	A	B
1	**Table A.3.1-78. Annual DPM Emissions for the No Project Alternative - Chronic Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Year*
3		*DPM*
4	Construction	
5	OGV - Fairway Transit	1,409.3
6	OGV - Precautionary Area Transit	196.6
7	OGV - Harbor Transit	64.9
8	OGV - Docking	40.4
9	OGV - Hoteling - Auxiliary Generators	202.3
10	Tugs - Harbor Transit	56.9
11	Tugs - Docking	19.0
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	2.1
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	1.8
21	Trucks - On-Terminal Driving	5.1
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	48.1
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	4.0
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	13.8
25	Harbor Plaza: Pier F Ave - Pier G Ave	3.0
26	Pier F Ave: MCC Gate - Harbor Plaza	22.6
27	Pico Ave: Pier E St to Harbor Scenic Connector	1.5
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.5
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.3
30	Ocean Blvd: West of D St. On-ramp	1.3
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.3
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.6
33	**Total**	**2,094.27**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K
1	**Table A.3.1-79 Annual DPM Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**							
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Yr*
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*DPM*
4	*Construction*							
5				-	5	-	0.20	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**
7	*OGV - Fairway Transit*							
8			200	40,000	43	1,720,000	0.02	32.7753
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**1,409.3378**
10	*OGV - Precautionary Area Transit*							
11			200	40,000	33	1,320,000	0.03	5.9579
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**196.6111**
13	*OGV - Harbor Transit*							
14			100	10,000	20	200,000	0.05	3.2464
15	**Subtotals**			**-**	**20**	**-**	**-**	**64.9273**
16	*OGV - Docking*							
17			100	10,000	1	10,000	1.00	40.4080
18	**Subtotals**			**-**	**1**	**-**	**-**	**40.4080**
19	*OGV - Hoteling - Auxiliary Generators*							
20		G	NA	NA	1	NA	1.00	202.2840
21	**Subtotals**			**-**	**1**	**-**	**-**	**202.2840**
22	*Tugs - Harbor Transit*							
23			100	10,000	20	200,000	0.05	2.8438
24	**Subtotals**			**-**	**20**	**-**	**-**	**56.8766**
25	*Tugs - Docking*							
26			100	40,000	1	40,000	1.00	18.9589
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**18.9589**
28	*Kovaco Cement Unloader*							
29			10	100	1	100	1.00	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**
31	*vanAalst Cement Unloader*							
32			10	100	1	100	1.00	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**
34	*Payloaders*							
35			10	100	2	200	0.50	1.0301
36	**Subtotals**			**-**	**2**	**200**	**-**	**2.0601**
37	*Kovaco Cement Unloader+50%Payloaders*							
38		E	10	100	1	100	1.00	1.0301
39	**Subtotals**			**-**	**1**	**100**	**-**	**1.0301**
40	*vanAalst Cement Unloader+50%Payloaders*							
41		F	10	100	1	100	1.00	1.0301
42	**Subtotals**			**-**	**1**	**100**	**-**	**1.0301**
43	*Storage Warehouse Dust Collector DC-01*							
44			NA	NA	1	NA	1.00	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**
46	*Truck Loading Dust Collector DC-02*							
47			NA	NA	1	NA	1.00	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**
49	*Truck Loading Dust Collector DC-03*							
50			NA	NA	1	NA	1.00	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**
52	*Truck Loading Dust Collector DC-21*							
53			NA	NA	1	NA	1.00	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**
55	*Truck Loading - Dust*							
56			20	400	1	400	1.00	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**
58	*Trucks - On-Terminal Idling (1)*							
59			20	400	1	400	1.00	1.7833
60	**Subtotals**			**-**	**1**	**400**	**-**	**1.7833**

	D	E	F	G	H	I	J	K
1	**Table A.3.1-79 Annual DPM Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**							
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Yr*
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*DPM*
61	*Truck Loading Dust + On-Terminal Idling*							
62		6	20	400	1	400	1.00	1.7833
63	**Subtotals**			**-**	**1**	**400**	**-**	**1.7833**
64	*Trucks - On-Terminal Driving*							
65			20	400	8	3,200	0.13	0.6374
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**5.0989**
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*							
68			31	961	43	41,323	0.02	1.1176
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**48.0576**
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*							
71			36	1,296	4	5,184	0.25	1.0026
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**4.0105**
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*							
74			27	400	14	5,600	0.07	0.9868
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**13.8152**
76	*Harbor Plaza: Pier F Ave - Pier G Ave*							
77			24	400	4	5,600	0.25	0.7434
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**2.9737**
79	*Pier F Ave: MCC Gate - Harbor Plaza*							
80			24	400	25	5,600	0.04	0.9033
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**22.5833**
82	*Pico Ave: Pier E St to Harbor Scenic Connector*							
83			27	729	8	10,206	0.13	0.1850
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**1.4800**
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*							
86			27	729	6	2,916	0.17	0.0897
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.5382**
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*							
89			25	625	4	15,625	0.25	0.0715
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.2859**
91	*Ocean Blvd: West of D St. On-ramp*							
92			28	784	6	6,272	0.17	0.2139
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**1.2833**
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*							
95			28	784	4	4,704	0.25	0.0827
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.3309**
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*							
98			14	196	11	784	0.09	0.0514
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.5657**

	A	B
1	**Table A.3.1-80 Annual TOG Emissions for the No Project Alternative - Chronic Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Year*
3		*TOG*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	115.6
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	
25	Harbor Plaza: Pier F Ave - Pier G Ave	
26	Pier F Ave: MCC Gate - Harbor Plaza	
27	Pico Ave: Pier E St to Harbor Scenic Connector	
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	
30	Ocean Blvd: West of D St. On-ramp	
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	
33	**Total**	**115.6**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1	**Table A.3.1-81 Annual TOG Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**																								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		*Volume Source Lb/Year*																
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4	*Construction*																								
5				-		-																			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**																	
7	*OGV - Fairway Transit*																								
8			200	40,000	43	1,720,000	0.02	-																	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**																	
10	*OGV - Precautionary Area Transit*																								
11			200	40,000	33	1,320,000	0.03	-																	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**																	
13	*OGV - Harbor Transit*																								
14			100	10,000	20	200,000	0.05	-																	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**																	
16	*OGV - Docking*																								
17			100	10,000	1	10,000	1.00	-																	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**																	
19	*OGV - Hoteling - Boilers*																								
20		G	NA	NA	1	NA	1.00	115.5901	-	-	2.49675	0.05780	0.08091	0.11559	0.39301	-	-	0.52016	0.08091	1.83788	0.35833	5.27091	-	-	2.48519
21	**Subtotals**			**-**	**1**	**-**	**-**	**115.5901**																	

	A	B
1	**Table A.3.1-82 Annual PM Emissions for the No Project Alternative - Chronic Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Year*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	218.9
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	1,313.2
13	vanAalst Cement Unloader	40.3
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	3,328.8
16	Truck Loading Dust Collector DC-02	525.6
17	Truck Loading Dust Collector DC-03	525.6
18	Truck Loading Dust Collector DC-21	525.6
19	Truck Loading - Dust	461.8
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	
25	Harbor Plaza: Pier F Ave - Pier G Ave	
26	Pier F Ave: MCC Gate - Harbor Plaza	
27	Pico Ave: Pier E St to Harbor Scenic Connector	
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	
30	Ocean Blvd: West of D St. On-ramp	
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	
33	**Total**	**6,939.81**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-83 Annual PM Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
4	*Construction*											
5				-		-						
6	**Subtotals**			**-**	**-**	**-**						
7	*OGV - Fairway Transit*											
8			200	40,000	43	1,720,000	0.02	-				
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**				
10	*OGV - Precautionary Area Transit*											
11			200	40,000	33	1,320,000	0.03	-				
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**				
13	*OGV - Harbor Transit*											
14			100	10,000	20	200,000	0.05	-				
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
16	*OGV - Docking*											
17			100	10,000	1	10,000	1.00	-				
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
19	*OGV - Hoteling - Boilers*											
20		G	NA	NA	1	NA	1.00	218.9145	-	1.16025	0.10946	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**218.9145**				
22	*Tugs - Harbor Transit*											
23			100	10,000	20	200,000	0.05	-				
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
25	*Tugs - Docking*											
26			100	40,000	1	40,000	1.00	-				
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**				
28	*Kovaco Cement Unloader*											
29			10	100	1	100	1.00	1,313.2000				
30	**Subtotals**			**-**	**1**	**100**	**-**	**1,313.2000**				
31	*vanAalst Cement Unloader*											
32			10	100	1	100	1.00	40.3340				
33	**Subtotals**			**-**	**1**	**100**	**-**	**40.3340**				
34	*Payloaders*											
35			10	100	2	200	0.50	-				
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*											
38		E	10	100	1	100	1.00	1,313.2000				
39	**Subtotals**			**-**	**1**	**100**	**-**	**1,313.2000**				
40	*vanAalst Cement Unloader+50%Payloaders*											
41		F	10	100	1	100	1.00	40.3340				
42	**Subtotals**			**-**	**1**	**100**	**-**	**40.3340**				
43	*Storage Warehouse Dust Collector DC-01*											
44			NA	NA	1	NA	1.00	3,328.8000				
45	**Subtotals**			**-**	**1**	**-**	**-**	**3,328.8000**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1										
2		*Volume Source Lb/Year*								
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM	Silica
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20	0.06020	0.10946	1.20403	0.10946	-	1.20403	0.10946	96.58507	1.20403	
21										
22										
23										
24										
25										
26										
27										
28										
29										288.904
30										
31										
32										8.873
33										
34										
35										
36										
37										
38										288.904
39										
40										
41										8.873
42										
43										
44										732.336
45										

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-83 Annual PM Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
46	*Truck Loading Dust Collector DC-02*											
47			NA	NA	1	NA	1.00	525.6000				
48	**Subtotals**			**-**	**1**	**-**	**-**	**525.6000**				
49	*Truck Loading Dust Collector DC-03*											
50			NA	NA	1	NA	1.00	525.6000				
51	**Subtotals**			**-**	**1**	**-**	**-**	**525.6000**				
52	*Truck Loading Dust Collector DC-21*											
53			NA	NA	1	NA	1.00	525.6000				
54	**Subtotals**			**-**	**1**	**-**	**-**	**525.6000**				
55	*Truck Loading - Dust*											
56			20	400	1	400	1.00	461.7655				
57	**Subtotals**			**-**	**1**	**400**	**-**	**461.7655**				
58	*Trucks - On-Terminal Idling (1)*											
59			20	400	1	400	1.00	-				
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
61	*Truck Loading Dust + On-Terminal Idling*											
62		6	20	400	1	400	1.00	461.7655				
63	**Subtotals**			**-**	**1**	**400**	**-**	**461.7655**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1										
2		*Volume Source Lb/Year*								
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM	Silica
46										
47										115.632
48										
49										
50										115.632
51										
52										
53										115.632
54										
55										
56										101.588
57										
58										
59										
60										
61										
62										101.588
63										

	A	B
1	**Table A.3.1-84 Annual Tire Dust Emissions for the No Project Alternative - Chronic Analysis - POLB MCC Proje**	
2	*Source Activity*	*Pounds per Year*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	1.04
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	15.17
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	1.15
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	4.84
25	Harbor Plaza: Pier F Ave - Pier G Ave	1.03
26	Pier F Ave: MCC Gate - Harbor Plaza	7.91
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.52
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.19
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.10
30	Ocean Blvd: West of D St. On-ramp	0.45
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.12
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.20
33	**Total**	**32.70**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE
1	**Table A.3.1-85 Annual Tire Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM
4	*Construction*										
5				-		-					
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	-			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	-			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	-			
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	-			
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
19	*OGV - Hoteling - Boilers*										
20			NA	NA	1	NA	1.00	-			
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	-			
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	-			
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-			
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-			
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	-			
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	-			
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	-			
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**			

	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1										
2			*Volume Source Lb/Year*							
3	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
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										
37										
38										
39										
40										
41										
42										

	D	E	F	G	H	I	J	K	AC	AD	AE
1	**Table A.3.1-85 Annual Tire Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-			
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
46	*Truck Loading Dust Collector DC-02*										
47			NA	NA	1	NA	1.00	-			
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*										
50			NA	NA	1	NA	1.00	-			
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*										
53			NA	NA	1	NA	1.00	-			
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading - Dust*										
56			20	400	1	400	1.00	-			
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*										
59			20	400	1	400	1.00	-			
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
61	*Truck Loading Dust + On-Terminal Idling*										
62		6	20	400	1	400	1.00	-			
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
64	*Trucks - On-Terminal Driving*										
65			20	400	8	3,200	0.13	0.1300	0.00	-	-
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**1.0400**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
68			31	961	43	41,323	0.02	0.3528	0.00	-	-
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**15.1686**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
71			36	1,296	4	5,184	0.25	0.2865	0.00	-	-
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**1.1460**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
74			27	400	14	5,600	0.07	0.3454	0.00	-	-
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**4.8363**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*										
77			24	400	4	5,600	0.25	0.2585	0.00	-	-
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**1.0338**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*										
80			24	400	25	5,600	0.04	0.3162	0.00	-	-
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**7.9057**			

	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1										
2			*Volume Source Lb/Year*							
3	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
43										
44										
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
66										
67										
68	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
69										
70										
71	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
72										
73										
74	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
75										
76										
77	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
78										
79										
80	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
81										

	D	E	F	G	H	I	J	K	AC	AD	AE
1	**Table A.3.1-85 Annual Tire Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM
82	*Pico Ave: Pier E St to Harbor Scenic Connector*										
83			27	729	8	10,206	0.13	0.0648	0.00	-	-
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.5181**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
86			27	729	6	2,916	0.17	0.0314	0.00	-	-
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.1884**			
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
89			25	625	4	15,625	0.25	0.0248	0.00	-	-
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0994**			
91	*Ocean Blvd: West of D St. On-ramp*										
92			28	784	6	6,272	0.17	0.0749	0.00	-	-
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.4492**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
95			28	784	4	4,704	0.25	0.0290	0.00	-	-
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.1158**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
98			14	196	11	784	0.09	0.0180	0.00	-	-
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.1980**			

	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1										
2				*Volume Source Lb/Year*						
3	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
82										
83	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
84										
85										
86	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
87										
88										
89	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
90										
91										
92	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
93										
94										
95	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
96										
97										
98	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
99										

	A	B
1	**Table A.3.1-86 Annual Brake Dust Emissions for the No Project Alternative - Chronic Analysis - POLB MCC Pro**	
2	*Source Activity*	*Pounds per Year*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	2.39
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	34.83
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	2.63
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	11.10
25	Harbor Plaza: Pier F Ave - Pier G Ave	2.37
26	Pier F Ave: MCC Gate - Harbor Plaza	18.15
27	Pico Ave: Pier E St to Harbor Scenic Connector	1.19
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.43
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.23
30	Ocean Blvd: West of D St. On-ramp	1.03
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.27
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.45
33	**Total**	**75.075**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-87. Annual Brake Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
4	*Construction*											
5				-		-						
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**				
7	*OGV - Fairway Transit*											
8			200	40,000	43	1,720,000	0.02	-				
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**				
10	*OGV - Precautionary Area Transit*											
11			200	40,000	33	1,320,000	0.03	-				
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**				
13	*OGV - Harbor Transit*											
14			100	10,000	20	200,000	0.05	-				
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
16	*OGV - Docking*											
17			100	10,000	1	10,000	1.00	-				
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
19	*OGV - Hoteling - Boilers*											
20			NA	NA	1	NA	1.00	-				
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*											
23			100	10,000	20	200,000	0.05	-				
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
25	*Tugs - Docking*											
26			100	40,000	1	40,000	1.00	-				
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**				
28	*Kovaco Cement Unloader*											
29			10	100	1	100	1.00	-				
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
31	*vanAalst Cement Unloader*											
32			10	100	1	100	1.00	-				
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
34	*Payloaders*											
35			10	100	2	200	0.50	-				
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*											
38		E	10	100	1	100	1.00	-				
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*											
41		F	10	100	1	100	1.00	-				
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*											
44			NA	NA	1	NA	1.00	-				
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Year*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
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34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-87. Annual Brake Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
46	*Truck Loading Dust Collector DC-02*											
47			NA	NA	1	NA	1.00	-				
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
49	*Truck Loading Dust Collector DC-03*											
50			NA	NA	1	NA	1.00	-				
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-21*											
53			NA	NA	1	NA	1.00	-				
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
55	*Truck Loading - Dust*											
56			20	400	1	400	1.00	-				
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
58	*Trucks - On-Terminal Idling (1)*											
59			20	400	1	400	1.00	-				
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
61	*Truck Loading Dust + On-Terminal Idling*											
62		6	20	400	1	400	1.00	-				
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
64	*Trucks - On-Terminal Driving*											
65			20	400	8	3,200	0.13	0.2985	0.00	-	-	0.00
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**2.3878**				
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*											
68			31	961	43	41,323	0.02	0.8099	0.00	-	-	0.01
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**34.8258**				
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*											
71			36	1,296	4	5,184	0.25	0.6578	0.00	-	-	0.01
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**2.6310**				
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*											
74			27	400	14	5,600	0.07	0.7931	0.00	-	-	0.01
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**11.1037**				
76	*Harbor Plaza: Pier F Ave - Pier G Ave*											
77			24	400	4	5,600	0.25	0.5934	0.00	-	-	0.00
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**2.3736**				
79	*Pier F Ave: MCC Gate - Harbor Plaza*											
80			24	400	25	5,600	0.04	0.7260	0.00	-	-	0.01
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**18.1509**				
82	*Pico Ave: Pier E St to Harbor Scenic Connector*											
83			27	729	8	10,206	0.13	0.1487	0.00	-	-	0.00
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**1.1895**				
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*											
86			27	729	6	2,916	0.17	0.0721	0.00	-	-	0.00
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.4326**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Year*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
66									
67									
68	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
69									
70									
71	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
72									
73									
74	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
75									
76									
77	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
78									
79									
80	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
81									
82									
83	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
84									
85									
86	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
87									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-87. Annual Brake Dust Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*											
89			25	625	4	15,625	0.25	0.0571	0.00	-	-	0.00
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.2282**				
91	*Ocean Blvd: West of D St. On-ramp*											
92			28	784	6	6,272	0.17	0.1719	0.00	-	-	0.00
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**1.0314**				
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*											
95			28	784	4	4,704	0.25	0.0665	0.00	-	-	0.00
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.2659**				
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*											
98			14	196	11	784	0.09	0.0413	0.00	-	-	0.00
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.4547**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Year*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88									
89	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
90									
91									
92	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
93									
94									
95	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
96									
97									
98	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
99									

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-88. Total Annual PPY Chronic TAC Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project.**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*DPM*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*						*CAS #*	9901	106990	75070	71432
5				-	5	-	0.20	-			
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	32.7753			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**1,409.3378**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	5.9579			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**196.6111**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	3.2464			
15	**Subtotals**			**-**	**20**	**-**	**-**	**64.9273**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	40.4080			
18	**Subtotals**			**-**	**1**	**-**	**-**	**40.4080**			
19	*OGV - Hoteling - ICEs + Boiler*										
20		G	NA	NA	1	NA	1.00	202.2840	-	-	2.49675
21	**Subtotals**			**-**	**1**	**-**	**-**	**202.2840**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	2.8438			
24	**Subtotals**			**-**	**20**	**-**	**-**	**56.8766**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	18.9589			
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**18.9589**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	1.0301			
36	**Subtotals**			**-**	**2**	**200**	**-**	**2.0601**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	1.0301	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**1.0301**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	1.0301	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**1.0301**			
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2												*Volume Source Lb/Year*		
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4	108907	100414	50000	1210	67561	78933	108383	91203	110543	95476	115071	106423	100425	108883
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20	0.05780	0.08091	0.11559	0.39301	-	-	0.52016	0.08091	1.83788	0.35833	5.27091	-	-	2.48519
21														
22														
23														
24														
25														
26														
27														
28														
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30														
31														
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33														
34														
35														
36														
37														
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39														
40														
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42														
43														
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45														

	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1														
2														
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM	Silica
4	7664417	7440382	7440439	7782505	18540299	7440508	7439921	7439965	7439976	7440020	7782492	9960	7440622	1175
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20	-	1.16025	0.10946	-	0.06020	0.10946	1.20403	0.10946	-	1.20403	0.10946	96.58507	1.20403	
21														
22														
23														
24														
25														
26														
27														
28														
29	-	-	-	-	-	-	-	-	-	-	-	-	-	288.90
30														
31														
32	-	-	-	-	-	-	-	-	-	-	-	-	-	8.87
33														
34														
35														
36														
37														
38	-	-	-	-	-	-	-	-	-	-	-	-	-	288.90
39														
40														
41	-	-	-	-	-	-	-	-	-	-	-	-	-	8.87
42														
43														
44	-	-	-	-	-	-	-	-	-	-	-	-	-	732.34
45														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-88. Total Annual PPY Chronic TAC Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project.**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*DPM*	1,3-butadiene	acetaldehyde	benzene
46	*Truck Loading Dust Collector DC-02*										
47			NA	NA	1	NA	1.00	-	-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*										
50			NA	NA	1	NA	1.00	-	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*										
53			NA	NA	1	NA	1.00	-	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading - Dust*										
56			20	400	1	400	1.00	-	-	-	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*										
59			20	400	1	400	1.00	1.7833			
60	**Subtotals**			**-**	**1**	**400**	**-**	**1.7833**			
61	*Truck Loading Dust + On-Terminal Idling*										
62		6	20	400	1	400	1.00	1.7833	-	-	-
63	**Subtotals**			**-**	**1**	**400**	**-**	**1.7833**			
64	*Trucks - On-Terminal Driving*										
65			20	400	8	3,200	0.13	0.6374	-	-	-
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**5.0989**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
68			31	961	43	41,323	0.02	1.1176	-	-	-
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**48.0576**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
71			36	1,296	4	5,184	0.25	1.0026	-	-	-
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**4.0105**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
74			27	400	14	5,600	0.07	0.9868	-	-	-
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**13.8152**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*										
77			24	400	4	5,600	0.25	0.7434	-	-	-
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**2.9737**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*										
80			24	400	25	5,600	0.04	0.9033	-	-	-
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**22.5833**			
82	*Pico Ave: Pier E St to Harbor Scenic Connector*										
83			27	729	8	10,206	0.13	0.1850	-	-	-
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**1.4800**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
86			27	729	6	2,916	0.17	0.0897	-	-	-
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.5382**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2												*Volume Source Lb/Year*		
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48														
49														
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51														
52														
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54														
55														
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57														
58														
59														
60														
61														
62	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63														
64														
65	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66														
67														
68	-	-	-	-	-	-	-	-	-	-	-	-	-	-
69														
70														
71	-	-	-	-	-	-	-	-	-	-	-	-	-	-
72														
73														
74	-	-	-	-	-	-	-	-	-	-	-	-	-	-
75														
76														
77	-	-	-	-	-	-	-	-	-	-	-	-	-	-
78														
79														
80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81														
82														
83	-	-	-	-	-	-	-	-	-	-	-	-	-	-
84														
85														
86	-	-	-	-	-	-	-	-	-	-	-	-	-	-
87														

	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1														
2														
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM	Silica
46														
47	-	-	-	-	-	-	-	-	-	-	-	-	-	115.63
48														
49														
50	-	-	-	-	-	-	-	-	-	-	-	-	-	115.63
51														
52														
53	-	-	-	-	-	-	-	-	-	-	-	-	-	115.63
54														
55														
56	-	-	-	-	-	-	-	-	-	-	-	-	-	101.59
57														
58														
59														
60														
61														
62	-	-	-	-	-	-	-	-	-	-	-	-	-	101.59
63														
64														
65	0.00008141	-	-	0.00334206	0.00000064	0.00020995	0.00006856	0.00004285	-	0.00002142	0.00000857	0.00107117	-	
66														
67														
68	0.00022091	-	-	0.00906874	0.00000174	0.00056970	0.00018603	0.00011627	-	0.00005813	0.00002325	0.00290665	-	
69														
70														
71	0.00017941	-	-	0.00736513	0.00000142	0.00046268	0.00015108	0.00009442	-	0.00004721	0.00001888	0.00236062	-	
72														
73														
74	0.00021633	-	-	0.00888081	0.00000171	0.00055790	0.00018217	0.00011386	-	0.00005693	0.00002277	0.00284641	-	
75														
76														
77	0.00016185	-	-	0.00664452	0.00000128	0.00041741	0.00013630	0.00008519	-	0.00004259	0.00001704	0.00212966	-	
78														
79														
80	0.00019803	-	-	0.00812967	0.00000156	0.00051071	0.00016676	0.00010423	-	0.00005211	0.00002085	0.00260566	-	
81														
82														
83	0.00004056	-	-	0.00166497	0.00000032	0.00010459	0.00003415	0.00002135	-	0.00001067	0.00000427	0.00053364	-	
84														
85														
86	0.00001966	-	-	0.00080729	0.00000016	0.00005071	0.00001656	0.00001035	-	0.00000517	0.00000207	0.00025875	-	
87														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-88. Total Annual PPY Chronic TAC Emission Simulations for the No Project Alternative - Chronic Analysis - POLB MCC Project.**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*DPM*	1,3-butadiene	acetaldehyde	benzene
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
89			25	625	4	15,625	0.25	0.0715	-	-	-
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.2859**			
91	*Ocean Blvd: West of D St. On-ramp*										
92			28	784	6	6,272	0.17	0.2139	-	-	-
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**1.2833**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
95			28	784	4	4,704	0.25	0.0827	-	-	-
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.3309**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
98			14	196	11	784	0.09	0.0514	-	-	-
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.5657**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2												*Volume Source Lb/Year*		
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	-	-	-	-	-	-	-	-	-	-	-	-	-
90														
91														
92	-	-	-	-	-	-	-	-	-	-	-	-	-	-
93														
94														
95	-	-	-	-	-	-	-	-	-	-	-	-	-	-
96														
97														
98	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99														

	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1														
2														
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM	Silica
88														
89	0.00001556	-	-	0.00063883	0.00000012	0.00004013	0.00001310	0.00000819	-	0.00000410	0.00000164	0.00020475	-	
90														
91														
92	0.00004689	-	-	0.00192486	0.00000037	0.00012092	0.00003948	0.00002468	-	0.00001234	0.00000494	0.00061694	-	
93														
94														
95	0.00001813	-	-	0.00074441	0.00000014	0.00004676	0.00001527	0.00000954	-	0.00000477	0.00000191	0.00023859	-	
96														
97														
98	0.00001127	-	-	0.00046283	0.00000009	0.00002907	0.00000949	0.00000593	-	0.00000297	0.00000119	0.00014834	-	
99														

	A	B	C	D
1	**Table A.3.1-89 Hourly Criteria Pollutant Emissions for the CEQA Baseline - Acute Analysis - POLB MCC Project**			
2	*Source Activity*	*Pounds per Hour*		
3		*CO*	*NO2*	*SO2*
4	Construction			
5	OGV - Fairway Transit			
6	OGV - Precautionary Area Transit			
7	OGV - Harbor Transit	3.46	5.97	0.63
8	OGV - Docking	1.80	3.27	0.31
9	OGV - Hoteling - Auxiliary Generators			
10	Tugs - Harbor Transit	8.90	4.77	0.03
11	Tugs - Docking	2.97	1.59	0.01
12	Kovaco Cement Unloader			
13	vanAalst Cement Unloader			
14	Payloaders			
15	Storage Warehouse Dust Collector DC-01			
16	Truck Loading Dust Collector DC-02			
17	Truck Loading Dust Collector DC-03			
18	Truck Loading Dust Collector DC-21			
19	Truck Loading - Dust			
20	Trucks - On-Terminal Idling (1)	0.21	0.10	0.000
21	Trucks - On-Terminal Driving	0.03	0.03	0.000
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.20	0.37	0.00
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.01	0.03	0.00
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.08	0.13	0.00
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.02	0.03	0.00
26	Pier F Ave: MCC Gate - Harbor Plaza	0.13	0.22	0.00
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.01	0.01	0.00
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.00	0.01	0.00
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00	0.00	0.00
30	Ocean Blvd: West of D St. On-ramp	0.01	0.01	0.00
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.00	0.00	0.00
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.00	0.01	0.00
33	**Total**	**17.83**	**16.56**	**0.99**
34	Notes: (1) Assigned to the Truck Loading Source			

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-90 Hourly Criteria Pollutant Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
4	*Construction*									
5				-	5	-	0.20	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**
7	*OGV - Fairway Transit*									
8			200	40,000	43	1,720,000	0.02	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**
10	*OGV - Precautionary Area Transit*									
11			200	40,000	33	1,320,000	0.03	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**
13	*OGV - Harbor Transit*									
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.46**	**5.97**	**0.63**
16	*OGV - Docking*									
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.80**	**3.27**	**0.31**
19	*OGV - Hoteling - Auxiliary Generators*									
20			NA	NA	1	NA	1.00	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
22	*Tugs - Harbor Transit*									
23			100	10,000	20	200,000	0.05	0.45	0.24	0.00
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.90**	**4.77**	**0.03**
25	*Tugs - Docking*									
26			100	40,000	1	40,000	1.00	2.97	1.59	0.01
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.97**	**1.59**	**0.01**
28	*Kovaco Cement Unloader*									
29			10	100	1	100	1.00	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
31	*vanAalst Cement Unloader*									
32			10	100	1	100	1.00	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
34	*Payloaders*									
35			10	100	2	200	0.50	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**
37	*Kovaco Cement Unloader+50%Payloaders*									
38		E	10	100	1	100	1.00	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
40	*vanAalst Cement Unloader+50%Payloaders*									
41		F	10	100	1	100	1.00	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
43	*Storage Warehouse Dust Collector DC-01*									
44			NA	NA	1	NA	1.00	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
46	*Truck Loading Dust Collector DC-02*									
47			NA	NA	1	NA	1.00	-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
49	*Truck Loading Dust Collector DC-03*									
50			NA	NA	1	NA	1.00	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
52	*Truck Loading Dust Collector DC-21*									
53			NA	NA	1	NA	1.00	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
55	*Truck Loading - Dust*									
56			20	400	1	400	1.00	-	-	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**
58	*Trucks - On-Terminal Idling (1)*									
59			20	400	1	400	1.00	0.207	0.096	0.000
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.207**	**0.096**	**0.000**
61	*Truck Loading Dust + On-Terminal Idling*									
62		6	20	400	1	400	1.00	0.207	0.096	0.000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.207**	**0.096**	**0.000**
64	*Trucks - On-Terminal Driving*									

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-90 Hourly Criteria Pollutant Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
65			20	400	8	3,200	0.13	0.003	0.004	0.000
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.028**	**0.032**	**0.000**
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*									
68			31	961	43	41,323	0.02	0.005	0.009	0.000
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.205**	**0.375**	**0.003**
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*									
71			36	1,296	4	5,184	0.25	0.004	0.007	0.000
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.015**	**0.027**	**0.000**
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*									
74			27	400	14	5,600	0.07	0.006	0.009	0.000
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.077**	**0.132**	**0.001**
76	*Harbor Plaza: Pier F Ave - Pier G Ave*									
77			24	400	4	5,600	0.25	0.005	0.008	0.000
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.018**	**0.030**	**0.000**
79	*Pier F Ave: MCC Gate - Harbor Plaza*									
80			24	400	25	5,600	0.04	0.005	0.009	0.000
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.127**	**0.216**	**0.002**
82	*Pico Ave: Pier E St to Harbor Scenic Connector*									
83			27	729	8	10,206	0.13	0.001	0.002	0.000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.008**	**0.014**	**0.000**
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*									
86			27	729	6	2,916	0.17	0.001	0.001	0.000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.003**	**0.005**	**0.000**
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*									
89			25	625	4	15,625	0.25	0.000	0.001	0.000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.002**	**0.003**	**0.000**
91	*Ocean Blvd: West of D St. On-ramp*									
92			28	784	6	6,272	0.17	0.0012	0.0020	0.0000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.007**	**0.012**	**0.000**
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*									
95			28	784	4	4,704	0.25	0.000	0.001	0.000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.002**	**0.003**	**0.000**
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*									
98			14	196	11	784	0.09	0.000	0.000	0.000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.003**	**0.005**	**0.000**

	A	B
1	**Table A.3.1-91 Hourly TOG Emissions for the CEQA Baseline - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour TOG*
3		
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	2.37
8	OGV - Docking	1.58
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	0.95
11	Tugs - Docking	0.32
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	0.07
21	Trucks - On-Terminal Driving	0.02
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.046
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.003
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.020
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.005
26	Pier F Ave: MCC Gate - Harbor Plaza	0.033
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.002
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.001
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.000
30	Ocean Blvd: West of D St. On-ramp	0.002
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.000
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.001
33	**Total**	**5.421**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-92 Hourly TOG Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*										
5				-		-					
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	-			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	-			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	0.12	0.00830	0.00872	0.00937
15	**Subtotals**			**-**	**20**	**-**	**-**	**2.37**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	1.58	0.11095	0.11654	0.12521
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.58**			
19	*OGV - Hoteling - Boilers*										
20			NA	NA	1	NA	1.00	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	0.05	0.00331	0.00348	0.00373
24	**Subtotals**			**-**	**20**	**-**	**-**	**0.95**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	0.32	0.02206	0.02318	0.02490
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.32**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-			
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-			
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	-			
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	-			
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	-			
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-			
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14	-	0.00036	0.01745	-	0.00004	0.00175	0.00072	0.00010	0.00019	0.00040	0.02051	0.00011	0.00007	0.00175
15														
16														
17	-	0.00483	0.23321	-	0.00048	0.02341	0.00968	0.00135	0.00249	0.00531	0.27420	0.00151	0.00092	0.02335
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00014	0.00696	-	0.00001	0.00070	0.00029	0.00004	0.00007	0.00016	0.00818	0.00004	0.00003	0.00070
24														
25														
26	-	0.00096	0.04638	-	0.00009	0.00466	0.00193	0.00027	0.00049	0.00106	0.05453	0.00030	0.00018	0.00464
27														
28														
29														
30														
31														
32														
33														
34														
35														
36														
37														
38														
39														
40														
41														
42														
43														
44														
45														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-92 Hourly TOG Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
46	*Truck Loading Dust Collector DC-02*										
47			NA	NA	1	NA	1.00	-			
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*										
50			NA	NA	1	NA	1.00	-			
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*										
53			NA	NA	1	NA	1.00	-			
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading - Dust*										
56			20	400	1	400	1.00	-			
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*										
59			20	400	1	400	1.00	0.075	0.00524	0.00550	0.00591
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.075**			
61	*Truck Loading Dust + On-Terminal Idling*										
62		6	20	400	1	400	1.00	0.075	0.00524	0.00550	0.00591
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.075**			
64	*Trucks - On-Terminal Driving*										
65			20	400	8	3,200	0.13	0.002	0.00013	0.00014	0.00015
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.015**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
68			31	961	43	41,323	0.02	0.001	0.00007	0.00008	0.00008
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.046**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
71			36	1,296	4	5,184	0.25	0.001	0.00005	0.00006	0.00006
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.003**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
74			27	400	14	5,600	0.07	0.001	0.00010	0.00011	0.00011
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.020**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*										
77			24	400	4	5,600	0.25	0.001	0.00009	0.00009	0.00010
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.005**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*										
80			24	400	25	5,600	0.04	0.001	0.00009	0.00010	0.00010
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.033**			
82	*Pico Ave: Pier E St to Harbor Scenic Connector*										
83			27	729	8	10,206	0.13	0.000	0.00002	0.00002	0.00002
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.002**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
86			27	729	6	2,916	0.17	0.000	0.00001	0.00001	0.00001
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.001**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2					*Volume Source Lb/Hr*									
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47														
48														
49														
50														
51														
52														
53														
54														
55														
56														
57														
58														
59	-	0.00023	0.01100	-	0.00002	0.00110	0.00046	0.00006	0.00012	0.00025	0.01294	0.00007	0.00004	0.00110
60														
61														
62	-	0.00023	0.01100	-	0.00002	0.00110	0.00046	0.00006	0.00012	0.00025	0.01294	0.00007	0.00004	0.00110
63														
64														
65	-	0.00001	0.00028	-	0.00000	0.00003	0.00001	0.00000	0.00000	0.00001	0.00033	0.00000	0.00000	0.00003
66														
67														
68	-	0.00000	0.00016	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00000	0.00019	0.00000	0.00000	0.00002
69														
70														
71	-	0.00000	0.00011	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00013	0.00000	0.00000	0.00001
72														
73														
74	-	0.00000	0.00021	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00000	0.00025	0.00000	0.00000	0.00002
75														
76														
77	-	0.00000	0.00019	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00000	0.00022	0.00000	0.00000	0.00002
78														
79														
80	-	0.00000	0.00019	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00000	0.00023	0.00000	0.00000	0.00002
81														
82														
83	-	0.00000	0.00004	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00005	0.00000	0.00000	0.00000
84														
85														
86	-	0.00000	0.00002	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00002	0.00000	0.00000	0.00000
87														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-92 Hourly TOG Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
89			25	625	4	15,625	0.25	0.000	0.00001	0.00001	0.00001
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.000**			
91	*Ocean Blvd: West of D St. On-ramp*										
92			28	784	6	6,272	0.17	0.000	0.00002	0.00002	0.00002
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.002**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
95			28	784	4	4,704	0.25	0.000	0.00001	0.00001	0.00001
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.000**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
98			14	196	11	784	0.09	0.000	0.00001	0.00001	0.00001
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.001**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00000	0.00002	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00002	0.00000	0.00000	0.00000
90														
91														
92	-	0.00000	0.00005	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00005	0.00000	0.00000	0.00000
93														
94														
95	-	0.00000	0.00002	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00002	0.00000	0.00000	0.00000
96														
97														
98	-	0.00000	0.00001	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000
99														

	A	B
1	**Table A.3.1-93 Hourly DPM Emissions for the CEQA Baseline - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	0.52
8	OGV - Docking	0.30
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	0.46
11	Tugs - Docking	0.15
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	0.011
21	Trucks - On-Terminal Driving	0.002
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.018
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.001
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.006
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.002
26	Pier F Ave: MCC Gate - Harbor Plaza	0.010
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.001
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.000
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.000
30	Ocean Blvd: West of D St. On-ramp	0.001
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.000
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.000
33	**Total**	**1.484**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF	AG	AH
1	**Table A.3.1-94 Hourly DPM Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							*Volume Source*
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER
4	*Construction*													
5				-		-								
6	**Subtotals**			**-**	**-**	**-**								
7	*OGV - Fairway Transit*													
8			200	40,000	43	1,720,000	0.02	-						
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**						
10	*OGV - Precautionary Area Transit*													
11			200	40,000	33	1,320,000	0.03	-						
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**						
13	*OGV - Harbor Transit*													
14			100	10,000	20	200,000	0.05	0.03	0.00008	0.00000	0.00000	0.00001	0.00000	0.00000
15	**Subtotals**			**-**	**20**	**-**	**-**	**0.52**						
16	*OGV - Docking*													
17			100	10,000	1	10,000	1.00	0.30	0.00099	0.00000	0.00002	0.00008	0.00000	0.00001
18	**Subtotals**			**-**	**1**	**-**	**-**	**0.30**						
19	*OGV - Hoteling - Boilers*													
20			NA	NA	1	NA	1.00	-	-	-	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**						
22	*Tugs - Harbor Transit*													
23			100	10,000	20	200,000	0.05	0.02	0.00008	0.00000	0.00000	0.00001	0.00000	0.00000
24	**Subtotals**			**-**	**20**	**-**	**-**	**0.46**						
25	*Tugs - Docking*													
26			100	40,000	1	40,000	1.00	0.15	0.00051	0.00000	0.00001	0.00004	0.00000	0.00000
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.15**						
28	*Kovaco Cement Unloader*													
29			10	100	1	100	1.00	-						
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**						
31	*vanAalst Cement Unloader*													
32			10	100	1	100	1.00	-						
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**						
34	*Payloaders*													
35			10	100	2	200	0.50	-						
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**						
37	*Kovaco Cement Unloader+50%Payloaders*													
38		E	10	100	1	100	1.00	-						
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**						
40	*vanAalst Cement Unloader+50%Payloaders*													
41		F	10	100	1	100	1.00	-						
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**						
43	*Storage Warehouse Dust Collector DC-01*													
44			NA	NA	1	NA	1.00	-						
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**						
46	*Truck Loading Dust Collector DC-02*													
47			NA	NA	1	NA	1.00	-						
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**						
49	*Truck Loading Dust Collector DC-03*													
50			NA	NA	1	NA	1.00	-						
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**						
52	*Truck Loading Dust Collector DC-21*													

	AI	AJ	AK	AL	AM	AN	AO
1							
2	*Lb/Hr*						
3	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14	0.00000	0.00000	0.00000	0.00000	0.00000	0.00386	0.00014
15							
16							
17	0.00001	0.00001	0.00001	0.00000	0.00000	0.04523	0.00166
18							
19							
20	-	-	-	-	-	-	-
21							
22							
23	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
24							
25							
26	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
27							
28							
29							
30							
31							
32							
33							
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35							
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44							
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46							
47							
48							
49							
50							
51							
52							

	D	E	F	G	H	I	J	K	AC	AD	AE	AF	AG	AH
1	**Table A.3.1-94 Hourly DPM Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							*Volume Source*
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER
53			NA	NA	1	NA	1.00	-						
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**						
55	*Truck Loading - Dust*													
56			20	400	1	400	1.00	-						
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**						
58	*Trucks - On-Terminal Idling (1)*													
59			20	400	1	400	1.00	0.0109	0.00003599	0.00000004	0.00000073	0.00000299	0.00000001	0.00000033
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.0109**						
61	*Truck Loading Dust + On-Terminal Idling*													
62		6	20	400	1	400	1.00	0.0109	0.00003599	0.00000004	0.00000073	0.00000299	0.00000001	0.00000033
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.0109**						
64	*Trucks - On-Terminal Driving*													
65			20	400	8	3,200	0.13	0.0003	0.00000084	0.00000000	0.00000002	0.00000007	0.00000000	0.00000001
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.0020**						
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*													
68			31	961	43	41,323	0.02	0.0004	0.00000140	0.00000000	0.00000003	0.00000012	0.00000000	0.00000001
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0182**						
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*													
71			36	1,296	4	5,184	0.25	0.0004	0.00000118	0.00000000	0.00000002	0.00000010	0.00000000	0.00000001
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0014**						
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*													
74			27	400	14	5,600	0.07	0.0005	0.00000151	0.00000000	0.00000003	0.00000013	0.00000000	0.00000001
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0064**						
76	*Harbor Plaza: Pier F Ave - Pier G Ave*													
77			24	400	4	5,600	0.25	0.0004	0.00000127	0.00000000	0.00000003	0.00000011	0.00000000	0.00000001
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0015**						
79	*Pier F Ave: MCC Gate - Harbor Plaza*													
80			24	400	25	5,600	0.04	0.0004	0.00000138	0.00000000	0.00000003	0.00000011	0.00000000	0.00000001
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0105**						
82	*Pico Ave: Pier E St to Harbor Scenic Connector*													
83			27	729	8	10,206	0.13	0.0001	0.00000028	0.00000000	0.00000001	0.00000002	0.00000000	0.00000000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0007**						
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*													
86			27	729	6	2,916	0.17	0.0000	0.00000014	0.00000000	0.00000000	0.00000001	0.00000000	0.00000000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0002**						
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*													
89			25	625	4	15,625	0.25	0.0000	0.00000012	0.00000000	0.00000000	0.00000001	0.00000000	0.00000000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**						
91	*Ocean Blvd: West of D St. On-ramp*													
92			28	784	6	6,272	0.17	0.0001	0.00000033	0.00000000	0.00000001	0.00000003	0.00000000	0.00000000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0006**						
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*													
95			28	784	4	4,704	0.25	0.0000	0.00000013	0.00000000	0.00000000	0.00000001	0.00000000	0.00000000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0002**						
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*													
98			14	196	11	784	0.09	0.0000	0.00000008	0.00000000	0.00000000	0.00000001	0.00000000	0.00000000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.0003**						

