CT Department of Transportation
Project 0170-3784: Installation of Centerline Rumble Strips on Route 317 (Good Hill Road) in Roxbury
Virtual Public Information Meeting for the Town of Roxbury
March 5, 2026 – 6:00 p.m.
Zoom Live Event

Report of Meeting

In Attendance: There were 10 attendees in the Zoom webinar.

Presentation: The meeting went live at 5:55 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 Connecticut Department of Transportation (CTDOT) Engineer Yi Lou, who also covered the process for how attendees could interact with the project team. Ms. Lou gave a 20-minute PowerPoint presentation, followed by a Question-and-Answer session. Natasha Fatu, Balazs Szoke, Shane McLean, and Vincent Mullin were also present and involved with the event on behalf of CTDOT.

The presentation covered the following items:

- The extents of proposed centerline rumble strip (CLRS) installation on Route 317, as well as existing CLRS in Roxbury
- The safety benefits of CLRS
- The crash history on this segment of Route 317
- The schedule and estimated Construction cost (approx. $13,000, using 100% State funds)
- Question-and-Answer session

Comments and Questions: 8 participants asked questions and gave comments during the Q&A session. Unanswered email questions and comments submitted prior to the meeting were addressed at the beginning of the Q&A session. The comments and questions and the responses from CTDOT are summarized below.

1. **(Email Comment) Crash data does not represent the specific risk profile sufficient to justify the environmental threat.**

A: CTDOT looked into the 5-year crash history from 2020 to 2024 for this section of Route 317 in Roxbury. There were at least 3 crashes that involved vehicles crossing centerline, because they were either drowsy or likely distracted. All crashes resulted in either property damage or injuries. 1 additional crash involved distracted driving. Near-misses are not recorded. Per other studies around the country, centerline rumble strips can reduce head-on crashes by as much as 50%, run-off-the-road crashes by 46%, fatal crashes by 51%, and serious injury crashes by 41%. CTDOT is proposing CLRS as a low-cost safety feature, proven to reduce the possibility of these types of crashes. If it saves even one life or keeps a crash from happening, it pays for itself. CTDOT in recent years has taken a proactive approach, trying to prevent crashes from happening, rather than a reactive approach, which is fixing the problem after a crash has already happened.

2. **(Email Comment) Route 317, Good Hill Road has a 30 MPH posted speed limit. The State guidelines mention a 35 MPH threshold for installation.**

A: 35 MPH post speed limit is guidance, not a hard rule. CTDOT takes into consideration the operating speed of the road segment, which in this case is 39 MPH (based on 2025 data), even though the posted

speed is 30 MPH. Other nearby states like Massachusetts and Vermont also adjust speed thresholds on prevailing operating speed. Since 39 MPH is higher than 35MPH, CTDOT is proposing CLRS on this segment.

3. **(Email Comment) The U.S. Department of Transportation, Federal Highway Administration. Doc # FHWA-SA-16-115 recommends CLRS or Mumble strips not be installed on roads where the majority of the residences are within 650' of the roadway.**

A: The document, Decision Support Guide for the Installation of Shoulder and Center Line Rumble Strips on Non-Freeways, was written in 2016. The guidance that references a 650-foot distance originally comes from a 2001 Canadian study. The design of the rumble strips it studied is almost identical to what CTDOT uses on the shoulder rumble strips on limited access highways. Over the past decade, the design and spec of both the CLRS and shoulder rumble strips have significantly changed. CLRS has a shallower cut to intentionally reduce ambient noise. The sinusoidal wavy design is quieter than when the CLRS were originally installed. CT has been using the 100 foot buffer for many years. Additionally, this section of Route 317 is sparsely populated, with the majority of homes over 100 feet away from the road.

4. **Your guidelines slide shows installation on roads with a 35MPH speed limit. Route 317 in Roxbury is posted 30 MPH for its entirety, so it does not qualify.**

A: CTDOT uses 35 MPH as guidance. Even though the speed limit is 30 MPH, the operating speed in this area is 39 MPH, furthering justification for putting CLRS in this area.

5. **How many head-on collisions have there been in Roxbury to Woodbury where CLRS are proposed?**

A: Current 5-year crash history does not show any head-on collisions, but there are crashes that still involve vehicles crossing the centerline and roadway departure right crashes. In addition, there is also one distracted driving crash. The fact that they have not occurred to date does not preclude the possibility of future occurrences. CLRS is a low-cost countermeasure proven to work. CTDOT is focusing on proactive measures to save a life being impacted in the future.

6. **The UConn Crash Data Repository does not capture centerline-crossing incidents. How do you determine the roadway's risk profile, and what criteria define a dangerous road requiring CLRS?**

A: From the Data Repository, can use the crash diagram to clarify how the lane-departure crashes are occurring. As far as the risk profile of the roadway, CTDOT uses the guidance mentioned in the slides such as road width, residential density, prevailing speed, and traffic volume; also took into consideration the crash history.

