# R-H2 – Proposed Project: Technical Memorandum

Kimley»Horn

# Technical Memorandum

**DATE:** September 16, 2019

**TO:** File

**FROM:** Dave Sorenson
Kimley-Horn and Associates, Inc.
401 B Street, Suite 600, San Diego, CA 92101

**SUBJECT:** San Diego International Airport Development Plan (ADP)
Off-Airport Roadway Volume Development – Proposed Project Alternative

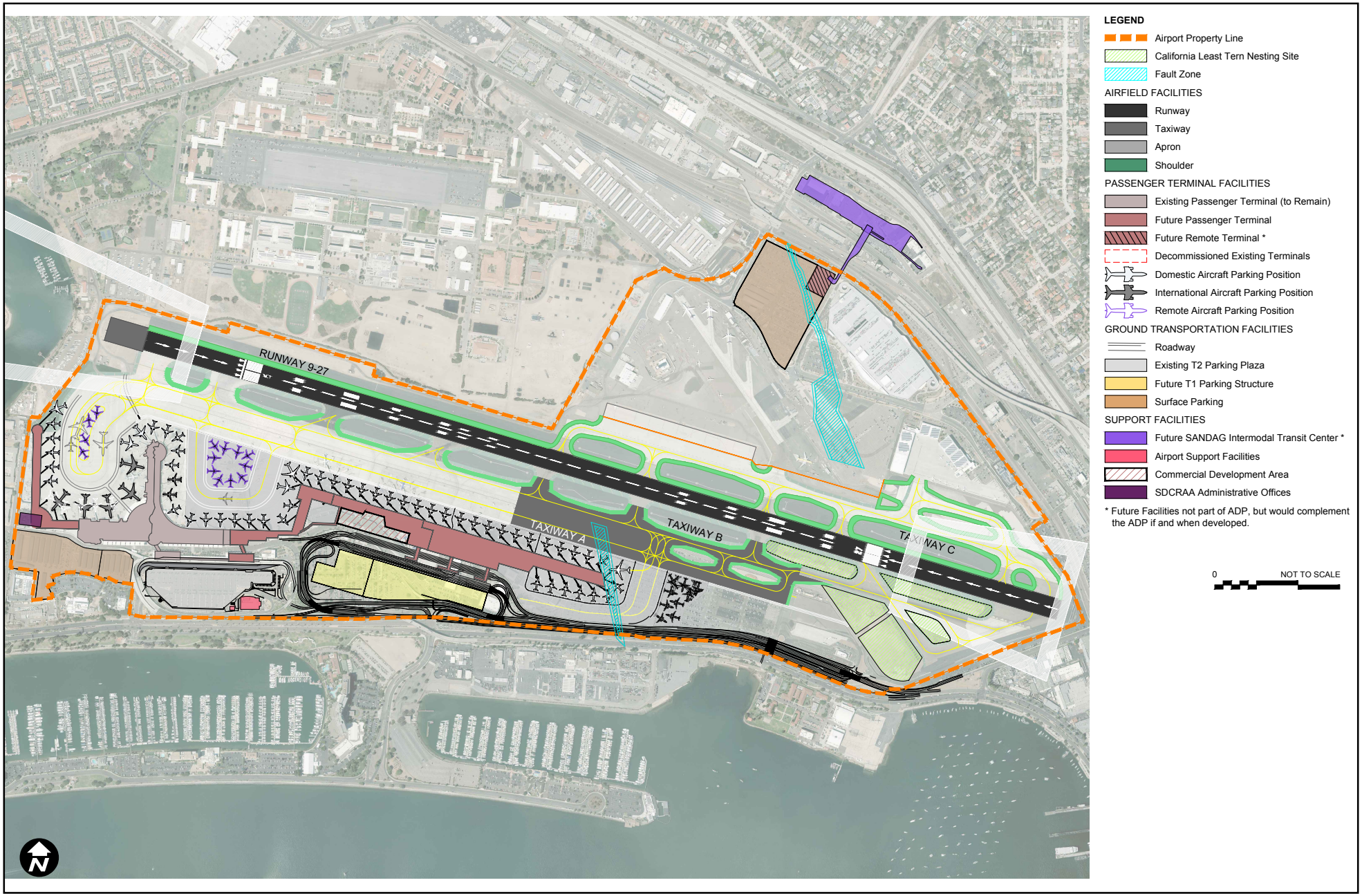
## 1. INTRODUCTION

Kimley-Horn has prepared this technical memorandum to document the assumptions used for the development of off-airport traffic volumes as part of the traffic evaluation of the San Diego International Airport (SAN). **Figure 1** shows project features proposed under this alternative.

The off-airport intersections, roadway segments and freeway segments were analyzed under the following scenarios:

- Existing Conditions
- 2024 Without Project Conditions
- 2024 With Project Conditions
- 2026 Without Project Conditions
- 2026 With Project Conditions
- 2030 Without Project Conditions
- 2030 With Project Conditions
- 2035 Without Project Conditions
- 2035 With Project Conditions
- 2050 Without Project Conditions
- 2050 With Project Conditions

The following sections summarize the methodologies used to determine the roadway segment and intersection volumes for each scenario.




Source: SDCRAA, 2019.

Figure 1

**OVERALL DEVELOPMENT CONCEPT AT BUILDOUT - PROPOSED PROJECT**

## 2. DATA COLLECTION

Weekday 24-hour roadway segment counts were collected at 34 locations surrounding the airport to identify total traffic volumes on the roadway segments used to access the airport. The automatic traffic counts (tube counts) were conducted along access roadways with machine counters that record one-way volumes at each location, in 15-minute intervals over the data collection period. These 24-hour traffic counts were conducted on June 12th, 2017 to determine the off-airport existing road segment conditions. Additional roadway segment volumes were obtained from City of San Diego Machine Counts for 8 locations. A growth factor was applied based on a comparison of 2017 volumes collected and the machine counts and applied to all 8 segments.

Weekday intersection turning movement volumes for intersections 1-40 were collected in June 2017. Data collection was taken during the month of June to capture the Airport traffic during the time of year that has the peak number of enplanements and deplanements. After publication of the Draft EIR in July 2018, the traffic study area was expanded to include intersections 41-44, and the weekday intersection turning movement volumes for these four intersections were collected in March 2019. All intersection turning movement volumes were collected from 7:00 AM to 11:00 AM and from 4:00 PM to 6:00 PM. AM, Airport, and PM network peak hours were determined based on the hourly volumes at the initial 40 study intersections. The AM Peak Hour was determined to be 8:00 – 9:00 AM, the Airport Peak Hour was determined to be 9:00 – 10:00 AM, and the PM Peak Hour was determined to be 5:00 – 6:00 PM.

Weekday 24-hour freeway segment volumes were obtained from 2017 data published by Caltrans at 28 locations. The peak-hour volume was calculated based on each segment's Annual Average Daily Traffic (AADT), K factor and directional split.

**Figure 2** shows the study area roadway segment and intersection count locations. **Figure 3** shows the study area freeway segment locations. **Exhibit A** contains the roadway segment traffic data collected. **Exhibit B** contains the intersection traffic data collected. **Exhibit C** contains the freeway segment traffic data obtained from Caltrans.

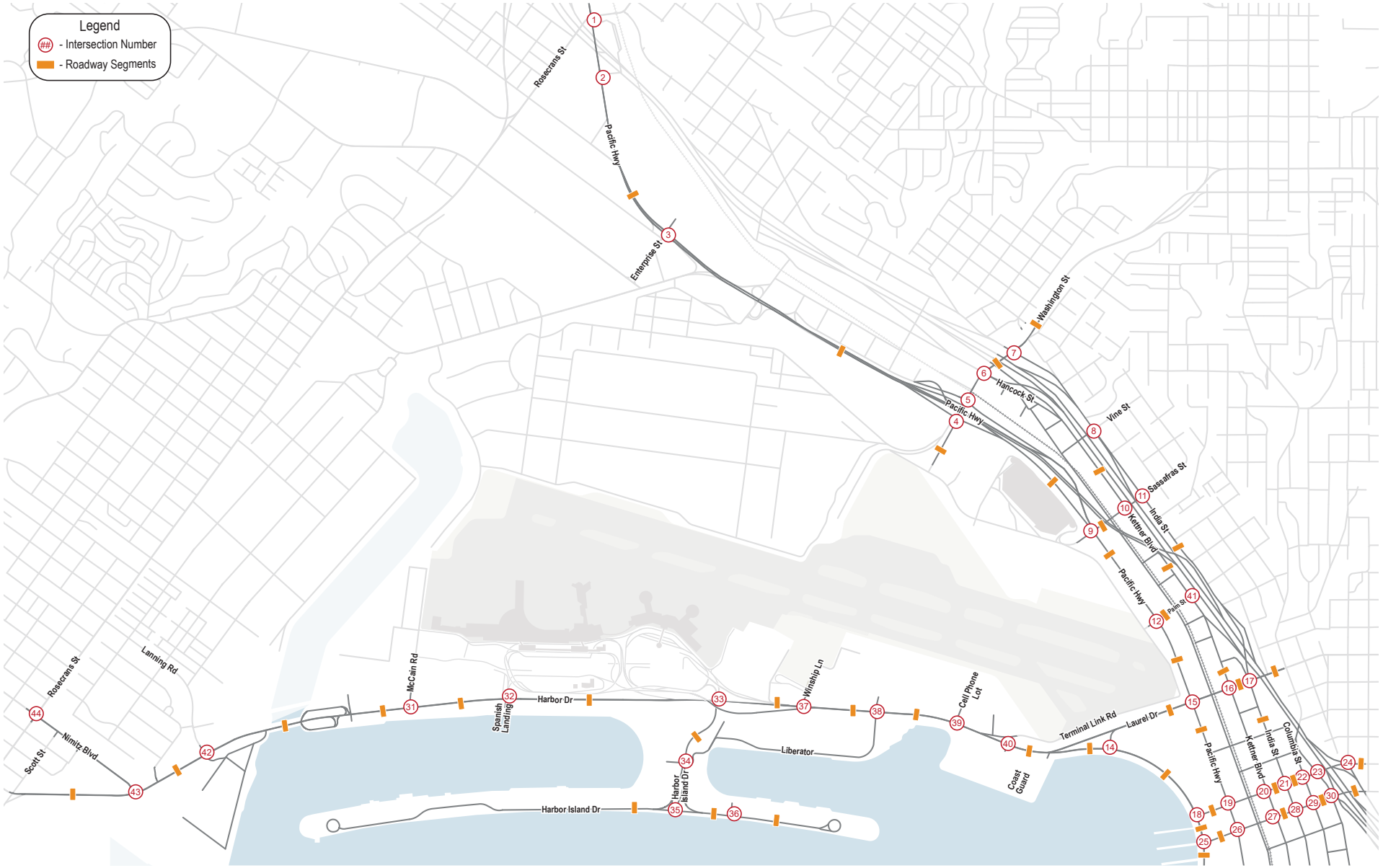



*Figure 2*
*Study Area Roadway Segment and Intersection Count Locations*

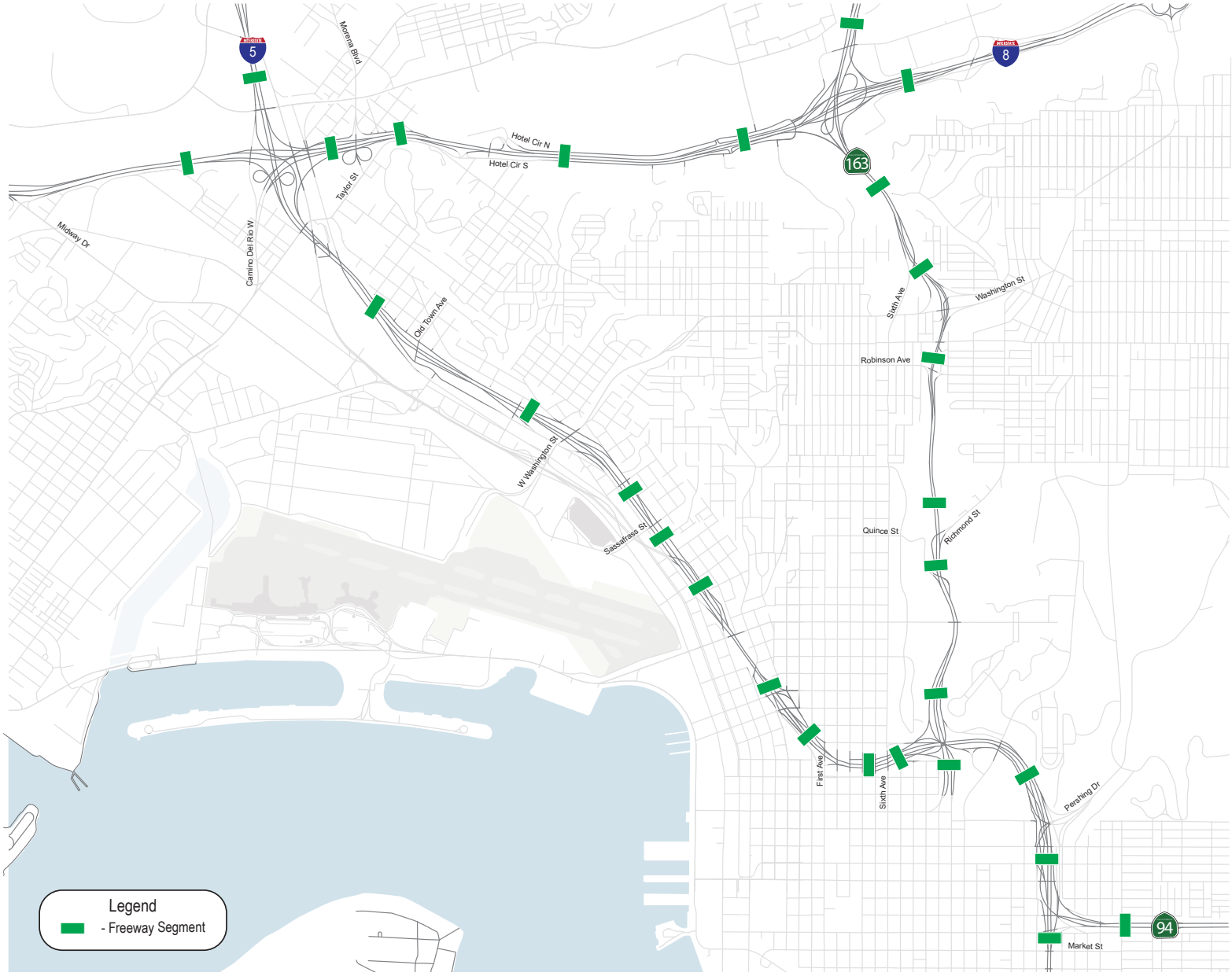



*Figure 3*
*Study Area Freeway Segment Count Locations*

## 3. AIRPORT TRIP GENERATION

Airport trip generation is highly correlated with flight activity; as flights increase, all trips will increase, including passenger arrivals and departures, employee trips, deliveries, rental car activity, shuttle buses, taxis, and other modes of travel. Increases in building size is a less reliable indicator of trip generation at an airport; instead, it provides more room for an airport to operate efficiently. For this reason, Airport trip generation is based on models to predict passenger activity levels.

The current amount of ground access (vehicle trips) to and from San Diego International Airport was determined by conducting traffic counts at all the Airport entry and exit points. These counts were conducted on Monday, June 12, 2017. June is considered a heavy month for air travel and Mondays are typically the busiest day of travel during a non-holiday week. These counts reflect all traffic to and from the Airport, including both terminals, other uses along North Harbor Drive, and the northside development along Pacific Highway.

Growth in Airport traffic was calculated using Existing, Year 2024, Year 2026, Year 2030, Year 2035, and Year 2050 passenger travel forecasts, which are based upon gated flight schedules for the ADP. These forecasts include assumptions for the schedule of arriving and departing flights, passengers per flight, aircraft type, and assigned terminal. To further refine these estimates, the Advanced Land Transportation Performance Simulation (ALPS™) Model was used. ALPS™ is a proprietary microscopic simulation model that was developed by Kimley-Horn to simulate various modes of travel through an airport, including pedestrian movements through ticketing, inspection, waiting areas, and baggage claim. The model predicts a pattern of when departing passengers will arrive at the Airport being evaluated, based on their mode of travel and when arriving passengers will arrive at the curb front after unloading their aircraft, traveling through the terminal, and picking up their checked baggage, if applicable. These estimates were developed separately for SDIA Terminal 1 and Terminal 2 flights.

Existing, 2024, 2026, 2030, 2035, and 2050 passenger originating and terminating values obtained from the ALPS™ were used to calculate growth rates. The passenger originating and terminating values represent the number or people (enplaning and deplaning passengers) that are within the curbside environment every 15 minutes. The growth in arriving and departing passengers were calculated by comparing existing flight data to each of the horizon years. This comparison was conducted for a full day and each of the three peak hours. **Table 1** summarizes the Airport trip generation for each of the horizon years evaluated, as well as the projected passenger flight level activity with each year.

**Table 1 Trip Generation Summary – Proposed Project**

| Year | Passenger Level | | Daily Trips | AM Peak Hour Trips | | Airport Peak | | PM Peak | |
|---|---|---|---|---|---|---|---|---|---|
| | Annual (in millions) | Design Day | | In | Out | In | Out | In | Out |
| 2024 | 30.1 | 93,405 | 114,149 | 3,093 | 2,729 | 3,615 | 3,223 | 2,961 | 3,007 |
| 2026 | 32.0 | 99,245 | 123,399 | 3,347 | 2,964 | 3,944 | 3,238 | 2,980 | 3,125 |
| 2030 | 35.8 | 110,867 | 140,411 | 3,906 | 3,492 | 4,432 | 3,676 | 3,449 | 3,663 |
| 2035 | 39.3 | 121,850 | 153,922 | 4,339 | 4,008 | 4,954 | 4,240 | 3,810 | 3,920 |
| 2050 | 40.6 | 125,993 | 159,064 | 4,483 | 4,141 | 5,119 | 4,384 | 3,937 | 4,050 |

Source: Kimley-Horn, June 2019.

The study area was separated into two zones since trip distribution for inbound/outbound vehicles varies slightly depending on whether vehicles are traveling to/from the north or south sides of the airport. Zone 1 includes access to Terminal 1 and Terminal 2 and takes access from North Harbor Drive and Laurel Street. Zone 2 includes access to the Rental Car Facility and other uses on the north side of the Airport and takes access from Pacific Highway.

Growth rates were calculated separately for Terminal 1 and Terminal 2 for each of the analysis peak hour periods and daily volumes. Zone 2 was calculated using the weighted average of the Terminal 1 and Terminal 2 growth rates since it is assumed that the north side would experience a similar growth as the passenger terminals. The calculated growth rates for each analysis peak period are presented in **Table 2**.

Future Terminal 1, Terminal 2, and Zone 2 vehicular volumes for the analysis peak periods were then calculated using the existing volumes as the baseline and applying their respective growth rates. **Table 3** displays the entering and exiting volumes for each analysis peak period and the average daily trips (ADT).

**Exhibit D** contains an overview ALPS™ model, anticipated flight schedule information, results of the ALPS™ model showing a breakdown of passenger arrival and departures for each 15-minute period throughout the day, and a breakdown of the trip generation for Existing, Year 2024, Year 2026, Year 2030, Year 2035, and Year 2050 scenarios.

**Table 2: Growth Rates**

| Peak Hour | 2024 | | | 2026 | | | 2030 | | | 2035 | | | 2050 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | T1 | T2 | Zone 2 | T1 | T2 | Zone 2 | T1 | T2 | Zone 2 | T1 | T2 | Zone 2 | T1 | T2 | Zone 2 |
| AM | 22.3% | -6.5% | 9.1% | 42.1% | -12.9% | 16.8% | 59.9% | -1.6% | 31.7% | 81.7% | 13.7% | 50.5% | 87.9% | 17.6% | 55.6% |
| Airport | 11.4% | -1.1% | 4.3% | 45.6% | -21.0% | 7.7% | 66.4% | -14.2% | 20.6% | 80.1% | 2.4% | 36.0% | 86.2% | 5.9% | 40.6% |
| PM | 32.0% | 33.4% | 32.6% | 65.9% | 8.2% | 39.9% | 80.0% | 29.0% | 57.1% | 94.7% | 41.0% | 70.6% | 101.4% | 45.8% | 76.4% |
| Daily | 35.4% | 7.1% | 18.8% | 81.2% | -12.6% | 26.3% | 100.0% | -0.6% | 41.1% | 117.5% | 10.8% | 55.0% | 124.9% | 14.6% | 60.3% |

**Table 3: Future Volumes**

| Scenario | Location | AM Peak (8-9 AM) | | Airport Peak (9 – 10 AM) | | PM Peak (5 – 6 PM) | | ADT |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | In | Out | In | Out | Total |
| Existing | Terminal 1 | 1,205 | 827 | 1,333 | 1,020 | 954 | 734 | 34,001 |
| | Terminal 2 | 1,092 | 1,338 | 1,380 | 1,598 | 934 | 1,045 | 40,026 |
| | Zone 2 | 616 | 427 | 656 | 525 | 402 | 514 | 21,231 |
| 2024 | Terminal 1 | 1,399 | 1,059 | 1,585 | 1,056 | 1,321 | 929 | 46,054 |
| | Terminal 2 | 1,047 | 1,180 | 1,337 | 1,628 | 1,096 | 1,408 | 42,863 |
| | Zone 2 | 647 | 490 | 696 | 539 | 544 | 670 | 25,232 |
| 2026 | Terminal 1 | 1,754 | 1,148 | 2,241 | 1,245 | 1,560 | 1,232 | 61,617 |
| | Terminal 2 | 907 | 1,285 | 984 | 1,440 | 966 | 1,165 | 34,973 |
| | Zone 2 | 686 | 531 | 719 | 553 | 554 | 728 | 26,809 |
| 2030 | Terminal 1 | 2,155 | 1,303 | 2,533 | 1,541 | 1,847 | 1,407 | 70,692 |
| | Terminal 2 | 974 | 1,594 | 1,102 | 1,508 | 985 | 1,433 | 39,770 |
| | Zone 2 | 777 | 595 | 797 | 627 | 617 | 823 | 29,949 |
| 2035 | Terminal 1 | 2,314 | 1,550 | 2,821 | 1,598 | 2,054 | 1,472 | 76,642 |
| | Terminal 2 | 1,155 | 1,760 | 1,240 | 1,929 | 1,072 | 1,570 | 44,364 |
| | Zone 2 | 870 | 698 | 893 | 713 | 684 | 878 | 32,916 |
| 2050 | Terminal 1 | 2,389 | 1,600 | 2,914 | 1,651 | 2,120 | 1,519 | 79,156 |
| | Terminal 2 | 1,195 | 1,820 | 1,282 | 1,995 | 1,109 | 1,623 | 45,873 |
| | Zone 2 | 899 | 721 | 923 | 738 | 708 | 908 | 34,035 |

### 3.1. AIRPORT TRIP DISTRIBUTIONS

The SANDAG regional traffic model and existing counts were used to determine how Airport traffic distributes over the regional roadway network. Approximately 66% of the total Airport traffic currently uses the I-5 and I-8 freeways, the remaining 34% use local streets. Approximately 85% of Airport terminal traffic is oriented to the east, and the remaining 15% is oriented to the west of the Airport (85/15 split). Some minor refinements to the project distribution were made to reflect historic travel patterns and to ensure a consistent pattern between analyses horizon years 2017 through 2050. Unique inbound and outbound trip distributions were determined for Zone 1 (Terminal 1 and Terminal 2) and Zone 2 through the project analysis process. These distributions were applied to the Zone ADT values to determine the Project vehicle trips at each study intersection and on each study roadway segment. The inbound and outbound distributions assumed for Zone 1 and Zone 2 are provided in **Exhibit E**.

### 3.2. AIRPORT ROADWAY TRIP ASSIGNMENT

The zone trip distributions were applied to the zone trip generation values to determine the total number of airport trips being added to each roadway segment. **Exhibit F** provides figures of the roadway segment Airport Trip Generation ADT volumes for each analysis year.

### 3.3. AIRPORT INTERSECTION TRIP ASSIGNMENT

The trip distributions were applied to the AM Peak Hour, Airport Peak Hour, and PM Peak Hour volumes for each analysis year to determine the volume of Airport trips at each intersection. Vistro software was utilized to distribute the peak hour trips throughout the study area. Because there are multiple route options for inbound/outbound traffic traveling to/from their origin/destination, separate routes were modeled to distribute vehicular traffic throughout the network. For example, vehicles traveling from the downtown area to Terminal 1 would have to option of using Harbor Drive to Airport Road or Pacific Highway to Laurel Street to Airport Road. **Exhibit G** provides figures of the intersection Airport Trip Generation volumes for each analysis year.

### 3.4. AIRPORT FREEWAY TRIP ASSIGNMENT

The trip distributions were applied to the zone trip generation values to determine the total number of airport trips being added to each freeway segment. **Exhibit H** provides figures of the freeway segment Airport Trip Generation ADT volumes for each analysis year.

# 4. FUTURE YEAR VOLUME FORECAST

## 4.1. FORECAST MODEL

Future roadway traffic volumes were forecast using the Series 13 San Diego Regional Travel Forecast Model, which is maintained and run by SANDAG. Series 13 is the most updated version of the SANDAG traffic model and is used as the industry standard tool for traffic impact analysis in San Diego County. The regional forecast growth reflects general plans from the local jurisdictions and is developed with input from expert demographers, economists, developers, local planning directors, and natural resource managers, as well as transportation, land use, and economic development advocates. The traffic model incorporates detailed future land use inputs on the parcel level. This includes forecasted Airport growth, sub-regional (surrounding area) growth, and regional growth. Series 13 travel forecast models were prepared by SANDAG for existing (2012) and future analysis years (2020, 2025, 2030, 2035, and 2050). For each analysis year, SANDAG provided 24-hour ADT volumes by link direction. The Series 13 travel forecast model contains six Traffic Analysis Zones (TAZ) for the Airport property. The Select Zone Analysis provided information on the model assigned traffic distributions and volumes using each roadway and freeway segment to access Zone 1 and Zone 2. Select Zone Assignments for the Airport TAZs were also conducted for each year to determine how the model assigned Airport-related traffic. These Model Plots were used to estimate overall growth in the region from 2012 to 2050. SANDAG Select Zone Analysis Model plots are provided in **Exhibit I**.

## 4.2. FORECAST MODEL ZONE 1 AND ZONE 2 ADJUSTMENTS

The Series 13 Model is intended to evaluate the growth in the region overall and is recommended to be used concurrently with current traffic counts to determine the baseline traffic patterns in the region. It is not intended to be the sole source to evaluate roadway segments and intersections. Adjustments were made to conservatively evaluate each intersection. The future Series 13 travel forecast model ADT volumes were post-processed by the following steps to account for inconsistencies in Airport-related travel and existing traffic conditions to be conservative:

- In comparing model assumptions for airport trips to the existing counts and predicted airport trips based upon flight schedules, it was found that the model underestimated airport traffic. To more accurately forecast and assign Airport-related travel, the Airport-related traffic apportioned by the Series 13 travel forecast models was subtracted from the network and existing Airport traffic, based on traffic counts obtained in June 2017 and in March 2019, was added back onto the network. In all Baseline conditions, they were replaced with the Terminal 1, Terminal 2 and Zone 2 ADT count volumes from Existing in Table 3. In the With Airport Growth and With Project conditions, they were replaced with the Table 3 Terminal 1, Terminal 2 and Zone 2 ADT volumes of the corresponding year. This adjustment was made to each future year scenario.
- Background volumes were adjusted to remove traffic volumes related to the direct connector ramps that are modeled in the forecast model since it is unlikely the ramps would be constructed at this location based on coordination with Caltrans, SANDAG and City of San Diego staff.

### 4.3. FORECAST MODEL CALIBRATION

Traffic counts from the data collection efforts for this project were then used to calibrate the adjusted existing model results. Several post-model adjustments were made based on the existing adjusted model ADT volumes and the existing traffic counts. In comparing the 2012 Series 13 travel forecast model results with the June 2017 and March 2019 counts, several post-model adjustments were made when the model-to-volume comparison was different by an amount greater than 10%. The same post-model adjustments were made to each future year scenario. Details of the adjustments are provided in **Exhibit J**. No post-model adjustments were made to the 2050 scenario.

### 4.4. CUMULATIVE PROJECTS

The San Diego County Regional Airport Authority asked neighboring jurisdictions to provide identified planned, approved, pending, and developed projects that were to be considered in the ADP EIR cumulative impacts analysis. The San Diego Unified Port District also identified projects within the Port Master Plan Update that occur on Shelter Island, Harbor Island, and Embarcadero Planning Districts and that should be considered in the ADP EIR cumulative impact analysis. A list and description of the Airport Authority identified projects is provided in **Exhibit K**. The Series 13 Model only includes the buildout of the identified Port Master Plan Update projects in year 2050. The listed phased projects were added to the Series 13 forecasted Airport growth, sub-regional (surrounding area) growth, and regional growth, the 0.5% annual ambient growth, and any applicable previous project phases, to create baseline traffic conditions for study years 2024, 2026, 2030, 2035 and 2050 for purposes of identifying cumulative project impacts. The San Diego Unified Port District also identified projects within the Port Master Plan Update that occur on Shelter Island, Harbor Island, and Embarcadero Planning Districts and that should be considered in the cumulative impact analysis. A summary of the Port Master Plan Update projects is provided in **Exhibit L**.

The **San Diego – City Center Traffic Generation Table** was used to estimate the daily and peak hour traffic trips attracted to, and produced by a particular land use for each project. Details on the trip generation assumptions for this study are provided in **Exhibit M.**

The 2020 cumulative projects generate approximately 14,000 average daily trips (ADT). The projects and their locations are shown in **Figure 4**.

The 2025 cumulative projects generate approximately 30,224 average daily trips (ADT). The projects and their locations are shown in **Figure 5**.

The 2030 cumulative projects generate approximately 40,896 average daily trips (ADT). The projects and their locations are shown in **Figure 6**.

### 4.5. BASELINE GROWTH ADJUSTMENT

To conservatively include growth in the region that was not captured in the Series 13 Model, a minimum growth rate of 0.5% per year was assumed for the study area roadway segments for the locations where there was a drop in the baseline condition volumes and was applied to all future study years (2024, 2026, 2030, and 2035).

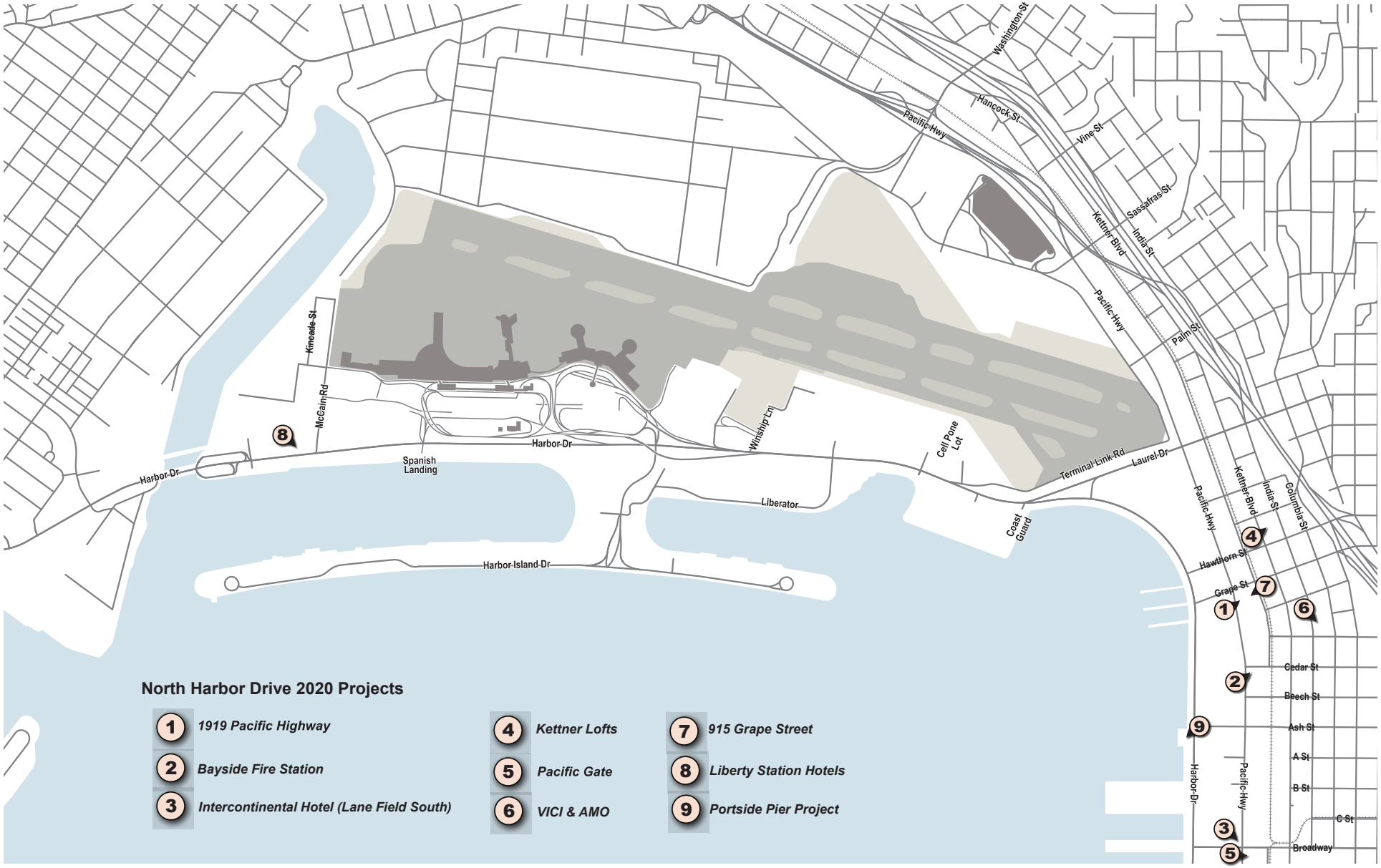



*Figure 4*
*2020 Cumulative Projects*

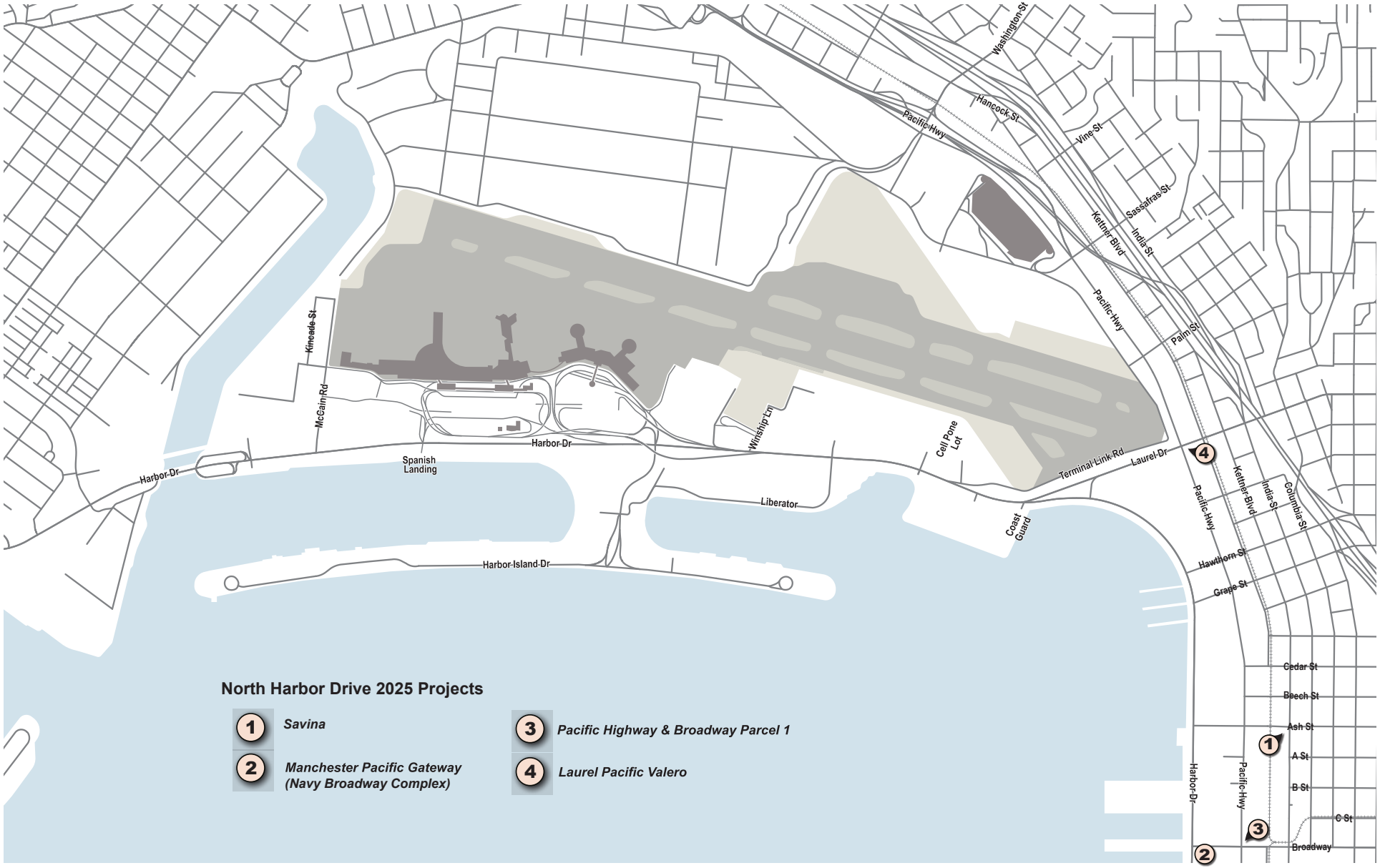



*Figure 5*
*2025 Cumulative Projects*

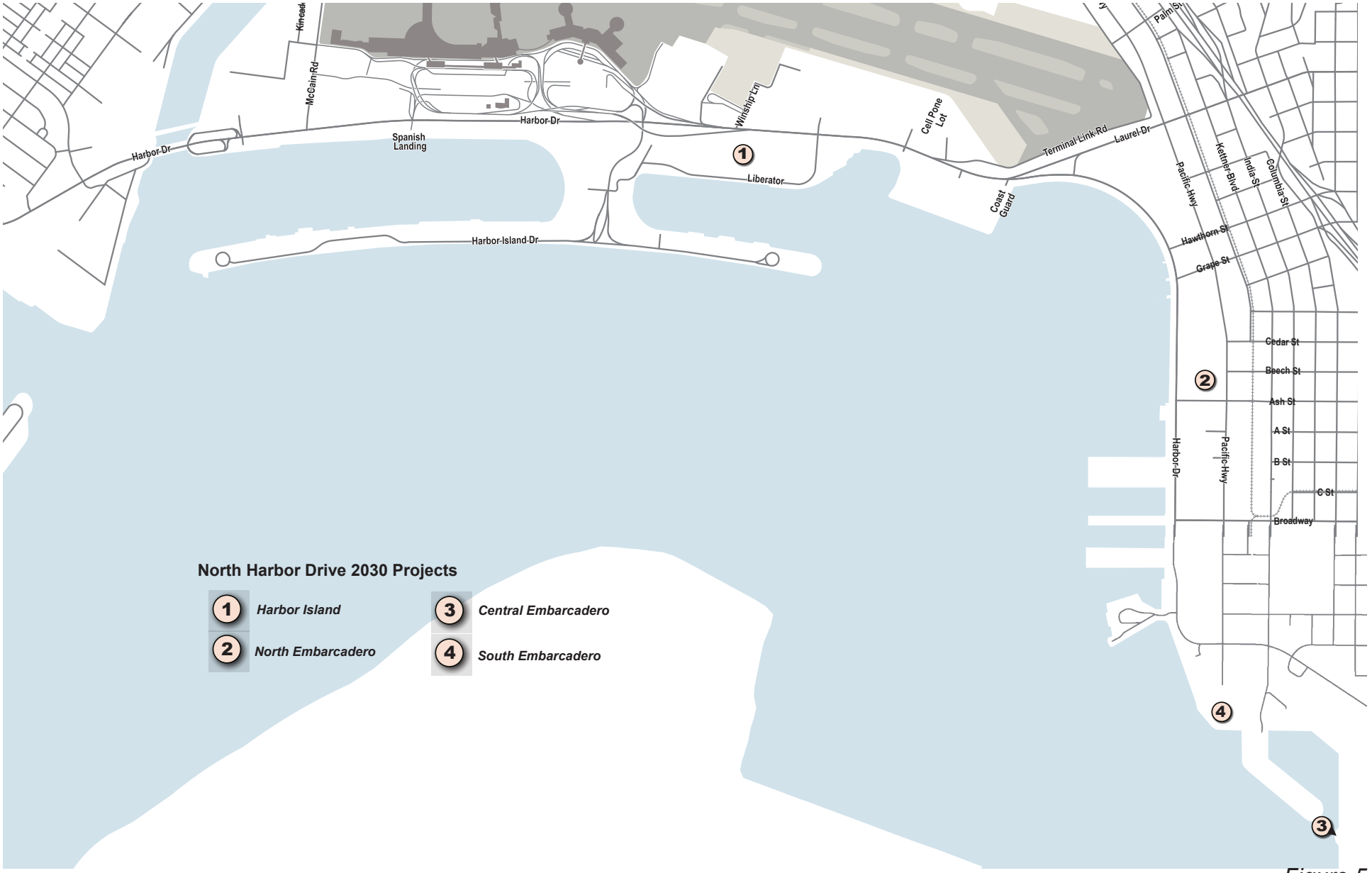



*Figure 5*
*2030 Cumulative Projects*

## 5. METHODOOGY

The Future Year Volume Forecasts were used to determine the volumes in each condition.

Existing Conditions

- **Existing Conditions:** Represents the traffic conditions of the existing street network based on traffic counts collected in June 2017 and supplement counts that were collected in March 2019.
- **Existing Conditions With Project:** Represents the traffic conditions that would occur if no development or traffic growth occurred, except for the addition of the Proposed Project (Existing Plus 2050 Airport Volumes).

2024 Conditions

- **2024 Without Project Conditions:** Represents the traffic conditions of the 2024 street network and existing airport facilities. Based on 2020 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020) with a 0.5% annual growth rate for 4 years.
- **2024 With Project Conditions:** Represents the 2024 Without Project traffic conditions with the addition of project traffic related to 30.1 million passengers and the construction of Phase 1a of the proposed project.

2026 Conditions

- **2026 Without Project Conditions:** Represents the traffic conditions of the 2026 street network and existing on-airport facilities. Based on 2025 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020 and 2025) with a 0.5% annual growth rate for 1 year.
- **2026 With Project Conditions:** Represents the 2026 Without Project traffic conditions with the addition of project traffic related to 32.0 million passengers and the construction of Phase 1b of the proposed project.

2030 Conditions

- **2030 Without Project Conditions:** Represents the traffic conditions of the 2030 street network and existing on-airport facilities. Based on 2030 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020, 2025 and 2030).
- **2030 With Project Conditions:** Represents the 2030 Without Project traffic conditions with the addition of project traffic related to 35.8 million passengers and the construction of Phase 2a of the proposed project.

2035 Conditions

- **2035 Without Project Conditions:** Represents the traffic conditions of the 2035 street network and existing on-airport facilities. Based on 2035 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020, 2025 and 2030).
- **2035 With Project Conditions:** Represents the 2035 Without Project traffic conditions with the addition of project traffic related to 39.3 million passengers and the construction of Phase 2b of the proposed project.

2050 Conditions

- **2050 Without Project Conditions:** Represents the traffic conditions of the 2050 street network and existing on-airport facilities. Based on 2050 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020 and 2025 – 2030 cumulative projects are included in the 2050 model).
- **2050 With Project Conditions:** Represents the 2050 Without Project traffic conditions with the addition of project traffic related to 40.6 million passengers and the completion of the construction of the proposed project.

## 6. INTERSECTION BASELINE TURNING MOVEMENTS

The baseline conditions for Existing, 2024, 2026, 2030, 2035, and 2050 were used in combination with existing intersection volumes to determine the baseline growth in the vehicle turning movements at the study intersections.

The model data provides roadway and freeway volumes. Future peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8.[1] NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies, with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes evaluation is the NCHRP's "Directional Volume Forecast." For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour "K" and directional "D" factors are used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Future daily traffic volumes were obtained from the forecast model. Using the "Directional Volume Forecast" technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach.

The baseline conditions for existing, 2024, 2026, 2030, 2035, and 2050 were used in combination with existing intersection volumes to determine the growth in the vehicle turning movements at the study intersections. The supporting worksheets for calculating future volumes and the resulting peak period intersection turning movement volumes are included in **Exhibit N**.

## 7. INTERSECTION TOTAL TURNING MOVEMENTS

The baseline intersection turning movement results were combined with the intersection Airport Trip Generation volumes to determine the total trips from the regional and airport growth. Intersection volumes from each analysis year are provided in **Exhibit O**.

## 8. MITIGATED TRAFFIC VOLUMES

Due to the mitigation proposed at the intersections of Laurel Street/Pacific Highway and Palm Street/Kettner Boulevard, it is assumed that 29.4% of the traffic traveling to Southbound Interstate 5 via Harbor Drive to Grape Street 5 (10% of the total outbound traffic) would shift their travel patterns to Laurel Street-Pacific Highway-Palm Street-Kettner Street since this route would have less intersections to pass through and would also be improved from current conditions. The mitigated intersection volumes from each analysis year are provided in **Exhibit P**.

## 9. CONSTRUCTION TRAFFIC VOLUMES

This section presents the estimated trip generation associated with construction traffic. As part of the project, SDCRAA will implement a Construction Traffic Management Program (CTMP), similar to what was successfully implemented during the SDIA Green Build Construction Program. This CTMP includes establishing an ADP Construction coordination office with the Ground Transportation Department and requires orientation for construction personnel.

Trip generation associated with the proposed project would consist of employee commuter trips and material related truck trips. Project-specific details of the construction projects were inputted into the Airport Construction Emissions Inventory Tool (ACEIT) to estimate construction equipment/vehicle activity data (e.g., equipment and vehicle fleet/usage). The ACEIT calculates the number and types of on-road vehicles based on the project type selected and square footage inputted into the model. The on-road vehicles included are used for transport and delivery of supplies, material and equipment to and from the site, and also include construction worker vehicles. The number of construction employees is based on the number of equipment associated with the construction project.

The estimated trip generation by Airport construction phase and type of trip (construction employee/truck) calculated from the ACEIT is presented below in **Table 4**.

**Table 4: Total Airport Construction Trip Generation**

| Construction Phase | Type of Trip | Number of Round Trips |
|---|---|---|
| Phase 1a | Employee Commuter | 175,956 |
| | Material Delivery Truck | 35,926 |
| Phase 1b | Employee Commuter | 118,938 |
| | Material Delivery Truck | 20,737 |
| Phase 2a | Employee Commuter | 87,204 |
| | Material Delivery Truck | 28,670 |
| Phase 2b | Employee Commuter | 32,766 |
| | Material Delivery Truck | 10,953 |

Source: Kimley-Horn, June 2019.

Each phase has an estimated duration of four years. All vehicles were assumed be work eight hours a day, five days a week, for 52 weeks per year. Vehicle round trips were assumed to enter during the AM peak and leave during the PM peak. Unlike commuter trips, truck trips were assumed to be dispersed evenly throughout the day. Due to the size and impact of trucks on roadway operations, trucks were assumed to have a passenger-car-equivalent (PCE) value of 2.5. The resulting peak-hour construction traffic for each phase of work is presented below in **Table 5**.

**Table 5: Estimated Airport Construction Peak-Hour Trip Generation**

| Construction Phase | Type of Trip | AM Peak Hour | PM Peak Hour |
|---|---|---|---|
| Phase 1a | Inbound | 175 | 5 |
| | Outbound | 5 | 175 |
| Phase 1b | Inbound | 117 | 3 |
| | Outbound | 3 | 117 |
| Phase 2a | Inbound | 89 | 4 |
| | Outbound | 4 | 89 |
| Phase 2b | Inbound | 34 | 1 |
| | Outbound | 1 | 34 |

Source: Kimley-Horn, June 2019.

The trip distribution for the Airport construction trips were assumed to follow the general trip distribution associated with the Airport traffic while truck trips were all assumed to use the freeway network. Construction traffic would all utilize Harbor Drive and enter the assumed construction staging site off Liberator Way.

Intersection volumes from each construction scenario are provided in **Exhibit Q**.

The following summarizes the construction volumes for each scenario.

2020/2021 Construction Conditions

- **2020/2021 Without Project Construction:** Represents the traffic conditions of the street network and existing airport facilities in late 2020 or early 2021. Based on 2020 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020).
- **2020/2021 With Construction Phase 1a:** Represents the 2020/2021 Without Project traffic conditions with the addition of project traffic related to the Phase 1a construction traffic.

2024 Construction Conditions

- **2024 Without Project Construction:** Represents the traffic conditions of the 2024 street network and existing airport facilities. Based on 2020 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020) with a 0.5% annual growth rate for 4 years.
- **2024 With Construction Phase 1b:** Represents the 2024 Without Project traffic conditions with the addition of project traffic related to the Phase 1b construction traffic and the 30.1 million airport passengers.

2026 Construction Conditions

- **2026 Without Project Construction:** Represents the traffic conditions of the 2026 street network and existing airport facilities. Based on 2025 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020 and 2025) with a 0.5% annual growth rate for 1 year.
- **2026 With Construction Phase 2a:** Represents the 2026 Without Project traffic conditions with the addition of project traffic related to the Phase 2a construction traffic and the 32.0 million airport passengers.

2030 Construction Conditions

- **2030 Without Project Construction:** Represents the traffic conditions of the 2030 street network and existing airport facilities. Based on 2030 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020, 2025 and 2030).
- **2030 With Construction Phase 2b:** Represents the 2030 Without Project traffic conditions with the addition of project traffic related to the Phase 2b construction traffic and the 35.8 million airport passengers.

# Exhibit A

Existing Roadway Segment Traffic Volumes

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Kurtz St & Enterprise St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,389 | 12,391 | 0 | 0 | 21,780 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 11 | | 32 | | | | 43 | | 12:00 | 155 | | 172 | | | | 327 | |
| 00:15 | 11 | | 22 | | | | 33 | | 12:15 | 145 | | 193 | | | | 338 | |
| 00:30 | 16 | | 17 | | | | 33 | | 12:30 | 148 | | 219 | | | | 367 | |
| 00:45 | 15 | 53 | 23 | 94 | | | 38 | 147 | 12:45 | 135 | 583 | 215 | 799 | | | 350 | 1382 |
| 01:00 | 12 | | 22 | | | | 34 | | 13:00 | 139 | | 221 | | | | 360 | |
| 01:15 | 17 | | 16 | | | | 33 | | 13:15 | 154 | | 180 | | | | 334 | |
| 01:30 | 12 | | 13 | | | | 25 | | 13:30 | 160 | | 179 | | | | 339 | |
| 01:45 | 10 | 51 | 11 | 62 | | | 21 | 113 | 13:45 | 146 | 599 | 210 | 790 | | | 356 | 1389 |
| 02:00 | 17 | | 11 | | | | 28 | | 14:00 | 120 | | 166 | | | | 286 | |
| 02:15 | 13 | | 8 | | | | 21 | | 14:15 | 151 | | 180 | | | | 331 | |
| 02:30 | 12 | | 11 | | | | 23 | | 14:30 | 179 | | 200 | | | | 379 | |
| 02:45 | 17 | 59 | 9 | 39 | | | 26 | 98 | 14:45 | 134 | 584 | 182 | 728 | | | 316 | 1312 |
| 03:00 | 11 | | 15 | | | | 26 | | 15:00 | 160 | | 199 | | | | 359 | |
| 03:15 | 13 | | 16 | | | | 29 | | 15:15 | 180 | | 178 | | | | 358 | |
| 03:30 | 12 | | 11 | | | | 23 | | 15:30 | 208 | | 246 | | | | 454 | |
| 03:45 | 20 | 56 | 7 | 49 | | | 27 | 105 | 15:45 | 225 | 773 | 231 | 854 | | | 456 | 1627 |
| 04:00 | 19 | | 26 | | | | 45 | | 16:00 | 259 | | 249 | | | | 508 | |
| 04:15 | 21 | | 15 | | | | 36 | | 16:15 | 218 | | 244 | | | | 462 | |
| 04:30 | 11 | | 31 | | | | 42 | | 16:30 | 204 | | 300 | | | | 504 | |
| 04:45 | 35 | 86 | 31 | 103 | | | 66 | 189 | 16:45 | 162 | 843 | 269 | 1062 | | | 431 | 1905 |
| 05:00 | 28 | | 42 | | | | 70 | | 17:00 | 161 | | 317 | | | | 478 | |
| 05:15 | 53 | | 53 | | | | 106 | | 17:15 | 169 | | 270 | | | | 439 | |
| 05:30 | 60 | | 80 | | | | 140 | | 17:30 | 190 | | 293 | | | | 483 | |
| 05:45 | 89 | 230 | 119 | 294 | | | 208 | 524 | 17:45 | 191 | 711 | 212 | 1092 | | | 403 | 1803 |
| 06:00 | 101 | | 121 | | | | 222 | | 18:00 | 152 | | 231 | | | | 383 | |
| 06:15 | 90 | | 147 | | | | 237 | | 18:15 | 149 | | 219 | | | | 368 | |
| 06:30 | 108 | | 135 | | | | 243 | | 18:30 | 116 | | 178 | | | | 294 | |
| 06:45 | 104 | 403 | 127 | 530 | | | 231 | 933 | 18:45 | 118 | 535 | 154 | 782 | | | 272 | 1317 |
| 07:00 | 134 | | 141 | | | | 275 | | 19:00 | 72 | | 144 | | | | 216 | |
| 07:15 | 142 | | 139 | | | | 281 | | 19:15 | 91 | | 116 | | | | 207 | |
| 07:30 | 177 | | 173 | | | | 350 | | 19:30 | 60 | | 132 | | | | 192 | |
| 07:45 | 186 | 639 | 193 | 646 | | | 379 | 1285 | 19:45 | 76 | 299 | 117 | 509 | | | 193 | 808 |
| 08:00 | 151 | | 150 | | | | 301 | | 20:00 | 67 | | 123 | | | | 190 | |
| 08:15 | 154 | | 137 | | | | 291 | | 20:15 | 60 | | 111 | | | | 171 | |
| 08:30 | 141 | | 146 | | | | 287 | | 20:30 | 49 | | 88 | | | | 137 | |
| 08:45 | 161 | 607 | 135 | 568 | | | 296 | 1175 | 20:45 | 47 | 223 | 95 | 417 | | | 142 | 640 |
| 09:00 | 148 | | 148 | | | | 296 | | 21:00 | 50 | | 128 | | | | 178 | |
| 09:15 | 130 | | 122 | | | | 252 | | 21:15 | 51 | | 111 | | | | 162 | |
| 09:30 | 136 | | 135 | | | | 271 | | 21:30 | 34 | | 111 | | | | 145 | |
| 09:45 | 134 | 548 | 119 | 524 | | | 253 | 1072 | 21:45 | 37 | 172 | 92 | 442 | | | 129 | 614 |
| 10:00 | 134 | | 134 | | | | 268 | | 22:00 | 43 | | 116 | | | | 159 | |
| 10:15 | 123 | | 155 | | | | 278 | | 22:15 | 31 | | 98 | | | | 129 | |
| 10:30 | 112 | | 185 | | | | 297 | | 22:30 | 39 | | 96 | | | | 135 | |
| 10:45 | 137 | 506 | 178 | 652 | | | 315 | 1158 | 22:45 | 34 | 147 | 81 | 391 | | | 115 | 538 |
| 11:00 | 122 | | 191 | | | | 313 | | 23:00 | 23 | | 64 | | | | 87 | |
| 11:15 | 141 | | 175 | | | | 316 | | 23:15 | 35 | | 56 | | | | 91 | |
| 11:30 | 152 | | 197 | | | | 349 | | 23:30 | 28 | | 78 | | | | 106 | |
| 11:45 | 161 | 576 | 163 | 726 | | | 324 | 1302 | 23:45 | 20 | 106 | 40 | 238 | | | 60 | 344 |
| TOTALS | | 3814 | | 4287 | | | | 8101 | TOTALS | | 5575 | | 8104 | | | | 13679 |
| SPLIT % | | 47.1% | | 52.9% | | | | 37.2% | SPLIT % | | 40.8% | | 59.2% | | | | 62.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,389 | 12,391 | 0 | 0 | 21,780 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:30 | 11:45 | | | 11:45 | PM Peak Hour | 15:30 | 16:30 | | | 15:45 |
| AM Pk Volume | 668 | 747 | | | 1356 | PM Pk Volume | 910 | 1156 | | | 1930 |
| Pk Hr Factor | 0.898 | 0.853 | | | 0.924 | Pk Hr Factor | 0.878 | 0.912 | | | 0.950 |
| 7 - 9 Volume | 1246 | 1214 | 0 | 0 | 2460 | 4 - 6 Volume | 1554 | 2154 | 0 | 0 | 3708 |
| 7 - 9 Peak Hour | 07:30 | 07:15 | | | 07:30 | 4 - 6 Peak Hour | 16:00 | 16:30 | | | 16:00 |
| 7 - 9 Pk Volume | 668 | 655 | 0 | 0 | 1321 | 4 - 6 Pk Volume | 843 | 1156 | 0 | 0 | 1905 |
| Pk Hr Factor | 0.898 | 0.848 | 0.000 | 0.000 | 0.871 | Pk Hr Factor | 0.814 | 0.912 | 0.000 | 0.000 | 0.938 |

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Witherby St & Washington St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 25,068 | 26,710 | 0 | 0 | 51,778 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 32 | | 84 | | | | 116 | | 12:00 | 432 | | 423 | | | | 855 | |
| 00:15 | 36 | | 53 | | | | 89 | | 12:15 | 435 | | 409 | | | | 844 | |
| 00:30 | 32 | | 40 | | | | 72 | | 12:30 | 371 | | 438 | | | | 809 | |
| 00:45 | 29 | 129 | 48 | 225 | | | 77 | 354 | 12:45 | 405 | 1643 | 434 | 1704 | | | 839 | 3347 |
| 01:00 | 12 | | 39 | | | | 51 | | 13:00 | 341 | | 452 | | | | 793 | |
| 01:15 | 23 | | 34 | | | | 57 | | 13:15 | 379 | | 444 | | | | 823 | |
| 01:30 | 18 | | 24 | | | | 42 | | 13:30 | 369 | | 416 | | | | 785 | |
| 01:45 | 22 | 75 | 27 | 124 | | | 49 | 199 | 13:45 | 372 | 1461 | 470 | 1782 | | | 842 | 3243 |
| 02:00 | 22 | | 26 | | | | 48 | | 14:00 | 311 | | 472 | | | | 783 | |
| 02:15 | 24 | | 25 | | | | 49 | | 14:15 | 374 | | 493 | | | | 867 | |
| 02:30 | 21 | | 17 | | | | 38 | | 14:30 | 391 | | 487 | | | | 878 | |
| 02:45 | 21 | 88 | 14 | 82 | | | 35 | 170 | 14:45 | 352 | 1428 | 486 | 1938 | | | 838 | 3366 |
| 03:00 | 18 | | 21 | | | | 39 | | 15:00 | 361 | | 510 | | | | 871 | |
| 03:15 | 27 | | 26 | | | | 53 | | 15:15 | 415 | | 537 | | | | 952 | |
| 03:30 | 39 | | 19 | | | | 58 | | 15:30 | 465 | | 611 | | | | 1076 | |
| 03:45 | 49 | 133 | 18 | 84 | | | 67 | 217 | 15:45 | 396 | 1637 | 614 | 2272 | | | 1010 | 3909 |
| 04:00 | 42 | | 34 | | | | 76 | | 16:00 | 407 | | 654 | | | | 1061 | |
| 04:15 | 71 | | 36 | | | | 107 | | 16:15 | 397 | | 698 | | | | 1095 | |
| 04:30 | 62 | | 40 | | | | 102 | | 16:30 | 388 | | 689 | | | | 1077 | |
| 04:45 | 113 | 288 | 50 | 160 | | | 163 | 448 | 16:45 | 362 | 1554 | 627 | 2668 | | | 989 | 4222 |
| 05:00 | 126 | | 66 | | | | 192 | | 17:00 | 421 | | 661 | | | | 1082 | |
| 05:15 | 155 | | 73 | | | | 228 | | 17:15 | 457 | | 624 | | | | 1081 | |
| 05:30 | 263 | | 67 | | | | 330 | | 17:30 | 398 | | 565 | | | | 963 | |
| 05:45 | 360 | 904 | 91 | 297 | | | 451 | 1201 | 17:45 | 381 | 1657 | 510 | 2360 | | | 891 | 4017 |
| 06:00 | 351 | | 111 | | | | 462 | | 18:00 | 308 | | 511 | | | | 819 | |
| 06:15 | 403 | | 111 | | | | 514 | | 18:15 | 328 | | 434 | | | | 762 | |
| 06:30 | 388 | | 140 | | | | 528 | | 18:30 | 289 | | 374 | | | | 663 | |
| 06:45 | 465 | 1607 | 153 | 515 | | | 618 | 2122 | 18:45 | 255 | 1180 | 365 | 1684 | | | 620 | 2864 |
| 07:00 | 485 | | 197 | | | | 682 | | 19:00 | 214 | | 338 | | | | 552 | |
| 07:15 | 487 | | 245 | | | | 732 | | 19:15 | 209 | | 301 | | | | 510 | |
| 07:30 | 473 | | 242 | | | | 715 | | 19:30 | 206 | | 303 | | | | 509 | |
| 07:45 | 517 | 1962 | 249 | 933 | | | 766 | 2895 | 19:45 | 180 | 809 | 264 | 1206 | | | 444 | 2015 |
| 08:00 | 559 | | 264 | | | | 823 | | 20:00 | 171 | | 287 | | | | 458 | |
| 08:15 | 557 | | 285 | | | | 842 | | 20:15 | 185 | | 278 | | | | 463 | |
| 08:30 | 524 | | 355 | | | | 879 | | 20:30 | 142 | | 242 | | | | 384 | |
| 08:45 | 513 | 2153 | 278 | 1182 | | | 791 | 3335 | 20:45 | 132 | 630 | 290 | 1097 | | | 422 | 1727 |
| 09:00 | 417 | | 301 | | | | 718 | | 21:00 | 122 | | 317 | | | | 439 | |
| 09:15 | 391 | | 278 | | | | 669 | | 21:15 | 108 | | 297 | | | | 405 | |
| 09:30 | 410 | | 291 | | | | 701 | | 21:30 | 118 | | 272 | | | | 390 | |
| 09:45 | 396 | 1614 | 283 | 1153 | | | 679 | 2767 | 21:45 | 119 | 467 | 230 | 1116 | | | 349 | 1583 |
| 10:00 | 331 | | 304 | | | | 635 | | 22:00 | 123 | | 258 | | | | 381 | |
| 10:15 | 396 | | 322 | | | | 718 | | 22:15 | 83 | | 215 | | | | 298 | |
| 10:30 | 318 | | 356 | | | | 674 | | 22:30 | 87 | | 212 | | | | 299 | |
| 10:45 | 371 | 1416 | 356 | 1338 | | | 727 | 2754 | 22:45 | 85 | 378 | 181 | 866 | | | 266 | 1244 |
| 11:00 | 367 | | 366 | | | | 733 | | 23:00 | 43 | | 138 | | | | 181 | |
| 11:15 | 383 | | 351 | | | | 734 | | 23:15 | 69 | | 113 | | | | 182 | |
| 11:30 | 418 | | 379 | | | | 797 | | 23:30 | 72 | | 139 | | | | 211 | |
| 11:45 | 442 | 1610 | 338 | 1434 | | | 780 | 3044 | 23:45 | 61 | 245 | 100 | 490 | | | 161 | 735 |
| TOTALS | | 11979 | | 7527 | | | | 19506 | TOTALS | | 13089 | | 19183 | | | | 32272 |
| SPLIT % | | 61.4% | | 38.6% | | | | 37.7% | SPLIT % | | 40.6% | | 59.4% | | | | 62.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 25,068 | 26,710 | 0 | 0 | 51,778 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:45 | 11:45 | | | 08:00 | PM Peak Hour | 15:15 | 16:15 | | | 15:45 |
| AM Pk Volume | 2157 | 1608 | | | 3335 | PM Pk Volume | 1683 | 2675 | | | 4243 |
| Pk Hr Factor | 0.965 | 0.918 | | | 0.949 | Pk Hr Factor | 0.905 | 0.958 | | | 0.969 |
| 7 - 9 Volume | 4115 | 2115 | 0 | 0 | 6230 | 4 - 6 Volume | 3211 | 5028 | 0 | 0 | 8239 |
| 7 - 9 Peak Hour | 07:45 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 17:00 | 16:15 | | | 16:15 |
| 7 - 9 Pk Volume | 2157 | 1182 | 0 | 0 | 3335 | 4 - 6 PK Volume | 1657 | 2675 | 0 | 0 | 4243 |
| Pk Hr Factor | 0.965 | 0.832 | 0.000 | 0.000 | 0.949 | Pk Hr Factor | 0.906 | 0.958 | 0.000 | 0.000 | 0.969 |

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Washington St & Sassafras St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 6,566 | 7,653 | 0 | 0 | 14,219 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 21 | | 14 | | | | | | 35 | | 12:00 | 99 | | 109 | | | | | | 208 | |
| 00:15 | 15 | | 6 | | | | | | 21 | | 12:15 | 102 | | 110 | | | | | | 212 | |
| 00:30 | 40 | | 13 | | | | | | 53 | | 12:30 | 99 | | 127 | | | | | | 226 | |
| 00:45 | 26 | 102 | 11 | 44 | | | | | 37 | 146 | 12:45 | 99 | 399 | 113 | 459 | | | | | 212 | 858 |
| 01:00 | 10 | | 10 | | | | | | 20 | | 13:00 | 93 | | 111 | | | | | | 204 | |
| 01:15 | 11 | | 13 | | | | | | 24 | | 13:15 | 92 | | 111 | | | | | | 203 | |
| 01:30 | 6 | | 3 | | | | | | 9 | | 13:30 | 106 | | 109 | | | | | | 215 | |
| 01:45 | 5 | 32 | 6 | 32 | | | | | 11 | 64 | 13:45 | 102 | 393 | 103 | 434 | | | | | 205 | 827 |
| 02:00 | 5 | | 6 | | | | | | 11 | | 14:00 | 93 | | 109 | | | | | | 202 | |
| 02:15 | 10 | | 3 | | | | | | 13 | | 14:15 | 96 | | 104 | | | | | | 200 | |
| 02:30 | 2 | | 2 | | | | | | 4 | | 14:30 | 84 | | 97 | | | | | | 181 | |
| 02:45 | 0 | 17 | 4 | 15 | | | | | 4 | 32 | 14:45 | 109 | 382 | 110 | 420 | | | | | 219 | 802 |
| 03:00 | 8 | | 1 | | | | | | 9 | | 15:00 | 90 | | 124 | | | | | | 214 | |
| 03:15 | 6 | | 6 | | | | | | 12 | | 15:15 | 97 | | 104 | | | | | | 201 | |
| 03:30 | 5 | | 3 | | | | | | 8 | | 15:30 | 84 | | 176 | | | | | | 260 | |
| 03:45 | 5 | 24 | 6 | 16 | | | | | 11 | 40 | 15:45 | 107 | 378 | 219 | 623 | | | | | 326 | 1001 |
| 04:00 | 8 | | 12 | | | | | | 20 | | 16:00 | 121 | | 240 | | | | | | 361 | |
| 04:15 | 11 | | 25 | | | | | | 36 | | 16:15 | 98 | | 309 | | | | | | 407 | |
| 04:30 | 14 | | 29 | | | | | | 43 | | 16:30 | 142 | | 293 | | | | | | 435 | |
| 04:45 | 15 | 48 | 32 | 98 | | | | | 47 | 146 | 16:45 | 127 | 488 | 301 | 1143 | | | | | 428 | 1631 |
| 05:00 | 11 | | 30 | | | | | | 41 | | 17:00 | 156 | | 235 | | | | | | 391 | |
| 05:15 | 26 | | 31 | | | | | | 57 | | 17:15 | 168 | | 230 | | | | | | 398 | |
| 05:30 | 22 | | 24 | | | | | | 46 | | 17:30 | 154 | | 204 | | | | | | 358 | |
| 05:45 | 30 | 89 | 28 | 113 | | | | | 58 | 202 | 17:45 | 163 | 641 | 193 | 862 | | | | | 356 | 1503 |
| 06:00 | 28 | | 23 | | | | | | 51 | | 18:00 | 151 | | 178 | | | | | | 329 | |
| 06:15 | 39 | | 40 | | | | | | 79 | | 18:15 | 113 | | 116 | | | | | | 229 | |
| 06:30 | 55 | | 37 | | | | | | 92 | | 18:30 | 83 | | 76 | | | | | | 159 | |
| 06:45 | 55 | 177 | 49 | 149 | | | | | 104 | 326 | 18:45 | 87 | 434 | 91 | 461 | | | | | 178 | 895 |
| 07:00 | 61 | | 46 | | | | | | 107 | | 19:00 | 84 | | 86 | | | | | | 170 | |
| 07:15 | 64 | | 78 | | | | | | 142 | | 19:15 | 54 | | 63 | | | | | | 117 | |
| 07:30 | 60 | | 63 | | | | | | 123 | | 19:30 | 83 | | 64 | | | | | | 147 | |
| 07:45 | 78 | 263 | 66 | 253 | | | | | 144 | 516 | 19:45 | 88 | 309 | 61 | 274 | | | | | 149 | 583 |
| 08:00 | 80 | | 82 | | | | | | 162 | | 20:00 | 96 | | 70 | | | | | | 166 | |
| 08:15 | 108 | | 68 | | | | | | 176 | | 20:15 | 69 | | 54 | | | | | | 123 | |
| 08:30 | 88 | | 100 | | | | | | 188 | | 20:30 | 58 | | 62 | | | | | | 120 | |
| 08:45 | 120 | 396 | 103 | 353 | | | | | 223 | 749 | 20:45 | 67 | 290 | 64 | 250 | | | | | 131 | 540 |
| 09:00 | 102 | | 78 | | | | | | 180 | | 21:00 | 59 | | 52 | | | | | | 111 | |
| 09:15 | 90 | | 98 | | | | | | 188 | | 21:15 | 60 | | 62 | | | | | | 122 | |
| 09:30 | 95 | | 102 | | | | | | 197 | | 21:30 | 39 | | 56 | | | | | | 95 | |
| 09:45 | 108 | 395 | 95 | 373 | | | | | 203 | 768 | 21:45 | 54 | 212 | 48 | 218 | | | | | 102 | 430 |
| 10:00 | 97 | | 80 | | | | | | 177 | | 22:00 | 50 | | 58 | | | | | | 108 | |
| 10:15 | 98 | | 79 | | | | | | 177 | | 22:15 | 45 | | 46 | | | | | | 91 | |
| 10:30 | 97 | | 102 | | | | | | 199 | | 22:30 | 45 | | 41 | | | | | | 86 | |
| 10:45 | 84 | 376 | 103 | 364 | | | | | 187 | 740 | 22:45 | 57 | 197 | 36 | 181 | | | | | 93 | 378 |
| 11:00 | 87 | | 95 | | | | | | 182 | | 23:00 | 28 | | 25 | | | | | | 53 | |
| 11:15 | 114 | | 122 | | | | | | 236 | | 23:15 | 42 | | 23 | | | | | | 65 | |
| 11:30 | 98 | | 112 | | | | | | 210 | | 23:30 | 26 | | 19 | | | | | | 45 | |
| 11:45 | 104 | 403 | 107 | 436 | | | | | 211 | 839 | 23:45 | 25 | 121 | 15 | 82 | | | | | 40 | 203 |
| TOTALS | | 2322 | | 2246 | | | | | | 4568 | TOTALS | | 4244 | | 5407 | | | | | | 9651 |
| SPLIT % | | 50.8% | | 49.2% | | | | | | 32.1% | SPLIT % | | 44.0% | | 56.0% | | | | | | 67.9% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 6,566 | 7,653 | 0 | 0 | 14,219 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 08:15 | 11:45 | | | | 11:15 | PM Peak Hour | 17:00 | 16:00 | | | | 16:15 |
| AM Pk Volume | 418 | 453 | | | | 865 | PM Pk Volume | 641 | 1143 | | | | 1661 |
| Pk Hr Factor | 0.871 | 0.892 | | | | 0.916 | Pk Hr Factor | 0.954 | 0.925 | | | | 0.955 |
| 7 - 9 Volume | 659 | 606 | 0 | 0 | | 1265 | 4 - 6 Volume | 1129 | 2005 | 0 | 0 | | 3134 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | | 08:00 | 4 - 6 Peak Hour | 17:00 | 16:00 | | | | 16:15 |
| 7 - 9 Pk Volume | 396 | 353 | 0 | 0 | | 749 | 4 - 6 PK Volume | 641 | 1143 | 0 | 0 | | 1661 |
| Pk Hr Factor | 0.825 | 0.857 | 0.000 | 0.000 | | 0.840 | Pk Hr Factor | 0.954 | 0.925 | 0.000 | 0.000 | | 0.955 |

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Sassafras St & Palm St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 8,174 | 10,814 | 0 | 0 | 18,988 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 23 | | 65 | | | | | | 88 | |
| 00:15 | 31 | | 22 | | | | | | 53 | |
| 00:30 | 32 | | 35 | | | | | | 67 | |
| 00:45 | 22 | 108 | 25 | 147 | | | | | 47 | 255 |
| 01:00 | 11 | | 22 | | | | | | 33 | |
| 01:15 | 16 | | 14 | | | | | | 30 | |
| 01:30 | 5 | | 7 | | | | | | 12 | |
| 01:45 | 11 | 43 | 11 | 54 | | | | | 22 | 97 |
| 02:00 | 16 | | 13 | | | | | | 29 | |
| 02:15 | 8 | | 6 | | | | | | 14 | |
| 02:30 | 3 | | 4 | | | | | | 7 | |
| 02:45 | 3 | 30 | 8 | 31 | | | | | 11 | 61 |
| 03:00 | 3 | | 2 | | | | | | 5 | |
| 03:15 | 6 | | 7 | | | | | | 13 | |
| 03:30 | 5 | | 12 | | | | | | 17 | |
| 03:45 | 11 | 25 | 12 | 33 | | | | | 23 | 58 |
| 04:00 | 9 | | 21 | | | | | | 30 | |
| 04:15 | 19 | | 24 | | | | | | 43 | |
| 04:30 | 31 | | 60 | | | | | | 91 | |
| 04:45 | 45 | 104 | 76 | 181 | | | | | 121 | 285 |
| 05:00 | 50 | | 99 | | | | | | 149 | |
| 05:15 | 53 | | 108 | | | | | | 161 | |
| 05:30 | 51 | | 101 | | | | | | 152 | |
| 05:45 | 57 | 211 | 68 | 376 | | | | | 125 | 587 |
| 06:00 | 53 | | 61 | | | | | | 114 | |
| 06:15 | 48 | | 89 | | | | | | 137 | |
| 06:30 | 55 | | 79 | | | | | | 134 | |
| 06:45 | 67 | 223 | 106 | 335 | | | | | 173 | 558 |
| 07:00 | 76 | | 89 | | | | | | 165 | |
| 07:15 | 81 | | 108 | | | | | | 189 | |
| 07:30 | 74 | | 110 | | | | | | 184 | |
| 07:45 | 101 | 332 | 95 | 402 | | | | | 196 | 734 |
| 08:00 | 116 | | 128 | | | | | | 244 | |
| 08:15 | 92 | | 125 | | | | | | 217 | |
| 08:30 | 131 | | 164 | | | | | | 295 | |
| 08:45 | 110 | 449 | 152 | 569 | | | | | 262 | 1018 |
| 09:00 | 147 | | 138 | | | | | | 285 | |
| 09:15 | 120 | | 154 | | | | | | 274 | |
| 09:30 | 122 | | 163 | | | | | | 285 | |
| 09:45 | 130 | 519 | 159 | 614 | | | | | 289 | 1133 |
| 10:00 | 119 | | 146 | | | | | | 265 | |
| 10:15 | 128 | | 139 | | | | | | 267 | |
| 10:30 | 110 | | 149 | | | | | | 259 | |
| 10:45 | 141 | 498 | 152 | 586 | | | | | 293 | 1084 |
| 11:00 | 140 | | 145 | | | | | | 285 | |
| 11:15 | 138 | | 169 | | | | | | 307 | |
| 11:30 | 171 | | 158 | | | | | | 329 | |
| 11:45 | 142 | 591 | 153 | 625 | | | | | 295 | 1216 |
| TOTALS | | 3133 | | 3953 | | | | | | 7086 |
| SPLIT % | | 44.2% | | 55.8% | | | | | | 37.3% |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 124 | | 140 | | | | | | 264 | |
| 12:15 | 130 | | 147 | | | | | | 277 | |
| 12:30 | 142 | | 166 | | | | | | 308 | |
| 12:45 | 128 | 524 | 152 | 605 | | | | | 280 | 1129 |
| 13:00 | 142 | | 148 | | | | | | 290 | |
| 13:15 | 140 | | 158 | | | | | | 298 | |
| 13:30 | 165 | | 165 | | | | | | 330 | |
| 13:45 | 152 | 599 | 135 | 606 | | | | | 287 | 1205 |
| 14:00 | 153 | | 159 | | | | | | 312 | |
| 14:15 | 153 | | 117 | | | | | | 270 | |
| 14:30 | 156 | | 124 | | | | | | 280 | |
| 14:45 | 165 | 627 | 138 | 538 | | | | | 303 | 1165 |
| 15:00 | 146 | | 141 | | | | | | 287 | |
| 15:15 | 129 | | 135 | | | | | | 264 | |
| 15:30 | 144 | | 172 | | | | | | 316 | |
| 15:45 | 122 | 541 | 250 | 698 | | | | | 372 | 1239 |
| 16:00 | 134 | | 255 | | | | | | 389 | |
| 16:15 | 132 | | 326 | | | | | | 458 | |
| 16:30 | 172 | | 296 | | | | | | 468 | |
| 16:45 | 120 | 558 | 331 | 1208 | | | | | 451 | 1766 |
| 17:00 | 138 | | 266 | | | | | | 404 | |
| 17:15 | 156 | | 252 | | | | | | 408 | |
| 17:30 | 125 | | 206 | | | | | | 331 | |
| 17:45 | 114 | 533 | 219 | 943 | | | | | 333 | 1476 |
| 18:00 | 137 | | 230 | | | | | | 367 | |
| 18:15 | 96 | | 151 | | | | | | 247 | |
| 18:30 | 96 | | 120 | | | | | | 216 | |
| 18:45 | 99 | 428 | 141 | 642 | | | | | 240 | 1070 |
| 19:00 | 113 | | 122 | | | | | | 235 | |
| 19:15 | 82 | | 79 | | | | | | 161 | |
| 19:30 | 85 | | 89 | | | | | | 174 | |
| 19:45 | 79 | 359 | 92 | 382 | | | | | 171 | 741 |
| 20:00 | 72 | | 99 | | | | | | 171 | |
| 20:15 | 75 | | 102 | | | | | | 177 | |
| 20:30 | 73 | | 90 | | | | | | 163 | |
| 20:45 | 50 | 270 | 106 | 397 | | | | | 156 | 667 |
| 21:00 | 66 | | 85 | | | | | | 151 | |
| 21:15 | 44 | | 97 | | | | | | 141 | |
| 21:30 | 53 | | 89 | | | | | | 142 | |
| 21:45 | 49 | 212 | 79 | 350 | | | | | 128 | 562 |
| 22:00 | 71 | | 92 | | | | | | 163 | |
| 22:15 | 39 | | 74 | | | | | | 113 | |
| 22:30 | 61 | | 74 | | | | | | 135 | |
| 22:45 | 59 | 230 | 66 | 306 | | | | | 125 | 536 |
| 23:00 | 42 | | 70 | | | | | | 112 | |
| 23:15 | 53 | | 46 | | | | | | 99 | |
| 23:30 | 38 | | 37 | | | | | | 75 | |
| 23:45 | 27 | 160 | 33 | 186 | | | | | 60 | 346 |
| TOTALS | | 5041 | | 6861 | | | | | | 11902 |
| SPLIT % | | 42.4% | | 57.6% | | | | | | 62.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 8,174 | 10,814 | 0 | 0 | 18,988 |

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Hour | 11:00 | 11:00 | | | 11:00 |
| AM Pk Volume | 591 | 625 | | | 1216 |
| Pk Hr Factor | 0.864 | 0.925 | | | 0.924 |
| 7 - 9 Volume | 781 | 971 | 0 | 0 | 1752 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | 08:00 |
| 7 - 9 Pk Volume | 449 | 569 | 0 | 0 | 1018 |
| Pk Hr Factor | 0.857 | 0.867 | 0.000 | 0.000 | 0.863 |

| | | | | | |
|---|---|---|---|---|---|
| PM Peak Hour | 14:00 | 16:15 | | | 16:15 |
| PM Pk Volume | 627 | 1219 | | | 1781 |
| Pk Hr Factor | 0.950 | 0.921 | | | 0.951 |
| 4 - 6 Volume | 1091 | 2151 | 0 | 0 | 3242 |
| 4 - 6 Peak Hour | 16:30 | 16:15 | | | 16:15 |
| 4 - 6 Pk Volume | 586 | 1219 | 0 | 0 | 1781 |
| Pk Hr Factor | 0.852 | 0.921 | 0.000 | 0.000 | 0.951 |

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Palm St & Laurel St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 8,976 | 11,471 | 0 | 0 | 20,447 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 29 | | 59 | | | | | | 88 | | 12:00 | 122 | | 181 | | | | | | 303 | |
| 00:15 | 34 | | 26 | | | | | | 60 | | 12:15 | 130 | | 154 | | | | | | 284 | |
| 00:30 | 36 | | 25 | | | | | | 61 | | 12:30 | 133 | | 166 | | | | | | 299 | |
| 00:45 | 24 | 123 | 27 | 137 | | | | | 51 | 260 | 12:45 | 140 | 525 | 165 | 666 | | | | | 305 | 1191 |
| 01:00 | 11 | | 21 | | | | | | 32 | | 13:00 | 154 | | 153 | | | | | | 307 | |
| 01:15 | 18 | | 16 | | | | | | 34 | | 13:15 | 140 | | 144 | | | | | | 284 | |
| 01:30 | 6 | | 7 | | | | | | 13 | | 13:30 | 186 | | 182 | | | | | | 368 | |
| 01:45 | 16 | 51 | 11 | 55 | | | | | 27 | 106 | 13:45 | 146 | 626 | 148 | 627 | | | | | 294 | 1253 |
| 02:00 | 22 | | 20 | | | | | | 42 | | 14:00 | 150 | | 193 | | | | | | 343 | |
| 02:15 | 14 | | 9 | | | | | | 23 | | 14:15 | 155 | | 152 | | | | | | 307 | |
| 02:30 | 9 | | 10 | | | | | | 19 | | 14:30 | 152 | | 158 | | | | | | 310 | |
| 02:45 | 2 | 47 | 7 | 46 | | | | | 9 | 93 | 14:45 | 182 | 639 | 160 | 663 | | | | | 342 | 1302 |
| 03:00 | 4 | | 3 | | | | | | 7 | | 15:00 | 164 | | 165 | | | | | | 329 | |
| 03:15 | 6 | | 6 | | | | | | 12 | | 15:15 | 147 | | 144 | | | | | | 291 | |
| 03:30 | 5 | | 12 | | | | | | 17 | | 15:30 | 149 | | 194 | | | | | | 343 | |
| 03:45 | 13 | 28 | 12 | 33 | | | | | 25 | 61 | 15:45 | 154 | 614 | 287 | 790 | | | | | 441 | 1404 |
| 04:00 | 13 | | 15 | | | | | | 28 | | 16:00 | 141 | | 300 | | | | | | 441 | |
| 04:15 | 28 | | 24 | | | | | | 52 | | 16:15 | 135 | | 308 | | | | | | 443 | |
| 04:30 | 32 | | 46 | | | | | | 78 | | 16:30 | 204 | | 361 | | | | | | 565 | |
| 04:45 | 59 | 132 | 64 | 149 | | | | | 123 | 281 | 16:45 | 136 | 616 | 338 | 1307 | | | | | 474 | 1923 |
| 05:00 | 61 | | 79 | | | | | | 140 | | 17:00 | 151 | | 290 | | | | | | 441 | |
| 05:15 | 64 | | 73 | | | | | | 137 | | 17:15 | 165 | | 271 | | | | | | 436 | |
| 05:30 | 56 | | 83 | | | | | | 139 | | 17:30 | 121 | | 235 | | | | | | 356 | |
| 05:45 | 71 | 252 | 79 | 314 | | | | | 150 | 566 | 17:45 | 134 | 571 | 224 | 1020 | | | | | 358 | 1591 |
| 06:00 | 68 | | 65 | | | | | | 133 | | 18:00 | 140 | | 223 | | | | | | 363 | |
| 06:15 | 59 | | 82 | | | | | | 141 | | 18:15 | 125 | | 172 | | | | | | 297 | |
| 06:30 | 67 | | 78 | | | | | | 145 | | 18:30 | 97 | | 137 | | | | | | 234 | |
| 06:45 | 77 | 271 | 101 | 326 | | | | | 178 | 597 | 18:45 | 114 | 476 | 147 | 679 | | | | | 261 | 1155 |
| 07:00 | 93 | | 94 | | | | | | 187 | | 19:00 | 117 | | 150 | | | | | | 267 | |
| 07:15 | 95 | | 101 | | | | | | 196 | | 19:15 | 85 | | 79 | | | | | | 164 | |
| 07:30 | 93 | | 111 | | | | | | 204 | | 19:30 | 101 | | 106 | | | | | | 207 | |
| 07:45 | 118 | 399 | 99 | 405 | | | | | 217 | 804 | 19:45 | 83 | 386 | 99 | 434 | | | | | 182 | 820 |
| 08:00 | 129 | | 111 | | | | | | 240 | | 20:00 | 79 | | 101 | | | | | | 180 | |
| 08:15 | 113 | | 118 | | | | | | 231 | | 20:15 | 77 | | 113 | | | | | | 190 | |
| 08:30 | 134 | | 144 | | | | | | 278 | | 20:30 | 74 | | 91 | | | | | | 165 | |
| 08:45 | 122 | 498 | 158 | 531 | | | | | 280 | 1029 | 20:45 | 64 | 294 | 100 | 405 | | | | | 164 | 699 |
| 09:00 | 149 | | 128 | | | | | | 277 | | 21:00 | 76 | | 88 | | | | | | 164 | |
| 09:15 | 111 | | 140 | | | | | | 251 | | 21:15 | 58 | | 93 | | | | | | 151 | |
| 09:30 | 129 | | 175 | | | | | | 304 | | 21:30 | 68 | | 76 | | | | | | 144 | |
| 09:45 | 125 | 514 | 188 | 631 | | | | | 313 | 1145 | 21:45 | 61 | 263 | 88 | 345 | | | | | 149 | 608 |
| 10:00 | 130 | | 176 | | | | | | 306 | | 22:00 | 77 | | 82 | | | | | | 159 | |
| 10:15 | 121 | | 158 | | | | | | 279 | | 22:15 | 56 | | 79 | | | | | | 135 | |
| 10:30 | 117 | | 191 | | | | | | 308 | | 22:30 | 94 | | 77 | | | | | | 171 | |
| 10:45 | 131 | 499 | 168 | 693 | | | | | 299 | 1192 | 22:45 | 83 | 310 | 65 | 303 | | | | | 148 | 613 |
| 11:00 | 143 | | 172 | | | | | | 315 | | 23:00 | 64 | | 83 | | | | | | 147 | |
| 11:15 | 152 | | 168 | | | | | | 320 | | 23:15 | 67 | | 45 | | | | | | 112 | |
| 11:30 | 166 | | 194 | | | | | | 360 | | 23:30 | 59 | | 42 | | | | | | 101 | |
| 11:45 | 153 | 614 | 176 | 710 | | | | | 329 | 1324 | 23:45 | 38 | 228 | 32 | 202 | | | | | 70 | 430 |
| TOTALS | | 3428 | | 4030 | | | | | | 7458 | TOTALS | | 5548 | | 7441 | | | | | | 12989 |
| SPLIT % | | 46.0% | | 54.0% | | | | | | 36.5% | SPLIT % | | 42.7% | | 57.3% | | | | | | 63.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 8,976 | 11,471 | 0 | 0 | 20,447 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:00 | 11:15 | | | 11:00 | PM Peak Hour | 16:30 | 16:00 | | | 16:00 |
| AM Pk Volume | 614 | 719 | | | 1324 | PM Pk Volume | 656 | 1307 | | | 1923 |
| Pk Hr Factor | 0.925 | 0.927 | | | 0.919 | Pk Hr Factor | 0.804 | 0.905 | | | 0.851 |
| 7 - 9 Volume | 897 | 936 | 0 | 0 | 1833 | 4 - 6 Volume | 1187 | 2327 | 0 | 0 | 3514 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 16:30 | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 498 | 531 | 0 | 0 | 1029 | 4 - 6 Pk Volume | 656 | 1307 | 0 | 0 | 1923 |
| Pk Hr Factor | 0.929 | 0.840 | 0.000 | 0.000 | 0.919 | Pk Hr Factor | 0.804 | 0.905 | 0.000 | 0.000 | 0.851 |

Prepared by NDS/ATD

# VOLUME

## Pacific Hwy Bet. Laurel St & Juniper St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_006

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 5,596 | 4,882 | 0 | 0 | 10,478 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 11 | | 9 | | | | | | 20 | | 12:00 | 90 | | 84 | | | | | | 174 | |
| 00:15 | 13 | | 7 | | | | | | 20 | | 12:15 | 93 | | 60 | | | | | | 153 | |
| 00:30 | 21 | | 5 | | | | | | 26 | | 12:30 | 95 | | 69 | | | | | | 164 | |
| 00:45 | 8 | 53 | 15 | 36 | | | | | 23 | 89 | 12:45 | 98 | 376 | 88 | 301 | | | | | 186 | 677 |
| 01:00 | 5 | | 9 | | | | | | 14 | | 13:00 | 93 | | 62 | | | | | | 155 | |
| 01:15 | 10 | | 10 | | | | | | 20 | | 13:15 | 94 | | 61 | | | | | | 155 | |
| 01:30 | 4 | | 3 | | | | | | 7 | | 13:30 | 102 | | 92 | | | | | | 194 | |
| 01:45 | 10 | 29 | 8 | 30 | | | | | 18 | 59 | 13:45 | 90 | 379 | 66 | 281 | | | | | 156 | 660 |
| 02:00 | 10 | | 5 | | | | | | 15 | | 14:00 | 99 | | 82 | | | | | | 181 | |
| 02:15 | 7 | | 5 | | | | | | 12 | | 14:15 | 100 | | 67 | | | | | | 167 | |
| 02:30 | 9 | | 4 | | | | | | 13 | | 14:30 | 89 | | 74 | | | | | | 163 | |
| 02:45 | 6 | 32 | 5 | 19 | | | | | 11 | 51 | 14:45 | 84 | 372 | 72 | 295 | | | | | 156 | 667 |
| 03:00 | 1 | | 3 | | | | | | 4 | | 15:00 | 92 | | 56 | | | | | | 148 | |
| 03:15 | 10 | | 4 | | | | | | 14 | | 15:15 | 97 | | 80 | | | | | | 177 | |
| 03:30 | 14 | | 10 | | | | | | 24 | | 15:30 | 87 | | 106 | | | | | | 193 | |
| 03:45 | 14 | 39 | 4 | 21 | | | | | 18 | 60 | 15:45 | 80 | 356 | 181 | 423 | | | | | 261 | 779 |
| 04:00 | 14 | | 3 | | | | | | 17 | | 16:00 | 81 | | 164 | | | | | | 245 | |
| 04:15 | 18 | | 6 | | | | | | 24 | | 16:15 | 91 | | 174 | | | | | | 265 | |
| 04:30 | 29 | | 5 | | | | | | 34 | | 16:30 | 131 | | 263 | | | | | | 394 | |
| 04:45 | 35 | 96 | 9 | 23 | | | | | 44 | 119 | 16:45 | 97 | 400 | 178 | 779 | | | | | 275 | 1179 |
| 05:00 | 52 | | 4 | | | | | | 56 | | 17:00 | 130 | | 196 | | | | | | 326 | |
| 05:15 | 42 | | 10 | | | | | | 52 | | 17:15 | 118 | | 152 | | | | | | 270 | |
| 05:30 | 39 | | 15 | | | | | | 54 | | 17:30 | 95 | | 140 | | | | | | 235 | |
| 05:45 | 29 | 162 | 13 | 42 | | | | | 42 | 204 | 17:45 | 99 | 442 | 117 | 605 | | | | | 216 | 1047 |
| 06:00 | 43 | | 20 | | | | | | 63 | | 18:00 | 73 | | 94 | | | | | | 167 | |
| 06:15 | 37 | | 24 | | | | | | 61 | | 18:15 | 77 | | 56 | | | | | | 133 | |
| 06:30 | 39 | | 34 | | | | | | 73 | | 18:30 | 66 | | 44 | | | | | | 110 | |
| 06:45 | 56 | 175 | 41 | 119 | | | | | 97 | 294 | 18:45 | 64 | 280 | 52 | 246 | | | | | 116 | 526 |
| 07:00 | 60 | | 28 | | | | | | 88 | | 19:00 | 60 | | 59 | | | | | | 119 | |
| 07:15 | 70 | | 40 | | | | | | 110 | | 19:15 | 51 | | 26 | | | | | | 77 | |
| 07:30 | 73 | | 47 | | | | | | 120 | | 19:30 | 40 | | 17 | | | | | | 57 | |
| 07:45 | 90 | 293 | 32 | 147 | | | | | 122 | 440 | 19:45 | 41 | 192 | 27 | 129 | | | | | 68 | 321 |
| 08:00 | 92 | | 45 | | | | | | 137 | | 20:00 | 47 | | 42 | | | | | | 89 | |
| 08:15 | 84 | | 47 | | | | | | 131 | | 20:15 | 40 | | 35 | | | | | | 75 | |
| 08:30 | 87 | | 56 | | | | | | 143 | | 20:30 | 36 | | 25 | | | | | | 61 | |
| 08:45 | 82 | 345 | 69 | 217 | | | | | 151 | 562 | 20:45 | 38 | 161 | 35 | 137 | | | | | 73 | 298 |
| 09:00 | 94 | | 48 | | | | | | 142 | | 21:00 | 35 | | 30 | | | | | | 65 | |
| 09:15 | 76 | | 57 | | | | | | 133 | | 21:15 | 23 | | 27 | | | | | | 50 | |
| 09:30 | 98 | | 59 | | | | | | 157 | | 21:30 | 42 | | 23 | | | | | | 65 | |
| 09:45 | 84 | 352 | 54 | 218 | | | | | 138 | 570 | 21:45 | 28 | 128 | 22 | 102 | | | | | 50 | 230 |
| 10:00 | 70 | | 62 | | | | | | 132 | | 22:00 | 29 | | 24 | | | | | | 53 | |
| 10:15 | 79 | | 63 | | | | | | 142 | | 22:15 | 39 | | 22 | | | | | | 61 | |
| 10:30 | 77 | | 76 | | | | | | 153 | | 22:30 | 44 | | 25 | | | | | | 69 | |
| 10:45 | 82 | 308 | 49 | 250 | | | | | 131 | 558 | 22:45 | 20 | 132 | 25 | 96 | | | | | 45 | 228 |
| 11:00 | 94 | | 68 | | | | | | 162 | | 23:00 | 22 | | 24 | | | | | | 46 | |
| 11:15 | 94 | | 71 | | | | | | 165 | | 23:15 | 25 | | 19 | | | | | | 44 | |
| 11:30 | 118 | | 73 | | | | | | 191 | | 23:30 | 19 | | 21 | | | | | | 40 | |
| 11:45 | 111 | 417 | 78 | 290 | | | | | 189 | 707 | 23:45 | 11 | 77 | 12 | 76 | | | | | 23 | 153 |
| TOTALS | | 2301 | | 1412 | | | | | | 3713 | TOTALS | | 3295 | | 3470 | | | | | | 6765 |
| SPLIT % | | 62.0% | | 38.0% | | | | | | 35.4% | SPLIT % | | 48.7% | | 51.3% | | | | | | 64.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 5,596 | 4,882 | 0 | 0 | 10,478 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:00 | 11:15 | | | 11:15 | PM Peak Hour | 16:30 | 16:15 | | | 16:30 |
| AM Pk Volume | 417 | 306 | | | 719 | PM Pk Volume | 476 | 811 | | | 1265 |
| Pk Hr Factor | 0.883 | 0.911 | | | 0.941 | Pk Hr Factor | 0.908 | 0.771 | | | 0.803 |
| 7 - 9 Volume | 638 | 364 | 0 | 0 | 1002 | 4 - 6 Volume | 842 | 1384 | 0 | 0 | 2226 |
| 7 - 9 Peak Hour | 07:45 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 16:30 | 16:15 | | | 16:30 |
| 7 - 9 Pk Volume | 353 | 217 | 0 | 0 | 562 | 4 - 6 Pk Volume | 476 | 811 | 0 | 0 | 1265 |
| Pk Hr Factor | 0.959 | 0.786 | 0.000 | 0.000 | 0.930 | Pk Hr Factor | 0.908 | 0.771 | 0.000 | 0.000 | 0.803 |

Prepared by NDS/ATD

# VOLUME

## Kettner Blvd Bet. Vine St & Sassafras St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 26,492 | 0 | 0 | 26,492 |

| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 43 | | | 43 | 12:00 | 0 | 354 | | | 354 |
| 00:15 | 0 | 57 | | | 57 | 12:15 | 0 | 378 | | | 378 |
| 00:30 | 0 | 50 | | | 50 | 12:30 | 0 | 388 | | | 388 |
| 00:45 | 0 | 32 | 182 | | 32 182 | 12:45 | 0 | 347 | 1467 | | 347 1467 |
| 01:00 | 0 | 20 | | | 20 | 13:00 | 0 | 289 | | | 289 |
| 01:15 | 0 | 16 | | | 16 | 13:15 | 0 | 349 | | | 349 |
| 01:30 | 0 | 18 | | | 18 | 13:30 | 0 | 323 | | | 323 |
| 01:45 | 0 | 16 | 70 | | 16 70 | 13:45 | 0 | 324 | 1285 | | 324 1285 |
| 02:00 | 0 | 16 | | | 16 | 14:00 | 0 | 351 | | | 351 |
| 02:15 | 0 | 15 | | | 15 | 14:15 | 0 | 301 | | | 301 |
| 02:30 | 0 | 10 | | | 10 | 14:30 | 0 | 341 | | | 341 |
| 02:45 | 0 | 17 | 58 | | 17 58 | 14:45 | 0 | 337 | 1330 | | 337 1330 |
| 03:00 | 0 | 13 | | | 13 | 15:00 | 0 | 308 | | | 308 |
| 03:15 | 0 | 21 | | | 21 | 15:15 | 0 | 330 | | | 330 |
| 03:30 | 0 | 21 | | | 21 | 15:30 | 0 | 382 | | | 382 |
| 03:45 | 0 | 47 | 102 | | 47 102 | 15:45 | 0 | 495 | 1515 | | 495 1515 |
| 04:00 | 0 | 74 | | | 74 | 16:00 | 0 | 498 | | | 498 |
| 04:15 | 0 | 126 | | | 126 | 16:15 | 0 | 524 | | | 524 |
| 04:30 | 0 | 220 | | | 220 | 16:30 | 0 | 573 | | | 573 |
| 04:45 | 0 | 327 | 747 | | 327 747 | 16:45 | 0 | 526 | 2121 | | 526 2121 |
| 05:00 | 0 | 407 | | | 407 | 17:00 | 0 | 538 | | | 538 |
| 05:15 | 0 | 434 | | | 434 | 17:15 | 0 | 528 | | | 528 |
| 05:30 | 0 | 371 | | | 371 | 17:30 | 0 | 524 | | | 524 |
| 05:45 | 0 | 338 | 1550 | | 338 1550 | 17:45 | 0 | 477 | 2067 | | 477 2067 |
| 06:00 | 0 | 306 | | | 306 | 18:00 | 0 | 453 | | | 453 |
| 06:15 | 0 | 330 | | | 330 | 18:15 | 0 | 462 | | | 462 |
| 06:30 | 0 | 351 | | | 351 | 18:30 | 0 | 456 | | | 456 |
| 06:45 | 0 | 331 | 1318 | | 331 1318 | 18:45 | 0 | 342 | 1713 | | 342 1713 |
| 07:00 | 0 | 349 | | | 349 | 19:00 | 0 | 260 | | | 260 |
| 07:15 | 0 | 363 | | | 363 | 19:15 | 0 | 247 | | | 247 |
| 07:30 | 0 | 340 | | | 340 | 19:30 | 0 | 218 | | | 218 |
| 07:45 | 0 | 380 | 1432 | | 380 1432 | 19:45 | 0 | 223 | 948 | | 223 948 |
| 08:00 | 0 | 423 | | | 423 | 20:00 | 0 | 236 | | | 236 |
| 08:15 | 0 | 408 | | | 408 | 20:15 | 0 | 227 | | | 227 |
| 08:30 | 0 | 386 | | | 386 | 20:30 | 0 | 208 | | | 208 |
| 08:45 | 0 | 399 | 1616 | | 399 1616 | 20:45 | 0 | 210 | 881 | | 210 881 |
| 09:00 | 0 | 419 | | | 419 | 21:00 | 0 | 196 | | | 196 |
| 09:15 | 0 | 414 | | | 414 | 21:15 | 0 | 179 | | | 179 |
| 09:30 | 0 | 359 | | | 359 | 21:30 | 0 | 182 | | | 182 |
| 09:45 | 0 | 381 | 1573 | | 381 1573 | 21:45 | 0 | 152 | 709 | | 152 709 |
| 10:00 | 0 | 384 | | | 384 | 22:00 | 0 | 139 | | | 139 |
| 10:15 | 0 | 393 | | | 393 | 22:15 | 0 | 132 | | | 132 |
| 10:30 | 0 | 372 | | | 372 | 22:30 | 0 | 111 | | | 111 |
| 10:45 | 0 | 398 | 1547 | | 398 1547 | 22:45 | 0 | 81 | 463 | | 81 463 |
| 11:00 | 0 | 368 | | | 368 | 23:00 | 0 | 92 | | | 92 |
| 11:15 | 0 | 378 | | | 378 | 23:15 | 0 | 70 | | | 70 |
| 11:30 | 0 | 389 | | | 389 | 23:30 | 0 | 78 | | | 78 |
| 11:45 | 0 | 375 | 1510 | | 375 1510 | 23:45 | 0 | 48 | 288 | | 48 288 |
| TOTALS | | 11705 | | | 11705 | TOTALS | | 14787 | | | 14787 |
| SPLIT % | | 100.0% | | | 44.2% | SPLIT % | | 100.0% | | | 55.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 26,492 | 0 | 0 | 26,492 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | 08:30 | | | 08:30 | PM Peak Hour | | 16:30 | | | 16:30 |
| AM Pk Volume | | 1618 | | | 1618 | PM Pk Volume | | 2165 | | | 2165 |
| Pk Hr Factor | | 0.965 | | | 0.965 | Pk Hr Factor | | 0.945 | | | 0.945 |
| 7 - 9 Volume | 0 | 3048 | 0 | 0 | 3048 | 4 - 6 Volume | 0 | 4188 | 0 | 0 | 4188 |
| 7 - 9 Peak Hour | | 08:00 | | | 08:00 | 4 - 6 Peak Hour | | 16:30 | | | 16:30 |
| 7 - 9 Pk Volume | 0 | 1616 | 0 | 0 | 1616 | 4 - 6 Pk Volume | 0 | 2165 | 0 | 0 | 2165 |
| Pk Hr Factor | 0.000 | 0.955 | 0.000 | 0.000 | 0.955 | Pk Hr Factor | 0.000 | 0.945 | 0.000 | 0.000 | 0.945 |

Prepared by NDS/ATD

# VOLUME

## Kettner Blvd Bet. Palm St & Laurel St

Day: Monday
Date: 7/10/2017

City: San Diego
Project #: CA17_4222_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 18,406 | 0 | 0 | 18,406 |

| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 88 | | | 88 | 12:00 | 0 | 272 | | | 272 |
| 00:15 | 0 | 55 | | | 55 | 12:15 | 0 | 271 | | | 271 |
| 00:30 | 0 | 42 | | | 42 | 12:30 | 0 | 276 | | | 276 |
| 00:45 | 0 | 32 | 217 | | 32 217 | 12:45 | 0 | 245 | 1064 | | 245 1064 |
| 01:00 | 0 | 32 | | | 32 | 13:00 | 0 | 258 | | | 258 |
| 01:15 | 0 | 32 | | | 32 | 13:15 | 0 | 273 | | | 273 |
| 01:30 | 0 | 31 | | | 31 | 13:30 | 0 | 256 | | | 256 |
| 01:45 | 0 | 20 | 115 | | 20 115 | 13:45 | 0 | 259 | 1046 | | 259 1046 |
| 02:00 | 0 | 20 | | | 20 | 14:00 | 0 | 244 | | | 244 |
| 02:15 | 0 | 8 | | | 8 | 14:15 | 0 | 275 | | | 275 |
| 02:30 | 0 | 9 | | | 9 | 14:30 | 0 | 247 | | | 247 |
| 02:45 | 0 | 10 | 47 | | 10 47 | 14:45 | 0 | 231 | 997 | | 231 997 |
| 03:00 | 0 | 10 | | | 10 | 15:00 | 0 | 247 | | | 247 |
| 03:15 | 0 | 8 | | | 8 | 15:15 | 0 | 288 | | | 288 |
| 03:30 | 0 | 23 | | | 23 | 15:30 | 0 | 330 | | | 330 |
| 03:45 | 0 | 27 | 68 | | 27 68 | 15:45 | 0 | 318 | 1183 | | 318 1183 |
| 04:00 | 0 | 45 | | | 45 | 16:00 | 0 | 358 | | | 358 |
| 04:15 | 0 | 58 | | | 58 | 16:15 | 0 | 287 | | | 287 |
| 04:30 | 0 | 127 | | | 127 | 16:30 | 0 | 327 | | | 327 |
| 04:45 | 0 | 187 | 417 | | 187 417 | 16:45 | 0 | 273 | 1245 | | 273 1245 |
| 05:00 | 0 | 254 | | | 254 | 17:00 | 0 | 269 | | | 269 |
| 05:15 | 0 | 247 | | | 247 | 17:15 | 0 | 285 | | | 285 |
| 05:30 | 0 | 211 | | | 211 | 17:30 | 0 | 284 | | | 284 |
| 05:45 | 0 | 207 | 919 | | 207 919 | 17:45 | 0 | 270 | 1108 | | 270 1108 |
| 06:00 | 0 | 189 | | | 189 | 18:00 | 0 | 290 | | | 290 |
| 06:15 | 0 | 222 | | | 222 | 18:15 | 0 | 237 | | | 237 |
| 06:30 | 0 | 254 | | | 254 | 18:30 | 0 | 269 | | | 269 |
| 06:45 | 0 | 195 | 860 | | 195 860 | 18:45 | 0 | 232 | 1028 | | 232 1028 |
| 07:00 | 0 | 188 | | | 188 | 19:00 | 0 | 225 | | | 225 |
| 07:15 | 0 | 240 | | | 240 | 19:15 | 0 | 175 | | | 175 |
| 07:30 | 0 | 240 | | | 240 | 19:30 | 0 | 218 | | | 218 |
| 07:45 | 0 | 260 | 928 | | 260 928 | 19:45 | 0 | 173 | 791 | | 173 791 |
| 08:00 | 0 | 283 | | | 283 | 20:00 | 0 | 168 | | | 168 |
| 08:15 | 0 | 277 | | | 277 | 20:15 | 0 | 165 | | | 165 |
| 08:30 | 0 | 294 | | | 294 | 20:30 | 0 | 162 | | | 162 |
| 08:45 | 0 | 300 | 1154 | | 300 1154 | 20:45 | 0 | 155 | 650 | | 155 650 |
| 09:00 | 0 | 253 | | | 253 | 21:00 | 0 | 146 | | | 146 |
| 09:15 | 0 | 286 | | | 286 | 21:15 | 0 | 150 | | | 150 |
| 09:30 | 0 | 248 | | | 248 | 21:30 | 0 | 128 | | | 128 |
| 09:45 | 0 | 272 | 1059 | | 272 1059 | 21:45 | 0 | 126 | 550 | | 126 550 |
| 10:00 | 0 | 273 | | | 273 | 22:00 | 0 | 117 | | | 117 |
| 10:15 | 0 | 270 | | | 270 | 22:15 | 0 | 114 | | | 114 |
| 10:30 | 0 | 254 | | | 254 | 22:30 | 0 | 104 | | | 104 |
| 10:45 | 0 | 242 | 1039 | | 242 1039 | 22:45 | 0 | 121 | 456 | | 121 456 |
| 11:00 | 0 | 276 | | | 276 | 23:00 | 0 | 100 | | | 100 |
| 11:15 | 0 | 291 | | | 291 | 23:15 | 0 | 82 | | | 82 |
| 11:30 | 0 | 287 | | | 287 | 23:30 | 0 | 78 | | | 78 |
| 11:45 | 0 | 292 | 1146 | | 292 1146 | 23:45 | 0 | 59 | 319 | | 59 319 |
| TOTALS | | 7969 | | | 7969 | TOTALS | | 10437 | | | 10437 |
| SPLIT % | | 100.0% | | | 43.3% | SPLIT % | | 100.0% | | | 56.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 18,406 | 0 | 0 | 18,406 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | 08:00 | | | 08:00 | PM Peak Hour | | 15:15 | | | 15:15 |
| AM Pk Volume | | 1154 | | | 1154 | PM Pk Volume | | 1294 | | | 1294 |
| Pk Hr Factor | | 0.962 | | | 0.962 | Pk Hr Factor | | 0.904 | | | 0.904 |
| 7 - 9 Volume | 0 | 2082 | 0 | 0 | 2082 | 4 - 6 Volume | 0 | 2353 | 0 | 0 | 2353 |
| 7 - 9 Peak Hour | | 08:00 | | | 08:00 | 4 - 6 Peak Hour | | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 0 | 1154 | 0 | 0 | 1154 | 4 - 6 Pk Volume | 0 | 1245 | 0 | 0 | 1245 |
| Pk Hr Factor | 0.000 | 0.962 | 0.000 | 0.000 | 0.962 | Pk Hr Factor | 0.000 | 0.869 | 0.000 | 0.000 | 0.869 |

Prepared by NDS/ATD

# VOLUME

## India St Bet. Sassafras St & Laurel St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 14,465 | 0 | 0 | 0 | 14,465 |

| AM Period | NB | | SB | EB | WB | TOTAL | | PM Period | NB | | SB | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 71 | | 0 | | | 71 | | 12:00 | 191 | | 0 | | | 191 | |
| 00:15 | 35 | | 0 | | | 35 | | 12:15 | 224 | | 0 | | | 224 | |
| 00:30 | 57 | | 0 | | | 57 | | 12:30 | 215 | | 0 | | | 215 | |
| 00:45 | 36 | 199 | 0 | | | 36 | 199 | 12:45 | 218 | 848 | 0 | | | 218 | 848 |
| 01:00 | 40 | | 0 | | | 40 | | 13:00 | 244 | | 0 | | | 244 | |
| 01:15 | 11 | | 0 | | | 11 | | 13:15 | 256 | | 0 | | | 256 | |
| 01:30 | 14 | | 0 | | | 14 | | 13:30 | 289 | | 0 | | | 289 | |
| 01:45 | 15 | 80 | 0 | | | 15 | 80 | 13:45 | 243 | 1032 | 0 | | | 243 | 1032 |
| 02:00 | 17 | | 0 | | | 17 | | 14:00 | 209 | | 0 | | | 209 | |
| 02:15 | 15 | | 0 | | | 15 | | 14:15 | 239 | | 0 | | | 239 | |
| 02:30 | 5 | | 0 | | | 5 | | 14:30 | 232 | | 0 | | | 232 | |
| 02:45 | 3 | 40 | 0 | | | 3 | 40 | 14:45 | 211 | 891 | 0 | | | 211 | 891 |
| 03:00 | 6 | | 0 | | | 6 | | 15:00 | 249 | | 0 | | | 249 | |
| 03:15 | 4 | | 0 | | | 4 | | 15:15 | 207 | | 0 | | | 207 | |
| 03:30 | 7 | | 0 | | | 7 | | 15:30 | 192 | | 0 | | | 192 | |
| 03:45 | 8 | 25 | 0 | | | 8 | 25 | 15:45 | 232 | 880 | 0 | | | 232 | 880 |
| 04:00 | 10 | | 0 | | | 10 | | 16:00 | 230 | | 0 | | | 230 | |
| 04:15 | 15 | | 0 | | | 15 | | 16:15 | 200 | | 0 | | | 200 | |
| 04:30 | 33 | | 0 | | | 33 | | 16:30 | 229 | | 0 | | | 229 | |
| 04:45 | 51 | 109 | 0 | | | 51 | 109 | 16:45 | 216 | 875 | 0 | | | 216 | 875 |
| 05:00 | 107 | | 0 | | | 107 | | 17:00 | 236 | | 0 | | | 236 | |
| 05:15 | 120 | | 0 | | | 120 | | 17:15 | 230 | | 0 | | | 230 | |
| 05:30 | 199 | | 0 | | | 199 | | 17:30 | 182 | | 0 | | | 182 | |
| 05:45 | 148 | 574 | 0 | | | 148 | 574 | 17:45 | 207 | 855 | 0 | | | 207 | 855 |
| 06:00 | 111 | | 0 | | | 111 | | 18:00 | 198 | | 0 | | | 198 | |
| 06:15 | 119 | | 0 | | | 119 | | 18:15 | 226 | | 0 | | | 226 | |
| 06:30 | 123 | | 0 | | | 123 | | 18:30 | 221 | | 0 | | | 221 | |
| 06:45 | 105 | 458 | 0 | | | 105 | 458 | 18:45 | 205 | 850 | 0 | | | 205 | 850 |
| 07:00 | 92 | | 0 | | | 92 | | 19:00 | 201 | | 0 | | | 201 | |
| 07:15 | 131 | | 0 | | | 131 | | 19:15 | 167 | | 0 | | | 167 | |
| 07:30 | 126 | | 0 | | | 126 | | 19:30 | 167 | | 0 | | | 167 | |
| 07:45 | 138 | 487 | 0 | | | 138 | 487 | 19:45 | 205 | 740 | 0 | | | 205 | 740 |
| 08:00 | 146 | | 0 | | | 146 | | 20:00 | 191 | | 0 | | | 191 | |
| 08:15 | 120 | | 0 | | | 120 | | 20:15 | 198 | | 0 | | | 198 | |
| 08:30 | 166 | | 0 | | | 166 | | 20:30 | 197 | | 0 | | | 197 | |
| 08:45 | 140 | 572 | 0 | | | 140 | 572 | 20:45 | 151 | 737 | 0 | | | 151 | 737 |
| 09:00 | 197 | | 0 | | | 197 | | 21:00 | 157 | | 0 | | | 157 | |
| 09:15 | 167 | | 0 | | | 167 | | 21:15 | 153 | | 0 | | | 153 | |
| 09:30 | 185 | | 0 | | | 185 | | 21:30 | 186 | | 0 | | | 186 | |
| 09:45 | 243 | 792 | 0 | | | 243 | 792 | 21:45 | 181 | 677 | 0 | | | 181 | 677 |
| 10:00 | 206 | | 0 | | | 206 | | 22:00 | 182 | | 0 | | | 182 | |
| 10:15 | 203 | | 0 | | | 203 | | 22:15 | 152 | | 0 | | | 152 | |
| 10:30 | 165 | | 0 | | | 165 | | 22:30 | 159 | | 0 | | | 159 | |
| 10:45 | 192 | 766 | 0 | | | 192 | 766 | 22:45 | 145 | 638 | 0 | | | 145 | 638 |
| 11:00 | 203 | | 0 | | | 203 | | 23:00 | 108 | | 0 | | | 108 | |
| 11:15 | 200 | | 0 | | | 200 | | 23:15 | 147 | | 0 | | | 147 | |
| 11:30 | 246 | | 0 | | | 246 | | 23:30 | 119 | | 0 | | | 119 | |
| 11:45 | 219 | 868 | 0 | | | 219 | 868 | 23:45 | 98 | 472 | 0 | | | 98 | 472 |
| TOTALS | | 4970 | | | | | 4970 | TOTALS | | 9495 | | | | | 9495 |
| SPLIT % | | 100.0% | | | | | 34.4% | SPLIT % | | 100.0% | | | | | 65.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 14,465 | 0 | 0 | 0 | 14,465 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:30 | | | | 11:30 | PM Peak Hour | 13:00 | | | | 13:00 |
| AM Pk Volume | 880 | | | | 880 | PM Pk Volume | 1032 | | | | 1032 |
| Pk Hr Factor | 0.894 | | | | 0.894 | Pk Hr Factor | 0.893 | | | | 0.893 |
| 7 - 9 Volume | 1059 | 0 | 0 | 0 | 1059 | 4 - 6 Volume | 1730 | 0 | 0 | 0 | 1730 |
| 7 - 9 Peak Hour | 08:00 | | | | 08:00 | 4 - 6 Peak Hour | 16:30 | | | | 16:30 |
| 7 - 9 Pk Volume | 572 | 0 | 0 | 0 | 572 | 4 - 6 Pk Volume | 911 | 0 | 0 | 0 | 911 |
| Pk Hr Factor | 0.861 | 0.000 | 0.000 | 0.000 | 0.861 | Pk Hr Factor | 0.965 | 0.000 | 0.000 | 0.000 | 0.965 |

Prepared by NDS/ATD

# VOLUME

## India St Bet. Laurel St & Juniper St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_010

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,884 | 0 | 0 | 0 | 3,884 |

| AM Period | NB | | SB | EB | WB | TOTAL | | PM Period | NB | | SB | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 11 | | 0 | | | 11 | | 12:00 | 73 | | 0 | | | 73 | |
| 00:15 | 9 | | 0 | | | 9 | | 12:15 | 79 | | 0 | | | 79 | |
| 00:30 | 7 | | 0 | | | 7 | | 12:30 | 60 | | 0 | | | 60 | |
| 00:45 | 5 | 32 | 0 | | | 5 | 32 | 12:45 | 70 | 282 | 0 | | | 70 | 282 |
| 01:00 | 4 | | 0 | | | 4 | | 13:00 | 67 | | 0 | | | 67 | |
| 01:15 | 6 | | 0 | | | 6 | | 13:15 | 84 | | 0 | | | 84 | |
| 01:30 | 3 | | 0 | | | 3 | | 13:30 | 63 | | 0 | | | 63 | |
| 01:45 | 4 | 17 | 0 | | | 4 | 17 | 13:45 | 75 | 289 | 0 | | | 75 | 289 |
| 02:00 | 5 | | 0 | | | 5 | | 14:00 | 51 | | 0 | | | 51 | |
| 02:15 | 2 | | 0 | | | 2 | | 14:15 | 80 | | 0 | | | 80 | |
| 02:30 | 3 | | 0 | | | 3 | | 14:30 | 77 | | 0 | | | 77 | |
| 02:45 | 1 | 11 | 0 | | | 1 | 11 | 14:45 | 61 | 269 | 0 | | | 61 | 269 |
| 03:00 | 2 | | 0 | | | 2 | | 15:00 | 78 | | 0 | | | 78 | |
| 03:15 | 2 | | 0 | | | 2 | | 15:15 | 63 | | 0 | | | 63 | |
| 03:30 | 2 | | 0 | | | 2 | | 15:30 | 55 | | 0 | | | 55 | |
| 03:45 | 3 | 9 | 0 | | | 3 | 9 | 15:45 | 81 | 277 | 0 | | | 81 | 277 |
| 04:00 | 3 | | 0 | | | 3 | | 16:00 | 68 | | 0 | | | 68 | |
| 04:15 | 2 | | 0 | | | 2 | | 16:15 | 61 | | 0 | | | 61 | |
| 04:30 | 2 | | 0 | | | 2 | | 16:30 | 60 | | 0 | | | 60 | |
| 04:45 | 8 | 15 | 0 | | | 8 | 15 | 16:45 | 74 | 263 | 0 | | | 74 | 263 |
| 05:00 | 7 | | 0 | | | 7 | | 17:00 | 80 | | 0 | | | 80 | |
| 05:15 | 8 | | 0 | | | 8 | | 17:15 | 89 | | 0 | | | 89 | |
| 05:30 | 6 | | 0 | | | 6 | | 17:30 | 100 | | 0 | | | 100 | |
| 05:45 | 12 | 33 | 0 | | | 12 | 33 | 17:45 | 79 | 348 | 0 | | | 79 | 348 |
| 06:00 | 11 | | 0 | | | 11 | | 18:00 | 84 | | 0 | | | 84 | |
| 06:15 | 25 | | 0 | | | 25 | | 18:15 | 79 | | 0 | | | 79 | |
| 06:30 | 21 | | 0 | | | 21 | | 18:30 | 64 | | 0 | | | 64 | |
| 06:45 | 20 | 77 | 0 | | | 20 | 77 | 18:45 | 64 | 291 | 0 | | | 64 | 291 |
| 07:00 | 18 | | 0 | | | 18 | | 19:00 | 53 | | 0 | | | 53 | |
| 07:15 | 26 | | 0 | | | 26 | | 19:15 | 72 | | 0 | | | 72 | |
| 07:30 | 27 | | 0 | | | 27 | | 19:30 | 48 | | 0 | | | 48 | |
| 07:45 | 28 | 99 | 0 | | | 28 | 99 | 19:45 | 48 | 221 | 0 | | | 48 | 221 |
| 08:00 | 33 | | 0 | | | 33 | | 20:00 | 54 | | 0 | | | 54 | |
| 08:15 | 39 | | 0 | | | 39 | | 20:15 | 50 | | 0 | | | 50 | |
| 08:30 | 47 | | 0 | | | 47 | | 20:30 | 41 | | 0 | | | 41 | |
| 08:45 | 41 | 160 | 0 | | | 41 | 160 | 20:45 | 40 | 185 | 0 | | | 40 | 185 |
| 09:00 | 45 | | 0 | | | 45 | | 21:00 | 47 | | 0 | | | 47 | |
| 09:15 | 49 | | 0 | | | 49 | | 21:15 | 53 | | 0 | | | 53 | |
| 09:30 | 49 | | 0 | | | 49 | | 21:30 | 37 | | 0 | | | 37 | |
| 09:45 | 50 | 193 | 0 | | | 50 | 193 | 21:45 | 31 | 168 | 0 | | | 31 | 168 |
| 10:00 | 54 | | 0 | | | 54 | | 22:00 | 20 | | 0 | | | 20 | |
| 10:15 | 47 | | 0 | | | 47 | | 22:15 | 32 | | 0 | | | 32 | |
| 10:30 | 62 | | 0 | | | 62 | | 22:30 | 22 | | 0 | | | 22 | |
| 10:45 | 60 | 223 | 0 | | | 60 | 223 | 22:45 | 29 | 103 | 0 | | | 29 | 103 |
| 11:00 | 46 | | 0 | | | 46 | | 23:00 | 24 | | 0 | | | 24 | |
| 11:15 | 61 | | 0 | | | 61 | | 23:15 | 22 | | 0 | | | 22 | |
| 11:30 | 58 | | 0 | | | 58 | | 23:30 | 17 | | 0 | | | 17 | |
| 11:45 | 77 | 242 | 0 | | | 77 | 242 | 23:45 | 14 | 77 | 0 | | | 14 | 77 |
| TOTALS | | 1111 | | | | | 1111 | TOTALS | | 2773 | | | | | 2773 |
| SPLIT % | | 100.0% | | | | | 28.6% | SPLIT % | | 100.0% | | | | | 71.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,884 | 0 | 0 | 0 | 3,884 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:45 | | | | 11:45 | PM Peak Hour | 17:15 | | | | 17:15 |
| AM Pk Volume | 289 | | | | 289 | PM Pk Volume | 352 | | | | 352 |
| Pk Hr Factor | 0.915 | | | | 0.915 | Pk Hr Factor | 0.880 | | | | 0.880 |
| 7 - 9 Volume | 259 | 0 | 0 | 0 | 259 | 4 - 6 Volume | 611 | 0 | 0 | 0 | 611 |
| 7 - 9 Peak Hour | 08:00 | | | | 08:00 | 4 - 6 Peak Hour | 17:00 | | | | 17:00 |
| 7 - 9 Pk Volume | 160 | 0 | 0 | 0 | 160 | 4 - 6 Pk Volume | 348 | 0 | 0 | 0 | 348 |
| Pk Hr Factor | 0.851 | 0.000 | 0.000 | 0.000 | 0.851 | Pk Hr Factor | 0.870 | 0.000 | 0.000 | 0.000 | 0.870 |

Prepared by NDS/ATD

# VOLUME

## Washington St W/O Pacific Hwy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_011

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,695 | 1,152 | 4,847 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 29 | | 2 | | 31 | | 12:00 | | | 83 | | 14 | | 97 | |
| 00:15 | | | 13 | | 0 | | 13 | | 12:15 | | | 57 | | 13 | | 70 | |
| 00:30 | | | 23 | | 0 | | 23 | | 12:30 | | | 72 | | 19 | | 91 | |
| 00:45 | | | 16 | 81 | 1 | 3 | 17 | 84 | 12:45 | | | 66 | 278 | 16 | 62 | 82 | 340 |
| 01:00 | | | 12 | | 3 | | 15 | | 13:00 | | | 62 | | 12 | | 74 | |
| 01:15 | | | 4 | | 0 | | 4 | | 13:15 | | | 59 | | 14 | | 73 | |
| 01:30 | | | 5 | | 2 | | 7 | | 13:30 | | | 87 | | 12 | | 99 | |
| 01:45 | | | 1 | 22 | 2 | 7 | 3 | 29 | 13:45 | | | 65 | 273 | 13 | 51 | 78 | 324 |
| 02:00 | | | 4 | | 5 | | 9 | | 14:00 | | | 80 | | 8 | | 88 | |
| 02:15 | | | 6 | | 7 | | 13 | | 14:15 | | | 88 | | 8 | | 96 | |
| 02:30 | | | 2 | | 3 | | 5 | | 14:30 | | | 68 | | 12 | | 80 | |
| 02:45 | | | 0 | 12 | 4 | 19 | 4 | 31 | 14:45 | | | 50 | 286 | 13 | 41 | 63 | 327 |
| 03:00 | | | 3 | | 3 | | 6 | | 15:00 | | | 62 | | 11 | | 73 | |
| 03:15 | | | 4 | | 4 | | 8 | | 15:15 | | | 40 | | 14 | | 54 | |
| 03:30 | | | 1 | | 7 | | 8 | | 15:30 | | | 52 | | 14 | | 66 | |
| 03:45 | | | 5 | 13 | 6 | 20 | 11 | 33 | 15:45 | | | 80 | 234 | 15 | 54 | 95 | 288 |
| 04:00 | | | 2 | | 7 | | 9 | | 16:00 | | | 51 | | 9 | | 60 | |
| 04:15 | | | 3 | | 7 | | 10 | | 16:15 | | | 60 | | 19 | | 79 | |
| 04:30 | | | 2 | | 13 | | 15 | | 16:30 | | | 55 | | 17 | | 72 | |
| 04:45 | | | 2 | 9 | 21 | 48 | 23 | 57 | 16:45 | | | 59 | 225 | 12 | 57 | 71 | 282 |
| 05:00 | | | 9 | | 28 | | 37 | | 17:00 | | | 53 | | 18 | | 71 | |
| 05:15 | | | 3 | | 14 | | 17 | | 17:15 | | | 37 | | 20 | | 57 | |
| 05:30 | | | 3 | | 17 | | 20 | | 17:30 | | | 41 | | 21 | | 62 | |
| 05:45 | | | 6 | 21 | 23 | 82 | 29 | 103 | 17:45 | | | 35 | 166 | 11 | 70 | 46 | 236 |
| 06:00 | | | 8 | | 13 | | 21 | | 18:00 | | | 46 | | 32 | | 78 | |
| 06:15 | | | 12 | | 16 | | 28 | | 18:15 | | | 56 | | 42 | | 98 | |
| 06:30 | | | 10 | | 23 | | 33 | | 18:30 | | | 58 | | 16 | | 74 | |
| 06:45 | | | 12 | 42 | 27 | 79 | 39 | 121 | 18:45 | | | 49 | 209 | 17 | 107 | 66 | 316 |
| 07:00 | | | 16 | | 21 | | 37 | | 19:00 | | | 45 | | 5 | | 50 | |
| 07:15 | | | 20 | | 12 | | 32 | | 19:15 | | | 49 | | 13 | | 62 | |
| 07:30 | | | 21 | | 19 | | 40 | | 19:30 | | | 55 | | 12 | | 67 | |
| 07:45 | | | 24 | 81 | 14 | 66 | 38 | 147 | 19:45 | | | 51 | 200 | 10 | 40 | 61 | 240 |
| 08:00 | | | 41 | | 19 | | 60 | | 20:00 | | | 32 | | 8 | | 40 | |
| 08:15 | | | 54 | | 18 | | 72 | | 20:15 | | | 45 | | 9 | | 54 | |
| 08:30 | | | 32 | | 17 | | 49 | | 20:30 | | | 41 | | 6 | | 47 | |
| 08:45 | | | 34 | 161 | 22 | 76 | 56 | 237 | 20:45 | | | 35 | 153 | 7 | 30 | 42 | 183 |
| 09:00 | | | 50 | | 20 | | 70 | | 21:00 | | | 47 | | 10 | | 57 | |
| 09:15 | | | 66 | | 21 | | 87 | | 21:15 | | | 39 | | 6 | | 45 | |
| 09:30 | | | 73 | | 21 | | 94 | | 21:30 | | | 24 | | 3 | | 27 | |
| 09:45 | | | 71 | 260 | 16 | 78 | 87 | 338 | 21:45 | | | 31 | 141 | 5 | 24 | 36 | 165 |
| 10:00 | | | 76 | | 12 | | 88 | | 22:00 | | | 30 | | 0 | | 30 | |
| 10:15 | | | 70 | | 22 | | 92 | | 22:15 | | | 29 | | 2 | | 31 | |
| 10:30 | | | 81 | | 18 | | 99 | | 22:30 | | | 17 | | 4 | | 21 | |
| 10:45 | | | 57 | 284 | 18 | 70 | 75 | 354 | 22:45 | | | 27 | 103 | 2 | 8 | 29 | 111 |
| 11:00 | | | 65 | | 15 | | 80 | | 23:00 | | | 27 | | 0 | | 27 | |
| 11:15 | | | 108 | | 13 | | 121 | | 23:15 | | | 21 | | 2 | | 23 | |
| 11:30 | | | 81 | | 16 | | 97 | | 23:30 | | | 26 | | 3 | | 29 | |
| 11:45 | | | 99 | 353 | 9 | 53 | 108 | 406 | 23:45 | | | 14 | 88 | 2 | 7 | 16 | 95 |
| TOTALS | | | | 1339 | | 601 | | 1940 | TOTALS | | | | 2356 | | 551 | | 2907 |
| SPLIT % | | | | 69.0% | | 31.0% | | 40.0% | SPLIT % | | | | 81.0% | | 19.0% | | 60.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,695 | 1,152 | 4,847 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:15 | 06:15 | 11:15 | PM Peak Hour | | | 13:30 | 18:00 | 13:30 |
| AM Pk Volume | | | 371 | 87 | 423 | PM Pk Volume | | | 320 | 107 | 361 |
| Pk Hr Factor | | | 0.859 | 0.806 | 0.874 | Pk Hr Factor | | | 0.909 | 0.637 | 0.912 |
| 7 - 9 Volume | 0 | 0 | 242 | 142 | 384 | 4 - 6 Volume | 0 | 0 | 391 | 127 | 518 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | | 16:15 | 16:45 | 16:15 |
| 7 - 9 Pk Volume | 0 | 0 | 161 | 76 | 237 | 4 - 6 Pk Volume | 0 | 0 | 227 | 71 | 293 |
| Pk Hr Factor | 0.000 | 0.000 | 0.745 | 0.864 | 0.823 | Pk Hr Factor | 0.000 | 0.000 | 0.946 | 0.845 | 0.927 |

Prepared by NDS/ATD

# VOLUME

## Washington St Bet. Hancock St & San Diego Ave

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_012

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 14,142 | 8,830 | 22,972 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 32 | | 27 | | 59 | | 12:00 | | | 231 | | 157 | | 388 | |
| 00:15 | | | 34 | | 22 | | 56 | | 12:15 | | | 203 | | 164 | | 367 | |
| 00:30 | | | 43 | | 19 | | 62 | | 12:30 | | | 258 | | 172 | | 430 | |
| 00:45 | | | 30 | 139 | 22 | 90 | 52 | 229 | 12:45 | | | 214 | 906 | 166 | 659 | 380 | 1565 |
| 01:00 | | | 29 | | 17 | | 46 | | 13:00 | | | 207 | | 134 | | 341 | |
| 01:15 | | | 19 | | 12 | | 31 | | 13:15 | | | 228 | | 144 | | 372 | |
| 01:30 | | | 21 | | 16 | | 37 | | 13:30 | | | 231 | | 145 | | 376 | |
| 01:45 | | | 17 | 86 | 12 | 57 | 29 | 143 | 13:45 | | | 240 | 906 | 168 | 591 | 408 | 1497 |
| 02:00 | | | 12 | | 9 | | 21 | | 14:00 | | | 219 | | 136 | | 355 | |
| 02:15 | | | 14 | | 11 | | 25 | | 14:15 | | | 237 | | 151 | | 388 | |
| 02:30 | | | 7 | | 6 | | 13 | | 14:30 | | | 216 | | 151 | | 367 | |
| 02:45 | | | 9 | 42 | 7 | 33 | 16 | 75 | 14:45 | | | 202 | 874 | 157 | 595 | 359 | 1469 |
| 03:00 | | | 9 | | 7 | | 16 | | 15:00 | | | 233 | | 152 | | 385 | |
| 03:15 | | | 8 | | 10 | | 18 | | 15:15 | | | 270 | | 149 | | 419 | |
| 03:30 | | | 2 | | 7 | | 9 | | 15:30 | | | 259 | | 152 | | 411 | |
| 03:45 | | | 6 | 25 | 9 | 33 | 15 | 58 | 15:45 | | | 300 | 1062 | 143 | 596 | 443 | 1658 |
| 04:00 | | | 6 | | 13 | | 19 | | 16:00 | | | 356 | | 139 | | 495 | |
| 04:15 | | | 5 | | 18 | | 23 | | 16:15 | | | 337 | | 135 | | 472 | |
| 04:30 | | | 4 | | 14 | | 18 | | 16:30 | | | 344 | | 142 | | 486 | |
| 04:45 | | | 7 | 22 | 14 | 59 | 21 | 81 | 16:45 | | | 417 | 1454 | 111 | 527 | 528 | 1981 |
| 05:00 | | | 8 | | 32 | | 40 | | 17:00 | | | 387 | | 167 | | 554 | |
| 05:15 | | | 13 | | 23 | | 36 | | 17:15 | | | 400 | | 145 | | 545 | |
| 05:30 | | | 25 | | 37 | | 62 | | 17:30 | | | 347 | | 138 | | 485 | |
| 05:45 | | | 27 | 73 | 63 | 155 | 90 | 228 | 17:45 | | | 300 | 1434 | 111 | 561 | 411 | 1995 |
| 06:00 | | | 40 | | 55 | | 95 | | 18:00 | | | 279 | | 105 | | 384 | |
| 06:15 | | | 39 | | 62 | | 101 | | 18:15 | | | 306 | | 118 | | 424 | |
| 06:30 | | | 64 | | 81 | | 145 | | 18:30 | | | 329 | | 127 | | 456 | |
| 06:45 | | | 87 | 230 | 105 | 303 | 192 | 533 | 18:45 | | | 256 | 1170 | 123 | 473 | 379 | 1643 |
| 07:00 | | | 75 | | 118 | | 193 | | 19:00 | | | 181 | | 102 | | 283 | |
| 07:15 | | | 94 | | 128 | | 222 | | 19:15 | | | 192 | | 96 | | 288 | |
| 07:30 | | | 133 | | 155 | | 288 | | 19:30 | | | 174 | | 107 | | 281 | |
| 07:45 | | | 132 | 434 | 178 | 579 | 310 | 1013 | 19:45 | | | 172 | 719 | 60 | 365 | 232 | 1084 |
| 08:00 | | | 132 | | 149 | | 281 | | 20:00 | | | 153 | | 94 | | 247 | |
| 08:15 | | | 152 | | 142 | | 294 | | 20:15 | | | 148 | | 73 | | 221 | |
| 08:30 | | | 162 | | 174 | | 336 | | 20:30 | | | 122 | | 77 | | 199 | |
| 08:45 | | | 164 | 610 | 176 | 641 | 340 | 1251 | 20:45 | | | 131 | 554 | 62 | 306 | 193 | 860 |
| 09:00 | | | 155 | | 150 | | 305 | | 21:00 | | | 114 | | 60 | | 174 | |
| 09:15 | | | 194 | | 152 | | 346 | | 21:15 | | | 129 | | 72 | | 201 | |
| 09:30 | | | 173 | | 117 | | 290 | | 21:30 | | | 100 | | 48 | | 148 | |
| 09:45 | | | 207 | 729 | 137 | 556 | 344 | 1285 | 21:45 | | | 83 | 426 | 60 | 240 | 143 | 666 |
| 10:00 | | | 212 | | 128 | | 340 | | 22:00 | | | 70 | | 60 | | 130 | |
| 10:15 | | | 200 | | 128 | | 328 | | 22:15 | | | 75 | | 42 | | 117 | |
| 10:30 | | | 223 | | 123 | | 346 | | 22:30 | | | 74 | | 39 | | 113 | |
| 10:45 | | | 205 | 840 | 137 | 516 | 342 | 1356 | 22:45 | | | 71 | 290 | 28 | 169 | 99 | 459 |
| 11:00 | | | 231 | | 148 | | 379 | | 23:00 | | | 67 | | 39 | | 106 | |
| 11:15 | | | 219 | | 135 | | 354 | | 23:15 | | | 55 | | 26 | | 81 | |
| 11:30 | | | 246 | | 153 | | 399 | | 23:30 | | | 41 | | 34 | | 75 | |
| 11:45 | | | 227 | 923 | 164 | 600 | 391 | 1523 | 23:45 | | | 31 | 194 | 27 | 126 | 58 | 320 |
| TOTALS | | | | 4153 | | 3622 | | 7775 | TOTALS | | | | 9989 | | 5208 | | 15197 |
| SPLIT % | | | | 53.4% | | 46.6% | | 33.8% | SPLIT % | | | | 65.7% | | 34.3% | | 66.2% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 14,142 | 8,830 | 22,972 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:00 | 11:45 | 11:45 | PM Peak Hour | | | 16:45 | 12:00 | 16:30 |
| AM Pk Volume | | | 923 | 657 | 1576 | PM Pk Volume | | | 1551 | 659 | 2113 |
| Pk Hr Factor | | | 0.938 | 0.955 | 0.916 | Pk Hr Factor | | | 0.930 | 0.958 | 0.954 |
| 7 - 9 Volume | 0 | 0 | 1044 | 1220 | 2264 | 4 - 6 Volume | 0 | 0 | 2888 | 1088 | 3976 |
| 7 - 9 Peak Hour | | | 08:00 | 07:45 | 08:00 | 4 - 6 Peak Hour | | | 16:45 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 610 | 643 | 1251 | 4 - 6 Pk Volume | 0 | 0 | 1551 | 565 | 2113 |
| Pk Hr Factor | 0.000 | 0.000 | 0.930 | 0.903 | 0.920 | Pk Hr Factor | 0.000 | 0.000 | 0.930 | 0.846 | 0.954 |

Prepared by NDS/ATD

# VOLUME

## Washington St E/O India St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_013

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 12,048 | 12,662 | 24,710 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 24 | | 25 | | 49 | | 12:00 | | | 183 | | 240 | | 423 | |
| 00:15 | | | 20 | | 23 | | 43 | | 12:15 | | | 159 | | 212 | | 371 | |
| 00:30 | | | 17 | | 22 | | 39 | | 12:30 | | | 166 | | 226 | | 392 | |
| 00:45 | | | 12 | 73 | 12 | 82 | 24 | 155 | 12:45 | | | 174 | 682 | 212 | 890 | 386 | 1572 |
| 01:00 | | | 7 | | 20 | | 27 | | 13:00 | | | 175 | | 230 | | 405 | |
| 01:15 | | | 9 | | 15 | | 24 | | 13:15 | | | 173 | | 198 | | 371 | |
| 01:30 | | | 7 | | 13 | | 20 | | 13:30 | | | 182 | | 200 | | 382 | |
| 01:45 | | | 10 | 33 | 8 | 56 | 18 | 89 | 13:45 | | | 211 | 741 | 188 | 816 | 399 | 1557 |
| 02:00 | | | 10 | | 12 | | 22 | | 14:00 | | | 180 | | 191 | | 371 | |
| 02:15 | | | 8 | | 9 | | 17 | | 14:15 | | | 173 | | 277 | | 450 | |
| 02:30 | | | 6 | | 5 | | 11 | | 14:30 | | | 181 | | 246 | | 427 | |
| 02:45 | | | 5 | 29 | 4 | 30 | 9 | 59 | 14:45 | | | 217 | 751 | 211 | 925 | 428 | 1676 |
| 03:00 | | | 3 | | 7 | | 10 | | 15:00 | | | 258 | | 202 | | 460 | |
| 03:15 | | | 5 | | 10 | | 15 | | 15:15 | | | 269 | | 188 | | 457 | |
| 03:30 | | | 2 | | 13 | | 15 | | 15:30 | | | 223 | | 225 | | 448 | |
| 03:45 | | | 3 | 13 | 11 | 41 | 14 | 54 | 15:45 | | | 313 | 1063 | 189 | 804 | 502 | 1867 |
| 04:00 | | | 6 | | 7 | | 13 | | 16:00 | | | 315 | | 185 | | 500 | |
| 04:15 | | | 9 | | 13 | | 22 | | 16:15 | | | 324 | | 214 | | 538 | |
| 04:30 | | | 14 | | 17 | | 31 | | 16:30 | | | 387 | | 185 | | 572 | |
| 04:45 | | | 5 | 34 | 17 | 54 | 22 | 88 | 16:45 | | | 314 | 1340 | 212 | 796 | 526 | 2136 |
| 05:00 | | | 18 | | 29 | | 47 | | 17:00 | | | 320 | | 209 | | 529 | |
| 05:15 | | | 24 | | 27 | | 51 | | 17:15 | | | 341 | | 186 | | 527 | |
| 05:30 | | | 32 | | 62 | | 94 | | 17:30 | | | 325 | | 203 | | 528 | |
| 05:45 | | | 55 | 129 | 63 | 181 | 118 | 310 | 17:45 | | | 262 | 1248 | 177 | 775 | 439 | 2023 |
| 06:00 | | | 41 | | 75 | | 116 | | 18:00 | | | 222 | | 182 | | 404 | |
| 06:15 | | | 77 | | 88 | | 165 | | 18:15 | | | 216 | | 192 | | 408 | |
| 06:30 | | | 94 | | 155 | | 249 | | 18:30 | | | 194 | | 162 | | 356 | |
| 06:45 | | | 99 | 311 | 172 | 490 | 271 | 801 | 18:45 | | | 188 | 820 | 158 | 694 | 346 | 1514 |
| 07:00 | | | 110 | | 211 | | 321 | | 19:00 | | | 142 | | 127 | | 269 | |
| 07:15 | | | 142 | | 276 | | 418 | | 19:15 | | | 159 | | 130 | | 289 | |
| 07:30 | | | 158 | | 318 | | 476 | | 19:30 | | | 121 | | 142 | | 263 | |
| 07:45 | | | 165 | 575 | 244 | 1049 | 409 | 1624 | 19:45 | | | 135 | 557 | 126 | 525 | 261 | 1082 |
| 08:00 | | | 149 | | 250 | | 399 | | 20:00 | | | 121 | | 108 | | 229 | |
| 08:15 | | | 179 | | 257 | | 436 | | 20:15 | | | 95 | | 106 | | 201 | |
| 08:30 | | | 192 | | 245 | | 437 | | 20:30 | | | 88 | | 89 | | 177 | |
| 08:45 | | | 194 | 714 | 233 | 985 | 427 | 1699 | 20:45 | | | 101 | 405 | 80 | 383 | 181 | 788 |
| 09:00 | | | 148 | | 229 | | 377 | | 21:00 | | | 96 | | 83 | | 179 | |
| 09:15 | | | 146 | | 192 | | 338 | | 21:15 | | | 94 | | 98 | | 192 | |
| 09:30 | | | 148 | | 201 | | 349 | | 21:30 | | | 71 | | 76 | | 147 | |
| 09:45 | | | 162 | 604 | 208 | 830 | 370 | 1434 | 21:45 | | | 78 | 339 | 53 | 310 | 131 | 649 |
| 10:00 | | | 143 | | 195 | | 338 | | 22:00 | | | 59 | | 75 | | 134 | |
| 10:15 | | | 120 | | 179 | | 299 | | 22:15 | | | 57 | | 52 | | 109 | |
| 10:30 | | | 165 | | 193 | | 358 | | 22:30 | | | 54 | | 44 | | 98 | |
| 10:45 | | | 169 | 597 | 202 | 769 | 371 | 1366 | 22:45 | | | 44 | 214 | 46 | 217 | 90 | 431 |
| 11:00 | | | 170 | | 191 | | 361 | | 23:00 | | | 44 | | 45 | | 89 | |
| 11:15 | | | 142 | | 216 | | 358 | | 23:15 | | | 23 | | 31 | | 54 | |
| 11:30 | | | 146 | | 214 | | 360 | | 23:30 | | | 34 | | 25 | | 59 | |
| 11:45 | | | 201 | 659 | 222 | 843 | 423 | 1502 | 23:45 | | | 16 | 117 | 16 | 117 | 32 | 234 |
| TOTALS | | | | 3771 | | 5410 | | 9181 | TOTALS | | | | 8277 | | 7252 | | 15529 |
| SPLIT % | | | | 41.1% | | 58.9% | | 37.2% | SPLIT % | | | | 53.3% | | 46.7% | | 62.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 12,048 | 12,662 | 24,710 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 08:00 | 07:15 | 07:30 | PM Peak Hour | | 16:30 | 14:15 | 16:15 |
| AM Pk Volume | | | 714 | 1088 | 1720 | PM Pk Volume | | 1362 | 936 | 2165 |
| Pk Hr Factor | | | 0.920 | 0.855 | 0.903 | Pk Hr Factor | | 0.880 | 0.845 | 0.946 |
| 7 - 9 Volume | 0 | 0 | 1289 | 2034 | 3323 | 4 - 6 Volume | 0 | 2588 | 1571 | 4159 |
| 7 - 9 Peak Hour | | | 08:00 | 07:15 | 07:30 | 4 - 6 Peak Hour | | 16:30 | 16:15 | 16:15 |
| 7 - 9 Pk Volume | 0 | 0 | 714 | 1088 | 1720 | 4 - 6 PK Volume | 0 | 1362 | 820 | 2165 |
| Pk Hr Factor | 0.000 | 0.000 | 0.920 | 0.855 | 0.903 | Pk Hr Factor | 0.000 | 0.880 | 0.958 | 0.946 |

Prepared by NDS/ATD

# VOLUME

## Admiral Boland Wy Bet. Parking Lot & Rental Car Access

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_014

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 2,995 | 1,036 | 0 | 0 | 4,031 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 24 | | 11 | | | | 35 | | 12:00 | 65 | | 11 | | | | 76 | |
| 00:15 | 11 | | 4 | | | | 15 | | 12:15 | 52 | | 10 | | | | 62 | |
| 00:30 | 13 | | 3 | | | | 16 | | 12:30 | 52 | | 21 | | | | 73 | |
| 00:45 | 3 | 51 | 3 | 21 | | | 6 | 72 | 12:45 | 51 | 220 | 14 | 56 | | | 65 | 276 |
| 01:00 | 6 | | 10 | | | | 16 | | 13:00 | 48 | | 10 | | | | 58 | |
| 01:15 | 4 | | 2 | | | | 6 | | 13:15 | 41 | | 11 | | | | 52 | |
| 01:30 | 5 | | 2 | | | | 7 | | 13:30 | 75 | | 11 | | | | 86 | |
| 01:45 | 1 | 16 | 1 | 15 | | | 2 | 31 | 13:45 | 51 | 215 | 15 | 47 | | | 66 | 262 |
| 02:00 | 4 | | 3 | | | | 7 | | 14:00 | 68 | | 18 | | | | 86 | |
| 02:15 | 3 | | 4 | | | | 7 | | 14:15 | 69 | | 15 | | | | 84 | |
| 02:30 | 1 | | 2 | | | | 3 | | 14:30 | 57 | | 11 | | | | 68 | |
| 02:45 | 1 | 9 | 2 | 11 | | | 3 | 20 | 14:45 | 34 | 228 | 13 | 57 | | | 47 | 285 |
| 03:00 | 3 | | 2 | | | | 5 | | 15:00 | 35 | | 13 | | | | 48 | |
| 03:15 | 2 | | 4 | | | | 6 | | 15:15 | 27 | | 11 | | | | 38 | |
| 03:30 | 2 | | 3 | | | | 5 | | 15:30 | 43 | | 15 | | | | 58 | |
| 03:45 | 2 | 9 | 4 | 13 | | | 6 | 22 | 15:45 | 37 | 142 | 17 | 56 | | | 54 | 198 |
| 04:00 | 2 | | 5 | | | | 7 | | 16:00 | 33 | | 19 | | | | 52 | |
| 04:15 | 6 | | 2 | | | | 8 | | 16:15 | 33 | | 21 | | | | 54 | |
| 04:30 | 6 | | 6 | | | | 12 | | 16:30 | 37 | | 21 | | | | 58 | |
| 04:45 | 11 | 25 | 6 | 19 | | | 17 | 44 | 16:45 | 42 | 145 | 12 | 73 | | | 54 | 218 |
| 05:00 | 9 | | 11 | | | | 20 | | 17:00 | 45 | | 15 | | | | 60 | |
| 05:15 | 13 | | 7 | | | | 20 | | 17:15 | 31 | | 9 | | | | 40 | |
| 05:30 | 15 | | 10 | | | | 25 | | 17:30 | 37 | | 8 | | | | 45 | |
| 05:45 | 14 | 51 | 12 | 40 | | | 26 | 91 | 17:45 | 29 | 142 | 11 | 43 | | | 40 | 185 |
| 06:00 | 12 | | 9 | | | | 21 | | 18:00 | 48 | | 27 | | | | 75 | |
| 06:15 | 13 | | 10 | | | | 23 | | 18:15 | 50 | | 21 | | | | 71 | |
| 06:30 | 13 | | 10 | | | | 23 | | 18:30 | 46 | | 14 | | | | 60 | |
| 06:45 | 9 | 47 | 15 | 44 | | | 24 | 91 | 18:45 | 35 | 179 | 21 | 83 | | | 56 | 262 |
| 07:00 | 10 | | 10 | | | | 20 | | 19:00 | 32 | | 16 | | | | 48 | |
| 07:15 | 20 | | 13 | | | | 33 | | 19:15 | 42 | | 13 | | | | 55 | |
| 07:30 | 20 | | 7 | | | | 27 | | 19:30 | 45 | | 12 | | | | 57 | |
| 07:45 | 24 | 74 | 10 | 40 | | | 34 | 114 | 19:45 | 42 | 161 | 15 | 56 | | | 57 | 217 |
| 08:00 | 28 | | 16 | | | | 44 | | 20:00 | 27 | | 12 | | | | 39 | |
| 08:15 | 38 | | 17 | | | | 55 | | 20:15 | 36 | | 16 | | | | 52 | |
| 08:30 | 31 | | 12 | | | | 43 | | 20:30 | 31 | | 13 | | | | 44 | |
| 08:45 | 35 | 132 | 10 | 55 | | | 45 | 187 | 20:45 | 30 | 124 | 11 | 52 | | | 41 | 176 |
| 09:00 | 36 | | 10 | | | | 46 | | 21:00 | 34 | | 10 | | | | 44 | |
| 09:15 | 59 | | 19 | | | | 78 | | 21:15 | 31 | | 10 | | | | 41 | |
| 09:30 | 58 | | 17 | | | | 75 | | 21:30 | 18 | | 5 | | | | 23 | |
| 09:45 | 74 | 227 | 13 | 59 | | | 87 | 286 | 21:45 | 24 | 107 | 8 | 33 | | | 32 | 140 |
| 10:00 | 68 | | 11 | | | | 79 | | 22:00 | 26 | | 4 | | | | 30 | |
| 10:15 | 61 | | 11 | | | | 72 | | 22:15 | 17 | | 10 | | | | 27 | |
| 10:30 | 70 | | 14 | | | | 84 | | 22:30 | 17 | | 5 | | | | 22 | |
| 10:45 | 52 | 251 | 14 | 50 | | | 66 | 301 | 22:45 | 22 | 82 | 12 | 31 | | | 34 | 113 |
| 11:00 | 61 | | 10 | | | | 71 | | 23:00 | 23 | | 4 | | | | 27 | |
| 11:15 | 86 | | 15 | | | | 101 | | 23:15 | 20 | | 9 | | | | 29 | |
| 11:30 | 62 | | 24 | | | | 86 | | 23:30 | 24 | | 3 | | | | 27 | |
| 11:45 | 69 | 278 | 11 | 60 | | | 80 | 338 | 23:45 | 13 | 80 | 6 | 22 | | | 19 | 102 |
| TOTALS | | 1170 | | 427 | | | | 1597 | TOTALS | | 1825 | | 609 | | | | 2434 |
| SPLIT % | | 73.3% | | 26.7% | | | | 39.6% | SPLIT % | | 75.0% | | 25.0% | | | | 60.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 2,995 | 1,036 | 0 | 0 | 4,031 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:15 | 10:45 | | | 11:15 | PM Peak Hour | 13:30 | 18:00 | | | 13:30 |
| AM Pk Volume | 282 | 63 | | | 343 | PM Pk Volume | 263 | 83 | | | 322 |
| Pk Hr Factor | 0.820 | 0.656 | | | 0.849 | Pk Hr Factor | 0.877 | 0.769 | | | 0.936 |
| 7 - 9 Volume | 206 | 95 | 0 | 0 | 301 | 4 - 6 Volume | 287 | 116 | 0 | 0 | 403 |
| 7 - 9 Peak Hour | 08:00 | 07:45 | | | 08:00 | 4 - 6 Peak Hour | 16:15 | 16:00 | | | 16:15 |
| 7 - 9 Pk Volume | 132 | 55 | 0 | 0 | 187 | 4 - 6 Pk Volume | 157 | 73 | 0 | 0 | 226 |
| Pk Hr Factor | 0.868 | 0.809 | 0.000 | 0.000 | 0.850 | Pk Hr Factor | 0.872 | 0.869 | 0.000 | 0.000 | 0.942 |

Prepared by NDS/ATD

# VOLUME

## Admiral Boland Wy Bet. Terminal Link Rd & Pacific Hwy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_015

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,572 | 6,601 | 12,173 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 30 | | 4 | | 34 | | 12:00 | | | 140 | | 113 | | 253 | |
| 00:15 | | | 22 | | 7 | | 29 | | 12:15 | | | 93 | | 104 | | 197 | |
| 00:30 | | | 14 | | 4 | | 18 | | 12:30 | | | 94 | | 89 | | 183 | |
| 00:45 | | | 14 | 80 | 4 | 19 | 18 | 99 | 12:45 | | | 128 | 455 | 92 | 398 | 220 | 853 |
| 01:00 | | | 11 | | 8 | | 19 | | 13:00 | | | 98 | | 108 | | 206 | |
| 01:15 | | | 6 | | 6 | | 12 | | 13:15 | | | 107 | | 116 | | 223 | |
| 01:30 | | | 4 | | 3 | | 7 | | 13:30 | | | 106 | | 106 | | 212 | |
| 01:45 | | | 2 | 23 | 1 | 18 | 3 | 41 | 13:45 | | | 143 | 454 | 103 | 433 | 246 | 887 |
| 02:00 | | | 21 | | 2 | | 23 | | 14:00 | | | 126 | | 109 | | 235 | |
| 02:15 | | | 2 | | 2 | | 4 | | 14:15 | | | 101 | | 125 | | 226 | |
| 02:30 | | | 2 | | 6 | | 8 | | 14:30 | | | 91 | | 108 | | 199 | |
| 02:45 | | | 1 | 26 | 6 | 16 | 7 | 42 | 14:45 | | | 47 | 365 | 129 | 471 | 176 | 836 |
| 03:00 | | | 4 | | 7 | | 11 | | 15:00 | | | 72 | | 132 | | 204 | |
| 03:15 | | | 2 | | 12 | | 14 | | 15:15 | | | 67 | | 111 | | 178 | |
| 03:30 | | | 2 | | 7 | | 9 | | 15:30 | | | 84 | | 100 | | 184 | |
| 03:45 | | | 2 | 10 | 28 | 54 | 30 | 64 | 15:45 | | | 80 | 303 | 122 | 465 | 202 | 768 |
| 04:00 | | | 4 | | 20 | | 24 | | 16:00 | | | 81 | | 104 | | 185 | |
| 04:15 | | | 3 | | 40 | | 43 | | 16:15 | | | 69 | | 86 | | 155 | |
| 04:30 | | | 4 | | 62 | | 66 | | 16:30 | | | 85 | | 114 | | 199 | |
| 04:45 | | | 1 | 12 | 66 | 188 | 67 | 200 | 16:45 | | | 79 | 314 | 104 | 408 | 183 | 722 |
| 05:00 | | | 5 | | 58 | | 63 | | 17:00 | | | 91 | | 105 | | 196 | |
| 05:15 | | | 10 | | 70 | | 80 | | 17:15 | | | 90 | | 91 | | 181 | |
| 05:30 | | | 11 | | 50 | | 61 | | 17:30 | | | 94 | | 96 | | 190 | |
| 05:45 | | | 5 | 31 | 82 | 260 | 87 | 291 | 17:45 | | | 84 | 359 | 88 | 380 | 172 | 739 |
| 06:00 | | | 4 | | 45 | | 49 | | 18:00 | | | 65 | | 109 | | 174 | |
| 06:15 | | | 14 | | 47 | | 61 | | 18:15 | | | 90 | | 75 | | 165 | |
| 06:30 | | | 9 | | 62 | | 71 | | 18:30 | | | 98 | | 66 | | 164 | |
| 06:45 | | | 15 | 42 | 57 | 211 | 72 | 253 | 18:45 | | | 67 | 320 | 67 | 317 | 134 | 637 |
| 07:00 | | | 23 | | 54 | | 77 | | 19:00 | | | 87 | | 97 | | 184 | |
| 07:15 | | | 15 | | 77 | | 92 | | 19:15 | | | 74 | | 61 | | 135 | |
| 07:30 | | | 20 | | 92 | | 112 | | 19:30 | | | 89 | | 67 | | 156 | |
| 07:45 | | | 38 | 96 | 77 | 300 | 115 | 396 | 19:45 | | | 95 | 345 | 70 | 295 | 165 | 640 |
| 08:00 | | | 50 | | 118 | | 168 | | 20:00 | | | 82 | | 49 | | 131 | |
| 08:15 | | | 55 | | 101 | | 156 | | 20:15 | | | 67 | | 45 | | 112 | |
| 08:30 | | | 66 | | 102 | | 168 | | 20:30 | | | 52 | | 57 | | 109 | |
| 08:45 | | | 57 | 228 | 125 | 446 | 182 | 674 | 20:45 | | | 82 | 283 | 55 | 206 | 137 | 489 |
| 09:00 | | | 47 | | 111 | | 158 | | 21:00 | | | 60 | | 46 | | 106 | |
| 09:15 | | | 68 | | 142 | | 210 | | 21:15 | | | 42 | | 36 | | 78 | |
| 09:30 | | | 82 | | 87 | | 169 | | 21:30 | | | 28 | | 38 | | 66 | |
| 09:45 | | | 125 | 322 | 121 | 461 | 246 | 783 | 21:45 | | | 44 | 174 | 27 | 147 | 71 | 321 |
| 10:00 | | | 96 | | 148 | | 244 | | 22:00 | | | 30 | | 35 | | 65 | |
| 10:15 | | | 106 | | 108 | | 214 | | 22:15 | | | 52 | | 14 | | 66 | |
| 10:30 | | | 118 | | 106 | | 224 | | 22:30 | | | 44 | | 17 | | 61 | |
| 10:45 | | | 113 | 433 | 129 | 491 | 242 | 924 | 22:45 | | | 40 | 166 | 19 | 85 | 59 | 251 |
| 11:00 | | | 153 | | 115 | | 268 | | 23:00 | | | 66 | | 4 | | 70 | |
| 11:15 | | | 134 | | 118 | | 252 | | 23:15 | | | 47 | | 9 | | 56 | |
| 11:30 | | | 137 | | 119 | | 256 | | 23:30 | | | 41 | | 5 | | 46 | |
| 11:45 | | | 121 | 545 | 157 | 509 | 278 | 1054 | 23:45 | | | 32 | 186 | 5 | 23 | 37 | 209 |
| TOTALS | | | | 1848 | | 2973 | | 4821 | TOTALS | | | | 3724 | | 3628 | | 7352 |
| SPLIT % | | | | 38.3% | | 61.7% | | 39.6% | SPLIT % | | | | 50.7% | | 49.3% | | 60.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,572 | 6,601 | 12,173 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:00 | 11:00 | 11:00 | PM Peak Hour | | | 13:15 | 14:15 | 13:30 |
| AM Pk Volume | | | 545 | 509 | 1054 | PM Pk Volume | | | 482 | 494 | 919 |
| Pk Hr Factor | | | 0.891 | 0.811 | 0.948 | Pk Hr Factor | | | 0.843 | 0.936 | 0.934 |
| 7 - 9 Volume | 0 | 0 | 324 | 746 | 1070 | 4 - 6 Volume | 0 | 0 | 673 | 788 | 1461 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | | 17:00 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 228 | 446 | 674 | 4 - 6 Pk Volume | 0 | 0 | 359 | 414 | 759 |
| Pk Hr Factor | 0.000 | 0.000 | 0.864 | 0.892 | 0.926 | Pk Hr Factor | 0.000 | 0.000 | 0.955 | 0.908 | 0.954 |

Prepared by NDS/ATD

# VOLUME

## Sassafras St Bet. Pacific Hwy & Kettner Blvd

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_016

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,197 | 9,786 | 15,983 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 36 | | 30 | | 66 | | 12:00 | | | 118 | | 158 | | 276 | |
| 00:15 | | | 34 | | 9 | | 43 | | 12:15 | | | 100 | | 162 | | 262 | |
| 00:30 | | | 26 | | 18 | | 44 | | 12:30 | | | 80 | | 149 | | 229 | |
| 00:45 | | | 18 | 114 | 9 | 66 | 27 | 180 | 12:45 | | | 94 | 392 | 130 | 599 | 224 | 991 |
| 01:00 | | | 20 | | 5 | | 25 | | 13:00 | | | 104 | | 171 | | 275 | |
| 01:15 | | | 24 | | 10 | | 34 | | 13:15 | | | 136 | | 117 | | 253 | |
| 01:30 | | | 6 | | 9 | | 15 | | 13:30 | | | 131 | | 140 | | 271 | |
| 01:45 | | | 8 | 58 | 6 | 30 | 14 | 88 | 13:45 | | | 152 | 523 | 127 | 555 | 279 | 1078 |
| 02:00 | | | 4 | | 4 | | 8 | | 14:00 | | | 147 | | 142 | | 289 | |
| 02:15 | | | 4 | | 3 | | 7 | | 14:15 | | | 129 | | 130 | | 259 | |
| 02:30 | | | 1 | | 10 | | 11 | | 14:30 | | | 132 | | 136 | | 268 | |
| 02:45 | | | 3 | 12 | 8 | 25 | 11 | 37 | 14:45 | | | 94 | 502 | 135 | 543 | 229 | 1045 |
| 03:00 | | | 3 | | 8 | | 11 | | 15:00 | | | 104 | | 161 | | 265 | |
| 03:15 | | | 3 | | 7 | | 10 | | 15:15 | | | 86 | | 117 | | 203 | |
| 03:30 | | | 1 | | 12 | | 13 | | 15:30 | | | 96 | | 111 | | 207 | |
| 03:45 | | | 2 | 9 | 30 | 57 | 32 | 66 | 15:45 | | | 95 | 381 | 171 | 560 | 266 | 941 |
| 04:00 | | | 4 | | 24 | | 28 | | 16:00 | | | 111 | | 126 | | 237 | |
| 04:15 | | | 4 | | 30 | | 34 | | 16:15 | | | 90 | | 124 | | 214 | |
| 04:30 | | | 7 | | 70 | | 77 | | 16:30 | | | 104 | | 136 | | 240 | |
| 04:45 | | | 12 | 27 | 113 | 237 | 125 | 264 | 16:45 | | | 108 | 413 | 125 | 511 | 233 | 924 |
| 05:00 | | | 15 | | 129 | | 144 | | 17:00 | | | 119 | | 143 | | 262 | |
| 05:15 | | | 14 | | 164 | | 178 | | 17:15 | | | 99 | | 121 | | 220 | |
| 05:30 | | | 16 | | 168 | | 184 | | 17:30 | | | 97 | | 115 | | 212 | |
| 05:45 | | | 23 | 68 | 142 | 603 | 165 | 671 | 17:45 | | | 94 | 409 | 129 | 508 | 223 | 917 |
| 06:00 | | | 16 | | 109 | | 125 | | 18:00 | | | 86 | | 130 | | 216 | |
| 06:15 | | | 20 | | 140 | | 160 | | 18:15 | | | 107 | | 111 | | 218 | |
| 06:30 | | | 18 | | 143 | | 161 | | 18:30 | | | 86 | | 104 | | 190 | |
| 06:45 | | | 16 | 70 | 156 | 548 | 172 | 618 | 18:45 | | | 73 | 352 | 112 | 457 | 185 | 809 |
| 07:00 | | | 27 | | 138 | | 165 | | 19:00 | | | 93 | | 84 | | 177 | |
| 07:15 | | | 27 | | 166 | | 193 | | 19:15 | | | 89 | | 79 | | 168 | |
| 07:30 | | | 31 | | 158 | | 189 | | 19:30 | | | 75 | | 93 | | 168 | |
| 07:45 | | | 47 | 132 | 166 | 628 | 213 | 760 | 19:45 | | | 107 | 364 | 104 | 360 | 211 | 724 |
| 08:00 | | | 43 | | 181 | | 224 | | 20:00 | | | 64 | | 84 | | 148 | |
| 08:15 | | | 60 | | 178 | | 238 | | 20:15 | | | 59 | | 69 | | 128 | |
| 08:30 | | | 71 | | 157 | | 228 | | 20:30 | | | 62 | | 81 | | 143 | |
| 08:45 | | | 79 | 253 | 184 | 700 | 263 | 953 | 20:45 | | | 57 | 242 | 69 | 303 | 126 | 545 |
| 09:00 | | | 78 | | 178 | | 256 | | 21:00 | | | 71 | | 67 | | 138 | |
| 09:15 | | | 77 | | 178 | | 255 | | 21:15 | | | 68 | | 62 | | 130 | |
| 09:30 | | | 91 | | 165 | | 256 | | 21:30 | | | 48 | | 65 | | 113 | |
| 09:45 | | | 101 | 347 | 160 | 681 | 261 | 1028 | 21:45 | | | 56 | 243 | 58 | 252 | 114 | 495 |
| 10:00 | | | 107 | | 175 | | 282 | | 22:00 | | | 35 | | 59 | | 94 | |
| 10:15 | | | 113 | | 149 | | 262 | | 22:15 | | | 49 | | 45 | | 94 | |
| 10:30 | | | 100 | | 147 | | 247 | | 22:30 | | | 65 | | 37 | | 102 | |
| 10:45 | | | 99 | 419 | 146 | 617 | 245 | 1036 | 22:45 | | | 57 | 206 | 35 | 176 | 92 | 382 |
| 11:00 | | | 131 | | 170 | | 301 | | 23:00 | | | 59 | | 34 | | 93 | |
| 11:15 | | | 121 | | 143 | | 264 | | 23:15 | | | 50 | | 34 | | 84 | |
| 11:30 | | | 122 | | 170 | | 292 | | 23:30 | | | 48 | | 21 | | 69 | |
| 11:45 | | | 103 | 477 | 183 | 666 | 286 | 1143 | 23:45 | | | 27 | 184 | 15 | 104 | 42 | 288 |
| TOTALS | | | | 1986 | | 4858 | | 6844 | TOTALS | | | | 4211 | | 4928 | | 9139 |
| SPLIT % | | | | 29.0% | | 71.0% | | 42.8% | SPLIT % | | | | 46.1% | | 53.9% | | 57.2% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,197 | 9,786 | 15,983 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:00 | 08:45 | 11:00 | PM Peak Hour | | 13:15 | 12:15 | 13:30 |
| AM Pk Volume | | | 477 | 705 | 1143 | PM Pk Volume | | 566 | 612 | 1098 |
| Pk Hr Factor | | | 0.910 | 0.958 | 0.949 | Pk Hr Factor | | 0.931 | 0.895 | 0.950 |
| 7 - 9 Volume | 0 | 0 | 385 | 1328 | 1713 | 4 - 6 Volume | 0 | 822 | 1019 | 1841 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | 16:30 | 16:15 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 253 | 700 | 953 | 4 - 6 Pk Volume | 0 | 430 | 528 | 955 |
| Pk Hr Factor | 0.000 | 0.000 | 0.801 | 0.951 | 0.906 | Pk Hr Factor | 0.000 | 0.903 | 0.923 | 0.911 |

Prepared by NDS/ATD

# VOLUME

## Palm St Bet. Pacific Hwy & Kettner Blvd

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_017

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,651 | 289 | 1,940 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 11 | | 2 | | 13 | | 12:00 | | | 6 | | 2 | | 8 | |
| 00:15 | | | 6 | | 0 | | 6 | | 12:15 | | | 14 | | 9 | | 23 | |
| 00:30 | | | 10 | | 0 | | 10 | | 12:30 | | | 12 | | 0 | | 12 | |
| 00:45 | | | 9 | 36 | 0 | 2 | 9 | 38 | 12:45 | | | 16 | 48 | 0 | 11 | 16 | 59 |
| 01:00 | | | 7 | | 0 | | 7 | | 13:00 | | | 12 | | 15 | | 27 | |
| 01:15 | | | 3 | | 0 | | 3 | | 13:15 | | | 23 | | 18 | | 41 | |
| 01:30 | | | 1 | | 0 | | 1 | | 13:30 | | | 21 | | 8 | | 29 | |
| 01:45 | | | 2 | 13 | 0 | | 2 | 13 | 13:45 | | | 19 | 75 | 5 | 46 | 24 | 121 |
| 02:00 | | | 5 | | 1 | | 6 | | 14:00 | | | 15 | | 8 | | 23 | |
| 02:15 | | | 5 | | 0 | | 5 | | 14:15 | | | 12 | | 5 | | 17 | |
| 02:30 | | | 7 | | 0 | | 7 | | 14:30 | | | 14 | | 9 | | 23 | |
| 02:45 | | | 1 | 18 | 0 | 1 | 1 | 19 | 14:45 | | | 19 | 60 | 9 | 31 | 28 | 91 |
| 03:00 | | | 1 | | 0 | | 1 | | 15:00 | | | 26 | | 0 | | 26 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 29 | | 5 | | 34 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 28 | | 6 | | 34 | |
| 03:45 | | | 4 | 5 | 1 | 2 | 5 | 7 | 15:45 | | | 42 | 125 | 5 | 16 | 47 | 141 |
| 04:00 | | | 1 | | 0 | | 1 | | 16:00 | | | 22 | | 7 | | 29 | |
| 04:15 | | | 9 | | 0 | | 9 | | 16:15 | | | 27 | | 2 | | 29 | |
| 04:30 | | | 8 | | 2 | | 10 | | 16:30 | | | 65 | | 3 | | 68 | |
| 04:45 | | | 15 | 33 | 0 | 2 | 15 | 35 | 16:45 | | | 36 | 150 | 1 | 13 | 37 | 163 |
| 05:00 | | | 11 | | 1 | | 12 | | 17:00 | | | 30 | | 7 | | 37 | |
| 05:15 | | | 16 | | 3 | | 19 | | 17:15 | | | 25 | | 6 | | 31 | |
| 05:30 | | | 12 | | 1 | | 13 | | 17:30 | | | 28 | | 1 | | 29 | |
| 05:45 | | | 18 | 57 | 0 | 5 | 18 | 62 | 17:45 | | | 24 | 107 | 6 | 20 | 30 | 127 |
| 06:00 | | | 16 | | 0 | | 16 | | 18:00 | | | 28 | | 2 | | 30 | |
| 06:15 | | | 15 | | 2 | | 17 | | 18:15 | | | 32 | | 3 | | 35 | |
| 06:30 | | | 12 | | 4 | | 16 | | 18:30 | | | 16 | | 0 | | 16 | |
| 06:45 | | | 24 | 67 | 2 | 8 | 26 | 75 | 18:45 | | | 20 | 96 | 1 | 6 | 21 | 102 |
| 07:00 | | | 19 | | 3 | | 22 | | 19:00 | | | 18 | | 2 | | 20 | |
| 07:15 | | | 16 | | 1 | | 17 | | 19:15 | | | 22 | | 2 | | 24 | |
| 07:30 | | | 29 | | 7 | | 36 | | 19:30 | | | 20 | | 0 | | 20 | |
| 07:45 | | | 20 | 84 | 2 | 13 | 22 | 97 | 19:45 | | | 16 | 76 | 3 | 7 | 19 | 83 |
| 08:00 | | | 17 | | 2 | | 19 | | 20:00 | | | 16 | | 4 | | 20 | |
| 08:15 | | | 21 | | 0 | | 21 | | 20:15 | | | 15 | | 1 | | 16 | |
| 08:30 | | | 28 | | 4 | | 32 | | 20:30 | | | 16 | | 2 | | 18 | |
| 08:45 | | | 18 | 84 | 2 | 8 | 20 | 92 | 20:45 | | | 17 | 64 | 0 | 7 | 17 | 71 |
| 09:00 | | | 22 | | 4 | | 26 | | 21:00 | | | 13 | | 0 | | 13 | |
| 09:15 | | | 19 | | 6 | | 25 | | 21:15 | | | 11 | | 0 | | 11 | |
| 09:30 | | | 24 | | 13 | | 37 | | 21:30 | | | 33 | | 2 | | 35 | |
| 09:45 | | | 17 | 82 | 8 | 31 | 25 | 113 | 21:45 | | | 20 | 77 | 4 | 6 | 24 | 83 |
| 10:00 | | | 15 | | 5 | | 20 | | 22:00 | | | 15 | | 3 | | 18 | |
| 10:15 | | | 12 | | 9 | | 21 | | 22:15 | | | 19 | | 0 | | 19 | |
| 10:30 | | | 13 | | 3 | | 16 | | 22:30 | | | 43 | | 2 | | 45 | |
| 10:45 | | | 15 | 55 | 8 | 25 | 23 | 80 | 22:45 | | | 38 | 115 | 5 | 10 | 43 | 125 |
| 11:00 | | | 11 | | 3 | | 14 | | 23:00 | | | 20 | | 0 | | 20 | |
| 11:15 | | | 9 | | 2 | | 11 | | 23:15 | | | 26 | | 0 | | 26 | |
| 11:30 | | | 7 | | 7 | | 14 | | 23:30 | | | 26 | | 0 | | 26 | |
| 11:45 | | | 10 | 37 | 7 | 19 | 17 | 56 | 23:45 | | | 15 | 87 | 0 | | 15 | 87 |
| TOTALS | | | | 571 | | 116 | | 687 | TOTALS | | | | 1080 | | 173 | | 1253 |
| SPLIT % | | | | 83.1% | | 16.9% | | 35.4% | SPLIT % | | | | 86.2% | | 13.8% | | 64.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,651 | 289 | 1,940 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 08:15 | 09:30 | 09:00 | PM Peak Hour | | | 16:15 | 13:00 | 15:45 |
| AM Pk Volume | | | 89 | 35 | 113 | PM Pk Volume | | | 158 | 46 | 173 |
| Pk Hr Factor | | | 0.795 | 0.673 | 0.764 | Pk Hr Factor | | | 0.608 | 0.639 | 0.636 |
| 7 - 9 Volume | 0 | 0 | 168 | 21 | 189 | 4 - 6 Volume | 0 | 0 | 257 | 33 | 290 |
| 7 - 9 Peak Hour | | | 07:30 | 07:00 | 07:30 | 4 - 6 Peak Hour | | | 16:15 | 17:00 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 87 | 13 | 98 | 4 - 6 Pk Volume | 0 | 0 | 158 | 20 | 173 |
| Pk Hr Factor | 0.000 | 0.000 | 0.750 | 0.464 | 0.681 | Pk Hr Factor | 0.000 | 0.000 | 0.608 | 0.714 | 0.636 |

Prepared by NDS/ATD

# VOLUME

## Laurel St Bet. Harbor Dr & Pacific Hwy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_018

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 16,948 | 18,493 | 35,441 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 88 | | 95 | | 183 | | 12:00 | | | 196 | | 264 | | 460 | |
| 00:15 | | | 71 | | 51 | | 122 | | 12:15 | | | 233 | | 307 | | 540 | |
| 00:30 | | | 86 | | 46 | | 132 | | 12:30 | | | 224 | | 274 | | 498 | |
| 00:45 | | | 68 | 313 | 39 | 231 | 107 | 544 | 12:45 | | | 230 | 883 | 249 | 1094 | 479 | 1977 |
| 01:00 | | | 21 | | 14 | | 35 | | 13:00 | | | 286 | | 260 | | 546 | |
| 01:15 | | | 34 | | 19 | | 53 | | 13:15 | | | 248 | | 239 | | 487 | |
| 01:30 | | | 13 | | 12 | | 25 | | 13:30 | | | 331 | | 241 | | 572 | |
| 01:45 | | | 34 | 102 | 12 | 57 | 46 | 159 | 13:45 | | | 266 | 1131 | 219 | 959 | 485 | 2090 |
| 02:00 | | | 16 | | 9 | | 25 | | 14:00 | | | 256 | | 207 | | 463 | |
| 02:15 | | | 11 | | 3 | | 14 | | 14:15 | | | 259 | | 227 | | 486 | |
| 02:30 | | | 5 | | 7 | | 12 | | 14:30 | | | 249 | | 197 | | 446 | |
| 02:45 | | | 2 | 34 | 6 | 25 | 8 | 59 | 14:45 | | | 260 | 1024 | 220 | 851 | 480 | 1875 |
| 03:00 | | | 4 | | 7 | | 11 | | 15:00 | | | 299 | | 239 | | 538 | |
| 03:15 | | | 5 | | 18 | | 23 | | 15:15 | | | 304 | | 218 | | 522 | |
| 03:30 | | | 6 | | 20 | | 26 | | 15:30 | | | 266 | | 179 | | 445 | |
| 03:45 | | | 8 | 23 | 24 | 69 | 32 | 92 | 15:45 | | | 334 | 1203 | 262 | 898 | 596 | 2101 |
| 04:00 | | | 19 | | 48 | | 67 | | 16:00 | | | 372 | | 216 | | 588 | |
| 04:15 | | | 27 | | 54 | | 81 | | 16:15 | | | 278 | | 225 | | 503 | |
| 04:30 | | | 65 | | 116 | | 181 | | 16:30 | | | 336 | | 225 | | 561 | |
| 04:45 | | | 86 | 197 | 211 | 429 | 297 | 626 | 16:45 | | | 261 | 1247 | 214 | 880 | 475 | 2127 |
| 05:00 | | | 152 | | 236 | | 388 | | 17:00 | | | 287 | | 249 | | 536 | |
| 05:15 | | | 174 | | 331 | | 505 | | 17:15 | | | 226 | | 234 | | 460 | |
| 05:30 | | | 242 | | 331 | | 573 | | 17:30 | | | 213 | | 222 | | 435 | |
| 05:45 | | | 182 | 750 | 239 | 1137 | 421 | 1887 | 17:45 | | | 224 | 950 | 273 | 978 | 497 | 1928 |
| 06:00 | | | 162 | | 215 | | 377 | | 18:00 | | | 237 | | 312 | | 549 | |
| 06:15 | | | 134 | | 265 | | 399 | | 18:15 | | | 219 | | 277 | | 496 | |
| 06:30 | | | 135 | | 250 | | 385 | | 18:30 | | | 224 | | 288 | | 512 | |
| 06:45 | | | 104 | 535 | 244 | 974 | 348 | 1509 | 18:45 | | | 237 | 917 | 232 | 1109 | 469 | 2026 |
| 07:00 | | | 131 | | 234 | | 365 | | 19:00 | | | 211 | | 216 | | 427 | |
| 07:15 | | | 164 | | 254 | | 418 | | 19:15 | | | 175 | | 196 | | 371 | |
| 07:30 | | | 157 | | 228 | | 385 | | 19:30 | | | 197 | | 207 | | 404 | |
| 07:45 | | | 148 | 600 | 264 | 980 | 412 | 1580 | 19:45 | | | 235 | 818 | 189 | 808 | 424 | 1626 |
| 08:00 | | | 190 | | 278 | | 468 | | 20:00 | | | 214 | | 206 | | 420 | |
| 08:15 | | | 157 | | 287 | | 444 | | 20:15 | | | 211 | | 186 | | 397 | |
| 08:30 | | | 208 | | 287 | | 495 | | 20:30 | | | 212 | | 182 | | 394 | |
| 08:45 | | | 192 | 747 | 318 | 1170 | 510 | 1917 | 20:45 | | | 138 | 775 | 156 | 730 | 294 | 1505 |
| 09:00 | | | 205 | | 281 | | 486 | | 21:00 | | | 182 | | 170 | | 352 | |
| 09:15 | | | 205 | | 333 | | 538 | | 21:15 | | | 158 | | 177 | | 335 | |
| 09:30 | | | 236 | | 303 | | 539 | | 21:30 | | | 187 | | 158 | | 345 | |
| 09:45 | | | 260 | 906 | 303 | 1220 | 563 | 2126 | 21:45 | | | 191 | 718 | 157 | 662 | 348 | 1380 |
| 10:00 | | | 225 | | 283 | | 508 | | 22:00 | | | 174 | | 177 | | 351 | |
| 10:15 | | | 210 | | 242 | | 452 | | 22:15 | | | 171 | | 158 | | 329 | |
| 10:30 | | | 194 | | 282 | | 476 | | 22:30 | | | 226 | | 160 | | 386 | |
| 10:45 | | | 258 | 887 | 262 | 1069 | 520 | 1956 | 22:45 | | | 167 | 738 | 115 | 610 | 282 | 1348 |
| 11:00 | | | 186 | | 330 | | 516 | | 23:00 | | | 158 | | 95 | | 253 | |
| 11:15 | | | 265 | | 300 | | 565 | | 23:15 | | | 178 | | 101 | | 279 | |
| 11:30 | | | 256 | | 298 | | 554 | | 23:30 | | | 128 | | 66 | | 194 | |
| 11:45 | | | 201 | 908 | 306 | 1234 | 507 | 2142 | 23:45 | | | 78 | 542 | 57 | 319 | 135 | 861 |
| TOTALS | | | | 6002 | | 8595 | | 14597 | TOTALS | | | | 10946 | | 9898 | | 20844 |
| SPLIT % | | | | 41.1% | | 58.9% | | 41.2% | SPLIT % | | | | 52.5% | | 47.5% | | 58.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 16,948 | 18,493 | 35,441 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | 08:45 | 10:45 | PM Peak Hour | | 15:45 | 17:45 | 15:45 |
| AM Pk Volume | | | 965 | 1235 | 2155 | PM Pk Volume | | 1320 | 1150 | 2248 |
| Pk Hr Factor | | | 0.910 | 0.927 | 0.954 | Pk Hr Factor | | 0.887 | 0.921 | 0.943 |
| 7 - 9 Volume | 0 | 0 | 1347 | 2150 | 3497 | 4 - 6 Volume | 0 | 2197 | 1858 | 4055 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 747 | 1170 | 1917 | 4 - 6 Pk Volume | 0 | 1247 | 978 | 2127 |
| Pk Hr Factor | 0.000 | 0.000 | 0.898 | 0.920 | 0.940 | Pk Hr Factor | 0.000 | 0.838 | 0.896 | 0.904 |

Prepared by NDS/ATD

# VOLUME

## Laurel St Bet. Kettner Blvd & India St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_019

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 17,567 | 3,475 | 21,042 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 45 | | 15 | | 60 | | 12:00 | | | 253 | | 51 | | 304 | |
| 00:15 | | | 35 | | 9 | | 44 | | 12:15 | | | 257 | | 68 | | 325 | |
| 00:30 | | | 30 | | 11 | | 41 | | 12:30 | | | 246 | | 53 | | 299 | |
| 00:45 | | | 25 | 135 | 7 | 42 | 32 | 177 | 12:45 | | | 245 | 1001 | 51 | 223 | 296 | 1224 |
| 01:00 | | | 21 | | 8 | | 29 | | 13:00 | | | 270 | | 60 | | 330 | |
| 01:15 | | | 17 | | 5 | | 22 | | 13:15 | | | 249 | | 66 | | 315 | |
| 01:30 | | | 20 | | 10 | | 30 | | 13:30 | | | 283 | | 57 | | 340 | |
| 01:45 | | | 30 | 88 | 7 | 30 | 37 | 118 | 13:45 | | | 273 | 1075 | 45 | 228 | 318 | 1303 |
| 02:00 | | | 35 | | 5 | | 40 | | 14:00 | | | 283 | | 60 | | 343 | |
| 02:15 | | | 17 | | 2 | | 19 | | 14:15 | | | 263 | | 51 | | 314 | |
| 02:30 | | | 9 | | 1 | | 10 | | 14:30 | | | 236 | | 78 | | 314 | |
| 02:45 | | | 7 | 68 | 7 | 15 | 14 | 83 | 14:45 | | | 243 | 1025 | 39 | 228 | 282 | 1253 |
| 03:00 | | | 6 | | 1 | | 7 | | 15:00 | | | 289 | | 52 | | 341 | |
| 03:15 | | | 13 | | 2 | | 15 | | 15:15 | | | 304 | | 51 | | 355 | |
| 03:30 | | | 6 | | 2 | | 8 | | 15:30 | | | 282 | | 56 | | 338 | |
| 03:45 | | | 6 | 31 | 9 | 14 | 15 | 45 | 15:45 | | | 339 | 1214 | 53 | 212 | 392 | 1426 |
| 04:00 | | | 16 | | 7 | | 23 | | 16:00 | | | 348 | | 82 | | 430 | |
| 04:15 | | | 26 | | 3 | | 29 | | 16:15 | | | 353 | | 63 | | 416 | |
| 04:30 | | | 38 | | 13 | | 51 | | 16:30 | | | 359 | | 41 | | 400 | |
| 04:45 | | | 83 | 163 | 23 | 46 | 106 | 209 | 16:45 | | | 361 | 1421 | 47 | 233 | 408 | 1654 |
| 05:00 | | | 118 | | 31 | | 149 | | 17:00 | | | 345 | | 66 | | 411 | |
| 05:15 | | | 176 | | 28 | | 204 | | 17:15 | | | 395 | | 51 | | 446 | |
| 05:30 | | | 189 | | 26 | | 215 | | 17:30 | | | 357 | | 62 | | 419 | |
| 05:45 | | | 188 | 671 | 29 | 114 | 217 | 785 | 17:45 | | | 332 | 1429 | 58 | 237 | 390 | 1666 |
| 06:00 | | | 140 | | 27 | | 167 | | 18:00 | | | 369 | | 58 | | 427 | |
| 06:15 | | | 147 | | 34 | | 181 | | 18:15 | | | 320 | | 51 | | 371 | |
| 06:30 | | | 156 | | 29 | | 185 | | 18:30 | | | 258 | | 56 | | 314 | |
| 06:45 | | | 129 | 572 | 36 | 126 | 165 | 698 | 18:45 | | | 262 | 1209 | 42 | 207 | 304 | 1416 |
| 07:00 | | | 150 | | 51 | | 201 | | 19:00 | | | 237 | | 44 | | 281 | |
| 07:15 | | | 134 | | 45 | | 179 | | 19:15 | | | 160 | | 40 | | 200 | |
| 07:30 | | | 151 | | 46 | | 197 | | 19:30 | | | 166 | | 31 | | 197 | |
| 07:45 | | | 163 | 598 | 46 | 188 | 209 | 786 | 19:45 | | | 236 | 799 | 39 | 154 | 275 | 953 |
| 08:00 | | | 180 | | 48 | | 228 | | 20:00 | | | 204 | | 45 | | 249 | |
| 08:15 | | | 174 | | 59 | | 233 | | 20:15 | | | 229 | | 26 | | 255 | |
| 08:30 | | | 210 | | 51 | | 261 | | 20:30 | | | 181 | | 30 | | 211 | |
| 08:45 | | | 235 | 799 | 58 | 216 | 293 | 1015 | 20:45 | | | 224 | 838 | 34 | 135 | 258 | 973 |
| 09:00 | | | 218 | | 44 | | 262 | | 21:00 | | | 204 | | 30 | | 234 | |
| 09:15 | | | 241 | | 53 | | 294 | | 21:15 | | | 175 | | 30 | | 205 | |
| 09:30 | | | 231 | | 39 | | 270 | | 21:30 | | | 166 | | 22 | | 188 | |
| 09:45 | | | 299 | 989 | 47 | 183 | 346 | 1172 | 21:45 | | | 160 | 705 | 20 | 102 | 180 | 807 |
| 10:00 | | | 190 | | 35 | | 225 | | 22:00 | | | 146 | | 24 | | 170 | |
| 10:15 | | | 237 | | 38 | | 275 | | 22:15 | | | 172 | | 19 | | 191 | |
| 10:30 | | | 205 | | 52 | | 257 | | 22:30 | | | 156 | | 25 | | 181 | |
| 10:45 | | | 229 | 861 | 36 | 161 | 265 | 1022 | 22:45 | | | 138 | 612 | 29 | 97 | 167 | 709 |
| 11:00 | | | 200 | | 44 | | 244 | | 23:00 | | | 114 | | 20 | | 134 | |
| 11:15 | | | 151 | | 54 | | 205 | | 23:15 | | | 102 | | 19 | | 121 | |
| 11:30 | | | 261 | | 71 | | 332 | | 23:30 | | | 85 | | 8 | | 93 | |
| 11:45 | | | 270 | 882 | 65 | 234 | 335 | 1116 | 23:45 | | | 81 | 382 | 3 | 50 | 84 | 432 |
| TOTALS | | | | 5857 | | 1369 | | 7226 | TOTALS | | | | 11710 | | 2106 | | 13816 |
| SPLIT % | | | | 81.1% | | 18.9% | | 34.3% | SPLIT % | | | | 84.8% | | 15.2% | | 65.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 17,567 | 3,475 | 21,042 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:30 | 11:30 | 11:30 | PM Peak Hour | | 16:30 | 15:30 | 16:45 |
| AM Pk Volume | | | 1041 | 255 | 1296 | PM Pk Volume | | 1460 | 254 | 1684 |
| Pk Hr Factor | | | 0.964 | 0.898 | 0.967 | Pk Hr Factor | | 0.924 | 0.774 | 0.944 |
| 7 - 9 Volume | 0 | 0 | 1397 | 404 | 1801 | 4 - 6 Volume | 0 | 2850 | 470 | 3320 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | 16:30 | 17:00 | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 799 | 216 | 1015 | 4 - 6 Pk Volume | 0 | 1460 | 237 | 1684 |
| Pk Hr Factor | 0.000 | 0.000 | 0.850 | 0.915 | 0.866 | Pk Hr Factor | 0.000 | 0.924 | 0.898 | 0.944 |

Prepared by NDS/ATD

# VOLUME

## Laurel St Bet. Columbia St & Reynard Wy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_020

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 9,542 | 4,530 | 14,072 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 17 | | 10 | | 27 | | 12:00 | | | 128 | | 86 | | 214 | |
| 00:15 | | | 22 | | 8 | | 30 | | 12:15 | | | 124 | | 94 | | 218 | |
| 00:30 | | | 20 | | 9 | | 29 | | 12:30 | | | 117 | | 72 | | 189 | |
| 00:45 | | | 15 | 74 | 7 | 34 | 22 | 108 | 12:45 | | | 104 | 473 | 71 | 323 | 175 | 796 |
| 01:00 | | | 12 | | 5 | | 17 | | 13:00 | | | 121 | | 57 | | 178 | |
| 01:15 | | | 14 | | 4 | | 18 | | 13:15 | | | 135 | | 83 | | 218 | |
| 01:30 | | | 8 | | 10 | | 18 | | 13:30 | | | 160 | | 72 | | 232 | |
| 01:45 | | | 9 | 43 | 7 | 26 | 16 | 69 | 13:45 | | | 130 | 546 | 66 | 278 | 196 | 824 |
| 02:00 | | | 10 | | 6 | | 16 | | 14:00 | | | 138 | | 57 | | 195 | |
| 02:15 | | | 11 | | 2 | | 13 | | 14:15 | | | 139 | | 59 | | 198 | |
| 02:30 | | | 3 | | 3 | | 6 | | 14:30 | | | 134 | | 91 | | 225 | |
| 02:45 | | | 4 | 28 | 2 | 13 | 6 | 41 | 14:45 | | | 152 | 563 | 70 | 277 | 222 | 840 |
| 03:00 | | | 1 | | 1 | | 2 | | 15:00 | | | 151 | | 88 | | 239 | |
| 03:15 | | | 4 | | 3 | | 7 | | 15:15 | | | 170 | | 73 | | 243 | |
| 03:30 | | | 2 | | 1 | | 3 | | 15:30 | | | 174 | | 75 | | 249 | |
| 03:45 | | | 4 | 11 | 9 | 14 | 13 | 25 | 15:45 | | | 225 | 720 | 78 | 314 | 303 | 1034 |
| 04:00 | | | 6 | | 6 | | 12 | | 16:00 | | | 239 | | 100 | | 339 | |
| 04:15 | | | 8 | | 5 | | 13 | | 16:15 | | | 272 | | 94 | | 366 | |
| 04:30 | | | 3 | | 11 | | 14 | | 16:30 | | | 298 | | 59 | | 357 | |
| 04:45 | | | 17 | 34 | 19 | 41 | 36 | 75 | 16:45 | | | 310 | 1119 | 77 | 330 | 387 | 1449 |
| 05:00 | | | 25 | | 27 | | 52 | | 17:00 | | | 315 | | 94 | | 409 | |
| 05:15 | | | 27 | | 20 | | 47 | | 17:15 | | | 345 | | 76 | | 421 | |
| 05:30 | | | 21 | | 26 | | 47 | | 17:30 | | | 354 | | 80 | | 434 | |
| 05:45 | | | 39 | 112 | 27 | 100 | 66 | 212 | 17:45 | | | 288 | 1302 | 75 | 325 | 363 | 1627 |
| 06:00 | | | 30 | | 38 | | 68 | | 18:00 | | | 293 | | 85 | | 378 | |
| 06:15 | | | 36 | | 31 | | 67 | | 18:15 | | | 233 | | 68 | | 301 | |
| 06:30 | | | 48 | | 43 | | 91 | | 18:30 | | | 176 | | 73 | | 249 | |
| 06:45 | | | 42 | 156 | 46 | 158 | 88 | 314 | 18:45 | | | 150 | 852 | 65 | 291 | 215 | 1143 |
| 07:00 | | | 58 | | 52 | | 110 | | 19:00 | | | 116 | | 55 | | 171 | |
| 07:15 | | | 61 | | 59 | | 120 | | 19:15 | | | 93 | | 60 | | 153 | |
| 07:30 | | | 81 | | 65 | | 146 | | 19:30 | | | 83 | | 49 | | 132 | |
| 07:45 | | | 85 | 285 | 59 | 235 | 144 | 520 | 19:45 | | | 92 | 384 | 52 | 216 | 144 | 600 |
| 08:00 | | | 107 | | 69 | | 176 | | 20:00 | | | 94 | | 48 | | 142 | |
| 08:15 | | | 105 | | 71 | | 176 | | 20:15 | | | 97 | | 42 | | 139 | |
| 08:30 | | | 127 | | 82 | | 209 | | 20:30 | | | 61 | | 40 | | 101 | |
| 08:45 | | | 130 | 469 | 80 | 302 | 210 | 771 | 20:45 | | | 59 | 311 | 30 | 160 | 89 | 471 |
| 09:00 | | | 119 | | 81 | | 200 | | 21:00 | | | 71 | | 45 | | 116 | |
| 09:15 | | | 99 | | 66 | | 165 | | 21:15 | | | 74 | | 40 | | 114 | |
| 09:30 | | | 127 | | 49 | | 176 | | 21:30 | | | 75 | | 30 | | 105 | |
| 09:45 | | | 132 | 477 | 56 | 252 | 188 | 729 | 21:45 | | | 98 | 318 | 29 | 144 | 127 | 462 |
| 10:00 | | | 113 | | 64 | | 177 | | 22:00 | | | 64 | | 25 | | 89 | |
| 10:15 | | | 123 | | 36 | | 159 | | 22:15 | | | 72 | | 34 | | 106 | |
| 10:30 | | | 122 | | 73 | | 195 | | 22:30 | | | 56 | | 20 | | 76 | |
| 10:45 | | | 120 | 478 | 60 | 233 | 180 | 711 | 22:45 | | | 49 | 241 | 25 | 104 | 74 | 345 |
| 11:00 | | | 89 | | 68 | | 157 | | 23:00 | | | 58 | | 23 | | 81 | |
| 11:15 | | | 61 | | 58 | | 119 | | 23:15 | | | 29 | | 21 | | 50 | |
| 11:30 | | | 125 | | 94 | | 219 | | 23:30 | | | 47 | | 19 | | 66 | |
| 11:45 | | | 106 | 381 | 67 | 287 | 173 | 668 | 23:45 | | | 31 | 165 | 10 | 73 | 41 | 238 |
| TOTALS | | | | 2548 | | 1695 | | 4243 | TOTALS | | | | 6994 | | 2835 | | 9829 |
| SPLIT % | | | | 60.1% | | 39.9% | | 30.2% | SPLIT % | | | | 71.2% | | 28.8% | | 69.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 9,542 | 4,530 | 14,072 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 09:30 | 11:30 | 11:30 | PM Peak Hour | | 16:45 | 15:30 | 16:45 |
| AM Pk Volume | | | 495 | 341 | 824 | PM Pk Volume | | 1324 | 347 | 1651 |
| Pk Hr Factor | | | 0.938 | 0.907 | 0.941 | Pk Hr Factor | | 0.935 | 0.868 | 0.951 |
| 7 - 9 Volume | 0 | 0 | 754 | 537 | 1291 | 4 - 6 Volume | 0 | 2421 | 655 | 3076 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | 16:45 | 16:00 | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 469 | 302 | 771 | 4 - 6 Pk Volume | 0 | 1324 | 330 | 1651 |
| Pk Hr Factor | 0.000 | 0.000 | 0.902 | 0.921 | 0.918 | Pk Hr Factor | 0.000 | 0.935 | 0.825 | 0.951 |

Prepared by NDS/ATD

# VOLUME

## Hawthorn St Bet. Harbor Dr & Pacific Hwy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_021

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 26,337 | 26,337 |

| AM Period | NB | SB | EB | WB | | TOTAL | | PM Period | NB | SB | EB | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | 83 | | 83 | | 12:00 | | | 0 | 367 | | 367 | |
| 00:15 | | | 0 | 66 | | 66 | | 12:15 | | | 0 | 369 | | 369 | |
| 00:30 | | | 0 | 50 | | 50 | | 12:30 | | | 0 | 398 | | 398 | |
| 00:45 | | | 0 | 56 | 255 | 56 | 255 | 12:45 | | | 0 | 377 | 1511 | 377 | 1511 |
| 01:00 | | | 0 | 33 | | 33 | | 13:00 | | | 0 | 324 | | 324 | |
| 01:15 | | | 0 | 40 | | 40 | | 13:15 | | | 0 | 342 | | 342 | |
| 01:30 | | | 0 | 22 | | 22 | | 13:30 | | | 0 | 303 | | 303 | |
| 01:45 | | | 0 | 19 | 114 | 19 | 114 | 13:45 | | | 0 | 342 | 1311 | 342 | 1311 |
| 02:00 | | | 0 | 11 | | 11 | | 14:00 | | | 0 | 303 | | 303 | |
| 02:15 | | | 0 | 25 | | 25 | | 14:15 | | | 0 | 282 | | 282 | |
| 02:30 | | | 0 | 14 | | 14 | | 14:30 | | | 0 | 331 | | 331 | |
| 02:45 | | | 0 | 38 | 88 | 38 | 88 | 14:45 | | | 0 | 324 | 1240 | 324 | 1240 |
| 03:00 | | | 0 | 46 | | 46 | | 15:00 | | | 0 | 329 | | 329 | |
| 03:15 | | | 0 | 78 | | 78 | | 15:15 | | | 0 | 279 | | 279 | |
| 03:30 | | | 0 | 100 | | 100 | | 15:30 | | | 0 | 286 | | 286 | |
| 03:45 | | | 0 | 148 | 372 | 148 | 372 | 15:45 | | | 0 | 331 | 1225 | 331 | 1225 |
| 04:00 | | | 0 | 147 | | 147 | | 16:00 | | | 0 | 279 | | 279 | |
| 04:15 | | | 0 | 204 | | 204 | | 16:15 | | | 0 | 249 | | 249 | |
| 04:30 | | | 0 | 304 | | 304 | | 16:30 | | | 0 | 250 | | 250 | |
| 04:45 | | | 0 | 394 | 1049 | 394 | 1049 | 16:45 | | | 0 | 266 | 1044 | 266 | 1044 |
| 05:00 | | | 0 | 405 | | 405 | | 17:00 | | | 0 | 279 | | 279 | |
| 05:15 | | | 0 | 509 | | 509 | | 17:15 | | | 0 | 287 | | 287 | |
| 05:30 | | | 0 | 447 | | 447 | | 17:30 | | | 0 | 241 | | 241 | |
| 05:45 | | | 0 | 447 | 1808 | 447 | 1808 | 17:45 | | | 0 | 316 | 1123 | 316 | 1123 |
| 06:00 | | | 0 | 527 | | 527 | | 18:00 | | | 0 | 284 | | 284 | |
| 06:15 | | | 0 | 461 | | 461 | | 18:15 | | | 0 | 304 | | 304 | |
| 06:30 | | | 0 | 477 | | 477 | | 18:30 | | | 0 | 271 | | 271 | |
| 06:45 | | | 0 | 385 | 1850 | 385 | 1850 | 18:45 | | | 0 | 261 | 1120 | 261 | 1120 |
| 07:00 | | | 0 | 433 | | 433 | | 19:00 | | | 0 | 301 | | 301 | |
| 07:15 | | | 0 | 447 | | 447 | | 19:15 | | | 0 | 271 | | 271 | |
| 07:30 | | | 0 | 388 | | 388 | | 19:30 | | | 0 | 250 | | 250 | |
| 07:45 | | | 0 | 405 | 1673 | 405 | 1673 | 19:45 | | | 0 | 269 | 1091 | 269 | 1091 |
| 08:00 | | | 0 | 396 | | 396 | | 20:00 | | | 0 | 275 | | 275 | |
| 08:15 | | | 0 | 402 | | 402 | | 20:15 | | | 0 | 236 | | 236 | |
| 08:30 | | | 0 | 415 | | 415 | | 20:30 | | | 0 | 256 | | 256 | |
| 08:45 | | | 0 | 450 | 1663 | 450 | 1663 | 20:45 | | | 0 | 221 | 988 | 221 | 988 |
| 09:00 | | | 0 | 399 | | 399 | | 21:00 | | | 0 | 232 | | 232 | |
| 09:15 | | | 0 | 402 | | 402 | | 21:15 | | | 0 | 216 | | 216 | |
| 09:30 | | | 0 | 372 | | 372 | | 21:30 | | | 0 | 240 | | 240 | |
| 09:45 | | | 0 | 415 | 1588 | 415 | 1588 | 21:45 | | | 0 | 269 | 957 | 269 | 957 |
| 10:00 | | | 0 | 354 | | 354 | | 22:00 | | | 0 | 235 | | 235 | |
| 10:15 | | | 0 | 355 | | 355 | | 22:15 | | | 0 | 221 | | 221 | |
| 10:30 | | | 0 | 337 | | 337 | | 22:30 | | | 0 | 215 | | 215 | |
| 10:45 | | | 0 | 315 | 1361 | 315 | 1361 | 22:45 | | | 0 | 194 | 865 | 194 | 865 |
| 11:00 | | | 0 | 353 | | 353 | | 23:00 | | | 0 | 188 | | 188 | |
| 11:15 | | | 0 | 334 | | 334 | | 23:15 | | | 0 | 165 | | 165 | |
| 11:30 | | | 0 | 364 | | 364 | | 23:30 | | | 0 | 139 | | 139 | |
| 11:45 | | | 0 | 380 | 1431 | 380 | 1431 | 23:45 | | | 0 | 118 | 610 | 118 | 610 |
| TOTALS | | | | | 13252 | | 13252 | TOTALS | | | | | 13085 | | 13085 |
| SPLIT % | | | | | 100.0% | | 50.3% | SPLIT % | | | | | 100.0% | | 49.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 26,337 | 26,337 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | | | 05:15 | 05:15 | PM Peak Hour | | | | | 12:00 | 12:00 |
| AM Pk Volume | | | | | 1930 | 1930 | PM Pk Volume | | | | | 1511 | 1511 |
| Pk Hr Factor | | | | | 0.916 | 0.916 | Pk Hr Factor | | | | | 0.949 | 0.949 |
| 7 - 9 Volume | 0 | 0 | 0 | | 3336 | 3336 | 4 - 6 Volume | 0 | 0 | 0 | | 2167 | 2167 |
| 7 - 9 Peak Hour | | | | | 07:00 | 07:00 | 4 - 6 Peak Hour | | | | | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | | 1673 | 1673 | 4 - 6 Pk Volume | 0 | 0 | 0 | | 1123 | 1123 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.936 | 0.936 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.888 | 0.888 |

Prepared by NDS/ATD

# VOLUME

## Hawthorn St Bet. Kettner Blvd & India St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_022

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 30,936 | 30,936 |

| AM Period | NB | SB | EB | WB | | TOTAL | | PM Period | NB | SB | EB | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | 85 | | 85 | | 12:00 | | | 0 | 419 | | 419 | |
| 00:15 | | | 0 | 76 | | 76 | | 12:15 | | | 0 | 447 | | 447 | |
| 00:30 | | | 0 | 67 | | 67 | | 12:30 | | | 0 | 475 | | 475 | |
| 00:45 | | | 0 | 55 | 283 | 55 | 283 | 12:45 | | | 0 | 422 | 1763 | 422 | 1763 |
| 01:00 | | | 0 | 43 | | 43 | | 13:00 | | | 0 | 418 | | 418 | |
| 01:15 | | | 0 | 50 | | 50 | | 13:15 | | | 0 | 431 | | 431 | |
| 01:30 | | | 0 | 35 | | 35 | | 13:30 | | | 0 | 373 | | 373 | |
| 01:45 | | | 0 | 25 | 153 | 25 | 153 | 13:45 | | | 0 | 412 | 1634 | 412 | 1634 |
| 02:00 | | | 0 | 16 | | 16 | | 14:00 | | | 0 | 384 | | 384 | |
| 02:15 | | | 0 | 26 | | 26 | | 14:15 | | | 0 | 364 | | 364 | |
| 02:30 | | | 0 | 27 | | 27 | | 14:30 | | | 0 | 421 | | 421 | |
| 02:45 | | | 0 | 35 | 104 | 35 | 104 | 14:45 | | | 0 | 377 | 1546 | 377 | 1546 |
| 03:00 | | | 0 | 49 | | 49 | | 15:00 | | | 0 | 392 | | 392 | |
| 03:15 | | | 0 | 91 | | 91 | | 15:15 | | | 0 | 373 | | 373 | |
| 03:30 | | | 0 | 104 | | 104 | | 15:30 | | | 0 | 355 | | 355 | |
| 03:45 | | | 0 | 151 | 395 | 151 | 395 | 15:45 | | | 0 | 393 | 1513 | 393 | 1513 |
| 04:00 | | | 0 | 149 | | 149 | | 16:00 | | | 0 | 337 | | 337 | |
| 04:15 | | | 0 | 216 | | 216 | | 16:15 | | | 0 | 334 | | 334 | |
| 04:30 | | | 0 | 330 | | 330 | | 16:30 | | | 0 | 361 | | 361 | |
| 04:45 | | | 0 | 401 | 1096 | 401 | 1096 | 16:45 | | | 0 | 368 | 1400 | 368 | 1400 |
| 05:00 | | | 0 | 447 | | 447 | | 17:00 | | | 0 | 363 | | 363 | |
| 05:15 | | | 0 | 501 | | 501 | | 17:15 | | | 0 | 385 | | 385 | |
| 05:30 | | | 0 | 460 | | 460 | | 17:30 | | | 0 | 369 | | 369 | |
| 05:45 | | | 0 | 458 | 1866 | 458 | 1866 | 17:45 | | | 0 | 348 | 1465 | 348 | 1465 |
| 06:00 | | | 0 | 460 | | 460 | | 18:00 | | | 0 | 359 | | 359 | |
| 06:15 | | | 0 | 430 | | 430 | | 18:15 | | | 0 | 372 | | 372 | |
| 06:30 | | | 0 | 473 | | 473 | | 18:30 | | | 0 | 350 | | 350 | |
| 06:45 | | | 0 | 442 | 1805 | 442 | 1805 | 18:45 | | | 0 | 347 | 1428 | 347 | 1428 |
| 07:00 | | | 0 | 475 | | 475 | | 19:00 | | | 0 | 338 | | 338 | |
| 07:15 | | | 0 | 537 | | 537 | | 19:15 | | | 0 | 318 | | 318 | |
| 07:30 | | | 0 | 491 | | 491 | | 19:30 | | | 0 | 301 | | 301 | |
| 07:45 | | | 0 | 560 | 2063 | 560 | 2063 | 19:45 | | | 0 | 303 | 1260 | 303 | 1260 |
| 08:00 | | | 0 | 560 | | 560 | | 20:00 | | | 0 | 309 | | 309 | |
| 08:15 | | | 0 | 509 | | 509 | | 20:15 | | | 0 | 271 | | 271 | |
| 08:30 | | | 0 | 534 | | 534 | | 20:30 | | | 0 | 311 | | 311 | |
| 08:45 | | | 0 | 560 | 2163 | 560 | 2163 | 20:45 | | | 0 | 296 | 1187 | 296 | 1187 |
| 09:00 | | | 0 | 506 | | 506 | | 21:00 | | | 0 | 285 | | 285 | |
| 09:15 | | | 0 | 527 | | 527 | | 21:15 | | | 0 | 301 | | 301 | |
| 09:30 | | | 0 | 517 | | 517 | | 21:30 | | | 0 | 268 | | 268 | |
| 09:45 | | | 0 | 475 | 2025 | 475 | 2025 | 21:45 | | | 0 | 289 | 1143 | 289 | 1143 |
| 10:00 | | | 0 | 224 | | 224 | | 22:00 | | | 0 | 236 | | 236 | |
| 10:15 | | | 0 | 482 | | 482 | | 22:15 | | | 0 | 236 | | 236 | |
| 10:30 | | | 0 | 426 | | 426 | | 22:30 | | | 0 | 224 | | 224 | |
| 10:45 | | | 0 | 434 | 1566 | 434 | 1566 | 22:45 | | | 0 | 190 | 886 | 190 | 886 |
| 11:00 | | | 0 | 398 | | 398 | | 23:00 | | | 0 | 121 | | 121 | |
| 11:15 | | | 0 | 435 | | 435 | | 23:15 | | | 0 | 123 | | 123 | |
| 11:30 | | | 0 | 456 | | 456 | | 23:30 | | | 0 | 105 | | 105 | |
| 11:45 | | | 0 | 459 | 1748 | 459 | 1748 | 23:45 | | | 0 | 95 | 444 | 95 | 444 |
| TOTALS | | | | | 15267 | | 15267 | TOTALS | | | | | 15669 | | 15669 |
| SPLIT % | | | | | 100.0% | | 49.4% | SPLIT % | | | | | 100.0% | | 50.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 30,936 | 30,936 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | | | 07:45 | 07:45 | PM Peak Hour | | | | | 12:00 | 12:00 |
| AM Pk Volume | | | | | 2163 | 2163 | PM Pk Volume | | | | | 1763 | 1763 |
| Pk Hr Factor | | | | | 0.966 | 0.966 | Pk Hr Factor | | | | | 0.928 | 0.928 |
| 7 - 9 Volume | 0 | 0 | 0 | | 4226 | 4226 | 4 - 6 Volume | 0 | 0 | 0 | | 2865 | 2865 |
| 7 - 9 Peak Hour | | | | | 07:45 | 07:45 | 4 - 6 Peak Hour | | | | | 16:45 | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | | 2163 | 2163 | 4 - 6 Pk Volume | 0 | 0 | 0 | | 1485 | 1485 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.966 | 0.966 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.964 | 0.964 |

Prepared by NDS/ATD

# VOLUME

## Hawthorn St Bet. Brant St & Albatross St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_023

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 10,483 | 10,483 |

| AM Period | NB | SB | EB | WB | | TOTAL | | PM Period | NB | SB | EB | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | 19 | | 19 | | 12:00 | | | 0 | 173 | | 173 | |
| 00:15 | | | 0 | 23 | | 23 | | 12:15 | | | 0 | 178 | | 178 | |
| 00:30 | | | 0 | 17 | | 17 | | 12:30 | | | 0 | 148 | | 148 | |
| 00:45 | | | 0 | 16 | 75 | 16 | 75 | 12:45 | | | 0 | 178 | 677 | 178 | 677 |
| 01:00 | | | 0 | 24 | | 24 | | 13:00 | | | 0 | 197 | | 197 | |
| 01:15 | | | 0 | 17 | | 17 | | 13:15 | | | 0 | 138 | | 138 | |
| 01:30 | | | 0 | 15 | | 15 | | 13:30 | | | 0 | 169 | | 169 | |
| 01:45 | | | 0 | 11 | 67 | 11 | 67 | 13:45 | | | 0 | 178 | 682 | 178 | 682 |
| 02:00 | | | 0 | 10 | | 10 | | 14:00 | | | 0 | 157 | | 157 | |
| 02:15 | | | 0 | 9 | | 9 | | 14:15 | | | 0 | 176 | | 176 | |
| 02:30 | | | 0 | 7 | | 7 | | 14:30 | | | 0 | 176 | | 176 | |
| 02:45 | | | 0 | 9 | 35 | 9 | 35 | 14:45 | | | 0 | 167 | 676 | 167 | 676 |
| 03:00 | | | 0 | 3 | | 3 | | 15:00 | | | 0 | 210 | | 210 | |
| 03:15 | | | 0 | 6 | | 6 | | 15:15 | | | 0 | 154 | | 154 | |
| 03:30 | | | 0 | 8 | | 8 | | 15:30 | | | 0 | 166 | | 166 | |
| 03:45 | | | 0 | 5 | 22 | 5 | 22 | 15:45 | | | 0 | 163 | 693 | 163 | 693 |
| 04:00 | | | 0 | 20 | | 20 | | 16:00 | | | 0 | 178 | | 178 | |
| 04:15 | | | 0 | 10 | | 10 | | 16:15 | | | 0 | 153 | | 153 | |
| 04:30 | | | 0 | 15 | | 15 | | 16:30 | | | 0 | 180 | | 180 | |
| 04:45 | | | 0 | 32 | 77 | 32 | 77 | 16:45 | | | 0 | 161 | 672 | 161 | 672 |
| 05:00 | | | 0 | 54 | | 54 | | 17:00 | | | 0 | 226 | | 226 | |
| 05:15 | | | 0 | 50 | | 50 | | 17:15 | | | 0 | 230 | | 230 | |
| 05:30 | | | 0 | 66 | | 66 | | 17:30 | | | 0 | 213 | | 213 | |
| 05:45 | | | 0 | 79 | 249 | 79 | 249 | 17:45 | | | 0 | 176 | 845 | 176 | 845 |
| 06:00 | | | 0 | 70 | | 70 | | 18:00 | | | 0 | 168 | | 168 | |
| 06:15 | | | 0 | 69 | | 69 | | 18:15 | | | 0 | 166 | | 166 | |
| 06:30 | | | 0 | 99 | | 99 | | 18:30 | | | 0 | 157 | | 157 | |
| 06:45 | | | 0 | 111 | 349 | 111 | 349 | 18:45 | | | 0 | 129 | 620 | 129 | 620 |
| 07:00 | | | 0 | 132 | | 132 | | 19:00 | | | 0 | 133 | | 133 | |
| 07:15 | | | 0 | 120 | | 120 | | 19:15 | | | 0 | 134 | | 134 | |
| 07:30 | | | 0 | 103 | | 103 | | 19:30 | | | 0 | 125 | | 125 | |
| 07:45 | | | 0 | 146 | 501 | 146 | 501 | 19:45 | | | 0 | 121 | 513 | 121 | 513 |
| 08:00 | | | 0 | 131 | | 131 | | 20:00 | | | 0 | 102 | | 102 | |
| 08:15 | | | 0 | 136 | | 136 | | 20:15 | | | 0 | 97 | | 97 | |
| 08:30 | | | 0 | 128 | | 128 | | 20:30 | | | 0 | 96 | | 96 | |
| 08:45 | | | 0 | 141 | 536 | 141 | 536 | 20:45 | | | 0 | 105 | 400 | 105 | 400 |
| 09:00 | | | 0 | 157 | | 157 | | 21:00 | | | 0 | 100 | | 100 | |
| 09:15 | | | 0 | 150 | | 150 | | 21:15 | | | 0 | 93 | | 93 | |
| 09:30 | | | 0 | 152 | | 152 | | 21:30 | | | 0 | 86 | | 86 | |
| 09:45 | | | 0 | 141 | 600 | 141 | 600 | 21:45 | | | 0 | 93 | 372 | 93 | 372 |
| 10:00 | | | 0 | 152 | | 152 | | 22:00 | | | 0 | 100 | | 100 | |
| 10:15 | | | 0 | 133 | | 133 | | 22:15 | | | 0 | 89 | | 89 | |
| 10:30 | | | 0 | 121 | | 121 | | 22:30 | | | 0 | 88 | | 88 | |
| 10:45 | | | 0 | 140 | 546 | 140 | 546 | 22:45 | | | 0 | 86 | 363 | 86 | 363 |
| 11:00 | | | 0 | 181 | | 181 | | 23:00 | | | 0 | 68 | | 68 | |
| 11:15 | | | 0 | 153 | | 153 | | 23:15 | | | 0 | 80 | | 80 | |
| 11:30 | | | 0 | 168 | | 168 | | 23:30 | | | 0 | 61 | | 61 | |
| 11:45 | | | 0 | 149 | 651 | 149 | 651 | 23:45 | | | 0 | 53 | 262 | 53 | 262 |
| TOTALS | | | | | 3708 | | 3708 | TOTALS | | | | | 6775 | | 6775 |
| SPLIT % | | | | | 100.0% | | 35.4% | SPLIT % | | | | | 100.0% | | 64.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 10,483 | 10,483 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | | | 11:30 | 11:30 | PM Peak Hour | | | | | 17:00 | 17:00 |
| AM Pk Volume | | | | | 668 | 668 | PM Pk Volume | | | | | 845 | 845 |
| Pk Hr Factor | | | | | 0.938 | 0.938 | Pk Hr Factor | | | | | 0.918 | 0.918 |
| 7 - 9 Volume | 0 | 0 | 0 | | 1037 | 1037 | 4 - 6 Volume | 0 | 0 | 0 | | 1517 | 1517 |
| 7 - 9 Peak Hour | | | | | 07:45 | 07:45 | 4 - 6 Peak Hour | | | | | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | | 541 | 541 | 4 - 6 Pk Volume | 0 | 0 | 0 | | 845 | 845 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.926 | 0.926 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | | 0.918 | 0.918 |

Prepared by NDS/ATD

# VOLUME

## Grape St Bet. Harbor Dr & Pacific Hwy

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_024

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 23,826 | 0 | 23,826 |

| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 153 | 0 | 153 | 12:00 | | | 332 | 0 | 332 |
| 00:15 | | | 113 | 0 | 113 | 12:15 | | | 342 | 0 | 342 |
| 00:30 | | | 126 | 0 | 126 | 12:30 | | | 325 | 0 | 325 |
| 00:45 | | | 108 500 | 0 | 108 500 | 12:45 | | | 377 1376 | 0 | 377 1376 |
| 01:00 | | | 59 | 0 | 59 | 13:00 | | | 368 | 0 | 368 |
| 01:15 | | | 73 | 0 | 73 | 13:15 | | | 394 | 0 | 394 |
| 01:30 | | | 25 | 0 | 25 | 13:30 | | | 352 | 0 | 352 |
| 01:45 | | | 47 204 | 0 | 47 204 | 13:45 | | | 417 1531 | 0 | 417 1531 |
| 02:00 | | | 26 | 0 | 26 | 14:00 | | | 301 | 0 | 301 |
| 02:15 | | | 34 | 0 | 34 | 14:15 | | | 397 | 0 | 397 |
| 02:30 | | | 13 | 0 | 13 | 14:30 | | | 370 | 0 | 370 |
| 02:45 | | | 18 91 | 0 | 18 91 | 14:45 | | | 375 1443 | 0 | 375 1443 |
| 03:00 | | | 14 | 0 | 14 | 15:00 | | | 440 | 0 | 440 |
| 03:15 | | | 14 | 0 | 14 | 15:15 | | | 323 | 0 | 323 |
| 03:30 | | | 21 | 0 | 21 | 15:30 | | | 214 | 0 | 214 |
| 03:45 | | | 29 78 | 0 | 29 78 | 15:45 | | | 318 1295 | 0 | 318 1295 |
| 04:00 | | | 48 | 0 | 48 | 16:00 | | | 339 | 0 | 339 |
| 04:15 | | | 64 | 0 | 64 | 16:15 | | | 320 | 0 | 320 |
| 04:30 | | | 98 | 0 | 98 | 16:30 | | | 303 | 0 | 303 |
| 04:45 | | | 178 388 | 0 | 178 388 | 16:45 | | | 303 1265 | 0 | 303 1265 |
| 05:00 | | | 230 | 0 | 230 | 17:00 | | | 356 | 0 | 356 |
| 05:15 | | | 286 | 0 | 286 | 17:15 | | | 338 | 0 | 338 |
| 05:30 | | | 281 | 0 | 281 | 17:30 | | | 323 | 0 | 323 |
| 05:45 | | | 285 1082 | 0 | 285 1082 | 17:45 | | | 303 1320 | 0 | 303 1320 |
| 06:00 | | | 239 | 0 | 239 | 18:00 | | | 328 | 0 | 328 |
| 06:15 | | | 225 | 0 | 225 | 18:15 | | | 333 | 0 | 333 |
| 06:30 | | | 219 | 0 | 219 | 18:30 | | | 280 | 0 | 280 |
| 06:45 | | | 225 908 | 0 | 225 908 | 18:45 | | | 375 1316 | 0 | 375 1316 |
| 07:00 | | | 215 | 0 | 215 | 19:00 | | | 323 | 0 | 323 |
| 07:15 | | | 235 | 0 | 235 | 19:15 | | | 319 | 0 | 319 |
| 07:30 | | | 206 | 0 | 206 | 19:30 | | | 282 | 0 | 282 |
| 07:45 | | | 260 916 | 0 | 260 916 | 19:45 | | | 285 1209 | 0 | 285 1209 |
| 08:00 | | | 231 | 0 | 231 | 20:00 | | | 305 | 0 | 305 |
| 08:15 | | | 224 | 0 | 224 | 20:15 | | | 331 | 0 | 331 |
| 08:30 | | | 269 | 0 | 269 | 20:30 | | | 302 | 0 | 302 |
| 08:45 | | | 287 1011 | 0 | 287 1011 | 20:45 | | | 263 1201 | 0 | 263 1201 |
| 09:00 | | | 295 | 0 | 295 | 21:00 | | | 194 | 0 | 194 |
| 09:15 | | | 308 | 0 | 308 | 21:15 | | | 226 | 0 | 226 |
| 09:30 | | | 333 | 0 | 333 | 21:30 | | | 221 | 0 | 221 |
| 09:45 | | | 307 1243 | 0 | 307 1243 | 21:45 | | | 251 892 | 0 | 251 892 |
| 10:00 | | | 354 | 0 | 354 | 22:00 | | | 283 | 0 | 283 |
| 10:15 | | | 299 | 0 | 299 | 22:15 | | | 281 | 0 | 281 |
| 10:30 | | | 312 | 0 | 312 | 22:30 | | | 265 | 0 | 265 |
| 10:45 | | | 348 1313 | 0 | 348 1313 | 22:45 | | | 281 1110 | 0 | 281 1110 |
| 11:00 | | | 325 | 0 | 325 | 23:00 | | | 128 | 0 | 128 |
| 11:15 | | | 394 | 0 | 394 | 23:15 | | | 266 | 0 | 266 |
| 11:30 | | | 352 | 0 | 352 | 23:30 | | | 205 | 0 | 205 |
| 11:45 | | | 324 1395 | 0 | 324 1395 | 23:45 | | | 140 739 | 0 | 140 739 |
| TOTALS | | | 9129 | | 9129 | TOTALS | | | 14697 | | 14697 |
| SPLIT % | | | 100.0% | | 38.3% | SPLIT % | | | 100.0% | | 61.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 23,826 | 0 | 23,826 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | | 10:45 | PM Peak Hour | | | 14:15 | | 14:15 |
| AM Pk Volume | | | 1419 | | 1419 | PM Pk Volume | | | 1582 | | 1582 |
| Pk Hr Factor | | | 0.900 | | 0.900 | Pk Hr Factor | | | 0.899 | | 0.899 |
| 7 - 9 Volume | 0 | 0 | 1927 | 0 | 1927 | 4 - 6 Volume | 0 | 0 | 2585 | 0 | 2585 |
| 7 - 9 Peak Hour | | | 08:00 | | 08:00 | 4 - 6 Peak Hour | | | 16:45 | | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 1011 | 0 | 1011 | 4 - 6 Pk Volume | 0 | 0 | 1320 | 0 | 1320 |
| Pk Hr Factor | 0.000 | 0.000 | 0.881 | 0.000 | 0.881 | Pk Hr Factor | 0.000 | 0.000 | 0.927 | 0.000 | 0.927 |

Prepared by NDS/ATD

# VOLUME

## Grape St Bet. Columbia St & State St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_026

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 32,386 | 0 | 32,386 |

| AM Period | NB | SB | EB | | WB | TOTAL | | PM Period | NB | SB | EB | | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 146 | | 0 | 146 | | 12:00 | | | 424 | | 0 | 424 | |
| 00:15 | | | 121 | | 0 | 121 | | 12:15 | | | 454 | | 0 | 454 | |
| 00:30 | | | 132 | | 0 | 132 | | 12:30 | | | 458 | | 0 | 458 | |
| 00:45 | | | 87 | 486 | 0 | 87 | 486 | 12:45 | | | 485 | 1821 | 0 | 485 | 1821 |
| 01:00 | | | 108 | | 0 | 108 | | 13:00 | | | 536 | | 0 | 536 | |
| 01:15 | | | 82 | | 0 | 82 | | 13:15 | | | 487 | | 0 | 487 | |
| 01:30 | | | 52 | | 0 | 52 | | 13:30 | | | 517 | | 0 | 517 | |
| 01:45 | | | 74 | 316 | 0 | 74 | 316 | 13:45 | | | 535 | 2075 | 0 | 535 | 2075 |
| 02:00 | | | 41 | | 0 | 41 | | 14:00 | | | 507 | | 0 | 507 | |
| 02:15 | | | 41 | | 0 | 41 | | 14:15 | | | 582 | | 0 | 582 | |
| 02:30 | | | 25 | | 0 | 25 | | 14:30 | | | 569 | | 0 | 569 | |
| 02:45 | | | 27 | 134 | 0 | 27 | 134 | 14:45 | | | 496 | 2154 | 0 | 496 | 2154 |
| 03:00 | | | 16 | | 0 | 16 | | 15:00 | | | 607 | | 0 | 607 | |
| 03:15 | | | 23 | | 0 | 23 | | 15:15 | | | 469 | | 0 | 469 | |
| 03:30 | | | 27 | | 0 | 27 | | 15:30 | | | 425 | | 0 | 425 | |
| 03:45 | | | 31 | 97 | 0 | 31 | 97 | 15:45 | | | 529 | 2030 | 0 | 529 | 2030 |
| 04:00 | | | 46 | | 0 | 46 | | 16:00 | | | 504 | | 0 | 504 | |
| 04:15 | | | 57 | | 0 | 57 | | 16:15 | | | 516 | | 0 | 516 | |
| 04:30 | | | 83 | | 0 | 83 | | 16:30 | | | 495 | | 0 | 495 | |
| 04:45 | | | 166 | 352 | 0 | 166 | 352 | 16:45 | | | 509 | 2024 | 0 | 509 | 2024 |
| 05:00 | | | 199 | | 0 | 199 | | 17:00 | | | 541 | | 0 | 541 | |
| 05:15 | | | 246 | | 0 | 246 | | 17:15 | | | 554 | | 0 | 554 | |
| 05:30 | | | 314 | | 0 | 314 | | 17:30 | | | 466 | | 0 | 466 | |
| 05:45 | | | 293 | 1052 | 0 | 293 | 1052 | 17:45 | | | 461 | 2022 | 0 | 461 | 2022 |
| 06:00 | | | 257 | | 0 | 257 | | 18:00 | | | 474 | | 0 | 474 | |
| 06:15 | | | 253 | | 0 | 253 | | 18:15 | | | 407 | | 0 | 407 | |
| 06:30 | | | 290 | | 0 | 290 | | 18:30 | | | 410 | | 0 | 410 | |
| 06:45 | | | 271 | 1071 | 0 | 271 | 1071 | 18:45 | | | 464 | 1755 | 0 | 464 | 1755 |
| 07:00 | | | 303 | | 0 | 303 | | 19:00 | | | 426 | | 0 | 426 | |
| 07:15 | | | 281 | | 0 | 281 | | 19:15 | | | 418 | | 0 | 418 | |
| 07:30 | | | 275 | | 0 | 275 | | 19:30 | | | 412 | | 0 | 412 | |
| 07:45 | | | 404 | 1263 | 0 | 404 | 1263 | 19:45 | | | 382 | 1638 | 0 | 382 | 1638 |
| 08:00 | | | 321 | | 0 | 321 | | 20:00 | | | 403 | | 0 | 403 | |
| 08:15 | | | 341 | | 0 | 341 | | 20:15 | | | 418 | | 0 | 418 | |
| 08:30 | | | 372 | | 0 | 372 | | 20:30 | | | 391 | | 0 | 391 | |
| 08:45 | | | 376 | 1410 | 0 | 376 | 1410 | 20:45 | | | 362 | 1574 | 0 | 362 | 1574 |
| 09:00 | | | 411 | | 0 | 411 | | 21:00 | | | 341 | | 0 | 341 | |
| 09:15 | | | 405 | | 0 | 405 | | 21:15 | | | 267 | | 0 | 267 | |
| 09:30 | | | 417 | | 0 | 417 | | 21:30 | | | 352 | | 0 | 352 | |
| 09:45 | | | 446 | 1679 | 0 | 446 | 1679 | 21:45 | | | 336 | 1296 | 0 | 336 | 1296 |
| 10:00 | | | 428 | | 0 | 428 | | 22:00 | | | 380 | | 0 | 380 | |
| 10:15 | | | 405 | | 0 | 405 | | 22:15 | | | 337 | | 0 | 337 | |
| 10:30 | | | 370 | | 0 | 370 | | 22:30 | | | 378 | | 0 | 378 | |
| 10:45 | | | 434 | 1637 | 0 | 434 | 1637 | 22:45 | | | 394 | 1489 | 0 | 394 | 1489 |
| 11:00 | | | 439 | | 0 | 439 | | 23:00 | | | 365 | | 0 | 365 | |
| 11:15 | | | 458 | | 0 | 458 | | 23:15 | | | 340 | | 0 | 340 | |
| 11:30 | | | 435 | | 0 | 435 | | 23:30 | | | 297 | | 0 | 297 | |
| 11:45 | | | 408 | 1740 | 0 | 408 | 1740 | 23:45 | | | 269 | 1271 | 0 | 269 | 1271 |
| TOTALS | | | | 11237 | | | 11237 | TOTALS | | | | 21149 | | | 21149 |
| SPLIT % | | | | 100.0% | | | 34.7% | SPLIT % | | | | 100.0% | | | 65.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 32,386 | 0 | 32,386 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | | 10:45 | | | 10:45 | PM Peak Hour | | | | 14:15 | | | 14:15 |
| AM Pk Volume | | | | 1766 | | | 1766 | PM Pk Volume | | | | 2254 | | | 2254 |
| Pk Hr Factor | | | | 0.964 | | | 0.964 | Pk Hr Factor | | | | 0.928 | | | 0.928 |
| 7 - 9 Volume | 0 | 0 | | 2673 | 0 | | 2673 | 4 - 6 Volume | 0 | 0 | | 4046 | 0 | | 4046 |
| 7 - 9 Peak Hour | | | | 07:45 | | | 07:45 | 4 - 6 Peak Hour | | | | 16:30 | | | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | | 1438 | 0 | | 1438 | 4 - 6 Pk Volume | 0 | 0 | | 2099 | 0 | | 2099 |
| Pk Hr Factor | 0.000 | 0.000 | | 0.890 | 0.000 | | 0.890 | Pk Hr Factor | 0.000 | 0.000 | | 0.947 | 0.000 | | 0.947 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr W/O McCain Rd