	AI	AJ	AK	AL	AM	AN	AO
1							
2	*Lb/Hr*						
3	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
53							
54							
55							
56							
57							
58							
59	0.00000033	0.00000025	0.00000028	0.00000017	0.00000005	-	0.00000016
60							
61							
62	0.00000033	0.00000025	0.00000028	0.00000017	0.00000005	-	0.00000016
63							
64							
65	0.00000001	0.00000001	0.00000001	0.00000000	0.00000000	-	0.00000000
66							
67							
68	0.00000001	0.00000001	0.00000001	0.00000001	0.00000000	-	0.00000001
69							
70							
71	0.00000001	0.00000001	0.00000001	0.00000001	0.00000000	-	0.00000001
72							
73							
74	0.00000001	0.00000001	0.00000001	0.00000001	0.00000000	-	0.00000001
75							
76							
77	0.00000001	0.00000001	0.00000001	0.00000001	0.00000000	-	0.00000001
78							
79							
80	0.00000001	0.00000001	0.00000001	0.00000001	0.00000000	-	0.00000001
81							
82							
83	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
84							
85							
86	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
87							
88							
89	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
90							
91							
92	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
93							
94							
95	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
96							
97							
98	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	-	0.00000000
99							

	A	B
1	**Table A.3.1-95 Hourly Tire Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Pro**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	0.00013
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.00473
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.00036
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.00151
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.00032
26	Pier F Ave: MCC Gate - Harbor Plaza	0.00246
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.00016
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.00006
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00003
30	Ocean Blvd: West of D St. On-ramp	0.00014
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.00004
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.00006
33	**Total**	**0.0100**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-96 Hourly Tire Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
4	*Construction*											
5				-		-						
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**				
7	*OGV - Fairway Transit*											
8			200	40,000	43	1,720,000	0.02	-				
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**				
10	*OGV - Precautionary Area Transit*											
11			200	40,000	33	1,320,000	0.03	-				
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**				
13	*OGV - Harbor Transit*											
14			100	10,000	20	200,000	0.05	-				
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
16	*OGV - Docking*											
17			100	10,000	1	10,000	1.00	-				
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
19	*OGV - Hoteling - Boilers*											
20			NA	NA	1	NA	1.00	-				
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*											
23			100	10,000	20	200,000	0.05	-				
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
25	*Tugs - Docking*											
26			100	40,000	1	40,000	1.00	-				
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**				
28	*Kovaco Cement Unloader*											
29			10	100	1	100	1.00	-				
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
31	*vanAalst Cement Unloader*											
32			10	100	1	100	1.00	-				
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
34	*Payloaders*											
35			10	100	2	200	0.50	-				
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*											
38		E	10	100	1	100	1.00	-				
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*											
41		F	10	100	1	100	1.00	-				
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*											
44			NA	NA	1	NA	1.00	-				
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4									
5									
6									
7									
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43									
44									
45									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-96 Hourly Tire Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
46	*Truck Loading Dust Collector DC-02*											
47			NA	NA	1	NA	1.00	-				
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
49	*Truck Loading Dust Collector DC-03*											
50			NA	NA	1	NA	1.00	-				
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-21*											
53			NA	NA	1	NA	1.00	-				
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
55	*Truck Loading - Dust*											
56			20	400	1	400	1.00	-				
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
58	*Trucks - On-Terminal Idling (1)*											
59			20	400	1	400	1.00	-				
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
61	*Truck Loading Dust + On-Terminal Idling*											
62		6	20	400	1	400	1.00	-				
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
64	*Trucks - On-Terminal Driving*											
65			20	400	8	3,200	0.13	0.0000	0.000000	-	-	0.000000
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.0001**				
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*											
68			31	961	43	41,323	0.02	0.0001	0.000000	-	-	0.000001
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0047**				
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*											
71			36	1,296	4	5,184	0.25	0.0001	0.000000	-	-	0.000001
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0004**				
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*											
74			27	400	14	5,600	0.07	0.0001	0.000000	-	-	0.000001
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0015**				
76	*Harbor Plaza: Pier F Ave - Pier G Ave*											
77			24	400	4	5,600	0.25	0.0001	0.000000	-	-	0.000001
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0003**				
79	*Pier F Ave: MCC Gate - Harbor Plaza*											
80			24	400	25	5,600	0.04	0.0001	0.000000	-	-	0.000001
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0025**				
82	*Pico Ave: Pier E St to Harbor Scenic Connector*											
83			27	729	8	10,206	0.13	0.0000	0.000000	-	-	0.000000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0002**				
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*											
86			27	729	6	2,916	0.17	0.0000	0.000000	-	-	0.000000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0001**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46									
47									
48									
49									
50									
51									
52									
53									
54									
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56									
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63									
64									
65	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
66									
67									
68	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
69									
70									
71	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
72									
73									
74	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
75									
76									
77	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
78									
79									
80	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
81									
82									
83	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
84									
85									
86	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
87									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-96 Hourly Tire Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*											
89			25	625	4	15,625	0.25	0.0000	0.000000	-	-	0.000000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0000**				
91	*Ocean Blvd: West of D St. On-ramp*											
92			28	784	6	6,272	0.17	0.0000	0.000000	-	-	0.000000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0001**				
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*											
95			28	784	4	4,704	0.25	0.0000	0.000000	-	-	0.000000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0000**				
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*											
98			14	196	11	784	0.09	0.0000	0.000000	-	-	0.000000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.0001**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88									
89	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
90									
91									
92	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
93									
94									
95	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
96									
97									
98	0.000000	0.000000	0.000000	0.000000	-	0.000000	0.000000	0.000000	-
99									

	A	B
1	**Table A.3.1-97 Hourly Brake Dust Emissions for the CEQA Baseline - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	0.0003
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0106
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0008
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0034
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.0007
26	Pier F Ave: MCC Gate - Harbor Plaza	0.0055
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.0004
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0001
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0001
30	Ocean Blvd: West of D St. On-ramp	0.0003
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0001
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0001
33	**Total**	**0.0225**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-98 Hourly Brake Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
4	*Construction*											
5				-		-						
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**				
7	*OGV - Fairway Transit*											
8			200	40,000	43	1,720,000	0.02	-				
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**				
10	*OGV - Precautionary Area Transit*											
11			200	40,000	33	1,320,000	0.03	-				
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**				
13	*OGV - Harbor Transit*											
14			100	10,000	20	200,000	0.05	-				
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
16	*OGV - Docking*											
17			100	10,000	1	10,000	1.00	-				
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
19	*OGV - Hoteling - Boilers*											
20			NA	NA	1	NA	1.00	-				
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*											
23			100	10,000	20	200,000	0.05	-				
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**				
25	*Tugs - Docking*											
26			100	40,000	1	40,000	1.00	-				
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**				
28	*Kovaco Cement Unloader*											
29			10	100	1	100	1.00	-				
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
31	*vanAalst Cement Unloader*											
32			10	100	1	100	1.00	-				
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
34	*Payloaders*											
35			10	100	2	200	0.50	-				
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*											
38		E	10	100	1	100	1.00	-				
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*											
41		F	10	100	1	100	1.00	-				
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*											
44			NA	NA	1	NA	1.00	-				
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
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									
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31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-98 Hourly Brake Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
46	*Truck Loading Dust Collector DC-02*											
47			NA	NA	1	NA	1.00	-				
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
49	*Truck Loading Dust Collector DC-03*											
50			NA	NA	1	NA	1.00	-				
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-21*											
53			NA	NA	1	NA	1.00	-				
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
55	*Truck Loading - Dust*											
56			20	400	1	400	1.00	-				
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
58	*Trucks - On-Terminal Idling (1)*											
59			20	400	1	400	1.00	-				
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
61	*Truck Loading Dust + On-Terminal Idling*											
62		6	20	400	1	400	1.00	-				
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
64	*Trucks - On-Terminal Driving*											
65			20	400	8	3,200	0.13	0.0000	0.00000	0.00000	-	0.00000
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.0003**				
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*											
68			31	961	43	41,323	0.02	0.0002	0.00000	0.00000	-	0.00000
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0106**				
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*											
71			36	1,296	4	5,184	0.25	0.0002	0.00000	0.00000	-	0.00000
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0008**				
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*											
74			27	400	14	5,600	0.07	0.0002	0.00000	0.00000	-	0.00000
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0034**				
76	*Harbor Plaza: Pier F Ave - Pier G Ave*											
77			24	400	4	5,600	0.25	0.0002	0.00000	0.00000	-	0.00000
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0007**				
79	*Pier F Ave: MCC Gate - Harbor Plaza*											
80			24	400	25	5,600	0.04	0.0002	0.00000	0.00000	-	0.00000
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0055**				
82	*Pico Ave: Pier E St to Harbor Scenic Connector*											
83			27	729	8	10,206	0.13	0.0000	0.00000	0.00000	-	0.00000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0004**				
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*											
86			27	729	6	2,916	0.17	0.0000	0.00000	0.00000	-	0.00000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0001**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
66									
67									
68	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
69									
70									
71	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
72									
73									
74	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
75									
76									
77	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
78									
79									
80	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
81									
82									
83	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
84									
85									
86	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
87									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-98 Hourly Brake Dust Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*											
89			25	625	4	15,625	0.25	0.0000	0.00000	0.00000	-	0.00000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**				
91	*Ocean Blvd: West of D St. On-ramp*											
92			28	784	6	6,272	0.17	0.0001	0.00000	0.00000	-	0.00000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0003**				
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*											
95			28	784	4	4,704	0.25	0.0000	0.00000	0.00000	-	0.00000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0001**				
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*											
98			14	196	11	784	0.09	0.0000	0.00000	0.00000	-	0.00000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.0001**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88									
89	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
90									
91									
92	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
93									
94									
95	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
96									
97									
98	0.00000	0.00000	0.00000	0.00000	-	0.00000	0.00000	-	0.00000
99									

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-99. Total Hourly TAC Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*						*CAS #*	630080	10102440	7446095	106990	75070	71432
5			40	1,600	5	8,000	0.20				-	-	-
6	**Subtotals**			**-**	**5**	**8,000**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*												
8			200	40,000	43	1,720,000	0.02				-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**			
10	*OGV - Precautionary Area Transit*												
11			200	40,000	33	1,320,000	0.03				-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**			
13	*OGV - Harbor Transit*												
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03	0.01	0.01	0.01
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.462**	**5.967**	**0.632**			
16	*OGV - Docking*												
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31	0.11	0.12	0.13
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.798**	**3.275**	**0.311**			
19	*OGV - Hoteling - Boilers*												
20			NA	NA	1	NA	1.00				-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*												
23			100	10,000	20	200,000	0.05	0.45	0.24	0.00	0.00	0.00	0.00
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.901**	**4.773**	**0.028**			
25	*Tugs - Docking*												
26			100	40,000	1	40,000	1.00	2.97	1.59	0.01	0.02	0.02	0.02
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.967**	**1.591**	**0.009**			
28	*Kovaco Cement Unloader*												
29			10	100	1	100	1.00				-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
31	*vanAalst Cement Unloader*												
32			10	100	1	100	1.00				-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
34	*Payloaders*												
35			10	100	2	200	0.50				-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*												
38		E	10	100	1	100	1.00				-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*												
41		F	10	100	1	100	1.00				-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*												
44			NA	NA	1	NA	1.00				-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4	108907	100414	50000	1210	67561	78933	108383	91203	110543	95476	115071	106423	100425	108883
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6														
7														
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9														
10														
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12														
13														
14	-	0.00	0.02	-	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00
15														
16														
17	-	0.00	0.23	-	0.00	0.02	0.01	0.00	0.00	0.01	0.27	0.00	0.00	0.02
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
24														
25														
26	-	0.00	0.05	-	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
27														
28														
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30														
31														
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33														
34														
35	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36														
37														
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39														
40														
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42														
43														
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45														

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4	7664417	7440382	7440439	7782505	18540299	7440508	7439921	7439965	7439976	7440020	7782492	9960	7440622
5	-	-	-	-	-	-	-	-	-	-	-	-	-
6													
7													
8	-	-	-	-	-	-	-	-	-	-	-	-	-
9													
10													
11	-	-	-	-	-	-	-	-	-	-	-	-	-
12													
13													
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15													
16													
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00
18													
19													
20	-	-	-	-	-	-	-	-	-	-	-	-	-
21													
22													
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
24													
25													
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
27													
28													
29	-	-	-	-	-	-	-	-	-	-	-	-	-
30													
31													
32	-	-	-	-	-	-	-	-	-	-	-	-	-
33													
34													
35	-	-	-	-	-	-	-	-	-	-	-	-	-
36													
37													
38	-	-	-	-	-	-	-	-	-	-	-	-	-
39													
40													
41	-	-	-	-	-	-	-	-	-	-	-	-	-
42													
43													
44	-	-	-	-	-	-	-	-	-	-	-	-	-
45													

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-99. Total Hourly TAC Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
46	*Truck Loading Dust Collector DC-02*												
47			NA	NA	1	NA	1.00				-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*												
50			NA	NA	1	NA	1.00				-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*												
53			NA	NA	1	NA	1.00				-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
55	*Truck Loading - Dust*												
56			20	400	1	400	1.00				-	-	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*												
59			20	400	1	400	1.00	0.21	0.10	0.00	0.01	0.01	0.01
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.207**	**0.096**	**0.000**			
61	*Truck Loading Dust + On-Terminal Idling*												
62		6	20	400	1	400	1.00	0.21	0.10	0.00	0.01	0.01	0.01
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.207**	**0.096**	**0.000**			
64	*Trucks - On-Terminal Driving*												
65			20	400	8	3,200	0.13	0.00	0.00	0.00	0.00	0.00	0.00
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.028**	**0.032**	**0.000**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*												
68			31	961	43	41,323	0.02	0.00	0.01	0.00	0.00	0.00	0.00
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.205**	**0.375**	**0.003**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*												
71			36	1,296	4	5,184	0.25	0.00	0.01	0.00	0.00	0.00	0.00
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.015**	**0.027**	**0.000**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*												
74			27	400	14	5,600	0.07	0.01	0.01	0.00	0.00	0.00	0.00
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.077**	**0.132**	**0.001**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*												
77			24	400	4	5,600	0.25	0.00	0.01	0.00	0.00	0.00	0.00
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.018**	**0.030**	**0.000**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*												
80			24	400	25	5,600	0.04	0.01	0.01	0.00	0.00	0.00	0.00
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.127**	**0.216**	**0.002**			
82	*Pico Ave: Pier E St to Harbor Scenic Connector*												
83			27	729	8	10,206	0.13	0.00	0.00	0.00	0.00	0.00	0.00
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.008**	**0.014**	**0.000**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*												
86			27	729	6	2,916	0.17	0.00	0.00	0.00	0.00	0.00	0.00
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.003**	**0.005**	**0.000**			

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48														
49														
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51														
52														
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54														
55														
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57														
58														
59	-	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
60														
61														
62	-	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
63														
64														
65	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66														
67														
68	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69														
70														
71	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72														
73														
74	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75														
76														
77	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78														
79														
80	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81														
82														
83	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84														
85														
86	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87														

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46													
47	-	-	-	-	-	-	-	-	-	-	-	-	-
48													
49													
50	-	-	-	-	-	-	-	-	-	-	-	-	-
51													
52													
53	-	-	-	-	-	-	-	-	-	-	-	-	-
54													
55													
56	-	-	-	-	-	-	-	-	-	-	-	-	-
57													
58													
59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
60													
61													
62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
63													
64													
65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66													
67													
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69													
70													
71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72													
73													
74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75													
76													
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78													
79													
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81													
82													
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84													
85													
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87													

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-99. Total Hourly TAC Emission Simulations for the CEQA Baseline - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*												
89			25	625	4	15,625	0.25	0.00	0.00	0.00	0.00	0.00	0.00
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.002**	**0.003**	**0.000**			
91	*Ocean Blvd: West of D St. On-ramp*												
92			28	784	6	6,272	0.17	0.00	0.00	0.00	0.00	0.00	0.00
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.007**	**0.012**	**0.000**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*												
95			28	784	4	4,704	0.25	0.00	0.00	0.00	0.00	0.00	0.00
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.002**	**0.003**	**0.000**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*												
98			14	196	11	784	0.09	0.000	0.000	0.000	0.00	0.00	0.00

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90														
91														
92	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93														
94														
95	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96														
97														
98	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88													
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90													
91													
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93													
94													
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96													
97													
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	A	B	C	D
1	**Table A.3.1-100 Hourly Criteria Pollutant Emissions for the Full Expansion Project - Acute Analysis - POLB MCC P**			
2	*Source Activity*	*Pounds per Hour*		
3		*CO*	*NO2*	*SO2*
4	Construction			
5	OGV - Fairway Transit			
6	OGV - Precautionary Area Transit			
7	OGV - Harbor Transit	3.46	5.97	0.63
8	OGV - Docking	1.80	3.27	0.31
9	OGV - Hoteling - Auxiliary Generators			
10	Tugs - Harbor Transit	8.23	5.36	0.22
11	Tugs - Docking	2.74	1.79	0.07
12	Kovaco Cement Unloader			
13	vanAalst Cement Unloader			
14	Payloaders			
15	Storage Warehouse Dust Collector DC-01			
16	New Storage Silos Dust Collector			
17	Truck Loading Dust Collector DC-02			
18	Truck Loading Dust Collector DC-03			
19	Truck Loading Dust Collector DC-21			
20	Truck Loading - Dust			
21	Trucks - On-Terminal Idling (1)	0.15	0.06	0.000
22	Trucks - On-Terminal Driving	0.13	0.08	0.000
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.67	0.59	0.01
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.05	0.04	0.00
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.22	0.23	0.00
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.05	0.05	0.00
27	Pier F Ave: MCC Gate - Harbor Plaza	0.36	0.37	0.00
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.02	0.02	0.00
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.01	0.01	0.00
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00	0.01	0.00
31	Ocean Blvd: West of D St. On-ramp	0.02	0.02	0.00
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.01	0.01	0.00
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.01	0.01	0.00
34	**Total**	**17.93**	**17.89**	**1.25**
35	Notes: (1) Assigned to the Truck Loading Source			

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-101 Hourly Criteria Pollutant Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
4	*Construction*									
5				-	5	-	0.20	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**
7	*OGV - Fairway Transit*									
8			200	40,000	43	1,720,000	0.02	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**
10	*OGV - Precautionary Area Transit*									
11			200	40,000	33	1,320,000	0.03	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**
13	*OGV - Harbor Transit*									
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.46**	**5.97**	**0.63**
16	*OGV - Docking*									
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.80**	**3.27**	**0.31**
19	*OGV - Hoteling - Auxiliary Generators*									
20			NA	NA	1	NA	1.00	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
22	*Tugs - Harbor Transit*									
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.23**	**5.36**	**0.22**
25	*Tugs - Docking*									
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.74**	**1.79**	**0.07**
28	*Kovaco Cement Unloader*									
29			10	100	1	100	1.00	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
31	*vanAalst Cement Unloader*									
32			10	100	1	100	1.00	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
34	*Payloaders*									
35			10	100	2	200	0.50	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**
37	*Kovaco Cement Unloader+50%Payloaders*									
38		E	10	100	1	100	1.00	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
40	*vanAalst Cement Unloader+50%Payloaders*									
41		F	10	100	1	100	1.00	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
43	*Storage Warehouse Dust Collector DC-01*									
44			NA	NA	1	NA	1.00	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
46	*New Storage Silos Dust Collector*									
47			NA	NA	1	NA	1.00	-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
49	*Truck Loading Dust Collector DC-02*									
50			NA	NA	1	NA	1.00	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
52	*Truck Loading Dust Collector DC-03*									
53			NA	NA	1	NA	1.00	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
55	*Truck Loading Dust Collector DC-21*									
56			NA	NA	1	NA	1.00	-	-	-
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
58	*Truck Loading - Dust*									
59			20	400	1	400	1.00	-	-	-
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**
61	*Trucks - On-Terminal Idling (1)*									
62			20	400	1	400	1.00	0.147	0.064	0.000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.147**	**0.064**	**0.000**
64	*Truck Loading Dust + On-Terminal Idling*									

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-101 Hourly Criteria Pollutant Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
65		1646X	20	400	1	400	1.00	0.09	0.04	0.00
66	**Subtotals**			**-**	**1**	**400**	**-**	**1.77**	**0.77**	**0.00**
67	*Truck Loading Dust + On-Terminal Idling*									
68		1655X	20	400	1	400	1.00	0.03	0.01	0.00
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.59**	**0.26**	**0.00**
70	*Truck Loading Dust + On-Terminal Idling*									
71		1656X	20	400	1	400	1.00	0.03	0.01	0.00
72	**Subtotals**			**-**	**1**	**400**	**-**	**0.59**	**0.26**	**0.00**
73	*Trucks - On-Terminal Driving*									
74			20	400	13	5,200	0.08	0.010	0.006	0.000
75	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.126**	**0.080**	**0.000**
76	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*									
77			31	961	43	41,323	0.02	0.016	0.014	0.000
78	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.669**	**0.595**	**0.008**
79	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*									
80			36	1,296	4	5,184	0.25	0.013	0.011	0.000
81	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.051**	**0.042**	**0.001**
82	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*									
83			27	400	14	5,600	0.07	0.016	0.016	0.000
84	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.220**	**0.226**	**0.003**
85	*Harbor Plaza: Pier F Ave - Pier G Ave*									
86			24	400	4	5,600	0.25	0.012	0.013	0.000
87	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.049**	**0.054**	**0.001**
88	*Pier F Ave: MCC Gate - Harbor Plaza*									
89			24	400	25	5,600	0.04	0.014	0.015	0.000
90	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.360**	**0.370**	**0.004**
91	*Pico Ave: Pier E St to Harbor Scenic Connector*									
92			27	729	8	10,206	0.13	0.003	0.003	0.000
93	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.024**	**0.024**	**0.000**
94	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*									
95			27	729	6	2,916	0.17	0.001	0.001	0.000
96	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.009**	**0.009**	**0.000**
97	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*									
98			25	625	4	15,625	0.25	0.001	0.001	0.000
99	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.005**	**0.005**	**0.000**
100	*Ocean Blvd: West of D St. On-ramp*									
101			28	784	6	6,272	0.17	0.003	0.003	0.000
102	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.020**	**0.021**	**0.000**
103	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*									
104			28	784	4	4,704	0.25	0.001	0.001	0.000
105	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.005**	**0.005**	**0.000**
106	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*									
107			14	196	11	784	0.09	0.001	0.001	0.000
108	**Subtotals**			**-**	**11**	**784**	**-**	**0.009**	**0.009**	**0.000**

	A	B
1	**Table A.3.1-102 Hourly TOG Emissions for the Full Expansion Project - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour TOG*
3		
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	3.02
8	OGV - Docking	2.02
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	1.04
11	Tugs - Docking	0.35
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	0.04
22	Trucks - On-Terminal Driving	0.07
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.165
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.011
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.069
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.017
27	Pier F Ave: MCC Gate - Harbor Plaza	0.112
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.007
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.003
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.002
31	Ocean Blvd: West of D St. On-ramp	0.006
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.002
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.003
34	**Total**	**6.926**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-103 Hourly TOG Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*										
5				-		-					
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	-			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	-			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	0.15	0.01056	0.01109	0.01191
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.02**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	2.02	0.14112	0.14824	0.15926
18	**Subtotals**			**-**	**1**	**-**	**-**	**2.02**			
19	*OGV - Hoteling - Boilers*										
20			NA	NA	1	NA	1.00	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	0.05	0.00364	0.00382	0.00411
24	**Subtotals**			**-**	**20**	**-**	**-**	**1.04**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	0.35	0.02427	0.02550	0.02739
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.35**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-			
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-			
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	-			
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	-			
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	-			
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-			
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2					*Volume Source Lb/Hr*									
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14	-	0.00046	0.02219	-	0.00005	0.00223	0.00092	0.00013	0.00024	0.00051	0.02609	0.00014	0.00009	0.00222
15														
16														
17	-	0.00615	0.29663	-	0.00060	0.02978	0.01232	0.00171	0.00317	0.00675	0.34877	0.00192	0.00117	0.02970
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00016	0.00765	-	0.00002	0.00077	0.00032	0.00004	0.00008	0.00017	0.00900	0.00005	0.00003	0.00077
24														
25														
26	-	0.00106	0.05102	-	0.00010	0.00512	0.00212	0.00029	0.00054	0.00116	0.05999	0.00033	0.00020	0.00511
27														
28														
29														
30														
31														
32														
33														
34														
35														
36														
37														
38														
39														
40														
41														
42														
43														
44														
45														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-103 Hourly TOG Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
46	*New Storage Silos Dust Collector*										
47			NA	NA	1	NA	1.00	-			
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-02*										
50			NA	NA	1	NA	1.00	-			
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-03*										
53			NA	NA	1	NA	1.00	-			
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading Dust Collector DC-21*										
56			NA	NA	1	NA	1.00	-			
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
58	*Truck Loading - Dust*										
59			20	400	1	400	1.00	-			
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
61	*Trucks - On-Terminal Idling (1)*										
62			20	400	1	400	1.00	0.043	0.00303	0.00318	0.00342
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.043**			
64	*Truck Loading Dust + On-Terminal Idling*										
65		1646X	20	400	1	400	1.00	0.03	0.00182	0.00191	0.00205
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.03**			
67	*Truck Loading Dust + On-Terminal Idling*										
68		1655X	20	400	1	400	1.00	0.01	0.00061	0.00064	0.00068
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.01**			
70	*Truck Loading Dust + On-Terminal Idling*										
71		1656X	20	400	1	400	1.00	0.01	0.00061	0.00064	0.00068
72	**Subtotals**			**-**	**1**	**400**	**-**	**0.01**			
73	*Trucks - On-Terminal Driving*										
74			20	400	13	5,200	0.08	0.005	0.00036	0.00038	0.00041
75	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.067**			
76	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
77			31	961	43	41,323	0.02	0.004	0.00027	0.00028	0.00030
78	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.165**			
79	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
80			36	1,296	4	5,184	0.25	0.003	0.00019	0.00020	0.00022
81	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.011**			
82	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
83			27	400	14	5,600	0.07	0.005	0.00034	0.00036	0.00039
84	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.069**			
85	*Harbor Plaza: Pier F Ave - Pier G Ave*										
86			24	400	4	5,600	0.25	0.004	0.00029	0.00031	0.00033
87	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.017**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47														
48														
49														
50														
51														
52														
53														
54														
55														
56														
57														
58														
59														
60														
61														
62	-	0.00013	0.00637	-	0.00001	0.00064	0.00026	0.00004	0.00007	0.00015	0.00749	0.00004	0.00003	0.00064
63														
64														
65	-	0.00008	0.00382	-	0.00001	0.00038	0.00016	0.00002	0.00004	0.00009	0.00449	0.00002	0.00002	0.00038
66														
67														
68	-	0.00003	0.00127	-	0.00000	0.00013	0.00005	0.00001	0.00001	0.00003	0.00150	0.00001	0.00001	0.00013
69														
70														
71	-	0.00003	0.00127	-	0.00000	0.00013	0.00005	0.00001	0.00001	0.00003	0.00150	0.00001	0.00001	0.00013
72														
73														
74	-	0.00002	0.00076	-	0.00000	0.00008	0.00003	0.00000	0.00001	0.00002	0.00089	0.00000	0.00000	0.00008
75														
76														
77	-	0.00001	0.00056	-	0.00000	0.00006	0.00002	0.00000	0.00001	0.00001	0.00066	0.00000	0.00000	0.00006
78														
79														
80	-	0.00001	0.00040	-	0.00000	0.00004	0.00002	0.00000	0.00000	0.00001	0.00047	0.00000	0.00000	0.00004
81														
82														
83	-	0.00001	0.00072	-	0.00000	0.00007	0.00003	0.00000	0.00001	0.00002	0.00085	0.00000	0.00000	0.00007
84														
85														
86	-	0.00001	0.00062	-	0.00000	0.00006	0.00003	0.00000	0.00001	0.00001	0.00073	0.00000	0.00000	0.00006
87														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-103 Hourly TOG Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
88	*Pier F Ave: MCC Gate - Harbor Plaza*										
89			24	400	25	5,600	0.04	0.004	0.00031	0.00033	0.00035
90	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.112**			
91	*Pico Ave: Pier E St to Harbor Scenic Connector*										
92			27	729	8	10,206	0.13	0.001	0.00006	0.00007	0.00007
93	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.007**			
94	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
95			27	729	6	2,916	0.17	0.000	0.00003	0.00003	0.00004
96	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.003**			
97	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
98			25	625	4	15,625	0.25	0.000	0.00003	0.00003	0.00003
99	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.002**			
100	*Ocean Blvd: West of D St. On-ramp*										
101			28	784	6	6,272	0.17	0.001	0.00007	0.00008	0.00008
102	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.006**			
103	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
104			28	784	4	4,704	0.25	0.000	0.00003	0.00003	0.00003
105	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.002**			
106	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
107			14	196	11	784	0.09	0.000	0.00002	0.00002	0.00002
108	**Subtotals**			**-**	**11**	**784**	**-**	**0.003**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00001	0.00066	-	0.00000	0.00007	0.00003	0.00000	0.00001	0.00002	0.00078	0.00000	0.00000	0.00007
90														
91														
92	-	0.00000	0.00014	-	0.00000	0.00001	0.00001	0.00000	0.00000	0.00000	0.00016	0.00000	0.00000	0.00001
93														
94														
95	-	0.00000	0.00007	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00008	0.00000	0.00000	0.00001
96														
97														
98	-	0.00000	0.00006	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00007	0.00000	0.00000	0.00001
99														
100														
101	-	0.00000	0.00016	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00000	0.00018	0.00000	0.00000	0.00002
102														
103														
104	-	0.00000	0.00006	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00007	0.00000	0.00000	0.00001
105														
106														
107	-	0.00000	0.00004	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00004	0.00000	0.00000	0.00000
108														

	A	B
1	**Table A.3.1-104 Hourly DPM Emissions for the Full Expansion Project - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	0.52
8	OGV - Docking	0.30
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	0.48
11	Tugs - Docking	0.16
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	0.001
22	Trucks - On-Terminal Driving	0.002
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.035
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.003
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.010
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.002
27	Pier F Ave: MCC Gate - Harbor Plaza	0.017
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.001
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.000
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.000
31	Ocean Blvd: West of D St. On-ramp	0.001
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.000
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.000
34	**Total**	**1.536**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD
1	**Table A.3.1-105 Hourly DPM Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*			
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC
4	*Construction*									
5				-		-				
6	**Subtotals**			**-**	**-**	**-**				
7	*OGV - Fairway Transit*									
8			200	40,000	43	1,720,000	0.02	-		
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**		
10	*OGV - Precautionary Area Transit*									
11			200	40,000	33	1,320,000	0.03	-		
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**		
13	*OGV - Harbor Transit*									
14			100	10,000	20	200,000	0.05	0.03	0.00008	0.00000
15	**Subtotals**			**-**	**20**	**-**	**-**	**0.52**		
16	*OGV - Docking*									
17			100	10,000	1	10,000	1.00	0.30	0.00099	0.00000
18	**Subtotals**			**-**	**1**	**-**	**-**	**0.30**		
19	*OGV - Hoteling - Boilers*									
20			NA	NA	1	NA	1.00	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
22	*Tugs - Harbor Transit*									
23			100	10,000	20	200,000	0.05	0.02	0.00008	0.00000
24	**Subtotals**			**-**	**20**	**-**	**-**	**0.48**		
25	*Tugs - Docking*									
26			100	40,000	1	40,000	1.00	0.16	0.00053	0.00000
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.16**		
28	*Kovaco Cement Unloader*									
29			10	100	1	100	1.00	-		
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**		
31	*vanAalst Cement Unloader*									
32			10	100	1	100	1.00	-		
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**		
34	*Payloaders*									
35			10	100	2	200	0.50	-		
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**		
37	*Kovaco Cement Unloader+50%Payloaders*									
38		E	10	100	1	100	1.00	-		
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**		

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1											
2					*Volume Source Lb/Hr*						
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00386	0.00014
15											
16											
17	0.00002	0.00008	0.00000	0.00001	0.00001	0.00001	0.00001	0.00000	0.00000	0.04523	0.00166
18											
19											
20	-	-	-	-	-	-	-	-	-	-	-
21											
22											
23	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
24											
25											
26	0.00001	0.00004	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
27											
28											
29											
30											
31											
32											
33											
34											
35											
36											
37											
38											
39											

	D	E	F	G	H	I	J	K	AC	AD
1	**Table A.3.1-105 Hourly DPM Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*			
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC
40	*vanAalst Cement Unloader+50%Payloaders*									
41		F	10	100	1	100	1.00	-		
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**		
43	*Storage Warehouse Dust Collector DC-01*									
44			NA	NA	1	NA	1.00	-		
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
46	*New Storage Silos Dust Collector*									
47			NA	NA	1	NA	1.00	-		
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
49	*Truck Loading Dust Collector DC-02*									
50			NA	NA	1	NA	1.00	-		
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
52	*Truck Loading Dust Collector DC-03*									
53			NA	NA	1	NA	1.00	-		
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
55	*Truck Loading Dust Collector DC-21*									
56			NA	NA	1	NA	1.00	-		
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**		
58	*Truck Loading - Dust*									
59			20	400	1	400	1.00	-		
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**		
61	*Trucks - On-Terminal Idling (1)*									
62			20	400	1	400	1.00	0.0005	0.00000	0.00000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.001**		
64	*Truck Loading Dust + On-Terminal Idling*									
65		1646X	20	400	1	400	1.00	0.0003	0.00000	0.00000
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.00**		
67	*Truck Loading Dust + On-Terminal Idling*									
68		1655X	20	400	1	400	1.00	0.0001	0.00000	0.00000
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.00**		
70	*Truck Loading Dust + On-Terminal Idling*									
71		1656X	20	400	1	400	1.00	0.0001	0.00000	0.00000
72	**Subtotals**			**-**	**1**	**400**	**-**	**0.00**		
73	*Trucks - On-Terminal Driving*									
74			20	400	13	5,200	0.08	0.000	0.00000	0.00000
75	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.002**		

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1											
2				*Volume Source Lb/Hr*							
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
40											
41											
42											
43											
44											
45											
46											
47											
48											
49											
50											
51											
52											
53											
54											
55											
56											
57											
58											
59											
60											
61											
62	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
63											
64											
65	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
66											
67											
68	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
69											
70											
71	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
72											
73											
74	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
75											

	D	E	F	G	H	I	J	K	AC	AD
1	**Table A.3.1-105 Hourly DPM Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*			
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC
76	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*									
77			31	961	43	41,323	0.02	0.001	0.00000	0.00000
78	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.035**		
79	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*									
80			36	1,296	4	5,184	0.25	0.001	0.00000	0.00000
81	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.003**		
82	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*									
83			27	400	14	5,600	0.07	0.001	0.00000	0.00000
84	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.010**		
85	*Harbor Plaza: Pier F Ave - Pier G Ave*									
86			24	400	4	5,600	0.25	0.001	0.00000	0.00000
87	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.002**		
88	*Pier F Ave: MCC Gate - Harbor Plaza*									
89			24	400	25	5,600	0.04	0.001	0.00000	0.00000
90	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.017**		
91	*Pico Ave: Pier E St to Harbor Scenic Connector*									
92			27	729	8	10,206	0.13	0.000	0.00000	0.00000
93	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.001**		
94	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*									
95			27	729	6	2,916	0.17	0.000	0.00000	0.00000
96	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.000**		
97	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*									
98			25	625	4	15,625	0.25	0.000	0.00000	0.00000
99	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.000**		
100	*Ocean Blvd: West of D St. On-ramp*									
101			28	784	6	6,272	0.17	0.000	0.00000	0.00000
102	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.001**		
103	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*									
104			28	784	4	4,704	0.25	0.000	0.00000	0.00000
105	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.000**		
106	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*									
107			14	196	11	784	0.09	0.000	0.00000	0.00000
108	**Subtotals**			**-**	**11**	**784**	**-**	**0.000**		

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1											
2					*Volume Source Lb/Hr*						
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
76											
77	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
78											
79											
80	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
81											
82											
83	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
84											
85											
86	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
87											
88											
89	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
90											
91											
92	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
93											
94											
95	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
96											
97											
98	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
99											
100											
101	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
102											
103											
104	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
105											
106											
107	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
108											

	A	B
1	**Table A.3.1-106 Hourly Tire Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	
22	Trucks - On-Terminal Driving	0.0004
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0111
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0008
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0036
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.0008
27	Pier F Ave: MCC Gate - Harbor Plaza	0.0058
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.0004
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0001
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0001
31	Ocean Blvd: West of D St. On-ramp	0.0003
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0001
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0001
34	**Total**	**0.024**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-107 Hourly Tire Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
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38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-107 Hourly Tire Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*New Storage Silos Dust Collector*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-02*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-03*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading Dust Collector DC-21*								
56			NA	NA	1	NA	1.00	-	
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
58	*Truck Loading - Dust*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Trucks - On-Terminal Idling (1)*								
62			20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Truck Loading Dust + On-Terminal Idling*								
65		6	20	400	1	400	1.00	-	
66	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
67	*Trucks - On-Terminal Driving*								
68			20	400	13	5,200	0.08	0.0000	0.00
69	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.0004**	
70	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								
71			31	961	43	41,323	0.02	0.0003	0.00
72	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0111**	
73	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
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56												
57												
58												
59												
60												
61												
62												
63												
64												
65												
66												
67												
68	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
69												
70												
71	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-107 Hourly Tire Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			36	1,296	4	5,184	0.25	0.0002	0.00
75	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0008**	
76	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								
77			27	400	14	5,600	0.07	0.0003	0.00
78	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0036**	
79	*Harbor Plaza: Pier F Ave - Pier G Ave*								
80			24	400	4	5,600	0.25	0.0002	0.00
81	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0008**	
82	*Pier F Ave: MCC Gate - Harbor Plaza*								
83			24	400	25	5,600	0.04	0.0002	0.00
84	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0058**	
85	*Pico Ave: Pier E St to Harbor Scenic Connector*								
86			27	729	8	10,206	0.13	0.0000	0.00
87	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0004**	
88	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
89			27	729	6	2,916	0.17	0.0000	0.00
90	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0001**	
91	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
92			25	625	4	15,625	0.25	0.0000	0.00
93	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**	
94	*Ocean Blvd: West of D St. On-ramp*								
95			28	784	6	6,272	0.17	0.0001	0.00
96	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0003**	
97	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
98			28	784	4	4,704	0.25	0.0000	0.00
99	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0001**	
100	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
101			14	196	11	784	0.09	0.0000	0.00
102	**Subtotals**			**-**	**11**	**784**	**-**	**0.0001**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
75												
76												
77	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
78												
79												
80	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
81												
82												
83	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
84												
85												
86	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
87												
88												
89	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
90												
91												
92	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
93												
94												
95	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
96												
97												
98	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
99												
100												
101	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
102												

	A	B
1	**Table A.3.1-108 Hourly Brake Dust Emissions for the Full Expansion Project - Acute Analysis - POLB MCC Pro**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	
22	Trucks - On-Terminal Driving	0.0010
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0251
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0019
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0080
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.0017
27	Pier F Ave: MCC Gate - Harbor Plaza	0.0131
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.0009
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0003
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0002
31	Ocean Blvd: West of D St. On-ramp	0.0007
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0002
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0003
34	**Total**	**0.053**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-109 Hourly Brake Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
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34												
35												
36												
37												
38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-109 Hourly Brake Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*New Storage Silos Dust Collector*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-02*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-03*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading Dust Collector DC-21*								
56			NA	NA	1	NA	1.00	-	
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
58	*Truck Loading - Dust*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Trucks - On-Terminal Idling (1)*								
62			20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Truck Loading Dust + On-Terminal Idling*								
65		6	20	400	1	400	1.00	-	
66	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
67	*Trucks - On-Terminal Driving*								
68			20	400	13	5,200	0.08	0.0001	0.00
69	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.0010**	
70	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								
71			31	961	43	41,323	0.02	0.0006	0.00
72	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0251**	
73	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
65												
66												
67												
68	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
69												
70												
71	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-109 Hourly Brake Dust Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			36	1,296	4	5,184	0.25	0.0005	0.00
75	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0019**	
76	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								
77			27	400	14	5,600	0.07	0.0006	0.00
78	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0080**	
79	*Harbor Plaza: Pier F Ave - Pier G Ave*								
80			24	400	4	5,600	0.25	0.0004	0.00
81	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0017**	
82	*Pier F Ave: MCC Gate - Harbor Plaza*								
83			24	400	25	5,600	0.04	0.0005	0.00
84	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0131**	
85	*Pico Ave: Pier E St to Harbor Scenic Connector*								
86			27	729	8	10,206	0.13	0.0001	0.00
87	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0009**	
88	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
89			27	729	6	2,916	0.17	0.0001	0.00
90	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0003**	
91	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
92			25	625	4	15,625	0.25	0.0000	0.00
93	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0002**	
94	*Ocean Blvd: West of D St. On-ramp*								
95			28	784	6	6,272	0.17	0.0001	0.00
96	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0007**	
97	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
98			28	784	4	4,704	0.25	0.0000	0.00
99	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0002**	
100	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
101			14	196	11	784	0.09	0.0000	0.00
102	**Subtotals**			**-**	**11**	**784**	**-**	**0.0003**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
75												
76												
77	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
78												
79												
80	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
81												
82												
83	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
84												
85												
86	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
87												
88												
89	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
90												
91												
92	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
93												
94												
95	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
96												
97												
98	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
99												
100												
101	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
102												

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-110. Total Hourly TAC Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	*1,3-butadiene*	*acetaldehyde*	*benzene*	*chlorobenzene*
4	*Construction*						*CAS #*	630080	10102440	7446095	106990	75070	71432	108907
5				-	5	-	0.20				-	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**				
7	*OGV - Fairway Transit*													
8			200	40,000	43	1,720,000	0.02				-	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**				
10	*OGV - Precautionary Area Transit*													
11			200	40,000	33	1,320,000	0.03				-	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**				
13	*OGV - Harbor Transit*													
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03	0.01	0.01	0.01	-
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.462**	**5.967**	**0.632**				
16	*OGV - Docking*													
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31	0.14	0.15	0.16	-
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.798**	**3.275**	**0.311**				
19	*OGV - Hoteling - Boilers*													
20			NA	NA	1	NA	1.00				-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*													
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01	0.00	0.00	0.00	-
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.230**	**5.357**	**0.220**				
25	*Tugs - Docking*													
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07	0.02	0.03	0.03	-
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.743**	**1.786**	**0.073**				
28	*Kovaco Cement Unloader*													
29			10	100	1	100	1.00				-	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
31	*vanAalst Cement Unloader*													
32			10	100	1	100	1.00				-	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
34	*Payloaders*													
35			10	100	2	200	0.50				-	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*													
38		E	10	100	1	100	1.00				-	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*													
41		F	10	100	1	100	1.00				-	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*													
44			NA	NA	1	NA	1.00				-	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
46	*New Storage Silos Dust Collector*													
47			NA	NA	1	NA	1.00							
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
4	100414	50000	1210	67561	78933	108383	91203	110543	95476	115071	106423	100425	108883	7664417	7440382
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6															
7															
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9															
10															
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12															
13															
14	0.00	0.02	-	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00
15															
16															
17	0.01	0.30	-	0.00	0.03	0.01	0.00	0.00	0.01	0.35	0.00	0.00	0.03	0.00	0.00
18															
19															
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21															
22															
23	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
24															
25															
26	0.00	0.05	-	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.00
27															
28															
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30															
31															
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33															
34															
35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36															
37															
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39															
40															
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42															
43															
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45															
46															
47															
48															

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4	7440439	7782505	18540299	7440508	7439921	7439965	7439976	7440020	7782492	9960	7440622
5	-	-	-	-	-	-	-	-	-	-	-
6											
7											
8	-	-	-	-	-	-	-	-	-	-	-
9											
10											
11	-	-	-	-	-	-	-	-	-	-	-
12											
13											
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15											
16											
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00
18											
19											
20	-	-	-	-	-	-	-	-	-	-	-
21											
22											
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
24											
25											
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
27											
28											
29	-	-	-	-	-	-	-	-	-	-	-
30											
31											
32	-	-	-	-	-	-	-	-	-	-	-
33											
34											
35	-	-	-	-	-	-	-	-	-	-	-
36											
37											
38	-	-	-	-	-	-	-	-	-	-	-
39											
40											
41	-	-	-	-	-	-	-	-	-	-	-
42											
43											
44	-	-	-	-	-	-	-	-	-	-	-
45											
46											
47											
48											

