

HMMH

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MEMORANDUM

To: Steve Reichert
Fuss & O'Neill

From: Christopher Menge, INCE

Date: March 31, 2026

Subject: Sound Study Report for Proposed GR Development Car Wash Facility at
9 Morgan Road/120 Derry Road, Hudson, NH

Reference: HMMH Project No. 23-0137A.004

This memorandum provides comments on Acentech's *Car Wash Community Noise Evaluation* report on the subject project dated February 23, 2026. HMMH had reviewed an earlier version of the report and requested some clarifications and a few changes and additions to the report to make it more comprehensive. The current report version addressed all our comments and added the requested additional material.



I found the noise study to be comprehensively and conservatively prepared, addressing all pertinent local noise regulations. Appropriate background sound measurements were conducted for 7 days at a location on site to identify the quietest periods in the week when the facility would be in operation. The noise model that was developed and the modeling approach were sufficiently detailed and appear to account for all significant noise sources and sound propagation paths to all the nearest homes and property lines. The noise modeling used the sound propagation equations of ISO 9613-2, which are conservative and assume slight downwind or temperature inversion conditions favorable to sound propagation.

Compliance Evaluation

The noise modeling shows that the car wash facility will comply with the noise limits in the Hudson Town Code during the day and nighttime hours at all occupied parcels in the near vicinity, many of which are residential. Noise Limit 2 requires that sound levels from the facility not exceed 55 dBA at residential properties during the daytime (7:00 AM to 6:00 PM) and 50 dBA at night (6:00 PM to 7:00 AM). Since the facility is expected to operate until 7:00 PM, the nighttime limits will apply. As shown in Table 6 of the report, the predicted noise levels from the facility with the proposed noise mitigation measures range from 39 dBA to 47 dBA. These are all below the 50 dBA Noise Limit 2, so the facility would comply with this noise limit.

Hudson Noise Limit 4 requires predicted noise levels not increase the quiet ambient background L90 sound level (sound level exceeded 90% of the time) at the receptors by more than 10 dBA. The noise measurements were conducted at a site approximately 100 feet from the center of the Derry Road near travel lane, which is comparable to the distances that receptors R-01, R-02, and R-03 are from the road. So, the measurement site is appropriately representative of those residential receptors. However, the consultant did

not conduct any noise measurements in the quieter residential areas set back farther from Derry Road on Easy Street and Bowes Circle, shown as receptor locations R-04 and R-05 in the report. Short-term measurements in these areas would have helped to estimate the likely background L90 levels at these sensitive receptors that are not far from the proposed car wash. Site R-04 is about 410 feet away from the road and Site R-05 is about 635 feet away. Based on the sound levels measured closer to the road and conservative sound propagation rates, we estimate the L90 associated with Derry Road traffic noise at Site R-04 would be about 9 dB lower than at the measurement site. The L90 at Site R-05 would likely be about 12 dB lower than values measured 100 feet from the road. However, since the car wash is not planned to operate during the quietest nighttime hours (hours of operation are planned from 7:30 AM to 7:00 PM), for comparison to Noise Limit 4, these reductions would be best applied to the lowest measured daytime L90 values of 50 to 52 dBA. The result for comparison to the noise levels from the car wash is a background L90 of about 40 dBA in these quieter residential areas. Noise limit 4 would then be 10 dB higher than that, or about 50 dBA. That was the noise limit applied in the Acentech study because it is the Noise Limit 2 nighttime limit and lower than the reported Noise Limit 4 levels. In conclusion, we consider the report's conclusions regarding compliance with Noise Limits 2 and 4 to be valid for the quieter residential communities in the study area.

No pure tone characteristics are expected from the facility, so Noise Limit 5 is also expected to not be exceeded. This is discussed under Pure Tone Evaluation on page 6 of the report and demonstrated in Figures 10 and 11.

Discussion and Recommendations

We believe that it's important to understand that the sound level increases at homes nearest the proposed car wash along Bowes Circle (represented by receptor R-05) are expected to be up to 8 dBA higher than the estimated background L90 sound levels of 40 dBA during the quietest daytime periods. Such noise level increases would be clearly noticeable at those homes during periods of quiet background sound, and as a result the car wash noise may sound intrusive to some residents from time to time. Usually, we advise that new noise sources not increase quiet background sound levels in residential areas by more than 5 dBA, to minimize the potential intrusiveness of new and unfamiliar noise sources. A 10 dBA increase would typically be heard as a doubling in loudness and is often thought of as intrusive. That is why increases in quiet background L90 sound levels of 10 dBA or more are often used as noise limits in noise ordinances and regulations, as it is in Hudson.

