

Project Application

Land Use Department

P.O. Box 660; 333 Calef Hwy, Barrington, NH 03825 ♦ Phone: 603-664-5798 ♦ Fax: 603-664-0188

Case Number: _____ Project Name: Rupert Drive Date: 8-15-23
REV 12-20-23

Staff Signature required PRIOR to submittal

PRELIMINARY APPLICATION: Preliminary Conceptual Review ____ Design Review ____ Development of Regional Impact ____

FORMAL APPLICATION:

Subdivision Type: Major ____ Minor ____ Conventional ____ Conservation ____
Site Plan Review: Major Minor ____
Conditional Use Permit ____ Sign Permit ____ Boundary Line Adjustment ____ Special Permit ____
Change of Use ____ Extension for Site Plan or Subdivision Completion ____
Amendment to Subdivision/Site Plan Approval ____ Other ____

Project Name: Bridle Path Way Area (Acres or S.F) 13.47

Project Address: 49 Winkley Pond Road

Current Zoning District(s): GR with Aquifer Overlay Map(s) 253 Lot(s) 14

Request: To permit 6 residential units using Article 4, Section 2.1

The property owner shall designate an agent for the project. This person (the applicant) shall attend pre-application conferences and public hearings, will receive the agenda, recommendations, and case reports, and will communicate all case information to other parties as required.

All contacts for this project will be made through the Applicant listed below.

Owner: Hambone LLC Robert Baldwin Managing Member
Company _____
Phone: 603-742-2121 603-986-2373 Fax: _____ E-mail: robert@centralfallsrealty.com
Address: 242 Cenral Ave, Dover, NH 03820

Applicant (Contact): Same
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: _____

Developer: Same
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: _____

Architect: _____
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: _____

Engineer: Berry Surveying & Engineering, Christopher R. Berry Project Manager, Kenneth A. Berry PE, LLS
Company _____
Phone: 603-332-2863 Fax: _____ E-mail: crberry@metrocast.net
Address: 335 Second Crown Point Road, Barrington, NH 03825 k.berry@berrysurveying.com

Owner Signature

Staff Signature

Applicant Signature
8-15-23

Date

TOWN OF BARRINGTON - LAND USE DEPARTMENT

PROJECT NARRATIVE

PROJECT NAME Proposed Subdivision for Hambone LLC CASE FILE NUMBER

PROJECT LOCATION 49 Winkley Pond Road

DATE OF APPLICATION 8-15-23

Revised

Property Details: 12-20-23

Single-Family Residential Multi-Family Residential Commercial Industrial

Current Zoning: General Residential Lot Area Size 13.47

Setbacks: Front 40' Conventional Side 30' Conventional Rear 30' Conventional

Parking Spaces Required: 14 Parking Spaces Provided: 14

Please describe your project and its purpose and intent. You may attach a typed description.

The applicant is proposing to construct 6 multi family units using Article 4, Section 2.1 of the Zoning Ordinance which is a permitted use in the GR Zone. There is an existing mobile home on-site with an existing barn structure. Both are located within the front setback. The applicant is proposing to remove the existing barn to allow for the best location of an entrance driveway. The existing mobile will be removed. The proposal is to build a 4 units in one building and a duplex in a second building. All of the units will be accessed from a new Private Drive currently named Bridle Path Way, which is equipped with a hammer head turn around. The proposed driveway is currently shown as 22' wide, based on the low number of units to which it provides access. This driveway is considered a Major Access whereas the number of units exceeds 4 and is less than 35.

Each proposed unit contains 2 parking spaces in front of or at the side of each unit. The project proposes a common well (non public water supply) and a common effluent disposal field. Stormwater will be collected and treated through a rain garden (bio-retention) device between the developed area and the required buffers. The remaining buffer area will no longer be mowed and is proposed to be planted with native trees (Maple and London Plane) and native high bush blueberry bushes. The post development condition will allow this area to naturalize as a woodland area.

Wetlands have been delineated and survey located on the project site. The initial delineation was conducted in 2021 by Deidra Benjamin CWS. The soils and Very poorly drained wetland line were delineated by John P. Hayes CWS and CSS. The wetlands were re-reviewed by both parties during the summer months of 2022. They were adjusted in the field and re-located by BS&E as part of an updated survey. Prime Wetland #1 is located in the top right corner of the parcel. As such the 50' & 100' buffer is shown and will not affect the proposed units or any of the proposed construction.



