Turlock Regional Sports Complex Lighting Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Turlock
144 South Broadway
Turlock, California 95380
Contact: Erik Schulze, Parks, Recreation & Public Facilities Manager

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

September 2018

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
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Initial Study

1. Project Title

Turlock Regional Sports Complex Lighting Project

2. Lead Agency Name and Address

City of Turlock
144 South Broadway
Turlock, California 95380

3. Contact Person and Phone Number

Erik Schulze, Parks, Recreation & Public Facilities Manager
(209) 668-5594 Ext. 4604

4. Project Location

The Turlock Regional Sports Complex is approximately 27 acres located at 4545 North Kilroy Road in Turlock, California (project site). The Assessor Parcel Number for the project site is 087-002-028. The project site is located approximately 0.6 mile east of State Route 99 and the John H. Pitman High School sports facilities are located directly adjacent to and south of the project site. Figure 1 shows the location of the project site in its regional context, and Figure 2 shows the project site. Figure 3 and Figure 4 show the site's existing conditions.

5. Project Sponsor's Name and Address

City of Turlock
144 South Broadway
Turlock, California 95380

6. General Plan Designation

The project site is designated Park in the City of Turlock General Plan land use diagram. The Park designation applies to existing and planned public parks and open space, including specialized public recreational facilities (City of Turlock 2012a).

Figure 1 Regional Location

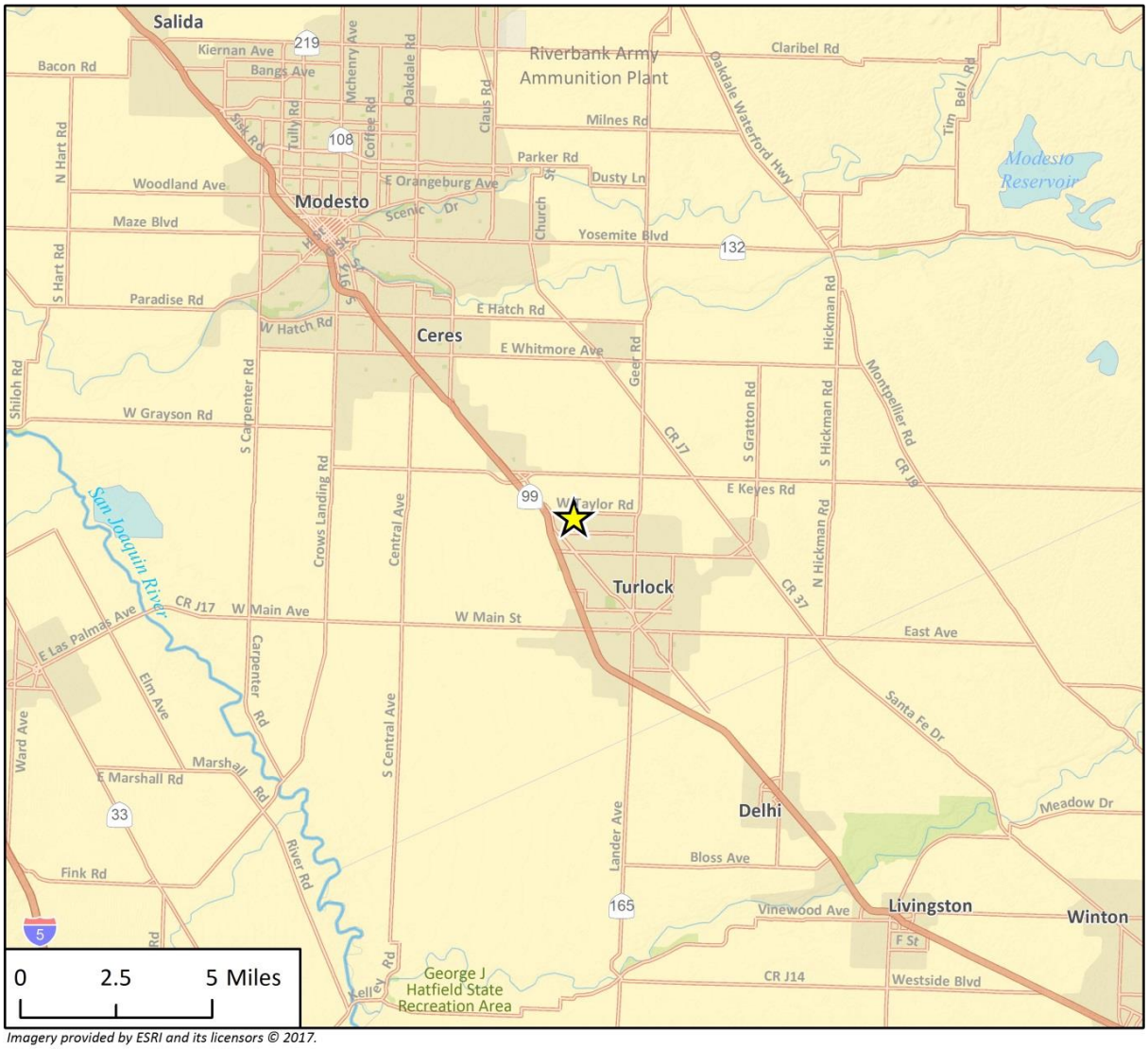

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Fig 1 Regional Location

Figure 2 Project Location

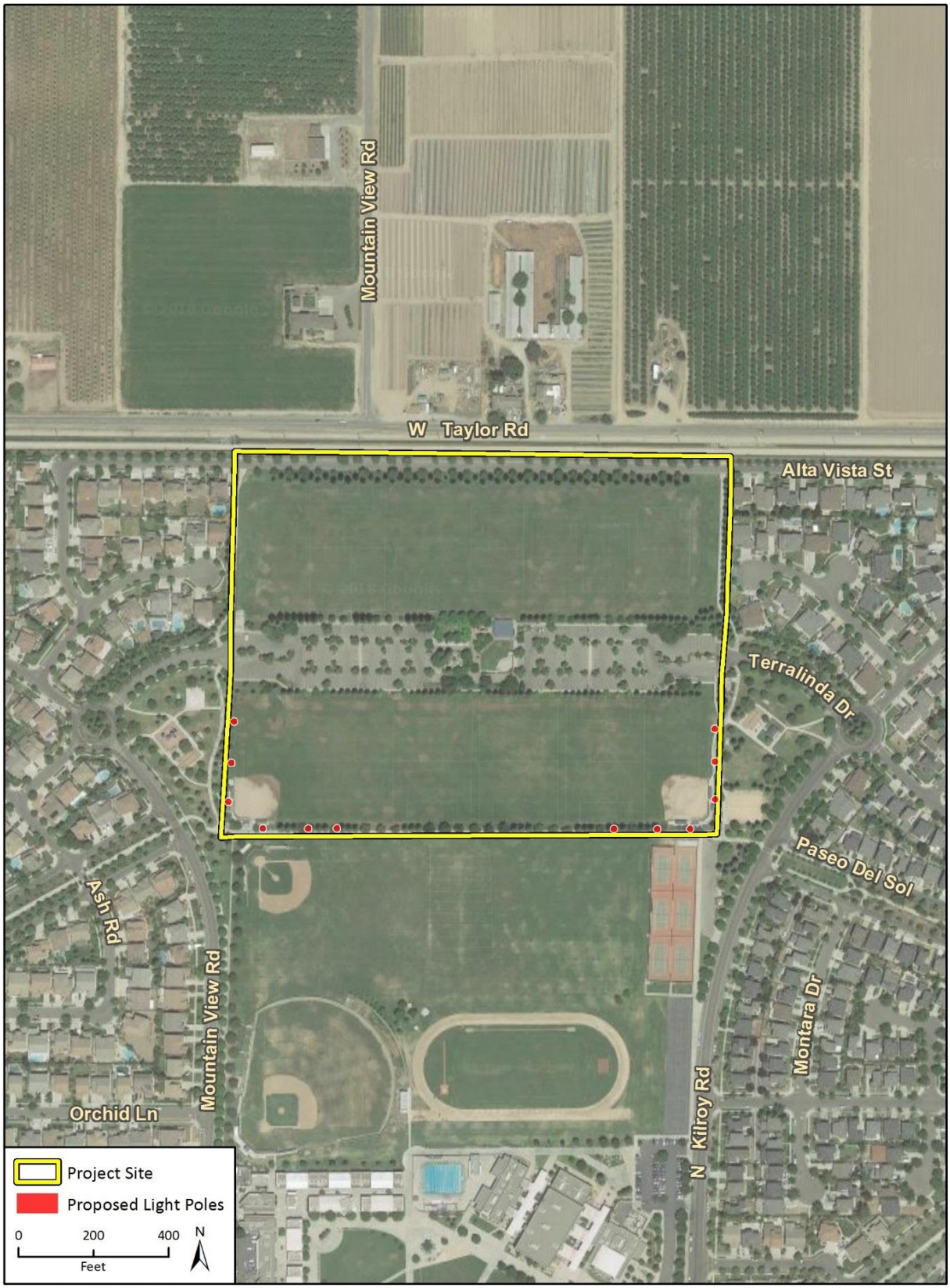

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Figure 3 Photographs of the Site

Photo 1: View of the southwest softball field from the western edge of the project site.

Photo 2: View of the southwest corner of the project site from the southern edge of the project site.

Figure 4 Photographs of the Site

Photo 3: View of the southeast softball field from the eastern edge of the project site.

Photo 4: View of the southeast corner of the project site from the southeast softball field.

7. Zoning

The project site is zoned public/semi-public (City of Turlock 2014). Uses permitted in the P-S district include crop production, cemeteries, open space, parking lots, storm drainage basins, and minor utilities (City of Turlock Municipal Code Section 9-3-502).

8. Description of Project

The proposed project would involve installation of athletic field lighting at the Turlock Regional Sports Complex (project site). The Turlock Regional Sports Complex is a community sports facility that includes nine soccer fields and two softball diamonds. The proposed project would include lighting at the City's two softball fields located at the southwestern and southeastern corners of the project site. Installation of the new sports lighting system would include a total of 12 lighting poles ranging in height from approximately 70 to 80 feet tall, arranged as six poles around the perimeter of each softball field. Excavations for the installation of the lighting poles would be 36 inches in diameter to a depth of 14 feet. The lights would be controlled by a wireless system using cell signals. The new sports lighting system is anticipated to be used up to seven days per week, on average from 6:00 p.m. to 11:00 p.m. for a total of 35 hours per week. The profile, elevation, and luminaire details of a standard athletic field lighting pole are shown in Figure 5.

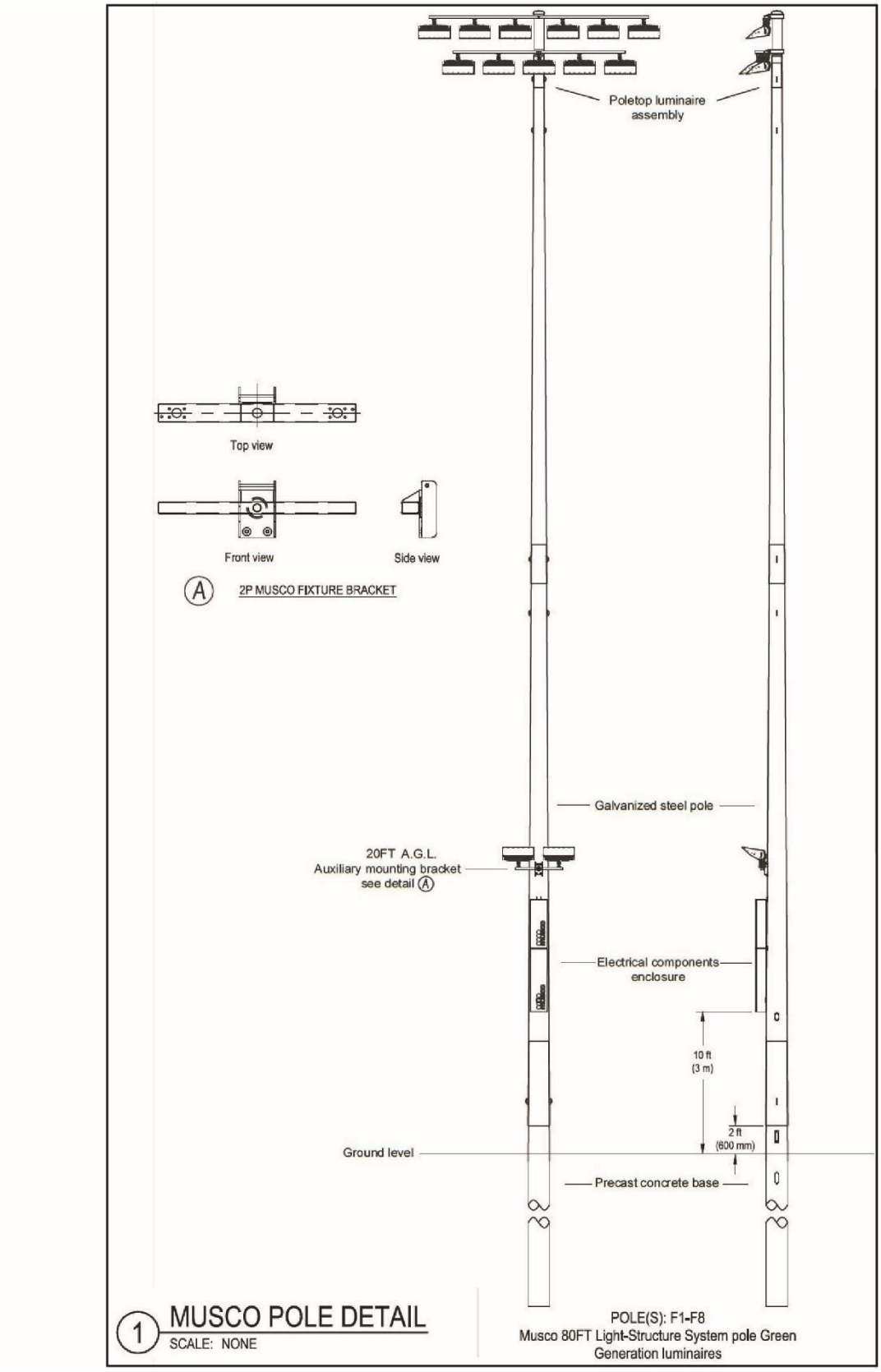
9. Surrounding Land Uses and Setting

The John H. Pitman High School sports facilities are located directly adjacent to and south of the project site. Residential development borders the project site to the east and the west, and agricultural land borders the Sports Complex to the north, as shown in Figure 2.

10. Other Public Agencies Whose Approval is Required

The City of Turlock is the lead agency with responsibility for approving the proposed project. No other agency approval is required.

Figure 5 Conceptual Lighting Pole Details



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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

■	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Geology and Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology and Water Quality
☐	Land Use and Planning	☐	Mineral Resources	☐	Noise
☐	Population and Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Tribal Cultural Resources	☐	Utilities and Service Systems
☐	Mandatory Findings of Significance				

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	■	☐	☐

a. Would the project have a substantial adverse effect on a scenic vista?

The proposed project would introduce 12 light poles up to 80 feet tall at two existing sports fields, incrementally altering existing views of and through the project site. These structures would not substantially affect views from scenic roadways. Additionally, the nearest designated State Scenic Highway, Interstate 5 (I-5), is over 20 miles west of the project site (California Department of Transportation [Caltrans] 2011). Distance would obscure the proposed light poles from I-5. Consequently, impacts on scenic vistas would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is an existing sports complex. There are no scenic resources currently on the site and there would be no impact.

NO IMPACT

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed project would incrementally alter the existing visual character in the vicinity. The light poles would be partially visible to users of the adjacent parks; however, the poles would be narrow and would only occupy a sliver of the overall public views. The light poles would be visually compatible with existing elevated structures at the sports complex, including backstops. The mass, materials, architectural style, and surface treatments of the poles also would be typical of elements commonly seen at sports complexes. Therefore, impacts on visual character and quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is located in a suburban area with moderate levels of existing lighting. Primary sources of light in the project vicinity include headlights from vehicles traveling on local roadways; street lights; lighting from existing school facilities adjacent to the project site; and exterior lighting associated with nearby residential uses. The proposed project would introduce new light sources at the two softball fields. The proposed lights would be up to 80 feet in height with downward-facing luminaries to provide consistent illumination across each field.

The proposed project would introduce new permanent lighting to softball fields that lack existing lighting, which would result in a substantial increase in lighting when in use during evening and nighttime hours. However, the proposed type of lighting system (state of the art LED system) is designed specifically to minimize light trespass and would be operated during restricted time frames before normal sleeping hours. The approximate 80-foot height of the brightest lights would enable each luminaire to be mounted with a narrow beam angle, which would focus light downward while still covering each softball field, thereby limiting light trespass at the nearest off-site residences approximately 250 feet southwest of the project site.

The proposed lights would be used during games from 6:00 p.m. to 11:00 p.m. seven days a week. Lights would be turned off after 11:00 p.m. and the proposed lights' narrow beam angle, reflectors, and visors would minimize the exposure of nearby residents to lighting that could potentially disturb sleep. However, the proposed lighting system would produce illuminance in and around the project site during hours of use. Nearby residences could be subject to excessive illuminance when proposed lights at the softball fields are in use. Additionally, nearby residences could be subject to excessive discomfort glare when softball field lights are in use. Exposure to intense lights could potentially cause "disability glare," a reduction of visibility, resulting in a safety issue for pedestrians and motorists. However, with the incorporation of Mitigation Measure AES-1 to complete a photometric study, lighting and glare impacts would be less than significant.

Mitigation Measures

The following mitigation measure would be required to reduce light and glare impacts to a less than significant level.