Should the Town of Hudson wish to reduce the potential intrusiveness of the car wash noise at the nearest homes on Bowes Circle, we believe that additional noise shielding could be easily incorporated into the design of the facility that could significantly reduce the predicted noise levels at many of the homes. Such shielding could be provided by an extension of the northern car wash building wall to the west, which would then block the direct sound paths from the car wash exit to many of the homes in the Bowes Circle neighborhood. Such an extension of the wall at a length of 25 feet would provide significant additional noise shielding to the neighborhood, and the project's design plans



indicate that such a length would not require changing any planned driveways. The computerized noise model developed by Acentech will easily accommodate such a modification and then compute the resulting noise levels at the Bowes Circle Homes. We would be happy to review a revised noise contour map produced by the consultant that incorporates such a shielding wall and provide our comments on the potential benefits that would be provided to the neighborhood.

Finally, before finalizing for the Hudson planning department, we suggest that the report should be revised with the following two changes. First, the two mentions of the Hudson Noise Limit in the pure tone evaluation section on page 6 reference Noise Limit 4 rather than Noise Limit 5, which they should. Second, Figure 8 should include the receptor labels.



TRANSPORTATION IMPROVEMENT PROJECT

NH ROUTE 102

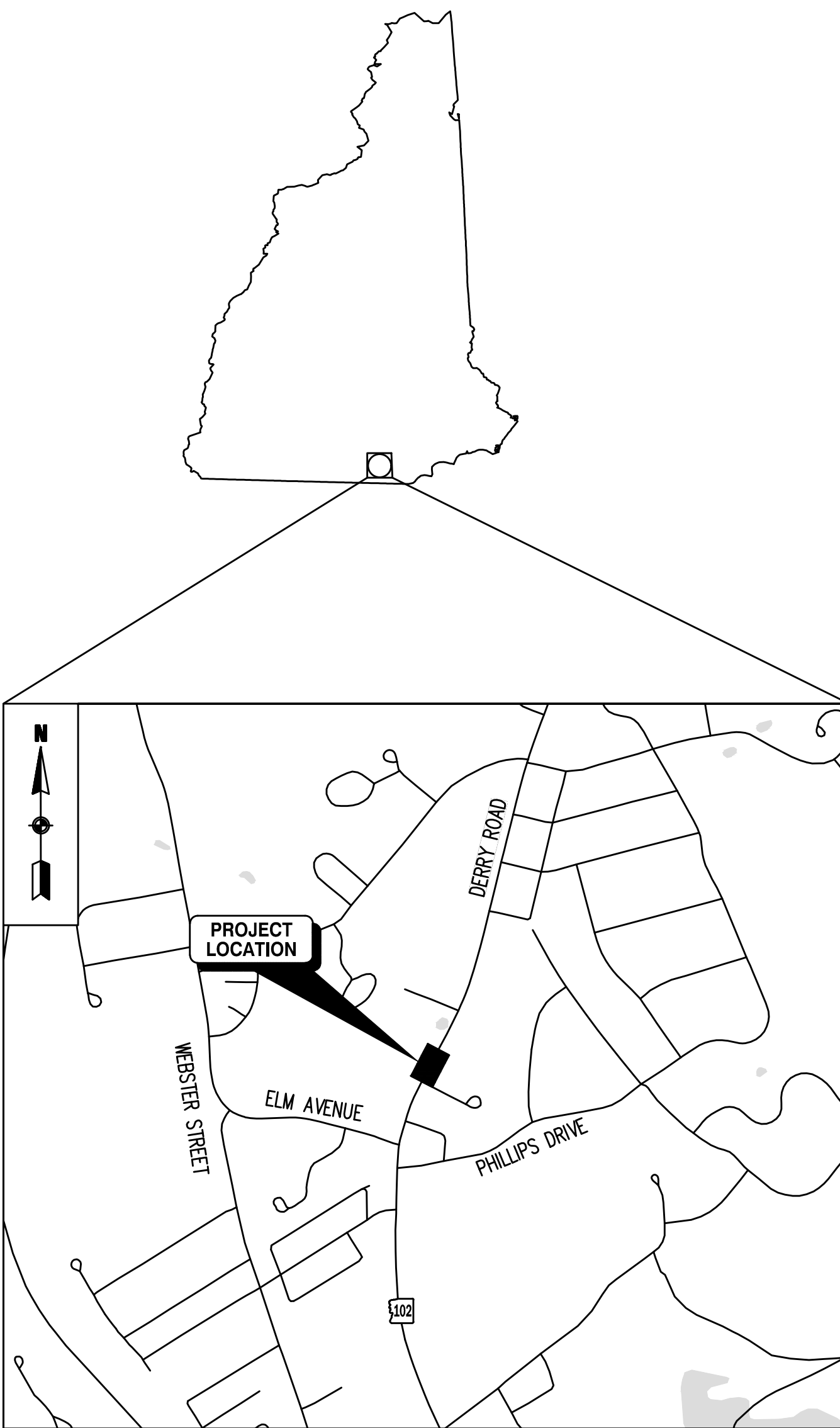
IN THE TOWN OF

HUDSON

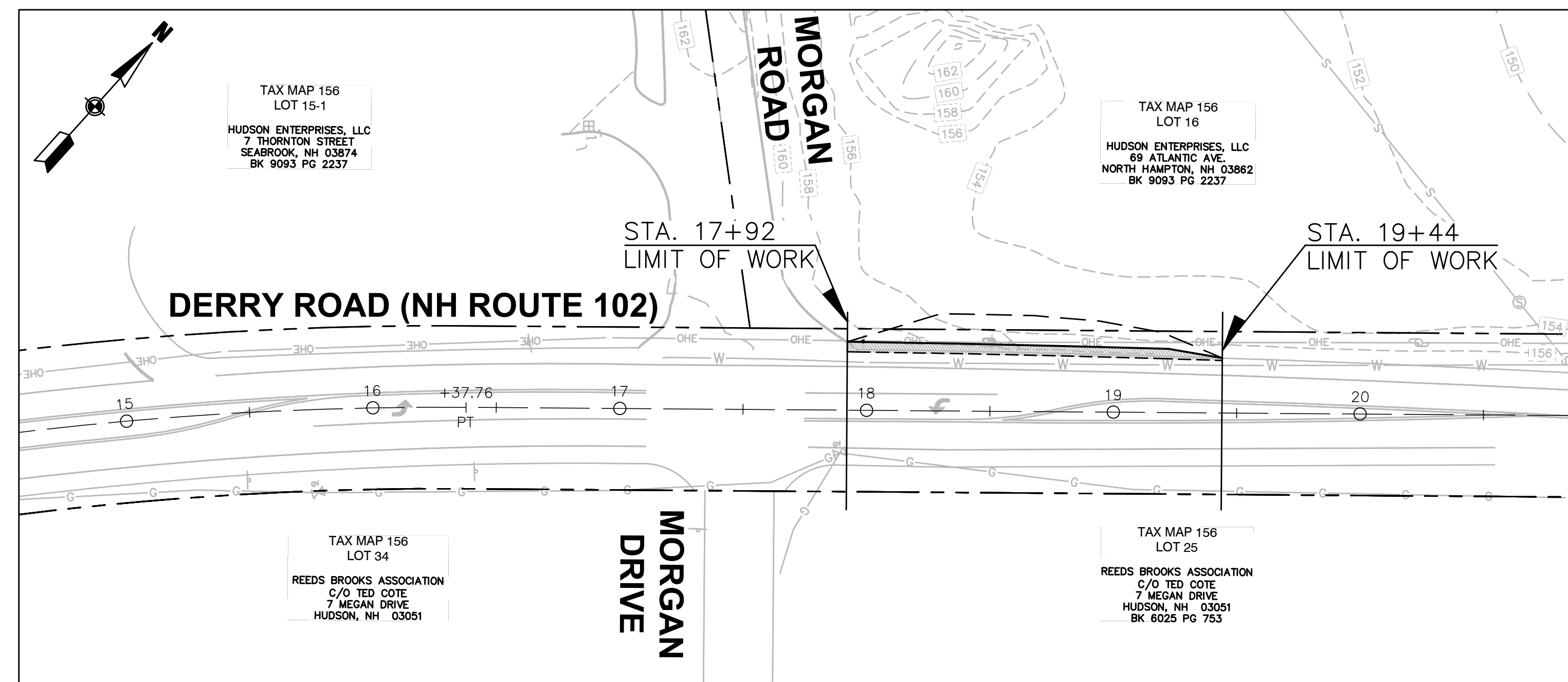
HILLSBOROUGH COUNTY

IN THE STATE OF

NEW HAMPSHIRE



LOCATION MAP
0 1000 2000
SCALE IN FEET



LAYOUT
1" = 40'

THE 2025 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS SHALL GOVERN, ALL AS AMENDED.

PRELIMINARY DESIGN PLANS

MARCH 2026

DESIGN DATA	
NH ROUTE 102	
AVERAGE DAILY TRAFFIC 2026	16,100 VPD
AVERAGE DAILY TRAFFIC 2038	18,150 VPD
POSTED SPEED	35 MPH
LENGTH OF PROJECT	0.03 MILES

PROJECT TITLE
Derry Road
(NH Route 102)
Improvements

Hudson,
New Hampshire

PREPARED FOR
Jones & Beach
Engineering, Inc.

Stratham,
New Hampshire



35 N.E. BUSINESS CENTER DRIVE
ANDOVER, MA 01810-1071
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DATE	MARCH 2026
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NO.	DESCRIPTION	DATE

DRAWING TITLE

Cover Sheet

SHEET 1 OF 5	DRAWING NUMBER
JOB NO. 10506	1
CAD 10506TITLE	

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DRAWING TITLE

Index Of Sheets &
General Notes

SHEET 2 OF 5	DRAWING NUMBER
JOB NO. 10506	2
CAD. 10506NOTES	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND GENERAL NOTES
3	STANDARD SYMBOLS
	<u>SPECIAL USE PLANS</u>
4	TYPICAL SECTIONS
	<u>ROADWAY PLANS</u>
5	GENERAL PLANS