FEES:
Application \$150.00
Abutters @ _____ X \$8.00 each= _____
Total Received: \$ _____ Cash _____ Check# _____
Date Received _____

SECTION 3.4 CONDITIONAL USE PERMIT APPLICATION

**TOWN OF BARRINGTON
PO Box 660; 333 Calef Highway
Barrington, New Hampshire 03825**

A CONDITIONAL USE PERMIT (CUP) allows the Town of Barrington to permit uses which may be essential or desirable to a particular community, but which are not allowed as a matter of right within a zoning district, but rather only through a CUP. A public hearing is required. A conditional use permit can provide flexibility within a zoning ordinance.

This application may not be used for those seeking a Special Permit for Construction in a Wetland Buffer pursuant to Section 9.6 of the town zoning ordinance. There is a separate application for a Special Permit in a Wetland Buffer, which is also available at the town Land Use office.

Is the proposed use related to a Site Plan or Subdivision Application? Yes X No

Name of Project Hambone LLC

Address of Property 49 Winkley Pond Road

Tax Map 253 Lot 14 Zoning District(s) GR Overlay Stratified Total Area of Site 13.47

Name of Applicant/Agent Berry Surveying & Engineering, Christopher R. Berry PM

Mailing Address of Applicant/Agent 335 Second Crown Point Road, Barrington, NH 03825

Telephone: 603-332-2863 Email: crberry@metrocast.net

Name of Property Owner Hambone LLC

Mailing Address of Property Owner 242 Central Ave., Dover, NH 03820

Telephone: 603-986-2373

Email: robert@centralfallsrealty.com Fax: _____

Letter of Authorization Provided Indeed

Signature of Owner _____

Deed Provided Book 4976, Page 1023

Describe in detail all existing uses and structures on the subject property (You may attach a separate typed sheet):

See Project Narrative for the Residential Site Review

Describe in detail all proposed uses, structures, construction, or modifications requiring a Conditional Use Permit:

Multi-Family Use in the GR Zone

Describe in detail how the following conditions of the Town of Barrington Zoning Ordinance under Section 3.4 "Conditional Use Permits Issued by the Planning Board" have been satisfied by your proposal. (You may attach a separate sheet.)

1. The building, structure or use is specifically authorized under the terms of this Ordinance.
See CUP Narrative

2. If completed, the development in its proposed location will comply with all requirements of this Ordinance, and with specific conditions or standards established in this Section for the particular building, structure or use.
See CUP Narrative

3. The building, structure or use will not materially endanger the public health or safety.
See CUP Narrative

4. The building, structure or use will not substantially de-value abutting property.
See CUP Narrative

5. The building, structure or use will be compatible with the neighborhood and with adjoining or abutting uses in the area in which it is to be located.
See CUP Narrative

6. The building, structure or use will not have a substantial adverse impact on highway or pedestrian safety.
See CUP Narrative

7. The building, structure or use will not have a substantial adverse impact on the natural and environmental resources of the town.
See CUP Narrative

8. Adequate public utilities, community facilities, and roadway capacity are available to the property to ensure that the proposed use will not necessitate excessive public expenditures in providing public services.
See CUP Narrative

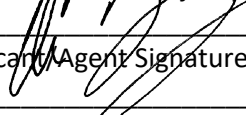
9. Where deemed necessary when considering an application for Conditional Use approval, the Planning Board may require that adequate visual buffers be established.
See CUP Narrative

Statement of Assurance and Agreement:

Revised 7/11/2023

I hereby certify that to the best of my knowledge this submitted application information is true and correct. All proposed development will be in conformance with the information contained on the application and in the approved plan as well as the provisions of the Town of Barrington ordinances and regulations.

The Owner/Agent, by filing an application, hereby grants permission for members of the Board and staff to enter onto the subject property for the purposes of this review.

 Applicant/Agent Signature	11-14-23 Date
Owner Signature	Date
Owner Signature	Date
Staff Signature	Date



BERRY SURVEYING & ENGINEERING

335 Second Crown Point Road
Barrington, NH 03825
Phone: (603) 332-2863
Fax: (603) 335-4623
www.BerrySurveying.Com

December 20, 2023

Town of Barrington Planning Board
Attention: Vanessa Price, Town Planner
4 Signature Drive
PO Box 660

Barrington, NH 03825

RE: Hambone LLC

Conditional Use Permit Request (Revised Site & Architectural Design)

49 Winkley Pond Road

Tax Map 253, Lot 14

Dear Chairman and Members of the Barrington Planning Board,

In accordance with the Barrington Zoning Regulations Article 3.4, the following Conditional Use Permit is hereby requested:

1. Identification of Conditional Use Permit:

- Article 19, Table 1: Table of Uses – Multifamily Housing in the General Residential District.

