



California Public Utilities Commission



June 23, 2026

Clayton Eversen
LS Power Grid California, LLC
Via email: CEversen@lspower.com

Re: CPUC Approval of LSPGC Minor Project Refinement 2 for the Manning 500/230 kV Substation Project

Mr. Eversen,

On June 5, 2026, LS Power Grid California, LLC (LSPGC) requested California Public Utilities Commission (CPUC) approval of LSPGC's Minor Project Refinement 2 (MPR-2) for the Manning 500/230 kV Substation Project (Project). The request was revised and resubmitted on June 22, 2026. Pursuant to CPUC Decision 25-09-013, the CPUC Energy Division may approve requests by LSPGC for minor project refinements so long as such refinements are located within the geographic boundary of the study area of the Final Initial Study/Mitigated Negative Declaration (IS/MND) adopted for the Project and do not: (1) result, without mitigation, in a new significant impact based on the criteria used in the Final IS/MND; (2) substantively conflict with any mitigation measure or applicable law or policy; or (3) trigger an additional discretionary permit requirement.

In the MPR-2 request (see Attachment 1), LSPGC proposes a new laydown yard for use during construction of the LSPGC 230 kV transmission line portion of the Project, including an additional diesel generator and conex box (i.e., shipping container) to be located within the laydown yard. The new laydown yard location is partially within the LSPGC transmission line right-of-way located north of West Dinuba Avenue and is bisected north-to-south by South Douglas Avenue, meaning the site is accessible from a paved road (see MPR Attachment B, Project Change Map).

The use of this laydown yard site would have the potential to impact Aesthetics, Agriculture, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, Geology and Soils, Greenhouse Gas Emissions and Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise and Vibration, Transportation, Utilities and Service Systems, and Wildfire. However, these impacts would be consistent with those analyzed in the Final IS/MND, and would be sufficiently addressed by existing measures in the Mitigation Monitoring, Compliance, and Reporting Program (MMCRP) adopted for the Project. The impacts would not result in a new significant impact based on the criteria used in the Final IS/MND, substantively conflict with any mitigation measure or applicable law or policy, or trigger any new discretionary permit requirement.

Therefore, I approve LSPGC's requested MPR-2, provided that these activities are carried out in accordance with the applicable methods and measures set forth in the Final IS/MND and MMCRP.

Please feel free to contact me at tommy.alexander@cpuc.ca.gov with any questions or concerns regarding this letter.

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Thank you,

A handwritten signature in black ink that reads "Tommy Alexander".

Tommy Alexander, Project Manager
California Public Utilities Commission

Attachment:

1. Manning 500/230 kV Substation Project LSPGC MPR-2 Request and Attachments A-C

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Attachment 1

Manning 500/230 kV Substation Project LSPGC MPR-2 Request and Attachments A-C

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MANNING 500/230 KV SUBSTATION PROJECT

CPUC MINOR PROJECT REFINEMENT FORM

Minor project refinements are strictly limited to changes that will not trigger an additional permit requirement, do not substantially increase the severity of a previously identified significant impact, create a new significant impact, would clearly and strictly comply with the intent of the IS/MND mitigation measures, and that don't conflict with any applicable law or policy.

Date Requested: June 5, 2026
(revised June 22, 2026)

Report No.: MPR-2

Date Approved: June 23, 2026

Approval Agency: California Public Utilities
Commission (CPUC)

Property Owner(s): Westlands Water District

Location/Milepost: The requested laydown yard will be partially within the new LS Power Grid California, LLC (LSPGC) 230 kilovolt (kV) transmission line right-of-way (ROW) located north of West Dinuba Avenue and bisected by South Douglas Avenue in a north-to-south direction.

Land Use/Vegetative Cover: The refinement area was mapped in the Final Initial Study/Mitigated Negative Declaration (IS/MND) as agricultural and disturbed land. The current site condition as of May 6, 2026 is a fallow agricultural field.

Sensitive Resources: No sensitive resources are present in the requested refinement area.

