AGENDA
FOR THE SPECIAL MEETING OF
LOS ANGELES MEMORIAL COLISEUM COMMISSION

Monday, October 30, 2017, at 2:30 pm

Coliseum Commission Room[1]
3911 South Figueroa Street, Los Angeles, CA 90037

In compliance with Government Code Section 54957.5, nonexempt writings that are distributed to all, or a majority of all, of the Coliseum Commission members by any person in connection with a matter subject to discussion or consideration at an open meeting of the Coliseum Commission, are disclosable public records under the California Public Records Act. These public records may be viewed at 3911 S. Figueroa Street, Los Angeles, CA 90037, at the web page http://lamcc.lacounty.gov/Meetings or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Ms. Elida Flores, eflores@bos.lacounty.gov, (213) 893-0202.

(POSTED: Friday, October 27, 2017 at 2:30 p.m.)

MEMBERS:

City of Los Angeles	Mr. Curren D. Price, Jr., President Mr. Marqueece Harris-Dawson, Alternate
State of California	Ms. Mona Pasquil Rogers, Vice President Mr. Mark E. Pulido, Alternate
County of Los Angeles	Mr. Mark Ridley-Thomas Ms. Janice Hahn, Alternate
State Senate	Mr. Ricardo Lara[2]
State Assembly	Mr. Reginald B. Jones-Sawyer, Sr. [2]

STAFF:

Chief Administrative Officer and Secretary	Mr. Robert E. Osborne
Treasurer	Mr. Joseph Kelly
Controller	Mr. John Naimo
Co-Counsel	Ms. Noreen Vincent
Co-Counsel	Ms. Teresa Lujan
Co-Counsel	Mr. Thomas J. Faughnan
Co-Counsel	Mr. Erik J. Conard
Co-Counsel	Ms. Sonia L. Chan

At the discretion of the Los Angeles Memorial Coliseum Commission ("Commission"), all items appearing in this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the Commission.

OPEN SESSION

1. CALL TO ORDER

[1] Coliseum South Offices, Enter property at Gate 29
[2] Ex-officio (non-voting)

2. ROLL CALL

3. PRESIDENT'S COMMENTS

4. GENERAL PUBLIC COMMENT

5. APPROVAL OF MINUTES OF REGULAR MEETING OF SEPTEMBER 28, 2017

6. CONTROLLER'S REPORT (Receive and file)

   A. Statement of Receipts and Disbursements

   B. Statement of Budget to Actual

7. GENERAL MANAGER'S REPORT (Receive and file)

   A. Event operations

   B. Coliseum planned and in-progress projects

   C. Annual Financial Statements of the Coliseum and Sports Arena Properties

   D. Other items

8. UPDATE ON EXPOSITION PARK CONSTRUCTION PROJECTS (Receive and file)

9. PROPOSED FIFTH ADDENDUM TO THE CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT (THE PROJECT) RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS, OPTIONAL HAUL ROUTE, AND RELATED FINDINGS

   A. Consideration of the Fifth Addendum to the previously certified Environmental Impact Report for the Project (Discussion and possible action)

   B. Consideration of the proposed California Environmental Quality Act Findings for the Project (Discussion and possible action)

   C. Consideration of the proposed revised Mitigation Measure 1 for the Project (Discussion and possible action)

   D. Consideration of the proposed temporary extension of construction hours and optional haul route for the Project (Discussion and possible action)

CLOSED SESSION

CS-1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (CALIFORNIA GOVERNMENT CODE SECTION 54956.9(d)(1))

Case: Los Angeles Memorial Coliseum Commission, et al. v. Lynch, et al., BC 472814

CS-2 PUBLIC EMPLOYEE APPOINTMENT (CALIFORNIA GOVERNMENT CODE SECTION 54957)

Title: Chief Administrative Officer

OPEN SESSION

10. ADJOURNMENT

Next regular meeting: December 7, 2017

NOTICE: All meetings of the Coliseum Commission are open to the public. A member of the public may address the Commission on any Agenda item, and a request to address the Commission must be submitted in person prior to the start of the meeting. The Commission may limit the public input on any item, based on the number of people requesting to speak and the business of the Commission. In addition, a member of the public has the right to address the Commission on items of interest which is within the subject matter jurisdiction of the Commission during the Public Comment portion of the Agenda.

As a covered entity under Title II of the Americans with Disabilities Act, the Los Angeles Memorial Coliseum Commission does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least five (5) hours prior to the meeting you wish to attend by contacting Ms. Elida Flores at (213) 893-0202.

Persons having matters before the Los Angeles Memorial Coliseum Commission should read the following notice in connection with prohibited contributions to members of this agency.

NOTICE TO PERSONS HAVING MATTERS BEFORE THIS
AGENCY REGARDING PROHIBITED CONTRIBUTIONS

Any person to a proceeding before this Commission involving a license, permit, or other entitlement (including all entitlements for land use, contracts -- other than competitively bid labor or personal employment contracts -- and all franchises) must disclose on the record any contributions in excess of $250.00 to any elected or appointed officer of the Commission, including alternates, made within the preceding 12 months by the party, or his or her agent. The California contributions limitations of Government Code Section 84308 also prohibit contributions in excess of $250.00 for three months following the date of any final decision rendered by the Commission in such proceeding. Commissioners who have received such contributions within the past 12 months may not participate in the proceeding. Also, Commissioners may not receive such contributions while a matter affecting a contributor is pending.

Si requiere servicios de traduccion, favor de notificar a la oficina 5 horas de trabajo (72 horas) antes del evento. Si necesita ayuda con esta agenda, por favor llame a nuestra ofician al (213) 893-0202.

MINUTES
OF REGULAR MEETING OF
LOS ANGELES MEMORIAL COLISEUM COMMISSION

Thursday, September 28, 2017

1. **CALL TO ORDER**

   The regular meeting of the Los Angeles Memorial Coliseum Commission (the "Commission") was held in the Coliseum Commission Room on Thursday, September 28, 2017, and was called to order at 2:35 p.m. by President **PRICE**.

2. **ROLL CALL**

PRESENT:	Mr. Curren D. Price, Jr., President Mr. Mark Ridley-Thomas Mr. Mark E. Pulido, (Alternate)
	Three (3) and a quorum
ABSENT:	Ms. Mona Pasquil Rogers, Vice President Mr. Reginald B. Jones-Sawyer, Sr. (Non-voting) Mr. Ricardo Lara (Non-voting) Ms. Janice Hahn (Alternate) Mr. Marqueece Harris-Dawson (Alternate)
STAFF PRESENT:	Mr. Robert E. Osborne, Secretary and CAO Ms. Noreen Vincent, Co-Counsel Mr. Thomas J. Faughnan, Co-Counsel Mr. Erik J. Conard, Co-Counsel Ms. Sonia Chan, Co-Counsel Ms. Rachelle Anema, Controller

ALSO PRESENT:	Mr. Mark Baucum	Ms. Claudia Gutierrez
	Ms. Frances Mojica	Ms. Elida Flores
	Ms. Diane Sher	Mr. Curtis Earnest
	Mr. Tom LaBonge	Mr. Charles E. Slyngstad
	Mr. Al Naipo	Mr. Timothy McOsker
	Ms. Ana Lasso	Ms. Theodora Oyie
	Ms. Lori Glasgow	

3. The president did not comment.

4. **RECEIVED** public comment from Ms. **SHER** who welcomed Commissioner **PULIDO** and expressed her appreciation of Mr. **OSBORNE's** work.

5. **APPROVED** on motion of Commissioner **PULIDO**, seconded by Commissioner **RIDLEY-THOMAS**, and carried unanimously, the minutes of the Commission's regular meeting held on August 24, 2017.

6. **RECEIVED** and **FILED** by unanimous consent, there being no objection, the Los Angeles Memorial Coliseum's General Manager's Report.

7. **RECEIVED** and **FILED** by unanimous consent, there being no objection, the update on Los Angeles Memorial Sports Arena Redevelopment Project.

   FURTHER APPROVED by unanimous consent, there being no objection, that the Los Angeles Memorial Sports Arena Redevelopment Project be directed to provide the Commission with a list of proposed medallions to be installed as part of the Project.

8. **APPROVED** on motion by Commissioner **PULIDO**, seconded by Commissioner **RIDLEY-THOMAS**, and carried unanimously, that the 11th Annual Walk for Wishes be considered a Commission Event pursuant to Section 6.1 of the Lease and Agreement with the University of Southern California.

9. On motion by Commissioner **RIDLEY-THOMAS,** seconded by Commissioner **PULIDO**, and carried unanimously, the Commission:

   CERTIFIED that the Fourth Addendum to the previously certified final Environmental Impact Report (EIR) for the Los Angeles Memorial Coliseum Renovation Project (Fourth Addendum), prepared and certified by the City of Los Angeles as lead agency, has been completed in compliance with the California Environmental Quality Act and reflects the independent judgment and analysis of the Commission;

   FOUND that the Commission has received and considered the information contained in the Fourth Addendum as well as the final EIR and Addenda previously certified by the Commission prior to approving the proposed Amendment to the Non-Disturbance Agreement (NDA Amendment) among the Commission, the Sixth District Agricultural Association (District) and LAFC Stadiumco, LLC (LAFC);

   APPROVED the Fourth Addendum; and

   APPROVED and **AUTHORIZED** the president to execute the proposed NDA Amendment, substantially in the form of Attachment 9-1 as presented to the Commission on September 28, 2017.

The Commission entered closed session at 3:05 p.m.

CS-1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (CALIFORNIA GOVERNMENT CODE SECTION 54956.9(d)(1))

Case: Los Angeles Memorial Coliseum Commission, et al. v. Lynch, et al., BC 472814

No reportable action was taken.

CS-2. PUBLIC EMPLOYEE APPOINTMENT (CALIFORNIA GOVERNMENT CODE SECTION 54957)

Title: Chief Administrative Officer

No reportable action was taken.

The Commission re-entered open session at 3:30 p.m.

10. **ADJOURNED** at 3:31 p.m.

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Secretary

**SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES**

**SITE OF 1984 OLYMPICS
BOXING COMPETITION**

LOS ANGELES MEMORIAL COLISEUM COMMISSION

3911 South Figueroa Street, Los Angeles, CA 90037

AGENDA ITEM #6
QUARTERLY COMMISSION FINANCIAL REPORT
RACHELLE ANEMA

Proposed Action: RECEIVE AND FILE the financial report for the quarter ended September 30, 2017.

A. Statement of Receipts and Disbursements (Attachment 6.1)

The Commission's controller has released the Commission's statement of receipts and disbursements for the quarter ended September 30, 2017. During the three (3) month period, the Commission received $129,785 and disbursed $188,035 resulting in a decrease in its cash balance of $58,250 and a remaining cash balance of $299,863.

B. Statement of Budget vs. Actual (Attachment 6.2)

For the quarter ended September 30, 2017, the Commission was under budget for all revenue sources and funding uses. The Commission received $313 of unbudgeted revenue.

LOS ANGELES MEMORIAL COLISEUM COMMISSION
STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR THE QUARTER ENDED SEPTEMBER 30, 2017

		Coliseum Association Fund V86	L.A. Coliseum Fund V87	Total
Beginning Cash Balance as of July 1, 2017		$ 145,887.58	$ 212,225.88	$ 358,113.46
Receipts:				
Interest	07/01/17	193.23	422.51	615.74
Funds Received from USC for Retiree Health	07/18/17		12,992.36	12,992.36
FTB Tax Refund	07/24/17		263.00	263.00
Interest	08/01/17	131.63	256.35	387.98
Funds Received from USC for Operating Expenses	08/03/17		29,724.00	29,724.00
Funds Received from USC for Retiree Health	08/22/17		12,995.68	12,995.68
Funds Received from USC for Operating Expenses	08/28/17		29,724.00	29,724.00
Interest	09/01/17	113.84	198.74	312.58
Restitution	09/14/17		50.00	50.00
Funds Received from USC for Operating Expenses	09/21/17		29,724.00	29,724.00
Funds Received from USC for Retiree Health	09/21/17		12,995.68	12,995.68
				-
Total Beginning Cash Balance and Receipts:		$ 146,326.28	$ 341,572.20	$ 487,898.48
Disbursements:				
California Public Employees Retirement System	07/09/17		8,772.52	8,772.52
I.A.T.S.E. Local NO. 33	07/18/17		675.43	675.43
I.A.T.S.E. Local NO. 33	07/18/17		6,180.65	6,180.65
Board of Supervisors	07/21/17		73,155.36	73,155.36
Auditor-Controller	07/27/17		7,339.10	7,339.10
Burke, Williams, & Sorensen	08/10/17		4,865.37	4,865.37
Burke, Williams, & Sorensen	08/10/17		4,865.37	4,865.37
California Public Employees Retirement System	08/21/17		8,772.52	8,772.52
California Public Employees Retirement System	08/21/17		12,995.68	12,995.68
I.A.T.S.E. Local NO. 33	08/21/17		679.65	679.65
I.A.T.S.E. Local NO. 33	08/21/17		6,176.43	6,176.43
Legends Hospitality	08/30/17		66.86	66.86
California Public Employees Retirement System	09/06/17		350.00	350.00
California Public Employees Retirement System	09/06/17		12,995.68	12,995.68
California Public Employees Retirement System	09/06/17		13.57	13.57
Burke, Williams, & Sorensen	09/06/17		4,865.37	4,865.37
Miscellaneous Expense - USC	09/06/17		1,775.88	1,775.88
California Public Employees Retirement System	09/24/17		8,772.52	8,772.52
California Public Employees Retirement System	09/24/17		12,995.68	12,995.68
I.A.T.S.E. Local NO. 33	09/24/17		6,172.19	6,172.19
I.A.T.S.E. Local NO. 33	09/24/17		683.89	683.89
Burke, Williams, & Sorensen	09/24/17		4,865.37	4,865.37
Total Disbursements:		$ -	$ 188,035.09	$ 188,035.09
Ending Cash Balance as of September 30, 2017		$ 146,326.28	$ 153,537.11	$ 299,863.39
		$ -	$ -	$ -

Prepared by
Los Angeles County
Department of Auditor-Controller
Accounting Division

Los Angeles Memorial Coliseum Commission/Association
Budget Vs. Actual for FY 2017-2018
As of September 30, 2017

	Note	FY 2017-2018 Budget	Q1 FYE 2018 Actual (July 1, 2017 - Sept. 30, 2017)	Variance From Budget
Funding Sources:				
USC Contract Income:				
USC-Operating Expense Budget/Trademark Allowance		$ 356,689	$ 89,172	$ (267,517)
USC-Retiree Health Insurance Premiums		168,800	38,984	(129,816)
Interest		3,732	1,316	(2,416)
Miscellaneous	(1)		313	313
Total Funding Sources		**$ 529,221**	**$ 129,785**	**$ (399,436)**
Funding Uses:				
Admin Support Services - BOS Executive Office		$ 296,050	$ -	$ (296,050)
Auditor-Controller Services		40,000	-	(40,000)
Annual Financial Audit / Tax Services		17,402	-	(17,402)
Retired Employee Health Insurance		168,800	39,001	(129,799)
Retired Employee pension		105,270	26,318	(78,952)
IATSE		82,272	20,568	(61,704)
Miscellaneous Operating Expenses		3,237	2,193	(1,044)
Legal		60,000	14,596	(45,404)
Total Funding Uses		**$ 773,031**	**$ 102,675**	**$ (670,356)**
Increase (decrease) in Net Assets		**$ (243,810)**	**$ 27,110**	**$ 270,920**

Notes

(1) Miscellaneous

FTB Tax Refund	7/24/2017	$ 263
Restitution	9/14/2017	50
	Total	**$ 313**

Budget vs Actual Report
Fiscal Year 2016-2017
USC Reimbursement of Operating Costs

USC Contract Income Received	$	346,299
Admin Support Services - BOS Executive Office	$	263,088
Auditor-Controller Services		36,327
Annual Financial Audit / Tax Services		16,951
Miscellaneous Operating Expenses		6,253
	$	322,619
Over/(Under) Realized Revenue	$	23,680
Credit to USC (50% of Over Realized Revenue)	$	11,840

**SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES**

**SITE OF 1984 OLYMPICS
BOXING COMPETITION**

LOS ANGELES MEMORIAL COLISEUM COMMISSION

3911 South Figueroa Street, Los Angeles, CA 90037

AGENDA ITEM #7
GENERAL MANAGER'S REPORT
THOMAS SAYLES

Staff Recommendation:

RECEIVE and FILE the Los Angeles Memorial Coliseum General Manager's report.

Overview:

USC's Los Angeles Memorial Coliseum General Manager's Report was received by the Commission's Chief Administrative Officer from USC Senior Vice President, University Relations, Thomas Sayles. The report summarizes event operations and planned and in-progress projects (for the General Manager's Report, see Attachment 7.1).

The Los Angeles Memorial Coliseum and Los Angeles Memorial Sports Arena property's annual report for the year ended June 30, 2017, was received by the Chief Administrative Officer on September 28, 2017 (for the Annual Report, see Attachment 7.2).

LOS ANGELES MEMORIAL
COLISEUM
AND SPORTS ARENA

Oct. 26, 2017 Report
General Manager Report to the Memorial Coliseum Commission

1. EVENT OPERATIONS

A. Completed Coliseum Events – (Period Sept. 17 – Oct. 15, 2017):
   i. Notable events include:
      i. LA Rams Football vs Washington Redskins (Sept 17)
      ii. USC Football vs Oregon State (Oct. 7)
      iii. LA Rams Football vs Seattle Seahawks (Oct 8)
      iv. Coliseum Renovation Community Employment Outreach (Oct. 11)
      v. USC Football vs Utah (Oct. 14)

   ii. Days of Use and Attendance, Month and Year Over Year Comparison:

i.	September 2017	12 Days in use	283,677 Attendance
ii.	September 2016	6 Days in use	137,464 Attendance
iii.	YTD 2017	110 Days in use	779,195 Attendance
iv.	YTD 2016	124 Days in use	539,224 Attendance

Note – a complete list of all events and attendance held will be provided with the University/Coliseum Semi-Annual Report.

B. In Progress/Upcoming, Large Events planned for 2017…
   i. Camp Flog Gnaw Music Festival, park wide event (Oct 28-29)
   ii. USC Football vs Arizona (Nov. 4)
   iii. LA Rams Football vs Houston Texans (Nov. 12)
   iv. USC Football vs UCLA (Nov. 18)
   v. LA Rams Football vs New Orleans Saints (Nov. 26)
   vi. LA Rams Football vs Philadelphia Eagles (Dec. 10)
   vii. LA Rams Football vs San Francisco 49ers (Dec. 31)

2. <u>Projects Requiring Coliseum Commission Approval</u> (Those that materially affect the exterior structure or appearance of the Coliseum or Coliseum Property, or the historical significance of the Coliseum…or, are structural in nature…)

   i. Coliseum Renovation Project, approved by the Commission July 28, 2016…

      i. 2017 Pre-Construction Work ...
         a. West Administration Building...
            i. On-going...work began March 2017, targeted completion date of February 2018

ii. Primary Project Work...

a. Work commencing early January immediately after the last Rams home game this season. Work shall continue for approximately 18 months (Jan. 2018 – July 2019)

b. Stadium impacted areas shall be south side of stadium from section 4 to section 10, the south yard level between Gates 4 and 11 and the Coliseum field. The building will have limited operations during this time.

c. During the 2018 football season a temporary press box will be installed and the field cleared to host USC and Rams football games. Construction work will occur during a football game week Monday-Thursday, then paused for the facility to host the weekend game, then resumed the following Monday.

d. While the construction will have a large impact on the stadium for 18 months, we will still be able to host events on a limited scale, including the Coliseum Commission's eight designated Public Interest Events. The requirements for each event will need to be evaluated before final approval can be given, but if the set up and areas of use for the Memorial Day event and the 4th of July Celebration remain the same as in 2017, these events will be able to take place.

B. Site Upgrades and Improvements
   i. Nothing to report

C. Infrastructure and Maintenance Projects...
   i. Nothing to report

Note: A complete, itemized list of any capital improvement items and associated costs for the fiscal will be provided with the University/Coliseum Semi-Annual Report.

3. Other Items

A. Annual Report. On September 28, in accordance with the lease agreement, the University submitted the annual report on the Coliseum operations for the period July 1, 2016 – June 30, 2017.

B. Coliseum Press Box Walk Through. In anticipation of the January 2018 renovation demolition of the South side of the Coliseum between Sections 4 and 10, including the existing press box, the university has reached out to Commission CAO and counsel in order to walk through the site to determine items of historic significance the Commission may want to be salvaged.

END OF REPORT

USC University of Southern California

UNIVERSITY RELATIONS
Thomas S. Sayles
Senior Vice President

Via Electronic Mail

September 28, 2017

Mr. Robert E. Osborne
Executive Director
Los Angeles Memorial Coliseum Commission
3911 S. Figueroa Street
Los Angeles, CA 90037
ROsborne@bos.lacounty.gov

Dear Robert,

In accordance with Section 14.1 of the Second Amendment to the Lease and Agreement between the Commission and USC (Lease), please find attached annual report for the period July 1, 2016 through June 30, 2017. The annual report includes the following information:

1) Completed and planned events
2) Capital repair or improvement projects either underway or proposed in the following twelve-month period
3) Operating receipts, operating expenses, and capital improvement and repair cost reports in furtherance of the provisions of Section 4.3 (Cumulative Calculated Amount).
4) Financial statements relating to the operation, maintenance, repair and improvement of the Premises.

The following provides a summary overview of each section of the report.

Summary of completed and planned events (page 1)

Completed and Planned Events (pages 2 – 9)
For the period July 1, 2016 through June 30, 2017, there were 354 total completed event days.

The total attendance during the reporting period is 1,296,548. The events that achieved the highest levels of attendance were USC football home games, Los Angeles Rams football home game, FYF Festival, Camp Flog Gnaw Carnival, and Air & Style. No events occurred at the Sports Arena in FY17. On August 8, 2016 the Los Angeles Memorial Sports Arena was subleased to Los Angeles Football Club. The Sports Arena property is currently under construction with the new soccer stadium expected to open in Spring 2018.

In addition, there were 10 total community/religious event days including the 4th of July Festival, Rock 'N' Roll Marathon, Cystic Fibrosis Stair Climb, Make a Wish Walk and USA City Games.

There are 71 planned event days for the period July 1, 2017 through June 30, 2018. Due to the ongoing construction activity at the facility the Coliseum Historic Tours have been discontinued for FY17.

Capital Repair or Improvement Projects (page 10)
For the reporting period, $8,065,732 was spent on capital improvement projects. These projects are Coliseum related upgrades.

Projects that meet the criteria of Schedule 11 projects are listed and in addition, those projects considered as a potential Schedule 11 (Category 2) replacement projects are noted as well. This is as defined in Section 11.1(b) of the Lease.

The projects listed are only those that are considered capital expenditures as defined by generally accepted accounting principles (GAAP).