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_027

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 13,440 | 15,358 | 28,798 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 33 | | 49 | | 82 | | 12:00 | | | 204 | | 246 | | 450 | |
| 00:15 | | | 35 | | 35 | | 70 | | 12:15 | | | 225 | | 240 | | 465 | |
| 00:30 | | | 26 | | 27 | | 53 | | 12:30 | | | 209 | | 256 | | 465 | |
| 00:45 | | | 19 | 113 | 24 | 135 | 43 | 248 | 12:45 | | | 234 | 872 | 215 | 957 | 449 | 1829 |
| 01:00 | | | 17 | | 14 | | 31 | | 13:00 | | | 213 | | 218 | | 431 | |
| 01:15 | | | 7 | | 20 | | 27 | | 13:15 | | | 208 | | 228 | | 436 | |
| 01:30 | | | 10 | | 8 | | 18 | | 13:30 | | | 208 | | 256 | | 464 | |
| 01:45 | | | 4 | 38 | 8 | 50 | 12 | 88 | 13:45 | | | 201 | 830 | 231 | 933 | 432 | 1763 |
| 02:00 | | | 10 | | 15 | | 25 | | 14:00 | | | 218 | | 201 | | 419 | |
| 02:15 | | | 7 | | 17 | | 24 | | 14:15 | | | 247 | | 197 | | 444 | |
| 02:30 | | | 10 | | 8 | | 18 | | 14:30 | | | 222 | | 193 | | 415 | |
| 02:45 | | | 4 | 31 | 4 | 44 | 8 | 75 | 14:45 | | | 253 | 940 | 208 | 799 | 461 | 1739 |
| 03:00 | | | 6 | | 2 | | 8 | | 15:00 | | | 322 | | 237 | | 559 | |
| 03:15 | | | 7 | | 8 | | 15 | | 15:15 | | | 267 | | 248 | | 515 | |
| 03:30 | | | 5 | | 6 | | 11 | | 15:30 | | | 316 | | 240 | | 556 | |
| 03:45 | | | 13 | 31 | 8 | 24 | 21 | 55 | 15:45 | | | 336 | 1241 | 259 | 984 | 595 | 2225 |
| 04:00 | | | 16 | | 21 | | 37 | | 16:00 | | | 363 | | 205 | | 568 | |
| 04:15 | | | 24 | | 32 | | 56 | | 16:15 | | | 364 | | 218 | | 582 | |
| 04:30 | | | 36 | | 57 | | 93 | | 16:30 | | | 318 | | 224 | | 542 | |
| 04:45 | | | 51 | 127 | 79 | 189 | 130 | 316 | 16:45 | | | 254 | 1299 | 218 | 865 | 472 | 2164 |
| 05:00 | | | 71 | | 89 | | 160 | | 17:00 | | | 268 | | 250 | | 518 | |
| 05:15 | | | 84 | | 124 | | 208 | | 17:15 | | | 275 | | 271 | | 546 | |
| 05:30 | | | 65 | | 144 | | 209 | | 17:30 | | | 261 | | 244 | | 505 | |
| 05:45 | | | 96 | 316 | 169 | 526 | 265 | 842 | 17:45 | | | 196 | 1000 | 230 | 995 | 426 | 1995 |
| 06:00 | | | 80 | | 192 | | 272 | | 18:00 | | | 239 | | 205 | | 444 | |
| 06:15 | | | 92 | | 232 | | 324 | | 18:15 | | | 179 | | 175 | | 354 | |
| 06:30 | | | 91 | | 248 | | 339 | | 18:30 | | | 193 | | 195 | | 388 | |
| 06:45 | | | 101 | 364 | 266 | 938 | 367 | 1302 | 18:45 | | | 170 | 781 | 185 | 760 | 355 | 1541 |
| 07:00 | | | 119 | | 325 | | 444 | | 19:00 | | | 158 | | 164 | | 322 | |
| 07:15 | | | 141 | | 315 | | 456 | | 19:15 | | | 142 | | 151 | | 293 | |
| 07:30 | | | 170 | | 331 | | 501 | | 19:30 | | | 128 | | 143 | | 271 | |
| 07:45 | | | 186 | 616 | 265 | 1236 | 451 | 1852 | 19:45 | | | 109 | 537 | 156 | 614 | 265 | 1151 |
| 08:00 | | | 160 | | 273 | | 433 | | 20:00 | | | 119 | | 136 | | 255 | |
| 08:15 | | | 181 | | 261 | | 442 | | 20:15 | | | 126 | | 125 | | 251 | |
| 08:30 | | | 204 | | 282 | | 486 | | 20:30 | | | 122 | | 109 | | 231 | |
| 08:45 | | | 187 | 732 | 249 | 1065 | 436 | 1797 | 20:45 | | | 103 | 470 | 108 | 478 | 211 | 948 |
| 09:00 | | | 173 | | 212 | | 385 | | 21:00 | | | 85 | | 104 | | 189 | |
| 09:15 | | | 189 | | 192 | | 381 | | 21:15 | | | 89 | | 102 | | 191 | |
| 09:30 | | | 195 | | 234 | | 429 | | 21:30 | | | 80 | | 112 | | 192 | |
| 09:45 | | | 170 | 727 | 210 | 848 | 380 | 1575 | 21:45 | | | 86 | 340 | 107 | 425 | 193 | 765 |
| 10:00 | | | 160 | | 206 | | 366 | | 22:00 | | | 78 | | 89 | | 167 | |
| 10:15 | | | 172 | | 202 | | 374 | | 22:15 | | | 91 | | 128 | | 219 | |
| 10:30 | | | 192 | | 204 | | 396 | | 22:30 | | | 123 | | 99 | | 222 | |
| 10:45 | | | 176 | 700 | 216 | 828 | 392 | 1528 | 22:45 | | | 66 | 358 | 87 | 403 | 153 | 761 |
| 11:00 | | | 167 | | 203 | | 370 | | 23:00 | | | 68 | | 81 | | 149 | |
| 11:15 | | | 200 | | 242 | | 442 | | 23:15 | | | 52 | | 85 | | 137 | |
| 11:30 | | | 202 | | 259 | | 461 | | 23:30 | | | 55 | | 67 | | 122 | |
| 11:45 | | | 200 | 769 | 270 | 974 | 470 | 1743 | 23:45 | | | 33 | 208 | 55 | 288 | 88 | 496 |
| TOTALS | | | | 4564 | | 6857 | | 11421 | TOTALS | | | | 8876 | | 8501 | | 17377 |
| SPLIT % | | | | 40.0% | | 60.0% | | 39.7% | SPLIT % | | | | 51.1% | | 48.9% | | 60.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 13,440 | 15,358 | 28,798 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 06:45 | 07:00 | PM Peak Hour | | | 15:45 | 17:00 | 15:30 |
| AM Pk Volume | | | 838 | 1237 | 1852 | PM Pk Volume | | | 1381 | 995 | 2301 |
| Pk Hr Factor | | | 0.931 | 0.934 | 0.924 | Pk Hr Factor | | | 0.948 | 0.918 | 0.967 |
| 7 - 9 Volume | 0 | 0 | 1348 | 2301 | 3649 | 4 - 6 Volume | 0 | 0 | 2299 | 1860 | 4159 |
| 7 - 9 Peak Hour | | | 08:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 732 | 1236 | 1852 | 4 - 6 Pk Volume | 0 | 0 | 1299 | 995 | 2164 |
| Pk Hr Factor | 0.000 | 0.000 | 0.897 | 0.934 | 0.924 | Pk Hr Factor | 0.000 | 0.000 | 0.892 | 0.918 | 0.930 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr Bet. McCain Rd & Spanish Landing

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_028

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 14,858 | 14,534 | 29,392 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 46 | | 41 | | 87 | | 12:00 | | | 225 | | 216 | | 441 | |
| 00:15 | | | 39 | | 30 | | 69 | | 12:15 | | | 217 | | 224 | | 441 | |
| 00:30 | | | 27 | | 23 | | 50 | | 12:30 | | | 226 | | 224 | | 450 | |
| 00:45 | | | 29 | 141 | 25 | 119 | 54 | 260 | 12:45 | | | 252 | 920 | 207 | 871 | 459 | 1791 |
| 01:00 | | | 17 | | 12 | | 29 | | 13:00 | | | 236 | | 211 | | 447 | |
| 01:15 | | | 8 | | 16 | | 24 | | 13:15 | | | 223 | | 201 | | 424 | |
| 01:30 | | | 14 | | 9 | | 23 | | 13:30 | | | 200 | | 229 | | 429 | |
| 01:45 | | | 6 | 45 | 5 | 42 | 11 | 87 | 13:45 | | | 213 | 872 | 209 | 850 | 422 | 1722 |
| 02:00 | | | 10 | | 13 | | 23 | | 14:00 | | | 224 | | 195 | | 419 | |
| 02:15 | | | 10 | | 16 | | 26 | | 14:15 | | | 247 | | 201 | | 448 | |
| 02:30 | | | 9 | | 8 | | 17 | | 14:30 | | | 246 | | 191 | | 437 | |
| 02:45 | | | 6 | 35 | 3 | 40 | 9 | 75 | 14:45 | | | 256 | 973 | 192 | 779 | 448 | 1752 |
| 03:00 | | | 6 | | 6 | | 12 | | 15:00 | | | 335 | | 224 | | 559 | |
| 03:15 | | | 7 | | 11 | | 18 | | 15:15 | | | 287 | | 231 | | 518 | |
| 03:30 | | | 6 | | 6 | | 12 | | 15:30 | | | 335 | | 242 | | 577 | |
| 03:45 | | | 14 | 33 | 11 | 34 | 25 | 67 | 15:45 | | | 353 | 1310 | 224 | 921 | 577 | 2231 |
| 04:00 | | | 16 | | 19 | | 35 | | 16:00 | | | 395 | | 200 | | 595 | |
| 04:15 | | | 26 | | 34 | | 60 | | 16:15 | | | 382 | | 196 | | 578 | |
| 04:30 | | | 38 | | 56 | | 94 | | 16:30 | | | 349 | | 212 | | 561 | |
| 04:45 | | | 55 | 135 | 78 | 187 | 133 | 322 | 16:45 | | | 302 | 1428 | 187 | 795 | 489 | 2223 |
| 05:00 | | | 79 | | 74 | | 153 | | 17:00 | | | 332 | | 252 | | 584 | |
| 05:15 | | | 91 | | 114 | | 205 | | 17:15 | | | 315 | | 250 | | 565 | |
| 05:30 | | | 79 | | 156 | | 235 | | 17:30 | | | 279 | | 209 | | 488 | |
| 05:45 | | | 94 | 343 | 179 | 523 | 273 | 866 | 17:45 | | | 246 | 1172 | 210 | 921 | 456 | 2093 |
| 06:00 | | | 79 | | 188 | | 267 | | 18:00 | | | 269 | | 198 | | 467 | |
| 06:15 | | | 98 | | 225 | | 323 | | 18:15 | | | 204 | | 155 | | 359 | |
| 06:30 | | | 99 | | 231 | | 330 | | 18:30 | | | 219 | | 193 | | 412 | |
| 06:45 | | | 96 | 372 | 265 | 909 | 361 | 1281 | 18:45 | | | 188 | 880 | 177 | 723 | 365 | 1603 |
| 07:00 | | | 118 | | 334 | | 452 | | 19:00 | | | 188 | | 172 | | 360 | |
| 07:15 | | | 139 | | 326 | | 465 | | 19:15 | | | 171 | | 147 | | 318 | |
| 07:30 | | | 187 | | 315 | | 502 | | 19:30 | | | 164 | | 131 | | 295 | |
| 07:45 | | | 182 | 626 | 271 | 1246 | 453 | 1872 | 19:45 | | | 121 | 644 | 150 | 600 | 271 | 1244 |
| 08:00 | | | 163 | | 264 | | 427 | | 20:00 | | | 142 | | 130 | | 272 | |
| 08:15 | | | 200 | | 260 | | 460 | | 20:15 | | | 158 | | 122 | | 280 | |
| 08:30 | | | 214 | | 285 | | 499 | | 20:30 | | | 152 | | 98 | | 250 | |
| 08:45 | | | 191 | 768 | 246 | 1055 | 437 | 1823 | 20:45 | | | 122 | 574 | 105 | 455 | 227 | 1029 |
| 09:00 | | | 188 | | 192 | | 380 | | 21:00 | | | 109 | | 103 | | 212 | |
| 09:15 | | | 191 | | 170 | | 361 | | 21:15 | | | 123 | | 98 | | 221 | |
| 09:30 | | | 198 | | 235 | | 433 | | 21:30 | | | 117 | | 107 | | 224 | |
| 09:45 | | | 197 | 774 | 195 | 792 | 392 | 1566 | 21:45 | | | 126 | 475 | 110 | 418 | 236 | 893 |
| 10:00 | | | 181 | | 182 | | 363 | | 22:00 | | | 97 | | 98 | | 195 | |
| 10:15 | | | 184 | | 184 | | 368 | | 22:15 | | | 110 | | 130 | | 240 | |
| 10:30 | | | 218 | | 184 | | 402 | | 22:30 | | | 147 | | 93 | | 240 | |
| 10:45 | | | 195 | 778 | 176 | 726 | 371 | 1504 | 22:45 | | | 86 | 440 | 82 | 403 | 168 | 843 |
| 11:00 | | | 190 | | 194 | | 384 | | 23:00 | | | 86 | | 67 | | 153 | |
| 11:15 | | | 214 | | 206 | | 420 | | 23:15 | | | 81 | | 71 | | 152 | |
| 11:30 | | | 219 | | 230 | | 449 | | 23:30 | | | 76 | | 62 | | 138 | |
| 11:45 | | | 215 | 838 | 236 | 866 | 451 | 1704 | 23:45 | | | 39 | 282 | 59 | 259 | 98 | 541 |
| TOTALS | | | | 4888 | | 6539 | | 11427 | TOTALS | | | | 9970 | | 7995 | | 17965 |
| SPLIT % | | | | 42.8% | | 57.2% | | 38.9% | SPLIT % | | | | 55.5% | | 44.5% | | 61.1% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 14,858 | 14,534 | 29,392 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 07:00 | 07:00 | PM Peak Hour | | | 15:45 | 15:00 | 15:30 |
| AM Pk Volume | | | 883 | 1246 | 1872 | PM Pk Volume | | | 1479 | 921 | 2327 |
| Pk Hr Factor | | | 0.977 | 0.933 | 0.932 | Pk Hr Factor | | | 0.936 | 0.951 | 0.978 |
| 7 - 9 Volume | 0 | 0 | 1394 | 2301 | 3695 | 4 - 6 Volume | 0 | 0 | 2600 | 1716 | 4316 |
| 7 - 9 Peak Hour | | | 08:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 768 | 1246 | 1872 | 4 - 6 Pk Volume | 0 | 0 | 1428 | 921 | 2223 |
| Pk Hr Factor | 0.000 | 0.000 | 0.897 | 0.933 | 0.932 | Pk Hr Factor | 0.000 | 0.000 | 0.904 | 0.914 | 0.934 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr Bet. Spanish Landing & Harbor Island Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_029

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 15,145 | 15,133 | 30,278 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 44 | | 40 | | 84 | | 12:00 | | | 225 | | 228 | | 453 | |
| 00:15 | | | 44 | | 31 | | 75 | | 12:15 | | | 214 | | 231 | | 445 | |
| 00:30 | | | 29 | | 22 | | 51 | | 12:30 | | | 239 | | 228 | | 467 | |
| 00:45 | | | 29 | 146 | 24 | 117 | 53 | 263 | 12:45 | | | 258 | 936 | 213 | 900 | 471 | 1836 |
| 01:00 | | | 16 | | 10 | | 26 | | 13:00 | | | 245 | | 218 | | 463 | |
| 01:15 | | | 9 | | 16 | | 25 | | 13:15 | | | 230 | | 230 | | 460 | |
| 01:30 | | | 14 | | 9 | | 23 | | 13:30 | | | 208 | | 244 | | 452 | |
| 01:45 | | | 8 | 47 | 4 | 39 | 12 | 86 | 13:45 | | | 242 | 925 | 203 | 895 | 445 | 1820 |
| 02:00 | | | 9 | | 11 | | 20 | | 14:00 | | | 229 | | 217 | | 446 | |
| 02:15 | | | 10 | | 17 | | 27 | | 14:15 | | | 272 | | 213 | | 485 | |
| 02:30 | | | 10 | | 9 | | 19 | | 14:30 | | | 252 | | 202 | | 454 | |
| 02:45 | | | 6 | 35 | 3 | 40 | 9 | 75 | 14:45 | | | 279 | 1032 | 196 | 828 | 475 | 1860 |
| 03:00 | | | 6 | | 5 | | 11 | | 15:00 | | | 361 | | 254 | | 615 | |
| 03:15 | | | 6 | | 11 | | 17 | | 15:15 | | | 323 | | 235 | | 558 | |
| 03:30 | | | 8 | | 8 | | 16 | | 15:30 | | | 352 | | 237 | | 589 | |
| 03:45 | | | 13 | 33 | 14 | 38 | 27 | 71 | 15:45 | | | 362 | 1398 | 237 | 963 | 599 | 2361 |
| 04:00 | | | 20 | | 21 | | 41 | | 16:00 | | | 421 | | 226 | | 647 | |
| 04:15 | | | 25 | | 35 | | 60 | | 16:15 | | | 399 | | 185 | | 584 | |
| 04:30 | | | 37 | | 54 | | 91 | | 16:30 | | | 364 | | 207 | | 571 | |
| 04:45 | | | 54 | 136 | 87 | 197 | 141 | 333 | 16:45 | | | 291 | 1475 | 183 | 801 | 474 | 2276 |
| 05:00 | | | 79 | | 72 | | 151 | | 17:00 | | | 321 | | 254 | | 575 | |
| 05:15 | | | 83 | | 122 | | 205 | | 17:15 | | | 317 | | 265 | | 582 | |
| 05:30 | | | 83 | | 150 | | 233 | | 17:30 | | | 278 | | 216 | | 494 | |
| 05:45 | | | 99 | 344 | 198 | 542 | 297 | 886 | 17:45 | | | 230 | 1146 | 222 | 957 | 452 | 2103 |
| 06:00 | | | 78 | | 201 | | 279 | | 18:00 | | | 265 | | 209 | | 474 | |
| 06:15 | | | 96 | | 263 | | 359 | | 18:15 | | | 215 | | 162 | | 377 | |
| 06:30 | | | 85 | | 267 | | 352 | | 18:30 | | | 219 | | 208 | | 427 | |
| 06:45 | | | 99 | 358 | 274 | 1005 | 373 | 1363 | 18:45 | | | 204 | 903 | 181 | 760 | 385 | 1663 |
| 07:00 | | | 127 | | 326 | | 453 | | 19:00 | | | 196 | | 168 | | 364 | |
| 07:15 | | | 124 | | 365 | | 489 | | 19:15 | | | 166 | | 151 | | 317 | |
| 07:30 | | | 196 | | 323 | | 519 | | 19:30 | | | 155 | | 137 | | 292 | |
| 07:45 | | | 175 | 622 | 301 | 1315 | 476 | 1937 | 19:45 | | | 129 | 646 | 153 | 609 | 282 | 1255 |
| 08:00 | | | 158 | | 256 | | 414 | | 20:00 | | | 147 | | 133 | | 280 | |
| 08:15 | | | 188 | | 259 | | 447 | | 20:15 | | | 158 | | 118 | | 276 | |
| 08:30 | | | 199 | | 296 | | 495 | | 20:30 | | | 150 | | 105 | | 255 | |
| 08:45 | | | 207 | 752 | 273 | 1084 | 480 | 1836 | 20:45 | | | 117 | 572 | 107 | 463 | 224 | 1035 |
| 09:00 | | | 189 | | 192 | | 381 | | 21:00 | | | 111 | | 109 | | 220 | |
| 09:15 | | | 190 | | 192 | | 382 | | 21:15 | | | 117 | | 101 | | 218 | |
| 09:30 | | | 199 | | 236 | | 435 | | 21:30 | | | 101 | | 109 | | 210 | |
| 09:45 | | | 198 | 776 | 197 | 817 | 395 | 1593 | 21:45 | | | 130 | 459 | 110 | 429 | 240 | 888 |
| 10:00 | | | 183 | | 200 | | 383 | | 22:00 | | | 102 | | 107 | | 209 | |
| 10:15 | | | 186 | | 184 | | 370 | | 22:15 | | | 116 | | 141 | | 257 | |
| 10:30 | | | 206 | | 189 | | 395 | | 22:30 | | | 152 | | 113 | | 265 | |
| 10:45 | | | 214 | 789 | 168 | 741 | 382 | 1530 | 22:45 | | | 101 | 471 | 79 | 440 | 180 | 911 |
| 11:00 | | | 200 | | 196 | | 396 | | 23:00 | | | 96 | | 68 | | 164 | |
| 11:15 | | | 213 | | 207 | | 420 | | 23:15 | | | 86 | | 70 | | 156 | |
| 11:30 | | | 216 | | 229 | | 445 | | 23:30 | | | 81 | | 66 | | 147 | |
| 11:45 | | | 212 | 841 | 257 | 889 | 469 | 1730 | 23:45 | | | 40 | 303 | 60 | 264 | 100 | 567 |
| TOTALS | | | | 4879 | | 6824 | | 11703 | TOTALS | | | | 10266 | | 8309 | | 18575 |
| SPLIT % | | | | 41.7% | | 58.3% | | 38.7% | SPLIT % | | | | 55.3% | | 44.7% | | 61.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 15,145 | 15,133 | 30,278 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 07:00 | 07:00 | PM Peak Hour | | | 15:45 | 15:00 | 15:30 |
| AM Pk Volume | | | 890 | 1315 | 1937 | PM Pk Volume | | | 1546 | 963 | 2419 |
| Pk Hr Factor | | | 0.931 | 0.901 | 0.933 | Pk Hr Factor | | | 0.918 | 0.948 | 0.935 |
| 7 - 9 Volume | 0 | 0 | 1374 | 2399 | 3773 | 4 - 6 Volume | 0 | 0 | 2621 | 1758 | 4379 |
| 7 - 9 Peak Hour | | | 08:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 752 | 1315 | 1937 | 4 - 6 Pk Volume | 0 | 0 | 1475 | 957 | 2276 |
| Pk Hr Factor | 0.000 | 0.000 | 0.908 | 0.901 | 0.933 | Pk Hr Factor | 0.000 | 0.000 | 0.876 | 0.903 | 0.879 |

Prepared by NDS/ATD

**Prepared by National Data & Surveying Services**

# VOLUME

## Harbor Dr Bet. Winship Ln & Liberator Way

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_030

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 43,782 | 45,284 | 89,066 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 274 | | 77 | | 351 | | 12:00 | 0 | 0 | 632 | | 697 | | 1329 | |
| 00:15 | 0 | 0 | 183 | | 87 | | 270 | | 12:15 | 0 | 0 | 611 | | 630 | | 1241 | |
| 00:30 | 0 | 0 | 110 | | 64 | | 174 | | 12:30 | 0 | 0 | 570 | | 644 | | 1214 | |
| 00:45 | 0 | 0 | 103 | 670 | 68 | 296 | 171 | 966 | 12:45 | 0 | 0 | 654 | 2467 | 624 | 2595 | 1278 | 5062 |
| 01:00 | 0 | 0 | 85 | | 46 | | 131 | | 13:00 | 0 | 0 | 630 | | 737 | | 1367 | |
| 01:15 | 0 | 0 | 96 | | 44 | | 140 | | 13:15 | 0 | 0 | 555 | | 645 | | 1200 | |
| 01:30 | 0 | 0 | 52 | | 48 | | 100 | | 13:30 | 0 | 0 | 589 | | 496 | | 1085 | |
| 01:45 | 0 | 0 | 55 | 288 | 44 | 182 | 99 | 470 | 13:45 | 0 | 0 | 599 | 2373 | 556 | 2434 | 1155 | 4807 |
| 02:00 | 0 | 0 | 30 | | 23 | | 53 | | 14:00 | 0 | 0 | 639 | | 548 | | 1187 | |
| 02:15 | 0 | 0 | 16 | | 35 | | 51 | | 14:15 | 0 | 0 | 596 | | 486 | | 1082 | |
| 02:30 | 0 | 0 | 16 | | 21 | | 37 | | 14:30 | 0 | 0 | 629 | | 542 | | 1171 | |
| 02:45 | 0 | 0 | 28 | 90 | 21 | 100 | 49 | 190 | 14:45 | 0 | 0 | 589 | 2453 | 537 | 2113 | 1126 | 4566 |
| 03:00 | 0 | 0 | 32 | | 34 | | 66 | | 15:00 | 0 | 0 | 613 | | 530 | | 1143 | |
| 03:15 | 0 | 0 | 19 | | 49 | | 68 | | 15:15 | 0 | 0 | 642 | | 493 | | 1135 | |
| 03:30 | 0 | 0 | 39 | | 52 | | 91 | | 15:30 | 0 | 0 | 676 | | 584 | | 1260 | |
| 03:45 | 0 | 0 | 42 | 132 | 59 | 194 | 101 | 326 | 15:45 | 0 | 0 | 721 | 2652 | 619 | 2226 | 1340 | 4878 |
| 04:00 | 0 | 0 | 58 | | 125 | | 183 | | 16:00 | 0 | 0 | 739 | | 592 | | 1331 | |
| 04:15 | 0 | 0 | 122 | | 173 | | 295 | | 16:15 | 0 | 0 | 735 | | 563 | | 1298 | |
| 04:30 | 0 | 0 | 149 | | 330 | | 479 | | 16:30 | 0 | 0 | 612 | | 496 | | 1108 | |
| 04:45 | 0 | 0 | 242 | 571 | 483 | 1111 | 725 | 1682 | 16:45 | 0 | 0 | 772 | 2858 | 520 | 2171 | 1292 | 5029 |
| 05:00 | 0 | 0 | 283 | | 611 | | 894 | | 17:00 | 0 | 0 | 742 | | 578 | | 1320 | |
| 05:15 | 0 | 0 | 380 | | 733 | | 1113 | | 17:15 | 0 | 0 | 612 | | 539 | | 1151 | |
| 05:30 | 0 | 0 | 483 | | 813 | | 1296 | | 17:30 | 0 | 0 | 527 | | 531 | | 1058 | |
| 05:45 | 0 | 0 | 437 | 1583 | 665 | 2822 | 1102 | 4405 | 17:45 | 0 | 0 | 472 | 2353 | 520 | 2168 | 992 | 4521 |
| 06:00 | 0 | 0 | 323 | | 639 | | 962 | | 18:00 | 0 | 0 | 560 | | 572 | | 1132 | |
| 06:15 | 0 | 0 | 335 | | 604 | | 939 | | 18:15 | 0 | 0 | 565 | | 612 | | 1177 | |
| 06:30 | 0 | 0 | 343 | | 775 | | 1118 | | 18:30 | 0 | 0 | 620 | | 605 | | 1225 | |
| 06:45 | 0 | 0 | 478 | 1479 | 601 | 2619 | 1079 | 4098 | 18:45 | 0 | 0 | 508 | 2253 | 525 | 2314 | 1033 | 4567 |
| 07:00 | 0 | 0 | 434 | | 713 | | 1147 | | 19:00 | 0 | 0 | 556 | | 489 | | 1045 | |
| 07:15 | 0 | 0 | 509 | | 696 | | 1205 | | 19:15 | 0 | 0 | 474 | | 441 | | 915 | |
| 07:30 | 0 | 0 | 531 | | 755 | | 1286 | | 19:30 | 0 | 0 | 512 | | 526 | | 1038 | |
| 07:45 | 0 | 0 | 561 | 2035 | 724 | 2888 | 1285 | 4923 | 19:45 | 0 | 0 | 499 | 2041 | 474 | 1930 | 973 | 3971 |
| 08:00 | 0 | 0 | 613 | | 707 | | 1320 | | 20:00 | 0 | 0 | 534 | | 472 | | 1006 | |
| 08:15 | 0 | 0 | 432 | | 714 | | 1146 | | 20:15 | 0 | 0 | 539 | | 517 | | 1056 | |
| 08:30 | 0 | 0 | 465 | | 783 | | 1248 | | 20:30 | 0 | 0 | 586 | | 443 | | 1029 | |
| 08:45 | 0 | 0 | 559 | 2069 | 764 | 2968 | 1323 | 5037 | 20:45 | 0 | 0 | 498 | 2157 | 460 | 1892 | 958 | 4049 |
| 09:00 | 0 | 0 | 780 | | 757 | | 1537 | | 21:00 | 0 | 0 | 488 | | 334 | | 822 | |
| 09:15 | 0 | 0 | 598 | | 711 | | 1309 | | 21:15 | 0 | 0 | 467 | | 401 | | 868 | |
| 09:30 | 0 | 0 | 705 | | 815 | | 1520 | | 21:30 | 0 | 0 | 442 | | 345 | | 787 | |
| 09:45 | 0 | 0 | 797 | 2880 | 760 | 3043 | 1557 | 5923 | 21:45 | 0 | 0 | 447 | 1844 | 352 | 1432 | 799 | 3276 |
| 10:00 | 0 | 0 | 677 | | 683 | | 1360 | | 22:00 | 0 | 0 | 354 | | 411 | | 765 | |
| 10:15 | 0 | 0 | 589 | | 663 | | 1252 | | 22:15 | 0 | 0 | 542 | | 378 | | 920 | |
| 10:30 | 0 | 0 | 635 | | 656 | | 1291 | | 22:30 | 0 | 0 | 632 | | 325 | | 957 | |
| 10:45 | 0 | 0 | 773 | 2674 | 699 | 2701 | 1472 | 5375 | 22:45 | 0 | 0 | 459 | 1987 | 316 | 1430 | 775 | 3417 |
| 11:00 | 0 | 0 | 725 | | 705 | | 1430 | | 23:00 | 0 | 0 | 313 | | 208 | | 521 | |
| 11:15 | 0 | 0 | 614 | | 691 | | 1305 | | 23:15 | 0 | 0 | 342 | | 288 | | 630 | |
| 11:30 | 0 | 0 | 561 | | 687 | | 1248 | | 23:30 | 0 | 0 | 402 | | 166 | | 568 | |
| 11:45 | 0 | 0 | 563 | 2463 | 741 | 2824 | 1304 | 5287 | 23:45 | 0 | 0 | 353 | 1410 | 169 | 831 | 522 | 2241 |
| TOTALS | | | | 16934 | | 21748 | | 38682 | TOTALS | | | | 26848 | | 23536 | | 50384 |
| SPLIT % | | | | 43.8% | | 56.2% | | 43.4% | SPLIT % | | | | 53.3% | | 46.7% | | 56.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 43,782 | 45,284 | 89,066 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 09:00 | 08:45 | 09:00 | PM Peak Hour | | 15:30 | 12:30 | 15:30 |
| AM Pk Volume | | | 2880 | 3047 | 5923 | PM Pk Volume | | 2871 | 2650 | 5229 |
| Pk Hr Factor | | | 0.903 | 0.935 | 0.951 | Pk Hr Factor | | 0.971 | 0.899 | 0.976 |
| 7 - 9 Volume | 0 | 0 | 4104 | 5856 | 9960 | 4 - 6 Volume | 0 | 5211 | 4339 | 9550 |
| 7 - 9 Peak Hour | | | 07:15 | 08:00 | 07:15 | 4 - 6 Peak Hour | | 16:15 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 2214 | 2968 | 5096 | 4 - 6 PK Volume | 0 | 2861 | 2171 | 5029 |
| Pk Hr Factor | 0.000 | 0.000 | 0.903 | 0.948 | 0.965 | Pk Hr Factor | 0.000 | 0.926 | 0.917 | 0.945 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr Bet. Liberator Way & Cell Phone Lot

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_031

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 46,302 | 48,640 | 94,942 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 301 | | 193 | | 494 | | 12:00 | | | 564 | | 755 | | 1319 | |
| 00:15 | | | 160 | | 204 | | 364 | | 12:15 | | | 704 | | 683 | | 1387 | |
| 00:30 | | | 217 | | 108 | | 325 | | 12:30 | | | 652 | | 698 | | 1350 | |
| 00:45 | | | 161 | 839 | 109 | 614 | 270 | 1453 | 12:45 | | | 704 | 2624 | 676 | 2812 | 1380 | 5436 |
| 01:00 | | | 92 | | 61 | | 153 | | 13:00 | | | 671 | | 799 | | 1470 | |
| 01:15 | | | 81 | | 41 | | 122 | | 13:15 | | | 778 | | 699 | | 1477 | |
| 01:30 | | | 44 | | 26 | | 70 | | 13:30 | | | 704 | | 537 | | 1241 | |
| 01:45 | | | 84 | 301 | 36 | 164 | 120 | 465 | 13:45 | | | 734 | 2887 | 603 | 2638 | 1337 | 5525 |
| 02:00 | | | 45 | | 54 | | 99 | | 14:00 | | | 585 | | 594 | | 1179 | |
| 02:15 | | | 40 | | 29 | | 69 | | 14:15 | | | 709 | | 527 | | 1236 | |
| 02:30 | | | 18 | | 18 | | 36 | | 14:30 | | | 612 | | 587 | | 1199 | |
| 02:45 | | | 17 | 120 | 22 | 123 | 39 | 243 | 14:45 | | | 710 | 2616 | 582 | 2290 | 1292 | 4906 |
| 03:00 | | | 26 | | 17 | | 43 | | 15:00 | | | 844 | | 574 | | 1418 | |
| 03:15 | | | 19 | | 39 | | 58 | | 15:15 | | | 774 | | 534 | | 1308 | |
| 03:30 | | | 25 | | 40 | | 65 | | 15:30 | | | 661 | | 633 | | 1294 | |
| 03:45 | | | 39 | 109 | 97 | 193 | 136 | 302 | 15:45 | | | 710 | 2989 | 671 | 2412 | 1381 | 5401 |
| 04:00 | | | 78 | | 128 | | 206 | | 16:00 | | | 799 | | 642 | | 1441 | |
| 04:15 | | | 107 | | 233 | | 340 | | 16:15 | | | 775 | | 610 | | 1385 | |
| 04:30 | | | 190 | | 354 | | 544 | | 16:30 | | | 764 | | 537 | | 1301 | |
| 04:45 | | | 316 | 691 | 544 | 1259 | 860 | 1950 | 16:45 | | | 659 | 2997 | 564 | 2353 | 1223 | 5350 |
| 05:00 | | | 505 | | 699 | | 1204 | | 17:00 | | | 676 | | 626 | | 1302 | |
| 05:15 | | | 513 | | 797 | | 1310 | | 17:15 | | | 692 | | 584 | | 1276 | |
| 05:30 | | | 630 | | 879 | | 1509 | | 17:30 | | | 547 | | 575 | | 1122 | |
| 05:45 | | | 489 | 2137 | 681 | 3056 | 1170 | 5193 | 17:45 | | | 666 | 2581 | 564 | 2349 | 1230 | 4930 |
| 06:00 | | | 495 | | 739 | | 1234 | | 18:00 | | | 620 | | 620 | | 1240 | |
| 06:15 | | | 357 | | 699 | | 1056 | | 18:15 | | | 673 | | 663 | | 1336 | |
| 06:30 | | | 463 | | 770 | | 1233 | | 18:30 | | | 600 | | 656 | | 1256 | |
| 06:45 | | | 387 | 1702 | 739 | 2947 | 1126 | 4649 | 18:45 | | | 664 | 2557 | 569 | 2508 | 1233 | 5065 |
| 07:00 | | | 393 | | 734 | | 1127 | | 19:00 | | | 570 | | 530 | | 1100 | |
| 07:15 | | | 485 | | 730 | | 1215 | | 19:15 | | | 634 | | 478 | | 1112 | |
| 07:30 | | | 516 | | 731 | | 1247 | | 19:30 | | | 510 | | 570 | | 1080 | |
| 07:45 | | | 521 | 1915 | 707 | 2902 | 1228 | 4817 | 19:45 | | | 586 | 2300 | 514 | 2092 | 1100 | 4392 |
| 08:00 | | | 576 | | 713 | | 1289 | | 20:00 | | | 576 | | 512 | | 1088 | |
| 08:15 | | | 569 | | 715 | | 1284 | | 20:15 | | | 592 | | 560 | | 1152 | |
| 08:30 | | | 585 | | 802 | | 1387 | | 20:30 | | | 569 | | 480 | | 1049 | |
| 08:45 | | | 558 | 2288 | 730 | 2960 | 1288 | 5248 | 20:45 | | | 456 | 2193 | 498 | 2050 | 954 | 4243 |
| 09:00 | | | 683 | | 756 | | 1439 | | 21:00 | | | 395 | | 362 | | 757 | |
| 09:15 | | | 588 | | 704 | | 1292 | | 21:15 | | | 482 | | 435 | | 917 | |
| 09:30 | | | 633 | | 842 | | 1475 | | 21:30 | | | 407 | | 374 | | 781 | |
| 09:45 | | | 680 | 2584 | 698 | 3000 | 1378 | 5584 | 21:45 | | | 516 | 1800 | 381 | 1552 | 897 | 3352 |
| 10:00 | | | 637 | | 713 | | 1350 | | 22:00 | | | 457 | | 445 | | 902 | |
| 10:15 | | | 551 | | 696 | | 1247 | | 22:15 | | | 475 | | 410 | | 885 | |
| 10:30 | | | 624 | | 735 | | 1359 | | 22:30 | | | 517 | | 352 | | 869 | |
| 10:45 | | | 704 | 2516 | 744 | 2888 | 1448 | 5404 | 22:45 | | | 447 | 1896 | 342 | 1549 | 789 | 3445 |
| 11:00 | | | 548 | | 756 | | 1304 | | 23:00 | | | 358 | | 225 | | 583 | |
| 11:15 | | | 652 | | 741 | | 1393 | | 23:15 | | | 401 | | 312 | | 713 | |
| 11:30 | | | 581 | | 737 | | 1318 | | 23:30 | | | 296 | | 180 | | 476 | |
| 11:45 | | | 566 | 2347 | 795 | 3029 | 1361 | 5376 | 23:45 | | | 258 | 1313 | 183 | 900 | 441 | 2213 |
| TOTALS | | | | 17549 | | 23135 | | 40684 | TOTALS | | | | 28753 | | 25505 | | 54258 |
| SPLIT % | | | | 43.1% | | 56.9% | | 42.9% | SPLIT % | | | | 53.0% | | 47.0% | | 57.1% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 46,302 | 48,640 | 94,942 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 09:00 | 05:15 | 09:00 | PM Peak Hour | | 15:45 | 12:30 | 12:30 |
| AM Pk Volume | | | 2584 | 3096 | 5584 | PM Pk Volume | | 3048 | 2872 | 5677 |
| Pk Hr Factor | | | 0.946 | 0.881 | 0.946 | Pk Hr Factor | | 0.954 | 0.899 | 0.961 |
| 7 - 9 Volume | 0 | 0 | 4203 | 5862 | 10065 | 4 - 6 Volume | 0 | 5578 | 4702 | 10280 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | 16:00 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 2288 | 2960 | 5248 | 4 - 6 Pk Volume | 0 | 2997 | 2353 | 5350 |
| Pk Hr Factor | 0.000 | 0.000 | 0.978 | 0.923 | 0.946 | Pk Hr Factor | 0.000 | 0.938 | 0.916 | 0.928 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr Bet. Terminal Link Rd & Coast Guard/ Laurel St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_032

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 46,867 | 48,229 | 95,096 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 274 | | 191 | | 465 | | 12:00 | | | 580 | | 730 | | 1310 | |
| 00:15 | | | 192 | | 125 | | 317 | | 12:15 | | | 693 | | 722 | | 1415 | |
| 00:30 | | | 245 | | 100 | | 345 | | 12:30 | | | 654 | | 672 | | 1326 | |
| 00:45 | | | 193 | 904 | 109 | 525 | 302 | 1429 | 12:45 | | | 722 | 2649 | 678 | 2802 | 1400 | 5451 |
| 01:00 | | | 102 | | 54 | | 156 | | 13:00 | | | 666 | | 664 | | 1330 | |
| 01:15 | | | 96 | | 60 | | 156 | | 13:15 | | | 752 | | 623 | | 1375 | |
| 01:30 | | | 47 | | 37 | | 84 | | 13:30 | | | 749 | | 579 | | 1328 | |
| 01:45 | | | 93 | 338 | 36 | 187 | 129 | 525 | 13:45 | | | 673 | 2840 | 570 | 2436 | 1243 | 5276 |
| 02:00 | | | 46 | | 24 | | 70 | | 14:00 | | | 626 | | 551 | | 1177 | |
| 02:15 | | | 47 | | 33 | | 80 | | 14:15 | | | 705 | | 579 | | 1284 | |
| 02:30 | | | 17 | | 24 | | 41 | | 14:30 | | | 653 | | 547 | | 1200 | |
| 02:45 | | | 19 | 129 | 42 | 123 | 61 | 252 | 14:45 | | | 680 | 2664 | 585 | 2262 | 1265 | 4926 |
| 03:00 | | | 26 | | 45 | | 71 | | 15:00 | | | 879 | | 601 | | 1480 | |
| 03:15 | | | 21 | | 98 | | 119 | | 15:15 | | | 751 | | 603 | | 1354 | |
| 03:30 | | | 25 | | 114 | | 139 | | 15:30 | | | 718 | | 510 | | 1228 | |
| 03:45 | | | 41 | 113 | 146 | 403 | 187 | 516 | 15:45 | | | 723 | 3071 | 683 | 2397 | 1406 | 5468 |
| 04:00 | | | 75 | | 197 | | 272 | | 16:00 | | | 820 | | 517 | | 1337 | |
| 04:15 | | | 109 | | 258 | | 367 | | 16:15 | | | 763 | | 526 | | 1289 | |
| 04:30 | | | 174 | | 407 | | 581 | | 16:30 | | | 767 | | 614 | | 1381 | |
| 04:45 | | | 310 | 668 | 601 | 1463 | 911 | 2131 | 16:45 | | | 675 | 3025 | 536 | 2193 | 1211 | 5218 |
| 05:00 | | | 455 | | 630 | | 1085 | | 17:00 | | | 671 | | 613 | | 1284 | |
| 05:15 | | | 516 | | 777 | | 1293 | | 17:15 | | | 669 | | 618 | | 1287 | |
| 05:30 | | | 590 | | 771 | | 1361 | | 17:30 | | | 581 | | 528 | | 1109 | |
| 05:45 | | | 494 | 2055 | 716 | 2894 | 1210 | 4949 | 17:45 | | | 611 | 2532 | 635 | 2394 | 1246 | 4926 |
| 06:00 | | | 428 | | 660 | | 1088 | | 18:00 | | | 664 | | 636 | | 1300 | |
| 06:15 | | | 357 | | 687 | | 1044 | | 18:15 | | | 669 | | 695 | | 1364 | |
| 06:30 | | | 421 | | 731 | | 1152 | | 18:30 | | | 641 | | 615 | | 1256 | |
| 06:45 | | | 362 | 1568 | 660 | 2738 | 1022 | 4306 | 18:45 | | | 636 | 2610 | 609 | 2555 | 1245 | 5165 |
| 07:00 | | | 380 | | 710 | | 1090 | | 19:00 | | | 593 | | 544 | | 1137 | |
| 07:15 | | | 459 | | 757 | | 1216 | | 19:15 | | | 615 | | 506 | | 1121 | |
| 07:30 | | | 478 | | 717 | | 1195 | | 19:30 | | | 554 | | 508 | | 1062 | |
| 07:45 | | | 504 | 1821 | 755 | 2939 | 1259 | 4760 | 19:45 | | | 596 | 2358 | 516 | 2074 | 1112 | 4432 |
| 08:00 | | | 528 | | 708 | | 1236 | | 20:00 | | | 620 | | 517 | | 1137 | |
| 08:15 | | | 491 | | 805 | | 1296 | | 20:15 | | | 599 | | 501 | | 1100 | |
| 08:30 | | | 534 | | 739 | | 1273 | | 20:30 | | | 611 | | 467 | | 1078 | |
| 08:45 | | | 573 | 2126 | 854 | 3106 | 1427 | 5232 | 20:45 | | | 458 | 2288 | 422 | 1907 | 880 | 4195 |
| 09:00 | | | 641 | | 770 | | 1411 | | 21:00 | | | 446 | | 417 | | 863 | |
| 09:15 | | | 601 | | 798 | | 1399 | | 21:15 | | | 450 | | 437 | | 887 | |
| 09:30 | | | 626 | | 744 | | 1370 | | 21:30 | | | 469 | | 453 | | 922 | |
| 09:45 | | | 683 | 2551 | 781 | 3093 | 1464 | 5644 | 21:45 | | | 534 | 1899 | 417 | 1724 | 951 | 3623 |
| 10:00 | | | 622 | | 714 | | 1336 | | 22:00 | | | 513 | | 479 | | 992 | |
| 10:15 | | | 580 | | 659 | | 1239 | | 22:15 | | | 509 | | 416 | | 925 | |
| 10:30 | | | 571 | | 675 | | 1246 | | 22:30 | | | 622 | | 421 | | 1043 | |
| 10:45 | | | 701 | 2474 | 621 | 2669 | 1322 | 5143 | 22:45 | | | 500 | 2144 | 347 | 1663 | 847 | 3807 |
| 11:00 | | | 610 | | 768 | | 1378 | | 23:00 | | | 435 | | 191 | | 626 | |
| 11:15 | | | 706 | | 692 | | 1398 | | 23:15 | | | 456 | | 293 | | 749 | |
| 11:30 | | | 646 | | 666 | | 1312 | | 23:30 | | | 359 | | 153 | | 512 | |
| 11:45 | | | 591 | 2553 | 754 | 2880 | 1345 | 5433 | 23:45 | | | 237 | 1487 | 165 | 802 | 402 | 2289 |
| TOTALS | | | | 17300 | | 23020 | | 40320 | TOTALS | | | | 29567 | | 25209 | | 54776 |
| SPLIT % | | | | 42.9% | | 57.1% | | 42.4% | SPLIT % | | | | 54.0% | | 46.0% | | 57.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 46,867 | 48,229 | 95,096 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | 08:15 | 09:00 | PM Peak Hour | | | 15:45 | 12:00 | 12:15 |
| AM Pk Volume | | | 2663 | 3168 | 5644 | PM Pk Volume | | | 3073 | 2802 | 5471 |
| Pk Hr Factor | | | 0.943 | 0.927 | 0.964 | Pk Hr Factor | | | 0.937 | 0.960 | 0.967 |
| 7 - 9 Volume | 0 | 0 | 3947 | 6045 | 9992 | 4 - 6 Volume | 0 | 0 | 5557 | 4587 | 10144 |
| 7 - 9 Peak Hour | | | 08:00 | 08:00 | 08:00 | 4 - 6 Peak Hour | | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 2126 | 3106 | 5232 | 4 - 6 PK Volume | 0 | 0 | 3025 | 2394 | 5218 |
| Pk Hr Factor | 0.000 | 0.000 | 0.928 | 0.909 | 0.917 | Pk Hr Factor | 0.000 | 0.000 | 0.922 | 0.943 | 0.945 |

Prepared by NDS/ATD

# VOLUME

## Harbor Dr Bet. Laurel St & Hawthorn St

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_033

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 28,974 | 30,547 | 59,521 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 172 | | 91 | | 263 | | 12:00 | | | 395 | | 466 | | 861 | |
| 00:15 | | | 134 | | 74 | | 208 | | 12:15 | | | 471 | | 456 | | 927 | |
| 00:30 | | | 160 | | 58 | | 218 | | 12:30 | | | 435 | | 440 | | 875 | |
| 00:45 | | | 118 | 584 | 64 | 287 | 182 | 871 | 12:45 | | | 434 | 1735 | 422 | 1784 | 856 | 3519 |
| 01:00 | | | 73 | | 38 | | 111 | | 13:00 | | | 423 | | 417 | | 840 | |
| 01:15 | | | 69 | | 46 | | 115 | | 13:15 | | | 472 | | 388 | | 860 | |
| 01:30 | | | 39 | | 22 | | 61 | | 13:30 | | | 437 | | 399 | | 836 | |
| 01:45 | | | 58 | 239 | 24 | 130 | 82 | 369 | 13:45 | | | 411 | 1743 | 387 | 1591 | 798 | 3334 |
| 02:00 | | | 32 | | 18 | | 50 | | 14:00 | | | 402 | | 401 | | 803 | |
| 02:15 | | | 34 | | 27 | | 61 | | 14:15 | | | 471 | | 348 | | 819 | |
| 02:30 | | | 14 | | 20 | | 34 | | 14:30 | | | 418 | | 379 | | 797 | |
| 02:45 | | | 16 | 96 | 31 | 96 | 47 | 192 | 14:45 | | | 415 | 1706 | 394 | 1522 | 809 | 3228 |
| 03:00 | | | 19 | | 42 | | 61 | | 15:00 | | | 555 | | 419 | | 974 | |
| 03:15 | | | 16 | | 71 | | 87 | | 15:15 | | | 422 | | 380 | | 802 | |
| 03:30 | | | 20 | | 88 | | 108 | | 15:30 | | | 320 | | 401 | | 721 | |
| 03:45 | | | 27 | 82 | 125 | 326 | 152 | 408 | 15:45 | | | 427 | 1724 | 434 | 1634 | 861 | 3358 |
| 04:00 | | | 48 | | 149 | | 197 | | 16:00 | | | 449 | | 372 | | 821 | |
| 04:15 | | | 67 | | 200 | | 267 | | 16:15 | | | 429 | | 341 | | 770 | |
| 04:30 | | | 107 | | 302 | | 409 | | 16:30 | | | 453 | | 333 | | 786 | |
| 04:45 | | | 192 | 414 | 397 | 1048 | 589 | 1462 | 16:45 | | | 436 | 1767 | 356 | 1402 | 792 | 3169 |
| 05:00 | | | 247 | | 428 | | 675 | | 17:00 | | | 440 | | 424 | | 864 | |
| 05:15 | | | 341 | | 485 | | 826 | | 17:15 | | | 439 | | 375 | | 814 | |
| 05:30 | | | 323 | | 447 | | 770 | | 17:30 | | | 412 | | 344 | | 756 | |
| 05:45 | | | 286 | 1197 | 468 | 1828 | 754 | 3025 | 17:45 | | | 387 | 1678 | 394 | 1537 | 781 | 3215 |
| 06:00 | | | 253 | | 507 | | 760 | | 18:00 | | | 415 | | 357 | | 772 | |
| 06:15 | | | 232 | | 452 | | 684 | | 18:15 | | | 414 | | 404 | | 818 | |
| 06:30 | | | 257 | | 485 | | 742 | | 18:30 | | | 397 | | 328 | | 725 | |
| 06:45 | | | 252 | 994 | 428 | 1872 | 680 | 2866 | 18:45 | | | 392 | 1618 | 366 | 1455 | 758 | 3073 |
| 07:00 | | | 235 | | 474 | | 709 | | 19:00 | | | 383 | | 353 | | 736 | |
| 07:15 | | | 295 | | 507 | | 802 | | 19:15 | | | 371 | | 321 | | 692 | |
| 07:30 | | | 278 | | 456 | | 734 | | 19:30 | | | 331 | | 314 | | 645 | |
| 07:45 | | | 363 | 1171 | 482 | 1919 | 845 | 3090 | 19:45 | | | 368 | 1453 | 338 | 1326 | 706 | 2779 |
| 08:00 | | | 299 | | 457 | | 756 | | 20:00 | | | 361 | | 337 | | 698 | |
| 08:15 | | | 319 | | 464 | | 783 | | 20:15 | | | 373 | | 300 | | 673 | |
| 08:30 | | | 317 | | 486 | | 803 | | 20:30 | | | 371 | | 308 | | 679 | |
| 08:45 | | | 385 | 1320 | 509 | 1916 | 894 | 3236 | 20:45 | | | 297 | 1402 | 268 | 1213 | 565 | 2615 |
| 09:00 | | | 387 | | 442 | | 829 | | 21:00 | | | 279 | | 276 | | 555 | |
| 09:15 | | | 397 | | 449 | | 846 | | 21:15 | | | 272 | | 261 | | 533 | |
| 09:30 | | | 382 | | 423 | | 805 | | 21:30 | | | 248 | | 280 | | 528 | |
| 09:45 | | | 406 | 1572 | 430 | 1744 | 836 | 3316 | 21:45 | | | 315 | 1114 | 284 | 1101 | 599 | 2215 |
| 10:00 | | | 399 | | 426 | | 825 | | 22:00 | | | 325 | | 297 | | 622 | |
| 10:15 | | | 343 | | 402 | | 745 | | 22:15 | | | 321 | | 268 | | 589 | |
| 10:30 | | | 390 | | 378 | | 768 | | 22:30 | | | 391 | | 259 | | 650 | |
| 10:45 | | | 417 | 1549 | 353 | 1559 | 770 | 3108 | 22:45 | | | 303 | 1340 | 220 | 1044 | 523 | 2384 |
| 11:00 | | | 424 | | 436 | | 860 | | 23:00 | | | 259 | | 106 | | 365 | |
| 11:15 | | | 428 | | 430 | | 858 | | 23:15 | | | 240 | | 200 | | 440 | |
| 11:30 | | | 399 | | 410 | | 809 | | 23:30 | | | 223 | | 92 | | 315 | |
| 11:45 | | | 346 | 1597 | 444 | 1720 | 790 | 3317 | 23:45 | | | 157 | 879 | 95 | 493 | 252 | 1372 |
| TOTALS | | | | 10815 | | 14445 | | 25260 | TOTALS | | | | 18159 | | 16102 | | 34261 |
| SPLIT % | | | | 42.8% | | 57.2% | | 42.4% | SPLIT % | | | | 53.0% | | 47.0% | | 57.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 28,974 | 30,547 | 59,521 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | 07:00 | 11:45 | PM Peak Hour | | | 14:15 | 12:00 | 12:00 |
| AM Pk Volume | | | 1668 | 1919 | 3453 | PM Pk Volume | | | 1859 | 1784 | 3519 |
| Pk Hr Factor | | | 0.974 | 0.946 | 0.931 | Pk Hr Factor | | | 0.837 | 0.957 | 0.949 |
| 7 - 9 Volume | 0 | 0 | 2491 | 3835 | 6326 | 4 - 6 Volume | 0 | 0 | 3445 | 2939 | 6384 |
| 7 - 9 Peak Hour | | | 08:00 | 07:00 | 08:00 | 4 - 6 Peak Hour | | | 16:30 | 17:00 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 1320 | 1919 | 3236 | 4 - 6 PK Volume | 0 | 0 | 1768 | 1537 | 3256 |
| Pk Hr Factor | 0.000 | 0.000 | 0.857 | 0.946 | 0.905 | Pk Hr Factor | 0.000 | 0.000 | 0.976 | 0.906 | 0.942 |

Prepared by NDS/ATD

# VOLUME

## Harbor Island Dr Bet. Harbor Dr & Old Rent-A-Car Access

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_034

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 5,547 | 7,196 | 0 | 0 | 12,743 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 26 | | 35 | | | | | | 61 | | 12:00 | 77 | | 108 | | | | | | 185 | |
| 00:15 | 19 | | 32 | | | | | | 51 | | 12:15 | 70 | | 114 | | | | | | 184 | |
| 00:30 | 15 | | 25 | | | | | | 40 | | 12:30 | 85 | | 103 | | | | | | 188 | |
| 00:45 | 15 | 75 | 17 | 109 | | | | | 32 | 184 | 12:45 | 105 | 337 | 103 | 428 | | | | | 208 | 765 |
| 01:00 | 10 | | 12 | | | | | | 22 | | 13:00 | 99 | | 129 | | | | | | 228 | |
| 01:15 | 4 | | 14 | | | | | | 18 | | 13:15 | 106 | | 130 | | | | | | 236 | |
| 01:30 | 8 | | 11 | | | | | | 19 | | 13:30 | 95 | | 136 | | | | | | 231 | |
| 01:45 | 8 | 30 | 8 | 45 | | | | | 16 | 75 | 13:45 | 109 | 409 | 113 | 508 | | | | | 222 | 917 |
| 02:00 | 9 | | 11 | | | | | | 20 | | 14:00 | 101 | | 120 | | | | | | 221 | |
| 02:15 | 5 | | 10 | | | | | | 15 | | 14:15 | 74 | | 102 | | | | | | 176 | |
| 02:30 | 3 | | 4 | | | | | | 7 | | 14:30 | 98 | | 116 | | | | | | 214 | |
| 02:45 | 1 | 18 | 2 | 27 | | | | | 3 | 45 | 14:45 | 104 | 377 | 122 | 460 | | | | | 226 | 837 |
| 03:00 | 3 | | 3 | | | | | | 6 | | 15:00 | 104 | | 147 | | | | | | 251 | |
| 03:15 | 2 | | 4 | | | | | | 6 | | 15:15 | 98 | | 132 | | | | | | 230 | |
| 03:30 | 3 | | 1 | | | | | | 4 | | 15:30 | 105 | | 138 | | | | | | 243 | |
| 03:45 | 5 | 13 | 6 | 14 | | | | | 11 | 27 | 15:45 | 123 | 430 | 107 | 524 | | | | | 230 | 954 |
| 04:00 | 7 | | 6 | | | | | | 13 | | 16:00 | 80 | | 117 | | | | | | 197 | |
| 04:15 | 8 | | 6 | | | | | | 14 | | 16:15 | 100 | | 107 | | | | | | 207 | |
| 04:30 | 10 | | 13 | | | | | | 23 | | 16:30 | 95 | | 122 | | | | | | 217 | |
| 04:45 | 13 | 38 | 12 | 37 | | | | | 25 | 75 | 16:45 | 86 | 361 | 105 | 451 | | | | | 191 | 812 |
| 05:00 | 13 | | 14 | | | | | | 27 | | 17:00 | 106 | | 120 | | | | | | 226 | |
| 05:15 | 27 | | 20 | | | | | | 47 | | 17:15 | 150 | | 131 | | | | | | 281 | |
| 05:30 | 26 | | 28 | | | | | | 54 | | 17:30 | 138 | | 123 | | | | | | 261 | |
| 05:45 | 32 | 98 | 29 | 91 | | | | | 61 | 189 | 17:45 | 75 | 469 | 101 | 475 | | | | | 176 | 944 |
| 06:00 | 29 | | 25 | | | | | | 54 | | 18:00 | 116 | | 117 | | | | | | 233 | |
| 06:15 | 32 | | 27 | | | | | | 59 | | 18:15 | 92 | | 101 | | | | | | 193 | |
| 06:30 | 38 | | 40 | | | | | | 78 | | 18:30 | 86 | | 111 | | | | | | 197 | |
| 06:45 | 42 | 141 | 45 | 137 | | | | | 87 | 278 | 18:45 | 116 | 410 | 115 | 444 | | | | | 231 | 854 |
| 07:00 | 31 | | 59 | | | | | | 90 | | 19:00 | 113 | | 129 | | | | | | 242 | |
| 07:15 | 28 | | 60 | | | | | | 88 | | 19:15 | 63 | | 119 | | | | | | 182 | |
| 07:30 | 52 | | 69 | | | | | | 121 | | 19:30 | 64 | | 112 | | | | | | 176 | |
| 07:45 | 69 | 180 | 77 | 265 | | | | | 146 | 445 | 19:45 | 51 | 291 | 125 | 485 | | | | | 176 | 776 |
| 08:00 | 53 | | 66 | | | | | | 119 | | 20:00 | 54 | | 103 | | | | | | 157 | |
| 08:15 | 58 | | 57 | | | | | | 115 | | 20:15 | 53 | | 105 | | | | | | 158 | |
| 08:30 | 58 | | 70 | | | | | | 128 | | 20:30 | 40 | | 96 | | | | | | 136 | |
| 08:45 | 73 | 242 | 61 | 254 | | | | | 134 | 496 | 20:45 | 35 | 182 | 77 | 381 | | | | | 112 | 563 |
| 09:00 | 54 | | 84 | | | | | | 138 | | 21:00 | 53 | | 80 | | | | | | 133 | |
| 09:15 | 65 | | 84 | | | | | | 149 | | 21:15 | 43 | | 106 | | | | | | 149 | |
| 09:30 | 87 | | 92 | | | | | | 179 | | 21:30 | 53 | | 88 | | | | | | 141 | |
| 09:45 | 81 | 287 | 88 | 348 | | | | | 169 | 635 | 21:45 | 38 | 187 | 126 | 400 | | | | | 164 | 587 |
| 10:00 | 92 | | 76 | | | | | | 168 | | 22:00 | 42 | | 79 | | | | | | 121 | |
| 10:15 | 96 | | 106 | | | | | | 202 | | 22:15 | 38 | | 80 | | | | | | 118 | |
| 10:30 | 88 | | 103 | | | | | | 191 | | 22:30 | 34 | | 71 | | | | | | 105 | |
| 10:45 | 94 | 370 | 101 | 386 | | | | | 195 | 756 | 22:45 | 45 | 159 | 85 | 315 | | | | | 130 | 474 |
| 11:00 | 92 | | 91 | | | | | | 183 | | 23:00 | 32 | | 78 | | | | | | 110 | |
| 11:15 | 90 | | 99 | | | | | | 189 | | 23:15 | 33 | | 54 | | | | | | 87 | |
| 11:30 | 78 | | 92 | | | | | | 170 | | 23:30 | 16 | | 52 | | | | | | 68 | |
| 11:45 | 75 | 335 | 111 | 393 | | | | | 186 | 728 | 23:45 | 27 | 108 | 35 | 219 | | | | | 62 | 327 |
| TOTALS | | 1827 | | 2106 | | | | | | 3933 | TOTALS | | 3720 | | 5090 | | | | | | 8810 |
| SPLIT % | | 46.5% | | 53.5% | | | | | | 30.9% | SPLIT % | | 42.2% | | 57.8% | | | | | | 69.1% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 5,547 | 7,196 | 0 | 0 | 12,743 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 10:00 | 11:45 | | | 10:15 | PM Peak Hour | 16:45 | 14:45 | | | 16:45 |
| AM Pk Volume | 370 | 436 | | | 771 | PM Pk Volume | 480 | 539 | | | 959 |
| Pk Hr Factor | 0.964 | 0.956 | | | 0.954 | Pk Hr Factor | 0.800 | 0.917 | | | 0.853 |
| 7 - 9 Volume | 422 | 519 | 0 | 0 | 941 | 4 - 6 Volume | 830 | 926 | 0 | 0 | 1756 |
| 7 - 9 Peak Hour | 08:00 | 07:15 | | | 07:45 | 4 - 6 Peak Hour | 16:45 | 16:45 | | | 16:45 |
| 7 - 9 Pk Volume | 242 | 272 | 0 | 0 | 508 | 4 - 6 Pk Volume | 480 | 479 | 0 | 0 | 959 |
| Pk Hr Factor | 0.829 | 0.883 | 0.000 | 0.000 | 0.870 | Pk Hr Factor | 0.800 | 0.914 | 0.000 | 0.000 | 0.853 |

Prepared by NDS/ATD

# VOLUME

## Harbor Island Dr W/O Harbor Island Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_035

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,889 | 3,772 | 7,661 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 20 | | 11 | | 31 | | 12:00 | | | 45 | | 66 | | 111 | |
| 00:15 | | | 11 | | 11 | | 22 | | 12:15 | | | 62 | | 55 | | 117 | |
| 00:30 | | | 14 | | 6 | | 20 | | 12:30 | | | 61 | | 65 | | 126 | |
| 00:45 | | | 8 | 53 | 9 | 37 | 17 | 90 | 12:45 | | | 49 | 217 | 65 | 251 | 114 | 468 |
| 01:00 | | | 7 | | 8 | | 15 | | 13:00 | | | 70 | | 61 | | 131 | |
| 01:15 | | | 5 | | 2 | | 7 | | 13:15 | | | 74 | | 77 | | 151 | |
| 01:30 | | | 8 | | 7 | | 15 | | 13:30 | | | 76 | | 65 | | 141 | |
| 01:45 | | | 4 | 24 | 5 | 22 | 9 | 46 | 13:45 | | | 70 | 290 | 67 | 270 | 137 | 560 |
| 02:00 | | | 6 | | 4 | | 10 | | 14:00 | | | 78 | | 67 | | 145 | |
| 02:15 | | | 5 | | 1 | | 6 | | 14:15 | | | 61 | | 52 | | 113 | |
| 02:30 | | | 0 | | 2 | | 2 | | 14:30 | | | 69 | | 65 | | 134 | |
| 02:45 | | | 2 | 13 | 1 | 8 | 3 | 21 | 14:45 | | | 69 | 277 | 75 | 259 | 144 | 536 |
| 03:00 | | | 4 | | 3 | | 7 | | 15:00 | | | 90 | | 56 | | 146 | |
| 03:15 | | | 1 | | 0 | | 1 | | 15:15 | | | 56 | | 66 | | 122 | |
| 03:30 | | | 2 | | 4 | | 6 | | 15:30 | | | 75 | | 67 | | 142 | |
| 03:45 | | | 3 | 10 | 4 | 11 | 7 | 21 | 15:45 | | | 63 | 284 | 67 | 256 | 130 | 540 |
| 04:00 | | | 3 | | 3 | | 6 | | 16:00 | | | 77 | | 58 | | 135 | |
| 04:15 | | | 1 | | 3 | | 4 | | 16:15 | | | 55 | | 77 | | 132 | |
| 04:30 | | | 5 | | 6 | | 11 | | 16:30 | | | 69 | | 68 | | 137 | |
| 04:45 | | | 7 | 16 | 8 | 20 | 15 | 36 | 16:45 | | | 66 | 267 | 61 | 264 | 127 | 531 |
| 05:00 | | | 9 | | 10 | | 19 | | 17:00 | | | 67 | | 56 | | 123 | |
| 05:15 | | | 12 | | 22 | | 34 | | 17:15 | | | 81 | | 57 | | 138 | |
| 05:30 | | | 17 | | 14 | | 31 | | 17:30 | | | 61 | | 54 | | 115 | |
| 05:45 | | | 14 | 52 | 27 | 73 | 41 | 125 | 17:45 | | | 45 | 254 | 51 | 218 | 96 | 472 |
| 06:00 | | | 20 | | 19 | | 39 | | 18:00 | | | 68 | | 60 | | 128 | |
| 06:15 | | | 15 | | 22 | | 37 | | 18:15 | | | 60 | | 74 | | 134 | |
| 06:30 | | | 18 | | 27 | | 45 | | 18:30 | | | 69 | | 60 | | 129 | |
| 06:45 | | | 23 | 76 | 30 | 98 | 53 | 174 | 18:45 | | | 66 | 263 | 65 | 259 | 131 | 522 |
| 07:00 | | | 33 | | 31 | | 64 | | 19:00 | | | 53 | | 65 | | 118 | |
| 07:15 | | | 40 | | 25 | | 65 | | 19:15 | | | 67 | | 68 | | 135 | |
| 07:30 | | | 43 | | 40 | | 83 | | 19:30 | | | 63 | | 57 | | 120 | |
| 07:45 | | | 40 | 156 | 47 | 143 | 87 | 299 | 19:45 | | | 60 | 243 | 41 | 231 | 101 | 474 |
| 08:00 | | | 36 | | 40 | | 76 | | 20:00 | | | 59 | | 47 | | 106 | |
| 08:15 | | | 37 | | 49 | | 86 | | 20:15 | | | 44 | | 44 | | 88 | |
| 08:30 | | | 32 | | 44 | | 76 | | 20:30 | | | 39 | | 33 | | 72 | |
| 08:45 | | | 33 | 138 | 60 | 193 | 93 | 331 | 20:45 | | | 41 | 183 | 30 | 154 | 71 | 337 |
| 09:00 | | | 47 | | 45 | | 92 | | 21:00 | | | 45 | | 49 | | 94 | |
| 09:15 | | | 47 | | 42 | | 89 | | 21:15 | | | 44 | | 36 | | 80 | |
| 09:30 | | | 50 | | 55 | | 105 | | 21:30 | | | 52 | | 41 | | 93 | |
| 09:45 | | | 37 | 181 | 55 | 197 | 92 | 378 | 21:45 | | | 60 | 201 | 26 | 152 | 86 | 353 |
| 10:00 | | | 33 | | 57 | | 90 | | 22:00 | | | 29 | | 31 | | 60 | |
| 10:15 | | | 71 | | 48 | | 119 | | 22:15 | | | 44 | | 27 | | 71 | |
| 10:30 | | | 52 | | 50 | | 102 | | 22:30 | | | 28 | | 21 | | 49 | |
| 10:45 | | | 53 | 209 | 60 | 215 | 113 | 424 | 22:45 | | | 34 | 135 | 30 | 109 | 64 | 244 |
| 11:00 | | | 57 | | 55 | | 112 | | 23:00 | | | 34 | | 22 | | 56 | |
| 11:15 | | | 53 | | 70 | | 123 | | 23:15 | | | 32 | | 23 | | 55 | |
| 11:30 | | | 65 | | 64 | | 129 | | 23:30 | | | 29 | | 11 | | 40 | |
| 11:45 | | | 59 | 234 | 69 | 258 | 128 | 492 | 23:45 | | | 18 | 113 | 18 | 74 | 36 | 187 |
| TOTALS | | | | 1162 | | 1275 | | 2437 | TOTALS | | | | 2727 | | 2497 | | 5224 |
| SPLIT % | | | | 47.7% | | 52.3% | | 31.8% | SPLIT % | | | | 52.2% | | 47.8% | | 68.2% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,889 | 3,772 | 7,661 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:00 | 11:15 | 11:00 | PM Peak Hour | | | 13:15 | 13:15 | 13:15 |
| AM Pk Volume | | | 234 | 269 | 492 | PM Pk Volume | | | 298 | 276 | 574 |
| Pk Hr Factor | | | 0.900 | 0.961 | 0.953 | Pk Hr Factor | | | 0.955 | 0.896 | 0.950 |
| 7 - 9 Volume | 0 | 0 | 294 | 336 | 630 | 4 - 6 Volume | 0 | 0 | 521 | 482 | 1003 |
| 7 - 9 Peak Hour | | | 07:15 | 08:00 | 07:30 | 4 - 6 Peak Hour | | | 16:30 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 159 | 193 | 332 | 4 - 6 Pk Volume | 0 | 0 | 283 | 264 | 531 |
| Pk Hr Factor | 0.000 | 0.000 | 0.924 | 0.804 | 0.954 | Pk Hr Factor | 0.000 | 0.000 | 0.873 | 0.857 | 0.969 |

Prepared by NDS/ATD

# VOLUME

## Harbor Island Dr E/O Harbor Island Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_036

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,514 | 2,287 | 4,801 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 4 | | 2 | | 6 | | 12:00 | | | 41 | | 32 | | 73 | |
| 00:15 | | | 5 | | 15 | | 20 | | 12:15 | | | 51 | | 41 | | 92 | |
| 00:30 | | | 2 | | 12 | | 14 | | 12:30 | | | 60 | | 38 | | 98 | |
| 00:45 | | | 1 | 12 | 8 | 37 | 9 | 49 | 12:45 | | | 69 | 221 | 44 | 155 | 113 | 376 |
| 01:00 | | | 4 | | 3 | | 7 | | 13:00 | | | 45 | | 53 | | 98 | |
| 01:15 | | | 2 | | 4 | | 6 | | 13:15 | | | 48 | | 50 | | 98 | |
| 01:30 | | | 0 | | 3 | | 3 | | 13:30 | | | 35 | | 34 | | 69 | |
| 01:45 | | | 3 | 9 | 1 | 11 | 4 | 20 | 13:45 | | | 59 | 187 | 58 | 195 | 117 | 382 |
| 02:00 | | | 1 | | 1 | | 2 | | 14:00 | | | 44 | | 37 | | 81 | |
| 02:15 | | | 0 | | 1 | | 1 | | 14:15 | | | 45 | | 39 | | 84 | |
| 02:30 | | | 0 | | 1 | | 1 | | 14:30 | | | 37 | | 37 | | 74 | |
| 02:45 | | | 1 | 2 | 0 | 3 | 1 | 5 | 14:45 | | | 38 | 164 | 44 | 157 | 82 | 321 |
| 03:00 | | | 0 | | 1 | | 1 | | 15:00 | | | 41 | | 44 | | 85 | |
| 03:15 | | | 1 | | 2 | | 3 | | 15:15 | | | 49 | | 39 | | 88 | |
| 03:30 | | | 1 | | 0 | | 1 | | 15:30 | | | 39 | | 46 | | 85 | |
| 03:45 | | | 1 | 3 | 2 | 5 | 3 | 8 | 15:45 | | | 48 | 177 | 41 | 170 | 89 | 347 |
| 04:00 | | | 1 | | 1 | | 2 | | 16:00 | | | 45 | | 39 | | 84 | |
| 04:15 | | | 1 | | 2 | | 3 | | 16:15 | | | 42 | | 29 | | 71 | |
| 04:30 | | | 3 | | 1 | | 4 | | 16:30 | | | 30 | | 25 | | 55 | |
| 04:45 | | | 1 | 6 | 3 | 7 | 4 | 13 | 16:45 | | | 41 | 158 | 28 | 121 | 69 | 279 |
| 05:00 | | | 0 | | 2 | | 2 | | 17:00 | | | 36 | | 31 | | 67 | |
| 05:15 | | | 5 | | 4 | | 9 | | 17:15 | | | 64 | | 46 | | 110 | |
| 05:30 | | | 3 | | 4 | | 7 | | 17:30 | | | 55 | | 46 | | 101 | |
| 05:45 | | | 3 | 11 | 5 | 15 | 8 | 26 | 17:45 | | | 51 | 206 | 31 | 154 | 82 | 360 |
| 06:00 | | | 5 | | 7 | | 12 | | 18:00 | | | 58 | | 41 | | 99 | |
| 06:15 | | | 6 | | 6 | | 12 | | 18:15 | | | 47 | | 34 | | 81 | |
| 06:30 | | | 15 | | 12 | | 27 | | 18:30 | | | 47 | | 28 | | 75 | |
| 06:45 | | | 13 | 39 | 6 | 31 | 19 | 70 | 18:45 | | | 52 | 204 | 45 | 148 | 97 | 352 |
| 07:00 | | | 5 | | 10 | | 15 | | 19:00 | | | 64 | | 59 | | 123 | |
| 07:15 | | | 10 | | 13 | | 23 | | 19:15 | | | 44 | | 36 | | 80 | |
| 07:30 | | | 18 | | 12 | | 30 | | 19:30 | | | 56 | | 38 | | 94 | |
| 07:45 | | | 24 | 57 | 16 | 51 | 40 | 108 | 19:45 | | | 38 | 202 | 60 | 193 | 98 | 395 |
| 08:00 | | | 23 | | 11 | | 34 | | 20:00 | | | 34 | | 48 | | 82 | |
| 08:15 | | | 22 | | 9 | | 31 | | 20:15 | | | 28 | | 48 | | 76 | |
| 08:30 | | | 26 | | 11 | | 37 | | 20:30 | | | 17 | | 35 | | 52 | |
| 08:45 | | | 18 | 89 | 12 | 43 | 30 | 132 | 20:45 | | | 30 | 109 | 43 | 174 | 73 | 283 |
| 09:00 | | | 22 | | 13 | | 35 | | 21:00 | | | 20 | | 35 | | 55 | |
| 09:15 | | | 32 | | 23 | | 55 | | 21:15 | | | 31 | | 46 | | 77 | |
| 09:30 | | | 29 | | 19 | | 48 | | 21:30 | | | 27 | | 36 | | 63 | |
| 09:45 | | | 27 | 110 | 23 | 78 | 50 | 188 | 21:45 | | | 25 | 103 | 46 | 163 | 71 | 266 |
| 10:00 | | | 34 | | 19 | | 53 | | 22:00 | | | 21 | | 30 | | 51 | |
| 10:15 | | | 37 | | 25 | | 62 | | 22:15 | | | 15 | | 23 | | 38 | |
| 10:30 | | | 28 | | 26 | | 54 | | 22:30 | | | 28 | | 26 | | 54 | |
| 10:45 | | | 41 | 140 | 28 | 98 | 69 | 238 | 22:45 | | | 19 | 83 | 29 | 108 | 48 | 191 |
| 11:00 | | | 39 | | 24 | | 63 | | 23:00 | | | 12 | | 14 | | 26 | |
| 11:15 | | | 37 | | 24 | | 61 | | 23:15 | | | 11 | | 16 | | 27 | |
| 11:30 | | | 55 | | 27 | | 82 | | 23:30 | | | 9 | | 12 | | 21 | |
| 11:45 | | | 53 | 184 | 44 | 119 | 97 | 303 | 23:45 | | | 6 | 38 | 9 | 51 | 15 | 89 |
| TOTALS | | | | 662 | | 498 | | 1160 | TOTALS | | | | 1852 | | 1789 | | 3641 |
| SPLIT % | | | | 57.1% | | 42.9% | | 24.2% | SPLIT % | | | | 50.9% | | 49.1% | | 75.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,514 | 2,287 | 4,801 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 11:45 | 11:45 | PM Peak Hour | | | 17:15 | 13:00 | 12:30 |
| AM Pk Volume | | | 205 | 155 | 360 | PM Pk Volume | | | 228 | 195 | 407 |
| Pk Hr Factor | | | 0.854 | 0.881 | 0.918 | Pk Hr Factor | | | 0.891 | 0.841 | 0.900 |
| 7 - 9 Volume | 0 | 0 | 146 | 94 | 240 | 4 - 6 Volume | 0 | 0 | 364 | 275 | 639 |
| 7 - 9 Peak Hour | | | 07:45 | 07:15 | 07:45 | 4 - 6 Peak Hour | | | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 95 | 52 | 142 | 4 - 6 Pk Volume | 0 | 0 | 206 | 154 | 360 |
| Pk Hr Factor | 0.000 | 0.000 | 0.913 | 0.813 | 0.888 | Pk Hr Factor | 0.000 | 0.000 | 0.805 | 0.837 | 0.818 |

Prepared by NDS/ATD

# VOLUME

## Harbor Island Dr E/O Parking Lot

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_037

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,988 | 1,941 | 3,929 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 5 | | 2 | | 7 | | 12:00 | | | 48 | | 37 | | 85 | |
| 00:15 | | | 5 | | 3 | | 8 | | 12:15 | | | 30 | | 41 | | 71 | |
| 00:30 | | | 5 | | 3 | | 8 | | 12:30 | | | 44 | | 50 | | 94 | |
| 00:45 | | | 4 | 19 | 2 | 10 | 6 | 29 | 12:45 | | | 29 | 151 | 53 | 181 | 82 | 332 |
| 01:00 | | | 2 | | 1 | | 3 | | 13:00 | | | 36 | | 36 | | 72 | |
| 01:15 | | | 3 | | 0 | | 3 | | 13:15 | | | 38 | | 35 | | 73 | |
| 01:30 | | | 4 | | 1 | | 5 | | 13:30 | | | 31 | | 32 | | 63 | |
| 01:45 | | | 2 | 11 | 2 | 4 | 4 | 15 | 13:45 | | | 42 | 147 | 38 | 141 | 80 | 288 |
| 02:00 | | | 3 | | 2 | | 5 | | 14:00 | | | 24 | | 36 | | 60 | |
| 02:15 | | | 1 | | 0 | | 1 | | 14:15 | | | 22 | | 38 | | 60 | |
| 02:30 | | | 2 | | 1 | | 3 | | 14:30 | | | 30 | | 30 | | 60 | |
| 02:45 | | | 1 | 7 | 2 | 5 | 3 | 12 | 14:45 | | | 31 | 107 | 26 | 130 | 57 | 237 |
| 03:00 | | | 2 | | 0 | | 2 | | 15:00 | | | 23 | | 24 | | 47 | |
| 03:15 | | | 2 | | 1 | | 3 | | 15:15 | | | 37 | | 43 | | 80 | |
| 03:30 | | | 1 | | 0 | | 1 | | 15:30 | | | 33 | | 24 | | 57 | |
| 03:45 | | | 3 | 8 | 1 | 2 | 4 | 10 | 15:45 | | | 45 | 138 | 33 | 124 | 78 | 262 |
| 04:00 | | | 2 | | 1 | | 3 | | 16:00 | | | 37 | | 37 | | 74 | |
| 04:15 | | | 1 | | 1 | | 2 | | 16:15 | | | 41 | | 33 | | 74 | |
| 04:30 | | | 2 | | 3 | | 5 | | 16:30 | | | 37 | | 22 | | 59 | |
| 04:45 | | | 1 | 6 | 1 | 6 | 2 | 12 | 16:45 | | | 32 | 147 | 28 | 120 | 60 | 267 |
| 05:00 | | | 3 | | 2 | | 5 | | 17:00 | | | 32 | | 34 | | 66 | |
| 05:15 | | | 6 | | 4 | | 10 | | 17:15 | | | 40 | | 52 | | 92 | |
| 05:30 | | | 5 | | 3 | | 8 | | 17:30 | | | 50 | | 44 | | 94 | |
| 05:45 | | | 6 | 20 | 2 | 11 | 8 | 31 | 17:45 | | | 44 | 166 | 48 | 178 | 92 | 344 |
| 06:00 | | | 1 | | 3 | | 4 | | 18:00 | | | 50 | | 50 | | 100 | |
| 06:15 | | | 5 | | 2 | | 7 | | 18:15 | | | 45 | | 43 | | 88 | |
| 06:30 | | | 8 | | 6 | | 14 | | 18:30 | | | 38 | | 41 | | 79 | |
| 06:45 | | | 13 | 27 | 9 | 20 | 22 | 47 | 18:45 | | | 39 | 172 | 40 | 174 | 79 | 346 |
| 07:00 | | | 7 | | 2 | | 9 | | 19:00 | | | 41 | | 46 | | 87 | |
| 07:15 | | | 12 | | 9 | | 21 | | 19:15 | | | 39 | | 41 | | 80 | |
| 07:30 | | | 14 | | 8 | | 22 | | 19:30 | | | 45 | | 44 | | 89 | |
| 07:45 | | | 14 | 47 | 17 | 36 | 31 | 83 | 19:45 | | | 31 | 156 | 29 | 160 | 60 | 316 |
| 08:00 | | | 26 | | 12 | | 38 | | 20:00 | | | 23 | | 24 | | 47 | |
| 08:15 | | | 31 | | 19 | | 50 | | 20:15 | | | 30 | | 17 | | 47 | |
| 08:30 | | | 11 | | 19 | | 30 | | 20:30 | | | 29 | | 10 | | 39 | |
| 08:45 | | | 21 | 89 | 15 | 65 | 36 | 154 | 20:45 | | | 17 | 99 | 23 | 74 | 40 | 173 |
| 09:00 | | | 21 | | 16 | | 37 | | 21:00 | | | 21 | | 15 | | 36 | |
| 09:15 | | | 22 | | 22 | | 44 | | 21:15 | | | 22 | | 24 | | 46 | |
| 09:30 | | | 15 | | 26 | | 41 | | 21:30 | | | 13 | | 19 | | 32 | |
| 09:45 | | | 24 | 82 | 17 | 81 | 41 | 163 | 21:45 | | | 16 | 72 | 18 | 76 | 34 | 148 |
| 10:00 | | | 32 | | 22 | | 54 | | 22:00 | | | 13 | | 20 | | 33 | |
| 10:15 | | | 27 | | 25 | | 52 | | 22:15 | | | 8 | | 14 | | 22 | |
| 10:30 | | | 27 | | 28 | | 55 | | 22:30 | | | 12 | | 14 | | 26 | |
| 10:45 | | | 29 | 115 | 33 | 108 | 62 | 223 | 22:45 | | | 9 | 42 | 10 | 58 | 19 | 100 |
| 11:00 | | | 26 | | 29 | | 55 | | 23:00 | | | 6 | | 6 | | 12 | |
| 11:15 | | | 36 | | 36 | | 72 | | 23:15 | | | 5 | | 5 | | 10 | |
| 11:30 | | | 33 | | 48 | | 81 | | 23:30 | | | 9 | | 6 | | 15 | |
| 11:45 | | | 42 | 137 | 45 | 158 | 87 | 295 | 23:45 | | | 3 | 23 | 2 | 19 | 5 | 42 |
| TOTALS | | | | 568 | | 506 | | 1074 | TOTALS | | | | 1420 | | 1435 | | 2855 |
| SPLIT % | | | | 52.9% | | 47.1% | | 27.3% | SPLIT % | | | | 49.7% | | 50.3% | | 72.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,988 | 1,941 | 3,929 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 11:45 | 11:45 | PM Peak Hour | | 17:30 | 17:15 | 17:15 |
| AM Pk Volume | | | 164 | 173 | 337 | PM Pk Volume | | 189 | 194 | 378 |
| Pk Hr Factor | | | 0.854 | 0.865 | 0.896 | Pk Hr Factor | | 0.945 | 0.933 | 0.945 |
| 7 - 9 Volume | 0 | 0 | 136 | 101 | 237 | 4 - 6 Volume | 0 | 313 | 298 | 611 |
| 7 - 9 Peak Hour | | | 08:00 | 07:45 | 08:00 | 4 - 6 Peak Hour | | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 89 | 67 | 154 | 4 - 6 Pk Volume | 0 | 166 | 178 | 344 |
| Pk Hr Factor | 0.000 | 0.000 | 0.718 | 0.882 | 0.770 | Pk Hr Factor | 0.000 | 0.830 | 0.856 | 0.915 |

Prepared by NDS/ATD

# VOLUME

## Winship Ln N/O Harbor Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_038

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,327 | 1,713 | 0 | 0 | 3,040 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 10 | | 9 | | | | | | 19 | | 12:00 | 16 | | 36 | | | | | | 52 | |
| 00:15 | 4 | | 8 | | | | | | 12 | | 12:15 | 12 | | 17 | | | | | | 29 | |
| 00:30 | 5 | | 8 | | | | | | 13 | | 12:30 | 17 | | 17 | | | | | | 34 | |
| 00:45 | 3 | 22 | 2 | 27 | | | | | 5 | 49 | 12:45 | 12 | 57 | 25 | 95 | | | | | 37 | 152 |
| 01:00 | 2 | | 6 | | | | | | 8 | | 13:00 | 16 | | 30 | | | | | | 46 | |
| 01:15 | 3 | | 10 | | | | | | 13 | | 13:15 | 14 | | 39 | | | | | | 53 | |
| 01:30 | 1 | | 10 | | | | | | 11 | | 13:30 | 13 | | 19 | | | | | | 32 | |
| 01:45 | 3 | 9 | 7 | 33 | | | | | 10 | 42 | 13:45 | 10 | 53 | 26 | 114 | | | | | 36 | 167 |
| 02:00 | 2 | | 5 | | | | | | 7 | | 14:00 | 13 | | 34 | | | | | | 47 | |
| 02:15 | 4 | | 2 | | | | | | 6 | | 14:15 | 16 | | 24 | | | | | | 40 | |
| 02:30 | 1 | | 6 | | | | | | 7 | | 14:30 | 12 | | 23 | | | | | | 35 | |
| 02:45 | 5 | 12 | 7 | 20 | | | | | 12 | 32 | 14:45 | 9 | 50 | 26 | 107 | | | | | 35 | 157 |
| 03:00 | 2 | | 3 | | | | | | 5 | | 15:00 | 12 | | 45 | | | | | | 57 | |
| 03:15 | 7 | | 3 | | | | | | 10 | | 15:15 | 12 | | 26 | | | | | | 38 | |
| 03:30 | 8 | | 4 | | | | | | 12 | | 15:30 | 10 | | 35 | | | | | | 45 | |
| 03:45 | 2 | 19 | 6 | 16 | | | | | 8 | 35 | 15:45 | 10 | 44 | 21 | 127 | | | | | 31 | 171 |
| 04:00 | 8 | | 5 | | | | | | 13 | | 16:00 | 9 | | 34 | | | | | | 43 | |
| 04:15 | 10 | | 6 | | | | | | 16 | | 16:15 | 12 | | 29 | | | | | | 41 | |
| 04:30 | 13 | | 9 | | | | | | 22 | | 16:30 | 17 | | 26 | | | | | | 43 | |
| 04:45 | 13 | 44 | 13 | 33 | | | | | 26 | 77 | 16:45 | 19 | 57 | 34 | 123 | | | | | 53 | 180 |
| 05:00 | 7 | | 8 | | | | | | 15 | | 17:00 | 8 | | 48 | | | | | | 56 | |
| 05:15 | 23 | | 9 | | | | | | 32 | | 17:15 | 8 | | 32 | | | | | | 40 | |
| 05:30 | 26 | | 8 | | | | | | 34 | | 17:30 | 12 | | 36 | | | | | | 48 | |
| 05:45 | 14 | 70 | 10 | 35 | | | | | 24 | 105 | 17:45 | 14 | 42 | 14 | 130 | | | | | 28 | 172 |
| 06:00 | 37 | | 6 | | | | | | 43 | | 18:00 | 6 | | 19 | | | | | | 25 | |
| 06:15 | 19 | | 10 | | | | | | 29 | | 18:15 | 12 | | 15 | | | | | | 27 | |
| 06:30 | 35 | | 8 | | | | | | 43 | | 18:30 | 11 | | 15 | | | | | | 26 | |
| 06:45 | 26 | 117 | 9 | 33 | | | | | 35 | 150 | 18:45 | 8 | 37 | 11 | 60 | | | | | 19 | 97 |
| 07:00 | 20 | | 13 | | | | | | 33 | | 19:00 | 6 | | 15 | | | | | | 21 | |
| 07:15 | 26 | | 11 | | | | | | 37 | | 19:15 | 6 | | 11 | | | | | | 17 | |
| 07:30 | 29 | | 21 | | | | | | 50 | | 19:30 | 4 | | 15 | | | | | | 19 | |
| 07:45 | 31 | 106 | 30 | 75 | | | | | 61 | 181 | 19:45 | 9 | 25 | 20 | 61 | | | | | 29 | 86 |
| 08:00 | 23 | | 22 | | | | | | 45 | | 20:00 | 9 | | 14 | | | | | | 23 | |
| 08:15 | 26 | | 20 | | | | | | 46 | | 20:15 | 7 | | 10 | | | | | | 17 | |
| 08:30 | 29 | | 24 | | | | | | 53 | | 20:30 | 9 | | 11 | | | | | | 20 | |
| 08:45 | 26 | 104 | 30 | 96 | | | | | 56 | 200 | 20:45 | 12 | 37 | 19 | 54 | | | | | 31 | 91 |
| 09:00 | 29 | | 22 | | | | | | 51 | | 21:00 | 4 | | 17 | | | | | | 21 | |
| 09:15 | 24 | | 21 | | | | | | 45 | | 21:15 | 12 | | 9 | | | | | | 21 | |
| 09:30 | 28 | | 21 | | | | | | 49 | | 21:30 | 4 | | 10 | | | | | | 14 | |
| 09:45 | 44 | 125 | 31 | 95 | | | | | 75 | 220 | 21:45 | 8 | 28 | 14 | 50 | | | | | 22 | 78 |
| 10:00 | 28 | | 23 | | | | | | 51 | | 22:00 | 7 | | 14 | | | | | | 21 | |
| 10:15 | 34 | | 24 | | | | | | 58 | | 22:15 | 11 | | 9 | | | | | | 20 | |
| 10:30 | 23 | | 31 | | | | | | 54 | | 22:30 | 6 | | 11 | | | | | | 17 | |
| 10:45 | 34 | 119 | 34 | 112 | | | | | 68 | 231 | 22:45 | 8 | 32 | 15 | 49 | | | | | 23 | 81 |
| 11:00 | 29 | | 28 | | | | | | 57 | | 23:00 | 6 | | 9 | | | | | | 15 | |
| 11:15 | 19 | | 24 | | | | | | 43 | | 23:15 | 6 | | 18 | | | | | | 24 | |
| 11:30 | 22 | | 34 | | | | | | 56 | | 23:30 | 5 | | 13 | | | | | | 18 | |
| 11:45 | 23 | 93 | 34 | 120 | | | | | 57 | 213 | 23:45 | 8 | 25 | 8 | 48 | | | | | 16 | 73 |
| TOTALS | | 840 | | 695 | | | | | | 1535 | TOTALS | | 487 | | 1018 | | | | | | 1505 |
| SPLIT % | | 54.7% | | 45.3% | | | | | | 50.5% | SPLIT % | | 32.4% | | 67.6% | | | | | | 49.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,327 | 1,713 | 0 | 0 | 3,040 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 09:30 | 11:15 | | | 09:45 | PM Peak Hour | 12:30 | 16:45 | | | 16:45 |
| AM Pk Volume | 134 | 128 | | | 238 | PM Pk Volume | 59 | 150 | | | 197 |
| Pk Hr Factor | 0.761 | 0.889 | | | 0.793 | Pk Hr Factor | 0.868 | 0.781 | | | 0.879 |
| 7 - 9 Volume | 210 | 171 | 0 | 0 | 381 | 4 - 6 Volume | 99 | 253 | 0 | 0 | 352 |
| 7 - 9 Peak Hour | 07:15 | 07:45 | | | 07:45 | 4 - 6 Peak Hour | 16:00 | 16:45 | | | 16:45 |
| 7 - 9 Pk Volume | 109 | 96 | 0 | 0 | 205 | 4 - 6 Pk Volume | 57 | 150 | 0 | 0 | 197 |
| Pk Hr Factor | 0.879 | 0.800 | 0.000 | 0.000 | 0.840 | Pk Hr Factor | 0.750 | 0.781 | 0.000 | 0.000 | 0.879 |

Prepared by NDS/ATD

# VOLUME

## Liberator way N/O Harbor Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_039

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,341 | 1,107 | 0 | 0 | 2,448 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 3 | | 9 | | | | | | 12 | | 12:00 | 17 | | 16 | | | | | | 33 | |
| 00:15 | 8 | | 5 | | | | | | 13 | | 12:15 | 19 | | 10 | | | | | | 29 | |
| 00:30 | 5 | | 14 | | | | | | 19 | | 12:30 | 18 | | 15 | | | | | | 33 | |
| 00:45 | 9 | 25 | 8 | 36 | | | | | 17 | 61 | 12:45 | 13 | 67 | 15 | 56 | | | | | 28 | 123 |
| 01:00 | 5 | | 5 | | | | | | 10 | | 13:00 | 19 | | 20 | | | | | | 39 | |
| 01:15 | 5 | | 8 | | | | | | 13 | | 13:15 | 17 | | 18 | | | | | | 35 | |
| 01:30 | 4 | | 5 | | | | | | 9 | | 13:30 | 14 | | 13 | | | | | | 27 | |
| 01:45 | 9 | 23 | 8 | 26 | | | | | 17 | 49 | 13:45 | 12 | 62 | 14 | 65 | | | | | 26 | 127 |
| 02:00 | 7 | | 7 | | | | | | 14 | | 14:00 | 14 | | 11 | | | | | | 25 | |
| 02:15 | 6 | | 7 | | | | | | 13 | | 14:15 | 22 | | 16 | | | | | | 38 | |
| 02:30 | 8 | | 8 | | | | | | 16 | | 14:30 | 16 | | 16 | | | | | | 32 | |
| 02:45 | 11 | 32 | 2 | 24 | | | | | 13 | 56 | 14:45 | 22 | 74 | 16 | 59 | | | | | 38 | 133 |
| 03:00 | 10 | | 8 | | | | | | 18 | | 15:00 | 11 | | 24 | | | | | | 35 | |
| 03:15 | 9 | | 5 | | | | | | 14 | | 15:15 | 15 | | 13 | | | | | | 28 | |
| 03:30 | 9 | | 9 | | | | | | 18 | | 15:30 | 16 | | 17 | | | | | | 33 | |
| 03:45 | 7 | 35 | 5 | 27 | | | | | 12 | 62 | 15:45 | 11 | 53 | 22 | 76 | | | | | 33 | 129 |
| 04:00 | 13 | | 8 | | | | | | 21 | | 16:00 | 12 | | 17 | | | | | | 29 | |
| 04:15 | 8 | | 6 | | | | | | 14 | | 16:15 | 14 | | 14 | | | | | | 28 | |
| 04:30 | 25 | | 8 | | | | | | 33 | | 16:30 | 12 | | 15 | | | | | | 27 | |
| 04:45 | 24 | 70 | 7 | 29 | | | | | 31 | 99 | 16:45 | 9 | 47 | 10 | 56 | | | | | 19 | 103 |
| 05:00 | 26 | | 7 | | | | | | 33 | | 17:00 | 9 | | 13 | | | | | | 22 | |
| 05:15 | 41 | | 7 | | | | | | 48 | | 17:15 | 8 | | 11 | | | | | | 19 | |
| 05:30 | 20 | | 7 | | | | | | 27 | | 17:30 | 11 | | 18 | | | | | | 29 | |
| 05:45 | 32 | 119 | 9 | 30 | | | | | 41 | 149 | 17:45 | 16 | 44 | 14 | 56 | | | | | 30 | 100 |
| 06:00 | 22 | | 6 | | | | | | 28 | | 18:00 | 9 | | 9 | | | | | | 18 | |
| 06:15 | 16 | | 5 | | | | | | 21 | | 18:15 | 9 | | 15 | | | | | | 24 | |
| 06:30 | 31 | | 6 | | | | | | 37 | | 18:30 | 4 | | 12 | | | | | | 16 | |
| 06:45 | 17 | 86 | 5 | 22 | | | | | 22 | 108 | 18:45 | 13 | 35 | 8 | 44 | | | | | 21 | 79 |
| 07:00 | 18 | | 6 | | | | | | 24 | | 19:00 | 13 | | 11 | | | | | | 24 | |
| 07:15 | 25 | | 9 | | | | | | 34 | | 19:15 | 7 | | 14 | | | | | | 21 | |
| 07:30 | 16 | | 6 | | | | | | 22 | | 19:30 | 7 | | 12 | | | | | | 19 | |
| 07:45 | 20 | 79 | 9 | 30 | | | | | 29 | 109 | 19:45 | 15 | 42 | 15 | 52 | | | | | 30 | 94 |
| 08:00 | 18 | | 6 | | | | | | 24 | | 20:00 | 16 | | 10 | | | | | | 26 | |
| 08:15 | 20 | | 10 | | | | | | 30 | | 20:15 | 10 | | 13 | | | | | | 23 | |
| 08:30 | 23 | | 9 | | | | | | 32 | | 20:30 | 7 | | 14 | | | | | | 21 | |
| 08:45 | 27 | 88 | 11 | 36 | | | | | 38 | 124 | 20:45 | 9 | 42 | 11 | 48 | | | | | 20 | 90 |
| 09:00 | 19 | | 13 | | | | | | 32 | | 21:00 | 10 | | 13 | | | | | | 23 | |
| 09:15 | 19 | | 13 | | | | | | 32 | | 21:15 | 10 | | 14 | | | | | | 24 | |
| 09:30 | 26 | | 14 | | | | | | 40 | | 21:30 | 11 | | 13 | | | | | | 24 | |
| 09:45 | 23 | 87 | 14 | 54 | | | | | 37 | 141 | 21:45 | 11 | 42 | 9 | 49 | | | | | 20 | 91 |
| 10:00 | 13 | | 9 | | | | | | 22 | | 22:00 | 7 | | 14 | | | | | | 21 | |
| 10:15 | 13 | | 14 | | | | | | 27 | | 22:15 | 10 | | 15 | | | | | | 25 | |
| 10:30 | 17 | | 9 | | | | | | 26 | | 22:30 | 15 | | 14 | | | | | | 29 | |
| 10:45 | 15 | 58 | 13 | 45 | | | | | 28 | 103 | 22:45 | 9 | 41 | 19 | 62 | | | | | 28 | 103 |
| 11:00 | 11 | | 10 | | | | | | 21 | | 23:00 | 10 | | 21 | | | | | | 31 | |
| 11:15 | 11 | | 14 | | | | | | 25 | | 23:15 | 7 | | 14 | | | | | | 21 | |
| 11:30 | 24 | | 15 | | | | | | 39 | | 23:30 | 8 | | 20 | | | | | | 28 | |
| 11:45 | 11 | 57 | 15 | 54 | | | | | 26 | 111 | 23:45 | 8 | 33 | 16 | 71 | | | | | 24 | 104 |
| TOTALS | | 759 | | 413 | | | | | | 1172 | TOTALS | | 582 | | 694 | | | | | | 1276 |
| SPLIT % | | 64.8% | | 35.2% | | | | | | 47.9% | SPLIT % | | 45.6% | | 54.4% | | | | | | 52.1% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,341 | 1,107 | 0 | 0 | 2,448 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 05:00 | 11:15 | | | 05:00 | PM Peak Hour | 14:00 | 15:00 | | | 14:15 |
| AM Pk Volume | 119 | 60 | | | 149 | PM Pk Volume | 74 | 76 | | | 143 |
| Pk Hr Factor | 0.726 | 0.938 | | | 0.776 | Pk Hr Factor | 0.841 | 0.792 | | | 0.941 |
| 7 - 9 Volume | 167 | 66 | 0 | 0 | 233 | 4 - 6 Volume | 91 | 112 | 0 | 0 | 203 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 16:00 | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 88 | 36 | 0 | 0 | 124 | 4 - 6 Pk Volume | 47 | 56 | 0 | 0 | 103 |
| Pk Hr Factor | 0.815 | 0.818 | 0.000 | 0.000 | 0.816 | Pk Hr Factor | 0.839 | 0.824 | 0.000 | 0.000 | 0.888 |

Prepared by NDS/ATD

# VOLUME

## Cell Phone Lot N/O Harbor Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_040

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,672 | 8,254 | 0 | 0 | 17,926 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 67 | | 105 | | | | | | 172 | | 12:00 | 125 | | 147 | | | | | | 272 | |
| 00:15 | 82 | | 92 | | | | | | 174 | | 12:15 | 109 | | 116 | | | | | | 225 | |
| 00:30 | 69 | | 57 | | | | | | 126 | | 12:30 | 151 | | 125 | | | | | | 276 | |
| 00:45 | 78 | 296 | 36 | 290 | | | | | 114 | 586 | 12:45 | 171 | 556 | 170 | 558 | | | | | 341 | 1114 |
| 01:00 | 60 | | 25 | | | | | | 85 | | 13:00 | 160 | | 192 | | | | | | 352 | |
| 01:15 | 45 | | 40 | | | | | | 85 | | 13:15 | 221 | | 127 | | | | | | 348 | |
| 01:30 | 49 | | 21 | | | | | | 70 | | 13:30 | 147 | | 128 | | | | | | 275 | |
| 01:45 | 18 | 172 | 26 | 112 | | | | | 44 | 284 | 13:45 | 135 | 663 | 133 | 580 | | | | | 268 | 1243 |
| 02:00 | 23 | | 36 | | | | | | 59 | | 14:00 | 143 | | 137 | | | | | | 280 | |
| 02:15 | 11 | | 19 | | | | | | 30 | | 14:15 | 161 | | 145 | | | | | | 306 | |
| 02:30 | 25 | | 16 | | | | | | 41 | | 14:30 | 107 | | 167 | | | | | | 274 | |
| 02:45 | 18 | 77 | 10 | 81 | | | | | 28 | 158 | 14:45 | 198 | 609 | 130 | 579 | | | | | 328 | 1188 |
| 03:00 | 8 | | 11 | | | | | | 19 | | 15:00 | 172 | | 122 | | | | | | 294 | |
| 03:15 | 10 | | 19 | | | | | | 29 | | 15:15 | 119 | | 135 | | | | | | 254 | |
| 03:30 | 7 | | 28 | | | | | | 35 | | 15:30 | 157 | | 127 | | | | | | 284 | |
| 03:45 | 3 | 28 | 20 | 78 | | | | | 23 | 106 | 15:45 | 135 | 583 | 133 | 517 | | | | | 268 | 1100 |
| 04:00 | 11 | | 15 | | | | | | 26 | | 16:00 | 119 | | 128 | | | | | | 247 | |
| 04:15 | 13 | | 11 | | | | | | 24 | | 16:15 | 127 | | 88 | | | | | | 215 | |
| 04:30 | 17 | | 12 | | | | | | 29 | | 16:30 | 113 | | 80 | | | | | | 193 | |
| 04:45 | 12 | 53 | 13 | 51 | | | | | 25 | 104 | 16:45 | 109 | 468 | 86 | 382 | | | | | 195 | 850 |
| 05:00 | 11 | | 13 | | | | | | 24 | | 17:00 | 108 | | 104 | | | | | | 212 | |
| 05:15 | 18 | | 14 | | | | | | 32 | | 17:15 | 111 | | 94 | | | | | | 205 | |
| 05:30 | 13 | | 12 | | | | | | 25 | | 17:30 | 127 | | 91 | | | | | | 218 | |
| 05:45 | 28 | 70 | 19 | 58 | | | | | 47 | 128 | 17:45 | 107 | 453 | 76 | 365 | | | | | 183 | 818 |
| 06:00 | 22 | | 20 | | | | | | 42 | | 18:00 | 112 | | 87 | | | | | | 199 | |
| 06:15 | 28 | | 27 | | | | | | 55 | | 18:15 | 131 | | 106 | | | | | | 237 | |
| 06:30 | 33 | | 31 | | | | | | 64 | | 18:30 | 131 | | 93 | | | | | | 224 | |
| 06:45 | 32 | 115 | 28 | 106 | | | | | 60 | 221 | 18:45 | 108 | 482 | 95 | 381 | | | | | 203 | 863 |
| 07:00 | 68 | | 23 | | | | | | 91 | | 19:00 | 120 | | 86 | | | | | | 206 | |
| 07:15 | 75 | | 38 | | | | | | 113 | | 19:15 | 138 | | 111 | | | | | | 249 | |
| 07:30 | 131 | | 59 | | | | | | 190 | | 19:30 | 156 | | 154 | | | | | | 310 | |
| 07:45 | 85 | 359 | 56 | 176 | | | | | 141 | 535 | 19:45 | 106 | 520 | 132 | 483 | | | | | 238 | 1003 |
| 08:00 | 102 | | 52 | | | | | | 154 | | 20:00 | 138 | | 112 | | | | | | 250 | |
| 08:15 | 46 | | 104 | | | | | | 150 | | 20:15 | 128 | | 107 | | | | | | 235 | |
| 08:30 | 100 | | 84 | | | | | | 184 | | 20:30 | 111 | | 110 | | | | | | 221 | |
| 08:45 | 103 | 351 | 87 | 327 | | | | | 190 | 678 | 20:45 | 115 | 492 | 91 | 420 | | | | | 206 | 912 |
| 09:00 | 124 | | 113 | | | | | | 237 | | 21:00 | 151 | | 118 | | | | | | 269 | |
| 09:15 | 155 | | 79 | | | | | | 234 | | 21:15 | 127 | | 57 | | | | | | 184 | |
| 09:30 | 184 | | 113 | | | | | | 297 | | 21:30 | 121 | | 101 | | | | | | 222 | |
| 09:45 | 124 | 587 | 69 | 374 | | | | | 193 | 961 | 21:45 | 132 | 531 | 114 | 390 | | | | | 246 | 921 |
| 10:00 | 90 | | 77 | | | | | | 167 | | 22:00 | 125 | | 162 | | | | | | 287 | |
| 10:15 | 138 | | 105 | | | | | | 243 | | 22:15 | 141 | | 166 | | | | | | 307 | |
| 10:30 | 177 | | 104 | | | | | | 281 | | 22:30 | 157 | | 154 | | | | | | 311 | |
| 10:45 | 171 | 576 | 126 | 412 | | | | | 297 | 988 | 22:45 | 171 | 594 | 157 | 639 | | | | | 328 | 1233 |
| 11:00 | 143 | | 116 | | | | | | 259 | | 23:00 | 190 | | 106 | | | | | | 296 | |
| 11:15 | 129 | | 102 | | | | | | 231 | | 23:15 | 137 | | 166 | | | | | | 303 | |
| 11:30 | 121 | | 117 | | | | | | 238 | | 23:30 | 118 | | 87 | | | | | | 205 | |
| 11:45 | 99 | 492 | 119 | 454 | | | | | 218 | 946 | 23:45 | 100 | 545 | 82 | 441 | | | | | 182 | 986 |
| TOTALS | | 3176 | | 2519 | | | | | | 5695 | TOTALS | | 6496 | | 5735 | | | | | | 12231 |
| SPLIT % | | 55.8% | | 44.2% | | | | | | 31.8% | SPLIT % | | 53.1% | | 46.9% | | | | | | 68.2% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,672 | 8,254 | 0 | 0 | 17,926 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 10:15 | 11:45 | | | 10:15 | PM Peak Hour | 12:30 | 22:00 | | | 12:30 |
| AM Pk Volume | 629 | 507 | | | 1080 | PM Pk Volume | 703 | 639 | | | 1317 |
| Pk Hr Factor | 0.888 | 0.862 | | | 0.909 | Pk Hr Factor | 0.795 | 0.962 | | | 0.935 |
| 7 - 9 Volume | 710 | 503 | 0 | 0 | 1213 | 4 - 6 Volume | 921 | 747 | 0 | 0 | 1668 |
| 7 - 9 Peak Hour | 07:15 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 16:00 | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 393 | 327 | 0 | 0 | 678 | 4 - 6 Pk Volume | 468 | 382 | 0 | 0 | 850 |
| Pk Hr Factor | 0.750 | 0.786 | 0.000 | 0.000 | 0.892 | Pk Hr Factor | 0.921 | 0.746 | 0.000 | 0.000 | 0.860 |

Prepared by NDS/ATD

# VOLUME

## Terminal Link Rd N/O Harbor Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_041

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,102 | 1,092 | 0 | 0 | 2,194 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 8 | | | | | | 10 | | 12:00 | 9 | | 14 | | | | | | 23 | |
| 00:15 | 7 | | 11 | | | | | | 18 | | 12:15 | 18 | | 6 | | | | | | 24 | |
| 00:30 | 6 | | 5 | | | | | | 11 | | 12:30 | 11 | | 9 | | | | | | 20 | |
| 00:45 | 4 | 19 | 8 | 32 | | | | | 12 | 51 | 12:45 | 16 | 54 | 6 | 35 | | | | | 22 | 89 |
| 01:00 | 2 | | 7 | | | | | | 9 | | 13:00 | 13 | | 17 | | | | | | 30 | |
| 01:15 | 5 | | 6 | | | | | | 11 | | 13:15 | 17 | | 19 | | | | | | 36 | |
| 01:30 | 2 | | 1 | | | | | | 3 | | 13:30 | 19 | | 15 | | | | | | 34 | |
| 01:45 | 8 | 17 | 3 | 17 | | | | | 11 | 34 | 13:45 | 10 | 59 | 13 | 64 | | | | | 23 | 123 |
| 02:00 | 5 | | 3 | | | | | | 8 | | 14:00 | 7 | | 10 | | | | | | 17 | |
| 02:15 | 4 | | 4 | | | | | | 8 | | 14:15 | 15 | | 17 | | | | | | 32 | |
| 02:30 | 7 | | 5 | | | | | | 12 | | 14:30 | 8 | | 13 | | | | | | 21 | |
| 02:45 | 8 | 24 | 8 | 20 | | | | | 16 | 44 | 14:45 | 6 | 36 | 11 | 51 | | | | | 17 | 87 |
| 03:00 | 12 | | 15 | | | | | | 27 | | 15:00 | 12 | | 20 | | | | | | 32 | |
| 03:15 | 13 | | 8 | | | | | | 21 | | 15:15 | 11 | | 21 | | | | | | 32 | |
| 03:30 | 6 | | 13 | | | | | | 19 | | 15:30 | 13 | | 12 | | | | | | 25 | |
| 03:45 | 11 | 42 | 6 | 42 | | | | | 17 | 84 | 15:45 | 12 | 48 | 22 | 75 | | | | | 34 | 123 |
| 04:00 | 9 | | 12 | | | | | | 21 | | 16:00 | 9 | | 16 | | | | | | 25 | |
| 04:15 | 10 | | 10 | | | | | | 20 | | 16:15 | 6 | | 19 | | | | | | 25 | |
| 04:30 | 10 | | 9 | | | | | | 19 | | 16:30 | 8 | | 15 | | | | | | 23 | |
| 04:45 | 28 | 57 | 8 | 39 | | | | | 36 | 96 | 16:45 | 5 | 28 | 17 | 67 | | | | | 22 | 95 |
| 05:00 | 29 | | 9 | | | | | | 38 | | 17:00 | 7 | | 9 | | | | | | 16 | |
| 05:15 | 29 | | 11 | | | | | | 40 | | 17:15 | 5 | | 14 | | | | | | 19 | |
| 05:30 | 22 | | 6 | | | | | | 28 | | 17:30 | 6 | | 17 | | | | | | 23 | |
| 05:45 | 23 | 103 | 9 | 35 | | | | | 32 | 138 | 17:45 | 14 | 32 | 15 | 55 | | | | | 29 | 87 |
| 06:00 | 32 | | 9 | | | | | | 41 | | 18:00 | 14 | | 21 | | | | | | 35 | |
| 06:15 | 20 | | 8 | | | | | | 28 | | 18:15 | 6 | | 14 | | | | | | 20 | |
| 06:30 | 18 | | 10 | | | | | | 28 | | 18:30 | 5 | | 16 | | | | | | 21 | |
| 06:45 | 24 | 94 | 10 | 37 | | | | | 34 | 131 | 18:45 | 5 | 30 | 10 | 61 | | | | | 15 | 91 |
| 07:00 | 14 | | 8 | | | | | | 22 | | 19:00 | 5 | | 12 | | | | | | 17 | |
| 07:15 | 19 | | 13 | | | | | | 32 | | 19:15 | 2 | | 8 | | | | | | 10 | |
| 07:30 | 13 | | 9 | | | | | | 22 | | 19:30 | 6 | | 9 | | | | | | 15 | |
| 07:45 | 18 | 64 | 9 | 39 | | | | | 27 | 103 | 19:45 | 2 | 15 | 10 | 39 | | | | | 12 | 54 |
| 08:00 | 15 | | 9 | | | | | | 24 | | 20:00 | 5 | | 12 | | | | | | 17 | |
| 08:15 | 18 | | 12 | | | | | | 30 | | 20:15 | 5 | | 9 | | | | | | 14 | |
| 08:30 | 23 | | 11 | | | | | | 34 | | 20:30 | 4 | | 8 | | | | | | 12 | |
| 08:45 | 22 | 78 | 11 | 43 | | | | | 33 | 121 | 20:45 | 11 | 25 | 12 | 41 | | | | | 23 | 66 |
| 09:00 | 21 | | 13 | | | | | | 34 | | 21:00 | 8 | | 14 | | | | | | 22 | |
| 09:15 | 22 | | 10 | | | | | | 32 | | 21:15 | 9 | | 10 | | | | | | 19 | |
| 09:30 | 24 | | 14 | | | | | | 38 | | 21:30 | 11 | | 9 | | | | | | 20 | |
| 09:45 | 17 | 84 | 13 | 50 | | | | | 30 | 134 | 21:45 | 5 | 33 | 14 | 47 | | | | | 19 | 80 |
| 10:00 | 11 | | 15 | | | | | | 26 | | 22:00 | 7 | | 22 | | | | | | 29 | |
| 10:15 | 20 | | 12 | | | | | | 32 | | 22:15 | 10 | | 17 | | | | | | 27 | |
| 10:30 | 14 | | 7 | | | | | | 21 | | 22:30 | 5 | | 18 | | | | | | 23 | |
| 10:45 | 8 | 53 | 9 | 43 | | | | | 17 | 96 | 22:45 | 6 | 28 | 8 | 65 | | | | | 14 | 93 |
| 11:00 | 15 | | 16 | | | | | | 31 | | 23:00 | 9 | | 8 | | | | | | 17 | |
| 11:15 | 10 | | 12 | | | | | | 22 | | 23:15 | 2 | | 12 | | | | | | 14 | |
| 11:30 | 18 | | 13 | | | | | | 31 | | 23:30 | 5 | | 12 | | | | | | 17 | |
| 11:45 | 14 | 57 | 16 | 57 | | | | | 30 | 114 | 23:45 | 6 | 22 | 6 | 38 | | | | | 12 | 60 |
| TOTALS | | 692 | | 454 | | | | | | 1146 | TOTALS | | 410 | | 638 | | | | | | 1048 |
| SPLIT % | | 60.4% | | 39.6% | | | | | | 52.2% | SPLIT % | | 39.1% | | 60.9% | | | | | | 47.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,102 | 1,092 | 0 | 0 | 2,194 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 04:45 | 11:00 | | | 04:45 | PM Peak Hour | 12:45 | 15:00 | | | 13:00 |
| AM Pk Volume | 108 | 57 | | | 142 | PM Pk Volume | 65 | 75 | | | 123 |
| Pk Hr Factor | 0.931 | 0.891 | | | 0.888 | Pk Hr Factor | 0.855 | 0.852 | | | 0.854 |
| 7 - 9 Volume | 142 | 82 | 0 | 0 | 224 | 4 - 6 Volume | 60 | 122 | 0 | 0 | 182 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 17:00 | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 78 | 43 | 0 | 0 | 121 | 4 - 6 PK Volume | 32 | 67 | 0 | 0 | 95 |
| Pk Hr Factor | 0.848 | 0.896 | 0.000 | 0.000 | 0.890 | Pk Hr Factor | 0.571 | 0.882 | 0.000 | 0.000 | 0.950 |

Prepared by NDS/ATD

# VOLUME

## Terminal Link Rd N/O Harbor Dr

Day: Monday
Date: 6/12/2017

City: San Diego
Project #: CA17_4222_041

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 853 | 2,827 | 0 | 0 | 3,680 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 21 | | | | | | 22 | | 12:00 | 9 | | 29 | | | | | | 38 | |
| 00:15 | 4 | | 26 | | | | | | 30 | | 12:15 | 18 | | 44 | | | | | | 62 | |
| 00:30 | 3 | | 23 | | | | | | 26 | | 12:30 | 11 | | 38 | | | | | | 49 | |
| 00:45 | 2 | 10 | 27 | 97 | | | | | 29 | 107 | 12:45 | 16 | 54 | 31 | 142 | | | | | 47 | 196 |
| 01:00 | 1 | | 25 | | | | | | 26 | | 13:00 | 13 | | 24 | | | | | | 37 | |
| 01:15 | 3 | | 20 | | | | | | 23 | | 13:15 | 17 | | 20 | | | | | | 37 | |
| 01:30 | 1 | | 22 | | | | | | 23 | | 13:30 | 19 | | 14 | | | | | | 33 | |
| 01:45 | 4 | 9 | 12 | 79 | | | | | 16 | 88 | 13:45 | 10 | 59 | 11 | 69 | | | | | 21 | 128 |
| 02:00 | 3 | | 14 | | | | | | 17 | | 14:00 | 7 | | 21 | | | | | | 28 | |
| 02:15 | 2 | | 20 | | | | | | 22 | | 14:15 | 15 | | 35 | | | | | | 50 | |
| 02:30 | 4 | | 13 | | | | | | 17 | | 14:30 | 8 | | 38 | | | | | | 46 | |
| 02:45 | 4 | 13 | 26 | 73 | | | | | 30 | 86 | 14:45 | 6 | 36 | 16 | 110 | | | | | 22 | 146 |
| 03:00 | 7 | | 12 | | | | | | 19 | | 15:00 | 12 | | 27 | | | | | | 39 | |
| 03:15 | 8 | | 12 | | | | | | 20 | | 15:15 | 11 | | 22 | | | | | | 33 | |
| 03:30 | 3 | | 15 | | | | | | 18 | | 15:30 | 13 | | 20 | | | | | | 33 | |
| 03:45 | 7 | 25 | 14 | 53 | | | | | 21 | 78 | 15:45 | 12 | 48 | 26 | 95 | | | | | 38 | 143 |
| 04:00 | 6 | | 20 | | | | | | 26 | | 16:00 | 9 | | 28 | | | | | | 37 | |
| 04:15 | 6 | | 21 | | | | | | 27 | | 16:15 | 8 | | 44 | | | | | | 52 | |
| 04:30 | 6 | | 24 | | | | | | 30 | | 16:30 | 8 | | 49 | | | | | | 57 | |
| 04:45 | 15 | 33 | 23 | 88 | | | | | 38 | 121 | 16:45 | 10 | 35 | 23 | 144 | | | | | 33 | 179 |
| 05:00 | 17 | | 24 | | | | | | 41 | | 17:00 | 8 | | 35 | | | | | | 43 | |
| 05:15 | 17 | | 27 | | | | | | 44 | | 17:15 | 9 | | 30 | | | | | | 39 | |
| 05:30 | 12 | | 26 | | | | | | 38 | | 17:30 | 11 | | 25 | | | | | | 36 | |
| 05:45 | 13 | 59 | 33 | 110 | | | | | 46 | 169 | 17:45 | 9 | 37 | 32 | 122 | | | | | 41 | 159 |
| 06:00 | 18 | | 31 | | | | | | 49 | | 18:00 | 14 | | 26 | | | | | | 40 | |
| 06:15 | 11 | | 35 | | | | | | 46 | | 18:15 | 6 | | 20 | | | | | | 26 | |
| 06:30 | 10 | | 37 | | | | | | 47 | | 18:30 | 5 | | 20 | | | | | | 25 | |
| 06:45 | 13 | 52 | 38 | 141 | | | | | 51 | 193 | 18:45 | 5 | 30 | 31 | 97 | | | | | 36 | 127 |
| 07:00 | 8 | | 30 | | | | | | 38 | | 19:00 | 5 | | 27 | | | | | | 32 | |
| 07:15 | 11 | | 15 | | | | | | 26 | | 19:15 | 2 | | 20 | | | | | | 22 | |
| 07:30 | 8 | | 19 | | | | | | 27 | | 19:30 | 6 | | 15 | | | | | | 21 | |
| 07:45 | 13 | 40 | 45 | 109 | | | | | 58 | 149 | 19:45 | 2 | 15 | 35 | 97 | | | | | 37 | 112 |
| 08:00 | 9 | | 34 | | | | | | 43 | | 20:00 | 5 | | 24 | | | | | | 29 | |
| 08:15 | 10 | | 32 | | | | | | 42 | | 20:15 | 5 | | 28 | | | | | | 33 | |
| 08:30 | 13 | | 20 | | | | | | 33 | | 20:30 | 4 | | 36 | | | | | | 40 | |
| 08:45 | 12 | 44 | 35 | 121 | | | | | 47 | 165 | 20:45 | 11 | 25 | 35 | 123 | | | | | 46 | 148 |
| 09:00 | 12 | | 30 | | | | | | 42 | | 21:00 | 8 | | 23 | | | | | | 31 | |
| 09:15 | 14 | | 37 | | | | | | 51 | | 21:15 | 9 | | 33 | | | | | | 42 | |
| 09:30 | 13 | | 48 | | | | | | 61 | | 21:30 | 11 | | 36 | | | | | | 47 | |
| 09:45 | 10 | 49 | 55 | 170 | | | | | 65 | 219 | 21:45 | 5 | 33 | 33 | 125 | | | | | 38 | 158 |
| 10:00 | 19 | | 45 | | | | | | 64 | | 22:00 | 7 | | 37 | | | | | | 44 | |
| 10:15 | 18 | | 34 | | | | | | 52 | | 22:15 | 10 | | 31 | | | | | | 41 | |
| 10:30 | 15 | | 74 | | | | | | 89 | | 22:30 | 5 | | 26 | | | | | | 31 | |
| 10:45 | 12 | 64 | 71 | 224 | | | | | 83 | 288 | 22:45 | 6 | 28 | 21 | 115 | | | | | 27 | 143 |
| 11:00 | 9 | | 55 | | | | | | 64 | | 23:00 | 9 | | 21 | | | | | | 30 | |
| 11:15 | 6 | | 46 | | | | | | 52 | | 23:15 | 2 | | 39 | | | | | | 41 | |
| 11:30 | 10 | | 44 | | | | | | 54 | | 23:30 | 5 | | 39 | | | | | | 44 | |
| 11:45 | 8 | 33 | 35 | 180 | | | | | 43 | 213 | 23:45 | 6 | 22 | 44 | 143 | | | | | 50 | 165 |
| TOTALS | | 431 | | 1445 | | | | | | 1876 | TOTALS | | 422 | | 1382 | | | | | | 1804 |
| SPLIT % | | 23.0% | | 77.0% | | | | | | 51.0% | SPLIT % | | 23.4% | | 76.6% | | | | | | 49.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 853 | 2,827 | 0 | 0 | 3,680 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 10:00 | 10:30 | | | 10:00 | PM Peak Hour | 12:45 | 16:15 | | | 12:00 |
| AM Pk Volume | 64 | 246 | | | 288 | PM Pk Volume | 65 | 151 | | | 196 |
| Pk Hr Factor | 0.842 | 0.831 | | | 0.809 | Pk Hr Factor | 0.855 | 0.770 | | | 0.790 |
| 7 - 9 Volume | 84 | 230 | 0 | 0 | 314 | 4 - 6 Volume | 72 | 266 | 0 | 0 | 338 |
| 7 - 9 Peak Hour | 07:45 | 07:45 | | | 07:45 | 4 - 6 Peak Hour | 16:45 | 16:15 | | | 16:15 |
| 7 - 9 Pk Volume | 45 | 131 | 0 | 0 | 176 | 4 - 6 PK Volume | 38 | 151 | 0 | 0 | 185 |
| Pk Hr Factor | 0.865 | 0.728 | 0.000 | 0.000 | 0.759 | Pk Hr Factor | 0.864 | 0.770 | 0.000 | 0.000 | 0.811 |

# Exhibit B

Existing Intersection Traffic Volumes

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-001

Day: Monday

City: San Diego

Date: 6/12/2017

AM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Rosecrans St/ Taylor St | | | Rosecrans St/ Taylor St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 2 | NR 1 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 2 | WT 1 | WR 1 | TOTAL |
| 7:00 AM | 21 | 30 | 20 | 10 | 28 | 15 | 9 | 23 | 29 | 51 | 30 | 11 | 277 |
| 7:15 AM | 24 | 32 | 27 | 5 | 30 | 9 | 11 | 32 | 35 | 65 | 28 | 13 | 311 |
| 7:30 AM | 18 | 29 | 27 | 8 | 27 | 13 | 7 | 39 | 59 | 67 | 41 | 16 | 351 |
| 7:45 AM | 19 | 34 | 48 | 12 | 43 | 17 | 3 | 45 | 36 | 65 | 36 | 21 | 379 |
| 8:00 AM | 20 | 26 | 36 | 17 | 29 | 16 | 11 | 33 | 27 | 44 | 34 | 16 | 309 |
| 8:15 AM | 28 | 36 | 47 | 21 | 18 | 13 | 4 | 40 | 26 | 54 | 46 | 19 | 352 |
| 8:30 AM | 25 | 37 | 35 | 16 | 35 | 21 | 8 | 40 | 16 | 45 | 43 | 14 | 335 |
| 8:45 AM | 24 | 33 | 33 | 16 | 18 | 17 | 10 | 64 | 19 | 44 | 31 | 12 | 321 |
| 9:00 AM | 35 | 25 | 46 | 12 | 31 | 12 | 8 | 54 | 19 | 39 | 32 | 12 | 325 |
| 9:15 AM | 24 | 26 | 44 | 8 | 15 | 20 | 10 | 56 | 20 | 29 | 39 | 15 | 306 |
| 9:30 AM | 31 | 28 | 36 | 12 | 16 | 16 | 13 | 56 | 33 | 27 | 45 | 14 | 327 |
| 9:45 AM | 38 | 29 | 41 | 16 | 21 | 15 | 14 | 58 | 15 | 36 | 47 | 18 | 348 |
| 10:00 AM | 21 | 23 | 36 | 9 | 18 | 18 | 11 | 78 | 32 | 41 | 49 | 17 | 353 |
| 10:15 AM | 27 | 33 | 42 | 14 | 17 | 25 | 10 | 49 | 40 | 29 | 41 | 19 | 346 |
| 10:30 AM | 33 | 21 | 39 | 19 | 14 | 17 | 20 | 61 | 36 | 40 | 42 | 14 | 356 |
| 10:45 AM | 32 | 25 | 41 | 21 | 19 | 9 | 21 | 56 | 28 | 25 | 39 | 18 | 334 |
| TOTAL VOLUMES : | NL 420 | NT 467 | NR 598 | SL 216 | ST 379 | SR 253 | EL 170 | ET 784 | ER 470 | WL 701 | WT 623 | WR 249 | TOTAL 5330 |
| APPROACH %'s : | 28.28% | 31.45% | 40.27% | 25.47% | 44.69% | 29.83% | 11.94% | 55.06% | 33.01% | 44.56% | 39.61% | 15.83% | |
| PEAK HR START TIME : | 945 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 119 | 106 | 158 | 58 | 70 | 75 | 55 | 246 | 123 | 146 | 179 | 68 | 1403 |
| PEAK HR FACTOR : | | 0.887 | | | 0.906 | | | 0.876 | | | 0.918 | | 0.985 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 1 |
| 8:45 AM | 0 | 2 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 1 | 0 | 0 |
| 10:15 AM | 0 | 3 | 1 | 0 |
| 10:30 AM | 0 | 0 | 1 | 1 |
| 10:45 AM | 0 | 3 | 0 | 0 |
| TOTAL VOLUMES : | NB 0 | SB 11 | EB 2 | WB 3 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-001

Day: Monday

City: San Diego

Date: 6/12/2017

PM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Rosecrans St/ Taylor St | | | Rosecrans St/ Taylor St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 2 | NR 1 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 2 | WT 1 | WR 1 | TOTAL |
| 4:00 PM | 54 | 48 | 159 | 23 | 42 | 15 | 11 | 108 | 42 | 50 | 52 | 9 | 613 |
| 4:15 PM | 48 | 43 | 140 | 24 | 45 | 12 | 18 | 129 | 39 | 49 | 41 | 19 | 607 |
| 4:30 PM | 48 | 55 | 134 | 33 | 56 | 21 | 18 | 121 | 38 | 51 | 47 | 13 | 635 |
| 4:45 PM | 37 | 34 | 126 | 17 | 57 | 26 | 22 | 99 | 42 | 46 | 55 | 18 | 579 |
| 5:00 PM | 32 | 36 | 101 | 25 | 57 | 19 | 12 | 111 | 29 | 57 | 48 | 10 | 537 |
| 5:15 PM | 43 | 45 | 86 | 31 | 47 | 19 | 20 | 148 | 38 | 68 | 48 | 16 | 609 |
| 5:30 PM | 32 | 46 | 98 | 38 | 62 | 24 | 8 | 104 | 33 | 50 | 56 | 11 | 562 |
| 5:45 PM | 45 | 38 | 98 | 22 | 40 | 19 | 17 | 84 | 33 | 57 | 53 | 10 | 516 |
| TOTAL VOLUMES : | 339 | 345 | 942 | 213 | 406 | 155 | 126 | 904 | 294 | 428 | 400 | 106 | 4658 |
| APPROACH %'s : | 20.85% | 21.22% | 57.93% | 27.52% | 52.45% | 20.03% | 9.52% | 68.28% | 22.21% | 45.82% | 42.83% | 11.35% | |
| PEAK HR START TIME : | 400 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 187 | 180 | 559 | 97 | 200 | 74 | 69 | 457 | 161 | 196 | 195 | 59 | 2434 |
| PEAK HR FACTOR : | 0.887 | | | 0.843 | | | 0.923 | | | 0.945 | | | 0.958 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 | 1 |
| | 0 | 1 | 0 | 0 |
| TOTAL | 0 | 1 | 0 | 1 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-001

Day: Monday

City: San Diego

Date: 6/12/2017

NOON

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Rosecrans St/ Taylor St | | | Rosecrans St/ Taylor St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Pacific Hwy and Rosecrans St/ Taylor St , San Diego*

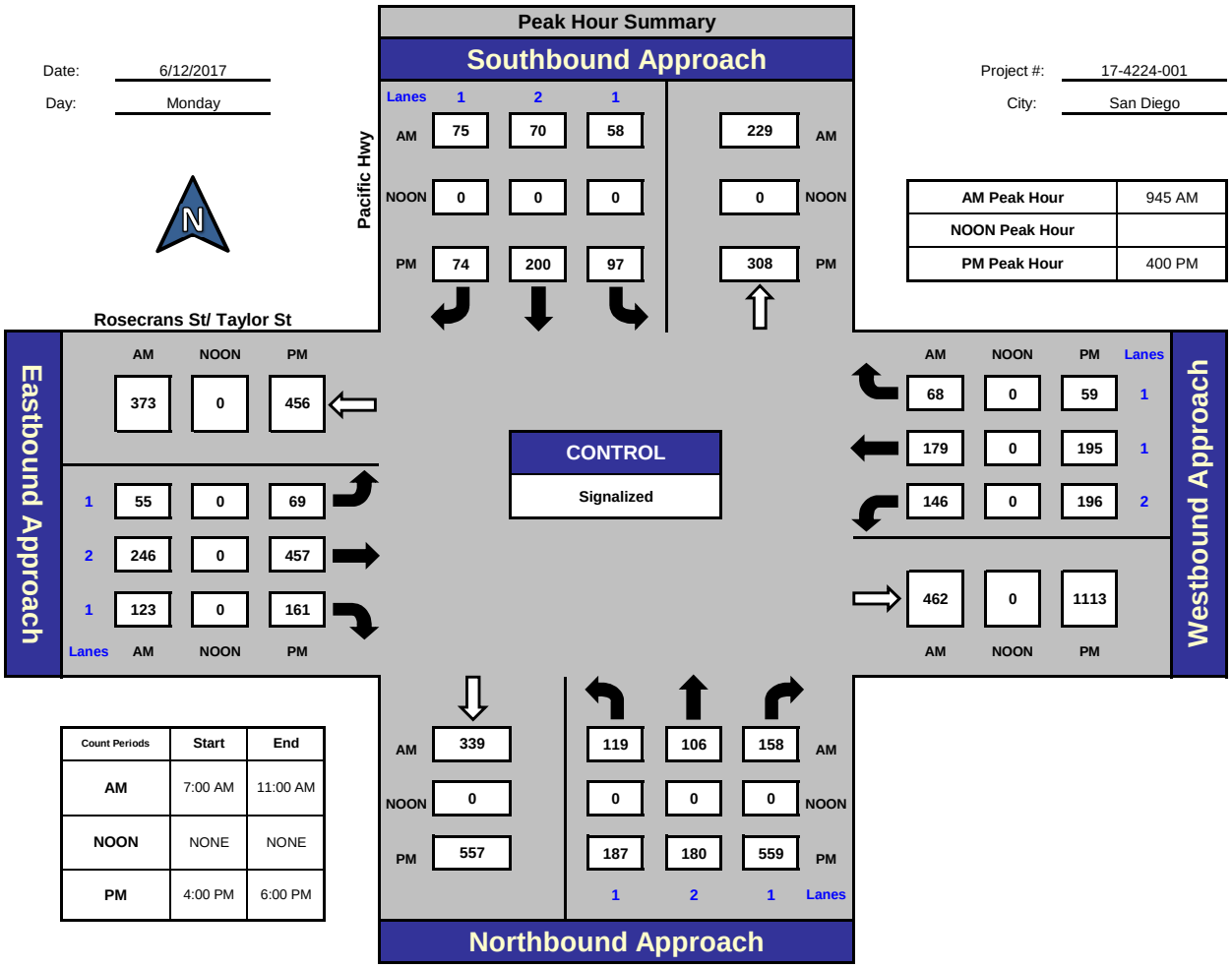
Date: 6/12/2017

Day: Monday

Project #: 17-4224-001

City: San Diego

| | |
|---|---|
| AM Peak Hour | 945 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |




| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs

| | North Leg | | |
|---|---|---|---|
| AM | 203 | 229 | AM |
| NOON | 0 | 0 | NOON |
| PM | 371 | 308 | PM |

| West Leg AM | West Leg NOON | West Leg PM | East Leg | East Leg AM | East Leg NOON | East Leg PM |
|---|---|---|---|---|---|---|
| 373 | 0 | 456 | | 393 | 0 | 450 |
| 424 | 0 | 687 | | 462 | 0 | 1113 |

| | South Leg | |
|---|---|---|
| AM | 339 | 383 |
| NOON | 0 | 0 |
| PM | 557 | 926 |

### Total Volume Per Leg

| | North Leg |
|---|---|
| AM | 432 |
| NOON | 0 |
| PM | 679 |

| West Leg AM | West Leg NOON | West Leg PM | East Leg | East Leg AM | East Leg NOON | East Leg PM |
|---|---|---|---|---|---|---|
| 797 | 0 | 1143 | | 855 | 0 | 1563 |

| | South Leg |
|---|---|
| AM | 722 |
| NOON | 0 |
| PM | 1483 |

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-002 | Day: Monday

City: San Diego | Date: 6/12/2017

AM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Old Town Transit Center Bus Access Rd | | | Old Town Transit Center Bus Access Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 3 | NR 0 | SL 1 | ST 3 | SR 0 | EL 0 | ET 1 | ER 0 | WL 1 | WT 1 | WR 0 | TOTAL |
| 7:00 AM | 11 | 70 | 15 | 35 | 94 | 2 | 0 | 0 | 0 | 7 | 0 | 7 | 241 |
| 7:15 AM | 14 | 76 | 24 | 39 | 83 | 3 | 0 | 0 | 1 | 7 | 1 | 6 | 254 |
| 7:30 AM | 25 | 76 | 13 | 41 | 114 | 8 | 1 | 0 | 3 | 6 | 0 | 10 | 297 |
| 7:45 AM | 23 | 68 | 12 | 26 | 99 | 8 | 3 | 0 | 2 | 4 | 0 | 10 | 255 |
| 8:00 AM | 20 | 75 | 12 | 21 | 66 | 6 | 3 | 0 | 0 | 7 | 0 | 10 | 220 |
| 8:15 AM | 9 | 82 | 3 | 17 | 72 | 5 | 1 | 0 | 1 | 5 | 0 | 9 | 204 |
| 8:30 AM | 7 | 73 | 7 | 9 | 64 | 1 | 0 | 0 | 1 | 6 | 0 | 7 | 175 |
| 8:45 AM | 10 | 76 | 8 | 20 | 75 | 1 | 1 | 0 | 2 | 5 | 0 | 8 | 206 |
| 9:00 AM | 6 | 93 | 7 | 16 | 60 | 3 | 1 | 0 | 2 | 6 | 0 | 11 | 205 |
| 9:15 AM | 7 | 66 | 8 | 6 | 64 | 1 | 1 | 0 | 3 | 8 | 0 | 12 | 176 |
| 9:30 AM | 3 | 88 | 6 | 15 | 61 | 1 | 2 | 0 | 2 | 3 | 0 | 14 | 195 |
| 9:45 AM | 4 | 69 | 4 | 11 | 61 | 3 | 0 | 0 | 4 | 7 | 1 | 8 | 172 |
| 10:00 AM | 6 | 73 | 11 | 22 | 70 | 1 | 3 | 0 | 1 | 6 | 0 | 15 | 208 |
| 10:15 AM | 5 | 67 | 6 | 10 | 72 | 2 | 0 | 0 | 1 | 6 | 0 | 12 | 181 |
| 10:30 AM | 3 | 86 | 8 | 9 | 73 | 2 | 3 | 0 | 3 | 8 | 0 | 13 | 208 |
| 10:45 AM | 6 | 78 | 5 | 11 | 77 | 0 | 4 | 0 | 2 | 6 | 0 | 6 | 195 |
| TOTAL VOLUMES : | NL 159 | NT 1216 | NR 149 | SL 308 | ST 1205 | SR 47 | EL 23 | ET 0 | ER 28 | WL 97 | WT 2 | WR 158 | TOTAL 3392 |
| APPROACH %'s : | 10.43% | 79.79% | 9.78% | 19.74% | 77.24% | 3.01% | 45.10% | 0.00% | 54.90% | 37.74% | 0.78% | 61.48% | |
| PEAK HR START TIME : | 700 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 73 | 290 | 64 | 141 | 390 | 21 | 4 | 0 | 6 | 24 | 1 | 33 | 1047 |
| PEAK HR FACTOR : | | 0.936 | | | 0.847 | | | 0.500 | | | 0.906 | | 0.881 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 1 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 5 | 2 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 2 | 1 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 5 | 1 | 0 | 0 |
| | 4 | 1 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 6 | 1 | 0 | 0 |
| TOTAL VOLUMES : | NB 39 | SB 8 | EB 0 | WB 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-002 | Day: Monday

City: San Diego | Date: 6/12/2017

PM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Old Town Transit Center Bus Access Rd | | | Old Town Transit Center Bus Access Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | |
| 4:00 PM | 5 | 224 | 11 | 8 | 119 | 1 | 1 | 0 | 10 | 15 | 0 | 20 | 414 |
| 4:15 PM | 5 | 184 | 14 | 22 | 124 | 0 | 12 | 0 | 22 | 19 | 0 | 23 | 425 |
| 4:30 PM | 4 | 181 | 4 | 21 | 119 | 0 | 7 | 0 | 11 | 13 | 0 | 12 | 372 |
| 4:45 PM | 4 | 123 | 5 | 12 | 135 | 1 | 12 | 0 | 28 | 27 | 0 | 18 | 365 |
| 5:00 PM | 4 | 127 | 5 | 10 | 134 | 4 | 6 | 0 | 9 | 12 | 0 | 16 | 327 |
| 5:15 PM | 5 | 137 | 7 | 25 | 134 | 1 | 4 | 0 | 11 | 18 | 0 | 9 | 351 |
| 5:30 PM | 2 | 135 | 17 | 29 | 109 | 0 | 2 | 0 | 9 | 19 | 0 | 19 | 341 |
| 5:45 PM | 4 | 133 | 6 | 29 | 103 | 1 | 5 | 0 | 6 | 9 | 0 | 13 | 309 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 33 | 1244 | 69 | 156 | 977 | 8 | 49 | 0 | 106 | 132 | 0 | 130 | 2904 |
| APPROACH %'s : | 2.45% | 92.42% | 5.13% | 13.67% | 85.63% | 0.70% | 31.61% | 0.00% | 68.39% | 50.38% | 0.00% | 49.62% | |
| PEAK HR START TIME : | 400 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 18 | 712 | 34 | 63 | 497 | 2 | 32 | 0 | 71 | 74 | 0 | 73 | 1576 |
| PEAK HR FACTOR : | 0.796 | | | 0.949 | | | 0.644 | | | 0.817 | | | 0.927 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 2 | 0 | 0 | 0 |
| | 3 | 2 | 0 | 0 |
| | 2 | 3 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 4 | 1 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 2 | 1 | 0 | 0 |
| | 4 | 1 | 0 | 0 |
| | NB | SB | EB | WB |
| | 22 | 8 | 0 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-002 | Day: Monday

City: San Diego | Date: 6/12/2017

NOON

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Old Town Transit Center Bus Access Rd | | | Old Town Transit Center Bus Access Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

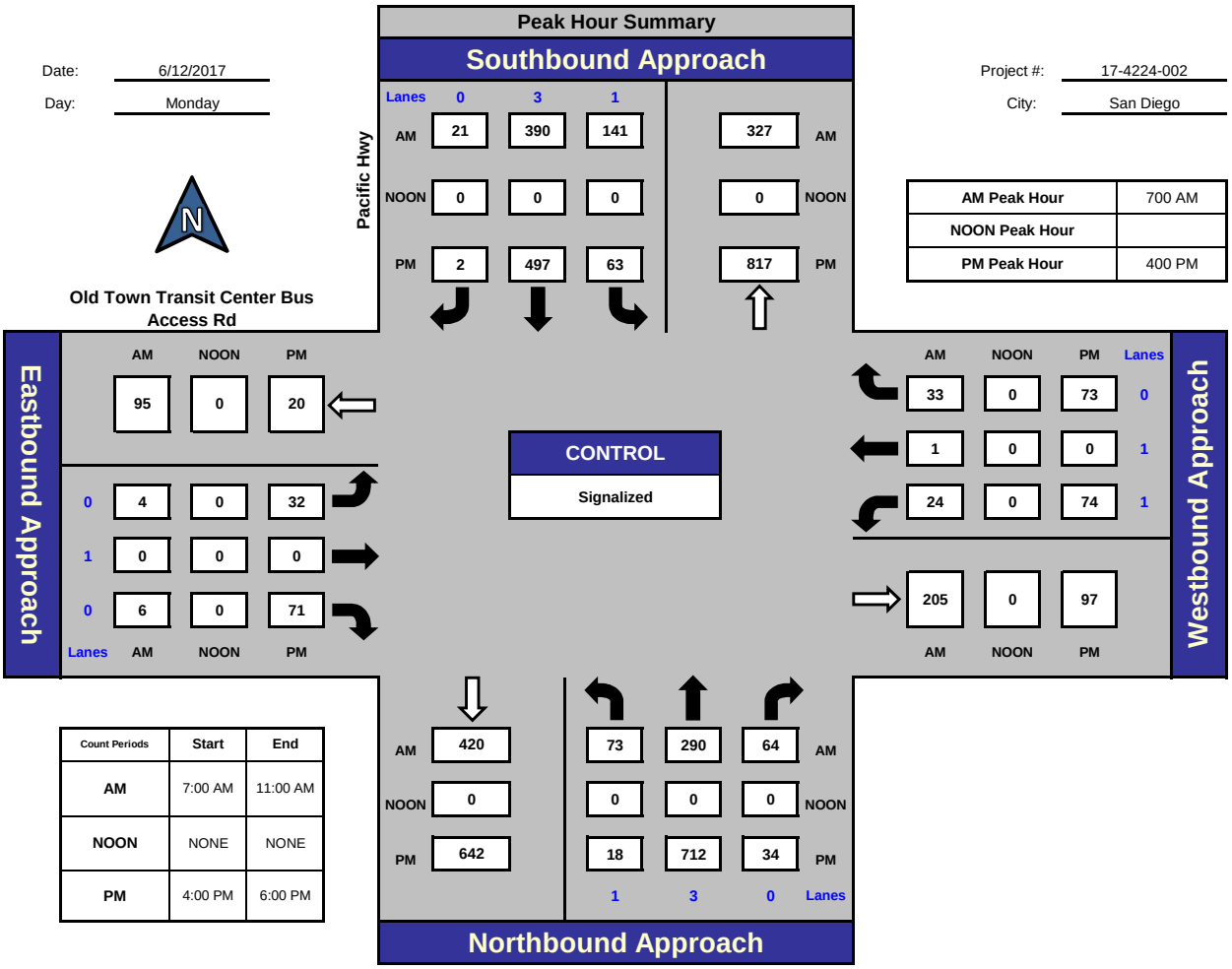
## *Pacific Hwy and Old Town Transit Center Bus Access Rd , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-002

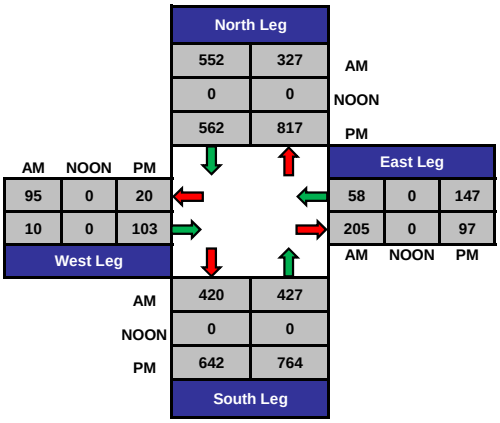
City: San Diego



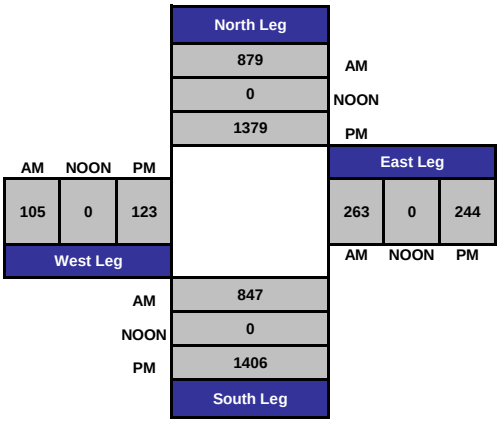

| AM Peak Hour | 700 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-003 | Day: Monday

City: San Diego | Date: 6/12/2017

AM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Enterprise St | | | Enterprise St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2.5 | 0.5 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7:00 AM | 50 | 118 | 41 | 18 | 62 | 62 | 1 | 4 | 2 | 5 | 18 | 2 | 383 |
| 7:15 AM | 83 | 155 | 28 | 10 | 73 | 56 | 2 | 4 | 1 | 7 | 6 | 3 | 428 |
| 7:30 AM | 70 | 179 | 33 | 11 | 88 | 76 | 1 | 4 | 3 | 7 | 5 | 1 | 478 |
| 7:45 AM | 83 | 185 | 26 | 17 | 91 | 60 | 3 | 3 | 1 | 6 | 10 | 2 | 487 |
| 8:00 AM | 83 | 153 | 21 | 13 | 91 | 56 | 4 | 1 | 3 | 8 | 6 | 1 | 440 |
| 8:15 AM | 60 | 171 | 18 | 9 | 91 | 47 | 2 | 3 | 4 | 8 | 9 | 5 | 427 |
| 8:30 AM | 55 | 145 | 18 | 8 | 125 | 29 | 1 | 1 | 3 | 9 | 9 | 1 | 404 |
| 8:45 AM | 31 | 149 | 23 | 6 | 89 | 29 | 7 | 1 | 8 | 4 | 8 | 3 | 358 |
| 9:00 AM | 35 | 153 | 13 | 7 | 122 | 18 | 2 | 2 | 4 | 10 | 5 | 5 | 376 |
| 9:15 AM | 27 | 141 | 10 | 7 | 105 | 18 | 2 | 2 | 6 | 7 | 4 | 1 | 330 |
| 9:30 AM | 22 | 125 | 11 | 5 | 92 | 23 | 4 | 3 | 13 | 7 | 4 | 4 | 313 |
| 9:45 AM | 25 | 139 | 10 | 8 | 109 | 28 | 4 | 7 | 4 | 9 | 10 | 5 | 358 |
| 10:00 AM | 14 | 109 | 7 | 6 | 114 | 18 | 7 | 2 | 4 | 7 | 4 | 9 | 301 |
| 10:15 AM | 22 | 118 | 13 | 3 | 147 | 22 | 6 | 4 | 9 | 7 | 8 | 5 | 364 |
| 10:30 AM | 34 | 118 | 8 | 7 | 172 | 19 | 0 | 3 | 6 | 8 | 5 | 7 | 387 |
| 10:45 AM | 23 | 131 | 6 | 9 | 155 | 29 | 7 | 11 | 2 | 15 | 5 | 4 | 397 |
| TOTAL VOLUMES : | 717 | 2289 | 286 | 144 | 1726 | 590 | 53 | 55 | 73 | 124 | 116 | 58 | 6231 |
| APPROACH %'s : | 21.78% | 69.53% | 8.69% | 5.85% | 70.16% | 23.98% | 29.28% | 30.39% | 40.33% | 41.61% | 38.93% | 19.46% | |
| PEAK HR START TIME : | 715 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 319 | 672 | 108 | 51 | 343 | 248 | 10 | 12 | 8 | 28 | 27 | 7 | 1833 |
| PEAK HR FACTOR : | | 0.935 | | | 0.917 | | | 0.938 | | | 0.861 | | 0.941 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | 2 | 0 | 0 | 0 |
| 7:15 AM | 6 | 0 | 0 | 0 |
| 7:30 AM | 3 | 1 | 0 | 0 |
| 7:45 AM | 4 | 2 | 0 | 0 |
| 8:00 AM | 6 | 1 | 0 | 0 |
| 8:15 AM | 8 | 2 | 0 | 0 |
| 8:30 AM | 8 | 4 | 0 | 0 |
| 8:45 AM | 8 | 1 | 0 | 0 |
| 9:00 AM | 10 | 2 | 0 | 0 |
| 9:15 AM | 6 | 5 | 0 | 0 |
| 9:30 AM | 6 | 1 | 0 | 0 |
| 9:45 AM | 9 | 3 | 0 | 0 |
| 10:00 AM | 5 | 4 | 0 | 0 |
| 10:15 AM | 3 | 1 | 1 | 0 |
| 10:30 AM | 9 | 1 | 0 | 0 |
| 10:45 AM | 8 | 4 | 0 | 0 |
| TOTAL VOLUMES : | 101 | 32 | 1 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-003

Day: Monday

City: San Diego

Date: 6/12/2017

PM

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Enterprise St | | | Enterprise St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2.5 | 0.5 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 4:00 PM | 23 | 175 | 1 | 11 | 254 | 21 | 45 | 6 | 33 | 48 | 15 | 79 | 711 |
| 4:15 PM | 32 | 158 | 7 | 10 | 263 | 16 | 46 | 4 | 34 | 54 | 10 | 52 | 686 |
| 4:30 PM | 41 | 149 | 3 | 9 | 302 | 20 | 41 | 0 | 25 | 36 | 5 | 63 | 694 |
| 4:45 PM | 34 | 105 | 2 | 6 | 261 | 17 | 27 | 5 | 33 | 46 | 13 | 41 | 590 |
| 5:00 PM | 31 | 149 | 2 | 5 | 368 | 9 | 16 | 3 | 27 | 24 | 7 | 19 | 660 |
| 5:15 PM | 24 | 144 | 0 | 1 | 259 | 19 | 30 | 4 | 22 | 24 | 3 | 22 | 552 |
| 5:30 PM | 26 | 162 | 2 | 4 | 315 | 21 | 23 | 0 | 6 | 11 | 5 | 16 | 591 |
| 5:45 PM | 27 | 167 | 2 | 1 | 220 | 12 | 20 | 2 | 7 | 10 | 6 | 11 | 485 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 238 | 1209 | 19 | 47 | 2242 | 135 | 248 | 24 | 187 | 253 | 64 | 303 | 4969 |
| APPROACH %'s : | 16.23% | 82.47% | 1.30% | 1.94% | 92.49% | 5.57% | 54.03% | 5.23% | 40.74% | 40.81% | 10.32% | 48.87% | |
| PEAK HR START TIME : | 400 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 130 | 587 | 13 | 36 | 1080 | 74 | 159 | 15 | 125 | 184 | 43 | 235 | 2681 |
| PEAK HR FACTOR : | | 0.917 | | | 0.899 | | | 0.890 | | | 0.813 | | 0.943 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | | | |
| 4:00 PM | 6 | 7 | 0 | 0 |
| 4:15 PM | 7 | 8 | 0 | 0 |
| 4:30 PM | 9 | 5 | 0 | 0 |
| 4:45 PM | 8 | 2 | 0 | 0 |
| 5:00 PM | 8 | 2 | 0 | 0 |
| 5:15 PM | 7 | 0 | 0 | 1 |
| 5:30 PM | 10 | 4 | 0 | 0 |
| 5:45 PM | 8 | 1 | 0 | 0 |
| | NB | SB | EB | WB |
| TOTAL VOLUMES : | 63 | 29 | 0 | 1 |
| APPROACH %'s : | | | | |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-003

Day: Monday

City: San Diego

Date: 6/12/2017

NOON

| NS/EW Streets: | Pacific Hwy | | | Pacific Hwy | | | Enterprise St | | | Enterprise St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2.5 | 0.5 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Pacific Hwy and Enterprise St , San Diego*

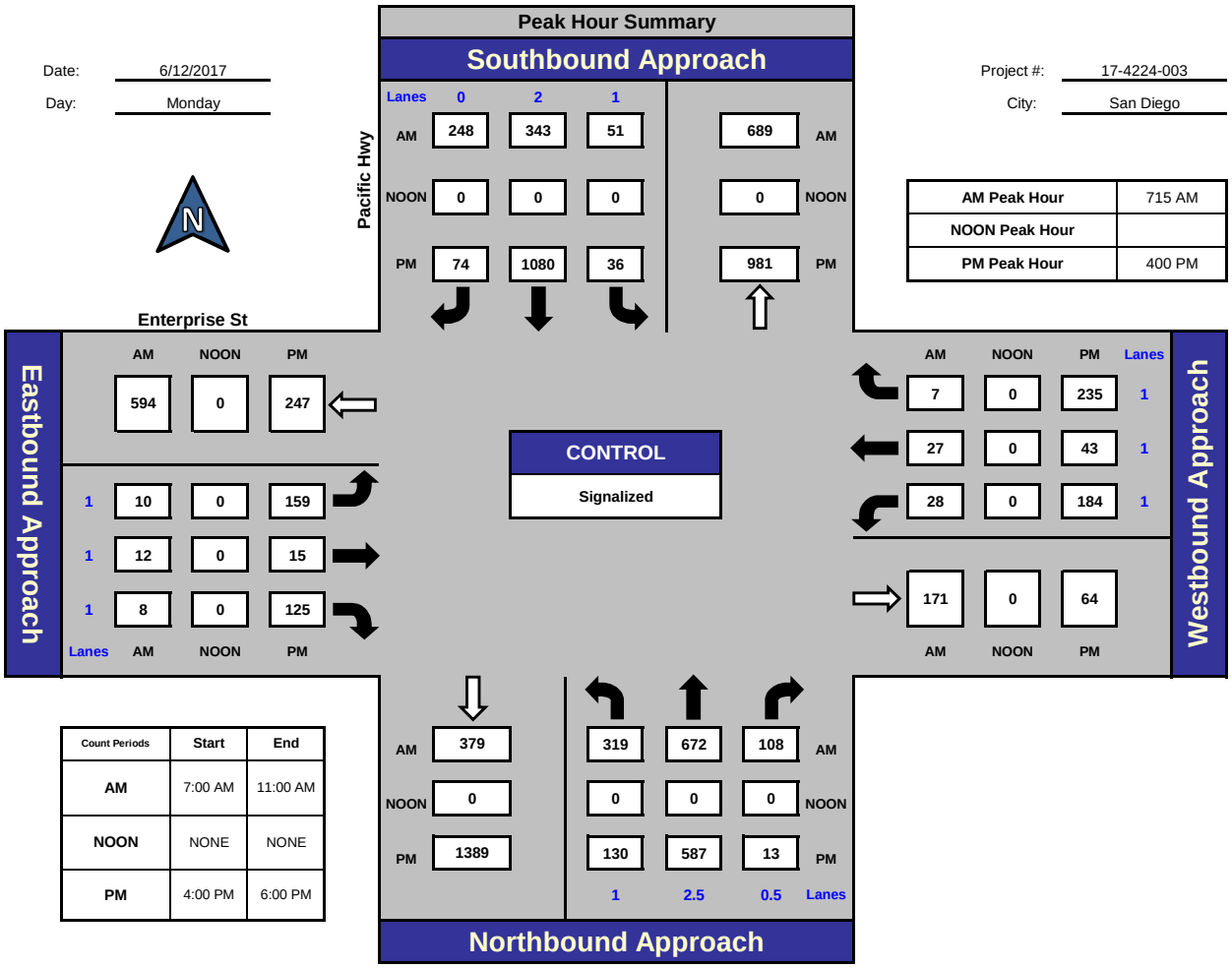
Date: 6/12/2017

Day: Monday

Project #: 17-4224-003

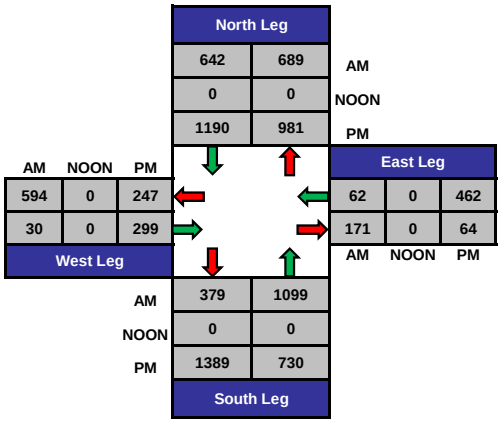
City: San Diego

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

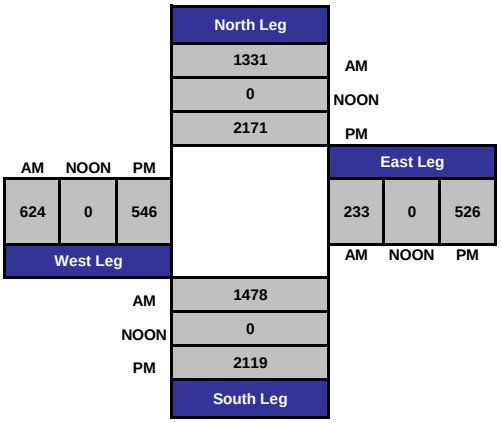



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-004 | Day: Monday

City: San Diego | Date: 6/12/2017

AM

| NS/EW Streets: | SB Pacific Hwy | | | SB Pacific Hwy | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 2 | 0 | 0.5 | 2.5 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 27 | 6 | 4 | 1 | 10 | 3 | 8 | 40 | 0 | 99 |
| 7:15 AM | 0 | 0 | 0 | 42 | 4 | 4 | 0 | 14 | 3 | 27 | 28 | 0 | 122 |
| 7:30 AM | 0 | 0 | 0 | 43 | 1 | 4 | 0 | 17 | 2 | 18 | 37 | 0 | 122 |
| 7:45 AM | 0 | 0 | 0 | 28 | 1 | 4 | 0 | 24 | 4 | 23 | 25 | 0 | 109 |
| 8:00 AM | 0 | 0 | 0 | 37 | 3 | 7 | 0 | 33 | 4 | 21 | 19 | 0 | 124 |
| 8:15 AM | 0 | 0 | 0 | 38 | 3 | 7 | 0 | 47 | 3 | 27 | 26 | 0 | 151 |
| 8:30 AM | 0 | 0 | 0 | 59 | 9 | 4 | 0 | 28 | 2 | 32 | 21 | 0 | 155 |
| 8:45 AM | 0 | 0 | 0 | 46 | 4 | 9 | 1 | 34 | 2 | 35 | 31 | 0 | 162 |
| 9:00 AM | 0 | 0 | 0 | 55 | 3 | 3 | 0 | 42 | 4 | 36 | 24 | 0 | 167 |
| 9:15 AM | 0 | 0 | 0 | 41 | 3 | 8 | 1 | 71 | 0 | 33 | 24 | 0 | 181 |
| 9:30 AM | 0 | 0 | 0 | 46 | 8 | 7 | 0 | 61 | 1 | 36 | 24 | 0 | 183 |
| 9:45 AM | 0 | 0 | 0 | 65 | 5 | 5 | 0 | 65 | 6 | 28 | 15 | 0 | 189 |
| 10:00 AM | 0 | 0 | 0 | 55 | 7 | 4 | 1 | 73 | 4 | 24 | 21 | 0 | 189 |
| 10:15 AM | 0 | 0 | 0 | 61 | 3 | 9 | 0 | 66 | 0 | 19 | 22 | 0 | 180 |
| 10:30 AM | 0 | 0 | 0 | 65 | 8 | 8 | 1 | 73 | 5 | 30 | 27 | 0 | 217 |
| 10:45 AM | 0 | 0 | 0 | 73 | 7 | 10 | 1 | 59 | 2 | 26 | 22 | 0 | 200 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 781 | 75 | 97 | 6 | 717 | 45 | 423 | 406 | 0 | 2550 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | 81.95% | 7.87% | 10.18% | 0.78% | 93.36% | 5.86% | 51.03% | 48.97% | 0.00% | |
| PEAK HR START TIME : | 1000 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 254 | 25 | 31 | 3 | 271 | 11 | 99 | 92 | 0 | 786 |
| PEAK HR FACTOR : | | 0.000 | | | 0.861 | | | 0.902 | | | 0.838 | | 0.906 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | | | |
| 7:00 AM | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 1 |
| 9:00 AM | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 2 |
| 10:30 AM | 0 | 0 | 1 | 0 |
| 10:45 AM | 0 | 0 | 1 | 1 |
| | NB | SB | EB | WB |
| TOTAL VOLUMES : | 0 | 0 | 6 | 6 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-004

Day: Monday

City: San Diego

Date: 6/12/2017

PM

| NS/EW Streets: | SB Pacific Hwy | | | SB Pacific Hwy | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 2 | 0 | 0.5 | 2.5 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 117 | 19 | 10 | 0 | 48 | 4 | 33 | 8 | 0 | 239 |
| 4:15 PM | 0 | 0 | 0 | 134 | 14 | 7 | 0 | 52 | 3 | 51 | 16 | 0 | 277 |
| 4:30 PM | 0 | 0 | 0 | 129 | 16 | 8 | 0 | 51 | 6 | 37 | 17 | 0 | 264 |
| 4:45 PM | 0 | 0 | 0 | 100 | 21 | 7 | 0 | 47 | 6 | 39 | 11 | 0 | 231 |
| 5:00 PM | 0 | 0 | 0 | 129 | 20 | 6 | 0 | 51 | 4 | 32 | 18 | 0 | 260 |
| 5:15 PM | 0 | 0 | 0 | 123 | 16 | 6 | 0 | 30 | 2 | 40 | 25 | 0 | 242 |
| 5:30 PM | 0 | 0 | 0 | 115 | 13 | 1 | 0 | 36 | 5 | 36 | 17 | 0 | 223 |
| 5:45 PM | 0 | 0 | 0 | 79 | 13 | 5 | 0 | 28 | 4 | 46 | 10 | 0 | 185 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 926 | 132 | 50 | 0 | 343 | 34 | 314 | 122 | 0 | 1921 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | 83.57% | 11.91% | 4.51% | 0.00% | 90.98% | 9.02% | 72.02% | 27.98% | 0.00% | |
| PEAK HR START TIME : | 415 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 492 | 71 | 28 | 0 | 201 | 19 | 159 | 62 | 0 | 1032 |
| PEAK HR FACTOR : | 0.000 | | | 0.953 | | | 0.965 | | | 0.825 | | | 0.931 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 3 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-004 | Day: Monday

City: San Diego | Date: 6/12/2017

NOON

| NS/EW Streets: | SB Pacific Hwy | | | SB Pacific Hwy | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 2 | 0 | 0.5 | 2.5 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *SB Pacific Hwy and Washington St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-004

City: San Diego

| | |
|---|---|
| AM Peak Hour | 1000 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

**Peak Hour Summary**

**Southbound Approach** (SB Pacific Hwy)

| Lanes | 1 | 0.5 | 1.5 | | |
|---|---|---|---|---|---|
| AM | 31 | 25 | 254 | 3 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 28 | 71 | 492 | 0 | PM |

**Eastbound Approach** (Washington St)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 123 | 0 | 90 |
| 0 | 3 | 0 | 0 |
| 2 | 271 | 0 | 201 |
| 0 | 11 | 0 | 19 |
| Lanes | AM | NOON | PM |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 92 | 0 | 62 | 2.5 |
| 99 | 0 | 159 | 0.5 |
| 525 | 0 | 693 | |
| AM | NOON | PM | |

**CONTROL**: Signalized

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 135 | 0 | 0 | 0 AM |
| NOON | 0 | 0 | 0 | 0 NOON |
| PM | 249 | 0 | 0 | 0 PM |
| | | 0 | 0 | 0 Lanes |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

| North Leg | | |
|---|---|---|
| 310 | 3 | AM |
| 0 | 0 | NOON |
| 591 | 0 | PM |

| West Leg | | | East Leg | | |
|---|---|---|---|---|---|
| AM | NOON | PM | | | |
| 123 | 0 | 90 | 191 | 0 | 221 |
| 285 | 0 | 220 | 525 | 0 | 693 |
| | | | AM | NOON | PM |

| South Leg | |
|---|---|
| AM | 135 | 0 |
| NOON | 0 | 0 |
| PM | 249 | 0 |

## Total Volume Per Leg

| North Leg | |
|---|---|
| 313 | AM |
| 0 | NOON |
| 591 | PM |

| West Leg | | | East Leg | | |
|---|---|---|---|---|---|
| AM | NOON | PM | | | |
| 408 | 0 | 310 | 716 | 0 | 914 |
| | | | AM | NOON | PM |

| South Leg | |
|---|---|
| AM | 135 |
| NOON | 0 |
| PM | 249 |

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-005 | Day: Monday

City: San Diego | Date: 6/12/2017

AM

| NS/EW Streets: | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0.5 | 0 | 0.5 | 1 | 2 | 0 | 0 | 2 | 1 | |
| 7:00 AM | 4 | 0 | 22 | 4 | 0 | 1 | 2 | 33 | 0 | 0 | 44 | 9 | 119 |
| 7:15 AM | 5 | 2 | 7 | 6 | 0 | 1 | 3 | 55 | 0 | 0 | 47 | 8 | 134 |
| 7:30 AM | 2 | 0 | 12 | 4 | 0 | 2 | 6 | 49 | 0 | 0 | 54 | 9 | 138 |
| 7:45 AM | 3 | 1 | 10 | 3 | 0 | 2 | 1 | 46 | 0 | 1 | 42 | 17 | 126 |
| 8:00 AM | 5 | 1 | 9 | 5 | 0 | 4 | 7 | 59 | 0 | 0 | 32 | 15 | 137 |
| 8:15 AM | 3 | 1 | 15 | 3 | 0 | 1 | 10 | 72 | 0 | 0 | 47 | 15 | 167 |
| 8:30 AM | 5 | 3 | 20 | 3 | 0 | 7 | 7 | 61 | 0 | 0 | 43 | 20 | 169 |
| 8:45 AM | 6 | 1 | 14 | 9 | 0 | 8 | 12 | 64 | 0 | 0 | 51 | 17 | 182 |
| 9:00 AM | 5 | 3 | 15 | 4 | 0 | 5 | 7 | 76 | 0 | 1 | 51 | 16 | 183 |
| 9:15 AM | 5 | 2 | 15 | 7 | 0 | 6 | 4 | 81 | 0 | 0 | 50 | 16 | 186 |
| 9:30 AM | 3 | 3 | 20 | 6 | 0 | 8 | 7 | 93 | 0 | 0 | 45 | 13 | 198 |
| 9:45 AM | 5 | 3 | 23 | 4 | 0 | 2 | 5 | 110 | 0 | 0 | 37 | 24 | 213 |
| 10:00 AM | 4 | 2 | 22 | 11 | 0 | 2 | 6 | 117 | 0 | 0 | 40 | 17 | 221 |
| 10:15 AM | 4 | 1 | 21 | 10 | 0 | 4 | 6 | 113 | 0 | 0 | 37 | 15 | 211 |
| 10:30 AM | 4 | 2 | 20 | 8 | 0 | 7 | 18 | 109 | 0 | 0 | 45 | 18 | 231 |
| 10:45 AM | 8 | 6 | 17 | 10 | 0 | 3 | 9 | 100 | 0 | 0 | 39 | 15 | 207 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 71 | 31 | 262 | 97 | 0 | 63 | 110 | 1238 | 0 | 2 | 704 | 244 | 2822 |
| APPROACH %'s : | 19.51% | 8.52% | 71.98% | 60.63% | 0.00% | 39.38% | 8.16% | 91.84% | 0.00% | 0.21% | 74.11% | 25.68% | |
| PEAK HR START TIME : | 945 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 17 | 8 | 86 | 33 | 0 | 15 | 35 | 449 | 0 | 0 | 159 | 74 | 876 |
| PEAK HR FACTOR : | | 0.895 | | | 0.800 | | | 0.953 | | | 0.925 | | 0.948 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 2 | 2 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-005 | Day: Monday

City: San Diego | Date: 6/12/2017

PM

| NS/EW Streets: | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0.5 | 0 | 0.5 | 1 | 2 | 0 | 0 | 2 | 1 | |
| 4:00 PM | 6 | 1 | 30 | 11 | 0 | 1 | 9 | 143 | 0 | 0 | 34 | 17 | 252 |
| 4:15 PM | 4 | 1 | 15 | 9 | 0 | 7 | 9 | 159 | 0 | 0 | 56 | 14 | 274 |
| 4:30 PM | 2 | 6 | 24 | 10 | 0 | 6 | 8 | 176 | 0 | 0 | 44 | 17 | 293 |
| 4:45 PM | 5 | 4 | 22 | 5 | 0 | 4 | 14 | 131 | 0 | 0 | 38 | 14 | 237 |
| 5:00 PM | 5 | 2 | 29 | 13 | 0 | 3 | 8 | 156 | 0 | 0 | 42 | 5 | 263 |
| 5:15 PM | 1 | 4 | 32 | 15 | 0 | 6 | 9 | 152 | 0 | 0 | 55 | 18 | 292 |
| 5:30 PM | 1 | 2 | 15 | 9 | 0 | 10 | 9 | 116 | 0 | 0 | 43 | 20 | 225 |
| 5:45 PM | 6 | 1 | 21 | 19 | 0 | 4 | 7 | 111 | 0 | 0 | 47 | 9 | 225 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 30 | 21 | 188 | 91 | 0 | 41 | 73 | 1144 | 0 | 0 | 359 | 114 | 2061 |
| APPROACH %'s : | 12.55% | 8.79% | 78.66% | 68.94% | 0.00% | 31.06% | 6.00% | 94.00% | 0.00% | 0.00% | 75.90% | 24.10% | |
| PEAK HR START TIME : | 430 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 13 | 16 | 107 | 43 | 0 | 19 | 39 | 615 | 0 | 0 | 179 | 54 | 1085 |
| PEAK HR FACTOR : | 0.919 | | | 0.738 | | | 0.889 | | | 0.798 | | | 0.926 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 4:00 PM | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-005 | Day: Monday

City: San Diego | Date: 6/12/2017

NOON

| NS/EW Streets: | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0.5 | 0 | 0.5 | 1 | 2 | 0 | 0 | 2 | 1 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

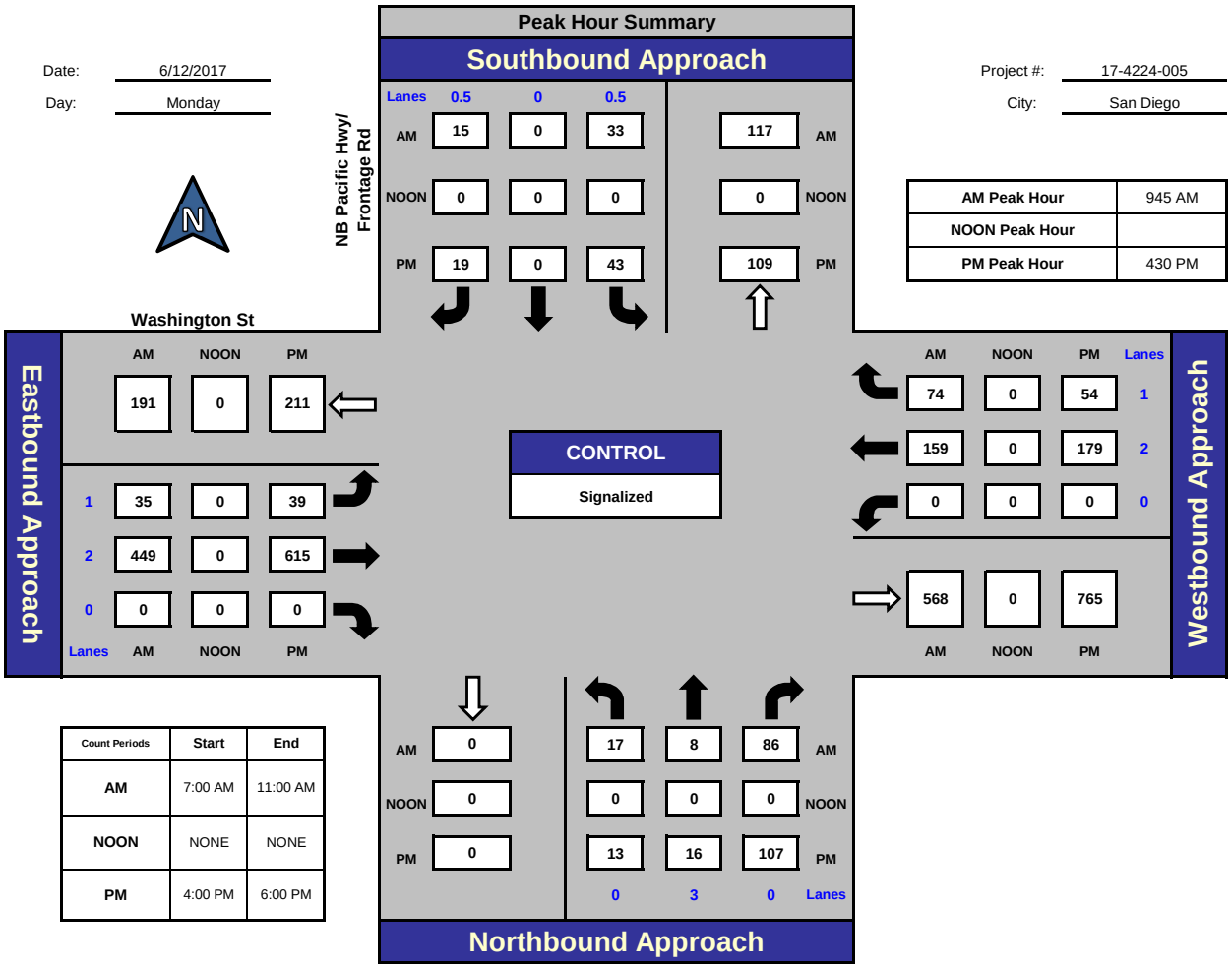
National Data & Surveying Services

## *NB Pacific Hwy/ Frontage Rd and Washington St , San Diego*

Date: 6/12/2017
Day: Monday

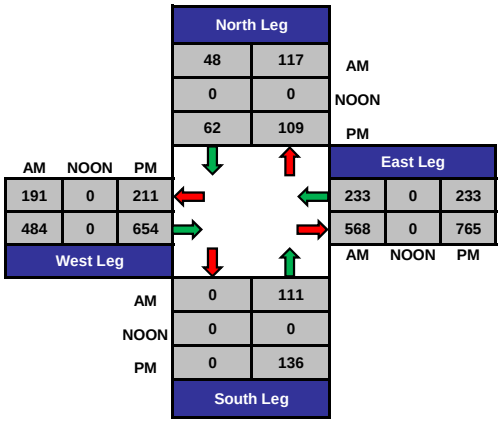
Project #: 17-4224-005
City: San Diego

| | |
|---|---|
| AM Peak Hour | 945 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

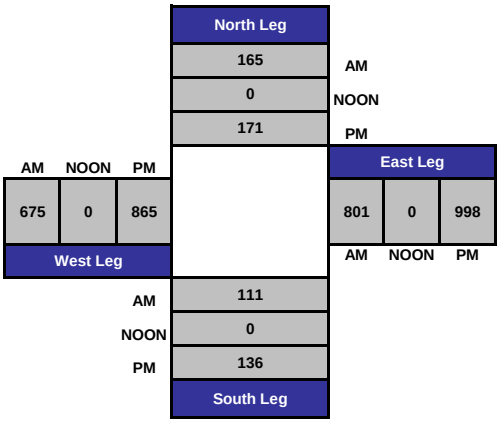



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-105 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 60 | 62 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 | 64 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 53 | 55 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 58 | 67 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 64 | 73 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 73 | 82 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 59 | 69 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 47 | 59 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 42 | 55 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 51 | 73 |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 42 | 62 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 42 | 55 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 58 | 63 |
| 10:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 53 | 74 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 0 | 32 | 50 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 54 | 67 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 14 | 0 | 0 | 0 | 13 | 153 | 0 | 0 | 0 | 0 | 850 | 1030 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 0 | 7 | 27 | 0 | 0 | 0 | 0 | 254 | 291 |
| **PEAK HR FACTOR :** | | 0.750 | | | 0.583 | | | 0.750 | | | 0.870 | | 0.887 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-105 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 43 | 58 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 53 | 59 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 58 | 70 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 45 | 55 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 51 | 61 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 50 | 57 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 42 | 56 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 50 | 62 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 5 | 0 | 0 | 0 | 14 | 67 | 0 | 0 | 0 | 0 | 392 | 478 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 7 | 30 | 0 | 0 | 0 | 0 | 207 | 245 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.350 | | | 0.833 | | | 0.892 | | | 0.875 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-105 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | NB Pacific Hwy/ Frontage Rd | | | NB Pacific Hwy/ Frontage Rd | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

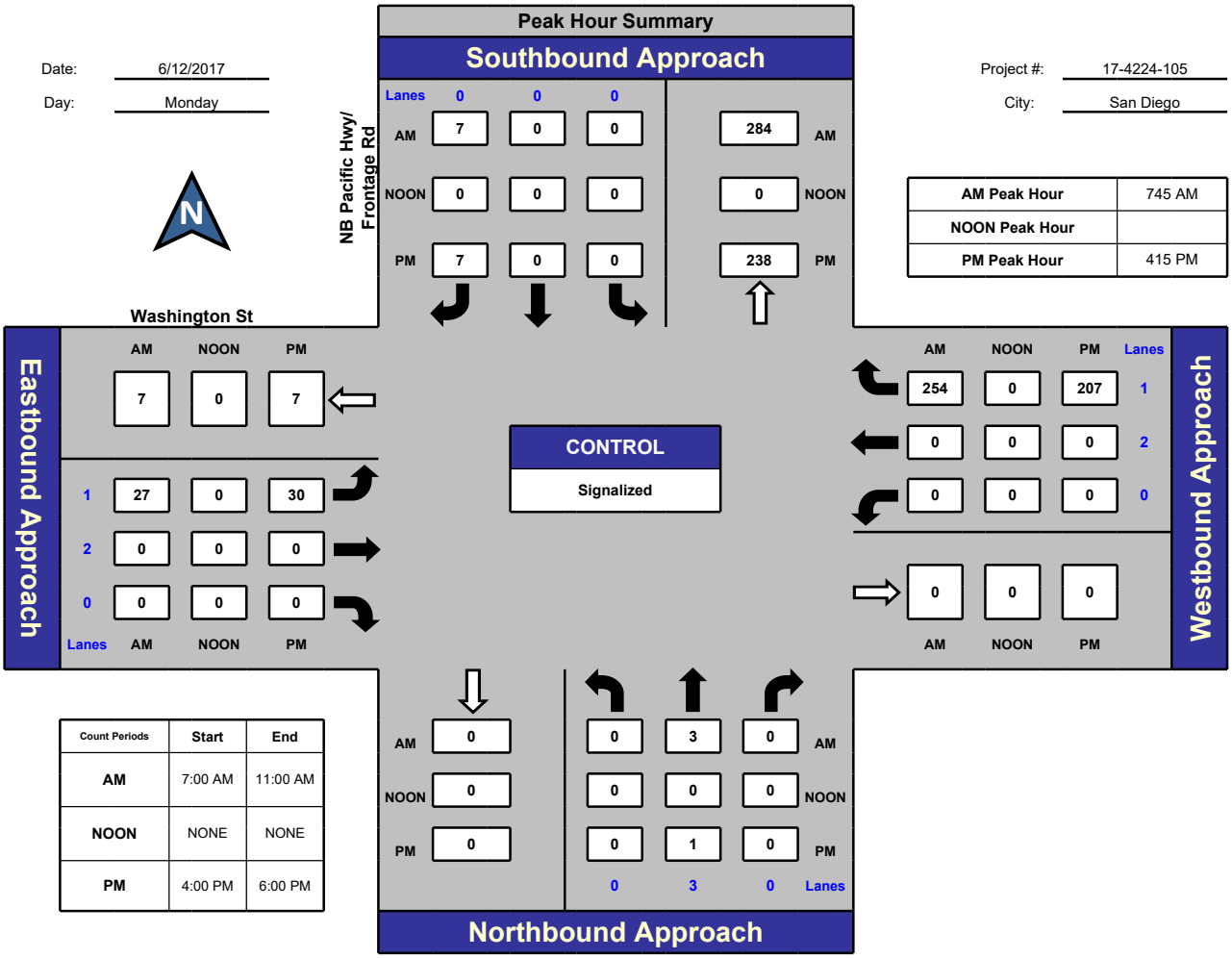
## *NB Pacific Hwy/ Frontage Rd and Washington St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-105

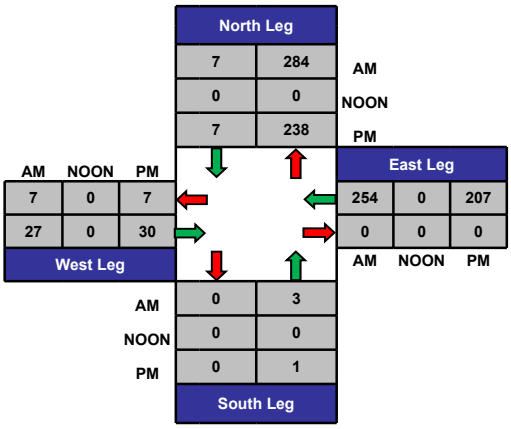
City: San Diego



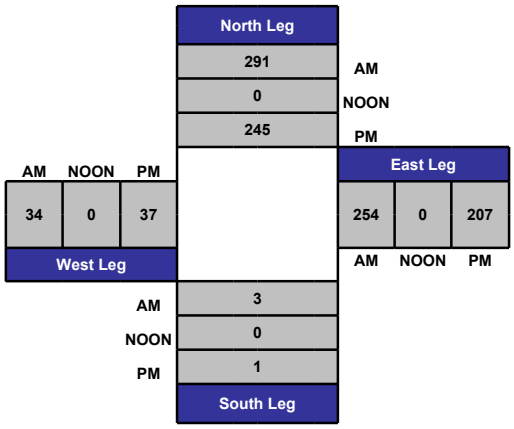

| AM Peak Hour | 745 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-006 | Day: Monday

City: San Diego | Date: 6/12/2017

AM

| NS/EW Streets: | Hancock St | | | Hancock St | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 1.5 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 44 | 26 | 30 | 0 | 45 | 15 | 41 | 84 | 0 | 285 |
| 7:15 AM | 0 | 0 | 0 | 66 | 33 | 32 | 0 | 55 | 8 | 67 | 89 | 0 | 350 |
| 7:30 AM | 0 | 0 | 0 | 74 | 54 | 34 | 0 | 55 | 9 | 111 | 86 | 0 | 423 |
| 7:45 AM | 0 | 0 | 0 | 100 | 49 | 35 | 0 | 46 | 12 | 74 | 76 | 0 | 392 |
| 8:00 AM | 0 | 0 | 0 | 78 | 63 | 32 | 0 | 66 | 8 | 87 | 81 | 0 | 415 |
| 8:15 AM | 0 | 0 | 0 | 100 | 48 | 36 | 0 | 75 | 13 | 63 | 98 | 0 | 433 |
| 8:30 AM | 0 | 0 | 0 | 92 | 69 | 49 | 0 | 73 | 13 | 62 | 80 | 0 | 438 |
| 8:45 AM | 0 | 0 | 0 | 106 | 49 | 42 | 0 | 73 | 14 | 81 | 77 | 0 | 442 |
| 9:00 AM | 0 | 0 | 0 | 77 | 54 | 42 | 0 | 74 | 21 | 70 | 64 | 0 | 402 |
| 9:15 AM | 0 | 0 | 0 | 74 | 35 | 43 | 0 | 93 | 13 | 70 | 81 | 0 | 409 |
| 9:30 AM | 0 | 0 | 0 | 85 | 50 | 39 | 0 | 99 | 17 | 62 | 62 | 0 | 414 |
| 9:45 AM | 0 | 0 | 0 | 88 | 38 | 37 | 0 | 121 | 19 | 65 | 70 | 0 | 438 |
| 10:00 AM | 0 | 0 | 0 | 75 | 30 | 35 | 0 | 127 | 20 | 69 | 76 | 0 | 432 |
| 10:15 AM | 0 | 0 | 0 | 80 | 32 | 30 | 0 | 121 | 17 | 52 | 66 | 0 | 398 |
| 10:30 AM | 0 | 0 | 0 | 99 | 36 | 33 | 0 | 123 | 12 | 69 | 62 | 0 | 434 |
| 10:45 AM | 0 | 0 | 0 | 88 | 40 | 40 | 0 | 115 | 16 | 68 | 71 | 0 | 438 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 1326 | 706 | 589 | 0 | 1361 | 227 | 1111 | 1223 | 0 | 6543 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | 50.59% | 26.94% | 22.47% | 0.00% | 85.71% | 14.29% | 47.60% | 52.40% | 0.00% | |
| PEAK HR START TIME : | 800 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 376 | 229 | 159 | 0 | 287 | 48 | 293 | 336 | 0 | 1728 |
| PEAK HR FACTOR : | | 0.000 | | | 0.910 | | | 0.952 | | | 0.936 | | 0.977 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 2 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 9 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-006 | Day: Monday

City: San Diego | Date: 6/12/2017

PM

| NS/EW Streets: | Hancock St | | | Hancock St | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 1.5 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 177 | 88 | 35 | 0 | 163 | 28 | 57 | 59 | 0 | 607 |
| 4:15 PM | 0 | 0 | 0 | 200 | 107 | 42 | 0 | 163 | 24 | 62 | 89 | 0 | 687 |
| 4:30 PM | 0 | 0 | 0 | 233 | 98 | 40 | 0 | 176 | 30 | 60 | 76 | 0 | 713 |
| 4:45 PM | 0 | 0 | 0 | 234 | 95 | 32 | 0 | 137 | 20 | 64 | 74 | 0 | 656 |
| 5:00 PM | 0 | 0 | 0 | 191 | 91 | 29 | 0 | 178 | 22 | 67 | 72 | 0 | 650 |
| 5:15 PM | 0 | 0 | 0 | 197 | 52 | 40 | 0 | 182 | 20 | 70 | 73 | 0 | 634 |
| 5:30 PM | 0 | 0 | 0 | 214 | 49 | 39 | 0 | 125 | 13 | 72 | 70 | 0 | 582 |
| 5:45 PM | 0 | 0 | 0 | 174 | 54 | 54 | 0 | 131 | 18 | 58 | 56 | 0 | 545 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 1620 | 634 | 311 | 0 | 1255 | 175 | 510 | 569 | 0 | 5074 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | 63.16% | 24.72% | 12.12% | 0.00% | 87.76% | 12.24% | 47.27% | 52.73% | 0.00% | |
| PEAK HR START TIME : | 415 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 858 | 391 | 143 | 0 | 654 | 96 | 253 | 311 | 0 | 2706 |
| PEAK HR FACTOR : | 0.000 | | | 0.938 | | | 0.910 | | | 0.934 | | | 0.949 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| TOTAL VOLUMES : | 0 | 0 | 0 | 10 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-006

Day: Monday

City: San Diego

Date: 6/12/2017

NOON

| NS/EW Streets: | Hancock St | | | Hancock St | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1.5 | 1.5 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Hancock St and Washington St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-006

City: San Diego

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

**Peak Hour Summary**

**Southbound Approach**

Hancock St

| Lanes | 1 | 1.5 | 1.5 | | |
|---|---|---|---|---|---|
| AM | 159 | 229 | 376 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 143 | 391 | 858 | 0 | PM |

Washington St

**Eastbound Approach**

| | AM | NOON | PM | |
|---|---|---|---|---|
| | 495 | 0 | 454 | |
| 0 | 0 | 0 | 0 | |
| 3 | 287 | 0 | 654 | |
| 0 | 48 | 0 | 96 | |
| Lanes | AM | NOON | PM | |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 336 | 0 | 311 | 2 |
| 293 | 0 | 253 | 2 |
| 663 | 0 | 1512 | |
| AM | NOON | PM | |

**CONTROL**

Signalized

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

| | | | | | |
|---|---|---|---|---|---|
| AM | 570 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 740 | 0 | 0 | 0 | PM |
| | | 0 | 0 | 0 | Lanes |

**Northbound Approach**

## Total Ins & Outs

| North Leg | |
|---|---|
| 764 | 0 |
| 0 | 0 |
| 1392 | 0 |

AM NOON PM

| West Leg | | |
|---|---|---|
| 495 | 0 | 454 |
| 335 | 0 | 750 |

AM NOON PM

| East Leg | | |
|---|---|---|
| 629 | 0 | 564 |
| 663 | 0 | 1512 |

AM NOON PM

| South Leg | |
|---|---|
| 570 | 0 |
| 0 | 0 |
| 740 | 0 |

AM
NOON
PM

## Total Volume Per Leg

| North Leg | |
|---|---|
| 764 | AM |
| 0 | NOON |
| 1392 | PM |

| West Leg | | |
|---|---|---|
| 830 | 0 | 1204 |

AM NOON PM

| East Leg | | |
|---|---|---|
| 1292 | 0 | 2076 |

AM NOON PM

| South Leg | |
|---|---|
| 570 | AM |
| 0 | NOON |
| 740 | PM |

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-007

Day: Monday

City: San Diego

Date: 6/12/2017

AM

| NS/EW Streets: | San Diego Ave | | | San Diego Ave | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | |
| 7:00 AM | 24 | 43 | 2 | 0 | 0 | 0 | 19 | 66 | 0 | 0 | 101 | 102 | 357 |
| 7:15 AM | 19 | 63 | 4 | 0 | 0 | 0 | 38 | 82 | 0 | 0 | 138 | 152 | 496 |
| 7:30 AM | 31 | 43 | 1 | 0 | 0 | 0 | 33 | 96 | 0 | 0 | 171 | 149 | 524 |
| 7:45 AM | 21 | 60 | 10 | 0 | 0 | 0 | 40 | 99 | 0 | 0 | 130 | 127 | 487 |
| 8:00 AM | 27 | 56 | 2 | 0 | 0 | 0 | 50 | 105 | 0 | 0 | 138 | 126 | 504 |
| 8:15 AM | 22 | 38 | 6 | 0 | 0 | 0 | 49 | 122 | 0 | 0 | 138 | 142 | 517 |
| 8:30 AM | 24 | 60 | 7 | 0 | 0 | 0 | 46 | 127 | 0 | 0 | 125 | 126 | 515 |
| 8:45 AM | 40 | 40 | 9 | 0 | 0 | 0 | 44 | 128 | 0 | 0 | 110 | 132 | 503 |
| 9:00 AM | 16 | 45 | 6 | 0 | 0 | 0 | 49 | 104 | 0 | 0 | 122 | 123 | 465 |
| 9:15 AM | 31 | 35 | 4 | 0 | 0 | 0 | 51 | 113 | 0 | 0 | 119 | 87 | 440 |
| 9:30 AM | 28 | 33 | 6 | 0 | 0 | 0 | 77 | 103 | 0 | 0 | 92 | 106 | 445 |
| 9:45 AM | 22 | 39 | 6 | 0 | 0 | 0 | 86 | 130 | 0 | 0 | 112 | 106 | 501 |
| 10:00 AM | 27 | 44 | 6 | 0 | 0 | 0 | 83 | 118 | 0 | 0 | 121 | 93 | 492 |
| 10:15 AM | 32 | 27 | 3 | 0 | 0 | 0 | 71 | 118 | 0 | 0 | 99 | 105 | 455 |
| 10:30 AM | 23 | 35 | 5 | 0 | 0 | 0 | 101 | 136 | 0 | 0 | 95 | 108 | 503 |
| 10:45 AM | 23 | 32 | 11 | 0 | 0 | 0 | 63 | 137 | 0 | 0 | 119 | 112 | 497 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 410 | 693 | 88 | 0 | 0 | 0 | 900 | 1784 | 0 | 0 | 1930 | 1896 | 7701 |
| APPROACH %'s : | 34.42% | 58.19% | 7.39% | #DIV/0! | #DIV/0! | #DIV/0! | 33.53% | 66.47% | 0.00% | 0.00% | 50.44% | 49.56% | |
| PEAK HR START TIME : | 800 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 113 | 194 | 24 | 0 | 0 | 0 | 189 | 482 | 0 | 0 | 511 | 526 | 2039 |
| PEAK HR FACTOR : | | 0.909 | | | 0.000 | | | 0.970 | | | 0.926 | | 0.986 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 2 | 0 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 2 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 8 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-007 | Day: Monday

City: San Diego | Date: 6/12/2017

PM

| NS/EW Streets: | San Diego Ave | | | San Diego Ave | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | |
| 4:00 PM | 37 | 37 | 14 | 0 | 0 | 0 | 54 | 293 | 0 | 0 | 89 | 114 | 638 |
| 4:15 PM | 23 | 30 | 8 | 0 | 0 | 0 | 61 | 295 | 0 | 0 | 123 | 105 | 645 |
| 4:30 PM | 30 | 43 | 10 | 0 | 0 | 0 | 58 | 358 | 0 | 0 | 108 | 101 | 708 |
| 4:45 PM | 26 | 44 | 12 | 0 | 0 | 0 | 73 | 302 | 0 | 0 | 95 | 129 | 681 |
| 5:00 PM | 27 | 35 | 13 | 0 | 0 | 0 | 70 | 290 | 0 | 0 | 123 | 113 | 671 |
| 5:15 PM | 31 | 47 | 15 | 0 | 0 | 0 | 67 | 320 | 0 | 0 | 113 | 110 | 703 |
| 5:30 PM | 34 | 55 | 13 | 0 | 0 | 0 | 66 | 284 | 0 | 0 | 108 | 100 | 660 |
| 5:45 PM | 25 | 54 | 8 | 0 | 0 | 0 | 62 | 240 | 0 | 0 | 85 | 89 | 563 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 233 | 345 | 93 | 0 | 0 | 0 | 511 | 2382 | 0 | 0 | 844 | 861 | 5269 |
| APPROACH %'s : | 34.72% | 51.42% | 13.86% | #DIV/0! | #DIV/0! | #DIV/0! | 17.66% | 82.34% | 0.00% | 0.00% | 49.50% | 50.50% | |
| PEAK HR START TIME : | 430 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 114 | 169 | 50 | 0 | 0 | 0 | 268 | 1270 | 0 | 0 | 439 | 453 | 2763 |
| PEAK HR FACTOR : | 0.895 | | | 0.000 | | | 0.924 | | | 0.945 | | | 0.976 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 3 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| TOTAL VOLUMES : | 0 | 0 | 5 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-007

Day: Monday

City: San Diego

Date: 6/12/2017

NOON

| NS/EW Streets: | San Diego Ave | | | San Diego Ave | | | Washington St | | | Washington St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

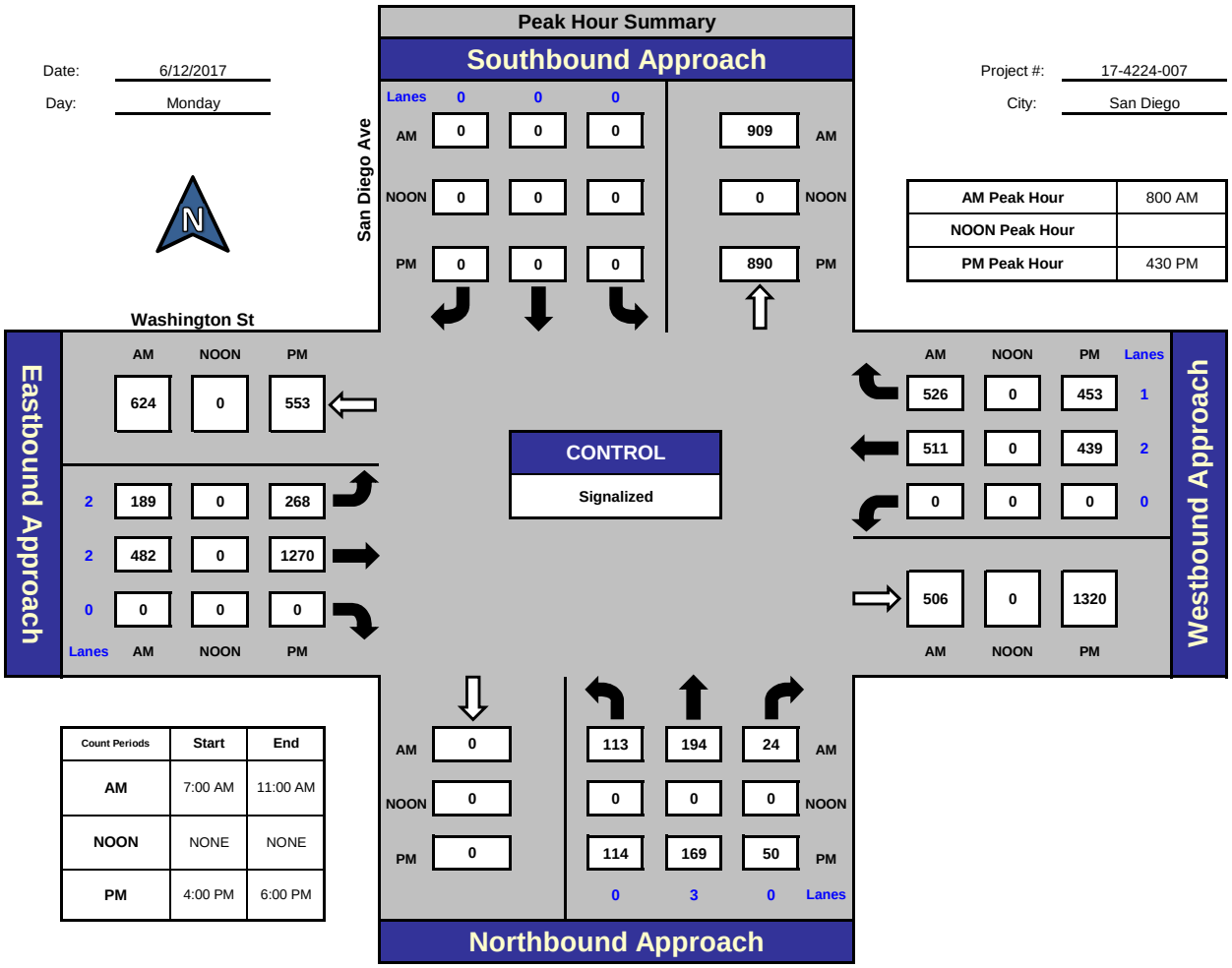
National Data & Surveying Services

## *San Diego Ave and Washington St , San Diego*

Date: 6/12/2017
Day: Monday

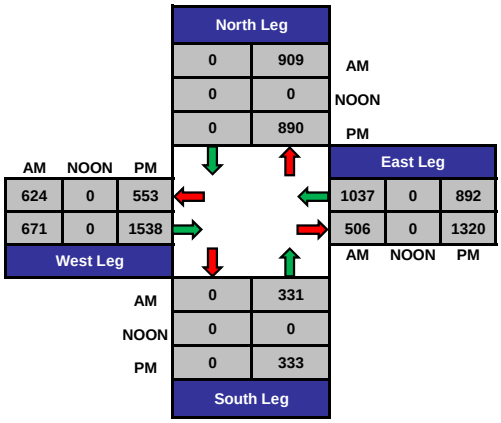
Project #: 17-4224-007
City: San Diego

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

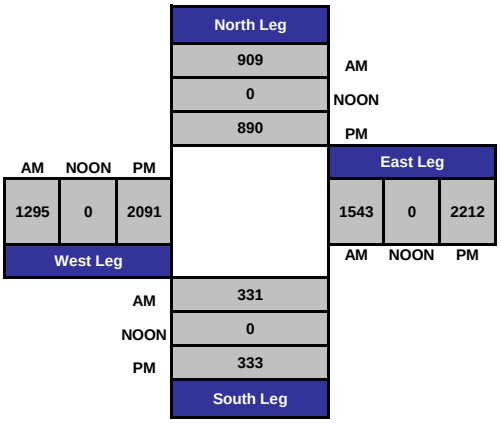



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-008

Day: Monday

City: San Diego

Date: 6/12/2017

AM

| NS/EW Streets: | India St | | | India St | | | Vine St | | | Vine St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0.5 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 7:00 AM | 6 | 171 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 197 |
| 7:15 AM | 3 | 173 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 199 |
| 7:30 AM | 2 | 182 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 197 |
| 7:45 AM | 4 | 231 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 260 |
| 8:00 AM | 4 | 278 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 297 |
| 8:15 AM | 3 | 149 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 171 |
| 8:30 AM | 3 | 172 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 190 |
| 8:45 AM | 2 | 244 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 272 |
| 9:00 AM | 4 | 211 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 233 |
| 9:15 AM | 8 | 283 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12 | 315 |
| 9:30 AM | 3 | 263 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 289 |
| 9:45 AM | 9 | 271 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 304 |
| 10:00 AM | 6 | 302 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 318 |
| 10:15 AM | 6 | 274 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 300 |
| 10:30 AM | 8 | 253 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16 | 287 |
| 10:45 AM | 13 | 276 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 309 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 84 | 3733 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 182 | 4138 |
| APPROACH %'s : | 2.17% | 96.39% | 1.45% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 31.32% | 68.68% | |
| PEAK HR START TIME : | 915 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 26 | 1119 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 48 | 1226 |
| PEAK HR FACTOR : | | 0.931 | | | 0.000 | | | 0.000 | | | 0.773 | | 0.964 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-008

Day: Monday

City: San Diego

Date: 6/12/2017

PM

| NS/EW Streets: | India St | | | India St | | | Vine St | | | Vine St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0.5 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 4:00 PM | 7 | 369 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 398 |
| 4:15 PM | 4 | 294 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 323 |
| 4:30 PM | 2 | 278 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 297 |
| 4:45 PM | 7 | 288 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 319 |
| 5:00 PM | 8 | 265 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 294 |
| 5:15 PM | 7 | 242 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 266 |
| 5:30 PM | 5 | 255 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 273 |
| 5:45 PM | 3 | 257 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 274 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| TOTAL VOLUMES : | 43 | 2248 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 81 | 2444 |
| APPROACH %'s : | 1.85% | 96.56% | 1.59% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 30.17% | 69.83% | |
| PEAK HR START TIME : | 400 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 20 | 1229 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 44 | 1337 |
| PEAK HR FACTOR : | | 0.836 | | | 0.000 | | | 0.000 | | | 0.931 | | 0.840 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4224-008

Day: Monday

City: San Diego

Date: 6/12/2017

NOON

| NS/EW Streets: | India St | | | India St | | | Vine St | | | Vine St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0.5 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 0 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Vine St , San Diego*

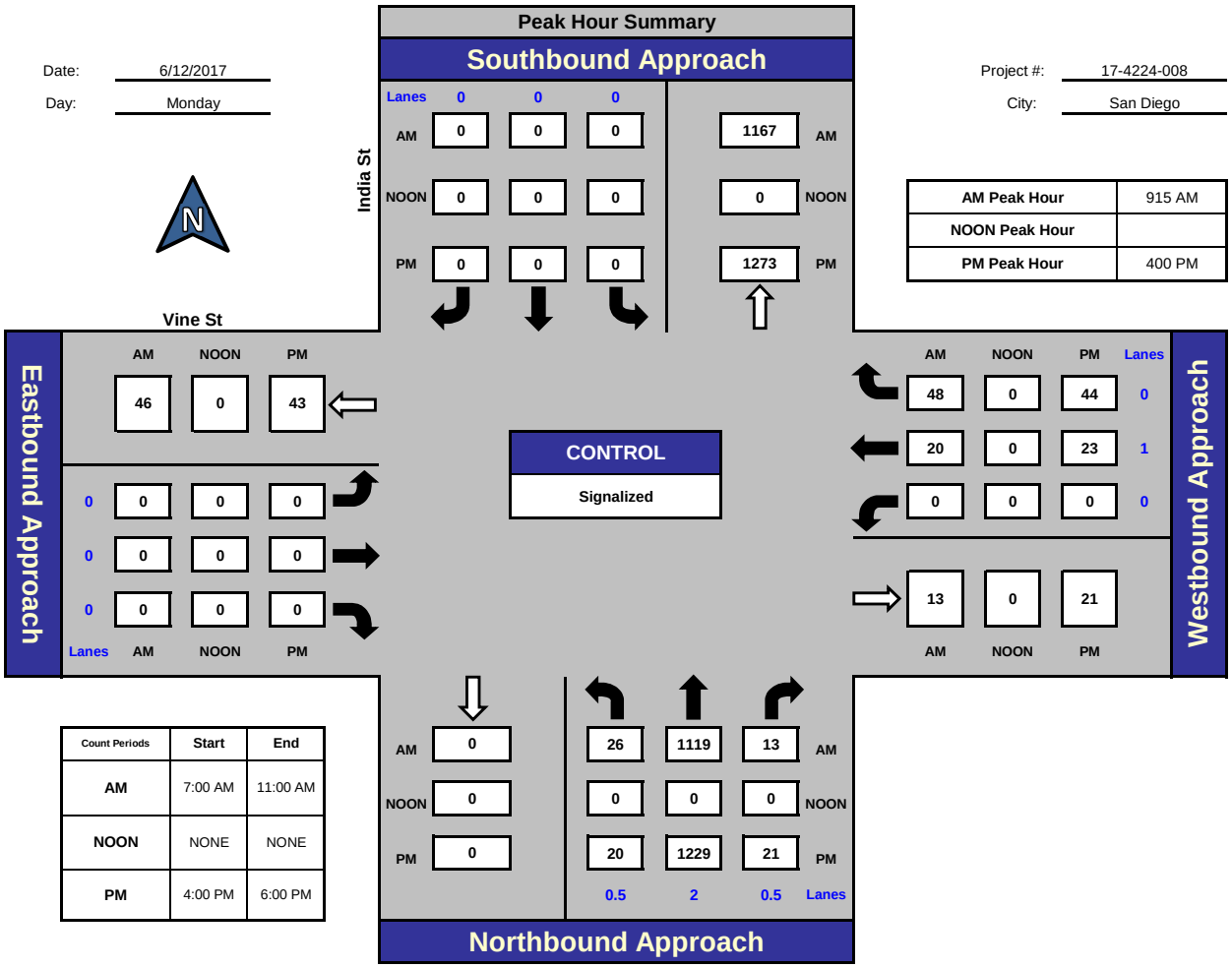
Date: 6/12/2017

Day: Monday

Project #: 17-4224-008

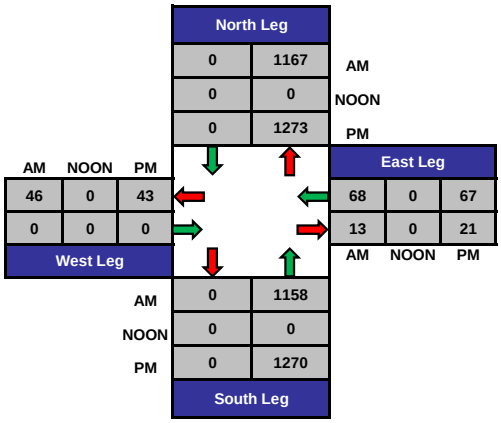
City: San Diego

| | |
|---|---|
| AM Peak Hour | 915 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

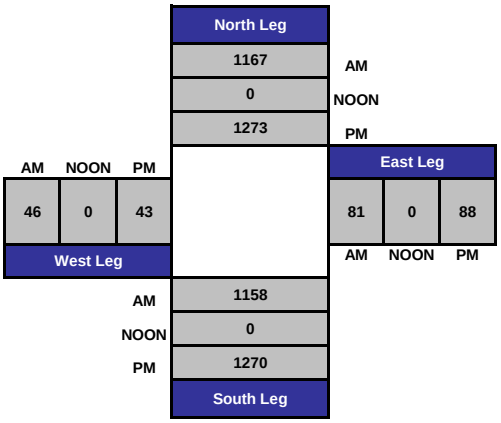



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-009 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Admiral Boland Wy/ Sassafras St | | | Admiral Boland Wy/ Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 3 | NR 0 | SL 1 | ST 3 | SR 0 | EL 1 | ET 1 | ER 1 | WL 1 | WT 1 | WR 0 | TOTAL |
| 7:00 AM | 16 | 44 | 11 | 6 | 31 | 6 | 4 | 13 | 9 | 72 | 50 | 12 | 274 |
| 7:15 AM | 28 | 41 | 10 | 12 | 46 | 19 | 1 | 11 | 5 | 75 | 51 | 22 | 321 |
| 7:30 AM | 28 | 38 | 7 | 6 | 50 | 9 | 1 | 12 | 3 | 74 | 49 | 14 | 291 |
| 7:45 AM | 25 | 63 | 10 | 10 | 47 | 9 | 5 | 28 | 11 | 75 | 50 | 23 | 356 |
| 8:00 AM | 41 | 54 | 11 | 10 | 50 | 13 | 2 | 32 | 17 | 69 | 70 | 21 | 390 |
| 8:15 AM | 35 | 47 | 5 | 11 | 49 | 11 | 13 | 37 | 10 | 84 | 75 | 8 | 385 |
| 8:30 AM | 40 | 76 | 22 | 13 | 79 | 14 | 13 | 25 | 17 | 77 | 43 | 13 | 432 |
| 8:45 AM | 41 | 49 | 23 | 22 | 58 | 15 | 11 | 45 | 15 | 82 | 71 | 14 | 446 |
| 9:00 AM | 45 | 73 | 32 | 7 | 54 | 13 | 3 | 22 | 19 | 85 | 58 | 22 | 433 |
| 9:15 AM | 36 | 56 | 20 | 14 | 71 | 16 | 10 | 42 | 22 | 73 | 83 | 10 | 453 |
| 9:30 AM | 35 | 53 | 25 | 11 | 67 | 8 | 12 | 61 | 19 | 77 | 57 | 18 | 443 |
| 9:45 AM | 41 | 50 | 39 | 18 | 64 | 13 | 14 | 72 | 29 | 69 | 52 | 26 | 487 |
| 10:00 AM | 55 | 56 | 23 | 12 | 55 | 19 | 12 | 58 | 24 | 74 | 62 | 18 | 468 |
| 10:15 AM | 34 | 68 | 25 | 16 | 46 | 11 | 19 | 76 | 25 | 65 | 63 | 15 | 463 |
| 10:30 AM | 35 | 66 | 16 | 22 | 67 | 5 | 10 | 60 | 32 | 69 | 54 | 13 | 449 |
| 10:45 AM | 38 | 62 | 28 | 14 | 75 | 21 | 19 | 70 | 27 | 71 | 67 | 8 | 500 |
| **TOTAL VOLUMES :** | NL 573 | NT 896 | NR 307 | SL 204 | ST 909 | SR 202 | EL 149 | ET 664 | ER 284 | WL 1191 | WT 955 | WR 257 | TOTAL 6591 |
| **APPROACH %'s :** | 32.26% | 50.45% | 17.29% | 15.51% | 69.13% | 15.36% | 13.58% | 60.53% | 25.89% | 49.56% | 39.74% | 10.69% | |
| **PEAK HR START TIME :** | 1000 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 162 | 252 | 92 | 64 | 243 | 56 | 60 | 264 | 108 | 279 | 246 | 54 | 1880 |
| **PEAK HR FACTOR :** | | 0.944 | | | 0.825 | | | 0.900 | | | 0.940 | | 0.940 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 1 | 1 | 2 | 0 |
| | 1 | 2 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | 1 | 3 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 6 | 6 | 0 | 0 |
| | 1 | 1 | 0 | 0 |
| | 1 | 3 | 0 | 0 |
| | 2 | 1 | 0 | 0 |
| | 3 | 1 | 0 | 0 |
| | 3 | 4 | 0 | 0 |
| | 1 | 1 | 0 | 0 |
| | 3 | 1 | 0 | 0 |
| | 2 | 3 | 0 | 0 |
| **TOTAL VOLUMES :** | NB 26 | SB 32 | EB 2 | WB 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-009 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Admiral Boland Wy/ Sassafras St | | | Admiral Boland Wy/ Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 3 | NR 0 | SL 1 | ST 3 | SR 0 | EL 1 | ET 1 | ER 1 | WL 1 | WT 1 | WR 0 | TOTAL |
| 4:00 PM | 27 | 88 | 22 | 29 | 209 | 20 | 11 | 41 | 21 | 55 | 45 | 14 | 582 |
| 4:15 PM | 34 | 83 | 15 | 34 | 244 | 11 | 7 | 44 | 17 | 65 | 47 | 29 | 630 |
| 4:30 PM | 56 | 102 | 25 | 36 | 249 | 15 | 11 | 42 | 28 | 54 | 48 | 18 | 684 |
| 4:45 PM | 36 | 66 | 16 | 39 | 236 | 15 | 7 | 52 | 21 | 57 | 56 | 10 | 611 |
| 5:00 PM | 43 | 98 | 16 | 39 | 199 | 13 | 22 | 57 | 17 | 62 | 45 | 22 | 633 |
| 5:15 PM | 37 | 108 | 16 | 32 | 205 | 14 | 12 | 51 | 21 | 41 | 32 | 17 | 586 |
| 5:30 PM | 30 | 70 | 18 | 27 | 158 | 16 | 17 | 60 | 27 | 30 | 50 | 17 | 520 |
| 5:45 PM | 34 | 66 | 13 | 17 | 154 | 18 | 13 | 39 | 18 | 79 | 32 | 15 | 498 |
| **TOTAL VOLUMES :** | NL 297 | NT 681 | NR 141 | SL 253 | ST 1654 | SR 122 | EL 100 | ET 386 | ER 170 | WL 443 | WT 355 | WR 142 | TOTAL 4744 |
| **APPROACH %'s :** | 26.54% | 60.86% | 12.60% | 12.47% | 81.52% | 6.01% | 15.24% | 58.84% | 25.91% | 47.13% | 37.77% | 15.11% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 169 | 349 | 72 | 148 | 928 | 54 | 47 | 195 | 83 | 238 | 196 | 79 | 2558 |
| **PEAK HR FACTOR :** | | 0.806 | | | 0.942 | | | 0.846 | | | 0.910 | | 0.935 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 2 | 1 | 0 | 0 |
| | 2 | 2 | 0 | 0 |
| | 2 | 3 | 0 | 0 |
| | 1 | 0 | 1 | 0 |
| | 4 | 4 | 0 | 0 |
| | 1 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 1 | 1 | 1 | 0 |
| **TOTAL VOLUMES :** | NB 13 | SB 14 | EB 2 | WB 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-009 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Admiral Boland Wy/ Sassafras St | | | Admiral Boland Wy/ Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

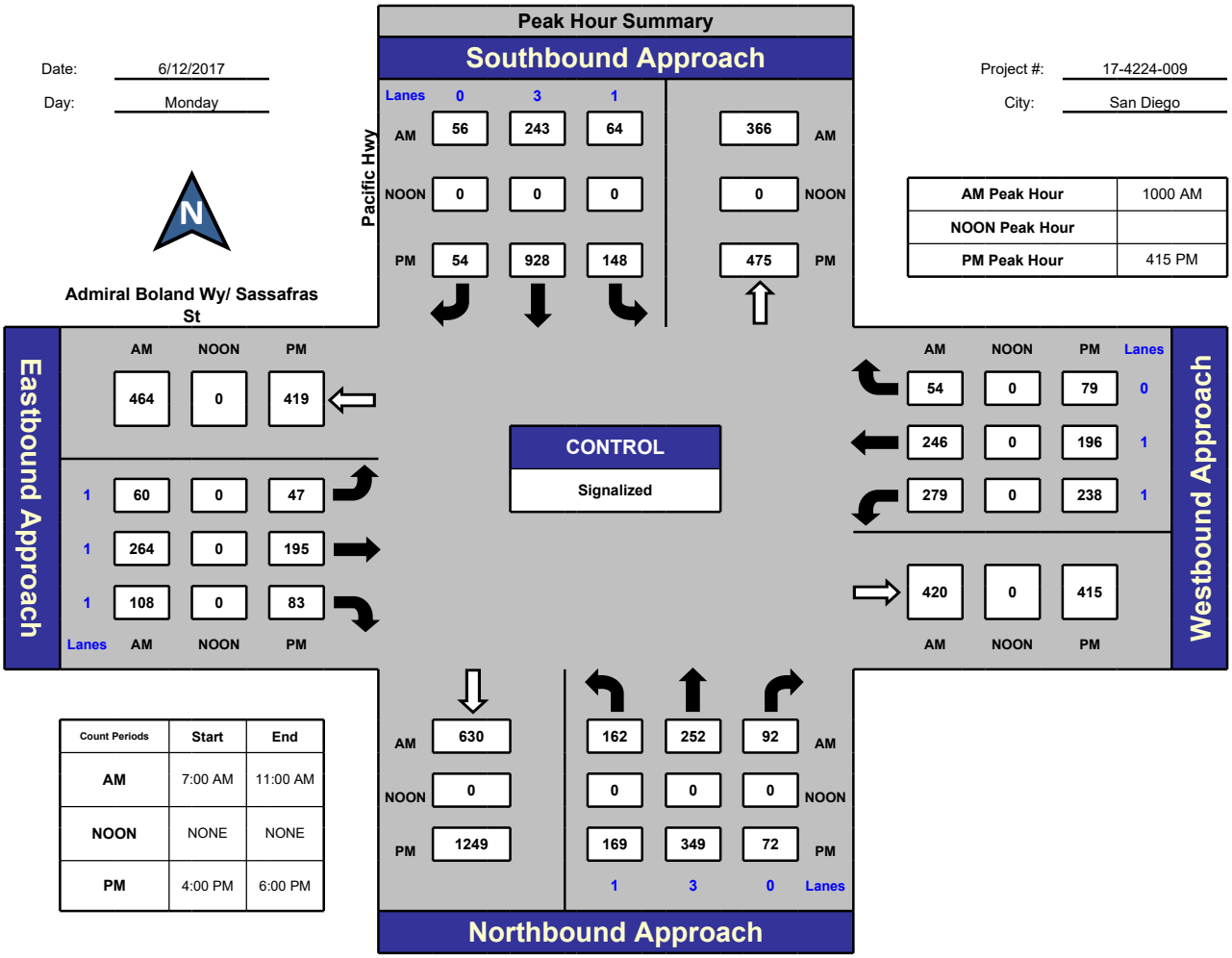
## *Pacific Hwy and Admiral Boland Wy/ Sassafras St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-009

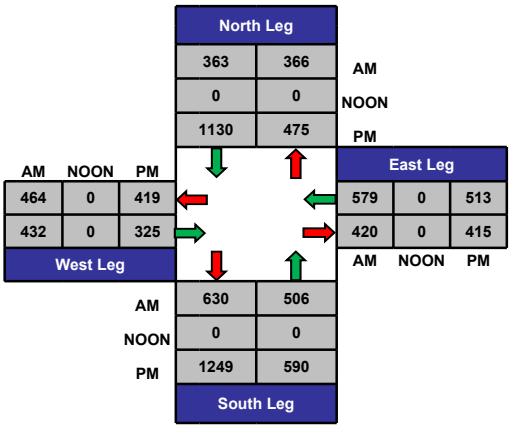
City: San Diego



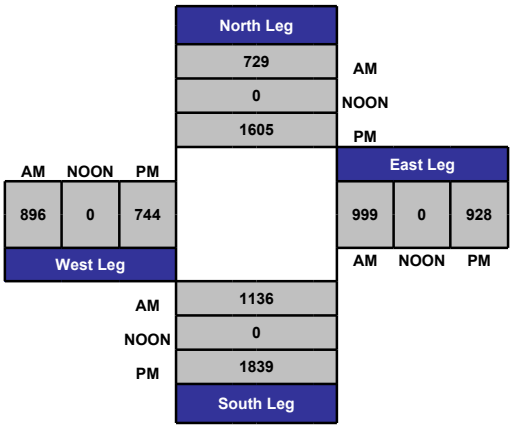

| AM Peak Hour | 1000 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-010 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Sassafras St | | | Sassafras St | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 0 | 0 | 1 | 2.5 | 0.5 | 0 | 1 | 1 | 0 | 2 | 0 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 19 | 188 | 116 | 0 | 23 | 7 | 22 | 33 | 0 | 408 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 21 | 216 | 117 | 0 | 13 | 16 | 18 | 39 | 0 | 440 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 22 | 234 | 106 | 0 | 17 | 22 | 33 | 25 | 0 | 459 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 17 | 260 | 124 | 0 | 35 | 16 | 30 | 44 | 0 | 526 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 17 | 239 | 124 | 0 | 23 | 24 | 26 | 59 | 0 | 512 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 22 | 255 | 129 | 0 | 23 | 25 | 15 | 37 | 0 | 506 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 28 | 321 | 136 | 0 | 28 | 41 | 28 | 32 | 0 | 614 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 19 | 255 | 117 | 0 | 35 | 46 | 26 | 39 | 0 | 537 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 17 | 249 | 144 | 0 | 30 | 48 | 29 | 32 | 0 | 549 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 18 | 280 | 128 | 0 | 33 | 38 | 15 | 32 | 0 | 544 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 25 | 239 | 109 | 0 | 39 | 53 | 14 | 35 | 0 | 514 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 21 | 231 | 111 | 0 | 63 | 64 | 19 | 35 | 0 | 544 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 30 | 212 | 111 | 0 | 47 | 48 | 21 | 49 | 0 | 518 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 36 | 216 | 110 | 0 | 49 | 59 | 22 | 35 | 0 | 527 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 24 | 222 | 115 | 0 | 50 | 50 | 25 | 27 | 0 | 513 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 32 | 232 | 104 | 0 | 36 | 66 | 16 | 32 | 0 | 518 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 368 | 3849 | 1901 | 0 | 544 | 623 | 359 | 585 | 0 | 8229 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 6.02% | 62.91% | 31.07% | 0.00% | 46.62% | 53.38% | 38.03% | 61.97% | 0.00% | | | | | |
| **PEAK HR START TIME :** | 830 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 0 | 0 | 82 | 1105 | 525 | 0 | 126 | 173 | 98 | 135 | 0 | 2244 | | | | |
| **PEAK HR FACTOR :** | 0.000 | | | 0.882 | | | 0.923 | | | 0.896 | | | 0.914 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-010 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Sassafras St | | | Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1 | 2.5 | 0.5 | 0 | 1 | 1 | 0 | 2 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 38 | 424 | 79 | 0 | 66 | 43 | 13 | 42 | 0 | 705 |
| 4:15 PM | 0 | 0 | 0 | 51 | 390 | 85 | 0 | 54 | 44 | 15 | 45 | 0 | 684 |
| 4:30 PM | 0 | 0 | 0 | 63 | 410 | 80 | 0 | 54 | 52 | 10 | 42 | 0 | 711 |
| 4:45 PM | 0 | 0 | 0 | 74 | 420 | 98 | 0 | 60 | 54 | 9 | 34 | 0 | 749 |
| 5:00 PM | 0 | 0 | 0 | 52 | 315 | 78 | 0 | 60 | 67 | 20 | 36 | 0 | 628 |
| 5:15 PM | 0 | 0 | 0 | 54 | 354 | 56 | 0 | 48 | 34 | 12 | 39 | 0 | 597 |
| 5:30 PM | 0 | 0 | 0 | 62 | 376 | 80 | 0 | 54 | 45 | 13 | 34 | 0 | 664 |
| 5:45 PM | 0 | 0 | 0 | 58 | 372 | 102 | 0 | 49 | 52 | 18 | 22 | 0 | 673 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 452 | 3061 | 658 | 0 | 445 | 391 | 110 | 294 | 0 | 5411 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 10.84% | 73.39% | 15.78% | 0.00% | 53.23% | 46.77% | 27.23% | 72.77% | 0.00% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 226 | 1644 | 342 | 0 | 234 | 193 | 47 | 163 | 0 | 2849 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.934 | | | 0.936 | | | 0.875 | | | 0.951 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 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 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-010 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Sassafras St | | | Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1 | 2.5 | 0.5 | 0 | 1 | 1 | 0 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Kettner Blvd and Sassafras St , San Diego*

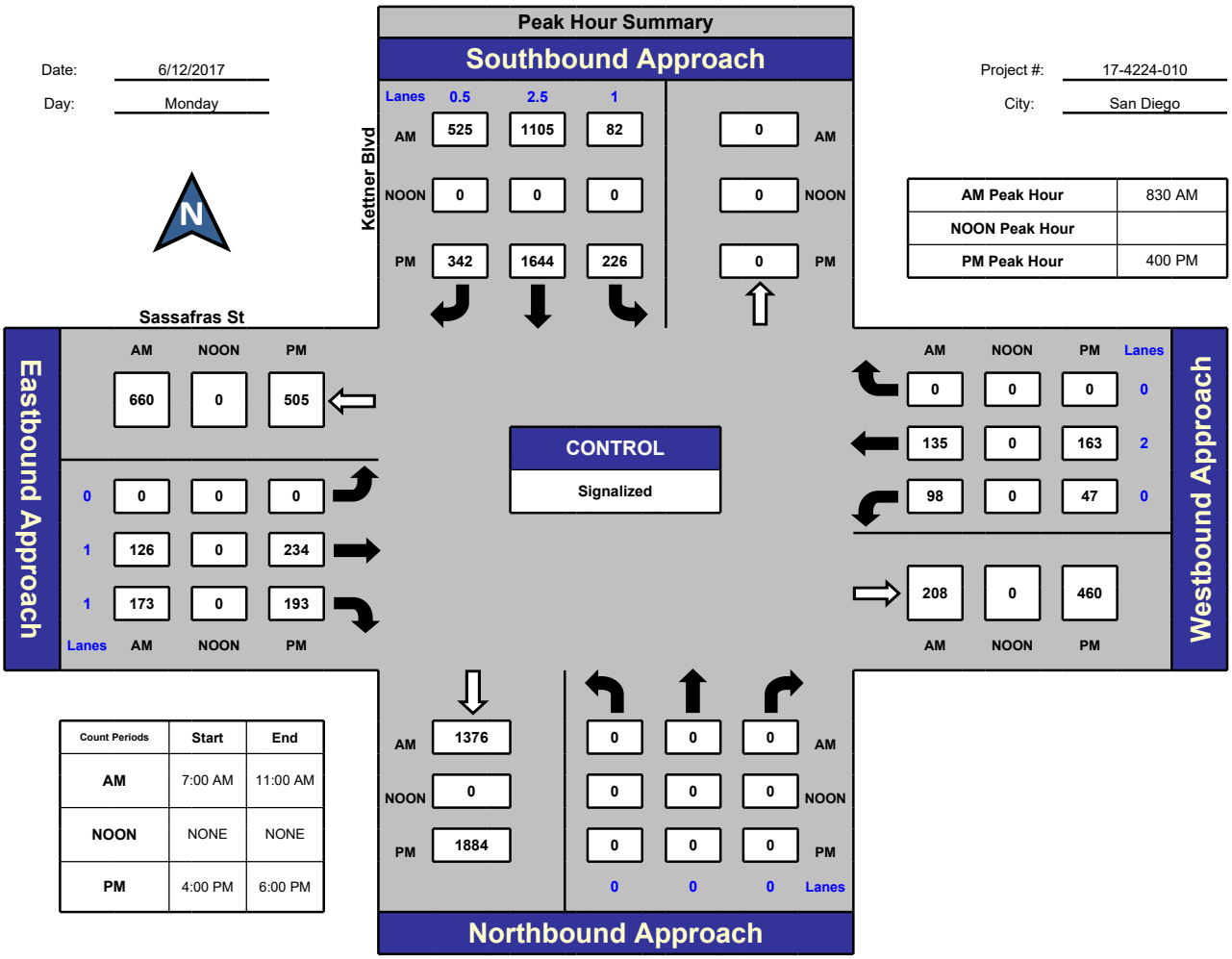
Date: 6/12/2017

Day: Monday

Project #: 17-4224-010

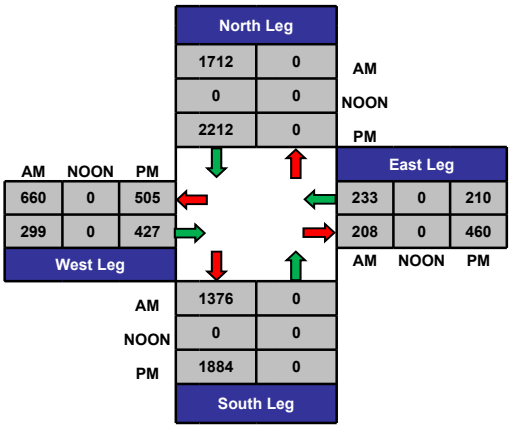
City: San Diego

| | |
|---|---|
| AM Peak Hour | 830 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

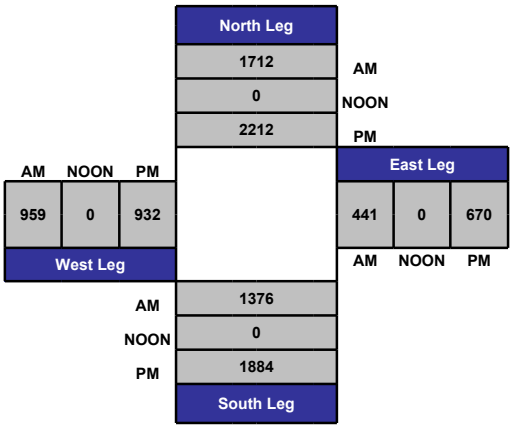



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-011 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | India St | | | India St | | | Sassafras St | | | Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 48 | 133 | 1 | 0 | 0 | 0 | 20 | 3 | 12 | 0 | 5 | 4 | 226 |
| 7:15 AM | 53 | 178 | 1 | 0 | 0 | 0 | 13 | 9 | 12 | 0 | 5 | 6 | 277 |
| 7:30 AM | 45 | 166 | 2 | 0 | 0 | 0 | 23 | 3 | 10 | 0 | 7 | 6 | 262 |
| 7:45 AM | 69 | 184 | 2 | 0 | 0 | 0 | 29 | 1 | 16 | 0 | 10 | 5 | 316 |
| 8:00 AM | 67 | 186 | 4 | 0 | 0 | 0 | 28 | 3 | 8 | 0 | 9 | 8 | 313 |
| 8:15 AM | 59 | 183 | 4 | 0 | 0 | 0 | 32 | 5 | 16 | 0 | 8 | 4 | 311 |
| 8:30 AM | 42 | 221 | 2 | 0 | 0 | 0 | 31 | 6 | 15 | 0 | 10 | 6 | 333 |
| 8:45 AM | 59 | 183 | 5 | 0 | 0 | 0 | 27 | 4 | 17 | 0 | 8 | 3 | 306 |
| 9:00 AM | 50 | 191 | 7 | 0 | 0 | 0 | 34 | 5 | 16 | 0 | 12 | 1 | 316 |
| 9:15 AM | 54 | 219 | 8 | 0 | 0 | 0 | 31 | 3 | 16 | 0 | 3 | 7 | 341 |
| 9:30 AM | 47 | 218 | 2 | 0 | 0 | 0 | 42 | 4 | 7 | 0 | 5 | 5 | 330 |
| 9:45 AM | 40 | 263 | 9 | 0 | 0 | 0 | 64 | 5 | 14 | 0 | 8 | 2 | 405 |
| 10:00 AM | 56 | 234 | 4 | 0 | 0 | 0 | 63 | 7 | 14 | 0 | 8 | 7 | 393 |
| 10:15 AM | 57 | 222 | 6 | 0 | 0 | 0 | 48 | 11 | 18 | 0 | 5 | 4 | 371 |
| 10:30 AM | 49 | 198 | 10 | 0 | 0 | 0 | 60 | 9 | 20 | 0 | 7 | 3 | 356 |
| 10:45 AM | 43 | 210 | 7 | 0 | 0 | 0 | 43 | 7 | 16 | 0 | 7 | 5 | 338 |
| **TOTAL VOLUMES :** | 838 | 3189 | 74 | 0 | 0 | 0 | 588 | 85 | 227 | 0 | 117 | 76 | 5194 |
| **APPROACH %'s :** | 20.43% | 77.76% | 1.80% | #DIV/0! | #DIV/0! | #DIV/0! | 65.33% | 9.44% | 25.22% | 0.00% | 60.62% | 39.38% | |
| **PEAK HR START TIME :** | 945 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 202 | 917 | 29 | 0 | 0 | 0 | 235 | 32 | 66 | 0 | 28 | 16 | 1525 |
| **PEAK HR FACTOR :** | 0.920 | | | 0.000 | | | 0.935 | | | 0.733 | | | 0.941 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-011 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | India St | | | India St | | | Sassafras St | | | Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 43 | 271 | 6 | 0 | 0 | 0 | 58 | 7 | 22 | 0 | 8 | 3 | 418 |
| 4:15 PM | 56 | 217 | 3 | 0 | 0 | 0 | 59 | 12 | 35 | 0 | 8 | 3 | 393 |
| 4:30 PM | 48 | 273 | 7 | 0 | 0 | 0 | 60 | 8 | 41 | 0 | 5 | 4 | 446 |
| 4:45 PM | 42 | 251 | 12 | 0 | 0 | 0 | 67 | 16 | 53 | 0 | 4 | 2 | 447 |
| 5:00 PM | 51 | 280 | 7 | 0 | 0 | 0 | 54 | 16 | 43 | 0 | 6 | 2 | 459 |
| 5:15 PM | 42 | 256 | 9 | 0 | 0 | 0 | 65 | 8 | 39 | 0 | 5 | 2 | 426 |
| 5:30 PM | 39 | 202 | 7 | 0 | 0 | 0 | 64 | 8 | 44 | 0 | 8 | 7 | 379 |
| 5:45 PM | 36 | 232 | 12 | 0 | 0 | 0 | 57 | 11 | 41 | 0 | 8 | 4 | 401 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 357 | 1982 | 63 | 0 | 0 | 0 | 484 | 86 | 318 | 0 | 52 | 27 | 3369 |
| **APPROACH %'s :** | 14.86% | 82.51% | 2.62% | #DIV/0! | #DIV/0! | #DIV/0! | 54.50% | 9.68% | 35.81% | 0.00% | 65.82% | 34.18% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 183 | 1060 | 35 | 0 | 0 | 0 | 246 | 48 | 176 | 0 | 20 | 10 | 1778 |
| **PEAK HR FACTOR :** | | 0.945 | | | 0.000 | | | 0.864 | | | 0.833 | | 0.968 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-011 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | India St | | | India St | | | Sassafras St | | | Sassafras St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Sassafras St , San Diego*

