

Exhibit A

Preliminary Construction Schedule

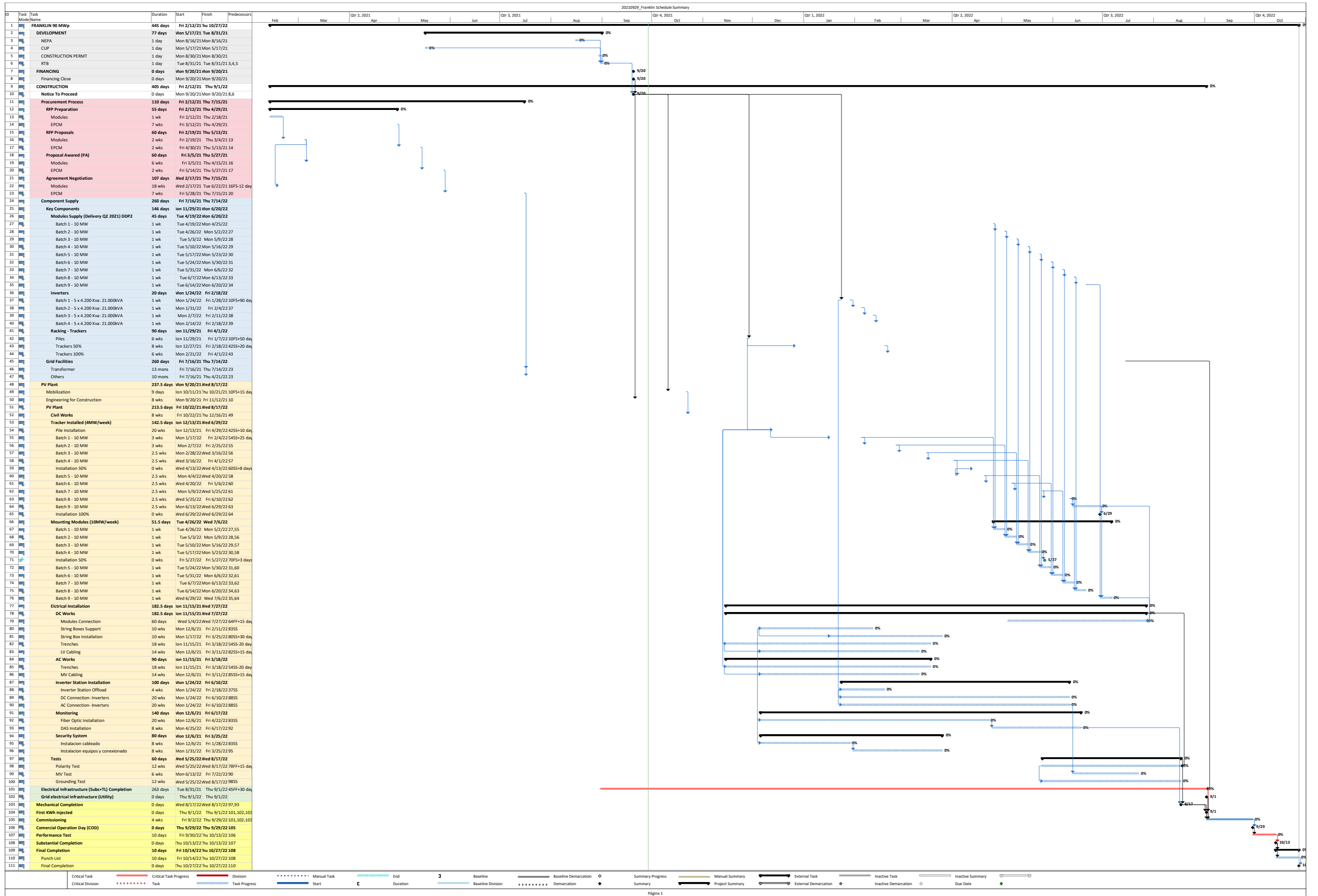
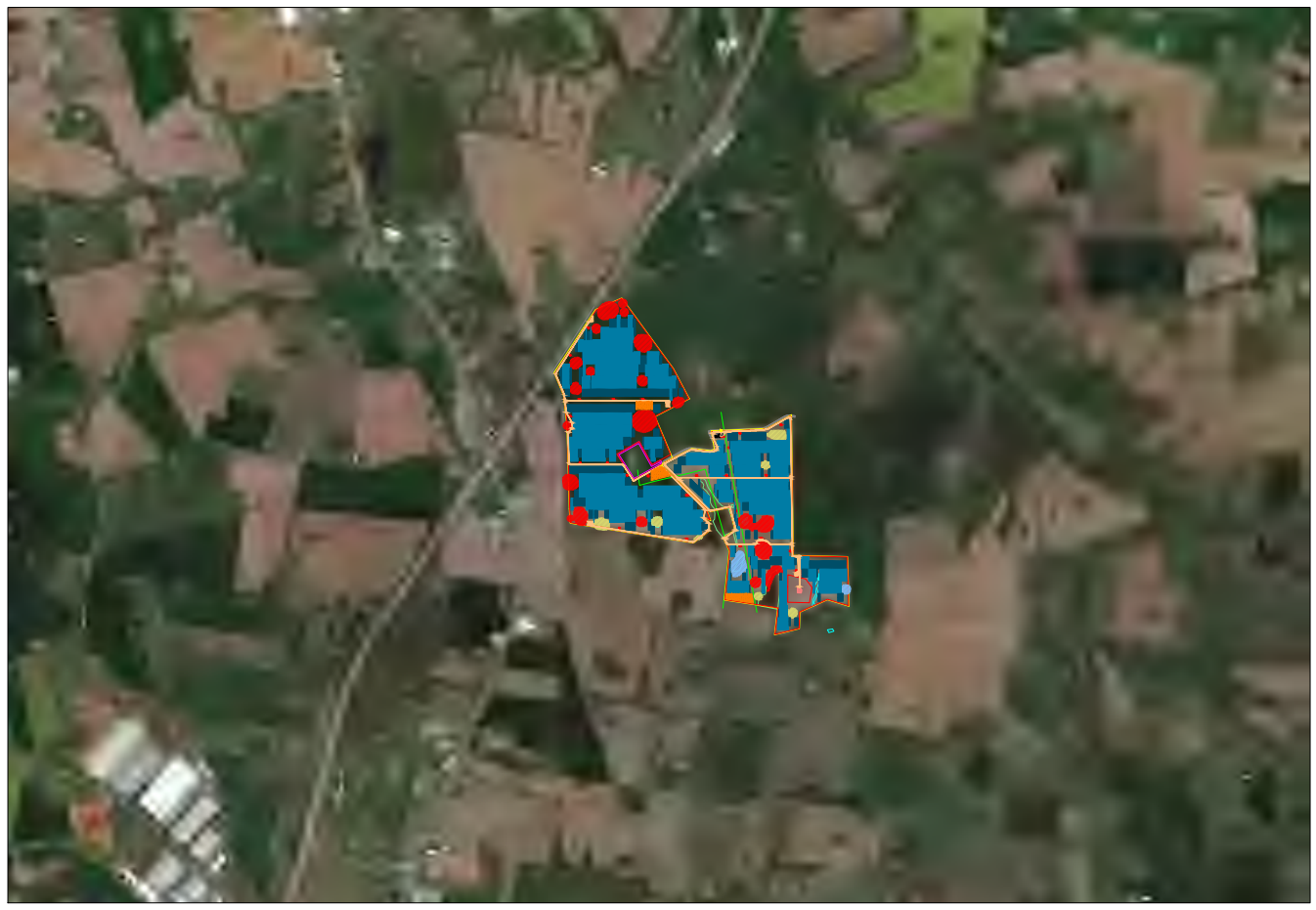


Exhibit B

Revised Site Plan Layout Map



SCALE: 1"=5000'-0"

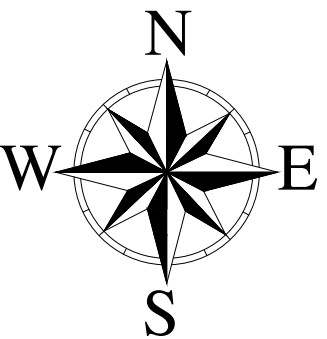
SYSTEM SPECIFICATIONS			
MAX NET EXPORT CAPABILITY AT POI	69,300 kW _{ac}	TOTAL MODULES	168,224
POWER AC (NAMEPLATE CAPACITY)	74,360 kW _{ac}	MOD PER STRING	28
POWER DC	89,999 kW _{dc}	N° STRINGS	6,008
MODULE POWER	535 Wp	N° INVERTERS	22
INVERTER CAPACITY DC/AC	3,380 kW / 1,299	MODULE TEC.	Bifacial
		PITCH	24.61 Ft

SITE DETAILS	
LATITUDE	36°40'6.65"N
LONGITUDE	86°32'37.86"W
PARCEL BOUNDARY AREA	547.6 acres
PV PLANT AREA	501.2 acres

PULL-OFF STRUCTURE LOCATION	
LATITUDE	36°40'1.94"N
LONGITUDE	86°32'15.24"W

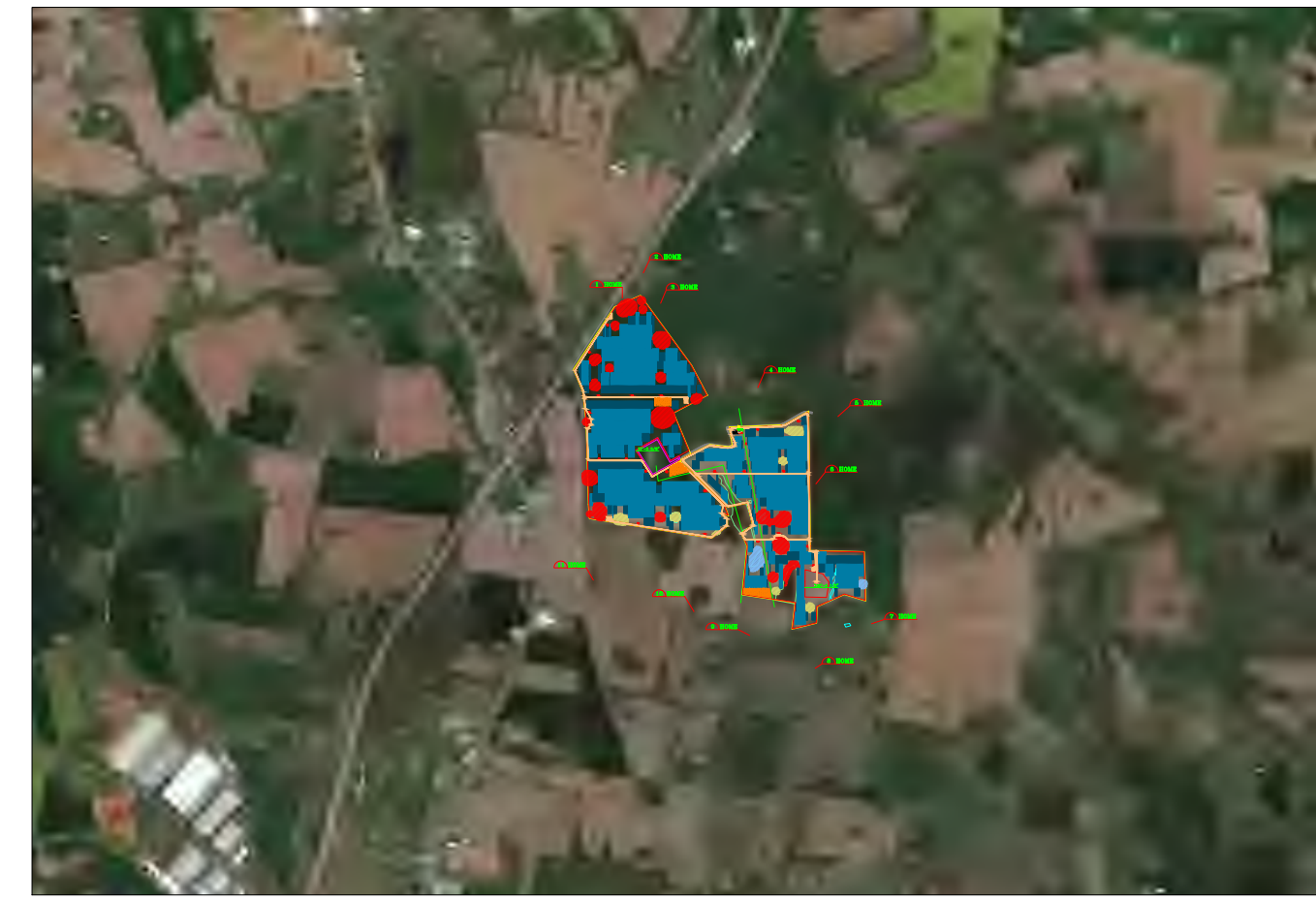
Legend:

- HV LINE
- FENCED AREA
- PARCEL BOUNDARY
- ROADS
- EXCLUDED ZONES
- CEMETERY
- SUBSTATION
- LAYDOWN AREA
- ▨ FOREST
- ▨ WETLANDS
- ▨ AVOIDANCE AREA: HIGH RISK AREA
- ▨ AVOIDANCE AREA: MEDIUM RISK AREA
- ▨ AVOIDANCE AREA: LOWER RISK AREA
- ▨ ACCESS ROADS
- INVERTER
- MAIN ACCESS



GENERAL NOTES

- THE LOCATION OF PROPOSED EQUIPMENT INCLUDING BUT NOT LIMITED TO: FENCING, SOLAR ARRAY RACKING, ELECTRICAL EQUIPMENT, OVERHEAD PDL'S AND LINES, ETC. SHOWN ARE APPROXIMATE AND MAY BE SUBJECT TO MODIFICATION DUE TO SITE CONDITIONS, ADDITIONAL PERMITTING REQUIREMENTS, EQUIPMENT SPECIFICATIONS AND/OR OTHER CONSTRAINTS.
- PROPERTY BOUNDARIES, TOPOGRAPHIC DATA, AND EXISTING IMPROVEMENTS SHOWN ARE APPROXIMATE PER AERIAL PHOTOGRAPHY AND GIS MAPS.
- THIS PLAN IS PRELIMINARY AND WILL NOT BE RELEASED FOR CONSTRUCTION.
- 16' WIDE ROAD.
- INVERTER ACCESS ADJACENT TO EXISTING ROADS.
- OFFICIAL SITE SURVEY IS NOT AVAILABLE. PULL-OFF STRUCTURE LOCATION IS ESTIMATE.
- SUBSTATION GATES ALLOW FOR ENTRANCE FROM EAST AND EXIT FROM NORTH OF A 50FT TRUCK.

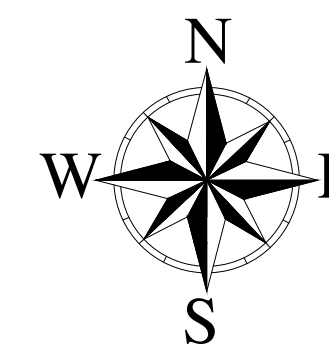


SCALE: 1"=5000'-0"

LIST OF DISTANCES			
RESIDENTIAL PROPERTY	LATITUDE	LONGITUDE	DISTANCE TO THE PROJECT
1	36°40'32.26"N	86°32'49.24"W	37 Ft
2	36°40'38.26"N	86°32'42.49"W	330 Ft
3	36°40'30.62"N	86°32'38.35"W	32 Ft
4	36°40'11.42"N	86°32'6.63"W	850 Ft
5	36°40'4.72"N	86°31'45.53"W	640 Ft
6	36°39'48.36"N	86°31'51.93"W	32 Ft
7	36°39'14.58"N	86°31'34.29"W	350 Ft
8	36°39'4.33"N	86°31'51.93"W	1000 Ft
9	36°39'12.46"N	86°32'10.77"W	850 Ft
10	36°39'19.19"N	86°32'27.26"W	975 Ft
11	36°39'28.67"N	86°32'55.60"W	1082 Ft

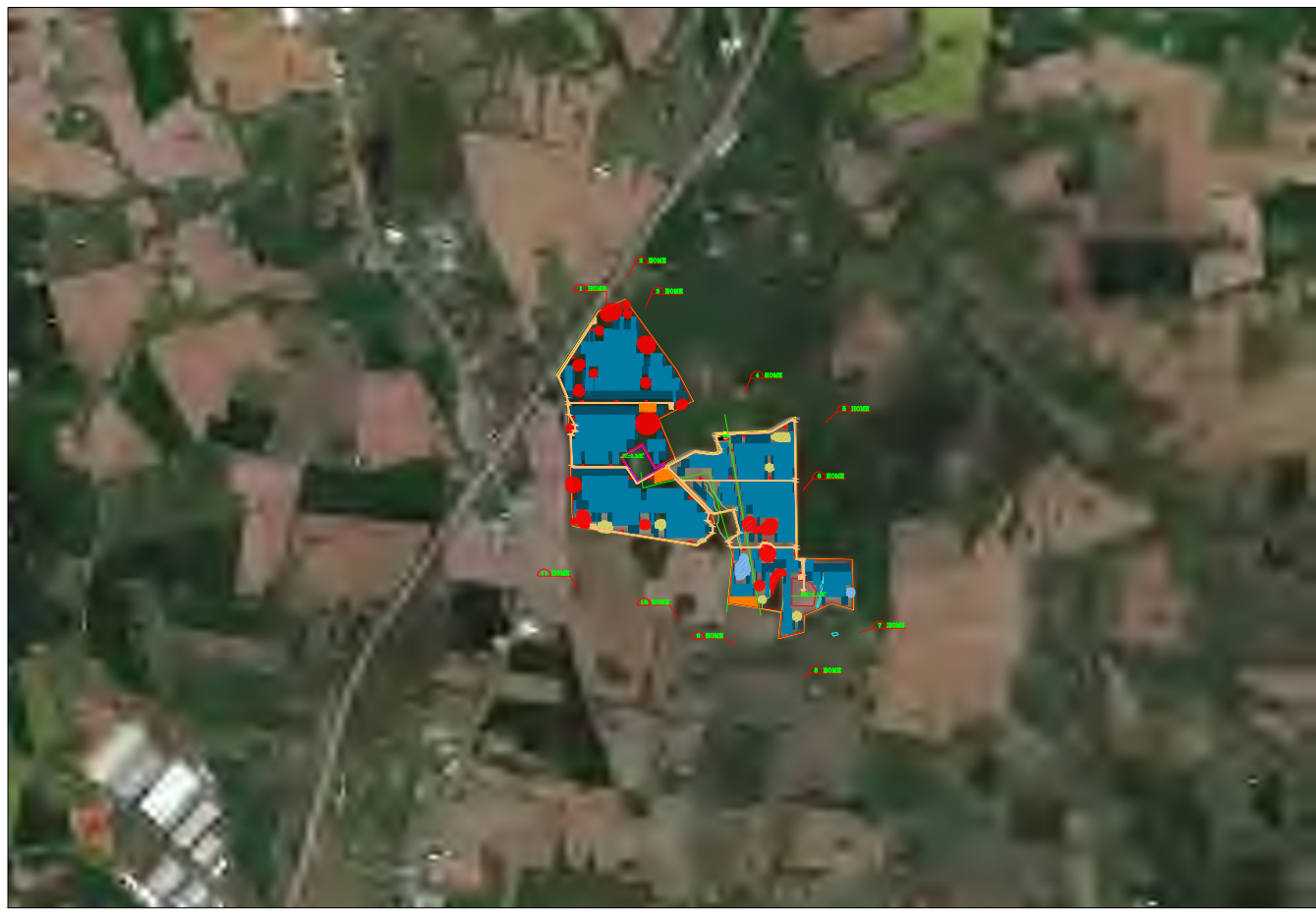
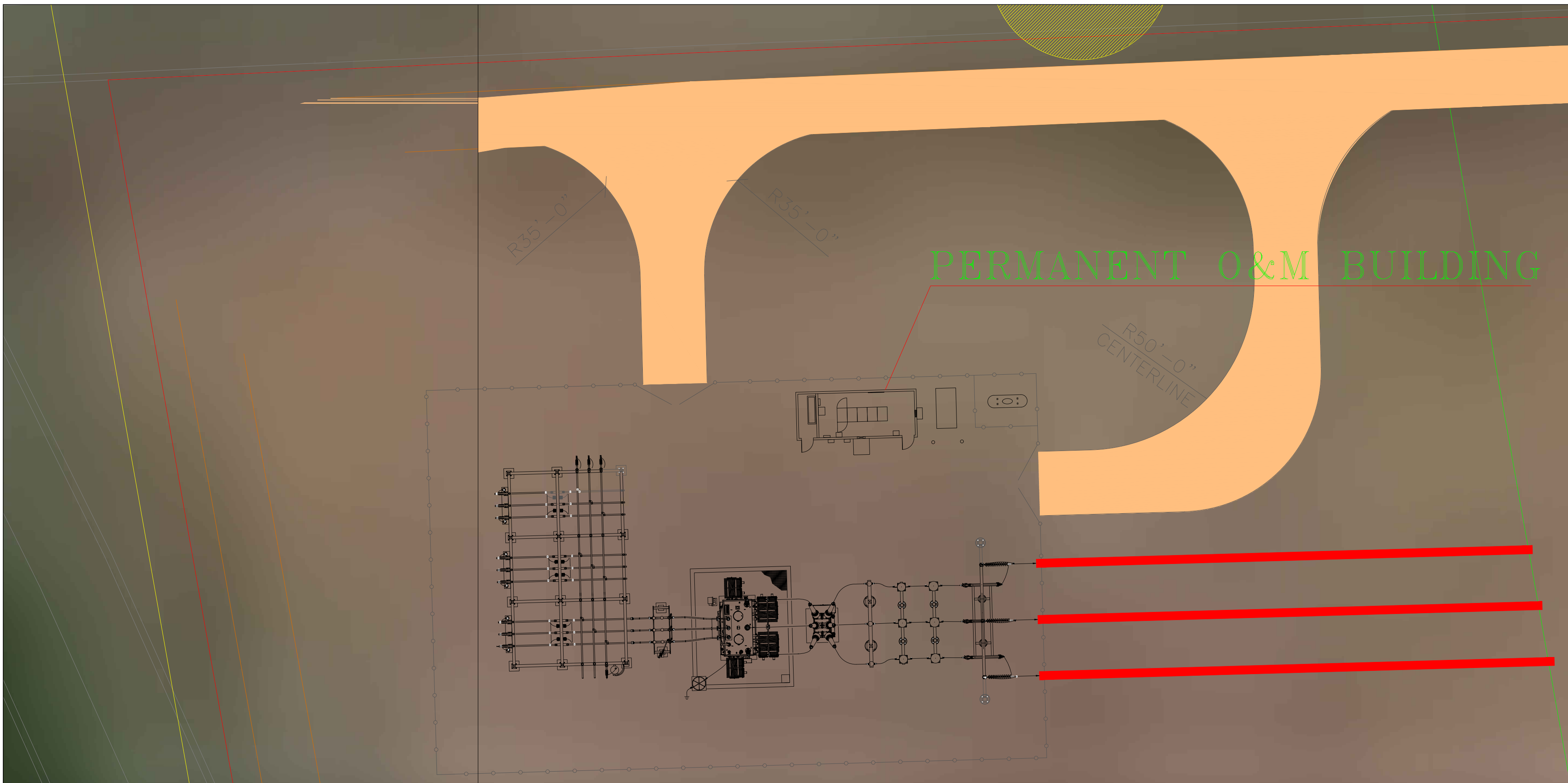
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- ACCESS ROADS
- INVERTER
- SITE ENTRANCE
- SOLAR TRACKER 1Vx84 MODULES
- SOLAR TRACKER 1Vx56 MODULES



