

84 LUMBER COMPANY SITE DEVELOPMENT

SP# 09-22

STAFF REPORT #5

(Please refer to 1/25/23, 2/22/23, 3/22/23, and 6/14/23 reports for earlier comments)

August 23, 2023

SITE: 3 Sullivan Road; Map 145 Lot 015

ZONING: Industrial District (I)

PURPOSE OF PLAN: To depict the proposed lumber yard and associated site improvements over tax map 145 lot 15.

PLANS UNDER REVIEW:

Site Development Plans / 84 Lumber Company, Map 145 Lot 15, 3 Sullivan Road, Hudson, New Hampshire; prepared by: Fieldstone Land Consultants, PLLC, 206 Elm Street, Milford, NH 03055; prepared for 84 Lumber Company, 1019 Route 519, Building 4, Eighty Four, PA 15330; consisting of 11 sheets and general notes 1-26 on Sheet 2 and 3 Exhibit sheets; dated August 2, 2022; last revised August 10, 2023.

ATTACHMENTS:

- A. Environmental Noise Survey and Noise Impact Predictions for Proposed 84 Lumber Site Revision 3, Hudson, NH; Noise Control Engineering, LLC, received August 8, 2023.
- B. Peer review of Environmental Noise Survey and Noise Impact Predictions Revision 2, Harris Miller Miller & Hanson Inc., July 26, 2023.
- C. Response to Transportation Comments and revised Signal Warrant Analysis at Route 111 & Lawrence Rd./Sullivan Rd, for proposed 84 Lumber Site, Vanasse & Associates Inc., received August 8, 2023.
- D. Test Pit Report, Fieldstone Land Consultants, received August 10, 2023
- E. CAP Fee worksheet

APPLICATION TRACKING:

- August 2, 2022 – Application received.
- January 25, 2023 – Application accepted, public hearing held and continued.
- February 22, 2023 – Public hearing held and continued.
- March 22, 2023 – Public hearing held and continued to May 10, 2023.
- May 10, 2023 – Deferred to June 14, 2023.
- June 14, 2023 – Public hearing held and continued to July 26, 2023

- July 26, 2023 – Deferred to August 23, 2023
- August 23, 2023 – Public Hearing Scheduled

WAIVER REQUESTS

1. §276-11.1 B(12)c: the applicant is requesting a waiver to allow a storm water management pond, fencing, and landscaping improvements within the 100' building setback line from adjacent residential properties.

COMMENTS & RECOMMENDATIONS:

REVISED SOUND STUDY

The Applicant submitted a revised Noise Survey and Noise Impact Predictions, intended to address prior comments from the peer review done by HMMH. The revisions clarified the locations for noise predictions, added a recommendation for a sound barrier, and remediated several minor errors. A third revision found in **Attachment A** was completed after further comments, to remediate final questions. The comments submitted by HMMH can be found in **Attachment B**. All comments have been answered or remediated in the third revision of the sound study. The report finds that the proposed development will comply with the Town of Hudson Noise Ordinance provided the following conditions outlined in the sound study are met:

- An acoustic barrier outlined in appendix C of the study and shown on the site plan is installed per the manufacturer's recommendations.
- Forklifts are equipped with ambient sensitive white noise back up alarms.
- Propane Forklifts be utilized on site.
- Idling laws are enforced for Heavy Trucks/Tractor Trailers
- Tractor Trailer or other Heavy Trucks are not present on Saturday.

TRAFFIC

The Applicant has provided a response to comments & questions received from the Planning Board in **Attachment C**, alongside comparable site data. Staff raised several methodology questions which have been answered.

Also within **Attachment C** is the Signal Warrant Analysis. As noted the Manual on Uniform Traffic Control Devices (MUTCD) has 9 criteria to evaluate the need for a traffic signal. At least one of them should be met to justify the installation of a signal, but meeting one does not by itself require a signal. This requires further engineering evaluation which is currently underway with NHDOT. In their analysis, the Applicant finds that Warrant #3 (peak hour) is currently met under existing conditions. Under No-Build (i.e. without the proposed development), the analysis predicts that an additional warrant (#2 - 4-hour volume) will be met in 2034. With the addition of the proposed development, the analysis predicts a third warrant will be met in 2034 (#1 – 8 hour volume). Although comparable site data predicts fewer trips than the ITE based model, the warrant analysis remains unchanged. To reiterate, the requirement of a traffic light at Sullivan Road/NH 111 is currently under review by, and authority of, NH DOT.

Last, the Applicant has submitted a reconfiguration of the Sullivan Road/Bridle Bridge Path/site driveway intersection, found as an exhibit at the end of the revised plan set. This proposal has been reviewed by Engineering, Fire, Planning, Police and Public Works, which resulted in the staff recommendation of a two-way stop at the site drive and Bridle Bridge Road, with Sullivan Road as the through-road, and vertical granite curbing to be installed along the reclaimed shoulder along the reconfigured approach.

RECOMMENDATION

A waiver request for the 100-foot buffer (§276-11.1 B(12)c) is pending. As part of this, the Applicant has made arrangements with the abutting resident and has added acoustic fencing to the plan. The Board may wish to consider the waiver request while also reviewing the plan updates with the Applicant.

DRAFT MOTIONS

GRANT a waiver:

I move to grant a waiver from §276-11.1 B(12)c to allow a portion of the storm water management area within the 100-foot buffer, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: _____ Second: _____ Carried/Failed: _____

CONTINUE the public hearing to a date certain:

I move to continue the site plan application for the Site Development Plans / 84 Lumber Company, Map 145 Lot 15, 3 Sullivan Road, to date certain, _____, 2023.

Motion by: _____ Second: _____ Carried/Failed: _____

(Draft motions are on the next page)

APPROVE the site plan application:

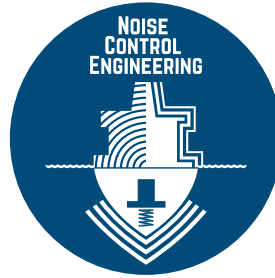
I move to approve the Site Plan application for 84 Lumber Company, Map 145 Lot 15, 3 Sullivan Road, Hudson, New Hampshire; prepared by: Fieldstone Land Consultants, PLLC, 206 Elm Street, Milford, NH 03055; prepared for 84 Lumber Company, 1019 Route 519, Building 4, Eighty Four, PA 15330; consisting of 11 sheets and general notes 1-26 on Sheet 2 and 3 Exhibit sheets; dated August 2, 2022; last revised August 10, 2023.

That the Planning Board finds that this application complies with the Zoning Ordinances, and with the Land Use Regulations; and for the reasons set forth in the written submissions, together with the testimony and factual representations made by the applicant during the public hearing;

Subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Notice of Decision, which shall be recorded at the HCRD, together with the Plan.
2. A cost allocation procedure (CAP) amount of \$87,135.00 shall be paid prior to the issuance of a Certificate of Occupancy.
3. Prior to the issuance of a final certificate of occupancy, an L.L.S. Certified “as-built” site plan shall be provided to the Town of Hudson Land Use Division confirming that the development conforms to the Plan approved by the Planning Board.
4. Prior to the Planning Board endorsement of the Plan, it shall be subject to final administrative review by Town Planner and Town Engineer.
5. Prior to application for a building permit, the Applicant shall schedule a pre-construction meeting with the Town Engineer.
6. Construction activities involving the subject lot shall be limited to the hours between 7:00 A.M. and 7:00 P.M. No exterior construction activities shall be allowed on Sundays.
7. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:00 P.M., Monday through Friday only.
8. No woodcutting or wood processing shall occur on site.
9. Noise barriers recommended in the sound study shall be implemented according to manufacturer’s specifications
10. Forklifts shall be propane-powered and equipped with ambient sensitive white noise backup alarms.
11. Tractor Trailer or other Heavy Trucks shall not be present on Saturdays.

Motion by: _____ Second: _____ Carried/Failed: _____



NCE TECHNICAL MEMO 2023-021

Environmental Noise Survey and Noise Impact Predictions for Proposed 84 Lumber Site, Hudson, NH

Revision 3

Ben Bonnice
Tyler Cameron
Zachary Weiss

8/7/2023

NCE Job No. 23515.01

Prepared for:
84 Lumber Company
1019 Route 519, Building 5
Eighty Four, PA 15330
Attention: *Mr. Guy A. Flament, Jr.*

Prepared by:
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REVISION HISTORY

Rev	Date	Summary of Changes
0	03/21/2023	Original Issue
1	04/7/2023	Addition of Truck Noise Source, Modeling Refinements
2	7/17/2023	Updated to correct daytime/nighttime noise limits. Added Barrier to control noise. Added prediction locations. Updated HVAC Source Levels Reduced number of trucks servicing facility based on updated information from 84 Lumber
3	8/7/2023	Updated for Comments from HMMH and Town

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0.0 EXECUTIVE SUMMARY

An application for a permit has been requested for the construction and operation of an 84 Lumber facility at the corner of Sullivan Road and Central Street (Route 111) in Hudson, NH. As part of the permit, a noise study is required to determine if the operations of the proposed facility will meet the required noise ordinances. Noise Control Engineering, LLC (NCE) has been retained by the 84 Lumber Company to conduct an environmental noise survey quantifying existing noise levels, as well as to evaluate potential noise impacts to the community from the proposed site through acoustic predictions.

The primary noise sources from the proposed development are expected to be forklifts operating around the facility, trucks pulling in and out of the facility, and the building HVAC systems. This site is a storage and distribution yard. There will be no cutting or wood processing equipment at this facility. The forklifts are only expected to be operating while workers are onsite between 0600 and 1800 hours Monday through Saturday. During the weekdays, it is understood that no more than three tractor trailers will arrive in the morning period, and no more than three tractor trailers will arrive in the evening period. No tractor trailers or other heavy trucks will be operating on Saturdays. The HVAC systems are expected to be operating continuously. This report presents the results of background noise measurements taken on the proposed site and predicted noise levels for the site once operational.

To quantify existing noise levels, unattended long-term monitoring was performed at the two locations within the proposed site. Average hourly ambient levels ranged from 30 to 54 dB(A) across the two locations.

This effort is intended to evaluate compliance with the noise regulations for the Town of Hudson. Primarily, the noise at the abutting property lines cannot exceed 10 dB above the background noise level or the noise levels in Table 2, whichever is lower. Daytime hours are defined as 0700-1800 Monday through Friday. Nighttime hours are defined as 1800-0700 Monday through Friday and all day on weekends. Since the facility will be operating between 0600 and 0700 Monday through Friday and on Saturdays the facility will need to meet the nighttime noise limit during certain times. Based on the long-term noise measurements, the noise limits for the site are shown in Table 1.

Table 1. Noise Limits, dB(A)

Location	Daytime Limit	Operating Hours Nighttime Limit	Continuously Operating Equipment
Residences along Route 111	55	50	44
Residences along Sullivan Rd and Cheney Rd	54	50	40

Noise predictions were performed using the environmental noise modeling software CadnaA configured with international standard ISO 9613-2. Sources for this site consisted of forklifts

operating during working hours, tractor trailers or other heavy trucks moving around the yard and HVAC operating continuously. The noise from these sources were predicted at 38 discrete locations corresponding to residences near the proposed facility and across the study area through the computation of noise contour sets.

All noise levels are predicted to comply with the Town of Hudson noise ordinance for the proposed 84 Lumber site. The highest noise level predicted during operating hours was 48 dB(A) at 8 Sullivan Rd when both forklifts and trucks are operating. The noise level predicted at the house for this location is 45 dB(A). The highest noise levels predicted from the HVAC was 34 dB(A) at 63 Lawrence Rd. This level is well below the required 40-44 dB(A) during nighttime, non-working hours. These predictions assume that the noise barrier in section 6.3 is installed per manufacturer's recommendations.

0.1 Abbreviations and Definitions

DAQC	Division of Air Quality Control
dB	Decibel
dB(A)	A-Weighted Decibel
LA _{eq}	The equivalent continuous A-weighted decibel sound pressure level
L ₉₀	The decibel level exceeded 90% of the Measurement Period
LA ₉₀	The A-weighted decibel level exceeded 90% of the Measurement Period
L _{max}	Maximum RMS Sound Pressure Level During Measurement Period
FHWA	Federal Highway Administration
NHGIS	New Hampshire Geographic Information
NCE	Noise Control Engineering, LLC
NIST	National Institute of Standards and Technology
HVAC	Heating Ventilation and Air Conditioning
Trucks	Trucks in the document refer to tractor trailers or other heavy trucks

1.0 INTRODUCTION

An application for a permit has been requested for the construction and operation of an 84 Lumber facility at the corner of Sullivan Road and Central Street (Route 111) in Hudson, NH. As part of the permit, a noise study is required to determine if the operations of the proposed facility will meet the required noise ordinances. Noise Control Engineering, LLC (NCE) has been retained by the 84 Lumber Company to conduct an environmental noise survey quantifying existing noise levels, as well as to evaluate potential noise impacts to the community from the proposed site through acoustic predictions.

The primary noise sources from the proposed development are expected to be forklifts operating around the facility, tractor trailers or other heavy trucks moving around the yard, and HVAC. This site is a storage and distribution yard. There will be no cutting or wood processing equipment at this facility. The forklifts and trucks are expected to be operating while workers are onsite between 0600 and 1800 hours. The HVAC systems are expected to be operating continuously. This report presents the results of background noise measurements taken on the proposed site and predicted noise levels for the site once operational.

This effort is intended to predict compliance with noise regulations for the state of New Hampshire and the Town of Hudson, NH. Section 2 presents the criteria from these regulations, Section 3 details the site, Section 4 details the ambient measurements, Section 5 details the Noise Criteria for the site, Section 6 details the noise modeling process, Section 7 presents the predicted levels from the noise model, and Section 8 includes the conclusion from the results. Appendix A provides full results tables for the noise predictions.

2.0 NOISE ORDINANCE

2.1 New Hampshire

The State of New Hampshire has not established regulations that set community noise exposure criteria. It is up to each individual community to establish noise regulations through community by-laws.

2.2 Hudson Noise Ordinance

Noise in the Town of Hudson, NH is regulated under Chapter 249 Noise in the Town's general code. All criteria from this chapter are copied below, including both quantitative and qualitative criteria, with NCE comments in square brackets. Analysis will focus on the quantitative criteria given in Noise Limits 2 to 6.

§ 249-4. Prohibited noise emissions and conditions.

No person or persons owning, leasing or controlling the operations of any source or sources of noise shall willfully, negligently or through failure to provide necessary equipment or facilities or through failure to take necessary precautions make or permit the emission of noise levels or conditions exceeding the following noise limits for the applicable land use:

§ 249-4-A. Noise Limit 1: General prohibition of noise emissions

No person or persons owning, leasing or controlling the operation of any source or sources of noise shall willfully, negligently or through failure to provide necessary equipment or facilities or to take necessary precautions permit the establishment of a condition or conditions constituting noise pollution, as defined in § 249-2 of this chapter.

§ 249-2 defines noise pollution as “The presence of that amount of acoustic energy for that amount of time necessary to cause one or more of the following effects:

- A. Temporary or permanent hearing loss in persons exposed.
- B. Injury to or tendency to injure, on the basis of current information, the public health or welfare.
- C. Nuisance
- D. Interference with the comfortable and reasonable enjoyment of life and property, or interference with the conduct of business.
- E. Exceeding the limits or restrictions established herein or pursuant to the granting of any permit by the Town governing body.

§ 249-4-B. Noise Limit 2: Continuous sound-level limits

No person shall cause the continuous sound level to exceed the following limits, as measured at the applicable locations in accordance with the provisions of § 249-3D(5) of this chapter. (which defines the necessary steps in taking sound-level measurements)

Table 2: Continuous Sound Level Limits Leq (dB(A), 1-Hour³)

Receptor Land Use Category	Daytime	Nighttime
Residential/rural/institutional ¹	55	50
Business/recreational ²	65	55
Industrial	75	75

Notes:

¹ Hospitals, schools, places of worship, libraries, public parklands, etc.

² Public playgrounds, swimming pools, athletic fields, golf courses, etc.

³ Where the offending source of noise is nearly constant over a one-hour period, a measurement sampling period of less than one hour, but no less than five minutes, is permitted. This measurement shall be made with the sound-level meter set to slow A-weighting responses.

§ 249-4-C. Noise Limit 3: Impulsive sound-level limits

No person shall cause an impulsive sound level that exceeds the following limits, as measured at the applicable locations in accordance with the provisions of § 249-3D (5) of this chapter.

Table 3: Continuous Sound Level Limits (dB(C), Fast Time Weighting)

Receptor Land Use Category	Daytime	Nighttime
Residential/rural/institutional ¹	67	62
Business/recreational ²	77	67
Industrial	87	87

Notes:

¹ Hospitals, schools, places of worship, libraries, public parklands, etc.

² Public playgrounds, swimming pools, athletic fields, golf courses, etc.

§ 249-4-D. Noise Limit 4: Background referenced sound level

No person shall cause the background noise level, as defined in § 249-2 of this chapter, to increase by more than 10 dBA in any receptor area at any time of day.

§ 249-4-E. Noise Limit 5: Pure-tone conditions

No person shall produce a pure-tone condition at the nearest receptor buildings or activity areas in rural/residential/-institutional or business/recreational/industrial zoned property. [Pure-tones are defined as the sound pressure level in any octave band from exceeding the sound pressure level in the two adjacent octave bands by 3 dB or more.]

§ 249-4-F. Noise Limit 6: High noise-level areas

In areas where the ambient sound level is already as high as or higher than three dB below the sound-level limits of Noise Limit 2, no person shall cause the noise level in any area to increase by more than three dB. This limit is in lieu of Noise Limit 2 but shall not supersede any other noise limit as defined in this chapter.

3.0 SITE LOCATION

The Proposed Site is located at the corner of Sullivan Road and Central Street (Route 111) in Hudson, NH. The general location of the facility is shown in Figure 1 by the red and white hatched polygon. A site plan of the facility is shown in Figure 2.

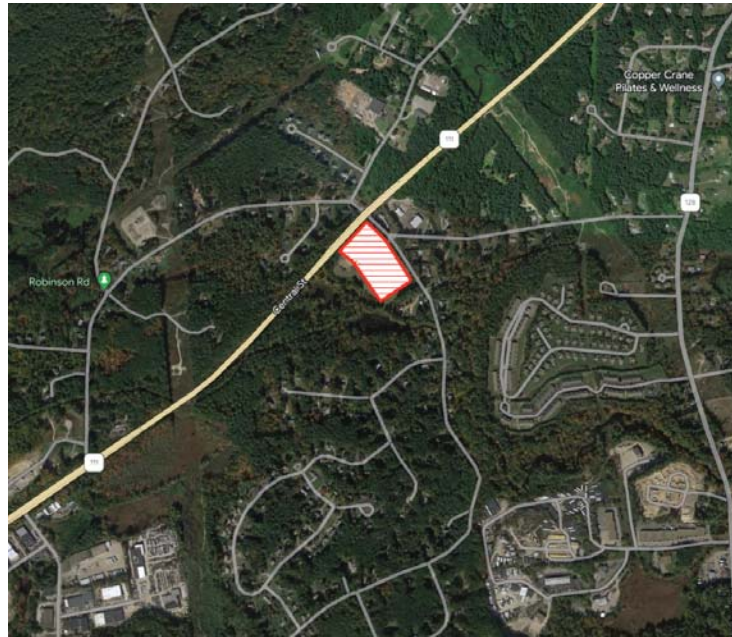


Figure 1. General location of the facility

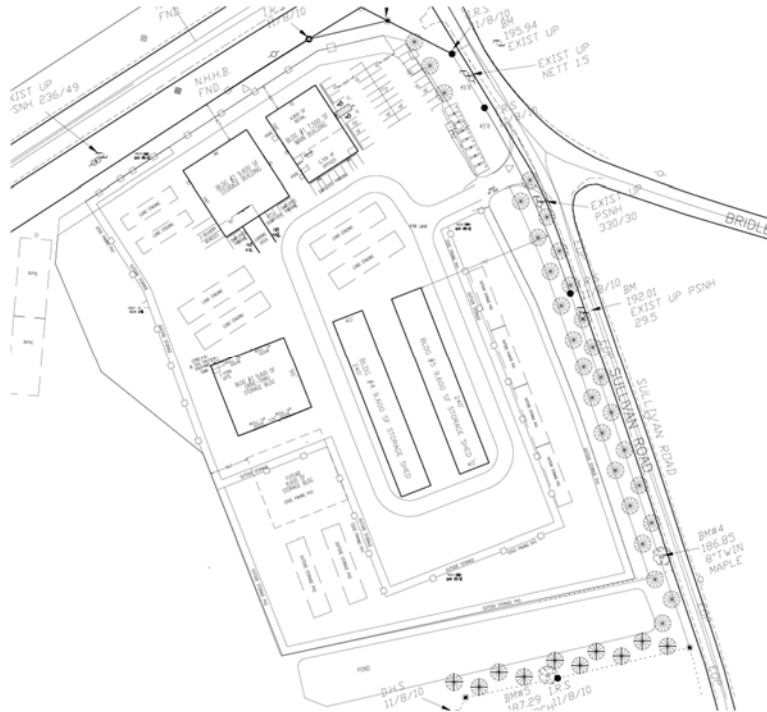


Figure 2. Site Plan

4.0 AMBIENT NOISE MEASUREMENTS

4.1 Methodology

Long-term unattended noise monitoring was performed at residences near the proposed facility at two locations over a period of seven days from February 16 to 23 to quantify the existing background noise in the community at all hours of the day. Locations of both monitors are shown in Figure 3.

The two unattended monitors (Locations 1 and 2) consisted of Larson Davis Type 831 sound level meters with PCB model 377B20 ½" microphones and PCB model PRM831 preamplifiers. This equipment was situated within weatherproof cases and installed at ground level. The microphones were affixed to tripods about 5 feet above ground level and covered with waterproof windscreens to minimize noise from wind gusts. The meters were configured to average sound pressure levels continuously in both 1-second and 5-minute intervals for the duration of the monitoring period. Data was collected at these intervals in overall dB(A), A-weighted L₉₀, and one-third octave-band formats. The meters were field calibrated using a Larson Davis CAL200 both prior to installation and during their retrieval.

Temperature and humidity data during the monitoring period was measured onsite using a Kestrel DROP D3 Data Logger, while wind and rainfall data was retrieved from World Weather Online for the Town of Hudson. The last day of the monitoring was the only day with significant precipitation and was excluded from the data set in the calculation of the background noise. All instrumentation used for the long-term measurements was laboratory calibrated traceable to NIST standards within the previous 12 months.



Figure 3. Long-Term Unattended Measurement Locations

4.2 Background

The 5-minute A-weighted L_{eq} and L_{90} from locations 1 and 2 for the entire measurement period are shown in Figure 4 and Figure 5 below. Daily fluctuation of noise levels were seen to be fairly consistent throughout the measurement period.

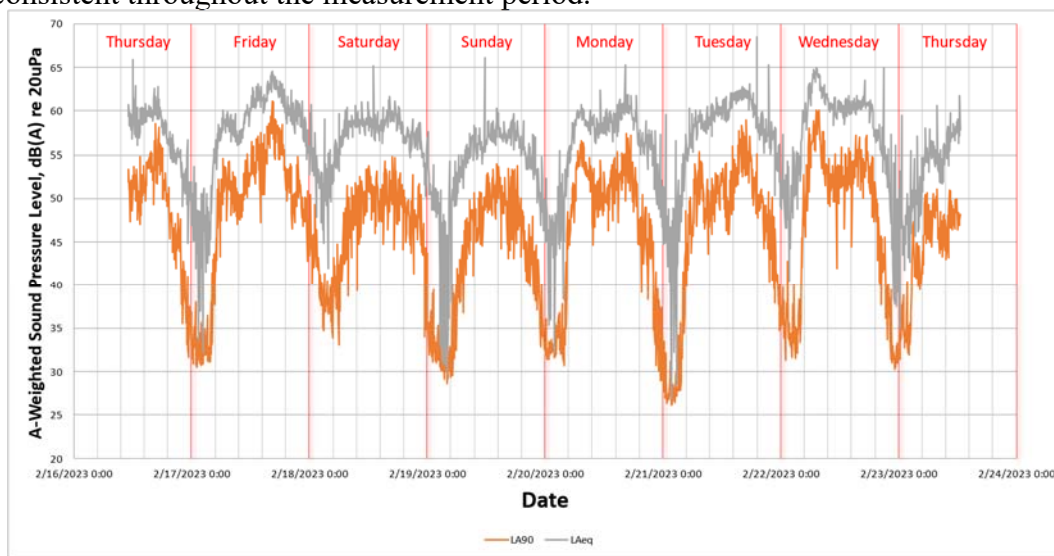


Figure 4. Location 1 5-minute A-weighted L_{eq} and L_{90} .

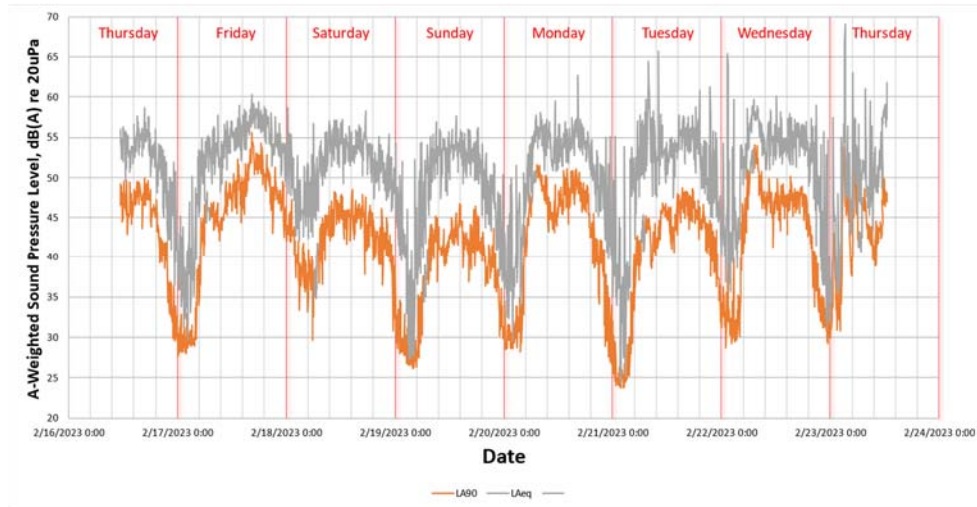


Figure 5. Location 2 5-minute A-weighted L_{eq} and L_{90} .

The average hourly A-weighted L_{90} sound levels for each of the 24 hours of the day at the two monitoring locations is presented in Figure 6. These levels were derived from the 1-second interval data gathered throughout the monitoring period. This data was used to calculate the noise limits for the site.

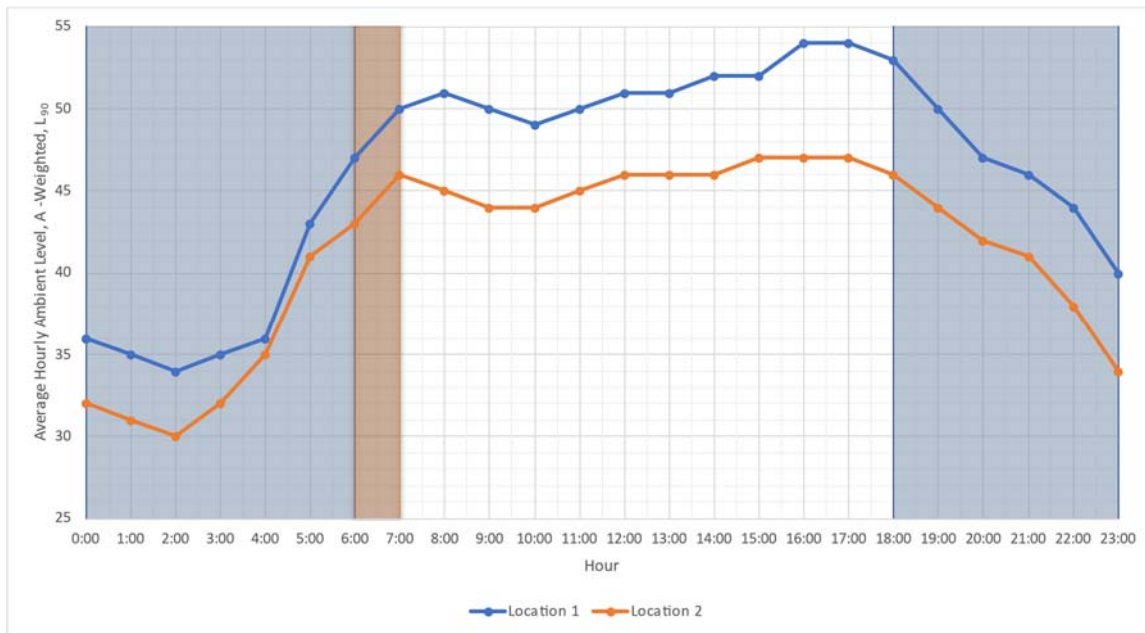


Figure 6. Average Hourly Ambient Levels Derived from Noise Monitoring Data (A-Weighted L_{90})

The blue shaded area of Figure 6 highlights the times when the facility will not be operating. These levels were only considered when calculating the background for equipment that will be operating constantly. For this site that is only the HVAC. The orange shaded area highlights between 0600 and 0700. During weekday operations this time period must meet the nighttime limits from Table 1. During the weekends the site must meet nighttime limits for the entirety of the day. The unshaded area, white background, was used to calculate the daytime limits for the site during weekday operations.

Location 1, which is closer to Central St (Route 111) was typically louder than location 2. During the hours of operation of the proposed site, 0600 to 1800, levels were on average 6 dB louder at location 1 than 2. This is likely due to the proximity of Location 1 to Central St.

Between the two meters, average hourly levels during operation hours ranged from 43 dB(A) (Location 2 at 0600) to 54 dB(A) (Location 1 at 1700). There is a peak in the average hourly levels around 0800 at Location 1 and then a steady rise in average hourly levels from 1000 until 1700. The peak in the morning and evening is likely due to traffic noise on central street from commuting. The noise at Location 2 seems to also be controlled by the noise from Central Street. The lower level is due to being further from the street. After 1700, levels decreased steadily each hour until 0200, after which they increased steadily until 0700. This pattern with the quietest period around 0200 is common for similar locations.

5.0 NOISE CRITERIA FOR SITE

Based on the Town of Hudson's noise ordinance [1], the noise at the abutting property lines cannot exceed 10 dB above the background noise level or the noise levels in Table 2, whichever is lower. The exception to this rule is if the background noise level is less than 3 dB below the levels shown in Table 2. Then the noise at the abutting property lines cannot increase the background by more than 3 dB. Background noise level is defined in section 249-2 of the Town of Hudson's noise ordinance as the highest A-weighted sound-pressure level which exceeded 90% of the time period. This is also the definition of the A-weighted L_{90} (LA_{90}).

NCE has interpreted this ordinance to mean sources that are constantly operating such as HVAC will be compared against a noise limit calculated using lowest average hourly A-weighted L_{90} of the entire day. For operations that are limited to working hours¹, such as forklifts, the lowest average hourly A-weighted L_{90} during those hours will be used to calculate background. Since the site is operating between 0600 and 1800 Monday through Saturday. The site will need to be evaluated against both daytime and nighttime limits. Nighttime is defined as the hours between 1800 and 0700 Monday through Friday and weekends. While for most of the working hours the facility needs to comply with the daytime limits, the hour between 0600 and 0700 and all day Saturday the facility needs to comply with the nighttime limits.

Based on the long-term measurements, compliance with the Town of Hudson's noise ordinance for operational noise is assessed based on the lowest average hourly levels during daytime hours 0700-1800, shown in Table 4. The nighttime operating limit is compared with the lowest average hourly levels between 0600 and 0700, shown in Table 5. The continuous operation is assessed based on the lowest average hourly levels for the day, shown in Table 6.

¹ Working hours are defined as 0600-1800

Table 4. Daytime Hours Noise Limit

Location	Limit, dB(A)	Justification
Residences along Route 111	55	Average Background quietest hour is 49 dB(A). This level less than 10 dB below the limit but more the 3 dB below limit. Therefor the limit is from Table 2
Residences along Sullivan Rd and Cheney Rd	54	Average Background quietest hour is 44 dB(A). Level cannot exceed 10 dB from this level

Table 5. Nighttime Hours Noise Limit

Location	Limit, dB(A)	Justification
Residences along Route 111	50	Average Background quietest hour is 47 dB(A). This level less than 10 dB below the limit but more the 3 dB below limit. Therefor the limit is from Table 2
Residences along Sullivan Rd and Cheney Rd	50	Average Background quietest hour is 47 dB(A). This level less than 10 dB below the limit but more the 3 dB below limit. Therefor the limit is from Table 2

Table 6. Continuously Operating Noise Limit

Location	Limit, dB(A)	Justification
Residences that are along Route 111	44	Average Background quietest hour is 34 dB(A). Level cannot exceed 10 dB from this level
Residences along Sullivan Rd and Cheney Rd	40	Average Background quietest hour is 30 dB(A). Level cannot exceed 10 dB from this level

6.0 NOISE PREDICTION

Noise predictions were performed using the environmental noise modeling software CadnaA to predict sound pressure levels from the proposed facility at nearby residences. CadnaA was configured to use the international standard ISO 9613-2 [2] to calculate sound propagation using spherical spreading, reflection off hard surfaces, acoustic shielding, and ground effects. Foliage was not included as there are not enough trees near the project site to be acoustically significant. The general layout of the proposed facility was taken from the site plan shown in Site Development Plan Rev D [3], presented in Figure 2. Elevation contours and building polygons of

the properties surrounding the proposed site were retrieved from the New Hampshire Geodata Portal (NHGIS) [4]. The elevation contours and building information for the proposed site itself were provided by 84 Lumber Company. A barrier was located between the site and 15 Sullivan Rd and assumed in the baseline model.

Five primary conditions were modeled:

- (1) the HVAC systems operating alone during non-working hours
- (2) Forklifts operating compared with the nighttime limit for hours between 0600-0700 on weekdays and between 0600 and 1800 for Saturdays.
- (3) Forklifts operating compared with the daytime limit for hours between 0700 and 1800 on weekdays.
- (4) Trucks and Forklifts operating compared with the night time limit for hours between 0600 and 0700 weekdays. Trucks do not operate on weekends.
- (5) Trucks and Forklifts operating compared with the daytime limit for hours between 0700 and 1800

The HVAC units were modeled as point sources. The Forklifts were modeled as an area source over the entire site, with levels adjusted upwards to reflect 3 forklifts operating. Trucks were modeled as a line source moving around buildings #4 and #5 as they enter the site and drive around to get loaded. The HVAC systems were evaluated as a separate condition to ensure that they do not violate the noise ordinance outside of working hours.

Source noise levels for each piece of equipment were determined and provided to the software as sound power levels in octave bands from 31.5 Hz to 8000 Hz.

Results were predicted at 23 discrete locations corresponding to property lines around the proposed facility. These Locations, seen in Table 7, marked 1-24², are along Hudson Hill Dr, Lawrence Rd, Sullivan Road, Bridle Bridge Road, and Cheney Drive. NCE also predicted the noise at the house for the 14 properties that directly surround the proposed facility, marked 1A-15A. All the receiver locations are shown in Figure 4.

Table 7. Prediction Locations and Street Addresses

Street Address	Property Line Prediction Location Number	House Location Prediction Location Number
12 Hudson Hills Dr	1	1A
6 Hudson Hill Dr	2	2A
4 Hudson Hill Dr	3	3A
2 Hudson Hill Dr	4	4A
63 Lawrence Rd	5	5A
2 Sullivan Rd	6	6A
4 Bridle Bridge Rd	7	7A, 7B

² There is no location 8. Location numbering goes from 1-7 and 9-24.

Street Address	Property Line Prediction Location Number	House Location Prediction Location Number
1 Bridle Bridge Rd	9	9A
8 Sullivan Rd	10	10A
10 Sullivan Rd	11	11A
12 Sullivan Rd	12	12A
16 Sullivan Rd	14	14A
15 Sullivan Rd	13	13A
18 Sullivan Rd	15	15A
19 Sullivan Rd	16	-
17 Cheney Dr	17	-
13 Cheney Dr	18	-
11 Cheney Dr	19	-
9 Cheney Dr	20	-
7 Cheney Dr	21	-
5 Cheney Dr	22	-
15 Cheney Dr	23	-
3 Cheney Dr	24	-

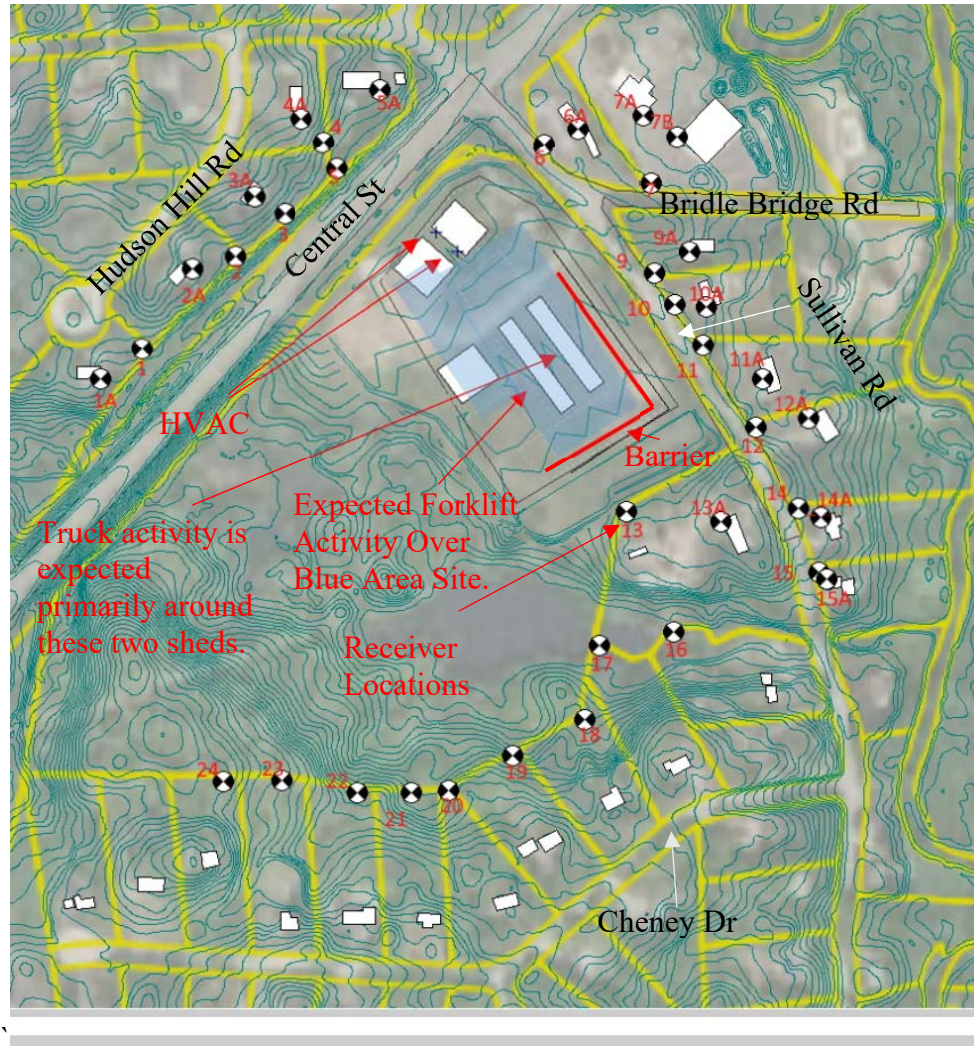


Figure 7. Location of Noise Sources and receivers in the CadnaA Model

6.1 Model Geometry

The site plan drawing was imported into the software, scaled to the correct physical dimensions, and georeferenced. Ground topography for the modeled area was included in the model using three (3) meter elevation contours acquired from NHGIS [4]. A soft ground surface was used throughout the study area (ground factor of 1), with the exception of the proposed facility site and neighborhood roadways, which were modeled as hard ground (ground factor of 0). Foliage was not included as there are not enough trees near the project site to be acoustically significant.

6.2 Noise Sources

The sound power levels for the primary noise sources onsite are presented in Table 5. The HVAC systems are comprised of a Trane 5-ton and 10-ton unit. The octave band sound power levels were provided by the manufacturer [7] and are shown in Appendix B. These units are continually operating on the site and were evaluated against the limits shown in Table 3 and 4.

Forklifts are expected to be operating during working hours between 0600 and 1800 hours. The forklift sound power source levels are based on measured levels by Spectrum Acoustical Consulting of a diesel forklift [5], with levels adjusted upwards to reflect 3 forklifts operating. The levels in Table 8 represent the forklift before this adjustment. The Forklifts were evaluated against the limits shown in Table 3.

This site is expected to operate propane forklifts which are generally quieter. Forklifts were assumed to be operating using white noise back up alarms that automatically adjust to background noise. This will prevent the units from violating the tonal requirements of the Town of Hudson noise ordinance and bothering the surrounding neighbors.

As this site is an active lumber yard, the occasional tractor trailer or heavy truck will be present on site to be loaded or unloaded. The client has estimated that the site will have on average 3 heavy trucks during morning hours and 3 heavy trucks during evening hours. Standardized source levels for heavy trucks were developed from the Federal Highway Administration Traffic Noise Model Version 3.1 Reference Energy Mean Emission Levels for a truck operating at 5 mph [6]. For conservative prediction purposes, three trucks were assumed to arrive and depart within a one-hour period. These trucks were assumed to enter the facility and drive around buildings 4 and 5. Given a 5 mph speed and the length of the truck loop, this corresponds to modeling a truck under motor for about 12 minutes of the hourly period. Per New Hampshire regulations trucks need to be shut down if they will be sitting onsite for more than 5 minutes, which excluded extended truck idling from consideration as a noise source. The facility both designed so that trucks will not need to back up and so back up alarms from trucks are not considered. It is 84 lumber’s policy that if a truck needs to reposition, the trucks should go around the loop as this is both safer and does not disrupt the flow of traffic in the facility.

Table 8. Source Levels, dB re: 1pW

Source	Octave Band Center Frequency (Hz)								
	31.5	63	125	250	500	1000	2000	4000	8000
Forklift, Diesel	109	109	106	93	88	88	87	80	71
Truck, 5 mph	105,	106,	109,	109,	109,	93,	93,	96,	93,
Upper, Lower*	101	104	106	105	101	93	92	93	91
HVAC, Trane 5 Ton	84	84	91	79	77	74	71	68	63
HVAC, Trane 10 Ton	83	83	86	80	77	73	69	66	60

*Trucks were modeled with upper and lower sub-sources, per [6]

6.3 Noise Mitigation

In order to reduce the noise of the facility in order to meet nighttime limits while operating, an 8 ft high AcoustiFence® noise barrier is recommended between the site and the Sullivan Road properties. This is a barrier that can be attached to the proposed fence. The produce data sheet is included in Appendix C. The location of the barrier can be seen in Figure 8.

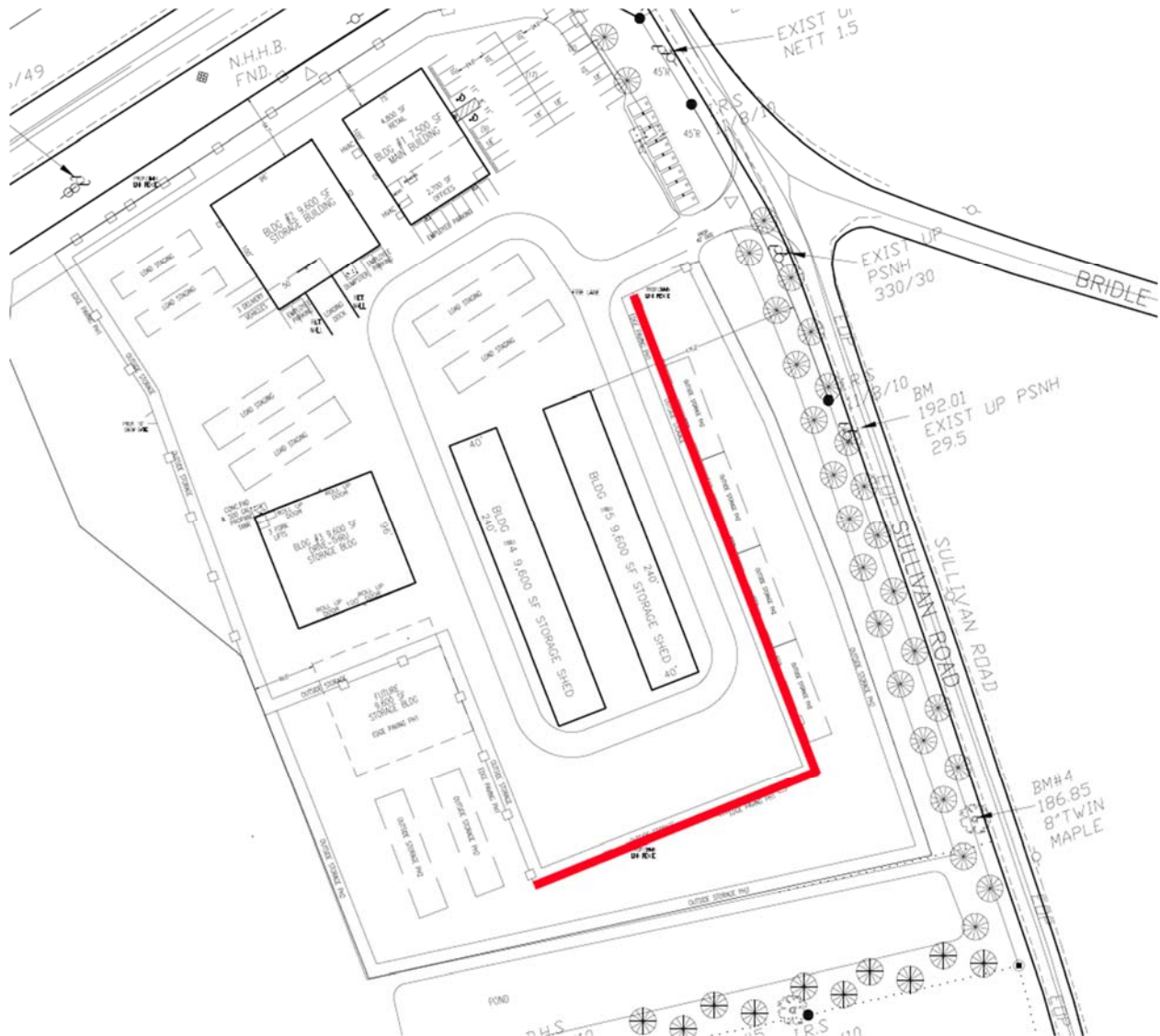


Figure 8. Location of Barrier

The barrier is approximately 240 ft long the southern side and 410 ft long the eastern side. If phase II is implemented the barrier will need to be moved from the current proposed location to the new fence. The barrier lengths will need to increase in that case.

