

Monday January 19, 1976

Subject: J. J. Cronin application for Gravel Removal Permit.

The J. J. Cronin hearing regarding his gravel removal permit was held in the Town Hall at 8:00 pm with approximately 50 people present.

George Hawkins read the submitted application including agreements on their part to cooperate with all standards of the gravel ordinance.

Four pertinent maps were on display on the wall at the back of the hall.

Hedley Pingree, Esq., counsel for Mr. Cronin, explained the various maps and indulged in all the specifications. He explained that the Cronin operation would be removing 150,000 cubic yards in a 12-month period working with 6 to 8 trucks, mostly trailer trucks, about 6 trips per truck per day, within the hours of 7:00 am to 4:30 pm Monday through Friday. They would be hauling from the pit to the main plant in Manchester, N. H. only. If necessary, the J. J. Cronin Co. is prepared to post bond and will correct any damage to the roads.

Paul Shnyderheinze, soil engineer, described excavating for determining gravel quality and had not reached the water table at the depth at which they had gone.

Robert Todd, surveyer, said about 10 acres would be involved during a 5-year period; 2.8 acres for one year. The land would be re-seeded at the close of the program per gravel ordinance.

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Mr. Brad Hersey: "To what use will the land be put, following the gravel removal program?"

George Hawkins: "There have been no plans as yet. We do not know!"

Richard Stewart: "I did not remember, in the reading of the application, that Riverdale Road was mentioned as a possible truck exit."

He was advised that the truck route has not been definitely established and will have to be approved by the Selectmen.

Donald Chapman: "Will this operation compare with the Donald Byam operation?"

Mr. Cronin: "Yes, the same."

Winfield Lovejoy: "I am concerned whether Howe bridge can handle this load."

Mr. Cronin: "It has been established that this bridge can handle a legal load."

Don Chapman: "Has there been any word or correspondence from the town of Goffstown objecting to this program?"

Mr. Pingree: "No. This operation will cause no increase in the present traffic."

Lorenzo Perry, Goffstown road agent, commented that during the previous Cronin operation, not one of his trucks was ever caught over-loaded or speeding. He offered his stamp of approval to the program.

Mr. Jay Marden, representing Continuity Family Trust, also offered his approval.

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It was discussed that one considered truck route was for the trucks to enter empty on Route 13 and travel loaded on Riverdale Road. To this, Mr. Stewart objected that Riverdale Rd. is too narrow and the trucks would be still in performance during the hours the school buses would be traveling this road. He added that the application reads to enter on Route 13 and leave loaded down Parker Road.

It was once more stipulated that the exact route to be used will be decided by the Selectmen at a later time.

Mr. Donald Wyan stood to approve the gravel operation.

Mr. Lovejoy raised the question whether the bridge at the end of Parker Road entering on Route 114 would stand this amount of traffic.

Mr. Perry replied that the bridge holds the legal weight of 15 tons.

Mr. Everett Dicey made the suggestion that , following the end of the operation, the land be used for a reservoir. He also asked how many jobs this would benefit locally.

Mr. Cronin answered that he would employ the same crew as on the Eyan program, which included some local men.

The meeting was adjourned at 8:45pm

Mr. Cronin rose to thank everyone for their interest.

Respectfully submitted,

Betty Hooper,

Secretary to Selectmen