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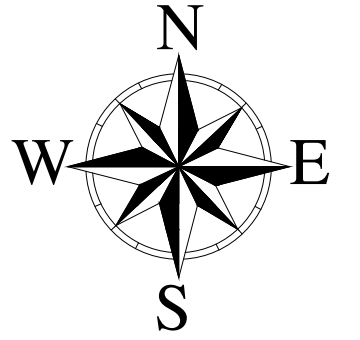
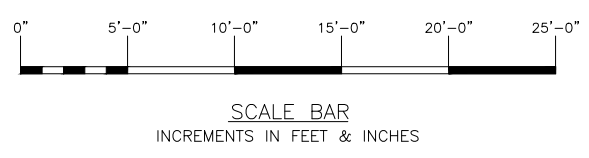
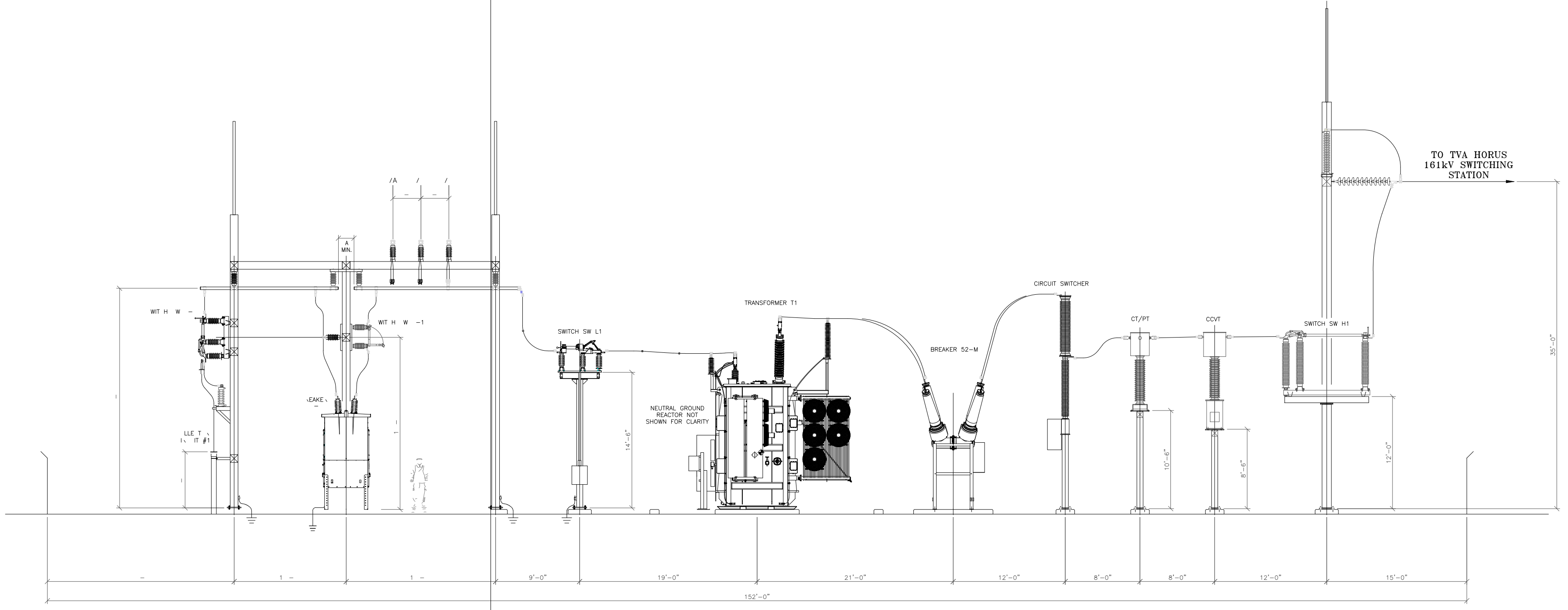


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REV	DATE	DESCRIPTION	DRN	CKD	APPD	REV	DATE	DESCRIPTION	DRN	CKD	APPD	REV	DATE	DESCRIPTION	DRN	CKD	APPD

PROJECT	OPDENERGY - PVF FRANKLIN			JOB NUMBER	
LOCATION	FRANKLIN, KENTUCKY			DRAWING NUMBER	
TITLE	SUBSTATION LAYOUT AND SECTION VIEW				
DATE	09/30/21	SCALE	1"=47'	DRN BY	
		CHECKED BY		APPROVED BY	



Exhibit C

Revised Sound Level Assessment Report

September 29, 2021

Horus Kentucky 1 LLC
110 Front Street, Suite #330
Juniper, Florida 33477



Attn: Braden Houston, Senior Director - Solar Development
P: (617) 530-0029

Email: bhouston@opdenenergy.com

Re: Sound Level Assessment
Horus Kentucky 1 Project
Tyree Chapel Road
Simpson County, Ky
Terracon Project No. 5720P073

Dear Mr. Houston:

Skelly and Loy, A Terracon Company (Terracon) is pleased to summarize the results of the sound level assessment completed for the above referenced project. After reviewing the construction and operation activities associated with the proposed 69.3MW solar farm, Terracon expects that the offsite sound influence from the operation of the proposed solar farm will be minimal.

A. PROJECT INFORMATION

The Horus Kentucky 1 Project will consist of approximately 550 acres of solar photovoltaic panels and associated racking (approximately 69.3MW), 22 inverters, and a project substation transformer which will connect to the Tennessee Valley Authority's L5402 – 161kv transmission line near the City of Franklin in Simpson County, Kentucky. The following local set-back requirements are applicable to this site:

- 50 feet from public road right-of-way.
- 100 feet from any abutting agricultural properties.
- 250 feet from any residential-zoned properties, churches, cemeteries, nursing homes, and schools.

B. EXISTING CONDITIONS

The proposed solar farm development site consists of multiple agricultural land use parcels approximately 4 miles southeast of the center of the City of Franklin in the northeast quadrant of the I-65 and US Route 31W interchange. Approximately 1,900 feet of the northwest perimeter of the site is immediately adjacent to the northbound lanes of I-65. Approximately 3,700 feet of the

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Environmental



Facilities



Geotechnical



Materials

Sound Evaluation

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western perimeter of the site is immediately adjacent to the CSX Transportation rail line. The remaining perimeter of the development site is adjacent to mostly other agricultural land use parcels. 59 residential parcels, the Tyree Chapel Church of Christ, and five hotels with outdoor usage areas are located within 2,400 feet of the development site, with 10 of these residential sites and the five hotels located west of I-65 and the remaining 49 residential sites and Tyree Chapel Church of Christ located east of I-65. These residential dwelling sites, church, and hotels with outdoor usage areas can be considered noise-sensitive receptors. Noise sensitive receptors are defined as locations where people reside or where the presence of unwanted sound may adversely affect the existing land use. Noise sensitive receptors can include residences, places of worship, hotels, auditoriums, athletic fields, day care centers, hospitals, offices, schools, parks, and recreational areas.

Environmental sound levels are generally presented in terms of A-weighted decibels (dBA). The decibel (dB) scale is used to measure sound level. However, because the human ear does not respond equally to all frequencies, the A-weighted scale has been developed to place an emphasis on those frequencies which are more detectable to the human ear. This is an adjusted measurement of noise that takes into account the sensitivity of the human ear to the various sound frequencies which we can hear.

The metric frequently used when evaluating environmental sound levels is the equivalent continuous sound pressure level, or L_{eq} . The L_{eq} represents the average sound level for a given time period that would have the same total sound energy as the fluctuating sound levels over the measured time period. Along with the L_{eq} , another frequently used metric when considering environmental sound levels and their effect on people is the day-night average sound level, the L_{dn} . The L_{dn} does not represent the sound level heard at any particular time but represents the average noise level over a 24-hour period, with sound levels between 10 PM and 7 AM artificially increased by 10 dB before averaging. The L_{dn} considers that household sound levels are typically lower during the evening and night than in the daytime and any exterior sound levels occurring between 10 PM and 7 AM are perceived to be louder and are more noticeable than the same exterior sound levels would be perceived during the daytime.

The Acoustical Society of America (ASA) through the American National Standards Institute (ANSI) has published a standard with estimates of general ambient sound levels (L_{eq} and L_{dn}) for six different land use categories, ranging from very noisy urban residential to very quiet suburban and rural residential. The six land use categories and their corresponding daytime, nighttime, and day-night average estimated sound levels are presented in Table 1.

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Table 1: Representative Existing Conditions Based on Land Use¹

Land Use Category	Typical L_{dn} (dBA)	Day Level L_d (dBA)	Night Level L_n (dBA)
1, Very noisy urban residential	67	66	58
2, Noisy urban residential	62	61	54
3, Urban and noisy suburban residential	57	55	49
4, Quiet urban and normal suburban residential	52	50	44
5, Quiet suburban residential	47	45	39
6, Very quiet suburban and rural residential	42	40	34

The existing acoustic environment for the proposed development site and the 65 noise sensitive receptors within 2,400 feet of the site can be estimated using the sound level data presented in Table 1. For the development site, existing sound levels can range from Land Use Category 1 for the region adjacent to I-65 to Land Use Category 6 for the region furthest to the southeast, approximately 8,500 feet, or 1.6 miles, away from I-65. Although the land use adjacent to I-65 would be considered rural agricultural (and not very noisy urban residential), the influence of traffic noise from I-65 dominates for several hundred feet past the edge of pavement of the highway causing elevated noise levels associated with Land Use Category 1. Traffic noise levels in the range from 60 to 70 dBA could be expected depending on proximity to the highway. As proximity to the highway decreases, the dominance of I-65 traffic noise lessens and a combination of traffic noise and typical rural farming and agricultural noise make up the ambient background conditions. As the distance away from I-65 continues to increase, farming and agricultural noise sources, such as tractors, backhoes, balers, plows, harrows, and seed drills (when in operation) become the more dominant noise sources. When farm equipment is not operating, ambient background noise levels for the southeastern portion of the proposed development site would range from 35 to 45 dBA, consistent with the sound levels presented for Land Use Category 6 in Table 1.

Table 2 presents a list of the 65 noise sensitive receptors located within 2,400 feet of the perimeter of the proposed development site, along with their estimated L_{dn} based on ASA data and their distances from the nearest proposed inverter location, the nearest proposed solar panel and substation location. Locations of these noise sensitive receptors are presented on Figure 2 and can be referenced by their receptor ID number. Additional data related to the number and category of all structures (shed, residence, etc.) within 2,400 feet of the site can be found in Attachment 1.

¹ Source: ANSI S12.902013/Part 3.

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Table 2: Noise Sensitive Receptors Within 2,400 Feet of Development Site

Noise Sensitive Receptor ID	Noise Receptor Address	Estimate d L _{dn} (dBA)	Closest Facility Component		
			Solar Panel Distance (ft)	Inverter Distance (ft)	Substation Distance (ft)
1	292 Tyree Chapel Road	57	158	1,259	3,414
2	141 Tyree Chapel Road	62	901	1,437	4,220
3	727 Peden Mill Road	67	703	695	4,490
4	155 Old County Farm Road	67	394	381	4,342
5	111 Old County Farm Road	67	377	444	4,381
6	139 Old County Farm Road	67	304	462	4,283
7	123 Old County Farm Road	62	559	679	4,538
8	583 Peden Mill Road	57	963	1,037	4,963
9	712 Peden Mill Road	57	1,283	1,247	5,173
10	570 Peden Mill Road	52	1,355	1,363	5,318
11	515 Peden Mill Road	52	1,246	1,337	5,223
12	491 Peden Mill Road	52	1,322	1,393	5,308
13	Super 8	62	2,339	2,696	6,196
14	Quality Inn	62	2,047	2,415	5,914
15	Baymont	62	1,843	2,142	5,648
16	Econo Lodge	62	2,065	2,210	5,726
17	Hampton Inn	62	1,721	1,784	5,250
18	4709 Nashville Road	67	2,156	2,797	5,934
19	4785 Nashville Road	67	2,268	2,870	6,019
20	4761 Nashville Road	67	2,393	2,974	6,130
21	4779 Nashville Road	67	2,485	3,036	6,199
22	4783 Nashville Road	67	2,564	3,091	6,259
23	4806 Nashville Road	67	2,497	2,934	6,110
24	262 Geddes Road	52	1,640	1,710	4,861
25	275 Geddes Road	52	1,788	1,843	4,971
26	716 Geddes Road	47	1,207	1,680	4,212
27	2180 Tyree Chapel Road	42	1,003	2,279	4,916
28	Tyree Chapel Church of Christ	42	1,418	2,720	5,303
29	2394 Tyree Chapel Road	42	1,671	2,899	5,615
30	2391 Tyree Chapel Road	42	2,063	3,308	5,937
31	2404 Tyree Chapel Road	42	1,894	3,207	6,052

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Noise Sensitive Receptor ID	Noise Receptor Address	Estimate d L _{dn} (dBA)	Closest Facility Component		
			Solar Panel Distance (ft)	Inverter Distance (ft)	Substation Distance (ft)
32	2480 Tyree Chapel Road	42	2,115	3,440	6,277
33	90 Blue Door Church Road	42	2,167	3,527	6,490
34	112 Blue Door Church Road	42	2,103	3,474	6,498
35	136 Blue Door Church Road	42	2,056	3,437	6,530
36	172 Blue Door Church Road	42	1,999	3,386	6,541
37	394 Blue Door Church Road	42	1,625	2,981	6,465
38	478 Blue Door Church Road	42	1,058	2,269	5,955
39	514 Blue Door Church Road	42	1,472	2,685	6,375
40	536 Blue Door Church Road	42	1,483	2,688	6,405
41	554 Blue Door Church Road	42	1,499	2,692	6,437
42	582 Blue Door Church Road	42	1,536	2,714	6,480
43	602 Blue Door Church Road	42	1,565	2,727	6,509
44	60 Blue Door Church Road	42	1,979	2,957	6,783
45	3965 Peden Mill Road	42	1,518	2,431	6,233
46	3880 Peden Mill Road	42	1,543	2,584	6,326
47	3835 Peden Mill Road	42	836	1,880	5,610
48	3735 Peden Mill Road	42	1,133	2,302	5,854
49	3070 Peden Mill Road	42	2,104	2,901	4,097
50	2892 Peden Mill Road	42	2,401	2,750	4,009
51	2792 Peden Mill Road	47	1,751	1,968	3,333
52	2703 Peden Mill Road	47	1,238	1,454	2,832
53	2651 Peden Mill Road	47	1,162	1,371	2,749
54	2622 Peden Mill Road	47	1,232	1,424	2,766
55	2598 Peden Mill Road	47	1,283	1,465	2,783
56	2538 Peden Mill Road	47	1,358	1,517	2,772
57	2445 Peden Mill Road	47	1,769	1,860	2,861
58	1743 Peden Mill Road	52	2,530	3,594	3,613
59	1595 Peden Mill Road	52	2,546	3,630	4,193
60	1325 Peden Mill Road	57	1,707	2,697	4,189
61	1319 Peden Mill Road	57	1,577	2,573	4,052
62	1271 Tyree Chapel Road	47	312	269	1,945
63	172 Hendricks Road	47	536	1,330	1,030

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Noise Sensitive Receptor ID	Noise Receptor Address	Estimate d L _{dn} (dBA)	Closest Facility Component		
			Solar Panel Distance (ft)	Inverter Distance (ft)	Substation Distance (ft)
64	Hendricks Road	42	125	780	2,200
65	1666 Tyree Chapel Road	47	95	680	2,130

Ten (10) noise sensitive receptor locations with estimated existing ambient noise levels consistent with Land Use Category 1 include four residential parcels adjacent or in close proximity to I-65 and six residential parcels adjacent to US Route 31W (Nashville Road). These include 727 Peden Mill Road, 155 Old County Farm Road, 111 Old County Farm Road, 139 Old County Farm Road, 4709 Nashville Road, 4785 Nashville Road, 4761 Nashville Road, 4779 Nashville Road, 4783 Nashville Road, and 4806 Nashville Road. For these noise sensitive receptors, I-65 traffic noise and Nashville Road, respectively, dominates the existing acoustic environment with occasional audible railroad noise from the CSX Transportation line.

Seven (7) noise sensitive receptor locations slightly further from I-65 consistent with estimated existing ambient noise levels consistent with Land Use Category 2 include the two residential properties located at 141 Tyree Chapel Road and 123 Old County Farm Road and the five hotels west of I-65 along US Route 31W. Although 141 Tyree Chapel Road is located only approximately 200 feet from the northbound lanes of I-65, the topography between the highway and this residence provides a degree of traffic noise attenuation. Traffic noise from I-65 and US Route 31W dominates the existing acoustic environment for these noise sensitive receptors, but at less of a magnitude than the previously listed residential properties. Occasional railroad noise from the CSX Transportation line is also audible at these receptors.

Five (5) noise sensitive receptor locations at a greater distance from I-65 (between 775 and 1,000 feet) with estimated existing ambient noise levels consistent with Land Use Category 3 would include the residential properties located at 292 Tyree Chapel Road, 583 Peden Mill Road, 712 Peden Mill Road, 1325 Peden Mill Road, and 1319 Peden Mill Road. I-65 traffic noise is still the dominant component of the existing acoustic environment for these noise sensitive receptors, although occasional railroad noise from the CSX Transportation line, and noise from farming or other agricultural activities all contribute to the overall background noise levels. In the absence of noise from agricultural operations, other audible components in the ambient environment would be noise from insects, birds, dogs, and other wildlife and livestock, along with infrequent traffic noise from vehicles on rural roadways such as Peden Mill Road and Tyree Chapel Road.

Seven (7) noise sensitive receptor locations at a greater distance from I-65 (between 1,000 and 3,000 feet) with estimated existing ambient noise levels consistent with Land Use Category 4 would include the residential properties located at 570 Peden Mill Road, 515 Peden Mill Road, 491 Peden Mill Road, 262 Geddes Road, 275 Geddes Road, 1743 Peden Mill Road, and 1595

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Peden Mill Road. I-65 traffic noise is still the dominant component of the existing acoustic environment for these noise sensitive receptors, although occasional railroad noise from the CSX Transportation line, and noise from farming or other agricultural activities all contribute to the overall background noise levels. In the absence of noise from agricultural operations, other audible components in the ambient environment would be noise from insects, birds, dogs, and other wildlife and livestock, along with infrequent traffic noise from vehicles on rural roadways such as Peden Mill Road and Tyree Chapel Road.