7.0 RESULTS

The following sections present the predicted levels for HVAC and operation noise.

7.1 HVAC Noise Prediction

The predicted noise levels for HVAC at the surrounding property lines are presented in Table 9. Predicted noise levels are between 34 and 6 dB(A) from the HVAC units. The highest predicted

level is 34 dB(A) at 63 Lawrence Rd. The four most affected properties, 63 Lawrence Rd and 2-6 Hudson Hill Dr, were across Central St. The highest predicted levels being across Central St are due to the barrier effect the site buildings have on the units. Even if the building provided no barrier effect predicted levels would still meet the noise limits from Table 6. Figure 9 shows the noise contour lines for the HVAC predicted levels.

Table 9. Predicted Level at Property lines due to HVAC, A-Weighted Leq

Reference Number	Location	Predicted Property Line Level dB(A)	Predicted Levels at house, dB(A)	Limit, dB(A)	Excesses, dB
5	63 Lawrence Rd	34	28	44	-
3	4 Hudson Hill Dr	31	30	44	-
4	2 Hudson Hill Dr	30	29	44	-
2	6 Hudson Hill Dr	29	27	44	-
7	4 Bridle Bridge Rd	24	18	40	-
13	15 Sullivan Rd	23	23	40	-
10	8 Sullivan Rd	22	20	40	-
1	12 Hudson Hills Dr	20	15	40	-
9	1 Bridle Bridge Rd	20	11	44	-
11	10 Sullivan Rd	20	16	40	-
24	3 Cheney Dr	18	-	40	-
6	2 Sullivan Rd	17	16	44	-
18	13 Cheney Dr	17	-	40	-
17	17 Cheney Dr	16	-	40	-
22	5 Cheney Dr	15	-	40	-
14	16 Sullivan Rd	13	13	40	-
19	11 Cheney Dr	13	-	40	-
20	9 Cheney Dr	13	-	40	-
21	7 Cheney Dr	13	-	40	-
15	18 Sullivan Rd	12	14	40	-
16	19 Sullivan Rd	10	-	40	-
23	15 Cheney Dr	8	-	40	-
12	12 Sullivan Rd	6	6	40	-

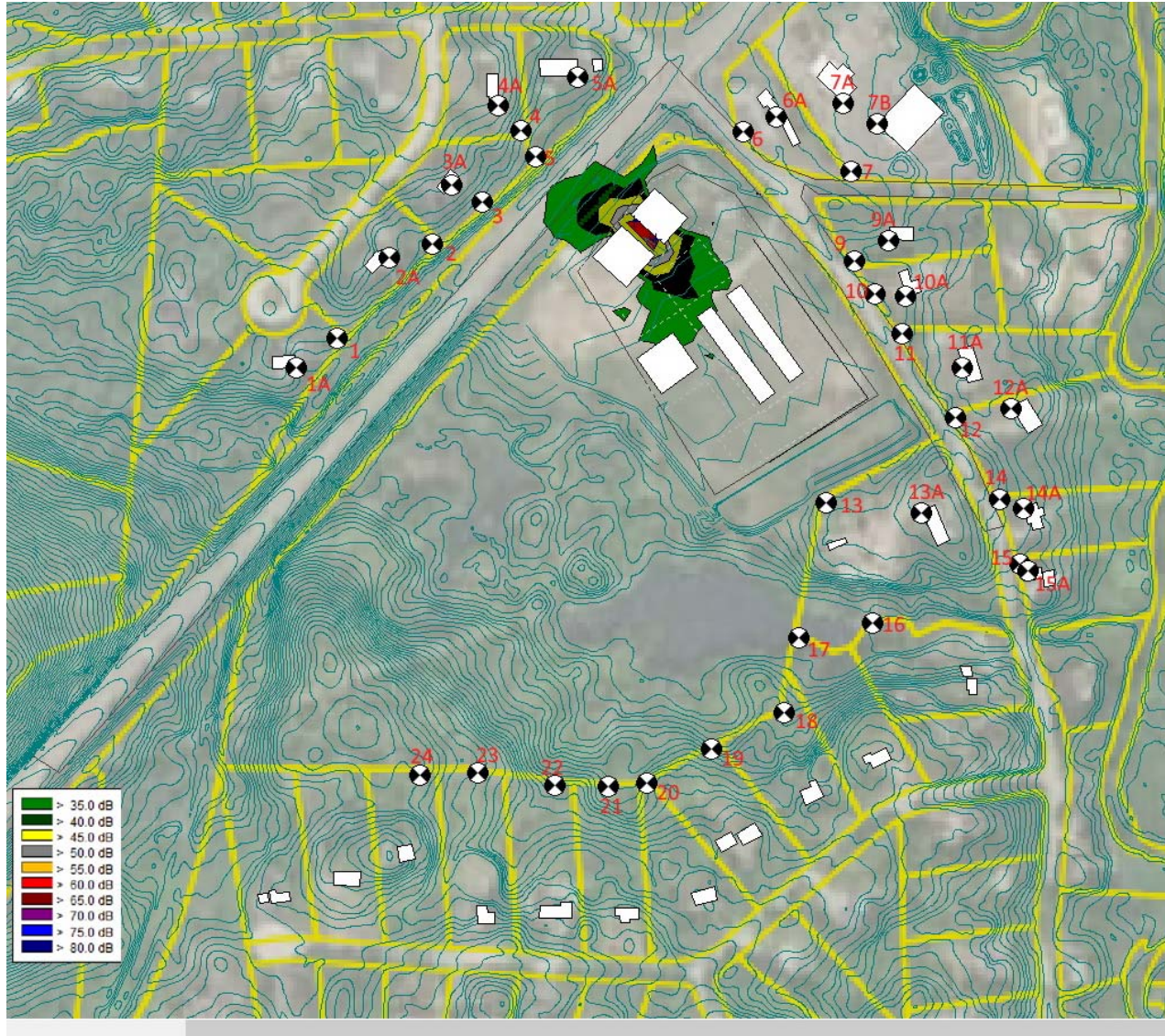


Figure 9. Noise Contour Map of the HVAC Noise.

7.2 Operation Noise Prediction

Four operating conditions were predicted:

- Forklifts operating during nighttime hours
- Forklifts operating during daytime hours
- Heavy Trucks and Forklifts operating during nighttime hours
- Heavy Trucks and Forklifts operating during daytime hours

All operating noise predictions are made with the HVAC operating. All predictions include the proposed sound barrier from section 6.3.

7.2.1 Forklifts Operating, Nighttime Hours

The predicted noise levels for three forklifts at the surrounding property lines are presented in Table 10, evaluated against the nighttime noise limits which apply while operating between 0600 and 0700 during weekdays and at all hours on Saturdays. Noise levels at property lines were predicted between 33 and 46 dB(A). The highest predicted level of 46 dB(A) was at 8 Sullivan Rd. This is 4 dB below the nighttime limit of 50 dB(A) from Table 5. A noise contour map with the reference numbers can be seen in Figure 10.

Table 10. Predicted Level due to Forklifts Compared with Nighttime Limit, A-weighted Leq

Reference Number	Location	Predicted Property Line Level dB(A)	Predicted Levels at house, dB(A)	Limit, dB(A)	Excesses, dB
10	8 Sullivan Rd	46	44	50	-
9	1 Bridle Bridge Rd	45	42	50	-
3	4 Hudson Hill Rd	44	43	50	-
11	10 Sullivan Rd	44	42	50	-
13	15 Sullivan Rd	44	41	50	-
2	6 Hudson Hill Dr	43	42	50	-
5	63 Lawrence	42	39	50	-
6	2 Sullivan Rd	42	42	50	-
4	2 Hudson Hill Dr	41	39	50	-
7	4 Bridle Bridge Rd	41	39	50	-
1	12 Hudson Hills Dr	40	35	50	-
12	12 Sullivan Rd	40	38	50	-
14	16 Sullivan Rd	38	38	50	-
18	13 Cheney Dr	38	-	50	-
19	11 Cheney Dr	38	-	50	-
20	9 Cheney Dr	38	-	50	-
21	7 Cheney Dr	38	-	50	-
24	3 Cheney Dr	37	-	50	-
22	5 Cheney Dr	36	-	50	-
17	17 Cheney Dr	35	-	50	-
23	15 Cheney Dr	35	-	50	-
15	18 Sullivan Rd	34	36	50	-
16	19 Sullivan Rd	33	-	50	-

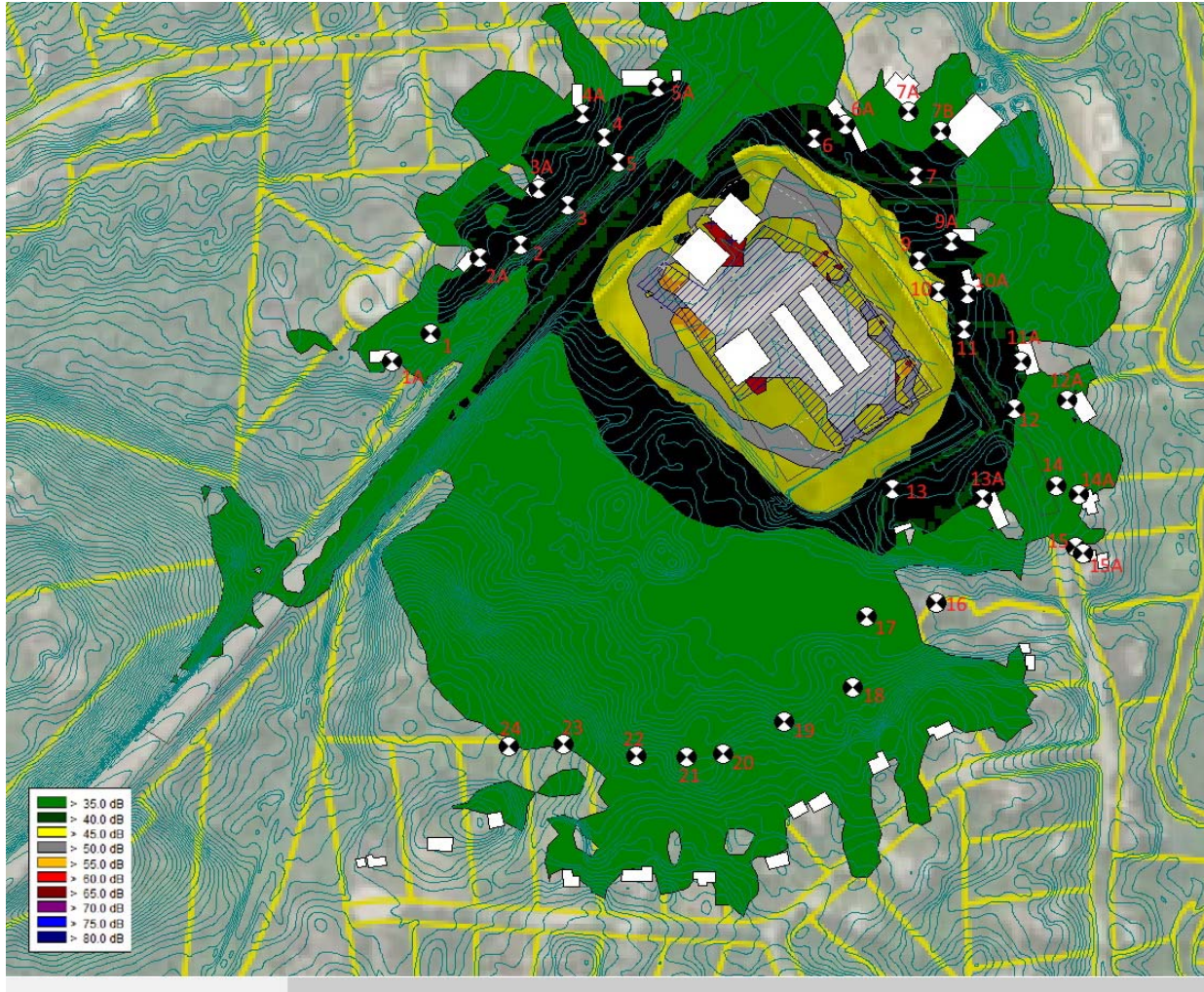


Figure 10. Noise Contour Map of the Forklift Noise.

7.2.2 Forklift Operating, Daytime Limit

Table 11 presents the same predicted levels for three forklifts at the surrounding property lines as the previous table but evaluated against the daytime limits. These apply during operation between 0700 and 1800 Monday through Friday. The highest predicted level of 46 dB(A) at 8 Sullivan Rd. is 8 dB below the Daytime limit of 54 dB(A) from Table 4. The noise contour map presented in Figure 10 above also applies to this condition.

Table 11. Predicted Level due to Forklifts Compared with Daytime Limit, Leq

Reference Number	Location	Predicted Property Line Level dB(A)	Predicted Levels at house, dB(A)	Limit, dB(A)	Excesses, dB
10	8 Sullivan Rd	46	44	54	-
9	1 Bridle Bridge Rd	45	42	55	-
3	4 Hudson Hill Dr	44	43	55	-
11	10 Sullivan Rd	44	42	54	-
13	15 Sullivan Rd	44	41	54	-
2	6 Hudson Hill Dr	43	42	55	-
5	63 Lawrence	42	39	55	-
6	2 Sullivan Rd	42	42	55	-
4	2 Hudson Hill Dr	41	39	55	-
7	4 Bridle Bridge Rd	41	39	55	-
1	12 Hudson Hills Dr	40	35	55	-
12	12 Sullivan Rd	40	38	54	-
14	16 Sullivan Rd	38	38	54	-
18	13 Cheney Dr	38	-	54	-
19	11 Cheney Dr	38	-	54	-
20	9 Cheney Dr	38	-	54	-
21	7 Cheney Dr	38	-	54	-
24	3 Cheney Dr	37	-	54	-
22	5 Cheney Dr	36	-	54	-
17	17 Cheney Dr	35	-	54	-
23	15 Cheney Dr	35	-	54	-
15	18 Sullivan Rd	34	36	54	-
16	19 Sullivan Rd	33	-	54	-

7.2.3 Forklift and Heavy Trucks, Nighttime limit

The predicted noise levels for the forklifts and heavy trucks at the surrounding property lines are presented in Table 12, evaluated against the nighttime noise limits. Heavy trucks will not be present on Saturdays, so this analysis is a worst case for if all three trucks arrive between 0600 and 0700 during the week. A noise contour map can be seen in Figure 11. Noise levels were predicted between 34 and 48 dB(A). The highest predicted level of 48 dB(A) at 8 Sullivan Rd. This is 2 dB below the nighttime limit of 50 dB(A) from Table 5. Predicted noise levels at the house of 8 Sullivan Rd are 45 dB(A).

Table 12. Predicted Level due to Forklifts and Heavy Trucks Compared with Nighttime Limit, Leq

Reference Number	Location	Predicted Property Line Level dB(A)	Predicted Levels at house, dB(A)	Limit, dB(A)	Excesses, dB
10	8 Sullivan Rd	48	45	50	-
9	1 Bridle Bridge Rd	47	44	50	-
11	10 Sullivan Rd	46	43	50	-
13	15 Sullivan Rd	45	43	50	-
2	6 Hudson Hill Dr	44	42	50	-
3	4 Hudson Hill Dr	44	43	50	-
6	2 Sullivan Rd	44	44	50	-
5	63 Lawrence Rd	43	40	50	-
7	4 Bridle Bridge Rd	43	41	50	-
4	2 Hudson Hill Dr	42	41	50	-
12	12 Sullivan Rd	42	40	50	-
1	12 Hudson Hills Dr	40	36	50	-
14	16 Sullivan Rd	39	40	50	-
18	13 Cheney Dr	39	-	50	-
19	11 Cheney Dr	39	-	50	-
20	9 Cheney Dr	39	-	50	-
21	7 Cheney Dr	39	-	50	-
24	3 Cheney Dr	38	-	50	-
22	5 Cheney Dr	37	-	50	-
15	18 Sullivan Rd	36	37	50	-
17	17 Cheney Dr	36	-	50	-
23	15 Cheney Dr	36	-	50	-
16	19 Sullivan Rd	34	-	50	-



Figure 11. Noise Contour Map of the Forklift and Truck Noise.

7.2.4 Forklift and Heavy Trucks, Daytime Limit

Table 13 presents the same predicted levels for the forklifts and heavy trucks at the surrounding property lines as the previous table but evaluated against the daytime limits. The highest predicted level of 48 dB(A) at 8 Sullivan Rd. is 6 dB below the daytime limit of 54 dB(A) from Table 4. Predicted noise levels at the house of 8 Sullivan Rd are 45 dB(A). The noise contour map presented in Figure 11 above also applies to this condition.

Table 13. Predicted Level due to Forklifts and Heavy Trucks Compared with Daytime Limit, Leq

Reference Number	Location	Predicted Property Line Level dB(A)	Predicted Levels at house, dB(A)	Limit, dB(A)	Excesses, dB
10	8 Sullivan Rd	48	45	54	-
9	1 Bridle Bridge Rd	47	44	55	-
11	10 Sullivan Rd	46	43	54	-
13	15 Sullivan Rd	45	43	54	-
2	6 Hudson Hill Dr	44	42	55	-
3	4 Hudson Hill Dr	44	43	55	-
6	2 Sullivan Rd	44	44	55	-
5	63 Lawrence Rd	43	40	55	-
7	4 Bridle Bridge Rd	43	41	55	-
4	2 Hudson Hill Dr	42	41	55	-
12	12 Sullivan Rd	42	40	54	-
1	12 Hudson Hills Dr	40	36	55	-
14	16 Sullivan Rd	39	40	54	-
18	13 Cheney Dr	39	-	54	-
19	11 Cheney Dr	39	-	54	-
20	9 Cheney Dr	39	-	54	-
21	7 Cheney Dr	39	-	54	-
24	3 Cheney Dr	38	-	54	-
22	5 Cheney Dr	37	-	54	-
15	18 Sullivan Rd	36	37	54	-
17	17 Cheney Dr	36	-	54	-
23	15 Cheney Dr	36	-	54	-
16	19 Sullivan Rd	34	-	54	-

8.0 CONCLUSION

The noise was predicted from the HVAC, Forklifts and Heavy Trucks for various times of day and operations. Noise limits for this facility range from 40-55 dB(A) depending on the time of day. These limits were established for the site based on the background noise levels measured during the February 16-23 noise monitoring in accordance with the Town of Hudson Noise Ordinance.

Predictions level for both the continuously operating HVAC, and the operation noise during business hours met the Town of Hudson Noise Ordinance.

These results are valid based on the following assumptions and recommendations:

- The noise barrier discussed in section 6.3 is installed per the manufacturer's recommendations.
- Forklifts are equipped with ambient sensitive white noise back up alarms.
- Propane Forklifts be utilized on site.
- Idling laws are enforced for Heavy Trucks/Tractor Trailers
- Tractor Trailer or other Heavy Trucks are not present on Saturday.

9.0 REFERENCES

1. Township of Hudson, New Hampshire, The Code Part II General Legislation Chapter 249 Noise
2. "ISO 9613-2:1996 - Acoustics -- Attenuation of Sound during Propagation Outdoors -- Part 2: General Method of Calculation." ISO - International Organization for Standardization
3. Fieldstone Land Consultants, "Site Development Plans 84 Lumber Company, Hudson New Hampshire," prepared for 84 Lumber Company, dated 3/8/23
4. NH Grant, New Hampshire's Statewide GIS Clearinghouse, Web <<https://granit.unh.edu/>>.
5. Spectrum Acoustical Consultants, "Appendix 18.11: Site operational noise assumptions and calculation procedure," dated 2/6/2007
6. Hastings, Aaron, "Technical Manual, Traffic Noise Model 3.1," U.S. Department of Transportation Federal Highway Administration, FHWA-HEP-21-041, dated September 2021
7. Trane Produce Catalog, "Packaged Rooftop Air Conditioners" March 2015
8. Federal Highway Administration, "Fundamentals and Abatement of Highway Traffic Noise Textbook and Training Course," FHWA, Washington, D.C., 1980

APPENDIX A: NOISE LEVELS

Noise measurements and predictions in this report are presented primarily in terms of A-weighted decibels, with units of dB(A). The A-weighting process approximates the frequency response of human hearing at moderate levels and is one of the most common metrics in use for assessing impact from noise. To provide context for these values, see Figure A-1, presents approximate A-weighted sound pressure levels for common outdoor and indoor and indoor noise sources and environments. Within this study, the relevant measured and predicted noise levels are largely between the background level of a small theater (low-30s) and that of a large business office (mid-50s).

Common Outdoor Noises	Sound Pressure Level, dB(A)	Common Indoor Noises
Jet Flyover at 300 meters	110	Rock Band at 5 meters
Gas Lawn Mower at 1 meter	100	Inside Subway Train (New York)
Diesel Truck at 15 meters	90	Food Blender at 1 meter
Noisy Urban Daytime	80	Garbage Disposal at 1 meter Shouting at 1 meter
Gas Lawn Mower at 30 meters Commercial Area	70	Vacuum Cleaner at 3 meters Normal Speech at 1 meter
Quiet Urban Daytime	60	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime Quiet Suburban Nighttime	50	Small Theatre, Large Conference Room (Background) Library
Quiet Rural Nighttime	40	Bedroom at Night Concert Hall (Background)
	30	Broadcast and Recording Studio
	20	Threshold of Hearing
	10	
	0	

Figure A-1: Common Outdoor and Indoor Noise Levels, adapted from reference [8]

A description of common terms from the Federal Highway Administration, Reference [8]

The **L90** is a statistical descriptor of the sound level exceeded 90% of the time of the measurement period. This is considered to represent the background noise without the source in question. Where the noise emissions from a source of interest are constant (such as noise from a fan, air conditioner or pool pump) and the ambient noise level has a degree of variability (for example, due to traffic noise), the L90 descriptor may adequately describe the noise source.

The **LEQ** is the Time-Equivalent Sound Level, descriptor accounts for noise fluctuations from moment to moment by averaging the louder and quieter moments and giving more weight to the louder moments. It represents the equivalent continuous sound pressure level over a given period. LEQ is SEL over some time period normalized by that time. It can be obtained using

short-term measurements. LEQ should not be confused with L50; LEQ is a measure of sound energy, not a statistical measure or statistical average.

The **LMAX, or Maximum Sound Level**, descriptor is the highest sound level measured during a single noise event (such as a vehicle pass by), in which the sound level changes value as time goes on. The maximum sound level is important in judging the interference caused by a noise event with common activities. LMAX ignores the number and duration of these events, and cannot be totaled into a one-hour or a 24-hour cumulative measure of impact.

APPENDIX B: TRANE NOISE DATA

Table 9. Outdoor sound power level – dB (ref. 10 – 2 W)

Tons	Unit Model Number	Octave Center Frequency								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
5	T/YSC060ED	84	91	79	77	74	71	68	63	80
6	T/YSC072ED	83	90	86	82	79	75	70	63	85
7½	T/YSC090ED	83	90	86	83	80	75	71	64	85
8.5	T/YSC102ED	83	89	84	81	77	72	69	62	83
10	T/YSC120ED	83	86	80	77	73	69	66	60	79

Note: Tests follow AR1270-95.

APPENDIX C: NOISE BARRIER MATERIAL

Product Name

AcoustiFence® Noise Reducing Fences

For Manufacturer Info:

Contact:

Acoustiblok, Inc.
6900 Interbay Boulevard
Tampa, FL 33616
Call - (813) 980-1400
Fax - (813) 549-2653
Email - sales@acoustiblok.com
www.acoustiblok.com

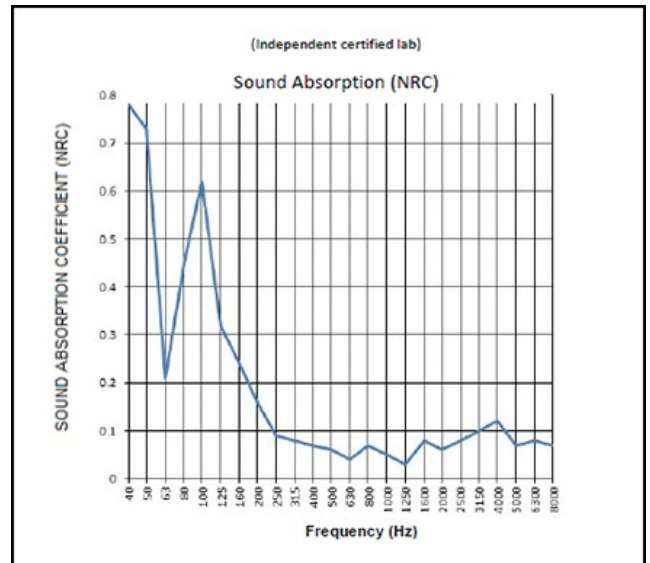
Product Description

Basic Use

AcoustiFence was originally developed by Acoustiblok, Inc. for noise isolation on offshore oil rigs, but has since proven successful in many other demanding outdoor settings, such as construction sites, commercial/industrial facilities, and residential communities.

AcoustiFence Noise Reducing Fences

AcoustiFence is a unique, heavy-mineral filled, barium free, viscoelastic acoustical material that is made in the U.S.A. Unlike fences or shrubs, this material does extraordinarily well in blocking direct sound, and a unique characteristic of the material sets it apart from other sound barriers when dealing with very low frequencies.



Sound Absorption Test Results

Benefits:

- Effectively reduces exterior noise
- Easy to install
- Resistant to UV, dirt and water
- Resistant to corrosion, mold and mildew



Product Name

AcoustiFence® Noise Reducing Fences

AcoustiFence Noise Reducing Fences continued...

In frequencies of 50Hz and below, the heavy limp AcoustiFence material actually begins to vibrate from low frequency sound waves. In essence it is transforming these low frequency sound waves into mechanical movement and internal friction energy. Laboratory tests indicate that this transformation process inhibits these lower frequencies from penetrating AcoustiFence, reducing their level by over 60 percent relative to the human ear. In addition, AcoustiFence becomes an absorbent material in these frequencies with test results show an NRC (noise reduction coefficient) as high as 0.78 (with 1.00 being the max). As such it is clear that AcoustiFence not only reduces sound as a barrier, but also acts as an acoustical absorbent material in very low frequencies, as opposed to reflecting those frequencies back like most other barriers. It is worth noting that lead sheets (which are toxic) work in the same manner.

Green AcoustiFence has the same sound deadening properties and features as our original black AcoustiFence. In addition, this new version features advanced reinforced edging and stainless steel cable ties. Made and sourced in the USA, It comes in 6x30 foot sections and is one of the most effective first steps in reducing noise for industrial, commercial and residential projects.

Green AcoustiFence

One of Acoustiblok's most popular products, designed as an advanced sound barrier that easily attaches to most types of fencing, is now available in a new green shade that easily blends into the environment. This makes it ideal for landscaping projects, residential home use and any outdoor applications where blending into the natural foliage is a concern.

Product Name

AcoustiFence® Noise Reducing Fences

Sound Transmission Class (STC)

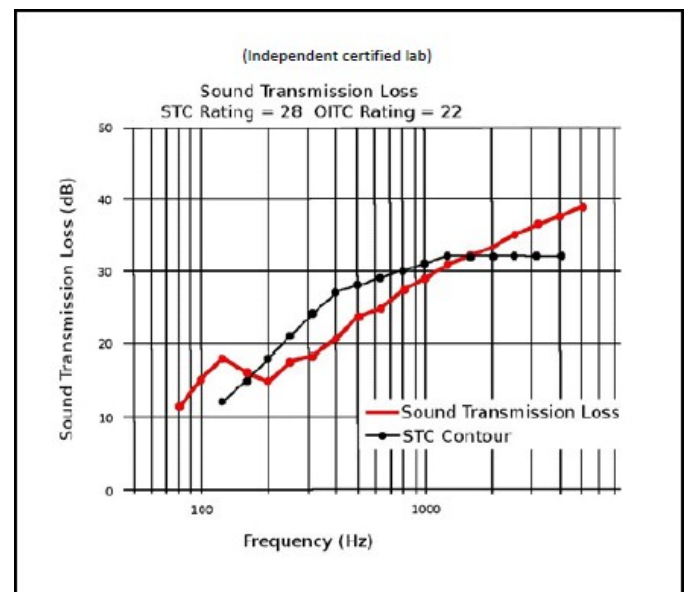
Sound Transmission Class (STC) is a single number that represents the sound blocking capacity of a partition such as a wall or ceiling.

STC numbers are often called out in architectural specifications, to assure that partitions will reduce noise levels adequately. For performance similar to laboratory test numbers, it is necessary to adhere closely to the construction materials and techniques used in the tested partition.

STC is calculated by comparing the actual sound loss measured when 16 test frequencies pass through a partition, with fixed values for each STC level. The highest STC curve that the measured sound loss numbers fit under, determines the STC rating of the partition.

STC calculations emphasize sound frequencies that match the human voice. A high STC partition will block the sound of human speech and block noise that interferes with human speech. To estimate high and low frequency performance, consult the Sound Transmission Loss graph included in STC test reports. Impact Insulation Class (IIC) measure transmitted impact noise and are specified for floor-ceiling assemblies only.

Acoustical test reports for numerous wall and floor/ceiling designs are available from Acoustiblok on request. All our test data is taken directly from independent 3rd party laboratories under NVLAP certification.



Sound Transmission Loss Test Results

Product Name

AcoustiFence® Noise Reducing Fences

Physical Properties

- Barium free
- Minimum STC 28 per ASTM E90-02 & ASTM E413-87
- Minimum sound attenuation 24 dBA @ 100Hz & 16dBA @ 40Hz
- Size - 6 ft.(1.83m) x 30 ft.(9.14m) x 0.125 in. (.3mm) – 180 ft² (16.83m²)
- Color - black or green
- High UV resistance
- Heat tolerance: 200°F (93°C) for 7 days, less than 1% shrinkage with no deformation.
- Freezes at -40°F (-40°C). Do not unroll or flex frozen material. Properties not affected by freeze/thaw cycles.
- No fungal or algal growth and no visible disfigurement, per ASTM D3273 and ASTM D3274 (rating=10)
- Tensile Strength - min. 510 PSI
- Weight per section: 185 lbs. (84Kg)

Material Specifications – Part # “Acoustifence 6x30 Industrial”

Acoustical Rating	STC 28 / OITC 22
Size	6 ft. (1.83m) x 30 ft. (9.14m) x 0.125 in (.3mm) 180 ft ² (16.72m ²)
Weight	185 lbs. (84Kg)
Fastening	Black brass grommets every 6 in. (152mm) along top edge with four grommets spaced along the bottom edge. Commonly installed horizontally.
Color	Black
(This is an industrial product and minor surface blemishes are a possibility.)	



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Tampa, Florida USA 33616
Telephone: (813)980-1400
www.Acoustiblok.com
sales@acoustiblok.com

Information herein is, to the best of our knowledge and belief, accurate. However, since conditions of handling and use are beyond our control, we make no guarantee of results and assume no liability for damages incurred by the use of this material/product. All material/products may present unknown health hazards and should be used with caution. Although certain hazards are described herein, we cannot guarantee that these are the only hazards that exist. Final determination of suitability of this material/product is the sole responsibility of the user. No representations or warranties, either expressed or implied, of merchantability, fitness for a particular purpose or any nature are made hereunder with respect to the information contained herein or the material/product to which the information refers. It is the responsibility of the user to comply with all applicable federal, state and local laws and regulations. Specifications subject to change without notice.

HMMH

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Burlington, Massachusetts 01803
781.229.0707
www.hmmh.com

July 26, 2023

Mr. Steve Reichert
50 Commercial Street Unit 2S
Manchester, NH 03101

via email at SReichert@fando.com

Subject: Peer review of revised noise study report for proposed 84 Lumber location in Hudson NH
Reference: HMMH Project 23-0137A



Dear Steve:

I've reviewed the revised version of the NCE noise study report for the proposed 84 Lumber site in Hudson. The revisions successfully addressed the most significant shortcomings that I identified in my preliminary review. The revised report shows that the proposed project satisfies the requirements of the Town of Hudson's noise ordinance, and I believe the study and evaluation were performed correctly. However, several errors and additional shortcomings that I've identified in the revised report should be addressed before it is submitted to the planning board as final. Without further revision, there is potential for confusion and lack of trust in the report's accuracy. Please forward this letter to the applicant and their noise consultant so that they can revise the report before it is sent to the planning board.

1. Table 7 and many other but not all tables with street addresses of the prediction sites – All street addresses have “PL” at the end. This implies Property Line, but both house and property line site numbers are given. The PL is confusing, and I suggest it be removed from all tables with it. Also “Street” is misspelled in the column heading.
2. Section 7.1 – The second sentence states predicted levels are between 32 and 6 dBA. The third sentence says that one site has a predicted level of 34 dBA. Please adjust the range to 34 dBA.
3. Section 7.2 – In many of the tables and in much of the text, Sullivan Road is listed as Sullivan Dr. This is confusing as it implies they are different streets. Please correct all of them.
4. Sections 7.2.1 and 7.2.3 – The second to last sentence references the limit in Table 1. Table 1 is in the executive summary, without any context. I suggest the reference be to Tables 2 and 5, which are in sections of the report with appropriate context for readers.
5. Section 7.2.2 – The second to last sentence references the limit in Table 1. Table 1 is in the executive summary, without any context. I suggest the reference be to Table 4, which is in a section of the report with appropriate context for readers.
6. Tables 11, 12 and 13 – The column headings are incorrect and should match the headings in Table 10. The Property Line and House column headings need to be correct for readers to reference the figures and the text correctly.
7. Sections 7.2.3 and 7.2.4 – The last sentence of the paragraph states that levels at the house are 46 dBA, where the table shows 45 dBA. Please correct in both locations.

8. Section 8 – The last sentence of the first paragraph should be reworded to include the Town of Hudson’s Noise Ordinance maximum sound level limits in the applied noise limit range described in the previous sentence.
9. Section 8 – I suggest calling the bullet list “assumptions and recommendations” to emphasize the importance of the noise control elements. Then, the list should also include a recommendation for propane power for the forklifts, since they are quieter than the diesels used in the modeling.
10. Appendix A – It would be best if this appendix also included descriptions of the time-based metrics used in the report including Leq, Lmax, and L90. Two of these metrics are not always well understood. Also, there is a missing reference in this section.



Please feel free to contact me if you have any questions or comments.

Sincerely,

Harris Miller Miller & Hanson Inc.

Christopher W. Menge, INCE

Senior Vice President and Principal Consultant



35 New England Business Center Drive
Suite 140
Andover, MA 01810

Ref: 9517

July 31, 2023

Mr. Brian Groth, AICP
Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Response to Transportation Comments – 84 Lumber
Hudson, New Hampshire

Dear Mr. Groth:

Vanasse & Associates, Inc. (VAI) hereby submits responses to the comments received from a Planning Board member related to traffic associated with the proposed project to be located at the intersection of Central Street (Route 111) and Sullivan Road/Lawrence Road in Hudson, New Hampshire. For convenience, we have reproduced the comment followed by our response.

Planning Board Member
June 14, 2023

Comment 1: *It is important to get actual counts from a similar site as that proposed and not rely on the ITE Trip Generation Manual.*

Response: The initial trip generation estimates for the project were based on Institute of Transportation Engineers (ITE) trip generation statistics¹ for land uses similar to the proposed 84 Lumber store. However, these land uses are not the same as the 84 Lumber store and relied on a combination of uses to estimate the project trip generation. A review of this data both internally and by the Hudson Planning Board raised concerns that this theoretical approach may not model actual conditions appropriately. Therefore, data was provided by the Applicant consisting of transactions for an 84 Lumber store similar in operations and size to the proposed Project in Hudson. Transactions in the form of packing slips are proof that an order has been picked up and traffic activity would represent a vehicle trip entering the site and exiting the site so that one packing slip would represent two vehicle trips. VAI used the number of packing slips and the time of the transaction to create daily and peak hour trip rates for the proposed site.

Data was provided for the most recent month of June 2023 and the Applicant has indicated that June represents an above average/peak month, as contractors are in the midst of construction season and are actively purchasing and picking up building materials and supplies to complete their improvement projects. This data was from a store in West Springfield that is slightly smaller than the proposed Hudson store, so trip rates (trips per 1,000 square feet (sf)) were calculated from this store and applied to the proposed Hudson

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

store. Table 1 summarizes the results and also provides the proposed ITE trips from the initial traffic assessment for comparison.

Table 1
PROPOSED SITE TRIP-GENERATION SUMMARY

Time Period/ Directional Distribution	Similar Site ^a	Empirical Trip Rate ^b Trips/1,000 sf	Empirical-Based Site Trips ^c	For Comparison: Previous Site Trips ^d
Weekday Daily	96	2.9	158	210
<i>Weekday Morning Peak Hour:</i>				
Entering	9	0.27	14	--
<u>Exiting</u>	<u>6</u>	<u>0.18</u>	<u>10</u>	<u>--</u>
Total	15	0.45	24	NA
<i>Weekday Evening Peak Hour:</i>				
Entering	4	0.12	6	11
<u>Exiting</u>	<u>4</u>	<u>0.12</u>	<u>7</u>	<u>15</u>
Total	8	0.24	13	26
Saturday Daily	14	0.41	22	396
<i>Saturday Midday Peak Hour:</i>				
Entering	2	0.06	3	38
<u>Exiting</u>	<u>2</u>	<u>0.06</u>	<u>3</u>	<u>36</u>
Total	4	0.12	6	74

^aBased on 84 Lumber Site; 33,300 sf.

^bBased on trips per 1,000 sf.

^cBased on Proposed 84 Lumber Site; 54,000 sf.

^dMemorandum, Traffic Assessment – Proposed Lumber Yard, Hudson, New Hampshire, VAI; October 28, 2023.

As shown in Table 1, the empirical-based trips from the similar 84 Lumber store represent daily trip differences that are between 52 and 374 trips fewer than previously expected. During the peak hours, the empirical-based trips are between 13 and 68 trips fewer than previously projected with the ITE data. Weekday morning peak hour trips were not calculated initially based on the ITE data indicating this was not a peak time period. Based on the results from Table 1, it was determined that the traffic signal warrant analysis for the Project Site driveway should be revised using the new empirical-based vehicle trips during the weekday time period. However, the new analysis did not indicate any change in the results and a traffic signal is still warranted at this location. This is shown in Table 2.



Table 2
UPDATED TRAFFIC SIGNAL WARRANTS ANALYSIS RESULTS^a
ROUTE 111 AT LAWRENCE ROAD/SULLIVAN ROAD

Warrant No.	Description	Satisfied for 2023 Existing Conditions	Satisfied for 2034 No-Build Conditions	Satisfied for 2034 Build Conditions
1	Eight-Hour Vehicular Volume	No	No	Yes
2	Four-Hour Vehicular Volume	No	Yes	Yes
3	Peak Hour	Yes	Yes	Yes
4	Pedestrian Volume	No	No	No
5	School Crossing	No	No	No
6	Coordinated Signal System	No	No	No
7	Crash Experience	No	No	No
8	Roadway Network	No	No	No
9	Grade Crossing	No	No	No

^aTSWA based on counts conducted in January 2023.

It should be noted that under the 2034 No-Build conditions, the intersection trips warrant levels for 7 of 8 hours for the Eight-Hour Vehicular Volume warrant. Only a small increase is needed to get one more hour to exceed the thresholds. In fact, with the empirical-based trip projections, the Project would result in a 0.73 percent increase during the evening peak hour. This indicates the Project has a minimal effect on the intersection operations.

If additional information is required, please do not hesitate to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Scott W. Thornton, P.E.
Principal

Attachments: Empirical Data and Updated Signal Warrant Analysis

cc: File



APPENDIX

EMPIRICAL DATA
TRAFFIC SIGNAL WARRANT ANALYSIS

EMPIRICAL DATA

Transaction Data

	6 am	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	Grand Total
Monday	15	23	38	30	18	16	13	15	23	19	4	5	219
Tuesday	19	24	32	17	13	22	20	9	9	9	5	2	181
Wednesday	15	23	24	27	19	13	27	6	13	27	11	5	210
Thursday	21	26	39	27	23	26	17	16	18	18	11	5	247
Friday	23	25	29	25	22	14	12	14	12	12	8	1	197
Saturday		3	2	8	6	7	1						27
Grand Total	93	124	164	134	101	98	90	60	75	85	39	18	1081

Trips

Row Labels	6 am	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm
Monday	7.5	11.5	19	15	9	8	6.5	7.5	11.5	9.5	2	2.5
Tuesday	9.5	12	16	8.5	6.5	11	10	4.5	4.5	4.5	2.5	1
Wednesday	7.5	11.5	12	13.5	9.5	6.5	13.5	3	6.5	13.5	5.5	2.5
Thursday	8.4	10.4	15.6	10.8	9.2	10.4	6.8	6.4	7.2	7.2	4.4	2
Friday	9.2	10	11.6	10	8.8	5.6	4.8	5.6	4.8	4.8	3.2	0.4
Wk Avg	8.42	11.1	14.8	11.6	8.6	8.3	8.32	5.4	6.9	7.9	3.52	1.68
Saturday	0	1.5	1	4	3	3.5	0.5	0	0	0	0	0

	Similar Site		Empirical		Proposed
Weekday Daily	96.52		2.90		158
AM	14.84		0.45		24
PM	7.9		0.24		13
Sat Daily	13.5		0.41		22
Sat Mid	4		0.12		6
Size	33,300sf		1,000sf		54,000sf

Porposed Trip Generation	
Weekday Daily	158
AM	
IN	14
OUT	10
TOTAL	24
PM	
IN	6
OUT	7
TOTAL	13
Sat Daily	22
Sat Mid	
IN	3
OUT	3
TOTAL	6

Distribution Based on LUC 812

TRAFFIC SIGNAL WARRANT ANALYSIS

Hour	Eastbound		Westbound		Northbound		Southbound	
	secs/veh	veh-hrs	secs/veh	veh-hrs	secs/veh	veh-hrs	secs/veh	veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 70%	1A 56%	1B 70%	1B 56%	2 70%	3A 70%	3B 56%	4A 70%	4B 56%
07 - 08	1356	130	1570	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
08 - 09	1108	78	1262	No	No	Yes	Yes	Yes	No	Yes	No	No
09 - 10	873	56	978	No	No	Yes	Yes	No	No	No	No	No
10 - 11	763	65	891	No	No	Yes	Yes	Yes	No	No	No	No
11 - 12	780	47	872	No	No	No	Yes	No	No	No	No	No
12 - 13	809	58	907	No	No	Yes	Yes	No	No	No	No	No
13 - 14	840	45	929	No	No	No	Yes	No	No	No	No	No
14 - 15	1093	53	1187	No	No	Yes	Yes	No	No	No	No	No
15 - 16	1346	62	1458	No	No	Yes	Yes	Yes	No	No	No	No
16 - 17	1539	81	1682	No	No	Yes	Yes	Yes	No	Yes	No	No
17 - 18	1515	67	1629	No	No	Yes	Yes	Yes	No	No	No	No
18 - 19	969	57	1069	No	No	Yes	Yes	No	No	No	No	No
Total	12991	799	14434	1	1	10	12	6	0	3	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume	[X]
A. Minimum Vehicular Volumes	[]
B. Interruption of Continuous Traffic	[X]
56% Vehicular --and-- Interruption Volumes	[]
Warrant 2: Four-Hour Vehicular Volume	[X]
Four-Hour Vehicular Volumes	[X]
Warrant 3: Peak Hour	[X]
A. Peak-Hour Conditions	[]
B. Peak-Hour Vehicular Volume Hours Met	[X]
Warrant 4: Pedestrian Volume	[]
A. Four Hour Volumes	[]
B. One-Hour Volumes	[]
Warrant 5: School Crossing	[]
Gaps Same Period	[]
Student Volumes	[]
Nearest Traffic Control Signal	[]
Warrant 6: Coordinated Signal System	[]
Degree of Platooning	[]
Warrant 7: Crash Experience	[]
A. Adequate Trials of Alternatives	[]
B. Reported Crashes	[]
C. 56% Volumes for Warrants 1A, 1B --or-- 4	[X]
Warrant 8: Roadway Network	[]
A. Weekday Volume	[]
B. Weekend Volume	[]

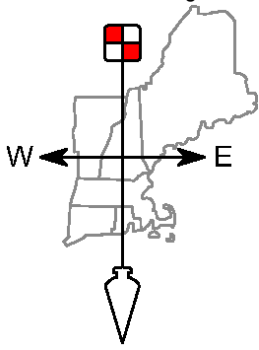
Meeting Date: 8/23/23
Warrant # 09-22 84

SP# 09-22 84 Luimber Site plan - Attachment C []

- A. Grade Crossing within 140 ft --and--
- B. Peak-Hour Vehicular Volumes

[]
[]
[]

This text report was created in HCS™ Warrants Version 2023 on 7/27/2023 3:51:28 PM



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Surveying ♦ Engineering
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206 Elm Street, Milford, NH 03055 - Phone: 603-672-5456 - Fax: 603-413-5456

www.FieldstoneLandConsultants.com

**Test Pit Data
Map 145 Lot 15
3 Sullivan Road
Hudson, NH**

Test Pit #1

10/13/22

0-6" - 10YR 3/3 dark brown, loamy sand, granular, friable

6-12" - 10YR 5/6 yellowish brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = 12" Roots = None

Test Pit #2

10/13/22

0-7" - 10YR 3/3 dark brown, loamy sand, granular, friable

7-72" - 10YR 5/6 yellowish brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None

Test Pit #3

10/13/22

0-12" - 10YR 3/3 dark brown, loamy sand, granular, friable

12-24" - 10YR 4/4 dark yellowish brown, loamy medium to coarse sand, single grain, loose

24-76" - 2.5Y 6/6 olive brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = 76" Roots = None

Test Pit #4

10/13/22

0-12" - 10YR 3/3 dark brown, loamy sand, granular, friable

12-24" - 10YR 4/4 dark yellowish brown, loamy medium to coarse sand, single grain, loose

24-70" - 2.5Y 6/6 olive brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = 70" Roots = None

Test Pit #5**10/13/22**

0-12" - 10YR 3/3 dark brown, loamy sand, granular, friable

12-24" - 10YR 4/4 dark yellowish brown, loamy medium to coarse sand, single grain, loose

24-80" - 2.5Y 6/6 olive brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = 6"**Test Pit #6****10/13/22**

0-15" - 10YR 3/3 dark brown, loamy sand, granular, friable

15-24" - 10YR 4/4 dark yellowish brown, loamy medium to coarse sand, single grain, loose

24-68" - 2.5Y 6/6 olive brown, gravelly medium to coarse sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = 68" Roots = None**Test Pit #7****10/13/22**

0-9" - 10YR 3/3 dark brown, loamy fine sand, granular, friable

9-16" - 10YR 5/6 yellowish brown, loamy fine sand, massive, friable

16" - 2.5Y 6/3 light yellowish brown, loamy fine sand, massive, friable

ESHWT = 66" Observed Water = None Ledge/Boulders = None Roots = 4"**Test Pit #8****10/13/22**

0-56" - 10YR 3/3 dark brown, gravelly sandy loam, massive, friable *fill

56-78" - 2.5Y 6/3 light yellowish brown, loamy fine sand, massive, friable

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None**Test Pit #9****10/13/22**

0-26" - 10YR 3/3 dark brown, sandy loam, massive, friable *fill

26-44" - 10YR 4/6 dark yellowish brown, stony/gravelly sandy loam, massive, friable

44-72" - 2.5Y 5/3 light olive brown, stony/gravelly sandy loam, massive, firm

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None

Test Pit #10**10/13/22**

0-6" - 10YR 3/3 dark brown, loamy sand, granular, friable

6-19" - 10YR 5/6 yellowish brown, loamy sand, massive, friable

19-32" - 2.5Y 6/3 light olive brown, medium to coarse sand, single grain, loose

32-80" - 2.5Y 6/4 light olive brown, fine to medium sand, single grain, loose

ESHWT = 64" Observed Water = None Ledge/Boulders = None Roots = None**Test Pit #11****10/13/22**

0-12" - 10YR 3/3 dark brown, loamy sand, granular, friable

12-24" - 10YR 5/6 yellowish brown, loamy sand, massive, friable

24-36" - 2.5Y 6/4 light yellowish brown, sandy loam, massive, friable

36-76" - 2.5Y 5/4 light olive brown, silty loam, massive, friable

ESHWT = 60" Observed Water = None Ledge/Boulders = None Roots = 22"**Test Pit #12****10/13/22**

0-36" - 10YR 3/3 dark brown, stony sandy loam, granular, friable *fill

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None**Test Pit #12A****10/13/22**

0-12" - 10YR 3/3 dark brown, loamy sand, granular, friable

12-23" - 10YR 5/6 yellowish brown, loamy sand, massive, friable

23-36" - 2.5Y 6/4 light yellowish brown, sandy loam, massive, friable

36-68" - 2.5Y 5/4 light olive brown, silty loam, massive, friable

ESHWT = 60" Observed Water = None Ledge/Boulders = None Roots = 24"**Test Pit #13****10/13/22**

0-36" - 10YR 3/3 dark brown, sandy loam, massive, friable *fill

36-48" - 10YR 4/6 dark yellowish brown, stony/gravelly sandy loam, massive, friable

48-80" - 2.5Y 5/3 light olive brown, stony/gravelly sandy loam, massive, firm

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None

Test Pit #14**10/13/22**

0-12" - 10YR 3/3 dark brown, loamy sand, massive, friable *fill

12-48" - 2.5Y 6/3 light yellowish brown, medium to coarse sand, single grain, loose

48-72" - 2.5Y 6/3 light yellowish brown, fine to medium sand, single grain, loose

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = None**Test Pit #15****6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable. *fill

6-18" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

18-48" - 2.5 Y 6/6 Olive brown loam and boulders, granular, friable *fill

48-60" - 10YR 5/6 yellowish brown fine sandy loam, granular, friable

60-100" - 2.5Y 5/4 Light yellowish brown loamy fine sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = 100" Roots = 60"**Test Pit #16****6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable *fill

6-50" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

50-54" - 10 YR 3/3 Dark brown loam, granular friable

54-60" - 10 YR 5/6 Yellowish brown fine sandy loam, granular, friable

60-110" - 2.5Y 5/4 Light yellowish brown sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = 8"**Test Pit #17****6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable *fill

6-24" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

24-30" - 10 YR 3/3 Dark brown loam, granular friable

30-32" - 10 YR 5/6 Yellowish brown fine sandy loam, granular, friable

32-100" - 2.5Y 5/4 Light yellowish brown sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = 4"

Test Pit #18**6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable. *fill

6-18" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

18-50" - 2.5 Y 6/6 Olive brown loam and boulders, granular, friable *fill

50-60" - 10YR 5/6 yellowish brown fine sandy loam, granular, friable

60-120" - 2.5Y 5/4 Light yellowish brown loamy fine sand, granular, friable

ESHWT = 110" Observed Water = None Ledge/Boulders = None Roots = 6"**Test Pit #19****6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable. *fill

6-18" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

18-50" - 2.5 Y 6/6 Olive brown loam and boulders, granular, friable *fill

50-54" - 10YR 5/6 yellowish brown fine sandy loam, granular, friable

54-130" - 2.5Y 5/4 Light yellowish brown loamy fine sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = 100" Roots = 4"**Test Pit #20****6/7/23**

0-6" - 10YR 3/3 Dark brown loam, massive, friable *fill

6-50" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

50-54" - 10 YR 3/3 Dark brown loam, granular friable

54-62" - 10 YR 5/6 Yellowish brown fine sandy loam, granular, friable

62-120" - 2.5Y 5/4 Light yellowish brown sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = 120" Roots = None**Test Pit #21****6/7/23**

0-8" - 10YR 3/3 Dark brown loam, massive, friable *fill

8-48" - 2.5Y 5/4 Light yellowish brown sand, granular, friable *fill

48-52" - 10 YR 3/3 Dark brown loam, granular friable

52-60" - 10 YR 5/6 Yellowish brown fine sandy loam, granular, friable

60-130" - 2.5Y 5/4 Light yellowish brown sand, granular, friable

ESHWT = None Observed Water = None Ledge/Boulders = None Roots = 18"

Test Pit #22

6/7/23

0-18" - 10YR 3/3 Dark brown loam, massive, friable

18-24" - 10 YR 5/6 Yellowish brown loamy fine sand, granular, friable

24-52" - 2.5Y 5/4 Light yellowish brown fine sand, granular, friable

ESHWT = None

Observed Water = None

Ledge/Boulders = 52"

Roots = 48"

Logged By: Christopher Guida



Christopher A. Guida, CSS, CWS
Certified Soil & Wetland Scientist
NH Licensed Designer #1401



TOWN OF HUDSON

Planning Department



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6008 · Fax: 603-594-1142

CAP FEE WORKSHEET - 2023

Date: 08-16-23 Zone # 2 Map/Lot: 145-015-000

3 Sullivan Road

Project Name: 84 Lumber Site Project

Proposed ITE Use #1: General Light Industrial

Proposed Building Area (square footage): 55,500 S.F.