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-110. Total Hourly TAC Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene	chlorobenzene
49	*Truck Loading Dust Collector DC-02*													
50			NA	NA	1	NA	1.00				-	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-03*													
53			NA	NA	1	NA	1.00				-	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
55	*Truck Loading Dust Collector DC-21*													
56			NA	NA	1	NA	1.00				-	-	-	-
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
58	*Truck Loading - Dust*													
59			20	400	1	400	1.00				-	-	-	-
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**				
61	*Trucks - On-Terminal Idling (1)*													
62			20	400	1	400	1.00	0.15	0.06	0.00	0.00	0.00	0.00	-
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.147**	**0.064**	**0.000**				
64	*Truck Loading Dust + On-Terminal Idling*													
65		1646X	20	400	1	400	1.00	0.09	0.04	0.00	0.00	0.00	0.00	-
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.09**	**0.04**	**0.00**				
67	*Truck Loading Dust + On-Terminal Idling*													
68		1655X	20	400	1	400	1.00	0.03	0.01	0.00	0.00	0.00	0.00	-
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.03**	**0.01**	**0.00**				
70	*Truck Loading Dust + On-Terminal Idling*													
71		1656X	20	400	1	400	1.00	0.03	0.01	0.00	0.00	0.00	0.00	-
72	**Subtotals**			**-**	**1**	**400**	**-**	**0.03**	**0.01**	**0.00**				
73	*Trucks - On-Terminal Driving*													
74			20	400	13	5,200	0.08	0.01	0.01	0.00	0.00	0.00	0.00	-
75	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.126**	**0.080**	**0.000**				
76	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*													
77			31	961	43	41,323	0.02	0.02	0.01	0.00	0.00	0.00	0.00	-
78	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.669**	**0.595**	**0.008**				
79	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*													
80			36	1,296	4	5,184	0.25	0.01	0.01	0.00	0.00	0.00	0.00	-
81	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.051**	**0.042**	**0.001**				
82	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*													
83			27	400	14	5,600	0.07	0.02	0.02	0.00	0.00	0.00	0.00	-
84	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.220**	**0.226**	**0.003**				
85	*Harbor Plaza: Pier F Ave - Pier G Ave*													
86			24	400	4	5,600	0.25	0.01	0.01	0.00	0.00	0.00	0.00	-
87	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.049**	**0.054**	**0.001**				
88	*Pier F Ave: MCC Gate - Harbor Plaza*													
89			24	400	25	5,600	0.04	0.01	0.01	0.00	0.00	0.00	0.00	-
90	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.360**	**0.370**	**0.004**				
91	*Pico Ave: Pier E St to Harbor Scenic Connector*													
92			27	729	8	10,206	0.13	0.00	0.00	0.00	0.00	0.00	0.00	-
93	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.024**	**0.024**	**0.000**				

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
49															
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51															
52															
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54															
55															
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57															
58															
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60															
61															
62	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
63															
64															
65	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66															
67															
68	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69															
70															
71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72															
73															
74	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75															
76															
77	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78															
79															
80	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81															
82															
83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84															
85															
86	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87															
88															
89	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90															
91															
92	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93															

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
49											
50	-	-	-	-	-	-	-	-	-	-	-
51											
52											
53	-	-	-	-	-	-	-	-	-	-	-
54											
55											
56	-	-	-	-	-	-	-	-	-	-	-
57											
58											
59	-	-	-	-	-	-	-	-	-	-	-
60											
61											
62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
63											
64											
65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
66											
67											
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69											
70											
71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72											
73											
74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75											
76											
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78											
79											
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81											
82											
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84											
85											
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87											
88											
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90											
91											
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93											

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-110. Total Hourly TAC Emission Simulations for the Full Expansion Project - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene	chlorobenzene
94	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*													
95			27	729	6	2,916	0.17	0.00	0.00	0.00	0.00	0.00	0.00	-
96	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.009**	**0.009**	**0.000**				
97	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*													
98			25	625	4	15,625	0.25	0.00	0.00	0.00	0.00	0.00	0.00	-
99	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.005**	**0.005**	**0.000**				
100	*Ocean Blvd: West of D St. On-ramp*													
101			28	784	6	6,272	0.17	0.00	0.00	0.00	0.00	0.00	0.00	-
102	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.020**	**0.021**	**0.000**				
103	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*													
104			28	784	4	4,704	0.25	0.00	0.00	0.00	0.00	0.00	0.00	-
105	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.005**	**0.005**	**0.000**				
106	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*													
107			14	196	11	784	0.09	0.001	0.001	0.000	0.00	0.00	0.00	-
108	**Subtotals**			**-**	**11**	**784**	**-**	**0.009**	**0.009**	**0.000**	**0.18**	**0.19**	**0.21**	**-**

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
94															
95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96															
97															
98	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99															
100															
101	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102															
103															
104	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105															
106															
107	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
108	**0.01**	**0.39**	**-**	**0.00**	**0.04**	**0.02**	**0.00**	**0.00**	**0.01**	**0.46**	**0.00**	**0.00**	**0.04**	**0.002**	**0.000**

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
94											
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96											
97											
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99											
100											
101	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102											
103											
104	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105											
106											
107	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
108	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.049**	**0.002**

	A	B	C	D
1	**Table A.3.1-111 Hourly Criteria Pollutant Emissions for the Reduced Expansion Alternative - Acute Analysis - POL**			
2	*Source Activity*	*Pounds per Hour*		
3		*CO*	*NO2*	*SO2*
4	Construction			
5	OGV - Fairway Transit			
6	OGV - Precautionary Area Transit			
7	OGV - Harbor Transit	3.46	5.97	0.63
8	OGV - Docking	1.80	3.27	0.31
9	OGV - Hoteling - Auxiliary Generators			
10	Tugs - Harbor Transit	8.23	5.36	0.22
11	Tugs - Docking	2.74	1.79	0.07
12	Kovaco Cement Unloader			
13	vanAalst Cement Unloader			
14	Payloaders			
15	Storage Warehouse Dust Collector DC-01			
16	New Storage Silos Dust Collector			
17	Truck Loading Dust Collector DC-02			
18	Truck Loading Dust Collector DC-03			
19	Truck Loading Dust Collector DC-21			
20	Truck Loading - Dust			
21	Trucks - On-Terminal Idling (1)	0.12	0.05	0.00
22	Trucks - On-Terminal Driving	0.10	0.06	0.00
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.55	0.49	0.01
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.04	0.03	0.00
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.18	0.18	0.00
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.04	0.04	0.00
27	Pier F Ave: MCC Gate - Harbor Plaza	0.29	0.30	0.00
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.02	0.02	0.00
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.01	0.01	0.00
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00	0.00	0.00
31	Ocean Blvd: West of D St. On-ramp	0.02	0.02	0.00
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.00	0.00	0.00
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.01	0.01	0.00
34	**Total**	**17.62**	**17.61**	**1.25**
35	Notes: (1) Assigned to the Truck Loading Source			

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-112 Hourly Criteria Pollutant Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
4	*Construction*									
5				-	5	-	0.20	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**
7	*OGV - Fairway Transit*									
8			200	40,000	43	1,720,000	0.02	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**
10	*OGV - Precautionary Area Transit*									
11			200	40,000	33	1,320,000	0.03	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**
13	*OGV - Harbor Transit*									
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.46**	**5.97**	**0.63**
16	*OGV - Docking*									
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.80**	**3.27**	**0.31**
19	*OGV - Hoteling - Auxiliary Generators*									
20			NA	NA	1	NA	1.00	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
22	*Tugs - Harbor Transit*									
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.23**	**5.36**	**0.22**
25	*Tugs - Docking*									
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.74**	**1.79**	**0.07**
28	*Kovaco Cement Unloader*									
29			10	100	1	100	1.00	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
31	*vanAalst Cement Unloader*									
32			10	100	1	100	1.00	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
34	*Payloaders*									
35			10	100	2	200	0.50	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**
37	*Kovaco Cement Unloader+50%Payloaders*									
38		E	10	100	1	100	1.00	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
40	*vanAalst Cement Unloader+50%Payloaders*									
41		F	10	100	1	100	1.00	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
43	*Storage Warehouse Dust Collector DC-01*									
44			NA	NA	1	NA	1.00	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
46	*New Storage Silos Dust Collector*									
47			NA	NA	1	NA	1.00	-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
49	*Truck Loading Dust Collector DC-02*									
50			NA	NA	1	NA	1.00	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
52	*Truck Loading Dust Collector DC-03*									
53			NA	NA	1	NA	1.00	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
55	*Truck Loading Dust Collector DC-21*									
56			NA	NA	1	NA	1.00	-	-	-
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
58	*Truck Loading - Dust*									
59			20	400	1	400	1.00	-	-	-
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**
61	*Trucks - On-Terminal Idling (1)*									
62			20	400	1	400	1.00	0.118	0.051	0.000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.118**	**0.051**	**0.000**
64	*Truck Loading Dust + On-Terminal Idling*									

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-112 Hourly Criteria Pollutant Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
65		1646X	20	400	1	400	1.00	0.09	0.04	0.00
66	**Subtotals**			**-**	**1**	**400**	**-**	**1.77**	**0.77**	**0.00**
67	*Truck Loading Dust + On-Terminal Idling*									
68		1655X	20	400	1	400	1.00	0.03	0.01	0.00
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.59**	**0.26**	**0.00**
70	*Trucks - On-Terminal Driving*									
71			20	400	13	5,200	0.08	0.008	0.005	0.000
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.101**	**0.064**	**0.000**
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*									
74			31	961	43	41,323	0.02	0.013	0.011	0.000
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.548**	**0.487**	**0.007**
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*									
77			36	1,296	4	5,184	0.25	0.010	0.009	0.000
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.042**	**0.034**	**0.000**
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*									
80			27	400	14	5,600	0.07	0.013	0.013	0.000
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.180**	**0.185**	**0.002**
82	*Harbor Plaza: Pier F Ave - Pier G Ave*									
83			24	400	4	5,600	0.25	0.010	0.011	0.000
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.040**	**0.044**	**0.000**
85	*Pier F Ave: MCC Gate - Harbor Plaza*									
86			24	400	25	5,600	0.04	0.012	0.012	0.000
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.295**	**0.302**	**0.003**
88	*Pico Ave: Pier E St to Harbor Scenic Connector*									
89			27	729	8	10,206	0.13	0.002	0.002	0.000
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.019**	**0.020**	**0.000**
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*									
92			27	729	6	2,916	0.17	0.001	0.001	0.000
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.007**	**0.007**	**0.000**
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*									
95			25	625	4	15,625	0.25	0.001	0.001	0.000
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.004**	**0.004**	**0.000**
97	*Ocean Blvd: West of D St. On-ramp*									
98			28	784	6	6,272	0.17	0.003	0.003	0.000
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.017**	**0.017**	**0.000**
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*									
101			28	784	4	4,704	0.25	0.001	0.001	0.000
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.004**	**0.004**	**0.000**
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*									
104			14	196	11	784	0.09	0.001	0.001	0.000
105	**Subtotals**			**-**	**11**	**784**	**-**	**0.007**	**0.008**	**0.000**

	A	B
1	**Table A.3.1-113 Hourly TOG Emissions for the Reduced Expansion Alternative - Acute Analysis - POLB MCC P**	
2	*Source Activity*	*Pounds per Hour TOG*
3		
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	3.02
8	OGV - Docking	2.02
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	1.04
11	Tugs - Docking	0.35
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	0.03
22	Trucks - On-Terminal Driving	0.05
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.135
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.009
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.056
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.014
27	Pier F Ave: MCC Gate - Harbor Plaza	0.092
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.006
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.002
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.001
31	Ocean Blvd: West of D St. On-ramp	0.005
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.001
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.002
34	**Total**	**6.832**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-114 Hourly TOG Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*										
5				-		-					
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	-			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	-			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	0.15	0.01056	0.01109	0.01191
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.02**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	2.02	0.14112	0.14824	0.15926
18	**Subtotals**			**-**	**1**	**-**	**-**	**2.02**			
19	*OGV - Hoteling - Boilers*										
20			NA	NA	1	NA	1.00	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	0.05	0.00364	0.00382	0.00411
24	**Subtotals**			**-**	**20**	**-**	**-**	**1.04**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	0.35	0.02427	0.02550	0.02739
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.35**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-			
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-			
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	-			
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	-			
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	-			
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-			
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2					*Volume Source Lb/Hr*									
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14	-	0.00046	0.02219	-	0.00005	0.00223	0.00092	0.00013	0.00024	0.00051	0.02609	0.00014	0.00009	0.00222
15														
16														
17	-	0.00615	0.29663	-	0.00060	0.02978	0.01232	0.00171	0.00317	0.00675	0.34877	0.00192	0.00117	0.02970
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00016	0.00765	-	0.00002	0.00077	0.00032	0.00004	0.00008	0.00017	0.00900	0.00005	0.00003	0.00077
24														
25														
26	-	0.00106	0.05102	-	0.00010	0.00512	0.00212	0.00029	0.00054	0.00116	0.05999	0.00033	0.00020	0.00511
27														
28														
29														
30														
31														
32														
33														
34														
35														
36														
37														
38														
39														
40														
41														
42														
43														
44														
45														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-114 Hourly TOG Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
46	*New Storage Silos Dust Collector*										
47			NA	NA	1	NA	1.00	-			
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-02*										
50			NA	NA	1	NA	1.00	-			
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-03*										
53			NA	NA	1	NA	1.00	-			
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading Dust Collector DC-21*										
56			NA	NA	1	NA	1.00	-			
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
58	*Truck Loading - Dust*										
59			20	400	1	400	1.00	-			
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
61	*Trucks - On-Terminal Idling (1)*										
62			20	400	1	400	1.00	0.035	0.00243	0.00255	0.00274
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.035**			
64	*Truck Loading Dust + On-Terminal Idling*										
65		1646X	20	400	1	400	1.00	0.03	0.00182	0.00191	0.00206
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.03**			
67	*Truck Loading Dust + On-Terminal Idling*										
68		1655X	20	400	1	400	1.00	0.01	0.00061	0.00064	0.00069
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.01**			
70	*Trucks - On-Terminal Driving*										
71			20	400	13	5,200	0.08	0.004	0.00029	0.00030	0.00033
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.054**			
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
74			31	961	43	41,323	0.02	0.003	0.00022	0.00023	0.00025
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.135**			
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
77			36	1,296	4	5,184	0.25	0.002	0.00016	0.00016	0.00018
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.009**			
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
80			27	400	14	5,600	0.07	0.004	0.00028	0.00030	0.00032
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.056**			
82	*Harbor Plaza: Pier F Ave - Pier G Ave*										
83			24	400	4	5,600	0.25	0.003	0.00024	0.00025	0.00027
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.014**			
85	*Pier F Ave: MCC Gate - Harbor Plaza*										
86			24	400	25	5,600	0.04	0.004	0.00026	0.00027	0.00029
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.092**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47														
48														
49														
50														
51														
52														
53														
54														
55														
56														
57														
58														
59														
60														
61														
62	-	0.00011	0.00510	-	0.00001	0.00051	0.00021	0.00003	0.00005	0.00012	0.00600	0.00003	0.00002	0.00051
63														
64														
65	-	0.00008	0.00383	-	0.00001	0.00038	0.00016	0.00002	0.00004	0.00009	0.00450	0.00002	0.00002	0.00038
66														
67														
68	-	0.00003	0.00128	-	0.00000	0.00013	0.00005	0.00001	0.00001	0.00003	0.00150	0.00001	0.00001	0.00013
69														
70														
71	-	0.00001	0.00061	-	0.00000	0.00006	0.00003	0.00000	0.00001	0.00001	0.00072	0.00000	0.00000	0.00006
72														
73														
74	-	0.00001	0.00046	-	0.00000	0.00005	0.00002	0.00000	0.00000	0.00001	0.00054	0.00000	0.00000	0.00005
75														
76														
77	-	0.00001	0.00033	-	0.00000	0.00003	0.00001	0.00000	0.00000	0.00001	0.00039	0.00000	0.00000	0.00003
78														
79														
80	-	0.00001	0.00059	-	0.00000	0.00006	0.00002	0.00000	0.00001	0.00001	0.00069	0.00000	0.00000	0.00006
81														
82														
83	-	0.00001	0.00051	-	0.00000	0.00005	0.00002	0.00000	0.00001	0.00001	0.00060	0.00000	0.00000	0.00005
84														
85														
86	-	0.00001	0.00054	-	0.00000	0.00005	0.00002	0.00000	0.00001	0.00001	0.00064	0.00000	0.00000	0.00005
87														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-114 Hourly TOG Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
88	*Pico Ave: Pier E St to Harbor Scenic Connector*										
89			27	729	8	10,206	0.13	0.001	0.00005	0.00006	0.00006
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.006**			
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
92			27	729	6	2,916	0.17	0.000	0.00003	0.00003	0.00003
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.002**			
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
95			25	625	4	15,625	0.25	0.000	0.00002	0.00002	0.00003
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.001**			
97	*Ocean Blvd: West of D St. On-ramp*										
98			28	784	6	6,272	0.17	0.001	0.00006	0.00006	0.00007
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.005**			
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
101			28	784	4	4,704	0.25	0.000	0.00002	0.00002	0.00003
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.001**			
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
104			14	196	11	784	0.09	0.000	0.00001	0.00002	0.00002
105	**Subtotals**			**-**	**11**	**784**	**-**	**0.002**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00000	0.00011	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00013	0.00000	0.00000	0.00001
90														
91														
92	-	0.00000	0.00005	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00006	0.00000	0.00000	0.00001
93														
94														
95	-	0.00000	0.00005	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00006	0.00000	0.00000	0.00000
96														
97														
98	-	0.00000	0.00013	-	0.00000	0.00001	0.00001	0.00000	0.00000	0.00000	0.00015	0.00000	0.00000	0.00001
99														
100														
101	-	0.00000	0.00005	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00006	0.00000	0.00000	0.00000
102														
103														
104	-	0.00000	0.00003	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00004	0.00000	0.00000	0.00000
105														

	A	B
1	**Table A.3.1-115 Hourly DPM Emissions for the Reduced Expansion Alternative - Acute Analysis - POLB MCC P**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	0.52
8	OGV - Docking	0.30
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	0.48
11	Tugs - Docking	0.16
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	0.000
22	Trucks - On-Terminal Driving	0.002
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.029
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.002
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.008
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.002
27	Pier F Ave: MCC Gate - Harbor Plaza	0.014
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.001
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.000
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.000
31	Ocean Blvd: West of D St. On-ramp	0.001
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.000
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.000
34	**Total**	**1.523**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-116 Hourly DPM Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**			
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	0.03	0.00008
15	**Subtotals**			**-**	**20**	**-**	**-**	**0.52**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	0.30	0.00099
18	**Subtotals**			**-**	**1**	**-**	**-**	**0.30**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	0.02	0.00008
24	**Subtotals**			**-**	**20**	**-**	**-**	**0.48**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	0.16	0.00053
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.16**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00386	0.00014
15												
16												
17	0.00000	0.00002	0.00008	0.00000	0.00001	0.00001	0.00001	0.00001	0.00000	0.00000	0.04523	0.00166
18												
19												
20	-	-	-	-	-	-	-	-	-	-	-	-
21												
22												
23	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
24												
25												
26	0.00000	0.00001	0.00004	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-116 Hourly DPM Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*New Storage Silos Dust Collector*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-02*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-03*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading Dust Collector DC-21*								
56			NA	NA	1	NA	1.00	-	
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
58	*Truck Loading - Dust*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Trucks - On-Terminal Idling (1)*								
62			20	400	1	400	1.00	0.000	0.00000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.000**	
64	*Truck Loading Dust + On-Terminal Idling*								
65		1646X	20	400	1	400	1.00	0.00	0.00000
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.00**	
67	*Truck Loading Dust + On-Terminal Idling*								
68		1655X	20	400	1	400	1.00	0.00	0.00000
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.00**	
70	*Trucks - On-Terminal Driving*								
71			20	400	13	5,200	0.08	0.000	0.00000
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.002**	
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
63												
64												
65	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
66												
67												
68	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
69												
70												
71	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-116 Hourly DPM Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			31	961	43	41,323	0.02	0.001	0.00000
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.029**	
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								
77			36	1,296	4	5,184	0.25	0.001	0.00000
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.002**	
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								
80			27	400	14	5,600	0.07	0.001	0.00000
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.008**	
82	*Harbor Plaza: Pier F Ave - Pier G Ave*								
83			24	400	4	5,600	0.25	0.000	0.00000
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.002**	
85	*Pier F Ave: MCC Gate - Harbor Plaza*								
86			24	400	25	5,600	0.04	0.001	0.00000
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.014**	
88	*Pico Ave: Pier E St to Harbor Scenic Connector*								
89			27	729	8	10,206	0.13	0.000	0.00000
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.001**	
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
92			27	729	6	2,916	0.17	0.000	0.00000
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.000**	
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
95			25	625	4	15,625	0.25	0.000	0.00000
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.000**	
97	*Ocean Blvd: West of D St. On-ramp*								
98			28	784	6	6,272	0.17	0.000	0.00000
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.001**	
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
101			28	784	4	4,704	0.25	0.000	0.00000
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.000**	
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
104			14	196	11	784	0.09	0.000	0.00000
105	**Subtotals**			**-**	**11**	**784**	**-**	**0.000**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
75												
76												
77	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
78												
79												
80	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
81												
82												
83	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
84												
85												
86	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
87												
88												
89	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
90												
91												
92	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
93												
94												
95	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
96												
97												
98	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
99												
100												
101	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
102												
103												
104	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
105												

	A	B
1	**Table A.3.1-117 Hourly Tire Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	
22	Trucks - On-Terminal Driving	0.0003
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0091
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0007
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0029
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.0006
27	Pier F Ave: MCC Gate - Harbor Plaza	0.0048
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.0003
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0001
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0001
31	Ocean Blvd: West of D St. On-ramp	0.0003
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0001
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0001
34	**Total**	**0.0194**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-118 Hourly Tire Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
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16												
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38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-118 Hourly Tire Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*New Storage Silos Dust Collector*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-02*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-03*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading Dust Collector DC-21*								
56			NA	NA	1	NA	1.00	-	
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
58	*Truck Loading - Dust*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Trucks - On-Terminal Idling (1)*								
62			20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Truck Loading Dust + On-Terminal Idling*								
65		1646X	20	400	1	400	1.00	-	
66	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
67	*Truck Loading Dust + On-Terminal Idling*								
68		1655X	20	400	1	400	1.00	-	
69	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
70	*Trucks - On-Terminal Driving*								
71			20	400	13	5,200	0.08	0.0000	0.00
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.0003**	
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
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69												
70												
71	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-118 Hourly Tire Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			31	961	43	41,323	0.02	0.0002	0.00
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0091**	
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								
77			36	1,296	4	5,184	0.25	0.0002	0.00
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0007**	
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								
80			27	400	14	5,600	0.07	0.0002	0.00
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0029**	
82	*Harbor Plaza: Pier F Ave - Pier G Ave*								
83			24	400	4	5,600	0.25	0.0002	0.00
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0006**	
85	*Pier F Ave: MCC Gate - Harbor Plaza*								
86			24	400	25	5,600	0.04	0.0002	0.00
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0048**	
88	*Pico Ave: Pier E St to Harbor Scenic Connector*								
89			27	729	8	10,206	0.13	0.0000	0.00
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0003**	
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
92			27	729	6	2,916	0.17	0.0000	0.00
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0001**	
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
95			25	625	4	15,625	0.25	0.0000	0.00
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**	
97	*Ocean Blvd: West of D St. On-ramp*								
98			28	784	6	6,272	0.17	0.0000	0.00
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0003**	
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
101			28	784	4	4,704	0.25	0.0000	0.00
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0001**	
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
104			14	196	11	784	0.09	0.0000	0.00
105	**Subtotals**			**-**	**11**	**784**	**-**	**0.0001**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
75												
76												
77	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
78												
79												
80	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
81												
82												
83	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
84												
85												
86	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
87												
88												
89	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
90												
91												
92	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
93												
94												
95	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
96												
97												
98	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
99												
100												
101	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
102												
103												
104	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
105												

	A	B
1	**Table A.3.1-119 Hourly Brake Dust Emissions for the Reduced Expansion Alternative - Acute Analysis - POLB**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	New Storage Silos Dust Collector	
17	Truck Loading Dust Collector DC-02	
18	Truck Loading Dust Collector DC-03	
19	Truck Loading Dust Collector DC-21	
20	Truck Loading - Dust	
21	Trucks - On-Terminal Idling (1)	
22	Trucks - On-Terminal Driving	0.0008
23	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0205
24	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0015
25	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0065
26	Harbor Plaza: Pier F Ave - Pier G Ave	0.0014
27	Pier F Ave: MCC Gate - Harbor Plaza	0.0107
28	Pico Ave: Pier E St to Harbor Scenic Connector	0.0007
29	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0003
30	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0001
31	Ocean Blvd: West of D St. On-ramp	0.0006
32	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0002
33	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0003
34	**Total**	**0.044**
35	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-120 Hourly Brake Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
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35												
36												
37												
38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-120 Hourly Brake Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*New Storage Silos Dust Collector*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-02*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-03*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading Dust Collector DC-21*								
56			NA	NA	1	NA	1.00	-	
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
58	*Truck Loading - Dust*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Trucks - On-Terminal Idling (1)*								
62			20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Truck Loading Dust + On-Terminal Idling*								
65		1646X	20	400	1	400	1.00	-	
66	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
67	*Truck Loading Dust + On-Terminal Idling*								
68		1655X	20	400	1	400	1.00	-	
69	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
70	*Trucks - On-Terminal Driving*								
71			20	400	13	5,200	0.08	0.0001	0.00
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.0008**	
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
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58												
59												
60												
61												
62												
63												
64												
65												
66												
67												
68												
69												
70												
71	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-120 Hourly Brake Dust Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			31	961	43	41,323	0.02	0.0005	0.00
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0205**	
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								
77			36	1,296	4	5,184	0.25	0.0004	0.00
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0015**	
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								
80			27	400	14	5,600	0.07	0.0005	0.00
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0065**	
82	*Harbor Plaza: Pier F Ave - Pier G Ave*								
83			24	400	4	5,600	0.25	0.0003	0.00
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0014**	
85	*Pier F Ave: MCC Gate - Harbor Plaza*								
86			24	400	25	5,600	0.04	0.0004	0.00
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0107**	
88	*Pico Ave: Pier E St to Harbor Scenic Connector*								
89			27	729	8	10,206	0.13	0.0001	0.00
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0007**	
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
92			27	729	6	2,916	0.17	0.0000	0.00
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0003**	
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
95			25	625	4	15,625	0.25	0.0000	0.00
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**	
97	*Ocean Blvd: West of D St. On-ramp*								
98			28	784	6	6,272	0.17	0.0001	0.00
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0006**	
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
101			28	784	4	4,704	0.25	0.0000	0.00
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0002**	
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
104			14	196	11	784	0.09	0.0000	0.00
105	**Subtotals**			**-**	**11**	**784**	**-**	**0.0003**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
75												
76												
77	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
78												
79												
80	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
81												
82												
83	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
84												
85												
86	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
87												
88												
89	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
90												
91												
92	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
93												
94												
95	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
96												
97												
98	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
99												
100												
101	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
102												
103												
104	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
105												

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-121. Total Hourly TAC Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	*1,3-butadiene*	*acetaldehyde*	*benzene*	*chlorobenzene*
4	*Construction*						*CAS #*	630080	10102440	7446095	106990	75070	71432	108907
5				-	5	-	0.20				-	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**				
7	*OGV - Fairway Transit*													
8			200	40,000	43	1,720,000	0.02				-	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**				
10	*OGV - Precautionary Area Transit*													
11			200	40,000	33	1,320,000	0.03				-	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**				
13	*OGV - Harbor Transit*													
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03	0.01	0.01	0.01	-
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.462**	**5.967**	**0.632**				
16	*OGV - Docking*													
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31	0.14	0.15	0.16	-
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.798**	**3.275**	**0.311**				
19	*OGV - Hoteling - Boilers*													
20			NA	NA	1	NA	1.00				-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*													
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01	0.00	0.00	0.00	-
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.230**	**5.357**	**0.220**				
25	*Tugs - Docking*													
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07	0.02	0.03	0.03	-
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.743**	**1.786**	**0.073**				
28	*Kovaco Cement Unloader*													
29			10	100	1	100	1.00				-	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
31	*vanAalst Cement Unloader*													
32			10	100	1	100	1.00				-	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
34	*Payloaders*													
35			10	100	2	200	0.50				-	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*													
38		E	10	100	1	100	1.00				-	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*													
41		F	10	100	1	100	1.00				-	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*													
44			NA	NA	1	NA	1.00				-	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
46	*New Storage Silos Dust Collector*													
47			NA	NA	1	NA	1.00							
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
4	100414	50000	1210	67561	78933	108383	91203	110543	95476	115071	106423	100425	108883	7664417	7440382
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6															
7															
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9															
10															
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12															
13															
14	0.00	0.02	-	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00
15															
16															
17	0.01	0.30	-	0.00	0.03	0.01	0.00	0.00	0.01	0.35	0.00	0.00	0.03	0.00	0.00
18															
19															
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21															
22															
23	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
24															
25															
26	0.00	0.05	-	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.00
27															
28															
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30															
31															
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33															
34															
35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36															
37															
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39															
40															
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42															
43															
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45															
46															
47															
48															

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4	7440439	7782505	18540299	7440508	7439921	7439965	7439976	7440020	7782492	9960	7440622
5	-	-	-	-	-	-	-	-	-	-	-
6											
7											
8	-	-	-	-	-	-	-	-	-	-	-
9											
10											
11	-	-	-	-	-	-	-	-	-	-	-
12											
13											
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15											
16											
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00
18											
19											
20	-	-	-	-	-	-	-	-	-	-	-
21											
22											
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
24											
25											
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
27											
28											
29	-	-	-	-	-	-	-	-	-	-	-
30											
31											
32	-	-	-	-	-	-	-	-	-	-	-
33											
34											
35	-	-	-	-	-	-	-	-	-	-	-
36											
37											
38	-	-	-	-	-	-	-	-	-	-	-
39											
40											
41	-	-	-	-	-	-	-	-	-	-	-
42											
43											
44	-	-	-	-	-	-	-	-	-	-	-
45											
46											
47											
48											

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-121. Total Hourly TAC Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene	chlorobenzene
49	*Truck Loading Dust Collector DC-02*													
50			NA	NA	1	NA	1.00				-	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-03*													
53			NA	NA	1	NA	1.00				-	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
55	*Truck Loading Dust Collector DC-21*													
56			NA	NA	1	NA	1.00				-	-	-	-
57	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**				
58	*Truck Loading - Dust*													
59			20	400	1	400	1.00				-	-	-	-
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**				
61	*Trucks - On-Terminal Idling (1)*													
62			20	400	1	400	1.00	0.12	0.05	0.00	0.00	0.00	0.00	-
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.118**	**0.051**	**0.000**				
64	*Truck Loading Dust + On-Terminal Idling*													
65		1646X	20	400	1	400	1.00	0.09	0.04	0.00	0.00	0.00	0.00	-
66	**Subtotals**			**-**	**1**	**400**	**-**	**0.09**	**0.04**	**0.00**				
67	*Truck Loading Dust + On-Terminal Idling*													
68		1655X	20	400	1	400	1.00	0.03	0.01	0.00	0.00	0.00	0.00	-
69	**Subtotals**			**-**	**1**	**400**	**-**	**0.03**	**0.01**	**0.00**				
70	*Trucks - On-Terminal Driving*													
71			20	400	13	5,200	0.08	0.01	0.00	0.00	0.00	0.00	0.00	-
72	**Subtotals**			**-**	**13**	**5,200**	**-**	**0.101**	**0.064**	**0.000**				
73	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*													
74			31	961	43	41,323	0.02	0.01	0.01	0.00	0.00	0.00	0.00	-
75	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.548**	**0.487**	**0.007**				
76	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*													
77			36	1,296	4	5,184	0.25	0.01	0.01	0.00	0.00	0.00	0.00	-
78	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.042**	**0.034**	**0.000**				
79	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*													
80			27	400	14	5,600	0.07	0.01	0.01	0.00	0.00	0.00	0.00	-
81	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.180**	**0.185**	**0.002**				
82	*Harbor Plaza: Pier F Ave - Pier G Ave*													
83			24	400	4	5,600	0.25	0.01	0.01	0.00	0.00	0.00	0.00	-
84	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.040**	**0.044**	**0.000**				
85	*Pier F Ave: MCC Gate - Harbor Plaza*													
86			24	400	25	5,600	0.04	0.01	0.01	0.00	0.00	0.00	0.00	-
87	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.295**	**0.302**	**0.003**				
88	*Pico Ave: Pier E St to Harbor Scenic Connector*													
89			27	729	8	10,206	0.13	0.00	0.00	0.00	0.00	0.00	0.00	-
90	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.019**	**0.020**	**0.000**				
91	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*													
92			27	729	6	2,916	0.17	0.00	0.00	0.00	0.00	0.00	0.00	-
93	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.007**	**0.007**	**0.000**				

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
49															
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51															
52															
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54															
55															
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57															
58															
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60															
61															
62	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
63															
64															
65	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66															
67															
68	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69															
70															
71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72															
73															
74	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75															
76															
77	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78															
79															
80	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81															
82															
83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84															
85															
86	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87															
88															
89	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90															
91															
92	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93															

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
49											
50	-	-	-	-	-	-	-	-	-	-	-
51											
52											
53	-	-	-	-	-	-	-	-	-	-	-
54											
55											
56	-	-	-	-	-	-	-	-	-	-	-
57											
58											
59	-	-	-	-	-	-	-	-	-	-	-
60											
61											
62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
63											
64											
65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
66											
67											
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
69											
70											
71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72											
73											
74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75											
76											
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78											
79											
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81											
82											
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84											
85											
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87											
88											
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90											
91											
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93											

	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	**Table A.3.1-121. Total Hourly TAC Emission Simulations for the Reduced Expansion Alternative - Acute Analysis - POLB MCC Project.**													
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*							
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene	chlorobenzene
94	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*													
95			25	625	4	15,625	0.25	0.00	0.00	0.00	0.00	0.00	0.00	-
96	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.004**	**0.004**	**0.000**				
97	*Ocean Blvd: West of D St. On-ramp*													
98			28	784	6	6,272	0.17	0.00	0.00	0.00	0.00	0.00	0.00	-
99	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.017**	**0.017**	**0.000**				
100	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*													
101			28	784	4	4,704	0.25	0.00	0.00	0.00	0.00	0.00	0.00	-
102	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.004**	**0.004**	**0.000**				
103	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*													
104			14	196	11	784	0.09	0.001	0.001	0.000	0.00	0.00	0.00	-

	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
1															
2									*Volume Source Lb/Hr*						
3	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene	AMMONIA	ARSENIC
94															
95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96															
97															
98	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99															
100															
101	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102															
103															
104	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1											
2											
3	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
94											
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96											
97											
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99											
100											
101	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102											
103											
104	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	A	B	C	D
1	**Table A.3.1-122 Hourly Criteria Pollutant Emissions for the No Project Alternative - Acute Analysis - POLB MCC Pr**			
2	*Source Activity*	*Pounds per Hour*		
3		*CO*	*NO2*	*SO2*
4	Construction			
5	OGV - Fairway Transit			
6	OGV - Precautionary Area Transit			
7	OGV - Harbor Transit	3.46	5.97	0.63
8	OGV - Docking	1.80	3.27	0.31
9	OGV - Hoteling - Auxiliary Generators			
10	Tugs - Harbor Transit	8.23	5.36	0.22
11	Tugs - Docking	2.74	1.79	0.07
12	Kovaco Cement Unloader			
13	vanAalst Cement Unloader			
14	Payloaders			
15	Storage Warehouse Dust Collector DC-01			
16	Truck Loading Dust Collector DC-02			
17	Truck Loading Dust Collector DC-03			
18	Truck Loading Dust Collector DC-21			
19	Truck Loading - Dust			
20	Trucks - On-Terminal Idling (1)	0.10	0.04	0.0002
21	Trucks - On-Terminal Driving	0.06	0.04	0.0002
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.37	0.32	0.004
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.03	0.02	0.000
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.12	0.12	0.001
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.03	0.03	0.000
26	Pier F Ave: MCC Gate - Harbor Plaza	0.20	0.20	0.002
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.01	0.01	0.000
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.00	0.00	0.000
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00	0.00	0.000
30	Ocean Blvd: West of D St. On-ramp	0.01	0.01	0.000
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.00	0.00	0.000
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.00	0.01	0.000
33	**Total**	**17.17**	**17.21**	**1.25**
34	Notes: (1) Assigned to the Truck Loading Source			

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-123 Hourly Criteria Pollutant Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
4	*Construction*									
5				-	5	-	0.20	-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**
7	*OGV - Fairway Transit*									
8			200	40,000	43	1,720,000	0.02	-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**
10	*OGV - Precautionary Area Transit*									
11			200	40,000	33	1,320,000	0.03	-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**
13	*OGV - Harbor Transit*									
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.46**	**5.97**	**0.63**
16	*OGV - Docking*									
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.80**	**3.27**	**0.31**
19	*OGV - Hoteling - Auxiliary Generators*									
20			NA	NA	1	NA	1.00	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
22	*Tugs - Harbor Transit*									
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.23**	**5.36**	**0.22**
25	*Tugs - Docking*									
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.74**	**1.79**	**0.07**
28	*Kovaco Cement Unloader*									
29			10	100	1	100	1.00	-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
31	*vanAalst Cement Unloader*									
32			10	100	1	100	1.00	-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
34	*Payloaders*									
35			10	100	2	200	0.50	-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**
37	*Kovaco Cement Unloader+50%Payloaders*									
38		E	10	100	1	100	1.00	-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
40	*vanAalst Cement Unloader+50%Payloaders*									
41		F	10	100	1	100	1.00	-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**
43	*Storage Warehouse Dust Collector DC-01*									
44			NA	NA	1	NA	1.00	-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
46	*Truck Loading Dust Collector DC-02*									
47			NA	NA	1	NA	1.00	-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
49	*Truck Loading Dust Collector DC-03*									
50			NA	NA	1	NA	1.00	-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
52	*Truck Loading Dust Collector DC-21*									
53			NA	NA	1	NA	1.00	-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**
55	*Truck Loading - Dust*									
56			20	400	1	400	1.00	-	-	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**
58	*Trucks - On-Terminal Idling (1)*									
59			20	400	1	400	1.00	0.099	0.043	0.000
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.099**	**0.043**	**0.000**
61	*Truck Loading Dust + On-Terminal Idling*									
62		6	20	400	1	400	1.00	0.099	0.043	0.000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.099**	**0.043**	**0.000**
64	*Trucks - On-Terminal Driving*									

	F	G	H	I	J	K	L	M	N	O
1	**Table A.3.1-123 Hourly Criteria Pollutant Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**									
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*	*Volume Source Lb/Hr*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*
65			20	400	8	3,200	0.13	0.008	0.005	0.000
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.061**	**0.038**	**0.000**
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*									
68			31	961	43	41,323	0.02	0.008	0.008	0.000
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.365**	**0.324**	**0.004**
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*									
71			36	1,296	4	5,184	0.25	0.007	0.006	0.000
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.028**	**0.023**	**0.000**
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*									
74			27	400	14	5,600	0.07	0.009	0.009	0.000
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.120**	**0.123**	**0.001**
76	*Harbor Plaza: Pier F Ave - Pier G Ave*									
77			24	400	4	5,600	0.25	0.007	0.007	0.000
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.027**	**0.029**	**0.000**
79	*Pier F Ave: MCC Gate - Harbor Plaza*									
80			24	400	25	5,600	0.04	0.008	0.008	0.000
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.196**	**0.202**	**0.002**
82	*Pico Ave: Pier E St to Harbor Scenic Connector*									
83			27	729	8	10,206	0.13	0.002	0.002	0.000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.013**	**0.013**	**0.000**
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*									
86			27	729	6	2,916	0.17	0.001	0.001	0.000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.005**	**0.005**	**0.000**
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*									
89			25	625	4	15,625	0.25	0.001	0.001	0.000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.003**	**0.003**	**0.000**
91	*Ocean Blvd: West of D St. On-ramp*									
92			28	784	6	6,272	0.17	0.002	0.002	0.000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.011**	**0.011**	**0.000**
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*									
95			28	784	4	4,704	0.25	0.001	0.001	0.000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.003**	**0.003**	**0.000**
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*									
98			14	196	11	784	0.09	0.000	0.000	0.000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.005**	**0.005**	**0.000**

	A	B
1	**Table A.3.1-124 Hourly TOG Emissions for the No Project Alternative - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour TOG*
3		
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	3.02
8	OGV - Docking	2.02
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	1.04
11	Tugs - Docking	0.35
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	0.03
21	Trucks - On-Terminal Driving	0.03
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.090
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.006
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.037
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.009
26	Pier F Ave: MCC Gate - Harbor Plaza	0.061
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.004
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.001
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.001
30	Ocean Blvd: West of D St. On-ramp	0.003
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.001
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.002
33	**Total**	**6.696**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-125 Hourly TOG Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*										
5				-		-					
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*										
8			200	40,000	43	1,720,000	0.02	-			
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**			
10	*OGV - Precautionary Area Transit*										
11			200	40,000	33	1,320,000	0.03	-			
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**			
13	*OGV - Harbor Transit*										
14			100	10,000	20	200,000	0.05	0.15	0.01056	0.01109	0.01191
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.02**			
16	*OGV - Docking*										
17			100	10,000	1	10,000	1.00	2.02	0.14112	0.14824	0.15926
18	**Subtotals**			**-**	**1**	**-**	**-**	**2.02**			
19	*OGV - Hoteling - Boilers*										
20			NA	NA	1	NA	1.00	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*										
23			100	10,000	20	200,000	0.05	0.05	0.00364	0.00382	0.00411
24	**Subtotals**			**-**	**20**	**-**	**-**	**1.04**			
25	*Tugs - Docking*										
26			100	40,000	1	40,000	1.00	0.35	0.02427	0.02550	0.02739
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.35**			
28	*Kovaco Cement Unloader*										
29			10	100	1	100	1.00	-			
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
31	*vanAalst Cement Unloader*										
32			10	100	1	100	1.00	-			
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
34	*Payloaders*										
35			10	100	2	200	0.50	-			
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*										
38		E	10	100	1	100	1.00	-			
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*										
41		F	10	100	1	100	1.00	-			
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*										
44			NA	NA	1	NA	1.00	-			
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2					*Volume Source Lb/Hr*									
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14	-	0.00046	0.02219	-	0.00005	0.00223	0.00092	0.00013	0.00024	0.00051	0.02609	0.00014	0.00009	0.00222
15														
16														
17	-	0.00615	0.29663	-	0.00060	0.02978	0.01232	0.00171	0.00317	0.00675	0.34877	0.00192	0.00117	0.02970
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00016	0.00765	-	0.00002	0.00077	0.00032	0.00004	0.00008	0.00017	0.00900	0.00005	0.00003	0.00077
24														
25														
26	-	0.00106	0.05102	-	0.00010	0.00512	0.00212	0.00029	0.00054	0.00116	0.05999	0.00033	0.00020	0.00511
27														
28														
29														
30														
31														
32														
33														
34														
35														
36														
37														
38														
39														
40														
41														
42														
43														
44														
45														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-125 Hourly TOG Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
46	*Truck Loading Dust Collector DC-02*										
47			NA	NA	1	NA	1.00	-			
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*										
50			NA	NA	1	NA	1.00	-			
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*										
53			NA	NA	1	NA	1.00	-			
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**			
55	*Truck Loading - Dust*										
56			20	400	1	400	1.00	-			
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*										
59			20	400	1	400	1.00	0.029	0.00204	0.00214	0.00230
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.029**			
61	*Truck Loading Dust + On-Terminal Idling*										
62		6	20	400	1	400	1.00	0.029	0.00204	0.00214	0.00230
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.029**			
64	*Trucks - On-Terminal Driving*										
65			20	400	8	3,200	0.13	0.004	0.00028	0.00030	0.00032
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.032**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*										
68			31	961	43	41,323	0.02	0.002	0.00015	0.00015	0.00016
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.090**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*										
71			36	1,296	4	5,184	0.25	0.001	0.00010	0.00011	0.00012
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.006**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*										
74			27	400	14	5,600	0.07	0.003	0.00019	0.00020	0.00021
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.037**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*										
77			24	400	4	5,600	0.25	0.002	0.00016	0.00017	0.00018
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.009**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*										
80			24	400	25	5,600	0.04	0.002	0.00017	0.00018	0.00019
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.061**			
82	*Pico Ave: Pier E St to Harbor Scenic Connector*										
83			27	729	8	10,206	0.13	0.001	0.00004	0.00004	0.00004
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.004**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*										
86			27	729	6	2,916	0.17	0.000	0.00002	0.00002	0.00002
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.001**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2						*Volume Source Lb/Hr*								
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47														
48														
49														
50														
51														
52														
53														
54														
55														
56														
57														
58														
59	-	0.00009	0.00428	-	0.00001	0.00043	0.00018	0.00002	0.00005	0.00010	0.00503	0.00003	0.00002	0.00043
60														
61														
62	-	0.00009	0.00428	-	0.00001	0.00043	0.00018	0.00002	0.00005	0.00010	0.00503	0.00003	0.00002	0.00043
63														
64														
65	-	0.00001	0.00059	-	0.00000	0.00006	0.00002	0.00000	0.00001	0.00001	0.00070	0.00000	0.00000	0.00006
66														
67														
68	-	0.00001	0.00031	-	0.00000	0.00003	0.00001	0.00000	0.00000	0.00001	0.00036	0.00000	0.00000	0.00003
69														
70														
71	-	0.00000	0.00022	-	0.00000	0.00002	0.00001	0.00000	0.00000	0.00001	0.00026	0.00000	0.00000	0.00002
72														
73														
74	-	0.00001	0.00039	-	0.00000	0.00004	0.00002	0.00000	0.00000	0.00001	0.00046	0.00000	0.00000	0.00004
75														
76														
77	-	0.00001	0.00034	-	0.00000	0.00003	0.00001	0.00000	0.00000	0.00001	0.00040	0.00000	0.00000	0.00003
78														
79														
80	-	0.00001	0.00036	-	0.00000	0.00004	0.00001	0.00000	0.00000	0.00001	0.00042	0.00000	0.00000	0.00004
81														
82														
83	-	0.00000	0.00007	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00009	0.00000	0.00000	0.00001
84														
85														
86	-	0.00000	0.00004	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00004	0.00000	0.00000	0.00000
87														