GENERAL NOTES

- ① FOR STANDARD PLANS, SEE DEPARTMENT OF TRANSPORTATION WEBSITE AT: [HTTPS://WWW.DOT.NH.GOV/DOING-BUSINESS-NHDOT/CONTRACTORS/STANDARD-PLANS-ROAD-CONSTRUCTION](https://www.dot.nh.gov/doing-business-nhdot/contractors/standard-plans-road-construction)
- ② HIGH TENSION OVERHEAD TRANSMISSION LINES ARE LOCATED THROUGHOUT THE PROJECT WITH CROSSINGS AT VARIOUS LOCATIONS AND RUNNING ALONG THE ROAD THROUGHOUT THE PROJECT EVEN ON REGULAR POLES. THE CONTRACTOR IS ADVISED THAT EXTREME CAUTION WILL BE REQUIRED IN THE OPERATION OF EQUIPMENT, ESPECIALLY CRANES AND PILE DRIVING EQUIPMENT.
- ③ MODIFY SUPERELEVATION ON EXISTING CURVES BY THE USE OF A LEVELING COURSE TO THE RATES INDICATED ON THE PLANS OR AS ORDERED.
- ④ EXISTING DELINEATORS AND WITNESS MARKERS THAT ARE REMOVED AND DETERMINED BY THE ENGINEER TO BE IN ACCEPTABLE CONDITION SHALL BE RESET (SUBSIDIARY). ADDITIONAL DELINEATORS AND WITNESS MARKERS ORDERED WILL BE PAID UNDER THE APPROPRIATE ITEMS OF THE CONTRACT.
- ⑤ NO EXISTING MONUMENTS, BOUNDS, OR BENCHMARKS SHALL BE DISTURBED WITHOUT FIRST MAKING PROVISIONS FOR RELOCATION.
- ⑥ PERFORM ALL WORK WITHIN THE EXISTING RIGHT-OF-WAY, UNLESS OTHERWISE SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER.
- ⑦ REMOVE UNPROTECTED PROJECT MARKERS (SUBSIDIARY).
- ⑧ SURVEY DATA FOR THIS PROJECT WAS COLLECTED BY JONES & BEACH ENGINEERING, INC. BASIS OF HORIZONTAL BEARING- MAGNETIC PER PLAN REFERENCE HCRD 39726. VERTICAL DATUM REFERENCED TO NGVD29.
- ⑨ QUANTITIES FOR EMBANKMENT AND EXCAVATION FOR SLOPE ROUNDINGS AS SHOWN ON THE TYPICALS HAVE NOT BEEN CALCULATED AND ARE NOT INCLUDED IN THE QUANTITY SUMMARIES, AND ARE CONSIDERED SUBSIDIARY TO THE APPROPRIATE 203 ITEMS.

THE FOLLOWING GENERAL NOTES WILL BE USED ON THIS PROJECT:									
①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩

WORK ZONE TRAFFIC CONTROL STANDARD PLANS			
TC-1	AMENDMENTS TO PART VI OF THE MUTCD (2009 EDITION)	REVISED	11/22/24
TC-2	UNIFORMED OFFICERS AND FLAGGERS GUIDELINES	REVISED	11/09/23
TC-3	PERMANENT CONSTRUCTION SIGNING	REVISED	11/22/24
TC-4	TWO WAY TRAFFIC LANE SHIFT	REVISED	4/20/22
FORMERLY TC-5	SPECIAL DETAIL - LANE CLOSURE: TWO LANE ROADWAY WITH LOW VOLUMES	REVISED	9/26/23
TC-6	LANE SHIFTS DIVIDED HIGHWAY	REVISED	4/20/22
TC-7	LANE CLOSURE: SIGNALIZED CONTROL WITH BARRIER	REVISED	11/22/24
TC-8	CONSTRUCTION SIGNING FOR COLD-PLANED OPERATIONS	REVISED	7/11/22

NOTE:
SHEETS TC-1 THROUGH TC-8 AMEND PART VI OF THE 2023 EDITION OF THE MUTCD BY SUPERSEDING OR SUPPLEMENTING CERTAIN SECTIONS. THEY SHALL BE USED IN CONJUNCTION WITH THE MUTCD AND THE SPECIFICATIONS FOR WORK ZONE TRAFFIC CONTROL ON ALL PROJECTS.

