



July 22, 2026

VIA E-MAIL

Dear Chief Elected Official:

Subject: **Town Notification**

High Friction Surface Treatments on State Roads in Northwestern Connecticut (State Project No. 0174-0490)

The Connecticut Department of Transportation (CTDOT) is planning to install high friction surface treatment (HFST) at fifteen (15) curves on State-owned and maintained roads in Northwestern Connecticut. These curves are located across thirteen (13) municipalities and are listed on the enclosed Media Release for the project.

The treatment will be applied to the roadway pavement within the limits of the curve to restore and/or maintain the pavement friction along the curve. These upgrades will be in compliance with national standards and will allow motorists to maintain better control of their vehicle during dry and wet driving conditions. The project is being designed and is tentatively scheduled to occur during the 2027 construction season.

It is CTDOT's policy to inform elected officials and the public when such projects are undertaken in their community and important that the community share its concerns with CTDOT to assist in the project's development. Accordingly, the enclosed news release providing information on this project is scheduled to be issued prior to the beginning of construction. It is not anticipated that an informational meeting or formal public hearing will be necessary for these projects due to the limited nature of the proposed work.

If you agree that a public meeting is not necessary, please sign this letter in the space provided below and return it to CTDOT at TrafficSafety.DOT@ct.gov. Please retain a copy for your records. Should you have any questions, please contact Balazs Szoke, P.E. at TrafficSafety.DOT@ct.gov. A response from the Town/City is requested by **August 5, 2026**.

Please inform local agencies and municipally-owned utilities of the proposed improvements and advise CTDOT of any local work to be coordinated. The enclosed news release and fact sheet about HFST are also for your use and distribution to other local officials and interested persons.

Very truly yours,

Matthew C. Blume, P.E., P.T.O.E.
Division Chief of Traffic Engineering
Bureau of Engineering and Construction

Enclosure

cc: Local Traffic Authority

On behalf of the municipality, I agree a public information meeting is not necessary for this project.

Signature

Date

Printed Name and Title

Municipality

MEDIA RELEASE**FOR RELEASE: UPON RECEIPT**

The Connecticut Department of Transportation (CTDOT) is planning to install high friction surface treatment (HFST) at 15 curves on State-owned and maintained roads in Northwestern Connecticut. The towns and locations are listed below. The treatment will be applied to the roadway pavement within the limits of the curve in order to restore and/or maintain the pavement friction along the curve. These upgrades will be in compliance with national standards and will improve motorists' control of their vehicle during dry and wet driving conditions. The project is being designed and is tentatively scheduled to occur during the 2027 construction season.

It is CTDOT policy to keep the public informed and involved when such projects are undertaken. It is important that the community share its concerns with us to assist in the project's development. Anyone interested in requesting information on this project may do so by contacting the Project Manager, Balazs L. Szoke, P.E., at TrafficSafety.DOT@ct.gov. Please make reference to State Project 0174-0490.

List of Towns and Curve Locations**New Milford**

- Route 109 (Chestnut Land Rd) at Hipp Rd
- Route 109 (Chestnut Land Rd) at Littlefield Rd

Washington

- Route 109 (Church Hill Rd) at Poppie Swamp Rd
- Route 109 (Church Hill Rd) at Upper Church Hill Rd

Suffield

- Route 168 (Mountain Rd) at Phelps Rd

Canton

- Route 179 (Cherry Brook Rd) at West Rd

Granby

- Route 20 (West Granby Rd) at Harness Way

Barkhamsted

- Route 219 (Reservoir Rd) 0.4 mi South of Route 318 (Saville Dam Rd)

New Fairfield

- Route 37 (Sherman–New Fairfield Rd) at Hardscrabble Rd

Beacon Falls

- Route 42 (Bethany Rd) at Feldspar Ave

Seymour

- S.R. 721 (North St) at North Main St

North Canaan

- U.S. Route 7 (South Canaan Rd) at Grace Way

Danbury

- U.S. Route 7 (Sugar Hollow Rd) at West Starrs Plain Rd

Canaan

- U.S. Route 7 (South Canaan Rd) at Under Mountain Rd

Sharon

- Route 4 (Cornwall Bridge Rd) at Butter Rd

Better Traction Saves Lives

High Friction Surface Treatment



Connecticut's winding, rural roads carry about 10 percent of all vehicle traffic, but experience more than 30 percent of all traffic fatalities.¹ The majority of these deaths result from roadway departure crashes, defined as a crash that occurs after a vehicle crosses either an edge line or the center line, leaving the travel way, and hitting an object.² This crash type results in an average of 145 fatalities each year in Connecticut.³



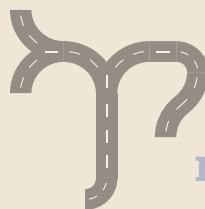
Know the Facts



79
DEATHS

Curve crashes account for 54 percent of the roadway departure fatalities, resulting in 79 deaths each year in Connecticut.

.....



6X
MORE LIKELY

Connecticut's rural roads are 6 times more likely to experience a fatality than all other Connecticut roadways.⁴

.....



12
LIVES LOST

Connecticut loses 12 lives in wet curve crashes every year.²

What is a High Friction Surface Treatment?



