

**CT Department of Transportation
Installation of Centerline Rumble Strips on Route 17 (Middletown Ave) in North Branford
Virtual Public Information Meeting for the Town of North Branford
August 21, 2025 – 6:00 p.m.
Zoom Live Event**

Report of Meeting

In Attendance: There were 3 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 Rob Smith, who also covered the process for how attendees could interact with the project team. Mr. Smith gave a 20-minute PowerPoint presentation, followed by a Question-and-Answer session. Balazs Szoke, Colin Baummer, and Shane McLean were also present and involved with the event on behalf of the Department.

The presentation covered the following items:

- The extents of proposed centerline rumble strips (CLRS) installation on Route 17
- The safety benefits of centerline rumble strips
- The crash history on this segment of Route 17
- The schedule and estimated Construction cost, which is \$9,000 and using 100% State funds
- Question-and-Answer session

Comments and Questions: Two participants asked to speak to give comments and ask questions so CTDOT could answer them live. This became a conversation and the comments and questions for each participant and CTDOT are summarized below.

- Fred Augur, Police Board Commissioner of North Branford
 - This project proposes CLRS that are too close to residences on Route 17. How many states use 100 feet as the residential distance minimum to a road receiving CLRS? 100 feet is too close to residences. FHWA guidance is not 100 feet according to information on FHWA's webpage, the distance to residences should be 650 feet, where it says the noise impacts are tolerable.
 - CTDOT: The distance to the residences used by CTDOT are based on FHWA guidance. That 650-foot distance is for older style rumble strips.
 - If that guidance is for the older style rumble strips, what is the distance for the newer style CLRS where the noise becomes tolerable?
 - CTDOT: CTDOT will look into this and will forward the new guidance.
 - While road safety is important, this is preventing resident's quiet enjoyment of their homes and yards and CTDOT has disregarded residents and their concerns. It is unfair to the residents to install CLRS on a road just because the residential density is low.
 - CTDOT: Traffic Safety staff visited the Town twice to listen to the rumble strip noise at locations in North Branford and invites residents to visit the CLRS location between Rose Orchard and the Branford town line since those are the new, quieter style CLRS that will be installed on Route 17. Engineers were not able to hear the rumble strip

- noise over the existing road noise in that location, but the noise level can be location specific.
- How many vehicles drift over the centerline varies by location, for example, short straight segments maybe not so much but on gentle curves late at night more vehicles are going over the centerline and generating noise.
 - CTDOT: Residential Density is an important factor in determining CLRS location since most of the time vehicles would not be driving over the centerline, so the chances a vehicle will drift over centerline and generate noise in front of someone's house greatly decreases as residential density decreases.
 - Has experienced firsthand that just because CLRS are installed does not mean drivers will stop crossing the centerline. Lived on a state road segment that previously had CLRS and could not sleep in house after they were installed.
 - CTDOT: will be performing a study to capture the difference in the noise between the ambient traffic and the sounds of the vehicle driving over the newer style rumble strip
 - CTDOT has commented in the past that they don't care about concerns.
 - CTDOT: In this project, CTDOT is taking resident's concerns seriously and this meeting is to gather feedback.
 - Cliff Potter, Resident of North Branford
 - Has PTSD which effects sleep, particularly in the very early morning. The bedroom in his house faces Route 17. There is a trucking company at the town line which has trucks that go out at night. These trucks will likely go over the centerline and drive over the rumble strips.
 - There is a passing zone near home, which could cause noise from the rumble strips.
 - At the Spruce St. intersection, drivers take wide turns, likely due to the geometry of the road crown in that location, which does not flatten out until after neighbor's house. These factors make rumble strips near his home unacceptable since it will aggravate his PTSD. Has witnessed very few crashes in the years he has been a resident.
 - The resurfacing that occurred on Route 17 itself was done well. Prior to the paving, the road was in bad shape. Appreciate the work of the CTDOT employees at the Branford garage.
 - The area is all residential with elderly residents. There are also two new homes that are close to the road as well. It is residential until you get past the area of 8 Mile Hill, so CLRS are not a good idea.
 - CTDOT: Thank you for these comments and for sending us the information before the meeting so we have your address and can look more closely into that area. We take concerns about specific locations seriously. Thank you for the information about the passing zone and that drivers take wide turns at Spruce St.

The meeting ended at approximately 6:45 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 September 4th, 2025, should anyone wish to submit further comments or questions to the project email or phone number.