

3.12 NOISE

This section evaluates the potential noise impacts of the Project. This section provides a brief technical background on “sound”, as well as existing noise sources and levels in the Project vicinity. This evaluation reviews applicable State and local noise regulations followed by analysis of potential noise impacts of construction and operation of the Project.

3.12.1 SETTING

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq)¹; average day–night 24-hour average sound level (Ldn)² with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)³, also a 24-hour average that includes both an evening and a nighttime sensitivity weighting. **Table 3.12-1** identifies decibel levels for common sounds heard in the environment. With regard to increases in A-weighted noise level, the following relationships occur (Caltrans, 1998):

- Under controlled conditions in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dB;
- Outside of such controlled conditions, the trained ear can detect changes of 2 dB in normal environmental noise;
- It is widely accepted that the average healthy ear, however, can barely perceive noise levels changes of 3 dB;
- A change in level of 5 dB is a readily perceptible increase in noise level; and
- A 10-dB change is recognized as twice as loud as the original source.

¹ The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

² Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

³ CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10-decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

TABLE 3.12-1. TYPICAL NOISE LEVELS

Noise Level (dB)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80-90	Diesel truck at 50 feet	Loud television at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	
40-60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

SOURCE: (modified from Caltrans Technical Noise Supplement, 1998)

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a “line” source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, that also depends on ground absorption (Caltrans, 1998). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, would increase the attenuation that occurs by distance alone. Noise from large construction sites (or a landfill with heavy equipment moving dirt and solid waste daily and trucks entering and exiting the main gate daily – activities similar to construction sites) would have characteristics of both “point” and “line” sources, so attenuation would probably range between 4.5 and 7.5 dB per doubling of distance.

Findings of the 1992 YCCL EIR

The 1992 YCCL EIR evaluated the potential noise effects of previous changes to the landfill. The analysis concluded that the County was committed to implementing hearing-protective devices on-site for persons working in the vicinity and there would be no significant effects on noise, and that no further mitigation measures were required.

Findings of the 2005 YCCL EIR

The 2005 YCCL EIR analyzed potential noise and vibration impacts that could result from the exposure of sensitive receptors to noise occurring at the landfill.

Mitigation measures included limiting construction activities for new facilities to 6:00 a.m. to 5:00 p.m., Monday through Saturday, and 7:00 a.m. to 6:00 p.m. on Sunday; stationary noise sources emitting noise levels greater than 80 dBA at 50 feet shall be oriented to contain the noise

within the YCCL boundary to the extent possible, keeping current operating hours: 6 a.m. to 5 p.m. Monday through Saturday and 7 a.m. to 6 p.m. on Sunday; locating the off-site soil borrow area in buffer zone of 2,000 feet to the nearest sensitive receptors, limiting heavy truck trips to no more than 25 passbys that are within approximately 50 feet of the roadway and limiting haul trips leaving the soil borrow area to 7 a.m. to 5 p.m. The 2005 EIR determined that with implementation of mitigation measures, noise impacts would be less than significant.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure, in terms of both duration and insulation from noise, and the types of activities typically involved. The 2030 Countywide General Plan Health and Safety Element defines noise sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. The nearest residentially designated land uses are approximately 1.75 miles to the southwest of the YCCL. **Table 3.12-2** summarizes the locations of residences on agricultural parcels within one mile of the YCCL.

TABLE 3.12-2. RESIDENCES ON AGRICULTURAL PARCELS WITHIN ONE MILE OF THE YCCL

Use/Location	Direction from the YCCL	Distance from YCCL Boundary (Feet)
Approximately six residences on Road 103	West of YCCL boundary	4,300 to 5,200
Residence south of Willow Slough By-Pass	South of southern YCCL boundary	600
Residence south of Willow Slough By-Pass	Southwest of the southwestern YCCL boundary corner	3,400
Residence south of Willow Slough By-Pass	South of the southeastern YCCL boundary corner	1,400

NOTE: Based on 2018 aerial and 2020 site reconnaissance.

