



TOWN OF GRANBY

Kellogg Hall, Room 1
250 State Street
Granby, MA 01033
Telephone: (413) 467-7177
Fax: (413) 467-2080

Town Administrator: Christopher Martin

Granby Select Board: Wayne H. Tack, Sr.,
Mark L. Bail,
Mary A. McDowell

Board Meeting: June 29, 2010 @ 7:00 P.M.

AGENDA:

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

APPOINTMENT:

- 7:02 AFFIRM LIBRARY BUILDING COMMITTEE
- 7:05 PUBLIC HEARING:
TROMPKE AVE. PROPOSED GRAVEL PERMIT
APPLICATION

ADJOURNMENT:

Telephone: (413) 467-7177
Fax: (413) 467-2080
Website: granby-ma.gov

GRANBY BOARD OF SELECTMEN
KELLOGG HALL, ROOM 1
MEETING MINUTES OF
June 29, 2010

Members Present:

Wayne Tack Sr., Mark Bail, & Mary McDowell

Town Administrator Christopher Martin

Mr. Wayne Tack, Sr., chair called the meeting to order at 7:00 P.M.

Mr. Wayne Tack, Sr., led the meeting with the "Pledge of Allegiance".

APPOINTMENTS

On a motion by Mr. Bail and seconded by Mary McDowell, it was unanimously voted to affirm the appointments of the following residents to the Library Building Committee expiring June 30, 2011:

Virginia Snopek	37 Kellogg Street
Renee Still	30 Easton Street
Martin Jewell	17 Philip Circle
Louis Barry	P.O. Box 251
Gwen Morrissey	47 Burnett Street
David Desrosiers	32 Bagss Hill Rd
Spencer Gagnon	29 North Street
Jennifer Grant, as non-voting member	20 Gilbert Ave, Chicopee

Mr. Martin explained to the Board that the Committee would be doing the preliminary work on the grant for the Library Commissioners. They will look for a site and will be advertising, interviewing and awarding a contract for an Owners Project Manager and an Architect. Mary McDowell asked that a charge for the Committee be written up. On a motion by Mr. Bail and seconded by Mary McDowell, it was unanimously voted to have Chris Martin write up a charge for the Committee next Selectboard meeting.

Mr. Tack opened the public hearing @ 7:05 for the Trompke Avenue proposed gravel permit application submitted by Stony Hill and Gravel Inc. and owners James Trompke, et al.

Mr. Tack gave the floor over to Donald Frydryk of Sherman & Frydryk Land Surveying and Engineering who did the plans for Stony Hill Sand and Gravel Inc., (owner J Gagliarducci) and James Trompke representing the owners, explained to the Board that the application was for property located at the end of Trompke Ave. The pit would be done in 2-phases. The first phase would be on the north side of the property and phase 2 would be done on the south side of the property, basically consisting of 18.8 acres of disturbance and excavating between the two phases. The total removal for the phases is 324,000 cubic yards, with 120,000 being in phase 1 and 204,000 being in phase 2. Mr. Frydryk then went on to read some of the narratives that were done for the submission.

Method of Removal: Material will be removed by standard excavation methods including loaders, excavators, and bulldozers. Material will be moved from the site by tri-axle dump trucks and dump trailers traveling over Trompke Ave to Batchelor Street. Based on the soil testing to date, no ledge is anticipated at the site. If any blasting is required, an additional plan for this method of removal would be submitted to the Board prior to undertaking this work. Dust control will be accomplished through watering of the site/or use of an environmentally safe dust control agent.

No temporary structures are anticipated at this time.

Hours of Operation: Monday –Friday 7- 4 pm and 7-12 on Saturday are the hours that were submitted at the time of the application.

Rules of Transporting Material through Town: Dump trucks will be loaded in a manner, which will prevent spillage of material on Town roads. Trucks leaving the site will have to meet current weight regulations and the applicant will consult with the Granby Highway Department and Police Department regarding any local ordinances and obtain permits prior to transporting material on Town roads.

Area and depth of Excavation: As stated before the total area of earth removal and fill operations will cover approximately 18.8 acres. The removal operations will be completed in Operation Area # 1 prior to any work in Operations Area #2. The Operation Area #1 will cover approximately 5.9 acres. The Operation Area #2 will cover approximately 12.9 acres. The maximum cut depth of 21 feet will occur in Operation Area # 1. It is designed so that Operation Area #1 is self-contained and any run-off will go into the ground.