Eleven (11) noise sensitive receptor locations at a greater distance from I-65 (between 3,000 and 7,000 feet) with estimated existing ambient noise levels consistent with Land Use Category 5 would include the residential properties located at 172 Hendricks Road, 716 Geddes Road, 2792 Peden Mill Road, 2703 Peden Mill Road, 2651 Peden Mill Road, 2622 Peden Mill Road, 2598 Peden Mill Road, 2538 Peden Mill Road, 2445 Peden Mill Road, 1666 Tyree Chapel Road and 1271 Tyree Chapel Road. I-65 traffic noise is still an audible component of the existing acoustic environment for these noise sensitive receptors when no farming or other agricultural activities are occurring, along with traffic noise from US Route 31W and occasional railroad noise from the CSX Transportation rail line. In the absence of noise from agricultural operations, other audible components in the ambient environment would be noise from insects, birds, dogs, other wildlife and livestock, and infrequent traffic noise from vehicles on Peden Mill Road, Geddes Road, and Tyree Chapel Road.

Twenty-five (25) noise sensitive receptor locations at a considerable distance from I-65 (greater than 7,000 feet) with estimated existing ambient noise levels consistent with Land Use Category 6 would include 24 residential properties and the Tyree Chapel Church of Christ. For these 24 noise sensitive receptors, identified as receptors 27 through 50 in Table 2 and on Figure 2, I-65 traffic noise is a much-diminished component of the existing acoustic environment. In the absence of noise from agricultural operations, the existing acoustic environment for noise sensitive receptors at a considerable distance from I-65 would include slightly audible traffic noise from I-65 and US Route 31W, along with other noise from insects, birds, dogs, other wildlife and livestock, and infrequent railroad noise from the CSX Transportation rail line and infrequent traffic noise from vehicles on Tyree Chapel Road, Blue Door Church Road, and Peden Mill Road.

C. CONSTRUCTION NOISE

Construction of the solar farm is expected to start in October 2021 and last for 12 months. It is anticipated that the weekly construction schedule will occur during typical work hours, Monday through Friday between 7:00 AM and 7:00 PM, however some construction activities could also occur on weekends if necessary. Construction noise is expected to cause temporary and short-term adverse impacts to the ambient sound environment within the development site and for noise sensitive receptors near the site. To predict the magnitude of construction noise that will temporarily affect noise sensitive receptors, modeling of construction noise levels was performed.

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The U.S. Department of Transportation Federal Highway Administration (FHWA) has developed a model for the prediction of construction noise that is based on actual sound level measurements of various equipment types. The FHWA Roadway Construction Noise Model (RCNM) has noise levels for various types of equipment pre-programmed into the software. Therefore, the noise level associated with the equipment is typical for the equipment type and not based on any specific make or model. Some examples of common construction equipment and their measured maximum noise levels at a distance of 50 feet that are used in the RCNM construction noise level predictions are presented in Table 3.

Table 3: Common Construction Equipment Noise Levels²

Equipment Description	Actual Measured L_{max} @ 50 feet (dBA, slow) (Samples Averaged)
Backhoe	78
Compressor (air)	78
Crane	81
Dozer	82
Drill Rig Truck	79
Dump Truck	76
Excavator	81
Front End Loader	79
Grader	85
Jackhammer	89
Man Lift	75
Pickup Truck	75
Rock Drill	81
Scraper	84
Tractor	84
Vibratory Pile Driver	101

Most of the construction equipment would not be operating for the entire construction period but would be phased in and out and moved to different areas within the development site as construction activities progress. Based on the RCNM measured noise levels of the equipment to be used during construction, the equipment most likely to make the most noise would be the pile driving activities that will occur during the installation of the solar panel arrays. To predict the worst-case construction noise scenario for each noise sensitive receptor, equipment associated with solar panel array installation was modeled for the nearest solar array to that receptor. The

² Knauer, H., & Pederson, S. U.S. Dept. of Transportation, Federal Highway Administration, *Highway Construction Noise Handbook*. Jan. 2006.

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equipment used for the RCNM construction noise calculations include a backhoe, crane, dozer, pickup truck, tractor, and vibratory pile driver. Results of the RCNM construction noise calculations for noise sensitive receptors within 2,400 feet of the development site are presented in Table 4 as both L_{eq} and L_{max} values. Data from RCNM calculations is located in Attachment 2.

The estimated construction noise levels presented above are representative of piledriving activities to construct the solar panel array closest to each noise sensitive receptor. As this is anticipated to be the loudest construction activity that would be experienced at each noise sensitive receptor, this is a worst-case scenario. These worst-case loudest construction noise levels would be temporary and intermittent, as it would not be expected to take more than a day or two to construct the nearest solar panel array. As construction noise generating activities will progressively move across the development site during the duration of the construction phase, the highest noise levels would not be expected to be experienced at a single receptor for more than a day or two, as construction equipment and activities would only be in a single area for a short period of time. All other construction activities that occur would be at greater distances away from the receptor, resulting in construction noise levels that would be lower in magnitude than the estimates presented in Table 4.

Table 4: Estimated Construction Noise Levels for Receptors Within 2,400 Feet of Development Site

Noise Receptor Address	Noise Receptor ID	Distance from Perimeter (ft)	Distance from Nearest Solar Panel (ft)	Estimated Construction Noise Level L_{eq} (dBA)	Estimated Construction Noise Level L_{max} (dBA)
292 Tyree Chapel Road	1	140	158	84	91
141 Tyree Chapel Road	2	440	901	69	76
727 Peden Mill Road	3	370	703	71	78
155 Old County Farm Road	4	290	394	76	83
111 Old County Farm Road	5	350	377	77	83
139 Old County Farm Road	6	270	304	79	85
123 Old County Farm Road	7	520	559	73	80
583 Peden Mill Road	8	950	963	69	75
712 Peden Mill Road	9	1,020	1,283	66	73
570 Peden Mill Road	10	1,250	1,355	66	72
515 Peden Mill Road	11	1,204	1,246	66	73
491 Peden Mill Road	12	1,288	1,322	66	72
Super 8	13	2,275	2,339	61	67
Quality Inn	14	1,993	2,047	62	69
Baymont	15	1,810	1,843	63	70

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Noise Receptor Address	Noise Receptor ID	Distance from Perimeter (ft)	Distance from Nearest Solar Panel (ft)	Estimated Construction Noise Level L_{eq} (dBA)	Estimated Construction Noise Level L_{max} (dBA)
Econo Lodge	16	2,060	2,065	62	69
Hampton Inn	17	1,715	1,721	63	70
4709 Nashville Road	18	2,000	2,156	62	68
4785 Nashville Road	19	2,085	2,268	61	68
4761 Nashville Road	20	2,195	2,393	61	67
4779 Nashville Road	21	2,300	2,485	60	67
4783 Nashville Road	22	2,360	2,564	60	67
4806 Nashville Road	23	2,290	2,497	60	67
262 Geddes Road	24	1,500	1,640	64	71
275 Geddes Road	25	1,670	1,788	63	70
716 Geddes Road	26	1,150	1,207	67	73
2180 Tyree Chapel Road	27	970	1,003	68	75
Tyree Chapel Church of Christ	28	1,390	1,418	65	72
2394 Tyree Chapel Road	29	1,587	1,671	64	70
2391 Tyree Chapel Road	30	2,000	2,063	62	69
2404 Tyree Chapel Road	31	1,815	1,894	63	69
2480 Tyree Chapel Road	32	2,055	2,115	62	68
90 Blue Door Church Road	33	2,078	2,167	61	68
112 Blue Door Church Road	34	2,045	2,103	62	68
136 Blue Door Church Road	35	1,980	2,056	62	69
172 Blue Door Church Road	36	1,940	1,999	62	69
394 Blue Door Church Road	37	1,575	1,625	64	71
478 Blue Door Church Road	38	1,000	1,058	68	74
514 Blue Door Church Road	39	1,440	1,472	65	71
536 Blue Door Church Road	40	1,450	1,483	65	71
554 Blue Door Church Road	41	1,470	1,499	65	71
582 Blue Door Church Road	42	1,505	1,536	64	71
602 Blue Door Church Road	43	1,545	1,565	64	71
60 Blue Door Church Road	44	1,920	1,979	62	69
3965 Peden Mill Road	45	1,280	1,518	65	71
3880 Peden Mill Road	46	1,270	1,543	64	71
3835 Peden Mill Road	47	570	836	70	76
3735 Peden Mill Road	48	860	1,133	67	74

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Noise Receptor Address	Noise Receptor ID	Distance from Perimeter (ft)	Distance from Nearest Solar Panel (ft)	Estimated Construction Noise Level L_{eq} (dBA)	Estimated Construction Noise Level L_{max} (dBA)
3070 Peden Mill Road	49	2,060	2,104	62	68
2892 Peden Mill Road	50	2,355	2,401	61	67
2792 Peden Mill Road	51	1,715	1,751	63	70
2703 Peden Mill Road	52	1,200	1,238	66	73
2651 Peden Mill Road	53	1,080	1,162	67	74
2622 Peden Mill Road	54	1,110	1,232	66	73
2598 Peden Mill Road	55	1,160	1,283	66	73
2538 Peden Mill Road	56	1,215	1,358	66	72
2445 Peden Mill Road	57	1,600	1,769	63	70
1743 Peden Mill Road	58	2,500	2,530	60	67
1595 Peden Mill Road	59	2,515	2,546	60	67
1325 Peden Mill Road	60	1,620	1,707	64	70
1319 Peden Mill Road	61	1,490	1,577	64	71
1271 Tyree Chapel Road	62	170	312	78	85
172 Hendricks Road	63	370	536	74	80
XX Hendricks Road	64	73	125	86	93
1666 Tyree Chapel Road	65	60	95	89	95

The estimated construction noise levels presented in Table 4 are representative of the cumulative effects of multiple construction activities that would be occurring simultaneously to construct the solar panel array closest to each noise sensitive receptor as calculated by RCNM. Of these multiple construction activities, construction noise from piledriving is anticipated to be the loudest construction activity that would be experienced at each noise sensitive receptor. Considering a scenario in which overlapping construction activities were to occur in the vicinity of a receptor, such as the installation of two sets of solar panel arrays concurrently, a worst-case calculation would assume a doubling of the noise sources resulting in up to an additional +3 dBA if the overlapping construction activities were occurring at the same distance away from the receptor. For example, if construction activities to install two different sets of solar panel arrays near receptor 47 were occurring simultaneously, assuming both at a distance of 836 feet away (the distance to the nearest solar panel from receptor 47), the resulting cumulative noise level would be 73 dBA, a 3 dBA increase from the predicted 70 dBA construction noise level associated with the installation of one solar panel array. These worst-case loudest construction noise levels both would be temporary and intermittent, as it would not be expected to take more than a day or two to construct the nearest solar panel array. As construction noise generating activities will progressively move across the development site during the duration of the construction phase,

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the highest noise levels would not be expected to be experienced at a single receptor for more than a day or two, as construction equipment and activities would only be in a single area for a short period of time. All other construction activities that occur would be at greater distances away from the receptor, resulting in construction noise levels that would be lower in magnitude than the estimates presented in Table 4.

Construction noise can be minimized by implementing specific measures to help mitigate the noise at the source. Best practices to minimize construction equipment noise require for regular and thorough maintenance procedures for all construction equipment. Replacement of failing or ineffective muffling and exhaust systems, periodic lubrication of moving parts, and properly tuned engines are necessary in order to keep construction equipment noise emissions to a minimum. Proper scheduling and implementing duration limits for the noisiest construction events can reduce the severity of noise impacts during the construction phase.

D. SOLAR FARM OPERATIONAL NOISE

The solar facilities primarily generate noise from three main sources: tracking motors, inverters and transformers. Sound emission data for the tracking motors, inverters and transformer are outlined in Table 5 (refer to Attachment 3 for factory rated noise emissions).

Table 5: Sound Source Emissions

Source	Sound Pressure Level (dBA)	Distance (Meters)	Sound Power Level (dB)
Inverter	79	1	100
Transformer	76	3	97
Tracking Motors	50	10	78

The solar array for this project will use motorized tracking panels distributed across the site in order to keep the panels facing the sun and optimize output during different times of the day and year. The motors used to move the panels are small, brushless DC motors and are a potential source of noise included in this assessment. These motors produce relatively insignificant contributions to the sound emitted onsite and are often inaudible at close range, equating to less than 50 dBA at 10 meters. The facility will have 22 inverters distributed around on the property, as outlined on Figure 2. The sound produced by an inverter can be described as a low hum and has roughly the same acoustical output of a household air conditioning unit. According to the manufacturer's specifications, the noise emission produced by the inverter is rated at 79 dBA at 1 meter. The transformer to be used is a 55 MVA ONAF2 located within the planned substation, which is anticipated to cover approximately 1/2 acre along Hendricks Road. The transformer noise emissions are rated at 76 dBA at 3 meters. The nearest sensitive receptor to the transformer is a residence approximately 1,900 feet west.

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Site Operations and Maintenance

Anticipated operational maintenance operations will include grass mowing and general solar panel maintenance. The upkeep and small fixes are not anticipated to generate any loud or distinguishable noise from off the site. The site will have the grass mowed three to four times a year; this will be done during the day. Riding lawn mowers typically operate around 90 dBA. Due to the large area being mowed, the distance from the mower to anywhere offsite would create an environment where the sound generated from mowing would largely go unnoticed. Secondly, the mowing of grass already takes place at each resident's household and is generally accepted as a common noise. Finally, the last potential for increasing the ambient noise level of the site would be an increase in traffic into and around the site. The estimated number of vehicles needed to service the solar farm amounts to 10 vehicles on days when the panels are serviced.

Noise Modeling Methodology

The future operating acoustical environment for the proposed sources was simulated using the SoundPLAN v.4.1 software. SoundPLAN implements International Organization for Standardization (ISO) ISO-9613-2 1996 (Attenuation of sound during propagation outdoors – Part 2: General method of calculation), which is an international standard method for calculating sound during propagation outdoors in order to predict the levels of environmental noise at a distance from a variety of sources. A three-dimensional topographical model was created to assess the sound propagation of the proposed facility. A digital terrain model was created using existing ground elevations and contours obtained from topographic mapping derived from USGS mapping at 1-meter intervals.

SoundPLAN is capable of either predicting A-weighted sound levels at discrete receptors (single locations) or calculating sound contours given the three-dimensional terrain. Sound level projections were calculated for all sensitive receptor locations (65 receptors) within 2400' radius around the project boundaries. In addition, sound contour modeling was used for the proposed site to graphically display the future acoustical environment and illustrate the influence of the facility on adjoining properties.

Since no local, county, or state noise thresholds were identified for the study area, the U.S. EPA "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin on Safety" was used as an impact threshold. In this publication, the U.S. EPA evaluated the effects of environmental noise with respect to health and safety and determined a L_{dn} of 55 dBA (equivalent to a continuous noise level of 48.6 dBA) to be the maximum sound level that will not adversely affect public health and welfare by interfering with speech or other activities in outdoor areas. Since no other local, county, or state thresholds were identified, a L_{dn} of 55 dBA (~49 L_{eq}) has been used to determine if the project would adversely affect public health and welfare.

Noise Modeling Results

The sensitive receptor locations, source locations and calculation area are located on Figure 2. The combined operational sound level projections for each of the sensitive receptors outlined on Figure 2 are found in Table 6 (see Attachment 1). Sound level contributions associated with the project at the sensitive receptor locations ranged from 32 to 52 dBA. Several receptors (R-3 through R-7) were predicted to range from 43-45 dBA, though are located across I-65 and background traffic noise emitted from the highway

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will dominate the acoustical environment in this area. Receptor 62 (1271 Tyree Chapel Road) was predicted at 52 dBA and is the owned by the landowners of the project and is within the boundaries of the project. The remainder of the receptors analyzed are below 40 dBA and the facility will not be audible at these discrete locations.

The visual results (isopleth) of the sound dispersion model results for the maximum worst-case operating condition scenario is depicted on Figure 3. The inverter array and substation sound dispersion are contained within the agricultural buffer areas. Based on the results of the SoundPLAN analysis, the solar project is not anticipated to have a significant impact on surrounding community noise levels or sensitive receptors and will comply with EPA's recommended value (55 dBA L_{dn} /49 dBA L_{eq}).

E. CONCLUSION

Based on the data presented in Section C, construction noise may elevate sound levels temporarily. The worst-case loudest construction noise levels outlined in this document would be temporary and intermittent, as it would not be expected to take more than a day or two to construct the nearest solar panel array. As construction noise generating activities will progressively move across the development site during the duration of the construction phase, the highest noise levels would not be expected to be experienced at a single receptor for more than a day or two, as construction equipment and activities would only be in a single area for a short period of time.

The results of the modeling presented in Section D, Operating Conditions, indicate noise generated by the equipment proposed on the development site (tracker motors, inverters and transformers) is primarily contained within the property, off site noise at the sensitive receptor locations would be minimal and the solar project is not anticipated to have a significant impact on surrounding community noise levels or sensitive receptors.

Sincerely,

Terracon Consultants, Inc.

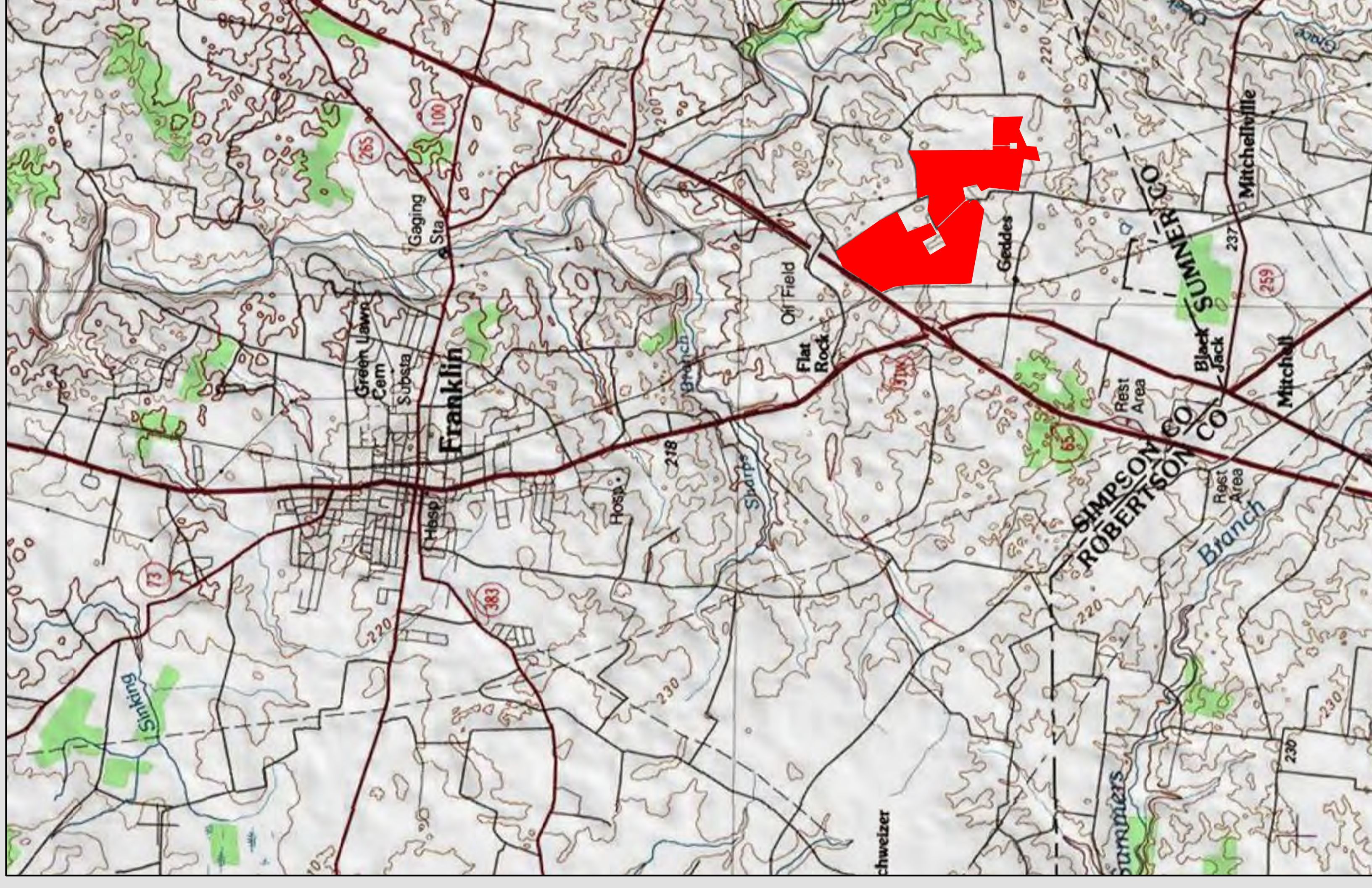
Bill Kaufell
Skelly and Loy, Inc., A Terracon Company
Acoustics Group Leader`

Woo Smith
Terracon Consultants, Inc.
Department Manager

Figures: Figure 1 Project Location Map
Figure 2 Sensitive Noise Receptors
Figure 3 Sound Contours

Attachments: Attachment 1: Table 6: Sensitive Receptor Noise Summary
Table 7: Structure Count
Attachment 2: RCNM Output
Attachment 3: Equipment Sound Emissions Data

