

1. Agenda

Documents:

[2022.06.21_BOH_AGENDA.PDF](#)

2. Meeting Materials

Documents:

[DRAFT_TECHNICAL_SCOPE-_ADDITIONAL_TESTING_ANALYSIS.PDF](#)



**Town of Southborough
Board of Health
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Southborough, MA 01772-1662**

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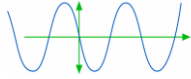
**Tuesday, June 21, 2022 at 9:30AM
Meeting Agenda
Hybrid Meeting – McAuliffe Meeting Room (Town House - 17 Common Street)
& Virtual**

Pursuant to Chapter 20 of the Acts of 2021, An Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency, signed into law on June 16, 2021, this meeting will be conducted via remote participation. This meeting may be watched or residents may participate in the meeting remotely with the meeting link at: <https://www.southboroughtown.com/remotemeetings>

Business Item (Board May Vote):

1. Call Meeting to Order
2. Public Comment
3. Vote Contract for Bill Murphy, Alternate Inspector, for FY23
4. Reinspection for Fitzgerald's Market
5. FY22 Budget Update
6. Ken's Follow-up from Sound Engineer
7. Scholarship Awarded for Training for Public Health Nurse
8. Vote on Meeting Minutes for 6/7/2022
9. Plan for Intern
10. Covid Report (Public Health Nurse)
11. Tobacco Regulations
12. Public Comment

Chelsea Malinowski, Dr. Safdar Medina, Nancy Sacco



Memorandum

To: Marc Wallace (Tech Environmental)

CC:

Date: June 17, 2022

From: David Coate

Re: Draft Technical Scope- Ken's West Side Refrigeration Unit Acoustics Testing and Noise Barrier Design Analysis

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- Obtain “source noise” frequency spectra of several refrigeration units. The original study was based on one refer measurement in one direction. Measure this noise in a few polar directions to determine if directivity is a factor.
 - Although idling truck noise is not the focus of these tests, some brief “source noise” tests can be undertaken including a few passby trucks and idling. While long term idling is not permitted and is monitored on site, it is understood that if brief idling were to occur, it would be primarily in the area of the loading dock and east of the proposed noise barrier and, thus protected by the noise barrier. A few truck passbys around the parking lot loop will also be measured.
 - Conduct more detailed acoustical tests similar to the 3/1/22 tests except this time with a total of 20 refrigeration units (the maximum number anticipated to be running on site at any one time), 10 of which located at the loading dock and 10 in the parking lot all in the area where they load and pre-cool at the southerly end of the loading dock and building, similar to what was modeled in the March 22 CADNA model. Measure refer noise with all units on, then all units off at the 550' benchmark location to the west of the parking lot.
 - For the tests, position another instrument microphone approximately 1.5 meters above the top of the proposed noise barrier location. The purpose of this data is to characterize “source” noise levels which will be necessary for meaningful determination of the barrier insertion loss after the barrier is constructed. In other words, we would expect the “before and after” construction refer noise to be somewhat different and thus an “apples to apples” comparison is needed. DCC

suggests that the basic principles (i.e., not necessarily verbatim) of “ANSI 12.8 1998 Methods for Determining the Insertion Loss of Outdoor Noise Barriers” be followed.

- Continue the reefers on/off tests at up to 4 receiver locations including 48, 58, and 68 Flagg Road as well as 7 Eastbrook Farm Road. It is anticipated that refer noise may not be measurable at some locations due to distance, topography, and ambient sound conditions.
- Refine the CADNA model to optimize the north end of barrier and evaluate the effects on receiver locations to the northwest of the parking lot. Employ barrier optimization modeling techniques – i.e., small incremental changes to possibly improve performance and cost efficiencies.
- Once the barrier construction is completed, repeat the tests. It is anticipated that the noise barrier control point microphone and 550’ benchmark location will be most meaningful in terms of determining noise barrier insertion loss because of the repeatable and good signal-to-noise ratio at those locations.