AES-1 Photometric Study

The City of Turlock shall retain a qualified lighting consultant to prepare a photometric study in accordance with industry standards that estimates the vertical and horizontal foot-candles generated by the proposed project lighting on each softball field as well as the amount of discomfort glare to which nearby residents would be subjected when facing the proposed lighting. The City of Turlock shall coordinate with the lighting consultant to ensure that final design of the lighting system does not allow illuminance to exceed two horizontal or vertical foot-candles at any specific point on the site boundaries and that discomfort glare does not exceed 10,000 candelas at residential property lines facing the project site. To meet standards for light trespass and glare, the City of Turlock may adjust the positioning of light fixtures alongside each softball field, their shielding or intensity, or other design features. Final lighting plans shall show light fixtures that generate no greater than two foot-candles at the site boundaries and figures that generate no greater than 10,000 candelas at surrounding residences.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project would involve installation of sports lighting on two existing softball fields and would not result in the loss of Farmland. The project site is designated as Urban Built-Up Land by the California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (DOC 2017). There is currently no agriculture use on the site. There would be no impact.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is zoned as Public and Semi-Public, which permits urbanized uses (City of Turlock 2017). The proposed project would not conflict with any agricultural zoning districts or land held in a Williamson Act Contract. There would be no impact.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project would not result in the loss of timberland or forestland. There are no forestlands surrounding the project site. There would be no impact.

NO IMPACT

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

The project site is located in an urban area in the northern portion of Turlock. Agricultural land uses are located approximately 0.02 mile north across West Taylor Road. However, the lighting poles would be located at the softball fields approximately 0.2 mile south of existing agriculture. The addition of sports lighting to the existing softball fields would not conflict with existing zoning for agricultural use. The proposed project would not convert farmland as the site is currently developed with a sports complex and is not used as farmland. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

Air Quality Standards and Attainment

Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). Table 1 lists the current federal and state standards for criteria pollutants.

The project site is located in the San Joaquin Valley Air Basin (Basin), which is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." As shown in Table 1, the Basin is currently in non-attainment for the federal and State 8-hour ozone (O_3) standards, the State 1-hour ozone standard (severe non-attainment), State and federal $PM_{2.5}$ standards, and the State PM_{10} standard. The Basin is in attainment or unclassified for all other standards. The SJVAPCD has prepared and adopted a number of Air Quality Management Plans (AQMPs) for ozone (e.g., 2016 Plan for the 2008 8-Hour Standard) and particulate matter (e.g., 2016 Moderate Area Plan for the 2012 PM 2.5 Standard) (SJVAPCD 2016a; 2016b). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 1 Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	Attainment	California Standard	Attainment
Ozone	0.070 ppm (8-hr avg)	N	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)	N N
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	A/U	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	A/U
Nitrogen Dioxide	0.10 ppm (1-hr avg) 0.053 ppm (annual avg)	A/U	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)	A
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.14 ppm (24-hr avg)	A/U	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)	A
Lead	1.5 μg/m3 (calendar quarter)	No designation	0.15 μg/m3 (3-month avg)	A
Particulate Matter (PM10)	150 μg/m3 (24-hr avg)	A	50 μg/m3 (24-hr avg) 20 μg/m3 (annual avg)	N
Particulate Matter (PM2.5)	35 μg/m3 (24-hr avg) 12 μg/m3 (annual avg)	N	12 μg/m3 (annual avg)	N

ppm= parts per million; μg/m3 = micrograms per cubic meter

A = Attainment; A/U = Attainment/Unclassified; N = Nonattainment

Source: California Air Resources Board (CARB), www.arb.ca.gov/research/aaqs/aaqs2.pdf, October 12, 2016

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

[a] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: USEPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: USEPA 2018

State Regulations

The California Green Building Standards Code (CALGreen Code) (California Code of Regulations, Title 24, Part 11) was adopted by the California Building Standards Commission in 2013 and became effective in January 2014. The Code applies to all new constructed residential, nonresidential, commercial, mixed-use, and State-owned facilities, including schools and hospitals. CALGreen Code is comprised of Mandatory Residential and Nonresidential Measures and more stringent Voluntary Measures (TIERs I and II).

Mandatory Measures are required to be implemented on all new construction projects and consist of a wide array of green measures concerning project site design, water use reduction, improvement of indoor air quality, and conservation of materials and resources. CALGreen Code refers to Title 24, Part 6 compliance with respect to energy efficiency; however, it encourages 15 percent energy use reduction over that required in Part 6. Voluntary Measures are optional, more stringent measures that may be used by jurisdictions to enhance their commitment towards green and sustainable design and achievement of Assembly Bill (AB) 32 goals. Under TIERs I and II, all new construction projects are required to reduce energy consumption by 15 percent and 30 percent, respectively, below the baseline required under the California Energy Commission, as well as implement more stringent green measures than those required by mandatory code.

Local Regulations and Policies

The SJVAPCD is responsible for formulating and implementing the AQMP for the Basin. The SJVAPCD Air Quality Guidelines for General Plan documents was most recently revised in June 2005.The SJVAPCD published its technical guidance document, *Guidance for Assessing and Mitigating Air Quality Impacts*, for reviewing air quality impacts in the Basin under CEQA in March 2015.

Air Emission Thresholds

The SJVAPCD provides guidance for analyzing the significance of a project's air quality impacts in its publication *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015). The document includes two separate quantitative thresholds; one to analyze criteria pollutant emissions and the other to analyze ambient air quality impacts. Table 3 summarizes these two thresholds. Projects that emit pollutants at levels below SJVAPCD criteria pollutant significance thresholds and the ambient air quality screening threshold would not violate or contribute to a violation of an ambient air quality standard and are considered to have a less than significant individual impact to air quality. In addition, projects with emissions below significance thresholds for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan," as stated in section 7.12 of the SJVAPCD's guidance document.

The SJVAPCD also provides guidance on assessing a project's cumulative impacts on air quality. A project would have a considerable contribution to a significant cumulative impact if it exceeds significance thresholds for criteria pollutant emissions. A project would not have a considerable contribution to cumulative impacts if all three of the following conditions are met:

- Project emissions are below significance thresholds for criteria pollutant emissions, and
- Project emissions are below ambient air quality standards, and
- The sum of emissions from the project and other planned and pending projects in the project area do not exceed ambient air quality standards

Table 3 SJVAPCD Thresholds of Significance-Criteria Pollutant Emissions

Pollutant/Precursor	Construction Emissions (tons/year)	Operational Emissions (tons/year)
CO	100	100
Nitrogen Oxides (NO_x)	10	10
Reactive Organic Gases (ROG)	10	10
Sulfur Oxides (SO_x)	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15
Ambient Air Quality--Screening Threshold		
Maximum emission of any criteria pollutant	100 pounds/day	

Source: SJVAPCD 2015

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Construction Emissions

Project construction would generate temporary emissions from two primary sources: construction vehicles (e.g., scrapers, loaders, and dump trucks); and ground disturbance during excavation, which would release fugitive dust. The amount of daily construction emissions depends on the quantity of equipment used and the length of construction. The extent of fugitive dust ($PM_{2.5}$ and PM_{10}) emissions would also depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials off-site or import of material to a site is necessary.

Project emissions were estimated using California Emissions Estimator Model (CalEEMod) software version 2016.3.1 using estimates for the types and number of pieces of equipment that would be used on-site during each of the construction phases. This analysis assumed no architectural coating or paving phases. Table 4 summarizes the maximum daily emissions of pollutants associated with construction of the proposed project. As shown in Table 4, construction emissions would not exceed the SJVAPCD annual criteria pollutant emissions or ambient air quality screening significance thresholds, and construction impacts would be less than significant.

Table 4 Estimated Project Construction Emissions

Pollutant	Annual Criteria Pollutant Emissions (tons/year)	Criteria Pollutant Significance Thresholds (tons/year)	Significant Impact?	Maximum Daily Emissions (pounds/day)	Ambient Air Quality Screening Threshold (pounds/day)	Significant Impact?
ROG	<0.1	10	No	2.8	100	No
NO_x	0.2	10	No	28.7	100	No
CO	0.1	100	No	23.2	100	No
SO_x	<0.1	27	No	0.6	100	No
PM_{10}	<0.1	15	No	3.8	100	No
$PM_{2.5}$	<0.1	15	No	1.3	100	No

See Appendix A for CalEEMod worksheets. Maximum Daily Emissions are from "Mitigated Construction" winter emissions for all pollutants except CO.

Operational Emissions

Project operational emissions would result from increased vehicle trips (mobile source emissions), and increased electricity uses (energy sources). Operational emissions are summarized below in Table 5 using the thresholds for non-permitted equipment and activities because the proposed project would not be subject to Air District air quality permitting. As shown in Table 5, operational emissions would not exceed the SJVAPCD annual criteria pollutant emissions or ambient air quality screening significance thresholds, and operational impacts would therefore be less than significant.

Table 5 Estimated Project Operational Emissions

Pollutant	Annual Criteria Pollutant Emissions (tons/year)[1]	Criteria Pollutant Significance Thresholds (tons/year)	Significant Impact?	Maximum Daily Emissions (pounds/day)	Ambient Air Quality Screening Threshold (pounds/day)	Significant Impact?
ROG	<0.1	10	No	0.2	100	No
NO_x	<0.1	10	No	0.1	100	No
CO	0.3	100	No	1.8	100	No
SO_x	<0.1	27	No	<0.1	100	No
PM_{10}	0.1	15	No	0.7	100	No
$PM_{2.5}$	<0.1	15	No	0.2	100	No

See Appendix A for CalEEMod worksheets. Maximum Daily Emissions are from "Mitigated Operational" winter emissions for all pollutants except CO.

Because the project's short and long-term emissions would not exceed SVJAPCD significance thresholds for the above criteria pollutants, the project would be consistent with the SVJAPCD's air quality plans and would not cause or contribute to a violation of ambient air quality standards. Impacts regarding operational air quality would be less than significant.

The proposed project's construction and operational emissions would result in a minimal increase in pollutant emissions. The proposed project's contribution to cumulative emissions including all other projects would contribute minimal emissions within the City of Turlock's portion of the San Joaquin Valley, and the proposed project would not result in an exceedance of ambient air quality standards. Therefore, the proposed project would not contribute substantially to an air quality violation or result in a cumulatively considerable increase of any criteria pollutant. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

The California Air Resources Board (CARB) defines sensitive receptors in its "Air Quality and Land Use Handbook: A Community Health Perspective" guidance document as vulnerable populations such as children, pregnant women, the elderly, and those with existing health problems (CARB 2005). Sensitive receptors are identified by land uses that are more likely to be used by these vulnerable population groups and include health care facilities, retirement homes, schools and playground facilities, and residential areas. The project site is adjacent to residential neighborhoods. However, as shown in Table 5, construction and operational emissions from the proposed project would not exceed SJVAPCD significance thresholds. The proposed project is neither a source of toxic air contaminants, as defined in California Air Pollution Control Officers Association's (CAPCOA) "Health Risk Assessments for Proposed Land Use Projects" guidance document (CAPCOA 2009), nor located in the vicinity of a source of toxic air contaminants, therefore a health risk assessment is not required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Field lighting is not considered a land use associated with odor complaints as listed in Table 6 of SJVAPCD's 2015 *Guidance for Assessing and Mitigating Air Quality Impacts*. Uses listed on this table include wastewater treatment facilities, sanitary landfills, transfer stations, manufacturing plants, food processing facilities, and dairy operations, as well as other industrial uses. The project may produce odors during construction; however, these impacts would be short-term in nature and would be less-than-significant. Pursuant to CEQA Sections 15162 and 15177(b)(2), the proposed project would not create any impacts that warrant additional environmental documentation over and above the impacts addressed in the Turlock General Plan EIR.

NO IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Rincon Consultants, Inc. conducted a reconnaissance survey of the project site on November 15, 2017. No small mammals or burrows were observed on site. However, both the southeastern and southwestern softball diamonds are surrounded by trees potentially suitable for nesting birds. Trees potentially suitable for nesting Swainson's hawk, a special status species, were observed north of Taylor Road outside of the project site. The California Natural Diversity Database (CNDDB) only identifies two species present within the General Plan Study Area, Swainson's hawk and hoary bat (City of Turlock 2012b). Therefore, special status species may be present in the project vicinity. Impacts would be less than significant with mitigation incorporated.

There have been some cases where lighting has been shown to impact bird species; however, this has typically occurred where light is otherwise scarce, such as on offshore oil platforms (Hüppop et al. 2015) and in forests (The Nature Conservancy 2015). There is no evidence that shows birds are attracted to urban lights (Evans Ogden 1996). Since lighting would occur for only a few hours per night and little light trespass would occur, the proposed lighting is unlikely to result in birds becoming trapped within the light zone, known as the "trapping effect" (Evans Ogden 1996), especially on diurnal (daytime active) birds (Outen 2002). In addition, lighting events would mostly occur during the winter, which falls mostly outside the usual nesting bird season. Therefore, operational lighting would have a less than significant impact.

Mitigation Measures

Adherence to the following mitigation measures would reduce impacts on special status species during construction to a less-than-significant level.

BIO-1 Nesting Birds Impact and Avoidance Minimization

In order to avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, the following measures shall be applied:

i. If ground disturbing activities, such as grading, occurs during the typical nesting season, February through mid-September a qualified biologist shall conduct a survey of the site no more than 10 days prior to the start of disturbance activities. If nests are found, no-disturbance buffers around active nests shall be established as follows until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer on the nest for survival: 250 feet for non-listed bird species; 500 feet for migratory bird species; and one-half mile for listed species and fully protected species.

ii. If nests are found the qualified biologist shall continuously survey them for the first 24 hours prior to any construction related activities to establish a behavioral baseline. Once work commences the biologist shall continuously monitor the nest to detect any behavioral changes as a result of the project. If behavioral changes are observed, the work causing the change should cease and the California Department of Fish and Wildlife (CDFW) consulted for additional avoidance and minimization measures.

iii. If Swainson's Hawks are found foraging on the site prior to or during construction, the City shall consult a qualified biologist for recommended proper action, and incorporate appropriate mitigation measures. Mitigation may include, but is not limited to: establishing a one-half mile

buffer around the nest until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer dependent on the nest for survival.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Ground disturbance during project construction would be limited and only minor excavation would be required for the installation of pole foundations. The nearest riparian area is along the western border of the project site and the project would not affect this area (USFWS 2017). Therefore, the project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulation, or by state or federal agencies. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As shown on the U.S. Fish and Wildlife Service's National Wetlands Inventory, there are no federally protected wetlands in the project site (USFWS 2017). The nearest mapped water body is a concrete lined canal adjacent to Taylor Road north of the project site and a riverine wetland on the western border of the project site. No evidence was found during the reconnaissance survey to suggest a riverine body on the western edge of the project site. The project site contains a lined pedestrian walking path around the entire perimeter of the complex, which overlays the location of the mapped riverine wetland. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Project construction would involve the installation of poles and no fences, walls, or other linear obstructions to wildlife movement are proposed. Project operation would increase the frequency and intensity of evening and nighttime use of the project site. Lighting would be designed to minimize glare and fugitive light and there are already bright light sources in the suburban area surrounding the project site. Therefore, impacts on the movement of any native or migratory fish or wildlife species or their established corridors would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Project construction would not result in impacts on environmentally sensitive biological resources. Vegetation removal would be limited to the areas above trenching sites for pole installation. This vegetation would typically consist of non-native lawn grass. Therefore, the project would not

conflict with local policies or ordinances targeting these resources. No tree removal is proposed, so tree preservation ordinances or policies would not apply. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed project would not occur within the area of an adopted Habitat Conservation Plan or Natural Community Conservation Plan (CDFW 2017). No other approved local, regional, or state habitat conservation plans have been identified on any of the project site. There would be no impact.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	■	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	■	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

The Central California Information Center at California State University, Stanislaus, conducted a records search of the California Historical Resources Information System (CHRIS) for the project site on December 20, 2017. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site. The CHRIS search included a review of the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

One previous cultural resource study has included the current project site. The study was a cultural resources investigation of alternatives for the construction of a high school in 1994. The study did not identify any cultural resources within the current project site.

Two cultural resources have been previously recorded within a 0.5-mile radius of the project site, neither of which is located on the site. These include historic-era buildings on Zeering Road, which are recognized as eligible for local listing, and the Southern Pacific San Joaquin Valley Mainline, recommended ineligible for listing in the National Register of Historic Places.

The Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File (SLF) on January 12, 2018. The results of the SLF search were negative for Native American cultural resources.

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project area using the results of a fossil locality search at the University of California Museum of Paleontology (UCMP) online database, which contains records for Stanislaus County, and review of scientific literature relevant to the geology of the project vicinity.

Following the literature review and museum record search a paleontological sensitivity classification was assigned to the geologic units within the project area. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (2010) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

No historical or archaeological resources are known to exist on or adjacent to the project site. Although no resources are known to exist on the project site, the project would involve ground disturbance which has the potential to impact unidentified historical and/or archaeological resources. Mitigation would be required to reduce this impact to less than significant.

CR-1 Cultural Resources

If cultural resources are encountered during ground-disturbing activities, work within 50 feet shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

The project is located in the Great Valley (also referred to as the Central Valley), one of eleven major geomorphic provinces in California (California Geological Survey 2002). The geology of the project area is mapped at a scale of 1:24,000 by Marchand (1980) and is entirely underlain by the late Pleistocene Modesto Formation, a sedimentary rock unit composed of arkosic granitic sand, silt, clay, and gravel, that drained from the Sierra Nevada during the late Pleistocene Wisconsin glaciations (Weissmann et al. 2002). The Pleistocene sedimentary deposits mapped at the surface of the project area are capped by well-developed soil to a depth of approximately 5-7 feet below ground surface (bgs) (Soil Survey Staff 2003).

According to the UCMP (2018), at least 27 vertebrate fossil specimens representing Ice Age mammals and reptiles have been recovered from the Modesto Formation from various localities throughout the Central Valley. In Stanislaus County, three localities (V72007, V72186, and V99464) have been identified in the Modesto Formation, which yielded specimens of mammoth, camel, bison, and Jefferson's ground sloth (UCMP online database 2018). The nearest of the three localities (V99464) is within 5 miles of the project area. Depth of recovery unreported.

Based on the literature review and museum locality search, and in accordance with SVP (2010) guidelines, the geologic deposit underlying the project area (i.e., the late Pleistocene Modesto

Formation) was determined have high paleontological sensitivity because the unit previously yielded vertebrate fossils near the project area. The Pleistocene deposits are obscured at the surface by approximately 5-7 feet of soil development; therefore, the project area is considered to have a high potential for buried paleontological resources at 7 feet bgs. As a result, ground disturbing activities that exceed 7 feet bgs may result in significant impacts on paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. The proposed project activities with a potential to cause significant impacts would include trenching below 7 feet bgs, or drilling with an auger greater than 3 feet in diameter below 7 feet bgs.