	D	E	F	G	H	I	J	K	L	M	N
1	**Table A.3.1-125 Hourly TOG Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**										
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*				
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*TOG*	1,3-butadiene	acetaldehyde	benzene
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*										
89			25	625	4	15,625	0.25	0.000	0.00002	0.00002	0.00002
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.001**			
91	*Ocean Blvd: West of D St. On-ramp*										
92			28	784	6	6,272	0.17	0.001	0.00004	0.00004	0.00005
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.003**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*										
95			28	784	4	4,704	0.25	0.000	0.00002	0.00002	0.00002
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.001**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*										
98			14	196	11	784	0.09	0.000	0.00001	0.00001	0.00001
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.002**			

	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
1														
2	*Volume Source Lb/Hr*													
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00000	0.00003	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00004	0.00000	0.00000	0.00000
90														
91														
92	-	0.00000	0.00009	-	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00010	0.00000	0.00000	0.00001
93														
94														
95	-	0.00000	0.00003	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00004	0.00000	0.00000	0.00000
96														
97														
98	-	0.00000	0.00002	-	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00002	0.00000	0.00000	0.00000
99														

	A	B
1	**Table A.3.1-126 Hourly DPM Emissions for the No Project Alternative - Acute Analysis - POLB MCC Project**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	0.52
8	OGV - Docking	0.30
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	0.48
11	Tugs - Docking	0.16
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	0.0004
21	Trucks - On-Terminal Driving	0.001
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.019
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.002
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.006
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.001
26	Pier F Ave: MCC Gate - Harbor Plaza	0.009
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.001
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.000
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.000
30	Ocean Blvd: West of D St. On-ramp	0.001
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.000
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.000
33	**Total**	**1.503**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-127 Hourly DPM Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
4	*Construction*											
5				-		-						
6	**Subtotals**			**-**	**-**	**-**						
7	*OGV - Fairway Transit*											
8			200	40,000	43	1,720,000	0.02	-				
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**				
10	*OGV - Precautionary Area Transit*											
11			200	40,000	33	1,320,000	0.03	-				
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**				
13	*OGV - Harbor Transit*											
14			100	10,000	20	200,000	0.05	0.03	0.00008	0.00000	0.00000	0.00001
15	**Subtotals**			**-**	**20**	**-**	**-**	**0.52**				
16	*OGV - Docking*											
17			100	10,000	1	10,000	1.00	0.30	0.00099	0.00000	0.00002	0.00008
18	**Subtotals**			**-**	**1**	**-**	**-**	**0.30**				
19	*OGV - Hoteling - Boilers*											
20			NA	NA	1	NA	1.00	-	-	-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
22	*Tugs - Harbor Transit*											
23			100	10,000	20	200,000	0.05	0.02	0.00008	0.00000	0.00000	0.00001
24	**Subtotals**			**-**	**20**	**-**	**-**	**0.48**				
25	*Tugs - Docking*											
26			100	40,000	1	40,000	1.00	0.16	0.00053	0.00000	0.00001	0.00004
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**0.16**				
28	*Kovaco Cement Unloader*											
29			10	100	1	100	1.00	-				
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
31	*vanAalst Cement Unloader*											
32			10	100	1	100	1.00	-				
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
34	*Payloaders*											
35			10	100	2	200	0.50	-				
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**				
37	*Kovaco Cement Unloader+50%Payloaders*											
38		E	10	100	1	100	1.00	-				
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
40	*vanAalst Cement Unloader+50%Payloaders*											
41		F	10	100	1	100	1.00	-				
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**				
43	*Storage Warehouse Dust Collector DC-01*											
44			NA	NA	1	NA	1.00	-				
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00386	0.00014
15									
16									
17	0.00000	0.00001	0.00001	0.00001	0.00001	0.00000	0.00000	0.04523	0.00166
18									
19									
20	-	-	-	-	-	-	-	-	-
21									
22									
23	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
24									
25									
26	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-127 Hourly DPM Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
46	*Truck Loading Dust Collector DC-02*											
47			NA	NA	1	NA	1.00	-				
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
49	*Truck Loading Dust Collector DC-03*											
50			NA	NA	1	NA	1.00	-				
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
52	*Truck Loading Dust Collector DC-21*											
53			NA	NA	1	NA	1.00	-				
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**				
55	*Truck Loading - Dust*											
56			20	400	1	400	1.00	-				
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**				
58	*Trucks - On-Terminal Idling (1)*											
59			20	400	1	400	1.00	0.000	0.00000	0.00000	0.00000	0.00000
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.000**				
61	*Truck Loading Dust + On-Terminal Idling*											
62		6	20	400	1	400	1.00	0.000	0.00000	0.00000	0.00000	0.00000
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.000**				
64	*Trucks - On-Terminal Driving*											
65			20	400	8	3,200	0.13	0.000	0.00000	0.00000	0.00000	0.00000
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.001**				
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*											
68			31	961	43	41,323	0.02	0.000	0.00000	0.00000	0.00000	0.00000
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.019**				
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*											
71			36	1,296	4	5,184	0.25	0.000	0.00000	0.00000	0.00000	0.00000
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.002**				
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*											
74			27	400	14	5,600	0.07	0.000	0.00000	0.00000	0.00000	0.00000
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.006**				
76	*Harbor Plaza: Pier F Ave - Pier G Ave*											
77			24	400	4	5,600	0.25	0.000	0.00000	0.00000	0.00000	0.00000
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.001**				
79	*Pier F Ave: MCC Gate - Harbor Plaza*											
80			24	400	25	5,600	0.04	0.000	0.00000	0.00000	0.00000	0.00000
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.009**				
82	*Pico Ave: Pier E St to Harbor Scenic Connector*											
83			27	729	8	10,206	0.13	0.000	0.00000	0.00000	0.00000	0.00000
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.001**				
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*											
86			27	729	6	2,916	0.17	0.000	0.00000	0.00000	0.00000	0.00000
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.000**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
60									
61									
62	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
63									
64									
65	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
66									
67									
68	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
69									
70									
71	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
72									
73									
74	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
75									
76									
77	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
78									
79									
80	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
81									
82									
83	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
84									
85									
86	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
87									

	D	E	F	G	H	I	J	K	AC	AD	AE	AF
1	**Table A.3.1-127 Hourly DPM Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**											
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*					
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA	ARSENIC	CADMIUM	CHLORINE
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*											
89			25	625	4	15,625	0.25	0.000	0.00000	0.00000	0.00000	0.00000
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.000**				
91	*Ocean Blvd: West of D St. On-ramp*											
92			28	784	6	6,272	0.17	0.000	0.00000	0.00000	0.00000	0.00000
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.001**				
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*											
95			28	784	4	4,704	0.25	0.000	0.00000	0.00000	0.00000	0.00000
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.000**				
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*											
98			14	196	11	784	0.09	0.000	0.00000	0.00000	0.00000	0.00000
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.000**				

	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1									
2		*Volume Source Lb/Hr*							
3	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88									
89	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
90									
91									
92	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
93									
94									
95	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
96									
97									
98	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	-	0.00000
99									

	A	B
1	**Table A.3.1-128 Hourly Tire Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB I**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	0.0002
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0061
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0005
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0019
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.0004
26	Pier F Ave: MCC Gate - Harbor Plaza	0.0032
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.0002
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0001
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.00004
30	Ocean Blvd: West of D St. On-ramp	0.0002
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.00005
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0001
33	**Total**	**0.0129**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-129 Hourly Tire Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
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34												
35												
36												
37												
38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-129 Hourly Tire Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*Truck Loading Dust Collector DC-02*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-03*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-21*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading - Dust*								
56			20	400	1	400	1.00	-	
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
58	*Trucks - On-Terminal Idling (1)*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Truck Loading Dust + On-Terminal Idling*								
62		6	20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Trucks - On-Terminal Driving*								
65			20	400	8	3,200	0.13	0.0000	0.00
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.0002**	
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								
68			31	961	43	41,323	0.02	0.0001	0.00
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0061**	
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								
71			36	1,296	4	5,184	0.25	0.0001	0.00
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0005**	
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
65	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
66												
67												
68	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
69												
70												
71	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-129 Hourly Tire Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			27	400	14	5,600	0.07	0.0001	0.00
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0019**	
76	*Harbor Plaza: Pier F Ave - Pier G Ave*								
77			24	400	4	5,600	0.25	0.0001	0.00
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0004**	
79	*Pier F Ave: MCC Gate - Harbor Plaza*								
80			24	400	25	5,600	0.04	0.0001	0.00
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0032**	
82	*Pico Ave: Pier E St to Harbor Scenic Connector*								
83			27	729	8	10,206	0.13	0.0000	0.00
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0002**	
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
86			27	729	6	2,916	0.17	0.0000	0.00
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0001**	
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
89			25	625	4	15,625	0.25	0.0000	0.00
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0000**	
91	*Ocean Blvd: West of D St. On-ramp*								
92			28	784	6	6,272	0.17	0.0000	0.00
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0002**	
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
95			28	784	4	4,704	0.25	0.0000	0.00
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0000**	
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
98			14	196	11	784	0.09	0.0000	0.00
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.0001**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
75												
76												
77	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
78												
79												
80	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
81												
82												
83	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
84												
85												
86	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
87												
88												
89	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
90												
91												
92	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
93												
94												
95	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
96												
97												
98	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-
99												

	A	B
1	**Table A.3.1-130 Hourly Brake Dust Emissions for the No Project Alternative - Acute Analysis - POLB MCC Proj**	
2	*Source Activity*	*Pounds per Hour*
3		*PM*
4	Construction	
5	OGV - Fairway Transit	
6	OGV - Precautionary Area Transit	
7	OGV - Harbor Transit	
8	OGV - Docking	
9	OGV - Hoteling - Boilers	
10	Tugs - Harbor Transit	
11	Tugs - Docking	
12	Kovaco Cement Unloader	
13	vanAalst Cement Unloader	
14	Payloaders	
15	Storage Warehouse Dust Collector DC-01	
16	Truck Loading Dust Collector DC-02	
17	Truck Loading Dust Collector DC-03	
18	Truck Loading Dust Collector DC-21	
19	Truck Loading - Dust	
20	Trucks - On-Terminal Idling (1)	
21	Trucks - On-Terminal Driving	0.0005
22	I-710/HSD: PCH to Pico Ave. Connector (NB/SB)	0.0137
23	Pico Ave. Connector: HSD to Pico Ave. (NB/SB)	0.0010
24	Pico Ave: Harbor Scenic Connector - Harbor Plaza	0.0044
25	Harbor Plaza: Pier F Ave - Pier G Ave	0.0009
26	Pier F Ave: MCC Gate - Harbor Plaza	0.0071
27	Pico Ave: Pier E St to Harbor Scenic Connector	0.0005
28	Pico Ave: Pier E St. to Ocean Blvd. On-ramp	0.0002
29	Ocean Blvd. On-ramp: Pier D St. to OB (WB)	0.0001
30	Ocean Blvd: West of D St. On-ramp	0.0004
31	Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp	0.0001
32	Pier E St Off Ramp : Pico Ave - Ocean Blvd	0.0002
33	**Total**	**0.0290**
34	Notes: (1) Assigned to the Truck Loading Source	

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-131 Hourly Brake Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
4	*Construction*								
5				-		-			
6	**Subtotals**			**-**	**-**	**-**	**-**	**-**	
7	*OGV - Fairway Transit*								
8			200	40,000	43	1,720,000	0.02	-	
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	
10	*OGV - Precautionary Area Transit*								
11			200	40,000	33	1,320,000	0.03	-	
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	
13	*OGV - Harbor Transit*								
14			100	10,000	20	200,000	0.05	-	
15	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
16	*OGV - Docking*								
17			100	10,000	1	10,000	1.00	-	
18	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
19	*OGV - Hoteling - Boilers*								
20			NA	NA	1	NA	1.00	-	
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
22	*Tugs - Harbor Transit*								
23			100	10,000	20	200,000	0.05	-	
24	**Subtotals**			**-**	**20**	**-**	**-**	**-**	
25	*Tugs - Docking*								
26			100	40,000	1	40,000	1.00	-	
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**-**	
28	*Kovaco Cement Unloader*								
29			10	100	1	100	1.00	-	
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
31	*vanAalst Cement Unloader*								
32			10	100	1	100	1.00	-	
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
34	*Payloaders*								
35			10	100	2	200	0.50	-	
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	
37	*Kovaco Cement Unloader+50%Payloaders*								
38		E	10	100	1	100	1.00	-	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20												
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22												
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30												
31												
32												
33												
34												
35												
36												
37												
38												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-131 Hourly Brake Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
40	*vanAalst Cement Unloader+50%Payloaders*								
41		F	10	100	1	100	1.00	-	
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	
43	*Storage Warehouse Dust Collector DC-01*								
44			NA	NA	1	NA	1.00	-	
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
46	*Truck Loading Dust Collector DC-02*								
47			NA	NA	1	NA	1.00	-	
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
49	*Truck Loading Dust Collector DC-03*								
50			NA	NA	1	NA	1.00	-	
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
52	*Truck Loading Dust Collector DC-21*								
53			NA	NA	1	NA	1.00	-	
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	
55	*Truck Loading - Dust*								
56			20	400	1	400	1.00	-	
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
58	*Trucks - On-Terminal Idling (1)*								
59			20	400	1	400	1.00	-	
60	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
61	*Truck Loading Dust + On-Terminal Idling*								
62		6	20	400	1	400	1.00	-	
63	**Subtotals**			**-**	**1**	**400**	**-**	**-**	
64	*Trucks - On-Terminal Driving*								
65			20	400	8	3,200	0.13	0.0001	0.00
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.0005**	
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*								
68			31	961	43	41,323	0.02	0.0003	0.00
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.0137**	
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*								
71			36	1,296	4	5,184	0.25	0.0003	0.00
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.0010**	
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*								

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
65	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
66												
67												
68	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
69												
70												
71	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
72												
73												

	D	E	F	G	H	I	J	K	AC
1	**Table A.3.1-131 Hourly Brake Dust Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project**								
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*		
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*PM*	AMMONIA
74			27	400	14	5,600	0.07	0.0003	0.00
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.0044**	
76	*Harbor Plaza: Pier F Ave - Pier G Ave*								
77			24	400	4	5,600	0.25	0.0002	0.00
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.0009**	
79	*Pier F Ave: MCC Gate - Harbor Plaza*								
80			24	400	25	5,600	0.04	0.0003	0.00
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.0071**	
82	*Pico Ave: Pier E St to Harbor Scenic Connector*								
83			27	729	8	10,206	0.13	0.0001	0.00
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.0005**	
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*								
86			27	729	6	2,916	0.17	0.0000	0.00
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.0002**	
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*								
89			25	625	4	15,625	0.25	0.0000	0.00
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.0001**	
91	*Ocean Blvd: West of D St. On-ramp*								
92			28	784	6	6,272	0.17	0.0001	0.00
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.0004**	
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*								
95			28	784	4	4,704	0.25	0.0000	0.00
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.0001**	
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*								
98			14	196	11	784	0.09	0.0000	0.00
99	**Subtotals**			**-**	**11**	**784**	**-**	**0.0002**	

	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO
1												
2	*Volume Source Lb/Hr*											
3	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
74	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
75												
76												
77	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
78												
79												
80	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
81												
82												
83	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
84												
85												
86	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
87												
88												
89	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
90												
91												
92	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
93												
94												
95	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
96												
97												
98	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00
99												

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-132. Total Hourly TAC Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
4	*Construction*						*CAS #*	630080	10102440	7446095	106990	75070	71432
5				-	5	-	0.20				-	-	-
6	**Subtotals**			**-**	**5**	**-**	**-**	**-**	**-**	**-**			
7	*OGV - Fairway Transit*												
8			200	40,000	43	1,720,000	0.02				-	-	-
9	**Subtotals**			**-**	**43**	**1,720,000**	**-**	**-**	**-**	**-**			
10	*OGV - Precautionary Area Transit*												
11			200	40,000	33	1,320,000	0.03				-	-	-
12	**Subtotals**			**-**	**33**	**1,320,000**	**-**	**-**	**-**	**-**			
13	*OGV - Harbor Transit*												
14			100	10,000	20	200,000	0.05	0.17	0.30	0.03	0.01	0.01	0.01
15	**Subtotals**			**-**	**20**	**-**	**-**	**3.462**	**5.967**	**0.632**			
16	*OGV - Docking*												
17			100	10,000	1	10,000	1.00	1.80	3.27	0.31	0.14	0.15	0.16
18	**Subtotals**			**-**	**1**	**-**	**-**	**1.798**	**3.275**	**0.311**			
19	*OGV - Hoteling - Boilers*												
20			NA	NA	1	NA	1.00				-	-	-
21	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
22	*Tugs - Harbor Transit*												
23			100	10,000	20	200,000	0.05	0.41	0.27	0.01	0.00	0.00	0.00
24	**Subtotals**			**-**	**20**	**-**	**-**	**8.230**	**5.357**	**0.220**			
25	*Tugs - Docking*												
26			100	40,000	1	40,000	1.00	2.74	1.79	0.07	0.02	0.03	0.03
27	**Subtotals**			**-**	**1**	**40,000**	**-**	**2.743**	**1.786**	**0.073**			
28	*Kovaco Cement Unloader*												
29			10	100	1	100	1.00				-	-	-
30	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
31	*vanAalst Cement Unloader*												
32			10	100	1	100	1.00				-	-	-
33	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
34	*Payloaders*												
35			10	100	2	200	0.50				-	-	-
36	**Subtotals**			**-**	**2**	**200**	**-**	**-**	**-**	**-**			
37	*Kovaco Cement Unloader+50%Payloaders*												
38		E	10	100	1	100	1.00				-	-	-
39	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
40	*vanAalst Cement Unloader+50%Payloaders*												
41		F	10	100	1	100	1.00				-	-	-
42	**Subtotals**			**-**	**1**	**100**	**-**	**-**	**-**	**-**			
43	*Storage Warehouse Dust Collector DC-01*												
44			NA	NA	1	NA	1.00				-	-	-
45	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
4	108907	100414	50000	1210	67561	78933	108383	91203	110543	95476	115071	106423	100425	108883
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6														
7														
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9														
10														
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12														
13														
14	-	0.00	0.02	-	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00
15														
16														
17	-	0.01	0.30	-	0.00	0.03	0.01	0.00	0.00	0.01	0.35	0.00	0.00	0.03
18														
19														
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21														
22														
23	-	0.00	0.01	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
24														
25														
26	-	0.00	0.05	-	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.01
27														
28														
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30														
31														
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33														
34														
35	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36														
37														
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39														
40														
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42														
43														
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45														

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
4	7664417	7440382	7440439	7782505	18540299	7440508	7439921	7439965	7439976	7440020	7782492	9960	7440622
5	-	-	-	-	-	-	-	-	-	-	-	-	-
6													
7													
8	-	-	-	-	-	-	-	-	-	-	-	-	-
9													
10													
11	-	-	-	-	-	-	-	-	-	-	-	-	-
12													
13													
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15													
16													
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00
18													
19													
20	-	-	-	-	-	-	-	-	-	-	-	-	-
21													
22													
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
24													
25													
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
27													
28													
29	-	-	-	-	-	-	-	-	-	-	-	-	-
30													
31													
32	-	-	-	-	-	-	-	-	-	-	-	-	-
33													
34													
35	-	-	-	-	-	-	-	-	-	-	-	-	-
36													
37													
38	-	-	-	-	-	-	-	-	-	-	-	-	-
39													
40													
41	-	-	-	-	-	-	-	-	-	-	-	-	-
42													
43													
44	-	-	-	-	-	-	-	-	-	-	-	-	-
45													

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-132. Total Hourly TAC Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
46	*Truck Loading Dust Collector DC-02*												
47			NA	NA	1	NA	1.00				-	-	-
48	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
49	*Truck Loading Dust Collector DC-03*												
50			NA	NA	1	NA	1.00				-	-	-
51	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
52	*Truck Loading Dust Collector DC-21*												
53			NA	NA	1	NA	1.00				-	-	-
54	**Subtotals**			**-**	**1**	**-**	**-**	**-**	**-**	**-**			
55	*Truck Loading - Dust*												
56			20	400	1	400	1.00				-	-	-
57	**Subtotals**			**-**	**1**	**400**	**-**	**-**	**-**	**-**			
58	*Trucks - On-Terminal Idling (1)*												
59			20	400	1	400	1.00	0.10	0.04	0.00	0.00	0.00	0.00
60	**Subtotals**			**-**	**1**	**400**	**-**	**0.099**	**0.043**	**0.000**			
61	*Truck Loading Dust + On-Terminal Idling*												
62		6	20	400	1	400	1.00	0.10	0.04	0.00	0.00	0.00	0.00
63	**Subtotals**			**-**	**1**	**400**	**-**	**0.099**	**0.043**	**0.000**			
64	*Trucks - On-Terminal Driving*												
65			20	400	8	3,200	0.13	0.01	0.00	0.00	0.00	0.00	0.00
66	**Subtotals**			**-**	**8**	**3,200**	**-**	**0.061**	**0.038**	**0.000**			
67	*I-710/HSD: PCH to Pico Ave. Connector (NB/SB)*												
68			31	961	43	41,323	0.02	0.01	0.01	0.00	0.00	0.00	0.00
69	**Subtotals**			**-**	**43**	**41,323**	**-**	**0.365**	**0.324**	**0.004**			
70	*Pico Ave. Connector: HSD to Pico Ave. (NB/SB)*												
71			36	1,296	4	5,184	0.25	0.01	0.01	0.00	0.00	0.00	0.00
72	**Subtotals**			**-**	**4**	**5,184**	**-**	**0.028**	**0.023**	**0.000**			
73	*Pico Ave: Harbor Scenic Connector - Harbor Plaza*												
74			27	400	14	5,600	0.07	0.01	0.01	0.00	0.00	0.00	0.00
75	**Subtotals**			**-**	**14**	**5,600**	**-**	**0.120**	**0.123**	**0.001**			
76	*Harbor Plaza: Pier F Ave - Pier G Ave*												
77			24	400	4	5,600	0.25	0.01	0.01	0.00	0.00	0.00	0.00
78	**Subtotals**			**-**	**4**	**5,600**	**-**	**0.027**	**0.029**	**0.000**			
79	*Pier F Ave: MCC Gate - Harbor Plaza*												
80			24	400	25	5,600	0.04	0.01	0.01	0.00	0.00	0.00	0.00
81	**Subtotals**			**-**	**25**	**5,600**	**-**	**0.196**	**0.202**	**0.002**			
82	*Pico Ave: Pier E St to Harbor Scenic Connector*												
83			27	729	8	10,206	0.13	0.00	0.00	0.00	0.00	0.00	0.00
84	**Subtotals**			**-**	**8**	**10,206**	**-**	**0.013**	**0.013**	**0.000**			
85	*Pico Ave: Pier E St. to Ocean Blvd. On-ramp*												
86			27	729	6	2,916	0.17	0.00	0.00	0.00	0.00	0.00	0.00
87	**Subtotals**			**-**	**6**	**2,916**	**-**	**0.005**	**0.005**	**0.000**			

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
46														
47	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48														
49														
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51														
52														
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54														
55														
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57														
58														
59	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
60														
61														
62	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
63														
64														
65	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66														
67														
68	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69														
70														
71	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72														
73														
74	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75														
76														
77	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78														
79														
80	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81														
82														
83	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84														
85														
86	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87														

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
46													
47	-	-	-	-	-	-	-	-	-	-	-	-	-
48													
49													
50	-	-	-	-	-	-	-	-	-	-	-	-	-
51													
52													
53	-	-	-	-	-	-	-	-	-	-	-	-	-
54													
55													
56	-	-	-	-	-	-	-	-	-	-	-	-	-
57													
58													
59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
60													
61													
62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00
63													
64													
65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66													
67													
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69													
70													
71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72													
73													
74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75													
76													
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78													
79													
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81													
82													
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84													
85													
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87													

	D	E	F	G	H	I	J	K	L	M	N	O	P
1	**Table A.3.1-132. Total Hourly TAC Emission Simulations for the No Project Alternative - Acute Analysis - POLB MCC Project.**												
2		*Source*	*Width*	*Area*	*# of*	*Total Source*	*Source Area/*						
3	*Activity/Source ID*	*Number(s)*	*(meters)*	*(m2)*	*Sources*	*Area (m2)*	*Total Source Area*	*CO*	*NO2*	*SO2*	1,3-butadiene	acetaldehyde	benzene
88	*Ocean Blvd. On-ramp: Pier D St. to OB (WB)*												
89			25	625	4	15,625	0.25	0.00	0.00	0.00	0.00	0.00	0.00
90	**Subtotals**			**-**	**4**	**15,625**	**-**	**0.003**	**0.003**	**0.000**			
91	*Ocean Blvd: West of D St. On-ramp*												
92			28	784	6	6,272	0.17	0.00	0.00	0.00	0.00	0.00	0.00
93	**Subtotals**			**-**	**6**	**6,272**	**-**	**0.011**	**0.011**	**0.000**			
94	*Ocean Blvd: Pico Ave. On-ramp to Pier E St. Off-ramp*												
95			28	784	4	4,704	0.25	0.00	0.00	0.00	0.00	0.00	0.00
96	**Subtotals**			**-**	**4**	**4,704**	**-**	**0.003**	**0.003**	**0.000**			
97	*Pier E St Off Ramp : Pico Ave - Ocean Blvd*												
98			14	196	11	784	0.09	0.000	0.000	0.000	0.00	0.00	0.00

	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
1														
2											*Volume Source Lb/Hr*			
3	chlorobenzene	ethylbenzene	formaldehyde	isomers of xylene	methanol	MEK	m-xylene	naphthalene	n-Hexane	o-xylene	propene	p-xylene	styrene	toluene
88														
89	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90														
91														
92	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93														
94														
95	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96														
97														
98	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1													
2													
3	AMMONIA	ARSENIC	CADMIUM	CHLORINE	CHROMIUM	COPPER	LEAD	MANGANESE	MERCURY	NICKEL	SELENIUM	SULFATES	VANADIUM
88													
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90													
91													
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93													
94													
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96													
97													
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Appendix B

Traffic Study for the
MCC Cement Facility Modification Project

TRAFFIC STUDY FOR THE MITSUBISHI CEMENT FACILITY MODIFICATION PROJECT

Prepared by:

FEHR & PEERS
201 Santa Monica Blvd. Suite 500
Santa Monica, CA 90401-2213
T. (310) 458-9916
F. (310) 394-7663

Prepared for:
SAIC
and
Port of Long Beach

Ref: SM12-2459
August 2012

FEHR & PEERS

TRAFFIC STUDY
FOR THE
MITSUBISHI CEMENT FACILITY MODIFICATION PROJECT

August 2012

Prepared for:

SAIC AND THE PORT OF LONG BEACH

Prepared by:

FEHR & PEERS
201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401
(310) 458-9916

Ref: 2459

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Appendix A – Lane Configurations

Appendix B – Level of Service Worksheets

Appendix C – Mitsubishi Cement Terminal Capacity Analysis

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1. INTRODUCTION

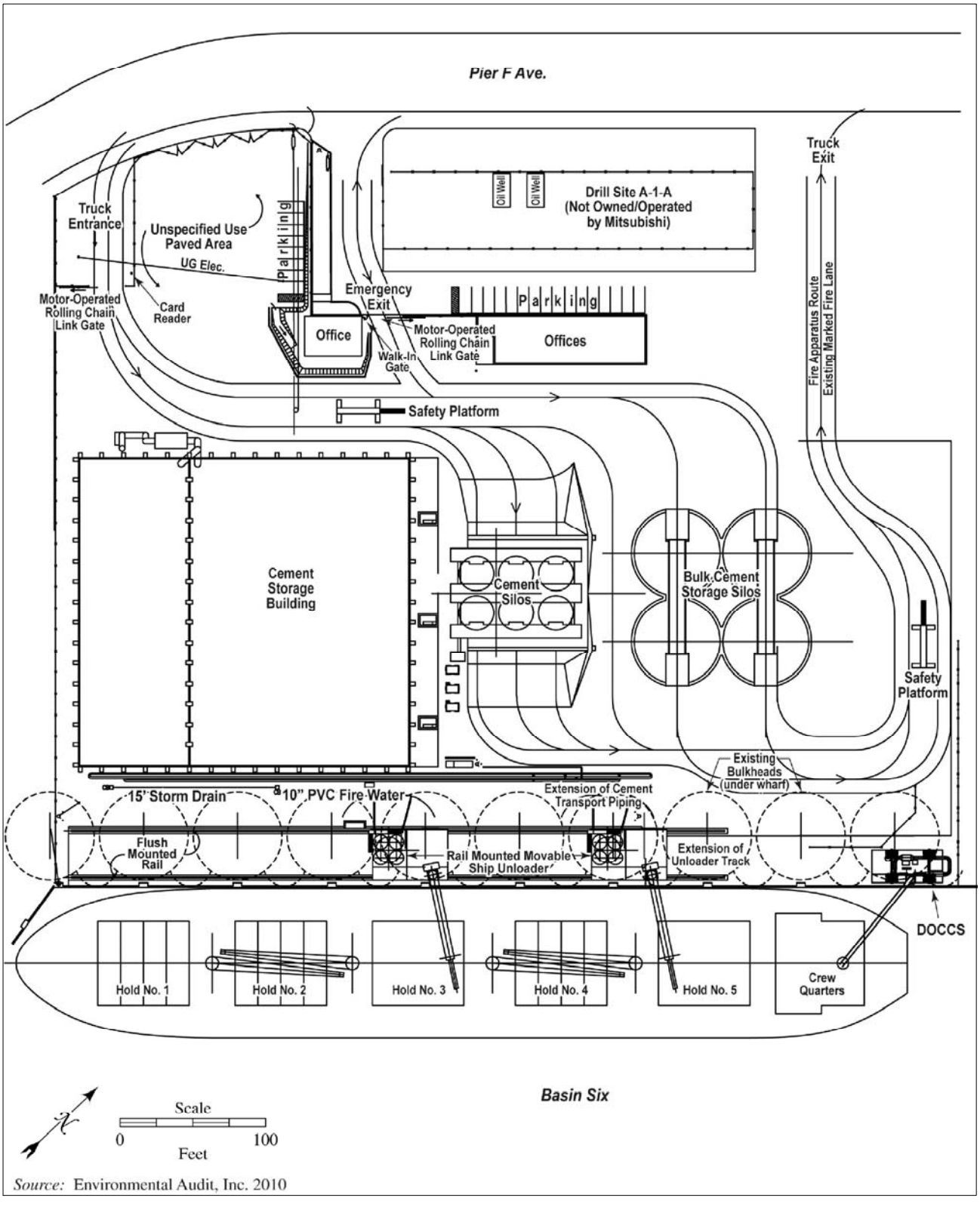
Fehr & Peers conducted this study to evaluate the potential traffic impacts associated with the proposed expansion of an existing Mitsubishi Cement Facility in the Port of Long Beach (POLB, or Port) in Long Beach, California. This report identifies the base data and assumptions, explains the methodologies used, and summarizes the findings of the study, which was conducted in support of the Environmental Impact Report (EIR) being prepared for the project. The traffic study conducted for the proposed facility analyzes the potential for construction and operation of the project to result in impacts against baseline (2006) conditions and cumulative (2035) conditions for the Proposed Project Alternative, a Reduced Project Alternative, and the No Project Alternative. For this study, 2006 represents baseline conditions. Year 2006 was the last full year when the existing facility was in operation. Construction impacts during the most intense phase of project construction are also analyzed.

PROJECT ALTERNATIVES DESCRIPTION

This study analyzes the proposed project and two other project alternatives at the same level of detail. The project alternatives are as follows:

- Full Expansion Alternative (Proposed Project) – Mitsubishi Cement Corporation is proposing modifications to its facility located on Pier F at 1120 and 1150 Pier F Avenue, within the Port. The existing MCC facility receives bulk cement via vessels then stores the cement temporarily at the facility until the product is loaded onto customer trucks. Customer trucks then transport the cement to local and regional cement plants. The proposed project involves the full expansion of the existing facility eastward onto an adjacent property. The project includes the construction of four additional silos to increase on-site cement storage capacity, two additional truck lanes and truck loading stations below the new silos, upgrades to the existing ship unloading equipment, and the installation of an emission control system for ships at berth. Figure 1 shows the conceptual site plan.

- Reduced Project Alternative – The Reduced Project Alternative would be located on the same site. The reduced project involves the expansion of the existing facility eastward onto an adjacent property but on a reduced scale as compared to the full expansion alternative. The project includes the construction of two new silos to increase on-site storage capacity, one new truck lane, upgrades to the existing ship unloading equipment, and the installation of an emission control system for ships at berth. Berth capacity is expected to be the same as the proposed project, however, storage capacity and gate capacity will be less than the proposed project. With reduced operations, the Reduced Project Alternative will operate with less annual and hourly capacity and generate less throughput numbers compared to the Full Expansion Alternative.



Source: Environmental Audit, Inc. 2010

FEHR PEERS

SITE PLAN

FIGURE 1

Aug 13, 2012 LC
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- No Project Alternative – Under the No Project Alternative, implementation of the proposed project would not occur. The equipment would not be upgraded, no additional silos would be constructed, and no upgrades to existing ship unloading equipment or emission control system for ships would occur. Although the proposed project site would not undergo any expansion or modifications, the MCC facility would continue to operate and generate operational impacts as facility equipment would continue to handle bulk cement, and trucks would continue to transport the cement to local and regional cement plants. Trips generated under the No Project Alternative were calculated based on the maximum number of trucks in the peak hour that the current facility and operations can accommodate without any expansion, as determined by the *Mitsubishi Cement Terminal Capacity Analysis* (AECOM US, June 6, 2012).

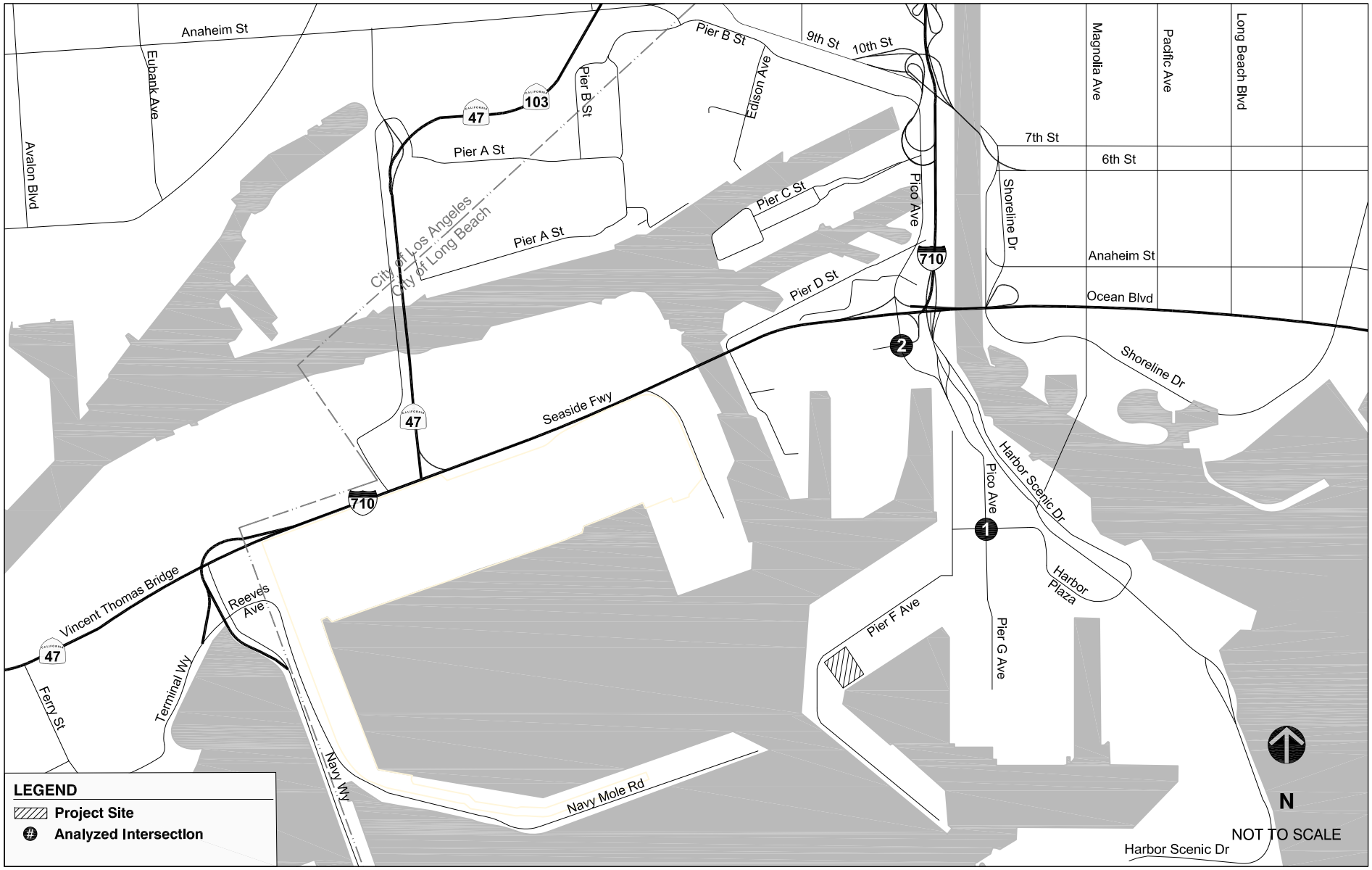
STUDY SCOPE

The scope of work for this study was developed in conjunction with POLB staff. The base assumptions and technical methodologies were discussed as part of the study approach. The study analyzes potential project-generated traffic impacts on the adjacent street system for three peak hours under baseline (Year 2006) and cumulative (Year 2035) conditions. The following weekday traffic scenarios were analyzed for the morning (AM) peak hour (the peak hour between 6:00 and 9:00 AM), the midday (MD) peak hour (between 2:00 and 3:00 PM), and the evening (PM) peak hour (the peak hour between 3:00 and 6:00 PM) per the Port of Long Beach practice:

- Baseline (Year 2006) Conditions
- Baseline (Year 2006) plus Project (Operational) Conditions
- Baseline (Year 2006) plus Reduced Project Alternative (Operational) Conditions
- Baseline (Year 2006) plus No Project Alternative Conditions
- Baseline (Year 2006) plus Project (Construction) Conditions
- Baseline (Year 2006) plus Reduced Project Alternative (Construction) Conditions
- Cumulative Base (Year 2035) Conditions
- Cumulative (Year 2035) plus Project (Operational) Conditions
- Cumulative (Year 2035) plus Reduced Project Alternative (Operational) Conditions
- Cumulative (Year 2035) plus No Project (Operational) Conditions

The two intersections illustrated in Figure 2 were identified in consultation with Port staff for weekday peak hour analysis as part of the scope of work for this project:

1. Pico Avenue/Pier G Street & Harbor Plaza (All-Way Stop)
2. Pico Avenue & Pier E Street/ Ocean Boulevard Ramps (All-Way Stop)



FEHR & PEERS

MITSUBISHI CEMENT FACILITY MODIFICATION PROJECT
ANALYZED INTERSECTIONS

FIGURE 2

Aug 13, 2012 LC
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ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the baseline (2006) conditions in the study area including an inventory of the streets, highways, and a summary of traffic volumes and an assessment of operating conditions. The methodologies used to develop traffic forecasts for cumulative conditions in 2035 and the forecasts themselves are presented in Chapter 3. Chapter 4 presents an assessment of potential local and regional traffic impacts that could result from the proposed project alternatives. The analysis of construction-period traffic impacts is provided in Chapter 5. Chapter 6 summarizes the key findings and conclusions of the study. Appendices to this report include details of the technical analysis.

2. BASELINE (YEAR 2006) CONDITIONS

The assessment of conditions relevant to this study includes an inventory of the street and highway systems, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

BASELINE (YEAR 2006) HIGHWAY AND STREET SYSTEM

The project site is in the Southeast Harbor Planning District of the Port of Long Beach. Primary regional access to the project area is provided by the I-710, east of the project site and by the Gerald Desmond Bridge and Ocean Boulevard/Seaside Avenue, north of the project site. Seaside Avenue is designated as State Route (SR) 47 east of the Terminal Island Freeway (SR 103) and both lie west of the project site. Year 2006 data from the California Department of Transportation (Caltrans) shows that the average daily traffic (ADT) volume on I-710 south of Willow Street was approximately 159,500 vehicles per day (vpd) and 13,300 vpd on Seaside Avenue approaching State Route 103 on Terminal Island (*2006 Traffic Volumes on California State Highways,* Caltrans, accessed July 2012). Both of these highways provide ramps onto Pico Avenue. Upon completion of the Gerald Desmond Bridge Replacement Project, which is underway, SR-710 will be extended from its current terminus near Pico Avenue to SR-47/SR-103. Following its reconstruction, which is set to begin in early 2013, the Gerald Desmond Bridge will be designated as SR-710.

Pico Avenue is a 4-lane north/south street in the Port that lies west of I-710 and provides connections to the regional freeway system and to various berths and other facilities in the Port. Local access to the project site is provided by Harbor Plaza and Pier F Avenue. Harbor Plaza is a 1- to 2-lane street in each direction, depending on the location, and runs east/west and connects Harbor Scenic Drive with Pico Avenue/Pier G Avenue. Pier F Avenue is a 2-lane industrial street in the Port that runs parallel with Pico Avenue and Pier G Street and terminates on Pier F south of the Gerald Desmond Bridge. The project site is not served by public transit.