CAP FEES: (ONE CHECK NEEDED)

1.	(Bank 09) 2070-702	Traffic Improve (Zone 2)	\$ <u>87,135</u>
		Total CAP Fee	\$ <u>87,135</u>

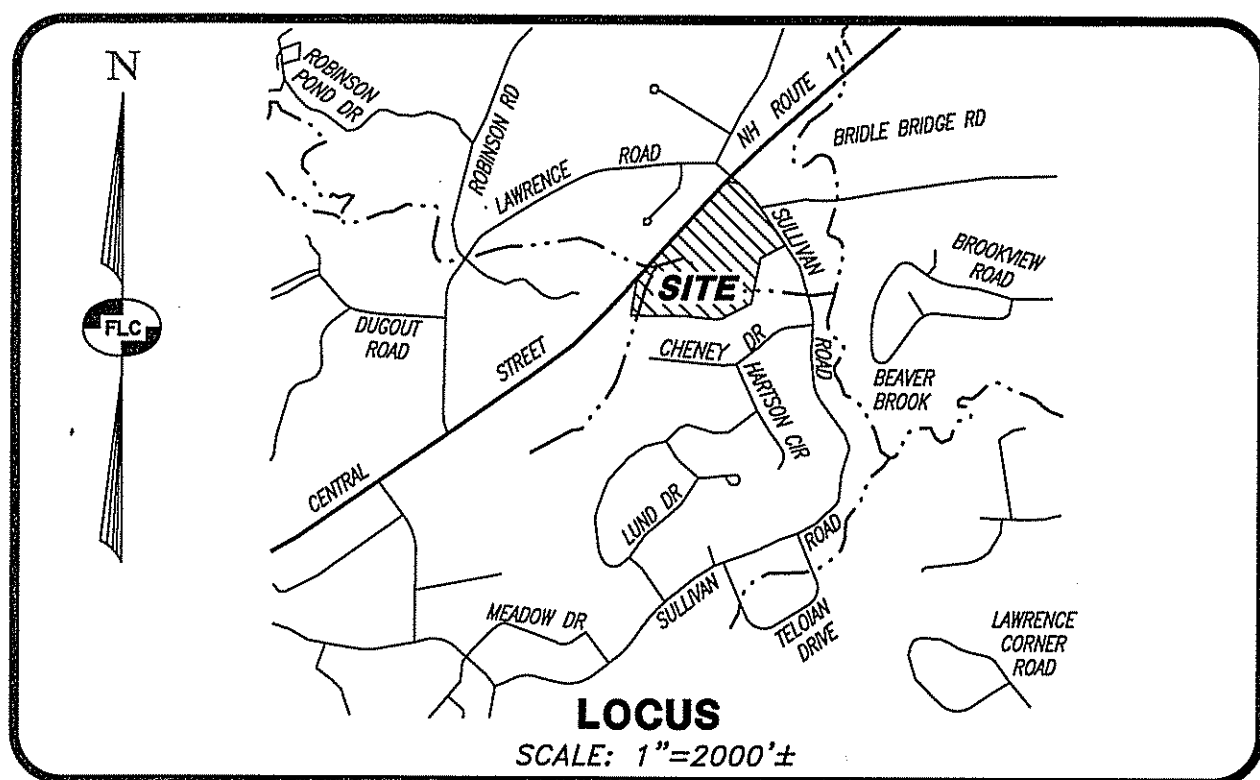
Check should be made payable to the Town of Hudson.

SITE DEVELOPMENT PLANS

84 LUMBER COMPANY

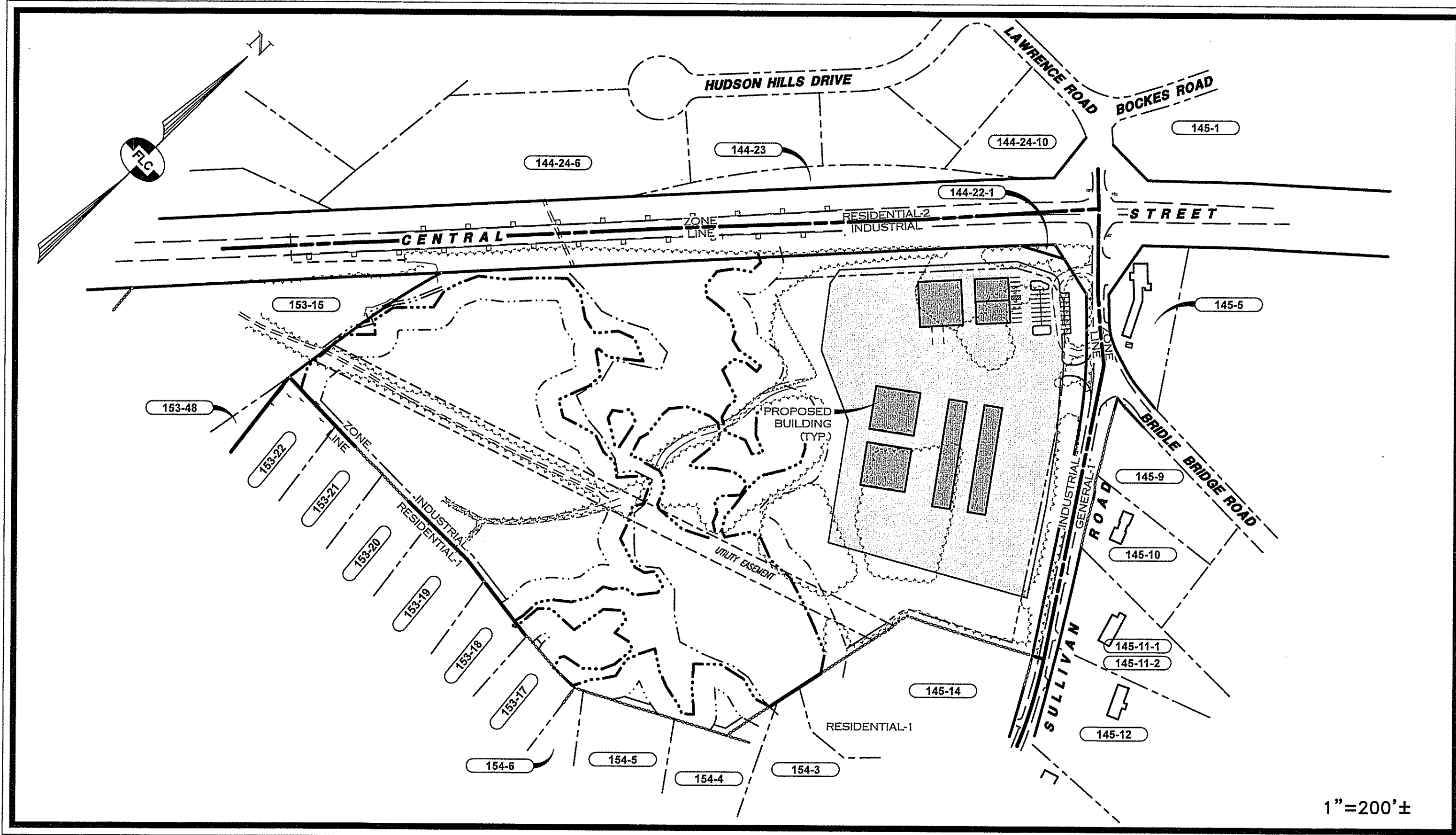
TAX MAP 145 PARCEL 15 (3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE

AUGUST 2, 2022
REVISED: AUGUST 10, 2023



ABUTTER INFORMATION:

- | | | |
|---|---|---|
| <p>MAP 145 LOT 1
1 BOCKES ROAD, LLC
25 PELHAM ROAD, SUITE 103
SALEM, NH 03079
BK.8752 PG.2019 5/5/2015
(1 BOCKES ROAD)</p> <p>MAP 145 LOT 5
MILAP CORPORATION
2 SULLIVAN ROAD
HUDSON, NH 03051
BK.8234 PG.473 4/28/2000
(2 SULLIVAN ROAD)</p> <p>MAP 145 LOT 9
HOPE M. GIBBS
JASON M. DEBOW
1 BRIDLE BRIDGE ROAD
HUDSON, NH 03051
BK.9209 PG.2313 9/16/2019
(1 BRIDLE BRIDGE ROAD)</p> <p>MAP 145 LOT 10
MELISSA JOHNSON
AARON LOCKE
8 SULLIVAN ROAD
HUDSON, NH 03051
BK.8689 PG.2481 9/5/2014
(8 SULLIVAN ROAD)</p> <p>MAP 145 LOT 11-1
JOSEPH C. THOMPSON
10 SULLIVAN ROAD
HUDSON, NH 03051
BK.8767 PG.501 7/2/2015
(10 SULLIVAN ROAD)</p> <p>MAP 145 LOT 11-2
ROBERTA JOHNSON
12 SULLIVAN ROAD
HUDSON, NH 03051
BK.7432 PG.2490 3/22/2005
(12 SULLIVAN ROAD)</p> <p>MAP 145 LOT 12
ROBERT A. & LOUISE E.
VERCELLIN
14 SULLIVAN ROAD
HUDSON, NH 03051
BK.8342 PG.1975 8/19/2011
(14 SULLIVAN ROAD)</p> <p>MAP 145 LOT 14
DANIEL H. & CAROLE H. RODIER
15 SULLIVAN ROAD
HUDSON, NH 03051
BK.8464 PG.130 8/27/2012
(15 SULLIVAN ROAD)</p> | <p>MAP 153 LOT 15
STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
PO BOX 483
1 HAZEN DRIVE ROOM 204
CONCORD, NH 03302
(361 CENTRAL STREET)</p> <p>MAP 153 LOT 17
MARGUERITE THIBEAU
11 CHENEY DRIVE
HUDSON, NH 03051
BK.5833 PG.1654 7/21/1997
(11 CHENEY DRIVE)</p> <p>MAP 153 LOT 18
MARYBETH & MARK E. PETROS
13 CHENEY DRIVE
HUDSON, NH 03051
BK.8572 PG.470 6/17/2023
(13 CHENEY DRIVE)</p> <p>MAP 153 LOT 19
PAUL HENRY ALLEN
LEONORA LOUISE SARANTAKIS
15 CHENEY DRIVE
HUDSON, NH 03051
BK.5630 PG.455 5/31/1995
(15 CHENEY DRIVE)</p> <p>MAP 153 LOT 20
NANCY FREDHOLM
17 CHENEY DRIVE
HUDSON, NH 03051
BK.3298 PG.945 4/28/1985
(17 CHENEY DRIVE)</p> <p>MAP 153 LOT 21
MATTHEW F. & JULIE E. ROY
19 CHENEY DRIVE
HUDSON, NH 03051
BK.9295 PG.260 5/12/2020
(19 CHENEY DRIVE)</p> <p>MAP 153 LOT 22
NICOLE KELLEY FEINAUER
MAE LUCILLE GAY
21 CHENEY DRIVE
HUDSON, NH 03051
BK.9322 PG.1275 7/17/2020
(21 CHENEY DRIVE)</p> <p>MAP 153 LOT 48
ROGERIO & JANET ABREU
38 CHENEY DRIVE
HUDSON, NH 03051
BK.8746 PG.1638 4/28/2015
(38 CHENEY DRIVE)</p> | <p>MAP 144 LOT 22-1
STATE OF NEW HAMPSHIRE
C/O DRED
172 PEMBROKE ROAD
PEMBROKE, NH 03302
BK.423 PG.145
(CENTRAL STREET)</p> <p>MAP 144 LOT 23
PROPERTIES INC.
C/O ELECTRICAL SUPERINTENDENT
PO BOX 270
HARTFORD, CT 06141
(CENTRAL STREET)</p> <p>MAP 144 LOT 24-6
SEAN M. & MEGHAN E. JORDAN
12 HUDSON HILLS DRIVE
HUDSON, NH 03051
BK.9096 PG.2282 06/08/2018
(12 HUDSON HILLS DRIVE)</p> <p>MAP 144 LOT 24-10
ROBERT & JENNIFER GANAS
63 LAWRENCE ROAD
HUDSON, NH 03051
BK.7925 PG.848 11/28/2007
(63 LAWRENCE ROAD)</p> <p>MAP 154 LOT 3
DAVID J. & DONNA MARIE
HAMILTON
3 CHENEY DRIVE
HUDSON, NH 03051
BK.7069 PG.1372 9/17/2003
(3 CHENEY DRIVE)</p> <p>MAP 154 LOT 4
ROBERT H. & THERESA A.
FOURNIER
5 CHENEY DRIVE
HUDSON, NH 03051
BK.8751 PG.2734 5/8/2015
(5 CHENEY DRIVE)</p> <p>MAP 154 LOT 5
CHRISTOPHER MICHAEL ESTRELLA
7 CHENEY DRIVE
HUDSON, NH 03051
BK.9200 PG.1940 8/20/2019
(7 CHENEY DRIVE)</p> <p>MAP 154 LOT 6
MARILYN M. PATINSKAS
9 CHENEY DRIVE
HUDSON, NH 03051
BK.4299 PG.29 7/23/1987
(9 CHENEY DRIVE)</p> <p>MAP 144 LOT 22-1
STATE OF NEW HAMPSHIRE
C/O DRED
172 PEMBROKE ROAD
PEMBROKE, NH 03302-1856</p> |
|---|---|---|



SHEET INDEX		
PAGE	SHEET	TITLE
1	CV-1	COVER SHEET
2	SP-1	SITE PLAN
3	EX-1	EXISTING CONDITIONS PLAN
4	GR-1	GRADING PLAN
5	UT-1	UTILITY PLAN
6	LT-1	LIGHTING PLAN
7	LS-1	LANDSCAPING PLAN
8	DT-1	EROSION CONTROL DETAILS
9	DT-2	CONSTRUCTION DETAILS
10	DT-3	CONSTRUCTION DETAILS
11	DT-4	CISTERN DETAILS

EXHIBIT SHEET INDEX		
PAGE	SHEET	TITLE
1	EH-1	SIGHT DISTANCE EXHIBIT
2	EH-2	PROPOSED SEWEGE DISPOSAL SYSTEM PLAN
3	EH-3	HIGH INTENSITY SOIL MAP

PREPARED FOR:
84 LUMBER COMPANY
1019 ROUTE 519, BUILDING 4
EIGHTY FOUR, PA 15330

LAND OF:
PIERCE HARDY LIMITED PARTNERSHIP
1019 ROUTE 519, BUILDING 4
EIGHTY FOUR, PA 15330

1. THE LOCATION OF THE UTILITIES SHOWN ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PRESERVE ALL UTILITY SERVICES.

2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL JURISDICTIONAL AGENCIES AND UTILITY COMPANIES PRIOR TO AND DURING CONSTRUCTION.

3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND PROPOSED WORK PRIOR TO CONSTRUCTION.

CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION
DIGSAFE.COM
OR DIAL 811
CALL BEFORE YOU DIG

APPROVED BY THE HUDSON, NH PLANNING BOARD

DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY _____ SIGNATURE DATE _____

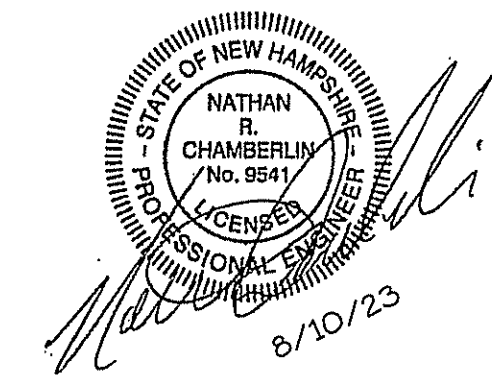
SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

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REV.	DATE	DESCRIPTION	C/O	DR	CK
F	8/10/23	ACOUSTICAL FENCING, TEST PITS, CISTERN, OS-1	---	NRC	NRC
E	4/25/23	REVISED PER PLANNING BOARD MEETING	---	DLS	NRC
D	3/8/23	REVISED PER PLANNING BOARD MEETING	---	DLS	NRC
C	2/8/23	REVISED PER 1/25/23 PB MEETING	---	HPB	DLS NRC
B	1/6/23	REVISED PER STAFF & PEER REVIEW COMMENTS	---	CLR	CEB
A	11/17/22	REVISED PER CLIENT & FIRE REVIEW	---	CLR	CEB
REV.	DATE	DESCRIPTION	C/O	DR	CK

FILE: 3184CV01E.dwg PROJ. NO. 3184.01 SHEET: CV-1 PAGE NO. 1 OF 11

LEGEND:

PROPOSED FEATURES

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- SHOULDER
- SWALE
- LIMITS OF CLEARING
- WATER LINE
- UNDERGROUND UTILITY LINES AND UTILITY BOXES LOCATION
- WATER GATE VALVE
- WATER SERVICE SHUT-OFF
- SEPTIC AREA
- EARTHEN BERM
- RETAINING WALL
- TRAFFIC FLOW ARROWS (NOT PAINTED)
- PHASING LINE
- STORM WATER DRAINAGE
- DRAIN INLET PROTECTION
- DRAIN MANHOLE
- BUILDING MOUNTED LIGHT
- HANDICAP PARKING STALL

SEE SHEET EX-1 FOR EXISTING FEATURES LEGEND.

- PAVED/GRAVEL AREA (PHASE 1)
- PAVED/GRAVEL AREA (PHASE 2)
- BUILDING (PHASE 1)
- BUILDING (PHASE 2)
- CONCRETE AREA
- STORAGE AREA

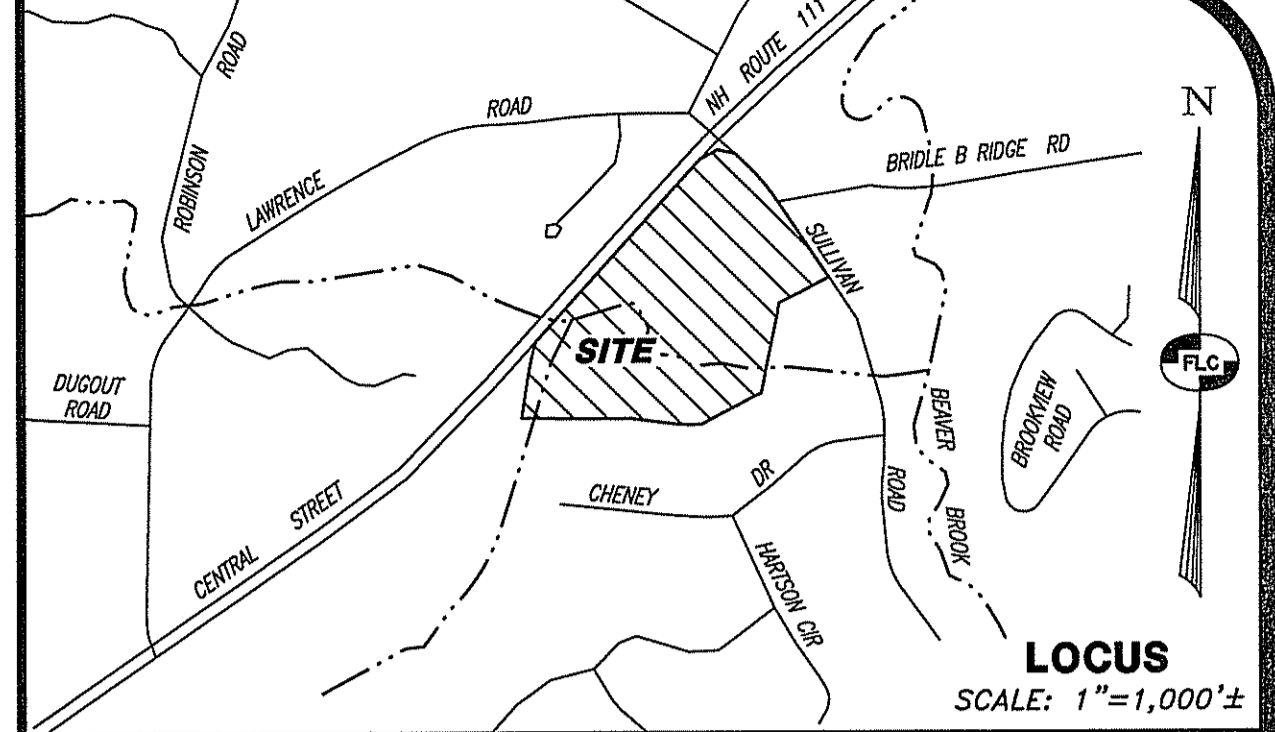
CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION

DIGSAFE.COM
OR DIAL 8 1 1

CALL 811 - KNOW WHAT'S BELOW

- NOTES (CONTINUED):**
- LOT 145-15 IS SUBJECT TO AN EASEMENT TO THE NORTHERN GAS TRANSMISSION COMPANY, RECORDED IN VOL.1312 PG.375 DATED 1/21/52 IN THE H.C.R.D.
 - ALL SIGNS ARE SUBJECT TO APPROVAL BY THE HUDSON PLANNING BOARD PRIOR TO INSTALLATION THEREOF.
 - PROPOSED OPEN SPACE IS 986,500± SQUARE FEET, OR 73.1% OF THE LOT.
 - PARKING CALCULATION:**
RETAIL USE: 1 SPACE / 200 SF = 4,800 SF / 200 = 24 SPACES
OFFICE USE: 1 SPACE / 300 SF = 2,700 SF / 300 = 9 SPACES
REQUIRED = 33 SPACES
PROVIDED = 44 SPACES (INCLUDING 2 HANDICAP SPACES)
PARKING FOR THE WAREHOUSE/STORAGE BUILDINGS WILL BE IN THE OPEN AREAS ADJACENT TO THE BUILDINGS ON SITE.
 - THERE ARE NO PERTINENT HIGHWAY PROJECTS ON THIS SITE.
 - THIS PROJECT REQUIRES THE FOLLOWING PERMITS:

PERMIT #.	STATUS:
NHDES, ALTERATION OF TERRAIN:	PENDING
NHDES, SEPTIC PERMIT:	PENDING
 - AN ON-SITE PRE-CONSTRUCTION MEETING SHALL BE HELD WITH THE TOWN ENGINEER OR DESIGNATED REPRESENTATIVE PRIOR TO INITIATING EARTH MOVING ACTIVITIES AND AFTER PERIMETER EROSION CONTROL MEASURES, PROTECTIVE FENCING, WASTE DISPOSAL AND CONSTRUCTION ACCESS PADS HAVE BEEN INSTALLED.
 - THE TOWN ENGINEERING DEPARTMENT MAY REQUIRE A BOND OR OTHER SECURITY IN AN AMOUNT AND WITH SURETY CONDITIONS SATISFACTORY TO THE TOWN.
 - THE TOWN ENGINEERING DEPARTMENT MAY REQUIRE THE OWNER OR AUTHORIZED AGENT TO DEPOSIT IN ESCROW WITH THE TOWN AN AMOUNT OF MONEY SUFFICIENT TO COVER THE TOWN'S COSTS FOR INSPECTION AND ANY PROFESSIONAL ASSISTANCE REQUIRED FOR SITE COMPLIANCE MONITORING.
 - THE PROPOSED MAIN BUILDING AND STORAGE BUILDINGS WILL BE 24' 3" TALL AND THE STORAGE SHEDS WILL BE 18' 8" TALL.
 - THIS PROJECT WILL REQUIRE AN EPA CONSTRUCTION GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (GCP).
 - THE EXISTING SEPTIC SYSTEM SHALL BE REMOVED AND DISPOSED OF PROPERLY IN ACCORDANCE WITH ALL LOCAL & STATE REGULATIONS.
 - THE HOURS OF OPERATION SHALL BE FROM 6:00 AM TO 6:00 PM MONDAY THROUGH FRIDAY AND 7:00 AM TO 1:00 PM ON SATURDAYS.
 - THE SITE LIGHTING WILL ONLY BE ON DURING NORMAL BUSINESS HOURS.
 - THE PROPOSED GRADING, DRAINAGE, LANDSCAPING AND PRIVACY FENCE SHALL BE COMPLETED IN PHASE 1. THE PHASE 2 PAVING LIMITS WILL BE LOANED AND SEEDED IN PHASE 1.



- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP LOT 145-15 IS POCOMO DEVELOPMENT LLC - PO BOX 642, WINDHAM, NH 03087. THE DEED REFERENCES FOR LOT 145-15 IS BK.8274 PG.2729 DATED DECEMBER 15, 2010 IN THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS.
 - THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSED LUMBER YARD AND ASSOCIATED SITE IMPROVEMENTS OVER TAX MAP 145 LOT 15.
 - THE TOTAL AREA OF TAX MAP LOT 145-15 IS 30,962 ACRES OR 1,348,707 SQ.FT. WITH 1390.64 FT. OF FRONTAGE ALONG CENTRAL STREET AND 907.23 FT. OF FRONTAGE ALONG SULLIVAN ROAD.
 - ZONING FOR THE PARCEL IS THE INDUSTRIAL DISTRICT (I).

INDUSTRIAL DISTRICT	REQUIRED	EXISTING 145-15	PROPOSED
MIN LOT AREA	43,560 SF W/O TOWN	1,348,707 SF	1,348,707 SF
MIN LOT FRONTAGE	150 FT	2,297.87 FT	2,297.87 FT
MIN FRONT SETBACK	50 FT	73.5 FT	53.7 FT
MIN REAR SETBACK	15 FT	647.2 FT	207.0 FT
MIN SIDE SETBACK	15 FT	N/A	N/A
 - THE SITE IS ALSO LOCATED IN THE WETLANDS CONSERVATION DISTRICT. A 50 FT. WETLAND BUFFER IS REQUIRED. IT IS PARTIALLY LOCATED IN THE 100-YEAR FLOOD HAZARD ZONE AND WITHIN AN AQUIFER AREA.
 - THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED FROM REFERENCE PLAN #1 CITED HEREON AND A PRECISE BOUNDARY SURVEY BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022.
 - HORIZONTAL ORIENTATION IS THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD83. VERTICAL DATUM IS NAVD-88. BOTH ARE BASED ON FIELD GPS OBSERVATIONS THAT WERE UPLOADED TO AND CALCULATED BY THE NOAA ONLINE POSITIONING USER SERVICE (OPUS).
 - JURISDICTIONAL WETLANDS WERE DELINEATED BY CHRISTOPHER A. GUIDA, C.W.S. IN JANUARY, 2022 IN ACCORDANCE WITH THE "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1, DATED JANUARY 1987".
 - THE SUBJECT PARCEL IS PARTIALLY LOCATED IN A FLOOD HAZARD ZONE 'A' AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), HILLSBOROUGH COUNTY, TOWN OF HUDSON, NEW HAMPSHIRE, COMMUNITY NUMBER 330092, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER: 3301C05360, EFFECTIVE DATE SEPTEMBER 25, 2009.
 - THE SITE IS CURRENTLY SERVICED BY OVERHEAD UTILITIES AND A PRIVATE WELL AND SEPTIC SYSTEM.
 - ALL OTHER UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
 - THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY PERFORMED BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022 TOGETHER WITH THE REFERENCE PLANS CITED HEREON.

NATHAN R. CHAMBERLIN
No. 9541
LICENSED PROFESSIONAL ENGINEER
8/10/23

JIM ZAUNIK
PRINT
8/10/23
DATE

GRAPHIC SCALE
50' 25' 0 50' 100' 150'
IMPERIAL: 1"=50'

REV.	DATE	DESCRIPTION	C/O	DR	CK
B/F	8/10/23	ADD ACOUSTICAL FENCING	---	NRC	NRC
E	4/25/23	REVISED PER PLANNING BOARD MEETING	---	NRC	NRC
D	3/8/23	REVISED PER PLANNING BOARD MEETING	---	NRC	NRC
REV.	DATE	DESCRIPTION	C/O	DR	CK

SITE PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE

PREPARED FOR:
84 LUMBER COMPANY
1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 50' MARCH 22, 2022

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APPROVED BY THE HUDSON, NH PLANNING BOARD

DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY _____ SIGNATURE DATE _____

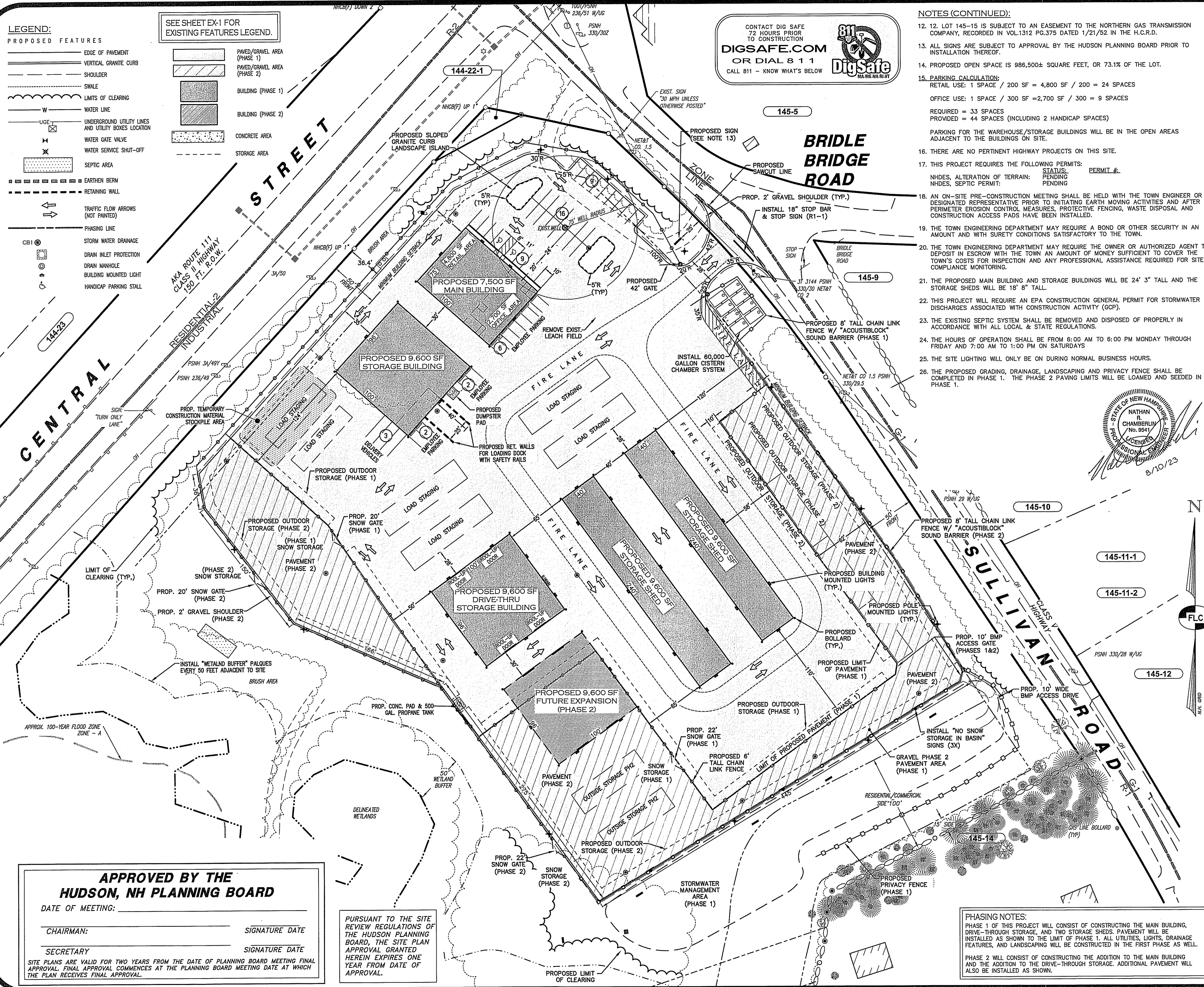
SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

PHASING NOTES:

PHASE 1 OF THIS PROJECT WILL CONSIST OF CONSTRUCTING THE MAIN BUILDING, DRIVE-THROUGH STORAGE, AND TWO STORAGE SHEDS. PAVEMENT WILL BE INSTALLED AS SHOWN TO THE LIMIT OF PHASE 1. ALL UTILITIES, LIGHTS, DRAINAGE FEATURES, AND LANDSCAPING WILL BE CONSTRUCTED IN THE FIRST PHASE AS WELL.

PHASE 2 WILL CONSIST OF CONSTRUCTING THE ADDITION TO THE MAIN BUILDING AND THE ADDITION TO THE DRIVE-THROUGH STORAGE. ADDITIONAL PAVEMENT WILL ALSO BE INSTALLED AS SHOWN.



LEGEND:

- RIGHT-OF-WAY LINE
 - BOUNDARY LINE
 - - - ABUTTING LOT LINE
 - - - BUILDING SETBACK LINE
 - - - EDGE OF PAVED ROAD
 - - - EDGE OF GRAVEL ROAD
 - - - CURB LINE
 - - - STONE WALL
 - - - EDGE OF TREE LINE
 - - - 200' 10' CONTOUR INTERVAL
 - - - 202' 2' CONTOUR INTERVAL
 - - - GUARDRAIL
 - - - OVERHEAD UTILITY LINE
 - - - ZONE LINE
 - - - EXISTING EASEMENT
 - - - 50' WETLAND BUFFER LINE
 - - - DELINEATED WETLANDS
 - - - EDGE OF WATER
 - - - APPROX. 100 YR FLOOD LINE
- 145-15** TAX MAP & LOT NUMBER
- G.B.(F) GRANITE BOUND FOUND
 - D.H.(F) DRILL HOLE FOUND
 - L.P.M.(F) IRON PIN FOUND
 - L.P.I.P.E.(F) IRON PIPE FOUND
 - N.H.C.B.(F) NH CONCRETE BOUND FOUND
 - D.H.(F)/A.P.I.N.(F) MONUMENT PER REFERENCE PLAN #1
 - GAS LINE MARKER
 - UTILITY POLE & CUY
 - SINGLE SIGN POST
 - LIGHT POST
 - SQUARE CATCH BASIN
 - MAILBOX
 - #3 STREET ADDRESS
 - ▨ EXISTING BUILDING
 - TBR TO BE REMOVED

REFERENCE PLANS:

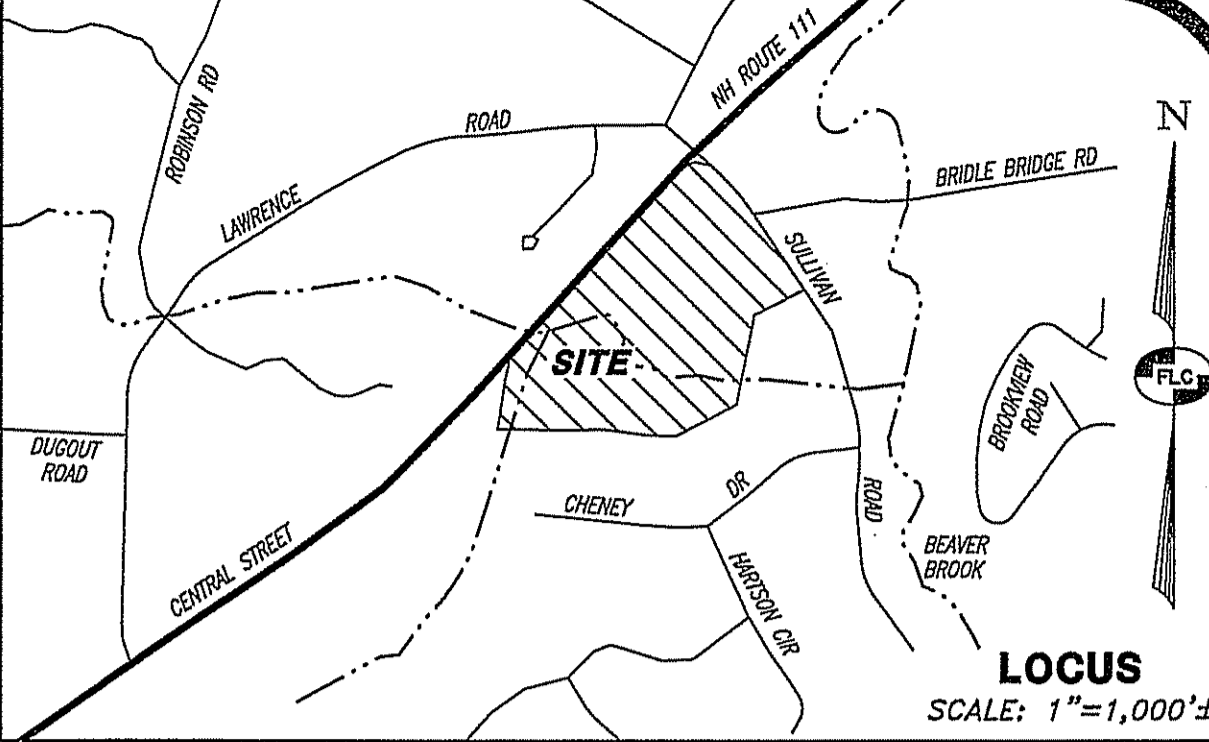
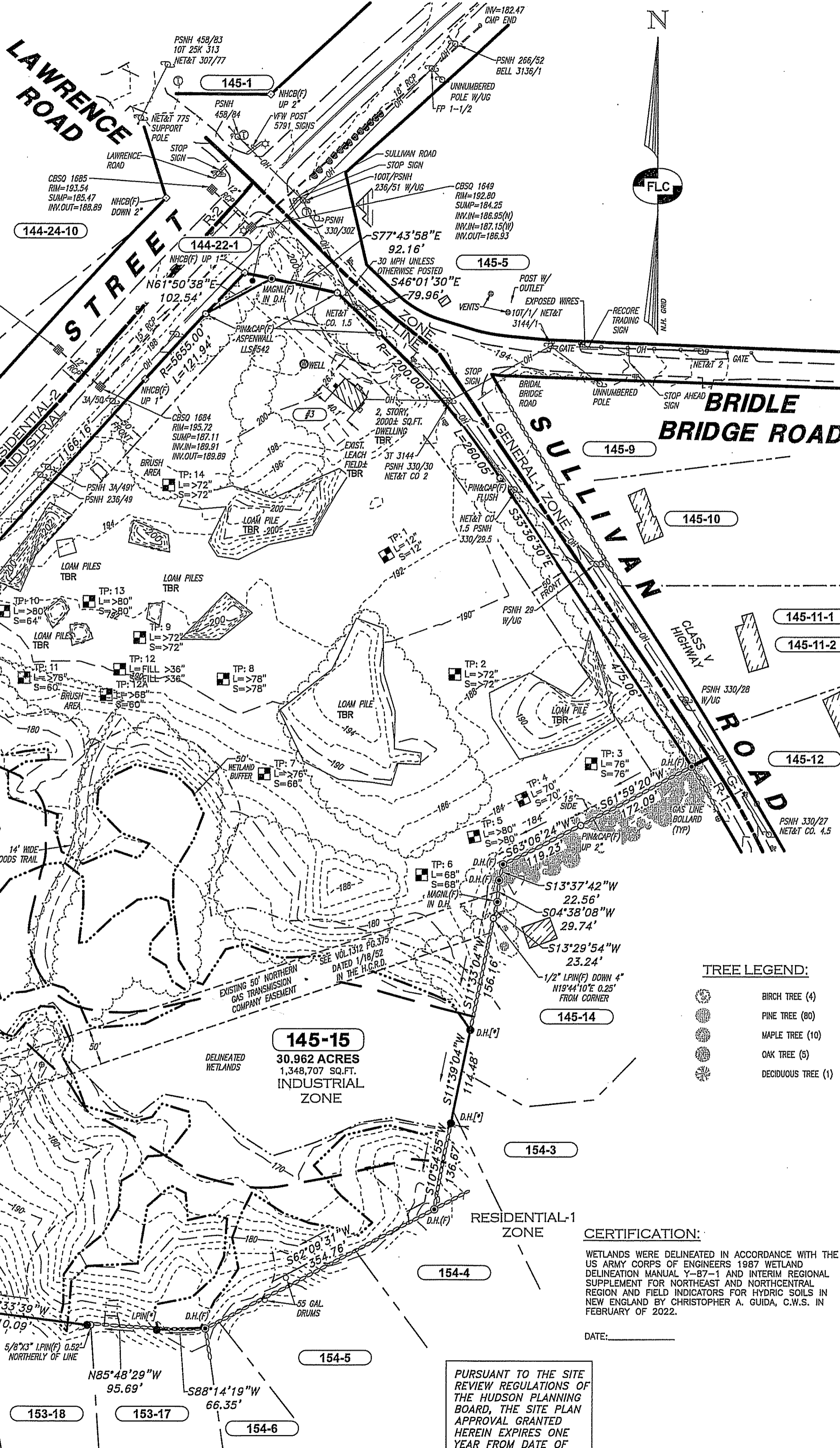
- "SUBDIVISION PLAN - MAP 145 / LOT 015 - SULLIVAN ROAD & CENTRAL STREET - HUDSON, NH - OWNED BY: - POCOMO DEVELOPMENT, LLC - 72A OLD DERRY ROAD - HUDSON, NH 03051", SCALE: 1"=100', DATED: FEBRUARY 2013, REVISED THROUGH: APRIL 3, 2013, PREPARED BY: EDWARD N. HERBERT ASSOC. INC. & RECORDED AS PLAN #37715 IN THE H.C.R.D.
- "CHENEY ACRES - FINAL SUBDIVISION - PLAN OF LAND - OWNED BY: HARTSON E. CHENEY - HUDSON, N.H.", SCALE: 1"=100', DATED: OCTOBER 31, 1974, PREPARED BY: AMHERST SURVEY ASSOCIATES, INC. & RECORDED AS PLAN #7994 IN THE H.C.R.D."
- "TOWN OF HUDSON, NH. - PLAN OF LAND - SULLIVAN RD. & ROUTE 111 HUDSON, N.H. - MAP 145 / LOT 015 - OWNERS: PETER HOVLING, LINDA SUMMIT - ERIC J. HOVLING & KURT HOVLING - 3 SULLIVAN ROAD - HUDSON, NH 03051", SCALE: 1"=100', DATED: NOVEMBER, 2010, PREPARED BY: EDWARD N. HERBERT ASSOC. INC. & RECORDED AS PLAN #36944 IN THE H.C.R.D.
- "STATE OF NEW HAMPSHIRE - DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS - PLANS OF PROPOSED - FEDERAL AID SECONDARY PROJECT - NO. S28(7) - N.H. PROJECT NO. S-3791-A - HUDSON-WINDHAM ROAD", SCALE: 1"=50', DATED: NOVEMBER, 1960.
- "CORRECTIVE PLAN PREPARED FOR - HUDSON HILLS SUBDIVISION - TAX MAP 144; LOT 24 - LAWRENCE ROAD, HUDSON, NEW HAMPSHIRE", SCALE: 1"=50', DATED: DECEMBER 5, 2005, PREPARED BY: WOODLAND DESIGN GROUP INC. & RECORDED AS PLAN #34463 IN THE H.C.R.D.