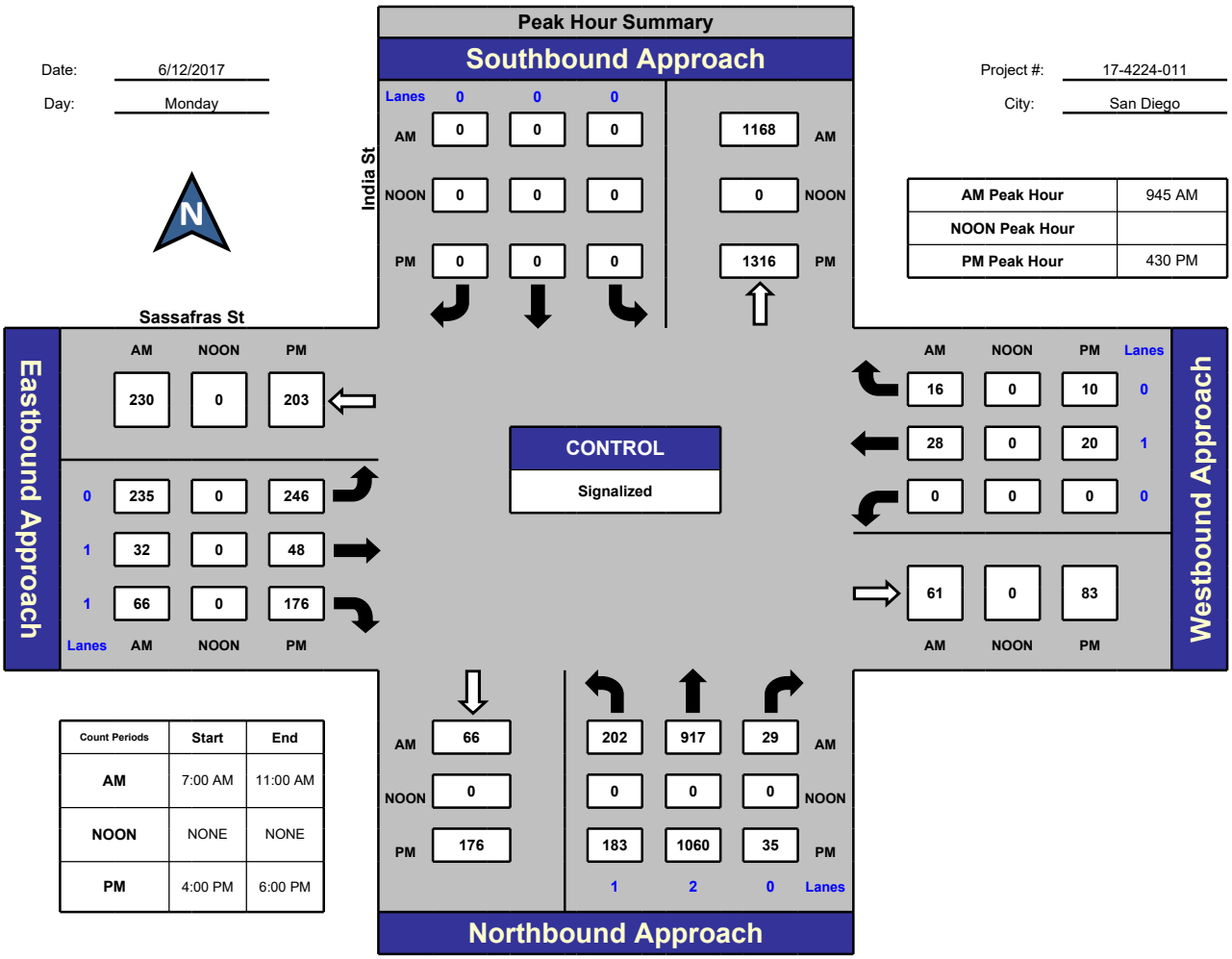
Date: 6/12/2017

Day: Monday

Project #: 17-4224-011

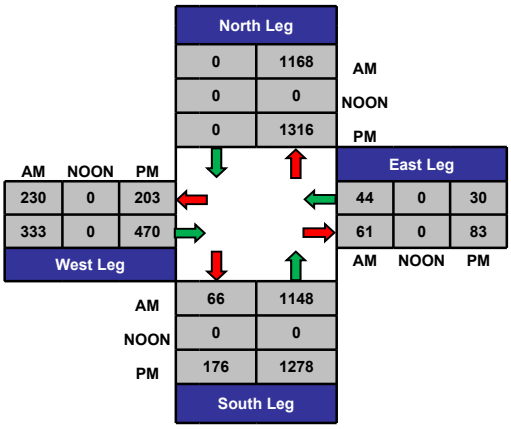
City: San Diego

| | |
|---|---|
| AM Peak Hour | 945 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

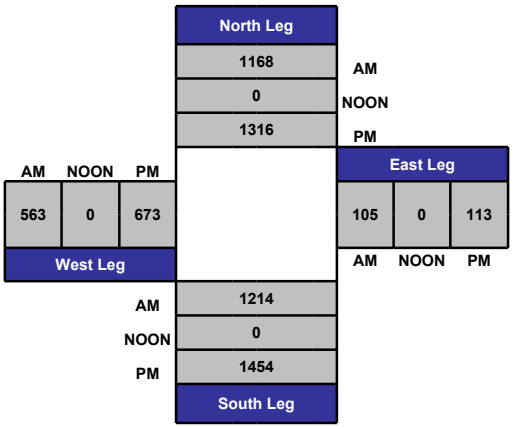



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-012 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Palm St | | | Palm St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 1 | 2 | 3 | 0 | 1 | 0.5 | 0.5 | 1 | 1 | 0 | |
| 7:00 AM | 5 | 78 | 10 | 6 | 108 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 215 |
| 7:15 AM | 9 | 80 | 11 | 2 | 125 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 233 |
| 7:30 AM | 4 | 75 | 18 | 3 | 117 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 224 |
| 7:45 AM | 5 | 99 | 13 | 6 | 124 | 0 | 0 | 1 | 7 | 0 | 1 | 1 | 257 |
| 8:00 AM | 13 | 114 | 8 | 3 | 123 | 1 | 0 | 4 | 9 | 1 | 0 | 0 | 276 |
| 8:15 AM | 8 | 94 | 10 | 8 | 139 | 2 | 0 | 4 | 10 | 0 | 0 | 0 | 275 |
| 8:30 AM | 6 | 119 | 12 | 16 | 161 | 3 | 3 | 1 | 5 | 2 | 1 | 1 | 330 |
| 8:45 AM | 9 | 112 | 8 | 11 | 158 | 4 | 1 | 1 | 12 | 0 | 1 | 1 | 318 |
| 9:00 AM | 5 | 137 | 8 | 3 | 156 | 0 | 2 | 1 | 3 | 0 | 1 | 3 | 319 |
| 9:15 AM | 4 | 109 | 5 | 2 | 154 | 4 | 1 | 2 | 8 | 0 | 1 | 3 | 293 |
| 9:30 AM | 7 | 115 | 12 | 7 | 169 | 2 | 1 | 1 | 11 | 0 | 1 | 8 | 334 |
| 9:45 AM | 8 | 123 | 1 | 9 | 157 | 3 | 2 | 1 | 12 | 0 | 1 | 5 | 322 |
| 10:00 AM | 5 | 121 | 7 | 1 | 159 | 0 | 2 | 2 | 6 | 0 | 1 | 3 | 307 |
| 10:15 AM | 3 | 112 | 5 | 7 | 133 | 1 | 2 | 0 | 12 | 1 | 0 | 1 | 277 |
| 10:30 AM | 3 | 111 | 7 | 3 | 165 | 1 | 2 | 1 | 15 | 1 | 1 | 1 | 311 |
| 10:45 AM | 5 | 125 | 6 | 6 | 162 | 2 | 2 | 2 | 5 | 1 | 1 | 3 | 320 |
| **TOTAL VOLUMES :** | 99 | 1724 | 141 | 93 | 2310 | 26 | 19 | 24 | 123 | -12 | 11 | 33 | 4591 |
| **APPROACH %'s :** | 5.04% | 87.78% | 7.18% | 3.83% | 95.10% | 1.07% | 11.45% | 14.46% | 74.10% | -37.50% | 34.38% | 103.13% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 24 | 484 | 26 | 21 | 636 | 9 | 6 | 5 | 34 | 0 | 4 | 19 | 1268 |
| **PEAK HR FACTOR :** | | 0.890 | | | 0.935 | | | 0.750 | | | 0.639 | | 0.949 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 1 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 2 | 2 | 0 | 0 |
| | 9 | 1 | 0 | 0 |
| | 4 | 3 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 4 | 3 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 5 | 2 | 0 | 0 |
| | 5 | 5 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | 3 | 3 | 0 | 0 |
| | 3 | 1 | 0 | 0 |
| | 1 | 4 | 0 | 0 |
| | NB | SB | EB | WB |
| | 50 | 24 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-012 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Palm St | | | Palm St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 1 | 2 | 3 | 0 | 1 | 0.5 | 0.5 | 1 | 1 | 0 | |
| 4:00 PM | 3 | 132 | 14 | 10 | 259 | 2 | 1 | 1 | 8 | 2 | 0 | 2 | 434 |
| 4:15 PM | 2 | 118 | 13 | 12 | 320 | 3 | 0 | 3 | 10 | 0 | 1 | 0 | 482 |
| 4:30 PM | 4 | 177 | 36 | 20 | 321 | 1 | 2 | 2 | 10 | 3 | 0 | 1 | 577 |
| 4:45 PM | 7 | 110 | 12 | 24 | 298 | 1 | 1 | 2 | 11 | 1 | 0 | 0 | 467 |
| 5:00 PM | 1 | 151 | 13 | 12 | 268 | 1 | 3 | 3 | 14 | 1 | 0 | 2 | 469 |
| 5:15 PM | 7 | 162 | 14 | 6 | 227 | 3 | 2 | 0 | 9 | 1 | 2 | 2 | 435 |
| 5:30 PM | 1 | 115 | 11 | 13 | 226 | 3 | 2 | 3 | 17 | 0 | 0 | 0 | 391 |
| 5:45 PM | 4 | 117 | 14 | 5 | 228 | 0 | 1 | 6 | 9 | 0 | 1 | 1 | 386 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 29 | 1082 | 127 | 102 | 2147 | 14 | 12 | 20 | 88 | 8 | 4 | 8 | 3641 |
| **APPROACH %'s :** | 2.34% | 87.40% | 10.26% | 4.51% | 94.87% | 0.62% | 10.00% | 16.67% | 73.33% | 40.00% | 20.00% | 40.00% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 556 | 74 | 68 | 1207 | 6 | 6 | 10 | 45 | 5 | 1 | 3 | 1995 |
| **PEAK HR FACTOR :** | | 0.742 | | | 0.936 | | | 0.763 | | | 0.563 | | 0.864 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 1 | 2 | 0 | 0 |
| | 1 | 3 | 0 | 1 |
| | 5 | 7 | 0 | 0 |
| | 1 | 2 | 0 | 0 |
| | 2 | 2 | 0 | 0 |
| | 1 | 2 | 0 | 0 |
| | 2 | 1 | 0 | 0 |
| | NB | SB | EB | WB |
| | 13 | 20 | 0 | 1 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

**National Data & Surveying Services**

**Project ID:** 17-4224-012 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Palm St | | | Palm St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 1 | 2 | 3 | 0 | 1 | 0.5 | 0.5 | 1 | 1 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Pacific Hwy and Palm St , San Diego*

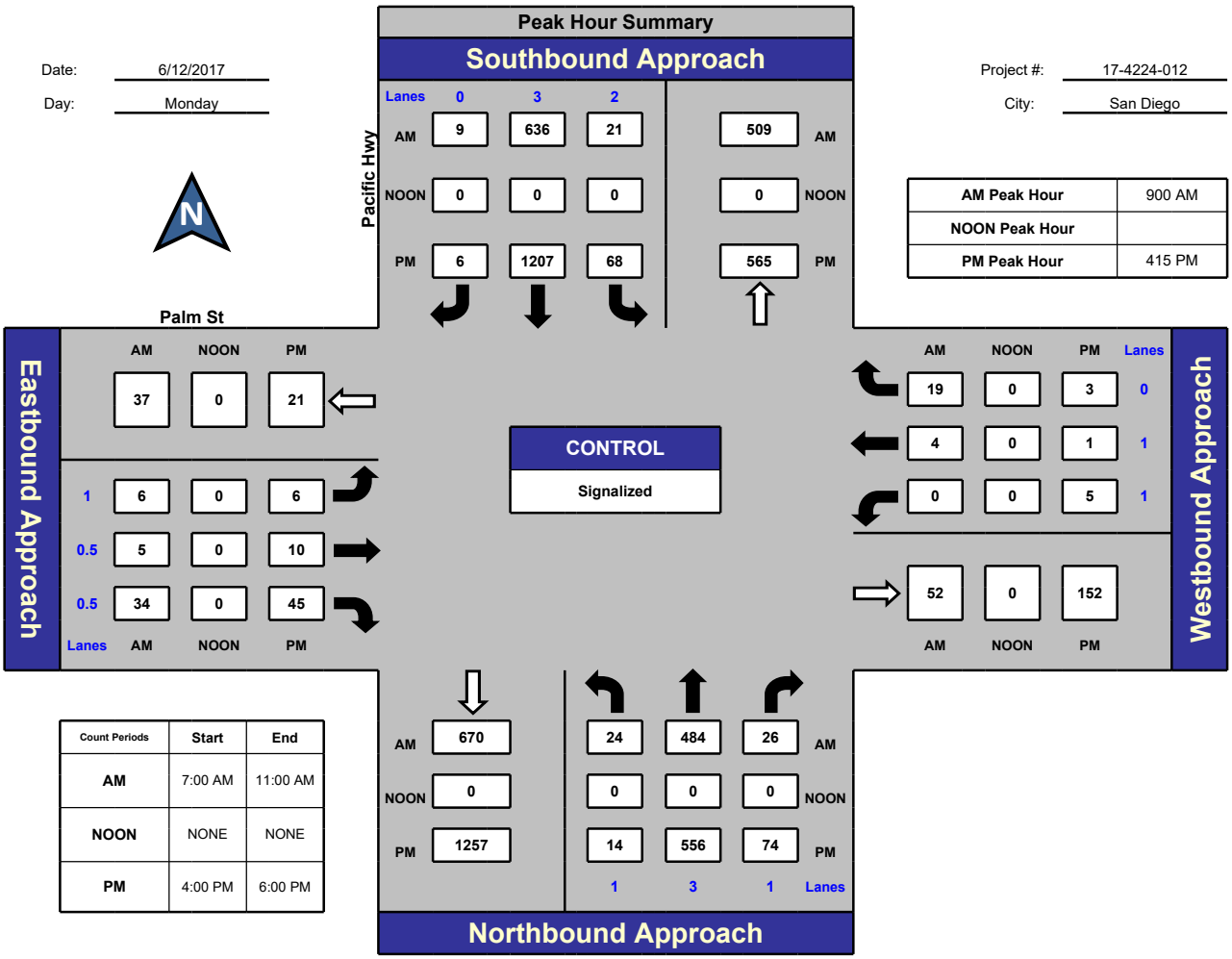
Date: 6/12/2017

Day: Monday

Project #: 17-4224-012

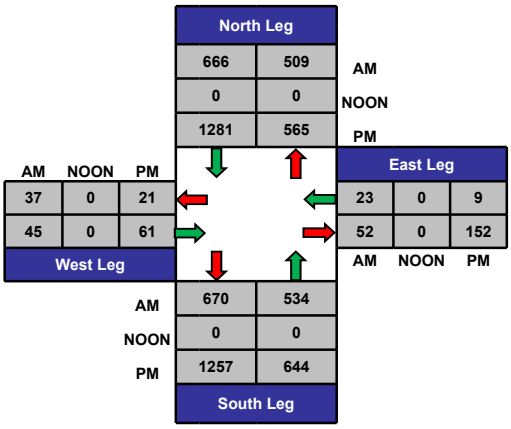
City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

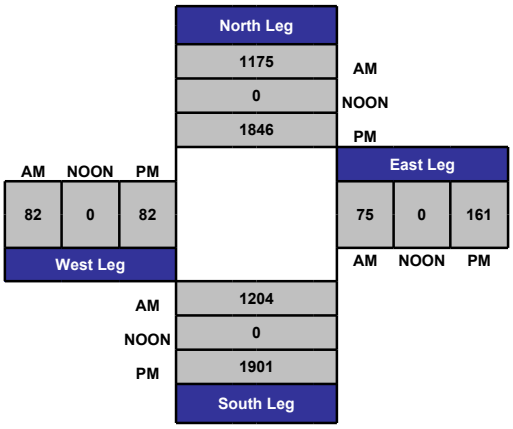



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-013 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 730 | 1 | 0 | 363 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1096 |
| 7:15 AM | 0 | 777 | 1 | 0 | 467 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1247 |
| 7:30 AM | 0 | 722 | 0 | 0 | 443 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1171 |
| 7:45 AM | 0 | 757 | 0 | 0 | 509 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1268 |
| 8:00 AM | 0 | 705 | 0 | 0 | 510 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1219 |
| 8:15 AM | 1 | 801 | 0 | 0 | 493 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1298 |
| 8:30 AM | 1 | 747 | 3 | 0 | 518 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1273 |
| 8:45 AM | 0 | 846 | 1 | 0 | 576 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1427 |
| 9:00 AM | 0 | 745 | 0 | 0 | 638 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1385 |
| 9:15 AM | 0 | 769 | 1 | 0 | 605 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1380 |
| 9:30 AM | 0 | 728 | 2 | 0 | 616 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1350 |
| 9:45 AM | 0 | 737 | 2 | 0 | 675 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 1422 |
| 10:00 AM | 0 | 694 | 1 | 0 | 632 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1329 |
| 10:15 AM | 0 | 654 | 1 | 0 | 564 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1222 |
| 10:30 AM | 1 | 653 | 0 | 0 | 584 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1242 |
| 10:45 AM | 0 | 610 | 0 | 0 | 681 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1297 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 3 | 11675 | 13 | 0 | 8874 | 40 | 0 | 0 | 5 | 0 | 0 | 16 | 20626 |
| **APPROACH %'s :** | 0.03% | 99.86% | 0.11% | 0.00% | 99.55% | 0.45% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 845 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3088 | 4 | 0 | 2435 | 10 | 0 | 0 | 1 | 0 | 0 | 4 | 5542 |
| **PEAK HR FACTOR :** | | 0.913 | | | 0.957 | | | 0.250 | | | 0.500 | | 0.971 |

**CONTROL :** No Control

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 0 |
| | 1 | 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 |
| | 1 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 3 | 0 | 0 | 0 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-013 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 4:00 PM | 1 | 528 | 0 | 0 | 843 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1376 |
| 4:15 PM | 0 | 539 | 0 | 0 | 781 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1322 |
| 4:30 PM | 0 | 515 | 1 | 0 | 783 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1306 |
| 4:45 PM | 0 | 549 | 1 | 0 | 683 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 1241 |
| 5:00 PM | 0 | 630 | 0 | 0 | 682 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1315 |
| 5:15 PM | 0 | 638 | 3 | 0 | 688 | 7 | 0 | 0 | 1 | 0 | 0 | 3 | 1340 |
| 5:30 PM | 0 | 549 | 3 | 0 | 601 | 5 | 1 | 0 | 1 | 0 | 0 | 2 | 1162 |
| 5:45 PM | 0 | 643 | 1 | 0 | 620 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1270 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4591 | 9 | 0 | 5681 | 28 | 1 | 0 | 3 | 0 | 0 | 18 | 10332 |
| **APPROACH %'s :** | 0.02% | 99.78% | 0.20% | 0.00% | 99.51% | 0.49% | 25.00% | 0.00% | 75.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2131 | 2 | 0 | 3090 | 14 | 0 | 0 | 1 | 0 | 0 | 6 | 5245 |
| **PEAK HR FACTOR :** | | 0.970 | | | 0.918 | | | 0.250 | | | 0.500 | | 0.953 |

**CONTROL :** No Control

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 1 | 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 | 1 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 1 | 0 | 1 | 0 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-013 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** No Control

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Dr and Coast Guard/ Laurel St , San Diego*

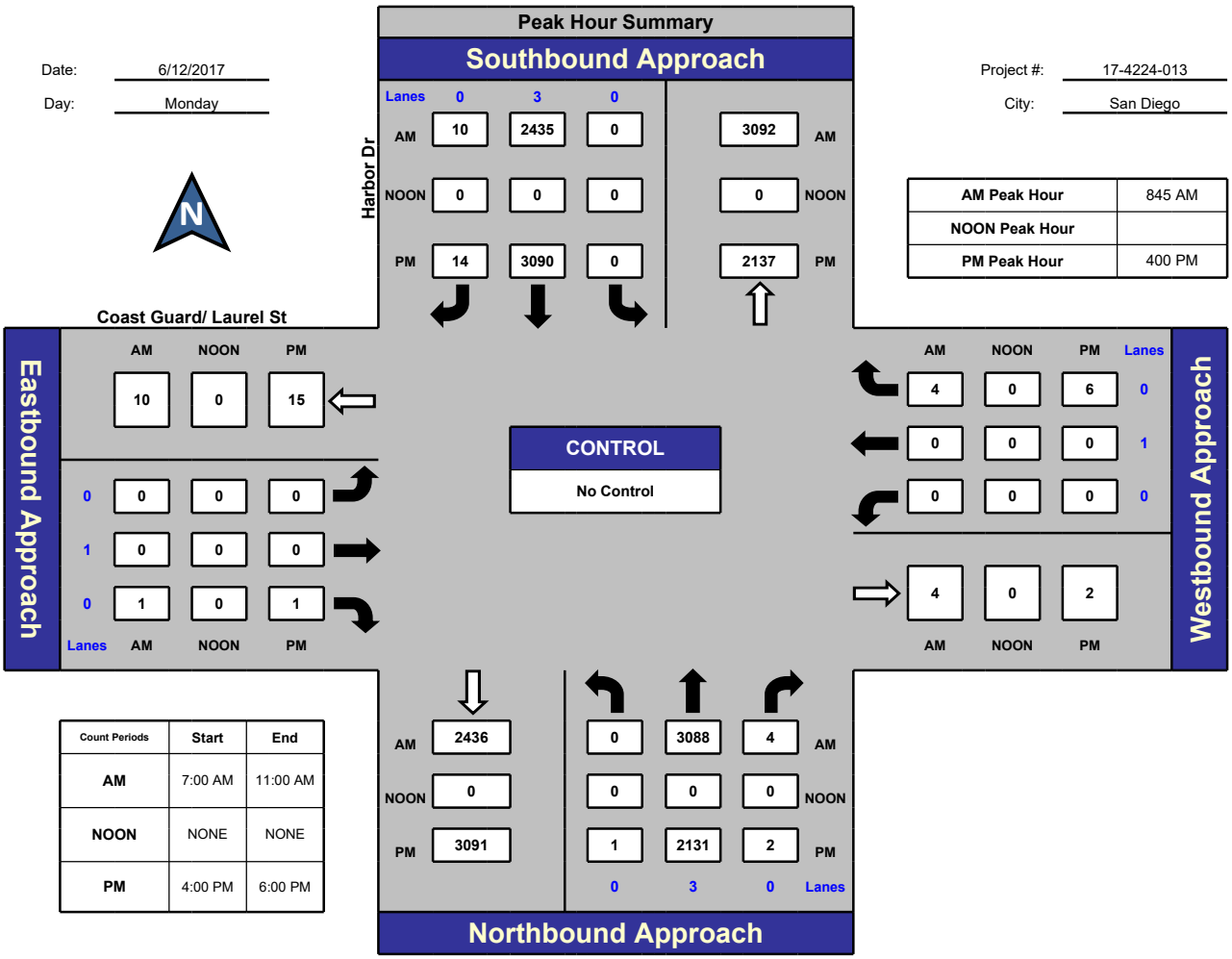
Date: 6/12/2017

Day: Monday

Project #: 17-4224-013

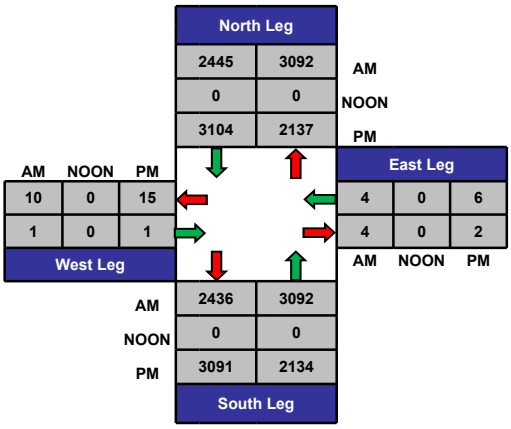
City: San Diego

| | |
|---|---|
| AM Peak Hour | 845 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

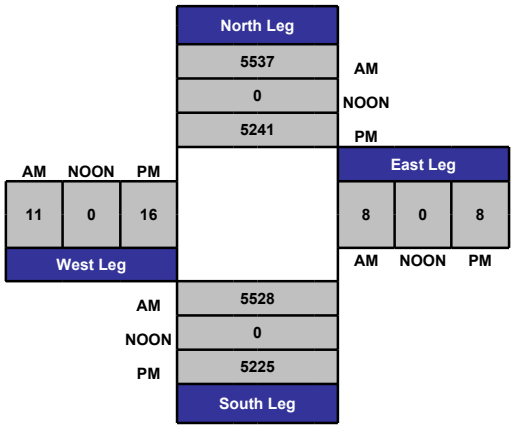



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-113 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 228 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 230 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 219 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 252 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 261 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 278 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 275 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 292 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 282 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 300 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 287 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 281 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 283 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 224 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 269 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 243 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4204 | 4204 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 845 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1161 | 1161 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.968 | | 0.968 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** No Control

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-113 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 195 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 209 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 202 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 192 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 239 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 216 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 205 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 256 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1714 | 1714 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 916 | 916 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.895 | | 0.895 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** No Control

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-113 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Coast Guard/ Laurel St | | | Coast Guard/ Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** No Control

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Dr and Coast Guard/ Laurel St , San Diego*

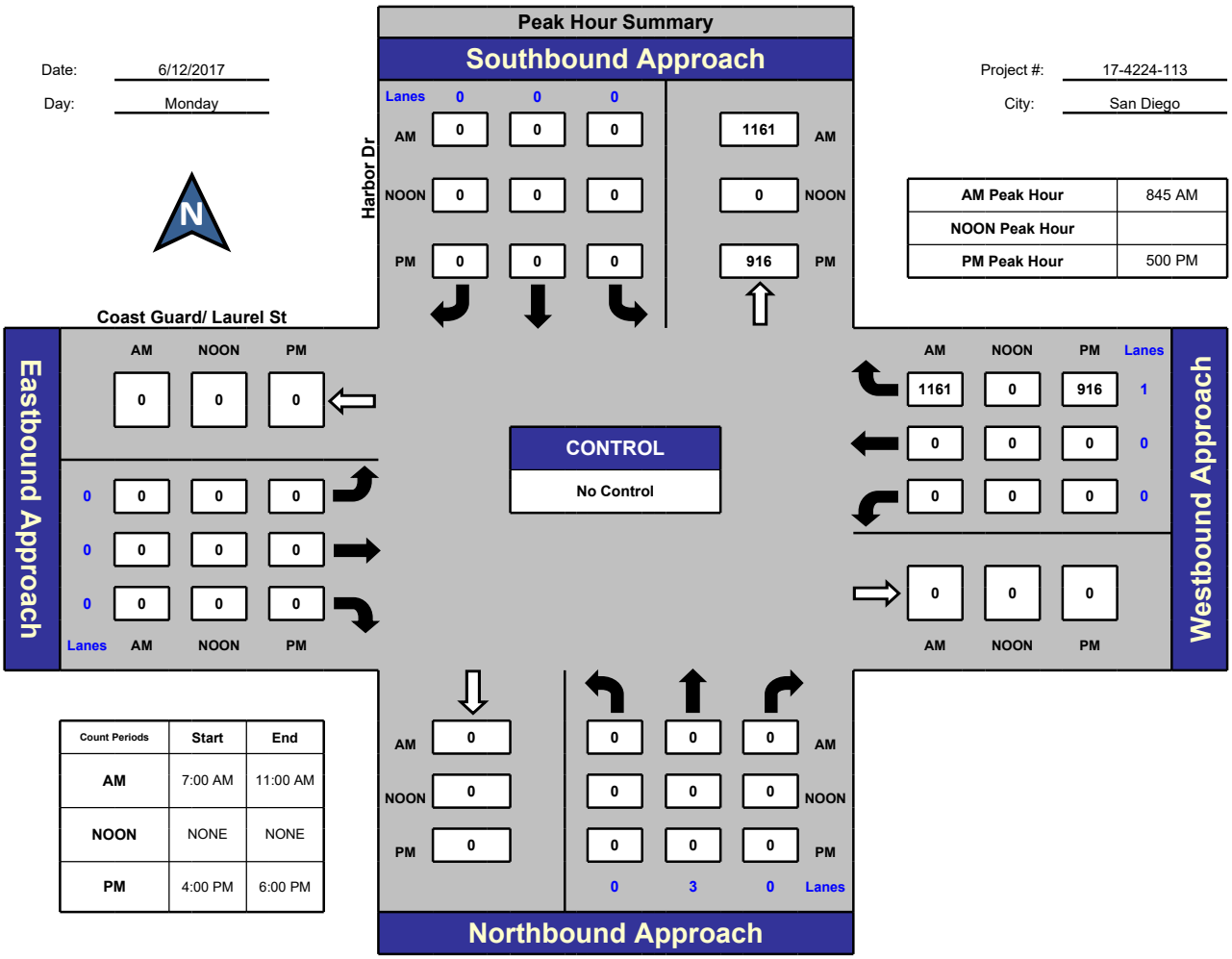
Date: 6/12/2017

Day: Monday

Project #: 17-4224-113

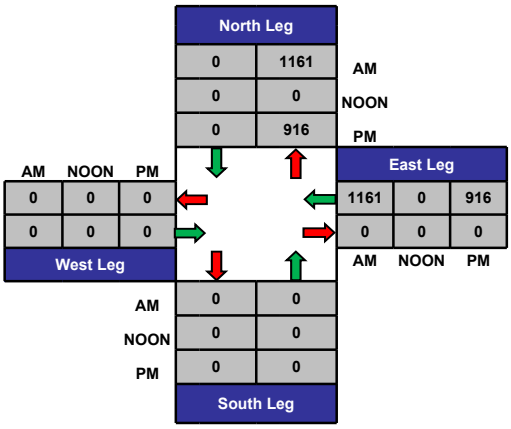
City: San Diego

| | |
|---|---|
| AM Peak Hour | 845 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

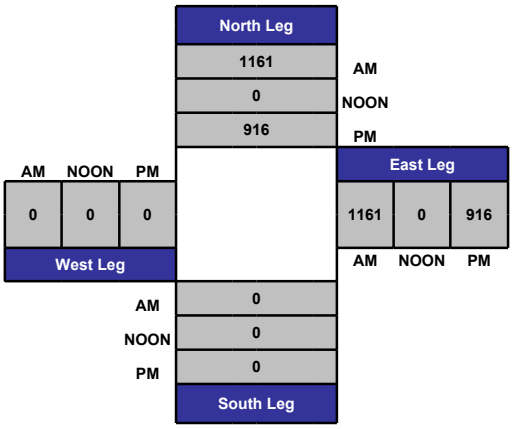



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-014 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2.5 | 0.5 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 7:00 AM | 0 | 496 | 5 | 137 | 232 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 886 |
| 7:15 AM | 0 | 529 | 18 | 153 | 309 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 1022 |
| 7:30 AM | 0 | 487 | 14 | 153 | 291 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 958 |
| 7:45 AM | 0 | 507 | 9 | 144 | 370 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 1041 |
| 8:00 AM | 0 | 421 | 14 | 189 | 320 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 961 |
| 8:15 AM | 0 | 515 | 15 | 146 | 340 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 1033 |
| 8:30 AM | 0 | 473 | 14 | 198 | 329 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1023 |
| 8:45 AM | 0 | 553 | 9 | 190 | 406 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 1189 |
| 9:00 AM | 0 | 431 | 11 | 209 | 407 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 1077 |
| 9:15 AM | 0 | 486 | 18 | 198 | 414 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 1133 |
| 9:30 AM | 0 | 405 | 16 | 228 | 395 | 0 | 0 | 0 | 0 | 14 | 0 | 12 | 1070 |
| 9:45 AM | 0 | 466 | 12 | 252 | 419 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 1168 |
| 10:00 AM | 0 | 422 | 12 | 228 | 409 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 1084 |
| 10:15 AM | 0 | 402 | 10 | 211 | 356 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 991 |
| 10:30 AM | 0 | 418 | 13 | 188 | 401 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 1035 |
| 10:45 AM | 0 | 335 | 19 | 253 | 433 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 1052 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 7346 | 209 | 3077 | 5831 | 0 | 0 | 0 | 0 | 131 | 0 | 129 | 16723 |
| **APPROACH %'s :** | 0.00% | 97.23% | 2.77% | 34.54% | 65.46% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 50.38% | 0.00% | 49.62% | |
| **PEAK HR START TIME :** | 845 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1875 | 54 | 825 | 1622 | 0 | 0 | 0 | 0 | 42 | 0 | 51 | 4469 |
| **PEAK HR FACTOR :** | | 0.858 | | | 0.982 | | | 0.000 | | | 0.750 | | 0.940 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 4 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 6 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 6 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 48 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-014 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2.5 | 0.5 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 4:00 PM | 0 | 331 | 36 | 340 | 526 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 1249 |
| 4:15 PM | 0 | 331 | 30 | 258 | 481 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 1124 |
| 4:30 PM | 0 | 311 | 37 | 319 | 508 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 1197 |
| 4:45 PM | 0 | 357 | 31 | 245 | 441 | 0 | 0 | 0 | 0 | 19 | 0 | 2 | 1095 |
| 5:00 PM | 1 | 390 | 30 | 271 | 448 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 1162 |
| 5:15 PM | 0 | 420 | 31 | 203 | 439 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 1115 |
| 5:30 PM | 0 | 350 | 19 | 208 | 426 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 1017 |
| 5:45 PM | 0 | 391 | 23 | 212 | 403 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 1048 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2881 | 237 | 2056 | 3672 | 0 | 0 | 0 | 0 | 146 | 0 | 14 | 9007 |
| **APPROACH %'s :** | 0.03% | 92.37% | 7.60% | 35.89% | 64.11% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 91.25% | 0.00% | 8.75% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1330 | 134 | 1162 | 1956 | 0 | 0 | 0 | 0 | 78 | 0 | 5 | 4665 |
| **PEAK HR FACTOR :** | | 0.943 | | | 0.900 | | | 0.000 | | | 0.865 | | 0.934 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | | | | |
| 4:00 PM | 0 | 3 | 0 | 0 |
| 4:15 PM | 0 | 3 | 0 | 0 |
| 4:30 PM | 0 | 3 | 0 | 0 |
| 4:45 PM | 0 | 4 | 0 | 0 |
| 5:00 PM | 1 | 2 | 0 | 0 |
| 5:15 PM | 0 | 3 | 0 | 0 |
| 5:30 PM | 0 | 3 | 0 | 0 |
| 5:45 PM | 0 | 2 | 0 | 0 |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 1 | 23 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-014 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2.5 | 0.5 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

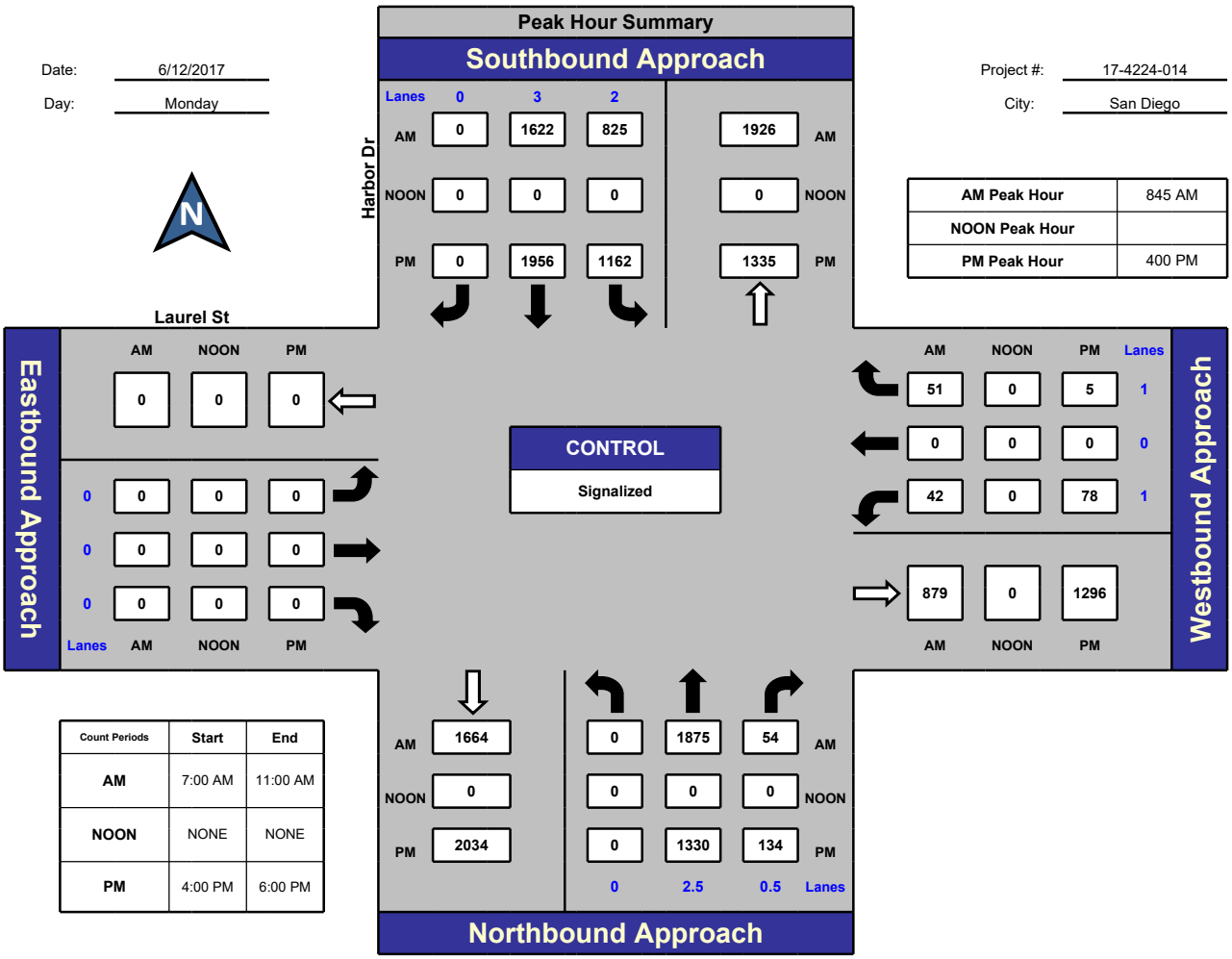
## *Harbor Dr and Laurel St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-014

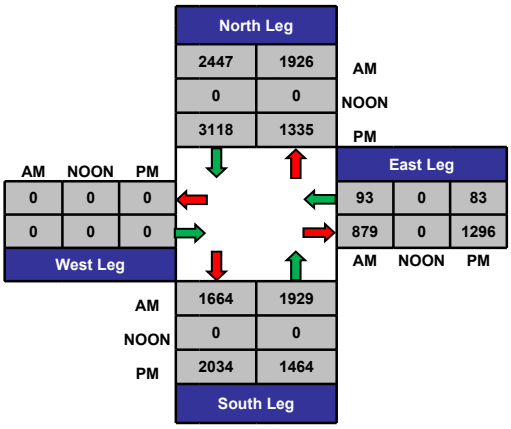
City: San Diego



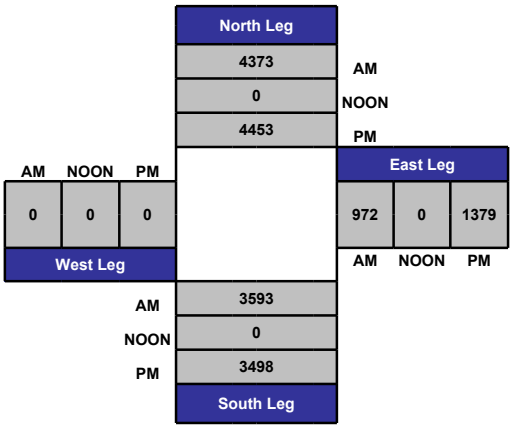

| AM Peak Hour | 845 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-015 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 3 | NR 0 | SL 1 | ST 3 | SR 1 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL |
| 7:00 AM | 12 | 51 | 4 | 3 | 23 | 88 | 34 | 80 | 0 | 5 | 142 | 9 | 451 |
| 7:15 AM | 17 | 39 | 14 | 7 | 30 | 83 | 48 | 124 | 1 | 5 | 170 | 11 | 549 |
| 7:30 AM | 19 | 36 | 15 | 4 | 33 | 88 | 44 | 86 | 2 | 8 | 139 | 14 | 488 |
| 7:45 AM | 23 | 56 | 17 | 7 | 19 | 97 | 53 | 109 | 4 | 5 | 162 | 15 | 567 |
| 8:00 AM | 20 | 58 | 10 | 10 | 28 | 88 | 55 | 119 | 1 | 6 | 196 | 13 | 604 |
| 8:15 AM | 24 | 51 | 12 | 16 | 32 | 118 | 55 | 116 | 3 | 9 | 170 | 8 | 614 |
| 8:30 AM | 15 | 55 | 19 | 10 | 41 | 112 | 62 | 134 | 4 | 10 | 168 | 16 | 646 |
| 8:45 AM | 19 | 49 | 20 | 14 | 48 | 115 | 67 | 123 | 5 | 13 | 202 | 9 | 684 |
| 9:00 AM | 15 | 71 | 13 | 18 | 33 | 95 | 56 | 158 | 6 | 11 | 190 | 32 | 698 |
| 9:15 AM | 9 | 46 | 16 | 24 | 35 | 127 | 55 | 152 | 7 | 15 | 204 | 11 | 701 |
| 9:30 AM | 18 | 58 | 14 | 16 | 40 | 112 | 50 | 169 | 7 | 10 | 185 | 15 | 694 |
| 9:45 AM | 16 | 49 | 19 | 24 | 39 | 109 | 53 | 200 | 7 | 8 | 178 | 15 | 717 |
| 10:00 AM | 23 | 39 | 15 | 24 | 40 | 123 | 65 | 169 | 5 | 12 | 140 | 22 | 677 |
| 10:15 AM | 13 | 48 | 23 | 9 | 49 | 77 | 52 | 163 | 7 | 7 | 160 | 14 | 622 |
| 10:30 AM | 11 | 58 | 11 | 21 | 59 | 121 | 47 | 141 | 6 | 10 | 153 | 17 | 655 |
| 10:45 AM | 8 | 50 | 16 | 19 | 33 | 103 | 73 | 204 | 5 | 12 | 160 | 9 | 692 |
| **TOTAL VOLUMES :** | 262 | 814 | 238 | 226 | 582 | 1656 | 869 | 2247 | 70 | 146 | 2719 | 230 | 10059 |
| **APPROACH %'s :** | 19.94% | 61.95% | 18.11% | 9.17% | 23.62% | 67.21% | 27.28% | 70.53% | 2.20% | 4.72% | 87.85% | 7.43% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 58 | 224 | 62 | 82 | 147 | 443 | 214 | 679 | 27 | 44 | 757 | 73 | 2810 |
| **PEAK HR FACTOR :** | | 0.869 | | | 0.903 | | | 0.885 | | | 0.938 | | 0.980 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 1 | 1 | 0 | 0 |
| | 1 | 2 | 0 | 0 |
| | 3 | 1 | 0 | 0 |
| | 4 | 0 | 0 | 0 |
| | 8 | 2 | 0 | 0 |
| | 5 | 5 | 0 | 0 |
| | 2 | 2 | 0 | 0 |
| | 5 | 2 | 0 | 0 |
| | 2 | 4 | 0 | 0 |
| | 1 | 7 | 0 | 0 |
| | 3 | 9 | 0 | 1 |
| | 2 | 6 | 0 | 0 |
| | 6 | 7 | 0 | 0 |
| | 2 | 1 | 0 | 0 |
| | 3 | 4 | 0 | 0 |
| | 1 | 5 | 0 | 0 |
| | NB | SB | EB | WB |
| | 49 | 58 | 0 | 1 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-015 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | |
| 4:00 PM | 13 | 51 | 18 | 35 | 116 | 95 | 77 | 274 | 24 | 24 | 110 | 15 | 852 |
| 4:15 PM | 7 | 60 | 24 | 52 | 146 | 100 | 46 | 220 | 14 | 19 | 118 | 24 | 830 |
| 4:30 PM | 13 | 91 | 34 | 50 | 223 | 120 | 85 | 272 | 19 | 22 | 94 | 33 | 1056 |
| 4:45 PM | 11 | 54 | 30 | 42 | 165 | 96 | 55 | 248 | 9 | 18 | 113 | 20 | 861 |
| 5:00 PM | 27 | 76 | 30 | 51 | 164 | 100 | 51 | 209 | 16 | 22 | 128 | 28 | 902 |
| 5:15 PM | 11 | 84 | 31 | 35 | 129 | 101 | 69 | 208 | 9 | 14 | 127 | 15 | 833 |
| 5:30 PM | 9 | 63 | 26 | 27 | 120 | 97 | 43 | 159 | 6 | 22 | 111 | 21 | 704 |
| 5:45 PM | 17 | 59 | 33 | 34 | 100 | 125 | 58 | 192 | 5 | 15 | 142 | 10 | 790 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 108 | 538 | 226 | 326 | 1163 | 834 | 484 | 1782 | 102 | 156 | 943 | 166 | 6828 |
| **APPROACH %'s :** | 12.39% | 61.70% | 25.92% | 14.03% | 50.06% | 35.90% | 20.44% | 75.25% | 4.31% | 12.33% | 74.55% | 13.12% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 62 | 305 | 125 | 178 | 681 | 417 | 260 | 937 | 53 | 76 | 462 | 96 | 3652 |
| **PEAK HR FACTOR :** | | 0.891 | | | 0.812 | | | 0.831 | | | 0.890 | | 0.865 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 5 | 5 | 0 | 0 | |
| 1 | 9 | 0 | 0 | |
| 3 | 4 | 0 | 0 | |
| 2 | 6 | 0 | 0 | |
| 5 | 4 | 0 | 0 | |
| 3 | 2 | 0 | 0 | |
| 0 | 4 | 0 | 0 | |
| 2 | 5 | 0 | 2 | |
| NB | SB | EB | WB | |
| 21 | 39 | 0 | 2 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-015 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Pacific Hwy and Laurel St , San Diego*

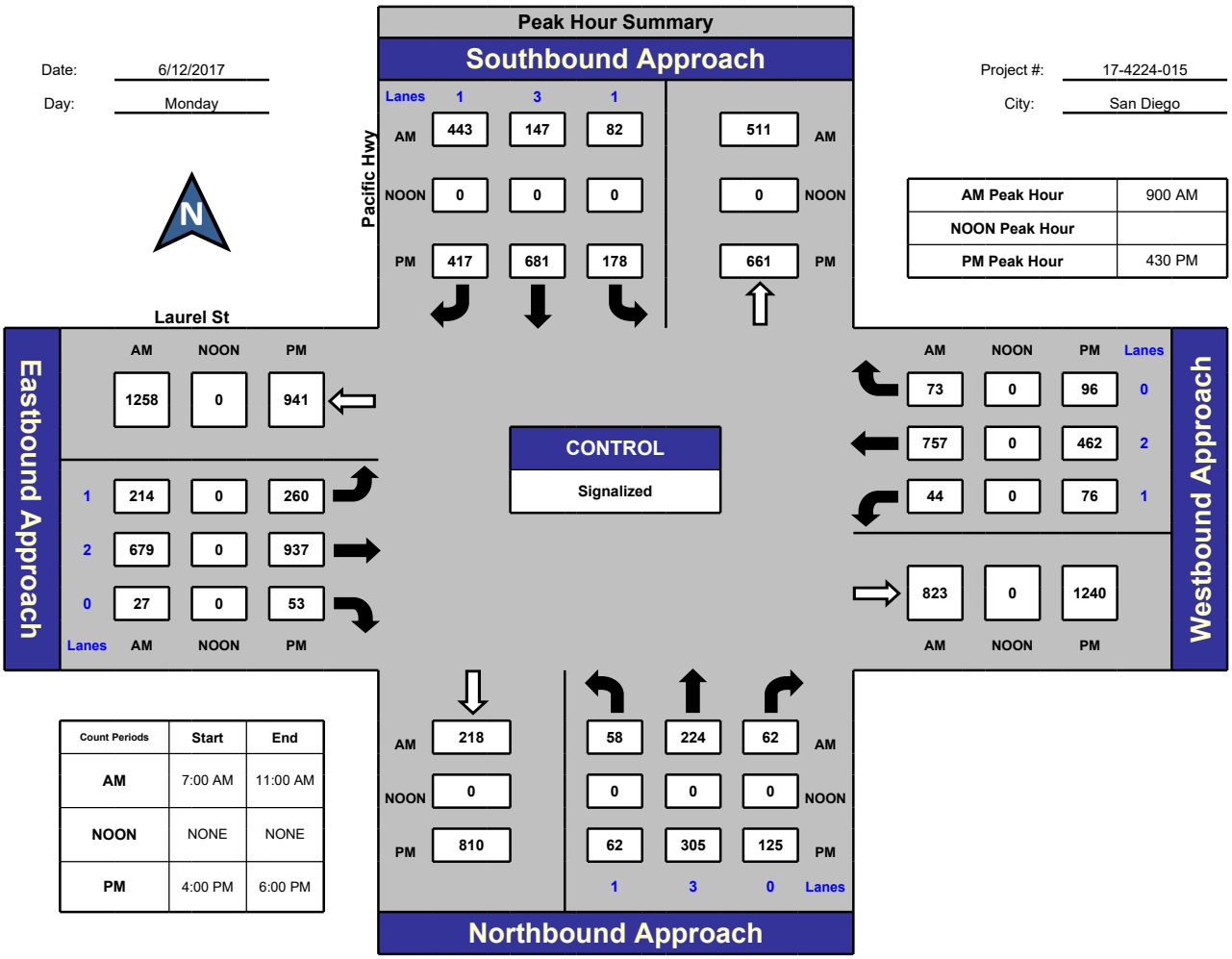
Date: 6/12/2017

Day: Monday

Project #: 17-4224-015

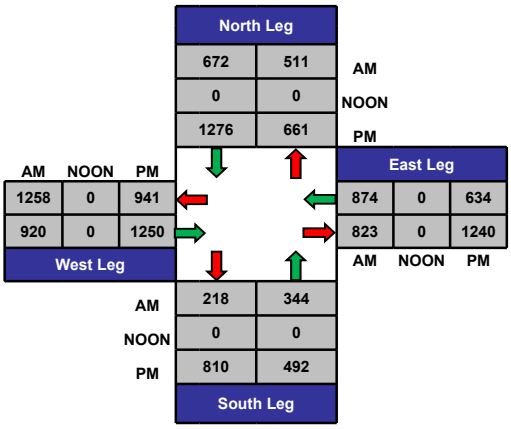
City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

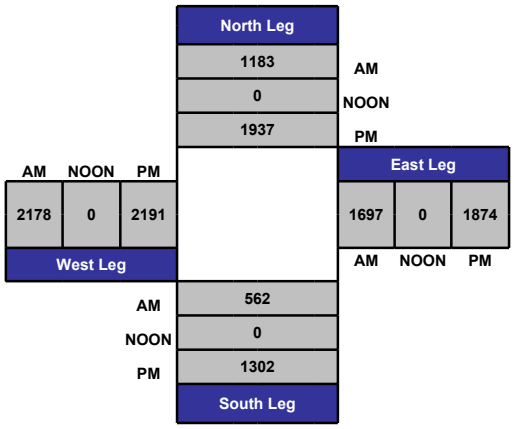



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-016 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0.5 | 2 | 1.5 | 0 | 2 | 0 | 1 | 2 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 21 | 23 | 130 | 0 | 88 | 4 | 6 | 40 | 0 | 312 |
| 7:15 AM | 0 | 0 | 0 | 27 | 32 | 142 | 0 | 121 | 4 | 7 | 36 | 0 | 369 |
| 7:30 AM | 0 | 0 | 0 | 43 | 38 | 145 | 0 | 104 | 5 | 7 | 27 | 0 | 369 |
| 7:45 AM | 0 | 0 | 0 | 55 | 47 | 144 | 0 | 118 | 11 | 8 | 42 | 0 | 425 |
| 8:00 AM | 0 | 0 | 0 | 44 | 43 | 158 | 0 | 142 | 12 | 12 | 43 | 0 | 454 |
| 8:15 AM | 0 | 0 | 0 | 48 | 61 | 155 | 0 | 119 | 5 | 7 | 51 | 0 | 446 |
| 8:30 AM | 0 | 0 | 0 | 61 | 36 | 141 | 0 | 152 | 12 | 6 | 36 | 0 | 444 |
| 8:45 AM | 0 | 0 | 0 | 68 | 56 | 207 | 0 | 146 | 12 | 6 | 29 | 0 | 524 |
| 9:00 AM | 0 | 0 | 0 | 47 | 42 | 177 | 0 | 163 | 15 | 22 | 47 | 0 | 513 |
| 9:15 AM | 0 | 0 | 0 | 46 | 46 | 190 | 0 | 177 | 11 | 5 | 34 | 0 | 509 |
| 9:30 AM | 0 | 0 | 0 | 46 | 24 | 170 | 0 | 160 | 9 | 8 | 31 | 0 | 448 |
| 9:45 AM | 0 | 0 | 0 | 42 | 43 | 169 | 0 | 234 | 19 | 6 | 34 | 0 | 547 |
| 10:00 AM | 0 | 0 | 0 | 42 | 45 | 150 | 0 | 188 | 10 | 8 | 30 | 0 | 473 |
| 10:15 AM | 0 | 0 | 0 | 47 | 36 | 148 | 0 | 185 | 13 | 8 | 27 | 0 | 464 |
| 10:30 AM | 0 | 0 | 0 | 39 | 48 | 155 | 0 | 156 | 12 | 4 | 29 | 0 | 443 |
| 10:45 AM | 0 | 0 | 0 | 32 | 41 | 124 | 0 | 189 | 18 | 9 | 39 | 0 | 452 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 708 | 661 | 2505 | 0 | 2442 | 172 | 129 | 575 | 0 | 7192 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 18.28% | 17.06% | 64.66% | 0.00% | 93.42% | 6.58% | 18.32% | 81.68% | 0.00% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 181 | 155 | 706 | 0 | 734 | 54 | 41 | 146 | 0 | 2017 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.924 | | | 0.779 | | | 0.678 | | | 0.922 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB |
| 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 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-016 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0.5 | 2 | 1.5 | 0 | 2 | 0 | 1 | 2 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 80 | 139 | 109 | 0 | 281 | 22 | 8 | 31 | 0 | 670 |
| 4:15 PM | 0 | 0 | 0 | 79 | 115 | 114 | 0 | 276 | 29 | 7 | 49 | 0 | 669 |
| 4:30 PM | 0 | 0 | 0 | 75 | 139 | 118 | 0 | 313 | 21 | 14 | 39 | 0 | 719 |
| 4:45 PM | 0 | 0 | 0 | 82 | 153 | 94 | 0 | 297 | 29 | 12 | 25 | 0 | 692 |
| 5:00 PM | 0 | 0 | 0 | 93 | 164 | 140 | 0 | 275 | 17 | 10 | 52 | 0 | 751 |
| 5:15 PM | 0 | 0 | 0 | 85 | 119 | 103 | 0 | 264 | 13 | 7 | 42 | 0 | 633 |
| 5:30 PM | 0 | 0 | 0 | 70 | 92 | 116 | 0 | 189 | 16 | 12 | 29 | 0 | 524 |
| 5:45 PM | 0 | 0 | 0 | 78 | 137 | 136 | 0 | 223 | 13 | 5 | 32 | 0 | 624 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 642 | 1058 | 930 | 0 | 2118 | 160 | 75 | 299 | 0 | 5282 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 24.41% | 40.23% | 35.36% | 0.00% | 92.98% | 7.02% | 20.05% | 79.95% | 0.00% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 329 | 571 | 466 | 0 | 1161 | 96 | 43 | 165 | 0 | 2831 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.860 | | | 0.941 | | | 0.839 | | 0.942 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-016 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0.5 | 2 | 1.5 | 0 | 2 | 0 | 1 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

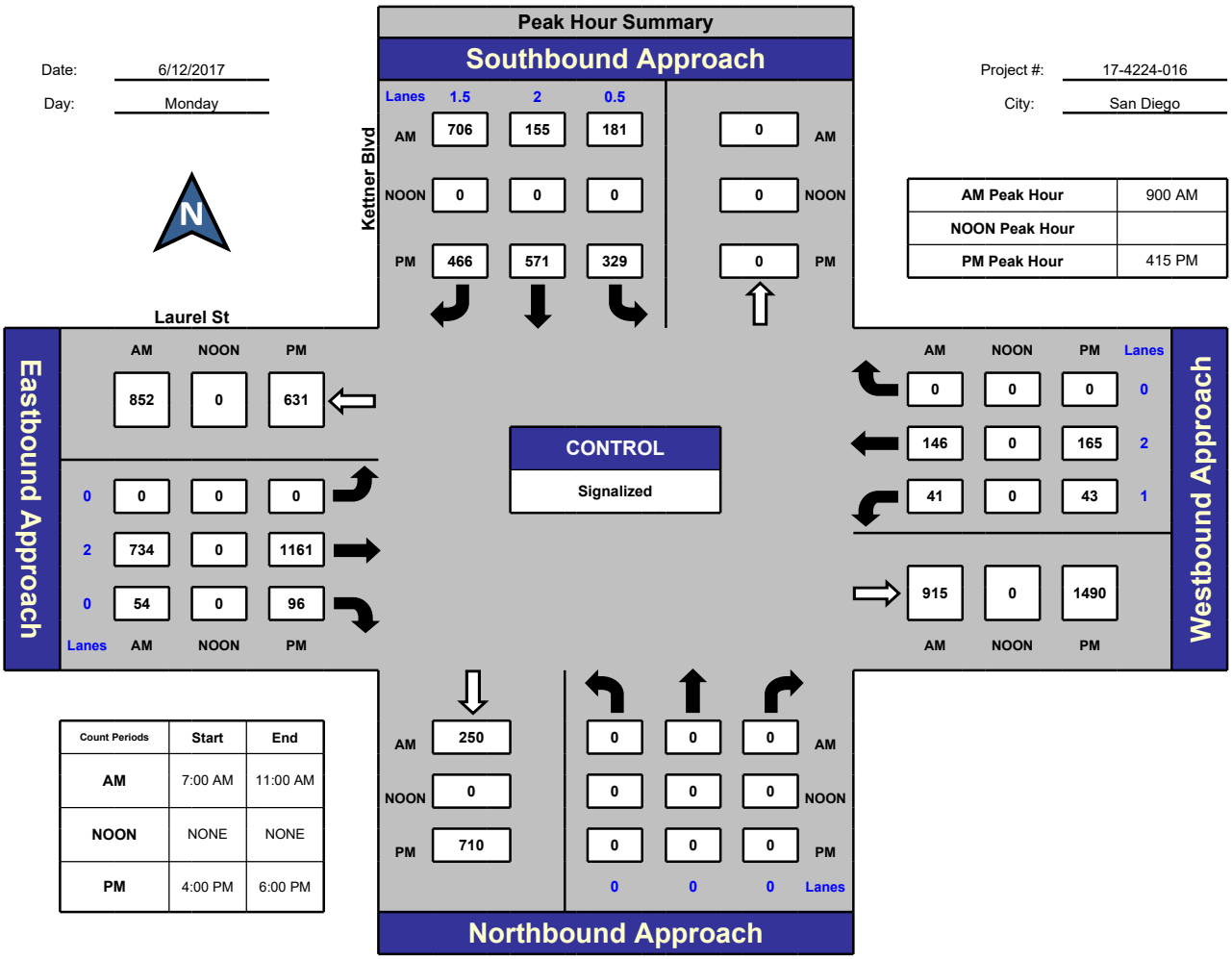
## *Kettner Blvd and Laurel St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-016

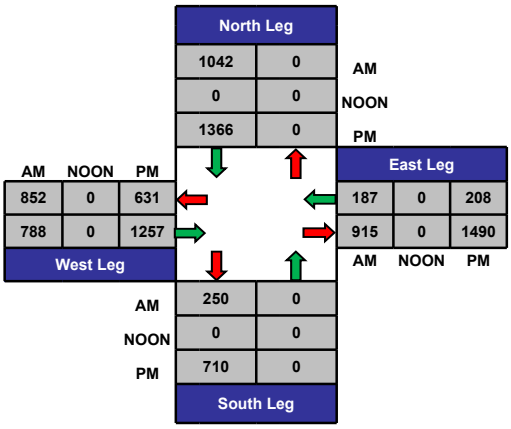
City: San Diego



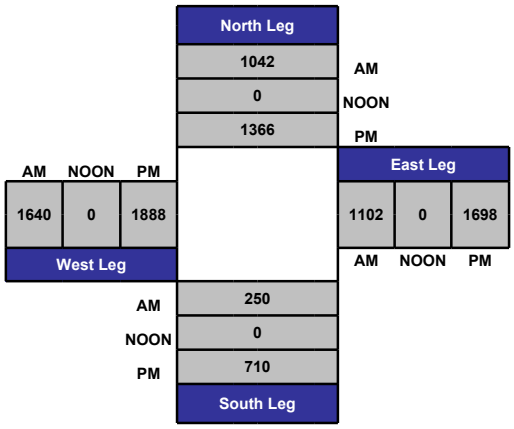

| AM Peak Hour | 900 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-017 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| 7:00 AM | 6 | 9 | 5 | 0 | 0 | 0 | 78 | 36 | 0 | 0 | 45 | 13 | 192 |
| 7:15 AM | 2 | 16 | 4 | 0 | 0 | 0 | 96 | 59 | 0 | 0 | 39 | 22 | 238 |
| 7:30 AM | 5 | 16 | 8 | 0 | 0 | 0 | 97 | 48 | 0 | 0 | 28 | 19 | 221 |
| 7:45 AM | 8 | 18 | 7 | 0 | 0 | 0 | 95 | 81 | 0 | 0 | 50 | 17 | 276 |
| 8:00 AM | 9 | 16 | 2 | 0 | 0 | 0 | 93 | 71 | 0 | 0 | 39 | 25 | 255 |
| 8:15 AM | 11 | 19 | 11 | 0 | 0 | 0 | 99 | 77 | 0 | 0 | 53 | 21 | 291 |
| 8:30 AM | 3 | 20 | 6 | 0 | 0 | 0 | 128 | 94 | 0 | 0 | 35 | 22 | 308 |
| 8:45 AM | 9 | 17 | 10 | 0 | 0 | 0 | 102 | 102 | 0 | 0 | 43 | 27 | 310 |
| 9:00 AM | 8 | 16 | 10 | 0 | 0 | 0 | 146 | 63 | 0 | 0 | 50 | 29 | 322 |
| 9:15 AM | 6 | 19 | 9 | 0 | 0 | 0 | 141 | 77 | 0 | 0 | 28 | 14 | 294 |
| 9:30 AM | 9 | 17 | 13 | 0 | 0 | 0 | 157 | 74 | 0 | 0 | 32 | 23 | 325 |
| 9:45 AM | 6 | 17 | 15 | 0 | 0 | 0 | 189 | 63 | 0 | 0 | 24 | 34 | 348 |
| 10:00 AM | 8 | 22 | 3 | 0 | 0 | 0 | 153 | 70 | 0 | 0 | 39 | 26 | 321 |
| 10:15 AM | 2 | 18 | 12 | 0 | 0 | 0 | 140 | 76 | 0 | 0 | 26 | 29 | 303 |
| 10:30 AM | 10 | 21 | 5 | 0 | 0 | 0 | 152 | 63 | 0 | 0 | 26 | 15 | 292 |
| 10:45 AM | 7 | 21 | 11 | 0 | 0 | 0 | 153 | 75 | 0 | 0 | 40 | 23 | 330 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 109 | 282 | 131 | 0 | 0 | 0 | 2019 | 1129 | 0 | 0 | 597 | 359 | 4626 |
| **APPROACH %'s :** | 20.88% | 54.02% | 25.10% | #DIV/0! | #DIV/0! | #DIV/0! | 64.14% | 35.86% | 0.00% | 0.00% | 62.45% | 37.55% | |
| **PEAK HR START TIME :** | 930 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 25 | 74 | 43 | 0 | 0 | 0 | 639 | 283 | 0 | 0 | 121 | 112 | 1297 |
| **PEAK HR FACTOR :** | | 0.910 | | | 0.000 | | | 0.915 | | | 0.896 | | 0.932 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-017 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| 4:00 PM | 6 | 40 | 29 | 0 | 0 | 0 | 165 | 212 | 0 | 0 | 39 | 33 | 524 |
| 4:15 PM | 7 | 39 | 21 | 0 | 0 | 0 | 148 | 202 | 0 | 0 | 45 | 25 | 487 |
| 4:30 PM | 7 | 37 | 22 | 0 | 0 | 0 | 170 | 230 | 0 | 0 | 51 | 20 | 537 |
| 4:45 PM | 9 | 37 | 30 | 0 | 0 | 0 | 142 | 220 | 0 | 0 | 32 | 33 | 503 |
| 5:00 PM | 11 | 64 | 35 | 0 | 0 | 0 | 135 | 226 | 0 | 0 | 49 | 39 | 559 |
| 5:15 PM | 7 | 47 | 19 | 0 | 0 | 0 | 153 | 176 | 0 | 0 | 37 | 32 | 471 |
| 5:30 PM | 6 | 42 | 15 | 0 | 0 | 0 | 118 | 146 | 0 | 0 | 35 | 27 | 389 |
| 5:45 PM | 1 | 37 | 21 | 0 | 0 | 0 | 150 | 162 | 0 | 0 | 39 | 21 | 431 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 54 | 343 | 192 | 0 | 0 | 0 | 1181 | 1574 | 0 | 0 | 327 | 230 | 3901 |
| **APPROACH %'s :** | 9.17% | 58.23% | 32.60% | #DIV/0! | #DIV/0! | #DIV/0! | 42.87% | 57.13% | 0.00% | 0.00% | 58.71% | 41.29% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 177 | 108 | 0 | 0 | 0 | 595 | 878 | 0 | 0 | 177 | 117 | 2086 |
| **PEAK HR FACTOR :** | | 0.725 | | | 0.000 | | | 0.921 | | | 0.835 | | 0.933 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-017 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Laurel St , San Diego*

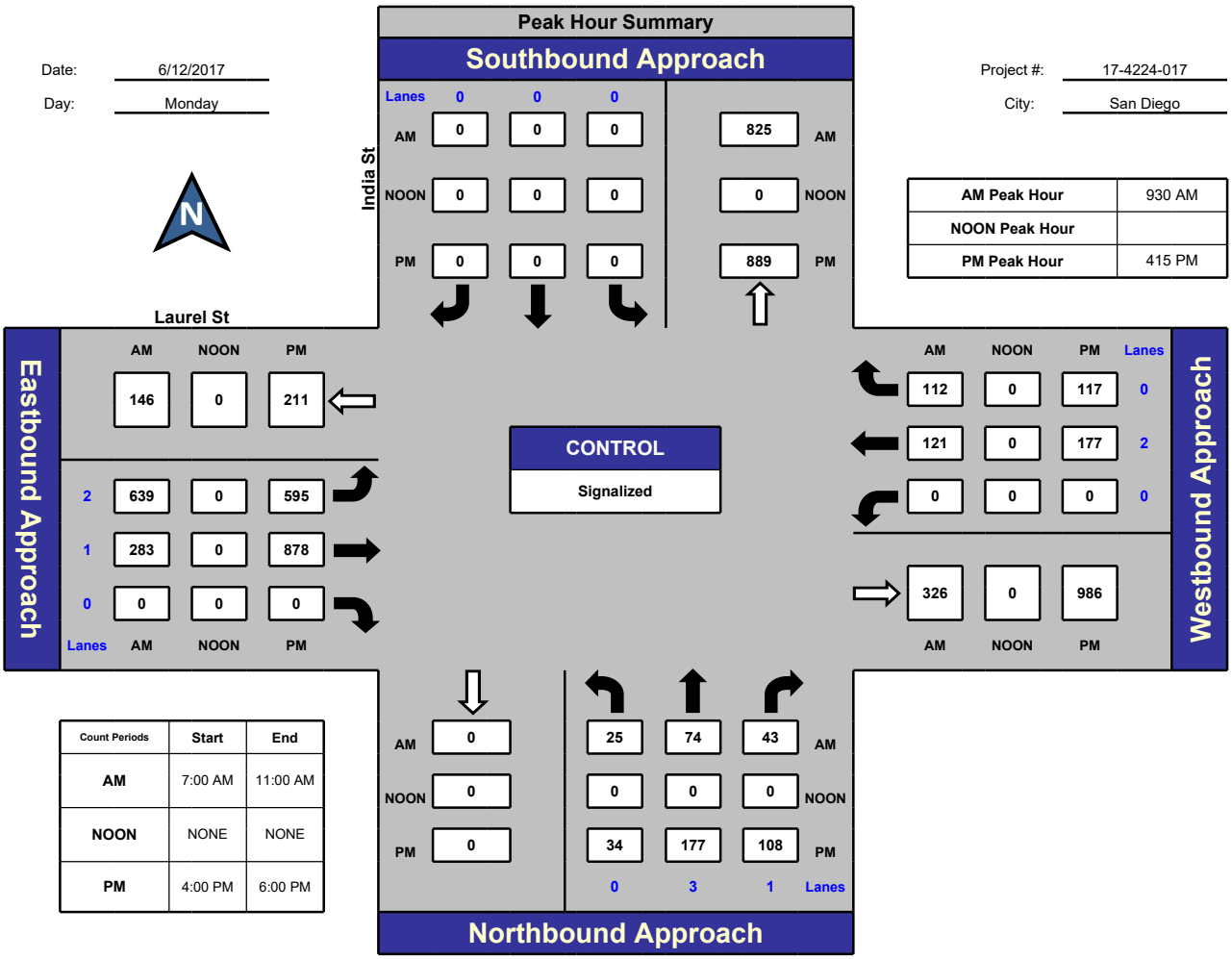
Date: 6/12/2017

Day: Monday

Project #: 17-4224-017

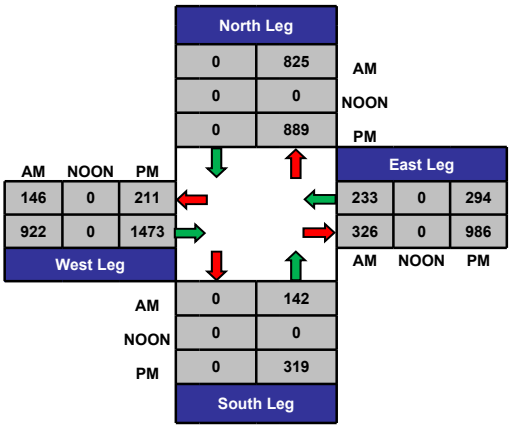
City: San Diego

| | |
|---|---|
| AM Peak Hour | 930 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

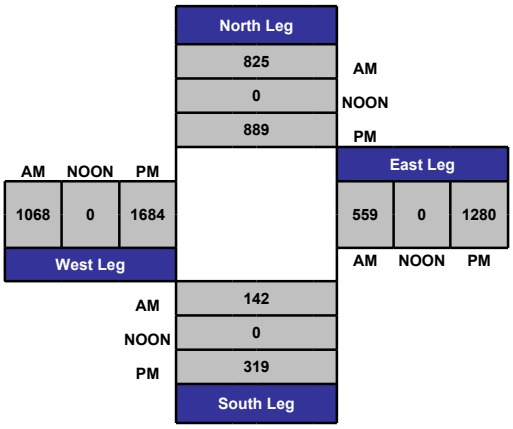



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-117 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| 8:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 |
| 8:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 8 |
| 9:15 AM | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 8 |
| 9:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 7 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 6 |
| 10:00 AM | 0 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 19 |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 8 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 38 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 20 | 96 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 19 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 6 | 40 |
| **PEAK HR FACTOR :** | | 0.432 | | | 0.000 | | | 0.536 | | | 0.750 | | 0.526 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-117 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 5 |
| 5:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 7 | 31 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 17 |
| **PEAK HR FACTOR :** | | 0.583 | | | 0.000 | | | 0.500 | | | 0.333 | | 0.850 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-117 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | India St | | | India St | | | Laurel St | | | Laurel St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Laurel St , San Diego*

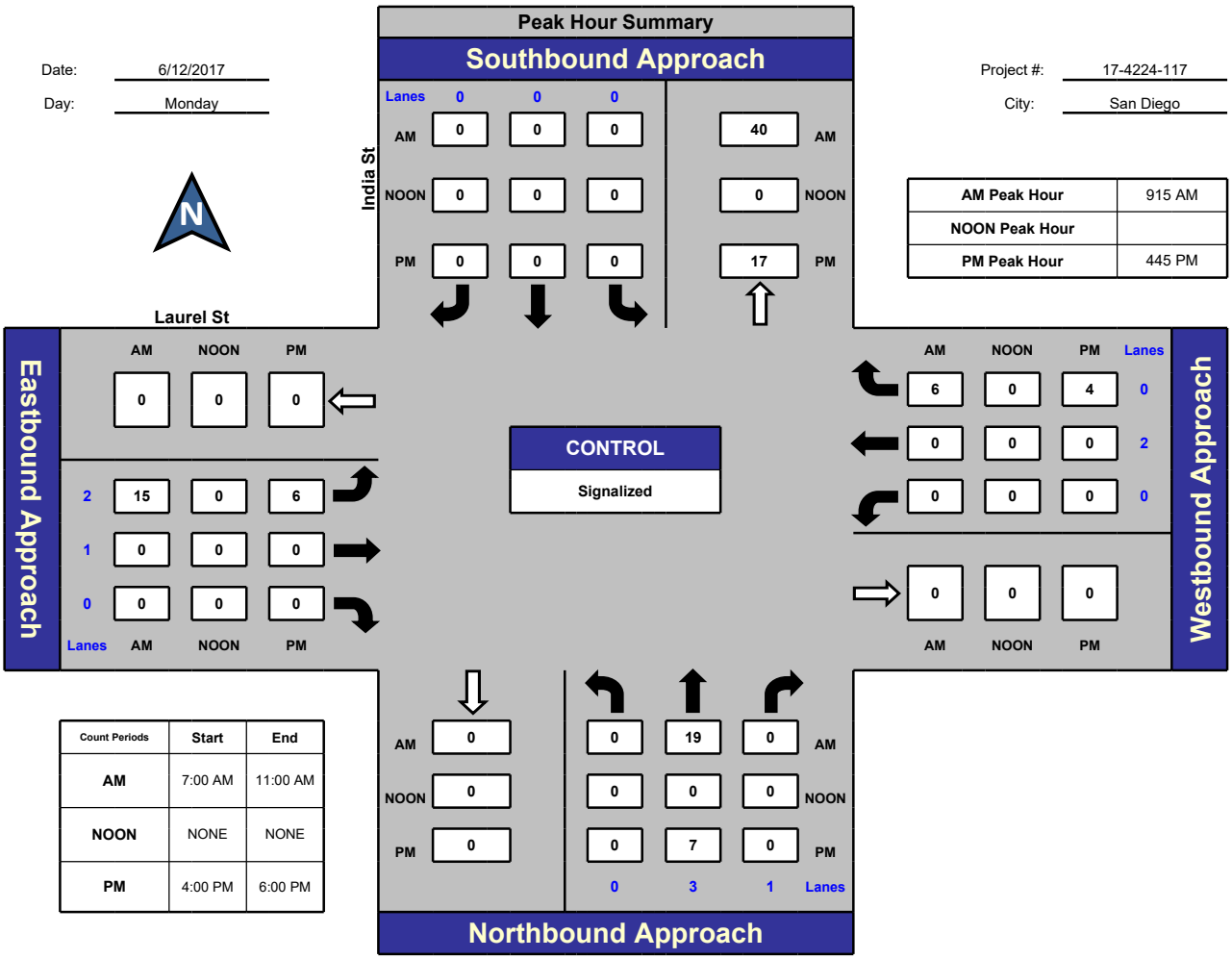
Date: 6/12/2017

Day: Monday

Project #: 17-4224-117

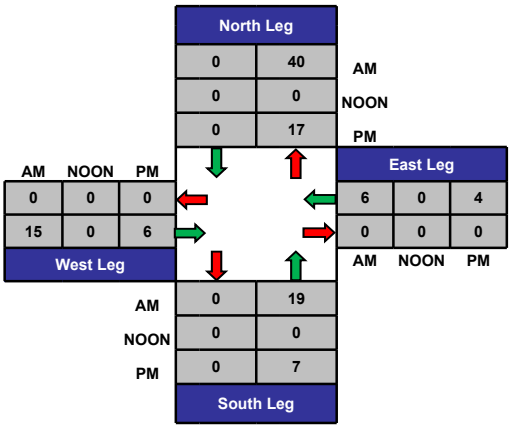
City: San Diego

| | |
|---|---|
| AM Peak Hour | 915 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

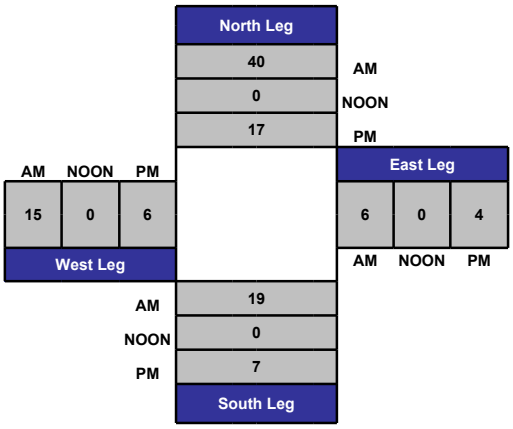



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-018 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Hawthorn St | | | Hawthorn St | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | |
| 7:00 AM | 0 | 114 | 0 | 0 | 258 | 0 | 0 | 0 | 0 | 12 | 0 | 417 | 801 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 111 | 0 | 0 | 314 | 0 | 0 | 0 | 0 | 9 | 0 | 422 | 856 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 132 | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 19 | 0 | 371 | 816 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 116 | 0 | 0 | 372 | 0 | 0 | 0 | 0 | 20 | 0 | 381 | 889 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 127 | 0 | 0 | 314 | 0 | 0 | 0 | 0 | 24 | 0 | 369 | 834 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 112 | 0 | 0 | 355 | 0 | 0 | 0 | 0 | 19 | 0 | 398 | 884 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 109 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 18 | 0 | 406 | 863 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 122 | 0 | 0 | 387 | 0 | 0 | 0 | 0 | 19 | 0 | 416 | 945 | 1 | 0 | 0 | 0 |
| 9:00 AM | 0 | 95 | 0 | 0 | 403 | 0 | 0 | 0 | 0 | 30 | 0 | 371 | 899 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 101 | 0 | 0 | 425 | 0 | 0 | 0 | 0 | 42 | 0 | 363 | 931 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 103 | 0 | 0 | 411 | 0 | 0 | 0 | 0 | 41 | 0 | 335 | 890 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 95 | 0 | 0 | 408 | 0 | 0 | 0 | 0 | 37 | 0 | 374 | 914 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 124 | 0 | 0 | 434 | 0 | 0 | 0 | 0 | 51 | 0 | 325 | 934 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 94 | 0 | 0 | 385 | 0 | 0 | 0 | 0 | 53 | 0 | 319 | 851 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 120 | 0 | 0 | 379 | 0 | 0 | 0 | 0 | 38 | 0 | 297 | 834 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 97 | 0 | 0 | 467 | 0 | 0 | 0 | 0 | 48 | 0 | 276 | 888 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 1 | 1772 | 0 | 0 | 5936 | 0 | 0 | 0 | 0 | 480 | 0 | 5840 | 14029 | 1 | 0 | 0 | 0 |
| **APPROACH %'s :** | 0.06% | 99.94% | 0.00% | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 7.59% | 0.00% | 92.41% | | | | | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 423 | 0 | 0 | 1678 | 0 | 0 | 0 | 0 | 171 | 0 | 1397 | 3669 | | | | |
| **PEAK HR FACTOR :** | | 0.853 | | | 0.967 | | | 0.000 | | | 0.954 | | 0.982 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-018 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 4:00 PM | 0 | 132 | 0 | 0 | 529 | 0 | 0 | 0 | 0 | 37 | 0 | 245 | 943 |
| 4:15 PM | 0 | 133 | 0 | 0 | 525 | 0 | 0 | 0 | 0 | 37 | 0 | 222 | 917 |
| 4:30 PM | 0 | 115 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 32 | 0 | 225 | 893 |
| 4:45 PM | 0 | 159 | 0 | 0 | 510 | 0 | 0 | 0 | 0 | 40 | 0 | 215 | 924 |
| 5:00 PM | 0 | 156 | 0 | 0 | 486 | 0 | 0 | 0 | 0 | 48 | 0 | 270 | 960 |
| 5:15 PM | 0 | 149 | 0 | 0 | 480 | 0 | 0 | 0 | 0 | 32 | 0 | 256 | 917 |
| 5:30 PM | 0 | 147 | 0 | 0 | 462 | 0 | 0 | 0 | 0 | 17 | 0 | 217 | 843 |
| 5:45 PM | 0 | 118 | 0 | 0 | 428 | 0 | 0 | 0 | 0 | 33 | 0 | 302 | 881 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1109 | 0 | 0 | 3941 | 0 | 0 | 0 | 0 | 276 | 0 | 1952 | 7278 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 12.39% | 0.00% | 87.61% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 579 | 0 | 0 | 1997 | 0 | 0 | 0 | 0 | 152 | 0 | 966 | 3694 |
| **PEAK HR FACTOR :** | | 0.910 | | | 0.958 | | | 0.000 | | | 0.879 | | 0.962 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-018 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Dr and Hawthorn St , San Diego*

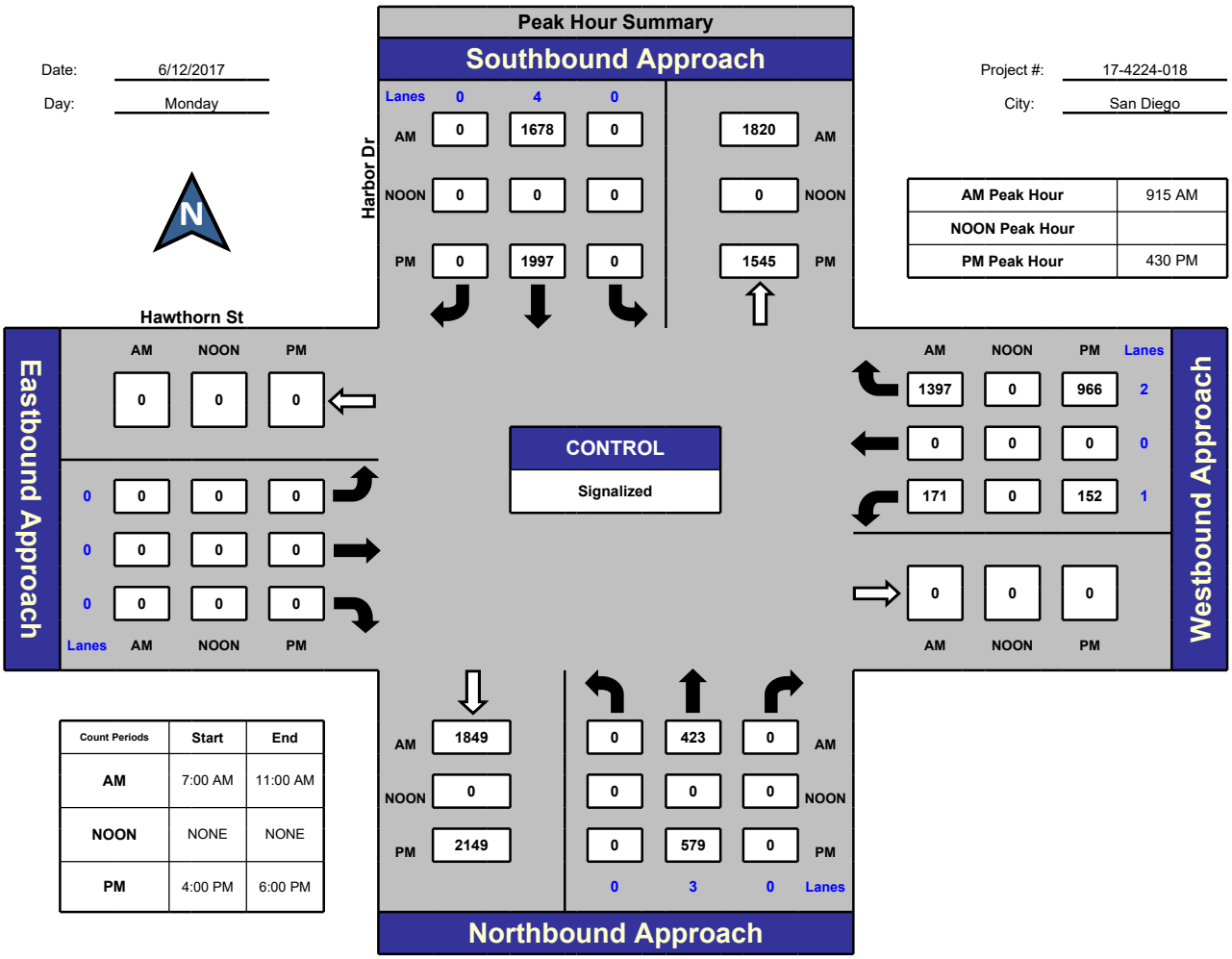
Date: 6/12/2017

Day: Monday

Project #: 17-4224-018

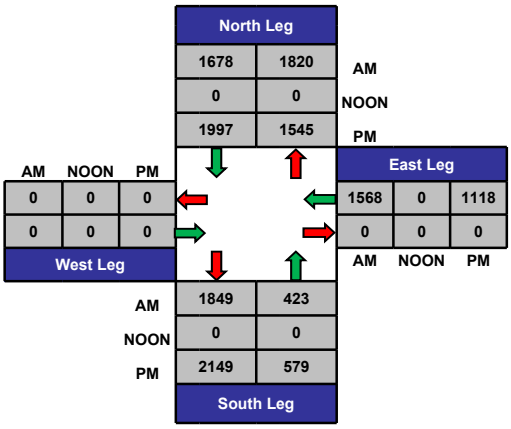
City: San Diego

| | |
|---|---|
| AM Peak Hour | 915 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

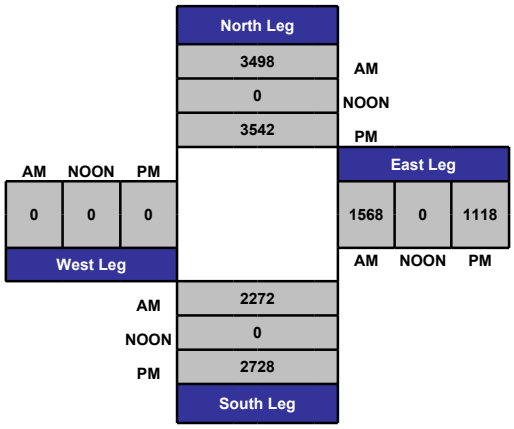



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-019 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0.5 | |
| 7:00 AM | 18 | 44 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 51 | 415 | 22 | 573 |
| 7:15 AM | 17 | 43 | 0 | 0 | 30 | 5 | 0 | 0 | 0 | 34 | 421 | 29 | 579 |
| 7:30 AM | 26 | 45 | 0 | 0 | 36 | 8 | 0 | 0 | 0 | 38 | 356 | 25 | 534 |
| 7:45 AM | 27 | 61 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 55 | 383 | 44 | 603 |
| 8:00 AM | 23 | 58 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 54 | 383 | 35 | 593 |
| 8:15 AM | 17 | 50 | 0 | 0 | 39 | 5 | 0 | 0 | 0 | 47 | 390 | 30 | 578 |
| 8:30 AM | 25 | 59 | 0 | 0 | 46 | 6 | 0 | 0 | 0 | 48 | 395 | 24 | 603 |
| 8:45 AM | 28 | 48 | 0 | 0 | 50 | 7 | 0 | 0 | 0 | 61 | 421 | 32 | 647 |
| 9:00 AM | 34 | 55 | 0 | 0 | 49 | 16 | 0 | 0 | 0 | 40 | 347 | 45 | 586 |
| 9:15 AM | 28 | 52 | 0 | 0 | 44 | 5 | 0 | 0 | 0 | 40 | 390 | 24 | 583 |
| 9:30 AM | 27 | 55 | 0 | 0 | 46 | 15 | 0 | 0 | 0 | 38 | 347 | 32 | 560 |
| 9:45 AM | 24 | 56 | 0 | 0 | 42 | 8 | 0 | 0 | 0 | 53 | 392 | 28 | 603 |
| 10:00 AM | 27 | 40 | 0 | 0 | 47 | 11 | 0 | 0 | 0 | 45 | 341 | 29 | 540 |
| 10:15 AM | 25 | 43 | 0 | 0 | 62 | 6 | 0 | 0 | 0 | 41 | 344 | 37 | 558 |
| 10:30 AM | 21 | 43 | 0 | 0 | 60 | 5 | 0 | 0 | 0 | 41 | 322 | 28 | 520 |
| 10:45 AM | 30 | 55 | 0 | 0 | 49 | 7 | 0 | 0 | 0 | 40 | 299 | 18 | 498 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 397 | 807 | 0 | 0 | 680 | 120 | 0 | 0 | 0 | 726 | 5946 | 482 | 9158 |
| **APPROACH %'s :** | 32.97% | 67.03% | 0.00% | 0.00% | 85.00% | 15.00% | #DIV/0! | #DIV/0! | #DIV/0! | 10.15% | 83.11% | 6.74% | |
| **PEAK HR START TIME :** | 800 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 93 | 215 | 0 | 0 | 170 | 23 | 0 | 0 | 0 | 210 | 1589 | 121 | 2421 |
| **PEAK HR FACTOR :** | | 0.917 | | | 0.846 | | | 0.000 | | | 0.934 | | 0.935 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 5 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 0 |
| | 5 | 0 | 0 | 0 |
| | 12 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 |
| | 10 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 0 |
| | 10 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 |
| | 5 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 98 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-019 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0.5 | |
| 4:00 PM | 28 | 57 | 0 | 0 | 149 | 8 | 0 | 0 | 0 | 33 | 260 | 19 | 554 |
| 4:15 PM | 20 | 76 | 0 | 0 | 190 | 11 | 0 | 0 | 0 | 39 | 231 | 18 | 585 |
| 4:30 PM | 21 | 103 | 0 | 0 | 217 | 15 | 0 | 0 | 0 | 41 | 235 | 30 | 662 |
| 4:45 PM | 26 | 82 | 0 | 0 | 203 | 14 | 0 | 0 | 0 | 40 | 248 | 20 | 633 |
| 5:00 PM | 35 | 99 | 0 | 0 | 162 | 11 | 0 | 0 | 0 | 24 | 265 | 29 | 625 |
| 5:15 PM | 22 | 93 | 0 | 0 | 170 | 10 | 0 | 0 | 0 | 28 | 266 | 29 | 618 |
| 5:30 PM | 16 | 72 | 0 | 0 | 141 | 6 | 0 | 0 | 0 | 25 | 228 | 26 | 514 |
| 5:45 PM | 26 | 81 | 0 | 0 | 118 | 6 | 0 | 0 | 0 | 35 | 301 | 25 | 592 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 194 | 663 | 0 | 0 | 1350 | 81 | 0 | 0 | 0 | 265 | 2034 | 196 | 4783 |
| **APPROACH %'s :** | 22.64% | 77.36% | 0.00% | 0.00% | 94.34% | 5.66% | #DIV/0! | #DIV/0! | #DIV/0! | 10.62% | 81.52% | 7.86% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 377 | 0 | 0 | 752 | 50 | 0 | 0 | 0 | 133 | 1014 | 108 | 2538 |
| **PEAK HR FACTOR :** | | 0.897 | | | 0.864 | | | 0.000 | | | 0.971 | | 0.958 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 10 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 0 |
| | 8 | 0 | 0 | 0 |
| | 8 | 0 | 0 | 0 |
| | 9 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 56 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-019 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0.5 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

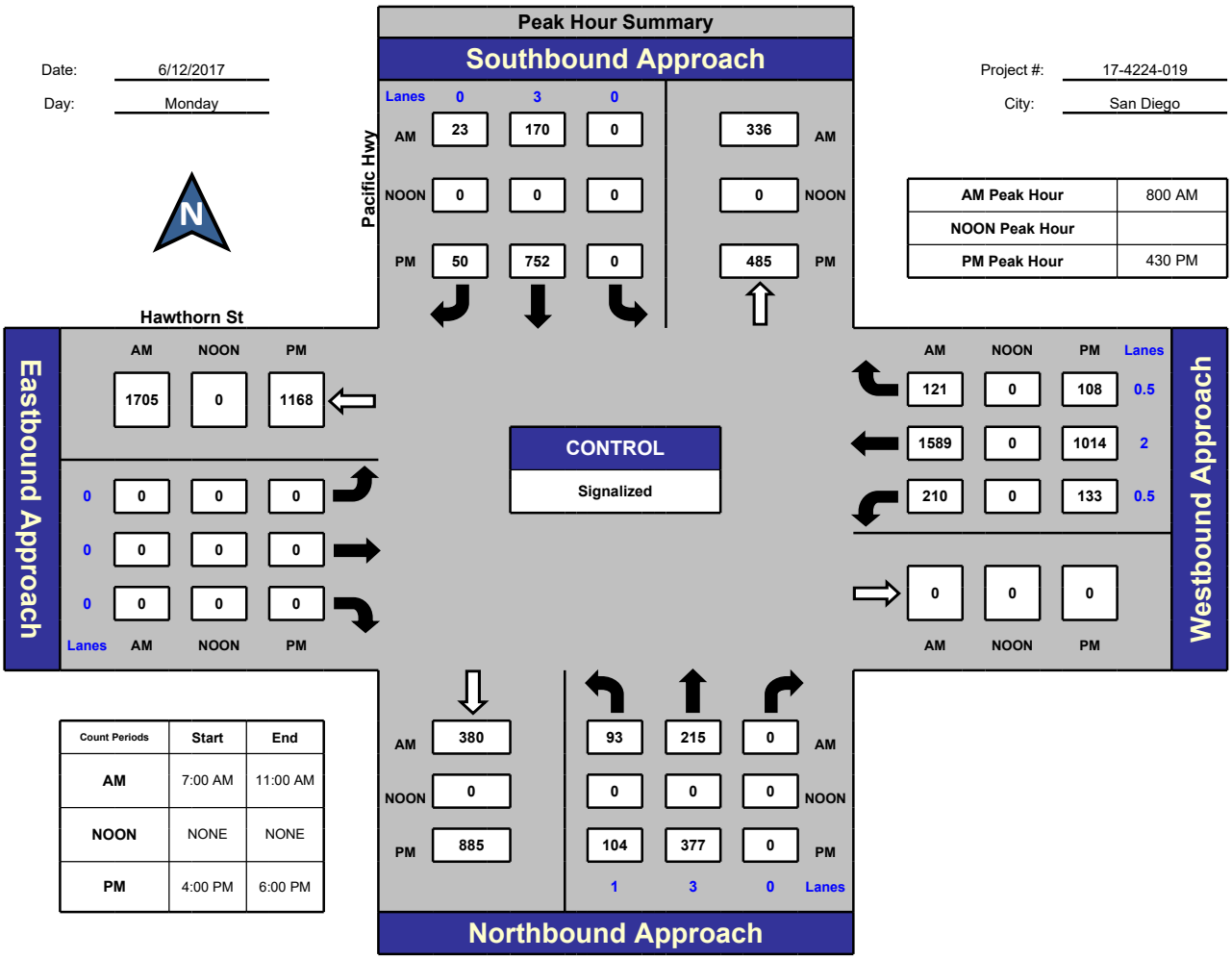
## *Pacific Hwy and Hawthorn St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-019

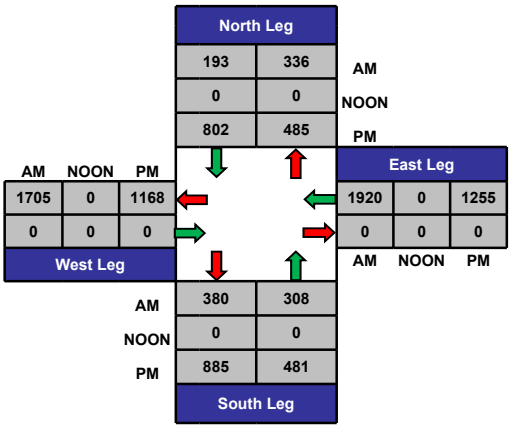
City: San Diego



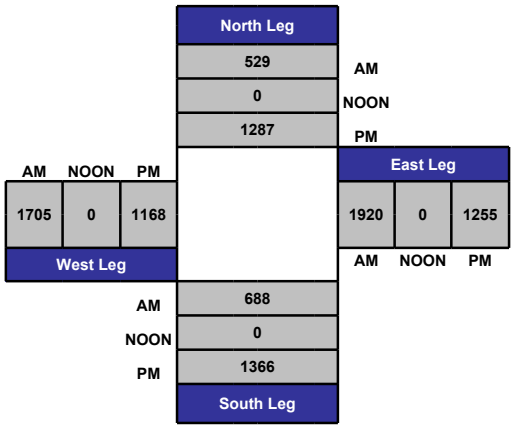

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-020 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 0 | 0 | 34 | 500 | 0 | 563 |
| 7:15 AM | 0 | 0 | 0 | 0 | 28 | 9 | 0 | 0 | 0 | 52 | 482 | 0 | 571 |
| 7:30 AM | 0 | 0 | 0 | 0 | 22 | 13 | 0 | 0 | 0 | 69 | 425 | 0 | 529 |
| 7:45 AM | 0 | 0 | 0 | 0 | 38 | 9 | 0 | 0 | 0 | 63 | 464 | 0 | 574 |
| 8:00 AM | 0 | 0 | 0 | 0 | 48 | 12 | 0 | 0 | 0 | 83 | 443 | 0 | 586 |
| 8:15 AM | 0 | 0 | 0 | 0 | 37 | 12 | 0 | 0 | 0 | 49 | 467 | 0 | 565 |
| 8:30 AM | 0 | 0 | 0 | 0 | 30 | 8 | 0 | 0 | 0 | 60 | 482 | 0 | 580 |
| 8:45 AM | 0 | 0 | 0 | 0 | 39 | 18 | 0 | 0 | 0 | 70 | 490 | 0 | 617 |
| 9:00 AM | 0 | 0 | 0 | 0 | 49 | 16 | 0 | 0 | 0 | 45 | 442 | 0 | 552 |
| 9:15 AM | 0 | 0 | 0 | 0 | 39 | 11 | 0 | 0 | 0 | 63 | 424 | 0 | 537 |
| 9:30 AM | 0 | 0 | 0 | 0 | 18 | 7 | 0 | 0 | 0 | 43 | 428 | 0 | 496 |
| 9:45 AM | 0 | 0 | 0 | 0 | 38 | 21 | 0 | 0 | 0 | 44 | 440 | 0 | 543 |
| 10:00 AM | 0 | 0 | 0 | 0 | 42 | 11 | 0 | 0 | 0 | 35 | 404 | 0 | 492 |
| 10:15 AM | 0 | 0 | 0 | 0 | 39 | 10 | 0 | 0 | 0 | 39 | 426 | 0 | 514 |
| 10:30 AM | 0 | 0 | 0 | 0 | 37 | 16 | 0 | 0 | 0 | 34 | 344 | 0 | 431 |
| 10:45 AM | 0 | 0 | 0 | 0 | 46 | 16 | 0 | 0 | 0 | 38 | 363 | 0 | 463 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 570 | 198 | 0 | 0 | 0 | 821 | 7024 | 0 | 8613 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 74.22% | 25.78% | #DIV/0! | #DIV/0! | #DIV/0! | 10.47% | 89.53% | 0.00% | |
| **PEAK HR START TIME :** | 800 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 154 | 50 | 0 | 0 | 0 | 262 | 1882 | 0 | 2348 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.850 | | | 0.000 | | | 0.957 | | 0.951 |

**UTURNS**

| NB | SB | EB | WB |
|---|---|---|---|
| 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 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-020 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 115 | 22 | 0 | 0 | 0 | 39 | 278 | 0 | 454 |
| 4:15 PM | 0 | 0 | 0 | 0 | 97 | 17 | 0 | 0 | 0 | 63 | 270 | 0 | 447 |
| 4:30 PM | 0 | 0 | 0 | 0 | 99 | 15 | 0 | 0 | 0 | 62 | 312 | 0 | 488 |
| 4:45 PM | 0 | 0 | 0 | 0 | 111 | 15 | 0 | 0 | 0 | 67 | 306 | 0 | 499 |
| 5:00 PM | 0 | 0 | 0 | 0 | 144 | 14 | 0 | 0 | 0 | 62 | 284 | 0 | 504 |
| 5:15 PM | 0 | 0 | 0 | 0 | 121 | 12 | 0 | 0 | 0 | 58 | 301 | 0 | 492 |
| 5:30 PM | 0 | 0 | 0 | 0 | 94 | 15 | 0 | 0 | 0 | 56 | 284 | 0 | 449 |
| 5:45 PM | 0 | 0 | 0 | 0 | 99 | 21 | 0 | 0 | 0 | 55 | 334 | 0 | 509 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 880 | 131 | 0 | 0 | 0 | 462 | 2369 | 0 | 3842 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 87.04% | 12.96% | #DIV/0! | #DIV/0! | #DIV/0! | 16.32% | 83.68% | 0.00% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 475 | 56 | 0 | 0 | 0 | 249 | 1203 | 0 | 1983 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.840 | | | 0.000 | | | 0.971 | | | 0.984 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-020 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Kettner Blvd and Hawthorn St , San Diego*

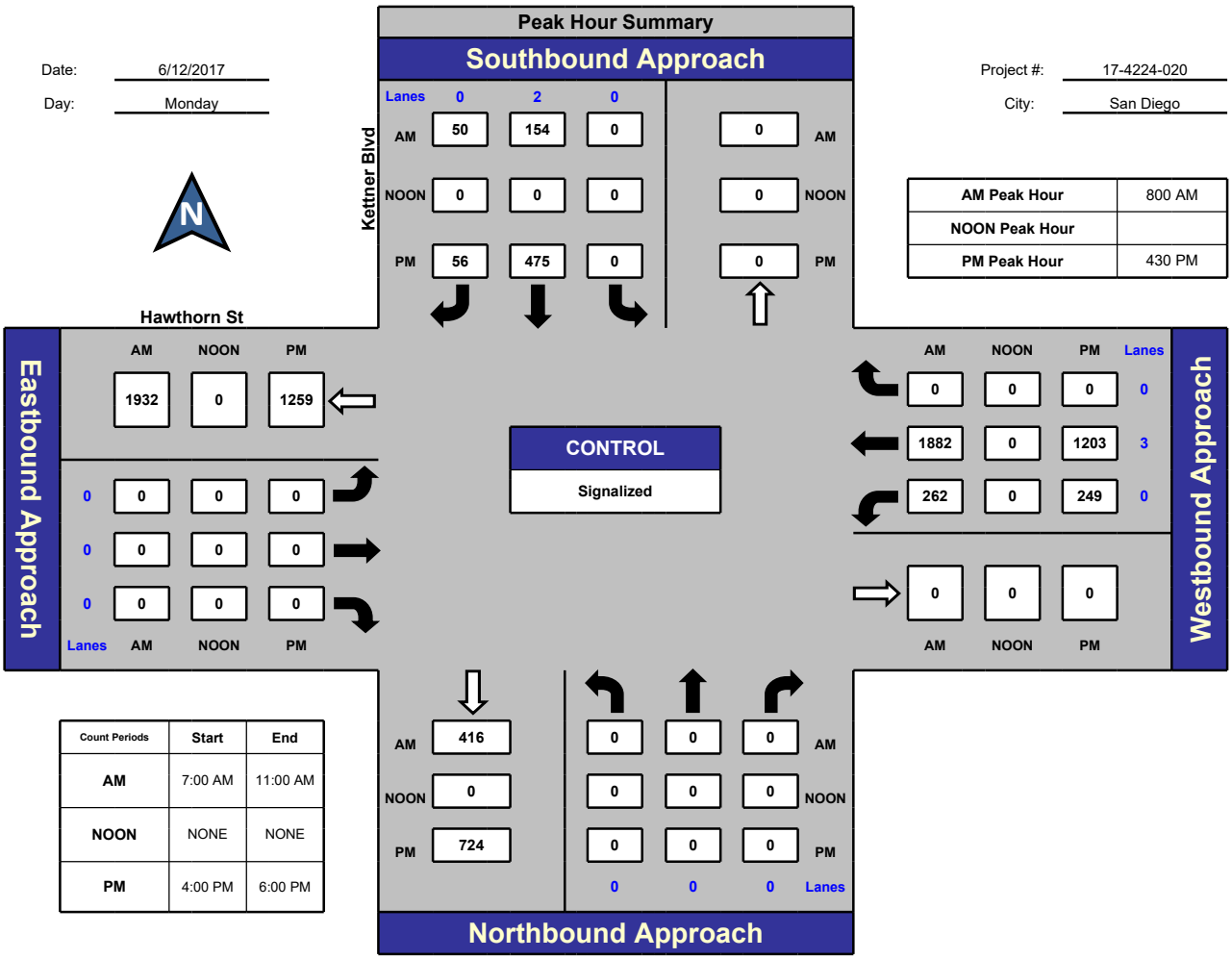
Date: 6/12/2017

Day: Monday

Project #: 17-4224-020

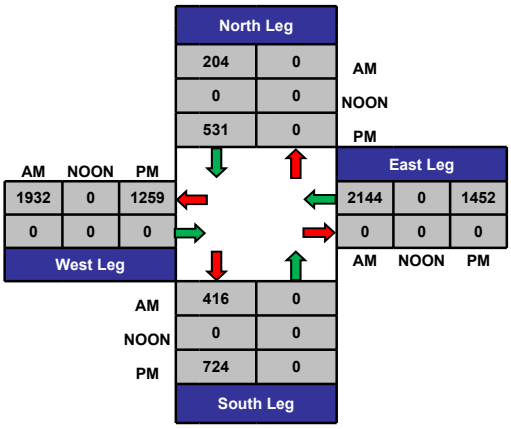
City: San Diego

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

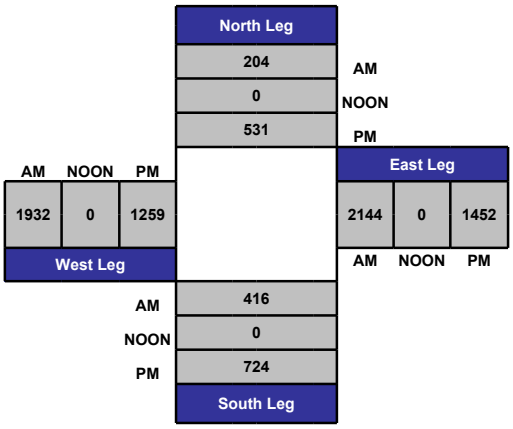



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-021 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | India St | | | India St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 7:00 AM | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 | 14 | 534 |
| 7:15 AM | 21 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 | 24 | 541 |
| 7:30 AM | 15 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498 | 24 | 558 |
| 7:45 AM | 29 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 506 | 33 | 593 |
| 8:00 AM | 18 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 | 26 | 585 |
| 8:15 AM | 13 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 | 23 | 575 |
| 8:30 AM | 18 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 543 | 31 | 618 |
| 8:45 AM | 18 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 34 | 543 |
| 9:00 AM | 21 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 36 | 549 |
| 9:15 AM | 18 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 485 | 24 | 547 |
| 9:30 AM | 22 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | 29 | 541 |
| 9:45 AM | 20 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 32 | 495 |
| 10:00 AM | 16 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 | 21 | 495 |
| 10:15 AM | 19 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 18 | 499 |
| 10:30 AM | 17 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 28 | 457 |
| 10:45 AM | 16 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 | 28 | 505 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 293 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7536 | 425 | 8635 |
| **APPROACH %'s :** | 43.47% | 56.53% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 94.66% | 5.34% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2087 | 113 | 2371 |
| **PEAK HR FACTOR :** | | 0.792 | | | 0.000 | | | 0.000 | | | 0.958 | | 0.959 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-021 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | India St | | | India St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 4:00 PM | 13 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 26 | 405 |
| 4:15 PM | 18 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 17 | 392 |
| 4:30 PM | 28 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 | 21 | 425 |
| 4:45 PM | 22 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 29 | 436 |
| 5:00 PM | 17 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 25 | 432 |
| 5:15 PM | 23 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 | 26 | 438 |
| 5:30 PM | 25 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324 | 19 | 413 |
| 5:45 PM | 18 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 376 | 32 | 464 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 164 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2683 | 195 | 3405 |
| **APPROACH %'s :** | 31.12% | 68.88% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 93.22% | 6.78% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1367 | 102 | 1747 |
| **PEAK HR FACTOR :** | | 0.880 | | | 0.000 | | | 0.000 | | | 0.900 | | 0.941 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-021 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | India St | | | India St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Hawthorn St , San Diego*

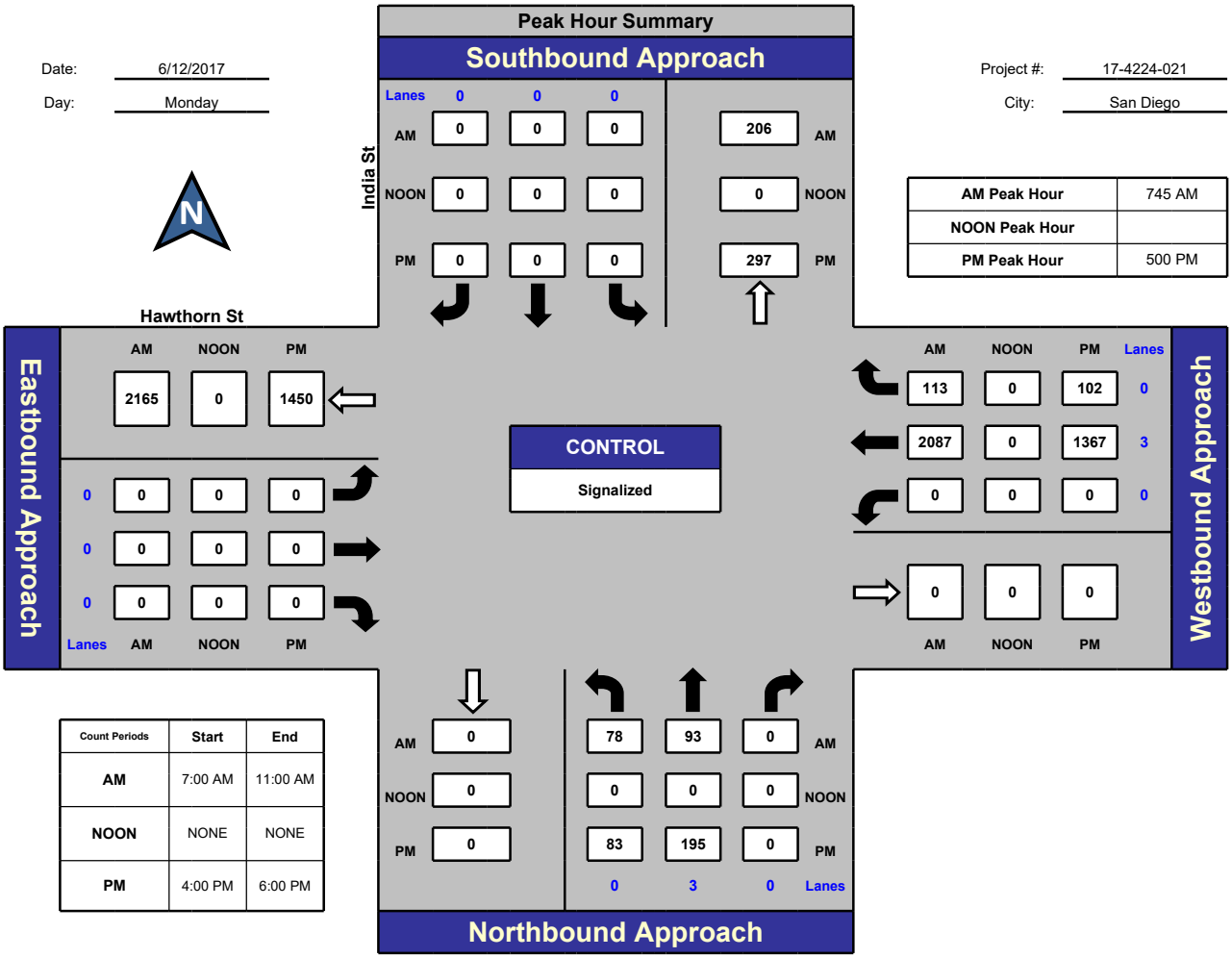
Date: 6/12/2017

Day: Monday

Project #: 17-4224-021

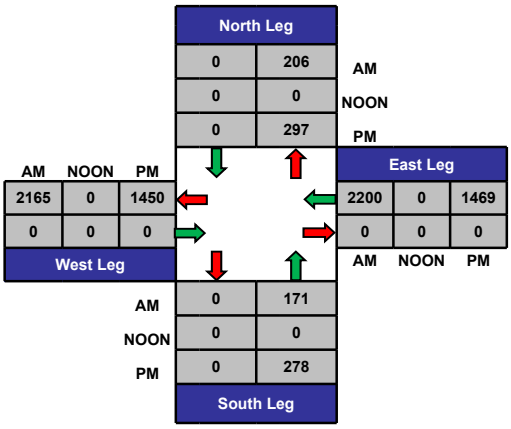
City: San Diego

| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

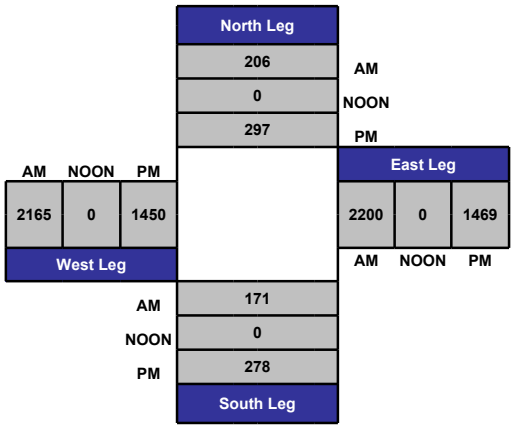



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-022 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 0 | 0 | 37 | 499 | 0 | 575 |
| 7:15 AM | 0 | 0 | 0 | 0 | 36 | 11 | 0 | 0 | 0 | 43 | 520 | 0 | 610 |
| 7:30 AM | 0 | 0 | 0 | 0 | 44 | 7 | 0 | 0 | 0 | 41 | 498 | 0 | 590 |
| 7:45 AM | 0 | 0 | 0 | 0 | 68 | 9 | 0 | 0 | 0 | 57 | 505 | 0 | 639 |
| 8:00 AM | 0 | 0 | 0 | 0 | 41 | 10 | 0 | 0 | 0 | 94 | 535 | 0 | 680 |
| 8:15 AM | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 0 | 0 | 88 | 513 | 0 | 663 |
| 8:30 AM | 0 | 0 | 0 | 0 | 56 | 12 | 0 | 0 | 0 | 65 | 535 | 0 | 668 |
| 8:45 AM | 0 | 0 | 0 | 0 | 56 | 10 | 0 | 0 | 0 | 52 | 546 | 0 | 664 |
| 9:00 AM | 0 | 0 | 0 | 0 | 40 | 8 | 0 | 0 | 0 | 46 | 491 | 0 | 585 |
| 9:15 AM | 0 | 0 | 0 | 0 | 29 | 13 | 0 | 0 | 0 | 49 | 483 | 0 | 574 |
| 9:30 AM | 0 | 0 | 0 | 0 | 36 | 13 | 0 | 0 | 0 | 43 | 510 | 0 | 602 |
| 9:45 AM | 0 | 0 | 0 | 0 | 33 | 5 | 0 | 0 | 0 | 58 | 439 | 0 | 535 |
| 10:00 AM | 0 | 0 | 0 | 0 | 24 | 13 | 0 | 0 | 0 | 41 | 458 | 0 | 536 |
| 10:15 AM | 0 | 0 | 0 | 0 | 43 | 2 | 0 | 0 | 0 | 33 | 443 | 0 | 521 |
| 10:30 AM | 0 | 0 | 0 | 0 | 49 | 11 | 0 | 0 | 0 | 37 | 397 | 0 | 494 |
| 10:45 AM | 0 | 0 | 0 | 0 | 47 | 8 | 0 | 0 | 0 | 31 | 435 | 0 | 521 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 695 | 140 | 0 | 0 | 0 | 815 | 7807 | 0 | 9457 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 83.23% | 16.77% | #DIV/0! | #DIV/0! | #DIV/0! | 9.45% | 90.55% | 0.00% | |
| **PEAK HR START TIME :** | 800 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 209 | 38 | 0 | 0 | 0 | 299 | 2129 | 0 | 2675 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.908 | | | 0.000 | | | 0.965 | | | 0.983 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-022 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 121 | 16 | 0 | 0 | 0 | 43 | 318 | 0 | 498 |
| 4:15 PM | 0 | 0 | 0 | 0 | 121 | 15 | 0 | 0 | 0 | 48 | 327 | 0 | 511 |
| 4:30 PM | 0 | 0 | 0 | 0 | 102 | 11 | 0 | 0 | 0 | 49 | 344 | 0 | 506 |
| 4:45 PM | 0 | 0 | 0 | 0 | 130 | 7 | 0 | 0 | 0 | 41 | 365 | 0 | 543 |
| 5:00 PM | 0 | 0 | 0 | 0 | 144 | 19 | 0 | 0 | 0 | 66 | 337 | 0 | 566 |
| 5:15 PM | 0 | 0 | 0 | 0 | 111 | 17 | 0 | 0 | 0 | 73 | 343 | 0 | 544 |
| 5:30 PM | 0 | 0 | 0 | 0 | 69 | 10 | 0 | 0 | 0 | 61 | 341 | 0 | 481 |
| 5:45 PM | 0 | 0 | 0 | 0 | 58 | 6 | 0 | 0 | 0 | 48 | 390 | 0 | 502 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 856 | 101 | 0 | 0 | 0 | 429 | 2765 | 0 | 4151 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 89.45% | 10.55% | #DIV/0! | #DIV/0! | #DIV/0! | 13.43% | 86.57% | 0.00% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 487 | 54 | 0 | 0 | 0 | 229 | 1389 | 0 | 2159 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.830 | | | 0.000 | | | 0.972 | | | 0.954 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-022 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Columbia St and Hawthorn St , San Diego*

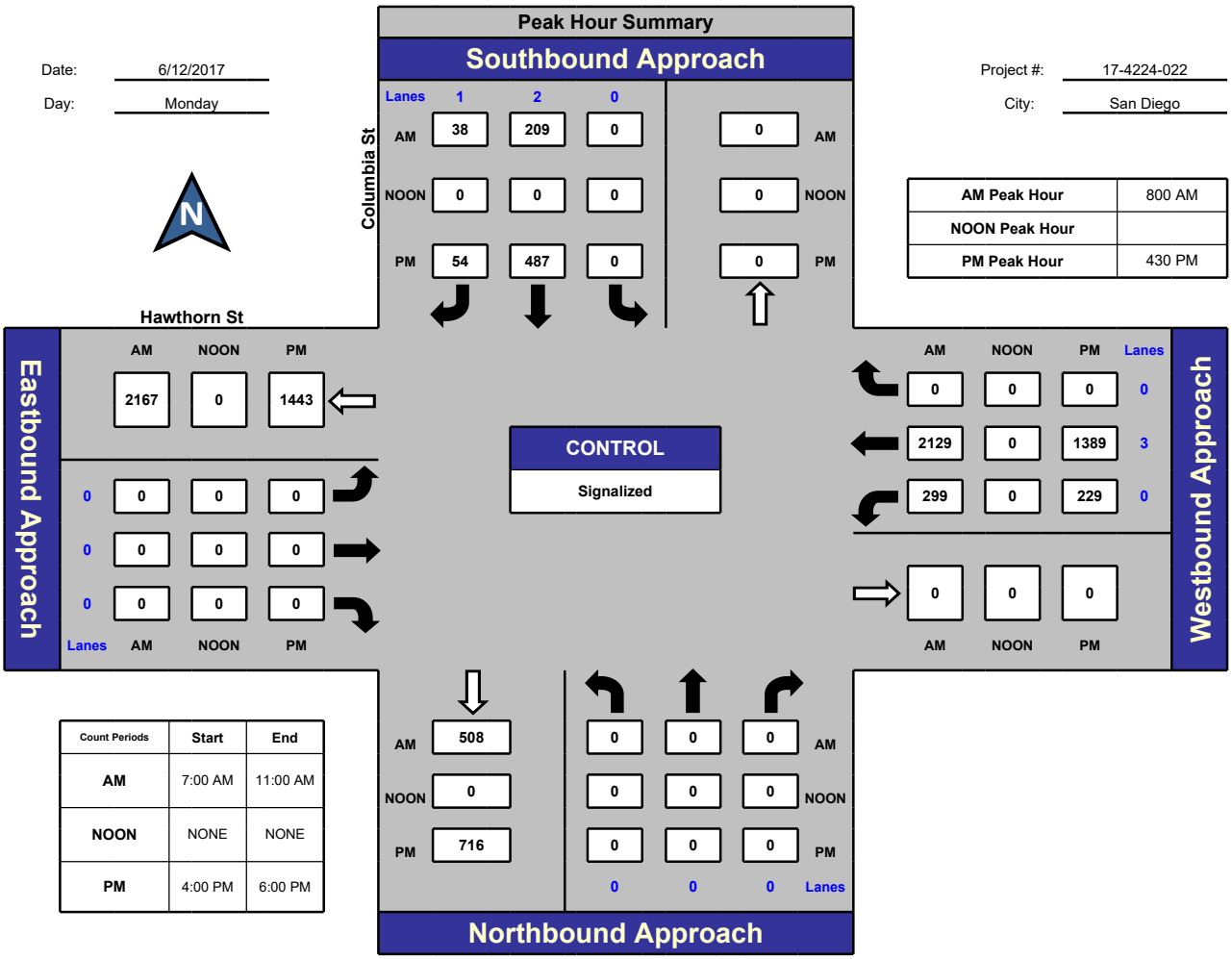
Date: 6/12/2017

Day: Monday

Project #: 17-4224-022

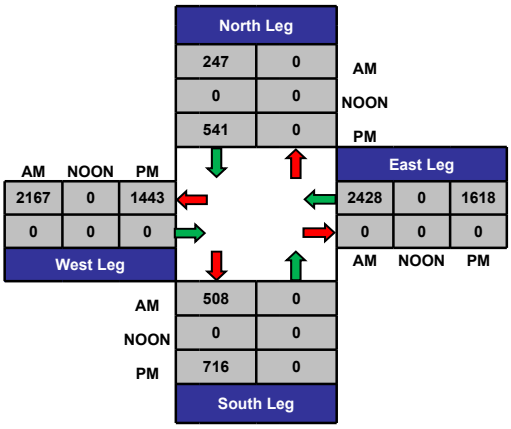
City: San Diego

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

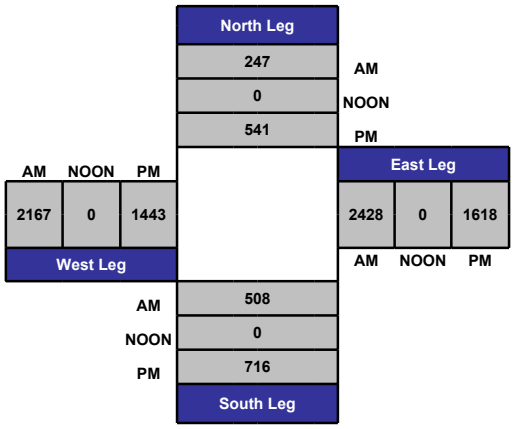



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-023 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | State St | | | State St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 7:00 AM | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 538 | 20 | 565 |
| 7:15 AM | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 | 16 | 562 |
| 7:30 AM | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 24 | 588 |
| 7:45 AM | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 28 | 629 |
| 8:00 AM | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 625 | 18 | 664 |
| 8:15 AM | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 599 | 27 | 644 |
| 8:30 AM | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 618 | 15 | 647 |
| 8:45 AM | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | 29 | 613 |
| 9:00 AM | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 14 | 557 |
| 9:15 AM | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 519 | 20 | 547 |
| 9:30 AM | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 | 18 | 565 |
| 9:45 AM | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 | 20 | 510 |
| 10:00 AM | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 | 15 | 520 |
| 10:15 AM | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | 7 | 475 |
| 10:30 AM | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 16 | 446 |
| 10:45 AM | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 | 14 | 505 |
| **TOTAL VOLUMES :** | 115 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8495 | 301 | 9037 |
| **APPROACH %'s :** | 47.72% | 52.28% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 96.58% | 3.42% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 32 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2425 | 88 | 2584 |
| **PEAK HR FACTOR :** | | 0.845 | | | 0.000 | | | 0.000 | | | 0.977 | | 0.973 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-023 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | State St | | | State St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 4:00 PM | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344 | 24 | 383 |
| 4:15 PM | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 | 13 | 401 |
| 4:30 PM | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 398 | 24 | 448 |
| 4:45 PM | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 402 | 20 | 443 |
| 5:00 PM | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 23 | 458 |
| 5:15 PM | 13 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 25 | 432 |
| 5:30 PM | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 22 | 444 |
| 5:45 PM | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 | 16 | 470 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 60 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3130 | 167 | 3479 |
| **APPROACH %'s :** | 32.97% | 67.03% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 94.93% | 5.07% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 37 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1614 | 86 | 1804 |
| **PEAK HR FACTOR :** | | 0.839 | | | 0.000 | | | 0.000 | | | 0.953 | | 0.960 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-023 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | State St | | | State St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *State St and Hawthorn St , San Diego*

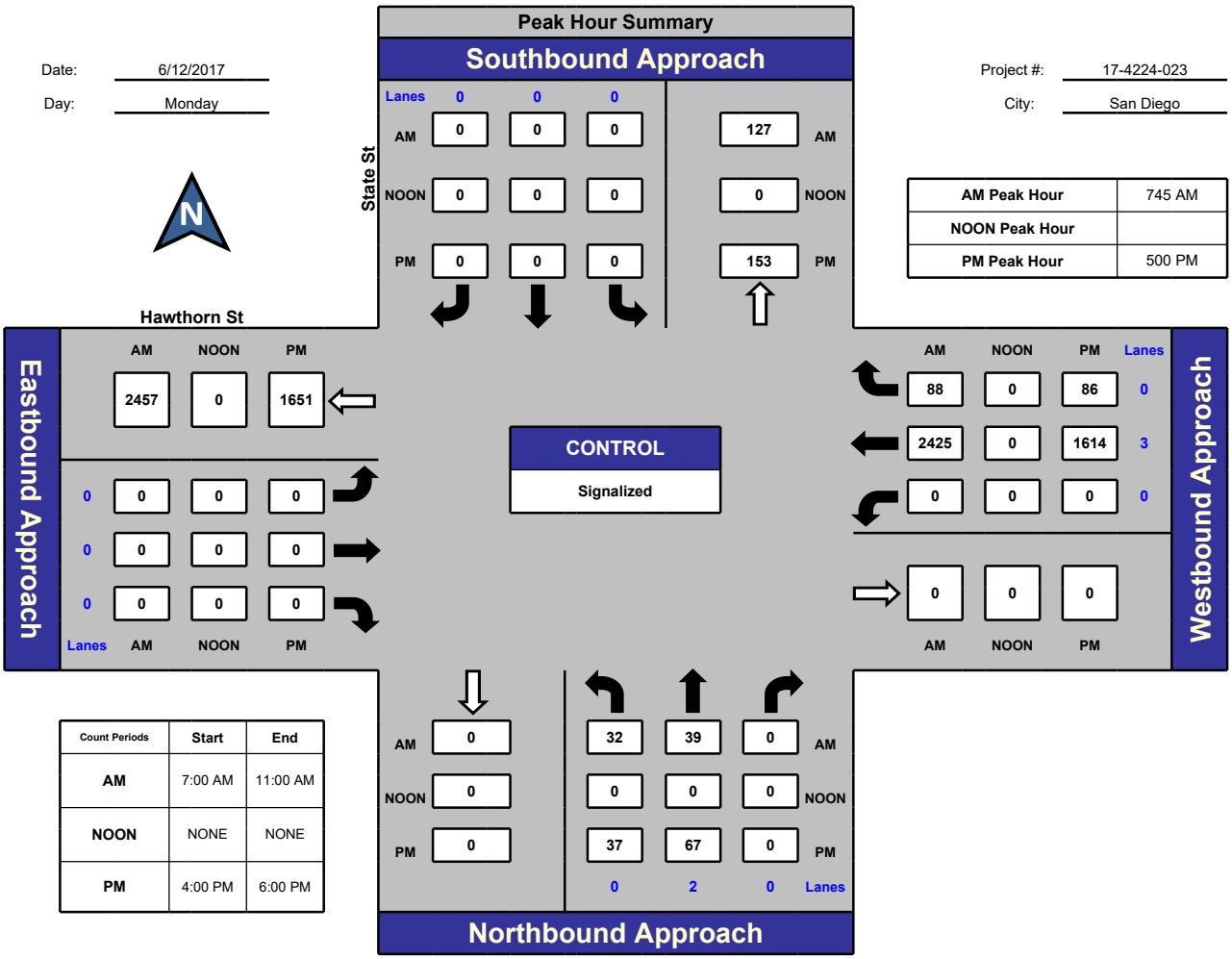
Date: 6/12/2017

Day: Monday

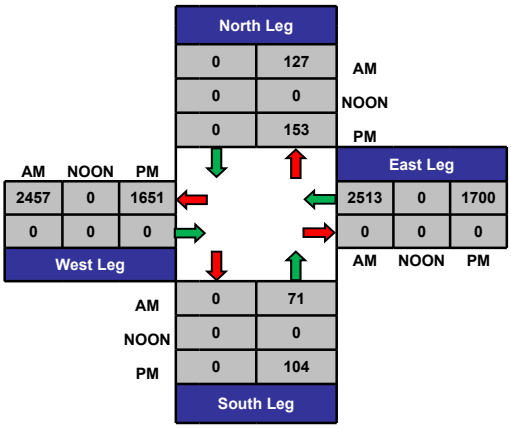
Project #: 17-4224-023

City: San Diego

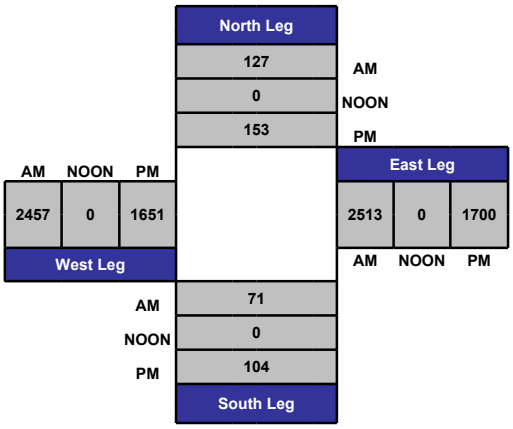
| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |




## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-024 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 7:00 AM | 510 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 20 | 2 | 547 |
| 7:15 AM | 544 | 16 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 28 | 3 | 595 |
| 7:30 AM | 527 | 15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 20 | 1 | 566 |
| 7:45 AM | 557 | 31 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 33 | 2 | 627 |
| 8:00 AM | 610 | 25 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 25 | 2 | 666 |
| 8:15 AM | 572 | 18 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 31 | 0 | 626 |
| 8:30 AM | 581 | 30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 30 | 2 | 646 |
| 8:45 AM | 587 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 31 | 4 | 652 |
| 9:00 AM | 516 | 22 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 26 | 2 | 569 |
| 9:15 AM | 531 | 29 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 29 | 1 | 592 |
| 9:30 AM | 510 | 21 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 27 | 0 | 560 |
| 9:45 AM | 491 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 27 | 5 | 544 |
| 10:00 AM | 445 | 18 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 36 | 3 | 507 |
| 10:15 AM | 442 | 23 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 29 | 2 | 501 |
| 10:30 AM | 415 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 2 | 452 |
| 10:45 AM | 448 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 32 | 4 | 505 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 8286 | 337 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 439 | 35 | 9155 |
| **APPROACH %'s :** | 96.09% | 3.91% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 92.62% | 7.38% | |
| **PEAK HR START TIME :** | 800 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2350 | 98 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 117 | 8 | 2590 |
| **PEAK HR FACTOR :** | | 0.964 | | | 0.850 | | | 0.000 | | | 0.893 | | 0.972 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** 2-Way Stop(NB/SB)

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-024 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 4:00 PM | 345 | 26 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 1 | 403 |
| 4:15 PM | 337 | 23 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 38 | 2 | 405 |
| 4:30 PM | 377 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 42 | 0 | 447 |
| 4:45 PM | 376 | 36 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 35 | 1 | 455 |
| 5:00 PM | 370 | 24 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 39 | 3 | 441 |
| 5:15 PM | 377 | 26 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 45 | 4 | 460 |
| 5:30 PM | 362 | 33 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 29 | 1 | 428 |
| 5:45 PM | 408 | 31 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 38 | 3 | 484 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2952 | 219 | 0 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 294 | 15 | 3523 |
| **APPROACH %'s :** | 93.09% | 6.91% | 0.00% | 2.33% | 0.00% | 97.67% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 95.15% | 4.85% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1517 | 114 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 151 | 11 | 1813 |
| **PEAK HR FACTOR :** | 0.929 | | | 0.625 | | | 0.000 | | | 0.827 | | | 0.936 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 1 | 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 |
| NB | SB | EB | WB |
| 0 | 1 | 0 | 0 |

**CONTROL :** 2-Way Stop(NB/SB)

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-024 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** 2-Way Stop(NB/SB)

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *I-5 NB Ramps/ Brant St and Hawthorn St , San Diego*

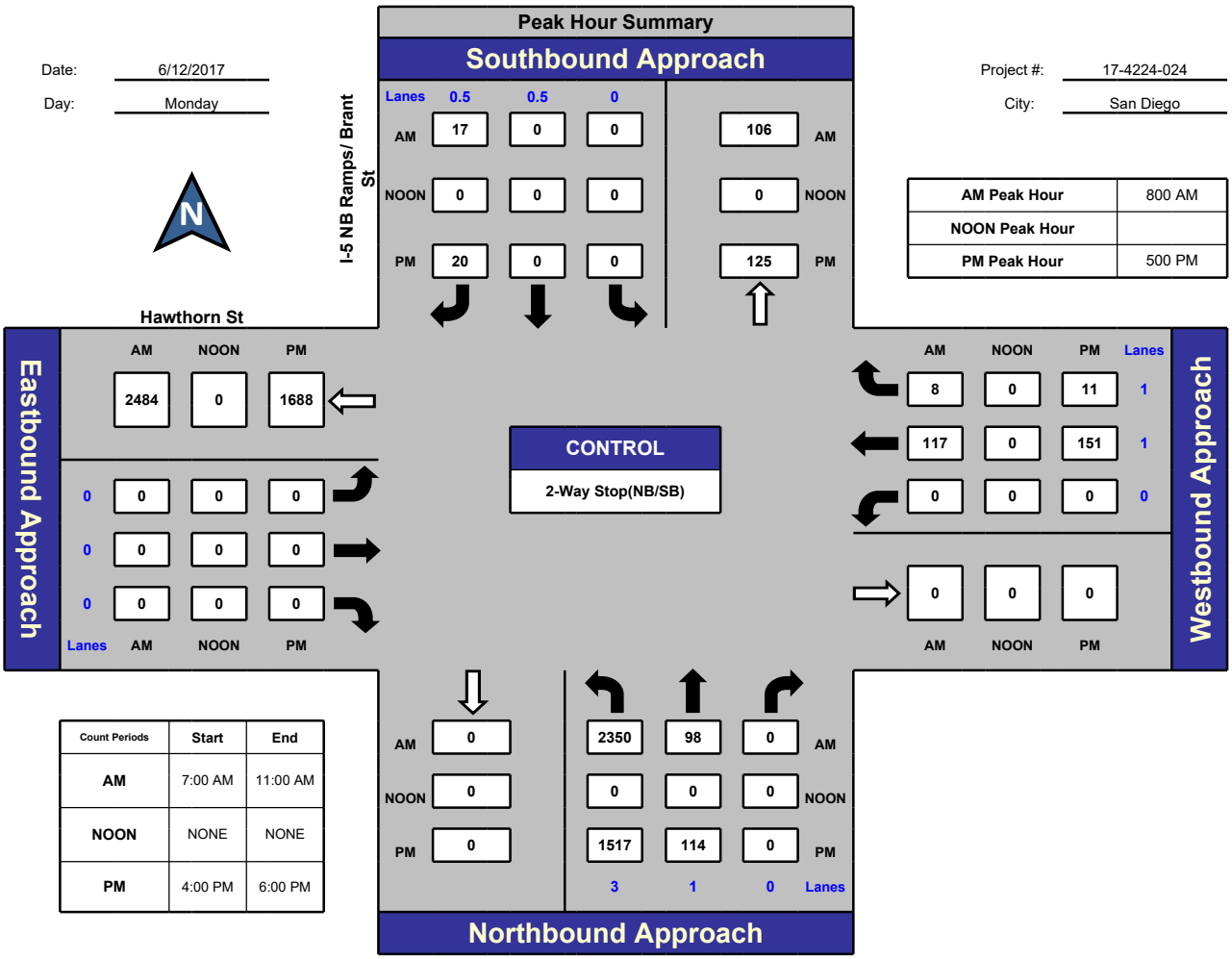
Date: 6/12/2017

Day: Monday

Project #: 17-4224-024

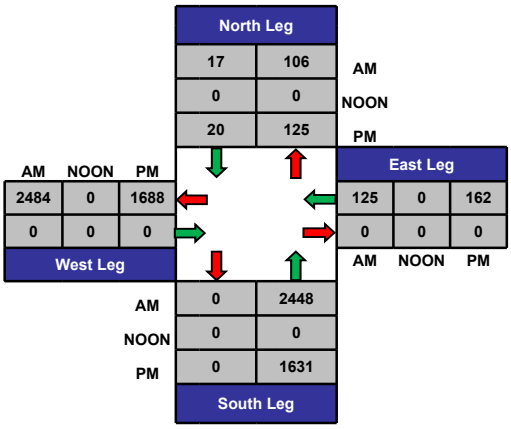
City: San Diego

| | |
|---|---|
| AM Peak Hour | 800 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

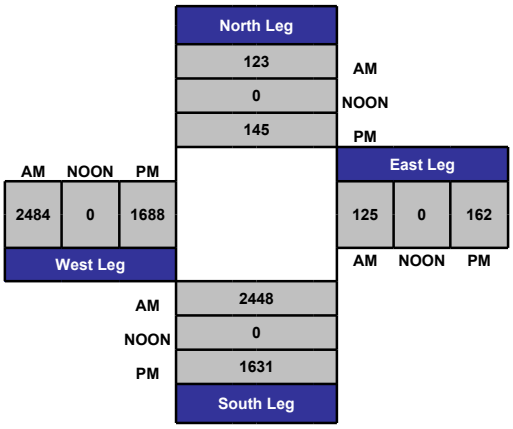



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-124 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 113 | 0 | 143 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 83 | 0 | 110 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 82 | 0 | 110 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 109 | 0 | 149 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 102 | 0 | 136 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 111 | 0 | 132 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 96 | 0 | 125 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 106 | 0 | 132 |
| 9:00 AM | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 124 | 0 | 148 |
| 9:15 AM | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 124 | 0 | 151 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 118 | 0 | 151 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 113 | 0 | 135 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 112 | 0 | 129 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 101 | 0 | 117 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 102 | 0 | 117 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 109 | 0 | 126 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 5 | 0 | 0 | 0 | 0 | 401 | 0 | 0 | 0 | 0 | 1705 | 0 | 2111 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 479 | 0 | 585 |
| **PEAK HR FACTOR :** | 0.500 | | | 0.788 | | | 0.000 | | | 0.966 | | | 0.969 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** 2-Way Stop(NB/SB)

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-124 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 4:00 PM | 3 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 152 | 0 | 176 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 110 | 0 | 134 |
| 4:30 PM | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 145 | 0 | 168 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 126 | 0 | 140 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 187 | 0 | 211 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 180 | 0 | 205 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 186 | 0 | 215 |
| 5:45 PM | 4 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 139 | 0 | 165 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 11 | 0 | 0 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 1225 | 0 | 1414 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 692 | 0 | 796 |
| **PEAK HR FACTOR :** | 0.313 | | | 0.853 | | | 0.000 | | | 0.925 | | | 0.926 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** 2-Way Stop(NB/SB)

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-124 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | I-5 NB Ramps/ Brant St | | | I-5 NB Ramps/ Brant St | | | Hawthorn St | | | Hawthorn St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 3 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** 2-Way Stop(NB/SB)

# ITM Peak Hour Summary

Prepared by:

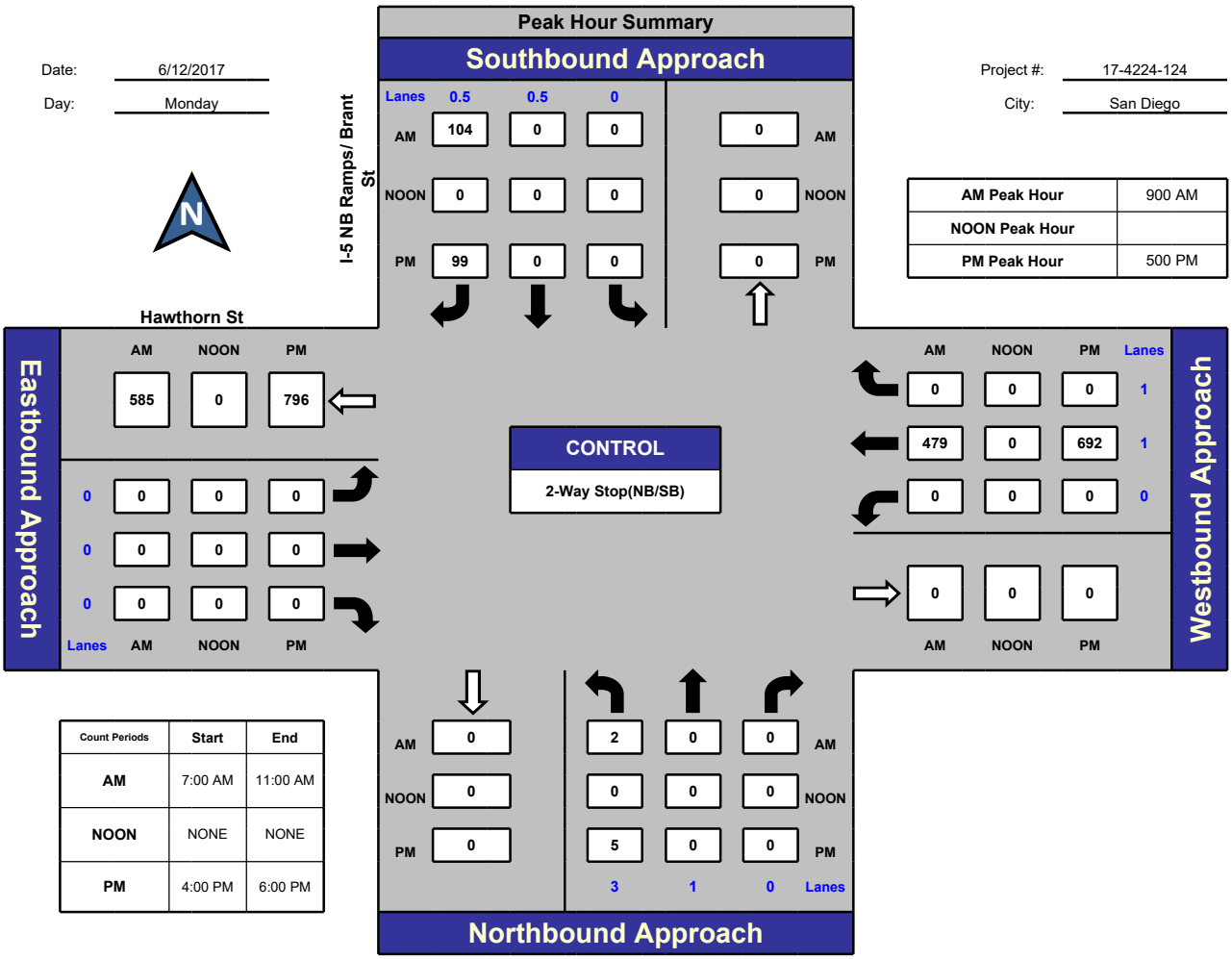
National Data & Surveying Services

## *I-5 NB Ramps/ Brant St and Hawthorn St , San Diego*

Date: 6/12/2017
Day: Monday

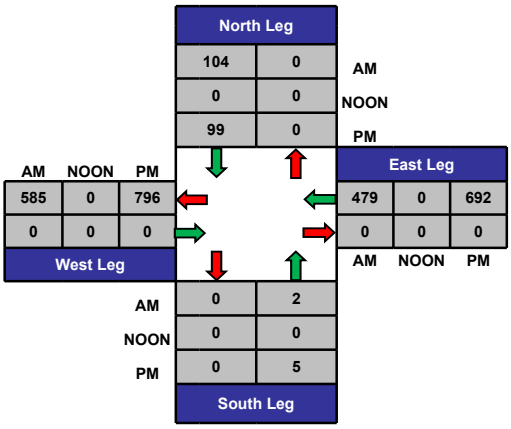
Project #: 17-4224-124
City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

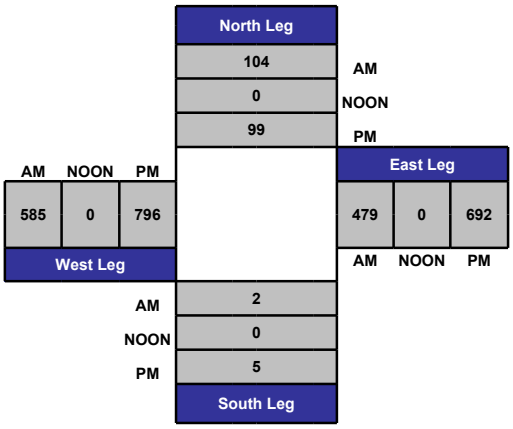



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-025 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 110 | 13 | 178 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 383 |
| 7:15 AM | 0 | 112 | 9 | 217 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 |
| 7:30 AM | 0 | 132 | 15 | 190 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 459 |
| 7:45 AM | 0 | 117 | 21 | 237 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 512 |
| 8:00 AM | 0 | 127 | 10 | 222 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| 8:15 AM | 0 | 105 | 20 | 200 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| 8:30 AM | 0 | 108 | 19 | 247 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 501 |
| 8:45 AM | 0 | 129 | 26 | 267 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 584 |
| 9:00 AM | 0 | 98 | 26 | 255 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 552 |
| 9:15 AM | 0 | 93 | 20 | 299 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 |
| 9:30 AM | 0 | 99 | 41 | 292 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| 9:45 AM | 0 | 91 | 29 | 274 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 551 |
| 10:00 AM | 0 | 123 | 43 | 309 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 651 |
| 10:15 AM | 0 | 92 | 29 | 262 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 |
| 10:30 AM | 0 | 116 | 41 | 256 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 562 |
| 10:45 AM | 0 | 98 | 48 | 293 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 659 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1750 | 410 | 3998 | 2425 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8583 |
| **APPROACH %'s :** | 0.00% | 81.02% | 18.98% | 62.25% | 37.75% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 1000 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 429 | 161 | 1120 | 732 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2442 |
| **PEAK HR FACTOR :** | | 0.889 | | | 0.903 | | | 0.000 | | | 0.000 | | 0.926 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 30 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-025 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 132 | 28 | 307 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 733 |
| 4:15 PM | 0 | 128 | 35 | 268 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 725 |
| 4:30 PM | 0 | 130 | 29 | 255 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 717 |
| 4:45 PM | 0 | 145 | 31 | 267 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 719 |
| 5:00 PM | 0 | 155 | 34 | 304 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 737 |
| 5:15 PM | 0 | 149 | 33 | 284 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 688 |
| 5:30 PM | 0 | 143 | 32 | 278 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| 5:45 PM | 0 | 119 | 27 | 250 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 597 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1101 | 249 | 2213 | 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5579 |
| **APPROACH %'s :** | 0.00% | 81.56% | 18.44% | 52.33% | 47.67% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 558 | 129 | 1094 | 1117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2898 |
| **PEAK HR FACTOR :** | | 0.909 | | | 0.984 | | | 0.000 | | | 0.000 | | 0.983 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |
| 0 | 5 | 0 | 0 | |
| 0 | 2 | 0 | 0 | |
| 0 | 3 | 0 | 0 | |
| 0 | 1 | 0 | 0 | |
| 0 | 1 | 0 | 0 | |
| 0 | 1 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 13 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-025 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Dr and Grape St , San Diego*

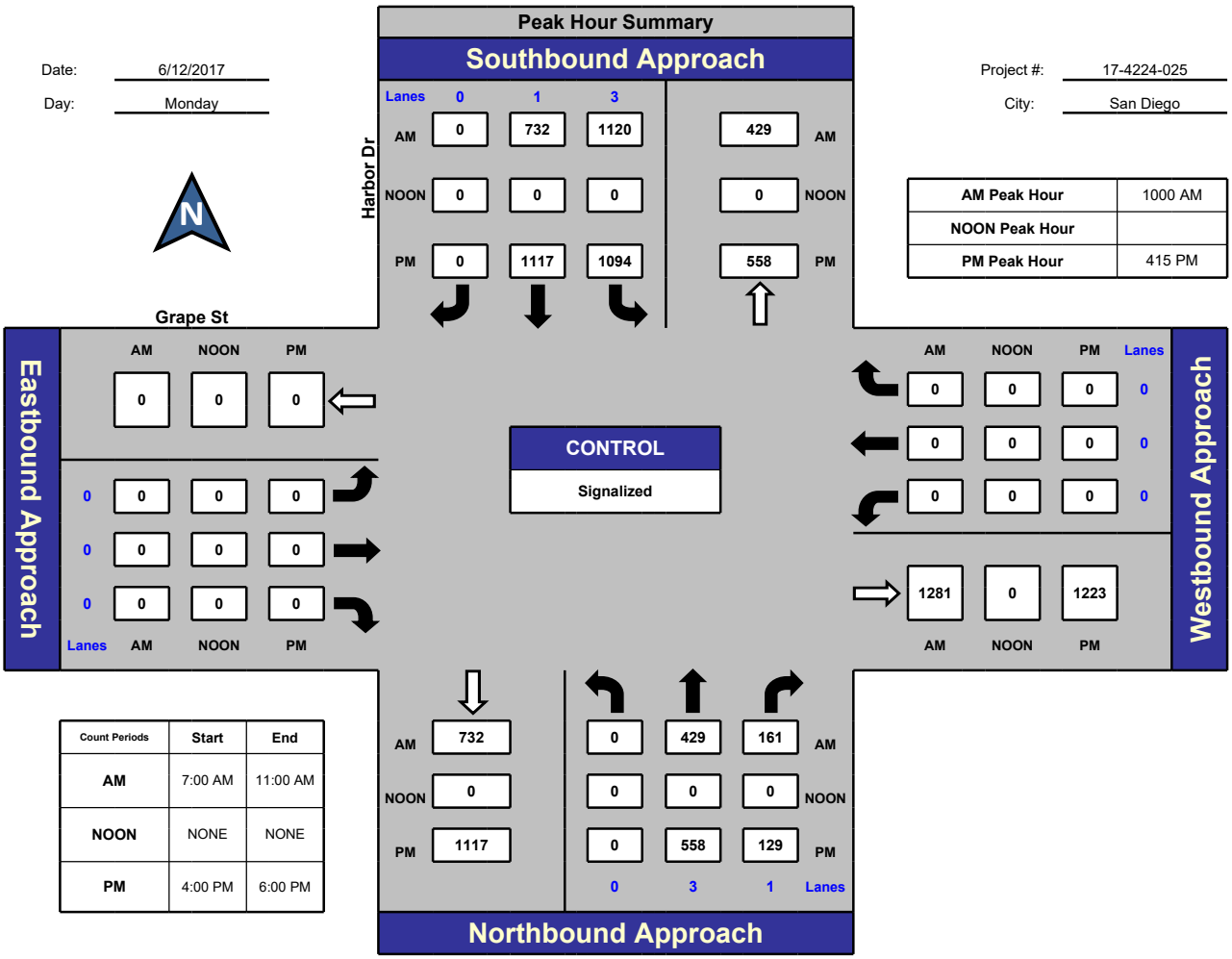
Date: 6/12/2017

Day: Monday

Project #: 17-4224-025

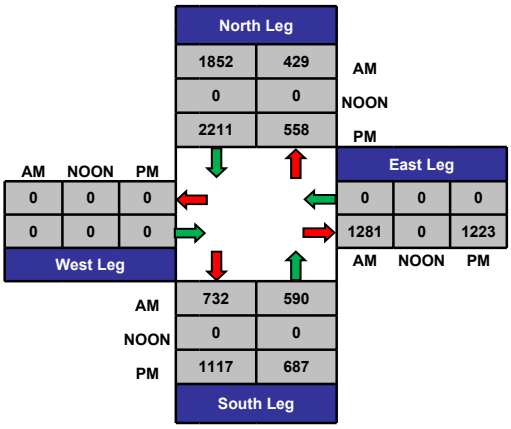
City: San Diego

| | |
|---|---|
| AM Peak Hour | 1000 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

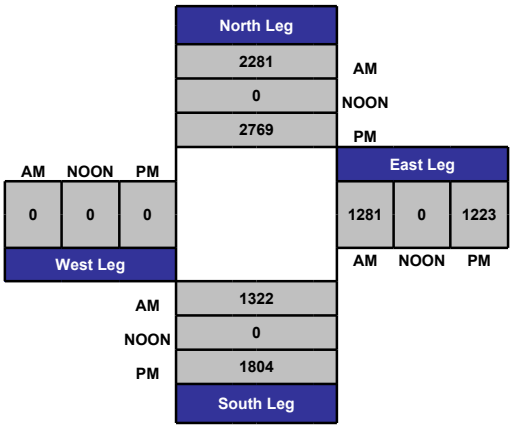



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-026 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 48 | 39 | 4 | 39 | 0 | 10 | 195 | 5 | 0 | 0 | 0 | 340 |
| 7:15 AM | 0 | 50 | 31 | 7 | 42 | 0 | 16 | 200 | 5 | 0 | 0 | 0 | 351 |
| 7:30 AM | 0 | 56 | 44 | 15 | 46 | 0 | 15 | 169 | 9 | 0 | 0 | 0 | 354 |
| 7:45 AM | 0 | 69 | 40 | 9 | 70 | 0 | 10 | 261 | 14 | 0 | 0 | 0 | 473 |
| 8:00 AM | 1 | 68 | 50 | 14 | 67 | 0 | 7 | 209 | 7 | 0 | 0 | 0 | 423 |
| 8:15 AM | 0 | 60 | 47 | 14 | 71 | 0 | 9 | 211 | 10 | 0 | 0 | 0 | 422 |
| 8:30 AM | 0 | 69 | 49 | 17 | 70 | 0 | 11 | 245 | 9 | 0 | 0 | 0 | 470 |
| 8:45 AM | 0 | 62 | 49 | 26 | 92 | 0 | 14 | 242 | 10 | 0 | 0 | 0 | 495 |
| 9:00 AM | 0 | 72 | 56 | 20 | 68 | 0 | 10 | 270 | 10 | 0 | 0 | 0 | 506 |
| 9:15 AM | 0 | 60 | 46 | 16 | 67 | 0 | 15 | 298 | 10 | 0 | 0 | 0 | 512 |
| 9:30 AM | 0 | 62 | 53 | 23 | 59 | 0 | 14 | 312 | 14 | 0 | 0 | 0 | 537 |
| 9:45 AM | 0 | 63 | 52 | 20 | 78 | 0 | 9 | 293 | 7 | 0 | 0 | 0 | 522 |
| 10:00 AM | 0 | 46 | 49 | 31 | 66 | 0 | 14 | 321 | 17 | 0 | 0 | 0 | 544 |
| 10:15 AM | 1 | 55 | 49 | 25 | 90 | 0 | 9 | 269 | 10 | 0 | 0 | 0 | 508 |
| 10:30 AM | 0 | 53 | 33 | 36 | 67 | 0 | 6 | 270 | 17 | 0 | 0 | 0 | 482 |
| 10:45 AM | 0 | 70 | 30 | 30 | 59 | 0 | 7 | 300 | 24 | 0 | 0 | 0 | 520 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2 | 963 | 717 | 307 | 1051 | 0 | 176 | 4065 | 178 | 0 | 0 | 0 | 7459 |
| **APPROACH %'s :** | 0.12% | 57.25% | 42.63% | 22.61% | 77.39% | 0.00% | 3.98% | 91.99% | 4.03% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 231 | 200 | 90 | 270 | 0 | 52 | 1224 | 48 | 0 | 0 | 0 | 2115 |
| **PEAK HR FACTOR :** | | 0.937 | | | 0.918 | | | 0.940 | | | 0.000 | | 0.972 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 1 | 7 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 1 | 4 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | NB | SB | EB | WB |
| | 2 | 43 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-026 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 78 | 59 | 38 | 148 | 0 | 12 | 340 | 14 | 0 | 0 | 0 | 689 |
| 4:15 PM | 0 | 71 | 55 | 49 | 188 | 0 | 7 | 304 | 15 | 0 | 0 | 0 | 689 |
| 4:30 PM | 0 | 99 | 61 | 38 | 215 | 0 | 10 | 280 | 12 | 0 | 0 | 0 | 715 |
| 4:45 PM | 0 | 101 | 57 | 49 | 222 | 0 | 12 | 279 | 5 | 0 | 0 | 0 | 725 |
| 5:00 PM | 0 | 104 | 72 | 40 | 159 | 0 | 15 | 331 | 8 | 0 | 0 | 0 | 729 |
| 5:15 PM | 0 | 106 | 78 | 38 | 166 | 0 | 8 | 339 | 8 | 0 | 0 | 0 | 743 |
| 5:30 PM | 0 | 81 | 64 | 29 | 135 | 0 | 11 | 281 | 19 | 0 | 0 | 0 | 620 |
| 5:45 PM | 0 | 93 | 49 | 27 | 134 | 0 | 9 | 296 | 11 | 0 | 0 | 0 | 619 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 733 | 495 | 308 | 1367 | 0 | 84 | 2450 | 92 | 0 | 0 | 0 | 5529 |
| **APPROACH %'s :** | 0.00% | 59.69% | 40.31% | 18.39% | 81.61% | 0.00% | 3.20% | 93.30% | 3.50% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 410 | 268 | 165 | 762 | 0 | 45 | 1229 | 33 | 0 | 0 | 0 | 2912 |
| **PEAK HR FACTOR :** | | 0.921 | | | 0.855 | | | 0.920 | | | 0.000 | | 0.980 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 7 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 33 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-026 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Pacific Hwy | | | Pacific Hwy | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

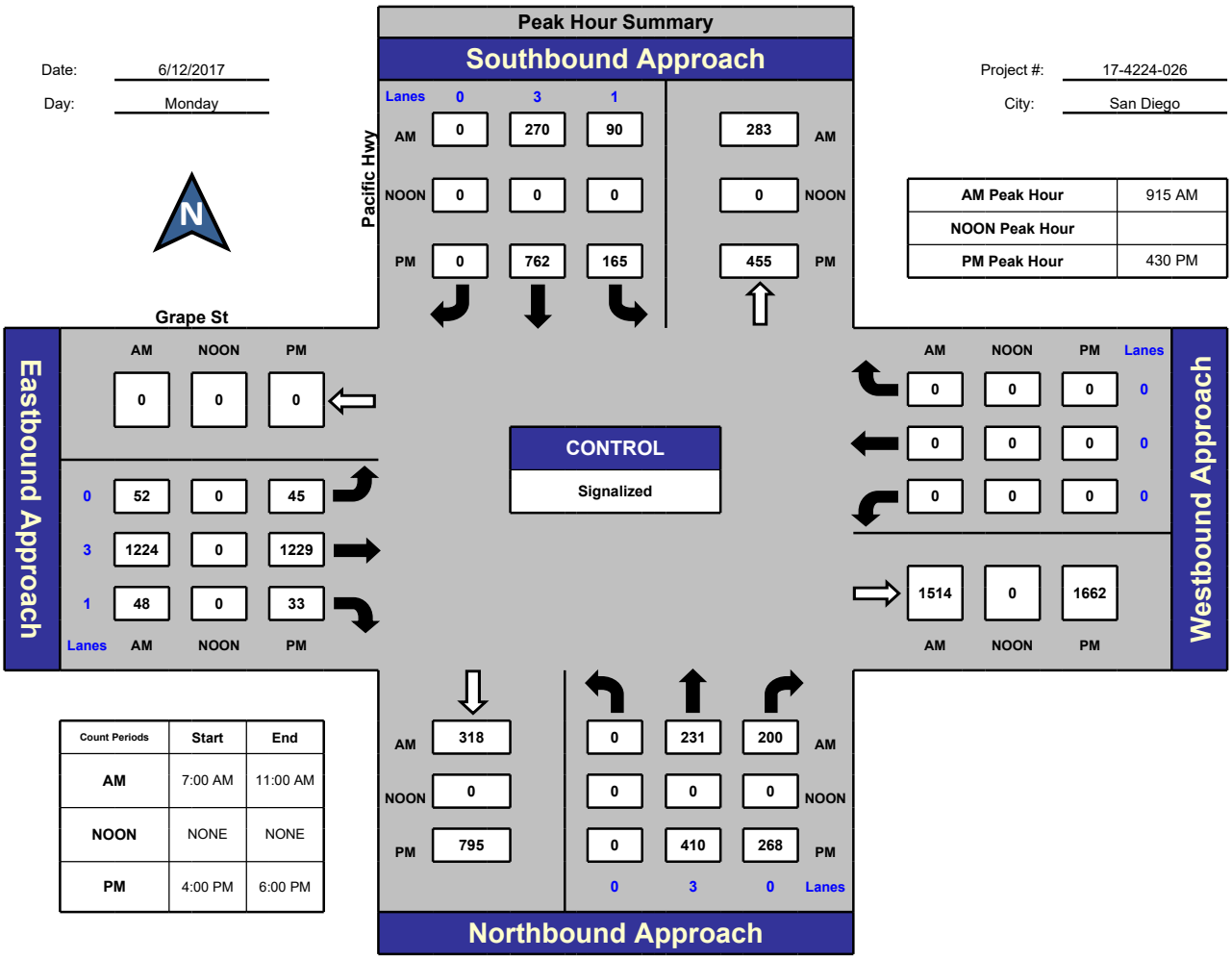
## *Pacific Hwy and Grape St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-026

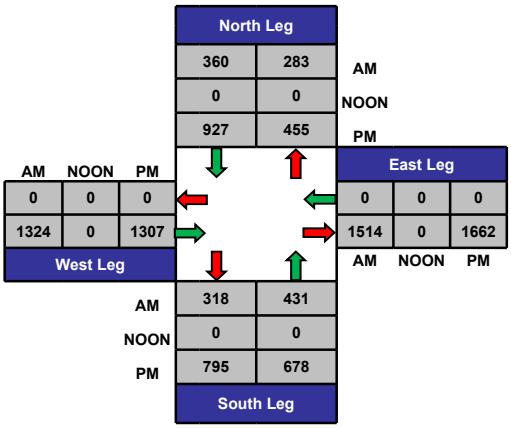
City: San Diego



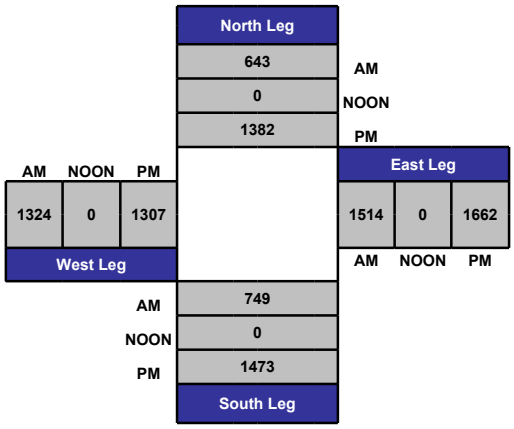

| AM Peak Hour | 915 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-027 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 16 | 32 | 0 | 0 | 237 | 5 | 0 | 0 | 0 | 290 |
| 7:15 AM | 0 | 0 | 0 | 16 | 58 | 0 | 0 | 230 | 10 | 0 | 0 | 0 | 314 |
| 7:30 AM | 0 | 0 | 0 | 22 | 71 | 0 | 0 | 195 | 11 | 0 | 0 | 0 | 299 |
| 7:45 AM | 0 | 0 | 0 | 38 | 71 | 0 | 0 | 311 | 12 | 0 | 0 | 0 | 432 |
| 8:00 AM | 0 | 0 | 0 | 34 | 93 | 0 | 0 | 233 | 9 | 0 | 0 | 0 | 369 |
| 8:15 AM | 0 | 0 | 0 | 17 | 70 | 0 | 0 | 285 | 5 | 0 | 0 | 0 | 377 |
| 8:30 AM | 0 | 0 | 0 | 26 | 61 | 0 | 0 | 293 | 10 | 0 | 0 | 0 | 390 |
| 8:45 AM | 0 | 0 | 0 | 31 | 80 | 0 | 0 | 295 | 10 | 0 | 0 | 0 | 416 |
| 9:00 AM | 0 | 0 | 0 | 29 | 78 | 0 | 0 | 332 | 8 | 0 | 0 | 0 | 447 |
| 9:15 AM | 0 | 0 | 0 | 32 | 63 | 0 | 0 | 353 | 8 | 0 | 0 | 0 | 456 |
| 9:30 AM | 0 | 0 | 0 | 24 | 41 | 0 | 0 | 351 | 18 | 0 | 0 | 0 | 434 |
| 9:45 AM | 0 | 0 | 0 | 30 | 47 | 0 | 0 | 367 | 18 | 0 | 0 | 0 | 462 |
| 10:00 AM | 0 | 0 | 0 | 31 | 47 | 0 | 0 | 379 | 11 | 0 | 0 | 0 | 468 |
| 10:15 AM | 0 | 0 | 0 | 32 | 48 | 0 | 0 | 322 | 10 | 0 | 0 | 0 | 412 |
| 10:30 AM | 0 | 0 | 0 | 29 | 40 | 0 | 0 | 319 | 16 | 0 | 0 | 0 | 404 |
| 10:45 AM | 0 | 0 | 0 | 37 | 53 | 0 | 0 | 326 | 12 | 0 | 0 | 0 | 428 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 444 | 953 | 0 | 0 | 4828 | 173 | 0 | 0 | 0 | 6398 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 31.78% | 68.22% | 0.00% | 0.00% | 96.54% | 3.46% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 117 | 198 | 0 | 0 | 1450 | 55 | 0 | 0 | 0 | 1820 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.829 | | | 0.965 | | | 0.000 | | | 0.972 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-027 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 34 | 117 | 0 | 0 | 418 | 7 | 0 | 0 | 0 | 576 |
| 4:15 PM | 0 | 0 | 0 | 46 | 102 | 0 | 0 | 398 | 12 | 0 | 0 | 0 | 558 |
| 4:30 PM | 0 | 0 | 0 | 58 | 105 | 0 | 0 | 378 | 12 | 0 | 0 | 0 | 553 |
| 4:45 PM | 0 | 0 | 0 | 63 | 131 | 0 | 0 | 366 | 11 | 0 | 0 | 0 | 571 |
| 5:00 PM | 0 | 0 | 0 | 47 | 147 | 0 | 0 | 429 | 14 | 0 | 0 | 0 | 637 |
| 5:15 PM | 0 | 0 | 0 | 53 | 123 | 0 | 0 | 442 | 12 | 0 | 0 | 0 | 630 |
| 5:30 PM | 0 | 0 | 0 | 38 | 132 | 0 | 0 | 363 | 11 | 0 | 0 | 0 | 544 |
| 5:45 PM | 0 | 0 | 0 | 25 | 109 | 0 | 0 | 368 | 21 | 0 | 0 | 0 | 523 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 364 | 966 | 0 | 0 | 3162 | 100 | 0 | 0 | 0 | 4592 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 27.37% | 72.63% | 0.00% | 0.00% | 96.93% | 3.07% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 221 | 506 | 0 | 0 | 1615 | 49 | 0 | 0 | 0 | 2391 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.937 | | | 0.916 | | | 0.000 | | | 0.938 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-027 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Kettner Blvd | | | Kettner Blvd | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

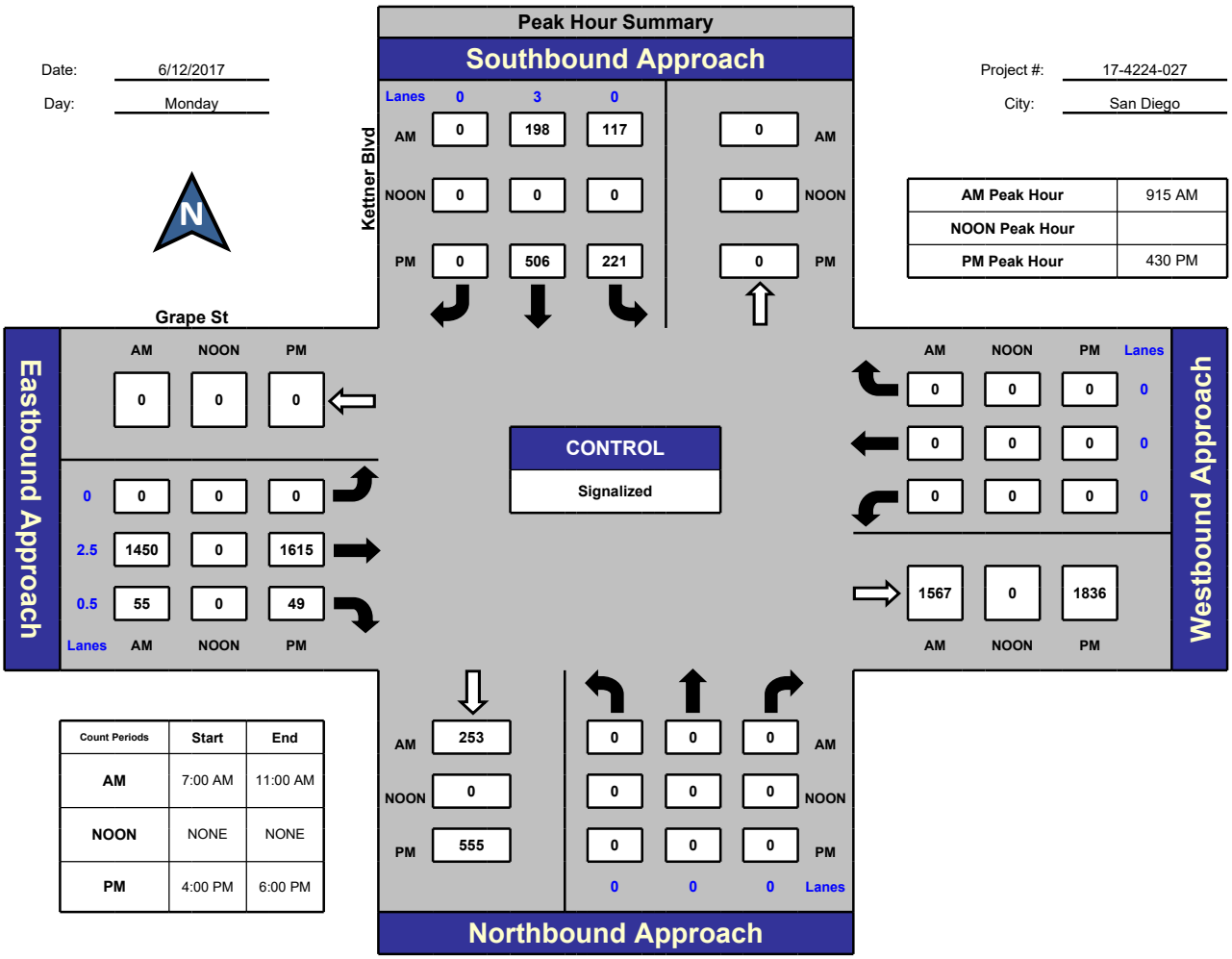
## *Kettner Blvd and Grape St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-027

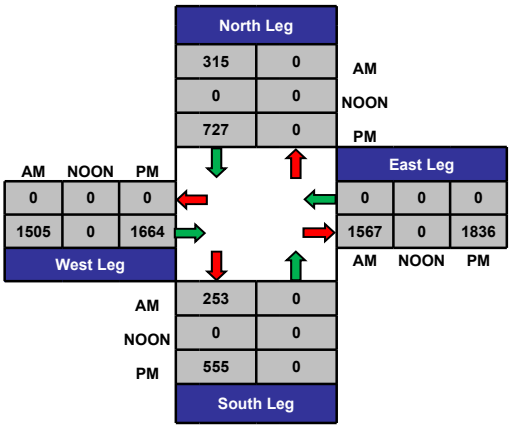
City: San Diego



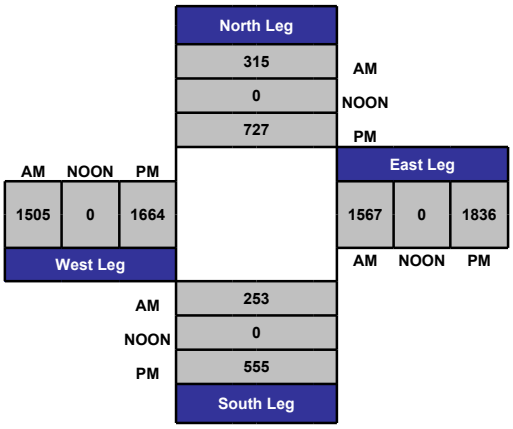

| AM Peak Hour | 915 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-028 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | India St | | | India St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 16 | 30 | 0 | 0 | 0 | 4 | 243 | 0 | 0 | 0 | 0 | 293 |
| 7:15 AM | 0 | 23 | 29 | 0 | 0 | 0 | 18 | 232 | 0 | 0 | 0 | 0 | 302 |
| 7:30 AM | 0 | 24 | 41 | 0 | 0 | 0 | 8 | 238 | 0 | 0 | 0 | 0 | 311 |
| 7:45 AM | 0 | 38 | 34 | 0 | 0 | 0 | 18 | 294 | 0 | 0 | 0 | 0 | 384 |
| 8:00 AM | 0 | 21 | 47 | 0 | 0 | 0 | 11 | 283 | 0 | 0 | 0 | 0 | 362 |
| 8:15 AM | 0 | 28 | 31 | 0 | 0 | 0 | 10 | 285 | 0 | 0 | 0 | 0 | 354 |
| 8:30 AM | 0 | 25 | 39 | 0 | 0 | 0 | 17 | 288 | 0 | 0 | 0 | 0 | 369 |
| 8:45 AM | 0 | 27 | 39 | 0 | 0 | 0 | 11 | 325 | 0 | 0 | 0 | 0 | 402 |
| 9:00 AM | 0 | 31 | 35 | 0 | 0 | 0 | 19 | 356 | 0 | 0 | 0 | 0 | 441 |
| 9:15 AM | 0 | 23 | 52 | 0 | 0 | 0 | 15 | 349 | 0 | 0 | 0 | 0 | 439 |
| 9:30 AM | 0 | 33 | 36 | 0 | 0 | 0 | 18 | 370 | 0 | 0 | 0 | 0 | 457 |
| 9:45 AM | 0 | 23 | 41 | 0 | 0 | 0 | 18 | 380 | 0 | 0 | 0 | 0 | 462 |
| 10:00 AM | 0 | 32 | 34 | 0 | 0 | 0 | 15 | 358 | 0 | 0 | 0 | 0 | 439 |
| 10:15 AM | 0 | 29 | 30 | 0 | 0 | 0 | 17 | 357 | 0 | 0 | 0 | 0 | 433 |
| 10:30 AM | 0 | 21 | 45 | 0 | 0 | 0 | 20 | 355 | 0 | 0 | 0 | 0 | 441 |
| 10:45 AM | 0 | 36 | 49 | 0 | 0 | 0 | 13 | 347 | 0 | 0 | 0 | 0 | 445 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 430 | 612 | 0 | 0 | 0 | 232 | 5060 | 0 | 0 | 0 | 0 | 6334 |
| **APPROACH %'s :** | 0.00% | 41.27% | 58.73% | #DIV/0! | #DIV/0! | #DIV/0! | 4.38% | 95.62% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 110 | 164 | 0 | 0 | 0 | 70 | 1455 | 0 | 0 | 0 | 0 | 1799 |
| **PEAK HR FACTOR :** | | 0.913 | | | 0.000 | | | 0.958 | | | 0.000 | | 0.973 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-028 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | India St | | | India St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 43 | 46 | 0 | 0 | 0 | 14 | 466 | 0 | 0 | 0 | 0 | 569 |
| 4:15 PM | 0 | 39 | 41 | 0 | 0 | 0 | 27 | 398 | 0 | 0 | 0 | 0 | 505 |
| 4:30 PM | 0 | 52 | 43 | 0 | 0 | 0 | 18 | 425 | 0 | 0 | 0 | 0 | 538 |
| 4:45 PM | 0 | 52 | 42 | 0 | 0 | 0 | 13 | 426 | 0 | 0 | 0 | 0 | 533 |
| 5:00 PM | 0 | 61 | 56 | 0 | 0 | 0 | 16 | 463 | 0 | 0 | 0 | 0 | 596 |
| 5:15 PM | 0 | 56 | 44 | 0 | 0 | 0 | 20 | 444 | 0 | 0 | 0 | 0 | 564 |
| 5:30 PM | 0 | 57 | 53 | 0 | 0 | 0 | 10 | 388 | 0 | 0 | 0 | 0 | 508 |
| 5:45 PM | 0 | 46 | 48 | 0 | 0 | 0 | 14 | 377 | 0 | 0 | 0 | 0 | 485 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 406 | 373 | 0 | 0 | 0 | 132 | 3387 | 0 | 0 | 0 | 0 | 4298 |
| **APPROACH %'s :** | 0.00% | 52.12% | 47.88% | #DIV/0! | #DIV/0! | #DIV/0! | 3.75% | 96.25% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 221 | 185 | 0 | 0 | 0 | 67 | 1758 | 0 | 0 | 0 | 0 | 2231 |
| **PEAK HR FACTOR :** | | 0.868 | | | 0.000 | | | 0.953 | | | 0.000 | | 0.936 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 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 |
| | NB | SB | EB | WB |
| | 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-028 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | India St | | | India St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *India St and Grape St , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-028

City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Peak Hour Summary

**Southbound Approach**

| Lanes | 0 | 0 | 0 | | |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 180 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 288 | PM |

India St

Grape St

**Eastbound Approach**

| Lanes | | AM | NOON | PM |
|---|---|---|---|---|
| | | 0 | 0 | 0 |
| 0 | | 70 | 0 | 67 |
| 3 | | 1455 | 0 | 1758 |
| 0 | | 0 | 0 | 0 |
| Lanes | | AM | NOON | PM |

**CONTROL**

Signalized

**Westbound Approach**

| | AM | NOON | PM | Lanes |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 1619 | 0 | 1943 | |
| | AM | NOON | PM | |

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 0 | 0 | 110 | 164 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 221 | 185 | PM |
| | | 0 | 2 | 0 | Lanes |

## Total Ins & Outs

| North Leg | | |
|---|---|---|
| 0 | 180 | AM |
| 0 | 0 | NOON |
| 0 | 288 | PM |

| West Leg | | | | East Leg | | | |
|---|---|---|---|---|---|---|---|
| AM | NOON | PM | | | AM | NOON | PM |
| 0 | 0 | 0 | | | 0 | 0 | 0 |
| 1525 | 0 | 1825 | | | 1619 | 0 | 1943 |

| South Leg | | |
|---|---|---|
| 0 | 274 | AM |
| 0 | 0 | NOON |
| 0 | 406 | PM |

## Total Volume Per Leg

| North Leg | | |
|---|---|---|
| 180 | | AM |
| 0 | | NOON |
| 288 | | PM |

| West Leg | | | East Leg | | |
|---|---|---|---|---|---|
| AM | NOON | PM | AM | NOON | PM |
| 1525 | 0 | 1825 | 1619 | 0 | 1943 |

| South Leg | | |
|---|---|---|
| 274 | | AM |
| 0 | | NOON |
| 406 | | PM |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-029 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 39 | 36 | 0 | 0 | 274 | 8 | 0 | 0 | 0 | 357 |
| 7:15 AM | 0 | 0 | 0 | 36 | 45 | 0 | 0 | 258 | 14 | 0 | 0 | 0 | 353 |
| 7:30 AM | 0 | 0 | 0 | 39 | 44 | 0 | 0 | 247 | 15 | 0 | 0 | 0 | 345 |
| 7:45 AM | 0 | 0 | 0 | 51 | 66 | 0 | 0 | 339 | 12 | 0 | 0 | 0 | 468 |
| 8:00 AM | 0 | 0 | 0 | 41 | 98 | 0 | 0 | 308 | 17 | 0 | 0 | 0 | 464 |
| 8:15 AM | 0 | 0 | 0 | 40 | 105 | 0 | 0 | 283 | 18 | 0 | 0 | 0 | 446 |
| 8:30 AM | 0 | 0 | 0 | 49 | 77 | 0 | 0 | 324 | 11 | 0 | 0 | 0 | 461 |
| 8:45 AM | 0 | 0 | 0 | 38 | 59 | 0 | 0 | 343 | 7 | 0 | 0 | 0 | 447 |
| 9:00 AM | 0 | 0 | 0 | 27 | 65 | 0 | 0 | 371 | 14 | 0 | 0 | 0 | 477 |
| 9:15 AM | 0 | 0 | 0 | 25 | 57 | 0 | 0 | 401 | 15 | 0 | 0 | 0 | 498 |
| 9:30 AM | 0 | 0 | 0 | 38 | 50 | 0 | 0 | 384 | 18 | 0 | 0 | 0 | 490 |
| 9:45 AM | 0 | 0 | 0 | 31 | 59 | 0 | 0 | 374 | 19 | 0 | 0 | 0 | 483 |
| 10:00 AM | 0 | 0 | 0 | 26 | 46 | 0 | 0 | 419 | 16 | 0 | 0 | 0 | 507 |
| 10:15 AM | 0 | 0 | 0 | 39 | 37 | 0 | 0 | 375 | 10 | 0 | 0 | 0 | 461 |
| 10:30 AM | 0 | 0 | 0 | 31 | 45 | 0 | 0 | 359 | 15 | 0 | 0 | 0 | 450 |
| 10:45 AM | 0 | 0 | 0 | 46 | 39 | 0 | 0 | 365 | 16 | 0 | 0 | 0 | 466 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 596 | 928 | 0 | 0 | 5424 | 225 | 0 | 0 | 0 | 7173 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 39.11% | 60.89% | 0.00% | 0.00% | 96.02% | 3.98% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 120 | 212 | 0 | 0 | 1578 | 68 | 0 | 0 | 0 | 1978 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.922 | | | 0.946 | | | 0.000 | | 0.975 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 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 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-029 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 75 | 99 | 0 | 0 | 457 | 14 | 0 | 0 | 0 | 645 |
| 4:15 PM | 0 | 0 | 0 | 70 | 96 | 0 | 0 | 434 | 15 | 0 | 0 | 0 | 615 |
| 4:30 PM | 0 | 0 | 0 | 68 | 91 | 0 | 0 | 441 | 8 | 0 | 0 | 0 | 608 |
| 4:45 PM | 0 | 0 | 0 | 83 | 90 | 0 | 0 | 480 | 16 | 0 | 0 | 0 | 669 |
| 5:00 PM | 0 | 0 | 0 | 70 | 119 | 0 | 0 | 498 | 15 | 0 | 0 | 0 | 702 |
| 5:15 PM | 0 | 0 | 0 | 85 | 101 | 0 | 0 | 486 | 31 | 0 | 0 | 0 | 703 |
| 5:30 PM | 0 | 0 | 0 | 52 | 94 | 0 | 0 | 398 | 19 | 0 | 0 | 0 | 563 |
| 5:45 PM | 0 | 0 | 0 | 54 | 52 | 0 | 0 | 424 | 19 | 0 | 0 | 0 | 549 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 557 | 742 | 0 | 0 | 3618 | 137 | 0 | 0 | 0 | 5054 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 42.88% | 57.12% | 0.00% | 0.00% | 96.35% | 3.65% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 306 | 401 | 0 | 0 | 1905 | 70 | 0 | 0 | 0 | 2682 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.935 | | | 0.955 | | | 0.000 | | | 0.954 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 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 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-029 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Columbia St | | | Columbia St | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Columbia St and Grape St , San Diego*

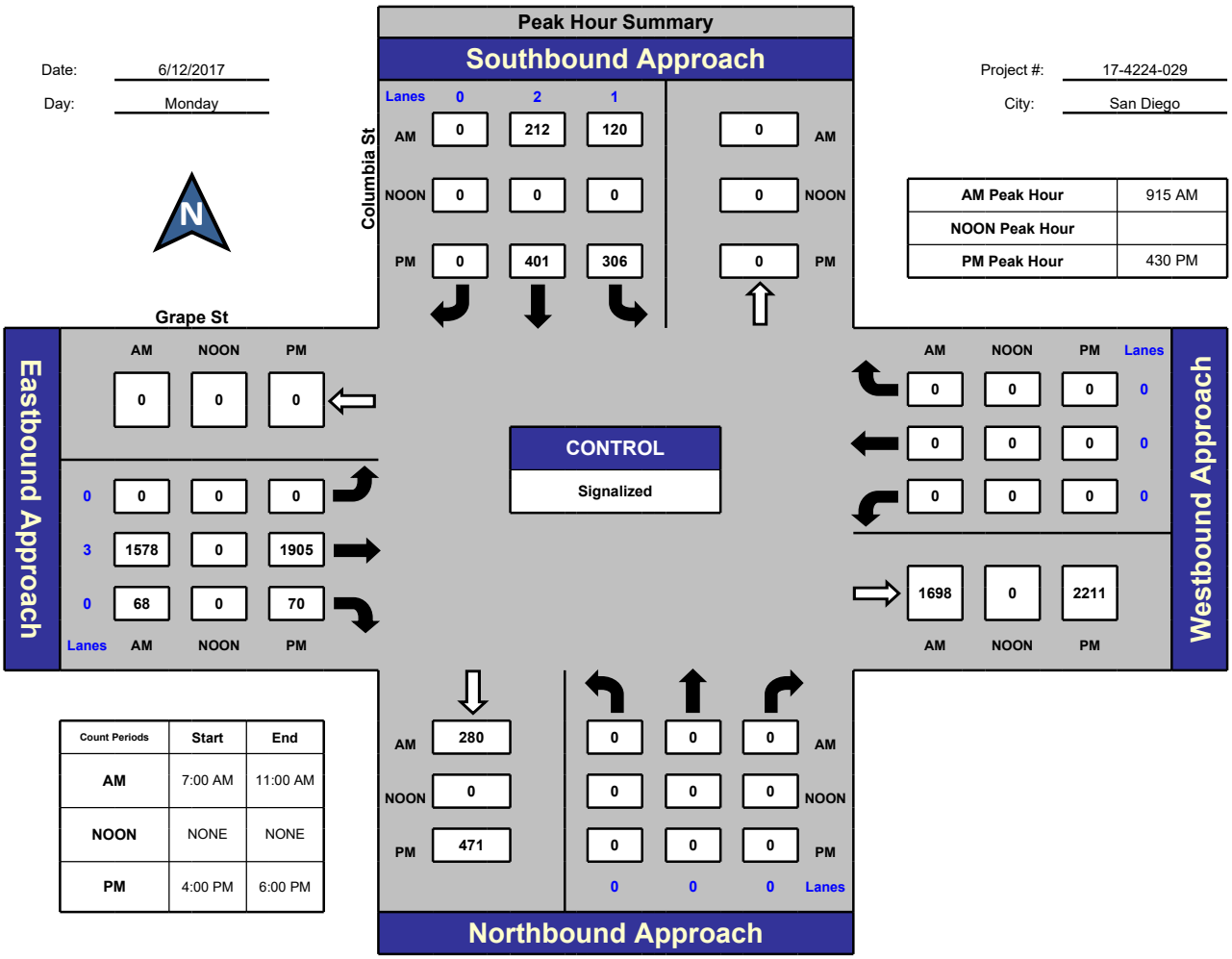
Date: 6/12/2017

Day: Monday

Project #: 17-4224-029

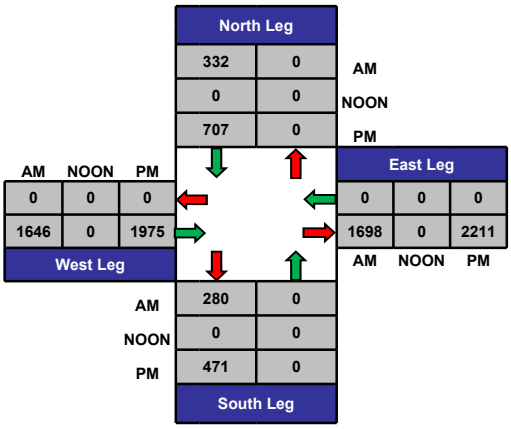
City: San Diego

| | |
|---|---|
| AM Peak Hour | 915 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

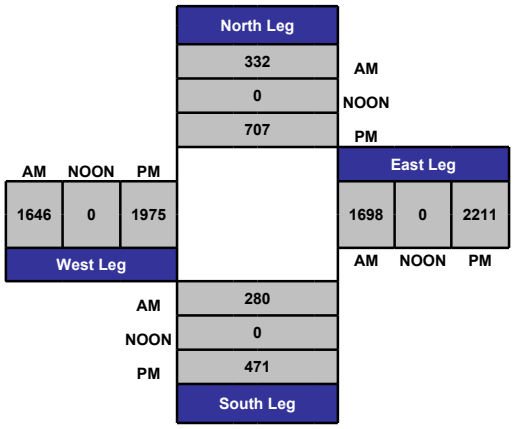



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-030 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | | | | |
| 7:00 AM | 0 | 6 | 14 | 0 | 0 | 0 | 1 | 75 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 7 | 16 | 0 | 0 | 0 | 5 | 60 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 10 | 19 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 12 | 21 | 0 | 0 | 0 | 6 | 78 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 15 | 23 | 0 | 0 | 0 | 9 | 75 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 8 | 23 | 0 | 0 | 0 | 6 | 72 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 11 | 18 | 0 | 0 | 0 | 9 | 82 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 8 | 4 | 0 | 0 | 0 | 6 | 78 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 10 | 14 | 0 | 0 | 0 | 3 | 94 | 0 | 0 | 0 | 0 | 121 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 10 | 15 | 0 | 0 | 0 | 8 | 83 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 8 | 13 | 0 | 0 | 0 | 5 | 91 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 6 | 15 | 0 | 0 | 0 | 5 | 81 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 15 | 18 | 0 | 0 | 0 | 3 | 89 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 9 | 8 | 0 | 0 | 0 | 6 | 78 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 7 | 10 | 0 | 0 | 0 | 5 | 85 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 16 | 12 | 0 | 0 | 0 | 9 | 85 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 158 | 243 | 0 | 0 | 0 | 88 | 1257 | 0 | 0 | 0 | 0 | 1746 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | 0.00% | 39.40% | 60.60% | #DIV/0! | #DIV/0! | #DIV/0! | 6.54% | 93.46% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | | | | | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 46 | 85 | 0 | 0 | 0 | 30 | 307 | 0 | 0 | 0 | 0 | 468 | | | | |
| **PEAK HR FACTOR :** | | 0.862 | | | 0.000 | | | 0.926 | | | 0.000 | | 0.959 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-030 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 11 | 21 | 0 | 0 | 0 | 3 | 132 | 0 | 0 | 0 | 0 | 167 |
| 4:15 PM | 0 | 12 | 19 | 0 | 0 | 0 | 6 | 126 | 0 | 0 | 0 | 0 | 163 |
| 4:30 PM | 0 | 15 | 23 | 0 | 0 | 0 | 2 | 119 | 0 | 0 | 0 | 0 | 159 |
| 4:45 PM | 0 | 19 | 15 | 0 | 0 | 0 | 7 | 96 | 0 | 0 | 0 | 0 | 137 |
| 5:00 PM | 0 | 21 | 35 | 0 | 0 | 0 | 4 | 130 | 0 | 0 | 0 | 0 | 190 |
| 5:15 PM | 0 | 24 | 39 | 0 | 0 | 0 | 3 | 133 | 0 | 0 | 0 | 0 | 199 |
| 5:30 PM | 0 | 20 | 40 | 0 | 0 | 0 | 6 | 103 | 0 | 0 | 0 | 0 | 169 |
| 5:45 PM | 0 | 18 | 23 | 0 | 0 | 0 | 2 | 114 | 0 | 0 | 0 | 0 | 157 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 140 | 215 | 0 | 0 | 0 | 33 | 953 | 0 | 0 | 0 | 0 | 1341 |
| **APPROACH %'s :** | 0.00% | 39.44% | 60.56% | #DIV/0! | #DIV/0! | #DIV/0! | 3.35% | 96.65% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 83 | 137 | 0 | 0 | 0 | 15 | 480 | 0 | 0 | 0 | 0 | 715 |
| **PEAK HR FACTOR :** | | 0.873 | | | 0.000 | | | 0.910 | | | 0.000 | | 0.898 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-030 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *State St/ I-5 SB Ramp and Grape St , San Diego*

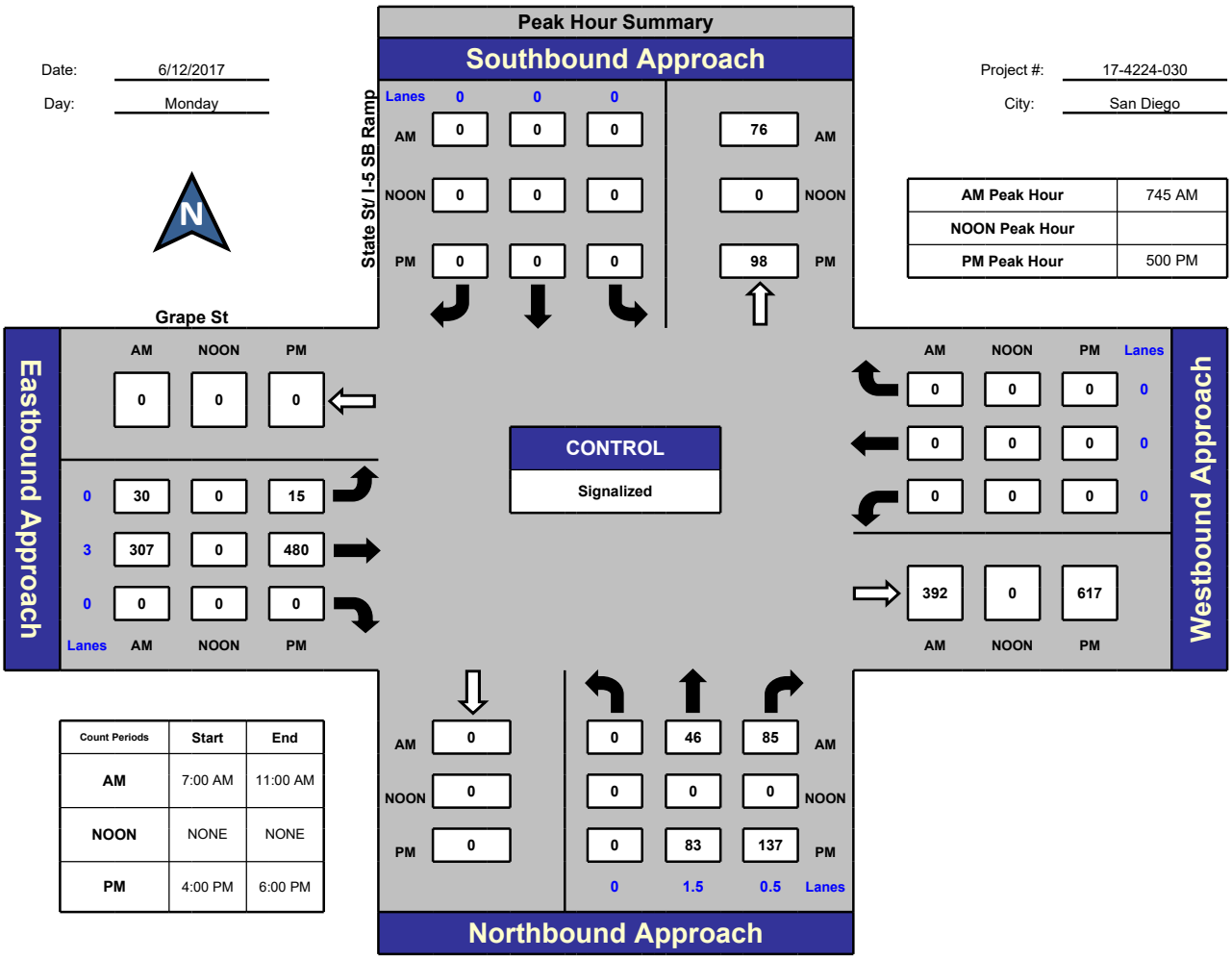
Date: 6/12/2017

Day: Monday

Project #: 17-4224-030

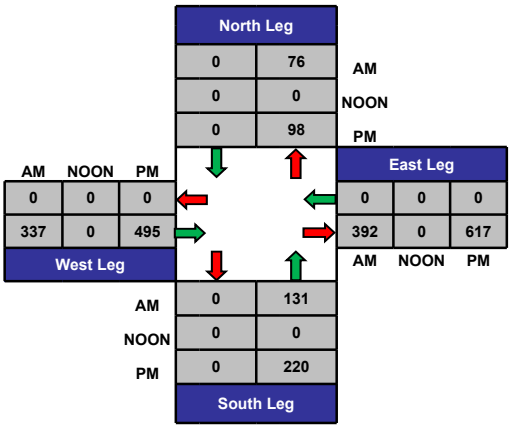
City: San Diego

| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

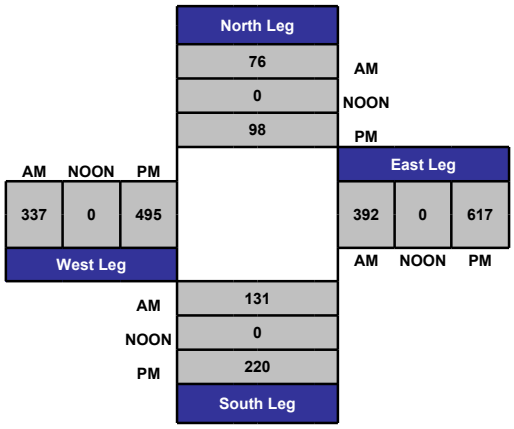



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-130 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 239 | 0 | 0 | 0 | 0 | 255 |
| 7:15 AM | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 | 235 |
| 7:30 AM | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 237 |
| 7:45 AM | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 348 |
| 8:00 AM | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 296 |
| 8:15 AM | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 260 | 0 | 0 | 0 | 0 | 296 |
| 8:30 AM | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 278 | 0 | 0 | 0 | 0 | 302 |
| 8:45 AM | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 291 | 0 | 0 | 0 | 0 | 314 |
| 9:00 AM | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 314 | 0 | 0 | 0 | 0 | 336 |
| 9:15 AM | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 345 |
| 9:30 AM | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 347 | 0 | 0 | 0 | 0 | 358 |
| 9:45 AM | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 332 | 0 | 0 | 0 | 0 | 347 |
| 10:00 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 348 |
| 10:15 AM | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 324 | 0 | 0 | 0 | 0 | 333 |
| 10:30 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 292 | 0 | 0 | 0 | 0 | 300 |
| 10:45 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 334 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 298 | 0 | 0 | 0 | 0 | 4686 | 0 | 0 | 0 | 0 | 4984 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1348 | 0 | 0 | 0 | 0 | 1398 |
| **PEAK HR FACTOR :** | | 0.781 | | | 0.000 | | | 0.971 | | | 0.000 | | 0.976 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-130 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 425 |
| 4:15 PM | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 428 |
| 4:30 PM | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 377 | 0 | 0 | 0 | 0 | 432 |
| 4:45 PM | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 457 | 0 | 0 | 0 | 0 | 494 |
| 5:00 PM | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 438 | 0 | 0 | 0 | 0 | 493 |
| 5:15 PM | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 439 | 0 | 0 | 0 | 0 | 507 |
| 5:30 PM | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 338 | 0 | 0 | 0 | 0 | 380 |
| 5:45 PM | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 371 | 0 | 0 | 0 | 0 | 395 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 360 | 0 | 0 | 0 | 0 | 3194 | 0 | 0 | 0 | 0 | 3554 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 1711 | 0 | 0 | 0 | 0 | 1926 |
| **PEAK HR FACTOR :** | | 0.790 | | | 0.000 | | | 0.936 | | | 0.000 | | 0.950 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-130 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | State St/ I-5 SB Ramp | | | State St/ I-5 SB Ramp | | | Grape St | | | Grape St | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *State St/ I-5 SB Ramp and Grape St , San Diego*

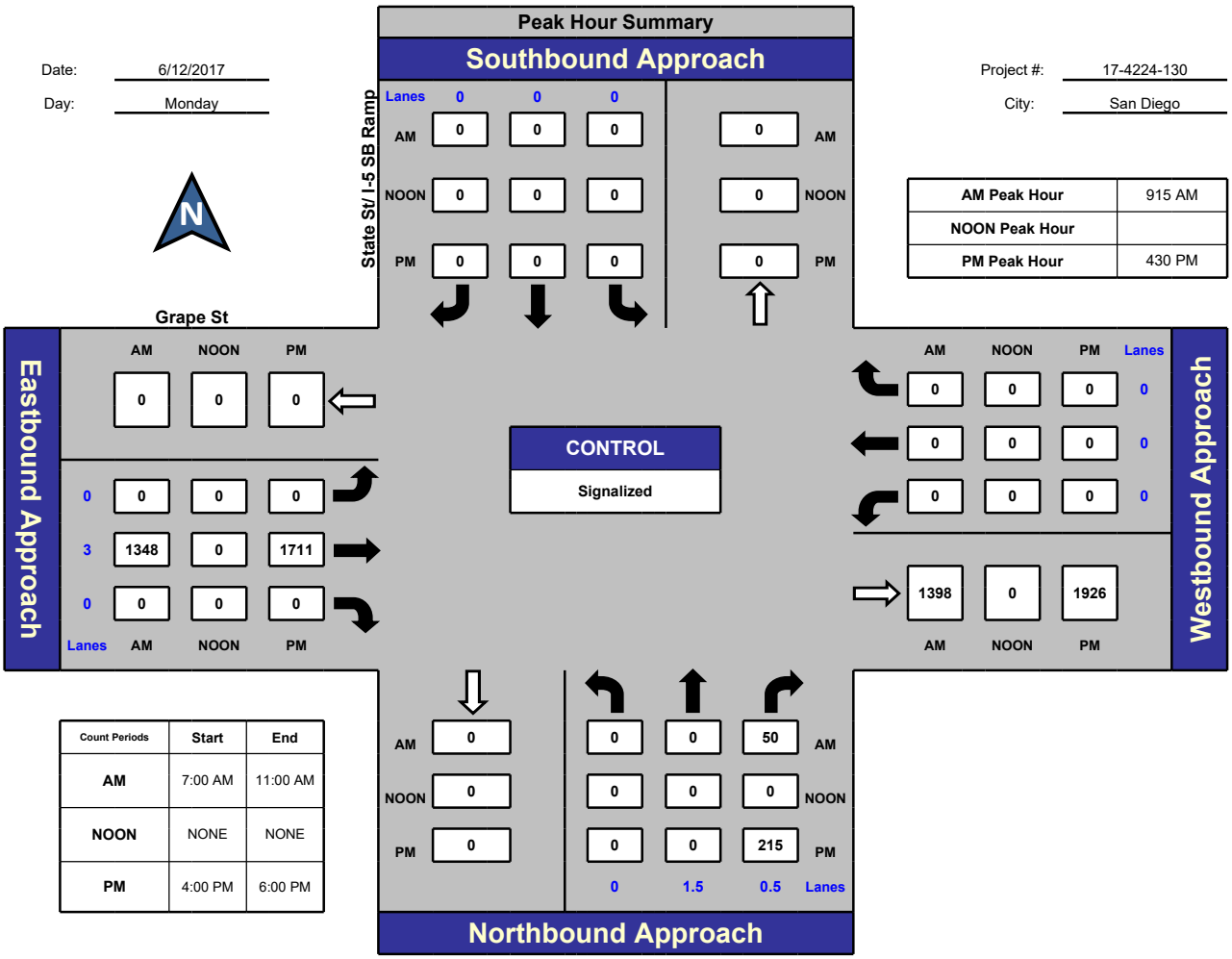
Date: 6/12/2017

Day: Monday

Project #: 17-4224-130

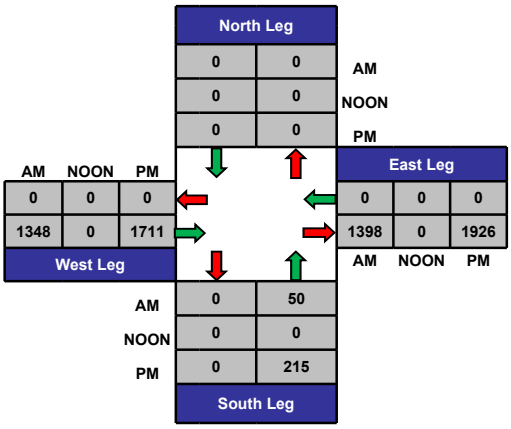
City: San Diego

| | |
|---|---|
| AM Peak Hour | 915 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

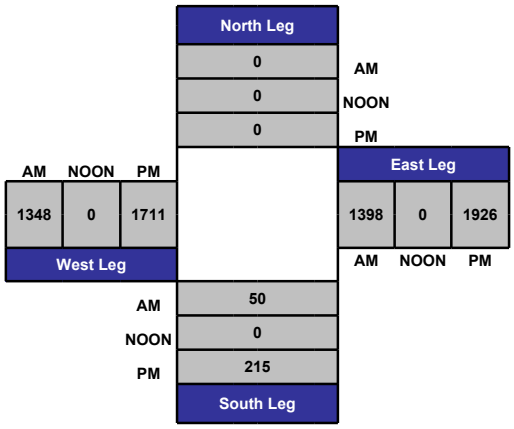



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-031 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | McCain Rd | | | McCain Rd | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 0 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 8 | 0 | 19 | 8 | 110 | 0 | 0 | 303 | 24 | 472 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 6 | 0 | 22 | 8 | 130 | 0 | 0 | 319 | 37 | 522 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 16 | 0 | 16 | 13 | 181 | 0 | 0 | 305 | 28 | 559 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 12 | 0 | 21 | 18 | 179 | 0 | 0 | 255 | 33 | 518 | 0 | 0 | 1 | 0 |
| 8:00 AM | 0 | 0 | 0 | 17 | 0 | 34 | 7 | 152 | 0 | 0 | 240 | 37 | 487 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 22 | 0 | 26 | 10 | 177 | 0 | 0 | 234 | 34 | 503 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 21 | 0 | 32 | 18 | 183 | 0 | 0 | 249 | 28 | 531 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 20 | 0 | 24 | 23 | 187 | 0 | 0 | 232 | 37 | 523 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 16 | 0 | 32 | 7 | 191 | 0 | 0 | 166 | 15 | 427 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 16 | 0 | 32 | 9 | 167 | 0 | 0 | 149 | 27 | 400 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 22 | 0 | 31 | 7 | 186 | 0 | 0 | 190 | 35 | 471 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 29 | 0 | 39 | 11 | 174 | 0 | 0 | 177 | 31 | 461 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 32 | 0 | 27 | 14 | 155 | 0 | 0 | 151 | 23 | 402 | 0 | 0 | 3 | 0 |
| 10:15 AM | 0 | 0 | 0 | 29 | 0 | 37 | 3 | 166 | 0 | 0 | 166 | 18 | 419 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 38 | 0 | 42 | 5 | 172 | 0 | 0 | 169 | 25 | 451 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 36 | 0 | 50 | 5 | 183 | 0 | 0 | 163 | 21 | 458 | 0 | 0 | 1 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 340 | 0 | 484 | 166 | 2693 | 0 | 0 | 3468 | 453 | 7604 | 0 | 0 | 6 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 41.26% | 0.00% | 58.74% | 5.81% | 94.19% | 0.00% | 0.00% | 88.45% | 11.55% | | | | | |
| **PEAK HR START TIME :** | 715 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 0 | 0 | 51 | 0 | 93 | 46 | 642 | 0 | 0 | 1119 | 135 | 2086 | | | | |
| **PEAK HR FACTOR :** | 0.000 | | | 0.706 | | | 0.873 | | | 0.881 | | | 0.933 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-031 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | McCain Rd | | | McCain Rd | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 31 | 0 | 35 | 3 | 383 | 0 | 0 | 203 | 19 | 674 |
| 4:15 PM | 0 | 0 | 0 | 27 | 0 | 29 | 3 | 372 | 0 | 0 | 182 | 6 | 619 |
| 4:30 PM | 0 | 0 | 0 | 32 | 0 | 35 | 1 | 332 | 0 | 0 | 203 | 10 | 613 |
| 4:45 PM | 0 | 0 | 0 | 38 | 0 | 29 | 1 | 254 | 0 | 0 | 187 | 11 | 520 |
| 5:00 PM | 0 | 0 | 0 | 36 | 0 | 29 | 1 | 267 | 0 | 0 | 232 | 7 | 572 |
| 5:15 PM | 0 | 0 | 0 | 37 | 0 | 21 | 8 | 291 | 0 | 0 | 241 | 8 | 606 |
| 5:30 PM | 0 | 0 | 0 | 17 | 0 | 20 | 7 | 261 | 0 | 0 | 240 | 0 | 545 |
| 5:45 PM | 0 | 0 | 0 | 34 | 0 | 27 | 1 | 197 | 0 | 0 | 198 | 12 | 469 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 252 | 0 | 225 | 25 | 2357 | 0 | 0 | 1686 | 73 | 4618 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 52.83% | 0.00% | 47.17% | 1.05% | 98.95% | 0.00% | 0.00% | 95.85% | 4.15% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 128 | 0 | 128 | 8 | 1341 | 0 | 0 | 775 | 46 | 2426 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.955 | | | 0.874 | | | 0.925 | | | 0.900 |

**CONTROL :** Signalized

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 2 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 3 | 0 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-031 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | McCain Rd | | | McCain Rd | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *McCain Rd and Harbor Dr , San Diego*

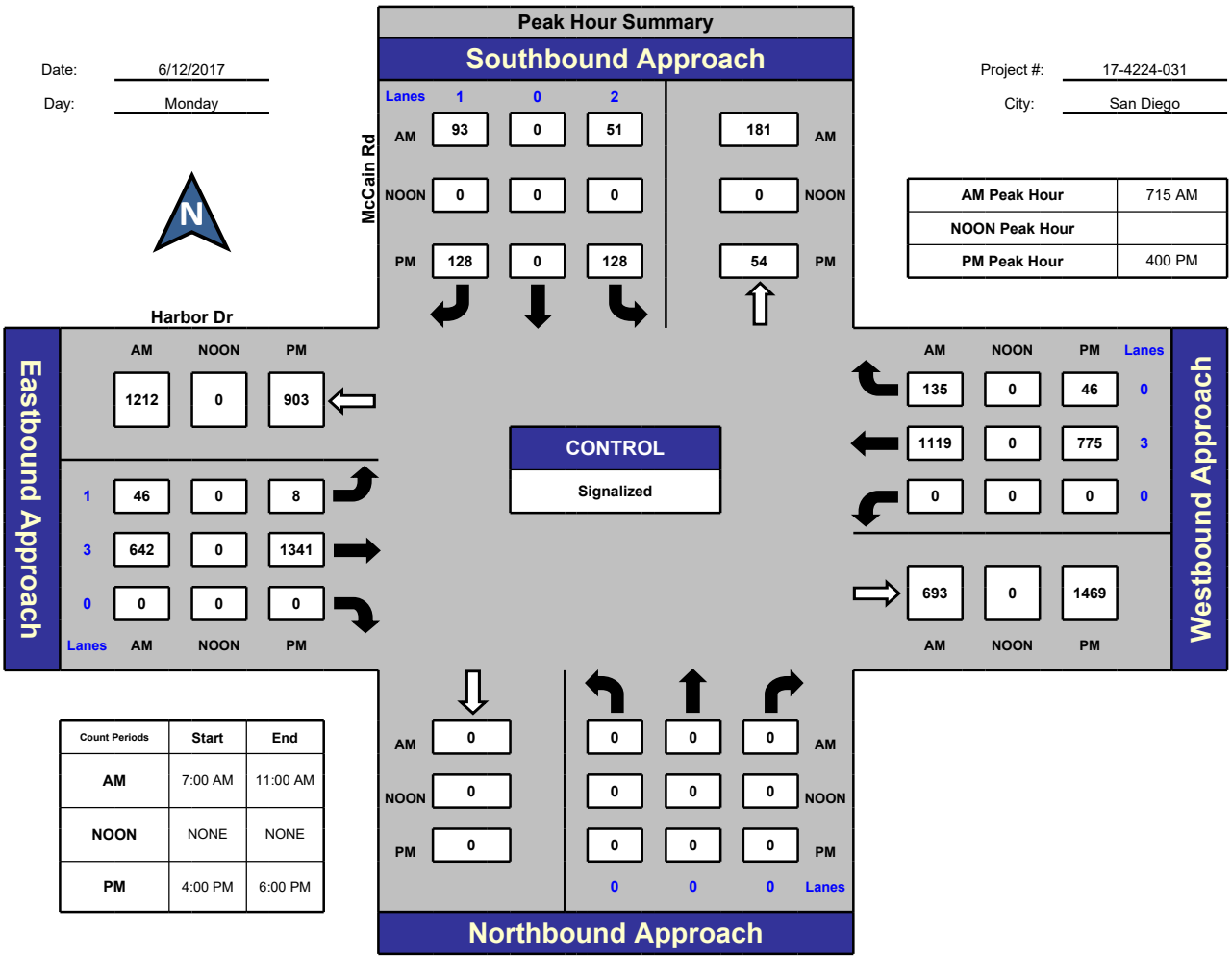
Date: 6/12/2017

Day: Monday

Project #: 17-4224-031

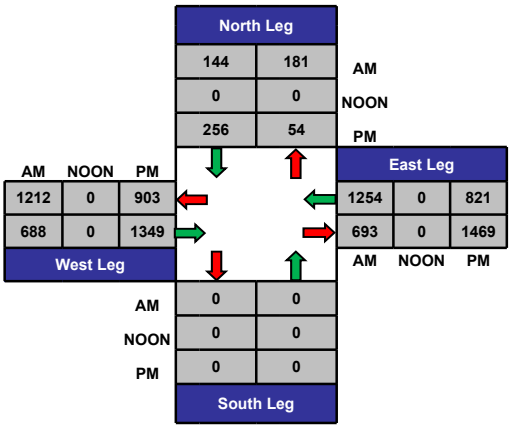
City: San Diego

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

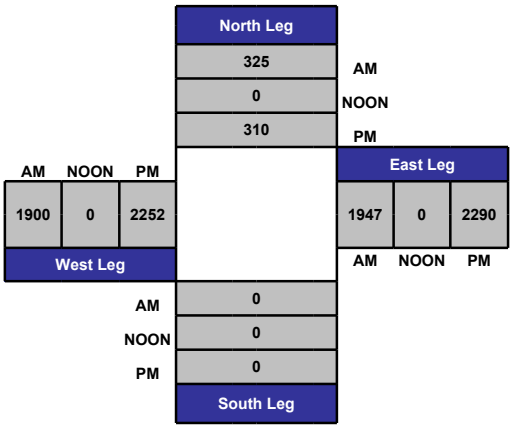



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-032 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 1.3 | 0.3 | 0.3 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | | | | | |
| 7:00 AM | 0 | 0 | 2 | 6 | 0 | 9 | 6 | 100 | 1 | 5 | 307 | 6 | 442 | 0 | 0 | 1 | 2 |
| 7:15 AM | 1 | 1 | 4 | 4 | 0 | 2 | 8 | 131 | 3 | 4 | 324 | 17 | 499 | 0 | 0 | 1 | 3 |
| 7:30 AM | 0 | 0 | 1 | 5 | 0 | 2 | 6 | 172 | 1 | 6 | 356 | 18 | 567 | 0 | 0 | 1 | 1 |
| 7:45 AM | 3 | 0 | 2 | 5 | 0 | 0 | 12 | 180 | 5 | 2 | 286 | 14 | 509 | 0 | 0 | 1 | 0 |
| 8:00 AM | 3 | 0 | 3 | 4 | 0 | 4 | 7 | 157 | 4 | 5 | 255 | 6 | 448 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 2 | 2 | 0 | 5 | 7 | 183 | 4 | 6 | 293 | 7 | 509 | 0 | 0 | 4 | 0 |
| 8:30 AM | 2 | 0 | 4 | 3 | 0 | 2 | 4 | 191 | 0 | 3 | 239 | 3 | 451 | 0 | 0 | 0 | 0 |
| 8:45 AM | 2 | 0 | 4 | 6 | 0 | 2 | 2 | 218 | 3 | 12 | 270 | 6 | 525 | 0 | 0 | 1 | 0 |
| 9:00 AM | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 192 | 5 | 16 | 219 | 2 | 440 | 0 | 0 | 0 | 3 |
| 9:15 AM | 6 | 0 | 7 | 0 | 0 | 0 | 4 | 186 | 3 | 8 | 176 | 5 | 395 | 0 | 0 | 0 | 2 |
| 9:30 AM | 1 | 0 | 2 | 4 | 0 | 4 | 2 | 190 | 4 | 7 | 217 | 9 | 440 | 0 | 0 | 1 | 2 |
| 9:45 AM | 4 | 0 | 9 | 4 | 0 | 4 | 5 | 204 | 4 | 8 | 187 | 4 | 433 | 0 | 0 | 1 | 3 |
| 10:00 AM | 1 | 0 | 5 | 7 | 0 | 5 | 5 | 166 | 3 | 5 | 180 | 6 | 383 | 0 | 0 | 1 | 0 |
| 10:15 AM | 4 | 0 | 9 | 0 | 0 | 4 | 9 | 171 | 5 | 7 | 158 | 5 | 372 | 0 | 0 | 3 | 0 |
| 10:30 AM | 2 | 0 | 8 | 2 | 0 | 7 | 1 | 193 | 3 | 8 | 193 | 3 | 420 | 0 | 0 | 0 | 2 |
| 10:45 AM | 3 | 0 | 9 | 4 | 0 | 11 | 2 | 224 | 6 | 3 | 162 | 1 | 425 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 32 | 1 | 74 | 58 | 0 | 62 | 80 | 2858 | 54 | 105 | 3822 | 112 | 7258 | 0 | 0 | 16 | 20 |
| **APPROACH %'s :** | 29.91% | 0.93% | 69.16% | 48.33% | 0.00% | 51.67% | 2.67% | 95.52% | 1.80% | 2.60% | 94.63% | 2.77% | | | | | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 6 | 0 | 8 | 16 | 0 | 11 | 32 | 692 | 14 | 19 | 1190 | 45 | 2033 | | | | |
| **PEAK HR FACTOR :** | 0.583 | | | 0.844 | | | 0.937 | | | 0.825 | | | 0.896 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-032 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1.3 | 0.3 | 0.3 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | |
| 4:00 PM | 4 | 0 | 8 | 8 | 0 | 3 | 0 | 420 | 3 | 10 | 219 | 3 | 678 |
| 4:15 PM | 3 | 0 | 10 | 4 | 0 | 2 | 2 | 399 | 2 | 16 | 180 | 1 | 619 |
| 4:30 PM | 2 | 0 | 12 | 11 | 0 | 5 | 2 | 385 | 6 | 5 | 197 | 3 | 628 |
| 4:45 PM | 2 | 0 | 7 | 10 | 0 | 4 | 0 | 273 | 3 | 6 | 188 | 1 | 494 |
| 5:00 PM | 2 | 0 | 13 | 11 | 0 | 4 | 3 | 324 | 1 | 2 | 227 | 3 | 590 |
| 5:15 PM | 0 | 0 | 6 | 5 | 0 | 2 | 2 | 297 | 3 | 2 | 255 | 1 | 573 |
| 5:30 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 264 | 1 | 7 | 231 | 0 | 509 |
| 5:45 PM | 1 | 0 | 5 | 1 | 0 | 2 | 0 | 240 | 4 | 9 | 201 | 2 | 465 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 16 | 0 | 65 | 50 | 0 | 22 | 9 | 2602 | 23 | 57 | 1698 | 14 | 4556 |
| **APPROACH %'s :** | 19.75% | 0.00% | 80.25% | 69.44% | 0.00% | 30.56% | 0.34% | 98.79% | 0.87% | 3.22% | 95.99% | 0.79% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 11 | 0 | 37 | 33 | 0 | 14 | 4 | 1477 | 14 | 37 | 784 | 8 | 2419 |
| **PEAK HR FACTOR :** | 0.857 | | | 0.734 | | | 0.884 | | | 0.893 | | | 0.892 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 0 | 4 |
| | 0 | 0 | 1 | 5 |
| | 0 | 0 | 2 | 3 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 2 |
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 3 |
| | 0 | 0 | 0 | 2 |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 4 | 20 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-032 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1.3 | 0.3 | 0.3 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

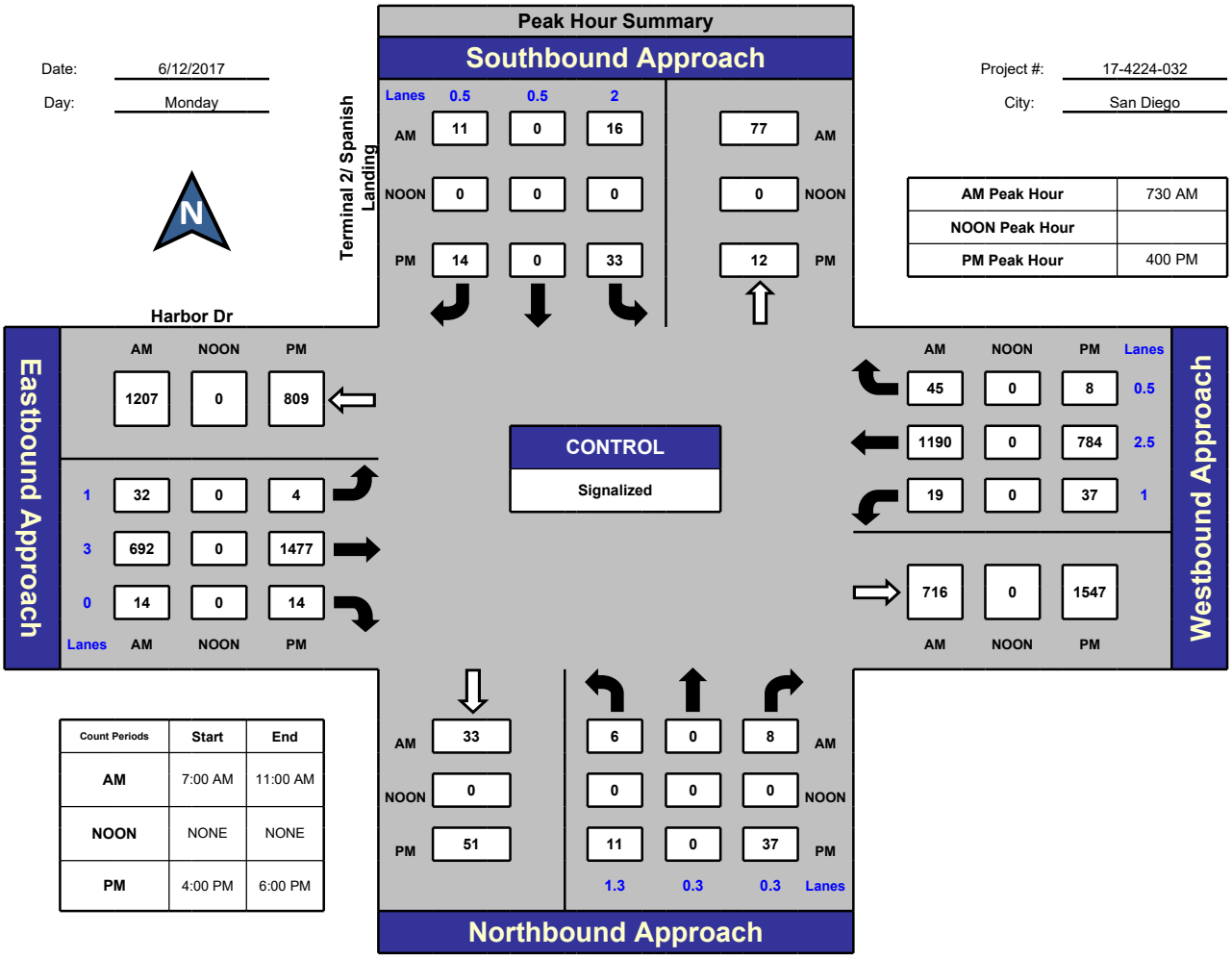
## *Terminal 2/ Spanish Landing and Harbor Dr , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-032

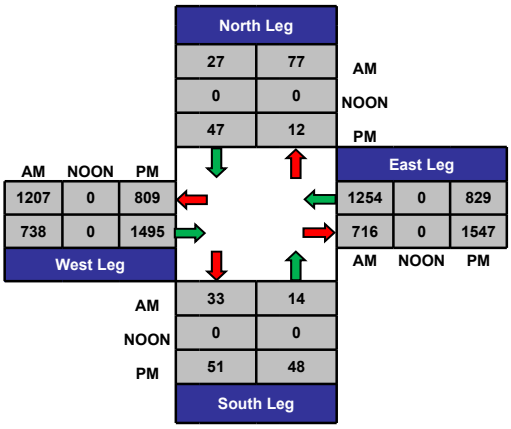
City: San Diego



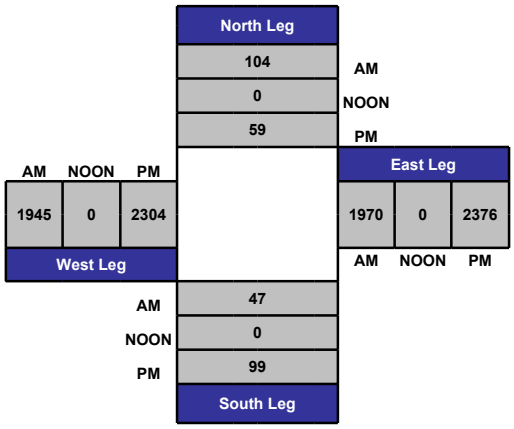

| AM Peak Hour | 730 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-132 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1.3 | 0.3 | 0.3 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 5 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 6 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 8 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 5 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 5 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 45 | 60 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 930 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 16 | 22 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.000 | | | 0.750 | | | 0.571 | | | 0.688 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB |
| 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 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-132 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1.3 | 0.3 | 0.3 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 | 15 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 10 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.000 | | | 0.500 | | | 0.500 | | | 0.500 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | |
| 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 | |
| NB | SB | EB | WB | |
| 0 | 0 | 0 | 0 | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-132 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Terminal 2/ Spanish Landing | | | Terminal 2/ Spanish Landing | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1.3 | 0.3 | 0.3 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2.5 | 0.5 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

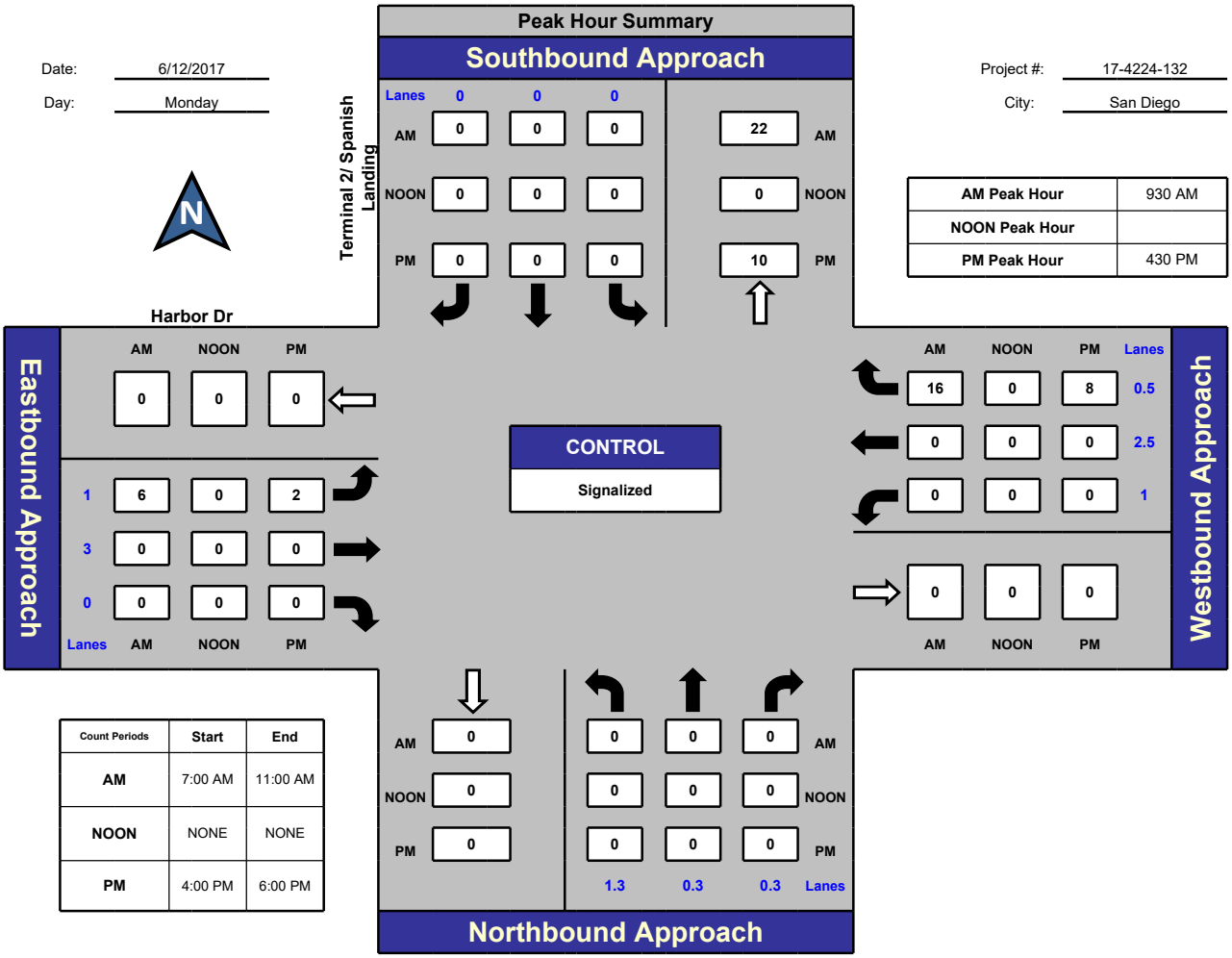
## *Terminal 2/ Spanish Landing and Harbor Dr , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-132

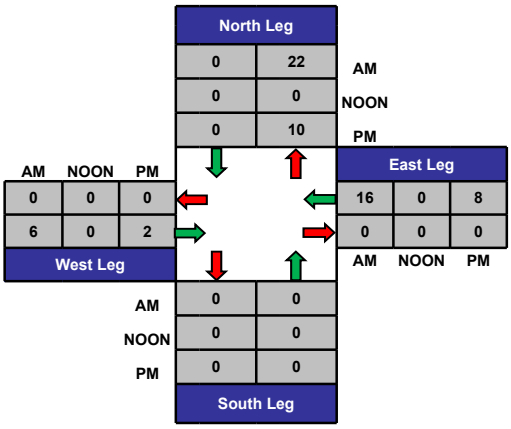
City: San Diego



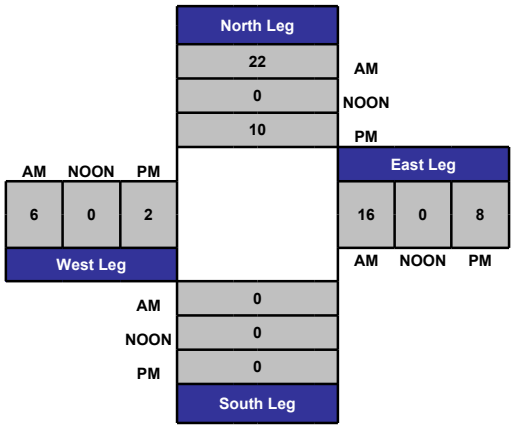

| AM Peak Hour | 930 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-033 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Island Dr/ Terminal 2 | | | Harbor Island Dr/ Terminal 2 | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 2 | 1 | 1 | 1.5 | 1 | 0.5 | 1 | 3 | 1 | 2 | 4 | 0 | | | | | |
| 7:00 AM | 16 | 2 | 28 | 24 | 8 | 40 | 16 | 82 | 6 | 33 | 416 | 2 | 673 | 0 | 0 | 6 | 0 |
| 7:15 AM | 16 | 7 | 30 | 23 | 2 | 44 | 26 | 123 | 6 | 26 | 437 | 0 | 740 | 0 | 0 | 8 | 0 |
| 7:30 AM | 19 | 6 | 38 | 27 | 11 | 48 | 33 | 118 | 14 | 55 | 433 | 2 | 804 | 0 | 0 | 15 | 1 |
| 7:45 AM | 12 | 11 | 41 | 30 | 13 | 47 | 28 | 148 | 16 | 49 | 431 | 5 | 831 | 0 | 0 | 10 | 0 |
| 8:00 AM | 15 | 7 | 41 | 26 | 4 | 42 | 37 | 115 | 11 | 64 | 401 | 1 | 764 | 0 | 1 | 19 | 0 |
| 8:15 AM | 20 | 5 | 28 | 26 | 10 | 47 | 39 | 134 | 16 | 55 | 432 | 4 | 816 | 0 | 0 | 14 | 0 |
| 8:30 AM | 23 | 5 | 31 | 30 | 5 | 50 | 32 | 158 | 20 | 66 | 448 | 3 | 871 | 0 | 0 | 14 | 0 |
| 8:45 AM | 13 | 7 | 41 | 23 | 9 | 66 | 45 | 162 | 24 | 62 | 425 | 2 | 879 | 0 | 0 | 14 | 0 |
| 9:00 AM | 18 | 16 | 37 | 30 | 15 | 50 | 36 | 132 | 15 | 51 | 391 | 3 | 794 | 0 | 0 | 15 | 1 |
| 9:15 AM | 19 | 7 | 42 | 25 | 5 | 57 | 58 | 120 | 27 | 57 | 402 | 2 | 821 | 0 | 0 | 25 | 0 |
| 9:30 AM | 35 | 7 | 46 | 40 | 11 | 66 | 51 | 111 | 26 | 52 | 426 | 1 | 872 | 0 | 0 | 16 | 1 |
| 9:45 AM | 26 | 5 | 49 | 45 | 9 | 59 | 46 | 153 | 26 | 52 | 485 | 2 | 957 | 0 | 0 | 26 | 0 |
| 10:00 AM | 20 | 6 | 48 | 32 | 18 | 56 | 43 | 110 | 24 | 59 | 389 | 0 | 805 | 0 | 0 | 24 | 1 |
| 10:15 AM | 27 | 5 | 53 | 29 | 16 | 54 | 53 | 130 | 20 | 58 | 367 | 0 | 812 | 0 | 0 | 28 | 0 |
| 10:30 AM | 38 | 13 | 47 | 30 | 11 | 52 | 53 | 132 | 21 | 50 | 417 | 3 | 867 | 0 | 0 | 27 | 0 |
| 10:45 AM | 28 | 6 | 58 | 37 | 18 | 54 | 57 | 151 | 22 | 71 | 452 | 1 | 955 | 0 | 0 | 33 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 345 | 115 | 658 | 477 | 165 | 832 | 653 | 2079 | 294 | 860 | 6752 | 31 | 13261 | 0 | 1 | 294 | 5 |
| **APPROACH %'s :** | 30.86% | 10.29% | 58.86% | 32.36% | 11.19% | 56.45% | 21.58% | 68.70% | 9.72% | 11.25% | 88.34% | 0.41% | | | | | |
| **PEAK HR START TIME :** | 915 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 100 | 25 | 185 | 142 | 43 | 238 | 198 | 494 | 103 | 220 | 1702 | 5 | 3455 | | | | |
| **PEAK HR FACTOR :** | | 0.881 | | | 0.904 | | | 0.883 | | | 0.894 | | 0.903 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-033 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Island Dr/ Terminal 2 | | | Harbor Island Dr/ Terminal 2 | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 2 | NT 1 | NR 1 | SL 1.5 | ST 1 | SR 0.5 | EL 1 | ET 3 | ER 1 | WL 2 | WT 4 | WR 0 | TOTAL |
| 4:00 PM | 31 | 3 | 90 | 17 | 8 | 51 | 44 | 381 | 35 | 59 | 316 | 2 | 1037 |
| 4:15 PM | 36 | 7 | 57 | 37 | 16 | 44 | 30 | 325 | 35 | 82 | 289 | 0 | 958 |
| 4:30 PM | 33 | 12 | 87 | 24 | 6 | 47 | 52 | 344 | 38 | 60 | 337 | 2 | 1042 |
| 4:45 PM | 21 | 10 | 64 | 27 | 11 | 31 | 35 | 231 | 31 | 70 | 332 | 0 | 863 |
| 5:00 PM | 44 | 7 | 83 | 24 | 7 | 48 | 42 | 271 | 22 | 66 | 338 | 1 | 953 |
| 5:15 PM | 22 | 12 | 79 | 21 | 11 | 45 | 34 | 245 | 39 | 85 | 349 | 3 | 945 |
| 5:30 PM | 50 | 6 | 83 | 15 | 14 | 36 | 34 | 194 | 25 | 75 | 338 | 4 | 874 |
| 5:45 PM | 24 | 10 | 56 | 20 | 9 | 37 | 36 | 204 | 28 | 60 | 328 | 6 | 818 |
| **TOTAL VOLUMES :** | 261 | 67 | 599 | 185 | 82 | 339 | 307 | 2195 | 253 | 557 | 2627 | 18 | 7490 |
| **APPROACH %'s :** | 28.16% | 7.23% | 64.62% | 30.53% | 13.53% | 55.94% | 11.14% | 79.67% | 9.18% | 17.40% | 82.04% | 0.56% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 121 | 32 | 298 | 105 | 41 | 173 | 161 | 1281 | 139 | 271 | 1274 | 4 | 3900 |
| **PEAK HR FACTOR :** | | 0.854 | | | 0.822 | | | 0.859 | | | 0.963 | | 0.936 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 21 | 0 |
| | 0 | 0 | 13 | 1 |
| | 0 | 0 | 23 | 0 |
| | 1 | 0 | 18 | 1 |
| | 0 | 0 | 26 | 0 |
| | 0 | 0 | 11 | 0 |
| | 0 | 0 | 16 | 0 |
| | 0 | 0 | 13 | 0 |
| **TOTAL VOLUMES :** | 1 | 0 | 141 | 2 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-033 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Island Dr/ Terminal 2 | | | Harbor Island Dr/ Terminal 2 | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 2 | 1 | 1 | 1.5 | 1 | 0.5 | 1 | 3 | 1 | 2 | 4 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

