

Present: Chair Brett Hunter, Vice Chair Jack Karcz, Members Jack Downing, Leon Holmes, Roger Barham, Andy Kohlhofer, Alternate Member Tom O'Brien, Building Inspector Bob Meade, Regional Planner Jenn Rowden, Town Engineer Dan Tatem, and Land Use AA/Recording Secretary Casey Wolfe

Also present: Jen Stasinos, Dennis Quintal, Michael Malloy, Barbara Malloy, Thomas Sells, Harvey Cook, Corinne Sheridan, Doug Andrew, Phillip Perlongo, Cathy Perlongo, Bill Dow, Susan Dow, Paul White, Kathy Baum, Travis Baum, Nancy Fiske, Eric Holt, Doug Brown, Elizabeth Pinucci, Bruce Mullen, Sandra Mullen, Warren Gerety, Josh Yokel, John Wilson, Ethel Wilson, Randy Grasso, Cindy Grasso, Renee King, James Deveau, June Vlasuk, Christine Wilkinson, John Vlasuk, John Campbell, Wayne Campbell, James Watkins, Arleigh Greene, Ellen Douglas, & Kevin Baum

I. CONTINUED BUSINESS

Public Hearing continuation for Jennifer Stasinos who wants to move her dog boarding, training, grooming, and day-care business to 827 Main Street [Map 2, Lot 93.1 and Lot 93.2]

Mr. Hunter opened the public hearing at 6:30 PM. Mr. Barham recused himself for this public hearing and Mr. O'Brien was not present at this point in the meeting. Ms. Stasinos presented her revised minor site plan to the Board. These changes included a new location for the proposed fencing. Ms. Rowden advised the Board that they could request Ms. Stasinos to move the fencing to alleviate noise, add some kind of barrier to absorb noise, or to add a note that someone must be in attendance with the dogs when they are outside. The nearest structure to this site is about 400 feet. Mr. Downing and Mr. Kohlhofer were both fine with what Ms. Stasinos proposed. The Board chose to accept jurisdiction of the application. Mr. Hunter opened public comment. Mr. Barham expressed that any concerns he had were addressed with Ms. Rowden's suggestions. Mr. Hunter closed the public comment. Ms. Rowden made a final suggestion that Ms. Stasinos submits another copy of the plan and adds a note that the dogs must have an employee in attendance with them when outside. Mr. Holmes made a motion to accept the application under the condition that Ms. Stasinos submits another copy of the plan with an added note that the dogs must have an employee in attendance with them when outside. Mr. Kohlhofer seconded with all in favor. Ms. Stasinos left at 6:39 PM. Mr. Hunter called for a recess at 6:40 PM.

Public Hearing continuation – Galloway / Seacoast Farms Site at parcel 05-035 located on Shirkin Road

Mr. Hunter opened the public hearing at 7:17 PM. Mr. O'Brien recused himself from this public hearing. Mr. Tatem explained that two different plan sets have been submitted by Mr. Quintal since the last public hearing in August. Since August, 86 comments from Stantec have been reduced to eight major issues (outlined in the attached letter). Ms. Rowden reminded everyone that several waivers were granted to Mr. Galloway back in March and that the Board has not taken jurisdiction of the application yet. Mr. Tatem went through the eight issues that needed to be addressed. The first was that the hours of operation have not been agreed upon (comment #7).

Mr. Tatem felt that this was important considering that this is going to be a noisy operation. The proposed hours are 7 AM to 5 PM Monday through Saturday. Mr. Meade made a comment that Mr. Galloway generally does not like working Saturdays – he just wants the option.