Mitigation Measures

The following mitigation measure would address the potentially significant impacts relating to the discovery of paleontological resources during construction. Implementation of Mitigation Measure CR-1 would reduce potential impacts on paleontological resources to less than significant level and would effectively mitigate the project's impacts on these resources through the recovery, identification, and curation of previously unrecovered fossils.

CR-2 Paleontological Resources

If project-related trenching or drilling with an auger greater than 3 feet in diameter is proposed to exceed 7 feet bgs, then a Qualified Paleontologist shall be retained to conduct paleontological monitoring during the ground disturbing activities. The Qualified Paleontologist (Principal Paleontologist) shall have at least a Master's Degree or equivalent work experience in paleontology, shall have knowledge of the local paleontology, and shall be familiar with paleontological procedures and techniques.

Ground disturbing construction activities (including trenching and drilling with an auger greater than 3 feet in diameter) in the project area shall be monitored on a full-time basis when disturbance exceeds 7 feet bgs within previously undisturbed strata. Monitoring shall be supervised by the Qualified Paleontologist and shall be conducted by a qualified paleontological monitor, who is defined as an individual who meets the minimum qualifications per standards set forth by the SVP (2010), which includes a B.S. or B.A. degree in geology or paleontology with one year of monitoring experience and knowledge of collection and salvage of paleontological resources.

The duration and timing of the monitoring shall be determined by the Qualified Paleontologist. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend reducing monitoring to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new ground disturbances are required and reduction or suspension would need to be reconsidered by the Qualified Paleontologist.

If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected. Once salvaged, significant fossils shall be prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County). Curation fees are the responsibility of the project owner.

A final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The

report shall be submitted to the lead agency(s) for the project. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Disturb any human remains, including those interred outside of formal cemeteries?

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that the county coroner must be notified immediately and that no further disturbance shall occur until the coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. With adherence to existing regulations, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	■
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	■
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

There are no Alquist-Priolo earthquake zones in the City of Turlock (Bryant and Hard 2007) and the project site is not mapped in an earthquake fault zone, landslide zone, or liquefaction zone (DOC 2015). The City of Turlock enforces the provisions of the Alquist-Priolo Special Study Zones Act that limits development in areas identified as having special seismic hazards. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving any of the following: the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

There would be no unstable earth conditions or major changes in topography or ground surface relief features on the project site. Therefore, the proposed project would not result in substantial soil erosion or loss of topsoil; impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

The project site is not located in an area vulnerable to liquefaction, collapse, landslides, later spreading, or fault ruptures as mapped by the DOC, nor is it located in an area of land subsidence (USGS 2017). Additionally, the project site is not located in a landslide zone because the topography on and around the project site is relatively flat. There would be no impact.

NO IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The project would not involve the construction of any structures that would create a substantial risk to life or property. There would be no unstable earth conditions, minor changes in topography or ground surface relief features, no destruction or modification of any unique geologic/physical feature by the proposed project. There would be no impact.

NO IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would not involve wastewater or wastewater generation. There would be no impact.

NO IMPACT

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7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	☐	☐	☐	■

Methodology

The 2015 SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* document states that in the absence of scientific evidence supporting establishment of a numerical threshold, the District policy applies performance based standards to assess project specific greenhouse gas (GHG) emission impacts on global climate change (SJVAPCD 2015). The guidance relies on use of Best Performance Standards (BPS) to assess significance of project specific GHG emissions during the environmental review process. Projects that are (1) exempt from CEQA requirements, (2) projects complying with an approved GHG emission reduction plan or mitigation program, and (3) projects implementing BPS are determined to have a less than significant individual and cumulative impact on global climate change and would not require the GHG emissions of the project to be quantified. Projects not implementing BPS do require such quantification under the 2015 SJVAPCD *Guidance*, and must be determined to have reduced or mitigated GHG emissions by 29 percent to have less than significant individual or cumulative impact, consistent with the emission targets in AB 32 (SJVAPCD 2009). The SJVAPCD framework analysis for the proposed project is described below:

- The proposed project is not exempt from CEQA
- The City of Turlock has not yet adopted any GHG emission reduction plan or mitigation plan and there are no other plans applicable to the project site. Therefore, the proposed project cannot be consistent with any such plan
- The proposed project would not implement BPS

The proposed project does not comply with any of the three factors discussed above in determining project significance. Projects not implementing BPS require GHG emission quantification and must be determined to have reduced or mitigated GHG emissions by 29 percent as compared to Business-as-Usual (BAU) to have less than significant individual or cumulative impact, consistent with the emission targets in AB 32 (SJVAPCD 2009). However, in late 2015 the California Supreme Court's Newhall Ranch (*Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 204), confirmed that the BAU approach is no longer recommended.

Given the recent legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' (AEP) Climate Change Committee published a white paper in October 2016 to provide guidance on defensible GHG thresholds for use in CEQA analyses and GHG reduction targets in climate action plans in light of the change in focus on the 2030 reduction target and questions raised in the Newhall Ranch case.

The AEP Climate Change Committee white paper identified seven thresholds for operational emissions. The following four methods described are the most widely used evaluation criteria.

(1) **Consistency with a Qualified GHG Reduction Plan.** For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. However, projects with a horizon year beyond 2020 should not tier from a plan that is qualified up to 2020.

(2) **Bright Line Thresholds.** There are two types of bright line thresholds:

   a. Standalone threshold: Emissions exceeding standalone thresholds would be considered significant.

   b. Screening threshold: Emissions exceeding screening thresholds would require evaluation using a second tier threshold, such as an efficiency threshold or other threshold concept to determine whether project emissions would be considered significant.

      However, projects with a horizon year beyond 2020 should take into account the type and amount of land use projects and their expected emissions out to the year 2030.

(3) **Efficiency Thresholds.** Land use sector efficiency thresholds are currently based on AB 32 targets and should not be used for projects with a horizon year beyond 2020. Efficiency metrics should be adjusted for 2030 and include applicable land uses.

(4) **Percent below "Business as Usual" (BAU).** GHG emissions would be less than significant if the project reduces BAU emissions by the same amount as the statewide 2020 reductions. However, this method is no longer recommended following the Newhall Ranch ruling.

Operational emissions methods (1), (3), and (4) are not applicable to the proposed project. Turlock does not have an adopted GHG reduction plan, efficiency thresholds are meant for plan-level analysis and do not typically apply to sports parks, and BAU emissions are no longer recommended following the Newhall Ranch ruling. In addition, the AEP white paper in 2016 recommends that CEQA analyses for most projects may continue to rely on current adopted thresholds for the immediate future.

SJVAPCD does not have any adopted bright line thresholds. Therefore, the bright line thresholds included in the May 2017 Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines* were used for the proposed project because the BAAQMD, adjacent to SJVAPCD, has adopted bright line thresholds. As the lead agency, the City of Turlock has determined that the significance thresholds in the BAAQMD's May 2017 *CEQA Air Quality Guidelines* are the most appropriate threshold to use to determine the GHG impacts of the proposed project because they are supported by substantial evidence to be valid for use in the CEQA review process.

The BAAQMD *CEAQ Air Quality Guidelines* recommend a bright line threshold of 1,100 metric tons (MT) of carbon dioxide equivalent (CO_2e) per year. This threshold is based on attaining the 2020 goal for AB 32. The project is expected to be operational by 2025 and the AEP white paper recommends that CEQA analysis for most projects may continue to rely on current adopted thresholds for the immediate future. Therefore, BAAQMD's May 2017 thresholds, which are the latest adopted thresholds and consistent with the AB 32 2020 targets, are considered appropriate.

CalEEMod version 2016.3.1 was used to calculate the total emissions for the project, which include construction and operational emissions (Appendix A). This methodology is recommended by the CAPCOA CEQA and Climate Change white paper (CAPCOA 2008). The analysis focuses on carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4) as these are the GHG emissions that on-site development would generate in the largest quantities. Fluorinated gases, such as hydrofluorocarbons, perflurocarbons, and sulfur hexafluoride, were also considered for the analysis as they are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction activities, energy use, and mobile sources (traffic) would result in new GHG emissions from the proposed project. CalEEMod was used to calculate emissions resulting from the proposed project's construction and long-term operation. Table 6 shows construction emissions for the proposed project. As shown therein, project construction would result in approximately 30 MT CO_2e. Amortized over 30 years, the anticipated life of the project, construction emissions would be approximately one MT CO_2e per year.

Table 6 Estimated Construction GHG Emissions

	Project Emissions (MT CO_2e)
Total	29.5
Amortized over 30 years	1.0

Source: Appendix A

Table 7 combines the construction and operational GHG emissions associated with the proposed project. The increase in combined annual emissions would total approximately 100 MT CO_2e per year. These emissions do not exceed the 1,100 MT CO_2e per year threshold. Therefore, impacts would be less than significant.

Table 7 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT CO_2e)
Construction	1.0
Operational	
Area	<0.1
Energy	0.0
Solid Waste	0.0
Water	0.0
Mobile	
CO_2 and CH_4	92.1
N_2O	4.8
Total	97.9
Threshold	1,100
Exceed Threshold	**No**

Notes: See Appendix A.2 for CalEEMod worksheets, Table 2.2 "Mitigated Operational."
Totals may not add up due to rounding.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

In June 2014, the Stanislaus Council of Governments (StanCOG) adopted the 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS contains goals to achieve and exceed GHG emissions reductions targets set by the ARB under AB 32 and SB 375. For example, the objective of the RTP/SCS Environmental Quality goal is to reduce the number of overall vehicle miles traveled per capita to reduce GHG emissions (StanCOG 2014). The project site is centrally located within walking distance of residences, which would reduce transportation emissions. As discussed above, the proposed project would not exceed BAAQMD's project-specific 1,100 MT CO_2e threshold. Therefore, the project would contribute toward the State emissions reduction goals set by AB 32, SB 32, and SB 375 and would not conflict with any plan, policy or regulation adopted to reduce emissions of GHG. There would be no impact.

NO IMPACT

8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	■
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would not involve routine transport, use, or disposal of hazardous materials. There would be no impact.

NO IMPACT

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The proposed project would not involve upset or accident conditions involving the release of hazardous materials into the environment. There would be no impact.

NO IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The John H. Pitman High School sports facilities are located directly adjacent to and south of the project site. However, project operation would not emit hazardous emissions or involve the handling hazardous materials, substances, or waste.

Potentially hazardous materials such as fuels, lubricants, and solvents could be used during project construction. However, the transport, use, and storage of hazardous materials during the construction would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to existing requirements for hazardous materials would reduce impacts to a less-than-significant level.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The following databases compiled pursuant to Government Code Section 65962.5 were checked in December 2017 for known hazardous materials contamination within the project vicinity:

- USEPA
  - *Superfund Enterprise Management System (SEMS) Search*
- California State Water Resources Control Board
  - *GeoTracker search for leaking underground storage tanks and other Cleanup Sites*
- California Department of Toxic Substances Control
  - *Cortese List of Hazardous Waste and Substances Sites*
  - *EnviroStor: Cleanup Site and Hazardous Waste Facilities Database*

No hazardous materials sites in the project vicinity were identified in SEMS, EnviroStor, GeoTracker or the Cortese list. There are no relevant listings for potential contamination at or near the project site; therefore, no impact would occur.

NO IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

The nearest airport to the project site is the Turlock Airpark located approximately 4.5 miles south. The proposed project is not located within an airport land use plan or within two miles of an airport (Stanislaus County 1978). There would be no impact.

NO IMPACT

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. There would be no impact.

NO IMPACT

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is located in an urbanized area. There are no wildland fire hazard areas located within or adjoin the project site (CalFIRE 2007). Therefore, there would be no impact.

NO IMPACT

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9 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	■	☐
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f. Otherwise substantially degrade water quality?	☐	☐	■	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	☐	☐	☐	■
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	☐	☐	☐	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	☐	☐	☐	■
j. Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

a. Would the project violate any water quality standards or waste discharge requirements?

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site??

d. Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f. Would the project otherwise substantially degrade water quality?

Project ground disturbance would be limited to excavation for the pole foundations and trenching to install the conduit. Any required project-related grading would be very minimal. Construction activities would require the limited use of heavy construction equipment, such as a backhoe, small drill rig, and a small crane. Use of this heavy construction equipment would involve the use and handling of hazardous materials, such as gasoline, engine oil, coolants, and lubricants. These hazardous materials could leak or be spilled onto the ground surface during construction of the proposed project. However, due to the relatively short construction period, the small number of heavy construction vehicles that would be used, the generally flat topography of the project site, and the lack of any streams, wetlands, or other waterbodies at or adjacent to the site, the likelihood that spilled or leaked hazardous material would contaminate a waterbody is very low. Leaks or accidental spills would be quickly cleaned up and disposed of in accordance with applicable regulations. Neither the topography nor the hydrology of the project site would be altered

substantially due to construction. Ground surfaces above trenching locations would be restored to pre-construction conditions after installation, and no areas of bare or disturbed soil would remain after completion of project construction. Support poles would be installed on pre-cast concrete pier foundations; new impervious surfaces would be very minimal and would not substantially affect groundwater recharge or increase runoff rates or amounts. Neither the infiltration capacity nor the runoff volume or rate would be altered substantially at the project site. Project operation would not require any water use, and no new runoff would be created as a result of the project. No water quality standards or waste discharge requirements would be violated due to the project, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Neither construction nor operation of the proposed project would require the use of potable water or the extraction of groundwater. New impervious surfaces would be limited to the pre-cast concrete pier foundations for the lighting. The total amount of new impervious surface at the project site would be minimal and the infiltration capacity would not be adversely affected by the proposed project. No impact would occur.

NO IMPACT

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The proposed project would not result in the placement of housing or structures within the 100-year floodplain. The project site is not located within a flood or inundation area as shown on Figure 10-3 of the Turlock General Plan Safety Element (City of Turlock 2012a). Therefore, the project site would not be affected by flooding, and project structures would not obstruct flood flows.

The project site is not at risk of inundation by a tsunami, being located approximately six miles from the Tuolumne River. In addition, the site is not located near a large inland body of water that could be subject to seiches, or standing waves.

The project site is generally flat and has been stabilized to support the existing structures and landscaping. Project construction would involve minimal grading and would not substantially increase the steepness of any slopes or reduce the stability of existing slopes. The surrounding land is generally flat and is developed with residential and agricultural uses. Therefore, the project site would not be at risk of significant inundation by mudflow. There would be no impact.

NO IMPACT

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10 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a. Would the project physically divide an established community?

The proposed project would not physically divide an established community. There would be no impact.

NO IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project proposes a permitted use for the Parks land use designation. Therefore, the proposed project would not conflict with the City of Turlock General Plan or Zoning Ordinance. There would be no impact.

NO IMPACT

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The proposed project would not conflict with any applicable habitat conservation plan or natural communities' conservation plan. All of the land within the urban boundaries of Turlock, as well as unincorporated land within the City's Sphere of Influence, has been modified from its native state, primarily converted into urban or agricultural production. As a result, there is no recorded evidence of the presence of rare or endangered animal species in the Turlock Planning Area. According to the

U.S. Fish and Wildlife Service there are no habitat conservation plans or natural communities' conservation plans for the project site (USFWS 1998). There would be no impact.

NO IMPACT

11 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

There are no known mineral resources on or surrounding the project site (City of Turlock 2012a). There would be no impact.

NO IMPACT

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12 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?	☐	☐	■	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	☐	☐	☐	■

Noise is an unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an

increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop-off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source can reduces noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

The duration of noise is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest root mean squared (RMS) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. The Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Typically, noise sensitive land uses include single family residential, multi-family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries, and school classroom areas. Noise measurements were conducted on the evening of July 17, 2018 to determine ambient noise levels around the project site (Appendix B). Evening noise levels at the nearest sensitive receptors (approximately 250 feet from the stands) were 58 dBA at residences near the eastern softball field and 57.2 dBA at residences near the western softball field.

The City of Turlock has adopted policies and standards for both interior and exterior noise. The community noise exposure matrix, Table 9-1 of the Turlock General Plan, establishes criteria the City uses to evaluate land use compatibility based on noise levels. Additionally, as shown in Table 8, the Turlock General Plan includes acceptable noise limits for various land uses based on guidelines provided by the California Office of Planning and Research. The current ambient noise environment at the project site is below these acceptable noise limits.

Table 8 Allowable Noise Exposure

Land Use	Outdoor Activity Areas (CNEL)[1,2]	Interior Spaces (CNEL)[1]
Residential	60	45
Motels, Hotels	60	45
Hospitals, Nursing Homes, Schools, Libraries, Museums, Churches	60	45
Playgrounds, Parks, Recreation Uses	65	50
Commercial and Office Uses	65	50
Industrial Uses	70	65

Notes:

[1]For non-residential uses, where an outdoor activity area is not proposed, the standard does not apply. Where the location of outdoor activity area is unknown, the exterior noise level standard shall be applied to the property line of receiving uses.

[2]Where it is not possible to reduce noise in outdoor activity areas to the allowable maximum, levels up to 5 dB higher may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Turlock General Plan

The City of Turlock Municipal Code Chapter 5-28 establishes permissible noise levels for the city. Exterior noise limits for receiving land uses are included in Section 5-25-108, as shown in Table 9. This section of the Turlock Municipal Code also includes interior noise standards for residences. Interior noise standards are 45 dBA Leq from 7:00 a.m. to 10:00 p.m. and 35 dBA Leq from 10:00 a.m. to 7:00 a.m.