Modification From: ☐ Permit ☐ Plan/Procedure ☐ Specification ☒ Drawing
☐ Mitigation Measure ☐ Other:

Proposed Action(s):

LSPGC requests the addition of a new laydown yard to the Manning 500/230 kV Substation Project (Project) for use during construction of the LSPGC 230 kV transmission line. The addition of a laydown yard is being requested as a result of discussions with the transmission line construction contractor, which identified that a laydown yard adjacent to a paved road will improve access for materials and equipment deliveries, especially during the rainy season when transmission line construction is slated to begin. An additional diesel generator and conex box will be located at the laydown yard. The laydown yard will be bisected by South Douglas Avenue.

Describe how project refinement deviates from current project. Include photos:

Original Condition: The current site condition of the requested laydown yard consists of agricultural land and disturbed land, as mapped in the Final IS/MND. In the Final IS/MND, the area of the laydown yard was analyzed for the LSPGC 230 kV transmission line, work areas, transmission structures, a temporary access road, and use of existing access roads.

Justification for Change: The transmission line contractor informed LSPGC that a laydown yard adjacent to a paved road will provide better access for materials and equipment deliveries, especially during the rainy season when transmission line construction is slated to begin.

Maps & Figures: The current site conditions are depicted in Attachment A: Photographs, and Attachment B: Project Change Map depicts the requested laydown yard in comparison to the Final IS/MND Project design.

Environmental Impact: The proposed refinement will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the Final IS/MND.

Concurrence (if appropriate):

<u>Resources:</u>			
Biological	☒ No Resources Present	☐ Resources Present	☐ N/A, Change would not affect resources
Previous Biological Survey Report Reference: Insignia Environmental. 2025. Biological Resources Technical Report Addendum.			
Cultural	☒ No Resources Present	☐ Resources Present	☐ N/A, changes would not affect resources
Previous Cultural Survey Report Reference: Chronicle Heritage. 2025. Cultural Resources Technical Report Addendum. Manning 500/230 Kilovolt Substation Project.			
Paleontological	☒ No Resources Present	☐ Resources Present	☐ N/A, Change would not affect resources
Previous Paleontological Survey Report Reference: Chronicle Heritage. 2025. Cultural Resources Technical Report Addendum. Manning 500/230 Kilovolt Substation Project.			
<u>Disturbance Acreage Changes:</u> ☒ Yes ☐ No			

The following table includes environmental analysis representative of the CEQA Appendix G Checklist Sections addressed in the Final IS/MND as it relates to MPR-2. MPR-2 would have no potential to impact the following environmental resource areas and therefore are not included in the table below: Forestry,