Diagrams of the baseline (2006) lane configurations at the analyzed intersections are provided in Appendix A.

BASELINE (YEAR 2006) TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the baseline (2006) peak hour turning movement traffic volumes for the two analyzed intersections, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios for signalized intersections and delay time for unsignalized intersections and their resulting level of service (LOS).

Baseline (Year 2006) Traffic Volumes

Baseline(2006) traffic volumes at the two study intersections were derived by obtaining intersection counts for each analyzed peak hour from the *Middle Harbor Redevelopment Project Final EIR* (SAIC, April 2009), collected in August 2005, and applying a percent growth factor to estimate the baseline (2006) traffic volumes for this study. In order to accurately estimate the performance of roadways carrying a mixture of automobile and truck traffic, the 2005 data used included adjustments for trucks to account for heavy trucks in the traffic stream. Per the Port's practice, truck trips were converted to passenger-car equivalents (PCE) by a factor of 2.0. Baseline (2006) weekday peak hour traffic volumes at the analyzed intersections are presented in Figure 3.

Level of Service Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent "free-flow" conditions at LOS A to overloaded "stop-and-go" conditions at LOS F. Intersection capacity and LOS have been analyzed using the methodologies described below.

Intersection Capacity Utilization

The Intersection Capacity Utilization (ICU) method of intersection analysis was used to determine the intersection V/C ratio and corresponding LOS listed in Table 1 for the turning movements and intersection characteristics at the signalized intersections. The ICU value is determined by summing the V/C ratio sum of the critical movements, plus a factor for yellow signal time.

Highway Capacity Manual (HCM)

Unsignalized intersections were analyzed using the All-Way Stop method from the *Highway Capacity Manual* (Transportation Research Board, 2000) (HCM). The method bases LOS on the average stop delay experienced per vehicle and was used to find the corresponding LOS listed in Table 2. The Traffix software package was used to generate the HCM results.

Baseline (Year 2006) Peak Hour Levels of Service

The baseline (2006) weekday peak hour turning movement volumes presented in Figure 3 were used in conjunction with the LOS methodologies described above to determine baseline operating conditions at each of the study intersections. LOS calculation worksheets are included in Appendix B.

Table 3 summarizes the baseline (2006) weekday peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that both study intersections are currently operating at good LOS (LOS C or better) during the weekday AM, PM, and midday peak hours.

TABLE 1 –
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS – ICU METHOD

Level of Service	Intersection Capacity Utilization (ICU)	Definition
A	0.000-0.600	**EXCELLENT.** No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	**VERY GOOD.** An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	**GOOD.** Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	**FAIR.** Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	**POOR.** Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	**FAILURE.** Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Adapted from Transportation Research Board

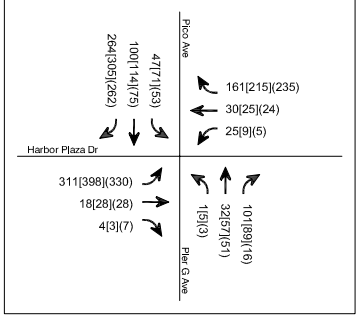
TABLE 2 –
LEVEL OF SERVICE DEFINITIONS FOR ALL-WAY STOP-CONTROLLED INTERSECTIONS – HCM METHOD

Level of Service	Intersection Control Delay (sec/veh)[1]	General Description
A	0 – 10.0	Little to no congestion or delays.
B	10.1 – 15.0	Limited congestion. Short delays.
C	15.1 – 25.0	Some congestion with average delays.
D	25.1 – 35.0	Significant congestion and delays.
E	35.1 – 50.0	Severe congestion and delays.
F	> 50.0	Total breakdown with extreme delays.

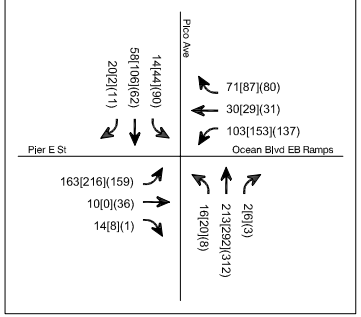
Notes:
1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

BASELINE CONDITIONS (2006)

1. Pico Ave/Pier G Ave & Harbor Plaza

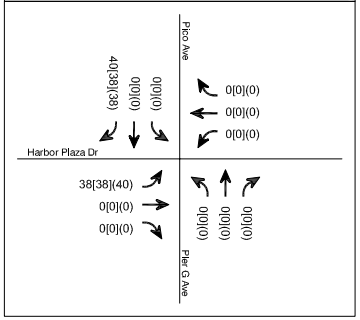


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

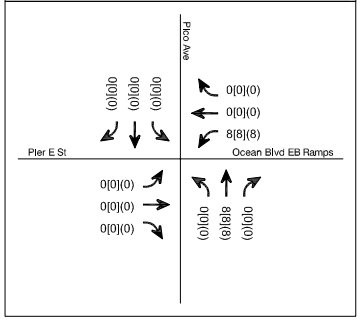


PROJECT ONLY

1. Pico Ave/Pier G Ave & Harbor Plaza

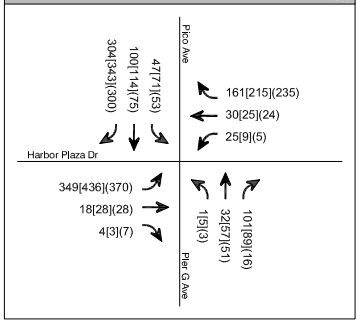


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

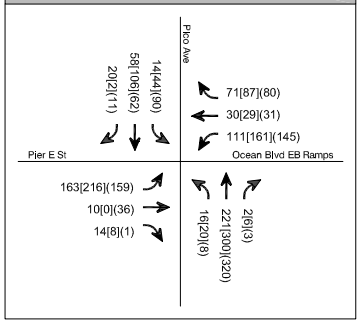


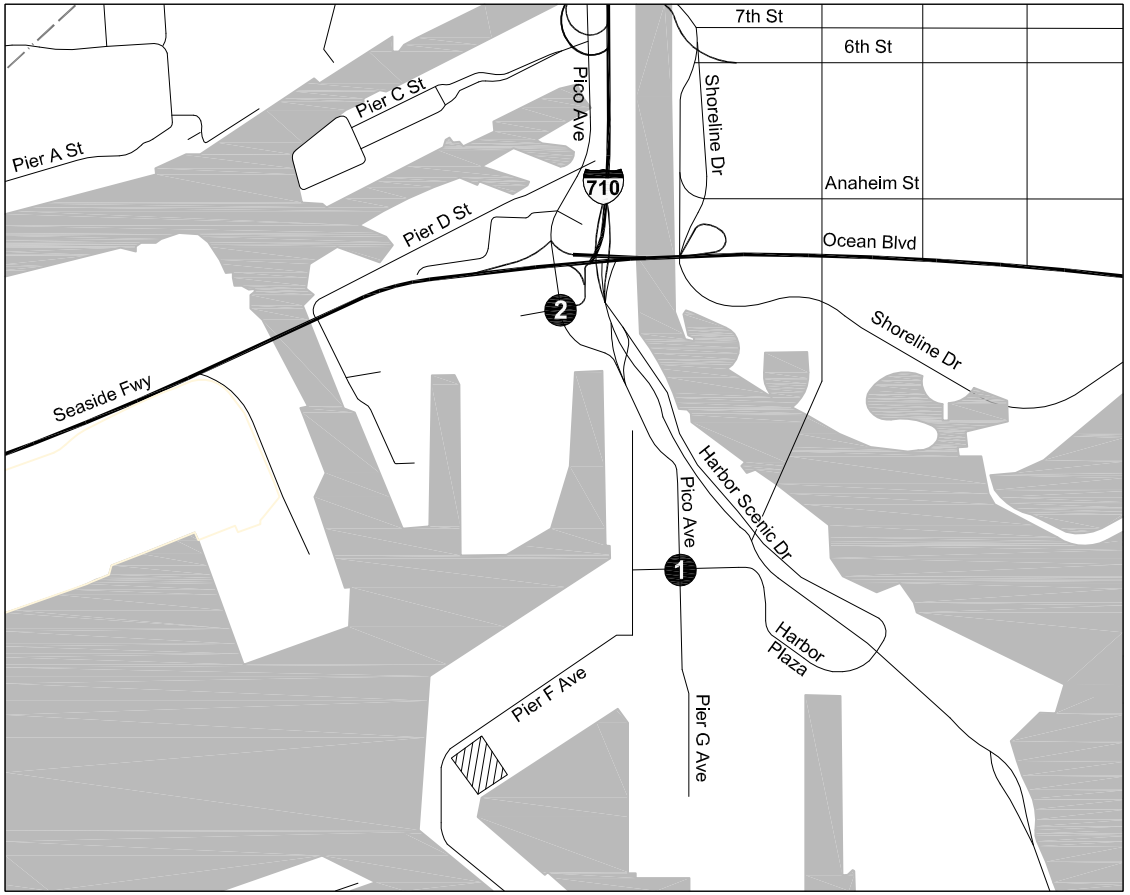
BASELINE (2006) + PROJECT

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- # Analyzed Intersection
- X[X](X) AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR PEERS

FULL EXPANSION ALTERNATIVE PEAK HOUR TRAFFIC VOLUMES

Aug 30, 2012 LC
\\fpla1\data\Jobs\Active\2400s\2459 – POLB Mitsubishi Cement Facility\Graphics\ACAD\Full Proposed\Volumes_Base.dwg

FIGURE 3

TABLE 3
BASELINE (YEAR 2006) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	BASELINE (YEAR 2006)	
			DELAY*	LOS
1	Pico Ave/ Pier G Street & Harbor Plaza *4-Way Stop*	AM	14.2	B
		MD	22.4	C
		PM	14.8	B
2	Pico Ave & Pier E St/ Ocean Ave Ramps *4-Way Stop*	AM	9.9	A
		MD	11.8	B
		PM	11.2	B

Notes:

* Average stopped delay per vehicle on each approach, in seconds.

3. TRAFFIC PROJECTIONS

Future traffic projections analysis at the study locations for the proposed project and its alternatives involved a 3-step process, including trip generation, trip distribution, and trip assignment.

PROJECT TRIP GENERATION ESTIMATES

Trip generation estimates were prepared for the future operating conditions of the project based on information from the Applicant on the expected operation of the facility and using information developed in the *Mitsubishi Cement Terminal Capacity Analysis* (AECOM US, June 6, 2012), which is attached in Appendix C. The proposed project would operate 52 weeks per year around the clock, six days a week from 3:00 AM Monday through 2:00 AM Sunday. During the last full year of operation (2006), the 95th percentile of trucks being loaded per hour was 14 trucks according to an analysis of actual throughput data provided by MCC. The capacity study analyzed historic data in trip activity logs, annual throughput at the MCC facility, and truck processing data, and calculated that the proposed project could process up to 33 trucks per hour. Each truck load results in two truck trips (one inbound and the other outbound). A PCE factor of 2.0 was applied to truck trips. The proposed project is therefore expected to generate a maximum net increase of 19 truck-loads per hour for a total of 38 truck trips (i.e., 38 PCEs inbound and 38 PCEs outbound) at the MCC facility.

The proposed project would maintain the baseline (2006) number of MCC employees but would require two additional employees, one longshoreman and one contract worker. Because the project site is not served by public transit and to provide a conservative analysis, all employees are assumed to travel by private automobile; that is, no employee carpooling has been assumed (average vehicle ridership of 1.0).

Table 4 summarizes the trip generation estimates for the proposed project, as well as for the reduced project and no project alternatives that were developed using the assumptions described above. As shown in Table 4, the proposed project would generate 78 net new PCE trips in the AM peak hour (40 inbound, 38 outbound), 76 net new midday peak hour PCE trips (38 inbound, 38 outbound), and 78 net new PCE trips in the PM peak hour (38 inbound, 40 outbound). The Reduced Project Alternative would generate 54 net new PCE trips would be expected to occur in the AM peak hour (28 inbound, 26 outbound), 52 net new midday peak hour PCE trips (26 inbound, 26 outbound), and 54 net new PCE trips in the PM peak hour (26 inbound, 28 outbound). Under the No Project Alternative no expansion would occur, however, the MCC facility would still continue to operate without any expansion and generate operational impacts. Trips generated by the No Project Alternative were calculated based on the maximum number of trucks the current facility and operations can accommodate during the peak hour. Therefore, the No Project Alternative would generate 16 net new PCE trips in the AM peak hour, midday peak hour, and PM peak hour (eight inbound, eight outbound).

TABLE 4
PROJECT AND ALTERNATIVE TRIP GENERATION ESTIMATES (in PCEs)

FULL EXPANSION (PROPOSED PROJECT) ALTERNATIVE	AM PEAK HOUR TRIPS			MD PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project [a]	66	66	132	66	66	132	66	66	132
Baseline Trips [b]	28	28	56	28	28	56	28	28	56
Net New Truck Trips (in PCE) [c]	*38*	*38*	*76*	*38*	*38*	*76*	*38*	*38*	*76*
Net New Employee Trips [d]	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*2*	*2*
Total Net New Trips	**40**	**38**	**78**	**38**	**38**	**76**	**38**	**40**	**78**
REDUCED PROJECT ALTERNATIVE	**AM PEAK HOUR TRIPS**			**MD PEAK HOUR TRIPS**			**PM PEAK HOUR TRIPS**		
	IN	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Reduced Project [a]	54	54	108	54	54	108	54	54	108
Baseline Trips [b]	28	28	56	28	28	56	28	28	56
Net New Truck Trips (in PCE) [c]	*26*	*26*	*52*	*26*	*26*	*52*	*26*	*26*	*52*
Net New Employee Trips [d]	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*2*	*2*
Total Net New Trips	**28**	**26**	**54**	**26**	**26**	**52**	**26**	**28**	**54**
NO PROJECT ALTERNATIVE	**AM PEAK HOUR TRIPS**			**MD PEAK HOUR TRIPS**			**PM PEAK HOUR TRIPS**		
	IN	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
No Project [a]	36	36	72	36	36	72	36	36	72
Baseline Trips [b]	28	28	56	28	28	56	28	28	56
Net New Truck Trips (in PCE) [c]	*8*	*8*	*16*	*8*	*8*	*16*	*8*	*8*	*16*
Net New Employee Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Net New Trips	**8**	**8**	**16**	**8**	**8**	**16**	**8**	**8**	**16**

Notes:

[a] Source: Mitsubishi Cement Terminal Capacity Analysis, AECOM, June 6, 2012.

[b] Source: Baseline represents the 95th percentile of hourly throughput in 2006 based on data provided by the Mitsubishi Cement Corporation.

[c] Trip generation was adjusted to account for heavy trucks in the traffic stream by applying a passenger equivalent (PCE) factor of 2.0. Each truckload of cement requires two truck trips (one inbound and one outbound).

[d] Both the proposed project and reduced project alternative would require two additional workers.

PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT

It is expected that approximately 20% of project trips would travel to/from the west over the Gerald Desmond Bridge and that approximately 80% would travel to/from the north on the I-710 freeway. This split in trip distribution is supported by a review of previous MCC customers, the location of known ready mix plants in the region, the potential market area for cement, and probable travel routes of these customer trucks to/from the MCC facility. Figure 4 illustrates the project trip distribution pattern used in this study. Estimated project-only peak hour trips for the Full Expansion Alternative project are shown in Figure 3. Estimated project-only peak hour trips for the Reduced Project and No Project Alternative are shown in Figures 5 and 6, respectively.

BASELINE (2006) PLUS PROJECT AND PROJECT ALTERNATIVE TRAFFIC PROJECTIONS

The estimated project traffic volumes described above were added to the baseline (2006) traffic volumes to develop the baseline plus project traffic volumes. Figure 3 illustrates the resulting projected baseline (2006) plus project peak hour traffic volumes for the analyzed weekday peak hours for the Proposed Project. Figure 5 illustrates the resulting projected baseline (2006) plus Reduced Project peak hour traffic volumes for the analyzed weekday peak hours. Figure 6 illustrates the resulting projected baseline (2006) plus No Project peak hour traffic volumes.

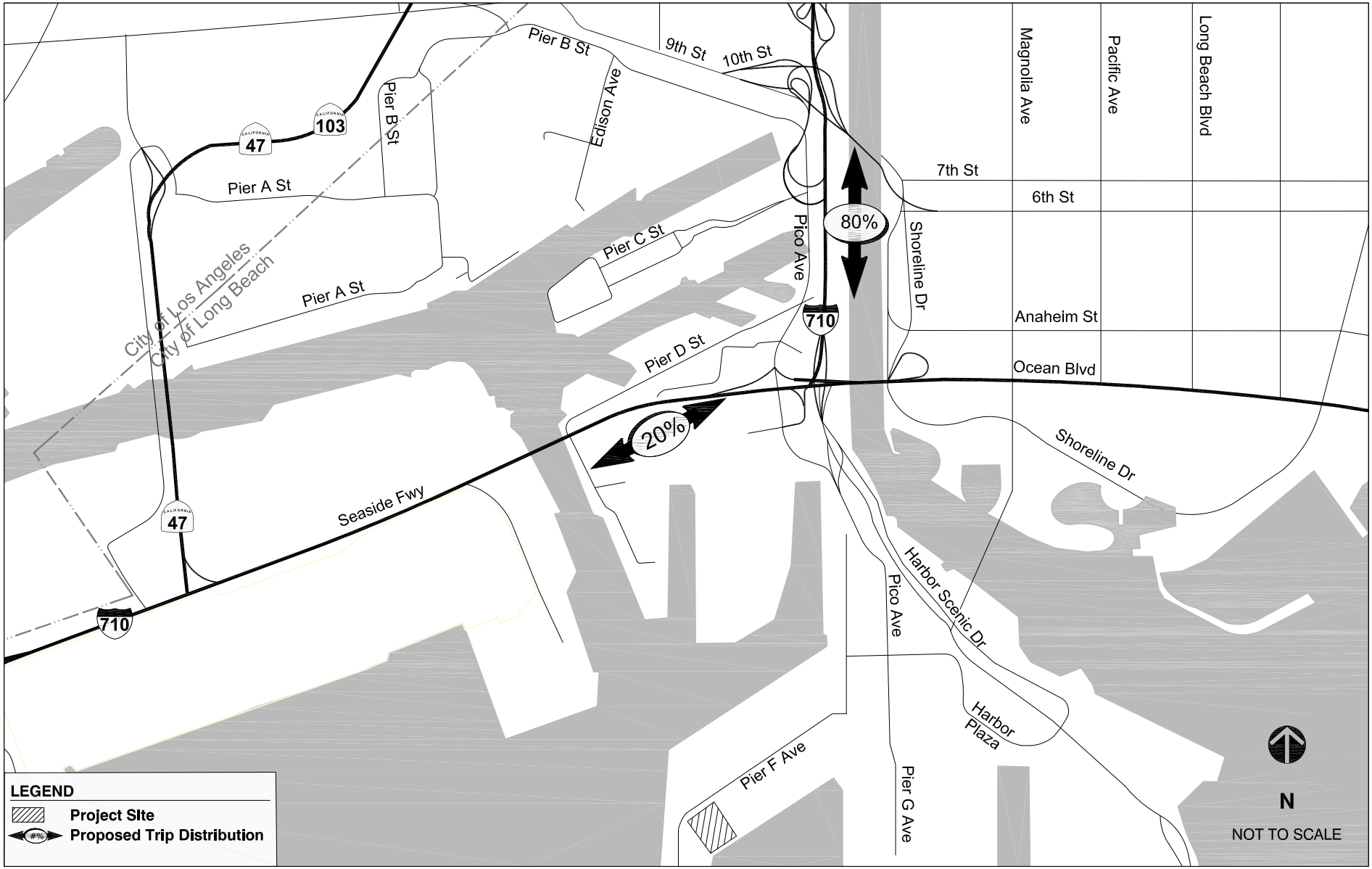
FUTURE BASE TRAFFIC VOLUMES

The two study intersections were analyzed for cumulative year 2035 conditions with and without the addition of project-generated traffic.

The future base traffic projections reflect the changes to baseline (2006) traffic conditions that can be expected from three primary sources. The first source is the ambient growth in traffic, which reflects increases in traffic because of natural regional growth and development. The second source is traffic generated by specific development projects located within, or in the vicinity of, the study area (also known as "related projects"). The third source is roadway or intersection capacity enhancements. These factors are described below.

Areawide Traffic Growth

Forecast traffic volumes for the study intersections in year 2035 were obtained from the Port's travel demand forecasting model and were provided by Port staff. These forecasts include traffic growth for the Port and the local area expected to result from regional growth in employment, population, schools, and other activities, with one exception as described in the next section.



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PROJECT TRIP DISTRIBUTION
MITSUBISHI CEMENT FACILITY MODIFICATION PROJECT

FIGURE 4

Aug 13, 2012 LC
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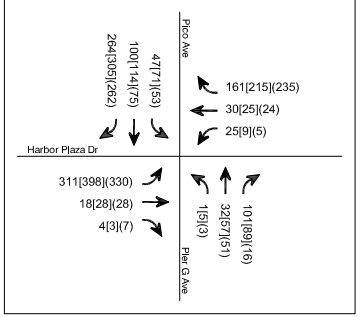
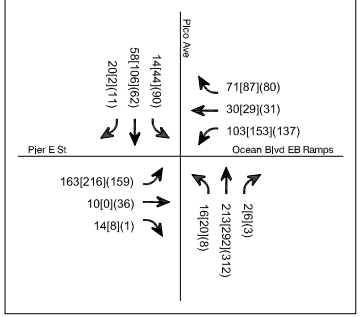
BASELINE CONDITIONS (2006)

1. Pico Ave/Pier G Ave & Harbor Plaza

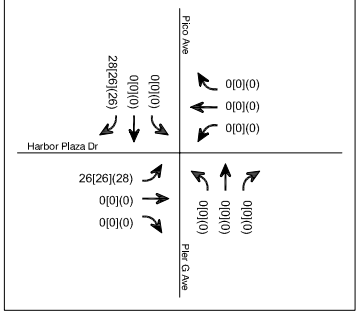


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

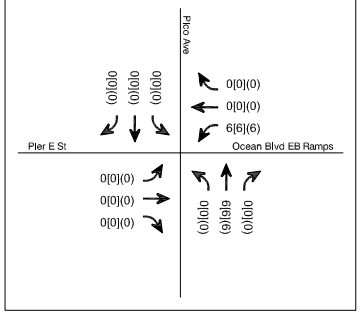


REDUCED PROJECT VOLUMES

1. Pico Ave/Pier G Ave & Harbor Plaza

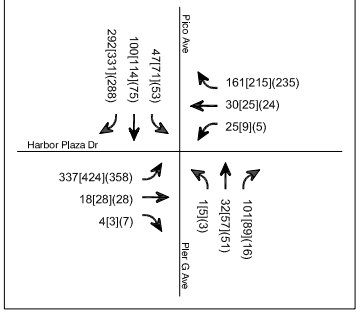


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

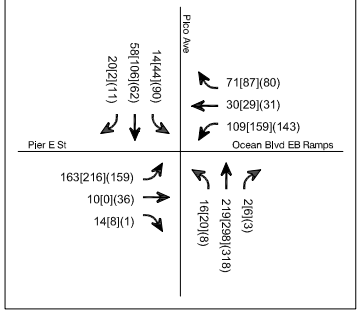


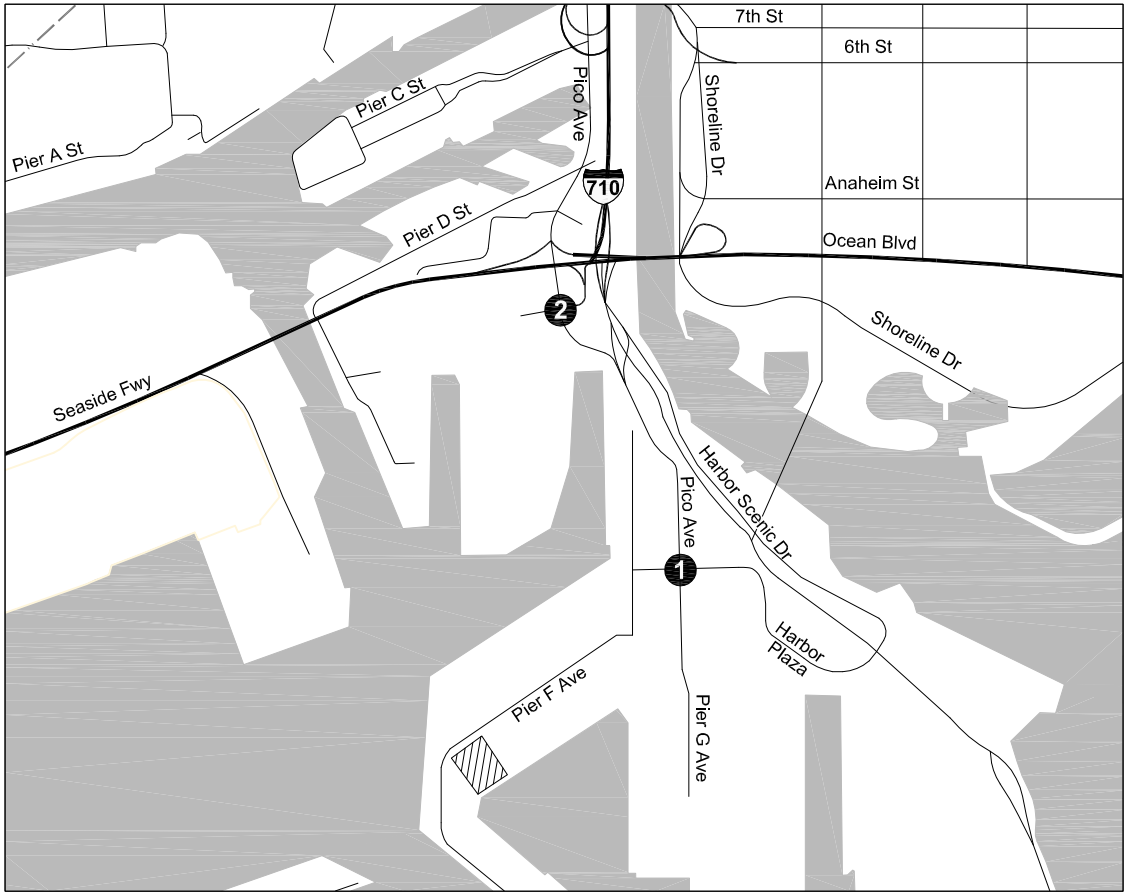
BASELINE (2006) + REDUCED PROJECT

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- # Analyzed Intersection
- X[X](X) AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR & PEERS

REDUCED PROJECT ALTERNATIVE PEAK HOUR TRAFFIC VOLUMES

Aug 28, 2012 LC
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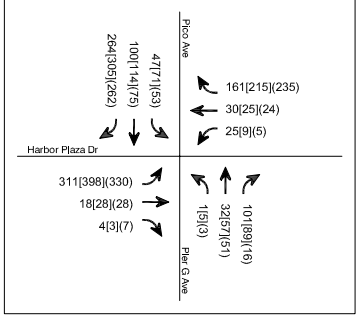
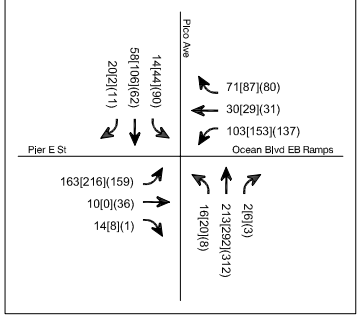
FIGURE 5

BASELINE CONDITIONS (2006)

1. Pico Ave/Pier G Ave & Harbor Plaza

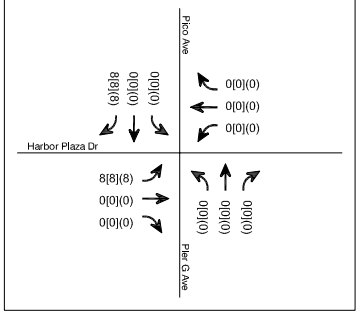


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

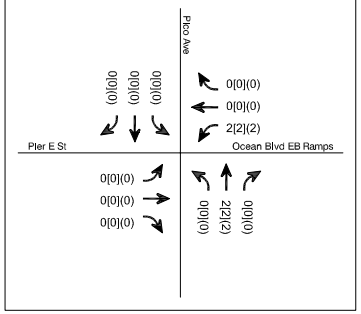


NO PROJECT VOLUMES

1. Pico Ave/Pier G Ave & Harbor Plaza

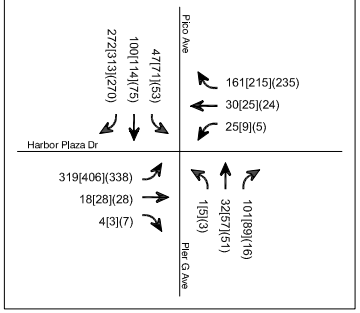


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

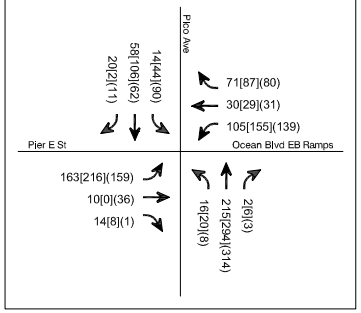


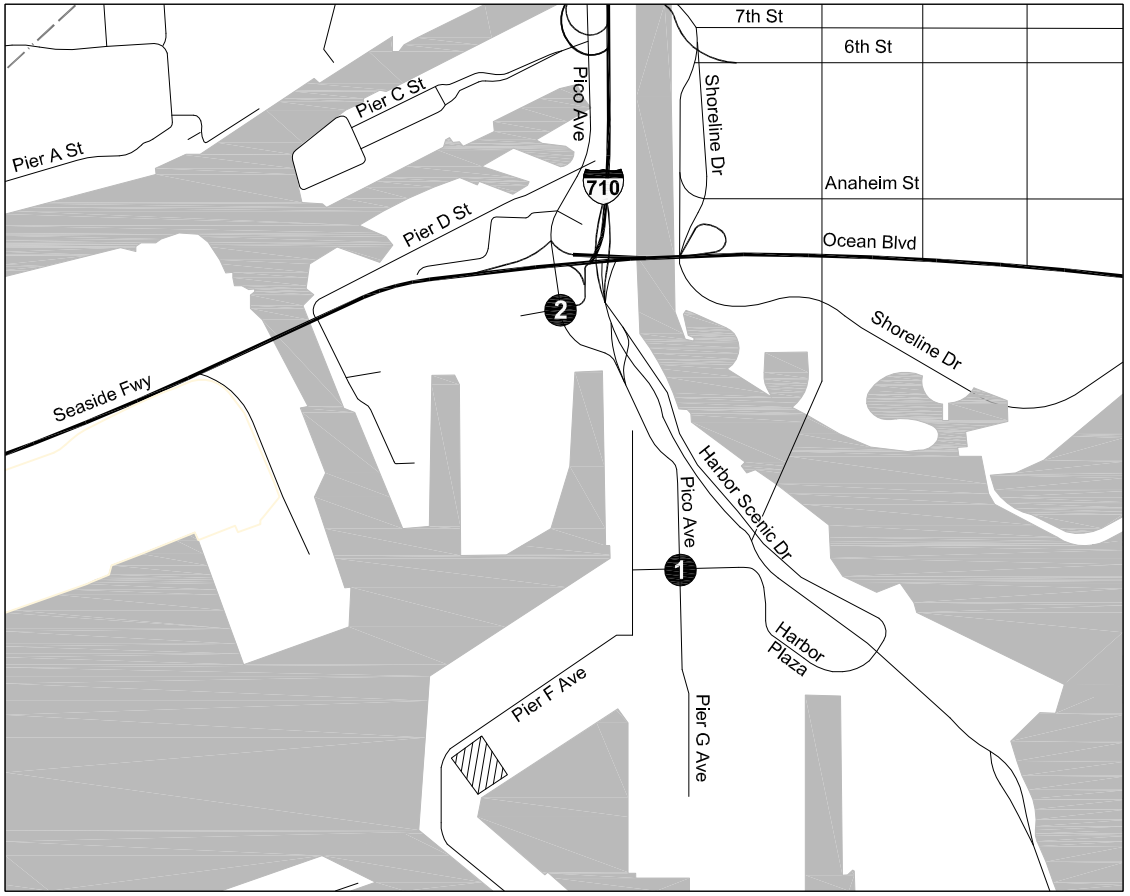
BASELINE (2006) + NO PROJECT

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- # Analyzed Intersection
- X[X](X) AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR PEERS

NO PROJECT ALTERNATIVE PEAK HOUR TRAFFIC VOLUMES

Aug 28, 2012 LC
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FIGURE 6

Related Project Traffic Generation and Assignment

Future base traffic forecasts include the effects of specific cumulative development projects expected to be built in the vicinity of the proposed project site prior to the proposed project's future year of 2035. The forecast 2035 volumes provided by Port staff were augmented with the estimated traffic associated with two future development projects (related projects) that were not modeled.

One such project is the proposed Eagle Rock aggregate terminal planned for development northwest of the proposed project site at 1925 Pier D Street. The related project is planned to operate 52 weeks per year with two weekday shifts and one Saturday shift. It is expected to generate a maximum of approximately 1,556 daily PCE trips, of which 128 trips are expected to occur in the AM and PM peak hours (64 inbound, 64 outbound) and 136 PCE trips are expected to occur in the midday peak hour (68 inbound, 68 outbound).

The second project is a concrete batch plant in the Berth D-43 backlands area is currently planned for development adjacent to the Eagle Rock project. Normal operating hours for this facility would be 7:00 AM to 2:00 PM with two to three employees on site. It is expected to generate 125 to 140 truck round trips per day. AM and midday peak hour truck trip generation for this planned project was estimated to be 20 truck round trips, or 40 PCE trips inbound and 40 PCE trips outbound. In addition, outbound employee trips were assumed to occur in the midday peak hour. The regional distribution of these trips was assumed to be generally similar to that of truck trips generated by the Eagle Rock Aggregate Terminal project, with a portion of those trips staying in the Port, including one to two truckloads per hour between the concrete batch plant and the Mitsubishi cement facility on Pier F Avenue.

Future Baseline Street Improvements

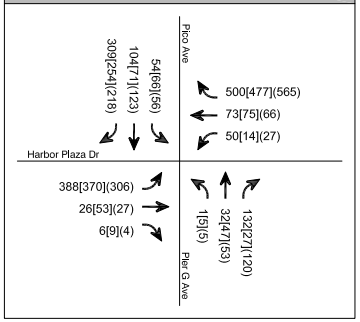
Per information received from Port staff, both study intersections will be signalized by cumulative year 2035 either as the result of capital improvement project at the Port or as mitigation for approved projects (*Middle Harbor Redevelopment Project Final EIS/EIR,* SAIC, April 2009) in the vicinity. In addition, the westbound approach at Pico Avenue and Pier E Street/Eastbound Ocean Boulevard ramps will be modified to provide one shared through/left-turn lane and one right-turn lane.

FUTURE (YEAR 2035) BASE TRAFFIC PROJECTIONS

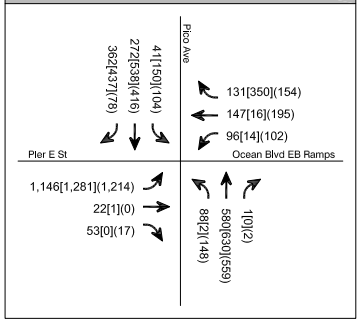
Figure 7 illustrates the future base weekday peak hour traffic volume projections for cumulative 2035 conditions at analyzed intersections that could be expected to result from regional ambient growth and known cumulative projects. The traffic projections for cumulative 2035 conditions is a summation of the turning movement volumes obtained from the Port's travel demand forecasting model and the project-generated trips of the Eagle Rock aggregate terminal and concrete batch plant at Berth D-43 since those two projects were not included in the model. Overall, the future base traffic conditions represent an estimate of future conditions without development of the proposed project.

FUTURE BASE CONDITIONS (2035)

1. Pico Ave/Pier G Ave & Harbor Plaza

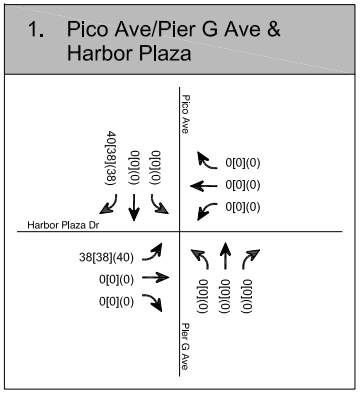


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

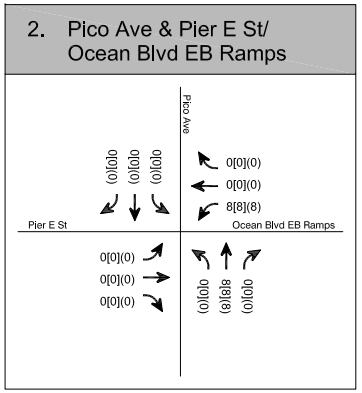


PROJECT ONLY

1. Pico Ave/Pier G Ave & Harbor Plaza

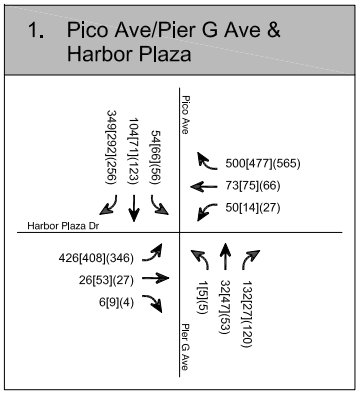


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps



FUTURE + PROJECT

1. Pico Ave/Pier G Ave & Harbor Plaza



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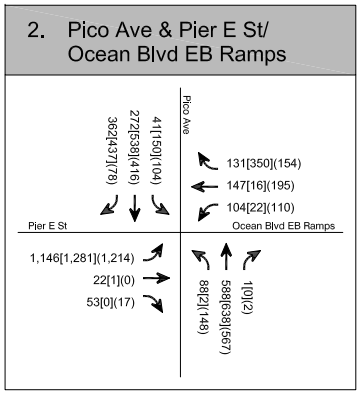

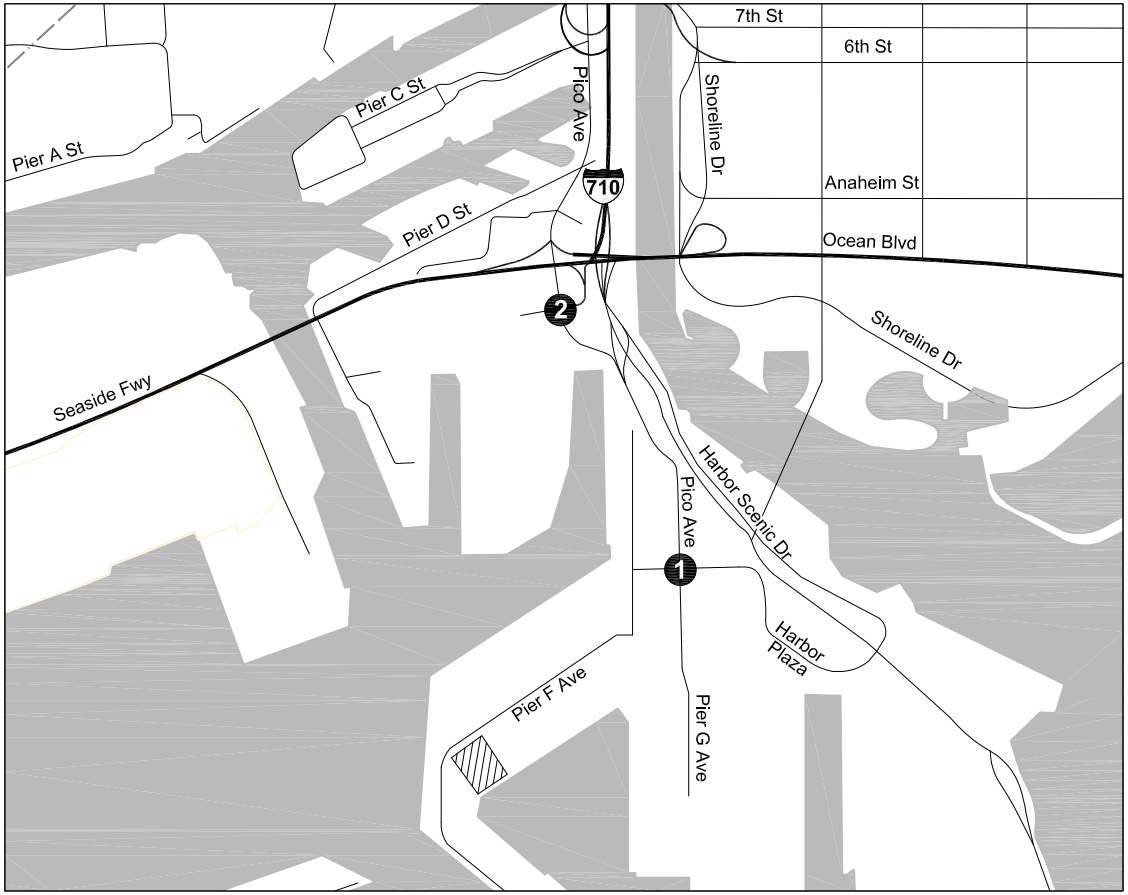

Not to Scale

LEGEND

- Project Site
- (#) Analyzed Intersection
- X[X](X) AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR & PEERS

2035 FULL EXPANSION ALTERNATIVE PEAK HOUR TRAFFIC VOLUMES

Aug 13, 2012 LC
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FIGURE 7

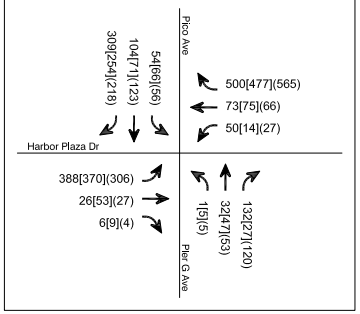
FUTURE (YEAR 2035) PLUS PROJECT AND PROJECT ALTERNATIVES TRAFFIC PROJECTIONS

The project only traffic volumes for the Proposed Project and Reduced Project Alternative shown in Figures 7 and 8 were added to the future base traffic projections to develop the future plus project traffic forecasts for the year 2035. Figure 7 illustrates the resulting projected future plus project peak hour traffic volumes for typical weekday AM, PM, and midday peak hours.

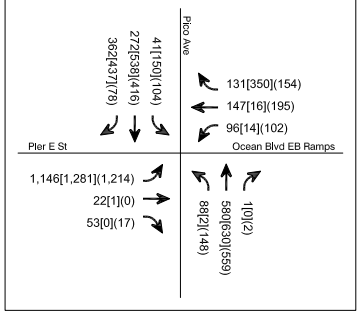
Figure 8 illustrates the resulting projected future plus Reduced Project Alternative peak hour traffic volumes for typical weekday AM, PM, and midday peak hours. These volumes represent future traffic conditions following completion of the proposed project and of the Reduced Project Alternative under cumulative conditions. Since the cumulative forecasts include the site-generated operational traffic associated with the No Project Alternative, for the cumulative traffic impact analysis under CEQA, the No Project Alternative and the Future (Year 2035) Base traffic conditions are equivalent.