Steepness of Slopes Excavated: The proposed slopes for the site are 3 to 1. Upon final grading, these areas shall immediately be stabilized by seed mix on slopes that meet the requirements of Mass. Highway Department Material Slope Mix and shall be applied in conformance with Section 765.64 of the Mass Highway Department's Standard Specifications. The closest excavation area to the lot lines will be approximately 25 Feet. Also all work will be done outside the Riverfront Area and Wetland Buffer Zone. Previously we have already filed an ANRAD with Granby Conservation Commission.

Provision for Temporary and Permanent Drainage: The area of earth removal will collect and infiltrate the storm run-off. No permanent drainage structures are proposed at this time. Temporary sedimentation basins may be required as the operation proceeds.

Disposition of Boulders and Tree Stumps: All stumps and unsuitable material will be removed from the site. No ledge or boulders were encountered in any of the test pits, which were excavated. In the event that boulders are encountered during the operation they will be buried on site.

Fencing and Signs for Public Safety: The applicant has proposed a gate at the site entrance at Trompke Avenue. Due to the minimum number of residents on the dead end street, the applicant does not propose any fencing along the excavation site at this time. Due to the minimum vehicle volume on Trompke Avenue no Traffic Warning Signs have been proposed.

Stockpiling and Replacement Loam: All stockpiling at the site will have a erosion control barrier installed around the perimeter. A minimum of 4" of topsoil shall be spread on all disturbed areas, and then seeded for closeout.

The final clearing will be used for all agricultural crops

Access to and egress from the site will be onto Trompke Avenue as shown on the plans tonight. Access during construction will be at this same location and will open at anytime for the Board or its representatives to conduct an inspection.

Mr. Tack opened the floor to questions, which all need to go through the Board and there will be no interaction between everyone in the room.

Charles Maheu of 326 Batchelor Street: Asked if the Board will be asking for a performance bond to pay for the road reconstruction that may need to occur because of the operations. The Board will talk to the Highway Superintendent about the roads and their conditions. Mr. Tack said he was sure there would be a bond for the reclamation of the pit. Mr. Martin said he has not spoken to the Highway Super, but he believes we normally require a performance bond.

Mike Larkin (father of Lori Toth who is an abutter and could not be present) asked about the number of trucks that would be running each day. He indicated that she and other residents paid to put down a surface so that there would be less dust flying and to control some of the potholes. The residents on Trompke Avenue also own the bridge and they are concerned about all increased traffic going on the bridge and having the bridge handle the extra load. The other concern is the dust or the chemicals used to control the dust with small children living in the area and having asthma.

Atty. Brian O'Toole spoke to the Board on behalf of his clients Gary & Lori Toth of 31 Trompke Avenue. (*Atty. O'Toole is assistant Town Council of the Town and Atty. O'Toole's firm will have to rescue themselves from the proceedings and the Board will have to obtain independent Council with regards to questions concerning legalities on this hearing.*) Atty. O'Toole wanted to raise the concerns that the Toth's have concerning this application:

1. Zoning By laws 6.2 "The Special Permit review process is intended to insure a harmonious relationship between proposed development and it's surrounding" area. Here the surrounding area is Trompke Avenue, which is residential in nature; there are families, families with children that live on the Street. And according to the proposal put forth what we are going to do here on this residential street, and if you have been on Trompke Ave you will note that it is narrower than most streets. Before he came to the meeting Atty. O'Toole was able to make a trip to Trompke Ave and compared it to Kellogg Street that he lives on, he would say that his sedan took up three-quarters of the road and that didn't include the narrow bridge that you enter Trompke Ave on. He is not sure what a tri-axle dump truck is, but he would guess that it would take up most if not that entire road. The proposal is to take these trucks six-days a week beginning at 7 am thru most of the day Monday-Friday and all morning on Saturdays on this residential street.
2. A very good question was brought up on how many times these trucks will be going up and down this normally and previously strictly residential area. Also in the proposal it said that the excavated area could go up to 25 feet towards the property line. That is a very big concern of the Toth's. With the digging and the coming up and down of these dump trucks or dump trailers the quality of life just on Trompke Ave is going to be significantly effected. The traffic will be going from mostly residential to mostly commercial with these heavy trucks. The noise, the dust and the smells that these trucks will produce, not even getting into the actual digging will also significantly affect the quality of life for the residents that live on Trompke Ave. Life on Trompke Ave will be altered.
3. Also with the so called privilege of having these trucks go up and down this street the residents of this street may become financially responsible for the up keep of this street as written in their deeds, which the plans (Toth's) are filed with the Registry of Deeds plan 155, page 154 and the Granby Planning Board

