

Old Saybrook Planning Commission
c/o Mr. Robert McIntyre, Chairman
Old Saybrook Town Hall
302 Main Street
Old Saybrook, CT 06475

December 09, 2010

**PLANNING
COMMISSION
EXHIBIT #37**

Dear Mr. McIntyre,

I would like to take this opportunity to express my concern with the Preserve development plan currently being considered by the Old Saybrook Planning Commission.

I have three basic concerns regarding potential traffic flow on Ingham Hill Road as proposed by River Sound Development LLC. First, should a construction phase occur, this road will be subject to increased construction traffic (oversized dump trucks with fill, material delivery trucks, et al.) assuming it is designated as the main thoroughfare to/from the Preserve sites. As noted in the Public Comments at the Old Saybrook Planning Commission Meeting of December 01, 2010, there have been several instances of close calls between cars, delivery trucks and school buses on the abrupt curves of Ingham Hill Road. The roadway is quite narrow and assumed not to be intended for habitual traffic involving oversized construction traffic.

Second, it is definite that the increased residential traffic following the completion stage will also be increased. The current Preserve plan indicates a development of not less than 221 residences. Assuming two cars per household, this would result in 442 additional vehicles added to the traffic presently travelling this road. An analysis should be undertaken to determine whether the increase of residential traffic is sustainable, from both safety and congestion perspectives, given Ingham Hill Road's current "scenic roadway" status.

A third aspect to be considered is the fact that Ingham Hill Road is now and appears destined to be a dead-end road, abutting the Essex Town Line. Given its "one way out" configuration, the plan should also be analyzed from the perspective of emergency/evacuation purposes. The downed power-lines noted at the December 01, 2010 Planning Commission meeting pointed out the difficulties posed by a long dead-end road. Families were separated and unable to exit to facilities for a period of four hours. In the case of a medical emergency or civil defense evacuation, the increased population and attempted traffic due to the Preserve would only intensify any blocked road scenario.

Based upon the lack of infrastructure planning for traffic by River Sound Development LLC, it would appear that their main motivator is profit rather than the best interests of the Old Saybrook community as a whole. Naturally, they are fully entitled to make use of their property under the law, so far as the Old Saybrook Planning and Zoning Commissions have acted in the interest of ALL citizens of Old Saybrook and approved the long term effects of such a development.

I would request that your commission members, and specifically your Traffic Engineer, assess the present condition of the narrower portions of Ingham Hill Road to determine whether the safety and community of Ingham Hill Road would be compromised as a result of the Preserve development. To assist you, I have included five satellite images of the subject area for

your reference (Attachment A). Please note that all following notations are for outbound traffic (away from Town Center) and the computer mapped overlays do not always reflect the underlying curvature of the actual roadway.

Attachment A-1, Zone A: Intersection of Ingham Hill Road and Elm Street

There is a very sharp right turn with no shoulder on the left hand side for inbound traffic. There is a guardrail on the left side of the road protecting a steep culvert, which was effective in stopping two separate vehicles last winter due to icy conditions.

Attachment A-2, Zone B: South end of Mill Pond

There is a sharp right hand turn following the Mill, a soil embankment prevents shoulder to the right.

Attachment A-3, Zone C: Intersection of Ingham Hill Road and Goose Pond Road

There is a sharp right hand, blind curve.

Attachment A-4, Zone D: Ingham Hill Road, vicinity of 174 Ingham Hill Road

There is a left hand, blind curve.

Outbound traffic is burdened by a rise which inhibits visibility and therefore reaction time.

Attachment A-4, Zone E: Intersection of Ingham Hill Road and Barley Hill Road

A sharp "S" curve with low visibility at both points.

The tree at the left hand side of the road blocked the road and brought down power lines during an ice storm last winter, causing residents of upper Ingham Hill Road to be unable to exit the area due to Ingham Hill Road's dead-end status.

Attachment A-5, Zone F: Intersection of Ingham Hill Road and Pheasant Hill Lane

Another "S" curve with low visibility.

As a result of these bottlenecks, the present compact and winding nature of Ingham Hill Road cause it to be perilous for walking/jogging and bicycling is virtually non-existent. I find this to be at odds with the communal nature of Old Saybrook as a whole, especially given its relaxing scenic nature and the emphasis on "green" initiatives such as the recently developed Bikeways Committee and the Great Cedars Conservation Area.