GENERAL SYMBOLS

EXISTING PROPOSED

		CB	CATCH BASIN (OR GUTTER INLET, OR LEACHING BASIN)
		CBCI (OR GICI)	CATCH BASIN (OR GUTTER INLET) WITH CURB INLET
			CURB (OR BERM) – TYPE NOTED
			EDGE OF ROAD
		EHH	ELECTRIC HANDHOLE (NUMBER AS NOTED)
		EMH	ELECTRIC MANHOLE
		TMH	TELEPHONE MANHOLE
		WMH	WATER MANHOLE
		SMH	SEWER MANHOLE
		DMH	DRAINAGE MANHOLE
		GG	GAS GATE
		WG	WATER GATE
		CS	CURB STOP
		Hyd	HYDRANT
		FA	FIRE ALARM BOX
		PM	PARKING METER
		LP	STREET LIGHT
		UP	UTILITY POLE
		GUY	GUY POLE
		D	DRAIN PIPE
		PS	SEWER MAIN
		PE	ELECTRIC DUCT
		PG	GAS MAIN
		PW	WATER MAIN
		PT	TELEPHONE DUCT
		MB	MAIL BOX
			HIGHWAY GUARDRAIL (TYPE NOTED)
			FENCE (SIZE AND TYPE NOTED)
		MHB, SB, CB	HIGHWAY/PROPERTY BOUND (TYPE NOTED)
			RIGHT-OF-WAY LINE
			EASEMENT LINE
			PROPERTY LINE
			CITY, TOWN, COUNTY BOUNDARY
			STATE BOUNDARY
			BASE OR SURVEY LINE
			CONSTRUCTION BASELINE
			WHEELCHAIR RAMP (WCR)
		B-1	BORINGS, PAVEMENT CORES
		TP-1	TEST PIT
			GRANITE RUBBLE BLOCK PAVEMENT

ABBREVIATIONS

TRAFFIC SIGNAL SYSTEMS

R	STEADY CIRCULAR RED
Y	STEADY CIRCULAR YELLOW
G	STEADY CIRCULAR GREEN
FR	FLASHING CIRCULAR RED
FY	FLASHING CIRCULAR YELLOW
⟨FR	FLASHING RED – ARROW
⟨FY	FLASHING YELLOW – ARROW
↕	STEADY VERTICAL ARROW (GREEN PREFIX)
⟨R ⟨Y ⟨G	STEADY LEFT ARROW (RED, YELLOW, OR GREEN PREFIX)
→R →Y →G	STEADY RIGHT ARROW (RED, YELLOW, OR GREEN PREFIX)
W	STEADY WALKING PERSON SYMBOL – WHITE
DW	STEADY UPRAISED HAND SYMBOL – PORTLAND ORANGE
FDW	FLASHING UPRAISED HAND SYMBOL – PORTLAND ORANGE
L	DETECTOR – LOCK
NL	DETECTOR – NON-LOCK

DRAINAGE & UTILITIES

CPP	CORRUGATED PLASTIC PIPE (ALSO LABELED IN PLANS AS HDPE)
HDPE	HIGH DENSITY POLYETHYLENE PIPE (ALSO LABELED IN PLANS AS CPP)
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
PVCP	POLYVINYL CHLORIDE PIPE
ACCMP	ASPHALT COATED CORRUGATED METAL PIPE
CIP	CAST IRON PIPE
DIP	DUCTILE IRON PIPE
HYD	HYDRANT
CAP	CORRUGATED ALUMINUM PIPE
INV	INVERT ELEVATION
CIT	CHANGE IN TYPE
UP	UTILITY POLE
TSV & B	TAPPING SLEEVE, VALVE AND BOX
COND	CONDUIT

TRAFFIC SIGNAL SYMBOLS

EXISTING PROPOSED

		CONTROL CABINET GROUND MOUNTED (WITH & WITHOUT CONCRETE PAD)
		CONTROL CABINET POLE MOUNTED
		FLASHING BEACON CONTROL & METER PEDESTAL
		SIGNAL POST & BASE
		MAST ARM, SHAFT, & BASE (ARM LENGTH AS NOTED)
		VEHICULAR SIGNAL HEAD (ALPHA-NUMERIC DESIGNATION NOTED)
		VEHICULAR SIGNAL HEAD OPTICALLY PROGRAMMED
		LIMIT OF VISIBILITY OF OPTICALLY PROGRAMMED SIGNAL HEAD
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD
		PREEMPTION CONFIRMATION STROBE
		PREEMPTION RECEIVER
		VIDEO DETECTION CAMERA
		PULLBOX 12" X 12" OR HANDHOLE
		PULLBOX 12" X 24"
		CONTROLLER PHASE
		INDUCTIVE LOOP DETECTOR
		PEDESTRIAN PUSHBUTTON
		AREA OF DETECTION
		CONDUIT
		CONDUIT CROSSING ROADWAY WITH CEMENT CONCRETE CAP
		"X" DUCT (CONCRETE ENCASED)
		OVERHEAD CABLE
		DIRECT BURIED CABLE

ABBREVIATIONS (CONT.)

GENERAL

PROP	PROPOSED
MIN	MINIMUM
MAX	MAXIMUM
RET	RETAIN
REM	REMOVE
REMOD	REMODEL
ABAN	ABANDON
ADJ	ADJUST
EXIST	EXISTING
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
FND	FOUNDATION
ELEV	ELEVATION
BOS	BOTTOM OF SLOPE
TOS	TOP OF SLOPE
EOP	EDGE OF PAVEMENT
ROW	RIGHT OF WAY
VGC	VERTICAL GRANITE CURB
GC	GRANITE CURB
SGC	SLOPE GRANITE CURB
CC	CONCRETE CURB
BB	BITUMINOUS BERM
BC	BITUMINOUS CURB
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
TYP	TYPICAL
APPROX.	APPROXIMATE
CIT	CHANGE IN TYPE
AP	ANGLE POINT
HP	HIGH POINT

PROJECT TITLE

Derry Road
(NH Route 102)
Improvements

Hudson,
New Hampshire

PREPARED FOR

Jones & Beach
Engineering, Inc.

