

Traffic Engineering Solutions, P.C.
193 Lexington Road
Glastonbury, CT 06033

**PLANNING
COMMISSION
EXHIBIT #DD**

MEMORANDUM

DATE: June 3, 2005
TO: Christine Nelson, AICP
Town Planner/Director of Land Use
Town of Old Saybrook
302 Main Street
Old Saybrook, CT 06475
FROM: Bruce Hillson - Traffic Engineering Solutions
RE: Review of Roadway Layout – May 20, 2005 Plans

As requested, I have completed a preliminary review of the roadway layout shown on the May 20, 2005 plans prepared by B-L Companies. The review looked at the horizontal and vertical alignments of each road for conformance to the Alternative Road Standards discussed in the Board of Selectman's February 28, 2005 Memorandum to the Planning Commission and the March 23, 2005 Planning Commission Approval for Special Exception for Open Space Subdivision. Further review for sight lines will be completed when the final Open Space Subdivision plans are submitted to the Town. Below is a summary of my findings.

1. The roadway system has been reconfigured and the road names have been modified for the May 20, 2005 plan. The original spine road that ran from Route 153 in Westbrook to Bokum Road has been designated as the Route 153 Linkage from Route 153 to the intersection at the Central Village and the Bokum Road Linkage from the intersection at the Central Village to Bokum Road. A third linkage has been added (Ingham Hill Road Linkage) from the intersection at the Central Village to Ingham Hill Road in response to the Planning Commission Approval that there should be a full connection (in place of the emergency connection) to Ingham Hill Road. With the added linkage to Ingham Hill Road, the Route 153 Linkage and Ingham Hill Linkage have been designated as the Feeder Street and the Bokum Road Linkage has been designated as a local road.
2. The intersection of the three Linkage Roads has been reconfigured as a Roundabout. While the Commission suggested the intersection be STOP controlled on all three legs, the Applicant believes and I concur that the Roundabout is a better solution while addressing the intent of the Commission's comment.
3. All horizontal geometry (curves and tangents) meets the roadway design standards as presented in the Town's Subdivision Regulations as modified by the Board of Selectman in their approval of Alternative Road Standards on February 28, 2005 with the exception of the reverse curve at the north end of

Ingham Hill Road where the existing road is being reconfigured across Lots 73 and 79 (as shown on the Conventional Subdivision Plan) before being continued as the Ingham Hill Road Linkage into the Central Village. The existing curves are being altered and flattened (larger radii) to the extent possible so as to avoid impacts to environmentally sensitive areas. This provides a better roadway alignment than presently exists.

4. The vertical alignment meets the standards presented in the Town's Subdivision Regulations as modified by the Board of Selectman in their approval of Alternative Road Standards on February 28, 2005 with the exception of road from Station 46+00 to 54+50 on the Route 153 Linkage (Feeder Road) which has a grade of 8%. While a grade of 8% on tangent sections was recommended by Town Staff to the Board of Selectman at the February 14, 2005 Board of Selectman Meeting, the Board did not incorporate this recommendation in their February 28th approval of Alternative Road Standards. Until the Applicant returns to the Board of Selectman to obtain approval for the 8% grade, we have no choice but to require all Feeder Roads to have grades no greater than 6%.
5. The Applicant has not demonstrated at this time that he has approval to make connections to Route 153 or to cross over the railroad tracks for access to Bokum Road. The Planning Commission in their March 23, 2005 approval included the following language relating to approvals from the Town of Westbrook and from State of Connecticut for access to Route 153 and Bokum Road, respectively: "The Applicant has indicated, repeatedly, that it assumes full responsibility for obtaining such approval in advance of any final subdivision or PRD approval, and the Commission will allow the Applicant to shoulder that burden."

Without knowing whether all three linkage roads are viable, it is not possible to provide further review of the roadway system. For instance, if the Route 153 Linkage Road is not approved by the Town of Westbrook, the Bokum Road Linkage would become a Feeder Street and subject to a different roadway standard than used with this preliminary review. Additionally, the offsite impacts and the need for offsite improvements will also be different if one of the linkage roads could not be used.