CERTIFICATION:

"I HEREBY CERTIFY THAT THIS PLAN IS THE RESULT OF AN ACTUAL FIELD SURVEY MADE ON THE GROUND PER THE PRECISION AND ACCURACY STANDARDS FOR AN URBAN CLASSIFICATION SURVEY AS SPECIFIED IN THE NEW HAMPSHIRE LAND SURVEYOR'S ADMINISTRATIVE RULES (LAN 503.04) AND HAS A MAXIMUM ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND (1:10,000) ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY."

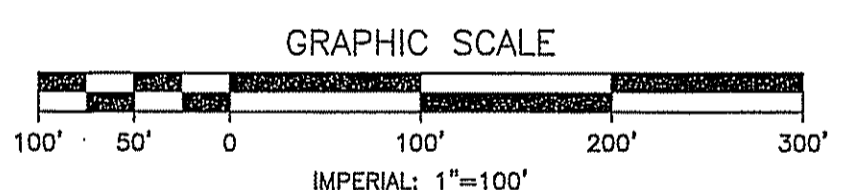
DATE: _____

SEE SHEET CV-1 (COVER SHEET) FOR: ABUTTER INFORMATION



- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP LOT 145-15 IS PIERCE HARDY LIMITED PARTNERSHIP - 1019 RT. 519, BUILDING 4, THE DEED REFERENCES FOR LOT 145-15 IS BK.9655 PG.1574 DATED SEPTEMBER 14, 2022 IN THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS.
 - THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS OF TAX MAP 145 LOT 15.
 - THE TOTAL AREA OF TAX MAP LOT 145-15 IS 30.962 ACRES OR 1,348,707 SQ.FT. WITH 1390.64 FT. OF FRONTAGE ALONG CENTRAL STREET AND 907.23 FT. OF FRONTAGE ALONG SULLIVAN ROAD.
 - ZONING FOR THE PARCEL IS THE INDUSTRIAL DISTRICT (I).

INDUSTRIAL DISTRICT:	REQUIRED *	EXISTING 145-15	* W/O TOWN SEWER & WATER
MIN LOT AREA	43,560 SF	1,348,707 SF	
MIN LOT FRONTAGE	150 FT	2,297.87 FT	
MIN FRONT SETBACK	50 FT	73.5 FT.	
MIN REAR SETBACK	15 FT	647.2 FT	
MIN SIDE SETBACK	15 FT	N/A	
 - THE SITE IS ALSO LOCATED IN THE WETLANDS CONSERVATION DISTRICT. A 50 FT. WETLAND BUFFER IS REQUIRED. IT IS PARTIALLY LOCATED IN THE 100-YEAR FLOOD HAZARD ZONE AND WITHIN AN AQUIFER AREA.
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 - HORIZONTAL ORIENTATION IS THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD83. VERTICAL DATUM IS NAVD-88. BOTH ARE BASED ON FIELD GPS OBSERVATIONS THAT WERE UPLOADED TO AND CALCULATED BY THE NOAA ONLINE POSITIONING USER SERVICE (OPUS).
 - JURISDICTIONAL WETLANDS WERE DELINEATED BY CHRISTOPHER A. GUIDA, C.W.S. IN JANUARY, 2022 IN ACCORDANCE WITH THE "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1, DATED JANUARY 1987".
 - THE SUBJECT PARCEL IS PARTIALLY LOCATED IN A FLOOD HAZARD ZONE 'A' AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), HILLSBOROUGH COUNTY, TOWN OF HUDSON, NEW HAMPSHIRE, COMMUNITY NUMBER 330092, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER: 33011C0536D, EFFECTIVE DATE SEPTEMBER 25, 2008.
 - THE SITE IS CURRENTLY SERVICED BY OVERHEAD UTILITIES AND A PRIVATE WELL AND SEPTIC SYSTEM.
 - ALL OTHER UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
 - THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY PERFORMED BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022 TOGETHER WITH THE REFERENCE PLANS CITED HEREON.
 - LOT 145-15 IS SUBJECT TO AN EASEMENT TO THE NORTHERN GAS TRANSMISSION COMPANY, RECORDED IN VOL.1312 PG.375 DATED 1/21/52 IN THE H.C.R.D.



REV.	DATE	DESCRIPTION	C/O	DR	CK
B	12/6/22	ADDED APPROVAL BLOCK		CLR	MDP
A	11/21/22	REVISE TITLE AND NOTE #1		CDF	MDP

EXISTING CONDITIONS PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330
 LAND OF:
PIERCE HARDY LIMITED PARTNERSHIP
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330
 SCALE: 1" = 100' MARCH 22, 2022
 Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

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 www.FieldstoneLandConsultants.com

APPROVED BY THE HUDSON, NH PLANNING BOARD
 DATE OF MEETING: _____
 CHAIRMAN: _____ SIGNATURE DATE _____
 SECRETARY _____ SIGNATURE DATE _____
 SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

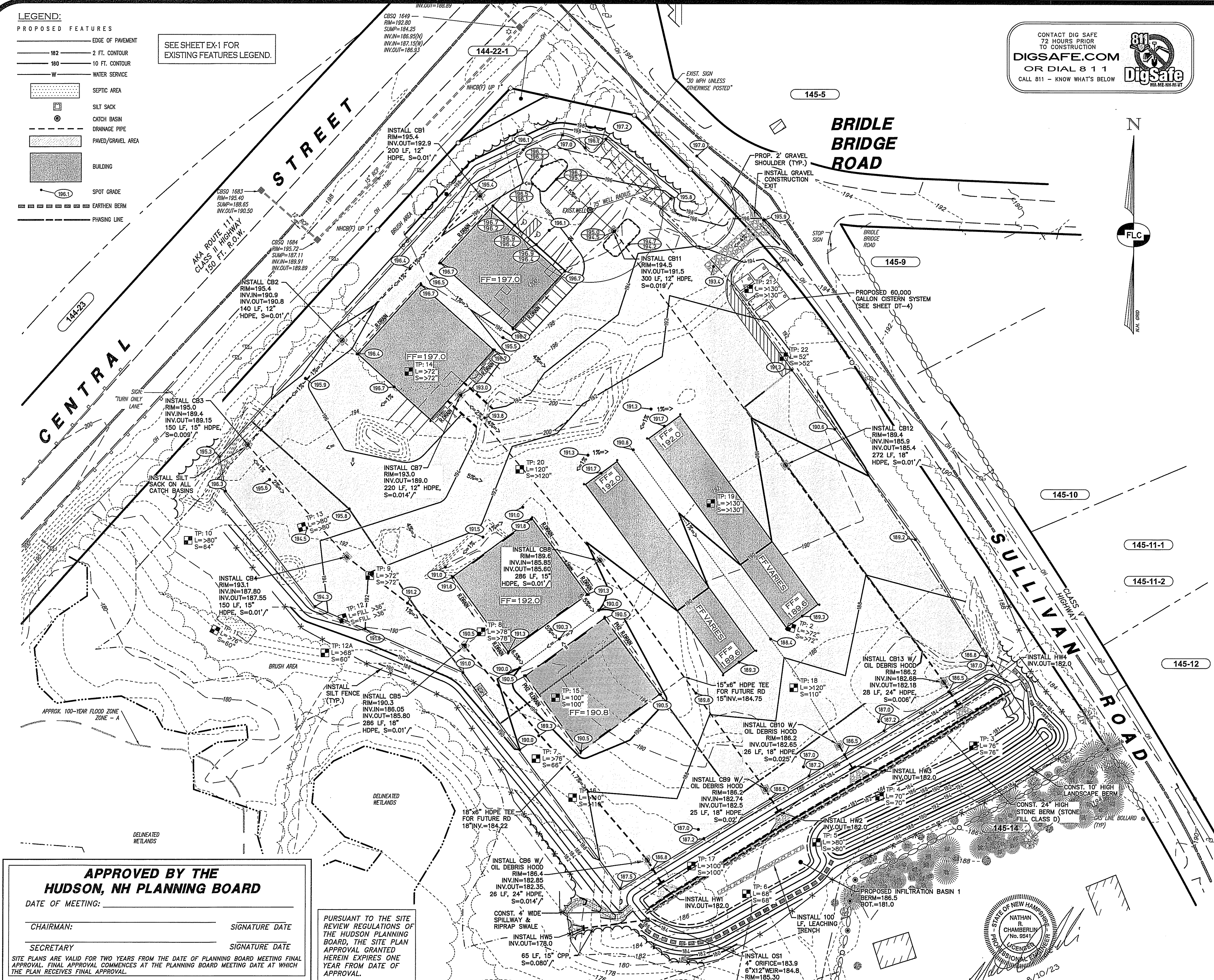
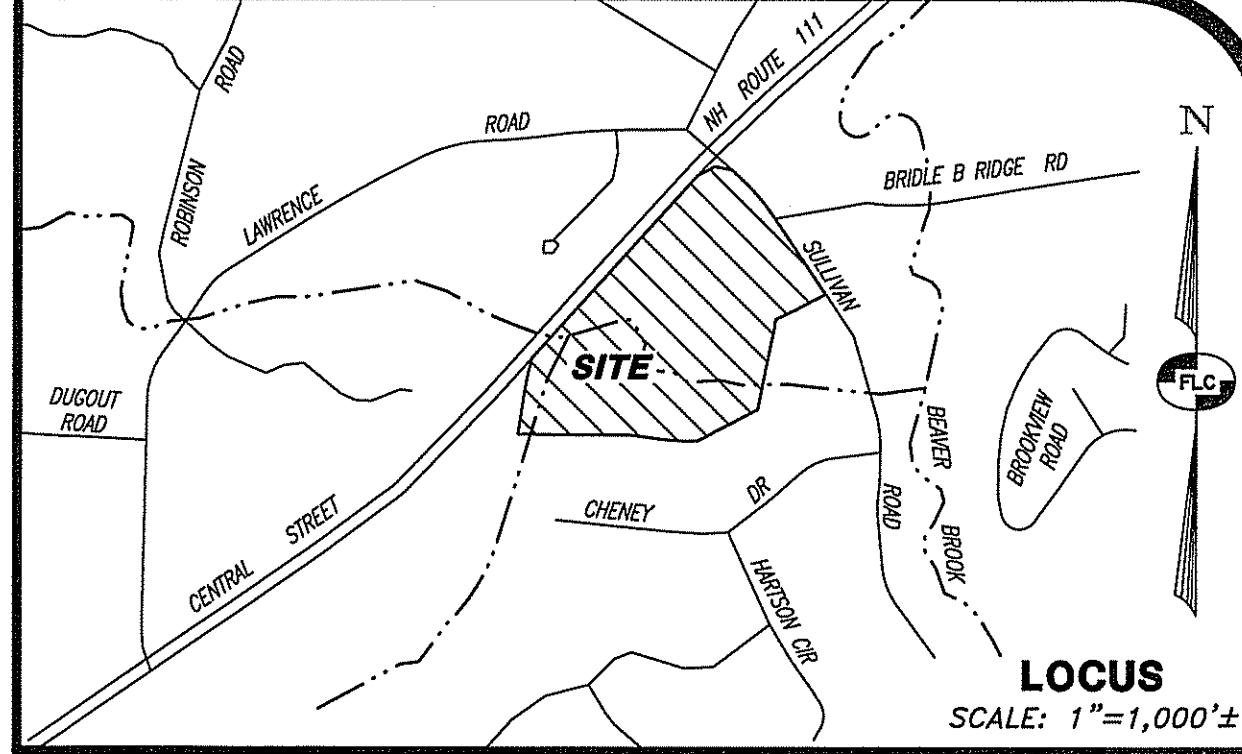
PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

- LEGEND:**
- PROPOSED FEATURES**
- EDGE OF PAVEMENT
 - 182 — 2 FT. CONTOUR
 - 180 — 10 FT. CONTOUR
 - W — WATER SERVICE
 - SEPTIC AREA
 - SILT SACK
 - CATCH BASIN
 - DRAINAGE PIPE
 - PAVED/GRAVEL AREA
 - BUILDING
 - SPOT GRADE
 - EARTHEN BERM
 - PHASING LINE

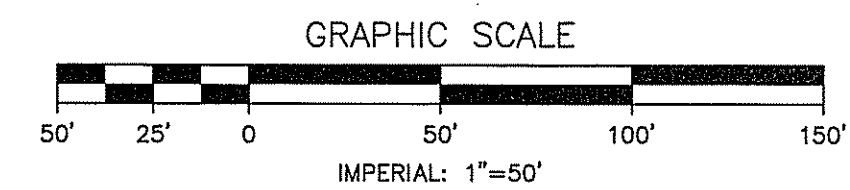
SEE SHEET EX-1 FOR EXISTING FEATURES LEGEND.

CONTACT DIG SAFE
72 HOURS PRIOR
TO CONSTRUCTION

DIGSAFE.COM
OR DIAL 8 1 1
CALL 811 - KNOW WHAT'S BELOW



- GENERAL CONSTRUCTION NOTES:**
- ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE TOWN OF HUDSON AND SHALL BE BUILT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS OF THE TOWN OF HUDSON DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION APPROVED AND ADOPTED 2010 ARE HEREBY INCORPORATED BY REFERENCE.
 - ROAD AND DRAINAGE CONSTRUCTION SHALL CONFORM TO THE TYPICAL SECTIONS AND DETAILS SHOWN ON THE PLANS AND THE SPECIFICATIONS NOTED ABOVE. ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REQUIRE APPROVAL OF VARIOUS TOWN/CITY BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACT "DIGSAFE" AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION (DIAL 811).
 - THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE TOWN DEPARTMENTS PRIOR TO CONSTRUCTION TO ARRANGE FOR NECESSARY INSPECTIONS.
 - BLASTING, IF REQUIRED, SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF HUDSON FIRE DEPARTMENT REGULATIONS.
 - ALL DISTURBED NON-PAVED AREAS SHALL BE LOAMED AND SEEDDED IMMEDIATELY UPON BEING CONSTRUCTED.
 - ALL POWER WORK SHALL CONFORM TO EVERSOURCE STANDARDS.
 - ALL TELEPHONE WORK SHALL CONFORM TO CONSOLIDATED COMMUNICATIONS SPECIFICATIONS.
 - STREET RESTORATION, IF ANY, SHALL BE IN ACCORDANCE WITH NHDOT SPECIFICATIONS.
 - THE CONTRACTOR SHALL NOT IMPORT ANY FILL OVER THE AMOUNT OF TEN CUBIC YARDS CUMULATIVE TOTAL PER SOURCE TO ANY JOB SITE IN THE TOWN OF HUDSON WITHOUT SOILS TESTING, VERIFYING THE ABSENCE OF ALL CONSTITUENTS OF CONCERN, AND WITHOUT PRIOR APPROVAL BY ENGINEERING DEPARTMENT STAFF. DOCUMENTATION SUCH AS TEST PITS, CERTIFICATIONS AND SOIL ANALYSIS OF FILL SHALL BE PROVIDED TO THE ENGINEERING DEPARTMENT FOR APPROVAL PRIOR TO TRANSPORTING THE MATERIAL TO HUDSON.



REV.	DATE	DESCRIPTION	C/O	DR	CK
F	6/14/23	ADD TEST PITS, OS1 LOCATION, CISTERN LAYOUT	----	----	NRC
E	4/25/23	REVISED PER PLANNING BOARD MEETING	----	----	NRC
D	3/8/23	REVISED PER PLANNING BOARD MEETING	----	----	NRC
C	2/8/23	REVISED PER PLANNING BOARD MEETING	----	----	DSL
B	12/28/22	REVISED PER STAFF & PEER REVIEW COMMENTS	----	----	CLR

GRADING & DRAINAGE PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE

PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 50' MARCH 22, 2022

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

206 Elm Street, Milford, NH 03055
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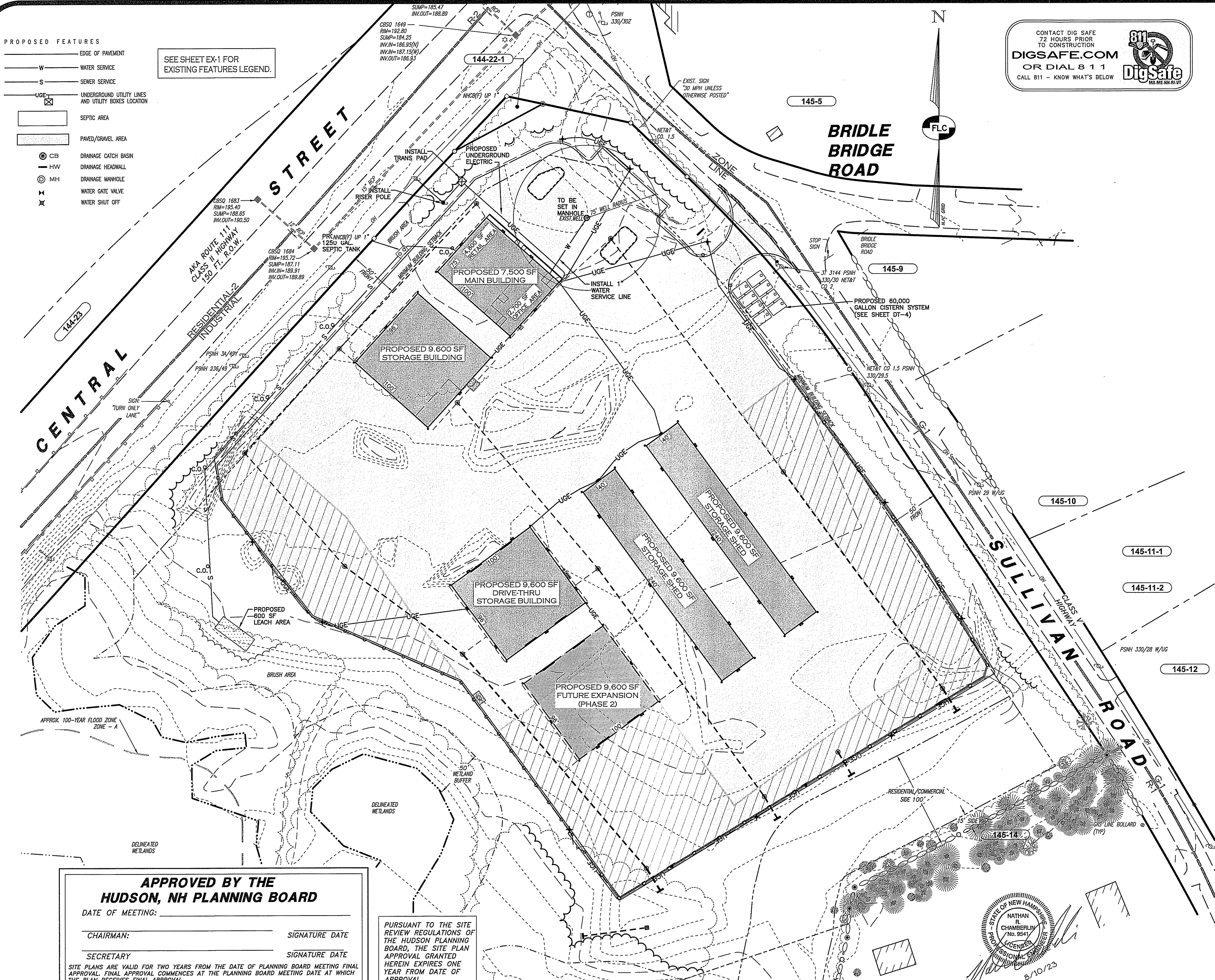
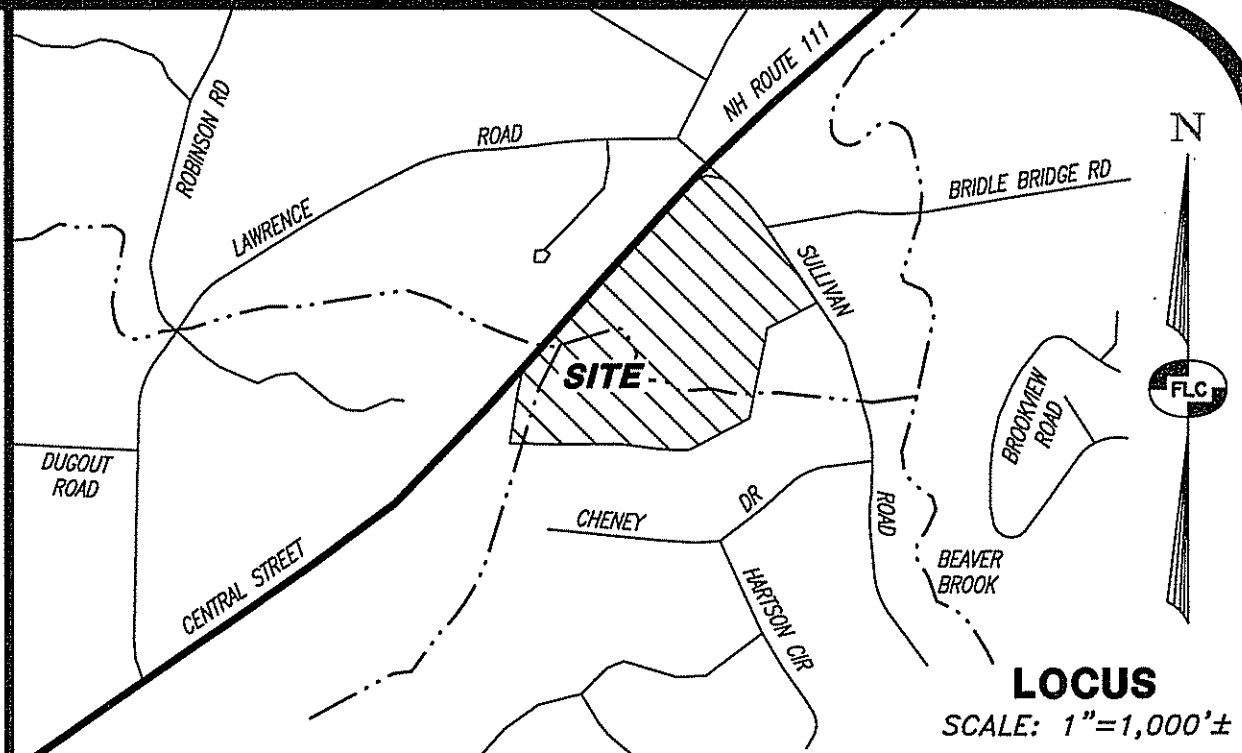
STATE OF NEW HAMPSHIRE
 NATHAN R. CHAMBERLIN
 No. 054
 LICENSED PROFESSIONAL ENGINEER
 8/10/23

PROPOSED FEATURES

- EDGE OF PAVEMENT
- W — WATER SERVICE
- S — SEWER SERVICE
- UGE — UNDERGROUND UTILITY LINES AND UTILITY BOXES LOCATION
- SEPTIC AREA
- PAVED/GRAVEL AREA
- CB — DRAINAGE CATCH BASIN
- HW — DRAINAGE HEADWALL
- MH — DRAINAGE MANHOLE
- WGV — WATER GATE VALVE
- WSO — WATER SHUT OFF

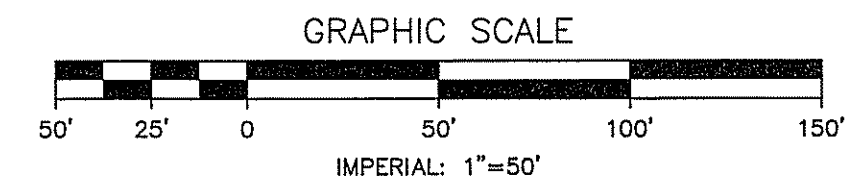
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UTILITY PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
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144-23

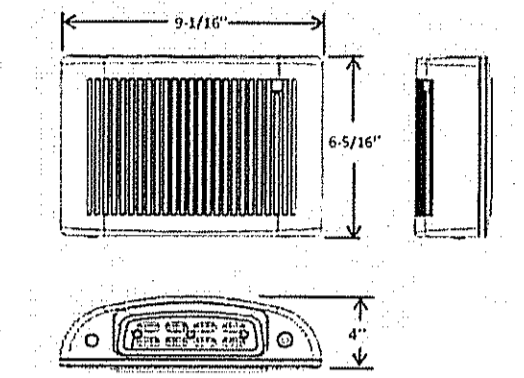
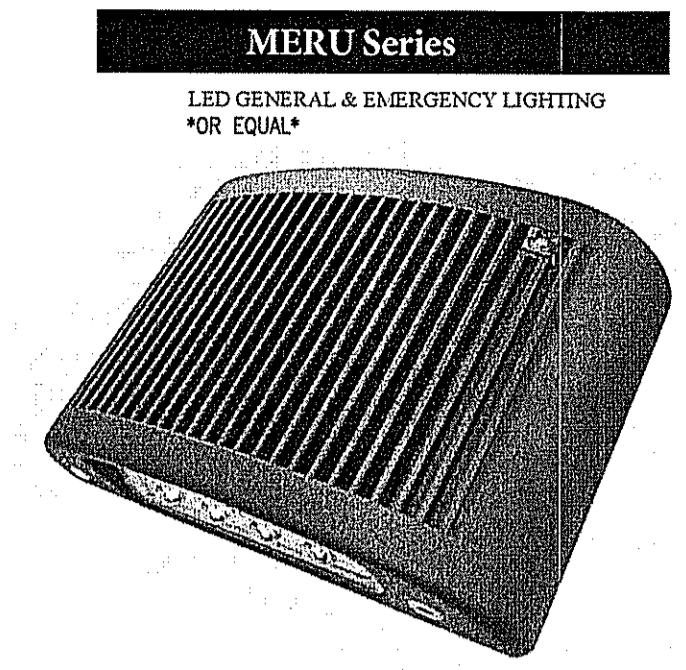
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INV.OUT=189.89

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145-5



PRODUCT SPECIFICATIONS

CONSTRUCTION
Die cast aluminum housing with superior heat sink • Scratch resistant Polyester powder coat finish • UV resistant polycarbonate lens • Snap-fit housing and mounting plate are held together by four stainless steel clips • Universal mounting pattern molded into the back plate • 1/2" threaded top access for surface conduit installation • Silicone rubber seal with hollow center, shape adaptive design protects the electrical components • Junction box neoprene seal is attached to the back plate for a weather proof installation • Dark Bronze or White textured finish.

ELECTRICAL
Dual voltage 120/277VAC 60Hz input • Solid state charging and switching • Battery low voltage disconnect • AC power indicator and test switch at the bottom of the unit • Standard with Self Diagnostics to monitor proper operation.

LAMPS
Supplied with eight (8) LG SMD 4000K LED'S • L70 > 72,000hours • 17 Watts total (32 Watts with IH option) • 1600 Lumens in AC mode, 600 Lumens in Emergency mode • Full cut-off optics for Dark Sky compliance

BATTERY
Maintenance-free, long-life rechargeable NiCad battery will operate fixture for a minimum of 90 minutes in the event of a power outage • 24 hour recharge after 90 minute discharge.

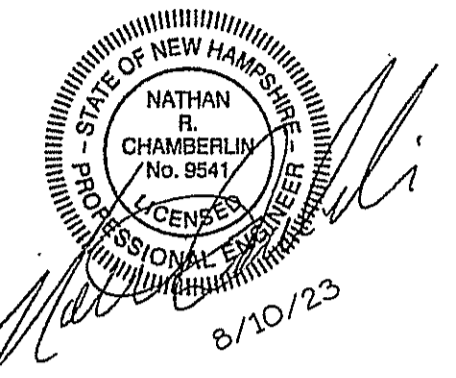
CODE COMPLIANCE
UL 924 • I-Listed for wet location applications (0°C-50°C) • Optional "IH" cold weather package for (-40°C-50°C) • IP65 Rated • NFPA 101 Life Safety Code compliant • NEC and OSHA compliant • DLC Listed • RoHS Compliant

WARRANTY
5-year warranty. Product specifications subject to change without notice.

ORDERING INFORMATION

model	operation mode	housing color	options
MERU-LED	ACEM = General & Emergency Lighting	DB = Dark Bronze	Self-Diagnostics & Photocell (optional)
	AC = General Lighting	WH = White	IH = Internal Heater
		BK = Black	PIR = Passive Infra-Red Motion Sensor
		NK = Nickel	

Ordering Example: MERU-ACEM-DB



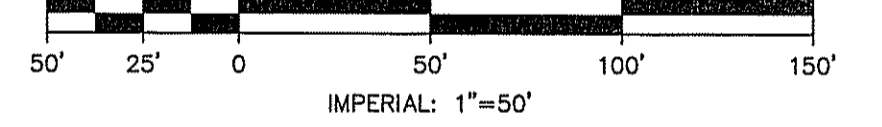
Lumark
PRV / PRV-XL Prevail LED
Area / Site Luminaire

Typical Applications
Outdoor • Parking Lots • Walkways • Roadways • Building Areas

LIGHTING NOTES:

1. OUTDOOR LIGHTING SHALL BE DIRECTED AWAY FROM ABUTTING PROPERTIES OR HIGHWAYS OR STREETS TO THE EXTENT POSSIBLE.
2. OUTDOOR LIGHTING IS RESTRICTED TO THAT WHICH IS NECESSARY FOR ADVERTISING, SAFETY AND SECURITY OF THE DEVELOPMENT.
3. ALL OUTDOOR LIGHTING FIXTURES MUST UTILIZE CUT-OFF TYPE FIXTURES TO DIRECT LIGHT DOWNWARD AND MINIMIZE GLARE AND LIGHTS SCATTERING.
4. THE DESIGN WAS COMPLETED BY CHARRON LIGHTING USING THE MERU LED GENERAL & EMERGENCY LIGHTING FIXTURES LISTED. IF ANOTHER MANUFACTURER OR MODEL FIXTURE IS TO BE USED, IT MUST BE APPROVED BY THE ENGINEER AS AN EQUAL SUBSTITUTE. FIXTURES ARE AVAILABLE THROUGH CHARRON LIGHTING.

GRAPHIC SCALE



REV.	DATE	DESCRIPTION	C/O	DR	CK
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LIGHTING PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE

PREPARED FOR:
84 LUMBER COMPANY
1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 50' MARCH 22, 2022

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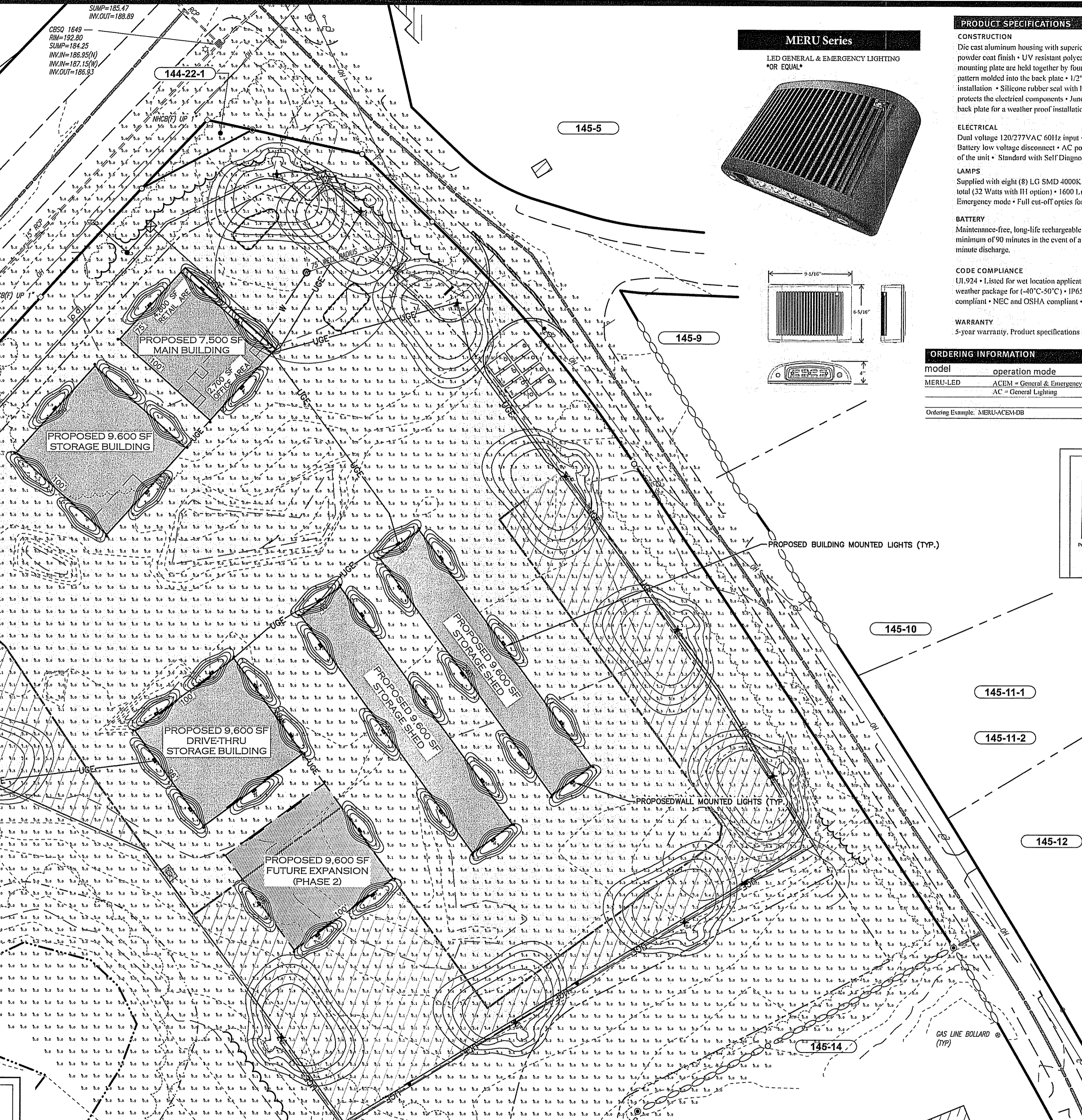
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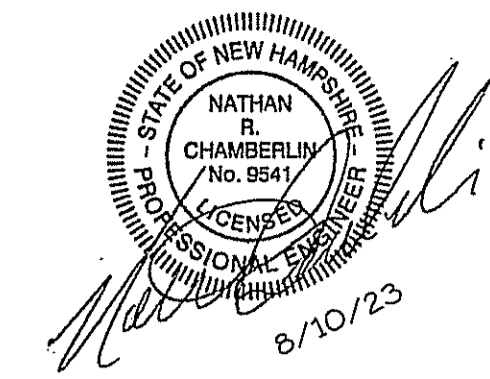
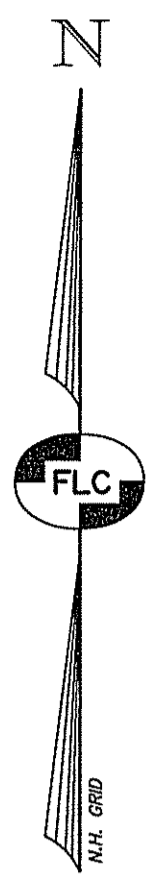
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Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description
☐	11	S4	Single	MRS-LED-24L-SIL-FT-UNV-DIM-40-70CRI-IH-BRZ / 4SQB3S11G20GABRZ (20' AFG)
☐	37	W	Single	AWL BR PIR





DESIGN NOTES:

- LANDSCAPING REQUIREMENTS:

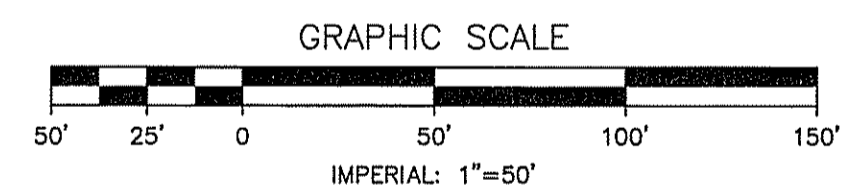
TREES	REQUIRED	PROPOSED
1 TREE/1,600 SF	10 TREES	10 TREES
SHRUBS:	REQUIRED	PROPOSED
1.6 SHRUBS/PARKING SPACE	56 SHRUBS	59
INTERIOR LANDSCAPING:	REQUIRED	PROPOSED
10% PARKING LOT AREA	10% X 14,600 SF = 1,460 SF	1,485± SF
- SCREENING: FACING RESIDENTIAL LOTS

- LANDSCAPING NOTES:**
- THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIG-SAFE AND FOR VERIFICATION OF ALL UTILITIES AND SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY CONFLICTS PRIOR TO COMMENCING.
 - EXISTING TREES TO REMAIN SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION.
 - UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED WITHIN THE IMMEDIATE AREA NO PLANT MATERIAL SHALL BE INSTALLED.
 - UNLESS OTHERWISE NOTED OR APPROVED, ALL TREES MUST BE BALLED AND BURLAPPED.
 - ALL PLANT MATERIALS INSTALLED SHALL MEET OR EXCEED THE SPECIFICATIONS OF "THE AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSEYMEN.
 - ANY PROPOSED PLANT MATERIAL SUBSTITUTIONS MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE.
 - ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE INSTALLER FOR ONE YEAR FOLLOWING DATE OF ACCEPTANCE.
 - IN AREAS OF STONE MULCH LAY 6 MIL SHEETS OF "VISQUEEN" TYPE POLYETHYLENE ON COMPACTED SUBGRADE BEFORE PLACING STONE, MINIMUM 6" OVERLAP. PERFORATE SHEETING IN PLANTING BEDS BEFORE PLACING STONE.
 - UNLESS OTHERWISE NOTED LOAM AND SEED ALL DISTURBED AREAS WITH A MINIMUM 4" OF SUITABLE LOAM. SLOPES GREATER THAN 3:1 SHALL BE PROTECTED WITH AN EROSION CONTROL BLANKET. SEE SITE PLAN.
 - WHERE APPLICABLE, THE CONTRACTOR SHALL HAVE ALL FALL TRANSPLANTING HAZARD PLANTS DUG IN THE SPRING AND STORED FOR FALL PLANTING.
 - PLANTS SHALL BE INSTALLED WITHIN ONE YEAR OF COMMENCEMENT OF CONSTRUCTION
 - ALL LANDSCAPING SHALL BE LOCATED AND MAINTAINED SO AS NOT TO IMPACT THE LINES OF SIGHT AT THE ENTRANCE AND INTERNAL INTERSECTIONS.
 - ALL LANDSCAPED AREAS WILL BE MAINTAINED TO HAVE A SUFFICIENT AMOUNT OF WATER TO MAINTAIN VIABILITY EITHER BY IRRIGATION OR BY OTHER MEANS.
 - PROPOSED PLANTINGS SHALL NOT CONFLICT WITH SNOW STORAGE AREAS, LIGHT FIXTURES OR UNDERGROUND UTILITIES

PLANT SYMBOLS PLANT LIST & NAME QTY.

OR EQUAL

ACE	ACER PLATANOIDS (CRIMSON KING MAPLE TREE)	(5) 3" CAL., 12' TALL
PYR	PYRUS CALLERYANA (CALLERY PEAR TREE)	(5) 2" CAL., 7' TALL
PJM	RHOD. 'P.J.M.' COMP. CLONE (COMPACT RHODODENDRON)	(9) 3 GAL.
THU	THUJA O. NIGRA (DARK AMERICAN ARBORVITAE)	(39) 6-7'
JGO	JUNIPERUS CHINENSIS (GREY OWL JUNIPER)	(13) 3 GAL.
LEX	ILEX MESURVEAE 'BLUE PRINCE' (MALE HOLLY)	(6) 3 GAL.
COR	CORNUS SANGUINEA (WINTER FLAME DOGWOOD)	(10) 3 GAL. 2'-3'
PIC	PICEA GLAUCA (DWARF ALBERTA SPRUCE)	(10) 3 GAL. 2'-3'



REV.	DATE	DESCRIPTION	C/O	DR	CK
F	8/10/23	ACOUSTICAL FENCE, OS1 LOCATION, CISTERN LAYOUT	----	NRC	NRC
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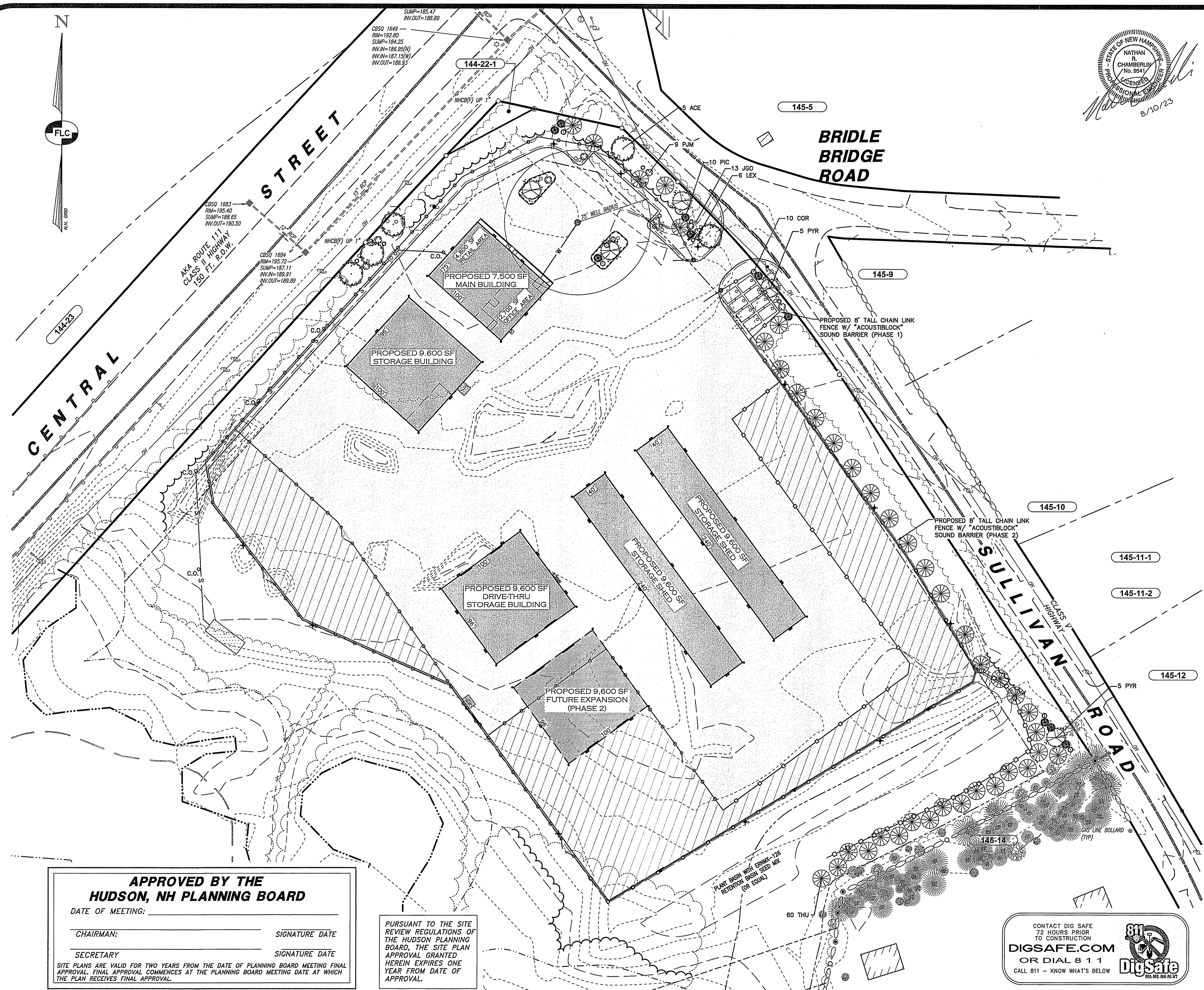
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OR DIAL 8 1 1
CALL 811 - KNOW WHAT'S BELOW

- PRIOR TO STARTING ANY WORK ON THE SITE THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES.
- ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH STANDARDS AND SPECIFICATIONS THEREOF IN NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICE STORM WATER MANUALS, VOLUME 1-3, LATEST EDITION.
- EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED PER PLANS AND DETAILS. PERIMETER CONTROLS SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF EARTH DISTURBING ACTIVITIES.
- INSTALL INLET PROTECTION AROUND ALL STORM DRAIN STRUCTURES. INLET PROTECTION BMP'S SHALL REMAIN UNTIL THE SITE IS STABILIZED. CONSTRUCTION OF STORMWATER BASINS AND TREATMENT SWALES SHALL OCCUR PRIOR TO AND EARTH MOVING OPERATION THAT WILL INFLUENCE STORM WATER RUNOFF.
- THE WORK AREA SHALL BE GRADED, SHAPED AND OTHERWISE DRAINED IN SUCH A MANNER AS TO MINIMIZE SOIL EROSION, SILTATION OF DRAINAGE CHANNELS, DAMAGE TO EXISTING VEGETATION, AND DAMAGE TO PROPERTY OUTSIDE THE LIMITS OF THE WORK AREA.
- EXISTING VEGETATION IS TO REMAIN UNDISTURBED WHEN POSSIBLE.
- EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE KEPT CLEAR DURING CONSTRUCTION. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE A WEEK AND AFTER EVERY 0.25-INCH OR GREATER RAINFALL. SEDIMENTS SHALL BE DISPOSED OF IN AN UPLAND AREA THAT WILL NOT CONTRIBUTE TO SEDIMENT OFF-SITE AND BE PERMANENTLY STABILIZED.
- THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION. AT NO TIME SHALL THE TOTAL UNSTABILIZED DISTURBED AREA, INCLUDING LOT DISTURBANCES, BE GREATER THAN FIVE (5) ACRES.
- THE LAND AREA EXPOSED SHALL BE KEPT TO THE SHORTEST PRACTICAL PERIOD OF TIME. ALL NON-ACTIVE DISTURBED AREAS SHALL BE STABILIZED WITHIN 30 DAYS OF THE DISTURBANCE. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF FINAL GRADING.
- DITCHES, SWALES AND DRAINAGE BASINS SHALL BE CONSTRUCTED DURING THE INITIAL PHASE OF CONSTRUCTION AND STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.
- AN AREA SHALL BE CONSIDERED STABILIZED IF ONE OF THE FOLLOWING HAS OCCURRED:
 - BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
 - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
 - A MINIMUM OF 3-INCHES OF NON-EROSIVE MATERIAL, SUCH AS STONE OR RIPRAP, HAS BEEN INSTALLED; OR
 - EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

- EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES THAT ARE STEEPER THAN 3:1 (HORIZONTAL / VERTICAL). UNLESS OTHERWISE SPECIFIED THE CONTRACTOR SHALL USE NORTH AMERICAN GREEN SC150, OR APPROVED EQUAL.
- ALL AREAS RECEIVING EROSION CONTROL STONE OR RIPRAP SHALL HAVE A GEOTEXTILE MATERIAL INSTALLED BELOW THE STONE (SEE APPROPRIATE DETAILS).
- ALL DISTURBED AREAS TO TURF FINISHED SHALL BE COVERED WITH A MINIMUM THICKNESS OF 6 INCHES OF COMPACTED LOAM. LOAM SHALL BE COVERED WITH THE APPROPRIATE SEED MIXTURE AS INDICATED BELOW:

PERMANENT SEED (LAWN AREAS)	LBS / 1,000 SQ. FT.	PERMANENT SLOPE SEED MIX	LBS / 1,000 SQ. FT.
CREeping RED FESCUE	0.92 LBS	CREeping RED FESCUE	0.80 LBS
PERENNIAL RYEGRASS	1.19 LBS	PERENNIAL RYEGRASS	0.69 LBS
KENTUCKY BLUEGRASS	0.58 LBS	REDTOP	0.12 LBS
REDTOP	0.12 LBS	ALSKIE CLOVER	0.12 LBS
		BIRDFOOT TREFLOI	

**APPLICATION RATE TOTALS
2.8 LBS PER 1,000 SF**
- TEMPORARY STABILIZATION OF DISTURBED AREAS: STRIPPED SOIL SHALL BE STOCKPILED UNCOMPACTED, AND STABILIZED AGAINST EROSION AS OUTLINED BELOW: SEED BED PREPARATION: 10-10-10 FERTILIZATION TO BE SPREAD AT THE RATE OF 7 LBS. PER 100 SF AND AGRICULTURAL LIMESTONE AT A RATE OF 90 LBS PER 1000 SF AND INCORPORATED INTO THE SOIL. THE SOIL, FERTILIZER AND LIMESTONE SHALL BE TILLED TO PREPARE FOR SEEDING.