- required. There also was a note on the plans that says “any development beyond the existing 10 lots, the road of Trompke Ave be upgraded to the Town of Granby Subdivision Standards and the cost to be born by the residents of Trompke Avenue not the Town of Granby. So not only will their quality of life be affected by this project but also they may have to pay for the privilege of these trucks to go up and down their road, with no cost to the applicant or necessarily to the owner, at least not in a proportional share.
4. Having reviewed the proposal it appears that a lot of thought has been going into such aspects of Conservation, soil data, sedimentation control plans but not a whole lot has been going into the thinking of what is going to happen to these individuals families that live on Trompke Ave. The only direct acknowledgement in the proposal he saw was in subsection K, which simply minimizes the # of people who live on the street, so they don’t have to put up any protective fencing or any warning signs for both the people who live there or individuals who travel there or the trucks for that matter. It is not an on ramp to a commercial site; they are traveling on a residential street.
 5. It is hard to see, as the project is currently envisioned meets the criteria in the zoning by-laws-6.27. Is it suitably located in a correct neighborhood? The Toth’s will respectively say that it is not as it is envisioned.

Mr. Tack asked Mr. Trompke to address the concerns of who would be responsible for the maintenance, and dust of the roads and the signage:

Mr. Trompke stated that the contractor would be responsible for maintaining the road to its original condition (before they started the work), they already addressed the dust issue earlier in the hearing. As far as the width of the road there is a bottleneck on the bridge where two vehicles can’t pass on it now anyways. There is always a pullover one-way or the other to allow the other vehicle to pass. Signage can be put up if it is felt necessary. Something is already written into the by-laws concerning fencing and sloping which requires temporary fencing till the grade reaches the % that is required in the by-laws. The road width is 22 Feet other than the bridge-24 foot culvert, 12 feet wide. The culvert is rated for 20-ton axles-meets MASS Highway Standards.

Mary McDowell: So the bridge/culvert is built to take the load of any trucks coming out of there? *Mr. Trompke:* Correct.

Mary McDowell: The question of the burden on the residents of Trompke Ave for the maintenance of the road because on the plan it says it is up to the residents on that Street.

Jim Trompke: First of all the road will be maintained by during the project’s operation. So anything that happens during the project will be restored to their original conditions that it begin at before the project started.

Donald Frydryk: The clause that was read on the recorded plan sounds like it was for any further development beyond the current length because there would be additional houses so they wanted Trompke Ave upgraded to Granby Subdivision regulations. That is what he believes the plan refers to. They are not proposing to extend Trompke Ave or put any additional houses or developing it

Atty. O’Toole: That would be open to interpretation. The clause that was put on the plan did not envision tri-axle dump trucks going up and down that road either.

Wayne Tack: How much do you feel you would be hauling out day to day? I am sure you don’t really know now, but.

Jim Trompke: It will be based on demand. In the volume of earth there is 21 thousand truckloads.

Wayne Tack: How will you be moving it?

Mr. Gagliarducci: It will take 2-3 years

Wayne Tack: On the average workday how many trucks do you envision at one time?

Mr. Gagliarducci: 20-30 loads out a day at the max. We see it as a slow operation rather than a full operation; we don't see a load after load six days a week.

Pam Maheu: Any consideration for Batchelor Street. I believe it is a Scenic Byway and we also measured the road tonight and it is 19 feet wide. So is Trompke Ave wider than Batchelor Street? She is wondering about the trucks going by, as it is a Scenic Byway.

Mike Larkin: There are spots on Trompke Ave where you have to pull-off to the side to make sure another car can go by you. If you start at the beginning the first 100-150 yards is narrow and then it opens up a little bit, so if a car happens to be coming down the same time they can get by. He can't see a big dump truck going by his car going down the road. He can see it being very tight. He is sure his daughter and son-in-law primary concern is quality of life. They bought their home as a residence, not as an access road to a gravel permit. They are also stranded if god forbid anything happens to the culvert, if it is damaged. They are stranded there is no way to get out; with the beavers down there you can't even get through the pond. The water is twice as deep as it was a couple of years ago. They really are stranded out there if a heavy truck crushes that culvert. The man across the street from my daughter and son-in-law put a home in that was delivered in four-sections (Modular Home) and they had a very hard time getting that down the road because of the width.