FUTURE BASE CONDITIONS (2035)

1. Pico Ave/Pier G Ave & Harbor Plaza

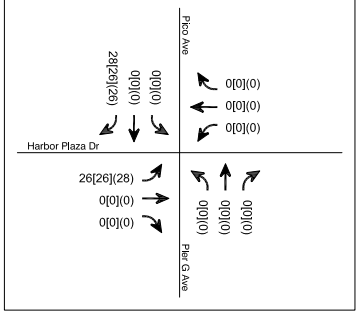


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

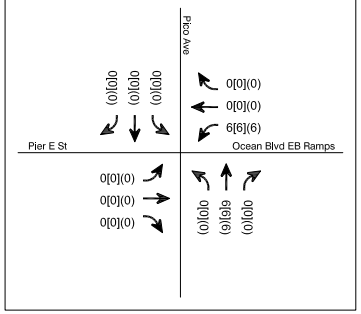


REDUCED PROJECT VOLUMES

1. Pico Ave/Pier G Ave & Harbor Plaza

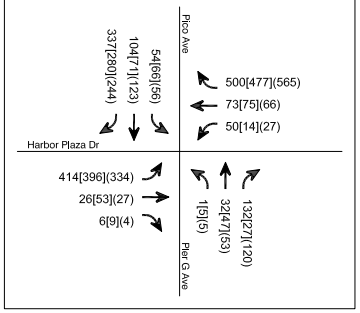


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

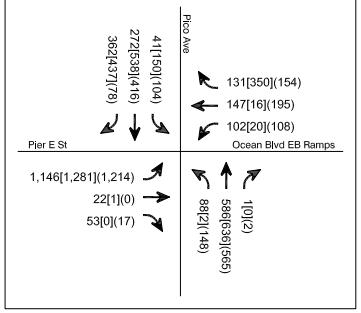


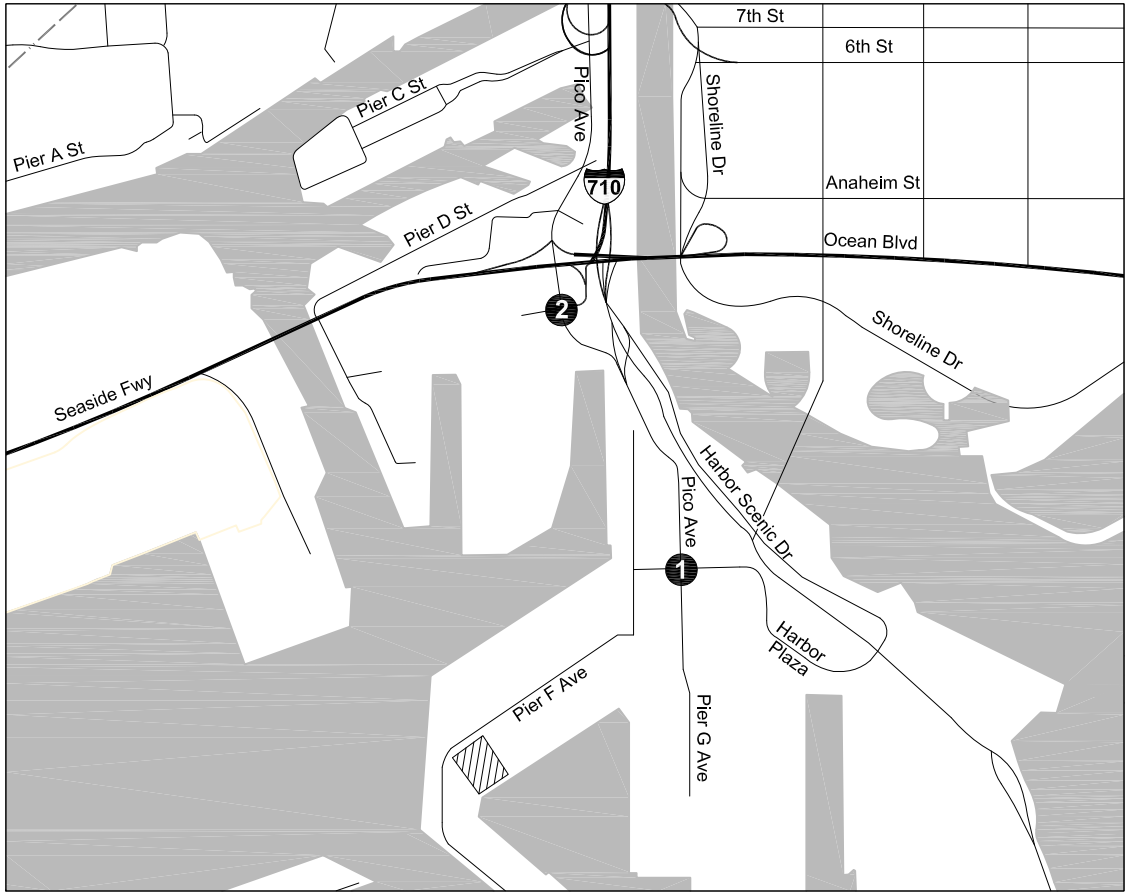
FUTURE + REDUCED PROJECT

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X)[X] AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR & PEERS

2035 REDUCED PROJECT ALTERNATIVE PEAK HOUR TRAFFIC VOLUMES

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FIGURE 8

4. LEVEL OF SERVICE AND SIGNIFICANT IMPACT ANALYSIS

This section presents an analysis of the baseline (2006) and forecasted traffic volumes to determine the potential traffic impacts of the proposed project and alternatives on the operating conditions of the surrounding street system. The traffic impact analysis compares the projected LOS at each study intersection under baseline (2006) and future plus project conditions to the baseline (2006) and future base conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the Port. Detailed LOS calculations are included in Appendix B.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

Both study intersections are in the City/Port of Long Beach. The POLB utilizes City of Long Beach's threshold criteria to determine the significant traffic impacts of a proposed project in its jurisdiction. Under these guidelines, a signalized intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.020 for intersections projected to operate at LOS E or F without the addition of project traffic, or that are projected to decline to LOS E or F with the addition of project 0.020 V/C being attributable to project traffic. An unsignalized intersection would be considered significantly impacted with an increase in delay of 2 percent or more if under projected LOS E or F conditions.

TRAFFIC IMPACT ANALYSIS

Baseline (Year 2006) plus Project and Project Alternative Traffic Conditions

Project impacts under CEQA were compared to baseline (2006) conditions, which are described in Chapter 2. The baseline (2006) plus project and project alternative peak hour traffic volumes illustrated in Figures 3 through 5 were analyzed to determine the projected operating conditions with the addition of project-generated traffic. The results of this analysis are represented in Table 5. As indicated in the table, both study intersections would continue to operate at LOS D or better during each analyzed peak hour under baseline (2006) plus project traffic conditions for each alternative.

Project Intersection Impacts – Baseline (Year 2006) plus Project

As shown in Table 5, using the criteria described above for determination of significant impacts, neither the proposed project nor either of the project alternatives would result in significant traffic impacts under baseline (2006) plus project conditions.

TABLE 5
BASELINE (YEAR 2006) PLUS PROJECT AND ALTERNATIVES PEAK HOUR LEVELS OF SERVICE ANALYSIS AND CEQA IMPACT ANALYSIS

FULL EXPANSION (PROPOSED PROJECT) ALTERNATIVE		PEAK HOUR	CEQA BASELINE (YEAR 2006)			BASELINE + FULL EXPANSION			SIGNIFICANT IMPACT?***
NO.	INTERSECTION		V/C*	DELAY**	LOS	V/C*	DELAY**	LOS	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.733	16.4	C	NO
	4-Way Stop	MD	0.871	22.4	C	0.967	29.5	D	NO
		PM	0.666	14.8	B	0.759	17.4	C	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.291	10	A	NO
	4-Way Stop	MD	0.423	11.8	B	0.426	11.9	B	NO
		PM	0.313	11.2	B	0.315	11.4	B	NO
REDUCED PROJECT ALTERNATIVE		**PEAK HOUR**	**CEQA BASELINE (YEAR 2006)**			**BASELINE + REDUCED PROJECT**			**SIGNIFICANT IMPACT?*** **
NO.	**INTERSECTION**		**V/C***	**DELAY****	**LOS**	**V/C***	**DELAY****	**LOS**	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.705	15.6	C	NO
	4-Way Stop	MD	0.871	22.4	C	0.938	26.9	D	NO
		PM	0.666	14.8	B	0.731	16.5	C	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.290	10	A	NO
	4-Way Stop	MD	0.423	11.8	B	0.425	11.9	B	NO
		PM	0.313	11.2	B	0.315	11.3	B	NO
NO PROJECT ALTERNATIVE		**PEAK HOUR**	**CEQA BASELINE (YEAR 2006)**			**BASELINE + NO PROJECT**			**SIGNIFICANT IMPACT?*** **
NO.	**INTERSECTION**		**V/C***	**DELAY****	**LOS**	**V/C***	**DELAY****	**LOS**	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.662	14.6	B	NO
	4-Way Stop	MD	0.871	22.4	C	0.891	23.6	C	NO
		PM	0.666	14.8	B	0.685	15.3	C	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.289	9.9	A	NO
	4-Way Stop	MD	0.423	11.8	B	0.423	11.8	B	NO
		PM	0.313	11.2	B	0.314	11.3	B	NO

Notes:

* V/C values provided for informational puproses only.

** Average stopped delay per vehicle on each approach, in seconds.

*** Unsignalized intersections would be considered significantly impacted with an increase in delay of 2 percent or more if under projected LOS E or F conditions.

Future Base (Year 2035) Traffic Conditions

Cumulative impacts under CEQA were compared against Future (Year 2035) No Project conditions. Future base traffic projections presented in Figure 7 were analyzed to establish future base operating conditions without the project. As shown in Table 6, the intersection of Pico Avenue & Pier E Street/Ocean Avenue Ramps is projected to operate at LOS F during the analyzed peak hours.

Future (Year 2035) plus Project Traffic Conditions

The resulting future (year 2035) plus project peak hour traffic volumes for the proposed project, illustrated in Figure 7, and future plus Reduced Project Alternative, illustrated in Figure 8, were analyzed to estimate future 2035 operating conditions with the addition of the respective alternative's project traffic. As shown in Table 6, the intersection of Pico Avenue & Pier E Street/Ocean Avenue Ramps is projected to operate at LOS F during the analyzed peak hours.

Project Intersection Impact Analysis Year 2035

To determine whether significant impacts would occur, the future plus project (2035) operating conditions were compared to the 2035 future base operating conditions. As shown in Table 6, using the criteria described for determination of significant impacts the intersection of Pico Avenue & Pier E Street/Ocean Avenue Ramps is the only intersection projected to operate at LOS F with and without the proposed project and the Reduced Project Alternative. The incremental increase in V/C ratio at this intersection for each alternative during the analyzed peak hours does not exceed 0.005 relative to the future baseline. Therefore, the proposed project and Reduced Project Alternative impact is less than the impact threshold and would not result in significant traffic impacts under future (2035) plus project conditions. Because no significant impacts are identified, no traffic mitigation measures are required.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents the regional transportation system impact analysis conducted in accordance with the procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (CMP) (Metro, October 2010). The CMP requires that when an EIR is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.

TABLE 6
FUTURE (YEAR 2035) PLUS PROJECT AND ALTERNATIVE PEAK HOUR LEVELS OF SERVICE AND CEQA IMPACT ANALYSIS

FULL EXPANSION (PROPOSED PROJECT) ALTERNATIVE		PEAK HOUR	CUMULATIVE BASELINE (FUTURE 2035)*		FUTURE + FULL EXPANSION		PROJECT INCREASE IN V/C	SIGNIFICANT IMPACT?
NO.	INTERSECTION		V/C	LOS	V/C	LOS		
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.785	C	0.821	D	0.036	NO
	Signalized	MD	0.734	C	0.770	C	0.036	NO
		PM	0.754	C	0.779	C	0.025	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	1.149	F	1.154	F	0.005	NO
	Signalized	MD	1.325	F	1.325	F	0.000	NO
		PM	1.191	F	1.196	F	0.005	NO
REDUCED PROJECT ALTERNATIVE		**PEAK HOUR**	**CUMULATIVE BASELINE (FUTURE 2035)***		**FUTURE + REDUCED PROJECT**		**PROJECT INCREASE IN V/C**	**SIGNIFICANT IMPACT?**
NO.	**INTERSECTION**		**V/C**	**LOS**	**V/C**	**LOS**		
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.785	C	0.810	D	0.025	NO
	Signalized	MD	0.734	C	0.758	C	0.024	NO
		PM	0.754	C	0.772	C	0.018	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	1.149	F	1.153	F	0.004	NO
	Signalized	MD	1.325	F	1.325	F	0.000	NO
		PM	1.191	F	1.195	F	0.004	NO

Notes:

* The cumulative forecasts include site generated operational traffic associated with the No Project Alternative.

- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02), causing LOS F (V/C > 1.00).

- If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02).

Arterial Monitoring Station Analysis

The CMP arterial monitoring stations nearest to the project study area are located two to three miles from the project site:

- Pacific Coast Highway & Santa Fe Avenue
- Pacific Coast Highway & Alameda Street

Given the regional nature of the market for the cement that would be exported from the project site and the trip distribution pattern described in Chapter 3, the project and alternatives would add fewer than 50 vehicle trips during the peak hour through either of these arterial monitoring stations; as such, no further analysis of CMP arterial intersections is required, and CMP arterial intersection impacts are considered to be less than significant.

Freeway Mainline Monitoring Station Analysis

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in the CMP. The CMP mainline freeway monitoring locations nearest to the project site are:

- I-710 between Pacific Coast Highway and Willow Street
- I-710 between 405 and south of Del Amo Boulevard
- I-110 between Wilmington Avenue and south of C Street

According to the project trip generation estimates developed in Chapter 3 and the project-only traffic volumes illustrated in Figures 3 through 5, the proposed project is not expected to add sufficient new traffic to meet the freeway analysis criteria at these locations. Up to 16 additional 1-way truck trips would be added to the monitoring stations on I-710 and up to four 1-way truck trips would be added to the monitoring station on I-110. Based on conversion of these truck trips to PCE trips and adding employee trips, up to 32 to 34 one-way PCE trips would be added to the monitoring stations on I-710 and up to 8 one-way trips would be added to the monitoring station on I-110. Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vehicles per hour (vph), no further CMP freeway analysis is required, and CMP freeway impacts are considered to be less than significant.

5. CONSTRUCTION-PERIOD IMPACT ANALYSIS

Project construction-period impacts under CEQA were compared against baseline (2006) conditions, which are described in Chapter 2. Construction of the proposed project would occur in two phases. Two of the four new silos and one of the two new truck lanes would be constructed in Phase 1, and the last two silos and other truck lane would be constructed in Phase 2. An alternative three-phase construction scenario is contemplated in which one silo would be constructed in first two phases, and two silos would be constructed in a third phase. Detailed trip generation estimates for each month of Phase 1 and of Phase 2 were prepared using information provided by MCC and potential traffic impacts during the most intense month of activity in either phase were analyzed. Construction of the Reduced Project Alternative would occur in only one phase, which is identical to Phase 1 of the proposed project. Under the No Project Alternative, there would be no construction at the existing MCC facility.

CONSTRUCTION-PERIOD TRIP GENERATION AND DISTRIBUTION - PROPOSED PROJECT

Construction of the proposed project would begin in 2014, and Phase 1 would occur over a period of approximately one year. Phase 2 would occur when throughput and market demand for cement increases, at which time the full expansion would be completed with an additional year of construction. Thus, the total duration of construction activities is estimated at approximately two years. Construction activity would occur between 7:00 AM and 4:00 PM, Monday through Friday, but could also occur on Saturdays as needed. No road closures are anticipated during construction, as construction activities would occur within the project site on Pier F Avenue.

MCC provided the construction schedule for the proposed project and the estimated average number of daily worker trips and truck trips, by truck type, which are presented in Table 7. Peak hour traffic volumes were estimated by conservatively assuming that all workers would arrive at the site during the AM peak hour (between 7:00 to 8:00 AM), and leave the site during the PM peak hour (4:00 to 5:00 PM). Consistent with the Port's practices, a PCE factor of 1.1 was applied to light trucks and a PCE factor of 2.0 was applied to heavy trucks. Then, the daily truck trips were averaged across an 8-hour construction day and multiplied by 1.5, which assumes that the peak hour to be 50 percent busier than the average hour. It was assumed that half of the truck trips generated during the analyzed peak hours would be inbound trips and that half would be outbound.

The regional distribution of construction-related truck trips is assumed to be the same as that for project-generated traffic during the operational phase of the project: 20% to/from the west via the Gerald Desmond Bridge and SR 47 and 80% to/from the north via I-710. Construction worker commute trips were assumed to be evenly distributed between the west and the north, relative to the major directions of approach to the project site.

TABLE 7
PROJECT AND ALTERNATIVE CONSTRUCTION-PERIOD TRIP GENERATION ESTIMATES

		PHASE 1														PHASE 2											
Construction Month		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Privately-Owned Daily Vehicle Trips [a]		5	15	26	56	48	**66**	18	18	30	24	30	36	30	6	16	14	24	**76**	30	34	46	26	39	21	23	14
Daily Light Truck Trips [b]		4	6	6	8	4	**3**	0	1	2	2	2	1	2	2	1	0	4	**4**	0	2	2	2	2	21	3	0
Daily Heavy Truck Trips [b]		0	0	0	20	20	**22**	6	4	2	3	3	4	4	0	0	0	0	**20**	8	8	10	2	4	21	0	0
Passenger Car Equivalent (PCE) Daily Trips [c]		9	22	33	105	92	**113**	30	27	36	32	38	45	40	8	17	14	28	**120**	46	52	68	32	49	26	26	14
Privately-Owned Vehicle Peak Hour Trips [d]	AM In/Out:	2 0	7 0	12 0	28 0	24 0	**33 0**	9 0	9 0	15 0	12 0	15 0	18 0	15 0	3 0	8 0	7 0	12 0	**38 0**	15 0	17 0	23 0	13 0	20 0	11 0	12 0	7 0
	Mid In/Out:	0 0	0 0	0 0	0 0	0 0	**0 0**	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	**0 0**	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
	PM In/Out:	0 2	0 7	0 12	0 28	0 24	**0 33**	0 9	0 9	0 15	0 12	0 15	0 18	0 15	0 3	0 8	0 7	0 12	**0 38**	0 15	0 17	0 23	0 13	0 20	0 11	0 12	0 7
Truck Peak Hour Trips (in PCE) [e]	AM In/Out:	1 1	1 1	1 1	9 9	8 8	**9 9**	2 2	2 2	1 1	2 2	2 2	2 2	2 2	0 0	0 0	0 0	1 1	**8 8**	3 3	3 3	4 4	1 1	2 2	1 1	1 1	0 0
	Mid In/Out:	1 1	1 1	1 1	9 9	8 8	**9 9**	2 2	2 2	1 1	2 2	2 2	2 2	2 2	0 0	0 0	0 0	1 1	**8 8**	3 3	3 3	4 4	1 1	2 2	1 1	1 1	0 0
	PM In/Out:	1 1	1 1	1 1	9 9	8 8	**9 9**	2 2	2 2	1 1	2 2	2 2	2 2	2 2	0 0	0 0	0 0	1 1	**8 8**	3 3	3 3	4 4	1 1	2 2	1 1	1 1	0 0
Total Peak Hour PCE Trips [f]	AM In/Out:	3 1	8 1	13 1	37 9	32 8	**42 9**	11 2	11 2	16 1	14 2	17 2	20 2	17 2	3 0	8 0	7 0	13 1	**46 8**	18 3	20 3	27 4	14 1	22 2	12 1	13 1	7 0
	Mid In/Out:	1 1	1 1	1 1	9 9	8 8	**9 9**	2 2	2 2	1 1	2 2	2 2	2 2	2 2	0 0	0 0	0 0	1 1	**8 8**	3 3	3 3	4 4	1 1	2 2	1 1	1 1	0 0
	PM In/Out:	1 3	1 8	1 13	9 37	8 32	**9 42**	2 11	2 11	1 16	2 14	2 17	2 20	2 17	0 3	0 8	0 7	1 13	**8 46**	3 18	3 20	4 27	1 14	2 22	1 12	1 13	0 7

Notes:

[a] Inbound and outbound trips are accounted as two separate trips.

[b] Inbound and outbound trips are accounted as two separate trips. Estimates of daily truck trips were prepared by SAIC.
Calculations are rounded up to the nearest even number.

[c] A PCE factor of 1.1 has been applied for medium trucks. A PCE factor of 2.0 has been applied to heavy truck trips for this analysis.
This factor was used as a conservative approach, a PCE of 2.0 is usually used for all tractor (bobtail) trailer combinations.

[d] All workers are assumed to come to the facility in the AM peak and leave in the PM peak hour.

[e] For the Peak Hour PCE Truck Trip calculations, daily truck trip estimates were divided evenly across an 8 hours construction schedule and multiplied by 1.5, which assumes that the peak hours is 50% busier than the average hour. Calculations are rounded.

[f] Bold numbers in Month 6 of Phase 1 of this table represent the most intense period of site-generated traffic during construction for the Reduced Project Alternative. Bold numbers in Month 4 of Phase 2 of this table represent the most intense period of site-generated traffic for the Full Expansion Alternative.

As shown in Table 7, the estimated level of traffic would vary during each month of construction of the proposed project, which includes both Phase 1 and Phase 2. The fourth month of Phase 2 would generate the most traffic to and from the site. During the peak month of construction, the proposed project would require 38 workers each day and is estimated to generate four daily light truck trips and 20 daily heavy truck trips. Thus, it would generate a total of 100 daily vehicle trips (120 daily PCE trips), composed of 76 worker trips and 24 truck trips (44 PCE truck trips). Based on the methodology described above, 54 PCE trips would occur in the AM and PM peak hours (46 inbound and eight outbound PCE trips in the AM peak hour and eight inbound and 46 outbound PCE trips in the PM peak hour), and 16 PCE trips would occur in the midday peak hour (eight inbound and eight outbound PCE trips).

CONSTRUCTION-PERIOD TRIP GENERATION AND DISTRIBUTION - REDUCED PROJECT

As described above, construction of the Reduced Project Alternative would entail development of two new silos and one new truck lane, similar to Phase 1 of the proposed project. Construction would begin in 2014 and would last approximately one year. Details of the anticipated construction schedule for the Reduced Project Alternative are provided in Table 7.

The assumptions regarding construction worker trips and truck trips generation methodology, distribution, and assignment were the same as those described above for the proposed project.

As with the proposed project, the estimated level of traffic would vary during each month of construction of the Reduced Project Alternative. The sixth month of construction activities would generate the most traffic to and from the site. During the peak month of construction, the proposed project would require 33 workers each day and is expected to generate three daily light truck trips and 22 daily heavy truck trips. Thus, it would generate a total of 91 daily vehicle trips (113 daily PCE trips), composed of 66 worker trips and 25 truck trips (47 PCE truck trips). Based on the methodology described above, 51 PCE trips would occur in the AM and PM peak hours (42 inbound and nine outbound PCE trips in the AM peak hour and nine inbound and 42 outbound PCE trips in the PM peak hour), and 18 PCE trips would occur in the midday peak hour (nine inbound and nine outbound PCE trips).

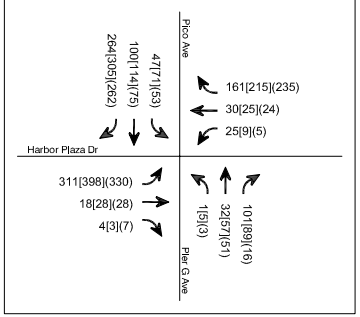
PROJECT CONSTRUCTION-PERIOD TRAFFIC IMPACT ANALYSIS

Baseline (Year 2006) plus Project Construction Traffic Conditions

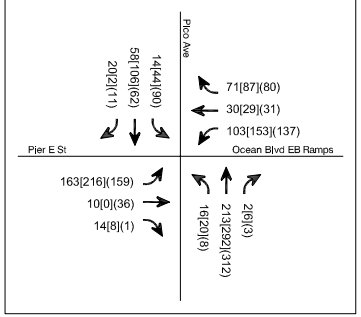
Project construction-period impacts under CEQA were compared against baseline (2006) conditions, which are described in Chapter 2. The peak hour project-generated trips during the peak phase of project construction for the proposed project are illustrated in Figure 9. These volumes were added to baseline (2006) traffic volumes to develop baseline (2006) with project (construction) traffic volumes, also shown in Figure 9. The results of this analysis are presented in Table 8. As indicated in the table, both study intersections would continue to operate at LOS D or better during each analyzed peak hour with the addition of construction-related traffic.

BASELINE CONDITIONS (2006)

1. Pico Ave/Pier G Ave & Harbor Plaza

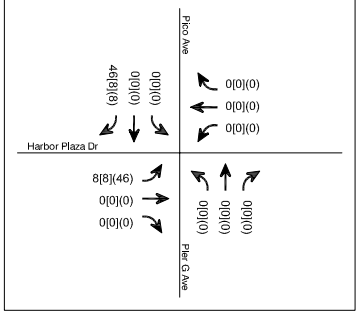


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

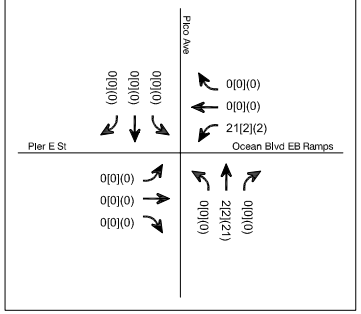


CONSTRUCTION ONLY

1. Pico Ave/Pier G Ave & Harbor Plaza

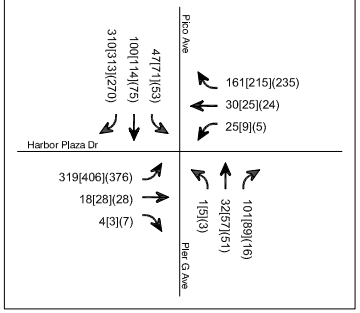


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

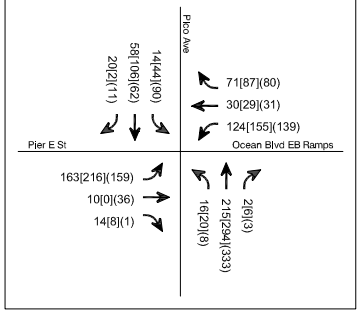


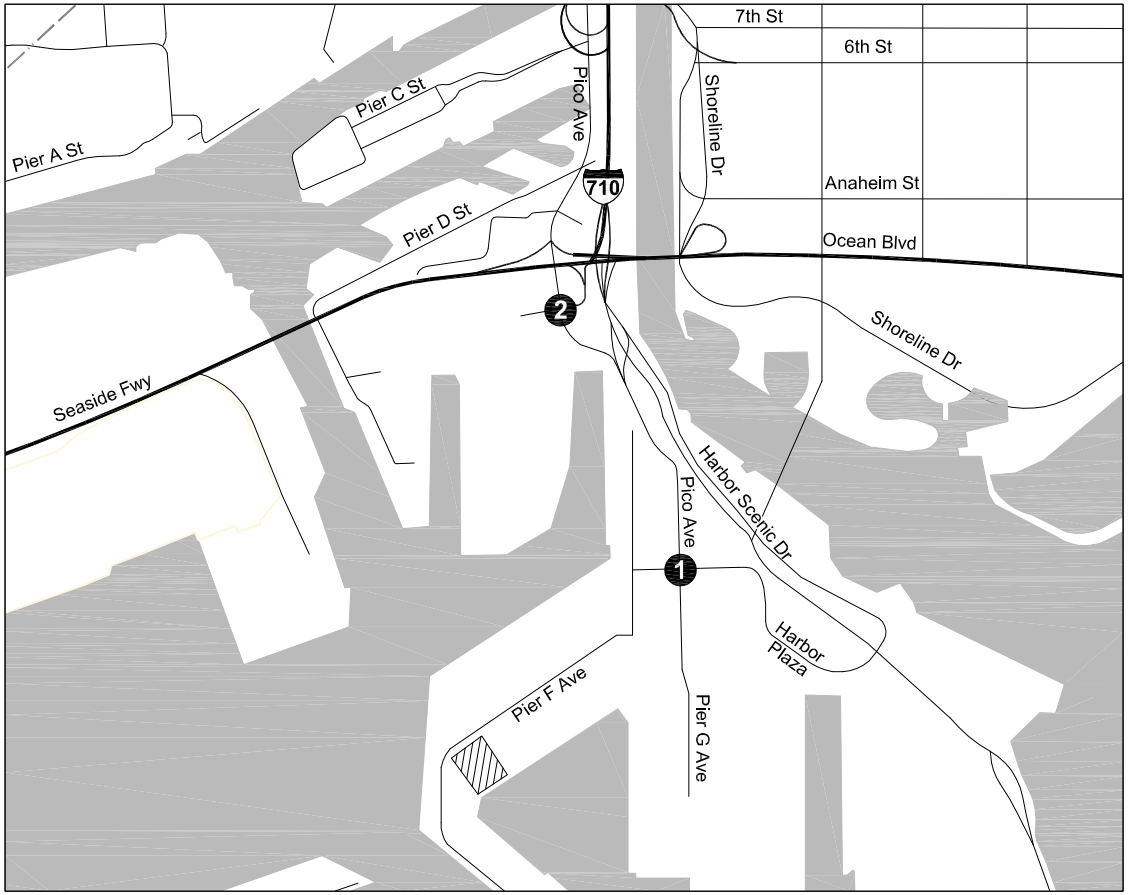
BASELINE (2006) + CONSTRUCTION

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- # Analyzed Intersection
- X(X)[X] AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR & PEERS

FULL EXPANSION ALTERNATIVE (CONSTRUCTION) PEAK HOUR TRAFFIC VOLUMES

Aug 28, 2012 LC
\\fpla1\data\Jobs\Active\2400s\2459 – POLB Mitsubishi Cement Facility\Graphics\ACAD\Full Proposed\Volumes_Base.dwg

FIGURE 9

TABLE 8
BASELINE (YEAR 2006) PLUS PROJECT AND ALTERNATIVES CONSTRUCTION INTERSECTION LEVEL OF SERVICE AND CEQA IMPACT ANALYSIS

FULL EXPANSION (PROPOSED PROJECT) ALTERNATIVE		PEAK HOUR	CEQA BASELINE (YEAR 2006)			BASELINE + CONSTRUCTION			SIGNIFICANT IMPACT?**
NO.	INTERSECTION		V/C*	DELAY**	LOS	V/C*	DELAY**	LOS	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.671	15.0	B	NO
	4-Way Stop	MD	0.871	22.4	C	0.891	23.6	C	NO
		PM	0.666	14.8	B	0.762	17.5	C	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.291	10.0	B	NO
	4-Way Stop	MD	0.423	11.8	B	0.423	11.8	B	NO
		PM	0.313	11.2	B	0.316	11.4	B	NO
REDUCED PROJECT ALTERNATIVE		**PEAK HOUR**	**CEQA BASELINE (YEAR 2006)**			**BASELINE + CONSTRUCTION**			**SIGNIFICANT IMPACT?****
NO.	**INTERSECTION**		**V/C***	**DELAY****	**LOS**	**V/C***	**DELAY****	**LOS**	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.672	15.0	B	NO
	4-Way Stop	MD	0.871	22.4	C	0.893	23.8	C	NO
		PM	0.666	14.8	B	0.754	17.2	C	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.290	10.0	B	NO
	4-Way Stop	MD	0.423	11.8	B	0.423	11.8	B	NO
		PM	0.313	11.2	B	0.316	11.4	B	NO
NO PROJECT ALTERNATIVE [a]		**PEAK HOUR**	**CEQA BASELINE (YEAR 2006)**			**BASELINE + CONSTRUCTION**			**SIGNIFICANT IMPACT?****
NO.	**INTERSECTION**		**V/C***	**DELAY****	**LOS**	**V/C***	**DELAY****	**LOS**	
1	Pico Ave/ Pier G Street & Harbor Plaza	AM	0.643	14.2	B	0.643	14.2	B	NO
	4-Way Stop	MD	0.871	22.4	C	0.871	22.4	C	NO
		PM	0.666	14.8	B	0.666	14.8	B	NO
2	Pico Ave & Pier E St/ Ocean Ave Ramps	AM	0.289	9.9	A	0.289	9.9	A	NO
	4-Way Stop	MD	0.423	11.8	B	0.423	11.8	B	NO
		PM	0.313	11.2	B	0.313	11.2	B	NO

Notes:

* V/C values provided for informational puproses only.

** Average stopped delay per vehicle on each approach, in seconds.

*** Unsignalized intersections would be considered significantly impacted with an increase in delay of 2 percent or more if under projected LOS E or F conditions.

[a] Under the No Project Alternative, no construction activity will occur at the project site.

Project Intersection Impacts – Baseline (Year 2006) plus Construction Traffic

To determine whether significant impacts would occur during project construction, the baseline (2006) plus project construction operating conditions were compared to the baseline (2006)operating conditions. As shown in Table 8, using the criteria described above for the determination of significant impacts, the proposed project would not result in significant traffic impacts during construction under either a two-phase or a three-phase scenario. Because no significant impacts have been identified, no traffic mitigation measures are necessary.

Baseline (Year 2006) plus Reduced Project Alternative Construction Traffic Conditions

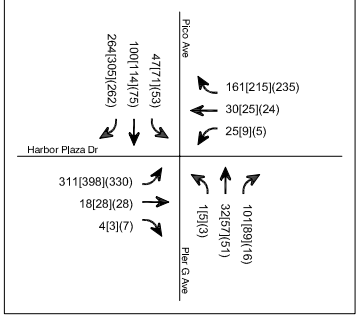
Potential construction-period impacts for the Reduced Project Alternative were compared against baseline (2006) conditions. The peak hour project-generated trips during the peak phase of project construction for the proposed project are illustrated in Figure 10. These volumes were added to baseline (2006) traffic volumes to develop total traffic volumes, also shown in Figure 10. The results of this analysis, presented in Table 8, show that both study intersections would continue to operate at LOS D or better with the addition of construction-related traffic

Reduced Project Alternative Intersection Impacts – Baseline (Year 2006) plus Construction Traffic

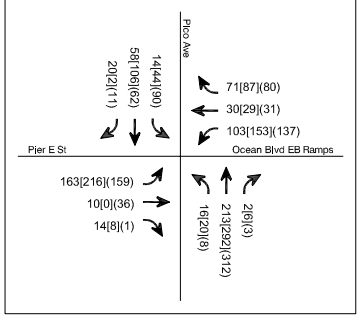
As shown in Table 8, using the criteria described above for the determination of significant impacts, the Reduced Project Alternative would not result in significant traffic impacts during construction. Because no significant impacts have been identified, no traffic mitigation measures are necessary.

BASELINE CONDITIONS (2006)

1. Pico Ave/Pier G Ave & Harbor Plaza

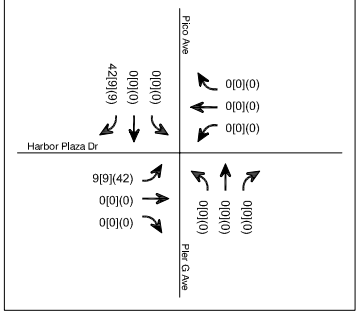


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

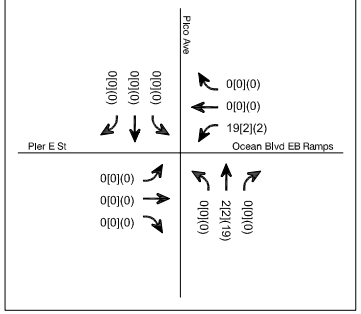


CONSTRUCTION ONLY

1. Pico Ave/Pier G Ave & Harbor Plaza

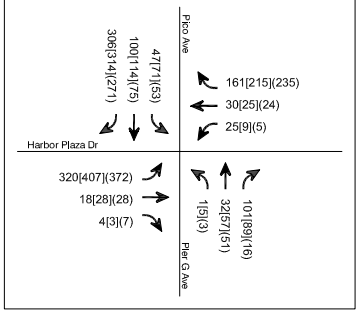


2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps

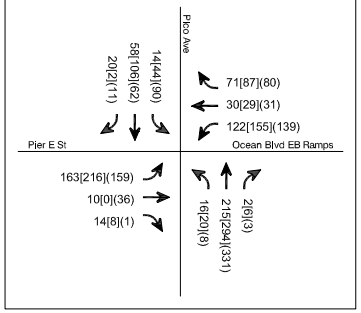


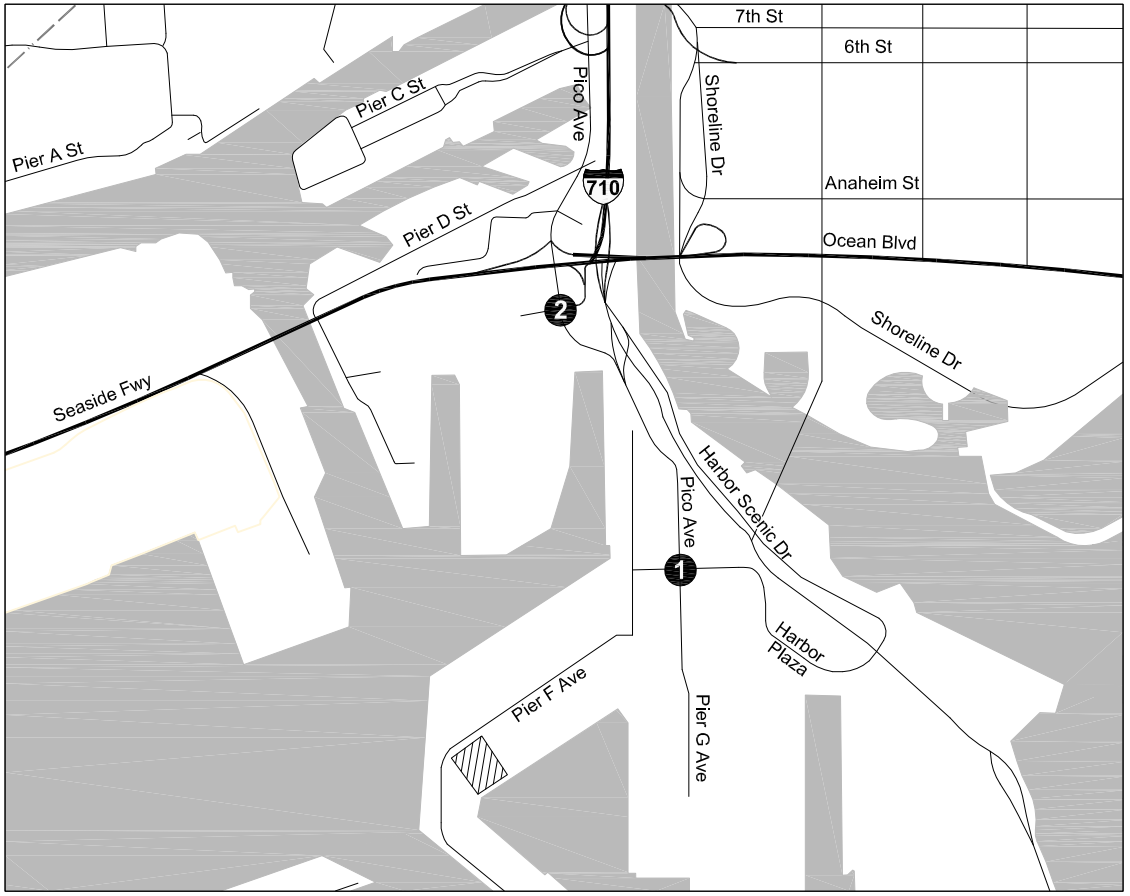
BASELINE (2006) + CONSTRUCTION

1. Pico Ave/Pier G Ave & Harbor Plaza



2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps





Not to Scale

LEGEND

- Project Site
- # Analyzed Intersection
- X[X](X) AM[MD](PM) Peak Hour Traffic Volumes
- Turning Movement

FEHR & PEERS

REDUCED PROJECT ALTERNATIVE (CONSTRUCTION) PEAK HOUR TRAFFIC VOLUMES

Aug 28, 2012 LC
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FIGURE 10

6. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential for traffic impacts resulting from the proposed modification of the Mitsubishi Cement facility in the Port of Long Beach. The key findings and conclusions of the study are summarized below.

- The Full Expansion Alternative (proposed project) involves the construction and operation of four additional silos to increase on-site cement storage capacity, two additional truck lanes and truck loading stations below the new silos, upgrades to the baseline ship unloading equipment, and the installation of an emission control system for ships at berth. The Reduced Project Alternative involves the construction and operation of two additional silos to increase on-site storage capacity, one new truck lane, upgrades to the baseline ship unloading equipment, and the installation of an emission control system for ships at berth. Both the proposed project and the Reduced Project Alternative would operate around the clock 52 weeks per year, six days a week. No new development at the existing facility would occur under the No Project Alternative. Each of the project alternatives is located on Pier F at 1120 and 1150 Pier F Avenue.

- Detailed intersection capacity and operation analyses were conducted at two intersections along key access routes between the project site and the surrounding regional roadway network. Analysis was conducted for the AM peak hour (the peak hour between 6:00 and 9:00 PM), the midday peak hour (between 2:00 and 3:00 PM), and the PM peak hour (the peak hour between 3:00 and 6:00 PM). Both of the study intersections during the baseline (2006) scenario are operating at good levels of service (LOS C or better).

- Project trip generation was estimated based on the expected operation of the facility for each alternative, including the No Project Alternative. The projected future hourly throughput was compared to the actual throughput during the typical peak hour during 2006, the last full year of the facility's operation, and the difference was analyzed as the incremental change from baseline conditions. Truck trips were converted to passenger car equivalents for the purpose of the traffic impact analysis. The proposed project would generate two net employee trips and 38 net truck trips (78 PCE trips) in the AM and PM peak hours and 38 net truck trips (76 PCE trips) in the midday peak hour. The Reduced Project Alternative would generate two net employee trips and 26 net truck trips (52 PCE trips) in the AM and PM peak hours and 26 net truck trips (52 PCE trips) in the midday peak hour. The No Project Alternative would generate 8 net truck trips (16 PCE trips) in the AM and PM peak hours and 8 net vehicle trips (16 PCE trips) in the midday peak hour.

- Analysis of baseline (2006) plus project conditions and cumulative (2035) plus project conditions were conducted to identify potential traffic impacts in the operational phase of the project. Based on the significant impact criteria used by the City/Port of Long Beach, no significant traffic impacts

on the local or regional roadway network would occur with operation of the proposed project. Analysis of the two project alternatives found that neither would result in significant traffic impacts on the local or regional roadway network during the operational phase.

- Construction of the proposed project would occur in two phases, lasting approximately two years in all. Construction of the Reduced Project Alternative would entail only the first phase of what would be required to construct the proposed project. Construction-period trip generation estimates for the proposed project and for the Reduced Project Alternative were prepared using detailed information on the size of the required workforce and anticipated number of delivery and support vehicles during each month of construction. Traffic impacts during the peak month of construction were assessed and no significant impacts were identified under each alternative.

REFERENCES

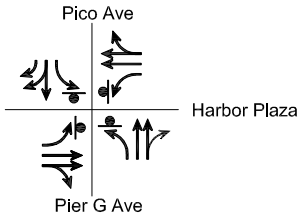
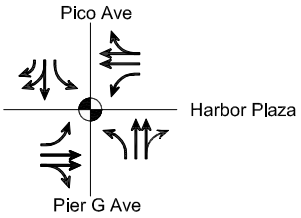
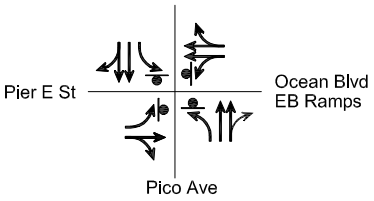
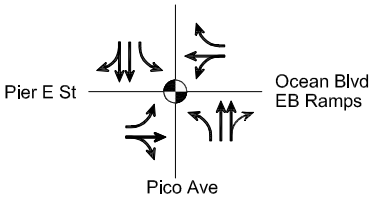
2000 Highway Capacity Manual, Transportation Research Board, 2000.
2006 Traffic Volumes on California State Highways, California Department of Transportation, accessed July 2012.

2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October 2010.

Middle Harbor Redevelopment Project Final EIR, SAIC, April 2009.

Mitsubishi Cement Terminal Capacity Analysis, AECOM US, June 6, 2012.