- SEED MIXTURE: USE ANY OF THE FOLLOWING:

SPECIES	RATE PER 1,000 SF	DEPTH	SEEDING DATES
WINTER RYE	2.5 LBS	1 INCH	8/15 TO 9/15
OATS	2.5 LBS	1 INCH	4/15 TO 10/15
ANNUAL RYEGRASS	1.0 LBS	0.25 INCH	8/15 TO 9/15
- MULCHING: MULCH SHOULD BE USED ON HIGHLY ERODIBLE AREAS, AND WHERE CONSERVATION OF MOISTURE WILL FACILITATE PLANT ESTABLISHMENT AS FOLLOWS:

TYPE	RATE PER 1,000 SF	USE AND COMMENTS
STRAW	70 TO 90 LBS	MAY BE USED WITH PLANTINGS, MUST BE ANCHORED TO BE USED ALONE
WOOD CHIPS OR BARK MULCH	460 TO 920 LBS	USED WITH TREE AND SHRUB PLANTINGS
FIBROUS MATTING	AS RECOMMENDED BY MANUFACTURER	MUST BE BIODEGRADABLE, USE IN SLOPE AREAS AND AREAS DIFFICULT TO VEGETATE
CRUSHED STONE	SPREAD TO GREATER THAN 1/2" THICKNESS	USE IN SPECIFIC AREAS AS SHOWN ON PLAN OR AS NEEDED

- APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST RECOMMENDATIONS. IF SOIL TESTING IS NOT FEASIBLE (CRITICAL TIME FRAMES OR VARIABLE SITES) THEN APPLY FERTILIZER AT A RATE OF 11 POUNDS PER 1,000 SF AND LIMESTONE AT A RATE OF 90 POUNDS PER 1,000 SF. FERTILIZER SHALL BE LOW PHOSPHATE. (LESS THAN 2% PHOSPHORUS).
- CAUTION SHOULD BE TAKEN WHEN THE PROPERTY IS LOCATED WITHIN 250 FEET OF A WATER BODY. IN THIS CASE ALL FERTILIZERS SHALL BE RESTRICTED TO A LOW PHOSPHATE, SLOW RELEASE NITROGEN FERTILIZER. SLOW RELEASE FERTILIZERS MUST BE AT LEAST 50% SLOW RELEASE NITROGEN COMPONENT. NO FERTILIZER EXCEPT LIMESTONE SHALL BE APPLIED WITHIN 25 FEET OF THE SURFACE WATER. THESE ARE REGULATED LIMITATIONS.
- PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS (SEE WINTER CONSTRUCTION NOTES). NO DISTURBED AREAS SHALL BE LEFT EXPOSED DURING THE WINTER MONTHS.
- A VIGOROUS DUST CONTROL PROGRAM SHALL BE APPLIED BY THE SITE CONTRACTOR. DUST SHALL BE MANAGED THROUGH THE USE OF WATER AND/OR CALCIUM CHLORIDE.
- IN NO WAY ARE THE MEASURES INDICATED ON THE PLANS OR IN THESE NOTES TO BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL USE JUDGMENT TO INSTALL ADDITIONAL EROSION CONTROL MEASURES AS SITE CONDITIONS, WEATHER OR CONSTRUCTION METHODS WARRANT.
- FOLLOWING PERMANENT STABILIZATION, TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED AND ACCUMULATED SEDIMENTATION IS TO BE DISPOSED OF IN AN APPROVED LOCATION, OUTSIDE OF JURISDICTIONAL WETLANDS.
- LOT DISTURBANCE OTHER THAN SHOWN ON THE APPROVED PLANS, SHALL NOT COMMENCE UNTIL AFTER THE ROADWAY HAS THE BASE COURSE TO DESIGN ELEVATION AND THE ASSOCIATED DRAINAGE IS COMPLETE AND STABLE.
- THE CONTRACTOR AND OWNER ARE RESPONSIBLE FOR OBSERVING AND MANAGING THE PROJECT PER RSA 430:53 AND AGR 3800 REGARDING INVASIVE SPECIES (PLANTS AND INSECTS). NO INVASIVE SPECIES PLANT OR INSECT SHALL BE INTRODUCED ONTO THE SITE.
- THE TOWN RESERVES THE RIGHT TO REQUIRE ADDITIONAL EROSION CONTROL MEASURES DURING CONSTRUCTION.

EROSION CONTROL NOTES

APPROVED BY THE HUDSON, NH PLANNING BOARD

DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY: _____ SIGNATURE DATE _____

SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

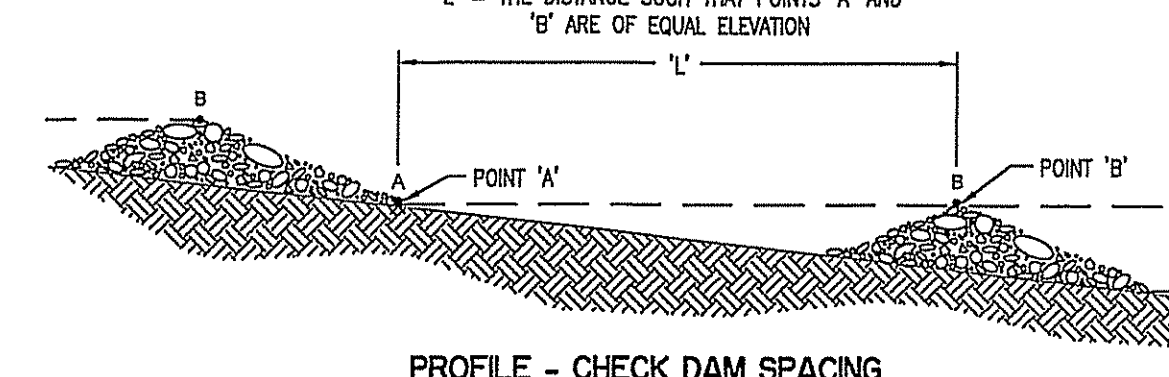
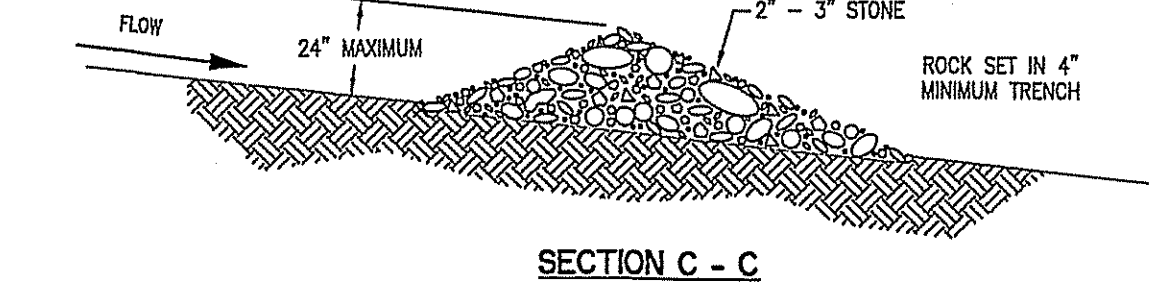
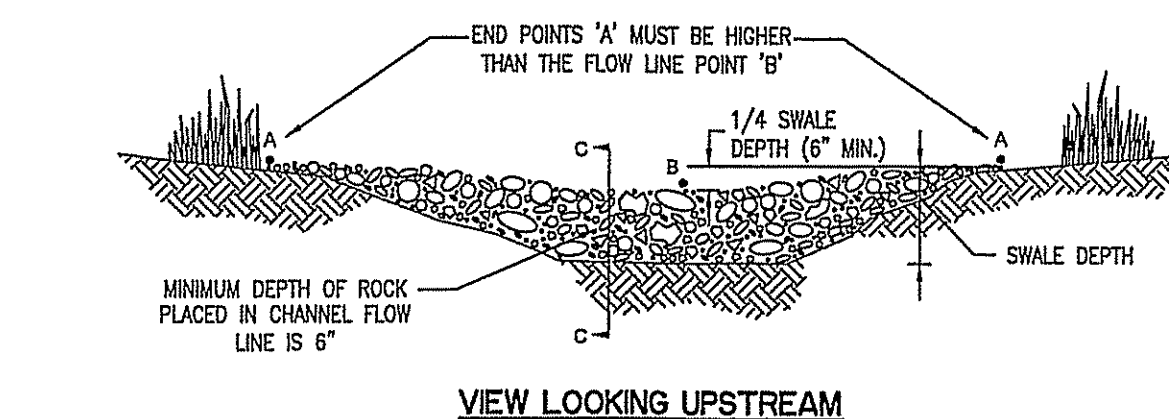
PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

- ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED. STABILIZATION METHODS SHALL INCLUDE SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
- ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.
- AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL OR PROPERLY INSTALLED EROSION CONTROL BLANKETS COVERED WITH HAY. OTHER STABILIZATION OPTIONS ARE TO BE APPROVED BY THE APPROPRIATE AGENCIES AND THE DESIGN ENGINEER. IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER MONTHS THEN THE ROAD SHOULD BE CLEARED OF ACCUMULATED SNOW AFTER EACH STORM EVENT.

WINTER CONSTRUCTION NOTES

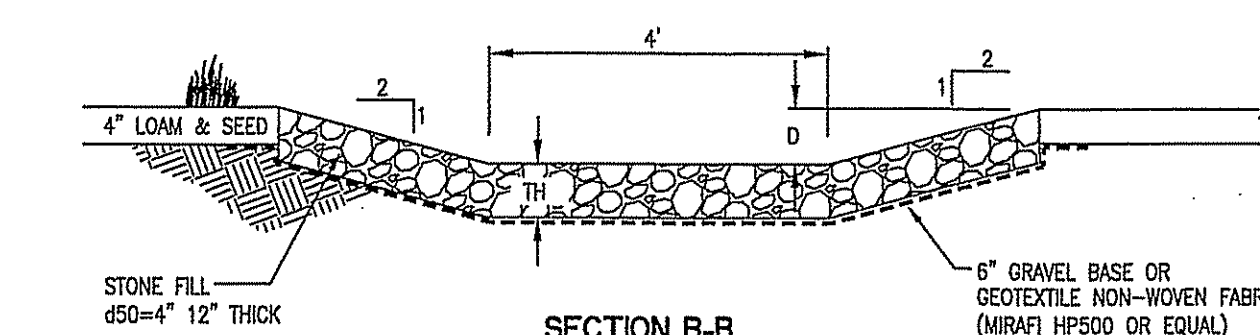
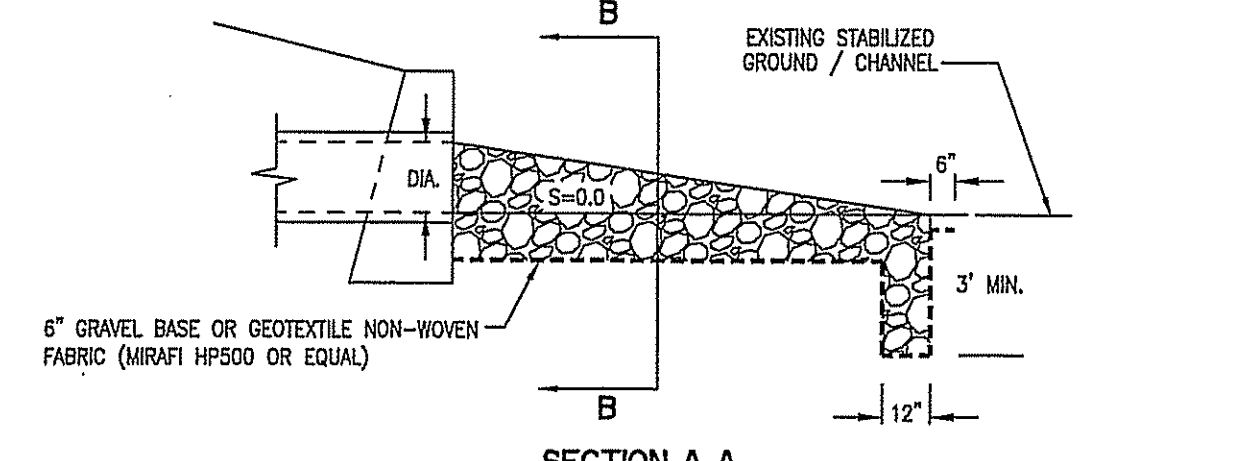
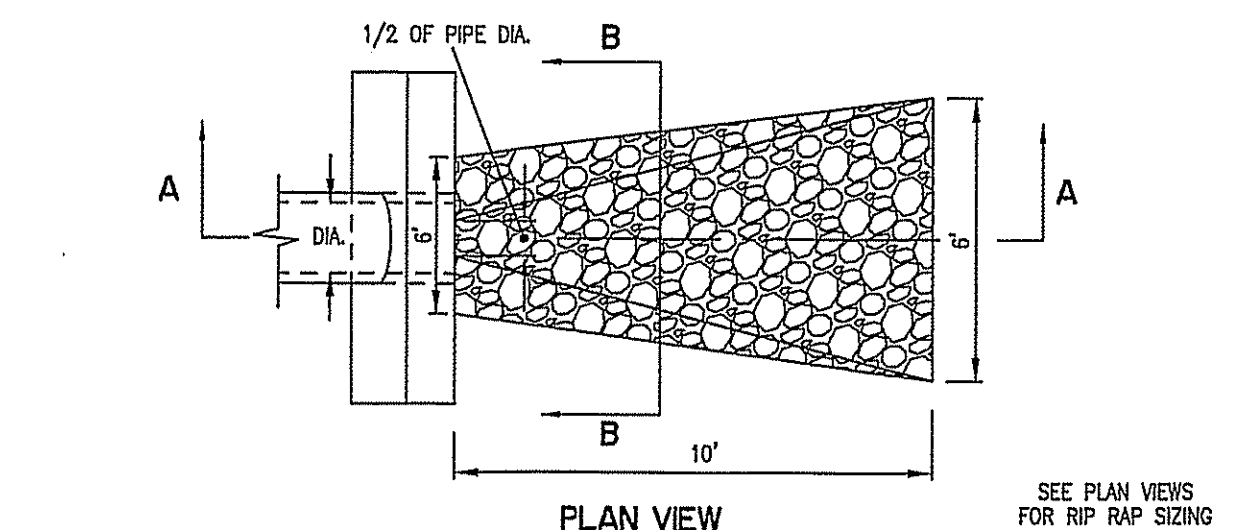
- INSTALL SILTATION CONTROL FENCES IN LOCATIONS SHOWN HEREON. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH MOVING OPERATION.
- INSTALL STABILIZED CONSTRUCTION EXIT(S).
- CUT AND CLEAR TREES; DISPOSE OF DEBRIS. STUMPS ARE TO BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
- REMOVE TOPSOIL AND STOCKPILE AWAY FROM ANY WETLAND. STABILIZE STOCKPILE IMMEDIATELY BY SEEDING. PLACE SILT FENCE AROUND THE DOWN SLOPE SIDE OF EARTH STOCKPILES.
- ROUGH GRADE SITE - CONSTRUCT DRAINAGE BASINS AND DRAINAGE SWALES DURING INITIAL PORTION OF CONSTRUCTION. STABILIZE IMMEDIATELY PER THE CONSTRUCTION AND EROSION CONTROL DETAILS. DO NOT DIRECT STORM WATER RUNOFF TO THESE STRUCTURES UNTIL A HEALTHY VEGETATIVE COVER IS ESTABLISHED.
- BEGIN BUILDING CONSTRUCTION.
- CONSTRUCT GRAVEL PARKING AREA (PAVEMENT OPTIONAL) AND BUILDING PAD. INSTALL UTILITIES AND STRUCTURES. ALL CUT AND FILL SLOPES SHALL BE STABILIZED UPON COMPLETION OF ROUGH GRADING PER THE EROSION CONTROL NOTES.
- INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER EVERY 0.25" OR GREATER RAINFALL.
- DAILY, OR AS REQUIRED, CONSTRUCT TEMPORARY BERMS, CULVERTS, DITCHES, SILTATION FENCES, SEDIMENT TRAPS, ETC. MULCH AND SEED AS REQUIRED.
- FINISH GRADING TO PREPARE FOR PAVING (IF ANY) AND LOAMING. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 72 HOURS AFTER FINAL GRADING.
- FINISH PAVING (IF ANY). PERMANENT SEEDING SHALL BE PERFORMED UPON COMPLETION OF PARKING AREA (SEE EROSION CONTROL NOTES).
- COMPLETE PERMANENT SEEDING AND LANDSCAPING.
- TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN ALL DISTURBED AREAS HAVE BEEN STABILIZED.
- ALL STRUCTURES SHALL BE CLEANED OF SEDIMENTS ONCE CONSTRUCTION IS COMPLETE.

CONSTRUCTION SEQUENCE

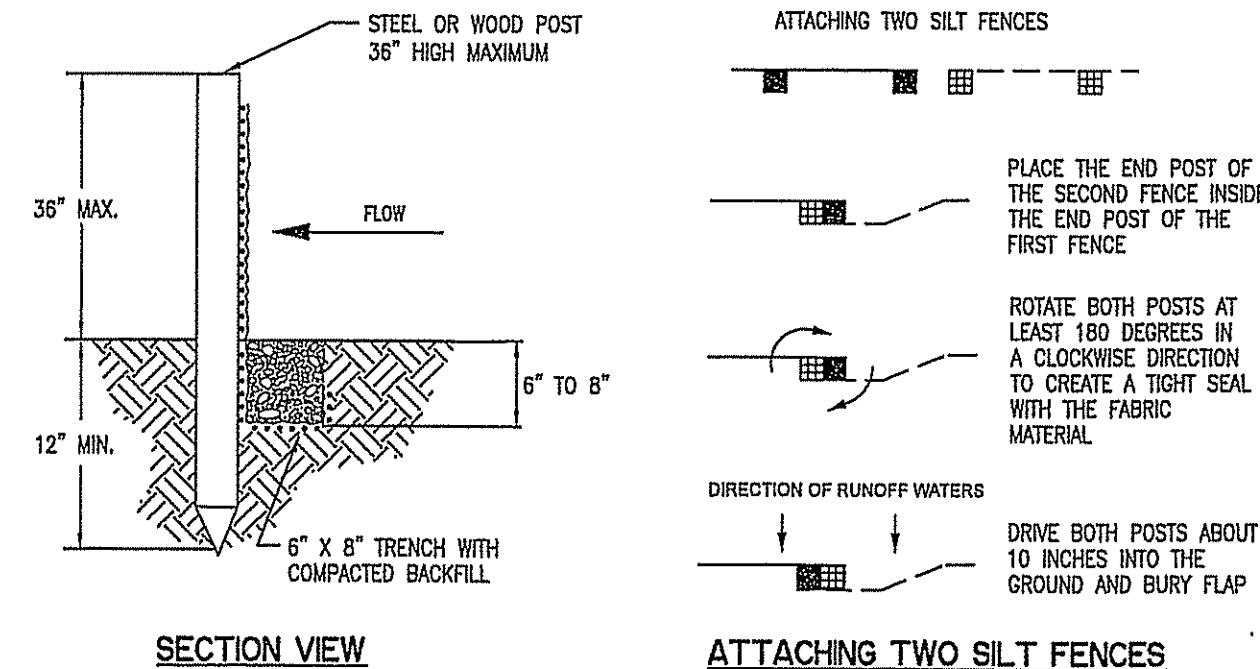
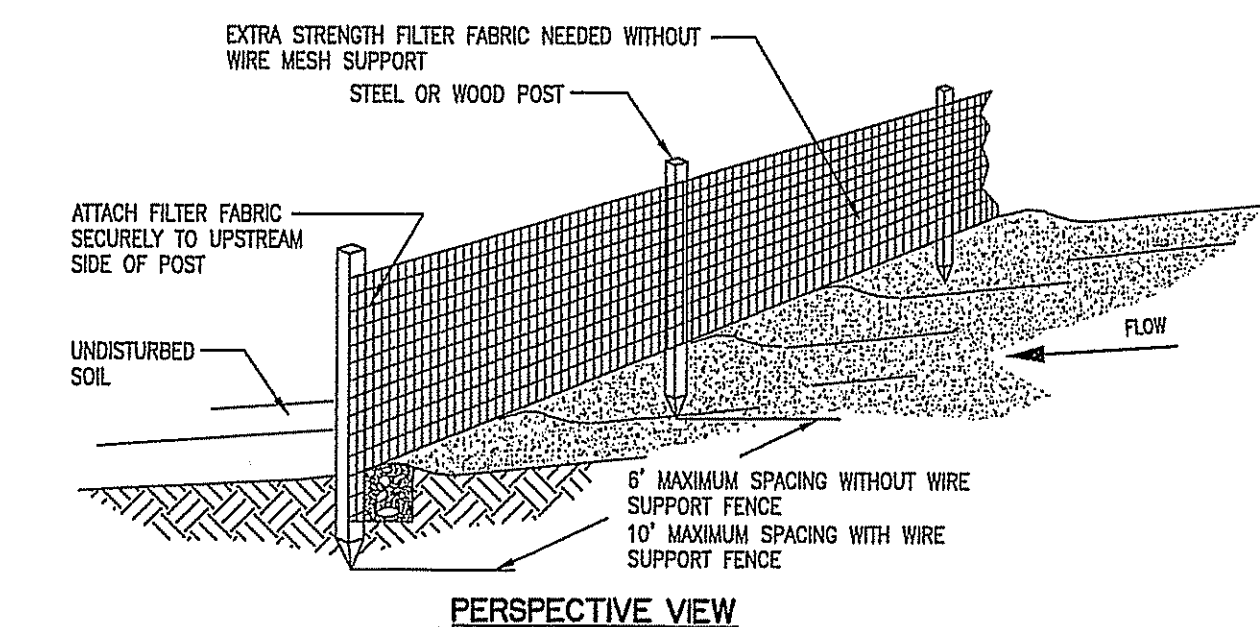


- NOTES:**
- STONE CHECK DAMS SHOULD BE INSTALLED BEFORE RUNOFF IS DIRECTED TO THE SWALE OR DRAINAGE DITCH.
 - THE MAXIMUM CONTRIBUTING DRAINAGE AREA TO THE CHECK DAM SHOULD BE LESS THAN ONE ACRE.
 - STONE CHECK DAMS SHOULD NOT BE USED IN A FLOWING STREAM.
 - STONE CHECK DAMS SHOULD BE CONSTRUCTED OF WELL-GRADED ANGULAR 2 TO 3 INCH STONE. THE INSTALLATION OF 3/4-INCH STONE ON THE UPGRADE FACE IS RECOMMENDED FOR BETTER FILTERING.
 - WHEN INSTALLING STONE CHECK DAMS THE CONTRACTOR SHALL KEY THE STONE INTO THE CHANNEL BANKS AND EXTEND THE STONE BEYOND THE ABUTMENTS A MINIMUM OF 18-INCHES TO PREVENT FLOW AROUND THE DAM.
 - STONE CHECK DAMS SHOULD BE REMOVED ONCE THE SWALE OR DITCH HAS BEEN STABILIZED UNLESS OTHERWISE SPECIFIED.

STONE CHECK DAM

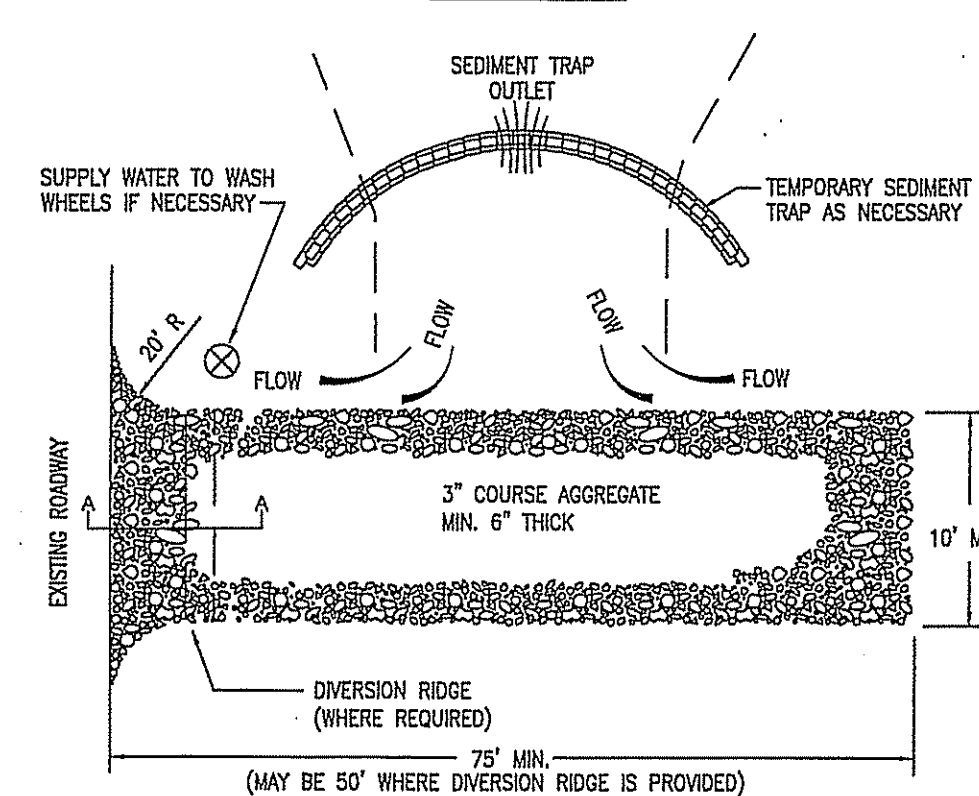
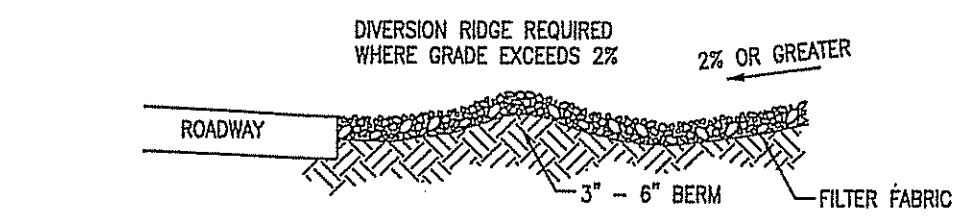


RIP-RAP OUTLET PROTECTION



- NOTES:**
- SILT FENCES SHOULD NOT BE USED ACROSS STREAMS, CHANNELS, SWALES, DITCHES OR OTHER DRAINAGE WAYS.
 - SILT FENCE SHOULD BE INSTALLED FOLLOWING THE CONTOUR OF THE LAND AS CLOSELY AS POSSIBLE AND THE ENDS OF THE SILT FENCE SHOULD BE FLARED UPSLOPE.
 - IF THE SITE CONDITIONS INCLUDE FROZEN GROUND, LEDGE OR THE PRESENCE OF HEAVY ROOTS THE BASE OF THE FABRIC SHOULD BE EMBEDDED WITH A MINIMUM THICKNESS OF 6 INCHES OF 3/4-INCH STONE.
 - SILT FENCES PLACED AT THE TOE OF SLOPES SHOULD BE INSTALLED AT LEAST 6 FEET FROM THE TOE TO ALLOW SPACE FOR SHALLOW PONDING AND ACCESS FOR MAINTENANCE.
 - THE MAXIMUM SLOPE ABOVE THE FENCE SHOULD BE 2:1 AND THE MAXIMUM LENGTH OF SLOPE ABOVE THE FENCE SHOULD BE 100 FEET.
 - REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE TO SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
 - SILT FENCES SHOULD BE REMOVED WHEN THE UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED.

SILT FENCE



- NOTES:**
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
 - THE MINIMUM STONE USED SHOULD BE 3-INCH CRUSHED STONE.
 - THE MINIMUM LENGTH OF THE PAD SHOULD BE 75 FEET, EXCEPT THAT THE MINIMUM LENGTH MAY BE REDUCED TO 50 FEET IF A 3-INCH TO 6-INCH HIGH BERM IS INSTALLED AT THE ENTRANCE OF THE PROJECT SITE.
 - THE PAD SHOULD EXTEND THE FULL WIDTH OF THE CONSTRUCTION ACCESS ROAD OR 10 FEET, WHICHEVER IS GREATER.
 - THE PAD SHOULD SLOPE AWAY FROM THE EXISTING ROADWAY.
 - THE PAD SHOULD BE AT LEAST 6-INCHES THICK.
 - THE GEOTEXTILE FILTER FABRIC SHOULD BE PLACED BETWEEN THE STONE PAD AND THE EARTH SURFACE BELOW THE PAD.
 - THE PAD SHALL BE MAINTAINED OR REPLACED WHEN MUD AND SOIL PARTICLES CLOG THE VOIDS IN THE STONE SUCH THAT MUD AND SOIL PARTICLES ARE TRACKED OFF-SITE.
 - NATURAL DRAINAGE THAT CROSSES THE LOCATION OF THE STONE PAD SHOULD BE INTERCEPTED AND PIPED BENEATH THE PAD, AS NECESSARY, WITH SUITABLE OUTLET PROTECTION.
 - WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
 - WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

GRAVEL CONSTRUCTION EXIT

CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION
DIGSAFE.COM
 OR DIAL 8 1 1
 CALL 811 - KNOW WHAT'S BELOW

B	12/28/22	REVISED PER STAFF & PEER REVIEW COMMENTS	---	CLR	CEB
A	11/18/22	REVISED PER CLIENT & FIRE REVIEW	---	CLR	CEB
REV.	DATE	DESCRIPTION	C/O	DR	CK

EROSION CONTROL DETAILS
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: NOT TO SCALE JUNE 2, 2022

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

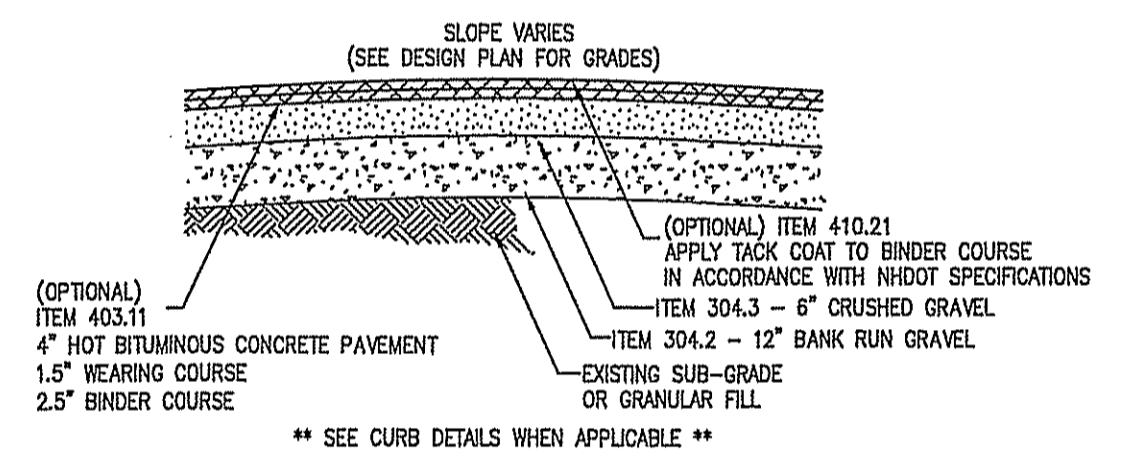
206 Elm Street, Milford, NH 03055
 Phone: (603) 672-5456 Fax: (603) 413-5456
 www.FieldstoneLandConsultants.com

- ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REQUIREMENTS AND SPECIFICATIONS OF THE TOWN OF HUDSON.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. FIELDSTONE LAND CONSULTANTS, PLLC, AS THE DESIGN ENGINEER, SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
- THE CONTRACTOR SHALL CONTACT "DIGSAFE" 72 HOURS PRIOR TO THE START OF CONSTRUCTION (1-800-255-4977 IN NH, 1-888-344-7233 IN MA).
- COMPLIANCE WITH ALL APPLICABLE REGULATIONS AND SPECIAL CONDITIONS OF TOWN/CITY AGENCIES, SUCH AS THE PLANNING BOARD, ZONING BOARD, CONSERVATION COMMISSION, AND OTHERS, IS MANDATORY AND IS THE RESPONSIBILITY OF THE OWNER.
- ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REQUIRE APPROVAL OF VARIOUS TOWN/CITY BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND FIELDSTONE LAND CONSULTANTS, PLLC PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE CITY DEPARTMENTS PRIOR TO CONSTRUCTION TO ARRANGE FOR NECESSARY INSPECTIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCURATE AS-BUILT INFORMATION OF ALL WORK, ESPECIALLY UNDERGROUND CONSTRUCTION OF UTILITY LINES, SERVICES, CONNECTIONS, ETC. AND APPROPRIATE TIES TO ABOVE GROUND PERMANENT STRUCTURES, FIELD SURVEY COORDINATES, OR SOME OTHER METHOD OF ESTABLISHING THE AS-BUILT CONDITION OF ALL CONSTRUCTION.
- THE CONTRACTOR AND OWNER ARE RESPONSIBLE FOR OBSERVING AND MANAGING THE PROJECT PER RSA 430:53 AND AGR 3800 REGARDING INVASIVE SPECIES (PLANTS AND INSECTS). NO INVASIVE SPECIES PLANT OR INSECT SHALL BE INTRODUCED INTO THE SITE.

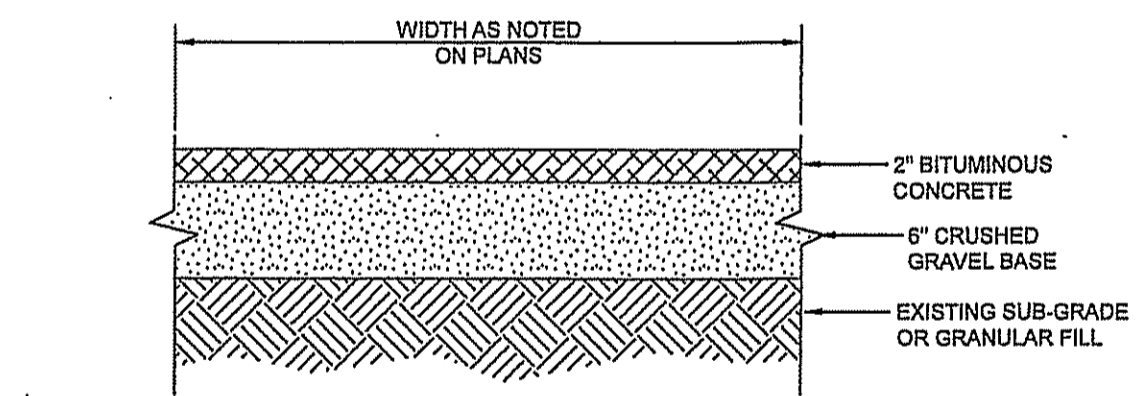
GENERAL CONSTRUCTION NOTES 1 DT-2

- CATCH BASINS, PIPE INLETS, DRAINAGE BASINS AND SPILLWAYS SHALL BE INSPECTED AFTER EVERY MAJOR STORM FOR POLLUTANT BUILD-UP. POLLUTANTS CONSIST OF SEDIMENTS, DEBRIS AND/OR FLOATING HYDROCARBONS.
- IN THE ABSENCE OF A MAJOR STORM, THE SYSTEM MUST BE CHECKED AT LEAST TWICE A YEAR, IN THE SPRING AND FALL FOR HYDROCARBON ACCUMULATION.
- IF, UPON INSPECTION, A SIGNIFICANT AMOUNT OF POLLUTANTS HAVE ACCUMULATED IN ANY OF THE CATCH BASINS, THEN THE POLLUTANTS MUST BE REMOVED AND DISPOSED OF PROPERLY.
- A SIGNIFICANT AMOUNT OF POLLUTANTS SHALL BE DEFINED AS A NOTICEABLE SHEEN ON THE WATER SURFACE IN THE SUMPS OF ANY CATCH BASIN AND/OR WHEN SEDIMENTS HAVE ACCUMULATED TO WITHIN 6 INCHES BELOW THE OUTLET OF ANY OF THE CATCH BASINS. WHEN EITHER OF THESE SITUATIONS ARE DISCOVERED UPON THE REQUIRED SEMIANNUAL INSPECTION, THEN THE STEPS STATED ABOVE SHALL BE COMPLETED.
- THE DRAINAGE BASIN EMBANKMENTS SHOULD BE INSPECTED FOR RODENT BURROWS, BARE SPOTS, WET AREAS OR EROSION. ANY DEFICIENCIES SHALL BE CORRECTED TO PREVENT ADDITIONAL DAMAGE.
- PIPE OUTLETS SHOULD BE INSPECTED ANNUALLY AND AFTER EVERY MAJOR STORM. THE CONDITION OF THE PIPES SHOULD BE NOTED AND REPAIRS MADE AS NECESSARY. IF EROSION IS TAKING PLACE THEN MEASURES SHOULD BE TAKEN TO STABILIZE AND PROTECT THE ERODED AREA OF THE OUTLET.

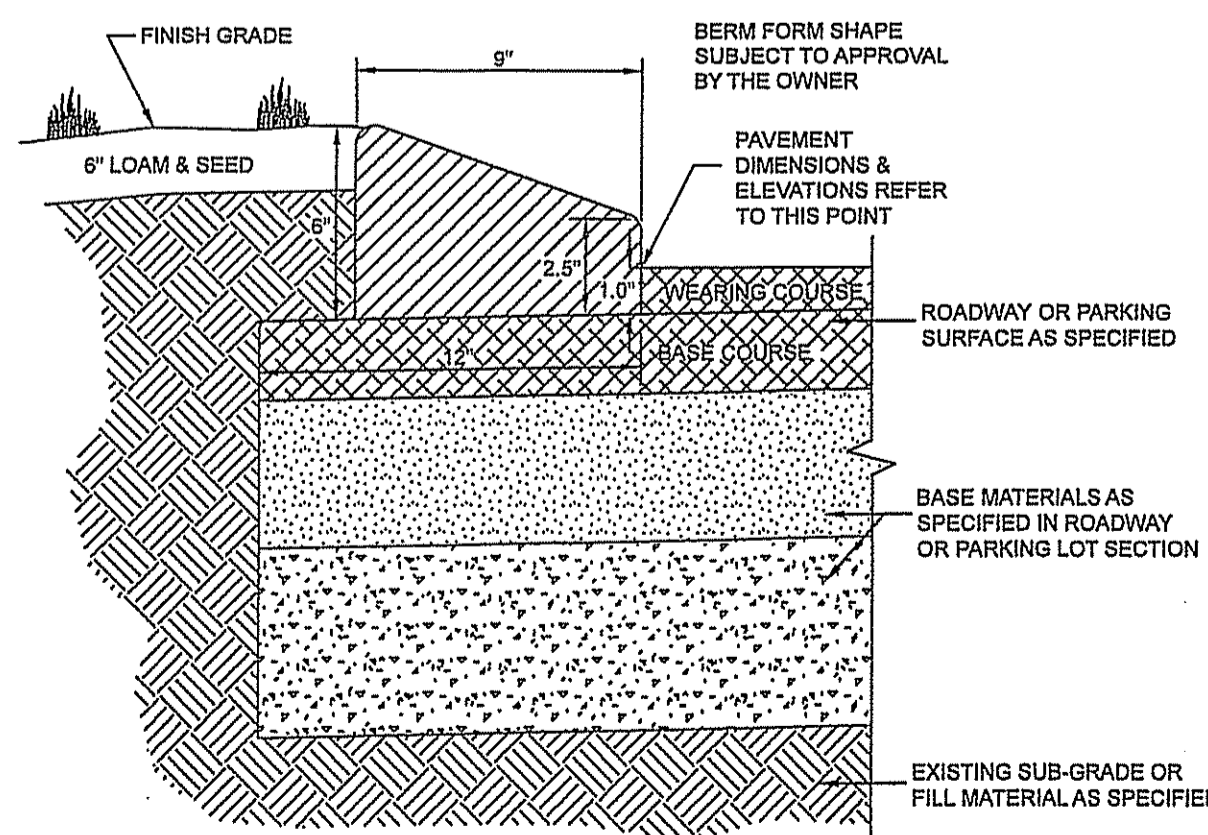
STORMWATER MAINTENANCE NOTES 2 DT-2



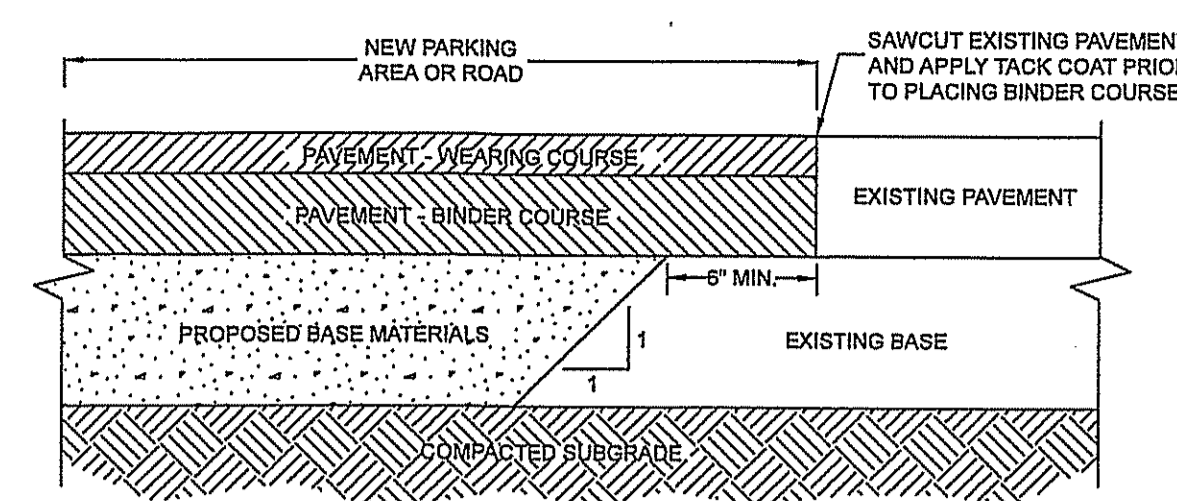
PARKING AREA PAVEMENT SECTION 3 DT-2



BITUMINOUS CONCRETE SIDEWALK 4 DT-2

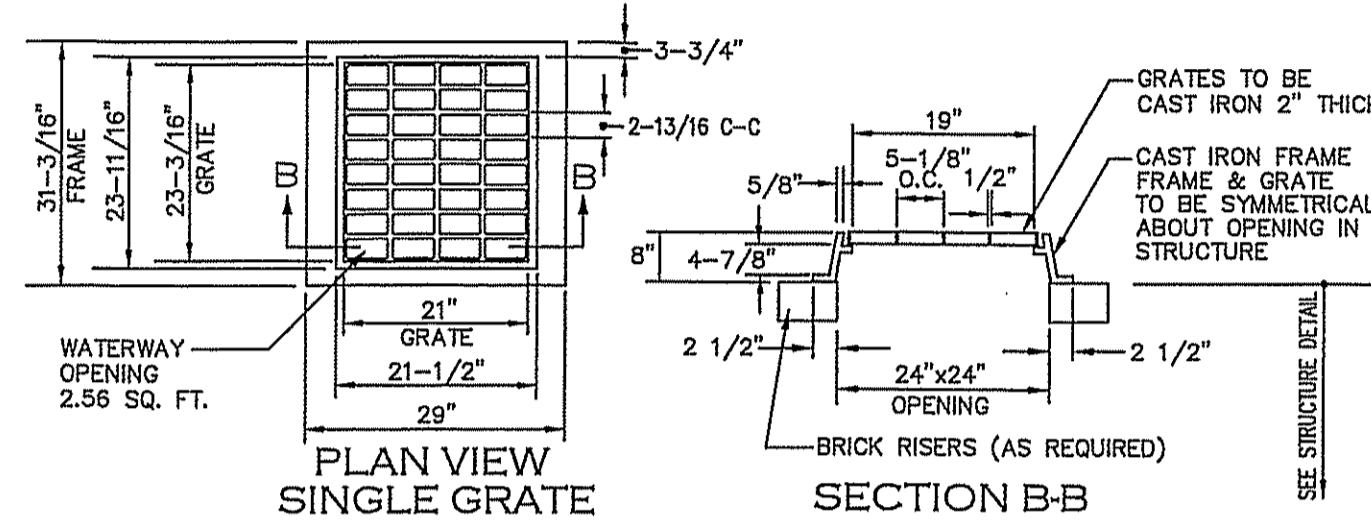


CURB - ASPHALT (CAPE COD BERM) 5 DT-2

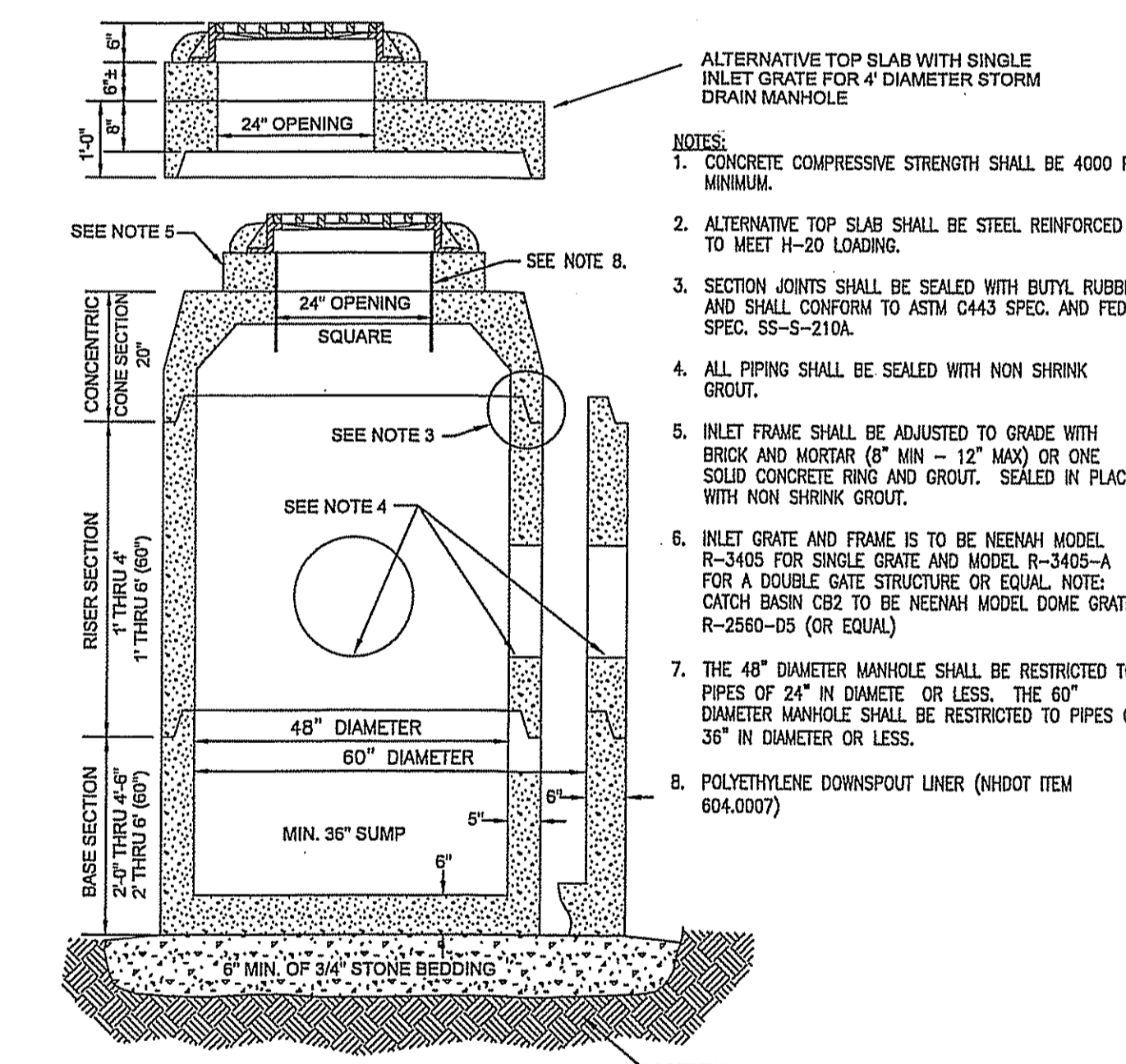


NOTE:
1. SEE ROADWAY OR PARKING LOT SECTION FOR MATERIALS AND ASSOCIATED DEPTHS.
2. INFRARED JOINT AFTER PLACING PAVEMENT.