Charles Maheu: If the Board of Selectmen decide to approve this application how is the Town possible going to be able to compensate the people effected by all the truck traffic and noise six days a week, it certainly is not going to add to the value of our houses at all. If you were to sell your house with those trucks going up and down the street all day long even on Saturday people won't want to buy your house. So how is the town going to possibly compensate the people by you possibly granting this permit?

Wayne Tack: Doesn't see how that can be done, but understands the concern.

Jim Trompke: Not sure how this plays into granting the permit, it is not the only gravel permit in town or in this vicinity for that matter that has been already permitted and permits are renewed on an annual base.

Charles Maheu: They are talking about taking out 21 Thousand trucks loads. You guys are taking out 21 Thousand trucks of dirt; Gregg Orlen doesn't even come close to that.

Gregg Orlen: He has operated the permitted pit for over 20 years and the paperwork he files each year is for 10,000 yards and in recent years he hasn't even come close to that amount. And we have never gone beyond the 10,000 yards a year, and the pit has been opened since the 1940's. He in no way wants to deprive the Trompke's the use of their land doing the same thing he does, he does not have the right, nor does he want to deprive them it isn't his goal. He runs his own operation pretty much with his own trucks. 90% of the time his own two trucks, in over 24 years there has been very few complaints by neighbors. All of the complaints were addressed immediately; he tries to keep all the people on Batchelor Street happy. He observes the speed limit and tries not to spill anything on the roads, if anything does happen he takes care of it, there has been times he has let other trucks in his pit and it always turns into a mess (he had a police complain to him that someone said the trucks were going to fast) so he really at all costs tries to avoid it. He stated again that he doesn't want to deprive the Trompke's of doing the same thing he does. He is just hoping that his small permitted operation for 10,000 yards a year doesn't get caught up in a big neighborhood dispute because of an operation that is proposing 100,000 yards a year as it is 10 times the size of his operation. As Mr. Gagliarducci said himself it maybe be 30 loads a day max. It is a different scope of

operations and he is hoping not to get caught up in a neighborhood controversy because he is operating a pit in the same neighborhood.

Mary McDowell: You have found out as a result of letting other trucks come into your pit it is better to have only your trucks because of the concerns brought up about the other trucks?

Gregg Orlen: He will not say it is always his own trucks, but anytime there has been a complaint of someone speeding on the road or like that, it started when he used to let the Town of Belchertown come in and haul material out of his pit and the next thing he knew the Granby Police were telling him that the Belchertown trucks were going too fast. So he stopped letting them use the pit and wouldn't let them come back. If he gets complaints about someone else's truck he stops using them. He just won't have it. He doesn't want to jeopardize his own operation with his own trucks.

Jim Trompke: Just a note on the quantities, we are talking about 20,000 loads of material out of there in a two-year period, versus an operation that if it's regulated to the 10,000 yards could drag on for many-many years, when in fact it could be over in 2-3 years.

Wayne Tack: That doesn't change the concern.

Jim Trompke: It limits the window of the operation and again the Monday-Friday and nothing on Saturday.

Mr. Gagliarducci: We would be open to limiting the time of the working hours. Maybe on Saturday no trucks, but maybe in the pit itself or no Saturdays at all would be fine.

Mary McDowell: Ask Jim Trompke to talk about the noise involved in such an operation, what noises besides the trucks coming in/out.

Mr. Gagliarducci: Worst noise would be the noise of a back-up alarm from a truck or front-end loader.

Jim Trompke: Once they are down in the bowl it limits some of the noise.

Mr. Gagliarducci: From close by you would barely hear the machine run.

Wayne Tack: You would probably run one loader at a time, no more than one piece of equipment running at a time, for the most part. Unless a bulldozer was stripping and a bucket loader was loading?

Mr. Gagliarducci: If you are loading then it is only one machine.

Mike Larkin: He is concerned about the hours of operation because of the school bus pickup at the bottom of the street and the kids whom live there have to get from home down to the end of the street. He is sure they get picked up later than 7:00 am in the morning and would assume that they get home in the afternoon before 4:00 pm. Granted a lot of the parents go to the end of that street to pick them up or drop them off, but there is always that occasion where that just isn't going to happen for whatever reason. Those are really big trucks and he is really concerned about his grandchildren, they are just little guys.

Wayne Tack: (Asked the Emre Evren chair of the Planning Board to speak about their letter to the Selectboard concerning the proposed application.)