APPENDIX A:
INTERSECTION LANE CONFIGURATIONS

	BASELINE (2006) CONDITIONS	FUTURE (2035) CONDITIONS
1. Pico Ave/Pier G Ave & Harbor Plaza		
2. Pico Ave & Pier E St/ Ocean Blvd EB Ramps		

LEGEND

- Signalized
- Stop-Controlled

APPENDIX B:
LEVEL OF SERVICE WORKSHEETS

BASELINE (YEAR 2006) CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE (2006) - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	264	311	18	4	25	30	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	101	47	100	264	311	18	4	25	30	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	101	47	100	264	311	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	264	311	18	4	25	30	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	101	47	100	264	311	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.55	1.45	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	421	448	494	469	291	801	484	841	191	443	471	525
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.20	0.10	0.34	0.33	0.64	0.02	0.02	0.06	0.06	0.31
Crit Moves:			****		****		****					****
Delay/Veh:	10.6	10.6	10.9	10.7	12.3	11.7	21.2	9.5	9.3	10.7	10.3	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.9	10.7	12.3	11.7	21.2	9.5	9.3	10.7	10.3	11.7
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:		10.8			11.7			20.4			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			11.7			20.4			11.4	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.5	0.5	1.5	0.0	0.0	0.1	0.1	0.4

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	16	213	2	14	58	20	163	10	14	103	30	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	213	2	14	58	20	163	10	14	103	30	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	213	2	14	58	20	163	10	14	103	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	213	2	14	58	20	163	10	14	103	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	213	2	14	58	20	163	10	14	103	30	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.49	0.51	1.00	0.42	0.58	1.00	0.30	0.70
Final Sat.:	534	1149	11	503	820	293	565	273	382	564	203	464
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.07	0.07	0.29	0.04	0.04	0.18	0.15	0.15
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.9	9.8	9.6	9.2	8.9	11.2	8.1	8.1	10.1	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.9	9.8	9.6	9.2	8.9	11.2	8.1	8.1	10.1	8.7	8.7
LOS by Move:	A	A	A	A	A	A	B	A	A	B	A	A
ApproachDel:		9.8			9.2			10.8			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.2			10.8			9.4	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	22.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	305	398	28	3	9	25	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	57	89	71	114	305	398	28	3	9	25	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	57	89	71	114	305	398	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	305	398	28	3	9	25	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	57	89	71	114	305	398	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.54	1.46	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	381	404	440	430	262	728	457	858	93	403	427	473
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.20	0.17	0.43	0.42	0.87	0.03	0.03	0.02	0.06	0.45
Crit Moves:			****		****		****					****
Delay/Veh:	11.5	12.2	11.9	12.1	14.8	14.1	42.5	10.2	10.1	11.3	11.0	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	12.2	11.9	12.1	14.8	14.1	42.5	10.2	10.1	11.3	11.0	15.2
LOS by Move:	B	B	B	B	B	B	E	B	B	B	B	C
ApproachDel:		12.0			14.0			40.2			14.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			14.0			40.2			14.6	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.7	0.7	4.1	0.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	20	292	6	44	106	2	216	0	8	153	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	292	6	44	106	2	216	0	8	153	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	292	6	44	106	2	216	0	8	153	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	292	6	44	106	2	216	0	8	153	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	292	6	44	106	2	216	0	8	153	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.35	0.65
Final Sat.:	486	1030	21	456	956	18	511	0	607	512	208	382
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.10	0.11	0.11	0.42	xxxx	0.01	0.30	0.14	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	11.6	11.6	10.8	10.4	10.4	14.0	0.0	8.3	12.1	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.6	11.6	10.8	10.4	10.4	14.0	0.0	8.3	12.1	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.5			10.5			13.8			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.5			13.8			11.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.3	0.1	0.1	0.1	0.6	0.0	0.0	0.4	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	262	330	28	7	5	24	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	262	330	28	7	5	24	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	262	330	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	262	330	28	7	5	24	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	262	330	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	0.45	1.55	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	408	670	216	467	237	852	495	844	217	456	489	548
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.11	0.32	0.31	0.67	0.03	0.03	0.01	0.05	0.43
Crit Moves:		****			****		****					****
Delay/Veh:	10.8	10.6	10.4	10.9	11.8	11.4	22.0	9.4	9.2	10.2	10.0	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.6	10.4	10.9	11.8	11.4	22.0	9.4	9.2	10.2	10.0	13.1
LOS by Move:	B	B	B	B	B	B	C	A	A	B	A	B
ApproachDel:		10.6			11.4			20.8			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			11.4			20.8			12.8	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.4	0.4	1.7	0.0	0.0	0.0	0.0	0.6

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	0	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	312	3	90	62	11	159	36	1	137	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	312	3	90	62	11	159	36	1	137	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	312	3	90	62	11	159	36	1	137	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	312	3	90	62	11	159	36	1	137	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	312	3	90	62	11	159	36	1	137	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.35	0.65
Final Sat.:	498	1068	10	470	863	156	508	530	15	513	210	382
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.19	0.07	0.07	0.31	0.07	0.07	0.27	0.15	0.21
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.5	11.5	11.5	9.8	9.7	12.3	9.4	9.4	11.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.5	11.5	11.5	9.8	9.7	12.3	9.4	9.4	11.7	9.7	9.7
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.5			10.7			11.8			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.7			11.8			10.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

BASELINE (YEAR 2006) PLUS PROPOSED PROJECT (OPERATIONAL) CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	304	349	18	4	25	30	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	101	47	100	304	349	18	4	25	30	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	101	47	100	304	349	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	304	349	18	4	25	30	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	101	47	100	304	349	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.50	1.50	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	404	429	472	457	257	808	476	824	187	426	453	503
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.10	0.39	0.38	0.73	0.02	0.02	0.06	0.07	0.32
Crit Moves:			****		****		****					****
Delay/Veh:	10.9	10.9	11.3	11.0	13.2	12.6	26.6	9.6	9.5	11.0	10.6	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	11.3	11.0	13.2	12.6	26.6	9.6	9.5	11.0	10.6	12.2
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
ApproachDel:		11.2			12.6			25.6			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			12.6			25.6			11.8	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.6	0.6	2.2	0.0	0.0	0.1	0.1	0.4

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	16	221	2	14	58	20	163	10	14	111	30	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	221	2	14	58	20	163	10	14	111	30	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	221	2	14	58	20	163	10	14	111	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	221	2	14	58	20	163	10	14	111	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	221	2	14	58	20	163	10	14	111	30	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.49	0.51	1.00	0.42	0.58	1.00	0.33	0.67
Final Sat.:	532	1144	10	499	813	291	561	270	378	561	218	443
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.07	0.07	0.29	0.04	0.04	0.20	0.14	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	10.0	10.0	9.6	9.3	9.0	11.3	8.2	8.2	10.3	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	10.0	10.0	9.6	9.3	9.0	11.3	8.2	8.2	10.3	8.8	8.8
LOS by Move:	A	A	A	A	A	A	B	A	A	B	A	A
ApproachDel:		9.9			9.3			10.9			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.3			10.9			9.6	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	0	Average Delay (sec/veh):	29.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	343	436	28	3	9	25	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	57	89	71	114	343	436	28	3	9	25	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	57	89	71	114	343	436	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	343	436	28	3	9	25	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	57	89	71	114	343	436	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.50	1.50	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	377	399	433	429	239	743	451	841	91	398	422	464
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.21	0.17	0.48	0.46	0.97	0.03	0.03	0.02	0.06	0.46
Crit Moves:			****		****		****					****
Delay/Veh:	11.9	12.6	12.4	12.4	16.2	15.5	62.2	10.4	10.3	11.6	11.4	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	12.6	12.4	12.4	16.2	15.5	62.2	10.4	10.3	11.6	11.4	16.1
LOS by Move:	B	B	B	B	C	C	F	B	B	B	B	C
ApproachDel:		12.5			15.2			58.7			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			15.2			58.7			15.4	
LOS by Appr:		B			C			F			C	
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.8	0.8	6.4	0.0	0.0	0.0	0.1	0.8

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	20	300	6	44	106	2	216	0	8	161	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	300	6	44	106	2	216	0	8	161	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	300	6	44	106	2	216	0	8	161	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	300	6	44	106	2	216	0	8	161	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	300	6	44	106	2	216	0	8	161	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.37	0.63
Final Sat.:	484	1025	21	451	948	18	507	0	602	510	218	368
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.10	0.11	0.11	0.43	xxxx	0.01	0.32	0.13	0.24
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	11.8	11.7	10.9	10.4	10.4	14.2	0.0	8.4	12.4	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	11.8	11.7	10.9	10.4	10.4	14.2	0.0	8.4	12.4	9.9	9.9
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.7			10.6			14.0			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			10.6			14.0			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.7	0.0	0.0	0.4	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

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POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	300	370	28	7	5	24	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	300	370	28	7	5	24	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	300	370	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	300	370	28	7	5	24	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	300	370	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	0.40	1.60	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	392	642	207	456	208	854	488	827	212	440	470	526
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.12	0.36	0.35	0.76	0.03	0.03	0.01	0.05	0.45
Crit Moves:		****			****		****					****
Delay/Veh:	11.1	11.0	10.7	11.1	12.7	12.3	28.3	9.6	9.4	10.5	10.3	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.0	10.7	11.1	12.7	12.3	28.3	9.6	9.4	10.5	10.3	13.9
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
ApproachDel:		10.9			12.2			26.6			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			12.2			26.6			13.5	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.5	0.5	2.5	0.0	0.0	0.0	0.0	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	320	3	90	62	11	159	36	1	145	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	320	3	90	62	11	159	36	1	145	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	320	3	90	62	11	159	36	1	145	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	320	3	90	62	11	159	36	1	145	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	320	3	90	62	11	159	36	1	145	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.37	0.63
Final Sat.:	496	1063	10	467	855	154	505	526	15	511	221	368
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.19	0.07	0.07	0.32	0.07	0.07	0.28	0.14	0.22
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.7	11.7	11.6	9.9	9.7	12.4	9.4	9.4	11.9	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.7	11.7	11.6	9.9	9.7	12.4	9.4	9.4	11.9	9.8	9.8
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.6			10.8			11.9			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.8			11.9			11.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.4	0.2	0.2

Note: Queue reported is the number of cars per lane.

BASELINE (YEAR 2006) PLUS REDUCED PROJECT ALTERNATIVE (OPERATIONAL) CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	292	337	18	4	25	30	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	101	47	100	292	337	18	4	25	30	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	101	47	100	292	337	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	292	337	18	4	25	30	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	101	47	100	292	337	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.51	1.49	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	409	435	479	461	267	807	478	828	188	431	459	510
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.10	0.38	0.36	0.70	0.02	0.02	0.06	0.07	0.32
Crit Moves:			****		****		****					****
Delay/Veh:	10.8	10.8	11.2	10.9	12.9	12.3	24.7	9.6	9.4	10.9	10.5	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	11.2	10.9	12.9	12.3	24.7	9.6	9.4	10.9	10.5	12.0
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:		11.1			12.3			23.7			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			12.3			23.7			11.7	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.5	0.5	1.9	0.0	0.0	0.1	0.1	0.4

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	16	219	2	14	58	20	163	10	14	109	30	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	219	2	14	58	20	163	10	14	109	30	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	219	2	14	58	20	163	10	14	109	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	219	2	14	58	20	163	10	14	109	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	219	2	14	58	20	163	10	14	109	30	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.49	0.51	1.00	0.42	0.58	1.00	0.32	0.68
Final Sat.:	532	1145	10	499	815	291	562	271	379	562	214	448
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.07	0.07	0.29	0.04	0.04	0.19	0.14	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.9	9.9	9.6	9.3	9.0	11.2	8.2	8.2	10.3	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.9	9.9	9.6	9.3	9.0	11.2	8.2	8.2	10.3	8.8	8.8
LOS by Move:	A	A	A	A	A	A	B	A	A	B	A	A
ApproachDel:		9.9			9.3			10.8			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.3			10.8			9.5	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	331	424	28	3	9	25	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	57	89	71	114	331	424	28	3	9	25	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	57	89	71	114	331	424	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	331	424	28	3	9	25	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	57	89	71	114	331	424	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.51	1.49	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	378	400	435	429	246	736	452	846	92	400	423	466
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.20	0.17	0.46	0.45	0.94	0.03	0.03	0.02	0.06	0.46
Crit Moves:			****		****		****					****
Delay/Veh:	11.8	12.4	12.3	12.3	15.8	15.0	54.8	10.3	10.2	11.5	11.3	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	12.4	12.3	12.3	15.8	15.0	54.8	10.3	10.2	11.5	11.3	15.8
LOS by Move:	B	B	B	B	C	C	F	B	B	B	B	C
ApproachDel:		12.3			14.8			51.8			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			14.8			51.8			15.2	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.8	0.8	5.6	0.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	20	298	6	44	106	2	216	0	8	159	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	298	6	44	106	2	216	0	8	159	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	298	6	44	106	2	216	0	8	159	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	298	6	44	106	2	216	0	8	159	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	298	6	44	106	2	216	0	8	159	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.37	0.63
Final Sat.:	485	1026	21	452	950	18	508	0	603	510	216	371
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.10	0.11	0.11	0.43	xxxx	0.01	0.31	0.13	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	11.7	11.7	10.9	10.4	10.4	14.1	0.0	8.4	12.3	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.7	11.7	10.9	10.4	10.4	14.1	0.0	8.4	12.3	9.9	9.9
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.6			10.6			13.9			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.6			13.9			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.7	0.0	0.0	0.4	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0	Average Delay (sec/veh):	16.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	288	358	28	7	5	24	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	288	358	28	7	5	24	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	288	358	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	288	358	28	7	5	24	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	288	358	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	0.41	1.59	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	397	650	209	459	216	854	490	832	213	445	475	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.12	0.35	0.34	0.73	0.03	0.03	0.01	0.05	0.44
Crit Moves:		****			****		****					****
Delay/Veh:	11.0	10.9	10.6	11.1	12.4	12.0	26.0	9.5	9.3	10.4	10.2	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.9	10.6	11.1	12.4	12.0	26.0	9.5	9.3	10.4	10.2	13.7
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
ApproachDel:		10.8			12.0			24.6			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			12.0			24.6			13.3	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.5	0.5	2.2	0.0	0.0	0.0	0.0	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	318	3	90	62	11	159	36	1	143	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	318	3	90	62	11	159	36	1	143	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	318	3	90	62	11	159	36	1	143	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	318	3	90	62	11	159	36	1	143	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	318	3	90	62	11	159	36	1	143	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.37	0.63
Final Sat.:	497	1064	10	468	858	155	505	527	15	511	218	371
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.19	0.07	0.07	0.31	0.07	0.07	0.28	0.14	0.22
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.6	11.6	11.6	9.9	9.7	12.4	9.4	9.4	11.9	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.6	11.6	11.6	9.9	9.7	12.4	9.4	9.4	11.9	9.8	9.8
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.6			10.8			11.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.8			11.8			11.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

BASELINE(YEAR 2006) PLUS NO PROJECT ALTERNATIVE CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Avenue/Pier G St & Harbor Plaza											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	272	319	18	4	25	30	161
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	1	32	101	47	100	272	319	18	4	25	30	161
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	1	32	101	47	100	272	319	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	272	319	18	4	25	30	161
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	1	32	101	47	100	272	319	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00	1.00 0.54	1.46	1.00	1.64	0.36	1.00	1.00	1.00	
Final Sat.:	417	444	490	467	284	803	482	838	190	439	467	520
Capacity Analysis Module:												
Vol/Sat:	0.00 0.07	0.21	0.10	0.35	0.34	0.66	0.02	0.02	0.06	0.06	0.31	
Crit Moves:		****		****		****					****	
Delay/Veh:	10.6 10.6	11.0	10.8	12.4	11.9	22.1	9.5	9.3	10.8	10.3	11.8	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.6 10.6	11.0	10.8	12.4	11.9	22.1	9.5	9.3	10.8	10.3	11.8	
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:	10.9			11.9			21.3			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			11.9			21.3			11.5		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.5	0.5	1.6	0.0	0.0	0.1	0.1	0.4

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289	
Loss Time (sec):	0	Average Delay (sec/veh):	9.9	
Optimal Cycle:	0	Level Of Service:	A	

****

Street Name:	Pico Ave							Pier E St/Ocean Ave EB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	16	215	2			14	58	20			163	10	14			105	30	71		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	16	215	2			14	58	20			163	10	14			105	30	71		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	16	215	2			14	58	20			163	10	14			105	30	71		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	16	215	2			14	58	20			163	10	14			105	30	71		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	16	215	2			14	58	20			163	10	14			105	30	71		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	1.98	0.02			1.00	1.49	0.51			1.00	0.42	0.58			1.00	0.31	0.69		
Final Sat.:	534	1148	11			502	818	293			564	272	381			564	207	459		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.19	0.19			0.03	0.07	0.07			0.29	0.04	0.04			0.19	0.15	0.15		
Crit Moves:		****					****					****					****			
Delay/Veh:	9.3	9.9	9.9			9.6	9.2	9.0			11.2	8.1	8.1			10.2	8.7	8.7		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	9.3	9.9	9.9			9.6	9.2	9.0			11.2	8.1	8.1			10.2	8.7	8.7		
LOS by Move:	A	A	A			A	A	A			B	A	A			B	A	A		
ApproachDel:		9.8					9.2					10.8					9.5			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		9.8					9.2					10.8					9.5			
LOS by Appr:		A					A					B					A			
AllWayAvgQ:	0.0	0.2	0.2			0.0	0.1	0.1			0.4	0.0	0.0			0.2	0.2	0.2		

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue/Pier G St & Harbor Plaza											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 0 1	1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	313	406	28	3	9	25	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	57	89	71	114	313	406	28	3	9	25	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	57	89	71	114	313	406	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	313	406	28	3	9	25	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	57	89	71	114	313	406	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.53	1.47	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	380	403	438	429	256	729	456	854	92	401	426	469
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.20	0.17	0.44	0.43	0.89	0.03	0.03	0.02	0.06	0.46
Crit Moves:			****		****		****					****
Delay/Veh:	11.6	12.2	12.0	12.2	15.1	14.4	45.8	10.2	10.1	11.3	11.1	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	12.2	12.0	12.2	15.1	14.4	45.8	10.2	10.1	11.3	11.1	15.3
LOS by Move:	B	B	B	B	C	B	E	B	B	B	B	C
ApproachDel:		12.1			14.2			43.3			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			14.2			43.3			14.8	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.7	0.7	4.5	0.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423	
Loss Time (sec):	0	Average Delay (sec/veh):	11.8	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	20	294	6	44	106	2	216	0	8	155	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	294	6	44	106	2	216	0	8	155	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	294	6	44	106	2	216	0	8	155	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	294	6	44	106	2	216	0	8	155	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	294	6	44	106	2	216	0	8	155	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	485	1028	21	455	955	18	510	0	606	511	211	378
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.10	0.11	0.11	0.42	xxxx	0.01	0.30	0.14	0.23
Crit Moves:		****			****		****			****		
Delay/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.5			10.5			13.9			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.5			13.9			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.6	0.0	0.0	0.4	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue/Pier G St & Harbor Plaza											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	270	338	28	7	5	24	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	270	338	28	7	5	24	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	270	338	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	270	338	28	7	5	24	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	270	338	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	0.43	1.57	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	405	664	214	465	230	854	493	841	216	453	485	544
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.11	0.33	0.32	0.68	0.03	0.03	0.01	0.05	0.43
Crit Moves:		****			****		****					****
Delay/Veh:	10.8	10.7	10.4	10.9	12.0	11.6	23.1	9.4	9.2	10.3	10.0	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.7	10.4	10.9	12.0	11.6	23.1	9.4	9.2	10.3	10.0	13.3
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:		10.7			11.6			21.8			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			11.6			21.8			12.9	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.4	0.4	1.8	0.0	0.0	0.0	0.0	0.6

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE (2006) PLUS PROJECT - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	314	3	90	62	11	159	36	1	139	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	314	3	90	62	11	159	36	1	139	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	314	3	90	62	11	159	36	1	139	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	314	3	90	62	11	159	36	1	139	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	314	3	90	62	11	159	36	1	139	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.36	0.64
Final Sat.:	497	1067	10	469	861	156	507	529	15	512	213	378
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.19	0.07	0.07	0.31	0.07	0.07	0.27	0.15	0.21
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.6	11.6	11.5	9.8	9.7	12.4	9.4	9.4	11.8	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.6	11.6	11.5	9.8	9.7	12.4	9.4	9.4	11.8	9.7	9.7
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.5			10.7			11.8			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.7			11.8			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

BASELINE(YEAR 2006) PLUS PROPOSED PROJECT (CONSTRUCTION) CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	310	319	18	4	25	30	161
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
Initial Bse:	1	32	101	47	100	310	319	18	4	25	30	161
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	1	32	101	47	100	310	319	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	310	319	18	4	25	30	161
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
FinalVolume:	1	32	101	47	100	310	319	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00 1.00	0.49	1.51	1.00	1.64	0.36	1.00 1.00	1.00	1.00	1.00
Final Sat.:	411	438	481	465	258	829	475	823	187	432	460	511
Capacity Analysis Module:												
Vol/Sat:	0.00 0.07	0.21	0.10	0.39	0.37	0.67	0.02	0.02	0.06	0.07	0.32	
Crit Moves:		****		****		****					****	
Delay/Veh:	10.7 10.8	11.1	10.8	13.0	12.4	22.9	9.6	9.5	10.9	10.5	12.0	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.7 10.8	11.1	10.8	13.0	12.4	22.9	9.6	9.5	10.9	10.5	12.0	
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:	11.0			12.4			22.0			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			12.4			22.0			11.7		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.6	0.6	1.7	0.0	0.0	0.1	0.1	0.4

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	16	215	2	14	58	20	163	10	14	124	30	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	215	2	14	58	20	163	10	14	124	30	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	215	2	14	58	20	163	10	14	124	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	215	2	14	58	20	163	10	14	124	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	215	2	14	58	20	163	10	14	124	30	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.49	0.51	1.00	0.42	0.58	1.00	0.37	0.63
Final Sat.:	527	1134	11	496	808	289	561	270	378	564	243	416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.07	0.07	0.29	0.04	0.04	0.22	0.12	0.17
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	10.0	10.0	9.7	9.3	9.0	11.3	8.2	8.2	10.5	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.0	10.0	9.7	9.3	9.0	11.3	8.2	8.2	10.5	8.8	8.8
LOS by Move:	A	A	A	A	A	A	B	A	A	B	A	A
ApproachDel:		9.9			9.3			10.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.3			10.9			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.3	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	313	406	28	3	9	25	215
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	5	57	89	71	114	313	406	28	3	9	25	215
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	5	57	89	71	114	313	406	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	313	406	28	3	9	25	215
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	5	57	89	71	114	313	406	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00 0.53	1.47	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00
Final Sat.:	380	403	438	429	256	729	456	854	92	401	426	469
Capacity Analysis Module:												
Vol/Sat:	0.01 0.14	0.20	0.17 0.44	0.43	0.89	0.03	0.03	0.02	0.06	0.46		
Crit Moves:		****		****		****					****	
Delay/Veh:	11.6 12.2	12.0	12.2 15.1	14.4	45.8	10.2	10.1	11.3	11.1	15.3		
Delay Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	11.6 12.2	12.0	12.2 15.1	14.4	45.8	10.2	10.1	11.3	11.1	15.3		
LOS by Move:	B	B	B	B	C	B	E	B	B	B	B	C
ApproachDel:	12.1			14.2			43.3			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			14.2			43.3			14.8		
LOS by Appr:	B			B			E			B		
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.7	0.7	4.5	0.0	0.0	0.0	0.1	0.7

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	20	294	6	44	106	2	216	0	8	155	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	294	6	44	106	2	216	0	8	155	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	294	6	44	106	2	216	0	8	155	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	294	6	44	106	2	216	0	8	155	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	294	6	44	106	2	216	0	8	155	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	485	1028	21	455	955	18	510	0	606	511	211	378
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.10	0.11	0.11	0.42	xxxx	0.01	0.30	0.14	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.5			10.5			13.9			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.5			13.9			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.6	0.0	0.0	0.4	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

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POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	270	376	28	7	5	24	235
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	270	376	28	7	5	24	235
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	270	376	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	270	376	28	7	5	24	235
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	270	376	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.52	0.48	1.00 0.43	1.57	1.00	1.60	0.40	1.00	1.00	1.00		
Final Sat.:	395	648	209	455	225	833	493	838	215	444	474	532
Capacity Analysis Module:												
Vol/Sat:	0.01 0.08	0.08	0.12 0.33	0.32	0.76 0.03	0.03	0.01 0.05	0.44				
Crit Moves:	****		****		****				****			
Delay/Veh:	11.0 10.9	10.6	11.1 12.3	11.9	28.2	9.5	9.3	10.4 10.2	13.7			
Delay Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00			
AdjDel/Veh:	11.0 10.9	10.6	11.1 12.3	11.9	28.2	9.5	9.3	10.4 10.2	13.7			
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
ApproachDel:	10.8			11.9			26.6			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			11.9			26.6			13.3		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.0 0.1	0.1	0.1 0.4	0.4	2.5	0.0	0.0	0.0 0.0	0.7			

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	333	3	90	62	11	159	36	1	139	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	333	3	90	62	11	159	36	1	139	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	333	3	90	62	11	159	36	1	139	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	333	3	90	62	11	159	36	1	139	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	333	3	90	62	11	159	36	1	139	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.36	0.64
Final Sat.:	497	1068	10	466	854	154	503	523	15	508	211	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.19	0.07	0.07	0.32	0.07	0.07	0.27	0.15	0.21
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.8	11.8	11.6	9.9	9.7	12.5	9.5	9.5	11.9	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.8	11.8	11.6	9.9	9.7	12.5	9.5	9.5	11.9	9.8	9.8
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.8			10.8			11.9			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.8			11.9			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

BASELINE(YEAR 2006) PLUS REDUCED PROJECT ALTERNATIVE (CONSTRUCTION) CONDITIONS

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	32	101	47	100	306	320	18	4	25	30	161
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	1	32	101	47	100	306	320	18	4	25	30	161
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	1	32	101	47	100	306	320	18	4	25	30	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	101	47	100	306	320	18	4	25	30	161
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	1	32	101	47	100	306	320	18	4	25	30	161
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	1.00		1.00 0.49	1.51		1.00 1.64	0.36		1.00 1.00	1.00	
Final Sat.:	411	438	482	465	261	825	476	824	187	432	461	511
Capacity Analysis Module:												
Vol/Sat:	0.00 0.07	0.21		0.10 0.38	0.37		0.67 0.02	0.02		0.06 0.07	0.31	
Crit Moves:		****			****			****				****
Delay/Veh:	10.7 10.8	11.1		10.8 12.9	12.4		22.9 9.6	9.4		10.9 10.4	12.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	10.7 10.8	11.1		10.8 12.9	12.4		22.9 9.6	9.4		10.9 10.4	12.0	
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B
ApproachDel:	11.0			12.3			22.1			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			12.3			22.1			11.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.5	0.5	1.7	0.0	0.0	0.1	0.1	0.4

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	16	215	2	14	58	20	163	10	14	122	30	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	215	2	14	58	20	163	10	14	122	30	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	215	2	14	58	20	163	10	14	122	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	215	2	14	58	20	163	10	14	122	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	215	2	14	58	20	163	10	14	122	30	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.49	0.51	1.00	0.42	0.58	1.00	0.36	0.64
Final Sat.:	529	1135	11	497	809	289	561	270	378	564	240	420
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.07	0.07	0.29	0.04	0.04	0.22	0.13	0.17
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	10.0	10.0	9.7	9.3	9.0	11.3	8.2	8.2	10.5	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.0	10.0	9.7	9.3	9.0	11.3	8.2	8.2	10.5	8.8	8.8
LOS by Move:	A	A	A	A	A	A	B	A	A	B	A	A
ApproachDel:		9.9			9.3			10.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.3			10.9			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	0	Average Delay (sec/veh):	23.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	57	89	71	114	314	407	28	3	9	25	215
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	5	57	89	71	114	314	407	28	3	9	25	215
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	5	57	89	71	114	314	407	28	3	9	25	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	57	89	71	114	314	407	28	3	9	25	215
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	5	57	89	71	114	314	407	28	3	9	25	215
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	1.00		1.00 0.53	1.47		1.00 1.81	0.19		1.00 1.00	1.00	
Final Sat.:	380	403	438	429	256	729	456	854	92	402	425	469
Capacity Analysis Module:												
Vol/Sat:	0.01 0.14	0.20		0.17 0.45	0.43		0.89 0.03	0.03		0.02 0.06	0.46	
Crit Moves:		****			****			****				****
Delay/Veh:	11.6 12.3	12.1		12.2 15.1	14.4		46.3 10.2	10.1		11.3 11.1	15.4	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	11.6 12.3	12.1		12.2 15.1	14.4		46.3 10.2	10.1		11.3 11.1	15.4	
LOS by Move:	B	B	B	B	C	B	E	B	B	B	B	C
ApproachDel:	12.1			14.3			43.7			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			14.3			43.7			14.8		
LOS by Appr:	B			B			E			B		
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.7	0.7	4.5	0.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		0 1 0	1 0	
Volume Module:												
Base Vol:	20	294	6	44	106	2	216	0	8	155	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	294	6	44	106	2	216	0	8	155	29	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	294	6	44	106	2	216	0	8	155	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	294	6	44	106	2	216	0	8	155	29	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	294	6	44	106	2	216	0	8	155	29	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	485	1028	21	455	955	18	510	0	606	511	211	378
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.10	0.11	0.11	0.42	xxxx	0.01	0.30	0.14	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.7	11.6	10.8	10.4	10.4	14.1	0.0	8.4	12.2	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	*	A	B	A	A
ApproachDel:		11.5			10.5			13.9			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.5			13.9			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.6	0.0	0.0	0.4	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	51	16	53	75	271	372	28	7	5	24	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	51	16	53	75	271	372	28	7	5	24	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	51	16	53	75	271	372	28	7	5	24	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	51	16	53	75	271	372	28	7	5	24	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	51	16	53	75	271	372	28	7	5	24	235
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	0.43	1.57	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	396	649	209	456	225	836	493	838	215	446	475	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.12	0.33	0.32	0.75	0.03	0.03	0.01	0.05	0.44
Crit Moves:		****			****		****					****
Delay/Veh:	11.0	10.9	10.6	11.1	12.3	11.9	27.6	9.5	9.3	10.4	10.2	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.9	10.6	11.1	12.3	11.9	27.6	9.5	9.3	10.4	10.2	13.6
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
ApproachDel:		10.8			11.9			26.1			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			11.9			26.1			13.3	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.4	0.4	2.4	0.0	0.0	0.0	0.0	0.7

****

Note: Queue reported is the number of cars per lane.

****

POLB Mitsubishi Cement Facility
BASELINE PLUS CONSTRUCTION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316	
Loss Time (sec):	0	Average Delay (sec/veh):	11.4	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	331	3	90	62	11	159	36	1	139	31	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	331	3	90	62	11	159	36	1	139	31	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	331	3	90	62	11	159	36	1	139	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	331	3	90	62	11	159	36	1	139	31	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	331	3	90	62	11	159	36	1	139	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	0.97	0.03	1.00	0.36	0.64
Final Sat.:	497	1068	10	466	855	154	503	523	15	509	211	375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.19	0.07	0.07	0.32	0.07	0.07	0.27	0.15	0.21
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	11.8	11.8	11.6	9.9	9.7	12.5	9.5	9.5	11.9	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.8	11.8	11.6	9.9	9.7	12.5	9.5	9.5	11.9	9.8	9.8
LOS by Move:	A	B	B	B	A	A	B	A	A	B	A	A
ApproachDel:		11.7			10.8			11.9			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			10.8			11.9			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.3	0.2	0.2

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Note: Queue reported is the number of cars per lane.

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CUMULATIVE BASE (YEAR 2035) CONDITIONS

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	1	32	132	54	104	309	388	26	6	50	73	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	132	54	104	309	388	26	6	50	73	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	132	54	104	309	388	26	6	50	73	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	132	54	104	309	388	26	6	50	73	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	132	54	104	309	388	26	6	50	73	500
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.50	1.50	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	806	2394	1600	2600	600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.08	0.03	0.13	0.13	0.24	0.01	0.01	0.03	0.05	0.31
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.149
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	88	580	1	41	272	362	1146	22	53	96	147	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	580	1	41	272	362	1146	22	53	96	147	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	580	1	41	272	362	1146	22	53	96	147	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	580	1	41	272	362	1146	22	53	96	147	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	580	1	41	272	362	1146	22	53	96	147	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.29	0.71	0.40	0.60	1.00
Final Sat.:	1600	3194	6	1600	1600	1600	1600	469	1131	632	968	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.17	0.23	0.72	0.05	0.05	0.06	0.15	0.08
Crit Moves:	****					****	****				****	

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	47	27	66	71	254	370	53	9	14	75	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	47	27	66	71	254	370	53	9	14	75	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	47	27	66	71	254	370	53	9	14	75	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	47	27	66	71	254	370	53	9	14	75	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	47	27	66	71	254	370	53	9	14	75	477
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	0.44	1.56	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	2032	1168	1600	699	2501	1600	2735	465	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.10	0.10	0.23	0.02	0.02	0.01	0.05	0.30
Crit Moves:	****			****			****					****

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	630	0	150	538	437	1281	1	0	14	16	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	630	0	150	538	437	1281	1	0	14	16	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	630	0	150	538	437	1281	1	0	14	16	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	630	0	150	538	437	1281	1	0	14	16	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	630	0	150	538	437	1281	1	0	14	16	350
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.10	0.90	1.00	1.00	0.00	0.47	0.53	1.00
Final Sat.:	1600	3200	0	1600	1766	1434	1600	1600	0	747	853	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.09	0.30	0.30	0.80	0.00	0.00	0.01	0.02	0.22
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	53	120	56	123	218	306	27	4	27	66	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	53	120	56	123	218	306	27	4	27	66	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	53	120	56	123	218	306	27	4	27	66	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	53	120	56	123	218	306	27	4	27	66	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	53	120	56	123	218	306	27	4	27	66	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.72	1.28	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1154	2046	1600	2787	413	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.04	0.11	0.11	0.19	0.01	0.01	0.02	0.04	0.35
Crit Moves:			****	****			****					****

POLB Mitsubishi Cement Facility
CUMULATIVE BASE (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.191
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	148	559	2	104	416	78	1214	0	17	102	195	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	559	2	104	416	78	1214	0	17	102	195	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	559	2	104	416	78	1214	0	17	102	195	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	559	2	104	416	78	1214	0	17	102	195	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	559	2	104	416	78	1214	0	17	102	195	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.68	0.32	1.00	0.00	1.00	0.34	0.66	1.00
Final Sat.:	1600	3189	11	1600	2695	505	1600	0	1600	549	1051	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.07	0.15	0.15	0.76	0.00	0.01	0.06	0.19	0.10
Crit Moves:	****			****			****			****		

CUMULATIVE (YEAR 2035) PLUS PROPOSED PROJECT (OPERATIONAL) CONDITIONS

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	1	32	132	54	104	349	426	26	6	50	73	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	132	54	104	349	426	26	6	50	73	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	132	54	104	349	426	26	6	50	73	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	132	54	104	349	426	26	6	50	73	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	132	54	104	349	426	26	6	50	73	500
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.46	1.54	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	735	2465	1600	2600	600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.08	0.03	0.14	0.14	0.27	0.01	0.01	0.03	0.05	0.31
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.154
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	88	588	1	41	272	362	1146	22	53	104	147	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	588	1	41	272	362	1146	22	53	104	147	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	588	1	41	272	362	1146	22	53	104	147	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	588	1	41	272	362	1146	22	53	104	147	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	588	1	41	272	362	1146	22	53	104	147	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.29	0.71	0.41	0.59	1.00
Final Sat.:	1600	3195	5	1600	1600	1600	1600	469	1131	663	937	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.17	0.23	0.72	0.05	0.05	0.07	0.16	0.08
Crit Moves:	****					****	****				****	

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	47	27	66	71	292	408	53	9	14	75	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	47	27	66	71	292	408	53	9	14	75	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	47	27	66	71	292	408	53	9	14	75	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	47	27	66	71	292	408	53	9	14	75	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	47	27	66	71	292	408	53	9	14	75	477
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	0.39	1.61	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	2032	1168	1600	626	2574	1600	2735	465	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.11	0.11	0.26	0.02	0.02	0.01	0.05	0.30
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	638	0	150	538	437	1281	1	0	22	16	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	638	0	150	538	437	1281	1	0	22	16	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	638	0	150	538	437	1281	1	0	22	16	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	638	0	150	538	437	1281	1	0	22	16	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	638	0	150	538	437	1281	1	0	22	16	350
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.10	0.90	1.00	1.00	0.00	0.58	0.42	1.00
Final Sat.:	1600	3200	0	1600	1766	1434	1600	1600	0	926	674	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.09	0.30	0.30	0.80	0.00	0.00	0.01	0.02	0.22
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0 1	0 0	1 1	1	0 1	1	0 1	0 1	1 0
Volume Module:												
Base Vol:	5	53	120	56	123	256	346	27	4	27	66	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	53	120	56	123	256	346	27	4	27	66	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	53	120	56	123	256	346	27	4	27	66	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	53	120	56	123	256	346	27	4	27	66	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	53	120	56	123	256	346	27	4	27	66	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.65	1.35	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1039	2161	1600	2787	413	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.04	0.12	0.12	0.22	0.01	0.01	0.02	0.04	0.35
Crit Moves:			****	****			****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.196
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	148	567	2	104	416	78	1214	0	17	110	195	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	567	2	104	416	78	1214	0	17	110	195	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	567	2	104	416	78	1214	0	17	110	195	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	567	2	104	416	78	1214	0	17	110	195	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	567	2	104	416	78	1214	0	17	110	195	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.68	0.32	1.00	0.00	1.00	0.36	0.64	1.00
Final Sat.:	1600	3189	11	1600	2695	505	1600	0	1600	577	1023	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.07	0.15	0.15	0.76	0.00	0.01	0.07	0.19	0.10
Crit Moves:	****			****			****			****		

CUMULATIVE (YEAR 2035) PLUS REDUCED PROJECT ALTERNATIVE (OPERATIONAL) CONDITIONS

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	1	32	132	54	104	337	414	26	6	50	73	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	32	132	54	104	337	414	26	6	50	73	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	32	132	54	104	337	414	26	6	50	73	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	132	54	104	337	414	26	6	50	73	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	32	132	54	104	337	414	26	6	50	73	500
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.47	1.53	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	755	2445	1600	2600	600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.08	0.03	0.14	0.14	0.26	0.01	0.01	0.03	0.05	0.31
Crit Moves:	****			****			****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	88	586	1	41	272	362	1146	22	53	102	147	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	586	1	41	272	362	1146	22	53	102	147	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	586	1	41	272	362	1146	22	53	102	147	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	586	1	41	272	362	1146	22	53	102	147	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	586	1	41	272	362	1146	22	53	102	147	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.29	0.71	0.41	0.59	1.00
Final Sat.:	1600	3195	5	1600	1600	1600	1600	469	1131	655	945	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.17	0.23	0.72	0.05	0.05	0.06	0.16	0.08
Crit Moves:	****					****	****				****	

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	47	27	66	71	280	396	53	9	14	75	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	47	27	66	71	280	396	53	9	14	75	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	47	27	66	71	280	396	53	9	14	75	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	47	27	66	71	280	396	53	9	14	75	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	47	27	66	71	280	396	53	9	14	75	477
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	0.40	1.60	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	2032	1168	1600	647	2553	1600	2735	465	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.11	0.11	0.25	0.02	0.02	0.01	0.05	0.30
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - MD PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	636	0	150	538	437	1281	1	0	20	16	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	636	0	150	538	437	1281	1	0	20	16	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	636	0	150	538	437	1281	1	0	20	16	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	636	0	150	538	437	1281	1	0	20	16	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	636	0	150	538	437	1281	1	0	20	16	350
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.10	0.90	1.00	1.00	0.00	0.56	0.44	1.00
Final Sat.:	1600	3200	0	1600	1766	1434	1600	1600	0	889	711	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.09	0.30	0.30	0.80	0.00	0.00	0.01	0.02	0.22
Crit Moves:	****				****		****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Pico Ave/Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Pico Avenue						Pier G St & Harbor Plaza					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0 1	0	1	1	0 1	1	0 1	0	1
Volume Module:												
Base Vol:	5	53	120	56	123	244	334	27	4	27	66	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	53	120	56	123	244	334	27	4	27	66	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	53	120	56	123	244	334	27	4	27	66	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	53	120	56	123	244	334	27	4	27	66	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	53	120	56	123	244	334	27	4	27	66	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.67	1.33	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1072	2128	1600	2787	413	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.04	0.11	0.11	0.21	0.01	0.01	0.02	0.04	0.35
Crit Moves:			****	****			****					****

POLB Mitsubishi Cement Facility
CUMULATIVE PLUS PROJECT (2035) - PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St/Ocean Ave EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pico Ave						Pier E St/Ocean Ave EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	148	565	2	104	416	78	1214	0	17	108	195	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	565	2	104	416	78	1214	0	17	108	195	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	565	2	104	416	78	1214	0	17	108	195	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	565	2	104	416	78	1214	0	17	108	195	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	565	2	104	416	78	1214	0	17	108	195	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.68	0.32	1.00	0.00	1.00	0.36	0.64	1.00
Final Sat.:	1600	3189	11	1600	2695	505	1600	0	1600	570	1030	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.07	0.15	0.15	0.76	0.00	0.01	0.07	0.19	0.10
Crit Moves:	****			****			****			****		

APPENDIX C:
MITSUBISHI CEMENT TERMINAL CAPACITY ANALYSIS

Mitsubishi Cement Terminal Capacity Analysis

Prepared by:

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Project Number:

60240562

Date:

June 6, 2012

1. Project Background

AECOM was hired by the Port of Long Beach to independently analyze the maximum practical annual throughput capacity of the Mitsubishi cement import terminal on Pier F. Figure 1.1 below is an aerial of the current facility, outlined in blue. The green region is the former Pacific Banana facility that would become part of Mitsubishi in expansion scenarios.

Figure 1.1: Mitsubishi Cement Terminal at Port of Long Beach Berth F208 (Google Earth Aerial)

The current berth operation at Mitsubishi consists of a large rail-mounted pneumatic vessel unloader and a small rubber-tire unloader, both of which are visible on the berth in Figure 1.1. Cement is transferred from the vessel to storage in a large warehouse, the square building behind the berth in Figure 1.1. Finally, from the warehouse, cargo is transferred to bins above three truck loading lanes; these can be seen to the right of the warehouse.

Mitsubishi is considering a variety of expansion options in addition to the current operation primarily involving the construction of additional cement storage silos, new ship unloading equipment, and additional truck loading lanes underneath the silos, with the new bounds of the proposed facility outlined in green in Figure 1.1. Overall capacity was determined for the three potential scenarios:

Case 1: The current facility with no expansion.
Case 2: A reduced expansion project with two added storage silos, a new pneumatic vessel unloader, and one additional truck lane.
Case 3: A preferred expansion project with four added storage silos, a new pneumatic vessel unloader, and two additional truck lanes.

In previous times of high demand, Mitsubishi has experienced instances of having no product available because the warehouse is empty and no vessel is available to restock it. The addition of new silos would minimize the frequency of this and potentially improve capacity. Each new silo would be up to 60ft in diameter and 160ft tall with a 10,000 metric ton static storage capacity and be capable of being loaded directly from the vessel. They would be supported on concrete piles driven up to 85 feet below the existing ground surface. Up to two new truck lanes would be constructed beneath the proposed silos. There are two potential construction scenarios for the addition of proposed silos at full buildout (Case 3). Both include removal of pavement at the former Pacific Banana site. In Scenario 1, silos would be built in two phases, with two silos built in each phase. In Scenario 2, silos would be built in three phases: one silo is Phase 1, one in Phase 2, and one in Phase 3. The appropriate scenario would be chosen at the time of construction based on the current economic conditions. For Case 2, the Scenario 2 phasing would be used, with the Phase 3 involving the final two silos omitted and only one truck lane would be added.

In both Cases 2 and 3, the new pneumatic unloader would be installed after silo construction and replace the older, smaller unloader; the current pneumatic unloader would also be upgraded to improve its rated capacity. Necessary wharf improvements include retrofitting the existing cellular bulkhead under the wharf using stone columns to prove structural reinforcement of existing steel sheetpiles, the addition of a Dockside Catalytic Control System (DoCCS), and extension of the wharf rails about 220ft east into the former Pacific Banana wharf to support the new pneumatic unloader and allow them to reach all holds of the vessel. The new rails would consist of rail beams on concrete grade beams that would be supported on concrete piles with concrete cross-ties. The piles and cross-ties would re-enforce the existing wharf to support the extension of the dockside rails for the unloader; extension of the existing wharf would not be required.

