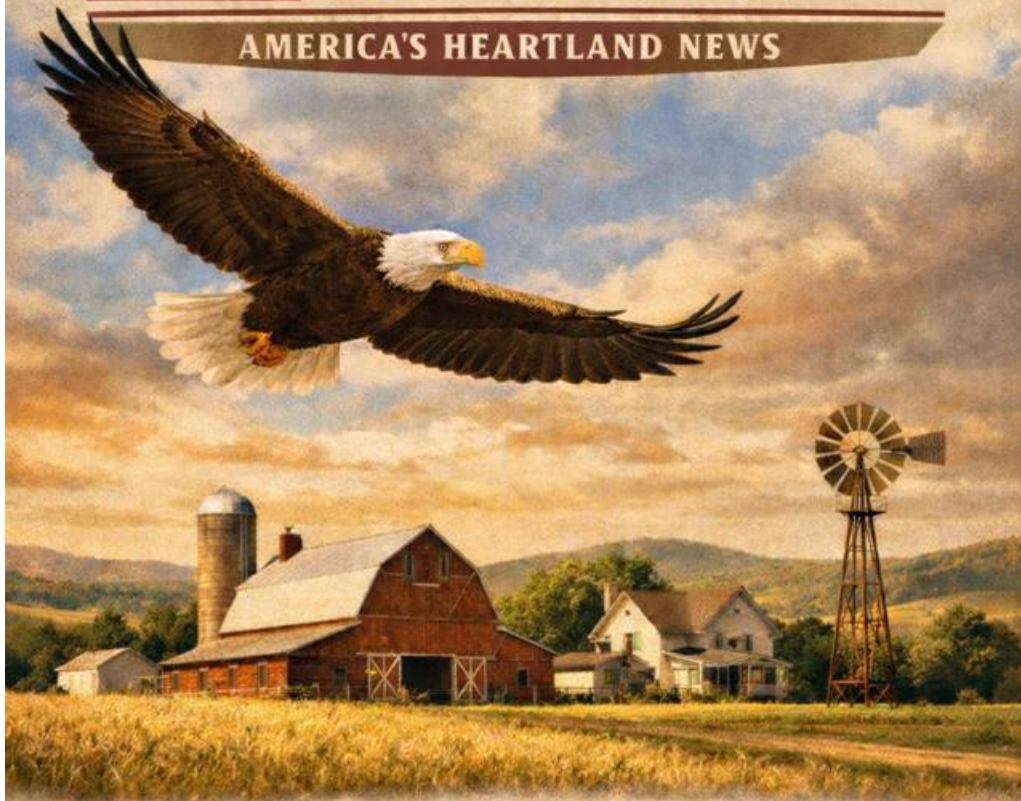


THE SENTINEL

AMERICA'S HEARTLAND NEWS



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COMMUNITY UPDATES

Local Events, Traditions & American Values

What Will 80 Decibels Really Sound Like in Our Quiet Rural Township?

When the Levy proposal was first discussed, many residents asked a simple but important question: **How loud will this mine actually be?**

According to documents obtained through FOIA requests, the mining company is relying on an old 1980 Consent Judgment from the existing Holly Sand and Gravel operation. That judgment allows noise levels up to **80 decibels (dB(A))** at the property line, with short spikes up to 90 dB(A) for 15 minutes in any hour during daytime hours.

But here's what many residents don't realize: **Springfield Township's own current noise ordinance (Section 40-883) is much stricter.**

For properties in residential zoning districts (including R-1A), the township's general noise standard limits sound to:

- **60 dBA** during the day (7 a.m. – 7 p.m.)
- **55 dBA** in the evening (7 p.m. – 10 p.m.)
- **50 dBA** at night

That's a **20-decibel difference** between what the old 1980 judgment allowed and what our current township code considers acceptable for residential areas.

What does that difference mean in real life?

Every 10-decibel increase is perceived by the human ear as roughly **twice as loud**. So 80 dB is not just a little louder than 60 dB — it is dramatically louder.