SOURCE: RCH Group, 2020

Existing Noise Sources

To quantify existing ambient noise levels, RCH Group conducted 3 long-term (72-hour) and several short-term (10-minute) noise measurements on and nearby the Project site. Long-term noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. Short-term measurements were made using a Larson Davis SoundTrack LxT Sound Level Meter calibrated before and after measurements. **Table 3.12-3** summarizes the locations and results of the noise measurements. **Figure 3.12-1** shows the locations of the noise measurements.

The Noise Appendix includes 24-hour noise plots for each of the three days of measurements at Sites 1-3. Based on observations from the short-term measurements, the main source of noise in the Project vicinity is from landfill operational noise and traffic noise from Road 28H.

Figure 3.12-1: Noise Measurement Locations

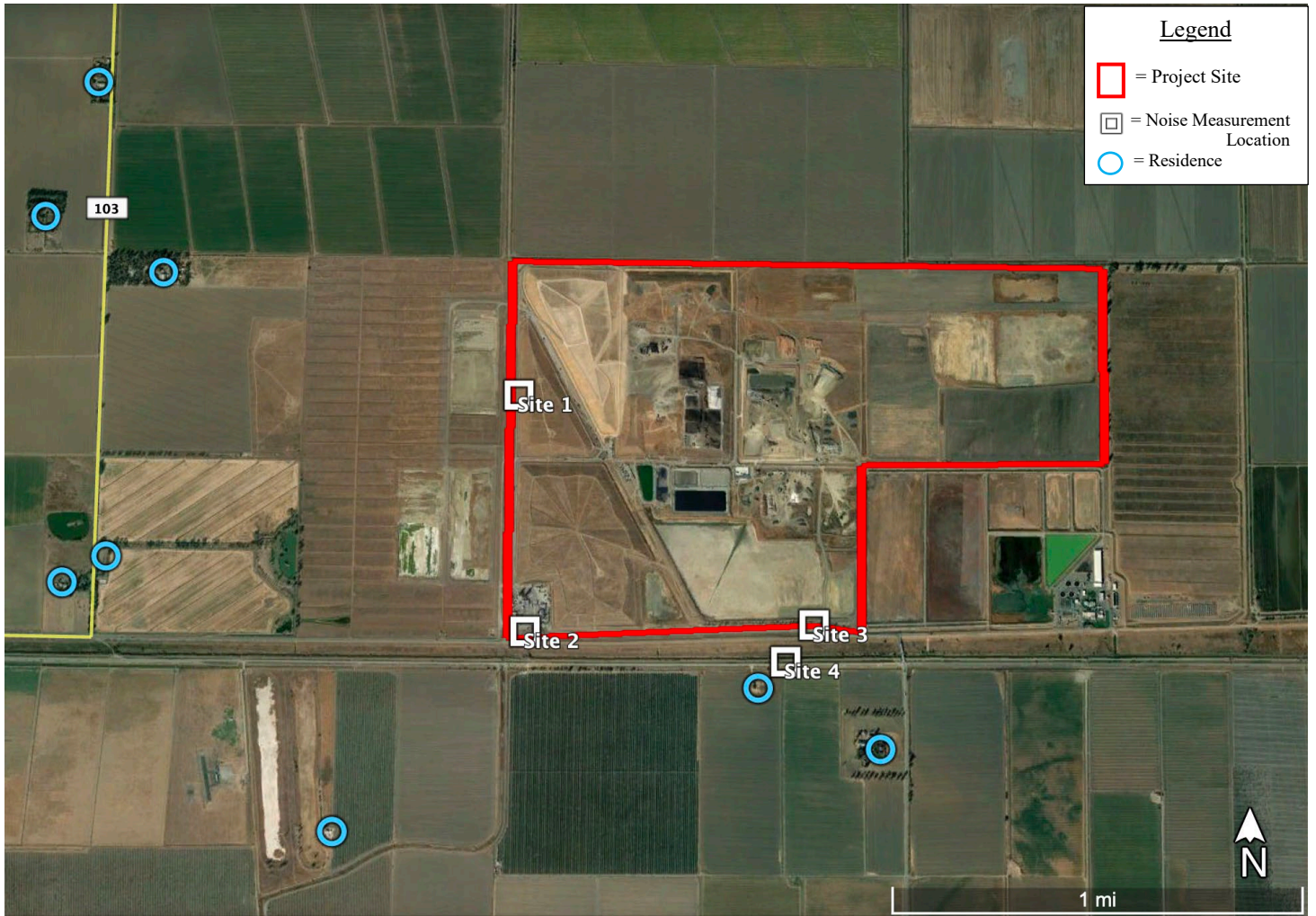


TABLE 3.12-3. EXISTING NOISE LEVELS

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Western boundary of YCCL – 300’ west of center of Unit 3	November 14, 12:00 a.m. Through November 16, 11:59 p.m., 2020 Saturday – Monday 72-hour measurement	Hourly Leq’s ranged from 43-50 CNELs: 52, 51, 51	Unattended noise measurements do not specifically identify noise sources
Site 1: Western boundary of YCCL – 300’ west of center of Unit 3	Tuesday November 17, 2020 9:35 a.m. to 9:45 a.m.	5-minute Leq’s: 50, 49	Maintenance truck passing by noise meter, 70 dB, distant backup beep 51 dB.
Site 2: Southwestern boundary of YCCL, 150’ west of entrance gate and 60’ north of centerline of Road 28H	November 14, 12:00 a.m. Through November 16, 11:59 p.m., 2020 Saturday – Monday 72-hour measurement	Hourly Leq’s ranged from 42-64 CNELs: 59, 54, 60	Unattended noise measurements do not specifically identify noise sources