Berth, storage, and gate capacity were analyzed for each of the three cases. The lowest of these values is the overall capacity of the terminal for each scenario. The same techniques were used for this analysis as for the 2009 POLB Bulk Capacity study, with the exception of the incorporation of detailed truck and vessel loading data from a peak operational year at the facility in 2006.

The last operational year at the facility was in 2007. Table 1.1 below lists recent historical throughput values.

Year	Throughput (metric tons)
2002	585,668
2003	753,013
2004	1,133,968
2005	1,251,593
2006	1,405,844
2007	950,197
2008	302,341

Table 1.1: Historical Throughput at Mitsubishi Cement s POLB Terminal

2. Berth Capacity

Vessels at Mitsubishi Cement are unloaded in three phases. The first phase involves a pneumatic unloader which operates at a rated capacity of about 800 metric tons per hour, pictured below.

Figure 2.1: Rail-Mounted Pneumatic Ship Unloader at Mitsubishi Cement

In addition to the machine in Figure 2.1, there is a second smaller vessel unloader with a lower capacity.

Both unloaders can be seen working a vessel simultaneously in Figure 2.2

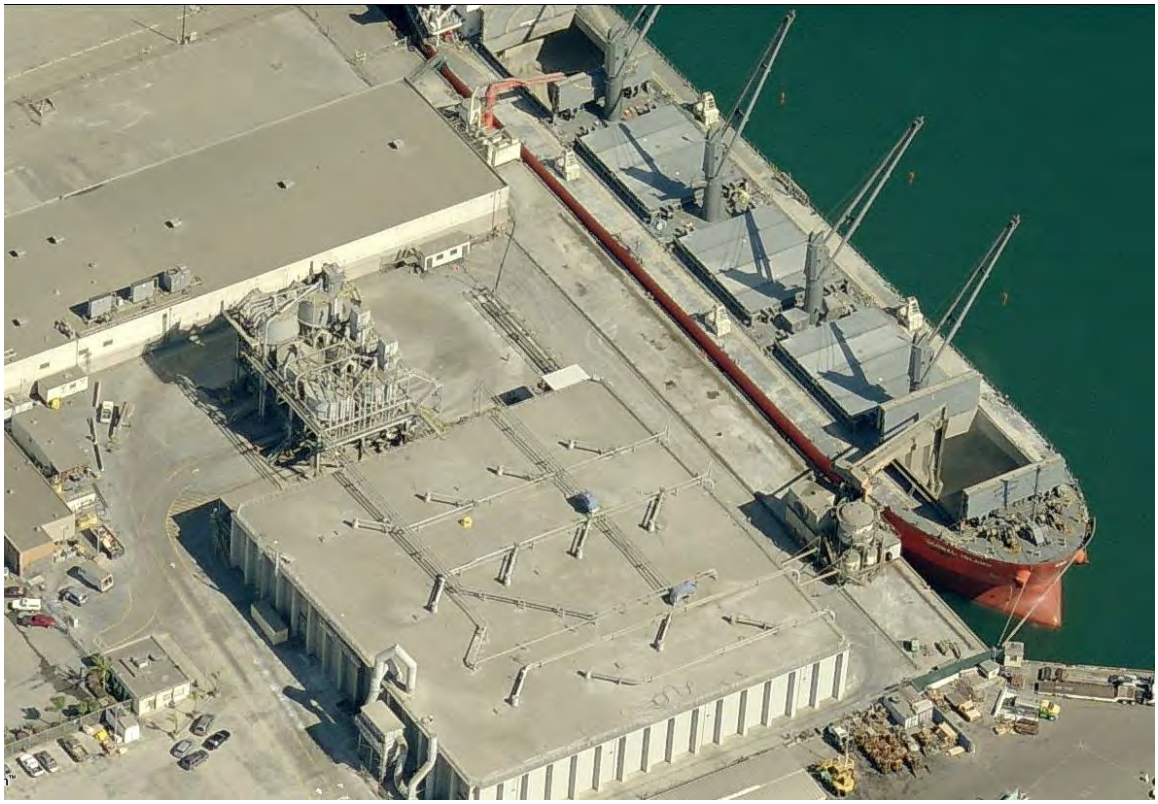


Figure 2.2 Mitsubishi Cement Terminal with a Vessel on Berth

The machines in Figure 2.2 cannot access all of the cargo in the holds of the vessel however, so in the second phase, another lower capacity machine called a payloader is used to discharge as much additional cargo as possible at a rated. Once the payloader has discharged as much cargo as possible, a manual vessel cleaning process begins in which terminal employees remove the remaining cargo with shovels, etc. This process yields a very low discharge rate of less than 10 metric tons per hour.

Table 2.1 summarizes the average loading rates and tonnage per phase for the current facility from Mitsubishi Cement. Note that the two unloaders in each phase are run simultaneously, so the total time is each phase is the greater of the two values. The average unloading rate per vessel call in Table 1 is (42,150 metric tons per call)/(96 hours) = 439 metric tons per hour.

Phase	Activity	Cement Moved (metric tons)	Activity Duration (hours)	Unloading Rate (metric tons/hr)	Total Hours in Phase
1	Free Dig - Kovako	30,000	72	416.67	72
1	Free Dig - van Aalst	7,000	56	125.00	
2	Payloading - Kovako	4,000	16	250.00	16
2	Payloading - van Aalst	1,000	16	62.50	
3	Cleanup - Kovako	120	8	15.00	8
3	Cleanup - van Aalst	30	8	3.75	
Total		42,150		439	96

Table 2.1: Current Facility Berth Operation by Phase

Table 2.2 summarizes the average loading rates and tonnage per phase for the expanded facility from Mitsubishi.

Phase	Activity	Cement Moved (metric tons)	Activity Duration (hours)	Unloading Rate (metric tons/hr)	Total Hours in Phase
1	Free Dig - Kovako	18,500	38	486.84	38
1	Free Dig - van Aalst	18,500	38	486.84	
2	Payloading - Kovako	2,500	14	178.57	14
2	Payloading - van Aalst	2,500	14	178.57	
3	Cleanup - Kovako	75	4	18.75	4
3	Cleanup - van Aalst	75	4	18.75	
Total		42,150		753	56

Table 2.2: Expanded Facility Berth Operation by Phase

Based on Tables 2.1 and 2.2, unloading rates of 440 metric tons/hr and 750 metric tons/hr are used as berth capacity calculation inputs for the current and post-expansion scenarios, respectively.

Detailed vessel call data from 2006 (a peak throughput year at Mitsubishi) was incorporated into the berth capacity analysis. Figure 2.3 is a histogram of non-productive hours at berth per call in 2006.

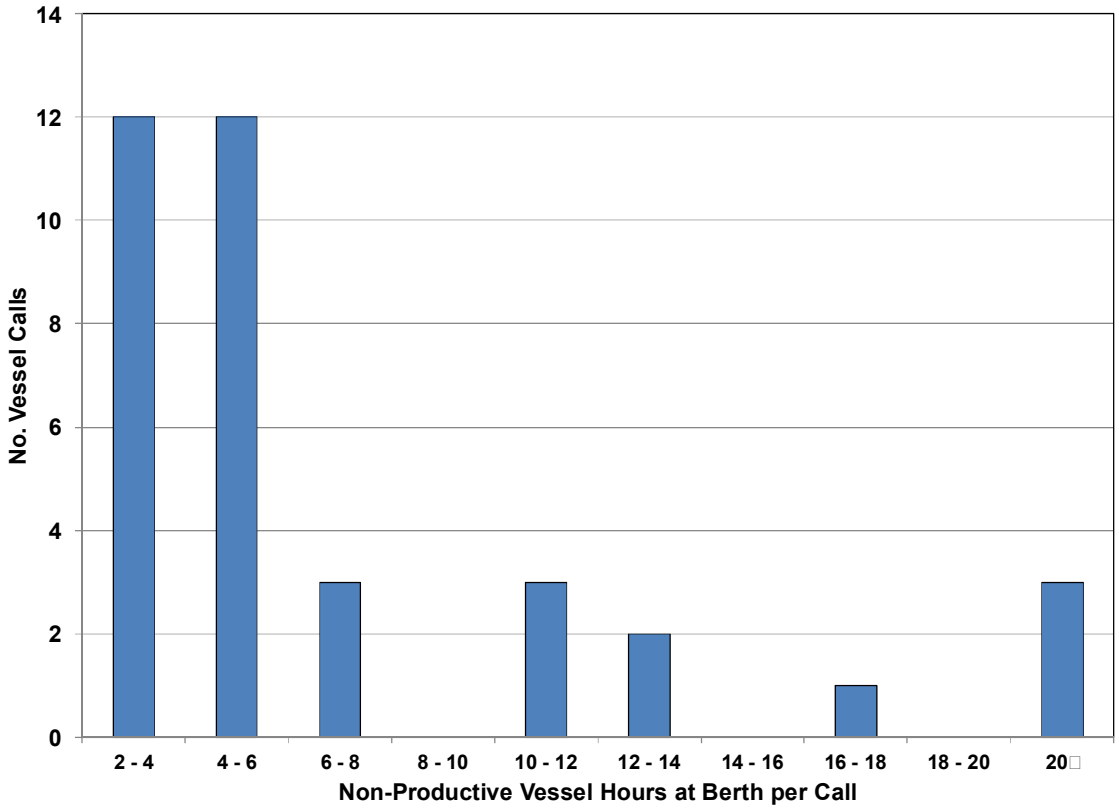


Figure 2.3: Non-Productive Vessel Hours per Call from 2006 Mitsubishi Operating Data

The overall average non-productive hours at berth per call was 7.5 in 2006, but this included several atypical values of well over 10 hours. Excluding hours per call over 10 hours, the average is 4.3 hours per call, well in line with the 2009 study input of an estimated 4 hours.

Figure 2.4 is a histogram of average hours between vessel calls in 2006.

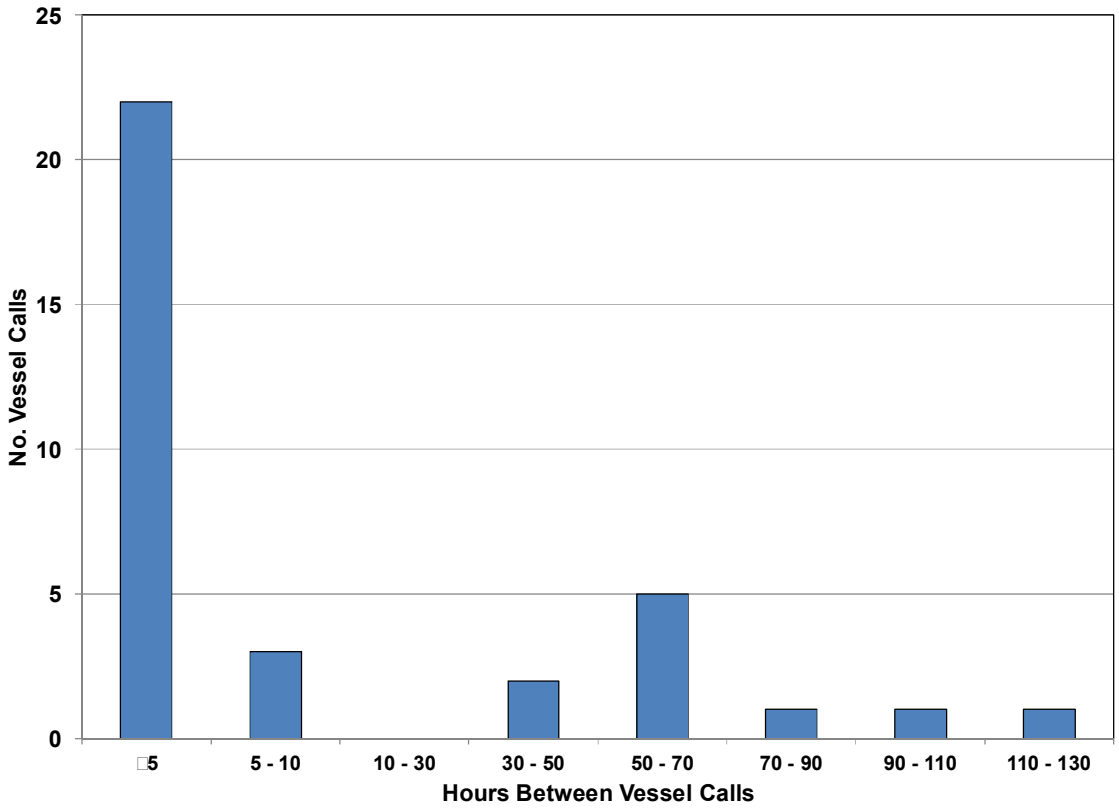


Figure 2.4: Average Hours between Vessel Calls from 2006 Mitsubishi Operating Data

In 2006, there was a vessel on berth 86% of the time over the course of the year. As Figure 2.4 indicates, for most vessel calls there was very little time between calls, indicating a vessel was often queued waiting for berth availability. Based on this, AECOM estimated that Mitsubishi Cement has a maximum berth utilization of 85%, compared to 65% used in the 2009 bulk study. It is important to note however that this will involve significant amounts of vessel queuing, as it did in 2006.

Table 2.5 shows the calculations used to determine annual berth throughput capacity using AECOM's standard PreCap method for all three cases.

		Current	Reduced Project	Full Expansion
a	Number of Berths Available	1	1	1
b	Ship Work Rate (Hours per Day)	24	24	24
c	Max Work Days per Week	7	7	7
d	Max Practical Berth Utilization	85%	85%	85%
e = a*b*c*d	Effective Total Berth-Hours per Week	142.8	142.8	142.8
f	Mean Cargo Handled per Vessel Call (metric tons)	42,000	42,000	42,000
g	Mean Loading / Unloading Rate (metric tons per Hour)	440	750	750
h = f/g	Mean Ship Work Time (Hrs)	95	56	56
i	Non-Work Hours at Berth	4	4	4
j = h+i	Mean Berth Occupancy Time per Ship (Hrs/Call)	99.5	60.0	60.0
k = e/j	Potential Ship Calls per Week	1.4	2.4	2.4
l = k*f	Weekly Throughput Capacity (metric tons)	60,305	99,960	99,960
m = l*52	**Annual Berth Capacity (metric tons)**	**3,136,000**	**5,198,000**	**5,198,000**

Table 2.5: Unconstrained Mitsubishi Cement Facility Annual Berth Capacity

Ship work rate in line "b" was changed from 21 hours in the 2009 study to 24 hours per day in the current analysis based on 2006 operational data. Average vessel call size in line "f" is also from 2006 data. Using the overall average berth loading rates from Tables 2.1 and 2.2, berth capacity will vary from 3.14M annual metric tons currently to 5.20M annual metric tons post-expansion.

3. Truck Loading Capacity

All cement imported at the Mitsubishi terminal departs the terminal via truck. Figure 3.1 shows the three truck loading lanes at the current facility.

Figure 3.1: Truck Loading Lanes at Mitsubishi Cement

The expansion plan at Mitsubishi involves building additional truck loading lanes underneath the new silos. The full project plan involves two additional lanes; one additional lane would be built for the reduced project.

Figure 3.2 presents hourly truck entries as a percent of total arrivals from 2006 operating data. For instance, 2.8% of total truck arrivals took place between 12am and 1am according to 2006 data.

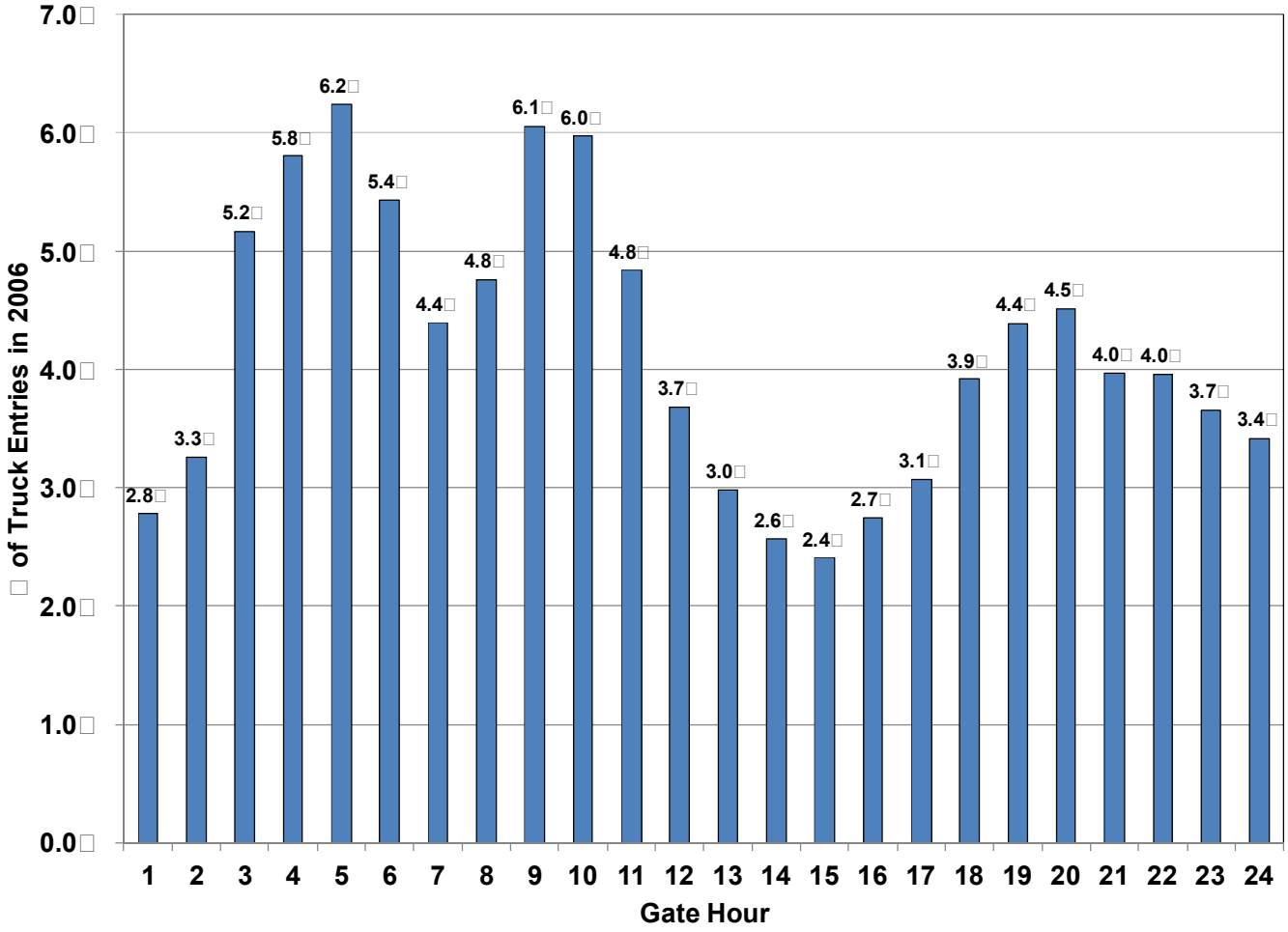


Figure 3.2: 2006 Truck Percent of Truck Entries by Gate Hour

The peak hour in 2006 was hour 4 (3am to 4am) with 6.2% of truck entries, while the mean hour had (100%/24 hours) = 4.2% of truck volume. This yields a peak/mean truck hour of 150% in 2006, used in Table 3.1 to calculate overall truck loading capacity.

Table 3.1 summarizes annual truck loading capacity for each project scenario.

		Current	Reduced Project	Full Expansion
a	No. truck lanes	3	4	5
b	Truck processing time (minutes/truck/lane)	10	9	9
c = 60/b*a	Max trucks processed per hour	18	27	33
d	Peak/mean hour factor	150%	150%	150%
e = c/d	Mean trucks per hour	12.0	17.8	22.2
f	Operating hours per day	24	24	24
g = e*f	Mean trucks per day	288	427	533
h	Operating days per week	6	6	6
i = g*h	Mean trucks per week	1,728	2,560	3,200
j = 52*i	Mean trucks per year	89,856	133,120	166,400
k	Metric tons per truck	25	25	25
l □ j□k	**Metric tons per year**	**2,246,400**	**3,328,000**	**4,160,000**

Table 3.1: Annual Truck Loading Capacity

The average truck turn time of 10 minutes was given by Mitsubishi in 2009 and confirmed by 2006 truck processing data; this is expected to reduce to 9 minutes average after expansion according to Mitsubishi.

Based on these inputs, the current facility can process about 2.2M annual metric tons of cement through the truck loading lanes, while the reduced and full expansions can handle 3.3M and 4.2M metric tons, respectively. In each case, truck loading capacity is the limiting factor for the facility overall.

4. Storage Capacity

In the current operation, cement is stored in a 50,000 metric ton capacity warehouse, as can be seen in Figure 1.1. An additional 1,800 metric tons can be stored in truck loading bins (see Figure 3.1). The full expansion plan involves the addition of four silos for storage capacity with a total of 40,000 metric tons of capacity. The reduced project with two silos adds 20,000 metric tons of storage.

During times of peak demand, there is plenty of truck demand to ensure that storage capacity is not a limiting factor. Based on this, AECOM estimated the maximum dwell time required to ensure that storage capacity can match gate capacity, the limiting factor overall. Table 4.1 summarizes the annual storage throughput capacity for each scenario.

		Current	Reduced Project	Full Expansion
a	Annual truck loading capacity (metric tons/year)	2,246,400	3,328,000	4,160,000
b= a/52	Mean week vessel volume (metric tons)	43,200	64,000	80,000
c	Cargo dwell time to meet gate capacity (days)	5.5	5.2	5.3
d = b*c/7	Average volume of cargo in storage (metric tons)	33,943	47,543	60,571
e	Peak/mean inventory	150%	150%	150%
f = d*e	Demand for storage (metric tons)	50,914	71,314	90,857
g	Total storage available (metric tons)	51,800	71,800	91,800
h = f/g*a	**Annual Storage Capacity (metric tons)**	**2,285,000**	**3,351,000**	**4,203,000**

Table 4.1: Unconstrained Annual Storage Throughput Capacity

For all cases, dwell times of 5-6 days or less on average will result in a storage capacity that exceeds gate capacity.

5. Overall Annual Capacity

Figure 5.1 summarizes the estimated berth and truck loading capacities for the current facility and each of the two proposed expansion plans.

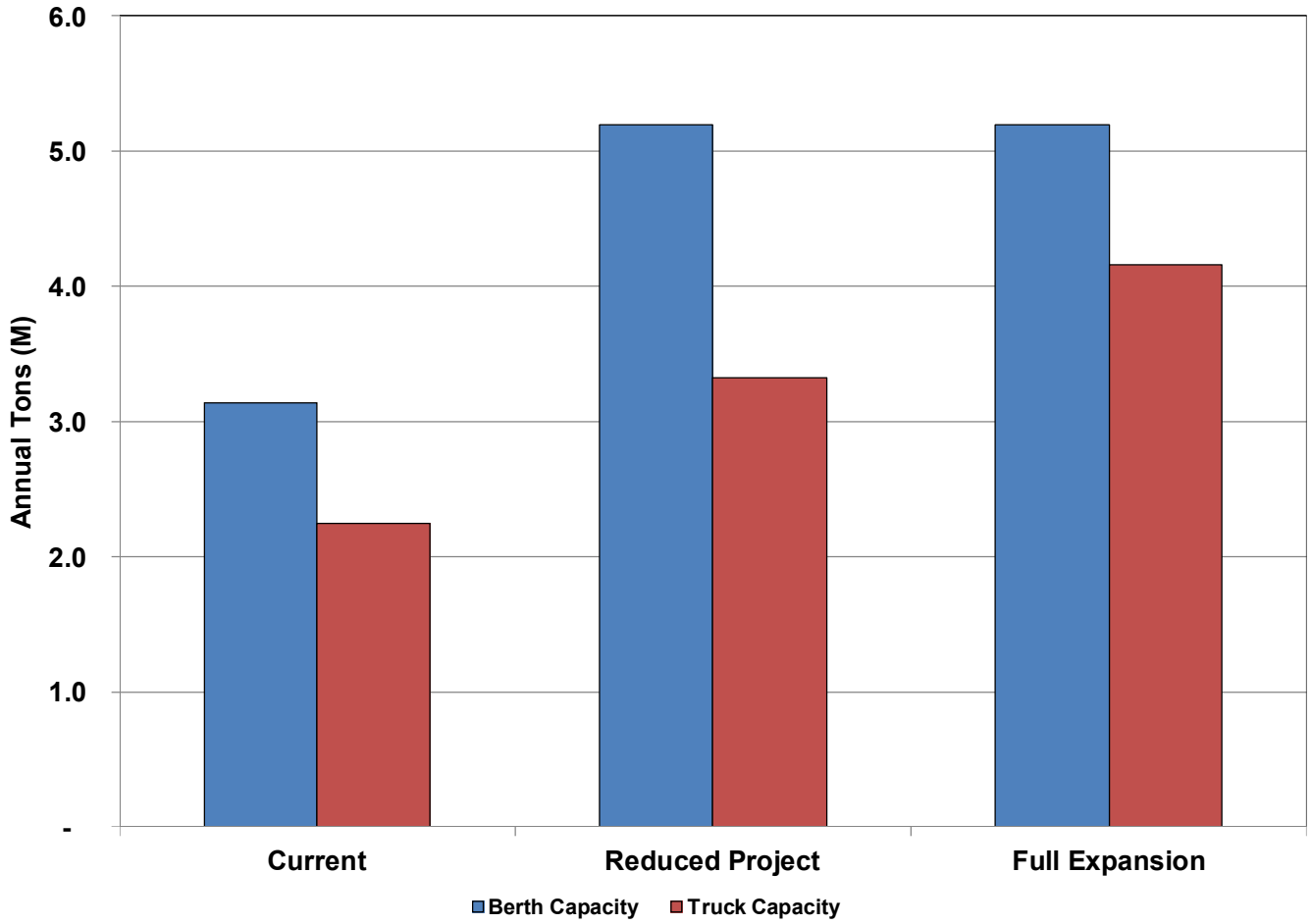


Figure 5.1: Overall Annual Capacity

The current facility is constrained by a truck loading capacity of 2.2M annual metric tons. The facility will continue to be constrained by truck capacity in both expansion scenarios, although at much high capacity levels of 3.3M and 4.2M annual metric tons in the reduced and full expansion scenarios, respectively.

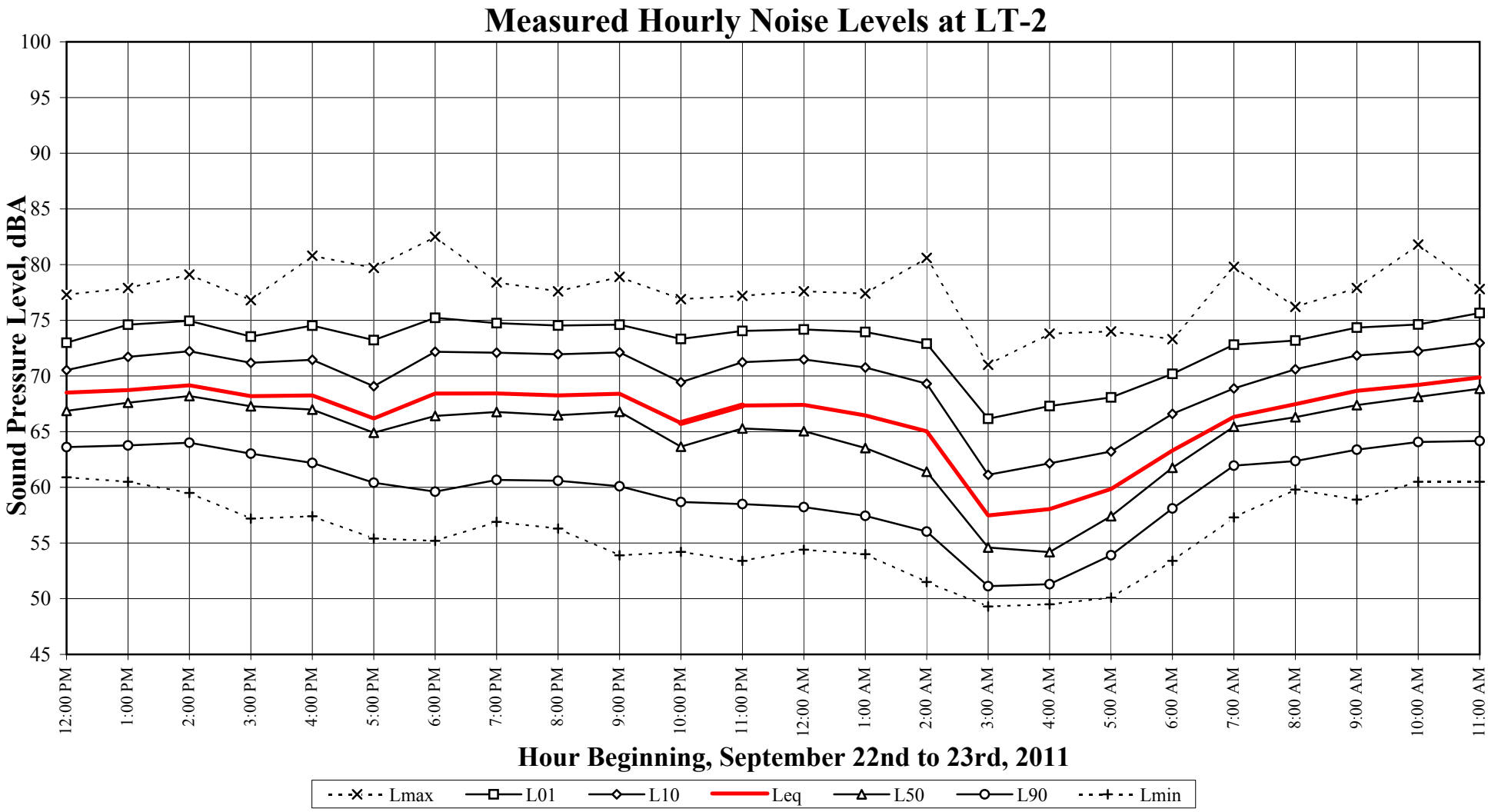
Appendix C

Noise

	Date	Time	Lmax	L01	L10	Leq	L50	L90	Lmin
ST-1	22-Sep-11	14:45:00	73.0	70.7	67.7	65.9	65.4	63.0	60.4
ST-1	22-Sep-11	18:15:00	69.8	68.8	67.4	65.7	65.4	63.6	61.8
ST-1	23-Sep-11	8:20:00	71.8	71.0	69.9	68.0	67.9	65.6	63.7
ST-2	22-Sep-11	15:05:00	70.0	69.1	67.6	65.7	65.4	63.2	60.8
ST-2	22-Sep-11	18:35:00	70.3	69.8	67.7	65.6	65.4	63.6	62.4
ST-2	23-Sep-11	8:05:00	70.1	68.9	67.0	65.6	65.2	63.8	62.6
ST-3	22-Sep-11	16:50:00	76.9	71.7	68.8	65.9	65.1	59.6	56.3
ST-3	22-Sep-11	21:10:00	73.0	73.2	70.4	66.0	64.4	57.0	53.6
ST-3	23-Sep-11	7:30:00	74.0	69.6	67.7	65.3	64.7	61.2	57.5
ST-3	23-Sep-11	11:10:00	76.0	73.5	70.4	67.6	66.4	61.6	58.8

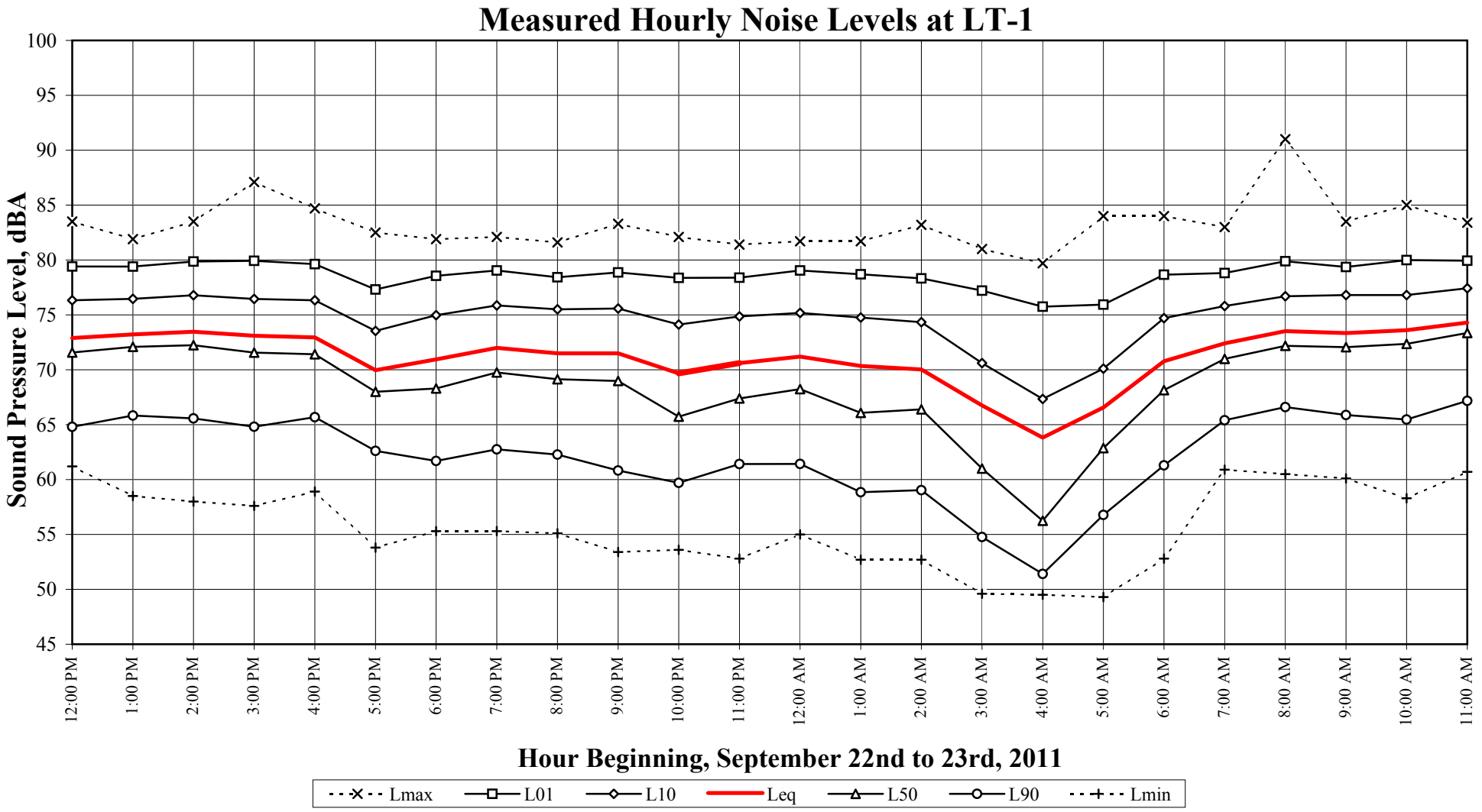
Site LT-2 (70 ft. to Pico Avenue CL) Long Term Measuremt Results

		Lmax	L01	L10	Leq	L50	L90	Lmin
22-Sep-11	12:00:00	77.3	73.0	70.5	69	66.9	63.6	60.9
22-Sep-11	13:00:00	77.9	74.6	71.7	69	67.6	63.8	60.5
22-Sep-11	14:00:00	79.1	75.0	72.2	69	68.2	64.0	59.5
22-Sep-11	15:00:00	76.8	73.5	71.2	68	67.3	63.0	57.2
22-Sep-11	16:00:00	80.8	74.5	71.5	68	67.0	62.2	57.4
22-Sep-11	17:00:00	79.7	73.2	69.1	66	64.9	60.4	55.4
22-Sep-11	18:00:00	82.5	75.2	72.2	68	66.4	59.6	55.2
22-Sep-11	19:00:00	78.4	74.7	72.1	68	66.8	60.7	56.9
22-Sep-11	20:00:00	77.6	74.5	71.9	68	66.5	60.6	56.3
22-Sep-11	21:00:00	78.9	74.6	72.1	68	66.8	60.1	53.9
22-Sep-11	22:00:00	76.9	73.3	69.4	66	63.7	58.7	54.2
22-Sep-11	23:00:00	77.2	74.0	71.2	67	65.3	58.5	53.4
23-Sep-11	0:00:00	77.6	74.2	71.5	67	65.0	58.2	54.4
23-Sep-11	1:00:00	77.4	74.0	70.8	66	63.5	57.4	54
23-Sep-11	2:00:00	80.6	72.9	69.3	65	61.4	56.0	51.5
23-Sep-11	3:00:00	71	66.2	61.1	57	54.6	51.1	49.3
23-Sep-11	4:00:00	73.8	67.3	62.2	58	54.2	51.3	49.5
23-Sep-11	5:00:00	74	68.1	63.2	60	57.4	53.9	50.1
23-Sep-11	6:00:00	73.3	70.2	66.6	63	61.8	58.1	53.4
23-Sep-11	7:00:00	79.8	72.8	68.9	66	65.4	62.0	57.3
23-Sep-11	8:00:00	76.2	73.2	70.6	67	66.3	62.4	59.8
23-Sep-11	9:00:00	77.9	74.3	71.8	69	67.4	63.4	58.9
23-Sep-11	10:00:00	81.8	74.6	72.2	69	68.1	64.1	60.5
23-Sep-11	11:00:00	77.8	75.7	73.0	70	68.9	64.2	60.5
		Lmax	**L01**	**L10**	**Leq**	**L50**	**L90**	**Lmin**
Daytime Max.		82.5	75.7	73.0	69.9	68.9	64.2	60.9
Daytime Log Ave.		79.2	74.3	71.5	68.4	67.1	62.5	58.5
Daytime Min.		76.2	72.8	68.9	66.2	64.9	59.6	53.9
Nighttime Max.		80.6	74.2	71.5	67.4	65.3	58.7	54.4
Nighttime Ave.		76.6	72.0	68.7	64.7	62.3	56.7	52.6
Nighttime Min.		71.0	66.2	61.1	57.5	54.2	51.1	49.3
				Ldn =	**71.9**			
				CNEL =	**72.4**			


Measured Hourly Noise Levels at LT-2
Sound Pressure Level, dBA
100
95
90
85
80
75
70
65
60
55
50
45
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
Hour Beginning, September 22nd to 23rd, 2011
Lmax
L01
L10
Leq
L50
L90
Lmin

Site LT-2 (70 ft. to Pico Avenue CL) Long Term Measuremt Results

		Lmax	L01	L10	Leq	L50	L90	Lmin
22-Sep-11	12:00:00	77.3	73.0	70.5	69	66.9	63.6	60.9
22-Sep-11	13:00:00	77.9	74.6	71.7	69	67.6	63.8	60.5
22-Sep-11	14:00:00	79.1	75.0	72.2	69	68.2	64.0	59.5
22-Sep-11	15:00:00	76.8	73.5	71.2	68	67.3	63.0	57.2
22-Sep-11	16:00:00	80.8	74.5	71.5	68	67.0	62.2	57.4
22-Sep-11	17:00:00	79.7	73.2	69.1	66	64.9	60.4	55.4
22-Sep-11	18:00:00	82.5	75.2	72.2	68	66.4	59.6	55.2
22-Sep-11	19:00:00	78.4	74.7	72.1	68	66.8	60.7	56.9
22-Sep-11	20:00:00	77.6	74.5	71.9	68	66.5	60.6	56.3
22-Sep-11	21:00:00	78.9	74.6	72.1	68	66.8	60.1	53.9
22-Sep-11	22:00:00	76.9	73.3	69.4	66	63.7	58.7	54.2
22-Sep-11	23:00:00	77.2	74.0	71.2	67	65.3	58.5	53.4
23-Sep-11	0:00:00	77.6	74.2	71.5	67	65.0	58.2	54.4
23-Sep-11	1:00:00	77.4	74.0	70.8	66	63.5	57.4	54
23-Sep-11	2:00:00	80.6	72.9	69.3	65	61.4	56.0	51.5
23-Sep-11	3:00:00	71	66.2	61.1	57	54.6	51.1	49.3
23-Sep-11	4:00:00	73.8	67.3	62.2	58	54.2	51.3	49.5
23-Sep-11	5:00:00	74	68.1	63.2	60	57.4	53.9	50.1
23-Sep-11	6:00:00	73.3	70.2	66.6	63	61.8	58.1	53.4
23-Sep-11	7:00:00	79.8	72.8	68.9	66	65.4	62.0	57.3
23-Sep-11	8:00:00	76.2	73.2	70.6	67	66.3	62.4	59.8
23-Sep-11	9:00:00	77.9	74.3	71.8	69	67.4	63.4	58.9
23-Sep-11	10:00:00	81.8	74.6	72.2	69	68.1	64.1	60.5
23-Sep-11	11:00:00	77.8	75.7	73.0	70	68.9	64.2	60.5
		Lmax	**L01**	**L10**	**Leq**	**L50**	**L90**	**Lmin**
Daytime Max.		82.5	75.7	73.0	69.9	68.9	64.2	60.9
Daytime Log Ave.		79.2	74.3	71.5	68.4	67.1	62.5	58.5
Daytime Min.		76.2	72.8	68.9	66.2	64.9	59.6	53.9
Nighttime Max.		80.6	74.2	71.5	67.4	65.3	58.7	54.4
Nighttime Ave.		76.6	72.0	68.7	64.7	62.3	56.7	52.6
Nighttime Min.		71.0	66.2	61.1	57.5	54.2	51.1	49.3
				Ldn =	**71.9**			
				CNEL =	**72.4**			


Measured Hourly Noise Levels at LT-1
Sound Pressure Level, dBA
100
95
90
85
80
75
70
65
60
55
50
45
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
Hour Beginning, September 22nd to 23rd, 2011
Lmax
L01
L10
Leq
L50
L90
Lmin

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CFASE et al allege and claim that the Port of Long Beach, Mitsubishi Cement Company and Final EIR failed to acknowledge, assess, propose monitoring, mitigation or disclose the origin, sources or composition of the imported concrete. All Portland Cements are not equal. Many countries have little to no environmental regulations on the toxicity of the composition of Portland Cement which may contain toxic chemicals, toxic substances, heavy metals or natural occurring uranium.

Conclusion:

In conclusion, CFASE et al will submit additional information and documentation to support our grounds and claims for the Long Beach City Council Appeal Hearing.

Closing Statements:

The Coalition For A Safe Environment is a non-profit Environmental Justice advocacy public policy organization involved in Ports, Goods Movement, Transportation, Energy and Petroleum Industry issues.

CFASE is headquartered in Wilmington a community of the City of Los Angeles which borders the Port of Long Beach, the City of Long Beach and the Port of Long Beach Freight Transportation Corridors. CFASE is an Environmental Justice Community based non-profit organization with members in Long Beach and over 25 cities in Southern California.

The Coalition For A Safe Environment (CFASE) is an Environmental Justice Organization involved in community organizing, family assistance, public education, leadership development, community empowerment, urban planning, community sustainability, technology research, economic development and public policy advocacy.

CFASE conducts public health surveys, distributes public information, prepares research reports, evaluates environmental impact reports, investigates environmental incidents, prepares EIR public comment documents, initiates environmental litigation, attends governmental agency, private business and community organization meetings.

CFASE et al Organizations are non-profit community based public interests organizations actively involved in local, regional, state and federal legislation, rules, regulations, public policy, public programs, environmental issues, environmental justice, public health, public safety, family preservation, urban planning, community sustainability, public education, wildlife conservation, socio-economic justice, human rights and quality of life.

The primary contact for correspondence and information is Jesse N. Marquez, Executive Director for the Coalition For A Safe Environment.

Respectfully Submitted,

Jesse N. Marquez

Jesse N. Marquez
Executive Director