Energy, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Aesthetics	☒ Y	The requested laydown yard will be partially within the ROW analyzed in the Final IS/MND, and no designated scenic vistas or state scenic highways are located within the vicinity of the Project or requested laydown yard. Viewers of the requested laydown yard will be motorists, workers, and few residents. Viewers may see materials (e.g., a conex box) being delivered and stored at the yard for the duration of the transmission line construction. Motorists will only view this change for a few seconds, and workers are typically focused on their tasks. Three residences—R1, R2, and R3—were identified in the vicinity of the Project in the Final IS/MND. R1 is located over 5 miles northwest of the requested laydown yard, R2 is located approximately 910 feet south of the requested laydown yard, and R3 is located approximately 0.6 mile northwest of the requested laydown yard. Therefore, only R2 is likely to have close-range views of the requested laydown yard. The requested laydown yard will not introduce additional lighting beyond what was analyzed in the Final IS/MND. Glare from construction equipment at the laydown yard could occur depending on the time of day and the position of a viewer relative to the construction equipment; however, such glare will be transient and brief. Additionally, glare is anticipated in the requested refinement area regardless of the requested laydown yard due to glare from construction equipment for transmission line construction which was analyzed in the Final IS/MND. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to aesthetics as identified in the Final IS/MND.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the Minor Project Refinement (MPR) to the CPUC is required.
	☒ N	
Agriculture	☒ Y	The requested laydown yard will result in approximately 25.63 acres of additional temporary impacts and no additional permanent impacts to land that is mapped as Prime Farmland and Important Farmland, zoned for agriculture, and under Williamson Act contract compared to the Final IS/MND design. Topsoil will be salvaged from the requested laydown yard site, and impacted farmland will be restored following the completion of construction. As described in the Final IS/MND, the County of Fresno's agricultural zoning permits electrical transmission infrastructure. Therefore, the temporary
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		requested laydown yard supporting construction of electrical infrastructure will not conflict with zoning. MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to agriculture as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Air Quality	☒ Y	Construction activities associated with the requested laydown yard will include the use of a diesel generator in addition to the construction equipment analyzed in the Final IS/MND. The diesel generator will be used approximately 8 hours a day. In the Final IS/MND, controlled construction emissions were calculated not to exceed the San Joaquin Valley Air Pollution Control District (SJVAPCD) daily maximum threshold of 100 pounds per day (lbs/day) for reactive organic gas (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter (PM) with a mean diameter of less than 10 microns (PM₁₀), or PM with a mean diameter of less than 2.5 microns (PM_{2.5}). The use of an additional diesel generator will increase the daily maximum construction emissions by 0.16 lb/day of ROG, 1.59 lbs/day of NO_x, 1.75 lbs/day of CO, <0.01 lb/day of SO₂, 0.04 lb/day of PM₁₀, and 0.03 lb/day of PM_{2.5}. Controlled Project construction emissions will be well below the SJVAPCD screening threshold of 100 lbs/day with the use of the additional diesel generator for 8 hours per day. As a result, the use of an additional diesel generator for an estimated 8 hours a day will not result in a substantial increase in emissions analyzed in the Final IS/MND or exceedances of SJVAPCD thresholds. Construction of the laydown yard will result in approximately 25.63 acres of additional ground disturbance. The requested laydown yard will be in use for the entire duration of transmission line construction. The additional laydown yard will be located in high-traffic areas, which will reduce fugitive dust emissions. In addition, dust control measures will be implemented in accordance with Mitigation Measure (MM) AIR-2, such as watering of the laydown yard and maintaining a speed limit of 15 miles per hour. Updates to the Fugitive Dust Control Plan to accommodate the requested laydown yard will be submitted to the SJVAPCD. The laydown yard is not anticipated to increase vehicle miles traveled (VMT) as the laydown yard will result in a redistribution of Project VMT analyzed in the Final
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		IS/MND. As a result, the additional laydown yard will not result in a substantial increase in emissions analyzed in the Final IS/MND. The nearest sensitive receptor to the refinement area is located approximately 910 feet south of the transmission line. Potential air quality impacts to the sensitive receptor were analyzed in the Final IS/MND. As discussed in the Health Risk Assessment developed for the Project, staging areas/laydown yards will not generate high levels of diesel PM or significant loads of toxic air contaminants to create health risk impacts given the types of equipment used. The requested laydown yard will not expose nearby sensitive receptors to substantial pollutant concentrations, which is consistent with the analysis in the Final IS/MND. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to air quality as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Biological Resources	☒ Y	The requested laydown yard was surveyed for sensitive vegetation communities and special-status plant and wildlife species during supplementary Project surveys from March 24 to 27, 2025. The requested laydown yard will result in approximately 25.63 acres of additional temporary impacts compared to the Final IS/MND design. The impact area was mapped as agricultural land and disturbed land in the Final IS/MND. No special-status species or United States (U.S.) Fish and Wildlife Service-designated critical habitat occur within the requested laydown yard. However, the requested laydown yard may be utilized for nesting by some species of migratory birds. All applicable biological MMs and applicant-proposed measures (APMs) defined in the Project's Mitigation Monitoring, Compliance, and Reporting Program (MMCRP), as well as all other permit and plan conditions, will be implemented as applicable to minimize or mitigate for any additional impacts resulting from the use of the requested laydown yard. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to biological resources as identified in the Final IS/MND.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required as no sensitive resources are located in the requested laydown yard.
	☒ N	
	☒ Y	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Cultural and Tribal Cultural Resources	☐ N	A records search of the linear transmission line components was conducted on August 28 and November 13, 2023 through the Southern San Joaquin Valley Information Center. The records search included a 0.5-mile search radius around the transmission line components, which includes the requested laydown yard. No records of cultural or tribal resources were identified in the requested laydown yard. In addition, an intensive pedestrian survey was conducted by Chronicle Heritage between March 24 and April 1, 2025; this included the requested laydown yard. No cultural or tribal cultural resources were identified during the pedestrian survey. All applicable MMs and APMs identified in the MMCRP will be implemented. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to cultural or tribal cultural resources as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required as no sensitive resources are in the requested laydown yard.
	☒ N	
Geology and Soils	☒ Y	The same geological conditions and hazards present throughout the Project alignment will be encountered within the requested laydown yard. No new permanent structures are requested as part of the requested laydown yard, and geologic hazards to the requested laydown yard will be similar to those encountered throughout the Project. In addition, best management practices (BMPs) will be implemented for all activities associated with the requested laydown yard in accordance with the requirements of APM GEO-1. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to geology and soils as identified in the Final IS/MND.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Greenhouse Gas Emissions and Energy	☒ Y	As previously discussed for Air Quality, construction activities associated with the requested laydown yard will include the use of a diesel generator in addition to the construction equipment analyzed in the Final IS/MND. The requested laydown yard will not result in additional VMT beyond what was analyzed in the Final IS/MND. The Final IS/MND found that impacts associated with the Project's greenhouse gas (GHG) emissions will be less than significant based on the statewide emission reduction goals in the California Air Resources Board's
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		2022 Scoping Plan. Use of a diesel generator will result in a nominal increase in GHG emissions for the duration of construction. The addition of the diesel generator during construction does not conflict with the goals of the 2022 Scoping Plan because emissions from the generator would be short-term. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to GHG emissions as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Hazards and Hazardous Materials	☒ Y	The requested laydown yard will have the same level of impact on hazards and hazardous materials as analyzed in the Final IS/MND. Construction of the requested laydown yard will not require hazardous materials beyond what was analyzed in the Final IS/MND. No hazardous sites are located in the requested laydown yard or within 1 mile of the requested laydown yard. As analyzed in the Final IS/MND, the Project will require the use of hazardous materials, such as diesel fuel, gasoline, mineral oil, lubrication oil, hydraulic fluid, antifreeze, transmission fluid, lubricating grease, cement slurry, and chemicals associated with vehicles and construction activities. The requested laydown yard will not introduce additional quantities of hazardous materials beyond what was accounted for in the Final IS/MND or additional types of hazardous materials beyond those typically used during construction activities. Handling, storage, and disposal of hazardous materials at the requested laydown yard will comply with the Project's Hazardous Materials Management Plan, which will reduce risk to the nearest sensitive receptor, human health, and the environment through protocols for safe handling, storage, and disposal of hazardous materials and waste. Therefore, MPR #2 will not result in new significant impacts or a substantial increase in the severity of previously analyzed impacts on hazards and hazardous materials.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Hydrology and Water Quality	☒ Y	The requested laydown yard was surveyed for the presence of waters of the state and/or the U.S. (i.e., jurisdictional wetlands or non-wetland waters) from March 24 to 27, 2025. The requested laydown yard does not contain any waters of the state or the U.S.; therefore, no jurisdictional waters permitting will be required. A Change of Information will be submitted to the Regional
