

Report of the Highway Department

To the residents of Fremont,

Well it's hard to believe another year has passed by and now we are starting a new decade. Thanks so much to all of you for the support given me serving as your Road Agent. Fremont residents are great to work for, making my job pleasant and well worth the effort. Roads and bridges are extremely expensive to maintain, especially when it is time to rebuild versus a simple overlay of what is already in place.

Over the past five years we have been able to rebuild many roads that are heavily traveled main connector roads. Thank you for supporting the Town budget and the Warrant Articles which make this a reality. We have about 40 miles of roads in Fremont to maintain, half of which are main connector roads to other towns. The other half are residential subdivision roads, many were built in the mid to late 1980's and the early 1990's. As far as paving goes, these subdivisions have not seen much attention and are in deep need of repaving.

Passage of the 2019 budget enabled the final finish coat on Red Brook Road. We began this road in 2018 with a total reclaim, new base and laid binder course pavement.



After Red Brook Road, we moved on to Bean Road. Before we got to the paving there was much work that needed to be done. Extensive tree work was done. Trees were removed, drainage swales were cleaned out and added.

Over the years this road had been overlaid at least twice and was a waste of money to do it again. We removed and hauled away existing hot top, dug many test pits along the entire road to check the materials under the road before we paved. The first section of the road did not have a suitable base for new hot top. We removed two feet of loam, boulders, and stumps and added new gravel before paving began. We also repaired other sections that did have a suitable base. This road was done with binder base course pavement only, and we will need to finish overlay in the future. Hopefully we will be able to complete this in 2021.

Our final paving project for 2019 was Chester Road. We were able to work on about half of the



total length due to funds that were needed to be used for the Sandown Road Bridge Overflow project instead. We had a \$100,000 Warrant Article to work with. The same paving process that was used on Bean Road was used on Chester Road as well.

Chester Road new paving in the area of house #110. Photo courtesy of Road Agent Leon Holmes Jr.

Again trees and stumps were removed, drainage was improved, and two new culverts were installed. A total of 3,000 feet of old hot top was ground up, reclaimed, and new gravel was added. The road was raised in one section almost 600 feet in length making for better drainage.



The bulk of the prep work had been done by late June when a wind-shear storm ripped through an isolated area of Chester and South Roads on June 30th

and tore up many large old trees. This

tremendous cleanup effort delayed our work and added over \$15,000 in unanticipated storm cleanup costs. Thank you to the many local tree vendors who were able to mobilize quickly and restore order to the area. The utility company also had vendors on site for several days restoring power and repairing damage.



Chester Road Storm Photos Courtesy of Fire Rescue Chief Richard Butler

These newly redone roads were all built to current engineering standards and will hold up for at least 15-20 years. The total cost for these three roads was \$265,000. Thank you for supporting Fremont's Town budget and all Warrant Articles for better roads. We also appreciate the assistance of the Town's Engineering consultant Dan Tatem, with Stantec.

Hopefully with the 2020 budget we will be able to repave two older subdivision roads. These roads are Hooke road and Ann Lane. Both are more than 25 years old and in very bad condition. Also completing the base course of Chester Road. Paving costs are estimated at \$279,343 for these three roads.

I am very fortunate to have a very devoted and dedicated crew to work with throughout the year. Winter for sure is the toughest season of the year for road maintenance. It doesn't matter the time of the day, or weekend or holiday, I call the crew and they are ready to go to work. Thank you all so much, for a job well done, in keeping our roads safe to travel throughout the entire year.

John Owens joined our staff Full-time in January 2019.

Jack Mullen was also hired to fill a part-time vacancy when Don Bourassa retired. I want to sincerely thank all of the staff and our winter contractors for the amazing work they do, much of it in the worst weather conditions. Winter and summer storms alike, local contractors drop what they are doing to help the Town in any emergency situation.

Bean Road reconstruction photos June 2019
Courtesy of Heidi Carlson



Bean Road reconstruction June 2019
Intersection with Pine Street



The Town was also fortunate to work with Eversource in several areas of town where large and older trees were hazards, and had work done in conjunction with them and their annual line maintenance, and Northern Tree Service, at no added cost to the Town. This was a savings to taxpayers.

In closing I would like to thank the Fremont Board of Selectmen, Budget Committee, Fremont Police Department, Fremont Fire Rescue Department and the Selectmen's Office for all of your assistance throughout the year. Finally, thank you to Heidi Carlson our Town Administrator, who has been an immense help to me throughout the year with budgeting and paperwork.

Respectfully submitted,

Leon F. Holmes Jr
Road Agent

Tavern Road Wind Storm
25 February 2019
Photo Courtesy of Jack Mullen



Highway Staff Members Jack Mullen (L) and
John Owens (R)

Photos Courtesy of Leon Holmes Jr

Chester Road Paving Base Coat
July 2019