Stratham,
New Hampshire



35 N.E. BUSINESS CENTER DRIVE
ANDOVER, MA 01810-1071
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Standard Symbols

SHEET 3 OF 5	DRAWING NUMBER
JOB NO. 10506	3
CAD. 10506LEGEND	

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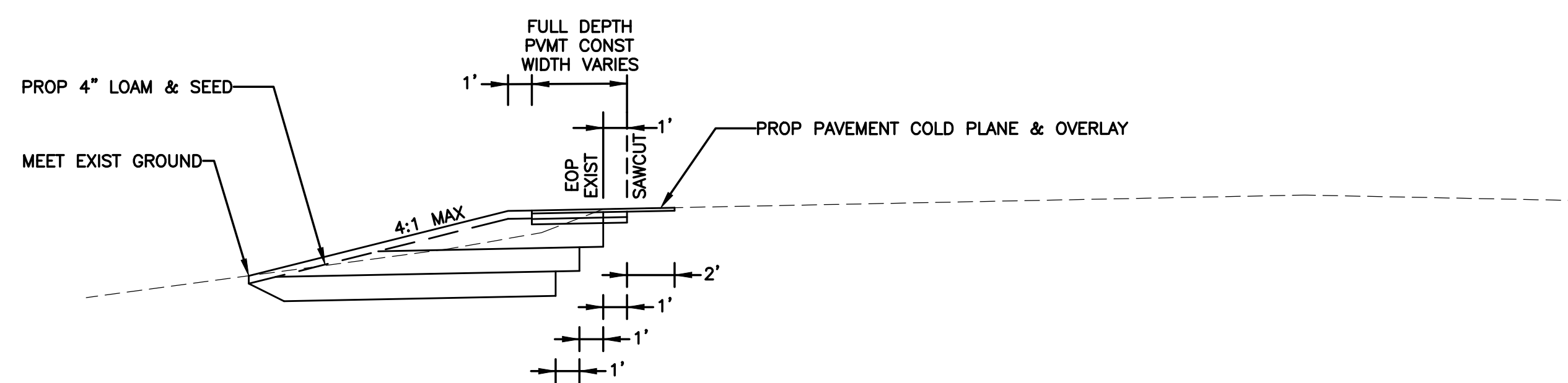
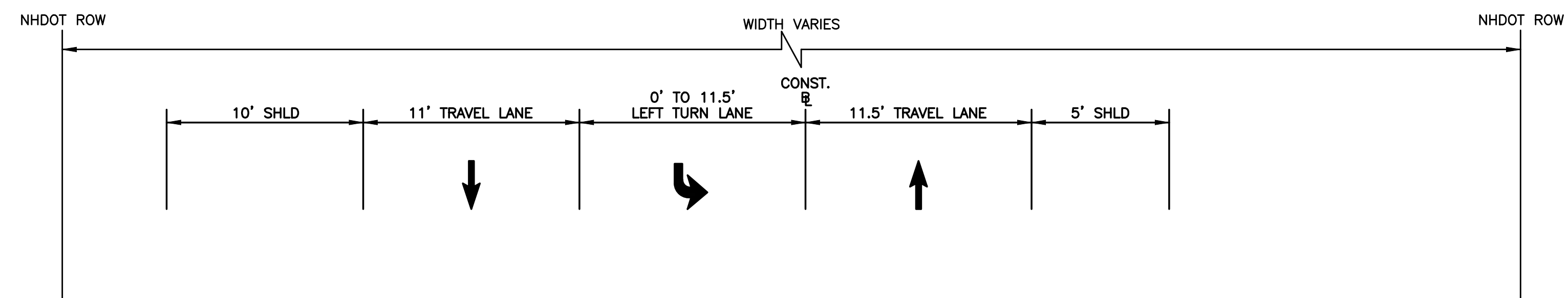
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Typical Sections

SHEET 4 OF 5	DRAWING NUMBER
JOB NO. 10506	4
CAD. 10506TYP	



DERRY ROAD (NH ROUTE 102)

STA. 17+92 TO STA. 19+44
NOT TO SCALE

PAVEMENT NOTES

PROPOSED FULL DEPTH PAVEMENT

SURFACE: HOT BITUMINOUS PAVEMENT, MACHINE METHOD
5-1/2" NOMINAL:
1-1/2" WEARING COURSE, ITEM 403.11943 HOT BITUMINOUS PAVEMENT, MACHINE METHOD, HIGH STRENGTH (12.5 MM MAX AGGREGATE SIZE, 75 GYRATION, BINDER GRADE PG 76-28) OVER
2" BINDER COURSE, ITEM 403.11023 HOT BITUMINOUS PAVEMENT, MACHINE METHOD (19MM MAX AGGREGATE SIZE, 75 GYRATION, BINDER GRADE PG 64-28) OVER
2" BINDER COURSE, ITEM 403.11023 HOT BITUMINOUS PAVEMENT, MACHINE METHOD (19MM MAX AGGREGATE SIZE, 75 GYRATION, BINDER GRADE PG 64-28)