Operating Receipts, Operating Expenses, and Capital Improvements (page 12)
In accordance with Section 4.3 of the Lease, the Cumulative Calculated Amount for the reporting period is as follows:

Operating Receipts	$ 53,499,197
Less: Offsetting Items	$(51,221,960)
Less: Capital Improvement Items	$(16,102,288)
Cumulative Calculated Amount	$(13,825,051)

Given the negative balance, the Cumulative Calculated Amount share formula is not applicable for this reporting period.

Note that the total amount of the 2016 USC football season ticket surcharge, $1,677,768 is an Excluded Receipt (Lease Glossary p.3, Section 4.3(f)) and was spent on Coliseum-specific projects and applied to Capital Improvement Items (line 41). Additionally, during the fiscal year, The Los Angeles Rams contributed $6,842,137 toward Coliseum capital improvements. Per Section 6.3(b) this receipt is identified as an Excluded Receipt.

Financial Statements (page 13)
Income Statement for the Premises reflects a net operating loss of $3,503,491 for the reporting period.

Please let us know if you have any questions on the information provided.

Sincerely,

T S Sayles

Thomas Sayles
Senior Vice President, University Relations

Cc:

Dan Stimmler, Vice President, Auxiliary Services and COO of the Los Angeles Memorial Coliseum
Joe Furin, General Manager, Los Angeles Memorial Coliseum
Anjeanette Arakawa, Director of Finance, Los Angeles Memorial Coliseum
Matt Curran, Director, Trademarks and Contract Compliance

Summary

	Completed	Planned
Coliseum	Jul 1, 2016 - Jun 30, 2017	Jul 1, 2017 - Jun 30, 2018
Athletic Events	31	23
Concerts/Rehearsals	4	4
Community/Religious	10	11
Comercial/Film Locations	37	15
Other	29	18
Tours	243	0
Coliseum Total	354	71

* Sports Arena has been subleased to LAFC and the property will be under construction with an estimated completion in Spring 2018.

LAMC EVENT RECAP July 1, 2016 - June 30, 2017
Summary

	LA MEMORIAL COLISEUM	Month	Event Days Summary	Attendance
1	ATHLETIC EVENTS		31	1,047,608
2	CONCERTS/REHEARSALS		4	136,217
3	COMMUNITY/RELIGIOUS		10	41,334
4	COMMERCIAL/FILM LOCATIONS		37	0
5	OTHER		29	64,136
6	TOURS		243	7,253
		Coliseum Subtotal:	354	1,296,548

LAMC EVENT RECAP July 1, 2016 - June 30, 2017
Detail

LA MEMORIAL COLISEUM		Month	Event Days Summary	Event Days Detail	Attendance
1	**ATHLETIC EVENTS**		**31**		**1,047,608**
	Rams Family Day	Aug		1	19,013
	Rams vs Cowboys (Preseason)	Aug		1	79,044
	Rams vs Chiefs (Preseason)	Aug		1	60,419
	USC Practice	Aug		1	250
	USC Practice	Aug		1	150
	USC vs Utah State	Sep		1	48,210
	Rams vs Seahawks	Sep		1	80,193
	LAUSD Gridiron Classic	Oct		1	3,960
	USC vs Arizona St	Oct		1	56,671
	USC vs Colorado	Oct		1	56,605
	Rams vs Bills	Oct		1	70,401
	USC vs California	Oct		1	48,288
	USC vs Oregon	Nov		1	62,765
	Rams vs Panthers	Nov		1	75,979
	Rams vs Dolphins	Nov		1	69,572
	USC vs Notre Dame	Nov		1	61,471
	Rams vs Falcons	Dec		1	66,310
	Rams vs 49ers	Dec		1	66,633
	Rams vs Cardinals	Jan		1	57,958
	USC Recruits	Jan		3	135
	USC Practice	Apr		1	112
	USC Spring Game	Apr		1	9,096
	USC Women's Lacrosse	Apr		1	455
	Soccer: Mexico vs Croatia	May		6	53,918
2	**CONCERTS/REHEARSALS**		**4**		**136,217**
	FYF Festival	Aug		2	75,089
	Camp Flog Gnaw - Day 1	Nov		1	31,416
	Camp Flog Gnaw - Day 2	Nov		1	29,712

3	**COMMUNITY/RELIGIOUS**		**10**		**41,334**
	4th of July Festival	Jul		1	25,000
	Back To School	Jul		1	3,000
	NFL Play 60 Camp	Aug		1	312
	Rock N' Roll Marathon	Oct		1	9,820
	FIYA Flag Football	Nov		1	125
	Cystic Fibrosis Stair Climb	Nov		1	150
	Make A Wish Walk	Apr		1	1,012
	Memorial Day	May		1	45
	Rams Play60	May		1	900
	USA City Games	Jun		1	970
4	**COMMERCIAL/FILM LOCATIONS**		**37**		**0**
	Hit the Road Filming	Jul		1	0
	Slide Photo Shoot	Jul		1	0
	Nike Photo Shoot	Jul		1	0
	Pepsi Filming	Jul		1	0
	Microsoft Surface Filming	Jul		1	0
	Dr. Pepper Filming	Jul		1	0
	NFL Team USA Filming	Jul		1	0
	Adidas Needs You Filming	Jul		1	0
	Garrett Leight Optical Still Shoot	Jul		1	0
	Courtyard Filming	Jul		2	0
	Expo Park Filming	Aug		1	0
	You Can Do Better Filming	Aug		1	0
	Life in Pieces Filming	Oct		3	0
	Kohl's Fila Photoshoot	Dec		1	0
	Reebok Photoshoot	Dec		1	0
	Adidas Photoshoot	Dec		1	0
	NFL USA Filming	Jan		2	0
	Adidas NFL Still Shoot	Feb		1	0
	Reebok Still Shoot	Feb		1	0
	AT&T Commercial	Mar		1	0
	CHP Recruitment Video	Mar		1	0

		Adidas Photo Shoot	Mar		1	0
		Powerade Filming	May		1	0
		Adidas Still Shoot	May		1	0
		NFLPA Rookie Photo Shoot	May		4	0
		New Era Still Shoot	Jun		1	0
		A Last Hurrah Documentary	Jun		1	0
		P&G Head & Shoulders Filming	Jun		1	0
		Coors Light Filming	Jun		1	0
		Nissan TV Commercial	Jun		1	0
5	**OTHER**			**29**		**64,136**
		LA Food Fest	Jul		2	10,000
		LA Weekly Burgers & Beer	Jul		1	2,189
		Qi Leadership Meeting	Aug		1	15
		LAFC Press Conference	Aug		1	150
		LAPD Press Conference	Sep		1	30
		Corona KickOff	Sep		1	100
		Skull & Dagger	Sep		1	200
		TTMA Lunch	Nov		1	44
		Preview Center Event	Nov		1	100
		SYTA Meeting	Nov		1	0
		Business of the NFL	Nov		1	150
		LA2024 Daybreaker Morning of Champions	Feb		1	568
		Air & Style	Feb		4	33,600
		Afterburn Fitness	Mar		1	200
		USMC Change of Command Ceremony	Mar		1	0
		Burgers & Beer	Apr		2	2,500
		Police & Fire World Games Press Conf	Apr		1	50
		WWI Commemoration Ceremony	Apr		1	3,500
		East West Bank Family Fun Day	May		1	3,000
		LA Food Fest	Jun		1	6,540
		MSEC/NAMRC Conference	Jun		1	400
		Rams All Access	Jun		1	500
		LA84 Foundation Women in Sports	Jun		1	150

		Rams High School Showcase	Jun		1	150
6	**TOURS**			**243**		**7,253**
		Coliseum Historic Tours	July - June		243	7,253
			Coliseum Subtotal:	**354**		**1,296,548**

LAMC PLANNED EVENTS July 1, 2017 - June 30, 2018
Summary

	LA MEMORIAL COLISEUM	Month	Event Days Summary	Attendance
1	ATHLETIC EVENTS		23	1,113,960
2	CONCERTS/REHEARSALS		4	130,000
3	COMMUNITY/RELIGIOUS		11	28,587
4	COMMERCIAL/FILM LOCATIONS		15	0
5	OTHER		18	33,854
		Coliseum Subtotal:	71	1,306,401

LAMC PLANNED EVENTS July 1, 2017 - June 30, 2018
Detail

	LA MEMORIAL COLISEUM	Month	Event Days Summary	Event Days Detail	Attendance
1	**ATHLETIC EVENTS**		**23**		**1,113,960**
	Soccer - Relevant	Jul		1	70,000
	FY18 Practices	Aug		2	1,400
	USC vs Western Michigan	Sep		1	62,000
	USC vs Stanford	Sep		1	62,000
	USC vs Texas	Sep		1	62,000
	USC vs Oregon St.	Oct		1	55,000
	USC vs Utah	Oct		1	62,000
	USC vs Arizona	Nov		1	64,000
	USC vs UCLA	Nov		1	70,000
	USC Recruit Event 1	Dec		1	3,000
	USC Recruit Event 2	Jan		2	100
	Rams - Preseason 1	Aug		1	62,000
	Rams - Preseason 2	Aug		1	50,000
	Rams -Home Game 3	Sep		1	69,500
	Rams - Home Game 4	Oct		1	69,500
	Rams - Home Game 5	Oct		1	69,500
	Rams - Home Game 6	Nov		1	69,500
	Rams - Home Game 7	Nov		1	69,500
	Rams - Home Game 8	Dec		1	69,500
	Rams - Home Game 9	Dec		1	69,500
	High School Football	Dec		1	3,960
2	**CONCERTS/REHEARSALS**		**4**		**130,000**
	FYF Festival	Jul		2	70,000
	Camp Flog Gnaw	Oct		2	60,000

LAMC PLANNED EVENTS July 1, 2017 - June 30, 2018

3	**COMMUNITY/RELIGIOUS**		**11**		**28,587**
	4th of July Festival	Jul		1	25,000
	Back to School	Jul		1	3,000
	NFL Play 60 Camp	Sep		1	312
	Cystic Fibrosis	Oct		1	150
	FIYA Flag Football	Nov		1	125
	Misc Community			6	TBD
4	**COMMERCIAL/FILM LOCATIONS**		**15**		**0**
	Filmings			15	
5	**OTHER**		**18**		**33,854**
	LA Food Fest	Jul		2	10,000
	LA Weekly Burgers & Beer	Jul		1	2,189
	Pandora	Jul		1	5,000
	MMA #1	Jul		1	500
	Stadium Links Golf	Jul		1	2,700
	MMA #2	Aug		1	1,000
	MMA #3	Sep		1	1,000
	MMA #4	Oct		1	1,000
	Private Events			5	465
	Other			4	10,000
		Coliseum Subtotal:	**71**		**1,306,401**

UNIVERSITY OF SOUTHERN CALIFORNIA
LOS ANGELES MEMORIAL COLISEUM AND SPORTS ARENA
Capital Repair and Improvement Projects
For the Period July 1, 2015 through June 30, 2017

Description	FY17	Proposed FY18	Venue	Status	Date	Schedule 11 Project
Underway as of June 30, 2017						
Coliseum Equipment Purchase Fall '16	$91,529		COL	Completed	Fall 2016	Potential Category 2 replacement project
Coliseum Improvements to Accommodate Arena Disposition	$207,137		COL	Completed	Summer 2016	Potential Category 2 replacement project
Coliseum North/South Office Renovation	$5,550	$728,050	COL	In Planning	Spring 2018	Potential Category 2 replacement project
New Operations Building	$1,490,144	$4,624,483	COL	In Progress	FY2018	Potential Category 2 replacement project
Coliseum Security Features Phase I	$2,278,710		COL	Completed	Spring 2017	Category 2 (Group C #20), General security system upgrades
Scoreboard Structural		$455,635	COL	Completed	Summer 2017	Potential Category 2 replacement project
Scoreboard Electrical		$365,100	COL	Completed	Summer 2017	Category 1 (#17) Select electrical repairs
Scoreboards lead paint abatement		$14,298	COL	Completed	Summer 2017	Category 2 (#7) Lead paint abatement limited
New Scoreboards		$3,969,252	COL	Completed	Summer 2017	Category 1 (#17) Select electrical repairs
New east scoreboard electrical		$34,356	COL	Completed	Summer 2017	Category 1 (#17) Select electrical repairs
Harbor Freeway Sign Renovation	$383,395		COL	Completed	FY2017	Potential Category 2 replacement project
Coliseum Electrical analysis for future upgrades	$43,070		COL	Completed	Summer 2016	Category 1 (#17) Select electrical repairs
Overhead Concrete Spalling	$209,082		COL	Completed	Summer 2016	Category 1 (#8) Repair overhead concrete. Category 1 Locker Room Related (#3) Selective structural repairs
Repair Retaining wall at Service Tunnel	Inc. above		COL	Completed	Summer 2016	Category 1 Locker Room Relate - (#2) Repair retaining wall at service tunnel
Coliseum Upgrade power to 480 V	($55,151)		COL	Completed	Summer 2016	Category 1 (#17) Select electrical repairs
Trash Enclosure with electrical	$691,404		COL	Completed	Fall 2016	Category 1 (#1) Improvement to yard Category 1 (#8) Repair overhead concrete. Category 1 Locker Room Related (#3) Selective structural repairs.
Structural upgrade angles at seating		$194,036	COL	In Progress	Summer 2017	Category 2 (#2) Stadium seating concrete repair Category 1 (#8) Repair overhead concrete. Category 1 Locker Room Related (#3) Selective structural repairs.
Seating repairs at concrete failure	$104,716		COL	Completed	Summer 2016	Category 2 (#2) Stadium seating concrete repair
Sewer Line repairs with ejectors	$313,122		COL	Completed	Summer 2017	Category 1 (#15) Sewer ejectors and line repairs
Increase power supply via LADWP	$75,000		COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs
Replace water lines	$302,470	$10,000	COL	In Progress	Fall 2017	Category 1 (#21 & 23) Selective water supply replacement W/ booster pump
Replace Switch gear assembly		$65,000	COL	Scheduled	Summer 2017	Category 1 (#3) Replace Switchgear Assembly
Replace Lower Switch gear assembly		$150,000	COL	Scheduled	Summer 2017	Category 2 Group C Locker room related - (#3) replace lower switchgear assembly
New LADWP Sub Station-Initial start	$34,612	$389,772	COL	In Progress	Summer 2017	Category 2 Group C, General electrical upgrade for future Police Bldg. upgrades
Operations Building power feed		$45,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
New south 5kV electrical feeds to service locker rooms, interior and exterior lighting		$61,900	COL	Scheduled	Winter 2018	Category 2 Group C (#1 & 3) phase 1 of 2 lighting upgrade
Potholing	$25,224		COL	Completed	Spring 2017	Category 1 (#17) Select electrical repairs.
Access ladders to Musco Lighting	$120,157		COL	Completed	Summer 2016	Category 1 (#17) Select electrical repairs.
Substation SWGR, XFMR Conduit	$29,996	$719,904	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Switch Gear Refeed		$91,100	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
DC Power supply		$100,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
System Analysis	$11,500		COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Coordination Study	$54,000		COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
TV Compound conduit	$12,546	$163,354	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Substation Block Wall		$30,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Substation Chain Link Fence		$20,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Temp Scoreboard power		$40,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Standby Emergency Generator		$270,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Electronic Drawing Revisions		$7,500	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Scoreboard CAM Lock		$6,500	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Temp Fencing DWP Enclosure		$12,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
LADWP Yard Concrete Pads		$20,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
UL Inspection (switchboard bus)		$40,000	COL	In Progress	Summer 2017	Category 1 (#17) Select electrical repairs.
Electrical General Conditions	$143,826		COL	In Progress	Winter 2017	Category 1 (#17) Select electrical repairs.
LADWP Substation design,equip,fees	$499,491		COL	Completed	Spring 2017	Category 1 (#17) Select electrical repairs.
Bowl Fire alarm devise replacement and new annunciator panel		$79,500	COL	In Progress	Fall 2017	Category 1 (#4, 16) Fire Alarm upgrade Substatute for Category 1 (#16) Press box fire alarm
Perisytle stone replacement		$126,250	COL	In Progress	Summer 2017	Category 1 (#7) Exterior Façade - Stone replacement
New perimeter Data/Com Conduits	$370,094		COL	Completed	Summer 2017	Category 1 (#17) Select electrical repairs

UNIVERSITY OF SOUTHERN CALIFORNIA
LOS ANGELES MEMORIAL COLISEUM AND SPORTS ARENA
Capital Repair and Improvement Projects
For the Period July 1, 2015 through June 30, 2017

Description	FY17	Proposed FY18	Venue	Status	Date	Schedule 11 Project
Purchase Bexel mobile control room		$50,000	COL	In Progress	Fall 2017	Category 1 (#17) Select electrical repairs
Police Building Elevator upgrade		$235,000	COL	In Progress	Fall 2017	Category 2 (#22) Select electrical repairs Phase 1
Sound System Upgrades	$180,000		COL	Completed	Summer 2017	Category 1 (#17) Select electrical repairs
Upgrade TV Compound w/ building renovation, new fencing		$350,000	COL	Scheduled	Fall 2017	Category 1 (#17) Select electrical repairs. Category 2 Group 2, Locker Room Related, Electrical upgrade for locker room HVAC & Chiller
Power and transformer for TV Compound		$175,000	COL	Scheduled	Fall 2017	Category 1 (#17) Select electrical repairs. Category 2 Group 2, Locker Room Related, Electrical upgrade for locker room HVAC & Chiller
Architectural & Engineering fees for added design	$444,108		COL	Completed	FY17	Potential Category 2 replacement project
TOTAL	$8,065,733	$13,642,990				

Proposed as of June 30, 2017

Additional proposed projects beyond those in progress and/or listed above are to be determined. The Coliseum facility is scheduled for significant renovations beginning in January/February 2018.

Los Angeles Memorial Coliseum & Sports Arena

Cumulative Calculated Amount

This represents interim reporting for the time period July 1, 2016 through June 30, 2017, in accordance with the terms of the Second Amendment to Lease and Agreement by and between the Los Angeles Memorial Coliseum Commission and University of Southern California.

		glossary definition reference			Amount	
1	**A**		**Operating Receipts**			
2		(a)	Rental Receipts		$2,805,695	
3		(b)	Commercial Value Equivalent (CVE) of Naming Rights		n/a	
4		(c)	Rental Receipts: NFL Team		$4,404,937	
5		(d)	Filming Revenue		$385,804	
6		(d)	Signage Revenue		$1,827,431	
7		(d)	Concessions		$3,819,340	
8		(d)	Other Operations Revenue		$14,471,727	
9		(e)	8% of Ticket Surcharge not spent on CapEx		$0	
10			SA Parking Lots Revenue (from events at Coliseum only)		$840	
11			Add: FMV of Comp tickets >20% of sold tickets		n/a	
12			Add: receipts for non-Coliseum football home game		n/a	
13			Add: amount naming CVE exceeds NPV of donated		n/a	
14			**SUB TOTAL REVENUES**		$ 27,715,774	
15			**Excluded Receipts**			
16		(i)	Insurance Proceeds	n/a		
17		(ii)	Condemnation proceeds	n/a		
18		(iii)	Landlord breach payment	n/a		
19		(iv)	Donations	n/a		
20		(vi)	Signage	$0		
		(vii)	Ticket Surcharge	$1,677,768		
21		(viii)	Capital Contributions by NFL	$6,842,137		
22			Add: Prior Year Cumulative Operating Receipts Total		$25,783,423	
23			**CUMULATIVE OPERATING RECEIPTS**			**$ 53,499,197**
24						
25	**B**		**Offsetting Items**			
26			Event Expenses		$13,544,059	
27			Filming Expenses		$108,118	
28			Net Salaries & Benefits		$3,937,562	
29			District Rent - COL		$812,500	
30			General/Other Op Ex		$3,636,967	
31			Utilities		$380,069	
32			Insurance		$288,480	
33			Debt Service		$52,825	
34			Landlord Operating Costs		$346,296	
35			**SUB TOTAL EXPENSES**		$ 23,106,876	
36						
37			Add: Prior Year Cumulative Offsetting Items Total		$28,115,084	
38			**CUMULATIVE OFFSETTING ITEMS**			**$ 51,221,960**
39						
40	**C**		**Capital Improvement Items**			
41			Capital Expenditure and Repairs		$8,065,732	
42			Capital Expenditure Reserve		$0	
43			Return on CapEx Balance		$782,550	
44			Add: Prior Year Cumulative Capital Improvements Total		$7,254,006	
45			**CUMULATIVE CAPITAL IMPROVEMENT ITEMS**			**$ 16,102,288**
46						
47			**TOTAL INCOME / (LOSS) A-B-C=**			**$ (13,825,051)**
48						
49			**Total Income Sharing Waterfall**			
50	5%		$0 - $2.5M			$0
51	10%		$2.5M -$5.0M			$0
52	15%		$5.0M - $7.5M			$0
53	20%		$7.5M +			$0
54			**TOTAL CUMULATIVE CALCULATED AMOUNT ("CCA")**			**$ -**

UNIVERSITY OF SOUTHERN CALIFORNIA
L.A. Memorial Coliseum and Sports Arena
Combined Operations INCOME STATEMENT
For the Period July 1, 2016 through June 30, 2017

	YEAR TO DATE ACTUAL
Operating Revenues:	
Coliseum Events	$ 21,087,811
Sports Arena Events	-
Concession Income	3,819,340
Advertising Income	1,877,431
Ancillary Income	2,006,636
Other Income	181,447
Total Operating Revenues	**$ 28,972,665**
Cost of Events:	
Coliseum Events	13,652,177
Sports Arena Events	-
Salaries and benefits	3,937,562
General Operating Expenses	3,986,325
Facility Improvement Projects	8,065,732
Insurance	288,480
Rent	1,300,000
Utilities	410,505
Total Operating Expenses	**$ 31,640,781**
Operating Gain (Loss)	**$ (2,668,116)**
Non-Operating (Expenses)	
Interest Income	-
Interest Expense	(835,375)
Contributions	-
Other	-
Total Non-Operating (Expenses)	**$ (835,375)**
Program Income (Loss)	**$ (3,503,491)**

**SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES**

**SITE OF 1984 OLYMPICS
BOXING COMPETITION**

LOS ANGELES MEMORIAL COLISEUM COMMISSION

3911 South Figueroa Street, Los Angeles, CA 90037

AGENDA ITEM #8

UPDATE ON EXPOSITION PARK CONSTRUCTION PROJECTS

ANA LASSO

Staff Recommendation:

RECEIVE and FILE the update on Exposition Park construction projects.

For the Exposition Park Major Capital Projects' Construction Schedule Overview, please see Attachment 8.1.