The proposal is to remove the existing barn and single-family structure and construct a private road known as Bridle Path Way. Bridle Path Way will support six (6) multifamily units. A structure containing four (4) multifamily units is located at the end of Bridle Path Way, turned away from Winkley Pond Road and a duplex containing two (2) units is located at the beginning of Bridle Path Way, facing towards Winkley Pond Road.

The project has been re-designed to reduce the total units from 7 to 6. More importantly the project building size and scope has been drastically reduced in size, with the architectural style of the buildings being revised to be more cohesive with the area and the Barrington locality.

- The townhouse style structure was reduced from 5 units to 4 units. The structure is now designed to look like a barn sitting in the field. The building was reduced from 120' in length to 72'.
- The garages were removed from the design which allowed for the front doors to appear closer to stable entries. The removal of the garage reduces the vertical mass of the building by a full story. Gable end treatments were added through the use of windows and doorway feature.

- Building / foundation plantings are now provided with a walk at the front of the site with a larger internal island provided for proper tree growth.
- The parking array was reduced in size and length while still providing two spaces per unit and additional parking for guests. The additional green space area was filled with additional street trees to break up the front view of the site. The site was further landscaped with native blueberry bushes, which are found on site currently, to promote a sense of community interaction
 - In kind, the proposed duplex was revised to remove the garages from the front of the structure. This was replaced with a usable front porch, and additional landscape features. The building now provides better gable end treatments and is reduced in vertical mass.

2. Compliance with the following standards from Article 3.4:

3.4(1)The building, structure or use is specifically authorized under the terms of this Ordinance.

Multifamily Housing is allowed within the General Residential (GR) District via Conditional Use Permit, as shown in Article 19, Table 1: Table of Uses. The larger townhouse style building was reduced in unit density and reduced in size and now has the style of a common accessory structure found in the Town of Barrington. The duplex structure is otherwise permitted in the zone.

3.4(2)If completed, the development in its proposed location will comply with all requirements of this Ordinance, and with specific conditions or standards established in this Section for the particular building, structure or use.

The development will comply with all underlying zoning requirements of the GR District including building setbacks, frontage, lot size, environmental buffers, building height, and lot coverage.

The specific standard of no more than eight (8) units in a multifamily structure from the Table of Uses is met, with no more than five (4) units in a structure. The project density has been determined utilizing Article 4, Section 2.1(1-3) of the Barrington Zoning Ordinance and since has been reduced from 7 to 6.

We re-assert that this application when completed will meet the requirement of this Ordinance and with modification of the site and buildings now meets the standards established in this section for the particular building, structure or use.

3.4(3)The building, structure or use will not materially endanger the public health or safety.

The structures will not materially endanger the public health or safety. As part of the project, a 30,000 gallon fire cistern is proposed along Winkley Pond Road. The site has been designed for a fire truck to be able to enter and turn around (see sheets #30 & 31 of plan set). The height of the structures has been modified which improves the life safety of the buildings. The roadway has been set at the best point of the parcel from an elevation/sight distance perspective, with 450' + of sight distance available to the south and 315'+ of sight distance available to the north. All drainage is contained on site, with peak rates of runoff reduced from the existing condition due to stormwater best management practice mitigation to ensure there is no impact on down stream flooding.

3.4(4)The building, structure or use will not substantially de-value abutting property.

The structures will not substantially de-value abutting property. The addition of six townhomes on Winkley Pond Road is a residential use that is allowed (via CUP) within a residential zoning district. The project site is now designed to appear as though there is one primary use with a secondary structure and no longer appears as a typical townhouse that is common in other towns or municipalities.

3.4(5)The building, structure or use will be compatible with the neighborhood and with adjoining or abutting uses in the area in which it is to be located.

The architectural styles of the structures will have similar characteristics to the surrounding properties with the revisions made to the proposed buildings. Five of the closest abutting properties contains a barn feature and a single-family home that are massed in the same manner as the revised plan. Many of those same abutting lots have homes that are massed the same or larger than the proposed duplex structure. The architectural features, landscaping and buffering noted above distracts the passerby of the actual use of the actual multi-family structure.