Emre Evren: He said the Board just wanted to make sure that certain things were addressed. Mr. Evren read the letter (attachment # 6-29-10-1 in back of minutes).

Wayne Tack: He believes all were addressed in the application. Most of the signage would come with the approved permit; signs on the open slopes.

Emre Evren: The Board was thinking along the lines of young kids riding ATV's and not knowing and just going over the slope and obviously any other children that might be in the area or pedestrians walking.

Wayne Tack: Asked David Desrosiers, Highway Superintendent what his concerns on what possible impact this could have on the roads in the area and if there is anything that he will require.

David Desrosiers: His biggest concern is the North Street Bridge that is a low-rated bridge from the area of Trompke Ave. He thinks they should take the route out of School and Chicopee Streets. He would think that the majority of trucks would take the more established route, cut through Belchertown or Chicopee. That would be his preferred route rather than going over the North Street bridge, which could be a potential problem as again he believes is a low-rated bridge. Trucks are tough on roads but it is very difficult to limit trucks when we are taking State Chapter 90 monies to rebuild our roads. Although it can be done, it is a long process to go through to limit trucks on certain roads. Truck owners do pay their share of road taxes just like everyone else.

Mary McDowell: What is the condition of Batchelor Street?

David Desrosiers: The last time we did a section of Batchelor Street was from Trompke Avenue up to Harris Street in 2002. The rest of Batchelor Street has been done many years ago, except for a small little overlay that we did this year at the intersection of School Street. He put down a little heavier section than he normally does on most roads because of the existing heavy truck traffic.

Pam Maheu: Does not believe that she gets much truck traffic at all on Batchelor Street as it is a scenic byway and only 19ft wide. She asked Mr. Desrosiers if he has any concerns that the truck traffic is going to destroy Batchelor Street. She said the last time they had a lot a traffic on Batchelor Street was when the golf tournament was held in South Hadley and they bused people in from School Street, other than that she does not believe there is much truck traffic on her side of Batchelor Street. There is very little traffic at all and believes that this will be a huge impact on this community, this part of town if the gravel permit is approved. It's a very quiet peaceful place. And again the road is only 19 ft wide she measured it today.

David Desrosiers: Most of the roads in town are over 19 ft wide, there may be a few narrow sections. A typical paver is 10-11 ft, so you are talking about 22 ft. Sometimes what happens is the road gets covered by sand that comes over the edges and you don't see it or the edge has been broken away, but most are all at 20-22 ft wide, we don't build them less than that. There are a couple older sections that have not been rebuilt beyond Harris Street in front of Trompke Avenue that haven't been touched in a number of years and they could be narrow sections where it has been broken off over the years, he doesn't dispute that.

Pam Maheu: The public safety there is in question, we should be able to walk, ride our bikes and not worry about truck traffic.

David Desrosiers: There is already a gravel pit on Batchelor St., he doesn't know the numbers, as he wasn't here at the beginning of the hearing, but there is already truck traffic on Batchelor Street, maybe not like School Street.

Pam Maheu: Says that traffic is going to Belchertown.

David Desrosiers: Yes, and it comes down Chicopee Street as well. Chicopee Street gets half the volume that 202 gets that is why it is beat up so badly. Trucks use it very heavily now. It is a cut through that goes right to 291 and Route 90 and everyone, even those going to Amherst use that route and we have to pay for that.

Pam Maheu: Again stated that her end of Batchelor Street doesn't get much truck traffic.

Gregg Orlen: It pleased Mr. Orlen to hear that she doesn't think she has much truck traffic as we do have jobs in that direction and do travel that way, we can't avoid it. He is glad he is not offending her with extra traffic he provides with his trucks.

Pam Maheu: She doesn't even notice the extra truck traffic.

Gregg Orlen: Thank you.

Kevin Brooks: what is the rating of the North Street Bridge?

Wayne Tack: 27 tons, next down is probably 24-22. There are three ratings. Highest is 27.

Kevin Brooks: So that is 57,000 pounds what is the gross physical weight of a tri-axle?

Wayne Tack/ David Desrosiers: 70-77

Kevin Brooks: Math doesn't work.

Wayne Tack: Any other concern that should be addressed this evening? Is anyone here from Conservation Commission?

Chris Martin: None of the members were available for tonight's hearing.

Mark Bail read the concerns of the Conservation Commission for the record "back of minutes"

Hi Chris,

Here are some ConCom comments regarding the Trompke Gravel Pit application.....

Please note the second page is missing from the application.....