Exposition Park Major Capital Projects' Construction Schedule Overview

Quarterly Schedule	Q3 2016			Q4 2016			Q1 2017			Q2 2017			Q3 2017			Q4 2017			Q1 2018			Q2 2018			Q3 2018			Q4 2018			Q1 2019			Q4 2019			Q3 2019			Q4 2019			Q1 2020			Q2 2020			Q3 2020			Q4 2020			Q1 2021			Q2 2021			Q3 2021			Q4 2021		
Monthly Schedule	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
CAAM																																																																		
Exterior Paint Project																																																																		
Security upgrades																																																																		
HVAC Project																																																																		
Los Angeles Football Club Project																																																																		
Site Prep/Earthwork																																																																		
Site Utilities																																																																		
Tower Crane installation																																																																		
West Quadrant																																																																		
North Quadrant																																																																		
East Quadrant																																																																		
South Quadrant																																																																		
Soccer Pitch																																																																		
Stadium Bowl																																																																		
Completion Sitework																																																																		
Lucas Museum of Narrative Art (LMNA)																																																																		
DWP- Water line expansion along BRL																																																																		
SoCal Gas- gas line expansion along BRL																																																																		
Lot 1- playfield relocation (Phase I)																																																																		
Current playfield construction (Phase II)																																																																		
Underground parking Structure (South)																																																																		
Underground parking Structure (North)																					Completion Date TBD																																														
Museum Construction																					Completion Date TBD																																														
NHM Butterfly Pavilion																																																																		
Construction permit received																																																																		
Construction start																																																																		
Construction completion																																																																		
Grand Opening																																																																		
Second District Constituent Services Building																																																																		
Construction permit received																																																																		
Foundation construction start																																																																		
Modular Building delivered																																																																		
Building construction completed																																																																		
County 2nd District field office move-in																																																																		
County 2nd District field office opened																																																																		

Exposition Park Major Capital Projects' Construction Schedule Overview

Quarterly Schedule	Q3 2016			Q4 2016			Q1 2017			Q2 2017			Q3 2017			Q4 2017			Q1 2018			Q2 2018			Q3 2018			Q4 2018			Q1 2019			Q4 2019			Q3 2019			Q4 2019			Q1 2020			Q2 2020			Q3 2020			Q4 2020			Q1 2021			Q2 2021			Q3 2021			Q4 2021		
Monthly Schedule	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
USC Coliseum Renovation Project																																																																						
Benchmarks																																																																						
USC FB Season																																																																						
LA Rams FB Season																																																																						
Coliseum Renovation																																																																						
Peristyle Scoreboard Removal and Replacement																																																																						
South Tower -Below Grade Construction																																																																					
South Tower -Elevated Portion																																																																					
Press box																																																																					
Other Stadium Cap X Projects																																																																					
West Administration Building																																																																					
Preliminary Schedule	**NO START DATE IS AVAILABLE AT THIS TIME**																																																																					
Samuel Oschin Air and Space Center																																																																						
Months																≥	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36																		
Mobilization and Demolition																																																																					
Shoring and Mass Excavation																																																																					
Shuttle Gallery Construction																																																																					
Endeavour Installation																																																																					
Aircraft Gallery Construction																																																																					
Site Work																																																																					
Major Artifact Installation																																																																					
Closeout and Punchlist																																																																					

**SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES**

**SITE OF 1984 OLYMPICS
BOXING COMPETITION**

LOS ANGELES MEMORIAL COLISEUM COMMISSION

3911 South Figueroa Street, Los Angeles, CA 90037

AGENDA ITEM #9

PROPOSED FIFTH ADDENDUM TO THE CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS, OPTIONAL HAUL ROUTE, AND RELATED FINDINGS

Proposed Actions:

A. **Confirm** that the Fifth Addendum (Attachment 9.1) to the previously certified final Environmental Impact Report (EIR) for the Los Angeles Memorial Coliseum Renovation Project (the Project) has been completed in compliance with the California Environmental Quality Act (CEQA) and reflects the independent judgment and analysis of the Los Angeles Memorial Coliseum Commission (Commission); find that the Commission has reviewed and considered the information contained in the Fifth Addendum, as well as the EIR and Addenda previously certified by the Commission prior to approving the Extension of Construction Hours and Optional Haul Route; and approve the Fifth Addendum;

B. **Adopt** the proposed CEQA Findings for the Project (Attachment 9.2);

C. **Adopt** the proposed revision to Mitigation Measure 1 for the Project as set forth in the Fifth Addendum (Attachment 9.1); and

D. **Approve** the Temporary Extension of Construction Hours and Optional Haul Route for the Project subject to: (a) the additional requirements provided in the revised Mitigation Measure 1; and (b) all conditions that may be required by the Los Angeles Board of Police Commissioners for the temporary variance from Los Angeles Municipal Code Section 41.40.

Background

To assist in the completion of the improvements to the Los Angeles Memorial Coliseum, the University of Southern California (USC) seeks to temporarily extend construction

hours for a limited duration of approximately 18 months and use an optional haul route during daytime construction hours. To provide for the extended construction hours, USC is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately 18 months: (1) a daytime shift to operate during the hours of approximately 5:00 A.M. to 3:00 P.M.; and (2) a nighttime shift to operate during the hours of approximately 3:00 P.M. to 1:00 A.M.. No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.

As explained in the attached Fifth Addendum, construction activities during the extended hours would generally occur within the interior of the Coliseum, with some support and staging occurring outside of the bowl. No back up bells would be used after 10:00 p.m., and all debris/dirt hauling would occur during the daytime hours. The majority of lighting would be limited to the interior of the Coliseum. Further, regular ambient noise level readings would be conducted to ensure that noise levels remain within appropriate levels.

With regard to the haul route during typical daytime construction hours, the Certified EIR and Addenda assumed use of Bill Robertson Lane and Exposition Boulevard to travel to/from I-110. To provide for flexibility, the Applicant also requests that the daytime haul route also include use of Martin Luther King Jr. Boulevard to/from I-110 Freeway.

Environmental Documentation

In December 2003, the Commission certified an EIR for the Project and adopted CEQA findings and a Statement of Overriding Considerations, together with a Mitigation Monitoring Program for the Project. Following certification of the EIR, several modifications were proposed for the Project. These modifications were addressed in three addenda to the EIR that were approved by the Commission on May 2, 2006, July 28, 2016, and December 8, 2016, respectively. A Fourth Addendum, which analyzed the addition of the Lucas Museum of Narrative Art, was approved in April 2017.

In accordance CEQA Guidelines Section 15164, a Fifth Addendum to the Environmental Impact Report for the Los Angeles Memorial Coliseum Renovation Project Re: Temporary Extension of Construction Hours and Optional Haul Route was prepared. The Fifth Addendum analyzes the revisions to the Project to determine whether it would result in any new significant environmental impacts that were not identified in the Project EIR or subsequent Addenda, or whether the previously identified significant impacts would be substantially more severe.

The Fifth Addendum demonstrates that the revisions to the Project would not result in any new significant impacts compared to those evaluated and disclosed in the EIR and Addenda, nor would it substantially increase the severity of previously identified significant impacts. In addition, the Fifth Addendum demonstrates that there are no substantial changes to the circumstances under which the project was analyzed in the EIR and Addenda, and no new information of substantial importance which was not known and could not have been known when the EIR and Addenda were certified has been identified. Therefore, the minor changes resulting from the modified Project do not

meet the standards for a Subsequent or Supplemental EIR pursuant to CEQA Guidelines Section 15162.

Upon the Commission's approval of the revisions to the Project, Commission staff will file a Notice of Determination with the Los Angeles County Clerk in accordance with Section 21152(a) of the California Public Resources Code.

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FIFTH ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT REGARDING TEMPORARY EXTENSION OF CONSTRUCTION HOURS AND OPTIONAL HAUL ROUTE

I. Introduction and Background

This document is the Fifth Addendum to the Environmental Impact Report (EIR) prepared for the Los Angeles Memorial Coliseum Renovation Project (State Clearinghouse No. 1990011065). The original EIR was certified by the Los Angeles Memorial Coliseum Commission (LAMCC) in December 2003. The First Addendum was approved by the LAMCC (as Lead Agency) on May 2, 2006; the Second Addendum was approved on July 28, 2016; the Third Addendum was approved December 8, 2016; and the Fourth Addendum was approved on April 21, 2017. This Fifth Addendum specifically addresses limited nighttime construction activities as well as use of an optional haul route during daytime hours.

The Draft EIR for the Los Angeles Memorial Coliseum Renovation Project evaluated the renovation of the Los Angeles Memorial Coliseum (Coliseum), which included primarily reducing the maximum seating capacity from 92,500 seats to 78,000 seats, the addition of 200 luxury suites, and the construction of two approximate 20,000-square-foot ancillary structures for retail or office use, a 19,000-square-foot press box, and approximately 35,000 square feet of new concession-related facilities. The First Addendum evaluated modifications to the Los Angeles Memorial Coliseum Renovation Project, including changes to the architectural design, the establishment of a Coliseum District Specific Plan (CDSP) to govern the development and operation of the Coliseum under a proposed lease agreement between the LAMCC and the National Football League, the adoption of a signage plan, and approval of the sale and service of alcoholic beverages for on-site consumption. The 2006 Addendum also analyzed an increase in the size of the press box from 19,000 square feet to 25,000 square feet and an additional 4,000 square feet of ancillary structures in addition to the two 20,000-square-foot ancillary structures for retail or office use.

The Second Addendum addressed proposed modifications to the Los Angeles Memorial Coliseum Project. Such changes included a reduction in the number of luxury

suites, a reduction in the size of the press box, a reduction in concession-related facilities, and a reduction in ancillary structures. The Second Addendum also addressed the addition of 24 outdoor loge boxes and 1,065 outdoor club seats as well as relocated video boards and other infrastructure improvements. The Third Addendum proposed a modified location for the video boards in order to provide improved lines of site from the general seating areas. In addition, the Fourth Addendum provided for the 300,000 square foot Lucas Museum of Narrative Art and associated parking structures located west of the Coliseum and west Bill Robertson Lane.

To assist in the completion of the Coliseum improvements, the Project Applicant seeks to temporarily extend construction hours for a limited duration of approximately 18 months, as well as use of an optional haul route during daytime construction hours. To provide for the extended construction hours, the Applicant is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately 18 months: (1) a daytime shift to operate during the hours of approximately 5:00 A.M. to 3:00 P.M.; and (2) a nighttime shift to operate during the hours of approximately 3:00 P.M. to 1:00 A.M. No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.[1]

Construction activities during the extended hours would generally occur within the interior of the Coliseum with some support and staging occurring outside of the bowl. The construction activities that are anticipated to occur during the extended hours are demolition, earthwork, shoring, structural concrete and structural steel erection. As these construction activities would occur within the interior of the stadium, noise levels at off-site locations would be reduced. Although varied depending on the construction activity, the extended hours would average approximately 50 workers including the construction management team that would be on-site.

Equipment operating during the demolition, shoring and earthwork activities during the extended hours would consist of an excavator, loader and dump truck and would be limited to the interior of the Coliseum. In addition, an electric powered tower crane would be used outside of the bowl during these activities. Equipment operating during the structural concrete activities during the extended hours would consist of a concrete pump and forklift at the interior of bowl. An electric powered tower crane would operate outside

[1] *LAMC Section 41.40 prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or a national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.*

of the bowl during this phase. In addition, equipment operating during the structural steel activities during the extended hours would consist of a forklift within the interior of the bowl and an electric powered crane outside of the bowl. No back up bells would be used after 10:00 P.M., and all debris/dirt hauling would occur during the daytime hours.

During the extended construction hours, the majority of the lighting would be limited to the interior of the Coliseum. Lighting would be powered by electricity to reduce noise and lighting would be shielded and directed at the areas to be lit in order to limit light spill in accordance with Project Design Feature A-1, below. In addition to the on-site work, materials deliveries for the extended hours within the nighttime shift would be limited to eight trucks, with all trucks arriving prior to 10:00 P.M. as set forth in Project Design Feature E-1, below. Delivery trucks would access the Project Site via Bill Robertson Lane, Exposition Boulevard (to the north) or Martin Luther King Jr. Boulevard (to the south), to/from I-110. No off-site hauling will occur during the nighttime shift.

With regard to the haul route during typical daytime construction hours, the Certified EIR and Addenda assumed use of Bill Robertson Lane and Exposition Boulevard to travel to/from I-110. To provide for flexibility, the Applicant also requests that the daytime haul route also include use of Martin Luther King Jr. Boulevard to/from I-110 Freeway.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Fifth Addendum is to analyze construction activities during the extended construction hours and optional daytime haul route to determine whether these activities would result in any new significant environmental impacts that were not identified in the Certified EIR or previous Addenda, or whether the previously identified significant impacts would be substantially more severe.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 requires the preparation of a subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, construction of the Project with the temporary extension of construction hours and use of the optional daytime haul route would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR and previous Addenda were certified. Therefore, the changes associated with the proposed temporary extension of construction hours and optional haul route do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR and previous Addenda are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed temporary extension of construction hours and optional haul route.[2]

III. Comparative Analysis of Temporary Extension of Construction Hours and Optional Haul Route

The analyses provided below address the environmental issues evaluated in the Certified EIR and previous Addenda and focus on any potential changes in environmental impacts that could result from the temporary extension of construction hours and optional daytime haul route. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and previous Addenda for those impact areas that could be implicated by the temporary extension of construction hours and optional daytime haul route to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the temporary extension of construction hours and optional daytime haul route would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or previous Addenda.

A. Aesthetics (Construction)

(a) Visual Character and Views

The Certified EIR and Addenda concluded that impacts with respect to visual character and views would be less than significant. Project construction activities associated with the temporary extension of construction hours would be substantially

[2] *See CEQA Guidelines Section 15164(a).*

similar to those approved for the Coliseum and would involve the same general footprint and areas of disturbance. The nature of construction activities would be unchanged, and additional construction equipment or construction barriers are not proposed. Like the Approved Project, the majority of the construction activities would be screened from view since they would be located within the interior of the Coliseum. In addition, temporary barriers would generally screen equipment outside of the Coliseum from view. Therefore, impacts with regard to visual character and views would remain less than significant, and no mitigation measures are required.

(b) Light and Glare

The Certified EIR and Addenda concluded that light and glare impacts associated with the Approved Project would be less than significant. The proposed extension of construction hours would temporarily extend the hours during which construction lighting may be used on-site beyond the hours specified by Code, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. As previously described, during the nighttime hours, the majority of the construction activities would be located within the interior of the Coliseum. The majority of the fixtures and associated lighting would be screened from view since they would be located within the interior of the Coliseum. Furthermore, in accordance with Project Design Feature A-1, below, lighting used for nighttime construction activities would be directionally angled downward and positioned on the Project Site to avoid light spill onto properties located outside of Exposition Park. For light-sensitive uses further to the south and west, the distance from the on-site nighttime construction lighting combined with intervening development and roadways that include illuminated signage, street lights, and vehicle headlights, would limit the effects of night lighting. Furthermore, existing street trees along both sides of Martin Luther King Jr. Boulevard, Vermont Avenue and portions of Bill Robertson Lane would also limit potential light emissions that could affect light-sensitive uses to the south or west. Therefore, the temporary impacts with regard to light and glare during the extended construction hours would be less than significant, and no mitigation measures would be required.

The following Project Design Feature related to light and glare would be implemented as part of the proposed extended construction hours:

Project Design Feature A-1: Lighting used for nighttime construction activities would be directionally angled downward and positioned on the Project Site to avoid light spill onto properties located outside of Exposition Park.

B. Air Quality and Greenhouse Gas Emissions (Construction)

With the implementation of mitigation measures identified in the Certified EIR and First Addendum, construction-related emissions would remain significant and unavoidable for NO_X and CO emissions, and PM_{10} emissions would be reduced to less than significant levels. ROG and SO_2 emissions would remain less than significant. In addition, the Second Addendum determined that while regional construction emissions under the Modified Project would be less than those of the original Project for most pollutants, peak daily emissions of NO_X would still exceed the South Coast Air Quality Management District (SCAQMD) regional construction thresholds despite mitigation, resulting in a significant and unavoidable impact.[3] With respect to localized construction impacts, the Modified Project evaluated in the Second Addendum would generate fewer localized emissions than the Approved Project and would remain below their respective SCAQMD Localized Significance Threshold (LST). Accordingly, such impacts would be less than significant.

With the proposed modifications to the Project, the total construction activity over the duration of construction would not change in comparison to those construction activities described in the First through Third Addenda for the Modified Project. While no changes are proposed that would affect the volume of construction, the Applicant is seeking a flexible work schedule to temporarily extend into the evening hours for purposes of keeping the project on schedule. As an example, the amount of demolition under the Modified Project would still require the same total equipment usage, man hours, and haul trips for demolition debris. The intensity and man hours on a daily basis may increase, but the total amount of activity averaged over the duration of the construction period would remain unchanged. As GHG emissions are evaluated based on the total volume of GHG emissions emitted over the duration of construction and not a daily basis, the temporary extension of construction hours would not result in any new significant GHG impacts and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the previous Addenda. As such, no further evaluation of GHG emissions is warranted in this Addendum.

With the proposed modifications to the Project, the duration of construction hours would be extended and on-site equipment would operate for a longer duration on a daily basis. While the total volume of construction and construction-related emissions would not change over the entirely of the construction period, extending the construction hours into the evening hours would increase the project's daily emissions during the construction

[3] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

period. As construction-related air quality impacts are based on maximum daily emissions generated by peak daily activity, peak daily emissions would increase due to the additional equipment hours. However, the Project would implement Project Design Feature B-1, below, which specifies that the on-site diesel-powered construction equipment rated at 50 horsepower (hp) or higher used during the temporary extension of construction hours would be required to comply with EPA Tier 3 emissions standards. As shown in Table 1 on page 8, the use of Tier 3 compliant construction equipment would result in similar or

Table 1
Estimate of Maximum Regional Project Daily Construction Emissions (pounds per day)—Unmitigated

Construction Year	VOC[b]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Construction Emissions						
Approved Project (Previous Addendum)	28	108	70	<1	12	7
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	**(47)**	**8**	**(480)**	**(150)**	**(138)**	**(48)**
Maximum Unmitigated Construction Emissions Exceed Threshold?	No	**Yes**	No	No	No	No
Project with Night Time Construction[c]	27	92	120	<1	18	10
SCAQMD Daily Regional Significance Threshold	75	100	550	150	150	55
Over/(Under)	**(48)**	**(8)**	**(430)**	**(150)**	**(132)**	**(45)**
Maximum Unmitigated Construction Emissions Exceed Threshold?	No	No	No	No	No	No

Numbers may not add up exactly due to rounding.

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix XX (CalEEMod Output) of this Draft EIR.*

[b] *Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

[c] *Unmitigated scenario includes Project Design Features requiring EPA Tier 3 emissions compliant equipment. This scenario also assumes compliance with SCAQMD Rule 403 requirements for fugitive dust.*

Source: Eyestone Environmental, 2017.

reduced construction emissions when compared with those evaluated in the Certified EIR and Second Addendum despite the additional hours of construction. In particular, the significant regional impact associated with NO_X emissions would be eliminated. Furthermore, the Project would continue to implement the same and mitigation measures set forth in the Certified EIR and previous Addenda, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for

SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

As discussed previously, an optional haul route would be added to allow haul trucks to travel along Martin Luther King Jr. Boulevard to the I-110 freeway. The use of this optional haul route would have very little effect on construction emissions as the truck travel distance would be similar to that of the previous Addenda. As a result, the optional haul route would result in similar construction mobile source emissions to those evaluated in previous Addenda.

Overall, construction impacts associated with the extension of construction hours are anticipated to be less than the Certified EIR and previous Addenda. As shown in Table 1 on page 8, regional and localized construction emissions during the temporary extension of construction hours would not exceed SCAQMD's regional thresholds. Based on the analysis above, the Project with the extended construction hours and optional haul route would not result in any new significant construction-related impacts with respect to air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the previous Addenda.

The following Project Design Feature related to construction equipment will be implemented as part of the proposed extended construction hours:

Project Design Feature B-1: On-site diesel-powered construction equipment rated at 50 horsepower (hp) or higher used during the extended construction hours will comply with EPA Tier 3 emissions standards.

In addition, the following construction-related mitigation measures set forth in the Certified EIR and Addenda would continue to be implemented:

1. Haul trucks shall be staged on-site in the vacant parking areas within Exposition Park. Haul truck staging plan shall be subject to review by the City of Los Angeles Department of Building and Safety and the Department of Transportation. Trucks shall be called to the site by radio dispatch.

2. Diesel-powered equipment shall be located as far away as possible from sensitive land uses and areas. Specifically, diesel compressors, pumps and other stationary machinery shall be located to the extent feasible on the south side of the Coliseum or within the interior of the Coliseum to avoid air pollution impacts on passive recreational spaces in Exposition Park (such as the area north of the Coliseum and south of the museum complex).

3. Grading activities shall be restricted on exceedingly windy days (winds in excess of 25 mph) when fugitive dust emissions are likely to be carried off-site. All truck loads of export debris shall be covered or shall provide at least 2 feet of freeboard.

4. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.

5. Contractors shall cover any stockpiles of soil, sand and similar materials.

6. Equipment engines shall be maintained in proper tune.

7. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.

8. Contractors shall discontinue construction activities during second-stage smog alerts.

C. Land Use and Planning—Compatibility (Construction)

As set forth in the Certified EIR and previous Addenda, the Approved Project would maintain the site's existing character and use as an outdoor sports and multi-purpose stadium and impacts associated with land use compatibility would be less than significant.

As provided in this Fifth Addendum, the Project with the proposed temporary extension of construction hours and optional haul route is substantially similar to that approved for the Coliseum in terms of overall construction scope, activities and location. The construction activities under the extended hours would primarily be located within the interior of the Coliseum. In addition, the Coliseum is separated from off-site sensitive uses by surface parking areas, intervening buildings and streets. In addition, during the nighttime shift, truck deliveries would be limited to eight and would not occur after 10:00 P.M. Therefore, the proposed temporary extension of construction hours and use of the optional haul route would not result in new significant impacts associated with land use compatibility or increase the severity of previously identified impacts.

D. Noise (Construction)

According to the Certified EIR and previous Addenda, construction of the Approved Project would result in a relatively short-term and temporary noise impact for nearby sensitive receptors. Sensitive receptors are located within Exposition Park and within 1,000 feet of the proposed active construction areas. Under the Approved Project, without mitigation, sensitive receptors would experience significant noise levels above 75 dBA that

would occur during improvements outside of the Coliseum and during renovations of the stadium. In addition, off-site construction noise would likely result from the ingress and egress of haul trucks used to transport excavated materials. However, with implementation of mitigation measures and compliance with the City of Los Angeles Noise Ordinance, construction-related noise impacts under the Approved Project would be reduced to less than significant levels.

As discussed above, the proposed temporary extension of construction hours would permit Project construction to occur in two shifts over an approximately 18 month period: (1) the daytime during the hours of approximately 5:00 A.M. to 3:00 P.M.; and (2) the nighttime shift during the hours of approximately 3:00 P.M. to 1:00 A.M. As the analysis in the Certified EIR and previous Addenda assumed construction hours consistent with the LAMC, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, a supplemental noise analysis was prepared by Acoustical Engineering Services to evaluate the noise associated with the extended construction hours. In addition, an analysis of the potential daytime use of Martin Luther King Jr. Boulevard as an optional haul route was also conducted.