The duplex was re-designed to include gable roofs, colonial roof lines, front porch approaches, and colonial style windows. The orientation of the structures has the surrounding properties in mind with the additional windows being added to the gable end, increasing the light potential inside the structure. The duplex structure is smaller, and therefore set closer to Winkley Pond Road and orientated more towards Winkley Pond Road where the mass of the structure isn't as prominent. The larger structure is orientated with the narrow end towards Winkley Pond Road. This is in an

effort to not have the larger structure mass be overwhelming and parallel with Winkley Pond Road. The former gable end rear of the structure was held in its location and the building was shortened to be further from the street by 48'. The elevation of the four-unit structure is downhill several feet of the duplex, with the slab elevation being 2' below the street. This helps with the view of the structure from Winkley Pond Road. Additional fence buffering and landscaping was added internally to the project as well as along Winkley Pond Road to further break the view of the site from the road.

3.4(6)The building, structure or use will not have a substantial adverse impact on highway or pedestrian safety.

The proposed structures will not have a substantial adverse impact on highway or pedestrian safety. Based upon the Traffic Generation Memo produced for the project utilizing outputs from the 11th Edition Trip Generation Manual, a projected total of 43 vehicle trips occurs during a weekday, 3 vehicle trips during the AM peak hour, and 4 vehicle trips during the PM peak hour. This trip generation includes ALL trips to and from the project site during the stated periods and is not limited to only the residents use. As is pointed out in the revised traffic memo, this represents an increase in approximately 33 vehicle trips during the day and only 3 PM trips and 2 AM trips due to the fact that the existing single family home generates approximately 10 trips a day.

There are 10 existing lots that contain single family homes and other out buildings onsite that use Winkley Pond Road for frontage and access. Using the 11th Edition ITE Manual, you can see that the rate of trips generated from those uses is higher than the proposed use by about 2.2 daily trips each. In addition, there is a commercial use (mini-storage) that also produces traffic to Winkley Pond Road and the two intersections. The increase in the peak hour trips generated from this site is small and would generally fall within the standard deviation of the existing roadway traffic.

As previously noted, there is no infrastructure for pedestrians on the road, nor is there any pedestrian facilities anywhere else in Barrington. The residents of the Town of Barrington and vehicle operators are expected to share the road and obey the common traffic rules. This project does not change this dynamic and in some way improves the walkability of the road through the widening of the road in the area of the cistern and required aprons. The project site also provides the opportunity for other residents to use the proposed road to walk on.

Understanding the road agent has opined on the potential damage to Winkley Pond Road due to construction activities, the applicant is willing to walk the road with the road agent prior to the start of construction to document the current deficiencies and repair areas that may be damaged during construction. Though none are expected, we and the applicant understand the concern.

3.4(7)The building, structure or use will not have a substantial adverse impact on the natural and environmental resources of the town.

The proposed structures will not have a substantial adverse impact on the natural and environmental resources of the town. The 50' poorly drained wetland buffer and 100' very poorly drained wetland buffer are respected, with replanting proposed to occur within the wetland buffer to return the buffer to a wooded state instead of the existing grassed area. No wetland disturbance is proposed as part of the project. The site develops an area of 53,500 Sq. Ft (1.23 Ac.) and leaves the remaining 12.24 Ac. of the parcel undeveloped (90.9% of the parcel). All of the stormwater is captured and attenuated through the use of two low impact development devices. See previously provided Stormwater Analysis.

3.4(8)Adequate public utilities, community facilities, and roadway capacity are available to the property to ensure that the proposed use will not necessitate excessive public expenditures in providing public services.

No public utilities (with the exception of electricity) are provided to the project. A well and effluent disposal area are located on site, in addition to stormwater management practices. Trash will be private pick up with trash totes stored in garages. As mentioned in item 3.4(6), the trip generation of the project is negligible to the surrounding roadway traffic. The road has a surfaced width of 20' adjacent to the project site which does narrow to 18' at the culvert crossing. The proposal increases the width due to the installation of the driveway and cistern at key locations along the frontage.

3.4(9)Where deemed necessary when considering an application for Conditional Use approval, the Planning Board may require that adequate visual buffers be established.

A row of White Spruces has been proposed along the 4-unit structure adjacent to Hayes Road. A stockade fence has also been added to the end of Bridle Path Way to provide screening of headlights for the abutter across the street. In the revised design this fence was extended to the south by 50'. Additional internal landscaped product was added to break up the site and provided additional buffering.

