Table A: Existing Plus Project ILV Summary

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th></th>
<th>PM Peak Hour</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ILV/HR</td>
<td>Capacity</td>
<td>ILV/HR</td>
<td>Capacity</td>
</tr>
<tr>
<td><strong>Existing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 I-5 Northbound Off-Ramp/National Avenue</td>
<td>754</td>
<td>Under</td>
<td>799</td>
<td>Under</td>
</tr>
<tr>
<td>11 I-5 Northbound Ramps/24th Street</td>
<td>1,352</td>
<td>Near</td>
<td>1,071</td>
<td>Under</td>
</tr>
<tr>
<td>12 I-5 Southbound Ramps/24th Street</td>
<td>584</td>
<td>Under</td>
<td>864</td>
<td>Under</td>
</tr>
<tr>
<td><strong>Existing Plus Project (Staging Areas 1 &amp; 2)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 I-5 Northbound Off-Ramp/National Avenue</td>
<td>778</td>
<td>Under</td>
<td>812</td>
<td>Under</td>
</tr>
<tr>
<td><strong>Existing Plus Project (Staging Area 3)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 I-5 Northbound Off-Ramp/National Avenue</td>
<td>778</td>
<td>Under</td>
<td>812</td>
<td>Under</td>
</tr>
<tr>
<td><strong>Existing Plus Project (Staging Area 4)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 I-5 Northbound Off-Ramp/National Avenue</td>
<td>778</td>
<td>Under</td>
<td>812</td>
<td>Under</td>
</tr>
<tr>
<td><strong>Existing Plus Project (Staging Area 5)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 I-5 Northbound Ramps/24th Street</td>
<td>1,352</td>
<td>Near</td>
<td>1,071</td>
<td>Under</td>
</tr>
<tr>
<td>12 I-5 Southbound Ramps/24th Street</td>
<td>600</td>
<td>Under</td>
<td>870</td>
<td>Under</td>
</tr>
</tbody>
</table>

ILV = Intersection Lane Vehicles

HR = Hour

Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)
FIGURE 1

Shipyard Sediment Remediation Project
Existing ILV Calculations
I-5 Northbound Off-Ramp/National Avenue

P:\SWB1001A\Technical Reports\ILV\I5 NB Off-National_Existing.xls (9/8/2011)
AM Peak Hour Volume

Geometry

PM Peak Hour Volume

**FIGURE 2**

*Shipyard Sediment Remediation Project*

*Existing ILV Calculations*

*I-5 Northbound Ramps/24th Street*
Figure 3
Shipyard Sediment Remediation Project
Existing ILV Calculations
I-5 Southbound Ramps/24th Street
**AM Peak Hour Analysis**
- Phase 1 Total: 0
- Phase 2 Total: 328
- Phase 3 Total: 0
- Phase 4 Total: 450

**PM Peak Hour Analysis**
- Phase 1 Total: 0
- Phase 2 Total: 326
- Phase 3 Total: 0
- Phase 4 Total: 486

**Total Critical Lane Volume:**
- AM Peak: 778
- PM Peak: 812

**Service Level:** Under

**ILV Calculations**

**Geometry**

**No. Of Lanes**
1 = 1.00
2 = 0.50
3 = 0.33
4 = 0.25

**Service Levels**
- Under Capacity <1200
- Near Capacity 1200 to 1500
- Over Capacity >1500

**FIGURE 4**

*Shipyard Sediment Remediation Project*
Existing Plus Project (Staging Areas 1 & 2) ILV Calculations
I-5 Northbound Off-Ramp/National Avenue
FIGURE 5

Shipyard Sediment Remediation Project
Existing Plus Project (Staging Area 3) ILV Calculations
I-5 Northbound Off-Ramp/National Avenue

P:\SWB1001A\Technical Reports\ILV\I5 NB Off-National_Existing+Project (3).xls (9/8/2011)
<table>
<thead>
<tr>
<th>No. Of Lanes</th>
<th>Lane Use Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.00</td>
</tr>
<tr>
<td>2</td>
<td>0.50</td>
</tr>
<tr>
<td>3</td>
<td>0.33</td>
</tr>
<tr>
<td>4</td>
<td>0.25</td>
</tr>
</tbody>
</table>