Here are some everyday comparisons:

- **60 dBA** — Normal conversation or a quiet office
- **70 dBA** — Vacuum cleaner or busy traffic at 50 feet
- **80 dBA** — Garbage truck, lawn mower up close, or a diesel truck passing at moderate speed
- **90+ dBA** — The level at which hearing protection is recommended for prolonged exposure

A constant or repeated 80 dB noise level in a quiet rural setting would be a major change for residents living near the mine or along the haul routes.

What about the 160 gravel haulers every day?

The mining company has stated that approximately **80 loaded trucks and 80 empty trucks** will travel the proposed routes each day. That equals roughly **one truck every 3–4 minutes** during operating hours on roads like Ormond, Davisburg, and Milford.

Each passing loaded gravel truck typically generates **80–85+ dBA** when measured 50 feet away. For homes close to these roads, that means repeated loud noise events throughout the day — not just from the mine itself, but from the constant stream of heavy trucks. Studies and resident reports from other Michigan gravel operations show that this level of truck traffic significantly increases noise, vibration, and stress for nearby families.

How have other Michigan communities handled this?

Several townships facing similar proposals have pushed back hard on noise:

- **Irish Hills / Norvell Township** residents have strongly opposed a proposed mine near Watkins Lake State Park, citing constant noise from dozers, crushers, backup beepers, and heavy truck traffic from sunup to sundown.
- **Sharon Township** successfully fought a large gravel mine proposal. Noise, along with dust and water concerns, was a central part of their case.
- **Metamora Township** residents have spent years battling mining proposals, with noise and truck traffic repeatedly raised as major quality-of-life issues.

These communities have shown that when residents document sustained opposition and the real impacts on daily life, it helps demonstrate “very serious consequences” under Michigan law (MCL 125.3205).

Can we trust that noise limits will be followed?

Our township ordinance allows the township engineer to monitor noise levels only **three times per year** with advance notice. Many residents are concerned that this is not frequent enough and that monitoring is not done by a truly independent party. The mining company has said berms will help reduce noise, but berms are not a complete solution — especially for truck noise along public roads.

Bottom line for our community:

An 80 dB noise standard (with spikes allowed) is significantly louder than what our own township code generally permits in residential areas. Combined with 160 daily gravel truck trips on rural roads, this

represents a major change to the peaceful, quiet character of our township.

This is exactly why sustained resident participation and documentation of impacts matter. When we show up, speak up, and share our real experiences, we help prove that these are “very serious consequences” that our elected officials have both the right and the responsibility to consider.

Let’s keep showing up — for our homes, our families, and the rural way of life we all value.

Stay Engaged

Please attend future Planning Commission meetings (held on the 4th Tuesday of every month, except as noted): June 23, July 28, August 25, September 22, October 27, *November 17, *December 15.

The township has hired a new planning firm, Carlisle Wortman. Their consultant, Megan Masson-Minnock, will provide monthly updates at these meetings.

One more way to help: Please contact the Road Commission of Oakland County and share your concern about the impact of 160 gravel haulers per day on Ormond Road. • Online comment form: <https://www.rcocweb.org/FormCenter/Contact-Us-4/Contact-Us-Form-43> • Email: dcsmail@rcoc.org • Phone: 877-858-4804

This Saturday – Stop the Gravel Pit Petition Drive Join us at the **Blue Heron Headwaters Conservancy Native Roots Plant Sale & Community Market** in the Neiman’s Market parking lot from **10:00 am – 2:30 pm**. Come sign the petition and help us reach our goal!

Upcoming STEP Events

- July — Visit our booth at the Oakland County 4-H Fair
- October — Community Chili Cook-Off
- December — Community Pancake Breakfast

Contact Stephanie at snananahas7@gmail.com for more info or to be included on our email distribution.

Stay Connected Website:
protectspringfield.org Facebook Group:
facebook.com/groups/1679440232688813

Let's stay united to protect the beautiful community we love.