SUBBASE: ITEM 304.3 CRUSHED GRAVEL (F), 12" DEEP OVER
ITEM 304.2 GRAVEL (F), 12" DEEP OVER
ITEM 304.1 SAND (F), 12" DEEP

BITUMEN FOR TACK COAT (RS-1) AT:
0.03 GAL/SY OVER NEW PAVEMENT

NOTE: JOINT ADHESIVE SHALL BE APPLIED ON ALL LONGITUDINAL JOINTS

PROPOSED PAVEMENT COLD PLANE & OVERLAY

EXCAVATION: ITEM 417 COLD PLANING BITUMINOUS SURFACES 2" DEPTH

SURFACE: 1"-1/2" WEARING COURSE, ITEM 403.11943 HOT BITUMINOUS PAVEMENT, MACHINE METHOD HIGH STRENGTH (12.5MM MAX AGGREGATE, 75 GYRATION) OVER

BITUMEN FOR TACK COAT (RS-1) AT:
0.07 GAL/SY OVER MILLED PAVEMENT

RADIUS	MAX. LENGTH
< 21'	USE CURVED CURB
21'	3'
22' - 28'	4'
29' - 35'	5'
36' - 42'	6'
43' - 49'	7'
50' - 56'	8'
57' - 60'	9'
OVER 60'	10'

* NORMALLY 7" REVEAL, VARIES 9" MAX. TO 2" AT DRIVEWAYS AND 0" AT PEDESTRIAN SIDEWALK RAMPS.

NOTE: ADJOINING STONES SHALL HAVE THE SAME OR APPROXIMATELY THE SAME LENGTH.

MINIMUM LENGTH OF STRAIGHT CURB STONES = 3'
MAXIMUM LENGTH OF STRAIGHT CURB STONES = 10'
MAXIMUM LENGTH OF STRAIGHT CURB STONES LAID ON CURVES - SEE CHART

NHDOT STANDARD PLANS
STRAIGHT OR CURVED GRANITE CURB

REV. DATE	PLATE
06-16-2010	1
	STANDARD
	CR-1

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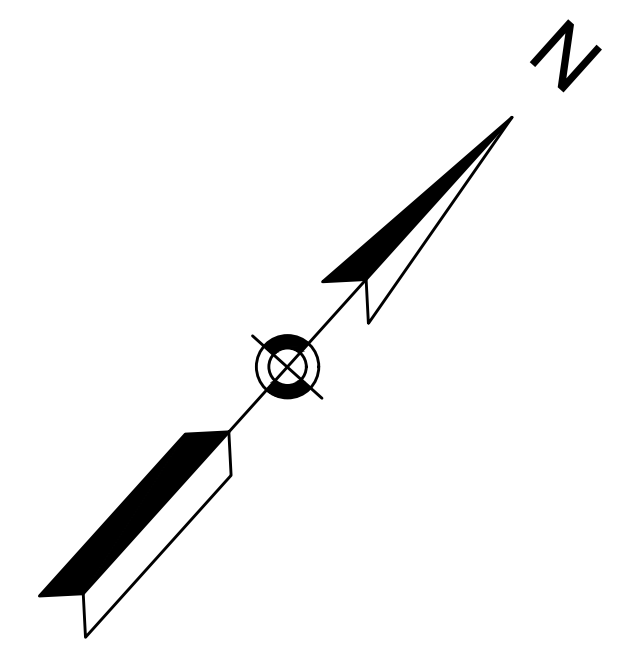
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DRAWING TITLE