Since construction activities taking place during the extended construction hours would occur when the facilities within Exposition Park generally are not in operation, the analysis focuses on impacts at the nearest residential receptors. Furthermore, in accordance with revised Mitigation Measure 1 below, the Applicant will coordinate with the Office of Exposition Park Management to avoid any potential conflicts between the extended construction hours and scheduled Exposition Park activities.

As previously described, construction activities during the proposed extended construction hours would generally occur within the interior of the Coliseum with some limited support and staging occurring outside of the bowl. The construction activities that are anticipated to occur during the extended construction hours are demolition, earthwork, shoring, structural concrete and structural steel erection. Since these activities would generally occur within the interior or inside of the bowl of the Coliseum, noise levels from these activities would be significantly reduced.

Equipment operating during the demolition, shoring and earthwork activities that would occur during the extended hours would consist of an excavator, loader and dump truck and would be limited to the interior of the Coliseum. In addition, an electric powered tower crane would be used outside of the bowl during these activities. Equipment operating during the structural concrete activities during the extended hours would consist of a concrete pump and forklift at the interior of bowl. An electric powered tower crane would operate outside of the bowl during this phase. In addition, equipment operating during the structural steel activities during the extended construction hours would consist of

a forklift within the interior of the bowl and an electric powered crane outside of the bowl. As set forth in Project Design Feature E-1, below, material deliveries during the extended construction hours would be limited to eight trucks including concrete trucks, with all trucks arriving prior to 10:00 P.M. Delivery trucks would access the Project Site via Bill Robertson Lane, Exposition Boulevard (to the north) or Martin Luther King Jr. Boulevard (to the south), to/from the 110 Freeway.

Ambient noise measurements were taken during the proposed hours for the nighttime hours at nearby sensitive receptors on September 15, 2017. The location of each of these receptors is described in Table 2 and mapped in the aerial photograph included in Appendix B. At each receptor, 15-minute ambient measurements were conducted, one during the late-night hours (between 12:00 A.M. and 2:00 A.M.) and one during the early morning hours (between 5:00 A.M. and 7:00 A.M.). Table 2 on page 13 provides the measured nighttime ambient noise levels at the five receptor locations. As indicated therein, the measured ambient noise levels during the late-night hours ranged from 43.4 dBA at Receptor Location 1 to 62.8 dBA at Receptor Location 5. The measured early morning ambient levels ranged from 45.9 dBA at Receptor Location 1 to 67.7 dBA at Receptor Location 5.

Table 3 on page 14 provides the estimated construction noise levels associated with on-site construction activities and off-site deliveries that would occur during the extended construction hours. The analysis conservatively assumed simultaneous use of all equipment for a given construction phase. As indicated in Table 3, the estimated construction-related noise levels associated with the extended construction hours at the off-site sensitive receptors would be below the significance threshold (existing ambient plus 5 dBA).

In addition to the noise impacts analysis in terms of hourly Leq, the extended hours construction noise level was calculated in terms of CNEL (a 24-hour average level), which includes the 5 dBA and 10 dBA adjustment factors for noise levels occur during the evening (7:00 P.M. and 10:00 P.M.) and nighttime (10:00 P.M. and 7:00 A.M.) hours, respectively. Table 4 on page 15 presents the estimated construction noise levels in terms of dBA CNEL. As indicated in Table 4, the estimated construction noise levels in terms of dBA CNEL would be below the ambient noise levels.

As previously discussed, an optional haul route via Martin Luther King Jr. Boulevard is proposed to be used during daytime construction hours. Table 5 on page 16 provides the estimated noise levels associated with off-site haul trucks utilizing the optional haul route, based on a conservative assumption of 28 haul trips per hour (14 trucks inbound and 14 trucks outbound). As indicated in Table 5, the estimated noise levels from the off-site

haul trucks would be below the ambient noise levels and the significance threshold (existing ambient plus 5 dBA) at all off-site sensitive receptors.

Each of the mitigation measures related to construction noise set forth in the Certified EIR and previous Addenda and listed below remain applicable to the Project. However, as set forth below, Mitigation Measure 1 has been revised to provide for extended construction activities and include measures to reduce noise.

Table 2
Existing Ambient Noise Measurements

Receptor Location	Measured Ambient Noise Levels, dBA Leq	
	Late Night Hour (12:00 A.M.–2:00 A.M.)	**Early Morning Hour (5:00 A.M.–7:00 A.M.)**
1—Residential uses at the intersection of Wisconsin Street and 39th Place	43.4	45.9
2—Residential uses at the intersection of Menlo Avenue and W. 40th Place	51.7	56.3
3—Residential uses at the intersection of Hoover Street and W. 40th Place	56.3	62.8
4—Residential uses at 702 W. 40th Place	56.5	59.7
5—USC Campus Residence Hall on north side of Exposition Boulevard	62.8	67.7

Source: AES, 2017.

1. The Applicant shall comply with the construction hours as specified by the City LAMC Noise Ordinance, Chapter IV, Section 41.40., which prohibits construction before 7:00 A.M. or after 6:00 P.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday or any national holiday, and at anytime on Sunday, except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:

   - Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the nighttime shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to

ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;

- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;

Table 3
Estimated Project Construction Noise Levels During Extended Hours (L_{eq})

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Extended Hours, dBA L_{eq}				Significance Threshold[a] dBA L_{eq}
		On-Site Demolition	On-Site Grading	On-Site Building Construction	Off-Site Delivery Trucks[b]	
1—Residential uses at the intersection of Wisconsin Street and 39th Place	1,120	46.9	42.4	36.4	43.5	48.4
2—Residential uses at the intersection of Menlo Avenue and W. 40th Place	1,080	46.2	41.8	36.3	48.1	56.7
3—Residential uses at the intersection of Hoover Street and W. 40th Place	940	47.2	42.8	37.4	50.9	61.3
4—Residential uses at 702 W. 40th Place	1,010	46.8	42.4	36.9	50.4	61.5
5—USC Campus Residence Hall on north side of Exposition Boulevard	1,730	43.1	38.7	32.7	55.6	57.8

[a] *Significance threshold is equal to the lowest measured ambient noise levels plus 5 dBA.*

[b] *Delivery trucks would be limited between 7:00 A.M. to 10:00 P.M..*

Source: AES, 2017.

- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

2. The Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. A traffic and parking

plan for the construction phase will be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits.

3. Adjacent museums and residents shall be given regular notification of major construction activities and their durations. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

Table 4
Estimated Project Construction Noise Levels—CNEL

Receptor Location	Estimated Construction Noise Levels,[a] CNEL	Ambient Noise Levels,[b] CNEL	Significance Threshold[c] CNEL
1—Residential uses at the intersection of Wisconsin Street and 39th Place	55.1	61.7	66.7
2—Residential uses at the intersection of Menlo Avenue and W. 40th Place	54.5	59.0	64.0
3—Residential uses at the intersection of Hoover Street and W. 40th Place	55.5	65.1	70.1
4—Residential uses at 702 W. 40th Place	55.1	63.9	68.9
5—USC Campus Residence Hall on north side of Exposition Boulevard	51.4	67.5	72.5

[a] *Estimated based on the construction hours of 5:00 A.M. to 1:00 A.M. Detailed calculations are provided in Appendix B..*

[b] *Ambient in terms of CNEL were estimated based on the daytime ambient noise levels provided in the Certified EIR and the measured nighttime ambient noise measurements.*

[c] *Significance threshold is equal to the ambient noise levels plus 5 dBA.*

Source: Certified EIR, 2003; AES, 2017.

4. During construction, the Project contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

5. The perimeter of the Project Site (including the ancillary outbuildings proposed to be demolished) shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl

material or 0.75-inch plywood positioned to block direct line of sight from the active construction.

Based on the above, the proposed temporary extension of construction hours and use of the optional haul route would not result in new significant noise impacts or an increase in the severity of previously identified impacts.

Table 5
Estimated Noise Levels from Off-Site Haul Trucks—Optional Martin Luther King Jr. Boulevard Haul Route

Receptor Location	Estimated Noise Levels from Haul Trucks,[a] dBA L_{eq}	Measured Daytime Ambient Noise Levels,[b] dBA L_{eq}	Estimated Ambient + Haul Trucks Noise Levels, dBA L_{eq}	Significance Threshold,[c] dBA L_{eq}
1—Residential uses at the intersection of Wisconsin Street and 39th Place	46.6	64.0	64.1	69.0
2—Residential uses at the intersection of Menlo Avenue and W. 40th Place	53.5	59.0	60.1	64.0
3—Residential uses at the intersection of Hoover Street and W. 40th Place	56.3	66.0	66.4	71.0
4—Residential uses at 702 W. 40th Place	55.9	64.0	64.6	69.0
5—USC Campus Residence Hall on north side of Exposition Boulevard	40.5	63.0	63.0	68.0

[a] *Based on a maximum of 28 truck trips per hour.*

[c] *Based on measured daytime ambient noise levels provided in the Certified EIR, Table V.F-4.*

[b] *Significance threshold is equal to the ambient noise levels plus 5 dBA.*

Source: Certified EIR, 2003; AES, 2017.

E. Traffic (Construction)

As set forth in the Second Addendum, potential construction traffic impacts associated with the Project were determined to be less than significant with implementation of a mitigation measure.

As part of the expanded construction hours, in accordance with Project Design Feature E-1, below, nighttime truck trips would be limited to less than 8 trips that would

occur prior to 10:00 P.M. In addition, the maximum number of construction workers during the extended nighttime construction hours would be limited to 50 workers. Furthermore, these truck and worker trips would occur outside of the peak hours. As such, impacts would be less than significant.

Proposed export would continue to result in a maximum of 28 hourly passenger car equivalent (PCE) truck trips (i.e., 14 trips inbound and 14 trips outbound) during grading activities. As described above, in addition to the approved haul route that would use Bill Robertson Lane and Exposition Boulevard to/from I-110, the Applicant also proposes to use an optional haul route that would include haul trucks traveling on Bill Robertson Lane to Martin Luther King Jr. Boulevard and then to I-110. While haul trips would occur outside of the peak hour to the extent feasible in accordance with the construction management plan, Gibson Transportation conducted a conservative analysis that assumed that this optional daytime route for haul trips would be used during the peak hours (refer to Appendix C).

As set forth in the Traffic Assessment included in Appendix C, this optional route would pass through four signalized study intersections that were studied as part of the Certified EIR and previous Addenda, including Intersections #10 (I-110 Northbound Ramps & Martin Luther King Jr. Boulevard), #11 (I-110 Southbound Ramps & Martin Luther King Jr. Boulevard), #12 (Figueroa Street & Martin Luther King Jr. Boulevard), and #12 (Hoover Street & Martin Luther King Jr. Boulevard). These intersections operate at LOS C or better during the morning and afternoon peak hours, except for Intersection #10 (LOS D during the afternoon peak hour) and Intersection #12 (LOS F during both peak hours). Further, the estimated 14 PCE trips in each direction on Martin Luther King Jr. Boulevard that would be generated during the excavation phase would be too small to result in a temporary traffic impact at any of these intersections based on LADOT traffic impact criteria. Therefore, no temporary traffic impact would occur.

The following Project Design Features related to construction trips would be implemented as part of the proposed modifications to the Project

Project Design Feature E-1: Materials deliveries for the extended hours within the nighttime shift will be limited to eight trucks, with all trucks arriving prior to 10:00 P.M. No off-site hauling will occur during the extended construction hours.

Project Design Feature E-2: The maximum number of construction workers during the extended construction hours will be limited to 50 workers.

In addition, the following mitigation measure related to construction traffic set forth in the Second Addendum would continue to be implemented with the expanded construction schedule and optional daytime haul route:

8. Prior to the start of construction, a Construction Management Plan shall be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

    - Provision of on-site parking for all construction workers.
    - Staging of all construction vehicles, equipment, and materials on the Project Site.
    - Scheduling of construction activities (worker schedules, haul truck traffic, and deliveries) to reduce the effect on traffic flow on surrounding arterial streets.
    - Scheduling of construction-related deliveries, haul trips, etc. so as to occur outside the commuter peak hours to the extent feasible.
    - Coordinate construction activities with LAFC construction to minimize traffic and other cumulative impacts.

Based on the analysis above, the temporary extension of construction hours would not result in any new significant traffic impacts and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the previous Addenda.

F. Energy Conservation

The Certified EIR for the Approved Project concluded that impacts with respect to energy conservation would be less than significant (refer to Section V.H.I. Public Utilities—Energy Conservation, of the Certified EIR). Specifically, the Certified EIR determined that energy demands during construction would result in the consumption of approximately 150,000 gallons of diesel by construction equipment on site and 78,069 gallons of diesel from haul and delivery trucks for a total of 228,069 gallons of diesel. Construction worker travel to and from the Project Site would result in the consumption of approximately 967,648 gallons of gasoline. In addition, an unquantifiable amount of electricity and natural gas would be consumed as a result of the short-term construction-related activities.

Long-term energy consumption in the Certified EIR was calculated to result in a total annual consumption of 1,227,876 kWh of electricity and 1,330,020 cubic feet of natural gas. Therefore, the Certified EIR concluded that the existing electricity and natural gas infrastructure and supplies would be able to accommodate the Approved Project's energy demand, and impacts related to energy conservation would be less than significant.

With the proposed modifications to the Project, the total construction activity over the duration of construction would not change in comparison to those construction activities described in the First through Third Addenda for the Modified Project. As an example, the amount of demolition under the Modified Project would still require the same total equipment usage, man hours, and hauls for demolition debris. The intensity on a daily basis would increase and not the total amount of activity over the duration of construction.

A summary of the energy usage for construction of the Modified Project is provided in Appendix A. As provided in Appendix A, approximately 138,383 gallons of gasoline and approximately 131,852 gallons of diesel fuel would be consumed during Modified Project construction.[4] Overall, gasoline and diesel usage associated with the Modified Project would be substantially less than provided in the Certified EIR. Electricity would be intermittently consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. Electricity usage associated with lighting and electronic equipment during Project construction is not easily quantifiable. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Overall, construction activities associated with the Modified Project would require limited electricity use that would not have an adverse impact on available electricity supplies. Construction activities typically do not involve the consumption of natural gas. The petroleum-based fuel use estimate represents the highest amount of energy that could be consumed during Modified Project construction. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction.

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[4] *A comparison of the gasoline usage for the Modified Project versus the Approved Project is difficult since the Certified EIR conservatively evaluated peak daily construction worker trips throughout the entire construction duration. The evaluation for the Modified Project evaluated the number of workers during each construction phase (e.g., demolition, grading, building construction).*

Consistent with the conclusions in the Certified EIR, energy demands during Modified Project construction would be typical of construction projects of similar types and sizes, and would not necessitate additional energy facilities or distribution infrastructure. Thus, the Modified Project's consumption of electricity and transportation-fuel would continue to be temporary and typical of similarly sized construction projects. Based on the analysis above, the temporary extension of construction hours would not result in any new significant energy conservation impacts and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the previous Addenda.

The following mitigation measure was included in the Certified EIR to further reduce the less-than-significant impact with respect to energy. This mitigation measure would continue to be implemented as part of the Modified Project:

1. During the design process, the applicant should consult with the Los Angeles Department of Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The applicant shall incorporate measures to meet or, if possible, exceed minimum standards for Title XXIV of the California Code of Regulations.

G. Other Impact Categories

The temporary extension of construction hours and optional haul route would not involve any modifications that would affect the analysis of: aesthetics (operation); agricultural or forestry resources; air quality (operations); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning (operations); mineral resources; noise (operation); population, housing, and employment; public services; or traffic (operation), as provided in the Certified EIR or previous Addenda. Accordingly, the temporary extension of construction hours and optional haul route would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or previous Addenda.

H. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above, including aesthetics (construction), air quality (construction), land use and planning (construction), noise (construction), and traffic/transportation/parking (construction), may vary, cumulative construction-related impacts are typically localized and thus largely limited to the immediate Project vicinity. In each of the analyses provided above, impacts associated with construction of the Project with temporarily extended

construction hours would be within the envelope of impacts evaluated in the Certified EIR and previous Addenda, and as such, the Project's contribution to cumulative impacts would remain unchanged from that previously evaluated. The Los Angeles Football Club has obtained approval for limited nighttime construction activities. However, such activities would not occur at the same time as those of the Project. Moreover, other development projects in the City for which extended construction hours may be sought would be required to undergo review and obtain approval from the Board of Police Commissioners, where any potential conflicts with the Project's nighttime construction activities would need to be addressed. Therefore, cumulative impact conclusions set forth in the Certified EIR and Addenda would not change as a result of the proposed temporary extension of construction hours. As a result, the temporary extension of construction hours for the Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the previous Addenda.

IV. Conclusion

Based on the analysis above, implementation of the temporary extension of construction hours and use of the optional daytime haul route would not result in any new significant impacts, and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or previous Addenda. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred.

USC Coliseum

Night Time Construction Addendum

October 2017

- Air Quality Construction CalEEMod Model Outputs

USC Coliseum Addendum - Los Angeles-South Coast County, Winter

USC Coliseum Addendum

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Arena	30.00	Acre	30.00	1,306,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**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 - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Trips and VMT - Site Specific

Demolition -

Grading - Site Specific

Architectural Coating - Renovation and Not New Stadium

Construction Off-road Equipment Mitigation - see Construction Assumptions

Table Name	Column Name	Default Value	New Value
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tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	100.00
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tblAreaCoating	Area_EF_Nonresidential_Interior	100	250
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	100
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tblConstructionPhase	NumDays	440.00	305.00

tblConstructionPhase	NumDays	30.00	65.00
tblConstructionPhase	NumDays	45.00	65.00
tblConstructionPhase	NumDays	35.00	36.00
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tblEnergyUse	T24NG	13.71	14.36
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tblVehicleEF	LDA	0.14	0.11
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tblVehicleEF	LDA	7.2060e-003	0.01
tblVehicleEF	LDA	8.4750e-003	6.1710e-003
tblVehicleEF	LDA	0.80	0.83
tblVehicleEF	LDA	1.64	1.61
tblVehicleEF	LDA	302.15	265.33
tblVehicleEF	LDA	63.19	55.47
tblVehicleEF	LDA	0.55	0.53
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	2.3510e-003	2.0670e-003
tblVehicleEF	LDA	2.3880e-003	3.1900e-003
tblVehicleEF	LDA	2.1690e-003	1.9160e-003
tblVehicleEF	LDA	2.1960e-003	2.9580e-003
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.14	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.27
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	3.0280e-003	3.6460e-003
tblVehicleEF	LDA	6.6000e-004	7.6400e-004
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.14	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.05	0.27
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.23	2.50
tblVehicleEF	LDT1	3.82	4.26
tblVehicleEF	LDT1	369.30	331.36
tblVehicleEF	LDT1	74.64	66.78
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tblVehicleEF	LDT1	0.21	0.25
tblVehicleEF	LDT1	0.22	0.24
tblVehicleEF	LDT1	4.1790e-003	4.5050e-003
tblVehicleEF	LDT1	3.9740e-003	4.8830e-003
tblVehicleEF	LDT1	3.8500e-003	4.1750e-003
tblVehicleEF	LDT1	3.6560e-003	4.5270e-003
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.32	0.31
tblVehicleEF	LDT1	0.13	0.13
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.20	1.05
tblVehicleEF	LDT1	0.27	0.32
tblVehicleEF	LDT1	3.7230e-003	4.3030e-003
tblVehicleEF	LDT1	8.1400e-004	9.1900e-004

tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.32	0.31
tblVehicleEF	LDT1	0.13	0.13
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.20	1.05
tblVehicleEF	LDT1	0.30	0.34
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.40	2.69
tblVehicleEF	LDT1	3.23	3.37
tblVehicleEF	LDT1	385.31	345.07
tblVehicleEF	LDT1	74.64	66.78
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.19	0.22
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	4.1790e-003	4.5050e-003
tblVehicleEF	LDT1	3.9740e-003	4.8830e-003
tblVehicleEF	LDT1	3.8500e-003	4.1750e-003
tblVehicleEF	LDT1	3.6560e-003	4.5270e-003
tblVehicleEF	LDT1	0.24	0.25
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.19	0.97
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	3.8860e-003	4.4850e-003
tblVehicleEF	LDT1	8.0400e-004	9.0400e-004
tblVehicleEF	LDT1	0.24	0.25
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.19	0.97
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.16	2.43
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tblVehicleEF	LDT1	74.64	66.78
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.21	0.24
tblVehicleEF	LDT1	0.23	0.25
tblVehicleEF	LDT1	4.1790e-003	4.5050e-003
tblVehicleEF	LDT1	3.9740e-003	4.8830e-003
tblVehicleEF	LDT1	3.8500e-003	4.1750e-003
tblVehicleEF	LDT1	3.6560e-003	4.5270e-003
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.37	0.35

tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.24	1.25
tblVehicleEF	LDT1	0.28	0.33
tblVehicleEF	LDT1	3.6640e-003	4.2350e-003
tblVehicleEF	LDT1	8.1600e-004	9.2300e-004
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.37	0.35
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.24	1.25
tblVehicleEF	LDT1	0.31	0.35
tblVehicleEF	LDT2	9.7260e-003	0.02
tblVehicleEF	LDT2	9.6720e-003	9.2900e-003
tblVehicleEF	LDT2	1.08	1.25
tblVehicleEF	LDT2	1.91	2.30
tblVehicleEF	LDT2	420.00	398.87
tblVehicleEF	LDT2	85.52	80.64
tblVehicleEF	LDT2	0.20	0.18
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.17	0.20
tblVehicleEF	LDT2	2.1860e-003	2.1070e-003
tblVehicleEF	LDT2	2.3470e-003	3.2020e-003
tblVehicleEF	LDT2	2.0100e-003	1.9530e-003
tblVehicleEF	LDT2	2.1590e-003	2.9690e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	4.2100e-003	5.0510e-003
tblVehicleEF	LDT2	8.8800e-004	1.0430e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	8.5960e-003	9.2900e-003
tblVehicleEF	LDT2	1.18	1.36
tblVehicleEF	LDT2	1.63	1.81
tblVehicleEF	LDT2	438.87	416.21
tblVehicleEF	LDT2	85.52	80.64
tblVehicleEF	LDT2	0.20	0.18
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.16	0.19

tblVehicleEF	LDT2	2.1860e-003	2.1070e-003
tblVehicleEF	LDT2	2.3470e-003	3.2020e-003
tblVehicleEF	LDT2	2.0100e-003	1.9530e-003
tblVehicleEF	LDT2	2.1590e-003	2.9690e-003
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.42
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	4.4000e-003	5.2730e-003
tblVehicleEF	LDT2	8.8300e-004	1.0350e-003
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.07	0.42
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	9.5390e-003	0.02
tblVehicleEF	LDT2	9.9010e-003	9.2900e-003
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tblVehicleEF	LDT2	85.52	80.64
tblVehicleEF	LDT2	0.20	0.18
tblVehicleEF	LDT2	0.11	0.14
tblVehicleEF	LDT2	0.17	0.21
tblVehicleEF	LDT2	2.1860e-003	2.1070e-003
tblVehicleEF	LDT2	2.3470e-003	3.2020e-003
tblVehicleEF	LDT2	2.0100e-003	1.9530e-003
tblVehicleEF	LDT2	2.1590e-003	2.9690e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.53
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	4.1400e-003	4.9690e-003
tblVehicleEF	LDT2	8.8900e-004	1.0450e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.08	0.53
tblVehicleEF	LDT2	0.15	0.18
tblVehicleEF	LHD1	6.6400e-003	1.3450e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.03	0.03

tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	1.20	1.34
tblVehicleEF	LHD1	3.55	4.94
tblVehicleEF	LHD1	8.87	7.68
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tblVehicleEF	LHD1	37.18	45.58
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	1.25	0.94
tblVehicleEF	LHD1	1.18	1.52
tblVehicleEF	LHD1	7.7100e-004	3.5400e-004
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	9.7940e-003	8.7160e-003
tblVehicleEF	LHD1	9.8460e-003	6.3910e-003
tblVehicleEF	LHD1	1.3190e-003	1.1740e-003
tblVehicleEF	LHD1	7.3800e-004	3.2600e-004
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	2.4490e-003	2.1790e-003
tblVehicleEF	LHD1	9.3870e-003	5.8850e-003
tblVehicleEF	LHD1	1.2170e-003	1.0820e-003
tblVehicleEF	LHD1	3.6230e-003	2.8620e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.1170e-003	1.8320e-003
tblVehicleEF	LHD1	0.08	0.10
tblVehicleEF	LHD1	0.34	0.41
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tblVehicleEF	LHD1	9.0000e-005	8.6000e-005
tblVehicleEF	LHD1	6.2350e-003	6.0530e-003
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tblVehicleEF	LHD1	3.6230e-003	2.8620e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.1170e-003	1.8320e-003
tblVehicleEF	LHD1	0.10	0.11
tblVehicleEF	LHD1	0.34	0.41
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tblVehicleEF	LHD1	6.6400e-003	1.3450e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.16	0.19
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tblVehicleEF	LHD1	3.39	4.00
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tblVehicleEF	LHD1	632.57	559.64
tblVehicleEF	LHD1	37.18	45.58
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	0.07	0.03

tblVehicleEF	LHD1	1.17	0.86
tblVehicleEF	LHD1	1.13	1.46
tblVehicleEF	LHD1	7.7100e-004	3.5400e-004
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	9.7940e-003	8.7160e-003
tblVehicleEF	LHD1	9.8460e-003	6.3910e-003
tblVehicleEF	LHD1	1.3190e-003	1.1740e-003
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tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	2.4490e-003	2.1790e-003
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tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.03
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tblVehicleEF	LHD1	0.08	0.10
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tblVehicleEF	LHD1	0.34	0.41
tblVehicleEF	LHD1	9.0000e-005	8.6000e-005
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tblVehicleEF	LHD1	5.4510e-003	4.2630e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	3.0210e-003	2.6020e-003
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tblVehicleEF	LHD1	0.37	0.43
tblVehicleEF	LHD1	6.6400e-003	1.3450e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	1.20	1.33
tblVehicleEF	LHD1	3.58	5.10
tblVehicleEF	LHD1	8.87	7.68
tblVehicleEF	LHD1	632.57	559.64
tblVehicleEF	LHD1	37.18	45.58
tblVehicleEF	LHD1	0.02	0.04
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tblVehicleEF	LHD1	1.22	0.92
tblVehicleEF	LHD1	1.19	1.54
tblVehicleEF	LHD1	7.7100e-004	3.5400e-004
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	9.7940e-003	8.7160e-003
tblVehicleEF	LHD1	9.8460e-003	6.3910e-003
tblVehicleEF	LHD1	1.3190e-003	1.1740e-003
tblVehicleEF	LHD1	7.3800e-004	3.2600e-004

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tblVehicleEF	LHD1	2.4490e-003	2.1790e-003
tblVehicleEF	LHD1	9.3870e-003	5.8850e-003
tblVehicleEF	LHD1	1.2170e-003	1.0820e-003
tblVehicleEF	LHD1	3.8750e-003	3.0420e-003
tblVehicleEF	LHD1	0.14	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.0980e-003	1.8140e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.36	0.44
tblVehicleEF	LHD1	0.35	0.47
tblVehicleEF	LHD1	9.0000e-005	8.6000e-005
tblVehicleEF	LHD1	6.2350e-003	6.0530e-003
tblVehicleEF	LHD1	4.3900e-004	5.9000e-004
tblVehicleEF	LHD1	3.8750e-003	3.0420e-003
tblVehicleEF	LHD1	0.14	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.0980e-003	1.8140e-003
tblVehicleEF	LHD1	0.10	0.11
tblVehicleEF	LHD1	0.36	0.44
tblVehicleEF	LHD1	0.38	0.50
tblVehicleEF	LHD2	4.9250e-003	1.0920e-003
tblVehicleEF	LHD2	6.8980e-003	9.8170e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.53	0.83
tblVehicleEF	LHD2	1.86	3.03
tblVehicleEF	LHD2	13.49	8.41
tblVehicleEF	LHD2	644.76	536.31
tblVehicleEF	LHD2	31.23	33.22
tblVehicleEF	LHD2	6.0250e-003	6.2980e-003
tblVehicleEF	LHD2	0.10	0.08
tblVehicleEF	LHD2	1.03	1.51
tblVehicleEF	LHD2	0.72	1.05
tblVehicleEF	LHD2	1.1700e-003	8.9000e-004
tblVehicleEF	LHD2	0.09	0.06
tblVehicleEF	LHD2	0.01	9.6940e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.2400e-004	6.6000e-004
tblVehicleEF	LHD2	1.1200e-003	8.1900e-004
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6160e-003	2.4240e-003
tblVehicleEF	LHD2	9.8240e-003	0.01
tblVehicleEF	LHD2	5.7400e-004	6.1000e-004
tblVehicleEF	LHD2	1.5840e-003	1.7680e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	9.5900e-004	1.1500e-003

tblVehicleEF	LHD2	0.06	0.08
tblVehicleEF	LHD2	0.12	0.28
tblVehicleEF	LHD2	0.18	0.29
tblVehicleEF	LHD2	1.3300e-004	9.2000e-005
tblVehicleEF	LHD2	6.2960e-003	5.7320e-003
tblVehicleEF	LHD2	3.4700e-004	4.1700e-004
tblVehicleEF	LHD2	1.5840e-003	1.7680e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	9.5900e-004	1.1500e-003
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.12	0.28
tblVehicleEF	LHD2	0.19	0.31
tblVehicleEF	LHD2	4.9250e-003	1.0920e-003
tblVehicleEF	LHD2	7.0100e-003	9.8170e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.53	0.84
tblVehicleEF	LHD2	1.78	2.47
tblVehicleEF	LHD2	13.49	8.41
tblVehicleEF	LHD2	644.76	536.31
tblVehicleEF	LHD2	31.23	33.22
tblVehicleEF	LHD2	6.0250e-003	6.2980e-003
tblVehicleEF	LHD2	0.10	0.08
tblVehicleEF	LHD2	0.97	1.42
tblVehicleEF	LHD2	0.69	1.01
tblVehicleEF	LHD2	1.1700e-003	8.9000e-004
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tblVehicleEF	LHD2	6.2400e-004	6.6000e-004
tblVehicleEF	LHD2	1.1200e-003	8.1900e-004
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6160e-003	2.4240e-003
tblVehicleEF	LHD2	9.8240e-003	0.01
tblVehicleEF	LHD2	5.7400e-004	6.1000e-004
tblVehicleEF	LHD2	2.3650e-003	2.6290e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.3560e-003	1.6290e-003
tblVehicleEF	LHD2	0.06	0.08
tblVehicleEF	LHD2	0.12	0.27
tblVehicleEF	LHD2	0.17	0.25
tblVehicleEF	LHD2	1.3300e-004	9.2000e-005
tblVehicleEF	LHD2	6.2960e-003	5.7320e-003
tblVehicleEF	LHD2	3.4500e-004	4.0700e-004
tblVehicleEF	LHD2	2.3650e-003	2.6290e-003
tblVehicleEF	LHD2	0.06	0.05

tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.3560e-003	1.6290e-003
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.12	0.27
tblVehicleEF	LHD2	0.19	0.27
tblVehicleEF	LHD2	4.9250e-003	1.0920e-003
tblVehicleEF	LHD2	6.8690e-003	9.8170e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.53	0.83
tblVehicleEF	LHD2	1.88	3.13
tblVehicleEF	LHD2	13.49	8.41
tblVehicleEF	LHD2	644.76	536.31
tblVehicleEF	LHD2	31.23	33.22
tblVehicleEF	LHD2	6.0250e-003	6.2980e-003
tblVehicleEF	LHD2	0.10	0.08
tblVehicleEF	LHD2	1.01	1.48
tblVehicleEF	LHD2	0.72	1.06
tblVehicleEF	LHD2	1.1700e-003	8.9000e-004
tblVehicleEF	LHD2	0.09	0.06
tblVehicleEF	LHD2	0.01	9.6940e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.2400e-004	6.6000e-004
tblVehicleEF	LHD2	1.1200e-003	8.1900e-004
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6160e-003	2.4240e-003
tblVehicleEF	LHD2	9.8240e-003	0.01
tblVehicleEF	LHD2	5.7400e-004	6.1000e-004
tblVehicleEF	LHD2	1.6660e-003	1.8550e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	9.4000e-004	1.1260e-003
tblVehicleEF	LHD2	0.06	0.08
tblVehicleEF	LHD2	0.13	0.30
tblVehicleEF	LHD2	0.18	0.29
tblVehicleEF	LHD2	1.3300e-004	9.2000e-005
tblVehicleEF	LHD2	6.2960e-003	5.7320e-003
tblVehicleEF	LHD2	3.4700e-004	4.1900e-004
tblVehicleEF	LHD2	1.6660e-003	1.8550e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	9.4000e-004	1.1260e-003
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.13	0.30
tblVehicleEF	LHD2	0.19	0.31
tblVehicleEF	MCY	0.52	0.00
tblVehicleEF	MCY	0.15	0.00
tblVehicleEF	MCY	19.86	19.68

tblVehicleEF	MCY	9.61	9.96
tblVehicleEF	MCY	186.87	143.96
tblVehicleEF	MCY	45.76	39.93
tblVehicleEF	MCY	4.9150e-003	3.6890e-003
tblVehicleEF	MCY	1.14	1.15
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.01	0.04
tblVehicleEF	MCY	4.0000e-003	8.0000e-003
tblVehicleEF	MCY	2.2370e-003	3.4800e-004
tblVehicleEF	MCY	4.2150e-003	1.1190e-003
tblVehicleEF	MCY	5.0400e-003	0.02
tblVehicleEF	MCY	1.0000e-003	2.0000e-003
tblVehicleEF	MCY	2.0950e-003	2.9000e-004
tblVehicleEF	MCY	3.9830e-003	9.1500e-004
tblVehicleEF	MCY	1.08	0.92
tblVehicleEF	MCY	0.68	0.42
tblVehicleEF	MCY	0.67	0.54
tblVehicleEF	MCY	2.65	2.36
tblVehicleEF	MCY	0.66	1.31
tblVehicleEF	MCY	2.09	2.08
tblVehicleEF	MCY	2.2730e-003	1.9480e-003
tblVehicleEF	MCY	6.7600e-004	6.5600e-004
tblVehicleEF	MCY	1.08	0.92
tblVehicleEF	MCY	0.68	0.42
tblVehicleEF	MCY	0.67	0.54
tblVehicleEF	MCY	3.27	2.60
tblVehicleEF	MCY	0.66	1.31
tblVehicleEF	MCY	2.28	2.23
tblVehicleEF	MCY	0.51	0.00
tblVehicleEF	MCY	0.14	0.00
tblVehicleEF	MCY	19.08	18.81
tblVehicleEF	MCY	8.81	8.77
tblVehicleEF	MCY	186.87	143.96
tblVehicleEF	MCY	45.76	39.93
tblVehicleEF	MCY	4.9150e-003	3.6890e-003
tblVehicleEF	MCY	0.99	1.00
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.01	0.04
tblVehicleEF	MCY	4.0000e-003	8.0000e-003
tblVehicleEF	MCY	2.2370e-003	3.4800e-004
tblVehicleEF	MCY	4.2150e-003	1.1190e-003
tblVehicleEF	MCY	5.0400e-003	0.02
tblVehicleEF	MCY	1.0000e-003	2.0000e-003
tblVehicleEF	MCY	2.0950e-003	2.9000e-004
tblVehicleEF	MCY	3.9830e-003	9.1500e-004
tblVehicleEF	MCY	1.76	1.47
tblVehicleEF	MCY	0.74	0.47
tblVehicleEF	MCY	1.11	0.90

tblVehicleEF	MCY	2.58	2.30
tblVehicleEF	MCY	0.62	1.21
tblVehicleEF	MCY	1.86	1.82
tblVehicleEF	MCY	2.2580e-003	1.9320e-003
tblVehicleEF	MCY	6.5600e-004	6.2900e-004
tblVehicleEF	MCY	1.76	1.47
tblVehicleEF	MCY	0.74	0.47
tblVehicleEF	MCY	1.11	0.90
tblVehicleEF	MCY	3.18	2.53
tblVehicleEF	MCY	0.62	1.21
tblVehicleEF	MCY	2.02	1.96
tblVehicleEF	MCY	0.52	0.00
tblVehicleEF	MCY	0.16	0.00
tblVehicleEF	MCY	19.96	19.84
tblVehicleEF	MCY	9.74	10.18
tblVehicleEF	MCY	186.87	143.96
tblVehicleEF	MCY	45.76	39.93
tblVehicleEF	MCY	4.9150e-003	3.6890e-003
tblVehicleEF	MCY	1.11	1.12
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.01	0.04
tblVehicleEF	MCY	4.0000e-003	8.0000e-003
tblVehicleEF	MCY	2.2370e-003	3.4800e-004
tblVehicleEF	MCY	4.2150e-003	1.1190e-003
tblVehicleEF	MCY	5.0400e-003	0.02
tblVehicleEF	MCY	1.0000e-003	2.0000e-003
tblVehicleEF	MCY	2.0950e-003	2.9000e-004
tblVehicleEF	MCY	3.9830e-003	9.1500e-004
tblVehicleEF	MCY	1.18	1.00
tblVehicleEF	MCY	0.88	0.54
tblVehicleEF	MCY	0.64	0.51
tblVehicleEF	MCY	2.66	2.37
tblVehicleEF	MCY	0.75	1.56
tblVehicleEF	MCY	2.14	2.13
tblVehicleEF	MCY	2.2750e-003	1.9510e-003
tblVehicleEF	MCY	6.8000e-004	6.6100e-004
tblVehicleEF	MCY	1.18	1.00
tblVehicleEF	MCY	0.88	0.54
tblVehicleEF	MCY	0.64	0.51
tblVehicleEF	MCY	3.28	2.61
tblVehicleEF	MCY	0.75	1.56
tblVehicleEF	MCY	2.32	2.28
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.93	2.08
tblVehicleEF	MDV	3.43	4.30
tblVehicleEF	MDV	556.88	529.12
tblVehicleEF	MDV	111.92	107.02

tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.32	0.40
tblVehicleEF	MDV	2.5190e-003	2.4840e-003
tblVehicleEF	MDV	2.6970e-003	3.5340e-003
tblVehicleEF	MDV	2.3260e-003	2.2930e-003
tblVehicleEF	MDV	2.4840e-003	3.2660e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.22
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.10	0.65
tblVehicleEF	MDV	0.28	0.37
tblVehicleEF	MDV	5.5880e-003	6.4430e-003
tblVehicleEF	MDV	1.1800e-003	1.3470e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.22
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.10	0.65
tblVehicleEF	MDV	0.30	0.39
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.07	2.25
tblVehicleEF	MDV	2.94	3.40
tblVehicleEF	MDV	581.37	551.85
tblVehicleEF	MDV	111.92	107.02
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.19	0.22
tblVehicleEF	MDV	0.30	0.37
tblVehicleEF	MDV	2.5190e-003	2.4840e-003
tblVehicleEF	MDV	2.6970e-003	3.5340e-003
tblVehicleEF	MDV	2.3260e-003	2.2930e-003
tblVehicleEF	MDV	2.4840e-003	3.2660e-003
tblVehicleEF	MDV	0.12	0.14
tblVehicleEF	MDV	0.18	0.22
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.09	0.61
tblVehicleEF	MDV	0.25	0.31
tblVehicleEF	MDV	5.8340e-003	6.7220e-003
tblVehicleEF	MDV	1.1710e-003	1.3320e-003
tblVehicleEF	MDV	0.12	0.14
tblVehicleEF	MDV	0.18	0.22
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.09	0.61
tblVehicleEF	MDV	0.27	0.33

tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.88	2.02
tblVehicleEF	MDV	3.53	4.49
tblVehicleEF	MDV	547.90	520.70
tblVehicleEF	MDV	111.92	107.02
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.33	0.41
tblVehicleEF	MDV	2.5190e-003	2.4840e-003
tblVehicleEF	MDV	2.6970e-003	3.5340e-003
tblVehicleEF	MDV	2.3260e-003	2.2930e-003
tblVehicleEF	MDV	2.4840e-003	3.2660e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.19	0.23
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.11	0.76
tblVehicleEF	MDV	0.28	0.38
tblVehicleEF	MDV	5.4970e-003	6.3390e-003
tblVehicleEF	MDV	1.1820e-003	1.3510e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.19	0.23
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.11	0.76
tblVehicleEF	MDV	0.31	0.40
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	4.38	2.45
tblVehicleEF	MH	7.91	7.12
tblVehicleEF	MH	1,144.86	621.66
tblVehicleEF	MH	66.54	29.97
tblVehicleEF	MH	9.2500e-004	1.6780e-003
tblVehicleEF	MH	1.35	1.19
tblVehicleEF	MH	0.95	0.76
tblVehicleEF	MH	0.13	0.05
tblVehicleEF	MH	0.01	8.4470e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.9690e-003	8.9800e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.1910e-003	2.1120e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8330e-003	8.1200e-004
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tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.43
tblVehicleEF	MH	0.16	0.09

tblVehicleEF	MH	0.02	1.85
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tblVehicleEF	MH	0.01	6.7290e-003
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tblVehicleEF	MH	1.30	1.01
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.43
tblVehicleEF	MH	0.21	0.11
tblVehicleEF	MH	0.02	1.85
tblVehicleEF	MH	0.54	0.43
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	4.42	2.50
tblVehicleEF	MH	7.46	5.64
tblVehicleEF	MH	1,144.86	621.66
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tblVehicleEF	MH	9.2500e-004	1.6780e-003
tblVehicleEF	MH	1.24	1.09
tblVehicleEF	MH	0.90	0.73
tblVehicleEF	MH	0.13	0.05
tblVehicleEF	MH	0.01	8.4470e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.9690e-003	8.9800e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.1910e-003	2.1120e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8330e-003	8.1200e-004
tblVehicleEF	MH	1.92	1.43
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.78	0.59
tblVehicleEF	MH	0.16	0.09
tblVehicleEF	MH	0.02	1.80
tblVehicleEF	MH	0.47	0.34
tblVehicleEF	MH	0.01	6.7300e-003
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tblVehicleEF	MH	0.22	0.11
tblVehicleEF	MH	0.02	1.80
tblVehicleEF	MH	0.52	0.37
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	4.36	2.44
tblVehicleEF	MH	7.97	7.39
tblVehicleEF	MH	1,144.86	621.66
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tblVehicleEF	MH	9.2500e-004	1.6780e-003

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tblVehicleEF	MH	0.96	0.77
tblVehicleEF	MH	0.13	0.05
tblVehicleEF	MH	0.01	8.4470e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.9690e-003	8.9800e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.1910e-003	2.1120e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8330e-003	8.1200e-004
tblVehicleEF	MH	1.49	1.15
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.45
tblVehicleEF	MH	0.16	0.09
tblVehicleEF	MH	0.02	1.95
tblVehicleEF	MH	0.50	0.41
tblVehicleEF	MH	0.01	6.7290e-003
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tblVehicleEF	MH	1.49	1.15
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.45
tblVehicleEF	MH	0.21	0.11
tblVehicleEF	MH	0.02	1.95
tblVehicleEF	MH	0.55	0.44
tblVehicleEF	MHD	0.02	7.3590e-003
tblVehicleEF	MHD	0.01	4.1370e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	0.49	1.85
tblVehicleEF	MHD	0.80	0.84
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tblVehicleEF	MHD	1,162.43	941.71
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tblVehicleEF	MHD	0.99	5.27
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tblVehicleEF	MHD	9.82	1.78
tblVehicleEF	MHD	3.7740e-003	0.01
tblVehicleEF	MHD	0.13	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	1.0230e-003	1.6480e-003
tblVehicleEF	MHD	3.6100e-003	0.01
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	3.0000e-003	2.8000e-003
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	9.4200e-004	1.4830e-003
tblVehicleEF	MHD	1.4570e-003	2.3560e-003

tblVehicleEF	MHD	0.06	0.09
tblVehicleEF	MHD	0.04	0.16
tblVehicleEF	MHD	8.9000e-004	1.5330e-003
tblVehicleEF	MHD	0.14	0.11
tblVehicleEF	MHD	0.03	0.43
tblVehicleEF	MHD	0.50	0.97
tblVehicleEF	MHD	1.2820e-003	6.0410e-003
tblVehicleEF	MHD	0.01	9.8280e-003
tblVehicleEF	MHD	8.1300e-004	8.3700e-004
tblVehicleEF	MHD	1.4570e-003	2.3560e-003
tblVehicleEF	MHD	0.06	0.09
tblVehicleEF	MHD	0.05	0.18
tblVehicleEF	MHD	8.9000e-004	1.5330e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	0.03	0.43
tblVehicleEF	MHD	0.55	1.03
tblVehicleEF	MHD	0.02	6.9360e-003
tblVehicleEF	MHD	0.01	4.1370e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	0.36	1.34
tblVehicleEF	MHD	0.81	0.85
tblVehicleEF	MHD	7.79	12.87
tblVehicleEF	MHD	140.79	617.12
tblVehicleEF	MHD	1,162.43	941.71
tblVehicleEF	MHD	66.84	51.23
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.02	5.44
tblVehicleEF	MHD	2.38	1.98
tblVehicleEF	MHD	9.77	1.71
tblVehicleEF	MHD	3.1810e-003	0.01
tblVehicleEF	MHD	0.13	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	1.0230e-003	1.6480e-003
tblVehicleEF	MHD	3.0440e-003	0.01
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	3.0000e-003	2.8000e-003
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	9.4200e-004	1.4830e-003
tblVehicleEF	MHD	2.1940e-003	3.5350e-003
tblVehicleEF	MHD	0.06	0.09
tblVehicleEF	MHD	0.03	0.15
tblVehicleEF	MHD	1.2840e-003	2.2080e-003
tblVehicleEF	MHD	0.14	0.11
tblVehicleEF	MHD	0.03	0.42
tblVehicleEF	MHD	0.48	0.85
tblVehicleEF	MHD	1.3550e-003	6.4000e-003
tblVehicleEF	MHD	0.01	9.8280e-003