You may wish to consult with CC further on this matter as there seems to be numerous omissions from the submittal as presented to us.....

Please advise as to the Board's wishes

I will scan and email the gravel permit report when I get in tomorrow morning. Here are my comments:

- *I didn't have any site plan to look at but we should have one on record and it should be stamped. I would also have the selectmen update the plan annually to show what has been excavated.*
- *Who did the test pits to verify groundwater elevation, a DEP certified soil evaluator? There is no estimated groundwater elevation on here. We need to see groundwater elevation to compare to lowest excavation elevation.*
- *We should have a letter from a wetland consultant stating that there are no areas within the proposed limit of work is within the Conservation Commission's jurisdiction. A DEP wetlands map should also be included.*
- *The copy you gave me is missing the second page with items b. through k. so I couldn't comment on those things.*
- *The EPA NPDES SWPPP - There are no signatures on anything, there are no project timelines, no discussion about how much earth will be open at one time and what efforts will be made to limit that, there is no discussion about pollution prevention methods like park equipment here and if there is a spill do x,y.z to prevent it from entering the ground and reaching groundwater.*
- *Select Board should review the following and add stipulations to the permit.*

Permit Limitations / Special Conditions for Permit

<i>Method of removal.</i>
<i>Type and location of temporary structures.</i>
<i>Hours of operation.</i>
<i>Rules for transporting the material through Town.</i>
<i>Area and depth of excavation.</i>
<i>Distance of excavation to street and lot lines.</i>
<i>Steepness of slopes excavated.</i>
<i>Re-establishment of ground levels and grades.</i>
<i>Provision for temporary and permanent drainage.</i>
<i>Disposition of boulders and tree stumps.</i>
<i>Fencing and signs necessary for public safety.</i>
<i>Replacement with loam or topsoils of four inches or pre-</i>

<i>existing topsoil condition, whichever is greater, over the area of removal.</i>
<i>Planting of the area to suitable cover, including trees.</i>
<i>Provision for proper access and egress to and from site to highway or local streets.</i>
<i>Inspection of the premises at any time by the Board or its representative.</i>
<i>Cash, certified check, surety bond or other security in a sum sufficient to insure compliance with the conditions stipulated in such permit.</i>
<i>Provide a pollution prevention plan.</i>
<i>Other:</i>

Copy was given to Donald Frydryk of Sherman & Frydryk Land Surveying and Engineering.

Donald Frydryk: We delivered the signed plans to the Town we assumed everyone received them. We did go through a process with the Conservation Commission which, they approved the delineation of wetlands. All the work is outside the resource areas and outside the buffer zones and so we are outside their jurisdiction. That is how we planned the project. That is why we went to them first. Keith Torre, a soil evaluator from our office certified with DEP did the test pits; no ground water was encounter to the depths that was excavated. As materials are excavated we will continue down further with test pits to confirm we are not getting down to the ground water. The test pit data is included in the submission to the Board.

Wayne Tack: No ground water evaluation, as there is no ground water.

Donald Frydryk: The Conservation Commission states no jurisdiction in the work. DEP wetland map should be included; we have an approved delineation plan of the actual wetlands. NEPTS/Stormwater will be filed before the work begins with EPA. Stormwater information supplied with the application and the contractor will follow that with his operations.

Chris Martin: Would like the answers to the concerns of the Conservation Commission in writing and he will forward them to the Conservation Commission.

Wayne Tack: Any more concerns?

Jim Trompke: One last comment, the Trompke Family requested the Stony Hill and Gravel Inc. to operate we went to them based on their reputation, as they operate several pits in Western Mass. They have a very good reputation on how they operate in the pits as well as on the construction sites. Feel free to do a background check on how they operate. They are a reputable site contractor and well known in Western Mass.

Wayne Tack: A decision will not be made tonight; we will take everything that was presented under advisement.

Donald Frydryk: One last thing it is my understanding that under the new open meeting law that we made you copies of what was presented tonight

On a motion by Mr. Bail and seconded by Mary McDowell, it was unanimously voted to adjourn the public hearing concerning the application for a Gravel permit by Stoney Hill Sand and Gravel, and owners James Trompke, ET.AL, with the Selectboard taking everything that was presented under advisement.

ADJOURNMENT

On a motion by Mr. Bail and seconded by Mary McDowell, it was unanimously voted to adjourn the meeting @ 7:51 p.m.

Respectfully submitted,
Cathy Leonard
Town Administrator's Secretary