

21 December 2015

Linda Fisher  
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Email: linda.fisher@hdrinc.com

Subject: **Jess Ranch Composting Facility Environmental Noise Assessment —**  
CSA Project: 15-0320

Dear Ms. Fisher:

In 2009, we worked with HDR to study potential noise impact from a future composting facility to be constructed at the subject site. Last year, the project was restarted so Mike Harding asked us to review the revised project plus comment on changes to the potential environmental noise impacts (if any). On 23 July 2015, we prepared a letter discussing the changes to the project that would have a bearing on its environmental noise generation.

Recently, Mike Harding asked us to expand our discussion regarding environmental noise caused by project traffic. This letter supplements our 23 July summary of traffic noise due to project operations.

## DISCUSSION

Our 23 July 2015 letter included a section entitled, "Future Noise Environment due to Vehicular Traffic". The original text reads:

*A potentially significant noise source for the double-wide mobile home is haul truck traffic along Jess Ranch road that will enter and depart the composting facility near the existing WindPower maintenance facility (see area map). At the point of entry to the facility, the trucks will be within 600 feet of this mobile home. The haul truck volume is estimated to be 10 per hour (based on the ultimate material flow of 1,000 tons per day). Based on information from the U.S. Traffic Noise Model, the average hourly noise level generated by the haul trucks is estimated to be less than 50 decibels at the mobile home (relative to the existing hourly traffic noise level of 58 decibels).*

Mike Harding informed us that the future haul truck road would be located 500 feet from the mobile home (versus the 600-foot distance assumed in our letter of 23 July 2015). This change in distance is equivalent to a less than a two-decibel increase in the average noise level projected at the mobile home. With this change, the original text should be amended to read:

*Based on information from the U.S. Traffic Noise Model, the average hourly [A-weighted] noise level generated by the haul trucks is estimated to be less than 52 decibels at the mobile home (relative to the existing hourly traffic noise level of 58 decibels).*

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Another project-related noise source is a diesel-powered “bulldozer” that will be used to move material in the compost area. According to Mike Harding, this bulldozer will be operating about 3000 feet from the double-wide mobile home.

This bulldozer is estimated to generate a “worst-case” A-weighted noise level of 90 decibels at 50 feet. The noise level of the bulldozer at the mobile home is projected to be less than 55 decibels, assuming “worst-case” flat terrain between the bulldozer and the home. Given the intermittent operational nature of the bulldozer’s diesel engine, the increase in the hourly average A-weighted noise level is estimated to be less than one decibel at the mobile home (the existing hourly average noise level is 58 decibels due to traffic on U.S. 580).

The projected noise level from the bulldozer at the next closest noise-sensitive receiver (4500 feet) is approximately 50 decibels, assuming flat terrain between the bulldozer and the home. The increase in the hourly average A-weighted noise level at this receiver is also less than one decibel due to existing traffic on U.S. 580.

This concludes our discussion of the subject project. Please call if you have any comments or questions.

Sincerely,

**CHARLES M. SALTER ASSOCIATES, INC.**

A handwritten signature in black ink, appearing to read 'ANP' followed by a stylized flourish.

Anthony P. Nash, PE  
Vice President