FIGURES



Franklin

Green Lawn Cem

Substa

Hosp

Hosp

218

Branch

Oil Field

Flat Rock

Geddes

Rest Area

Rest Area

Black Jack

Mitchellville

Mitchell

SIMPSON CO
ROBERTSON CO

Branch

SUMNER CO

Sinking

13

265

100

383

230

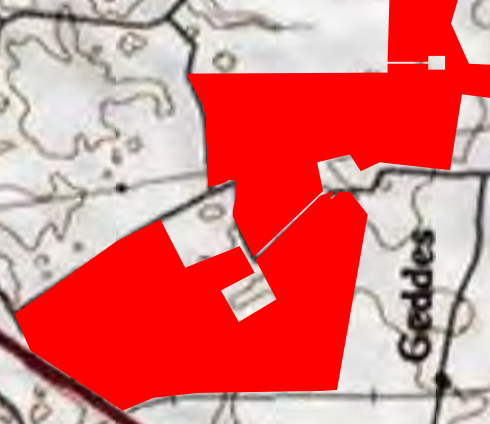
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Legend:

- Receptors
 - * Inverter
 - Solar Tracker
 - Substation
 - Project Limits
 - 300ft Buffer
 - 1000ft Buffer
 - 2400ft Buffer
- 0 500 1,000 2,000 Feet

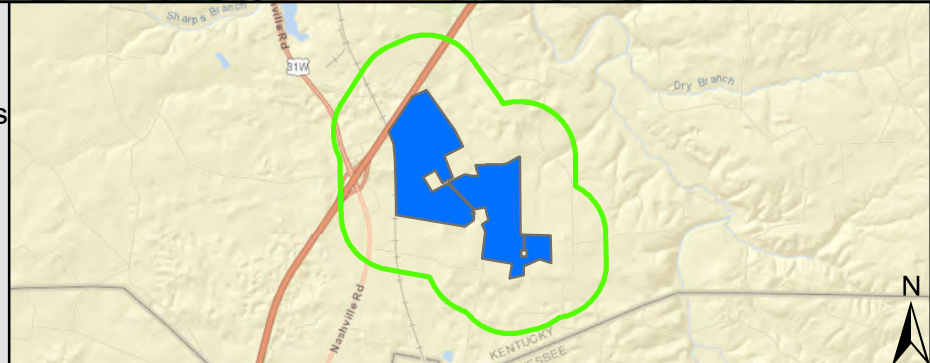


FIGURE 2
Project Location Map
Horus Renewables TVA
 Tyree Chapel Road
 Simpson County, Kentucky

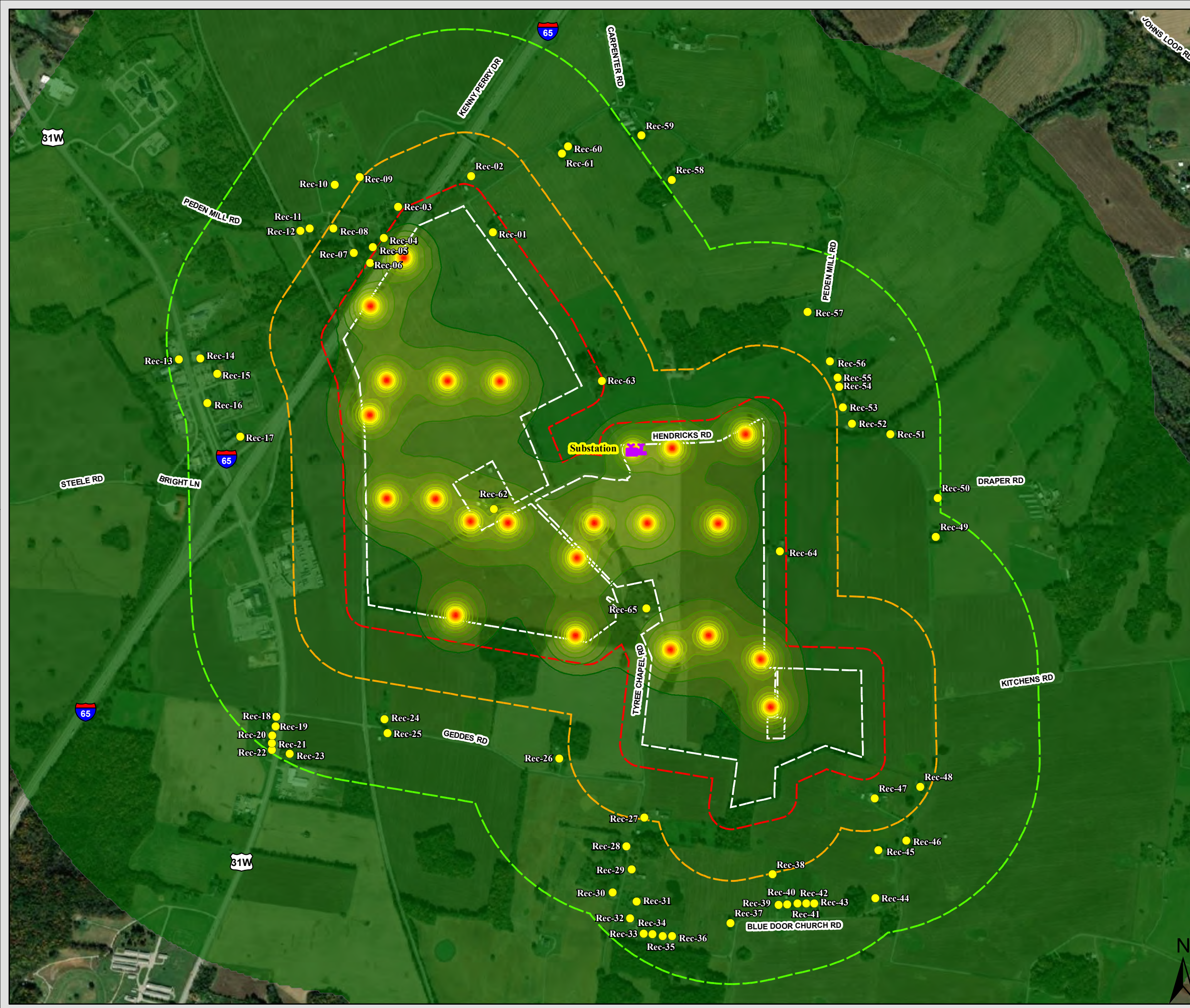
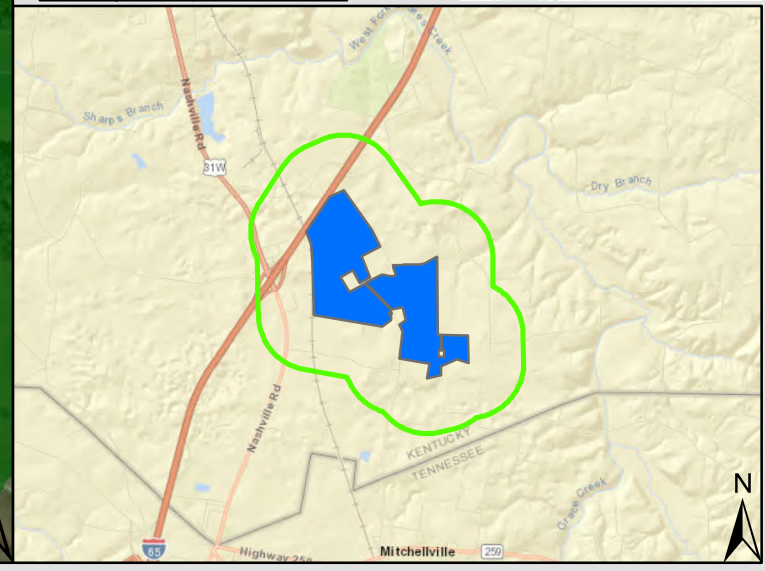
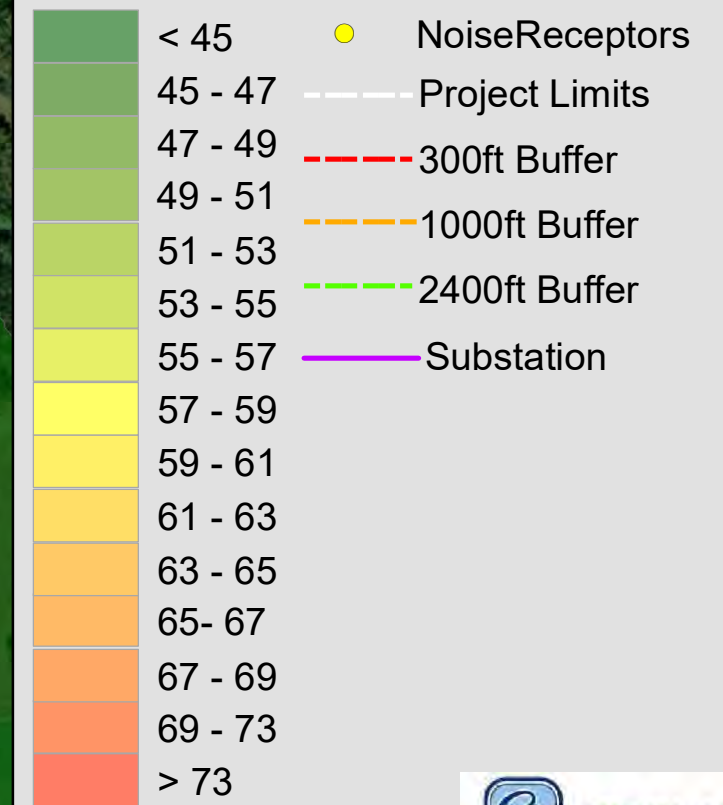


FIGURE 3 Sound Contours Horus Renewables TVA Hoffman Solar

Tyree Chapel Road
Simpson County, Kentucky

Legend:

Levels in dB(A)



ATTACHMENTS

ATTACHMENT 1

Table 6: Sensitive Receptor Noise Summary

Sensitive Receptor ID	Address	Description	Estimated Ambient L _{dn} (dBA)	Closest Facility Component (Feet)			Combined Operational Sound Level
				Inverter Distance	Panel Distance	Substation Distance	
Rec-01	292 Tyree Chapel Road	Residence	57	1,259	158	3,414	40
Rec-02	141 Tyree Chapel Road	Residence	62	1,437	901	4,220	38
Rec-03	727 Peden Mill Road	Residence	67	695	703	4,490	42
Rec-04	155 Old County Farm Road	Residence	67	381	394	4,342	45
Rec-05	111 Old County Farm Road	Residence	67	444	377	4,381	45
Rec-06	139 Old County Farm Road	Residence	67	462	304	4,283	46
Rec-07	123 Old County Farm Road	Residence	62	679	559	4,538	44
Rec-08	583 Peden Mill Road	Residence	57	1,037	963	4,963	41
Rec-09	712 Peden Mill Road	Residence	57	1,247	1,283	5,173	38
Rec-10	570 Peden Mill Road	Residence	52	1,363	1,355	5,318	38
Rec-11	515 Peden Mill Road	Residence	52	1,337	1,246	5,223	39
Rec-12	491 Peden Mill Road	Residence	52	1,393	1,322	5,308	39
Rec-13	Super 8	Hotel pool	62	2,696	2,339	6,196	35
Rec-14	Quality Inn	Hotel pool	62	2,415	2,047	5,914	36
Rec-15	Baymont	Hotel pool	62	2,142	1,843	5,648	37
Rec-16	Econo Lodge	Hotel pool	62	2,210	2,065	5,726	37
Rec-17	Hampton Inn	Hotel pool	62	1,784	1,721	5,250	38
Rec-18	4709 Nashville Road	Residence	67	2,797	2,156	5,934	35
Rec-19	4785 Nashville Road	Residence	67	2,870	2,268	6,019	35
Rec-20	4761 Nashville Road	Residence	67	2,974	2,393	6,130	34
Rec-21	4779 Nashville Road	Residence	67	3,036	2,485	6,199	34
Rec-22	4783 Nashville Road	Residence	67	3,091	2,564	6,259	34
Rec-23	4806 Nashville Road	Residence	67	2,934	2,497	6,110	34
Rec-24	262 Geddes Road	Residence	52	1,710	1,640	4,861	38
Rec-25	275 Geddes Road	Residence	52	1,843	1,788	4,971	37
Rec-26	716 Geddes Road	Residence	47	1,680	1,207	4,212	39
Rec-27	2180 Tyree Chapel Road	Residence	42	2,279	1,003	4,916	37
Rec-28	Tyree Chapel Church of Christ	Church	42	2,720	1,418	5,303	36
Rec-29	2394 Tyree Chapel Road	Residence	42	2,899	1,671	5,615	35
Rec-30	2391 Tyree Chapel Road	Residence	42	3,308	2,063	5,937	34
Rec-31	2404 Tyree Chapel Road	Residence	42	3,207	1,894	6,052	34
Rec-32	2480 Tyree Chapel Road	Residence	42	3,440	2,115	6,277	33
Rec-33	90 Blue Door Church Road	Residence	42	3,527	2,167	6,490	33
Rec-34	112 Blue Door Church Road	Residence	42	3,474	2,103	6,498	33
Rec-35	136 Blue Door Church Road	Residence	42	3,437	2,056	6,530	33
Rec-36	172 Blue Door Church Road	Residence	42	3,386	1,999	6,541	33
Rec-37	394 Blue Door Church Road	Residence	42	2,981	1,625	6,465	33
Rec-38	478 Blue Door Church Road	Residence	42	2,269	1,058	5,955	35
Rec-39	514 Blue Door Church Road	Residence	42	2,685	1,472	6,375	34
Rec-40	536 Blue Door Church Road	Residence	42	2,688	1,483	6,405	34
Rec-41	554 Blue Door Church Road	Residence	42	2,692	1,499	6,437	33
Rec-42	582 Blue Door Church Road	Residence	42	2,714	1,536	6,480	33
Rec-43	602 Blue Door Church Road	Residence	42	2,727	1,565	6,509	33
Rec-44	60 Blue Door Church Road	Residence	42	2,957	1,979	6,783	32
Rec-45	3965 Peden Mill Road	Residence	42	2,431	1,518	6,233	34
Rec-46	3880 Peden Mill Road	Residence	42	2,584	1,543	6,326	33
Rec-47	3835 Peden Mill Road	Residence	42	1,880	836	5,610	36
Rec-48	3735 Peden Mill Road	Residence	42	2,302	1,133	5,854	34
Rec-49	3070 Peden Mill Road	Residence	42	2,901	2,104	4,097	35
Rec-50	2892 Peden Mill Road	Residence	42	2,750	2,401	4,009	35
Rec-51	2792 Peden Mill Road	Residence	47	1,968	1,751	3,333	36
Rec-52	2703 Peden Mill Road	Residence	47	1,454	1,238	2,832	38
Rec-53	2651 Peden Mill Road	Residence	47	1,371	1,162	2,749	38
Rec-54	2622 Peden Mill Road	Residence	47	1,424	1,232	2,766	38
Rec-55	2598 Peden Mill Road	Residence	47	1,465	1,283	2,783	38
Rec-56	2538 Peden Mill Road	Residence	47	1,517	1,358	2,772	38
Rec-57	2445 Peden Mill Road	Residence	47	1,860	1,769	2,861	37
Rec-58	1743 Peden Mill Road	Residence	52	3,594	2,530	3,613	35
Rec-59	1595 Peden Mill Road	Residence	52	3,630	2,546	4,193	34
Rec-60	1325 Peden Mill Road	Residence	57	2,697	1,707	4,189	35
Rec-61	1319 Peden Mill Road	Residence	57	2,573	1,577	4,052	35
Rec-62	1271 Tyree Chapel Road	Residence	47	269	312	1,945	52
Rec-63	172 Hendricks Road	Residence	47	1330	536	1030	42
Rec-64	Hendricks Road	Residence	42	780	125	2200	43
Rec-65	1666 Tyree Chapel Road	Residence	47	680	95	2130	46

Table 7: Structure Count Varying Distances - Inverter, Substation and Panel Array

Structure Type	Distance to Inverter (Feet)							
	0-300	301-600	601-900	901-1200	1201-1500	1501-1800	1801-2100	2101-2400
Church	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	1	1	4
Hotel	0	0	0	0	0	1	2	1
Residence	1	3	4	1	11	3	4	3
Shed/Barn	2	12	6	5	14	13	11	4

Structure Type	Distance to Substation (Feet)							
	0-300	301-600	601-900	901-1200	1201-1500	1501-1800	1801-2100	2101-2400
Church	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0
Hotel	0	0	0	0	0	0	0	0
Residence	0	0	0	1	0	0	1	2
Shed/Barn	0	0	0	4	0	1	7	9

Structure Type	Distance to Panel (Feet)							
	0-300	301-600	601-900	901-1200	1201-1500	1501-1800	1801-2100	2101-2400
Church	0	0	0	0	1	0	0	0
Commercial	0	0	0	1	0	3	2	2
Hotel	0	0	0	0	0	2	2	2
Residence	3	6	2	6	12	12	5	7
Shed/Barn	16	11	7	11	16	7	13	11

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Limit		Level		Conflict	
		X	Y			Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB	
1	1	429013.99	538225.85	-	GF	-	-	39.7	39.7	-	-
2	2	428923.91	538458.36	-	GF	-	-	37.8	37.8	-	-
3	3	428621.41	538331.57	-	GF	-	-	42.1	42.1	-	-
4	4	428562.15	538202.46	-	GF	-	-	45.2	45.2	-	-
5	5	428516.64	538164.89	-	GF	-	-	44.5	44.5	-	-
6	6	428505.52	538099.80	-	GF	-	-	45.8	45.8	-	-
7	7	428438.85	538140.02	-	GF	-	-	43.5	43.5	-	-
8	8	428353.12	538242.67	-	GF	-	-	40.5	40.5	-	-
9	9	428462.01	538454.32	-	GF	-	-	38.4	38.4	-	-
10	10	428359.60	538422.95	-	GF	-	-	38.1	38.1	-	-
11	11	428255.62	538241.98	-	GF	-	-	39.2	39.2	-	-
12	12	428217.52	538231.40	-	GF	-	-	38.8	38.8	-	-
13	13	427714.95	537699.45	-	GF	-	-	35.4	35.4	-	-
14	14	427803.71	537704.35	-	GF	-	-	36.3	36.3	-	-
15	15	427873.56	537639.79	-	GF	-	-	37.1	37.1	-	-
16	16	427832.29	537520.19	-	GF	-	-	36.8	36.8	-	-
17	17	427967.76	537380.49	-	GF	-	-	38.3	38.3	-	-
18	18	428117.11	536221.75	-	GF	-	-	34.7	34.7	-	-
19	19	428114.73	536182.06	-	GF	-	-	34.5	34.5	-	-
20	20	428100.44	536145.55	-	GF	-	-	34.2	34.2	-	-
21	21	428099.65	536113.01	-	GF	-	-	34.0	34.0	-	-
22	22	428098.86	536085.22	-	GF	-	-	33.8	33.8	-	-
23	23	428172.68	536068.56	-	GF	-	-	34.1	34.1	-	-
24	24	428565.58	536211.43	-	GF	-	-	37.5	37.5	-	-
25	25	428577.49	536155.87	-	GF	-	-	37.1	37.1	-	-
26	26	429287.37	536050.30	-	GF	-	-	38.8	38.8	-	-
27	27	429640.05	535805.05	-	GF	-	-	37.1	37.1	-	-
28	28	429566.11	535686.89	-	GF	-	-	35.9	35.9	-	-
29	29	429587.54	535591.64	-	GF	-	-	35.0	35.0	-	-
30	30	429508.96	535494.81	-	GF	-	-	34.1	34.1	-	-
31	31	429607.38	535458.29	-	GF	-	-	33.9	33.9	-	-
32	32	429581.19	535390.03	-	GF	-	-	33.4	33.4	-	-
33	33	429636.75	535324.94	-	GF	-	-	32.9	32.9	-	-
34	34	429674.06	535323.35	-	GF	-	-	32.9	32.9	-	-
35	35	429715.33	535315.42	-	GF	-	-	32.9	32.9	-	-
36	36	429755.02	535314.62	-	GF	-	-	32.9	32.9	-	-
37	37	429996.32	535369.39	-	GF	-	-	33.2	33.2	-	-
38	38	430170.94	535571.01	-	GF	-	-	34.7	34.7	-	-
39	39	430195.55	535444.80	-	GF	-	-	33.5	33.5	-	-
40	40	430232.06	535446.39	-	GF	-	-	33.5	33.5	-	-
41	41	430273.34	535449.56	-	GF	-	-	33.4	33.4	-	-
42	42	430310.65	535448.77	-	GF	-	-	33.3	33.3	-	-
43	43	430343.19	535451.15	-	GF	-	-	33.2	33.2	-	-
44	44	430596.40	535472.58	-	GF	-	-	32.4	32.4	-	-
45	45	430608.57	535670.75	-	GF	-	-	33.8	33.8	-	-
46	46	430723.93	535709.91	-	GF	-	-	33.4	33.4	-	-
47	47	430593.81	535885.29	-	GF	-	-	35.7	35.7	-	-
48	48	430781.93	535932.51	-	GF	-	-	34.4	34.4	-	-
49	49	430846.69	536966.16	-	GF	-	-	35.4	35.4	-	-
50	50	430854.10	537127.02	-	GF	-	-	35.1	35.1	-	-
51	51	430658.31	537391.61	-	GF	-	-	36.4	36.4	-	-
52	52	430499.56	537435.00	-	GF	-	-	38.1	38.1	-	-
53	53	430461.46	537501.67	-	GF	-	-	38.3	38.3	-	-
54	54	430445.58	537587.40	-	GF	-	-	37.9	37.9	-	-
55	55	430439.23	537624.44	-	GF	-	-	37.7	37.7	-	-
56	56	430408.54	537693.23	-	GF	-	-	37.5	37.5	-	-
57	57	430315.41	537896.43	-	GF	-	-	36.5	36.5	-	-
58	58	429753.72	538443.25	-	GF	-	-	34.5	34.5	-	-
59	59	429628.83	538626.34	-	GF	-	-	33.7	33.7	-	-
60	60	429324.67	538582.74	-	GF	-	-	34.9	34.9	-	-
61	61	429299.69	538552.26	-	GF	-	-	35.2	35.2	-	-
62	62	429017.02	537081.47	-	GF	-	-	51.9	51.9	-	-
63	63	429486.32	537622.28	-	GF	-	-	42.3	42.3	-	-
64	64	430179.61	536915.17	-	GF	-	-	43.1	43.1	-	-
65	65	429656.19	536656.42	-	GF	-	-	46.4	46.4	-	-