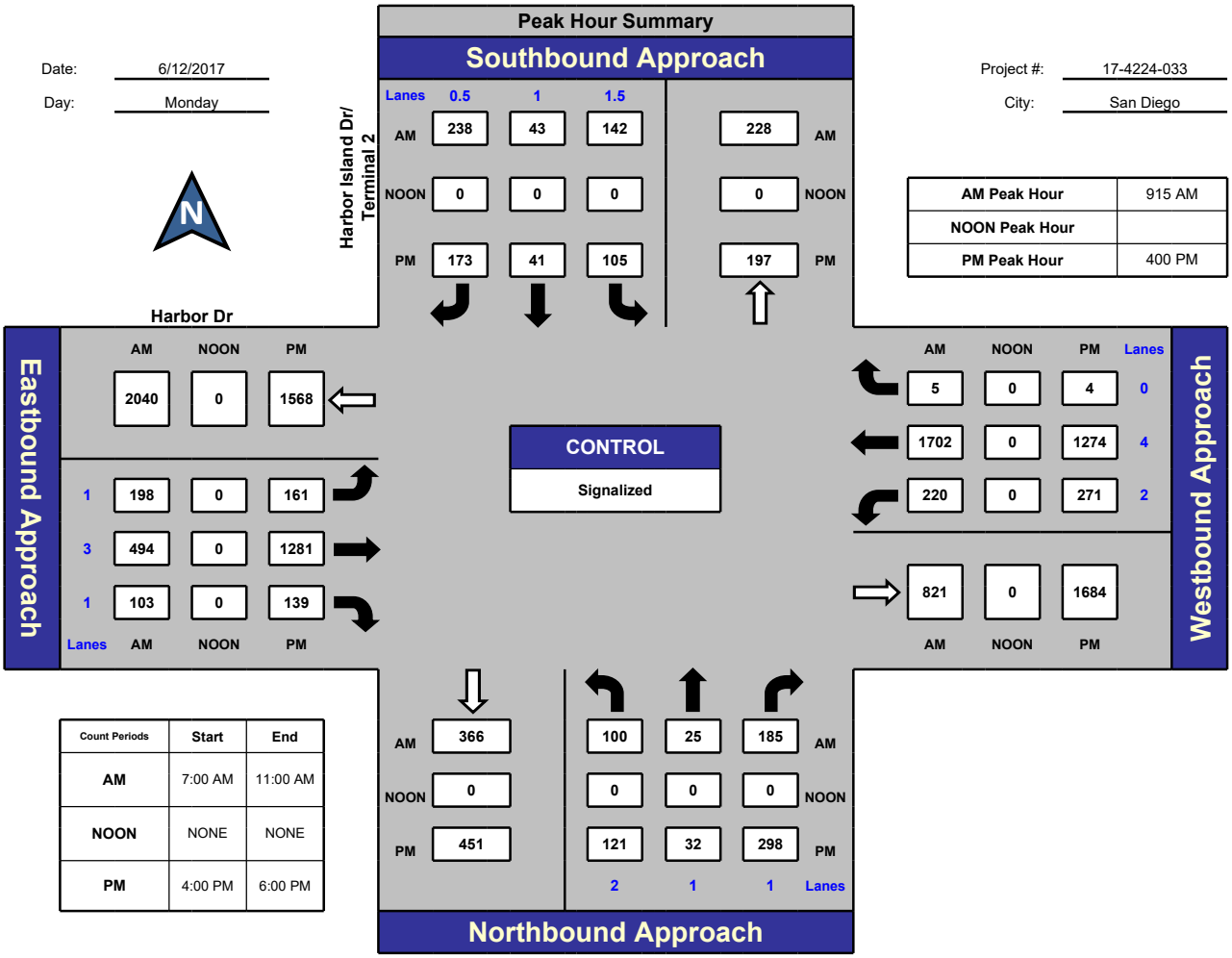
## *Harbor Island Dr/ Terminal 2 and Harbor Dr , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-033

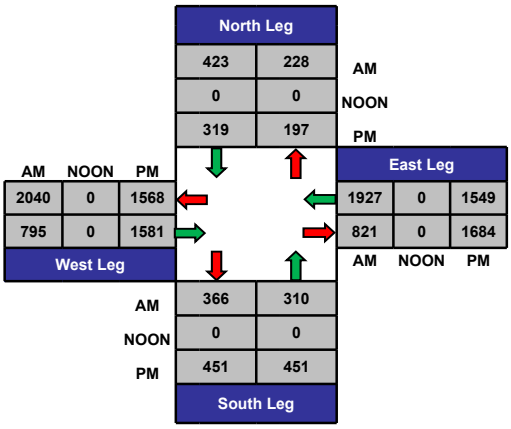
City: San Diego



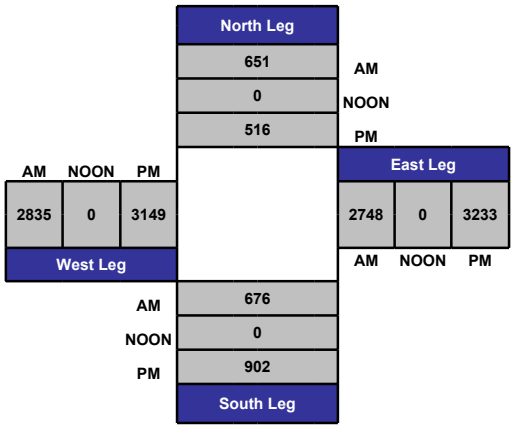

| AM Peak Hour | 915 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-034 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 0 | EL 1.3 | ET 0.3 | ER 0.3 | WL 0.3 | WT 0.3 | WR 1.3 | TOTAL |
| 7:00 AM | 4 | 34 | 1 | 4 | 29 | 11 | 11 | 0 | 3 | 1 | 0 | 5 | 103 |
| 7:15 AM | 1 | 40 | 0 | 6 | 26 | 14 | 6 | 0 | 0 | 1 | 0 | 5 | 99 |
| 7:30 AM | 3 | 42 | 0 | 4 | 48 | 18 | 16 | 0 | 1 | 1 | 0 | 0 | 133 |
| 7:45 AM | 1 | 46 | 0 | 6 | 60 | 23 | 15 | 0 | 2 | 0 | 0 | 6 | 159 |
| 8:00 AM | 1 | 40 | 2 | 5 | 57 | 17 | 13 | 0 | 2 | 1 | 1 | 6 | 145 |
| 8:15 AM | 1 | 40 | 0 | 2 | 65 | 16 | 8 | 1 | 1 | 0 | 1 | 1 | 136 |
| 8:30 AM | 2 | 37 | 0 | 10 | 64 | 16 | 15 | 0 | 3 | 1 | 1 | 5 | 154 |
| 8:45 AM | 1 | 44 | 0 | 9 | 67 | 24 | 9 | 0 | 3 | 0 | 0 | 1 | 158 |
| 9:00 AM | 1 | 53 | 0 | 8 | 61 | 18 | 16 | 0 | 3 | 0 | 0 | 4 | 164 |
| 9:15 AM | 3 | 49 | 1 | 7 | 59 | 14 | 19 | 0 | 2 | 2 | 2 | 6 | 164 |
| 9:30 AM | 2 | 64 | 0 | 6 | 68 | 11 | 16 | 0 | 4 | 1 | 1 | 6 | 179 |
| 9:45 AM | 1 | 49 | 1 | 7 | 66 | 18 | 21 | 0 | 5 | 0 | 1 | 7 | 176 |
| 10:00 AM | 1 | 38 | 0 | 5 | 68 | 20 | 23 | 0 | 4 | 0 | 0 | 1 | 160 |
| 10:15 AM | 2 | 70 | 2 | 6 | 69 | 22 | 19 | 0 | 2 | 1 | 0 | 9 | 202 |
| 10:30 AM | 1 | 66 | 1 | 9 | 61 | 16 | 15 | 0 | 4 | 1 | 0 | 7 | 181 |
| 10:45 AM | 3 | 63 | 1 | 6 | 79 | 22 | 13 | 0 | 3 | 0 | 0 | 10 | 200 |
| **TOTAL VOLUMES :** | NL 28 | NT 775 | NR 9 | SL 100 | ST 947 | SR 280 | EL 235 | ET 1 | ER 42 | WL 10 | WT 7 | WR 79 | TOTAL 2513 |
| **APPROACH %'s :** | 3.45% | 95.44% | 1.11% | 7.54% | 71.36% | 21.10% | 84.53% | 0.36% | 15.11% | 10.42% | 7.29% | 82.29% | |
| **PEAK HR START TIME :** | 1000 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 237 | 4 | 26 | 277 | 80 | 70 | 0 | 13 | 2 | 0 | 27 | 743 |
| **PEAK HR FACTOR :** | | 0.838 | | | 0.895 | | | 0.769 | | | 0.725 | | 0.920 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 1 | 2 | 0 | 0 |
| | 1 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 1 | 5 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 1 | 1 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 |
| | 0 | 2 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | 0 | 6 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | NB 4 | SB 36 | EB 0 | WB 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-034 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 1 | 2 | 0 | 1.3 | 0.3 | 0.3 | 0.3 | 0.3 | 1.3 | |
| 4:00 PM | 3 | 96 | 0 | 5 | 92 | 17 | 15 | 0 | 4 | 0 | 0 | 6 | 238 |
| 4:15 PM | 3 | 75 | 2 | 7 | 99 | 22 | 20 | 0 | 9 | 1 | 0 | 8 | 246 |
| 4:30 PM | 3 | 88 | 1 | 4 | 84 | 24 | 30 | 0 | 6 | 0 | 0 | 6 | 246 |
| 4:45 PM | 3 | 74 | 0 | 5 | 82 | 16 | 22 | 0 | 3 | 0 | 0 | 3 | 208 |
| 5:00 PM | 1 | 90 | 0 | 3 | 82 | 15 | 31 | 0 | 3 | 0 | 0 | 2 | 227 |
| 5:15 PM | 3 | 105 | 1 | 5 | 96 | 29 | 19 | 0 | 2 | 0 | 0 | 6 | 266 |
| 5:30 PM | 4 | 78 | 1 | 7 | 82 | 23 | 29 | 1 | 6 | 1 | 0 | 5 | 237 |
| 5:45 PM | 4 | 68 | 3 | 7 | 83 | 12 | 20 | 2 | 4 | 1 | 0 | 3 | 207 |
| **TOTAL VOLUMES :** | 24 | 674 | 8 | 43 | 700 | 158 | 186 | 3 | 37 | 3 | 0 | 39 | 1875 |
| **APPROACH %'s :** | 3.40% | 95.47% | 1.13% | 4.77% | 77.69% | 17.54% | 82.30% | 1.33% | 16.37% | 7.14% | 0.00% | 92.86% | |
| **PEAK HR START TIME :** | 430 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 10 | 357 | 2 | 17 | 344 | 84 | 102 | 0 | 14 | 0 | 0 | 17 | 947 |
| **PEAK HR FACTOR :** | | 0.846 | | | 0.856 | | | 0.806 | | | 0.708 | | 0.890 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 4 | 0 | 0 |
| | 1 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 2 | 4 | 0 | 0 |
| | 0 | 5 | 0 | 0 |
| | 1 | 4 | 0 | 0 |
| **TOTAL VOLUMES :** | 4 | 23 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-034 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | Sheraton/ Harbor Police/ Old Rent a Car Access | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 1 | 2 | 0 | 1.3 | 0.3 | 0.3 | 0.3 | 0.3 | 1.3 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

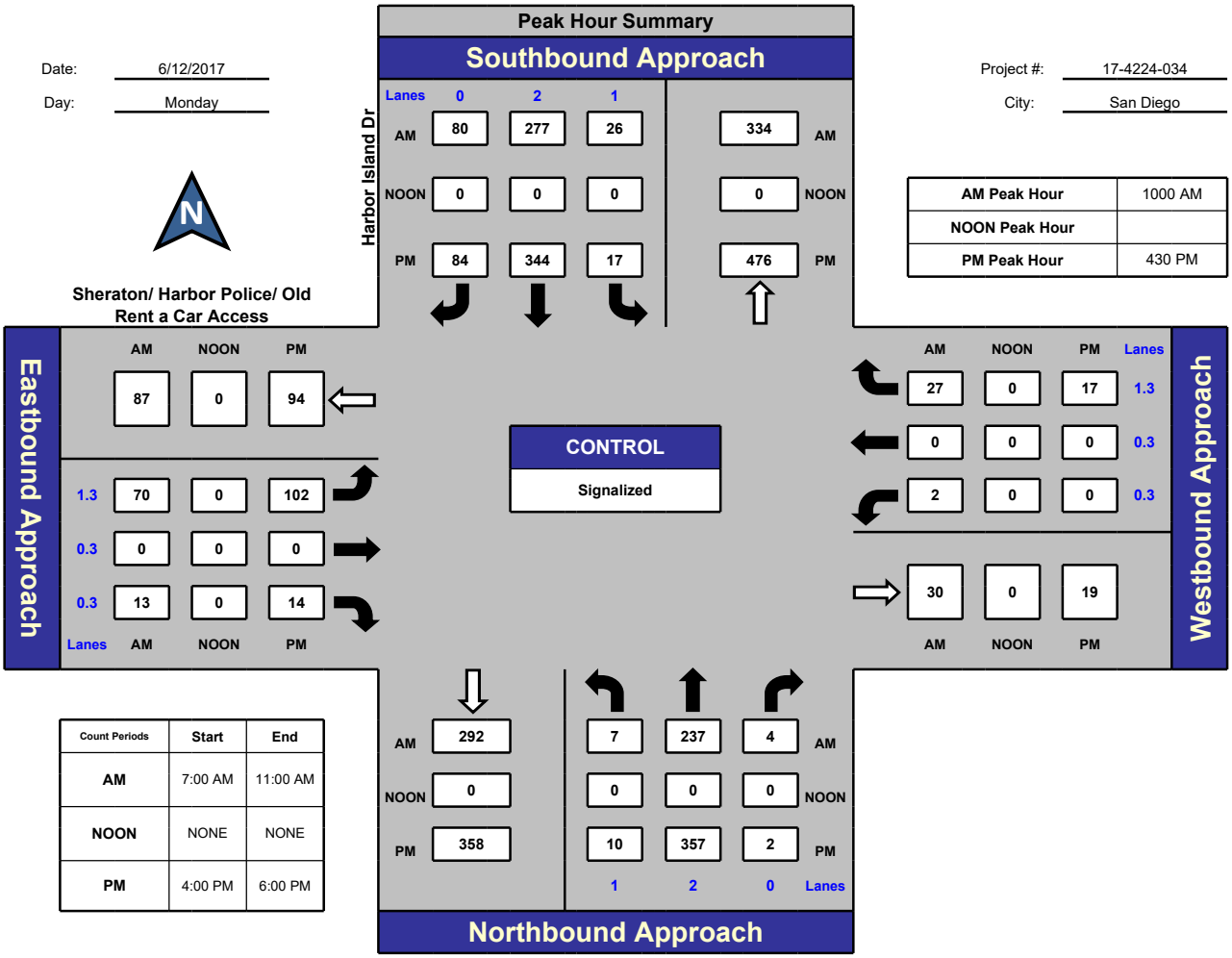
## *Harbor Island Dr and Sheraton/ Harbor Police/ Old Rent a Car Access , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-034

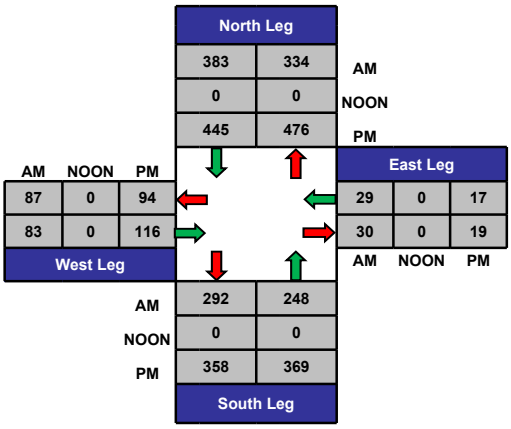
City: San Diego



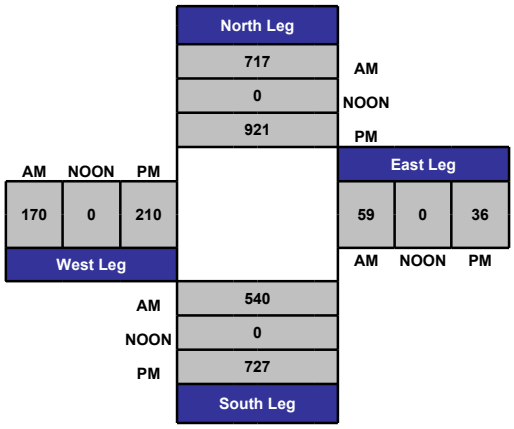

| AM Peak Hour | 1000 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-035 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1.5 | 0.5 | 0 | 0 | 1 | 1 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 5 | 0 | 27 | 31 | 0 | 0 | 0 | 0 | 9 | 72 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 18 | 31 | 6 | 0 | 0 | 0 | 9 | 67 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 14 | 0 | 44 | 35 | 2 | 0 | 0 | 0 | 11 | 106 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 18 | 0 | 38 | 34 | 5 | 0 | 0 | 1 | 13 | 109 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 22 | 0 | 41 | 33 | 0 | 0 | 0 | 1 | 9 | 106 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 22 | 0 | 44 | 32 | 0 | 0 | 0 | 1 | 9 | 108 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 26 | 0 | 46 | 30 | 1 | 0 | 0 | 0 | 9 | 112 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 14 | 0 | 50 | 32 | 1 | 0 | 0 | 1 | 13 | 111 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 22 | 0 | 44 | 43 | 0 | 0 | 0 | 0 | 11 | 120 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 25 | 0 | 44 | 39 | 2 | 0 | 0 | 3 | 15 | 128 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 26 | 0 | 46 | 47 | 3 | 0 | 0 | 3 | 17 | 142 | 0 | 1 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 22 | 0 | 51 | 35 | 3 | 0 | 0 | 2 | 16 | 129 | 0 | 1 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 26 | 0 | 52 | 24 | 2 | 0 | 0 | 5 | 13 | 122 | 0 | 1 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 26 | 0 | 44 | 58 | 5 | 0 | 0 | 4 | 17 | 154 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 18 | 0 | 48 | 49 | 2 | 0 | 0 | 4 | 19 | 140 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 31 | 0 | 52 | 40 | 10 | 0 | 0 | 1 | 25 | 159 | 0 | 2 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 320 | 0 | 689 | 593 | 42 | 0 | 0 | 26 | 215 | 1885 | 0 | 6 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 31.71% | 0.00% | 68.29% | 93.39% | 6.61% | 0.00% | 0.00% | 10.79% | 89.21% | | | | | |
| **PEAK HR START TIME :** | 1000 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 0 | 0 | 101 | 0 | 196 | 171 | 19 | 0 | 0 | 14 | 74 | 575 | | | | |
| **PEAK HR FACTOR :** | 0.000 | | | 0.895 | | | 0.754 | | | 0.846 | | | 0.904 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-035 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1.5 | 0.5 | 0 | 0 | 1 | 1 | |
| 4:00 PM | 0 | 0 | 0 | 39 | 0 | 49 | 72 | 5 | 0 | 0 | 3 | 26 | 194 |
| 4:15 PM | 0 | 0 | 0 | 39 | 0 | 82 | 47 | 3 | 0 | 0 | 2 | 30 | 203 |
| 4:30 PM | 0 | 0 | 0 | 23 | 0 | 64 | 69 | 3 | 0 | 0 | 1 | 25 | 185 |
| 4:45 PM | 0 | 0 | 0 | 26 | 0 | 55 | 55 | 8 | 0 | 1 | 3 | 22 | 170 |
| 5:00 PM | 0 | 0 | 0 | 32 | 0 | 58 | 59 | 3 | 0 | 1 | 1 | 29 | 183 |
| 5:15 PM | 0 | 0 | 0 | 50 | 0 | 48 | 74 | 5 | 0 | 0 | 5 | 38 | 220 |
| 5:30 PM | 0 | 0 | 0 | 44 | 0 | 47 | 51 | 6 | 0 | 0 | 9 | 35 | 192 |
| 5:45 PM | 0 | 0 | 0 | 43 | 0 | 49 | 42 | 4 | 0 | 0 | 2 | 29 | 169 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 296 | 0 | 452 | 469 | 37 | 0 | 2 | 26 | 234 | 1516 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 39.57% | 0.00% | 60.43% | 92.69% | 7.31% | 0.00% | 0.76% | 9.92% | 89.31% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 152 | 0 | 208 | 239 | 22 | 0 | 2 | 18 | 124 | 765 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.918 | | | 0.826 | | | 0.818 | | | 0.869 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 2 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 |
| | NB | SB | EB | WB |
| | 0 | 3 | 0 | 2 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-035 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | Harbor Island Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1.5 | 0.5 | 0 | 0 | 1 | 1 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Island Dr and Harbor Island Dr , San Diego*

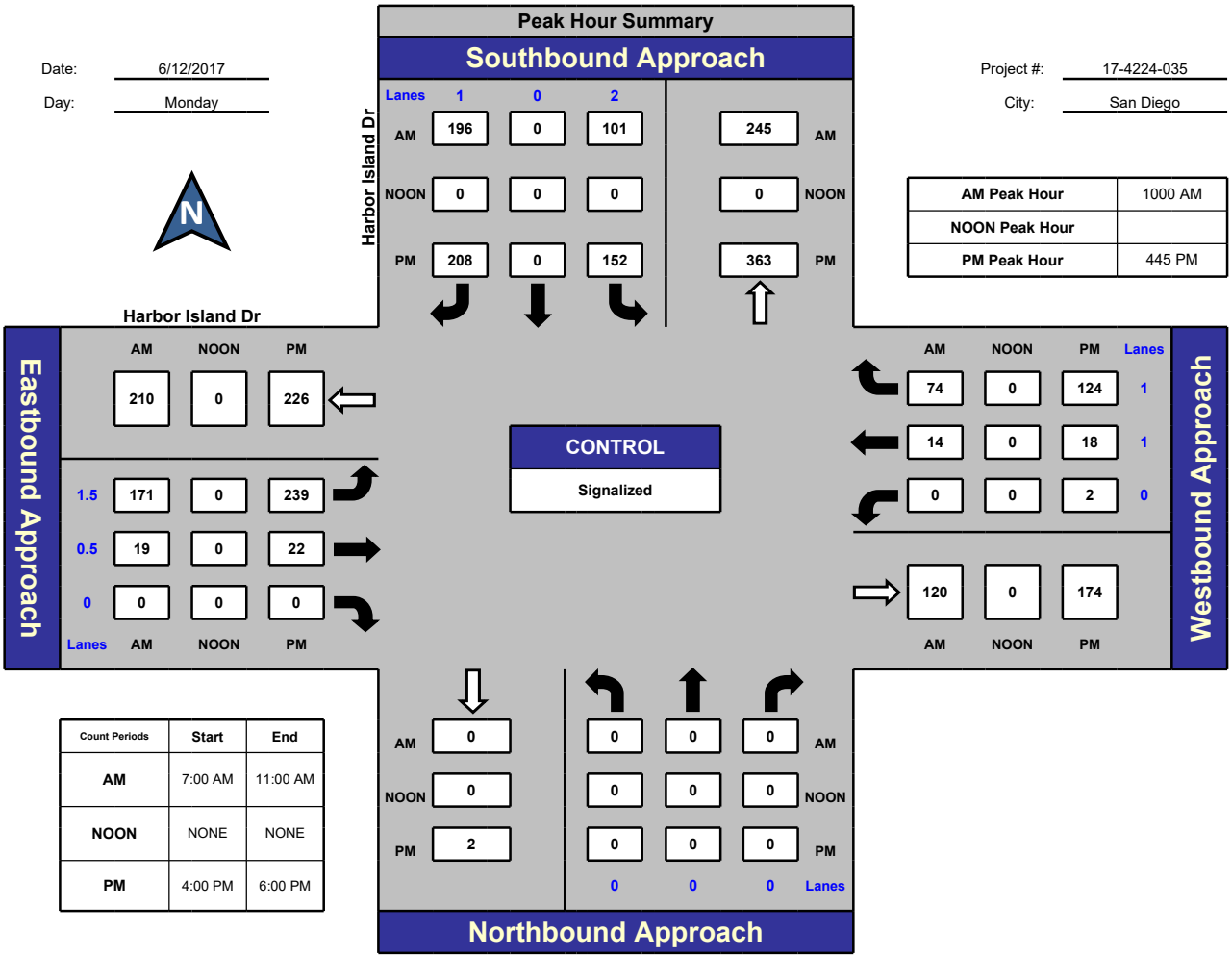
Date: 6/12/2017

Day: Monday

Project #: 17-4224-035

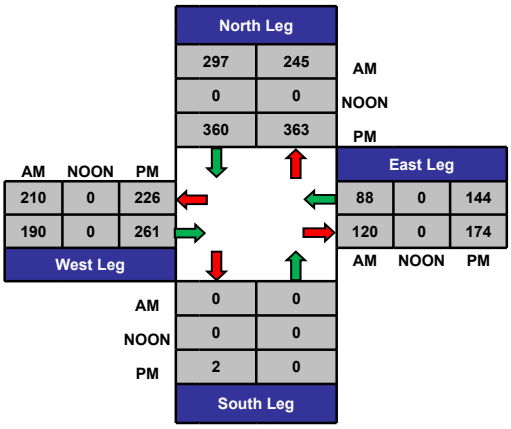
City: San Diego

| | |
|---|---|
| AM Peak Hour | 1000 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

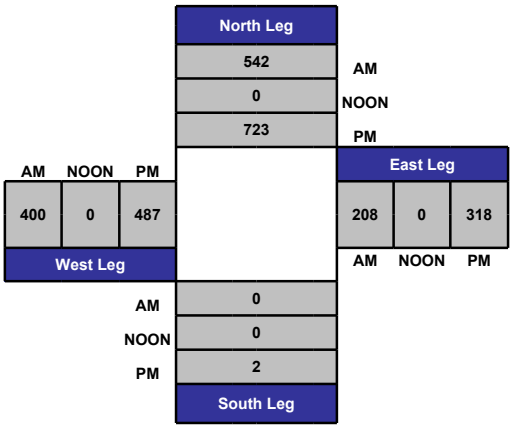



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-036 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Parking Lot | | | Parking Lot | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 0 | 14 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 10 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 12 | 0 | 25 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 10 | 0 | 31 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 0 | 0 | 8 | 0 | 32 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 7 | 0 | 22 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 8 | 0 | 35 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 15 | 0 | 32 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 0 | 0 | 7 | 0 | 31 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 23 | 0 | 1 | 15 | 0 | 41 |
| 9:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 21 | 0 | 0 | 17 | 0 | 41 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 18 | 0 | 47 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 19 | 0 | 44 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 0 | 0 | 14 | 1 | 46 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 0 | 22 | 0 | 45 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 0 | 0 | 22 | 1 | 59 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 1 | 0 | 2 | 51 | 292 | 0 | 1 | 206 | 2 | 555 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 33.33% | 0.00% | 66.67% | 14.87% | 85.13% | 0.00% | 0.48% | 98.56% | 0.96% | |
| **PEAK HR START TIME :** | 1000 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 95 | 0 | 0 | 77 | 2 | 194 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.000 | | | 0.799 | | | 0.859 | | | 0.822 |

**UTURNS**

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 3 | 0 |
| 0 | 0 | 1 | 1 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 2 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 3 | 0 |
| 0 | 0 | 1 | 0 |
| NB | SB | EB | WB |
| 0 | 0 | 20 | 1 |

**CONTROL :** No Control

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-036 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Parking Lot | | | Parking Lot | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | | | | | |
| 4:00 PM | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 36 | 0 | 0 | 30 | 2 | 79 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 37 | 0 | 0 | 28 | 3 | 73 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 23 | 0 | 0 | 27 | 0 | 56 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 0 | 0 | 20 | 0 | 54 | 0 | 0 | 2 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 34 | 0 | 0 | 37 | 0 | 75 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 0 | 0 | 36 | 0 | 81 | 0 | 0 | 2 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 62 | 0 | 0 | 40 | 2 | 107 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 34 | 0 | 0 | 27 | 1 | 64 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 4 | 0 | 5 | 30 | 297 | 0 | 0 | 245 | 8 | 589 | 0 | 0 | 8 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 44.44% | 0.00% | 55.56% | 9.17% | 90.83% | 0.00% | 0.00% | 96.84% | 3.16% | | | | | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 171 | 0 | 0 | 140 | 3 | 327 | | | | |
| **PEAK HR FACTOR :** | 0.000 | | | 0.500 | | | 0.703 | | | 0.851 | | | 0.764 | | | | |

**CONTROL :** No Control

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-036 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Harbor Dr | | | Harbor Dr | | | Parking Lot | | | Parking Lot | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** No Control

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Harbor Dr and Parking Lot , San Diego*

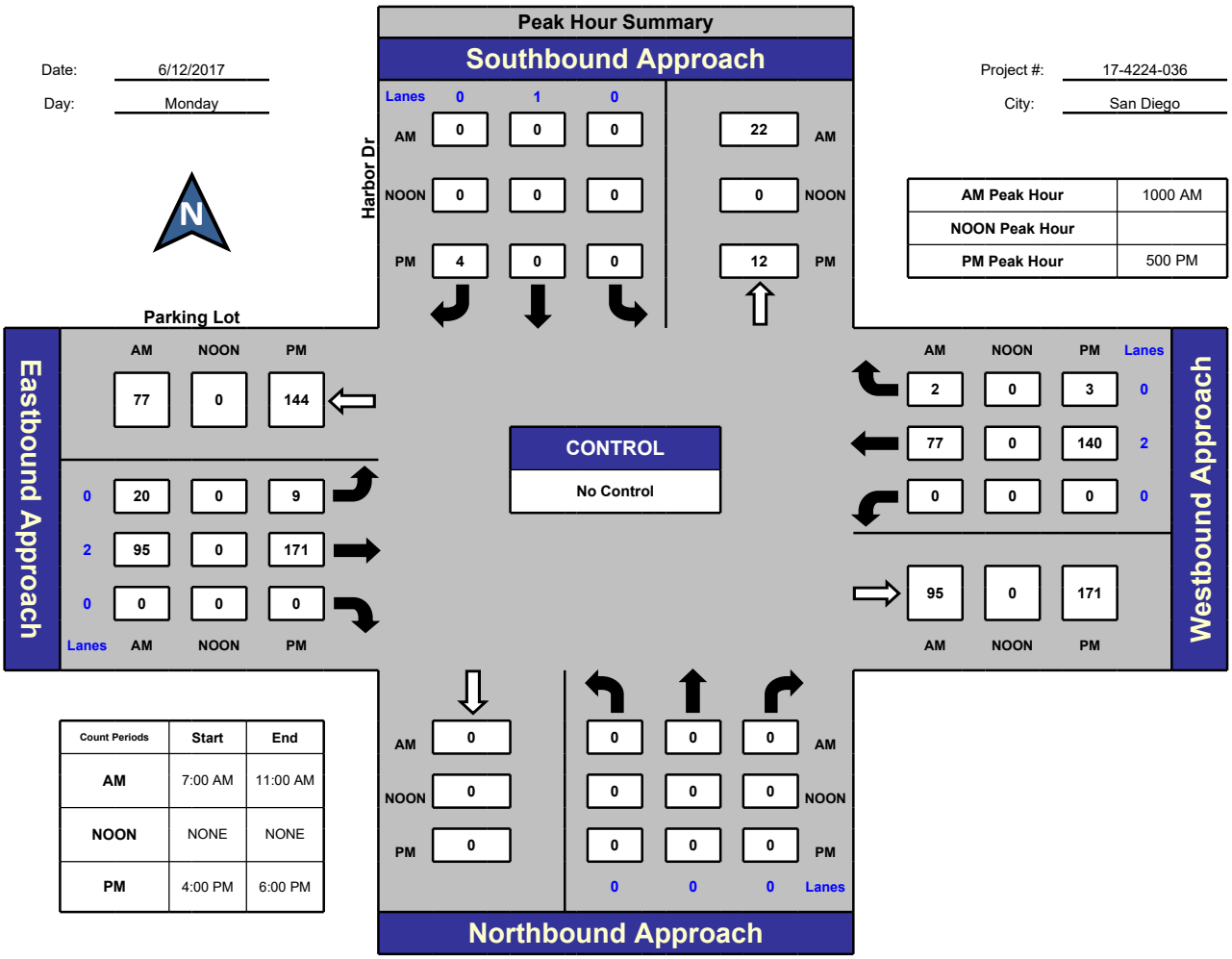
Date: 6/12/2017

Day: Monday

Project #: 17-4224-036

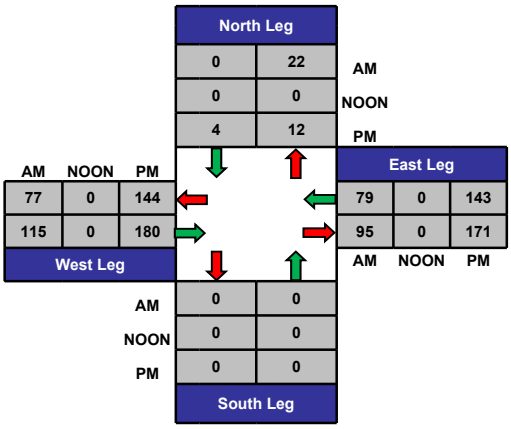
City: San Diego

| | |
|---|---|
| AM Peak Hour | 1000 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

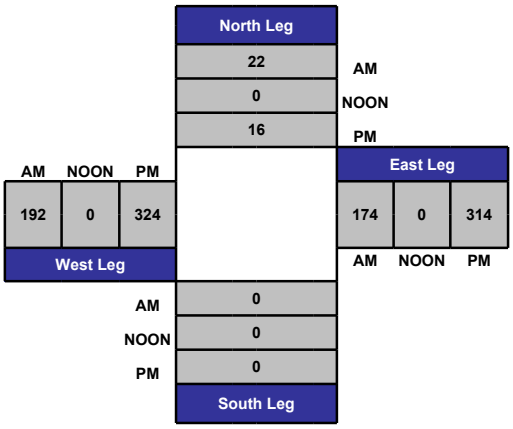



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-037 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Winship Ln | | | Winship Ln | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 5 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 2 | 0 | 10 | 15 | 138 | 0 | 0 | 688 | 2 | 855 |
| 7:15 AM | 0 | 0 | 0 | 4 | 0 | 5 | 14 | 154 | 0 | 0 | 736 | 14 | 927 |
| 7:30 AM | 0 | 0 | 0 | 6 | 0 | 8 | 16 | 188 | 0 | 0 | 728 | 15 | 961 |
| 7:45 AM | 0 | 0 | 0 | 6 | 0 | 10 | 16 | 181 | 0 | 0 | 771 | 6 | 990 |
| 8:00 AM | 0 | 0 | 0 | 10 | 0 | 9 | 21 | 181 | 0 | 0 | 672 | 10 | 903 |
| 8:15 AM | 0 | 0 | 0 | 2 | 0 | 7 | 14 | 153 | 0 | 0 | 752 | 16 | 944 |
| 8:30 AM | 0 | 0 | 0 | 8 | 0 | 12 | 15 | 210 | 0 | 0 | 765 | 9 | 1019 |
| 8:45 AM | 0 | 0 | 0 | 6 | 0 | 14 | 14 | 192 | 0 | 0 | 764 | 10 | 1000 |
| 9:00 AM | 0 | 0 | 0 | 10 | 0 | 11 | 16 | 201 | 0 | 0 | 767 | 13 | 1018 |
| 9:15 AM | 0 | 0 | 0 | 6 | 0 | 12 | 12 | 164 | 0 | 0 | 738 | 13 | 945 |
| 9:30 AM | 0 | 0 | 0 | 11 | 0 | 16 | 23 | 185 | 0 | 0 | 794 | 11 | 1040 |
| 9:45 AM | 0 | 0 | 0 | 9 | 0 | 9 | 25 | 222 | 0 | 0 | 766 | 17 | 1048 |
| 10:00 AM | 0 | 0 | 0 | 9 | 0 | 11 | 15 | 170 | 0 | 0 | 684 | 14 | 903 |
| 10:15 AM | 0 | 0 | 0 | 14 | 0 | 15 | 21 | 196 | 0 | 0 | 623 | 19 | 888 |
| 10:30 AM | 0 | 0 | 0 | 9 | 0 | 17 | 16 | 194 | 0 | 0 | 673 | 14 | 923 |
| 10:45 AM | 0 | 0 | 0 | 15 | 0 | 9 | 19 | 236 | 0 | 0 | 713 | 14 | 1006 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 127 | 0 | 175 | 272 | 2965 | 0 | 0 | 11634 | 197 | 15370 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 42.05% | 0.00% | 57.95% | 8.40% | 91.60% | 0.00% | 0.00% | 98.33% | 1.67% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 36 | 0 | 48 | 76 | 772 | 0 | 0 | 3065 | 54 | 4051 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.778 | | | 0.858 | | | 0.969 | | | 0.966 |

**UTURNS**

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 10 | 0 |
| | 0 | 0 | 6 | 0 |
| | 0 | 0 | 7 | 0 |
| | 0 | 0 | 6 | 0 |
| | 0 | 0 | 10 | 0 |
| | 0 | 0 | 7 | 0 |
| | 0 | 0 | 5 | 0 |
| | 0 | 0 | 5 | 0 |
| | 0 | 0 | 7 | 0 |
| | 0 | 0 | 3 | 0 |
| | 0 | 0 | 10 | 0 |
| | 0 | 0 | 9 | 0 |
| | 0 | 0 | 4 | 0 |
| | 0 | 0 | 9 | 0 |
| | 0 | 0 | 6 | 0 |
| | 0 | 0 | 7 | 0 |
| | NB | SB | EB | WB |
| | 0 | 0 | 111 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-037 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Winship Ln | | | Winship Ln | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 5 | 1 | |
| 4:00 PM | 0 | 0 | 0 | 24 | 0 | 9 | 6 | 443 | 0 | 0 | 544 | 5 | 1031 |
| 4:15 PM | 0 | 0 | 0 | 16 | 0 | 10 | 15 | 432 | 0 | 0 | 554 | 3 | 1030 |
| 4:30 PM | 0 | 0 | 0 | 16 | 0 | 8 | 9 | 427 | 0 | 0 | 602 | 4 | 1066 |
| 4:45 PM | 0 | 0 | 0 | 9 | 0 | 10 | 16 | 312 | 0 | 0 | 513 | 6 | 866 |
| 5:00 PM | 0 | 0 | 0 | 26 | 0 | 10 | 8 | 367 | 0 | 0 | 648 | 7 | 1066 |
| 5:15 PM | 0 | 0 | 0 | 20 | 0 | 14 | 9 | 355 | 0 | 0 | 594 | 3 | 995 |
| 5:30 PM | 0 | 0 | 0 | 19 | 0 | 9 | 6 | 264 | 0 | 0 | 570 | 9 | 877 |
| 5:45 PM | 0 | 0 | 0 | 10 | 0 | 9 | 10 | 286 | 0 | 0 | 597 | 5 | 917 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 140 | 0 | 79 | 79 | 2886 | 0 | 0 | 4622 | 42 | 7848 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 63.93% | 0.00% | 36.07% | 2.66% | 97.34% | 0.00% | 0.00% | 99.10% | 0.90% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 67 | 0 | 38 | 48 | 1538 | 0 | 0 | 2317 | 20 | 4028 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.729 | | | 0.887 | | | 0.892 | | 0.945 |

**CONTROL :** Signalized

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 4:00 PM | 0 | 0 | 5 | 0 |
| 4:15 PM | 0 | 0 | 9 | 0 |
| 4:30 PM | 0 | 0 | 7 | 0 |
| 4:45 PM | 0 | 0 | 10 | 0 |
| 5:00 PM | 0 | 0 | 6 | 0 |
| 5:15 PM | 0 | 0 | 4 | 0 |
| 5:30 PM | 0 | 0 | 3 | 0 |
| 5:45 PM | 0 | 0 | 5 | 0 |
| **TOTAL VOLUMES :** | 0 | 0 | 49 | 0 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-037 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Winship Ln | | | Winship Ln | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 5 | 1 | |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

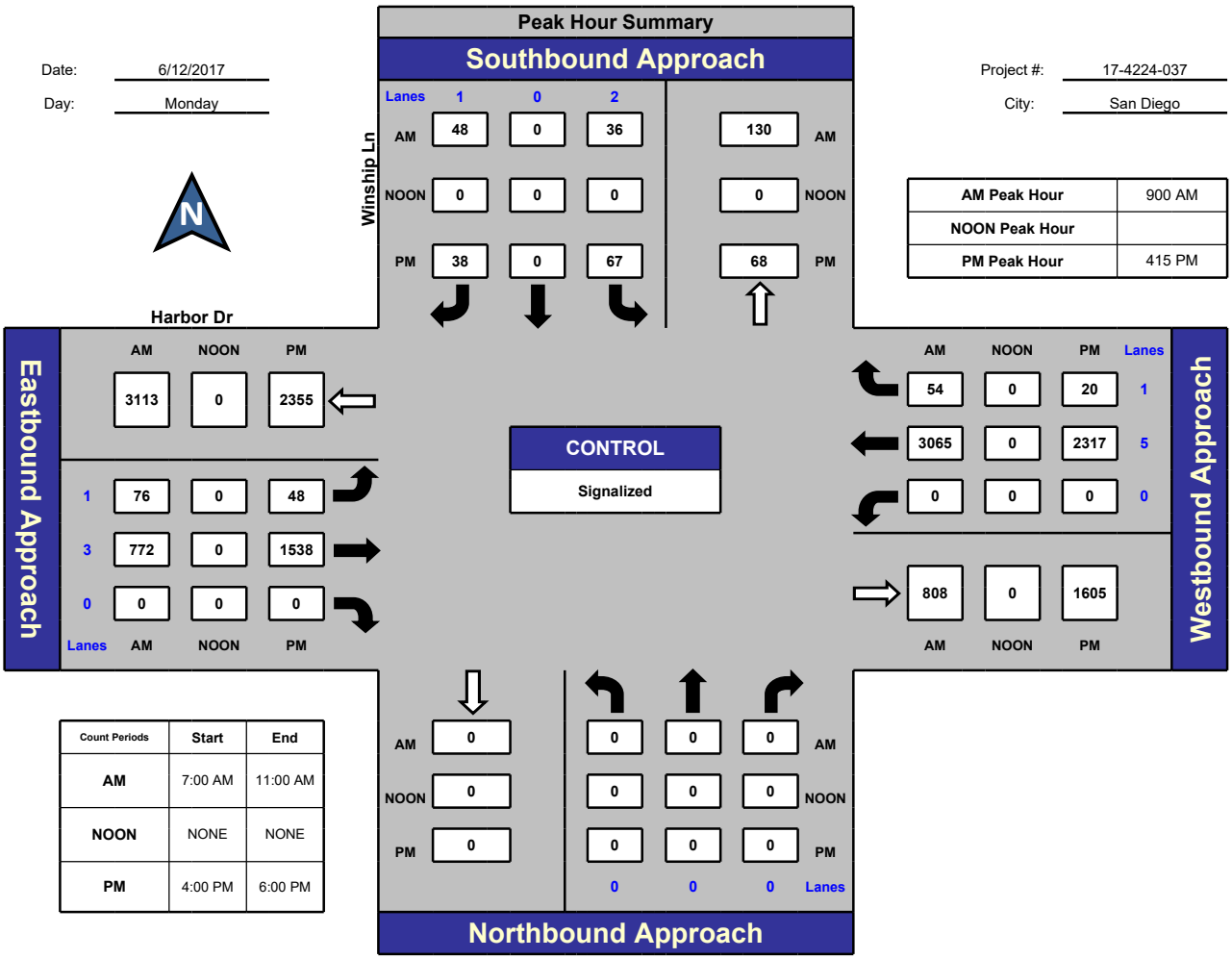
## *Winship Ln and Harbor Dr , San Diego*

Date: 6/12/2017

Day: Monday

Project #: 17-4224-037

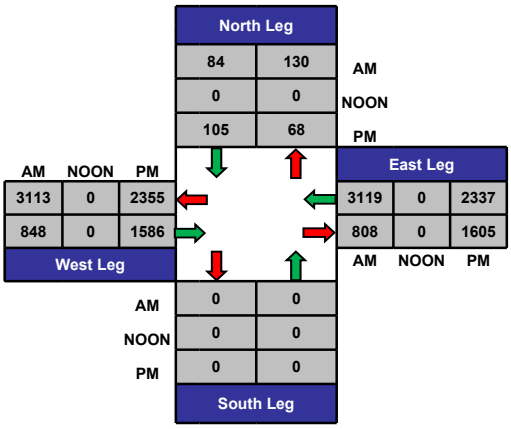
City: San Diego



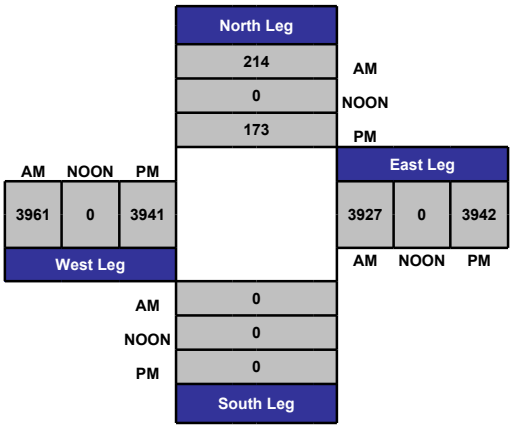

| AM Peak Hour | 900 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-038 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Liberator Blvd/ Rent a Car Access | | | Liberator Blvd/ Rent a Car Access | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0.5 | 0.5 | 1 | 1 | 0.5 | 0.5 | 1 | 4 | 1 | 2 | 4 | 0 | | | | | |
| 7:00 AM | 1 | 0 | 7 | 0 | 0 | 4 | 9 | 391 | 3 | 13 | 673 | 6 | 1107 | 0 | 0 | 2 | 0 |
| 7:15 AM | 4 | 0 | 5 | 5 | 0 | 6 | 12 | 470 | 4 | 6 | 755 | 12 | 1279 | 0 | 0 | 5 | 2 |
| 7:30 AM | 3 | 0 | 11 | 1 | 0 | 7 | 14 | 447 | 1 | 6 | 714 | 8 | 1212 | 0 | 0 | 9 | 0 |
| 7:45 AM | 2 | 0 | 9 | 3 | 0 | 5 | 9 | 540 | 3 | 13 | 781 | 8 | 1373 | 0 | 0 | 4 | 0 |
| 8:00 AM | 2 | 0 | 28 | 2 | 1 | 5 | 12 | 512 | 4 | 22 | 663 | 7 | 1258 | 0 | 0 | 6 | 1 |
| 8:15 AM | 3 | 0 | 12 | 1 | 0 | 6 | 10 | 506 | 5 | 7 | 757 | 9 | 1316 | 0 | 0 | 4 | 1 |
| 8:30 AM | 1 | 0 | 15 | 1 | 0 | 8 | 18 | 530 | 4 | 19 | 751 | 11 | 1358 | 0 | 0 | 10 | 1 |
| 8:45 AM | 0 | 0 | 27 | 5 | 0 | 5 | 13 | 573 | 4 | 12 | 767 | 13 | 1419 | 0 | 0 | 7 | 0 |
| 9:00 AM | 3 | 0 | 10 | 2 | 0 | 9 | 12 | 662 | 5 | 15 | 752 | 11 | 1481 | 0 | 0 | 5 | 2 |
| 9:15 AM | 5 | 0 | 12 | 5 | 0 | 6 | 14 | 619 | 5 | 16 | 732 | 12 | 1426 | 0 | 0 | 6 | 3 |
| 9:30 AM | 2 | 0 | 10 | 5 | 0 | 6 | 24 | 649 | 2 | 10 | 776 | 7 | 1491 | 0 | 0 | 14 | 3 |
| 9:45 AM | 6 | 0 | 24 | 4 | 0 | 7 | 17 | 681 | 9 | 13 | 762 | 6 | 1529 | 0 | 0 | 9 | 1 |
| 10:00 AM | 2 | 0 | 10 | 3 | 0 | 9 | 15 | 639 | 5 | 9 | 679 | 6 | 1377 | 0 | 0 | 9 | 1 |
| 10:15 AM | 1 | 0 | 9 | 3 | 0 | 6 | 17 | 572 | 3 | 8 | 622 | 7 | 1248 | 0 | 0 | 9 | 1 |
| 10:30 AM | 4 | 0 | 12 | 5 | 0 | 6 | 17 | 613 | 8 | 14 | 670 | 7 | 1356 | 0 | 0 | 9 | 2 |
| 10:45 AM | 2 | 0 | 22 | 2 | 0 | 6 | 14 | 692 | 8 | 19 | 706 | 6 | 1477 | 0 | 0 | 6 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 41 | 0 | 223 | 47 | 1 | 101 | 227 | 9096 | 73 | 202 | 11560 | 136 | 21707 | 0 | 0 | 114 | 18 |
| **APPROACH %'s :** | 15.53% | 0.00% | 84.47% | 31.54% | 0.67% | 67.79% | 2.42% | 96.81% | 0.78% | 1.70% | 97.16% | 1.14% | | | | | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 16 | 0 | 56 | 16 | 0 | 28 | 67 | 2611 | 21 | 54 | 3022 | 36 | 5927 | | | | |
| **PEAK HR FACTOR :** | | 0.600 | | | 1.000 | | | 0.954 | | | 0.981 | | 0.969 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-038 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Liberator Blvd/ Rent a Car Access | | | Liberator Blvd/ Rent a Car Access | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0.5 | 0.5 | 1 | 1 | 0.5 | 0.5 | 1 | 4 | 1 | 2 | 4 | 0 | | | | | |
| 4:00 PM | 5 | 0 | 12 | 6 | 0 | 9 | 14 | 799 | 9 | 5 | 510 | 1 | 1370 | 0 | 0 | 6 | 1 |
| 4:15 PM | 6 | 0 | 13 | 8 | 0 | 7 | 10 | 721 | 4 | 2 | 553 | 2 | 1326 | 0 | 0 | 6 | 0 |
| 4:30 PM | 1 | 0 | 4 | 6 | 0 | 4 | 9 | 816 | 2 | 7 | 575 | 5 | 1429 | 0 | 0 | 5 | 0 |
| 4:45 PM | 3 | 0 | 9 | 9 | 0 | 4 | 9 | 617 | 3 | 6 | 535 | 1 | 1196 | 0 | 0 | 5 | 3 |
| 5:00 PM | 3 | 0 | 10 | 5 | 0 | 7 | 12 | 691 | 5 | 12 | 626 | 3 | 1374 | 0 | 0 | 6 | 3 |
| 5:15 PM | 2 | 0 | 15 | 4 | 0 | 6 | 19 | 654 | 2 | 8 | 571 | 0 | 1281 | 0 | 0 | 12 | 3 |
| 5:30 PM | 2 | 0 | 4 | 6 | 0 | 7 | 12 | 572 | 2 | 4 | 570 | 1 | 1180 | 0 | 0 | 3 | 1 |
| 5:45 PM | 3 | 0 | 14 | 4 | 0 | 6 | 15 | 608 | 8 | 11 | 598 | 3 | 1270 | 0 | 0 | 6 | 2 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 25 | 0 | 81 | 48 | 0 | 50 | 100 | 5478 | 35 | 55 | 4538 | 16 | 10426 | 0 | 0 | 49 | 13 |
| **APPROACH %'s :** | 23.58% | 0.00% | 76.42% | 48.98% | 0.00% | 51.02% | 1.78% | 97.59% | 0.62% | 1.19% | 98.46% | 0.35% | | | | | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 13 | 0 | 36 | 28 | 0 | 22 | 40 | 2845 | 14 | 27 | 2289 | 11 | 5325 | | | | |
| **PEAK HR FACTOR :** | 0.645 | | | 0.833 | | | 0.876 | | | 0.908 | | | 0.932 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-038 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Liberator Blvd/ Rent a Car Access | | | Liberator Blvd/ Rent a Car Access | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0.5 | 0.5 | 1 | 1 | 0.5 | 0.5 | 1 | 4 | 1 | 2 | 4 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Liberator Blvd/ Rent a Car Access and Harbor Dr , San Diego*

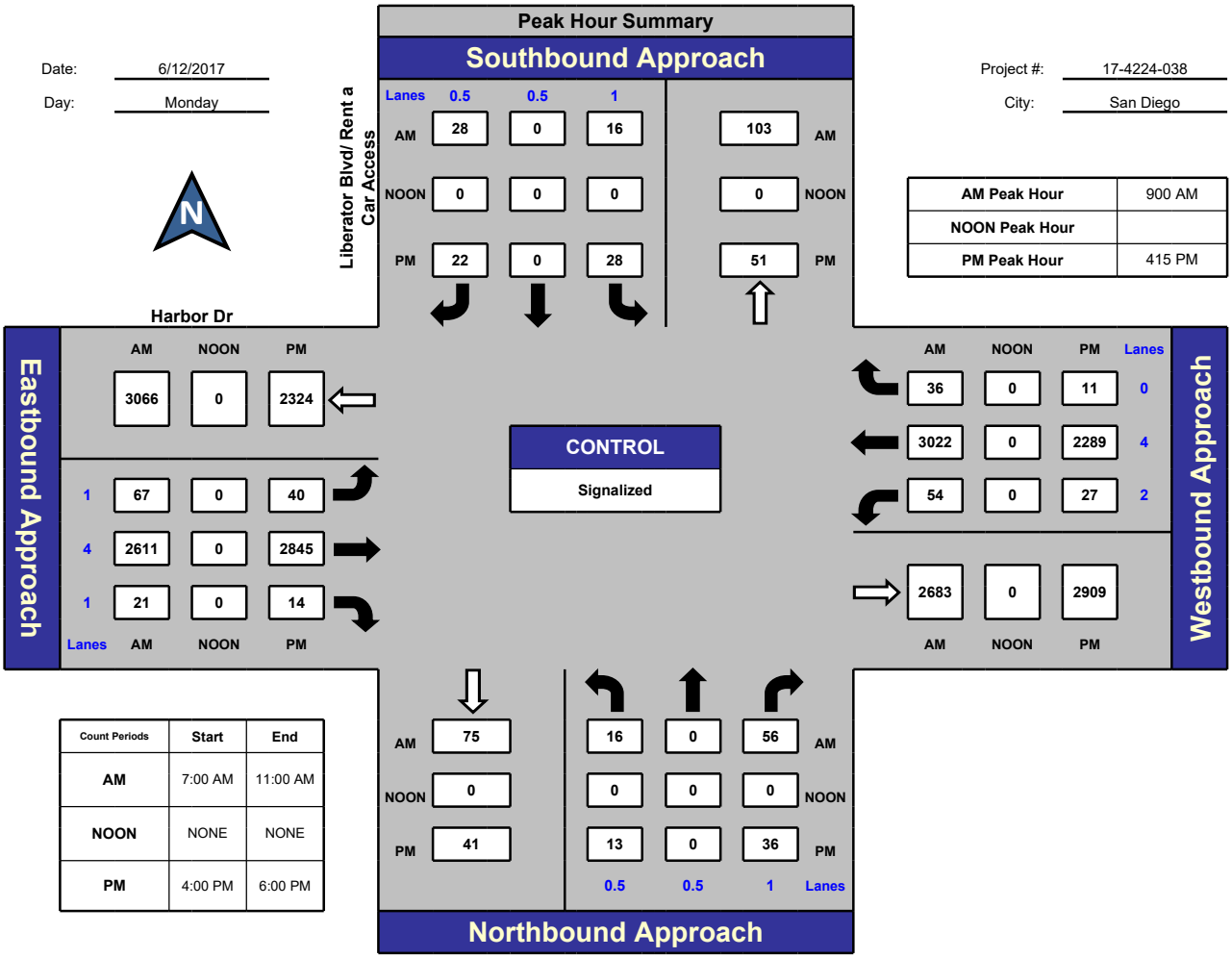
Date: 6/12/2017

Day: Monday

Project #: 17-4224-038

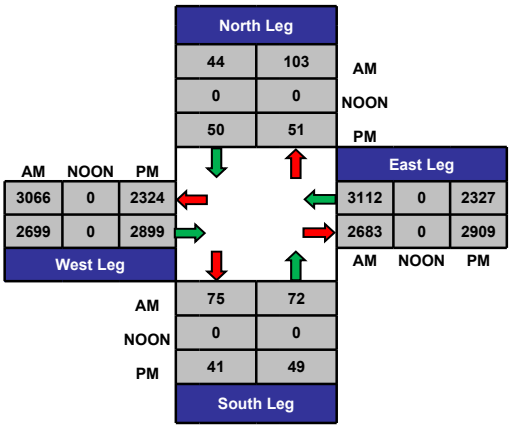
City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

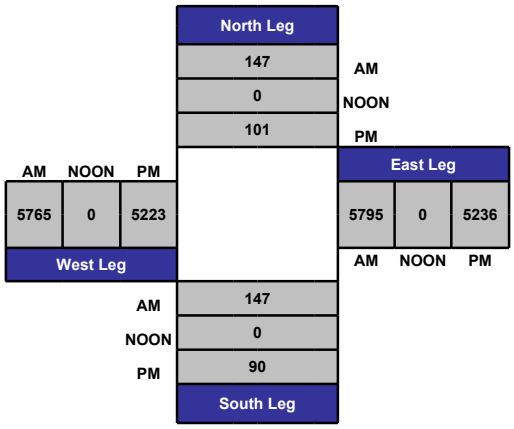



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-039 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Cell Phone Lot | | | Cell Phone Lot | | | Harbor Dr | | | Harbor Dr | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 1 | 0 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 4 | 0 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 3 | 0 | 45 | 22 | 399 | 0 | 1 | 710 | 51 | 1231 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 15 | 0 | 32 | 33 | 426 | 0 | 2 | 659 | 44 | 1211 | 0 | 0 | 2 | 2 |
| 7:30 AM | 0 | 0 | 0 | 14 | 0 | 63 | 22 | 458 | 0 | 1 | 716 | 70 | 1344 | 0 | 0 | 3 | 1 |
| 7:45 AM | 0 | 0 | 0 | 5 | 0 | 54 | 35 | 496 | 0 | 1 | 676 | 55 | 1322 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 5 | 0 | 56 | 34 | 531 | 0 | 2 | 695 | 82 | 1405 | 0 | 0 | 1 | 2 |
| 8:15 AM | 0 | 0 | 0 | 8 | 0 | 31 | 46 | 454 | 0 | 2 | 715 | 71 | 1327 | 0 | 0 | 2 | 2 |
| 8:30 AM | 0 | 0 | 0 | 12 | 0 | 37 | 36 | 537 | 0 | 0 | 730 | 84 | 1436 | 0 | 0 | 2 | 0 |
| 8:45 AM | 0 | 0 | 0 | 18 | 0 | 56 | 38 | 547 | 0 | 2 | 747 | 76 | 1484 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 13 | 0 | 76 | 47 | 648 | 0 | 3 | 717 | 84 | 1588 | 0 | 0 | 1 | 2 |
| 9:15 AM | 0 | 0 | 0 | 20 | 0 | 87 | 48 | 571 | 0 | 1 | 648 | 111 | 1486 | 0 | 0 | 3 | 1 |
| 9:30 AM | 0 | 0 | 1 | 10 | 0 | 99 | 36 | 647 | 1 | 2 | 714 | 105 | 1615 | 0 | 0 | 0 | 2 |
| 9:45 AM | 1 | 0 | 0 | 18 | 0 | 95 | 45 | 646 | 0 | 2 | 646 | 91 | 1544 | 0 | 0 | 1 | 2 |
| 10:00 AM | 0 | 0 | 0 | 6 | 0 | 52 | 37 | 627 | 0 | 2 | 660 | 112 | 1496 | 0 | 0 | 2 | 2 |
| 10:15 AM | 0 | 0 | 0 | 23 | 0 | 74 | 42 | 561 | 0 | 3 | 590 | 119 | 1412 | 0 | 0 | 2 | 3 |
| 10:30 AM | 0 | 0 | 0 | 11 | 0 | 95 | 51 | 569 | 0 | 3 | 579 | 107 | 1415 | 0 | 0 | 5 | 3 |
| 10:45 AM | 0 | 0 | 0 | 16 | 0 | 94 | 37 | 693 | 0 | 5 | 594 | 111 | 1550 | 0 | 0 | 2 | 5 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 1 | 0 | 1 | 197 | 0 | 1046 | 609 | 8810 | 1 | 32 | 10796 | 1373 | 22866 | 0 | 0 | 27 | 31 |
| **APPROACH %'s :** | 50.00% | 0.00% | 50.00% | 15.85% | 0.00% | 84.15% | 6.46% | 93.52% | 0.01% | 0.26% | 88.48% | 11.25% | | | | | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 1 | 0 | 1 | 61 | 0 | 357 | 176 | 2512 | 1 | 8 | 2725 | 391 | 6233 | | | | |
| **PEAK HR FACTOR :** | 0.500 | | | 0.925 | | | 0.967 | | | 0.951 | | | 0.965 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-039 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Cell Phone Lot | | | Cell Phone Lot | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1 | 0 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 4 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 20 | 0 | 57 | 38 | 796 | 0 | 3 | 471 | 103 | 1488 |
| 4:15 PM | 0 | 0 | 0 | 31 | 0 | 77 | 27 | 737 | 0 | 3 | 477 | 72 | 1424 |
| 4:30 PM | 0 | 0 | 0 | 25 | 0 | 73 | 26 | 781 | 0 | 2 | 505 | 87 | 1499 |
| 4:45 PM | 0 | 0 | 0 | 32 | 0 | 49 | 28 | 625 | 0 | 4 | 472 | 79 | 1289 |
| 5:00 PM | 0 | 0 | 0 | 22 | 0 | 64 | 30 | 661 | 0 | 2 | 560 | 94 | 1433 |
| 5:15 PM | 0 | 0 | 0 | 22 | 0 | 44 | 31 | 662 | 0 | 7 | 574 | 92 | 1432 |
| 5:30 PM | 0 | 0 | 0 | 29 | 0 | 93 | 27 | 543 | 0 | 1 | 459 | 109 | 1261 |
| 5:45 PM | 0 | 0 | 0 | 19 | 0 | 84 | 24 | 623 | 0 | 4 | 552 | 114 | 1420 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 200 | 0 | 541 | 231 | 5428 | 0 | 26 | 4070 | 750 | 11246 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | 26.99% | 0.00% | 73.01% | 4.08% | 95.92% | 0.00% | 0.54% | 83.99% | 15.48% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 108 | 0 | 256 | 119 | 2939 | 0 | 12 | 1925 | 341 | 5700 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.843 | | | 0.917 | | | 0.959 | | | 0.951 |

| UTURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 3 |
| 0 | 0 | 6 | 3 |
| 0 | 0 | 2 | 2 |
| 0 | 0 | 2 | 4 |
| 0 | 0 | 1 | 2 |
| 0 | 0 | 1 | 7 |
| 0 | 0 | 1 | 1 |
| 0 | 0 | 1 | 4 |
| NB | SB | EB | WB |
| 0 | 0 | 14 | 26 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-039 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Cell Phone Lot | | | Cell Phone Lot | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1 | 0 | 2 | 0.5 | 0.5 | 1 | 3 | 0 | 1 | 4 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Cell Phone Lot and Harbor Dr , San Diego*

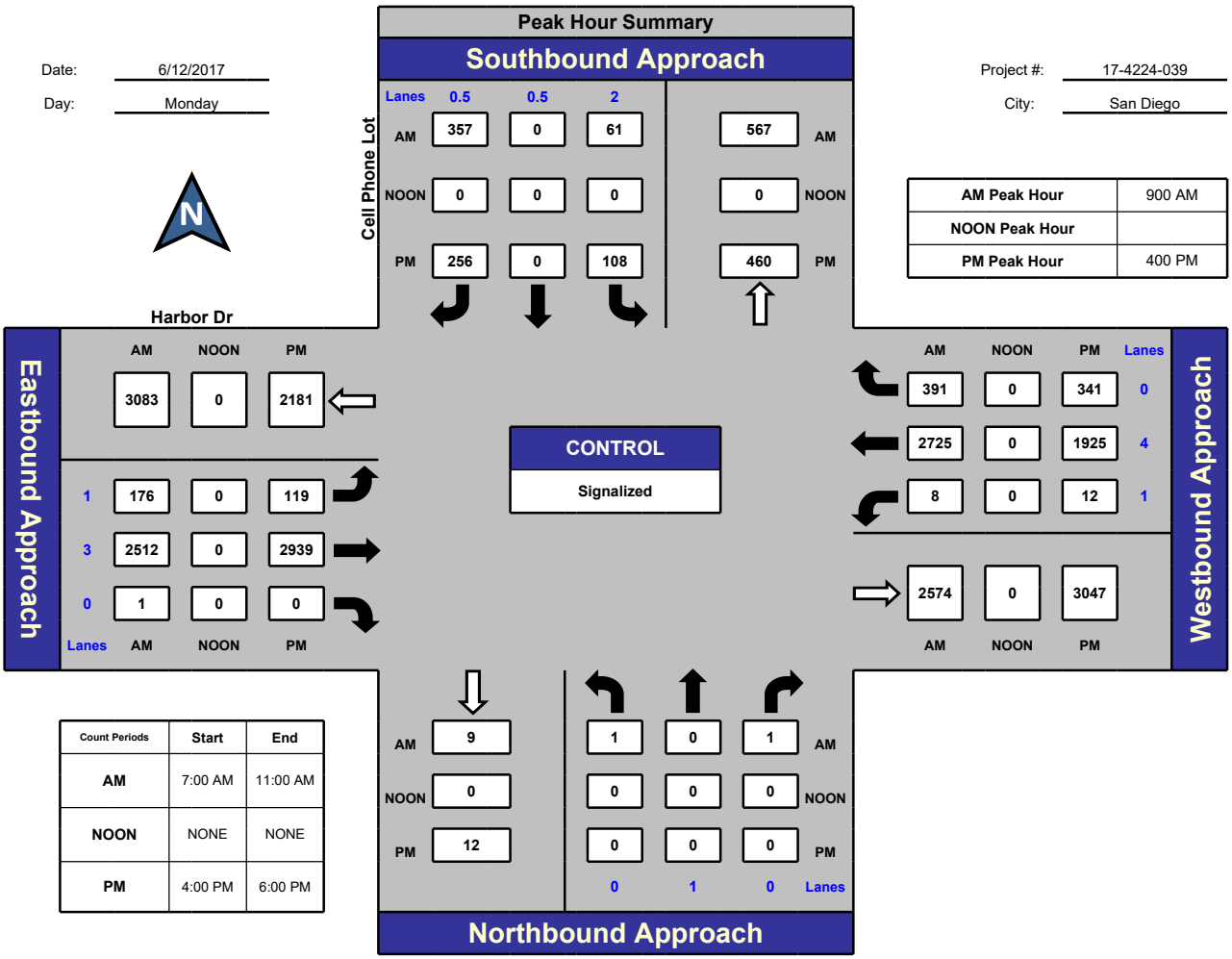
Date: 6/12/2017

Day: Monday

Project #: 17-4224-039

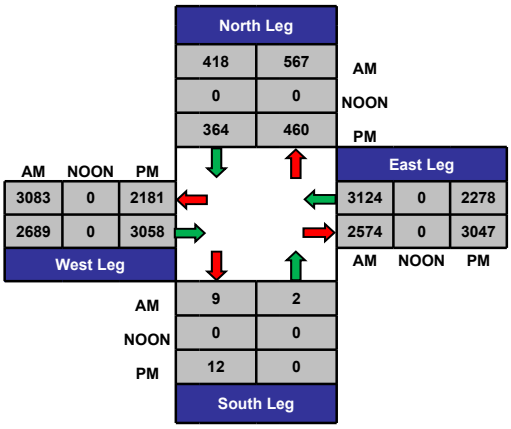
City: San Diego

| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |

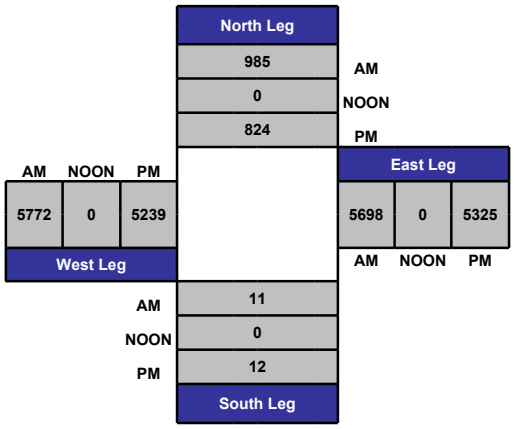



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 11:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-040 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**AM**

| **NS/EW Streets:** | Terminal Link Rd | | | Terminal Link Rd | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 3 | 0 | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 32 | 8 | 374 | 3 | 24 | 708 | 0 | 1151 |
| 7:15 AM | 0 | 0 | 5 | 0 | 0 | 15 | 10 | 442 | 4 | 26 | 735 | 0 | 1237 |
| 7:30 AM | 0 | 0 | 7 | 0 | 0 | 20 | 9 | 457 | 2 | 6 | 736 | 0 | 1237 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 46 | 15 | 496 | 1 | 10 | 733 | 0 | 1302 |
| 8:00 AM | 0 | 0 | 7 | 0 | 0 | 35 | 9 | 511 | 1 | 8 | 707 | 0 | 1278 |
| 8:15 AM | 0 | 0 | 4 | 0 | 0 | 34 | 10 | 473 | 0 | 11 | 785 | 0 | 1317 |
| 8:30 AM | 0 | 0 | 4 | 0 | 0 | 20 | 15 | 526 | 0 | 4 | 758 | 0 | 1327 |
| 8:45 AM | 0 | 0 | 4 | 0 | 0 | 37 | 12 | 561 | 1 | 8 | 827 | 0 | 1450 |
| 9:00 AM | 0 | 0 | 13 | 0 | 0 | 31 | 11 | 642 | 2 | 8 | 760 | 0 | 1467 |
| 9:15 AM | 0 | 0 | 4 | 0 | 0 | 34 | 15 | 589 | 1 | 5 | 753 | 0 | 1401 |
| 9:30 AM | 0 | 0 | 6 | 0 | 0 | 46 | 12 | 624 | 4 | 3 | 748 | 0 | 1443 |
| 9:45 AM | 0 | 0 | 5 | 0 | 0 | 53 | 12 | 671 | 4 | 11 | 731 | 0 | 1487 |
| 10:00 AM | 0 | 0 | 8 | 0 | 0 | 46 | 20 | 616 | 3 | 3 | 691 | 0 | 1387 |
| 10:15 AM | 0 | 0 | 4 | 0 | 0 | 31 | 17 | 567 | 0 | 6 | 665 | 0 | 1290 |
| 10:30 AM | 0 | 0 | 5 | 0 | 0 | 75 | 14 | 576 | 2 | 11 | 629 | 0 | 1312 |
| 10:45 AM | 0 | 0 | 3 | 0 | 0 | 74 | 13 | 693 | 4 | 6 | 624 | 0 | 1417 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 82 | 0 | 0 | 629 | 202 | 8818 | 32 | 150 | 11590 | 0 | 21503 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 2.23% | 97.41% | 0.35% | 1.28% | 98.72% | 0.00% | |
| **PEAK HR START TIME :** | 900 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 28 | 0 | 0 | 164 | 50 | 2526 | 11 | 27 | 2992 | 0 | 5798 |
| **PEAK HR FACTOR :** | | 0.538 | | | 0.774 | | | 0.941 | | | 0.983 | | 0.975 |

| UTURNS | NB | SB | EB | WB |
|---|---|---|---|---|
| | 0 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 4 | 3 |
| | 0 | 0 | 0 | 2 |
| | 0 | 0 | 0 | 5 |
| | 0 | 0 | 2 | 3 |
| | 0 | 0 | 2 | 4 |
| | 0 | 0 | 1 | 2 |
| | 0 | 0 | 1 | 2 |
| | 0 | 0 | 0 | 2 |
| | 0 | 0 | 2 | 7 |
| | 0 | 0 | 4 | 3 |
| | 0 | 0 | 5 | 3 |
| | 0 | 0 | 2 | 8 |
| | 0 | 0 | 0 | 6 |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 0 | 24 | 52 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-040 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**PM**

| **NS/EW Streets:** | Terminal Link Rd | | | Terminal Link Rd | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 3 | 0 | |
| 4:00 PM | 0 | 0 | 4 | 0 | 0 | 28 | 8 | 829 | 2 | 6 | 532 | 0 | 1409 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 45 | 10 | 772 | 0 | 1 | 518 | 0 | 1348 |
| 4:30 PM | 0 | 0 | 4 | 0 | 0 | 50 | 8 | 799 | 0 | 4 | 528 | 0 | 1393 |
| 4:45 PM | 0 | 0 | 3 | 0 | 0 | 21 | 10 | 660 | 1 | 3 | 545 | 0 | 1243 |
| 5:00 PM | 0 | 0 | 9 | 0 | 0 | 36 | 9 | 664 | 0 | 7 | 637 | 0 | 1362 |
| 5:15 PM | 0 | 0 | 2 | 0 | 0 | 29 | 9 | 680 | 1 | 14 | 622 | 0 | 1357 |
| 5:30 PM | 0 | 0 | 4 | 0 | 0 | 25 | 10 | 581 | 1 | 7 | 537 | 0 | 1165 |
| 5:45 PM | 0 | 0 | 2 | 0 | 0 | 34 | 9 | 620 | 1 | 8 | 645 | 0 | 1319 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 30 | 0 | 0 | 268 | 73 | 5605 | 6 | 50 | 4564 | 0 | 10596 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 1.28% | 98.61% | 0.11% | 1.08% | 98.92% | 0.00% | |
| **PEAK HR START TIME :** | 400 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 13 | 0 | 0 | 144 | 36 | 3060 | 3 | 14 | 2123 | 0 | 5393 |
| **PEAK HR FACTOR :** | | 0.813 | | | 0.720 | | | 0.923 | | | 0.975 | | 0.957 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 5 |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 3 |
| 0 | 0 | 1 | 2 |
| 0 | 0 | 1 | 4 |
| 0 | 0 | 0 | 11 |
| 0 | 0 | 1 | 5 |
| 0 | 0 | 1 | 4 |
| NB | SB | EB | WB |
| 0 | 0 | 4 | 35 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 17-4224-040 **Day:** Monday

**City:** San Diego **Date:** 6/12/2017

**NOON**

| **NS/EW Streets:** | Terminal Link Rd | | | Terminal Link Rd | | | Harbor Dr | | | Harbor Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 3 | 0 | |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 0 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Terminal Link Rd and Harbor Dr , San Diego*

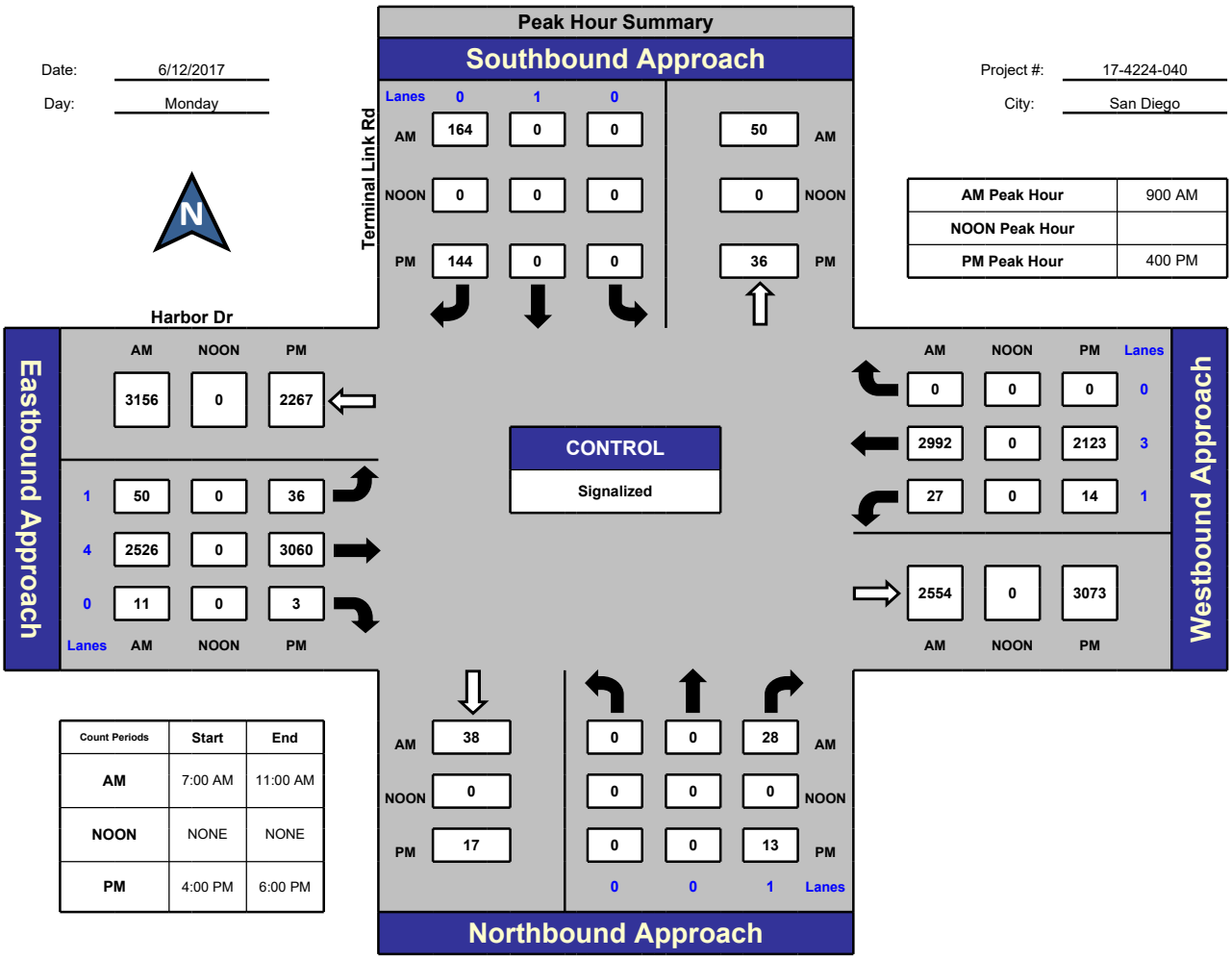
Date: 6/12/2017

Day: Monday

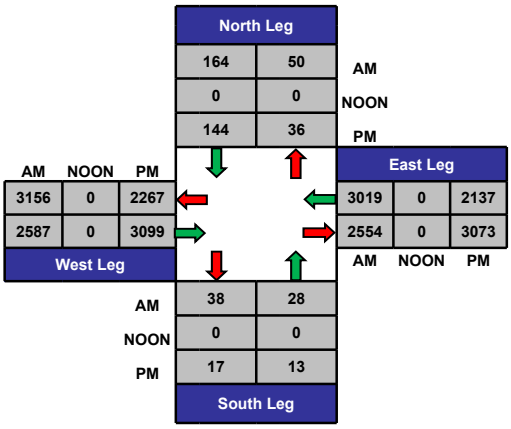
Project #: 17-4224-040

City: San Diego

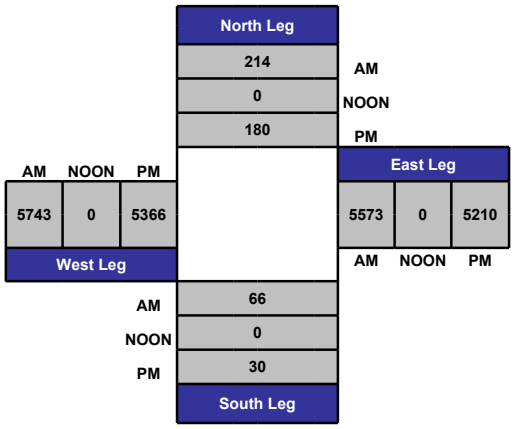
| | |
|---|---|
| AM Peak Hour | 900 AM |
| NOON Peak Hour | |
| PM Peak Hour | 400 PM |




## Total Ins & Outs




## Total Volume Per Leg



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Kettner Blvd & Palm St
City: San Diego
Control: 1-Way Stop (EB)

Project ID: 19-04117-001
Date: 3/11/2019

Total

| NS/EW Streets: | Kettner Blvd | | | | Kettner Blvd | | | | Palm St | | | | Palm St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 187 | 36 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 241 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 238 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 287 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 280 | 49 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 344 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 316 | 62 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 388 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 273 | 40 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 327 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 294 | 54 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 361 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 319 | 52 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 382 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 314 | 80 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 413 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 288 | 70 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 380 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 298 | 53 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 371 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 285 | 53 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 364 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 257 | 45 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 321 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 283 | 64 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 375 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 249 | 47 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 318 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 267 | 52 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 354 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 301 | 31 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 353 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 4449 | 820 | 0 | 0 | 0 | 309 | 1 | 0 | 0 | 0 | 0 | 5579 |
| APPROACH %'s : | | | | | 0.00% | 84.44% | 15.56% | 0.00% | 0.00% | 0.00% | 99.68% | 0.32% | | | | | |
| PEAK HR : | 08:30 AM - 09:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1219 | 255 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 1546 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.955 | 0.797 | 0.000 | 0.000 | 0.000 | 0.818 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.936 |
| | | | | | | 0.935 | | | | 0.818 | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 485 | 43 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 542 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 480 | 44 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 542 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 470 | 47 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 546 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 462 | 47 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 537 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 461 | 31 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 533 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 417 | 38 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 496 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 443 | 26 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 505 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 427 | 25 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 479 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 3645 | 301 | 0 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 4180 |
| APPROACH %'s : | | | | | 0.00% | 92.37% | 7.63% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1897 | 181 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 2167 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.978 | 0.963 | 0.000 | 0.000 | 0.000 | 0.767 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.992 |
| | | | | | | 0.984 | | | | 0.767 | | | | | | | |

## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Kettner Blvd & Palm St
City: San Diego
Control: 1-Way Stop (EB)

Project ID: 19-04117-001
Date: 3/11/2019

Bikes

| NS/EW Streets: | Kettner Blvd | | | | Kettner Blvd | | | | Palm St | | | | Palm St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| APPROACH %'s : | | | | | 0.00% | 75.00% | 25.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| PEAK HR : | 08:30 AM - 09:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | 0.250 | | | | 0.250 | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

Location: Kettner Blvd & Palm St
City: San Diego

Project ID: 19-04117-001
Date: 3/11/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Kettner Blvd | | Kettner Blvd | | Palm St | | Palm St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 4 |
| 10:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 5 | 1 | 0 | 1 | 0 | 0 | 13 | 16 | 36 |
| APPROACH %'s : | 83.33% | 16.67% | 0.00% | 100.00% | | | 44.83% | 55.17% | |
| PEAK HR : | 08:30 AM - 09:30 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 |
| PEAK HR FACTOR : | | | | | | | 0.625 | 0.350 | 0.429 |
| | | 0.500 | | | | | 0.375 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 3 | 4 | 0 | 1 | 0 | 0 | 4 | 3 | 15 |
| APPROACH %'s : | 42.86% | 57.14% | 0.00% | 100.00% | | | 57.14% | 42.86% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 7 |
| PEAK HR FACTOR : | | 0.500 | | | | | 0.250 | 0.250 | 0.583 |
| | | 0.500 | | | | | 0.375 | | |

Prepared by National Data & Surveying Services

# Kettner Blvd & Palm St

## Peak Hour Turning Movement Count

**ID:** 19-04117-001
**City:** San Diego

**Day:** Monday
**Date:** 03/11/2019

| PEAK HOURS | | COUNT PERIODS |
|---|---|---|
| AM | 08:30 AM - 09:30 AM | 07:00 AM - 11:00 AM |
| NOON | NONE | NONE |
| PM | 04:00 PM - 05:00 PM | 04:00 PM - 06:00 PM |

### Kettner Blvd – SOUTHBOUND

| | ↲ | ↓ | ↳ | U | ⇧ |
|---|---|---|---|---|---|
| AM | 255 | 1219 | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 181 | 1897 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | |

### Palm St – EASTBOUND

| | AM | NOON | PM | |
|---|---|---|---|---|
| ⇦ | 255 | 0 | 181 | |
| U-turn | 0 | 0 | 0 | 0 |
| Left | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 1 |
| Right | 72 | 0 | 89 | 0 |

### Palm St – WESTBOUND

| | | PM | NOON | AM |
|---|---|---|---|---|
| Right | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 0 |
| Left | 0 | 0 | 0 | 0 |
| U-turn | 0 | 0 | 0 | 0 |
| ⇨ | | 0 | 0 | 0 |

### CONTROL

1-Way Stop (EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 1546 | 0 | 2167 |
| PHF | 0.94 | | 0.99 |

### Kettner Blvd – NORTHBOUND

| | | U | Left | Thru | Right |
|---|---|---|---|---|---|
| | | 0 | 0 | 0 | 0 |
| PM | 1986 | 0 | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 1291 | 0 | 0 | 0 | 0 |

Total Vehicles (AM)

Total Vehicles (AM)

Total Vehicles (NOON)

Total Vehicles (NOON)

Pedestrians (Crosswalks)

Total Vehicles (PM)

Total Vehicles (PM)

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Laning Rd & Harbor Dr
City: San Diego
Control: Signalized

Project ID: 19-04117-002
Date: 3/11/2019

Total

| NS/EW Streets: | Laning Rd | | | | Laning Rd | | | | Harbor Dr | | | | Harbor Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 1 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 4 | 6 | 0 | 35 | 62 | 27 | 0 | 34 | 74 | 46 | 2 | 34 | 175 | 61 | 0 | 567 |
| 7:15 AM | 6 | 8 | 5 | 0 | 39 | 78 | 38 | 0 | 26 | 99 | 52 | 3 | 33 | 226 | 72 | 0 | 685 |
| 7:30 AM | 3 | 2 | 6 | 0 | 39 | 43 | 40 | 2 | 21 | 124 | 57 | 7 | 47 | 206 | 70 | 0 | 667 |
| 7:45 AM | 9 | 6 | 2 | 0 | 30 | 43 | 25 | 0 | 21 | 119 | 30 | 1 | 29 | 190 | 71 | 1 | 577 |
| 8:00 AM | 6 | 5 | 7 | 0 | 28 | 29 | 27 | 0 | 22 | 118 | 34 | 1 | 17 | 194 | 85 | 0 | 573 |
| 8:15 AM | 11 | 6 | 6 | 0 | 42 | 19 | 33 | 0 | 51 | 138 | 33 | 2 | 26 | 180 | 89 | 0 | 636 |
| 8:30 AM | 26 | 15 | 6 | 0 | 48 | 25 | 22 | 0 | 19 | 160 | 32 | 3 | 12 | 151 | 71 | 0 | 590 |
| 8:45 AM | 8 | 8 | 8 | 0 | 41 | 15 | 32 | 0 | 21 | 124 | 23 | 1 | 16 | 131 | 40 | 0 | 468 |
| 9:00 AM | 9 | 6 | 5 | 0 | 50 | 7 | 33 | 0 | 10 | 121 | 16 | 1 | 20 | 126 | 48 | 4 | 456 |
| 9:15 AM | 7 | 8 | 7 | 0 | 32 | 10 | 43 | 0 | 25 | 108 | 12 | 0 | 9 | 126 | 48 | 0 | 435 |
| 9:30 AM | 8 | 14 | 7 | 0 | 35 | 7 | 36 | 0 | 29 | 108 | 12 | 1 | 14 | 139 | 45 | 0 | 455 |
| 9:45 AM | 16 | 11 | 12 | 0 | 39 | 16 | 21 | 0 | 23 | 124 | 6 | 0 | 12 | 104 | 52 | 1 | 437 |
| 10:00 AM | 10 | 8 | 8 | 0 | 47 | 3 | 24 | 0 | 17 | 116 | 9 | 2 | 9 | 88 | 52 | 1 | 394 |
| 10:15 AM | 7 | 10 | 12 | 0 | 34 | 7 | 26 | 0 | 22 | 108 | 4 | 2 | 10 | 110 | 43 | 0 | 395 |
| 10:30 AM | 14 | 19 | 7 | 0 | 38 | 8 | 41 | 1 | 32 | 117 | 11 | 0 | 1 | 129 | 54 | 0 | 472 |
| 10:45 AM | 14 | 16 | 10 | 0 | 48 | 10 | 22 | 0 | 42 | 112 | 4 | 0 | 11 | 117 | 43 | 0 | 449 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 161 | 146 | 114 | 0 | 625 | 382 | 490 | 3 | 415 | 1870 | 381 | 26 | 300 | 2392 | 944 | 7 | 8256 |
| APPROACH %'s : | 38.24% | 34.68% | 27.08% | 0.00% | 41.67% | 25.47% | 32.67% | 0.20% | 15.42% | 69.47% | 14.15% | 0.97% | 8.23% | 65.66% | 25.91% | 0.19% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 24 | 21 | 20 | 0 | 136 | 193 | 130 | 2 | 90 | 460 | 173 | 12 | 126 | 816 | 298 | 1 | 2502 |
| PEAK HR FACTOR : | 0.667 | 0.656 | 0.714 | 0.000 | 0.872 | 0.619 | 0.813 | 0.250 | 0.865 | 0.927 | 0.759 | 0.429 | 0.670 | 0.903 | 0.876 | 0.250 | 0.913 |
| | 0.855 | | | | 0.744 | | | | 0.879 | | | | 0.937 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 29 | 31 | 47 | 0 | 69 | 5 | 34 | 0 | 23 | 257 | 6 | 1 | 1 | 142 | 62 | 1 | 708 |
| 4:15 PM | 13 | 31 | 20 | 0 | 64 | 5 | 36 | 1 | 26 | 199 | 10 | 0 | 1 | 161 | 58 | 0 | 625 |
| 4:30 PM | 17 | 22 | 24 | 0 | 52 | 4 | 26 | 0 | 21 | 246 | 6 | 1 | 7 | 162 | 66 | 0 | 654 |
| 4:45 PM | 11 | 20 | 9 | 0 | 50 | 9 | 22 | 0 | 37 | 219 | 10 | 1 | 3 | 126 | 80 | 0 | 597 |
| 5:00 PM | 8 | 26 | 9 | 0 | 46 | 10 | 54 | 1 | 23 | 182 | 10 | 2 | 6 | 166 | 82 | 0 | 625 |
| 5:15 PM | 9 | 13 | 17 | 0 | 47 | 4 | 33 | 0 | 28 | 169 | 11 | 2 | 3 | 186 | 74 | 1 | 597 |
| 5:30 PM | 7 | 8 | 9 | 0 | 55 | 5 | 27 | 0 | 14 | 156 | 1 | 2 | 3 | 152 | 79 | 0 | 518 |
| 5:45 PM | 10 | 9 | 5 | 0 | 44 | 10 | 22 | 0 | 27 | 125 | 6 | 1 | 6 | 139 | 71 | 1 | 476 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 104 | 160 | 140 | 0 | 427 | 52 | 254 | 2 | 199 | 1553 | 60 | 10 | 30 | 1234 | 572 | 3 | 4800 |
| APPROACH %'s : | 25.74% | 39.60% | 34.65% | 0.00% | 58.10% | 7.07% | 34.56% | 0.27% | 10.92% | 85.24% | 3.29% | 0.55% | 1.63% | 67.10% | 31.10% | 0.16% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 70 | 104 | 100 | 0 | 235 | 23 | 118 | 1 | 107 | 921 | 32 | 3 | 12 | 591 | 266 | 1 | 2584 |
| PEAK HR FACTOR : | 0.603 | 0.839 | 0.532 | 0.000 | 0.851 | 0.639 | 0.819 | 0.250 | 0.723 | 0.896 | 0.800 | 0.750 | 0.429 | 0.912 | 0.831 | 0.250 | 0.912 |
| | 0.640 | | | | 0.873 | | | | 0.926 | | | | 0.926 | | | | |

## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Laning Rd & Harbor Dr
City: San Diego
Control: Signalized

Project ID: 19-04117-002
Date: 3/11/2019

Bikes

| NS/EW Streets: | Laning Rd | | | | Laning Rd | | | | Harbor Dr | | | | Harbor Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 1 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 29 | 1 | 0 | 1 | 8 | 1 | 0 | 45 |
| APPROACH %'s : | | | | | 0.00% | 33.33% | 66.67% | 0.00% | 6.25% | 90.63% | 3.13% | 0.00% | 10.00% | 80.00% | 10.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 12 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.750 |
| | | | | | | 0.250 | | | | 0.563 | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 11 |
| APPROACH %'s : | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| PEAK HR FACTOR : | 0.00 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.667 |
| | | 0.250 | | | | 0.333 | | | | 0.250 | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

Location: Laning Rd & Harbor Dr
City: San Diego
Project ID: 19-04117-002
Date: 3/11/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Laning Rd | | Laning Rd | | Harbor Dr | | Harbor Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 6 | 1 | 1 | 0 | 2 | 0 | 2 | 12 |
| 7:15 AM | 0 | 4 | 0 | 4 | 0 | 3 | 2 | 3 | 16 |
| 7:30 AM | 0 | 2 | 3 | 3 | 2 | 1 | 0 | 6 | 17 |
| 7:45 AM | 0 | 8 | 1 | 6 | 1 | 3 | 0 | 3 | 22 |
| 8:00 AM | 1 | 4 | 4 | 5 | 2 | 1 | 1 | 3 | 21 |
| 8:15 AM | 2 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 9 |
| 8:30 AM | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 1 | 9 |
| 8:45 AM | 0 | 1 | 4 | 1 | 2 | 1 | 0 | 1 | 10 |
| 9:00 AM | 0 | 2 | 0 | 3 | 2 | 1 | 0 | 2 | 10 |
| 9:15 AM | 1 | 2 | 1 | 3 | 3 | 1 | 0 | 0 | 11 |
| 9:30 AM | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 7 |
| 9:45 AM | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 9 |
| 10:00 AM | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 1 | 7 |
| 10:15 AM | 2 | 2 | 6 | 2 | 2 | 0 | 0 | 1 | 15 |
| 10:30 AM | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 7 |
| 10:45 AM | 3 | 3 | 1 | 1 | 1 | 0 | 3 | 2 | 14 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 12 | 39 | 27 | 40 | 23 | 19 | 10 | 26 | 196 |
| APPROACH %'s : | 23.53% | 76.47% | 40.30% | 59.70% | 54.76% | 45.24% | 27.78% | 72.22% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 18 | 8 | 18 | 5 | 8 | 3 | 15 | 76 |
| PEAK HR FACTOR : | 0.250 | 0.563 | 0.500 | 0.750 | 0.625 | 0.667 | 0.375 | 0.625 | 0.864 |
| | 0.594 | | 0.722 | | 0.813 | | 0.750 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 2 | 2 | 6 | 2 | 2 | 1 | 2 | 2 | 19 |
| 4:15 PM | 1 | 4 | 3 | 2 | 2 | 1 | 0 | 3 | 16 |
| 4:30 PM | 0 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 8 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:00 PM | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 3 | 12 |
| 5:15 PM | 1 | 1 | 2 | 0 | 1 | 3 | 2 | 1 | 11 |
| 5:30 PM | 0 | 1 | 4 | 1 | 5 | 1 | 2 | 0 | 14 |
| 5:45 PM | 0 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 8 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 6 | 12 | 19 | 12 | 16 | 7 | 9 | 9 | 90 |
| APPROACH %'s : | 33.33% | 66.67% | 61.29% | 38.71% | 69.57% | 30.43% | 50.00% | 50.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 7 | 11 | 5 | 9 | 2 | 3 | 5 | 45 |
| PEAK HR FACTOR : | 0.375 | 0.438 | 0.458 | 0.625 | 0.563 | 0.500 | 0.375 | 0.417 | 0.592 |
| | 0.500 | | 0.500 | | 0.688 | | 0.500 | | |

Prepared by National Data & Surveying Services

# Laning Rd & Harbor Dr

## Peak Hour Turning Movement Count

**ID:** 19-04117-002
**City:** San Diego

**Day:** Monday
**Date:** 03/11/2019

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 11:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Laning Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 130 | 193 | 136 | 2 | 411 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 118 | 23 | 235 | 1 | 478 | PM |

### EASTBOUND — Harbor Dr

| AM | NOON | PM | |
|---|---|---|---|
| 982 | 0 | 782 | |
| 12 | 0 | 3 | 0 |
| 90 | 0 | 107 | 1 |
| 460 | 0 | 921 | 3 |
| 173 | 0 | 32 | 1 |

### WESTBOUND — Harbor Dr

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 266 | 0 | 298 |
| 3 | 591 | 0 | 816 |
| 1 | 12 | 0 | 126 |
| 0 | 1 | 0 | 1 |
| | 1257 | 0 | 617 |

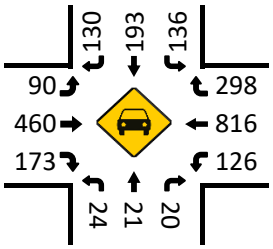
### Laning Rd — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 67 | 0 | 70 | 104 | 100 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 492 | 0 | 24 | 21 | 20 | AM |

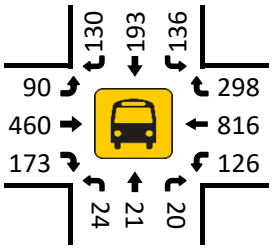
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 2502 AM | 0 NOON | 2584 PM |
| PHF | 0.91 | | 0.91 |

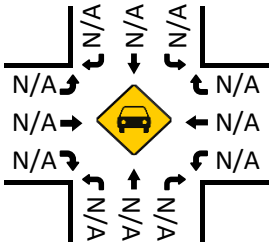
Total Vehicles (AM)



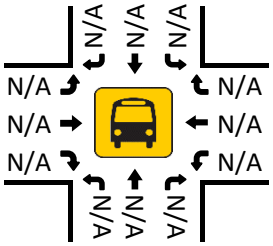

Total Vehicles (AM)



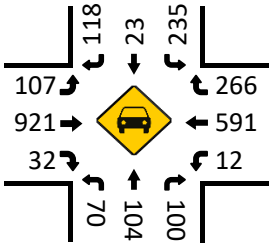

Total Vehicles (NOON)



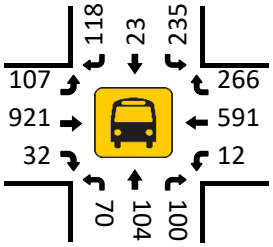

Total Vehicles (NOON)



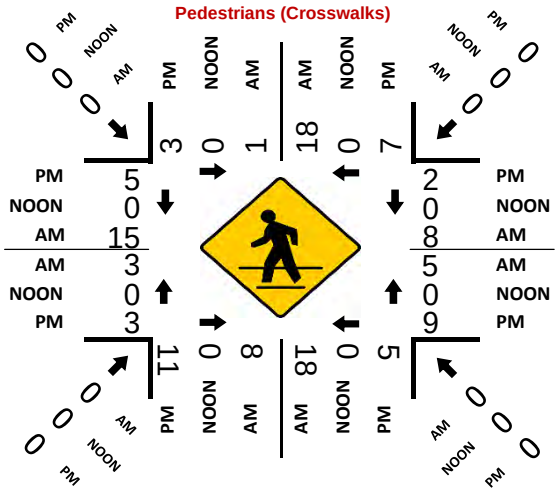

Total Vehicles (PM)




Total Vehicles (PM)




Pedestrians (Crosswalks)



## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Harbor Dr
City: San Diego
Control: Signalized

Project ID: 19-04117-003
Date: 3/11/2019

Total

| NS/EW Streets: | Nimitz Blvd | | | | Nimitz Blvd | | | | Harbor Dr | | | | Harbor Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1.3 | 0.3 | 0.3 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 74 | 0 | 3 | 0 | 2 | 72 | 0 | 0 | 0 | 137 | 55 | 2 | 345 |
| 7:15 AM | 0 | 0 | 0 | 0 | 95 | 0 | 4 | 0 | 6 | 77 | 0 | 1 | 0 | 178 | 70 | 12 | 443 |
| 7:30 AM | 0 | 0 | 0 | 0 | 90 | 0 | 6 | 0 | 4 | 103 | 0 | 0 | 0 | 197 | 44 | 4 | 448 |
| 7:45 AM | 0 | 0 | 0 | 0 | 95 | 0 | 8 | 0 | 0 | 91 | 0 | 7 | 0 | 167 | 51 | 1 | 420 |
| 8:00 AM | 0 | 0 | 0 | 0 | 78 | 0 | 8 | 0 | 1 | 79 | 0 | 1 | 0 | 139 | 65 | 2 | 373 |
| 8:15 AM | 0 | 0 | 0 | 0 | 98 | 0 | 5 | 0 | 5 | 128 | 0 | 2 | 0 | 161 | 67 | 0 | 466 |
| 8:30 AM | 0 | 0 | 0 | 0 | 92 | 0 | 5 | 0 | 2 | 104 | 0 | 0 | 0 | 120 | 66 | 3 | 392 |
| 8:45 AM | 0 | 0 | 0 | 0 | 89 | 0 | 4 | 0 | 5 | 92 | 0 | 2 | 0 | 109 | 55 | 0 | 356 |
| 9:00 AM | 0 | 0 | 0 | 0 | 47 | 0 | 8 | 0 | 5 | 87 | 0 | 1 | 0 | 121 | 56 | 0 | 325 |
| 9:15 AM | 0 | 0 | 0 | 0 | 80 | 0 | 7 | 0 | 1 | 74 | 0 | 2 | 0 | 102 | 68 | 1 | 335 |
| 9:30 AM | 0 | 0 | 0 | 0 | 66 | 0 | 9 | 0 | 6 | 89 | 0 | 2 | 0 | 126 | 68 | 0 | 366 |
| 9:45 AM | 0 | 0 | 0 | 0 | 48 | 0 | 9 | 0 | 10 | 95 | 0 | 4 | 0 | 80 | 61 | 0 | 307 |
| 10:00 AM | 0 | 0 | 1 | 0 | 65 | 0 | 10 | 0 | 6 | 92 | 2 | 2 | 0 | 80 | 40 | 2 | 300 |
| 10:15 AM | 0 | 0 | 0 | 0 | 60 | 0 | 8 | 0 | 4 | 72 | 0 | 2 | 0 | 64 | 65 | 1 | 276 |
| 10:30 AM | 0 | 0 | 0 | 0 | 71 | 0 | 10 | 0 | 1 | 85 | 0 | 2 | 0 | 110 | 79 | 4 | 362 |
| 10:45 AM | 0 | 0 | 0 | 0 | 54 | 0 | 11 | 0 | 11 | 111 | 0 | 1 | 0 | 102 | 46 | 1 | 337 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 1 | 0 | 1202 | 0 | 115 | 0 | 69 | 1451 | 2 | 29 | 0 | 1993 | 956 | 33 | 5851 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 91.27% | 0.00% | 8.73% | 0.00% | 4.45% | 93.55% | 0.13% | 1.87% | 0.00% | 66.83% | 32.06% | 1.11% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 361 | 0 | 27 | 0 | 10 | 401 | 0 | 10 | 0 | 664 | 227 | 7 | 1707 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.921 | 0.000 | 0.844 | 0.000 | 0.500 | 0.783 | 0.000 | 0.357 | 0.000 | 0.843 | 0.847 | 0.438 | 0.916 |
| | | | | | 0.942 | | | | 0.780 | | | | 0.916 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1.3 | 0.3 | 0.3 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 73 | 0 | 11 | 0 | 8 | 199 | 0 | 2 | 0 | 97 | 93 | 18 | 501 |
| 4:15 PM | 0 | 0 | 0 | 0 | 62 | 0 | 10 | 0 | 14 | 183 | 0 | 3 | 0 | 116 | 106 | 3 | 497 |
| 4:30 PM | 0 | 0 | 0 | 0 | 72 | 0 | 8 | 0 | 8 | 186 | 0 | 0 | 0 | 98 | 100 | 5 | 477 |
| 4:45 PM | 0 | 0 | 0 | 0 | 79 | 0 | 8 | 0 | 12 | 194 | 0 | 1 | 0 | 103 | 95 | 4 | 496 |
| 5:00 PM | 1 | 0 | 0 | 0 | 82 | 0 | 8 | 0 | 9 | 137 | 1 | 2 | 0 | 113 | 86 | 3 | 442 |
| 5:15 PM | 0 | 0 | 0 | 0 | 66 | 0 | 6 | 0 | 15 | 125 | 0 | 2 | 0 | 147 | 92 | 2 | 455 |
| 5:30 PM | 0 | 0 | 0 | 0 | 61 | 0 | 6 | 0 | 13 | 122 | 0 | 3 | 0 | 100 | 95 | 1 | 401 |
| 5:45 PM | 0 | 0 | 0 | 0 | 61 | 0 | 10 | 0 | 9 | 89 | 0 | 2 | 0 | 88 | 95 | 0 | 354 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 1 | 0 | 0 | 0 | 556 | 0 | 67 | 0 | 88 | 1235 | 1 | 15 | 0 | 862 | 762 | 36 | 3623 |
| APPROACH %'s : | 100.00% | 0.00% | 0.00% | 0.00% | 89.25% | 0.00% | 10.75% | 0.00% | 6.57% | 92.23% | 0.07% | 1.12% | 0.00% | 51.93% | 45.90% | 2.17% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 286 | 0 | 37 | 0 | 42 | 762 | 0 | 6 | 0 | 414 | 394 | 30 | 1971 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.905 | 0.000 | 0.841 | 0.000 | 0.750 | 0.957 | 0.000 | 0.500 | 0.000 | 0.892 | 0.929 | 0.417 | 0.984 |
| | | | | | 0.928 | | | | 0.969 | | | | 0.931 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Harbor Dr
City: San Diego
Control: Signalized

Project ID: 19-04117-003
Date: 3/11/2019

Bikes

| NS/EW Streets: | Nimitz Blvd | | | | Nimitz Blvd | | | | Harbor Dr | | | | Harbor Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1.3 | 0.3 | 0.3 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 10 | 2 | 0 | 44 |
| APPROACH %'s : | | | | | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.833 |
| | | | | | | 1.000 | | | | 0.500 | | | | 0.500 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1.3 | 0.3 | 0.3 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 8 |
| APPROACH %'s : | | | | | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 5 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.417 |
| | | | | | | | | | | 0.250 | | | | 0.333 | | | |

## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Harbor Dr
City: San Diego

Project ID: 19-04117-003
Date: 3/11/2019

### Pedestrians (Crosswalks)

| NS/EW Streets: | Nimitz Blvd | | Nimitz Blvd | | Harbor Dr | | Harbor Dr | | Harbor Dr | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | Cut-Out | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 11 | 4 | 1 | 1 | 0 | 11 | 0 | 1 | 0 | 4 | 33 |
| 7:45 AM | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:00 AM | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 8:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 7 |
| 9:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 6 |
| 9:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 |
| 9:45 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 AM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 10:15 AM | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| 10:30 AM | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 10:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 15 | 11 | 27 | 18 | 1 | 13 | 4 | 9 | 4 | 10 | 112 |
| APPROACH %'s : | 57.69% | 42.31% | 60.00% | 40.00% | 7.14% | 92.86% | 30.77% | 69.23% | 28.57% | 71.43% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 12 | 4 | 12 | 4 | 0 | 12 | 0 | 4 | 0 | 4 | 52 |
| PEAK HR FACTOR : | 0.273 | 0.250 | 0.500 | 0.500 | | 0.273 | | 0.333 | | 0.250 | 0.394 |
| | 0.267 | | 0.571 | | 0.273 | | 0.333 | | 0.250 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | Cut-Out | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 5 | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 16 |
| 4:15 PM | 0 | 1 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 1 | 10 |
| 4:30 PM | 0 | 8 | 1 | 4 | 6 | 0 | 3 | 0 | 0 | 2 | 24 |
| 4:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 9 |
| 5:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 1 | 10 | 8 | 19 | 6 | 1 | 11 | 5 | 1 | 5 | 67 |
| APPROACH %'s : | 9.09% | 90.91% | 29.63% | 70.37% | 85.71% | 14.29% | 68.75% | 31.25% | 16.67% | 83.33% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 10 | 8 | 12 | 6 | 0 | 9 | 5 | 0 | 4 | 54 |
| PEAK HR FACTOR : | | 0.313 | 0.400 | 0.750 | 0.250 | | 0.750 | 0.313 | | 0.500 | 0.563 |
| | 0.313 | | 0.625 | | 0.250 | | 0.500 | | 0.500 | | |

Prepared by National Data & Surveying Services

# Nimitz Blvd & Harbor Dr

## Peak Hour Turning Movement Count

**ID:** 19-04117-003
**City:** San Diego

**Day:** Monday
**Date:** 03/11/2019

| PEAK HOURS | | COUNT PERIODS |
|---|---|---|
| AM | 07:30 AM - 08:30 AM | 07:00 AM - 11:00 AM |
| NOON | NONE | NONE |
| PM | 04:00 PM - 05:00 PM | 04:00 PM - 06:00 PM |

### Nimitz Blvd – SOUTHBOUND

| | Right | Thru | Left | U-Turn | Exit |
|---|---|---|---|---|---|
| AM | 27 | 0 | 361 | 0 | 237 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 37 | 0 | 286 | 0 | 436 |
| | 0.3 | 0.3 | 1.3 | 0 | |

### Harbor Dr – EASTBOUND

| Movement | AM | NOON | PM | |
|---|---|---|---|---|
| Exit | 701 | 0 | 457 | |
| U-Turn | 10 | 0 | 6 | 0 |
| Left | 10 | 0 | 42 | 1 |
| Thru | 401 | 0 | 762 | 2 |
| Right | 0 | 0 | 0 | 0 |

### Harbor Dr – WESTBOUND

| Movement | | PM | NOON | AM |
|---|---|---|---|---|
| Left | 1 | 394 | 0 | 227 |
| Thru | 2 | 414 | 0 | 664 |
| Right | 1 | 0 | 0 | 0 |
| U-Turn | 0 | 30 | 0 | 7 |
| Exit | | 1078 | 0 | 769 |

### Nimitz Blvd – NORTHBOUND

| | Exit | U-Turn | Left | Thru | Right |
|---|---|---|---|---|---|
| | | 0 | 0.5 | 0.5 | 1 |
| PM | 0 | 0 | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 0 | 0 | 0 | 0 | 0 |

### CONTROL

Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 1707 | 0 | 1971 |
| PHF | 0.92 | | 0.98 |

### Total Vehicles (AM)

| | U-Turn | Left | Thru | Right |
|---|---|---|---|---|
| Southbound | | 361 | 0 | 27 |
| Eastbound | | 10 | 401 | 0 |
| Westbound | | 227 | 664 | 0 |
| Northbound | | 0 | 0 | 0 |

### Total Vehicles (NOON)

All movements: N/A

### Total Vehicles (PM)

| | U-Turn | Left | Thru | Right |
|---|---|---|---|---|
| Southbound | | 286 | 0 | 37 |
| Eastbound | | 42 | 762 | 0 |
| Westbound | | 394 | 414 | 0 |
| Northbound | | 0 | 0 | 0 |

### Pedestrians (Crosswalks)

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Rosecrans St
City: San Diego
Control: Signalized

Project ID: 19-04117-004
Date: 3/11/2019

Total

| NS/EW Streets: | Nimitz Blvd | | | | Nimitz Blvd | | | | Rosecrans St | | | | Rosecrans St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 9 | 46 | 18 | 0 | 29 | 63 | 42 | 0 | 30 | 115 | 8 | 0 | 24 | 241 | 19 | 0 | 644 |
| 7:15 AM | 14 | 59 | 24 | 0 | 84 | 83 | 39 | 0 | 46 | 131 | 1 | 0 | 28 | 207 | 23 | 0 | 739 |
| 7:30 AM | 13 | 28 | 18 | 0 | 77 | 96 | 51 | 0 | 31 | 182 | 5 | 0 | 35 | 248 | 13 | 0 | 797 |
| 7:45 AM | 15 | 39 | 12 | 0 | 71 | 88 | 46 | 0 | 40 | 154 | 3 | 0 | 37 | 209 | 20 | 0 | 734 |
| 8:00 AM | 16 | 48 | 25 | 0 | 63 | 67 | 54 | 0 | 27 | 145 | 3 | 0 | 21 | 227 | 16 | 0 | 712 |
| 8:15 AM | 11 | 38 | 17 | 0 | 74 | 108 | 35 | 1 | 27 | 131 | 6 | 0 | 29 | 188 | 25 | 0 | 690 |
| 8:30 AM | 23 | 52 | 20 | 0 | 69 | 82 | 41 | 0 | 38 | 160 | 9 | 0 | 27 | 194 | 26 | 2 | 743 |
| 8:45 AM | 8 | 48 | 19 | 0 | 72 | 80 | 58 | 0 | 28 | 143 | 10 | 0 | 24 | 168 | 17 | 0 | 675 |
| 9:00 AM | 11 | 49 | 23 | 0 | 53 | 58 | 37 | 0 | 25 | 158 | 6 | 0 | 31 | 213 | 27 | 0 | 691 |
| 9:15 AM | 5 | 48 | 33 | 0 | 57 | 84 | 43 | 0 | 44 | 141 | 10 | 0 | 32 | 150 | 18 | 1 | 666 |
| 9:30 AM | 8 | 70 | 27 | 0 | 39 | 49 | 46 | 1 | 50 | 196 | 8 | 0 | 28 | 174 | 20 | 1 | 717 |
| 9:45 AM | 10 | 52 | 26 | 0 | 55 | 62 | 35 | 0 | 57 | 146 | 10 | 0 | 26 | 180 | 20 | 0 | 679 |
| 10:00 AM | 6 | 44 | 26 | 0 | 32 | 44 | 39 | 1 | 44 | 172 | 10 | 0 | 23 | 179 | 22 | 1 | 643 |
| 10:15 AM | 7 | 53 | 37 | 0 | 58 | 52 | 22 | 0 | 45 | 151 | 5 | 0 | 19 | 146 | 21 | 0 | 616 |
| 10:30 AM | 7 | 66 | 26 | 0 | 37 | 52 | 22 | 0 | 33 | 157 | 15 | 0 | 27 | 182 | 19 | 0 | 643 |
| 10:45 AM | 9 | 41 | 22 | 0 | 35 | 51 | 41 | 1 | 58 | 167 | 8 | 0 | 39 | 163 | 18 | 0 | 653 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 172 | 781 | 373 | 0 | 905 | 1119 | 651 | 4 | 623 | 2449 | 117 | 0 | 450 | 3069 | 324 | 5 | 11042 |
| APPROACH %'s : | 12.97% | 58.90% | 28.13% | 0.00% | 33.78% | 41.77% | 24.30% | 0.15% | 19.54% | 76.80% | 3.67% | 0.00% | 11.69% | 79.76% | 8.42% | 0.13% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 58 | 174 | 79 | 0 | 295 | 334 | 190 | 0 | 144 | 612 | 12 | 0 | 121 | 891 | 72 | 0 | 2982 |
| PEAK HR FACTOR : | 0.906 | 0.737 | 0.790 | 0.000 | 0.878 | 0.870 | 0.880 | 0.000 | 0.783 | 0.841 | 0.600 | 0.000 | 0.818 | 0.898 | 0.783 | 0.000 | 0.935 |
| | 0.802 | | | | 0.914 | | | | 0.881 | | | | 0.916 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 84 | 49 | 0 | 67 | 60 | 33 | 0 | 77 | 229 | 11 | 0 | 46 | 204 | 45 | 0 | 913 |
| 4:15 PM | 5 | 102 | 54 | 0 | 69 | 60 | 34 | 0 | 63 | 182 | 6 | 0 | 31 | 159 | 38 | 2 | 805 |
| 4:30 PM | 13 | 90 | 38 | 0 | 57 | 70 | 23 | 1 | 56 | 213 | 17 | 0 | 32 | 188 | 38 | 0 | 836 |
| 4:45 PM | 8 | 99 | 51 | 0 | 73 | 61 | 40 | 0 | 41 | 200 | 3 | 0 | 33 | 151 | 46 | 0 | 806 |
| 5:00 PM | 11 | 79 | 36 | 0 | 61 | 49 | 34 | 0 | 69 | 244 | 9 | 0 | 25 | 185 | 32 | 0 | 834 |
| 5:15 PM | 6 | 97 | 41 | 0 | 58 | 70 | 45 | 1 | 42 | 206 | 3 | 0 | 18 | 189 | 39 | 1 | 816 |
| 5:30 PM | 6 | 95 | 38 | 0 | 56 | 54 | 32 | 0 | 52 | 192 | 8 | 0 | 26 | 174 | 44 | 1 | 778 |
| 5:45 PM | 7 | 77 | 30 | 0 | 65 | 68 | 27 | 0 | 44 | 149 | 5 | 0 | 23 | 183 | 33 | 0 | 711 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 64 | 723 | 337 | 0 | 506 | 492 | 268 | 2 | 444 | 1615 | 62 | 0 | 234 | 1433 | 315 | 4 | 6499 |
| APPROACH %'s : | 5.69% | 64.32% | 29.98% | 0.00% | 39.91% | 38.80% | 21.14% | 0.16% | 20.93% | 76.14% | 2.92% | 0.00% | 11.78% | 72.16% | 15.86% | 0.20% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 34 | 375 | 192 | 0 | 266 | 251 | 130 | 1 | 237 | 824 | 37 | 0 | 142 | 702 | 167 | 2 | 3360 |
| PEAK HR FACTOR : | 0.654 | 0.919 | 0.889 | 0.000 | 0.911 | 0.896 | 0.813 | 0.250 | 0.769 | 0.900 | 0.544 | 0.000 | 0.772 | 0.860 | 0.908 | 0.250 | 0.920 |
| | 0.933 | | | | 0.931 | | | | 0.866 | | | | 0.858 | | | | |

## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Rosecrans St
City: San Diego
Control: Signalized

Project ID: 19-04117-004
Date: 3/11/2019

Bikes

| NS/EW Streets: | Nimitz Blvd | | | | Nimitz Blvd | | | | Rosecrans St | | | | Rosecrans St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 1 | 3 | 0 | 0 | 5 | 9 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 29 |
| APPROACH %'s : | 25.00% | 75.00% | 0.00% | 0.00% | 33.33% | 60.00% | 6.67% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.333 |
| | | | | | 0.375 | | | | | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| APPROACH %'s : | 0.00% | 80.00% | 20.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | 0.00 | 0.500 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | 0.375 | | | | 0.250 | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

Location: Nimitz Blvd & Rosecrans St  Project ID: 19-04117-004
City: San Diego  Date: 3/11/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Nimitz Blvd | | Nimitz Blvd | | Rosecrans St | | Rosecrans St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 2 | 1 | 1 | 5 | 2 | 12 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 4 |
| 8:00 AM | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 6 |
| 8:15 AM | 1 | 3 | 0 | 1 | 0 | 0 | 3 | 1 | 9 |
| 8:30 AM | 1 | 3 | 0 | 0 | 0 | 2 | 1 | 2 | 9 |
| 8:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 6 |
| 9:00 AM | 1 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 8 |
| 9:15 AM | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 2 | 11 |
| 9:30 AM | 3 | 3 | 3 | 4 | 1 | 4 | 0 | 1 | 19 |
| 9:45 AM | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 3 | 11 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 10:15 AM | 4 | 0 | 3 | 1 | 0 | 2 | 2 | 3 | 15 |
| 10:30 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| 10:45 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 20 | 19 | 16 | 10 | 7 | 12 | 21 | 20 | 125 |
| APPROACH %'s : | 51.28% | 48.72% | 61.54% | 38.46% | 36.84% | 63.16% | 51.22% | 48.78% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 4 | 2 | 0 | 1 | 1 | 1 | 3 | 15 |
| PEAK HR FACTOR : | 0.750 | 0.333 | 0.500 | | 0.250 | 0.250 | 0.250 | 0.750 | 0.625 |
| | 0.438 | | 0.500 | | 0.500 | | 0.500 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 3 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 12 |
| 4:15 PM | 4 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 4:30 PM | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 2 | 9 |
| 4:45 PM | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 6 |
| 5:00 PM | 3 | 5 | 2 | 3 | 0 | 2 | 0 | 3 | 18 |
| 5:15 PM | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 7 |
| 5:30 PM | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 2 | 9 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 10 | 16 | 13 | 7 | 2 | 2 | 9 | 11 | 70 |
| APPROACH %'s : | 38.46% | 61.54% | 65.00% | 35.00% | 50.00% | 50.00% | 45.00% | 55.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 7 | 10 | 4 | 1 | 2 | 0 | 7 | 4 | 35 |
| PEAK HR FACTOR : | 0.438 | 0.625 | 0.500 | 0.250 | 0.500 | | 0.875 | 0.500 | 0.729 |
| | 0.607 | | 0.625 | | 0.500 | | 0.688 | | |

Prepared by National Data & Surveying Services

# Nimitz Blvd & Rosecrans St

## Peak Hour Turning Movement Count

**ID:** 19-04117-004
**City:** San Diego

**Day:** Monday
**Date:** 03/11/2019

| PEAK HOURS | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

| COUNT PERIODS | |
|---|---|
| AM | 07:00 AM - 11:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND (Nimitz Blvd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 190 | 334 | 295 | 0 | 390 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 130 | 251 | 266 | 1 | 780 | PM |
| | 0 | 2 | 1 | 0 | | |

### EASTBOUND (Rosecrans St)

| AM | NOON | PM | |
|---|---|---|---|
| 1139 | 0 | 866 | |
| 0 | 0 | 0 | 0 |
| 144 | 0 | 237 | 1 |
| 612 | 0 | 824 | 2 |
| 12 | 0 | 37 | 0 |
| AM | NOON | PM | |

### WESTBOUND (Rosecrans St)

| PM | NOON | AM | |
|---|---|---|---|
| 167 | 0 | 72 | 0 |
| 702 | 0 | 891 | 2 |
| 142 | 0 | 121 | 1 |
| 2 | 0 | 0 | 0 |
| 1284 | 0 | 986 | |
| PM | NOON | AM | |

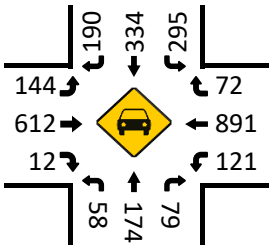
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 2982 | 0 | 3360 |
| | AM | NOON | PM |
| PHF | 0.94 | | 0.92 |

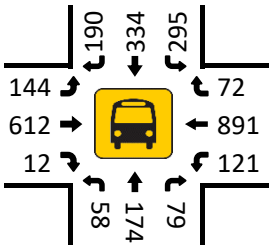
### NORTHBOUND (Nimitz Blvd)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 430 | 0 | 34 | 375 | 192 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 467 | 0 | 58 | 174 | 79 | AM |
| | | 0 | 1 | 2 | 1 | |

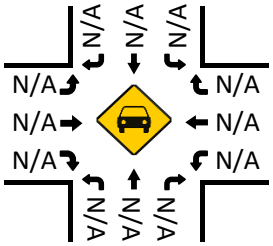
### Total Vehicles (AM)



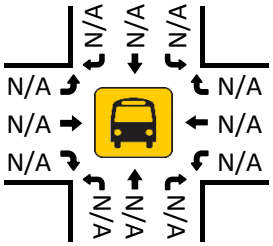

### Total Vehicles (AM)



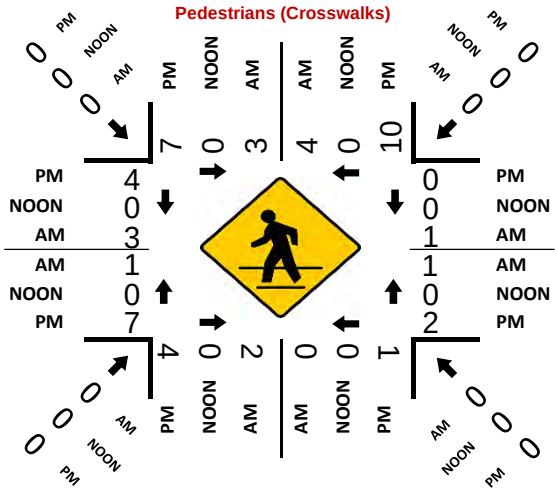

### Total Vehicles (NOON)



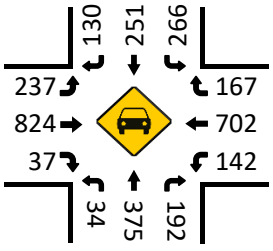

### Total Vehicles (NOON)



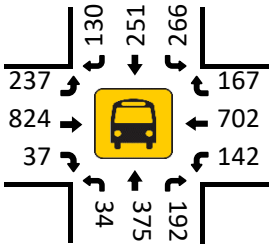

### Pedestrians (Crosswalks)




### Total Vehicles (PM)




### Total Vehicles (PM)



# Exhibit C

Caltrans Freeway Segment Traffic Data

# PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2016 Highway Capacity Manual, 6th Edition A Guide for Multimodal Mobility Analysis for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

| | |
|---|---|
| Dir | Indicates direction of travel for peak volume. |
| AADT | Annual Average Daily Traffic in vehicles per day (vpd). |
| AM Peak | Represents the morning peak period for traffic analysis. |
| CS | Control Station Number, Caltrans identification number for monitoring site. |
| CO | County abbreviation used by Caltrans. |
| D | D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour. |
| DAY | Day of week for the peak volume. |
| DDHV | The directional design hour volume, in vehicles per hour (vph) DDHV=AADTxKxD. See Equation (3-1) on Page 3-13 of the 2016 Highway Capacity Manual. |
| DI | Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located. |
| HR | The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2. |

| | |
|---|---|
| K | The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT. |
| KD | The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT. |
| LEG | For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs. |
| MNTH | The month that the peak volume occurred. |
| PHV | Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes. |
| PM | The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system. |
| PM Peak | Represents the afternoon peak period for traffic analysis. |
| PRE | The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realigment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile. |
| RTE | The state highway route number. |
| YR | The year when the count was made. Traffic counting is on a 3-year cycle. |

**CALIFORNIA DEPARTMENT OF TRANSPORT**

**REPORT : OTM32420**

**REPORT TITLE : PRINT TRAFFIC BOOK**

**PARAMETERS**

**YEAR : 2017**

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 12 | 001 | ORA | | 22.5 | 623 | O | 17 | S | 2536 | 8.78 | 78.22 | 6.87 | 8 | WED | NOV | N | 2596 | 8.92 | 78.86 | 7.03 | 18 | WED | FEB |
| 12 | 001 | ORA | | 30.14 | 937 | A | 16 | N | 14488 | 34.33 | 82.69 | 28.39 | 9 | FRI | JUN | S | 3012 | 7.82 | 75.49 | 5.9 | 19 | WED | OCT |
| 07 | 001 | LA | | 18.09 | 7 | A | 15 | N | 1143 | 6.58 | 59.44 | 3.91 | 8 | THU | OCT | S | 1321 | 8.02 | 56.31 | 4.52 | 17 | TUE | NOV |
| 07 | 001 | LA | | 27.1 | 425 | O | 17 | N | 4363 | 7.51 | 70.25 | 5.27 | 7 | TUE | OCT | N | 3980 | 7.66 | 62.8 | 4.81 | 17 | TUE | JUN |
| 07 | 001 | LA | | 40.77 | 720 | A | 16 | N | 2106 | 7.83 | 55.04 | 4.31 | 12 | MON | FEB | N | 2742 | 9.64 | 58.2 | 5.61 | 17 | TUE | JAN |
| 07 | 001 | LA | | 48.17 | 45 | A | 16 | N | 1440 | 8.94 | 54.65 | 4.89 | 11 | SAT | AUG | S | 1497 | 9.91 | 51.27 | 5.08 | 15 | FRI | MAR |
| 05 | 001 | SB | R | 0 | 517 | A | 17 | S | 752 | 11.23 | 84.12 | 9.44 | 6 | WED | SEP | N | 722 | 10.65 | 85.14 | 9.07 | 18 | TUE | NOV |
| 05 | 001 | SB | | 19.25 | 296 | B | 16 | S | 886 | 11.35 | 92 | 10.45 | 6 | THU | FEB | N | 768 | 11.07 | 81.79 | 9.05 | 17 | MON | AUG |
| 05 | 001 | SB | | 20.57 | 518 | A | 17 | S | 528 | 8.77 | 52.49 | 4.6 | 12 | SAT | MAR | N | 538 | 8.96 | 52.34 | 4.69 | 15 | FRI | MAR |
| 05 | 001 | SB | | 22.52 | 294 | O | 17 | N | 1332 | 8.62 | 57.09 | 4.92 | 7 | TUE | FEB | S | 1399 | 9.21 | 56.12 | 5.17 | 16 | THU | JUN |
| 05 | 001 | SB | R | 23.30 | 286 | A | 17 | N | 1117 | 9.25 | 58.51 | 5.41 | 7 | THU | MAY | S | 1049 | 9.99 | 50.9 | 5.08 | 17 | WED | AUG |
| 05 | 001 | SB | R | 26.69 | 288 | A | 17 | N | 1112 | 10.64 | 63.11 | 6.71 | 7 | THU | NOV | S | 972 | 9.43 | 62.27 | 5.87 | 17 | MON | FEB |
| 05 | 001 | SB | M | 29.89 | 290 | A | 17 | S | 1124 | 11.74 | 58.94 | 6.92 | 7 | THU | SEP | N | 1282 | 11.76 | 67.12 | 7.89 | 16 | THU | NOV |
| 05 | 001 | SB | M | 29.89 | 539 | B | 17 | S | 1102 | 9.53 | 71.98 | 6.86 | 11 | FRI | SEP | S | 1052 | 10.6 | 61.77 | 6.55 | 17 | TUE | AUG |
| 05 | 001 | SB | M | 36.19 | 292 | B | 17 | S | 1119 | 12.44 | 59.78 | 7.44 | 7 | TUE | SEP | N | 1255 | 12.61 | 66.16 | 8.34 | 16 | TUE | SEP |
| 05 | 001 | SB | R | 31.04 | 223 | A | 17 | S | 1437 | 9.93 | 75.63 | 7.51 | 6 | WED | APR | N | 1526 | 11.99 | 66.52 | 7.98 | 16 | THU | JUL |
| 05 | 001 | SB | | 41.81 | 519 | A | 17 | N | 282 | 13.35 | 72.31 | 9.65 | 6 | TUE | OCT | S | 269 | 14.03 | 65.61 | 9.21 | 16 | TUE | AUG |
| 05 | 001 | SB | | 49.20 | 128 | A | 17 | N | 297 | 7.92 | 58.47 | 4.63 | 6 | FRI | OCT | S | 404 | 10.99 | 57.31 | 6.3 | 16 | MON | JUL |
| 05 | 001 | SLO | | 15.27 | 142 | O | 17 | N | 773 | 9.4 | 73.55 | 6.91 | 10 | THU | APR | S | 653 | 9.75 | 59.85 | 5.84 | 17 | MON | APR |
| 05 | 001 | SLO | | 16.77 | 520 | A | 17 | N | 1533 | 8.44 | 61.64 | 5.2 | 12 | THU | FEB | N | 1727 | 7.65 | 76.55 | 5.86 | 14 | FRI | SEP |
| 05 | 001 | SLO | | 27.88 | 271 | A | 17 | S | 1242 | 7.97 | 59.8 | 4.77 | 8 | TUE | APR | N | 1482 | 9.54 | 59.61 | 5.69 | 17 | TUE | APR |
| 05 | 001 | SLO | | 48.26 | 551 | A | 17 | N | 533 | 12.63 | 56.7 | 7.16 | 12 | TUE | DEC | S | 586 | 13.84 | 56.89 | 7.87 | 16 | FRI | DEC |
| 05 | 001 | MON | | 75.14 | 259 | A | 16 | S | 2330 | 7.55 | 62.82 | 4.74 | 8 | FRI | OCT | N | 2484 | 8.59 | 58.84 | 5.06 | 16 | MON | OCT |
| 05 | 001 | MON | R | 79.36 | 261 | B | 16 | S | 4022 | 7.96 | 68.45 | 5.45 | 7 | THU | JUL | N | 3821 | 8.12 | 63.77 | 5.18 | 15 | THU | OCT |
| 05 | 001 | MON | R | 89.18 | 525 | O | 16 | S | 3140 | 7.92 | 71.4 | 5.66 | 7 | WED | JAN | N | 3517 | 9.47 | 66.9 | 6.34 | 16 | THU | JUL |
| 04 | 001 | SM | | 0 | 163 | A | 16 | S | 470 | 15.79 | 58.68 | 9.26 | 12 | SUN | JUL | S | 480 | 15.85 | 59.7 | 9.46 | 13 | SUN | JUL |
| 04 | 001 | SM | | 18.19 | 46 | B | 16 | S | 652 | 15.17 | 59.27 | 8.99 | 12 | SUN | JUL | N | 800 | 17.2 | 64.15 | 11.03 | 16 | SUN | APR |
| 04 | 001 | SM | | 18.19 | 47 | A | 16 | S | 586 | 13.64 | 60.04 | 8.19 | 12 | SAT | JUL | N | 692 | 15.92 | 60.76 | 9.67 | 15 | SUN | APR |
| 04 | 001 | SM | | 26.43 | 433 | B | 16 | S | 671 | 11.23 | 65.85 | 7.39 | 10 | SAT | JUL | N | 744 | 13.05 | 62.84 | 8.2 | 17 | SUN | JUL |
| 04 | 001 | SM | | 30.23 | 164 | B | 16 | S | 1228 | 7.2 | 62.91 | 4.53 | 7 | MON | APR | N | 1262 | 8.53 | 54.59 | 4.66 | 15 | FRI | APR |
| 04 | 001 | SM | | 35.34 | 165 | B | 16 | S | 1004 | 10.44 | 59.73 | 6.24 | 12 | SAT | OCT | N | 1006 | 11.49 | 54.38 | 6.25 | 15 | SUN | OCT |
| 04 | 001 | SM | R | 43.46 | 166 | B | 16 | N | 3093 | 8.22 | 74.58 | 6.13 | 7 | THU | APR | S | 2638 | 8 | 65.36 | 5.23 | 16 | TUE | JAN |
| 04 | 001 | SF | | 4.05 | 103 | B | 16 | N | 2535 | 6.44 | 55.35 | 3.56 | 10 | SAT | OCT | S | 2505 | 6.7 | 52.55 | 3.52 | 16 | TUE | JAN |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 04 | 001 | MRN | | 0 | 64 | A | 16 | S | 845 | 7.66 | 67.12 | 5.14 | 8 | TUE | APR | N | 967 | 8.83 | 66.64 | 5.88 | 17 | TUE | OCT |
| 04 | 001 | MRN | | 3.35 | 408 | A | 16 | N | 465 | 18.81 | 62 | 11.66 | 11 | SUN | APR | S | 563 | 16.9 | 83.53 | 14.12 | 18 | SUN | APR |
| 04 | 001 | MRN | | 28.6 | 65 | A | 16 | N | 356 | 14.5 | 65.08 | 9.44 | 10 | SAT | JUL | N | 406 | 18.61 | 57.84 | 10.76 | 13 | SAT | JUL |
| 04 | 001 | SON | | .19 | 1 | B | 16 | N | 75 | 11.37 | 60.98 | 6.93 | 12 | MON | APR | N | 94 | 12.66 | 68.61 | 8.69 | 13 | MON | APR |
| 01 | 001 | MEN | | 2.5 | 180 | O | 17 | S | 199 | 11.85 | 55.74 | 6.6 | 10 | SAT | MAY | N | 211 | 11.32 | 61.88 | 7 | 17 | FRI | AUG |
| 01 | 001 | MEN | | 15.95 | 181 | A | 16 | S | 167 | 12.84 | 60.73 | 7.8 | 12 | SUN | AUG | N | 150 | 12.65 | 55.35 | 7 | 15 | MON | AUG |
| 01 | 001 | MEN | | 33.91 | 123 | A | 17 | N | 99 | 13.64 | 55.31 | 7.55 | 10 | SUN | JUN | N | 100 | 14.18 | 53.76 | 7.62 | 16 | FRI | JUN |
| 01 | 001 | MEN | | 42.95 | 119 | A | 17 | S | 312 | 16.81 | 61.06 | 10.26 | 11 | SUN | JUN | S | 279 | 12.01 | 76.44 | 9.18 | 17 | THU | MAR |
| 01 | 001 | MEN | R | 49.37 | 114 | B | 16 | N | 367 | 11.7 | 53.42 | 6.25 | 12 | SAT | AUG | N | 397 | 11.94 | 56.63 | 6.76 | 13 | SAT | AUG |
| 01 | 001 | MEN | | 90.63 | 999 | B | 16 | N | 73 | 22.12 | 60.33 | 13.35 | 12 | MON | AUG | S | 93 | 25.41 | 66.91 | 17 | 14 | SUN | AUG |
| 01 | 001 | MEN | | 105.5 | 764 | B | 17 | S | 82 | 17.01 | 62.12 | 10.57 | 12 | WED | AUG | N | 87 | 19.85 | 56.49 | 11.21 | 15 | WED | AUG |
| 07 | 002 | LA | R | 20.57 | 243 | O | 16 | W | 7348 | 8.73 | 70.82 | 6.18 | 8 | TUE | SEP | E | 7042 | 9.49 | 62.41 | 5.92 | 16 | TUE | APR |
| 07 | 002 | LA | R | 21.9 | 903 | B | 15 | W | 7587 | 9.1 | 69.94 | 6.36 | 7 | WED | APR | E | 7451 | 9.65 | 64.73 | 6.25 | 17 | THU | APR |
| 02 | 003 | TRI | L | 0 | 101 | A | 15 | S | 40 | 11.29 | 57.97 | 6.55 | 11 | THU | NOV | N | 39 | 10.31 | 61.91 | 6.38 | 13 | FRI | NOV |
| 02 | 003 | TRI | | 7.2 | 102 | O | 15 | N | 153 | 12.46 | 52.22 | 6.51 | 11 | FRI | MAY | S | 148 | 12 | 52.48 | 6.3 | 14 | FRI | MAY |
| 02 | 003 | TRI | L | 30.89 | 103 | B | 15 | N | 97 | 9.07 | 69.78 | 6.33 | 8 | TUE | MAY | S | 85 | 8.87 | 62.5 | 5.54 | 17 | FRI | MAY |
| 02 | 003 | TRI | | 30.86 | 104 | A | 15 | S | 252 | 12.67 | 57.27 | 7.26 | 12 | WED | NOV | S | 227 | 11.38 | 57.47 | 6.54 | 15 | THU | NOV |
| 02 | 003 | TRI | | 37.9 | 105 | B | 15 | N | 60 | 10.01 | 57.69 | 5.77 | 12 | FRI | MAY | N | 84 | 12.22 | 66.14 | 8.08 | 16 | FRI | SEP |
| 02 | 003 | TRI | | 59.64 | 226 | B | 15 | S | 33 | 9.37 | 67.35 | 6.31 | 9 | THU | NOV | S | 47 | 12.05 | 74.6 | 8.99 | 16 | SAT | MAY |
| 02 | 003 | SIS | | 8.8 | 106 | A | 17 | N | 32 | 12.83 | 66.67 | 8.56 | 9 | SAT | AUG | S | 33 | 13.9 | 63.46 | 8.82 | 14 | THU | AUG |
| 02 | 003 | SIS | | 32.2 | 224 | A | 17 | N | 264 | 9.83 | 64.39 | 6.33 | 7 | MON | MAY | S | 248 | 9.4 | 63.27 | 5.95 | 17 | TUE | FEB |
| 02 | 003 | SIS | | 44.67 | 237 | O | 17 | N | 192 | 8.66 | 72.18 | 6.25 | 7 | TUE | NOV | S | 212 | 10.45 | 66.04 | 6.9 | 17 | TUE | AUG |
| 02 | 003 | SIS | R | 47.26 | 107 | B | 17 | S | 866 | 10.9 | 51.36 | 5.6 | 12 | FRI | FEB | N | 815 | 10.43 | 50.53 | 5.27 | 15 | FRI | NOV |
| 02 | 003 | SIS | L | 49.21 | 189 | B | 17 | N | 482 | 10.21 | 50.31 | 5.14 | 12 | WED | MAY | N | 566 | 9.77 | 61.72 | 6.03 | 17 | WED | MAY |
| 02 | 003 | SIS | R | 47.38 | 108 | A | 17 | S | 233 | 8.51 | 80.07 | 6.81 | 7 | WED | NOV | N | 212 | 10 | 61.99 | 6.2 | 16 | THU | NOV |
| 04 | 004 | CC | | 0 | 119 | A | 15 | E | 1479 | 8.45 | 74.47 | 6.3 | 7 | WED | JUN | E | 1802 | 10.5 | 73.02 | 7.67 | 17 | WED | SEP |
| 04 | 004 | CC | R | 8.549 | 523 | B | 15 | E | 2231 | 8.11 | 56.97 | 4.62 | 7 | THU | DEC | E | 2267 | 9.08 | 51.72 | 4.7 | 16 | TUE | SEP |
| 04 | 004 | CC | R | 11.4 | 912 | B | 17 | W | 3456 | 6.6 | 51.81 | 3.42 | 7 | THU | NOV | E | 3334 | 6.1 | 54.03 | 3.3 | 14 | FRI | JUL |
| 04 | 004 | CC | | 12.67 | 24 | A | 15 | W | 3859 | 8.46 | 53.73 | 4.54 | 7 | TUE | DEC | E | 3666 | 7.31 | 59.04 | 4.32 | 15 | THU | DEC |
| 04 | 004 | CC | R | 20.10 | 416 | A | 15 | W | 6375 | 5.24 | 84.4 | 4.43 | 5 | TUE | JUN | E | 6028 | 6.77 | 61.85 | 4.18 | 17 | TUE | MAR |
| 04 | 004 | CC | R | 41.96 | 486 | B | 15 | E | 772 | 8.25 | 65.37 | 5.39 | 11 | WED | JUN | E | 502 | 6.36 | 55.17 | 3.51 | 13 | WED | JUN |
| 10 | 004 | SJ | | 6.037 | 327 | A | 17 | W | 641 | 8.49 | 66.43 | 5.64 | 6 | TUE | AUG | E | 906 | 10.59 | 75.25 | 7.97 | 15 | FRI | JUN |
| 10 | 004 | SJ | | 6.037 | 328 | B | 17 | W | 681 | 8.51 | 68.03 | 5.79 | 6 | TUE | AUG | E | 902 | 10.59 | 72.39 | 7.66 | 15 | FRI | JUN |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 10 | 004 | SJ | T | 14.05 | 54 | A | 16 | W | 832 | 7.53 | 75.29 | 5.67 | 6 | MON | APR | E | 1340 | 12.21 | 74.82 | 9.14 | 17 | FRI | OCT |
| 10 | 004 | SJ | | 15.91 | 113 | B | 15 | W | 907 | 7.09 | 69.4 | 4.92 | 6 | TUE | OCT | E | 1398 | 10.43 | 72.7 | 7.59 | 16 | FRI | JUL |
| 10 | 004 | SJ | R | 16.06 | 59 | A | 16 | E | 3306 | 8.01 | 52.59 | 4.21 | 7 | WED | SEP | E | 3182 | 7.75 | 52.3 | 4.05 | 14 | FRI | APR |
| 10 | 004 | SJ | | 24.87 | 313 | A | 16 | E | 425 | 9.88 | 75.49 | 7.46 | 11 | SAT | FEB | W | 481 | 11.69 | 72.22 | 8.44 | 13 | MON | FEB |
| 10 | 004 | SJ | | 24.87 | 336 | B | 16 | W | 375 | 10.56 | 60.98 | 6.44 | 11 | SUN | JUL | W | 438 | 10.75 | 69.97 | 7.52 | 16 | SUN | AUG |
| 11 | 005 | SD | R | .878 | 501 | A | 17 | S | 1680 | 5.84 | 64.87 | 3.79 | 12 | SAT | MAY | S | 2686 | 8.42 | 71.9 | 6.05 | 15 | FRI | JUN |
| 11 | 005 | SD | R | 11.13 | 952 | A | 17 | N | 8583 | 6.01 | 69.66 | 4.19 | 6 | TUE | AUG | S | 9186 | 7.58 | 59.14 | 4.48 | 14 | WED | MAY |
| 11 | 005 | SD | R | 12.65 | 903 | A | 17 | N | 8615 | 6.46 | 79.92 | 5.16 | 6 | THU | MAY | S | 7950 | 7.82 | 60.9 | 4.76 | 14 | THU | JUN |
| 11 | 005 | SD | R | 20.06 | 800 | B | 17 | S | 8018 | 7.24 | 53.21 | 3.85 | 8 | THU | OCT | S | 8017 | 7.46 | 51.6 | 3.85 | 15 | SAT | JUL |
| 11 | 005 | SD | R | 20.06 | 931 | A | 17 | S | 7442 | 7 | 54.84 | 3.84 | 8 | THU | FEB | S | 8602 | 7.58 | 58.56 | 4.44 | 15 | WED | DEC |
| 11 | 005 | SD | R | 22.26 | 801 | B | 17 | N | 8741 | 7.15 | 54.69 | 3.91 | 7 | WED | JUN | S | 9288 | 7.81 | 53.19 | 4.15 | 15 | FRI | DEC |
| 11 | 005 | SD | R | 25.95 | 802 | B | 17 | N | 9558 | 7.67 | 58.88 | 4.51 | 7 | THU | JUL | S | 11195 | 8.43 | 62.74 | 5.29 | 15 | WED | MAY |
| 11 | 005 | SD | R | 30.68 | 502 | A | 17 | S | 8328 | 7.45 | 51.59 | 3.85 | 8 | THU | MAY | N | 8985 | 7.29 | 56.89 | 4.15 | 15 | TUE | FEB |
| 11 | 005 | SD | R | 30.68 | 803 | B | 17 | S | 5908 | 7.55 | 56.23 | 4.25 | 8 | MON | JUN | N | 6059 | 8 | 54.44 | 4.35 | 15 | THU | OCT |
| 11 | 005 | SD | R | 36.27 | 898 | A | 17 | S | 9158 | 6.99 | 54.86 | 3.83 | 8 | TUE | APR | N | 8565 | 6.81 | 52.68 | 3.59 | 14 | WED | NOV |
| 11 | 005 | SD | R | 49.28 | 904 | B | 17 | N | 12034 | 7.75 | 73.48 | 5.69 | 5 | WED | AUG | N | 9922 | 7.05 | 66.59 | 4.69 | 19 | FRI | SEP |
| 11 | 005 | SD | R | 51.20 | 905 | A | 17 | N | 7603 | 6.98 | 51.76 | 3.61 | 10 | SAT | JUN | N | 7411 | 6.52 | 53.96 | 3.52 | 17 | THU | JUN |
| 11 | 005 | SD | R | 52.83 | 907 | O | 17 | S | 7454 | 6.97 | 53 | 3.69 | 10 | SUN | AUG | S | 6936 | 6.19 | 55.53 | 3.43 | 18 | SUN | MAY |
| 11 | 005 | SD | R | 53.93 | 906 | B | 17 | N | 6602 | 6.82 | 55.78 | 3.8 | 10 | MON | SEP | S | 6379 | 6.63 | 55.43 | 3.68 | 16 | FRI | MAY |
| 11 | 005 | SD | R | 54.39 | 954 | A | 17 | N | 6030 | 7.65 | 54.53 | 4.17 | 11 | SUN | AUG | N | 5496 | 7.37 | 51.59 | 3.8 | 13 | SUN | JUN |
| 12 | 005 | ORA | | .483 | 401 | O | 16 | S | 5886 | 7.63 | 54.8 | 4.18 | 12 | SAT | FEB | N | 5619 | 6.68 | 59.8 | 3.99 | 21 | SUN | OCT |
| 12 | 005 | ORA | R | 25.00 | 900 | O | 17 | S | 10653 | 6.99 | 53.85 | 3.77 | 8 | WED | JAN | S | 10887 | 6.85 | 56.17 | 3.85 | 17 | TUE | OCT |
| 12 | 005 | ORA | | 30.26 | 904 | B | 16 | N | 11223 | 6.93 | 57.74 | 4 | 7 | WED | OCT | S | 9871 | 5.7 | 61.78 | 3.52 | 17 | THU | APR |
| 12 | 005 | ORA | | 30.26 | 905 | A | 16 | N | 12681 | 6.72 | 55.61 | 3.74 | 7 | TUE | MAY | S | 11391 | 6.07 | 55.32 | 3.36 | 16 | MON | MAY |
| 12 | 005 | ORA | | 33.09 | 906 | A | 16 | N | 12558 | 5.81 | 58 | 3.37 | 7 | THU | OCT | N | 12093 | 6.05 | 53.64 | 3.25 | 16 | MON | JAN |
| 07 | 005 | LA | | .7 | 475 | A | 15 | S | 5444 | 5.92 | 53.78 | 3.18 | 6 | WED | NOV | S | 5304 | 5.61 | 55.31 | 3.1 | 17 | MON | OCT |
| 07 | 005 | LA | | 15.33 | 27 | O | 16 | N | 7932 | 5.57 | 57.01 | 3.18 | 4 | WED | MAR | S | 7937 | 5.84 | 54.46 | 3.18 | 15 | SUN | MAR |
| 07 | 005 | LA | | 17.8 | 28 | O | 15 | N | 7789 | 6.12 | 53.1 | 3.25 | 7 | TUE | OCT | N | 7807 | 5.98 | 54.46 | 3.26 | 14 | FRI | OCT |
| 07 | 005 | LA | | 33.98 | 754 | O | 16 | S | 7826 | 6.25 | 63.82 | 3.99 | 6 | WED | MAR | N | 7161 | 6.52 | 55.99 | 3.65 | 16 | MON | FEB |
| 07 | 005 | LA | | 41 | 34 | B | 17 | S | 6920 | 5.67 | 69.34 | 3.93 | 5 | WED | FEB | N | 7654 | 6.4 | 67.93 | 4.34 | 16 | THU | APR |
| 07 | 005 | LA | R | 56.60 | 906 | B | 17 | S | 5581 | 8.14 | 55.48 | 4.51 | 8 | SAT | SEP | S | 5900 | 7.66 | 62.29 | 4.77 | 16 | MON | FEB |
| 06 | 005 | KER | | 13.52 | 631 | A | 17 | S | 4620 | 9.56 | 54.83 | 5.24 | 10 | SAT | MAY | S | 5172 | 11.24 | 52.21 | 5.87 | 15 | MON | SEP |
| 06 | 005 | KER | | 19.61 | 172 | B | 15 | N | 2030 | 10.13 | 59.15 | 5.99 | 10 | SAT | SEP | S | 2764 | 13.97 | 58.44 | 8.16 | 13 | MON | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 005 | KER | | 19.61 | 640 | A | 17 | S | 2318 | 12.03 | 51.72 | 6.22 | 10 | WED | NOV | S | 2483 | 11.58 | 57.56 | 6.66 | 15 | SAT | JUL |
| 06 | 005 | KER | | 38.79 | 681 | A | 15 | N | 2154 | 10.63 | 56.3 | 5.99 | 11 | MON | SEP | N | 2947 | 15.17 | 53.98 | 8.19 | 15 | MON | SEP |
| 06 | 005 | KER | | 47.55 | 201 | A | 17 | N | 2647 | 10.62 | 59.5 | 6.32 | 7 | THU | NOV | N | 2799 | 12.3 | 54.31 | 6.68 | 13 | FRI | DEC |
| 06 | 005 | KER | | 47.55 | 431 | B | 15 | N | 2155 | 11.12 | 56.5 | 6.28 | 11 | MON | SEP | N | 2957 | 15.87 | 54.33 | 8.62 | 16 | MON | SEP |
| 06 | 005 | KER | | 56.64 | 682 | A | 15 | N | 2221 | 10.23 | 56.06 | 5.73 | 11 | MON | SEP | N | 3024 | 14.6 | 53.47 | 7.81 | 16 | MON | SEP |
| 06 | 005 | KIN | | 12.36 | 571 | B | 17 | N | 1354 | 7.19 | 58.95 | 4.24 | 12 | FRI | JUN | N | 2125 | 10.18 | 65.37 | 6.65 | 17 | SUN | JUN |
| 06 | 005 | KIN | | 16.57 | 203 | A | 17 | S | 2146 | 9.09 | 60.79 | 5.52 | 9 | FRI | JUN | N | 2602 | 12.71 | 52.72 | 6.7 | 13 | MON | SEP |
| 06 | 005 | FRE | | 29.96 | 533 | A | 17 | S | 2523 | 10.41 | 59.21 | 6.16 | 8 | FRI | DEC | S | 2767 | 13.1 | 51.6 | 6.76 | 16 | WED | NOV |
| 06 | 005 | FRE | | 48.99 | 851 | A | 17 | S | 2633 | 11.56 | 54.73 | 6.33 | 11 | FRI | DEC | N | 2809 | 12.48 | 54.09 | 6.75 | 18 | SUN | NOV |
| 06 | 005 | FRE | | 65.78 | 675 | A | 16 | S | 2563 | 8.87 | 70.37 | 6.24 | 7 | SAT | JUL | S | 2749 | 12.96 | 51.66 | 6.7 | 14 | MON | SEP |
| 10 | 005 | MER | | 17.58 | 284 | A | 17 | S | 2032 | 8.23 | 69.88 | 5.75 | 7 | SUN | NOV | N | 2134 | 11.55 | 52.3 | 6.04 | 18 | WED | NOV |
| 10 | 005 | STA | | 15.86 | 196 | A | 16 | S | 2365 | 9.08 | 54.78 | 4.97 | 11 | WED | DEC | S | 2471 | 9.82 | 52.91 | 5.2 | 13 | WED | DEC |
| 10 | 005 | SJ | | 6.467 | 82 | A | 15 | S | 1237 | 8.73 | 57.67 | 5.03 | 11 | FRI | DEC | S | 1277 | 9.24 | 56.23 | 5.19 | 13 | SUN | JUL |
| 10 | 005 | SJ | R | 14.83 | 237 | A | 15 | S | 4249 | 6.48 | 54.59 | 3.54 | 12 | SUN | DEC | N | 5012 | 7.42 | 56.25 | 4.17 | 14 | FRI | JUN |
| 03 | 005 | SAC | | 2.131 | 5 | B | 17 | S | 2546 | 7.7 | 57.64 | 4.44 | 12 | SUN | JUN | S | 2709 | 8.33 | 56.64 | 4.72 | 14 | SUN | SEP |
| 03 | 005 | SAC | | 12.04 | 10 | A | 17 | N | 4380 | 6.62 | 67.72 | 4.48 | 6 | WED | NOV | S | 4894 | 8.56 | 58.51 | 5.01 | 16 | THU | OCT |
| 03 | 005 | SAC | | 17.19 | 12 | B | 17 | N | 5723 | 7.53 | 66.21 | 4.99 | 7 | TUE | MAY | S | 5758 | 8.51 | 58.97 | 5.02 | 17 | TUE | APR |
| 03 | 005 | SAC | | 22.57 | 20 | B | 17 | N | 8730 | 7.77 | 69.54 | 5.4 | 7 | MON | MAR | S | 8063 | 8.18 | 61.05 | 4.99 | 16 | WED | JAN |
| 03 | 005 | SAC | | 23.18 | 25 | A | 17 | N | 8504 | 7.77 | 57.56 | 4.47 | 7 | THU | MAY | N | 7608 | 7.86 | 50.9 | 4 | 15 | TUE | NOV |
| 03 | 005 | SAC | | 23.80 | 30 | A | 17 | S | 7652 | 7.62 | 51.87 | 3.95 | 7 | WED | JUN | N | 8091 | 7.76 | 53.85 | 4.18 | 16 | MON | OCT |
| 03 | 005 | SAC | | 26.72 | 39 | B | 17 | S | 7324 | 7.44 | 57.96 | 4.31 | 7 | WED | JUN | N | 7791 | 7.54 | 60.83 | 4.59 | 16 | THU | MAR |
| 03 | 005 | SAC | | 29.02 | 45 | A | 17 | S | 4966 | 6.86 | 56.95 | 3.91 | 7 | FRI | AUG | N | 5568 | 7.76 | 56.45 | 4.38 | 16 | FRI | MAY |
| 03 | 005 | SAC | | 29.91 | 50 | A | 17 | N | 3145 | 6.97 | 52.59 | 3.66 | 12 | SUN | SEP | S | 3351 | 7.01 | 55.66 | 3.9 | 15 | THU | MAR |
| 03 | 005 | SAC | | 34.65 | 60 | O | 15 | N | 2277 | 6.98 | 58.79 | 4.1 | 7 | MON | MAY | S | 2972 | 8.9 | 60.15 | 5.35 | 16 | FRI | JUL |
| 03 | 005 | YOL | | 0 | 60 | O | 15 | N | 2277 | 6.98 | 58.79 | 4.1 | 7 | MON | MAY | S | 2972 | 8.9 | 60.15 | 5.35 | 16 | FRI | JUL |
| 03 | 005 | YOL | | 5.53 | 65 | B | 15 | N | 2318 | 7.25 | 57.19 | 4.14 | 7 | WED | JUL | S | 2994 | 9.25 | 57.89 | 5.35 | 17 | FRI | JUN |
| 03 | 005 | YOL | R | 6.5 | 70 | A | 17 | S | 1242 | 7.81 | 55.65 | 4.35 | 12 | THU | DEC | S | 1407 | 9.12 | 54.01 | 4.92 | 15 | WED | DEC |
| 03 | 005 | YOL | R | 7.086 | 75 | A | 17 | N | 1558 | 7.12 | 55.5 | 3.95 | 10 | THU | JUN | N | 1791 | 8.7 | 52.25 | 4.55 | 16 | FRI | JUL |
| 03 | 005 | YOL | R | 22.61 | 79 | B | 17 | N | 1171 | 8.73 | 53.54 | 4.67 | 11 | MON | DEC | S | 1276 | 8.45 | 60.22 | 5.09 | 16 | SAT | NOV |
| 03 | 005 | YOL | R | 22.61 | 80 | A | 17 | N | 1946 | 8.48 | 63.31 | 5.37 | 9 | FRI | AUG | N | 2173 | 9.57 | 62.6 | 5.99 | 17 | FRI | JUN |
| 03 | 005 | COL | R | 17.98 | 85 | B | 17 | N | 1852 | 10.12 | 59.97 | 6.07 | 11 | FRI | JUN | N | 2061 | 10.95 | 61.65 | 6.75 | 13 | FRI | AUG |
| 03 | 005 | GLE | R | 9.872 | 345 | B | 17 | S | 1363 | 10.18 | 52.14 | 5.31 | 11 | SAT | AUG | S | 1748 | 11.23 | 60.61 | 6.81 | 16 | SUN | AUG |
| 03 | 005 | GLE | R | 10.88 | 202 | B | 17 | N | 1684 | 10.11 | 57.2 | 5.78 | 11 | FRI | JUN | N | 1945 | 10.49 | 63.69 | 6.68 | 17 | FRI | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 005 | GLE | R | 24.82 | 92 | B | 17 | S | 1391 | 9.26 | 53.87 | 4.99 | 11 | SUN | AUG | S | 1717 | 10.65 | 57.87 | 6.16 | 15 | SUN | AUG |
| 03 | 005 | GLE | R | 27.81 | 95 | A | 17 | N | 1507 | 9.35 | 58.78 | 5.49 | 10 | FRI | JUN | S | 1679 | 10.5 | 58.3 | 6.12 | 13 | SUN | JUL |
| 02 | 005 | TEH | R | 9.972 | 271 | O | 17 | S | 1792 | 10.47 | 54.6 | 5.72 | 12 | WED | NOV | S | 2002 | 10.37 | 61.58 | 6.38 | 14 | MON | MAY |
| 02 | 005 | TEH | R | 26.53 | 321 | B | 17 | S | 1967 | 7.73 | 66.81 | 5.17 | 8 | TUE | AUG | N | 2259 | 9.08 | 65.33 | 5.93 | 16 | SAT | AUG |
| 02 | 005 | SHA | R | 3.83 | 272 | B | 16 | N | 2335 | 7.43 | 62.47 | 4.64 | 8 | WED | MAR | S | 2325 | 8.5 | 54.37 | 4.62 | 17 | FRI | MAR |
| 02 | 005 | SHA | R | 7.8 | 239 | B | 17 | N | 2704 | 7.67 | 64.54 | 4.95 | 7 | WED | MAR | S | 2766 | 9.18 | 55.1 | 5.06 | 15 | FRI | AUG |
| 02 | 005 | SHA | R | 13.95 | 298 | O | 17 | N | 2941 | 7.73 | 63.1 | 4.88 | 7 | THU | MAR | N | 2981 | 9.16 | 54 | 4.94 | 14 | FRI | JUN |
| 02 | 005 | SHA | R | 14.46 | 304 | A | 17 | N | 3082 | 8.45 | 53.52 | 4.52 | 12 | THU | JUL | S | 3290 | 9.03 | 53.48 | 4.83 | 15 | THU | AUG |
| 02 | 005 | SHA | R | 15.45 | 196 | A | 17 | N | 2737 | 8.29 | 55.72 | 4.62 | 10 | FRI | AUG | N | 2927 | 9.22 | 53.62 | 4.94 | 15 | FRI | JUN |
| 02 | 005 | SHA | R | 19.40 | 312 | B | 17 | N | 2239 | 8.77 | 54.82 | 4.81 | 12 | SAT | JUL | S | 2537 | 10.17 | 53.59 | 5.45 | 14 | SUN | NOV |
| 02 | 005 | SHA | R | 24.08 | 309 | A | 17 | N | 1586 | 10.99 | 63.57 | 6.98 | 12 | THU | AUG | N | 1620 | 11.85 | 60.2 | 7.13 | 15 | SAT | JUL |
| 02 | 005 | SHA | R | 26.04 | 273 | B | 17 | N | 2031 | 13.27 | 66.85 | 8.87 | 11 | SUN | AUG | N | 2029 | 10.82 | 81.95 | 8.86 | 14 | WED | JAN |
| 02 | 005 | SHA | | 57.41 | 179 | B | 17 | N | 1371 | 13.15 | 53.39 | 7.02 | 10 | SUN | NOV | N | 1687 | 13.21 | 65.39 | 8.64 | 13 | FRI | AUG |
| 02 | 005 | SIS | R | 11.17 | 310 | O | 17 | S | 1441 | 4.81 | 71.51 | 3.44 | 8 | TUE | AUG | N | 1783 | 6.72 | 63.38 | 4.26 | 13 | FRI | AUG |
| 02 | 005 | SIS | R | 23.00 | 294 | O | 17 | N | 1040 | 10.44 | 60.57 | 6.32 | 9 | SAT | JUL | N | 1247 | 12.05 | 62.95 | 7.58 | 15 | FRI | AUG |
| 02 | 005 | SIS | R | 52.78 | 232 | O | 17 | N | 1028 | 11.07 | 58.54 | 6.48 | 12 | SUN | JUL | N | 1232 | 11.8 | 65.85 | 7.77 | 14 | SUN | APR |
| 02 | 005 | SIS | R | 62.92 | 410 | A | 17 | S | 1026 | 10.91 | 58.23 | 6.35 | 11 | SAT | NOV | S | 1256 | 11.79 | 65.97 | 7.78 | 16 | TUE | AUG |
| 02 | 005 | SIS | R | 68.33 | 231 | B | 17 | N | 1038 | 12.27 | 52.74 | 6.47 | 12 | MON | DEC | N | 1257 | 11.6 | 67.54 | 7.84 | 16 | THU | AUG |
| 09 | 006 | INY | | 0 | 944 | A | 17 | S | 240 | 8.97 | 69.57 | 6.24 | 7 | WED | OCT | N | 223 | 9 | 64.45 | 5.8 | 17 | WED | MAR |
| 09 | 006 | INY | R | 3.952 | 945 | A | 17 | S | 163 | 8.7 | 79.13 | 6.88 | 6 | WED | APR | S | 130 | 8.15 | 67.36 | 5.49 | 15 | SAT | NOV |
| 09 | 006 | MNO | | 32.29 | 997 | B | 17 | S | 68 | 10.42 | 60.18 | 6.27 | 12 | WED | SEP | S | 75 | 12.27 | 56.39 | 6.92 | 14 | FRI | AUG |
| 11 | 007 | IMP | | 1.188 | 607 | B | 17 | N | 453 | 8.43 | 64.26 | 5.41 | 12 | MON | DEC | S | 818 | 14.89 | 65.65 | 9.78 | 16 | SAT | FEB |
| 11 | 007 | IMP | | 1.188 | 401 | A | 17 | N | 283 | 6.76 | 62.75 | 4.24 | 12 | MON | MAR | S | 479 | 10.46 | 68.63 | 7.18 | 15 | FRI | FEB |
| 11 | 007 | IMP | | 6.718 | 402 | B | 17 | N | 293 | 6.98 | 62.47 | 4.36 | 12 | MON | NOV | S | 433 | 9.81 | 65.71 | 6.44 | 15 | FRI | MAR |
| 11 | 008 | SD | L | 1.213 | 951 | B | 17 | E | 2243 | 7.99 | 58.31 | 4.66 | 7 | TUE | NOV | W | 2021 | 6.68 | 62.8 | 4.2 | 17 | MON | APR |
| 11 | 008 | SD | L | 1.213 | 958 | A | 17 | W | 4298 | 7.46 | 55.93 | 4.17 | 11 | SAT | OCT | W | 4139 | 6.59 | 60.97 | 4.02 | 16 | FRI | NOV |
| 11 | 008 | SD | | .946 | 804 | A | 17 | W | 8282 | 7.05 | 58.53 | 4.13 | 7 | TUE | FEB | E | 8046 | 7.16 | 56.01 | 4.01 | 15 | MON | APR |
| 11 | 008 | SD | | 5.638 | 953 | B | 17 | W | 10825 | 6.4 | 68.22 | 4.36 | 7 | THU | AUG | E | 10499 | 7.66 | 55.28 | 4.23 | 14 | FRI | OCT |
| 11 | 008 | SD | | 8.336 | 807 | B | 17 | W | 10646 | 6.1 | 76.62 | 4.67 | 6 | WED | APR | E | 10913 | 8 | 59.82 | 4.79 | 15 | THU | OCT |
| 11 | 008 | SD | | 11.76 | 810 | B | 17 | W | 7642 | 5.57 | 72.94 | 4.06 | 6 | WED | JUN | E | 8624 | 8.17 | 56.08 | 4.58 | 15 | FRI | SEP |
| 11 | 008 | SD | | 12.65 | 834 | A | 17 | W | 9591 | 5.54 | 72.37 | 4.01 | 6 | MON | NOV | E | 11577 | 8.43 | 57.39 | 4.84 | 16 | WED | JUN |
| 11 | 008 | SD | | 14.59 | 806 | B | 17 | W | 7281 | 6.91 | 59.51 | 4.11 | 7 | THU | AUG | E | 7411 | 7.98 | 52.46 | 4.18 | 15 | THU | JUN |
| 11 | 008 | SD | R | 18.73 | 824 | B | 17 | W | 7730 | 11.83 | 67.15 | 7.94 | 7 | FRI | JUL | E | 8228 | 14.63 | 57.81 | 8.46 | 17 | WED | JUL |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 008 | SD | R | 20.04 | 888 | B | 17 | W | 3726 | 6.42 | 68.43 | 4.4 | 7 | TUE | MAY | E | 3772 | 7.55 | 58.91 | 4.45 | 16 | TUE | DEC |
| 11 | 008 | SD | R | 51.98 | 621 | B | 17 | W | 1191 | 13.18 | 53.46 | 7.04 | 12 | MON | DEC | E | 1378 | 14.61 | 55.79 | 8.15 | 14 | MON | SEP |
| 11 | 008 | SD | R | 65.90 | 981 | A | 17 | W | 1106 | 10.72 | 64.23 | 6.88 | 12 | SAT | MAY | W | 1172 | 13.66 | 53.39 | 7.29 | 14 | FRI | MAY |
| 11 | 008 | IMP | R | 10.29 | 993 | B | 17 | W | 1094 | 12.26 | 58.69 | 7.2 | 10 | SAT | JUL | W | 1266 | 12.4 | 67.16 | 8.33 | 17 | SUN | NOV |
| 11 | 008 | IMP | R | 10.29 | 994 | A | 17 | W | 1030 | 12.97 | 58.13 | 7.54 | 12 | SAT | NOV | W | 1176 | 12.14 | 70.89 | 8.61 | 18 | SUN | NOV |
| 11 | 008 | IMP | R | 23.48 | 624 | A | 17 | W | 1021 | 12.53 | 56.41 | 7.07 | 12 | SAT | JUL | W | 1152 | 11.38 | 70.03 | 7.97 | 18 | SUN | NOV |
| 04 | 009 | SCL | | 0 | 50 | A | 16 | N | 288 | 13.85 | 64.29 | 8.91 | 12 | SAT | JUN | S | 337 | 13.27 | 78.56 | 10.42 | 17 | SUN | JUN |
| 04 | 009 | SCL | | 7.09 | 170 | A | 16 | N | 533 | 11.65 | 67.21 | 7.83 | 11 | SAT | DEC | N | 685 | 15.41 | 65.3 | 10.06 | 14 | SUN | SEP |
| 04 | 009 | SCL | | 11.45 | 171 | B | 16 | N | 1633 | 7.88 | 64.32 | 5.06 | 8 | WED | DEC | S | 1748 | 8.34 | 64.98 | 5.42 | 17 | TUE | DEC |
| 07 | 010 | LA | | 18.41 | 456 | B | 15 | W | 1558 | 13.19 | 96.35 | 12.7 | 7 | MON | DEC | E | 1308 | 12.93 | 82.47 | 10.67 | 17 | WED | JUL |
| 07 | 010 | LA | | 19.71 | 783 | O | 17 | W | 1598 | 12.09 | 96.21 | 11.63 | 7 | WED | MAY | E | 1312 | 12.02 | 79.42 | 9.55 | 17 | THU | SEP |
| 07 | 010 | LA | | 24.31 | 785 | A | 15 | W | 3325 | 11.87 | 92.52 | 10.98 | 7 | WED | OCT | E | 2694 | 10.73 | 82.94 | 8.9 | 16 | WED | SEP |
| 07 | 010 | LA | | 19.67 | 752 | O | 17 | E | 8064 | 6.33 | 58.28 | 3.69 | 12 | FRI | MAY | E | 9022 | 6.62 | 62.43 | 4.13 | 16 | FRI | MAR |
| 07 | 010 | LA | | 24.32 | 721 | A | 15 | E | 7000 | 6.25 | 51.32 | 3.21 | 11 | SAT | FEB | E | 6963 | 6.09 | 52.39 | 3.19 | 17 | THU | MAY |
| 07 | 010 | LA | | 30.3 | 429 | A | 17 | W | 8875 | 6.51 | 61.47 | 4 | 8 | TUE | JAN | W | 8569 | 7.07 | 54.65 | 3.86 | 14 | SAT | MAY |
| 07 | 010 | LA | | 34.28 | 48 | O | 15 | W | 6826 | 5.37 | 72.81 | 3.91 | 5 | FRI | OCT | E | 6533 | 5.73 | 65.27 | 3.74 | 14 | SUN | MAY |
| 07 | 010 | LA | | 47.11 | 54 | B | 16 | E | 9730 | 6.31 | 55.47 | 3.5 | 11 | SAT | APR | E | 9876 | 6.26 | 56.78 | 3.55 | 13 | THU | APR |
| 08 | 010 | SBD | | 9.176 | 102 | B | 17 | W | 8821 | 6.7 | 51.34 | 3.44 | 7 | THU | AUG | E | 8580 | 6.39 | 52.34 | 3.34 | 14 | SAT | FEB |
| 08 | 010 | SBD | | 31.41 | 150 | B | 17 | W | 7791 | 6.71 | 67.54 | 4.53 | 7 | TUE | AUG | E | 7116 | 6.82 | 60.72 | 4.14 | 16 | THU | JUL |
| 08 | 010 | RIV | R | 3.048 | 862 | A | 17 | W | 4345 | 6.16 | 66.14 | 4.08 | 6 | MON | APR | W | 4337 | 7.12 | 57.1 | 4.07 | 13 | MON | SEP |
| 08 | 010 | RIV | | 8.205 | 865 | B | 17 | E | 6066 | 7.54 | 61.56 | 4.64 | 11 | SAT | MAR | W | 5738 | 8.32 | 52.77 | 4.39 | 13 | SUN | JUN |
| 08 | 010 | RIV | R | 19.4 | 808 | A | 17 | W | 5738 | 9.06 | 58.47 | 5.3 | 11 | SUN | JUN | E | 5183 | 8.52 | 56.22 | 4.79 | 14 | FRI | APR |
| 08 | 010 | RIV | R | 149.2 | 908 | A | 17 | W | 1742 | 9.73 | 63.76 | 6.2 | 10 | SUN | MAR | W | 1757 | 10.7 | 58.49 | 6.26 | 13 | SUN | JAN |
| 08 | 010 | RIV | R | 156.5 | 909 | O | 17 | E | 2686 | 9.4 | 91.33 | 8.58 | 4 | MON | DEC | E | 1874 | 10.1 | 59.3 | 5.99 | 15 | FRI | DEC |
| 04 | 012 | NAP | | 2.3 | 906 | B | 17 | W | 2411 | 7.8 | 73.96 | 5.77 | 6 | WED | AUG | E | 1947 | 7.42 | 62.83 | 4.66 | 15 | THU | APR |
| 04 | 012 | SOL | | 19.17 | 315 | B | 17 | W | 759 | 7.85 | 73.55 | 5.78 | 7 | THU | JUL | E | 850 | 8.53 | 75.83 | 6.47 | 16 | THU | OCT |
| 10 | 012 | CAL | | 13.87 | 155 | A | 15 | E | 489 | 11.91 | 68.49 | 8.16 | 8 | MON | JAN | W | 431 | 11.62 | 61.84 | 7.19 | 15 | TUE | JAN |
| 04 | 013 | ALA | | 4.262 | 27 | A | 15 | N | 2998 | 10.02 | 55.03 | 5.52 | 8 | TUE | SEP | N | 2653 | 8.78 | 55.61 | 4.88 | 17 | TUE | SEP |
| 04 | 013 | ALA | | 13.91 | 240 | B | 15 | S | 1871 | 8.51 | 64.43 | 5.48 | 8 | THU | SEP | S | 1668 | 9.49 | 51.55 | 4.89 | 15 | SAT | JUN |
| 07 | 014 | LA | R | 26 | 779 | A | 16 | S | 8746 | 6.43 | 75.27 | 4.84 | 6 | FRI | MAR | N | 8241 | 6.81 | 67 | 4.56 | 16 | TUE | MAR |
| 07 | 014 | LA | R | 54.2 | 712 | B | 17 | S | 5067 | 4.94 | 91.23 | 4.51 | 4 | TUE | JAN | N | 5061 | 6.74 | 66.88 | 4.51 | 18 | FRI | MAR |
| 07 | 014 | LA | R | 73 | 63 | O | 15 | N | 1634 | 6.79 | 67.11 | 4.56 | 6 | THU | OCT | S | 1934 | 9.6 | 56.19 | 5.39 | 17 | THU | DEC |
| 09 | 014 | KER | R | 0 | 927 | A | 17 | N | 1506 | 6.22 | 68.83 | 4.28 | 5 | FRI | AUG | S | 1967 | 9.49 | 58.93 | 5.59 | 16 | MON | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 09 | 014 | KER | R | 3.018 | 601 | A | 17 | N | 871 | 6 | 69.62 | 4.17 | 6 | MON | JUN | S | 1102 | 8.57 | 61.6 | 5.28 | 16 | MON | SEP |
| 09 | 014 | KER | R | 12.15 | 961 | A | 17 | S | 848 | 6.33 | 66.46 | 4.21 | 6 | THU | SEP | N | 1128 | 8.65 | 64.72 | 5.6 | 16 | WED | DEC |
| 09 | 014 | KER | L | 16.87 | 912 | O | 17 | S | 958 | 7.73 | 65.44 | 5.06 | 10 | FRI | NOV | N | 1109 | 8.56 | 68.46 | 5.86 | 14 | MON | MAY |
| 09 | 014 | KER | | 16.07 | 929 | A | 17 | S | 523 | 7.6 | 64.17 | 4.88 | 12 | SUN | SEP | S | 752 | 10.04 | 69.82 | 7.01 | 15 | MON | MAR |
| 09 | 014 | KER | | 57.77 | 301 | B | 17 | S | 512 | 12.12 | 64.98 | 7.88 | 9 | MON | SEP | S | 634 | 13.08 | 74.59 | 9.75 | 14 | SUN | MAR |
| 09 | 014 | KER | | 57.77 | 302 | A | 17 | N | 470 | 14.05 | 53.41 | 7.5 | 12 | MON | DEC | N | 633 | 18.38 | 55 | 10.11 | 14 | MON | DEC |
| 09 | 014 | KER | | 64.56 | 971 | B | 17 | S | 535 | 21.72 | 61.64 | 13.39 | 11 | MON | JAN | N | 605 | 17.64 | 85.82 | 15.14 | 15 | SUN | MAR |
| 11 | 015 | SD | | 11.89 | 302 | A | 17 | S | 1282 | 8.88 | 71.1 | 6.32 | 8 | MON | OCT | S | 1372 | 11.1 | 60.9 | 6.76 | 16 | FRI | DEC |
| 11 | 015 | SD | | 15 | 998 | X | 17 | S | 3113 | 8.83 | 79.62 | 7.03 | 8 | WED | OCT | N | 3459 | 11.76 | 66.4 | 7.81 | 16 | TUE | DEC |
| 11 | 015 | SD | | 20.58 | 997 | B | 17 | S | 3326 | 9.9 | 86.41 | 8.55 | 7 | WED | NOV | N | 2981 | 10.63 | 72.11 | 7.67 | 16 | WED | OCT |
| 11 | 015 | SD | | 23.69 | 996 | B | 17 | S | 3428 | 9.74 | 86.44 | 8.42 | 7 | MON | DEC | N | 3546 | 11.04 | 78.85 | 8.7 | 16 | TUE | OCT |
| 11 | 015 | SD | | 27.26 | 301 | X | 17 | S | 3505 | 10.34 | 90.5 | 9.35 | 7 | WED | JUN | N | 3318 | 11.35 | 78.02 | 8.85 | 15 | WED | OCT |
| 11 | 015 | SD | | 30.86 | 300 | O | 17 | S | 3133 | 11.08 | 88.55 | 9.82 | 7 | THU | MAR | N | 2504 | 10.13 | 77.4 | 7.84 | 16 | TUE | OCT |
| 11 | 015 | SD | | .405 | 909 | A | 17 | S | 4417 | 6.97 | 57.79 | 4.03 | 6 | THU | JUN | N | 5130 | 8.64 | 54.17 | 4.68 | 16 | TUE | JUL |
| 11 | 015 | SD | | 2.226 | 836 | B | 17 | N | 5358 | 7.71 | 51.84 | 4 | 7 | THU | OCT | N | 6199 | 8.59 | 53.88 | 4.63 | 16 | WED | MAY |
| 11 | 015 | SD | R | 6.132 | 813 | B | 17 | N | 7180 | 6.48 | 61.93 | 4.01 | 6 | WED | MAY | S | 8558 | 7.95 | 60.15 | 4.78 | 17 | WED | MAR |
| 11 | 015 | SD | R | 9.995 | 682 | X | 17 | N | 6953 | 7.32 | 59.23 | 4.34 | 6 | FRI | NOV | S | 6259 | 7.75 | 50.35 | 3.9 | 14 | FRI | JAN |
| 11 | 015 | SD | M | 15 | 999 | X | 17 | S | 11760 | 7.86 | 57.14 | 4.49 | 7 | TUE | AUG | S | 10492 | 7.66 | 52.33 | 4.01 | 15 | FRI | AUG |
| 11 | 015 | SD | M | 15.92 | 913 | B | 17 | S | 12565 | 7.89 | 57.58 | 4.54 | 7 | THU | JAN | N | 11272 | 7.77 | 52.43 | 4.08 | 15 | FRI | MAY |
| 11 | 015 | SD | M | 26.03 | 934 | B | 17 | S | 9465 | 6.56 | 66.81 | 4.38 | 6 | THU | JUL | N | 9205 | 7.27 | 58.59 | 4.26 | 16 | THU | JUN |
| 11 | 015 | SD | M | 26.03 | 935 | A | 17 | S | 9759 | 7.04 | 61.34 | 4.32 | 7 | MON | MAY | N | 10171 | 7.32 | 61.55 | 4.5 | 15 | TUE | FEB |
| 11 | 015 | SD | R | 28.77 | 914 | B | 17 | S | 10261 | 7.17 | 68.08 | 4.88 | 6 | FRI | NOV | N | 10906 | 8.63 | 60.18 | 5.19 | 15 | FRI | JAN |
| 11 | 015 | SD | R | 30.63 | 918 | B | 17 | S | 10096 | 7.08 | 67.62 | 4.79 | 6 | WED | FEB | N | 10566 | 8.22 | 60.91 | 5.01 | 15 | WED | NOV |
| 11 | 015 | SD | R | 31.52 | 915 | A | 17 | S | 7215 | 6.2 | 76.75 | 4.76 | 6 | FRI | SEP | N | 7346 | 7.49 | 64.64 | 4.84 | 16 | WED | MAY |
| 11 | 015 | SD | R | 36.64 | 916 | A | 17 | S | 7317 | 6.53 | 76.92 | 5.02 | 6 | FRI | AUG | N | 6899 | 7.31 | 64.8 | 4.74 | 15 | TUE | SEP |
| 11 | 015 | SD | R | 46.49 | 967 | B | 17 | S | 6551 | 6.11 | 78.17 | 4.78 | 6 | THU | JUL | N | 6295 | 7.25 | 63.33 | 4.59 | 15 | FRI | NOV |
| 11 | 015 | SD | R | 46.49 | 969 | A | 17 | N | 8032 | 7.78 | 70.49 | 5.48 | 12 | MON | SEP | N | 9038 | 8.27 | 74.59 | 6.17 | 15 | MON | FEB |
| 08 | 015 | RIV | | 8.737 | 901 | B | 17 | S | 8027 | 6.65 | 60.93 | 4.05 | 8 | SAT | OCT | N | 7385 | 6.59 | 56.58 | 3.73 | 15 | WED | MAR |
| 08 | 015 | RIV | | 44.66 | 156 | A | 17 | S | 5621 | 6.88 | 54.36 | 3.74 | 6 | MON | APR | S | 5311 | 6.75 | 52.35 | 3.53 | 14 | THU | DEC |
| 08 | 015 | SBD | | 1.015 | 708 | B | 15 | N | 7588 | 6.63 | 52.3 | 3.47 | 6 | MON | MAY | S | 7167 | 6.29 | 52.15 | 3.28 | 13 | SUN | JUN |
| 08 | 015 | SBD | | 5.973 | 605 | A | 17 | S | 7873 | 6.01 | 72.28 | 4.34 | 7 | TUE | JUL | N | 7133 | 6.43 | 61.16 | 3.93 | 16 | WED | OCT |
| 08 | 015 | SBD | R | 81.83 | 604 | B | 17 | N | 2922 | 10.49 | 57.92 | 6.08 | 12 | FRI | APR | N | 2905 | 11.5 | 52.53 | 6.04 | 13 | FRI | DEC |
| 08 | 015 | SBD | R | 138.5 | 907 | A | 16 | N | 2782 | 11.1 | 62.17 | 6.9 | 10 | SAT | SEP | S | 2746 | 12.17 | 55.98 | 6.81 | 14 | SUN | JUL |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 016 | COL | | 0 | 100 | A | 17 | W | 45 | 15.87 | 61.64 | 9.78 | 11 | SAT | NOV | E | 51 | 19.13 | 57.96 | 11.09 | 14 | SUN | OCT |
| 03 | 016 | SAC | R | 11.47 | 117 | B | 17 | W | 567 | 8 | 71.05 | 5.69 | 6 | THU | MAR | E | 547 | 9.32 | 58.88 | 5.49 | 17 | FRI | OCT |
| 03 | 016 | SAC | R | 11.47 | 118 | A | 17 | W | 694 | 7.69 | 68.51 | 5.27 | 6 | WED | FEB | E | 737 | 8.84 | 63.32 | 5.6 | 16 | FRI | JUN |
| 03 | 016 | SAC | R | 16.81 | 334 | A | 17 | W | 1081 | 10.14 | 72.12 | 7.31 | 7 | TUE | OCT | E | 913 | 8.82 | 70.07 | 6.18 | 17 | WED | OCT |
| 03 | 016 | SAC | R | 22.85 | 910 | A | 17 | E | 325 | 8.73 | 60.63 | 5.29 | 11 | SAT | JUL | E | 369 | 8.86 | 67.83 | 6.01 | 17 | MON | JUL |
| 04 | 017 | SCL | | 7.073 | 432 | A | 17 | N | 3874 | 5.84 | 72.6 | 4.24 | 7 | TUE | NOV | S | 3562 | 6.8 | 57.39 | 3.9 | 16 | MON | DEC |
| 08 | 018 | SBD | R | 17.73 | 814 | B | 15 | N | 867 | 10.32 | 80.43 | 8.3 | 10 | FRI | JUL | N | 1068 | 11.81 | 86.55 | 10.22 | 16 | FRI | JUL |
| 08 | 018 | SBD | | 20.61 | 813 | A | 15 | N | 550 | 9.86 | 58.82 | 5.8 | 12 | SAT | OCT | S | 566 | 8.76 | 68.19 | 5.97 | 15 | SUN | JUL |
| 08 | 018 | SBD | | 31.90 | 882 | A | 15 | S | 1156 | 16.58 | 67.8 | 11.24 | 12 | SUN | JAN | S | 1141 | 18.58 | 59.71 | 11.09 | 14 | SUN | DEC |
| 08 | 018 | SBD | | 44.32 | 815 | B | 17 | S | 884 | 22.74 | 61.39 | 13.96 | 12 | MON | JAN | S | 764 | 19.61 | 61.51 | 12.06 | 14 | SUN | NOV |
| 08 | 018 | SBD | | 73.78 | 899 | A | 15 | S | 449 | 10.59 | 51.67 | 5.47 | 11 | FRI | JAN | S | 493 | 9.54 | 62.96 | 6.01 | 13 | THU | JAN |
| 01 | 020 | MEN | | 2.23 | 761 | A | 17 | E | 285 | 14.35 | 55.02 | 7.89 | 12 | SUN | JUL | W | 278 | 11.88 | 64.8 | 7.7 | 17 | FRI | SEP |
| 01 | 020 | MEN | | 33.32 | 721 | A | 16 | E | 851 | 7.41 | 83.76 | 6.21 | 7 | THU | APR | E | 994 | 10.32 | 70.3 | 7.25 | 16 | FRI | OCT |
| 01 | 020 | LAK | | .99 | 170 | A | 17 | E | 496 | 9.49 | 54.51 | 5.17 | 12 | SUN | JUL | E | 601 | 9.61 | 65.26 | 6.27 | 17 | FRI | NOV |
| 01 | 020 | LAK | | 8.293 | 172 | B | 17 | W | 515 | 8.02 | 62.96 | 5.05 | 10 | SAT | SEP | E | 603 | 9.6 | 61.59 | 5.91 | 17 | THU | AUG |
| 01 | 020 | LAK | | 8.319 | 173 | A | 17 | E | 467 | 10.32 | 69.7 | 7.19 | 12 | SAT | MAR | E | 652 | 12.17 | 82.53 | 10.04 | 16 | TUE | FEB |
| 01 | 020 | LAK | | 31.53 | 124 | B | 17 | W | 476 | 10.31 | 52.08 | 5.37 | 12 | FRI | MAY | W | 515 | 10.91 | 53.26 | 5.81 | 13 | FRI | MAY |
| 01 | 020 | LAK | | 31.67 | 125 | A | 17 | E | 466 | 11.06 | 56.69 | 6.27 | 11 | SUN | JUL | W | 515 | 12.14 | 57.1 | 6.93 | 15 | FRI | SEP |
| 03 | 020 | COL | | 3.451 | 124 | B | 15 | W | 369 | 12.73 | 54.43 | 6.93 | 12 | FRI | JUL | W | 438 | 13.88 | 59.27 | 8.23 | 17 | FRI | SEP |
| 03 | 020 | COL | | 3.451 | 125 | A | 15 | E | 331 | 11.33 | 59.53 | 6.74 | 11 | SAT | NOV | E | 404 | 14.79 | 55.65 | 8.23 | 15 | SUN | JUL |
| 03 | 020 | SUT | | 9.176 | 130 | A | 17 | E | 442 | 7.61 | 57.55 | 4.38 | 12 | WED | OCT | E | 562 | 9.1 | 61.22 | 5.57 | 15 | FRI | APR |
| 03 | 020 | SUT | | 17.06 | 304 | O | 17 | W | 1702 | 7.53 | 54.89 | 4.13 | 7 | TUE | SEP | W | 1941 | 8.59 | 54.82 | 4.71 | 16 | THU | APR |
| 03 | 020 | YUB | | 0 | 304 | O | 17 | W | 1702 | 7.53 | 54.89 | 4.13 | 7 | TUE | SEP | W | 1941 | 8.59 | 54.82 | 4.71 | 16 | THU | APR |
| 03 | 020 | YUB | | 1.472 | 136 | B | 16 | W | 1160 | 8.11 | 55.64 | 4.51 | 12 | SUN | AUG | E | 1229 | 8.32 | 57.46 | 4.78 | 17 | FRI | OCT |
| 03 | 020 | YUB | | 1.472 | 137 | A | 16 | E | 841 | 7.68 | 64.05 | 4.92 | 7 | FRI | SEP | W | 833 | 8.15 | 59.76 | 4.87 | 16 | THU | MAR |
| 03 | 020 | YUB | R | 7.018 | 140 | A | 17 | W | 695 | 8.93 | 70.7 | 6.31 | 7 | TUE | NOV | E | 685 | 10.47 | 59.41 | 6.22 | 16 | FRI | SEP |
| 03 | 020 | NEV | | 29.6 | 319 | B | 17 | W | 312 | 14.54 | 58.65 | 8.53 | 11 | MON | MAY | W | 771 | 23.13 | 91.14 | 21.08 | 16 | TUE | FEB |
| 12 | 022 | ORA | R | 1.8 | 420 | A | 16 | E | 6847 | 7.81 | 57.4 | 4.48 | 7 | THU | JUN | E | 6389 | 7.39 | 56.63 | 4.18 | 18 | TUE | APR |
| 12 | 022 | ORA | R | 7.31 | 71 | B | 16 | E | 8273 | 7 | 52.19 | 3.65 | 7 | WED | JAN | W | 9231 | 7.59 | 53.73 | 4.08 | 17 | FRI | MAY |
| 07 | 023 | VEN | R | 4.32 | 73 | A | 16 | S | 6826 | 8.42 | 72.3 | 6.09 | 7 | TUE | JUN | N | 6146 | 8.73 | 62.78 | 5.48 | 17 | THU | FEB |
| 07 | 023 | VEN | R | 10.78 | 51 | O | 17 | S | 3913 | 9.68 | 56 | 5.42 | 7 | THU | SEP | N | 3389 | 8.23 | 57.02 | 4.69 | 16 | FRI | JAN |
| 04 | 024 | CC | R | 2.313 | 521 | B | 15 | W | 8673 | 7.52 | 64.45 | 4.85 | 7 | TUE | SEP | E | 8299 | 7.67 | 60.51 | 4.64 | 17 | FRI | MAR |
| 05 | 025 | SBT | | 35 | 170 | O | 16 | S | 112 | 19.29 | 62.22 | 12 | 12 | SAT | FEB | N | 116 | 15.11 | 82.27 | 12.43 | 16 | SUN | FEB |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 05 | 025 | SBT | | 54.05 | 176 | A | 16 | N | 1699 | 7.36 | 89.14 | 6.56 | 5 | THU | APR | S | 1918 | 7.95 | 93.15 | 7.4 | 17 | TUE | APR |
| 04 | 025 | SCL | | 2.528 | 63 | B | 16 | S | 1452 | 7.68 | 71.49 | 5.49 | 7 | WED | MAR | N | 1445 | 8.15 | 67.02 | 5.46 | 17 | MON | JUN |
| 10 | 026 | SJ | | 6.85 | 52 | A | 16 | W | 418 | 9.57 | 66.56 | 6.37 | 7 | WED | AUG | E | 357 | 9.05 | 60.1 | 5.44 | 17 | MON | AUG |
| 10 | 026 | SJ | | 20.51 | 87 | O | 16 | W | 404 | 9.63 | 83.13 | 8 | 7 | THU | MAR | E | 419 | 10.3 | 80.58 | 8.3 | 17 | MON | FEB |
| 10 | 026 | CAL | | 0 | 87 | O | 16 | W | 404 | 9.63 | 83.13 | 8 | 7 | THU | MAR | E | 419 | 10.3 | 80.58 | 8.3 | 17 | MON | FEB |
| 10 | 026 | CAL | | 18.07 | 156 | B | 15 | E | 94 | 10.57 | 56.63 | 5.99 | 10 | SAT | APR | W | 90 | 10.89 | 52.63 | 5.73 | 14 | FRI | APR |
| 03 | 028 | PLA | | .085 | 154 | A | 17 | W | 748 | 8.43 | 69.52 | 5.86 | 8 | TUE | MAR | E | 820 | 10.77 | 59.68 | 6.43 | 15 | SUN | JAN |
| 03 | 028 | PLA | | .83 | 156 | A | 15 | W | 524 | 7.34 | 62.46 | 4.58 | 11 | SAT | JAN | E | 629 | 9.31 | 59.06 | 5.5 | 16 | FRI | JAN |
| 03 | 028 | PLA | | 5.81 | 160 | B | 15 | W | 346 | 6.6 | 67.32 | 4.44 | 7 | WED | OCT | E | 445 | 9.09 | 62.85 | 5.72 | 17 | WED | OCT |
| 03 | 028 | PLA | | 11.03 | 167 | O | 16 | W | 560 | 7.81 | 56.4 | 4.4 | 12 | SAT | JAN | W | 675 | 9.45 | 56.16 | 5.31 | 16 | TUE | JAN |
| 04 | 029 | NAP | R | 6.196 | 9 | A | 17 | S | 2002 | 7.75 | 53.44 | 4.14 | 7 | THU | JAN | S | 2040 | 6.68 | 63.18 | 4.22 | 18 | SAT | OCT |
| 04 | 029 | NAP | R | 9.1 | 913 | B | 17 | N | 2111 | 7.5 | 54.6 | 4.09 | 8 | THU | MAY | N | 2292 | 7.71 | 57.62 | 4.44 | 16 | THU | MAR |
| 04 | 029 | NAP | | 36.89 | 10 | A | 17 | N | 650 | 11.04 | 60.07 | 6.63 | 12 | FRI | OCT | N | 685 | 12.56 | 55.65 | 6.99 | 15 | FRI | OCT |
| 01 | 029 | LAK | | 52.54 | 773 | B | 17 | N | 444 | 12.46 | 51.27 | 6.39 | 12 | TUE | MAR | N | 529 | 14.99 | 50.77 | 7.61 | 16 | TUE | MAR |
| 03 | 032 | GLE | | 9.626 | 173 | B | 17 | E | 521 | 8.51 | 62.77 | 5.34 | 7 | WED | SEP | W | 586 | 9.1 | 66.07 | 6.01 | 17 | WED | OCT |
| 03 | 032 | GLE | | 9.626 | 174 | A | 17 | E | 714 | 9.35 | 58.38 | 5.46 | 12 | SAT | FEB | E | 766 | 10.68 | 54.87 | 5.86 | 16 | WED | JAN |
| 02 | 032 | TEH | R | 24.88 | 223 | B | 16 | W | 130 | 16.05 | 75.58 | 12.13 | 12 | SUN | SEP | W | 131 | 17.91 | 68.23 | 12.22 | 15 | SUN | AUG |
| 07 | 033 | VEN | R | 4.046 | 753 | O | 17 | S | 1562 | 8.4 | 64.25 | 5.4 | 7 | TUE | OCT | N | 1565 | 8.62 | 62.73 | 5.41 | 17 | WED | OCT |
| 07 | 033 | VEN | | 11.21 | 84 | A | 17 | N | 686 | 10.62 | 53.22 | 5.65 | 7 | MON | AUG | S | 749 | 11.52 | 53.58 | 6.17 | 14 | SUN | AUG |
| 07 | 033 | VEN | | 17.35 | 433 | B | 15 | N | 286 | 39.83 | 99.31 | 39.56 | 1 | SUN | AUG | N | 271 | 38.31 | 97.83 | 37.48 | 21 | SAT | OCT |
| 06 | 033 | KER | R | 11.56 | 55 | B | 17 | S | 409 | 10.41 | 90.29 | 9.4 | 5 | WED | MAY | N | 373 | 11.06 | 77.55 | 8.57 | 17 | THU | JUN |
| 06 | 033 | KER | R | 11.56 | 56 | A | 15 | S | 271 | 8.71 | 75.28 | 6.56 | 5 | TUE | JUL | N | 237 | 9.58 | 59.85 | 5.73 | 16 | FRI | JUL |
| 06 | 033 | KER | | 17.89 | 182 | B | 15 | S | 376 | 8.43 | 74.9 | 6.31 | 6 | WED | APR | N | 378 | 9.87 | 64.29 | 6.35 | 15 | WED | JAN |
| 06 | 033 | KER | | 17.89 | 183 | A | 15 | S | 145 | 9.9 | 62.5 | 6.19 | 7 | WED | OCT | N | 147 | 10.41 | 60.25 | 6.27 | 15 | FRI | OCT |
| 06 | 033 | KER | | 18.79 | 57 | B | 15 | S | 577 | 6.36 | 99.14 | 6.31 | 2 | WED | JUL | S | 504 | 10.28 | 53.62 | 5.51 | 15 | FRI | JAN |
| 06 | 033 | KER | | 23.41 | 625 | A | 15 | N | 508 | 15.45 | 84.67 | 13.08 | 6 | THU | OCT | S | 420 | 14.35 | 75.4 | 10.82 | 15 | THU | JAN |
| 06 | 033 | KER | R | 60.17 | 184 | A | 15 | N | 317 | 18.48 | 80.87 | 14.95 | 5 | THU | OCT | S | 280 | 22.91 | 57.61 | 13.2 | 16 | MON | JUL |
| 06 | 033 | KIN | | 7.8 | 37 | B | 17 | S | 337 | 22.3 | 89.39 | 19.93 | 5 | THU | SEP | N | 208 | 14.78 | 83.2 | 12.3 | 16 | FRI | DEC |
| 06 | 033 | KIN | | 7.8 | 58 | A | 17 | S | 503 | 18.97 | 91.96 | 17.45 | 5 | TUE | MAR | N | 318 | 13.39 | 82.38 | 11.03 | 16 | WED | JUN |
| 06 | 033 | FRE | | 14.75 | 59 | B | 17 | S | 363 | 6.06 | 72.46 | 4.39 | 6 | THU | MAR | N | 493 | 10.1 | 59.04 | 5.96 | 16 | THU | SEP |
| 06 | 033 | FRE | R | 18.59 | 608 | B | 17 | N | 282 | 7.69 | 78.99 | 6.07 | 5 | THU | AUG | S | 285 | 8.89 | 69.01 | 6.14 | 16 | TUE | AUG |
| 06 | 033 | FRE | | 24.32 | 41 | B | 17 | N | 214 | 6.66 | 75.62 | 5.04 | 5 | MON | SEP | S | 225 | 9.32 | 56.82 | 5.3 | 16 | WED | DEC |
| 06 | 033 | FRE | | 24.32 | 42 | A | 17 | N | 161 | 8.14 | 80.1 | 6.52 | 5 | TUE | JUN | N | 146 | 9.6 | 61.6 | 5.91 | 14 | FRI | SEP |

| | | | | | | | | | AM PEAK | | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 033 | FRE | R | 39.95 | 415 | A | 16 | N | 310 | 16.87 | 94.23 | 15.9 | 3 | TUE | OCT | S | 170 | 11.08 | 78.7 | 8.72 | 14 | SAT | APR |
| 06 | 033 | FRE | | 53.4 | 60 | B | 16 | S | 250 | 16.05 | 87.41 | 14.03 | 5 | TUE | JUL | N | 193 | 12.91 | 83.91 | 10.83 | 16 | THU | APR |
| 06 | 033 | FRE | R | 62.51 | 233 | A | 16 | N | 446 | 8.58 | 74.09 | 6.36 | 6 | MON | OCT | S | 387 | 9.17 | 60.19 | 5.52 | 16 | WED | OCT |
| 06 | 033 | FRE | | 70.19 | 61 | B | 16 | S | 582 | 8.17 | 61.92 | 5.06 | 7 | TUE | OCT | S | 618 | 9.41 | 57.12 | 5.37 | 16 | FRI | APR |
| 06 | 033 | FRE | | 77.65 | 424 | A | 16 | S | 133 | 8.19 | 63.33 | 5.19 | 7 | THU | JUL | S | 145 | 10.46 | 54.1 | 5.66 | 17 | MON | OCT |
| 06 | 033 | FRE | R | 79.91 | 62 | A | 17 | N | 197 | 10.56 | 87.95 | 9.28 | 3 | SAT | AUG | S | 153 | 10.18 | 70.83 | 7.21 | 15 | MON | DEC |
| 10 | 033 | MER | R | 5.635 | 191 | B | 16 | S | 616 | 10.25 | 63.9 | 6.55 | 12 | SAT | JUN | S | 541 | 9.44 | 60.99 | 5.75 | 13 | SUN | JUL |
| 10 | 033 | MER | R | 16.64 | 193 | X | 16 | N | 462 | 7.24 | 59.92 | 4.34 | 12 | SAT | SEP | N | 536 | 7.28 | 69.16 | 5.03 | 17 | FRI | MAR |
| 10 | 033 | MER | | 16.64 | 193 | X | 16 | N | 462 | 7.24 | 59.92 | 4.34 | 12 | SAT | SEP | N | 536 | 7.28 | 69.16 | 5.03 | 17 | FRI | MAR |
| 10 | 033 | MER | | 27.11 | 16 | A | 16 | S | 372 | 7.76 | 54.31 | 4.21 | 11 | SAT | SEP | S | 430 | 9.1 | 53.48 | 4.87 | 16 | FRI | SEP |
| 07 | 034 | VEN | | 12.84 | 86 | B | 16 | W | 1574 | 9.97 | 97.4 | 9.71 | 3 | FRI | JUL | W | 1699 | 14.63 | 71.6 | 10.48 | 16 | THU | APR |
| 01 | 036 | HUM | | 0 | 747 | A | 17 | W | 284 | 9.06 | 60.81 | 5.51 | 7 | TUE | MAY | E | 297 | 9.6 | 60 | 5.76 | 17 | THU | JUL |
| 01 | 036 | HUM | | 7.49 | 112 | B | 17 | E | 162 | 9.84 | 62.79 | 6.18 | 12 | SAT | AUG | E | 192 | 12.12 | 60.38 | 7.32 | 16 | SAT | MAY |
| 02 | 036 | TRI | | 27.23 | 305 | B | 15 | E | 53 | 11.62 | 57.61 | 6.69 | 11 | SUN | NOV | W | 53 | 12.5 | 53.54 | 6.69 | 15 | FRI | MAY |
| 02 | 036 | TRI | R | 28.65 | 192 | A | 15 | W | 25 | 7.26 | 83.33 | 6.05 | 10 | MON | MAY | E | 28 | 11.86 | 57.14 | 6.78 | 16 | FRI | MAY |
| 02 | 036 | TEH | | 23.2 | 110 | B | 15 | E | 45 | 11.41 | 66.18 | 7.55 | 11 | SUN | NOV | E | 45 | 12.58 | 60 | 7.55 | 14 | SUN | MAY |
| 02 | 036 | TEH | | 39.72 | 216 | B | 15 | E | 259 | 8.73 | 81.96 | 7.15 | 7 | MON | SEP | W | 221 | 9.64 | 63.32 | 6.1 | 15 | FRI | MAY |
| 02 | 036 | TEH | R | 41.21 | 275 | B | 17 | E | 240 | 8.6 | 69.77 | 6 | 7 | THU | SEP | W | 238 | 9.33 | 63.81 | 5.95 | 16 | THU | JUN |
| 02 | 036 | TEH | R | 41.21 | 276 | A | 17 | E | 474 | 8.95 | 68.6 | 6.14 | 7 | WED | MAR | W | 411 | 8.96 | 59.39 | 5.32 | 16 | WED | SEP |
| 02 | 036 | TEH | L | 41.15 | 277 | B | 15 | E | 497 | 10.76 | 54.26 | 5.84 | 12 | FRI | FEB | E | 496 | 10.33 | 56.43 | 5.83 | 14 | FRI | FEB |
| 02 | 036 | TEH | L | 41.15 | 278 | A | 15 | E | 633 | 10.13 | 54.81 | 5.55 | 12 | WED | SEP | W | 639 | 10.35 | 54.15 | 5.6 | 17 | WED | SEP |
| 02 | 036 | TEH | | 42.79 | 279 | B | 15 | W | 937 | 8.32 | 57.45 | 4.78 | 7 | MON | MAY | W | 1010 | 9.92 | 51.96 | 5.15 | 14 | FRI | MAY |
| 02 | 036 | TEH | | 42.79 | 280 | A | 15 | W | 756 | 8.59 | 54.39 | 4.67 | 7 | MON | MAY | W | 835 | 10.17 | 50.76 | 5.16 | 14 | FRI | MAY |
| 02 | 036 | TEH | | 44.00 | 112 | A | 15 | W | 137 | 13.12 | 54.15 | 7.1 | 11 | SAT | AUG | W | 154 | 11.56 | 69.06 | 7.98 | 14 | SUN | AUG |
| 02 | 036 | TEH | | 44.00 | 281 | B | 15 | W | 871 | 8.89 | 73.26 | 6.51 | 7 | THU | NOV | W | 979 | 11.53 | 63.53 | 7.32 | 15 | FRI | NOV |
| 02 | 036 | TEH | | 55.26 | 286 | A | 16 | W | 121 | 16.02 | 59.02 | 9.45 | 10 | SUN | AUG | W | 158 | 16.25 | 75.96 | 12.34 | 15 | SUN | AUG |
| 02 | 036 | TEH | | 82.21 | 225 | O | 16 | W | 126 | 18.61 | 60.58 | 11.27 | 11 | SUN | AUG | W | 161 | 20.66 | 69.7 | 14.4 | 13 | SUN | AUG |
| 02 | 036 | PLU | | 6.287 | 218 | B | 16 | W | 257 | 16.71 | 77.64 | 12.97 | 10 | SUN | AUG | E | 218 | 14.79 | 74.4 | 11 | 17 | FRI | AUG |
| 02 | 036 | PLU | | 8.84 | 114 | O | 16 | W | 382 | 14.66 | 51.83 | 7.6 | 11 | SAT | AUG | E | 375 | 14.4 | 51.8 | 7.46 | 13 | SAT | AUG |
| 02 | 036 | PLU | | 9.18 | 235 | A | 16 | W | 296 | 12.1 | 61.54 | 7.45 | 11 | SUN | AUG | W | 296 | 12.15 | 61.28 | 7.45 | 13 | SUN | AUG |
| 02 | 036 | LAS | | .76 | 115 | B | 16 | W | 117 | 11.84 | 50.65 | 6 | 12 | SUN | AUG | W | 130 | 12.61 | 52.85 | 6.66 | 15 | FRI | AUG |
| 02 | 036 | LAS | R | 19.20 | 245 | B | 16 | W | 139 | 11.66 | 50.55 | 5.89 | 12 | SAT | SEP | W | 161 | 11.58 | 58.97 | 6.83 | 15 | FRI | AUG |
| 02 | 036 | LAS | | 24.46 | 299 | B | 17 | W | 340 | 10.45 | 59.23 | 6.19 | 10 | FRI | MAY | W | 350 | 11.38 | 56 | 6.37 | 14 | FRI | JUL |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 02 | 036 | LAS | | 25.05 | 296 | O | 17 | W | 585 | 9.48 | 54.83 | 5.2 | 10 | SAT | JUL | W | 641 | 10.47 | 54.41 | 5.69 | 15 | THU | JUN |
| 02 | 036 | LAS | | 25.94 | 211 | A | 16 | E | 836 | 9.85 | 51.73 | 5.1 | 12 | TUE | MAY | W | 900 | 10.59 | 51.81 | 5.49 | 15 | FRI | MAY |
| 02 | 036 | LAS | R | 29.39 | 116 | B | 16 | W | 498 | 9.12 | 56.72 | 5.17 | 10 | FRI | MAY | E | 553 | 11.24 | 51.06 | 5.74 | 17 | FRI | MAY |
| 04 | 037 | SOL | R | 9.665 | 392 | A | 17 | W | 2748 | 6.96 | 55.05 | 3.83 | 12 | SAT | JUL | E | 2857 | 6.94 | 57.39 | 3.98 | 17 | WED | OCT |
| 08 | 038 | SBD | | 59.44 | 884 | B | 15 | E | 193 | 20.96 | 59.94 | 12.57 | 11 | SUN | OCT | W | 220 | 25.85 | 55.42 | 14.32 | 17 | FRI | JUL |
| 07 | 039 | LA | | 17.81 | 746 | O | 16 | N | 269 | 18 | 63.9 | 11.5 | 11 | SUN | JUN | S | 312 | 18.6 | 71.72 | 13.34 | 16 | SUN | JUN |
| 08 | 040 | SBD | R | 28.48 | 855 | B | 17 | W | 1061 | 12.05 | 63.69 | 7.68 | 11 | SUN | JUL | W | 1055 | 11.3 | 67.54 | 7.63 | 14 | SUN | JUL |
| 08 | 040 | SBD | R | 132.7 | 400 | A | 17 | W | 1315 | 11.52 | 69.32 | 7.98 | 11 | SUN | JUN | W | 1028 | 10.36 | 60.26 | 6.24 | 13 | SUN | MAR |
| 08 | 040 | SBD | R | 154.6 | 885 | O | 17 | W | 935 | 9.97 | 66.27 | 6.61 | 10 | SUN | NOV | E | 898 | 9.51 | 66.72 | 6.34 | 15 | WED | JUN |
| 05 | 041 | SLO | | 14.52 | 277 | B | 17 | S | 987 | 13.69 | 50.18 | 6.87 | 10 | SAT | JUL | S | 1137 | 15.79 | 50.13 | 7.91 | 19 | FRI | JUL |
| 05 | 041 | SLO | | 41.16 | 241 | B | 17 | N | 122 | 12.9 | 73.49 | 9.48 | 7 | FRI | SEP | S | 136 | 16.32 | 64.76 | 10.57 | 16 | THU | JUN |
| 05 | 041 | SLO | R | 42.17 | 243 | B | 17 | N | 123 | 15.69 | 61.81 | 9.7 | 5 | TUE | MAR | S | 141 | 16.01 | 69.46 | 11.12 | 16 | MON | MAR |
| 06 | 041 | KIN | | 8.098 | 33 | A | 17 | S | 701 | 11.66 | 76.86 | 8.96 | 9 | SAT | JUL | N | 675 | 12.68 | 68.04 | 8.63 | 17 | SUN | JUN |
| 06 | 041 | KIN | | 20.08 | 38 | B | 17 | S | 536 | 9.8 | 70.9 | 6.94 | 10 | SAT | JUN | N | 550 | 11.18 | 63.73 | 7.13 | 16 | SUN | JUN |
| 06 | 041 | KIN | | 33.00 | 414 | B | 17 | S | 536 | 9.66 | 69.16 | 6.68 | 10 | SAT | JUN | N | 576 | 11.21 | 64.07 | 7.18 | 16 | SUN | JUN |
| 06 | 041 | KIN | R | 39.96 | 34 | B | 17 | S | 559 | 8.32 | 66.95 | 5.57 | 10 | SAT | MAR | N | 620 | 9.19 | 67.17 | 6.18 | 17 | SUN | JUN |
| 06 | 041 | KIN | R | 39.96 | 35 | A | 17 | S | 716 | 6.89 | 65.81 | 4.53 | 6 | MON | MAR | N | 805 | 8.25 | 61.78 | 5.1 | 16 | WED | SEP |
| 06 | 041 | FRE | R | 1.013 | 658 | B | 16 | S | 637 | 6.11 | 65.13 | 3.98 | 6 | TUE | FEB | N | 785 | 8 | 61.28 | 4.9 | 15 | TUE | MAY |
| 06 | 041 | FRE | R | 8.107 | 659 | B | 17 | S | 677 | 5.4 | 73.27 | 3.96 | 4 | FRI | MAY | N | 832 | 9.33 | 52.1 | 4.86 | 15 | FRI | AUG |
| 06 | 041 | FRE | R | 16.1 | 643 | B | 16 | S | 1225 | 6.86 | 79.96 | 5.48 | 5 | WED | MAY | N | 1138 | 8.7 | 58.51 | 5.09 | 16 | THU | FEB |
| 06 | 041 | FRE | R | 20.08 | 641 | A | 17 | N | 1710 | 7.6 | 59.5 | 4.52 | 12 | SAT | OCT | N | 1962 | 8.41 | 61.66 | 5.19 | 13 | SAT | MAR |
| 06 | 041 | FRE | R | 26.46 | 243 | A | 17 | N | 5999 | 6.58 | 74.11 | 4.87 | 8 | TUE | SEP | N | 6343 | 9.78 | 52.71 | 5.15 | 16 | TUE | OCT |
| 06 | 041 | FRE | R | 30.45 | 250 | A | 17 | S | 4025 | 8.66 | 57.76 | 5 | 7 | WED | SEP | N | 4124 | 8.88 | 57.71 | 5.12 | 17 | TUE | MAY |
| 06 | 041 | FRE | R | 31.68 | 917 | A | 17 | S | 2492 | 8.78 | 56.86 | 4.99 | 7 | THU | APR | N | 2534 | 9.43 | 53.84 | 5.07 | 17 | WED | SEP |
| 06 | 041 | MAD | | 3.23 | 256 | B | 16 | S | 1725 | 8.42 | 70.32 | 5.92 | 7 | TUE | FEB | N | 1508 | 8.42 | 61.45 | 5.18 | 17 | WED | NOV |
| 06 | 041 | MAD | | 3.23 | 400 | A | 17 | S | 1097 | 7.6 | 71.42 | 5.42 | 7 | TUE | MAY | N | 1105 | 8.95 | 61.05 | 5.46 | 17 | FRI | APR |
| 06 | 041 | MAD | | 9.25 | 619 | A | 17 | S | 839 | 7.16 | 66.91 | 4.79 | 7 | TUE | SEP | N | 978 | 8.31 | 67.17 | 5.58 | 17 | FRI | OCT |
| 06 | 041 | MAD | | 9.25 | 673 | B | 16 | S | 737 | 7.06 | 73.7 | 5.2 | 7 | WED | MAY | N | 822 | 9.43 | 61.48 | 5.8 | 16 | FRI | AUG |
| 06 | 041 | MAD | | 24.02 | 650 | A | 16 | N | 740 | 10.58 | 54.29 | 5.74 | 11 | SUN | MAY | N | 767 | 9.87 | 60.3 | 5.95 | 17 | FRI | AUG |
| 06 | 041 | MAD | | 25 | 975 | B | 16 | S | 598 | 9.77 | 54.81 | 5.35 | 12 | SUN | AUG | N | 626 | 9 | 62.29 | 5.6 | 16 | FRI | NOV |
| 06 | 041 | MAD | | 28.02 | 192 | A | 16 | S | 775 | 9 | 59.85 | 5.38 | 11 | MON | FEB | S | 741 | 9.31 | 55.3 | 5.15 | 17 | THU | AUG |
| 06 | 041 | MAD | | 35.77 | 620 | A | 16 | N | 720 | 10.37 | 62.77 | 6.51 | 9 | SAT | AUG | S | 654 | 9.3 | 63.62 | 5.92 | 17 | SUN | AUG |
| 06 | 041 | MAD | | 38.99 | 934 | A | 17 | N | 492 | 12.6 | 66.31 | 8.36 | 10 | SAT | AUG | S | 455 | 11.19 | 69.04 | 7.73 | 17 | SAT | MAY |

| | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 041 | MPA | | 4.918 | 153 | O | 16 | N | 381 | 15.74 | 78.56 | 12.37 | 10 | SAT | AUG | S | 353 | 14.09 | 81.34 | 11.46 | 17 | SUN | AUG |
| 06 | 043 | KER | | 1.9 | 5 | B | 17 | S | 429 | 8.93 | 75 | 6.7 | 5 | MON | SEP | N | 493 | 11.54 | 66.71 | 7.7 | 15 | THU | APR |
| 06 | 043 | KER | | 8.112 | 8 | B | 15 | S | 432 | 10.8 | 75 | 8.1 | 5 | WED | NOV | N | 350 | 11.19 | 58.63 | 6.56 | 16 | THU | FEB |
| 06 | 043 | KER | | 9.162 | 616 | A | 15 | S | 409 | 9.86 | 79.73 | 7.86 | 5 | THU | NOV | N | 400 | 10.97 | 70.05 | 7.69 | 16 | TUE | NOV |
| 06 | 043 | KER | | 17.97 | 626 | A | 15 | N | 475 | 7.17 | 57.16 | 4.1 | 5 | WED | AUG | S | 632 | 10.54 | 51.76 | 5.46 | 16 | FRI | NOV |
| 06 | 043 | KER | | 25.19 | 186 | A | 15 | N | 354 | 11.62 | 77.12 | 8.96 | 5 | MON | AUG | S | 300 | 11.54 | 65.79 | 7.59 | 16 | TUE | FEB |
| 06 | 043 | KER | | 33.48 | 652 | A | 17 | N | 218 | 9.98 | 67.08 | 6.69 | 6 | MON | FEB | S | 219 | 10.72 | 62.75 | 6.72 | 15 | MON | AUG |
| 06 | 043 | TUL | | 22.13 | 660 | B | 17 | S | 174 | 8.12 | 56.31 | 4.57 | 7 | MON | NOV | N | 195 | 8.44 | 60.75 | 5.13 | 15 | FRI | AUG |
| 06 | 043 | KIN | | 10.36 | 661 | A | 17 | S | 362 | 9.45 | 66.79 | 6.31 | 7 | THU | NOV | N | 394 | 9.74 | 70.48 | 6.87 | 16 | TUE | MAY |
| 06 | 043 | KIN | | 18.24 | 624 | B | 17 | S | 438 | 9.07 | 65.47 | 5.94 | 6 | TUE | MAY | N | 509 | 10.13 | 68.14 | 6.9 | 16 | THU | AUG |
| 06 | 043 | KIN | | 22.27 | 66 | A | 17 | S | 544 | 9.27 | 54.56 | 5.06 | 7 | THU | MAY | S | 541 | 9.84 | 51.13 | 5.03 | 16 | THU | MAR |
| 06 | 043 | FRE | | 0 | 190 | A | 16 | S | 537 | 8.29 | 54.08 | 4.48 | 7 | MON | MAY | N | 596 | 9.56 | 52.05 | 4.97 | 16 | FRI | NOV |
| 06 | 043 | FRE | | 8.34 | 648 | B | 16 | S | 540 | 5.96 | 72.29 | 4.31 | 5 | WED | MAY | N | 666 | 8.92 | 59.57 | 5.31 | 17 | MON | NOV |
| 06 | 043 | FRE | | 9.308 | 67 | B | 16 | N | 682 | 7.18 | 54.17 | 3.89 | 12 | FRI | MAY | N | 929 | 9.6 | 55.17 | 5.3 | 16 | FRI | MAY |
| 02 | 044 | SHA | L | .852 | 302 | B | 17 | W | 2472 | 9.65 | 60.98 | 5.89 | 7 | WED | AUG | E | 2243 | 9.38 | 56.97 | 5.34 | 16 | THU | SEP |
| 02 | 044 | SHA | L | 1.808 | 161 | B | 17 | W | 3356 | 9.32 | 64.73 | 6.03 | 7 | WED | SEP | E | 3222 | 9.6 | 60.29 | 5.79 | 17 | MON | MAY |
| 02 | 044 | SHA | R | 1.239 | 282 | A | 17 | W | 2346 | 10.62 | 63.56 | 6.75 | 7 | WED | APR | E | 2018 | 10.96 | 52.95 | 5.8 | 14 | FRI | FEB |
| 02 | 044 | SHA | R | 3.627 | 193 | A | 15 | W | 1054 | 10.23 | 62.59 | 6.4 | 7 | TUE | NOV | E | 1040 | 9.75 | 64.8 | 6.32 | 17 | TUE | NOV |
| 02 | 044 | SHA | R | 7 | 210 | A | 17 | W | 547 | 8.93 | 72.93 | 6.51 | 7 | TUE | OCT | E | 534 | 8.93 | 71.2 | 6.36 | 17 | MON | OCT |
| 02 | 044 | SHA | R | 7 | 318 | B | 17 | W | 1016 | 10.33 | 67.82 | 7.01 | 7 | MON | APR | E | 896 | 9.23 | 66.92 | 6.18 | 17 | THU | JUN |
| 02 | 044 | SHA | R | 19.01 | 229 | A | 15 | W | 342 | 8.38 | 80.09 | 6.71 | 7 | TUE | FEB | E | 294 | 7.91 | 72.95 | 5.77 | 17 | TUE | FEB |
| 02 | 044 | SHA | R | 19.01 | 283 | B | 15 | W | 288 | 8.95 | 77.63 | 6.94 | 7 | WED | MAY | E | 288 | 10.63 | 65.31 | 6.94 | 16 | FRI | MAY |
| 02 | 044 | SHA | | 32 | 284 | A | 17 | E | 285 | 11.49 | 63.9 | 7.34 | 9 | SAT | JUL | W | 278 | 12.99 | 55.16 | 7.16 | 15 | SUN | JUL |
| 02 | 044 | SHA | R | 49.35 | 118 | B | 16 | E | 144 | 14.65 | 73.85 | 10.82 | 10 | SAT | AUG | W | 128 | 15.48 | 62.14 | 9.62 | 15 | SUN | AUG |
| 02 | 044 | SHA | | 62.69 | 119 | B | 16 | W | 129 | 17.32 | 53.75 | 9.31 | 12 | SAT | AUG | W | 130 | 15.51 | 60.47 | 9.38 | 14 | SUN | AUG |
| 02 | 044 | LAS | | 37.25 | 120 | B | 17 | W | 138 | 13.91 | 58.97 | 8.2 | 10 | FRI | JUN | E | 144 | 16.77 | 51.06 | 8.56 | 13 | SUN | JUN |
| 03 | 045 | COL | | 20.08 | 190 | A | 17 | N | 289 | 7.09 | 56.01 | 3.97 | 12 | THU | NOV | N | 365 | 8.83 | 56.85 | 5.02 | 17 | FRI | MAY |
| 03 | 045 | GLE | | 7.527 | 192 | A | 17 | S | 163 | 9.62 | 63.18 | 6.08 | 7 | WED | MAY | N | 183 | 11 | 62.03 | 6.82 | 15 | TUE | SEP |
| 03 | 045 | GLE | | 7.527 | 193 | B | 17 | S | 107 | 11.37 | 51.94 | 5.91 | 11 | TUE | FEB | N | 132 | 11.04 | 66 | 7.29 | 15 | FRI | FEB |
| 03 | 045 | GLE | | 23.23 | 195 | B | 17 | N | 221 | 11.1 | 70.83 | 7.86 | 11 | SAT | FEB | N | 290 | 15.75 | 65.46 | 10.31 | 15 | WED | JAN |
| 05 | 046 | SLO | R | .146 | 283 | A | 17 | W | 380 | 14.37 | 56.63 | 8.14 | 12 | SUN | MAY | E | 436 | 13 | 71.83 | 9.34 | 16 | SUN | AUG |
| 05 | 046 | SLO | R | 21.97 | 279 | B | 16 | W | 515 | 11.39 | 62.65 | 7.14 | 12 | SAT | APR | E | 519 | 10.15 | 70.9 | 7.19 | 17 | SUN | JUL |
| 05 | 046 | SLO | | 32.15 | 531 | A | 16 | W | 1488 | 8.95 | 67.82 | 6.07 | 9 | SAT | MAY | E | 1514 | 10.26 | 60.22 | 6.18 | 16 | SUN | JUN |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 05 | 046 | SLO | | 45.48 | 544 | B | 17 | W | 1205 | 9.06 | 62.37 | 5.65 | 12 | SAT | AUG | E | 1226 | 9.46 | 60.75 | 5.75 | 14 | SUN | JUN |
| 05 | 046 | SLO | | 55.11 | 68 | A | 17 | E | 376 | 9.07 | 56.54 | 5.13 | 12 | SUN | MAR | E | 471 | 10.89 | 58.95 | 6.42 | 14 | SUN | SEP |
| 06 | 046 | KER | | 0 | 68 | A | 17 | E | 524 | 11.72 | 55.69 | 6.53 | 12 | SUN | JUL | W | 560 | 13.17 | 52.98 | 6.98 | 16 | FRI | JUL |
| 06 | 046 | KER | | 20.54 | 4 | A | 15 | E | 468 | 10.07 | 58.87 | 5.93 | 12 | SUN | JUL | E | 558 | 12.68 | 55.74 | 7.07 | 15 | MON | JUL |
| 06 | 046 | KER | | 32.53 | 11 | A | 17 | W | 387 | 9.01 | 69.11 | 6.23 | 5 | TUE | SEP | E | 344 | 8.67 | 63.82 | 5.54 | 16 | THU | OCT |
| 06 | 046 | KER | | 32.53 | 12 | B | 17 | W | 584 | 7 | 71.39 | 5 | 5 | MON | MAY | E | 575 | 9.38 | 52.46 | 4.92 | 16 | FRI | JUL |
| 06 | 046 | KER | | 36.84 | 69 | A | 15 | W | 375 | 6.66 | 94.46 | 6.29 | 5 | WED | OCT | E | 309 | 8.19 | 63.32 | 5.19 | 16 | THU | OCT |
| 06 | 046 | KER | | 50.90 | 70 | B | 15 | W | 461 | 7.91 | 58.5 | 4.63 | 12 | FRI | APR | W | 513 | 8.33 | 61.81 | 5.15 | 16 | FRI | JUL |
| 06 | 046 | KER | | 57.79 | 15 | B | 15 | W | 508 | 10.19 | 68.37 | 6.97 | 6 | MON | OCT | E | 472 | 9.97 | 64.92 | 6.47 | 15 | TUE | OCT |
| 07 | 047 | LA | | 2.1 | 447 | O | 15 | N | 2646 | 9.45 | 54.36 | 5.14 | 7 | TUE | MAY | S | 2705 | 9.79 | 53.65 | 5.25 | 16 | THU | OCT |
| 06 | 049 | MAD | | 0 | 411 | A | 16 | N | 661 | 9.58 | 51.48 | 4.93 | 12 | FRI | FEB | S | 683 | 9.82 | 51.94 | 5.1 | 15 | FRI | MAY |
| 06 | 049 | MAD | | 2.53 | 165 | B | 16 | S | 515 | 8.49 | 66.97 | 5.69 | 7 | MON | MAY | N | 519 | 8.97 | 63.92 | 5.73 | 17 | THU | MAY |
| 06 | 049 | MAD | | 8.235 | 154 | A | 16 | N | 204 | 8.69 | 60.53 | 5.26 | 12 | SUN | MAY | S | 211 | 10.13 | 53.69 | 5.44 | 16 | THU | AUG |
| 10 | 049 | MPA | | 16.7 | 314 | B | 17 | S | 4227 | 37.61 | 93.29 | 35.09 | 7 | MON | APR | S | 4715 | 41.07 | 95.31 | 39.14 | 16 | TUE | AUG |
| 10 | 049 | MPA | | 16.7 | 315 | A | 17 | N | 586 | 8.92 | 78.87 | 7.04 | 7 | TUE | APR | S | 570 | 10.2 | 67.14 | 6.84 | 17 | WED | AUG |
| 10 | 049 | MPA | | 44.67 | 233 | B | 17 | S | 95 | 17.22 | 79.83 | 13.75 | 9 | SAT | APR | N | 72 | 15.77 | 66.06 | 10.42 | 17 | FRI | APR |
| 10 | 049 | TUO | R | 6.468 | 176 | B | 16 | N | 65 | 11.41 | 67.01 | 7.65 | 11 | SAT | JUL | S | 61 | 10.71 | 67.03 | 7.18 | 16 | FRI | JUL |
| 10 | 049 | TUO | | 20.4 | 167 | A | 17 | S | 285 | 9.2 | 64.48 | 5.93 | 9 | THU | OCT | N | 280 | 9.37 | 62.22 | 5.83 | 16 | WED | OCT |
| 10 | 049 | AMA | | 14.72 | 131 | B | 15 | S | 521 | 9.1 | 56.08 | 5.1 | 12 | SAT | MAY | S | 567 | 9.66 | 57.51 | 5.56 | 17 | FRI | MAY |
| 03 | 049 | ED | | 24.48 | 260 | B | 17 | S | 398 | 8.29 | 73.16 | 6.06 | 7 | THU | AUG | N | 410 | 10.15 | 61.56 | 6.25 | 17 | FRI | JUN |
| 03 | 049 | ED | | 24.48 | 261 | A | 17 | N | 235 | 9.49 | 63.17 | 6 | 10 | SAT | FEB | S | 250 | 11.69 | 54.59 | 6.38 | 16 | SAT | JUL |
| 03 | 049 | PLA | | 2.36 | 208 | B | 17 | N | 529 | 7.83 | 73.68 | 5.77 | 7 | WED | MAY | S | 572 | 9.18 | 67.93 | 6.24 | 17 | TUE | MAY |
| 03 | 049 | PLA | | 3.78 | 250 | B | 17 | S | 1427 | 7.41 | 55.29 | 4.1 | 11 | THU | MAY | S | 1622 | 8.23 | 56.56 | 4.66 | 16 | WED | FEB |
| 03 | 049 | PLA | | 3.78 | 251 | A | 17 | S | 1494 | 7.58 | 54.75 | 4.15 | 11 | TUE | DEC | S | 1673 | 8.4 | 55.32 | 4.65 | 17 | WED | NOV |
| 03 | 049 | PLA | | 6.38 | 210 | B | 17 | S | 1731 | 8.11 | 55.34 | 4.49 | 12 | THU | DEC | S | 1683 | 8.38 | 52.07 | 4.36 | 13 | FRI | DEC |
| 03 | 049 | PLA | R | 8.973 | 200 | A | 17 | S | 1530 | 6.31 | 66.09 | 4.17 | 7 | THU | APR | N | 1743 | 7.81 | 60.8 | 4.75 | 16 | FRI | AUG |
| 03 | 049 | PLA | | 11.37 | 320 | O | 15 | S | 1383 | 7.07 | 66.62 | 4.71 | 7 | WED | SEP | N | 1635 | 8.84 | 63.03 | 5.57 | 17 | WED | MAR |
| 03 | 049 | NEV | | 0 | 320 | O | 15 | S | 1383 | 7.07 | 66.62 | 4.71 | 7 | WED | SEP | N | 1635 | 8.84 | 63.03 | 5.57 | 17 | WED | MAR |
| 03 | 049 | NEV | | 10.71 | 370 | B | 17 | N | 1144 | 8.13 | 57.29 | 4.66 | 8 | WED | NOV | S | 1318 | 9.47 | 56.71 | 5.37 | 17 | TUE | MAY |
| 03 | 049 | NEV | | 10.71 | 371 | A | 17 | N | 1214 | 8.02 | 60.25 | 4.83 | 8 | WED | MAR | S | 1347 | 8.64 | 62.05 | 5.36 | 17 | MON | FEB |
| 03 | 049 | NEV | R | 13.66 | 212 | B | 15 | S | 1192 | 8.04 | 56.25 | 4.52 | 12 | SUN | JUN | S | 1297 | 8.85 | 55.62 | 4.92 | 17 | WED | JUN |
| 03 | 049 | NEV | | 15.81 | 214 | A | 15 | S | 326 | 8.05 | 62.1 | 5 | 8 | FRI | FEB | N | 354 | 9.24 | 58.71 | 5.43 | 17 | WED | FEB |
| 03 | 049 | SIE | R | 12.23 | 216 | B | 15 | N | 35 | 11.49 | 57.38 | 6.59 | 11 | SUN | FEB | S | 40 | 10.17 | 74.07 | 7.53 | 14 | SUN | NOV |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 049 | SIE | | 47.44 | 217 | B | 17 | N | 49 | 23.06 | 61.25 | 14.12 | 11 | SUN | JUL | N | 51 | 20.75 | 70.83 | 14.7 | 14 | SUN | AUG |
| 02 | 049 | PLU | | 7.5 | 121 | B | 16 | S | 62 | 9.41 | 65.96 | 6.21 | 8 | TUE | AUG | S | 76 | 10.81 | 70.37 | 7.61 | 17 | MON | AUG |
| 03 | 050 | YOL | | 2.477 | 410 | B | 15 | E | 6046 | 8.64 | 56.53 | 4.88 | 7 | TUE | JAN | E | 5857 | 7.32 | 64.65 | 4.73 | 16 | WED | FEB |
| 03 | 050 | SAC | R | 3.674 | 228 | A | 17 | W | 8392 | 8.31 | 52.81 | 4.39 | 7 | FRI | SEP | E | 8047 | 7.95 | 52.96 | 4.21 | 16 | THU | SEP |
| 03 | 050 | SAC | R | 5.336 | 230 | A | 17 | E | 8031 | 8.57 | 51.72 | 4.43 | 7 | WED | FEB | W | 8142 | 8.53 | 52.66 | 4.49 | 16 | THU | AUG |
| 03 | 050 | SAC | R | 7.746 | 232 | A | 17 | W | 8243 | 8.76 | 50.45 | 4.42 | 7 | TUE | APR | E | 8410 | 8.92 | 50.56 | 4.51 | 16 | THU | AUG |
| 03 | 050 | SAC | R | 10.92 | 234 | A | 17 | W | 8088 | 8.79 | 61.2 | 5.38 | 7 | TUE | MAR | E | 7552 | 8.66 | 57.95 | 5.02 | 16 | TUE | JAN |
| 03 | 050 | ED | R | 8.564 | 245 | B | 15 | E | 3259 | 8.56 | 59.34 | 5.08 | 11 | SAT | OCT | E | 3521 | 9.26 | 59.25 | 5.48 | 15 | FRI | JAN |
| 03 | 050 | ED | R | 31.30 | 315 | A | 17 | W | 1337 | 16.05 | 73.46 | 11.79 | 10 | MON | MAY | W | 1350 | 17.19 | 69.27 | 11.91 | 14 | SUN | AUG |
| 03 | 050 | ED | | 70.62 | 382 | B | 16 | W | 1176 | 14.11 | 71.58 | 10.1 | 11 | SUN | SEP | W | 1032 | 17.35 | 51.09 | 8.86 | 13 | SUN | JUL |
| 03 | 050 | ED | | 70.62 | 383 | A | 16 | W | 1310 | 11.54 | 83.07 | 9.59 | 10 | SUN | NOV | W | 1085 | 12.19 | 65.13 | 7.94 | 14 | SUN | SEP |
| 03 | 050 | ED | | 78.42 | 384 | B | 17 | E | 1462 | 9.78 | 51.66 | 5.05 | 12 | SAT | JUN | W | 1445 | 8.93 | 55.92 | 4.99 | 17 | THU | DEC |
| 03 | 050 | ED | | 78.42 | 385 | A | 17 | E | 1453 | 9.78 | 50.33 | 4.92 | 11 | SUN | SEP | W | 1481 | 9.19 | 54.63 | 5.02 | 16 | FRI | JUL |
| 03 | 050 | ED | | 80.44 | 387 | O | 16 | W | 1016 | 7.13 | 50.8 | 3.62 | 12 | SAT | JAN | E | 1277 | 8.49 | 53.63 | 4.55 | 16 | SAT | JAN |
| 03 | 051 | SAC | | 1.204 | 426 | B | 16 | N | 7669 | 7.59 | 56.41 | 4.28 | 7 | TUE | APR | N | 6472 | 6.46 | 55.89 | 3.61 | 13 | THU | NOV |
| 03 | 051 | SAC | | 1.204 | 427 | A | 16 | N | 7187 | 7.25 | 56.61 | 4.1 | 7 | THU | OCT | N | 6487 | 6.73 | 55.06 | 3.7 | 13 | WED | OCT |
| 03 | 051 | SAC | | 3.357 | 430 | B | 17 | S | 6307 | 7.16 | 51.14 | 3.66 | 7 | WED | MAY | N | 5807 | 6.73 | 50.16 | 3.37 | 14 | TUE | NOV |
| 03 | 051 | SAC | | 4.061 | 432 | A | 16 | S | 7804 | 7.52 | 61.3 | 4.61 | 7 | WED | DEC | N | 6961 | 7.37 | 55.76 | 4.11 | 16 | WED | MAR |
| 03 | 051 | SAC | | 7.969 | 433 | A | 16 | S | 5205 | 6.02 | 63.52 | 3.82 | 6 | THU | JAN | N | 6077 | 7.49 | 59.57 | 4.46 | 17 | WED | MAR |
| 11 | 052 | SD | | .324 | 720 | A | 17 | E | 5478 | 8.49 | 71.46 | 6.07 | 8 | TUE | AUG | E | 5944 | 9.08 | 72.52 | 6.59 | 17 | TUE | JUN |
| 11 | 052 | SD | | 3.761 | 703 | B | 17 | W | 4169 | 9.03 | 50.95 | 4.6 | 7 | WED | SEP | E | 4312 | 7.82 | 60.87 | 4.76 | 15 | THU | DEC |
| 11 | 052 | SD | | 5.494 | 726 | A | 17 | W | 6197 | 8.76 | 63.11 | 5.53 | 7 | THU | OCT | E | 6136 | 8.88 | 61.67 | 5.47 | 15 | THU | NOV |
| 11 | 052 | SD | | 8.713 | 727 | B | 17 | W | 6461 | 8.55 | 74.22 | 6.34 | 7 | WED | MAR | E | 5409 | 7.69 | 69.09 | 5.31 | 16 | TUE | JAN |
| 11 | 052 | SD | | 8.713 | 728 | A | 17 | W | 5826 | 8.37 | 71.83 | 6.01 | 7 | THU | AUG | E | 5565 | 8.05 | 71.35 | 5.74 | 16 | MON | MAR |
| 11 | 052 | SD | | 13.27 | 729 | B | 17 | W | 5897 | 7.69 | 78.53 | 6.04 | 6 | TUE | MAY | E | 5467 | 8.08 | 69.26 | 5.6 | 16 | WED | APR |
| 11 | 052 | SD | | 13.27 | 730 | A | 17 | W | 4041 | 6.59 | 73.49 | 4.84 | 6 | MON | AUG | E | 4522 | 8.46 | 64.05 | 5.42 | 15 | MON | OCT |
| 11 | 052 | SD | | 14.96 | 732 | B | 17 | W | 4100 | 6.65 | 73.07 | 4.86 | 6 | FRI | SEP | E | 4580 | 7.95 | 68.3 | 5.43 | 17 | MON | AUG |
| 11 | 052 | SD | | 15.83 | 733 | O | 17 | W | 3178 | 6.1 | 63.12 | 3.85 | 6 | THU | JUN | E | 4273 | 8.67 | 59.7 | 5.18 | 15 | TUE | NOV |
| 11 | 052 | SD | | 16.74 | 734 | O | 17 | W | 3157 | 6.35 | 62.47 | 3.96 | 7 | WED | AUG | E | 4034 | 8.5 | 59.58 | 5.07 | 15 | THU | FEB |
| 01 | 053 | LAK | | 5.15 | 728 | A | 17 | S | 405 | 8.96 | 53.01 | 4.75 | 10 | SAT | JUL | N | 504 | 9.57 | 61.77 | 5.91 | 16 | MON | NOV |
| 01 | 053 | LAK | | 7.413 | 729 | B | 17 | N | 348 | 8.74 | 71.17 | 6.22 | 11 | SUN | AUG | N | 389 | 8.83 | 78.75 | 6.95 | 16 | THU | NOV |
| 11 | 054 | SD | | 1.88 | 814 | A | 17 | W | 6841 | 7.78 | 63.12 | 4.91 | 7 | WED | MAR | E | 6026 | 7.86 | 55 | 4.33 | 15 | THU | DEC |
| 11 | 054 | SD | | 4.207 | 815 | B | 17 | W | 6441 | 7.79 | 61.37 | 4.78 | 7 | THU | SEP | E | 5602 | 7.81 | 53.22 | 4.16 | 16 | WED | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 054 | SD | | 4.207 | 816 | A | 17 | W | 5865 | 8.04 | 59.84 | 4.81 | 7 | WED | AUG | E | 5071 | 7.9 | 52.67 | 4.16 | 16 | TUE | AUG |
| 11 | 054 | SD | | 4.994 | 743 | A | 17 | W | 5534 | 8.49 | 57.46 | 4.88 | 7 | THU | JAN | E | 4730 | 7.85 | 53.12 | 4.17 | 15 | WED | MAY |
| 11 | 054 | SD | T | 12.26 | 890 | B | 17 | W | 985 | 7.04 | 55.93 | 3.94 | 11 | SAT | JUN | W | 1764 | 11.47 | 61.49 | 7.05 | 15 | FRI | NOV |
| 12 | 055 | ORA | R | 2.772 | 909 | B | 17 | N | 3975 | 9.55 | 58.41 | 5.58 | 7 | TUE | MAR | N | 3518 | 5.05 | 97.83 | 4.94 | 15 | THU | AUG |
| 12 | 055 | ORA | R | 3.776 | 910 | B | 16 | N | 12735 | 10.5 | 77.34 | 8.12 | 7 | FRI | OCT | N | 10557 | 9.83 | 68.43 | 6.73 | 15 | FRI | OCT |
| 12 | 055 | ORA | | 14.37 | 94 | A | 16 | N | 8378 | 6.87 | 52.65 | 3.62 | 11 | FRI | MAR | N | 9544 | 7.53 | 54.76 | 4.12 | 16 | MON | OCT |
| 11 | 056 | SD | | .309 | 751 | A | 17 | W | 5498 | 9.35 | 65.7 | 6.15 | 7 | THU | SEP | E | 4807 | 8.41 | 63.91 | 5.37 | 14 | FRI | SEP |
| 11 | 056 | SD | | .82 | 752 | A | 17 | W | 5124 | 9.23 | 67.34 | 6.22 | 7 | THU | SEP | E | 4426 | 8.5 | 63.17 | 5.37 | 15 | WED | MAY |
| 11 | 056 | SD | | 3.103 | 750 | B | 17 | W | 4349 | 7.94 | 73.45 | 5.83 | 7 | THU | JUL | E | 4191 | 8.08 | 69.56 | 5.62 | 17 | MON | MAY |
| 11 | 056 | SD | | 3.103 | 755 | A | 17 | E | 3852 | 10.68 | 54.41 | 5.81 | 12 | MON | OCT | E | 4020 | 8.43 | 71.98 | 6.06 | 17 | TUE | FEB |
| 11 | 056 | SD | | 7.562 | 757 | B | 17 | W | 4476 | 8.59 | 70.64 | 6.07 | 7 | THU | DEC | E | 4110 | 8.98 | 62.1 | 5.57 | 17 | THU | MAR |
| 11 | 056 | SD | | 8.54 | 758 | B | 17 | W | 3721 | 8.06 | 61.4 | 4.95 | 7 | MON | MAY | E | 3964 | 8.67 | 60.8 | 5.27 | 16 | THU | MAY |
| 11 | 056 | SD | | 8.54 | 759 | A | 17 | W | 3409 | 8.72 | 57.89 | 5.05 | 7 | THU | AUG | E | 3250 | 8.53 | 56.43 | 4.81 | 14 | FRI | MAY |
| 12 | 057 | ORA | | 15.6 | 927 | A | 16 | N | 9792 | 6.33 | 53.34 | 3.37 | 7 | MON | FEB | N | 9986 | 6.51 | 52.85 | 3.44 | 18 | WED | APR |
| 07 | 057 | LA | R | 3.167 | 77 | B | 17 | S | 7705 | 5.31 | 71.01 | 3.77 | 5 | WED | MAR | S | 7115 | 6.25 | 55.73 | 3.48 | 17 | FRI | MAY |
| 05 | 058 | SLO | | 1.87 | 235 | A | 16 | W | 177 | 8.12 | 81.57 | 6.62 | 7 | THU | SEP | E | 303 | 14.96 | 75.75 | 11.34 | 15 | SUN | SEP |
| 06 | 058 | KER | | 15.41 | 71 | B | 15 | W | 18 | 18.12 | 66.67 | 12.08 | 10 | THU | MAY | W | 17 | 18.79 | 60.71 | 11.41 | 15 | FRI | FEB |
| 06 | 058 | KER | | 15.42 | 72 | A | 15 | W | 397 | 23.64 | 94.98 | 22.46 | 5 | MON | NOV | E | 343 | 21.49 | 90.26 | 19.4 | 16 | WED | NOV |
| 06 | 058 | KER | | 28.12 | 73 | A | 15 | W | 749 | 15.26 | 89.7 | 13.69 | 5 | THU | NOV | E | 693 | 15.33 | 82.6 | 12.66 | 16 | MON | NOV |
| 06 | 058 | KER | | 39.96 | 9 | B | 17 | W | 361 | 8.33 | 80.58 | 6.71 | 5 | TUE | AUG | E | 428 | 10.6 | 75.09 | 7.96 | 16 | THU | NOV |
| 06 | 058 | KER | | 39.97 | 10 | A | 15 | W | 575 | 10.27 | 91.85 | 9.44 | 5 | MON | NOV | E | 449 | 10.98 | 67.12 | 7.37 | 16 | THU | NOV |
| 06 | 058 | KER | | 51.63 | 163 | B | 15 | W | 2290 | 8.46 | 52.39 | 4.43 | 12 | MON | FEB | W | 2339 | 8.67 | 52.25 | 4.53 | 15 | FRI | FEB |
| 06 | 058 | KER | R | 57.41 | 332 | A | 15 | W | 2248 | 6.6 | 64.38 | 4.25 | 7 | WED | MAY | W | 2472 | 7.42 | 63 | 4.67 | 15 | TUE | MAY |
| 06 | 058 | KER | R | 65.68 | 972 | B | 16 | E | 1127 | 8.35 | 58.52 | 4.89 | 11 | FRI | FEB | E | 1273 | 9.4 | 58.72 | 5.52 | 14 | FRI | MAR |
| 06 | 058 | KER | | 69.75 | 77 | B | 15 | E | 955 | 7.44 | 56.05 | 4.17 | 12 | FRI | AUG | E | 1183 | 8.23 | 62.76 | 5.16 | 17 | FRI | NOV |
| 09 | 058 | KER | R | 107.5 | 969 | B | 17 | E | 1135 | 9.22 | 51.97 | 4.79 | 12 | FRI | DEC | W | 1276 | 8.9 | 60.53 | 5.39 | 15 | WED | JUL |
| 09 | 058 | KER | M | 111.1 | 910 | A | 17 | E | 645 | 8.47 | 54.38 | 4.6 | 11 | FRI | JUN | W | 770 | 8.39 | 65.48 | 5.5 | 16 | MON | MAR |
| 09 | 058 | KER | R | 142.9 | 953 | A | 17 | E | 797 | 8.45 | 61.12 | 5.17 | 11 | FRI | MAR | E | 850 | 8.43 | 65.39 | 5.51 | 13 | FRI | FEB |
| 08 | 058 | SBD | R | 20.64 | 607 | B | 16 | E | 666 | 8.72 | 65.04 | 5.67 | 10 | FRI | JUN | W | 694 | 8.41 | 70.31 | 5.91 | 14 | MON | FEB |
| 10 | 059 | MER | | 33.71 | 257 | B | 16 | S | 136 | 10.23 | 63.85 | 6.53 | 12 | SUN | NOV | S | 159 | 12.2 | 62.6 | 7.64 | 15 | SUN | AUG |
| 07 | 060 | LA | R | 2.22 | 98 | O | 17 | E | 7758 | 6.53 | 54.77 | 3.57 | 12 | FRI | SEP | E | 8386 | 5.93 | 65.18 | 3.86 | 18 | MON | OCT |
| 07 | 060 | LA | R | 7.774 | 499 | A | 16 | W | 8141 | 6.45 | 56.9 | 3.67 | 7 | WED | JUL | W | 7719 | 6.59 | 52.76 | 3.48 | 14 | SUN | JUL |
| 07 | 060 | LA | | 10.6 | 100 | B | 16 | W | 8955 | 5.9 | 62.69 | 3.7 | 6 | THU | JUL | W | 8674 | 6.58 | 54.47 | 3.58 | 14 | SUN | MAR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 07 | 060 | LA | | 12.2 | 101 | A | 15 | E | 8589 | 6.17 | 54.12 | 3.34 | 12 | WED | MAR | E | 9131 | 6.91 | 51.3 | 3.55 | 17 | MON | SEP |
| 07 | 060 | LA | | 20.92 | 102 | A | 17 | W | 16484 | 6.02 | 60.22 | 3.63 | 6 | MON | JUN | W | 16274 | 7.03 | 50.93 | 3.58 | 13 | SUN | MAY |
| 07 | 060 | LA | R | 25.46 | 607 | B | 16 | W | 12466 | 6.21 | 54.34 | 3.37 | 7 | THU | FEB | E | 12226 | 5.73 | 57.67 | 3.31 | 18 | MON | MAY |
| 08 | 060 | RIV | R | 1.564 | 714 | B | 15 | W | 7044 | 6.96 | 52.78 | 3.67 | 7 | THU | JAN | W | 7552 | 7.38 | 53.41 | 3.94 | 16 | WED | FEB |
| 04 | 061 | ALA | | 18.52 | 131 | A | 15 | N | 2320 | 9.85 | 57.87 | 5.7 | 8 | THU | MAR | S | 2124 | 10.18 | 51.28 | 5.22 | 17 | THU | SEP |
| 08 | 062 | SBD | | 125.8 | 986 | A | 17 | W | 311 | 13.32 | 81.41 | 10.85 | 9 | SUN | JUN | W | 295 | 13.6 | 75.64 | 10.29 | 16 | SUN | JUN |
| 06 | 063 | TUL | | 0 | 21 | A | 17 | N | 926 | 7.37 | 58.5 | 4.31 | 12 | SUN | DEC | S | 1125 | 9.41 | 55.67 | 5.24 | 17 | THU | DEC |
| 06 | 063 | TUL | | 4.01 | 78 | B | 17 | N | 963 | 8.39 | 53.26 | 4.47 | 12 | SUN | MAR | S | 1159 | 9.76 | 55.11 | 5.38 | 17 | MON | DEC |
| 06 | 063 | TUL | L | 7.97 | 79 | B | 17 | N | 1525 | 8.98 | 51.75 | 4.64 | 12 | THU | DEC | N | 1609 | 8.92 | 54.97 | 4.9 | 13 | MON | DEC |
| 06 | 063 | TUL | | 7.98 | 80 | A | 17 | N | 1046 | 7.27 | 57.44 | 4.18 | 7 | WED | MAR | S | 1269 | 9.12 | 55.61 | 5.07 | 17 | TUE | DEC |
| 06 | 063 | TUL | | 15.11 | 81 | A | 17 | S | 354 | 8.17 | 59.6 | 4.87 | 12 | SUN | JUN | N | 383 | 8.82 | 59.75 | 5.27 | 15 | SUN | DEC |
| 06 | 063 | TUL | | 23.57 | 82 | B | 17 | N | 578 | 8.54 | 56.06 | 4.78 | 7 | FRI | DEC | S | 654 | 10.41 | 51.99 | 5.41 | 16 | FRI | DEC |
| 06 | 063 | TUL | R | 25.55 | 83 | A | 17 | N | 131 | 10.53 | 62.09 | 6.54 | 8 | THU | MAR | S | 127 | 10.58 | 59.91 | 6.34 | 15 | TUE | MAR |
| 06 | 065 | KER | R | 0 | 20 | A | 17 | N | 961 | 9.13 | 62.28 | 5.69 | 7 | FRI | DEC | S | 1099 | 10.19 | 63.82 | 6.5 | 15 | FRI | OCT |
| 06 | 065 | KER | | 2.9 | 188 | B | 17 | N | 652 | 8.7 | 72.77 | 6.33 | 6 | WED | NOV | S | 568 | 9.29 | 59.35 | 5.51 | 16 | TUE | NOV |
| 06 | 065 | KER | | 11.86 | 662 | B | 17 | S | 449 | 7.93 | 69.29 | 5.49 | 8 | FRI | NOV | N | 476 | 9.9 | 58.84 | 5.82 | 17 | FRI | NOV |
| 06 | 065 | KER | | 23.19 | 621 | B | 17 | S | 450 | 10.15 | 59.21 | 6.01 | 6 | THU | OCT | N | 454 | 9.75 | 62.19 | 6.06 | 15 | MON | MAY |
| 06 | 065 | TUL | R | 14.07 | 606 | A | 17 | S | 858 | 8.86 | 82.66 | 7.32 | 6 | THU | NOV | N | 804 | 10.28 | 66.78 | 6.86 | 16 | WED | NOV |
| 06 | 065 | TUL | | 18.16 | 85 | A | 17 | S | 1368 | 8.21 | 58.39 | 4.79 | 8 | THU | NOV | N | 1615 | 9.03 | 62.67 | 5.66 | 17 | WED | NOV |
| 06 | 065 | TUL | | 18.16 | 410 | B | 17 | S | 855 | 7.13 | 78.51 | 5.6 | 6 | THU | NOV | N | 915 | 9.43 | 63.54 | 5.99 | 17 | FRI | NOV |
| 06 | 065 | TUL | R | 20.14 | 665 | A | 17 | S | 1292 | 8.96 | 62 | 5.56 | 7 | WED | NOV | N | 1207 | 9.88 | 52.55 | 5.19 | 15 | FRI | MAY |
| 06 | 065 | TUL | | 23.33 | 973 | B | 17 | S | 1119 | 8.55 | 55.73 | 4.77 | 7 | TUE | SEP | N | 1190 | 9.28 | 54.59 | 5.07 | 17 | TUE | DEC |
| 06 | 065 | TUL | | 30.54 | 40 | B | 17 | N | 1036 | 5.97 | 76.35 | 4.55 | 5 | WED | MAY | S | 1088 | 9.03 | 52.94 | 4.78 | 17 | THU | NOV |
| 06 | 065 | TUL | | 30.54 | 623 | A | 17 | N | 675 | 6.18 | 75.67 | 4.67 | 5 | WED | MAY | S | 684 | 8.48 | 55.88 | 4.74 | 13 | SUN | MAY |
| 06 | 065 | TUL | | 39.58 | 86 | B | 17 | S | 557 | 6.69 | 87.17 | 5.83 | 7 | TUE | AUG | S | 576 | 9.96 | 60.57 | 6.03 | 15 | WED | MAY |
| 03 | 065 | PLA | R | 4.863 | 289 | A | 16 | N | 4284 | 7.08 | 51.55 | 3.65 | 12 | WED | NOV | N | 4423 | 7.4 | 50.9 | 3.77 | 15 | MON | APR |
| 03 | 065 | PLA | R | 9.569 | 291 | B | 17 | S | 3251 | 7.33 | 53.41 | 3.92 | 7 | WED | SEP | N | 3357 | 7.47 | 54.11 | 4.04 | 17 | WED | FEB |
| 03 | 065 | PLA | R | 24.26 | 303 | O | 15 | N | 918 | 8.19 | 54.22 | 4.44 | 7 | TUE | MAR | N | 1086 | 9.33 | 56.27 | 5.25 | 16 | FRI | JUN |
| 03 | 065 | YUB | R | 0 | 303 | O | 15 | N | 918 | 8.19 | 54.22 | 4.44 | 7 | TUE | MAR | N | 1086 | 9.33 | 56.27 | 5.25 | 16 | FRI | JUN |
| 03 | 065 | YUB | R | 6.884 | 294 | B | 15 | S | 834 | 8.34 | 54.91 | 4.58 | 7 | WED | MAR | N | 958 | 9.61 | 54.74 | 5.26 | 16 | FRI | MAR |
| 03 | 065 | YUB | R | 9.177 | 295 | B | 17 | S | 1108 | 9.73 | 55.15 | 5.37 | 7 | WED | SEP | N | 1079 | 9.59 | 54.5 | 5.23 | 15 | FRI | MAY |
| 11 | 067 | SD | R | 2.149 | 736 | A | 17 | S | 2988 | 7.33 | 57.06 | 4.18 | 7 | WED | MAR | N | 3422 | 8.85 | 54.13 | 4.79 | 16 | THU | APR |
| 11 | 067 | SD | R | 4.832 | 820 | B | 17 | S | 2599 | 7.21 | 59.31 | 4.27 | 7 | THU | MAY | N | 2805 | 8.31 | 55.51 | 4.61 | 15 | WED | MAR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 067 | SD | | 6.67 | 821 | A | 17 | N | 1428 | 9.19 | 67.9 | 6.24 | 7 | WED | FEB | S | 1219 | 8.59 | 62.04 | 5.33 | 16 | MON | JUN |
| 11 | 067 | SD | | 15.2 | 972 | A | 17 | S | 1639 | 7.37 | 85.37 | 6.29 | 6 | WED | AUG | N | 1597 | 8.45 | 72.56 | 6.13 | 16 | WED | AUG |
| 05 | 068 | MON | L | 4.264 | 263 | B | 16 | E | 1278 | 8.73 | 53.68 | 4.69 | 8 | MON | APR | E | 1450 | 10.05 | 52.92 | 5.32 | 15 | THU | APR |
| 03 | 070 | SUT | R | .051 | 610 | A | 17 | W | 1229 | 8.68 | 73.33 | 6.37 | 6 | TUE | NOV | E | 1105 | 9.15 | 62.54 | 5.72 | 16 | FRI | SEP |
| 03 | 070 | SUT | | 8.298 | 614 | O | 17 | W | 1268 | 8.68 | 71.6 | 6.22 | 6 | TUE | MAY | E | 1168 | 9.23 | 62.03 | 5.73 | 15 | FRI | SEP |
| 03 | 070 | YUB | | 0 | 614 | O | 17 | W | 1268 | 8.68 | 71.6 | 6.22 | 6 | TUE | MAY | E | 1168 | 9.23 | 62.03 | 5.73 | 15 | FRI | SEP |
| 03 | 070 | YUB | R | 7.345 | 616 | B | 15 | W | 800 | 6.72 | 65.31 | 4.39 | 10 | MON | SEP | E | 954 | 9.15 | 57.23 | 5.24 | 16 | FRI | AUG |
| 03 | 070 | YUB | R | 9.282 | 617 | B | 17 | E | 2050 | 8.77 | 53.22 | 4.67 | 7 | TUE | MAY | E | 2090 | 8.82 | 54.01 | 4.76 | 15 | FRI | MAR |
| 03 | 070 | YUB | | 13.60 | 620 | O | 17 | E | 2497 | 7.28 | 54.45 | 3.96 | 7 | THU | OCT | W | 2777 | 8.24 | 53.47 | 4.41 | 16 | FRI | MAR |
| 03 | 070 | YUB | | 25.82 | 340 | O | 17 | W | 643 | 7.72 | 56.31 | 4.34 | 11 | SUN | MAY | E | 733 | 9.51 | 52.1 | 4.95 | 15 | FRI | JUN |
| 03 | 070 | BUT | | 0 | 340 | O | 17 | W | 643 | 7.72 | 56.31 | 4.34 | 11 | SUN | MAY | E | 733 | 9.51 | 52.1 | 4.95 | 15 | FRI | JUN |
| 03 | 070 | BUT | | 4.06 | 627 | A | 17 | W | 675 | 7.79 | 52.82 | 4.11 | 12 | FRI | JUL | W | 804 | 8.75 | 56.03 | 4.9 | 16 | THU | MAY |
| 03 | 070 | BUT | | 4.06 | 628 | B | 17 | E | 633 | 8.24 | 53.19 | 4.38 | 11 | SAT | JUL | W | 711 | 9.25 | 53.22 | 4.92 | 14 | FRI | JUL |
| 03 | 070 | BUT | | 13.90 | 630 | B | 15 | E | 713 | 8.07 | 55.02 | 4.44 | 7 | TUE | MAY | W | 830 | 9.87 | 52.33 | 5.17 | 16 | FRI | APR |
| 03 | 070 | BUT | | 20.10 | 636 | B | 17 | W | 1456 | 10.4 | 54.9 | 5.71 | 7 | WED | NOV | E | 1356 | 9.76 | 54.48 | 5.32 | 16 | MON | MAY |
| 03 | 070 | BUT | R | 21.87 | 637 | B | 16 | W | 461 | 8.38 | 70.38 | 5.9 | 7 | TUE | MAR | E | 434 | 9.76 | 56.88 | 5.55 | 16 | FRI | SEP |
| 03 | 070 | BUT | R | 21.87 | 638 | A | 16 | W | 186 | 8.14 | 72.37 | 5.89 | 7 | FRI | FEB | E | 201 | 9.98 | 63.81 | 6.37 | 16 | TUE | MAR |
| 02 | 070 | PLU | | 33.03 | 306 | B | 16 | W | 131 | 14.01 | 71.2 | 9.98 | 11 | SUN | AUG | W | 120 | 13.86 | 65.93 | 9.14 | 14 | SUN | AUG |
| 02 | 070 | PLU | | 43.09 | 287 | B | 16 | E | 351 | 11.05 | 52.55 | 5.8 | 12 | TUE | FEB | E | 336 | 10.7 | 51.93 | 5.56 | 15 | FRI | NOV |
| 02 | 070 | PLU | | 43.79 | 122 | B | 16 | E | 644 | 11.85 | 53.22 | 6.3 | 12 | FRI | AUG | E | 574 | 10.6 | 53 | 5.62 | 13 | THU | AUG |
| 02 | 070 | PLU | | 45.25 | 200 | O | 17 | E | 473 | 10.9 | 53.63 | 5.85 | 12 | TUE | DEC | E | 477 | 9.85 | 59.85 | 5.89 | 17 | TUE | AUG |
| 02 | 070 | PLU | R | 66.63 | 123 | A | 16 | E | 266 | 12.54 | 60.32 | 7.56 | 12 | MON | MAY | E | 251 | 11.4 | 62.59 | 7.14 | 13 | MON | MAY |
| 02 | 070 | PLU | R | 66.63 | 255 | B | 16 | W | 190 | 12.54 | 53.98 | 6.77 | 12 | THU | AUG | W | 192 | 10.08 | 67.85 | 6.84 | 18 | FRI | AUG |
| 02 | 070 | PLU | | 75.96 | 288 | B | 17 | E | 403 | 10.19 | 57.82 | 5.89 | 12 | MON | SEP | W | 416 | 10.79 | 56.37 | 6.08 | 15 | FRI | AUG |
| 02 | 070 | PLU | | 81.28 | 207 | O | 17 | E | 262 | 14.13 | 54.36 | 7.68 | 12 | SUN | JUL | E | 262 | 12.22 | 62.83 | 7.68 | 14 | MON | SEP |
| 02 | 070 | LAS | | 3.889 | 125 | B | 16 | E | 372 | 13.31 | 66.55 | 8.86 | 12 | SUN | AUG | W | 388 | 13.41 | 68.92 | 9.24 | 16 | FRI | MAY |
| 07 | 071 | LA | R | .9 | 105 | A | 15 | N | 3150 | 5.45 | 65.6 | 3.57 | 6 | TUE | NOV | S | 3198 | 7 | 51.82 | 3.63 | 17 | TUE | MAR |
| 08 | 071 | SBD | R | 6.52 | 881 | B | 16 | S | 3023 | 7.69 | 52.15 | 4.01 | 11 | THU | OCT | S | 3563 | 8.38 | 56.38 | 4.72 | 16 | WED | MAR |
| 08 | 071 | SBD | R | 7.983 | 938 | B | 17 | N | 4706 | 5.87 | 94.14 | 5.53 | 3 | SAT | MAR | N | 3613 | 7.87 | 53.9 | 4.24 | 17 | FRI | JUL |
| 12 | 072 | ORA | | 11.60 | 936 | B | 16 | S | 1422 | 7.18 | 60.69 | 4.35 | 7 | WED | DEC | N | 1519 | 8.8 | 52.89 | 4.65 | 17 | TUE | MAY |
| 12 | 073 | ORA | | 11.76 | 916 | B | 17 | N | 3324 | 10.64 | 72.86 | 7.75 | 8 | WED | OCT | S | 2828 | 10.3 | 64.05 | 6.59 | 17 | FRI | MAR |
| 12 | 073 | ORA | R | 26.58 | 918 | A | 16 | S | 5488 | 7.77 | 56.04 | 4.36 | 7 | THU | MAY | N | 6457 | 9.06 | 56.56 | 5.12 | 16 | THU | JAN |
| 12 | 074 | ORA | | 9.38 | 74 | B | 17 | W | 6586 | 50.78 | 97.35 | 49.44 | 7 | FRI | MAR | E | 1238 | 11.31 | 82.21 | 9.29 | 16 | FRI | JAN |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 08 | 074 | RIV | | 27.54 | 819 | A | 16 | W | 1054 | 7.39 | 59.11 | 4.37 | 7 | WED | SEP | E | 1015 | 7.8 | 53.96 | 4.21 | 16 | THU | MAR |
| 08 | 074 | RIV | | 29.8 | 949 | A | 16 | W | 1370 | 9 | 51.33 | 4.62 | 7 | WED | JUN | W | 2440 | 10.75 | 76.51 | 8.23 | 19 | WED | MAR |
| 08 | 074 | RIV | | 44.74 | 948 | A | 16 | W | 678 | 8.18 | 55.48 | 4.54 | 12 | SUN | SEP | E | 720 | 8.39 | 57.42 | 4.82 | 17 | WED | MAR |
| 11 | 075 | SD | | 10.99 | 823 | A | 17 | N | 2691 | 14.34 | 95.8 | 13.74 | 6 | TUE | OCT | S | 1767 | 10.7 | 84.34 | 9.02 | 16 | THU | OCT |
| 11 | 075 | SD | | 17.46 | 717 | B | 17 | N | 2485 | 11.39 | 94.09 | 10.72 | 6 | WED | NOV | S | 1938 | 10.6 | 78.85 | 8.36 | 16 | TUE | OCT |
| 11 | 075 | SD | | 19.59 | 825 | B | 17 | S | 1365 | 6.89 | 72.03 | 4.96 | 7 | THU | DEC | S | 1313 | 7.09 | 67.33 | 4.77 | 16 | FRI | DEC |
| 11 | 075 | SD | R | 22.26 | 826 | B | 17 | S | 4281 | 7.47 | 72.58 | 5.42 | 6 | TUE | DEC | N | 4753 | 8.9 | 67.72 | 6.02 | 15 | THU | OCT |
| 11 | 076 | SD | R | 0 | 700 | A | 17 | W | 2465 | 7.07 | 67.96 | 4.81 | 7 | TUE | MAY | E | 2305 | 6.79 | 66.24 | 4.49 | 16 | THU | OCT |
| 11 | 076 | SD | R | 6.721 | 827 | B | 17 | E | 1931 | 8 | 52.54 | 4.2 | 12 | SAT | FEB | W | 2511 | 10.42 | 52.44 | 5.46 | 17 | WED | FEB |
| 11 | 076 | SD | R | 6.721 | 828 | A | 17 | W | 2488 | 9.18 | 54.19 | 4.98 | 7 | FRI | SEP | W | 1879 | 7.11 | 52.84 | 3.76 | 15 | FRI | AUG |
| 11 | 076 | SD | R | 9.49 | 663 | B | 17 | W | 1863 | 7.39 | 63.11 | 4.67 | 7 | WED | MAR | E | 2061 | 8.14 | 63.44 | 5.16 | 16 | THU | SEP |
| 11 | 076 | SD | | 12 | 829 | B | 17 | W | 2365 | 7.52 | 68.71 | 5.17 | 7 | TUE | SEP | E | 2397 | 8.36 | 62.67 | 5.24 | 17 | THU | AUG |
| 11 | 076 | SD | R | 17.30 | 101 | A | 17 | E | 705 | 6.92 | 67.59 | 4.68 | 11 | MON | DEC | E | 1819 | 15.24 | 79.19 | 12.07 | 16 | FRI | NOV |
| 11 | 076 | SD | | 32.87 | 831 | B | 17 | W | 441 | 8.12 | 66.82 | 5.43 | 9 | FRI | JUN | W | 603 | 9.16 | 81.05 | 7.42 | 20 | SUN | JUL |
| 11 | 076 | SD | | 52.32 | 832 | B | 17 | E | 181 | 18.41 | 59.54 | 10.96 | 11 | SUN | DEC | W | 144 | 12.78 | 68.25 | 8.72 | 14 | SUN | DEC |
| 04 | 077 | ALA | | .098 | 29 | A | 15 | S | 939 | 6.38 | 68.64 | 4.38 | 7 | THU | JUN | N | 852 | 7 | 56.76 | 3.97 | 18 | MON | JUN |
| 11 | 078 | SD | | .024 | 200 | A | 17 | E | 4604 | 6.8 | 56.9 | 3.87 | 12 | FRI | SEP | E | 5766 | 7.57 | 64.02 | 4.85 | 17 | WED | MAY |
| 11 | 078 | SD | | 1.498 | 983 | B | 17 | W | 4764 | 6.81 | 55.8 | 3.8 | 7 | WED | MAY | E | 5093 | 7.47 | 54.34 | 4.06 | 16 | THU | SEP |
| 11 | 078 | SD | | 4.384 | 971 | A | 17 | W | 5084 | 6.93 | 54.5 | 3.77 | 7 | TUE | AUG | W | 5163 | 7.19 | 53.32 | 3.83 | 16 | THU | JUN |
| 11 | 078 | SD | | 10.61 | 677 | X | 16 | E | 4995 | 7.83 | 55.98 | 4.38 | 7 | WED | MAY | E | 4367 | 7.12 | 53.82 | 3.83 | 14 | SAT | MAY |
| 11 | 078 | SD | | 10.61 | 985 | B | 17 | E | 5482 | 7.8 | 51.29 | 4 | 7 | TUE | MAY | W | 5577 | 7.17 | 56.75 | 4.07 | 16 | WED | NOV |
| 11 | 078 | SD | | 10.61 | 986 | A | 17 | E | 5689 | 7.53 | 53.68 | 4.04 | 7 | TUE | SEP | W | 5664 | 6.94 | 58.01 | 4.02 | 16 | MON | MAY |
| 11 | 078 | SD | | 15.49 | 987 | A | 17 | E | 5993 | 6.76 | 52.57 | 3.56 | 12 | FRI | DEC | E | 6664 | 7.14 | 55.39 | 3.95 | 16 | TUE | JUN |
| 11 | 078 | SD | N | 17.68 | 877 | B | 17 | W | 2005 | 5.21 | 66.22 | 3.45 | 6 | FRI | FEB | E | 2645 | 7.47 | 60.97 | 4.55 | 16 | TUE | SEP |
| 11 | 078 | SD | T | 19.09 | 878 | B | 17 | W | 820 | 7.62 | 66.94 | 5.1 | 7 | TUE | MAY | E | 799 | 8.59 | 57.9 | 4.97 | 17 | TUE | AUG |
| 11 | 078 | SD | R | 22.56 | 837 | A | 17 | E | 766 | 10.67 | 72.2 | 7.7 | 10 | SAT | OCT | W | 951 | 11.64 | 82.2 | 9.56 | 17 | SAT | OCT |
| 11 | 078 | SD | | 35.52 | 838 | B | 17 | W | 468 | 6.27 | 72.45 | 4.54 | 12 | FRI | DEC | E | 495 | 8.71 | 55.12 | 4.8 | 16 | THU | APR |
| 11 | 078 | SD | | 35.52 | 839 | A | 17 | W | 1137 | 9.44 | 55.28 | 5.22 | 12 | SAT | MAY | E | 1172 | 8.08 | 66.55 | 5.38 | 17 | THU | AUG |
| 11 | 078 | SD | | 51.11 | 711 | B | 17 | W | 580 | 17.57 | 57.88 | 10.17 | 12 | SUN | APR | W | 679 | 22.92 | 51.95 | 11.91 | 14 | SUN | JAN |
| 11 | 078 | SD | | 58.13 | 712 | B | 17 | E | 405 | 13.05 | 57.86 | 7.55 | 12 | SUN | JAN | W | 420 | 13.35 | 58.66 | 7.83 | 15 | SUN | MAR |
| 11 | 078 | SD | | 70.01 | 973 | A | 17 | E | 220 | 23.96 | 69.62 | 16.68 | 12 | SAT | MAR | W | 260 | 29.95 | 65.82 | 19.71 | 15 | SAT | MAR |
| 11 | 078 | IMP | | 13.17 | 965 | B | 17 | E | 113 | 25.16 | 55.67 | 14 | 12 | SUN | MAR | W | 99 | 23.42 | 52.38 | 12.27 | 14 | FRI | DEC |
| 11 | 078 | IMP | R | 9.203 | 653 | A | 17 | W | 430 | 7.25 | 72.03 | 5.22 | 9 | SUN | NOV | E | 461 | 8.77 | 63.85 | 5.6 | 17 | FRI | MAR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 078 | IMP | R | 12.89 | 679 | X | 17 | E | 432 | 7.23 | 74.74 | 5.4 | 8 | SAT | MAR | E | 464 | 9.55 | 60.73 | 5.8 | 14 | WED | NOV |
| 11 | 078 | IMP | R | 12.89 | 860 | A | 17 | E | 491 | 6.64 | 72.96 | 4.85 | 9 | SAT | SEP | E | 585 | 8.23 | 70.14 | 5.78 | 14 | SAT | NOV |
| 11 | 078 | IMP | R | 12.89 | 875 | B | 17 | E | 445 | 7.33 | 69.53 | 5.09 | 10 | SAT | NOV | E | 495 | 8.72 | 64.96 | 5.67 | 14 | FRI | JAN |
| 11 | 078 | IMP | | 15.50 | 872 | B | 17 | W | 600 | 8.74 | 68.34 | 5.97 | 11 | MON | JAN | E | 599 | 10.6 | 56.24 | 5.96 | 16 | TUE | NOV |
| 11 | 078 | IMP | | 18.65 | 843 | A | 17 | W | 303 | 14.1 | 65.3 | 9.2 | 11 | SAT | NOV | E | 275 | 13.58 | 61.52 | 8.35 | 16 | FRI | OCT |
| 11 | 078 | IMP | | 21.02 | 719 | A | 17 | W | 216 | 14.63 | 79.12 | 11.58 | 8 | MON | JAN | W | 216 | 15.22 | 76.06 | 11.58 | 14 | MON | JAN |
| 11 | 078 | IMP | | 80.74 | 844 | B | 17 | E | 145 | 11.34 | 73.6 | 8.35 | 10 | SUN | NOV | W | 143 | 11.23 | 73.33 | 8.23 | 13 | WED | JUN |
| 08 | 078 | RIV | | 9.352 | 775 | A | 17 | W | 117 | 11.23 | 65.36 | 7.34 | 12 | FRI | JUN | W | 121 | 10.79 | 70.35 | 7.59 | 13 | SUN | JUL |
| 08 | 078 | RIV | | 16.17 | 841 | B | 17 | W | 148 | 11.13 | 52.67 | 5.86 | 11 | THU | DEC | W | 152 | 10.1 | 59.61 | 6.02 | 14 | THU | FEB |
| 11 | 079 | SD | L | .044 | 713 | A | 17 | N | 390 | 11.64 | 59.45 | 6.92 | 12 | SUN | JAN | S | 486 | 14.23 | 60.6 | 8.62 | 15 | SAT | SEP |
| 11 | 079 | SD | | 20.22 | 847 | B | 17 | N | 293 | 15.56 | 59.31 | 9.23 | 11 | SAT | MAR | S | 323 | 14.4 | 70.68 | 10.18 | 14 | SUN | JAN |
| 11 | 079 | SD | | 20.23 | 848 | A | 17 | S | 347 | 15.63 | 70.39 | 11 | 11 | SUN | SEP | S | 315 | 16.93 | 58.99 | 9.99 | 13 | SUN | SEP |
| 11 | 079 | SD | | 27.37 | 849 | A | 17 | S | 504 | 23.15 | 64.37 | 14.9 | 12 | SUN | MAR | S | 489 | 19.81 | 72.99 | 14.45 | 13 | SUN | MAR |
| 08 | 079 | RIV | R | 19.16 | 952 | B | 16 | S | 476 | 8.3 | 55.16 | 4.58 | 7 | WED | SEP | S | 611 | 9.98 | 58.86 | 5.88 | 14 | FRI | MAR |
| 04 | 080 | ALA | | 1.989 | 500 | A | 17 | W | 9749 | 4.47 | 83.05 | 3.71 | 5 | WED | MAR | E | 8926 | 6.08 | 55.91 | 3.4 | 14 | THU | MAY |
| 04 | 080 | CC | | .216 | 546 | B | 15 | W | 6945 | 5.24 | 75.28 | 3.94 | 6 | FRI | MAY | E | 6471 | 6.36 | 57.8 | 3.67 | 14 | TUE | FEB |
| 04 | 080 | CC | | 7.615 | 902 | O | 17 | W | 7071 | 3.98 | 82.06 | 3.27 | 5 | TUE | APR | E | 6685 | 5.1 | 60.57 | 3.09 | 13 | THU | SEP |
| 04 | 080 | CC | | 10.02 | 548 | B | 15 | W | 7158 | 6.96 | 61.88 | 4.3 | 7 | THU | MAY | E | 7562 | 7.49 | 60.69 | 4.55 | 17 | WED | AUG |
| 04 | 080 | SOL | | 1.144 | 308 | B | 15 | E | 4548 | 6.97 | 56.2 | 3.92 | 12 | SAT | AUG | E | 4598 | 6.83 | 58.01 | 3.96 | 17 | FRI | MAY |
| 04 | 080 | SOL | | 3.494 | 329 | A | 15 | E | 5618 | 7.01 | 51.67 | 3.62 | 10 | SAT | MAY | E | 5714 | 6.92 | 53.23 | 3.68 | 17 | TUE | MAY |
| 04 | 080 | SOL | | 8.103 | 333 | A | 15 | W | 4798 | 7.45 | 52.52 | 3.91 | 10 | SAT | MAY | E | 5000 | 7.26 | 56.2 | 4.08 | 16 | MON | AUG |
| 04 | 080 | SOL | | 20.93 | 331 | B | 15 | W | 7802 | 6.97 | 64.34 | 4.49 | 7 | MON | MAY | W | 7513 | 7.28 | 59.36 | 4.32 | 19 | SUN | AUG |
| 04 | 080 | SOL | | 23.96 | 335 | A | 15 | W | 7068 | 6.45 | 58.93 | 3.8 | 7 | MON | MAY | E | 7530 | 7.03 | 57.6 | 4.05 | 17 | THU | FEB |
| 04 | 080 | SOL | R | 27.17 | 359 | A | 15 | W | 6340 | 7.81 | 50.47 | 3.94 | 12 | SAT | MAY | W | 6605 | 7.51 | 54.66 | 4.11 | 15 | SUN | MAY |
| 04 | 080 | SOL | R | 27.24 | 332 | B | 15 | E | 6756 | 7.69 | 52 | 4 | 11 | SAT | AUG | W | 6823 | 7.58 | 53.31 | 4.04 | 16 | SUN | MAY |
| 03 | 080 | YOL | R | 9.905 | 970 | A | 17 | W | 4191 | 8.02 | 55.56 | 4.45 | 7 | WED | MAY | E | 4800 | 7.98 | 63.96 | 5.1 | 16 | FRI | JUL |
| 03 | 080 | YOL | R | 11.72 | 972 | O | 17 | W | 4605 | 7.64 | 62.9 | 4.8 | 7 | THU | MAY | E | 5189 | 9.05 | 59.8 | 5.41 | 16 | WED | MAY |
| 03 | 080 | SAC | M | 0 | 972 | O | 17 | W | 4605 | 7.64 | 62.9 | 4.8 | 7 | THU | MAY | E | 5189 | 9.05 | 59.8 | 5.41 | 16 | WED | MAY |
| 03 | 080 | SAC | | 12.48 | 444 | B | 16 | W | 9883 | 6.03 | 67.21 | 4.05 | 6 | MON | NOV | E | 10321 | 7.5 | 56.44 | 4.23 | 16 | WED | JUL |
| 03 | 080 | PLA | | .268 | 450 | A | 15 | E | 7498 | 7.42 | 55.12 | 4.09 | 7 | WED | APR | E | 7725 | 7.85 | 53.74 | 4.22 | 16 | FRI | JUN |
| 03 | 080 | PLA | | 3.661 | 452 | B | 15 | W | 6884 | 6.65 | 57.33 | 3.81 | 11 | MON | MAY | E | 7890 | 7.75 | 56.38 | 4.37 | 15 | THU | JUL |
| 03 | 080 | PLA | | 7.421 | 451 | A | 15 | W | 4613 | 7.99 | 59.75 | 4.77 | 11 | MON | JUL | E | 4676 | 8.4 | 57.59 | 4.84 | 16 | FRI | JAN |
| 03 | 080 | PLA | | 14.30 | 455 | A | 17 | E | 4465 | 8.11 | 61.74 | 5.01 | 9 | SAT | JUL | E | 4555 | 9.28 | 55.05 | 5.11 | 15 | FRI | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 080 | PLA | | 17.54 | 454 | A | 17 | W | 3760 | 10.73 | 51.41 | 5.52 | 12 | FRI | DEC | E | 3854 | 9.74 | 58.09 | 5.66 | 15 | FRI | APR |
| 03 | 080 | PLA | R | 18.94 | 456 | A | 17 | W | 3706 | 8.27 | 67.44 | 5.58 | 10 | MON | SEP | W | 3778 | 8.75 | 65.05 | 5.69 | 16 | SUN | MAR |
| 03 | 080 | PLA | R | 21.13 | 457 | A | 17 | W | 3367 | 10.04 | 64.11 | 6.43 | 12 | SUN | MAR | W | 3296 | 10.98 | 57.35 | 6.3 | 13 | SUN | JUL |
| 03 | 080 | PLA | R | 23.43 | 458 | O | 16 | W | 3060 | 10.95 | 67.94 | 7.44 | 10 | TUE | JUL | W | 3051 | 10.78 | 68.79 | 7.42 | 15 | SUN | FEB |
| 03 | 080 | PLA | R | 26.21 | 325 | A | 17 | W | 2998 | 11.62 | 61.02 | 7.09 | 12 | SUN | JUL | E | 3007 | 11.15 | 63.83 | 7.11 | 13 | SAT | JUL |
| 03 | 080 | PLA | | 33.13 | 460 | B | 17 | W | 2709 | 12.65 | 61.17 | 7.73 | 12 | SUN | JUN | W | 2769 | 11.43 | 69.16 | 7.91 | 15 | SUN | MAY |
| 03 | 080 | PLA | | 33.13 | 461 | A | 17 | W | 2526 | 15.86 | 53.57 | 8.5 | 12 | FRI | DEC | W | 2636 | 12.86 | 68.93 | 8.87 | 14 | SUN | APR |
| 03 | 080 | PLA | | 43.17 | 459 | A | 17 | E | 2651 | 12.11 | 73.78 | 8.93 | 9 | SAT | SEP | W | 2663 | 12.81 | 70.06 | 8.97 | 14 | SUN | MAR |
| 03 | 080 | NEV | R | 2.476 | 757 | A | 15 | W | 2607 | 11.86 | 75.3 | 8.93 | 12 | MON | JAN | W | 2539 | 12.2 | 71.3 | 8.7 | 15 | SUN | MAR |
| 03 | 080 | NEV | R | 5.066 | 755 | A | 16 | W | 2975 | 13.16 | 72.67 | 9.56 | 10 | TUE | JUL | E | 2676 | 14.79 | 58.14 | 8.6 | 16 | SAT | DEC |
| 03 | 080 | NEV | R | 9.007 | 758 | B | 16 | W | 3016 | 12.62 | 77.25 | 9.75 | 12 | SUN | FEB | W | 2655 | 14.27 | 60.11 | 8.58 | 14 | SUN | JUL |
| 03 | 080 | NEV | R | 9.007 | 759 | A | 16 | W | 3005 | 13.35 | 73.62 | 9.82 | 10 | TUE | JUL | W | 2655 | 14.27 | 60.83 | 8.68 | 14 | SUN | AUG |
| 03 | 080 | NEV | | 20.23 | 762 | B | 17 | W | 1944 | 10.9 | 56.1 | 6.12 | 10 | SUN | SEP | E | 2027 | 10.19 | 62.56 | 6.38 | 16 | THU | DEC |
| 04 | 082 | SCL | R | 11.14 | 180 | B | 15 | N | 1300 | 9.79 | 70.73 | 6.93 | 8 | WED | OCT | S | 1516 | 11.15 | 72.47 | 8.08 | 17 | THU | JUL |
| 04 | 082 | SM | | 6.57 | 184 | A | 15 | S | 1293 | 8.89 | 55.81 | 4.96 | 12 | TUE | JUL | N | 1476 | 9.89 | 57.25 | 5.66 | 17 | TUE | OCT |
| 04 | 082 | SM | | 12.96 | 185 | B | 15 | S | 1330 | 9.41 | 56.6 | 5.33 | 8 | MON | JAN | S | 1333 | 9.98 | 53.51 | 5.34 | 17 | WED | JUL |
| 04 | 082 | SM | | 21.91 | 187 | A | 15 | N | 839 | 10.47 | 50.54 | 5.29 | 11 | SAT | APR | S | 943 | 11.42 | 52.07 | 5.94 | 13 | SAT | APR |
| 08 | 083 | SBD | R | 0 | 805 | A | 17 | S | 1623 | 5.39 | 84.62 | 4.56 | 6 | THU | MAR | N | 1710 | 7.36 | 65.27 | 4.8 | 17 | MON | FEB |
| 08 | 083 | SBD | | 5.42 | 869 | A | 16 | S | 1123 | 6.09 | 69.67 | 4.24 | 6 | THU | AUG | N | 1393 | 8.76 | 60.12 | 5.26 | 16 | FRI | NOV |
| 08 | 083 | SBD | | 8.879 | 886 | A | 17 | N | 1063 | 7.74 | 50.4 | 3.9 | 8 | TUE | NOV | N | 1223 | 8.74 | 51.37 | 4.49 | 17 | THU | DEC |
| 04 | 084 | SM | | 0 | 55 | A | 15 | S | 252 | 25.25 | 62.07 | 15.67 | 12 | SUN | OCT | N | 429 | 32.28 | 82.66 | 26.68 | 17 | SAT | OCT |
| 04 | 084 | SM | | 14.95 | 189 | B | 15 | S | 359 | 15.36 | 70.95 | 10.9 | 12 | SAT | OCT | N | 505 | 19.37 | 79.15 | 15.33 | 17 | SAT | OCT |
| 04 | 084 | SM | | 14.95 | 190 | A | 15 | S | 460 | 13.42 | 69.07 | 9.27 | 12 | SUN | OCT | N | 577 | 17.23 | 67.49 | 11.63 | 15 | SUN | OCT |
| 04 | 084 | SM | | 21.54 | 202 | A | 15 | S | 1897 | 10.52 | 52.96 | 5.57 | 8 | MON | OCT | S | 1927 | 10.7 | 52.9 | 5.66 | 17 | THU | OCT |
| 04 | 084 | SM | R | 25.81 | 468 | A | 15 | S | 2897 | 10.25 | 65.25 | 6.69 | 7 | WED | OCT | N | 2665 | 9.57 | 64.33 | 6.15 | 17 | TUE | OCT |
| 04 | 084 | ALA | R | 26.22 | 456 | A | 15 | N | 1753 | 7.73 | 56.9 | 4.4 | 11 | SAT | APR | S | 1865 | 7.2 | 64.96 | 4.68 | 17 | TUE | JUL |
| 03 | 084 | YOL | | 11.77 | 343 | B | 17 | N | 113 | 12.93 | 73.38 | 9.49 | 7 | MON | JUL | S | 132 | 17.72 | 62.56 | 11.08 | 17 | FRI | JUL |
| 04 | 085 | SCL | R | 22.16 | 446 | O | 16 | N | 4440 | 7.64 | 69.47 | 5.31 | 8 | THU | FEB | S | 3880 | 7.28 | 63.72 | 4.64 | 18 | THU | MAY |
| 11 | 086 | IMP | R | 0 | 850 | A | 17 | S | 218 | 7.64 | 51.05 | 3.9 | 7 | WED | SEP | S | 275 | 8.75 | 56.24 | 4.92 | 17 | FRI | SEP |
| 11 | 086 | IMP | | 6.006 | 851 | B | 17 | S | 1033 | 9.1 | 51.86 | 4.72 | 12 | WED | MAR | S | 1076 | 8.65 | 56.87 | 4.92 | 15 | FRI | JUN |
| 11 | 086 | IMP | L | 8.525 | 961 | B | 17 | N | 826 | 8.47 | 57.24 | 4.85 | 12 | WED | APR | N | 846 | 9.46 | 52.48 | 4.96 | 15 | FRI | MAY |
| 11 | 086 | IMP | | 15.32 | 960 | B | 17 | N | 585 | 8.03 | 52.23 | 4.19 | 12 | FRI | SEP | S | 710 | 9.76 | 52.17 | 5.09 | 17 | FRI | FEB |
| 11 | 086 | IMP | | 20.63 | 852 | B | 17 | N | 572 | 8.42 | 55.32 | 4.66 | 12 | FRI | OCT | N | 651 | 9.1 | 58.28 | 5.3 | 16 | FRI | MAR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 086 | IMP | R | 24.06 | 652 | B | 17 | N | 263 | 9.12 | 55.6 | 5.07 | 10 | MON | FEB | N | 285 | 10.57 | 52.01 | 5.5 | 14 | FRI | FEB |
| 11 | 086 | IMP | | 28.01 | 656 | A | 17 | N | 656 | 7.85 | 70.77 | 5.56 | 12 | SUN | NOV | N | 655 | 7.14 | 77.7 | 5.55 | 13 | SUN | OCT |
| 11 | 086 | IMP | | 43.56 | 854 | B | 17 | S | 670 | 7.56 | 71.66 | 5.42 | 8 | SAT | APR | N | 658 | 8.51 | 62.49 | 5.32 | 14 | MON | FEB |
| 11 | 086 | IMP | | 63.63 | 962 | A | 17 | S | 933 | 9.22 | 65.57 | 6.04 | 11 | SAT | MAR | S | 938 | 9.95 | 61.07 | 6.08 | 14 | SAT | MAR |
| 11 | 086 | IMP | | 67.82 | 963 | B | 17 | N | 773 | 7.83 | 64.52 | 5.05 | 11 | SUN | NOV | S | 877 | 9.5 | 60.32 | 5.73 | 14 | FRI | MAR |
| 08 | 086 | RIV | R | 16.74 | 778 | B | 17 | S | 917 | 7.43 | 55.54 | 4.13 | 12 | FRI | MAR | S | 1057 | 8.82 | 53.93 | 4.76 | 15 | FRI | FEB |
| 10 | 088 | SJ | | .4 | 53 | A | 16 | E | 817 | 6.38 | 71.11 | 4.54 | 5 | THU | MAY | W | 881 | 7.77 | 63.02 | 4.89 | 16 | MON | FEB |
| 10 | 088 | SJ | | 9.61 | 329 | A | 17 | E | 511 | 8.08 | 64.2 | 5.19 | 9 | SAT | JUL | W | 608 | 9.01 | 68.47 | 6.17 | 17 | MON | JAN |
| 10 | 088 | SJ | | 9.61 | 330 | B | 17 | E | 471 | 8.62 | 61.09 | 5.26 | 11 | SAT | JUL | W | 568 | 10.42 | 60.94 | 6.35 | 13 | MON | MAY |
| 10 | 088 | SJ | | 19.17 | 90 | A | 16 | E | 765 | 9.27 | 60.76 | 5.63 | 12 | SAT | DEC | W | 849 | 9.87 | 63.36 | 6.25 | 16 | MON | FEB |
| 10 | 088 | AMA | | 5.527 | 25 | B | 16 | W | 515 | 8.77 | 62.35 | 5.46 | 12 | MON | JUL | W | 689 | 9.74 | 75.05 | 7.31 | 17 | MON | SEP |
| 10 | 088 | AMA | | 5.527 | 66 | A | 16 | W | 408 | 9.91 | 60.62 | 6.01 | 11 | MON | MAY | W | 566 | 11.12 | 74.97 | 8.34 | 17 | SUN | JAN |
| 10 | 088 | AMA | | 9.309 | 75 | A | 16 | E | 703 | 8.12 | 61.94 | 5.03 | 11 | SAT | JUN | W | 818 | 8.54 | 68.51 | 5.85 | 17 | SUN | FEB |
| 09 | 089 | MNO | | 0 | 952 | A | 17 | N | 59 | 37.17 | 60.83 | 22.61 | 12 | FRI | JUL | S | 54 | 34.87 | 59.34 | 20.69 | 13 | SUN | MAY |
| 10 | 089 | ALP | | 23.97 | 653 | O | 15 | S | 372 | 17.03 | 68.26 | 11.62 | 10 | FRI | JUL | N | 706 | 31.66 | 69.69 | 22.06 | 17 | THU | JUL |
| 03 | 089 | ED | | 0 | 653 | O | 15 | S | 372 | 17.03 | 68.26 | 11.62 | 10 | FRI | JUL | N | 706 | 31.66 | 69.69 | 22.06 | 17 | THU | JUL |
| 03 | 089 | ED | | 8.55 | 655 | B | 16 | N | 323 | 11.3 | 57.47 | 6.5 | 12 | SAT | AUG | N | 360 | 13.66 | 53.02 | 7.24 | 15 | FRI | JUL |
| 03 | 089 | ED | | 11.69 | 654 | B | 15 | N | 435 | 13.33 | 60.75 | 8.1 | 12 | SAT | FEB | S | 453 | 16.72 | 50.45 | 8.43 | 14 | SAT | OCT |
| 03 | 089 | PLA | T | 8.569 | 667 | A | 17 | N | 858 | 12.58 | 58.65 | 7.38 | 9 | WED | JUL | S | 803 | 12.25 | 56.35 | 6.9 | 16 | FRI | JUN |
| 03 | 089 | PLA | | 13.06 | 668 | O | 15 | N | 638 | 10.36 | 62.06 | 6.43 | 11 | SUN | JAN | N | 659 | 10.83 | 61.3 | 6.64 | 15 | SUN | JAN |
| 03 | 089 | PLA | | 13.72 | 659 | A | 17 | N | 1040 | 12.76 | 71.68 | 9.15 | 9 | MON | SEP | N | 1152 | 12.31 | 82.29 | 10.13 | 16 | SUN | FEB |
| 03 | 089 | SIE | | 19.96 | 218 | B | 17 | N | 135 | 16.28 | 80.84 | 13.16 | 9 | MON | SEP | N | 128 | 18.52 | 67.37 | 12.48 | 14 | SUN | AUG |
| 03 | 089 | SIE | | 19.96 | 664 | A | 17 | N | 106 | 22.79 | 58.89 | 13.42 | 11 | FRI | JUN | S | 95 | 16.96 | 70.9 | 12.03 | 15 | SUN | OCT |
| 03 | 089 | SIE | | 23.08 | 665 | A | 15 | N | 44 | 11.99 | 57.14 | 6.85 | 12 | FRI | NOV | N | 38 | 11.06 | 53.52 | 5.92 | 15 | FRI | NOV |
| 02 | 089 | PLU | | 8.71 | 126 | B | 16 | N | 197 | 14.78 | 58.28 | 8.61 | 11 | SUN | AUG | S | 187 | 14.78 | 55.33 | 8.18 | 13 | FRI | AUG |
| 02 | 089 | PLU | | 8.72 | 127 | A | 16 | S | 149 | 9.56 | 74.87 | 7.16 | 7 | FRI | NOV | N | 148 | 10.67 | 66.67 | 7.11 | 17 | WED | AUG |
| 02 | 089 | PLU | | 20.47 | 259 | B | 16 | S | 175 | 10.59 | 59.73 | 6.33 | 11 | SUN | AUG | N | 170 | 11.57 | 53.13 | 6.15 | 15 | FRI | MAY |
| 02 | 089 | PLU | R | 42.19 | 129 | B | 16 | N | 161 | 13.49 | 69.4 | 9.36 | 10 | SUN | AUG | S | 164 | 18.37 | 51.9 | 9.53 | 14 | FRI | AUG |
| 02 | 089 | TEH | R | .01 | 130 | A | 16 | N | 95 | 30.67 | 77.24 | 23.69 | 10 | SAT | AUG | S | 98 | 29.93 | 81.67 | 24.44 | 17 | SUN | AUG |
| 02 | 089 | SHA | | 21.72 | 195 | B | 17 | N | 220 | 18.59 | 63.58 | 11.82 | 12 | SUN | AUG | S | 143 | 12.84 | 59.83 | 7.68 | 13 | WED | AUG |
| 02 | 089 | SHA | | 30 | 242 | O | 17 | S | 130 | 15.73 | 58.3 | 9.17 | 12 | THU | AUG | N | 131 | 16.64 | 55.51 | 9.24 | 13 | MON | AUG |
| 02 | 089 | SIS | | 24.75 | 293 | A | 17 | S | 167 | 10.22 | 62.08 | 6.35 | 11 | FRI | NOV | S | 165 | 10.38 | 60.44 | 6.27 | 15 | WED | NOV |
| 02 | 089 | SIS | R | 34.36 | 227 | B | 17 | S | 238 | 8.53 | 83.51 | 7.12 | 8 | SAT | FEB | N | 262 | 12.9 | 60.79 | 7.84 | 14 | SUN | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 07 | 091 | LA | R | 7.426 | 904 | A | 17 | W | 7989 | 6.71 | 60.43 | 4.06 | 6 | THU | JUN | E | 7172 | 6.64 | 54.81 | 3.64 | 15 | SAT | MAR |
| 07 | 091 | LA | R | 16.3 | 127 | B | 16 | E | 9732 | 6.27 | 57.51 | 3.6 | 7 | THU | SEP | E | 9678 | 5.71 | 62.77 | 3.58 | 14 | FRI | OCT |
| 12 | 091 | ORA | R | 1.317 | 226 | O | 16 | W | 9160 | 6.26 | 54.58 | 3.42 | 7 | WED | JAN | E | 9290 | 6.67 | 51.92 | 3.46 | 13 | SAT | NOV |
| 12 | 091 | ORA | R | 3.02 | 723 | A | 16 | E | 10060 | 6.19 | 59.65 | 3.69 | 6 | FRI | JUL | E | 10745 | 6.93 | 56.83 | 3.94 | 14 | TUE | JUL |
| 12 | 091 | ORA | | 6.8 | 412 | A | 16 | W | 8208 | 7 | 52.41 | 3.67 | 7 | WED | JAN | W | 8326 | 6.69 | 55.65 | 3.72 | 16 | MON | JUN |
| 12 | 091 | ORA | R | 10.09 | 913 | A | 16 | E | 10297 | 6.34 | 52.04 | 3.3 | 12 | SAT | JUN | W | 11433 | 6.23 | 58.79 | 3.66 | 15 | TUE | JUN |
| 12 | 091 | ORA | R | 12.08 | 808 | A | 16 | E | 7129 | 5.98 | 68.44 | 4.09 | 10 | THU | NOV | E | 7238 | 6.52 | 63.71 | 4.15 | 14 | SAT | OCT |
| 12 | 091 | ORA | R | 17.97 | 914 | A | 16 | W | 11730 | 6.47 | 64.28 | 4.16 | 6 | TUE | NOV | E | 10617 | 5.98 | 62.93 | 3.76 | 18 | WED | OCT |
| 08 | 091 | RIV | | 17.43 | 791 | O | 17 | E | 6886 | 6.56 | 54.3 | 3.56 | 7 | MON | NOV | W | 7097 | 7.03 | 52.24 | 3.67 | 17 | WED | JUN |
| 08 | 091 | RIV | | 22.07 | 985 | B | 17 | E | 7554 | 7.38 | 50.38 | 3.72 | 7 | TUE | APR | W | 7420 | 6.81 | 53.61 | 3.65 | 16 | THU | JUN |
| 04 | 092 | SM | | 5.191 | 56 | B | 15 | W | 1468 | 9.98 | 59.58 | 5.94 | 7 | MON | JUL | E | 1353 | 8.99 | 60.95 | 5.48 | 16 | WED | APR |
| 04 | 092 | SM | T | 6.52 | 196 | A | 15 | E | 1288 | 7.39 | 75.19 | 5.56 | 9 | WED | APR | E | 1228 | 8.39 | 63.14 | 5.3 | 16 | SUN | JUL |
| 04 | 092 | SM | R | 13.83 | 910 | A | 16 | W | 5560 | 6.92 | 74.66 | 5.17 | 6 | THU | MAY | E | 5313 | 7.31 | 67.59 | 4.94 | 15 | THU | FEB |
| 11 | 094 | SD | | 1.416 | 936 | A | 17 | W | 6095 | 5.62 | 81.94 | 4.61 | 6 | THU | JUL | E | 7793 | 8.18 | 71.96 | 5.89 | 15 | WED | MAR |
| 11 | 094 | SD | | 2.214 | 974 | A | 17 | W | 6998 | 5.7 | 81.7 | 4.66 | 6 | WED | AUG | E | 8270 | 8.08 | 68.17 | 5.51 | 16 | MON | MAY |
| 11 | 094 | SD | | 8.983 | 990 | B | 17 | W | 7183 | 6.56 | 75.77 | 4.97 | 6 | TUE | APR | E | 7029 | 7.84 | 62.02 | 4.86 | 16 | THU | NOV |
| 11 | 094 | SD | R | 10.46 | 992 | B | 17 | W | 6570 | 6.34 | 71.65 | 4.54 | 6 | TUE | APR | E | 7115 | 8.09 | 60.78 | 4.92 | 17 | THU | AUG |
| 11 | 094 | SD | R | 13.33 | 959 | B | 17 | W | 2683 | 7.02 | 60.85 | 4.27 | 7 | TUE | OCT | E | 2993 | 8.27 | 57.68 | 4.77 | 17 | THU | OCT |
| 11 | 094 | SD | | 38.97 | 856 | B | 17 | W | 569 | 8.92 | 92.82 | 8.28 | 6 | WED | AUG | E | 544 | 9.68 | 81.81 | 7.92 | 17 | FRI | FEB |
| 11 | 094 | SD | | 38.97 | 857 | A | 17 | W | 105 | 7.64 | 68.63 | 5.24 | 9 | TUE | MAY | W | 129 | 12.18 | 52.87 | 6.44 | 15 | FRI | MAY |
| 11 | 094 | SD | | 64.23 | 858 | B | 17 | E | 45 | 10.17 | 63.38 | 6.45 | 12 | SAT | JUL | W | 49 | 12.89 | 54.44 | 7.02 | 15 | WED | SEP |
| 08 | 095 | RIV | L | .157 | 891 | A | 17 | S | 236 | 9.23 | 55.79 | 5.15 | 10 | SAT | SEP | S | 227 | 9.04 | 54.83 | 4.95 | 14 | SUN | MAR |
| 08 | 095 | RIV | | 10.54 | 903 | A | 17 | N | 102 | 12.28 | 65.81 | 8.08 | 10 | SAT | JUL | N | 120 | 13.47 | 70.59 | 9.51 | 17 | FRI | MAY |
| 08 | 095 | RIV | | 36.20 | 906 | B | 17 | N | 59 | 12.25 | 53.64 | 6.57 | 11 | MON | JAN | N | 67 | 11.02 | 67.68 | 7.46 | 13 | FRI | FEB |
| 08 | 095 | SBD | | 9.684 | 848 | A | 17 | S | 437 | 15.32 | 97.11 | 14.87 | 4 | TUE | MAY | S | 234 | 9.39 | 84.78 | 7.96 | 22 | THU | MAY |
| 08 | 095 | SBD | | 37.3 | 847 | B | 17 | N | 196 | 11.16 | 60.87 | 6.79 | 11 | SUN | MAR | S | 208 | 10.12 | 71.23 | 7.21 | 14 | SUN | SEP |
| 08 | 095 | SBD | | 57.28 | 806 | B | 17 | N | 243 | 9.31 | 61.68 | 5.74 | 11 | FRI | MAR | S | 235 | 9.83 | 56.49 | 5.55 | 14 | FRI | FEB |
| 08 | 095 | SBD | R | 57.24 | 958 | A | 17 | N | 199 | 11.65 | 63.58 | 7.41 | 12 | MON | MAR | N | 208 | 14.37 | 53.89 | 7.74 | 13 | SUN | MAR |
| 08 | 095 | SBD | | 80.45 | 959 | B | 17 | N | 213 | 12.09 | 60.86 | 7.36 | 10 | SUN | MAR | S | 242 | 12.02 | 69.54 | 8.36 | 13 | SUN | SEP |
| 01 | 096 | HUM | | 3.59 | 108 | O | 17 | W | 116 | 9.89 | 58 | 5.73 | 12 | THU | AUG | W | 138 | 12.7 | 53.7 | 6.82 | 13 | MON | AUG |
| 02 | 096 | SIS | | 41.10 | 135 | A | 17 | W | 109 | 8.71 | 71.24 | 6.21 | 7 | TUE | AUG | E | 111 | 11.22 | 56.35 | 6.32 | 13 | FRI | FEB |
| 02 | 096 | SIS | | 60.76 | 303 | O | 17 | W | 47 | 11.41 | 61.04 | 6.96 | 9 | FRI | JUL | W | 49 | 11.85 | 61.25 | 7.26 | 17 | TUE | NOV |
| 02 | 096 | SIS | | 103.4 | 137 | B | 17 | E | 62 | 8.93 | 72.09 | 6.44 | 11 | FRI | NOV | E | 64 | 10.7 | 62.14 | 6.65 | 15 | WED | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 02 | 096 | SIS | | 105.8 | 243 | B | 17 | E | 33 | 10.42 | 60 | 6.25 | 11 | THU | MAY | E | 38 | 12.88 | 55.88 | 7.2 | 16 | MON | AUG |
| 02 | 097 | SIS | L | 0 | 268 | A | 17 | N | 547 | 9.93 | 50.05 | 4.97 | 12 | MON | AUG | N | 621 | 9.66 | 58.42 | 5.64 | 16 | TUE | AUG |
| 02 | 097 | SIS | L | .429 | 138 | A | 17 | N | 385 | 8.91 | 56.79 | 5.06 | 12 | TUE | NOV | N | 464 | 9.83 | 62.03 | 6.1 | 15 | TUE | AUG |
| 02 | 097 | SIS | | 20.19 | 183 | B | 17 | N | 364 | 13.75 | 72.51 | 9.97 | 9 | FRI | AUG | N | 460 | 15.64 | 80.56 | 12.6 | 17 | SUN | AUG |
| 02 | 097 | SIS | | 36.15 | 311 | B | 17 | S | 280 | 9.42 | 59.57 | 5.61 | 11 | SUN | JUL | S | 354 | 12.04 | 58.9 | 7.09 | 13 | SUN | NOV |
| 02 | 097 | SIS | | 50.89 | 269 | A | 17 | S | 227 | 7.58 | 59.89 | 4.54 | 10 | FRI | NOV | N | 261 | 9.06 | 57.62 | 5.22 | 13 | SUN | MAY |
| 02 | 097 | SIS | | 53.81 | 290 | B | 17 | N | 285 | 9.35 | 62.36 | 5.83 | 10 | WED | AUG | N | 411 | 12.13 | 69.31 | 8.41 | 17 | WED | AUG |
| 11 | 098 | IMP | R | .304 | 861 | A | 17 | W | 97 | 10.44 | 59.15 | 6.17 | 10 | SAT | APR | E | 134 | 13.05 | 65.37 | 8.53 | 20 | SUN | APR |
| 11 | 098 | IMP | | 28.74 | 862 | A | 17 | W | 195 | 7.36 | 66.55 | 4.9 | 7 | FRI | JAN | E | 266 | 9.57 | 69.82 | 6.68 | 17 | FRI | OCT |
| 11 | 098 | IMP | | 35.20 | 664 | B | 17 | E | 4261 | 47.03 | 95.54 | 44.93 | 8 | SUN | FEB | E | 3797 | 40.34 | 99.27 | 40.04 | 0 | TUE | JAN |
| 11 | 098 | IMP | | 36.63 | 864 | B | 17 | E | 750 | 9.27 | 54.19 | 5.02 | 12 | SAT | FEB | E | 1013 | 11.23 | 60.41 | 6.78 | 16 | WED | FEB |
| 11 | 098 | IMP | | 39.65 | 666 | B | 17 | W | 751 | 7.48 | 66.11 | 4.95 | 11 | FRI | DEC | E | 1024 | 10.95 | 61.58 | 6.74 | 17 | FRI | DEC |
| 11 | 098 | IMP | | 39.65 | 667 | A | 17 | W | 184 | 8.61 | 68.66 | 5.91 | 7 | WED | APR | W | 231 | 10.93 | 67.94 | 7.42 | 15 | WED | DEC |
| 11 | 098 | IMP | | 41.10 | 867 | A | 17 | E | 151 | 7.2 | 79.47 | 5.72 | 5 | WED | DEC | W | 186 | 9.78 | 72.09 | 7.05 | 15 | TUE | APR |
| 11 | 098 | IMP | R | 56.88 | 865 | B | 17 | W | 108 | 8.11 | 61.71 | 5 | 8 | SAT | DEC | W | 149 | 10.61 | 65.07 | 6.9 | 17 | FRI | DEC |
| 06 | 099 | KER | L | .748 | 382 | A | 17 | S | 2465 | 9.58 | 52.89 | 5.07 | 11 | SAT | MAY | N | 2696 | 10.07 | 55.01 | 5.54 | 16 | SUN | NOV |
| 06 | 099 | KER | | 20.2 | 202 | O | 16 | N | 4048 | 6.8 | 60.79 | 4.13 | 7 | TUE | MAR | S | 4387 | 8.17 | 54.83 | 4.48 | 17 | FRI | OCT |
| 06 | 099 | KER | | 21.08 | 601 | A | 15 | N | 5673 | 7.54 | 60.95 | 4.59 | 7 | THU | FEB | S | 5351 | 8.36 | 51.83 | 4.33 | 16 | FRI | FEB |
| 06 | 099 | KER | | 23.51 | 425 | B | 15 | N | 6605 | 7.39 | 60.36 | 4.46 | 7 | THU | MAR | S | 6398 | 7.97 | 54.23 | 4.32 | 17 | FRI | JUN |
| 06 | 099 | KER | | 23.51 | 426 | A | 15 | N | 6705 | 7.18 | 60.68 | 4.36 | 7 | MON | MAR | N | 8078 | 8.85 | 59.32 | 5.25 | 16 | THU | SEP |
| 06 | 099 | KER | | 24.60 | 603 | A | 17 | N | 5883 | 7.38 | 51.77 | 3.82 | 7 | WED | MAY | S | 6560 | 7.71 | 55.25 | 4.26 | 16 | WED | JAN |
| 06 | 099 | KER | | 27.05 | 170 | A | 15 | S | 4972 | 7.7 | 57.24 | 4.41 | 7 | TUE | SEP | S | 5689 | 9.43 | 53.48 | 5.04 | 16 | FRI | SEP |
| 06 | 099 | KER | R | 29.88 | 90 | B | 15 | N | 4111 | 5.92 | 75.98 | 4.5 | 5 | FRI | SEP | S | 4700 | 9.33 | 55.09 | 5.14 | 16 | FRI | SEP |
| 06 | 099 | KER | R | 29.88 | 664 | A | 17 | N | 3701 | 6.73 | 69.96 | 4.71 | 6 | WED | SEP | S | 3879 | 8.96 | 55.07 | 4.93 | 15 | FRI | NOV |
| 06 | 099 | KER | | 44.31 | 602 | B | 17 | N | 2958 | 6.81 | 64.36 | 4.38 | 6 | TUE | SEP | S | 3309 | 8.17 | 60.04 | 4.9 | 15 | WED | OCT |
| 06 | 099 | KER | | 44.31 | 663 | A | 17 | S | 2508 | 7.43 | 53.36 | 3.97 | 12 | SUN | JUL | S | 3113 | 8.5 | 57.9 | 4.92 | 13 | MON | MAY |
| 06 | 099 | KER | | 50.41 | 690 | B | 15 | S | 2303 | 6.92 | 62.34 | 4.32 | 11 | MON | SEP | S | 2830 | 8.86 | 59.87 | 5.3 | 13 | MON | SEP |
| 06 | 099 | KER | | 52.45 | 91 | A | 15 | S | 2439 | 6.75 | 59.87 | 4.04 | 11 | MON | SEP | S | 3315 | 10.79 | 50.89 | 5.49 | 15 | MON | SEP |
| 06 | 099 | TUL | | 3.055 | 428 | B | 17 | S | 2109 | 7.89 | 50.17 | 3.96 | 12 | FRI | AUG | N | 2609 | 9 | 54.41 | 4.89 | 15 | FRI | MAY |
| 06 | 099 | TUL | | 6.148 | 637 | B | 17 | S | 2244 | 7.09 | 58.26 | 4.13 | 11 | TUE | DEC | N | 2767 | 9.01 | 56.52 | 5.09 | 15 | FRI | APR |
| 06 | 099 | TUL | | 12.30 | 691 | B | 17 | S | 1738 | 6.73 | 55.6 | 3.74 | 11 | FRI | MAY | N | 2399 | 9.5 | 54.39 | 5.17 | 16 | SAT | AUG |
| 06 | 099 | TUL | | 13.33 | 429 | A | 17 | S | 1919 | 7.22 | 55.7 | 4.02 | 11 | WED | AUG | N | 2323 | 8.71 | 55.92 | 4.87 | 15 | FRI | MAY |
| 06 | 099 | TUL | | 23.49 | 632 | B | 17 | S | 2117 | 7.33 | 53.5 | 3.92 | 12 | MON | JAN | N | 2619 | 8.68 | 55.91 | 4.85 | 14 | FRI | JUN |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 099 | TUL | | 25.43 | 670 | A | 17 | N | 2387 | 7.19 | 57.13 | 4.11 | 7 | WED | NOV | N | 2940 | 8.99 | 56.31 | 5.06 | 16 | FRI | NOV |
| 06 | 099 | TUL | | 31.85 | 609 | A | 17 | S | 2420 | 7.52 | 54.71 | 4.12 | 10 | WED | NOV | N | 2732 | 8.34 | 55.72 | 4.65 | 15 | FRI | DEC |
| 06 | 099 | TUL | R | 38.71 | 599 | B | 17 | N | 2680 | 6.85 | 57.76 | 3.95 | 7 | WED | MAR | S | 3072 | 8.52 | 53.22 | 4.53 | 16 | FRI | MAR |
| 06 | 099 | TUL | | 51.81 | 669 | B | 17 | N | 2482 | 6.94 | 56.4 | 3.92 | 12 | SAT | MAY | N | 2951 | 8.9 | 52.32 | 4.66 | 17 | FRI | MAY |
| 06 | 099 | TUL | R | 53.82 | 655 | B | 17 | N | 2299 | 6.64 | 53.77 | 3.57 | 8 | MON | NOV | N | 2911 | 7.58 | 59.64 | 4.52 | 15 | FRI | MAY |
| 06 | 099 | FRE | | 6.9 | 44 | A | 17 | N | 3768 | 7.32 | 56.54 | 4.14 | 7 | TUE | MAY | S | 4152 | 8.27 | 55.15 | 4.56 | 17 | THU | MAR |
| 06 | 099 | FRE | | 11.10 | 605 | A | 17 | N | 4638 | 7.69 | 58.4 | 4.49 | 7 | WED | SEP | S | 4788 | 8.6 | 53.92 | 4.64 | 17 | THU | MAR |
| 06 | 099 | FRE | | 18.54 | 854 | A | 17 | N | 4822 | 8.06 | 51.09 | 4.12 | 7 | WED | MAR | N | 5597 | 8.8 | 54.29 | 4.78 | 16 | THU | AUG |
| 06 | 099 | FRE | | 26.55 | 638 | A | 17 | S | 3432 | 7.64 | 57.18 | 4.37 | 7 | TUE | SEP | S | 3278 | 8.05 | 51.82 | 4.17 | 16 | FRI | JAN |
| 06 | 099 | FRE | | 28.10 | 636 | A | 17 | S | 2992 | 7.44 | 52.55 | 3.91 | 7 | TUE | AUG | N | 3207 | 7.93 | 52.83 | 4.19 | 16 | WED | NOV |
| 06 | 099 | FRE | | 30.99 | 633 | A | 17 | N | 3142 | 7.13 | 54.67 | 3.9 | 7 | WED | AUG | S | 3488 | 7.81 | 55.4 | 4.33 | 16 | THU | NOV |
| 06 | 099 | MAD | R | .989 | 679 | A | 17 | S | 2816 | 7.74 | 50.68 | 3.92 | 12 | SAT | NOV | S | 2971 | 8.02 | 51.63 | 4.14 | 15 | FRI | MAY |
| 06 | 099 | MAD | R | 7.463 | 423 | B | 16 | N | 2924 | 7.52 | 51.99 | 3.91 | 7 | MON | MAY | S | 3214 | 8.6 | 50.01 | 4.3 | 16 | FRI | MAY |
| 06 | 099 | MAD | | 10.27 | 614 | B | 17 | S | 2850 | 7.06 | 54.17 | 3.82 | 7 | TUE | SEP | S | 3151 | 7.82 | 54.06 | 4.23 | 16 | THU | JUN |
| 06 | 099 | MAD | | 10.27 | 618 | A | 17 | S | 3099 | 7.39 | 51.48 | 3.81 | 7 | TUE | AUG | S | 3315 | 7.9 | 51.56 | 4.07 | 16 | FRI | DEC |
| 06 | 099 | MAD | | 22.73 | 692 | B | 17 | N | 2805 | 8.1 | 51.34 | 4.16 | 10 | SAT | JUL | S | 3181 | 8.55 | 55.17 | 4.71 | 14 | FRI | SEP |
| 06 | 099 | MAD | | 26.58 | 92 | A | 16 | S | 1633 | 7.36 | 51.45 | 3.79 | 11 | FRI | AUG | N | 1882 | 8.29 | 52.66 | 4.36 | 18 | SUN | MAY |
| 10 | 099 | MER | | 15.80 | 263 | A | 16 | N | 2205 | 7.24 | 52.78 | 3.82 | 12 | SUN | JUL | N | 2585 | 8.76 | 51.19 | 4.48 | 14 | SUN | DEC |
| 10 | 099 | STA | | 8.693 | 349 | O | 17 | N | 4900 | 7.29 | 58.09 | 4.23 | 7 | WED | NOV | S | 4818 | 7.74 | 53.75 | 4.16 | 16 | MON | OCT |
| 10 | 099 | STA | R | 13.26 | 309 | B | 16 | N | 4759 | 7.14 | 60.49 | 4.32 | 7 | MON | OCT | S | 4663 | 7.91 | 53.45 | 4.23 | 16 | TUE | DEC |
| 10 | 099 | STA | R | 16.12 | 222 | A | 16 | N | 4983 | 6.86 | 54.27 | 3.72 | 8 | TUE | MAR | N | 5443 | 7.44 | 54.66 | 4.07 | 17 | WED | AUG |
| 10 | 099 | STA | R | 24.27 | 122 | B | 17 | S | 5109 | 6.55 | 55.9 | 3.66 | 11 | THU | AUG | N | 5384 | 7.55 | 51.11 | 3.86 | 17 | FRI | APR |
| 10 | 099 | SJ | | 12.53 | 19 | A | 17 | N | 3742 | 7.79 | 57.67 | 4.49 | 7 | THU | MAR | S | 3633 | 8.48 | 51.45 | 4.36 | 15 | FRI | APR |
| 10 | 099 | SJ | | 38.78 | 500 | O | 17 | S | 2841 | 6.85 | 54.77 | 3.75 | 7 | THU | NOV | N | 3193 | 8.07 | 52.24 | 4.21 | 17 | FRI | JUL |
| 03 | 099 | SAC | | .123 | 500 | O | 17 | S | 2841 | 6.85 | 54.77 | 3.75 | 7 | THU | NOV | N | 3193 | 8.07 | 52.24 | 4.21 | 17 | FRI | JUL |
| 03 | 099 | SAC | | 3.525 | 307 | A | 17 | N | 3217 | 6.53 | 61.41 | 4.01 | 6 | TUE | MAR | S | 3322 | 8.02 | 51.58 | 4.14 | 17 | FRI | OCT |
| 03 | 099 | SAC | | 6.008 | 501 | A | 17 | N | 3198 | 6.58 | 59.68 | 3.93 | 6 | THU | MAR | S | 3364 | 7.77 | 53.14 | 4.13 | 16 | WED | NOV |
| 03 | 099 | SAC | | 10.07 | 308 | B | 17 | N | 3191 | 6.8 | 57.06 | 3.88 | 6 | TUE | SEP | S | 3437 | 7.19 | 58.1 | 4.18 | 15 | SUN | JUL |
| 03 | 099 | SAC | | 17.24 | 521 | A | 17 | N | 5208 | 5.65 | 65.64 | 3.71 | 6 | TUE | MAR | S | 5483 | 6.92 | 56.38 | 3.9 | 14 | FRI | AUG |
| 03 | 099 | SAC | | 19.61 | 349 | A | 17 | N | 6992 | 6.2 | 57.6 | 3.57 | 7 | FRI | APR | S | 7340 | 6.89 | 54.35 | 3.75 | 14 | MON | DEC |
| 03 | 099 | SAC | | 23.13 | 512 | A | 17 | N | 8848 | 6.5 | 57.85 | 3.76 | 7 | FRI | MAY | S | 8886 | 6.81 | 55.48 | 3.78 | 14 | TUE | OCT |
| 03 | 099 | SAC | | 33.36 | 545 | B | 17 | S | 3638 | 8.21 | 71.35 | 5.86 | 7 | TUE | OCT | N | 3912 | 9.41 | 66.92 | 6.3 | 16 | WED | SEP |
| 03 | 099 | SAC | | 35.37 | 544 | B | 17 | N | 3001 | 8.83 | 69.86 | 6.17 | 1 | WED | DEC | N | 3243 | 10.2 | 65.32 | 6.66 | 16 | THU | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 099 | SAC | | 36.86 | 546 | O | 17 | S | 2717 | 8.38 | 71.28 | 5.97 | 6 | THU | SEP | N | 2902 | 9.82 | 64.95 | 6.38 | 16 | THU | SEP |
| 03 | 099 | SUT | | 0 | 546 | O | 17 | S | 2717 | 8.38 | 71.28 | 5.97 | 6 | THU | SEP | N | 2902 | 9.82 | 64.95 | 6.38 | 16 | THU | SEP |
| 03 | 099 | SUT | R | 8.07 | 344 | B | 17 | S | 2174 | 8.14 | 74.38 | 6.06 | 6 | TUE | NOV | N | 2065 | 8.57 | 67.15 | 5.75 | 16 | WED | MAR |
| 03 | 099 | SUT | R | 8.07 | 547 | A | 17 | S | 960 | 7.78 | 74.36 | 5.79 | 6 | MON | SEP | N | 993 | 9.37 | 63.86 | 5.98 | 16 | FRI | NOV |
| 03 | 099 | SUT | | 12.03 | 548 | O | 17 | S | 1095 | 7.97 | 75 | 5.98 | 6 | WED | SEP | N | 1106 | 10 | 60.4 | 6.04 | 16 | FRI | SEP |
| 03 | 099 | SUT | R | 20.05 | 556 | B | 17 | S | 978 | 7.62 | 77.07 | 5.87 | 6 | TUE | APR | N | 1008 | 9.43 | 64.2 | 6.05 | 16 | FRI | JUN |
| 03 | 099 | SUT | R | 20.05 | 557 | A | 17 | S | 1165 | 7.61 | 78.4 | 5.96 | 6 | TUE | SEP | N | 1186 | 9.65 | 62.88 | 6.07 | 17 | FRI | AUG |
| 03 | 099 | SUT | | 26.12 | 554 | B | 17 | S | 1243 | 7.66 | 76.54 | 5.87 | 6 | WED | SEP | N | 1236 | 8.6 | 67.8 | 5.83 | 16 | WED | JUN |
| 03 | 099 | SUT | | 26.12 | 555 | A | 17 | S | 1228 | 7.49 | 72.62 | 5.44 | 6 | WED | SEP | N | 1404 | 9.43 | 65.95 | 6.22 | 16 | FRI | SEP |
| 03 | 099 | SUT | | 29.67 | 552 | B | 17 | N | 1294 | 7.23 | 52.26 | 3.78 | 12 | WED | FEB | N | 1530 | 8.29 | 53.91 | 4.47 | 17 | FRI | NOV |
| 03 | 099 | SUT | | 30.25 | 561 | A | 17 | N | 1293 | 7.45 | 51.84 | 3.86 | 12 | THU | JUN | N | 1501 | 8.36 | 53.63 | 4.48 | 15 | FRI | JUN |
| 03 | 099 | SUT | T | 30.63 | 562 | A | 17 | S | 976 | 7.51 | 56.94 | 4.28 | 7 | TUE | AUG | N | 1109 | 8.05 | 60.4 | 4.86 | 17 | WED | AUG |
| 03 | 099 | SUT | T | 35.96 | 563 | B | 17 | S | 732 | 6.67 | 57.5 | 3.84 | 7 | TUE | SEP | N | 1068 | 9.57 | 58.49 | 5.6 | 17 | FRI | MAR |
| 03 | 099 | SUT | | 40.25 | 564 | B | 17 | S | 766 | 7.33 | 54.71 | 4.01 | 10 | SAT | AUG | N | 851 | 8.36 | 53.29 | 4.46 | 16 | WED | AUG |
| 03 | 099 | SUT | | 40.25 | 565 | A | 17 | S | 742 | 6.91 | 55.33 | 3.82 | 11 | SAT | SEP | N | 897 | 8 | 57.8 | 4.62 | 17 | FRI | OCT |
| 03 | 099 | SUT | | 42.39 | 305 | O | 17 | S | 604 | 6.82 | 53.64 | 3.66 | 12 | SUN | SEP | N | 810 | 8.98 | 54.62 | 4.9 | 17 | FRI | SEP |
| 03 | 099 | BUT | | 0 | 305 | O | 17 | S | 604 | 6.82 | 53.64 | 3.66 | 12 | SUN | SEP | N | 810 | 8.98 | 54.62 | 4.9 | 17 | FRI | SEP |
| 03 | 099 | BUT | | 7.69 | 570 | B | 17 | N | 684 | 8.05 | 58.97 | 4.75 | 7 | MON | NOV | S | 750 | 9.87 | 52.74 | 5.2 | 15 | FRI | OCT |
| 03 | 099 | BUT | | 11.16 | 572 | B | 17 | N | 606 | 8.36 | 60.91 | 5.09 | 7 | TUE | NOV | S | 638 | 8.97 | 59.74 | 5.36 | 15 | THU | OCT |
| 03 | 099 | BUT | | 11.16 | 573 | A | 17 | N | 609 | 8.51 | 59.76 | 5.09 | 7 | TUE | OCT | S | 623 | 10.07 | 51.66 | 5.2 | 15 | FRI | OCT |
| 03 | 099 | BUT | | 13.16 | 574 | B | 17 | N | 608 | 8.39 | 59.73 | 5.01 | 7 | MON | MAY | S | 634 | 9.2 | 56.76 | 5.22 | 15 | THU | SEP |
| 03 | 099 | BUT | | 21.07 | 576 | B | 17 | N | 555 | 8.8 | 57.93 | 5.1 | 7 | THU | SEP | S | 559 | 9.48 | 54.17 | 5.13 | 15 | FRI | SEP |
| 03 | 099 | BUT | | 22.54 | 577 | A | 17 | S | 1498 | 9.62 | 52.95 | 5.1 | 7 | MON | NOV | S | 1539 | 9.35 | 56 | 5.24 | 17 | FRI | NOV |
| 03 | 099 | BUT | R | 32.45 | 580 | A | 17 | S | 3778 | 7.58 | 56.68 | 4.3 | 7 | MON | DEC | N | 4259 | 8.96 | 54.05 | 4.84 | 16 | MON | DEC |
| 03 | 099 | BUT | R | 34.25 | 201 | B | 17 | S | 3138 | 8.39 | 56.36 | 4.73 | 7 | MON | SEP | N | 3216 | 9.23 | 52.47 | 4.84 | 16 | MON | NOV |
| 03 | 099 | BUT | R | 36.31 | 590 | A | 17 | S | 1103 | 8.76 | 59.53 | 5.21 | 7 | THU | SEP | N | 1118 | 9.22 | 57.33 | 5.28 | 17 | THU | SEP |
| 03 | 099 | BUT | | 44.32 | 595 | A | 17 | S | 677 | 8.43 | 57.37 | 4.83 | 7 | WED | MAR | N | 768 | 10.14 | 54.09 | 5.48 | 16 | FRI | SEP |
| 03 | 099 | BUT | | 45.98 | 182 | O | 17 | S | 634 | 7.84 | 58.33 | 4.57 | 7 | MON | AUG | N | 736 | 9.73 | 54.56 | 5.31 | 17 | THU | SEP |
| 02 | 099 | TEH | | 0 | 182 | O | 17 | S | 634 | 7.84 | 58.33 | 4.57 | 7 | MON | AUG | N | 736 | 9.73 | 54.56 | 5.31 | 17 | THU | SEP |
| 02 | 099 | TEH | | 11.18 | 250 | B | 15 | N | 328 | 8.05 | 53.16 | 4.28 | 7 | MON | MAY | N | 410 | 9.82 | 54.52 | 5.35 | 17 | FRI | MAY |
| 07 | 101 | LA | | 2.068 | 702 | O | 15 | S | 8142 | 5.89 | 52.4 | 3.09 | 6 | WED | NOV | N | 7323 | 5.51 | 50.4 | 2.78 | 14 | WED | NOV |
| 07 | 101 | LA | | 12.35 | 135 | O | 15 | N | 8711 | 5.94 | 53.11 | 3.15 | 12 | SUN | APR | N | 9079 | 5.97 | 55.01 | 3.28 | 14 | THU | DEC |
| 07 | 101 | LA | | 19.99 | 136 | O | 15 | S | 9717 | 6.38 | 50.44 | 3.22 | 9 | FRI | APR | N | 10014 | 6.15 | 53.91 | 3.32 | 18 | FRI | APR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 07 | 101 | LA | | 27.6 | 703 | B | 16 | N | 8024 | 7.53 | 55.63 | 4.19 | 8 | WED | JUN | N | 6949 | 6.82 | 53.2 | 3.63 | 13 | SUN | JUN |
| 07 | 101 | LA | | 36.18 | 203 | A | 17 | S | 6884 | 6.93 | 62.54 | 4.33 | 8 | TUE | FEB | N | 6948 | 8.02 | 54.48 | 4.37 | 16 | TUE | FEB |
| 07 | 101 | VEN | | 13.85 | 434 | X | 17 | S | 5203 | 7.68 | 52.59 | 4.04 | 7 | THU | MAY | N | 4774 | 6.93 | 53.52 | 3.71 | 15 | MON | APR |
| 07 | 101 | VEN | R | 25.17 | 740 | A | 17 | N | 4745 | 7.21 | 52.37 | 3.78 | 12 | FRI | MAY | N | 4897 | 7.32 | 53.24 | 3.9 | 17 | FRI | MAY |
| 07 | 101 | VEN | | 27.25 | 139 | A | 16 | S | 4876 | 7.35 | 52.49 | 3.86 | 12 | SAT | FEB | N | 5069 | 7.65 | 52.39 | 4.01 | 17 | MON | AUG |
| 05 | 101 | SB | R | .634 | 501 | A | 17 | S | 3233 | 8.28 | 54.15 | 4.48 | 12 | MON | MAY | S | 3351 | 7.29 | 63.74 | 4.65 | 16 | THU | AUG |
| 05 | 101 | SB | | 9.003 | 117 | B | 17 | N | 3617 | 6.82 | 81.83 | 5.58 | 5 | WED | OCT | N | 3088 | 7.59 | 62.79 | 4.76 | 15 | SUN | NOV |
| 05 | 101 | SB | | 16.55 | 549 | B | 17 | S | 5834 | 7.99 | 52.23 | 4.17 | 7 | WED | AUG | N | 5736 | 8.04 | 51.05 | 4.1 | 16 | THU | OCT |
| 05 | 101 | SB | | 18.36 | 502 | B | 17 | N | 5615 | 7.96 | 51.24 | 4.08 | 7 | THU | MAY | N | 5851 | 8.08 | 52.62 | 4.25 | 16 | THU | JUN |
| 05 | 101 | SB | | 24.76 | 120 | B | 17 | S | 3259 | 6.79 | 69.25 | 4.7 | 7 | WED | DEC | N | 3335 | 8.71 | 55.19 | 4.81 | 14 | WED | NOV |
| 05 | 101 | SB | R | 48.85 | 503 | B | 17 | N | 1448 | 8.69 | 57.74 | 5.02 | 12 | MON | DEC | N | 1957 | 9.95 | 68.14 | 6.78 | 14 | MON | JUL |
| 05 | 101 | SB | | 82.18 | 219 | A | 17 | S | 1969 | 8.75 | 54.09 | 4.73 | 11 | SUN | OCT | N | 2334 | 11.05 | 50.77 | 5.61 | 14 | SUN | NOV |
| 05 | 101 | SLO | | .813 | 504 | A | 17 | N | 2778 | 8.57 | 50.75 | 4.35 | 11 | SUN | JUL | S | 3134 | 9.54 | 51.44 | 4.9 | 16 | FRI | OCT |
| 05 | 101 | SLO | | 17.76 | 441 | B | 17 | N | 3325 | 7.2 | 66.35 | 4.78 | 6 | WED | AUG | S | 3458 | 8.35 | 59.53 | 4.97 | 15 | WED | JUN |
| 05 | 101 | SLO | | 25.91 | 534 | A | 17 | S | 2998 | 8.21 | 55.95 | 4.59 | 12 | SAT | JUL | S | 3268 | 9.15 | 54.72 | 5 | 14 | FRI | NOV |
| 05 | 101 | SLO | | 27.50 | 540 | B | 17 | S | 3007 | 8.84 | 53.6 | 4.74 | 12 | SAT | SEP | S | 3291 | 9.1 | 57.01 | 5.19 | 13 | FRI | JUL |
| 05 | 101 | SLO | | 29.99 | 238 | A | 17 | S | 3077 | 8.42 | 71.86 | 6.05 | 7 | WED | MAY | N | 3130 | 9.49 | 64.86 | 6.15 | 17 | WED | JAN |
| 05 | 101 | SLO | | 37.86 | 507 | B | 17 | S | 2964 | 8.27 | 71.82 | 5.94 | 6 | TUE | OCT | N | 3158 | 9.54 | 66.36 | 6.33 | 16 | WED | JUN |
| 05 | 101 | SLO | | 49.32 | 555 | B | 16 | S | 2975 | 8.92 | 50.88 | 4.54 | 10 | FRI | OCT | S | 3309 | 9.67 | 52.22 | 5.05 | 15 | FRI | JUL |
| 05 | 101 | SLO | | 52.44 | 239 | A | 17 | N | 2703 | 9.06 | 50.68 | 4.59 | 11 | FRI | JUL | S | 2939 | 9.63 | 51.86 | 4.99 | 15 | FRI | AUG |
| 05 | 101 | SLO | | 57.92 | 248 | A | 17 | S | 1504 | 10.14 | 52.96 | 5.37 | 11 | FRI | APR | S | 1694 | 11.05 | 54.7 | 6.05 | 15 | SUN | APR |
| 05 | 101 | SLO | | 60.98 | 245 | B | 17 | N | 1558 | 10.5 | 52.81 | 5.54 | 11 | SAT | AUG | S | 1676 | 11.36 | 52.51 | 5.96 | 16 | SAT | APR |
| 05 | 101 | MON | R | 9.667 | 355 | B | 15 | S | 1144 | 10.63 | 53.96 | 5.74 | 12 | FRI | JUL | S | 1251 | 10.64 | 58.98 | 6.28 | 15 | FRI | OCT |
| 05 | 101 | MON | R | 9.667 | 553 | A | 15 | N | 1005 | 11.28 | 53.18 | 6 | 11 | SUN | JUL | N | 1206 | 12.93 | 55.63 | 7.19 | 16 | SUN | OCT |
| 05 | 101 | MON | R | 32.02 | 508 | B | 15 | S | 975 | 11.66 | 50.05 | 5.84 | 11 | SUN | JUL | N | 1218 | 13.89 | 52.48 | 7.29 | 14 | SUN | JUL |
| 05 | 101 | MON | R | 40.71 | 835 | A | 15 | S | 1012 | 10.62 | 52.19 | 5.54 | 12 | FRI | JUL | N | 1199 | 11.92 | 55.08 | 6.57 | 15 | SUN | OCT |
| 05 | 101 | MON | R | 41.92 | 156 | A | 15 | N | 1322 | 8.8 | 55.36 | 4.87 | 12 | FRI | JUL | S | 1644 | 11.43 | 53.02 | 6.06 | 16 | FRI | OCT |
| 05 | 101 | MON | | 47.69 | 741 | A | 17 | N | 1611 | 9.16 | 54.59 | 5 | 12 | SUN | AUG | N | 1833 | 9.93 | 57.3 | 5.69 | 14 | SUN | JUN |
| 05 | 101 | MON | | 66.40 | 510 | B | 15 | N | 2169 | 6.51 | 82.32 | 5.36 | 7 | WED | AUG | S | 2793 | 10.89 | 63.36 | 6.9 | 17 | FRI | MAY |
| 05 | 101 | MON | | 85.62 | 267 | B | 15 | N | 1030 | 9 | 57.03 | 5.13 | 12 | SAT | MAY | N | 1267 | 10.13 | 62.35 | 6.32 | 16 | TUE | AUG |
| 05 | 101 | SBT | | 7.55 | 711 | B | 16 | S | 3018 | 9.07 | 54.91 | 4.98 | 11 | SAT | AUG | S | 2803 | 8.46 | 54.69 | 4.63 | 15 | SAT | AUG |
| 04 | 101 | SCL | | 3.197 | 58 | B | 16 | N | 3029 | 9.18 | 54.45 | 5 | 11 | SUN | JUN | N | 3168 | 8.96 | 58.34 | 5.23 | 16 | SUN | JUN |
| 04 | 101 | SCL | R | 6.08 | 230 | A | 16 | N | 4308 | 5.12 | 82.88 | 4.24 | 5 | MON | DEC | N | 4407 | 7.38 | 58.78 | 4.34 | 15 | FRI | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 04 | 101 | SCL | R | 10.27 | 911 | B | 17 | N | 4806 | 4.11 | 82.28 | 3.38 | 5 | THU | NOV | S | 4899 | 5.85 | 59.02 | 3.45 | 16 | FRI | APR |
| 04 | 101 | SCL | R | 12.46 | 425 | B | 16 | N | 5043 | 4.96 | 82.32 | 4.08 | 5 | MON | JUN | S | 5378 | 7.03 | 61.99 | 4.36 | 16 | TUE | MAR |
| 04 | 101 | SCL | R | 28.61 | 200 | A | 16 | N | 5466 | 5.69 | 62.35 | 3.55 | 6 | MON | DEC | S | 6465 | 7.32 | 57.3 | 4.2 | 15 | FRI | SEP |
| 04 | 101 | SCL | R | 36.14 | 453 | A | 16 | N | 6337 | 5.42 | 65.85 | 3.57 | 9 | THU | MAR | S | 7503 | 6.88 | 61.39 | 4.22 | 14 | TUE | SEP |
| 04 | 101 | SCL | | 37.73 | 424 | A | 16 | N | 7454 | 5.61 | 72.23 | 4.05 | 6 | TUE | SEP | S | 8042 | 7.07 | 61.82 | 4.37 | 14 | MON | DEC |
| 04 | 101 | SCL | | 39.93 | 413 | A | 16 | S | 7117 | 6.4 | 57.87 | 3.7 | 12 | SAT | MAR | S | 8419 | 6.73 | 65.15 | 4.38 | 14 | WED | SEP |
| 04 | 101 | SM | | 6.623 | 227 | A | 16 | S | 8700 | 7.18 | 53.13 | 3.82 | 7 | MON | MAY | S | 8077 | 6.35 | 55.79 | 3.54 | 16 | TUE | MAY |
| 04 | 101 | SM | | 13.46 | 201 | B | 16 | N | 9463 | 6.84 | 52.35 | 3.58 | 12 | SAT | NOV | N | 9145 | 6.1 | 56.77 | 3.46 | 16 | FRI | NOV |
| 04 | 101 | SM | | 17.95 | 905 | B | 17 | N | 8832 | 5.38 | 53.31 | 2.87 | 8 | WED | FEB | N | 8418 | 5.26 | 51.96 | 2.73 | 16 | MON | DEC |
| 04 | 101 | SM | | 19.80 | 228 | O | 16 | N | 6272 | 7.23 | 55.43 | 4.01 | 7 | TUE | AUG | S | 5279 | 6.65 | 50.77 | 3.37 | 17 | WED | FEB |
| 04 | 101 | SF | | 5.322 | 110 | B | 16 | S | 1725 | 6.69 | 56.19 | 3.76 | 8 | THU | NOV | N | 1691 | 6.21 | 59.4 | 3.69 | 17 | THU | AUG |
| 04 | 101 | SF | | 5.94 | 111 | A | 16 | N | 1484 | 5.52 | 62.27 | 3.44 | 11 | FRI | MAY | N | 1963 | 6.68 | 68.07 | 4.55 | 17 | FRI | MAY |
| 04 | 101 | SON | | 12.68 | 84 | A | 16 | N | 4263 | 7.36 | 51.42 | 3.78 | 11 | SAT | APR | N | 4444 | 7.75 | 50.86 | 3.94 | 14 | FRI | APR |
| 04 | 101 | SON | | 19.65 | 404 | A | 17 | S | 5386 | 6.88 | 56.32 | 3.88 | 10 | MON | OCT | S | 5592 | 7.85 | 51.26 | 4.02 | 14 | FRI | MAY |
| 04 | 101 | SON | | 27.62 | 85 | A | 16 | S | 3523 | 7.99 | 57.08 | 4.56 | 10 | SAT | APR | N | 3535 | 8.41 | 54.45 | 4.58 | 17 | THU | JUL |
| 01 | 101 | MEN | | 17.28 | 937 | O | 15 | S | 919 | 9.35 | 65.36 | 6.11 | 11 | SUN | SEP | S | 966 | 9.57 | 67.18 | 6.43 | 13 | MON | SEP |
| 01 | 101 | MEN | R | 21.8 | 933 | B | 17 | S | 935 | 7.99 | 61.35 | 4.9 | 12 | SUN | SEP | S | 1027 | 8.82 | 61.06 | 5.38 | 13 | SUN | JUL |
| 01 | 101 | MEN | | 30.83 | 121 | A | 17 | S | 1128 | 7.88 | 64.49 | 5.08 | 7 | WED | SEP | S | 1241 | 8.86 | 63.09 | 5.59 | 14 | MON | MAY |
| 01 | 101 | MEN | | 42.2 | 164 | O | 17 | N | 904 | 9.61 | 56.61 | 5.44 | 10 | SAT | JUL | N | 1002 | 11.1 | 54.31 | 6.03 | 15 | FRI | JUL |
| 01 | 101 | MEN | R | 43.79 | 150 | B | 17 | S | 541 | 11.85 | 64.18 | 7.6 | 11 | FRI | DEC | S | 584 | 10.86 | 75.55 | 8.21 | 15 | WED | JAN |
| 01 | 101 | MEN | R | 48.22 | 151 | B | 17 | N | 422 | 10.53 | 69.29 | 7.3 | 10 | SAT | SEP | S | 447 | 13.01 | 59.44 | 7.73 | 14 | SUN | AUG |
| 01 | 101 | MEN | | 55.38 | 115 | B | 17 | S | 535 | 10.9 | 60.25 | 6.57 | 12 | SUN | JUN | S | 588 | 12.37 | 58.39 | 7.22 | 13 | SUN | JUL |
| 01 | 101 | MEN | | 59.33 | 122 | A | 15 | S | 363 | 9.93 | 57.99 | 5.76 | 12 | SUN | SEP | N | 435 | 11.44 | 60.33 | 6.9 | 15 | FRI | JUN |
| 01 | 101 | HUM | | 33.25 | 928 | A | 17 | S | 437 | 10.98 | 52.91 | 5.81 | 11 | FRI | AUG | N | 523 | 11.47 | 60.6 | 6.95 | 15 | WED | AUG |
| 01 | 101 | HUM | R | 51.84 | 801 | B | 17 | S | 557 | 10.31 | 59 | 6.09 | 11 | FRI | AUG | N | 615 | 11.14 | 60.29 | 6.72 | 15 | MON | AUG |
| 01 | 101 | HUM | | 57.51 | 185 | B | 17 | N | 667 | 9.23 | 55.45 | 5.12 | 12 | FRI | AUG | N | 818 | 11.57 | 54.21 | 6.27 | 15 | FRI | AUG |
| 01 | 101 | HUM | | 65.54 | 110 | A | 17 | S | 1149 | 7.97 | 61.35 | 4.89 | 11 | SUN | AUG | S | 1420 | 10.28 | 58.8 | 6.04 | 17 | TUE | AUG |
| 01 | 101 | HUM | | 73.49 | 147 | B | 17 | S | 1251 | 8.69 | 52.08 | 4.52 | 8 | WED | MAR | S | 1618 | 10.34 | 56.57 | 5.85 | 17 | FRI | NOV |
| 01 | 101 | HUM | | 74.95 | 149 | B | 17 | N | 1419 | 7.02 | 66.84 | 4.69 | 7 | WED | NOV | S | 1634 | 9.05 | 59.7 | 5.41 | 17 | MON | APR |
| 01 | 101 | HUM | | 79.06 | 987 | B | 17 | S | 1679 | 10.64 | 50.6 | 5.38 | 12 | FRI | SEP | S | 1742 | 10.17 | 54.9 | 5.58 | 16 | FRI | MAY |
| 01 | 101 | HUM | | 82.4 | 107 | O | 17 | S | 1740 | 8.49 | 55.7 | 4.73 | 7 | WED | NOV | N | 2129 | 9.96 | 58.06 | 5.78 | 17 | TUE | NOV |
| 01 | 101 | HUM | | 85.03 | 803 | B | 17 | S | 1713 | 8.91 | 51.97 | 4.63 | 8 | MON | SEP | N | 2292 | 10.55 | 58.72 | 6.2 | 17 | THU | MAY |
| 01 | 101 | HUM | | 87.48 | 106 | A | 17 | S | 2296 | 8.55 | 62.09 | 5.31 | 8 | TUE | MAR | N | 2563 | 10.29 | 57.6 | 5.93 | 17 | THU | DEC |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 01 | 101 | HUM | R | 97.02 | 104 | A | 17 | N | 918 | 13.38 | 60.88 | 8.14 | 12 | SUN | JUN | S | 938 | 14.11 | 58.99 | 8.32 | 16 | SAT | SEP |
| 01 | 101 | HUM | | 125.7 | 133 | O | 17 | S | 307 | 13.83 | 56.23 | 7.77 | 11 | SUN | JUL | N | 349 | 14.97 | 59.05 | 8.84 | 14 | SAT | JUL |
| 01 | 101 | DN | R | .51 | 134 | O | 17 | N | 279 | 14.14 | 53.97 | 7.63 | 11 | SAT | AUG | S | 293 | 15.62 | 51.31 | 8.01 | 14 | SUN | AUG |
| 01 | 101 | DN | | 23.77 | 806 | A | 17 | N | 340 | 14.2 | 53.21 | 7.56 | 11 | THU | JUL | N | 378 | 14.16 | 59.34 | 8.4 | 16 | WED | AUG |
| 01 | 101 | DN | R | 28.41 | 930 | B | 17 | S | 591 | 10.82 | 51.66 | 5.59 | 12 | MON | JUL | N | 634 | 10.22 | 58.65 | 5.99 | 17 | TUE | AUG |
| 01 | 101 | DN | | 45.89 | 807 | B | 17 | N | 476 | 10.49 | 54.53 | 5.72 | 12 | FRI | AUG | N | 542 | 11.55 | 56.4 | 6.51 | 16 | FRI | AUG |
| 03 | 104 | SAC | | 3.87 | 704 | A | 17 | E | 182 | 8.17 | 66.42 | 5.43 | 7 | THU | OCT | E | 222 | 10.77 | 61.5 | 6.62 | 15 | FRI | OCT |
| 03 | 104 | SAC | | 12.18 | 708 | A | 17 | E | 130 | 8.89 | 79.27 | 7.05 | 5 | FRI | JUL | W | 174 | 12.53 | 75.33 | 9.44 | 14 | FRI | OCT |
| 07 | 105 | LA | R | 17 | 518 | A | 15 | W | 7352 | 6.3 | 55.28 | 3.48 | 7 | TUE | AUG | W | 6680 | 5.83 | 54.24 | 3.16 | 17 | THU | FEB |
| 07 | 105 | LA | R | 18.1 | 520 | O | 15 | E | 1304 | 9.44 | 71.41 | 6.74 | 7 | WED | JAN | E | 1448 | 9.47 | 79 | 7.48 | 17 | WED | JUN |
| 07 | 107 | LA | | 0 | 146 | A | 15 | N | 1908 | 7.38 | 62.01 | 4.58 | 8 | TUE | OCT | S | 2116 | 8.22 | 61.75 | 5.08 | 17 | WED | OCT |
| 07 | 107 | LA | | 4.696 | 227 | A | 16 | N | 2209 | 8.22 | 56.45 | 4.64 | 8 | MON | MAY | N | 2299 | 9.3 | 51.9 | 4.83 | 17 | THU | AUG |
| 10 | 108 | STA | | 36.15 | 72 | B | 17 | W | 834 | 7.7 | 62.85 | 4.84 | 7 | WED | OCT | E | 897 | 9.2 | 56.59 | 5.2 | 17 | TUE | OCT |
| 09 | 108 | MNO | | 15.15 | 951 | B | 17 | W | 103 | 16.09 | 97.17 | 15.63 | 6 | TUE | OCT | E | 98 | 19.12 | 77.78 | 14.87 | 15 | TUE | JUL |
| 07 | 110 | LA | | 12.90 | 809 | B | 16 | S | 10345 | 7.21 | 54.68 | 3.94 | 7 | WED | JUN | S | 9967 | 6.83 | 55.63 | 3.8 | 16 | TUE | MAR |
| 07 | 110 | LA | | 29.5 | 360 | B | 17 | S | 3666 | 7.68 | 60.48 | 4.64 | 7 | THU | DEC | N | 3619 | 7.86 | 58.29 | 4.58 | 17 | MON | MAY |
| 11 | 111 | IMP | R | .202 | 708 | B | 17 | S | 1327 | 6.31 | 71.81 | 4.53 | 12 | SAT | SEP | S | 1520 | 7.23 | 71.77 | 5.19 | 14 | SAT | NOV |
| 11 | 111 | IMP | R | 1.183 | 701 | A | 17 | S | 1307 | 6.21 | 60.09 | 3.73 | 12 | SAT | DEC | S | 1665 | 8.08 | 58.83 | 4.75 | 17 | WED | NOV |
| 11 | 111 | IMP | R | 4.741 | 868 | A | 17 | N | 1496 | 5.96 | 70.97 | 4.23 | 7 | MON | AUG | S | 1834 | 8.7 | 59.62 | 5.19 | 16 | FRI | DEC |
| 11 | 111 | IMP | R | 9.503 | 870 | A | 17 | S | 1650 | 9.39 | 77.32 | 7.26 | 7 | THU | APR | S | 1293 | 7.86 | 72.32 | 5.69 | 13 | WED | APR |
| 11 | 111 | IMP | R | 12.87 | 672 | A | 17 | S | 702 | 6.93 | 65.3 | 4.53 | 12 | SAT | DEC | S | 918 | 9.15 | 64.69 | 5.92 | 16 | THU | NOV |
| 11 | 111 | IMP | R | 17.39 | 673 | A | 17 | S | 729 | 8.57 | 55.4 | 4.75 | 7 | WED | APR | S | 912 | 8.72 | 68.11 | 5.94 | 16 | TUE | NOV |
| 11 | 111 | IMP | | 23.79 | 675 | A | 17 | S | 308 | 7.57 | 66.38 | 5.02 | 10 | FRI | SEP | S | 428 | 9.95 | 70.16 | 6.98 | 15 | FRI | DEC |
| 11 | 111 | IMP | | 57.63 | 709 | B | 17 | N | 110 | 10.74 | 61.45 | 6.6 | 11 | SUN | JAN | N | 175 | 14.83 | 70.85 | 10.5 | 15 | SAT | JAN |
| 11 | 111 | IMP | | 65.39 | 710 | B | 17 | S | 103 | 8.38 | 75.18 | 6.3 | 8 | SAT | FEB | N | 174 | 12.85 | 82.86 | 10.65 | 15 | SUN | MAY |
| 08 | 111 | RIV | R | 18.51 | 723 | A | 17 | S | 410 | 8.34 | 70.33 | 5.86 | 5 | TUE | NOV | N | 385 | 9.86 | 55.8 | 5.5 | 15 | THU | JAN |
| 04 | 113 | SOL | | 0 | 347 | A | 16 | S | 261 | 10.11 | 53.27 | 5.39 | 6 | WED | MAR | S | 301 | 10.38 | 59.84 | 6.21 | 15 | FRI | DEC |
| 04 | 113 | SOL | | 18.95 | 348 | A | 16 | S | 516 | 6.91 | 90.37 | 6.25 | 4 | WED | SEP | N | 496 | 9.81 | 61.24 | 6 | 14 | WED | SEP |
| 03 | 113 | YOL | R | 4.105 | 716 | A | 17 | S | 1699 | 9.65 | 64.68 | 6.24 | 7 | WED | AUG | N | 1914 | 9.78 | 71.9 | 7.03 | 16 | TUE | NOV |
| 03 | 113 | YOL | R | 10.22 | 717 | B | 17 | S | 1034 | 8.59 | 58.32 | 5.01 | 8 | TUE | OCT | N | 1358 | 10.46 | 62.9 | 6.58 | 17 | FRI | SEP |
| 03 | 113 | YOL | | 22.08 | 722 | O | 17 | S | 513 | 9.85 | 77.14 | 7.6 | 5 | MON | AUG | N | 653 | 13.35 | 72.48 | 9.67 | 15 | FRI | AUG |
| 03 | 113 | SUT | | 0 | 722 | O | 17 | S | 513 | 9.85 | 77.14 | 7.6 | 5 | MON | AUG | N | 653 | 13.35 | 72.48 | 9.67 | 15 | FRI | AUG |
| 03 | 113 | SUT | | 14.29 | 724 | A | 17 | S | 316 | 9.45 | 88.76 | 8.39 | 5 | THU | MAY | N | 363 | 12.77 | 75.47 | 9.63 | 16 | FRI | MAY |

| | | | | | | | | | AM PEAK | | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 03 | 113 | SUT | | 16.46 | 725 | B | 17 | S | 347 | 10.62 | 72.75 | 7.73 | 6 | FRI | OCT | N | 466 | 13.61 | 76.27 | 10.38 | 17 | MON | OCT |
| 11 | 115 | IMP | L | 10.90 | 880 | B | 17 | N | 430 | 9.09 | 63.89 | 5.8 | 7 | THU | JAN | N | 441 | 11.12 | 53.52 | 5.95 | 15 | FRI | JAN |
| 11 | 115 | IMP | | 21.17 | 976 | B | 17 | S | 122 | 6.88 | 72.19 | 4.97 | 10 | SAT | JUL | S | 151 | 9.9 | 62.14 | 6.15 | 16 | THU | FEB |
| 11 | 115 | IMP | | 21.18 | 881 | A | 17 | N | 106 | 9.79 | 79.7 | 7.81 | 5 | WED | MAY | S | 109 | 10.46 | 76.76 | 8.03 | 16 | MON | DEC |
| 11 | 115 | IMP | | 34.96 | 882 | A | 17 | S | 262 | 10.8 | 61.5 | 6.64 | 7 | MON | FEB | N | 287 | 10.17 | 71.57 | 7.28 | 15 | THU | APR |
| 04 | 116 | SON | | 0 | 14 | A | 17 | E | 206 | 15.63 | 51.76 | 8.09 | 12 | SUN | SEP | W | 227 | 17.51 | 50.9 | 8.91 | 13 | SUN | SEP |
| 07 | 118 | VEN | | 10.92 | 149 | B | 15 | W | 665 | 8.18 | 66.9 | 5.47 | 12 | SAT | MAY | E | 667 | 7.74 | 70.88 | 5.49 | 17 | SUN | SEP |
| 07 | 118 | VEN | R | 23.6 | 459 | A | 15 | W | 5196 | 9.39 | 59.25 | 5.56 | 7 | THU | NOV | E | 4728 | 8.78 | 57.67 | 5.06 | 16 | WED | NOV |
| 07 | 118 | VEN | R | 27.81 | 782 | O | 17 | E | 6078 | 8.22 | 56.4 | 4.63 | 7 | WED | SEP | E | 6266 | 8.31 | 57.49 | 4.78 | 17 | THU | MAY |
| 07 | 118 | LA | R | 5.195 | 480 | A | 15 | W | 9635 | 8.93 | 53.91 | 4.82 | 7 | WED | MAR | E | 8455 | 7.9 | 53.47 | 4.23 | 16 | TUE | MAR |
| 07 | 118 | LA | R | 10.8 | 422 | O | 17 | W | 10439 | 7.9 | 53.24 | 4.21 | 6 | MON | APR | W | 10161 | 8.02 | 51.05 | 4.1 | 17 | THU | OCT |
| 06 | 119 | KER | | 0 | 93 | A | 15 | W | 334 | 8.04 | 80.48 | 6.47 | 6 | MON | APR | E | 360 | 9.94 | 70.18 | 6.98 | 16 | TUE | OCT |
| 06 | 119 | KER | | 3.17 | 189 | A | 15 | W | 746 | 10.14 | 64.37 | 6.53 | 6 | MON | JAN | E | 846 | 11.56 | 64.04 | 7.4 | 16 | WED | OCT |
| 06 | 119 | KER | | 18.17 | 64 | B | 17 | W | 722 | 9.23 | 75.44 | 6.96 | 6 | TUE | MAY | E | 760 | 10.36 | 70.76 | 7.33 | 16 | WED | NOV |
| 06 | 119 | KER | | 19.77 | 6 | B | 15 | W | 674 | 11.51 | 88.8 | 10.22 | 5 | TUE | OCT | E | 601 | 12.2 | 74.66 | 9.11 | 16 | MON | OCT |
| 06 | 119 | KER | | 19.77 | 7 | A | 15 | W | 830 | 12.83 | 90.02 | 11.55 | 5 | THU | OCT | E | 661 | 12.39 | 74.27 | 9.2 | 16 | THU | JAN |
| 06 | 119 | KER | | 31.28 | 94 | B | 15 | E | 737 | 8.47 | 55.54 | 4.7 | 7 | THU | APR | W | 823 | 9.64 | 54.47 | 5.25 | 17 | THU | JAN |
| 10 | 120 | SJ | | 21.18 | 2 | B | 16 | W | 787 | 10.74 | 62.86 | 6.75 | 12 | MON | MAY | W | 834 | 9.62 | 74.4 | 7.16 | 17 | SUN | SEP |
| 10 | 120 | STA | | 7.225 | 163 | A | 16 | E | 1128 | 10.53 | 56.97 | 6 | 12 | SUN | JUL | W | 1127 | 8.54 | 70.17 | 5.99 | 17 | SUN | MAR |
| 10 | 120 | TUO | R | 5.982 | 420 | A | 17 | W | 865 | 11.13 | 61 | 6.79 | 12 | SUN | JUN | E | 905 | 10.58 | 67.14 | 7.1 | 13 | FRI | NOV |
| 10 | 120 | TUO | | 15.52 | 174 | A | 16 | E | 436 | 14.28 | 73.52 | 10.5 | 9 | SAT | JUL | W | 427 | 14.49 | 70.93 | 10.28 | 16 | SUN | JUL |
| 10 | 120 | TUO | R | 23.90 | 35 | B | 16 | E | 431 | 13.24 | 69.63 | 9.22 | 10 | SAT | JUN | W | 445 | 16.57 | 57.42 | 9.52 | 13 | SUN | AUG |
| 09 | 120 | MNO | R | 12.06 | 948 | B | 17 | W | 300 | 26.8 | 82.42 | 22.09 | 10 | SUN | OCT | E | 256 | 25.41 | 74.2 | 18.85 | 17 | FRI | AUG |
| 09 | 120 | MNO | | 51.86 | 100 | B | 17 | W | 33 | 21.4 | 60 | 12.84 | 12 | SUN | JUL | W | 35 | 22.18 | 61.4 | 13.62 | 14 | FRI | AUG |
| 09 | 120 | MNO | | 51.86 | 311 | A | 17 | W | 29 | 28.49 | 59.18 | 16.86 | 10 | SUN | JUL | W | 29 | 23.84 | 70.73 | 16.86 | 13 | TUE | SEP |
| 09 | 120 | MNO | | 58.99 | 626 | B | 17 | W | 43 | 15.7 | 56.58 | 8.88 | 12 | TUE | JUL | W | 45 | 14.67 | 63.38 | 9.3 | 15 | MON | SEP |
| 04 | 121 | SON | R | 7.438 | 16 | B | 17 | S | 1264 | 8.41 | 69.11 | 5.81 | 6 | MON | JUN | N | 1043 | 9.1 | 52.7 | 4.79 | 14 | FRI | SEP |
| 11 | 125 | SD | L | 2.447 | 130 | B | 17 | S | 912 | 11.95 | 74.82 | 8.94 | 7 | FRI | MAR | N | 752 | 10.47 | 70.41 | 7.37 | 16 | THU | MAR |
| 11 | 125 | SD | | 3.061 | 131 | B | 17 | S | 1133 | 13.33 | 59.98 | 8 | 7 | MON | SEP | N | 832 | 10.57 | 55.54 | 5.87 | 17 | THU | DEC |
| 11 | 125 | SD | | 9.898 | 746 | B | 17 | S | 4887 | 8.46 | 51.59 | 4.36 | 7 | WED | MAY | S | 5487 | 8.39 | 58.39 | 4.9 | 17 | FRI | JUN |
| 11 | 125 | SD | | 12.97 | 991 | A | 17 | N | 6896 | 6.71 | 56.2 | 3.77 | 7 | TUE | JUL | N | 6716 | 7.26 | 50.62 | 3.67 | 16 | THU | MAY |
| 11 | 125 | SD | | 18.42 | 745 | A | 17 | N | 5078 | 8.92 | 61 | 5.44 | 7 | TUE | MAR | S | 4597 | 8.79 | 56.05 | 4.93 | 15 | THU | FEB |
| 11 | 125 | SD | | 22.17 | 749 | B | 17 | N | 3072 | 7.01 | 63.95 | 4.48 | 7 | THU | AUG | S | 3516 | 9.09 | 56.46 | 5.13 | 17 | TUE | MAY |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 11 | 125 | SD | | 22.30 | 748 | B | 17 | N | 1816 | 10.07 | 56.07 | 5.64 | 7 | THU | FEB | S | 1772 | 8.65 | 63.7 | 5.51 | 17 | WED | AUG |
| 07 | 126 | VEN | R | 13.53 | 159 | O | 17 | W | 1704 | 7.69 | 63.56 | 4.88 | 7 | WED | NOV | E | 1976 | 9.24 | 61.29 | 5.66 | 17 | THU | FEB |
| 07 | 126 | VEN | R | 30.8 | 907 | O | 17 | W | 1462 | 9.42 | 62.05 | 5.85 | 11 | SUN | MAY | E | 1527 | 11.02 | 55.43 | 6.11 | 16 | FRI | JUL |
| 07 | 126 | LA | R | 3.564 | 462 | A | 17 | W | 1473 | 9.09 | 60.74 | 5.52 | 12 | SAT | JUL | E | 1555 | 9.7 | 60.09 | 5.83 | 16 | FRI | APR |
| 07 | 126 | LA | R | 5.85 | 163 | A | 15 | W | 1635 | 7.42 | 78.19 | 5.8 | 7 | TUE | MAY | W | 2063 | 9.13 | 80.24 | 7.33 | 17 | FRI | APR |
| 09 | 127 | INY | | 0 | 955 | A | 17 | N | 89 | 20.29 | 57.42 | 11.65 | 8 | TUE | FEB | N | 73 | 15.71 | 60.83 | 9.56 | 13 | MON | MAR |
| 09 | 127 | INY | | 6.51 | 954 | A | 17 | N | 69 | 16.74 | 57.03 | 9.54 | 12 | MON | APR | N | 66 | 16.46 | 55.46 | 9.13 | 13 | MON | APR |
| 09 | 127 | INY | | 14.75 | 923 | B | 17 | N | 79 | 13.61 | 56.03 | 7.63 | 12 | SAT | MAR | N | 90 | 10.71 | 81.08 | 8.69 | 17 | FRI | JUN |
| 09 | 127 | INY | | 14.75 | 935 | A | 17 | N | 77 | 11.72 | 66.38 | 7.78 | 11 | WED | MAY | S | 81 | 15.66 | 52.26 | 8.18 | 13 | SUN | MAR |
| 09 | 127 | INY | | 16.43 | 956 | A | 17 | N | 40 | 17.31 | 59.7 | 10.34 | 11 | SUN | APR | S | 35 | 10.85 | 83.33 | 9.04 | 15 | SAT | MAY |
| 09 | 127 | INY | | 16.43 | 965 | B | 17 | N | 52 | 15.65 | 63.42 | 9.92 | 9 | SUN | APR | S | 51 | 12.98 | 75 | 9.73 | 15 | SUN | MAR |
| 09 | 127 | INY | | 41.99 | 647 | B | 17 | S | 35 | 15.32 | 63.64 | 9.75 | 9 | SUN | MAR | N | 35 | 14.76 | 66.04 | 9.75 | 13 | WED | MAR |
| 09 | 127 | INY | | 42.15 | 517 | B | 17 | N | 120 | 10.97 | 79.47 | 8.71 | 11 | THU | NOV | S | 119 | 10.46 | 82.64 | 8.64 | 17 | MON | NOV |
| 09 | 127 | INY | | 49.42 | 998 | B | 17 | S | 54 | 9.85 | 72.97 | 7.19 | 12 | THU | DEC | S | 56 | 10.52 | 70.89 | 7.46 | 13 | WED | DEC |
| 01 | 128 | MEN | | 23.71 | 120 | O | 17 | E | 341 | 12.55 | 70.46 | 8.84 | 11 | SUN | JUL | E | 308 | 12 | 66.52 | 7.98 | 14 | SUN | SEP |
| 01 | 128 | MEN | | 29.82 | 166 | O | 17 | E | 228 | 15.38 | 72.84 | 11.2 | 11 | SUN | JUN | E | 281 | 19.17 | 72.05 | 13.81 | 14 | SUN | SEP |
| 04 | 128 | SON | L | 4.971 | 97 | A | 17 | E | 185 | 8.86 | 63.36 | 5.61 | 10 | SUN | SEP | W | 237 | 10.26 | 70.12 | 7.19 | 15 | MON | MAR |
| 03 | 128 | YOL | | 4.637 | 730 | B | 17 | W | 196 | 15.24 | 70 | 10.67 | 11 | SAT | AUG | E | 266 | 19.92 | 72.68 | 14.48 | 15 | FRI | AUG |
| 03 | 128 | YOL | | 4.637 | 731 | A | 17 | W | 203 | 13.47 | 66.56 | 8.97 | 11 | SAT | MAY | E | 241 | 15.46 | 68.86 | 10.64 | 16 | SAT | MAY |
| 05 | 129 | SCR | | 7.2 | 591 | A | 16 | E | 678 | 8.52 | 68.07 | 5.8 | 10 | FRI | MAR | W | 687 | 9.09 | 64.63 | 5.88 | 17 | THU | SEP |
| 04 | 130 | SCL | | 6.06 | 206 | A | 16 | W | 98 | 17.96 | 67.12 | 12.05 | 12 | SAT | SEP | E | 72 | 14.02 | 63.16 | 8.86 | 16 | MON | SEP |
| 10 | 132 | STA | | 23.14 | 70 | A | 16 | W | 567 | 8.29 | 63.78 | 5.29 | 8 | THU | MAY | E | 564 | 8.67 | 60.71 | 5.26 | 17 | FRI | AUG |
| 10 | 132 | MPA | | 18.75 | 253 | B | 16 | E | 59 | 12.03 | 68.61 | 8.25 | 11 | SUN | APR | E | 52 | 9.65 | 75.36 | 7.27 | 16 | SUN | MAY |
| 12 | 133 | ORA | | 3.416 | 365 | B | 16 | N | 2142 | 7.3 | 79.19 | 5.78 | 7 | THU | FEB | N | 2088 | 7.11 | 79.24 | 5.63 | 18 | SAT | JUN |
| 12 | 133 | ORA | | 3.416 | 665 | A | 16 | S | 1228 | 7.51 | 62.11 | 4.66 | 6 | WED | OCT | S | 1283 | 7.72 | 63.17 | 4.87 | 17 | WED | JUN |
| 12 | 133 | ORA | | 10.21 | 920 | A | 17 | S | 9207 | 13.28 | 88.08 | 11.7 | 7 | TUE | MAY | N | 4588 | 8.99 | 64.86 | 5.83 | 17 | WED | FEB |
| 12 | 133 | ORA | | 13.64 | 942 | B | 16 | S | 5071 | 12.54 | 81.67 | 10.24 | 7 | TUE | MAY | N | 4374 | 11.71 | 75.41 | 8.83 | 17 | THU | MAR |
| 07 | 134 | LA | R | 5.667 | 168 | B | 16 | W | 8485 | 7.11 | 56.51 | 4.02 | 8 | TUE | JUN | W | 7727 | 6.4 | 57.16 | 3.66 | 16 | THU | DEC |
| 05 | 135 | SB | | 0 | 213 | A | 17 | S | 259 | 7.44 | 76.63 | 5.7 | 7 | WED | OCT | S | 260 | 10.75 | 53.28 | 5.73 | 16 | MON | JUL |
| 05 | 135 | SB | | 9.095 | 215 | B | 17 | S | 215 | 14.87 | 82.06 | 12.2 | 6 | WED | OCT | N | 162 | 13.62 | 67.5 | 9.19 | 16 | THU | JUL |
| 05 | 135 | SB | M | 11.72 | 222 | B | 17 | N | 632 | 28.62 | 61.84 | 17.7 | 7 | WED | JUL | N | 1311 | 45.28 | 81.08 | 36.71 | 16 | TUE | JUL |
| 05 | 135 | SB | R | 9.095 | 217 | A | 17 | S | 462 | 7.43 | 69.16 | 5.14 | 12 | SAT | OCT | S | 718 | 13.75 | 58.09 | 7.99 | 16 | TUE | JAN |
| 05 | 135 | SB | | 10.93 | 221 | B | 17 | N | 1149 | 8.61 | 56.46 | 4.86 | 7 | WED | JAN | S | 1294 | 10.05 | 54.48 | 5.47 | 17 | THU | AUG |

| | | | | | | | | | AM PEAK | | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 05 | 135 | SB | | 15.77 | 533 | B | 16 | S | 1025 | 7.93 | 51.38 | 4.07 | 12 | SAT | JAN | N | 1283 | 9.56 | 53.33 | 5.1 | 17 | FRI | APR |
| 05 | 135 | SB | | 17.81 | 225 | B | 17 | N | 1532 | 7.84 | 87.44 | 6.86 | 6 | THU | OCT | S | 1274 | 9.47 | 60.21 | 5.7 | 17 | THU | JUL |
| 09 | 136 | INY | | 0 | 638 | A | 17 | E | 68 | 13.43 | 69.39 | 9.32 | 9 | TUE | SEP | W | 91 | 15.21 | 81.98 | 12.47 | 15 | WED | JUL |
| 09 | 136 | INY | | 17.73 | 938 | B | 17 | E | 61 | 18.16 | 64.21 | 11.66 | 10 | FRI | JUL | W | 67 | 20.46 | 62.62 | 12.81 | 14 | TUE | AUG |
| 06 | 137 | TUL | | 7.2 | 19 | B | 17 | W | 207 | 9.09 | 66.13 | 6.01 | 6 | THU | MAR | E | 267 | 11.06 | 70.08 | 7.75 | 15 | THU | MAR |
| 06 | 137 | TUL | | 7.2 | 22 | A | 17 | W | 90 | 6.85 | 70.31 | 4.82 | 6 | TUE | AUG | E | 148 | 11.08 | 71.5 | 7.92 | 16 | WED | MAY |
| 06 | 137 | TUL | | 14.26 | 25 | B | 17 | E | 229 | 7.32 | 62.4 | 4.57 | 7 | MON | AUG | E | 276 | 10.44 | 52.77 | 5.51 | 14 | FRI | MAY |
| 06 | 137 | TUL | | 14.98 | 30 | B | 17 | E | 420 | 6.68 | 67.09 | 4.48 | 8 | WED | AUG | W | 491 | 10.16 | 51.58 | 5.24 | 15 | TUE | FEB |
| 06 | 137 | TUL | R | 15.78 | 97 | B | 17 | E | 272 | 9.43 | 54.4 | 5.13 | 7 | THU | AUG | W | 335 | 11.99 | 52.67 | 6.32 | 15 | FRI | FEB |
| 06 | 137 | TUL | | 15.78 | 151 | A | 17 | E | 479 | 8.47 | 55.96 | 4.74 | 12 | FRI | MAY | E | 525 | 9.8 | 52.98 | 5.19 | 16 | FRI | FEB |
| 06 | 137 | TUL | | 17.51 | 23 | A | 17 | W | 605 | 8.67 | 56.49 | 4.9 | 12 | SUN | APR | W | 694 | 10.92 | 51.48 | 5.62 | 15 | FRI | OCT |
| 06 | 137 | TUL | | 20.46 | 32 | A | 17 | W | 574 | 8.58 | 60.17 | 5.16 | 11 | SUN | MAR | W | 574 | 8.94 | 57.75 | 5.16 | 13 | SUN | NOV |
| 06 | 137 | TUL | | 27.40 | 98 | B | 17 | W | 588 | 8.43 | 59.76 | 5.03 | 12 | SUN | NOV | E | 591 | 8.89 | 56.94 | 5.06 | 14 | SUN | NOV |
| 07 | 138 | LA | | 1.887 | 169 | O | 17 | W | 254 | 10.2 | 55.58 | 5.67 | 11 | SUN | MAR | E | 387 | 13.08 | 66.04 | 8.63 | 17 | SUN | AUG |
| 07 | 138 | LA | | 43.42 | 170 | A | 17 | W | 1345 | 7.37 | 52.42 | 3.86 | 12 | MON | JUL | E | 1562 | 8.48 | 52.91 | 4.49 | 15 | FRI | APR |
| 07 | 138 | LA | | 47.3 | 470 | A | 16 | E | 799 | 7.95 | 54.21 | 4.31 | 12 | WED | JUN | E | 941 | 7.89 | 64.32 | 5.08 | 17 | FRI | FEB |
| 07 | 138 | LA | | 69.3 | 224 | A | 17 | W | 868 | 8.63 | 70.63 | 6.09 | 7 | MON | OCT | W | 1083 | 15.09 | 50.4 | 7.6 | 16 | SUN | OCT |
| 08 | 138 | SBD | R | 15.20 | 965 | A | 15 | W | 549 | 10.8 | 94.98 | 10.26 | 5 | MON | NOV | W | 878 | 24.37 | 67.33 | 16.41 | 16 | FRI | AUG |
| 08 | 138 | SBD | R | 37.85 | 853 | B | 15 | E | 427 | 7.21 | 86.79 | 6.26 | 7 | TUE | JAN | W | 513 | 9.91 | 75.89 | 7.52 | 17 | FRI | JAN |
| 02 | 139 | LAS | | 0 | 142 | A | 16 | S | 342 | 10.56 | 54.29 | 5.73 | 12 | FRI | AUG | S | 333 | 9.89 | 56.44 | 5.58 | 16 | WED | JUN |
| 02 | 139 | LAS | | 2.34 | 143 | B | 16 | N | 71 | 13.03 | 56.8 | 7.4 | 11 | FRI | MAY | S | 76 | 11.89 | 66.67 | 7.92 | 15 | SUN | AUG |
| 02 | 139 | MOD | | .231 | 144 | B | 17 | N | 92 | 19.97 | 71.32 | 14.24 | 12 | FRI | AUG | N | 72 | 18.11 | 61.54 | 11.15 | 14 | FRI | AUG |
| 02 | 139 | MOD | R | .231 | 228 | A | 17 | N | 95 | 14.44 | 60.51 | 8.74 | 11 | FRI | AUG | N | 85 | 12.14 | 64.39 | 7.82 | 14 | MON | AUG |
| 02 | 139 | MOD | | 23.2 | 233 | O | 17 | N | 106 | 12.22 | 65.43 | 7.99 | 9 | SUN | AUG | S | 93 | 11.24 | 62.42 | 7.01 | 14 | WED | SEP |
| 02 | 139 | MOD | | 50.68 | 230 | O | 17 | N | 149 | 10.37 | 61.07 | 6.33 | 11 | SAT | AUG | N | 155 | 11.6 | 56.78 | 6.58 | 14 | WED | AUG |
| 02 | 139 | SIS | | 0 | 230 | O | 17 | N | 149 | 10.37 | 61.07 | 6.33 | 11 | SAT | AUG | N | 155 | 11.6 | 56.78 | 6.58 | 14 | WED | AUG |
| 02 | 139 | SIS | | 5.042 | 100 | B | 17 | N | 365 | 15.51 | 75.1 | 11.65 | 12 | WED | AUG | N | 381 | 16.02 | 75.9 | 12.16 | 14 | SUN | AUG |
| 02 | 139 | SIS | | 5.043 | 145 | B | 17 | N | 365 | 14.93 | 75.1 | 11.21 | 12 | WED | AUG | N | 381 | 15.42 | 75.9 | 11.7 | 14 | SUN | AUG |
| 10 | 140 | MER | | 6.06 | 195 | A | 16 | W | 226 | 7.82 | 72.2 | 5.65 | 11 | SUN | SEP | E | 211 | 7.85 | 67.2 | 5.27 | 15 | SUN | SEP |
| 10 | 140 | MPA | | 21.22 | 184 | B | 16 | E | 445 | 8.64 | 59.89 | 5.18 | 9 | SAT | MAY | W | 492 | 9.89 | 57.88 | 5.72 | 17 | WED | MAY |
| 08 | 142 | SBD | | 0 | 142 | A | 16 | W | 1413 | 10.67 | 89.6 | 9.56 | 7 | TUE | JAN | E | 1385 | 11.01 | 85.07 | 9.37 | 16 | TUE | OCT |
| 06 | 145 | FRE | | 0 | 193 | A | 16 | N | 161 | 9.87 | 70.31 | 6.94 | 7 | MON | APR | N | 145 | 9.83 | 63.6 | 6.25 | 13 | WED | JUL |
| 06 | 145 | FRE | | 13.21 | 160 | A | 16 | S | 401 | 11.77 | 75.8 | 8.93 | 6 | THU | APR | N | 359 | 11.77 | 67.86 | 7.99 | 16 | THU | APR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 145 | FRE | | 13.21 | 402 | B | 16 | S | 403 | 12.31 | 76.76 | 9.45 | 6 | TUE | APR | N | 344 | 11.72 | 68.8 | 8.07 | 16 | WED | APR |
| 06 | 145 | FRE | | 35.15 | 194 | B | 16 | N | 516 | 8.36 | 56.46 | 4.72 | 12 | MON | JUL | N | 686 | 10.2 | 61.53 | 6.28 | 16 | MON | APR |
| 06 | 145 | FRE | | 35.15 | 47 | A | 16 | N | 441 | 8.14 | 59.43 | 4.84 | 12 | MON | JUL | N | 741 | 12.16 | 66.88 | 8.13 | 16 | FRI | JUL |
| 06 | 145 | MAD | | 6.06 | 245 | A | 17 | S | 563 | 11.56 | 83.28 | 9.63 | 5 | TUE | MAY | N | 527 | 13.61 | 66.21 | 9.01 | 16 | FRI | APR |
| 06 | 145 | MAD | | 8.06 | 99 | A | 16 | S | 708 | 6.94 | 72.25 | 5.01 | 6 | WED | JAN | N | 731 | 8.94 | 57.92 | 5.18 | 17 | FRI | JAN |
| 06 | 145 | MAD | | 9.68 | 100 | A | 16 | S | 687 | 7.45 | 58.52 | 4.36 | 7 | MON | APR | N | 881 | 10.61 | 52.66 | 5.59 | 16 | FRI | JAN |
| 06 | 145 | MAD | | 11.02 | 101 | A | 16 | N | 471 | 8.77 | 55.15 | 4.84 | 12 | SUN | JUL | N | 487 | 8.45 | 59.17 | 5 | 17 | FRI | JUL |
| 06 | 145 | MAD | | 11.02 | 417 | B | 16 | S | 610 | 8.39 | 67.93 | 5.7 | 7 | MON | APR | N | 513 | 8.4 | 57.06 | 4.79 | 16 | WED | APR |
| 06 | 145 | MAD | | 25.46 | 53 | B | 16 | N | 269 | 7.15 | 68.8 | 4.92 | 12 | SAT | JAN | S | 307 | 9.9 | 56.75 | 5.62 | 15 | SUN | JUL |
| 02 | 147 | PLU | | 0 | 146 | A | 16 | S | 74 | 15.45 | 53.62 | 8.29 | 12 | SAT | AUG | S | 70 | 15.12 | 51.85 | 7.84 | 14 | SUN | AUG |
| 02 | 147 | LAS | | 1.79 | 147 | B | 16 | N | 53 | 8.8 | 70.67 | 6.22 | 7 | WED | NOV | S | 62 | 10.8 | 67.39 | 7.28 | 16 | THU | MAY |
| 03 | 149 | BUT | R | 0 | 791 | A | 17 | S | 1042 | 10.14 | 55.16 | 5.59 | 7 | WED | OCT | S | 1001 | 10.3 | 52.16 | 5.37 | 17 | THU | JUL |
| 05 | 150 | SB | R | 0 | 281 | A | 16 | E | 825 | 17.32 | 89.09 | 15.43 | 7 | THU | SEP | W | 820 | 17.81 | 86.13 | 15.34 | 15 | SAT | DEC |
| 07 | 150 | VEN | | 11.27 | 259 | A | 17 | W | 217 | 8.4 | 92.74 | 7.79 | 7 | TUE | NOV | E | 197 | 9.65 | 73.23 | 7.07 | 17 | MON | MAY |
| 07 | 150 | VEN | | 22.48 | 261 | B | 17 | W | 207 | 11.62 | 55.2 | 6.41 | 12 | WED | FEB | E | 225 | 11.09 | 62.85 | 6.97 | 15 | WED | FEB |
| 07 | 150 | VEN | | 34.1 | 176 | A | 17 | E | 874 | 8.29 | 62.79 | 5.21 | 7 | SUN | FEB | W | 761 | 7.86 | 57.65 | 4.53 | 17 | THU | FEB |
| 02 | 151 | SHA | | 0 | 381 | A | 15 | W | 36 | 17.92 | 58.07 | 10.4 | 11 | MON | MAY | E | 51 | 24.57 | 60 | 14.74 | 16 | SAT | FEB |
| 02 | 151 | SHA | | 3.781 | 149 | A | 15 | W | 124 | 10.69 | 69.66 | 7.45 | 10 | SAT | NOV | W | 113 | 12.01 | 56.5 | 6.79 | 14 | SAT | FEB |
| 02 | 151 | SHA | | 6.79 | 297 | B | 15 | E | 782 | 9.01 | 68.18 | 6.14 | 11 | SAT | NOV | W | 648 | 9.56 | 53.25 | 5.09 | 17 | TUE | NOV |
| 02 | 151 | SHA | R | 6.902 | 295 | B | 15 | E | 754 | 9.09 | 65.79 | 5.98 | 7 | WED | NOV | W | 691 | 9.3 | 58.91 | 5.48 | 17 | FRI | FEB |
| 04 | 152 | SCL | | 5.03 | 210 | A | 16 | W | 333 | 10.81 | 52.44 | 5.67 | 12 | SUN | JUN | E | 409 | 12.07 | 57.69 | 6.96 | 17 | FRI | SEP |
| 04 | 152 | SCL | R | 21.98 | 61 | B | 16 | E | 1140 | 7.77 | 56.6 | 4.4 | 10 | SAT | SEP | E | 1500 | 9.54 | 60.66 | 5.79 | 15 | FRI | JUN |
| 04 | 152 | SCL | R | 26.31 | 907 | A | 17 | W | 2147 | 6.08 | 86.99 | 5.29 | 5 | MON | SEP | E | 2302 | 9.27 | 61.14 | 5.67 | 17 | FRI | JUL |
| 10 | 152 | MER | R | 13.24 | 44 | B | 16 | W | 1549 | 6.09 | 87.32 | 5.32 | 5 | TUE | MAY | E | 1846 | 8.61 | 73.58 | 6.33 | 20 | FRI | JUL |
| 10 | 152 | MER | | 13.85 | 348 | B | 16 | W | 1568 | 9 | 56.73 | 5.11 | 11 | SAT | JUN | E | 1946 | 9.37 | 67.66 | 6.34 | 16 | FRI | APR |
| 10 | 152 | MER | | 23.92 | 22 | B | 17 | W | 1057 | 7.9 | 61.2 | 4.83 | 9 | SAT | AUG | E | 1065 | 8.9 | 54.76 | 4.87 | 17 | FRI | SEP |
| 06 | 152 | MAD | | 1.07 | 152 | A | 16 | E | 1170 | 10.8 | 75.29 | 8.13 | 10 | TUE | APR | E | 1394 | 12.19 | 79.48 | 9.68 | 15 | TUE | APR |
| 06 | 152 | MAD | | 12.36 | 103 | O | 17 | W | 729 | 8.02 | 62.41 | 5.01 | 9 | SAT | JUN | E | 735 | 6.36 | 79.37 | 5.05 | 21 | FRI | APR |
| 05 | 154 | SB | R | 0 | 123 | A | 15 | E | 501 | 9.04 | 52.85 | 4.78 | 12 | SAT | JUN | W | 593 | 9.16 | 61.77 | 5.66 | 16 | TUE | SEP |
| 05 | 154 | SB | | 24.4 | 514 | A | 17 | W | 857 | 11.19 | 54.21 | 6.07 | 12 | SUN | MAR | E | 915 | 11.65 | 55.59 | 6.48 | 15 | SUN | APR |
| 05 | 154 | SB | R | 32.27 | 124 | B | 15 | E | 868 | 8.42 | 57.87 | 4.87 | 12 | SUN | SEP | W | 902 | 7.91 | 63.97 | 5.06 | 17 | FRI | JUN |
| 06 | 155 | KER | L | 0 | 104 | A | 15 | W | 196 | 12.81 | 65.12 | 8.34 | 8 | THU | MAR | W | 243 | 17.41 | 59.41 | 10.34 | 18 | FRI | MAR |
| 06 | 155 | KER | | 0 | 45 | A | 15 | W | 212 | 7.66 | 58.24 | 4.46 | 12 | FRI | MAR | W | 285 | 10.22 | 58.64 | 5.99 | 16 | THU | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 155 | KER | R | .47 | 405 | A | 15 | E | 483 | 6.42 | 69.8 | 4.48 | 5 | MON | JUN | E | 553 | 9.22 | 55.63 | 5.13 | 15 | FRI | SEP |
| 06 | 155 | KER | R | 6.55 | 412 | B | 15 | E | 186 | 16.77 | 68.64 | 11.51 | 5 | TUE | JUN | W | 157 | 15.35 | 63.31 | 9.72 | 16 | FRI | SEP |
| 06 | 155 | KER | R | 11.02 | 565 | B | 15 | W | 68 | 17.44 | 81.93 | 14.29 | 5 | FRI | JUN | E | 40 | 12.82 | 65.57 | 8.4 | 14 | TUE | JUN |
| 06 | 155 | KER | R | 11.02 | 566 | A | 15 | W | 23 | 24.1 | 57.5 | 13.86 | 12 | SUN | JUN | E | 18 | 12.65 | 85.71 | 10.84 | 13 | SUN | SEP |
| 06 | 155 | KER | R | 60.64 | 157 | B | 15 | W | 102 | 11.91 | 50.75 | 6.04 | 11 | SUN | SEP | E | 99 | 10.01 | 58.58 | 5.87 | 13 | MON | SEP |
| 06 | 155 | KER | R | 70.98 | 107 | B | 15 | W | 453 | 12.68 | 64.9 | 8.23 | 12 | SAT | SEP | E | 363 | 9.43 | 69.94 | 6.6 | 17 | SUN | SEP |
| 05 | 156 | MON | T | 5.185 | 251 | B | 16 | W | 2483 | 11.29 | 69.2 | 7.81 | 12 | SAT | JUL | E | 2461 | 7.75 | 99.88 | 7.74 | 13 | FRI | APR |
| 05 | 156 | SBT | R | 18.43 | 712 | B | 16 | W | 857 | 8.24 | 65.02 | 5.36 | 10 | SAT | JUN | W | 1124 | 12.72 | 55.23 | 7.03 | 19 | SUN | MAR |
| 09 | 158 | MNO | | 0 | 946 | A | 17 | N | 221 | 18.63 | 63.51 | 11.83 | 11 | SAT | SEP | N | 226 | 22.91 | 52.8 | 12.1 | 15 | SAT | JUL |
| 09 | 158 | MNO | | 3.86 | 503 | B | 17 | N | 161 | 19.42 | 52.1 | 10.12 | 12 | SAT | JUN | S | 177 | 21.18 | 52.52 | 11.13 | 16 | SUN | JUL |
| 09 | 158 | MNO | | 7.18 | 509 | A | 17 | N | 86 | 15.86 | 75.44 | 11.96 | 10 | SUN | AUG | S | 77 | 18.78 | 57.04 | 10.71 | 13 | SAT | AUG |
| 09 | 158 | MNO | | 15.84 | 947 | B | 17 | N | 88 | 38.17 | 51.46 | 19.64 | 10 | SUN | MAY | N | 82 | 34.82 | 52.56 | 18.3 | 14 | MON | JUL |
| 03 | 160 | SAC | | 11.46 | 818 | A | 17 | N | 363 | 13.59 | 54.92 | 7.46 | 12 | SAT | JUL | N | 456 | 14.95 | 62.72 | 9.38 | 16 | FRI | JUL |
| 03 | 160 | SAC | | 21.1 | 820 | B | 17 | S | 131 | 12.58 | 55.51 | 6.98 | 12 | SUN | JUL | N | 161 | 15.67 | 54.76 | 8.58 | 16 | FRI | JUL |
| 03 | 160 | SAC | | 26.25 | 312 | B | 17 | N | 332 | 20.06 | 66.53 | 13.35 | 10 | SUN | JUL | S | 359 | 24.29 | 59.44 | 14.43 | 13 | SUN | JUL |
| 03 | 160 | SAC | | 46.58 | 830 | B | 17 | S | 2459 | 8.71 | 69.37 | 6.04 | 7 | MON | NOV | N | 3390 | 12.39 | 67.24 | 8.33 | 16 | TUE | NOV |
| 02 | 161 | SIS | | .037 | 151 | A | 17 | W | 50 | 10.87 | 75.76 | 8.24 | 10 | SAT | NOV | W | 41 | 9.56 | 70.69 | 6.75 | 13 | SAT | FEB |
| 02 | 161 | SIS | | 19.36 | 152 | B | 17 | W | 63 | 10.49 | 57.27 | 6.01 | 10 | FRI | AUG | E | 67 | 12.11 | 52.76 | 6.39 | 16 | THU | AUG |
| 03 | 162 | GLE | | 76.27 | 852 | B | 17 | W | 130 | 10.28 | 58.3 | 5.99 | 7 | MON | SEP | E | 138 | 11.39 | 55.87 | 6.36 | 16 | FRI | OCT |
| 03 | 162 | BUT | | 9.726 | 856 | B | 17 | W | 81 | 10.58 | 63.78 | 6.75 | 7 | WED | AUG | E | 93 | 12.17 | 63.7 | 7.75 | 15 | TUE | SEP |
| 03 | 162 | BUT | | 22.90 | 768 | B | 17 | W | 370 | 8.36 | 71.15 | 5.95 | 9 | WED | MAR | E | 328 | 8.8 | 59.96 | 5.27 | 17 | WED | MAY |
| 03 | 162 | BUT | | 22.90 | 769 | A | 17 | W | 275 | 7.04 | 74.32 | 5.23 | 7 | WED | JUN | E | 309 | 9.24 | 63.58 | 5.88 | 16 | FRI | JUN |
| 11 | 163 | SD | | .89 | 885 | B | 17 | S | 2893 | 8.39 | 57.91 | 4.86 | 8 | MON | AUG | N | 2954 | 7.76 | 63.95 | 4.96 | 17 | MON | MAR |
| 11 | 163 | SD | | 2.49 | 933 | A | 17 | N | 4094 | 7.59 | 53.85 | 4.09 | 8 | WED | MAY | S | 3845 | 7.19 | 53.39 | 3.84 | 17 | WED | JUN |
| 11 | 163 | SD | | 4.371 | 957 | A | 17 | N | 9090 | 8.95 | 55.85 | 5 | 7 | TUE | MAY | S | 7352 | 7.93 | 50.96 | 4.04 | 15 | WED | JUN |
| 11 | 163 | SD | R | 11.66 | 921 | B | 17 | S | 8087 | 8.88 | 64.8 | 5.75 | 7 | THU | OCT | S | 7487 | 10.26 | 51.91 | 5.32 | 16 | WED | AUG |
| 10 | 165 | MER | L | 0 | 247 | A | 16 | S | 72 | 7.68 | 69.23 | 5.31 | 5 | FRI | SEP | N | 78 | 9.15 | 62.9 | 5.76 | 17 | MON | SEP |
| 05 | 166 | SB | | 0 | 130 | A | 17 | W | 673 | 9.25 | 73.47 | 6.79 | 5 | FRI | SEP | E | 614 | 8.62 | 71.9 | 6.2 | 17 | FRI | NOV |
| 05 | 166 | SB | | 7.87 | 132 | B | 17 | W | 740 | 7.95 | 51 | 4.05 | 12 | MON | JAN | E | 896 | 9.6 | 51.14 | 4.91 | 17 | FRI | APR |
| 05 | 166 | SLO | | 8.927 | 227 | A | 17 | E | 229 | 9.92 | 71.34 | 7.08 | 10 | MON | SEP | E | 231 | 11.84 | 60.31 | 7.14 | 14 | SUN | JUN |
| 06 | 166 | KER | | .01 | 109 | A | 15 | W | 144 | 7.72 | 63.72 | 4.92 | 5 | MON | JUL | E | 182 | 9.32 | 66.67 | 6.22 | 16 | SUN | JUL |
| 06 | 166 | KER | | 22.77 | 613 | B | 15 | W | 599 | 19.54 | 93.16 | 18.21 | 5 | SAT | JUL | E | 607 | 20.76 | 88.87 | 18.45 | 14 | SAT | JUL |
| 06 | 166 | KER | | 24.62 | 187 | B | 15 | W | 537 | 22.95 | 86.06 | 19.75 | 5 | SAT | JUL | E | 518 | 22.36 | 85.2 | 19.05 | 14 | THU | JUL |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 09 | 167 | MNO | | 0 | 949 | A | 17 | E | 26 | 22.53 | 63.42 | 14.29 | 11 | SAT | AUG | W | 24 | 19.23 | 68.57 | 13.19 | 13 | TUE | AUG |
| 09 | 167 | MNO | | 21.33 | 602 | B | 17 | W | 16 | 26.04 | 64 | 16.67 | 7 | SUN | AUG | E | 14 | 22.92 | 63.64 | 14.58 | 13 | SUN | JUL |
| 06 | 168 | FRE | R | .993 | 693 | B | 17 | E | 4988 | 9.91 | 51 | 5.05 | 7 | TUE | JAN | E | 5678 | 9.56 | 60.17 | 5.75 | 16 | WED | FEB |
| 06 | 168 | FRE | R | 2.017 | 567 | B | 16 | W | 5937 | 10.45 | 55.85 | 5.84 | 7 | TUE | MAR | E | 5860 | 9.65 | 59.71 | 5.76 | 16 | THU | MAR |
| 06 | 168 | FRE | R | 3.035 | 568 | B | 16 | W | 6076 | 11 | 55.97 | 6.16 | 7 | THU | SEP | E | 5910 | 10.35 | 57.86 | 5.99 | 17 | THU | SEP |
| 06 | 168 | FRE | R | 4.258 | 696 | B | 17 | W | 5411 | 10.63 | 57.62 | 6.13 | 7 | TUE | APR | E | 5372 | 10.25 | 59.33 | 6.08 | 16 | TUE | MAR |
| 06 | 168 | FRE | R | 4.258 | 697 | A | 17 | W | 5074 | 11.27 | 67.43 | 7.6 | 7 | WED | OCT | E | 4520 | 11.04 | 61.32 | 6.77 | 17 | WED | APR |
| 06 | 168 | FRE | R | 6.866 | 569 | B | 16 | W | 4132 | 10.87 | 71.45 | 7.77 | 7 | TUE | SEP | E | 3566 | 10.63 | 63.06 | 6.7 | 17 | TUE | MAR |
| 06 | 168 | FRE | R | 9.15 | 570 | A | 17 | W | 1244 | 9.58 | 80.78 | 7.74 | 7 | THU | NOV | E | 1073 | 9.6 | 69.54 | 6.67 | 16 | MON | OCT |
| 06 | 168 | FRE | | 14.75 | 196 | A | 16 | W | 482 | 9.7 | 72.59 | 7.04 | 12 | MON | SEP | E | 484 | 10.17 | 69.54 | 7.07 | 17 | FRI | SEP |
| 06 | 168 | FRE | | 15.47 | 51 | A | 16 | W | 437 | 9.13 | 73.08 | 6.67 | 7 | MON | SEP | E | 513 | 11.48 | 68.22 | 7.83 | 16 | FRI | SEP |
| 06 | 168 | FRE | T | 23.72 | 168 | A | 16 | W | 284 | 10.11 | 69.78 | 7.06 | 11 | SUN | SEP | E | 272 | 11.9 | 56.79 | 6.76 | 16 | FRI | SEP |
| 06 | 168 | FRE | T | 27.37 | 197 | O | 16 | W | 360 | 16.28 | 67.42 | 10.97 | 11 | SUN | SEP | W | 334 | 12.65 | 80.48 | 10.18 | 16 | SAT | MAR |
| 06 | 168 | FRE | T | 31.24 | 169 | B | 16 | W | 573 | 9.47 | 68.21 | 6.46 | 12 | SUN | SEP | E | 535 | 9.31 | 64.77 | 6.03 | 17 | FRI | JUN |
| 06 | 168 | FRE | | 49.66 | 113 | B | 16 | E | 188 | 18.52 | 97.41 | 18.04 | 8 | TUE | MAR | W | 176 | 17.85 | 94.62 | 16.89 | 17 | SAT | MAR |
| 09 | 168 | INY | R | 3.278 | 975 | A | 17 | E | 100 | 21.38 | 67.11 | 14.35 | 9 | SUN | AUG | E | 98 | 25.68 | 54.75 | 14.06 | 15 | SAT | SEP |
| 09 | 168 | INY | | 16.34 | 976 | A | 17 | E | 341 | 9.31 | 54.3 | 5.06 | 12 | TUE | MAR | W | 373 | 9.88 | 56.01 | 5.53 | 15 | THU | OCT |
| 09 | 168 | INY | | 18.31 | 941 | B | 17 | E | 451 | 10.25 | 55.96 | 5.74 | 12 | MON | APR | E | 457 | 10.08 | 57.7 | 5.81 | 13 | THU | FEB |
| 09 | 168 | INY | | 18.32 | 942 | A | 17 | E | 51 | 17.84 | 59.3 | 10.58 | 11 | SUN | MAY | W | 54 | 15.77 | 71.05 | 11.2 | 16 | THU | JUL |
| 09 | 168 | MNO | | 1.45 | 943 | B | 17 | W | 27 | 18.93 | 69.23 | 13.11 | 12 | THU | JUN | W | 28 | 19.42 | 70 | 13.59 | 15 | WED | JUL |
| 07 | 170 | LA | R | 17.62 | 541 | O | 16 | S | 8671 | 5.84 | 72.06 | 4.21 | 6 | MON | JUN | N | 8878 | 6.82 | 63.2 | 4.31 | 15 | SAT | APR |
| 02 | 172 | TEH | | 0 | 153 | A | 16 | W | 15 | 19.31 | 53.57 | 10.34 | 12 | SUN | AUG | E | 17 | 17.24 | 68 | 11.72 | 18 | FRI | AUG |
| 02 | 172 | TEH | | 8.917 | 154 | B | 16 | E | 25 | 28.57 | 65.79 | 18.8 | 12 | SAT | AUG | E | 23 | 31.58 | 54.76 | 17.29 | 15 | SUN | AUG |
| 08 | 173 | SBD | L | 0 | 988 | A | 15 | W | 101 | 14.2 | 60.48 | 8.59 | 12 | SUN | AUG | W | 165 | 25.51 | 55 | 14.03 | 16 | FRI | AUG |
| 08 | 173 | SBD | | 21.46 | 866 | A | 15 | W | 288 | 11.29 | 62.61 | 7.07 | 12 | SAT | JAN | E | 274 | 12.2 | 55.13 | 6.72 | 15 | SAT | OCT |
| 03 | 174 | PLA | | .73 | 867 | A | 15 | S | 357 | 9.16 | 59.2 | 5.42 | 10 | SUN | JUN | N | 380 | 10.3 | 56.05 | 5.77 | 17 | WED | SEP |
| 03 | 174 | PLA | | 2.883 | 870 | O | 15 | S | 256 | 10.24 | 50.9 | 5.21 | 12 | SUN | JUN | N | 277 | 9.61 | 58.69 | 5.64 | 16 | FRI | SEP |
| 03 | 174 | NEV | | 0 | 870 | O | 15 | S | 256 | 10.24 | 50.9 | 5.21 | 12 | SUN | JUN | N | 277 | 9.61 | 58.69 | 5.64 | 16 | FRI | SEP |
| 03 | 174 | NEV | | 6.83 | 873 | B | 15 | N | 573 | 8.59 | 71 | 6.1 | 8 | TUE | SEP | S | 569 | 9.72 | 62.25 | 6.05 | 17 | MON | SEP |
| 01 | 175 | MEN | | 0 | 760 | A | 17 | W | 116 | 7.15 | 58 | 4.15 | 11 | SAT | SEP | E | 157 | 9.48 | 59.25 | 5.62 | 15 | THU | JUN |
| 01 | 175 | LAK | R | 8.178 | 769 | B | 17 | E | 97 | 8.06 | 58.08 | 4.68 | 12 | SAT | JUN | E | 129 | 9.26 | 67.19 | 6.22 | 16 | MON | DEC |
| 01 | 175 | LAK | | 28.04 | 771 | B | 17 | E | 146 | 9.21 | 60.08 | 5.53 | 7 | TUE | AUG | E | 163 | 11.06 | 55.82 | 6.17 | 16 | TUE | DEC |
| 08 | 177 | RIV | | 0 | 919 | A | 17 | S | 285 | 14.01 | 77.45 | 10.85 | 9 | SUN | NOV | S | 331 | 15 | 84.01 | 12.6 | 14 | SUN | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 08 | 177 | RIV | | .26 | 910 | A | 17 | S | 262 | 17.61 | 81.37 | 14.32 | 10 | SUN | JUN | S | 305 | 19.19 | 86.9 | 16.68 | 14 | SUN | MAY |
| 06 | 178 | KER | | 1.705 | 900 | A | 15 | W | 2582 | 9.23 | 55.73 | 5.14 | 7 | WED | FEB | E | 3010 | 9.83 | 61.01 | 5.99 | 17 | TUE | FEB |
| 06 | 178 | KER | R | 5.641 | 308 | A | 15 | W | 2259 | 9.51 | 71.56 | 6.8 | 7 | THU | NOV | E | 2056 | 9.72 | 63.73 | 6.19 | 17 | TUE | MAY |
| 06 | 178 | KER | R | 7.687 | 309 | B | 17 | W | 1892 | 10.76 | 67.57 | 7.27 | 7 | WED | FEB | E | 1509 | 9.71 | 59.69 | 5.8 | 17 | TUE | FEB |
| 06 | 178 | KER | T | 9.614 | 312 | A | 15 | W | 892 | 8.88 | 75.53 | 6.7 | 7 | MON | MAY | E | 740 | 8.71 | 63.85 | 5.56 | 17 | TUE | MAY |
| 06 | 178 | KER | R | 10.96 | 615 | A | 17 | E | 274 | 8.78 | 81.55 | 7.16 | 6 | SAT | MAY | W | 285 | 11.08 | 67.22 | 7.45 | 13 | SUN | JUN |
| 06 | 178 | KER | R | 42.94 | 117 | A | 15 | W | 195 | 7.42 | 70.65 | 5.24 | 7 | WED | MAY | E | 199 | 8.6 | 62.19 | 5.35 | 16 | FRI | FEB |
| 06 | 178 | KER | R | 42.94 | 413 | B | 15 | W | 284 | 11.32 | 68.77 | 7.78 | 11 | SUN | AUG | W | 246 | 10.25 | 65.78 | 6.74 | 14 | SUN | AUG |
| 09 | 178 | KER | | 88.26 | 911 | B | 17 | E | 148 | 15.79 | 66.07 | 10.43 | 12 | SUN | JUL | E | 148 | 13.81 | 75.51 | 10.43 | 17 | SUN | MAR |
| 09 | 178 | KER | | 88.38 | 933 | A | 17 | E | 627 | 21.57 | 97.66 | 21.06 | 4 | SAT | MAR | E | 841 | 32.21 | 87.7 | 28.25 | 17 | THU | MAR |
| 09 | 178 | KER | R | 93.24 | 920 | A | 17 | W | 289 | 7.82 | 59.1 | 4.62 | 12 | SAT | DEC | W | 361 | 9.62 | 59.97 | 5.77 | 16 | THU | DEC |
| 09 | 178 | KER | | 101.2 | 636 | O | 17 | E | 981 | 8.65 | 81.48 | 7.05 | 11 | MON | OCT | E | 1089 | 8.76 | 89.34 | 7.82 | 16 | THU | OCT |
| 09 | 178 | KER | | 102.6 | 180 | B | 17 | E | 1365 | 9.86 | 75.62 | 7.46 | 10 | TUE | OCT | E | 1192 | 10.31 | 63.17 | 6.51 | 14 | FRI | SEP |
| 09 | 178 | INY | | 42.92 | 936 | B | 17 | W | 27 | 24.07 | 69.23 | 16.67 | 10 | MON | NOV | W | 31 | 30.25 | 63.27 | 19.14 | 13 | THU | APR |
| 09 | 178 | INY | | 42.93 | 937 | A | 17 | W | 74 | 11.95 | 64.35 | 7.69 | 11 | TUE | AUG | E | 83 | 11.75 | 73.45 | 8.63 | 15 | THU | FEB |
| 09 | 178 | INY | | 62.19 | 637 | B | 17 | W | 75 | 11.91 | 66.37 | 7.9 | 9 | SUN | MAR | E | 84 | 11.8 | 75 | 8.85 | 16 | WED | DEC |
| 06 | 180 | FRE | | 23.5 | 54 | A | 16 | W | 424 | 7.47 | 53.94 | 4.03 | 7 | FRI | SEP | W | 585 | 9.75 | 57.02 | 5.56 | 17 | TUE | SEP |
| 06 | 180 | FRE | | 34.59 | 118 | B | 16 | W | 322 | 8.79 | 54.48 | 4.79 | 7 | WED | SEP | E | 394 | 9.43 | 62.15 | 5.86 | 15 | THU | SEP |
| 06 | 180 | FRE | | 40.11 | 667 | A | 17 | E | 391 | 7.23 | 65.39 | 4.73 | 11 | SUN | MAY | E | 465 | 8.98 | 62.58 | 5.62 | 16 | TUE | SEP |
| 06 | 180 | FRE | | 42.64 | 48 | B | 16 | E | 712 | 8 | 57.51 | 4.6 | 7 | TUE | SEP | E | 759 | 8.87 | 55.32 | 4.9 | 16 | THU | DEC |
| 06 | 180 | FRE | | 42.64 | 195 | A | 16 | E | 642 | 7.01 | 62.39 | 4.38 | 12 | SUN | DEC | E | 800 | 8.34 | 65.41 | 5.45 | 15 | FRI | MAR |
| 06 | 180 | FRE | | 46.39 | 649 | A | 16 | E | 508 | 8.16 | 55.7 | 4.55 | 7 | WED | SEP | W | 537 | 9.48 | 50.71 | 4.81 | 17 | FRI | MAR |
| 06 | 180 | FRE | | 52.59 | 49 | B | 17 | E | 896 | 9.44 | 56.75 | 5.36 | 7 | TUE | SEP | W | 848 | 8.71 | 58.2 | 5.07 | 17 | WED | AUG |
| 06 | 180 | FRE | R | 56.52 | 678 | B | 17 | E | 2234 | 10.49 | 62.7 | 6.58 | 7 | MON | SEP | W | 2082 | 10.35 | 59.23 | 6.13 | 17 | THU | OCT |
| 06 | 180 | FRE | R | 57.07 | 704 | B | 16 | E | 4617 | 8.6 | 52.87 | 4.55 | 7 | TUE | APR | E | 4656 | 8.36 | 54.82 | 4.58 | 16 | TUE | APR |
| 06 | 180 | FRE | R | 57.84 | 705 | B | 17 | W | 5436 | 8.53 | 52.89 | 4.51 | 7 | WED | MAR | E | 5455 | 8.1 | 55.87 | 4.53 | 16 | THU | FEB |
| 06 | 180 | FRE | R | 62.89 | 706 | B | 17 | W | 5296 | 9.98 | 67.91 | 6.78 | 7 | WED | MAY | E | 4363 | 9.27 | 60.27 | 5.59 | 17 | WED | OCT |
| 06 | 180 | FRE | R | 66.02 | 707 | A | 17 | W | 2050 | 9.27 | 64.16 | 5.95 | 7 | TUE | NOV | E | 2020 | 9.87 | 59.39 | 5.86 | 17 | WED | DEC |
| 06 | 180 | FRE | | 71.61 | 801 | A | 17 | W | 798 | 9.13 | 57.2 | 5.22 | 7 | WED | MAY | E | 836 | 9.35 | 58.54 | 5.47 | 17 | TUE | MAR |
| 06 | 180 | FRE | | 71.61 | 976 | B | 16 | W | 1100 | 9.44 | 61.28 | 5.78 | 7 | THU | SEP | E | 1038 | 9.19 | 59.38 | 5.46 | 17 | TUE | SEP |
| 06 | 180 | FRE | | 74.95 | 612 | A | 16 | W | 731 | 9.01 | 60.36 | 5.44 | 7 | FRI | MAR | E | 788 | 10.39 | 56.45 | 5.86 | 16 | FRI | SEP |
| 06 | 180 | FRE | | 77.49 | 977 | B | 16 | E | 804 | 7.27 | 96.87 | 7.04 | 7 | FRI | SEP | E | 884 | 11.06 | 69.99 | 7.74 | 17 | TUE | SEP |
| 06 | 180 | FRE | | 77.49 | 978 | A | 16 | W | 434 | 9.18 | 71.03 | 6.52 | 6 | WED | MAR | E | 419 | 10.35 | 60.81 | 6.29 | 17 | FRI | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 180 | FRE | | 94.78 | 979 | A | 16 | W | 563 | 40.14 | 74.97 | 30.09 | 10 | MON | SEP | W | 651 | 36.93 | 94.21 | 34.79 | 17 | SUN | SEP |
| 06 | 180 | FRE | | 108.1 | 122 | A | 16 | E | 349 | 30.12 | 79.68 | 24 | 10 | SUN | SEP | W | 356 | 27.92 | 87.69 | 24.48 | 17 | SUN | SEP |
| 09 | 182 | MNO | | 0 | 950 | A | 16 | S | 90 | 16.18 | 55.9 | 9.05 | 9 | TUE | JUL | N | 85 | 13.87 | 61.59 | 8.54 | 16 | TUE | JUL |
| 09 | 182 | MNO | | 12.65 | 979 | B | 17 | S | 63 | 29.63 | 60.58 | 17.95 | 10 | MON | SEP | S | 122 | 66.38 | 52.36 | 34.76 | 14 | WED | AUG |
| 05 | 183 | MON | | 0 | 255 | A | 15 | S | 1761 | 7.12 | 61.75 | 4.4 | 7 | WED | MAR | S | 2148 | 9.2 | 58.28 | 5.36 | 17 | THU | JUN |
| 05 | 183 | MON | | 9.006 | 257 | B | 15 | S | 986 | 7.87 | 56.09 | 4.41 | 7 | THU | SEP | S | 1537 | 10.98 | 62.63 | 6.88 | 17 | THU | JUN |
| 05 | 183 | MON | | 9.98 | 284 | B | 15 | N | 1310 | 14.84 | 67.15 | 9.96 | 6 | WED | SEP | S | 924 | 9.58 | 73.39 | 7.03 | 17 | MON | JUN |
| 06 | 184 | KER | L | 0 | 123 | A | 15 | S | 402 | 10.25 | 85.71 | 8.78 | 6 | WED | OCT | N | 389 | 11.17 | 76.13 | 8.5 | 15 | THU | JUL |
| 06 | 184 | KER | | 2.035 | 124 | B | 15 | N | 749 | 8.23 | 53.01 | 4.36 | 12 | SUN | OCT | N | 909 | 9.94 | 53.31 | 5.3 | 17 | FRI | OCT |
| 06 | 184 | KER | | 7.83 | 627 | B | 15 | N | 514 | 8.32 | 53.26 | 4.43 | 7 | WED | OCT | N | 580 | 9.12 | 54.82 | 5 | 15 | FRI | APR |
| 06 | 184 | KER | | 9.6 | 125 | B | 15 | N | 498 | 9.27 | 51.93 | 4.81 | 7 | TUE | APR | S | 475 | 9.08 | 50.59 | 4.59 | 15 | FRI | APR |
| 06 | 184 | KER | | 12.14 | 191 | B | 15 | S | 375 | 15.4 | 53.65 | 8.26 | 7 | FRI | APR | S | 257 | 10.2 | 55.51 | 5.66 | 14 | TUE | APR |
| 11 | 186 | IMP | | 2.07 | 943 | B | 17 | S | 649 | 10.22 | 76.17 | 7.79 | 8 | TUE | MAR | N | 559 | 10.4 | 64.48 | 6.71 | 14 | WED | FEB |
| 11 | 188 | SD | | 1.85 | 950 | B | 17 | N | 548 | 8.28 | 94.81 | 7.85 | 5 | MON | JUN | S | 554 | 9.68 | 81.95 | 7.93 | 18 | FRI | OCT |
| 08 | 189 | SBD | | 5.565 | 969 | B | 15 | E | 288 | 10.6 | 53.43 | 5.66 | 12 | THU | OCT | E | 311 | 11.4 | 53.62 | 6.11 | 14 | THU | OCT |
| 06 | 190 | TUL | | 0 | 28 | A | 17 | E | 206 | 8.75 | 56.28 | 4.93 | 6 | TUE | JAN | W | 234 | 10.52 | 53.18 | 5.6 | 16 | TUE | MAR |
| 06 | 190 | TUL | | 9.474 | 3 | B | 17 | E | 248 | 9.29 | 61.24 | 5.69 | 6 | WED | OCT | E | 232 | 9.65 | 55.11 | 5.32 | 15 | FRI | JUL |
| 06 | 190 | TUL | | 9.474 | 13 | A | 17 | W | 349 | 9.14 | 63 | 5.76 | 6 | WED | OCT | E | 380 | 10.21 | 61.39 | 6.27 | 16 | WED | OCT |
| 06 | 190 | TUL | R | 15.21 | 14 | B | 17 | W | 544 | 7.62 | 67.41 | 5.13 | 6 | WED | OCT | E | 615 | 9.15 | 63.47 | 5.8 | 16 | TUE | APR |
| 06 | 190 | TUL | | 16.45 | 126 | B | 17 | E | 947 | 8.53 | 51.11 | 4.36 | 7 | WED | APR | W | 1067 | 7.06 | 69.65 | 4.91 | 16 | MON | OCT |
| 06 | 190 | TUL | | 16.97 | 16 | B | 17 | E | 891 | 8.85 | 54.83 | 4.85 | 7 | MON | OCT | W | 904 | 9.25 | 53.18 | 4.92 | 15 | FRI | OCT |
| 06 | 190 | TUL | | 16.97 | 17 | A | 17 | E | 533 | 8.65 | 53.73 | 4.65 | 7 | TUE | OCT | E | 671 | 8.51 | 68.75 | 5.85 | 17 | FRI | APR |
| 06 | 190 | TUL | | 22.55 | 628 | A | 17 | W | 406 | 8.78 | 74.91 | 6.57 | 7 | WED | APR | E | 431 | 10.62 | 65.7 | 6.98 | 13 | SUN | APR |
| 09 | 190 | INY | | 24.55 | 515 | B | 17 | E | 38 | 18.49 | 62.3 | 11.52 | 10 | THU | APR | E | 36 | 20 | 54.55 | 10.91 | 14 | FRI | MAR |
| 09 | 190 | INY | | 24.55 | 918 | A | 17 | E | 70 | 15.36 | 70 | 10.75 | 10 | THU | AUG | W | 80 | 15.67 | 78.43 | 12.29 | 16 | SAT | AUG |
| 09 | 190 | INY | | 99.77 | 900 | B | 17 | W | 166 | 13.81 | 82.59 | 11.41 | 11 | SAT | DEC | W | 260 | 18.35 | 97.38 | 17.87 | 18 | TUE | DEC |
| 09 | 190 | INY | | 99.77 | 901 | A | 17 | E | 108 | 16.46 | 54.27 | 8.93 | 12 | SAT | APR | E | 156 | 24.98 | 51.66 | 12.9 | 16 | WED | DEC |
| 09 | 190 | INY | | 140.7 | 926 | B | 17 | W | 139 | 13.99 | 80.35 | 11.24 | 12 | FRI | NOV | E | 141 | 13.34 | 85.46 | 11.4 | 17 | SAT | DEC |
| 03 | 191 | BUT | | 3.53 | 882 | A | 15 | S | 397 | 11.79 | 56.15 | 6.62 | 7 | TUE | MAR | S | 416 | 9.66 | 71.85 | 6.94 | 19 | FRI | MAR |
| 03 | 191 | BUT | | 11.39 | 890 | B | 15 | S | 526 | 7.88 | 71.76 | 5.65 | 7 | THU | MAR | N | 531 | 9.89 | 57.72 | 5.71 | 16 | TUE | MAR |
| 05 | 192 | SB | R | .019 | 102 | A | 15 | W | 750 | 11.76 | 51.51 | 6.06 | 8 | WED | FEB | E | 855 | 12.84 | 53.81 | 6.91 | 17 | WED | JUN |
| 05 | 192 | SB | | 4.15 | 104 | B | 15 | W | 138 | 9.59 | 56.33 | 5.4 | 8 | TUE | MAR | E | 215 | 10.77 | 78.18 | 8.42 | 16 | SUN | JUN |
| 05 | 192 | SB | | 11.8 | 108 | A | 15 | W | 384 | 21.51 | 83.66 | 17.99 | 8 | MON | SEP | E | 286 | 16.31 | 82.18 | 13.4 | 16 | FRI | SEP |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 05 | 192 | SB | | 17.44 | 110 | A | 15 | W | 509 | 19.14 | 81.05 | 15.51 | 7 | THU | SEP | E | 223 | 10.73 | 63.35 | 6.8 | 17 | FRI | JUN |
| 05 | 192 | SB | | 17.44 | 111 | B | 15 | W | 801 | 24.81 | 76 | 18.85 | 7 | THU | MAR | E | 348 | 11.74 | 69.74 | 8.19 | 16 | FRI | JUN |
| 01 | 197 | DN | R | 0 | 741 | A | 17 | N | 208 | 13.79 | 61.36 | 8.46 | 11 | SAT | JUL | N | 221 | 14.28 | 62.96 | 8.99 | 14 | SAT | AUG |
| 05 | 198 | MON | R | .111 | 152 | A | 15 | E | 168 | 11.15 | 72.1 | 8.04 | 6 | MON | OCT | W | 128 | 9.52 | 64.32 | 6.12 | 16 | MON | JUL |
| 05 | 198 | MON | | 14.00 | 154 | B | 15 | E | 44 | 10.04 | 60.27 | 6.05 | 11 | SUN | OCT | E | 51 | 13.34 | 52.58 | 7.02 | 16 | SUN | JUL |
| 06 | 198 | FRE | | 21.19 | 128 | B | 17 | E | 70 | 6.89 | 98.59 | 6.8 | 3 | SAT | SEP | W | 96 | 13.59 | 68.57 | 9.32 | 15 | FRI | SEP |
| 06 | 198 | FRE | | 22.66 | 43 | A | 17 | W | 92 | 8.33 | 57.86 | 4.82 | 7 | THU | JUN | E | 113 | 7.7 | 76.87 | 5.92 | 22 | THU | JUN |
| 06 | 198 | FRE | | 26.78 | 403 | A | 17 | E | 196 | 7.49 | 63.23 | 4.73 | 12 | THU | MAR | E | 310 | 10.77 | 69.51 | 7.49 | 16 | TUE | MAR |
| 06 | 198 | KIN | | 3.011 | 130 | B | 17 | W | 262 | 7.45 | 70.05 | 5.22 | 7 | MON | OCT | E | 334 | 9.56 | 69.58 | 6.65 | 16 | THU | OCT |
| 06 | 198 | KIN | | 3.011 | 131 | A | 17 | W | 886 | 7.77 | 88.07 | 6.84 | 6 | MON | JUL | E | 1036 | 10.12 | 79.08 | 8 | 16 | TUE | MAY |
| 06 | 198 | KIN | | 8.897 | 36 | B | 17 | W | 1398 | 8.49 | 83.02 | 7.05 | 6 | WED | APR | E | 1523 | 10.42 | 73.75 | 7.68 | 16 | THU | APR |
| 06 | 198 | KIN | R | 8.897 | 441 | A | 17 | W | 1297 | 8.61 | 67.84 | 5.84 | 7 | TUE | MAY | E | 1481 | 9.66 | 69.08 | 6.67 | 16 | THU | AUG |
| 06 | 198 | KIN | R | 10.56 | 629 | B | 17 | W | 1315 | 6.9 | 76.41 | 5.27 | 6 | THU | SEP | E | 1465 | 9.4 | 62.5 | 5.87 | 16 | THU | JUN |
| 06 | 198 | KIN | R | 15.75 | 232 | B | 17 | W | 1482 | 7.13 | 53.72 | 3.83 | 7 | THU | DEC | E | 1939 | 8.85 | 56.63 | 5.01 | 16 | TUE | MAY |
| 06 | 198 | KIN | R | 16.91 | 198 | B | 17 | E | 1417 | 7.33 | 51.03 | 3.74 | 12 | FRI | JUN | E | 1839 | 8.86 | 54.8 | 4.86 | 15 | FRI | SEP |
| 06 | 198 | KIN | R | 20.98 | 427 | A | 17 | W | 1476 | 8.74 | 58.04 | 5.07 | 6 | MON | NOV | E | 1519 | 9.43 | 55.36 | 5.22 | 16 | WED | AUG |
| 06 | 198 | KIN | R | 20.98 | 39 | B | 17 | W | 1349 | 8.82 | 57.28 | 5.05 | 7 | TUE | OCT | E | 1377 | 9.34 | 55.21 | 5.16 | 16 | THU | APR |
| 06 | 198 | TUL | R | 3.711 | 29 | B | 17 | W | 1521 | 9.11 | 58.21 | 5.3 | 7 | THU | AUG | E | 1540 | 9.73 | 55.2 | 5.37 | 16 | FRI | SEP |
| 06 | 198 | TUL | R | 4.796 | 610 | A | 17 | W | 3024 | 9.29 | 53.01 | 4.92 | 7 | WED | AUG | E | 3375 | 9.85 | 55.78 | 5.49 | 17 | THU | APR |
| 06 | 198 | TUL | | 7.76 | 668 | B | 17 | W | 3295 | 9.21 | 55.12 | 5.08 | 7 | TUE | OCT | E | 3506 | 9.52 | 56.77 | 5.4 | 16 | THU | APR |
| 06 | 198 | TUL | R | 8.753 | 133 | B | 17 | W | 3339 | 8.94 | 53.54 | 4.79 | 7 | TUE | DEC | E | 3686 | 9.69 | 54.54 | 5.28 | 17 | TUE | JAN |
| 06 | 198 | TUL | R | 18.76 | 134 | B | 17 | W | 1183 | 9.56 | 53.9 | 5.15 | 7 | THU | SEP | E | 1123 | 9.31 | 52.53 | 4.89 | 16 | FRI | MAY |
| 06 | 198 | TUL | R | 19.76 | 18 | A | 17 | E | 523 | 10.66 | 64.25 | 6.85 | 10 | SAT | JUL | E | 458 | 11.04 | 54.33 | 6 | 13 | SUN | JUL |
| 06 | 198 | TUL | | 27.96 | 408 | B | 17 | E | 458 | 12.99 | 69.71 | 9.06 | 11 | SAT | JUL | W | 426 | 11.06 | 76.21 | 8.43 | 18 | SUN | JUL |
| 06 | 198 | TUL | | 27.96 | 630 | A | 17 | E | 498 | 13.52 | 73.24 | 9.9 | 10 | SAT | JUL | W | 484 | 13.38 | 71.92 | 9.62 | 17 | SUN | JUL |
| 06 | 198 | TUL | | 42.35 | 135 | A | 17 | E | 338 | 17.63 | 81.06 | 14.29 | 10 | SAT | JUL | W | 286 | 14.84 | 81.48 | 12.09 | 17 | SUN | JUL |
| 01 | 199 | DN | | 4.16 | 730 | B | 17 | S | 308 | 11.56 | 64.57 | 7.46 | 12 | TUE | AUG | N | 318 | 15 | 51.37 | 7.7 | 13 | SUN | JUN |
| 01 | 200 | HUM | R | 0 | 791 | A | 17 | W | 121 | 8 | 60.2 | 4.81 | 8 | TUE | OCT | E | 148 | 10.38 | 56.71 | 5.89 | 17 | TUE | OCT |
| 06 | 201 | FRE | | 0 | 136 | A | 17 | W | 575 | 7.63 | 55.5 | 4.23 | 11 | SAT | MAY | W | 612 | 8.38 | 53.78 | 4.5 | 15 | THU | MAY |
| 06 | 201 | TUL | | 1.4 | 654 | A | 17 | W | 351 | 9.25 | 56.89 | 5.26 | 6 | TUE | MAR | E | 434 | 11.18 | 58.18 | 6.5 | 16 | THU | NOV |
| 06 | 201 | TUL | | 13.97 | 27 | B | 17 | W | 92 | 10.65 | 77.31 | 8.24 | 5 | SAT | JUN | E | 91 | 11.28 | 72.22 | 8.15 | 15 | WED | JUN |
| 06 | 201 | TUL | L | 13.98 | 26 | A | 17 | E | 274 | 8.71 | 63.43 | 5.52 | 5 | MON | SEP | E | 318 | 10.16 | 63.1 | 6.41 | 17 | WED | DEC |
| 06 | 201 | TUL | | 23.96 | 137 | B | 17 | W | 88 | 8.87 | 74.58 | 6.61 | 6 | TUE | APR | E | 92 | 11.35 | 60.93 | 6.91 | 16 | TUE | OCT |

| | | | | | | | | | AM PEAK | | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 09 | 202 | KER | R | 2.16 | 922 | A | 17 | W | 567 | 7.67 | 73.35 | 5.62 | 5 | WED | JUN | E | 621 | 11.57 | 53.21 | 6.16 | 15 | FRI | SEP |
| 09 | 202 | KER | R | 5.5 | 968 | A | 17 | W | 527 | 7.57 | 72.49 | 5.49 | 5 | THU | JUN | W | 622 | 8.85 | 73.18 | 6.47 | 17 | WED | MAR |
| 09 | 202 | KER | | 8.87 | 606 | B | 17 | W | 682 | 8.42 | 54.69 | 4.61 | 12 | FRI | JUN | W | 821 | 10.07 | 55.06 | 5.54 | 14 | FRI | SEP |
| 09 | 202 | KER | | 12.01 | 932 | B | 17 | E | 789 | 7.88 | 75.21 | 5.93 | 6 | FRI | MAR | W | 888 | 10.21 | 65.39 | 6.67 | 16 | THU | MAR |
| 09 | 203 | MNO | R | 4.47 | 959 | B | 17 | W | 559 | 14.57 | 84.31 | 12.29 | 6 | MON | JUL | E | 601 | 16.04 | 82.33 | 13.21 | 15 | SAT | FEB |
| 09 | 203 | MNO | | 5.75 | 103 | B | 17 | E | 873 | 12.98 | 51.69 | 6.71 | 10 | FRI | AUG | E | 874 | 10.56 | 63.61 | 6.72 | 15 | SUN | MAR |
| 09 | 203 | MNO | | 6.866 | 108 | B | 17 | E | 620 | 12.65 | 65.26 | 8.26 | 8 | MON | AUG | E | 555 | 10.32 | 71.61 | 7.39 | 13 | SUN | FEB |
| 09 | 203 | MNO | R | 8.56 | 921 | B | 17 | E | 785 | 12.33 | 75.63 | 9.33 | 9 | SUN | AUG | W | 677 | 13.15 | 61.16 | 8.04 | 15 | SAT | MAY |
| 06 | 204 | KER | | 2.069 | 139 | A | 15 | N | 1449 | 6.84 | 63.25 | 4.33 | 7 | MON | SEP | N | 1590 | 9.43 | 50.33 | 4.75 | 17 | THU | DEC |
| 06 | 204 | KER | | 6.258 | 204 | B | 15 | S | 2418 | 10.62 | 56.55 | 6 | 7 | THU | MAR | N | 2232 | 10.43 | 53.16 | 5.54 | 16 | TUE | MAR |
| 06 | 204 | KER | | 6.752 | 141 | B | 15 | S | 2001 | 10.96 | 66.79 | 7.32 | 7 | WED | SEP | S | 1590 | 9.94 | 58.56 | 5.82 | 15 | WED | SEP |
| 10 | 205 | SJ | R | 8.127 | 121 | A | 16 | W | 5000 | 4.49 | 85.81 | 3.85 | 4 | WED | JUN | E | 5091 | 6.4 | 61.29 | 3.92 | 15 | WED | DEC |
| 07 | 210 | LA | R | 3.57 | 527 | O | 16 | E | 4716 | 7.92 | 62.58 | 4.96 | 7 | THU | FEB | W | 4464 | 8.61 | 54.49 | 4.69 | 17 | FRI | APR |
| 07 | 210 | LA | R | 17.7 | 544 | O | 15 | E | 9561 | 7.4 | 69.52 | 5.14 | 6 | MON | APR | W | 10066 | 8.81 | 61.47 | 5.42 | 17 | THU | OCT |
| 07 | 210 | LA | R | 42.66 | 761 | O | 15 | W | 8832 | 6.88 | 51.19 | 3.52 | 11 | SAT | AUG | E | 8959 | 6.47 | 55.21 | 3.57 | 15 | TUE | MAY |
| 07 | 210 | LA | R | 46.21 | 128 | O | 17 | W | 7473 | 6.3 | 60.77 | 3.83 | 7 | TUE | MAY | W | 6836 | 6.9 | 50.74 | 3.5 | 13 | SUN | APR |
| 07 | 210 | LA | R | 51.85 | 495 | B | 15 | W | 6965 | 6.39 | 62.97 | 4.03 | 7 | THU | SEP | E | 7255 | 6.64 | 63.19 | 4.19 | 16 | THU | NOV |
| 08 | 210 | SBD | | 0 | 200 | A | 17 | W | 7078 | 6.38 | 62.1 | 3.96 | 7 | FRI | FEB | E | 6755 | 6.48 | 58.36 | 3.78 | 15 | WED | DEC |
| 08 | 210 | SBD | R | 31.7 | 757 | A | 17 | E | 3793 | 7.17 | 53.81 | 3.86 | 7 | FRI | APR | E | 3547 | 7.18 | 50.27 | 3.61 | 17 | TUE | OCT |
| 01 | 211 | HUM | R | 77.05 | 148 | A | 16 | N | 308 | 9.76 | 55.6 | 5.43 | 8 | WED | APR | S | 331 | 9.96 | 58.58 | 5.83 | 13 | SAT | OCT |
| 08 | 215 | RIV | R | 15.52 | 603 | B | 17 | S | 4887 | 6.76 | 61 | 4.12 | 7 | WED | JUN | N | 4938 | 7.58 | 55 | 4.17 | 17 | FRI | JUN |
| 08 | 215 | RIV | R | 38.34 | 803 | A | 17 | N | 8269 | 6.04 | 57.98 | 3.5 | 12 | SAT | JUL | N | 8997 | 6.34 | 60.14 | 3.81 | 17 | THU | MAR |
| 08 | 215 | SBD | | 14.10 | 606 | A | 17 | S | 3132 | 7.09 | 65.21 | 4.62 | 7 | THU | MAR | N | 3068 | 7.75 | 58.45 | 4.53 | 17 | TUE | APR |
| 06 | 216 | TUL | R | .488 | 142 | A | 17 | W | 697 | 9.21 | 54.88 | 5.05 | 7 | TUE | APR | E | 828 | 9.95 | 60.31 | 6 | 17 | TUE | OCT |
| 06 | 216 | TUL | | 2.46 | 171 | A | 17 | W | 317 | 12.68 | 59.92 | 7.6 | 11 | SUN | FEB | W | 224 | 9.01 | 59.57 | 5.37 | 13 | SUN | JAN |
| 06 | 216 | TUL | | 11.73 | 831 | B | 17 | W | 229 | 9.33 | 61.73 | 5.76 | 7 | THU | OCT | E | 221 | 9.66 | 57.55 | 5.56 | 16 | THU | OCT |
| 06 | 216 | TUL | | 14.01 | 143 | B | 17 | W | 301 | 9.51 | 59.72 | 5.68 | 7 | THU | APR | E | 301 | 9.76 | 58.22 | 5.68 | 16 | THU | APR |
| 06 | 216 | TUL | | 14.01 | 144 | A | 17 | W | 265 | 10.02 | 57.48 | 5.76 | 7 | TUE | JAN | E | 280 | 11.52 | 52.83 | 6.09 | 16 | THU | APR |
| 06 | 216 | TUL | | 19.25 | 145 | B | 17 | E | 64 | 8.2 | 63.37 | 5.19 | 7 | THU | JUL | E | 80 | 10.63 | 61.07 | 6.49 | 17 | WED | APR |
| 05 | 217 | SB | | .464 | 126 | A | 17 | W | 1053 | 10.57 | 81.82 | 8.65 | 8 | WED | OCT | E | 1086 | 11.71 | 76.16 | 8.92 | 17 | MON | JAN |
| 05 | 218 | MON | R | 0 | 269 | A | 16 | E | 1087 | 8.26 | 52.34 | 4.32 | 8 | TUE | NOV | W | 1299 | 8.19 | 63.12 | 5.17 | 16 | FRI | FEB |
| 03 | 220 | SAC | | 3.114 | 922 | B | 17 | E | 97 | 22.37 | 59.15 | 13.23 | 12 | SAT | JUL | W | 60 | 14.6 | 56.08 | 8.19 | 15 | FRI | JUL |
| 01 | 222 | MEN | | .96 | 733 | A | 15 | E | 349 | 9.34 | 51.25 | 4.79 | 12 | TUE | APR | E | 410 | 11.03 | 51 | 5.62 | 16 | WED | APR |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 223 | KER | | 1.85 | 161 | A | 15 | W | 121 | 10.18 | 82.88 | 8.44 | 5 | WED | JUN | E | 136 | 12.27 | 77.27 | 9.48 | 16 | TUE | DEC |
| 06 | 223 | KER | R | 10.94 | 146 | A | 15 | W | 261 | 6.64 | 62.89 | 4.18 | 12 | SUN | SEP | E | 340 | 8.57 | 63.55 | 5.44 | 17 | MON | DEC |
| 06 | 223 | KER | R | 16.01 | 224 | B | 15 | E | 353 | 8.66 | 61.39 | 5.32 | 5 | WED | JUN | E | 349 | 10.12 | 51.94 | 5.26 | 16 | FRI | NOV |
| 06 | 223 | KER | R | 16.01 | 225 | A | 15 | W | 371 | 6.74 | 70.67 | 4.77 | 5 | TUE | SEP | E | 423 | 9.74 | 55.81 | 5.43 | 16 | FRI | SEP |
| 06 | 223 | KER | | 20.91 | 147 | B | 15 | W | 423 | 8.25 | 51.27 | 4.23 | 12 | FRI | MAR | E | 500 | 9.06 | 55.19 | 5 | 17 | FRI | SEP |
| 06 | 223 | KER | | 31.92 | 148 | B | 15 | W | 121 | 9.53 | 86.43 | 8.24 | 7 | SAT | DEC | E | 109 | 12.19 | 60.89 | 7.42 | 15 | FRI | SEP |
| 05 | 227 | SLO | | 7.12 | 148 | A | 17 | N | 1099 | 11.09 | 76.37 | 8.47 | 6 | WED | APR | S | 1341 | 13.14 | 78.65 | 10.34 | 15 | THU | JUN |
| 06 | 233 | MAD | | .005 | 149 | A | 16 | S | 179 | 7.09 | 72.18 | 5.11 | 6 | WED | APR | N | 215 | 9.91 | 61.96 | 6.14 | 16 | FRI | APR |
| 06 | 233 | MAD | | 3.586 | 150 | B | 16 | N | 612 | 8.91 | 53.08 | 4.73 | 8 | MON | APR | N | 641 | 9.72 | 50.95 | 4.95 | 18 | WED | JAN |
| 12 | 241 | ORA | | 14.60 | 934 | A | 17 | N | 731 | 13.23 | 71.67 | 9.48 | 7 | MON | MAY | S | 644 | 11.79 | 70.85 | 8.35 | 17 | TUE | NOV |
| 12 | 241 | ORA | | 20.08 | 921 | A | 17 | S | 2616 | 61.41 | 60.94 | 37.42 | 8 | THU | OCT | S | 2274 | 39.71 | 81.92 | 32.53 | 16 | WED | OCT |
| 12 | 241 | ORA | | 27.38 | 922 | B | 17 | S | 3398 | 12.94 | 60.68 | 7.85 | 7 | MON | SEP | S | 3313 | 11.28 | 67.88 | 7.66 | 17 | WED | MAY |
| 12 | 241 | ORA | | 32.54 | 924 | A | 16 | S | 5714 | 13.18 | 76.71 | 10.11 | 7 | THU | FEB | N | 3851 | 9.61 | 70.92 | 6.81 | 17 | WED | APR |
| 04 | 242 | CC | R | 0 | 149 | A | 15 | N | 3901 | 6.34 | 56.68 | 3.59 | 12 | FRI | DEC | N | 5116 | 8.68 | 54.28 | 4.71 | 16 | FRI | DEC |
| 04 | 242 | CC | R | 3.398 | 36 | B | 15 | N | 4961 | 5.07 | 85.45 | 4.33 | 5 | WED | SEP | N | 4945 | 6.78 | 63.73 | 4.32 | 17 | MON | MAR |
| 06 | 245 | TUL | | 7.066 | 88 | A | 17 | N | 276 | 7.71 | 59.36 | 4.58 | 7 | FRI | APR | N | 338 | 9.99 | 56.15 | 5.61 | 15 | FRI | OCT |
| 06 | 245 | TUL | | 7.066 | 406 | B | 17 | N | 252 | 9.2 | 52.94 | 4.87 | 12 | SAT | OCT | N | 276 | 9.53 | 55.98 | 5.33 | 16 | THU | APR |
| 06 | 245 | TUL | | 12.00 | 89 | A | 17 | N | 49 | 10.71 | 74.24 | 7.95 | 12 | SAT | OCT | N | 55 | 12.5 | 71.43 | 8.93 | 18 | SAT | JUL |
| 06 | 245 | TUL | | 12.00 | 407 | B | 17 | S | 75 | 10.72 | 66.96 | 7.18 | 11 | SUN | JUL | S | 64 | 9.38 | 65.31 | 6.12 | 17 | SAT | OCT |
| 05 | 246 | SB | | 9.55 | 203 | B | 17 | W | 508 | 7.31 | 59 | 4.31 | 12 | SAT | MAY | W | 687 | 9.68 | 60.21 | 5.83 | 16 | FRI | MAY |
| 05 | 246 | SB | | 9.56 | 205 | A | 16 | E | 468 | 7.02 | 66.38 | 4.66 | 6 | TUE | AUG | W | 632 | 9.71 | 64.82 | 6.29 | 16 | TUE | MAY |
| 05 | 246 | SB | | 26.07 | 209 | A | 17 | E | 1045 | 7.29 | 57.54 | 4.2 | 8 | FRI | MAY | W | 1213 | 6.78 | 71.86 | 4.87 | 16 | THU | AUG |
| 05 | 246 | SB | R | 34.60 | 211 | B | 16 | E | 434 | 6.32 | 81.12 | 5.13 | 11 | TUE | SEP | E | 526 | 8.31 | 74.82 | 6.21 | 17 | SAT | SEP |
| 01 | 253 | MEN | | 17.18 | 762 | B | 17 | E | 178 | 9.09 | 63.12 | 5.74 | 11 | SAT | SEP | W | 216 | 9.84 | 70.82 | 6.97 | 17 | SUN | SEP |
| 01 | 254 | HUM | | 16.84 | 129 | B | 17 | N | 88 | 19.08 | 68.75 | 13.11 | 11 | WED | AUG | N | 89 | 20.12 | 65.93 | 13.26 | 14 | MON | MAY |
| 01 | 255 | HUM | | 2 | 515 | O | 17 | S | 478 | 8.77 | 75.28 | 6.6 | 12 | SAT | FEB | S | 564 | 10.8 | 72.12 | 7.79 | 15 | MON | MAR |
| 01 | 255 | HUM | | 8.75 | 805 | A | 17 | S | 830 | 8.87 | 57.72 | 5.12 | 12 | MON | DEC | S | 984 | 11.05 | 54.94 | 6.07 | 17 | THU | DEC |
| 12 | 261 | ORA | | 0 | 938 | A | 15 | S | 4803 | 8.25 | 81.84 | 6.75 | 8 | FRI | SEP | N | 5606 | 10.31 | 76.46 | 7.88 | 17 | FRI | OCT |
| 02 | 265 | SIS | | 20.33 | 185 | B | 17 | S | 90 | 10.09 | 52.02 | 5.25 | 12 | THU | SEP | N | 101 | 10.73 | 54.89 | 5.89 | 14 | FRI | AUG |
| 09 | 266 | MNO | | 0 | 977 | A | 17 | N | 38 | 21.5 | 60.32 | 12.97 | 12 | THU | OCT | N | 42 | 19.45 | 73.68 | 14.33 | 13 | THU | JUL |
| 09 | 266 | MNO | | 4.3 | 985 | A | 17 | N | 19 | 16.67 | 63.33 | 10.56 | 12 | WED | OCT | N | 23 | 17.78 | 71.88 | 12.78 | 16 | FRI | AUG |
| 03 | 267 | NEV | M | 1.419 | 928 | B | 16 | E | 805 | 10.18 | 56.25 | 5.72 | 11 | SAT | JUL | W | 1045 | 12.11 | 61.36 | 7.43 | 16 | FRI | JUL |
| 03 | 267 | NEV | M | 1.419 | 929 | A | 16 | E | 955 | 10.48 | 56.95 | 5.97 | 11 | FRI | JUL | W | 1082 | 10.66 | 63.42 | 6.76 | 16 | MON | JUL |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 06 | 269 | KIN | | 0 | 930 | A | 17 | S | 207 | 12.18 | 83.81 | 10.21 | 5 | FRI | SEP | S | 113 | 9.47 | 58.85 | 5.57 | 17 | MON | SEP |
| 06 | 269 | FRE | | .082 | 935 | B | 16 | N | 274 | 9.23 | 55.8 | 5.15 | 6 | TUE | OCT | S | 298 | 8.12 | 68.98 | 5.6 | 16 | WED | NOV |
| 06 | 269 | FRE | | 12.75 | 306 | B | 17 | N | 390 | 11.38 | 75.44 | 8.58 | 5 | WED | JUN | S | 339 | 10.96 | 68.07 | 7.46 | 16 | TUE | SEP |
| 06 | 269 | FRE | | 24.76 | 940 | B | 17 | S | 217 | 11.86 | 70 | 8.3 | 5 | THU | JUN | N | 216 | 11.66 | 70.82 | 8.26 | 15 | THU | JUN |
| 09 | 270 | MNO | | 0 | 978 | A | 17 | E | 66 | 27.11 | 89.19 | 24.18 | 9 | WED | AUG | W | 63 | 35.9 | 64.29 | 23.08 | 13 | THU | AUG |
| 01 | 271 | MEN | | 6.28 | 198 | B | 17 | S | 38 | 13.95 | 53.52 | 7.47 | 11 | MON | JUL | S | 38 | 13.56 | 55.07 | 7.47 | 13 | WED | APR |
| 01 | 271 | MEN | | 7.29 | 196 | B | 17 | N | 85 | 19.54 | 52.15 | 10.19 | 11 | WED | AUG | S | 85 | 19.31 | 52.8 | 10.19 | 13 | MON | JUN |
| 02 | 273 | SHA | | 3.812 | 155 | A | 15 | S | 418 | 8.93 | 59.04 | 5.27 | 11 | MON | MAY | S | 476 | 8.76 | 68.59 | 6.01 | 14 | MON | MAY |
| 02 | 273 | SHA | | 11.1 | 203 | O | 17 | N | 1053 | 8.07 | 64.48 | 5.2 | 7 | WED | APR | S | 1089 | 8.91 | 60.4 | 5.38 | 17 | WED | SEP |
| 02 | 273 | SHA | | 14.18 | 156 | A | 17 | N | 1143 | 9.59 | 62.26 | 5.97 | 7 | TUE | SEP | S | 1087 | 9.65 | 58.82 | 5.67 | 15 | THU | DEC |
| 02 | 273 | SHA | | 17.39 | 204 | B | 17 | S | 838 | 9.51 | 54.84 | 5.22 | 7 | THU | MAY | N | 980 | 11.07 | 55.12 | 6.1 | 14 | THU | NOV |
| 02 | 273 | SHA | | 18.92 | 315 | B | 15 | N | 608 | 9.07 | 53.85 | 4.88 | 12 | WED | FEB | N | 689 | 9.41 | 58.84 | 5.53 | 17 | TUE | NOV |
| 02 | 273 | SHA | | 20.03 | 157 | B | 15 | S | 396 | 8.41 | 67.46 | 5.67 | 7 | FRI | NOV | N | 455 | 10.12 | 64.45 | 6.52 | 17 | TUE | NOV |
| 04 | 280 | SM | R | 5.6 | 904 | B | 17 | S | 7495 | 10.58 | 59.41 | 6.28 | 8 | WED | MAR | N | 7247 | 10.61 | 57.25 | 6.08 | 16 | THU | MAR |
| 04 | 280 | SF | R | 0 | 112 | A | 17 | N | 6420 | 7.49 | 60.81 | 4.55 | 7 | THU | OCT | S | 6544 | 8.68 | 53.51 | 4.64 | 15 | FRI | OCT |
| 01 | 281 | LAK | | 15.3 | 281 | A | 15 | E | 496 | 11.84 | 80.78 | 9.56 | 7 | THU | JAN | W | 420 | 11.22 | 72.17 | 8.1 | 17 | WED | JAN |
| 11 | 282 | SD | | 0 | 894 | A | 17 | W | 2282 | 8.05 | 84.86 | 6.83 | 6 | WED | NOV | E | 1873 | 8.37 | 67.01 | 5.61 | 14 | WED | APR |
| 02 | 284 | PLU | | 0 | 186 | A | 16 | S | 99 | 26.84 | 60.37 | 16.2 | 12 | MON | MAY | S | 72 | 20.3 | 58.07 | 11.78 | 15 | SUN | MAY |
| 01 | 299 | HUM | | 0 | 192 | A | 17 | W | 678 | 9.1 | 59.32 | 5.4 | 8 | TUE | JAN | W | 717 | 10.68 | 53.43 | 5.71 | 16 | THU | AUG |
| 01 | 299 | HUM | R | 7.6 | 475 | O | 15 | W | 238 | 11.36 | 53.13 | 6.03 | 12 | FRI | AUG | E | 272 | 13.13 | 52.51 | 6.9 | 16 | FRI | AUG |
| 02 | 299 | TRI | | 52.07 | 292 | O | 15 | E | 611 | 11.09 | 50.62 | 5.62 | 12 | FRI | MAY | E | 599 | 10.47 | 52.59 | 5.51 | 15 | FRI | NOV |
| 02 | 299 | TRI | R | 58.11 | 208 | B | 17 | W | 281 | 9.11 | 65.2 | 5.94 | 10 | TUE | JUL | E | 307 | 12.43 | 52.21 | 6.49 | 16 | FRI | JUN |
| 02 | 299 | TRI | | 72.25 | 159 | O | 15 | E | 179 | 7.54 | 60.27 | 4.54 | 12 | SUN | MAY | W | 250 | 10.61 | 59.81 | 6.35 | 16 | THU | FEB |
| 02 | 299 | SHA | | 0 | 159 | O | 15 | E | 179 | 7.54 | 60.27 | 4.54 | 12 | SUN | MAY | W | 250 | 10.61 | 59.81 | 6.35 | 16 | THU | FEB |
| 02 | 299 | SHA | | 21.65 | 209 | O | 17 | W | 612 | 10.31 | 56.88 | 5.86 | 12 | SAT | JUL | E | 658 | 10.91 | 57.77 | 6.3 | 15 | SAT | JUN |
| 02 | 299 | SHA | | 23.81 | 301 | B | 17 | W | 1054 | 9.93 | 52.2 | 5.18 | 7 | THU | NOV | E | 1076 | 10.41 | 50.83 | 5.29 | 14 | FRI | MAR |
| 02 | 299 | SHA | | 24.02 | 316 | A | 15 | W | 966 | 9.1 | 53.05 | 4.83 | 7 | WED | NOV | W | 1020 | 9.61 | 53.04 | 5.1 | 14 | MON | AUG |
| 02 | 299 | SHA | | 24.09 | 317 | A | 15 | W | 1118 | 8.69 | 51.59 | 4.48 | 12 | MON | AUG | E | 1273 | 9.63 | 52.98 | 5.1 | 17 | THU | FEB |
| 02 | 299 | SHA | | 24.82 | 162 | A | 17 | W | 1126 | 9.22 | 58.4 | 5.38 | 12 | THU | NOV | W | 1170 | 9.27 | 60.34 | 5.59 | 14 | MON | AUG |
| 02 | 299 | SHA | | 27.24 | 191 | A | 17 | W | 574 | 9.33 | 63.71 | 5.95 | 7 | TUE | OCT | E | 539 | 8.71 | 64.09 | 5.58 | 17 | FRI | JUN |
| 02 | 299 | SHA | | 31.69 | 213 | A | 17 | W | 250 | 9.42 | 54.95 | 5.18 | 7 | WED | AUG | E | 285 | 9.77 | 60.38 | 5.9 | 17 | FRI | SEP |
| 02 | 299 | SHA | | 73.13 | 163 | O | 17 | E | 149 | 9.23 | 53.99 | 4.98 | 12 | WED | AUG | E | 169 | 9.77 | 57.88 | 5.65 | 15 | TUE | NOV |
| 02 | 299 | SHA | | 75.63 | 244 | O | 17 | E | 429 | 9.85 | 52.19 | 5.14 | 12 | FRI | MAY | E | 457 | 10.82 | 50.61 | 5.47 | 15 | WED | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 02 | 299 | SHA | | 80.09 | 164 | B | 17 | W | 238 | 9.88 | 53.6 | 5.3 | 11 | SAT | AUG | W | 264 | 11.02 | 53.33 | 5.88 | 15 | WED | AUG |
| 02 | 299 | SHA | | 80.09 | 214 | A | 17 | W | 177 | 10.17 | 54.46 | 5.54 | 11 | MON | JUL | E | 204 | 12.14 | 52.58 | 6.38 | 15 | THU | MAY |
| 02 | 299 | SHA | | 91.56 | 165 | B | 17 | W | 175 | 9.47 | 56.27 | 5.33 | 11 | FRI | AUG | W | 191 | 11.32 | 51.34 | 5.81 | 13 | WED | AUG |
| 02 | 299 | SHA | | 95.24 | 319 | B | 17 | W | 204 | 10.1 | 52.04 | 5.26 | 12 | FRI | MAY | E | 226 | 9.59 | 60.75 | 5.82 | 17 | MON | MAY |
| 02 | 299 | LAS | | 3.9 | 166 | B | 17 | W | 86 | 9.74 | 63.24 | 6.16 | 9 | TUE | AUG | W | 89 | 10.09 | 63.12 | 6.37 | 14 | MON | AUG |
| 02 | 299 | MOD | | .332 | 167 | B | 17 | W | 56 | 9.03 | 65.12 | 5.88 | 10 | THU | MAY | E | 61 | 10.19 | 62.89 | 6.41 | 17 | FRI | MAY |
| 02 | 299 | MOD | | 40.64 | 171 | A | 17 | W | 61 | 10.37 | 69.32 | 7.18 | 11 | THU | SEP | W | 61 | 10.48 | 68.54 | 7.18 | 15 | TUE | SEP |
| 08 | 395 | SBD | | 11.18 | 975 | A | 15 | N | 796 | 6.13 | 59.9 | 3.67 | 7 | FRI | SEP | N | 1001 | 8.37 | 55.18 | 4.62 | 15 | THU | JUN |
| 08 | 395 | SBD | | 45.95 | 977 | A | 15 | N | 291 | 10.56 | 63.4 | 6.7 | 10 | SAT | DEC | S | 368 | 10.96 | 77.31 | 8.47 | 16 | MON | SEP |
| 09 | 395 | KER | R | 1.152 | 654 | B | 17 | S | 357 | 12.33 | 62.85 | 7.75 | 12 | SUN | JUL | S | 357 | 11.83 | 65.51 | 7.75 | 14 | SUN | JUL |
| 09 | 395 | KER | R | 23.48 | 919 | B | 17 | S | 287 | 12.92 | 59.18 | 7.65 | 11 | SUN | JUN | S | 318 | 12.76 | 66.39 | 8.47 | 14 | SUN | JUN |
| 09 | 395 | INY | R | 3.022 | 110 | A | 17 | S | 668 | 15.65 | 64.73 | 10.13 | 11 | SUN | AUG | S | 864 | 17.44 | 75.13 | 13.1 | 14 | SUN | AUG |
| 09 | 395 | INY | | 29.43 | 700 | B | 17 | S | 700 | 14.88 | 66.1 | 9.84 | 12 | SUN | AUG | S | 871 | 15.43 | 79.33 | 12.24 | 15 | SUN | NOV |
| 09 | 395 | INY | | 34.67 | 903 | A | 17 | S | 654 | 12.24 | 77.03 | 9.42 | 9 | MON | SEP | S | 816 | 14.74 | 79.77 | 11.76 | 16 | SUN | JAN |
| 09 | 395 | INY | | 55.83 | 305 | A | 17 | S | 718 | 14.4 | 62.33 | 8.97 | 12 | SUN | MAR | S | 765 | 14.6 | 65.5 | 9.56 | 13 | SUN | AUG |
| 09 | 395 | INY | | 55.83 | 972 | B | 17 | S | 666 | 13.34 | 69.89 | 9.32 | 12 | SUN | SEP | S | 816 | 15.2 | 75.14 | 11.42 | 15 | SUN | FEB |
| 09 | 395 | INY | R | 58.81 | 660 | A | 17 | S | 770 | 13.69 | 76.62 | 10.49 | 12 | SUN | MAR | S | 730 | 14.61 | 68.03 | 9.94 | 14 | SUN | AUG |
| 09 | 395 | INY | | 73.5 | 644 | A | 17 | S | 816 | 15.95 | 66.78 | 10.65 | 12 | SUN | AUG | S | 766 | 13.83 | 72.33 | 10 | 14 | SUN | JAN |
| 09 | 395 | INY | | 96.4 | 846 | B | 17 | S | 712 | 12.15 | 80.63 | 9.8 | 12 | SUN | JAN | N | 789 | 17.76 | 61.16 | 10.86 | 16 | MON | DEC |
| 09 | 395 | INY | | 96.5 | 905 | A | 17 | S | 801 | 13.62 | 81.49 | 11.1 | 11 | SUN | FEB | S | 726 | 16.28 | 61.79 | 10.06 | 14 | SUN | MAR |
| 09 | 395 | INY | | 112.7 | 692 | B | 17 | S | 862 | 13.57 | 70.43 | 9.55 | 10 | SUN | AUG | S | 754 | 12.34 | 67.75 | 8.36 | 15 | SUN | MAR |
| 09 | 395 | INY | | 115.2 | | B | 17 | S | 875 | 10.38 | 72.55 | 7.53 | 11 | MON | FEB | S | 812 | 11.17 | 62.61 | 6.99 | 14 | MON | FEB |
| 09 | 395 | INY | | 115.4 | 106 | B | 17 | N | 1011 | 11.34 | 64.35 | 7.3 | 12 | SAT | JUL | N | 854 | 10.09 | 61.09 | 6.16 | 14 | FRI | SEP |
| 09 | 395 | INY | | 115.4 | 993 | A | 17 | N | 962 | 9.74 | 61.99 | 6.04 | 12 | FRI | MAY | N | 971 | 10.21 | 59.72 | 6.1 | 15 | MON | DEC |
| 09 | 395 | INY | | 116.3 | 994 | B | 17 | S | 988 | 10.27 | 56.91 | 5.84 | 11 | SUN | AUG | N | 1027 | 9.53 | 63.71 | 6.07 | 14 | SAT | MAY |
| 09 | 395 | INY | | 117.3 | 646 | O | 17 | S | 946 | 11.24 | 59.84 | 6.73 | 11 | MON | DEC | N | 839 | 9.9 | 60.23 | 5.96 | 15 | TUE | DEC |
| 09 | 395 | INY | | 121.0 | 906 | A | 17 | S | 760 | 15.2 | 65.12 | 9.9 | 9 | SUN | JUL | N | 645 | 13.18 | 63.74 | 8.4 | 16 | FRI | SEP |
| 09 | 395 | MNO | R | 13.93 | 310 | B | 17 | S | 813 | 12.51 | 84.69 | 10.59 | 11 | SUN | JAN | S | 653 | 11.92 | 71.37 | 8.51 | 13 | SUN | JAN |
| 09 | 395 | MNO | R | 25.75 | 308 | B | 17 | S | 866 | 11.88 | 75.7 | 8.99 | 9 | MON | JAN | S | 758 | 12.67 | 62.13 | 7.87 | 14 | SUN | APR |
| 09 | 395 | MNO | | 40.34 | 987 | A | 17 | N | 492 | 20.19 | 55.53 | 11.21 | 10 | SUN | AUG | S | 405 | 15.09 | 61.18 | 9.23 | 13 | WED | AUG |
| 09 | 395 | MNO | | 50.74 | 988 | B | 17 | N | 531 | 16.25 | 69.59 | 11.31 | 10 | SUN | OCT | S | 446 | 18.93 | 50.17 | 9.5 | 13 | SAT | JUL |
| 09 | 395 | MNO | | 58.24 | 989 | A | 17 | S | 340 | 16.76 | 57.43 | 9.62 | 12 | WED | JUL | S | 327 | 16.47 | 56.19 | 9.26 | 13 | FRI | AUG |
| 09 | 395 | MNO | | 76.3 | 526 | B | 17 | N | 377 | 18.58 | 52.51 | 9.76 | 11 | SUN | AUG | N | 324 | 16.3 | 51.43 | 8.38 | 13 | SUN | AUG |

| | | | | | | | | | AM PEAK | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 09 | 395 | MNO | | 76.3 | 527 | A | 17 | S | 384 | 18.5 | 54.47 | 10.08 | 11 | SUN | JUL | S | 323 | 16.53 | 51.27 | 8.48 | 14 | FRI | AUG |
| 09 | 395 | MNO | | 80.61 | 909 | A | 17 | N | 322 | 18.42 | 53.05 | 9.77 | 12 | SUN | AUG | N | 316 | 18.11 | 52.93 | 9.59 | 14 | SUN | AUG |
| 09 | 395 | MNO | | 93.7 | 528 | A | 17 | S | 294 | 12.02 | 70.5 | 8.48 | 11 | SAT | NOV | S | 299 | 15.98 | 53.97 | 8.62 | 15 | MON | SEP |
| 09 | 395 | MNO | | 117.0 | 530 | B | 17 | S | 351 | 15.86 | 55.02 | 8.73 | 10 | SUN | JUL | N | 328 | 13.53 | 60.29 | 8.16 | 14 | SUN | JUL |
| 09 | 395 | MNO | | 120.5 | 991 | B | 17 | S | 325 | 14.67 | 56.62 | 8.3 | 11 | SAT | JUL | N | 302 | 14.33 | 53.83 | 7.72 | 14 | FRI | JUN |
| 02 | 395 | LAS | R | 4.615 | 198 | A | 16 | N | 343 | 6.58 | 88.4 | 5.82 | 5 | THU | SEP | S | 434 | 12.38 | 59.45 | 7.36 | 16 | MON | MAY |
| 02 | 395 | LAS | | 29.84 | 289 | A | 16 | N | 324 | 12.66 | 52.68 | 6.67 | 12 | SUN | AUG | S | 401 | 13.83 | 59.67 | 8.25 | 13 | MON | MAY |
| 02 | 395 | LAS | R | 61.09 | 175 | B | 16 | N | 441 | 7.39 | 73.5 | 5.43 | 7 | FRI | MAY | S | 481 | 11.6 | 51.06 | 5.92 | 14 | FRI | MAY |
| 02 | 395 | LAS | R | 61.09 | 176 | A | 16 | S | 195 | 9.93 | 52.99 | 5.26 | 8 | THU | MAY | S | 237 | 11.04 | 57.95 | 6.4 | 14 | FRI | MAY |
| 02 | 395 | LAS | | 70.12 | 261 | A | 16 | N | 92 | 9.3 | 66.19 | 6.15 | 11 | MON | SEP | S | 104 | 11.44 | 60.82 | 6.96 | 15 | THU | SEP |
| 02 | 395 | MOD | | 3.216 | 246 | B | 17 | S | 135 | 17.36 | 77.14 | 13.39 | 11 | TUE | AUG | S | 224 | 25.99 | 85.5 | 22.22 | 16 | MON | AUG |
| 02 | 395 | MOD | | 22.07 | 177 | B | 17 | S | 380 | 11.26 | 57.49 | 6.47 | 11 | TUE | AUG | S | 436 | 10.57 | 70.21 | 7.42 | 18 | MON | AUG |
| 02 | 395 | MOD | | 28.29 | 178 | A | 17 | S | 184 | 17.95 | 87.62 | 15.73 | 10 | TUE | AUG | S | 465 | 42.91 | 92.63 | 39.74 | 16 | MON | AUG |
| 12 | 405 | ORA | | .949 | 939 | B | 16 | N | 8073 | 6.45 | 70.24 | 4.53 | 6 | THU | JUL | S | 7699 | 8.3 | 52.01 | 4.32 | 16 | MON | MAY |
| 12 | 405 | ORA | | 6.178 | 915 | A | 16 | N | 11839 | 8.18 | 51.16 | 4.18 | 7 | THU | MAY | S | 11641 | 7.53 | 54.67 | 4.11 | 15 | WED | JUN |
| 12 | 405 | ORA | | 15.9 | 208 | B | 16 | N | 9723 | 5.68 | 61.64 | 3.5 | 7 | THU | FEB | N | 10019 | 6.88 | 52.42 | 3.61 | 16 | TUE | JAN |
| 12 | 405 | ORA | | 19.16 | 659 | B | 17 | S | 9156 | 6.91 | 51.72 | 3.57 | 11 | SAT | SEP | S | 9208 | 6 | 59.82 | 3.59 | 18 | WED | FEB |
| 12 | 405 | ORA | | 21.2 | 434 | A | 16 | N | 12887 | 6.45 | 51.44 | 3.32 | 6 | WED | AUG | S | 13649 | 7.01 | 50.12 | 3.51 | 15 | FRI | JAN |
| 07 | 405 | LA | | .4 | 210 | A | 15 | N | 9007 | 6.57 | 52.64 | 3.46 | 6 | TUE | JUL | S | 9919 | 6.85 | 55.56 | 3.81 | 15 | THU | OCT |
| 07 | 405 | LA | | 6.81 | 211 | B | 17 | N | 11025 | 6.2 | 60.46 | 3.75 | 7 | TUE | MAY | N | 10162 | 6.33 | 54.61 | 3.46 | 16 | FRI | MAY |
| 07 | 405 | LA | | 14.92 | 213 | A | 16 | N | 8571 | 6.23 | 53.59 | 3.34 | 11 | SAT | NOV | N | 8769 | 6.64 | 51.4 | 3.41 | 13 | SAT | OCT |
| 07 | 405 | LA | | 25.27 | 490 | B | 16 | N | 9802 | 5.33 | 59.57 | 3.17 | 6 | THU | MAR | N | 9544 | 5.85 | 52.8 | 3.09 | 16 | SAT | APR |
| 07 | 405 | LA | | 40.6 | 730 | A | 17 | S | 9027 | 6.91 | 58.25 | 4.03 | 12 | SAT | OCT | N | 8440 | 6.33 | 59.45 | 3.77 | 15 | MON | JAN |
| 07 | 405 | LA | | 47.6 | 218 | B | 16 | S | 6135 | 6.62 | 63.65 | 4.22 | 6 | MON | AUG | N | 5154 | 6.35 | 55.82 | 3.54 | 15 | TUE | MAR |
| 04 | 505 | SOL | R | 3.058 | 903 | B | 17 | S | 1817 | 8.3 | 60.83 | 5.05 | 10 | SUN | JUN | S | 2160 | 9.41 | 63.75 | 6 | 14 | SUN | SEP |
| 03 | 505 | YOL | | .396 | 955 | B | 17 | S | 1432 | 9.54 | 61.28 | 5.85 | 12 | SAT | SEP | N | 1751 | 11.22 | 63.74 | 7.15 | 15 | FRI | JUL |
| 03 | 505 | YOL | | 10.62 | 342 | B | 17 | N | 1083 | 7.46 | 77.08 | 5.75 | 7 | SAT | JUL | N | 1270 | 10.49 | 64.27 | 6.74 | 13 | FRI | AUG |
| 03 | 505 | YOL | | 10.62 | 964 | A | 17 | N | 920 | 10.62 | 70.66 | 7.5 | 11 | THU | AUG | N | 1041 | 13.08 | 64.9 | 8.49 | 15 | FRI | JUN |
| 03 | 505 | YOL | R | 22.36 | 965 | B | 17 | S | 812 | 14.21 | 51.04 | 7.25 | 11 | SUN | NOV | N | 969 | 12.73 | 68 | 8.66 | 17 | FRI | AUG |
| 10 | 580 | SJ | | 8.149 | 421 | X | 16 | W | 2519 | 8.06 | 86.45 | 6.97 | 6 | WED | MAY | E | 2282 | 9.1 | 69.36 | 6.31 | 17 | FRI | SEP |
| 04 | 580 | ALA | | 10.69 | 532 | A | 17 | E | 8430 | 6.06 | 62.18 | 3.77 | 7 | THU | AUG | W | 10713 | 7.22 | 66.33 | 4.79 | 14 | WED | AUG |
| 04 | 580 | ALA | | 30.35 | 535 | A | 17 | E | 7364 | 6.94 | 52.19 | 3.62 | 7 | MON | MAY | E | 7477 | 6.88 | 53.43 | 3.67 | 16 | MON | FEB |
| 12 | 605 | ORA | R | 1.1 | 219 | A | 16 | N | 7464 | 6.4 | 58.28 | 3.73 | 8 | TUE | JUN | N | 8444 | 7.27 | 58.03 | 4.22 | 16 | TUE | OCT |

| | | | | | | | | | AM PEAK | | | | | | | | PM PEAK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DI | RTE | CO | PRE | PM | CS | LEG | YR | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH | Dir | 1 WAY PHV | % K | % D | % KD | HR | DAY | MNTH |
| 07 | 605 | LA | R | 2.31 | 220 | O | 16 | N | 7651 | 7.42 | 50.43 | 3.74 | 7 | WED | APR | N | 8860 | 7.52 | 57.66 | 4.34 | 17 | MON | OCT |
| 07 | 605 | LA | R | 8.9 | 485 | B | 15 | S | 9482 | 5.88 | 54.85 | 3.22 | 6 | THU | APR | S | 9636 | 5.8 | 56.48 | 3.28 | 17 | WED | APR |
| 07 | 605 | LA | | 22.92 | 547 | O | 15 | S | 5933 | 6.63 | 54.69 | 3.62 | 7 | WED | MAY | N | 5701 | 6.85 | 50.83 | 3.48 | 14 | SAT | OCT |
| 04 | 680 | ALA | M | 1.961 | 39 | A | 15 | S | 6856 | 8.98 | 56.75 | 5.1 | 9 | THU | AUG | S | 5717 | 7.88 | 53.96 | 4.25 | 17 | TUE | SEP |
| 04 | 680 | ALA | R | 20.06 | 157 | A | 15 | N | 6867 | 7.28 | 55.93 | 4.07 | 9 | WED | NOV | N | 7978 | 7.91 | 59.85 | 4.73 | 18 | TUE | NOV |
| 04 | 680 | CC | R | .01 | 557 | A | 15 | S | 6653 | 7.57 | 51.37 | 3.89 | 8 | TUE | AUG | S | 7380 | 7.48 | 57.68 | 4.31 | 16 | FRI | MAY |
| 04 | 680 | CC | R | .02 | 900 | O | 17 | S | 6272 | 6.37 | 53.58 | 3.41 | 7 | THU | AUG | S | 6632 | 6.41 | 56.35 | 3.61 | 16 | THU | DEC |
| 04 | 680 | CC | R | 6.764 | 419 | O | 15 | S | 6575 | 7.89 | 55.32 | 4.37 | 7 | THU | FEB | N | 6055 | 7.6 | 52.88 | 4.02 | 14 | FRI | MAY |
| 04 | 680 | CC | R | 18.71 | 301 | B | 15 | S | 9880 | 5.64 | 70.94 | 4 | 6 | TUE | MAY | N | 10782 | 6.5 | 67.15 | 4.37 | 17 | THU | MAY |
| 07 | 710 | LA | | 7.6 | 37 | A | 17 | N | 8515 | 10.82 | 55.66 | 6.02 | 6 | TUE | OCT | N | 8299 | 11.51 | 51.01 | 5.87 | 16 | FRI | OCT |
| 07 | 710 | LA | | 10.31 | 38 | A | 15 | S | 7252 | 7.47 | 52.77 | 3.94 | 7 | MON | APR | N | 6714 | 7.1 | 51.39 | 3.65 | 16 | MON | MAY |
| 07 | 710 | LA | R | 27.11 | 436 | A | 16 | S | 2258 | 8.12 | 61.03 | 4.95 | 7 | WED | FEB | N | 1971 | 7.36 | 58.77 | 4.32 | 17 | WED | MAR |
| 04 | 780 | SOL | | 6.656 | 341 | A | 15 | E | 2665 | 8.03 | 55.25 | 4.44 | 7 | WED | MAR | W | 2883 | 8.77 | 54.72 | 4.8 | 17 | THU | FEB |
| 11 | 805 | SD | | .647 | 922 | A | 17 | S | 2947 | 6.79 | 65.5 | 4.45 | 10 | SAT | DEC | S | 3495 | 8.05 | 65.47 | 5.27 | 15 | THU | DEC |
| 11 | 805 | SD | | 1.805 | 681 | A | 17 | N | 9517 | 8.33 | 67.46 | 5.62 | 12 | SAT | JUL | N | 10511 | 9.18 | 67.59 | 6.21 | 17 | THU | JUL |
| 11 | 805 | SD | | 5.542 | 684 | O | 17 | N | 6908 | 5.99 | 63.95 | 3.83 | 6 | MON | SEP | S | 8092 | 7.93 | 56.53 | 4.48 | 15 | THU | AUG |
| 11 | 805 | SD | | 8.854 | 924 | B | 17 | N | 10576 | 6.52 | 68.11 | 4.44 | 6 | TUE | APR | S | 11609 | 7.53 | 64.81 | 4.88 | 16 | FRI | SEP |
| 11 | 805 | SD | | 8.854 | 944 | A | 17 | N | 9833 | 6.34 | 70.87 | 4.49 | 6 | FRI | MAR | S | 9770 | 7.8 | 57.29 | 4.47 | 15 | FRI | OCT |
| 11 | 805 | SD | | 11.10 | 925 | B | 17 | N | 9576 | 5.77 | 73.35 | 4.23 | 6 | WED | JAN | S | 10077 | 7.21 | 61.85 | 4.46 | 15 | THU | JAN |
| 11 | 805 | SD | | 16.43 | 927 | B | 17 | N | 7628 | 5.41 | 73.66 | 3.98 | 6 | MON | JUN | S | 9183 | 7.8 | 61.47 | 4.8 | 14 | FRI | APR |
| 11 | 805 | SD | | 23.65 | 929 | B | 17 | N | 7754 | 5.75 | 70.64 | 4.06 | 6 | WED | MAY | S | 8756 | 7.94 | 57.8 | 4.59 | 14 | FRI | JUN |
| 11 | 805 | SD | | 24.44 | 683 | X | 17 | N | 8892 | 6.98 | 65.45 | 4.57 | 6 | WED | JUL | S | 9221 | 7.75 | 61.15 | 4.74 | 14 | FRI | MAY |
| 11 | 805 | SD | | 28.50 | 930 | B | 17 | S | 7327 | 7.27 | 61.61 | 4.48 | 8 | WED | NOV | N | 6906 | 6.94 | 60.89 | 4.22 | 16 | WED | JUN |
| 11 | 905 | SD | | 3.207 | 932 | A | 17 | W | 2533 | 8.17 | 52.31 | 4.28 | 7 | WED | APR | E | 2872 | 8.87 | 54.66 | 4.85 | 15 | THU | FEB |
| 11 | 905 | SD | | 5.164 | 942 | A | 17 | E | 4089 | 7.81 | 63.72 | 4.97 | 7 | MON | DEC | W | 4200 | 9.29 | 54.98 | 5.11 | 16 | THU | DEC |
| 11 | 905 | SD | R | 11.37 | 127 | A | 17 | W | 1531 | 5.72 | 75.09 | 4.29 | 7 | THU | NOV | E | 1748 | 7.57 | 64.79 | 4.9 | 16 | TUE | JAN |

# Exhibit D

Project Flight Information, ALPS™ Model Results and Trip Generation

ADVANCED LAND TRANSPORTATION PERFORMANCE SIMULATION

# ALPS

Simulating *Peak* Performance

Kimley»Horn

Expect More. Experience Better.