HFST Close-up Sample

A High Friction Surface Treatment (HFST) applies a highly durable aggregate to the pavement using a strong polymer binder to restore or maintain pavement friction. The textured aggregate provides a riding surface with superior pavement friction to keep vehicles on the roadway during times of high friction demand, such as through a deficient geometric design like a sharp curve with inadequate superelevation (i.e., banking of the curve) or on the approach to a high-speed intersection. It can also help compensate for conditions that reduce pavement friction, such as:

- Wet pavement
- Worn tires
- Polished surfaces caused by years of wear and tear
- Motorists driving too fast

By increasing the available friction, the treatment improves the connection between the vehicle's tires and the pavement surface and allows the vehicle to decelerate and stop quicker than a standard pavement surface.

1 Federal Highway Administration (FHWA). *Highway Statistics Series, State Statistical Abstracts 2015, Connecticut*. US Department of Transportation. Washington, DC. Accessible at: <https://www.fhwa.dot.gov/policyinformation/statistics/abstracts/2015/state.cfm?loc=ct>

2 Federal Highway Administration. Roadway Departure Safety Homepage. US Department of Transportation. Washington, D.C. Accessible at: https://safety.fhwa.dot.gov/roadway_dept/

3 University of Connecticut (UConn). Connecticut Crash Data Repository (CTCDR). Connecticut Department of Transportation (CTDOT). Newington, CT. Accessible at: <https://www.ctcrash.uconn.edu/>

4 TRIP: A National Transportation Research Group. *Rural Connections: Challenges and Opportunities in America's Heartland*. May 2015. TRIP. 3000 Connecticut Avenue, NW, Suite 208, Washington, DC. Accessible at: http://www.tripnet.org/docs/Rural_Roads_TRIP_Report_May_2015.pdf



HFST Cost

\$25-\$50

PER
SQUARE YARD



10 YEAR

LIFE SPAN



HFST Effectiveness⁷

HFST reduces the total number of crashes by:

CURVES 24%

RAMPS 35%

WET CURVES 52%

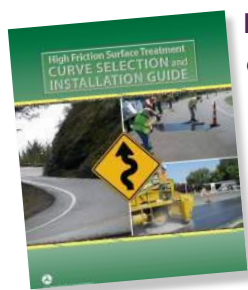
High Friction Surface Treatments Saves Lives

Results from many states show that HFST dramatically and immediately reduces crashes, injuries, and fatalities associated with friction demand issues. For example, Pennsylvania reported a total crash reduction of 87 percent at their HFST trial projects,⁵ while New York found the treatment reduced recurring wet road crashes by 50 percent and all crashes by 20 percent.⁶

Impressive Cost Efficiency

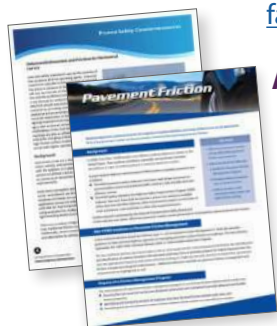
While installation costs are higher than conventional pavement, HFST exhibits a greater coefficient of friction than newly laid pavement and maintains high-friction readings for its entire life span. Compared to higher cost countermeasures (e.g., roadway realignment), HFST is much less expensive and can be nearly as effective, depending on the situation.

Learn More

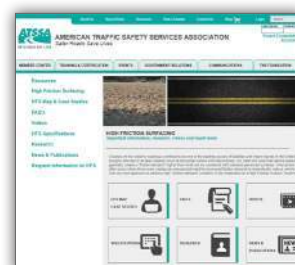


Federal Highway Administration's (FHWA) HFST Curve Selection and Installation Guide. This guide provides a procedure for selecting candidate curves for HFST. It also covers HFST aggregates, binders, installation methods, cost, life cycle, and funding. https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/faqs_links_other/hfst_guide/

FHWA's Pavement Friction Resource Page. This website provides fact sheets, guidance, FAQs, specifications, case studies, videos, and additional resources. https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/faqs_links_other/



American Traffic Safety Services Association's (ATSSA) HFST Resource Page. This website contains HFST related information, research, and videos. It was developed to help policymakers better understand how friction demand impacts the roadway safety and can improve safety at high-risk locations. <http://www.atssa.com/Resources/HighFrictionSurfacing.aspx>



- 5 Musey, K., Park, S., and Kares, M. *Safety Impact of High Friction Surface Treatment Installations in Pennsylvania*. November 2016 Paper Submitted to the 95 38 th Annual Meeting of the Transportation Research Board 39 January 8-12, 2017, Washington, D.C. Accessible at: <http://docs.trb.org/prp/17-02448.pdf>
- 6 Gan, A., Shen, J., and Rodriguez, A. *Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects*, p. 139. Florida Department of Transportation. Tallahassee, FL. Accessible at: <http://www.lctr.org/Documents/CRFFinalReport.pdf>
- 7 Merritt, D., Lyon, C., and Persaud, B. *Evaluation of Pavement Safety Performance: Table 39*. February 2015. US Department of Transportation. Washington, DC. Report No: FHWA-HRT-14-065. Accessible at: <https://www.fhwa.dot.gov/publications/research/safety/14065/14065.pdf>