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		Water Quality Control Board for the Project's Storm Water Pollution Prevention Plan (SWPPP) to accommodate the requested laydown yard, and appropriate erosion and sediment control BMPs will be implemented during use of the laydown yard. Hazardous materials required for construction including diesel fuel and anti-freeze will be stored at the requested laydown yard during construction. Storage of hazardous materials will comply with BMPs outlined in the SWPPP such as secondary containment for storage containers/tanks to prevent release of hazardous materials in the event of a leak or accidental spill. As a result, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to hydrology and water quality as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Noise and Vibration	☒ Y	Construction-related noise and vibration will be generated within the requested laydown yard due to site preparation, material loading/unloading, vehicle travel, and operation of the diesel generator. Construction of the requested laydown yard will be consistent with the Fresno County noise standards, which exempt noise sources associated with daytime construction. Nightwork is not anticipated at the requested laydown yard. However, any nighttime activities at the requested laydown yard will comply with MM NOI-1 and will not exceed the Fresno County nighttime noise threshold of 45 dBA between the hours of 9:00 p.m. and 7:00 a.m. The nearest sensitive receptor, R2, is located approximately 910 feet south of the requested laydown yard. The Final IS/MND concluded that structural damage from vibration could occur if construction activities generating vibration were to occur within 12 feet of a sensitive receptor. The Final IS/MND concluded that human annoyance from vibration could occur if activities generating vibration were to occur within 50 feet of a sensitive receptor. As a result, the requested laydown yard will not introduce a vibration impact due to its distance of approximately 910 feet from the nearest sensitive receptor, R2. Construction of the requested laydown yard is anticipated to be no louder than the activities for the installation of structure foundations. After construction of the requested laydown yard has been completed, the yard will be used for approximately 10 months during construction. Daily use of the requested laydown yard is anticipated to generate
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		noise consistent with the levels of noise generated during other construction activities planned in the area. The daytime ambient equivalent continuous sound level, as measured at a location approximately 730 feet west of R2, was 52 A-weighted decibels (dBA). This noise measurement is an approximation for ambient noise levels at R2 based on the rural setting of the noise measurement location and R2, as well as the agricultural land uses in the vicinity of both the noise measurement location and R2. The Final IS/MND used a 10 dBA increase in noise levels as a threshold for significance for noise impacts, as well as a 12-month exposure period as a threshold of significance for human health effects. The requested laydown yard is anticipated to be used for approximately 10 months. Additionally, use of the diesel generator will generate noise. The noise modeling for MPR #2 is included in Attachment C: Noise Calculations. The noise level for use of a diesel generator at the sensitive receptor modeled at 910 feet from R2 is 52.80 dBA, which is an anticipated 0.8 dBA increase in noise compared to the ambient conditions. Diesel generator noise levels will be below the 10 dBA increase threshold. Simultaneous operation of the generator and other heavy machinery within the laydown yard modeled at 910 feet from R2 is 56.30 dBA, which is an anticipated 3.50 dBA increase in noise compared to the ambient noise levels. Noise levels will be well below the 10 dBA increase threshold. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to noise and vibration as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Transportation	☒ Y	The requested laydown yard will not result in an increase of construction vehicles or VMT. The requested laydown yard will be accessed via the same network of roadways as those identified within the Final IS/MND. As a result, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously identified impact to transportation as identified in the Final IS/MND.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Utilities and Service Systems	☒ Y	The requested laydown yard will be consistent with the utilities and service systems analysis in the Final IS/MND and will not require new or expanded public facilities or services. Therefore, MPR #2 yard will not
	☐ N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to utilities and service systems as identified in the Final IS/MND.
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	
Wildfire	☒ Y	The requested laydown yard is not located within a Fire Hazard Severity Zone. The potential risk of wildfire ignition and spread associated with the requested laydown yard will be managed in compliance with the Construction Fire Prevention Plan. Therefore, MPR #2 will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to wildfire as identified in the Final IS/MND.
	☐ N	
Agency Consultation?	☐ Y	No agency consultation beyond submittal of the MPR to the CPUC is required.
	☒ N	