ALPS

MULTI-MODAL SIMULATION SYSTEM

# Advanced Land Transportation Performance Simulation (ALPS)

Kimley-Horn formulates the right technical solutions to fit your situation, based on a thorough understanding of your needs and goals.
The multi-faceted capabilities of the ALPS software can meet your needs for modeling and simulation of complex multi-modal environments.

## ALPS ALLOWS YOU TO

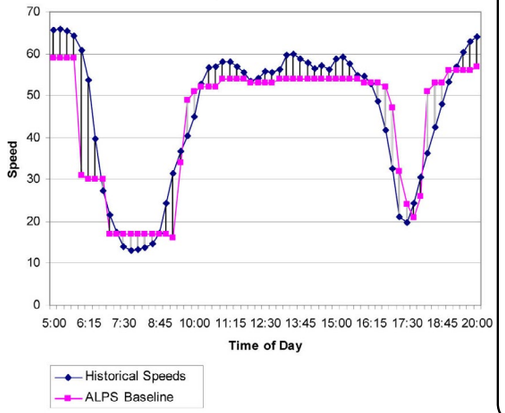
**Model** | **Plan** | **Simulate** | **Analyze**

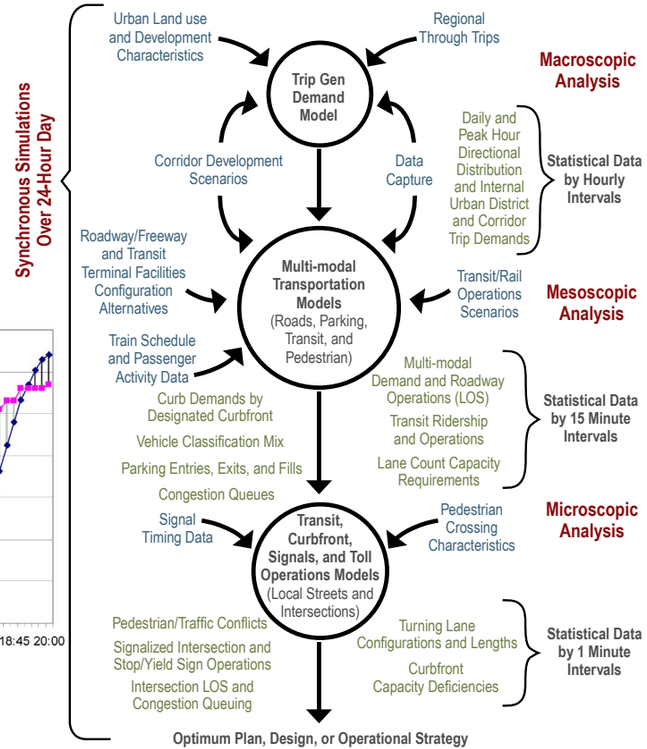
| | |
|---|---|
| Airports | Transit |
| Activity Centers | Pedestrians |
| Parking Facilities | Rail |
| Arterials | Vehicles |
| Freeways | |

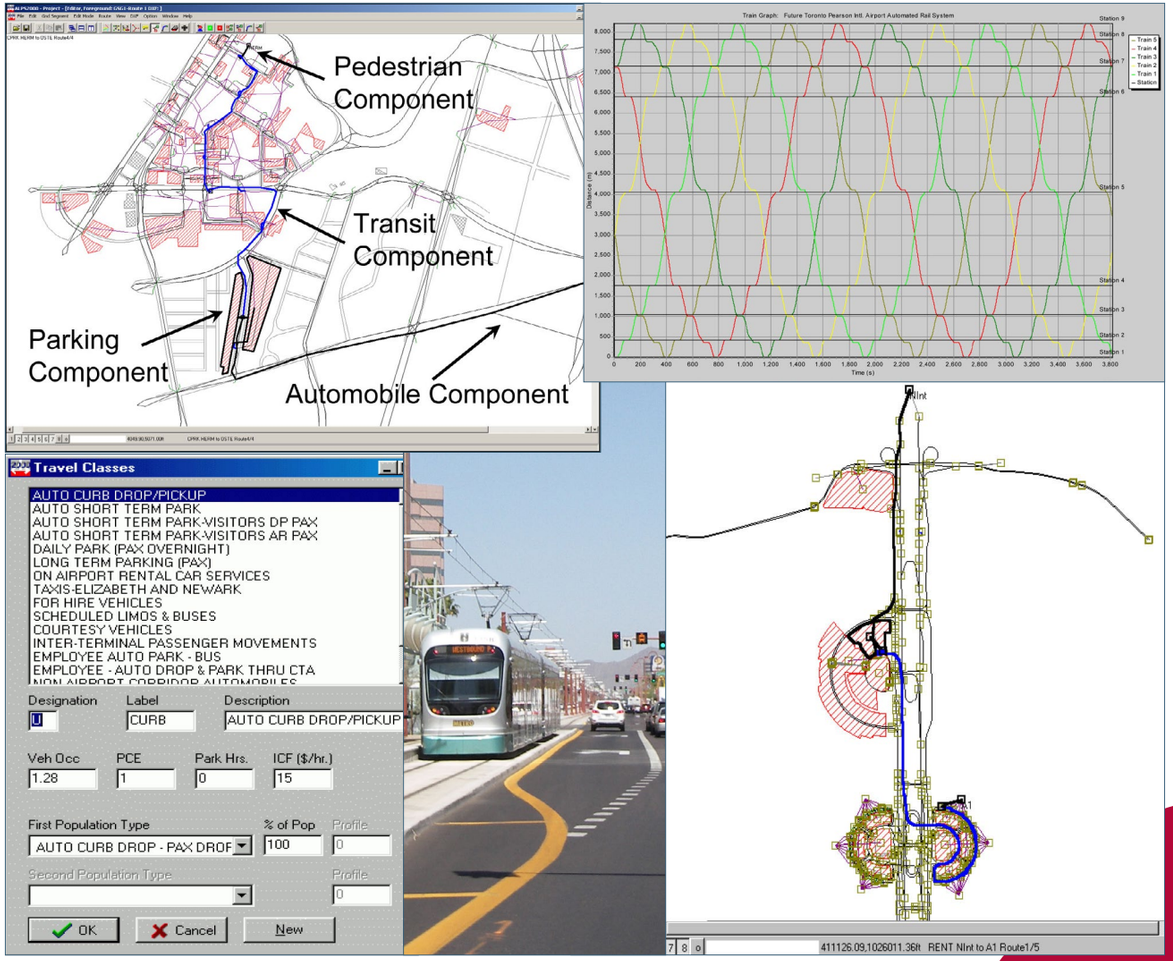
MODEL

# Person-Trip Modeling Across Multiple Modes at Varying Levels of Detail

- Multi-modal assignment
- Multi-modal trip distribution
- Path-finding across modal options
- Dynamic routing and traffic assignment
- Faster than real-time simulation
- Macro-meso link interfaces
- Meso-micro link interfaces
- Variable time steps



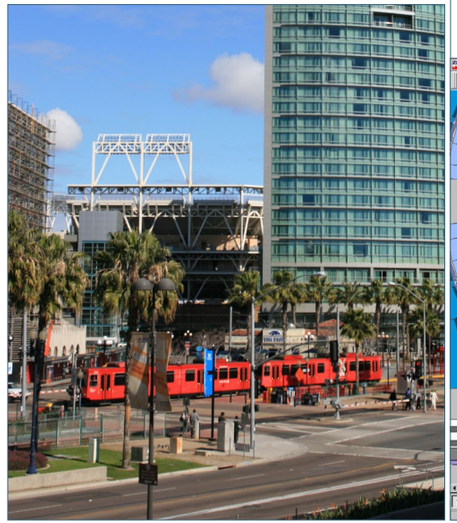



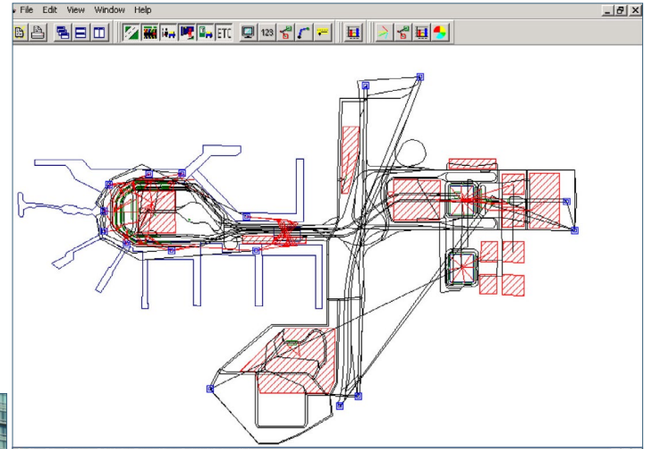

## Build Multi-Modal Transportation Networks With Ease

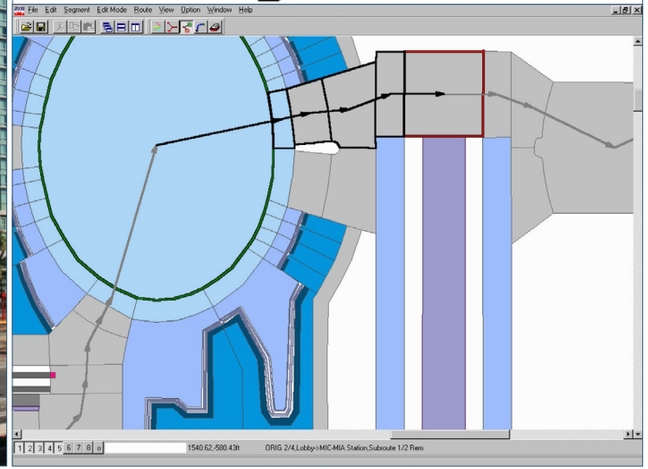
PLAN

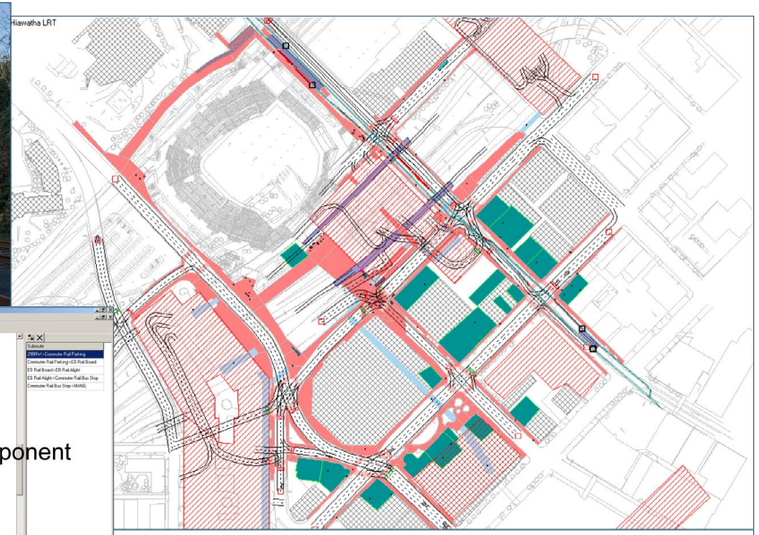
# Simulate Future Conditions for Detailed Alternatives Analysis

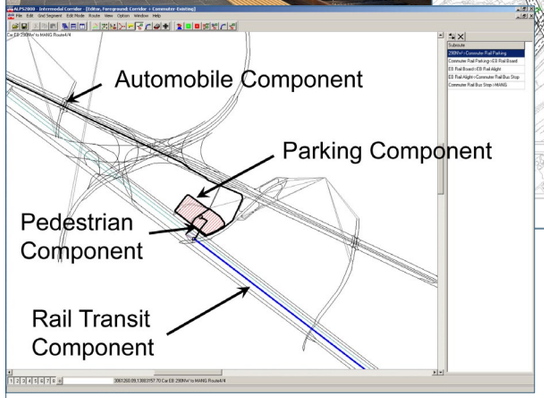
- Regional planning
- Urban district planning
- Facility planning
- Concept of operations
- Capital forecasting
- Evacuation planning
- Feasibility studies
- Construction phasing

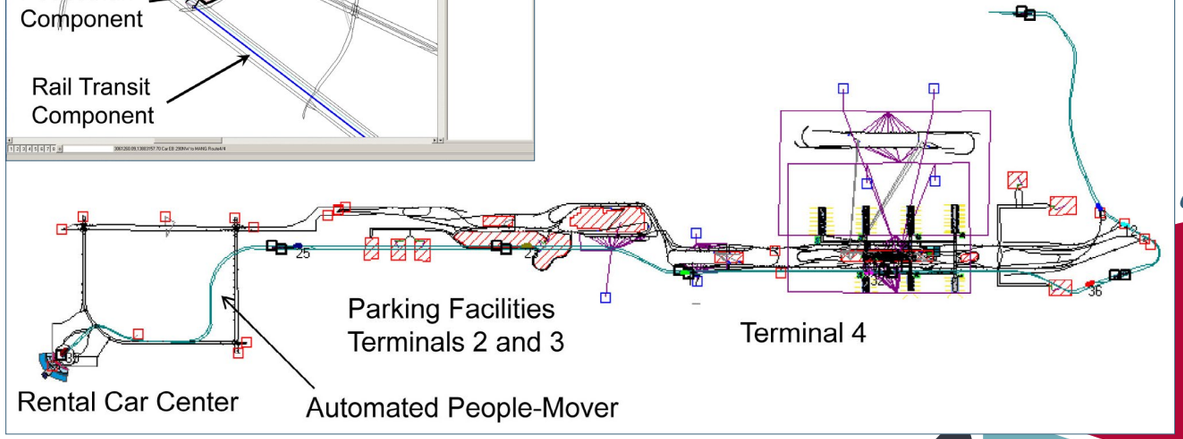






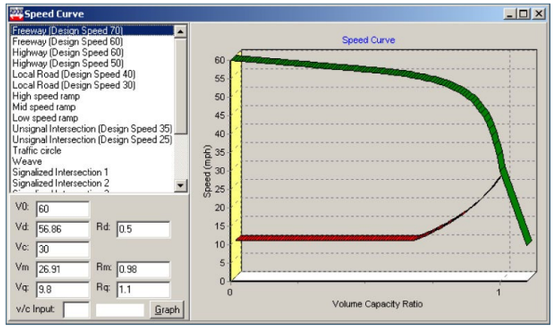



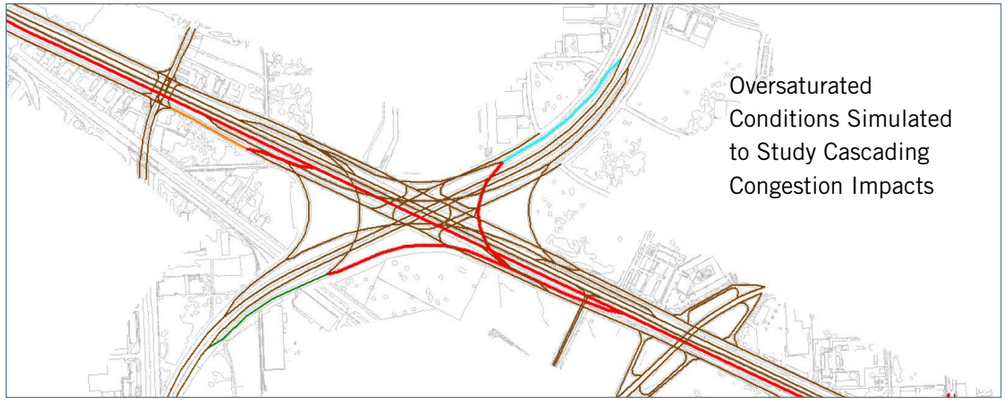



SIMULATE

# ALPS Meso and Micro Simulation Capabilities Speed the Analysis Process

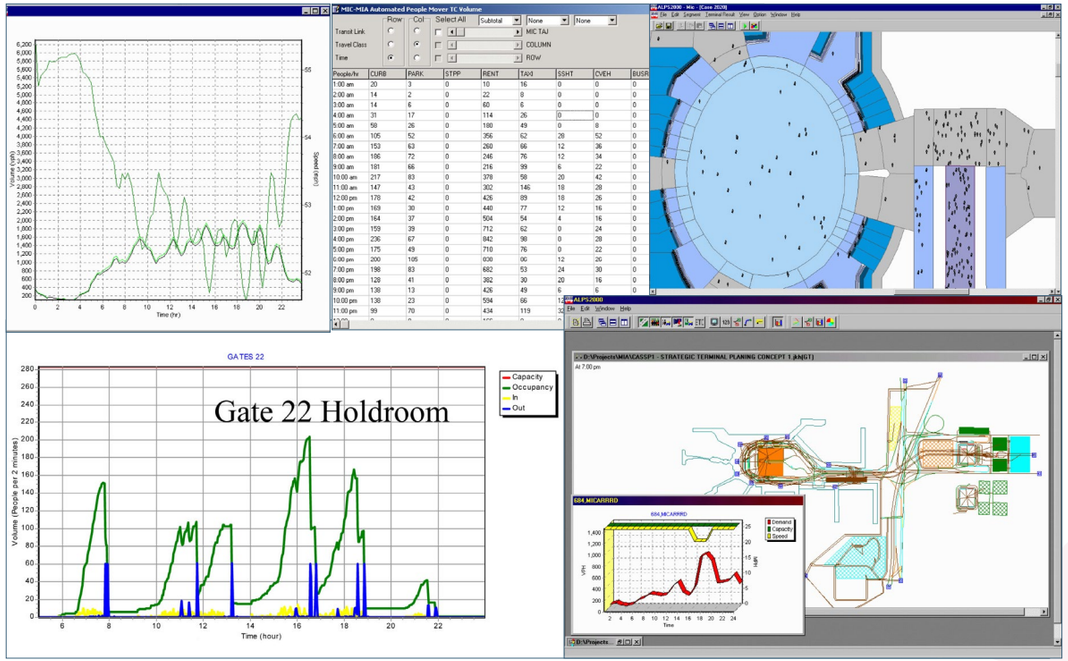
- Thousands of times faster than microscopic-only simulation
- Run 10x more case studies
- Integrated genetic algorithm calibration tool
- Automated case study manager



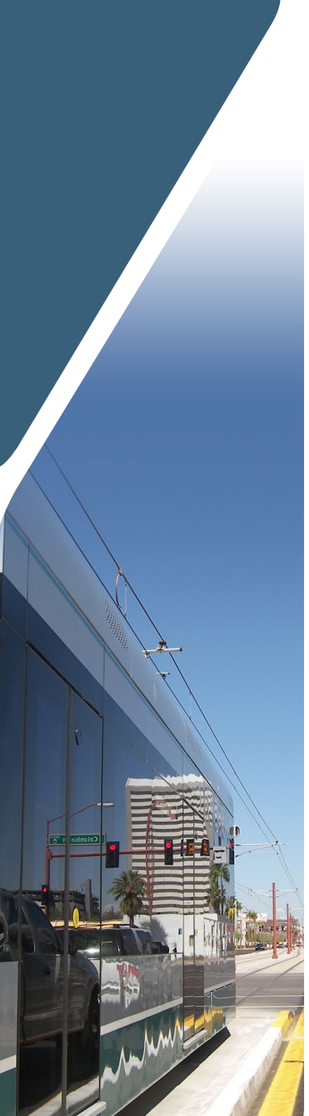



# Integrated Performance Analysis Tools for Rapid Case Study Comparisons

- Time-dependent route assignment for a 24-hour day
- "Pivot table" report capability
- Dynamic 2-D and 3-D animations
- Integrated graphs, charts, and summary statistics
- Delays, throughput, transit metrics, and traveler trip times



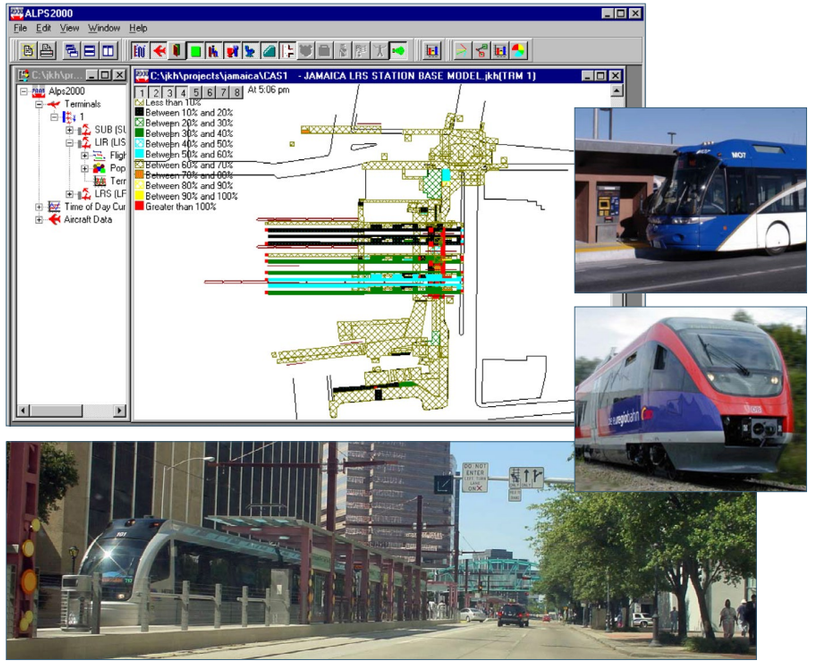

ANALYZE



TRANSIT

## Analyze Transit Systems from A to Z

- Vehicle performance modeling
- Headway-based operations
- Schedule-based operations
- Dynamic demand-dispatch of vehicles (buses or PRT)
- At-grade BRT and LRT systems
- Fixed and moving block signaling
- Signal priority
- Intermodal linkage
- Propulsion modeling




## Comprehensive Airport Landside Simulations Driven by Flight Schedules

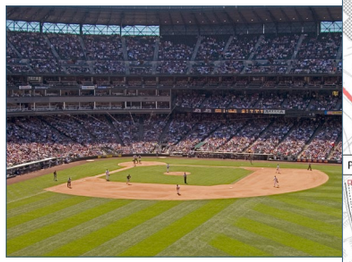
- Terminal operations
- Security lines
- Baggage and ticketing systems
- Curbside pick-up/drop-off
- Parking shuttles and rental cars
- Inter-terminal transit
- Methods also applicable to rail, ferry, and cruise terminals

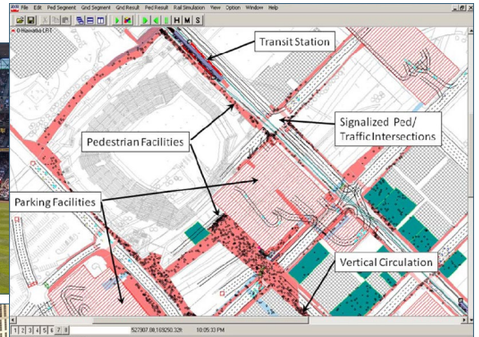
AIRPORTS

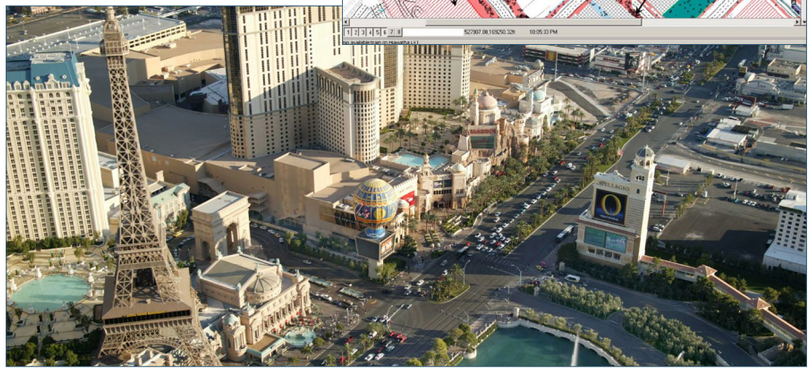
ACTIVITY CENTERS

## Evaluate Alternative Strategies for Transportation Facilities at Major Activity Centers

- Stadiums
- Transit terminals
- Entertainment venues
- Convention centers
- Casinos
- Evacuation analysis
- Parking strategies
- Transit access
- Pedestrian usability

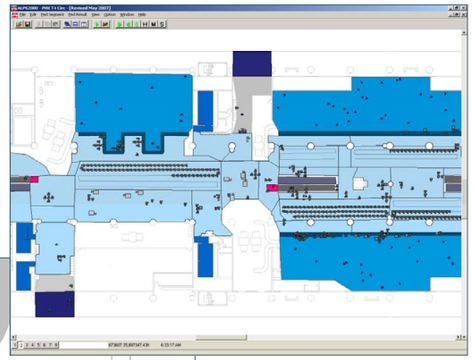


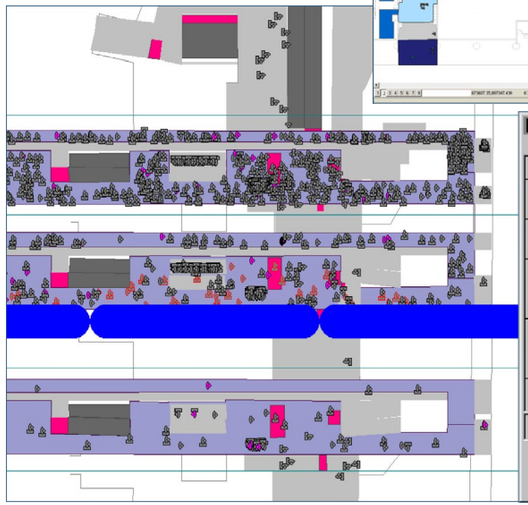


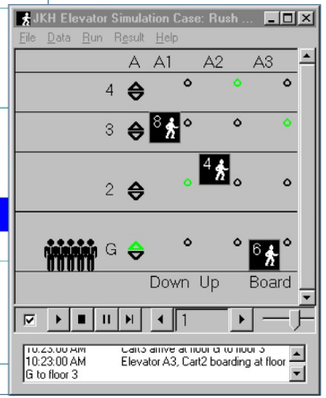



## Person Trips are Tracked from Origin to Destination

- Dynamic pedestrian routing at intersections
- Conflicts with vehicles
- Linkage to modal trips
- Congestion effects
- Groups traveling together
- Queuing
- Vertical circulation
- Baggage and carts








PEDESTRIANS

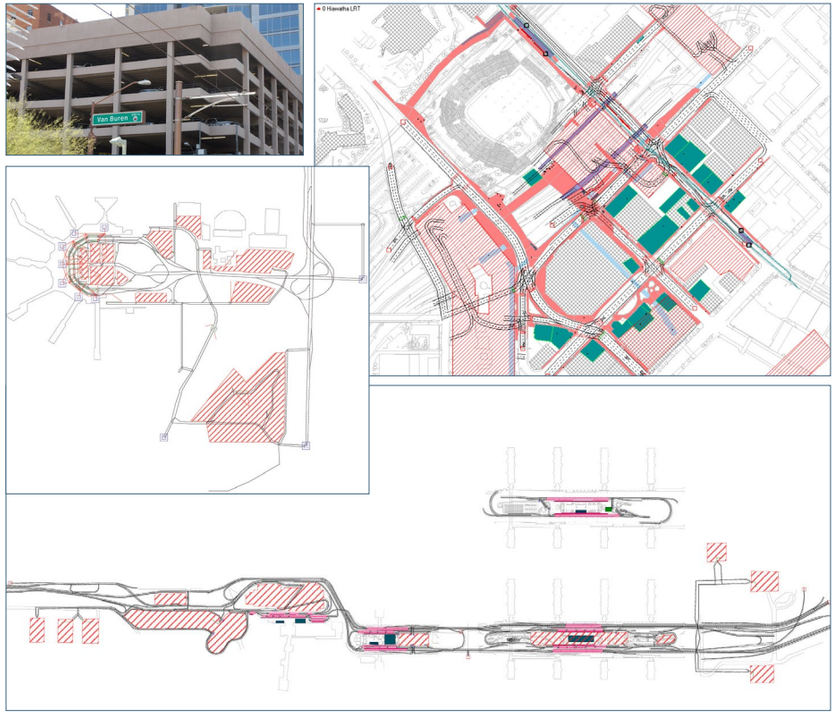
RAIL

## Analyze Fixed Guideway Systems of Any Design and Complexity

- Light and heavy rail transit
- Passenger and freight railroad
- Fixed and moving block control
- Automated guideway — APM/PRT
- Failure impacts/recovery
- Headway-based operations
- Schedule-based operations
- Platform passenger densities

## Evaluate Parking Facilities and the Search for Parking

- Dynamic search for closest lot
- Drivers can dynamically change lot choice when full
- Parking circulation on ramps
- Integrated with multi-modal person trip modeling

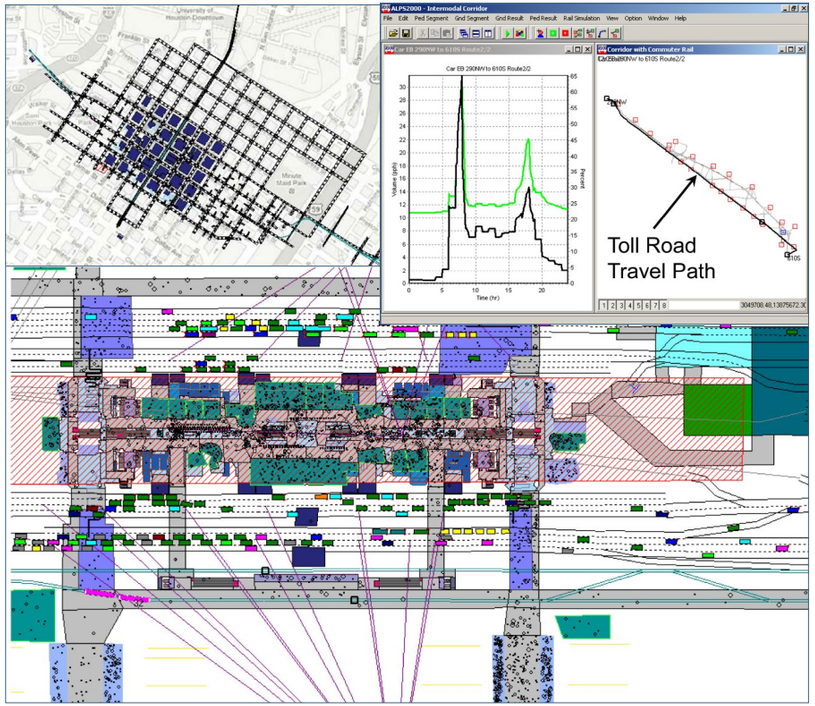


FACILITIES

ARTERIALS/FREEWAYS

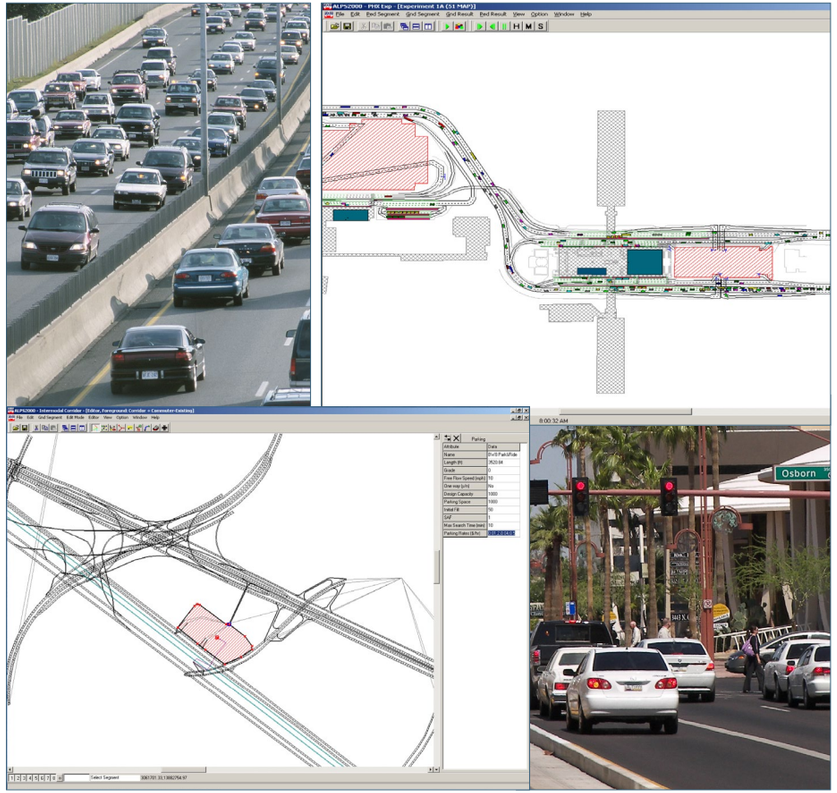
## Mesoscopic and Microscopic Modeling of Vehicle Traffic and Mixed-Mode Operations

- Actuated-coordinated traffic signals
- Ramp meters
- Interchanges
- Car following, lane changing, and gap acceptance algorithms
- Transit priority
- Stop-controlled intersections



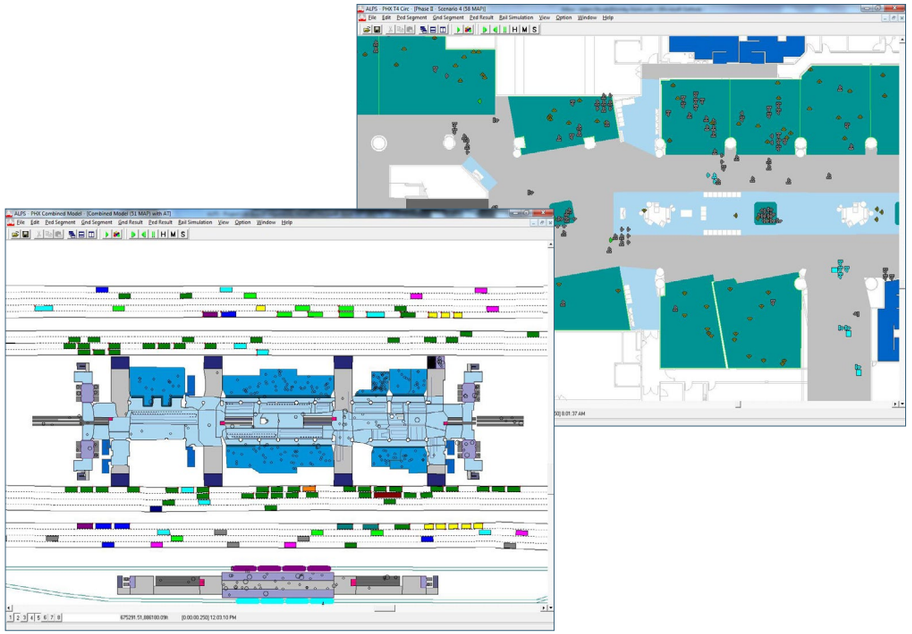

## Vehicles of Every Type and Class

- Cars, light trucks, and vans
- Large trucks and double trailers
- Performance characteristics by class
- Interactions with pedestrians



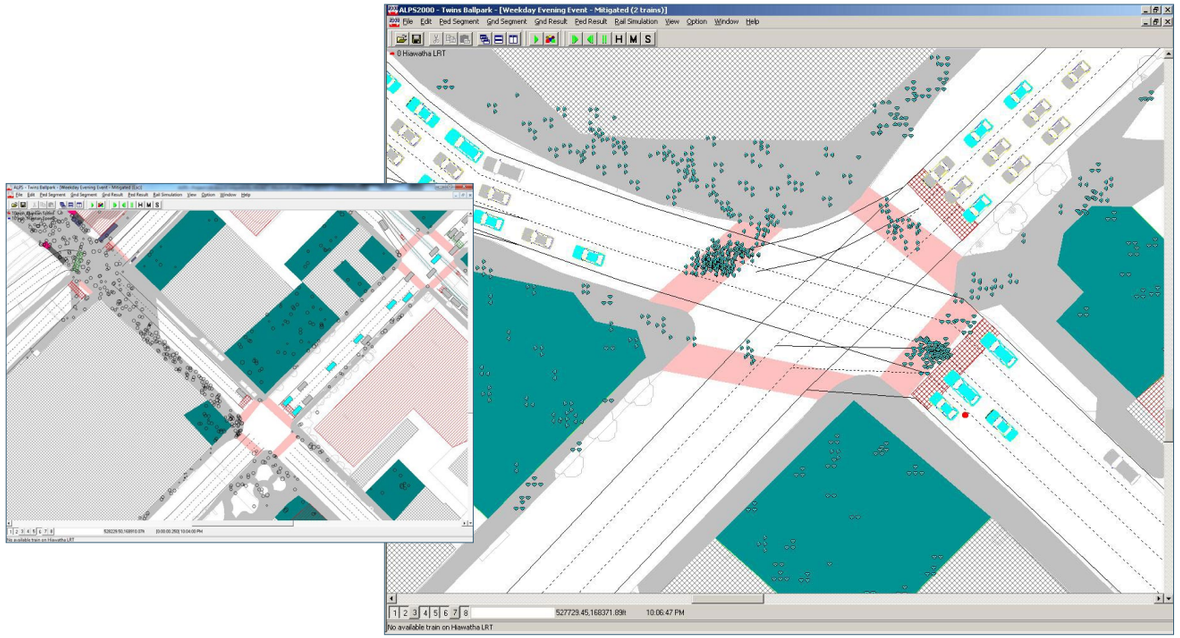

VEHICLES

ALPS PROJECTS



## Phoenix Sky Harbor International Airport

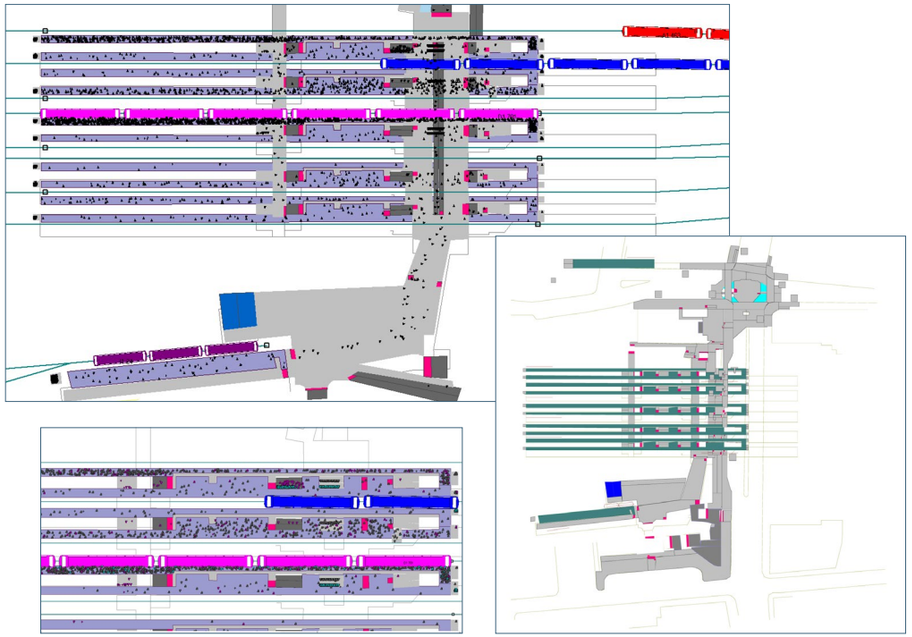
- Evaluated multiple roadway/ configuration alternatives
- Identified solutions for traffic choke points on-airport which were subsequently fixed
- Evaluated vertical circulation problem areas in existing facilities related to introduction of new APM system platform
- Analyzed potential traffic congestion reduction (on- and off-airport) due to installation of APM system



## Minneapolis Target Field Pedestrian and Transit Simulation Modeling

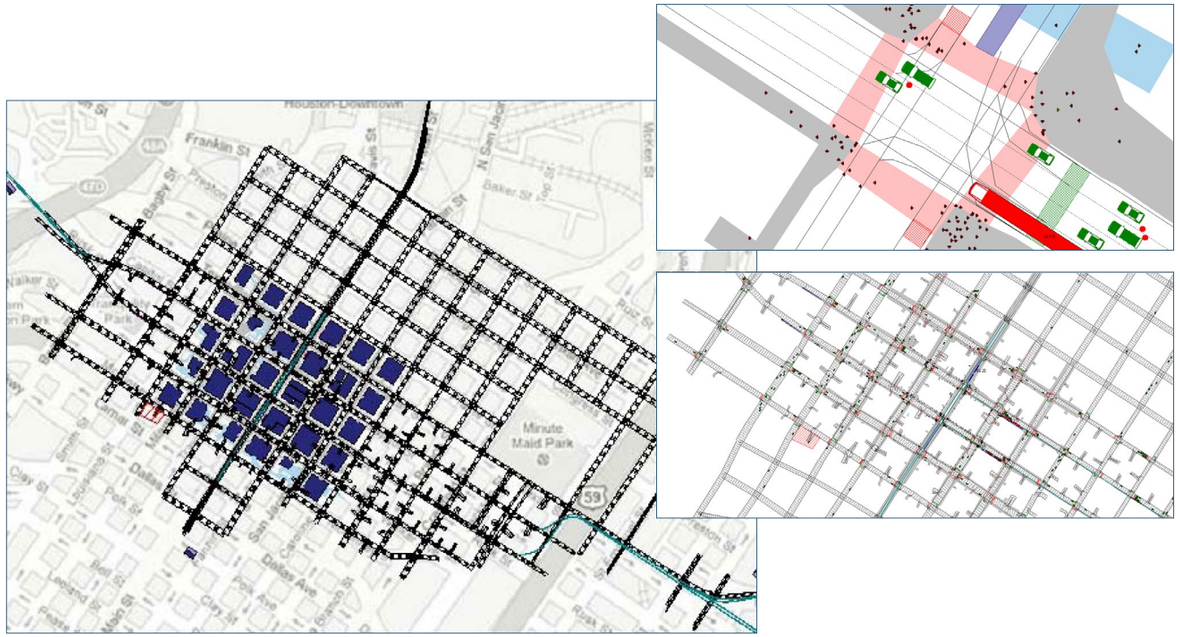
- Evaluated game-day conditions for the ballpark patrons' pedestrian and transit experience
- Simulated all roadways, parking facilities, pedestrian environments, and transit operations
- Modeled the effect of urban context with mixed-used development and new intermodal transit station
- Analytically and visually assessed alternative facilities, configurations, and operating plans

ALPS PROJECTS



## New York Jamaica Station at Kennedy International Airport

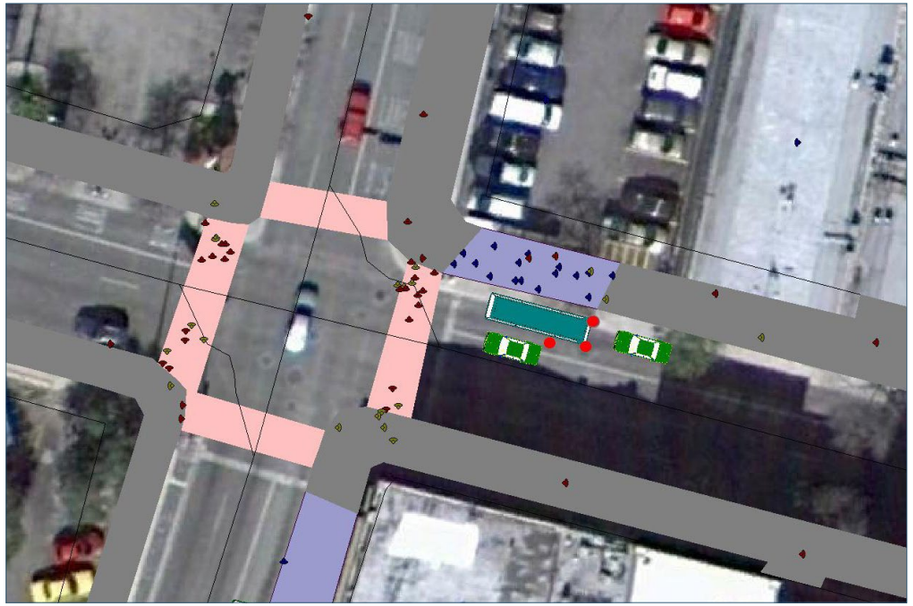
- Analyzed pedestrian activity at major intermodal rail station
- Train schedules and traffic patterns drove pedestrian operations at station
- Evaluated vertical circulation, corridor and boarding platform capacity
- Assessed AirTrain service headways and station passenger densities




## Houston Downtown Light Rail System

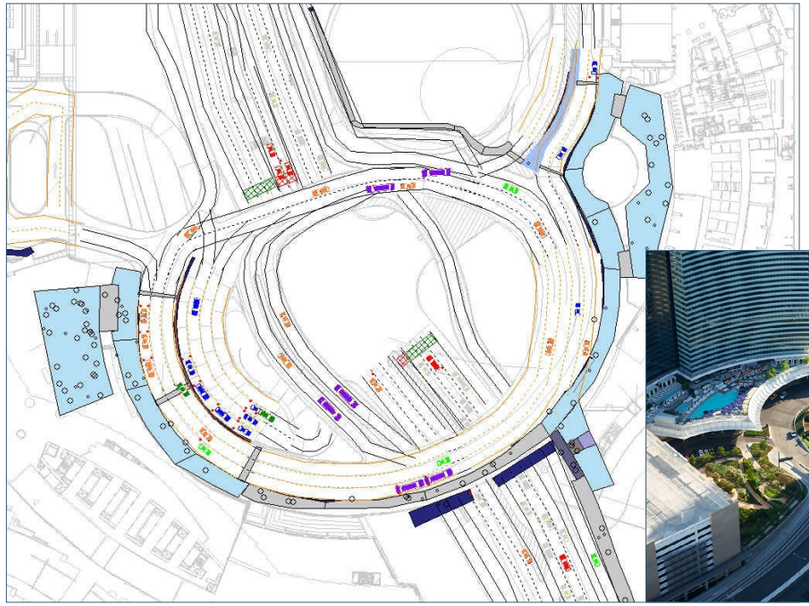
- Analyzed trip generation and travel path assignment for pedestrians and street traffic
- ALPS synthesized turning movement patterns for additional traffic analyses with other tools
- Analyzed 24/7 pedestrian activity for LRT station platforms, crosswalks, and queuing areas
- Modeled pedestrian interactions with traffic, LRT, signals, and underground pedestrian tunnels

ALPS PROJECTS



## San Antonio Downtown Bus and Pedestrian Operations

- Analyzed 165,000 pedestrian trips through the multi-modal system over the day
- Simulated 40 converging bus routes through downtown street grid
- Evaluated boarding, alighting, and transfer activity at shared bus stops
- Compared pedestrian densities for alternative scenarios of bus route configurations



## Las Vegas CityCenter – Harmon Place Porte-Cochere

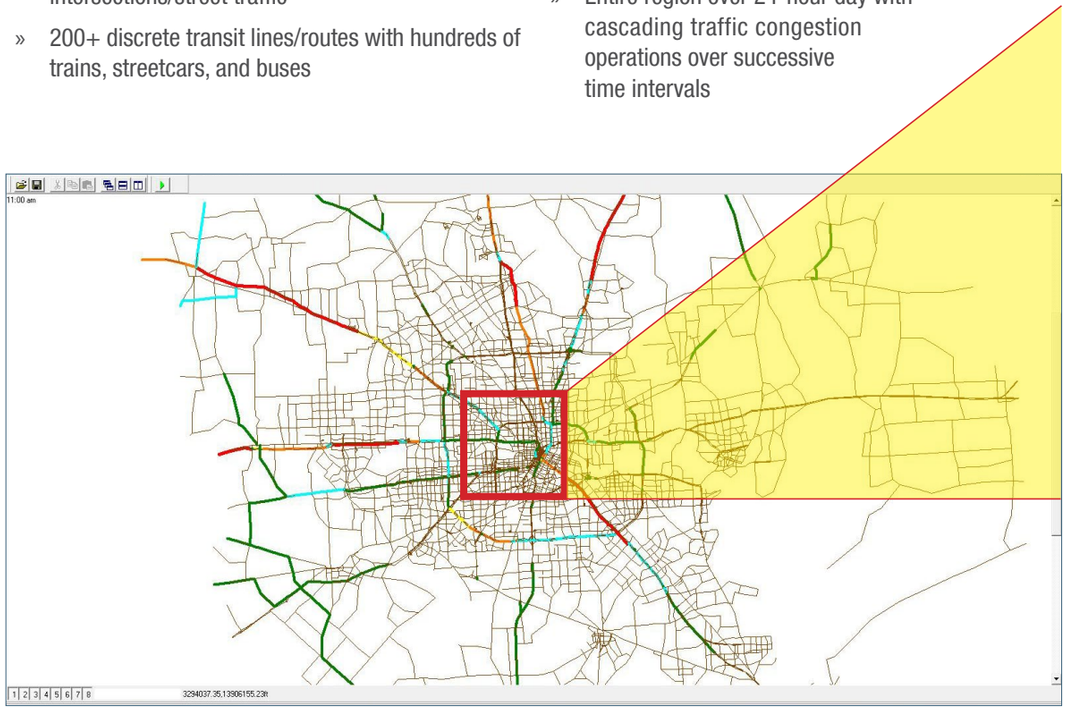
- Analyzed complex front door operations in a combined traffic circle/curbfront for two hotels
- Modeled valet pick-up and drop-off with platooning (valet holding) operations
- Evaluated private automobile and taxi/limo curbfront operations
- Detailed simulation of taxi and valet vehicle queuing

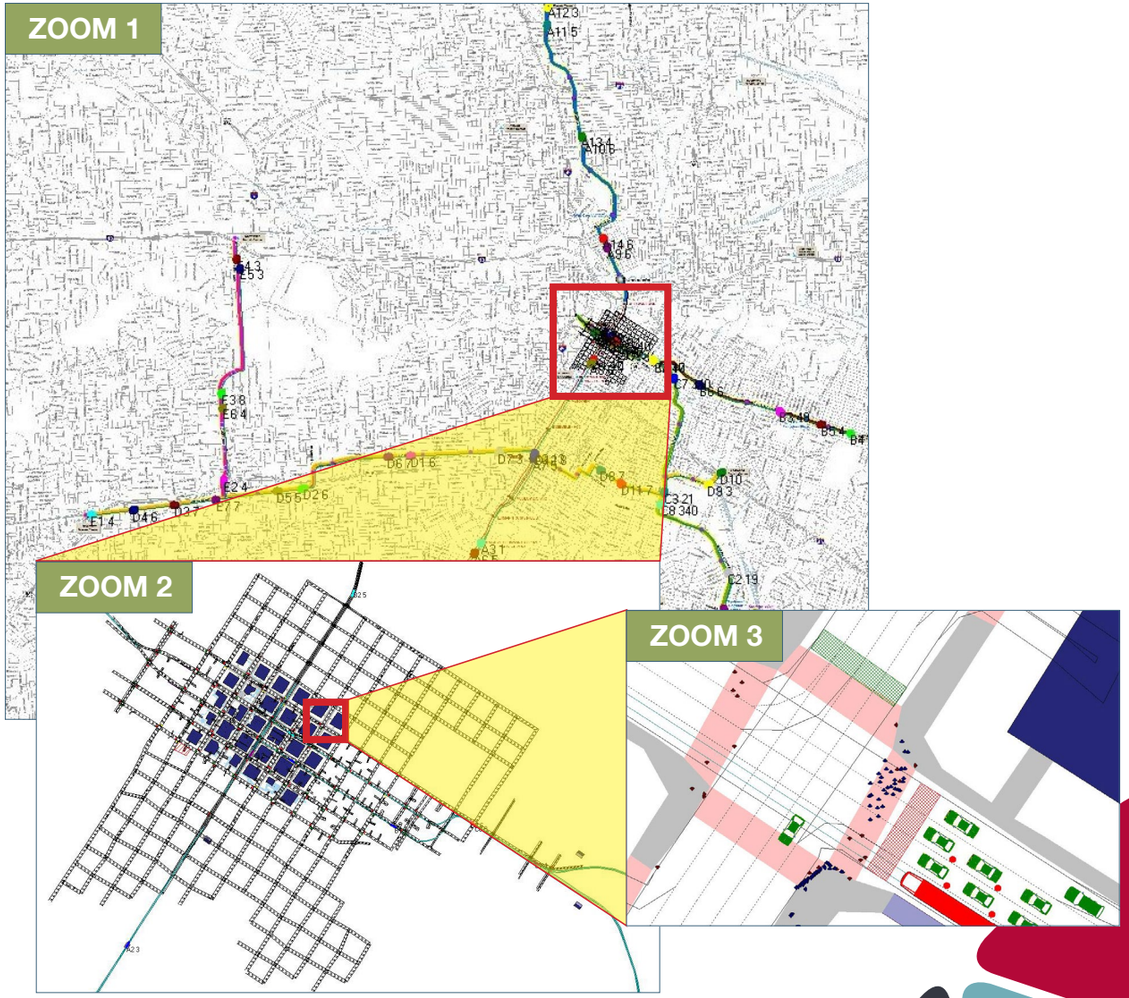
LARGE-SCALE MODELING

# Large-Scale Multi-Modal Transportation Systems

ALPS hybrid models incorporating integrated macroscopic, mesoscopic, and microscopic modeling processes can be applied to cover large-scale multi-modal systems.

- 200,000+ pedestrians
- 200+ square city blocks of signalized intersections/street traffic
- 200+ discrete transit lines/routes with hundreds of trains, streetcars, and buses
- 100+ miles of freeways, highways, and arterials in one animated analysis
- Entire region over 24-hour day with cascading traffic congestion operations over successive time intervals





INTEGRATED SERVICES

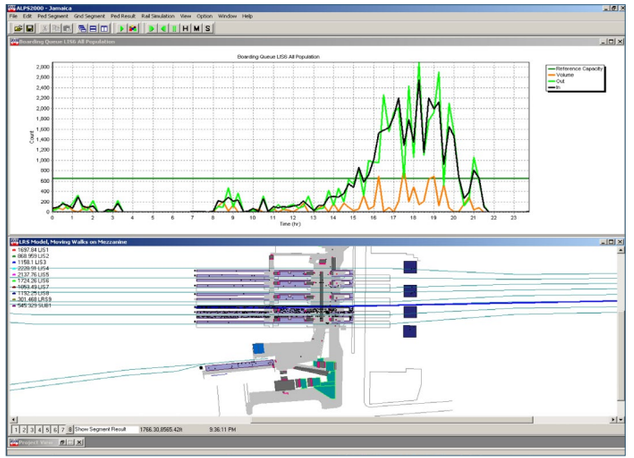
## ALPS Your Team of Experts

Kimley-Horn is a national leader in transportation planning, modeling, and simulation. Let our experts successfully manage your modeling application with ALPS from start to finish, or anywhere in between.

- Project management
- Modeling support
- Turn-key modeling and analysis
- Training and support

## ALPS Continues to Evolve Every Year with Client Needs!

- D4™ traffic signal control
- Integrated dynamic traffic assignment
- Toll plaza modeling
- Synchro integration
- Roundabouts



NEW FEATURES

# Kimley-Horn Office Locations

www.kimley-horn.com

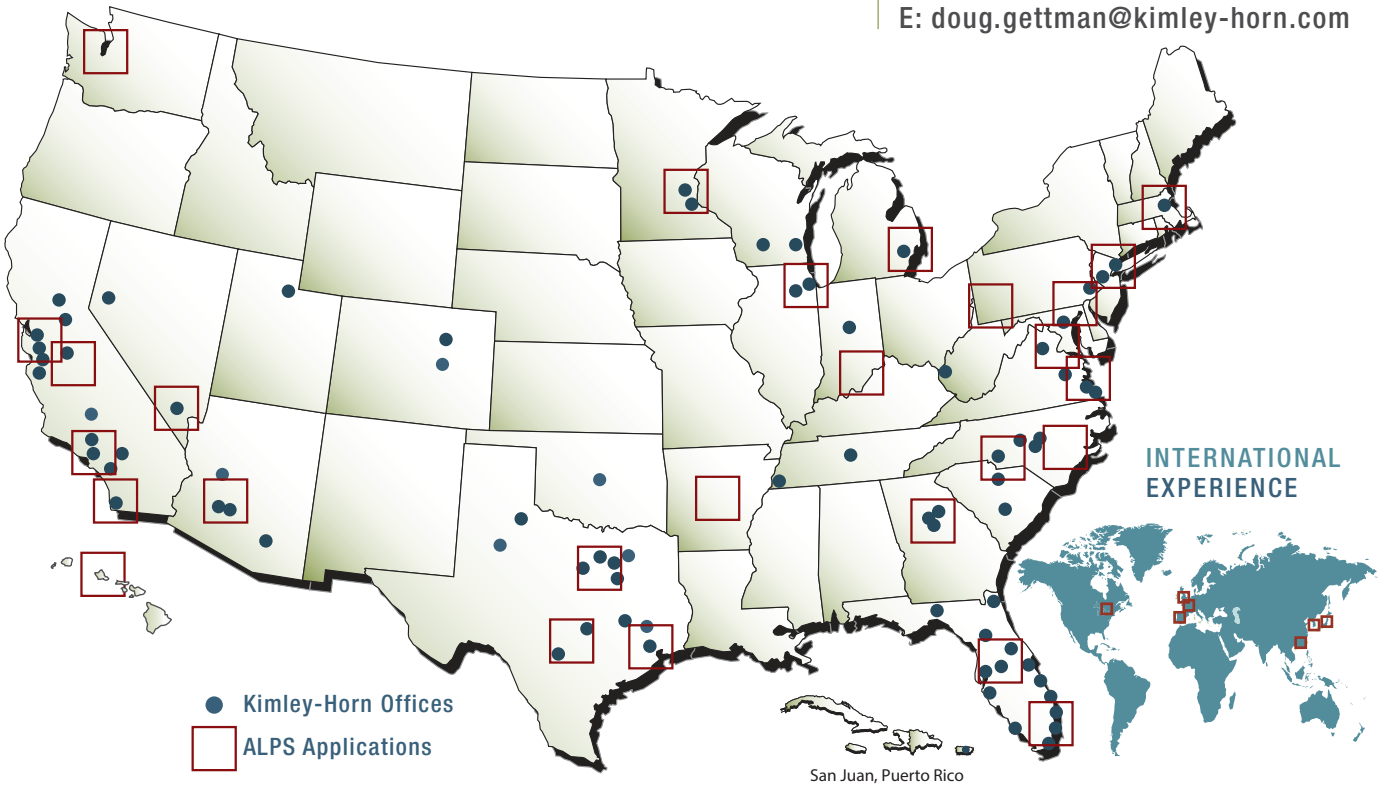
## Contact Information


Douglas Gettman, Ph.D.

*System Manager*

PH: 602.944.5500

E: doug.gettman@kimley-horn.com


ALPS Simulating *Peak* Performance


Copyright © 2016, Kimley-Horn and Associates, Inc.
ALPS is a Trademark of Kimley-Horn and Associates, Inc.

| Daily Terminating | | | | |
|---|---|---|---|---|
| | T1 | T2E | T2W | Total |
| 2018 | 16,285 | 10,046 | 12,973 | 39,304 |
| 2024 NB | 20,139 | 10,477 | 16,141 | 46,757 |
| 2024 Alt4 | 22,133 | 9,978 | 14,645 | 46,756 |
| 2024 Pref | 22,069 | 10,591 | 14,097 | 46,757 |
| 2026 NB | 22,635 | 11,360 | 15,688 | 49,683 |
| 2026 Alt4 | 29,553 | 8,770 | 11,361 | 49,684 |
| 2026 Pref | 29,553 | 7,863 | 12,270 | 49,686 |
| 2030 NB | 23,190 | 14,522 | 17,801 | 55,513 |
| 2030 Alt4 | 32,468 | 9,885 | 13,160 | 55,513 |
| 2030 Pref | 32,624 | 5,565 | 17,322 | 55,511 |
| 2035 NB | 25,918 | 15,469 | 19,610 | 60,997 |
| 2035 Alt4 | 35,468 | 11,058 | 14,466 | 60,992 |
| 2035 Pref | 35,468 | 5,657 | 19,869 | 60,994 |

| Daily Originating | | | | |
|---|---|---|---|---|
| | T1 | T2E | T2W | Total |
| 2018 | 16,291 | 10,050 | 12,950 | 39,291 |
| 2024 NB | 20,301 | 10,396 | 15,938 | 46,635 |
| 2024 Alt4 | 22,055 | 10,124 | 14,464 | 46,643 |
| 2024 Pref | 22,055 | 10,390 | 14,203 | 46,648 |
| 2026 NB | 22,290 | 11,745 | 15,525 | 49,560 |
| 2026 Alt4 | 29,482 | 8,890 | 11,187 | 49,559 |
| 2026 Pref | 29,482 | 7,920 | 12,157 | 49,559 |
| 2030 NB | 22,842 | 14,662 | 17,861 | 55,365 |
| 2030 Alt4 | 32,361 | 10,148 | 12,853 | 55,362 |
| 2030 Pref | 32,518 | 5,731 | 17,107 | 55,356 |
| 2035 NB | 25,756 | 15,895 | 19,209 | 60,860 |
| 2035 Alt4 | 35,375 | 10,842 | 14,638 | 60,855 |
| 2035 Pref | 35,375 | 5,948 | 19,533 | 60,856 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
39307

24-hr Enplanements
39295

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T2E | A21N | 181 | DFW | 131 | 10:21 | | 164 | 0 | | | DFW | 131 | 11:59 | | 164 | 0 | | |
| AA | T2E | B752 | 188 | PHX | 438 | 8:47 | | 155 | 0 | | | PHX | 438 | 9:58 | | 155 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 480 | 18:16 | | 154 | 0 | | | PHX | 480 | 19:25 | | 154 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 491 | 15:11 | | 154 | 0 | | | DFW | 491 | 16:04 | | 169 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 581 | 20:56 | | 160 | 0 | | | CLT | 596 | 22:31 | | 163 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 639 | 9:31 | | 163 | 0 | | | CLT | 639 | 10:24 | | 163 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 679 | 11:59 | | 169 | 0 | | | DFW | 679 | 12:49 | | 169 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1064 | 9:52 | | 164 | 0 | | | DFW | 1064 | 10:42 | | 164 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1168 | 15:38 | | 149 | 0 | | | PHX | 1514 | 16:40 | | 132 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1229 | 13:24 | | 164 | 0 | | | DFW | 1229 | 14:22 | | 164 | 0 | | |
| AA | T2E | B738 | 160 | DFW | 1243 | 19:57 | | 145 | 0 | | | JFK | 2306 | 22:26 | | 145 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1543 | 19:21 | | 149 | 0 | | | MIA | 1209 | 21:54 | | 147 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1611 | 7:53 | | 164 | 0 | | | DFW | 1611 | 8:45 | | 164 | 0 | | |
| AA | T2E | B738 | 160 | PHL | 1621 | 10:35 | | 137 | 0 | | | ORD | 134 | 11:34 | | 149 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1624 | 16:13 | | 164 | 0 | | | DFW | 1624 | 17:39 | | 164 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 1740 | 18:30 | | 163 | 0 | | | PHL | 2078 | 22:16 | | 160 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 2407 | 21:40 | | 145 | 0 | | | ORD | 1606 | 22:46 | | 149 | 0 | | |
| AA | T2E | B738 | 160 | PHX | 2671 | 11:43 | | 132 | 0 | | | PHX | 2671 | 12:34 | | 132 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 2680 | 14:14 | | 149 | 0 | | | ORD | 2680 | 15:02 | | 149 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 2681 | 9:52 | | 145 | 0 | | | JFK | 2681 | 11:00 | | 145 | 0 | | |
| AA | T2E | CRJ7 | 70 | LAX | 2960 | 8:56 | | 56 | 0 | | | LAX | 2960 | 9:33 | | 56 | 0 | | |
| AA | T2E | CRJ7 | 70 | LAX | 3007 | 17:30 | | 56 | 0 | | | LAX | 3007 | 18:06 | | 56 | 0 | | |
| AA | T2E | E75S | 76 | LAX | 6035 | 14:40 | | 56 | 0 | | | LAX | 6035 | 15:16 | | 56 | 0 | | |
| AA | T2E | E75S | 76 | LAX | 6073 | 19:18 | | 56 | 0 | | | LAX | 6073 | 19:58 | | 56 | 0 | | |
| AA | T2E | E75S | 76 | LAX | 6089 | 10:36 | | 56 | 0 | | | LAX | 6089 | 11:06 | | 56 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 366 | 22:55 | | 145 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | PHL | 1367 | 6:21 | | 137 | 0 | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 160 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 440 | 21:20 | | 154 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 163 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 597 | 21:53 | | 163 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | JFK | 2458 | 7:42 | | 145 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1244 | 22:40 | | 149 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 154 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 2066 | 23:26 | | 160 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 164 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 2568 | 23:13 | | 164 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | ORD | 956 | 8:00 | | 149 | 0 | | |
| AA | T2E | B738 | 160 | MIA | 2674 | 22:28 | | 147 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | DFW | 2758 | 17:52 | | 164 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 164 | 0 | | |
| AA | T2E | E75S | 76 | | | | | | | | | LAX | 6062 | 6:20 | | 56 | 0 | | |
| AA | T2E | E75S | 76 | LAX | 6043 | 22:33 | | 56 | 0 | | | | | | | | | | |
| AC | T2W | A321 | 200 | YYZ | 1887 | 10:45 | | 185 | 0 | | | YYZ | 1886 | 11:50 | | 185 | 0 | | |
| AC | T2W | CRJ9 | 76 | YVR | 8668 | 15:51 | | 69 | 0 | | | YVR | 8669 | 16:30 | | 69 | 0 | | |
| AC | T2W | CRJ9 | 76 | YVR | 8690 | 13:11 | | 69 | 0 | | | YVR | 8691 | 13:50 | | 69 | 0 | | |
| AC | T2W | CRJ9 | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 69 | 0 | | |
| AC | T2W | CRJ9 | 76 | YVR | 8670 | 22:51 | | 69 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | SJD | 275 | 12:45 | | 127 | 0 | | | SJD | 248 | 14:18 | | 127 | 0 | | |
| AS | T2E | B738 | 159 | MCO | 339 | 17:41 | | 156 | 0 | | | PDX | 577 | 18:59 | | 146 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 146 | 0 | | | PDX | 391 | 20:25 | | 146 | 0 | | |
| AS | T2E | B738 | 159 | BWI | 377 | 9:28 | | 136 | 0 | | | SEA | 539 | 11:20 | | 146 | 0 | | |
| AS | T2E | B738 | 159 | SEA | 380 | 8:36 | | 146 | 0 | | | MCO | 760 | 10:00 | | 156 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 388 | 12:35 | | 164 | 0 | | | SEA | 471 | 13:35 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 392 | 18:38 | | 164 | 0 | | | SEA | 949 | 19:38 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 482 | 9:01 | | 164 | 0 | | | SEA | 579 | 10:10 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 164 | 0 | | | SEA | 317 | 15:45 | | 164 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 566 | 9:00 | | 146 | 0 | | | KOA | 185 | 10:10 | | 134 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 572 | 14:20 | | 146 | 0 | | | PDX | 575 | 15:25 | | 146 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 574 | 16:25 | | 164 | 0 | | | SEA | 455 | 17:26 | | 164 | 0 | | |
| AS | T2E | B738 | 159 | OGG | 806 | 21:01 | | 145 | 0 | | | BWI | 378 | 22:44 | | 136 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1950 | 7:35 | | 120 | 0 | | | SFO | 1953 | 8:28 | | 120 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1954 | 13:35 | | 149 | 0 | | | SFO | 1965 | 14:34 | | 149 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1958 | 16:36 | | 120 | 0 | | | SFO | 1967 | 17:31 | | 120 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1960 | 10:49 | | 120 | 0 | | | SFO | 1961 | 11:40 | | 120 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 149 | 0 | | | SFO | 1971 | 19:42 | | 149 | 0 | | |
| AS | T2E | E75S | 76 | ABQ | 2729 | 13:12 | | 63 | 0 | | | MSP | 2774 | 14:24 | | 62 | 0 | | |
| AS | T2E | E75S | 76 | MSP | 2781 | 14:47 | | 62 | 0 | | | ABQ | 2730 | 15:32 | | 63 | 0 | | |
| AS | T2E | E75S | 76 | OMA | 3339 | 16:41 | | 65 | 0 | | | SMF | 3344 | 17:23 | | 68 | 0 | | |
| AS | T2E | E75S | 76 | SMF | 3343 | 16:19 | | 68 | 0 | | | STS | 3433 | 17:00 | | 67 | 0 | | |
| AS | T2E | E75S | 76 | SLC | 3354 | 7:05 | | 61 | 0 | | | DAL | 3306 | 7:52 | | 65 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3356 | 8:32 | | 69 | 0 | | | STL | 3352 | 9:18 | | 64 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3396 | 11:36 | | 69 | 0 | | | SMF | 3342 | 12:20 | | 68 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3398 | 15:43 | | 69 | 0 | | | SJC | 3407 | 16:24 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3408 | 20:06 | | 69 | 0 | | | SJC | 3357 | 20:50 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | AUS | 3421 | 17:00 | | 62 | 0 | | | MCI | 3458 | 17:42 | | 63 | 0 | | |
| AS | T2E | E75S | 76 | MCI | 3451 | 8:27 | | 63 | 0 | | | AUS | 3336 | 9:07 | | 62 | 0 | | |
| AS | T2E | E75S | 76 | STL | 3453 | 17:32 | | 64 | 0 | | | BOI | 3483 | 18:15 | | 68 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3459 | 14:48 | | 55 | 0 | | | SLC | 3341 | 15:28 | | 61 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3471 | 18:28 | | 55 | 0 | | | FAT | 3472 | 19:54 | | 55 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3477 | 8:40 | | 55 | 0 | | | FAT | 3438 | 9:20 | | 55 | 0 | | |
| AS | T2E | E75S | 76 | BOI | 3484 | 11:40 | | 68 | 0 | | | SJC | 3399 | 12:25 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | MRY | 3486 | 10:51 | | 57 | 0 | | | FAT | 3422 | 11:31 | | 55 | 0 | | |
| AS | T2E | E75S | 76 | SMF | 3493 | 7:44 | | 68 | 0 | | | OMA | 3338 | 8:24 | | 65 | 0 | | |
| AS | T2E | B738 | 159 | | | | | | | | | BOS | 798 | 8:20 | | 148 | 0 | | |
| AS | T2E | B738 | 159 | KOA | 196 | 22:28 | | 134 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SJD | 201 | 18:47 | | 142 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | SJD | 244 | 7:25 | | 127 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 157 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 488 | 23:59 | | 164 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | HNL | 895 | 7:20 | | 151 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B738 | 159 | PDX | 552 | 22:55 | 146 | 0 |
| AS | T2E | B738 | 159 | BOS | 769 | 21:36 | 148 | 0 |
| AS | T2E | B738 | 159 | | | | | |
| AS | T2E | B738 | 159 | EWR | 773 | 22:04 | 140 | 0 |
| AS | T2E | B738 | 159 | | | | | |
| AS | T2E | B738 | 159 | LIH | 858 | 23:03 | 124 | 0 |
| AS | T2E | B738 | 159 | | | | | |
| AS | T2E | B738 | 159 | HNL | 892 | 23:24 | 151 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SFO | 1964 | 22:37 | 120 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SEA | 1984 | 20:38 | 137 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | DAL | 3305 | 22:30 | 65 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | SMF | 3345 | 21:18 | 68 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | STS | 3444 | 21:15 | 67 | 0 |
| B6 | T2W | A320 | 159 | BOS | 19 | 19:57 | 146 | 0 |
| B6 | T2W | A320 | 159 | JFK | 89 | 19:33 | 143 | 0 |
| B6 | T2W | A320 | 159 | JFK | 189 | 11:56 | 143 | 0 |
| B6 | T2W | A320 | 150 | FLL | 529 | 19:52 | 135 | 0 |
| B6 | T2W | A320 | 159 | BOS | 2819 | 10:24 | 146 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 250 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 215 | 0 |
| DL | T2W | B738 | 160 | JFK | 453 | 14:33 | 139 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 176 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 176 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 176 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 176 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 176 | 0 |
| DL | T2W | B712 | 110 | SEA | 1608 | 12:47 | 99 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 173 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 215 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 173 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 176 | 0 |
| DL | T2W | B752 | 199 | JFK | 2246 | 20:15 | 173 | 0 |
| DL | T2W | B752 | 168 | JFK | 2288 | 11:07 | 146 | 0 |
| DL | T2W | A320 | 160 | SLC | 2295 | 9:17 | 145 | 0 |
| DL | T2W | A320 | 160 | SLC | 2378 | 12:21 | 145 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 176 | 0 |
| DL | T2W | B712 | 110 | SEA | 2532 | 10:47 | 99 | 0 |
| DL | T2W | A320 | 160 | SLC | 2546 | 17:35 | 145 | 0 |
| DL | T2W | B712 | 110 | SLC | 2615 | 15:56 | 100 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | E75S | 76 | SEA | 5736 | 14:03 | 67 | 0 |
| DL | T2W | E75S | 76 | SEA | 5750 | 18:13 | 67 | 0 |
| DL | T2W | E75S | 76 | LAX | 5761 | 20:16 | 56 | 0 |
| DL | T2W | E75S | 76 | LAX | 5765 | 9:26 | 56 | 0 |
| DL | T2W | E75S | 76 | LAS | 5789 | 10:19 | 57 | 0 |
| DL | T2W | E75S | 76 | LAS | 5804 | 16:30 | 57 | 0 |
| DL | T2W | E75S | 76 | LAX | 5811 | 16:19 | 56 | 0 |
| DL | T2W | E75S | 76 | LAX | 5820 | 13:19 | 56 | 0 |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 57 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 176 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 162 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 162 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 176 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 174 | 0 |
| DL | T2W | B712 | 110 | | | | | |
| DL | T2W | BCS1 | 109 | LAX | 2003 | 22:30 | 78 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 173 | 0 |
| DL | T2W | B752 | 199 | | | | | |
| DL | T2W | B752 | 199 | JFK | 2243 | 22:40 | 173 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 176 | 0 |
| DL | T2W | E75S | 76 | SEA | 5793 | 21:37 | 67 | 0 |
| DL | T2W | E75S | 76 | | | | | |
| DL | T2W | E75S | 76 | | | | | |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 57 | 0 |
| F9 | T1 | A321 | 230 | DEN | 555 | 9:07 | 219 | 0 |
| F9 | T1 | A321 | 230 | CVG | 1185 | 10:22 | 217 | 0 |
| F9 | T1 | A320 | 180 | AUS | 1701 | 11:37 | 172 | 0 |
| F9 | T1 | A320 | 180 | | | | | |
| F9 | T1 | A320 | 180 | TUL | 1839 | 21:45 | 150 | 0 |
| G4 | T1 | A319 | 156 | EUG | 1005 | 16:36 | 137 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 268 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 154 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 175 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 234 | 0 |
| NK | T1 | A20N | 182 | DFW | 107 | 17:05 | 165 | 0 |
| NK | T1 | A20N | 182 | BWI | 194 | 19:11 | 143 | 0 |
| NK | T1 | A20N | 182 | LAS | 245 | 19:48 | 147 | 0 |
| NK | T1 | A21N | 228 | LAS | 511 | 14:38 | 184 | 0 |
| NK | T1 | A21N | 228 | ORD | 563 | 12:35 | 226 | 0 |
| NK | T1 | A20N | 182 | DTW | 623 | 9:45 | 145 | 0 |
| NK | T1 | A20N | 182 | LAS | 673 | 8:35 | 147 | 0 |
| NK | T1 | A21N | 228 | | | | | |
| NK | T1 | A21N | 228 | IAH | 619 | 22:34 | 161 | 0 |
| SY | T1 | B738 | 168 | MSP | 401 | 12:01 | 143 | 0 |
| UA | T2W | B752 | 169 | IAD | 229 | 11:17 | 159 | 0 |
| UA | T2W | B739 | 179 | IAD | 231 | 14:44 | 168 | 0 |
| | | | | | | | | |
| | | | | OGG | 829 | 8:45 | 145 | 0 |
| | | | | LIH | 819 | 7:10 | 124 | 0 |
| | | | | PDX | 333 | 6:29 | 146 | 0 |
| | | | | SEA | 1133 | 6:20 | 137 | 0 |
| | | | | SFO | 1949 | 6:40 | 120 | 0 |
| | | | | SMF | 3340 | 6:15 | 68 | 0 |
| | | | | SJC | 3397 | 7:00 | 69 | 0 |
| | | | | MRY | 3417 | 7:30 | 57 | 0 |
| | | | | JFK | 90 | 21:07 | 143 | 0 |
| | | | | BOS | 20 | 20:43 | 146 | 0 |
| | | | | JFK | 190 | 13:06 | 143 | 0 |
| | | | | FLL | 530 | 20:56 | 135 | 0 |
| | | | | BOS | 2820 | 11:34 | 146 | 0 |
| | | | | LHR | 272 | 20:45 | 250 | 0 |
| | | | | ATL | 2213 | 22:36 | 215 | 0 |
| | | | | JFK | 862 | 15:20 | 139 | 0 |
| | | | | DTW | 833 | 11:22 | 176 | 0 |
| | | | | ATL | 1430 | 14:35 | 176 | 0 |
| | | | | ATL | 1054 | 12:20 | 176 | 0 |
| | | | | DTW | 1275 | 13:30 | 176 | 0 |
| | | | | ATL | 1636 | 21:36 | 176 | 0 |
| | | | | SEA | 1608 | 13:22 | 99 | 0 |
| | | | | MSP | 1687 | 11:25 | 173 | 0 |
| | | | | ATL | 1692 | 10:55 | 215 | 0 |
| | | | | MSP | 1728 | 14:04 | 173 | 0 |
| | | | | MSP | 2443 | 15:55 | 173 | 0 |
| | | | | JFK | 1798 | 22:05 | 173 | 0 |
| | | | | JFK | 473 | 11:57 | 146 | 0 |
| | | | | SLC | 2295 | 10:05 | 145 | 0 |
| | | | | SLC | 2378 | 13:10 | 145 | 0 |
| | | | | DTW | 1855 | 22:36 | 176 | 0 |
| | | | | SEA | 2532 | 11:25 | 99 | 0 |
| | | | | SLC | 2546 | 18:25 | 145 | 0 |
| | | | | SLC | 2615 | 16:35 | 100 | 0 |
| | | | | ATL | 30 | 9:00 | 176 | 0 |
| | | | | SEA | 5736 | 15:05 | 67 | 0 |
| | | | | SEA | 5750 | 18:50 | 67 | 0 |
| | | | | LAS | 5805 | 20:52 | 57 | 0 |
| | | | | LAX | 5765 | 9:59 | 56 | 0 |
| | | | | LAS | 5789 | 10:49 | 57 | 0 |
| | | | | LAS | 5804 | 17:04 | 57 | 0 |
| | | | | LAX | 5811 | 16:52 | 56 | 0 |
| | | | | LAX | 5820 | 13:49 | 56 | 0 |
| | | | | LAX | 5761 | 20:59 | 56 | 0 |
| | | | | MSP | 1545 | 8:00 | 162 | 0 |
| | | | | MSP | 1864 | 6:30 | 162 | 0 |
| | | | | ATL | 62 | 7:40 | 176 | 0 |
| | | | | ATL | 1592 | 6:30 | 176 | 0 |
| | | | | LAX | 1220 | 6:15 | 78 | 0 |
| | | | | SLC | 2872 | 6:15 | 174 | 0 |
| | | | | JFK | 2404 | 7:10 | 173 | 0 |
| | | | | DTW | 98 | 7:00 | 176 | 0 |
| | | | | LAS | 5738 | 6:55 | 57 | 0 |
| | | | | SEA | 5684 | 7:20 | 67 | 0 |
| | | | | CVG | 1188 | 10:07 | 217 | 0 |
| | | | | DEN | 560 | 11:22 | 219 | 0 |
| | | | | AUS | 1702 | 12:27 | 172 | 0 |
| | | | | TUL | 1764 | 7:05 | 150 | 0 |
| | | | | EUG | 1004 | 17:16 | 137 | 0 |
| | | | | HNL | 15 | 10:15 | 268 | 0 |
| | | | | OGG | 37 | 7:05 | 154 | 0 |
| | | | | NRT | 65 | 13:30 | 175 | 0 |
| | | | | FRA | 467 | 15:10 | 234 | 0 |
| | | | | DFW | 108 | 18:00 | 165 | 0 |
| | | | | LAS | 636 | 20:05 | 147 | 0 |
| | | | | BWI | 189 | 20:56 | 143 | 0 |
| | | | | LAS | 356 | 15:35 | 184 | 0 |
| | | | | ORD | 564 | 13:30 | 226 | 0 |
| | | | | DTW | 644 | 11:00 | 145 | 0 |
| | | | | LAS | 352 | 9:30 | 147 | 0 |
| | | | | IAH | 858 | 7:00 | 161 | 0 |
| | | | | MSP | 402 | 13:00 | 143 | 0 |
| | | | | IAD | 2282 | 12:35 | 159 | 0 |
| | | | | IAH | 2210 | 15:40 | 168 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2W | A319 | 128 | SFO | 284 | 8:12 | 112 | 0 | SFO | 334 | 9:55 | 112 | 0 |
| UA | T2W | B739 | 179 | ORD | 395 | 18:09 | 166 | 0 | SFO | 1677 | 19:04 | 157 | 0 |
| UA | T2W | A320 | 150 | DEN | 459 | 20:46 | 140 | 0 | ORD | 240 | 22:30 | 139 | 0 |
| UA | T2W | B739 | 179 | SFO | 497 | 14:28 | 157 | 0 | SFO | 370 | 15:28 | 157 | 0 |
| UA | T2W | A320 | 150 | SFO | 555 | 9:24 | 131 | 0 | IAH | 1284 | 10:15 | 141 | 0 |
| UA | T2W | A319 | 128 | DEN | 710 | 17:11 | 119 | 0 | DEN | 231 | 18:05 | 119 | 0 |
| UA | T2W | B739 | 179 | DEN | 763 | 12:34 | 167 | 0 | SFO | 1919 | 13:30 | 157 | 0 |
| UA | T2W | B739 | 179 | LAX | 849 | 20:03 | 107 | 0 | IAD | 1916 | 22:04 | 168 | 0 |
| UA | T2W | A319 | 128 | ORD | 1590 | 12:21 | 119 | 0 | IAH | 2099 | 13:40 | 120 | 0 |
| UA | T2W | A320 | 150 | EWR | 1593 | 10:42 | 138 | 0 | EWR | 2163 | 11:35 | 138 | 0 |
| UA | T2W | B738 | 166 | SFO | 1798 | 19:39 | 145 | 0 | SFO | 384 | 20:30 | 145 | 0 |
| UA | T2W | B739 | 179 | IAH | 1870 | 15:27 | 168 | 0 | SFO | 736 | 16:31 | 157 | 0 |
| UA | T2W | B739 | 179 | SFO | 1900 | 12:30 | 157 | 0 | DEN | 243 | 13:29 | 167 | 0 |
| UA | T2W | B739 | 179 | IAH | 1916 | 19:37 | 168 | 0 | EWR | 710 | 20:48 | 165 | 0 |
| UA | T2W | B739 | 179 | IAH | 1919 | 10:42 | 168 | 0 | IAH | 1593 | 11:51 | 168 | 0 |
| UA | T2W | B739 | 179 | DEN | 1982 | 9:44 | 167 | 0 | DEN | 1479 | 10:45 | 167 | 0 |
| UA | T2W | B739 | 179 | IAH | 2156 | 13:02 | 168 | 0 | ORD | 1900 | 14:05 | 166 | 0 |
| UA | T2W | B739 | 179 | ORD | 2192 | 9:54 | 166 | 0 | ORD | 555 | 10:59 | 166 | 0 |
| UA | T2W | B738 | 166 | SFO | 2238 | 10:20 | 145 | 0 | SFO | 390 | 11:20 | 145 | 0 |
| UA | T2W | A320 | 150 | SFO | 2287 | 17:25 | 131 | 0 | SFO | 2016 | 18:22 | 131 | 0 |
| UA | T2W | B739 | 179 | IAD | 2303 | 19:41 | 168 | 0 | LAX | 1482 | 20:58 | 107 | 0 |
| UA | T2W | A320 | 150 | ORD | 2381 | 15:01 | 139 | 0 | DEN | 2299 | 16:02 | 140 | 0 |
| UA | T2W | CRJ2 | 50 | LAX | 5198 | 10:05 | 42 | 0 | LAX | 5443 | 10:35 | 42 | 0 |
| UA | T2W | E75L | 76 | LAX | 5415 | 13:10 | 64 | 0 | LAX | 5451 | 13:46 | 64 | 0 |
| UA | T2W | E75L | 76 | LAX | 5675 | 6:59 | 64 | 0 | LAX | 5793 | 7:40 | 64 | 0 |
| UA | T2W | CRJ2 | 50 | LAX | 5944 | 15:58 | 42 | 0 | LAX | 5991 | 16:28 | 42 | 0 |
| UA | T2W | A319 | 128 | | | | | | SFO | 2235 | 6:15 | 112 | 0 |
| UA | T2W | A319 | 128 | SFO | 361 | 22:35 | 112 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 166 | 0 |
| UA | T2W | B739 | 179 | ORD | 651 | 22:10 | 166 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 167 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 662 | 7:35 | 157 | 0 |
| UA | T2W | B739 | 179 | IAH | 991 | 22:56 | 168 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | IAD | 546 | 8:12 | 156 | 0 |
| UA | T2W | B738 | 166 | EWR | 1827 | 20:57 | 153 | 0 | | | | | |
| UA | T2W | B739 | 179 | SFO | 1967 | 22:08 | 157 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 168 | 0 |
| UA | T2W | B739 | 179 | EWR | 2275 | 22:46 | 165 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | EWR | 751 | 6:15 | 165 | 0 |
| UA | T2W | B739 | 179 | DEN | 2416 | 23:30 | 167 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | ORD | 913 | 6:15 | 154 | 0 |
| UA | T2W | B738 | 166 | SFO | 2423 | 23:47 | 145 | 0 | | | | | |
| UA | T2W | E75L | 76 | | | | | | LAX | 5331 | 6:15 | 64 | 0 |
| UA | T2W | E75L | 76 | LAX | 5840 | 23:32 | 64 | 0 | | | | | |
| WN | T1 | B737 | 143 | PHX | 20 | 15:05 | 109 | 0 | PDX | 20 | 15:40 | 116 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 105 | 0 | DAL | 31 | 8:25 | 123 | 0 |
| WN | T1 | B737 | 143 | PHX | 34 | 7:50 | 109 | 0 | HOU | 34 | 8:25 | 133 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 122 | 0 | SMF | 160 | 12:30 | 143 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 128 | 0 | OAK | 375 | 20:55 | 128 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 161 | 0 | SMF | 193 | 17:10 | 143 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 150 | 0 | IND | 2485 | 11:30 | 153 | 0 |
| WN | T1 | B737 | 143 | SJC | 234 | 17:45 | 107 | 0 | MDW | 1410 | 18:25 | 129 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 143 | 0 | PDX | 241 | 22:00 | 142 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 152 | 0 | SAT | 267 | 18:00 | 145 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 161 | 0 | TPA | 2332 | 11:45 | 151 | 0 |
| WN | T1 | B737 | 143 | DEN | 361 | 8:40 | 130 | 0 | ABQ | 2245 | 9:30 | 112 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 163 | 0 | MDW | 369 | 15:05 | 158 | 0 |
| WN | T1 | B737 | 143 | LAS | 416 | 17:40 | 100 | 0 | LAS | 234 | 18:20 | 100 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 151 | 0 | PHX | 419 | 16:35 | 134 | 0 |
| WN | T1 | B737 | 143 | SJC | 427 | 22:00 | 107 | 0 | LAS | 1334 | 22:50 | 100 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 107 | 0 | SJC | 1459 | 17:10 | 107 | 0 |
| WN | T1 | B737 | 143 | PHX | 477 | 7:05 | 109 | 0 | SAT | 477 | 7:45 | 119 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 119 | 0 | SFO | 1698 | 11:10 | 114 | 0 |
| WN | T1 | B737 | 143 | LAS | 482 | 18:35 | 100 | 0 | PHX | 483 | 19:10 | 109 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 105 | 0 | OAK | 2271 | 20:10 | 105 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 100 | 0 | LAS | 963 | 10:05 | 100 | 0 |
| WN | T1 | B737 | 143 | AUS | 506 | 17:50 | 115 | 0 | MCI | 2175 | 18:30 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 105 | 0 | PHX | 991 | 22:35 | 109 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 158 | 0 | HOU | 199 | 13:45 | 163 | 0 |
| WN | T1 | B737 | 143 | DEN | 606 | 6:55 | 130 | 0 | BNA | 1467 | 7:30 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 105 | 0 | PHX | 2194 | 14:50 | 109 | 0 |
| WN | T1 | B737 | 143 | LAS | 746 | 21:45 | 100 | 0 | OAK | 408 | 22:45 | 105 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 100 | 0 | LAS | 2294 | 21:00 | 100 | 0 |
| WN | T1 | B737 | 143 | PHX | 791 | 12:50 | 109 | 0 | DEN | 791 | 13:25 | 130 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 123 | 0 | SJC | 807 | 12:20 | 107 | 0 |
| WN | T1 | B737 | 143 | HOU | 847 | 9:25 | 133 | 0 | SMF | 2519 | 10:05 | 117 | 0 |
| WN | T1 | B737 | 143 | EWR | 893 | 13:55 | 130 | 0 | OAK | 893 | 14:30 | 105 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 123 | 0 | AUS | 958 | 19:50 | 115 | 0 |
| WN | T1 | B737 | 143 | PHX | 977 | 18:45 | 109 | 0 | OAK | 977 | 19:15 | 105 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 100 | 0 | SEA | 996 | 8:10 | 136 | 0 |
| WN | T1 | B737 | 143 | SEA | 1017 | 20:50 | 136 | 0 | TUS | 1017 | 21:25 | 102 | 0 |
| WN | T1 | B737 | 143 | SMF | 1051 | 14:55 | 117 | 0 | SJC | 1336 | 15:30 | 107 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 159 | 0 | BNA | 724 | 14:45 | 150 | 0 |
| WN | T1 | B737 | 143 | PDX | 1096 | 13:20 | 116 | 0 | BWI | 1096 | 13:55 | 131 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 151 | 0 | EWR | 1148 | 9:10 | 159 | 0 |
| WN | T1 | B737 | 143 | AUS | 1156 | 9:40 | 115 | 0 | DAL | 695 | 10:15 | 123 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 159 | 0 | SJC | 1207 | 11:00 | 131 | 0 |
| WN | T2W | B737 | 143 | SJD | 1214 | 15:10 | 125 | 0 | LAS | 2545 | 15:50 | 100 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 107 | 0 | SMF | 1292 | 21:45 | 117 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 158 | 0 | BWI | 1100 | 11:20 | 161 | 0 |
| WN | T1 | B737 | 143 | TUS | 1306 | 11:20 | 102 | 0 | OAK | 2286 | 12:00 | 105 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 163 | 0 | SMF | 2531 | 19:40 | 143 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 105 | 0 | SJC | 606 | 7:35 | 107 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 109 | 0 | OAK | 416 | 18:20 | 105 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 112 | 0 | MCI | 1409 | 7:35 | 123 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 131 | 0 | MCO | 1474 | 11:05 | 163 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 143 | 0 | STL | 1481 | 19:30 | 149 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 117 | 0 | PHX | 1624 | 17:50 | 109 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 102 | 0 | LAS | 1647 | 19:35 | 100 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 123 | 0 | DEN | 1652 | 8:50 | 130 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 114 | 0 | MSY | 52 | 11:10 | 124 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 114 | 0 | SFO | 2083 | 15:35 | 114 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 114 | 0 | SFO | 1702 | 19:45 | 114 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 119 | 0 | BOI | 2129 | 16:10 | 128 | 0 |
| WN | T1 | B737 | 143 | BOI | 1748 | 21:00 | 128 | 0 | SFO | 1807 | 21:45 | 114 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 100 | 0 | OAK | 1705 | 16:20 | 105 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 114 | 0 | SFO | 1798 | 8:35 | 114 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 114 | 0 | MKE | 1895 | 13:05 | 128 | 0 |
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 114 | 0 | SFO | 1802 | 17:35 | 114 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 114 | 0 | DEN | 580 | 22:10 | 130 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 123 | 0 | OAK | 1810 | 21:55 | 105 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 107 | 0 | AUS | 1832 | 12:45 | 115 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 143 | 0 | PHX | 1882 | 9:45 | 134 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 117 | 0 | SFO | 1800 | 13:10 | 114 | 0 |
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 117 | 0 | SJC | 1918 | 14:00 | 107 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 105 | 0 | SEA | 1927 | 17:30 | 136 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 121 | 0 | SMF | 2062 | 15:25 | 117 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 105 | 0 | DEN | 2067 | 11:00 | 130 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 107 | 0 | PHX | 2093 | 20:20 | 109 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 109 | 0 | SMF | 2116 | 9:15 | 117 | 0 |
| WN | T1 | B737 | 143 | STL | 2129 | 15:30 | 122 | 0 | SJC | 1103 | 16:20 | 107 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 157 | 0 | DAL | 1230 | 18:00 | 151 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 160 | 0 | RNO | 2155 | 13:05 | 151 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 105 | 0 | SJC | 506 | 18:25 | 107 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 107 | 0 | SLC | 609 | 14:50 | 121 | 0 |
| WN | T1 | B737 | 143 | PDX | 2208 | 8:30 | 116 | 0 | SJC | 2208 | 9:05 | 107 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 117 | 0 | ABQ | 500 | 20:15 | 112 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 107 | 0 | SJD | 1213 | 9:55 | 125 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 128 | 0 | STL | 2258 | 9:30 | 149 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 100 | 0 | LAS | 1767 | 13:10 | 100 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 131 | 0 | SJC | 1408 | 19:25 | 131 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 123 | 0 | PHX | 2817 | 12:00 | 109 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 158 | 0 | DAL | 1494 | 16:05 | 151 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 134 | 0 | MDW | 1284 | 10:35 | 158 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 105 | 0 | SMF | 2151 | 14:05 | 117 | 0 |
| WN | T1 | B737 | 143 | SMF | 2351 | 15:45 | 117 | 0 | LAS | 2355 | 16:55 | 100 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 117 | 0 | PHX | 2362 | 7:55 | 109 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 123 | 0 | SJC | 2378 | 20:35 | 107 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 130 | 0 | SMF | 2385 | 18:40 | 117 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 107 | 0 | LAS | 2393 | 8:30 | 100 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 100 | 0 | ATL | 2421 | 9:05 | 131 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 117 | 0 | LAS | 2471 | 11:25 | 100 | 0 |
| WN | T1 | B737 | 143 | SEA | 2519 | 9:25 | 136 | 0 | OAK | 847 | 9:55 | 105 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 107 | 0 | DEN | 1775 | 16:00 | 130 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 125 | 0 | TUS | 2567 | 14:15 | 102 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 109 | 0 | RNO | 2574 | 20:45 | 123 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 151 | 0 | OAK | 980 | 8:10 | 128 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 2267 | 6:30 | 117 | 0 |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 100 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 158 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 150 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | LAS | 1708 | 6:35 | 100 | 0 |
| WN | T1 | B737 | 143 | PHX | 1057 | 23:10 | 109 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | OAK | 2503 | 7:20 | 105 | 0 |
| WN | T1 | B737 | 143 | STL | 1334 | 22:20 | 122 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | PHX | 1712 | 6:55 | 109 | 0 |
| WN | T1 | B737 | 143 | PDX | 1401 | 22:50 | 116 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | DEN | 2204 | 6:40 | 130 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 112 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 143 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 141 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SJC | 1691 | 6:20 | 107 | 0 |
| WN | T1 | B737 | 143 | SFO | 1703 | 23:20 | 114 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 2384 | 6:30 | 114 | 0 |
| WN | T1 | B737 | 143 | DEN | 2085 | 23:20 | 130 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 141 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 161 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 142 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 158 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | BWI | 2164 | 6:35 | 131 | 0 |
| WN | T1 | B737 | 143 | OAK | 4767 | 23:15 | 105 | 0 | | | | | |
| WS | T2W | B737 | 134 | YYC | 1564 | 13:28 | 122 | 0 | YYC | 1565 | 14:15 | 122 | 0 |
| WS | T2W | B738 | 174 | YVR | 1762 | 12:26 | 160 | 0 | YVR | 1763 | 13:15 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2018 summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 16,285 | 10,046 | 12,973 | 39,304 |
| 12:00 AM | 0 | 69 | 117 | 186 |
| 12:15 AM | 0 | 92 | 93 | 185 |
| 12:30 AM | 0 | 14 | 91 | 105 |
| 12:45 AM | 0 | 0 | 12 | 12 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 |
| 6:45 AM | 2 | 0 | 0 | 2 |
| 7:00 AM | 217 | 5 | 23 | 245 |
| 7:15 AM | 362 | 40 | 36 | 438 |
| 7:30 AM | 161 | 27 | 6 | 194 |
| 7:45 AM | 91 | 109 | 0 | 200 |
| 8:00 AM | 241 | 164 | 1 | 406 |
| 8:15 AM | 263 | 66 | 50 | 379 |
| 8:30 AM | 304 | 57 | 55 | 416 |
| 8:45 AM | 430 | 229 | 6 | 665 |
| 9:00 AM | 331 | 293 | 0 | 624 |
| 9:15 AM | 249 | 239 | 36 | 524 |
| 9:30 AM | 254 | 136 | 189 | 579 |
| 9:45 AM | 325 | 188 | 184 | 697 |
| 10:00 AM | 234 | 217 | 334 | 785 |
| 10:15 AM | 143 | 113 | 193 | 449 |
| 10:30 AM | 491 | 123 | 402 | 1,016 |
| 10:45 AM | 475 | 193 | 478 | 1,146 |
| 11:00 AM | 247 | 165 | 347 | 759 |
| 11:15 AM | 120 | 44 | 186 | 350 |
| 11:30 AM | 164 | 7 | 253 | 424 |
| 11:45 AM | 292 | 132 | 179 | 603 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2018 summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 16,291 | 10,050 | 12,950 | 39,291 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 2 | 9 | 11 | 22 |
| 4:00 AM | 11 | 16 | 16 | 43 |
| 4:15 AM | 20 | 37 | 54 | 111 |
| 4:30 AM | 73 | 139 | 167 | 379 |
| 4:45 AM | 172 | 264 | 264 | 700 |
| 5:00 AM | 278 | 308 | 289 | 875 |
| 5:15 AM | 328 | 308 | 290 | 926 |
| 5:30 AM | 332 | 297 | 287 | 916 |
| 5:45 AM | 323 | 284 | 259 | 866 |
| 6:00 AM | 314 | 270 | 268 | 852 |
| 6:15 AM | 289 | 283 | 264 | 836 |
| 6:30 AM | 296 | 268 | 254 | 818 |
| 6:45 AM | 320 | 260 | 243 | 823 |
| 7:00 AM | 331 | 245 | 204 | 780 |
| 7:15 AM | 328 | 226 | 158 | 712 |
| 7:30 AM | 318 | 191 | 122 | 631 |
| 7:45 AM | 306 | 167 | 117 | 590 |
| 8:00 AM | 297 | 165 | 121 | 583 |
| 8:15 AM | 293 | 169 | 160 | 622 |
| 8:30 AM | 286 | 178 | 192 | 656 |
| 8:45 AM | 290 | 189 | 237 | 716 |
| 9:00 AM | 295 | 185 | 274 | 754 |
| 9:15 AM | 295 | 173 | 283 | 751 |
| 9:30 AM | 308 | 162 | 309 | 779 |
| 9:45 AM | 307 | 157 | 300 | 764 |
| 10:00 AM | 294 | 152 | 294 | 740 |
| 10:15 AM | 262 | 147 | 268 | 677 |
| 10:30 AM | 236 | 133 | 238 | 607 |
| 10:45 AM | 231 | 119 | 222 | 572 |
| 11:00 AM | 234 | 103 | 216 | 553 |
| 11:15 AM | 257 | 93 | 242 | 592 |
| 11:30 AM | 256 | 83 | 275 | 614 |
| 11:45 AM | 264 | 81 | 303 | 648 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 233 | 179 | 147 | 559 |
| 12:15 PM | 208 | 106 | 92 | 406 |
| 12:30 PM | 225 | 29 | 359 | 613 |
| 12:45 PM | 374 | 146 | 481 | 1,001 |
| 1:00 PM | 228 | 118 | 203 | 549 |
| 1:15 PM | 133 | 45 | 305 | 483 |
| 1:30 PM | 187 | 135 | 356 | 678 |
| 1:45 PM | 212 | 165 | 290 | 667 |
| 2:00 PM | 222 | 43 | 85 | 350 |
| 2:15 PM | 232 | 66 | 45 | 343 |
| 2:30 PM | 231 | 179 | 101 | 511 |
| 2:45 PM | 201 | 155 | 230 | 586 |
| 3:00 PM | 245 | 195 | 248 | 688 |
| 3:15 PM | 288 | 114 | 252 | 654 |
| 3:30 PM | 353 | 78 | 157 | 588 |
| 3:45 PM | 243 | 120 | 93 | 456 |
| 4:00 PM | 186 | 91 | 118 | 395 |
| 4:15 PM | 65 | 84 | 96 | 245 |
| 4:30 PM | 116 | 226 | 61 | 403 |
| 4:45 PM | 217 | 205 | 46 | 468 |
| 5:00 PM | 200 | 89 | 61 | 350 |
| 5:15 PM | 355 | 40 | 163 | 558 |
| 5:30 PM | 283 | 39 | 155 | 477 |
| 5:45 PM | 196 | 158 | 195 | 549 |
| 6:00 PM | 308 | 187 | 154 | 649 |
| 6:15 PM | 160 | 102 | 147 | 409 |
| 6:30 PM | 171 | 174 | 101 | 446 |
| 6:45 PM | 345 | 311 | 86 | 742 |
| 7:00 PM | 184 | 257 | 148 | 589 |
| 7:15 PM | 215 | 67 | 25 | 307 |
| 7:30 PM | 273 | 180 | 41 | 494 |
| 7:45 PM | 173 | 137 | 502 | 812 |
| 8:00 PM | 256 | 83 | 667 | 1,006 |
| 8:15 PM | 259 | 115 | 342 | 716 |
| 8:30 PM | 167 | 34 | 241 | 442 |
| 8:45 PM | 62 | 81 | 92 | 235 |
| 9:00 PM | 187 | 166 | 152 | 505 |
| 9:15 PM | 435 | 210 | 94 | 739 |
| 9:30 PM | 296 | 221 | 77 | 594 |
| 9:45 PM | 144 | 236 | 315 | 695 |
| 10:00 PM | 198 | 219 | 220 | 637 |
| 10:15 PM | 202 | 155 | 204 | 561 |
| 10:30 PM | 153 | 185 | 164 | 502 |
| 10:45 PM | 145 | 375 | 352 | 872 |
| 11:00 PM | 176 | 318 | 495 | 989 |
| 11:15 PM | 442 | 279 | 299 | 1,020 |
| 11:30 PM | 418 | 281 | 252 | 951 |
| 11:45 PM | 87 | 146 | 193 | 426 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 250 | 82 | 311 | 643 |
| 12:15 PM | 231 | 95 | 298 | 624 |
| 12:30 PM | 214 | 111 | 250 | 575 |
| 12:45 PM | 203 | 124 | 215 | 542 |
| 1:00 PM | 203 | 139 | 184 | 526 |
| 1:15 PM | 206 | 145 | 175 | 526 |
| 1:30 PM | 220 | 141 | 188 | 549 |
| 1:45 PM | 230 | 140 | 193 | 563 |
| 2:00 PM | 228 | 135 | 208 | 571 |
| 2:15 PM | 231 | 129 | 198 | 558 |
| 2:30 PM | 221 | 118 | 180 | 519 |
| 2:45 PM | 206 | 111 | 154 | 471 |
| 3:00 PM | 200 | 111 | 118 | 429 |
| 3:15 PM | 196 | 112 | 97 | 405 |
| 3:30 PM | 205 | 122 | 70 | 397 |
| 3:45 PM | 221 | 126 | 61 | 408 |
| 4:00 PM | 245 | 122 | 57 | 424 |
| 4:15 PM | 247 | 117 | 65 | 429 |
| 4:30 PM | 252 | 95 | 80 | 427 |
| 4:45 PM | 247 | 80 | 88 | 415 |
| 5:00 PM | 228 | 79 | 91 | 398 |
| 5:15 PM | 226 | 84 | 80 | 390 |
| 5:30 PM | 210 | 100 | 61 | 371 |
| 5:45 PM | 221 | 117 | 56 | 394 |
| 6:00 PM | 229 | 120 | 59 | 408 |
| 6:15 PM | 243 | 118 | 82 | 443 |
| 6:30 PM | 233 | 103 | 118 | 454 |
| 6:45 PM | 217 | 78 | 160 | 455 |
| 7:00 PM | 203 | 59 | 201 | 463 |
| 7:15 PM | 183 | 47 | 222 | 452 |
| 7:30 PM | 177 | 45 | 228 | 450 |
| 7:45 PM | 166 | 58 | 208 | 432 |
| 8:00 PM | 158 | 76 | 178 | 412 |
| 8:15 PM | 152 | 101 | 164 | 417 |
| 8:30 PM | 142 | 124 | 153 | 419 |
| 8:45 PM | 128 | 138 | 152 | 418 |
| 9:00 PM | 102 | 133 | 132 | 367 |
| 9:15 PM | 74 | 113 | 103 | 290 |
| 9:30 PM | 52 | 79 | 69 | 200 |
| 9:45 PM | 28 | 42 | 30 | 100 |
| 10:00 PM | 13 | 17 | 12 | 42 |
| 10:15 PM | 4 | 3 | 0 | 7 |
| 10:30 PM | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
46757

24-hr Enplanements
46642

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T2E | A21N | 181 | DFW | 131 | 10:21 | | 167 | 0 | | | DFW | 131 | 11:59 | | 167 | 0 | | |
| AA | T2E | B752 | 188 | PHX | 438 | 8:47 | | 158 | 0 | | | PHX | 438 | 9:58 | | 158 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 480 | 18:16 | | 158 | 0 | | | PHX | 480 | 19:25 | | 158 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 491 | 15:11 | | 158 | 0 | | | DFW | 491 | 16:04 | | 173 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 581 | 20:56 | | 163 | 0 | | | CLT | 596 | 22:31 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 639 | 9:31 | | 167 | 0 | | | CLT | 639 | 10:24 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 679 | 11:59 | | 173 | 0 | | | DFW | 679 | 12:49 | | 173 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1064 | 9:52 | | 167 | 0 | | | DFW | 1064 | 10:42 | | 167 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1168 | 15:38 | | 152 | 0 | | | PHX | 1514 | 16:40 | | 135 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1229 | 13:24 | | 167 | 0 | | | DFW | 1229 | 14:22 | | 167 | 0 | | |
| AA | T2E | B738 | 160 | DFW | 1243 | 19:57 | | 148 | 0 | | | JFK | 2306 | 22:26 | | 148 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1543 | 19:21 | | 152 | 0 | | | MIA | 1209 | 21:54 | | 150 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1611 | 7:53 | | 167 | 0 | | | DFW | 1611 | 8:45 | | 167 | 0 | | |
| AA | T2E | B738 | 160 | PHL | 1621 | 10:35 | | 139 | 0 | | | ORD | 134 | 11:34 | | 152 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1624 | 16:13 | | 167 | 0 | | | DFW | 1624 | 17:39 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 1740 | 18:30 | | 167 | 0 | | | PHL | 2078 | 22:16 | | 163 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 2407 | 21:40 | | 148 | 0 | | | ORD | 1606 | 22:46 | | 152 | 0 | | |
| AA | T2E | B738 | 160 | PHX | 2671 | 11:43 | | 135 | 0 | | | PHX | 2671 | 12:34 | | 135 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 2680 | 14:14 | | 152 | 0 | | | ORD | 2680 | 15:02 | | 152 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 2681 | 9:52 | | 148 | 0 | | | JFK | 2681 | 11:00 | | 148 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 366 | 22:55 | | 148 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | PHL | 1367 | 6:21 | | 139 | 0 | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 163 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 440 | 21:20 | | 158 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 167 | 0 | | |
| AA | T2W | A321 | 187 | CLT | 597 | 21:53 | | 167 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | JFK | 2458 | 7:42 | | 148 | 0 | | |
| AA | T2E | B738 | 160 | ORD | 1244 | 22:40 | | 152 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 158 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 2066 | 23:26 | | 163 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 167 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 2568 | 23:13 | | 167 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | ORD | 956 | 8:00 | | 152 | 0 | | |
| AA | T2E | B738 | 160 | MIA | 2674 | 22:28 | | 150 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | DFW | 2758 | 17:52 | | 167 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 167 | 0 | | |
| AA | T2E | E75S | 76 | | | | | | | | | LAX | 6062 | 6:20 | | 58 | 0 | | |
| AA | T2E | E75S | 76 | LAX | 6043 | 22:33 | | 58 | 0 | | | | | | | | | | |
| AC | T2W | A321 | 200 | YYZ | 1887 | 10:45 | | 189 | 0 | | | YYZ | 1886 | 11:50 | | 189 | 0 | | |
| AC | T2W | CRJ9 | 76 | YVR | 8668 | 15:51 | | 70 | 0 | | | YVR | 8669 | 16:30 | | 70 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8690 | 13:11 | | 70 | 0 | | | YVR | 8691 | 13:50 | | 70 | 0 | | |
| AC | T2W | CRJ9 | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 70 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8670 | 22:51 | | 70 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | SJD | 275 | 12:45 | | 129 | 0 | | | SJD | 248 | 14:18 | | 129 | 0 | | |
| AS | T2E | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 148 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 148 | 0 | | | PDX | 391 | 20:25 | | 148 | 0 | | |
| AS | T2E | B738 | 159 | BWI | 377 | 9:28 | | 139 | 0 | | | SEA | 539 | 11:20 | | 149 | 0 | | |
| AS | T1 | B738 | 159 | SEA | 380 | 8:36 | | 149 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T1 | B739 | 178 | SEA | 388 | 12:35 | | 167 | 0 | | | SEA | 471 | 13:35 | | 167 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 392 | 18:38 | | 167 | 0 | | | SEA | 949 | 19:38 | | 167 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 482 | 9:01 | | 167 | 0 | | | SEA | 579 | 10:10 | | 167 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 167 | 0 | | | SEA | 317 | 15:45 | | 167 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 566 | 9:00 | | 148 | 0 | | | KOA | 185 | 10:10 | | 137 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 572 | 14:20 | | 148 | 0 | | | PDX | 575 | 15:25 | | 148 | 0 | | |
| AS | T1 | B739 | 178 | SEA | 574 | 16:25 | | 167 | 0 | | | SEA | 455 | 17:26 | | 167 | 0 | | |
| AS | T1 | B738 | 159 | OGG | 806 | 21:01 | | 148 | 0 | | | BWI | 378 | 22:44 | | 139 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1950 | 7:35 | | 123 | 0 | | | SFO | 1953 | 8:28 | | 123 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1954 | 13:35 | | 152 | 0 | | | SFO | 1965 | 14:34 | | 152 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1958 | 16:36 | | 123 | 0 | | | SFO | 1967 | 17:31 | | 123 | 0 | | |
| AS | T2E | A320 | 149 | SFO | 1960 | 10:49 | | 123 | 0 | | | SFO | 1961 | 11:40 | | 123 | 0 | | |
| AS | T1 | A21N | 185 | SFO | 1962 | 18:46 | | 152 | 0 | | | SFO | 1971 | 19:42 | | 152 | 0 | | |
| AS | T1 | E75S | 76 | ABQ | 2729 | 13:12 | | 64 | 0 | | | MSP | 2774 | 14:24 | | 63 | 0 | | |
| AS | T1 | E75S | 76 | MSP | 2781 | 14:47 | | 63 | 0 | | | ABQ | 2730 | 15:32 | | 64 | 0 | | |
| AS | T1 | E75S | 76 | OMA | 3339 | 16:41 | | 66 | 0 | | | SMF | 3344 | 17:23 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | SMF | 3343 | 16:19 | | 69 | 0 | | | STS | 3433 | 17:00 | | 68 | 0 | | |
| AS | T2E | E75S | 76 | SLC | 3354 | 7:05 | | 63 | 0 | | | DAL | 3306 | 7:52 | | 67 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3356 | 8:32 | | 70 | 0 | | | STL | 3352 | 9:18 | | 66 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3396 | 11:36 | | 70 | 0 | | | SMF | 3342 | 12:20 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3398 | 15:43 | | 70 | 0 | | | SJC | 3407 | 16:24 | | 70 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3408 | 20:06 | | 70 | 0 | | | SJC | 3357 | 20:50 | | 70 | 0 | | |
| AS | T2E | E75S | 76 | AUS | 3421 | 17:00 | | 63 | 0 | | | MCI | 3458 | 17:42 | | 64 | 0 | | |
| AS | T1 | E75S | 76 | MCI | 3451 | 8:27 | | 64 | 0 | | | AUS | 3336 | 9:07 | | 63 | 0 | | |
| AS | T2E | E75S | 76 | STL | 3453 | 17:32 | | 66 | 0 | | | BOI | 3483 | 18:15 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3459 | 14:48 | | 56 | 0 | | | SLC | 3341 | 15:28 | | 63 | 0 | | |
| AS | T1 | E75S | 76 | FAT | 3471 | 18:28 | | 56 | 0 | | | FAT | 3472 | 19:54 | | 56 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3477 | 8:40 | | 56 | 0 | | | FAT | 3438 | 9:20 | | 56 | 0 | | |
| AS | T2E | E75S | 76 | BOI | 3484 | 11:40 | | 69 | 0 | | | SJC | 3399 | 12:25 | | 70 | 0 | | |
| AS | T2E | E75S | 76 | MRY | 3486 | 10:51 | | 59 | 0 | | | FAT | 3422 | 11:31 | | 56 | 0 | | |
| AS | T2E | E75S | 76 | SMF | 3493 | 7:44 | | 69 | 0 | | | OMA | 3338 | 8:24 | | 66 | 0 | | |
| AS | T2E | B738 | 159 | | | | | | | | | BOS | 798 | 8:20 | | 151 | 0 | | |
| AS | T2E | B738 | 159 | KOA | 196 | 22:28 | | 137 | 0 | | | | | | | | | | |
| AS | T1 | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 167 | 0 | | |
| AS | T2E | B739 | 178 | SJD | 201 | 18:47 | | 145 | 0 | | | | | | | | | | |
| AS | T1 | B738 | 159 | | | | | | | | | SJD | 244 | 7:25 | | 129 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 160 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 488 | 23:59 | | 167 | 0 | | | | | | | | | | |
| AS | T1 | B738 | 159 | | | | | | | | | HNL | 895 | 7:20 | | 153 | 0 | | |
| AS | T1 | B738 | 159 | PDX | 552 | 22:55 | | 148 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | BOS | 769 | 21:36 | | 151 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | OGG | 829 | 8:45 | | 148 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B738 | 159 | EWR | 773 | 22:04 | 143 | 0 |
| AS | T2E | B738 | 159 | | | | | |
| AS | T2E | B738 | 159 | LIH | 858 | 23:03 | 127 | 0 |
| AS | T2E | B738 | 159 | | | | | |
| AS | T1 | B738 | 159 | HNL | 892 | 23:24 | 153 | 0 |
| AS | T1 | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SFO | 1964 | 22:37 | 123 | 0 |
| AS | T1 | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SEA | 1984 | 20:38 | 140 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | DAL | 3305 | 22:30 | 67 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | SMF | 3345 | 21:18 | 69 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T1 | E75S | 76 | STS | 3444 | 21:15 | 68 | 0 |
| B6 | T2W | A320 | 159 | BOS | 19 | 19:57 | 149 | 0 |
| B6 | T2W | A320 | 159 | JFK | 89 | 19:33 | 146 | 0 |
| B6 | T2W | A320 | 159 | JFK | 189 | 11:56 | 146 | 0 |
| B6 | T2W | A320 | 150 | FLL | 529 | 19:52 | 138 | 0 |
| B6 | T2W | A320 | 159 | BOS | 2819 | 10:24 | 149 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 255 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 219 | 0 |
| DL | T2W | B738 | 160 | JFK | 453 | 14:33 | 142 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 179 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 179 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 180 | 0 |
| DL | T2W | B712 | 110 | SEA | 1608 | 12:47 | 101 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 176 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 219 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 176 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 180 | 0 |
| DL | T2W | B752 | 199 | JFK | 2246 | 20:15 | 177 | 0 |
| DL | T2W | B752 | 168 | JFK | 2288 | 11:07 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 2295 | 9:17 | 148 | 0 |
| DL | T2W | A320 | 160 | SLC | 2378 | 12:21 | 148 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 179 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 100 | 0 |
| DL | T2W | A320 | 160 | SLC | 2546 | 17:35 | 148 | 0 |
| DL | T2W | B712 | 110 | SLC | 2615 | 15:56 | 102 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | E75S | 76 | SEA | 5736 | 14:03 | 69 | 0 |
| DL | T2W | E75S | 76 | SEA | 5750 | 18:13 | 69 | 0 |
| DL | T2W | E75S | 76 | LAS | 5789 | 10:19 | 58 | 0 |
| DL | T2W | E75S | 76 | LAS | 5804 | 16:30 | 58 | 0 |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 58 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 180 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 165 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 165 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 179 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 177 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 176 | 0 |
| DL | T2W | B752 | 199 | | | | | |
| DL | T2W | B752 | 199 | JFK | 2243 | 22:40 | 177 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 180 | 0 |
| DL | T2W | E75S | 76 | SEA | 5793 | 21:37 | 69 | 0 |
| DL | T2W | E75S | 76 | | | | | |
| F9 | T1 | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 |
| F9 | T1 | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 |
| F9 | T1 | A320 | 180 | AUS | 1701 | 11:37 | 173 | 0 |
| F9 | T1 | A320 | 180 | | | | | |
| F9 | T1 | A320 | 180 | TUL | 1839 | 21:45 | 153 | 0 |
| G4 | T1 | A319 | 156 | EUG | 1005 | 16:36 | 140 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 157 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 179 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 239 | 0 |
| NK | T1 | A20N | 182 | DFW | 107 | 17:05 | 169 | 0 |
| NK | T1 | A20N | 182 | BWI | 194 | 19:11 | 147 | 0 |
| NK | T1 | A20N | 182 | LAS | 245 | 19:48 | 150 | 0 |
| NK | T1 | A21N | 228 | LAS | 511 | 14:38 | 188 | 0 |
| NK | T1 | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 |
| NK | T1 | A20N | 182 | DTW | 623 | 9:45 | 148 | 0 |
| NK | T1 | A20N | 182 | LAS | 673 | 8:35 | 150 | 0 |
| NK | T1 | A21N | 228 | | | | | |
| NK | T1 | A21N | 228 | IAH | 619 | 22:34 | 165 | 0 |
| SY | T1 | B738 | 168 | MSP | 401 | 12:01 | 145 | 0 |
| UA | T2W | B752 | 169 | IAD | 229 | 11:17 | 162 | 0 |
| UA | T2W | B739 | 179 | IAD | 231 | 14:44 | 171 | 0 |
| UA | T2W | A319 | 128 | SFO | 284 | 8:12 | 114 | 0 |
| UA | T2W | B739 | 179 | ORD | 395 | 18:09 | 169 | 0 |
| UA | T2W | A320 | 150 | DEN | 459 | 20:46 | 142 | 0 |
| UA | T2W | B739 | 179 | SFO | 497 | 14:28 | 160 | 0 |
| UA | T2W | A320 | 150 | SFO | 555 | 9:24 | 134 | 0 |
| UA | T2W | A319 | 128 | DEN | 710 | 17:11 | 121 | 0 |
| UA | T2W | B739 | 179 | DEN | 763 | 12:34 | 170 | 0 |
| UA | T2W | A319 | 128 | ORD | 1590 | 12:21 | 121 | 0 |
| UA | T2W | A320 | 150 | EWR | 1593 | 10:42 | 141 | 0 |
| | | | | | | | | |
| | | | | LIH | 819 | 7:10 | 127 | 0 |
| | | | | PDX | 333 | 6:29 | 148 | 0 |
| | | | | SEA | 1133 | 6:20 | 140 | 0 |
| | | | | SFO | 1949 | 6:40 | 123 | 0 |
| | | | | SMF | 3340 | 6:15 | 69 | 0 |
| | | | | SJC | 3397 | 7:00 | 70 | 0 |
| | | | | MRY | 3417 | 7:30 | 59 | 0 |
| | | | | JFK | 90 | 21:07 | 146 | 0 |
| | | | | BOS | 20 | 20:43 | 149 | 0 |
| | | | | JFK | 190 | 13:06 | 146 | 0 |
| | | | | FLL | 530 | 20:56 | 138 | 0 |
| | | | | BOS | 2820 | 11:34 | 149 | 0 |
| | | | | LHR | 272 | 20:45 | 255 | 0 |
| | | | | ATL | 2213 | 22:36 | 219 | 0 |
| | | | | JFK | 862 | 15:20 | 142 | 0 |
| | | | | DTW | 833 | 11:22 | 179 | 0 |
| | | | | ATL | 1430 | 14:35 | 180 | 0 |
| | | | | ATL | 1054 | 12:20 | 180 | 0 |
| | | | | DTW | 1275 | 13:30 | 179 | 0 |
| | | | | ATL | 1636 | 21:36 | 180 | 0 |
| | | | | SEA | 1608 | 13:22 | 101 | 0 |
| | | | | MSP | 1687 | 11:25 | 176 | 0 |
| | | | | ATL | 1692 | 10:55 | 219 | 0 |
| | | | | MSP | 1728 | 14:04 | 176 | 0 |
| | | | | MSP | 2443 | 15:55 | 176 | 0 |
| | | | | JFK | 1798 | 22:05 | 177 | 0 |
| | | | | JFK | 473 | 11:57 | 149 | 0 |
| | | | | SLC | 2295 | 10:05 | 148 | 0 |
| | | | | SLC | 2378 | 13:10 | 148 | 0 |
| | | | | DTW | 1855 | 22:36 | 179 | 0 |
| | | | | SEA | 2532 | 11:25 | 100 | 0 |
| | | | | SLC | 2546 | 18:25 | 148 | 0 |
| | | | | SLC | 2615 | 16:35 | 102 | 0 |
| | | | | ATL | 30 | 9:00 | 180 | 0 |
| | | | | SEA | 5736 | 15:05 | 69 | 0 |
| | | | | SEA | 5750 | 18:50 | 69 | 0 |
| | | | | LAS | 5789 | 10:49 | 58 | 0 |
| | | | | LAS | 5804 | 17:04 | 58 | 0 |
| | | | | LAX | 5761 | 20:59 | 58 | 0 |
| | | | | MSP | 1545 | 8:00 | 165 | 0 |
| | | | | MSP | 1864 | 6:30 | 165 | 0 |
| | | | | ATL | 62 | 7:40 | 180 | 0 |
| | | | | ATL | 1592 | 6:30 | 180 | 0 |
| | | | | SLC | 2872 | 6:15 | 177 | 0 |
| | | | | JFK | 2404 | 7:10 | 177 | 0 |
| | | | | DTW | 98 | 7:00 | 179 | 0 |
| | | | | LAS | 5738 | 6:55 | 58 | 0 |
| | | | | CVG | 1188 | 10:07 | 221 | 0 |
| | | | | DEN | 560 | 11:22 | 221 | 0 |
| | | | | AUS | 1702 | 12:27 | 173 | 0 |
| | | | | TUL | 1764 | 7:05 | 153 | 0 |
| | | | | EUG | 1004 | 17:16 | 140 | 0 |
| | | | | HNL | 15 | 10:15 | 267 | 0 |
| | | | | OGG | 37 | 7:05 | 157 | 0 |
| | | | | NRT | 65 | 13:30 | 179 | 0 |
| | | | | FRA | 467 | 15:10 | 239 | 0 |
| | | | | DFW | 108 | 18:00 | 169 | 0 |
| | | | | LAS | 636 | 20:05 | 150 | 0 |
| | | | | BWI | 189 | 20:56 | 147 | 0 |
| | | | | LAS | 356 | 15:35 | 188 | 0 |
| | | | | ORD | 564 | 13:30 | 219 | 0 |
| | | | | DTW | 644 | 11:00 | 148 | 0 |
| | | | | LAS | 352 | 9:30 | 150 | 0 |
| | | | | IAH | 858 | 7:00 | 165 | 0 |
| | | | | MSP | 402 | 13:00 | 145 | 0 |
| | | | | IAD | 2282 | 12:35 | 162 | 0 |
| | | | | IAH | 2210 | 15:40 | 171 | 0 |
| | | | | SFO | 334 | 9:55 | 114 | 0 |
| | | | | SFO | 1677 | 19:04 | 160 | 0 |
| | | | | ORD | 240 | 22:30 | 142 | 0 |
| | | | | SFO | 370 | 15:28 | 160 | 0 |
| | | | | IAH | 1284 | 10:15 | 143 | 0 |
| | | | | DEN | 231 | 18:05 | 121 | 0 |
| | | | | SFO | 1919 | 13:30 | 160 | 0 |
| | | | | IAH | 2099 | 13:40 | 122 | 0 |
| | | | | EWR | 2163 | 11:35 | 141 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2W | B738 | 166 | SFO | 1798 | 19:39 | 148 | 0 | SFO | 384 | 20:30 | 148 | 0 |
| UA | T2W | B739 | 179 | IAH | 1870 | 15:27 | 171 | 0 | SFO | 736 | 16:31 | 160 | 0 |
| UA | T2W | B739 | 179 | SFO | 1900 | 12:30 | 160 | 0 | DEN | 243 | 13:29 | 170 | 0 |
| UA | T2W | B739 | 179 | IAH | 1916 | 19:37 | 171 | 0 | EWR | 710 | 20:48 | 168 | 0 |
| UA | T2W | B739 | 179 | IAH | 1919 | 10:42 | 171 | 0 | IAH | 1593 | 11:51 | 171 | 0 |
| UA | T2W | B739 | 179 | DEN | 1982 | 9:44 | 170 | 0 | DEN | 1479 | 10:45 | 170 | 0 |
| UA | T2W | B739 | 179 | IAH | 2156 | 13:02 | 171 | 0 | ORD | 1900 | 14:05 | 169 | 0 |
| UA | T2W | B739 | 179 | ORD | 2192 | 9:54 | 169 | 0 | ORD | 555 | 10:59 | 169 | 0 |
| UA | T2W | B738 | 166 | SFO | 2238 | 10:20 | 148 | 0 | SFO | 390 | 11:20 | 148 | 0 |
| UA | T2W | A320 | 150 | SFO | 2287 | 17:25 | 134 | 0 | SFO | 2016 | 18:22 | 134 | 0 |
| UA | T2W | B739 | 179 | IAD | 2303 | 19:41 | 171 | 0 | LAX | 1482 | 20:58 | 110 | 0 |
| UA | T2W | A320 | 150 | ORD | 2381 | 15:01 | 142 | 0 | DEN | 2299 | 16:02 | 142 | 0 |
| UA | T2W | E75L | 76 | LAX | 5675 | 6:59 | 66 | 0 | LAX | 5793 | 7:40 | 66 | 0 |
| UA | T2W | CRJ7 | 70 | LAX | 5944 | 15:58 | 61 | 0 | LAX | 5991 | 16:28 | 61 | 0 |
| UA | T2W | A319 | 128 | | | | | | SFO | 2235 | 6:15 | 114 | 0 |
| UA | T2W | A319 | 128 | SFO | 361 | 22:35 | 114 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 169 | 0 |
| UA | T2W | B739 | 179 | ORD | 651 | 22:10 | 169 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 170 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 662 | 7:35 | 160 | 0 |
| UA | T2W | B739 | 179 | IAH | 991 | 22:56 | 171 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | IAD | 546 | 8:12 | 159 | 0 |
| UA | T2W | B738 | 166 | EWR | 1827 | 20:57 | 156 | 0 | | | | | |
| UA | T2W | B739 | 179 | SFO | 1967 | 22:08 | 160 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 171 | 0 |
| UA | T2W | B739 | 179 | EWR | 2275 | 22:46 | 168 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | EWR | 751 | 6:15 | 168 | 0 |
| UA | T2W | B739 | 179 | DEN | 2416 | 23:30 | 170 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | ORD | 913 | 6:15 | 157 | 0 |
| UA | T2W | B738 | 166 | SFO | 2423 | 23:47 | 148 | 0 | | | | | |
| UA | T2W | E75L | 76 | | | | | | LAX | 5331 | 6:15 | 66 | 0 |
| UA | T2W | E75L | 76 | LAX | 5840 | 23:32 | 66 | 0 | | | | | |
| WN | T1 | B737 | 143 | PHX | 20 | 15:05 | 112 | 0 | PDX | 20 | 15:40 | 119 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 107 | 0 | DAL | 31 | 8:25 | 126 | 0 |
| WN | T1 | B737 | 143 | PHX | 34 | 7:50 | 112 | 0 | HOU | 34 | 8:25 | 135 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 125 | 0 | SMF | 160 | 12:30 | 147 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 131 | 0 | OAK | 375 | 20:55 | 131 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 164 | 0 | SMF | 193 | 17:10 | 147 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 153 | 0 | IND | 2485 | 11:30 | 156 | 0 |
| WN | T1 | B737 | 143 | SJC | 234 | 17:45 | 110 | 0 | MDW | 1410 | 18:25 | 131 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 147 | 0 | PDX | 241 | 22:00 | 145 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 155 | 0 | SAT | 267 | 18:00 | 148 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 164 | 0 | TPA | 2332 | 11:45 | 154 | 0 |
| WN | T1 | B737 | 143 | DEN | 361 | 8:40 | 132 | 0 | ABQ | 2245 | 9:30 | 115 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 166 | 0 | MDW | 369 | 15:05 | 161 | 0 |
| WN | T1 | B737 | 143 | LAS | 416 | 17:40 | 102 | 0 | LAS | 234 | 18:20 | 102 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 154 | 0 | PHX | 419 | 16:35 | 137 | 0 |
| WN | T1 | B737 | 143 | SJC | 427 | 22:00 | 110 | 0 | LAS | 1334 | 22:50 | 102 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 110 | 0 | SJC | 1459 | 17:10 | 110 | 0 |
| WN | T1 | B737 | 143 | PHX | 477 | 7:05 | 112 | 0 | SAT | 477 | 7:45 | 121 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 121 | 0 | SFO | 1698 | 11:10 | 117 | 0 |
| WN | T1 | B737 | 143 | LAS | 482 | 18:35 | 102 | 0 | PHX | 483 | 19:10 | 112 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 107 | 0 | OAK | 2271 | 20:10 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 102 | 0 | LAS | 963 | 10:05 | 102 | 0 |
| WN | T1 | B737 | 143 | AUS | 506 | 17:50 | 118 | 0 | MCI | 2175 | 18:30 | 126 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 107 | 0 | PHX | 991 | 22:35 | 112 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 161 | 0 | HOU | 199 | 13:45 | 166 | 0 |
| WN | T1 | B737 | 143 | DEN | 606 | 6:55 | 132 | 0 | BNA | 1467 | 7:30 | 125 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 107 | 0 | PHX | 2194 | 14:50 | 112 | 0 |
| WN | T1 | B737 | 143 | LAS | 746 | 21:45 | 102 | 0 | OAK | 408 | 22:45 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 102 | 0 | LAS | 2294 | 21:00 | 102 | 0 |
| WN | T1 | B737 | 143 | PHX | 791 | 12:50 | 112 | 0 | DEN | 791 | 13:25 | 132 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 126 | 0 | SJC | 807 | 12:20 | 110 | 0 |
| WN | T1 | B737 | 143 | HOU | 847 | 9:25 | 135 | 0 | SMF | 2519 | 10:05 | 120 | 0 |
| WN | T1 | B737 | 143 | EWR | 893 | 13:55 | 132 | 0 | OAK | 893 | 14:30 | 107 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 126 | 0 | AUS | 958 | 19:50 | 118 | 0 |
| WN | T1 | B737 | 143 | PHX | 977 | 18:45 | 112 | 0 | OAK | 977 | 19:15 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 102 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B737 | 143 | SEA | 1017 | 20:50 | 137 | 0 | TUS | 1017 | 21:25 | 104 | 0 |
| WN | T1 | B737 | 143 | SMF | 1051 | 14:55 | 120 | 0 | SJC | 1336 | 15:30 | 110 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 162 | 0 | BNA | 724 | 14:45 | 153 | 0 |
| WN | T1 | B737 | 143 | PDX | 1096 | 13:20 | 119 | 0 | BWI | 1096 | 13:55 | 134 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 154 | 0 | EWR | 1148 | 9:10 | 162 | 0 |
| WN | T1 | B737 | 143 | AUS | 1156 | 9:40 | 118 | 0 | DAL | 695 | 10:15 | 126 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 162 | 0 | SJC | 1207 | 11:00 | 134 | 0 |
| WN | T2W | B737 | 143 | SJD | 1214 | 15:10 | 127 | 0 | LAS | 2545 | 15:50 | 102 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 110 | 0 | SMF | 1292 | 21:45 | 120 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 161 | 0 | BWI | 1100 | 11:20 | 164 | 0 |
| WN | T1 | B737 | 143 | TUS | 1306 | 11:20 | 104 | 0 | OAK | 2286 | 12:00 | 107 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 166 | 0 | SMF | 2531 | 19:40 | 147 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 107 | 0 | SJC | 606 | 7:35 | 110 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 112 | 0 | OAK | 416 | 18:20 | 107 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 115 | 0 | MCI | 1409 | 7:35 | 126 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 134 | 0 | MCO | 1474 | 11:05 | 166 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 147 | 0 | STL | 1481 | 19:30 | 152 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 120 | 0 | PHX | 1624 | 17:50 | 112 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 104 | 0 | LAS | 1647 | 19:35 | 102 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 126 | 0 | DEN | 1652 | 8:50 | 132 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 117 | 0 | MSY | 52 | 11:10 | 127 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 117 | 0 | SFO | 2083 | 15:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 117 | 0 | SFO | 1702 | 19:45 | 117 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 121 | 0 | BOI | 2129 | 16:10 | 130 | 0 |
| WN | T1 | B737 | 143 | BOI | 1748 | 21:00 | 130 | 0 | SFO | 1807 | 21:45 | 117 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 102 | 0 | OAK | 1705 | 16:20 | 107 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 117 | 0 | SFO | 1798 | 8:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 117 | 0 | MKE | 1895 | 13:05 | 131 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 117 | 0 | SFO | 1802 | 17:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 117 | 0 | DEN | 580 | 22:10 | 132 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 126 | 0 | OAK | 1810 | 21:55 | 107 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 110 | 0 | AUS | 1832 | 12:45 | 118 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 147 | 0 | PHX | 1882 | 9:45 | 137 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 120 | 0 | SFO | 1800 | 13:10 | 117 | 0 |
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 120 | 0 | SJC | 1918 | 14:00 | 110 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 107 | 0 | SEA | 1927 | 17:30 | 137 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 123 | 0 | SMF | 2062 | 15:25 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 107 | 0 | DEN | 2067 | 11:00 | 132 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 110 | 0 | PHX | 2093 | 20:20 | 112 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 112 | 0 | SMF | 2116 | 9:15 | 120 | 0 |
| WN | T1 | B737 | 143 | STL | 2129 | 15:30 | 125 | 0 | SJC | 1103 | 16:20 | 110 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 160 | 0 | DAL | 1230 | 18:00 | 154 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 163 | 0 | RNO | 2155 | 13:05 | 154 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 107 | 0 | SJC | 506 | 18:25 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 110 | 0 | SLC | 609 | 14:50 | 123 | 0 |
| WN | T1 | B737 | 143 | PDX | 2208 | 8:30 | 119 | 0 | SJC | 2208 | 9:05 | 110 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 120 | 0 | ABQ | 500 | 20:15 | 115 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 110 | 0 | SJD | 1213 | 9:55 | 127 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 131 | 0 | STL | 2258 | 9:30 | 152 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 102 | 0 | LAS | 1767 | 13:10 | 102 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 134 | 0 | SJC | 1408 | 19:25 | 134 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 126 | 0 | PHX | 2817 | 12:00 | 112 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 161 | 0 | DAL | 1494 | 16:05 | 154 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 137 | 0 | MDW | 1284 | 10:35 | 161 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 107 | 0 | SMF | 2151 | 14:05 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 2351 | 15:45 | 120 | 0 | LAS | 2355 | 16:55 | 102 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 120 | 0 | PHX | 2362 | 7:55 | 112 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 126 | 0 | SJC | 2378 | 20:35 | 110 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 132 | 0 | SMF | 2385 | 18:40 | 120 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 110 | 0 | LAS | 2393 | 8:30 | 102 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 102 | 0 | ATL | 2421 | 9:05 | 133 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 120 | 0 | LAS | 2471 | 11:25 | 102 | 0 |
| WN | T1 | B737 | 143 | SEA | 2519 | 9:25 | 137 | 0 | OAK | 847 | 9:55 | 107 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 110 | 0 | DEN | 1775 | 16:00 | 132 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 127 | 0 | TUS | 2567 | 14:15 | 104 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 112 | 0 | RNO | 2574 | 20:45 | 126 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 154 | 0 | OAK | 980 | 8:10 | 131 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 2267 | 6:30 | 120 | 0 |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 102 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 161 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 153 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | LAS | 1708 | 6:35 | 102 | 0 |
| WN | T1 | B737 | 143 | PHX | 1057 | 23:10 | 112 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | OAK | 2503 | 7:20 | 107 | 0 |
| WN | T1 | B737 | 143 | STL | 1334 | 22:20 | 125 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | PHX | 1712 | 6:55 | 112 | 0 |
| WN | T1 | B737 | 143 | PDX | 1401 | 22:50 | 119 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | DEN | 2204 | 6:40 | 132 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 115 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 147 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 144 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SJC | 1691 | 6:20 | 110 | 0 |
| WN | T1 | B737 | 143 | SFO | 1703 | 23:20 | 117 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 2384 | 6:30 | 117 | 0 |
| WN | T1 | B737 | 143 | DEN | 2085 | 23:20 | 132 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 144 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 164 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 145 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 161 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | BWI | 2164 | 6:35 | 134 | 0 |
| WN | T1 | B737 | 143 | OAK | 4767 | 23:15 | 107 | 0 | | | | | |
| WS | T2E | B737 | 134 | YYC | 1564 | 13:28 | 124 | 0 | YYC | 1565 | 14:15 | 124 | 0 |
| WS | T2W | B738 | 174 | YVR | 1762 | 12:26 | 163 | 0 | YVR | 1763 | 13:15 | 163 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 168 | 0 | ATL | 4000004 | 13:50 | 168 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 119 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 119 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 119 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 119 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 147 | 0 | MSP | 4000010 | 18:00 | 147 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 95 | 0 | LAS | 4000018 | 21:35 | 95 | 0 |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 142 | 0 | JFK | 4000026 | 13:00 | 142 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 149 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 171 | 0 | JFK | 4000029 | 16:50 | 171 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 149 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 121 | 0 | DTW | 4000033 | 10:25 | 121 | 0 |
| AS | T1 | B739 | 181 | EWR | 3000701 | 23:20 | 163 | 0 | | | | | |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 157 | 0 | SLC | 4000719 | 18:55 | 157 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 147 | 0 | SJD | 4000740 | 15:20 | 147 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 148 | 0 | SLC | 4000012 | 15:35 | 148 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 147 | 0 | SJD | 4000739 | 17:10 | 147 | 0 |
| AS | T2E | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 157 | 0 |
| AS | T2E | B739 | 181 | MZT | 3000747 | 23:25 | 157 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 114 | 0 |
| AS | T2E | A320 | 149 | PVR | 3000746 | 21:00 | 114 | 0 | | | | | |
| UA | T2W | E75S | 76 | LAX | 3000401 | 19:05 | 66 | 0 | LAX | 4000401 | 19:40 | 66 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 147 | 0 | SEA | 4000041 | 22:00 | 147 | 0 |
| AC | T2W | E75S | 76 | YVR | 3000200 | 19:15 | 70 | 0 | YVR | 4000200 | 20:05 | 70 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 297 | 0 | LHR | 4000212 | 13:50 | 297 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 202 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 202 | 0 | | | | | |
| WS | T2W | B738 | 168 | YYC | 3000228 | 18:15 | 156 | 0 | YYC | 4000228 | 19:00 | 156 | 0 |
| AA | T2E | B738 | 160 | JFK | 3000300 | 8:35 | 148 | 0 | JFK | 4000300 | 9:35 | 148 | 0 |
| AA | T2E | B738 | 160 | MIA | 3000301 | 20:55 | 150 | 0 | MIA | 4000301 | 22:50 | 150 | 0 |
| AA | T2E | B738 | 160 | PHL | 3000302 | 11:25 | 139 | 0 | PHL | 4000302 | 12:20 | 139 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AA | T2E | B738 | 160 | | | | | | DFW | 4000304 | 7:45 | 148 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000304 | 23:30 | 148 | 0 | | | | | |
| AA | T2E | E75S | 76 | PHX | 3000308 | 9:55 | 64 | 0 | PHX | 4000308 | 10:45 | 64 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000314 | 17:13 | 148 | 0 | DFW | 4000314 | 18:13 | 148 | 0 |
| AA | T2E | A21N | 181 | JFK | 3000319 | 7:00 | 167 | 0 | JFK | 4000319 | 7:50 | 167 | 0 |
| AA | T2E | A21N | 181 | ORD | 3000322 | 17:30 | 171 | 0 | ORD | 4000322 | 18:20 | 171 | 0 |
| AA | T2E | A21N | 181 | DCA | 3000325 | 14:55 | 166 | 0 | DCA | 4000325 | 15:55 | 166 | 0 |
| AA | T2E | A21N | 181 | CLT | 3000328 | 19:00 | 161 | 0 | CLT | 4000328 | 19:55 | 161 | 0 |
| UA | T2W | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 142 | 0 |
| UA | T2W | A320 | 150 | ORD | 3000412 | 22:55 | 142 | 0 | | | | | |
| UA | T2W | B739 | 167 | ORD | 3000416 | 13:30 | 158 | 0 | ORD | 4000416 | 14:30 | 158 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000417 | 10:55 | 158 | 0 | ORD | 4000417 | 11:55 | 158 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000418 | 15:10 | 66 | 0 | DEN | 4000418 | 16:00 | 66 | 0 |
| UA | T2W | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 143 | 0 |
| UA | T2W | A320 | 150 | IAH | 3000425 | 23:10 | 143 | 0 | | | | | |
| UA | T2W | A320 | 150 | BOS | 3000432 | 20:00 | 141 | 0 | BOS | 4000432 | 20:58 | 141 | 0 |
| UA | T2W | B739 | 167 | EWR | 3000435 | 20:55 | 157 | 0 | EWR | 4000435 | 22:55 | 157 | 0 |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 117 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 125 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 102 | 0 | LAS | 4000502 | 13:35 | 102 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 107 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 117 | 0 | SFO | 4000515 | 11:55 | 117 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 120 | 0 | SMF | 4000524 | 14:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 120 | 0 | SMF | 4000525 | 22:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 110 | 0 | SJC | 4000537 | 16:45 | 110 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 132 | 0 | ABQ | 4000542 | 21:30 | 115 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 132 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 132 | 0 | | | | | |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 134 | 0 | PDX | 4000552 | 15:50 | 119 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 126 | 0 | DAL | 4000556 | 8:50 | 126 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 166 | 0 | HOU | 4000561 | 18:10 | 166 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 119 | 0 | PDX | 4000579 | 19:50 | 119 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 118 | 0 | AUS | 4000584 | 18:40 | 118 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 160 | 0 | MKE | 4000594 | 12:35 | 160 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 163 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2024 No-Build summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 20,139 | 10,477 | 16,141 | 46,757 |
| 12:00 AM | 4 | 86 | 119 | 209 |
| 12:15 AM | 0 | 93 | 94 | 187 |
| 12:30 AM | 0 | 14 | 93 | 107 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 |
| 6:45 AM | 2 | 0 | 0 | 2 |
| 7:00 AM | 222 | 57 | 23 | 302 |
| 7:15 AM | 370 | 139 | 37 | 546 |
| 7:30 AM | 165 | 44 | 6 | 215 |
| 7:45 AM | 93 | 111 | 0 | 204 |
| 8:00 AM | 248 | 167 | 1 | 416 |
| 8:15 AM | 336 | 66 | 50 | 452 |
| 8:30 AM | 405 | 32 | 56 | 493 |
| 8:45 AM | 568 | 204 | 7 | 779 |
| 9:00 AM | 386 | 261 | 0 | 647 |
| 9:15 AM | 254 | 216 | 36 | 506 |
| 9:30 AM | 257 | 137 | 176 | 570 |
| 9:45 AM | 331 | 193 | 240 | 764 |
| 10:00 AM | 239 | 256 | 366 | 861 |
| 10:15 AM | 145 | 143 | 169 | 457 |
| 10:30 AM | 501 | 123 | 399 | 1,023 |
| 10:45 AM | 485 | 160 | 489 | 1,134 |
| 11:00 AM | 254 | 153 | 438 | 845 |
| 11:15 AM | 184 | 47 | 257 | 488 |
| 11:30 AM | 217 | 80 | 263 | 560 |
| 11:45 AM | 300 | 194 | 183 | 677 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2024 No-Build summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 20,301 | 10,396 | 15,938 | 46,635 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 2 | 2 |
| 3:45 AM | 4 | 7 | 14 | 25 |
| 4:00 AM | 18 | 13 | 27 | 58 |
| 4:15 AM | 33 | 31 | 83 | 147 |
| 4:30 AM | 111 | 121 | 215 | 447 |
| 4:45 AM | 276 | 227 | 320 | 823 |
| 5:00 AM | 441 | 263 | 357 | 1,061 |
| 5:15 AM | 489 | 294 | 381 | 1,164 |
| 5:30 AM | 478 | 286 | 386 | 1,150 |
| 5:45 AM | 455 | 273 | 356 | 1,084 |
| 6:00 AM | 423 | 291 | 355 | 1,069 |
| 6:15 AM | 383 | 315 | 342 | 1,040 |
| 6:30 AM | 380 | 302 | 307 | 989 |
| 6:45 AM | 387 | 306 | 279 | 972 |
| 7:00 AM | 391 | 287 | 220 | 898 |
| 7:15 AM | 394 | 251 | 166 | 811 |
| 7:30 AM | 379 | 201 | 122 | 702 |
| 7:45 AM | 360 | 168 | 118 | 646 |
| 8:00 AM | 345 | 156 | 121 | 622 |
| 8:15 AM | 334 | 160 | 163 | 657 |
| 8:30 AM | 319 | 169 | 198 | 686 |
| 8:45 AM | 320 | 177 | 245 | 742 |
| 9:00 AM | 317 | 180 | 288 | 785 |
| 9:15 AM | 314 | 172 | 302 | 788 |
| 9:30 AM | 327 | 168 | 330 | 825 |
| 9:45 AM | 330 | 165 | 326 | 821 |
| 10:00 AM | 327 | 165 | 326 | 818 |
| 10:15 AM | 301 | 165 | 304 | 770 |
| 10:30 AM | 283 | 156 | 279 | 718 |
| 10:45 AM | 284 | 140 | 264 | 688 |
| 11:00 AM | 288 | 120 | 259 | 667 |
| 11:15 AM | 317 | 101 | 288 | 706 |
| 11:30 AM | 316 | 81 | 328 | 725 |
| 11:45 AM | 327 | 73 | 360 | 760 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 287 | 187 | 188 | 662 |
| 12:15 PM | 307 | 109 | 182 | 598 |
| 12:30 PM | 260 | 15 | 543 | 818 |
| 12:45 PM | 483 | 40 | 618 | 1,141 |
| 1:00 PM | 305 | 77 | 267 | 649 |
| 1:15 PM | 224 | 52 | 333 | 609 |
| 1:30 PM | 233 | 188 | 283 | 704 |
| 1:45 PM | 220 | 233 | 305 | 758 |
| 2:00 PM | 263 | 53 | 140 | 456 |
| 2:15 PM | 307 | 67 | 133 | 507 |
| 2:30 PM | 248 | 181 | 118 | 547 |
| 2:45 PM | 219 | 115 | 281 | 615 |
| 3:00 PM | 331 | 223 | 341 | 895 |
| 3:15 PM | 385 | 176 | 307 | 868 |
| 3:30 PM | 375 | 85 | 188 | 648 |
| 3:45 PM | 249 | 123 | 97 | 469 |
| 4:00 PM | 248 | 93 | 194 | 535 |
| 4:15 PM | 116 | 83 | 296 | 495 |
| 4:30 PM | 210 | 141 | 83 | 434 |
| 4:45 PM | 326 | 105 | 34 | 465 |
| 5:00 PM | 240 | 56 | 63 | 359 |
| 5:15 PM | 366 | 97 | 180 | 643 |
| 5:30 PM | 341 | 153 | 254 | 748 |
| 5:45 PM | 298 | 236 | 237 | 771 |
| 6:00 PM | 368 | 213 | 157 | 738 |
| 6:15 PM | 233 | 206 | 199 | 638 |
| 6:30 PM | 209 | 197 | 195 | 601 |
| 6:45 PM | 423 | 248 | 104 | 775 |
| 7:00 PM | 320 | 216 | 156 | 692 |
| 7:15 PM | 311 | 133 | 108 | 552 |
| 7:30 PM | 291 | 164 | 232 | 687 |
| 7:45 PM | 177 | 128 | 571 | 876 |
| 8:00 PM | 262 | 84 | 704 | 1,050 |
| 8:15 PM | 266 | 117 | 343 | 726 |
| 8:30 PM | 171 | 35 | 213 | 419 |
| 8:45 PM | 75 | 84 | 212 | 371 |
| 9:00 PM | 315 | 245 | 385 | 945 |
| 9:15 PM | 590 | 236 | 274 | 1,100 |
| 9:30 PM | 362 | 182 | 147 | 691 |
| 9:45 PM | 155 | 228 | 332 | 715 |
| 10:00 PM | 266 | 127 | 321 | 714 |
| 10:15 PM | 298 | 98 | 268 | 664 |
| 10:30 PM | 290 | 187 | 146 | 623 |
| 10:45 PM | 208 | 388 | 317 | 913 |
| 11:00 PM | 274 | 290 | 603 | 1,167 |
| 11:15 PM | 619 | 239 | 451 | 1,309 |
| 11:30 PM | 657 | 326 | 322 | 1,305 |
| 11:45 PM | 192 | 242 | 201 | 635 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 313 | 75 | 373 | 761 |
| 12:15 PM | 296 | 91 | 355 | 742 |
| 12:30 PM | 276 | 112 | 307 | 695 |
| 12:45 PM | 255 | 131 | 271 | 657 |
| 1:00 PM | 252 | 143 | 233 | 628 |
| 1:15 PM | 251 | 146 | 235 | 632 |
| 1:30 PM | 264 | 140 | 247 | 651 |
| 1:45 PM | 271 | 141 | 261 | 673 |
| 2:00 PM | 270 | 143 | 276 | 689 |
| 2:15 PM | 275 | 142 | 264 | 681 |
| 2:30 PM | 266 | 135 | 241 | 642 |
| 2:45 PM | 256 | 120 | 208 | 584 |
| 3:00 PM | 249 | 105 | 171 | 525 |
| 3:15 PM | 251 | 95 | 152 | 498 |
| 3:30 PM | 272 | 96 | 126 | 494 |
| 3:45 PM | 290 | 105 | 115 | 510 |
| 4:00 PM | 320 | 113 | 108 | 541 |
| 4:15 PM | 321 | 129 | 109 | 559 |
| 4:30 PM | 317 | 134 | 122 | 573 |
| 4:45 PM | 311 | 133 | 130 | 574 |
| 5:00 PM | 287 | 139 | 133 | 559 |
| 5:15 PM | 284 | 132 | 121 | 537 |
| 5:30 PM | 269 | 129 | 101 | 499 |
| 5:45 PM | 281 | 129 | 98 | 508 |
| 6:00 PM | 292 | 117 | 95 | 504 |
| 6:15 PM | 303 | 108 | 117 | 528 |
| 6:30 PM | 291 | 92 | 148 | 531 |
| 6:45 PM | 260 | 73 | 190 | 523 |
| 7:00 PM | 233 | 57 | 233 | 523 |
| 7:15 PM | 204 | 48 | 254 | 506 |
| 7:30 PM | 199 | 45 | 261 | 505 |
| 7:45 PM | 194 | 58 | 241 | 493 |
| 8:00 PM | 192 | 76 | 208 | 476 |
| 8:15 PM | 195 | 101 | 191 | 487 |
| 8:30 PM | 185 | 127 | 177 | 489 |
| 8:45 PM | 176 | 139 | 174 | 489 |
| 9:00 PM | 148 | 138 | 155 | 441 |
| 9:15 PM | 118 | 117 | 129 | 364 |
| 9:30 PM | 88 | 84 | 94 | 266 |
| 9:45 PM | 47 | 49 | 52 | 148 |
| 10:00 PM | 23 | 19 | 24 | 66 |
| 10:15 PM | 5 | 6 | 6 | 17 |
| 10:30 PM | 0 | 0 | 1 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
46757

24-hr Enplanements
46642

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T1 | A21N | 181 | DFW | 131 | 10:21 | | 167 | 0 | | | DFW | 131 | 11:59 | | 167 | 0 | | |
| AA | T1 | B752 | 188 | PHX | 438 | 8:47 | | 158 | 0 | | | PHX | 438 | 9:58 | | 158 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 480 | 18:16 | | 158 | 0 | | | PHX | 480 | 19:25 | | 158 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 491 | 15:11 | | 158 | 0 | | | DFW | 491 | 16:04 | | 173 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 581 | 20:56 | | 163 | 0 | | | CLT | 596 | 22:31 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 639 | 9:31 | | 167 | 0 | | | CLT | 639 | 10:24 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | DFW | 679 | 11:59 | | 173 | 0 | | | DFW | 679 | 12:49 | | 173 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1064 | 9:52 | | 167 | 0 | | | DFW | 1064 | 10:42 | | 167 | 0 | | |
| AA | T1 | B738 | 160 | ORD | 1168 | 15:38 | | 152 | 0 | | | PHX | 1514 | 16:40 | | 135 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1229 | 13:24 | | 167 | 0 | | | DFW | 1229 | 14:22 | | 167 | 0 | | |
| AA | T1 | B738 | 160 | DFW | 1243 | 19:57 | | 148 | 0 | | | JFK | 2306 | 22:26 | | 148 | 0 | | |
| AA | T1 | B738 | 160 | ORD | 1543 | 19:21 | | 152 | 0 | | | MIA | 1209 | 21:54 | | 150 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1611 | 7:53 | | 167 | 0 | | | DFW | 1611 | 8:45 | | 167 | 0 | | |
| AA | T1 | B738 | 160 | PHL | 1621 | 10:35 | | 139 | 0 | | | ORD | 134 | 11:34 | | 152 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1624 | 16:13 | | 167 | 0 | | | DFW | 1624 | 17:39 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 1740 | 18:30 | | 167 | 0 | | | PHL | 2078 | 22:16 | | 163 | 0 | | |
| AA | T1 | B738 | 160 | JFK | 2407 | 21:40 | | 148 | 0 | | | ORD | 1606 | 22:46 | | 152 | 0 | | |
| AA | T1 | B738 | 160 | PHX | 2671 | 11:43 | | 135 | 0 | | | PHX | 2671 | 12:34 | | 135 | 0 | | |
| AA | T1 | B738 | 160 | ORD | 2680 | 14:14 | | 152 | 0 | | | ORD | 2680 | 15:02 | | 152 | 0 | | |
| AA | T1 | B738 | 160 | JFK | 2681 | 9:52 | | 148 | 0 | | | JFK | 2681 | 11:00 | | 148 | 0 | | |
| AA | T1 | B738 | 160 | JFK | 366 | 22:55 | | 148 | 0 | | | | | | | | | | |
| AA | T1 | B738 | 160 | | | | | | | | | PHL | 1367 | 6:21 | | 139 | 0 | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 163 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 440 | 21:20 | | 158 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 597 | 21:53 | | 167 | 0 | | | | | | | | | | |
| AA | T1 | B738 | 160 | | | | | | | | | JFK | 2458 | 7:42 | | 148 | 0 | | |
| AA | T1 | B738 | 160 | ORD | 1244 | 22:40 | | 152 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 158 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 2066 | 23:26 | | 163 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 167 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 2568 | 23:13 | | 167 | 0 | | | | | | | | | | |
| AA | T1 | B738 | 160 | | | | | | | | | ORD | 956 | 8:00 | | 152 | 0 | | |
| AA | T1 | B738 | 160 | MIA | 2674 | 22:28 | | 150 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | DFW | 2758 | 17:52 | | 167 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 167 | 0 | | |
| AA | T1 | E75S | 76 | | | | | | | | | LAX | 6062 | 6:20 | | 58 | 0 | | |
| AA | T1 | E75S | 76 | LAX | 6043 | 22:33 | | 58 | 0 | | | | | | | | | | |
| AC | T2E | A321 | 200 | YYZ | 1887 | 10:45 | | 189 | 0 | | | YYZ | 1886 | 11:50 | | 189 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8668 | 15:51 | | 70 | 0 | | | YVR | 8669 | 16:30 | | 70 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8690 | 13:11 | | 70 | 0 | | | YVR | 8691 | 13:50 | | 70 | 0 | | |
| AC | T2E | CRJ9 | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 70 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8670 | 22:51 | | 70 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | SJD | 275 | 12:45 | | 129 | 0 | | | SJD | 248 | 14:18 | | 129 | 0 | | |
| AS | T2W | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 148 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 374 | 19:29 | | 148 | 0 | | | PDX | 391 | 20:25 | | 148 | 0 | | |
| AS | T2W | B738 | 159 | BWI | 377 | 9:28 | | 139 | 0 | | | SEA | 539 | 11:20 | | 149 | 0 | | |
| AS | T2W | B738 | 159 | SEA | 380 | 8:36 | | 149 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 388 | 12:35 | | 167 | 0 | | | SEA | 471 | 13:35 | | 167 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 392 | 18:38 | | 167 | 0 | | | SEA | 949 | 19:38 | | 167 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 482 | 9:01 | | 167 | 0 | | | SEA | 579 | 10:10 | | 167 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 484 | 14:45 | | 167 | 0 | | | SEA | 317 | 15:45 | | 167 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 566 | 9:00 | | 148 | 0 | | | KOA | 185 | 10:10 | | 137 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 572 | 14:20 | | 148 | 0 | | | PDX | 575 | 15:25 | | 148 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 574 | 16:25 | | 167 | 0 | | | SEA | 455 | 17:26 | | 167 | 0 | | |
| AS | T2W | B738 | 159 | OGG | 806 | 21:01 | | 148 | 0 | | | BWI | 378 | 22:44 | | 139 | 0 | | |
| AS | T2W | A320 | 149 | SFO | 1950 | 7:35 | | 123 | 0 | | | SFO | 1953 | 8:28 | | 123 | 0 | | |
| AS | T2W | A21N | 185 | SFO | 1954 | 13:35 | | 152 | 0 | | | SFO | 1965 | 14:34 | | 152 | 0 | | |
| AS | T2W | A320 | 149 | SFO | 1958 | 16:36 | | 123 | 0 | | | SFO | 1967 | 17:31 | | 123 | 0 | | |
| AS | T2W | A320 | 149 | SFO | 1960 | 10:49 | | 123 | 0 | | | SFO | 1961 | 11:40 | | 123 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 152 | 0 | | | SFO | 1971 | 19:42 | | 152 | 0 | | |
| AS | T2W | E75S | 76 | ABQ | 2729 | 13:12 | | 64 | 0 | | | MSP | 2774 | 14:24 | | 63 | 0 | | |
| AS | T2W | E75S | 76 | MSP | 2781 | 14:47 | | 63 | 0 | | | ABQ | 2730 | 15:32 | | 64 | 0 | | |
| AS | T2W | E75S | 76 | OMA | 3339 | 16:41 | | 66 | 0 | | | SMF | 3344 | 17:23 | | 69 | 0 | | |
| AS | T2W | E75S | 76 | SMF | 3343 | 16:19 | | 69 | 0 | | | STS | 3433 | 17:00 | | 68 | 0 | | |
| AS | T2W | E75S | 76 | SLC | 3354 | 7:05 | | 63 | 0 | | | DAL | 3306 | 7:52 | | 67 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3356 | 8:32 | | 70 | 0 | | | STL | 3352 | 9:18 | | 66 | 0 | | |
| AS | T2W | E75S | 76 | SJC | 3396 | 11:36 | | 70 | 0 | | | SMF | 3342 | 12:20 | | 69 | 0 | | |
| AS | T2W | E75S | 76 | SJC | 3398 | 15:43 | | 70 | 0 | | | SJC | 3407 | 16:24 | | 70 | 0 | | |
| AS | T2W | E75S | 76 | SJC | 3408 | 20:06 | | 70 | 0 | | | SJC | 3357 | 20:50 | | 70 | 0 | | |
| AS | T2W | E75S | 76 | AUS | 3421 | 17:00 | | 63 | 0 | | | MCI | 3458 | 17:42 | | 64 | 0 | | |
| AS | T2W | E75S | 76 | MCI | 3451 | 8:27 | | 64 | 0 | | | AUS | 3336 | 9:07 | | 63 | 0 | | |
| AS | T2W | E75S | 76 | STL | 3453 | 17:32 | | 66 | 0 | | | BOI | 3483 | 18:15 | | 69 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3459 | 14:48 | | 56 | 0 | | | SLC | 3341 | 15:28 | | 63 | 0 | | |
| AS | T2W | E75S | 76 | FAT | 3471 | 18:28 | | 56 | 0 | | | FAT | 3472 | 19:54 | | 56 | 0 | | |
| AS | T2W | E75S | 76 | FAT | 3477 | 8:40 | | 56 | 0 | | | FAT | 3438 | 9:20 | | 56 | 0 | | |
| AS | T2W | E75S | 76 | BOI | 3484 | 11:40 | | 69 | 0 | | | SJC | 3399 | 12:25 | | 70 | 0 | | |
| AS | T2W | E75S | 76 | MRY | 3486 | 10:51 | | 59 | 0 | | | FAT | 3422 | 11:31 | | 56 | 0 | | |
| AS | T2W | E75S | 76 | SMF | 3493 | 7:44 | | 69 | 0 | | | OMA | 3338 | 8:24 | | 66 | 0 | | |
| AS | T2W | B738 | 159 | | | | | | | | | BOS | 798 | 8:20 | | 151 | 0 | | |
| AS | T2W | B738 | 159 | KOA | 196 | 22:28 | | 137 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 167 | 0 | | |
| AS | T2W | B739 | 178 | SJD | 201 | 18:47 | | 145 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | SJD | 244 | 7:25 | | 129 | 0 | | |
| AS | T2W | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 160 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 488 | 23:59 | | 167 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | | | | | | | | | HNL | 895 | 7:20 | | 153 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 552 | 22:55 | | 148 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | BOS | 769 | 21:36 | | 151 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | | | | | | | | | OGG | 829 | 8:45 | | 148 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B738 | 159 | EWR | 773 | 22:04 | 143 | 0 |
| AS | T2W | B738 | 159 | | | | | |
| AS | T2E | B738 | 159 | LIH | 858 | 23:03 | 127 | 0 |
| AS | T2W | B738 | 159 | | | | | |
| AS | T2W | B738 | 159 | HNL | 892 | 23:24 | 153 | 0 |
| AS | T2W | A320 | 149 | | | | | |
| AS | T2W | A320 | 149 | SFO | 1964 | 22:37 | 123 | 0 |
| AS | T2W | A320 | 149 | | | | | |
| AS | T2W | A320 | 149 | SEA | 1984 | 20:38 | 140 | 0 |
| AS | T2W | E75S | 76 | | | | | |
| AS | T2W | E75S | 76 | DAL | 3305 | 22:30 | 67 | 0 |
| AS | T2W | E75S | 76 | | | | | |
| AS | T2W | E75S | 76 | SMF | 3345 | 21:18 | 69 | 0 |
| AS | T2W | E75S | 76 | | | | | |
| AS | T2W | E75S | 76 | STS | 3444 | 21:15 | 68 | 0 |
| B6 | T2E | A320 | 159 | BOS | 19 | 19:57 | 149 | 0 |
| B6 | T2E | A320 | 159 | JFK | 89 | 19:33 | 146 | 0 |
| B6 | T2E | A320 | 159 | JFK | 189 | 11:56 | 146 | 0 |
| B6 | T2E | A320 | 150 | FLL | 529 | 19:52 | 138 | 0 |
| B6 | T2E | A320 | 159 | BOS | 2819 | 10:24 | 149 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 255 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 219 | 0 |
| DL | T2W | B738 | 160 | JFK | 453 | 14:33 | 142 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 179 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 179 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 180 | 0 |
| DL | T2W | B712 | 110 | SEA | 1608 | 12:47 | 101 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 176 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 219 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 176 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 180 | 0 |
| DL | T2W | B752 | 199 | JFK | 2246 | 20:15 | 177 | 0 |
| DL | T2W | B752 | 168 | JFK | 2288 | 11:07 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 2295 | 9:17 | 148 | 0 |
| DL | T2W | A320 | 160 | SLC | 2378 | 12:21 | 148 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 179 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 100 | 0 |
| DL | T2W | A320 | 160 | SLC | 2546 | 17:35 | 148 | 0 |
| DL | T2W | B712 | 110 | SLC | 2615 | 15:56 | 102 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | E75S | 76 | SEA | 5736 | 14:03 | 69 | 0 |
| DL | T2W | E75S | 76 | SEA | 5750 | 18:13 | 69 | 0 |
| DL | T2W | E75S | 76 | LAS | 5789 | 10:19 | 58 | 0 |
| DL | T2W | E75S | 76 | LAS | 5804 | 16:30 | 58 | 0 |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 58 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 180 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 165 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 165 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 179 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 177 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 176 | 0 |
| DL | T2W | B752 | 199 | | | | | |
| DL | T2W | B752 | 199 | JFK | 2243 | 22:40 | 177 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 180 | 0 |
| DL | T2W | E75S | 76 | SEA | 5793 | 21:37 | 69 | 0 |
| DL | T2W | E75S | 76 | | | | | |
| F9 | T2E | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 |
| F9 | T2E | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 |
| F9 | T2E | A320 | 180 | AUS | 1701 | 11:37 | 173 | 0 |
| F9 | T2E | A320 | 180 | | | | | |
| F9 | T2E | A320 | 180 | TUL | 1839 | 21:45 | 153 | 0 |
| G4 | T2E | A319 | 156 | EUG | 1005 | 16:36 | 140 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 157 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 179 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 239 | 0 |
| NK | T2E | A20N | 182 | DFW | 107 | 17:05 | 169 | 0 |
| NK | T2E | A20N | 182 | BWI | 194 | 19:11 | 147 | 0 |
| NK | T2E | A20N | 182 | LAS | 245 | 19:48 | 150 | 0 |
| NK | T2E | A21N | 228 | LAS | 511 | 14:38 | 188 | 0 |
| NK | T2E | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 |
| NK | T2E | A20N | 182 | DTW | 623 | 9:45 | 148 | 0 |
| NK | T2E | A20N | 182 | LAS | 673 | 8:35 | 150 | 0 |
| NK | T2E | A21N | 228 | | | | | |
| NK | T2E | A21N | 228 | IAH | 619 | 22:34 | 165 | 0 |
| SY | T2E | B738 | 168 | MSP | 401 | 12:01 | 145 | 0 |
| UA | T2E | B752 | 169 | IAD | 229 | 11:17 | 162 | 0 |
| UA | T2E | B739 | 179 | IAD | 231 | 14:44 | 171 | 0 |
| UA | T2E | A319 | 128 | SFO | 284 | 8:12 | 114 | 0 |
| UA | T2E | B739 | 179 | ORD | 395 | 18:09 | 169 | 0 |
| UA | T2E | A320 | 150 | DEN | 459 | 20:46 | 142 | 0 |
| UA | T2E | B739 | 179 | SFO | 497 | 14:28 | 160 | 0 |
| UA | T2E | A320 | 150 | SFO | 555 | 9:24 | 134 | 0 |
| UA | T2E | A319 | 128 | DEN | 710 | 17:11 | 121 | 0 |
| UA | T2E | B739 | 179 | DEN | 763 | 12:34 | 170 | 0 |
| UA | T2E | A319 | 128 | ORD | 1590 | 12:21 | 121 | 0 |
| UA | T2E | A320 | 150 | EWR | 1593 | 10:42 | 141 | 0 |
| | | | | | | | | |
| LIH | 819 | 7:10 | 127 | 0 | | | | |
| PDX | 333 | 6:29 | 148 | 0 | | | | |
| SEA | 1133 | 6:20 | 140 | 0 | | | | |
| SFO | 1949 | 6:40 | 123 | 0 | | | | |
| SMF | 3340 | 6:15 | 69 | 0 | | | | |
| SJC | 3397 | 7:00 | 70 | 0 | | | | |
| MRY | 3417 | 7:30 | 59 | 0 | | | | |
| JFK | 90 | 21:07 | 146 | 0 | | | | |
| BOS | 20 | 20:43 | 149 | 0 | | | | |
| JFK | 190 | 13:06 | 146 | 0 | | | | |
| FLL | 530 | 20:56 | 138 | 0 | | | | |
| BOS | 2820 | 11:34 | 149 | 0 | | | | |
| LHR | 272 | 20:45 | 255 | 0 | | | | |
| ATL | 2213 | 22:36 | 219 | 0 | | | | |
| JFK | 862 | 15:20 | 142 | 0 | | | | |
| DTW | 833 | 11:22 | 179 | 0 | | | | |
| ATL | 1430 | 14:35 | 180 | 0 | | | | |
| ATL | 1054 | 12:20 | 180 | 0 | | | | |
| DTW | 1275 | 13:30 | 179 | 0 | | | | |
| ATL | 1636 | 21:36 | 180 | 0 | | | | |
| SEA | 1608 | 13:22 | 101 | 0 | | | | |
| MSP | 1687 | 11:25 | 176 | 0 | | | | |
| ATL | 1692 | 10:55 | 219 | 0 | | | | |
| MSP | 1728 | 14:04 | 176 | 0 | | | | |
| MSP | 2443 | 15:55 | 176 | 0 | | | | |
| JFK | 1798 | 22:05 | 177 | 0 | | | | |
| JFK | 473 | 11:57 | 149 | 0 | | | | |
| SLC | 2295 | 10:05 | 148 | 0 | | | | |
| SLC | 2378 | 13:10 | 148 | 0 | | | | |
| DTW | 1855 | 22:36 | 179 | 0 | | | | |
| SEA | 2532 | 11:25 | 100 | 0 | | | | |
| SLC | 2546 | 18:25 | 148 | 0 | | | | |
| SLC | 2615 | 16:35 | 102 | 0 | | | | |
| ATL | 30 | 9:00 | 180 | 0 | | | | |
| SEA | 5736 | 15:05 | 69 | 0 | | | | |
| SEA | 5750 | 18:50 | 69 | 0 | | | | |
| LAS | 5789 | 10:49 | 58 | 0 | | | | |
| LAS | 5804 | 17:04 | 58 | 0 | | | | |
| LAX | 5761 | 20:59 | 58 | 0 | | | | |
| MSP | 1545 | 8:00 | 165 | 0 | | | | |
| MSP | 1864 | 6:30 | 165 | 0 | | | | |
| ATL | 62 | 7:40 | 180 | 0 | | | | |
| ATL | 1592 | 6:30 | 180 | 0 | | | | |
| SLC | 2872 | 6:15 | 177 | 0 | | | | |
| JFK | 2404 | 7:10 | 177 | 0 | | | | |
| DTW | 98 | 7:00 | 179 | 0 | | | | |
| LAS | 5738 | 6:55 | 58 | 0 | | | | |
| CVG | 1188 | 10:07 | 221 | 0 | | | | |
| DEN | 560 | 11:22 | 221 | 0 | | | | |
| AUS | 1702 | 12:27 | 173 | 0 | | | | |
| TUL | 1764 | 7:05 | 153 | 0 | | | | |
| EUG | 1004 | 17:16 | 140 | 0 | | | | |
| HNL | 15 | 10:15 | 267 | 0 | | | | |
| OGG | 37 | 7:05 | 157 | 0 | | | | |
| NRT | 65 | 13:30 | 179 | 0 | | | | |
| FRA | 467 | 15:10 | 239 | 0 | | | | |
| DFW | 108 | 18:00 | 169 | 0 | | | | |
| LAS | 636 | 20:05 | 150 | 0 | | | | |
| BWI | 189 | 20:56 | 147 | 0 | | | | |
| LAS | 356 | 15:35 | 188 | 0 | | | | |
| ORD | 564 | 13:30 | 219 | 0 | | | | |
| DTW | 644 | 11:00 | 148 | 0 | | | | |
| LAS | 352 | 9:30 | 150 | 0 | | | | |
| IAH | 858 | 7:00 | 165 | 0 | | | | |
| MSP | 402 | 13:00 | 145 | 0 | | | | |
| IAD | 2282 | 12:35 | 162 | 0 | | | | |
| IAH | 2210 | 15:40 | 171 | 0 | | | | |
| SFO | 334 | 9:55 | 114 | 0 | | | | |
| SFO | 1677 | 19:04 | 160 | 0 | | | | |
| ORD | 240 | 22:30 | 142 | 0 | | | | |
| SFO | 370 | 15:28 | 160 | 0 | | | | |
| IAH | 1284 | 10:15 | 143 | 0 | | | | |
| DEN | 231 | 18:05 | 121 | 0 | | | | |
| SFO | 1919 | 13:30 | 160 | 0 | | | | |
| IAH | 2099 | 13:40 | 122 | 0 | | | | |
| EWR | 2163 | 11:35 | 141 | 0 | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2E | B738 | 166 | SFO | 1798 | 19:39 | 148 | 0 | SFO | 384 | 20:30 | 148 | 0 |
| UA | T2E | B739 | 179 | IAH | 1870 | 15:27 | 171 | 0 | SFO | 736 | 16:31 | 160 | 0 |
| UA | T2E | B739 | 179 | SFO | 1900 | 12:30 | 160 | 0 | DEN | 243 | 13:29 | 170 | 0 |
| UA | T2E | B739 | 179 | IAH | 1916 | 19:37 | 171 | 0 | EWR | 710 | 20:48 | 168 | 0 |
| UA | T2E | B739 | 179 | IAH | 1919 | 10:42 | 171 | 0 | IAH | 1593 | 11:51 | 171 | 0 |
| UA | T2E | B739 | 179 | DEN | 1982 | 9:44 | 170 | 0 | DEN | 1479 | 10:45 | 170 | 0 |
| UA | T2E | B739 | 179 | IAH | 2156 | 13:02 | 171 | 0 | ORD | 1900 | 14:05 | 169 | 0 |
| UA | T2E | B739 | 179 | ORD | 2192 | 9:54 | 169 | 0 | ORD | 555 | 10:59 | 169 | 0 |
| UA | T2E | B738 | 166 | SFO | 2238 | 10:20 | 148 | 0 | SFO | 390 | 11:20 | 148 | 0 |
| UA | T2E | A320 | 150 | SFO | 2287 | 17:25 | 134 | 0 | SFO | 2016 | 18:22 | 134 | 0 |
| UA | T2E | B739 | 179 | IAD | 2303 | 19:41 | 171 | 0 | LAX | 1482 | 20:58 | 110 | 0 |
| UA | T2E | A320 | 150 | ORD | 2381 | 15:01 | 142 | 0 | DEN | 2299 | 16:02 | 142 | 0 |
| UA | T2E | E75L | 76 | LAX | 5675 | 6:59 | 66 | 0 | LAX | 5793 | 7:40 | 66 | 0 |
| UA | T2E | CRJ7 | 70 | LAX | 5944 | 15:58 | 61 | 0 | LAX | 5991 | 16:28 | 61 | 0 |
| UA | T2E | A319 | 128 | | | | | | SFO | 2235 | 6:15 | 114 | 0 |
| UA | T2E | A319 | 128 | SFO | 361 | 22:35 | 114 | 0 | | | | | |
| UA | T2E | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 169 | 0 |
| UA | T2E | B739 | 179 | ORD | 651 | 22:10 | 169 | 0 | | | | | |
| UA | T2E | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 170 | 0 |
| UA | T2E | B739 | 179 | | | | | | SFO | 662 | 7:35 | 160 | 0 |
| UA | T2E | B739 | 179 | IAH | 991 | 22:56 | 171 | 0 | | | | | |
| UA | T2E | B738 | 166 | | | | | | IAD | 546 | 8:12 | 159 | 0 |
| UA | T2E | B738 | 166 | EWR | 1827 | 20:57 | 156 | 0 | | | | | |
| UA | T2E | B739 | 179 | SFO | 1967 | 22:08 | 160 | 0 | | | | | |
| UA | T2E | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 171 | 0 |
| UA | T2E | B739 | 179 | EWR | 2275 | 22:46 | 168 | 0 | | | | | |
| UA | T2E | B739 | 179 | | | | | | EWR | 751 | 6:15 | 168 | 0 |
| UA | T2E | B739 | 179 | DEN | 2416 | 23:30 | 170 | 0 | | | | | |
| UA | T2E | B738 | 166 | | | | | | ORD | 913 | 6:15 | 157 | 0 |
| UA | T2E | B738 | 166 | SFO | 2423 | 23:47 | 148 | 0 | | | | | |
| UA | T2E | E75L | 76 | | | | | | LAX | 5331 | 6:15 | 66 | 0 |
| UA | T2E | E75L | 76 | LAX | 5840 | 23:32 | 66 | 0 | | | | | |
| WN | T1 | B737 | 143 | PHX | 20 | 15:05 | 112 | 0 | PDX | 20 | 15:40 | 119 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 107 | 0 | DAL | 31 | 8:25 | 126 | 0 |
| WN | T1 | B737 | 143 | PHX | 34 | 7:50 | 112 | 0 | HOU | 34 | 8:25 | 135 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 125 | 0 | SMF | 160 | 12:30 | 147 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 131 | 0 | OAK | 375 | 20:55 | 131 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 164 | 0 | SMF | 193 | 17:10 | 147 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 153 | 0 | IND | 2485 | 11:30 | 156 | 0 |
| WN | T1 | B737 | 143 | SJC | 234 | 17:45 | 110 | 0 | MDW | 1410 | 18:25 | 131 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 147 | 0 | PDX | 241 | 22:00 | 145 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 155 | 0 | SAT | 267 | 18:00 | 148 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 164 | 0 | TPA | 2332 | 11:45 | 154 | 0 |
| WN | T1 | B737 | 143 | DEN | 361 | 8:40 | 132 | 0 | ABQ | 2245 | 9:30 | 115 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 166 | 0 | MDW | 369 | 15:05 | 161 | 0 |
| WN | T1 | B737 | 143 | LAS | 416 | 17:40 | 102 | 0 | LAS | 234 | 18:20 | 102 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 154 | 0 | PHX | 419 | 16:35 | 137 | 0 |
| WN | T1 | B737 | 143 | SJC | 427 | 22:00 | 110 | 0 | LAS | 1334 | 22:50 | 102 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 110 | 0 | SJC | 1459 | 17:10 | 110 | 0 |
| WN | T1 | B737 | 143 | PHX | 477 | 7:05 | 112 | 0 | SAT | 477 | 7:45 | 121 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 121 | 0 | SFO | 1698 | 11:10 | 117 | 0 |
| WN | T1 | B737 | 143 | LAS | 482 | 18:35 | 102 | 0 | PHX | 483 | 19:10 | 112 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 107 | 0 | OAK | 2271 | 20:10 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 102 | 0 | LAS | 963 | 10:05 | 102 | 0 |
| WN | T1 | B737 | 143 | AUS | 506 | 17:50 | 118 | 0 | MCI | 2175 | 18:30 | 126 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 107 | 0 | PHX | 991 | 22:35 | 112 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 161 | 0 | HOU | 199 | 13:45 | 166 | 0 |
| WN | T1 | B737 | 143 | DEN | 606 | 6:55 | 132 | 0 | BNA | 1467 | 7:30 | 125 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 107 | 0 | PHX | 2194 | 14:50 | 112 | 0 |
| WN | T1 | B737 | 143 | LAS | 746 | 21:45 | 102 | 0 | OAK | 408 | 22:45 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 102 | 0 | LAS | 2294 | 21:00 | 102 | 0 |
| WN | T1 | B737 | 143 | PHX | 791 | 12:50 | 112 | 0 | DEN | 791 | 13:25 | 132 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 126 | 0 | SJC | 807 | 12:20 | 110 | 0 |
| WN | T1 | B737 | 143 | HOU | 847 | 9:25 | 135 | 0 | SMF | 2519 | 10:05 | 120 | 0 |
| WN | T1 | B737 | 143 | EWR | 893 | 13:55 | 132 | 0 | OAK | 893 | 14:30 | 107 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 126 | 0 | AUS | 958 | 19:50 | 118 | 0 |
| WN | T1 | B737 | 143 | PHX | 977 | 18:45 | 112 | 0 | OAK | 977 | 19:15 | 107 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 102 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B737 | 143 | SEA | 1017 | 20:50 | 137 | 0 | TUS | 1017 | 21:25 | 104 | 0 |
| WN | T1 | B737 | 143 | SMF | 1051 | 14:55 | 120 | 0 | SJC | 1336 | 15:30 | 110 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 162 | 0 | BNA | 724 | 14:45 | 153 | 0 |
| WN | T1 | B737 | 143 | PDX | 1096 | 13:20 | 119 | 0 | BWI | 1096 | 13:55 | 134 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 154 | 0 | EWR | 1148 | 9:10 | 162 | 0 |
| WN | T1 | B737 | 143 | AUS | 1156 | 9:40 | 118 | 0 | DAL | 695 | 10:15 | 126 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 162 | 0 | SJC | 1207 | 11:00 | 134 | 0 |
| WN | T2W | B737 | 143 | SJD | 1214 | 15:10 | 127 | 0 | LAS | 2545 | 15:50 | 102 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 110 | 0 | SMF | 1292 | 21:45 | 120 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 161 | 0 | BWI | 1100 | 11:20 | 164 | 0 |
| WN | T1 | B737 | 143 | TUS | 1306 | 11:20 | 104 | 0 | OAK | 2286 | 12:00 | 107 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 166 | 0 | SMF | 2531 | 19:40 | 147 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 107 | 0 | SJC | 606 | 7:35 | 110 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 112 | 0 | OAK | 416 | 18:20 | 107 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 115 | 0 | MCI | 1409 | 7:35 | 126 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 134 | 0 | MCO | 1474 | 11:05 | 166 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 147 | 0 | STL | 1481 | 19:30 | 152 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 120 | 0 | PHX | 1624 | 17:50 | 112 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 104 | 0 | LAS | 1647 | 19:35 | 102 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 126 | 0 | DEN | 1652 | 8:50 | 132 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 117 | 0 | MSY | 52 | 11:10 | 127 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 117 | 0 | SFO | 2083 | 15:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 117 | 0 | SFO | 1702 | 19:45 | 117 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 121 | 0 | BOI | 2129 | 16:10 | 130 | 0 |
| WN | T1 | B737 | 143 | BOI | 1748 | 21:00 | 130 | 0 | SFO | 1807 | 21:45 | 117 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 102 | 0 | OAK | 1705 | 16:20 | 107 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 117 | 0 | SFO | 1798 | 8:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 117 | 0 | MKE | 1895 | 13:05 | 131 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 117 | 0 | SFO | 1802 | 17:35 | 117 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 117 | 0 | DEN | 580 | 22:10 | 132 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 126 | 0 | OAK | 1810 | 21:55 | 107 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 110 | 0 | AUS | 1832 | 12:45 | 118 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 147 | 0 | PHX | 1882 | 9:45 | 137 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 120 | 0 | SFO | 1800 | 13:10 | 117 | 0 |
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 120 | 0 | SJC | 1918 | 14:00 | 110 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 107 | 0 | SEA | 1927 | 17:30 | 137 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 123 | 0 | SMF | 2062 | 15:25 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 107 | 0 | DEN | 2067 | 11:00 | 132 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 110 | 0 | PHX | 2093 | 20:20 | 112 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 112 | 0 | SMF | 2116 | 9:15 | 120 | 0 |
| WN | T1 | B737 | 143 | STL | 2129 | 15:30 | 125 | 0 | SJC | 1103 | 16:20 | 110 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 160 | 0 | DAL | 1230 | 18:00 | 154 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 163 | 0 | RNO | 2155 | 13:05 | 154 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 107 | 0 | SJC | 506 | 18:25 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 110 | 0 | SLC | 609 | 14:50 | 123 | 0 |
| WN | T1 | B737 | 143 | PDX | 2208 | 8:30 | 119 | 0 | SJC | 2208 | 9:05 | 110 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 120 | 0 | ABQ | 500 | 20:15 | 115 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 110 | 0 | SJD | 1213 | 9:55 | 127 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 131 | 0 | STL | 2258 | 9:30 | 152 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 102 | 0 | LAS | 1767 | 13:10 | 102 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 134 | 0 | SJC | 1408 | 19:25 | 134 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 126 | 0 | PHX | 2817 | 12:00 | 112 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 161 | 0 | DAL | 1494 | 16:05 | 154 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 137 | 0 | MDW | 1284 | 10:35 | 161 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 107 | 0 | SMF | 2151 | 14:05 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 2351 | 15:45 | 120 | 0 | LAS | 2355 | 16:55 | 102 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 120 | 0 | PHX | 2362 | 7:55 | 112 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 126 | 0 | SJC | 2378 | 20:35 | 110 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 132 | 0 | SMF | 2385 | 18:40 | 120 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 110 | 0 | LAS | 2393 | 8:30 | 102 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 102 | 0 | ATL | 2421 | 9:05 | 133 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 120 | 0 | LAS | 2471 | 11:25 | 102 | 0 |
| WN | T1 | B737 | 143 | SEA | 2519 | 9:25 | 137 | 0 | OAK | 847 | 9:55 | 107 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 110 | 0 | DEN | 1775 | 16:00 | 132 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 127 | 0 | TUS | 2567 | 14:15 | 104 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 112 | 0 | RNO | 2574 | 20:45 | 126 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 154 | 0 | OAK | 980 | 8:10 | 131 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 2267 | 6:30 | 120 | 0 |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 102 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 161 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 153 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | LAS | 1708 | 6:35 | 102 | 0 |
| WN | T1 | B737 | 143 | PHX | 1057 | 23:10 | 112 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | OAK | 2503 | 7:20 | 107 | 0 |
| WN | T1 | B737 | 143 | STL | 1334 | 22:20 | 125 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | PHX | 1712 | 6:55 | 112 | 0 |
| WN | T1 | B737 | 143 | PDX | 1401 | 22:50 | 119 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | DEN | 2204 | 6:40 | 132 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 115 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 147 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 144 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SJC | 1691 | 6:20 | 110 | 0 |
| WN | T1 | B737 | 143 | SFO | 1703 | 23:20 | 117 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 2384 | 6:30 | 117 | 0 |
| WN | T1 | B737 | 143 | DEN | 2085 | 23:20 | 132 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 144 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 164 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 145 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 161 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | BWI | 2164 | 6:35 | 134 | 0 |
| WN | T1 | B737 | 143 | OAK | 4767 | 23:15 | 107 | 0 | | | | | |
| WS | T2E | B737 | 134 | YYC | 1564 | 13:28 | 124 | 0 | YYC | 1565 | 14:15 | 124 | 0 |
| WS | T2E | B738 | 174 | YVR | 1762 | 12:26 | 163 | 0 | YVR | 1763 | 13:15 | 163 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 168 | 0 | ATL | 4000004 | 13:50 | 168 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 119 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 119 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 119 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 119 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 147 | 0 | MSP | 4000010 | 18:00 | 147 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 95 | 0 | LAS | 4000018 | 21:35 | 95 | 0 |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 142 | 0 | JFK | 4000026 | 13:00 | 142 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 149 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 171 | 0 | JFK | 4000029 | 16:50 | 171 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 149 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 121 | 0 | DTW | 4000033 | 10:25 | 121 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 147 | 0 | SEA | 4000041 | 22:00 | 147 | 0 |
| AC | T2E | E75S | 76 | YVR | 3000200 | 19:15 | 70 | 0 | YVR | 4000200 | 20:05 | 70 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 297 | 0 | LHR | 4000212 | 13:50 | 297 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 202 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 202 | 0 | | | | | |
| WS | T2E | B738 | 168 | YYC | 3000228 | 18:15 | 156 | 0 | YYC | 4000228 | 19:00 | 156 | 0 |
| AA | T1 | B738 | 160 | JFK | 3000300 | 8:35 | 148 | 0 | JFK | 4000300 | 9:35 | 148 | 0 |
| AA | T1 | B738 | 160 | MIA | 3000301 | 20:55 | 150 | 0 | MIA | 4000301 | 22:50 | 150 | 0 |
| AA | T1 | B738 | 160 | PHL | 3000302 | 11:25 | 139 | 0 | PHL | 4000302 | 12:20 | 139 | 0 |
| AA | T1 | B738 | 160 | | | | | | DFW | 4000304 | 7:45 | 148 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000304 | 23:30 | 148 | 0 | | | | | |
| AA | T1 | E75S | 76 | PHX | 3000308 | 9:55 | 64 | 0 | PHX | 4000308 | 10:45 | 64 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000314 | 17:13 | 148 | 0 | DFW | 4000314 | 18:13 | 148 | 0 |
| AA | T1 | A21N | 181 | JFK | 3000319 | 7:00 | 167 | 0 | JFK | 4000319 | 7:50 | 167 | 0 |
| AA | T1 | A21N | 181 | ORD | 3000322 | 17:30 | 171 | 0 | ORD | 4000322 | 18:20 | 171 | 0 |
| AA | T1 | A21N | 181 | DCA | 3000325 | 14:55 | 166 | 0 | DCA | 4000325 | 15:55 | 166 | 0 |
| AA | T1 | A21N | 181 | CLT | 3000328 | 19:00 | 161 | 0 | CLT | 4000328 | 19:55 | 161 | 0 |
| UA | T2E | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 142 | 0 |
| UA | T2E | A320 | 150 | ORD | 3000412 | 22:55 | 142 | 0 | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2E | B739 | 167 | ORD | 3000416 | 13:30 | 158 | 0 | ORD | 4000416 | 14:30 | 158 | 0 |
| UA | T2E | B739 | 167 | ORD | 3000417 | 10:55 | 158 | 0 | ORD | 4000417 | 11:55 | 158 | 0 |
| UA | T2E | E75S | 76 | DEN | 3000418 | 15:10 | 66 | 0 | DEN | 4000418 | 16:00 | 66 | 0 |
| UA | T2E | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 143 | 0 |
| UA | T2E | A320 | 150 | IAH | 3000425 | 23:10 | 143 | 0 | | | | | |
| UA | T2E | A320 | 150 | BOS | 3000432 | 20:00 | 141 | 0 | BOS | 4000432 | 20:58 | 141 | 0 |
| UA | T2E | B739 | 167 | EWR | 3000435 | 20:55 | 157 | 0 | EWR | 4000435 | 22:55 | 157 | 0 |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 117 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 125 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 102 | 0 | LAS | 4000502 | 13:35 | 102 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 107 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 117 | 0 | SFO | 4000515 | 11:55 | 117 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 120 | 0 | SMF | 4000524 | 14:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 120 | 0 | SMF | 4000525 | 22:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 110 | 0 | SJC | 4000537 | 16:45 | 110 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 132 | 0 | ABQ | 4000542 | 21:30 | 115 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 132 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 132 | 0 | | | | | |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 134 | 0 | PDX | 4000552 | 15:50 | 119 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 126 | 0 | DAL | 4000556 | 8:50 | 126 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 166 | 0 | HOU | 4000561 | 18:10 | 166 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 119 | 0 | PDX | 4000579 | 19:50 | 119 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 118 | 0 | AUS | 4000584 | 18:40 | 118 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 160 | 0 | MKE | 4000594 | 12:35 | 160 | 0 |
| AS | T2W | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 163 | 0 |
| AS | T2W | B739 | 181 | EWR | 3000701 | 23:20 | 163 | 0 | | | | | |
| AS | T2W | B739 | 181 | SLC | 3000719 | 18:05 | 157 | 0 | SLC | 4000719 | 18:55 | 157 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 147 | 0 | SJD | 4000740 | 15:20 | 147 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 148 | 0 | SLC | 4000012 | 15:35 | 148 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 147 | 0 | SJD | 4000739 | 17:10 | 147 | 0 |
| AS | T2W | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 157 | 0 |
| AS | T2W | B739 | 181 | MZT | 3000747 | 23:25 | 157 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 114 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 114 | 0 | | | | | |
| UA | T2E | E75S | 76 | LAX | 3000401 | 19:05 | 66 | 0 | LAX | 4000401 | 19:40 | 66 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2024 Preferred summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 22,069 | 10,591 | 14,097 | 46,757 |
| 12:00 AM | 22 | 119 | 68 | 209 |
| 12:15 AM | 0 | 24 | 163 | 187 |
| 12:30 AM | 0 | 0 | 107 | 107 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 |
| 6:45 AM | 2 | 0 | 0 | 2 |
| 7:00 AM | 274 | 23 | 6 | 303 |
| 7:15 AM | 469 | 37 | 41 | 547 |
| 7:30 AM | 182 | 6 | 28 | 216 |
| 7:45 AM | 100 | 0 | 104 | 204 |
| 8:00 AM | 345 | 1 | 70 | 416 |
| 8:15 AM | 396 | 50 | 6 | 452 |
| 8:30 AM | 368 | 85 | 40 | 493 |
| 8:45 AM | 477 | 147 | 155 | 779 |
| 9:00 AM | 423 | 63 | 162 | 648 |
| 9:15 AM | 146 | 137 | 224 | 507 |
| 9:30 AM | 229 | 147 | 194 | 570 |
| 9:45 AM | 402 | 166 | 196 | 764 |
| 10:00 AM | 397 | 279 | 184 | 860 |
| 10:15 AM | 261 | 126 | 70 | 457 |
| 10:30 AM | 490 | 318 | 214 | 1,022 |
| 10:45 AM | 552 | 368 | 214 | 1,134 |
| 11:00 AM | 288 | 356 | 200 | 844 |
| 11:15 AM | 186 | 141 | 162 | 489 |
| 11:30 AM | 281 | 114 | 165 | 560 |
| 11:45 AM | 310 | 132 | 236 | 678 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2024 Preferred summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 22,055 | 10,390 | 14,203 | 46,648 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 2 | 2 |
| 3:45 AM | 7 | 8 | 10 | 25 |
| 4:00 AM | 23 | 8 | 28 | 59 |
| 4:15 AM | 44 | 34 | 69 | 147 |
| 4:30 AM | 154 | 101 | 192 | 447 |
| 4:45 AM | 358 | 140 | 324 | 822 |
| 5:00 AM | 506 | 159 | 397 | 1,062 |
| 5:15 AM | 528 | 183 | 453 | 1,164 |
| 5:30 AM | 468 | 193 | 490 | 1,151 |
| 5:45 AM | 423 | 199 | 464 | 1,086 |
| 6:00 AM | 458 | 216 | 396 | 1,070 |
| 6:15 AM | 488 | 214 | 338 | 1,040 |
| 6:30 AM | 489 | 208 | 292 | 989 |
| 6:45 AM | 476 | 207 | 288 | 971 |
| 7:00 AM | 456 | 179 | 262 | 897 |
| 7:15 AM | 439 | 142 | 229 | 810 |
| 7:30 AM | 395 | 114 | 193 | 702 |
| 7:45 AM | 368 | 105 | 174 | 647 |
| 8:00 AM | 347 | 110 | 165 | 622 |
| 8:15 AM | 334 | 132 | 191 | 657 |
| 8:30 AM | 334 | 147 | 205 | 686 |
| 8:45 AM | 339 | 172 | 231 | 742 |
| 9:00 AM | 348 | 196 | 242 | 786 |
| 9:15 AM | 355 | 212 | 221 | 788 |
| 9:30 AM | 364 | 240 | 220 | 824 |
| 9:45 AM | 366 | 249 | 206 | 821 |
| 10:00 AM | 362 | 253 | 203 | 818 |
| 10:15 AM | 343 | 240 | 187 | 770 |
| 10:30 AM | 330 | 222 | 166 | 718 |
| 10:45 AM | 324 | 208 | 157 | 689 |
| 11:00 AM | 305 | 198 | 165 | 668 |
| 11:15 AM | 306 | 212 | 189 | 707 |
| 11:30 AM | 280 | 226 | 220 | 726 |
| 11:45 AM | 270 | 237 | 253 | 760 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 328 | 166 | 167 | 661 |
| 12:15 PM | 324 | 167 | 107 | 598 |
| 12:30 PM | 221 | 273 | 324 | 818 |
| 12:45 PM | 233 | 456 | 453 | 1,142 |
| 1:00 PM | 205 | 158 | 286 | 649 |
| 1:15 PM | 201 | 140 | 269 | 610 |
| 1:30 PM | 294 | 159 | 251 | 704 |
| 1:45 PM | 282 | 162 | 314 | 758 |
| 2:00 PM | 267 | 25 | 163 | 455 |
| 2:15 PM | 361 | 1 | 145 | 507 |
| 2:30 PM | 324 | 72 | 150 | 546 |
| 2:45 PM | 111 | 263 | 240 | 614 |
| 3:00 PM | 313 | 248 | 333 | 894 |
| 3:15 PM | 519 | 151 | 198 | 868 |
| 3:30 PM | 459 | 123 | 65 | 647 |
| 3:45 PM | 344 | 92 | 32 | 468 |
| 4:00 PM | 304 | 78 | 153 | 535 |
| 4:15 PM | 183 | 53 | 260 | 496 |
| 4:30 PM | 199 | 15 | 220 | 434 |
| 4:45 PM | 146 | 88 | 231 | 465 |
| 5:00 PM | 149 | 57 | 153 | 359 |
| 5:15 PM | 311 | 171 | 160 | 642 |
| 5:30 PM | 428 | 171 | 149 | 748 |
| 5:45 PM | 420 | 63 | 289 | 772 |
| 6:00 PM | 486 | 8 | 244 | 738 |
| 6:15 PM | 329 | 142 | 166 | 637 |
| 6:30 PM | 336 | 159 | 106 | 601 |
| 6:45 PM | 473 | 60 | 242 | 775 |
| 7:00 PM | 290 | 99 | 304 | 693 |
| 7:15 PM | 325 | 156 | 71 | 552 |
| 7:30 PM | 335 | 167 | 185 | 687 |
| 7:45 PM | 189 | 409 | 279 | 877 |
| 8:00 PM | 234 | 509 | 307 | 1,050 |
| 8:15 PM | 309 | 245 | 172 | 726 |
| 8:30 PM | 180 | 24 | 215 | 419 |
| 8:45 PM | 78 | 40 | 253 | 371 |
| 9:00 PM | 435 | 238 | 272 | 945 |
| 9:15 PM | 633 | 163 | 303 | 1,099 |
| 9:30 PM | 418 | 14 | 258 | 690 |
| 9:45 PM | 227 | 47 | 440 | 714 |
| 10:00 PM | 336 | 118 | 260 | 714 |
| 10:15 PM | 348 | 289 | 27 | 664 |
| 10:30 PM | 343 | 196 | 84 | 623 |
| 10:45 PM | 299 | 240 | 374 | 913 |
| 11:00 PM | 324 | 395 | 448 | 1,167 |
| 11:15 PM | 673 | 338 | 299 | 1,310 |
| 11:30 PM | 679 | 166 | 460 | 1,305 |
| 11:45 PM | 264 | 178 | 194 | 636 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 259 | 228 | 274 | 761 |
| 12:15 PM | 249 | 209 | 284 | 742 |
| 12:30 PM | 259 | 167 | 269 | 695 |
| 12:45 PM | 261 | 136 | 260 | 657 |
| 1:00 PM | 273 | 117 | 238 | 628 |
| 1:15 PM | 278 | 109 | 245 | 632 |
| 1:30 PM | 287 | 119 | 246 | 652 |
| 1:45 PM | 293 | 134 | 245 | 672 |
| 2:00 PM | 299 | 147 | 244 | 690 |
| 2:15 PM | 306 | 157 | 218 | 681 |
| 2:30 PM | 304 | 145 | 194 | 643 |
| 2:45 PM | 295 | 123 | 166 | 584 |
| 3:00 PM | 272 | 99 | 156 | 527 |
| 3:15 PM | 254 | 86 | 159 | 499 |
| 3:30 PM | 254 | 74 | 166 | 494 |
| 3:45 PM | 267 | 73 | 170 | 510 |
| 4:00 PM | 299 | 81 | 161 | 541 |
| 4:15 PM | 320 | 87 | 152 | 559 |
| 4:30 PM | 341 | 98 | 135 | 574 |
| 4:45 PM | 345 | 104 | 125 | 574 |
| 5:00 PM | 331 | 107 | 121 | 559 |
| 5:15 PM | 317 | 106 | 114 | 537 |
| 5:30 PM | 291 | 104 | 104 | 499 |
| 5:45 PM | 286 | 119 | 103 | 508 |
| 6:00 PM | 289 | 127 | 89 | 505 |
| 6:15 PM | 285 | 152 | 92 | 529 |
| 6:30 PM | 262 | 174 | 95 | 531 |
| 6:45 PM | 228 | 193 | 101 | 522 |
| 7:00 PM | 198 | 210 | 115 | 523 |
| 7:15 PM | 185 | 201 | 121 | 507 |
| 7:30 PM | 194 | 182 | 129 | 505 |
| 7:45 PM | 216 | 144 | 133 | 493 |
| 8:00 PM | 246 | 91 | 138 | 475 |
| 8:15 PM | 278 | 58 | 151 | 487 |
| 8:30 PM | 296 | 41 | 151 | 488 |
| 8:45 PM | 295 | 42 | 152 | 489 |
| 9:00 PM | 263 | 48 | 130 | 441 |
| 9:15 PM | 212 | 48 | 104 | 364 |
| 9:30 PM | 152 | 39 | 76 | 267 |
| 9:45 PM | 84 | 28 | 36 | 148 |
| 10:00 PM | 36 | 13 | 17 | 66 |
| 10:15 PM | 9 | 5 | 2 | 16 |
| 10:30 PM | 0 | 1 | 0 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
49684

24-hr Enplanements
49561

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T2E | A21N | 181 | DFW | 131 | 10:21 | | 169 | 0 | | | DFW | 131 | 11:59 | | 169 | 0 | | |
| AA | T2E | A21N | 196 | PHX | 438 | 8:47 | | 167 | 0 | | | PHX | 438 | 9:58 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 480 | 18:16 | | 159 | 0 | | | PHX | 480 | 19:25 | | 159 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 491 | 15:11 | | 159 | 0 | | | DFW | 491 | 16:04 | | 174 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 581 | 20:56 | | 165 | 0 | | | CLT | 596 | 22:31 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 639 | 9:31 | | 168 | 0 | | | CLT | 639 | 10:24 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 679 | 11:59 | | 174 | 0 | | | DFW | 679 | 12:49 | | 174 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1064 | 9:52 | | 169 | 0 | | | DFW | 1064 | 10:42 | | 169 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1168 | 15:38 | | 179 | 0 | | | PHX | 1514 | 16:40 | | 159 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1229 | 13:24 | | 169 | 0 | | | DFW | 1229 | 14:22 | | 169 | 0 | | |
| AA | T2E | B738 | 160 | DFW | 1243 | 19:57 | | 149 | 0 | | | JFK | 2306 | 22:26 | | 149 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1543 | 19:21 | | 179 | 0 | | | MIA | 1209 | 21:54 | | 176 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1611 | 7:53 | | 169 | 0 | | | DFW | 1611 | 8:45 | | 169 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 1621 | 10:35 | | 165 | 0 | | | ORD | 134 | 11:34 | | 179 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1624 | 16:13 | | 169 | 0 | | | DFW | 1624 | 17:39 | | 169 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 1740 | 18:30 | | 168 | 0 | | | PHL | 2078 | 22:16 | | 165 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2407 | 21:40 | | 174 | 0 | | | ORD | 1606 | 22:46 | | 179 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 2671 | 11:43 | | 159 | 0 | | | PHX | 2671 | 12:34 | | 159 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 2680 | 14:14 | | 179 | 0 | | | ORD | 2680 | 15:02 | | 179 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2681 | 9:52 | | 174 | 0 | | | JFK | 2681 | 11:00 | | 174 | 0 | | |
| AA | T2E | B738 | 160 | JFK | 366 | 22:55 | | 149 | 0 | | | | | | | | | | |
| AA | T2E | B738 | 160 | | | | | | | | | PHL | 1367 | 6:21 | | 141 | 0 | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 165 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 440 | 21:20 | | 159 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 597 | 21:53 | | 168 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 174 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1244 | 22:40 | | 179 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 159 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 2066 | 23:26 | | 165 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 169 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 2568 | 23:13 | | 169 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 179 | 0 | | |
| AA | T2E | A321 | 187 | MIA | 2674 | 22:28 | | 176 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | DFW | 2758 | 17:52 | | 169 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 169 | 0 | | |
| AC | T2E | A321 | 200 | YYZ | 1887 | 10:45 | | 190 | 0 | | | YYZ | 1886 | 11:50 | | 190 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8668 | 15:51 | | 71 | 0 | | | YVR | 8669 | 16:30 | | 71 | 0 | | |
| AC | T2E | E75S | 76 | YVR | 8690 | 13:11 | | 71 | 0 | | | YVR | 8691 | 13:50 | | 71 | 0 | | |
| AC | T2E | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 71 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8670 | 22:51 | | 71 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | SJD | 275 | 12:45 | | 131 | 0 | | | SJD | 248 | 14:18 | | 131 | 0 | | |
| AS | T1 | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 150 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 150 | 0 | | | PDX | 391 | 20:25 | | 150 | 0 | | |
| AS | T1 | B738 | 159 | BWI | 377 | 9:28 | | 141 | 0 | | | SEA | 539 | 11:20 | | 151 | 0 | | |
| AS | T2E | B738 | 159 | SEA | 380 | 8:36 | | 151 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 388 | 12:35 | | 169 | 0 | | | SEA | 471 | 13:35 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 392 | 18:38 | | 169 | 0 | | | SEA | 949 | 19:38 | | 169 | 0 | | |
| AS | T1 | B739 | 178 | SEA | 482 | 9:01 | | 169 | 0 | | | SEA | 579 | 10:10 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 169 | 0 | | | SEA | 317 | 15:45 | | 169 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 566 | 9:00 | | 150 | 0 | | | KOA | 185 | 10:10 | | 138 | 0 | | |
| AS | T1 | B738 | 159 | PDX | 572 | 14:20 | | 150 | 0 | | | PDX | 575 | 15:25 | | 150 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 574 | 16:25 | | 169 | 0 | | | SEA | 455 | 17:26 | | 169 | 0 | | |
| AS | T1 | B738 | 159 | OGG | 806 | 21:01 | | 149 | 0 | | | BWI | 378 | 22:44 | | 141 | 0 | | |
| AS | T1 | B738 | 159 | SFO | 1950 | 7:35 | | 132 | 0 | | | SFO | 1953 | 8:28 | | 132 | 0 | | |
| AS | T1 | A21N | 185 | SFO | 1954 | 13:35 | | 154 | 0 | | | SFO | 1965 | 14:34 | | 154 | 0 | | |
| AS | T1 | B738 | 159 | SFO | 1958 | 16:36 | | 132 | 0 | | | SFO | 1967 | 17:31 | | 132 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1960 | 10:49 | | 148 | 0 | | | SFO | 1961 | 11:40 | | 148 | 0 | | |
| AS | T1 | A21N | 185 | SFO | 1962 | 18:46 | | 154 | 0 | | | SFO | 1971 | 19:42 | | 154 | 0 | | |
| AS | T2E | A320 | 149 | ABQ | 2729 | 13:12 | | 131 | 0 | | | MSP | 2774 | 14:24 | | 131 | 0 | | |
| AS | T1 | A320 | 149 | MSP | 2781 | 14:47 | | 131 | 0 | | | ABQ | 2730 | 15:32 | | 131 | 0 | | |
| AS | T1 | A320 | 149 | OMA | 3339 | 16:41 | | 131 | 0 | | | SMF | 3344 | 17:23 | | 132 | 0 | | |
| AS | T2E | A320 | 149 | SMF | 3343 | 16:19 | | 132 | 0 | | | STS | 3433 | 17:00 | | 131 | 0 | | |
| AS | T2E | A320 | 149 | SLC | 3354 | 7:05 | | 131 | 0 | | | DAL | 3306 | 7:52 | | 131 | 0 | | |
| AS | T1 | E75S | 76 | SJC | 3356 | 8:32 | | 71 | 0 | | | STL | 3352 | 9:18 | | 66 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3396 | 11:36 | | 71 | 0 | | | SMF | 3342 | 12:20 | | 70 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3398 | 15:43 | | 71 | 0 | | | SJC | 3407 | 16:24 | | 71 | 0 | | |
| AS | T1 | E75S | 76 | SJC | 3408 | 20:06 | | 71 | 0 | | | SJC | 3357 | 20:50 | | 71 | 0 | | |
| AS | T2E | E75S | 76 | AUS | 3421 | 17:00 | | 64 | 0 | | | MCI | 3458 | 17:42 | | 65 | 0 | | |
| AS | T2E | A320 | 149 | MCI | 3451 | 8:27 | | 131 | 0 | | | AUS | 3336 | 9:07 | | 131 | 0 | | |
| AS | T2E | E75S | 76 | STL | 3453 | 17:32 | | 66 | 0 | | | BOI | 3483 | 18:15 | | 70 | 0 | | |
| AS | T1 | A320 | 149 | FAT | 3459 | 14:48 | | 131 | 0 | | | SLC | 3341 | 15:28 | | 131 | 0 | | |
| AS | T1 | A320 | 149 | FAT | 3471 | 18:28 | | 131 | 0 | | | FAT | 3472 | 19:54 | | 131 | 0 | | |
| AS | T1 | E75S | 76 | FAT | 3477 | 8:40 | | 57 | 0 | | | FAT | 3438 | 9:20 | | 57 | 0 | | |
| AS | T1 | A320 | 149 | BOI | 3484 | 11:40 | | 131 | 0 | | | SJC | 3399 | 12:25 | | 127 | 0 | | |
| AS | T2E | E75S | 76 | MRY | 3486 | 10:51 | | 59 | 0 | | | FAT | 3422 | 11:31 | | 57 | 0 | | |
| AS | T1 | E75S | 76 | SMF | 3493 | 7:44 | | 70 | 0 | | | OMA | 3338 | 8:24 | | 67 | 0 | | |
| AS | T1 | B738 | 159 | | | | | | | | | BOS | 798 | 8:20 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | KOA | 196 | 22:28 | | 138 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | SJD | 201 | 18:47 | | 146 | 0 | | | | | | | | | | |
| AS | T1 | B738 | 159 | | | | | | | | | SJD | 244 | 7:25 | | 131 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 161 | 0 | | |
| AS | T1 | B739 | 178 | SEA | 488 | 23:59 | | 169 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | HNL | 895 | 7:20 | | 153 | 0 | | |
| AS | T1 | B738 | 159 | PDX | 552 | 22:55 | | 150 | 0 | | | | | | | | | | |
| AS | T1 | B738 | 159 | BOS | 769 | 21:36 | | 152 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | OGG | 829 | 8:45 | | 149 | 0 | | |
| AS | T2E | B738 | 159 | EWR | 773 | 22:04 | | 144 | 0 | | | | | | | | | | |
| AS | T1 | B738 | 159 | | | | | | | | | LIH | 819 | 7:10 | | 128 | 0 | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AS | T1 | B738 | 159 | LIH | 858 | 23:03 | 128 | 0 | | | | | |
| AS | T1 | B738 | 159 | | | | | | PDX | 333 | 6:29 | 150 | 0 |
| AS | T2E | B738 | 159 | HNL | 892 | 23:24 | 153 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | SEA | 1133 | 6:20 | 141 | 0 |
| AS | T1 | A320 | 149 | SFO | 1964 | 22:37 | 124 | 0 | | | | | |
| AS | T1 | A320 | 149 | | | | | | SFO | 1949 | 6:40 | 124 | 0 |
| AS | T1 | A320 | 149 | SEA | 1984 | 20:38 | 141 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | SMF | 3340 | 6:15 | 132 | 0 |
| AS | T1 | A320 | 149 | DAL | 3305 | 22:30 | 131 | 0 | | | | | |
| AS | T1 | E75S | 76 | | | | | | SJC | 3397 | 7:00 | 71 | 0 |
| AS | T1 | E75S | 76 | SMF | 3345 | 21:18 | 70 | 0 | | | | | |
| AS | T1 | E75S | 76 | | | | | | MRY | 3417 | 7:30 | 59 | 0 |
| AS | T1 | E75S | 76 | STS | 3444 | 21:15 | 69 | 0 | | | | | |
| B6 | T2E | A320 | 159 | BOS | 19 | 19:57 | 150 | 0 | JFK | 90 | 21:07 | 147 | 0 |
| B6 | T2E | A320 | 159 | JFK | 89 | 19:33 | 147 | 0 | BOS | 20 | 20:43 | 150 | 0 |
| B6 | T2E | A320 | 159 | JFK | 189 | 11:56 | 147 | 0 | JFK | 190 | 13:06 | 147 | 0 |
| B6 | T2E | A320 | 150 | FLL | 529 | 19:52 | 139 | 0 | FLL | 530 | 20:56 | 139 | 0 |
| B6 | T2E | A320 | 159 | BOS | 2819 | 10:24 | 150 | 0 | BOS | 2820 | 11:34 | 150 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 258 | 0 | LHR | 272 | 20:45 | 258 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 221 | 0 | ATL | 2213 | 22:36 | 221 | 0 |
| DL | T2W | B738 | 160 | JFK | 453 | 14:33 | 144 | 0 | JFK | 862 | 15:20 | 144 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 181 | 0 | DTW | 833 | 11:22 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 181 | 0 | ATL | 1430 | 14:35 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 181 | 0 | ATL | 1054 | 12:20 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 181 | 0 | DTW | 1275 | 13:30 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 181 | 0 | ATL | 1636 | 21:36 | 181 | 0 |
| DL | T2W | B712 | 110 | SEA | 1608 | 12:47 | 102 | 0 | SEA | 1608 | 13:22 | 102 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 178 | 0 | MSP | 1687 | 11:25 | 178 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 221 | 0 | ATL | 1692 | 10:55 | 221 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 178 | 0 | MSP | 1728 | 14:04 | 178 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 181 | 0 | MSP | 2443 | 15:55 | 178 | 0 |
| DL | T2W | B752 | 199 | JFK | 2246 | 20:15 | 179 | 0 | JFK | 1798 | 22:05 | 179 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 161 | 0 | JFK | 473 | 11:57 | 161 | 0 |
| DL | T2W | A320 | 160 | SLC | 2295 | 9:17 | 149 | 0 | SLC | 2295 | 10:05 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 2378 | 12:21 | 149 | 0 | SLC | 2378 | 13:10 | 149 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 181 | 0 | DTW | 1855 | 22:36 | 181 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 101 | 0 | SEA | 2532 | 11:25 | 101 | 0 |
| DL | T2W | A320 | 160 | SLC | 2546 | 17:35 | 149 | 0 | SLC | 2546 | 18:25 | 149 | 0 |
| DL | T2W | BCS1 | 109 | SLC | 2615 | 15:56 | 102 | 0 | SLC | 2615 | 16:35 | 102 | 0 |
| DL | T2W | A321 | 192 | | | | | | ATL | 30 | 9:00 | 181 | 0 |
| DL | T2W | E75S | 76 | SEA | 5736 | 14:03 | 69 | 0 | SEA | 5736 | 15:05 | 69 | 0 |
| DL | T2W | E75S | 76 | SEA | 5750 | 18:13 | 69 | 0 | SEA | 5750 | 18:50 | 69 | 0 |
| DL | T2W | E75S | 76 | LAS | 5789 | 10:19 | 59 | 0 | LAS | 5789 | 10:49 | 59 | 0 |
| DL | T2W | E75S | 76 | LAS | 5804 | 16:30 | 59 | 0 | LAS | 5804 | 17:04 | 59 | 0 |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 59 | 0 | LAX | 5761 | 20:59 | 58 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 181 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1545 | 8:00 | 167 | 0 |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 167 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1864 | 6:30 | 167 | 0 |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 167 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 62 | 7:40 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 181 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 1592 | 6:30 | 181 | 0 |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 179 | 0 | | | | | |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 178 | 0 | SLC | 2872 | 6:15 | 179 | 0 |
| DL | T2W | B752 | 199 | | | | | | JFK | 2404 | 7:10 | 179 | 0 |
| DL | T2W | B752 | 199 | JFK | 2243 | 22:40 | 179 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | DTW | 98 | 7:00 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 181 | 0 | | | | | |
| DL | T2W | E75S | 76 | SEA | 5793 | 21:37 | 69 | 0 | | | | | |
| DL | T2W | E75S | 76 | | | | | | LAS | 5738 | 6:55 | 59 | 0 |
| F9 | T1 | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 | CVG | 1188 | 10:07 | 221 | 0 |
| F9 | T1 | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 | DEN | 560 | 11:22 | 221 | 0 |
| F9 | T1 | A320 | 180 | AUS | 1701 | 11:37 | 173 | 0 | AUS | 1702 | 12:27 | 173 | 0 |
| F9 | T1 | A320 | 180 | | | | | | TUL | 1764 | 7:05 | 154 | 0 |
| F9 | T1 | A320 | 180 | TUL | 1839 | 21:45 | 154 | 0 | | | | | |
| G4 | T1 | A319 | 156 | EUG | 1005 | 16:36 | 142 | 0 | EUG | 1004 | 17:16 | 142 | 0 |
| HA | T2W | A332 | 278 | | | | | | HNL | 15 | 10:15 | 267 | 0 |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 | | | | | |
| HA | T2W | A321 | 189 | | | | | | OGG | 37 | 7:05 | 159 | 0 |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 159 | 0 | | | | | |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 181 | 0 | NRT | 65 | 13:30 | 181 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 242 | 0 | FRA | 467 | 15:10 | 242 | 0 |
| NK | T1 | A20N | 182 | DFW | 107 | 17:05 | 170 | 0 | DFW | 108 | 18:00 | 170 | 0 |
| NK | T1 | A20N | 182 | BWI | 194 | 19:11 | 148 | 0 | LAS | 636 | 20:05 | 152 | 0 |
| NK | T1 | A20N | 182 | LAS | 245 | 19:48 | 152 | 0 | BWI | 189 | 20:56 | 148 | 0 |
| NK | T1 | A21N | 228 | LAS | 511 | 14:38 | 190 | 0 | LAS | 356 | 15:35 | 190 | 0 |
| NK | T1 | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 | ORD | 564 | 13:30 | 219 | 0 |
| NK | T1 | A20N | 182 | DTW | 623 | 9:45 | 150 | 0 | DTW | 644 | 11:00 | 150 | 0 |
| NK | T1 | A20N | 182 | LAS | 673 | 8:35 | 152 | 0 | LAS | 352 | 9:30 | 152 | 0 |
| NK | T1 | A21N | 228 | | | | | | IAH | 858 | 7:00 | 168 | 0 |
| NK | T1 | A21N | 228 | IAH | 619 | 22:34 | 168 | 0 | | | | | |
| SY | T1 | B738 | 168 | MSP | 401 | 12:01 | 147 | 0 | MSP | 402 | 13:00 | 147 | 0 |
| UA | T2W | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 | IAD | 2282 | 12:35 | 172 | 0 |
| UA | T2W | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 | IAH | 2210 | 15:40 | 172 | 0 |
| UA | T2W | A319 | 128 | SFO | 284 | 8:12 | 116 | 0 | SFO | 334 | 9:55 | 116 | 0 |
| UA | T2W | B739 | 179 | ORD | 395 | 18:09 | 171 | 0 | SFO | 1677 | 19:04 | 162 | 0 |
| UA | T2W | A320 | 150 | DEN | 459 | 20:46 | 144 | 0 | ORD | 240 | 22:30 | 143 | 0 |
| UA | T2W | B739 | 179 | SFO | 497 | 14:28 | 162 | 0 | SFO | 370 | 15:28 | 162 | 0 |
| UA | T2W | A320 | 150 | SFO | 555 | 9:24 | 135 | 0 | IAH | 1284 | 10:15 | 144 | 0 |
| UA | T2W | A319 | 128 | DEN | 710 | 17:11 | 123 | 0 | DEN | 231 | 18:05 | 123 | 0 |
| UA | T2W | B739 | 179 | DEN | 763 | 12:34 | 171 | 0 | SFO | 1919 | 13:30 | 162 | 0 |
| UA | T2W | A319 | 128 | ORD | 1590 | 12:21 | 122 | 0 | IAH | 2099 | 13:40 | 123 | 0 |
| UA | T2W | A320 | 150 | EWR | 1593 | 10:42 | 142 | 0 | EWR | 2163 | 11:35 | 142 | 0 |
| UA | T2W | B738 | 166 | SFO | 1798 | 19:39 | 150 | 0 | SFO | 384 | 20:30 | 150 | 0 |
| UA | T2W | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 | SFO | 736 | 16:31 | 162 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2W | B739 | 179 | SFO | 1900 | 12:30 | 162 | 0 | DEN | 243 | 13:29 | 171 | 0 |
| UA | T2W | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 170 | 0 |
| UA | T2W | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 1982 | 9:44 | 171 | 0 | DEN | 1479 | 10:45 | 171 | 0 |
| UA | T2W | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 171 | 0 |
| UA | T2W | B739 | 179 | ORD | 2192 | 9:54 | 171 | 0 | ORD | 555 | 10:59 | 171 | 0 |
| UA | T2W | B738 | 166 | SFO | 2238 | 10:20 | 150 | 0 | SFO | 390 | 11:20 | 150 | 0 |
| UA | T2W | A320 | 150 | SFO | 2287 | 17:25 | 135 | 0 | SFO | 2016 | 18:22 | 135 | 0 |
| UA | T2W | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 112 | 0 |
| UA | T2W | A320 | 150 | ORD | 2381 | 15:01 | 143 | 0 | DEN | 2299 | 16:02 | 144 | 0 |
| UA | T2W | A319 | 128 | | | | | | SFO | 2235 | 6:15 | 116 | 0 |
| UA | T2W | A319 | 128 | SFO | 361 | 22:35 | 116 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 171 | 0 |
| UA | T2W | B739 | 179 | ORD | 651 | 22:10 | 171 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 171 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 662 | 7:35 | 162 | 0 |
| UA | T2W | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | IAD | 546 | 8:12 | 159 | 0 |
| UA | T2W | B738 | 166 | EWR | 1827 | 20:57 | 157 | 0 | | | | | |
| UA | T2W | B739 | 179 | SFO | 1967 | 22:08 | 162 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 2275 | 22:46 | 170 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | EWR | 751 | 6:15 | 170 | 0 |
| UA | T2W | B739 | 179 | DEN | 2416 | 23:30 | 171 | 0 | | | | | |
| UA | T2W | B738 | 166 | | | | | | ORD | 913 | 6:15 | 159 | 0 |
| UA | T2W | B738 | 166 | SFO | 2423 | 23:47 | 150 | 0 | | | | | |
| WN | T1 | B737 | 143 | PHX | 20 | 15:05 | 113 | 0 | PDX | 20 | 15:40 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 108 | 0 | DAL | 31 | 8:25 | 127 | 0 |
| WN | T1 | B737 | 143 | PHX | 34 | 7:50 | 113 | 0 | HOU | 34 | 8:25 | 137 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 127 | 0 | SMF | 160 | 12:30 | 148 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 133 | 0 | OAK | 375 | 20:55 | 133 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 165 | 0 | SMF | 193 | 17:10 | 148 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 155 | 0 | IND | 2485 | 11:30 | 157 | 0 |
| WN | T1 | B737 | 143 | SJC | 234 | 17:45 | 111 | 0 | MDW | 1410 | 18:25 | 133 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 148 | 0 | PDX | 241 | 22:00 | 147 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 156 | 0 | SAT | 267 | 18:00 | 150 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 165 | 0 | TPA | 2332 | 11:45 | 155 | 0 |
| WN | T1 | B737 | 143 | DEN | 361 | 8:40 | 133 | 0 | ABQ | 2245 | 9:30 | 116 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 162 | 0 |
| WN | T1 | B737 | 143 | LAS | 416 | 17:40 | 104 | 0 | LAS | 234 | 18:20 | 104 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 156 | 0 | PHX | 419 | 16:35 | 139 | 0 |
| WN | T1 | B737 | 143 | SJC | 427 | 22:00 | 111 | 0 | LAS | 1334 | 22:50 | 104 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 111 | 0 | SJC | 1459 | 17:10 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 477 | 7:05 | 113 | 0 | SAT | 477 | 7:45 | 122 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 122 | 0 | SFO | 1698 | 11:10 | 118 | 0 |
| WN | T1 | B737 | 143 | LAS | 482 | 18:35 | 104 | 0 | PHX | 483 | 19:10 | 113 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 108 | 0 | OAK | 2271 | 20:10 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 104 | 0 | LAS | 963 | 10:05 | 104 | 0 |
| WN | T1 | B737 | 143 | AUS | 506 | 17:50 | 119 | 0 | MCI | 2175 | 18:30 | 127 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 108 | 0 | PHX | 991 | 22:35 | 113 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 162 | 0 | HOU | 199 | 13:45 | 167 | 0 |
| WN | T1 | B737 | 143 | DEN | 606 | 6:55 | 133 | 0 | BNA | 1467 | 7:30 | 127 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 108 | 0 | PHX | 2194 | 14:50 | 113 | 0 |
| WN | T1 | B737 | 143 | LAS | 746 | 21:45 | 104 | 0 | OAK | 408 | 22:45 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 104 | 0 | LAS | 2294 | 21:00 | 104 | 0 |
| WN | T1 | B737 | 143 | PHX | 791 | 12:50 | 113 | 0 | DEN | 791 | 13:25 | 133 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 127 | 0 | SJC | 807 | 12:20 | 111 | 0 |
| WN | T1 | B737 | 143 | HOU | 847 | 9:25 | 137 | 0 | SMF | 2519 | 10:05 | 121 | 0 |
| WN | T1 | B737 | 143 | EWR | 893 | 13:55 | 134 | 0 | OAK | 893 | 14:30 | 108 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 127 | 0 | AUS | 958 | 19:50 | 119 | 0 |
| WN | T1 | B737 | 143 | PHX | 977 | 18:45 | 113 | 0 | OAK | 977 | 19:15 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 104 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B737 | 143 | SEA | 1017 | 20:50 | 137 | 0 | TUS | 1017 | 21:25 | 106 | 0 |
| WN | T1 | B737 | 143 | SMF | 1051 | 14:55 | 121 | 0 | SJC | 1336 | 15:30 | 111 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 163 | 0 | BNA | 724 | 14:45 | 155 | 0 |
| WN | T1 | B737 | 143 | PDX | 1096 | 13:20 | 120 | 0 | BWI | 1096 | 13:55 | 135 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 155 | 0 | EWR | 1148 | 9:10 | 164 | 0 |
| WN | T1 | B737 | 143 | AUS | 1156 | 9:40 | 119 | 0 | DAL | 695 | 10:15 | 127 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 163 | 0 | SJC | 1207 | 11:00 | 136 | 0 |
| WN | T2W | B737 | 143 | SJD | 1214 | 15:10 | 129 | 0 | LAS | 2545 | 15:50 | 104 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 111 | 0 | SMF | 1292 | 21:45 | 121 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 162 | 0 | BWI | 1100 | 11:20 | 165 | 0 |
| WN | T1 | B737 | 143 | TUS | 1306 | 11:20 | 106 | 0 | OAK | 2286 | 12:00 | 108 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 167 | 0 | SMF | 2531 | 19:40 | 148 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 108 | 0 | SJC | 606 | 7:35 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 113 | 0 | OAK | 416 | 18:20 | 108 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 116 | 0 | MCI | 1409 | 7:35 | 127 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 136 | 0 | MCO | 1474 | 11:05 | 168 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 148 | 0 | STL | 1481 | 19:30 | 154 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 121 | 0 | PHX | 1624 | 17:50 | 113 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 106 | 0 | LAS | 1647 | 19:35 | 104 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 127 | 0 | DEN | 1652 | 8:50 | 133 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 118 | 0 | MSY | 52 | 11:10 | 128 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 118 | 0 | SFO | 2083 | 15:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 118 | 0 | SFO | 1702 | 19:45 | 118 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 122 | 0 | BOI | 2129 | 16:10 | 131 | 0 |
| WN | T1 | B737 | 143 | BOI | 1748 | 21:00 | 131 | 0 | SFO | 1807 | 21:45 | 118 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 104 | 0 | OAK | 1705 | 16:20 | 108 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 118 | 0 | SFO | 1798 | 8:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 118 | 0 | MKE | 1895 | 13:05 | 132 | 0 |
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 118 | 0 | SFO | 1802 | 17:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 118 | 0 | DEN | 580 | 22:10 | 133 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 127 | 0 | OAK | 1810 | 21:55 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 111 | 0 | AUS | 1832 | 12:45 | 119 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 148 | 0 | PHX | 1882 | 9:45 | 139 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 121 | 0 | SFO | 1800 | 13:10 | 118 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 121 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 108 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 124 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 113 | 0 |
| WN | T1 | B737 | 143 | STL | 2129 | 15:30 | 126 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 161 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 165 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 111 | 0 |
| WN | T1 | B737 | 143 | PDX | 2208 | 8:30 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 121 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 111 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 133 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 104 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 136 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 127 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 162 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 139 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 108 | 0 |
| WN | T1 | B737 | 143 | SMF | 2351 | 15:45 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 121 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 127 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 133 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 111 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 104 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 121 | 0 |
| WN | T1 | B737 | 143 | SEA | 2519 | 9:25 | 137 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 111 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 128 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 113 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 156 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| AA | T2E | B738 | 160 | JFK | 3000300 | 8:35 | 149 | 0 |
| AA | T2E | B738 | 160 | MIA | 3000301 | 20:55 | 151 | 0 |
| AA | T2E | B738 | 160 | PHL | 3000302 | 11:25 | 141 | 0 |
| AA | T2E | B738 | 160 | | | | | |
| AA | T2E | B738 | 160 | DFW | 3000304 | 23:30 | 149 | 0 |
| AA | T2E | B738 | 160 | | | | | |
| AA | T2E | B738 | 160 | CLT | 3000305 | 22:00 | 144 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000314 | 17:13 | 149 | 0 |
| AA | T2E | A21N | 181 | JFK | 3000319 | 7:00 | 169 | 0 |
| AA | T2E | A21N | 181 | ORD | 3000322 | 17:30 | 173 | 0 |
| AA | T2E | B738 | 160 | ORD | 3000324 | 9:55 | 153 | 0 |
| AA | T2E | A21N | 181 | DCA | 3000325 | 14:55 | 168 | 0 |
| AA | T2E | A21N | 181 | CLT | 3000328 | 19:00 | 163 | 0 |
| UA | T2W | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 |
| UA | T2W | A320 | 150 | | | | | |
| UA | T2W | A320 | 150 | ORD | 3000412 | 22:55 | 143 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000418 | 15:10 | 67 | 0 |
| UA | T2W | A320 | 150 | | | | | |
| UA | T2W | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 |
| UA | T2W | A320 | 150 | BOS | 3000432 | 20:00 | 143 | 0 |
| UA | T2W | B739 | 167 | EWR | 3000435 | 20:55 | 158 | 0 |
| UA | T2W | B739 | 167 | | | | | |
| UA | T2W | B739 | 167 | BOS | 3000436 | 23:20 | 159 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 127 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 104 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 108 | 0 |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 118 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 121 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 111 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 133 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 134 | 0 |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 163 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 104 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 127 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 167 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 120 | 0 |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 104 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 155 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | PHX | 1057 | 23:10 | 113 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | STL | 1334 | 22:20 | 126 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | PDX | 1401 | 22:50 | 120 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 116 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 146 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | SFO | 1703 | 23:20 | 118 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | DEN | 2085 | 23:20 | 133 | 0 |
| SJC | 1918 | 14:00 | 111 | 0 |
| SEA | 1927 | 17:30 | 137 | 0 |
| SMF | 2062 | 15:25 | 121 | 0 |
| DEN | 2067 | 11:00 | 133 | 0 |
| PHX | 2093 | 20:20 | 113 | 0 |
| SMF | 2116 | 9:15 | 121 | 0 |
| SJC | 1103 | 16:20 | 111 | 0 |
| DAL | 1230 | 18:00 | 156 | 0 |
| RNO | 2155 | 13:05 | 156 | 0 |
| SJC | 506 | 18:25 | 111 | 0 |
| SLC | 609 | 14:50 | 124 | 0 |
| SJC | 2208 | 9:05 | 111 | 0 |
| ABQ | 500 | 20:15 | 116 | 0 |
| SJD | 1213 | 9:55 | 129 | 0 |
| STL | 2258 | 9:30 | 154 | 0 |
| LAS | 1767 | 13:10 | 104 | 0 |
| SJC | 1408 | 19:25 | 136 | 0 |
| PHX | 2817 | 12:00 | 113 | 0 |
| DAL | 1494 | 16:05 | 156 | 0 |
| MDW | 1284 | 10:35 | 162 | 0 |
| SMF | 2151 | 14:05 | 121 | 0 |
| LAS | 2355 | 16:55 | 104 | 0 |
| PHX | 2362 | 7:55 | 113 | 0 |
| SJC | 2378 | 20:35 | 111 | 0 |
| SMF | 2385 | 18:40 | 121 | 0 |
| LAS | 2393 | 8:30 | 104 | 0 |
| ATL | 2421 | 9:05 | 135 | 0 |
| LAS | 2471 | 11:25 | 104 | 0 |
| OAK | 847 | 9:55 | 108 | 0 |
| DEN | 1775 | 16:00 | 133 | 0 |
| TUS | 2567 | 14:15 | 106 | 0 |
| RNO | 2574 | 20:45 | 127 | 0 |
| OAK | 980 | 8:10 | 133 | 0 |
| SMF | 2267 | 6:30 | 121 | 0 |
| JFK | 4000300 | 9:35 | 149 | 0 |
| MIA | 4000301 | 22:50 | 151 | 0 |
| PHL | 4000302 | 12:20 | 141 | 0 |
| DFW | 4000304 | 7:45 | 149 | 0 |
| | | | | |
| CLT | 4000305 | 6:00 | 144 | 0 |
| | | | | |
| DFW | 4000314 | 18:13 | 149 | 0 |
| JFK | 4000319 | 7:50 | 169 | 0 |
| ORD | 4000322 | 18:20 | 173 | 0 |
| ORD | 4000324 | 10:40 | 153 | 0 |
| DCA | 4000325 | 15:55 | 168 | 0 |
| CLT | 4000328 | 19:55 | 163 | 0 |
| IAD | 4000405 | 13:30 | 144 | 0 |
| IAD | 4000406 | 16:40 | 160 | 0 |
| IAD | 4000410 | 7:30 | 160 | 0 |
| ORD | 4000412 | 6:50 | 143 | 0 |
| | | | | |
| ORD | 4000416 | 14:30 | 160 | 0 |
| ORD | 4000417 | 11:55 | 160 | 0 |
| DEN | 4000418 | 16:00 | 67 | 0 |
| IAH | 4000425 | 7:50 | 144 | 0 |
| | | | | |
| BOS | 4000432 | 20:58 | 143 | 0 |
| EWR | 4000435 | 22:55 | 158 | 0 |
| BOS | 4000436 | 6:40 | 159 | 0 |
| | | | | |
| SFO | 4000500 | 6:35 | 118 | 0 |
| | | | | |
| LAS | 4000502 | 13:35 | 104 | 0 |
| SMF | 4000507 | 6:35 | 121 | 0 |
| | | | | |
| SFO | 4000515 | 11:55 | 118 | 0 |
| SMF | 4000524 | 14:35 | 121 | 0 |
| SMF | 4000525 | 22:35 | 121 | 0 |
| SJC | 4000537 | 16:45 | 111 | 0 |
| ABQ | 4000542 | 21:30 | 116 | 0 |
| EWR | 4000544 | 6:35 | 134 | 0 |
| | | | | |
| DEN | 4000545 | 17:55 | 163 | 0 |
| PDX | 4000552 | 15:50 | 120 | 0 |
| LAS | 4000554 | 7:45 | 104 | 0 |
| DAL | 4000556 | 8:50 | 127 | 0 |
| HOU | 4000561 | 18:10 | 167 | 0 |
| PDX | 4000579 | 19:50 | 120 | 0 |
| | | | | |
| MDW | 2475 | 6:40 | 162 | 0 |
| | | | | |
| LAS | 1708 | 6:35 | 104 | 0 |
| | | | | |
| OAK | 2503 | 7:20 | 108 | 0 |
| | | | | |
| PHX | 1712 | 6:55 | 113 | 0 |
| | | | | |
| DEN | 2204 | 6:40 | 133 | 0 |
| | | | | |
| SMF | 2172 | 7:40 | 148 | 0 |
| | | | | |
| SJC | 1691 | 6:20 | 111 | 0 |
| | | | | |
| SFO | 2384 | 6:30 | 118 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 146 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 165 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 147 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 162 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | BWI | 2164 | 6:35 | 135 | 0 |
| WN | T1 | B737 | 143 | OAK | 4767 | 23:15 | 108 | 0 | | | | | |
| WS | T2E | B737 | 134 | YYC | 1564 | 13:28 | 126 | 0 | YYC | 1565 | 14:15 | 126 | 0 |
| WS | T2E | B738 | 174 | YVR | 1762 | 12:26 | 165 | 0 | YVR | 1763 | 13:15 | 165 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 170 | 0 | ATL | 4000004 | 13:50 | 170 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 120 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 120 | 0 | | | | | |
| DL | T2W | B738 | 160 | | | | | | MSP | 4000008 | 9:00 | 148 | 0 |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 148 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 120 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 120 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 148 | 0 | MSP | 4000010 | 18:00 | 148 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 96 | 0 | LAS | 4000018 | 21:35 | 96 | 0 |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 144 | 0 | JFK | 4000026 | 13:00 | 144 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 151 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 172 | 0 | JFK | 4000029 | 16:50 | 172 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 151 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 122 | 0 | DTW | 4000033 | 10:25 | 122 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 149 | 0 | SEA | 4000041 | 22:00 | 149 | 0 |
| AC | T2W | E75S | 76 | YVR | 3000200 | 19:15 | 71 | 0 | YVR | 4000200 | 20:05 | 71 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 300 | 0 | LHR | 4000212 | 13:50 | 300 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 204 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 204 | 0 | | | | | |
| WS | T2E | B738 | 168 | YYC | 3000228 | 18:15 | 157 | 0 | YYC | 4000228 | 19:00 | 157 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 119 | 0 | AUS | 4000584 | 18:40 | 119 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 161 | 0 | MKE | 4000594 | 12:35 | 161 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 125 | 0 | CUN | 4000603 | 14:50 | 125 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 164 | 0 |
| AS | T2E | B739 | 181 | EWR | 3000701 | 23:20 | 164 | 0 | | | | | |
| AS | T1 | A320 | 149 | SFO | 3000709 | 8:35 | 124 | 0 | SFO | 4000709 | 9:25 | 124 | 0 |
| AS | T1 | A20N | 185 | LAS | 3000713 | 20:00 | 162 | 0 | LAS | 4000713 | 20:55 | 162 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 159 | 0 | SLC | 4000719 | 18:55 | 159 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 149 | 0 | SJD | 4000740 | 15:20 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 149 | 0 | SLC | 4000012 | 15:35 | 149 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 149 | 0 | SJD | 4000739 | 17:10 | 149 | 0 |
| AS | T2E | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 159 | 0 |
| AS | T2E | B739 | 181 | MZT | 3000747 | 23:25 | 159 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 115 | 0 |
| AS | T2E | A320 | 149 | PVR | 3000746 | 21:00 | 115 | 0 | | | | | |
| UA | T2W | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2026 No-Build summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 22,635 | 11,360 | 15,688 | 49,683 |
| 12:00 AM | 60 | 31 | 110 | 201 |
| 12:15 AM | 94 | 0 | 95 | 189 |
| 12:30 AM | 15 | 0 | 94 | 109 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 50 | 50 |
| 6:45 AM | 4 | 0 | 94 | 98 |
| 7:00 AM | 279 | 64 | 16 | 359 |
| 7:15 AM | 419 | 185 | 0 | 604 |
| 7:30 AM | 182 | 51 | 0 | 233 |
| 7:45 AM | 205 | 7 | 0 | 212 |
| 8:00 AM | 324 | 98 | 1 | 423 |
| 8:15 AM | 345 | 62 | 51 | 458 |
| 8:30 AM | 397 | 86 | 57 | 540 |
| 8:45 AM | 602 | 293 | 7 | 902 |
| 9:00 AM | 455 | 240 | 0 | 695 |
| 9:15 AM | 359 | 117 | 37 | 513 |
| 9:30 AM | 337 | 60 | 178 | 575 |
| 9:45 AM | 409 | 123 | 242 | 774 |
| 10:00 AM | 252 | 310 | 369 | 931 |
| 10:15 AM | 147 | 195 | 167 | 509 |
| 10:30 AM | 504 | 212 | 320 | 1,036 |
| 10:45 AM | 489 | 299 | 375 | 1,163 |
| 11:00 AM | 256 | 291 | 326 | 873 |
| 11:15 AM | 186 | 72 | 249 | 507 |
| 11:30 AM | 221 | 81 | 274 | 576 |
| 11:45 AM | 372 | 170 | 185 | 727 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2026 No-Build summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 22,290 | 11,745 | 15,525 | 49,560 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 2 | 2 | 4 |
| 3:45 AM | 3 | 11 | 13 | 27 |
| 4:00 AM | 18 | 23 | 27 | 68 |
| 4:15 AM | 31 | 63 | 82 | 176 |
| 4:30 AM | 103 | 172 | 208 | 483 |
| 4:45 AM | 275 | 268 | 319 | 862 |
| 5:00 AM | 456 | 281 | 381 | 1,118 |
| 5:15 AM | 523 | 293 | 404 | 1,220 |
| 5:30 AM | 520 | 275 | 407 | 1,202 |
| 5:45 AM | 493 | 268 | 387 | 1,148 |
| 6:00 AM | 456 | 309 | 384 | 1,149 |
| 6:15 AM | 399 | 366 | 366 | 1,131 |
| 6:30 AM | 407 | 340 | 329 | 1,076 |
| 6:45 AM | 455 | 294 | 299 | 1,048 |
| 7:00 AM | 479 | 245 | 242 | 966 |
| 7:15 AM | 473 | 213 | 191 | 877 |
| 7:30 AM | 446 | 173 | 147 | 766 |
| 7:45 AM | 411 | 157 | 141 | 709 |
| 8:00 AM | 380 | 161 | 136 | 677 |
| 8:15 AM | 366 | 163 | 171 | 700 |
| 8:30 AM | 343 | 177 | 200 | 720 |
| 8:45 AM | 342 | 189 | 241 | 772 |
| 9:00 AM | 343 | 194 | 277 | 814 |
| 9:15 AM | 342 | 197 | 281 | 820 |
| 9:30 AM | 360 | 198 | 297 | 855 |
| 9:45 AM | 365 | 204 | 282 | 851 |
| 10:00 AM | 364 | 208 | 273 | 845 |
| 10:15 AM | 336 | 213 | 249 | 798 |
| 10:30 AM | 311 | 210 | 225 | 746 |
| 10:45 AM | 307 | 194 | 219 | 720 |
| 11:00 AM | 302 | 173 | 226 | 701 |
| 11:15 AM | 320 | 166 | 254 | 740 |
| 11:30 AM | 307 | 152 | 302 | 761 |
| 11:45 AM | 307 | 154 | 339 | 800 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 346 | 242 | 118 | 706 |
| 12:15 PM | 314 | 178 | 115 | 607 |
| 12:30 PM | 247 | 117 | 506 | 870 |
| 12:45 PM | 378 | 227 | 632 | 1,237 |
| 1:00 PM | 264 | 130 | 277 | 671 |
| 1:15 PM | 198 | 110 | 336 | 644 |
| 1:30 PM | 217 | 241 | 286 | 744 |
| 1:45 PM | 318 | 144 | 308 | 770 |
| 2:00 PM | 306 | 13 | 142 | 461 |
| 2:15 PM | 323 | 63 | 200 | 586 |
| 2:30 PM | 348 | 100 | 173 | 621 |
| 2:45 PM | 299 | 69 | 287 | 655 |
| 3:00 PM | 457 | 190 | 344 | 991 |
| 3:15 PM | 425 | 166 | 310 | 901 |
| 3:30 PM | 378 | 86 | 191 | 655 |
| 3:45 PM | 251 | 144 | 176 | 571 |
| 4:00 PM | 251 | 147 | 195 | 593 |
| 4:15 PM | 115 | 116 | 250 | 481 |
| 4:30 PM | 133 | 263 | 79 | 475 |
| 4:45 PM | 370 | 115 | 35 | 520 |
| 5:00 PM | 306 | 26 | 63 | 395 |
| 5:15 PM | 422 | 97 | 181 | 700 |
| 5:30 PM | 441 | 153 | 256 | 850 |
| 5:45 PM | 392 | 163 | 239 | 794 |
| 6:00 PM | 443 | 144 | 159 | 746 |
| 6:15 PM | 242 | 250 | 152 | 644 |
| 6:30 PM | 241 | 291 | 104 | 636 |
| 6:45 PM | 467 | 266 | 89 | 822 |
| 7:00 PM | 329 | 218 | 152 | 699 |
| 7:15 PM | 314 | 137 | 66 | 517 |
| 7:30 PM | 294 | 208 | 191 | 693 |
| 7:45 PM | 179 | 238 | 476 | 893 |
| 8:00 PM | 320 | 259 | 595 | 1,174 |
| 8:15 PM | 409 | 193 | 311 | 913 |
| 8:30 PM | 217 | 19 | 217 | 453 |
| 8:45 PM | 158 | 3 | 214 | 375 |
| 9:00 PM | 368 | 196 | 388 | 952 |
| 9:15 PM | 609 | 223 | 277 | 1,109 |
| 9:30 PM | 421 | 128 | 148 | 697 |
| 9:45 PM | 265 | 141 | 328 | 734 |
| 10:00 PM | 313 | 236 | 226 | 775 |
| 10:15 PM | 301 | 244 | 210 | 755 |
| 10:30 PM | 341 | 177 | 144 | 662 |
| 10:45 PM | 363 | 262 | 325 | 950 |
| 11:00 PM | 354 | 179 | 652 | 1,185 |
| 11:15 PM | 689 | 158 | 516 | 1,363 |
| 11:30 PM | 496 | 495 | 507 | 1,498 |
| 11:45 PM | 90 | 348 | 232 | 670 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 293 | 150 | 361 | 804 |
| 12:15 PM | 280 | 143 | 365 | 788 |
| 12:30 PM | 273 | 145 | 323 | 741 |
| 12:45 PM | 278 | 132 | 295 | 705 |
| 1:00 PM | 291 | 132 | 258 | 681 |
| 1:15 PM | 307 | 121 | 258 | 686 |
| 1:30 PM | 331 | 106 | 269 | 706 |
| 1:45 PM | 337 | 110 | 277 | 724 |
| 2:00 PM | 333 | 116 | 285 | 734 |
| 2:15 PM | 327 | 127 | 269 | 723 |
| 2:30 PM | 299 | 138 | 243 | 680 |
| 2:45 PM | 273 | 139 | 214 | 626 |
| 3:00 PM | 258 | 134 | 177 | 569 |
| 3:15 PM | 263 | 128 | 160 | 551 |
| 3:30 PM | 291 | 125 | 137 | 553 |
| 3:45 PM | 315 | 129 | 122 | 566 |
| 4:00 PM | 355 | 129 | 111 | 595 |
| 4:15 PM | 362 | 137 | 106 | 605 |
| 4:30 PM | 362 | 138 | 112 | 612 |
| 4:45 PM | 354 | 134 | 114 | 602 |
| 5:00 PM | 327 | 141 | 108 | 576 |
| 5:15 PM | 321 | 135 | 91 | 547 |
| 5:30 PM | 304 | 132 | 68 | 504 |
| 5:45 PM | 317 | 134 | 64 | 515 |
| 6:00 PM | 325 | 127 | 66 | 518 |
| 6:15 PM | 338 | 127 | 88 | 553 |
| 6:30 PM | 327 | 121 | 120 | 568 |
| 6:45 PM | 300 | 116 | 157 | 573 |
| 7:00 PM | 277 | 110 | 196 | 583 |
| 7:15 PM | 248 | 110 | 211 | 569 |
| 7:30 PM | 240 | 106 | 219 | 565 |
| 7:45 PM | 227 | 109 | 205 | 541 |
| 8:00 PM | 210 | 113 | 182 | 505 |
| 8:15 PM | 204 | 122 | 181 | 507 |
| 8:30 PM | 187 | 140 | 173 | 500 |
| 8:45 PM | 178 | 147 | 175 | 500 |
| 9:00 PM | 150 | 145 | 157 | 452 |
| 9:15 PM | 119 | 123 | 130 | 372 |
| 9:30 PM | 89 | 89 | 94 | 272 |
| 9:45 PM | 48 | 52 | 52 | 152 |
| 10:00 PM | 24 | 21 | 24 | 69 |
| 10:15 PM | 5 | 6 | 6 | 17 |
| 10:30 PM | 0 | 0 | 1 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
49684