PAVEMENT MATCH 6 DT-2



FRAME AND GRATE - NHDOT TYPE B 7 DT-2



CATCH BASIN 8 DT-2

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

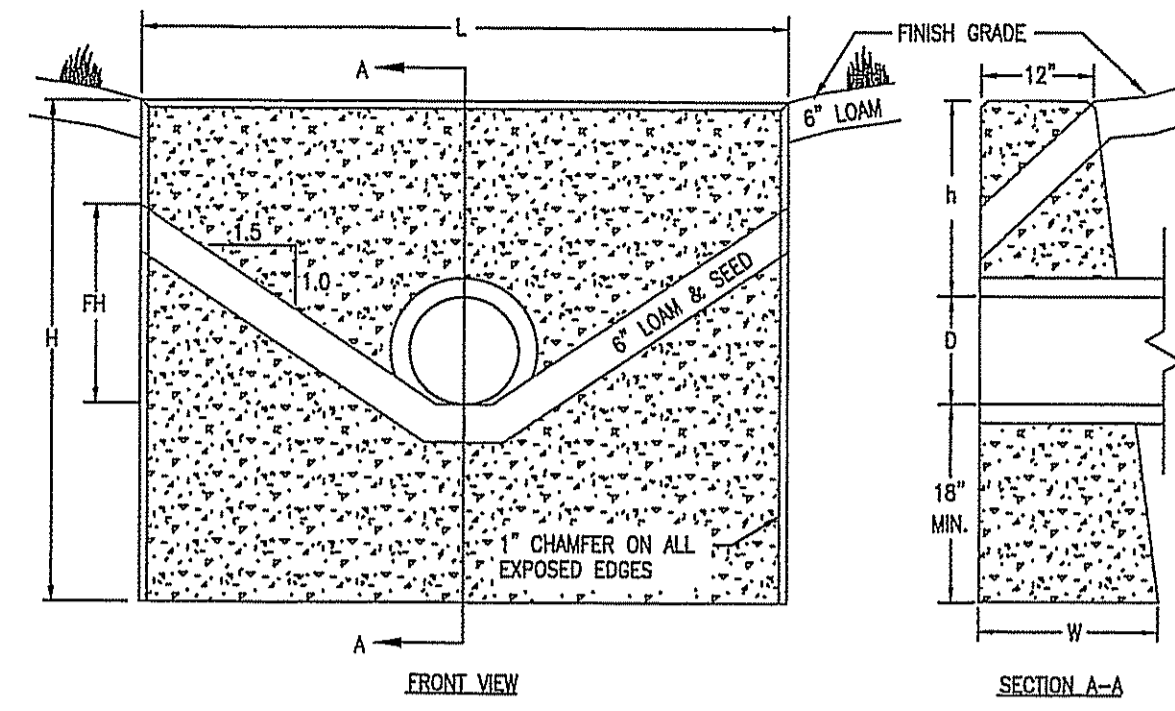
APPROVED BY THE HUDSON, NH PLANNING BOARD

DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY _____ SIGNATURE DATE _____

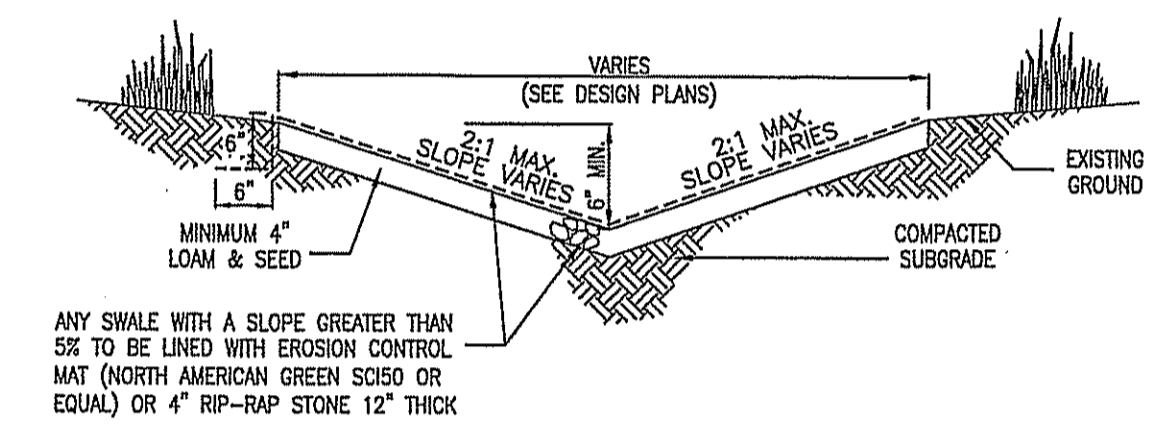
SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.



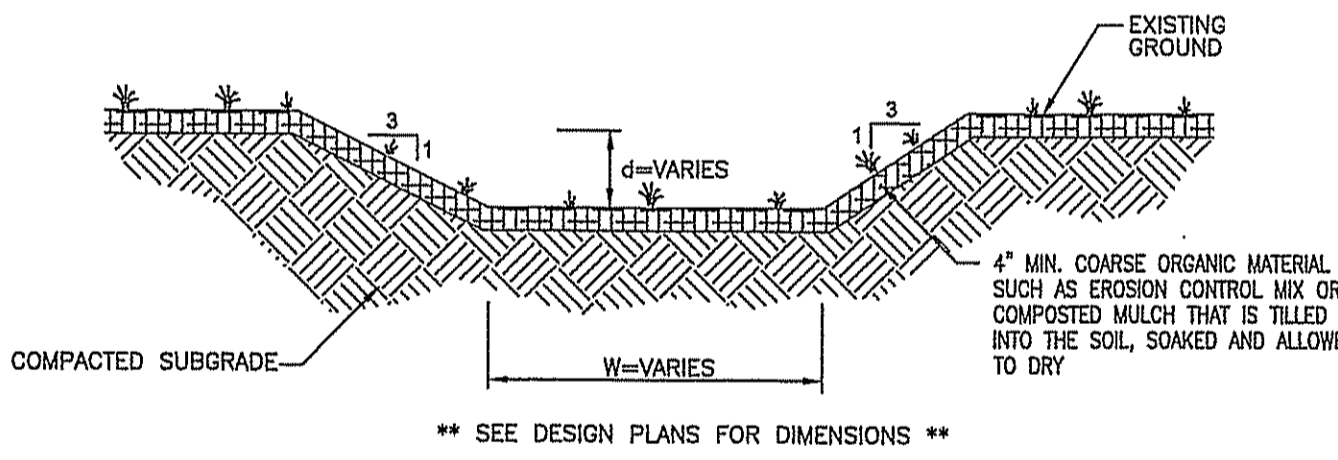
CULVERT DIAM.	HEADWALL LENGTH	HEADWALL HEIGHT	FILL HEIGHT	TOP HEIGHT	HEADWALL BOTTOM WIDTH
D	L	H	FH	H	W
INCHES					
FEET & INCHES					
12	4'-3"	3'-9"	1'-1"	1'-3"	1'-11.25"
15	6'-0"	4'-3"	1'-7"	1'-6"	2'-0.75"
18	7'-0"	4'-6"	1'-10"	1'-6"	2'-1.50"
24	9'-0"	5'-0"	2'-4"	1'-6"	2'-3.00"

HEADWALL SHALL BE STEEL REINFORCED AND CONFORM TO NHDOT STANDARD PLAN HW-2, LAST REVISED JUNE 16, 2010.

HEADWALL - PRECAST CONCRETE 9 DT-2



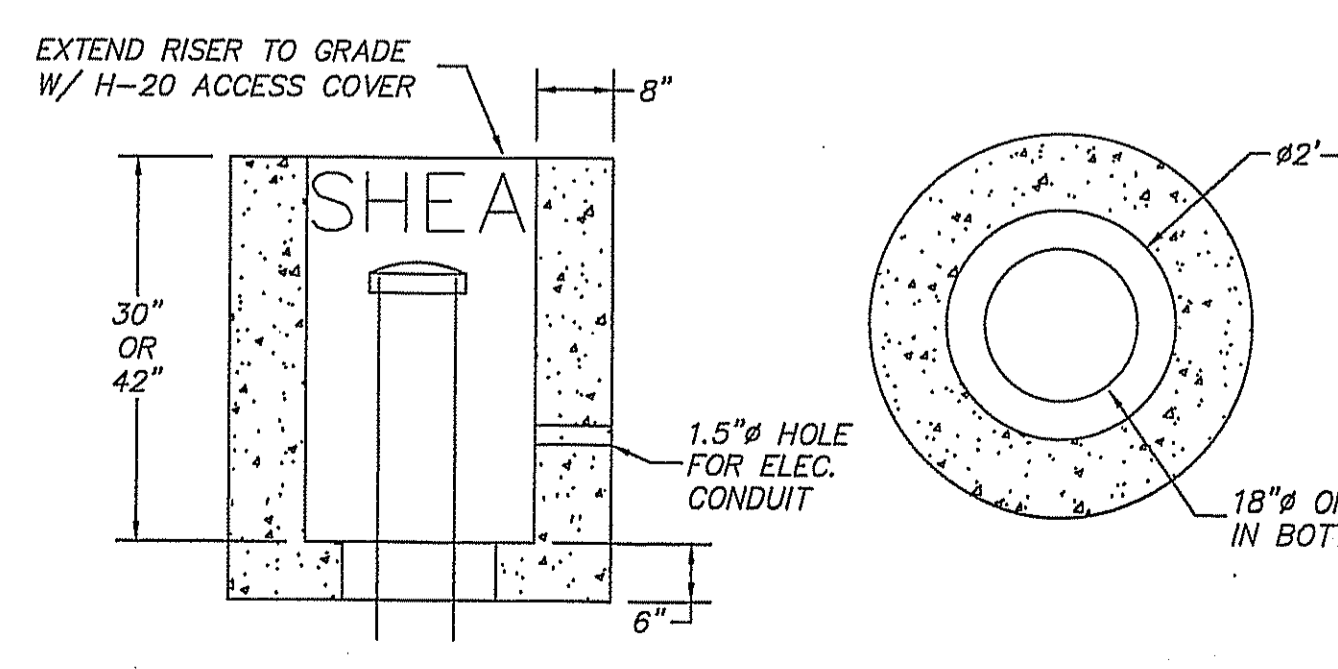
TYPICAL SWALE DETAIL 10 DT-2



TYPICAL INFILTRATION BASIN SECTION 11 DT-2

- INFILTRATION BASIN CONSTRUCTION NOTES**
- REMOVE ALL ORGANIC MATERIAL FROM AREA BELOW PROPOSED INFILTRATION BASINS AND TO EXPOSE UNDERLYING SOILS.
 - CARE SHALL BE TAKEN TO PROTECT THE UNDERLYING SOILS FROM CONSTRUCTION TRAFFIC AND THE DISCHARGE OF SEDIMENT LADEN RUNOFF.
 - ONCE EXCAVATED AND PRIOR TO FILLING, THE UNDERLYING SOILS SHALL BE DEEPLY TILLED WITH A ROTARY TILLER OR DISC HARROW TO RESTORE INFILTRATION RATES, FOLLOWED BY A PASS WITH LEVELING DRAG.
 - FILL BELOW THE BASIN AND/OR LEACHING TRENCHES SHALL CONFORM TO THE SPECIFICATIONS FOR NHDOT ITEM 208.1, "GRANULAR BACKFILL".
 - THE BASIN FLOOR OF THE INFILTRATION BASINS SHALL BE PREPARED USING ONE OF THE FOLLOWING METHODS:
 - 6" LAYER OF COURSE SAND OR 3/8" PEA GRAVEL;
 - ERW-125 RETENTION BASIN SEED MIX (OR EQUAL);
 - COARSE ORGANIC MATERIAL SUCH AS AN EROSION CONTROL MIX OR COMPOSTED MULCH THAT IS TILLED INTO THE SOIL, SOAKED, AND ALLOWED TO DRY.
 - DO NOT PLACE INFILTRATION BASINS/TRENCHES INTO SERVICE UNTIL ALL CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.

TYPICAL INFILTRATION BASIN SECTION 11 DT-2



TYPICAL INFILTRATION BASIN SECTION 11 DT-2

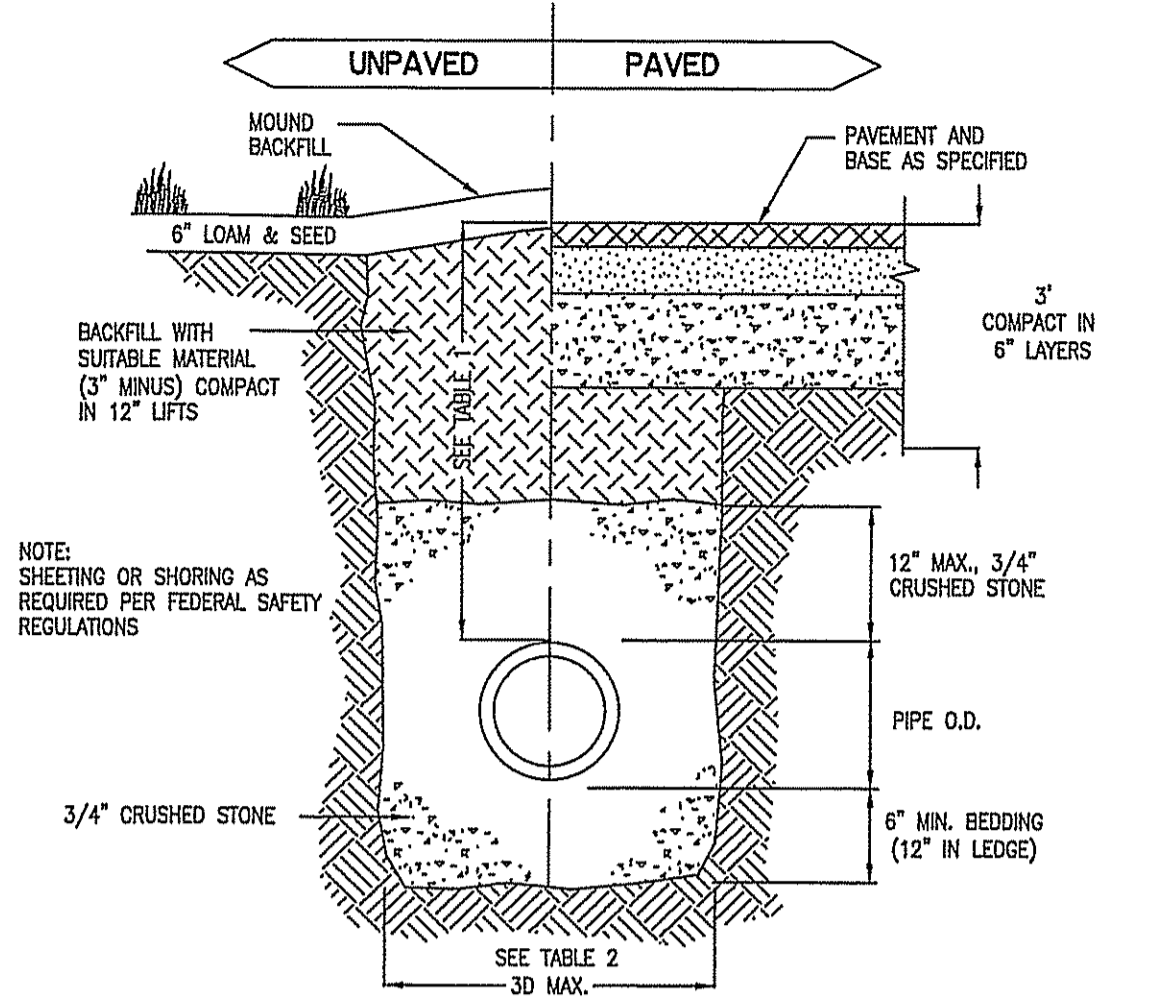
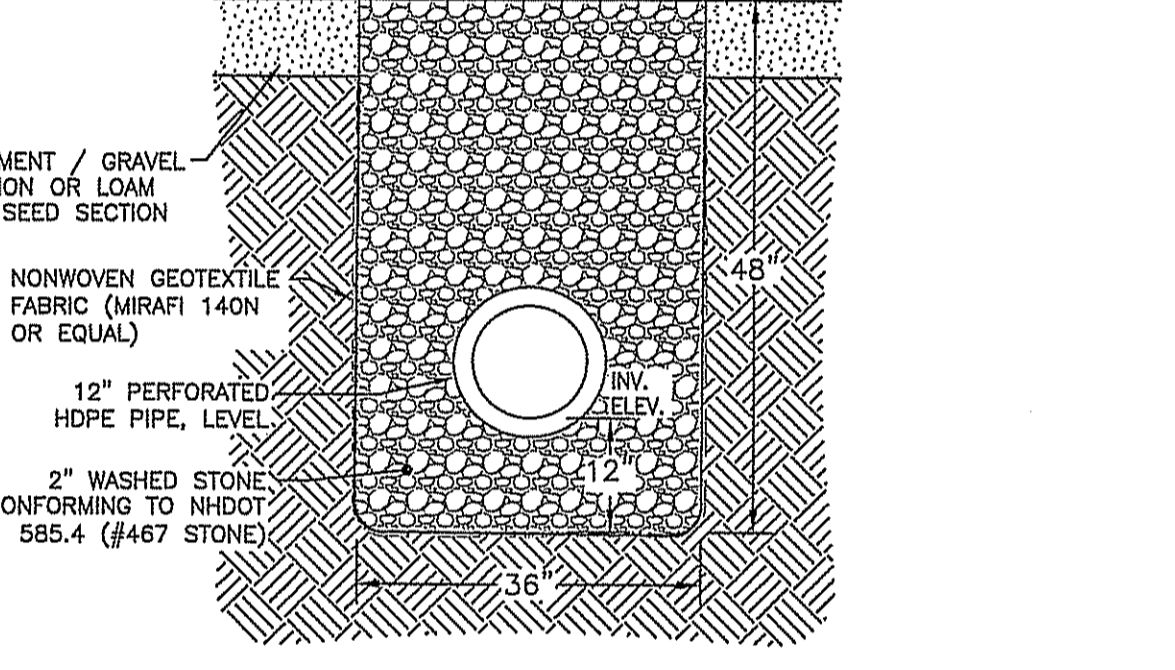
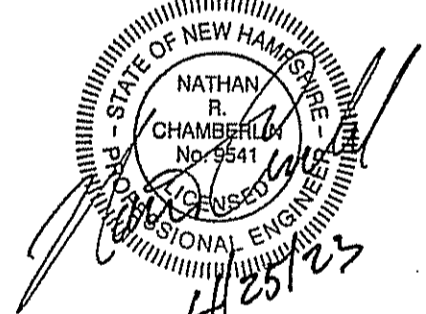


TABLE 1 (RECOMMENDED COVER)			TABLE 2 (RECOMMENDED TRENCH WIDTH)	
LOCATION	PIPE MATERIAL	MINIMUM COVER	INSIDE DIAMETER	TOTAL WIDTH
PAVED ROADS	ALL	3 FT.	12" TO 24"	I.D. + 24"
GRAVEL ROADS	ALL	2 FT.	OVER 24"	2 x I.D.
DRIVEWAYS	ALL	1 FT.		
UNPAVED AREAS	ALL	2 FT.		

DRAINAGE TRENCH (TYPICAL) 12 DT-2



LEACHING TRENCH 13 DT-2



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REV.	DATE	DESCRIPTION	C/O	DR	CK
C	4/25/23	ADD WELL MANHOLE DETAIL		CLR	CEB
B	12/28/22	REVISED PER STAFF & PEER REVIEW COMMENTS		CLR	CEB
A	11/18/22	REVISED PER CLIENT & FIRE REVIEW		CLR	CEB
		DESCRIPTION	C/O	DR	CK

CONSTRUCTION DETAILS

TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE

PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

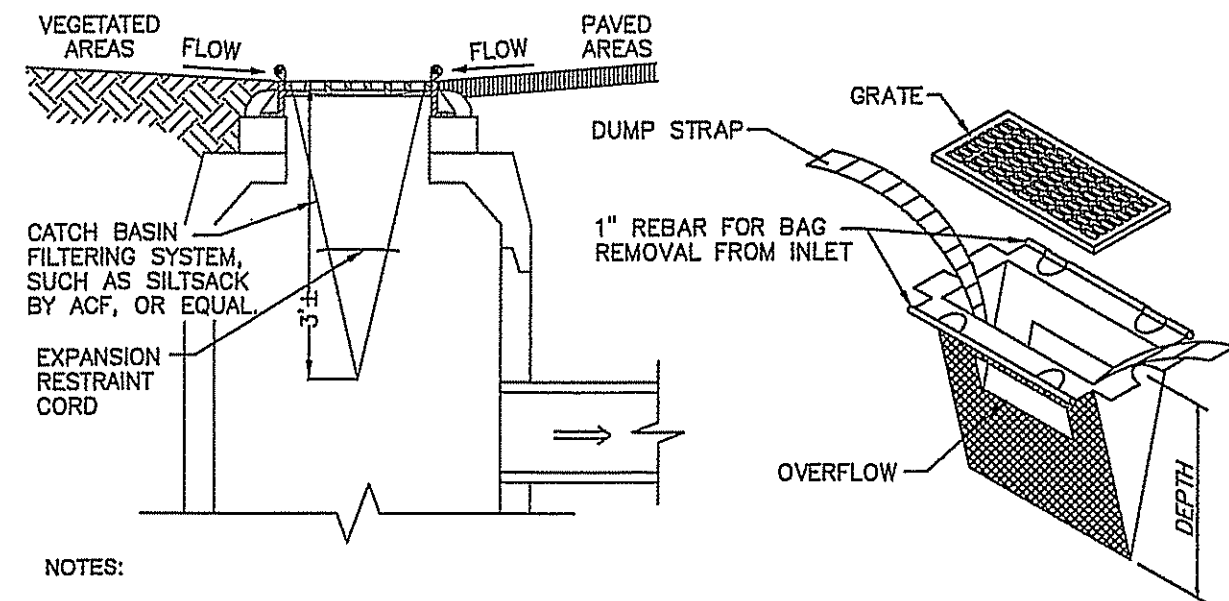
SCALE: NOT TO SCALE JUNE 2, 2022

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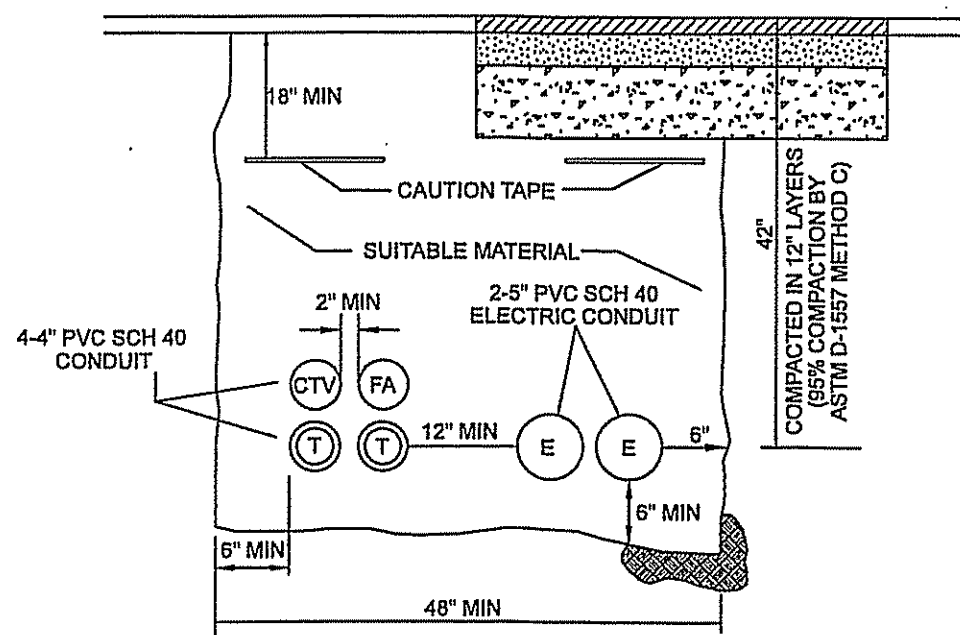
206 Elm Street, Milford, NH 03055
 Phone: (603) 672-5456 Fax: (603) 413-5456
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FILE: 3184D101B.dwg PROJ. NO. 3184.01 SHEET: DT-2 PAGE NO. 9 OF 11



- NOTES:
1. INSTALL AND MAINTAIN SACKS IN ALL CATCH BASINS.
 2. TO INSTALL SACK, REMOVE CATCH BASIN GRATE AND PLACE SACK IN OPENING. HOLD OUT APPROXIMATELY SIX INCHES OF THE SACK OUTSIDE THE FRAME FOR THE LIFTING STRAPS. REPLACE THE GRATE TO HOLD THE SACK IN PLACE.
 3. THE SACK SHOULD BE INSPECTED AFTER EVERY STORM, OR ONCE EVERY TWO WEEKS, WHICH EVER OCCURS FIRST.
 4. THE RESTRAINT CORD SHOULD BE VISIBLE AT ALL TIMES. IF THE CORD IS COVERED WITH SEDIMENT, THE SACK SHOULD BE EMPTIED, EMPTY THE SACK AWAY FROM THE CATCH BASIN TO PREVENT SEDIMENT FROM RE-ENTERING THE CATCH BASIN. EMPTY THE SACK PER THE MANUFACTURER'S RECOMMENDATIONS.
 5. REPLACE THE SACK IN THE CATCH BASIN AFTER THE SACK HAS BEEN EMPTIED. ONCE CONSTRUCTION IS COMPLETE AND ALL DISTURBED AREAS HAVE BEEN STABILIZED BY PAVING OR A HEALTHY VEGETATIVE COVER, REMOVE THE SACK FROM THE CATCH BASINS.

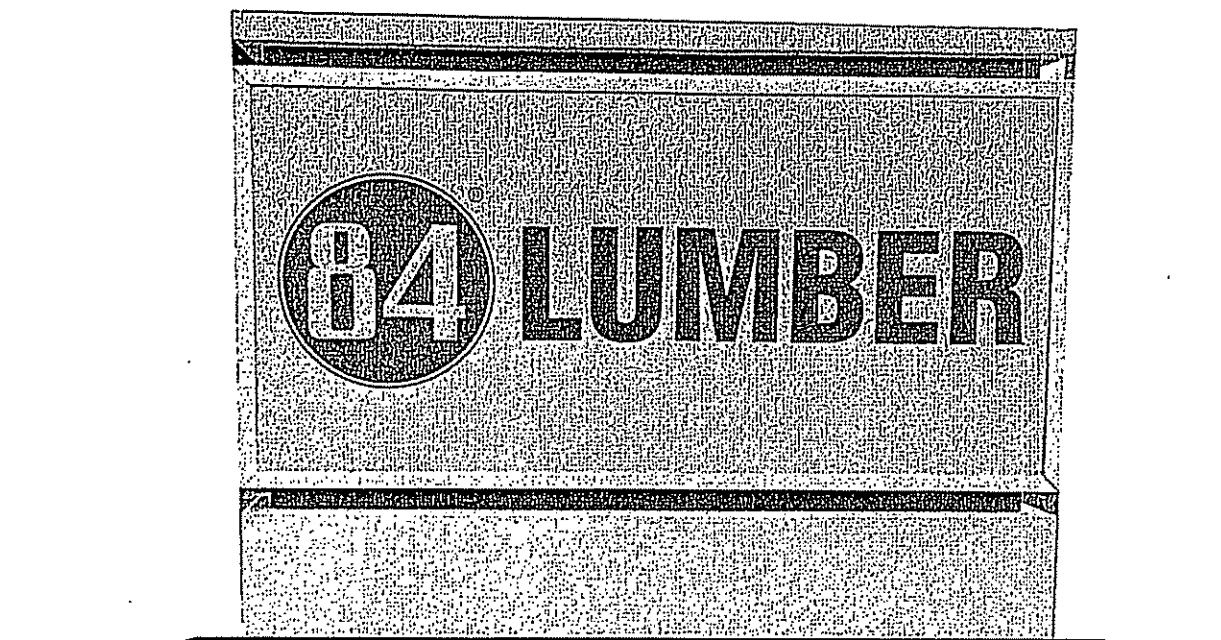
SILT SACK SEDIMENT FILTER 1 DT-3



NOTE:
ALL CONDUIT AND TRENCH WORK SHALL CONFORM TO THEIR RESPECTIVE UTILITY COMPANY REQUIREMENTS

SCALE: N.T.S.

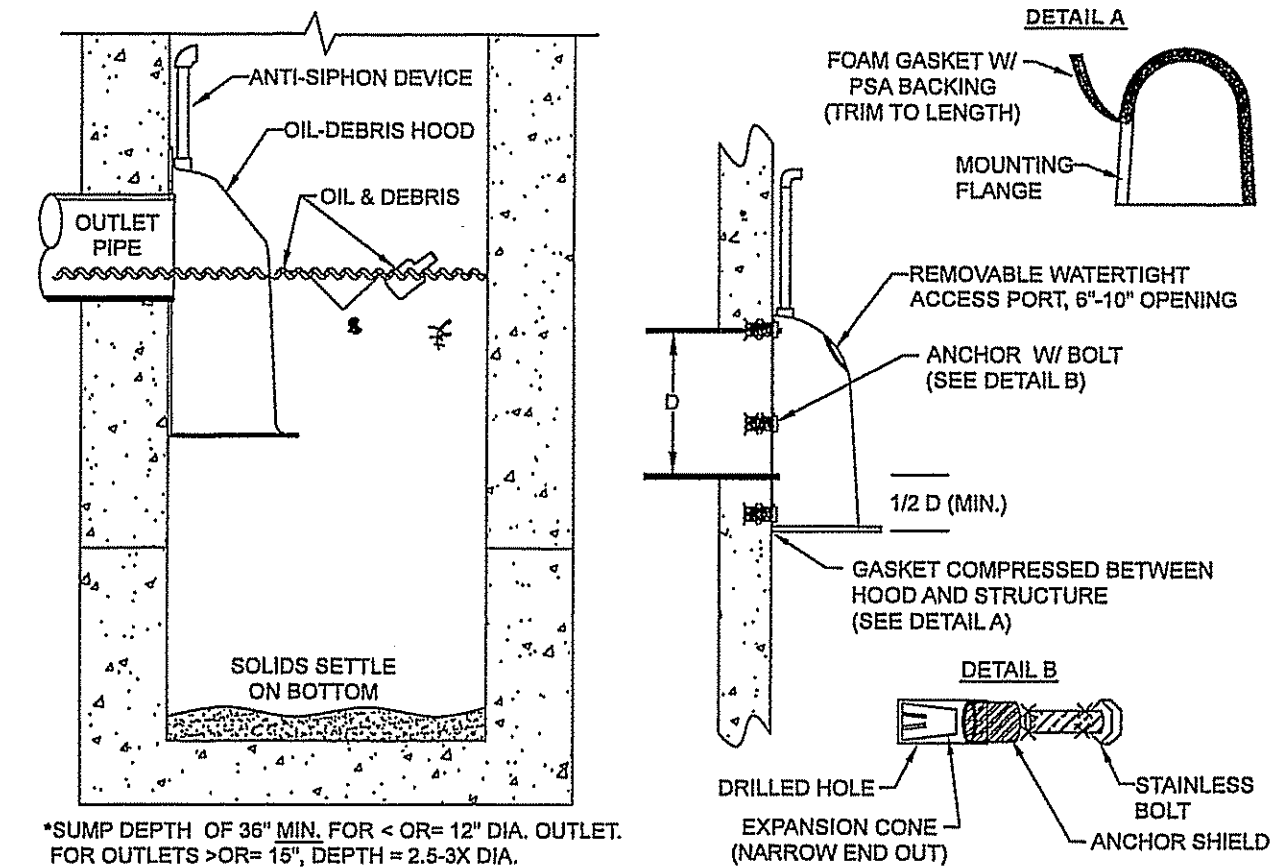
TYPICAL UTILITY TRENCH 5 DT-3



- NOTES:
1. THE PROPOSED SIGN SHALL CONFORM TO ALL LOCAL REGULATIONS AND/OR ORDINANCES.
 2. THE APPLICANT SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO THE INSTALLATION OF THE SIGN.

SCALE: N.T.S.

MONUMENT SIGN 6 DT-3



*SUMP DEPTH OF 36" MIN. FOR < OR = 12" DIA. OUTLET. FOR OUTLETS > OR = 18", DEPTH = 2.5X DIA.

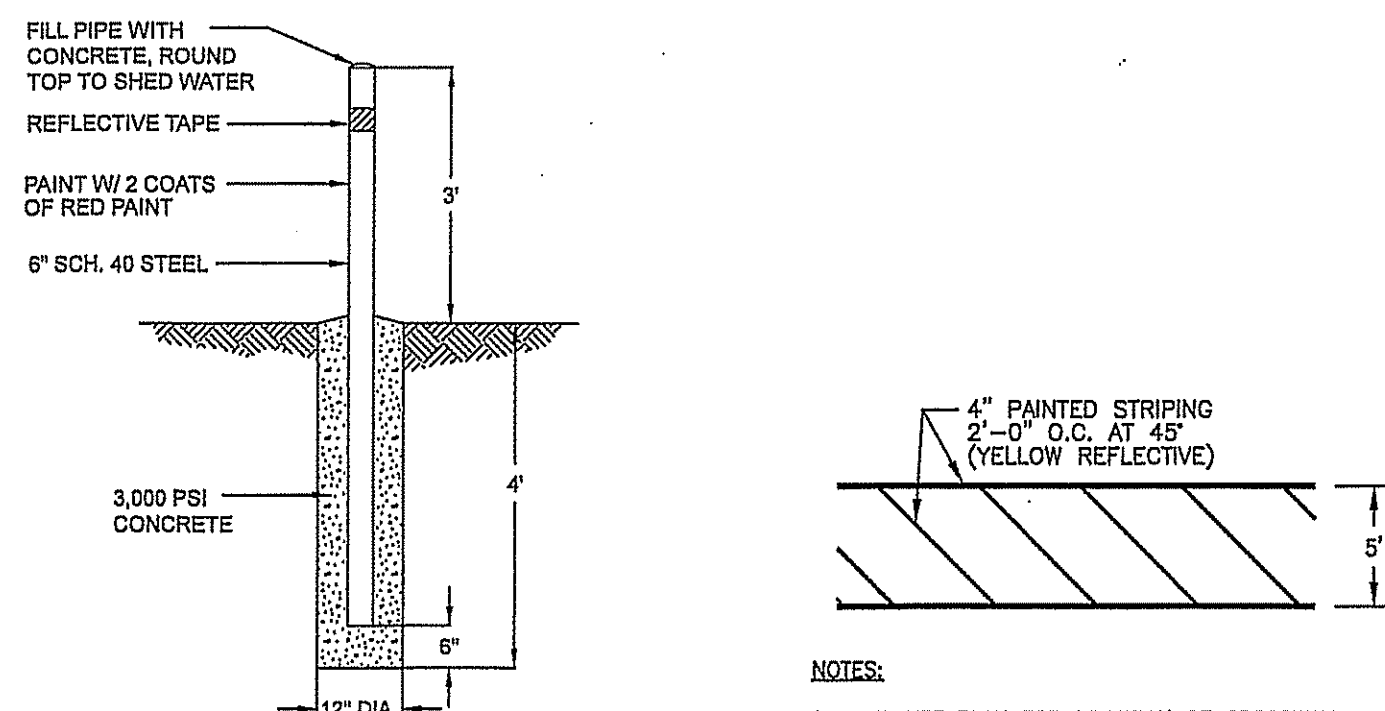
STRUCTURE OUTLET HOLE SIZE	HOOD SIZE
11.9" O.D. OR LESS	12 F or R
12.0"-17.9" O.D.	18 F or R
18.0"-23.9" O.D.	24 F or R
24.0"-29.9" O.D.	30 F or R
30.0"-47.9" O.D.	48 F
48.0"-95.9" O.D.	96 F

INSTALLATION NOTE:
POSITION HOOD SUCH THAT BOTTOM FLANGE IS A DISTANCE OF 1/2 OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES < 12" I.D. IS 6".

F: FLAT WALL STRUCTURE
R: ROUND WALL STRUCTURE

- NOTES:
1. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT AS DRAWN. (SEE CONFIGURATION DETAIL)
 2. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION.
 3. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES < 12" I.D.
 4. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
 5. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND THE PIPE SHALL BE TRIMMED FLUSH TO WALL.
 6. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
 7. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY BEST MANAGEMENT PRODUCTS, INC., LYME, CT OR EQUAL.

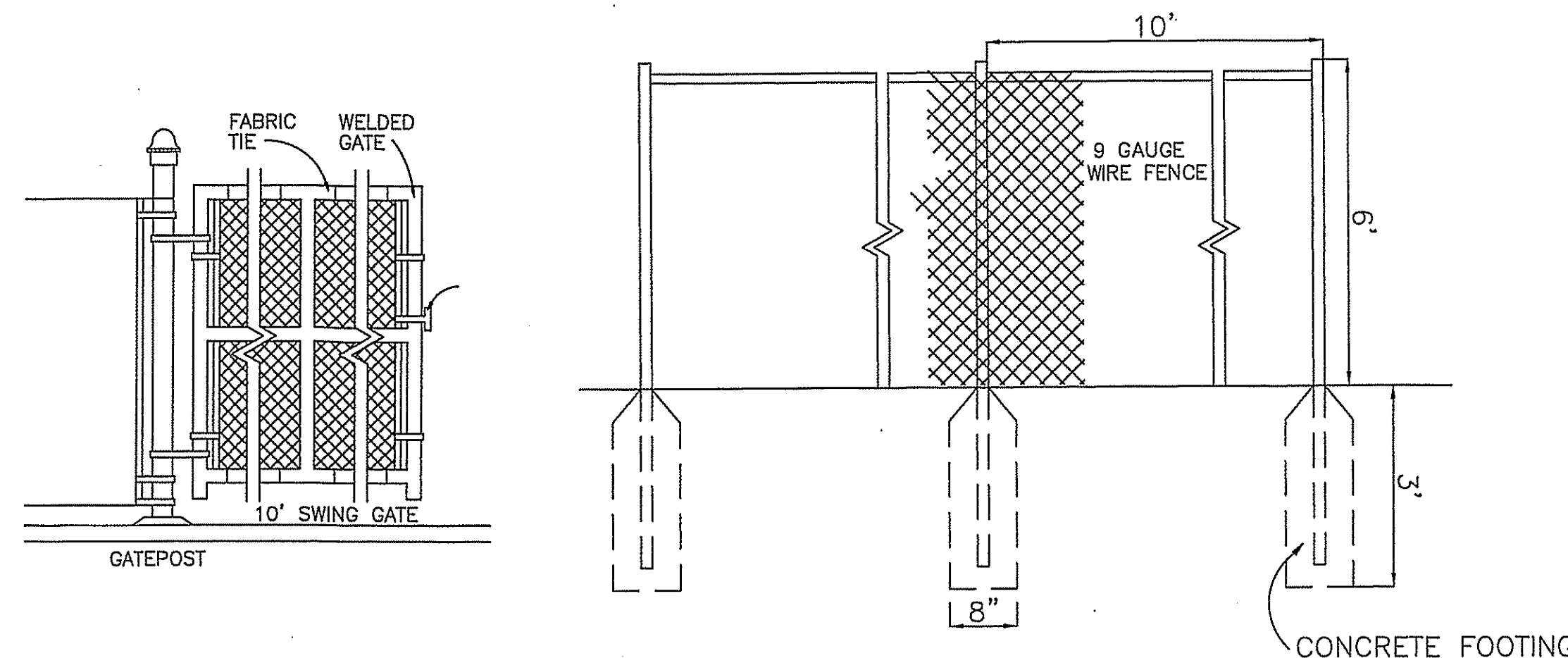
OIL-DEBRIS HOOD 9 DT-3



- NOTES:
1. SEE SITE PLAN FOR LOCATION OF CROSSWALK.