tblVehicleEF	MHD	8.0500e-004	7.8500e-004
tblVehicleEF	MHD	2.1940e-003	3.5350e-003
tblVehicleEF	MHD	0.06	0.09
tblVehicleEF	MHD	0.05	0.17
tblVehicleEF	MHD	1.2840e-003	2.2080e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	0.03	0.42
tblVehicleEF	MHD	0.53	0.91
tblVehicleEF	MHD	0.02	7.9450e-003
tblVehicleEF	MHD	0.01	4.1370e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	0.68	2.55
tblVehicleEF	MHD	0.80	0.84
tblVehicleEF	MHD	8.28	16.55
tblVehicleEF	MHD	122.05	534.72
tblVehicleEF	MHD	1,162.43	941.71
tblVehicleEF	MHD	66.84	51.23
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.95	5.03
tblVehicleEF	MHD	2.48	2.07
tblVehicleEF	MHD	9.83	1.80
tblVehicleEF	MHD	4.5920e-003	0.02
tblVehicleEF	MHD	0.13	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	1.0230e-003	1.6480e-003
tblVehicleEF	MHD	4.3930e-003	0.02
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	3.0000e-003	2.8000e-003
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	9.4200e-004	1.4830e-003
tblVehicleEF	MHD	1.5480e-003	2.5140e-003
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	0.04	0.17
tblVehicleEF	MHD	8.8000e-004	1.5250e-003
tblVehicleEF	MHD	0.14	0.11
tblVehicleEF	MHD	0.03	0.47
tblVehicleEF	MHD	0.51	0.99
tblVehicleEF	MHD	1.1800e-003	5.5450e-003
tblVehicleEF	MHD	0.01	9.8280e-003
tblVehicleEF	MHD	8.1400e-004	8.4700e-004
tblVehicleEF	MHD	1.5480e-003	2.5140e-003
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	0.05	0.19
tblVehicleEF	MHD	8.8000e-004	1.5250e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	0.03	0.47
tblVehicleEF	MHD	0.56	1.06

tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	0.01	2.9450e-003
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.29	2.55
tblVehicleEF	OBUS	0.78	1.01
tblVehicleEF	OBUS	6.49	8.98
tblVehicleEF	OBUS	109.50	545.88
tblVehicleEF	OBUS	1,279.87	1,064.00
tblVehicleEF	OBUS	69.62	33.58
tblVehicleEF	OBUS	2.3910e-003	2.4960e-003
tblVehicleEF	OBUS	0.70	5.14
tblVehicleEF	OBUS	2.31	2.98
tblVehicleEF	OBUS	2.68	1.27
tblVehicleEF	OBUS	3.8000e-004	0.01
tblVehicleEF	OBUS	0.13	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	8.0500e-004	6.1100e-004
tblVehicleEF	OBUS	3.6300e-004	9.3200e-003
tblVehicleEF	OBUS	0.06	0.04
tblVehicleEF	OBUS	3.0000e-003	2.6630e-003
tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	7.4200e-004	5.6100e-004
tblVehicleEF	OBUS	1.5430e-003	9.2500e-004
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.44
tblVehicleEF	OBUS	7.9200e-004	5.1600e-004
tblVehicleEF	OBUS	0.08	0.12
tblVehicleEF	OBUS	0.04	0.34
tblVehicleEF	OBUS	0.41	0.55
tblVehicleEF	OBUS	1.0570e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1000e-004	5.2300e-004
tblVehicleEF	OBUS	1.5430e-003	9.2500e-004
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.06	0.50
tblVehicleEF	OBUS	7.9200e-004	5.1600e-004
tblVehicleEF	OBUS	0.10	0.15
tblVehicleEF	OBUS	0.04	0.34
tblVehicleEF	OBUS	0.45	0.59
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	0.01	2.9450e-003
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.28	1.85
tblVehicleEF	OBUS	0.79	1.02
tblVehicleEF	OBUS	6.13	7.26
tblVehicleEF	OBUS	114.99	578.31
tblVehicleEF	OBUS	1,279.87	1,064.00

tblVehicleEF	OBUS	69.62	33.58
tblVehicleEF	OBUS	2.3910e-003	2.4960e-003
tblVehicleEF	OBUS	0.72	5.30
tblVehicleEF	OBUS	2.17	2.80
tblVehicleEF	OBUS	2.64	1.21
tblVehicleEF	OBUS	3.2000e-004	8.5400e-003
tblVehicleEF	OBUS	0.13	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	8.0500e-004	6.1100e-004
tblVehicleEF	OBUS	3.0600e-004	7.8570e-003
tblVehicleEF	OBUS	0.06	0.04
tblVehicleEF	OBUS	3.0000e-003	2.6630e-003
tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	7.4200e-004	5.6100e-004
tblVehicleEF	OBUS	2.2630e-003	1.3320e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.41
tblVehicleEF	OBUS	1.1320e-003	7.1600e-004
tblVehicleEF	OBUS	0.08	0.13
tblVehicleEF	OBUS	0.04	0.33
tblVehicleEF	OBUS	0.39	0.49
tblVehicleEF	OBUS	1.1090e-003	5.9970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.0400e-004	4.9400e-004
tblVehicleEF	OBUS	2.2630e-003	1.3320e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.06	0.47
tblVehicleEF	OBUS	1.1320e-003	7.1600e-004
tblVehicleEF	OBUS	0.10	0.15
tblVehicleEF	OBUS	0.04	0.33
tblVehicleEF	OBUS	0.43	0.52
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	0.01	2.9450e-003
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.32	3.51
tblVehicleEF	OBUS	0.78	1.01
tblVehicleEF	OBUS	6.56	9.32
tblVehicleEF	OBUS	101.91	501.09
tblVehicleEF	OBUS	1,279.87	1,064.00
tblVehicleEF	OBUS	69.62	33.58
tblVehicleEF	OBUS	2.3910e-003	2.4960e-003
tblVehicleEF	OBUS	0.66	4.91
tblVehicleEF	OBUS	2.26	2.93
tblVehicleEF	OBUS	2.69	1.28
tblVehicleEF	OBUS	4.6200e-004	0.01
tblVehicleEF	OBUS	0.13	0.10
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	8.0500e-004	6.1100e-004
tblVehicleEF	OBUS	4.4200e-004	0.01
tblVehicleEF	OBUS	0.06	0.04
tblVehicleEF	OBUS	3.0000e-003	2.6630e-003
tblVehicleEF	OBUS	0.01	0.04
tblVehicleEF	OBUS	7.4200e-004	5.6100e-004
tblVehicleEF	OBUS	1.6190e-003	9.5200e-004
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.47
tblVehicleEF	OBUS	7.7700e-004	5.0300e-004
tblVehicleEF	OBUS	0.08	0.12
tblVehicleEF	OBUS	0.04	0.37
tblVehicleEF	OBUS	0.41	0.56
tblVehicleEF	OBUS	9.8500e-004	5.1960e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1200e-004	5.2800e-004
tblVehicleEF	OBUS	1.6190e-003	9.5200e-004
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.06	0.54
tblVehicleEF	OBUS	7.7700e-004	5.0300e-004
tblVehicleEF	OBUS	0.10	0.15
tblVehicleEF	OBUS	0.04	0.37
tblVehicleEF	OBUS	0.45	0.60
tblVehicleEF	SBUS	0.88	4.3860e-003
tblVehicleEF	SBUS	0.02	5.6280e-003
tblVehicleEF	SBUS	0.08	0.00
tblVehicleEF	SBUS	7.70	1.02
tblVehicleEF	SBUS	0.91	3.74
tblVehicleEF	SBUS	7.81	32.71
tblVehicleEF	SBUS	1,169.81	556.78
tblVehicleEF	SBUS	1,109.01	1,071.40
tblVehicleEF	SBUS	50.38	118.86
tblVehicleEF	SBUS	6.7200e-004	5.3600e-004
tblVehicleEF	SBUS	11.36	7.66
tblVehicleEF	SBUS	5.34	7.39
tblVehicleEF	SBUS	13.05	2.23
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.74	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.05
tblVehicleEF	SBUS	7.2100e-004	5.0610e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.32	0.25
tblVehicleEF	SBUS	2.6990e-003	2.7670e-003
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	6.6300e-004	4.5990e-003
tblVehicleEF	SBUS	3.5720e-003	0.04

tblVehicleEF	SBUS	0.03	0.24
tblVehicleEF	SBUS	0.93	0.09
tblVehicleEF	SBUS	1.6670e-003	0.02
tblVehicleEF	SBUS	0.12	0.35
tblVehicleEF	SBUS	0.02	2.21
tblVehicleEF	SBUS	0.41	1.98
tblVehicleEF	SBUS	0.01	5.7740e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.3900e-004	1.8660e-003
tblVehicleEF	SBUS	3.5720e-003	0.04
tblVehicleEF	SBUS	0.03	0.24
tblVehicleEF	SBUS	1.34	0.11
tblVehicleEF	SBUS	1.6670e-003	0.02
tblVehicleEF	SBUS	0.15	0.39
tblVehicleEF	SBUS	0.02	2.21
tblVehicleEF	SBUS	0.45	2.12
tblVehicleEF	SBUS	0.88	4.1340e-003
tblVehicleEF	SBUS	0.02	5.6280e-003
tblVehicleEF	SBUS	0.07	0.00
tblVehicleEF	SBUS	7.55	0.74
tblVehicleEF	SBUS	0.92	3.80
tblVehicleEF	SBUS	6.33	27.60
tblVehicleEF	SBUS	1,224.54	589.86
tblVehicleEF	SBUS	1,109.01	1,071.40
tblVehicleEF	SBUS	50.38	118.86
tblVehicleEF	SBUS	6.7200e-004	5.3600e-004
tblVehicleEF	SBUS	11.72	7.91
tblVehicleEF	SBUS	5.03	6.95
tblVehicleEF	SBUS	13.02	2.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.74	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.05
tblVehicleEF	SBUS	7.2100e-004	5.0610e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.32	0.25
tblVehicleEF	SBUS	2.6990e-003	2.7670e-003
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	6.6300e-004	4.5990e-003
tblVehicleEF	SBUS	5.2730e-003	0.06
tblVehicleEF	SBUS	0.03	0.24
tblVehicleEF	SBUS	0.93	0.09
tblVehicleEF	SBUS	2.4160e-003	0.03
tblVehicleEF	SBUS	0.12	0.36
tblVehicleEF	SBUS	0.01	2.03
tblVehicleEF	SBUS	0.36	1.76
tblVehicleEF	SBUS	0.01	6.1170e-003
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.1400e-004	1.7790e-003
tblVehicleEF	SBUS	5.2730e-003	0.06
tblVehicleEF	SBUS	0.03	0.24
tblVehicleEF	SBUS	1.34	0.10
tblVehicleEF	SBUS	2.4160e-003	0.03
tblVehicleEF	SBUS	0.15	0.40
tblVehicleEF	SBUS	0.01	2.03
tblVehicleEF	SBUS	0.40	1.88
tblVehicleEF	SBUS	0.88	4.7350e-003
tblVehicleEF	SBUS	0.02	5.6280e-003
tblVehicleEF	SBUS	0.08	0.00
tblVehicleEF	SBUS	7.89	1.41
tblVehicleEF	SBUS	0.90	3.72
tblVehicleEF	SBUS	8.06	34.03
tblVehicleEF	SBUS	1,094.22	511.10
tblVehicleEF	SBUS	1,109.01	1,071.40
tblVehicleEF	SBUS	50.38	118.86
tblVehicleEF	SBUS	6.7200e-004	5.3600e-004
tblVehicleEF	SBUS	10.86	7.32
tblVehicleEF	SBUS	5.24	7.26
tblVehicleEF	SBUS	13.06	2.26
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.74	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.05
tblVehicleEF	SBUS	7.2100e-004	5.0610e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.32	0.25
tblVehicleEF	SBUS	2.6990e-003	2.7670e-003
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	6.6300e-004	4.5990e-003
tblVehicleEF	SBUS	3.8290e-003	0.04
tblVehicleEF	SBUS	0.03	0.29
tblVehicleEF	SBUS	0.94	0.10
tblVehicleEF	SBUS	1.6200e-003	0.02
tblVehicleEF	SBUS	0.12	0.35
tblVehicleEF	SBUS	0.02	2.60
tblVehicleEF	SBUS	0.42	2.04
tblVehicleEF	SBUS	0.01	5.3000e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4300e-004	1.8880e-003
tblVehicleEF	SBUS	3.8290e-003	0.04
tblVehicleEF	SBUS	0.03	0.29
tblVehicleEF	SBUS	1.35	0.12
tblVehicleEF	SBUS	1.6200e-003	0.02
tblVehicleEF	SBUS	0.15	0.38
tblVehicleEF	SBUS	0.02	2.60
tblVehicleEF	SBUS	0.46	2.18

tblVehicleEF	UBUS	3.10	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	13.06	4.41
tblVehicleEF	UBUS	8.84	7.75
tblVehicleEF	UBUS	2,035.51	2,073.21
tblVehicleEF	UBUS	83.18	20.28
tblVehicleEF	UBUS	2.4690e-003	3.1490e-003
tblVehicleEF	UBUS	12.52	12.36
tblVehicleEF	UBUS	16.33	0.86
tblVehicleEF	UBUS	0.65	0.72
tblVehicleEF	UBUS	0.01	8.0000e-003
tblVehicleEF	UBUS	0.17	0.20
tblVehicleEF	UBUS	9.4700e-004	5.9400e-004
tblVehicleEF	UBUS	0.28	0.31
tblVehicleEF	UBUS	3.0000e-003	2.0000e-003
tblVehicleEF	UBUS	0.16	0.19
tblVehicleEF	UBUS	8.7200e-004	5.4500e-004
tblVehicleEF	UBUS	4.2030e-003	4.2980e-003
tblVehicleEF	UBUS	0.07	0.08
tblVehicleEF	UBUS	2.3120e-003	2.3940e-003
tblVehicleEF	UBUS	1.04	0.76
tblVehicleEF	UBUS	0.02	0.68
tblVehicleEF	UBUS	0.66	0.57
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	9.9100e-004	3.6000e-004
tblVehicleEF	UBUS	4.2030e-003	4.2980e-003
tblVehicleEF	UBUS	0.07	0.08
tblVehicleEF	UBUS	2.3120e-003	2.3940e-003
tblVehicleEF	UBUS	4.25	0.85
tblVehicleEF	UBUS	0.02	0.68
tblVehicleEF	UBUS	0.72	0.60
tblVehicleEF	UBUS	3.10	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	13.11	4.46
tblVehicleEF	UBUS	7.65	6.49
tblVehicleEF	UBUS	2,035.51	2,073.21
tblVehicleEF	UBUS	83.18	20.28
tblVehicleEF	UBUS	2.4690e-003	3.1490e-003
tblVehicleEF	UBUS	11.80	11.65
tblVehicleEF	UBUS	16.28	0.82
tblVehicleEF	UBUS	0.65	0.72
tblVehicleEF	UBUS	0.01	8.0000e-003
tblVehicleEF	UBUS	0.17	0.20
tblVehicleEF	UBUS	9.4700e-004	5.9400e-004
tblVehicleEF	UBUS	0.28	0.31
tblVehicleEF	UBUS	3.0000e-003	2.0000e-003
tblVehicleEF	UBUS	0.16	0.19
tblVehicleEF	UBUS	8.7200e-004	5.4500e-004

tblVehicleEF	UBUS	5.9860e-003	6.0640e-003
tblVehicleEF	UBUS	0.07	0.08
tblVehicleEF	UBUS	3.1930e-003	3.2650e-003
tblVehicleEF	UBUS	1.04	0.77
tblVehicleEF	UBUS	0.02	0.63
tblVehicleEF	UBUS	0.60	0.51
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	9.7000e-004	3.3800e-004
tblVehicleEF	UBUS	5.9860e-003	6.0640e-003
tblVehicleEF	UBUS	0.07	0.08
tblVehicleEF	UBUS	3.1930e-003	3.2650e-003
tblVehicleEF	UBUS	4.27	0.86
tblVehicleEF	UBUS	0.02	0.63
tblVehicleEF	UBUS	0.66	0.54
tblVehicleEF	UBUS	3.10	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	13.05	4.40
tblVehicleEF	UBUS	9.05	7.97
tblVehicleEF	UBUS	2,035.51	2,073.21
tblVehicleEF	UBUS	83.18	20.28
tblVehicleEF	UBUS	2.4690e-003	3.1490e-003
tblVehicleEF	UBUS	12.28	12.12
tblVehicleEF	UBUS	16.34	0.87
tblVehicleEF	UBUS	0.65	0.72
tblVehicleEF	UBUS	0.01	8.0000e-003
tblVehicleEF	UBUS	0.17	0.20
tblVehicleEF	UBUS	9.4700e-004	5.9400e-004
tblVehicleEF	UBUS	0.28	0.31
tblVehicleEF	UBUS	3.0000e-003	2.0000e-003
tblVehicleEF	UBUS	0.16	0.19
tblVehicleEF	UBUS	8.7200e-004	5.4500e-004
tblVehicleEF	UBUS	4.8540e-003	5.0170e-003
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	2.4640e-003	2.5800e-003
tblVehicleEF	UBUS	1.03	0.76
tblVehicleEF	UBUS	0.02	0.79
tblVehicleEF	UBUS	0.67	0.58
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	9.9400e-004	3.6300e-004
tblVehicleEF	UBUS	4.8540e-003	5.0170e-003
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	2.4640e-003	2.5800e-003
tblVehicleEF	UBUS	4.25	0.85
tblVehicleEF	UBUS	0.02	0.79
tblVehicleEF	UBUS	0.73	0.62
tblVehicleTrips	DV_TP	28.00	0.28
tblVehicleTrips	PB_TP	6.00	0.60
tblVehicleTrips	PR_TP	66.00	0.66

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					
2016	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000				0.0000
2018	18.6203	188.9839	129.8747	0.2200	34.8685	9.6245	39.5110	17.5791	8.9643	21.8569		22,988.2559				23,087.8489
2019	30.2115	57.6800	53.6077	0.1269	4.0087	2.6219	6.6306	1.0704	2.4524	3.5228		12,599.8799				12,658.9549
Maximum	**30.2115**	**188.9839**	**129.8747**	**0.2200**	**34.8685**	**9.6245**	**39.5110**	**17.5791**	**8.9643**	**21.8569**		**22,988.2559**				**23,087.8489**

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					
2016	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000				0.0000
2018	4.7577	92.4133	119.9641	0.2200	15.4915	4.3871	17.8270	7.3721	4.3860	9.6994		22,988.2558				23,087.8489
2019	27.0497	44.9164	64.5642	0.1269	4.0087	1.9708	5.9795	1.0704	1.9667	3.0371		12,599.8799				12,658.9549
Maximum	**27.0497**	**92.4133**	**119.9641**	**0.2200**	**15.4915**	**4.3871**	**17.8270**	**7.3721**	**4.3860**	**9.6994**		**22,988.2558**				**23,087.8489**

	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	**34.86**	**44.33**	**-0.57**	**0.00**	**49.84**	**48.08**	**48.41**	**54.73**	**44.36**	**49.82**	**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	Paving	Paving	1/19/2016	3/8/2016	5	36	
2	Site Preparation	Site Preparation	2/12/2016	3/10/2016	5	20	
3	Demolition	Demolition	1/1/2018	3/31/2018	5	65	
4	Grading	Grading	4/1/2018	6/30/2018	5	65	
5	Building Construction	Building Construction	7/1/2018	8/31/2019	5	305	
6	Architectural Coating	Architectural Coating	3/1/2019	8/31/2019	5	131	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 97.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 196,020; Non-Residential Outdoor: 65,340; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	0	8.00	125	0.42
Paving	Paving Equipment	0	8.00	130	0.36
Paving	Rollers	0	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	0	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Cranes	1	8.00	226	0.29
Demolition	Crushing/Proc. Equipment	1	20.00	85	0.78
Demolition	Excavators	2	20.00	162	0.38
Demolition	Graders	2	20.00	174	0.41
Demolition	Rubber Tired Dozers	2	20.00	255	0.40
Demolition	Rubber Tired Loaders	2	20.00	199	0.36
Demolition	Tractors/Loaders/Backhoes	1	20.00	97	0.37
Demolition	Trenchers	1	20.00	80	0.50
Grading	Cranes	1	8.00	226	0.29
Grading	Excavators	1	20.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Loaders	2	14.00	199	0.36
Grading	Scrapers	1	14.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	14.00	97	0.37
Building Construction	Bore/Drill Rigs	1	20.00	205	0.50
Building Construction	Cranes	1	20.00	226	0.29
Building Construction	Forklifts	1	20.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	3	6.00	78	0.48

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
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	14	40.00	0.00	460.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	10	40.00	0.00	4,940.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	250.00	50.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	80.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Paving - 2016

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					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000				0.0000
Paving	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**

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
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
Worker	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 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					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000				0.0000
Paving	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**

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
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
Worker	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**

3.3 Site Preparation - 2016

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	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**

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
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
Worker	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 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	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 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
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
Worker	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**

3.4 Demolition - 2018

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					12.1810	0.0000	12.1810	1.8443	0.0000	1.8443						0.0000
Off-Road	18.2478	184.8605	127.0059	0.1847		9.6035	9.6035		8.9443	8.9443		18,423.6080				18,550.9356
Total	**18.2478**	**184.8605**	**127.0059**	**0.1847**	**12.1810**	**9.6035**	**21.7844**	**1.8443**	**8.9443**	**10.7886**		**18,423.6080**				**18,550.9356**

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	0.1279	3.9387	0.8797	0.0106	0.2473	0.0171	0.2644	0.0678	0.0163	0.0841		1,147.2766				1,149.1203
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
Worker	0.2446	0.1847	1.9891	4.7500e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		472.2304				472.6747
Total	**0.3725**	**4.1234**	**2.8688**	**0.0154**	**0.6944**	**0.0210**	**0.7154**	**0.1863**	**0.0200**	**0.2063**		**1,619.5070**				**1,621.7950**

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					4.7506	0.0000	4.7506	0.7193	0.0000	0.7193						0.0000
Off-Road	4.3852	88.2899	117.0953	0.1847		4.3660	4.3660		4.3660	4.3660		18,423.6080				18,550.9356
Total	**4.3852**	**88.2899**	**117.0953**	**0.1847**	**4.7506**	**4.3660**	**9.1166**	**0.7193**	**4.3660**	**5.0853**		**18,423.6080**				**18,550.9356**

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	0.1279	3.9387	0.8797	0.0106	0.2473	0.0171	0.2644	0.0678	0.0163	0.0841		1,147.2766				1,149.1203
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
Worker	0.2446	0.1847	1.9891	4.7500e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		472.2304				472.6747
Total	**0.3725**	**4.1234**	**2.8688**	**0.0154**	**0.6944**	**0.0210**	**0.7154**	**0.1863**	**0.0200**	**0.2063**		**1,619.5070**				**1,621.7950**