Site 2: Southwestern boundary of YCCL, 150’ west of entrance gate and 60’ north of centerline of Road 28H	Monday November 17, 2020 10:09 a.m. to 10:19 a.m.	5-minute Leq’s: 59, 56	Traffic on Road 28H 55-72 dB, medium truck horn, 70 dB, distant landfill operations noise 53 dB.
Site 3: Southeastern boundary of YCCL, 50’ north of centerline of Road 28H	November 14, 12:00 a.m. Through November 16, 11:59 p.m., 2020 Saturday – Monday 72-hour measurement	Hourly Leq’s ranged from 42-65 CNELs: 62, 59, 65	Unattended noise measurements do not specifically identify noise sources
Site 3: Southeastern boundary of YCCL, 50’ north of centerline of Road 28H	Monday November 17, 2020 10:23 a.m. to 10:33 a.m.	5-minute Leq’s: 65, 62	Large truck 85 dB, Traffic on Road 28H 69-79 dB, distant landfill operations 45 dB.
Site 4: On Road 29 of Willow Slough Bypass, near the closest residential receptor on an agricultural parcel	Monday November 17, 2020 10:38 a.m. to 10:48 a.m.	5-minute Leq’s: 48, 63	Several medium trucks passing by noise meter 80-85 dB, distant traffic from Road 28H, 50-56 dB.

SOURCE: RCH GROUP, 2020

Regulatory Context

Pertinent local noise regulations are discussed within the following section. There are no applicable federal noise requirements.

State

The State Land Use Compatibility standards for Community Noise (**Table 3.12-4**) indicate that for Low Density Residential, a Community Noise Exposure up to 60 dB (Ldn or CNEL) is Normally Acceptable, and a Community Noise Exposure up to 70 dB (Ldn or CNEL) is Conditionally Acceptable. The standards also indicate that for Industrial, Manufacturing, Utilities, and Agriculture, a Community Noise Exposure up to 75 dB (Ldn or CNEL) is Normally Acceptable, and a Community Noise Exposure of up to 80 dB (Ldn or CNEL) is Conditionally Acceptable.