Mr. Tatem brought up the next topic (comment #32). Trucks coming out of Shirkin will not be able to turn towards Town. The right-of-way ends so the pavement cannot be extended. There could be a sign that only allows 10-wheelers to take the right turn, however, it would be a hard thing to enforce. Mr. Quintal added that Mr. Galloway would be going north for all of his work. The only reason why he would need to send trucks south is if there was a request for materials toward the center of town. Mr. Holmes added that there should be a sign at the end of Shirkin limiting right-hand turns to only local traffic. Mr. Tatem brought up the next item to be addressed (comment #33). It is estimated that there will be a 30% increase in trucking. Mr. Tatem recommended putting an escrow on the road that would be 30% the cost to shim Beede Hill Road between Shirkin Road and the town line. Off-site improvements and the escrow should be in place before the facility is in operation. The next item to be addressed was trucking numbers (comment #35). Mr. Tatem said that it is unusual for trucking to be talked about in numbers. He felt that there wasn't a reason to put a limit on trucks that is almost impossible to enforce. Mr. Kohlhofer agreed with this.

Mr. Tatem moved on to the next item (comment #68). Mr. Quintal needs to apply for another waiver. The waiver would allow 12 inch drainage pipes instead of 15 inch drainage pipes on the site. Mr. Hunter opened this for public comment. Mr. Cook wanted to know if the size was being reduced to help with costs. Mr. Quintal explained that it has nothing to do with costs and that 12 inch drainage pipes are easy to clean out and replace. Ms. Fiske thought that the whole point of the berms was to restrict drainage into the watershed. Mr. Quintal explained that some water has to go through. It goes through a detention pond, a treatment swale, and a holding pond before it goes through the drainage pipes. If this doesn't happen, then the berm would get washed out. Mr. Vlasuk had a question about testing the water. Mr. Quintal responded saying that there will be annual testing along with some additional testing by the owner. Ms. Grasso asked about how much money Mr. Galloway would be saving by having the 12 inch pipes instead of the 15 inch pipes. Mr. Quintal explained that it is not a matter of saving money. Mr. Hunter closed the public comment. Mr. Kohlhofer made a motion to accept the waiver. Mr. Karcz seconded that with all in favor.

Mr. Tatem brought up the next issue (comment #73). Test pits have not been done on Shirkin Road yet. Monitored test pits should be done before construction. A note should be put on the plan requiring this. The goal would be to see if any organic material is under the road. After a brief discussion about this, Mr. Tatem advised that a note gets added to the plan that test pits will be done on Shirkin Road "per the town's engineer's request." Mr. Tatem moved on to the width of the road (comment #80). Mr. Quintal has done cross-sections for a 24 foot road and for a 30 foot road (includes 3 foot shoulders). Mr. Tatem felt that it would make more sense for the road to be built to town standards. Additionally, three or four poles need to be relocated off the roadway. Ms. Rowden suggested that a condition of approval could be that the poles get moved – who pays for this would be irrelevant. Ms. Rowden also brought up that the newly proposed detention ponds are within the wetland setback and would need a variance from the ZBA.

Mr. Meade would like a note about Seacoast Farms meeting setbacks in the plans. Ms. Rowden pointed out that this new plan will supersede all existing site plans on the property. Mr. Hunter opened public comment. Ms. Rowden suggested that once the Planning Board moves to take jurisdiction on the application, the Board should separate comments into topics to keep the meeting more focused. Ms. Rowden explained to everyone that once the Planning Board takes jurisdiction, a decision must be made within 65 days. A member of the public wanted to know if an environmental impact statement has been provided. Ms. Rowden confirmed that one has been submitted. Ms. Dow had a question about the Exeter River. Ms. Rowden explained that Mr. Galloway has to abide by the state regulations. There was a discussion about hazardous materials in the concrete. Ms. Rowden added that it is strongly recommended that a third party tests the concrete. Several abutters were worried about drinking water getting contaminated and that this use was going to be detrimental to the Town.