24-hr Enplanements
49561

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T1 | A21N | 181 | DFW | 131 | 10:21 | | 169 | 0 | | | DFW | 131 | 11:59 | | 169 | 0 | | |
| AA | T1 | A21N | 196 | PHX | 438 | 8:47 | | 167 | 0 | | | PHX | 438 | 9:58 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 480 | 18:16 | | 159 | 0 | | | PHX | 480 | 19:25 | | 159 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 491 | 15:11 | | 159 | 0 | | | DFW | 491 | 16:04 | | 174 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 581 | 20:56 | | 165 | 0 | | | CLT | 596 | 22:31 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 639 | 9:31 | | 168 | 0 | | | CLT | 639 | 10:24 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | DFW | 679 | 11:59 | | 174 | 0 | | | DFW | 679 | 12:49 | | 174 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1064 | 9:52 | | 169 | 0 | | | DFW | 1064 | 10:42 | | 169 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1168 | 15:38 | | 179 | 0 | | | PHX | 1514 | 16:40 | | 159 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1229 | 13:24 | | 169 | 0 | | | DFW | 1229 | 14:22 | | 169 | 0 | | |
| AA | T1 | B738 | 160 | DFW | 1243 | 19:57 | | 149 | 0 | | | JFK | 2306 | 22:26 | | 149 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1543 | 19:21 | | 179 | 0 | | | MIA | 1209 | 21:54 | | 176 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1611 | 7:53 | | 169 | 0 | | | DFW | 1611 | 8:45 | | 169 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 1621 | 10:35 | | 165 | 0 | | | ORD | 134 | 11:34 | | 179 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1624 | 16:13 | | 169 | 0 | | | DFW | 1624 | 17:39 | | 169 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 1740 | 18:30 | | 168 | 0 | | | PHL | 2078 | 22:16 | | 165 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2407 | 21:40 | | 174 | 0 | | | ORD | 1606 | 22:46 | | 179 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 2671 | 11:43 | | 159 | 0 | | | PHX | 2671 | 12:34 | | 159 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 2680 | 14:14 | | 179 | 0 | | | ORD | 2680 | 15:02 | | 179 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2681 | 9:52 | | 174 | 0 | | | JFK | 2681 | 11:00 | | 174 | 0 | | |
| AA | T1 | B738 | 160 | JFK | 366 | 22:55 | | 149 | 0 | | | | | | | | | | |
| AA | T1 | B738 | 160 | | | | | | | | | PHL | 1367 | 6:21 | | 141 | 0 | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 165 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 440 | 21:20 | | 159 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 597 | 21:53 | | 168 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 174 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1244 | 22:40 | | 179 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 159 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 2066 | 23:26 | | 165 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 169 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 2568 | 23:13 | | 169 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 179 | 0 | | |
| AA | T1 | A321 | 187 | MIA | 2674 | 22:28 | | 176 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | DFW | 2758 | 17:52 | | 169 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 169 | 0 | | |
| AC | T2E | A321 | 200 | YYZ | 1887 | 10:45 | | 190 | 0 | | | YYZ | 1886 | 11:50 | | 190 | 0 | | |
| AC | T2E | CRJ9 | 76 | YVR | 8668 | 15:51 | | 71 | 0 | | | YVR | 8669 | 16:30 | | 71 | 0 | | |
| AC | T2E | E75S | 76 | YVR | 8690 | 13:11 | | 71 | 0 | | | YVR | 8691 | 13:50 | | 71 | 0 | | |
| AC | T2E | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 71 | 0 | | |
| AC | T2E | E75S | 76 | YVR | 8670 | 22:51 | | 71 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | SJD | 275 | 12:45 | | 131 | 0 | | | SJD | 248 | 14:18 | | 131 | 0 | | |
| AS | T2E | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 150 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 150 | 0 | | | PDX | 391 | 20:25 | | 150 | 0 | | |
| AS | T2E | B738 | 159 | BWI | 377 | 9:28 | | 141 | 0 | | | SEA | 539 | 11:20 | | 151 | 0 | | |
| AS | T2W | B738 | 159 | SEA | 380 | 8:36 | | 151 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 388 | 12:35 | | 169 | 0 | | | SEA | 471 | 13:35 | | 169 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 392 | 18:38 | | 169 | 0 | | | SEA | 949 | 19:38 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 482 | 9:01 | | 169 | 0 | | | SEA | 579 | 10:10 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 169 | 0 | | | SEA | 317 | 15:45 | | 169 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 566 | 9:00 | | 150 | 0 | | | KOA | 185 | 10:10 | | 138 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 572 | 14:20 | | 150 | 0 | | | PDX | 575 | 15:25 | | 150 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 574 | 16:25 | | 169 | 0 | | | SEA | 455 | 17:26 | | 169 | 0 | | |
| AS | T2E | B738 | 159 | OGG | 806 | 21:01 | | 149 | 0 | | | BWI | 378 | 22:44 | | 141 | 0 | | |
| AS | T2E | B738 | 159 | SFO | 1950 | 7:35 | | 132 | 0 | | | SFO | 1953 | 8:28 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1954 | 13:35 | | 154 | 0 | | | SFO | 1965 | 14:34 | | 154 | 0 | | |
| AS | T2W | B738 | 159 | SFO | 1958 | 16:36 | | 132 | 0 | | | SFO | 1967 | 17:31 | | 132 | 0 | | |
| AS | T2W | B739 | 178 | SFO | 1960 | 10:49 | | 148 | 0 | | | SFO | 1961 | 11:40 | | 148 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 154 | 0 | | | SFO | 1971 | 19:42 | | 154 | 0 | | |
| AS | T2W | A320 | 149 | ABQ | 2729 | 13:12 | | 131 | 0 | | | MSP | 2774 | 14:24 | | 131 | 0 | | |
| AS | T2W | A320 | 149 | MSP | 2781 | 14:47 | | 131 | 0 | | | ABQ | 2730 | 15:32 | | 131 | 0 | | |
| AS | T2W | A320 | 149 | OMA | 3339 | 16:41 | | 131 | 0 | | | SMF | 3344 | 17:23 | | 132 | 0 | | |
| AS | T2W | A320 | 149 | SMF | 3343 | 16:19 | | 132 | 0 | | | STS | 3433 | 17:00 | | 131 | 0 | | |
| AS | T2W | A320 | 149 | SLC | 3354 | 7:05 | | 131 | 0 | | | DAL | 3306 | 7:52 | | 131 | 0 | | |
| AS | T2W | E75S | 76 | SJC | 3356 | 8:32 | | 71 | 0 | | | STL | 3352 | 9:18 | | 66 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3396 | 11:36 | | 71 | 0 | | | SMF | 3342 | 12:20 | | 70 | 0 | | |
| AS | T2E | E75S | 76 | SJC | 3398 | 15:43 | | 71 | 0 | | | SJC | 3407 | 16:24 | | 71 | 0 | | |
| AS | T2W | E75S | 76 | SJC | 3408 | 20:06 | | 71 | 0 | | | SJC | 3357 | 20:50 | | 71 | 0 | | |
| AS | T2E | E75S | 76 | AUS | 3421 | 17:00 | | 64 | 0 | | | MCI | 3458 | 17:42 | | 65 | 0 | | |
| AS | T2W | A320 | 149 | MCI | 3451 | 8:27 | | 131 | 0 | | | AUS | 3336 | 9:07 | | 131 | 0 | | |
| AS | T2W | E75S | 76 | STL | 3453 | 17:32 | | 66 | 0 | | | BOI | 3483 | 18:15 | | 70 | 0 | | |
| AS | T2W | A320 | 149 | FAT | 3459 | 14:48 | | 131 | 0 | | | SLC | 3341 | 15:28 | | 131 | 0 | | |
| AS | T2W | A320 | 149 | FAT | 3471 | 18:28 | | 131 | 0 | | | FAT | 3472 | 19:54 | | 131 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3477 | 8:40 | | 57 | 0 | | | FAT | 3438 | 9:20 | | 57 | 0 | | |
| AS | T2W | A320 | 149 | BOI | 3484 | 11:40 | | 131 | 0 | | | SJC | 3399 | 12:25 | | 127 | 0 | | |
| AS | T2W | E75S | 76 | MRY | 3486 | 10:51 | | 59 | 0 | | | FAT | 3422 | 11:31 | | 57 | 0 | | |
| AS | T2E | E75S | 76 | SMF | 3493 | 7:44 | | 70 | 0 | | | OMA | 3338 | 8:24 | | 67 | 0 | | |
| AS | T2W | B738 | 159 | | | | | | | | | BOS | 798 | 8:20 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | KOA | 196 | 22:28 | | 138 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 169 | 0 | | |
| AS | T2W | B739 | 178 | SJD | 201 | 18:47 | | 146 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | SJD | 244 | 7:25 | | 131 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 161 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 488 | 23:59 | | 169 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | HNL | 895 | 7:20 | | 153 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 552 | 22:55 | | 150 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | BOS | 769 | 21:36 | | 152 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | OGG | 829 | 8:45 | | 149 | 0 | | |
| AS | T2E | B738 | 159 | EWR | 773 | 22:04 | | 144 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | | | | | | | | | LIH | 819 | 7:10 | | 128 | 0 | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AS | T2E | B738 | 159 | LIH | 858 | 23:03 | 128 | 0 | | | | | |
| AS | T2W | B738 | 159 | | | | | | PDX | 333 | 6:29 | 150 | 0 |
| AS | T2E | B738 | 159 | HNL | 892 | 23:24 | 153 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | SEA | 1133 | 6:20 | 141 | 0 |
| AS | T2W | A320 | 149 | SFO | 1964 | 22:37 | 124 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | SFO | 1949 | 6:40 | 124 | 0 |
| AS | T2W | A320 | 149 | SEA | 1984 | 20:38 | 141 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | SMF | 3340 | 6:15 | 132 | 0 |
| AS | T2E | A320 | 149 | DAL | 3305 | 22:30 | 131 | 0 | | | | | |
| AS | T2E | E75S | 76 | | | | | | SJC | 3397 | 7:00 | 71 | 0 |
| AS | T2W | E75S | 76 | SMF | 3345 | 21:18 | 70 | 0 | | | | | |
| AS | T2W | E75S | 76 | | | | | | MRY | 3417 | 7:30 | 59 | 0 |
| AS | T2W | E75S | 76 | STS | 3444 | 21:15 | 69 | 0 | | | | | |
| B6 | T2E | A320 | 159 | BOS | 19 | 19:57 | 150 | 0 | JFK | 90 | 21:07 | 147 | 0 |
| B6 | T2E | A320 | 159 | JFK | 89 | 19:33 | 147 | 0 | BOS | 20 | 20:43 | 150 | 0 |
| B6 | T2E | A320 | 159 | JFK | 189 | 11:56 | 147 | 0 | JFK | 190 | 13:06 | 147 | 0 |
| B6 | T2E | A320 | 150 | FLL | 529 | 19:52 | 139 | 0 | FLL | 530 | 20:56 | 139 | 0 |
| B6 | T2E | A320 | 159 | BOS | 2819 | 10:24 | 150 | 0 | BOS | 2820 | 11:34 | 150 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 258 | 0 | LHR | 272 | 20:45 | 258 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 221 | 0 | ATL | 2213 | 22:36 | 221 | 0 |
| DL | T2W | B738 | 160 | JFK | 453 | 14:33 | 144 | 0 | JFK | 862 | 15:20 | 144 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 181 | 0 | DTW | 833 | 11:22 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 181 | 0 | ATL | 1430 | 14:35 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 181 | 0 | ATL | 1054 | 12:20 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 181 | 0 | DTW | 1275 | 13:30 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 181 | 0 | ATL | 1636 | 21:36 | 181 | 0 |
| DL | T2W | B712 | 110 | SEA | 1608 | 12:47 | 102 | 0 | SEA | 1608 | 13:22 | 102 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 178 | 0 | MSP | 1687 | 11:25 | 178 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 221 | 0 | ATL | 1692 | 10:55 | 221 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 178 | 0 | MSP | 1728 | 14:04 | 178 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 181 | 0 | MSP | 2443 | 15:55 | 178 | 0 |
| DL | T2W | B752 | 199 | JFK | 2246 | 20:15 | 179 | 0 | JFK | 1798 | 22:05 | 179 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 161 | 0 | JFK | 473 | 11:57 | 161 | 0 |
| DL | T2W | A320 | 160 | SLC | 2295 | 9:17 | 149 | 0 | SLC | 2295 | 10:05 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 2378 | 12:21 | 149 | 0 | SLC | 2378 | 13:10 | 149 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 181 | 0 | DTW | 1855 | 22:36 | 181 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 101 | 0 | SEA | 2532 | 11:25 | 101 | 0 |
| DL | T2W | A320 | 160 | SLC | 2546 | 17:35 | 149 | 0 | SLC | 2546 | 18:25 | 149 | 0 |
| DL | T2W | BCS1 | 109 | SLC | 2615 | 15:56 | 102 | 0 | SLC | 2615 | 16:35 | 102 | 0 |
| DL | T2W | A321 | 192 | | | | | | ATL | 30 | 9:00 | 181 | 0 |
| DL | T2W | E75S | 76 | SEA | 5736 | 14:03 | 69 | 0 | SEA | 5736 | 15:05 | 69 | 0 |
| DL | T2W | E75S | 76 | SEA | 5750 | 18:13 | 69 | 0 | SEA | 5750 | 18:50 | 69 | 0 |
| DL | T2W | E75S | 76 | LAS | 5789 | 10:19 | 59 | 0 | LAS | 5789 | 10:49 | 59 | 0 |
| DL | T2W | E75S | 76 | LAS | 5804 | 16:30 | 59 | 0 | LAS | 5804 | 17:04 | 59 | 0 |
| DL | T2W | E75S | 76 | LAS | 5842 | 20:20 | 59 | 0 | LAX | 5761 | 20:59 | 58 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 181 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1545 | 8:00 | 167 | 0 |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 167 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1864 | 6:30 | 167 | 0 |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 167 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 62 | 7:40 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 181 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 1592 | 6:30 | 181 | 0 |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 179 | 0 | | | | | |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 178 | 0 | SLC | 2872 | 6:15 | 179 | 0 |
| DL | T2W | B752 | 199 | | | | | | JFK | 2404 | 7:10 | 179 | 0 |
| DL | T2W | B752 | 199 | JFK | 2243 | 22:40 | 179 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | DTW | 98 | 7:00 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 181 | 0 | | | | | |
| DL | T2W | E75S | 76 | SEA | 5793 | 21:37 | 69 | 0 | | | | | |
| DL | T2W | E75S | 76 | | | | | | LAS | 5738 | 6:55 | 59 | 0 |
| F9 | T2E | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 | CVG | 1188 | 10:07 | 221 | 0 |
| F9 | T2E | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 | DEN | 560 | 11:22 | 221 | 0 |
| F9 | T2E | A320 | 180 | AUS | 1701 | 11:37 | 173 | 0 | AUS | 1702 | 12:27 | 173 | 0 |
| F9 | T2E | A320 | 180 | | | | | | TUL | 1764 | 7:05 | 154 | 0 |
| F9 | T2E | A320 | 180 | TUL | 1839 | 21:45 | 154 | 0 | | | | | |
| G4 | T2E | A319 | 156 | EUG | 1005 | 16:36 | 142 | 0 | EUG | 1004 | 17:16 | 142 | 0 |
| HA | T2W | A332 | 278 | | | | | | HNL | 15 | 10:15 | 267 | 0 |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 | | | | | |
| HA | T2W | A321 | 189 | | | | | | OGG | 37 | 7:05 | 159 | 0 |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 159 | 0 | | | | | |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 181 | 0 | NRT | 65 | 13:30 | 181 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 242 | 0 | FRA | 467 | 15:10 | 242 | 0 |
| NK | T2E | A20N | 182 | DFW | 107 | 17:05 | 170 | 0 | DFW | 108 | 18:00 | 170 | 0 |
| NK | T2E | A20N | 182 | BWI | 194 | 19:11 | 148 | 0 | LAS | 636 | 20:05 | 152 | 0 |
| NK | T2E | A20N | 182 | LAS | 245 | 19:48 | 152 | 0 | BWI | 189 | 20:56 | 148 | 0 |
| NK | T2E | A21N | 228 | LAS | 511 | 14:38 | 190 | 0 | LAS | 356 | 15:35 | 190 | 0 |
| NK | T2E | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 | ORD | 564 | 13:30 | 219 | 0 |
| NK | T2E | A20N | 182 | DTW | 623 | 9:45 | 150 | 0 | DTW | 644 | 11:00 | 150 | 0 |
| NK | T2E | A20N | 182 | LAS | 673 | 8:35 | 152 | 0 | LAS | 352 | 9:30 | 152 | 0 |
| NK | T2E | A21N | 228 | | | | | | IAH | 858 | 7:00 | 168 | 0 |
| NK | T2E | A21N | 228 | IAH | 619 | 22:34 | 168 | 0 | | | | | |
| SY | T2E | B738 | 168 | MSP | 401 | 12:01 | 147 | 0 | MSP | 402 | 13:00 | 147 | 0 |
| UA | T1 | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 | IAD | 2282 | 12:35 | 172 | 0 |
| UA | T1 | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 | IAH | 2210 | 15:40 | 172 | 0 |
| UA | T1 | A319 | 128 | SFO | 284 | 8:12 | 116 | 0 | SFO | 334 | 9:55 | 116 | 0 |
| UA | T1 | B739 | 179 | ORD | 395 | 18:09 | 171 | 0 | SFO | 1677 | 19:04 | 162 | 0 |
| UA | T1 | A320 | 150 | DEN | 459 | 20:46 | 144 | 0 | ORD | 240 | 22:30 | 143 | 0 |
| UA | T1 | B739 | 179 | SFO | 497 | 14:28 | 162 | 0 | SFO | 370 | 15:28 | 162 | 0 |
| UA | T1 | A320 | 150 | SFO | 555 | 9:24 | 135 | 0 | IAH | 1284 | 10:15 | 144 | 0 |
| UA | T1 | A319 | 128 | DEN | 710 | 17:11 | 123 | 0 | DEN | 231 | 18:05 | 123 | 0 |
| UA | T1 | B739 | 179 | DEN | 763 | 12:34 | 171 | 0 | SFO | 1919 | 13:30 | 162 | 0 |
| UA | T1 | A319 | 128 | ORD | 1590 | 12:21 | 122 | 0 | IAH | 2099 | 13:40 | 123 | 0 |
| UA | T1 | A320 | 150 | EWR | 1593 | 10:42 | 142 | 0 | EWR | 2163 | 11:35 | 142 | 0 |
| UA | T1 | B738 | 166 | SFO | 1798 | 19:39 | 150 | 0 | SFO | 384 | 20:30 | 150 | 0 |
| UA | T1 | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 | SFO | 736 | 16:31 | 162 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T1 | B739 | 179 | SFO | 1900 | 12:30 | 162 | 0 | DEN | 243 | 13:29 | 171 | 0 |
| UA | T1 | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 170 | 0 |
| UA | T1 | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 1982 | 9:44 | 171 | 0 | DEN | 1479 | 10:45 | 171 | 0 |
| UA | T1 | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 171 | 0 |
| UA | T1 | B739 | 179 | ORD | 2192 | 9:54 | 171 | 0 | ORD | 555 | 10:59 | 171 | 0 |
| UA | T1 | B738 | 166 | SFO | 2238 | 10:20 | 150 | 0 | SFO | 390 | 11:20 | 150 | 0 |
| UA | T1 | A320 | 150 | SFO | 2287 | 17:25 | 135 | 0 | SFO | 2016 | 18:22 | 135 | 0 |
| UA | T1 | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 112 | 0 |
| UA | T1 | A320 | 150 | ORD | 2381 | 15:01 | 143 | 0 | DEN | 2299 | 16:02 | 144 | 0 |
| UA | T1 | A319 | 128 | | | | | | SFO | 2235 | 6:15 | 116 | 0 |
| UA | T1 | A319 | 128 | SFO | 361 | 22:35 | 116 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 171 | 0 |
| UA | T1 | B739 | 179 | ORD | 651 | 22:10 | 171 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 171 | 0 |
| UA | T1 | B739 | 179 | | | | | | SFO | 662 | 7:35 | 162 | 0 |
| UA | T1 | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | |
| UA | T1 | B738 | 166 | | | | | | IAD | 546 | 8:12 | 159 | 0 |
| UA | T1 | B738 | 166 | EWR | 1827 | 20:57 | 157 | 0 | | | | | |
| UA | T1 | B739 | 179 | SFO | 1967 | 22:08 | 162 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 |
| UA | T1 | B739 | 179 | EWR | 2275 | 22:46 | 170 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | EWR | 751 | 6:15 | 170 | 0 |
| UA | T1 | B739 | 179 | DEN | 2416 | 23:30 | 171 | 0 | | | | | |
| UA | T1 | B738 | 166 | | | | | | ORD | 913 | 6:15 | 159 | 0 |
| UA | T1 | B738 | 166 | SFO | 2423 | 23:47 | 150 | 0 | | | | | |
| WN | T1 | B737 | 143 | PHX | 20 | 15:05 | 113 | 0 | PDX | 20 | 15:40 | 120 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 108 | 0 | DAL | 31 | 8:25 | 127 | 0 |
| WN | T1 | B737 | 143 | PHX | 34 | 7:50 | 113 | 0 | HOU | 34 | 8:25 | 137 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 127 | 0 | SMF | 160 | 12:30 | 148 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 133 | 0 | OAK | 375 | 20:55 | 133 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 165 | 0 | SMF | 193 | 17:10 | 148 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 155 | 0 | IND | 2485 | 11:30 | 157 | 0 |
| WN | T1 | B737 | 143 | SJC | 234 | 17:45 | 111 | 0 | MDW | 1410 | 18:25 | 133 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 148 | 0 | PDX | 241 | 22:00 | 147 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 156 | 0 | SAT | 267 | 18:00 | 150 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 165 | 0 | TPA | 2332 | 11:45 | 155 | 0 |
| WN | T1 | B737 | 143 | DEN | 361 | 8:40 | 133 | 0 | ABQ | 2245 | 9:30 | 116 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 162 | 0 |
| WN | T1 | B737 | 143 | LAS | 416 | 17:40 | 104 | 0 | LAS | 234 | 18:20 | 104 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 156 | 0 | PHX | 419 | 16:35 | 139 | 0 |
| WN | T1 | B737 | 143 | SJC | 427 | 22:00 | 111 | 0 | LAS | 1334 | 22:50 | 104 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 111 | 0 | SJC | 1459 | 17:10 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 477 | 7:05 | 113 | 0 | SAT | 477 | 7:45 | 122 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 122 | 0 | SFO | 1698 | 11:10 | 118 | 0 |
| WN | T1 | B737 | 143 | LAS | 482 | 18:35 | 104 | 0 | PHX | 483 | 19:10 | 113 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 108 | 0 | OAK | 2271 | 20:10 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 104 | 0 | LAS | 963 | 10:05 | 104 | 0 |
| WN | T1 | B737 | 143 | AUS | 506 | 17:50 | 119 | 0 | MCI | 2175 | 18:30 | 127 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 108 | 0 | PHX | 991 | 22:35 | 113 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 162 | 0 | HOU | 199 | 13:45 | 167 | 0 |
| WN | T1 | B737 | 143 | DEN | 606 | 6:55 | 133 | 0 | BNA | 1467 | 7:30 | 127 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 108 | 0 | PHX | 2194 | 14:50 | 113 | 0 |
| WN | T1 | B737 | 143 | LAS | 746 | 21:45 | 104 | 0 | OAK | 408 | 22:45 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 104 | 0 | LAS | 2294 | 21:00 | 104 | 0 |
| WN | T1 | B737 | 143 | PHX | 791 | 12:50 | 113 | 0 | DEN | 791 | 13:25 | 133 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 127 | 0 | SJC | 807 | 12:20 | 111 | 0 |
| WN | T1 | B737 | 143 | HOU | 847 | 9:25 | 137 | 0 | SMF | 2519 | 10:05 | 121 | 0 |
| WN | T1 | B737 | 143 | EWR | 893 | 13:55 | 134 | 0 | OAK | 893 | 14:30 | 108 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 127 | 0 | AUS | 958 | 19:50 | 119 | 0 |
| WN | T1 | B737 | 143 | PHX | 977 | 18:45 | 113 | 0 | OAK | 977 | 19:15 | 108 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 104 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B737 | 143 | SEA | 1017 | 20:50 | 137 | 0 | TUS | 1017 | 21:25 | 106 | 0 |
| WN | T1 | B737 | 143 | SMF | 1051 | 14:55 | 121 | 0 | SJC | 1336 | 15:30 | 111 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 163 | 0 | BNA | 724 | 14:45 | 155 | 0 |
| WN | T1 | B737 | 143 | PDX | 1096 | 13:20 | 120 | 0 | BWI | 1096 | 13:55 | 135 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 155 | 0 | EWR | 1148 | 9:10 | 164 | 0 |
| WN | T1 | B737 | 143 | AUS | 1156 | 9:40 | 119 | 0 | DAL | 695 | 10:15 | 127 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 163 | 0 | SJC | 1207 | 11:00 | 136 | 0 |
| WN | T2W | B737 | 143 | SJD | 1214 | 15:10 | 129 | 0 | LAS | 2545 | 15:50 | 104 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 111 | 0 | SMF | 1292 | 21:45 | 121 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 162 | 0 | BWI | 1100 | 11:20 | 165 | 0 |
| WN | T1 | B737 | 143 | TUS | 1306 | 11:20 | 106 | 0 | OAK | 2286 | 12:00 | 108 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 167 | 0 | SMF | 2531 | 19:40 | 148 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 108 | 0 | SJC | 606 | 7:35 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 113 | 0 | OAK | 416 | 18:20 | 108 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 116 | 0 | MCI | 1409 | 7:35 | 127 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 136 | 0 | MCO | 1474 | 11:05 | 168 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 148 | 0 | STL | 1481 | 19:30 | 154 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 121 | 0 | PHX | 1624 | 17:50 | 113 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 106 | 0 | LAS | 1647 | 19:35 | 104 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 127 | 0 | DEN | 1652 | 8:50 | 133 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 118 | 0 | MSY | 52 | 11:10 | 128 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 118 | 0 | SFO | 2083 | 15:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 118 | 0 | SFO | 1702 | 19:45 | 118 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 122 | 0 | BOI | 2129 | 16:10 | 131 | 0 |
| WN | T1 | B737 | 143 | BOI | 1748 | 21:00 | 131 | 0 | SFO | 1807 | 21:45 | 118 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 104 | 0 | OAK | 1705 | 16:20 | 108 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 118 | 0 | SFO | 1798 | 8:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 118 | 0 | MKE | 1895 | 13:05 | 132 | 0 |
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 118 | 0 | SFO | 1802 | 17:35 | 118 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 118 | 0 | DEN | 580 | 22:10 | 133 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 127 | 0 | OAK | 1810 | 21:55 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 111 | 0 | AUS | 1832 | 12:45 | 119 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 148 | 0 | PHX | 1882 | 9:45 | 139 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 121 | 0 | SFO | 1800 | 13:10 | 118 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 121 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 108 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 124 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 111 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 113 | 0 |
| WN | T1 | B737 | 143 | STL | 2129 | 15:30 | 126 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 161 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 165 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 108 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 111 | 0 |
| WN | T1 | B737 | 143 | PDX | 2208 | 8:30 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 121 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 111 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 133 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 104 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 136 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 127 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 162 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 139 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 108 | 0 |
| WN | T1 | B737 | 143 | SMF | 2351 | 15:45 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 121 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 127 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 133 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 111 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 104 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 121 | 0 |
| WN | T1 | B737 | 143 | SEA | 2519 | 9:25 | 137 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 111 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 128 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 113 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 204 | 0 |
| WS | T2E | B738 | 168 | YYC | 3000228 | 18:15 | 157 | 0 |
| AA | T1 | B738 | 160 | JFK | 3000300 | 8:35 | 149 | 0 |
| AA | T1 | B738 | 160 | MIA | 3000301 | 20:55 | 151 | 0 |
| AA | T1 | B738 | 160 | PHL | 3000302 | 11:25 | 141 | 0 |
| AA | T1 | B738 | 160 | | | | | |
| AA | T1 | B738 | 160 | DFW | 3000304 | 23:30 | 149 | 0 |
| AA | T1 | B738 | 160 | | | | | |
| AA | T1 | B738 | 160 | CLT | 3000305 | 22:00 | 144 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000314 | 17:13 | 149 | 0 |
| AA | T1 | A21N | 181 | JFK | 3000319 | 7:00 | 169 | 0 |
| AA | T1 | A21N | 181 | ORD | 3000322 | 17:30 | 173 | 0 |
| AA | T1 | B738 | 160 | ORD | 3000324 | 9:55 | 153 | 0 |
| AA | T1 | A21N | 181 | DCA | 3000325 | 14:55 | 168 | 0 |
| AA | T1 | A21N | 181 | CLT | 3000328 | 19:00 | 163 | 0 |
| UA | T1 | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 |
| UA | T1 | A320 | 150 | | | | | |
| UA | T1 | A320 | 150 | ORD | 3000412 | 22:55 | 143 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 |
| UA | T1 | E75S | 76 | DEN | 3000418 | 15:10 | 67 | 0 |
| UA | T1 | A320 | 150 | | | | | |
| UA | T1 | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 |
| UA | T1 | A320 | 150 | BOS | 3000432 | 20:00 | 143 | 0 |
| UA | T1 | B739 | 167 | EWR | 3000435 | 20:55 | 158 | 0 |
| UA | T1 | B739 | 167 | | | | | |
| UA | T1 | B739 | 167 | BOS | 3000436 | 23:20 | 159 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 127 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 104 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 108 | 0 |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 118 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 121 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 111 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 133 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 134 | 0 |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 163 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 104 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 127 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 156 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 104 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 155 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | PHX | 1057 | 23:10 | 113 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | STL | 1334 | 22:20 | 126 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | PDX | 1401 | 22:50 | 120 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 116 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 146 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | SFO | 1703 | 23:20 | 118 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | DEN | 2085 | 23:20 | 133 | 0 |

| | | | | |
|---|---|---|---|---|
| SJC | 1918 | 14:00 | 111 | 0 |
| SEA | 1927 | 17:30 | 137 | 0 |
| SMF | 2062 | 15:25 | 121 | 0 |
| DEN | 2067 | 11:00 | 133 | 0 |
| PHX | 2093 | 20:20 | 113 | 0 |
| SMF | 2116 | 9:15 | 121 | 0 |
| SJC | 1103 | 16:20 | 111 | 0 |
| DAL | 1230 | 18:00 | 156 | 0 |
| RNO | 2155 | 13:05 | 156 | 0 |
| SJC | 506 | 18:25 | 111 | 0 |
| SLC | 609 | 14:50 | 124 | 0 |
| SJC | 2208 | 9:05 | 111 | 0 |
| ABQ | 500 | 20:15 | 116 | 0 |
| SJD | 1213 | 9:55 | 129 | 0 |
| STL | 2258 | 9:30 | 154 | 0 |
| LAS | 1767 | 13:10 | 104 | 0 |
| SJC | 1408 | 19:25 | 136 | 0 |
| PHX | 2817 | 12:00 | 113 | 0 |
| DAL | 1494 | 16:05 | 156 | 0 |
| MDW | 1284 | 10:35 | 162 | 0 |
| SMF | 2151 | 14:05 | 121 | 0 |
| LAS | 2355 | 16:55 | 104 | 0 |
| PHX | 2362 | 7:55 | 113 | 0 |
| SJC | 2378 | 20:35 | 111 | 0 |
| SMF | 2385 | 18:40 | 121 | 0 |
| LAS | 2393 | 8:30 | 104 | 0 |
| ATL | 2421 | 9:05 | 135 | 0 |
| LAS | 2471 | 11:25 | 104 | 0 |
| OAK | 847 | 9:55 | 108 | 0 |
| DEN | 1775 | 16:00 | 133 | 0 |
| TUS | 2567 | 14:15 | 106 | 0 |
| RNO | 2574 | 20:45 | 127 | 0 |
| | | | | |
| YYC | 4000228 | 19:00 | 157 | 0 |
| JFK | 4000300 | 9:35 | 149 | 0 |
| MIA | 4000301 | 22:50 | 151 | 0 |
| PHL | 4000302 | 12:20 | 141 | 0 |
| DFW | 4000304 | 7:45 | 149 | 0 |
| | | | | |
| CLT | 4000305 | 6:00 | 144 | 0 |
| | | | | |
| DFW | 4000314 | 18:13 | 149 | 0 |
| JFK | 4000319 | 7:50 | 169 | 0 |
| ORD | 4000322 | 18:20 | 173 | 0 |
| ORD | 4000324 | 10:40 | 153 | 0 |
| DCA | 4000325 | 15:55 | 168 | 0 |
| CLT | 4000328 | 19:55 | 163 | 0 |
| IAD | 4000405 | 13:30 | 144 | 0 |
| IAD | 4000406 | 16:40 | 160 | 0 |
| IAD | 4000410 | 7:30 | 160 | 0 |
| ORD | 4000412 | 6:50 | 143 | 0 |
| | | | | |
| ORD | 4000416 | 14:30 | 160 | 0 |
| ORD | 4000417 | 11:55 | 160 | 0 |
| DEN | 4000418 | 16:00 | 67 | 0 |
| IAH | 4000425 | 7:50 | 144 | 0 |
| | | | | |
| BOS | 4000432 | 20:58 | 143 | 0 |
| EWR | 4000435 | 22:55 | 158 | 0 |
| BOS | 4000436 | 6:40 | 159 | 0 |
| | | | | |
| SFO | 4000500 | 6:35 | 118 | 0 |
| | | | | |
| LAS | 4000502 | 13:35 | 104 | 0 |
| SMF | 4000507 | 6:35 | 121 | 0 |
| | | | | |
| SFO | 4000515 | 11:55 | 118 | 0 |
| SMF | 4000524 | 14:35 | 121 | 0 |
| SMF | 4000525 | 22:35 | 121 | 0 |
| SJC | 4000537 | 16:45 | 111 | 0 |
| ABQ | 4000542 | 21:30 | 116 | 0 |
| EWR | 4000544 | 6:35 | 134 | 0 |
| | | | | |
| DEN | 4000545 | 17:55 | 163 | 0 |
| PDX | 4000552 | 15:50 | 120 | 0 |
| LAS | 4000554 | 7:45 | 104 | 0 |
| DAL | 4000556 | 8:50 | 127 | 0 |
| OAK | 980 | 8:10 | 133 | 0 |
| SMF | 2267 | 6:30 | 121 | 0 |
| | | | | |
| MDW | 2475 | 6:40 | 162 | 0 |
| | | | | |
| LAS | 1708 | 6:35 | 104 | 0 |
| | | | | |
| OAK | 2503 | 7:20 | 108 | 0 |
| | | | | |
| PHX | 1712 | 6:55 | 113 | 0 |
| | | | | |
| DEN | 2204 | 6:40 | 133 | 0 |
| | | | | |
| SMF | 2172 | 7:40 | 148 | 0 |
| | | | | |
| SJC | 1691 | 6:20 | 111 | 0 |
| | | | | |
| SFO | 2384 | 6:30 | 118 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 146 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 165 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 147 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 162 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | BWI | 2164 | 6:35 | 135 | 0 |
| WN | T1 | B737 | 143 | OAK | 4767 | 23:15 | 108 | 0 | | | | | |
| WS | T2E | B737 | 134 | YYC | 1564 | 13:28 | 126 | 0 | YYC | 1565 | 14:15 | 126 | 0 |
| WS | T2E | B738 | 174 | YVR | 1762 | 12:26 | 165 | 0 | YVR | 1763 | 13:15 | 165 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 170 | 0 | ATL | 4000004 | 13:50 | 170 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 120 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 120 | 0 | | | | | |
| DL | T2W | B738 | 160 | | | | | | MSP | 4000008 | 9:00 | 148 | 0 |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 148 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 120 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 120 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 148 | 0 | MSP | 4000010 | 18:00 | 148 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 96 | 0 | LAS | 4000018 | 21:35 | 96 | 0 |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 144 | 0 | JFK | 4000026 | 13:00 | 144 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 151 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 172 | 0 | JFK | 4000029 | 16:50 | 172 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 151 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 122 | 0 | DTW | 4000033 | 10:25 | 122 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 149 | 0 | SEA | 4000041 | 22:00 | 149 | 0 |
| AC | T2E | E75S | 76 | YVR | 3000200 | 19:15 | 71 | 0 | YVR | 4000200 | 20:05 | 71 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 300 | 0 | LHR | 4000212 | 13:50 | 300 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 204 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 167 | 0 | HOU | 4000561 | 18:10 | 167 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 120 | 0 | PDX | 4000579 | 19:50 | 120 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 119 | 0 | AUS | 4000584 | 18:40 | 119 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 161 | 0 | MKE | 4000594 | 12:35 | 161 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 125 | 0 | CUN | 4000603 | 14:50 | 125 | 0 |
| AS | T2W | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 164 | 0 |
| AS | T2E | B739 | 181 | EWR | 3000701 | 23:20 | 164 | 0 | | | | | |
| AS | T2E | A320 | 149 | SFO | 3000709 | 8:35 | 124 | 0 | SFO | 4000709 | 9:25 | 124 | 0 |
| AS | T2E | A20N | 185 | LAS | 3000713 | 20:00 | 162 | 0 | LAS | 4000713 | 20:55 | 162 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 159 | 0 | SLC | 4000719 | 18:55 | 159 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 149 | 0 | SJD | 4000740 | 15:20 | 149 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 149 | 0 | SLC | 4000012 | 15:35 | 149 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 149 | 0 | SJD | 4000739 | 17:10 | 149 | 0 |
| AS | T2W | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 159 | 0 |
| AS | T2W | B739 | 181 | MZT | 3000747 | 23:25 | 159 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 115 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 115 | 0 | | | | | |
| UA | T1 | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2026 Preferred summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 29,553 | 7,863 | 12,270 | 49,686 |
| 12:00 AM | 131 | 4 | 65 | 200 |
| 12:15 AM | 25 | 0 | 165 | 190 |
| 12:30 AM | 0 | 0 | 108 | 108 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 50 | 0 | 0 | 50 |
| 6:45 AM | 98 | 0 | 0 | 98 |
| 7:00 AM | 347 | 0 | 12 | 359 |
| 7:15 AM | 518 | 0 | 85 | 603 |
| 7:30 AM | 187 | 12 | 34 | 233 |
| 7:45 AM | 102 | 111 | 0 | 213 |
| 8:00 AM | 349 | 73 | 0 | 422 |
| 8:15 AM | 451 | 6 | 1 | 458 |
| 8:30 AM | 429 | 25 | 85 | 539 |
| 8:45 AM | 490 | 210 | 203 | 903 |
| 9:00 AM | 431 | 201 | 64 | 696 |
| 9:15 AM | 152 | 326 | 34 | 512 |
| 9:30 AM | 306 | 166 | 102 | 574 |
| 9:45 AM | 526 | 123 | 124 | 773 |
| 10:00 AM | 657 | 99 | 175 | 931 |
| 10:15 AM | 406 | 32 | 71 | 509 |
| 10:30 AM | 604 | 216 | 217 | 1,037 |
| 10:45 AM | 753 | 191 | 220 | 1,164 |
| 11:00 AM | 537 | 118 | 217 | 872 |
| 11:15 AM | 313 | 19 | 175 | 507 |
| 11:30 AM | 395 | 15 | 165 | 575 |
| 11:45 AM | 351 | 150 | 227 | 728 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2026 Preferred summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 29,482 | 7,920 | 12,157 | 49,559 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 2 | 0 | 2 | 4 |
| 3:45 AM | 15 | 5 | 6 | 26 |
| 4:00 AM | 39 | 7 | 22 | 68 |
| 4:15 AM | 102 | 19 | 55 | 176 |
| 4:30 AM | 272 | 75 | 135 | 482 |
| 4:45 AM | 512 | 119 | 231 | 862 |
| 5:00 AM | 680 | 135 | 303 | 1,118 |
| 5:15 AM | 683 | 173 | 364 | 1,220 |
| 5:30 AM | 593 | 220 | 390 | 1,203 |
| 5:45 AM | 555 | 226 | 367 | 1,148 |
| 6:00 AM | 644 | 182 | 324 | 1,150 |
| 6:15 AM | 709 | 145 | 276 | 1,130 |
| 6:30 AM | 717 | 116 | 242 | 1,075 |
| 6:45 AM | 702 | 119 | 228 | 1,049 |
| 7:00 AM | 634 | 133 | 200 | 967 |
| 7:15 AM | 562 | 137 | 176 | 875 |
| 7:30 AM | 471 | 141 | 154 | 766 |
| 7:45 AM | 424 | 133 | 153 | 710 |
| 8:00 AM | 404 | 133 | 140 | 677 |
| 8:15 AM | 407 | 142 | 152 | 701 |
| 8:30 AM | 429 | 134 | 156 | 719 |
| 8:45 AM | 457 | 141 | 174 | 772 |
| 9:00 AM | 484 | 141 | 189 | 814 |
| 9:15 AM | 503 | 133 | 184 | 820 |
| 9:30 AM | 521 | 144 | 190 | 855 |
| 9:45 AM | 518 | 147 | 186 | 851 |
| 10:00 AM | 508 | 153 | 184 | 845 |
| 10:15 AM | 476 | 147 | 175 | 798 |
| 10:30 AM | 449 | 138 | 160 | 747 |
| 10:45 AM | 434 | 134 | 152 | 720 |
| 11:00 AM | 407 | 136 | 157 | 700 |
| 11:15 AM | 413 | 154 | 175 | 742 |
| 11:30 AM | 402 | 159 | 201 | 762 |
| 11:45 AM | 403 | 168 | 229 | 800 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 343 | 188 | 175 | 706 |
| 12:15 PM | 337 | 160 | 110 | 607 |
| 12:30 PM | 417 | 141 | 311 | 869 |
| 12:45 PM | 561 | 328 | 347 | 1,236 |
| 1:00 PM | 315 | 109 | 246 | 670 |
| 1:15 PM | 308 | 35 | 302 | 645 |
| 1:30 PM | 375 | 97 | 273 | 745 |
| 1:45 PM | 379 | 170 | 222 | 771 |
| 2:00 PM | 286 | 49 | 126 | 461 |
| 2:15 PM | 374 | 0 | 213 | 587 |
| 2:30 PM | 407 | 8 | 205 | 620 |
| 2:45 PM | 261 | 162 | 233 | 656 |
| 3:00 PM | 463 | 168 | 360 | 991 |
| 3:15 PM | 661 | 20 | 220 | 901 |
| 3:30 PM | 590 | 0 | 66 | 656 |
| 3:45 PM | 534 | 34 | 5 | 573 |
| 4:00 PM | 395 | 82 | 116 | 593 |
| 4:15 PM | 191 | 28 | 263 | 482 |
| 4:30 PM | 201 | 101 | 174 | 476 |
| 4:45 PM | 147 | 162 | 211 | 520 |
| 5:00 PM | 151 | 82 | 161 | 394 |
| 5:15 PM | 425 | 149 | 127 | 701 |
| 5:30 PM | 656 | 52 | 142 | 850 |
| 5:45 PM | 504 | 74 | 216 | 794 |
| 6:00 PM | 499 | 85 | 161 | 745 |
| 6:15 PM | 427 | 159 | 58 | 644 |
| 6:30 PM | 406 | 134 | 96 | 636 |
| 6:45 PM | 481 | 57 | 284 | 822 |
| 7:00 PM | 293 | 94 | 312 | 699 |
| 7:15 PM | 331 | 115 | 71 | 517 |
| 7:30 PM | 369 | 190 | 134 | 693 |
| 7:45 PM | 469 | 225 | 198 | 892 |
| 8:00 PM | 539 | 337 | 297 | 1,173 |
| 8:15 PM | 494 | 245 | 174 | 913 |
| 8:30 PM | 208 | 27 | 218 | 453 |
| 8:45 PM | 120 | 0 | 255 | 375 |
| 9:00 PM | 678 | 40 | 235 | 953 |
| 9:15 PM | 803 | 90 | 216 | 1,109 |
| 9:30 PM | 436 | 31 | 230 | 697 |
| 9:45 PM | 242 | 143 | 349 | 734 |
| 10:00 PM | 403 | 155 | 218 | 776 |
| 10:15 PM | 621 | 109 | 26 | 756 |
| 10:30 PM | 503 | 151 | 9 | 663 |
| 10:45 PM | 423 | 264 | 263 | 950 |
| 11:00 PM | 622 | 208 | 355 | 1,185 |
| 11:15 PM | 935 | 184 | 244 | 1,363 |
| 11:30 PM | 916 | 221 | 360 | 1,497 |
| 11:45 PM | 446 | 103 | 121 | 670 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 399 | 155 | 249 | 803 |
| 12:15 PM | 391 | 137 | 260 | 788 |
| 12:30 PM | 377 | 108 | 258 | 743 |
| 12:45 PM | 362 | 84 | 260 | 706 |
| 1:00 PM | 358 | 72 | 250 | 680 |
| 1:15 PM | 357 | 68 | 261 | 686 |
| 1:30 PM | 373 | 67 | 266 | 706 |
| 1:45 PM | 390 | 72 | 261 | 723 |
| 2:00 PM | 411 | 73 | 250 | 734 |
| 2:15 PM | 428 | 76 | 219 | 723 |
| 2:30 PM | 423 | 78 | 179 | 680 |
| 2:45 PM | 407 | 68 | 151 | 626 |
| 3:00 PM | 363 | 69 | 138 | 570 |
| 3:15 PM | 336 | 72 | 144 | 552 |
| 3:30 PM | 322 | 80 | 151 | 553 |
| 3:45 PM | 329 | 85 | 152 | 566 |
| 4:00 PM | 365 | 93 | 136 | 594 |
| 4:15 PM | 392 | 95 | 118 | 605 |
| 4:30 PM | 423 | 93 | 96 | 612 |
| 4:45 PM | 428 | 92 | 83 | 603 |
| 5:00 PM | 405 | 97 | 73 | 575 |
| 5:15 PM | 377 | 104 | 66 | 547 |
| 5:30 PM | 336 | 110 | 58 | 504 |
| 5:45 PM | 329 | 125 | 61 | 515 |
| 6:00 PM | 334 | 118 | 65 | 517 |
| 6:15 PM | 342 | 136 | 75 | 553 |
| 6:30 PM | 341 | 145 | 83 | 569 |
| 6:45 PM | 326 | 159 | 87 | 572 |
| 7:00 PM | 317 | 169 | 96 | 582 |
| 7:15 PM | 308 | 156 | 104 | 568 |
| 7:30 PM | 308 | 137 | 120 | 565 |
| 7:45 PM | 308 | 106 | 127 | 541 |
| 8:00 PM | 306 | 66 | 133 | 505 |
| 8:15 PM | 327 | 37 | 143 | 507 |
| 8:30 PM | 341 | 21 | 138 | 500 |
| 8:45 PM | 346 | 21 | 133 | 500 |
| 9:00 PM | 320 | 23 | 109 | 452 |
| 9:15 PM | 267 | 23 | 82 | 372 |
| 9:30 PM | 196 | 21 | 55 | 272 |
| 9:45 PM | 116 | 12 | 24 | 152 |
| 10:00 PM | 51 | 7 | 11 | 69 |
| 10:15 PM | 15 | 1 | 0 | 16 |
| 10:30 PM | 1 | 0 | 0 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
55514

24-hr Enplanements
55356

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T2E | A21N | 181 | DFW | 131 | 10:21 | | 171 | 0 | | | DFW | 131 | 11:59 | | 171 | 0 | | |
| AA | T2E | A21N | 196 | PHX | 438 | 8:47 | | 169 | 0 | | | PHX | 438 | 9:58 | | 169 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 480 | 18:16 | | 162 | 0 | | | PHX | 480 | 19:25 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 491 | 15:11 | | 162 | 0 | | | DFW | 491 | 16:04 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 581 | 20:56 | | 167 | 0 | | | CLT | 596 | 22:31 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 639 | 9:31 | | 171 | 0 | | | CLT | 639 | 10:24 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 679 | 11:59 | | 177 | 0 | | | DFW | 679 | 12:49 | | 177 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1064 | 9:52 | | 171 | 0 | | | DFW | 1064 | 10:42 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1168 | 15:38 | | 180 | 0 | | | PHX | 1514 | 16:40 | | 162 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1229 | 13:24 | | 171 | 0 | | | DFW | 1229 | 14:22 | | 171 | 0 | | |
| AA | T2E | B738 | 160 | DFW | 1243 | 19:57 | | 151 | 0 | | | JFK | 2306 | 22:26 | | 151 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1543 | 19:21 | | 180 | 0 | | | MIA | 1209 | 21:54 | | 179 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1611 | 7:53 | | 171 | 0 | | | DFW | 1611 | 8:45 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 1621 | 10:35 | | 167 | 0 | | | ORD | 134 | 11:34 | | 180 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1624 | 16:13 | | 171 | 0 | | | DFW | 1624 | 17:39 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 1740 | 18:30 | | 171 | 0 | | | PHL | 2078 | 22:16 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2407 | 21:40 | | 177 | 0 | | | ORD | 1606 | 22:46 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 2671 | 11:43 | | 162 | 0 | | | PHX | 2671 | 12:34 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 2680 | 14:14 | | 180 | 0 | | | ORD | 2680 | 15:02 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2681 | 9:52 | | 177 | 0 | | | JFK | 2681 | 11:00 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 366 | 22:55 | | 177 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 1367 | 6:21 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 167 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 440 | 21:20 | | 162 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 597 | 21:53 | | 171 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1244 | 22:40 | | 180 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 2066 | 23:26 | | 167 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 171 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 2568 | 23:13 | | 171 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | MIA | 2674 | 22:28 | | 179 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | DFW | 2758 | 17:52 | | 171 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 171 | 0 | | |
| AC | T1 | A321 | 200 | YYZ | 1887 | 10:45 | | 192 | 0 | | | YYZ | 1886 | 11:50 | | 192 | 0 | | |
| AC | T1 | CRJ9 | 76 | YVR | 8668 | 15:51 | | 72 | 0 | | | YVR | 8669 | 16:30 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | YVR | 8690 | 13:11 | | 72 | 0 | | | YVR | 8691 | 13:50 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | YVR | 8670 | 22:51 | | 72 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | SJD | 275 | 12:45 | | 133 | 0 | | | SJD | 248 | 14:18 | | 133 | 0 | | |
| AS | T2E | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 152 | 0 | | | PDX | 391 | 20:25 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | BWI | 377 | 9:28 | | 143 | 0 | | | SEA | 539 | 11:20 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | SEA | 380 | 8:36 | | 152 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 388 | 12:35 | | 171 | 0 | | | SEA | 471 | 13:35 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 392 | 18:38 | | 171 | 0 | | | SEA | 949 | 19:38 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 482 | 9:01 | | 171 | 0 | | | SEA | 579 | 10:10 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 171 | 0 | | | SEA | 317 | 15:45 | | 171 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 566 | 9:00 | | 152 | 0 | | | KOA | 185 | 10:10 | | 140 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 572 | 14:20 | | 152 | 0 | | | PDX | 575 | 15:25 | | 152 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 574 | 16:25 | | 171 | 0 | | | SEA | 455 | 17:26 | | 171 | 0 | | |
| AS | T2E | B738 | 159 | OGG | 806 | 21:01 | | 151 | 0 | | | BWI | 378 | 22:44 | | 143 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1950 | 7:35 | | 150 | 0 | | | SFO | 1953 | 8:28 | | 150 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1954 | 13:35 | | 156 | 0 | | | SFO | 1965 | 14:34 | | 156 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1958 | 16:36 | | 150 | 0 | | | SFO | 1967 | 17:31 | | 150 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1960 | 10:49 | | 150 | 0 | | | SFO | 1961 | 11:40 | | 150 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 156 | 0 | | | SFO | 1971 | 19:42 | | 156 | 0 | | |
| AS | T2E | A320 | 149 | ABQ | 2729 | 13:12 | | 132 | 0 | | | MSP | 2774 | 14:24 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | MSP | 2781 | 14:47 | | 164 | 0 | | | ABQ | 2730 | 15:32 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | OMA | 3339 | 16:41 | | 132 | 0 | | | SMF | 3344 | 17:23 | | 133 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3343 | 16:19 | | 166 | 0 | | | STS | 3433 | 17:00 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | SLC | 3354 | 7:05 | | 133 | 0 | | | DAL | 3306 | 7:52 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3356 | 8:32 | | 160 | 0 | | | STL | 3352 | 9:18 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | SJC | 3396 | 11:36 | | 129 | 0 | | | SMF | 3342 | 12:20 | | 133 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3398 | 15:43 | | 160 | 0 | | | SJC | 3407 | 16:24 | | 160 | 0 | | |
| AS | T2E | A320 | 149 | SJC | 3408 | 20:06 | | 129 | 0 | | | SJC | 3357 | 20:50 | | 129 | 0 | | |
| AS | T2E | A21N | 185 | AUS | 3421 | 17:00 | | 164 | 0 | | | MCI | 3458 | 17:42 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | MCI | 3451 | 8:27 | | 132 | 0 | | | AUS | 3336 | 9:07 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | STL | 3453 | 17:32 | | 164 | 0 | | | BOI | 3483 | 18:15 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3459 | 14:48 | | 132 | 0 | | | SLC | 3341 | 15:28 | | 133 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3471 | 18:28 | | 132 | 0 | | | FAT | 3472 | 19:54 | | 132 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3477 | 8:40 | | 58 | 0 | | | FAT | 3438 | 9:20 | | 58 | 0 | | |
| AS | T2E | A320 | 149 | BOI | 3484 | 11:40 | | 132 | 0 | | | SJC | 3399 | 12:25 | | 129 | 0 | | |
| AS | T2E | E75S | 76 | MRY | 3486 | 10:51 | | 60 | 0 | | | FAT | 3422 | 11:31 | | 58 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3493 | 7:44 | | 166 | 0 | | | OMA | 3338 | 8:24 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | BOS | 798 | 8:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | KOA | 196 | 22:28 | | 157 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | SJD | 201 | 18:47 | | 149 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SJD | 244 | 7:25 | | 149 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 488 | 23:59 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | HNL | 895 | 7:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 552 | 22:55 | | 170 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | BOS | 769 | 21:36 | | 153 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | OGG | 829 | 8:45 | | 169 | 0 | | |
| AS | T1 | B739 | 178 | EWR | 773 | 22:04 | | 164 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | LIH | 819 | 7:10 | | 146 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B739 | 178 | LIH | 858 | 23:03 | 146 | 0 |
| AS | T2E | B739 | 178 | | | | | |
| AS | T2E | B739 | 178 | HNL | 892 | 23:24 | 171 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SFO | 1964 | 22:37 | 126 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | SEA | 1984 | 20:38 | 143 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | DAL | 3305 | 22:30 | 164 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SMF | 3345 | 21:18 | 166 | 0 |
| AS | T2E | E75S | 76 | | | | | |
| AS | T2E | E75S | 76 | STS | 3444 | 21:15 | 70 | 0 |
| B6 | T1 | A320 | 159 | BOS | 19 | 19:57 | 152 | 0 |
| B6 | T1 | A321 | 200 | JFK | 89 | 19:33 | 188 | 0 |
| B6 | T1 | A321 | 200 | JFK | 189 | 11:56 | 188 | 0 |
| B6 | T1 | A320 | 150 | FLL | 529 | 19:52 | 141 | 0 |
| B6 | T1 | A320 | 159 | BOS | 2819 | 10:24 | 152 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 261 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 224 | 0 |
| DL | T2W | B739 | 180 | JFK | 453 | 14:33 | 164 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 183 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 183 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 184 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 184 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 184 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 1608 | 12:47 | 122 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 180 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 224 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 184 | 0 |
| DL | T2W | B739 | 180 | JFK | 2246 | 20:15 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 164 | 0 |
| DL | T2W | A321 | 192 | SLC | 2295 | 9:17 | 181 | 0 |
| DL | T2W | A321 | 192 | SLC | 2378 | 12:21 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 183 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 103 | 0 |
| DL | T2W | A321 | 192 | SLC | 2546 | 17:35 | 181 | 0 |
| DL | T2W | BCS1 | 109 | SLC | 2615 | 15:56 | 103 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | BCS1 | 109 | SEA | 5736 | 14:03 | 103 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 5750 | 18:13 | 103 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5789 | 10:19 | 97 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5804 | 16:30 | 97 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5842 | 20:20 | 97 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 184 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 169 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 169 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 183 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 181 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 180 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | JFK | 2243 | 22:40 | 164 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 184 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 5793 | 21:37 | 103 | 0 |
| DL | T2W | BCS1 | 109 | | | | | |
| F9 | T1 | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 |
| F9 | T1 | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 |
| F9 | T1 | A321 | 230 | AUS | 1701 | 11:37 | 221 | 0 |
| F9 | T1 | A321 | 230 | | | | | |
| F9 | T1 | A321 | 230 | TUL | 1839 | 21:45 | 200 | 0 |
| G4 | T1 | A320 | 186 | EUG | 1005 | 16:36 | 171 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 161 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 183 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 245 | 0 |
| NK | T1 | A20N | 182 | DFW | 107 | 17:05 | 172 | 0 |
| NK | T1 | A20N | 182 | BWI | 194 | 19:11 | 150 | 0 |
| NK | T1 | A20N | 182 | LAS | 245 | 19:48 | 154 | 0 |
| NK | T1 | A21N | 228 | LAS | 511 | 14:38 | 193 | 0 |
| NK | T1 | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 |
| NK | T1 | A20N | 182 | DTW | 623 | 9:45 | 152 | 0 |
| NK | T1 | A20N | 182 | LAS | 673 | 8:35 | 154 | 0 |
| NK | T1 | A21N | 228 | | | | | |
| NK | T1 | A21N | 228 | IAH | 619 | 22:34 | 170 | 0 |
| SY | T1 | B738 | 168 | MSP | 401 | 12:01 | 149 | 0 |
| UA | T2W | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 |
| UA | T2W | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 284 | 8:12 | 164 | 0 |
| UA | T2W | B739 | 179 | ORD | 395 | 18:09 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 459 | 20:46 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 497 | 14:28 | 164 | 0 |
| UA | T2W | B739 | 179 | SFO | 555 | 9:24 | 164 | 0 |
| UA | T2W | B739 | 179 | DEN | 710 | 17:11 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 763 | 12:34 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 1590 | 12:21 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 1593 | 10:42 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 1798 | 19:39 | 164 | 0 |
| UA | T2W | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 |

| | | | | |
|---|---|---|---|---|
| PDX | 333 | 6:29 | 170 | 0 |
| SEA | 1133 | 6:20 | 143 | 0 |
| SFO | 1949 | 6:40 | 126 | 0 |
| SMF | 3340 | 6:15 | 166 | 0 |
| SJC | 3397 | 7:00 | 160 | 0 |
| MRY | 3417 | 7:30 | 60 | 0 |
| JFK | 90 | 21:07 | 149 | 0 |
| BOS | 20 | 20:43 | 191 | 0 |
| JFK | 190 | 13:06 | 188 | 0 |
| FLL | 530 | 20:56 | 141 | 0 |
| BOS | 2820 | 11:34 | 152 | 0 |
| LHR | 272 | 20:45 | 261 | 0 |
| ATL | 2213 | 22:36 | 224 | 0 |
| JFK | 862 | 15:20 | 164 | 0 |
| DTW | 833 | 11:22 | 183 | 0 |
| ATL | 1430 | 14:35 | 184 | 0 |
| ATL | 1054 | 12:20 | 184 | 0 |
| DTW | 1275 | 13:30 | 183 | 0 |
| ATL | 1636 | 21:36 | 184 | 0 |
| SEA | 1608 | 13:22 | 122 | 0 |
| MSP | 1687 | 11:25 | 180 | 0 |
| ATL | 1692 | 10:55 | 224 | 0 |
| MSP | 1728 | 14:04 | 180 | 0 |
| MSP | 2443 | 15:55 | 180 | 0 |
| JFK | 1798 | 22:05 | 164 | 0 |
| JFK | 473 | 11:57 | 164 | 0 |
| SLC | 2295 | 10:05 | 181 | 0 |
| SLC | 2378 | 13:10 | 181 | 0 |
| DTW | 1855 | 22:36 | 183 | 0 |
| SEA | 2532 | 11:25 | 103 | 0 |
| SLC | 2546 | 18:25 | 181 | 0 |
| SLC | 2615 | 16:35 | 103 | 0 |
| ATL | 30 | 9:00 | 184 | 0 |
| SEA | 5736 | 15:05 | 103 | 0 |
| SEA | 5750 | 18:50 | 103 | 0 |
| LAS | 5789 | 10:49 | 97 | 0 |
| LAS | 5804 | 17:04 | 97 | 0 |
| LAX | 5761 | 20:59 | 82 | 0 |
| MSP | 1545 | 8:00 | 169 | 0 |
| MSP | 1864 | 6:30 | 169 | 0 |
| ATL | 62 | 7:40 | 184 | 0 |
| ATL | 1592 | 6:30 | 184 | 0 |
| SLC | 2872 | 6:15 | 181 | 0 |
| JFK | 2404 | 7:10 | 164 | 0 |
| DTW | 98 | 7:00 | 183 | 0 |
| LAS | 5738 | 6:55 | 97 | 0 |
| CVG | 1188 | 10:07 | 221 | 0 |
| DEN | 560 | 11:22 | 221 | 0 |
| AUS | 1702 | 12:27 | 221 | 0 |
| TUL | 1764 | 7:05 | 200 | 0 |
| EUG | 1004 | 17:16 | 171 | 0 |
| HNL | 15 | 10:15 | 267 | 0 |
| OGG | 37 | 7:05 | 161 | 0 |
| NRT | 65 | 13:30 | 183 | 0 |
| FRA | 467 | 15:10 | 245 | 0 |
| DFW | 108 | 18:00 | 172 | 0 |
| LAS | 636 | 20:05 | 154 | 0 |
| BWI | 189 | 20:56 | 150 | 0 |
| LAS | 356 | 15:35 | 193 | 0 |
| ORD | 564 | 13:30 | 219 | 0 |
| DTW | 644 | 11:00 | 152 | 0 |
| LAS | 352 | 9:30 | 154 | 0 |
| IAH | 858 | 7:00 | 170 | 0 |
| MSP | 402 | 13:00 | 149 | 0 |
| IAD | 2282 | 12:35 | 172 | 0 |
| IAH | 2210 | 15:40 | 172 | 0 |
| SFO | 334 | 9:55 | 164 | 0 |
| SFO | 1677 | 19:04 | 164 | 0 |
| ORD | 240 | 22:30 | 172 | 0 |
| SFO | 370 | 15:28 | 164 | 0 |
| IAH | 1284 | 10:15 | 172 | 0 |
| DEN | 231 | 18:05 | 172 | 0 |
| SFO | 1919 | 13:30 | 164 | 0 |
| IAH | 2099 | 13:40 | 172 | 0 |
| EWR | 2163 | 11:35 | 172 | 0 |
| SFO | 384 | 20:30 | 164 | 0 |
| SFO | 736 | 16:31 | 164 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2W | B739 | 179 | SFO | 1900 | 12:30 | 164 | 0 | DEN | 243 | 13:29 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 1982 | 9:44 | 172 | 0 | DEN | 1479 | 10:45 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 2192 | 9:54 | 172 | 0 | ORD | 555 | 10:59 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 2238 | 10:20 | 164 | 0 | SFO | 390 | 11:20 | 164 | 0 |
| UA | T2W | B739 | 179 | SFO | 2287 | 17:25 | 164 | 0 | SFO | 2016 | 18:22 | 164 | 0 |
| UA | T2W | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 114 | 0 |
| UA | T2W | B739 | 179 | ORD | 2381 | 15:01 | 172 | 0 | DEN | 2299 | 16:02 | 172 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 2235 | 6:15 | 164 | 0 |
| UA | T2W | B739 | 179 | SFO | 361 | 22:35 | 164 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 651 | 22:10 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 172 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 662 | 7:35 | 164 | 0 |
| UA | T2W | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAD | 546 | 8:12 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 1827 | 20:57 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | SFO | 1967 | 22:08 | 164 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 2275 | 22:46 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | EWR | 751 | 6:15 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 2416 | 23:30 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 913 | 6:15 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 2423 | 23:47 | 164 | 0 | | | | | |
| WN | T1 | B738 | 175 | PHX | 20 | 15:05 | 141 | 0 | PDX | 20 | 15:40 | 149 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 110 | 0 | DAL | 31 | 8:25 | 129 | 0 |
| WN | T1 | B738 | 175 | PHX | 34 | 7:50 | 141 | 0 | HOU | 34 | 8:25 | 168 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 129 | 0 | SMF | 160 | 12:30 | 150 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 135 | 0 | OAK | 375 | 20:55 | 135 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 167 | 0 | SMF | 193 | 17:10 | 150 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 157 | 0 | IND | 2485 | 11:30 | 159 | 0 |
| WN | T1 | B738 | 175 | SJC | 234 | 17:45 | 138 | 0 | MDW | 1410 | 18:25 | 165 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 150 | 0 | PDX | 241 | 22:00 | 149 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 159 | 0 | SAT | 267 | 18:00 | 152 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 167 | 0 | TPA | 2332 | 11:45 | 157 | 0 |
| WN | T1 | B738 | 175 | DEN | 361 | 8:40 | 165 | 0 | ABQ | 2245 | 9:30 | 144 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 165 | 0 |
| WN | T1 | B738 | 175 | LAS | 416 | 17:40 | 129 | 0 | LAS | 234 | 18:20 | 129 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 158 | 0 | PHX | 419 | 16:35 | 141 | 0 |
| WN | T1 | B738 | 175 | SJC | 427 | 22:00 | 138 | 0 | LAS | 1334 | 22:50 | 129 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 113 | 0 | SJC | 1459 | 17:10 | 113 | 0 |
| WN | T1 | B738 | 175 | PHX | 477 | 7:05 | 141 | 0 | SAT | 477 | 7:45 | 152 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 124 | 0 | SFO | 1698 | 11:10 | 120 | 0 |
| WN | T1 | B738 | 175 | LAS | 482 | 18:35 | 129 | 0 | PHX | 483 | 19:10 | 141 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 110 | 0 | OAK | 2271 | 20:10 | 110 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 105 | 0 | LAS | 963 | 10:05 | 105 | 0 |
| WN | T1 | B738 | 175 | AUS | 506 | 17:50 | 148 | 0 | MCI | 2175 | 18:30 | 158 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 110 | 0 | PHX | 991 | 22:35 | 115 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 165 | 0 | HOU | 199 | 13:45 | 168 | 0 |
| WN | T1 | B738 | 175 | DEN | 606 | 6:55 | 165 | 0 | BNA | 1467 | 7:30 | 157 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 110 | 0 | PHX | 2194 | 14:50 | 115 | 0 |
| WN | T1 | B738 | 175 | LAS | 746 | 21:45 | 129 | 0 | OAK | 408 | 22:45 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 105 | 0 | LAS | 2294 | 21:00 | 105 | 0 |
| WN | T1 | B738 | 175 | PHX | 791 | 12:50 | 141 | 0 | DEN | 791 | 13:25 | 165 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 129 | 0 | SJC | 807 | 12:20 | 113 | 0 |
| WN | T1 | B37M | 172 | HOU | 847 | 9:25 | 165 | 0 | SMF | 2519 | 10:05 | 148 | 0 |
| WN | T1 | B738 | 175 | EWR | 893 | 13:55 | 166 | 0 | OAK | 893 | 14:30 | 135 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 129 | 0 | AUS | 958 | 19:50 | 121 | 0 |
| WN | T1 | B738 | 175 | PHX | 977 | 18:45 | 141 | 0 | OAK | 977 | 19:15 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 105 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B37M | 172 | SEA | 1017 | 20:50 | 165 | 0 | TUS | 1017 | 21:25 | 129 | 0 |
| WN | T1 | B738 | 175 | SMF | 1051 | 14:55 | 150 | 0 | SJC | 1336 | 15:30 | 138 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 165 | 0 | BNA | 724 | 14:45 | 157 | 0 |
| WN | T1 | B37M | 172 | PDX | 1096 | 13:20 | 146 | 0 | BWI | 1096 | 13:55 | 164 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 158 | 0 | EWR | 1148 | 9:10 | 166 | 0 |
| WN | T1 | B738 | 175 | AUS | 1156 | 9:40 | 148 | 0 | DAL | 695 | 10:15 | 158 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 165 | 0 | SJC | 1207 | 11:00 | 138 | 0 |
| WN | T2W | B738 | 175 | SJD | 1214 | 15:10 | 160 | 0 | LAS | 2545 | 15:50 | 129 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 113 | 0 | SMF | 1292 | 21:45 | 123 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 165 | 0 | BWI | 1100 | 11:20 | 167 | 0 |
| WN | T1 | B738 | 175 | TUS | 1306 | 11:20 | 131 | 0 | OAK | 2286 | 12:00 | 135 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 168 | 0 | SMF | 2531 | 19:40 | 150 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 110 | 0 | SJC | 606 | 7:35 | 113 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 115 | 0 | OAK | 416 | 18:20 | 110 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 118 | 0 | MCI | 1409 | 7:35 | 129 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 138 | 0 | MCO | 1474 | 11:05 | 168 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 150 | 0 | STL | 1481 | 19:30 | 156 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 123 | 0 | PHX | 1624 | 17:50 | 115 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 107 | 0 | LAS | 1647 | 19:35 | 105 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 129 | 0 | DEN | 1652 | 8:50 | 135 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 120 | 0 | MSY | 52 | 11:10 | 130 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 120 | 0 | SFO | 2083 | 15:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 120 | 0 | SFO | 1702 | 19:45 | 120 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 124 | 0 | BOI | 2129 | 16:10 | 133 | 0 |
| WN | T1 | B38M | 175 | BOI | 1748 | 21:00 | 163 | 0 | SFO | 1807 | 21:45 | 147 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 105 | 0 | OAK | 1705 | 16:20 | 110 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 120 | 0 | SFO | 1798 | 8:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 120 | 0 | MKE | 1895 | 13:05 | 134 | 0 |
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 120 | 0 | SFO | 1802 | 17:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 120 | 0 | DEN | 580 | 22:10 | 135 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 129 | 0 | OAK | 1810 | 21:55 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 113 | 0 | AUS | 1832 | 12:45 | 121 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 150 | 0 | PHX | 1882 | 9:45 | 141 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 123 | 0 | SFO | 1800 | 13:10 | 120 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 123 | 0 | SJC | 1918 | 14:00 | 113 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 110 | 0 | SEA | 1927 | 17:30 | 137 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 126 | 0 | SMF | 2062 | 15:25 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 110 | 0 | DEN | 2067 | 11:00 | 135 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 113 | 0 | PHX | 2093 | 20:20 | 115 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 115 | 0 | SMF | 2116 | 9:15 | 123 | 0 |
| WN | T1 | B38M | 175 | STL | 2129 | 15:30 | 156 | 0 | SJC | 1103 | 16:20 | 138 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 164 | 0 | DAL | 1230 | 18:00 | 158 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 167 | 0 | RNO | 2155 | 13:05 | 158 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 110 | 0 | SJC | 506 | 18:25 | 113 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 113 | 0 | SLC | 609 | 14:50 | 126 | 0 |
| WN | T1 | B37M | 172 | PDX | 2208 | 8:30 | 146 | 0 | SJC | 2208 | 9:05 | 136 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 123 | 0 | ABQ | 500 | 20:15 | 118 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 113 | 0 | SJD | 1213 | 9:55 | 130 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 135 | 0 | STL | 2258 | 9:30 | 156 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 105 | 0 | LAS | 1767 | 13:10 | 105 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 138 | 0 | SJC | 1408 | 19:25 | 138 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 129 | 0 | PHX | 2817 | 12:00 | 115 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 165 | 0 | DAL | 1494 | 16:05 | 158 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 141 | 0 | MDW | 1284 | 10:35 | 165 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 110 | 0 | SMF | 2151 | 14:05 | 123 | 0 |
| WN | T1 | B37M | 172 | SMF | 2351 | 15:45 | 148 | 0 | LAS | 2355 | 16:55 | 127 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 123 | 0 | PHX | 2362 | 7:55 | 115 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 129 | 0 | SJC | 2378 | 20:35 | 113 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 135 | 0 | SMF | 2385 | 18:40 | 123 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 113 | 0 | LAS | 2393 | 8:30 | 105 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 105 | 0 | ATL | 2421 | 9:05 | 136 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 123 | 0 | LAS | 2471 | 11:25 | 105 | 0 |
| WN | T1 | B37M | 172 | SEA | 2519 | 9:25 | 165 | 0 | OAK | 847 | 9:55 | 133 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 113 | 0 | DEN | 1775 | 16:00 | 135 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 130 | 0 | TUS | 2567 | 14:15 | 107 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 115 | 0 | RNO | 2574 | 20:45 | 129 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 158 | 0 | OAK | 980 | 8:10 | 135 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 2267 | 6:30 | 123 | 0 |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 105 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 165 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 157 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | LAS | 1708 | 6:35 | 129 | 0 |
| WN | T1 | B38M | 175 | PHX | 1057 | 23:10 | 141 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | OAK | 2503 | 7:20 | 133 | 0 |
| WN | T1 | B37M | 172 | STL | 1334 | 22:20 | 153 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | PHX | 1712 | 6:55 | 138 | 0 |
| WN | T1 | B37M | 172 | PDX | 1401 | 22:50 | 146 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | DEN | 2204 | 6:40 | 135 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 118 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 150 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 148 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | SJC | 1691 | 6:20 | 136 | 0 |
| WN | T1 | B37M | 172 | SFO | 1703 | 23:20 | 144 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | SFO | 2384 | 6:30 | 147 | 0 |
| WN | T1 | B38M | 175 | DEN | 2085 | 23:20 | 165 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 148 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 167 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 149 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 165 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | BWI | 2164 | 6:35 | 164 | 0 |
| WN | T1 | B37M | 172 | OAK | 4767 | 23:15 | 133 | 0 | | | | | |
| WS | T1 | B38M | 174 | YYC | 1564 | 13:28 | 165 | 0 | YYC | 1565 | 14:15 | 165 | 0 |
| WS | T1 | B738 | 174 | YVR | 1762 | 12:26 | 167 | 0 | YVR | 1763 | 13:15 | 167 | 0 |
| DL | T2W | B788 | 235 | ATL | 3000003 | 10:35 | 225 | 0 | ATL | 4000003 | 11:30 | 225 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 172 | 0 | ATL | 4000004 | 13:50 | 172 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 122 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 122 | 0 | | | | | |
| DL | T2W | B738 | 160 | | | | | | MSP | 4000008 | 9:00 | 150 | 0 |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 150 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 122 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 122 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 150 | 0 | MSP | 4000010 | 18:00 | 150 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 97 | 0 | LAS | 4000018 | 21:35 | 97 | 0 |
| DL | T2W | B739 | 180 | | | | | | JFK | 4000024 | 6:00 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 3000024 | 21:30 | 164 | 0 | | | | | |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 145 | 0 | JFK | 4000026 | 13:00 | 145 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 153 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 175 | 0 | JFK | 4000029 | 16:50 | 175 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 153 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 124 | 0 | DTW | 4000033 | 10:25 | 124 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 151 | 0 | SEA | 4000041 | 22:00 | 151 | 0 |
| AC | T1 | E75S | 76 | YVR | 3000200 | 19:15 | 72 | 0 | YVR | 4000200 | 20:05 | 72 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 304 | 0 | LHR | 4000212 | 13:50 | 304 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 135 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 135 | 0 | | | | | |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 165 | 0 | DEN | 4000545 | 17:55 | 165 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 137 | 0 | PDX | 4000552 | 15:50 | 122 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 105 | 0 | LAS | 4000554 | 7:45 | 105 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 129 | 0 | DAL | 4000556 | 8:50 | 129 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000557 | 16:25 | 158 | 0 | DAL | 4000557 | 17:05 | 158 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000558 | 9:10 | 158 | 0 | DAL | 4000558 | 9:50 | 158 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 168 | 0 | HOU | 4000561 | 18:10 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000563 | 21:15 | 168 | 0 | HOU | 4000563 | 21:55 | 168 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 122 | 0 | PDX | 4000579 | 19:50 | 122 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 121 | 0 | AUS | 4000584 | 18:40 | 121 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 164 | 0 | MKE | 4000594 | 12:35 | 164 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 127 | 0 | CUN | 4000603 | 14:50 | 127 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 166 | 0 |
| AS | T2E | B739 | 181 | EWR | 3000701 | 23:20 | 166 | 0 | | | | | |
| AS | T2E | B738 | 159 | OGG | 3000708 | 14:01 | 151 | 0 | OGG | 4000708 | 15:44 | 151 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AS | T2E | A320 | 149 | SFO | 3000709 | 8:35 | 126 | 0 | SFO | 4000709 | 9:25 | 126 | 0 |
| AS | T2E | A20N | 185 | LAS | 3000713 | 20:00 | 164 | 0 | LAS | 4000713 | 20:55 | 164 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 161 | 0 | SLC | 4000719 | 18:55 | 161 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 151 | 0 | SJD | 4000740 | 15:20 | 151 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 151 | 0 | SLC | 4000012 | 15:35 | 151 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 151 | 0 | SJD | 4000739 | 17:10 | 151 | 0 |
| SY | T1 | B738 | 162 | MSP | 3000227 | 16:00 | 144 | 0 | MSP | 4000227 | 16:45 | 144 | 0 |
| WN | T1 | B738 | 175 | | | | | | SFO | 4000518 | 7:55 | 147 | 0 |
| WN | T1 | B738 | 175 | SFO | 3000518 | 22:55 | 147 | 0 | | | | | |
| AS | T2W | B739 | 181 | | | | | | GDL | 4000727 | 6:33 | 161 | 0 |
| AS | T2W | B739 | 181 | GDL | 3000727 | 21:21 | 161 | 0 | | | | | |
| AS | T2W | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 161 | 0 |
| AS | T2E | B739 | 181 | MZT | 3000747 | 23:25 | 161 | 0 | | | | | |
| WN | T2W | B738 | 175 | | | | | | BZE | 4000607 | 6:50 | 156 | 0 |
| WN | T1 | B738 | 175 | BZE | 3000607 | 23:10 | 156 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 117 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 117 | 0 | | | | | |
| UA | T2W | B739 | 167 | IAD | 3000406 | 21:55 | 160 | 0 | IAD | 4000406 | 23:25 | 160 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000423 | 18:00 | 68 | 0 | DEN | 4000423 | 18:55 | 68 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 207 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 207 | 0 | | | | | |
| QF | T2W | B788 | 235 | SYD | 3000226 | 18:20 | 209 | 0 | SYD | 4000226 | 20:20 | 209 | 0 |
| WS | T1 | B738 | 168 | YYC | 3000228 | 18:15 | 159 | 0 | YYC | 4000228 | 19:00 | 159 | 0 |
| AA | T2E | B738 | 160 | JFK | 3000300 | 8:35 | 151 | 0 | JFK | 4000300 | 9:35 | 151 | 0 |
| AA | T2E | B738 | 160 | MIA | 3000301 | 20:55 | 153 | 0 | MIA | 4000301 | 22:50 | 153 | 0 |
| AA | T2E | B738 | 160 | PHL | 3000302 | 11:25 | 143 | 0 | PHL | 4000302 | 12:20 | 143 | 0 |
| AA | T2E | B738 | 160 | | | | | | DFW | 4000304 | 7:45 | 151 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000304 | 23:30 | 151 | 0 | | | | | |
| AA | T2E | B738 | 160 | | | | | | CLT | 4000305 | 6:00 | 146 | 0 |
| AA | T2E | B738 | 160 | CLT | 3000305 | 22:00 | 146 | 0 | | | | | |
| AA | T2E | B738 | 160 | | | | | | MIA | 4000307 | 6:15 | 153 | 0 |
| AA | T2E | A21N | 181 | MIA | 3000307 | 22:30 | 173 | 0 | | | | | |
| AA | T2E | B738 | 160 | DCA | 3000311 | 11:05 | 150 | 0 | DCA | 4000311 | 11:55 | 150 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000314 | 17:13 | 151 | 0 | DFW | 4000314 | 18:13 | 151 | 0 |
| AA | T2E | A21N | 181 | JFK | 3000319 | 7:00 | 171 | 0 | JFK | 4000319 | 7:50 | 171 | 0 |
| AA | T2E | A21N | 181 | ORD | 3000322 | 17:30 | 174 | 0 | ORD | 4000322 | 18:20 | 174 | 0 |
| AA | T2E | B738 | 160 | ORD | 3000324 | 9:55 | 154 | 0 | ORD | 4000324 | 10:40 | 154 | 0 |
| AA | T2E | A21N | 181 | DCA | 3000325 | 14:55 | 170 | 0 | DCA | 4000325 | 15:55 | 170 | 0 |
| AA | T2E | A21N | 181 | CLT | 3000328 | 19:00 | 165 | 0 | CLT | 4000328 | 19:55 | 165 | 0 |
| UA | T2W | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 | IAD | 4000405 | 13:30 | 144 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 | IAD | 4000406 | 16:40 | 160 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 | IAD | 4000410 | 7:30 | 160 | 0 |
| UA | T2W | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 144 | 0 |
| UA | T2W | A320 | 150 | ORD | 3000412 | 22:55 | 144 | 0 | | | | | |
| UA | T2W | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 | ORD | 4000416 | 14:30 | 160 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 | ORD | 4000417 | 11:55 | 160 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000418 | 15:10 | 68 | 0 | DEN | 4000418 | 16:00 | 68 | 0 |
| UA | T2W | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 144 | 0 |
| UA | T2W | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 | | | | | |
| UA | T2W | A320 | 150 | BOS | 3000432 | 20:00 | 144 | 0 | BOS | 4000432 | 20:58 | 144 | 0 |
| UA | T2W | B739 | 167 | EWR | 3000435 | 20:55 | 160 | 0 | EWR | 4000435 | 22:55 | 160 | 0 |
| UA | T2W | B739 | 167 | | | | | | BOS | 4000436 | 6:40 | 160 | 0 |
| UA | T2W | B739 | 167 | BOS | 3000436 | 23:20 | 160 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 120 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 129 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 105 | 0 | LAS | 4000502 | 13:35 | 105 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 110 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 120 | 0 | SFO | 4000515 | 11:55 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 123 | 0 | SMF | 4000524 | 14:35 | 123 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 123 | 0 | SMF | 4000525 | 22:35 | 123 | 0 |
| WN | T1 | B738 | 175 | SMF | 3000526 | 10:00 | 150 | 0 | SMF | 4000526 | 10:35 | 150 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 113 | 0 | SJC | 4000537 | 16:45 | 113 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 135 | 0 | ABQ | 4000542 | 21:30 | 118 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2030 No-Build summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 23,190 | 14,522 | 17,801 | 55,513 |
| 12:00 AM | 0 | 92 | 119 | 211 |
| 12:15 AM | 0 | 95 | 99 | 194 |
| 12:30 AM | 0 | 15 | 95 | 110 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 50 | 50 |
| 6:45 AM | 4 | 0 | 94 | 98 |
| 7:00 AM | 301 | 65 | 16 | 382 |
| 7:15 AM | 455 | 187 | 0 | 642 |
| 7:30 AM | 180 | 66 | 0 | 246 |
| 7:45 AM | 98 | 163 | 0 | 261 |
| 8:00 AM | 272 | 230 | 1 | 503 |
| 8:15 AM | 351 | 77 | 72 | 500 |
| 8:30 AM | 383 | 134 | 81 | 598 |
| 8:45 AM | 485 | 507 | 10 | 1,002 |
| 9:00 AM | 364 | 372 | 0 | 736 |
| 9:15 AM | 342 | 224 | 44 | 610 |
| 9:30 AM | 357 | 140 | 213 | 710 |
| 9:45 AM | 381 | 200 | 261 | 842 |
| 10:00 AM | 305 | 324 | 373 | 1,002 |
| 10:15 AM | 242 | 193 | 175 | 610 |
| 10:30 AM | 609 | 131 | 376 | 1,116 |
| 10:45 AM | 615 | 183 | 549 | 1,347 |
| 11:00 AM | 377 | 191 | 401 | 969 |
| 11:15 AM | 210 | 151 | 253 | 614 |
| 11:30 AM | 241 | 127 | 277 | 645 |
| 11:45 AM | 342 | 277 | 188 | 807 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2030 No-Build summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 22,842 | 14,662 | 17,861 | 55,365 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 2 | 5 | 7 |
| 3:45 AM | 3 | 15 | 16 | 34 |
| 4:00 AM | 17 | 30 | 41 | 88 |
| 4:15 AM | 29 | 81 | 121 | 231 |
| 4:30 AM | 98 | 229 | 273 | 600 |
| 4:45 AM | 256 | 373 | 407 | 1,036 |
| 5:00 AM | 418 | 416 | 490 | 1,324 |
| 5:15 AM | 486 | 429 | 516 | 1,431 |
| 5:30 AM | 476 | 410 | 499 | 1,385 |
| 5:45 AM | 435 | 386 | 465 | 1,286 |
| 6:00 AM | 419 | 397 | 441 | 1,257 |
| 6:15 AM | 395 | 432 | 403 | 1,230 |
| 6:30 AM | 392 | 413 | 362 | 1,167 |
| 6:45 AM | 401 | 400 | 349 | 1,150 |
| 7:00 AM | 410 | 365 | 290 | 1,065 |
| 7:15 AM | 408 | 329 | 229 | 966 |
| 7:30 AM | 396 | 279 | 176 | 851 |
| 7:45 AM | 383 | 249 | 162 | 794 |
| 8:00 AM | 374 | 242 | 153 | 769 |
| 8:15 AM | 369 | 235 | 191 | 795 |
| 8:30 AM | 360 | 231 | 226 | 817 |
| 8:45 AM | 365 | 231 | 273 | 869 |
| 9:00 AM | 366 | 223 | 315 | 904 |
| 9:15 AM | 372 | 215 | 322 | 909 |
| 9:30 AM | 392 | 209 | 346 | 947 |
| 9:45 AM | 399 | 210 | 333 | 942 |
| 10:00 AM | 403 | 216 | 322 | 941 |
| 10:15 AM | 380 | 220 | 293 | 893 |
| 10:30 AM | 363 | 215 | 254 | 832 |
| 10:45 AM | 360 | 194 | 238 | 792 |
| 11:00 AM | 353 | 167 | 238 | 758 |
| 11:15 AM | 386 | 138 | 269 | 793 |
| 11:30 AM | 382 | 103 | 322 | 807 |
| 11:45 AM | 392 | 89 | 365 | 846 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 400 | 247 | 119 | 766 |
| 12:15 PM | 403 | 115 | 122 | 640 |
| 12:30 PM | 340 | 31 | 561 | 932 |
| 12:45 PM | 461 | 111 | 707 | 1,279 |
| 1:00 PM | 292 | 45 | 370 | 707 |
| 1:15 PM | 246 | 63 | 356 | 665 |
| 1:30 PM | 321 | 174 | 288 | 783 |
| 1:45 PM | 318 | 177 | 311 | 806 |
| 2:00 PM | 297 | 85 | 150 | 532 |
| 2:15 PM | 327 | 168 | 224 | 719 |
| 2:30 PM | 254 | 219 | 185 | 658 |
| 2:45 PM | 210 | 170 | 302 | 682 |
| 3:00 PM | 316 | 376 | 358 | 1,050 |
| 3:15 PM | 412 | 222 | 346 | 980 |
| 3:30 PM | 401 | 88 | 209 | 698 |
| 3:45 PM | 285 | 175 | 177 | 637 |
| 4:00 PM | 362 | 150 | 197 | 709 |
| 4:15 PM | 227 | 107 | 254 | 588 |
| 4:30 PM | 224 | 299 | 91 | 614 |
| 4:45 PM | 312 | 282 | 57 | 651 |
| 5:00 PM | 223 | 162 | 68 | 453 |
| 5:15 PM | 422 | 164 | 207 | 793 |
| 5:30 PM | 446 | 187 | 299 | 932 |
| 5:45 PM | 344 | 299 | 275 | 918 |
| 6:00 PM | 420 | 232 | 190 | 842 |
| 6:15 PM | 298 | 211 | 225 | 734 |
| 6:30 PM | 287 | 254 | 265 | 806 |
| 6:45 PM | 401 | 332 | 180 | 913 |
| 7:00 PM | 252 | 234 | 245 | 731 |
| 7:15 PM | 323 | 135 | 69 | 527 |
| 7:30 PM | 375 | 183 | 151 | 709 |
| 7:45 PM | 316 | 139 | 479 | 934 |
| 8:00 PM | 457 | 141 | 605 | 1,203 |
| 8:15 PM | 394 | 252 | 312 | 958 |
| 8:30 PM | 187 | 69 | 233 | 489 |
| 8:45 PM | 80 | 86 | 232 | 398 |
| 9:00 PM | 308 | 254 | 451 | 1,013 |
| 9:15 PM | 567 | 302 | 371 | 1,240 |
| 9:30 PM | 412 | 295 | 316 | 1,023 |
| 9:45 PM | 190 | 278 | 498 | 966 |
| 10:00 PM | 342 | 265 | 342 | 949 |
| 10:15 PM | 434 | 156 | 282 | 872 |
| 10:30 PM | 354 | 265 | 155 | 774 |
| 10:45 PM | 228 | 550 | 344 | 1,122 |
| 11:00 PM | 341 | 387 | 617 | 1,345 |
| 11:15 PM | 749 | 338 | 498 | 1,585 |
| 11:30 PM | 605 | 545 | 511 | 1,661 |
| 11:45 PM | 113 | 359 | 237 | 709 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 375 | 80 | 392 | 847 |
| 12:15 PM | 340 | 89 | 400 | 829 |
| 12:30 PM | 314 | 107 | 359 | 780 |
| 12:45 PM | 287 | 127 | 329 | 743 |
| 1:00 PM | 278 | 153 | 290 | 721 |
| 1:15 PM | 269 | 178 | 285 | 732 |
| 1:30 PM | 276 | 194 | 291 | 761 |
| 1:45 PM | 282 | 214 | 296 | 792 |
| 2:00 PM | 290 | 223 | 303 | 816 |
| 2:15 PM | 305 | 225 | 286 | 816 |
| 2:30 PM | 309 | 213 | 258 | 780 |
| 2:45 PM | 308 | 192 | 227 | 727 |
| 3:00 PM | 304 | 181 | 189 | 674 |
| 3:15 PM | 310 | 176 | 171 | 657 |
| 3:30 PM | 320 | 188 | 149 | 657 |
| 3:45 PM | 329 | 203 | 138 | 670 |
| 4:00 PM | 355 | 205 | 129 | 689 |
| 4:15 PM | 352 | 211 | 129 | 692 |
| 4:30 PM | 365 | 193 | 140 | 698 |
| 4:45 PM | 363 | 174 | 145 | 682 |
| 5:00 PM | 341 | 172 | 139 | 652 |
| 5:15 PM | 329 | 163 | 119 | 611 |
| 5:30 PM | 300 | 165 | 92 | 557 |
| 5:45 PM | 304 | 173 | 84 | 561 |
| 6:00 PM | 308 | 170 | 86 | 564 |
| 6:15 PM | 324 | 170 | 109 | 603 |
| 6:30 PM | 322 | 156 | 148 | 626 |
| 6:45 PM | 318 | 131 | 186 | 635 |
| 7:00 PM | 313 | 109 | 228 | 650 |
| 7:15 PM | 302 | 93 | 240 | 635 |
| 7:30 PM | 301 | 86 | 236 | 623 |
| 7:45 PM | 284 | 94 | 216 | 594 |
| 8:00 PM | 265 | 103 | 186 | 554 |
| 8:15 PM | 244 | 127 | 185 | 556 |
| 8:30 PM | 218 | 152 | 179 | 549 |
| 8:45 PM | 193 | 170 | 187 | 550 |
| 9:00 PM | 151 | 170 | 174 | 495 |
| 9:15 PM | 112 | 148 | 154 | 414 |
| 9:30 PM | 78 | 112 | 122 | 312 |
| 9:45 PM | 41 | 65 | 81 | 187 |
| 10:00 PM | 20 | 27 | 51 | 98 |
| 10:15 PM | 5 | 7 | 28 | 40 |
| 10:30 PM | 0 | 0 | 13 | 13 |
| 10:45 PM | 0 | 0 | 6 | 6 |
| 11:00 PM | 0 | 0 | 1 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
55514

24-hr Enplanements
55356

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T1 | A21N | 181 | DFW | 131 | 10:21 | | 171 | 0 | | | DFW | 131 | 11:59 | | 171 | 0 | | |
| AA | T1 | A21N | 196 | PHX | 438 | 8:47 | | 169 | 0 | | | PHX | 438 | 9:58 | | 169 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 480 | 18:16 | | 162 | 0 | | | PHX | 480 | 19:25 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 491 | 15:11 | | 162 | 0 | | | DFW | 491 | 16:04 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 581 | 20:56 | | 167 | 0 | | | CLT | 596 | 22:31 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 639 | 9:31 | | 171 | 0 | | | CLT | 639 | 10:24 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | DFW | 679 | 11:59 | | 177 | 0 | | | DFW | 679 | 12:49 | | 177 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1064 | 9:52 | | 171 | 0 | | | DFW | 1064 | 10:42 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1168 | 15:38 | | 180 | 0 | | | PHX | 1514 | 16:40 | | 162 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1229 | 13:24 | | 171 | 0 | | | DFW | 1229 | 14:22 | | 171 | 0 | | |
| AA | T1 | B738 | 160 | DFW | 1243 | 19:57 | | 151 | 0 | | | JFK | 2306 | 22:26 | | 151 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1543 | 19:21 | | 180 | 0 | | | MIA | 1209 | 21:54 | | 179 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1611 | 7:53 | | 171 | 0 | | | DFW | 1611 | 8:45 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 1621 | 10:35 | | 167 | 0 | | | ORD | 134 | 11:34 | | 180 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1624 | 16:13 | | 171 | 0 | | | DFW | 1624 | 17:39 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 1740 | 18:30 | | 171 | 0 | | | PHL | 2078 | 22:16 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2407 | 21:40 | | 177 | 0 | | | ORD | 1606 | 22:46 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 2671 | 11:43 | | 162 | 0 | | | PHX | 2671 | 12:34 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 2680 | 14:14 | | 180 | 0 | | | ORD | 2680 | 15:02 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2681 | 9:52 | | 177 | 0 | | | JFK | 2681 | 11:00 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 366 | 22:55 | | 177 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 1367 | 6:21 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 167 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 440 | 21:20 | | 162 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 597 | 21:53 | | 171 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1244 | 22:40 | | 180 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 2066 | 23:26 | | 167 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 171 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 2568 | 23:13 | | 171 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | MIA | 2674 | 22:28 | | 179 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | DFW | 2758 | 17:52 | | 171 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 171 | 0 | | |
| AC | T2W | A321 | 200 | YYZ | 1887 | 10:45 | | 192 | 0 | | | YYZ | 1886 | 11:50 | | 192 | 0 | | |
| AC | T2W | CRJ9 | 76 | YVR | 8668 | 15:51 | | 72 | 0 | | | YVR | 8669 | 16:30 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8690 | 13:11 | | 72 | 0 | | | YVR | 8691 | 13:50 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8670 | 22:51 | | 72 | 0 | | | | | | | | | | |
| AS | T2E | B738 | 159 | SJD | 275 | 12:45 | | 133 | 0 | | | SJD | 248 | 14:18 | | 133 | 0 | | |
| AS | T2E | B738 | 159 | MCO | 339 | 17:41 | | 153 | 0 | | | PDX | 577 | 18:59 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 374 | 19:29 | | 152 | 0 | | | PDX | 391 | 20:25 | | 152 | 0 | | |
| AS | T2E | B738 | 159 | BWI | 377 | 9:28 | | 143 | 0 | | | SEA | 539 | 11:20 | | 152 | 0 | | |
| AS | T2W | B738 | 159 | SEA | 380 | 8:36 | | 152 | 0 | | | MCO | 760 | 10:00 | | 153 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 388 | 12:35 | | 171 | 0 | | | SEA | 471 | 13:35 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | SEA | 392 | 18:38 | | 171 | 0 | | | SEA | 949 | 19:38 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 482 | 9:01 | | 171 | 0 | | | SEA | 579 | 10:10 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 484 | 14:45 | | 171 | 0 | | | SEA | 317 | 15:45 | | 171 | 0 | | |
| AS | T2W | B738 | 159 | PDX | 566 | 9:00 | | 152 | 0 | | | KOA | 185 | 10:10 | | 140 | 0 | | |
| AS | T2E | B738 | 159 | PDX | 572 | 14:20 | | 152 | 0 | | | PDX | 575 | 15:25 | | 152 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 574 | 16:25 | | 171 | 0 | | | SEA | 455 | 17:26 | | 171 | 0 | | |
| AS | T2W | B738 | 159 | OGG | 806 | 21:01 | | 151 | 0 | | | BWI | 378 | 22:44 | | 143 | 0 | | |
| AS | T2W | B739 | 178 | SFO | 1950 | 7:35 | | 150 | 0 | | | SFO | 1953 | 8:28 | | 150 | 0 | | |
| AS | T2W | A21N | 185 | SFO | 1954 | 13:35 | | 156 | 0 | | | SFO | 1965 | 14:34 | | 156 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1958 | 16:36 | | 150 | 0 | | | SFO | 1967 | 17:31 | | 150 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1960 | 10:49 | | 150 | 0 | | | SFO | 1961 | 11:40 | | 150 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 156 | 0 | | | SFO | 1971 | 19:42 | | 156 | 0 | | |
| AS | T2W | A320 | 149 | ABQ | 2729 | 13:12 | | 132 | 0 | | | MSP | 2774 | 14:24 | | 132 | 0 | | |
| AS | T2W | A21N | 185 | MSP | 2781 | 14:47 | | 164 | 0 | | | ABQ | 2730 | 15:32 | | 164 | 0 | | |
| AS | T2W | A320 | 149 | OMA | 3339 | 16:41 | | 132 | 0 | | | SMF | 3344 | 17:23 | | 133 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3343 | 16:19 | | 166 | 0 | | | STS | 3433 | 17:00 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | SLC | 3354 | 7:05 | | 133 | 0 | | | DAL | 3306 | 7:52 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3356 | 8:32 | | 160 | 0 | | | STL | 3352 | 9:18 | | 164 | 0 | | |
| AS | T2E | A320 | 149 | SJC | 3396 | 11:36 | | 129 | 0 | | | SMF | 3342 | 12:20 | | 133 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3398 | 15:43 | | 160 | 0 | | | SJC | 3407 | 16:24 | | 160 | 0 | | |
| AS | T2W | A320 | 149 | SJC | 3408 | 20:06 | | 129 | 0 | | | SJC | 3357 | 20:50 | | 129 | 0 | | |
| AS | T2W | A21N | 185 | AUS | 3421 | 17:00 | | 164 | 0 | | | MCI | 3458 | 17:42 | | 164 | 0 | | |
| AS | T2W | A320 | 149 | MCI | 3451 | 8:27 | | 132 | 0 | | | AUS | 3336 | 9:07 | | 132 | 0 | | |
| AS | T2E | A21N | 185 | STL | 3453 | 17:32 | | 164 | 0 | | | BOI | 3483 | 18:15 | | 164 | 0 | | |
| AS | T2W | A320 | 149 | FAT | 3459 | 14:48 | | 132 | 0 | | | SLC | 3341 | 15:28 | | 133 | 0 | | |
| AS | T2W | A320 | 149 | FAT | 3471 | 18:28 | | 132 | 0 | | | FAT | 3472 | 19:54 | | 132 | 0 | | |
| AS | T2E | E75S | 76 | FAT | 3477 | 8:40 | | 58 | 0 | | | FAT | 3438 | 9:20 | | 58 | 0 | | |
| AS | T2E | A320 | 149 | BOI | 3484 | 11:40 | | 132 | 0 | | | SJC | 3399 | 12:25 | | 129 | 0 | | |
| AS | T2W | E75S | 76 | MRY | 3486 | 10:51 | | 60 | 0 | | | FAT | 3422 | 11:31 | | 58 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3493 | 7:44 | | 166 | 0 | | | OMA | 3338 | 8:24 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | BOS | 798 | 8:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | KOA | 196 | 22:28 | | 157 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SJD | 201 | 18:47 | | 149 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SJD | 244 | 7:25 | | 149 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | EWR | 772 | 6:20 | | 164 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 488 | 23:59 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | HNL | 895 | 7:20 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | PDX | 552 | 22:55 | | 170 | 0 | | | | | | | | | | |
| AS | T2W | B738 | 159 | BOS | 769 | 21:36 | | 153 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | OGG | 829 | 8:45 | | 169 | 0 | | |
| AS | T2E | B739 | 178 | EWR | 773 | 22:04 | | 164 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | LIH | 819 | 7:10 | | 146 | 0 | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AS | T2E | B739 | 178 | LIH | 858 | 23:03 | 146 | 0 | | | | | |
| AS | T2E | B739 | 178 | | | | | | PDX | 333 | 6:29 | 170 | 0 |
| AS | T2E | B739 | 178 | HNL | 892 | 23:24 | 171 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | SEA | 1133 | 6:20 | 143 | 0 |
| AS | T2W | A320 | 149 | SFO | 1964 | 22:37 | 126 | 0 | | | | | |
| AS | T2E | A320 | 149 | | | | | | SFO | 1949 | 6:40 | 126 | 0 |
| AS | T2E | A320 | 149 | SEA | 1984 | 20:38 | 143 | 0 | | | | | |
| AS | T2E | A21N | 185 | | | | | | SMF | 3340 | 6:15 | 166 | 0 |
| AS | T2E | A21N | 185 | DAL | 3305 | 22:30 | 164 | 0 | | | | | |
| AS | T2W | A21N | 185 | | | | | | SJC | 3397 | 7:00 | 160 | 0 |
| AS | T2E | A21N | 185 | SMF | 3345 | 21:18 | 166 | 0 | | | | | |
| AS | T2E | E75S | 76 | | | | | | MRY | 3417 | 7:30 | 60 | 0 |
| AS | T2E | E75S | 76 | STS | 3444 | 21:15 | 70 | 0 | | | | | |
| B6 | T2W | A320 | 159 | BOS | 19 | 19:57 | 152 | 0 | JFK | 90 | 21:07 | 149 | 0 |
| B6 | T2W | A321 | 200 | JFK | 89 | 19:33 | 188 | 0 | BOS | 20 | 20:43 | 191 | 0 |
| B6 | T2W | A321 | 200 | JFK | 189 | 11:56 | 188 | 0 | JFK | 190 | 13:06 | 188 | 0 |
| B6 | T2W | A320 | 150 | FLL | 529 | 19:52 | 141 | 0 | FLL | 530 | 20:56 | 141 | 0 |
| B6 | T2W | A320 | 159 | BOS | 2819 | 10:24 | 152 | 0 | BOS | 2820 | 11:34 | 152 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 261 | 0 | LHR | 272 | 20:45 | 261 | 0 |
| DL | T2W | B753 | 234 | ATL | 33 | 21:31 | 224 | 0 | ATL | 2213 | 22:36 | 224 | 0 |
| DL | T2W | B739 | 180 | JFK | 453 | 14:33 | 164 | 0 | JFK | 862 | 15:20 | 164 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 183 | 0 | DTW | 833 | 11:22 | 183 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 183 | 0 | ATL | 1430 | 14:35 | 184 | 0 |
| DL | T2W | A321 | 192 | ATL | 945 | 11:22 | 184 | 0 | ATL | 1054 | 12:20 | 184 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 184 | 0 | DTW | 1275 | 13:30 | 183 | 0 |
| DL | T2W | A321 | 192 | ATL | 1567 | 17:00 | 184 | 0 | ATL | 1636 | 21:36 | 184 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 1608 | 12:47 | 122 | 0 | SEA | 1608 | 13:22 | 122 | 0 |
| DL | T2W | A321 | 192 | MSP | 1687 | 10:27 | 180 | 0 | MSP | 1687 | 11:25 | 180 | 0 |
| DL | T2W | B753 | 234 | ATL | 1692 | 9:50 | 224 | 0 | ATL | 1692 | 10:55 | 224 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 180 | 0 | MSP | 1728 | 14:04 | 180 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 184 | 0 | MSP | 2443 | 15:55 | 180 | 0 |
| DL | T2W | B739 | 180 | JFK | 2246 | 20:15 | 164 | 0 | JFK | 1798 | 22:05 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 164 | 0 | JFK | 473 | 11:57 | 164 | 0 |
| DL | T2W | A321 | 192 | SLC | 2295 | 9:17 | 181 | 0 | SLC | 2295 | 10:05 | 181 | 0 |
| DL | T2W | A321 | 192 | SLC | 2378 | 12:21 | 181 | 0 | SLC | 2378 | 13:10 | 181 | 0 |
| DL | T2W | A321 | 192 | DTW | 2497 | 17:47 | 183 | 0 | DTW | 1855 | 22:36 | 183 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 2532 | 10:47 | 103 | 0 | SEA | 2532 | 11:25 | 103 | 0 |
| DL | T2W | A321 | 192 | SLC | 2546 | 17:35 | 181 | 0 | SLC | 2546 | 18:25 | 181 | 0 |
| DL | T2W | BCS1 | 109 | SLC | 2615 | 15:56 | 103 | 0 | SLC | 2615 | 16:35 | 103 | 0 |
| DL | T2W | A321 | 192 | | | | | | ATL | 30 | 9:00 | 184 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 5736 | 14:03 | 103 | 0 | SEA | 5736 | 15:05 | 103 | 0 |
| DL | T2W | BCS1 | 109 | SEA | 5750 | 18:13 | 103 | 0 | SEA | 5750 | 18:50 | 103 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5789 | 10:19 | 97 | 0 | LAS | 5789 | 10:49 | 97 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5804 | 16:30 | 97 | 0 | LAS | 5804 | 17:04 | 97 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 5842 | 20:20 | 97 | 0 | LAX | 5761 | 20:59 | 82 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 184 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1545 | 8:00 | 169 | 0 |
| DL | T2W | B739 | 180 | MSP | 1744 | 19:43 | 169 | 0 | | | | | |
| DL | T2W | B739 | 180 | | | | | | MSP | 1864 | 6:30 | 169 | 0 |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 169 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 62 | 7:40 | 184 | 0 |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 183 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | ATL | 1592 | 6:30 | 184 | 0 |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 181 | 0 | | | | | |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 180 | 0 | SLC | 2872 | 6:15 | 181 | 0 |
| DL | T2W | B739 | 180 | | | | | | JFK | 2404 | 7:10 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 2243 | 22:40 | 164 | 0 | | | | | |
| DL | T2W | A321 | 192 | | | | | | DTW | 98 | 7:00 | 183 | 0 |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 184 | 0 | | | | | |
| DL | T2W | BCS1 | 109 | SEA | 5793 | 21:37 | 103 | 0 | | | | | |
| DL | T2W | BCS1 | 109 | | | | | | LAS | 5738 | 6:55 | 97 | 0 |
| F9 | T2W | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 | CVG | 1188 | 10:07 | 221 | 0 |
| F9 | T2W | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 | DEN | 560 | 11:22 | 221 | 0 |
| F9 | T2W | A321 | 230 | AUS | 1701 | 11:37 | 221 | 0 | AUS | 1702 | 12:27 | 221 | 0 |
| F9 | T2W | A321 | 230 | | | | | | TUL | 1764 | 7:05 | 200 | 0 |
| F9 | T2W | A321 | 230 | TUL | 1839 | 21:45 | 200 | 0 | | | | | |
| G4 | T2W | A320 | 186 | EUG | 1005 | 16:36 | 171 | 0 | EUG | 1004 | 17:16 | 171 | 0 |
| HA | T2W | A332 | 278 | | | | | | HNL | 15 | 10:15 | 267 | 0 |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 | | | | | |
| HA | T2W | A321 | 189 | | | | | | OGG | 37 | 7:05 | 161 | 0 |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 161 | 0 | | | | | |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 183 | 0 | NRT | 65 | 13:30 | 183 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 245 | 0 | FRA | 467 | 15:10 | 245 | 0 |
| NK | T2W | A20N | 182 | DFW | 107 | 17:05 | 172 | 0 | DFW | 108 | 18:00 | 172 | 0 |
| NK | T2W | A20N | 182 | BWI | 194 | 19:11 | 150 | 0 | LAS | 636 | 20:05 | 154 | 0 |
| NK | T2W | A20N | 182 | LAS | 245 | 19:48 | 154 | 0 | BWI | 189 | 20:56 | 150 | 0 |
| NK | T2W | A21N | 228 | LAS | 511 | 14:38 | 193 | 0 | LAS | 356 | 15:35 | 193 | 0 |
| NK | T2W | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 | ORD | 564 | 13:30 | 219 | 0 |
| NK | T2W | A20N | 182 | DTW | 623 | 9:45 | 152 | 0 | DTW | 644 | 11:00 | 152 | 0 |
| NK | T2W | A20N | 182 | LAS | 673 | 8:35 | 154 | 0 | LAS | 352 | 9:30 | 154 | 0 |
| NK | T2W | A21N | 228 | | | | | | IAH | 858 | 7:00 | 170 | 0 |
| NK | T2W | A21N | 228 | IAH | 619 | 22:34 | 170 | 0 | | | | | |
| SY | T2W | B738 | 168 | MSP | 401 | 12:01 | 149 | 0 | MSP | 402 | 13:00 | 149 | 0 |
| UA | T1 | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 | IAD | 2282 | 12:35 | 172 | 0 |
| UA | T1 | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 | IAH | 2210 | 15:40 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 284 | 8:12 | 164 | 0 | SFO | 334 | 9:55 | 164 | 0 |
| UA | T1 | B739 | 179 | ORD | 395 | 18:09 | 172 | 0 | SFO | 1677 | 19:04 | 164 | 0 |
| UA | T1 | B739 | 179 | DEN | 459 | 20:46 | 172 | 0 | ORD | 240 | 22:30 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 497 | 14:28 | 164 | 0 | SFO | 370 | 15:28 | 164 | 0 |
| UA | T1 | B739 | 179 | SFO | 555 | 9:24 | 164 | 0 | IAH | 1284 | 10:15 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 710 | 17:11 | 172 | 0 | DEN | 231 | 18:05 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 763 | 12:34 | 172 | 0 | SFO | 1919 | 13:30 | 164 | 0 |
| UA | T1 | B739 | 179 | ORD | 1590 | 12:21 | 172 | 0 | IAH | 2099 | 13:40 | 172 | 0 |
| UA | T1 | B739 | 179 | EWR | 1593 | 10:42 | 172 | 0 | EWR | 2163 | 11:35 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 1798 | 19:39 | 164 | 0 | SFO | 384 | 20:30 | 164 | 0 |
| UA | T1 | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 | SFO | 736 | 16:31 | 164 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T1 | B739 | 179 | SFO | 1900 | 12:30 | 164 | 0 | DEN | 243 | 13:29 | 172 | 0 |
| UA | T1 | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 172 | 0 |
| UA | T1 | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 1982 | 9:44 | 172 | 0 | DEN | 1479 | 10:45 | 172 | 0 |
| UA | T1 | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 172 | 0 |
| UA | T1 | B739 | 179 | ORD | 2192 | 9:54 | 172 | 0 | ORD | 555 | 10:59 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 2238 | 10:20 | 164 | 0 | SFO | 390 | 11:20 | 164 | 0 |
| UA | T1 | B739 | 179 | SFO | 2287 | 17:25 | 164 | 0 | SFO | 2016 | 18:22 | 164 | 0 |
| UA | T1 | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 114 | 0 |
| UA | T1 | B739 | 179 | ORD | 2381 | 15:01 | 172 | 0 | DEN | 2299 | 16:02 | 172 | 0 |
| UA | T1 | B739 | 179 | | | | | | SFO | 2235 | 6:15 | 164 | 0 |
| UA | T1 | B739 | 179 | SFO | 361 | 22:35 | 164 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 172 | 0 |
| UA | T1 | B739 | 179 | ORD | 651 | 22:10 | 172 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 172 | 0 |
| UA | T1 | B739 | 179 | | | | | | SFO | 662 | 7:35 | 164 | 0 |
| UA | T1 | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | IAD | 546 | 8:12 | 172 | 0 |
| UA | T1 | B739 | 179 | EWR | 1827 | 20:57 | 172 | 0 | | | | | |
| UA | T1 | B739 | 179 | SFO | 1967 | 22:08 | 164 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 |
| UA | T1 | B739 | 179 | EWR | 2275 | 22:46 | 172 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | EWR | 751 | 6:15 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 2416 | 23:30 | 172 | 0 | | | | | |
| UA | T1 | B739 | 179 | | | | | | ORD | 913 | 6:15 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 2423 | 23:47 | 164 | 0 | | | | | |
| WN | T1 | B738 | 175 | PHX | 20 | 15:05 | 141 | 0 | PDX | 20 | 15:40 | 149 | 0 |
| WN | T1 | B737 | 143 | OAK | 31 | 7:50 | 110 | 0 | DAL | 31 | 8:25 | 129 | 0 |
| WN | T1 | B738 | 175 | PHX | 34 | 7:50 | 141 | 0 | HOU | 34 | 8:25 | 168 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 129 | 0 | SMF | 160 | 12:30 | 150 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 135 | 0 | OAK | 375 | 20:55 | 135 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 167 | 0 | SMF | 193 | 17:10 | 150 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 157 | 0 | IND | 2485 | 11:30 | 159 | 0 |
| WN | T1 | B738 | 175 | SJC | 234 | 17:45 | 138 | 0 | MDW | 1410 | 18:25 | 165 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 150 | 0 | PDX | 241 | 22:00 | 149 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 159 | 0 | SAT | 267 | 18:00 | 152 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 167 | 0 | TPA | 2332 | 11:45 | 157 | 0 |
| WN | T1 | B738 | 175 | DEN | 361 | 8:40 | 165 | 0 | ABQ | 2245 | 9:30 | 144 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 165 | 0 |
| WN | T1 | B738 | 175 | LAS | 416 | 17:40 | 129 | 0 | LAS | 234 | 18:20 | 129 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 158 | 0 | PHX | 419 | 16:35 | 141 | 0 |
| WN | T1 | B738 | 175 | SJC | 427 | 22:00 | 138 | 0 | LAS | 1334 | 22:50 | 129 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 113 | 0 | SJC | 1459 | 17:10 | 113 | 0 |
| WN | T1 | B738 | 175 | PHX | 477 | 7:05 | 141 | 0 | SAT | 477 | 7:45 | 152 | 0 |
| WN | T1 | B737 | 143 | SAT | 481 | 10:35 | 124 | 0 | SFO | 1698 | 11:10 | 120 | 0 |
| WN | T1 | B738 | 175 | LAS | 482 | 18:35 | 129 | 0 | PHX | 483 | 19:10 | 141 | 0 |
| WN | T1 | B737 | 143 | OAK | 500 | 19:25 | 110 | 0 | OAK | 2271 | 20:10 | 110 | 0 |
| WN | T1 | B737 | 143 | LAS | 502 | 9:30 | 105 | 0 | LAS | 963 | 10:05 | 105 | 0 |
| WN | T1 | B738 | 175 | AUS | 506 | 17:50 | 148 | 0 | MCI | 2175 | 18:30 | 158 | 0 |
| WN | T1 | B737 | 143 | OAK | 580 | 21:25 | 110 | 0 | PHX | 991 | 22:35 | 115 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 165 | 0 | HOU | 199 | 13:45 | 168 | 0 |
| WN | T1 | B738 | 175 | DEN | 606 | 6:55 | 165 | 0 | BNA | 1467 | 7:30 | 157 | 0 |
| WN | T1 | B737 | 143 | OAK | 609 | 14:10 | 110 | 0 | PHX | 2194 | 14:50 | 115 | 0 |
| WN | T1 | B738 | 175 | LAS | 746 | 21:45 | 129 | 0 | OAK | 408 | 22:45 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 768 | 20:25 | 105 | 0 | LAS | 2294 | 21:00 | 105 | 0 |
| WN | T1 | B738 | 175 | PHX | 791 | 12:50 | 141 | 0 | DEN | 791 | 13:25 | 165 | 0 |
| WN | T1 | B737 | 143 | TPA | 807 | 11:40 | 129 | 0 | SJC | 807 | 12:20 | 113 | 0 |
| WN | T1 | B37M | 172 | HOU | 847 | 9:25 | 165 | 0 | SMF | 2519 | 10:05 | 148 | 0 |
| WN | T1 | B738 | 175 | EWR | 893 | 13:55 | 166 | 0 | OAK | 893 | 14:30 | 135 | 0 |
| WN | T1 | B737 | 143 | RNO | 958 | 19:15 | 129 | 0 | AUS | 958 | 19:50 | 121 | 0 |
| WN | T1 | B738 | 175 | PHX | 977 | 18:45 | 141 | 0 | OAK | 977 | 19:15 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 996 | 7:30 | 105 | 0 | SEA | 996 | 8:10 | 137 | 0 |
| WN | T1 | B37M | 172 | SEA | 1017 | 20:50 | 165 | 0 | TUS | 1017 | 21:25 | 129 | 0 |
| WN | T1 | B738 | 175 | SMF | 1051 | 14:55 | 150 | 0 | SJC | 1336 | 15:30 | 138 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 165 | 0 | BNA | 724 | 14:45 | 157 | 0 |
| WN | T1 | B37M | 172 | PDX | 1096 | 13:20 | 146 | 0 | BWI | 1096 | 13:55 | 164 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 158 | 0 | EWR | 1148 | 9:10 | 166 | 0 |
| WN | T1 | B738 | 175 | AUS | 1156 | 9:40 | 148 | 0 | DAL | 695 | 10:15 | 158 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 165 | 0 | SJC | 1207 | 11:00 | 138 | 0 |
| WN | T2W | B738 | 175 | SJD | 1214 | 15:10 | 160 | 0 | LAS | 2545 | 15:50 | 129 | 0 |
| WN | T1 | B737 | 143 | SJC | 1291 | 21:05 | 113 | 0 | SMF | 1292 | 21:45 | 123 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 165 | 0 | BWI | 1100 | 11:20 | 167 | 0 |
| WN | T1 | B738 | 175 | TUS | 1306 | 11:20 | 131 | 0 | OAK | 2286 | 12:00 | 135 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 168 | 0 | SMF | 2531 | 19:40 | 150 | 0 |
| WN | T1 | B737 | 143 | OAK | 1409 | 7:00 | 110 | 0 | SJC | 606 | 7:35 | 113 | 0 |
| WN | T1 | B737 | 143 | PHX | 1410 | 17:40 | 115 | 0 | OAK | 416 | 18:20 | 110 | 0 |
| WN | T1 | B737 | 143 | ABQ | 1467 | 6:55 | 118 | 0 | MCI | 1409 | 7:35 | 129 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 138 | 0 | MCO | 1474 | 11:05 | 168 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 150 | 0 | STL | 1481 | 19:30 | 156 | 0 |
| WN | T1 | B737 | 143 | SMF | 1624 | 17:15 | 123 | 0 | PHX | 1624 | 17:50 | 115 | 0 |
| WN | T1 | B737 | 143 | TUS | 1647 | 19:00 | 107 | 0 | LAS | 1647 | 19:35 | 105 | 0 |
| WN | T1 | B737 | 143 | RNO | 1652 | 8:15 | 129 | 0 | DEN | 1652 | 8:50 | 135 | 0 |
| WN | T1 | B737 | 143 | SFO | 1697 | 10:35 | 120 | 0 | MSY | 52 | 11:10 | 130 | 0 |
| WN | T1 | B737 | 143 | SFO | 1699 | 15:00 | 120 | 0 | SFO | 2083 | 15:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1701 | 19:15 | 120 | 0 | SFO | 1702 | 19:45 | 120 | 0 |
| WN | T1 | B737 | 143 | SAT | 1705 | 15:25 | 124 | 0 | BOI | 2129 | 16:10 | 133 | 0 |
| WN | T1 | B38M | 175 | BOI | 1748 | 21:00 | 163 | 0 | SFO | 1807 | 21:45 | 147 | 0 |
| WN | T1 | B737 | 143 | LAS | 1775 | 15:25 | 105 | 0 | OAK | 1705 | 16:20 | 110 | 0 |
| WN | T1 | B737 | 143 | SFO | 1797 | 8:00 | 120 | 0 | SFO | 1798 | 8:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1799 | 12:30 | 120 | 0 | MKE | 1895 | 13:05 | 134 | 0 |
| WN | T1 | B737 | 143 | SFO | 1801 | 17:00 | 120 | 0 | SFO | 1802 | 17:35 | 120 | 0 |
| WN | T1 | B737 | 143 | SFO | 1806 | 21:10 | 120 | 0 | DEN | 580 | 22:10 | 135 | 0 |
| WN | T1 | B737 | 143 | MCI | 1810 | 21:10 | 129 | 0 | OAK | 1810 | 21:55 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 1832 | 12:00 | 113 | 0 | AUS | 1832 | 12:45 | 121 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 150 | 0 | PHX | 1882 | 9:45 | 141 | 0 |
| WN | T1 | B737 | 143 | SMF | 1895 | 12:30 | 123 | 0 | SFO | 1800 | 13:10 | 120 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| WN | T1 | B737 | 143 | SMF | 1917 | 13:25 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 1927 | 16:45 | 110 | 0 |
| WN | T1 | B737 | 143 | SLC | 2062 | 14:45 | 126 | 0 |
| WN | T1 | B737 | 143 | OAK | 2067 | 10:25 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 2093 | 19:50 | 113 | 0 |
| WN | T1 | B737 | 143 | PHX | 2116 | 8:40 | 115 | 0 |
| WN | T1 | B38M | 175 | STL | 2129 | 15:30 | 156 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 164 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 167 | 0 |
| WN | T1 | B737 | 143 | OAK | 2175 | 17:50 | 110 | 0 |
| WN | T1 | B737 | 143 | SJC | 2194 | 14:15 | 113 | 0 |
| WN | T1 | B37M | 172 | PDX | 2208 | 8:30 | 146 | 0 |
| WN | T1 | B737 | 143 | SMF | 2209 | 19:40 | 123 | 0 |
| WN | T1 | B737 | 143 | SJC | 2245 | 8:55 | 113 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 135 | 0 |
| WN | T1 | B737 | 143 | LAS | 2270 | 12:35 | 105 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 138 | 0 |
| WN | T1 | B737 | 143 | DAL | 2286 | 11:20 | 129 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 165 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 141 | 0 |
| WN | T1 | B737 | 143 | OAK | 2339 | 13:30 | 110 | 0 |
| WN | T1 | B37M | 172 | SMF | 2351 | 15:45 | 148 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 123 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 129 | 0 |
| WN | T1 | B737 | 143 | DEN | 2385 | 18:05 | 135 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 113 | 0 |
| WN | T1 | B737 | 143 | LAS | 2421 | 8:20 | 105 | 0 |
| WN | T1 | B737 | 143 | SMF | 2471 | 10:50 | 123 | 0 |
| WN | T1 | B37M | 172 | SEA | 2519 | 9:25 | 165 | 0 |
| WN | T1 | B737 | 143 | SJC | 2545 | 15:15 | 113 | 0 |
| WN | T1 | B737 | 143 | IND | 2567 | 13:40 | 130 | 0 |
| WN | T1 | B737 | 143 | PHX | 2574 | 20:10 | 115 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 158 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | LAS | 532 | 23:15 | 105 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 157 | 0 |
| WN | T1 | B38M | 175 | | | | | |
| WN | T1 | B38M | 175 | PHX | 1057 | 23:10 | 141 | 0 |
| WN | T1 | B37M | 172 | | | | | |
| WN | T1 | B37M | 172 | STL | 1334 | 22:20 | 153 | 0 |
| WN | T1 | B37M | 172 | | | | | |
| WN | T1 | B37M | 172 | PDX | 1401 | 22:50 | 146 | 0 |
| WN | T1 | B737 | 143 | | | | | |
| WN | T1 | B737 | 143 | ABQ | 1439 | 23:00 | 118 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 148 | 0 |
| WN | T1 | B37M | 172 | | | | | |
| WN | T1 | B37M | 172 | SFO | 1703 | 23:20 | 144 | 0 |
| WN | T1 | B38M | 175 | | | | | |
| WN | T1 | B38M | 175 | DEN | 2085 | 23:20 | 165 | 0 |
| WN | T1 | B738 | 175 | | | | | |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 167 | 0 |
| WN | T1 | B38M | 175 | | | | | |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 165 | 0 |
| WN | T1 | B37M | 172 | | | | | |
| WN | T1 | B37M | 172 | OAK | 4767 | 23:15 | 133 | 0 |
| WS | T2W | B38M | 174 | YYC | 1564 | 13:28 | 165 | 0 |
| WS | T2W | B738 | 174 | YVR | 1762 | 12:26 | 167 | 0 |
| DL | T2W | B788 | 235 | ATL | 3000003 | 10:35 | 225 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 172 | 0 |
| DL | T2W | BCS3 | 130 | | | | | |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 122 | 0 |
| DL | T2W | B738 | 160 | | | | | |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 150 | 0 |
| DL | T2W | BCS3 | 130 | | | | | |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 122 | 0 |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 150 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 97 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | JFK | 3000024 | 21:30 | 164 | 0 |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 145 | 0 |
| DL | T2W | B738 | 160 | | | | | |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 175 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 153 | 0 |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 124 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 151 | 0 |
| AC | T2W | E75S | 76 | YVR | 3000200 | 19:15 | 72 | 0 |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 304 | 0 |
| DY | T2W | B788 | 235 | | | | | |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 207 | 0 |
| QF | T2W | B788 | 235 | SYD | 3000226 | 18:20 | 209 | 0 |
| WS | T2W | B738 | 168 | YYC | 3000228 | 18:15 | 159 | 0 |
| AA | T1 | B738 | 160 | JFK | 3000300 | 8:35 | 151 | 0 |
| AA | T1 | B738 | 160 | MIA | 3000301 | 20:55 | 153 | 0 |
| AA | T1 | B738 | 160 | PHL | 3000302 | 11:25 | 143 | 0 |
| AA | T1 | B738 | 160 | | | | | |
| AA | T1 | B738 | 160 | DFW | 3000304 | 23:30 | 151 | 0 |
| AA | T1 | B738 | 160 | | | | | |
| AA | T1 | B738 | 160 | CLT | 3000305 | 22:00 | 146 | 0 |
| AA | T1 | B738 | 160 | | | | | |
| AA | T1 | A21N | 181 | MIA | 3000307 | 22:30 | 173 | 0 |
| AA | T1 | B738 | 160 | DCA | 3000311 | 11:05 | 150 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000314 | 17:13 | 151 | 0 |
| AA | T1 | A21N | 181 | JFK | 3000319 | 7:00 | 171 | 0 |
| AA | T1 | A21N | 181 | ORD | 3000322 | 17:30 | 174 | 0 |

| | | | |
|---|---|---|---|
| SJC | 1918 | 14:00 | 113 | 0 |
| SEA | 1927 | 17:30 | 137 | 0 |
| SMF | 2062 | 15:25 | 123 | 0 |
| DEN | 2067 | 11:00 | 135 | 0 |
| PHX | 2093 | 20:20 | 115 | 0 |
| SMF | 2116 | 9:15 | 123 | 0 |
| SJC | 1103 | 16:20 | 138 | 0 |
| DAL | 1230 | 18:00 | 158 | 0 |
| RNO | 2155 | 13:05 | 158 | 0 |
| SJC | 506 | 18:25 | 113 | 0 |
| SLC | 609 | 14:50 | 126 | 0 |
| SJC | 2208 | 9:05 | 136 | 0 |
| ABQ | 500 | 20:15 | 118 | 0 |
| SJD | 1213 | 9:55 | 130 | 0 |
| STL | 2258 | 9:30 | 156 | 0 |
| LAS | 1767 | 13:10 | 105 | 0 |
| SJC | 1408 | 19:25 | 138 | 0 |
| PHX | 2817 | 12:00 | 115 | 0 |
| DAL | 1494 | 16:05 | 158 | 0 |
| MDW | 1284 | 10:35 | 165 | 0 |
| SMF | 2151 | 14:05 | 123 | 0 |
| LAS | 2355 | 16:55 | 127 | 0 |
| PHX | 2362 | 7:55 | 115 | 0 |
| SJC | 2378 | 20:35 | 113 | 0 |
| SMF | 2385 | 18:40 | 123 | 0 |
| LAS | 2393 | 8:30 | 105 | 0 |
| ATL | 2421 | 9:05 | 136 | 0 |
| LAS | 2471 | 11:25 | 105 | 0 |
| OAK | 847 | 9:55 | 133 | 0 |
| DEN | 1775 | 16:00 | 135 | 0 |
| TUS | 2567 | 14:15 | 107 | 0 |
| RNO | 2574 | 20:45 | 129 | 0 |
| OAK | 980 | 8:10 | 135 | 0 |
| SMF | 2267 | 6:30 | 123 | 0 |
| MDW | 2475 | 6:40 | 165 | 0 |
| LAS | 1708 | 6:35 | 129 | 0 |
| OAK | 2503 | 7:20 | 133 | 0 |
| PHX | 1712 | 6:55 | 138 | 0 |
| DEN | 2204 | 6:40 | 135 | 0 |
| SMF | 2172 | 7:40 | 150 | 0 |
| SJC | 1691 | 6:20 | 136 | 0 |
| SFO | 2384 | 6:30 | 147 | 0 |
| AUS | 2486 | 6:20 | 148 | 0 |
| PDX | 1679 | 7:10 | 149 | 0 |
| BWI | 2164 | 6:35 | 164 | 0 |
| YYC | 1565 | 14:15 | 165 | 0 |
| YVR | 1763 | 13:15 | 167 | 0 |
| ATL | 4000003 | 11:30 | 225 | 0 |
| ATL | 4000004 | 13:50 | 172 | 0 |
| MSP | 4000005 | 6:20 | 122 | 0 |
| MSP | 4000008 | 9:00 | 150 | 0 |
| MSP | 4000009 | 6:59 | 122 | 0 |
| MSP | 4000010 | 18:00 | 150 | 0 |
| LAS | 4000018 | 21:35 | 97 | 0 |
| JFK | 4000024 | 6:00 | 164 | 0 |
| JFK | 4000026 | 13:00 | 145 | 0 |
| DTW | 4000028 | 6:00 | 153 | 0 |
| JFK | 4000029 | 16:50 | 175 | 0 |
| DTW | 4000033 | 10:25 | 124 | 0 |
| SEA | 4000041 | 22:00 | 151 | 0 |
| YVR | 4000200 | 20:05 | 72 | 0 |
| LHR | 4000212 | 13:50 | 304 | 0 |
| LGW | 4000213 | 7:20 | 207 | 0 |
| SYD | 4000226 | 20:20 | 209 | 0 |
| YYC | 4000228 | 19:00 | 159 | 0 |
| JFK | 4000300 | 9:35 | 151 | 0 |
| MIA | 4000301 | 22:50 | 153 | 0 |
| PHL | 4000302 | 12:20 | 143 | 0 |
| DFW | 4000304 | 7:45 | 151 | 0 |
| CLT | 4000305 | 6:00 | 146 | 0 |
| MIA | 4000307 | 6:15 | 153 | 0 |
| DCA | 4000311 | 11:55 | 150 | 0 |
| DFW | 4000314 | 18:13 | 151 | 0 |
| JFK | 4000319 | 7:50 | 171 | 0 |
| ORD | 4000322 | 18:20 | 174 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AA | T1 | B738 | 160 | ORD | 3000324 | 9:55 | 154 | 0 | ORD | 4000324 | 10:40 | 154 | 0 |
| AA | T1 | A21N | 181 | DCA | 3000325 | 14:55 | 170 | 0 | DCA | 4000325 | 15:55 | 170 | 0 |
| AA | T1 | A21N | 181 | CLT | 3000328 | 19:00 | 165 | 0 | CLT | 4000328 | 19:55 | 165 | 0 |
| UA | T1 | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 | IAD | 4000405 | 13:30 | 144 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 | IAD | 4000406 | 16:40 | 160 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 | IAD | 4000410 | 7:30 | 160 | 0 |
| UA | T1 | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 144 | 0 |
| UA | T1 | A320 | 150 | ORD | 3000412 | 22:55 | 144 | 0 | | | | | |
| UA | T1 | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 | ORD | 4000416 | 14:30 | 160 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 | ORD | 4000417 | 11:55 | 160 | 0 |
| UA | T1 | E75S | 76 | DEN | 3000418 | 15:10 | 68 | 0 | DEN | 4000418 | 16:00 | 68 | 0 |
| UA | T1 | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 144 | 0 |
| UA | T1 | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 | | | | | |
| UA | T1 | A320 | 150 | BOS | 3000432 | 20:00 | 144 | 0 | BOS | 4000432 | 20:58 | 144 | 0 |
| UA | T1 | B739 | 167 | EWR | 3000435 | 20:55 | 160 | 0 | EWR | 4000435 | 22:55 | 160 | 0 |
| UA | T1 | B739 | 167 | | | | | | BOS | 4000436 | 6:40 | 160 | 0 |
| UA | T1 | B739 | 167 | BOS | 3000436 | 23:20 | 160 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 120 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 129 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 105 | 0 | LAS | 4000502 | 13:35 | 105 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 110 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 120 | 0 | SFO | 4000515 | 11:55 | 120 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 123 | 0 | SMF | 4000524 | 14:35 | 123 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 123 | 0 | SMF | 4000525 | 22:35 | 123 | 0 |
| WN | T1 | B738 | 175 | SMF | 3000526 | 10:00 | 150 | 0 | SMF | 4000526 | 10:35 | 150 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 113 | 0 | SJC | 4000537 | 16:45 | 113 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 135 | 0 | ABQ | 4000542 | 21:30 | 118 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 135 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 135 | 0 | | | | | |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 165 | 0 | DEN | 4000545 | 17:55 | 165 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 137 | 0 | PDX | 4000552 | 15:50 | 122 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 105 | 0 | LAS | 4000554 | 7:45 | 105 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 129 | 0 | DAL | 4000556 | 8:50 | 129 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000557 | 16:25 | 158 | 0 | DAL | 4000557 | 17:05 | 158 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000558 | 9:10 | 158 | 0 | DAL | 4000558 | 9:50 | 158 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 168 | 0 | HOU | 4000561 | 18:10 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000563 | 21:15 | 168 | 0 | HOU | 4000563 | 21:55 | 168 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 122 | 0 | PDX | 4000579 | 19:50 | 122 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 121 | 0 | AUS | 4000584 | 18:40 | 121 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 164 | 0 | MKE | 4000594 | 12:35 | 164 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 127 | 0 | CUN | 4000603 | 14:50 | 127 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 166 | 0 |
| AS | T2W | B739 | 181 | EWR | 3000701 | 23:20 | 166 | 0 | | | | | |
| AS | T2E | B738 | 159 | OGG | 3000708 | 14:01 | 151 | 0 | OGG | 4000708 | 15:44 | 151 | 0 |
| AS | T2E | A320 | 149 | SFO | 3000709 | 8:35 | 126 | 0 | SFO | 4000709 | 9:25 | 126 | 0 |
| AS | T2E | A20N | 185 | LAS | 3000713 | 20:00 | 164 | 0 | LAS | 4000713 | 20:55 | 164 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 161 | 0 | SLC | 4000719 | 18:55 | 161 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 151 | 0 | SJD | 4000740 | 15:20 | 151 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 151 | 0 | SLC | 4000012 | 15:35 | 151 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 151 | 0 | SJD | 4000739 | 17:10 | 151 | 0 |
| SY | T2W | B738 | 162 | MSP | 3000227 | 16:00 | 144 | 0 | MSP | 4000227 | 16:45 | 144 | 0 |
| WN | T1 | B738 | 175 | | | | | | SFO | 4000518 | 7:55 | 147 | 0 |
| WN | T1 | B738 | 175 | SFO | 3000518 | 22:55 | 147 | 0 | | | | | |
| AS | T2E | B739 | 181 | | | | | | GDL | 4000727 | 6:33 | 161 | 0 |
| AS | T2E | B739 | 181 | GDL | 3000727 | 21:21 | 161 | 0 | | | | | |
| AS | T2E | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 161 | 0 |
| AS | T2E | B739 | 181 | MZT | 3000747 | 23:25 | 161 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | BZE | 4000607 | 6:50 | 156 | 0 |
| WN | T1 | B738 | 175 | BZE | 3000607 | 23:10 | 156 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 117 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 117 | 0 | | | | | |
| UA | T1 | B739 | 167 | IAD | 3000406 | 21:55 | 160 | 0 | IAD | 4000406 | 23:25 | 160 | 0 |
| UA | T1 | E75S | 76 | DEN | 3000423 | 18:00 | 68 | 0 | DEN | 4000423 | 18:55 | 68 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2030 Preferred summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 32,624 | 5,565 | 17,322 | 55,511 |
| 12:00 AM | 140 | 69 | 1 | 210 |
| 12:15 AM | 27 | 95 | 72 | 194 |
| 12:30 AM | 0 | 15 | 95 | 110 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 50 | 0 | 0 | 50 |
| 6:45 AM | 98 | 0 | 0 | 98 |
| 7:00 AM | 370 | 12 | 0 | 382 |
| 7:15 AM | 556 | 86 | 0 | 642 |
| 7:30 AM | 197 | 35 | 13 | 245 |
| 7:45 AM | 105 | 59 | 98 | 262 |
| 8:00 AM | 372 | 93 | 39 | 504 |
| 8:15 AM | 486 | 14 | 1 | 501 |
| 8:30 AM | 466 | 47 | 83 | 596 |
| 8:45 AM | 530 | 211 | 260 | 1,001 |
| 9:00 AM | 454 | 129 | 152 | 735 |
| 9:15 AM | 241 | 105 | 264 | 610 |
| 9:30 AM | 421 | 79 | 210 | 710 |
| 9:45 AM | 586 | 75 | 180 | 841 |
| 10:00 AM | 724 | 10 | 268 | 1,002 |
| 10:15 AM | 500 | 0 | 109 | 609 |
| 10:30 AM | 636 | 0 | 480 | 1,116 |
| 10:45 AM | 778 | 20 | 549 | 1,347 |
| 11:00 AM | 570 | 96 | 303 | 969 |
| 11:15 AM | 417 | 34 | 163 | 614 |
| 11:30 AM | 454 | 11 | 180 | 645 |
| 11:45 AM | 362 | 151 | 294 | 807 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2030 Preferred summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 32,518 | 5,731 | 17,107 | 55,356 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 2 | 0 | 5 | 7 |
| 3:45 AM | 19 | 4 | 10 | 33 |
| 4:00 AM | 44 | 10 | 33 | 87 |
| 4:15 AM | 122 | 25 | 86 | 233 |
| 4:30 AM | 328 | 80 | 192 | 600 |
| 4:45 AM | 603 | 161 | 272 | 1,036 |
| 5:00 AM | 793 | 213 | 318 | 1,324 |
| 5:15 AM | 796 | 224 | 411 | 1,431 |
| 5:30 AM | 686 | 222 | 477 | 1,385 |
| 5:45 AM | 625 | 216 | 446 | 1,287 |
| 6:00 AM | 703 | 181 | 371 | 1,255 |
| 6:15 AM | 779 | 153 | 297 | 1,229 |
| 6:30 AM | 781 | 149 | 237 | 1,167 |
| 6:45 AM | 760 | 194 | 197 | 1,151 |
| 7:00 AM | 682 | 203 | 180 | 1,065 |
| 7:15 AM | 604 | 189 | 172 | 965 |
| 7:30 AM | 516 | 158 | 177 | 851 |
| 7:45 AM | 477 | 118 | 199 | 794 |
| 8:00 AM | 470 | 91 | 207 | 768 |
| 8:15 AM | 482 | 73 | 241 | 796 |
| 8:30 AM | 507 | 54 | 255 | 816 |
| 8:45 AM | 532 | 48 | 289 | 869 |
| 9:00 AM | 546 | 46 | 313 | 905 |
| 9:15 AM | 558 | 46 | 305 | 909 |
| 9:30 AM | 568 | 54 | 325 | 947 |
| 9:45 AM | 559 | 63 | 320 | 942 |
| 10:00 AM | 551 | 72 | 318 | 941 |
| 10:15 AM | 517 | 74 | 301 | 892 |
| 10:30 AM | 488 | 72 | 271 | 831 |
| 10:45 AM | 468 | 63 | 263 | 794 |
| 11:00 AM | 432 | 57 | 269 | 758 |
| 11:15 AM | 433 | 52 | 308 | 793 |
| 11:30 AM | 420 | 42 | 345 | 807 |
| 11:45 AM | 424 | 44 | 378 | 846 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 349 | 95 | 323 | 767 |
| 12:15 PM | 346 | 5 | 290 | 641 |
| 12:30 PM | 452 | 15 | 463 | 930 |
| 12:45 PM | 583 | 152 | 543 | 1,278 |
| 1:00 PM | 336 | 123 | 248 | 707 |
| 1:15 PM | 320 | 13 | 331 | 664 |
| 1:30 PM | 395 | 0 | 389 | 784 |
| 1:45 PM | 390 | 0 | 416 | 806 |
| 2:00 PM | 306 | 40 | 186 | 532 |
| 2:15 PM | 392 | 105 | 223 | 720 |
| 2:30 PM | 411 | 119 | 127 | 657 |
| 2:45 PM | 263 | 93 | 326 | 682 |
| 3:00 PM | 492 | 101 | 457 | 1,050 |
| 3:15 PM | 716 | 17 | 247 | 980 |
| 3:30 PM | 618 | 1 | 79 | 698 |
| 3:45 PM | 563 | 64 | 11 | 638 |
| 4:00 PM | 417 | 84 | 208 | 709 |
| 4:15 PM | 197 | 35 | 355 | 587 |
| 4:30 PM | 287 | 208 | 120 | 615 |
| 4:45 PM | 218 | 205 | 228 | 651 |
| 5:00 PM | 159 | 49 | 244 | 452 |
| 5:15 PM | 455 | 1 | 337 | 793 |
| 5:30 PM | 701 | 38 | 193 | 932 |
| 5:45 PM | 546 | 175 | 197 | 918 |
| 6:00 PM | 571 | 112 | 160 | 843 |
| 6:15 PM | 483 | 111 | 140 | 734 |
| 6:30 PM | 421 | 42 | 344 | 807 |
| 6:45 PM | 511 | 75 | 327 | 913 |
| 7:00 PM | 319 | 185 | 227 | 731 |
| 7:15 PM | 338 | 45 | 143 | 526 |
| 7:30 PM | 374 | 54 | 281 | 709 |
| 7:45 PM | 480 | 85 | 369 | 934 |
| 8:00 PM | 549 | 64 | 591 | 1,204 |
| 8:15 PM | 500 | 97 | 362 | 959 |
| 8:30 PM | 211 | 22 | 256 | 489 |
| 8:45 PM | 131 | 83 | 184 | 398 |
| 9:00 PM | 734 | 52 | 227 | 1,013 |
| 9:15 PM | 901 | 66 | 274 | 1,241 |
| 9:30 PM | 546 | 246 | 232 | 1,024 |
| 9:45 PM | 272 | 87 | 607 | 966 |
| 10:00 PM | 516 | 23 | 411 | 950 |
| 10:15 PM | 718 | 105 | 48 | 871 |
| 10:30 PM | 591 | 151 | 32 | 774 |
| 10:45 PM | 571 | 179 | 372 | 1,122 |
| 11:00 PM | 767 | 54 | 524 | 1,345 |
| 11:15 PM | 1,134 | 97 | 354 | 1,585 |
| 11:30 PM | 1,059 | 209 | 393 | 1,661 |
| 11:45 PM | 475 | 137 | 96 | 708 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 422 | 42 | 383 | 847 |
| 12:15 PM | 414 | 46 | 369 | 829 |
| 12:30 PM | 398 | 45 | 337 | 780 |
| 12:45 PM | 380 | 44 | 319 | 743 |
| 1:00 PM | 374 | 49 | 297 | 720 |
| 1:15 PM | 373 | 56 | 304 | 733 |
| 1:30 PM | 390 | 66 | 305 | 761 |
| 1:45 PM | 409 | 83 | 300 | 792 |
| 2:00 PM | 433 | 94 | 288 | 815 |
| 2:15 PM | 455 | 99 | 261 | 815 |
| 2:30 PM | 453 | 102 | 224 | 779 |
| 2:45 PM | 441 | 90 | 196 | 727 |
| 3:00 PM | 399 | 90 | 185 | 674 |
| 3:15 PM | 376 | 88 | 194 | 658 |
| 3:30 PM | 362 | 91 | 203 | 656 |
| 3:45 PM | 373 | 96 | 201 | 670 |
| 4:00 PM | 406 | 89 | 193 | 688 |
| 4:15 PM | 431 | 93 | 168 | 692 |
| 4:30 PM | 465 | 81 | 152 | 698 |
| 4:45 PM | 471 | 78 | 133 | 682 |
| 5:00 PM | 450 | 83 | 119 | 652 |
| 5:15 PM | 418 | 79 | 114 | 611 |
| 5:30 PM | 370 | 79 | 109 | 558 |
| 5:45 PM | 355 | 78 | 128 | 561 |
| 6:00 PM | 353 | 66 | 145 | 564 |
| 6:15 PM | 355 | 64 | 183 | 602 |
| 6:30 PM | 350 | 61 | 215 | 626 |
| 6:45 PM | 335 | 57 | 243 | 635 |
| 7:00 PM | 329 | 57 | 265 | 651 |
| 7:15 PM | 327 | 49 | 259 | 635 |
| 7:30 PM | 333 | 38 | 251 | 622 |
| 7:45 PM | 341 | 27 | 225 | 593 |
| 8:00 PM | 348 | 13 | 193 | 554 |
| 8:15 PM | 373 | 6 | 177 | 556 |
| 8:30 PM | 391 | 1 | 158 | 550 |
| 8:45 PM | 396 | 0 | 153 | 549 |
| 9:00 PM | 363 | 0 | 131 | 494 |
| 9:15 PM | 308 | 0 | 106 | 414 |
| 9:30 PM | 234 | 0 | 77 | 311 |
| 9:45 PM | 150 | 0 | 36 | 186 |
| 10:00 PM | 81 | 0 | 18 | 99 |
| 10:15 PM | 38 | 0 | 2 | 40 |
| 10:30 PM | 13 | 0 | 0 | 13 |
| 10:45 PM | 6 | 0 | 0 | 6 |
| 11:00 PM | 1 | 0 | 0 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
60995

24-hr Enplanements
60861

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T2E | A21N | 181 | DFW | 131 | 10:21 | | 172 | 0 | | | DFW | 131 | 11:59 | | 172 | 0 | | |
| AA | T2E | A21N | 196 | PHX | 438 | 8:47 | | 170 | 0 | | | PHX | 438 | 9:58 | | 170 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 480 | 18:16 | | 162 | 0 | | | PHX | 480 | 19:25 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 491 | 15:11 | | 162 | 0 | | | DFW | 491 | 16:04 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 581 | 20:56 | | 168 | 0 | | | CLT | 596 | 22:31 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 639 | 9:31 | | 171 | 0 | | | CLT | 639 | 10:24 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 679 | 11:59 | | 177 | 0 | | | DFW | 679 | 12:49 | | 177 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1064 | 9:52 | | 172 | 0 | | | DFW | 1064 | 10:42 | | 172 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1168 | 15:38 | | 180 | 0 | | | PHX | 1514 | 16:40 | | 162 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1229 | 13:24 | | 172 | 0 | | | DFW | 1229 | 14:22 | | 172 | 0 | | |
| AA | T2E | A321 | 187 | DFW | 1243 | 19:57 | | 177 | 0 | | | JFK | 2306 | 22:26 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1543 | 19:21 | | 180 | 0 | | | MIA | 1209 | 21:54 | | 180 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1611 | 7:53 | | 172 | 0 | | | DFW | 1611 | 8:45 | | 172 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 1621 | 10:35 | | 168 | 0 | | | ORD | 134 | 11:34 | | 180 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 1624 | 16:13 | | 172 | 0 | | | DFW | 1624 | 17:39 | | 172 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 1740 | 18:30 | | 171 | 0 | | | PHL | 2078 | 22:16 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2407 | 21:40 | | 177 | 0 | | | ORD | 1606 | 22:46 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 2671 | 11:43 | | 162 | 0 | | | PHX | 2671 | 12:34 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 2680 | 14:14 | | 180 | 0 | | | ORD | 2680 | 15:02 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 2681 | 9:52 | | 177 | 0 | | | JFK | 2681 | 11:00 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | JFK | 366 | 22:55 | | 177 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 1367 | 6:21 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 168 | 0 | | |
| AA | T2E | A321 | 187 | PHX | 440 | 21:20 | | 162 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 171 | 0 | | |
| AA | T2E | A321 | 187 | CLT | 597 | 21:53 | | 171 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 177 | 0 | | |
| AA | T2E | A321 | 187 | ORD | 1244 | 22:40 | | 180 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 162 | 0 | | |
| AA | T2E | A321 | 187 | PHL | 2066 | 23:26 | | 168 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 172 | 0 | | |
| AA | T2E | A21N | 181 | DFW | 2568 | 23:13 | | 172 | 0 | | | | | | | | | | |
| AA | T2E | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 180 | 0 | | |
| AA | T2E | A321 | 187 | MIA | 2674 | 22:28 | | 180 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | DFW | 2758 | 17:52 | | 172 | 0 | | | | | | | | | | |
| AA | T2E | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 172 | 0 | | |
| AC | T1 | A321 | 200 | YYZ | 1887 | 10:45 | | 192 | 0 | | | YYZ | 1886 | 11:50 | | 192 | 0 | | |
| AC | T1 | E75S | 76 | YVR | 8668 | 15:51 | | 72 | 0 | | | YVR | 8669 | 16:30 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | YVR | 8690 | 13:11 | | 72 | 0 | | | YVR | 8691 | 13:50 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 72 | 0 | | |
| AC | T1 | E75S | 76 | YVR | 8670 | 22:51 | | 72 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | SJD | 275 | 12:45 | | 149 | 0 | | | SJD | 248 | 14:18 | | 149 | 0 | | |
| AS | T2E | B739 | 178 | MCO | 339 | 17:41 | | 171 | 0 | | | PDX | 577 | 18:59 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 374 | 19:29 | | 171 | 0 | | | PDX | 391 | 20:25 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | BWI | 377 | 9:28 | | 160 | 0 | | | SEA | 539 | 11:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 380 | 8:36 | | 171 | 0 | | | MCO | 760 | 10:00 | | 171 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 388 | 12:35 | | 178 | 0 | | | SEA | 471 | 13:35 | | 178 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 392 | 18:38 | | 178 | 0 | | | SEA | 949 | 19:38 | | 178 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 482 | 9:01 | | 178 | 0 | | | SEA | 579 | 10:10 | | 178 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 484 | 14:45 | | 178 | 0 | | | SEA | 317 | 15:45 | | 178 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 566 | 9:00 | | 171 | 0 | | | KOA | 185 | 10:10 | | 158 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 572 | 14:20 | | 171 | 0 | | | PDX | 575 | 15:25 | | 171 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 574 | 16:25 | | 178 | 0 | | | SEA | 455 | 17:26 | | 178 | 0 | | |
| AS | T2E | B739 | 178 | OGG | 806 | 21:01 | | 170 | 0 | | | BWI | 378 | 22:44 | | 160 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1950 | 7:35 | | 151 | 0 | | | SFO | 1953 | 8:28 | | 151 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1954 | 13:35 | | 157 | 0 | | | SFO | 1965 | 14:34 | | 157 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1958 | 16:36 | | 151 | 0 | | | SFO | 1967 | 17:31 | | 151 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1960 | 10:49 | | 151 | 0 | | | SFO | 1961 | 11:40 | | 151 | 0 | | |
| AS | T2E | A21N | 185 | SFO | 1962 | 18:46 | | 157 | 0 | | | SFO | 1971 | 19:42 | | 157 | 0 | | |
| AS | T2E | A21N | 185 | ABQ | 2729 | 13:12 | | 165 | 0 | | | MSP | 2774 | 14:24 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | MSP | 2781 | 14:47 | | 165 | 0 | | | ABQ | 2730 | 15:32 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | OMA | 3339 | 16:41 | | 165 | 0 | | | SMF | 3344 | 17:23 | | 167 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3343 | 16:19 | | 167 | 0 | | | STS | 3433 | 17:00 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SLC | 3354 | 7:05 | | 166 | 0 | | | DAL | 3306 | 7:52 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3356 | 8:32 | | 161 | 0 | | | STL | 3352 | 9:18 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3396 | 11:36 | | 161 | 0 | | | SMF | 3342 | 12:20 | | 167 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3398 | 15:43 | | 161 | 0 | | | SJC | 3407 | 16:24 | | 161 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3408 | 20:06 | | 161 | 0 | | | SJC | 3357 | 20:50 | | 161 | 0 | | |
| AS | T2E | A21N | 185 | AUS | 3421 | 17:00 | | 165 | 0 | | | MCI | 3458 | 17:42 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | MCI | 3451 | 8:27 | | 165 | 0 | | | AUS | 3336 | 9:07 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | STL | 3453 | 17:32 | | 165 | 0 | | | BOI | 3483 | 18:15 | | 165 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3459 | 14:48 | | 133 | 0 | | | SLC | 3341 | 15:28 | | 133 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3471 | 18:28 | | 133 | 0 | | | FAT | 3472 | 19:54 | | 133 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3477 | 8:40 | | 113 | 0 | | | FAT | 3438 | 9:20 | | 113 | 0 | | |
| AS | T2E | A21N | 185 | BOI | 3484 | 11:40 | | 165 | 0 | | | SJC | 3399 | 12:25 | | 161 | 0 | | |
| AS | T2E | A320 | 149 | MRY | 3486 | 10:51 | | 119 | 0 | | | FAT | 3422 | 11:31 | | 113 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3493 | 7:44 | | 167 | 0 | | | OMA | 3338 | 8:24 | | 165 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | BOS | 798 | 8:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | KOA | 196 | 22:28 | | 158 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | SJD | 201 | 18:47 | | 149 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | SJD | 244 | 7:25 | | 149 | 0 | | |
| AS | T1 | A21N | 185 | | | | | | | | | EWR | 772 | 6:20 | | 171 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 488 | 23:59 | | 178 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | HNL | 895 | 7:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 552 | 22:55 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | BOS | 769 | 21:36 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | OGG | 829 | 8:45 | | 170 | 0 | | |
| AS | T1 | B739 | 178 | EWR | 773 | 22:04 | | 164 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | LIH | 819 | 7:10 | | 147 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B739 | 178 | LIH | 858 | 23:03 | 147 | 0 |
| AS | T2E | B739 | 178 | | | | | |
| AS | T2E | B739 | 178 | HNL | 892 | 23:24 | 171 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SFO | 1964 | 22:37 | 157 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SEA | 1984 | 20:38 | 178 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | DAL | 3305 | 22:30 | 165 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SMF | 3345 | 21:18 | 167 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | STS | 3444 | 21:15 | 137 | 0 |
| B6 | T1 | A321 | 200 | BOS | 19 | 19:57 | 192 | 0 |
| B6 | T1 | A321 | 200 | JFK | 89 | 19:33 | 189 | 0 |
| B6 | T1 | A321 | 200 | JFK | 189 | 11:56 | 189 | 0 |
| B6 | T1 | A321 | 200 | FLL | 529 | 19:52 | 189 | 0 |
| B6 | T1 | A321 | 200 | BOS | 2819 | 10:24 | 192 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 263 | 0 |
| DL | T2W | B788 | 235 | ATL | 33 | 21:31 | 226 | 0 |
| DL | T2W | B788 | 235 | JFK | 453 | 14:33 | 215 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 184 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 184 | 0 |
| DL | T2W | B788 | 235 | ATL | 945 | 11:22 | 226 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 184 | 0 |
| DL | T2W | B788 | 235 | ATL | 1567 | 17:00 | 226 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 1608 | 12:47 | 123 | 0 |
| DL | T2W | B788 | 235 | MSP | 1687 | 10:27 | 222 | 0 |
| DL | T2W | B788 | 235 | ATL | 1692 | 9:50 | 226 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 184 | 0 |
| DL | T2W | B739 | 180 | JFK | 2246 | 20:15 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 164 | 0 |
| DL | T2W | A321 | 192 | SLC | 2295 | 9:17 | 182 | 0 |
| DL | T2W | A321 | 192 | SLC | 2378 | 12:21 | 182 | 0 |
| DL | T2W | B788 | 235 | DTW | 2497 | 17:47 | 225 | 0 |
| DL | T2W | A320 | 160 | SEA | 2532 | 10:47 | 151 | 0 |
| DL | T2W | A321 | 192 | SLC | 2546 | 17:35 | 182 | 0 |
| DL | T2W | A320 | 160 | SLC | 2615 | 15:56 | 152 | 0 |
| DL | T2W | B788 | 235 | | | | | |
| DL | T2W | BCS3 | 130 | SEA | 5736 | 14:03 | 123 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 5750 | 18:13 | 123 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5789 | 10:19 | 116 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5804 | 16:30 | 116 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5842 | 20:20 | 116 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 184 | 0 |
| DL | T2W | B788 | 235 | | | | | |
| DL | T2W | B788 | 235 | MSP | 1744 | 19:43 | 222 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 170 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 184 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 182 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 181 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | JFK | 2243 | 22:40 | 164 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 184 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 5793 | 21:37 | 123 | 0 |
| DL | T2W | BCS3 | 130 | | | | | |
| F9 | T1 | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 |
| F9 | T1 | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 |
| F9 | T1 | A321 | 230 | AUS | 1701 | 11:37 | 221 | 0 |
| F9 | T1 | A321 | 230 | | | | | |
| F9 | T1 | A321 | 230 | TUL | 1839 | 21:45 | 201 | 0 |
| G4 | T1 | A320 | 186 | EUG | 1005 | 16:36 | 172 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 162 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 184 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 246 | 0 |
| NK | T1 | A20N | 182 | DFW | 107 | 17:05 | 173 | 0 |
| NK | T1 | A20N | 182 | BWI | 194 | 19:11 | 151 | 0 |
| NK | T1 | A20N | 182 | LAS | 245 | 19:48 | 155 | 0 |
| NK | T1 | A21N | 228 | LAS | 511 | 14:38 | 194 | 0 |
| NK | T1 | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 |
| NK | T1 | A20N | 182 | DTW | 623 | 9:45 | 153 | 0 |
| NK | T1 | A20N | 182 | LAS | 673 | 8:35 | 155 | 0 |
| NK | T1 | A21N | 228 | | | | | |
| NK | T1 | A21N | 228 | IAH | 619 | 22:34 | 171 | 0 |
| SY | T1 | B738 | 168 | MSP | 401 | 12:01 | 150 | 0 |
| UA | T2W | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 |
| UA | T2W | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 284 | 8:12 | 165 | 0 |
| UA | T2W | B739 | 179 | ORD | 395 | 18:09 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 459 | 20:46 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 497 | 14:28 | 165 | 0 |
| UA | T2W | B739 | 179 | SFO | 555 | 9:24 | 165 | 0 |
| UA | T2W | B739 | 179 | DEN | 710 | 17:11 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 763 | 12:34 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 1590 | 12:21 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 1593 | 10:42 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 1798 | 19:39 | 165 | 0 |
| UA | T2W | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 |

| | | | | |
|---|---|---|---|---|
| PDX | 333 | 6:29 | 171 | 0 |
| SEA | 1133 | 6:20 | 178 | 0 |
| SFO | 1949 | 6:40 | 157 | 0 |
| SMF | 3340 | 6:15 | 167 | 0 |
| SJC | 3397 | 7:00 | 161 | 0 |
| MRY | 3417 | 7:30 | 119 | 0 |
| JFK | 90 | 21:07 | 189 | 0 |
| BOS | 20 | 20:43 | 192 | 0 |
| JFK | 190 | 13:06 | 189 | 0 |
| FLL | 530 | 20:56 | 189 | 0 |
| BOS | 2820 | 11:34 | 192 | 0 |
| LHR | 272 | 20:45 | 263 | 0 |
| ATL | 2213 | 22:36 | 226 | 0 |
| JFK | 862 | 15:20 | 215 | 0 |
| DTW | 833 | 11:22 | 184 | 0 |
| ATL | 1430 | 14:35 | 184 | 0 |
| ATL | 1054 | 12:20 | 226 | 0 |
| DTW | 1275 | 13:30 | 184 | 0 |
| ATL | 1636 | 21:36 | 226 | 0 |
| SEA | 1608 | 13:22 | 123 | 0 |
| MSP | 1687 | 11:25 | 222 | 0 |
| ATL | 1692 | 10:55 | 226 | 0 |
| MSP | 1728 | 14:04 | 181 | 0 |
| MSP | 2443 | 15:55 | 181 | 0 |
| JFK | 1798 | 22:05 | 164 | 0 |
| JFK | 473 | 11:57 | 164 | 0 |
| SLC | 2295 | 10:05 | 182 | 0 |
| SLC | 2378 | 13:10 | 182 | 0 |
| DTW | 1855 | 22:36 | 225 | 0 |
| SEA | 2532 | 11:25 | 151 | 0 |
| SLC | 2546 | 18:25 | 182 | 0 |
| SLC | 2615 | 16:35 | 152 | 0 |
| ATL | 30 | 9:00 | 226 | 0 |
| SEA | 5736 | 15:05 | 123 | 0 |
| SEA | 5750 | 18:50 | 123 | 0 |
| LAS | 5789 | 10:49 | 116 | 0 |
| LAS | 5804 | 17:04 | 116 | 0 |
| LAX | 5761 | 20:59 | 98 | 0 |
| MSP | 1545 | 8:00 | 222 | 0 |
| MSP | 1864 | 6:30 | 170 | 0 |
| ATL | 62 | 7:40 | 184 | 0 |
| ATL | 1592 | 6:30 | 184 | 0 |
| SLC | 2872 | 6:15 | 182 | 0 |
| JFK | 2404 | 7:10 | 164 | 0 |
| DTW | 98 | 7:00 | 184 | 0 |
| LAS | 5738 | 6:55 | 116 | 0 |
| CVG | 1188 | 10:07 | 221 | 0 |
| DEN | 560 | 11:22 | 221 | 0 |
| AUS | 1702 | 12:27 | 221 | 0 |
| TUL | 1764 | 7:05 | 201 | 0 |
| EUG | 1004 | 17:16 | 172 | 0 |
| HNL | 15 | 10:15 | 267 | 0 |
| OGG | 37 | 7:05 | 162 | 0 |
| NRT | 65 | 13:30 | 184 | 0 |
| FRA | 467 | 15:10 | 246 | 0 |
| DFW | 108 | 18:00 | 173 | 0 |
| LAS | 636 | 20:05 | 155 | 0 |
| BWI | 189 | 20:56 | 151 | 0 |
| LAS | 356 | 15:35 | 194 | 0 |
| ORD | 564 | 13:30 | 219 | 0 |
| DTW | 644 | 11:00 | 153 | 0 |
| LAS | 352 | 9:30 | 155 | 0 |
| IAH | 858 | 7:00 | 171 | 0 |
| MSP | 402 | 13:00 | 150 | 0 |
| IAD | 2282 | 12:35 | 172 | 0 |
| IAH | 2210 | 15:40 | 172 | 0 |
| SFO | 334 | 9:55 | 165 | 0 |
| SFO | 1677 | 19:04 | 165 | 0 |
| ORD | 240 | 22:30 | 172 | 0 |
| SFO | 370 | 15:28 | 165 | 0 |
| IAH | 1284 | 10:15 | 172 | 0 |
| DEN | 231 | 18:05 | 172 | 0 |
| SFO | 1919 | 13:30 | 165 | 0 |
| IAH | 2099 | 13:40 | 172 | 0 |
| EWR | 2163 | 11:35 | 172 | 0 |
| SFO | 384 | 20:30 | 165 | 0 |
| SFO | 736 | 16:31 | 165 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T2W | B739 | 179 | SFO | 1900 | 12:30 | 165 | 0 | DEN | 243 | 13:29 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 1982 | 9:44 | 172 | 0 | DEN | 1479 | 10:45 | 172 | 0 |
| UA | T2W | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 2192 | 9:54 | 172 | 0 | ORD | 555 | 10:59 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 2238 | 10:20 | 165 | 0 | SFO | 390 | 11:20 | 165 | 0 |
| UA | T2W | B739 | 179 | SFO | 2287 | 17:25 | 165 | 0 | SFO | 2016 | 18:22 | 165 | 0 |
| UA | T2W | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 115 | 0 |
| UA | T2W | B739 | 179 | ORD | 2381 | 15:01 | 172 | 0 | DEN | 2299 | 16:02 | 172 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 2235 | 6:15 | 165 | 0 |
| UA | T2W | B739 | 179 | SFO | 361 | 22:35 | 165 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 172 | 0 |
| UA | T2W | B739 | 179 | ORD | 651 | 22:10 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 172 | 0 |
| UA | T2W | B739 | 179 | | | | | | SFO | 662 | 7:35 | 165 | 0 |
| UA | T2W | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAD | 546 | 8:12 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 1827 | 20:57 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | SFO | 1967 | 22:08 | 165 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 |
| UA | T2W | B739 | 179 | EWR | 2275 | 22:46 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | EWR | 751 | 6:15 | 172 | 0 |
| UA | T2W | B739 | 179 | DEN | 2416 | 23:30 | 172 | 0 | | | | | |
| UA | T2W | B739 | 179 | | | | | | ORD | 913 | 6:15 | 172 | 0 |
| UA | T2W | B739 | 179 | SFO | 2423 | 23:47 | 165 | 0 | | | | | |
| WN | T1 | B738 | 175 | PHX | 20 | 15:05 | 141 | 0 | PDX | 20 | 15:40 | 150 | 0 |
| WN | T1 | B738 | 175 | OAK | 31 | 7:50 | 136 | 0 | DAL | 31 | 8:25 | 159 | 0 |
| WN | T1 | B738 | 175 | PHX | 34 | 7:50 | 141 | 0 | HOU | 34 | 8:25 | 168 | 0 |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 130 | 0 | SMF | 160 | 12:30 | 151 | 0 |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 136 | 0 | OAK | 375 | 20:55 | 136 | 0 |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 168 | 0 | SMF | 193 | 17:10 | 151 | 0 |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 158 | 0 | IND | 2485 | 11:30 | 160 | 0 |
| WN | T1 | B738 | 175 | SJC | 234 | 17:45 | 139 | 0 | MDW | 1410 | 18:25 | 165 | 0 |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 151 | 0 | PDX | 241 | 22:00 | 150 | 0 |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 159 | 0 | SAT | 267 | 18:00 | 153 | 0 |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 168 | 0 | TPA | 2332 | 11:45 | 158 | 0 |
| WN | T1 | B738 | 175 | DEN | 361 | 8:40 | 166 | 0 | ABQ | 2245 | 9:30 | 145 | 0 |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 165 | 0 |
| WN | T1 | B738 | 175 | LAS | 416 | 17:40 | 130 | 0 | LAS | 234 | 18:20 | 130 | 0 |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 159 | 0 | PHX | 419 | 16:35 | 141 | 0 |
| WN | T1 | B738 | 175 | SJC | 427 | 22:00 | 139 | 0 | LAS | 1334 | 22:50 | 130 | 0 |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 113 | 0 | SJC | 1459 | 17:10 | 113 | 0 |
| WN | T1 | B738 | 175 | PHX | 477 | 7:05 | 141 | 0 | SAT | 477 | 7:45 | 153 | 0 |
| WN | T1 | B738 | 175 | SAT | 481 | 10:35 | 153 | 0 | SFO | 1698 | 11:10 | 148 | 0 |
| WN | T1 | B738 | 175 | LAS | 482 | 18:35 | 130 | 0 | PHX | 483 | 19:10 | 141 | 0 |
| WN | T1 | B738 | 175 | OAK | 500 | 19:25 | 136 | 0 | OAK | 2271 | 20:10 | 136 | 0 |
| WN | T1 | B738 | 175 | LAS | 502 | 9:30 | 130 | 0 | LAS | 963 | 10:05 | 130 | 0 |
| WN | T1 | B738 | 175 | AUS | 506 | 17:50 | 149 | 0 | MCI | 2175 | 18:30 | 158 | 0 |
| WN | T1 | B738 | 175 | OAK | 580 | 21:25 | 136 | 0 | PHX | 991 | 22:35 | 141 | 0 |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 165 | 0 | HOU | 199 | 13:45 | 168 | 0 |
| WN | T1 | B738 | 175 | DEN | 606 | 6:55 | 166 | 0 | BNA | 1467 | 7:30 | 158 | 0 |
| WN | T1 | B738 | 175 | OAK | 609 | 14:10 | 136 | 0 | PHX | 2194 | 14:50 | 141 | 0 |
| WN | T1 | B738 | 175 | LAS | 746 | 21:45 | 130 | 0 | OAK | 408 | 22:45 | 136 | 0 |
| WN | T1 | B738 | 175 | LAS | 768 | 20:25 | 130 | 0 | LAS | 2294 | 21:00 | 130 | 0 |
| WN | T1 | B738 | 175 | PHX | 791 | 12:50 | 141 | 0 | DEN | 791 | 13:25 | 166 | 0 |
| WN | T1 | B738 | 175 | TPA | 807 | 11:40 | 158 | 0 | SJC | 807 | 12:20 | 139 | 0 |
| WN | T1 | B37M | 172 | HOU | 847 | 9:25 | 165 | 0 | SMF | 2519 | 10:05 | 148 | 0 |
| WN | T1 | B738 | 175 | EWR | 893 | 13:55 | 167 | 0 | OAK | 893 | 14:30 | 136 | 0 |
| WN | T1 | B738 | 175 | RNO | 958 | 19:15 | 158 | 0 | AUS | 958 | 19:50 | 149 | 0 |
| WN | T1 | B738 | 175 | PHX | 977 | 18:45 | 141 | 0 | OAK | 977 | 19:15 | 136 | 0 |
| WN | T1 | B738 | 175 | LAS | 996 | 7:30 | 130 | 0 | SEA | 996 | 8:10 | 168 | 0 |
| WN | T1 | B37M | 172 | SEA | 1017 | 20:50 | 165 | 0 | TUS | 1017 | 21:25 | 130 | 0 |
| WN | T1 | B738 | 175 | SMF | 1051 | 14:55 | 151 | 0 | SJC | 1336 | 15:30 | 139 | 0 |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 166 | 0 | BNA | 724 | 14:45 | 158 | 0 |
| WN | T1 | B37M | 172 | PDX | 1096 | 13:20 | 147 | 0 | BWI | 1096 | 13:55 | 165 | 0 |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 158 | 0 | EWR | 1148 | 9:10 | 167 | 0 |
| WN | T1 | B738 | 175 | AUS | 1156 | 9:40 | 149 | 0 | DAL | 695 | 10:15 | 159 | 0 |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 166 | 0 | SJC | 1207 | 11:00 | 139 | 0 |
| WN | T2W | B738 | 175 | SJD | 1214 | 15:10 | 160 | 0 | LAS | 2545 | 15:50 | 130 | 0 |
| WN | T1 | B738 | 175 | SJC | 1291 | 21:05 | 139 | 0 | SMF | 1292 | 21:45 | 151 | 0 |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 165 | 0 | BWI | 1100 | 11:20 | 168 | 0 |
| WN | T1 | B738 | 175 | TUS | 1306 | 11:20 | 132 | 0 | OAK | 2286 | 12:00 | 136 | 0 |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 168 | 0 | SMF | 2531 | 19:40 | 151 | 0 |
| WN | T1 | B738 | 175 | OAK | 1409 | 7:00 | 136 | 0 | SJC | 606 | 7:35 | 139 | 0 |
| WN | T1 | B738 | 175 | PHX | 1410 | 17:40 | 141 | 0 | OAK | 416 | 18:20 | 136 | 0 |
| WN | T1 | B738 | 175 | ABQ | 1467 | 6:55 | 145 | 0 | MCI | 1409 | 7:35 | 158 | 0 |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 139 | 0 | MCO | 1474 | 11:05 | 168 | 0 |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 151 | 0 | STL | 1481 | 19:30 | 157 | 0 |
| WN | T1 | B37M | 172 | SMF | 1624 | 17:15 | 148 | 0 | PHX | 1624 | 17:50 | 139 | 0 |
| WN | T1 | B738 | 175 | TUS | 1647 | 19:00 | 132 | 0 | LAS | 1647 | 19:35 | 130 | 0 |
| WN | T1 | B738 | 175 | RNO | 1652 | 8:15 | 158 | 0 | DEN | 1652 | 8:50 | 166 | 0 |
| WN | T1 | B738 | 175 | SFO | 1697 | 10:35 | 148 | 0 | MSY | 52 | 11:10 | 159 | 0 |
| WN | T1 | B738 | 175 | SFO | 1699 | 15:00 | 148 | 0 | SFO | 2083 | 15:35 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 1701 | 19:15 | 148 | 0 | SFO | 1702 | 19:45 | 148 | 0 |
| WN | T1 | B738 | 175 | SAT | 1705 | 15:25 | 153 | 0 | BOI | 2129 | 16:10 | 164 | 0 |
| WN | T1 | B38M | 175 | BOI | 1748 | 21:00 | 164 | 0 | SFO | 1807 | 21:45 | 148 | 0 |
| WN | T1 | B738 | 175 | LAS | 1775 | 15:25 | 130 | 0 | OAK | 1705 | 16:20 | 136 | 0 |
| WN | T1 | B738 | 175 | SFO | 1797 | 8:00 | 148 | 0 | SFO | 1798 | 8:35 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 1799 | 12:30 | 148 | 0 | MKE | 1895 | 13:05 | 164 | 0 |
| WN | T1 | B738 | 175 | SFO | 1801 | 17:00 | 148 | 0 | SFO | 1802 | 17:35 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 1806 | 21:10 | 148 | 0 | DEN | 580 | 22:10 | 166 | 0 |
| WN | T1 | B738 | 175 | MCI | 1810 | 21:10 | 158 | 0 | OAK | 1810 | 21:55 | 136 | 0 |
| WN | T1 | B738 | 175 | SJC | 1832 | 12:00 | 139 | 0 | AUS | 1832 | 12:45 | 149 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 151 | 0 | PHX | 1882 | 9:45 | 141 | 0 |
| WN | T1 | B738 | 175 | SMF | 1895 | 12:30 | 151 | 0 | SFO | 1800 | 13:10 | 148 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B738 | 175 | SMF | 1917 | 13:25 | 151 | 0 | SJC | 1918 | 14:00 | 139 | 0 |
| WN | T1 | B738 | 175 | OAK | 1927 | 16:45 | 136 | 0 | SEA | 1927 | 17:30 | 168 | 0 |
| WN | T1 | B738 | 175 | SLC | 2062 | 14:45 | 155 | 0 | SMF | 2062 | 15:25 | 151 | 0 |
| WN | T1 | B738 | 175 | OAK | 2067 | 10:25 | 136 | 0 | DEN | 2067 | 11:00 | 166 | 0 |
| WN | T1 | B738 | 175 | SJC | 2093 | 19:50 | 139 | 0 | PHX | 2093 | 20:20 | 141 | 0 |
| WN | T1 | B738 | 175 | PHX | 2116 | 8:40 | 141 | 0 | SMF | 2116 | 9:15 | 151 | 0 |
| WN | T1 | B38M | 175 | STL | 2129 | 15:30 | 157 | 0 | SJC | 1103 | 16:20 | 139 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 164 | 0 | DAL | 1230 | 18:00 | 159 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 168 | 0 | RNO | 2155 | 13:05 | 158 | 0 |
| WN | T1 | B37M | 172 | OAK | 2175 | 17:50 | 133 | 0 | SJC | 506 | 18:25 | 136 | 0 |
| WN | T1 | B738 | 175 | SJC | 2194 | 14:15 | 139 | 0 | SLC | 609 | 14:50 | 155 | 0 |
| WN | T1 | B37M | 172 | PDX | 2208 | 8:30 | 147 | 0 | SJC | 2208 | 9:05 | 136 | 0 |
| WN | T1 | B38M | 175 | SMF | 2209 | 19:40 | 151 | 0 | ABQ | 500 | 20:15 | 145 | 0 |
| WN | T1 | B738 | 175 | SJC | 2245 | 8:55 | 139 | 0 | SJD | 1213 | 9:55 | 160 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 136 | 0 | STL | 2258 | 9:30 | 157 | 0 |
| WN | T1 | B738 | 175 | LAS | 2270 | 12:35 | 130 | 0 | LAS | 1767 | 13:10 | 130 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 139 | 0 | SJC | 1408 | 19:25 | 139 | 0 |
| WN | T1 | B738 | 175 | DAL | 2286 | 11:20 | 159 | 0 | PHX | 2817 | 12:00 | 141 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 165 | 0 | DAL | 1494 | 16:05 | 159 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 141 | 0 | MDW | 1284 | 10:35 | 165 | 0 |
| WN | T1 | B738 | 175 | OAK | 2339 | 13:30 | 136 | 0 | SMF | 2151 | 14:05 | 151 | 0 |
| WN | T1 | B37M | 172 | SMF | 2351 | 15:45 | 148 | 0 | LAS | 2355 | 16:55 | 128 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 123 | 0 | PHX | 2362 | 7:55 | 116 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 130 | 0 | SJC | 2378 | 20:35 | 113 | 0 |
| WN | T1 | B37M | 172 | DEN | 2385 | 18:05 | 163 | 0 | SMF | 2385 | 18:40 | 148 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 113 | 0 | LAS | 2393 | 8:30 | 106 | 0 |
| WN | T1 | B738 | 175 | LAS | 2421 | 8:20 | 130 | 0 | ATL | 2421 | 9:05 | 168 | 0 |
| WN | T1 | B37M | 172 | SMF | 2471 | 10:50 | 148 | 0 | LAS | 2471 | 11:25 | 128 | 0 |
| WN | T1 | B37M | 172 | SEA | 2519 | 9:25 | 165 | 0 | OAK | 847 | 9:55 | 133 | 0 |
| WN | T1 | B38M | 175 | SJC | 2545 | 15:15 | 139 | 0 | DEN | 1775 | 16:00 | 166 | 0 |
| WN | T1 | B738 | 175 | IND | 2567 | 13:40 | 160 | 0 | TUS | 2567 | 14:15 | 132 | 0 |
| WN | T1 | B37M | 172 | PHX | 2574 | 20:10 | 139 | 0 | RNO | 2574 | 20:45 | 156 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 159 | 0 | OAK | 980 | 8:10 | 136 | 0 |
| WN | T1 | B738 | 175 | | | | | | SMF | 2267 | 6:30 | 151 | 0 |
| WN | T1 | B738 | 175 | LAS | 532 | 23:15 | 130 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 165 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 158 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | LAS | 1708 | 6:35 | 130 | 0 |
| WN | T1 | B38M | 175 | PHX | 1057 | 23:10 | 141 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | OAK | 2503 | 7:20 | 133 | 0 |
| WN | T1 | B37M | 172 | STL | 1334 | 22:20 | 154 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | PHX | 1712 | 6:55 | 139 | 0 |
| WN | T1 | B37M | 172 | PDX | 1401 | 22:50 | 147 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | DEN | 2204 | 6:40 | 163 | 0 |
| WN | T1 | B37M | 172 | ABQ | 1439 | 23:00 | 143 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 151 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 149 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | SJC | 1691 | 6:20 | 136 | 0 |
| WN | T1 | B37M | 172 | SFO | 1703 | 23:20 | 145 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | SFO | 2384 | 6:30 | 148 | 0 |
| WN | T1 | B38M | 175 | DEN | 2085 | 23:20 | 166 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 149 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 168 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 150 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 165 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | BWI | 2164 | 6:35 | 165 | 0 |
| WN | T1 | B37M | 172 | OAK | 4767 | 23:15 | 133 | 0 | | | | | |
| WS | T1 | B38M | 174 | YYC | 1564 | 13:28 | 166 | 0 | YYC | 1565 | 14:15 | 166 | 0 |
| WS | T1 | B738 | 174 | YVR | 1762 | 12:26 | 167 | 0 | YVR | 1763 | 13:15 | 167 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000001 | 9:00 | 97 | 0 | LAS | 4000001 | 9:50 | 97 | 0 |
| DL | T2W | B788 | 235 | | | | | | ATL | 4000002 | 6:25 | 226 | 0 |
| DL | T2W | B788 | 235 | ATL | 3000002 | 20:45 | 226 | 0 | | | | | |
| DL | T2W | B788 | 235 | ATL | 3000003 | 10:35 | 226 | 0 | ATL | 4000003 | 11:30 | 226 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 173 | 0 | ATL | 4000004 | 13:50 | 173 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 123 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 123 | 0 | | | | | |
| DL | T2W | B738 | 160 | | | | | | MSP | 4000008 | 9:00 | 151 | 0 |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 151 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 123 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 123 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 151 | 0 | MSP | 4000010 | 18:00 | 151 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 97 | 0 | LAS | 4000018 | 21:35 | 97 | 0 |
| DL | T2W | B739 | 180 | | | | | | JFK | 4000024 | 6:00 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 3000024 | 21:30 | 164 | 0 | | | | | |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 146 | 0 | JFK | 4000026 | 13:00 | 146 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 153 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 175 | 0 | JFK | 4000029 | 16:50 | 175 | 0 |
| UA | T2W | A320 | 150 | BOS | 3000432 | 20:00 | 144 | 0 | BOS | 4000432 | 20:58 | 144 | 0 |
| UA | T2W | B739 | 167 | EWR | 3000435 | 20:55 | 160 | 0 | EWR | 4000435 | 22:55 | 160 | 0 |
| UA | T2W | B739 | 167 | | | | | | BOS | 4000436 | 6:40 | 160 | 0 |
| UA | T2W | B739 | 167 | BOS | 3000436 | 23:20 | 160 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 121 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 130 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 106 | 0 | LAS | 4000502 | 13:35 | 106 | 0 |
| WN | T1 | B37M | 172 | ELP | 3000503 | 7:10 | 165 | 0 | ELP | 4000503 | 7:55 | 165 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 111 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 121 | 0 | SFO | 4000515 | 11:55 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 123 | 0 | SMF | 4000524 | 14:35 | 123 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 123 | 0 | SMF | 4000525 | 22:35 | 123 | 0 |
| WN | T1 | B738 | 175 | SMF | 3000526 | 10:00 | 151 | 0 | SMF | 4000526 | 10:35 | 151 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 113 | 0 | SJC | 4000537 | 16:45 | 113 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 136 | 0 | ABQ | 4000542 | 21:30 | 119 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 136 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 136 | 0 | | | | | |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 166 | 0 | DEN | 4000545 | 17:55 | 166 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B38M | 175 | DEN | 3000546 | 7:40 | 166 | 0 | DEN | 4000546 | 8:20 | 166 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 137 | 0 | PDX | 4000552 | 15:50 | 122 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 106 | 0 | LAS | 4000554 | 7:45 | 106 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 130 | 0 | DAL | 4000556 | 8:50 | 130 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000557 | 16:25 | 159 | 0 | DAL | 4000557 | 17:05 | 159 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000558 | 9:10 | 159 | 0 | DAL | 4000558 | 9:50 | 159 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 168 | 0 | HOU | 4000561 | 18:10 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000563 | 21:15 | 168 | 0 | HOU | 4000563 | 21:55 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000564 | 10:30 | 168 | 0 | OAK | 4000564 | 11:05 | 136 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 122 | 0 | PDX | 4000579 | 19:50 | 122 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 122 | 0 | AUS | 4000584 | 18:40 | 122 | 0 |
| WN | T1 | B738 | 175 | ATL | 3000589 | 15:15 | 168 | 0 | ATL | 4000589 | 16:05 | 168 | 0 |
| WN | T1 | B738 | 175 | BOI | 3000590 | 8:00 | 164 | 0 | BOI | 4000590 | 8:45 | 164 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 164 | 0 | MKE | 4000594 | 12:35 | 164 | 0 |
| WN | T2W | B37M | 172 | SJD | 3000598 | 8:55 | 158 | 0 | SJD | 4000598 | 9:45 | 158 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 128 | 0 | CUN | 4000603 | 14:50 | 128 | 0 |
| WN | T1 | B38M | 175 | SAT | 3000627 | 18:15 | 153 | 0 | SAT | 4000627 | 19:00 | 153 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 167 | 0 |
| AS | T2E | B739 | 181 | EWR | 3000701 | 23:20 | 167 | 0 | | | | | |
| AS | T2E | B738 | 159 | OGG | 3000708 | 14:01 | 152 | 0 | OGG | 4000708 | 15:44 | 152 | 0 |
| AS | T2E | A320 | 149 | SFO | 3000709 | 8:35 | 126 | 0 | SFO | 4000709 | 9:25 | 126 | 0 |
| AS | T2E | A20N | 185 | LAS | 3000713 | 20:00 | 165 | 0 | LAS | 4000713 | 20:55 | 165 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 162 | 0 | SLC | 4000719 | 18:55 | 162 | 0 |
| AS | T2E | E75S | 76 | DAL | 3000723 | 12:30 | 69 | 0 | DAL | 4000723 | 13:30 | 69 | 0 |
| AS | T2E | E75S | 76 | BOI | 3000730 | 16:40 | 71 | 0 | BOI | 4000730 | 17:25 | 71 | 0 |
| AS | T2E | B738 | 159 | | | | | | BOS | 4000731 | 6:36 | 153 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 153 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 125 | 0 | DTW | 4000033 | 10:25 | 125 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 151 | 0 | SEA | 4000041 | 22:00 | 151 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 3000042 | 19:00 | 123 | 0 | SEA | 4000042 | 19:50 | 123 | 0 |
| AC | T1 | E75S | 76 | YVR | 3000200 | 19:15 | 72 | 0 | YVR | 4000200 | 20:05 | 72 | 0 |
| AC | T1 | E75S | 76 | YVR | 3000204 | 10:30 | 72 | 0 | YVR | 4000204 | 11:30 | 72 | 0 |
| B6 | T1 | A320 | 150 | | | | | | FLL | 4000211 | 7:55 | 142 | 0 |
| B6 | T1 | A320 | 150 | FLL | 3000211 | 22:50 | 142 | 0 | | | | | |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 305 | 0 | LHR | 4000212 | 13:50 | 305 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 208 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 208 | 0 | | | | | |
| QF | T2W | B788 | 235 | SYD | 3000226 | 18:20 | 210 | 0 | SYD | 4000226 | 20:20 | 210 | 0 |
| WS | T1 | B738 | 168 | YYC | 3000228 | 18:15 | 160 | 0 | YYC | 4000228 | 19:00 | 160 | 0 |
| AA | T2E | B738 | 160 | JFK | 3000300 | 8:35 | 152 | 0 | JFK | 4000300 | 9:35 | 152 | 0 |
| AA | T2E | B738 | 160 | MIA | 3000301 | 20:55 | 154 | 0 | MIA | 4000301 | 22:50 | 154 | 0 |
| AA | T2E | B738 | 160 | PHL | 3000302 | 11:25 | 144 | 0 | PHL | 4000302 | 12:20 | 144 | 0 |
| AA | T2E | B738 | 160 | | | | | | DFW | 4000304 | 7:45 | 152 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000304 | 23:30 | 152 | 0 | | | | | |
| AA | T2E | B738 | 160 | | | | | | CLT | 4000305 | 6:00 | 147 | 0 |
| AA | T2E | B738 | 160 | CLT | 3000305 | 22:00 | 147 | 0 | | | | | |
| AA | T2E | B738 | 160 | | | | | | MIA | 4000307 | 6:15 | 154 | 0 |
| AA | T2E | A21N | 181 | MIA | 3000307 | 22:30 | 174 | 0 | | | | | |
| AA | T2E | B738 | 160 | DCA | 3000311 | 11:05 | 151 | 0 | DCA | 4000311 | 11:55 | 151 | 0 |
| AA | T2E | B738 | 160 | DFW | 3000314 | 17:13 | 152 | 0 | DFW | 4000314 | 18:13 | 152 | 0 |
| AA | T2E | A21N | 181 | JFK | 3000319 | 6:35 | 172 | 0 | JFK | 4000319 | 7:50 | 172 | 0 |
| AA | T2E | A21N | 181 | ORD | 3000322 | 17:30 | 174 | 0 | ORD | 4000322 | 18:20 | 174 | 0 |
| AA | T2E | B738 | 160 | ORD | 3000324 | 9:55 | 154 | 0 | ORD | 4000324 | 10:40 | 154 | 0 |
| AA | T2E | A21N | 181 | DCA | 3000325 | 14:55 | 171 | 0 | DCA | 4000325 | 15:55 | 171 | 0 |
| AA | T2E | A21N | 181 | CLT | 3000328 | 19:00 | 166 | 0 | CLT | 4000328 | 19:55 | 166 | 0 |
| AA | T2E | A321 | 187 | | | | | | ORD | 4000331 | 6:58 | 180 | 0 |
| AA | T2W | A321 | 187 | ORD | 3000331 | 21:55 | 180 | 0 | | | | | |
| AA | T2E | E75S | 76 | PHX | 3000334 | 19:03 | 66 | 0 | PHX | 4000334 | 19:58 | 66 | 0 |
| UA | T2W | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 | IAD | 4000405 | 13:30 | 144 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 | IAD | 4000406 | 16:40 | 160 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000407 | 10:20 | 160 | 0 | IAD | 4000407 | 11:20 | 160 | 0 |
| UA | T2W | B739 | 167 | | | | | | IAD | 4000408 | 8:50 | 160 | 0 |
| UA | T2W | B739 | 167 | IAD | 3000408 | 22:50 | 160 | 0 | | | | | |
| UA | T2W | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 | IAD | 4000410 | 7:30 | 160 | 0 |
| UA | T2W | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 144 | 0 |
| UA | T2W | A320 | 150 | ORD | 3000412 | 22:55 | 144 | 0 | | | | | |
| UA | T2W | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 | ORD | 4000416 | 14:30 | 160 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 | ORD | 4000417 | 11:55 | 160 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000418 | 15:10 | 68 | 0 | DEN | 4000418 | 16:00 | 68 | 0 |
| UA | T2W | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 144 | 0 |
| UA | T2W | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 | | | | | |
| AS | T1 | B738 | 159 | BOS | 3000731 | 22:06 | 153 | 0 | | | | | |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 152 | 0 | SJD | 4000740 | 15:20 | 152 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 152 | 0 | SLC | 4000012 | 15:35 | 152 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 152 | 0 | SJD | 4000739 | 17:10 | 152 | 0 |
| SY | T1 | B738 | 162 | MSP | 3000227 | 16:00 | 144 | 0 | MSP | 4000227 | 16:45 | 144 | 0 |
| WN | T1 | B738 | 175 | | | | | | SFO | 4000518 | 7:55 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 3000518 | 22:55 | 148 | 0 | | | | | |
| AS | T2W | B739 | 181 | | | | | | GDL | 4000727 | 6:33 | 162 | 0 |
| AS | T2W | B739 | 181 | GDL | 3000727 | 21:21 | 162 | 0 | | | | | |
| AS | T2E | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 162 | 0 |
| AS | T2E | B739 | 181 | MZT | 3000747 | 23:25 | 162 | 0 | | | | | |
| WN | T2W | B738 | 175 | | | | | | BZE | 4000607 | 6:50 | 156 | 0 |
| WN | T2W | B738 | 175 | BZE | 3000607 | 23:10 | 156 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 118 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 118 | 0 | | | | | |
| UA | T2W | B739 | 167 | IAD | 3000406 | 21:55 | 160 | 0 | IAD | 4000406 | 23:25 | 160 | 0 |
| UA | T2W | E75S | 76 | DEN | 3000423 | 18:00 | 68 | 0 | DEN | 4000423 | 18:55 | 68 | 0 |
| UA | T2W | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2035 No-Build summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 25,918 | 15,469 | 19,610 | 60,997 |
| 12:00 AM | 0 | 95 | 119 | 214 |
| 12:15 AM | 0 | 99 | 99 | 198 |
| 12:30 AM | 0 | 15 | 95 | 110 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 15 | 50 | 65 |
| 6:45 AM | 4 | 112 | 94 | 210 |
| 7:00 AM | 327 | 60 | 16 | 403 |
| 7:15 AM | 571 | 108 | 0 | 679 |
| 7:30 AM | 264 | 57 | 0 | 321 |
| 7:45 AM | 208 | 164 | 0 | 372 |
| 8:00 AM | 422 | 232 | 1 | 655 |
| 8:15 AM | 488 | 78 | 73 | 639 |
| 8:30 AM | 436 | 151 | 82 | 669 |
| 8:45 AM | 511 | 566 | 11 | 1,088 |
| 9:00 AM | 390 | 412 | 114 | 916 |
| 9:15 AM | 355 | 241 | 170 | 766 |
| 9:30 AM | 366 | 150 | 229 | 745 |
| 9:45 AM | 396 | 209 | 262 | 867 |
| 10:00 AM | 309 | 326 | 375 | 1,010 |
| 10:15 AM | 244 | 193 | 193 | 630 |
| 10:30 AM | 726 | 132 | 512 | 1,370 |
| 10:45 AM | 824 | 189 | 628 | 1,641 |
| 11:00 AM | 434 | 229 | 433 | 1,096 |
| 11:15 AM | 220 | 169 | 264 | 653 |
| 11:30 AM | 262 | 131 | 302 | 695 |
| 11:45 AM | 366 | 315 | 202 | 883 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2035 No-Build summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 25,756 | 15,895 | 19,209 | 60,860 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 2 | 5 | 7 |
| 3:45 AM | 5 | 13 | 17 | 35 |
| 4:00 AM | 20 | 29 | 44 | 93 |
| 4:15 AM | 36 | 80 | 127 | 243 |
| 4:30 AM | 126 | 219 | 294 | 639 |
| 4:45 AM | 307 | 369 | 462 | 1,138 |
| 5:00 AM | 475 | 445 | 550 | 1,470 |
| 5:15 AM | 535 | 490 | 566 | 1,591 |
| 5:30 AM | 509 | 484 | 535 | 1,528 |
| 5:45 AM | 467 | 452 | 482 | 1,401 |
| 6:00 AM | 466 | 452 | 448 | 1,366 |
| 6:15 AM | 496 | 472 | 413 | 1,381 |
| 6:30 AM | 523 | 451 | 368 | 1,342 |
| 6:45 AM | 544 | 456 | 336 | 1,336 |
| 7:00 AM | 555 | 422 | 294 | 1,271 |
| 7:15 AM | 531 | 376 | 264 | 1,171 |
| 7:30 AM | 484 | 318 | 227 | 1,029 |
| 7:45 AM | 440 | 276 | 225 | 941 |
| 8:00 AM | 409 | 263 | 213 | 885 |
| 8:15 AM | 393 | 252 | 246 | 891 |
| 8:30 AM | 386 | 243 | 274 | 903 |
| 8:45 AM | 400 | 243 | 315 | 958 |
| 9:00 AM | 410 | 234 | 355 | 999 |
| 9:15 AM | 427 | 227 | 361 | 1,015 |
| 9:30 AM | 452 | 223 | 391 | 1,066 |
| 9:45 AM | 462 | 227 | 379 | 1,068 |
| 10:00 AM | 461 | 235 | 368 | 1,064 |
| 10:15 AM | 426 | 239 | 331 | 996 |
| 10:30 AM | 398 | 233 | 277 | 908 |
| 10:45 AM | 388 | 212 | 252 | 852 |
| 11:00 AM | 377 | 184 | 246 | 807 |
| 11:15 AM | 411 | 154 | 275 | 840 |
| 11:30 AM | 407 | 118 | 326 | 851 |
| 11:45 AM | 417 | 105 | 369 | 891 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 422 | 270 | 121 | 813 |
| 12:15 PM | 421 | 116 | 123 | 660 |
| 12:30 PM | 363 | 53 | 562 | 978 |
| 12:45 PM | 510 | 156 | 714 | 1,380 |
| 1:00 PM | 304 | 54 | 380 | 738 |
| 1:15 PM | 247 | 77 | 359 | 683 |
| 1:30 PM | 346 | 191 | 289 | 826 |
| 1:45 PM | 362 | 180 | 312 | 854 |
| 2:00 PM | 315 | 86 | 154 | 555 |
| 2:15 PM | 351 | 171 | 237 | 759 |
| 2:30 PM | 280 | 232 | 199 | 711 |
| 2:45 PM | 223 | 177 | 334 | 734 |
| 3:00 PM | 343 | 382 | 369 | 1,094 |
| 3:15 PM | 493 | 223 | 346 | 1,062 |
| 3:30 PM | 547 | 88 | 209 | 844 |
| 3:45 PM | 328 | 175 | 178 | 681 |
| 4:00 PM | 364 | 151 | 221 | 736 |
| 4:15 PM | 228 | 107 | 277 | 612 |
| 4:30 PM | 226 | 305 | 100 | 631 |
| 4:45 PM | 322 | 339 | 68 | 729 |
| 5:00 PM | 247 | 208 | 83 | 538 |
| 5:15 PM | 450 | 168 | 232 | 850 |
| 5:30 PM | 465 | 188 | 304 | 957 |
| 5:45 PM | 364 | 308 | 286 | 958 |
| 6:00 PM | 451 | 242 | 216 | 909 |
| 6:15 PM | 372 | 213 | 240 | 825 |
| 6:30 PM | 387 | 255 | 276 | 918 |
| 6:45 PM | 418 | 337 | 182 | 937 |
| 7:00 PM | 260 | 249 | 285 | 794 |
| 7:15 PM | 356 | 177 | 142 | 675 |
| 7:30 PM | 425 | 203 | 164 | 792 |
| 7:45 PM | 353 | 149 | 501 | 1,003 |
| 8:00 PM | 535 | 157 | 634 | 1,326 |
| 8:15 PM | 452 | 286 | 318 | 1,056 |
| 8:30 PM | 214 | 82 | 246 | 542 |
| 8:45 PM | 91 | 107 | 307 | 505 |
| 9:00 PM | 313 | 273 | 585 | 1,171 |
| 9:15 PM | 616 | 336 | 395 | 1,347 |
| 9:30 PM | 458 | 340 | 319 | 1,117 |
| 9:45 PM | 203 | 297 | 514 | 1,014 |
| 10:00 PM | 356 | 271 | 445 | 1,072 |
| 10:15 PM | 531 | 156 | 360 | 1,047 |
| 10:30 PM | 401 | 268 | 160 | 829 |
| 10:45 PM | 244 | 571 | 359 | 1,174 |
| 11:00 PM | 441 | 398 | 723 | 1,562 |
| 11:15 PM | 729 | 340 | 624 | 1,693 |
| 11:30 PM | 557 | 548 | 579 | 1,684 |
| 11:45 PM | 111 | 361 | 242 | 714 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 399 | 95 | 396 | 890 |
| 12:15 PM | 362 | 105 | 404 | 871 |
| 12:30 PM | 336 | 120 | 365 | 821 |
| 12:45 PM | 310 | 137 | 337 | 784 |
| 1:00 PM | 303 | 161 | 300 | 764 |
| 1:15 PM | 296 | 186 | 297 | 779 |
| 1:30 PM | 309 | 200 | 305 | 814 |
| 1:45 PM | 322 | 220 | 310 | 852 |
| 2:00 PM | 334 | 228 | 317 | 879 |
| 2:15 PM | 356 | 230 | 299 | 885 |
| 2:30 PM | 358 | 218 | 269 | 845 |
| 2:45 PM | 354 | 200 | 239 | 793 |
| 3:00 PM | 342 | 191 | 200 | 733 |
| 3:15 PM | 335 | 190 | 183 | 708 |
| 3:30 PM | 340 | 206 | 158 | 704 |
| 3:45 PM | 347 | 222 | 144 | 713 |
| 4:00 PM | 378 | 224 | 133 | 735 |
| 4:15 PM | 379 | 228 | 132 | 739 |
| 4:30 PM | 398 | 203 | 143 | 744 |
| 4:45 PM | 399 | 181 | 149 | 729 |
| 5:00 PM | 382 | 177 | 146 | 705 |
| 5:15 PM | 374 | 170 | 130 | 674 |
| 5:30 PM | 345 | 175 | 107 | 627 |
| 5:45 PM | 350 | 186 | 103 | 639 |
| 6:00 PM | 347 | 186 | 108 | 641 |
| 6:15 PM | 363 | 187 | 130 | 680 |
| 6:30 PM | 359 | 175 | 170 | 704 |
| 6:45 PM | 355 | 148 | 204 | 707 |
| 7:00 PM | 351 | 124 | 240 | 715 |
| 7:15 PM | 338 | 104 | 250 | 692 |
| 7:30 PM | 336 | 93 | 245 | 674 |
| 7:45 PM | 316 | 100 | 227 | 643 |
| 8:00 PM | 292 | 108 | 197 | 597 |
| 8:15 PM | 267 | 132 | 196 | 595 |
| 8:30 PM | 238 | 158 | 190 | 586 |
| 8:45 PM | 209 | 177 | 197 | 583 |
| 9:00 PM | 163 | 178 | 182 | 523 |
| 9:15 PM | 120 | 155 | 161 | 436 |
| 9:30 PM | 82 | 116 | 128 | 326 |
| 9:45 PM | 43 | 67 | 83 | 193 |
| 10:00 PM | 21 | 28 | 52 | 101 |
| 10:15 PM | 5 | 8 | 28 | 41 |
| 10:30 PM | 0 | 0 | 13 | 13 |
| 10:45 PM | 0 | 0 | 6 | 6 |
| 11:00 PM | 0 | 0 | 1 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