Table 9 Exterior Noise Limits[1]

Receiving Land Use Category	Time Period	Maximum Noise Level (Leq dBA)
Residential	10:00 p.m. – 7:00 a.m.	50
	7:00 a.m. – 10:00 p.m.	60
Multiple Dwelling	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
Public Space	7:00 a.m. – 10:00 p.m.	65
Limited Commercial – Motels/Hotels, Hospitals, Nursing Homes, Schools, Libraries, Museums, Churches	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
All Other Commercial	10:00 p.m. – 7:00 a.m.	60
	7:00 a.m. – 10:00 p.m.	65
Light Industrial	Any Time	70
Heavy Industrial	Any Time	75

[1]Levels not to be exceeded more than 30 minutes in any hour

Source: City of Turlock Municipal Code Section 5-28-108 Noise Limits

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

c. Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

Per Section 5-28-112(b) of the Turlock Municipal Code outdoor activities, including sporting events, are exempt from City noise standards provided that such events are conducted in a public park or pursuant to a permit or license issued by the City relative to the staging of events. The proposed project would introduce 12 light poles at two fields, which would allow for nighttime field use as late as 11:00 p.m. Crowd noise from softball games has been measured at up to 70 dBA 350 feet from the stands (or 72.9 dBA 250 feet from the stands), which is 14.9 dBA higher than the current ambient noise environment (Sacramento County 2011). However, because softball games would be located within a public park, the project would be exempt from noise standards in the Turlock Municipal Code and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Additionally, Section 5-28-110 of the Turlock Municipal Code prohibits vibration where the noise source is located on a public space and the affected residents are located at least 150 feet from the noise source.

Project construction would include only limited ground disturbance and excavation would be required for the installation of pole foundations, and limited trenching and boring would be required for the installation of new electrical connections. Construction equipment that would likely be required would include loaded trucks, a backhoe, a small drill rig, and a small crane; the types of equipment that cause vibration impacts such as pile drivers and large bulldozers would not be used. The nearest sensitive receptors to the project site are residences approximately 250 feet southwest of the southwestern softball field. As shown in Table 10, at 250 feet from the source, estimated vibration levels associated with construction equipment would be 56 VdB. As mentioned above, 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Additionally, the nearest residents are 250 feet from the project site. Therefore, construction vibration would not be perceptible to nearby sensitive receptors and would be in

compliance with the Turlock Municipal Code. No pile-driving, use of explosives, or substantial grading or earth movement would occur during construction. Impacts would be less than significant.

Table 10 Construction-Related Vibration Levels

Equipment	Vibration Level at 25 Feet from Source (VdB)	Vibration Level at 250 Feet from Source (VdB)
Loaded Truck	86	56
Jackhammer	79	49

Source: FTA 2006

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Nearby residential receptors are located approximately 250 feet southeast of the project site. These sensitive receptors would be exposed to temporary construction noise, including excavation, trenching, and pole installation. Ground disturbance would be limited to excavation for the lighting and trenching for the electrical conduit installation. Construction equipment for pole foundation excavation, trenching, and boring would likely include a backhoe, an auger, and a drill rig. Noise levels from the use of construction equipment would be a function of the type of equipment and the distance to sensitive receptors. Table 11 shows the typical noise levels that these pieces of equipment would generate at the nearest sensitive receptors to the project site.

Table 11 Typical Construction Equipment Noise Levels

Equipment	Noise Level at 50 feet from Sound Source	Noise Level at Receptor 250 feet from Eastern Softball Field
Augur Drill Rig	84	70
Backhoe	80	66
Excavator	81	67
Flatbed Truck	74	60

Distances extrapolated from a reference distance of 50 feet and noise levels calculated at distance to nearest sensitive receptor for noise attenuation

Source: FTA 2006

As shown in Table 11, temporary construction activities would generate estimated noise levels of up to 70 dBA at the nearest residences located approximately 250 feet southeast of the eastern softball field. The Turlock Municipal Code Section 5-28-110(g) limits construction to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on weekends or holidays. In addition, the Turlock Municipal Code provides noise standards for mobile and stationary construction equipment in Section 5-28-110. As construction would occur on weekdays, the applicable threshold for both

mobile and stationary equipment is 70 dBA. Construction activities would not exceed this threshold. There would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

The project site is not located within the planning area and boundary of the Stanislaus County Airport Land Use Plan (Stanislaus County 1978). The nearest airport to the project site is Turlock Airpark located approximately 4.5 miles south. The proposed project is not located within an airport land use plan, private airstrip, or within two miles of an airport. There would be no impact.

NO IMPACT

13 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project would not result in direct or indirect population growth or the displacement of people or houses. There would be no impact.

NO IMPACT

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14 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

The project would allow for an expanded schedule of softball events during evening and nighttime hours. Project construction would not involve the construction of housing or other facilities or the expansion of seating capacity at the two fields. No population growth would be induced by the project. Athletes and spectators from outside the area may attend regional tournaments at the park; however, these events would be relatively infrequent and would not represent a regular or frequent increase in demand for fire and police protection. Therefore, neither the total population served by existing police and fire protection services nor the periodic concentration of that population on the project site would change relative to existing conditions. Existing levels of police and fire protection would remain sufficient with the project and no new police or fire stations would need to be constructed. The project would not induce population growth and therefore would not result in the need for new schools or parks or the physical deterioration of existing schools or parks. Impacts related to public services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

15 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project would not increase population and therefore would not substantially increase demand for recreational facilities compared to existing conditions. The project would expand the availability of the two softball fields on the project site to evening and nighttime hours. The park is already used for softball and soccer and the increased use would be relatively minor compared to the overall current use of the park. The City would increase maintenance of the park as necessary to accommodate the additional use. There would be a less than significant impact on existing parks and recreational facilities.

LESS THAN SIGNIFICANT IMPACT

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project would expand the availability of the two softball fields to evening and nighttime hours and would not involve construction of any new recreational facilities. The potential adverse physical effects on the environment that would result from the project are analyzed throughout this document. No additional adverse effects beyond those already analyzed and disclosed would occur. There would be no impact.

NO IMPACT

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16 Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
e. Result in inadequate emergency access?	☐	☐	■	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	■	☐

a. Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Project construction would generate temporary construction-related traffic such as deliveries of equipment and materials to the project site and construction worker traffic. However, this traffic would be temporary and limited to the construction period.

Project operation would increase roadway traffic during the evenings and nighttime, mostly outside of peak hours. Based on noise measurement data, included as Appendix B, between approximately 520 to 800 average daily trips occur in the project vicinity due to the existing park. Additional trips due to the project (a maximum of 192 per day, most of which would be outside peak traffic hours) would occur after John H. Pitman High School (the primary trip-generating use in the project vicinity) class hours. Therefore, the project would not negatively impact the effectiveness of the local roadways and would not conflict with any congestion management program or standards.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project would not result in an increase in air traffic levels or a change in air traffic location that would result in a substantial safety risk. The project site is not located within the flight path of any private or public airports and would not introduce structures that pose hazards to air traffic. There would be no impact.

NO IMPACT

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would not include changes to any roads, driveways, intersections, stop signs, traffic signals, or parking areas. The proposed project would not introduce any transportation-related design features such as sharp curves or dangerous intersections and transportation infrastructure surrounding the project site would remain the same. There would be no impact.

NO IMPACT

e. Would the project result in inadequate emergency access?

The project would not alter any existing transportation infrastructure. Existing emergency access routes would remain accessible and no changes to emergency vehicle ingress and egress points would occur. No structures would be placed in a roadway, driveway, or other vehicle access route. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

Project construction would not alter any existing transportation infrastructure. No trails, walkways, bikeways, or public transit rights-of-way would be encroached upon, blocked, re-routed, temporarily closed, or otherwise affected. In general, the project would shift bicycle, pedestrian, and transit demand to a different time of day because the project would allow evening and nighttime use of the softball fields. The proposed project is not anticipated to affect existing transit operations as transit is expected to play a small role in travel to the project site for evening and nighttime events. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

The City of Turlock prepared and mailed letters to the Northern Valley Yokuts Tribe on July 11, 2018. Under AB 52, tribes have 30 days to respond and request consultation. No other Tribes have requested notification under AB 52 from the City of Turlock. The Northern Valley Yokuts Tribe did not respond to request consultation. Thus, the City assumes that no known tribal cultural resources are present on the project site. However, the proposed excavation of the project site could potentially result in impacts on unanticipated tribal cultural resources. Impacts from the unanticipated discovery of tribal cultural resources during construction would be less than significant with Mitigation Measure TCR-1.

Mitigation Measures

The following mitigation measure would reduce impacts to unanticipated tribal cultural resources to a less than significant level.

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin are identified during construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the City determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No restrooms, drinking fountains, sprinklers, or other sources of wastewater would be constructed as part of the project, and no uses that would increase water demand are proposed. Thus, no wastewater would be generated that could exceed the treatment requirements of the Regional Water Quality Control Board, result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, or exceed the capacity of any existing wastewater treatment provider. There would be no impact.

NO IMPACT

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects??

Ground disturbance for the proposed project would be limited to the installation of support poles for new lighting and the installation of electrical conduits to provide power. Following installation, ground surfaces would be restored to pre-construction conditions. No building pads or other extensive areas of impermeable surface would be created as a result of the proposed project. Minimal grading would be required for the proposed project, and the existing topography and hydrology of the fields would not be altered substantially. Therefore, the amount of stormwater runoff and runoff patters would not be altered. There would be no impact.

NO IMPACT

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Water is currently available on the project site. The project site utilizes existing utility systems and the anticipated amount of water necessary to service the site would be within the norms of the Turlock water system. Thus, the project would not generate a need for new or expanded water entitlements. There would be no impact.

NO IMPACT

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would generate a small amount of solid waste during construction from the removal of soil and/or concrete to install the lighting support poles and the underground conduit. Operational waste would be limited to additional waste from spectators and players, beyond what is currently generated. The project site is serviced by the City's designated waste hauler, Turlock Scavenger. Sufficient capacity remains for the minimal additional solid waste from the proposed project. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste. There would be no impact.

NO IMPACT

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19 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in this Initial Study, the project has the potential to degrade the quality of the environment in several issue areas without the incorporation of the identified mitigation measures. As discussed in Section 1, *Aesthetics*, Mitigation Measure AES-1 would be required to reduce light and glare impacts to a less than significant level. As discussed in Section 4, *Biological Resources*, in order to avoid or reduce potential adverse impacts on nesting birds and special status species, implementation of Mitigation Measure BIO-1 would be required to reduce impacts to a less than significant level. As discussed in Section 5, *Cultural Resources*, the project has the potential to uncover and disturb previously unidentified paleontological resources during ground-disturbing

activities. Through implementation of Mitigation Measures CR-1 and CR-2, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. As discussed in Section 3, *Air Quality*, and Section 7, *Greenhouse Gases*, the project would not exceed SJVAPCD thresholds. The project would have no adverse long-term environmental impacts and, therefore, would not contribute to cumulative environmental changes that may occur due to planned and pending development.

LESS THAN SIGNIFICANT IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Effects on human beings are generally associated with impacts related to such issue areas as air quality, geology and soils, noise, traffic safety, and hazards. As discussed in this Initial Study, the project would result in a less than significant impact in each of these resource areas. As discussed in Section 3, *Air Quality,* the project would not generate air quality pollutants above SJVAPCD thresholds, and impacts would be less than significant. As discussed in Section 6, *Geology and Soils,* the project would not expose people or structures to potential adverse effects including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. As discussed in *Section 16, Transportation,* the project would not alter any existing transportation infrastructure or have any impact on traffic safety. The project would not cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT IMPACT

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Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Turlock. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Appendix A

Air Quality and Greenhouse Gas Emissions Calculations

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.00	Acre	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	790	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Annual

Project Characteristics - Assume one-month construction period.

Land Use -

Construction Phase - construction timeframe and equipment list based on similar projects

Off-road Equipment - no off-road delivery equipment

Off-road Equipment - 1 bore/drill rig for excavator phase

Off-road Equipment - 1 tractor/loader/backhoe for backhoe phase

Off-road Equipment - 1 bore/drill rig for boring phase

Off-road Equipment - 1 crane for hydraulic crane phase

Off-road Equipment - 1 bore/drill rig for steer drill rig

Off-road Equipment - 1 cement and mortar mixer for concrete pump phase

Off-road Equipment - 1 tractor/loader/backhoe for concrete truck phase

Trips and VMT -

Energy Use -

Mobile Land Use Mitigation -

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tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs

tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cranes
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cement and Mortar Mixers
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2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0149	0.1555	0.1343	3.3000e-004	0.0158	5.4800e-003	0.0213	1.8200e-003	5.0400e-003	6.8600e-003	0.0000	29.2815	29.2815	9.3100e-003	0.0000	29.5141
Maximum	**0.0149**	**0.1555**	**0.1343**	**3.3000e-004**	**0.0158**	**5.4800e-003**	**0.0213**	**1.8200e-003**	**5.0400e-003**	**6.8600e-003**	**0.0000**	**29.2815**	**29.2815**	**9.3100e-003**	**0.0000**	**29.5141**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0149	0.1555	0.1343	3.3000e-004	0.0158	5.4800e-003	0.0213	1.8200e-003	5.0400e-003	6.8600e-003	0.0000	29.2814	29.2814	9.3100e-003	0.0000	29.5141
Maximum	**0.0149**	**0.1555**	**0.1343**	**3.3000e-004**	**0.0158**	**5.4800e-003**	**0.0213**	**1.8200e-003**	**5.0400e-003**	**6.8600e-003**	**0.0000**	**29.2814**	**29.2814**	**9.3100e-003**	**0.0000**	**29.5141**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2025	8-31-2025	0.1719	0.1719
		Highest	0.1719	0.1719

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Hydraulic Crane	Site Preparation	7/4/2025	7/7/2025	5	2	
2	Concrete Pump	Site Preparation	7/4/2025	7/7/2025	5	2	
3	Concrete Trucks	Site Preparation	7/4/2025	7/7/2025	5	2	
4	Backhoe	Site Preparation	6/9/2025	7/4/2025	5	20	
5	Boring	Site Preparation	6/9/2025	7/4/2025	5	20	
6	Excavator	Site Preparation	6/6/2025	6/9/2025	5	2	
7	Delivery	Site Preparation	6/1/2025	6/5/2025	5	4	
8	Steer Drill Rig	Site Preparation	6/20/2025	6/26/2025	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Hydraulic Crane	Graders	1	8.00	187	0.41
Boring	Bore/Drill Rigs	1	6.00	9	0.56
Concrete Pump	Graders	1	8.00	187	0.41
Backhoe	Tractors/Loaders/Backhoes	1	8.00	81	0.73
Excavator	Bore/Drill Rigs	1	4.00	231	0.29
Concrete Trucks	Graders	1	8.00	187	0.41
Steer Drill Rig	Bore/Drill Rigs	1	8.00	187	0.41
Backhoe	Graders	1	8.00	187	0.41
Boring	Graders	1	8.00	187	0.41
Excavator	Graders	1	8.00	187	0.41
Delivery	Graders	1	8.00	187	0.41
Steer Drill Rig	Graders	1	8.00	187	0.41
Hydraulic Crane	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Pump	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Boring	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Excavator	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Delivery	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Hydraulic Crane	Cranes	1	8.00	187	0.41
Concrete Pump	Cement and Mortar Mixers	1	8.00	187	0.41
Steer Drill Rig	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Trucks	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Hydraulic Crane	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Steer Drill Rig	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Backhoe	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavator	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Boring	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Delivery	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Pump	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Trucks	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Hydraulic Crane - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	8.4200e-003	5.8100e-003	2.0000e-005		3.2000e-004	3.2000e-004		2.9000e-004	2.9000e-004	0.0000	1.4351	1.4351	4.6000e-004	0.0000	1.4467
Total	**8.0000e-004**	**8.4200e-003**	**5.8100e-003**	**2.0000e-005**	**5.3000e-004**	**3.2000e-004**	**8.5000e-004**	**6.0000e-005**	**2.9000e-004**	**3.5000e-004**	**0.0000**	**1.4351**	**1.4351**	**4.6000e-004**	**0.0000**	**1.4467**

3.2 Hydraulic Crane - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	8.4200e-003	5.8100e-003	2.0000e-005		3.2000e-004	3.2000e-004		2.9000e-004	2.9000e-004	0.0000	1.4351	1.4351	4.6000e-004	0.0000	1.4467
Total	**8.0000e-004**	**8.4200e-003**	**5.8100e-003**	**2.0000e-005**	**5.3000e-004**	**3.2000e-004**	**8.5000e-004**	**6.0000e-005**	**2.9000e-004**	**3.5000e-004**	**0.0000**	**1.4351**	**1.4351**	**4.6000e-004**	**0.0000**	**1.4467**

3.2 Hydraulic Crane - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

3.3 Concrete Pump - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	4.7900e-003	3.8200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.8548	0.8548	2.8000e-004	0.0000	0.8618
Total	**4.4000e-004**	**4.7900e-003**	**3.8200e-003**	**1.0000e-005**	**5.3000e-004**	**1.7000e-004**	**7.0000e-004**	**6.0000e-005**	**1.5000e-004**	**2.1000e-004**	**0.0000**	**0.8548**	**0.8548**	**2.8000e-004**	**0.0000**	**0.8618**

3.3 Concrete Pump - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	4.7900e-003	3.8200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.8548	0.8548	2.8000e-004	0.0000	0.8618
Total	**4.4000e-004**	**4.7900e-003**	**3.8200e-003**	**1.0000e-005**	**5.3000e-004**	**1.7000e-004**	**7.0000e-004**	**6.0000e-005**	**1.5000e-004**	**2.1000e-004**	**0.0000**	**0.8548**	**0.8548**	**2.8000e-004**	**0.0000**	**0.8618**

3.3 Concrete Pump - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

3.4 Concrete Trucks - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	4.7900e-003	3.8200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.8548	0.8548	2.8000e-004	0.0000	0.8618
Total	**4.4000e-004**	**4.7900e-003**	**3.8200e-003**	**1.0000e-005**	**5.3000e-004**	**1.7000e-004**	**7.0000e-004**	**6.0000e-005**	**1.5000e-004**	**2.1000e-004**	**0.0000**	**0.8548**	**0.8548**	**2.8000e-004**	**0.0000**	**0.8618**

3.4 Concrete Trucks - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	4.7900e-003	3.8200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.8548	0.8548	2.8000e-004	0.0000	0.8618
Total	**4.4000e-004**	**4.7900e-003**	**3.8200e-003**	**1.0000e-005**	**5.3000e-004**	**1.7000e-004**	**7.0000e-004**	**6.0000e-005**	**1.5000e-004**	**2.1000e-004**	**0.0000**	**0.8548**	**0.8548**	**2.8000e-004**	**0.0000**	**0.8618**

