

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

PLANNING  
COMMISSION  
EXHIBIT # 64

---

**M E M O R A N D U M**

---

**DATE:** January 7, 2011  
**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, P.C.  
**RE:** Review of Open Space Subdivision Modification

This memorandum was prepared after I attended the January 5, 2011 public hearing for The Preserve. The purpose of this memo is to reiterate several of my earlier review comments and comments at the January 5 hearing.

1. With development of the one or more of the three pods identified in the application to modify the Open Space Special Permit, it appears that development of the core portion of The Preserve may not occur in the foreseeable future if at all. This means the applicant has no intentions at this time to complete the roadway system as depicted in the original approval. The result of developing the three pods without incorporating the connecting roadway system raises the following concerns:
  - a. Without the connecting roadway system the Ingham Hill Road dead end will continue to exist with over a hundred homes served by a single point of access. Further the length of this dead end roadway is about one and one-quarter mile, far greater than the 1,000 feet presently allowed by the Town's regulations. At the least, the applicant should identify a connection that would provide secondary emergency access for fire, police and ambulance services. This connection could also provide the bicycle/walking path that was requested by Cathy Connolly at the Public Hearing.
  - b. Because the through road system is not being contemplated at this time, the applicant has indicated on the plans that the cul de sac roadways will be constructed with minimal widths. It is recommended that the full width be provided with development of each pod. This is suggested because widening after the fact could raise opposition from the new home owners, and will result in a lengthy longitudinal joint (between the old roadway and the widening). This type of joint is difficult to maintain and serves as a seam for moisture to seep into the base and subbase of the roadway,

leading to frost heaves and eventually to premature failure of the pavement (i.e. pot holes) along the seam. It would be prudent to provide the full width construction with development of each pod.

- c. The applicant has requested that straightening of the upper portion of Ingham Hill Road be postponed until such time as the connecting road is constructed. This too could be problematic as it would involve reconstruction in the front yard of two or three of the new home owners. Opposition could arise, making it a difficult and/or a contentious proposition.
2. The possibility also exists that River Sound will not be the developer of the core portion of the property. If a second developer becomes involved, it will be very difficult for the Town to require what would then be off-site improvements to widen the access roads along the portions within the pods and to straighten Ingham Hill Road within the area defined by that pod.

In summary, it would be prudent for the commission to request those relevant improvements identified in the original Open Space approval with this application for the pods, as there may be no future opportunity to create the emergency access to Ingham Hill Road, or if a second developer purchases the core area for development, it will be difficult to have him make any improvements that lie outside his property.

If during review of this memorandum you have any questions, please call me at (860) 567-3579.