General Plan

SHEET 5 OF 5	DRAWING NUMBER
JOB NO. 10506	5
CAD. 10506GN	

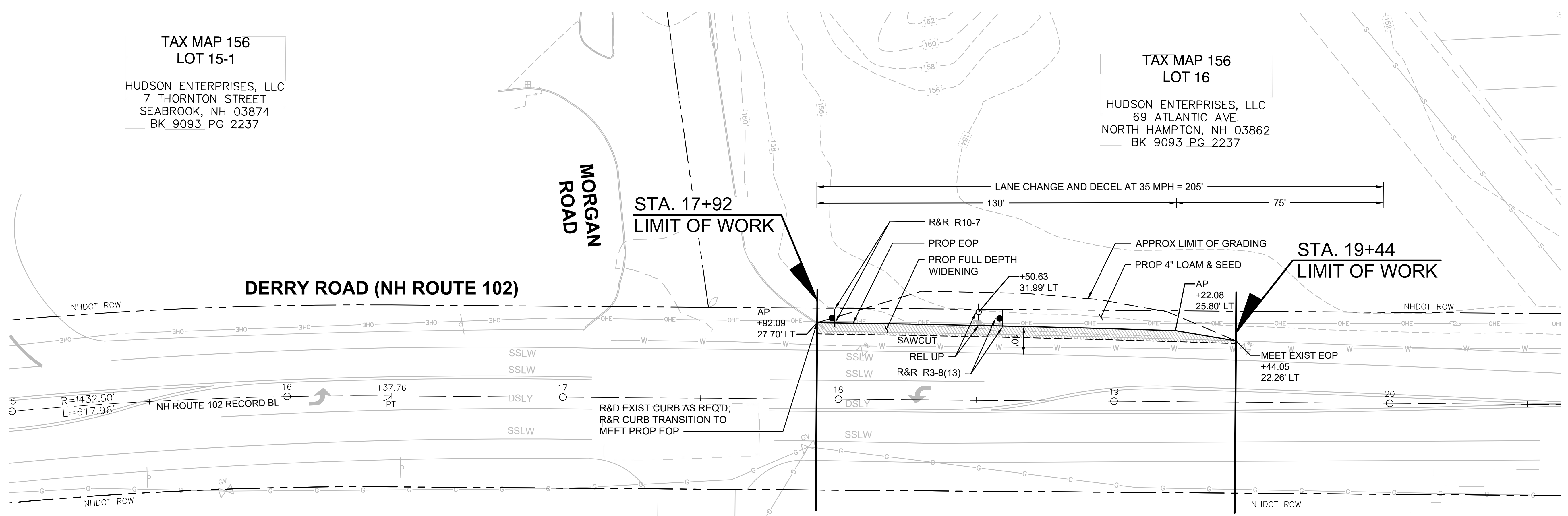


**TAX MAP 156
LOT 15-1**
HUDSON ENTERPRISES, LLC
7 THORNTON STREET
SEABROOK, NH 03874
BK 9093 PG 2237

**TAX MAP 156
LOT 16**
HUDSON ENTERPRISES, LLC
69 ATLANTIC AVE.
NORTH HAMPTON, NH 03862
BK 9093 PG 2237

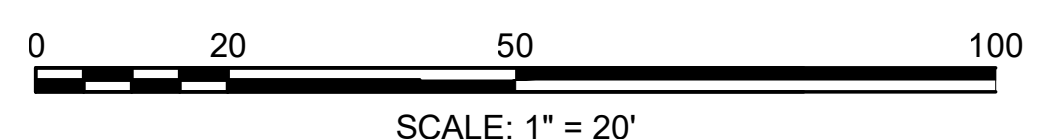
**TAX MAP 156
LOT 34**
REEDS BROOKS ASSOCIATION
C/O TED COTE
7 MEGAN DRIVE
HUDSON, NH 03051

**TAX MAP 156
LOT 25**
REEDS BROOKS ASSOCIATION
C/O TED COTE
7 MEGAN DRIVE
HUDSON, NH 03051
BK 6025 PG 753



GENERAL NOTES

- EXISTING GRANITE CURB THAT MEETS SPECIFICATIONS SHALL BE REUSED IN THE PROPOSED WORK.
- CONTRACTOR SHALL RETAIN ALL UTILITIES UNLESS OTHERWISE NOTED.
- REFER TO THE MOST RECENT STANDARD PLANS FOR ROAD CONSTRUCTION AS PUBLISHED BY THE NHDOT FOR EXACT DETAILS OF PERMANENT SIGNING STANDARDS AND NHDOT SPECIFIC SIGNS.
- REFER TO THE LATEST EDITION OF THE STANDARD HIGHWAY SIGNS MANUAL AS PUBLISHED BY THE USDOT-FHWA FOR EXACT DETAILS OF BORDERS, ETC.
- THE ALUMINUM OR U-CHANNEL POST SHALL BE FLUSH WITH THE TOP OF THE SIGN ON ALL ASSEMBLIES.
- ANY PAVEMENT MARKINGS NOT INTENDED FOR REMOVAL THAT ARE DISTURBED BY CONSTRUCTION SHALL BE REPLACED IN KIND IN ACCORDANCE WITH NHDOT SPECIFICATIONS.



ITEM #	IDENT #	SIGN SIZE		TEXT	TEXT DIMENSIONS			SHIELD SIZE (inch)	ARROW (inch)	NUMERAL (inch)	# SIGNS REQ'D	SIGN AREA (SQ. FT.)		POSTS PER SIGN				REMARKS		
		WIDTH (inch)	HEIGHT (inch)		LETTER HEIGHT (inch)							NOM AREA	TOTAL AREA	BREAKAWAY	STEEL I-BEAM	4" OD ALUMINUM	U-CHANNEL-GALV			
					UC	LC	CAPS													
615.014	R3-8(13)	-	-									-	-					1	R&R EXIST SIGN ON NEW POST	
615.014	R10-7	-	-									-	-						1	R&R EXIST SIGN ON NEW POST

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