3.4 Concrete Trucks - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

3.5 Backhoe - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2900e-003	0.0566	0.0527	1.2000e-004		2.0000e-003	2.0000e-003		1.8400e-003	1.8400e-003	0.0000	10.3227	10.3227	3.3400e-003	0.0000	10.4062
Total	**5.2900e-003**	**0.0566**	**0.0527**	**1.2000e-004**	**5.3000e-003**	**2.0000e-003**	**7.3000e-003**	**5.7000e-004**	**1.8400e-003**	**2.4100e-003**	**0.0000**	**10.3227**	**10.3227**	**3.3400e-003**	**0.0000**	**10.4062**

3.5 Backhoe - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1831	0.1831	0.0000	0.0000	0.1832
Total	**9.0000e-005**	**5.0000e-005**	**6.2000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1831**	**0.1831**	**0.0000**	**0.0000**	**0.1832**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2900e-003	0.0566	0.0527	1.2000e-004		2.0000e-003	2.0000e-003		1.8400e-003	1.8400e-003	0.0000	10.3227	10.3227	3.3400e-003	0.0000	10.4062
Total	**5.2900e-003**	**0.0566**	**0.0527**	**1.2000e-004**	**5.3000e-003**	**2.0000e-003**	**7.3000e-003**	**5.7000e-004**	**1.8400e-003**	**2.4100e-003**	**0.0000**	**10.3227**	**10.3227**	**3.3400e-003**	**0.0000**	**10.4062**

3.5 Backhoe - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1831	0.1831	0.0000	0.0000	0.1832
Total	**9.0000e-005**	**5.0000e-005**	**6.2000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1831**	**0.1831**	**0.0000**	**0.0000**	**0.1832**

3.6 Boring - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8300e-003	0.0506	0.0411	1.0000e-004		1.7800e-003	1.7800e-003		1.6400e-003	1.6400e-003	0.0000	8.8706	8.8706	2.8700e-003	0.0000	8.9423
Total	**4.8300e-003**	**0.0506**	**0.0411**	**1.0000e-004**	**5.3000e-003**	**1.7800e-003**	**7.0800e-003**	**5.7000e-004**	**1.6400e-003**	**2.2100e-003**	**0.0000**	**8.8706**	**8.8706**	**2.8700e-003**	**0.0000**	**8.9423**

3.6 Boring - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1831	0.1831	0.0000	0.0000	0.1832
Total	**9.0000e-005**	**5.0000e-005**	**6.2000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1831**	**0.1831**	**0.0000**	**0.0000**	**0.1832**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8300e-003	0.0506	0.0411	1.0000e-004		1.7800e-003	1.7800e-003		1.6400e-003	1.6400e-003	0.0000	8.8706	8.8706	2.8700e-003	0.0000	8.9423
Total	**4.8300e-003**	**0.0506**	**0.0411**	**1.0000e-004**	**5.3000e-003**	**1.7800e-003**	**7.0800e-003**	**5.7000e-004**	**1.6400e-003**	**2.2100e-003**	**0.0000**	**8.8706**	**8.8706**	**2.8700e-003**	**0.0000**	**8.9423**

3.6 Boring - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1831	0.1831	0.0000	0.0000	0.1832
Total	**9.0000e-005**	**5.0000e-005**	**6.2000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1831**	**0.1831**	**0.0000**	**0.0000**	**0.1832**

3.7 Excavator - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	5.3600e-003	4.4400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	1.1071	1.1071	3.6000e-004	0.0000	1.1160
Total	**5.1000e-004**	**5.3600e-003**	**4.4400e-003**	**1.0000e-005**	**5.3000e-004**	**1.8000e-004**	**7.1000e-004**	**6.0000e-005**	**1.7000e-004**	**2.3000e-004**	**0.0000**	**1.1071**	**1.1071**	**3.6000e-004**	**0.0000**	**1.1160**

3.7 Excavator - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	5.3600e-003	4.4400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	1.1071	1.1071	3.6000e-004	0.0000	1.1160
Total	**5.1000e-004**	**5.3600e-003**	**4.4400e-003**	**1.0000e-005**	**5.3000e-004**	**1.8000e-004**	**7.1000e-004**	**6.0000e-005**	**1.7000e-004**	**2.3000e-004**	**0.0000**	**1.1071**	**1.1071**	**3.6000e-004**	**0.0000**	**1.1160**

3.7 Excavator - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0183	0.0183	0.0000	0.0000	0.0183
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0183**	**0.0183**	**0.0000**	**0.0000**	**0.0183**

3.8 Delivery - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0600e-003	0.0000	1.0600e-003	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9000e-004	9.5800e-003	7.6500e-003	2.0000e-005		3.3000e-004	3.3000e-004		3.0000e-004	3.0000e-004	0.0000	1.7097	1.7097	5.5000e-004	0.0000	1.7235
Total	**8.9000e-004**	**9.5800e-003**	**7.6500e-003**	**2.0000e-005**	**1.0600e-003**	**3.3000e-004**	**1.3900e-003**	**1.1000e-004**	**3.0000e-004**	**4.1000e-004**	**0.0000**	**1.7097**	**1.7097**	**5.5000e-004**	**0.0000**	**1.7235**

3.8 Delivery - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0610	0.0610	0.0000	0.0000	0.0611
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0610**	**0.0610**	**0.0000**	**0.0000**	**0.0611**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0600e-003	0.0000	1.0600e-003	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9000e-004	9.5800e-003	7.6500e-003	2.0000e-005		3.3000e-004	3.3000e-004		3.0000e-004	3.0000e-004	0.0000	1.7097	1.7097	5.5000e-004	0.0000	1.7235
Total	**8.9000e-004**	**9.5800e-003**	**7.6500e-003**	**2.0000e-005**	**1.0600e-003**	**3.3000e-004**	**1.3900e-003**	**1.1000e-004**	**3.0000e-004**	**4.1000e-004**	**0.0000**	**1.7097**	**1.7097**	**5.5000e-004**	**0.0000**	**1.7235**

3.8 Delivery - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0610	0.0610	0.0000	0.0000	0.0611
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0610**	**0.0610**	**0.0000**	**0.0000**	**0.0611**

3.9 Steer Drill Rig - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3300e-003	0.0000	1.3300e-003	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4700e-003	0.0152	0.0131	4.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	3.5805	3.5805	1.1600e-003	0.0000	3.6094
Total	**1.4700e-003**	**0.0152**	**0.0131**	**4.0000e-005**	**1.3300e-003**	**5.2000e-004**	**1.8500e-003**	**1.4000e-004**	**4.8000e-004**	**6.2000e-004**	**0.0000**	**3.5805**	**3.5805**	**1.1600e-003**	**0.0000**	**3.6094**

3.9 Steer Drill Rig - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0458	0.0458	0.0000	0.0000	0.0458
Total	**2.0000e-005**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0458**	**0.0458**	**0.0000**	**0.0000**	**0.0458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3300e-003	0.0000	1.3300e-003	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4700e-003	0.0152	0.0131	4.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	3.5805	3.5805	1.1600e-003	0.0000	3.6094
Total	**1.4700e-003**	**0.0152**	**0.0131**	**4.0000e-005**	**1.3300e-003**	**5.2000e-004**	**1.8500e-003**	**1.4000e-004**	**4.8000e-004**	**6.2000e-004**	**0.0000**	**3.5805**	**3.5805**	**1.1600e-003**	**0.0000**	**3.6094**

3.9 Steer Drill Rig - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0458	0.0458	0.0000	0.0000	0.0458
Total	**2.0000e-005**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0458**	**0.0458**	**0.0000**	**0.0000**	**0.0458**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.535288	0.031182	0.176524	0.108345	0.017631	0.004509	0.027192	0.090610	0.001830	0.001024	0.004326	0.000811	0.000729

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.00	Acre	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	790	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Summer

Project Characteristics - Assume one-month construction period.

Land Use -

Construction Phase - construction timeframe and equipment list based on similar projects

Off-road Equipment - no off-road delivery equipment

Off-road Equipment - 1 bore/drill rig for excavator phase

Off-road Equipment - 1 tractor/loader/backhoe for backhoe phase

Off-road Equipment - 1 bore/drill rig for boring phase

Off-road Equipment - 1 crane for hydraulic crane phase

Off-road Equipment - 1 bore/drill rig for steer drill rig

Off-road Equipment - 1 cement and mortar mixer for concrete pump phase

Off-road Equipment - 1 tractor/loader/backhoe for concrete truck phase

Trips and VMT -

Energy Use -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	20.00
tblConstructionPhase	NumDays	0.00	20.00
tblConstructionPhase	NumDays	0.00	5.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	PhaseEndDate	5/30/2025	6/5/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	6/9/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/4/2025

tblConstructionPhase	PhaseEndDate	5/30/2025	7/4/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	6/26/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/6/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/9/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/9/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/20/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblOffRoadEquipment	HorsePower	221.00	9.00
tblOffRoadEquipment	HorsePower	97.00	81.00
tblOffRoadEquipment	HorsePower	221.00	231.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	231.00	187.00
tblOffRoadEquipment	HorsePower	9.00	187.00
tblOffRoadEquipment	LoadFactor	0.50	0.56
tblOffRoadEquipment	LoadFactor	0.37	0.73
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.29	0.41
tblOffRoadEquipment	LoadFactor	0.56	0.41
tblOffRoadEquipment	OffRoadEquipmentType	Cement and Mortar Mixers	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Cranes	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs

tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cranes
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cement and Mortar Mixers
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.7519	28.7386	23.1959	0.0588	2.7745	1.0296	3.8041	0.3190	0.9472	1.2662	0.0000	5,692.6677	5,692.6677	1.8079	0.0000	5,737.8636
Maximum	**2.7519**	**28.7386**	**23.1959**	**0.0588**	**2.7745**	**1.0296**	**3.8041**	**0.3190**	**0.9472**	**1.2662**	**0.0000**	**5,692.6677**	**5,692.6677**	**1.8079**	**0.0000**	**5,737.8636**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.7519	28.7386	23.1959	0.0588	2.7745	1.0296	3.8041	0.3190	0.9472	1.2662	0.0000	5,692.6677	5,692.6677	1.8079	0.0000	5,737.8636
Maximum	**2.7519**	**28.7386**	**23.1959**	**0.0588**	**2.7745**	**1.0296**	**3.8041**	**0.3190**	**0.9472**	**1.2662**	**0.0000**	**5,692.6677**	**5,692.6677**	**1.8079**	**0.0000**	**5,737.8636**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Hydraulic Crane	Site Preparation	7/4/2025	7/7/2025	5	2	
2	Concrete Pump	Site Preparation	7/4/2025	7/7/2025	5	2	
3	Concrete Trucks	Site Preparation	7/4/2025	7/7/2025	5	2	
4	Backhoe	Site Preparation	6/9/2025	7/4/2025	5	20	
5	Boring	Site Preparation	6/9/2025	7/4/2025	5	20	
6	Excavator	Site Preparation	6/6/2025	6/9/2025	5	2	
7	Delivery	Site Preparation	6/1/2025	6/5/2025	5	4	
8	Steer Drill Rig	Site Preparation	6/20/2025	6/26/2025	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Hydraulic Crane	Graders	1	8.00	187	0.41
Boring	Bore/Drill Rigs	1	6.00	9	0.56
Concrete Pump	Graders	1	8.00	187	0.41
Backhoe	Tractors/Loaders/Backhoes	1	8.00	81	0.73
Excavator	Bore/Drill Rigs	1	4.00	231	0.29
Concrete Trucks	Graders	1	8.00	187	0.41
Steer Drill Rig	Bore/Drill Rigs	1	8.00	187	0.41
Backhoe	Graders	1	8.00	187	0.41
Boring	Graders	1	8.00	187	0.41
Excavator	Graders	1	8.00	187	0.41
Delivery	Graders	1	8.00	187	0.41
Steer Drill Rig	Graders	1	8.00	187	0.41
Hydraulic Crane	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Pump	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Boring	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Excavator	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Delivery	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Hydraulic Crane	Cranes	1	8.00	187	0.41
Concrete Pump	Cement and Mortar Mixers	1	8.00	187	0.41
Steer Drill Rig	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Trucks	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Hydraulic Crane	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Steer Drill Rig	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Backhoe	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavator	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Boring	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Delivery	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Pump	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Trucks	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Hydraulic Crane - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8012	8.4175	5.8112	0.0163		0.3195	0.3195		0.2939	0.2939		1,581.8716	1,581.8716	0.5116		1,594.6619
Total	**0.8012**	**8.4175**	**5.8112**	**0.0163**	**0.5303**	**0.3195**	**0.8497**	**0.0573**	**0.2939**	**0.3512**		**1,581.8716**	**1,581.8716**	**0.5116**		**1,594.6619**

3.2 Hydraulic Crane - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8012	8.4175	5.8112	0.0163		0.3195	0.3195		0.2939	0.2939	0.0000	1,581.8716	1,581.8716	0.5116		1,594.6619
Total	**0.8012**	**8.4175**	**5.8112**	**0.0163**	**0.5303**	**0.3195**	**0.8497**	**0.0573**	**0.2939**	**0.3512**	**0.0000**	**1,581.8716**	**1,581.8716**	**0.5116**		**1,594.6619**

3.2 Hydraulic Crane - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.3 Concrete Pump - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.3 Concrete Pump - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.3 Concrete Pump - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.4 Concrete Trucks - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.4 Concrete Trucks - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.4 Concrete Trucks - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.5 Backhoe - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5288	5.6563	5.2676	0.0118		0.2004	0.2004		0.1844	0.1844		1,137.8869	1,137.8869	0.3680		1,147.0873
Total	**0.5288**	**5.6563**	**5.2676**	**0.0118**	**0.5303**	**0.2004**	**0.7306**	**0.0573**	**0.1844**	**0.2416**		**1,137.8869**	**1,137.8869**	**0.3680**		**1,147.0873**

3.5 Backhoe - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5288	5.6563	5.2676	0.0118		0.2004	0.2004		0.1844	0.1844	0.0000	1,137.8869	1,137.8869	0.3680		1,147.0873
Total	**0.5288**	**5.6563**	**5.2676**	**0.0118**	**0.5303**	**0.2004**	**0.7306**	**0.0573**	**0.1844**	**0.2416**	**0.0000**	**1,137.8869**	**1,137.8869**	**0.3680**		**1,147.0873**

3.5 Backhoe - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.6 Boring - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4826	5.0570	4.1086	0.0101		0.1782	0.1782		0.1640	0.1640		977.8175	977.8175	0.3163		985.7236
Total	**0.4826**	**5.0570**	**4.1086**	**0.0101**	**0.5303**	**0.1782**	**0.7085**	**0.0573**	**0.1640**	**0.2212**		**977.8175**	**977.8175**	**0.3163**		**985.7236**

3.6 Boring - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4826	5.0570	4.1086	0.0101		0.1782	0.1782		0.1640	0.1640	0.0000	977.8175	977.8175	0.3163		985.7236
Total	**0.4826**	**5.0570**	**4.1086**	**0.0101**	**0.5303**	**0.1782**	**0.7085**	**0.0573**	**0.1640**	**0.2212**	**0.0000**	**977.8175**	**977.8175**	**0.3163**		**985.7236**

3.6 Boring - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.7 Excavator - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5067	5.3572	4.4410	0.0126		0.1839	0.1839		0.1692	0.1692		1,220.3343	1,220.3343	0.3947		1,230.2014
Total	**0.5067**	**5.3572**	**4.4410**	**0.0126**	**0.5303**	**0.1839**	**0.7142**	**0.0573**	**0.1692**	**0.2265**		**1,220.3343**	**1,220.3343**	**0.3947**		**1,230.2014**

3.7 Excavator - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5067	5.3572	4.4410	0.0126		0.1839	0.1839		0.1692	0.1692	0.0000	1,220.3343	1,220.3343	0.3947		1,230.2014
Total	**0.5067**	**5.3572**	**4.4410**	**0.0126**	**0.5303**	**0.1839**	**0.7142**	**0.0573**	**0.1692**	**0.2265**	**0.0000**	**1,220.3343**	**1,220.3343**	**0.3947**		**1,230.2014**

3.7 Excavator - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

3.8 Delivery - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.8 Delivery - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0176	8.1000e-003	0.1204	3.7000e-004	0.0411	2.7000e-004	0.0413	0.0109	2.5000e-004	0.0111		36.8336	36.8336	8.2000e-004		36.8540
Total	**0.0176**	**8.1000e-003**	**0.1204**	**3.7000e-004**	**0.0411**	**2.7000e-004**	**0.0413**	**0.0109**	**2.5000e-004**	**0.0111**		**36.8336**	**36.8336**	**8.2000e-004**		**36.8540**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.8 Delivery - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0176	8.1000e-003	0.1204	3.7000e-004	0.0411	2.7000e-004	0.0413	0.0109	2.5000e-004	0.0111		36.8336	36.8336	8.2000e-004		36.8540
Total	**0.0176**	**8.1000e-003**	**0.1204**	**3.7000e-004**	**0.0411**	**2.7000e-004**	**0.0413**	**0.0109**	**2.5000e-004**	**0.0111**		**36.8336**	**36.8336**	**8.2000e-004**		**36.8540**

3.9 Steer Drill Rig - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5885	6.0861	5.2366	0.0163		0.2078	0.2078		0.1912	0.1912		1,578.7260	1,578.7260	0.5106		1,591.4908
Total	**0.5885**	**6.0861**	**5.2366**	**0.0163**	**0.5303**	**0.2078**	**0.7381**	**0.0573**	**0.1912**	**0.2485**		**1,578.7260**	**1,578.7260**	**0.5106**		**1,591.4908**

3.9 Steer Drill Rig - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5885	6.0861	5.2366	0.0163		0.2078	0.2078		0.1912	0.1912	0.0000	1,578.7260	1,578.7260	0.5106		1,591.4908
Total	**0.5885**	**6.0861**	**5.2366**	**0.0163**	**0.5303**	**0.2078**	**0.7381**	**0.0573**	**0.1912**	**0.2485**	**0.0000**	**1,578.7260**	**1,578.7260**	**0.5106**		**1,591.4908**

3.9 Steer Drill Rig - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0106	4.8600e-003	0.0722	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		22.1001	22.1001	4.9000e-004		22.1124
Total	**0.0106**	**4.8600e-003**	**0.0722**	**2.2000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**22.1001**	**22.1001**	**4.9000e-004**		**22.1124**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.535288	0.031182	0.176524	0.108345	0.017631	0.004509	0.027192	0.090610	0.001830	0.001024	0.004326	0.000811	0.000729

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.00	Acre	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	790	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Winter

Project Characteristics - Assume one-month construction period.

