

BERRY SURVEYING & ENGINEERING

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August 14, 2018
Revised September 11, 2018

Barrington Planning Board
Attention: Marcia Gasses Town Planner
PO Box 660
333 Calef Highway
Barrington, NH 03825

RE: Site Plan Review
John and Linda Svenson & 1962 Real Estate LLC
Tax Map 235, Lot 1 & Tax Map 239, Lot 2

Mr. Chairman and Members of the Barrington Planning Board

In accordance with the Town of Barrington's Subdivision Regulations, the applicant requests the following waivers:

- 1. Identification of Waiver Request:** 12.5.2 of the Subdivision Regulations, sidewalk is to be a minimum of five feet wide and have a setback of five feet from curb face.
 - Proposed five foot wide crosswalk adjacent to curbing and street, without five foot buffer.

In order to service the Christmas Dove and on site residences, the reconstructed roadway will be 40' wide with a landscaped median along the entry way, in order to provide an ascetically pleasing transition into the mixed use site from NH Route 9. From there it will taper into a 26' wide roadway. In addition, a sidewalk will be constructed connecting the Christmas Dove to NH Route 9, which was discussed to be 5' wide and concrete material, at the design review phase.

2. Waiver Justification:

- a. Granting the waiver will properly carry out the purpose and intent of the regulations.**

The purpose and intent of regulation 12.5.2 is to allow for safe pedestrian traffic in and out of the proposed site. Given the low traffic volumes on Christmas Lane and low amount of pedestrian traffic, the location and placement of the sidewalk was deemed more than sufficient to allow for safe pedestrian traffic. Furthermore, the peak time Christmas Lane will be in use will be during the Holiday season in December, which in turn will result in less pedestrian traffic given the weather patterns of New Hampshire during that time.

b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.

Strict conformity to the regulations will pose an unnecessary hardship on the applicant. Imposing the 5 foot buffer between the sidewalk and road would not only change the site layout but it would drastically affect the proposed drainage. The proposed drainage design is feasible with the proposed road and sidewalk widths. Given the close proximity of the exiting house and Christmas Dove, feasible drainage locations are limited. Any increase in the width of road or sidewalk will in turn force the drainage to be moved from the desirable locations where there is sufficient room for proper storm water treatment.

1. Identification of Waiver Request: 12.2.1 Table 1 of the Subdivision Regulations, minimum vertical curve of 37 for a 30 MPH road.

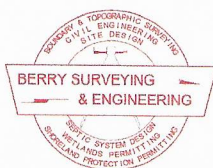
- Proposed roadway with 5.22 vertical curve at the entrance.

Currently there are four different driveway entrances off NH Route 9 to access the Christmas Dove and residences. The proposed reconstruction and relocation of Christmas Lane will consolidate all that traffic to one location off NH Route 9, which will drastically improve the safety and limit the amount of turning onto and off NH Route 9. The proposed roadway was designed in accordance with NHDOT regulations, with regards to road slope and required sight distance.

a. Granting the waiver will properly carry out the purpose and intent of the regulations.

The purpose and intent of the minimum vertical curves and relating sight distance, is to allow for safe vehicular traffic travel on newly constructed roads. Since NH Route 9 is a NHDOT controlled road, there are several design requirements the proposed road must meet. The first is a minimum of 400' of sight distance. As shown on the provided NHDOT sheets, more than 400' of sightline distance is provided. Based on the AASHTO "Green Book", a minimum of 200' of stopping sightline distance is required for a 30 MPH road.

In addition to minimum sightline distance, NHDOT requires a 4% road grade off any NHDOT controlled road. This is to allow for their plows to effectively remove snow, without gouging driveways. The proposed road meets this 4% requirement and then transitions into a 1.75% road grade in order to meet the Town of Barrington's maximum road grade of 2%. These two limiting factors are why the vertical curves do not meet the AASHTO minimum. So that the road can be conforming to NHDOT regulations and the Town of Barrington's regulations.



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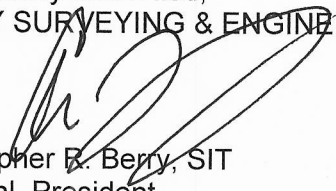
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The AASHTO "Green Book" states that for a 30 MPH road the vertical curve must be 37 with 200' of sightline stopping distance. However, when approaching the intersection of Christmas Lane and NH Route 9, vehicles will not be going 30 MPH, they will be approaching 0 MPH due to the intersection. Therefore, the vertical curve of 37 would not apply in this case due to the reduced speed limit at the intersection. Furthermore, as stated above, there is more than enough stopping sightline distance, due to the NHDOT requirement of 400'.

b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.

Strict conformity to these regulations would not allow the road to be designed such that it meets NHDOT and the Town of Barrington road grade requirements. Which would in turn require the applicant to totally relocate and redesign the proposed road. The applicant is already proposing to condense the traffic of four driveway locations, into one. Which will drastically improve safety at this location. Given the low proposed traffic volume, the proposed road designed was deemed sufficient enough to proposed access to the site, while maintaining safety for vehicles and pedestrians.

Respectfully submitted,
BERRY SURVEYING & ENGINEERING



Christopher E. Berry, SIT
Principal, President



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