There was some discussion about the use of a concrete recycling plant in a Corporate Commercial District. Mr. Kevin Baum made it clear that he does not believe that this use is allowed in this district. Ms. Rowden emphasized that the district was voted by the town. The key is to balance the right of a property owner to do what he wants with his land with how it affects neighboring properties as a whole. Citizens can put together a citizen's petition, however, once jurisdiction is taken, the applicant has to abide by current zoning laws. Mr. Kohlhofer stated that once the application is complete, the Board has to take jurisdiction. There was some more discussion about environmental issues. Ms. Grasso asked if the Board has considered if the project is going to impact the value of surrounding homes. Ms. Rowden explained that the impact to surrounding properties would have to be pretty detrimental for the Board to deny this application with that basis. Mr. Campbell wanted to know why the Town would allow Black Rock Village when they knew this project was coming in. The Board explained that the Black Rock Village was approved long before this application was filed. After a brief discussion about noise, Mr. Hunter closed the public comment period.

Mr. Kohlhofer made a motion to accept jurisdiction. Mr. Karcz seconded that motion with all in favor. Ms. Rowden suggests that the next meeting gets moved to November. At this meeting, Mr. Quintal should explain the project to the public again. Mr. Tatem reminded the Board that he still needs answers to his questions. There was a consensus that the road should be 30 feet wide (including the three foot shoulders). Ms. Rowden felt that the applicant should be responsible for moving the poles. The Board also wants a sign saying "right-hand turn, local traffic only" at the end of Shirkin Road. Earlier in the meeting, the Board agreed that test pits should be done on Shirkin Road. There was a brief discussion about procedural issues. Mr. Holmes made a motion to continue the application to November 2nd at 7:15 PM at the Fremont Library. Mr. Downing seconded that motion with all in favor. Mr. Hunter announced a short recess so that the abutters could clear out of the room.

II. MINUTES

Mr. Holmes made a motion to accept the minutes of September 7th, 2016. Mr. Downing seconded that motion with all in favor.

Mr. Holmes made a motion to accept the minutes of the site walk from September 21st, 2016. Mr. Karcz seconded that motion with all in favor.

Later in the meeting Mr. Karcz made a motion to accept the minutes of September 21st, 2016. Mr. Holmes seconded that motion with all in favor.

III. OTHER BUSINESS

Ms. Rowden wants to address a concern for bringing aquifer protection in Fremont up to standard by applying for the Local Source Water Protection Grant through NHDES.

There was a discussion about impact fees. Ms. Rowden did not think that impact fees for the roads would be helpful since the town is not actually growing. However, she suggests not changing anything this year. Ms. Rowden wants to take a look at population projections for the area.

IV. BUILDING INSPECTOR'S REPORT

Mr. Meade stated that for the month of September we had four new homes, two renovations, a porch, a pool, a deck and forty-three trade permits. Permit fees have again exceeded last years.

Mr. Meade wanted to point out that the Town had a home occupation permit and that it used to be used on a regular basis.

Todd Rich – Mr. Meade informed the Planning Board that this gentlemen has turned two commercial units into apartments. He needs to come in to see the Planning Board for more than two (he would like to turn two more into apartments).

Allan Bankus (at 272 Main Street) believes that the Town owes him parking spaces. Mr. Meade stated that Mr. Bankus purchased the property with limited parking and would need an amended site plan especially where he plans to fill close to wetlands (same if he moves the septic field). Ms. Rowden said that she is happy to meet with him.

Some residents of Governor's Forest have been complaining about Marty Ferwerda doing construction work on Sundays. Ms. Wolfe found that Ferwerda's site plan does not allow construction work on Sundays and has his hours of operation.

Mr. Whitham – advertisement sign on a trailer/vehicle for sale.

Mr. Meade has been inspecting the location of the Grass drags (an event happening this weekend). It appears that there has been an issue over digging a pond.

Mr. Holmes made a motion to adjourn the meeting at 9:48 PM. Mr. Kohlhofer seconded that motion with all in favor.