TABLE 3.12-4. LAND USE COMPATIBILITY NOISE STANDARDS

Land Use Category	Community Noise Exposure Ldn or CNEL, dB
Residential – Low Density Single Family, Duplex, Mobile Homes	50 to 60 = Normally acceptable 55 to 70 = Conditionally acceptable 70 to 75 = Normally unacceptable 75 to 85 = Clearly unacceptable
Residential – Multifamily	50 to 65 = Normally acceptable 60 to 70 = Conditionally acceptable 70 to 75 = Normally unacceptable 75 to 85 = Clearly unacceptable
Transient Lodging – Motels, Hotels	50 to 65 = Normally acceptable 60 to 70 = Conditionally acceptable 70 to 80 = Normally unacceptable 80 to 85 = Clearly unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70 = Normally acceptable 60 to 70 = Conditionally acceptable 70 to 80 = Normally unacceptable 80 to 85 = Clearly unacceptable
Auditoriums, Concert Halls, Amphitheaters	50 to 70 = Conditionally acceptable 65 to 85 = Clearly unacceptable
Sports Arena, Outdoor Spectator Sports	50 to 75 = Conditionally acceptable 70 to 85 = Clearly unacceptable
Playgrounds, Neighborhood Parks	50 to 70 = Normally acceptable 67.5 to 75 = Normally unacceptable 72.5 to 85 = Clearly unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75 = Normally acceptable 70 to 80 = Normally unacceptable 80 to 85 = Clearly unacceptable
Office Buildings, Business, Commercial and Professional	50 to 70 = Normally acceptable 67.5 to 77.5 = Conditionally acceptable 75 to 85 = Normally acceptable
Industrial, Manufacturing, Utilities, Agriculture	50 to 75 = Normally acceptable 70 to 80 = Conditionally acceptable 75 to 85 = Normally unacceptable
Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development generally should not be undertaken.

SOURCE: Yolo 2030 Countywide General Plan, Figure HS-7, Noise Compatibility Guidelines.

Local

Yolo County 2030 Countywide General Plan

The Health and Safety Element of the 2030 Countywide General Plan for Yolo County describes the existing noise environment in Yolo County and presents goals, policies, and actions intended to control noise and to protect sensitive uses from excessive noise. Yolo County has not adopted a noise ordinance that sets specific noise limits for noisy activities.

The 2030 Countywide General Plan's Health and Safety Element Noise Compatibility Guidelines has adopted the State of California Department of Health Services recommended Community Noise Exposure standards for exterior noise (**Table 3.12-4**). These recommended standards are provided in acceptable decibel levels (dB). The noise levels are in the context of Community Noise Equivalent Level (CNEL), which reflect standard calculations for average noise levels over a 24-hour period.

The following goals, policies and actions related to noise from the 2030 Countywide General Plan Health and Safety Element are relevant to the Project:

Goal HS-7.1: Noise Compatibility. Protect people from the harmful effects of excessive noise.

Policy HS-7.1: Ensure that existing and planned land uses are compatible with the current and projected noise environment.

Policy HS-7.8: Encourage local businesses to reduce vehicle and equipment noise through fleet and equipment modernization or retrofits, use of alternative fuel vehicles and installation of mufflers or other noise reducing equipment.

Action HS-A62: Regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of noise to the following sensitive receptors: residentially designated land uses; hospitals, nursing/convalescent homes, and similar board care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. Home occupation uses are excluded.

Action HS-A63: Review proposed development projects for compatibility with surrounding and planned uses in accordance with the Noise Compatibility Guidelines; however, these guidelines shall not be applied to outdoor activity areas nor shall they be used to prohibit or preclude otherwise allowed density and intensity of development.

Action HS-A64: Require the preparation of a noise analysis/acoustical study, including recommendations for attenuation, for all proposed projects which may result in potentially significant noise impacts to nearby sensitive land uses.

3.12.2 IMPACTS AND MITIGATION MEASURES

Significance Criteria

Appendix G of the *CEQA Guidelines* states that a Project would result in a significant impact to noise if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose persons residing or working in the project area to excessive noise levels.

Yolo County has no established quantitative noise standards that are applicable to this Project. The Yolo County General Plan provides noise compatibility guidelines which provide compatibility of noise levels ranges (**Table 3.12-4**). The Project is located in a rural, agricultural area that is currently exposed to noise from landfill activities and could be exposed to noise from other agricultural activities. The YCCL is surrounded entirely by agriculturally-designated land uses, with the exception of the Davis Wastewater Treatment Plan to the east and off-site borrow area to the west, which are designated as Public/Quasi Public. There are several residences within 1-mile of the Project site, which are located on agriculturally-designated land. For agricultural land uses, exterior noise levels up to 75 dB, CNEL are normally acceptable and exterior noise levels up to 80 dB, CNEL are conditionally acceptable (see **Table 3.12-4**). Thus, this analysis will consider noise a significant impact if nearby residences on agriculturally-designated land would be exposed to an exterior noise level of greater than 75 dB, CNEL from YCCL operations.