3. Justification for Approval of Conditional Use Permit:

Multifamily residential units are allowed in the General Residential Zone via CUP. The project has taken care to avoid adverse environmental impacts (wetlands and wetland buffers) and to leave a large portion of the site undeveloped (90.9% remains undeveloped). The wetland buffer adjacent to the area of development is proposed to be replanted from the current grassed condition. The project proposes residential construction within a residential zoning district that is now fitting within the context of the area and the Town of Barrington. The engineering design of the site provides the optimal location on site for the proposed roadway for sight distance. As shown in the Drainage Comparative Analysis, the project does not cause adverse downstream impacts in terms of peak rate of stormwater runoff and volume of stormwater runoff for all analyzed storm events. Visual screening barriers are provided in multiple locations of the site for abutting properties with additional detail added to key internal areas to provide additional screening and massing reduction.

The changes made to the project plan are a direct result of the comments made by the Planning Board during the December 2023 Planning Board meeting as the reasons stated for the initial denial of the CUP. With the enclosed revisions we would request the board re-consider the vote taken. We feel this project demonstrates how an appropriate density can be added to a project site without a detriment to the character of Barrington.

Respectfully Submitted,
BERRY SURVEYING & ENGINEERING



Christopher R. Berry SIT, Project Manager
Principal, President

Site Plan Waiver Request Form

Under Site Plan Regulations, 3.9.8-Waivers and Article 9-Waiver Procedure

If there is more than one waiver requested, each waiver request is to be individually listed and described, as each waiver is considered individually by the Town of Barrington Planning Board. A petition for waiver shall be submitted in writing by the applicant with the application for review. The request shall fully state the grounds for which the waiver is requested and all facts supporting this request with reference to the applicable Barrington Site Plan Regulations article, section and paragraph. **Each waiver granted shall be listed on the approved site plan.**

Name of Site Plan (See Title Box): Hambone LLC, Bridle Path Way

Case Number: _____

Site Location: 49 Winkley Pond Road

Zoning District(s): GR W/ Stratified Drift Aquifer Overlay

Owner (s): Hambone LLC

Address of Owner(s): 242 Central Ave, Dover, NH 03820

Address Line 2: _____

Name of Applicant (if different from owner): Same

Phone Number 603-986-2373 Email robert@centralfallsrealty.com

Land Surveyor: Berry Surveying & Engineering, Christopher R. Berry Project Manager

Christopher Berry, on behalf of the applicant

I _____ seek the following waiver to the Town of Barrington Site Plan regulations for the above case submittal:

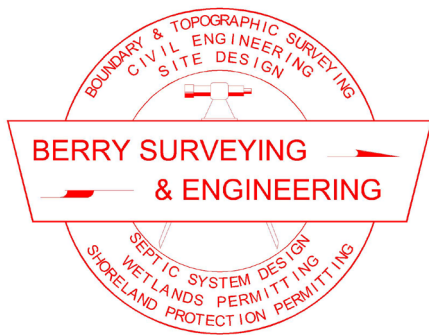
Site Review Regulation Article 4.7.7(3) Minimum storm drain cover depth



Signature of Owner/Applicant

11-13-23

Date



BERRY SURVEYING & ENGINEERING

335 Second Crown Point Road
Barrington, NH 03825
Phone: (603) 332-2863
Fax: (603) 335-4623
www.BerrySurveying.Com

November 13, 2023

Town of Barrington Planning Board
Attention: Vanessa Price, Town Planner
4 Signature Drive
PO Box 660
Barrington, NH 03825
RE: Hambone LLC
Waiver Request
49 Winkley Pond Road
Tax Map 253, Lot 14

Dear Chairman and Members of the Barrington Planning Board,

In accordance with the Barrington Site Plan Review Regulations Article 8, the following waivers are hereby requested:

1. Identification of Waiver Request:

- Article 4.7.7(3). Minimum storm drain cover depth

2. Explanation:

The Site Review Regulations requires that the minimum depth of cover for storm drain lines shall be 36 inches from the top of pipe to finished grade. The applicant is proposing less than 36 inches, but more than 27" at the lowest cover point of the 15" HDPE N-12 from Catch Basin #3 and the 15" HDPE N-12 from Catch Basin. All other drainage pipes meet the required 36 inches of cover.

3. Waiver Justification:

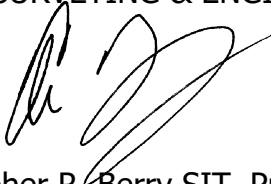
a. Granting the waiver will properly carry out the purpose and intent of the regulations.