BOLLARD 2 DT-3

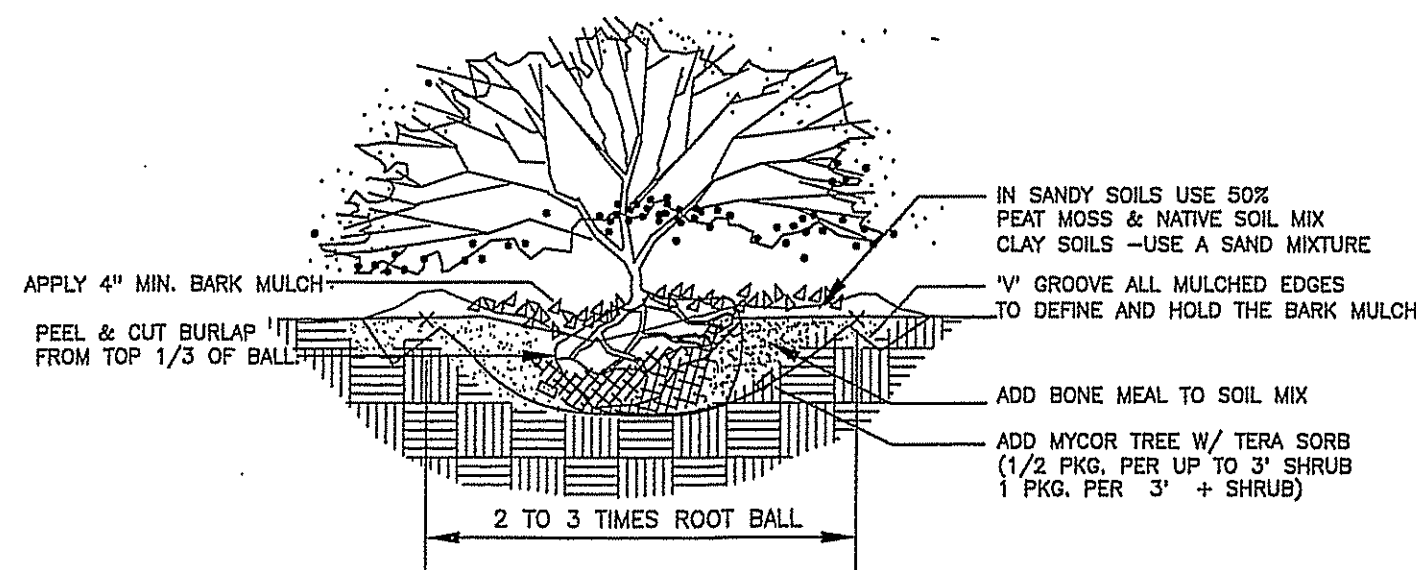
CROSSWALK 3 DT-3



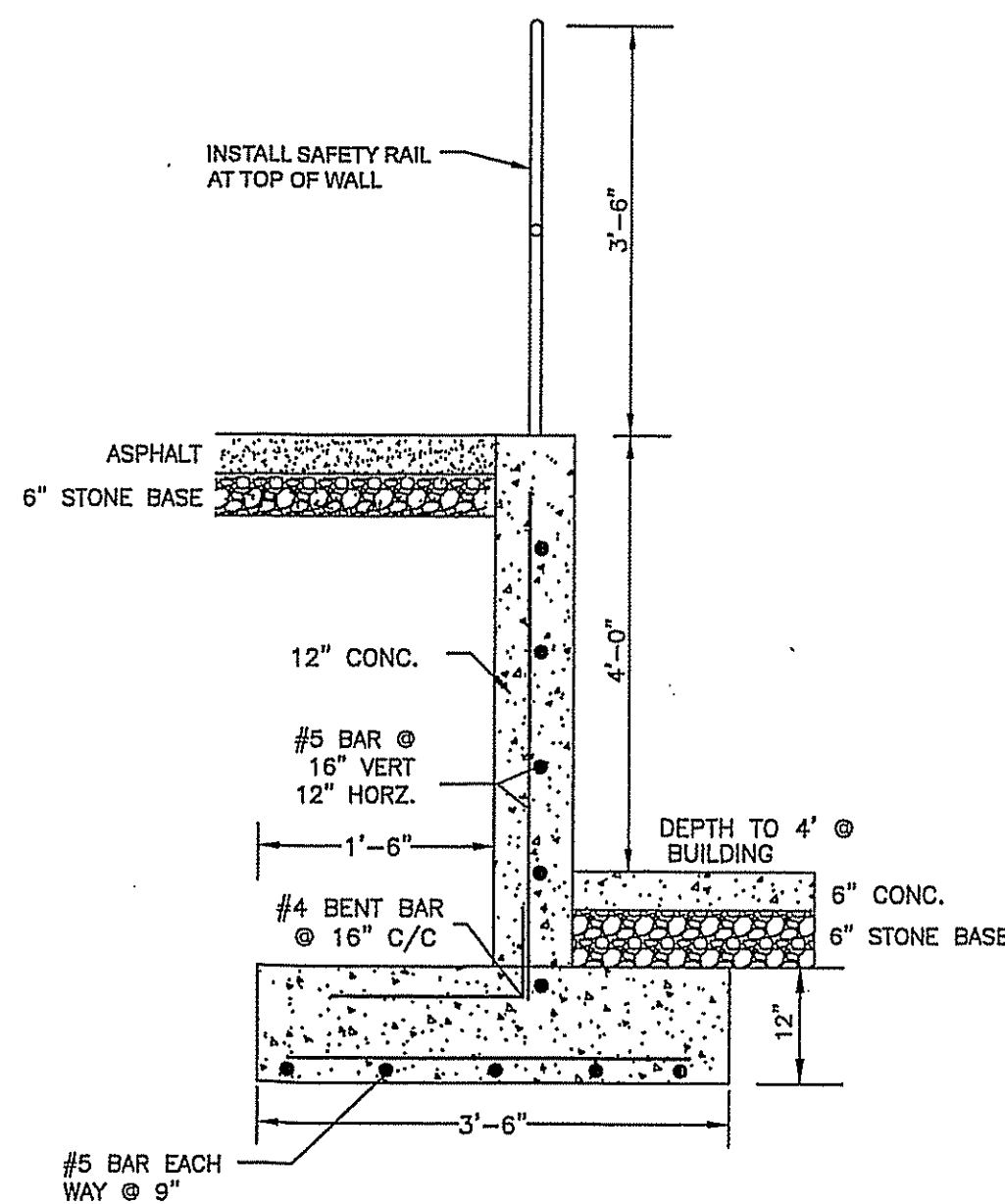
CHAIN LINK FENCE DETAIL

SCALE: N.T.S.

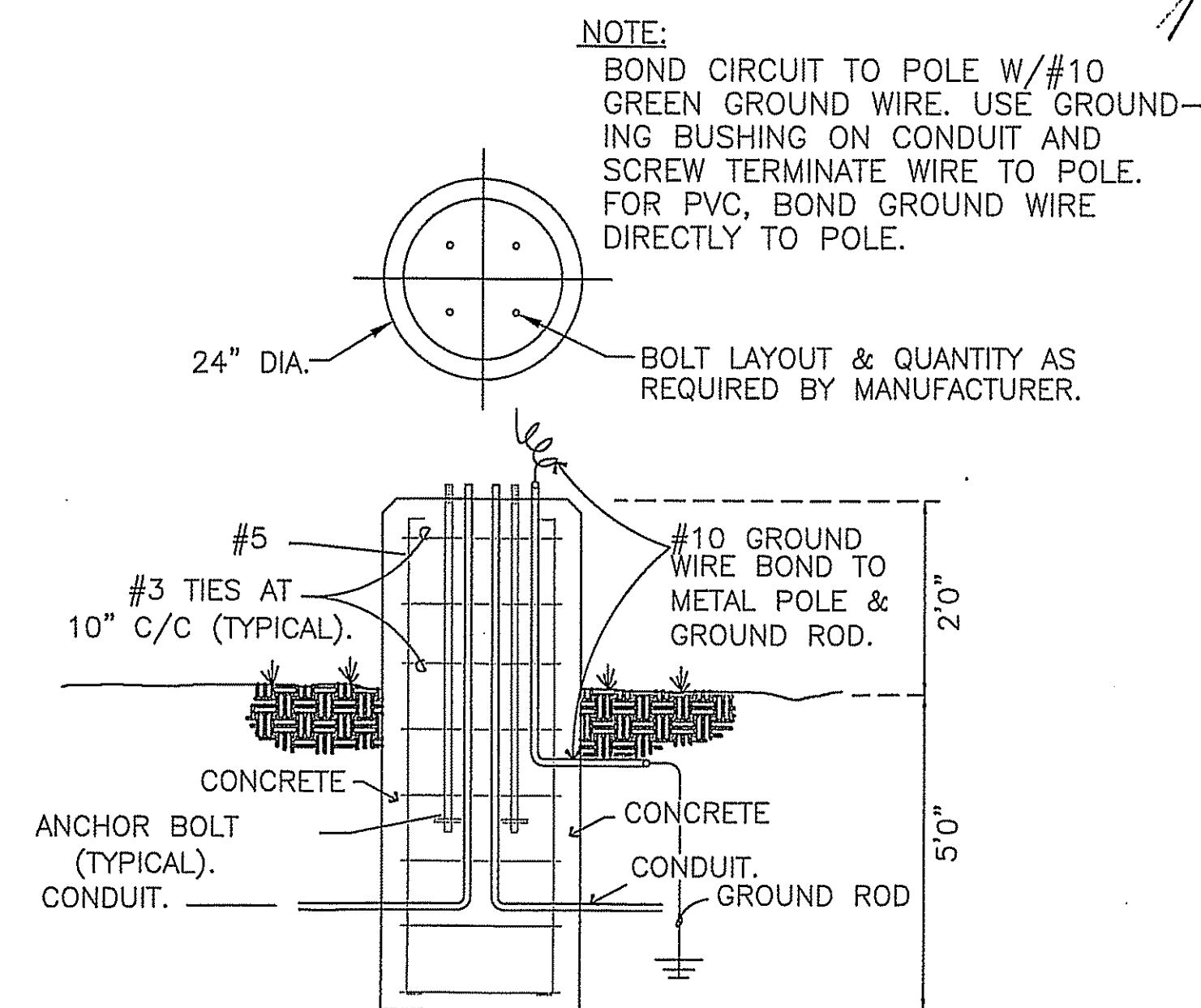
CHAIN LINK FENCE DETAIL 7 DT-3



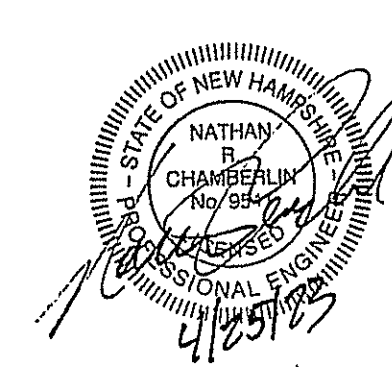
B & B SHRUB PLANTING DETAIL 4 DT-3



RETAINING WALL DETAIL 8 DT-3



LIGHT POLE CONCRETE DETAIL 8 DT-3



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REV.	DATE	DESCRIPTION	C/O	DR	CK
D	4/25/23	ADD RETAINING WALL DETAIL		DSL	NRC
C	2/08/23	ADD SIGN DETAIL		DSL	NRC
B	12/28/22	REVISED PER STAFF & PEER REVIEW COMMENTS		CLR	CEB
A	11/18/22	REVISED PER CLIENT & FIRE REVIEW		CLR	CEB

CONSTRUCTION DETAILS

TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: NOT TO SCALE JUNE 2, 2022

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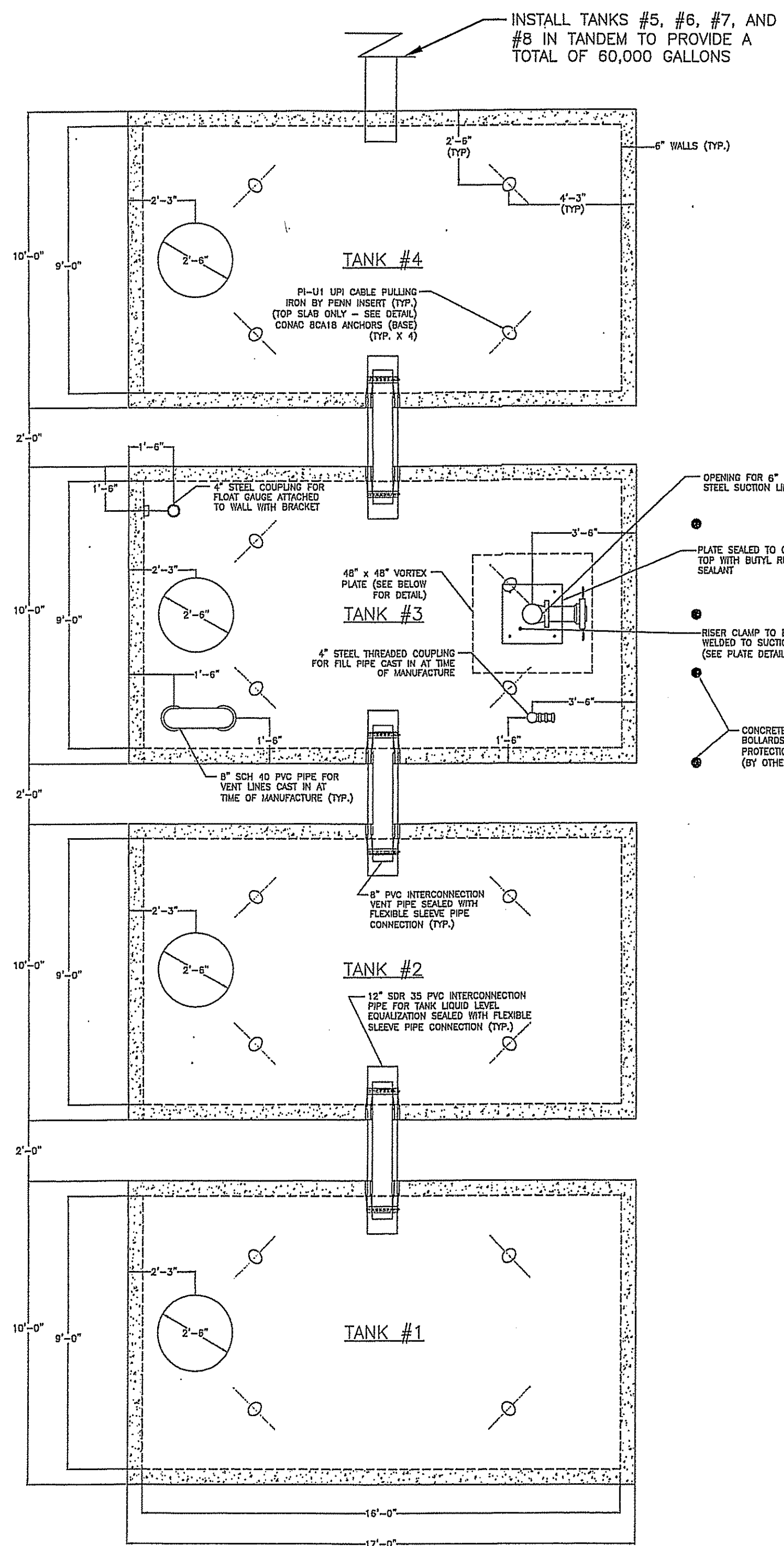
DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY _____ SIGNATURE DATE _____

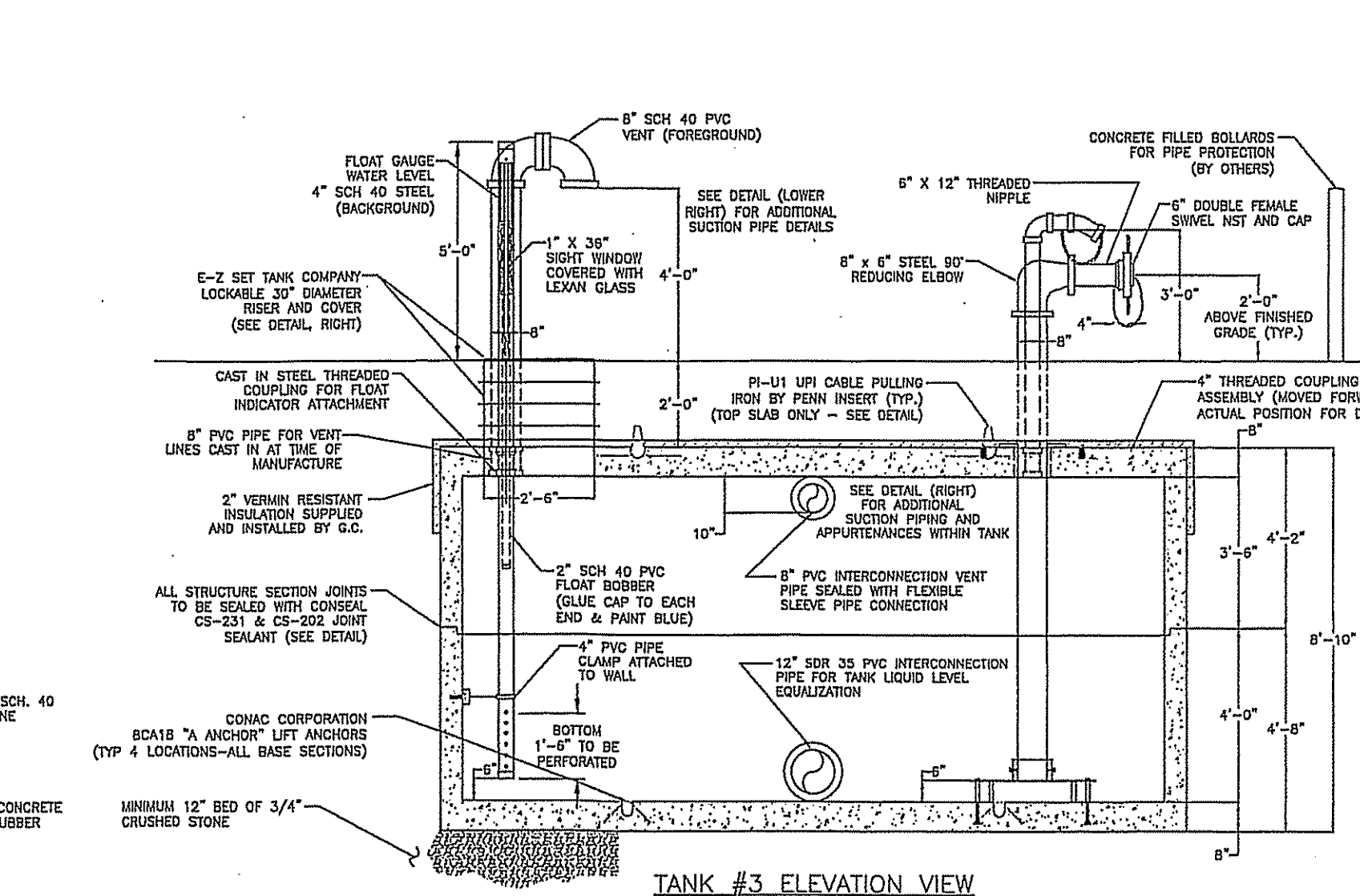
SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.



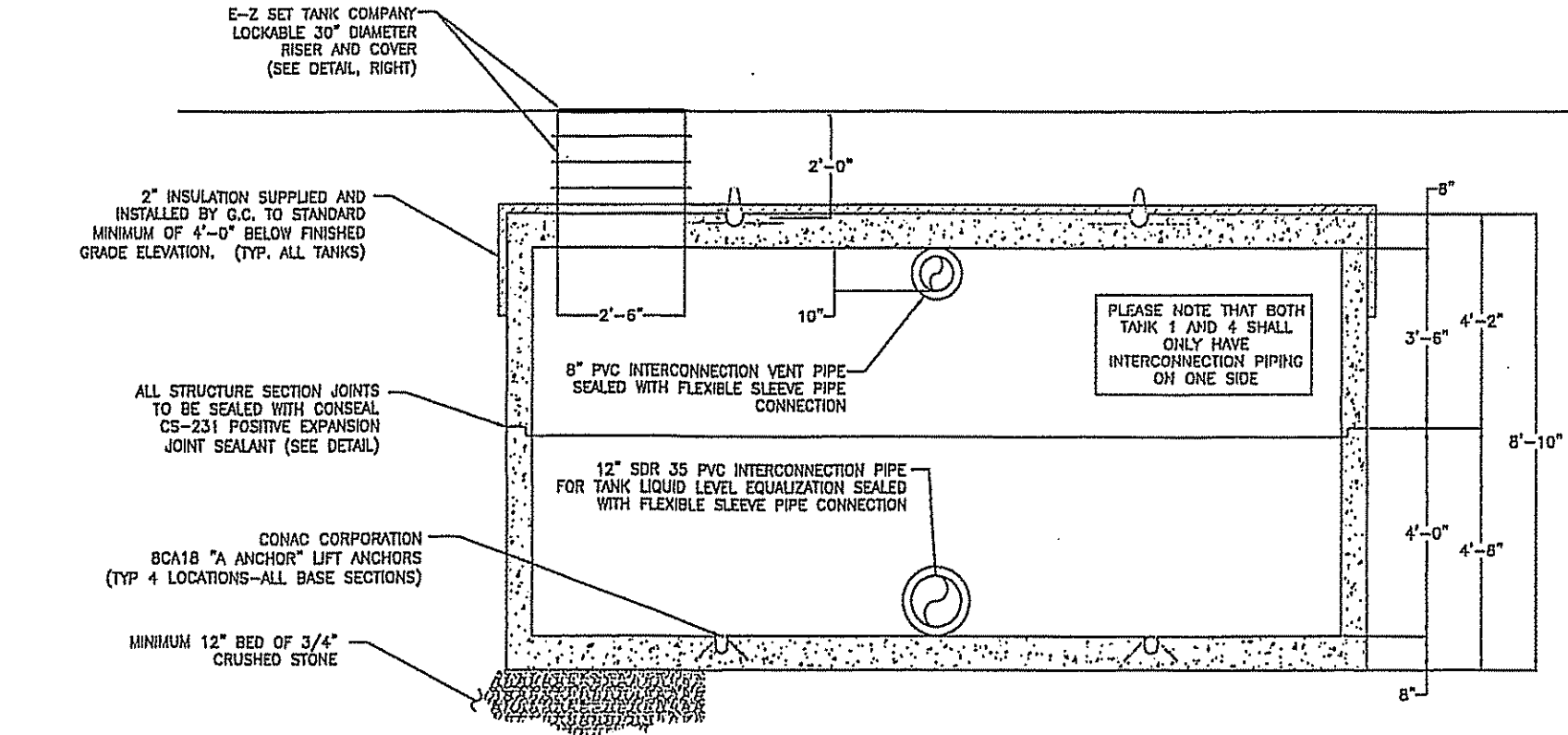
PLAN VIEW
SCALE: 3/8" = 1'-0"

- NOTES:
1. CONCRETE: 5,000 PSI @ 28 DAYS. CEMENT TO BE TYPE II PER ASTM C-150.
 2. REINFORCING TO BE PER ASTM A-615, GRADE 60 DEFORMED BILLET STEEL WITH 1" MINIMUM COVER UNLESS OTHERWISE NOTED.
 3. REINFORCING TO MEET OR EXCEED REQUIREMENTS OF ASTM A-615-44, COVER: 1" - 5".
 4. ALL SECTION JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT PER ASTM C-990 & ASHTO M-198.
 5. EXTERIOR TO BE COATED WITH CONCRETE AC-108 ACETIC COATING OR SEASONED UH-12 ASPHALT GLASS PAINT THAT MEETS THE REQUIREMENTS OF FEDERAL SPECIFICATION TT-C-494, TYPES I, II & III.
 6. HEAVIEST SECTION TO WEIGH: 33,769# (16.10 YDS³ TOTAL, 9.05 YDS³ PER SECTION).

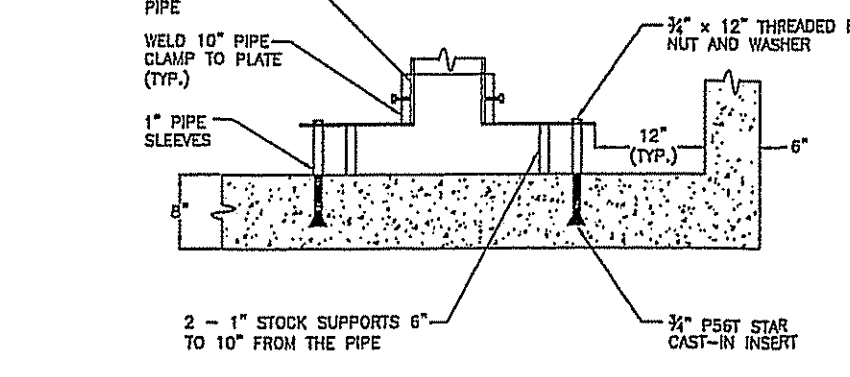


TANK #3 ELEVATION VIEW
SCALE: 3/8" = 1'-0"

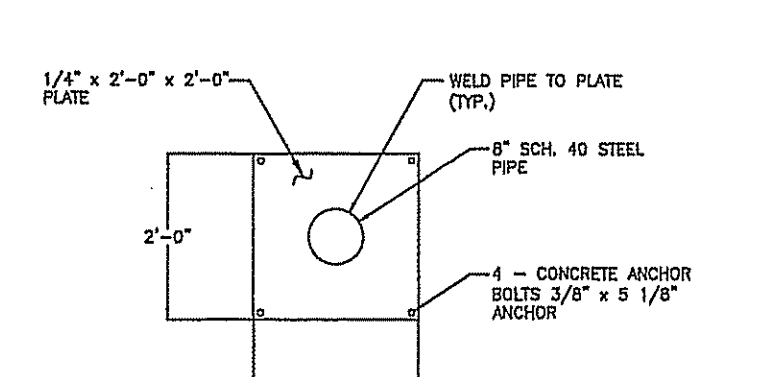
- FOUNDATION & BACKFILL NOTES:
1. FOUNDATION MATERIAL SHALL BE 3/4" CRUSHED STONE, MINIMUM 12" THICK.
 2. 1 1/2" BANK RUN GRAVEL SHALL BE USED FOR BACKFILL OPERATIONS SURROUNDING TANK. BACKFILL SHALL BE PLACED IN MAXIMUM 12" LOOSE LIFTS. IT SHALL BE COMPACTED TO 95% OF MAXIMUM DRY DENSITY BY MODIFIED PROCTOR METHOD (ASTM 1557). ALL COMPACTON SHALL BE DONE WITH HAND-OPERATED COMPACTON EQUIPMENT.
 3. TANK EXCAVATION SHALL BE KEPT Dewatered THROUGHOUT INSTALLATION AND BACKFILL OPERATIONS.
 4. ALL AREAS BETWEEN TANKS SHALL BE FILED TO A MINIMUM OF 12" ABOVE CROWN OF INTERCONNECTION PIPE WITH 3/4" CRUSHED STONE. 1 1/2" BANK RUN GRAVEL MAY BE USED ABOVE THIS ELEVATION, PROVIDED THAT PROPER COMPACTON AS STATED IN NOTE 2 ABOVE CAN BE ACHIEVED.
 5. ALL BACKFILL MATERIAL BETWEEN TANKS SHALL BE PLACED IN 12" LIFTS AT THE SAME TIME AS THE MATERIAL SURROUND THE TANKS.



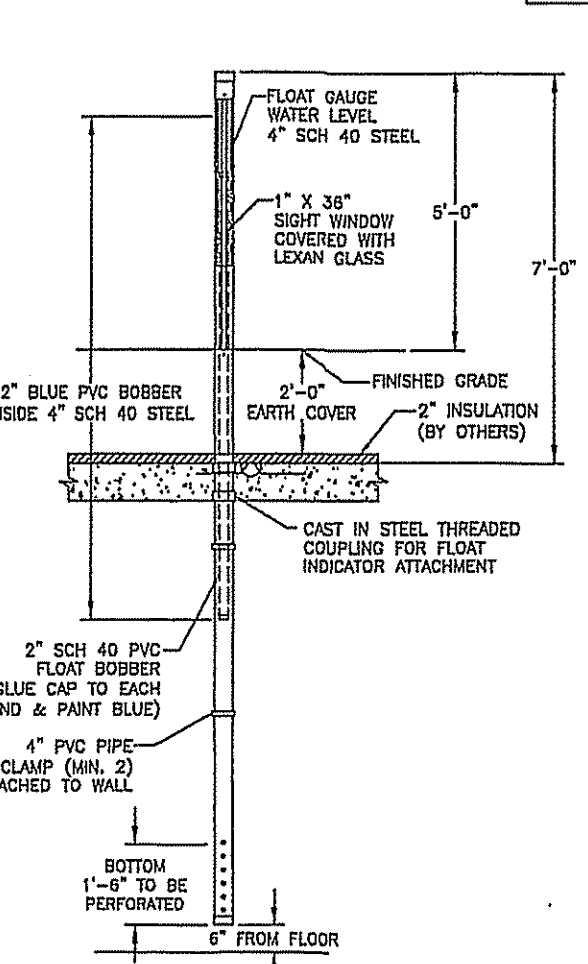
TANKS #1, 2 & 4 ELEVATION VIEW
SCALE: 3/8" = 1'-0"



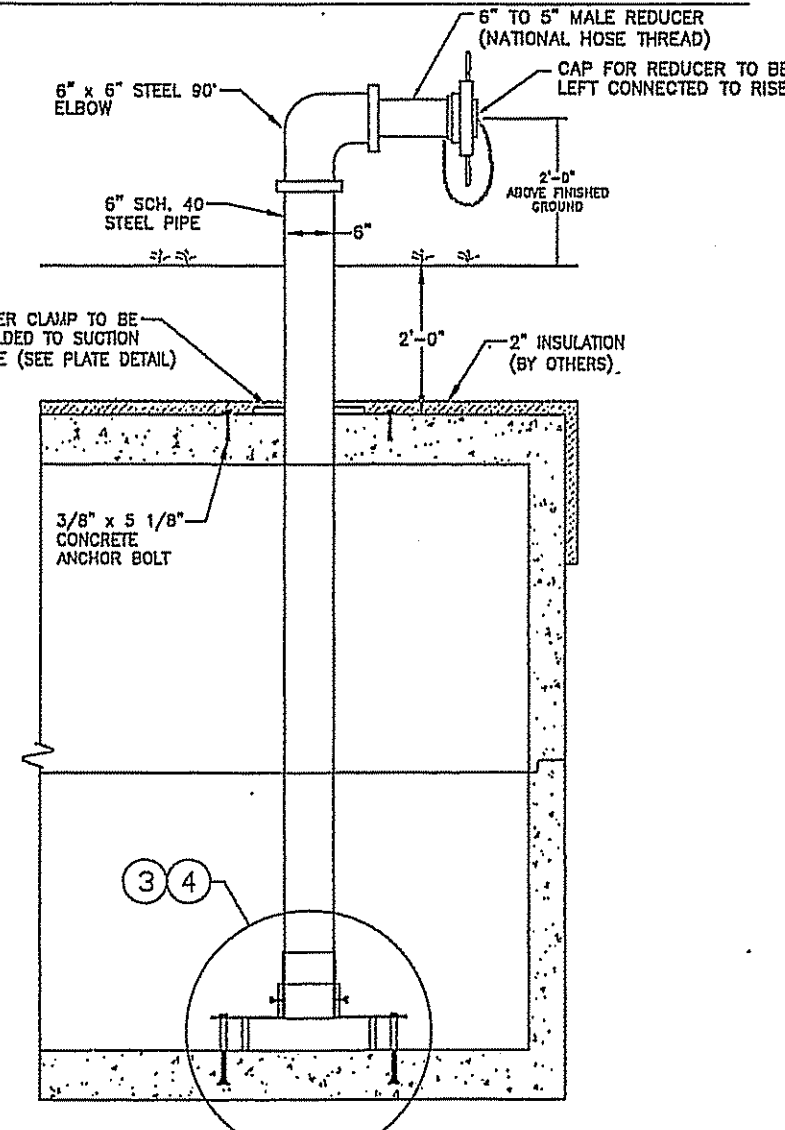
ANTIVORTEX PLATE



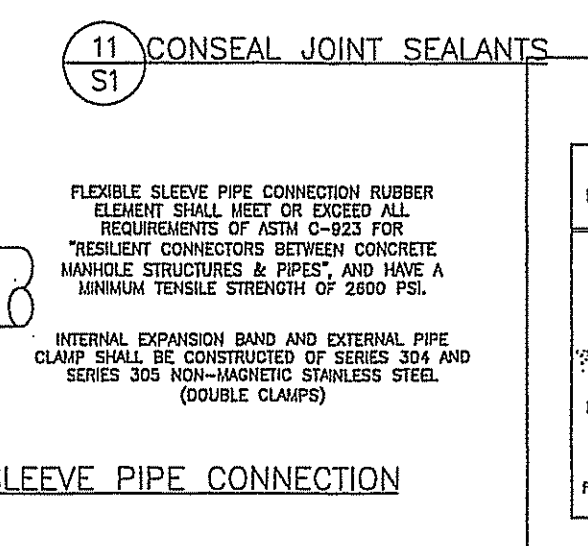
RISER CLAMP PLATE DETAIL



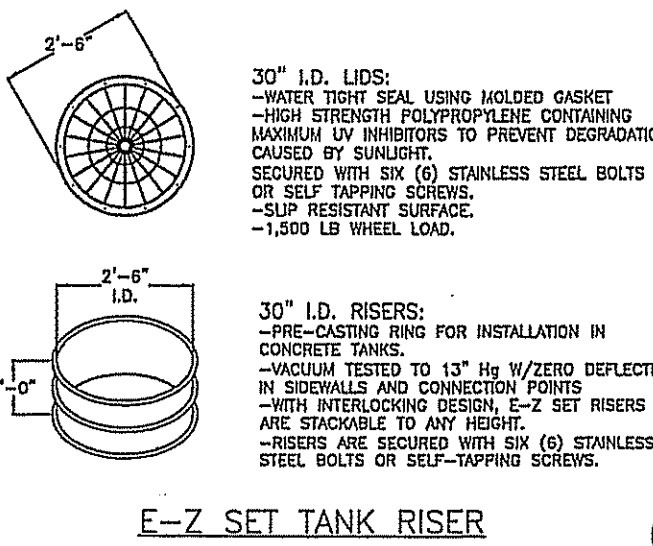
TYPICAL WATER LEVEL FLOAT INDICATOR DETAIL



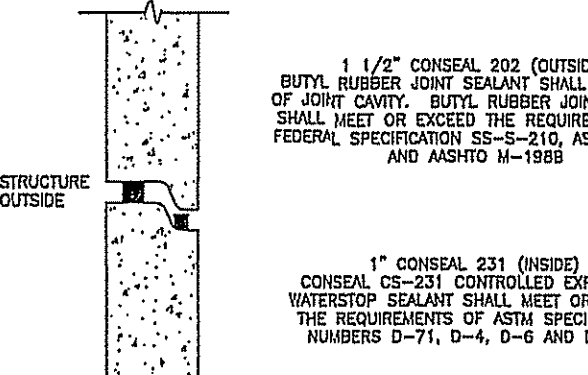
SUCTION ASSEMBLY DETAIL



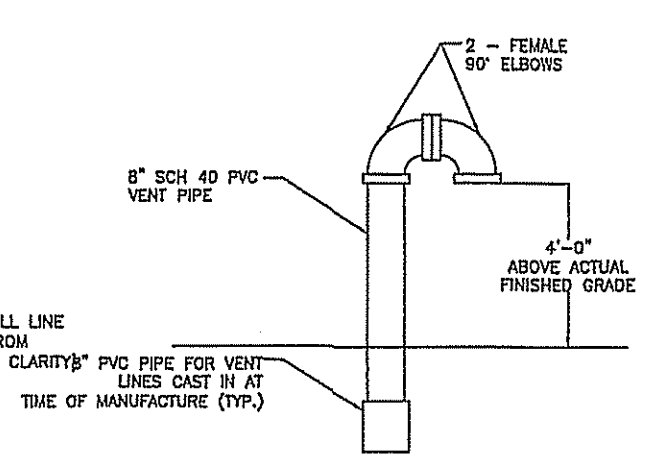
FLEXIBLE SLEEVE PIPE CONNECTION



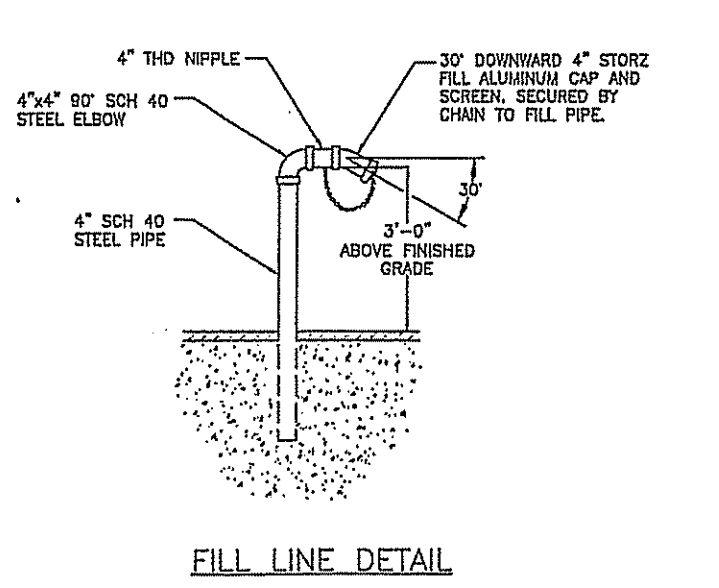
E-Z SET TANK RISER



CONSEAL JOINT SEALANTS



VENT PIPE DETAIL



FILL LINE DETAIL

A - Anchor SWL AT			
Product Code	SLAB Min.	90° TENSION SWL AT	85ga 90°/SHAR Distance
4CA14	4	3,500	5,400 21"
5CA14	5	5,500	8,500 28"
6CA14	6	6,000	9,300 30"
6CA14	6	6,500	10,100 31"
6CA18	6	7,500	11,600 35"
8CA18	8	13,000	20,000 46"

Note: Safe Working Load provides a factor of safety of approximately 4:1 based on a minimum concrete strength of 4,000 psi.

For use as Pulling Iron load maybe increased by 23% with 3 to 1 Safety Factor.

CONAC CORP A ANCHOR (FOR BASE SLABS ONLY)

MICHE
MICHE CORPORATION, INC.
11 BUXTON INDUSTRIAL DRIVE-PO BOX 870
HENNIKER, NH 03242
PHONE: 603-428-3218
FAX: 603-428-7426

OR EQUAL

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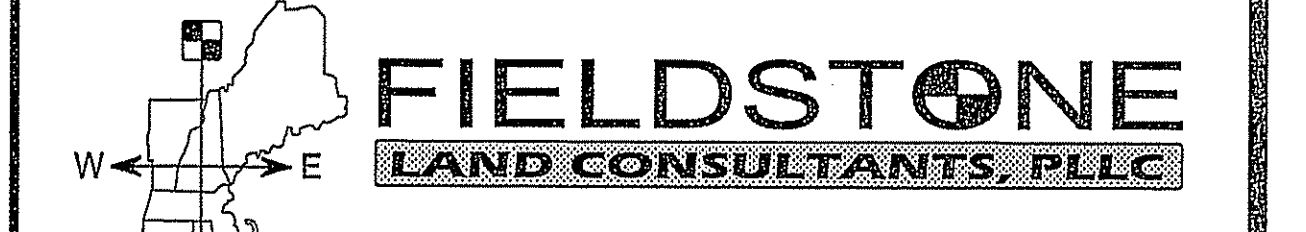


REV.	DATE	DESCRIPTION	C/O	DR	CK
A	12/28/22	REVISED PER STAFF & PEER REVIEW COMMENTS		CLR	CEB

CISTERN DETAILS
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
PREPARED FOR:
84 LUMBER COMPANY
1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: NOT TO SCALE JUNE 2, 2022

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

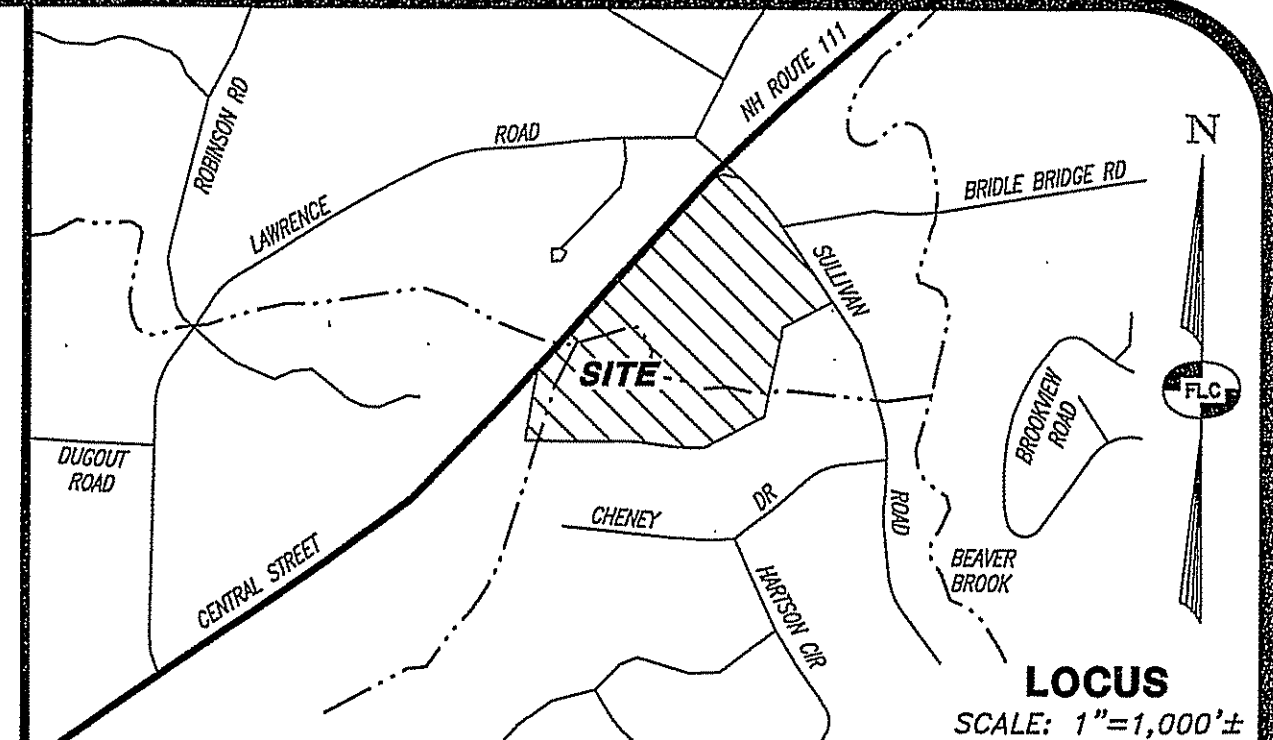
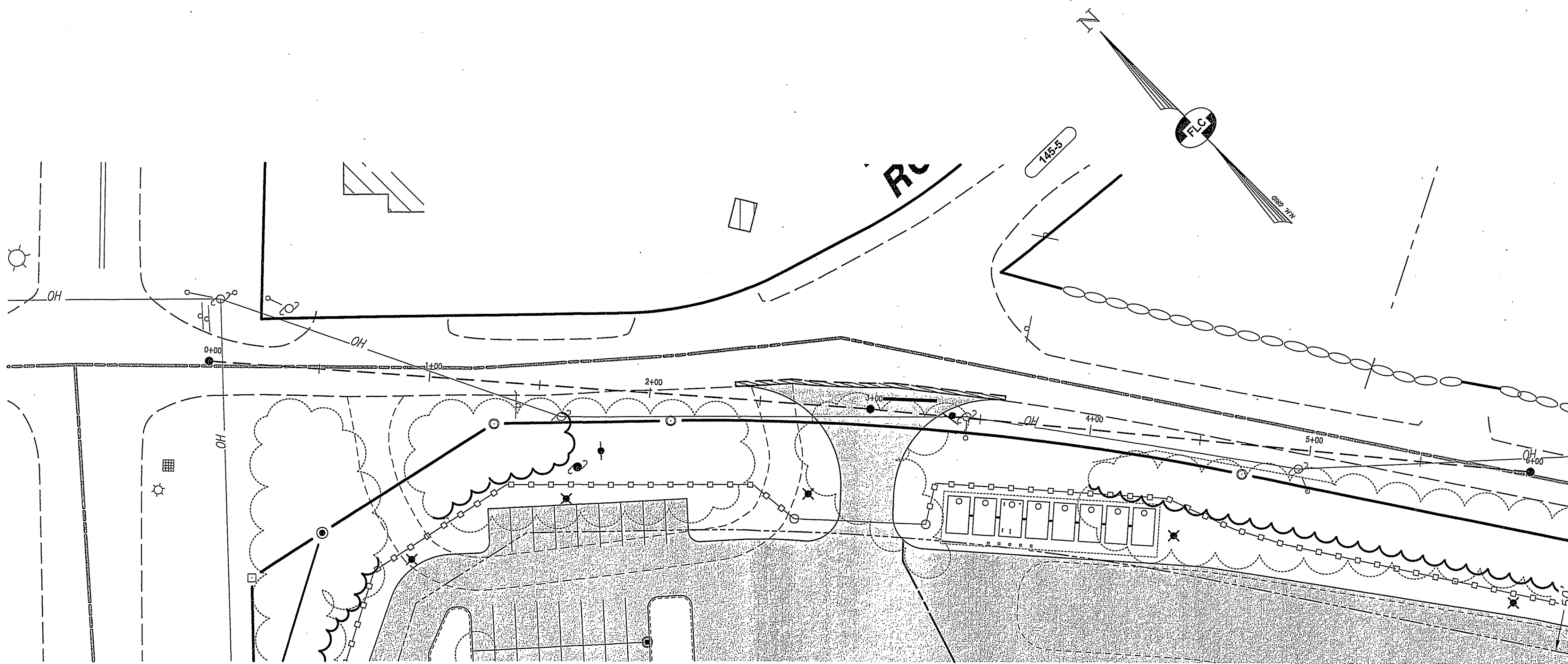


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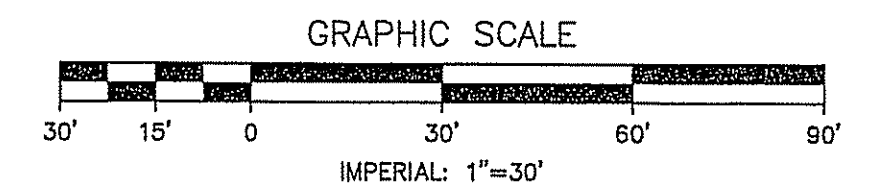
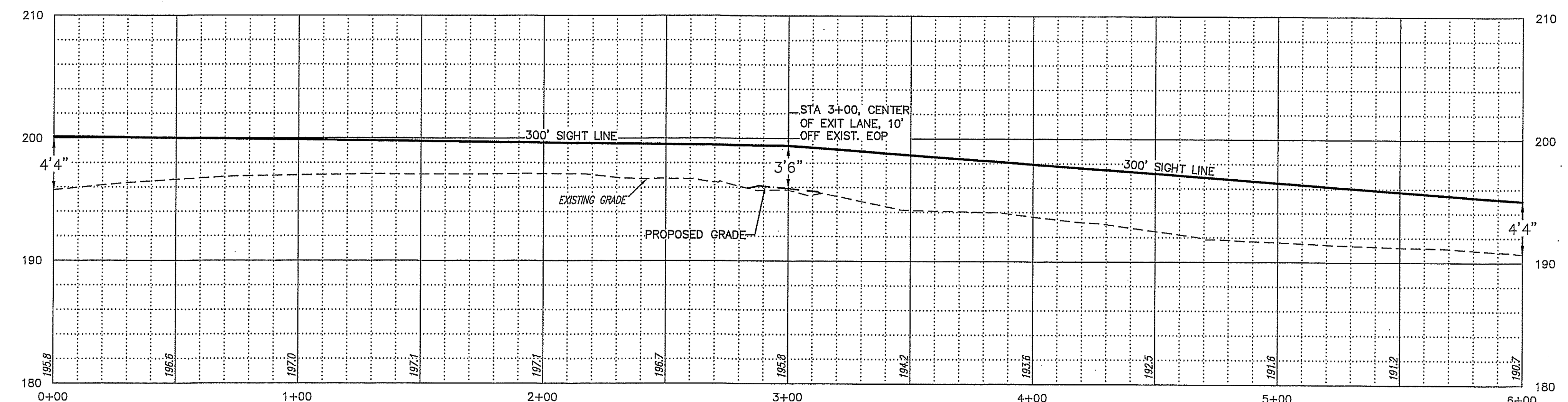
APPROVED BY THE HUDSON, NH PLANNING BOARD
DATE OF MEETING: _____
CHAIRMAN: _____ SIGNATURE DATE _____
SECRETARY: _____ SIGNATURE DATE _____
SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL OBTAINED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

CISTERN DETAILS 1 DT-4



- NOTES:**
1. THE OWNER OF RECORD FOR TAX MAP LOT 145-15 IS POCOMO DEVELOPMENT LLC - PO BOX 642, WINDHAM, NH 03087. THE DEED REFERENCES FOR LOT 145-15 IS BK.8274 PG.2729 DATED DECEMBER 15, 2010 IN THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS.
 2. THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSED LUMBER YARD AND ASSOCIATED SITE IMPROVEMENTS OVER TAX MAP 145 LOT 15.
 3. THE TOTAL AREA OF TAX MAP LOT 145-15 IS 30.962 ACRES OR 1,348,707 SQ. FT. WITH 1390.84 FT. OF FRONTAGE ALONG CENTRAL STREET AND 907.23 FT. OF FRONTAGE ALONG SULLIVAN ROAD.
 4. ZONING FOR THE PARCEL IS THE INDUSTRIAL DISTRICT (I).
- | INDUSTRIAL DISTRICT: | REQUIRED | EXISTING 145-15 | PROPOSED |
|----------------------|------------------|-----------------|--------------|
| MIN LOT AREA | 43,660 SF/O TOWN | 1,348,707 SF | 1,348,707 SF |
| MIN LOT FRONTAGE | 150 FT | 2,297.87 FT | 2,297.87 FT |
| MIN FRONT SETBACK | 50 FT | 73.5 FT | 53.7 FT |
| MIN REAR SETBACK | 15 FT | 647.2 FT | 207.0 FT |
| MIN SIDE SETBACK | 15 FT | N/A | N/A |
- THE SITE IS ALSO LOCATED IN THE WETLANDS CONSERVATION DISTRICT. A 50 FT. WETLAND BUFFER IS REQUIRED. IT IS PARTIALLY LOCATED IN THE 100-YEAR FLOOD HAZARD ZONE AND WITHIN AN AQUIFER AREA.
5. THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED FROM REFERENCE PLAN #1 CITED HEREON AND A PRECISE BOUNDARY SURVEY BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022.
 6. HORIZONTAL ORIENTATION IS THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD83. VERTICAL DATUM IS NAVD-88. BOTH ARE BASED ON FIELD GPS OBSERVATIONS THAT WERE UPLOADED TO AND CALCULATED BY THE NOAA ONLINE POSITIONING USER SERVICE (OPUS).
 7. JURISDICTIONAL WETLANDS WERE DELINEATED BY CHRISTOPHER A. GUIDA, C.W.S. IN JANUARY, 2022 IN ACCORDANCE WITH THE "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1, DATED JANUARY 1987".
 8. THE SUBJECT PARCEL IS PARTIALLY LOCATED IN A FLOOD HAZARD ZONE 'A' AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), HILLSBOROUGH COUNTY, TOWN OF HUDSON, NEW HAMPSHIRE, COMMUNITY NUMBER 330092, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER: 3301100536D, EFFECTIVE DATE SEPTEMBER 25, 2009.
 9. THE SITE IS CURRENTLY SERVICED BY OVERHEAD UTILITIES AND A PRIVATE WELL AND SEPTIC SYSTEM.
 10. ALL OTHER UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
 11. THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY PERFORMED BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022 TOGETHER WITH THE REFERENCE PLANS CITED HEREON.