Land Use -

Construction Phase - construction timeframe and equipment list based on similar projects

Off-road Equipment - no off-road delivery equipment

Off-road Equipment - 1 bore/drill rig for excavator phase

Off-road Equipment - 1 tractor/loader/backhoe for backhoe phase

Off-road Equipment - 1 bore/drill rig for boring phase

Off-road Equipment - 1 crane for hydraulic crane phase

Off-road Equipment - 1 bore/drill rig for steer drill rig

Off-road Equipment - 1 cement and mortar mixer for concrete pump phase

Off-road Equipment - 1 tractor/loader/backhoe for concrete truck phase

Trips and VMT -

Energy Use -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	20.00
tblConstructionPhase	NumDays	0.00	20.00
tblConstructionPhase	NumDays	0.00	5.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	PhaseEndDate	5/30/2025	6/5/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	6/9/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/4/2025

tblConstructionPhase	PhaseEndDate	5/30/2025	7/4/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	6/26/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseEndDate	5/30/2025	7/7/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/6/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/9/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/9/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	6/20/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblConstructionPhase	PhaseStartDate	5/31/2025	7/4/2025
tblOffRoadEquipment	HorsePower	221.00	9.00
tblOffRoadEquipment	HorsePower	97.00	81.00
tblOffRoadEquipment	HorsePower	221.00	231.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	231.00	187.00
tblOffRoadEquipment	HorsePower	9.00	187.00
tblOffRoadEquipment	LoadFactor	0.50	0.56
tblOffRoadEquipment	LoadFactor	0.37	0.73
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.29	0.41
tblOffRoadEquipment	LoadFactor	0.56	0.41
tblOffRoadEquipment	OffRoadEquipmentType	Cement and Mortar Mixers	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Cranes	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs

tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cranes
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Cement and Mortar Mixers
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.7490	28.7432	23.1392	0.0587	2.7745	1.0296	3.8041	0.3190	0.9472	1.2662	0.0000	5,679.7342	5,679.7342	1.8076	0.0000	5,724.9225
Maximum	**2.7490**	**28.7432**	**23.1392**	**0.0587**	**2.7745**	**1.0296**	**3.8041**	**0.3190**	**0.9472**	**1.2662**	**0.0000**	**5,679.7342**	**5,679.7342**	**1.8076**	**0.0000**	**5,724.9225**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.7490	28.7432	23.1392	0.0587	2.7745	1.0296	3.8041	0.3190	0.9472	1.2662	0.0000	5,679.7342	5,679.7342	1.8076	0.0000	5,724.9225
Maximum	**2.7490**	**28.7432**	**23.1392**	**0.0587**	**2.7745**	**1.0296**	**3.8041**	**0.3190**	**0.9472**	**1.2662**	**0.0000**	**5,679.7342**	**5,679.7342**	**1.8076**	**0.0000**	**5,724.9225**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Hydraulic Crane	Site Preparation	7/4/2025	7/7/2025	5	2	
2	Concrete Pump	Site Preparation	7/4/2025	7/7/2025	5	2	
3	Concrete Trucks	Site Preparation	7/4/2025	7/7/2025	5	2	
4	Backhoe	Site Preparation	6/9/2025	7/4/2025	5	20	
5	Boring	Site Preparation	6/9/2025	7/4/2025	5	20	
6	Excavator	Site Preparation	6/6/2025	6/9/2025	5	2	
7	Delivery	Site Preparation	6/1/2025	6/5/2025	5	4	
8	Steer Drill Rig	Site Preparation	6/20/2025	6/26/2025	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Hydraulic Crane	Graders	1	8.00	187	0.41
Boring	Bore/Drill Rigs	1	6.00	9	0.56
Concrete Pump	Graders	1	8.00	187	0.41
Backhoe	Tractors/Loaders/Backhoes	1	8.00	81	0.73
Excavator	Bore/Drill Rigs	1	4.00	231	0.29
Concrete Trucks	Graders	1	8.00	187	0.41
Steer Drill Rig	Bore/Drill Rigs	1	8.00	187	0.41
Backhoe	Graders	1	8.00	187	0.41
Boring	Graders	1	8.00	187	0.41
Excavator	Graders	1	8.00	187	0.41
Delivery	Graders	1	8.00	187	0.41
Steer Drill Rig	Graders	1	8.00	187	0.41
Hydraulic Crane	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Pump	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Boring	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Excavator	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Delivery	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Hydraulic Crane	Cranes	1	8.00	187	0.41
Concrete Pump	Cement and Mortar Mixers	1	8.00	187	0.41
Steer Drill Rig	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete Trucks	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Hydraulic Crane	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Steer Drill Rig	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Backhoe	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavator	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Boring	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Delivery	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Pump	3	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Concrete Trucks	2	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Hydraulic Crane - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8012	8.4175	5.8112	0.0163		0.3195	0.3195		0.2939	0.2939		1,581.8716	1,581.8716	0.5116		1,594.6619
Total	**0.8012**	**8.4175**	**5.8112**	**0.0163**	**0.5303**	**0.3195**	**0.8497**	**0.0573**	**0.2939**	**0.3512**		**1,581.8716**	**1,581.8716**	**0.5116**		**1,594.6619**

3.2 Hydraulic Crane - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8012	8.4175	5.8112	0.0163		0.3195	0.3195		0.2939	0.2939	0.0000	1,581.8716	1,581.8716	0.5116		1,594.6619
Total	**0.8012**	**8.4175**	**5.8112**	**0.0163**	**0.5303**	**0.3195**	**0.8497**	**0.0573**	**0.2939**	**0.3512**	**0.0000**	**1,581.8716**	**1,581.8716**	**0.5116**		**1,594.6619**

3.2 Hydraulic Crane - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.3 Concrete Pump - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.3 Concrete Pump - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.3 Concrete Pump - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.4 Concrete Trucks - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.4 Concrete Trucks - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.4 Concrete Trucks - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.5 Backhoe - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5288	5.6563	5.2676	0.0118		0.2004	0.2004		0.1844	0.1844		1,137.8869	1,137.8869	0.3680		1,147.0873
Total	**0.5288**	**5.6563**	**5.2676**	**0.0118**	**0.5303**	**0.2004**	**0.7306**	**0.0573**	**0.1844**	**0.2416**		**1,137.8869**	**1,137.8869**	**0.3680**		**1,147.0873**

3.5 Backhoe - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5288	5.6563	5.2676	0.0118		0.2004	0.2004		0.1844	0.1844	0.0000	1,137.8869	1,137.8869	0.3680		1,147.0873
Total	**0.5288**	**5.6563**	**5.2676**	**0.0118**	**0.5303**	**0.2004**	**0.7306**	**0.0573**	**0.1844**	**0.2416**	**0.0000**	**1,137.8869**	**1,137.8869**	**0.3680**		**1,147.0873**

3.5 Backhoe - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.6 Boring - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4826	5.0570	4.1086	0.0101		0.1782	0.1782		0.1640	0.1640		977.8175	977.8175	0.3163		985.7236
Total	**0.4826**	**5.0570**	**4.1086**	**0.0101**	**0.5303**	**0.1782**	**0.7085**	**0.0573**	**0.1640**	**0.2212**		**977.8175**	**977.8175**	**0.3163**		**985.7236**

3.6 Boring - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4826	5.0570	4.1086	0.0101		0.1782	0.1782		0.1640	0.1640	0.0000	977.8175	977.8175	0.3163		985.7236
Total	**0.4826**	**5.0570**	**4.1086**	**0.0101**	**0.5303**	**0.1782**	**0.7085**	**0.0573**	**0.1640**	**0.2212**	**0.0000**	**977.8175**	**977.8175**	**0.3163**		**985.7236**

3.6 Boring - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.7 Excavator - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5067	5.3572	4.4410	0.0126		0.1839	0.1839		0.1692	0.1692		1,220.3343	1,220.3343	0.3947		1,230.2014
Total	**0.5067**	**5.3572**	**4.4410**	**0.0126**	**0.5303**	**0.1839**	**0.7142**	**0.0573**	**0.1692**	**0.2265**		**1,220.3343**	**1,220.3343**	**0.3947**		**1,230.2014**

3.7 Excavator - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5067	5.3572	4.4410	0.0126		0.1839	0.1839		0.1692	0.1692	0.0000	1,220.3343	1,220.3343	0.3947		1,230.2014
Total	**0.5067**	**5.3572**	**4.4410**	**0.0126**	**0.5303**	**0.1839**	**0.7142**	**0.0573**	**0.1692**	**0.2265**	**0.0000**	**1,220.3343**	**1,220.3343**	**0.3947**		**1,230.2014**

3.7 Excavator - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

3.8 Delivery - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.8 Delivery - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0166	9.6400e-003	0.1014	3.3000e-004	0.0411	2.7000e-004	0.0413	0.0109	2.5000e-004	0.0111		32.5224	32.5224	7.2000e-004		32.5403
Total	**0.0166**	**9.6400e-003**	**0.1014**	**3.3000e-004**	**0.0411**	**2.7000e-004**	**0.0413**	**0.0109**	**2.5000e-004**	**0.0111**		**32.5224**	**32.5224**	**7.2000e-004**		**32.5403**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

3.8 Delivery - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0166	9.6400e-003	0.1014	3.3000e-004	0.0411	2.7000e-004	0.0413	0.0109	2.5000e-004	0.0111		32.5224	32.5224	7.2000e-004		32.5403
Total	**0.0166**	**9.6400e-003**	**0.1014**	**3.3000e-004**	**0.0411**	**2.7000e-004**	**0.0413**	**0.0109**	**2.5000e-004**	**0.0111**		**32.5224**	**32.5224**	**7.2000e-004**		**32.5403**

3.9 Steer Drill Rig - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5885	6.0861	5.2366	0.0163		0.2078	0.2078		0.1912	0.1912		1,578.7260	1,578.7260	0.5106		1,591.4908
Total	**0.5885**	**6.0861**	**5.2366**	**0.0163**	**0.5303**	**0.2078**	**0.7381**	**0.0573**	**0.1912**	**0.2485**		**1,578.7260**	**1,578.7260**	**0.5106**		**1,591.4908**

3.9 Steer Drill Rig - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5885	6.0861	5.2366	0.0163		0.2078	0.2078		0.1912	0.1912	0.0000	1,578.7260	1,578.7260	0.5106		1,591.4908
Total	**0.5885**	**6.0861**	**5.2366**	**0.0163**	**0.5303**	**0.2078**	**0.7381**	**0.0573**	**0.1912**	**0.2485**	**0.0000**	**1,578.7260**	**1,578.7260**	**0.5106**		**1,591.4908**

3.9 Steer Drill Rig - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.9800e-003	5.7800e-003	0.0609	2.0000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.5000e-004	6.6900e-003		19.5134	19.5134	4.3000e-004		19.5242
Total	**9.9800e-003**	**5.7800e-003**	**0.0609**	**2.0000e-004**	**0.0246**	**1.6000e-004**	**0.0248**	**6.5400e-003**	**1.5000e-004**	**6.6900e-003**		**19.5134**	**19.5134**	**4.3000e-004**		**19.5242**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.535288	0.031182	0.176524	0.108345	0.017631	0.004509	0.027192	0.090610	0.001830	0.001024	0.004326	0.000811	0.000729

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - .

Off-road Equipment -

Vehicle Trips - Assumed an average trip lenght of 5 miles with 192 trips taking place per day.

Fleet Mix - Light duty vehicles are the only vehicles expected to be used during trip generation.

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Annual

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.09	0.00
tblFleetMix	LDA	0.54	0.79
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.5090e-003	0.00
tblFleetMix	MCY	4.3260e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	7.2900e-004	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.8300e-003	0.00
tblFleetMix	SBUS	8.1100e-004	0.00
tblFleetMix	UBUS	1.0240e-003	0.00
tblVehicleTrips	CC_TL	7.30	5.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	192.00
tblVehicleTrips	SU_TR	0.00	192.00
tblVehicleTrips	WD_TR	0.00	192.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0262	0.0229	0.2968	1.0200e-003	0.1291	8.8000e-004	0.1300	0.0343	8.1000e-004	0.0351	0.0000	92.1035	92.1035	1.7100e-003	0.0000	92.1461
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0262**	**0.0229**	**0.2968**	**1.0200e-003**	**0.1291**	**8.8000e-004**	**0.1300**	**0.0343**	**8.1000e-004**	**0.0351**	**0.0000**	**92.1035**	**92.1035**	**1.7100e-003**	**0.0000**	**92.1461**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0262	0.0229	0.2968	1.0200e-003	0.1291	8.8000e-004	0.1300	0.0343	8.1000e-004	0.0351	0.0000	92.1035	92.1035	1.7100e-003	0.0000	92.1461
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0262**	**0.0229**	**0.2968**	**1.0200e-003**	**0.1291**	**8.8000e-004**	**0.1300**	**0.0343**	**8.1000e-004**	**0.0351**	**0.0000**	**92.1035**	**92.1035**	**1.7100e-003**	**0.0000**	**92.1461**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011		5	0	
2	Site Preparation	Site Preparation	1/2/2011		5	0	
3	Grading	Grading	1/2/2011		5	0	
4	Building Construction	Building Construction	1/2/2011		5	0	
5	Paving	Paving	1/2/2011		5	0	
6	Architectural Coating	Architectural Coating	1/2/2011		5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
-	Air Compressors	1	6.00	78	0.48
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0262	0.0229	0.2968	1.0200e-003	0.1291	8.8000e-004	0.1300	0.0343	8.1000e-004	0.0351	0.0000	92.1035	92.1035	1.7100e-003	0.0000	92.1461
Unmitigated	0.0262	0.0229	0.2968	1.0200e-003	0.1291	8.8000e-004	0.1300	0.0343	8.1000e-004	0.0351	0.0000	92.1035	92.1035	1.7100e-003	0.0000	92.1461

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Recreational	192.00	192.00	192.00	349,440	349,440
Total	192.00	192.00	192.00	349,440	349,440

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	0.00	5.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Recreational	0.792294	0.031182	0.176524	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - .

Off-road Equipment -

Vehicle Trips - Assumed an average trip lenght of 5 miles with 192 trips taking place per day.

Fleet Mix - Light duty vehicles are the only vehicles expected to be used during trip generation.

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Summer

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.09	0.00
tblFleetMix	LDA	0.54	0.79
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.5090e-003	0.00
tblFleetMix	MCY	4.3260e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	7.2900e-004	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.8300e-003	0.00
tblFleetMix	SBUS	8.1100e-004	0.00
tblFleetMix	UBUS	1.0240e-003	0.00
tblVehicleTrips	CC_TL	7.30	5.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	192.00
tblVehicleTrips	SU_TR	0.00	192.00
tblVehicleTrips	WD_TR	0.00	192.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1947	0.1166	1.8332	6.1300e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		611.0040	611.0040	0.0112		611.2845
Total	**0.1947**	**0.1166**	**1.8333**	**6.1300e-003**	**0.7293**	**4.8200e-003**	**0.7341**	**0.1933**	**4.4300e-003**	**0.1978**		**611.0043**	**611.0043**	**0.0112**	**0.0000**	**611.2847**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1947	0.1166	1.8332	6.1300e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		611.0040	611.0040	0.0112		611.2845
Total	**0.1947**	**0.1166**	**1.8333**	**6.1300e-003**	**0.7293**	**4.8200e-003**	**0.7341**	**0.1933**	**4.4300e-003**	**0.1978**		**611.0043**	**611.0043**	**0.0112**	**0.0000**	**611.2847**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011		5	0	
2	Site Preparation	Site Preparation	1/2/2011		5	0	
3	Grading	Grading	1/2/2011		5	0	
4	Building Construction	Building Construction	1/2/2011		5	0	
5	Paving	Paving	1/2/2011		5	0	
6	Architectural Coating	Architectural Coating	1/2/2011		5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
-	Air Compressors	1	6.00	78	0.48
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1947	0.1166	1.8332	6.1300e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		611.0040	611.0040	0.0112		611.2845
Unmitigated	0.1947	0.1166	1.8332	6.1300e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		611.0040	611.0040	0.0112		611.2845

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Recreational	192.00	192.00	192.00	349,440	349,440
Total	192.00	192.00	192.00	349,440	349,440

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	0.00	5.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Recreational	0.792294	0.031182	0.176524	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Turlock Regional Sports Complex Lighting Project

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - .

Off-road Equipment -

Vehicle Trips - Assumed an average trip lenght of 5 miles with 192 trips taking place per day.

Fleet Mix - Light duty vehicles are the only vehicles expected to be used during trip generation.