7. **You are citing at least 3 incidents of lane departure but cannot tell us if those were road edge or center line. There is a way to check for wrong direction crashes and there were zero wrong direction incidents noted in the repository.**

A: This question was answered previously.

8. **(First Selectman, Patrick Roy) Why are CLRS being considered on Route 317 when the speed limit is 30 MPH?**

A: This question was answered previously.

9. **Of the 3 accidents in 5 years, how many were serious (property damage to more than one car or injury)?**

A: Two of the crashes are injury-related, and the other one is property damage. CLRS is a low-cost safety treatment that pays for itself through reduction of crashes.

10. **What were the weather conditions during the three crashes?**

A: CTDOT does not have this data on hand, but CLRS will help reduce crashes in any weather conditions and even more so in adverse weather conditions while the pavement markings are obscured.

11. **(Selectwoman, Kim Tester) The information provided by the State of CT does not seem thorough. Concern about environmental impact on Roxbury Land Trust protected habitat.**

A: CTDOT is holding this meeting to document public concerns. Will work with the environmental unit to ensure all necessary precautions are taken to mitigate this concern if this location will end up getting the CLRS. Additionally, this road has a volume of 2,400 vehicles per day. So only few vehicles may drive across the centerline. When the tires contact the rumble strips, it's expected that the drivers will be alerted by the sound and go back to their lane so the sound will also be there only for a second or two at most. It's important to keep in mind that the noise will only happen if people are driving over the centerline, which means that they are crossing the centerline and need to get back into their travel lane, so they don't hit any vehicles traveling in the opposite direction. While there is no way of knowing how many close calls or near misses there were, anytime a driver hears the noise, it reinforces the fact they are not staying in their lane.

12. **There were zero fatalities, zero DUI incidents, zero commercial vehicle crashes, zero serious injuries.**

A: This was discussed as part of an earlier question.

13. **Where were the accidents? At intersections or around a curve? If so, CLRS will not help.**

A: These crashes mentioned in the presentation did not occur at intersections. They occurred at non-intersection sections where the CLRS is being proposed. At intersections, there will be a break in the CLRS, so drivers will not cross the CLRS when they make turning maneuver.

14. **(Selectwoman, Kim Tester) The road is (post speed limit) 30 MPH, not 35 MPH.**

A: This was discussed as part of an earlier question.

15. **Our houses are approx. 40–50 ft from the edge of the road.**

A: CTDOT looks into the residency density, there is a check to make sure the majority of residences are at least 100 feet away from the road. Approximately four houses are within 100 feet of the road along the 2.3 mile-long CLRS proposed section. If the noise is heard, that means people are driving over the centerline and the countermeasure is doing its work.

16. **You give a 40–50% crash reduction figure, but with so few crashes, the benefit is minimal compared to rural noise impact.**

A: This road has a low average volume of 2,400 vehicles per day. Noise occurs only when someone drives over the centerline. The noise gives the driver a chance to self-correct. Other rural areas have received CLRS over the past few years with the main benefit being safety.

17. **(Selectwoman, Kim Tester) This is not a limited-access highway.**

A: Correct. We are proposing centerline rumble strips on the secondary roadways, rather than the edge line rumble strips which are on limited-access highways.

18. **The guidance from the US Department of Transportation Federal Highway Administration overview of current and successful installation practices states the CLRS should be installed in 40 to 60 mile per hour zones because the CLRS are ineffective at lower speeds. Mumble strips provide only a 4-6 DB increase inside the vehicle while the recommended goal inside the vehicle is 6-15 DB.**

A. These numbers are guidance for the states. CTDOT and other states have adopted this guidance differently. CTDOT uses a 100 feet buffer and a speed limit guidance of 35 MPH that can be swayed due to other factors, in this case of the operating speed being 39 MPH.

19. Have crashes reduced on Route 67 since rumble strips were installed?
A: CTDOT doesn't have enough data to answer the question at this time. CLRS is a new countermeasure on Route 67 in Roxbury. At least 3 to 5 years after the installation are needed to check effectiveness. Both on a Federal and State level, CLRS has been shown to reduce crashes.

20. Address the speeding issue — not with rumble strips.
A: CLRS is not designed to address speeding. Speeding is an enforcement issue.

21. You have testified in previous Q&A sessions that the state DOES NOT install it in zones where the posted speed limit is below 35 MPH, specifically the one you did in January for Farmington.
A: The posted speed limit and prevailing speed have been discussed previously. In addition, there are some towns that are asking for CLRS to be considered on certain sections of roadway.

22. The road departure accidents would not have been prevented by the CLRS. The road is hilly and curvy with tricking intersections, animals crossing in front of drivers, etc. CLRS will not prevent such accidents.
A: CTDOT is taking a proactive approach to prevent head-on and sideswipe, opposite direction crashes from happening.