ATTACHMENT 2

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/23/2021

Case Description:

**** Receptor #1 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

 292 Tyree Chapel Road Residential 55.0 52.0 49.0

Equipment

 Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 158.0 0.0 Dozer No 40 81.7 158.0 0.0
 Pickup Truck No 40 75.0 158.0 0.0
 Tractor No 40 84.0 158.0 0.0
 Vibratory Pile Driver No 20 100.8 158.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 67.6 63.6 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 71.7 67.7 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 65.0 61.0 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 74.0 70.0 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 90.8 83.8 85.0 N/A
 85.0 N/A 80.0 N/A 5.8 N/A 5.8 N/A 10.8 N/A Total 90.8 84.2 85.0 N/A 85.0 N/A
 80.0 N/A 5.8 N/A 5.8 N/A 10.8 N/A

**** Receptor #2 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

 141 Tyree Chapel Road Residential 61.0 57.0 54.0

Equipment

 Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA) -----

 Backhoe No 40 77.6 901.0 0.0
 Dozer No 40 81.7 901.0 0.0

Pickup Truck No 40 75.0 901.0 0.0
 Tractor No 40 84.0 901.0 0.0
 Vibratory Pile Driver No 20 100.8 901.0 0.0

Results

Noise Limits (dBA)		Noise Limit Exceedance (dBA)											

Calculated (dBA)			Day	Evening	Night	Day	Evening	Night	-----				

Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	

									Backhoe	52.4	48.5	85.0	N/A
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Dozer	56.6	52.6	85.0
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Pickup Truck	49.9	45.9	85.0	N/A
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Tractor	58.9	54.9	85.0	N/A
80.0	N/A	None	N/A	None	N/A	None	N/A	Vibratory Pile Driver	75.7	68.7	85.0	N/A	
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Total	75.7	69.1	85.0
N/A	80.0	N/A	None	N/A	None	N/A	None	N/A					85.0

**** Receptor #3 ****

Baselines (dBA)			
Description	Land Use	Daytime	Evening Night

727 Peden Mill Road	Residential	66.0	62.0 58.0

Equipment

Spec	Actual	Receptor	Estimated										
Impact	Usage	Lmax	Lmax	Distance	Shielding	Description	Device (%)	(dBA)	(dBA)				
(feet) (dBA)													

Backhoe	No 40	77.6	703.0	0.0									
Dozer	No 40	81.7	703.0	0.0									
Pickup Truck	No 40	75.0	703.0	0.0									
Tractor	No 40	84.0	703.0	0.0									
Vibratory Pile Driver	No 20	100.8	703.0	0.0									

Results

Noise Limits (dBA)		Noise Limit Exceedance (dBA)											

Calculated (dBA)			Day	Evening	Night	Day	Evening	Night	-----				

Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	

									Backhoe	54.6	50.6	85.0	
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Dozer	58.7	54.7	
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Pickup Truck	52.0	48.1	85.0	
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Tractor	61.0	57.1	85.0	
80.0	N/A	None	N/A	None	N/A	None	N/A	Vibratory Pile Driver	77.9	70.9	85.0		
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Total	77.9	71.2	
N/A	80.0	N/A	None	N/A	None	N/A	None	N/A					

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
155 Old County Farm Road	Residential	66.0	62.0	58.0

Equipment

Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No 40	77.6	394.0	0.0		
Dozer	No 40	81.7	394.0	0.0		
Pickup Truck	No 40	75.0	394.0	0.0		
Tractor	No 40	84.0	394.0	0.0		
Vibratory Pile Driver	No 20	100.8	394.0	0.0		

Results

Calculated (dBA)	Day	Evening	Night	Day	Evening	Night	Exceedance (dBA)
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Backhoe	59.6	55.7	85.0	N/A	85.0	N/A	85.0
Dozer	63.7	59.8	85.0	N/A	85.0	N/A	85.0
Pickup Truck	57.1	53.1	85.0	N/A	85.0	N/A	85.0
Tractor	66.1	62.1	85.0	N/A	85.0	N/A	85.0
Vibratory Pile Driver	82.9	75.9	85.0	N/A	85.0	N/A	85.0
Total	82.9	76.2	85.0	N/A	85.0	N/A	85.0

**** Receptor #5 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
111 Old County Farm Road	Residential	66.0	62.0	58.0

Equipment

Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No 40	77.6	377.0	0.0		
Dozer	No 40	81.7	377.0	0.0		
Pickup Truck	No 40	75.0	377.0	0.0		
Tractor	No 40	84.0	377.0	0.0		
Vibratory Pile Driver	No 20	100.8	377.0	0.0		

Results

Noise Limits (dBA)	Noise Limit	Exceedance (dBA)
--------------------	-------------	------------------


```

-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 60.0 56.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 64.1 60.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 57.5 53.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 66.5 62.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 83.3 76.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A 3.3 N/A Total 83.3 76.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A 3.3 N/A

```

**** Receptor #6 ****

```

Baselines (dBA) Description Land Use Daytime Evening Night
-----
139 Old County Farm Road Residential 66.0 62.0 58.0

```

Equipment

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-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 304.0 0.0
Dozer No 40 81.7 304.0 0.0
Pickup Truck No 40 75.0 304.0 0.0
Tractor No 40 84.0 304.0 0.0 Vibratory Pile Driver No 20 100.8 304.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 61.9 57.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 66.0 62.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 59.3 55.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 68.3 64.3 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 85.1 78.2 85.0 N/A
85.0 N/A 80.0 N/A 0.1 N/A 0.1 N/A 5.1 N/A Total 85.1 78.5 85.0 N/A 85.0 N/A
80.0 N/A 0.1 N/A 0.1 N/A 5.1 N/A

```

**** Receptor #7 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
123 Old County Farm Road Residential 61.0 57.0 54.0

```

Equipment

```

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 559.0 0.0
Dozer No 40 81.7 559.0 0.0
Pickup Truck No 40 75.0 559.0 0.0 Tractor No 40 84.0 559.0 0.0
Vibratory Pile Driver No 20 100.8 559.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 56.6 52.6 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 60.7 56.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 54.0 50.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 63.0 59.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 79.9 72.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 79.9 73.2 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #8 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
583 Peden Mill Road Residential 55.0 52.0 49.0

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Equipment

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-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 963.0 0.0 Dozer No 40 81.7 963.0 0.0
Pickup Truck No 40 75.0 963.0 0.0
Tractor No 40 84.0 963.0 0.0
Vibratory Pile Driver No 20 100.8 963.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 51.9 47.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 56.0 52.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 49.3 45.3 85.0 N/A 85.0 N/

```


A 80.0 N/A None N/A None N/A None N/A Tractor 58.3 54.3 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 75.1 68.1 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 75.1 68.5 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #9 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

 712 Peden Mill Road Residential 55.0 52.0 49.0

Equipment

 Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA) -----

 Backhoe No 40 77.6 1283.0 0.0
 Dozer No 40 81.7 1283.0 0.0
 Pickup Truck No 40 75.0 1283.0 0.0
 Tractor No 40 84.0 1283.0 0.0
 Vibratory Pile Driver No 20 100.8 1283.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----

----- Backhoe 49.4 45.4 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.5 49.5 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 46.8 42.8 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 55.8 51.8 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.6 65.6 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.6 66.0 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #10 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

 570 Peden Mill Road Residential 61.0 57.0 54.0

Equipment

 Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
 (feet) (dBA)

 Backhoe No 40 77.6 1355.0 0.0

Dozer No 40 81.7 1355.0 0.0
 Pickup Truck No 40 75.0 1355.0 0.0
 Tractor No 40 84.0 1355.0 0.0
 Vibratory Pile Driver No 20 100.8 1355.0 0.0

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 48.9 44.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.0 49.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 46.3 42.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 55.3 51.4 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.2 65.2 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.2 65.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```

**** Receptor #11 ****

Baselines (dBA)

```

Description Land Use Daytime Evening Night
-----
515 Peden Mill Road Residential 61.0 57.0 54.0
  
```

Equipment

```

----- Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 1246.0 0.0
Dozer No 40 81.7 1246.0 0.0
Pickup Truck No 40 75.0 1246.0 0.0
Tractor No 40 84.0 1246.0 0.0
Vibratory Pile Driver No 20 100.8 1246.0 0.0
  
```

Results

```

----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 49.6 45.6 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.7 49.8 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.1 43.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 56.1 52.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.9 65.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.9 66.2 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```


**** Receptor #12 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night
 ----- 491 Peden Mill Road Residential
 61.0 57.0 54.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1322.0 0.0
 Dozer No 40 81.7 1322.0 0.0
 Pickup Truck No 40 75.0 1322.0 0.0
 Tractor No 40 84.0 1322.0 0.0
 Vibratory Pile Driver No 20 100.8 1322.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 49.1 45.1 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.2 49.2 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 46.6 42.6 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 55.6 51.6 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.4 65.4 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.4 65.7 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #13 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night -----

 Super 8 Commercial 66.0 62.0 58.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 2339.0 0.0
 Dozer No 40 81.7 2339.0 0.0
 Pickup Truck No 40 75.0 2339.0 0.0
 Tractor No 40 84.0 2339.0 0.0
 Vibratory Pile Driver No 20 100.8 2339.0 0.0

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 44.2 40.2 N/A N/A N/A
N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A Dozer 48.3 44.3 N/A N/A N/A N/A N/A N/A
N/A N/A N/A N/A N/A N/A Pickup Truck 41.6 37.6 N/A N/A N/A N/A N/A N/A N/A N/A
A N/A N/A N/A N/A Tractor 50.6 46.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A Vibratory Pile Driver 67.4 60.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A Total 67.4 60.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

```

**** Receptor #14 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night -----
-- -----
Quality Inn Commercial 66.0 62.0 58.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 2047.0 0.0
Dozer No 40 81.7 2047.0 0.0
Pickup Truck No 40 75.0 2047.0 0.0
Tractor No 40 84.0 2047.0 0.0
Vibratory Pile Driver No 20 100.8 2047.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 45.3 41.3 N/A N/A N/A
N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A Dozer 49.4 45.4 N/A N/A N/A N/A N/A N/A
N/A N/A N/A N/A N/A N/A Pickup Truck 42.8 38.8 N/A N/A N/A N/A N/A N/A N/A N/A
A N/A N/A N/A N/A Tractor 51.8 47.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A Vibratory Pile Driver 68.6 61.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A Total 68.6 61.9 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

```

**** Receptor #15 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night -----
-- -----
Baymont Commercial 66.0 62.0 58.0

```


Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1843.0 0.0
 Dozer No 40 81.7 1843.0 0.0
 Pickup Truck No 40 75.0 1843.0 0.0
 Tractor No 40 84.0 1843.0 0.0
 Vibratory Pile Driver No 20 100.8 1843.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----

----- Backhoe 46.2 42.2 N/A N/A N/A
 N/A N/A N/A N/A N/A N/A N/A N/A N/A Dozer 50.3 46.4 N/A N/A N/A N/A N/A N/A
 N/A N/A N/A N/A N/A N/A Pickup Truck 43.7 39.7 N/A N/A N/A N/A N/A N/A N/A N/A
 A N/A N/A N/A N/A Tractor 52.7 48.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
 N/A N/A Vibratory Pile Driver 69.5 62.5 N/A N/A N/A N/A N/A N/A N/A N/A N/A
 N/A N/A N/A Total 69.5 62.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

**** Receptor #16 ****

Baselines (dBA)

Description Land Use Daytime Evening Night -----

Econo Lodge Commercial 66.0 62.0 58.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 2065.0 0.0
 Dozer No 40 81.7 2065.0 0.0
 Pickup Truck No 40 75.0 2065.0 0.0
 Tractor No 40 84.0 2065.0 0.0
 Vibratory Pile Driver No 20 100.8 2065.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----

```

----- Backhoe 45.2 41.3 N/A N/A N/A
N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A Dozer 49.4 45.4 N/A N/A N/A N/A N/A N/A
N/A N/A N/A N/A N/A N/A Pickup Truck 42.7 38.7 N/A N/A N/A N/A N/A N/A N/A N/A
A N/A N/A N/A N/A Tractor 51.7 47.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A Vibratory Pile Driver 68.5 61.5 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A Total 68.5 61.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

```

**** Receptor #17 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night -----
-----
Hapton Inn Commercial 66.0 62.0 58.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 1721.0 0.0
Dozer No 40 81.7 1721.0 0.0
Pickup Truck No 40 75.0 1721.0 0.0
Tractor No 40 84.0 1721.0 0.0
Vibratory Pile Driver No 20 100.8 1721.0 0.0

```

```

Results
-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 46.8 42.8 N/A N/A N/A
N/A N/A N/A N/A N/A N/A N/A N/A N/A Dozer 50.9 47.0 N/A N/A N/A N/A N/A N/A
N/A N/A N/A N/A N/A N/A Pickup Truck 44.3 40.3 N/A N/A N/A N/A N/A N/A N/A N/A
A N/A N/A N/A N/A Tractor 53.3 49.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A Vibratory Pile Driver 70.1 63.1 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A Total 70.1 63.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

```

**** Receptor #18 ****

```

Baselines (dBA) Description Land Use Daytime Evening Night
-----
4709 Nashville Road Residential 66.0 62.0 58.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 2156.0 0.0

```


Dozer No 40 81.7 2156.0 0.0
Pickup Truck No 40 75.0 2156.0 0.0
Tractor No 40 84.0 2156.0 0.0 Vibratory Pile Driver No 20 100.8 2156.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----
Leq -----
----- Backhoe 44.9 40.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.0 45.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.3 38.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.3 47.3 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.1 61.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.1 61.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
**** Receptor #19 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

4785 Nashville Road Residential 66.0 62.0 58.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 2268.0 0.0
Dozer No 40 81.7 2268.0 0.0
Pickup Truck No 40 75.0 2268.0 0.0 Tractor No 40 84.0 2268.0 0.0
Vibratory Pile Driver No 20 100.8 2268.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----
Leq -----
----- Backhoe 44.4 40.4 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 48.5 44.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 41.9 37.9 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 50.9 46.9 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 67.7 60.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 67.7 61.0 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #20 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 4761 Nashville Road Residential 66.0 62.0 58.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 2393.0 0.0 Dozer No 40 81.7 2393.0 0.0
 Pickup Truck No 40 75.0 2393.0 0.0
 Tractor No 40 84.0 2393.0 0.0
 Vibratory Pile Driver No 20 100.8 2393.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 44.0 40.0 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 48.1 44.1 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 41.4 37.4 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 50.4 46.4 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 67.2 60.2 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 67.2 60.6 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #21 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 4779 Nashville Road Residential 66.0 62.0 58.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA) -----

 Backhoe No 40 77.6 2485.0 0.0
 Dozer No 40 81.7 2485.0 0.0
 Pickup Truck No 40 75.0 2485.0 0.0
 Tractor No 40 84.0 2485.0 0.0
 Vibratory Pile Driver No 20 100.8 2485.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

```

-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 43.6 39.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 47.7 43.8 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 41.1 37.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 50.1 46.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 66.9 59.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 66.9 60.2 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #22 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
4783 Nashville Road Residential 66.0 62.0 58.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
(feet) (dBA)
-----
Backhoe No 40 77.6 2564.0 0.0
Dozer No 40 81.7 2564.0 0.0
Pickup Truck No 40 75.0 2564.0 0.0
Tractor No 40 84.0 2564.0 0.0
Vibratory Pile Driver No 20 100.8 2564.0 0.0

```

```

Results
-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 43.4 39.4 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 47.5 43.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 40.8 36.8 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 49.8 45.8 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 66.6 59.6 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 66.6 60.0 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #23 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
4806 Nashville Road Residential 66.0 62.0 58.0

```


Equipment
 ----- Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 2497.0 0.0
 Dozer No 40 81.7 2497.0 0.0
 Pickup Truck No 40 75.0 2497.0 0.0
 Tractor No 40 84.0 2497.0 0.0
 Vibratory Pile Driver No 20 100.8 2497.0 0.0

Results
 ----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----

 ----- Backhoe 43.6 39.6 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 47.7 43.7 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 41.0 37.1 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 50.0 46.1 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 66.9 59.9 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 66.9 60.2 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #24 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 262 Geddes Road Residential 50.0 47.0 44.0
 Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1640.0 0.0
 Dozer No 40 81.7 1640.0 0.0
 Pickup Truck No 40 75.0 1640.0 0.0
 Tractor No 40 84.0 1640.0 0.0
 Vibratory Pile Driver No 20 100.8 1640.0 0.0

Results

 ----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----

 ----- Backhoe 47.2 43.3 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.4 47.4 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 44.7 40.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 53.7 49.7 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 70.5 63.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 70.5 63.8 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #25 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

275 Geddes Road Residential 50.0 47.0 44.0
Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1788.0 0.0
Dozer No 40 81.7 1788.0 0.0
Pickup Truck No 40 75.0 1788.0 0.0
Tractor No 40 84.0 1788.0 0.0
Vibratory Pile Driver No 20 100.8 1788.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 46.5 42.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 50.6 46.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 43.9 40.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 52.9 49.0 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 69.8 62.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 69.8 63.1 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #26 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

716 Geddes Road Residential 45.0 42.0 39.0
Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1207.0 0.0
Dozer No 40 81.7 1207.0 0.0

Pickup Truck No 40 75.0 1207.0 0.0
 Tractor No 40 84.0 1207.0 0.0
 Vibratory Pile Driver No 20 100.8 1207.0 0.0

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 49.9 45.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 54.0 50.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.3 43.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 56.3 52.4 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 73.2 66.2 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 73.2 66.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```

**** Receptor #27 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
----- 2180 Tyree Chapel Road Residential
45.0 42.0 39.0
  
```

Equipment

```

-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 1003.0 0.0
Dozer No 40 81.7 1003.0 0.0
Pickup Truck No 40 75.0 1003.0 0.0
Tractor No 40 84.0 1003.0 0.0
Vibratory Pile Driver No 20 100.8 1003.0 0.0
  
```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 51.5 47.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 55.6 51.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 49.0 45.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 58.0 54.0 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 74.8 67.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 74.8 68.1 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```


**** Receptor #28 ****

Baselines (dBA) Description Land Use Daytime Evening Night

Tyree Chapel Church of Christ Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1418.0 0.0
Dozer No 40 81.7 1418.0 0.0
Pickup Truck No 40 75.0 1418.0 0.0
Tractor No 40 84.0 1418.0 0.0 Vibratory Pile Driver No 20 100.8 1418.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq

----- Backhoe 48.5 44.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 52.6 48.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.9 42.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.9 51.0 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.8 64.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.8 65.1 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #29 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

2394 Tyree Chapel Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1671.0 0.0
Dozer No 40 81.7 1671.0 0.0
Pickup Truck No 40 75.0 1671.0 0.0 Tractor No 40 84.0 1671.0 0.0
Vibratory Pile Driver No 20 100.8 1671.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA)		Day	Evening	Night	Day	Evening	Night	-----						
Equipment		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
										Backhoe	47.1	43.1	85.0	N/A
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Dozer	51.2	47.2	85.0	N/A
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Pickup Truck	44.5	40.5	85.0	N/A	85.0
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Tractor	53.5	49.5	85.0	N/A	85.0
80.0	N/A	None	N/A	None	N/A	None	N/A	Vibratory Pile Driver	70.3	63.4	85.0	N/A	85.0	N/A
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Total	70.3	63.7	85.0	N/A
N/A	80.0	N/A	None	N/A	None	N/A	None	N/A						

**** Receptor #30 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 2391 Tyree Chapel Road Residential 45.0 42.0 39.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 2063.0 0.0 Dozer No 40 81.7 2063.0 0.0
 Pickup Truck No 40 75.0 2063.0 0.0
 Tractor No 40 84.0 2063.0 0.0
 Vibratory Pile Driver No 20 100.8 2063.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 45.2 41.3 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.4 45.4 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.7 38.7 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 51.7 47.7 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.5 61.5 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.5 61.9 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #31 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 2404 Tyree Chapel Road Residential 45.0 42.0 39.0