Fremont Planning Board Minutes
Approved November 2nd, 2016

5 October 2016

Respectfully Submitted,

Casey Wolfe
Recording Secretary



September 26, 2016
File: 195112445

Mr. Brett Hunter, Chairman
Fremont Planning Board
PO Box 120
295 Main Street
Fremont, NH 03044

Dear Mr. Hunter:

**Reference: Fremont, NH - Galloway – Amended Excavation Site Plan
Tax Map 5 Lot 35
3rd Review**

We have reviewed the following information, submitted by Civil Construction Management, Inc. (CCM) for the subject project, received on September 15, 2016:

- Amended Site Plan, Sheets 1 through 11, prepared by CCM, dated October 2, 2015, most recently revised on September 12, 2016
- Stormwater Drainage Analysis, prepared by CCM, dated September 2016
- Response letter, prepared by CCM, dated September 12, 2016

This submittal was reviewed in response to a request by the Town of Fremont and was reviewed for conformance with the applicable sections of the Town of Fremont Site Plan Regulations as well as other relevant local and state regulations and accepted engineering practice. The original comments from our January 26, 2016 review letter are in italics, new or supplemental comments are in bold and comments that were addressed have been removed. We have the following comments:

Project Description

According to the plans submitted by CCM, the applicant proposes to add a concrete and asphalt crushing/processing operation to the existing site, which currently includes an on-going excavation operation and the Seacoast Farms Compost Products composting operation. An additional office trailer is proposed, as well as the expansion of the northern excavation area.

General Comments

- 7. It should be noted that a crushing/processing operation generates significant noise. The board should consider the proximity of the residential abutters when discussing the application. Considering this, specific attention should be given to the request to operate on Saturdays. **This comment was discussed; however the Board has not made a formal determination on the allowable hours of operation.***
- 11. Considering the active work area far exceeds the 100,000 square foot limit, specified by NHDES Alteration of Terrain Program (AoT), we recommend that the applicant apply for an NHDES AoT permit. Stantec did not receive any documentation confirming that the plans have been provided to AoT for review. The Site Plan should have a note added; confirming that the AoT permit has been issued. **The Coversheet should have a note***



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added, specifying the permits required for the project approval, including an NHDES AoT, Wetland Dredge and Fill permit, and an EPA NOI/SWPPP permit. If the permits have not been issued, they should be noted as “pending”.

22. *We recommend that item #9, of the previous conditions of approval, dated January 22, 2013 be revised to omit the words “as available on-site”, as it appears that there is not enough loam to adequately reclaim the current and proposed excavation area. Comment not addressed.*

Environmental Comments (Proposed Crushing/Processing Operations)

29. *Considering the high pH levels associated with crushed concrete, the applicant should provide a plan, demonstrating how the potential wind-blown crushed concrete dust will be controlled, reducing or eliminating the potential contamination of the adjacent wetlands. In addition, the plan should show how the stormwater runoff with potentially elevated pH levels, from the crushed concrete stock piles will be controlled and treated, prior to entering the adjacent wetlands. A note was added; however, we recommend that the following be added:*

- a. **The frequency of monitoring, such as monthly, every 6 months, etc.**
- b. **Initial testing shall be done to establish a base line for the current pH levels.**
- c. **The results of the initial and all follow-up testing results must be provided to the Town within 7 days of the completion of the testing.**
- d. **A detailed description shall be provided, explaining the procedures that will be employed, to control the potential dust generated by the crushing operation.**

Drainage Analysis (In addition to comments 56 through 63, below)

30. *Considering the large percentage (approximately 9-10 acres) of the parcel that has been cleared and developed over the past years, we recommend that the applicant provide a drainage analysis, complying with the Town’s regulations and the requirements of the NHDES AoT Program, demonstrating how the sequential expansions of the active work area are to be mitigated, so the current increase in flow is reduced to pre-development conditions. Comment partially addressed. The Designer provided pre and post HydroCAD reports; however no report or supporting calculations or documents were provided (see additional related comments on pages 6-8 of this letter). A complete Stormwater Drainage Analysis was provided. We offer the following comments:*