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Winter

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.09	0.00
tblFleetMix	LDA	0.54	0.79
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.5090e-003	0.00
tblFleetMix	MCY	4.3260e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	7.2900e-004	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.8300e-003	0.00
tblFleetMix	SBUS	8.1100e-004	0.00
tblFleetMix	UBUS	1.0240e-003	0.00
tblVehicleTrips	CC_TL	7.30	5.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	192.00
tblVehicleTrips	SU_TR	0.00	192.00
tblVehicleTrips	WD_TR	0.00	192.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1288	0.1381	1.6499	5.4200e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		540.2815	540.2815	0.0102		540.5367
Total	**0.1288**	**0.1381**	**1.6500**	**5.4200e-003**	**0.7293**	**4.8200e-003**	**0.7341**	**0.1933**	**4.4300e-003**	**0.1978**		**540.2817**	**540.2817**	**0.0102**	**0.0000**	**540.5369**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1288	0.1381	1.6499	5.4200e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		540.2815	540.2815	0.0102		540.5367
Total	**0.1288**	**0.1381**	**1.6500**	**5.4200e-003**	**0.7293**	**4.8200e-003**	**0.7341**	**0.1933**	**4.4300e-003**	**0.1978**		**540.2817**	**540.2817**	**0.0102**	**0.0000**	**540.5369**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011		5	0	
2	Site Preparation	Site Preparation	1/2/2011		5	0	
3	Grading	Grading	1/2/2011		5	0	
4	Building Construction	Building Construction	1/2/2011		5	0	
5	Paving	Paving	1/2/2011		5	0	
6	Architectural Coating	Architectural Coating	1/2/2011		5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Turlock Regional Sports Complex Lighting Project - Stanislaus County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
-	Air Compressors	1	6.00	78	0.48
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1288	0.1381	1.6499	5.4200e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		540.2815	540.2815	0.0102		540.5367
Unmitigated	0.1288	0.1381	1.6499	5.4200e-003	0.7293	4.8200e-003	0.7341	0.1933	4.4300e-003	0.1978		540.2815	540.2815	0.0102		540.5367

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Recreational	192.00	192.00	192.00	349,440	349,440
Total	192.00	192.00	192.00	349,440	349,440

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	0.00	5.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Recreational	0.792294	0.031182	0.176524	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Greenhouse Gas Emission Worksheet

N_2O Mobile Emissions

Turlock Regional Sports Complex Lighting Project

From CalEEMod v.2016.3.1 Vehicle Fleet Mix Output:

Annual VMT: 349,440

Vehicle Type	Percent Type	CH_4 Emission Factor (g/mile)*	CH_4 Emissions (g/mile)**	N_2O Emission Factor (g/mile)*	N_2O Emissions (g/mile)**
Light Auto	79.2%	0.04	0.03169176	0.04	0.03169176
Light Truck < 3750 lbs	3.1%	0.05	0.0015591	0.06	0.00187092
Light Truck 3751-5750 lbs	17.7%	0.05	0.0088262	0.06	0.01059144
Med Truck 5751-8500 lbs	0.0%	0.12	0	0.2	0
Lite-Heavy Truck 8501-10,000 lbs	0.0%	0.12	0	0.2	0
Lite-Heavy Truck 10,001-14,000 lbs	0.0%	0.09	0	0.125	0
Med-Heavy Truck 14,001-33,000 lbs	0.0%	0.06	0	0.05	0
Heavy-Heavy Truck 33,001-60,000 lbs	0.0%	0.06	0	0.05	0
Other Bus	0.0%	0.06	0	0.05	0
Urban Bus	0.0%	0.06	0	0.05	0
Motorcycle	0.0%	0.09	0	0.01	0
School Bus	0.0%	0.06	0	0.05	0
Motor Home	0.0%	0.09	0	0.125	0
Total	**100.0%**		**0.04207706**		**0.04415412**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO_2e) Units based on Global Warming Potential (GWP)

CH_4	21	GWP
N_2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N_2O Emissions:	0.0154	metric tons N_2O	**4.78**	metric tons CO_2e
		Project Total:	***4.78***	***metric tons CO_2e***

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** CalEEMod v.2016.3.1 results for mobile sources.

Attachment B

Noise Monitoring Results

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 89.6 - 2009/05/28 01:26:50
- Level Range : 40-100
- SEL : 87.5
- Leq : 58.0

#	Date	Time	(dB)
1	7/17/2018	7:30:00 PM	54.4
2	7/17/2018	7:30:01 PM	65.8
3	7/17/2018	7:30:02 PM	56.3
4	7/17/2018	7:30:03 PM	64.7
5	7/17/2018	7:30:04 PM	64.1
6	7/17/2018	7:30:05 PM	65.2
7	7/17/2018	7:30:06 PM	68.8
8	7/17/2018	7:30:07 PM	66.6
9	7/17/2018	7:30:08 PM	65.3
10	7/17/2018	7:30:09 PM	80.1
11	7/17/2018	7:30:10 PM	69.3
12	7/17/2018	7:30:11 PM	58.4
13	7/17/2018	7:30:12 PM	55.9
14	7/17/2018	7:30:13 PM	55.1
15	7/17/2018	7:30:14 PM	52.5
16	7/17/2018	7:30:15 PM	56.0
17	7/17/2018	7:30:16 PM	56.6
18	7/17/2018	7:30:17 PM	60.1
19	7/17/2018	7:30:18 PM	55.8
20	7/17/2018	7:30:19 PM	53.9
21	7/17/2018	7:30:20 PM	57.4
22	7/17/2018	7:30:21 PM	52.9
23	7/17/2018	7:30:22 PM	53.3
24	7/17/2018	7:30:23 PM	54.4
25	7/17/2018	7:30:24 PM	55.6
26	7/17/2018	7:30:25 PM	56.6
27	7/17/2018	7:30:26 PM	55.3
28	7/17/2018	7:30:27 PM	58.2
29	7/17/2018	7:30:28 PM	55.5
30	7/17/2018	7:30:29 PM	53.7
31	7/17/2018	7:30:30 PM	56.0
32	7/17/2018	7:30:31 PM	51.5
33	7/17/2018	7:30:32 PM	51.8
34	7/17/2018	7:30:33 PM	50.8
35	7/17/2018	7:30:34 PM	50.3
36	7/17/2018	7:30:35 PM	50.6
37	7/17/2018	7:30:36 PM	53.2
38	7/17/2018	7:30:37 PM	51.4

39	7/17/2018	7:30:38 PM	50.0
40	7/17/2018	7:30:39 PM	51.8
41	7/17/2018	7:30:40 PM	50.5
42	7/17/2018	7:30:41 PM	50.1
43	7/17/2018	7:30:42 PM	50.1
44	7/17/2018	7:30:43 PM	50.4
45	7/17/2018	7:30:44 PM	50.4
46	7/17/2018	7:30:45 PM	60.2
47	7/17/2018	7:30:46 PM	53.4
48	7/17/2018	7:30:47 PM	51.3
49	7/17/2018	7:30:48 PM	51.6
50	7/17/2018	7:30:49 PM	54.2
51	7/17/2018	7:30:50 PM	52.2
52	7/17/2018	7:30:51 PM	51.3
53	7/17/2018	7:30:52 PM	54.2
54	7/17/2018	7:30:53 PM	50.6
55	7/17/2018	7:30:54 PM	50.5
56	7/17/2018	7:30:55 PM	49.7
57	7/17/2018	7:30:56 PM	51.9
58	7/17/2018	7:30:57 PM	50.0
59	7/17/2018	7:30:58 PM	50.1
60	7/17/2018	7:30:59 PM	49.7
61	7/17/2018	7:31:00 PM	51.1
62	7/17/2018	7:31:01 PM	52.3
63	7/17/2018	7:31:02 PM	50.9
64	7/17/2018	7:31:03 PM	49.6
65	7/17/2018	7:31:04 PM	51.2
66	7/17/2018	7:31:05 PM	50.3
67	7/17/2018	7:31:06 PM	51.0
68	7/17/2018	7:31:07 PM	51.7
69	7/17/2018	7:31:08 PM	51.7
70	7/17/2018	7:31:09 PM	50.1
71	7/17/2018	7:31:10 PM	51.4
72	7/17/2018	7:31:11 PM	54.1
73	7/17/2018	7:31:12 PM	50.6
74	7/17/2018	7:31:13 PM	50.5
75	7/17/2018	7:31:14 PM	50.4
76	7/17/2018	7:31:15 PM	50.0
77	7/17/2018	7:31:16 PM	50.8
78	7/17/2018	7:31:17 PM	52.0
79	7/17/2018	7:31:18 PM	50.4
80	7/17/2018	7:31:19 PM	49.6
81	7/17/2018	7:31:20 PM	51.0
82	7/17/2018	7:31:21 PM	49.7
83	7/17/2018	7:31:22 PM	50.7
84	7/17/2018	7:31:23 PM	49.8
85	7/17/2018	7:31:24 PM	50.6

86	7/17/2018	7:31:25 PM	57.0
87	7/17/2018	7:31:26 PM	49.5
88	7/17/2018	7:31:27 PM	51.0
89	7/17/2018	7:31:28 PM	50.9
90	7/17/2018	7:31:29 PM	49.5
91	7/17/2018	7:31:30 PM	49.7
92	7/17/2018	7:31:31 PM	50.8
93	7/17/2018	7:31:32 PM	50.5
94	7/17/2018	7:31:33 PM	49.0
95	7/17/2018	7:31:34 PM	48.9
96	7/17/2018	7:31:35 PM	49.1
97	7/17/2018	7:31:36 PM	49.3
98	7/17/2018	7:31:37 PM	49.2
99	7/17/2018	7:31:38 PM	48.7
100	7/17/2018	7:31:39 PM	50.5
101	7/17/2018	7:31:40 PM	51.6
102	7/17/2018	7:31:41 PM	50.9
103	7/17/2018	7:31:42 PM	50.6
104	7/17/2018	7:31:43 PM	49.4
105	7/17/2018	7:31:44 PM	50.4
106	7/17/2018	7:31:45 PM	50.2
107	7/17/2018	7:31:46 PM	51.1
108	7/17/2018	7:31:47 PM	51.9
109	7/17/2018	7:31:48 PM	51.1
110	7/17/2018	7:31:49 PM	51.1
111	7/17/2018	7:31:50 PM	50.0
112	7/17/2018	7:31:51 PM	50.2
113	7/17/2018	7:31:52 PM	49.0
114	7/17/2018	7:31:53 PM	51.5
115	7/17/2018	7:31:54 PM	49.8
116	7/17/2018	7:31:55 PM	49.2
117	7/17/2018	7:31:56 PM	49.9
118	7/17/2018	7:31:57 PM	51.0
119	7/17/2018	7:31:58 PM	49.4
120	7/17/2018	7:31:59 PM	49.1
121	7/17/2018	7:32:00 PM	48.6
122	7/17/2018	7:32:01 PM	48.6
123	7/17/2018	7:32:02 PM	48.8
124	7/17/2018	7:32:03 PM	48.4
125	7/17/2018	7:32:04 PM	51.0
126	7/17/2018	7:32:05 PM	50.3
127	7/17/2018	7:32:06 PM	50.6
128	7/17/2018	7:32:07 PM	51.6
129	7/17/2018	7:32:08 PM	52.5
130	7/17/2018	7:32:09 PM	50.1
131	7/17/2018	7:32:10 PM	50.1
132	7/17/2018	7:32:11 PM	49.7

133	7/17/2018	7:32:12 PM	50.8
134	7/17/2018	7:32:13 PM	50.3
135	7/17/2018	7:32:14 PM	49.3
136	7/17/2018	7:32:15 PM	50.9
137	7/17/2018	7:32:16 PM	50.3
138	7/17/2018	7:32:17 PM	50.4
139	7/17/2018	7:32:18 PM	50.8
140	7/17/2018	7:32:19 PM	50.7
141	7/17/2018	7:32:20 PM	51.5
142	7/17/2018	7:32:21 PM	52.2
143	7/17/2018	7:32:22 PM	52.0
144	7/17/2018	7:32:23 PM	52.7
145	7/17/2018	7:32:24 PM	51.2
146	7/17/2018	7:32:25 PM	51.7
147	7/17/2018	7:32:26 PM	51.2
148	7/17/2018	7:32:27 PM	52.3
149	7/17/2018	7:32:28 PM	51.6
150	7/17/2018	7:32:29 PM	53.3
151	7/17/2018	7:32:30 PM	51.5
152	7/17/2018	7:32:31 PM	50.9
153	7/17/2018	7:32:32 PM	51.1
154	7/17/2018	7:32:33 PM	51.7
155	7/17/2018	7:32:34 PM	50.6
156	7/17/2018	7:32:35 PM	51.2
157	7/17/2018	7:32:36 PM	50.0
158	7/17/2018	7:32:37 PM	56.2
159	7/17/2018	7:32:38 PM	51.9
160	7/17/2018	7:32:39 PM	50.4
161	7/17/2018	7:32:40 PM	51.8
162	7/17/2018	7:32:41 PM	51.8
163	7/17/2018	7:32:42 PM	51.6
164	7/17/2018	7:32:43 PM	50.5
165	7/17/2018	7:32:44 PM	51.1
166	7/17/2018	7:32:45 PM	52.5
167	7/17/2018	7:32:46 PM	50.4
168	7/17/2018	7:32:47 PM	52.1
169	7/17/2018	7:32:48 PM	52.4
170	7/17/2018	7:32:49 PM	51.9
171	7/17/2018	7:32:50 PM	53.4
172	7/17/2018	7:32:51 PM	52.7
173	7/17/2018	7:32:52 PM	51.8
174	7/17/2018	7:32:53 PM	51.0
175	7/17/2018	7:32:54 PM	51.7
176	7/17/2018	7:32:55 PM	52.1
177	7/17/2018	7:32:56 PM	51.4
178	7/17/2018	7:32:57 PM	55.1
179	7/17/2018	7:32:58 PM	53.0

180	7/17/2018	7:32:59 PM	52.3
181	7/17/2018	7:33:00 PM	52.2
182	7/17/2018	7:33:01 PM	53.9
183	7/17/2018	7:33:02 PM	51.9
184	7/17/2018	7:33:03 PM	51.5
185	7/17/2018	7:33:04 PM	51.0
186	7/17/2018	7:33:05 PM	50.8
187	7/17/2018	7:33:06 PM	51.3
188	7/17/2018	7:33:07 PM	51.0
189	7/17/2018	7:33:08 PM	51.4
190	7/17/2018	7:33:09 PM	52.4
191	7/17/2018	7:33:10 PM	55.5
192	7/17/2018	7:33:11 PM	56.3
193	7/17/2018	7:33:12 PM	55.1
194	7/17/2018	7:33:13 PM	55.2
195	7/17/2018	7:33:14 PM	53.1
196	7/17/2018	7:33:15 PM	52.4
197	7/17/2018	7:33:16 PM	56.0
198	7/17/2018	7:33:17 PM	57.7
199	7/17/2018	7:33:18 PM	55.9
200	7/17/2018	7:33:19 PM	62.2
201	7/17/2018	7:33:20 PM	57.7
202	7/17/2018	7:33:21 PM	57.5
203	7/17/2018	7:33:22 PM	55.1
204	7/17/2018	7:33:23 PM	54.2
205	7/17/2018	7:33:24 PM	54.9
206	7/17/2018	7:33:25 PM	54.1
207	7/17/2018	7:33:26 PM	53.0
208	7/17/2018	7:33:27 PM	51.8
209	7/17/2018	7:33:28 PM	51.5
210	7/17/2018	7:33:29 PM	51.4
211	7/17/2018	7:33:30 PM	50.2
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617	7/17/2018	7:40:16 PM	50.8
618	7/17/2018	7:40:17 PM	51.3
619	7/17/2018	7:40:18 PM	50.9
620	7/17/2018	7:40:19 PM	51.8
621	7/17/2018	7:40:20 PM	51.4
622	7/17/2018	7:40:21 PM	51.5
623	7/17/2018	7:40:22 PM	52.6
624	7/17/2018	7:40:23 PM	53.2
625	7/17/2018	7:40:24 PM	51.7
626	7/17/2018	7:40:25 PM	52.0
627	7/17/2018	7:40:26 PM	52.1
628	7/17/2018	7:40:27 PM	52.1
629	7/17/2018	7:40:28 PM	51.6
630	7/17/2018	7:40:29 PM	51.1
631	7/17/2018	7:40:30 PM	53.4
632	7/17/2018	7:40:31 PM	51.1
633	7/17/2018	7:40:32 PM	51.9
634	7/17/2018	7:40:33 PM	51.6
635	7/17/2018	7:40:34 PM	52.6
636	7/17/2018	7:40:35 PM	52.8
637	7/17/2018	7:40:36 PM	53.2
638	7/17/2018	7:40:37 PM	53.6
639	7/17/2018	7:40:38 PM	54.6
640	7/17/2018	7:40:39 PM	54.7
641	7/17/2018	7:40:40 PM	54.7
642	7/17/2018	7:40:41 PM	52.7
643	7/17/2018	7:40:42 PM	53.1
644	7/17/2018	7:40:43 PM	53.2
645	7/17/2018	7:40:44 PM	54.2
646	7/17/2018	7:40:45 PM	52.7
647	7/17/2018	7:40:46 PM	52.0
648	7/17/2018	7:40:47 PM	51.6
649	7/17/2018	7:40:48 PM	51.5

650	7/17/2018	7:40:49 PM	52.0
651	7/17/2018	7:40:50 PM	52.0
652	7/17/2018	7:40:51 PM	51.0
653	7/17/2018	7:40:52 PM	52.1
654	7/17/2018	7:40:53 PM	51.3
655	7/17/2018	7:40:54 PM	51.3
656	7/17/2018	7:40:55 PM	51.4
657	7/17/2018	7:40:56 PM	51.8
658	7/17/2018	7:40:57 PM	52.7
659	7/17/2018	7:40:58 PM	52.7
660	7/17/2018	7:40:59 PM	52.3
661	7/17/2018	7:41:00 PM	52.4
662	7/17/2018	7:41:01 PM	52.3
663	7/17/2018	7:41:02 PM	53.0
664	7/17/2018	7:41:03 PM	53.4
665	7/17/2018	7:41:04 PM	52.4
666	7/17/2018	7:41:05 PM	52.9
667	7/17/2018	7:41:06 PM	52.4
668	7/17/2018	7:41:07 PM	52.1
669	7/17/2018	7:41:08 PM	53.6
670	7/17/2018	7:41:09 PM	51.9
671	7/17/2018	7:41:10 PM	53.0
672	7/17/2018	7:41:11 PM	52.7
673	7/17/2018	7:41:12 PM	53.9
674	7/17/2018	7:41:13 PM	53.5
675	7/17/2018	7:41:14 PM	52.5
676	7/17/2018	7:41:15 PM	53.5
677	7/17/2018	7:41:16 PM	54.4
678	7/17/2018	7:41:17 PM	53.6
679	7/17/2018	7:41:18 PM	53.5
680	7/17/2018	7:41:19 PM	52.4
681	7/17/2018	7:41:20 PM	52.6
682	7/17/2018	7:41:21 PM	53.8
683	7/17/2018	7:41:22 PM	52.9
684	7/17/2018	7:41:23 PM	53.5
685	7/17/2018	7:41:24 PM	54.4
686	7/17/2018	7:41:25 PM	53.3
687	7/17/2018	7:41:26 PM	53.9
688	7/17/2018	7:41:27 PM	52.9
689	7/17/2018	7:41:28 PM	54.7
690	7/17/2018	7:41:29 PM	53.9
691	7/17/2018	7:41:30 PM	53.9
692	7/17/2018	7:41:31 PM	53.8
693	7/17/2018	7:41:32 PM	53.5
694	7/17/2018	7:41:33 PM	53.7
695	7/17/2018	7:41:34 PM	54.8
696	7/17/2018	7:41:35 PM	55.8