REV.	DATE	DESCRIPTION	C/D	DR	CK
A	11/17/22	REVISED PER CLIENT & FIRE REVIEW	---	CLR	CEB

SIGHT DISTANCE EXHIBIT PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 30' MARCH 22, 2022

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SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

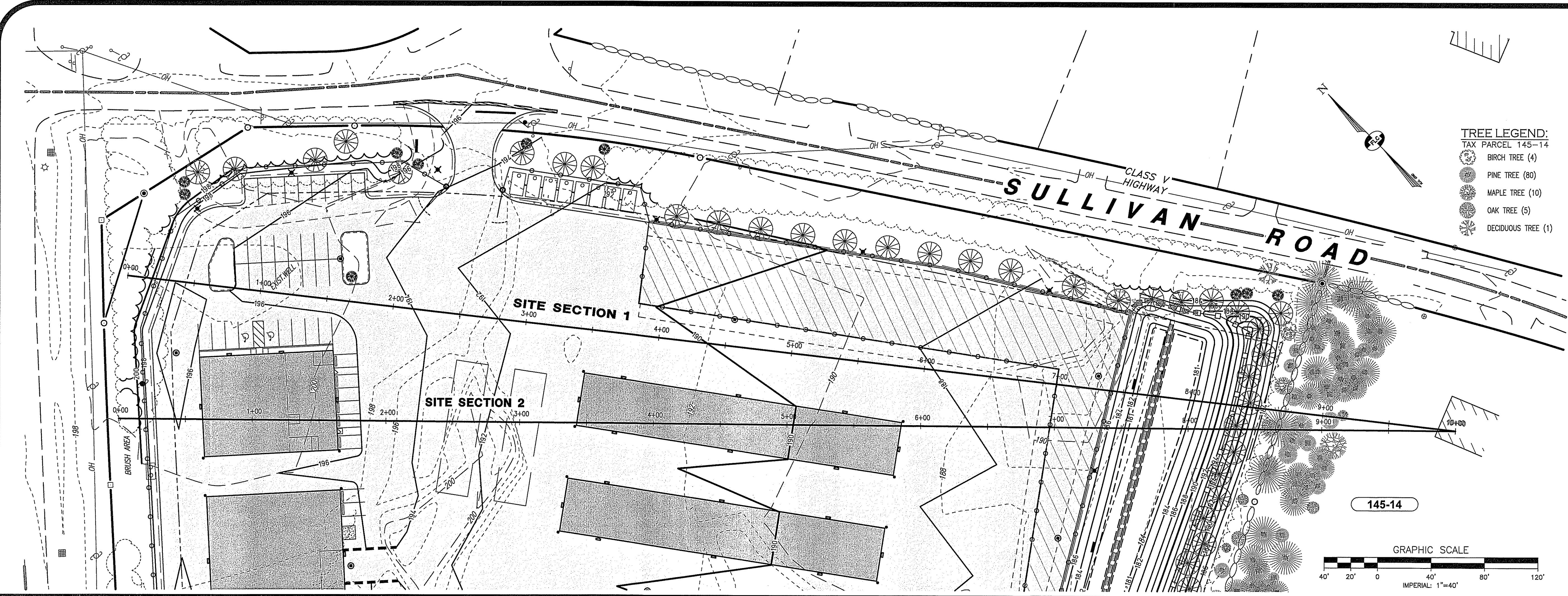
PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

CONTACT DIG SAFE
72 HOURS PRIOR
TO CONSTRUCTION

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OR DIAL 8 1 1
CALL 811 - KNOW WHAT'S BELOW

PHASING NOTE:
 PHASE 1 OF THIS PROJECT WILL CONSIST OF CONSTRUCTING THE MAIN BUILDING, DRIVE-THROUGH STORAGE, AND TWO STORAGE SHEDS. PAVEMENT WILL BE INSTALLED AS SHOWN TO THE LIMIT OF PHASE 1. ALL UTILITIES, LIGHTS, DRAINAGE FEATURES, AND LANDSCAPING WILL BE CONSTRUCTED IN THE FIRST PHASE AS WELL.

PHASE 2 WILL CONSIST OF CONSTRUCTING THE ADDITION TO THE MAIN BUILDING AND THE ADDITION TO THE DRIVE-THROUGH STORAGE. ADDITIONAL PAVEMENT WILL ALSO BE INSTALLED AS SHOWN.

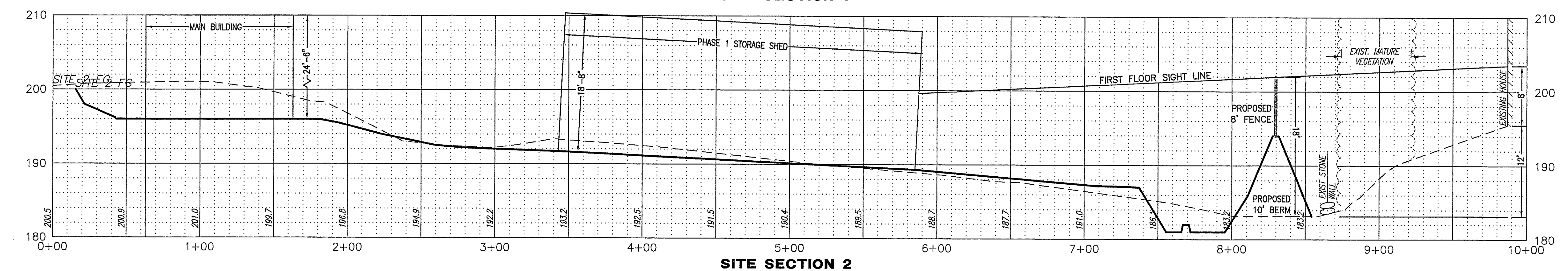
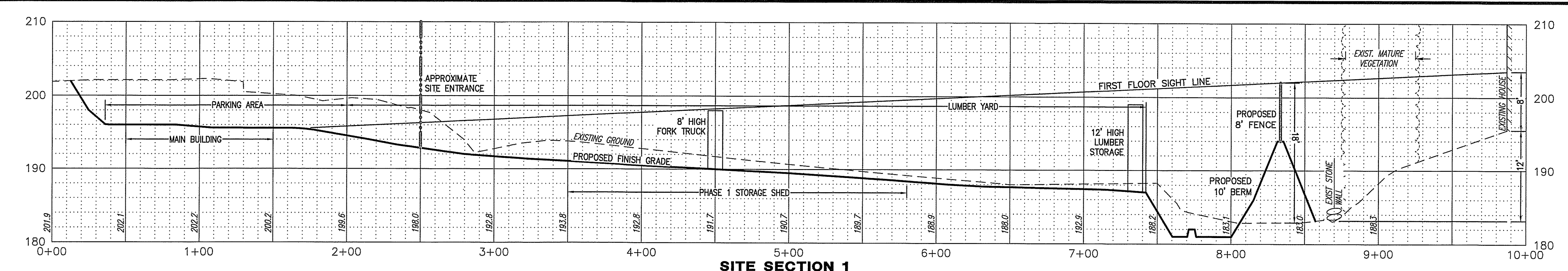


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 Email: FieldstoneLandConsultants@Comcast.net

REV.	DATE	DESCRIPTION	BY	CHK
A	3/23/23	ADD SECTION 2 & LOT 145-14 TREES/LEGEND	NBC	CK



TAX MAP 145 LOT 15
SITE SECTION EXHIBIT PLAN

84 LUMBER CO.

TAX MAP 4 LOT 23
RINDGE, NEW HAMPSHIRE

PLANS ISSUED FOR:
REVIEW

PROJECT NO. 3184.01
 SHEET NO. 1 OF 1

FILE: 3184SP01E.dwg
 MARCH 22, 2023
 SCALE: 1" = 40' HORIZ. / 8' VERT.

LEGEND:

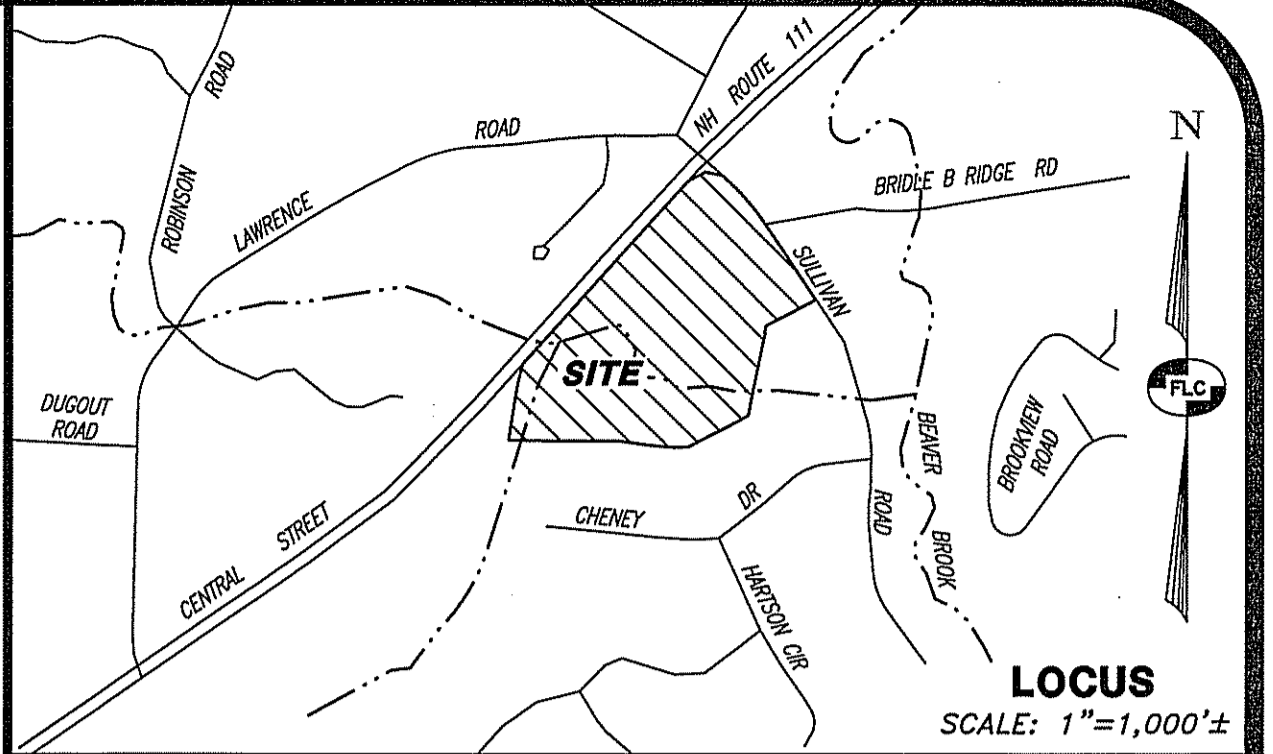
PROPOSED FEATURES

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- SHOULDER
- SWALE
- LIMITS OF CLEARING
- WATER LINE
- UNDERGROUND UTILITY LINES AND UTILITY BOXES LOCATION
- WATER GATE VALVE
- WATER SERVICE SHUT-OFF
- SEPTIC AREA
- EARTHEN BERM
- RETAINING WALL
- TRAFFIC FLOW ARROWS (NOT PAINTED)
- PHASING LINE
- STORM WATER DRAINAGE
- DRAIN INLET PROTECTION
- DRAIN MANHOLE
- BUILDING MOUNTED LIGHT
- HANDICAP PARKING STALL

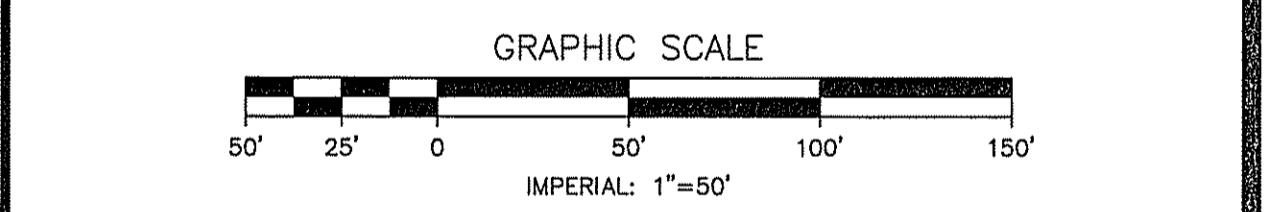
SEE SHEET EX-1 FOR EXISTING FEATURES LEGEND.

- PAVED/GRAVEL AREA (PHASE 1)
- PAVED/GRAVEL AREA (PHASE 2)
- BUILDING (PHASE 1)
- BUILDING (PHASE 2)
- CONCRETE AREA
- STORAGE AREA

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OR DIAL 8 1 1
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- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP LOT 145-15 IS POCONO DEVELOPMENT LLC - PO BOX 642, WINDHAM, NH 03087. THE DEED REFERENCES FOR LOT 145-15 IS BK.8274 PG.2729 DATED DECEMBER 15, 2010 IN THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS.
 - THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSED LUMBER YARD AND ASSOCIATED SITE IMPROVEMENTS OVER TAX MAP 145 LOT 15.
 - THE TOTAL AREA OF TAX MAP LOT 145-15 IS 30.962 ACRES OR 1,348,707 SQ.FT. WITH 1390.64 FT. OF FRONTAGE ALONG CENTRAL STREET AND 907.23 FT. OF FRONTAGE ALONG SULLIVAN ROAD.
 - ZONING FOR THE PARCEL IS THE INDUSTRIAL DISTRICT (I).
- | INDUSTRIAL DISTRICT: | REQUIRED | EXISTING 145-15 | PROPOSED |
|----------------------|--------------------|-----------------|--------------|
| MIN LOT AREA | 43,560 SF/W/O TOWN | 1,348,707 SF | 1,348,707 SF |
| MIN LOT FRONTAGE | 150 FT | 2,297.87 FT | 2,297.87 FT |
| MIN FRONT SETBACK | 50 FT | 53.7 FT | 53.7 FT |
| MIN REAR SETBACK | 15 FT | 647.2 FT | 207.0 FT |
| MIN SIDE SETBACK | 15 FT | N/A | N/A |
- THE SITE IS ALSO LOCATED IN THE WETLANDS CONSERVATION DISTRICT. A 50 FT. WETLAND BUFFER IS REQUIRED. IT IS PARTIALLY LOCATED IN THE 100-YEAR FLOOD HAZARD ZONE AND WITHIN AN AQUIFER AREA.
 - THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED FROM REFERENCE PLAN #1 CITED HEREON AND A PRECISE BOUNDARY SURVEY BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022.
 - HORIZONTAL ORIENTATION IS THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD83. VERTICAL DATUM IS NAVD-88. BOTH ARE BASED ON FIELD GPS OBSERVATIONS THAT WERE UPLOADED TO AND CALCULATED BY THE NOAA ONLINE POSITIONING USER SERVICE (OPUS).
 - JURISDICTIONAL WETLANDS WERE DELINEATED BY CHRISTOPHER A. GUIDA, C.W.S. IN JANUARY, 2022 IN ACCORDANCE WITH THE "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1, DATED JANUARY 1987".
 - THE SUBJECT PARCEL IS PARTIALLY LOCATED IN A FLOOD HAZARD ZONE 'A' AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), HILLSBOROUGH COUNTY, TOWN OF HUDSON, NEW HAMPSHIRE, COMMUNITY NUMBER 330092, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER: 3301100536D, EFFECTIVE DATE SEPTEMBER 25, 2009.
 - THE SITE IS CURRENTLY SERVICED BY OVERHEAD UTILITIES AND A PRIVATE WELL AND SEPTIC SYSTEM.
 - ALL OTHER UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
 - THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY PERFORMED BY THIS OFFICE DURING THE MONTH OF FEBRUARY, 2022 TOGETHER WITH THE REFERENCE PLANS CITED HEREON.



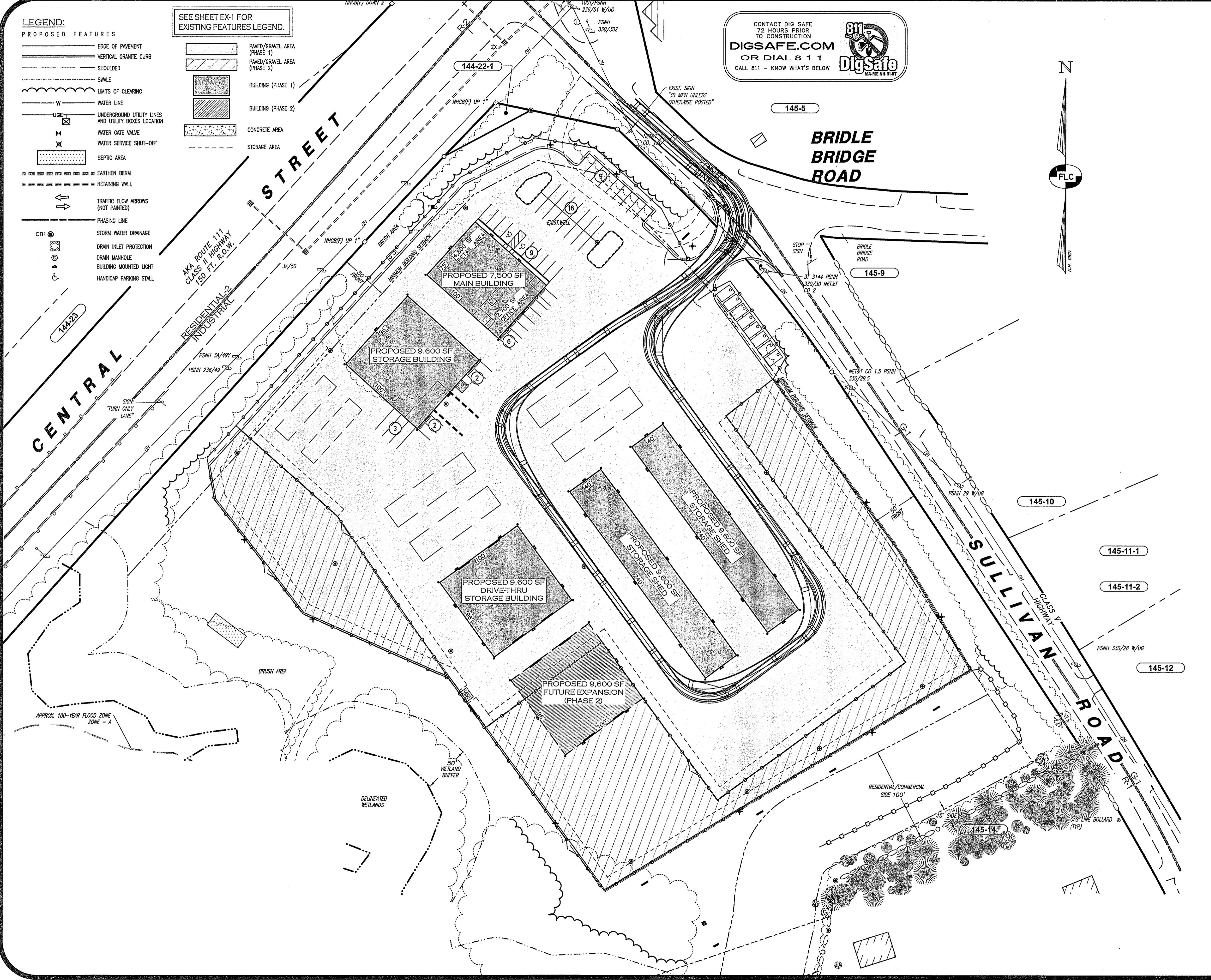
REV.	DATE	DESCRIPTION	C/O	DR	CK

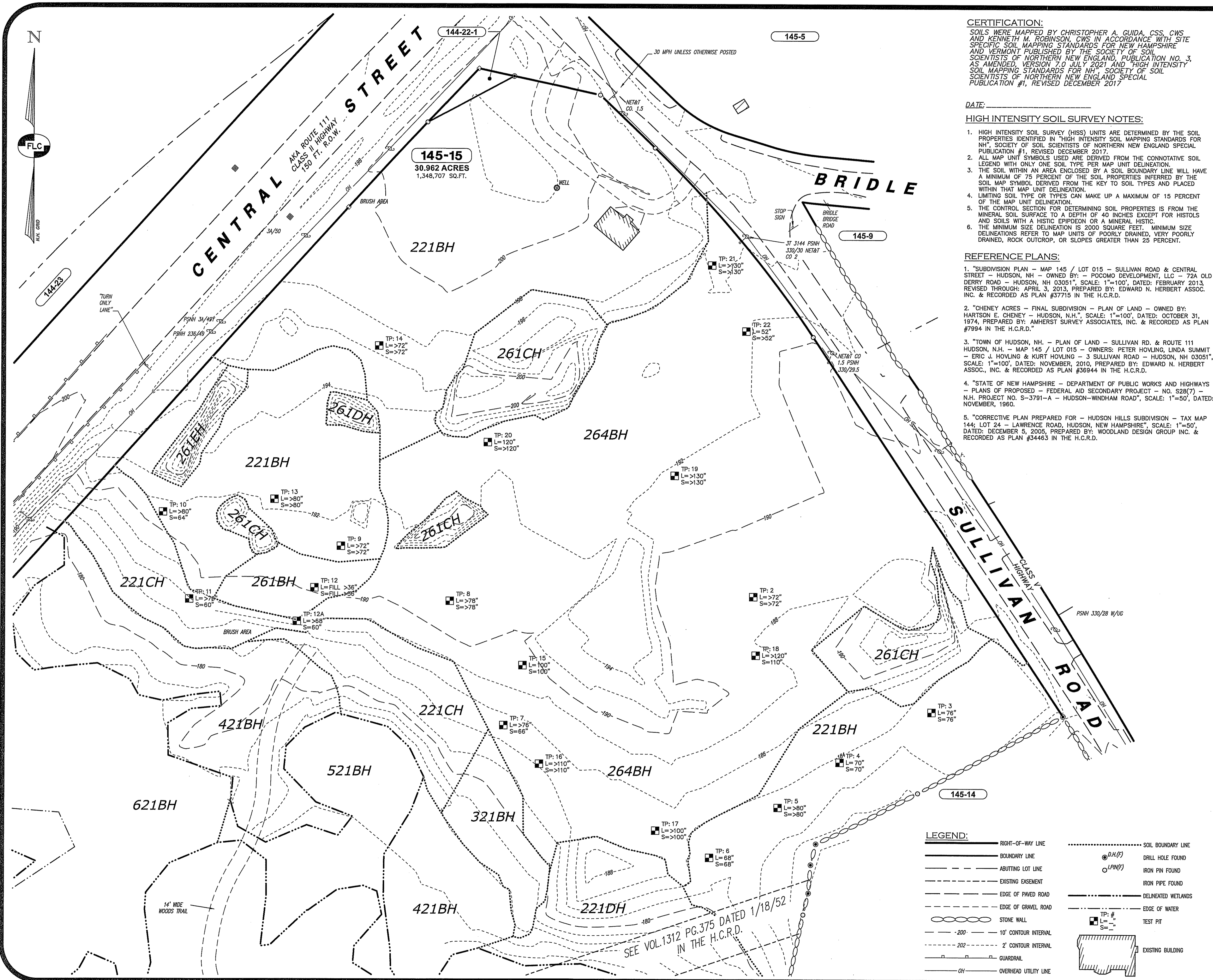
WB-50 TRUCK TRACKING EXHIBIT PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330
 SCALE: 1" = 50' MARCH 23, 2023

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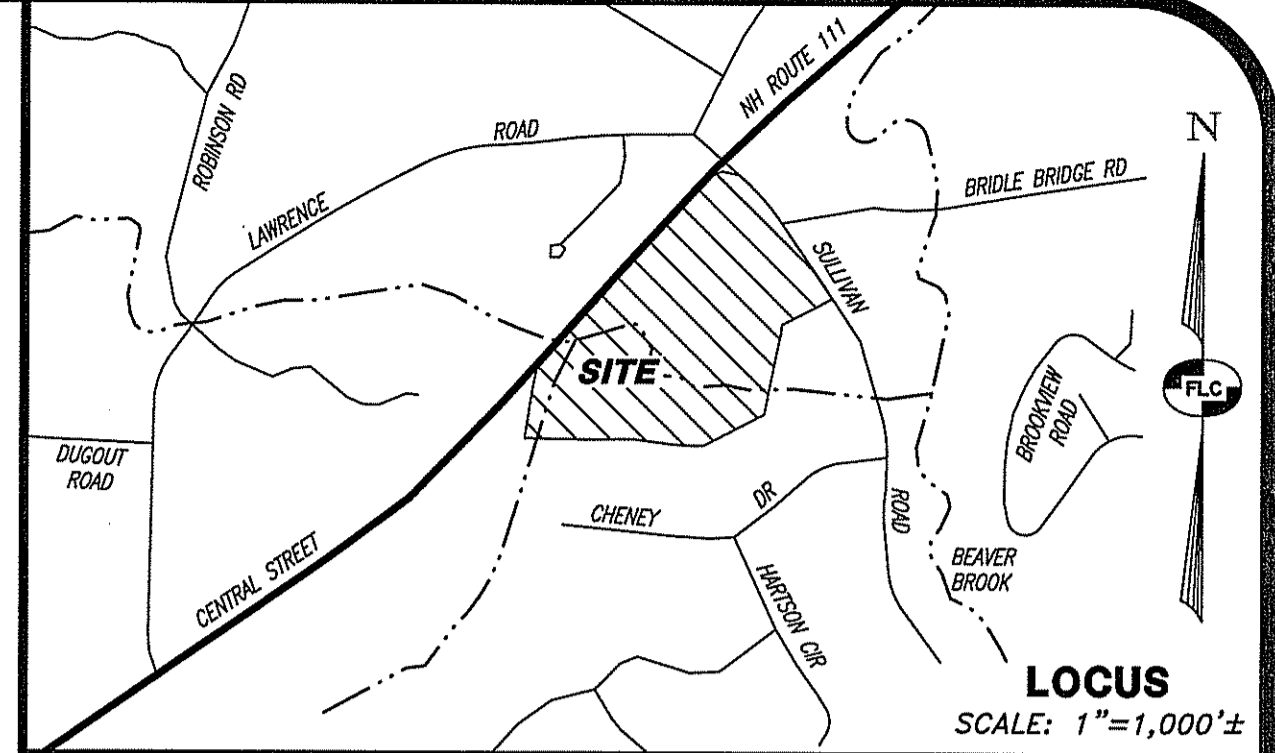
CERTIFICATION:
 SOILS WERE MAPPED BY CHRISTOPHER A. GUIDA, CSS, CWS AND KEVINETH M. ROBINSON, CWS IN ACCORDANCE WITH SITE SPECIFIC SOIL MAPPING STANDARDS FOR NEW HAMPSHIRE AND VERMONT PUBLISHED BY THE SOCIETY OF SOIL SCIENTISTS OF NORTHERN NEW ENGLAND, PUBLICATION NO. 3, AS AMENDED, VERSION 2.0 JULY 2021 AND "HIGH INTENSITY SOIL MAPPING STANDARDS FOR NH", SOCIETY OF SOIL SCIENTISTS OF NORTHERN NEW ENGLAND SPECIAL PUBLICATION #1, REVISED DECEMBER 2017

DATE: _____
HIGH INTENSITY SOIL SURVEY NOTES:

- HIGH INTENSITY SOIL SURVEY (HISS) UNITS ARE DETERMINED BY THE SOIL PROPERTIES IDENTIFIED IN "HIGH INTENSITY SOIL MAPPING STANDARDS FOR NH", SOCIETY OF SOIL SCIENTISTS OF NORTHERN NEW ENGLAND SPECIAL PUBLICATION #1, REVISED DECEMBER 2017.
- ALL MAP UNIT SYMBOLS USED ARE DERIVED FROM THE CONNOTATIVE SOIL LEGEND WITH ONLY ONE SOIL TYPE PER MAP UNIT DELINEATION.
- THE SOIL WITHIN AN AREA ENCLOSED BY A SOIL BOUNDARY LINE WILL HAVE A MINIMUM OF 75 PERCENT OF THE SOIL PROPERTIES INFERRED BY THE SOIL MAP SYMBOL DERIVED FROM THE KEY TO SOIL TYPES AND PLACED WITHIN THAT MAP UNIT DELINEATION.
- LIMITING SOIL TYPE OR TYPES CAN MAKE UP A MAXIMUM OF 15 PERCENT OF THE MAP UNIT DELINEATION.
- THE CONTROL SECTION FOR DETERMINING SOIL PROPERTIES IS FROM THE MINERAL SOIL SURFACE TO A DEPTH OF 40 INCHES EXCEPT FOR HISTOLS AND SOILS WITH A HISTIC EPIPEDEON OR A MINERAL HISTIC.
- THE MINIMUM SIZE DELINEATION IS 2000 SQUARE FEET. MINIMUM SIZE DELINEATIONS REFER TO MAP UNITS OF POORLY DRAINED, VERY POORLY DRAINED, ROCK OUTCROP, OR SLOPES GREATER THAN 25 PERCENT.

REFERENCE PLANS:

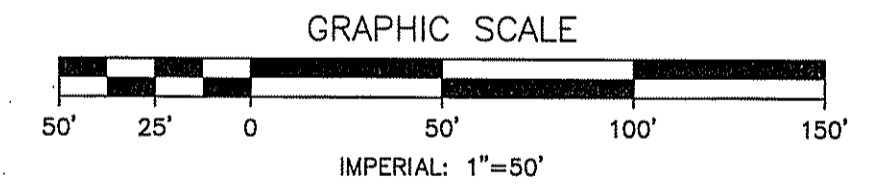
- "SUBDIVISION PLAN - MAP 145 / LOT 015 - SULLIVAN ROAD & CENTRAL STREET - HUDSON, NH - OWNED BY: - POCOMO DEVELOPMENT, LLC - 72A OLD DERRY ROAD - HUDSON, NH 03051", SCALE: 1"=100', DATED: FEBRUARY 2013, REVISED THROUGH: APRIL 3, 2013, PREPARED BY: EDWARD N. HERBERT ASSOC. INC. & RECORDED AS PLAN #37715 IN THE H.C.R.D.
- "CHENEY ACRES - FINAL SUBDIVISION - PLAN OF LAND - OWNED BY: HARTSON E. CHENEY - HUDSON, N.H.", SCALE: 1"=100', DATED: OCTOBER 31, 1974, PREPARED BY: AMHERST SURVEY ASSOCIATES, INC. & RECORDED AS PLAN #7994 IN THE H.C.R.D."
- "TOWN OF HUDSON, NH. - PLAN OF LAND - SULLIVAN RD. & ROUTE 111 HUDSON, N.H. - MAP 145 / LOT 015 - OWNERS: PETER HOVLING, LINDA SUMMIT - ERIC J. HOVLING & KURT HOVLING - 3 SULLIVAN ROAD - HUDSON, NH 03051", SCALE: 1"=100', DATED: NOVEMBER, 2010, PREPARED BY: EDWARD N. HERBERT ASSOC., INC. & RECORDED AS PLAN #36944 IN THE H.C.R.D.
- "STATE OF NEW HAMPSHIRE - DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS - PLANS OF PROPOSED - FEDERAL AID SECONDARY PROJECT - NO. S28(7) - N.H. PROJECT NO. S-3791-A - HUDSON-WINDHAM ROAD", SCALE: 1"=50', DATED: NOVEMBER, 1960.
- "CORRECTIVE PLAN PREPARED FOR - HUDSON HILLS SUBDIVISION - TAX MAP 144; LOT 24 - LAWRENCE ROAD, HUDSON, NEW HAMPSHIRE", SCALE: 1"=50', DATED: DECEMBER 5, 2005, PREPARED BY: WOODLAND DESIGN GROUP INC. & RECORDED AS PLAN #34463 IN THE H.C.R.D.



HIGH INTENSITY MAP SYMBOL

DRAINAGE CLASS (3)	IDENTIFIER (H)
1. EXCESSIVELY DRAINED	H. INDICATES HIGH INTENSITY SOIL MAP
2. WELL DRAINED	P. INDICATES PRELIMINARY MAP
3. MODERATELY WELL DRAINED	
4. SOMEWHAT POORLY DRAINED	SLOPE CLASS (B)
5. POORLY DRAINED	B. 0 TO 8%
6. VERY POORLY DRAINED	C. 8 TO 15%
7. NOT DETERMINABLE	D. 15 TO 25%
	E. MORE THAN 25%
PARENT MATERIAL (2)	RESTRICTIVE FEATURE (1)
1. GLACIOFLUVIAL	1. NONE
2. GLACIAL TILL	2. BOULDERY, WITH MORE THAN 15% OF SURFACE COVERED
3. MARINE OR GLACIOCLASTIC VERY FINE SAND & SILT.	3. MINERAL RESTRICTIVE LAYER(S) ARE PRESENT AT LESS THAN 40" IN DEPTH
4. MARINE OR GLACIOCLASTIC LOAMY/SAND OVER SILT/CLAY	4. BEDROCK 20"-40" DEPTH
5. MARINE OR GLACIOCLASTIC SILT & CLAY	5. SUBJECT TO FLOODING
6. EXCAVATED, REGRADED OR FILLED	6. DOES NOT MEET FILL STANDARDS
7. ALLUVIAL DEPOSITS	7. BEDROCK 0"-20" DEPTH
8. ORGANIC MATERIALS, FRESH WATER	8. DEPTH TO BEDROCK VARIABLE, COMPLEX OF SOIL TYPES
9. ORGANIC MATERIALS, TIDAL MARSH	

CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION
DIGSAFE.COM
 OR DIAL 8 1 1
 CALL 811 - KNOW WHAT'S BELOW



A	6/14/23	REVISED PER ADDITIONAL TEST PITS (#15-22)	TOWN	KMR	CAG
REV.	DATE	DESCRIPTION	C/O	DR	CK

HIGH INTENSITY SOIL SURVEY PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 50' JANUARY 11, 2023

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LEGEND:

—	RIGHT-OF-WAY LINE	---	SOIL BOUNDARY LINE	
---	BOUNDARY LINE	○ (D.H.)	DRILL HOLE FOUND	
---	ABUTTING LOT LINE	○ (I.PIN)	IRON PIN FOUND	
---	EXISTING EASEMENT	---	IRON PIPE FOUND	
---	EDGE OF PAVED ROAD	---	DELINEATED WETLANDS	
---	EDGE OF GRAVEL ROAD	---	EDGE OF WATER	
---	STONE WALL	TP: #	TEST PIT	
---	10' CONTOUR INTERVAL	L=		
---	2' CONTOUR INTERVAL	S=		
---	GUARDRAIL			
---	OVERHEAD UTILITY LINE			
			---	EXISTING BUILDING

SEE VOL.1312 PG.375 DATED 1/18/52 IN THE H.C.R.D.

LEGEND:


PROPOSED FEATURES

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- SHOULDER
- SWALE
- LIMITS OF CLEARING
- W — WATER LINE
- UG — UNDERGROUND UTILITY LINES AND UTILITY BOXES LOCATION
- X — WATER GATE VALVE
- X — WATER SERVICE SHUT-OFF
- SEPTIC AREA
- EARTHEN BERM
- RETAINING WALL
- TRAFFIC FLOW ARROWS (NOT PAINTED)
- PHASING LINE
- STORM WATER DRAINAGE
- DRAIN INLET PROTECTION
- DRAIN MANHOLE
- BUILDING MOUNTED LIGHT
- HANDICAP PARKING STALL

- PAVED/GRAVEL AREA (PHASE 1)
- PAVED/GRAVEL AREA (PHASE 2)
- BUILDING (PHASE 1)
- BUILDING (PHASE 2)
- CONCRETE AREA
- PAVEMENT TO BE REMOVED
- STORAGE AREA

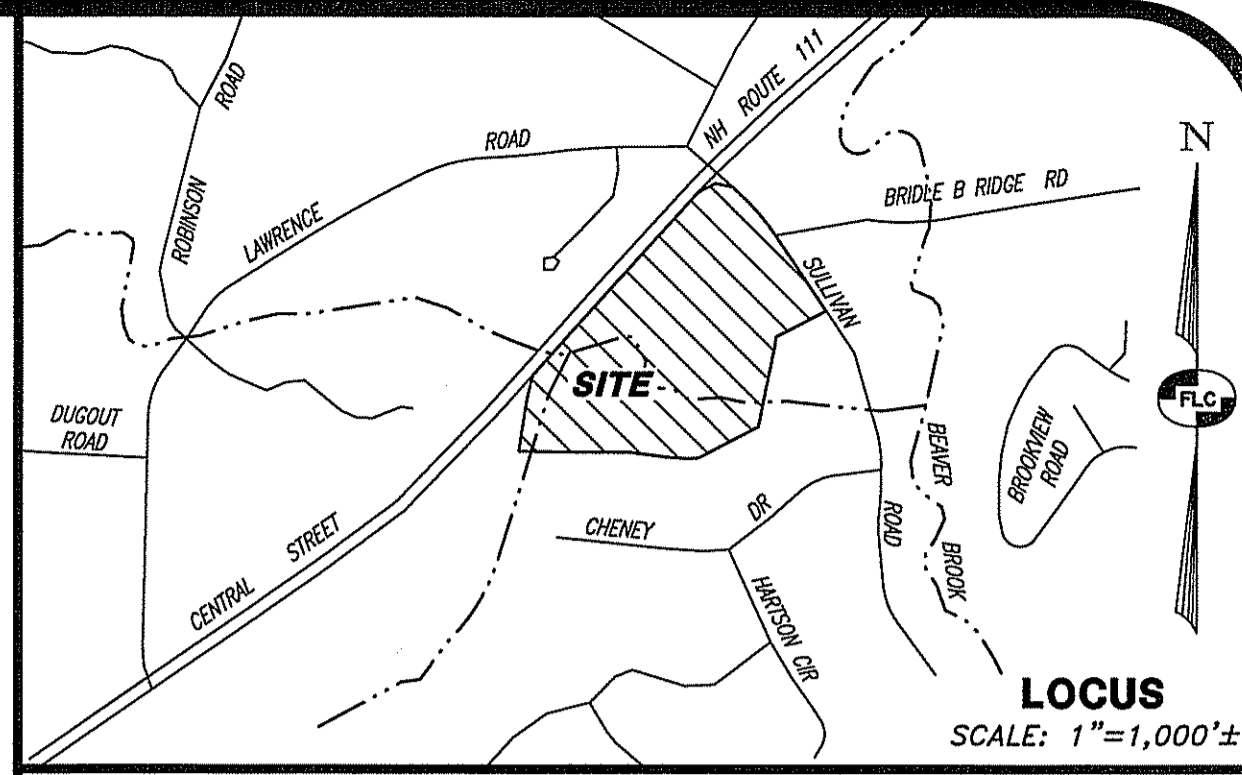
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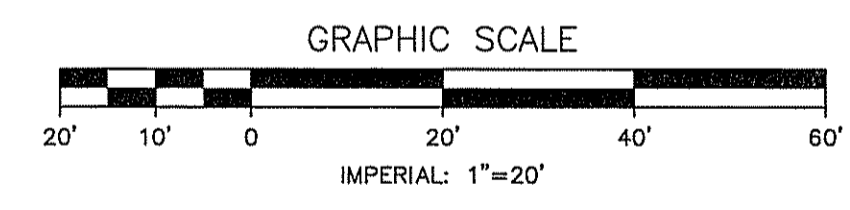


145-5

145-9



- NOTES:**
1. THE OWNER OF RECORD FOR TAX MAP LOT 145-15 IS POCOMO DEVELOPMENT LLC - PO BOX 642, WINDHAM, NH 03087. THE DEED REFERENCES FOR LOT 145-15 IS BK.8274 PG.2729 DATED DECEMBER 15, 2010 IN THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS.
 2. THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSED LUMBER YARD AND ASSOCIATED SITE IMPROVEMENTS OVER TAX MAP 145 LOT 15.
 3. THE TOTAL AREA OF TAX MAP LOT 145-15 IS 30.962 ACRES OR 1,348,707 SQ.FT. WITH 1590.64 FT. OF FRONTAGE ALONG CENTRAL STREET AND 907.23 FT. OF FRONTAGE ALONG SULLIVAN ROAD.
 4. ZONING FOR THE PARCEL IS THE INDUSTRIAL DISTRICT (I).
- | INDUSTRIAL DISTRICT: | REQUIRED | EXISTING 145-15 | PROPOSED |
|----------------------|--------------------|-------------------|--------------|
| MIN LOT AREA | 43,560 SF W/O TOWN | 1,348,707 SF | 1,348,707 SF |
| MIN LOT FRONTAGE | 150 FT | SEWER 2,287.87 FT | 2,287.87 FT |
| MIN FRONT SETBACK | 50 FT | WATER 73.5 FT. | 53.7 FT. |
| MIN REAR SETBACK | 15 FT | | 207.0 FT |
| MIN SIDE SETBACK | 15 FT | N/A | N/A |
5. THE SITE IS ALSO LOCATED IN THE WETLANDS CONSERVATION DISTRICT. A 50 FT. WETLAND BUFFER IS REQUIRED. IT IS PARTIALLY LOCATED IN THE 100-YEAR FLOOD HAZARD ZONE AND WITHIN AN AQUIFER AREA.
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REV.	DATE	DESCRIPTION	C/O	DR	CK
B	8/7/23	ADD CURBING ALONG PAVEMENT TO BE REMOVED	DPW	NRC	CEB
A	7/27/23	REMOVE EXISTING SULLIVAN ROAD STOP	DPW	NRC	CEB

OFF-SITE IMPROVEMENT EXHIBIT PLAN
TAX MAP 145 LOT 15
(3 SULLIVAN ROAD)
HUDSON, NEW HAMPSHIRE
 PREPARED FOR:
84 LUMBER COMPANY
 1019 ROUTE 519, BUILDING 4 EIGHTY FOUR, PA 15330

SCALE: 1" = 20' JULY 27, 2023

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PROPOSED 7,500 SF
OFFICE BUILDING

2,700 SF
OFFICE AREA

**APPROVED BY THE
HUDSON, NH PLANNING BOARD**

DATE OF MEETING: _____

CHAIRMAN: _____ SIGNATURE DATE _____

SECRETARY _____ SIGNATURE DATE _____

SITE PLANS ARE VALID FOR TWO YEARS FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN RECEIVES FINAL APPROVAL.

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