- a. **Subcatchments #3 and #4 include Tc segments that are “fallow” and “unpaved”. These should be revised to “woods”.**



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- b. The time span for the proposed conditions calculations must be revised to 5.0 to 24.0 hours, to match the existing conditions calculations.**
- c. The proposed Reachs #1SA2 and #2SA must be revised to show the actual lengths of the treatment swales, as shown on the plans.**
- d. The dimensions of the treatment swale nodes must be revised to match the treatment swale cross-section detail shown on the plans.**
- e. Several of the proposed pond nodes do not accurately model the characteristics of the pond structures, such as the berm heights, pond bottom elevations, etc. The calculations must be revised to match the plans.**
- f. The proposed fire pond must have an associated node, directing the appropriate stormwater into it.**
- g. The infiltration for Pond #4 (wet pond) must be revised to only account for infiltration above the assumed, normal water level.**
- h. We recommend that the “flood elevation” be entered for each of the detention basins.**

Traffic Analysis

32. As noted by the Road Agent, we concur that the intersection of Beede Hill Road and Shirkin Road does not appear to be adequate to handle the proposed, increased trucking. We recommend that a plan be provided showing the existing configuration of the intersection and the proposed improvements necessary to provide adequate sight distance, turning radii, etc. A truck-turning plan was provided; however, the turning movement from the site, to the south, shows the tire path outside of the proposed edge of pavement, indicating that the radii must be increased. In addition, the proposed turning movement into the site from the north must be added to the plan to evaluate the proposed northern radius of Shirkin Road. Also, the plans specify that Shirkin Road remain as a gravel road. At the last meeting the Board voted to require that the road be upgraded to meet the typical Town standards for roadway construction including pavement. This information must be added to the plans and a pavement section added to the Detail Sheet. Finally, the sight distance was not addressed with the revised information provided for review. We understand that the Board has agreed to only require the Developer to pave the first 150' of Shirkin Road, which has been added to the plans. The plans include a note that restricts right turn movements to 10-Wheeled dump trucks. Unless the Designer can demonstrate how this restriction will be enforced, we recommend that the restriction be revised to “No Right Turns”. In addition, the Board should discuss how 10-Wheeled trucks with potential trailers be restricted from making this movement. The sight distance plans do not include enough information to determine that the appropriate sight distance is available.



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Furthermore, the plans only show 250' of sight distance, while Section 10.02.F.5 of the Regulations require a minimum of 365' of “all season” sight distance for all roadway intersections. Sight distance plans, showing the sight line profile must be provided for review and approval.

33. *The condition of Beede Hill Road between Shirkin Road and Route 101 appears poor. The additional, proposed heavy trucking will accelerate the deterioration of this roadway. We recommend that the Applicant provide an evaluation of Beede Hill Road to assist the Board in determining if off-site improvements are warranted and if so, the extent of the improvements necessary. Comment not adequately addressed. A truck distribution analysis was provided for review; however, the analysis considers a reduced average daily trip count due to an assumed shut down in the winter. We recommend that the Board consider the additional trucking during full operation, when considering any potential off-site improvements. With the 90% / 10% assumed distribution, to the north and south on Beede Hill Road, the traffic memorandum indicates that there will be an additional 72 truck trips travelling on Beede Hill Road between Shirkin Road and Route 101. The response letter notes that the Developer will provide 30% of the estimated cost to shim Beede Hill Road between Shirkin Road and the Town line. If this is acceptable to the Board, this note should be added to the Coversheet and the note should require that the funds be escrowed with the Town prior to the commencement of the proposed crushing operation.*
35. *The Applicant is requesting that the current daily truck limit of 16 be increased to 40. The Applicant should provide a procedure to confirm with the Town, how the current limit of 16 trips and the proposed limit of 40 trucks will be documented by the applicant. As part of this proposed procedure, we recommend that reports be provided semi-annually to the Town. Comment not adequately addressed. The response letter notes that the Developer will provide truck counts to the Town. The Board should discuss the proposed reporting approach. If acceptable, or another method is agreed to, a note, requiring this reporting should be added to the Coversheet.*

