live**

Report of Meeting

In Attendance: There were approximately 6 people on Teams and 3 on YouTube in attendance for this event. The remaining attendees were likely residents.

Presentation: The meeting went live at 5:45 p.m. with an informative introduction slide for attendees to view before the event began. The official start of the meeting was at 6:00 p.m. with an introduction from the Department's Project Engineer Balazs Martai, who also covered the process for how attendees could interact with the project team. Balazs Martai gave a 20-minute PowerPoint presentation, followed by a Question and Answer session. Joseph Ouellette, Rahmane Camara, Ryan Pothering and Devyn Howe were also present and involved with the event on behalf of the Department.

The presentation covered the following items:

- The project description and location of the project limits. The background of steps and analysis process taken to evaluate Route 220 and State Road 510 as eligible centerline rumble strip segments were discussed. Crash history within the project limits was discussed as well.
- The use of centerline rumble strips in the nation and Connecticut were also discussed, as well as crashes affected by its installation, criteria for eligibility, scheduling and costs, followed by the live Question and Answer session.

Comments and Questions: Questions regarding roadway noise and roadway lane design were most prominent. The comments/questions are summarized below:

1. **Chat question:** E-Mail question: Are there any environmental impacts with installing these centerline rumble strips at these locations?

Response: Mr. Martai responded that no additional environmental impacts that wouldn't already be in place from paving will be present. Since the rumble strips are just milled in the pavement, there isn't anything harmful being done.

2. **Chat question:** E-Mail Question: How long will the project take and when will the work be scheduled?

Response: Mr. Martai responded that once the construction crews mobilize, they can complete a combined 2.1-mile segment like this in a few hours. Since the pavement was already put in place during last year's paving project for the Route 220 segment, this will be an even shorter process there. The two segments combined shouldn't take more than a few hours total. Also the work is scheduled to take place in summer/fall, depending on when the crew can mobilize. However, before this happens, a press release will be issued to make the public aware.

3. **Chat question:** Will lanes be closed during the installation of these rumble strips?

Response: Mr. Martai responded that because this is a moving operation, there is very little interference with traffic. At most there should be no more than one lane closed while the other is open to maintain traffic flow, and they will alternate to let traffic through.

4. **Chat question:** Will reflectors be installed in the grooves as part of this project?

Response: Mr. Martai responded that reflectors are not being installed with the centerline rumble strips, mostly because they have a tendency to get ripped up when plows go over them in the winter, which means they would have to be more closely maintained. In addition, they become a roadway hazard that can damage vehicles.

5. **Chat question from a town Councilor:** Have you taken into consideration that the town council has asked to not have them?

Response: Mr. Martai responded that the intent of this meeting is to educate people about centerline rumble strips and to get input from the community. The Department relies on local citizens to inform us. Once all the comments are received, it will be discussed with the local traffic authority and/or the Chief Elected Official. We take all comments into account, which is why we are having this Public Information Meeting.

6. **Chat question:** E-mail Question: Is the CLRS stamped in, or is it cut out?

Response: Mr. Martai responded that the CLRS is cut into the new pavement which produces a fine milling product that is then hauled from the job site, usually to a DOT location, and is recycled for future use in upcoming paving projects.

7. **Chat question:** E-Mail Question: How much money will this project cost to the State and to the Town?

Response: Mr. Martai responded that the approximate cost of installing the centerline rumble strips for this just over 2-mile segment is about \$35,000. The State covers the entire cost of this work, as CTDOT receives funding every year to repave roads that have made it onto what we call the Vendor-In-Place list. Since the rumble strips are considered for installation at the time the lists come out, they get funded under the same umbrella. There is no cost to the Town for this project.

8. **Chat question:** Do the businesses on Depot Hill Road get notified and will the strips stop in front of their businesses?

Response: Mr. Martai responded that the rumble strips stop at intersections with town roads, but they do not stop directly in front of businesses. Also, there will be a press released that will be available to all business and citizens in the area prior to the work.

9. **Chat comment:** I live off Route 5. I'm curious why the town council doesn't want rumbles.

Response: Mr. Martai responded that again the point of this meeting is to educate people as to why we are doing this project in the first place. The main focus is that road owners (DOT, Towns) have the responsibility of providing safe transportation systems for all road users and CLRS are a low-cost, low maintenance safety feature proven to save lives.

10. **Chat question:** Can you provide a complete list of roads in Enfield that are being considered for rumble strips?

Response: Mr. Martai responded that the complete list of roads in Enfield that are being considered for CLRS at this time only includes the two routes that were talked about tonight. As

more roads become paved in the future, more centerline rumble strips may be considered pending that they meet the criteria.

The meeting ended at 6:40 pm after all questions were answered. Attendees were reminded to fill out the survey and that the comment period would be open until June 15 should anyone wish to submit after further comments or questions to the project email or phone number.