Traffic Engineering Solutions, P.C.

193 Lexington Road
Glastonbury, CT 06033

M E M O R A N D U M

DATE: June 3, 2005
TO: Christine Nelson, AICP
Town Planner/Director of Land Use
Town of Old Saybrook
302 Main Street
Old Saybrook, CT 06475
FROM: Bruce Hillson - Traffic Engineering Solutions
RE: Review of Roadway Layout – May 20, 2005 Plans

As requested, I have completed a preliminary review of the roadway layout shown on the May 20, 2005 plans prepared by B-L Companies. The review looked at the horizontal and vertical alignments of each road for conformance to the Alternative Road Standards discussed in the Board of Selectman's February 28, 2005 Memorandum to the Planning Commission and the March 23, 2005 Planning Commission Approval for Special Exception for Open Space Subdivision. Further review for sight lines will be completed when the final Open Space Subdivision plans are submitted to the Town. Below is a summary of my findings.

1. The roadway system has been reconfigured and the road names have been modified for the May 20, 2005 plan. The original spine road that ran from Route 153 in Westbrook to Bokum Road has been designated as the Route 153 Linkage from Route 153 to the intersection at the Central Village and the Bokum Road Linkage from the intersection at the Central Village to Bokum Road. A third linkage has been added (Ingham Hill Road Linkage) from the intersection at the Central Village to Ingham Hill Road in response to the Planning Commission Approval that there should be a full connection (in place of the emergency connection) to Ingham Hill Road. With the added linkage to Ingham Hill Road, the Route 153 Linkage and Ingham Hill Linkage have been designated as the Feeder Street and the Bokum Road Linkage has been designated as a local road.
2. The intersection of the three Linkage Roads has been reconfigured as a Roundabout. While the Commission suggested the intersection be STOP controlled on all three legs, the Applicant believes and I concur that the Roundabout is a better solution while addressing the intent of the Commission's comment.
3. All horizontal geometry (curves and tangents) meets the roadway design standards as presented in the Town's Subdivision Regulations as modified by the Board of Selectman in their approval of Alternative Road Standards on February 28, 2005 with the exception of the reverse curve at the north end of

Ingham Hill Road where the existing road is being reconfigured across Lots 73 and 79 (as shown on the Conventional Subdivision Plan) before being continued as the Ingham Hill Road Linkage into the Central Village. The existing curves are being altered and flattened (larger radii) to the extent possible so as to avoid impacts to environmentally sensitive areas. This provides a better roadway alignment than presently exists.

4. The vertical alignment meets the standards presented in the Town's Subdivision Regulations as modified by the Board of Selectman in their approval of Alternative Road Standards on February 28, 2005 with the exception of road from Station 46+00 to 54+50 on the Route 153 Linkage (Feeder Road) which has a grade of 8%. While a grade of 8% on tangent sections was recommended by Town Staff to the Board of Selectman at the February 14, 2005 Board of Selectman Meeting, the Board did not incorporate this recommendation in their February 28th approval of Alternative Road Standards. Until the Applicant returns to the Board of Selectman to obtain approval for the 8% grade, we have no choice but to require all Feeder Roads to have grades no greater than 6%.
5. The Applicant has not demonstrated at this time that he has approval to make connections to Route 153 or to cross over the railroad tracks for access to Bokum Road. The Planning Commission in their March 23, 2005 approval included the following language relating to approvals from the Town of Westbrook and from State of Connecticut for access to Route 153 and Bokum Road, respectively: "The Applicant has indicated, repeatedly, that it assumes full responsibility for obtaining such approval in advance of any final subdivision or PRD approval, and the Commission will allow the Applicant to shoulder that burden."

Without knowing whether all three linkage roads are viable, it is not possible to provide further review of the roadway system. For instance, if the Route 153 Linkage Road is not approved by the Town of Westbrook, the Bokum Road Linkage would become a Feeder Street and subject to a different roadway standard than used with this preliminary review. Additionally, the offsite impacts and the need for offsite improvements will also be different if one of the linkage roads could not be used.