Vibrational effects from typical construction activities are only a concern within 25 feet of existing structures (Caltrans, 2002). Project construction would utilize typical construction equipment and would occur at distances far greater than 25 feet of existing structures and would not result in any vibration impacts. Therefore, this impact is not evaluated further in this section.

The Project is not located within an airport land use plan area or within two miles of a public or private airport or airstrip. The nearest public airports are UC Davis University Airport, approximately 6.5 miles southwest of the Project, Sacramento International Airport, approximately 7 miles northeast of the Project, and Yolo County Public Airport, approximately 8.5 miles west of the Project. The nearest private airport is Medlock Field approximately 2.9 miles northwest of the Project. At these distances, aircraft noise would not be a significant source of noise at the Project and would have no impact. Therefore, this impact is not evaluated further in this section.

Impact Analysis

Impact 3.12.1: New on-site Project elements that are proposed (including increased daily permitted tonnage, a peaking power plant, a wood pellet facility, a large scale floating solar photovoltaic system, a solar photovoltaic system on closed landfill units, a waste gasification facility, expanded biogas utilization options, a new class 2 surface impoundment, an organic waste fertilizer facility, development of a storm water treatment and drainage system, additional groundwater pumping with possible treatment and discharge, a transfer station, a thermal pressure hydrolysis system, and a biogas to methanol pilot facility) could increase noise levels at off-site residences on agriculturally-designated land. (Significant)

Construction Related Noise Impacts

Construction would result in a temporary increase in ambient noise levels in the vicinity of the Project. The construction noise levels of primary concern are often associated with the site preparation phase (USEPA, 1973). Construction activities for the Project could include site grading, clearing and excavation work. Construction activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., loaders, etc.) and other construction equipment (e.g., scrapers, dozers, compactors, trucks, etc.). The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction.

The maximum noise levels for various types of construction equipment that could be used during Project construction are provided in **Table 3.12-5** below. Maximum noise levels generated by construction equipment used for the Project would range from 74 to 89 dB, L_{max} at a distance of 50-feet and 44 to 59 dB, L_{max} at 800-feet (the approximate distance between the nearest construction activity to the nearest residence on agriculturally-designated land). **Table 3.12-6** provides average typical construction activity noise levels at 50 feet and 800 feet.

Construction noise levels would fluctuate throughout the day depending on the equipment use, construction schedules, and location of construction during extended periods of time. The nearest proposed construction activity would occur approximately 800 feet from the nearest residence on agriculturally-designated land. However, the majority of construction activities would occur at distances much greater than 800 feet. The majority of construction related noise activities that would affect the nearest receptor would be construction-related truck traffic on Road 28H. This temporary increase in truck traffic would not be expected to exceed the 75 dB, CNEL.

The highest CNEL recorded at the YCCL was 65 dB, CNEL at the southeast boundary of the Project site. Noise generated from distant landfill construction activities and construction-related truck traffic on Road 28H would be effectively shielded to residences on agriculturally-designated land to the south by the levees that contain Willow Slough Pass. Furthermore, temporary construction noise would not be expected to increase exterior noise levels at off-site residences on agriculturally-designated land above the 75 dB, CNEL threshold unless intense nighttime construction operations were to take place. Therefore, without a restriction on hours of construction for Project elements, Project construction would be potentially significant.

TABLE 3.12-5. TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (LMAX)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)	Noise Level (dB, Lmax at 800 feet)
Dump Truck	76	46
Air Compressor	78	48
Backhoe	78	48
Dozer	82	52
Compactor (ground)	83	53
Crane	81	51
Excavator	81	51
Flat Bed Truck	74	44
Paver	77	47
Grader	85	55
Compressor (Air)	78	48
Generator	81	51
Roller	80	50
Vibratory Concrete Mixer	80	50
Concrete Mixer Truck	79	49
Jackhammer	89	59
Front End Loader	79	49

NOTES:

L_{max} = maximum sound level

An attenuation rate of 7.5 per doubling distance was used to convert the FHWA noise levels at 50-feet to the noise levels at 600-feet.

SOURCE: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

TABLE 3.12-6. TYPICAL CONSTRUCTION ACTIVITIES NOISE LEVEL

Construction Equipment	Noise Level (dB, Leq at 50 feet)
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

NOTES:

Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Leq= equivalent sound level

SOURCE: U.S. Environmental Protection Agency, Legal Compilation, 1973.