**AM Peak Hour Analysis**

**PM Peak Hour Analysis**

**Total Critical Lane Volume:**

- **AM Peak Hour:** 778
- **PM Peak Hour:** 812

**Service Level:** Under

**FIGURE 6**

Shipyard Sediment Remediation Project

Existing Plus Project (Staging Area 4) ILV Calculations

I-5 Northbound Off-Ramp/National Avenue
AM Peak Hour Analysis

Total Critical Lane Volume: 1352
Service Level: Near

PM Peak Hour Analysis

Total Critical Lane Volume: 1,071
Service Level: Under

FIGURE 7
Shipyard Sediment Remediation Project
Existing Plus Project (Staging Area 5) ILV Calculations
I-5 Northbound Ramps/24th Street
<table>
<thead>
<tr>
<th>No. Of Lanes</th>
<th>Lane Use Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.00</td>
</tr>
<tr>
<td>2</td>
<td>0.50</td>
</tr>
<tr>
<td>3</td>
<td>0.33</td>
</tr>
<tr>
<td>4</td>
<td>0.25</td>
</tr>
</tbody>
</table>

**AM Peak Hour Analysis**

- Phase 1 Total: 0
- Phase 2 Total: 241

**PM Peak Hour Analysis**

- Phase 1 Total: 0
- Phase 2 Total: 294

**Total Critical Lane Volume:**

- AM Peak Hour: 600
- PM Peak Hour: 870

**Phase 1 Total:** 0
**Phase 2 Total:** 294
**Phase 3 Total:** 178
**Phase 4 Total:** 181

**Service Level:** Under

**Shipyard Sediment Remediation Project**

Existing Plus Project (Staging Area 5) ILV Calculations

I-5 Southbound Ramps/24th Street
### Table F: Construction Emissions by Task (lb/day)

<table>
<thead>
<tr>
<th>Task</th>
<th>CO</th>
<th>ROCs</th>
<th>NOX</th>
<th>SOX</th>
<th>PM10</th>
<th>PM2.5</th>
<th>CO2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debris and Pile Removal</td>
<td>53.8</td>
<td>8.2</td>
<td>148.4</td>
<td>5.2</td>
<td>5.4</td>
<td>4.7</td>
<td>10,846.8</td>
</tr>
<tr>
<td>Dredging of Project Site</td>
<td>70.0</td>
<td>14.6</td>
<td>340.7</td>
<td>8.6</td>
<td>11.3</td>
<td>10.3</td>
<td>15,171.9</td>
</tr>
<tr>
<td>Landside Staging Area, Pad Construction</td>
<td>83.2</td>
<td>14.3</td>
<td>163.8</td>
<td>20.3</td>
<td>8.7</td>
<td>7.6</td>
<td>14,045.8</td>
</tr>
<tr>
<td>Landside Staging Area, Operations</td>
<td>168.6</td>
<td>22.4</td>
<td>333.8</td>
<td>7.7</td>
<td>12.6</td>
<td>11.0</td>
<td>36,201.1</td>
</tr>
<tr>
<td>Covering of Sediment Near Structures</td>
<td>428.8</td>
<td>7.15</td>
<td>1288.105.2</td>
<td>3.93</td>
<td>4.73</td>
<td>4.33</td>
<td>8393.6</td>
</tr>
</tbody>
</table>


### Table G: Peak Daily Construction Emissions (lbs/day)

<table>
<thead>
<tr>
<th>Activity</th>
<th>CO</th>
<th>ROCs</th>
<th>NOX</th>
<th>SOX</th>
<th>PM10</th>
<th>PM2.5</th>
<th>CO2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pad Construction</td>
<td>83.2</td>
<td>14.3</td>
<td>163.8</td>
<td>20.3</td>
<td>8.7</td>
<td>7.6</td>
<td>14,045.8</td>
</tr>
<tr>
<td>Dredging/Landside Operations</td>
<td>335.2</td>
<td>52.3</td>
<td>951.7</td>
<td>25.4</td>
<td>34.0</td>
<td>30.3</td>
<td>70,613.4</td>
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<tr>
<td>San Diego Emissions Threshold</td>
<td>550</td>
<td>137</td>
<td>250</td>
<td>250</td>
<td>100</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>


1. No threshold has been established.

Note: Bold face numbers indicate emissions exceeding San Diego City emissions threshold.

CO = carbon monoxide
CO2 = carbon dioxide
NOX = nitrogen oxides
SOX = sulfur oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
ROC’s = reactive organic compounds