Wetland Fill & Erosion Control Notes:

46. *Several of the notes are too general and should be revised to be specific to the proposed construction. For example, Note #4 should be revised to specify actual NHDOT gravels, and the proctor that is noted should be revised to a modified proctor (ASTM 1557). Comment not adequately addressed. The compaction requirements must be revised to specify that all fill and select materials be compacted to at least 95% of the modified proctor (ASTM 1557).*
47. *Note #5 should be revised to reference the roadway section that is to be added to the Detail Sheet. In addition, the specific section of the Town's regulations should be listed as part of this note. All notes that reference NHDOT construction standards must be revised to include all Fremont construction standards.*



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50. *A site specific construction sequence should be added to the notes. The construction sequence must be modified to require that all site work be completed and approved prior to the commencement of the crushing operation. In addition, notes must be provided requiring that all off-site work and the Beede Hill Road shim contribution be provided to the Town, prior to the commencement of the crushing operation. The similar notes on the Coversheet must also be revised.*

Drainage Analysis

56. *The pre and post HydroCAD reports indicate a significant amount of compacted gravel surfaces. Per AoT, the curve number for this cover type must be 96, regardless of the underlying soil types. Comment not addressed. The floor of the excavation/crushing area is proposed to be constructed with crushed gravel and/or crushed concrete. The curve number for the entire area of proposed crushed gravel must be revised from 85 to 96.*
58. *The infiltration rate for the infiltration basin (10 inches/hour) is significantly higher than allowed by AoT and must be corrected. In addition, as noted previously, a large portion of the infiltration area is located within the crushing operation. This area will be compacted gravel or concrete and will have little to no infiltration capability. The calculations must be revised to meet the proposed conditions and the allowable rate of infiltration, as specified in the AoT stormwater manuals. Comment not adequately addressed. The infiltration rate for Pond #4 was revised to 3 inches/hour, which would be acceptable for HSG type A soils; however, the reports notes all the on-site soils are HSG type B soils. The Designer must use the infiltration rates specified by NHDES AoT or provide actual, on-site percolation testing results, confirming the proposed infiltration rate.*
59. *Considering that the stormwater basin is proposed to infiltrate the stormwater, specific construction details must be added to the plans for the basin design and construction, ensuring that the basin will actually infiltrate stormwater, as included in the drainage calculations. Comment not addressed. Pond #4 includes infiltration and should have specific construction details added to the plans.*
61. *The four, final drainage analysis points are located on opposite sides of the proposed site expansion and appear to flow onto several different abutting properties. Each area must be evaluated individually and any increases in the peak rate of stormwater flow must be mitigated so all peak rates of flow will be the same or less at the various property lines. Currently, the calculations show increases in flow at analysis points 2 and 4, which must be mitigated on the subject site. Comment partially addressed. Individual analysis points were added to the calculations. However, two of the points show increases in flow during the 2-year storm event. These increases must be mitigated on-site to provide the same or a decrease in the peak rate flows. In addition, Reaches 1R and 2R must be described so the flows to the final Reach #5 are properly modeled.*



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63. *It does not appear that the HydroCAD calculations consider the proposed widening of Shirkin Road. Proposed off-site improvements should be added to the revised drainage calculations. Comment not addressed.*

Traffic Comments

64. *Considering the proposed increase in truck traffic from the site, “TRUCKS TURNING AND ENTERING” signs should be provided on Beede Hill Road. Comment not addressed. We could not locate any signs that were added to the plans for Beede Hill Road.*