Operational Noise Impacts

Noise from post-construction and operations of the proposed Project elements would not be expected to be significantly louder than activities that already occur at the Project site. As discussed above, the distance from the nearest residences on agriculturally-designated land to the location of the proposed Project element locations would be effectively minimized from the existing levees that contain Willow Slough Pass. Any permanent increase in ambient noise levels in the site vicinity would not be substantially greater than existing levels without the Project, and the Project would not result in any significant effects relating to operational noise. Therefore, Project operational noise would be less than significant.

Mitigation Measures

Mitigation Measure 3.12.1: Construction activities for new facilities shall be limited to 6:00 a.m. to 9:00 p.m., Monday through Saturday, and 7:00 a.m. to 7:00 p.m. on Sunday.

Level of Significance After Mitigation

Mitigation Measure 3.12.1 would reduce temporary construction noise impacts to less than significant.

Impact 3.12.2: Noise from activities at a future non-specific soil borrow site could affect sensitive receptors. (Significant)

The County may need to purchase a future, non-specific soil borrow site that would supply soil to the YCCL. At this time, the location of this proposed soil borrow site is not known. Soil mining activities are likely to have noise levels similar to noise levels shown in **Table 3.12-5**: Ground clearing (83 dB) and excavation (88 dB) at 50 feet. The excavation noise levels would be reduced to 75 dB at an approximate distance of 400 feet (using an attenuation of 4.5 dB per doubling of distance). Excavation activities could be a significant impact if they occur within 400 feet of residences on agriculturally-designated land. Since the future location of the soil borrow site is unknown, this impact would be significant.

Truck noise from hauling soil from the soil borrow area to YCCL could also be a significant noise impact depending upon the location of nearby sensitive receptors on the haul truck routes, the number of trucks per day and the time of day the hauling occurs. It is assumed that truck trips for hauling soil would be limited to primarily daytime hours. A residence on agriculturally-designated land with a setback of 50 feet would be subjected to an exterior level of 65 dB when the number of heavy truck trips exceeds 25 trips per hour. This would be well below the 75 dB CNEL standard and it is not expected that more than 25 soil borrow trips could occur in a given hour. Truck noise from hauling soil from the borrow area to YCCL would have a less-than-significant impact.

Mitigation Measures

Mitigation Measure 3.12.2a: Soil borrow activities shall be located in areas with a buffer zone of 400 feet to the nearest residence on agriculturally-designated land.

Mitigation Measure 3.12.2b: Soil borrow activities shall be limited to achieve a CNEL that does not exceed 75 dBA at the nearest residence on agriculturally-designated land.

Mitigation Measure 3.12.2c: To avoid effects of nighttime operations, haul trips leaving the soil borrow area shall be limited to 6:00 a.m. to 9:00 p.m., Monday through Saturday, and 7:00 a.m. to 7:00 p.m. on Sunday.

Level of Significance After Mitigation

Mitigation Measure 3.12.2a, 3.12.2b, and 3.12.2c would reduce future soil borrow site impacts to less than significant.

Impact 3.12.3: Truck trips to and from the YCCL could increase noise levels at residences on agriculturally-designated land. (Less than Significant)

The Project would result in an increase of 258 truck trips (258 round trips or 516 one-way trips) to accommodate the Project's increased daily permitted tonnage, soil import for the non-specific future borrow site, and other Project elements that require exporting products created from incoming waste.

The YCCL currently receives materials from 6:30 a.m. to 4:00 p.m., and no change to that schedule is proposed, however the YCCL is permitted to receive materials from 6:00 a.m. to 5:00 p.m. While some truck trips could occur outside of those hours (such as soil or products exported from Project elements), the vast majority of truck trip would occur between 6:30 a.m. and 4:00 p.m. (i.e., 9.5 hours). The 516 one-way truck trips would equate to approximately 54 truck trips per hour. A residence on agriculturally-designated land with a setback of 50 feet would be subjected to an exterior level of approximately 68 dB when the number of heavy truck trips exceeds 50 trips per hour. This would be well below the 75 dB CNEL standard. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

3.12.3 REFERENCES

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