Attachment A: Photographs

ATTACHMENT A: PHOTOGRAPHS



Photograph 1:
North-facing
view of the area
of the requested
laydown yard.
Photograph
taken on May 6,
2026.



Photograph 2:
West-facing
view of the area
of the requested
laydown yard.
Photograph
taken on May 6,
2026.



Photograph 3:
South-facing
view of the area
of the requested
laydown yard.
Photograph
taken on May 6,
2026.

 A wide-angle photograph showing a flat, arid landscape under a clear blue sky. The ground is dry and brown, with sparse, low-lying vegetation. In the distance, a few utility poles are visible on the horizon.	Photograph 4: East-facing view of the area of the requested laydown yard. Photograph taken on May 6, 2026.
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Attachment B: Project Change Map

Attachment C: Noise Calculations

Table 1: Reference Levels

Noise Category	Impact Device?	Use Factor	Noise Spec	Measured Noise	Sample Count
All Other Equipment > 5 HP	No	50	85	N/A	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	N/A	0
Blasting	Yes	N/A	94	N/A	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	N/A	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS Signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	N/A	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydraulic Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	N/A	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212

Noise Category	Impact Device?	Use Factor	Noise Spec	Measured Noise	Sample Count
Pavement Scarifier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/Chipping Gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (single nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Sheers (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	N/A	0
Tractor	No	40	84	N/A	0
Vacuum Excavator (Vac-Truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5
Helicopter – Heavy Duty (3,200 HP)	No	50	106		
Helicopter – Light Duty (700 HP)	No	50	101		
Bulldozer	No	40	82		
Grader	No	40	85		
Roller	No	20	80		
Loader	No	40	79		
Water Truck	No	40	72		
Dump Truck	No	40	76		
Generator	No	50	82		

Noise Category	Impact Device?	Use Factor	Noise Spec	Measured Noise	Sample Count
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Source: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

Table 2: Equipment Categorization

Equipment Name	HP	Noise Category	Noise Level (dBA at 50 feet)	Use Factor
LoDrill	221	Auger Drill Rig	85	20
Crane	231	Crane	85	16
Flatbed Truck	350	Flat Bed Truck	84	40
Concrete Truck	425	Concrete Mixer Truck	85	40
Worker Commute	NA	Pickup Truck	55	40
Haul Truck	425	Dump Truck	84	40
Ready Mix Truck	NA	Concrete Mixer Truck	85	40
Pickup Truck - 1/2 ton	395	Pickup Truck	55	40
Bucket or Boom Truck	402	Man Lift	85	20
Line Truck	402	Man Lift	85	20
Boom Truck	150	Crane	85	16
Bucket Truck	402	Man Lift	85	20
Dump Truck	415	Dump Truck	84	40
Excavator	250	Excavator	85	40
Line Truck with Auger	402	Auger Drill Rig	85	20
V-Groove	172	All Other Equipment > 5 HP	85	50
Tensioner	172	All Other Equipment > 5 HP	85	50
Forklift	100	Front End Loader	80	40
Sagging Cat	97	All Other Equipment > 5 HP	85	50
Water Truck	300	Dump Truck	84	40
Motor Grader	250	Grader	85	40
Skid Steer Loader	74	Front End Loader	80	40
Generator	45	Generator (<25KVA, VMS Sign	70	50
Air Compressor 340/390hp	390	Compressor (air)	80	40
Generator 150-260 kW	260	Generator	82	50
D6 Type Dozer	250	Dozer	85	40
Vibratory Roller	125	Roller	85	20
All other equipment > 5 hp	NA	All other equipment > 5 hp	85	50
Jackhammer	NA	Jackhammer	85	20
Backhoe	150	Backhoe	80	40
Concrete Saw	13	Concrete Saw	90	20
Loader	230	Front End Loader	80	40
Trackhoe	250	Excavator	85	40
Trencher	75	Excavator	85	40
Backhoe	150	Backhoe	80	40
Heavy-Duty Helicopter	3200	Helicopter – Heavy Duty (3,200 H	106	50
Helicopter	700	Helicopter – Light Duty (700 H	101	50
Hydroseed Truck	402	Dump Truck	84	40
Tool - Van/Conex 20'	NA	Pickup Truck	55	40
Excavator	75	Excavator	85	40
Light plant	0	Exempt	0	0
Water holding tanks	0	Exempt	0	0
Fire Deck (5 hp pump)	5	Pumps	77	50

