

Jacobson

**PLANNING
COMMISSION
EXHIBIT #129**

December 16, 2004

Mr. Michael A. Pace
First Selectman
Old Saybrook Town Hall
302 Main Street
Old Saybrook, CT 06475

Re: River Sound Development, LLC
"The Preserve"
Alternate Roadway Design Standards
NLJ # 0719-0011

Dear Mr. Pace:

On November 29, Selectman Bill Peace, Public Works Director Larry Bonin, Town Traffic Consultant Bruce Hillson and I (here-in-after referred to as the "Advisory Team") met to review a request submitted by the applicant for the subject project, to the Board of Selectman, for approval of alternate roadway design standards for various roadways located within a proposed Open Space Subdivision that is currently under review by the Planning Commission. It should be noted that in order to provide a comprehensive review of the applicants proposed alternate roadway design standards, the advisory team included representatives from those persons with key responsibilities for policy, maintenance and technical design review of proposed roadways within the Town of Old Saybrook. Provisions for the approval of "Alternate Standards" by the Board of Selectman is specifically provided for in Section 2.6.3 of the "Design and Construction Specifications of the Town of Old Saybrook", with further guidance regarding alternate standards provided for in a "Policy Statement" adopted by the Board of Selectmen on August 17, 2000. A copy of this "Policy Statement" and the aforementioned section from the "Design and Construction Specifications of the Town of Old Saybrook" are attached for your reference.

The alternative "Roadway Design Standards" that the Advisory Team reviewed, are as outlined in a September 16, 2004 memorandum from Mark E. Moriarty, P.E. of BL Companies. These are the same proposed standards that we understand were presented by the applicant at your September 16, 2004 Board of Selectmen meeting. A summary of the collective recommendations of the Advisory Team with respect to the "Roadway Design Standards" as proposed by the applicant are as follows:

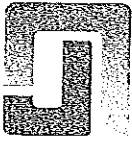
1. While it is our understanding that Road A is intended to be the only roadway proposed to be dedicated to the Town of Old Saybrook, we have not yet received a formal statement from the applicant in this regard. However, because Road A does not provide any substantial benefit to the residents of Old Saybrook, and because the Town of Old Saybrook does not have the ability to maintain the proposed bridges included in the design of Road A, it was the consensus of the Advisory Team that the applicant maintain Road A as a private roadway along with all of the other proposed roadways within this project. However, as has been pointed out by Town Planner Christine Nelson, if Road A is to be maintained in private ownership, legal provisions will need to be provided to permit public access to the proposed trail system; the former CL & P property now owned by the town; and, to the Bessoni property.

Nathan L. Jacobson & Associates, Inc.

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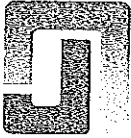
December 16, 2004

Page 2

2. The functional classification of Road A should be a “Feeder Street”. In the Open Space Subdivision Plan, Road A only provides direct access to two dwelling units. Therefore, its primary function is to provide access to other roads within the project. As such, Road A does not conform to the definition for a “Local Residential Street” but does conform to the definition for a “Feeder Street” as defined in Section 5.3.5 of the Subdivision Regulations . We have the following design recommendations in this regard:
 - A. The minimum right-of-way width should be sixty feet.
 - B. The minimum design speed should be 40 MPH.
 - C. The maximum permitted roadway grade should be 6% except that grades up to 8% may be provided on horizontal tangent sections.
 - D. The paved roadway width may be reduced to 24-feet provided that there is no encroachment of any portion of a vehicle into the opposing lane of traffic by an SU Design vehicle. Where such encroachments occur, a wider pavement width shall be provided so as to eliminate the encroachment.
 - E. Road “A” should be maintained as a through road for its entire length. In this regard, the intersection with Road “H” should be reconfigured so that Road “H” becomes the intersecting leg. The resulting horizontal curve that will be required on Road A should therefore conform to the minimum radius of 350-feet that is required for a Feeder Street.

All other design standards that are applicable to a “Feeder Street” should be met for Road “A”.

3. The pavement for Road “A” should consist of a 4-inch depth of a class 4 binder course. A 2-inch depth of surface course should be placed on Road “A” after 90% of the total number of dwelling units have been constructed.
4. Road B should have a minimum pavement width of 20-feet.
5. All roads with pavement widths of less than 24-feet should provide the depth of required base and subbase materials for the full 24-foot width so as to provide shoulders capable of supporting vehicle loadings.



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Page 3

6. The maintenance of all landscaped areas within road right-of-ways including, but not limited to, cul-de-sac and median islands, should be the responsibility of a homeowners association or similar type entity.
7. Due to the existing topographic conditions on this property, it is anticipated that there will be areas where extensive roadway cuts and fills will be necessary. To mitigate these impacts, the following measures are recommended:
 - A. To minimize the "tunnel effect" associated with deep rock cuts, any rock cut in excess of eight feet in height shall incorporate site specific mitigation measures as approved by the Board of Selectmen. Expectations in this regard include terracing with appropriate landscaping and/or reducing the slope on exposed rock faces.
 - B. Where earth cut and fill slopes exceed depths of ten feet, the slopes shall be landscaped with native tree and shrub plantings as approved by the Board of Selectmen. Expectations in this regard are to reestablish the natural rural environment.
8. To the extent that is reasonably possible, the design of all roadways should incorporate the design objectives outlined in the "Policy Statement" adopted by the Board of Selectmen on August 17, 2000 (i.e. sheet flow, low gradient vegetative swales, etc.).

Should you have any questions, please do not hesitate to contact me.

Very truly yours,
Nathan L. Jacobson & Associates, Inc.


Geoffrey L. Jacobson, P.E.

Cc. William Peace
Christine Nelson, AICP
Lawrence Bonin
Bruce Hillson, P.E.
Michael E. Cronin, Jr.
Branse & Willis, LLC