697	7/17/2018	7:41:36 PM	54.8
698	7/17/2018	7:41:37 PM	53.9
699	7/17/2018	7:41:38 PM	53.4
700	7/17/2018	7:41:39 PM	53.4
701	7/17/2018	7:41:40 PM	53.8
702	7/17/2018	7:41:41 PM	53.8
703	7/17/2018	7:41:42 PM	53.8
704	7/17/2018	7:41:43 PM	53.7
705	7/17/2018	7:41:44 PM	53.1
706	7/17/2018	7:41:45 PM	53.0
707	7/17/2018	7:41:46 PM	53.6
708	7/17/2018	7:41:47 PM	53.6
709	7/17/2018	7:41:48 PM	53.7
710	7/17/2018	7:41:49 PM	53.9
711	7/17/2018	7:41:50 PM	52.8
712	7/17/2018	7:41:51 PM	52.2
713	7/17/2018	7:41:52 PM	52.3
714	7/17/2018	7:41:53 PM	52.4
715	7/17/2018	7:41:54 PM	53.1
716	7/17/2018	7:41:55 PM	52.0
717	7/17/2018	7:41:56 PM	52.2
718	7/17/2018	7:41:57 PM	51.7
719	7/17/2018	7:41:58 PM	51.8
720	7/17/2018	7:41:59 PM	52.2
721	7/17/2018	7:42:00 PM	57.0
722	7/17/2018	7:42:01 PM	56.9
723	7/17/2018	7:42:02 PM	52.5
724	7/17/2018	7:42:03 PM	53.3
725	7/17/2018	7:42:04 PM	55.1
726	7/17/2018	7:42:05 PM	57.4
727	7/17/2018	7:42:06 PM	59.7
728	7/17/2018	7:42:07 PM	62.4
729	7/17/2018	7:42:08 PM	62.6
730	7/17/2018	7:42:09 PM	64.2
731	7/17/2018	7:42:10 PM	64.4
732	7/17/2018	7:42:11 PM	64.1
733	7/17/2018	7:42:12 PM	62.2
734	7/17/2018	7:42:13 PM	60.7
735	7/17/2018	7:42:14 PM	59.6
736	7/17/2018	7:42:15 PM	57.5
737	7/17/2018	7:42:16 PM	57.8
738	7/17/2018	7:42:17 PM	56.3
739	7/17/2018	7:42:18 PM	55.0
740	7/17/2018	7:42:19 PM	54.3
741	7/17/2018	7:42:20 PM	54.0
742	7/17/2018	7:42:21 PM	52.5
743	7/17/2018	7:42:22 PM	52.0

744	7/17/2018	7:42:23 PM	52.1
745	7/17/2018	7:42:24 PM	52.8
746	7/17/2018	7:42:25 PM	52.1
747	7/17/2018	7:42:26 PM	53.0
748	7/17/2018	7:42:27 PM	55.0
749	7/17/2018	7:42:28 PM	60.5
750	7/17/2018	7:42:29 PM	63.1
751	7/17/2018	7:42:30 PM	64.4
752	7/17/2018	7:42:31 PM	62.6
753	7/17/2018	7:42:32 PM	58.6
754	7/17/2018	7:42:33 PM	55.2
755	7/17/2018	7:42:34 PM	52.9
756	7/17/2018	7:42:35 PM	52.8
757	7/17/2018	7:42:36 PM	52.4
758	7/17/2018	7:42:37 PM	53.0
759	7/17/2018	7:42:38 PM	53.1
760	7/17/2018	7:42:39 PM	52.4
761	7/17/2018	7:42:40 PM	52.3
762	7/17/2018	7:42:41 PM	52.3
763	7/17/2018	7:42:42 PM	53.5
764	7/17/2018	7:42:43 PM	52.9
765	7/17/2018	7:42:44 PM	52.0
766	7/17/2018	7:42:45 PM	51.4
767	7/17/2018	7:42:46 PM	52.0
768	7/17/2018	7:42:47 PM	52.5
769	7/17/2018	7:42:48 PM	52.7
770	7/17/2018	7:42:49 PM	54.3
771	7/17/2018	7:42:50 PM	53.3
772	7/17/2018	7:42:51 PM	52.7
773	7/17/2018	7:42:52 PM	52.4
774	7/17/2018	7:42:53 PM	52.5
775	7/17/2018	7:42:54 PM	51.9
776	7/17/2018	7:42:55 PM	54.0
777	7/17/2018	7:42:56 PM	54.8
778	7/17/2018	7:42:57 PM	54.9
779	7/17/2018	7:42:58 PM	56.1
780	7/17/2018	7:42:59 PM	55.5
781	7/17/2018	7:43:00 PM	57.2
782	7/17/2018	7:43:01 PM	55.2
783	7/17/2018	7:43:02 PM	56.9
784	7/17/2018	7:43:03 PM	55.0
785	7/17/2018	7:43:04 PM	60.1
786	7/17/2018	7:43:05 PM	58.9
787	7/17/2018	7:43:06 PM	62.2
788	7/17/2018	7:43:07 PM	61.2
789	7/17/2018	7:43:08 PM	60.2
790	7/17/2018	7:43:09 PM	56.8

791	7/17/2018	7:43:10 PM	55.5
792	7/17/2018	7:43:11 PM	54.4
793	7/17/2018	7:43:12 PM	54.0
794	7/17/2018	7:43:13 PM	55.4
795	7/17/2018	7:43:14 PM	56.4
796	7/17/2018	7:43:15 PM	56.9
797	7/17/2018	7:43:16 PM	56.5
798	7/17/2018	7:43:17 PM	56.1
799	7/17/2018	7:43:18 PM	55.1
800	7/17/2018	7:43:19 PM	53.7
801	7/17/2018	7:43:20 PM	51.6
802	7/17/2018	7:43:21 PM	52.2
803	7/17/2018	7:43:22 PM	52.9
804	7/17/2018	7:43:23 PM	52.4
805	7/17/2018	7:43:24 PM	51.5
806	7/17/2018	7:43:25 PM	51.7
807	7/17/2018	7:43:26 PM	52.8
808	7/17/2018	7:43:27 PM	51.6
809	7/17/2018	7:43:28 PM	51.7
810	7/17/2018	7:43:29 PM	51.5
811	7/17/2018	7:43:30 PM	52.1
812	7/17/2018	7:43:31 PM	52.2
813	7/17/2018	7:43:32 PM	51.5
814	7/17/2018	7:43:33 PM	52.7
815	7/17/2018	7:43:34 PM	52.6
816	7/17/2018	7:43:35 PM	54.2
817	7/17/2018	7:43:36 PM	54.7
818	7/17/2018	7:43:37 PM	54.9
819	7/17/2018	7:43:38 PM	53.0
820	7/17/2018	7:43:39 PM	53.7
821	7/17/2018	7:43:40 PM	53.3
822	7/17/2018	7:43:41 PM	54.0
823	7/17/2018	7:43:42 PM	52.0
824	7/17/2018	7:43:43 PM	53.8
825	7/17/2018	7:43:44 PM	52.1
826	7/17/2018	7:43:45 PM	54.0
827	7/17/2018	7:43:46 PM	52.4
828	7/17/2018	7:43:47 PM	51.3
829	7/17/2018	7:43:48 PM	52.6
830	7/17/2018	7:43:49 PM	50.9
831	7/17/2018	7:43:50 PM	51.3
832	7/17/2018	7:43:51 PM	54.5
833	7/17/2018	7:43:52 PM	53.6
834	7/17/2018	7:43:53 PM	51.8
835	7/17/2018	7:43:54 PM	52.0
836	7/17/2018	7:43:55 PM	53.2
837	7/17/2018	7:43:56 PM	51.8

838	7/17/2018	7:43:57 PM	51.8
839	7/17/2018	7:43:58 PM	53.4
840	7/17/2018	7:43:59 PM	52.6
841	7/17/2018	7:44:00 PM	52.1
842	7/17/2018	7:44:01 PM	53.2
843	7/17/2018	7:44:02 PM	53.9
844	7/17/2018	7:44:03 PM	54.1
845	7/17/2018	7:44:04 PM	52.5
846	7/17/2018	7:44:05 PM	52.7
847	7/17/2018	7:44:06 PM	53.1
848	7/17/2018	7:44:07 PM	54.5
849	7/17/2018	7:44:08 PM	54.8
850	7/17/2018	7:44:09 PM	54.0
851	7/17/2018	7:44:10 PM	54.7
852	7/17/2018	7:44:11 PM	53.8
853	7/17/2018	7:44:12 PM	53.7
854	7/17/2018	7:44:13 PM	53.4
855	7/17/2018	7:44:14 PM	54.8
856	7/17/2018	7:44:15 PM	53.9
857	7/17/2018	7:44:16 PM	54.5
858	7/17/2018	7:44:17 PM	60.2
859	7/17/2018	7:44:18 PM	56.1
860	7/17/2018	7:44:19 PM	53.6
861	7/17/2018	7:44:20 PM	54.2
862	7/17/2018	7:44:21 PM	54.8
863	7/17/2018	7:44:22 PM	55.4
864	7/17/2018	7:44:23 PM	55.6
865	7/17/2018	7:44:24 PM	56.1
866	7/17/2018	7:44:25 PM	57.4
867	7/17/2018	7:44:26 PM	57.8
868	7/17/2018	7:44:27 PM	57.2
869	7/17/2018	7:44:28 PM	58.0
870	7/17/2018	7:44:29 PM	57.1
871	7/17/2018	7:44:30 PM	59.0
872	7/17/2018	7:44:31 PM	54.2
873	7/17/2018	7:44:32 PM	57.4
874	7/17/2018	7:44:33 PM	53.7
875	7/17/2018	7:44:34 PM	53.3
876	7/17/2018	7:44:35 PM	53.7
877	7/17/2018	7:44:36 PM	55.0
878	7/17/2018	7:44:37 PM	55.9
879	7/17/2018	7:44:38 PM	56.6
880	7/17/2018	7:44:39 PM	62.7
881	7/17/2018	7:44:40 PM	63.9
882	7/17/2018	7:44:41 PM	67.5
883	7/17/2018	7:44:42 PM	66.6
884	7/17/2018	7:44:43 PM	67.5

885	7/17/2018	7:44:44 PM	64.9
886	7/17/2018	7:44:45 PM	60.2
887	7/17/2018	7:44:46 PM	56.8
888	7/17/2018	7:44:47 PM	53.8
889	7/17/2018	7:44:48 PM	54.3
890	7/17/2018	7:44:49 PM	53.0
891	7/17/2018	7:44:50 PM	52.4
892	7/17/2018	7:44:51 PM	53.0
893	7/17/2018	7:44:52 PM	53.8
894	7/17/2018	7:44:53 PM	53.8
895	7/17/2018	7:44:54 PM	55.2
896	7/17/2018	7:44:55 PM	53.6
897	7/17/2018	7:44:56 PM	53.2
898	7/17/2018	7:44:57 PM	53.2
899	7/17/2018	7:44:58 PM	53.7
900	7/17/2018	7:44:59 PM	58.3

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 74.5 - 2009/05/28 01:56:41
- Level Range : 40-100
- SEL : 86.7
- Leq : 57.2

#	Date	Times	(dB)
1	7/17/2018	8:00:00 PM	65.2
2	7/17/2018	8:00:01 PM	64.9
3	7/17/2018	8:00:02 PM	55.0
4	7/17/2018	8:00:03 PM	55.3
5	7/17/2018	8:00:04 PM	54.5
6	7/17/2018	8:00:05 PM	54.9
7	7/17/2018	8:00:06 PM	56.1
8	7/17/2018	8:00:07 PM	55.1
9	7/17/2018	8:00:08 PM	56.6
10	7/17/2018	8:00:09 PM	59.3
11	7/17/2018	8:00:10 PM	64.9
12	7/17/2018	8:00:11 PM	71.7
13	7/17/2018	8:00:12 PM	68.0
14	7/17/2018	8:00:13 PM	70.8
15	7/17/2018	8:00:14 PM	69.2
16	7/17/2018	8:00:15 PM	61.0
17	7/17/2018	8:00:16 PM	57.3
18	7/17/2018	8:00:17 PM	55.8
19	7/17/2018	8:00:18 PM	53.3
20	7/17/2018	8:00:19 PM	54.7
21	7/17/2018	8:00:20 PM	55.3
22	7/17/2018	8:00:21 PM	54.3
23	7/17/2018	8:00:22 PM	56.2
24	7/17/2018	8:00:23 PM	55.2
25	7/17/2018	8:00:24 PM	54.0
26	7/17/2018	8:00:25 PM	53.7
27	7/17/2018	8:00:26 PM	54.0
28	7/17/2018	8:00:27 PM	55.8
29	7/17/2018	8:00:28 PM	57.7
30	7/17/2018	8:00:29 PM	60.8
31	7/17/2018	8:00:30 PM	59.1
32	7/17/2018	8:00:31 PM	59.6
33	7/17/2018	8:00:32 PM	62.4
34	7/17/2018	8:00:33 PM	63.6
35	7/17/2018	8:00:34 PM	58.1
36	7/17/2018	8:00:35 PM	56.7
37	7/17/2018	8:00:36 PM	53.8
38	7/17/2018	8:00:37 PM	54.4
39	7/17/2018	8:00:38 PM	53.8
40	7/17/2018	8:00:39 PM	54.6
41	7/17/2018	8:00:40 PM	53.5
42	7/17/2018	8:00:41 PM	54.1
43	7/17/2018	8:00:42 PM	54.0
44	7/17/2018	8:00:43 PM	54.2
45	7/17/2018	8:00:44 PM	55.6
46	7/17/2018	8:00:45 PM	53.8
47	7/17/2018	8:00:46 PM	58.6
48	7/17/2018	8:00:47 PM	61.1
49	7/17/2018	8:00:48 PM	64.2
50	7/17/2018	8:00:49 PM	65.1
51	7/17/2018	8:00:50 PM	66.7
52	7/17/2018	8:00:51 PM	64.9
53	7/17/2018	8:00:52 PM	62.4
54	7/17/2018	8:00:53 PM	58.7
55	7/17/2018	8:00:54 PM	54.7
56	7/17/2018	8:00:55 PM	56.8
57	7/17/2018	8:00:56 PM	55.3
58	7/17/2018	8:00:57 PM	56.1

59	7/17/2018	8:00:58 PM	58.0
60	7/17/2018	8:00:59 PM	60.9
61	7/17/2018	8:01:00 PM	59.6
62	7/17/2018	8:01:01 PM	62.7
63	7/17/2018	8:01:02 PM	71.2
64	7/17/2018	8:01:03 PM	64.4
65	7/17/2018	8:01:04 PM	65.0
66	7/17/2018	8:01:05 PM	57.2
67	7/17/2018	8:01:06 PM	55.8
68	7/17/2018	8:01:07 PM	54.2
69	7/17/2018	8:01:08 PM	56.1
70	7/17/2018	8:01:09 PM	62.6
71	7/17/2018	8:01:10 PM	61.4
72	7/17/2018	8:01:11 PM	62.7
73	7/17/2018	8:01:12 PM	63.8
74	7/17/2018	8:01:13 PM	61.5
75	7/17/2018	8:01:14 PM	61.2
76	7/17/2018	8:01:15 PM	61.5
77	7/17/2018	8:01:16 PM	61.9
78	7/17/2018	8:01:17 PM	63.4
79	7/17/2018	8:01:18 PM	62.3
80	7/17/2018	8:01:19 PM	61.7
81	7/17/2018	8:01:20 PM	59.3
82	7/17/2018	8:01:21 PM	55.3
83	7/17/2018	8:01:22 PM	53.6
84	7/17/2018	8:01:23 PM	54.2
85	7/17/2018	8:01:24 PM	53.0
86	7/17/2018	8:01:25 PM	55.3
87	7/17/2018	8:01:26 PM	56.1
88	7/17/2018	8:01:27 PM	58.0
89	7/17/2018	8:01:28 PM	60.9
90	7/17/2018	8:01:29 PM	59.6
91	7/17/2018	8:01:30 PM	62.7
92	7/17/2018	8:01:31 PM	71.2
93	7/17/2018	8:01:32 PM	64.4
94	7/17/2018	8:01:33 PM	65.0
95	7/17/2018	8:01:34 PM	57.2
96	7/17/2018	8:01:35 PM	55.8
97	7/17/2018	8:01:36 PM	54.2
98	7/17/2018	8:01:37 PM	56.1
99	7/17/2018	8:01:38 PM	62.6
100	7/17/2018	8:01:39 PM	61.4
101	7/17/2018	8:01:40 PM	62.7
102	7/17/2018	8:01:41 PM	63.8
103	7/17/2018	8:01:42 PM	61.5
104	7/17/2018	8:01:43 PM	61.2
105	7/17/2018	8:01:44 PM	61.5
106	7/17/2018	8:01:45 PM	61.9
107	7/17/2018	8:01:46 PM	63.4
108	7/17/2018	8:01:47 PM	62.4
109	7/17/2018	8:01:48 PM	61.7
110	7/17/2018	8:01:49 PM	59.3
111	7/17/2018	8:01:50 PM	55.3
112	7/17/2018	8:01:51 PM	53.6
113	7/17/2018	8:01:52 PM	54.2
114	7/17/2018	8:01:53 PM	53.0
115	7/17/2018	8:01:54 PM	55.8
116	7/17/2018	8:01:55 PM	54.7
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