23. Leaving the road to the right will not be resolved by CLRS.
A: This was discussed as part of an earlier question.

24. Our houses are approx. 40–50 ft from the edge of the road.
A: This was discussed as part of an earlier question.

25. Are you saying that the CLRS would help during this week's blizzard? How deep are they? If they are like the ones currently in existence, I really doubt this is correct.
A: These are sinusoidal mumble strips, the same as on Route 67 in Roxbury. The type that was installed years ago at other locations is a louder version of CLRS that is approximately 7/16 of an inch deep. A driver would feel them as they drive over the CLRS in the event of poor weather conditions, helping to maintain their lane in addition to the pavement markings.

26. Are you going to address the environmental concerns - has The DOT Submitted a NDDB State Listed Species Review to Deep for this segment of Route 317? Has the Office of Environmental Planning conducted an Acoustic Impact Analysis to determine if the impulsive noise from milled rumble strips will degrade the 1000 acres of deeded habitat?
A: CTDOT is still in the design process. If CLRS on this section is pursued, then it will be brought up to the environmental office, who will review as needed.

27. (Selectwoman, Kim Tester) It is difficult not to cross the centerline along the uphill or downhill area on 317 where the road switchbacks on those curves. This is especially true of larger trucks that cannot stay in their lane due to the width of the road compared to the width of the vehicle. Have you measured the 14 feet distance as required by your requirements?

A: The road width of the segment was reviewed and the majority of the section is consistent with the criteria. If trucks or drivers are driving over the CLRS, they should correct themselves quickly. GIS layers of assets are used to review the lane widths of the road and other criteria, such as volume and speeds.

28. **If I understand the map of the proposal the strip begins at Painter Hill Road and does go enter the downtown Historic District. Yes?**

A: The CLRS that is currently proposed is outside of the Historic District. This was brought up previously during the presentation since it was a concern during the Route 67 VPIM in Roxbury as well.

29. **(Selectwoman, Kim Tester) I am concerned because you are guessing.**

A: CTDOT has data from police officer reports that is used when analyzing a section. Data is being presenting that is available. A review of the available information is completed prior to proposing a section for CLRS to be installed.

30. **Exactly whose guidance are you following if you say you are not following the DOTFHA (FHWA) recommendations?**

A: CTDOT is following FHWA guidance, though CTDOT is a state entity. Different states use different criteria but still refer to FHWA for guidance and increase the guidance criteria, as necessary.

31. **Your opinion concerning the noise is not accurate. My home is 500 ft from 67 and I can hear the noise from the road on a regular basis, INSIDE my large home. So, residents with smaller, older homes closer to the road will hear it even louder. 1440 minutes in a 24 hr period. That is 2 cars passing a minute causing noise. Of course, during daytime & evening hours it'll be more than 2 per min and less as we sleep. Our roads are narrow, and people do ride the strip/centerline.**

A: Resident was told since this was a longer question if they would like to email this to CTDOT, a response could be provided.

32. **You say you do not have enough data to support the installation you made on Route 67, and you know that the UConn Repository is showing ZERO serious crashes, yet you are moving forward on a road with a lower speed limit and a marginal number of AADT traffic over the 2000 specification. Why would you not choose alternative solutions such as enhanced signage, High friction surface treatment in curves or re-striping with highly reflective recessed markers?**

A: Some of these alternative solutions may work for this section, but this project is specifically for CLRS. These other alternative solutions are not a part of the project scope.

33. **What other opportunities will we have to review your research and how you are going about the decision? What methods are you providing to follow this project? Will there be additional opportunities to hear your updated research?**

A: CTDOT will take all the comments into account and coordinate with the Local Traffic Authority (LTA). There is also the 2-week comment period after this meeting.

34. **Can the houses < 100 feet be excluded from the strips**

A: CTDOT can look into this on a case-by-case basis.

35. **According to your statistics, over a five-year period, the percentage of vehicles involved in a head on collision is 0.0001 %. I don't see a need for CLRS.**

A: In addition to head-on crashes, CLRS also reduces other crash types such as sideswipe opposite direction, roadway departure, and distracted driving crashes. If that happens, CLRS will increase the chance for the drivers to return to their lanes.

36. **Exactly who's guidance are you following if you say you are not following the DOTFHA (FHWA) recommendations?**

A: This question has already been answered.

37. **Exactly how many State Routes with 30 MPH speed limits have you installed CLRS on?**

A: CTDOT doesn't have the answer right now, but can provide this if requested after the meeting. In the future, it is anticipated that CTDOT will be installing CLRS on more sections like this.

38. **(Selectwoman, Kim Tester) As a Selectwoman for the Town of Roxbury, I appreciate your role in this process. It is important to us that you listen to us and respond to our concerns.**

A: Thank you for this comment.

The meeting ended at approximately 7:10 pm when discussion ended and no new questions came in. Attendees were reminded to fill out the survey and that the comment period would be open until March 19th, 2026, should anyone wish to submit further comments or questions to the project email or phone number.