Equipment

```

-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA) -----
-----
Backhoe No 40 77.6 1894.0 0.0
Dozer No 40 81.7 1894.0 0.0
Pickup Truck No 40 75.0 1894.0 0.0
Tractor No 40 84.0 1894.0 0.0
Vibratory Pile Driver No 20 100.8 1894.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 46.0 42.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 50.1 46.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 43.4 39.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 52.4 48.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 69.3 62.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 69.3 62.6 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #32 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
2480 Tyree Chapel Road Residential 45.0 42.0 39.0

```

Equipment

```

-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
(feet) (dBA)
-----
Backhoe No 40 77.6 2115.0 0.0
Dozer No 40 81.7 2115.0 0.0
Pickup Truck No 40 75.0 2115.0 0.0
Tractor No 40 84.0 2115.0 0.0
Vibratory Pile Driver No 20 100.8 2115.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----

```



```

----- Backhoe 45.0 41.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.1 45.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.5 38.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.5 47.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.3 61.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.3 61.6 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #33 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
90 Blue Door Church Road Residential 40.0 37.0 34.0

```

```

Equipment
----- Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 2167.0 0.0
Dozer No 40 81.7 2167.0 0.0
Pickup Truck No 40 75.0 2167.0 0.0
Tractor No 40 84.0 2167.0 0.0
Vibratory Pile Driver No 20 100.8 2167.0 0.0

```

```

Results
----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 44.8 40.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 48.9 45.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.3 38.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.3 47.3 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.1 61.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.1 61.4 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #34 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
----- 112 Blue Door Church Road
Residential 40.0 37.0 34.0

```

```

Equipment
-----
----- Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----

```

Backhoe No 40 77.6 2103.0 0.0
 Dozer No 40 81.7 2103.0 0.0
 Pickup Truck No 40 75.0 2103.0 0.0
 Tractor No 40 84.0 2103.0 0.0
 Vibratory Pile Driver No 20 100.8 2103.0 0.0

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 45.1 41.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.2 45.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.5 38.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.5 47.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.3 61.4 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.3 61.7 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```

**** Receptor #35 ****

```

Baselines (dBA) Description Land Use Daytime Evening Night
-----
136 Blue Door Church Road Residential 40.0 37.0 34.0
  
```

Equipment

```

-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 2056.0 0.0
Dozer No 40 81.7 2056.0 0.0
Pickup Truck No 40 75.0 2056.0 0.0
Tractor No 40 84.0 2056.0 0.0 Vibratory Pile Driver No 20 100.8 2056.0 0.0
  
```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 45.3 41.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.4 45.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.7 38.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.7 47.7 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.5 61.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.5 61.9 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A
  
```

**** Receptor #36 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 172 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1999.0 0.0
 Dozer No 40 81.7 1999.0 0.0
 Pickup Truck No 40 75.0 1999.0 0.0 Tractor No 40 84.0 1999.0 0.0
 Vibratory Pile Driver No 20 100.8 1999.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 45.5 41.5 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.6 45.7 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 43.0 39.0 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 52.0 48.0 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.8 61.8 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.8 62.1 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #37 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 394 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1625.0 0.0 Dozer No 40 81.7 1625.0 0.0
 Pickup Truck No 40 75.0 1625.0 0.0
 Tractor No 40 84.0 1625.0 0.0
 Vibratory Pile Driver No 20 100.8 1625.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq

----- Backhoe 47.3 43.3 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.4 47.5 85.0 N/A 85.0 N/A

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 44.8 40.8 85.0 N/A 85.0 N/A

A 80.0 N/A None N/A None N/A None N/A Tractor 53.8 49.8 85.0 N/A 85.0 N/A

80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 70.6 63.6 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 70.6 63.9 85.0 N/A 85.0

N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #38 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

478 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA) -----

Backhoe No 40 77.6 1058.0 0.0

Dozer No 40 81.7 1058.0 0.0

Pickup Truck No 40 75.0 1058.0 0.0

Tractor No 40 84.0 1058.0 0.0

Vibratory Pile Driver No 20 100.8 1058.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq

----- Backhoe 51.0 47.1 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 55.2 51.2 85.0 N/A 85.0 N/A

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 48.5 44.5 85.0 N/A 85.0 N/A

A 80.0 N/A None N/A None N/A None N/A Tractor 57.5 53.5 85.0 N/A 85.0 N/A

80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 74.3 67.3 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 74.3 67.7 85.0 N/A 85.0

N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #39 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

514 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

Spec	Actual	Receptor	Estimated	Impact	Usage	Lmax	Lmax	Distance	Shielding
Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)			
Backhoe	No 40	77.6	1472.0	0.0					
Dozer	No 40	81.7	1472.0	0.0					
Pickup Truck	No 40	75.0	1472.0	0.0					
Tractor	No 40	84.0	1472.0	0.0					
Vibratory Pile Driver	No 20	100.8	1472.0	0.0					

Results

Noise Limits (dBA)	Noise Limit	Exceedance (dBA)														
			Calculated (dBA)				Day Evening Night				Day Evening Night					
			Equipment		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
			Backhoe		48.2	44.2	85.0	N/A								
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Dozer	52.3	48.3	85.0	N/A	85.0	N/A
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Pickup Truck	45.6	41.6	85.0	N/A	85.0	N/A	
A	80.0	N/A	None	N/A	None	N/A	None	N/A	Tractor	54.6	50.6	85.0	N/A	85.0	N/A	
80.0	N/A	None	N/A	None	N/A	None	N/A	Vibratory Pile Driver	71.4	64.5	85.0	N/A	85.0	N/A		
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Total	71.4	64.8	85.0	N/A	85.0	
N/A	80.0	N/A	None	N/A	None	N/A	None	N/A								

**** Receptor #40 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
536 Blue Door Church Road	Residential	40.0	37.0	34.0

Equipment

Spec	Actual	Receptor	Estimated	Impact	Usage	Lmax	Lmax	Distance	Shielding
Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)			
Backhoe	No 40	77.6	1483.0	0.0					
Dozer	No 40	81.7	1483.0	0.0					
Pickup Truck	No 40	75.0	1483.0	0.0					
Tractor	No 40	84.0	1483.0	0.0					
Vibratory Pile Driver	No 20	100.8	1483.0	0.0					

Results

Noise Limits (dBA)	Noise Limit	Exceedance (dBA)														
			Calculated (dBA)				Day Evening Night				Day Evening Night					
			Equipment		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
			Backhoe		48.1	44.1	85.0	N/A								
85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A	Dozer	52.2	48.2	85.0	N/A	85.0	N/A

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.6 41.6 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.6 50.6 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.4 64.4 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.4 64.7 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #41 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

554 Blue Door Church Road
Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1499.0 0.0
Dozer No 40 81.7 1499.0 0.0
Pickup Truck No 40 75.0 1499.0 0.0
Tractor No 40 84.0 1499.0 0.0
Vibratory Pile Driver No 20 100.8 1499.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 48.0 44.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 52.1 48.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.5 41.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.5 50.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.3 64.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.3 64.6 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #42 ****

Baselines (dBA) Description Land Use Daytime Evening Night

582 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1536.0 0.0
Dozer No 40 81.7 1536.0 0.0

Pickup Truck No 40 75.0 1536.0 0.0
Tractor No 40 84.0 1536.0 0.0 Vibratory Pile Driver No 20 100.8 1536.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 47.8 43.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.9 47.9 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.3 41.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.3 50.3 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.1 64.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.1 64.4 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #43 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

602 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1565.0 0.0
Dozer No 40 81.7 1565.0 0.0
Pickup Truck No 40 75.0 1565.0 0.0 Tractor No 40 84.0 1565.0 0.0
Vibratory Pile Driver No 20 100.8 1565.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 47.6 43.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.8 47.8 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.1 41.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.1 50.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 70.9 63.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 70.9 64.3 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #44 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 60 Blue Door Church Road Residential 40.0 37.0 34.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1979.0 0.0 Dozer No 40 81.7 1979.0 0.0
 Pickup Truck No 40 75.0 1979.0 0.0
 Tractor No 40 84.0 1979.0 0.0
 Vibratory Pile Driver No 20 100.8 1979.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 45.6 41.6 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.7 45.7 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 43.1 39.1 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 52.1 48.1 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.9 61.9 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.9 62.2 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #45 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 3965 Peden Mill Road Residential 40.0 37.0 34.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA) -----

 Backhoe No 40 77.6 1518.0 0.0
 Dozer No 40 81.7 1518.0 0.0
 Pickup Truck No 40 75.0 1518.0 0.0
 Tractor No 40 84.0 1518.0 0.0
 Vibratory Pile Driver No 20 100.8 1518.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

```

-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 47.9 43.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 52.0 48.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.4 41.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.4 50.4 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.2 64.2 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.2 64.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #46 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
3880 Peden Mill Road Residential 40.0 37.0 34.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
(feet) (dBA)
-----
Backhoe No 40 77.6 1543.0 0.0
Dozer No 40 81.7 1543.0 0.0
Pickup Truck No 40 75.0 1543.0 0.0
Tractor No 40 84.0 1543.0 0.0
Vibratory Pile Driver No 20 100.8 1543.0 0.0

```

```

Results
-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 47.8 43.8 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.9 47.9 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.2 41.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.2 50.2 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 71.0 64.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 71.0 64.4 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #47 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
3835 Peden Mill Road Residential 40.0 37.0 34.0

```


Equipment
 ----- Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 836.0 0.0
 Dozer No 40 81.7 836.0 0.0
 Pickup Truck No 40 75.0 836.0 0.0
 Tractor No 40 84.0 836.0 0.0
 Vibratory Pile Driver No 20 100.8 836.0 0.0

Results
 ----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----

 ----- Backhoe 53.1 49.1 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 57.2 53.2 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 50.5 46.6 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 59.5 55.6 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 76.4 69.4 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 76.4 69.7 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #48 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night
 ----- 3735 Peden Mill Road Residential
 40.0 37.0 34.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA)

 Backhoe No 40 77.6 1133.0 0.0
 Dozer No 40 81.7 1133.0 0.0
 Pickup Truck No 40 75.0 1133.0 0.0
 Tractor No 40 84.0 1133.0 0.0
 Vibratory Pile Driver No 20 100.8 1133.0 0.0

Results

 ----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----

 ----- Backhoe 50.5 46.5 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 54.6 50.6 85.0 N/A 85.0 N/

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.9 43.9 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 56.9 52.9 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 73.7 66.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 73.7 67.1 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #49 ****

Baselines (dBA) Description Land Use Daytime Evening Night

3070 Peden Mill Road Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 2104.0 0.0
Dozer No 40 81.7 2104.0 0.0
Pickup Truck No 40 75.0 2104.0 0.0
Tractor No 40 84.0 2104.0 0.0 Vibratory Pile Driver No 20 100.8 2104.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 45.1 41.1 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 49.2 45.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 42.5 38.5 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 51.5 47.5 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 68.3 61.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 68.3 61.7 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #50 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

2892 Peden Mill Road Residential 40.0 37.0 34.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 2401.0 0.0
Dozer No 40 81.7 2401.0 0.0
Pickup Truck No 40 75.0 2401.0 0.0 Tractor No 40 84.0 2401.0 0.0

Vibratory Pile Driver No 20 100.8 2401.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	43.9	40.0	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Dozer	48.0	44.1	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Pickup Truck	41.4	37.4	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Tractor	50.4	46.4	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Vibratory Pile Driver	67.2	60.2	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Total	67.2	60.5	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A

**** Receptor #51 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

2792 Peden Mill Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe	No 40	77.6	1751.0	0.0	Dozer	No 40	81.7	1751.0	0.0
Pickup Truck	No 40	75.0	1751.0	0.0					
Tractor	No 40	84.0	1751.0	0.0					
Vibratory Pile Driver	No 20	100.8	1751.0	0.0					

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	46.7	42.7	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Dozer	50.8	46.8	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Pickup Truck	44.1	40.1	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Tractor	53.1	49.1	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Vibratory Pile Driver	69.9	62.9	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Total	69.9	63.3	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A

**** Receptor #52 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 2703 Peden Mill Road Residential 45.0 42.0 39.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding
 Description Device (%) (dBA) (dBA) (feet) (dBA) -----

 Backhoe No 40 77.6 1238.0 0.0
 Dozer No 40 81.7 1238.0 0.0
 Pickup Truck No 40 75.0 1238.0 0.0
 Tractor No 40 84.0 1238.0 0.0
 Vibratory Pile Driver No 20 100.8 1238.0 0.0

Results

 Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

 Calculated (dBA) Day Evening Night Day Evening Night -----

 ----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
 Leq -----
 ----- Backhoe 49.7 45.7 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.8 49.8 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.1 43.1 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 56.1 52.1 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.9 66.0 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.9 66.3 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #53 ****

Baselines (dBA)
 Description Land Use Daytime Evening Night

 2651 Peden Mill Road Residential 45.0 42.0 39.0

Equipment

 Spec Actual Receptor Estimated
 Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
 (feet) (dBA) -----

 Backhoe No 40 77.6 1162.0 0.0
 Dozer No 40 81.7 1162.0 0.0
 Pickup Truck No 40 75.0 1162.0 0.0
 Tractor No 40 84.0 1162.0 0.0
 Vibratory Pile Driver No 20 100.8 1162.0 0.0

Results

```

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 50.2 46.3 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 54.3 50.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.7 43.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 56.7 52.7 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 73.5 66.5 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 73.5 66.8 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #54 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
2622 Peden Mill Road Residential 45.0 42.0 39.0

```

```

Equipment
----- Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 1232.0 0.0
Dozer No 40 81.7 1232.0 0.0
Pickup Truck No 40 75.0 1232.0 0.0
Tractor No 40 84.0 1232.0 0.0
Vibratory Pile Driver No 20 100.8 1232.0 0.0

```

```

Results
----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 49.7 45.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.8 49.9 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 47.2 43.2 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 56.2 52.2 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 73.0 66.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 73.0 66.3 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

```

**** Receptor #55 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
2598 Peden Mill Road Residential
45.0 42.0 39.0

```

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1283.0 0.0
 Dozer No 40 81.7 1283.0 0.0
 Pickup Truck No 40 75.0 1283.0 0.0
 Tractor No 40 84.0 1283.0 0.0
 Vibratory Pile Driver No 20 100.8 1283.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax

Leq -----

----- Backhoe 49.4 45.4 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.5 49.5 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Pickup Truck 46.8 42.8 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A Tractor 55.8 51.8 85.0 N/A 85.0 N/A
 80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.6 65.6 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.6 66.0 85.0 N/A 85.0
 N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #56 ****

Baselines (dBA) Description Land Use Daytime Evening Night

 2538 Peden Mill Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1358.0 0.0
 Dozer No 40 81.7 1358.0 0.0
 Pickup Truck No 40 75.0 1358.0 0.0
 Tractor No 40 84.0 1358.0 0.0 Vibratory Pile Driver No 20 100.8 1358.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax

Leq -----

----- Backhoe 48.9 44.9 85.0 N/A
 85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 53.0 49.0 85.0 N/A 85.0 N/
 A 80.0 N/A None N/A None N/A None N/A

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 46.3 42.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 55.3 51.3 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 72.1 65.2 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 72.1 65.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #57 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

2445 Peden Mill Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1769.0 0.0

Dozer No 40 81.7 1769.0 0.0

Pickup Truck No 40 75.0 1769.0 0.0 Tractor No 40 84.0 1769.0 0.0

Vibratory Pile Driver No 20 100.8 1769.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----

----- Backhoe 46.6 42.6 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 50.7 46.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 44.0 40.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 53.0 49.0 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 69.8 62.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 69.8 63.2 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #58 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

1743 Peden Mill Road Residential 55.0 52.0 49.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 2530.0 0.0 Dozer No 40 81.7 2530.0 0.0

Pickup Truck No 40 75.0 2530.0 0.0

Tractor No 40 84.0 2530.0 0.0
Vibratory Pile Driver No 20 100.8 2530.0 0.0

Results

Noise Limits (dBA)		Noise Limit Exceedance (dBA)												
Calculated (dBA)	Day	Evening	Night	Calculated (dBA)	Day	Evening	Night							
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	43.5	39.5	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Dozer	47.6	43.6	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Pickup Truck	40.9	36.9	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Tractor	49.9	45.9	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Vibratory Pile Driver	66.7	59.7	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Total	66.7	60.1	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A

**** Receptor #59 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
1595 Peden Mill Road	Residential	55.0	52.0	49.0

Equipment

Spec	Actual	Receptor	Estimated		
Impact	Usage	Lmax	Lmax	Distance	Shielding
Description	Device (%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe No 40	77.6	2546.0	0.0		
Dozer No 40	81.7	2546.0	0.0		
Pickup Truck No 40	75.0	2546.0	0.0		
Tractor No 40	84.0	2546.0	0.0		
Vibratory Pile Driver No 20	100.8	2546.0	0.0		

Results

Noise Limits (dBA)		Noise Limit Exceedance (dBA)												
Calculated (dBA)	Day	Evening	Night	Calculated (dBA)	Day	Evening	Night							
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	43.4	39.4	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Dozer	47.5	43.6	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Pickup Truck	40.9	36.9	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Tractor	49.9	45.9	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Vibratory Pile Driver	66.7	59.7	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A
Total	66.7	60.0	85.0	N/A	85.0	N/A	80.0	N/A	None	N/A	None	N/A	None	N/A

**** Receptor #60 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

1325 Peden Mill Road Residential 55.0 52.0 49.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding Description Device (%) (dBA) (dBA)
(feet) (dBA)

Backhoe No 40 77.6 1707.0 0.0
Dozer No 40 81.7 1707.0 0.0
Pickup Truck No 40 75.0 1707.0 0.0
Tractor No 40 84.0 1707.0 0.0
Vibratory Pile Driver No 20 100.8 1707.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq -----

----- Backhoe 46.9 42.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.0 47.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 44.3 40.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 53.3 49.4 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 70.2 63.2 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 70.2 63.5 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

**** Receptor #61 ****

Baselines (dBA)
Description Land Use Daytime Evening Night

1319 Peden Mill Road Residential 55.0 52.0 49.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 1577.0 0.0
Dozer No 40 81.7 1577.0 0.0
Pickup Truck No 40 75.0 1577.0 0.0
Tractor No 40 84.0 1577.0 0.0
Vibratory Pile Driver No 20 100.8 1577.0 0.0

Results

```

----- Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 47.6 43.6 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 51.7 47.7 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 45.0 41.0 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 54.0 50.0 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 70.8 63.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Total 70.8 64.2 85.0 N/A 85.0
N/A 80.0 N/A None N/A None N/A None N/A

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**** Receptor #62 ****

```

Baselines (dBA)
Description Land Use Daytime Evening Night
-----
----- 1271 Tyree Chapel Road Residential
45.0 42.0 39.0

```

```

Equipment
-----
Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)
-----
Backhoe No 40 77.6 312.0 0.0
Dozer No 40 81.7 312.0 0.0
Pickup Truck No 40 75.0 312.0 0.0
Tractor No 40 84.0 312.0 0.0
Vibratory Pile Driver No 20 100.8 312.0 0.0

```

Results

```

-----
Noise Limits (dBA) Noise Limit Exceedance (dBA) -----
-----
Calculated (dBA) Day Evening Night Day Evening Night -----
-----
----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 61.7 57.7 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 65.8 61.8 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 59.1 55.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 68.1 64.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 84.9 77.9 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A 4.9 N/A Total 84.9 78.3 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A 4.9 N/A

```

**** Receptor #63 ****