Equipment Name	HP	Noise Category	Noise Level (dBA at 50 feet)	Use Factor
Water Buffalo Deck (5 hp pump)	5	Pumps	77	50
Testing Jack (5 hp pump)	5	Pumps	77	50
Refueler (small fuel transfer station)	5	Pumps	77	50
Grout Plant	5	Pumps	77	50
Arrow Board	0	Exempt	0	0
Bitumen (emulsion) sprayer, tank	0	Exempt	0	0
Excavator	250	Excavator	85	40
Pickup Truck - 1 ton	410	Pickup Truck	55	40
Road Grader	250	Grader	85	40
Mower	48	All Other Equipment > 5 HP	85	50
844 Loader	417	Front End Loader	80	40
Jet Fuel Truck	300	Dump Truck	84	40
Vibrating Plate	14	All Other Equipment > 5 HP	85	50
Micropile Drill Power Unit	310	Auger Drill Rig	85	20
Chipper	50	All Other Equipment > 5 HP	85	50
Wire Puller	250	All Other Equipment > 5 HP	85	50
Wire Trailer/Tensioner	250	All Other Equipment > 5 HP	85	50
Hydraulic Pole Puller	150	All Other Equipment > 5 HP	85	50
Cable Reel	175	All Other Equipment > 5 HP	85	50
Pulling Rig	175	All Other Equipment > 5 HP	85	50
Grinder	15	All Other Equipment > 5 HP	85	50
Excavator - Mini	108	All Other Equipment > 5 HP	85	50
Welding Truck	250	Dump Truck	84	40
Hydroseed Truck	402	Dump Truck	84	40
Forklift - 10k Reach	130	Front End Loader	80	40
Forklift - 15k Reach	130	Front End Loader	80	40
Gang Truck	350	Pickup Truck	55	40
Bulldozer	250	Dozer	85	40
Loader	250	Front End Loader	80	40
Compressor	24	Compressor (air)	80	40
Pressure Digger - Lo-Drill (Tracked)	275	Auger Drill Rig	85	20
Crane - 35 Ton (Manlift)	250	Man Lift	85	20
Rough Terrain Crane	185	Crane	85	16
Crane - 200 Ton	275	Crane	85	16
Generator 25 kW	36	Generator (<25KVA, VMS Sign)	70	50
D8 Sag Dozer	200	Dozer	85	40
Boom truck w/ hydraulic pole	150	Crane	85	16
Foreman Truck	300	Pickup Truck	55	40
A/C Roller 5-7 Ton	74	Roller	85	20
Backhoe - 2x4	68	Backhoe	80	40
120' Manlift	74	Man Lift	85	20

Table 3: Equipment List and Average Power

Activity Index	Activity Name	Equipment Name	HP	Fuel Type	Project Quantity	Days Used	Project Wide Hours per Day	Site Specific Hours Per Day	Site Quantity	Site Hours	Noise Level (Leq at 50 feet)	Use Factor	Total Use Factor	Adjusted Noise Level (Leq at 50 feet)	Average Leq (at 50 feet)	Average Power	Equipment Name and Quantity	Output
L-01	Laydown yard use	Bulldozer	200	Diesel	1	76	4	1	1	1	82	40	0.04	68.0	68.0	6339572.77	Bulldozer (1)	68.0
L-01	Laydown yard use	Grader	250	Diesel	1	76	5	1	1	1	85	40	0.04	71.0	71.0	12649110.64	Grader (1)	71.0
L-01	Laydown yard use	Roller	157	Diesel	2	76	6	1	2	1	85	20	0.02	68.0	71.0	12649110.64	Roller (2)	71.0
L-01	Laydown yard use	Loader	417	Diesel	2	76	6	1	2	1	79	40	0.04	65.0	68.0	6354625.878	Loader (2)	68.0
L-01	Laydown yard use	Water Truck	300	Diesel	2	76	8	1	2	1	84	40	0.04	70.0	73.0	20095091.45	Water Truck (2)	73.0

Table 4: Activity List and Noise Levels

Type	Count	Activity Index	Component	Activity Name	Average Leq (at 50 feet)	Dist to 75 dBA Leq	Dist to 70 dBA Leq	Dist to 65 dBA Leq	Dist to 60 dBA Leq	Dist to 55 dBA Leq	Duration at Each (Days)	Nearest Receptor Distance (feet)	Noise at Nearest Receptor (dBA)
L	1	L-01	General	Laydown yard use	81.5	105.8	188.1	334.6	594.9	1,058.0	76.0	910	56.3
L	2	L-02	General	Generator	78.0	70.8	125.9	223.9	398.1	707.9	76.0	910	52.8