New Comments Due to Major Plan Additions and Revisions

65. **Per Article IX.F.4 of the Zoning Ordinance, the proposed drainage/detention facilities located within the 100’ wetland buffer will require the issuance of a zoning variance.**
66. **The proposed dry hydrant for the proposed fire pond must be fully designed and detailed and provided for review and approval. The design should include water tables, available water volume, potential sedimentation of the pond, details of the hydrant construction, etc.**
67. **Per Section 10.03.F.5, the proposed PVC drainage pipes must be revised to RCP pipe. Because the Board typically waives this requirement, if provided to the Board, we would not object to a waiver request to allow HDPE drainage pipes.**
68. **All drainage pipes must be revised to be at least 15” in diameter. Per Section 10.03.F.1.**
69. **The design of the detention basin over-flow weirs should be revised to provide riprap on both the interior and exterior berm slopes; as well as the flat area, on top of the berm. The plans and the detail should be revised to match.**
70. **The drainage plans must be revised to specify the invert elevations of the proposed orifice holes.**
71. **The detention basin outlet pipes include a cover over the inlet with a small orifice hole cut into them. Trash racks, vertical overflow pipes, and anti-floatation slabs should be incorporated into the proposed design plans and details.**
72. **Vertical curve values or “K values” should be added to the proposed profile for Shirkin Road.**
73. **Notes should be added requiring test pits within the existing gravel travel way of Shirkin Road. If the same unsuitable soils are found, that were found along the edges of the roadway, they must also be removed and replaced with the specified NHDOT fill material.**



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- 74. The cross-section plans propose rock headwalls at the ends of the 18” cross pipe. A detail must be added for the construction of these headwalls. We recommend that the rock headwalls are revised to standard NHDOT precast concrete headwalls.**
- 75. The Outlet Protection Detail should be revised to specify a filter fabric, such as Mirafi 180N, between the virgin soil and the rip rap.**
- 76. The material for the “fixed vertical sediment marker” should be specified. We recommend that that the material be resistant to rot and decay, because it will be under water for long periods of time.**
- 77. The proposed pavement radii must be specified for the intersection improvements at Shirkin Road and Beede Hill Road.**
- 78. Per Section 10.05.C.1, additional Shirkin Road cross sections must be added to the plans, providing cross sections every 50’.**
- 79. The installation of erosion control fabric should be specified for the proposed 2:1 fill slopes along Shirkin Road. A detail for the erosion fabric should also be added to the plans.**
- 80. The Shirkin Road cross sections show both a 30’ wide travel way and a 24’ wide travel way. Considering the proposed development and the additional trucking, we recommend that the 24’ wide gravel road construction include the Town typical 3’ wide shoulders on either side of the road. If constructed to 30’ wide, when the Town decides to pave the road, no slope work will be necessary.**
- 81. The Shirkin Road cross sections should be revised to show the removal of all organic material along the proposed roadway widening, prior to the placement of the proposed granular fill.**
- 82. The Shirkin Road cross sections show a conflict between the road widening and the existing utility poles. In most areas, the poles will be located in the proposed gravel shoulder, less than 3’ from the travel way. The Town Regulations reference AASHTO standards, which require obstructions, such as utility poles to be at least 8’ from the proposed travel way.**
- 83. The NHDOT 209.2 granular fill specification should be revised to 209.2.1.2.**
- 84. The Shirkin Road improvement plans must incorporate standard erosion control measures, such as silt fence, a stabilized construction entrance, etc.**
- 85. A stabilized construction entrance detail should be added to the detail sheets.**
- 86. Note #16 on the Coversheet is unclear and should be explained or revised.**



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87. The plans propose a maximum of 30,000 cubic yards of on-site stored crushed material. Considering the limits of the proposed storage area are defined, we recommend that this restriction, which will be difficult to quantify and enforce, be removed from the plans.

Please call if you have any questions.

Sincerely,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink, appearing to read "J. Daniel Tatem".

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c: Heidi Carlson, Town Administrator
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