

**CT Department of Transportation**

**0173-0543: Installation of Centerline Rumble Strips on Route 123 (New Norwalk Road)  
and Route 124 (South Avenue) in New Canaan**

**Virtual Public Informational Meeting for the Town of New Canaan**

**August 12, 2025 – 6:00 p.m.**

**Zoom Live Event**

**Report of Meeting**

**In Attendance:** There were 4 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 Shane McLean, who also covered the process for how attendees could interact with the project team. Mr. McLean gave a 20-minute PowerPoint presentation, followed by a Question-and-Answer session. Colin Baummer, Balazs Szoke, Rob Smith, and Jake Chamberlain 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 Routes 123 and 124
- The safety benefits of centerline rumble strips
- The crash history of Routes 123 & 124
- The schedule and estimated Construction cost, which is \$13,000 in total for both segments, using 100% State funds
- Question-and-Answer session

**Comments and Questions:** The questions and responses from the Q & A session are listed below.

1. Question: Will homeowners hear cars that hit the rumble strips on route 124?

Answer: It is not anticipated that homeowners will be hearing cars driving over the rumble strips. 2 of the 50 houses on this road segment are within 100 feet from the road. It is hard to hear the sound running over the centerline rumble strips even on the side of the road over the ambient noise due to the new sinusoidal rumble strip design being so quiet. CLRS should discourage drivers from crossing the centerline in the first place as well.

2. Question: There is a lot of pedestrian and cyclist traffic on Route 124. This is likely to increase noise pollution as vehicles pass the cyclists.

Answer: There will be sound when cars pass cyclists over the centerline rumble strips. There are existing CLRS on Route 123 and an additional discussion can take place with the town if the bike and pedestrian volume is similar there and if there have been any complaints from the CLRS on Route 123. Note that the sound in the car is much louder than outside the car, and since most homes on Route 124 are not next to the road, it is expected that it would be rare for a vehicle to pass a cyclist directly next to a home.

3. Question: What are the widths of the roads we install CLRS? Are Rumble strips being installed in dedicated passing zones?

Answer: Current guidance from FHWA allows for installing CLRS in dedicated passing zones. The reason for this is that research shows that centerline crossing crashes do happen on long straight sections where passing zones are likely to be, not just at curves. To minimize drivers drifting on to the CLRS, CLRS is typically installed on roads with a width of 14 feet from the road edge to the centerline. Both the proposed CLRS sections of Routes 123 and 124 are 28' in total width or wider.

4. Question: How long will construction take?

Answer: CLRS will be installed in the next construction year and will take less than a day to complete construction during off peak hours. CTDOT Maintenance will send a notice to the town when they intend to do the construction.

The meeting ended at 6:33 pm when new Zoom Q&A questions stopped coming in.

Attendees were reminded to fill out the survey and that the comment period would be open

until August 26, 2025, should anyone wish to submit further comments or questions to the project email or phone number.