The intent of this regulation is to ensure adequate cover over the pipes to ensure the least amount of heaving as possible. In this case, the roadway/parking area where these structures are proposed is located within a fill slope, that will be constructed on granular materials under the roadway. With an additional +/-32" from existing grade to seasonal highwater table, heaving of these pipes is unlikely.

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

Strict conformity to this regulation would require either additional fill across the site, which would require additional overall impact on the land or disturbance within the wetland buffers to lower the Rain Garden discharge elevation (which would lower the pipes and provide the 36 inches of cover), where buffer disturbance was specifically avoided with this design.

Respectfully Submitted,
BERRY SURVEYING & ENGINEERING

A handwritten signature in black ink, appearing to read 'Chris Berry', written over a faint, illegible stamp or background.

Christopher R. Berry SIT, Project Manager
Principal, President



BERRY SURVEYING & ENGINEERING

335 Second Crown Point Road
Barrington, NH 03825
Phone: (603) 332-2863
Fax: (603) 335-4623
www.BerrySurveying.Com

August 16, 2023
Revised: 12-20-23

Town of Barrington Planning Board
Attention: Vanessa Price, Town Planner
4 Signature Drive
P.O. Box 660
Barrington, NH 03825

Re: Traffic Generation Memo
Residential Site Plan
Hambone, LLC
49 Winkley Pond Road
Tax Map 253, Lot 14

Ms. Price,

Pursuant to the Town of Barrington Site Plan Regulations, the proposed six (6) multi-family dwelling unit project does not trigger the threshold for a short or full traffic analysis. The intent of this document is to discuss the surrounding road network and traffic generation from the proposed land use.

Berry Surveying & Engineering (BS&E), on behalf of the applicant, has prepared a Traffic Generation Memo for the construction of (6) townhouse style multi-family dwelling units at 49 Winkley Pond Road. The proposed roadway is known as Bridle Path Way, with 11' travel lanes (22' wide road), sloped granite curbing on both sides and 208 feet in length. Winkley Pond Road in the area of development averages 20' wide and is approximately 0.6 miles long, looping to NH Route 125 in two locations. This loop provides residents with alternative routes to access NH Route 125 or Winkley Pond Road, especially given the geometry of the intersection of NH Route 125, Beauty Hill Road, and Winkley Pond Road 0.2 miles to the north. The end of Bridle Path Way is a hammerhead provided for passenger and emergency vehicle turning.

The following existing trip generation is calculated from the 11th Edition Trip Generation Manual using Code 215, single family-attached dwelling units for the weekday AM & PM peak hour of adjacent street traffic:

Single Family-Attached Trip Generation

Time Method	Weekday Total Dwelling Units			Time Method	AM Peak Adj. Street Traffic Dwelling Units			Time Method	PM Peak Adj. Street Traffic Dwelling Units		
# Units	6			# Units	6			# Units	6		
Avg. Rate	7.20			Avg. Rate	0.48			Avg. Rate	0.57		
Total Trips	43			Total Trips	3			Total Trips	4		
% Enter	50	Total Enter	21	% Enter	25	Total Enter	1	% Enter	59	Total Enter	2
% Exit	50	Total Exit	22	% Exit	75	Total Exit	2	% Exit	41	Total Exit	2


It can be seen from the single family-attached unit calculation that a negligible generation of three (3) trips occur during the weekday AM peak hour 7-9AM (1 enter/2 exit), generation of four (4) trips occur during the weekday PM peak hour 4-6PM (2 enter/2 exit), and a generation of forty-three (43) trips during a weekday (21 enter/22 exit).


It is noted that the existing single-family home on site generates approximately 10 vehicle trips a day with one peak hour trip in the AM and PM hours. When the two are compared the change in land use only generates an additional 33 daily trips, 2 AM and 3 PM trips.


- It is recommended that the existing and surrounding infrastructure will be sufficient to handle the negligible projected increase in vehicle trips during the AM peak hours/PM peak hours and all other hours for Winkley Pond Road.

Respectfully Submitted,

BERRY SURVEYING & ENGINEERING


 Kevin R. Poulin, PE
 Project Engineer


 Christopher R. Berry, SIT
 Principal, President


 Kenneth A. Berry, PE, LLS,
 CPSWQ, CPESC, CESSWI
 Principal, VP-Technical Operations