3.5 Grading - 2018

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					31.7656	0.0000	31.7656	16.7327	0.0000	16.7327						0.0000
Off-Road	8.6639	98.2154	62.7146	0.1013		4.4554	4.4554		4.0990	4.0990		10,195.2729				10,274.6210
Total	**8.6639**	**98.2154**	**62.7146**	**0.1013**	**31.7656**	**4.4554**	**36.2210**	**16.7327**	**4.0990**	**20.8317**		**10,195.2729**				**10,274.6210**

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	1.3732	42.2985	9.4475	0.1140	2.6558	0.1831	2.8389	0.7278	0.1752	0.9030		12,320.7526				12,340.5532
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
Worker	0.2446	0.1847	1.9891	4.7500e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		472.2304				472.6747
Total	**1.6178**	**42.4832**	**11.4366**	**0.1188**	**3.1029**	**0.1871**	**3.2900**	**0.8464**	**0.1789**	**1.0253**		**12,792.9830**				**12,813.2279**

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					12.3886	0.0000	12.3886	6.5257	0.0000	6.5257						0.0000

Off-Road	2.4855	48.9833	60.6591	0.1013		2.1484	2.1484		2.1484	2.1484		10,195.2728				10,274.6210
Total	**2.4855**	**48.9833**	**60.6591**	**0.1013**	**12.3886**	**2.1484**	**14.5370**	**6.5257**	**2.1484**	**8.6742**		**10,195.2728**				**10,274.6210**

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	1.3732	42.2985	9.4475	0.1140	2.6558	0.1831	2.8389	0.7278	0.1752	0.9030		12,320.7526				12,340.5532
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
Worker	0.2446	0.1847	1.9891	4.7500e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		472.2304				472.6747
Total	**1.6178**	**42.4832**	**11.4366**	**0.1188**	**3.1029**	**0.1871**	**3.2900**	**0.8464**	**0.1789**	**1.0253**		**12,792.9830**				**12,813.2279**

3.6 Building Construction - 2018

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					
Off-Road	4.7756	51.1108	32.6633	0.0675		2.5092	2.5092		2.3176	2.3176		6,740.4773				6,792.3175
Total	**4.7756**	**51.1108**	**32.6633**	**0.0675**		**2.5092**	**2.5092**		**2.3176**	**2.3176**		**6,740.4773**				**6,792.3175**

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
Vendor	0.2397	6.1418	1.8417	0.0129	0.3201	0.0439	0.3640	0.0922	0.0420	0.1341		1,370.7493				1,373.2219
Worker	1.5287	1.1543	12.4318	0.0297	2.7944	0.0249	2.8193	0.7411	0.0230	0.7641		2,951.4399				2,954.2168
Total	**1.7684**	**7.2960**	**14.2734**	**0.0425**	**3.1145**	**0.0688**	**3.1833**	**0.8333**	**0.0649**	**0.8982**		**4,322.1892**				**4,327.4386**

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					
Off-Road	1.7089	33.7095	42.7729	0.0675		1.6163	1.6163		1.6163	1.6163		6,740.4773				6,792.3175
Total	**1.7089**	**33.7095**	**42.7729**	**0.0675**		**1.6163**	**1.6163**		**1.6163**	**1.6163**		**6,740.4773**				**6,792.3175**

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
Vendor	0.2397	6.1418	1.8417	0.0129	0.3201	0.0439	0.3640	0.0922	0.0420	0.1341		1,370.7493				1,373.2219
Worker	1.5287	1.1543	12.4318	0.0297	2.7944	0.0249	2.8193	0.7411	0.0230	0.7641		2,951.4399				2,954.2168
Total	**1.7684**	**7.2960**	**14.2734**	**0.0425**	**3.1145**	**0.0688**	**3.1833**	**0.8333**	**0.0649**	**0.8982**		**4,322.1892**				**4,327.4386**

3.6 Building Construction - 2019

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					
Off-Road	4.2497	45.0379	31.7896	0.0674		2.1663	2.1663		2.0009	2.0009		6,630.1185				6,681.7870
Total	**4.2497**	**45.0379**	**31.7896**	**0.0674**		**2.1663**	**2.1663**		**2.0009**	**2.0009**		**6,630.1185**				**6,681.7870**

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
Vendor	0.2167	5.7942	1.6924	0.0127	0.3201	0.0375	0.3576	0.0922	0.0359	0.1280		1,356.3856				1,358.7677
Worker	1.3844	1.0165	11.0619	0.0287	2.7944	0.0241	2.8185	0.7411	0.0222	0.7633		2,855.3270				2,857.7827
Total	**1.6011**	**6.8107**	**12.7543**	**0.0414**	**3.1145**	**0.0616**	**3.1761**	**0.8333**	**0.0581**	**0.8913**		**4,211.7126**				**4,216.5504**

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					
Off-Road	1.7089	33.7095	42.7729	0.0674		1.6163	1.6163		1.6163	1.6163		6,630.1185				6,681.7870
Total	**1.7089**	**33.7095**	**42.7729**	**0.0674**		**1.6163**	**1.6163**		**1.6163**	**1.6163**		**6,630.1185**				**6,681.7870**

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
Vendor	0.2167	5.7942	1.6924	0.0127	0.3201	0.0375	0.3576	0.0922	0.0359	0.1280		1,356.3856				1,358.7677
Worker	1.3844	1.0165	11.0619	0.0287	2.7944	0.0241	2.8185	0.7411	0.0222	0.7633		2,855.3270				2,857.7827
Total	**1.6011**	**6.8107**	**12.7543**	**0.0414**	**3.1145**	**0.0616**	**3.1761**	**0.8333**	**0.0581**	**0.8913**		**4,211.7126**				**4,216.5504**

3.7 Architectural Coating - 2019

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					
Archit. Coating	23.1184					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.7993	5.5062	5.5240	8.9100e-003		0.3863	0.3863		0.3863	0.3863		844.3442				846.1270
Total	**23.9177**	**5.5062**	**5.5240**	**8.9100e-003**		**0.3863**	**0.3863**		**0.3863**	**0.3863**		**844.3442**				**846.1270**

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
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
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047				914.4905
Total	**0.4430**	**0.3253**	**3.5398**	**9.1800e-003**	**0.8942**	**7.7100e-003**	**0.9019**	**0.2372**	**7.1100e-003**	**0.2443**		**913.7047**				**914.4905**

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					
Archit. Coating	23.1184					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.1783	4.0709	5.4972	8.9100e-003		0.2853	0.2853		0.2853	0.2853		844.3441				846.1270
Total	**23.2967**	**4.0709**	**5.4972**	**8.9100e-003**		**0.2853**	**0.2853**		**0.2853**	**0.2853**		**844.3441**				**846.1270**

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
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
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047				914.4905
Total	**0.4430**	**0.3253**	**3.5398**	**9.1800e-003**	**0.8942**	**7.7100e-003**	**0.9019**	**0.2372**	**7.1100e-003**	**0.2443**		**913.7047**				**914.4905**

LA Memorial Coliseum Renovation - Extended Hours Construction

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

Ambient Noise Measurements

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R1 -
Date: 9/15/2017

Time	Overload	Leq	Lmax	L10	L90
12:01:05 AM	No	39.9	45.5	42.2	37.5
12:02:05 AM	No	41	47.3	44.9	37.3
12:03:05 AM	No	48.4	54.3	52.6	39
12:04:05 AM	No	37.1	39.7	37.6	36.5
12:05:05 AM	No	38.2	45.7	40.3	36.3
12:06:05 AM	No	37	39.4	38.1	36
12:07:05 AM	No	37.8	41.9	39.3	36.3
12:08:05 AM	No	51.6	66	55.6	36.4
12:09:05 AM	No	39.1	43.2	40.1	37.8
12:10:05 AM	No	43.4	51.5	47.6	36.4
12:11:05 AM	No	41	53.3	43.1	36.8
12:12:05 AM	No	37.8	42.8	39.9	36.2
12:13:05 AM	No	38.9	43.6	41.2	36.7
12:14:05 AM	No	38.4	44.1	39.3	37.6
12:15:05 AM	No	39.2	43.7	40.6	37.7
		43.4			

Time	Overload	Leq	Lmax	L10	L90
5:22:13 AM	No	40.2	52.3	42.8	35.6
5:23:13 AM	No	40.2	47.1	42.9	36.5
5:24:13 AM	No	46.7	56.1	50.4	38
5:25:13 AM	No	38.1	44.5	40.5	35.3
5:26:13 AM	No	40.5	48.1	44.7	35.7
5:27:13 AM	No	52.2	62	55.2	38.7
5:28:13 AM	No	51.5	61.9	54.7	38.6
5:29:13 AM	No	40.5	47.7	43.8	37.4
5:30:13 AM	No	39.3	45	42.5	36.3
5:31:13 AM	No	39.8	47.3	41.5	36.2
5:32:13 AM	No	43.3	52.5	47.1	37.4
5:33:13 AM	No	48.4	55.4	52.8	39.9
5:34:13 AM	No	41.5	45.3	43.5	38.8
5:35:13 AM	No	39.7	44	41.5	37.8
5:36:13 AM	No	46	58	49.4	37
		45.9			

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R2 -
Date: 9/15/2017

Time	Overload	Leq	Lmax	L10	L90
12:23:22 AM	No	54.9	66.2	57.6	41.5
12:24:22 AM	No	48.5	61	52.1	40.8
12:25:22 AM	No	52.8	63.9	55.9	43.5
12:26:22 AM	No	53.2	63.9	56.4	41.8
12:27:22 AM	No	46.9	57.7	49.4	41.9
12:28:22 AM	No	48.1	52.9	51	41.1
12:29:22 AM	No	44	51.4	46.5	40.5
12:30:22 AM	No	49	55.8	52.8	42.7
12:31:22 AM	No	53.4	61.2	59.1	43.3
12:32:22 AM	No	54.8	67.3	56.5	41.6
12:33:22 AM	No	49.1	60.4	51.7	44.3
12:34:22 AM	No	80.3	95.4	80.7	45.7
12:35:22 AM	No	48.2	57.3	51	42.6
12:36:22 AM	No	49.6	59.6	53.6	42.2
12:37:22 AM	No	54.8	66.4	57.4	43.7
		51.7			

Time	Overload	Leq	Lmax	L10	L90
5:41:47 AM	No	48.8	55.4	52.1	42.1
5:42:47 AM	No	53.3	61.1	57.8	44.7
5:43:47 AM	No	52.3	61.6	56.8	43.3
5:44:47 AM	No	56.3	66.6	60.5	46.6
5:45:47 AM	No	56.1	65.9	59.6	43.6
5:46:47 AM	No	59.1	72.1	59.6	44.8
5:47:47 AM	No	58.5	67.9	62.2	51.7
5:48:47 AM	No	59.4	70.4	62.2	51.2
5:49:47 AM	No	54.4	64.3	58.1	45.6
5:50:47 AM	No	54	61	57.6	46.4
5:51:47 AM	No	52.2	58.6	55.7	44.9
5:52:47 AM	No	57.1	67.3	60.9	48.4
5:53:47 AM	No	53.7	59.2	56.3	49.3
5:54:47 AM	No	61	74.1	64.2	49.6
5:55:47 AM	No	48.4	55	51.9	43.4
		56.3			

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R3
Date: 9/15/2017

Time	Overload	Leq	Lmax	L10	L90
12:43:40 AM	No	56.5	63.2	61.1	49.2
12:44:40 AM	No	55.2	60.6	59.5	44.8
12:45:40 AM	No	55.7	61.5	59.8	49.6
12:46:40 AM	No	55.8	61.2	59.3	49.2
12:47:40 AM	No	55.4	62	58.7	49.5
12:48:40 AM	No	56.2	61.3	60	48.6
12:49:40 AM	No	56.4	63.5	60.6	49.4
12:50:40 AM	No	59.5	63.7	62.5	49.7
12:51:40 AM	No	58	63.4	61.3	50
12:52:40 AM	No	58.4	66.3	59.8	52.7
12:53:40 AM	No	56.2	61.9	60.5	48.1
12:54:40 AM	No	54	59.8	58.4	47.5
12:55:40 AM	No	50.8	58.3	56.8	45.3
12:56:40 AM	No	55.2	60.2	58.5	49.3
12:57:40 AM	No	55.6	62.5	60.4	44.8
		56.3			

Time	Overload	Leq	Lmax	L10	L90
6:00:57 AM	No	61.4	66.9	65.3	56.4
6:01:57 AM	No	61	65.4	64.4	55.2
6:02:57 AM	No	60.1	64.3	62.9	54.1
6:03:57 AM	No	60.1	63.8	63.2	54.4
6:04:57 AM	No	63.3	68.9	66	59.3
6:05:57 AM	No	59.6	62.6	61.8	56.5
6:06:57 AM	No	62.1	67.8	65.5	55.2
6:07:57 AM	No	63.7	68	65.8	61
6:08:57 AM	No	60.5	64.4	63	57.9
6:09:57 AM	No	67.4	77	73.4	61
6:10:57 AM	No	65.5	74.8	66.8	57.1
6:11:57 AM	No	62.3	67.7	65.9	55.4
6:12:57 AM	No	63.2	70.7	66.9	58.3
6:13:57 AM	No	61.3	65.4	64	55.8
6:14:57 AM	No	61	65.6	64.4	54
		62.8			

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R4
Date: 9/15/2017

Time	Overload	Leq	Lmax	L10	L90
1:03:36 AM	No	48.2	54.1	52.2	42.3
1:04:36 AM	No	49.8	54.7	52.8	45.5
1:05:36 AM	No	48.7	55.6	52.1	44.4
1:06:36 AM	No	48.4	52.8	50.9	45.6
1:07:36 AM	No	57.5	71.4	57.4	42.3
1:08:36 AM	No	50.7	60.4	54.6	41.4
1:09:36 AM	No	59.9	74.2	63.9	42.7
1:10:36 AM	No	51.1	55.9	54.1	44.8
1:11:36 AM	No	54.6	64.6	60.3	42.4
1:12:36 AM	No	47.4	54.9	52.1	41.5
1:13:36 AM	No	57.4	69.5	58.6	47.1
1:14:36 AM	No	65.2	73	71.2	44.6
1:15:36 AM	No	54.5	64.3	59.4	43.3
1:16:36 AM	No	51.1	57.6	54.3	44.8
1:17:36 AM	No	48.5	54.4	52.3	42.8
		56.5			

Time	Overload	Leq	Lmax	L10	L90
6:18:41 AM	No	58.3	64	60.9	55.6
6:19:41 AM	No	60	66.8	62.4	56.4
6:20:41 AM	No	57.3	61.6	59.3	53.5
6:21:41 AM	No	58.1	63.4	60	55.1
6:22:41 AM	No	60.3	66.9	63.4	51.4
6:23:41 AM	No	55.7	59.5	58.7	50.9
6:24:41 AM	No	57.6	60.9	59.7	55.4
6:25:41 AM	No	60.5	71.2	64.1	52.7
6:26:41 AM	No	56.7	61	60.1	52.1
6:27:41 AM	No	58.7	63.9	61.3	55.5
6:28:41 AM	No	59	68.1	60.5	52.2
6:29:41 AM	No	57.7	62.9	61.1	53.7
6:30:41 AM	No	56.8	61.1	59.9	53.3
6:31:41 AM	No	59.9	65.5	62.3	56.1
6:32:41 AM	No	66	74	71.6	57.1
		59.7			

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R5
Date: 9/15/2017

Time	Overload	Leq	Lmax	L10	L90
1:36:41 AM	No	55.3	64.1	57.7	51.5
1:37:41 AM	No	52	53.5	53.1	51.3
1:38:41 AM	No	59.7	71.7	63.2	50.4
1:39:41 AM	No	65.3	75.2	70.8	51.6
1:40:41 AM	No	62.9	71.9	68.3	51.2
1:41:41 AM	No	51.4	52	51.8	51.1
1:42:41 AM	No	61.4	74	64.3	51.5
1:43:41 AM	No	63.3	73.5	67.9	55.6
1:44:41 AM	No	60.4	69.7	65.1	52.9
1:45:41 AM	No	66.8	78.7	70.3	52.6
1:46:41 AM	No	67.4	75.6	73.4	51.6
1:47:41 AM	No	51.9	56.2	52.7	51.3
1:48:41 AM	No	60.3	71.9	63.2	52.3
1:49:41 AM	No	66.9	76.1	71	53.1
1:50:41 AM	No	58	67.7	61.6	52.8
		62.8			

Time	Overload	Leq	Lmax	L10	L90
4:59:58 AM	No	65.8	75.6	72.4	52.6
5:00:58 AM	No	69.2	75.4	73.7	58.9
5:01:58 AM	No	62.5	73.3	67.5	51.9
5:02:58 AM	No	65.4	75	72	52.8
5:03:58 AM	No	61.6	74.9	63.2	51.6
5:04:58 AM	No	54.5	63.3	57.8	51.5
5:05:58 AM	No	64.5	75	69.3	54.1
5:06:58 AM	No	63.6	74.5	68.3	52.8
5:07:58 AM	Yes	76.5	90.2	77.6	54.4
5:08:58 AM	No	61.7	71.7	66.7	52.6
5:09:58 AM	No	68.1	74	72.9	53.7
5:10:58 AM	No	65.9	76.2	69.7	53.7
5:11:58 AM	No	59.6	71.7	62.4	51.7
5:12:58 AM	No	65.3	77.8	64.5	52.7
5:13:58 AM	No	65.4	76.6	71.3	52.5
		67.7			

Construction Noise Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Demolition***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1120	15
Excavator	2	81	40%	1120	15
Grader	2	85	40%	1120	15
Dozers	4	82	40%	1120	15
Tractor/Loader/Backhoe	1	79	40%	1120	15
Trencher	1	80	50%	1120	15

Receptor: ***R1***

Results:

1-hour Leq: 46.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1120	15
Rubber Tired Loaders	2	79	40%	1120	15
Scrapers	1	84	40%	1120	15
Tractor/Loader/Backhoe	2	79	40%	1120	15

Receptor: ***R1***

Results:

1-hour Leq: **42.4**

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1120	15
Forklift	1	75	20%	1120	15
Craned (fixed electrical)	1	63	16%	1265	0
Craned (fixed electrical)	1	63	16%	1585	0

Receptor: ***R1***

Results:

1-hour Leq: 36.4

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Structure Demolition***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1120	15
Excavator	2	81	40%	1120	15
Grader	2	85	40%	1120	15
Dozers	4	82	40%	1120	15
Tractor/Loader/Backhoe	1	79	40%	1120	15
Trencher	1	80	50%	1120	15
Concrete Saws	1	90	20%	1120	15
Craned (fixed electrical)	1	63	16%	1120	15

Receptor: ***R1***

Results:

1-hour Leq: 47.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1120	15
Rubber Tired Loaders	2	79	40%	1120	15
Scrapers	1	84	40%	1120	15
Tractor/Loader/Backhoe	2	79	40%	1120	15
Craned (fixed electrical)	1	63	16%	1120	15
Grader	1	85	40%	1120	15
Rubber Tired Loaders	2	79	40%	1120	15

Receptor: ***R1***

Results:

1-hour Leq: 44.7

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1120	15
Forklift	1	75	20%	1120	15
Craned (fixed electrical)	1	63	16%	1265	0
Craned (fixed electrical)	1	63	16%	1585	0
Pavers	2	77	50%	1120	0
Paving Equipment	2	77	50%	1120	0
Tractors/Loaders/Backhoe	3	79	40%	1120	0
Welders	1	74	40%	1120	0

Receptor: ***R1***

Results:

1-hour Leq: 56.2

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Demolition***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1210	15
Excavator	2	81	40%	1210	15
Grader	2	85	40%	1210	15
Dozers	4	82	40%	1210	15
Tractor/Loader/Backhoe	1	79	40%	1210	15
Trencher	1	80	50%	1210	15

Receptor: ***R2***

Results:

1-hour Leq: **46.2**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1210	15
Rubber Tired Loaders	2	79	40%	1210	15
Scrapers	1	84	40%	1210	15
Tractor/Loader/Backhoe	2	79	40%	1210	15

Receptor: ***R2***

Results:

1-hour Leq: **41.8**

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1210	15
Forklift	1	75	20%	1210	15
Craned (fixed electrical)	1	63	16%	1080	0
Craned (fixed electrical)	1	63	16%	1270	0

Receptor: ***R2***

Results:

1-hour Leq: 36.3

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Structure Demolition***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1210	15
Excavator	2	81	40%	1210	15
Grader	2	85	40%	1210	15
Dozers	4	82	40%	1210	15
Tractor/Loader/Backhoe	1	79	40%	1210	15
Trencher	1	80	50%	1210	15
Concrete Saws	1	90	20%	1210	15
Craned (fixed electrical)	1	63	16%	1210	15

Receptor: ***R2***

Results:

1-hour Leq: **47.2**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1210	15
Rubber Tired Loaders	2	79	40%	1210	15
Scrapers	1	84	40%	1210	15
Tractor/Loader/Backhoe	2	79	40%	1210	15
Craned (fixed electrical)	1	63	16%	1210	15
Grader	1	85	40%	1210	15
Rubber Tired Loaders	2	79	40%	1210	15

Receptor: ***R2***

Results:

1-hour Leq: 44.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1210	15
Forklift	1	75	20%	1210	15
Craned (fixed electrical)	1	63	16%	1080	0
Craned (fixed electrical)	1	63	16%	1270	0
Pavers	2	77	50%	1210	0
Paving Equipment	2	77	50%	1210	0
Tractors/Loaders/Backhoe	3	79	40%	1210	0
Welders	1	74	40%	1210	0

Receptor: ***R2***

Results:

1-hour Leq: 55.5

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Demolition***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1080	15
Excavator	2	81	40%	1080	15
Grader	2	85	40%	1080	15
Dozers	4	82	40%	1080	15
Tractor/Loader/Backhoe	1	79	40%	1080	15
Trencher	1	80	50%	1080	15

Receptor: ***R3***

Results:

1-hour Leq: **47.2**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1080	15
Rubber Tired Loaders	2	79	40%	1080	15
Scrapers	1	84	40%	1080	15
Tractor/Loader/Backhoe	2	79	40%	1080	15

Receptor: ***R3***

Results:

1-hour Leq: **42.8**

Source for Ref. Noise Levels: FHWA RCNM, 2006

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Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1080	15
Forklift	1	75	20%	1080	15
Craned (fixed electrical)	1	63	16%	1035	0
Craned (fixed electrical)	1	63	16%	940	0

Receptor: ***R3***

Results:

1-hour Leq: 37.4

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Structure Demolition***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1080	15
Excavator	2	81	40%	1080	15
Grader	2	85	40%	1080	15
Dozers	4	82	40%	1080	15
Tractor/Loader/Backhoe	1	79	40%	1080	15
Trencher	1	80	50%	1080	15
Concrete Saws	1	90	20%	1080	15
Craned (fixed electrical)	1	63	16%	1080	15

Receptor: ***R3***

Results:

1-hour Leq: 48.2

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1080	15
Rubber Tired Loaders	2	79	40%	1080	15
Scrapers	1	84	40%	1080	15
Tractor/Loader/Backhoe	2	79	40%	1080	15
Craned (fixed electrical)	1	63	16%	1080	15
Grader	1	85	40%	1080	15
Rubber Tired Loaders	2	79	40%	1080	15

Receptor: ***R3***

Results:

1-hour Leq: 45.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1080	15
Forklift	1	75	20%	1080	15
Craned (fixed electrical)	1	63	16%	1035	0
Craned (fixed electrical)	1	63	16%	940	0
Pavers	2	77	50%	1080	0
Paving Equipment	2	77	50%	1080	0
Tractors/Loaders/Backhoe	3	79	40%	1080	0
Welders	1	74	40%	1080	0

Receptor: ***R3***

Results:

1-hour Leq: 56.5

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Demolition***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1130	15
Excavator	2	81	40%	1130	15
Grader	2	85	40%	1130	15
Dozers	4	82	40%	1130	15
Tractor/Loader/Backhoe	1	79	40%	1130	15
Trencher	1	80	50%	1130	15

Receptor: ***R4***

Results:

1-hour Leq: **46.8**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1130	15
Rubber Tired Loaders	2	79	40%	1130	15
Scrapers	1	84	40%	1130	15
Tractor/Loader/Backhoe	2	79	40%	1130	15

Receptor: ***R4***

Results:

1-hour Leq: **42.4**

Source for Ref. Noise Levels: FHWA RCNM, 2006

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Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1130	15
Forklift	1	75	20%	1130	15
Craned (fixed electrical)	1	63	16%	1180	0
Craned (fixed electrical)	1	63	16%	1010	0

Receptor: ***R4***

Results:

1-hour Leq: 36.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Structure Demolition***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1130	15
Excavator	2	81	40%	1130	15
Grader	2	85	40%	1130	15
Dozers	4	82	40%	1130	15
Tractor/Loader/Backhoe	1	79	40%	1130	15
Trencher	1	80	50%	1130	15
Concrete Saws	1	90	20%	1130	15
Craned (fixed electrical)	1	63	16%	1130	15

Receptor: ***R4***

Results:

1-hour Leq: 47.8

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1130	15
Rubber Tired Loaders	2	79	40%	1130	15
Scrapers	1	84	40%	1130	15
Tractor/Loader/Backhoe	2	79	40%	1130	15
Craned (fixed electrical)	1	63	16%	1130	15
Grader	1	85	40%	1130	15
Rubber Tired Loaders	2	79	40%	1130	15

Receptor: ***R4***

Results:

1-hour Leq: 44.6

Source for Ref. Noise Levels: FHWA RCNM, 2006

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1130	15
Forklift	1	75	20%	1130	15
Craned (fixed electrical)	1	63	16%	1180	0
Craned (fixed electrical)	1	63	16%	1010	0
Pavers	2	77	50%	1130	0
Paving Equipment	2	77	50%	1130	0
Tractors/Loaders/Backhoe	3	79	40%	1130	0
Welders	1	74	40%	1130	0

Receptor: ***R4***

Results:

1-hour Leq: 56.1

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Demolition***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1730	15
Excavator	2	81	40%	1730	15
Grader	2	85	40%	1730	15
Dozers	4	82	40%	1730	15
Tractor/Loader/Backhoe	1	79	40%	1730	15
Trencher	1	80	50%	1730	15

Receptor: ***R5***

Results:

1-hour Leq: **43.1**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1730	15
Rubber Tired Loaders	2	79	40%	1730	15
Scrapers	1	84	40%	1730	15
Tractor/Loader/Backhoe	2	79	40%	1730	15

Receptor: ***R5***

Results:

1-hour Leq: **38.7**

Source for Ref. Noise Levels: FHWA RCNM, 2006

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Extended Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1730	15
Forklift	1	75	20%	1730	15
Craned (fixed electrical)	1	63	16%	2020	0
Craned (fixed electrical)	1	63	16%	2095	0

Receptor: ***R5***

Results:

1-hour Leq: **32.7**

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Structure Demolition***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crushing Equipment	1	79	100%	1730	15
Excavator	2	81	40%	1730	15
Grader	2	85	40%	1730	15
Dozers	4	82	40%	1730	15
Tractor/Loader/Backhoe	1	79	40%	1730	15
Trencher	1	80	50%	1730	15
Concrete Saws	1	90	20%	1730	15
Craned (fixed electrical)	1	63	16%	1730	15

Receptor: ***R5***

Results:

1-hour Leq: 44.1

Source for Ref. Noise Levels: FHWA RCNM, 2006
Crusing Noise Levels: based on measurement of a rock crushing operation

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Grading***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Excavator	1	81	40%	1730	15
Rubber Tired Loaders	2	79	40%	1730	15
Scrapers	1	84	40%	1730	15
Tractor/Loader/Backhoe	2	79	40%	1730	15
Craned (fixed electrical)	1	63	16%	1730	15
Grader	1	85	40%	1730	15
Rubber Tired Loaders	2	79	40%	1730	15

Receptor: ***R5***

Results:

1-hour Leq: 40.9

Source for Ref. Noise Levels: FHWA RCNM, 2006

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ACOUSTICAL ENGINEERING SERVICES

Project: LA Memorial Coliseum Renovation Project Addendum

Construction Phase: ***Building Construction***
Daytime Hours

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Drill Rig	1	84	20%	1730	15
Forklift	1	75	20%	1730	15
Craned (fixed electrical)	1	63	16%	2020	0
Craned (fixed electrical)	1	63	16%	2095	0
Pavers	2	77	50%	1730	0
Paving Equipment	2	77	50%	1730	0
Tractors/Loaders/Backhoe	3	79	40%	1730	0
Welders	1	74	40%	1730	0

Receptor: ***R5***

Results:

1-hour Leq: 52.4

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

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ACOUSTICAL ENGINEERING SERVICES

LA Memorial Coliseum Renovation Project - Extended Hours Construction

Receptor R1

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	46.9	10	56.9
1:00:00 AM	46.9	10	56.9
2:00:00 AM	0.0	10	0.0
3:00:00 AM	0.0	10	0.0
4:00:00 AM	0.0	10	0.0
5:00:00 AM	46.9	10	56.9
6:00:00 AM	46.9	10	56.9
7:00:00 AM	56.2	0	56.2
8:00:00 AM	56.2	0	56.2
9:00:00 AM	56.2	0	56.2
10:00:00 AM	56.2	0	56.2
11:00:00 AM	56.2	0	56.2
12:00:00 PM	56.2	0	56.2
1:00:00 PM	56.2	0	56.2
2:00:00 PM	56.2	0	56.2
3:00:00 PM	56.2	0	56.2
4:00:00 PM	56.2	0	56.2
5:00:00 PM	56.2	0	56.2
6:00:00 PM	56.2	0	56.2
7:00:00 PM	46.9	5	51.9
8:00:00 PM	46.9	5	51.9
9:00:00 PM	46.9	5	51.9
10:00:00 PM	46.9	10	56.9
11:00:00 PM	46.9	10	56.9
		CNEL	**55.4**

AES
ACOUSTICAL ENGINEERING SERVICES

Receptor R2

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	46.2	10	56.2
1:00:00 AM	46.2	10	56.2
2:00:00 AM	0.0	10	0.0
3:00:00 AM	0.0	10	0.0
4:00:00 AM	0.0	10	0.0
5:00:00 AM	46.2	10	56.2
6:00:00 AM	46.2	10	56.2
7:00:00 AM	55.5	0	55.5
8:00:00 AM	55.5	0	55.5
9:00:00 AM	55.5	0	55.5
10:00:00 AM	55.5	0	55.5
11:00:00 AM	55.5	0	55.5
12:00:00 PM	55.5	0	55.5
1:00:00 PM	55.5	0	55.5
2:00:00 PM	55.5	0	55.5
3:00:00 PM	55.5	0	55.5
4:00:00 PM	55.5	0	55.5
5:00:00 PM	55.5	0	55.5
6:00:00 PM	55.5	0	55.5
7:00:00 PM	46.2	5	51.2
8:00:00 PM	46.2	5	51.2
9:00:00 PM	46.2	5	51.2
10:00:00 PM	46.2	10	56.2
11:00:00 PM	46.2	10	56.2
		CNEL	**54.7**

AES
ACOUSTICAL ENGINEERING SERVICES

Receptor R3

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	47.2	10	57.2
1:00:00 AM	47.2	10	57.2
2:00:00 AM	0.0	10	0.0
3:00:00 AM	0.0	10	0.0
4:00:00 AM	0.0	10	0.0
5:00:00 AM	47.2	10	57.2
6:00:00 AM	47.2	10	57.2
7:00:00 AM	56.5	0	56.5
8:00:00 AM	56.5	0	56.5
9:00:00 AM	56.5	0	56.5
10:00:00 AM	56.5	0	56.5
11:00:00 AM	56.5	0	56.5
12:00:00 PM	56.5	0	56.5
1:00:00 PM	56.5	0	56.5
2:00:00 PM	56.5	0	56.5
3:00:00 PM	56.5	0	56.5
4:00:00 PM	56.5	0	56.5
5:00:00 PM	56.5	0	56.5
6:00:00 PM	56.5	0	56.5
7:00:00 PM	47.2	5	52.2
8:00:00 PM	47.2	5	52.2
9:00:00 PM	47.2	5	52.2
10:00:00 PM	47.2	10	57.2
11:00:00 PM	47.2	10	57.2
		CNEL	**55.7**

AES
ACOUSTICAL ENGINEERING SERVICES

Receptor R4

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	46.8	10	56.8
1:00:00 AM	46.8	10	56.8
2:00:00 AM	0.0	10	0.0
3:00:00 AM	0.0	10	0.0
4:00:00 AM	0.0	10	0.0
5:00:00 AM	46.8	10	56.8
6:00:00 AM	46.8	10	56.8
7:00:00 AM	56.1	0	56.1
8:00:00 AM	56.1	0	56.1
9:00:00 AM	56.1	0	56.1
10:00:00 AM	56.1	0	56.1
11:00:00 AM	56.1	0	56.1
12:00:00 PM	56.1	0	56.1
1:00:00 PM	56.1	0	56.1
2:00:00 PM	56.1	0	56.1
3:00:00 PM	56.1	0	56.1
4:00:00 PM	56.1	0	56.1
5:00:00 PM	56.1	0	56.1
6:00:00 PM	56.1	0	56.1
7:00:00 PM	46.8	5	51.8
8:00:00 PM	46.8	5	51.8
9:00:00 PM	46.8	5	51.8
10:00:00 PM	46.8	10	56.8
11:00:00 PM	46.8	10	56.8
		CNEL	**55.3**

AES
ACOUSTICAL ENGINEERING SERVICES

Receptor R5

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	43.1	10	53.1
1:00:00 AM	43.1	10	53.1
2:00:00 AM	0.0	10	0.0
3:00:00 AM	0.0	10	0.0
4:00:00 AM	0.0	10	0.0
5:00:00 AM	43.1	10	53.1
6:00:00 AM	43.1	10	53.1
7:00:00 AM	52.4	0	52.4
8:00:00 AM	52.4	0	52.4
9:00:00 AM	52.4	0	52.4
10:00:00 AM	52.4	0	52.4
11:00:00 AM	52.4	0	52.4
12:00:00 PM	52.4	0	52.4
1:00:00 PM	52.4	0	52.4
2:00:00 PM	52.4	0	52.4
3:00:00 PM	52.4	0	52.4
4:00:00 PM	52.4	0	52.4
5:00:00 PM	52.4	0	52.4
6:00:00 PM	52.4	0	52.4
7:00:00 PM	43.1	5	48.1
8:00:00 PM	43.1	5	48.1
9:00:00 PM	43.1	5	48.1
10:00:00 PM	43.1	10	53.1
11:00:00 PM	43.1	10	53.1
		CNEL	**51.6**

Eyestone Environmental
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TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA Memorial Coliseum Renovation
RUN: Haul Trucks (Exposition Blvd)-Nightttime
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	1	1	0.0	43.5	71	43.5	5	----	43.5	0.0	0	0.0
R2	8	1	0.0	36.4	66	36.4	10	----	36.4	0.0	8	-8.0
R3	9	1	0.0	35.6	66	35.6	10	----	35.6	0.0	8	-8.0
R4	10	1	0.0	35.2	66	35.2	10	----	35.2	0.0	8	-8.0
R5	11	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	5	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation**
RUN: **Haul Trucks (Exposition Blvd)-Nightttime**

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	1	1	-456.3	933.9	0.00	4.92	0.00	71	5.0	0.0	Y
R2	8	1	232.9	-480.4	0.00	4.92	0.00	66	10.0	8.0	Y
R3	9	1	1,168.4	-455.2	0.00	4.92	0.00	66	10.0	8.0	Y
R4	10	1	1,452.0	-448.1	0.00	4.92	0.00	66	10.0	8.0	Y
R5	11	1	437.0	2,481.0	0.00	4.92	0.00	66	10.0	8.0	Y

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation**
RUN: **Haul Trucks (Exposition Blvd)-Nightttime**

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Incoming Truck Route (from Exposition)	1	10	0	0	0	0	4	35	0	0	0	0
	2	9	0	0	0	0	4	35	0	0	0	0
	3	8	0	0	0	0	4	35	0	0	0	0
	4	1	0	0	0	0	4	35	0	0	0	0
	5	2										
Departing Truck Route (toward Expositio	1	7	0	0	0	0	4	35	0	0	0	0
	2	6	0	0	0	0	4	35	0	0	0	0
	3	5	0	0	0	0	4	35	0	0	0	0
	4	4	0	0	0	0	4	35	0	0	0	0
	5	3										

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: ROADWAYS **Average pavement type shall be used unless**
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation** **a State highway agency substantiates the use**
RUN: **Haul Trucks (Exposition Blvd)-Nightttime** **of a different type with the approval of FHWA**

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Incoming Truck Route (from Exposition)	12.0	1	10	216.4	842.5	0.00	Signal	0.00	100	Average	
		2	9	216.4	2,449.8	0.00				Average	
		3	8	2,463.4	2,449.8	0.00				Average	
		4	1	2,720.8	2,488.6	0.00				Average	
		5	2	3,115.1	2,503.1	0.00					
Departing Truck Route (toward Expositio	12.0	1	7	2,951.5	2,293.9	0.00				Average	
		2	6	2,642.1	2,401.3	0.00				Average	
		3	5	2,463.4	2,374.0	0.00				Average	
		4	4	233.6	2,374.0	0.00				Average	
		5	3	233.6	842.5	0.00					

Eyestone Environmental
SKB
4 October 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA Memorial Coliseum Renovation
RUN: Haul Trucks (MLK Jr.)-Nightttime
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	1	1	0.0	41.2	71	41.2	5	----	41.2	0.0	0	0.0
R2	8	1	0.0	48.1	66	48.1	10	----	48.1	0.0	8	-8.0
R3	9	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
R4	10	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
R5	11	1	0.0	35.1	66	35.1	10	----	35.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	5	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 4 October 2017
SKB TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA Memorial Coliseum Renovation
RUN: Haul Trucks (MLK Jr.)-Nightttime

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	1	1	-456.3	933.9	0.00	4.92	0.00	71	5.0	0.0	Y
R2	8	1	232.9	-480.4	0.00	4.92	0.00	66	10.0	8.0	Y
R3	9	1	1,168.4	-455.2	0.00	4.92	0.00	66	10.0	8.0	Y
R4	10	1	1,452.0	-448.1	0.00	4.92	0.00	66	10.0	8.0	Y
R5	11	1	437.0	2,481.0	0.00	4.92	0.00	66	10.0	8.0	Y

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation**
RUN: **Haul Trucks (MLK Jr.)-Nightttime**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Incoming Truck Route (via MLK Jr.)	1	10	0	0	0	0	4	35	0	0	0	0
	2	9	0	0	0	0	4	35	0	0	0	0
	3	8	0	0	0	0	4	35	0	0	0	0
	4	1										
Departing Truck Route (via MLK Jr.)	1	7	0	0	0	0	4	35	0	0	0	0
	2	6	0	0	0	0	4	35	0	0	0	0
	3	5	0	0	0	0	4	35	0	0	0	0
	4	4	0	0	0	0	4	35	0	0	0	0
	5	3										
Incoming Truck (MLK Jr.)	point11	11	0	0	0	0	4	35	0	0	0	0
	point12	12										

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: ROADWAYS **Average pavement type shall be used unless**
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation** **a State highway agency substantiates the use**
RUN: **Haul Trucks (MLK Jr.)-Nightttime** **of a different type with the approval of FHWA**

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Incoming Truck Route (via MLK Jr.)	12.0	1	10	1,078.3	-203.6	0.00	Signal	0.00	100	Average	
		2	9	233.2	-257.5	0.00				Average	
		3	8	233.2	1,009.2	0.00				Average	
		4	1	360.6	1,009.2	0.00					
Departing Truck Route (via MLK Jr.)	12.0	1	7	1,243.6	345.2	0.00				Average	
		2	6	1,128.4	263.3	0.00				Average	
		3	5	1,097.2	76.0	0.00				Average	
		4	4	1,099.0	-241.6	0.00				Average	
		5	3	2,540.3	-214.3	0.00					
Incoming Truck (MLK Jr.)	12.0	point11	11	2,539.2	-180.8	0.00	Signal	0.00	100	Average	
		point12	12	1,141.0	-200.9	0.00					

Eyestone Environmental
SKB
4 October 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA Memorial Coliseum Renovation
RUN: Haul Trucks (MLK Jr.)-Daytime
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	1	1	0.0	46.6	71	46.6	5	----	46.6	0.0	0	0.0
R2	8	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
R3	9	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
R4	10	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R5	11	1	0.0	40.5	66	40.5	10	----	40.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	5	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 4 October 2017
SKB TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA Memorial Coliseum Renovation
RUN: Haul Trucks (MLK Jr.)-Daytime

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	1	1	-456.3	933.9	0.00	4.92	0.00	71	5.0	0.0	Y
R2	8	1	232.9	-480.4	0.00	4.92	0.00	66	10.0	8.0	Y
R3	9	1	1,168.4	-455.2	0.00	4.92	0.00	66	10.0	8.0	Y
R4	10	1	1,452.0	-448.1	0.00	4.92	0.00	66	10.0	8.0	Y
R5	11	1	437.0	2,481.0	0.00	4.92	0.00	66	10.0	8.0	Y

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation**
RUN: **Haul Trucks (MLK Jr.)-Daytime**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Incoming Truck Route (via MLK Jr.)	1	10	0	0	0	0	14	35	0	0	0	0
	2	9	0	0	0	0	14	35	0	0	0	0
	3	8	0	0	0	0	14	35	0	0	0	0
	4	1										
Departing Truck Route (via MLK Jr.)	1	7	0	0	0	0	14	35	0	0	0	0
	2	6	0	0	0	0	14	35	0	0	0	0
	3	5	0	0	0	0	14	35	0	0	0	0
	4	4	0	0	0	0	14	35	0	0	0	0
	5	3										
Incoming Truck (MLK Jr.)	point11	11	0	0	0	0	14	35	0	0	0	0
	point12	12										

Eyestone Environmental **4 October 2017**
SKB **TNM 2.5**

INPUT: ROADWAYS **Average pavement type shall be used unless**
PROJECT/CONTRACT: **LA Memorial Coliseum Renovation** **a State highway agency substantiates the use**
RUN: **Haul Trucks (MLK Jr.)-Daytime** **of a different type with the approval of FHWA**

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Incoming Truck Route (via MLK Jr.)	12.0	1	10	1,078.3	-203.6	0.00	Signal	0.00	100	Average	
		2	9	233.2	-257.5	0.00				Average	
		3	8	233.2	1,009.2	0.00				Average	
		4	1	360.6	1,009.2	0.00					
Departing Truck Route (via MLK Jr.)	12.0	1	7	1,243.6	345.2	0.00				Average	
		2	6	1,128.4	263.3	0.00				Average	
		3	5	1,097.2	76.0	0.00				Average	
		4	4	1,099.0	-241.6	0.00				Average	
		5	3	2,540.3	-214.3	0.00					
Incoming Truck (MLK Jr.)	12.0	point11	11	2,539.2	-180.8	0.00	Signal	0.00	100	Average	
		point12	12	1,141.0	-200.9	0.00					

MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Jonathan Chambers, P.E.

DATE: October 6, 2017

RE: Traffic Assessment for an Alternative Haul Route
for the Los Angeles Memorial Coliseum Renovation
Los Angeles, California **Ref:** J1122

Gibson Transportation Consulting, Inc. (GTC) analyzed the potential temporary traffic impacts associated with construction haul trucks for the Los Angeles Memorial Coliseum Renovation (Project) in *Traffic Study for the Los Angeles Memorial Coliseum* (GTC, November 2015) (Traffic Study). The haul route analysis concluded no temporary impacts would occur with trucks traveling via Bill Robertson Lane and Exposition Boulevard between the Project site and Interstate 110 (I-110). This memorandum analyzes an alternative route that uses Bill Robertson Lane and Martin Luther King Jr. Boulevard to travel between the Project Site and I-110.

The Traffic Study estimated that peak haul activity would result in a total of 28 passenger-car-equivalent (PCE) trips (14 PCE trips in each direction) along the haul route during the morning and afternoon peak hours. The alternative haul route would pass through four signalized intersections analyzed in the Traffic Study:

#10 – I-110 Northbound Ramps & Martin Luther King Jr. Boulevard
#11 – I-110 Southbound Ramps & Martin Luther King Jr. Boulevard
#12 – Figueroa Street & Martin Luther King Jr. Boulevard
#13 – Hoover Street & Martin Luther King Jr. Boulevard

Two of these intersections (#11 and #13) operate at level of service (LOS) C or better during both peak hours. Intersection #10 operates at LOS D during the afternoon peak hour, and Intersection #12 operates at LOS F during both peak hours. The addition of 14 PCE trips in each direction on Martin Luther King Jr. Boulevard is too small to result in a temporary traffic impact at any of these intersections based on Los Angeles Department of Transportation impact criteria. Therefore, no temporary traffic impact would occur.

As noted in the Traffic Study, despite the fact that haul truck traffic would not result in any temporary traffic impacts, in order to minimize the effect of haul traffic a Construction Traffic Management Plan would include a measure to schedule haul truck activity outside of the peak hours to the extent feasible.

CEQA FINDINGS FOR THE PROJECT
(Attachment 9.2)

Based on the Fifth Addendum (Attachment 9.1), the conclusions reached in the previously Certified Final Environmental Impact Report for the Los Angeles Memorial Coliseum Renovation Project (EIR) and Addenda remain valid and no supplemental environmental review is required for the temporary extension of construction hours and optional haul route. The temporary extension of construction hours and use of an optional haul route would not result in any new significant impacts, and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred. Further, given the limited scope of modifications associated with the proposed temporary extension of construction hours and optional haul route, only minor technical changes or additions to the analysis in the previously adopted Certified EIR were necessary, which are discussed in the Fifth Addendum. Therefore, pursuant to CEQA Guidelines Section 15164, no supplemental environmental review is required beyond the Fifth Addendum.