It is my request that you and the members of your Commission inspect these areas of Ingham Hill Road personally and take these concerns into consideration during your subsequent deliberations. If I may be able to provide you with any additional information regarding this subject, please do not hesitate to contact me.

Respectfully Submitted,



James Henderson
182 Ingham Hill Road
Old Saybrook, CT 06475
(860)395-0701

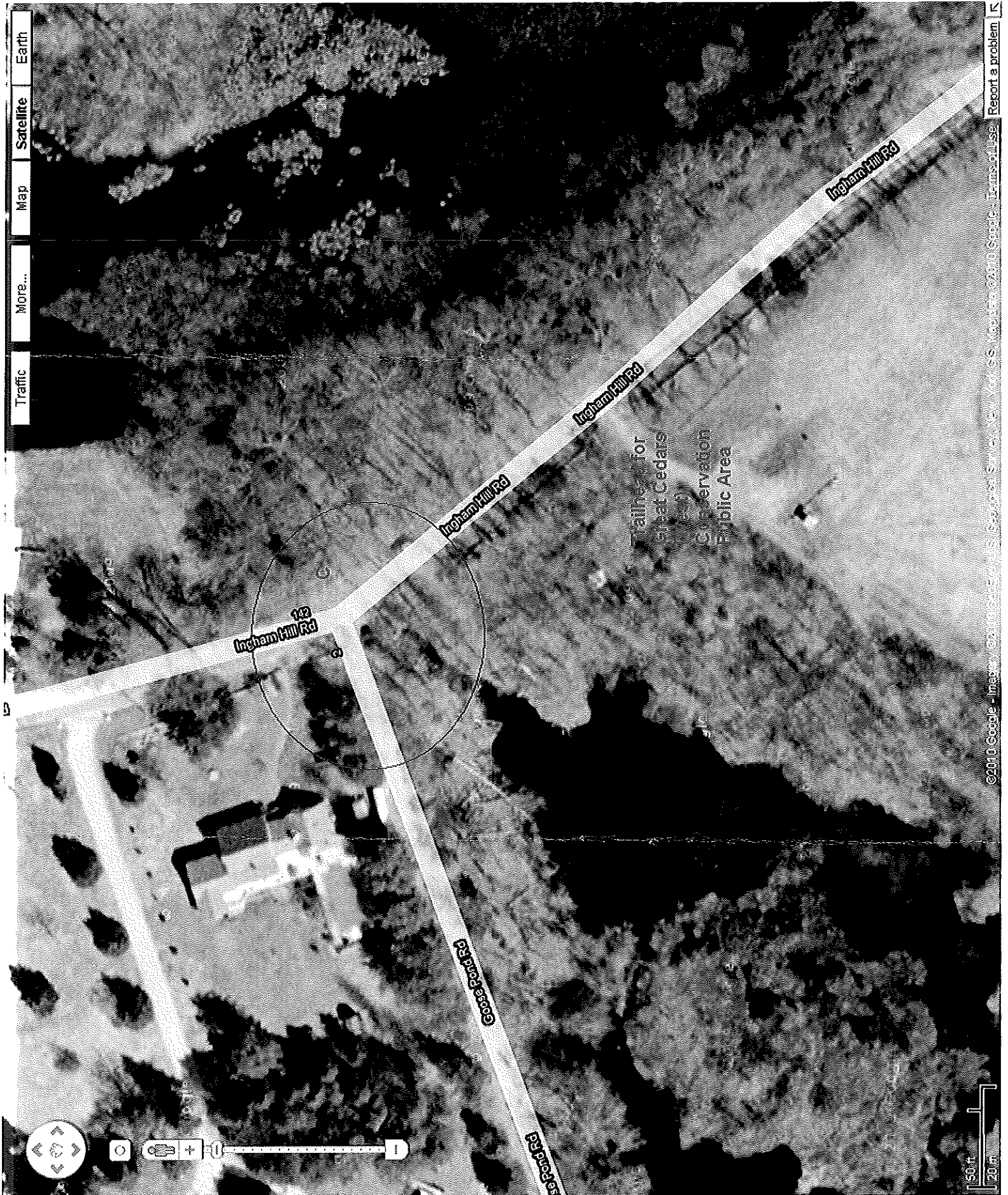
Attachment A-1



©2018 Google - Imagery ©2010 DigitalGlobe, GeoEye, U.S. Geological Survey, AeroGRID, IGN, etc. - All rights reserved. Report a problem

Attachment A-2





Attachment A-4



Attachment A-5