```

Baselines (dBA) Description Land Use Daytime Evening Night
-----
-----
172 Hendricks Road Residential 45.0 42.0 39.0

```

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 536.0 0.0

Dozer No 40 81.7 536.0 0.0

Pickup Truck No 40 75.0 536.0 0.0

Tractor No 40 84.0 536.0 0.0 Vibratory Pile Driver No 20 100.8 536.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax

Leq -----

----- Backhoe 57.0 53.0 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 61.1 57.1 85.0 N/A 85.0 N/

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 54.4 50.4 85.0 N/A 85.0 N/

A 80.0 N/A None N/A None N/A None N/A Tractor 63.4 59.4 85.0 N/A 85.0 N/A

80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 80.2 73.2 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A 0.2 N/A Total 80.2 73.6 85.0 N/A 85.0 N/

A 80.0 N/A None N/A None N/A 0.2 N/A

**** Receptor #64 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

? Hendricks Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated

Impact Usage Lmax Lmax Distance Shielding

Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 125.0 0.0

Dozer No 40 81.7 125.0 0.0

Pickup Truck No 40 75.0 125.0 0.0 Tractor No 40 84.0 125.0 0.0

Vibratory Pile Driver No 20 100.8 125.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax

Leq -----

----- Backhoe 69.6 65.6 85.0 N/A

85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 73.7 69.7 85.0 N/A 85.0 N/

A 80.0 N/A None N/A None N/A None N/A Pickup Truck 67.0 63.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 76.0 72.1 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 92.9 85.9 85.0 N/A
85.0 N/A 80.0 N/A 7.9 N/A 7.9 N/A 12.9 N/A Total 92.9 86.2 85.0 N/A 85.0 N/A
80.0 N/A 7.9 N/A 7.9 N/A 12.9 N/A

**** Receptor #65 ****

Baselines (dBA)

Description Land Use Daytime Evening Night

1666 Tyree Chapel Road Residential 45.0 42.0 39.0

Equipment

Spec Actual Receptor Estimated
Impact Usage Lmax Lmax Distance Shielding
Description Device (%) (dBA) (dBA) (feet) (dBA)

Backhoe No 40 77.6 95.0 0.0 Dozer No 40 81.7 95.0 0.0
Pickup Truck No 40 75.0 95.0 0.0
Tractor No 40 84.0 95.0 0.0
Vibratory Pile Driver No 20 100.8 95.0 0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA) -----

Calculated (dBA) Day Evening Night Day Evening Night -----

----- Equipment Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax Leq Lmax
Leq -----
----- Backhoe 72.0 68.0 85.0 N/A
85.0 N/A 80.0 N/A None N/A None N/A None N/A Dozer 76.1 72.1 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Pickup Truck 69.4 65.4 85.0 N/A 85.0 N/
A 80.0 N/A None N/A None N/A None N/A Tractor 78.4 74.4 85.0 N/A 85.0 N/A
80.0 N/A None N/A None N/A None N/A Vibratory Pile Driver 95.2 88.3 85.0 N/A
85.0 N/A 80.0 N/A 10.2 N/A 10.2 N/A 15.2 N/A Total 95.2 88.6 85.0 N/A 85.0
N/A 80.0 N/A 10.2 N/A 10.2 N/A 15.2 N/A

ATTACHMENT 3

Date: Jun/05/2016

TRANSFORMER TEST REPORT

33.000 / 44.000 / 55.000 MVA

138.00Y - 34.50Y - 13.80 kV

ONAN / ONAF1 / ONAF2

Serial No: **G3529-01**

Purchaser: **SITE CONSTRUCTORS INC**



Test Engineer



Moisés Rodríguez C.

Test Leader



Design Engineer

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TEST REPORT

Purchaser: SITE CONSTRUCTORS INC

Serial No.: G3529-01

Rating: 33.000/44.000/55.000 MVA

Date: 06/09/2016

SOUND LEVEL TEST

Taps Positions: HV: 3 LV: NOM

Test Voltage: 34500 Volts

ONAF2

Test Performed according to IEEE C57.12.90

POS	2. Ambient + Transformer		5. Corrected Masurements	
	1/3 Height	2/3 Height	1/3 Height	2/3 Height
1	75.0	76.0	73.7	75.0
2	74.9	75.8	73.6	74.8
3	75.0	76.1	73.7	75.1
4	76.1	77.4	75.1	76.8
5	77.4	78.4	76.8	78.0
6	78.1	79.0	77.5	78.6
7	77.9	77.9	77.3	77.3
8	77.4	77.6	76.8	77.0
9	76.9	77.1	76.1	76.3
10	76.1	77.5	75.1	76.9
11	77.5	78.2	76.9	77.6
12	78.0	77.9	77.4	77.3
13	77.9	79.0	77.3	78.6
14	78.2	77.4	77.6	76.8
15	76.4	78.2	75.6	77.6
16	76.9	78.9	76.1	78.5
17	77.5	76.9	76.9	76.1
18	76.1	77.0	75.1	76.2
19	76.0	76.1	75.0	75.1
20	75.9	75.8	74.9	74.8
21	77.4	76.1	76.8	75.1
22	76.1	76.9	75.1	76.1
23	75.4	77.4	74.4	76.8
24	75.9	73.9	74.9	72.3
25	76.1	75.8	75.1	74.8
26	75.9	76.1	74.9	75.1
27	74.9	76.9	73.6	76.1
28	77.0	77.0	76.2	76.2
29	76.1	76.1	75.1	75.1

1. Before:		3. After:	
POS	Amb	POS	Amb
A	69.0	A	68.9
B	68.4	B	68.6
C	68.8	C	69.2
D	69.1	D	68.9

4. Avg. Ambient
69

6. Avg. Amb + Trans
77

Height (H): 3.63 m

Length (Lm): 29.9 m

Surface (S): 135.7 m²

Guaranteed: 79 dB

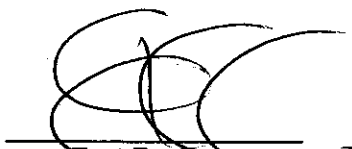
Notes:

Test Performed at NO LOAD condition

Avg. Sound Pressure Level (Lp): 76 dB(A)

Sound Power Level (Lw): 97 dB(A)

Results: Accepted


Test Engineer


Design Engineer

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FRONT VIEW



BACK VIEW



TECHNICAL CHARACTERISTICS

HEM

REFERENCE	FS3510M	
OUTPUT	AC Output Power (kVA/kW) @50°C ^[1]	3510
	AC Output Power (kVA/kW) @40°C ^[1]	3630
	Operating Grid Voltage (VAC)	34.5kV ±10%
	Operating Grid Frequency (Hz)	60Hz
	Current Harmonic Distortion (THDi)	< 3% per IEEE519
	Power Factor (cosine phi) ^[3]	0.5 leading ... 0.5 lagging adjustable / Reactive Power injection at night
INPUT	MPPt @full power (VDC)	934V-1310V
	Maximum DC voltage	1500V
	Number of PV inputs ^[2]	Up to 36
	Number of Freemaq DC/DC inputs ^[4]	Up to 6
	Max. DC continuous current (A) ^[4]	3970
	Max. DC short circuit current (A) ^[4]	6000
EFFICIENCY & AUXILIARY SUPPLY	Efficiency (Max) (η)	97.80% including MV transformer
	CEC (η)	97.51% including MV transformer
	Max. Power Consumption (KVA)	20
CABINET	Dimensions [WxDxH] (ft)	21.7 x 7 x 7
	Dimensions [WxDxH] (m)	6.6 x 2.2 x 2.2
	Weight (lb)	30865
	Weight (kg)	14000
	Type of ventilation	Forced air cooling
ENVIRONMENT	Degree of protection	NEMA 3R
	Permissible Ambient Temperature	-35°C to +60°C / >50°C Active Power derating
	Relative Humidity	4% to 100% non condensing
	Max. Altitude (above sea level) ^[5]	2000m
	Noise level ^[6]	< 79 dBA
CONTROL INTERFACE	Communication protocol	Modbus TCP
	Plant Controller Communication	Optional
	Keyed ON/OFF switch	Standard
PROTECTIONS	Ground Fault Protection	GFDI and Isolation monitoring device
	General AC Protection	MV Switchgear (configurable)
	General DC Protection	Fuses
	Overvoltage Protection	AC, DC Inverter and auxiliary supply type 2
CERTIFICATIONS	Safety	UL 1741, CSA 22.2 No.107.1-16
	Compliance	NEC 2017
	Utility interconnect	IEEE 1547.1-2005 / UL 1741 SA-Feb. 2018

[1] Values at 1.00·Vac nom and cos Φ= 1. Consult Power Electronics for derating curves.

[2] Consult Power Electronics for other configurations.

[3] Consult P-Q charts available: $Q(kVAR)=\sqrt{(S(kVA))^2-P(kW)^2}$.

[4] Consult Power Electronics for Freemaq DC/DC connection configurations.

[5] Consult Power Electronics for altitudes above 1000m.

[6] Readings taken 1 meter from the back of the unit.

EXHIBIT D

Conditional Use Permit Applications

FRANKLIN-SIMPSON PLANNING & ZONING

FORM 8

(To be filed with the Administrative Officer 21 consecutive days before next BOA meeting)

Date: January 5, 2021

PROPERTY FOR WHICH VARIANCE OR CONDITIONAL USE PERMIT IS REQUESTED

Location/Address: Tyree Chapel Road, Map Nos. 044-00-00-011.00 & 044-00-00-012.00

Description: 309.14 acres. See Exhibit A

124.6658 acres. See Exhibit B. See also aerial map attached as Exhibit C.

Present Owner: Roger Hoffman owns 309.14 acres

Present Use Of Property Summers Hodges Farm, LLC owns 124.6658 acres

Property Crop farming

Present Zoning: Agricultural

Describe Adjacent Property: All adjacent properties are crop farming operations.

Reason for Request Construction and installation of solar panels.

Solar farm (Section 9.8) listed as a conditional use - Section 8.2.3.

Principal Petitioner(s) MUST BE PRESENT AT THE BOARD OF ADJUSTMENTS MEETING TO BE HELD ON: Feb. 22, 2021, 5:30 p.m.

(Date)

Name(s) of Principal Petitioner(s): Braden Houston (Horus Kentucky 1, LLC)

Braden Houston, Authorized Agent

Phone Number(s): 617.530.0029

PROPERTY DESCRIPTION

PARCEL 2:

Tract I:

Beginning at a set iron pin in the western line of the 30' right-of-way of the Tyree Chapel Road, a common corner with Tyree, said pin being located N 01° 58' 13" W, 1757.00 feet from the centerline intersection of the Geddes Road and said Tyree Chapel Road; thence leaving said right-of-way with a line of said Tyree and then Rosdeutscher N 84° 44' 13" W, 3860.41 feet to a set iron pin in the eastern line of the 66' right-of-way of the CSX Railroad, a common corner with Rosdeutscher, thence with said railroad right-of-way N 02° 53' 26" W, 319.71 feet to a set iron pin, a common corner with Gillespie; thence leaving the right-of-way with six (6) lines of Gillespie to found iron pins as follows: N 60° 26' 44" E, 1521.38 feet; thence S 48° 56' 56" E, 1193.29 feet; thence N 84° 46' 06" E, 207.95 feet; thence N 82° 26' 45" E, 128.63 feet; thence S 71° 22' 36" E, 166.52 feet; thence N 79° 28' 20" E 757.96 feet to a found iron pin in the west right-of-way of the Tyree Chapel Road; thence with said right-of-way six (6) calls to points as follows: in a curve to the right having a Chord Bearing S 14° 34' 58" E, 28.95 feet; an R = 237.65 feet; Arc = 28.97 feet and a Delta = 06° 59' 03", thence S 07° 20' 26" E, 74.24 feet; thence in a curve to the left having a Chord Bearing S 23° 24' 10" E, 200.67 feet, an R = 362.64 feet; Arc = 203.32 feet and a Delta = 32° 07' 28"; thence S 39° 27' 55" E, 298.19 feet; thence in a curve to the right having a Chord Bearing S 30° 16' 29" E, 115.11 feet; an R = 360.34; Arc = 115.60 and Delta = 18° 22' 51", thence S 21° 05' 04" E, 127.42 feet; thence in a curve to the right having a Chord Bearing S 19° 17' 06" E, 28.63 feet; an R = 455.85', Arc = 28.63 feet and Delta = 03° 35' 56" to a set iron pin being the point of beginning containing 59.80 acres as per survey conducted under the direction and supervision of Shane N. Van Meter, PLS #3111 in March, 1995

Tract II:

Beginning at a set iron pin in the east line of the 30' right-of-way of the Tyree Chapel Road, said pin being a common corner with Kitchens and located 448' northerly of the centerline intersection of the Geddes Road and Tyree Chapel Road; thence following the eastern right-of-way of the Tyree Chapel Road 18 calls to points as follows: N 08° 59' 48" W, 43.90 feet; thence in a curve to the right having a Chord Bearing N 02° 31' 16" W, 205.44 feet; an R = 910.82 feet, Arc = 205.87 feet and Delta = 12° 57' 02"; thence N 03° 57' 15" E, 894.21 feet; thence in a curve to the left having a Chord Bearing N 08° 33' 55" W, 210.63 feet; an R = 435.85 feet; Arc = 212.32 feet and a Delta = 25° 02' 19"; thence N 21° 05' 04" W, 127.42 feet; thence in a curve to the left having a Chord Bearing N 30° 15' 29" W 124.69 feet; an R = 390.34 feet; Arc = 125.22 feet and a Delta = 18° 22' 51"; thence N 39° 27' 55" W, 298.19 feet; thence in a curve to the right having a Chord Bearing N 23° 24' 10" W, 134.07 feet; an R = 332.64 feet; Arc = 136.50 feet and a Delta = 32° 07' 28"; thence N 07° 20' 26" W, 75.19 feet; thence in a curve to the left having a Chord Bearing N 30° 11' 07" W, 177.02 feet; an R = 267.65 feet, Arc = 180.42 feet and Delta = 38° 37' 20"; thence N 48° 40' 07" W, 1486.53 feet; thence in a curve to the right having a Chord Bearing N 04° 50' 12" E, 125.41 feet; an R = 78.00 feet; Arc = 145.68 feet and a Delta = 107° 00' 39"; thence N 58° 20' 32" E, 528.34 feet; thence in a curve to the right

having a Chord Bearing N 76° 57' 17" E, 239.71 feet; a R = 375.52 feet; Arc = 243.98 feet and a Delta = 37° 13' 30"; thence S 84° 25' 59" E, 296.29 feet; thence in a curve to the left having a Chord Bearing N 88° 12' 08" E, 128.07 feet; an R = 499.54 feet; Arc = 128.42 feet and a Delta = 14° 43' 46"; thence N 80° 50' 16" E, 55.03 feet; thence in a curve to the left having a Chord Bearing N 26° 23' 51" E, 113.89 feet; an R = 70.00 feet; Arc = 133.02 and a Delta = 108° 52' 49"; thence N 28° 02' 33" W, 396.92 feet to a set iron pin at the right of way intersection of the Tyree Chapel Road and the southern line of the 30' right-of-way of the Independence Road; thence with the southern right-of-way line of the Independence Road three (3) calls to points as follows: N 84° 52' 38" E, 1217.44 feet; thence in a curve to the left having a Chord Bearing N 71° 09' 30" E, 195.83 feet; an R = 412.86 feet; Arc = 197.71 feet and a Delta = 27° 26' 17"; thence N 57° 26' 22" E, 434.90 feet; thence in a curve to the right having a Chord Bearing N 75° 26' 45" E, 203.20 feet, an R = 328.67', Arc = 206.59 feet and a Delta = 36° 00' 47" to a set iron pin, a corner to Hinton and being approximately 10 feet west of the centerline of a gravel drive, thence leaving said right-of-way and with three (3) lines of Hinton as follows: S 03° 23' 37" E, 3341.74 feet to a found steel fence post; thence N 88° 31' 53" E, 1281.43 feet to a found steel fence post; thence S 06° 12' 08" E, 1253.41 feet to a found stone at the base of a 24" cedar, a common corner with Hinton and Denning, thence with Denning five (5) lines as follows: N 74° 57' 28" W, 587.71 feet to a set iron pin; thence S 62° 06' 09" W, 698.17 feet to an 8" fence post; thence S 05° 15' 23" E, 388.73 feet to a set iron pin; thence S 71° 41' 48" W, 381.68 feet to a 36" Oak; thence S 03° 02' 45" W, 602.46 feet to a found steel fence post; a common corner to R. Kitchens; thence N 87° 47' 51" W, 294.19 feet to a 8" fence post, a common corner with J. Kitchens; thence with three (3) lines of Kitchens as follows: N 04° 02' 05" E, 496.15 feet to a set iron pin; thence N 04° 55' 56" E, 724.85 feet to a 8" fence post; thence N 86° 55' 50" W, 1300.40 feet to a set iron pin being the point of beginning containing 249.34 acres as per survey conducted under the direction and supervision of Shane N. Van Meter, PLS #3111 in March, 1995.

Being the same property conveyed to Roger Hoffman by Freddie Higgins and his wife, Jamie G. Higgins, by deed dated April 7, 1995, of record in Deed Book 195, Page 655, Simpson County Clerk's Office. Nancy Kinkade, unmarried, conveyed all of her right, title and interest to this part of the subject property to Roger D. Hoffman by quitclaim deed dated July 18, 2006, of record in Deed Book 266, Page 101, Simpson County Clerk's Office.

PROPERTY DESCRIPTION

TRACT I:

Beginning at a stone in the middle of a public road, corner to Hendricks in the line of Lester Hammond; running thence S $58\frac{1}{4}^{\circ}$ W 30.53 chains to a stake, corner to V.M. Hammond; thence S $59\frac{3}{4}^{\circ}$ W 12.68 chains to a stone, another of his corners in the line of the right-of-way of the Louisville and Nashville Railroad Company; thence with the line of said right-of-way N $7\frac{3}{4}^{\circ}$ W $23\frac{1}{2}$ chains to a stake; thence N $6\frac{1}{2}^{\circ}$ W 7.24 chains to a stone, corner to R.L. Mayes' thence N $58\frac{3}{4}^{\circ}$ E 20.3 chains to a stone, corner of R.L. Mayes and W. H. Hughes; thence S $34\frac{1}{4}^{\circ}$ E 11.03 chains to a stone, corner to Hughes; thence N $60\frac{1}{4}^{\circ}$ E 10.1 chains to a stake, corner to Hughes and Hendricks; thence S $27\frac{3}{4}^{\circ}$ E 16.04 chains to the place of beginning, containing 92 acres, more or less, reserving therefrom one (1) acre for graveyard as now located.

Being the same property conveyed by G. William Leach, Jr., Trustee, to C.A. Gillespie, III and wife, Beverly M. Gillespie by deed dated March 21, 2014, of record in Deed Book 308, Page 572, Simpson County Clerk's Office.

TRACT II:

A certain parcel of land located on the Tyree Chapel Road, near the community of Geddes, in Simpson County, Kentucky, and more particularly described as follows, to-wit:

Beginning at an iron pin corner on the west right-of-way of Tyree Chapel Road approximately 0.8 mile northwesterly of the Geddes Road, said iron pin being the southeasterly corner of McCall and the northeasterly corner of herein-described property; thence from said iron pin and leaving the right in line with McCall S $60^{\circ} 11' 21''$ W 637.02 feet to an iron pin corner with McCall; thence with McCall's line N $29^{\circ} 48' 39''$ W 200.00 feet to an iron pin corner common with McCall in the line of Gillespie; thence with the Gillespie line S $60^{\circ} 10' 27''$ W 425.58 feet to an iron pin corner with the Higgins parent tract of herein-described property; thence with a new line with Higgins S $48^{\circ} 13' 19''$ E 1193.29 feet to an iron pin; thence with Higgins four (+) calls as follows: (1) N $35^{\circ} 24' 43''$ E 207.95 feet to an iron pin, (2) N $83^{\circ} 05' 22''$ E 128.53 feet to an iron pin, (3) S $70^{\circ} 43' 59''$ E 166.52 feet to an iron pin, (4) N $80^{\circ} 06' 57''$ E 757.96 feet to an iron pin in the western right-of-way of Tyree Chapel Road; thence with a curve to the left with the right-of-way as arc length = 130.54 feet, Radius = 237.65 feet, Delta = $31^{\circ} 28' 22''$ to an iron pin; thence with right-of-way N $48^{\circ} 01' 30''$ W 1397.22 feet to the point of beginning, containing 29.8284 acres, being a portion of the lands conveyed to Fred and Ralph Higgins in Deed Book 128, Page 24, Simpson County Clerk's Office.

Being the same property conveyed to C.A. Gillespie, III and wife, Beverly M. Gillespie by Freddie Higgins and wife, Jamie G. Higgins by deed dated February 18, 1993, of record in Deed Book 184, Page 200, Simpson County Clerk's Office.

TRACT III:

Beginning at an iron pin on the west 30 foot right-of-way line of the Tyree Chapel Road on a corner with C.A. Gillespie, said corner being northernmost point of the property and located in curve of said road; thence with right-of-way along curve arc 143.22 feet to a set iron pin, curve has a 108.00 foot radius and a 133.03 foot chord on a bearing of S 19° 41' 24" E; thence from pin along right-of-way S 45° 44' 13" E 71.79 feet to a set iron pin, said iron pin being a corner common to the parent tract belonging to Fred and Ralph Higgins; thence with Higgins property S 60° 11' 21" W 637.02 feet to a set iron pin common with Higgins; thence N 29° 48' 39" W 200 feet to a set iron pin in the C.A. Gillespie property line; thence N 60° 11' 21" E 640.70 feet with Gillespie property to the point of beginning, containing 123.595.13 square feet o 2.8374 acres according to September 2, 1992, survey of Van Meter Engineering, Inc.

Being the same property conveyed o C.A. Gillespie III and wife, Beverly M. Gillespie by Mary Belle McCall, unmarried, by deed dated September 17, 1993, of record in Deed Book 187, Page 308, Simpson County Clerk's Office.

Being the same property conveyed to Summers Hodges Farm, LLC by C. A. Gillespie, III and wife, Beverly M. Gillespie, by deed dated September 14, 2016, of record in Deed Book 323, Page 205, Simpson County Clerk's Office.

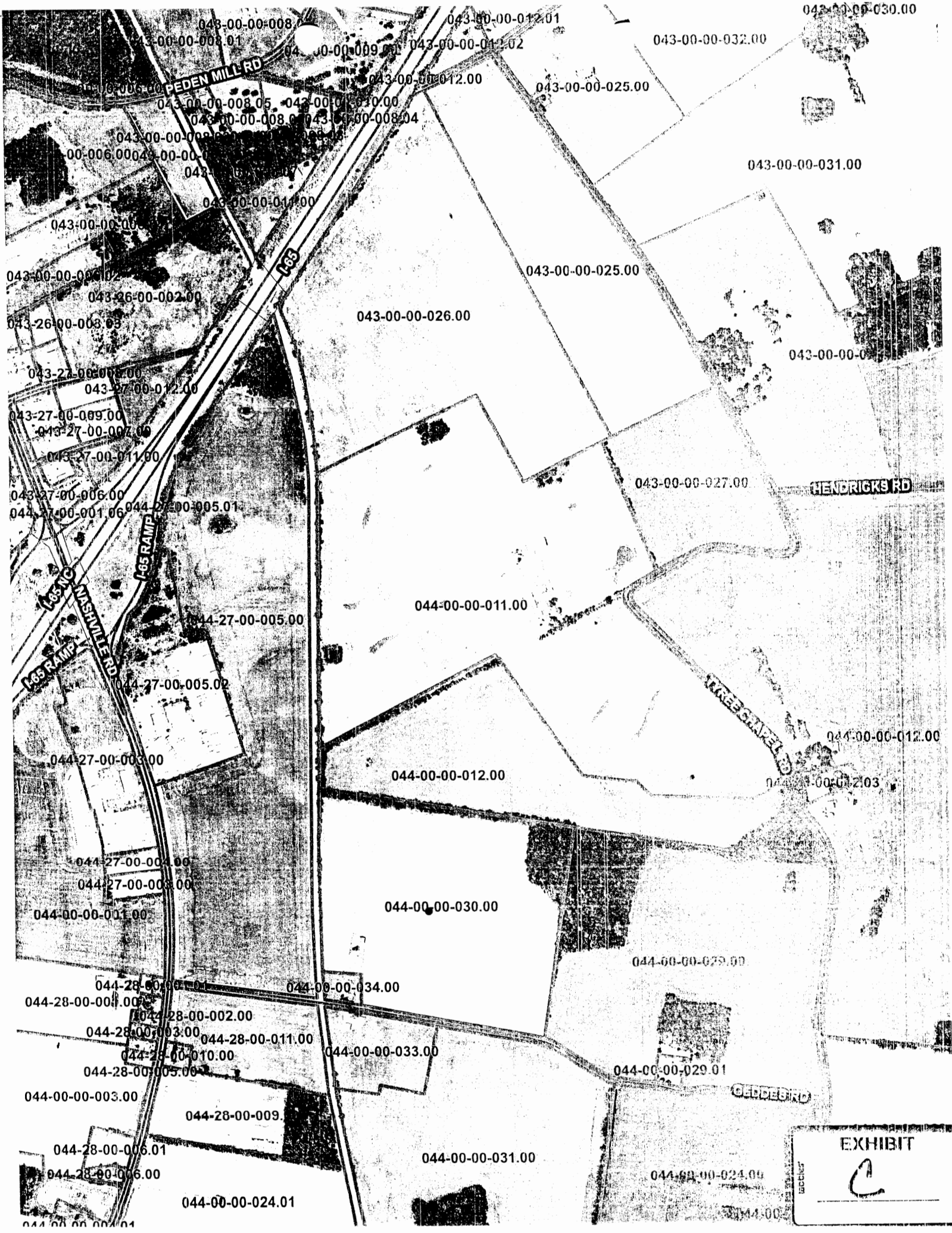


EXHIBIT
C

ADJACENT PROPERTY OWNERS NAME & MAILING ADDRESS FORM

Applicants are required to furnish the Franklin-Simpson Planning & Zoning office with the names and mailing address of the owners of all adjacent property. Adjacent property is defined as being property across roads, streets, interstates, rivers, streams, etc., as well as abutting the subject property. The applicant may rely on the records maintained by the Simpson County Property Value Administrator to determine the identity and address of the adjacent property owners.

PVA Map Code #	Location of Property	Name of Property Owner(s)	Mailing Address of Property Owner(s) (Street, State & Zip Code)	Deed Book & Page #
43-00-00-026.00	Peden Mill Road	Summers Hodges Farm LLC	640 Kenny Perry Drive Franklin Ky 42134	313/652
43-00-00-027.00	172 Hendricks Road	Steven B. Baldwin	PO Box 742 Goodlettsville, TN 37070	244/137
44-00-00-012.03	1666 Tyree Chapel Road	Glenn Delmart	555 Ridge Road Bowling Green, Ky 42101-8965	249/480
44-00-00-030.00	Tyree Chapel Road	John P. Crafton et al Trustees	1036 Highway 52 West Portland, TN 37148	314/530
44-00-00-029.00	Tyree Chapel Road	Ronald Joe Tyree and Hazel Deloris	4806 Nashville Road Franklin Ky 42134	300/105
44-00-00-013.00	Hendricks Road	Bobby Hinton	555 Hwy 259 Portland, TN 37148	81/595
44-00-00-028.00	2180 Tyree Chapel Road	John P. Crafton et al Trustees	1036 Highway 52 West Portland, TN 37148	314/530
44-00-00-015.06	3965 Peden Mill Road	George R. Rediker Jr	3965 Peden Mill Road Franklin, Ky 42134	267/199
44-00-00-015.05	3851 Peden Mill Road	George Richard Rediker Jr and Kathryn Hoopes	3965 Peden Mill Road Franklin Ky 42134	308/332

Melinda M Mayeux, Deputy
Signature from PVA Office

Signature of Applicant

ADJACENT PROPERTY OWNERS NAME & MAILING ADDRESS FORM

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144-00-00

PVA Map Code #	Location of Property	Name of Property Owner(s)	Mailing Address of Property Owner(s) (Street, State & Zip Code)	Deed Book & Page #
014.00	3735 Peden Mill Road	John Austin Adams and Shae Lynn	3735 Peden Mill Road Franklin Ky 42134	340/153

Melinda M. Mays, Deputy
Signature from PVA Office

Signature of Applicant

FRANKLIN-SIMPSON PLANNING & ZONING

COPY

FORM 8

(To be filed with the Administrative Officer 21 consecutive days before next BOA meeting)

Date: 4/1/2021

PROPERTY FOR WHICH VARIANCE OR CONDITIONAL USE PERMIT IS REQUESTED

Location/Address: Tyree Chapel Road, Map. No. 043-00-00-026.00 and portion of 043-00-00-025.00

Description: Exhibit 1 - 86.17 acres
Exhibit 2 - 50.06 acres (Tract II only)
Exhibit 3 - Aerial map

Present Owner: Summers-Hodges owns 86.17 acres (Ex. 1); Summers-Rosdeutscher owns 50.06 acres (Ex. 2, Tract II)

Present Use Of Property: Crop farming

Present Zoning: Agricultural

Describe Adjacent Property: All adjacent properties are crop farming operations

Reason for Request: Construction and installation of solar panels.

Principal Petitioner(s) MUST BE PRESENT AT THE BOARD OF ADJUSTMENTS MEETING TO BE HELD ON: APRIL 26, 2021, 5:30 p.m.C.T.

(Date)

Name(s) of Principal Petitioner(s): HORUS Kentucky 1, LLC by Braden Houston, Authorized Agent

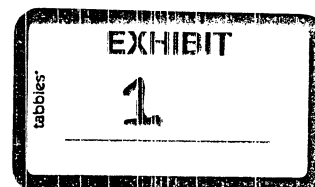
Braden Houston

Phone Number(s): 617.530.0029

Being a certain parcel or tract of land situated in Simpson County, Kentucky, adjoining the CSX Railroad Property (Formerly L & N Railroad) on the southeastern side of Interstate 65 on the south side of Peden Mill Road where it dead ends at Interstate 65, being approximately 4 miles south of Franklin, Kentucky, being more particularly described as follows:

Beginning on a five-eighths inch iron re-bar found (capped Dunning) N 28 degrees 03 minutes 37 seconds W 2.70 feet from a wooden fence post on the south margin of Peden Mill Road at its dead end at Interstate 65, being the northwest corner of the Summers Rosdeutscher Farm, LLC. (D.B. 305 P. 43), being the northeast corner of the herein described tract, thence running with the western line of Summers Rosdeutscher Farm, LLC. (D.B. 305 P. 43) along a general fence line S 28 degrees 03 minutes 37 seconds E 2,929.34 feet to a railroad Crosstie Post found at the southwest corner of the Summers Rosdeutscher Farm, LLC. (D.B. 305 P. 43) in the northern line of Steven B. Baldwin (D.B. 244 P. 137), thence running with the northern line of Steven B. Baldwin (D.B. 244 P. 137) and picking up a northern line of C. A. Gillespie, III, et ux (D.B. 308 P. 572) S 63 degrees 23 minutes 40 seconds W 755.39 feet to a half inch iron re-bar set at a disturbed wooden corner post at a corner of C. A. Gillespie, III, et ux (D.B. 308 P. 572), thence continuing to run and corner with C. A. Gillespie, III, et ux (D.B. 308 P. 572) for the next two calls: N 28 degrees 20 minutes 35 seconds W 730.43 feet with a net wire fence to a half inch iron re-bar set at the base of a disturbed wooden fence post, thence S 63 degrees 44 minutes 58 seconds W 1,333.96 feet along a partial staked and partial old net wire fence to a half inch iron re-bar set on the eastern right-of-way of the CSX Railroad Property (formerly L & N Railroad), being set 33.00 feet (as referenced in a previous deed dated April 6th, 1883 in Deed Book 4 Page 325) from the center of the tracks, thence running with the eastern right-of-way of the CSX Railroad Property (formerly L & N Railroad) along a curve segment to the left having a delta of 19 degrees 25 minutes 22 seconds, a radius of 3,889.03 feet, a tangent of 665.56 feet, a chord of N 11 degrees 59 minutes 23 seconds W 1,312.04 feet, running along the curve segment for an arc length of 1,313.34 feet to a half inch iron re-bar set on the eastern right-of-way of the CSX Railroad Property (formerly L & N Railroad), being set 33.00 feet from the center of the tracks on the southeastern right-of-way of Interstate 65, being 105.00 feet from the centerline of the Interstate, thence running and cornering with the southeastern right-of-way of Interstate 65 for the next four calls: N 34 degrees 02 minutes 42 seconds E 759.98 feet to a half inch iron re-bar set 150.00 feet from the centerline of the Interstate, thence N 50 degrees 44 minutes 39 seconds E 104.40 feet to a half inch iron re-bar set 130.00 feet from the centerline of the Interstate, thence N 34 degrees 02 minutes 42 seconds E 300.00 feet to a half inch iron re-bar set 130.00 feet from the centerline of the Interstate, thence N 21 degrees 01 minutes 13 seconds E 142.00 feet to a half inch iron re-bar set on the southeastern right-of-way of Interstate 65, being set 133.00 feet from the centerline of Interstate 65 on the southern margin of Peden Mill Road at its dead end, thence running with the southern margin of Peden Mill Road N 61 degrees 01 minute 33 seconds E 106.39 feet to the beginning, containing 25.17 acres more or less. The above description was prepared from a survey, performed by Richard D. Graves, Kentucky Registered Land Surveyor No. 3223, on the 13th, 27th, 29th, and 30th day of December, 2014, and completed on the 30th day of December, 2014.

All half inch iron re-bars set are capped with a yellow plastic cap stamped R.D. GRAVES KYLS3223 unless otherwise noted.



The above described tract is subject to any right-of-ways, easements - including a waterline easement of record in Deed Book 191, Page 174, and another waterline easement in favor of Simpson County of record in Deed Book 109, Page 45, a 20.00 foot utility easement running along the Interstate of record in Deed Book 150 Page 219, and a permanent telecommunications utility easement adjoining CSX Railroad of record in Deed Book 310 Page 514 - all being in the Simpson County Court Clerk's Office, encroachments, liens, and leases including an unrecorded lease for advertising signs in favor of Kentucky Outdoor Advertising, Inc.

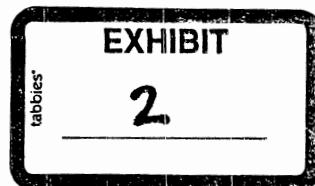
The right-of-way for the CSX Railroad Property (formerly L & N Railroad) was called out in a previous deed of title to be 33.00 feet from the center of the tracks. See Deed Book 4 Page 325.

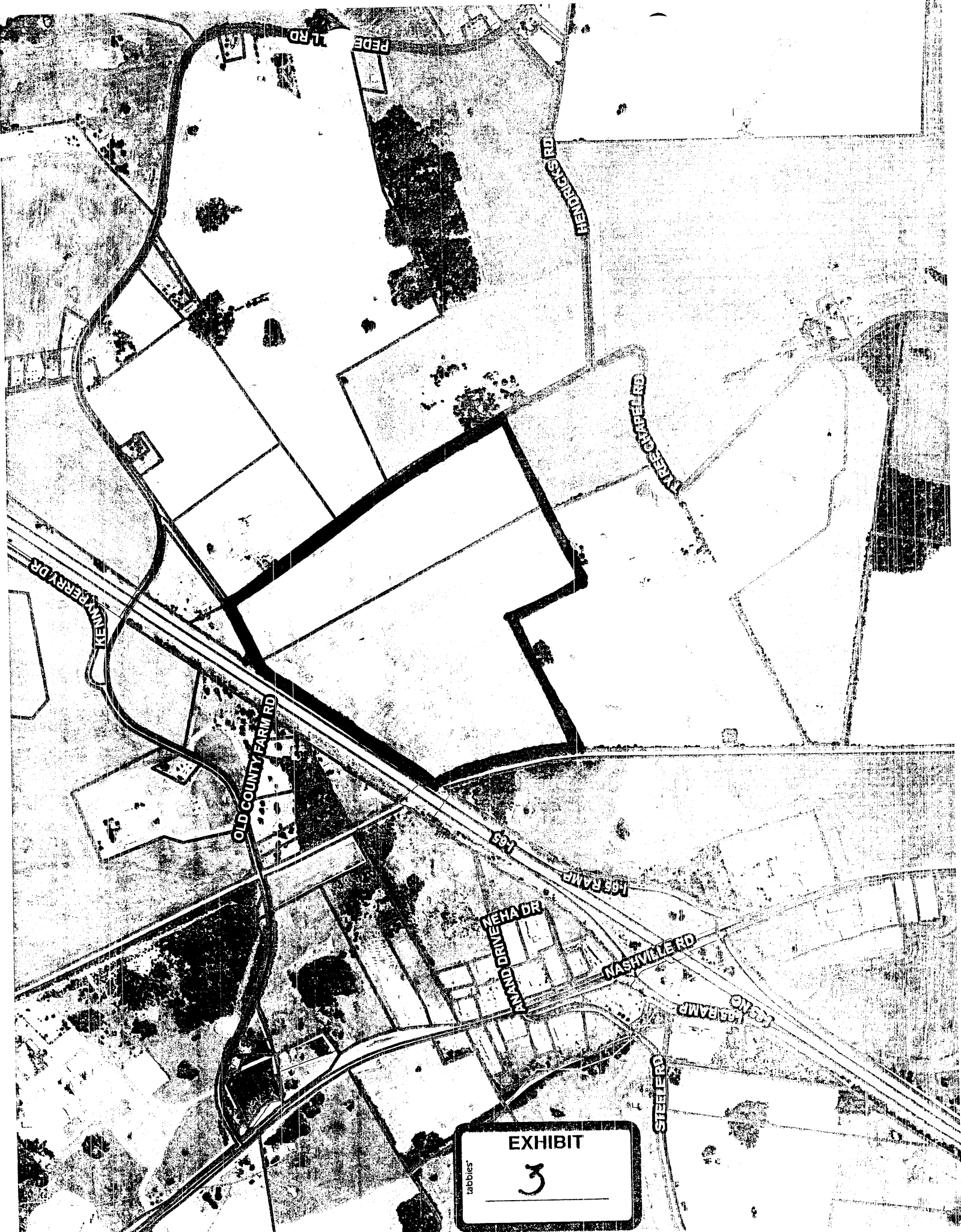
Being the same property conveyed to Summers Hodges Farm, LLC by Sherry A. Hodges, unmarried; Audra Carter and Robert Carter, wife and husband; and Charity Elizabeth Hodges, unmarried, by deed dated February 12, 2015, of record in Deed Book 313, Page 652, Simpson County Clerk's Office.

TRACT II:

Beginning at an iron pin set in the southerly right-of-way of County Farm Road (15 feet from centerline), the northwest corner to the subject owners, the Howard Rosdeutscher heirs as originally appears in Deed Book 63, Page 61 at a corner of the Mark Hodges property as described in Deed Book 165, Page 257; thence along the meanders of the southerly right-of-way of County Farm Road the following three (3) calls: (1) N 57° 59' 26" E 34.11 feet, (2) N 59° 48' 32" E 206.13 feet, (3) N 59° 36' 37" E 306.67 feet to an iron pin set at the intersection of said right-of-way with the westerly right-of-way of Tyree Chapel Road at a bend in Tyree Chapel Road; thence along the meanders of the westerly right-of-way of Tyree Chapel Road the following 12 calls: (1) S 59° 56' 25" E 63.13 feet to an iron pin set, (2) S 39° 23' 27" E 370.74 feet, (3) S 39° 24' 41" E 147.01 feet to a witness iron pin set, (4) S 39° 21' 10" E 657.89 feet, (5) S 39° 39' 52" E 151.99 feet, (6) S 38° 52' 17" E 213.82 feet to a witness iron pin set, (7) S 38° 18' 24" E 334.56 feet, (8) S 37° 56' 49" E 158.32 feet, (9) S 34° 34' 14" E 98.27 feet, (10) S 33° 54' 58" E 184.03 feet to a witness iron pin set, (11) S 32° 12' 35" E 348.53 feet, (12) S 31° 40' 27" E 235.79 feet to an iron pin set at a corner with Steve Baldwin (DB 244 Pg 137 Tr II); thence leaving said road on the line of the subject owners with Steve Baldwin, generally with a fence, S 59° 49' 25" W 842.41 feet to a PK nail set in the top of a king post, a corner to Mark Hodges; thence along the line of the subject owners with Mark Hodges, N 31° 53' 42" W 2929.34 feet to the point of beginning, containing 50.06 acres, more or less, and subject to all legal conditions and easements of record, according to November 2011, survey by Gary Lee Dunning, Kentucky Registered Land Surveyor No. 3290. Basis of bearing for this description is a magnetic observation on the traveled centerline of Tyree Chapel Road. Unless stated otherwise, all iron pins set this survey are 3" x 13" iron pins with plastic identification cap stamped "Dunning #3290".

Being a portion of the same property conveyed to Summers Rosdeutscher Farm, LLC, by Gary L. Summers and wife, Lucinda Summers, by deed dated June 28, 2013, of record in Deed Book 305, Page 43, Simpson County Clerk's Office.





tabbies®
EXHIBIT
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ADJACENT PROPERTY OWNERS NAME & MAILING ADDRESS FORM

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PVA Map Code #	Location of Property	Name of Property Owner(s)	Mailing Address of Property Owner(s) (Street, State & Zip Code)	Deed Book & Page #
044-00-00-011.00	1271 Tyree Chapel Rd	Summers Hodges Farm LLC	640 Kenny Perry Dr Franklin Ky 42134	323/205
043-00-00-027.00	172 Hendricks Rd	Steven B. Baldwin	172 Hendricks Rd Franklin Ky 42134	244/137
043-00-00-031.00	1595 Peden Mill Rd	Lynn Caudill	1743 Peden Mill Rd Franklin Ky 42134	WB 26/424
043-00-00-012.00	Old County Farm Rd	Simpson County Water District	P.O. Box 10180 Franklin Ky 42135	233/336
043-00-00-012.01	141 Tyree Chapel Rd	Harold G. and Pamela Ratliff	141 Tyree Chapel Rd Franklin Ky 42134	297/393
043-00-00-032.00	Peden Mill Rd	Lynn Caudill	1743 Peden Mill Rd Franklin Ky 42134	WB 26/424
043-00-00-035.00	Peden Mill Rd	Summers County Farm LLC	640 Kenney Perry Dr Franklin Ky 42134	332/264
043-00-00-010.00	155 Old County Farm Rd	Ben and Tabitha Johns	155 Old County Farm Rd Franklin Ky 42134	330/305
043-00-00-008.04	111 Old County Farm Rd	Brent and Debra Johns	111 Old County Farm Rd Franklin Ky 42134	310/88

Melinda M. Meyers
Signature from PVA Office

Brian Woods
Signature of Applicant

ADJACENT PROPERTY OWNERS NAME & MAILING ADDRESS FORM

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PVA Map Code #	Location of Property	Name of Property Owner(s)	Mailing Address of Property Owner(s) (Street, State & Zip Code)	Deed Book & Page #
043-00-00-011.00	139 Old County Farm Road	Nicholas Lane Barnhill	139 Old County Farm Rd Franklin KY 42134	323/240
043-26-00-002.00	Nashville Rd	SAV Investments LLC	1105 Woodmont Circle Franklin KY 42134	267/670
044-27-00-005.00	Nashville Rd	Key Development LLC	PO Box 2809 Franklin KY 42135-2809	261/778
043-00-00-009.00	727 Peden Mill Rd	Ronnie and Jeanette Webb	727 Peden Mill Rd Franklin KY 42134	214/722

Melinda M. Mayeux Deputy
Signature from PVA Office

Brian Christy
Signature of Applicant

EXHIBIT E

Phase I Archaeological Survey

(NOT FOR PUBLIC)