Only include flights on date: **7/12/2018**

24-hr Deplanements
60995

24-hr Enplanements
60861

Errors: 0

| | | | | Arrivals | | | | | | | | Departures | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Airline | Gate | Type | Seat | Origin | Arr No | Arr Sch | Arrival | #Dep | #ConDep | ArrType | Arr TN | Dest | Dep No | Dep Sch | Departure | #Enp | #ConEnp | Dep Type | Dep TN |
| AA | T1 | A21N | 181 | DFW | 131 | 10:21 | | 172 | 0 | | | DFW | 131 | 11:59 | | 172 | 0 | | |
| AA | T1 | A21N | 196 | PHX | 438 | 8:47 | | 170 | 0 | | | PHX | 438 | 9:58 | | 170 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 480 | 18:16 | | 162 | 0 | | | PHX | 480 | 19:25 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 491 | 15:11 | | 162 | 0 | | | DFW | 491 | 16:04 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 581 | 20:56 | | 168 | 0 | | | CLT | 596 | 22:31 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 639 | 9:31 | | 171 | 0 | | | CLT | 639 | 10:24 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | DFW | 679 | 11:59 | | 177 | 0 | | | DFW | 679 | 12:49 | | 177 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1064 | 9:52 | | 172 | 0 | | | DFW | 1064 | 10:42 | | 172 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1168 | 15:38 | | 180 | 0 | | | PHX | 1514 | 16:40 | | 162 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1229 | 13:24 | | 172 | 0 | | | DFW | 1229 | 14:22 | | 172 | 0 | | |
| AA | T1 | A321 | 187 | DFW | 1243 | 19:57 | | 177 | 0 | | | JFK | 2306 | 22:26 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1543 | 19:21 | | 180 | 0 | | | MIA | 1209 | 21:54 | | 180 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1611 | 7:53 | | 172 | 0 | | | DFW | 1611 | 8:45 | | 172 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 1621 | 10:35 | | 168 | 0 | | | ORD | 134 | 11:34 | | 180 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 1624 | 16:13 | | 172 | 0 | | | DFW | 1624 | 17:39 | | 172 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 1740 | 18:30 | | 171 | 0 | | | PHL | 2078 | 22:16 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2407 | 21:40 | | 177 | 0 | | | ORD | 1606 | 22:46 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 2671 | 11:43 | | 162 | 0 | | | PHX | 2671 | 12:34 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 2680 | 14:14 | | 180 | 0 | | | ORD | 2680 | 15:02 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 2681 | 9:52 | | 177 | 0 | | | JFK | 2681 | 11:00 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | JFK | 366 | 22:55 | | 177 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 1367 | 6:21 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHL | 433 | 7:49 | | 168 | 0 | | |
| AA | T1 | A321 | 187 | PHX | 440 | 21:20 | | 162 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | CLT | 1651 | 7:12 | | 171 | 0 | | |
| AA | T1 | A321 | 187 | CLT | 597 | 21:53 | | 171 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | JFK | 2458 | 7:42 | | 177 | 0 | | |
| AA | T1 | A321 | 187 | ORD | 1244 | 22:40 | | 180 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | PHX | 625 | 6:20 | | 162 | 0 | | |
| AA | T1 | A321 | 187 | PHL | 2066 | 23:26 | | 168 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 2535 | 6:23 | | 172 | 0 | | |
| AA | T1 | A21N | 181 | DFW | 2568 | 23:13 | | 172 | 0 | | | | | | | | | | |
| AA | T1 | A321 | 187 | | | | | | | | | ORD | 956 | 8:00 | | 180 | 0 | | |
| AA | T1 | A321 | 187 | MIA | 2674 | 22:28 | | 180 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | DFW | 2758 | 17:52 | | 172 | 0 | | | | | | | | | | |
| AA | T1 | A21N | 181 | | | | | | | | | DFW | 1055 | 6:54 | | 172 | 0 | | |
| AC | T2W | A321 | 200 | YYZ | 1887 | 10:45 | | 192 | 0 | | | YYZ | 1886 | 11:50 | | 192 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8668 | 15:51 | | 72 | 0 | | | YVR | 8669 | 16:30 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8690 | 13:11 | | 72 | 0 | | | YVR | 8691 | 13:50 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | | | | | | | | | YVR | 8667 | 7:00 | | 72 | 0 | | |
| AC | T2W | E75S | 76 | YVR | 8670 | 22:51 | | 72 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | SJD | 275 | 12:45 | | 149 | 0 | | | SJD | 248 | 14:18 | | 149 | 0 | | |
| AS | T2E | B739 | 178 | MCO | 339 | 17:41 | | 171 | 0 | | | PDX | 577 | 18:59 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | PDX | 374 | 19:29 | | 171 | 0 | | | PDX | 391 | 20:25 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | BWI | 377 | 9:28 | | 160 | 0 | | | SEA | 539 | 11:20 | | 171 | 0 | | |
| AS | T2E | B739 | 178 | SEA | 380 | 8:36 | | 171 | 0 | | | MCO | 760 | 10:00 | | 171 | 0 | | |
| AS | T2W | A21N | 185 | SEA | 388 | 12:35 | | 178 | 0 | | | SEA | 471 | 13:35 | | 178 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 392 | 18:38 | | 178 | 0 | | | SEA | 949 | 19:38 | | 178 | 0 | | |
| AS | T2W | A21N | 185 | SEA | 482 | 9:01 | | 178 | 0 | | | SEA | 579 | 10:10 | | 178 | 0 | | |
| AS | T2E | A21N | 185 | SEA | 484 | 14:45 | | 178 | 0 | | | SEA | 317 | 15:45 | | 178 | 0 | | |
| AS | T2E | B739 | 178 | PDX | 566 | 9:00 | | 171 | 0 | | | KOA | 185 | 10:10 | | 158 | 0 | | |
| AS | T2W | B739 | 178 | PDX | 572 | 14:20 | | 171 | 0 | | | PDX | 575 | 15:25 | | 171 | 0 | | |
| AS | T2W | A21N | 185 | SEA | 574 | 16:25 | | 178 | 0 | | | SEA | 455 | 17:26 | | 178 | 0 | | |
| AS | T2E | B739 | 178 | OGG | 806 | 21:01 | | 170 | 0 | | | BWI | 378 | 22:44 | | 160 | 0 | | |
| AS | T2W | B739 | 178 | SFO | 1950 | 7:35 | | 151 | 0 | | | SFO | 1953 | 8:28 | | 151 | 0 | | |
| AS | T2W | A21N | 185 | SFO | 1954 | 13:35 | | 157 | 0 | | | SFO | 1965 | 14:34 | | 157 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1958 | 16:36 | | 151 | 0 | | | SFO | 1967 | 17:31 | | 151 | 0 | | |
| AS | T2E | B739 | 178 | SFO | 1960 | 10:49 | | 151 | 0 | | | SFO | 1961 | 11:40 | | 151 | 0 | | |
| AS | T2W | A21N | 185 | SFO | 1962 | 18:46 | | 157 | 0 | | | SFO | 1971 | 19:42 | | 157 | 0 | | |
| AS | T2E | A21N | 185 | ABQ | 2729 | 13:12 | | 165 | 0 | | | MSP | 2774 | 14:24 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | MSP | 2781 | 14:47 | | 165 | 0 | | | ABQ | 2730 | 15:32 | | 165 | 0 | | |
| AS | T2W | A21N | 185 | OMA | 3339 | 16:41 | | 165 | 0 | | | SMF | 3344 | 17:23 | | 167 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3343 | 16:19 | | 167 | 0 | | | STS | 3433 | 17:00 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SLC | 3354 | 7:05 | | 166 | 0 | | | DAL | 3306 | 7:52 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3356 | 8:32 | | 161 | 0 | | | STL | 3352 | 9:18 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3396 | 11:36 | | 161 | 0 | | | SMF | 3342 | 12:20 | | 167 | 0 | | |
| AS | T2E | A21N | 185 | SJC | 3398 | 15:43 | | 161 | 0 | | | SJC | 3407 | 16:24 | | 161 | 0 | | |
| AS | T2W | A21N | 185 | SJC | 3408 | 20:06 | | 161 | 0 | | | SJC | 3357 | 20:50 | | 161 | 0 | | |
| AS | T2E | A21N | 185 | AUS | 3421 | 17:00 | | 165 | 0 | | | MCI | 3458 | 17:42 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | MCI | 3451 | 8:27 | | 165 | 0 | | | AUS | 3336 | 9:07 | | 165 | 0 | | |
| AS | T2E | A21N | 185 | STL | 3453 | 17:32 | | 165 | 0 | | | BOI | 3483 | 18:15 | | 165 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3459 | 14:48 | | 133 | 0 | | | SLC | 3341 | 15:28 | | 133 | 0 | | |
| AS | T2E | A320 | 149 | FAT | 3471 | 18:28 | | 133 | 0 | | | FAT | 3472 | 19:54 | | 133 | 0 | | |
| AS | T2W | A320 | 149 | FAT | 3477 | 8:40 | | 113 | 0 | | | FAT | 3438 | 9:20 | | 113 | 0 | | |
| AS | T2E | A21N | 185 | BOI | 3484 | 11:40 | | 165 | 0 | | | SJC | 3399 | 12:25 | | 161 | 0 | | |
| AS | T2E | A320 | 149 | MRY | 3486 | 10:51 | | 119 | 0 | | | FAT | 3422 | 11:31 | | 113 | 0 | | |
| AS | T2E | A21N | 185 | SMF | 3493 | 7:44 | | 167 | 0 | | | OMA | 3338 | 8:24 | | 165 | 0 | | |
| AS | T2E | B739 | 178 | | | | | | | | | BOS | 798 | 8:20 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | KOA | 196 | 22:28 | | 158 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | SEA | 209 | 8:00 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | SJD | 201 | 18:47 | | 149 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | SJD | 244 | 7:25 | | 149 | 0 | | |
| AS | T2E | A21N | 185 | | | | | | | | | EWR | 772 | 6:20 | | 171 | 0 | | |
| AS | T2W | A21N | 185 | SEA | 488 | 23:59 | | 178 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | HNL | 895 | 7:20 | | 171 | 0 | | |
| AS | T2W | B739 | 178 | PDX | 552 | 22:55 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | BOS | 769 | 21:36 | | 171 | 0 | | | | | | | | | | |
| AS | T2E | B739 | 178 | | | | | | | | | OGG | 829 | 8:45 | | 170 | 0 | | |
| AS | T2W | B739 | 178 | EWR | 773 | 22:04 | | 164 | 0 | | | | | | | | | | |
| AS | T2W | B739 | 178 | | | | | | | | | LIH | 819 | 7:10 | | 147 | 0 | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AS | T2E | B739 | 178 | LIH | 858 | 23:03 | 147 | 0 |
| AS | T2E | B739 | 178 | | | | | |
| AS | T2W | B739 | 178 | HNL | 892 | 23:24 | 171 | 0 |
| AS | T2W | A21N | 185 | | | | | |
| AS | T2W | A21N | 185 | SFO | 1964 | 22:37 | 157 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SEA | 1984 | 20:38 | 178 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | DAL | 3305 | 22:30 | 165 | 0 |
| AS | T2E | A21N | 185 | | | | | |
| AS | T2E | A21N | 185 | SMF | 3345 | 21:18 | 167 | 0 |
| AS | T2E | A320 | 149 | | | | | |
| AS | T2E | A320 | 149 | STS | 3444 | 21:15 | 137 | 0 |
| B6 | T2W | A321 | 200 | BOS | 19 | 19:57 | 192 | 0 |
| B6 | T2W | A321 | 200 | JFK | 89 | 19:33 | 189 | 0 |
| B6 | T2W | A321 | 200 | JFK | 189 | 11:56 | 189 | 0 |
| B6 | T2W | A321 | 200 | FLL | 529 | 19:52 | 189 | 0 |
| B6 | T2W | A321 | 200 | BOS | 2819 | 10:24 | 192 | 0 |
| BA | T2W | B773 | 297 | LHR | 273 | 18:45 | 263 | 0 |
| DL | T2W | B788 | 235 | ATL | 33 | 21:31 | 226 | 0 |
| DL | T2W | B788 | 235 | JFK | 453 | 14:33 | 215 | 0 |
| DL | T2W | A321 | 192 | DTW | 833 | 10:24 | 184 | 0 |
| DL | T2W | A321 | 192 | DTW | 857 | 13:37 | 184 | 0 |
| DL | T2W | B788 | 235 | ATL | 945 | 11:22 | 226 | 0 |
| DL | T2W | A321 | 192 | ATL | 1430 | 12:32 | 184 | 0 |
| DL | T2W | B788 | 235 | ATL | 1567 | 17:00 | 226 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 1608 | 12:47 | 123 | 0 |
| DL | T2W | B788 | 235 | MSP | 1687 | 10:27 | 222 | 0 |
| DL | T2W | B788 | 235 | ATL | 1692 | 9:50 | 226 | 0 |
| DL | T2W | A321 | 192 | MSP | 1728 | 13:06 | 181 | 0 |
| DL | T2W | A321 | 192 | ATL | 1792 | 14:57 | 184 | 0 |
| DL | T2W | B739 | 180 | JFK | 2246 | 20:15 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 2288 | 11:07 | 164 | 0 |
| DL | T2W | A321 | 192 | SLC | 2295 | 9:17 | 182 | 0 |
| DL | T2W | A321 | 192 | SLC | 2378 | 12:21 | 182 | 0 |
| DL | T2W | B788 | 235 | DTW | 2497 | 17:47 | 225 | 0 |
| DL | T2W | A320 | 160 | SEA | 2532 | 10:47 | 151 | 0 |
| DL | T2W | A321 | 192 | SLC | 2546 | 17:35 | 182 | 0 |
| DL | T2W | A320 | 160 | SLC | 2615 | 15:56 | 152 | 0 |
| DL | T2W | B788 | 235 | | | | | |
| DL | T2W | BCS3 | 130 | SEA | 5736 | 14:03 | 123 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 5750 | 18:13 | 123 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5789 | 10:19 | 116 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5804 | 16:30 | 116 | 0 |
| DL | T2W | BCS3 | 130 | LAS | 5842 | 20:20 | 116 | 0 |
| DL | T2W | A321 | 192 | ATL | 63 | 19:44 | 184 | 0 |
| DL | T2W | B788 | 235 | | | | | |
| DL | T2W | B788 | 235 | MSP | 1744 | 19:43 | 222 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | MSP | 1787 | 21:46 | 170 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | DTW | 1855 | 21:38 | 184 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | SLC | 1909 | 23:15 | 182 | 0 |
| DL | T2W | A321 | 192 | MSP | 2103 | 0:13 | 181 | 0 |
| DL | T2W | B739 | 180 | | | | | |
| DL | T2W | B739 | 180 | JFK | 2243 | 22:40 | 164 | 0 |
| DL | T2W | A321 | 192 | | | | | |
| DL | T2W | A321 | 192 | ATL | 2367 | 23:10 | 184 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 5793 | 21:37 | 123 | 0 |
| DL | T2W | BCS3 | 130 | | | | | |
| F9 | T2W | A321 | 230 | DEN | 555 | 9:07 | 221 | 0 |
| F9 | T2W | A321 | 230 | CVG | 1185 | 10:22 | 221 | 0 |
| F9 | T2W | A321 | 230 | AUS | 1701 | 11:37 | 221 | 0 |
| F9 | T2W | A321 | 230 | | | | | |
| F9 | T2W | A321 | 230 | TUL | 1839 | 21:45 | 201 | 0 |
| G4 | T2W | A320 | 186 | EUG | 1005 | 16:36 | 172 | 0 |
| HA | T2W | A332 | 278 | | | | | |
| HA | T2W | A332 | 278 | HNL | 16 | 22:45 | 267 | 0 |
| HA | T2W | A321 | 189 | | | | | |
| HA | T2W | A321 | 189 | OGG | 38 | 19:50 | 162 | 0 |
| JL | T2W | B788 | 206 | NRT | 66 | 11:40 | 184 | 0 |
| LH | T2W | A343 | 279 | FRA | 466 | 13:25 | 246 | 0 |
| NK | T2W | A20N | 182 | DFW | 107 | 17:05 | 173 | 0 |
| NK | T2W | A20N | 182 | BWI | 194 | 19:11 | 151 | 0 |
| NK | T2W | A20N | 182 | LAS | 245 | 19:48 | 155 | 0 |
| NK | T2W | A21N | 228 | LAS | 511 | 14:38 | 194 | 0 |
| NK | T2W | A21N | 228 | ORD | 563 | 12:35 | 219 | 0 |
| NK | T2W | A20N | 182 | DTW | 623 | 9:45 | 153 | 0 |
| NK | T2W | A20N | 182 | LAS | 673 | 8:35 | 155 | 0 |
| NK | T2W | A21N | 228 | | | | | |
| NK | T2W | A21N | 228 | IAH | 619 | 22:34 | 171 | 0 |
| SY | T2W | B738 | 168 | MSP | 401 | 12:01 | 150 | 0 |
| UA | T1 | B739 | 179 | IAD | 229 | 11:17 | 172 | 0 |
| UA | T1 | B739 | 179 | IAD | 231 | 14:44 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 284 | 8:12 | 165 | 0 |
| UA | T1 | B739 | 179 | ORD | 395 | 18:09 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 459 | 20:46 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 497 | 14:28 | 165 | 0 |
| UA | T1 | B739 | 179 | SFO | 555 | 9:24 | 165 | 0 |
| UA | T1 | B739 | 179 | DEN | 710 | 17:11 | 172 | 0 |
| UA | T1 | B739 | 179 | DEN | 763 | 12:34 | 172 | 0 |
| UA | T1 | B739 | 179 | ORD | 1590 | 12:21 | 172 | 0 |
| UA | T1 | B739 | 179 | EWR | 1593 | 10:42 | 172 | 0 |
| UA | T1 | B739 | 179 | SFO | 1798 | 19:39 | 165 | 0 |
| UA | T1 | B739 | 179 | IAH | 1870 | 15:27 | 172 | 0 |

| | | | | |
|---|---|---|---|---|
| PDX | 333 | 6:29 | 171 | 0 |
| SEA | 1133 | 6:20 | 178 | 0 |
| SFO | 1949 | 6:40 | 157 | 0 |
| SMF | 3340 | 6:15 | 167 | 0 |
| SJC | 3397 | 7:00 | 161 | 0 |
| MRY | 3417 | 7:30 | 119 | 0 |
| JFK | 90 | 21:07 | 189 | 0 |
| BOS | 20 | 20:43 | 192 | 0 |
| JFK | 190 | 13:06 | 189 | 0 |
| FLL | 530 | 20:56 | 189 | 0 |
| BOS | 2820 | 11:34 | 192 | 0 |
| LHR | 272 | 20:45 | 263 | 0 |
| ATL | 2213 | 22:36 | 226 | 0 |
| JFK | 862 | 15:20 | 215 | 0 |
| DTW | 833 | 11:22 | 184 | 0 |
| ATL | 1430 | 14:35 | 184 | 0 |
| ATL | 1054 | 12:20 | 226 | 0 |
| DTW | 1275 | 13:30 | 184 | 0 |
| ATL | 1636 | 21:36 | 226 | 0 |
| SEA | 1608 | 13:22 | 123 | 0 |
| MSP | 1687 | 11:25 | 222 | 0 |
| ATL | 1692 | 10:55 | 226 | 0 |
| MSP | 1728 | 14:04 | 181 | 0 |
| MSP | 2443 | 15:55 | 181 | 0 |
| JFK | 1798 | 22:05 | 164 | 0 |
| JFK | 473 | 11:57 | 164 | 0 |
| SLC | 2295 | 10:05 | 182 | 0 |
| SLC | 2378 | 13:10 | 182 | 0 |
| DTW | 1855 | 22:36 | 225 | 0 |
| SEA | 2532 | 11:25 | 151 | 0 |
| SLC | 2546 | 18:25 | 182 | 0 |
| SLC | 2615 | 16:35 | 152 | 0 |
| ATL | 30 | 9:00 | 226 | 0 |
| SEA | 5736 | 15:05 | 123 | 0 |
| SEA | 5750 | 18:50 | 123 | 0 |
| LAS | 5789 | 10:49 | 116 | 0 |
| LAS | 5804 | 17:04 | 116 | 0 |
| LAX | 5761 | 20:59 | 98 | 0 |
| MSP | 1545 | 8:00 | 222 | 0 |
| MSP | 1864 | 6:30 | 170 | 0 |
| ATL | 62 | 7:40 | 184 | 0 |
| ATL | 1592 | 6:30 | 184 | 0 |
| SLC | 2872 | 6:15 | 182 | 0 |
| JFK | 2404 | 7:10 | 164 | 0 |
| DTW | 98 | 7:00 | 184 | 0 |
| LAS | 5738 | 6:55 | 116 | 0 |
| CVG | 1188 | 10:07 | 221 | 0 |
| DEN | 560 | 11:22 | 221 | 0 |
| AUS | 1702 | 12:27 | 221 | 0 |
| TUL | 1764 | 7:05 | 201 | 0 |
| EUG | 1004 | 17:16 | 172 | 0 |
| HNL | 15 | 10:15 | 267 | 0 |
| OGG | 37 | 7:05 | 162 | 0 |
| NRT | 65 | 13:30 | 184 | 0 |
| FRA | 467 | 15:10 | 246 | 0 |
| DFW | 108 | 18:00 | 173 | 0 |
| LAS | 636 | 20:05 | 155 | 0 |
| BWI | 189 | 20:56 | 151 | 0 |
| LAS | 356 | 15:35 | 194 | 0 |
| ORD | 564 | 13:30 | 219 | 0 |
| DTW | 644 | 11:00 | 153 | 0 |
| LAS | 352 | 9:30 | 155 | 0 |
| IAH | 858 | 7:00 | 171 | 0 |
| MSP | 402 | 13:00 | 150 | 0 |
| IAD | 2282 | 12:35 | 172 | 0 |
| IAH | 2210 | 15:40 | 172 | 0 |
| SFO | 334 | 9:55 | 165 | 0 |
| SFO | 1677 | 19:04 | 165 | 0 |
| ORD | 240 | 22:30 | 172 | 0 |
| SFO | 370 | 15:28 | 165 | 0 |
| IAH | 1284 | 10:15 | 172 | 0 |
| DEN | 231 | 18:05 | 172 | 0 |
| SFO | 1919 | 13:30 | 165 | 0 |
| IAH | 2099 | 13:40 | 172 | 0 |
| EWR | 2163 | 11:35 | 172 | 0 |
| SFO | 384 | 20:30 | 165 | 0 |
| SFO | 736 | 16:31 | 165 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UA | T1 | B739 | 179 | SFO | 1900 | 12:30 | 165 | 0 | DEN | 243 | 13:29 | 172 | 0 | |
| UA | T1 | B739 | 179 | IAH | 1916 | 19:37 | 172 | 0 | EWR | 710 | 20:48 | 172 | 0 | |
| UA | T1 | B739 | 179 | IAH | 1919 | 10:42 | 172 | 0 | IAH | 1593 | 11:51 | 172 | 0 | |
| UA | T1 | B739 | 179 | DEN | 1982 | 9:44 | 172 | 0 | DEN | 1479 | 10:45 | 172 | 0 | |
| UA | T1 | B739 | 179 | IAH | 2156 | 13:02 | 172 | 0 | ORD | 1900 | 14:05 | 172 | 0 | |
| UA | T1 | B739 | 179 | ORD | 2192 | 9:54 | 172 | 0 | ORD | 555 | 10:59 | 172 | 0 | |
| UA | T1 | B739 | 179 | SFO | 2238 | 10:20 | 165 | 0 | SFO | 390 | 11:20 | 165 | 0 | |
| UA | T1 | B739 | 179 | SFO | 2287 | 17:25 | 165 | 0 | SFO | 2016 | 18:22 | 165 | 0 | |
| UA | T1 | B739 | 179 | IAD | 2303 | 19:41 | 172 | 0 | LAX | 1482 | 20:58 | 115 | 0 | |
| UA | T1 | B739 | 179 | ORD | 2381 | 15:01 | 172 | 0 | DEN | 2299 | 16:02 | 172 | 0 | |
| UA | T1 | B739 | 179 | | | | | | SFO | 2235 | 6:15 | 165 | 0 | |
| UA | T1 | B739 | 179 | SFO | 361 | 22:35 | 165 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | ORD | 2137 | 8:25 | 172 | 0 | |
| UA | T1 | B739 | 179 | ORD | 651 | 22:10 | 172 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | DEN | 1209 | 8:30 | 172 | 0 | |
| UA | T1 | B739 | 179 | | | | | | SFO | 662 | 7:35 | 165 | 0 | |
| UA | T1 | B739 | 179 | IAH | 991 | 22:56 | 172 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | IAD | 546 | 8:12 | 172 | 0 | |
| UA | T1 | B739 | 179 | EWR | 1827 | 20:57 | 172 | 0 | | | | | | |
| UA | T1 | B739 | 179 | SFO | 1967 | 22:08 | 165 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | IAH | 2094 | 7:50 | 172 | 0 | |
| UA | T1 | B739 | 179 | EWR | 2275 | 22:46 | 172 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | EWR | 751 | 6:15 | 172 | 0 | |
| UA | T1 | B739 | 179 | DEN | 2416 | 23:30 | 172 | 0 | | | | | | |
| UA | T1 | B739 | 179 | | | | | | ORD | 913 | 6:15 | 172 | 0 | |
| UA | T1 | B739 | 179 | SFO | 2423 | 23:47 | 165 | 0 | | | | | | |
| WN | T1 | B738 | 175 | PHX | 20 | 15:05 | 141 | 0 | PDX | 20 | 15:40 | 150 | 0 | |
| WN | T1 | B738 | 175 | OAK | 31 | 7:50 | 136 | 0 | DAL | 31 | 8:25 | 159 | 0 | |
| WN | T1 | B738 | 175 | PHX | 34 | 7:50 | 141 | 0 | HOU | 34 | 8:25 | 168 | 0 | |
| WN | T1 | B738 | 175 | LAS | 160 | 11:40 | 130 | 0 | SMF | 160 | 12:30 | 151 | 0 | |
| WN | T1 | B738 | 175 | OAK | 170 | 20:10 | 136 | 0 | OAK | 375 | 20:55 | 136 | 0 | |
| WN | T1 | B738 | 175 | BWI | 193 | 16:20 | 168 | 0 | SMF | 193 | 17:10 | 151 | 0 | |
| WN | T1 | B738 | 175 | BNA | 211 | 10:30 | 158 | 0 | IND | 2485 | 11:30 | 160 | 0 | |
| WN | T1 | B738 | 175 | SJC | 234 | 17:45 | 139 | 0 | MDW | 1410 | 18:25 | 165 | 0 | |
| WN | T1 | B738 | 175 | SMF | 241 | 21:00 | 151 | 0 | PDX | 241 | 22:00 | 150 | 0 | |
| WN | T1 | B738 | 175 | MSY | 266 | 17:10 | 159 | 0 | SAT | 267 | 18:00 | 153 | 0 | |
| WN | T1 | B738 | 175 | BWI | 359 | 10:55 | 168 | 0 | TPA | 2332 | 11:45 | 158 | 0 | |
| WN | T1 | B738 | 175 | DEN | 361 | 8:40 | 166 | 0 | ABQ | 2245 | 9:30 | 145 | 0 | |
| WN | T1 | B738 | 175 | MCO | 368 | 14:20 | 168 | 0 | MDW | 369 | 15:05 | 165 | 0 | |
| WN | T1 | B738 | 175 | LAS | 416 | 17:40 | 130 | 0 | LAS | 234 | 18:20 | 130 | 0 | |
| WN | T1 | B738 | 175 | DAL | 419 | 15:50 | 159 | 0 | PHX | 419 | 16:35 | 141 | 0 | |
| WN | T1 | B738 | 175 | SJC | 427 | 22:00 | 139 | 0 | LAS | 1334 | 22:50 | 130 | 0 | |
| WN | T1 | B737 | 143 | SJC | 470 | 16:40 | 113 | 0 | SJC | 1459 | 17:10 | 113 | 0 | |
| WN | T1 | B738 | 175 | PHX | 477 | 7:05 | 141 | 0 | SAT | 477 | 7:45 | 153 | 0 | |
| WN | T1 | B738 | 175 | SAT | 481 | 10:35 | 153 | 0 | SFO | 1698 | 11:10 | 148 | 0 | |
| WN | T1 | B738 | 175 | LAS | 482 | 18:35 | 130 | 0 | PHX | 483 | 19:10 | 141 | 0 | |
| WN | T1 | B738 | 175 | OAK | 500 | 19:25 | 136 | 0 | OAK | 2271 | 20:10 | 136 | 0 | |
| WN | T1 | B738 | 175 | LAS | 502 | 9:30 | 130 | 0 | LAS | 963 | 10:05 | 130 | 0 | |
| WN | T1 | B738 | 175 | AUS | 506 | 17:50 | 149 | 0 | MCI | 2175 | 18:30 | 158 | 0 | |
| WN | T1 | B738 | 175 | OAK | 580 | 21:25 | 136 | 0 | PHX | 991 | 22:35 | 141 | 0 | |
| WN | T1 | B738 | 175 | MDW | 597 | 13:00 | 165 | 0 | HOU | 199 | 13:45 | 168 | 0 | |
| WN | T1 | B738 | 175 | DEN | 606 | 6:55 | 166 | 0 | BNA | 1467 | 7:30 | 158 | 0 | |
| WN | T1 | B738 | 175 | OAK | 609 | 14:10 | 136 | 0 | PHX | 2194 | 14:50 | 141 | 0 | |
| WN | T1 | B738 | 175 | LAS | 746 | 21:45 | 130 | 0 | OAK | 408 | 22:45 | 136 | 0 | |
| WN | T1 | B738 | 175 | LAS | 768 | 20:25 | 130 | 0 | LAS | 2294 | 21:00 | 130 | 0 | |
| WN | T1 | B738 | 175 | PHX | 791 | 12:50 | 141 | 0 | DEN | 791 | 13:25 | 166 | 0 | |
| WN | T1 | B738 | 175 | TPA | 807 | 11:40 | 158 | 0 | SJC | 807 | 12:20 | 139 | 0 | |
| WN | T1 | B37M | 172 | HOU | 847 | 9:25 | 165 | 0 | SMF | 2519 | 10:05 | 148 | 0 | |
| WN | T1 | B738 | 175 | EWR | 893 | 13:55 | 167 | 0 | OAK | 893 | 14:30 | 136 | 0 | |
| WN | T1 | B738 | 175 | RNO | 958 | 19:15 | 158 | 0 | AUS | 958 | 19:50 | 149 | 0 | |
| WN | T1 | B738 | 175 | PHX | 977 | 18:45 | 141 | 0 | OAK | 977 | 19:15 | 136 | 0 | |
| WN | T1 | B738 | 175 | LAS | 996 | 7:30 | 130 | 0 | SEA | 996 | 8:10 | 168 | 0 | |
| WN | T1 | B37M | 172 | SEA | 1017 | 20:50 | 165 | 0 | TUS | 1017 | 21:25 | 130 | 0 | |
| WN | T1 | B738 | 175 | SMF | 1051 | 14:55 | 151 | 0 | SJC | 1336 | 15:30 | 139 | 0 | |
| WN | T1 | B738 | 175 | DEN | 1082 | 13:55 | 166 | 0 | BNA | 724 | 14:45 | 158 | 0 | |
| WN | T1 | B37M | 172 | PDX | 1096 | 13:20 | 147 | 0 | BWI | 1096 | 13:55 | 165 | 0 | |
| WN | T1 | B738 | 175 | MCI | 1147 | 8:15 | 158 | 0 | EWR | 1148 | 9:10 | 167 | 0 | |
| WN | T1 | B738 | 175 | AUS | 1156 | 9:40 | 149 | 0 | DAL | 695 | 10:15 | 159 | 0 | |
| WN | T1 | B738 | 175 | DEN | 1207 | 10:10 | 166 | 0 | SJC | 1207 | 11:00 | 139 | 0 | |
| WN | T2W | B738 | 175 | SJD | 1214 | 15:10 | 160 | 0 | LAS | 2545 | 15:50 | 130 | 0 | |
| WN | T1 | B738 | 175 | SJC | 1291 | 21:05 | 139 | 0 | SMF | 1292 | 21:45 | 151 | 0 | |
| WN | T1 | B738 | 175 | MDW | 1295 | 10:25 | 165 | 0 | BWI | 1100 | 11:20 | 168 | 0 | |
| WN | T1 | B738 | 175 | TUS | 1306 | 11:20 | 132 | 0 | OAK | 2286 | 12:00 | 136 | 0 | |
| WN | T1 | B738 | 175 | HOU | 1408 | 18:35 | 168 | 0 | SMF | 2531 | 19:40 | 151 | 0 | |
| WN | T1 | B738 | 175 | OAK | 1409 | 7:00 | 136 | 0 | SJC | 606 | 7:35 | 139 | 0 | |
| WN | T1 | B738 | 175 | PHX | 1410 | 17:40 | 141 | 0 | OAK | 416 | 18:20 | 136 | 0 | |
| WN | T1 | B738 | 175 | ABQ | 1467 | 6:55 | 145 | 0 | MCI | 1409 | 7:35 | 158 | 0 | |
| WN | T1 | B738 | 175 | SJC | 1474 | 10:20 | 139 | 0 | MCO | 1474 | 11:05 | 168 | 0 | |
| WN | T1 | B738 | 175 | SMF | 1481 | 18:30 | 151 | 0 | STL | 1481 | 19:30 | 157 | 0 | |
| WN | T1 | B37M | 172 | SMF | 1624 | 17:15 | 148 | 0 | PHX | 1624 | 17:50 | 139 | 0 | |
| WN | T1 | B738 | 175 | TUS | 1647 | 19:00 | 132 | 0 | LAS | 1647 | 19:35 | 130 | 0 | |
| WN | T1 | B738 | 175 | RNO | 1652 | 8:15 | 158 | 0 | DEN | 1652 | 8:50 | 166 | 0 | |
| WN | T1 | B738 | 175 | SFO | 1697 | 10:35 | 148 | 0 | MSY | 52 | 11:10 | 159 | 0 | |
| WN | T1 | B738 | 175 | SFO | 1699 | 15:00 | 148 | 0 | SFO | 2083 | 15:35 | 148 | 0 | |
| WN | T1 | B738 | 175 | SFO | 1701 | 19:15 | 148 | 0 | SFO | 1702 | 19:45 | 148 | 0 | |
| WN | T1 | B738 | 175 | SAT | 1705 | 15:25 | 153 | 0 | BOI | 2129 | 16:10 | 164 | 0 | |
| WN | T1 | B38M | 175 | BOI | 1748 | 21:00 | 164 | 0 | SFO | 1807 | 21:45 | 148 | 0 | |
| WN | T1 | B738 | 175 | LAS | 1775 | 15:25 | 130 | 0 | OAK | 1705 | 16:20 | 136 | 0 | |
| WN | T1 | B38M | 175 | | | | | | LAS | 1708 | 6:35 | 130 | 0 | |
| WN | T1 | B38M | 175 | PHX | 1057 | 23:10 | 141 | 0 | | | | | | |
| WN | T1 | B37M | 172 | | | | | | OAK | 2503 | 7:20 | 133 | 0 | |
| WN | T1 | B37M | 172 | STL | 1334 | 22:20 | 154 | 0 | | | | | | |
| WN | T1 | B37M | 172 | | | | | | PHX | 1712 | 6:55 | 139 | 0 | |
| WN | T1 | B37M | 172 | PDX | 1401 | 22:50 | 147 | 0 | | | | | | |
| WN | T1 | B37M | 172 | | | | | | DEN | 2204 | 6:40 | 163 | 0 | |
| WN | T1 | B37M | 172 | ABQ | 1439 | 23:00 | 143 | 0 | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B738 | 175 | | | | | | SMF | 2172 | 7:40 | 151 | 0 |
| WN | T1 | B738 | 175 | AUS | 1695 | 21:15 | 149 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | SJC | 1691 | 6:20 | 136 | 0 |
| WN | T1 | B37M | 172 | SFO | 1703 | 23:20 | 145 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | SFO | 2384 | 6:30 | 148 | 0 |
| WN | T1 | B38M | 175 | DEN | 2085 | 23:20 | 166 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | AUS | 2486 | 6:20 | 149 | 0 |
| WN | T1 | B738 | 175 | BWI | 2259 | 23:05 | 168 | 0 | | | | | |
| WN | T1 | B38M | 175 | | | | | | PDX | 1679 | 7:10 | 150 | 0 |
| WN | T1 | B38M | 175 | MDW | 2292 | 22:05 | 165 | 0 | | | | | |
| WN | T1 | B37M | 172 | | | | | | BWI | 2164 | 6:35 | 165 | 0 |
| WN | T1 | B37M | 172 | OAK | 4767 | 23:15 | 133 | 0 | | | | | |
| WS | T2W | B38M | 174 | YYC | 1564 | 13:28 | 166 | 0 | YYC | 1565 | 14:15 | 166 | 0 |
| WS | T2W | B738 | 174 | YVR | 1762 | 12:26 | 167 | 0 | YVR | 1763 | 13:15 | 167 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000001 | 9:00 | 97 | 0 | LAS | 4000001 | 9:50 | 97 | 0 |
| DL | T2W | B788 | 235 | | | | | | ATL | 4000002 | 6:25 | 226 | 0 |
| DL | T2W | B788 | 235 | ATL | 3000002 | 20:45 | 226 | 0 | | | | | |
| DL | T2W | B788 | 235 | ATL | 3000003 | 10:35 | 226 | 0 | ATL | 4000003 | 11:30 | 226 | 0 |
| DL | T2W | B739 | 180 | ATL | 3000004 | 13:00 | 173 | 0 | ATL | 4000004 | 13:50 | 173 | 0 |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000005 | 6:20 | 123 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000005 | 20:48 | 123 | 0 | | | | | |
| DL | T2W | B738 | 160 | | | | | | MSP | 4000008 | 9:00 | 151 | 0 |
| DL | T2W | B738 | 160 | MSP | 3000008 | 23:18 | 151 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | | | | | | MSP | 4000009 | 6:59 | 123 | 0 |
| DL | T2W | BCS3 | 130 | MSP | 3000009 | 22:50 | 123 | 0 | | | | | |
| DL | T2W | A320 | 160 | MSP | 3000010 | 17:20 | 151 | 0 | MSP | 4000010 | 18:00 | 151 | 0 |
| DL | T2W | BCS1 | 109 | LAS | 3000018 | 20:45 | 97 | 0 | LAS | 4000018 | 21:35 | 97 | 0 |
| DL | T2W | B739 | 180 | | | | | | JFK | 4000024 | 6:00 | 164 | 0 |
| DL | T2W | B739 | 180 | JFK | 3000024 | 21:30 | 164 | 0 | | | | | |
| DL | T2W | B738 | 160 | JFK | 3000026 | 12:01 | 146 | 0 | JFK | 4000026 | 13:00 | 146 | 0 |
| DL | T2W | B738 | 160 | | | | | | DTW | 4000028 | 6:00 | 153 | 0 |
| DL | T2W | A321 | 192 | JFK | 3000029 | 16:00 | 175 | 0 | JFK | 4000029 | 16:50 | 175 | 0 |
| DL | T2W | B738 | 160 | DTW | 3000028 | 20:30 | 153 | 0 | | | | | |
| DL | T2W | BCS3 | 130 | DTW | 3000033 | 9:35 | 125 | 0 | DTW | 4000033 | 10:25 | 125 | 0 |
| DL | T2W | A320 | 160 | SEA | 3000041 | 21:10 | 151 | 0 | SEA | 4000041 | 22:00 | 151 | 0 |
| DL | T2W | BCS3 | 130 | SEA | 3000042 | 19:00 | 123 | 0 | SEA | 4000042 | 19:50 | 123 | 0 |
| AC | T2W | E75S | 76 | YVR | 3000200 | 19:15 | 72 | 0 | YVR | 4000200 | 20:05 | 72 | 0 |
| WN | T1 | B738 | 175 | LAS | 3000500 | 22:15 | 130 | 0 | | | | | |
| WN | T1 | B737 | 143 | LAS | 3000502 | 13:00 | 106 | 0 | LAS | 4000502 | 13:35 | 106 | 0 |
| WN | T1 | B37M | 172 | ELP | 3000503 | 7:10 | 165 | 0 | ELP | 4000503 | 7:55 | 165 | 0 |
| WN | T1 | B737 | 143 | | | | | | SMF | 4000507 | 6:35 | 123 | 0 |
| WN | T1 | B737 | 143 | OAK | 3000507 | 22:25 | 111 | 0 | | | | | |
| WN | T1 | B737 | 143 | SFO | 3000515 | 11:10 | 121 | 0 | SFO | 4000515 | 11:55 | 121 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000524 | 14:00 | 123 | 0 | SMF | 4000524 | 14:35 | 123 | 0 |
| WN | T1 | B737 | 143 | SMF | 3000525 | 21:55 | 123 | 0 | SMF | 4000525 | 22:35 | 123 | 0 |
| WN | T1 | B738 | 175 | SMF | 3000526 | 10:00 | 151 | 0 | SMF | 4000526 | 10:35 | 151 | 0 |
| WN | T1 | B737 | 143 | SJC | 3000537 | 15:55 | 113 | 0 | SJC | 4000537 | 16:45 | 113 | 0 |
| WN | T1 | B737 | 143 | DEN | 3000542 | 20:50 | 136 | 0 | ABQ | 4000542 | 21:30 | 119 | 0 |
| WN | T1 | B737 | 143 | | | | | | EWR | 4000544 | 6:35 | 136 | 0 |
| WN | T1 | B737 | 143 | EWR | 3000544 | 23:05 | 136 | 0 | | | | | |
| WN | T1 | B738 | 175 | DEN | 3000545 | 17:15 | 166 | 0 | DEN | 4000545 | 17:55 | 166 | 0 |
| WN | T1 | B38M | 175 | DEN | 3000546 | 7:40 | 166 | 0 | DEN | 4000546 | 8:20 | 166 | 0 |
| WN | T1 | B737 | 143 | BWI | 3000552 | 15:00 | 137 | 0 | PDX | 4000552 | 15:50 | 122 | 0 |
| WN | T1 | B737 | 143 | LAS | 3000554 | 6:55 | 106 | 0 | LAS | 4000554 | 7:45 | 106 | 0 |
| WN | T1 | B737 | 143 | DAL | 3000556 | 8:10 | 130 | 0 | DAL | 4000556 | 8:50 | 130 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000557 | 16:25 | 159 | 0 | DAL | 4000557 | 17:05 | 159 | 0 |
| WN | T1 | B738 | 175 | DAL | 3000558 | 9:10 | 159 | 0 | DAL | 4000558 | 9:50 | 159 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000561 | 17:30 | 168 | 0 | HOU | 4000561 | 18:10 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000563 | 21:15 | 168 | 0 | HOU | 4000563 | 21:55 | 168 | 0 |
| WN | T1 | B738 | 175 | HOU | 3000564 | 10:30 | 168 | 0 | OAK | 4000564 | 11:05 | 136 | 0 |
| WN | T1 | B737 | 143 | PDX | 3000579 | 19:00 | 122 | 0 | PDX | 4000579 | 19:50 | 122 | 0 |
| WN | T1 | B737 | 143 | AUS | 3000584 | 18:00 | 122 | 0 | AUS | 4000584 | 18:40 | 122 | 0 |
| WN | T1 | B738 | 175 | ATL | 3000589 | 15:15 | 168 | 0 | ATL | 4000589 | 16:05 | 168 | 0 |
| WN | T1 | B738 | 175 | BOI | 3000590 | 8:00 | 164 | 0 | BOI | 4000590 | 8:45 | 164 | 0 |
| WN | T1 | B738 | 175 | MKE | 3000594 | 12:00 | 164 | 0 | MKE | 4000594 | 12:35 | 164 | 0 |
| WN | T2W | B37M | 172 | SJD | 3000598 | 8:55 | 158 | 0 | SJD | 4000598 | 9:45 | 158 | 0 |
| WN | T2W | B737 | 143 | CUN | 3000603 | 14:10 | 128 | 0 | CUN | 4000603 | 14:50 | 128 | 0 |
| WN | T1 | B38M | 175 | SAT | 3000627 | 18:15 | 153 | 0 | SAT | 4000627 | 19:00 | 153 | 0 |
| AS | T2E | B739 | 181 | | | | | | EWR | 4000701 | 6:55 | 167 | 0 |
| AS | T2E | B739 | 181 | EWR | 3000701 | 23:20 | 167 | 0 | | | | | |
| AS | T2E | B738 | 159 | OGG | 3000708 | 14:01 | 152 | 0 | OGG | 4000708 | 15:44 | 152 | 0 |
| AS | T2E | A320 | 149 | SFO | 3000709 | 8:35 | 126 | 0 | SFO | 4000709 | 9:25 | 126 | 0 |
| AS | T2E | A20N | 185 | LAS | 3000713 | 20:00 | 165 | 0 | LAS | 4000713 | 20:55 | 165 | 0 |
| AS | T2E | B739 | 181 | SLC | 3000719 | 18:05 | 162 | 0 | SLC | 4000719 | 18:55 | 162 | 0 |
| AS | T2E | E75S | 76 | DAL | 3000723 | 12:30 | 69 | 0 | DAL | 4000723 | 13:30 | 69 | 0 |
| AS | T2W | E75S | 76 | BOI | 3000730 | 16:40 | 71 | 0 | BOI | 4000730 | 17:25 | 71 | 0 |
| AS | T2E | B738 | 159 | | | | | | BOS | 4000731 | 6:36 | 153 | 0 |
| AS | T2E | B738 | 159 | BOS | 3000731 | 22:06 | 153 | 0 | | | | | |
| AS | T2W | B739 | 181 | SJD | 3000740 | 14:00 | 152 | 0 | SJD | 4000740 | 15:20 | 152 | 0 |
| DL | T2W | A320 | 160 | SLC | 3000012 | 14:45 | 152 | 0 | SLC | 4000012 | 15:35 | 152 | 0 |
| AS | T2W | B739 | 181 | SJD | 3000739 | 16:05 | 152 | 0 | SJD | 4000739 | 17:10 | 152 | 0 |
| SY | T2W | B738 | 162 | MSP | 3000227 | 16:00 | 144 | 0 | MSP | 4000227 | 16:45 | 144 | 0 |
| WN | T1 | B738 | 175 | SFO | 1797 | 8:00 | 148 | 0 | SFO | 1798 | 8:35 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 1799 | 12:30 | 148 | 0 | MKE | 1895 | 13:05 | 164 | 0 |
| WN | T1 | B738 | 175 | SFO | 1801 | 17:00 | 148 | 0 | SFO | 1802 | 17:35 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 1806 | 21:10 | 148 | 0 | DEN | 580 | 22:10 | 166 | 0 |
| WN | T1 | B738 | 175 | MCI | 1810 | 21:10 | 158 | 0 | OAK | 1810 | 21:55 | 136 | 0 |
| WN | T1 | B738 | 175 | SJC | 1832 | 12:00 | 139 | 0 | AUS | 1832 | 12:45 | 149 | 0 |
| WN | T1 | B738 | 175 | SMF | 1882 | 8:55 | 151 | 0 | PHX | 1882 | 9:45 | 141 | 0 |
| WN | T1 | B738 | 175 | SMF | 1895 | 12:30 | 151 | 0 | SFO | 1800 | 13:10 | 148 | 0 |
| WN | T1 | B738 | 175 | SMF | 1917 | 13:25 | 151 | 0 | SJC | 1918 | 14:00 | 139 | 0 |
| WN | T1 | B738 | 175 | OAK | 1927 | 16:45 | 136 | 0 | SEA | 1927 | 17:30 | 168 | 0 |
| WN | T1 | B738 | 175 | SLC | 2062 | 14:45 | 155 | 0 | SMF | 2062 | 15:25 | 151 | 0 |
| WN | T1 | B738 | 175 | OAK | 2067 | 10:25 | 136 | 0 | DEN | 2067 | 11:00 | 166 | 0 |
| WN | T1 | B738 | 175 | SJC | 2093 | 19:50 | 139 | 0 | PHX | 2093 | 20:20 | 141 | 0 |
| WN | T1 | B738 | 175 | PHX | 2116 | 8:40 | 141 | 0 | SMF | 2116 | 9:15 | 151 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WN | T1 | B38M | 175 | STL | 2129 | 15:30 | 157 | 0 | SJC | 1103 | 16:20 | 139 | 0 |
| WN | T1 | B38M | 175 | MKE | 2136 | 17:15 | 164 | 0 | DAL | 1230 | 18:00 | 159 | 0 |
| WN | T1 | B738 | 175 | ATL | 2155 | 12:15 | 168 | 0 | RNO | 2155 | 13:05 | 158 | 0 |
| WN | T1 | B37M | 172 | OAK | 2175 | 17:50 | 133 | 0 | SJC | 506 | 18:25 | 136 | 0 |
| WN | T1 | B738 | 175 | SJC | 2194 | 14:15 | 139 | 0 | SLC | 609 | 14:50 | 155 | 0 |
| WN | T1 | B37M | 172 | PDX | 2208 | 8:30 | 147 | 0 | SJC | 2208 | 9:05 | 136 | 0 |
| WN | T1 | B38M | 175 | SMF | 2209 | 19:40 | 151 | 0 | ABQ | 500 | 20:15 | 145 | 0 |
| WN | T1 | B738 | 175 | SJC | 2245 | 8:55 | 139 | 0 | SJD | 1213 | 9:55 | 160 | 0 |
| WN | T1 | B738 | 175 | OAK | 2258 | 8:35 | 136 | 0 | STL | 2258 | 9:30 | 157 | 0 |
| WN | T1 | B738 | 175 | LAS | 2270 | 12:35 | 130 | 0 | LAS | 1767 | 13:10 | 130 | 0 |
| WN | T1 | B738 | 175 | SJC | 2276 | 18:25 | 139 | 0 | SJC | 1408 | 19:25 | 139 | 0 |
| WN | T1 | B738 | 175 | DAL | 2286 | 11:20 | 159 | 0 | PHX | 2817 | 12:00 | 141 | 0 |
| WN | T1 | B738 | 175 | MDW | 2295 | 15:15 | 165 | 0 | DAL | 1494 | 16:05 | 159 | 0 |
| WN | T1 | B738 | 175 | PHX | 2306 | 9:45 | 141 | 0 | MDW | 1284 | 10:35 | 165 | 0 |
| WN | T1 | B738 | 175 | OAK | 2339 | 13:30 | 136 | 0 | SMF | 2151 | 14:05 | 151 | 0 |
| WN | T1 | B37M | 172 | SMF | 2351 | 15:45 | 148 | 0 | LAS | 2355 | 16:55 | 128 | 0 |
| WN | T1 | B737 | 143 | SMF | 2362 | 7:15 | 123 | 0 | PHX | 2362 | 7:55 | 116 | 0 |
| WN | T1 | B737 | 143 | DAL | 2378 | 20:00 | 130 | 0 | SJC | 2378 | 20:35 | 113 | 0 |
| WN | T1 | B37M | 172 | DEN | 2385 | 18:05 | 163 | 0 | SMF | 2385 | 18:40 | 148 | 0 |
| WN | T1 | B737 | 143 | SJC | 2393 | 7:55 | 113 | 0 | LAS | 2393 | 8:30 | 106 | 0 |
| WN | T1 | B738 | 175 | LAS | 2421 | 8:20 | 130 | 0 | ATL | 2421 | 9:05 | 168 | 0 |
| WN | T1 | B37M | 172 | SMF | 2471 | 10:50 | 148 | 0 | LAS | 2471 | 11:25 | 128 | 0 |
| WN | T1 | B37M | 172 | SEA | 2519 | 9:25 | 165 | 0 | OAK | 847 | 9:55 | 133 | 0 |
| WN | T1 | B38M | 175 | SJC | 2545 | 15:15 | 139 | 0 | DEN | 1775 | 16:00 | 166 | 0 |
| WN | T1 | B738 | 175 | IND | 2567 | 13:40 | 160 | 0 | TUS | 2567 | 14:15 | 132 | 0 |
| WN | T1 | B37M | 172 | PHX | 2574 | 20:10 | 139 | 0 | RNO | 2574 | 20:45 | 156 | 0 |
| WN | T1 | B738 | 175 | DAL | 6874 | 7:00 | 159 | 0 | OAK | 980 | 8:10 | 136 | 0 |
| WN | T1 | B738 | 175 | | | | | | SMF | 2267 | 6:30 | 151 | 0 |
| WN | T1 | B738 | 175 | LAS | 532 | 23:15 | 130 | 0 | | | | | |
| WN | T1 | B738 | 175 | | | | | | MDW | 2475 | 6:40 | 165 | 0 |
| WN | T1 | B738 | 175 | BNA | 833 | 23:05 | 158 | 0 | | | | | |
| AC | T2W | E75S | 76 | YVR | 3000204 | 10:30 | 72 | 0 | YVR | 4000204 | 11:30 | 72 | 0 |
| B6 | T2W | A320 | 150 | | | | | | FLL | 4000211 | 7:55 | 142 | 0 |
| B6 | T2W | A320 | 150 | FLL | 3000211 | 22:50 | 142 | 0 | | | | | |
| BA | T2W | B772 | 345 | LHR | 3000212 | 12:25 | 305 | 0 | LHR | 4000212 | 13:50 | 305 | 0 |
| DY | T2W | B788 | 235 | | | | | | LGW | 4000213 | 7:20 | 208 | 0 |
| DY | T2W | B788 | 235 | LGW | 3000213 | 19:20 | 208 | 0 | | | | | |
| QF | T2W | B788 | 235 | SYD | 3000226 | 18:20 | 210 | 0 | SYD | 4000226 | 20:20 | 210 | 0 |
| WS | T2W | B738 | 168 | YYC | 3000228 | 18:15 | 160 | 0 | YYC | 4000228 | 19:00 | 160 | 0 |
| AA | T1 | B738 | 160 | JFK | 3000300 | 8:35 | 152 | 0 | JFK | 4000300 | 9:35 | 152 | 0 |
| AA | T1 | B738 | 160 | MIA | 3000301 | 20:55 | 154 | 0 | MIA | 4000301 | 22:50 | 154 | 0 |
| AA | T1 | B738 | 160 | PHL | 3000302 | 11:25 | 144 | 0 | PHL | 4000302 | 12:20 | 144 | 0 |
| AA | T1 | B738 | 160 | | | | | | DFW | 4000304 | 7:45 | 152 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000304 | 23:30 | 152 | 0 | | | | | |
| AA | T1 | B738 | 160 | | | | | | CLT | 4000305 | 6:00 | 147 | 0 |
| AA | T1 | B738 | 160 | CLT | 3000305 | 22:00 | 147 | 0 | | | | | |
| AA | T1 | B738 | 160 | | | | | | MIA | 4000307 | 6:15 | 154 | 0 |
| AA | T1 | A21N | 181 | MIA | 3000307 | 22:30 | 174 | 0 | | | | | |
| AA | T1 | B738 | 160 | DCA | 3000311 | 11:05 | 151 | 0 | DCA | 4000311 | 11:55 | 151 | 0 |
| AA | T1 | B738 | 160 | DFW | 3000314 | 17:13 | 152 | 0 | DFW | 4000314 | 18:13 | 152 | 0 |
| AA | T1 | A21N | 181 | JFK | 3000319 | 6:35 | 172 | 0 | JFK | 4000319 | 7:50 | 172 | 0 |
| AA | T1 | A21N | 181 | ORD | 3000322 | 17:30 | 174 | 0 | ORD | 4000322 | 18:20 | 174 | 0 |
| AA | T1 | B738 | 160 | ORD | 3000324 | 9:55 | 154 | 0 | ORD | 4000324 | 10:40 | 154 | 0 |
| AA | T1 | A21N | 181 | DCA | 3000325 | 14:55 | 171 | 0 | DCA | 4000325 | 15:55 | 171 | 0 |
| AA | T1 | A21N | 181 | CLT | 3000328 | 19:00 | 166 | 0 | CLT | 4000328 | 19:55 | 166 | 0 |
| AA | T1 | A321 | 187 | | | | | | ORD | 4000331 | 6:58 | 180 | 0 |
| AA | T1 | A321 | 187 | ORD | 3000331 | 21:55 | 180 | 0 | | | | | |
| AA | T1 | E75S | 76 | PHX | 3000334 | 19:03 | 66 | 0 | PHX | 4000334 | 19:58 | 66 | 0 |
| UA | T1 | A320 | 150 | IAD | 3000405 | 12:30 | 144 | 0 | IAD | 4000405 | 13:30 | 144 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000406 | 15:40 | 160 | 0 | IAD | 4000406 | 16:40 | 160 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000407 | 10:20 | 160 | 0 | IAD | 4000407 | 11:20 | 160 | 0 |
| UA | T1 | B739 | 167 | | | | | | IAD | 4000408 | 8:50 | 160 | 0 |
| UA | T1 | B739 | 167 | IAD | 3000408 | 22:50 | 160 | 0 | | | | | |
| UA | T1 | B739 | 167 | IAD | 3000410 | 6:30 | 160 | 0 | IAD | 4000410 | 7:30 | 160 | 0 |
| UA | T1 | A320 | 150 | | | | | | ORD | 4000412 | 6:50 | 144 | 0 |
| UA | T1 | A320 | 150 | ORD | 3000412 | 22:55 | 144 | 0 | | | | | |
| UA | T1 | B739 | 167 | ORD | 3000416 | 13:30 | 160 | 0 | ORD | 4000416 | 14:30 | 160 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000417 | 10:55 | 160 | 0 | ORD | 4000417 | 11:55 | 160 | 0 |
| UA | T1 | E75S | 76 | DEN | 3000418 | 15:10 | 68 | 0 | DEN | 4000418 | 16:00 | 68 | 0 |
| UA | T1 | A320 | 150 | | | | | | IAH | 4000425 | 7:50 | 144 | 0 |
| UA | T1 | A320 | 150 | IAH | 3000425 | 23:10 | 144 | 0 | | | | | |
| UA | T1 | A320 | 150 | BOS | 3000432 | 20:00 | 144 | 0 | BOS | 4000432 | 20:58 | 144 | 0 |
| UA | T1 | B739 | 167 | EWR | 3000435 | 20:55 | 160 | 0 | EWR | 4000435 | 22:55 | 160 | 0 |
| UA | T1 | B739 | 167 | | | | | | BOS | 4000436 | 6:40 | 160 | 0 |
| UA | T1 | B739 | 167 | BOS | 3000436 | 23:20 | 160 | 0 | | | | | |
| WN | T1 | B737 | 143 | | | | | | SFO | 4000500 | 6:35 | 121 | 0 |
| WN | T1 | B738 | 175 | | | | | | SFO | 4000518 | 7:55 | 148 | 0 |
| WN | T1 | B738 | 175 | SFO | 3000518 | 22:55 | 148 | 0 | | | | | |
| AS | T2W | B739 | 181 | | | | | | GDL | 4000727 | 6:33 | 162 | 0 |
| AS | T2W | B739 | 181 | GDL | 3000727 | 21:21 | 162 | 0 | | | | | |
| AS | T2W | B739 | 181 | | | | | | MZT | 4000747 | 8:25 | 162 | 0 |
| AS | T2W | B739 | 181 | MZT | 3000747 | 23:25 | 162 | 0 | | | | | |
| WN | T2W | B738 | 175 | | | | | | BZE | 4000607 | 6:50 | 156 | 0 |
| WN | T2W | B738 | 175 | BZE | 3000607 | 23:10 | 156 | 0 | | | | | |
| AS | T2W | A320 | 149 | | | | | | PVR | 4000746 | 7:25 | 118 | 0 |
| AS | T2W | A320 | 149 | PVR | 3000746 | 21:00 | 118 | 0 | | | | | |
| UA | T1 | B739 | 167 | IAD | 3000406 | 21:55 | 160 | 0 | IAD | 4000406 | 23:25 | 160 | 0 |
| UA | T1 | E75S | 76 | DEN | 3000423 | 18:00 | 68 | 0 | DEN | 4000423 | 18:55 | 68 | 0 |
| UA | T1 | B739 | 167 | ORD | 3000413 | 19:58 | 160 | 0 | ORD | 4000413 | 20:48 | 160 | 0 |

## Terminating Pax Flow (Arrivals)

Flight schedule 2019_2035 Preferred summary
For Terminating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 35,468 | 5,657 | 19,869 | 60,994 |
| 12:00 AM | 141 | 0 | 73 | 214 |
| 12:15 AM | 27 | 0 | 171 | 198 |
| 12:30 AM | 0 | 0 | 111 | 111 |
| 12:45 AM | 0 | 0 | 13 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 65 | 0 | 0 | 65 |
| 6:45 AM | 210 | 0 | 0 | 210 |
| 7:00 AM | 388 | 15 | 0 | 403 |
| 7:15 AM | 571 | 108 | 0 | 679 |
| 7:30 AM | 264 | 43 | 14 | 321 |
| 7:45 AM | 215 | 59 | 98 | 372 |
| 8:00 AM | 523 | 93 | 39 | 655 |
| 8:15 AM | 623 | 15 | 0 | 638 |
| 8:30 AM | 521 | 133 | 15 | 669 |
| 8:45 AM | 556 | 369 | 162 | 1,087 |
| 9:00 AM | 481 | 172 | 263 | 916 |
| 9:15 AM | 254 | 102 | 410 | 766 |
| 9:30 AM | 431 | 17 | 297 | 745 |
| 9:45 AM | 601 | 0 | 266 | 867 |
| 10:00 AM | 728 | 0 | 281 | 1,009 |
| 10:15 AM | 517 | 0 | 114 | 631 |
| 10:30 AM | 814 | 0 | 556 | 1,370 |
| 10:45 AM | 971 | 29 | 640 | 1,640 |
| 11:00 AM | 619 | 171 | 306 | 1,096 |
| 11:15 AM | 428 | 69 | 156 | 653 |
| 11:30 AM | 476 | 14 | 205 | 695 |
| 11:45 AM | 387 | 188 | 308 | 883 |

## Originating Pax Flow (Departures)

Flight schedule 2019_2035 Preferred summary
For Originating
Time

| | T1 | T2E | T2W | Total |
|---|---|---|---|---|
| Daily | 35,375 | 5,948 | 19,533 | 60,856 |
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 2 | 0 | 5 | 7 |
| 3:45 AM | 19 | 4 | 12 | 35 |
| 4:00 AM | 45 | 10 | 38 | 93 |
| 4:15 AM | 122 | 25 | 97 | 244 |
| 4:30 AM | 332 | 81 | 225 | 638 |
| 4:45 AM | 611 | 158 | 368 | 1,137 |
| 5:00 AM | 800 | 223 | 447 | 1,470 |
| 5:15 AM | 812 | 242 | 537 | 1,591 |
| 5:30 AM | 710 | 204 | 613 | 1,527 |
| 5:45 AM | 657 | 155 | 589 | 1,401 |
| 6:00 AM | 750 | 118 | 499 | 1,367 |
| 6:15 AM | 855 | 108 | 419 | 1,382 |
| 6:30 AM | 882 | 122 | 338 | 1,342 |
| 6:45 AM | 881 | 163 | 292 | 1,336 |
| 7:00 AM | 832 | 183 | 255 | 1,270 |
| 7:15 AM | 760 | 184 | 227 | 1,171 |
| 7:30 AM | 641 | 168 | 220 | 1,029 |
| 7:45 AM | 563 | 144 | 234 | 941 |
| 8:00 AM | 521 | 125 | 239 | 885 |
| 8:15 AM | 515 | 101 | 275 | 891 |
| 8:30 AM | 536 | 80 | 288 | 904 |
| 8:45 AM | 573 | 66 | 319 | 958 |
| 9:00 AM | 598 | 52 | 348 | 998 |
| 9:15 AM | 622 | 46 | 346 | 1,014 |
| 9:30 AM | 640 | 47 | 380 | 1,067 |
| 9:45 AM | 631 | 60 | 377 | 1,068 |
| 10:00 AM | 617 | 72 | 375 | 1,064 |
| 10:15 AM | 565 | 82 | 349 | 996 |
| 10:30 AM | 521 | 85 | 302 | 908 |
| 10:45 AM | 493 | 74 | 285 | 852 |
| 11:00 AM | 455 | 65 | 288 | 808 |
| 11:15 AM | 458 | 50 | 332 | 840 |
| 11:30 AM | 445 | 34 | 373 | 852 |
| 11:45 AM | 449 | 30 | 412 | 891 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 370 | 118 | 325 | 813 |
| 12:15 PM | 363 | 6 | 292 | 661 |
| 12:30 PM | 476 | 21 | 481 | 978 |
| 12:45 PM | 633 | 41 | 706 | 1,380 |
| 1:00 PM | 349 | 8 | 382 | 739 |
| 1:15 PM | 321 | 73 | 289 | 683 |
| 1:30 PM | 420 | 82 | 325 | 827 |
| 1:45 PM | 434 | 10 | 410 | 854 |
| 2:00 PM | 323 | 40 | 191 | 554 |
| 2:15 PM | 415 | 92 | 252 | 759 |
| 2:30 PM | 438 | 20 | 252 | 710 |
| 2:45 PM | 276 | 115 | 343 | 734 |
| 3:00 PM | 519 | 290 | 285 | 1,094 |
| 3:15 PM | 797 | 71 | 194 | 1,062 |
| 3:30 PM | 764 | 1 | 79 | 844 |
| 3:45 PM | 606 | 64 | 11 | 681 |
| 4:00 PM | 419 | 85 | 232 | 736 |
| 4:15 PM | 198 | 34 | 380 | 612 |
| 4:30 PM | 288 | 118 | 224 | 630 |
| 4:45 PM | 226 | 133 | 370 | 729 |
| 5:00 PM | 183 | 96 | 260 | 539 |
| 5:15 PM | 482 | 98 | 270 | 850 |
| 5:30 PM | 721 | 54 | 182 | 957 |
| 5:45 PM | 566 | 184 | 208 | 958 |
| 6:00 PM | 603 | 121 | 186 | 910 |
| 6:15 PM | 557 | 113 | 154 | 824 |
| 6:30 PM | 520 | 103 | 296 | 919 |
| 6:45 PM | 528 | 173 | 236 | 937 |
| 7:00 PM | 339 | 74 | 381 | 794 |
| 7:15 PM | 413 | 3 | 259 | 675 |
| 7:30 PM | 437 | 0 | 355 | 792 |
| 7:45 PM | 515 | 0 | 489 | 1,004 |
| 8:00 PM | 591 | 51 | 684 | 1,326 |
| 8:15 PM | 535 | 97 | 423 | 1,055 |
| 8:30 PM | 236 | 24 | 280 | 540 |
| 8:45 PM | 143 | 103 | 260 | 506 |
| 9:00 PM | 740 | 110 | 321 | 1,171 |
| 9:15 PM | 951 | 178 | 218 | 1,347 |
| 9:30 PM | 592 | 220 | 304 | 1,116 |
| 9:45 PM | 287 | 153 | 573 | 1,013 |
| 10:00 PM | 613 | 62 | 397 | 1,072 |
| 10:15 PM | 798 | 97 | 153 | 1,048 |
| 10:30 PM | 600 | 96 | 134 | 830 |
| 10:45 PM | 588 | 98 | 487 | 1,173 |
| 11:00 PM | 879 | 43 | 641 | 1,563 |
| 11:15 PM | 1,118 | 107 | 467 | 1,692 |
| 11:30 PM | 1,012 | 137 | 534 | 1,683 |
| 11:45 PM | 475 | 43 | 196 | 714 |

| | | | | |
|---|---|---|---|---|
| 12:00 PM | 446 | 26 | 418 | 890 |
| 12:15 PM | 436 | 30 | 405 | 871 |
| 12:30 PM | 421 | 36 | 364 | 821 |
| 12:45 PM | 402 | 46 | 335 | 783 |
| 1:00 PM | 399 | 60 | 305 | 764 |
| 1:15 PM | 399 | 76 | 303 | 778 |
| 1:30 PM | 423 | 90 | 301 | 814 |
| 1:45 PM | 449 | 111 | 292 | 852 |
| 2:00 PM | 478 | 120 | 281 | 879 |
| 2:15 PM | 506 | 125 | 254 | 885 |
| 2:30 PM | 503 | 118 | 224 | 845 |
| 2:45 PM | 488 | 94 | 211 | 793 |
| 3:00 PM | 437 | 87 | 208 | 732 |
| 3:15 PM | 401 | 82 | 225 | 708 |
| 3:30 PM | 382 | 84 | 239 | 705 |
| 3:45 PM | 390 | 93 | 229 | 712 |
| 4:00 PM | 429 | 89 | 217 | 735 |
| 4:15 PM | 458 | 98 | 183 | 739 |
| 4:30 PM | 498 | 93 | 152 | 743 |
| 4:45 PM | 507 | 89 | 133 | 729 |
| 5:00 PM | 492 | 96 | 117 | 705 |
| 5:15 PM | 466 | 93 | 115 | 674 |
| 5:30 PM | 419 | 95 | 112 | 626 |
| 5:45 PM | 408 | 94 | 137 | 639 |
| 6:00 PM | 402 | 80 | 159 | 641 |
| 6:15 PM | 402 | 73 | 206 | 681 |
| 6:30 PM | 393 | 60 | 251 | 704 |
| 6:45 PM | 373 | 48 | 286 | 707 |
| 7:00 PM | 360 | 41 | 315 | 716 |
| 7:15 PM | 352 | 32 | 309 | 693 |
| 7:30 PM | 354 | 28 | 292 | 674 |
| 7:45 PM | 361 | 25 | 257 | 643 |
| 8:00 PM | 369 | 18 | 210 | 597 |
| 8:15 PM | 395 | 17 | 183 | 595 |
| 8:30 PM | 413 | 17 | 155 | 585 |
| 8:45 PM | 417 | 24 | 142 | 583 |
| 9:00 PM | 380 | 26 | 116 | 522 |
| 9:15 PM | 320 | 26 | 89 | 435 |
| 9:30 PM | 241 | 24 | 61 | 326 |
| 9:45 PM | 153 | 14 | 27 | 194 |
| 10:00 PM | 82 | 8 | 12 | 102 |
| 10:15 PM | 38 | 1 | 0 | 39 |
| 10:30 PM | 13 | 0 | 0 | 13 |
| 10:45 PM | 6 | 0 | 0 | 6 |
| 11:00 PM | 1 | 0 | 0 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |

**PREFERRED ALT: EXISTING VEHICULAR VOLUMES**

| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| Passenger Vehicles | 33,836 | 1,198 | 823 | 1,328 | 1,019 | 950 | 728 |
| Employee Vehicles | 165 | 7 | 4 | 5 | 1 | 4 | 6 |
| **Total** | **34,001** | **1,205** | **827** | **1,333** | **1,020** | **954** | **734** |
| **Terminal 2** | | | | | | | |
| Passenger Vehicles | 38,602 | 1,015 | 1,323 | 1,325 | 1,593 | 784 | 1,007 |
| Employee Vehicles | 1,424 | 77 | 15 | 55 | 5 | 50 | 38 |
| **Total** | **40,026** | **1,092** | **1,338** | **1,380** | **1,598** | **834** | **1,045** |
| **North Side** | | | | | | | |
| Passenger Vehicles | 15,782 | 481 | 362 | 538 | 467 | 308 | 392 |
| Employee Vehicles | 5,449 | 135 | 65 | 118 | 58 | 94 | 122 |
| **Total** | **21,231** | **616** | **427** | **656** | **525** | **402** | **514** |

**PREFERRED ALT: OPENING DAY 2024 VEHICULAR VOLUMES**

| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| ***Existing Terminal 1 Vehicles*** | ***34,001*** | ***1,205*** | ***827*** | ***1,333*** | ***1,020*** | ***954*** | ***734*** |
| ***Growth*** | ***35%*** | ***16%*** | ***28%*** | ***19%*** | ***4%*** | ***38%*** | ***26%*** |
| ***2024 Estimated T1 Vehicles*** | ***46,054*** | ***1,399*** | ***1,059*** | ***1,585*** | ***1,056*** | ***1,321*** | ***929*** |
| Passenger Vehicles | 45,831 | 1,391 | 1,054 | 1,579 | 1,055 | 1,315 | 921 |
| Employee Vehicles | 223 | 8 | 5 | 6 | 1 | 6 | 8 |
| **Total** | **46,054** | **1,399** | **1,059** | **1,585** | **1,056** | **1,321** | **929** |
| **Terminal 2** | | | | | | | |
| ***Existing Terminal 2 Vehicles*** | ***40,026*** | ***1,092*** | ***1,338*** | ***1,380*** | ***1,598*** | ***834*** | ***1,045*** |
| ***Growth*** | ***7%*** | ***-4%*** | ***-12%*** | ***-3%*** | ***2%*** | ***31%*** | ***35%*** |
| ***2024 Estimated T2 Vehicles*** | ***42,863*** | ***1,047*** | ***1,180*** | ***1,337*** | ***1,628*** | ***1,096*** | ***1,408*** |
| Passenger Vehicles | 41,338 | 973 | 1,167 | 1,284 | 1,623 | 1,030 | 1,357 |
| Employee Vehicles | 1,525 | 74 | 13 | 53 | 5 | 66 | 51 |
| **Total** | **42,863** | **1,047** | **1,180** | **1,337** | **1,628** | **1,096** | **1,408** |
| **North Side** | | | | | | | |
| ***Existing Northside Vehicles*** | ***21,231*** | ***616*** | ***427*** | ***656*** | ***525*** | ***402*** | ***514*** |
| ***Growth*** | ***19%*** | ***5%*** | ***15%*** | ***6%*** | ***3%*** | ***35%*** | ***30%*** |
| ***2024 Northside Vehicles*** | ***25,232*** | ***647*** | ***490*** | ***693*** | ***539*** | ***544*** | ***670*** |
| Passenger Vehicles | 18,756 | 505 | 415 | 568 | 479 | 417 | 511 |
| Employee Vehicles | 6,476 | 142 | 75 | 125 | 60 | 127 | 159 |
| **Total** | **25,232** | **647** | **490** | **693** | **539** | **544** | **670** |

**PREFERRED ALT: 2026 VEHICULAR VOLUMES**

| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| ***Existing Terminal 1 Vehicles*** | ***34,001*** | ***1,205*** | ***827*** | ***1,333*** | ***1,020*** | ***954*** | ***734*** |
| ***Growth*** | ***81%*** | ***46%*** | ***39%*** | ***68%*** | ***22%*** | ***64%*** | ***68%*** |
| ***2026 Estimated T1 Vehicles*** | ***61,617*** | ***1,754*** | ***1,148*** | ***2,241*** | ***1,245*** | ***1,560*** | ***1,232*** |
| Passenger Vehicles | 61,318 | 1,744 | 1,142 | 2,233 | 1,244 | 1,553 | 1,222 |
| Employee Vehicles | 299 | 10 | 6 | 8 | 1 | 7 | 10 |
| **Total** | **61,617** | **1,754** | **1,148** | **2,241** | **1,245** | **1,560** | **1,232** |
| **Terminal 2** | | | | | | | |
| ***Existing Terminal 2 Vehicles*** | ***40,026*** | ***1,092*** | ***1,338*** | ***1,380*** | ***1,598*** | ***834*** | ***1,045*** |
| ***Growth*** | ***-13%*** | ***-17%*** | ***-4%*** | ***-29%*** | ***-10%*** | ***4%*** | ***11%*** |
| ***2026 Estimated T2 Vehicles*** | ***34,973*** | ***907*** | ***1,285*** | ***984*** | ***1,440*** | ***866*** | ***1,165*** |
| Passenger Vehicles | 33,729 | 843 | 1,271 | 945 | 1,435 | 814 | 1,123 |
| Employee Vehicles | 1,244 | 64 | 14 | 39 | 5 | 52 | 42 |
| **Total** | **34,973** | **907** | **1,285** | **984** | **1,440** | **866** | **1,165** |
| **North Side** | | | | | | | |
| ***Existing Northside Vehicles*** | ***21,231*** | ***616*** | ***427*** | ***656*** | ***525*** | ***402*** | ***514*** |
| ***Growth*** | ***26%*** | ***11%*** | ***24%*** | ***10%*** | ***5%*** | ***38%*** | ***42%*** |
| ***2026 Northside Vehicles*** | ***26,809*** | ***686*** | ***531*** | ***719*** | ***553*** | ***554*** | ***728*** |
| Passenger Vehicles | 19,928 | 536 | 450 | 590 | 492 | 424 | 555 |
| Employee Vehicles | 6,881 | 150 | 81 | 129 | 61 | 130 | 173 |
| **Total** | **26,809** | **686** | **531** | **719** | **553** | **554** | **728** |

**PREFERRED ALT: 2030 VEHICULAR VOLUMES**

| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| ***Existing Terminal 1 Vehicles*** | ***34,001*** | ***1,205*** | ***827*** | ***1,333*** | ***1,020*** | ***954*** | ***734*** |
| ***Growth*** | ***100%*** | ***71%*** | ***50%*** | ***85%*** | ***47%*** | ***80%*** | ***80%*** |
| ***2030 Estimated T1 Vehicles*** | ***67,992*** | ***2,058*** | ***1,238*** | ***2,468*** | ***1,498*** | ***1,717*** | ***1,321*** |
| Passenger Vehicles | 67,662 | 2,046 | 1,232 | 2,459 | 1,497 | 1,710 | 1,310 |
| Employee Vehicles | 330 | 12 | 6 | 9 | 1 | 7 | 11 |
| Commercial Development Opportunity | 2,700 | 97 | 65 | 65 | 43 | 130 | 86 |
| **Total** | **70,692** | **2,155** | **1,303** | **2,533** | **1,541** | **1,847** | **1,407** |
| **Terminal 2** | | | | | | | |
| ***Existing Terminal 2 Vehicles*** | ***40,026*** | ***1,092*** | ***1,338*** | ***1,380*** | ***1,598*** | ***834*** | ***1,045*** |
| ***Growth*** | ***-1%*** | ***-11%*** | ***19%*** | ***-20%*** | ***-6%*** | ***18%*** | ***37%*** |
| ***2030 Estimated T2 Vehicles*** | ***39,770*** | ***974*** | ***1,594*** | ***1,102*** | ***1,508*** | ***985*** | ***1,433*** |
| Passenger Vehicles | 38,355 | 905 | 1,576 | 1,058 | 1,503 | 926 | 1,381 |
| Employee Vehicles | 1,415 | 69 | 18 | 44 | 5 | 59 | 52 |
| **Total** | **39,770** | **974** | **1,594** | **1,102** | **1,508** | **985** | **1,433** |
| **North Side** | | | | | | | |
| ***Existing Northside Vehicles*** | ***21,231*** | ***616*** | ***427*** | ***656*** | ***525*** | ***402*** | ***514*** |
| ***Growth*** | ***41%*** | ***26%*** | ***39%*** | ***21%*** | ***19%*** | ***53%*** | ***60%*** |
| ***2030 Northside Vehicles*** | ***29,949*** | ***777*** | ***595*** | ***797*** | ***627*** | ***617*** | ***823*** |
| Passenger Vehicles | 22,262 | 607 | 504 | 654 | 558 | 473 | 628 |
| Employee Vehicles | 7,687 | 170 | 91 | 143 | 69 | 144 | 195 |
| **Total** | **29,949** | **777** | **595** | **797** | **627** | **617** | **823** |

**PREFERRED ALT: 2035 VEHICULAR VOLUMES**

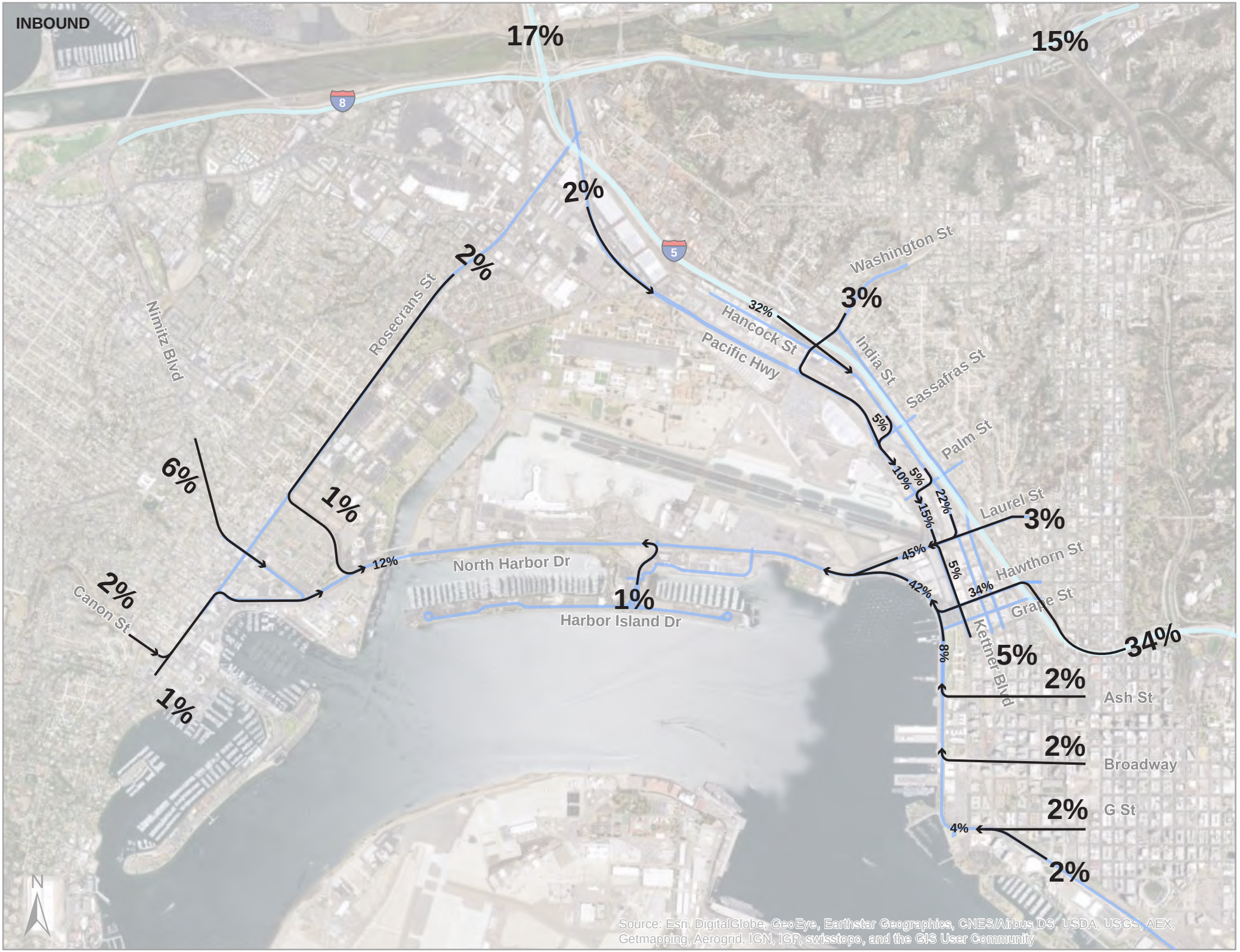
| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| ***Existing Terminal 1 Vehicles*** | ***34,001*** | ***1,205*** | ***827*** | ***1,333*** | ***1,020*** | ***954*** | ***734*** |
| ***Growth*** | ***117%*** | ***84%*** | ***80%*** | ***107%*** | ***52%*** | ***102%*** | ***89%*** |
| ***2035 Estimated T1 Vehicles*** | ***73,942*** | ***2,217*** | ***1,485*** | ***2,756*** | ***1,555*** | ***1,924*** | ***1,386*** |
| Passenger Vehicles | 73,583 | 2,204 | 1,478 | 2,746 | 1,553 | 1,916 | 1,375 |
| Employee Vehicles | 359 | 13 | 7 | 10 | 2 | 8 | 11 |
| Commercial Development Opportunity | 2,700 | 97 | 65 | 65 | 43 | 130 | 86 |
| **Total** | **76,642** | **2,314** | **1,550** | **2,821** | **1,598** | **2,054** | **1,472** |
| **Terminal 2** | | | | | | | |
| ***Existing Terminal 2 Vehicles*** | ***40,026*** | ***1,092*** | ***1,338*** | ***1,380*** | ***1,598*** | ***834*** | ***1,045*** |
| ***Growth*** | ***11%*** | ***6%*** | ***32%*** | ***-10%*** | ***21%*** | ***29%*** | ***50%*** |
| ***2035 Estimated T2 Vehicles*** | ***44,364*** | ***1,155*** | ***1,760*** | ***1,240*** | ***1,929*** | ***1,072*** | ***1,570*** |
| Passenger Vehicles | 42,786 | 1,074 | 1,740 | 1,191 | 1,923 | 1,008 | 1,513 |
| Employee Vehicles | 1,578 | 81 | 20 | 49 | 6 | 64 | 57 |
| **Total** | **44,364** | **1,155** | **1,760** | **1,240** | **1,929** | **1,072** | **1,570** |
| **North Side** | | | | | | | |
| ***Existing Northside Vehicles*** | ***21,231*** | ***616*** | ***427*** | ***656*** | ***525*** | ***402*** | ***514*** |
| ***Growth*** | ***55%*** | ***41%*** | ***63%*** | ***36%*** | ***36%*** | ***70%*** | ***71%*** |
| ***2035 Northside Vehicles*** | ***32,916*** | ***870*** | ***698*** | ***893*** | ***713*** | ***684*** | ***878*** |
| Passenger Vehicles | 24,468 | 679 | 592 | 732 | 634 | 524 | 670 |
| Employee Vehicles | 8,448 | 191 | 106 | 161 | 79 | 160 | 208 |
| **Total** | **32,916** | **870** | **698** | **893** | **713** | **684** | **878** |

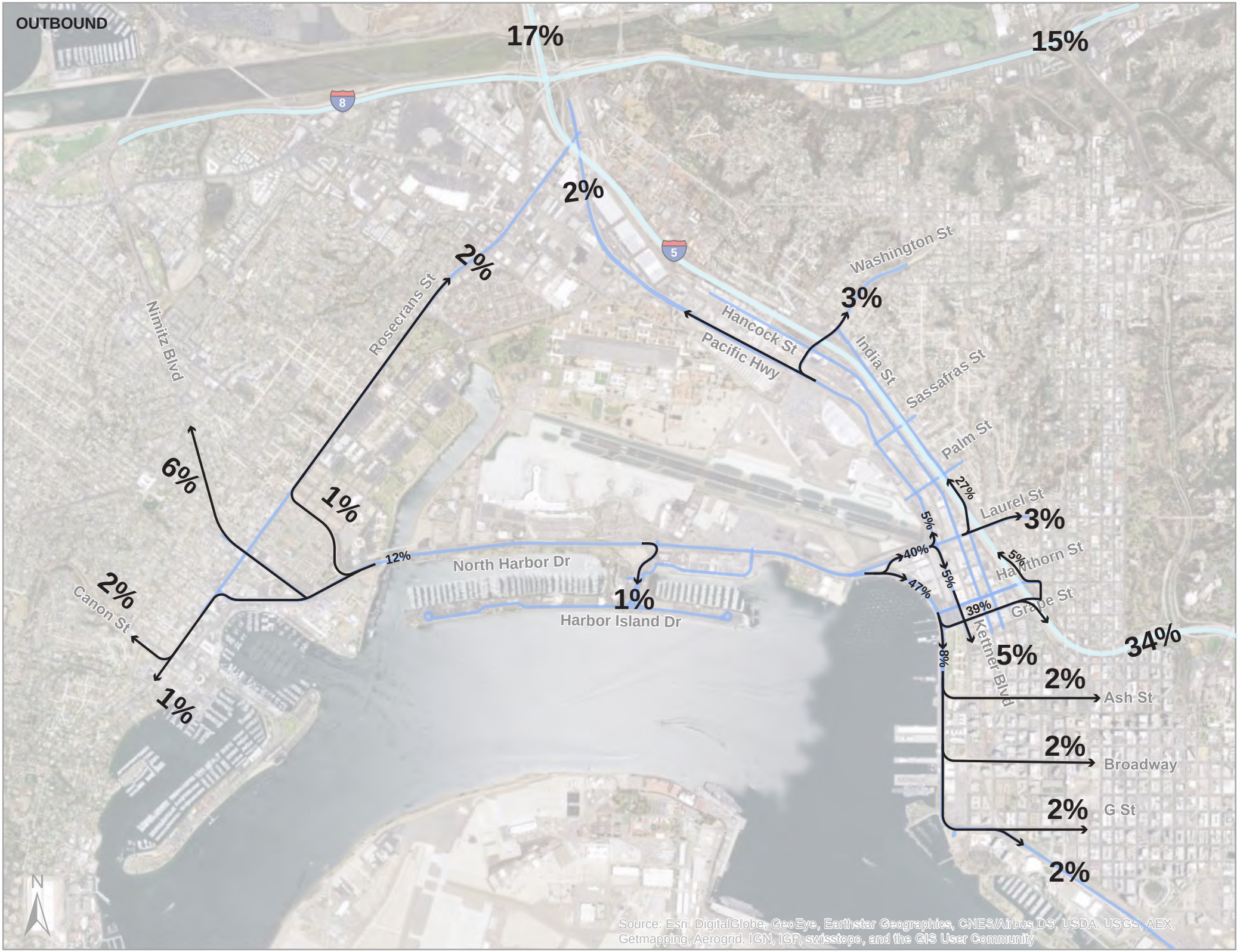
**PREFERRED ALT: 2050 VEHICULAR VOLUMES**

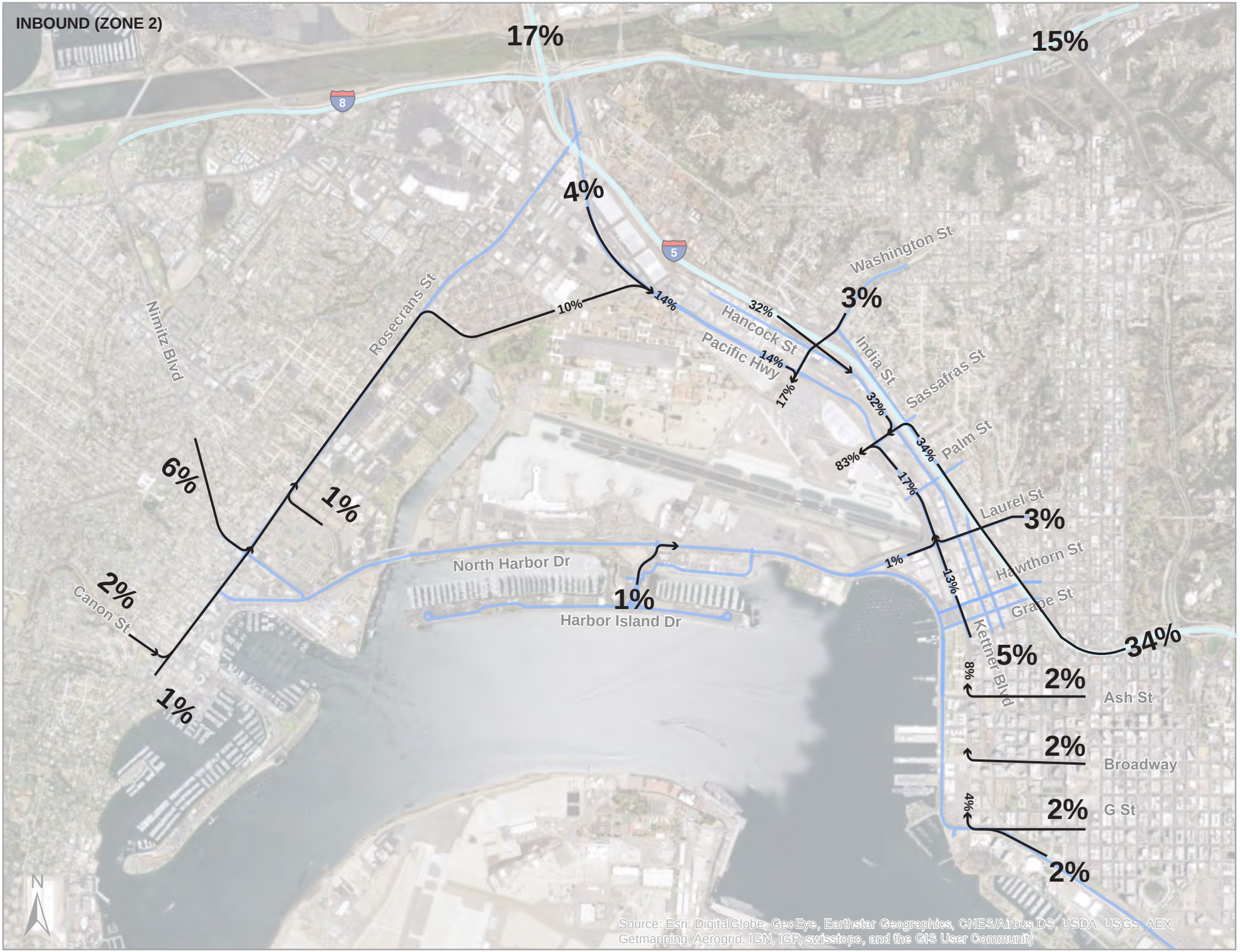
| Mode | Daily | AM Peak (8-9) | | Airport Peak (9-10) | | PM Peak (5-6) | |
|---|---|---|---|---|---|---|---|
| | | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| **Terminal 1** | | | | | | | |
| ***Existing Terminal 1 Vehicles*** | ***34,001*** | ***1,205*** | ***827*** | ***1,333*** | ***1,020*** | ***954*** | ***734*** |
| ***Growth*** | ***125%*** | ***90%*** | ***86%*** | ***114%*** | ***58%*** | ***109%*** | ***95%*** |
| ***2050 Estimated T1 Vehicles*** | ***76,456*** | ***2,292*** | ***1,535*** | ***2,849*** | ***1,608*** | ***1,990*** | ***1,433*** |
| Passenger Vehicles | 76,085 | 2,279 | 1,528 | 2,838 | 1,606 | 1,982 | 1,421 |
| Employee Vehicles | 371 | 13 | 7 | 11 | 2 | 8 | 12 |
| Commercial Development Opportunity | 2,700 | 97 | 65 | 65 | 43 | 130 | 86 |
| **Total** | **79,156** | **2,389** | **1,600** | **2,914** | **1,651** | **2,120** | **1,519** |
| **Terminal 2** | | | | | | | |
| ***Existing Terminal 2 Vehicles*** | ***40,026*** | ***1,092*** | ***1,338*** | ***1,380*** | ***1,598*** | ***834*** | ***1,045*** |
| ***Growth*** | ***15%*** | ***9%*** | ***36%*** | ***-7%*** | ***25%*** | ***33%*** | ***55%*** |
| ***2050 Estimated T2 Vehicles*** | ***45,873*** | ***1,195*** | ***1,820*** | ***1,282*** | ***1,995*** | ***1,109*** | ***1,623*** |
| Passenger Vehicles | 44,241 | 1,111 | 1,800 | 1,231 | 1,989 | 1,043 | 1,564 |
| Employee Vehicles | 1,632 | 84 | 20 | 51 | 6 | 66 | 59 |
| **Total** | **45,873** | **1,195** | **1,820** | **1,282** | **1,995** | **1,109** | **1,623** |
| **North Side** | | | | | | | |
| ***Existing Northside Vehicles*** | ***21,231*** | ***616*** | ***427*** | ***656*** | ***525*** | ***402*** | ***514*** |
| ***Growth*** | ***60%*** | ***46%*** | ***69%*** | ***41%*** | ***41%*** | ***76%*** | ***77%*** |
| ***2050 Northside Vehicles*** | ***34,035*** | ***899*** | ***721*** | ***923*** | ***738*** | ***708*** | ***908*** |
| Passenger Vehicles | 25,300 | 702 | 611 | 757 | 656 | 542 | 692 |
| Employee Vehicles | 8,735 | 197 | 110 | 166 | 82 | 166 | 216 |
| **Total** | **34,035** | **899** | **721** | **923** | **738** | **708** | **908** |

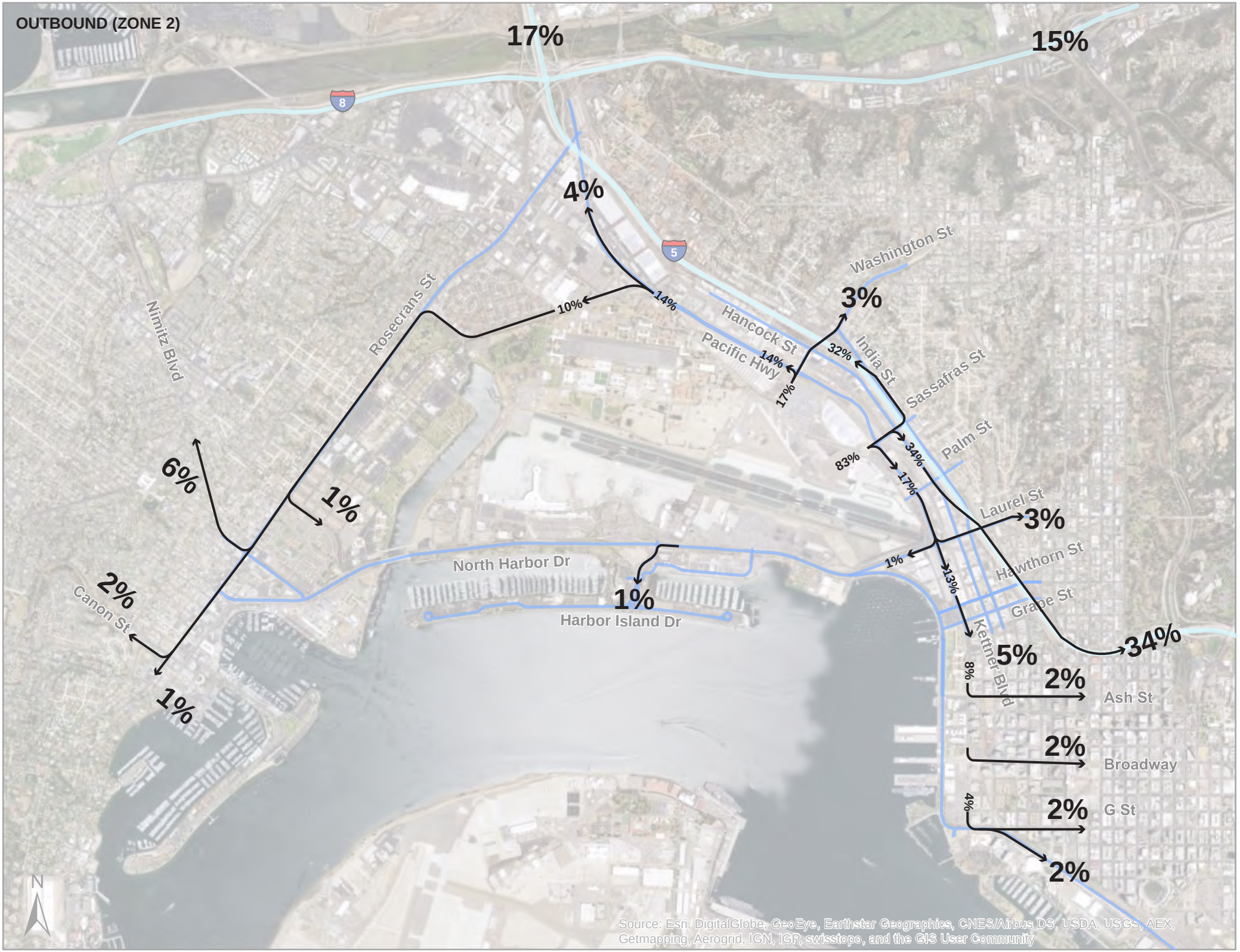
# Exhibit E

Zone 1 and Zone 2 Inbound and Outbound Trip Distributions


INBOUND
17%
15%
8
5
2%
2%
Rosecrans St
Nimitz Blvd
Washington St
3%
32%
Hancock St
Pacific Hwy
India St
Sassafras St
5%
Palm St
10%
5%
22%
15%
Laurel St
3%
6%
1%
12%
North Harbor Dr
45%
5%
Hawthorn St
2%
Canon St
1%
Harbor Island Dr
42%
34%
Grape St
34%
8%
Kettner Blvd
5%
2%
Ash St
1%
2%
Broadway
2%
G St
4%
2%
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community


OUTBOUND
17%
15%
2%
2%
3%
Washington St
Hancock St
Pacific Hwy
India St
Sassafras St
Palm St
Rosecrans St
Nimitz Blvd
6%
1%
12%
North Harbor Dr
1%
Harbor Island Dr
2%
Canon St
1%
27%
Laurel St
3%
5%
40%
5%
47%
5%
Hawthorn St
39%
Grape St
Kettner Blvd
8%
5%
34%
2%
Ash St
2%
Broadway
2%
G St
2%
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

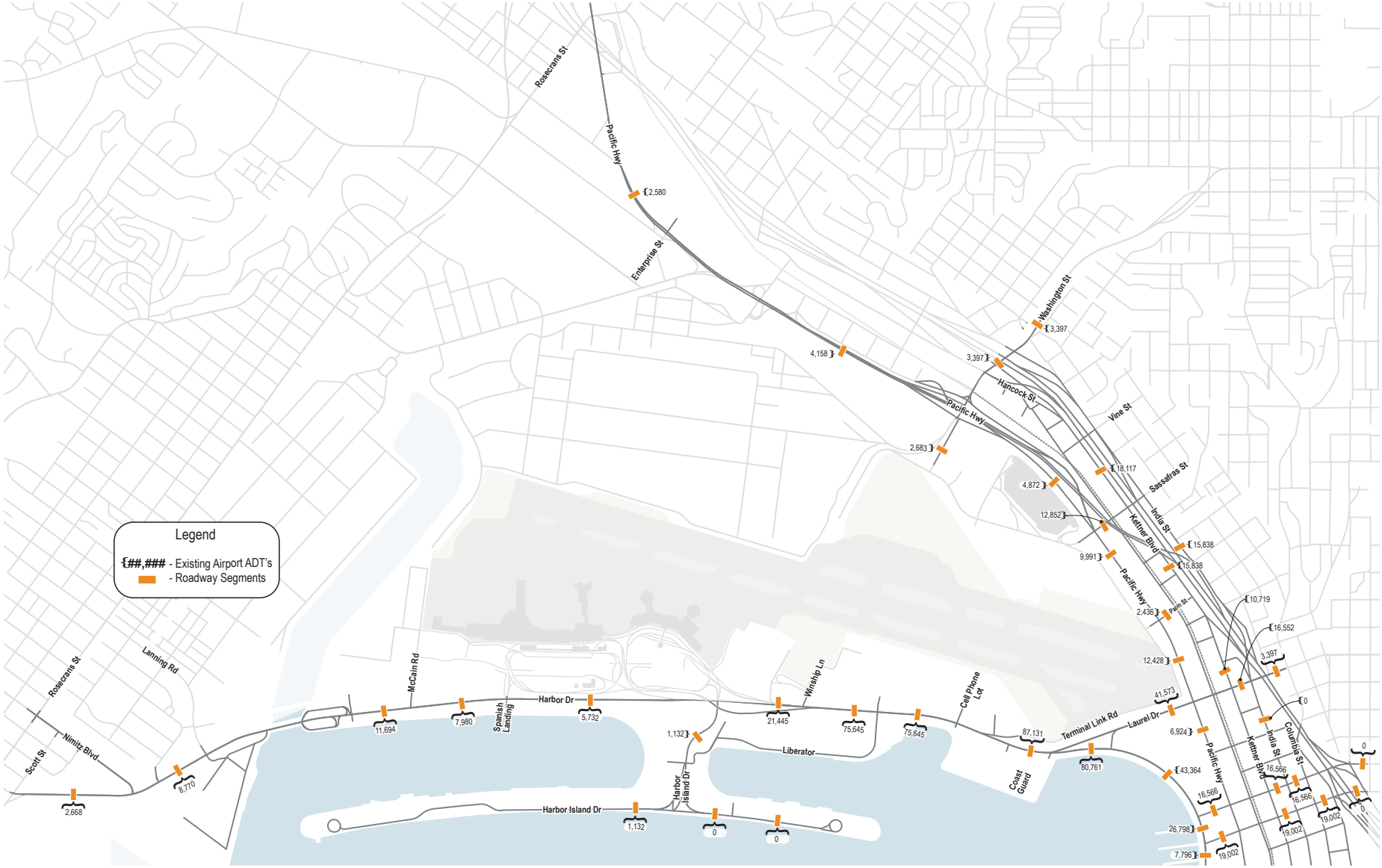

INBOUND (ZONE 2)
17%
15%
4%
3%
10%
14%
32%
14%
17%
32%
83%
34%
17%
6%
1%
2%
1%
1%
1%
3%
13%
34%
5%
8%
2%
2%
4%
2%
2%
8
5
Nimitz Blvd
Rosecrans St
Pacific Hwy
Hancock St
Washington St
India St
Sassafras St
Palm St
Laurel St
Hawthorn St
Grape St
Kettner Blvd
Ash St
Broadway
G St
North Harbor Dr
Harbor Island Dr
Canon St
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community


OUTBOUND (ZONE 2)
17%
15%
8
5
4%
14%
10%
Nimitz Blvd
Rosecrans St
Pacific Hwy
Hancock St
Washington St
3%
India St
32%
14%
17%
Sassafras St
Palm St
83%
34%
17%
Laurel St
3%
1%
Hawthorn St
13%
Grape St
Kettner Blvd
34%
6%
1%
North Harbor Dr
1%
Harbor Island Dr
2%
Canon St
1%
5%
8%
2%
Ash St
2%
Broadway
4%
2%
G St
2%
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# Exhibit F

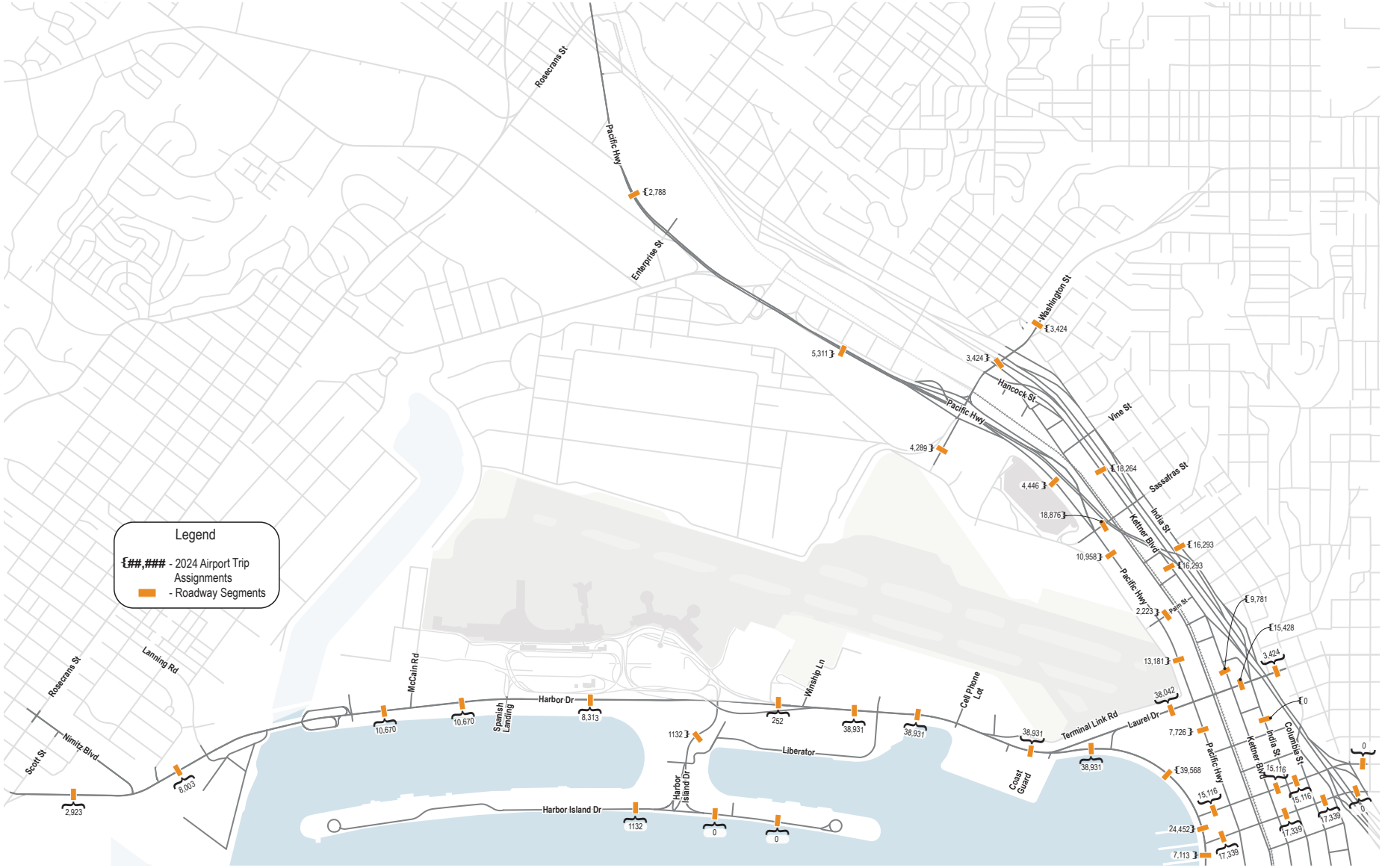
Airport Roadway Trip Assignments

Kimley»Horn

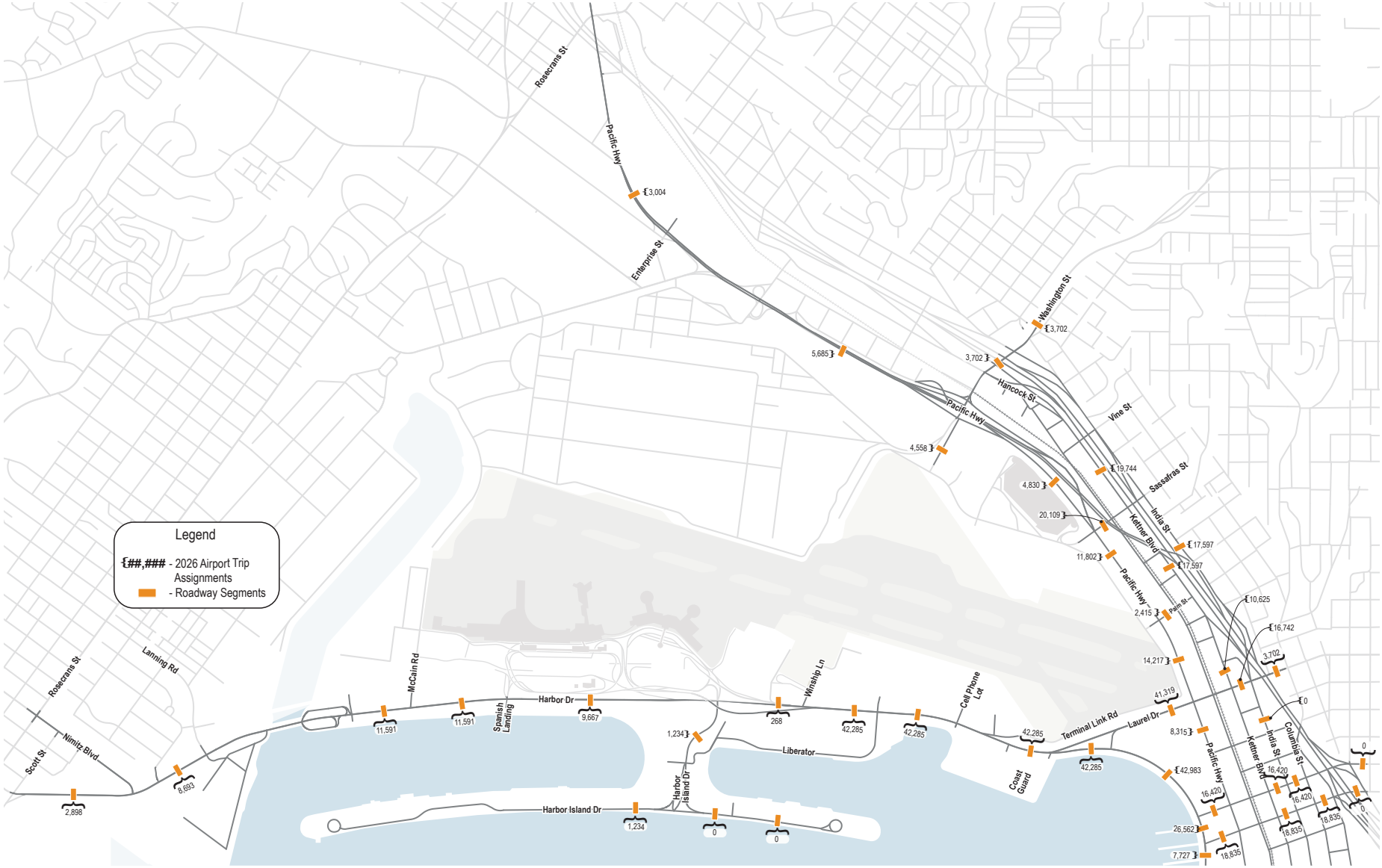



*Proposed Project - Existing Airport ADT*

Kimley»Horn

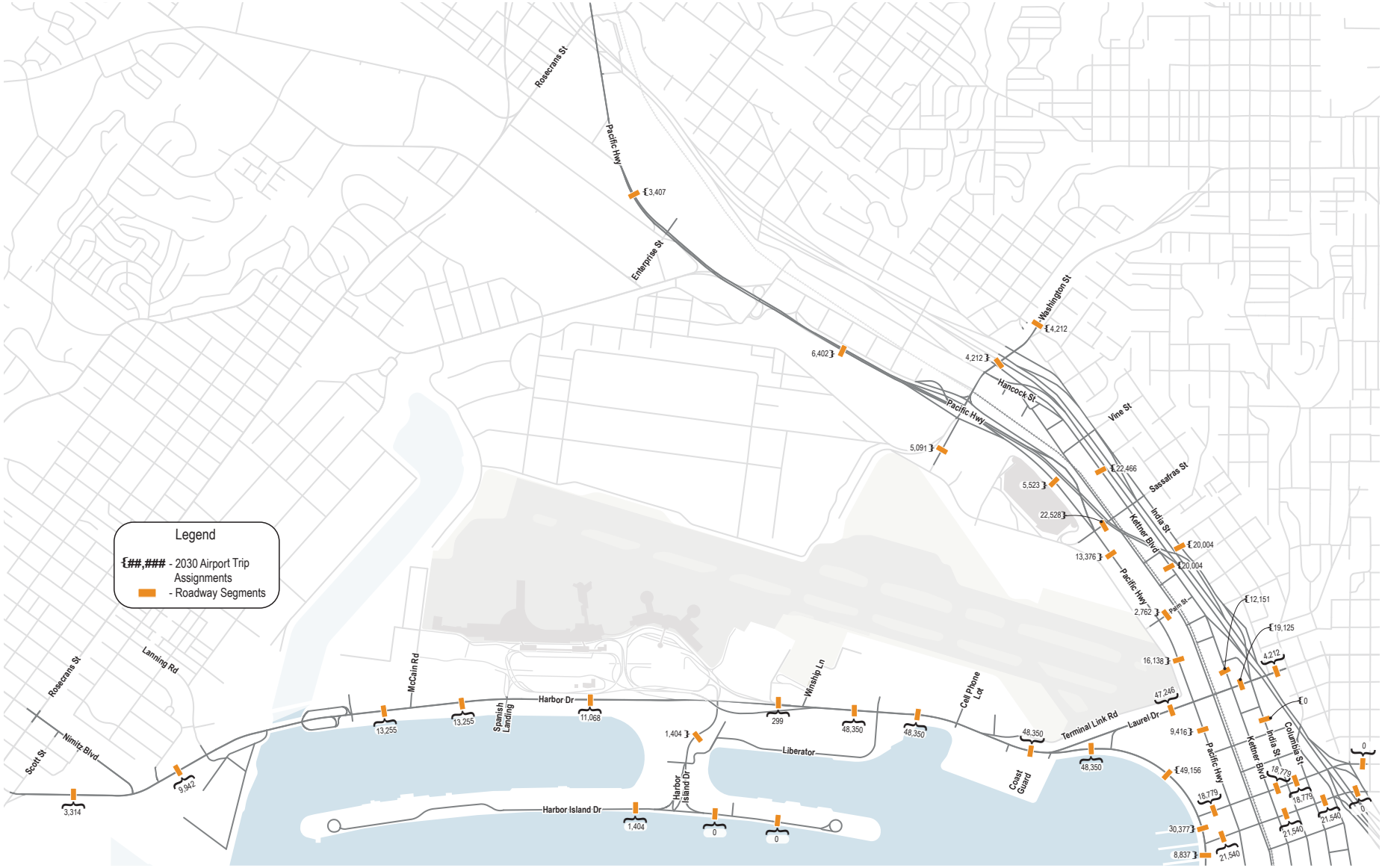



*Proposed Project - 2024 Airport Trip Assignment*

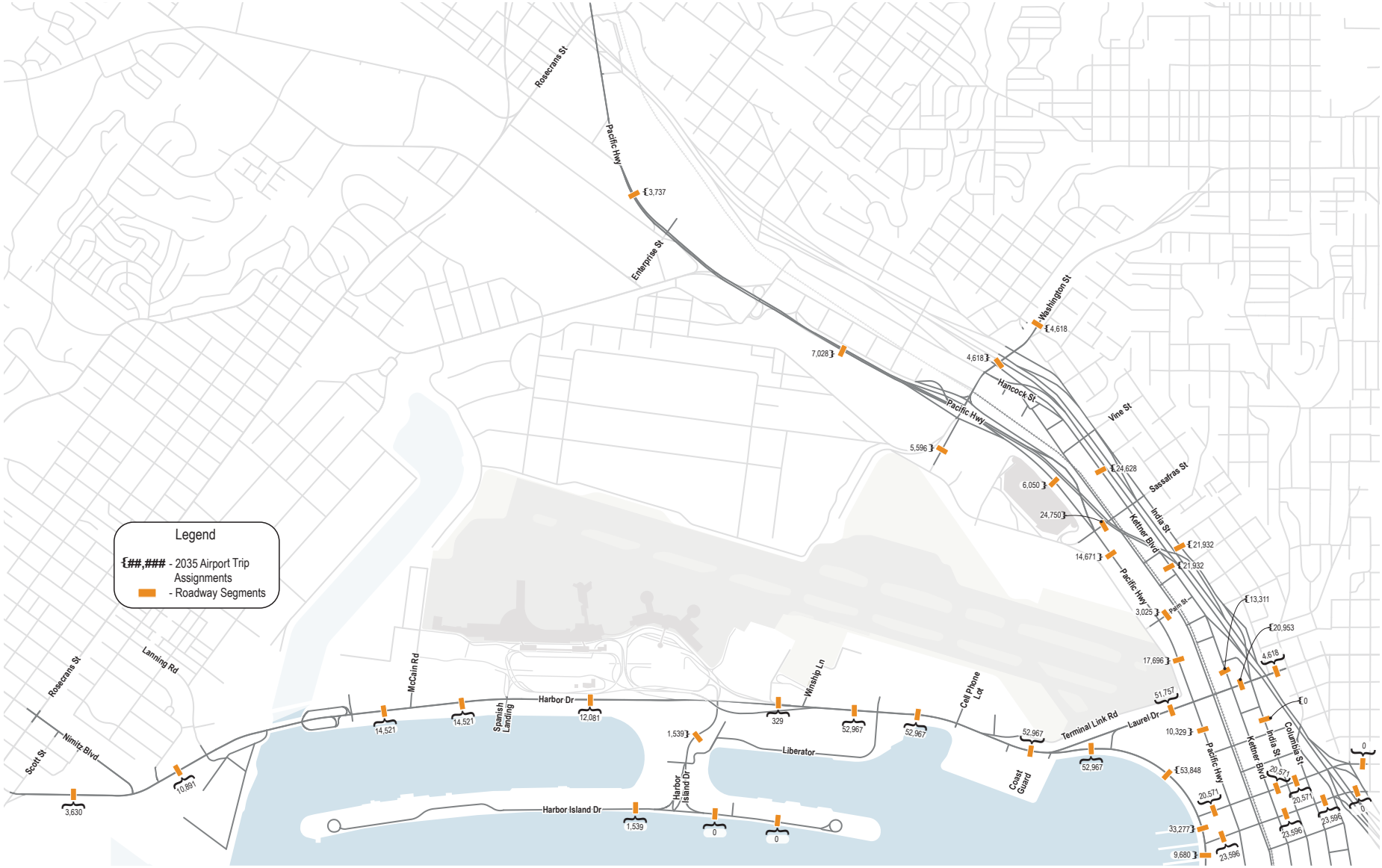



*Proposed Project - 2026 Airport Trip Assignment*

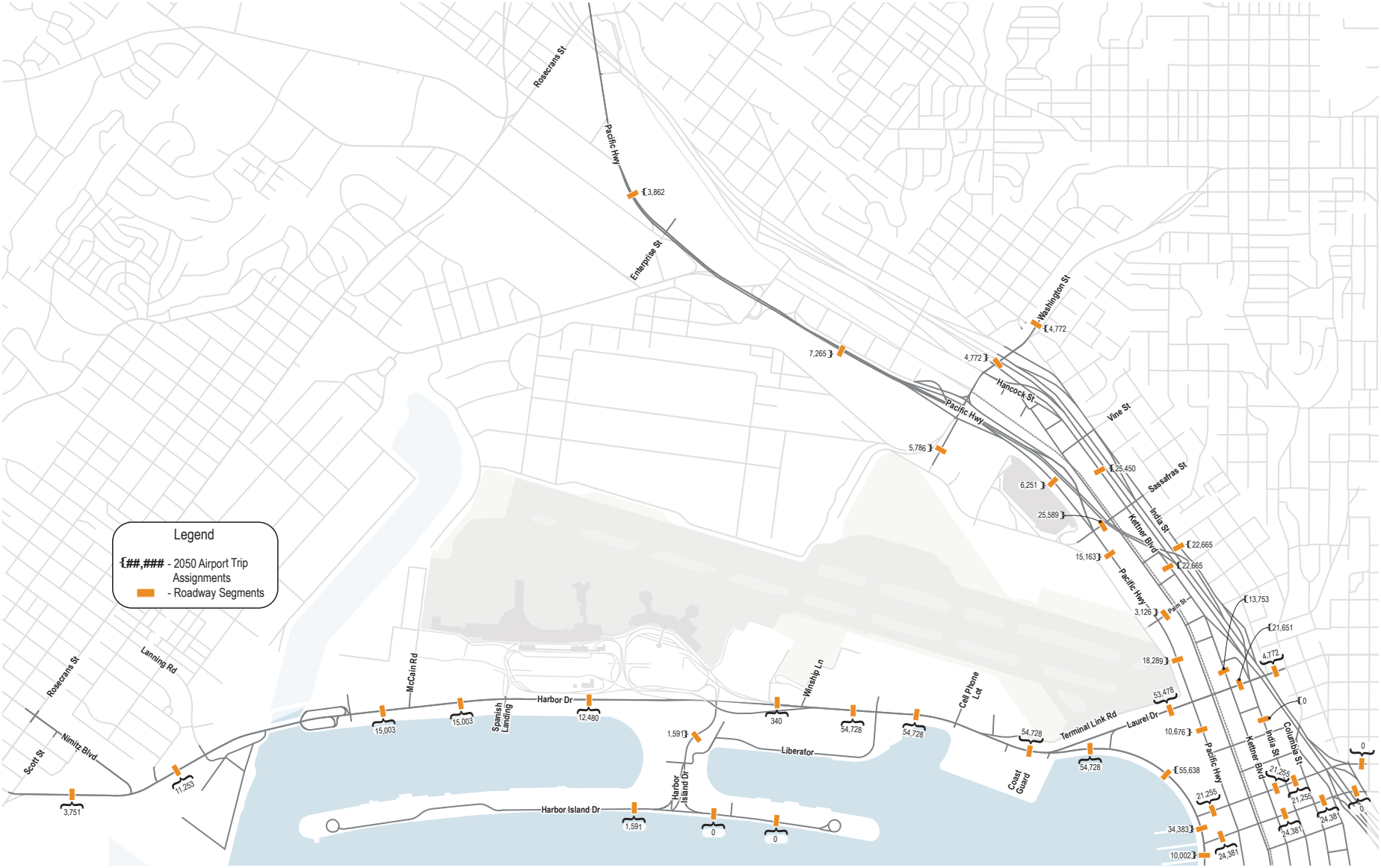
Kimley»Horn




*Proposed Project - 2030 Airport Trip Assignment*



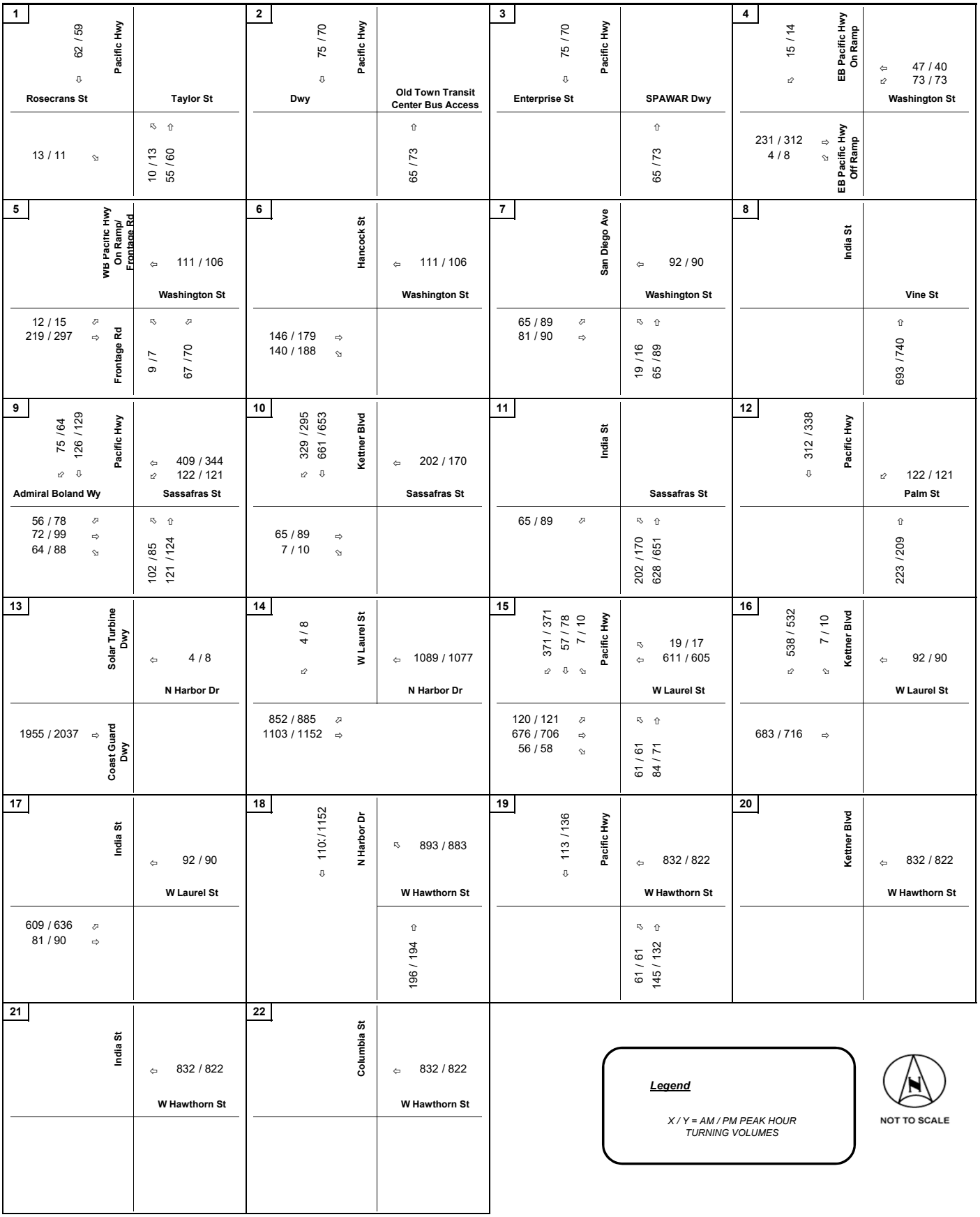

*Proposed Project - 2035 Airport Trip Assignment*




*Proposed Project - 2050 Airport Trip Assignment*

# Exhibit G

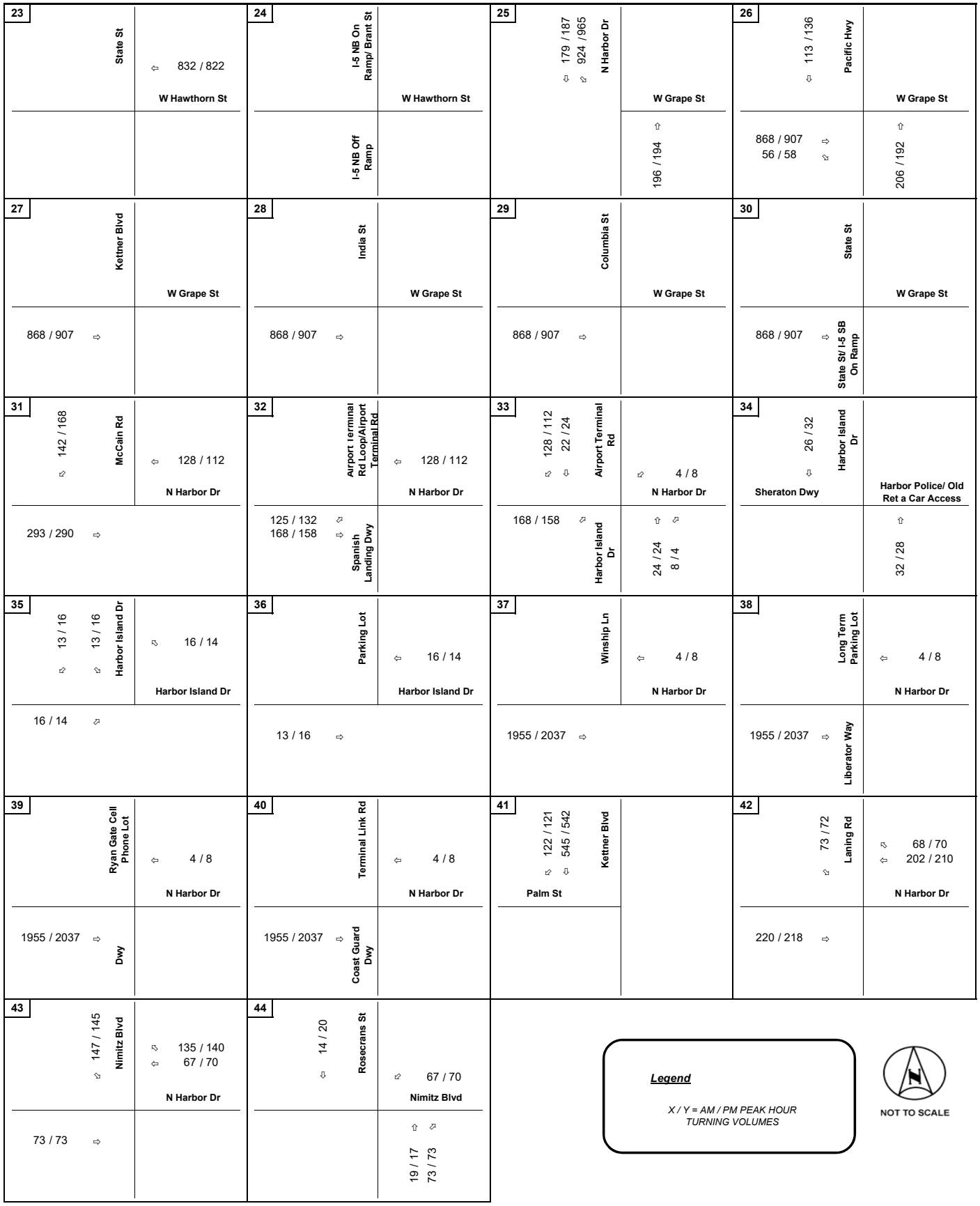
Airport Intersection Trip Assignments




Kimley»Horn

*Preferred Alt*

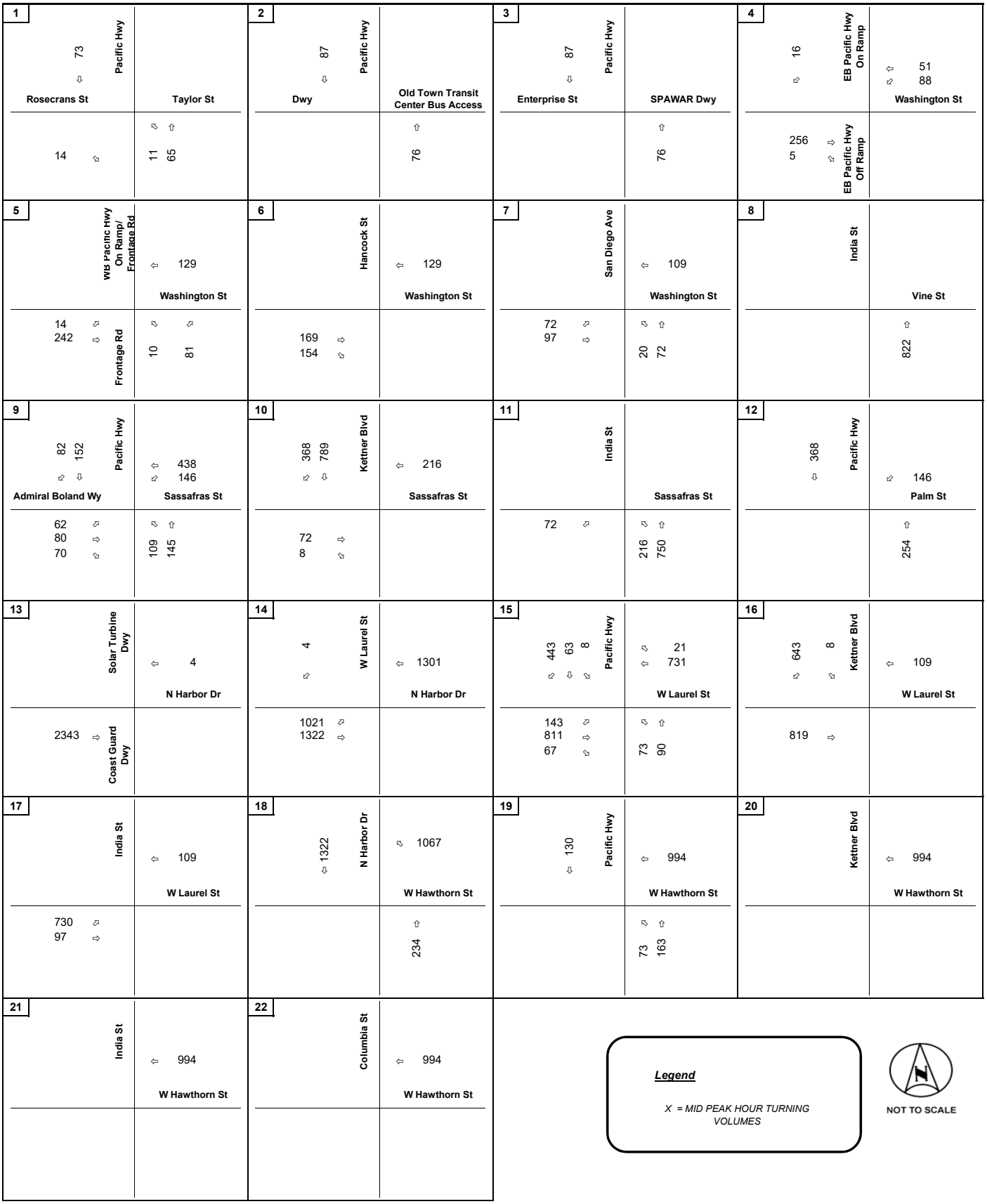
*2024 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

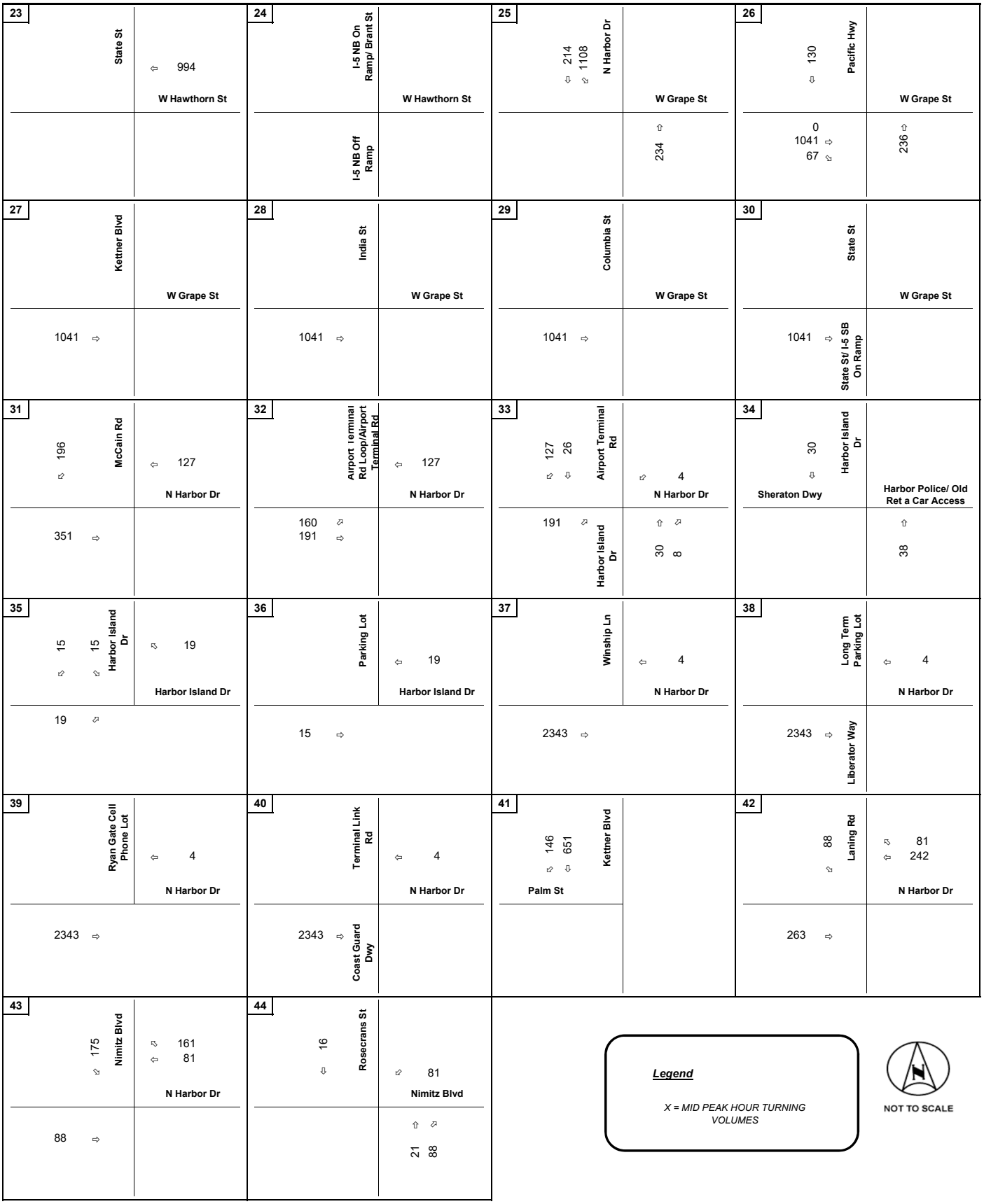
*2024 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

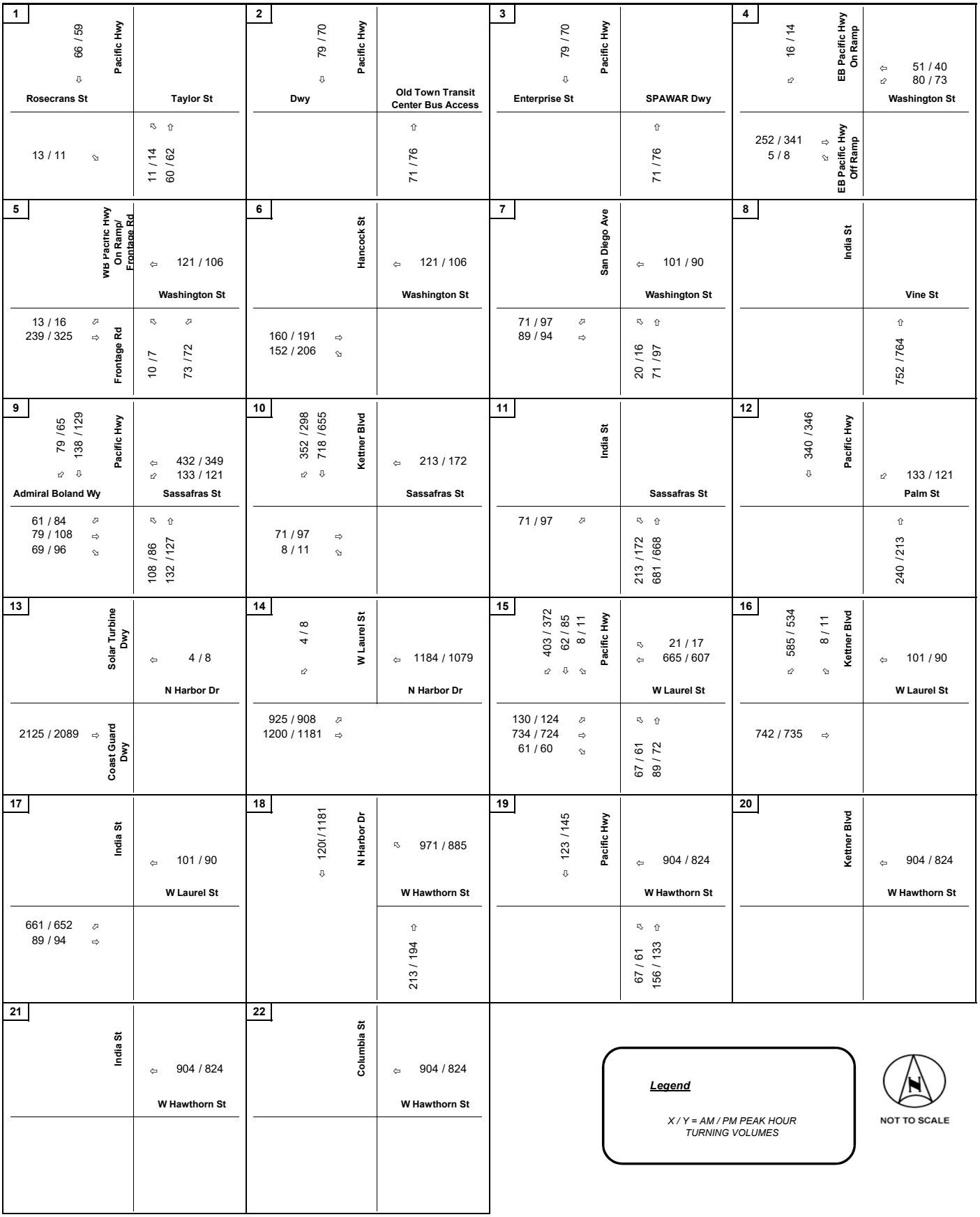
*2024 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

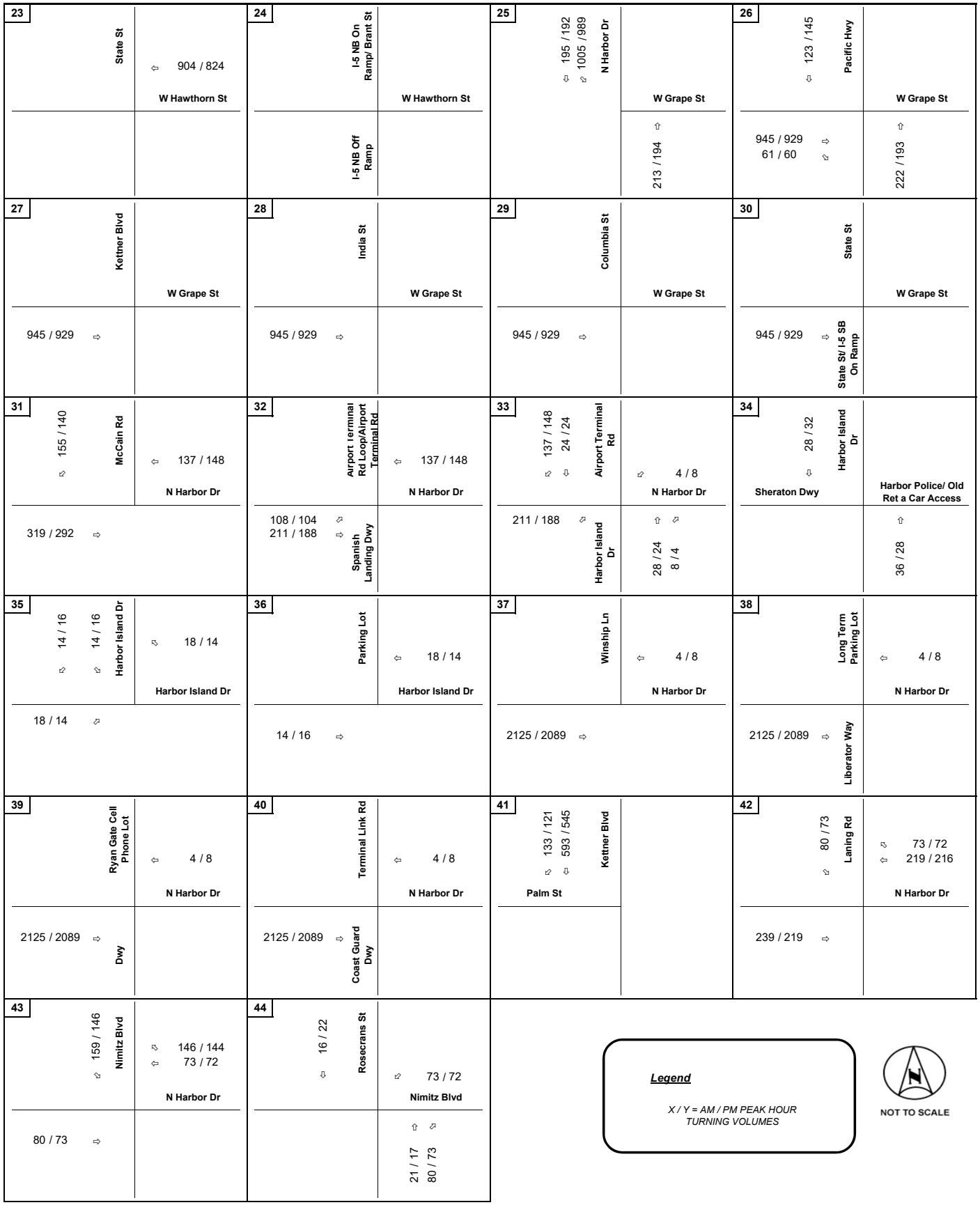
*2024 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

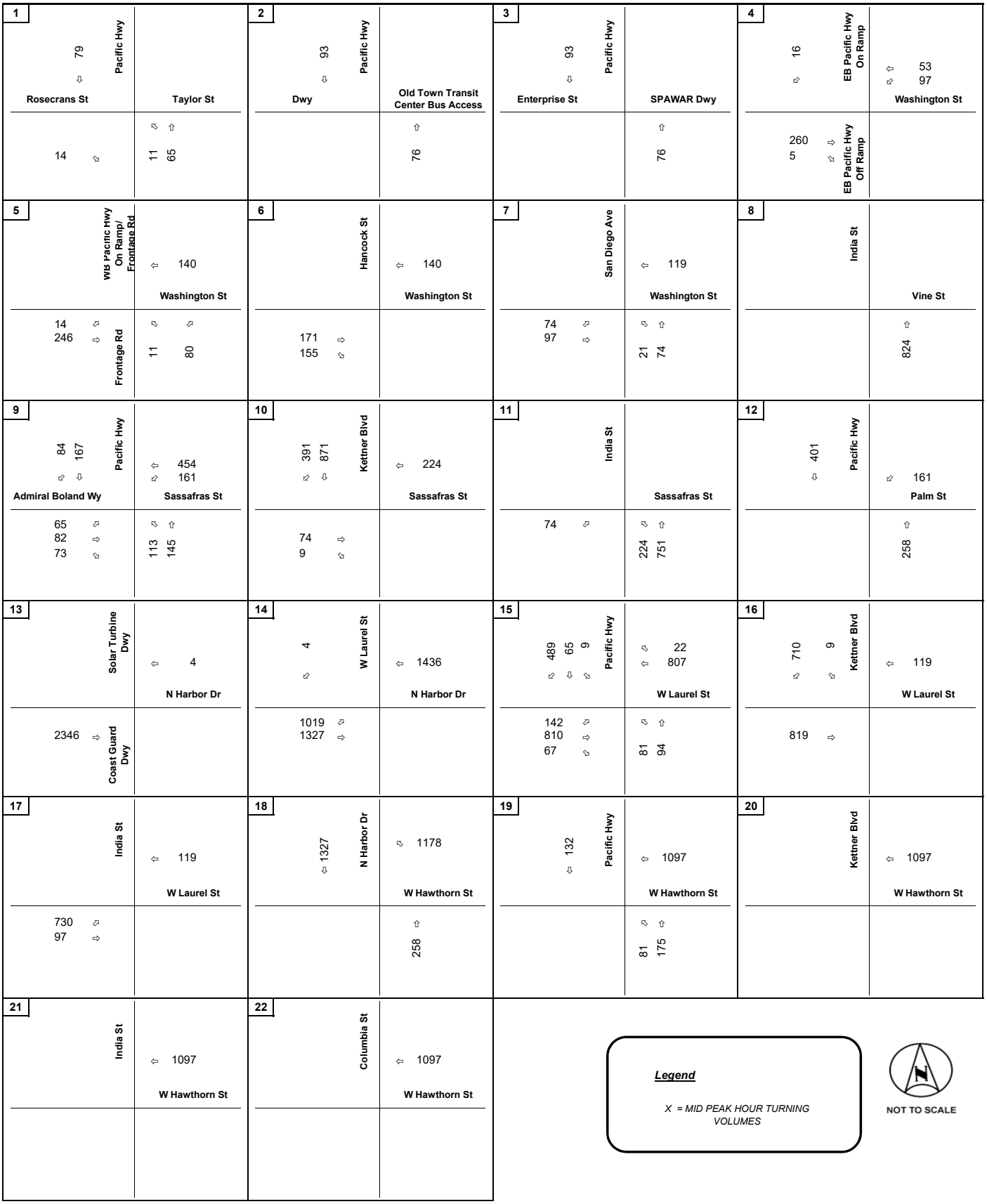
*2026 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

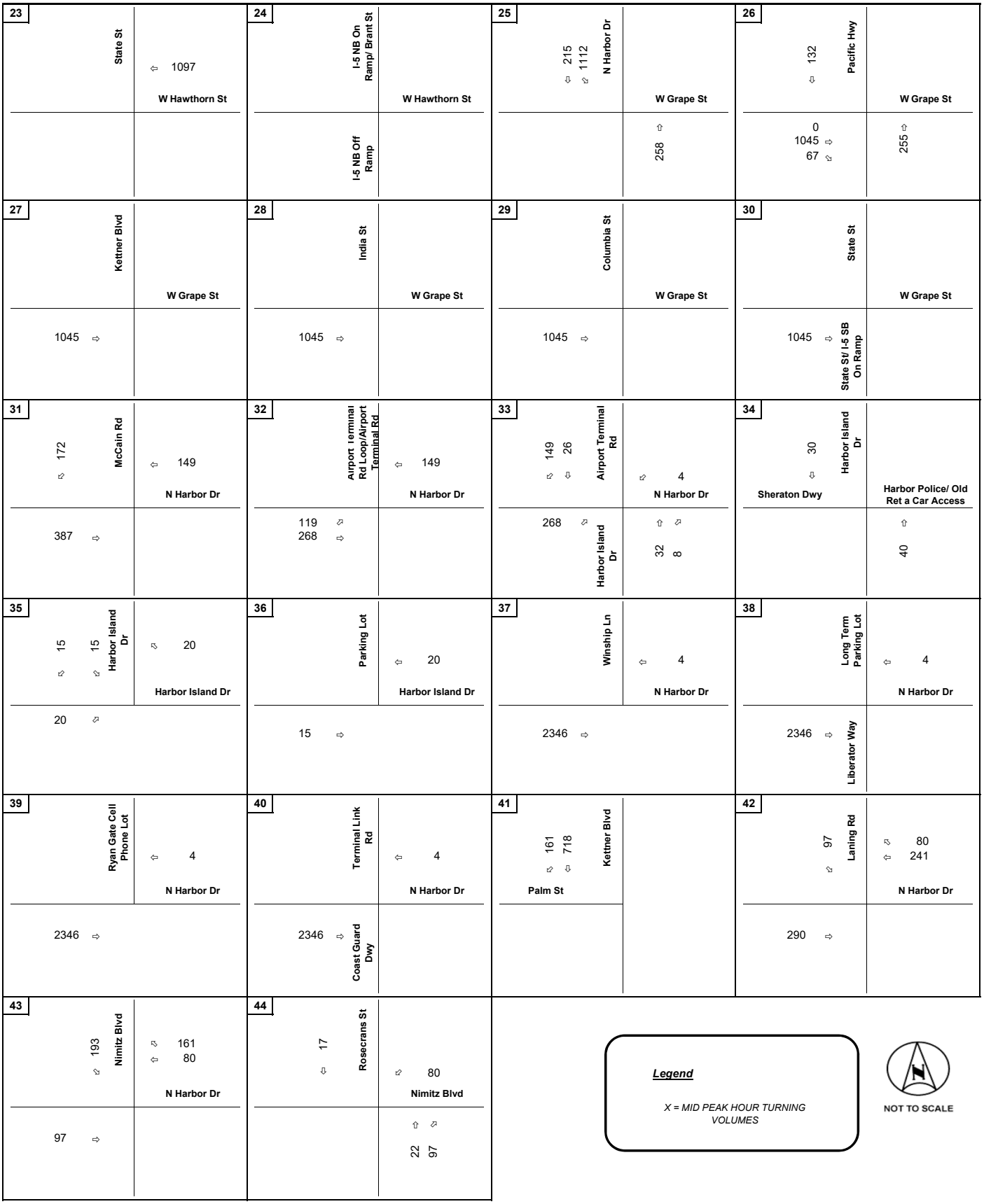
*2026 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

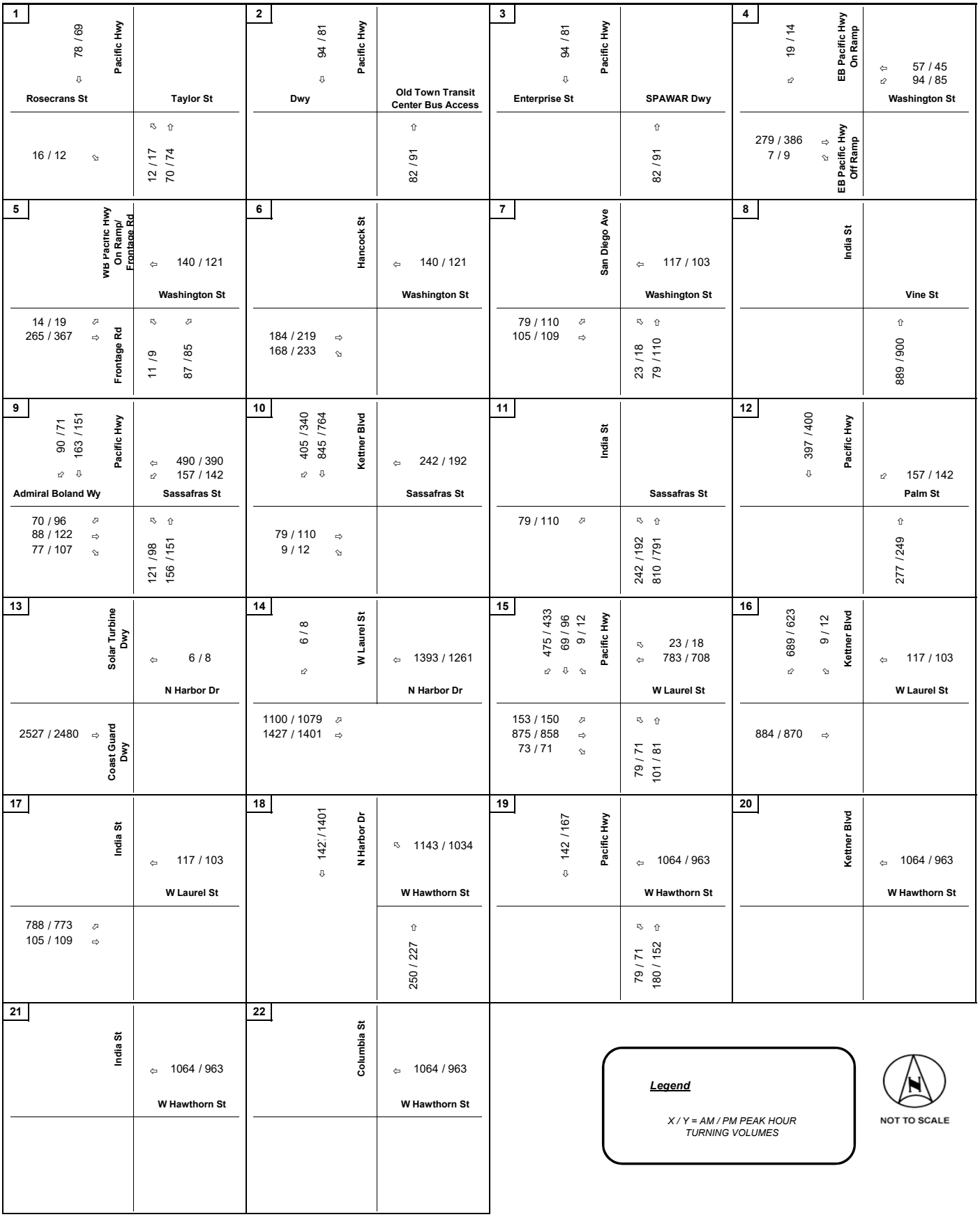
*2026 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

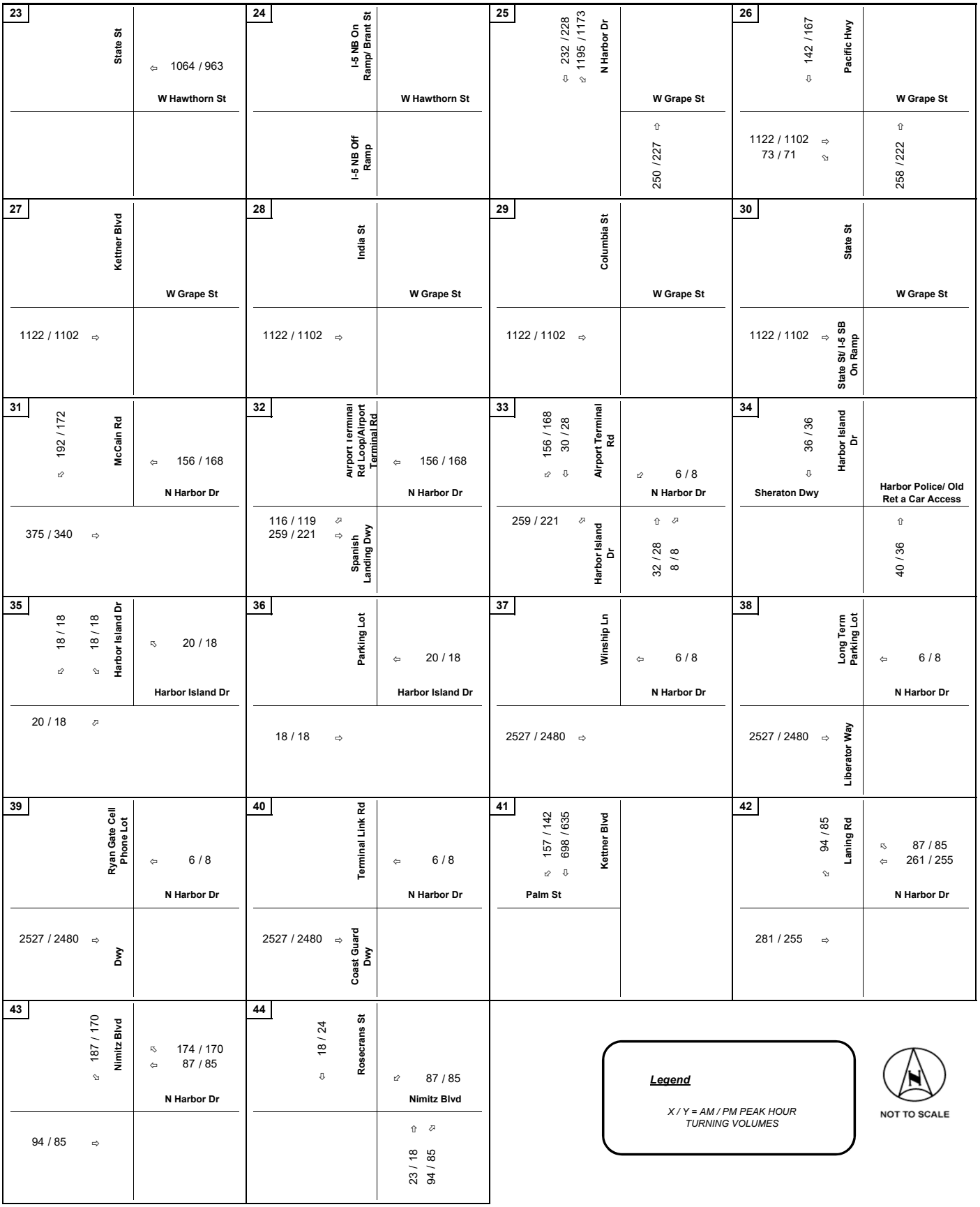
*2026 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

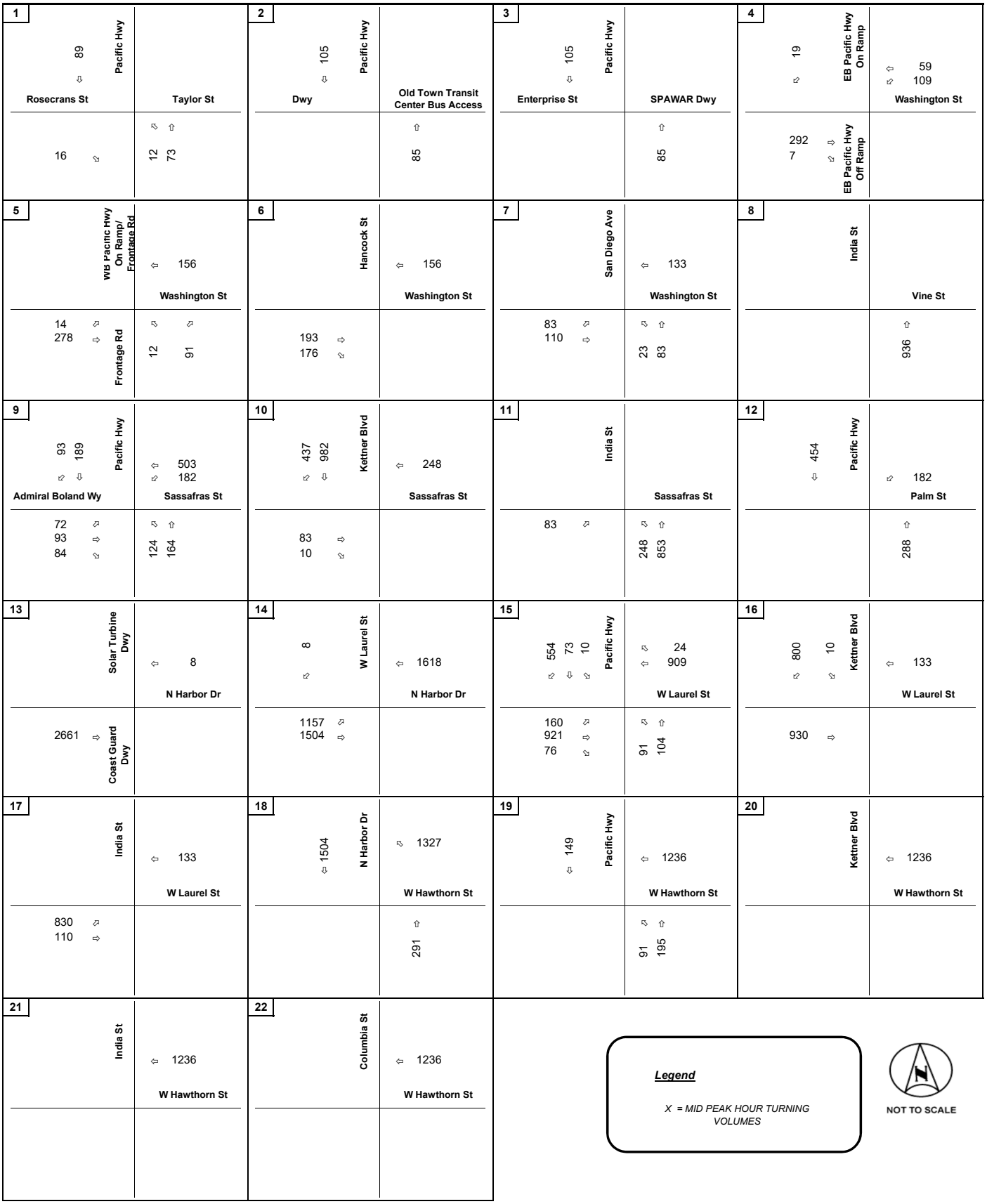
*2030 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2030 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2030 Project Assign Peak-Hour Traffic Volumes*

**23**

State St

⇦ 1236

W Hawthorn St

1184 ⇨

**24**

I-5 NB On Ramp/ Brant St

W Hawthorn St

I-5 NB Off Ramp

**25**

244 ⇩ 1260 ⇙ N Harbor Dr

W Grape St

⇧ 291

**26**

149 ⇩ Pacific Hwy

W Grape St

0
1184 ⇨
76 ⇙

⇧ 286

**27**

Kettner Blvd

W Grape St

1184 ⇨

**28**

India St

W Grape St

1184 ⇨

**29**

Columbia St

W Grape St

1184 ⇨

**30**

State St

W Grape St

1184 ⇨ State St/ I-5 SB On Ramp

**31**

180 ⇖ McCain Rd

⇦ 184

N Harbor Dr

436 ⇨

**32**

Airport Terminal Rd Loop/Airport Terminal Rd

⇦ 184

N Harbor Dr

132 ⇖
304 ⇨

**33**

184 ⇖ 32 ⇩ Airport Terminal Rd

⇙ 8

N Harbor Dr

304 ⇗ Harbor Island Dr

⇧ ⇦
38 8

**34**

40 ⇩ Harbor Island Dr

Sheraton Dwy

Harbor Police/ Old Ret a Car Access

⇧
46

**35**

20 ⇖ 20 ⇙ Harbor Island Dr

⇦ 23

Harbor Island Dr

23 ⇗

**36**

Parking Lot

⇦ 23

Harbor Island Dr

20 ⇨

**37**

Winship Ln

⇦ 8

N Harbor Dr

2661 ⇨

**38**

Long Term Parking Lot

⇦ 8

N Harbor Dr

2661 ⇨ Liberator Way

**39**

Ryan Gate Cell Phone Lot

⇦ 8

N Harbor Dr

2661 ⇨

**40**

Terminal Link Rd

⇦ 8

N Harbor Dr

2661 ⇨ Coast Guard Dwy

**41**

182 ⇖ 810 ⇩ Kettner Blvd

Palm St

**42**

109 ⇙ Laning Rd

⇗ 91
⇦ 273

N Harbor Dr

327 ⇨

**43**

218 ⇙ Nimitz Blvd

⇗ 182
⇦ 91

N Harbor Dr

109 ⇨

**44**

19 ⇩ Rosecrans St

⇙ 91

Nimitz Blvd

⇧ ⇗
24 109

***Legend***

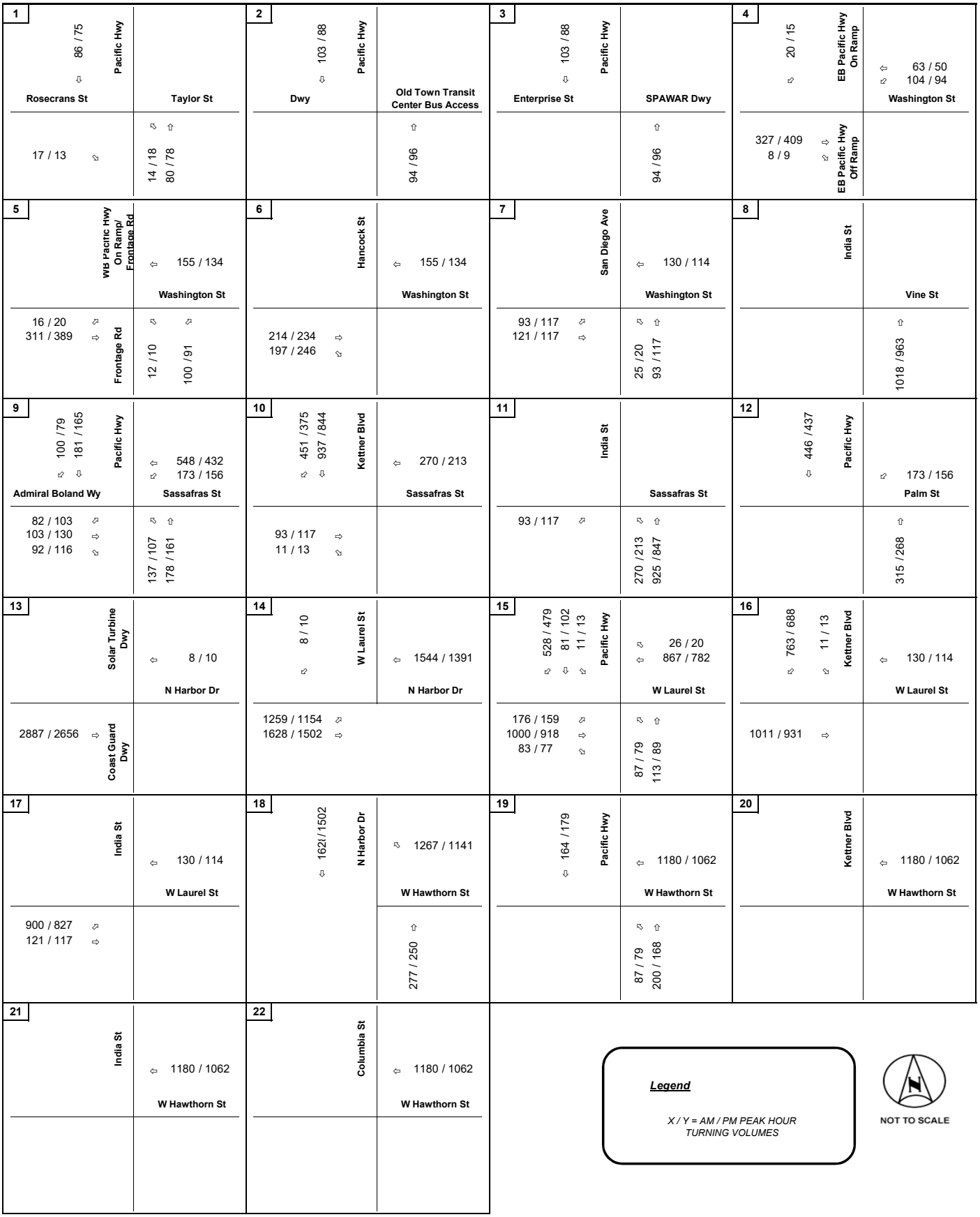
*X = MID PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Preferred Alt*

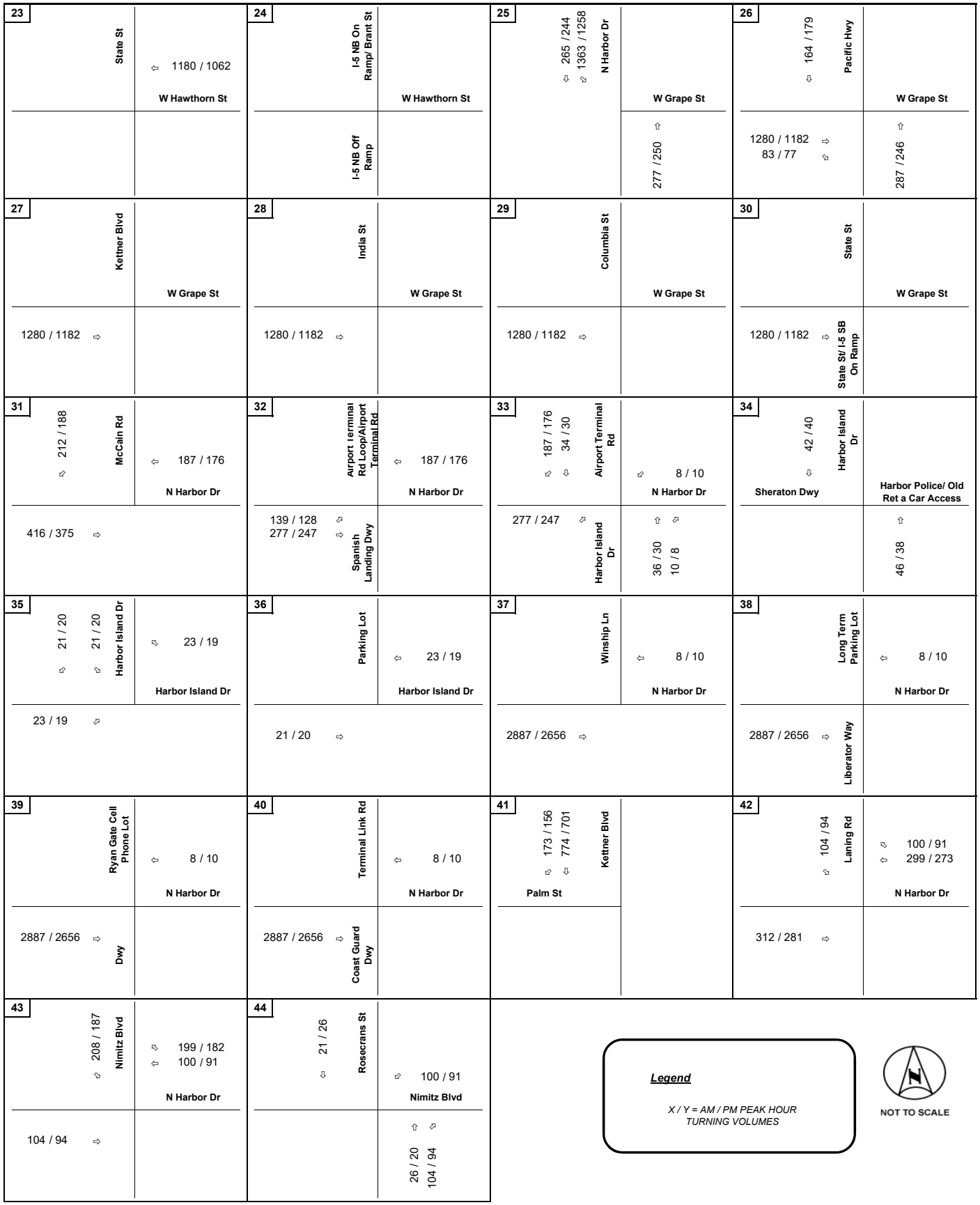
*2030 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2035 Project Assign Peak-Hour Traffic Volumes*

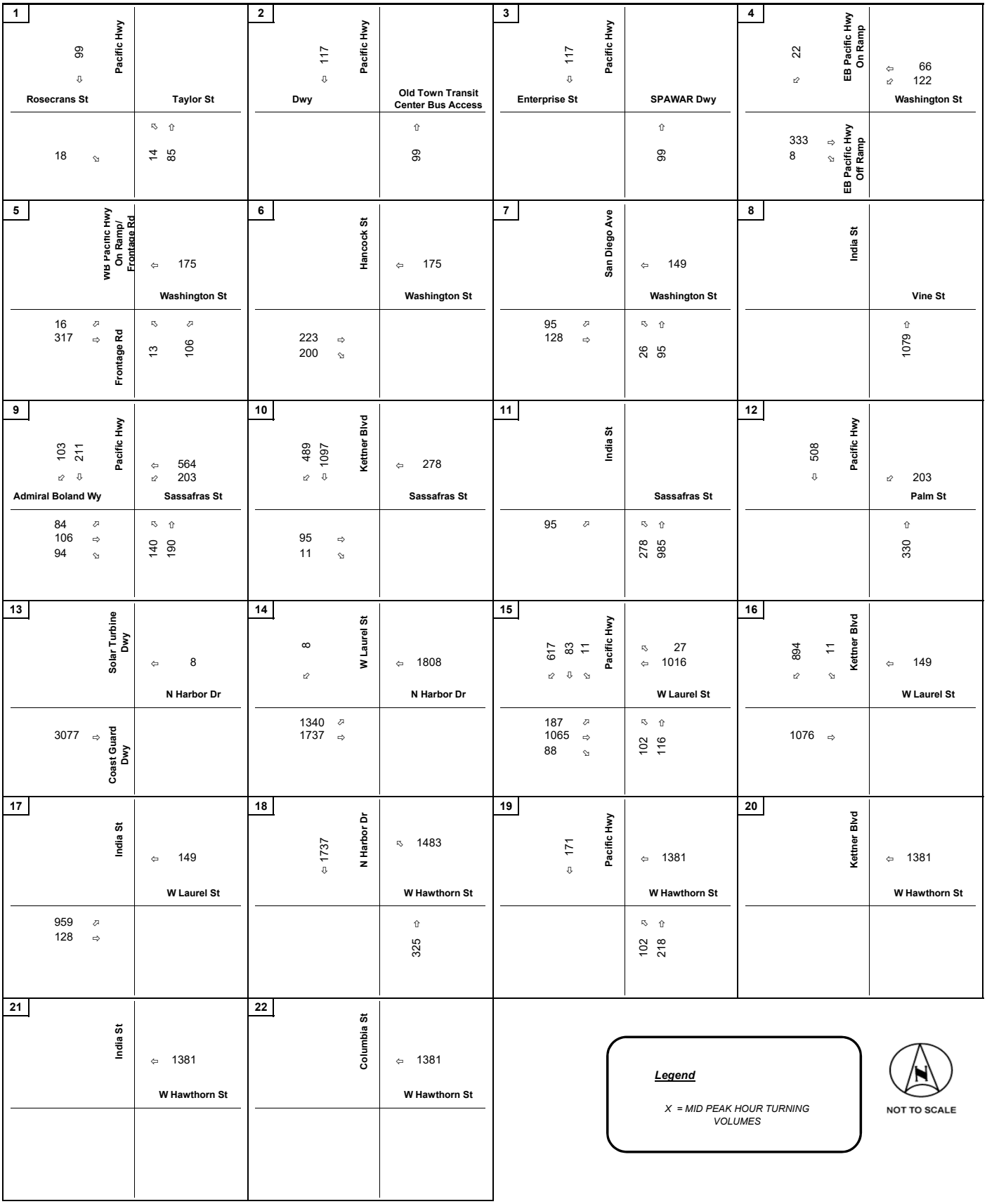



Kimley»Horn

*Preferred Alt*

*2035 Project Assign Peak-Hour Traffic Volumes*

## SDCRAA ADP EIR

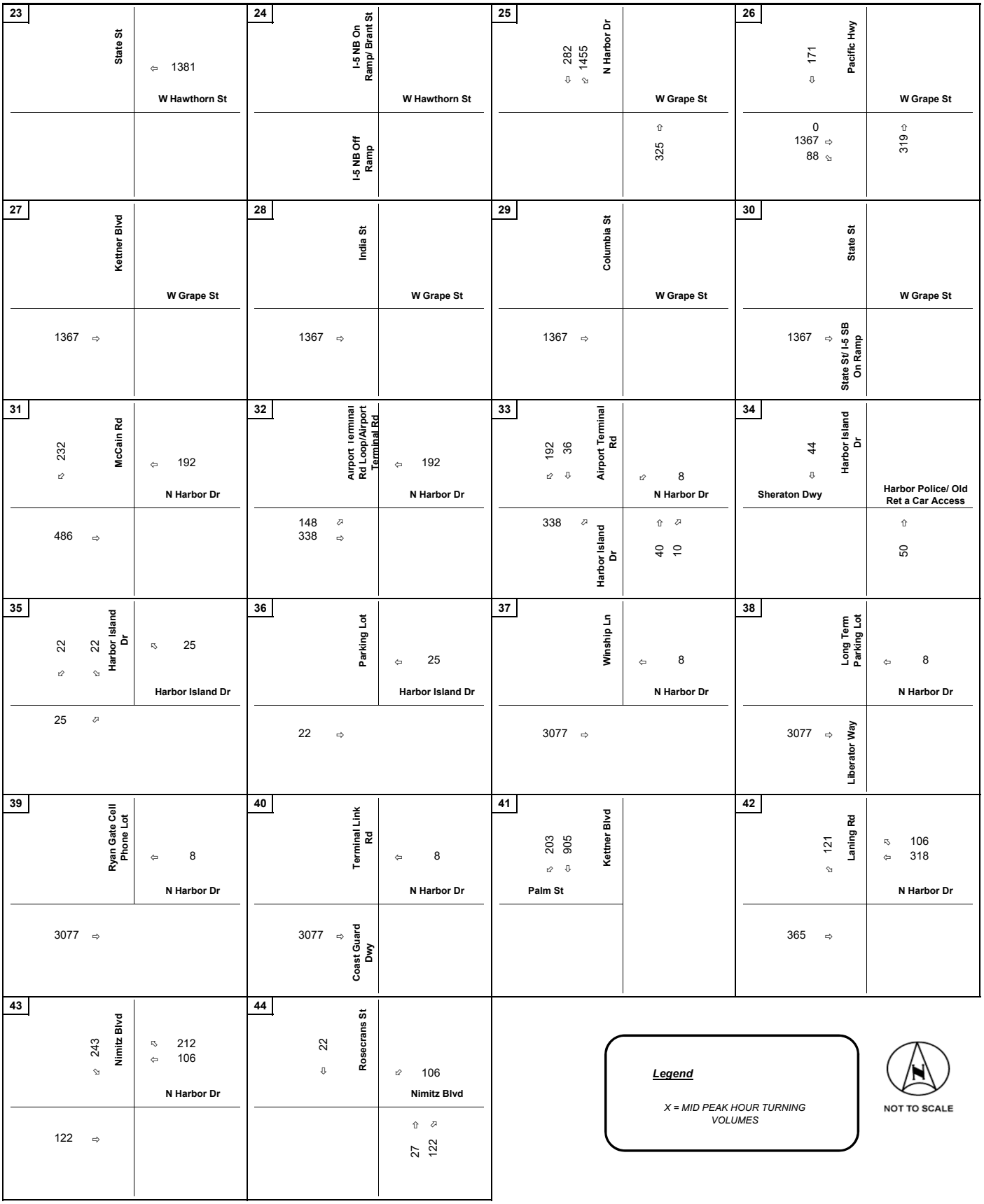



Kimley»Horn

*Preferred Alt*

*2035 Project Assign Peak-Hour Traffic Volumes*

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\[Preferred Alt - 195072001TA01.xlsm]2035 Proj As MID Figure 1-22

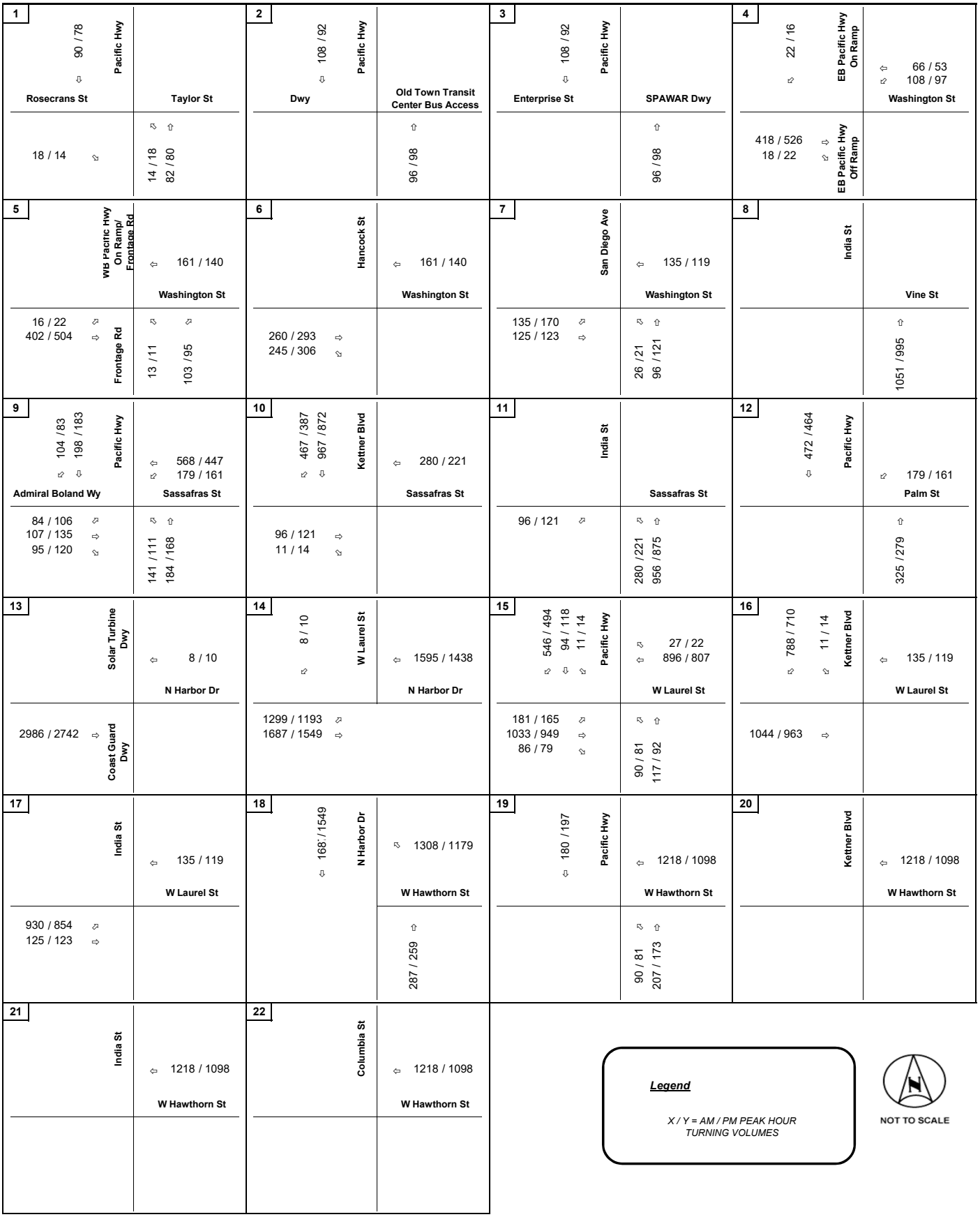



Kimley»Horn

*Preferred Alt*

*2035 Project Assign Peak-Hour Traffic Volumes*

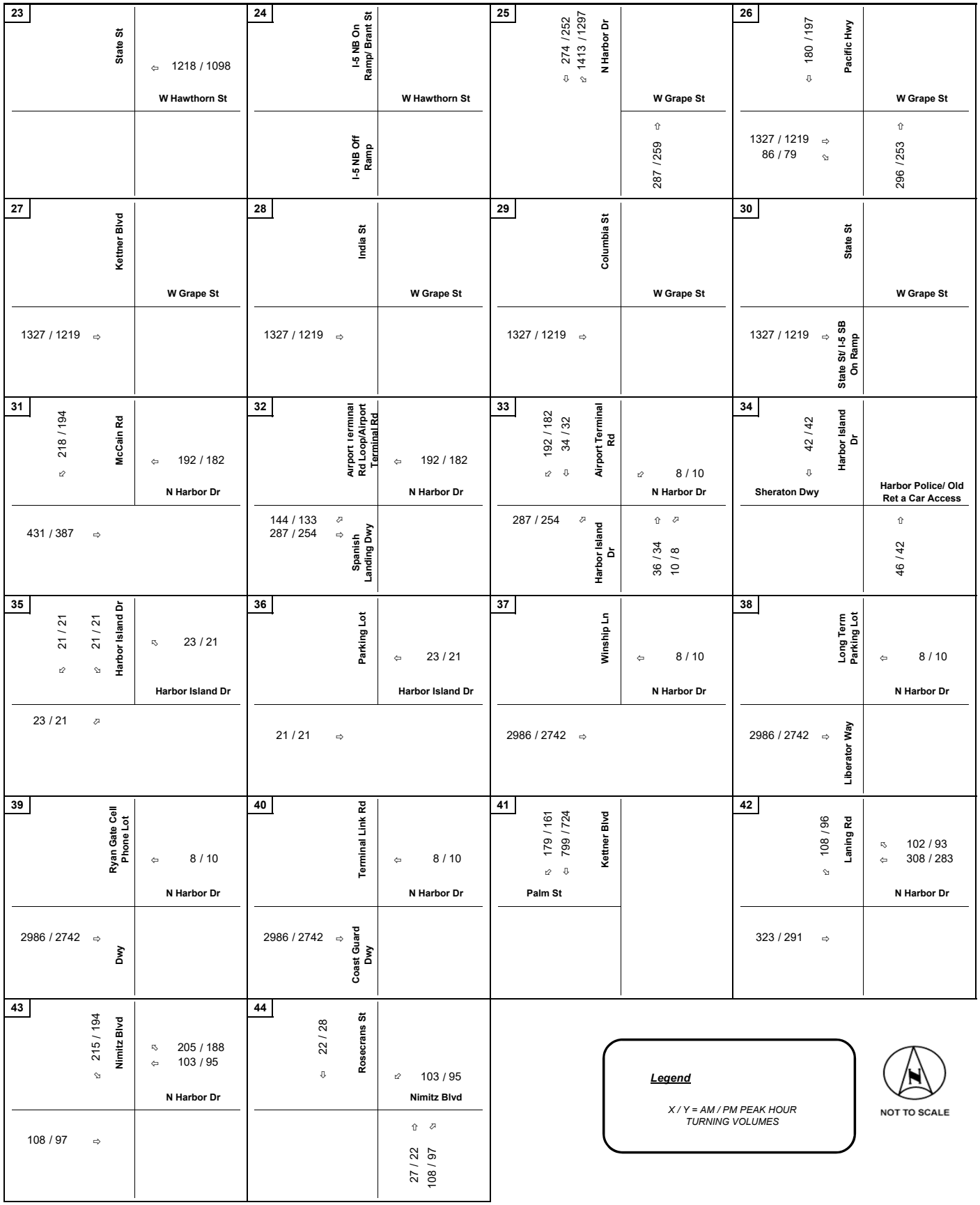
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

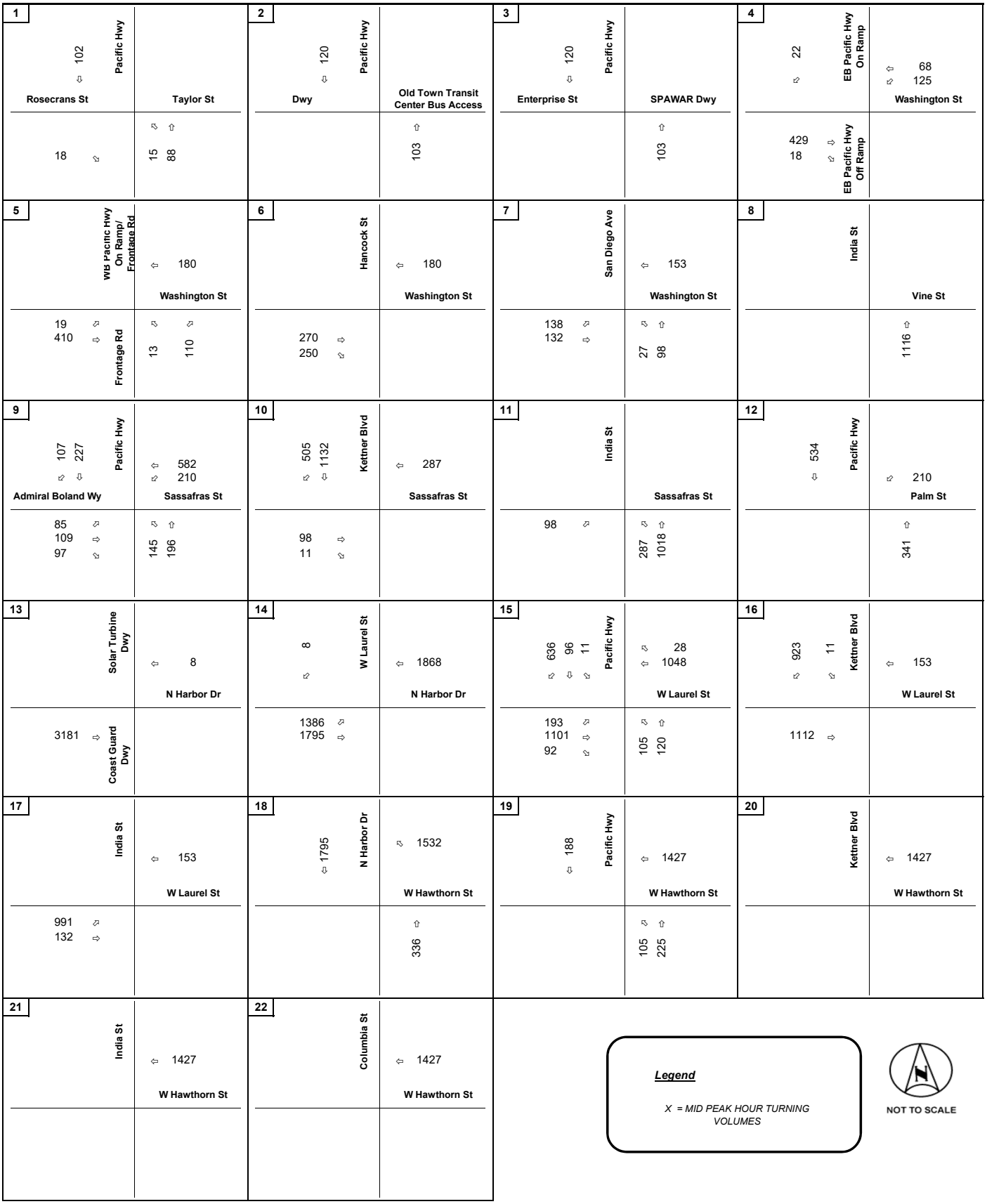
*2050 Project Assign Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2050 Project Assign Peak-Hour Traffic Volumes*

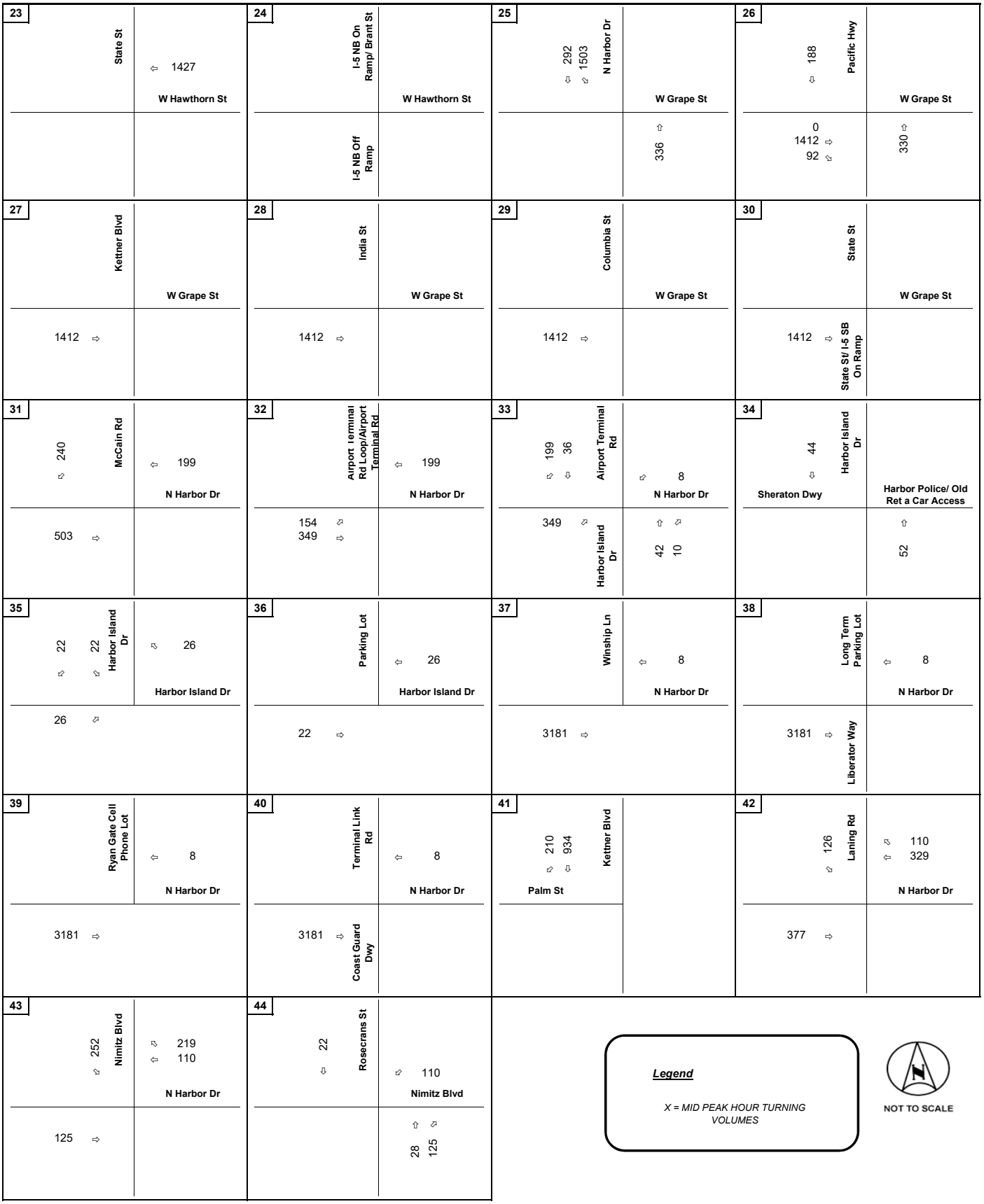



Kimley»Horn

*Preferred Alt*

*2050 Project Assign Peak-Hour Traffic Volumes*

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\[Preferred Alt - 195072001TA01.xlsm]2050 Proj As MID Figure 1-22



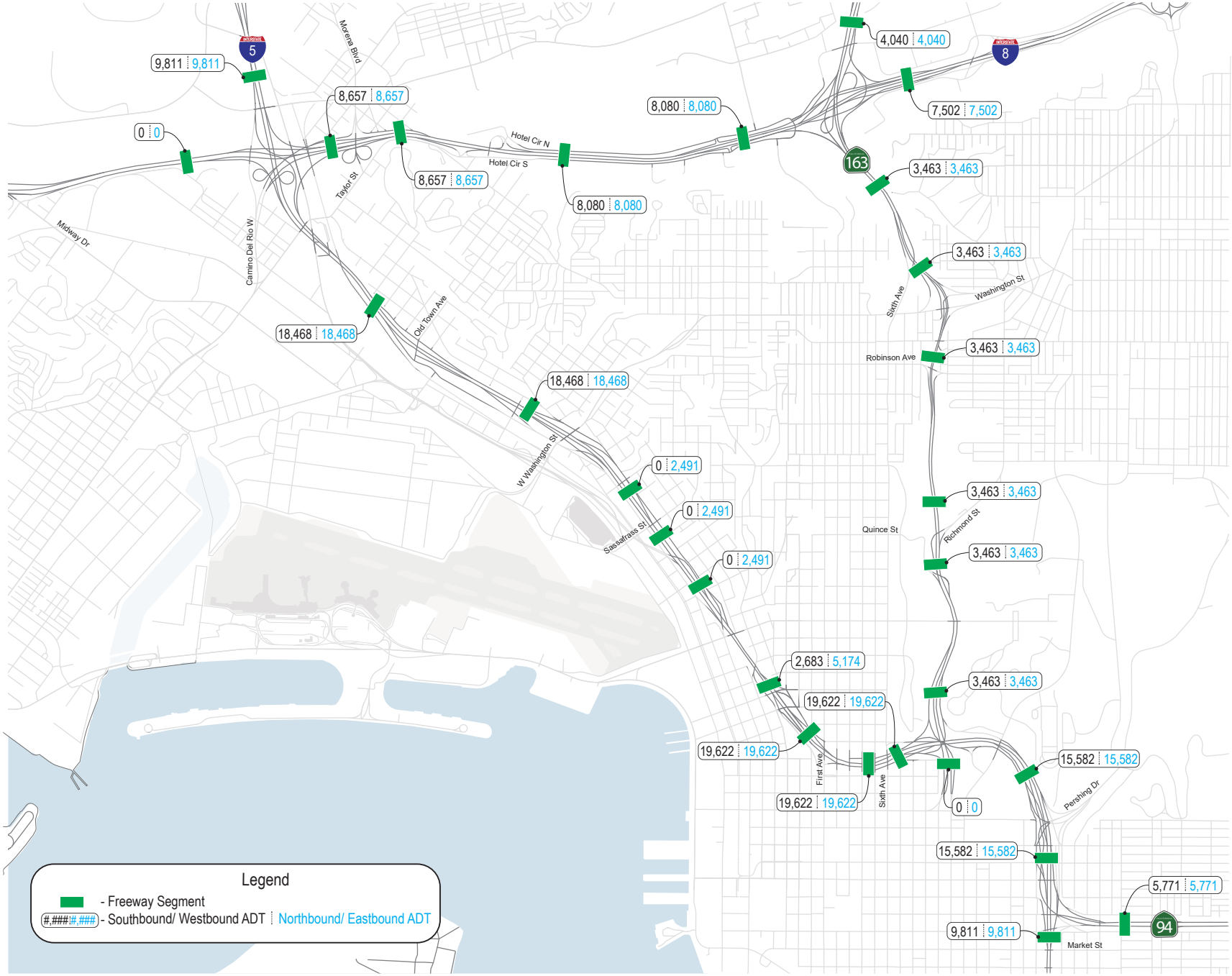

Kimley»Horn

*Preferred Alt*

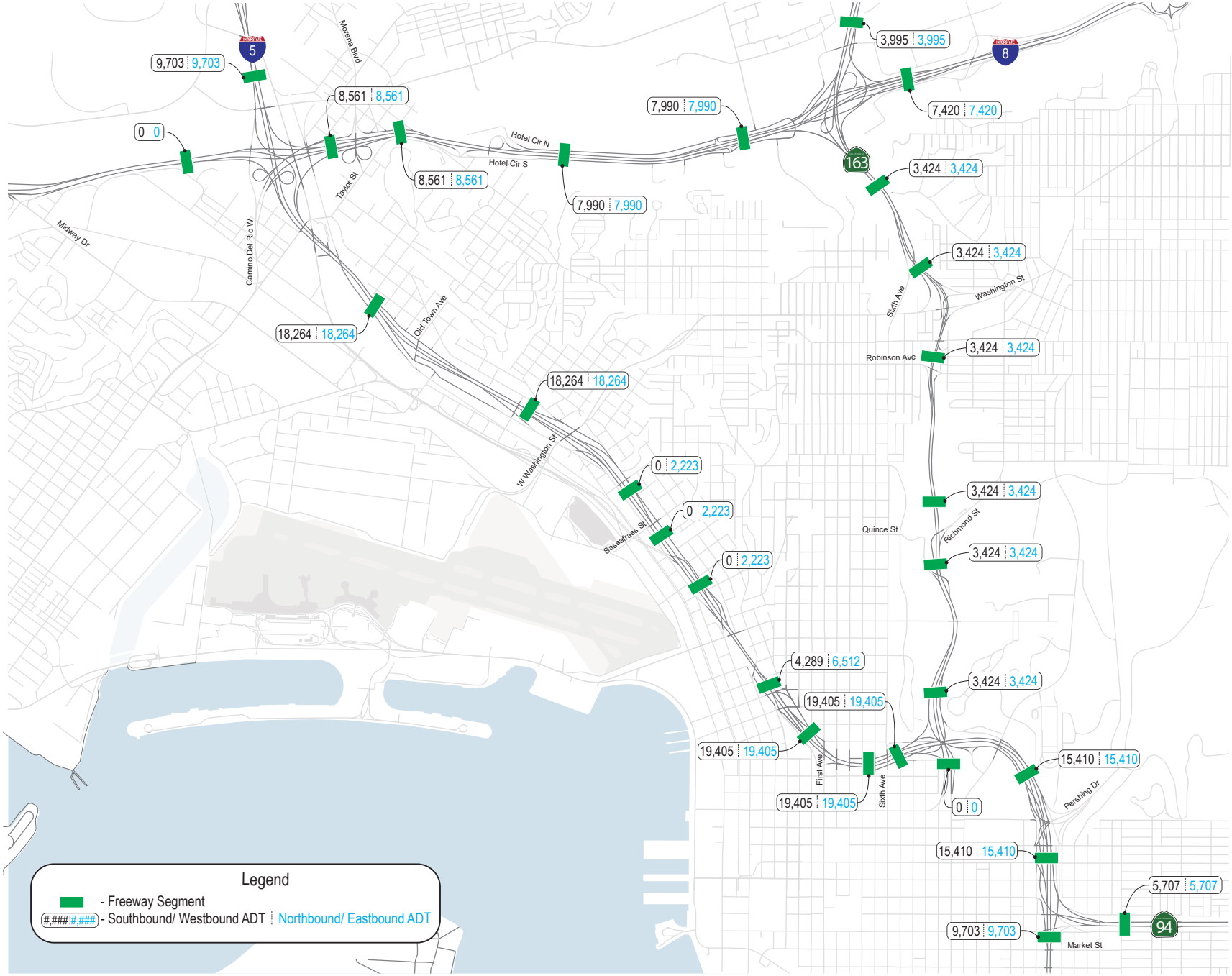
*2050 Project Assign Peak-Hour Traffic Volumes*

# Exhibit H

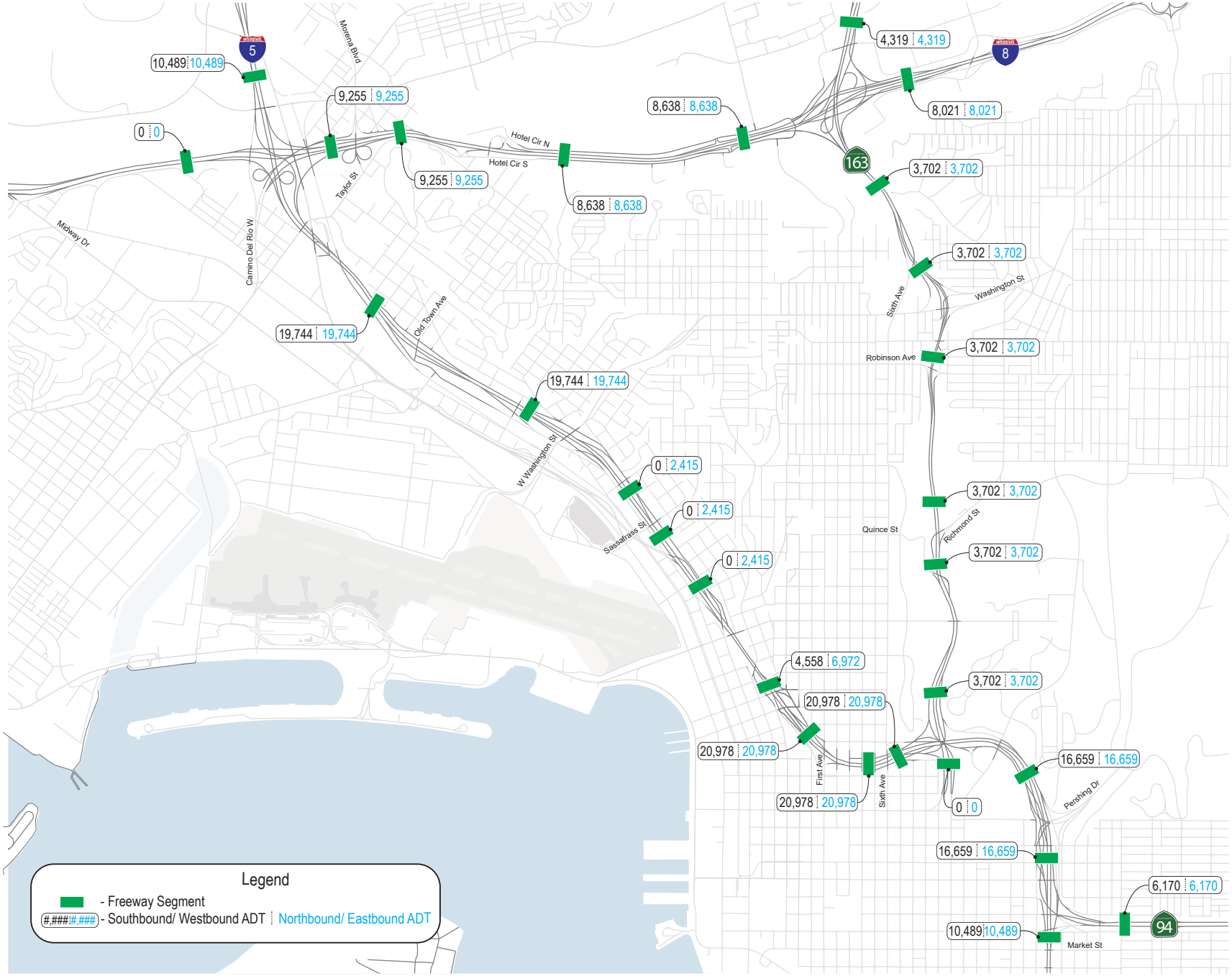
Airport Freeway Trip Assignments



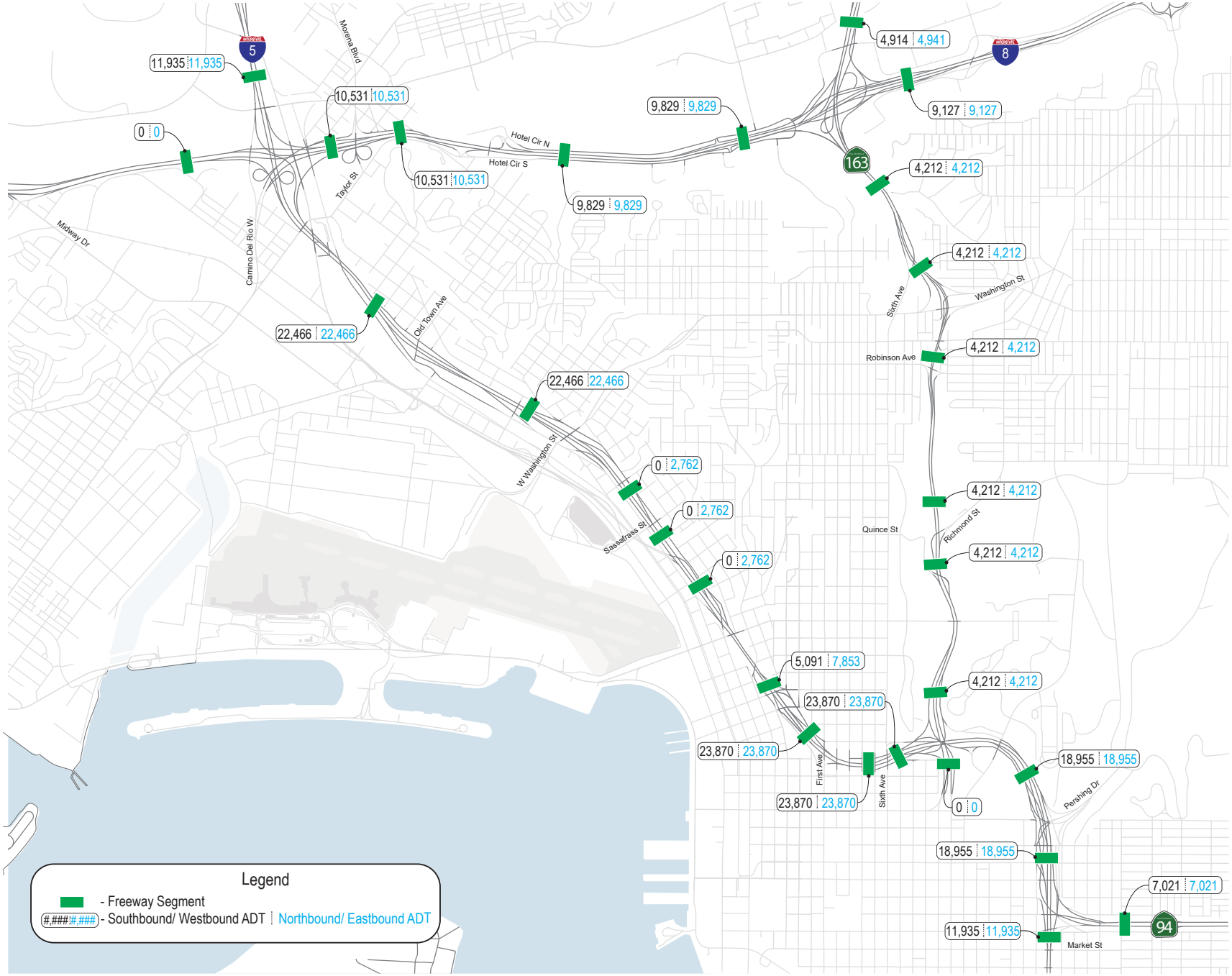

*Existing Airport Freeway Trip Assignment*



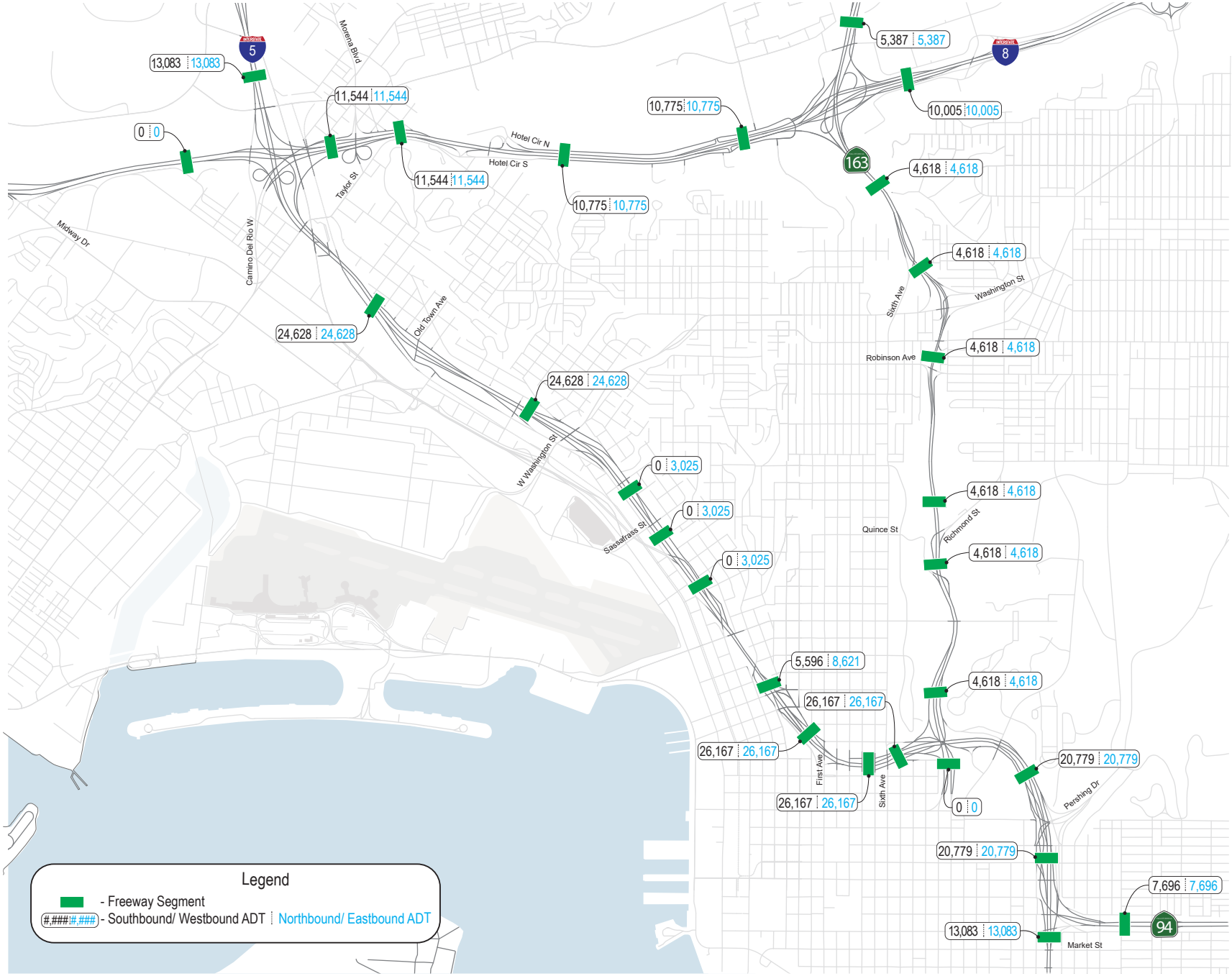

*Proposed Project - 2024 Airport Freeway Trip Assignment*



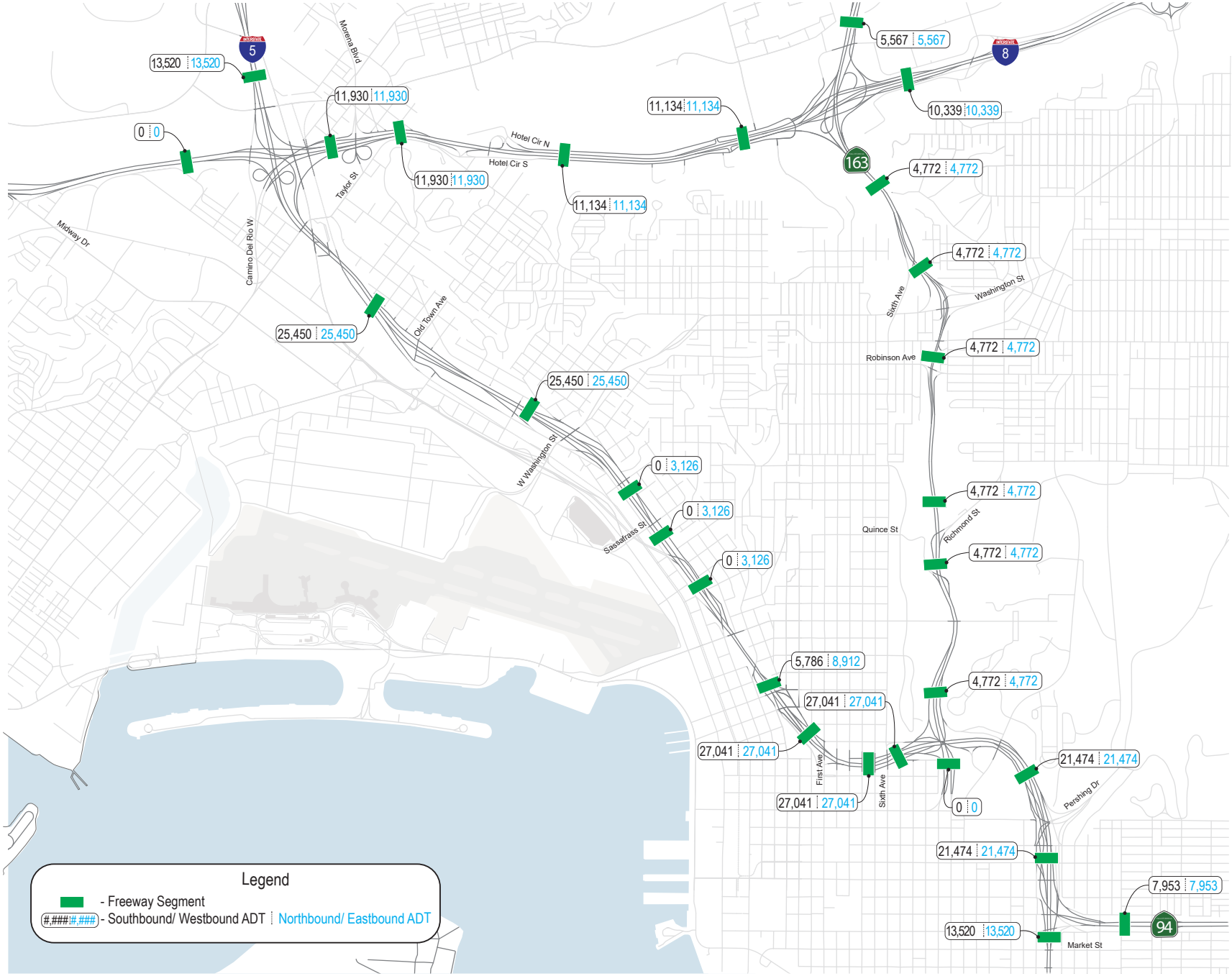

*Proposed Project - 2026 Airport Freeway Trip Assignment*




*Proposed Project - 2030 Airport Freeway Trip Assignment*




*Proposed Project - 2035 Airport Freeway Trip Assignment*




*Proposed Project - 2050 Airport Freeway Trip Assignment*

# Exhibit I

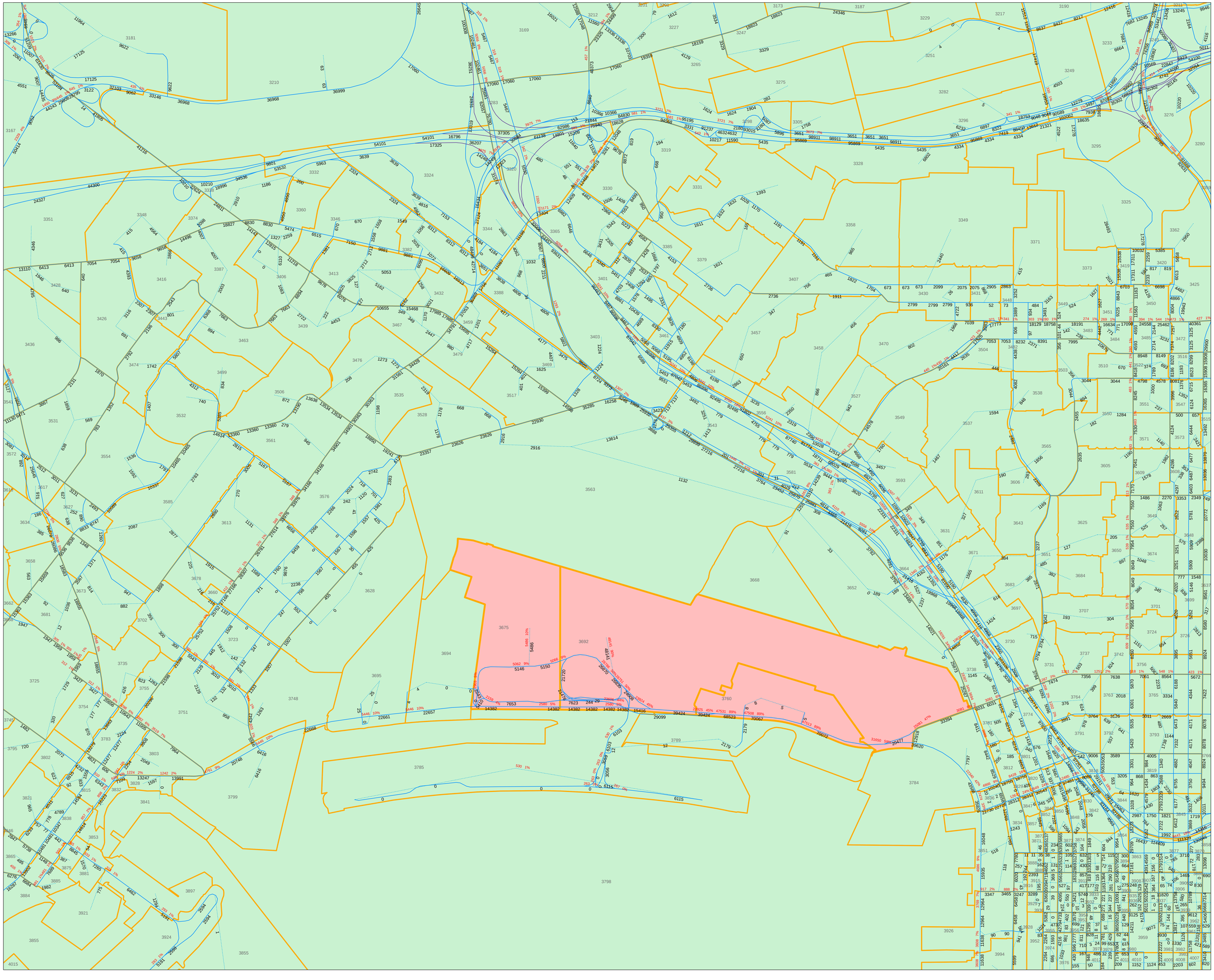
SANDAG Model Plots

SANDAG
Series 13
version 13.3.2
Scenario 720

2012

Airport Select Zone
Run 1

TAZ 3675, 3692, 3760



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

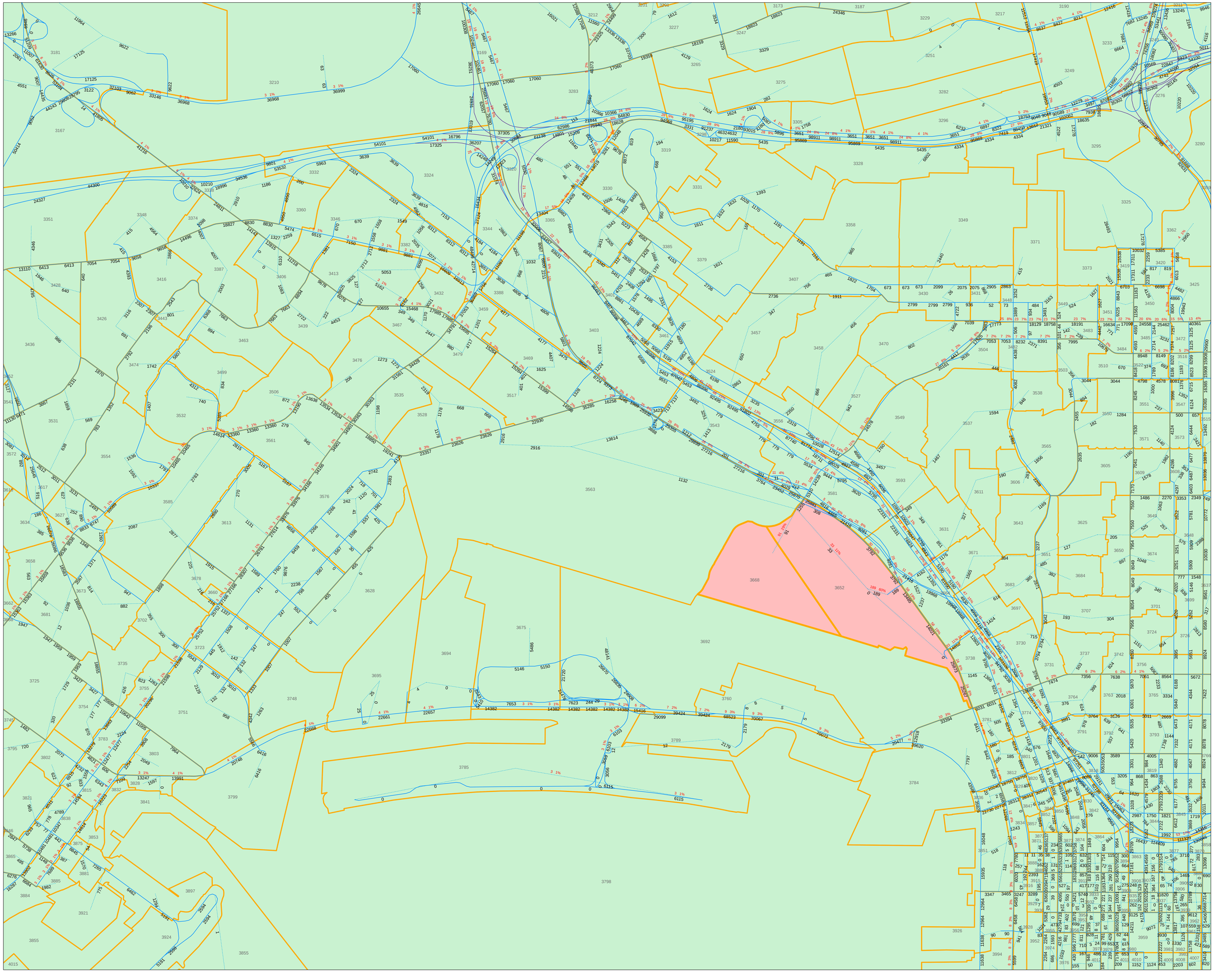
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 720

2012

Airport Select Zone
Run 2

TAZ 3668, 3652



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

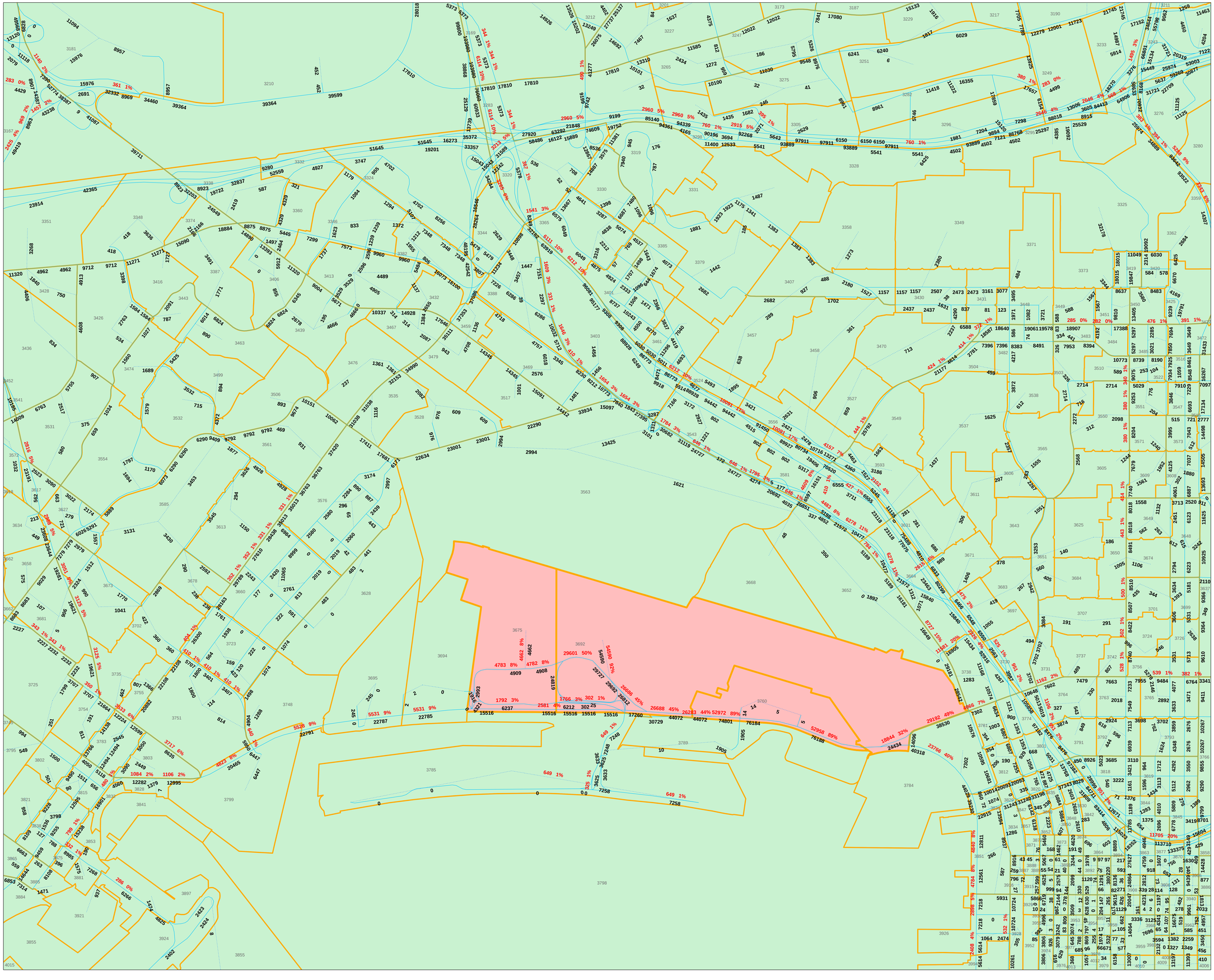
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 710

2020

Airport Select Zone
Run 1

TAZ 3675, 3692, 3760



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

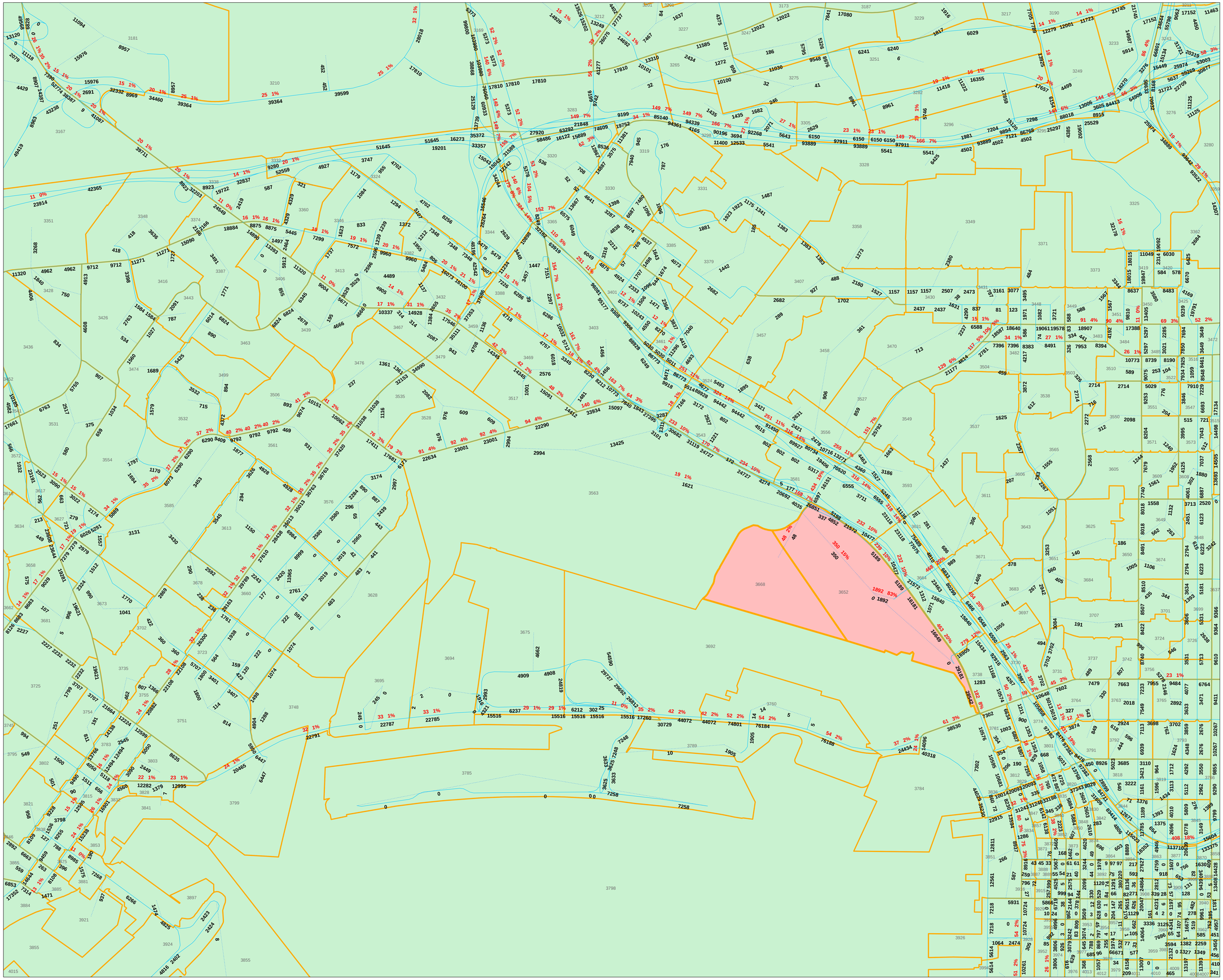
Date: November 30, 2017

SANDAG
Series 13
version 13.3.2
Scenario 710

2020

Airport Select Zone
Run 2

TAZ 3668, 3652



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N

0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

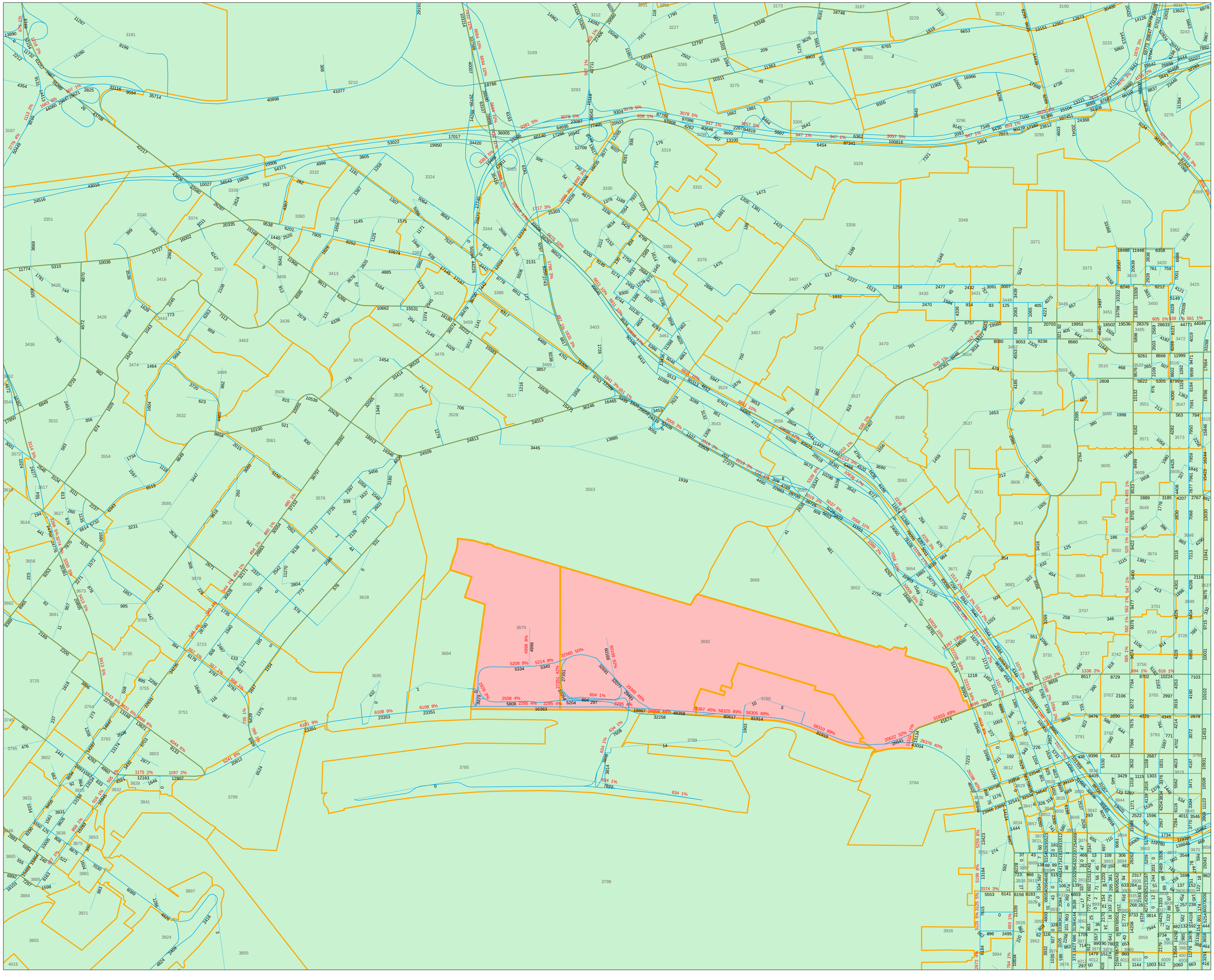
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 713

2025

Airport Select Zone
Run 1

TAZ 3675, 3692, 3760



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

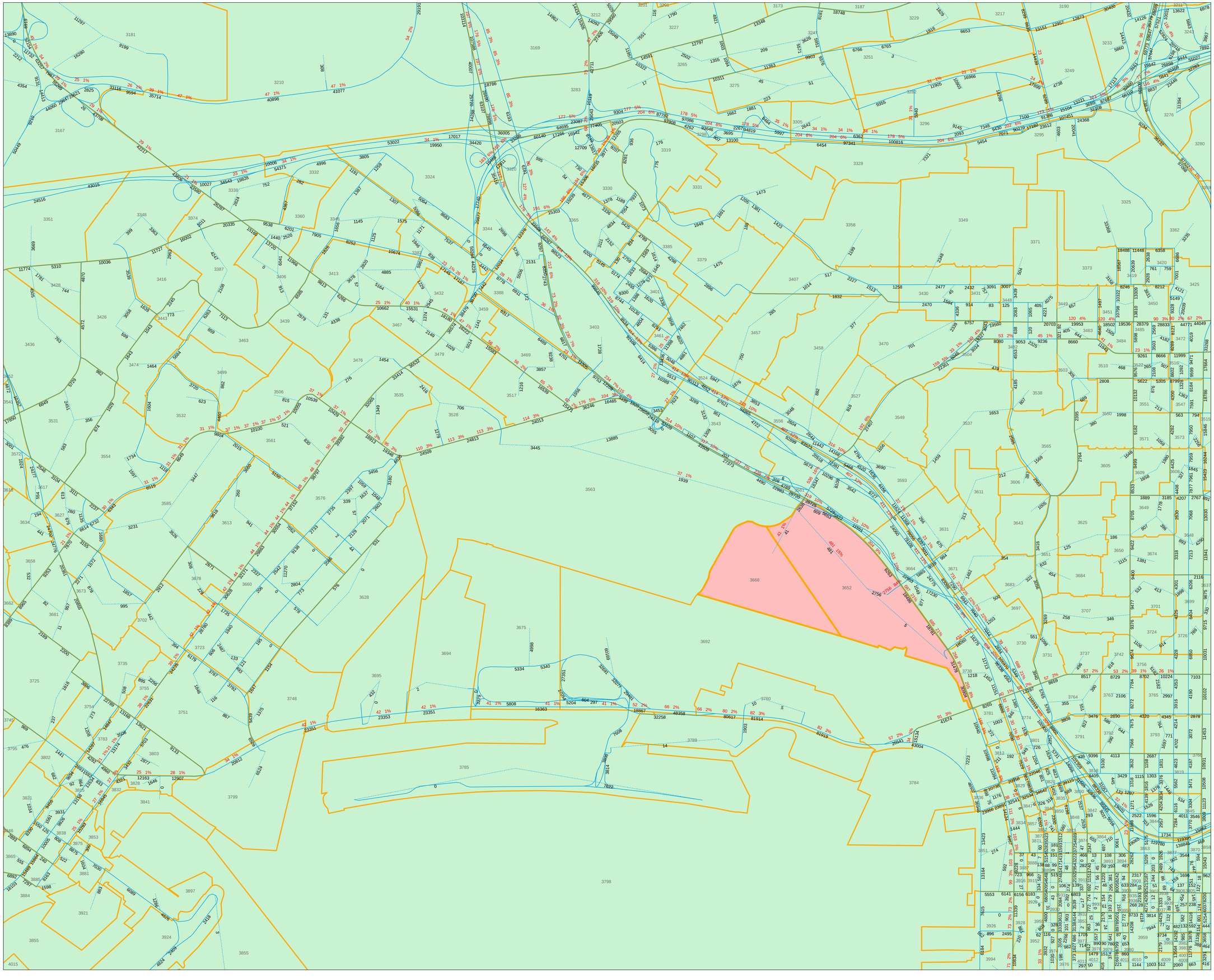
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 713

2025

Airport Select Zone
Run 2

TAZ 3668, 3652



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

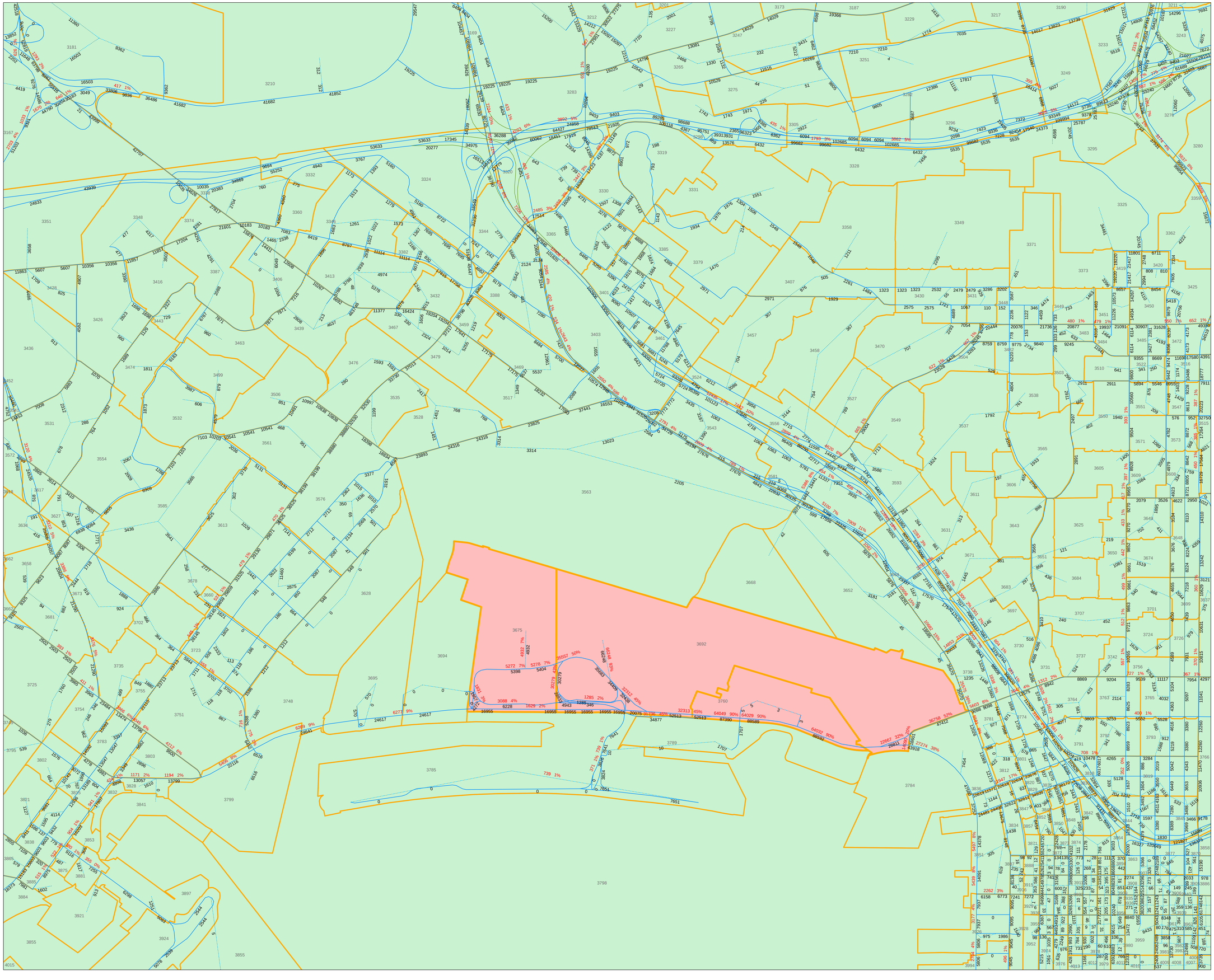
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 722

2030

Airport Select Zone
Run 1

TAZ 3675, 3692, 3760



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N

0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

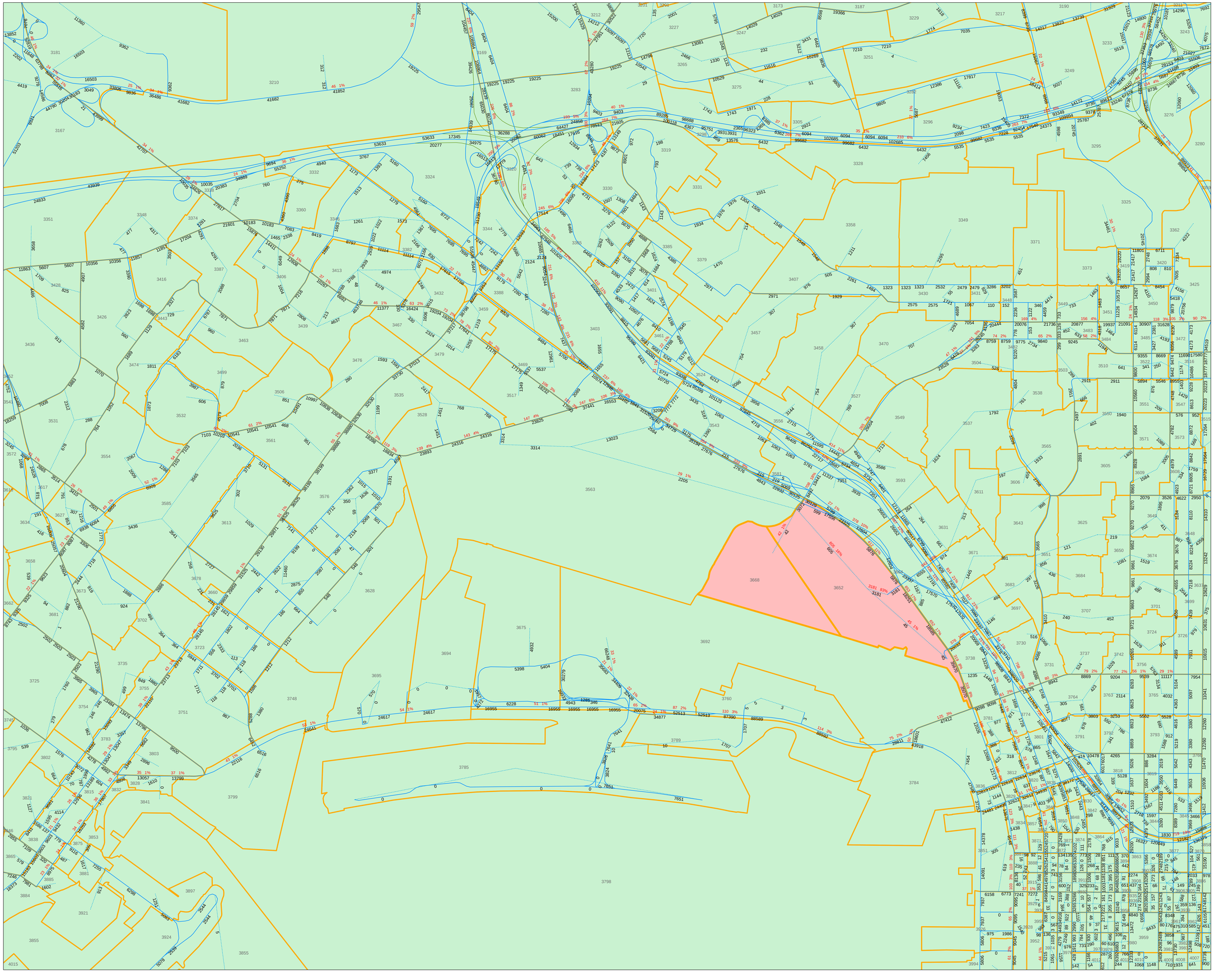
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 722

2030

Airport Select Zone
Run 2

TAZ 3668, 3652



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

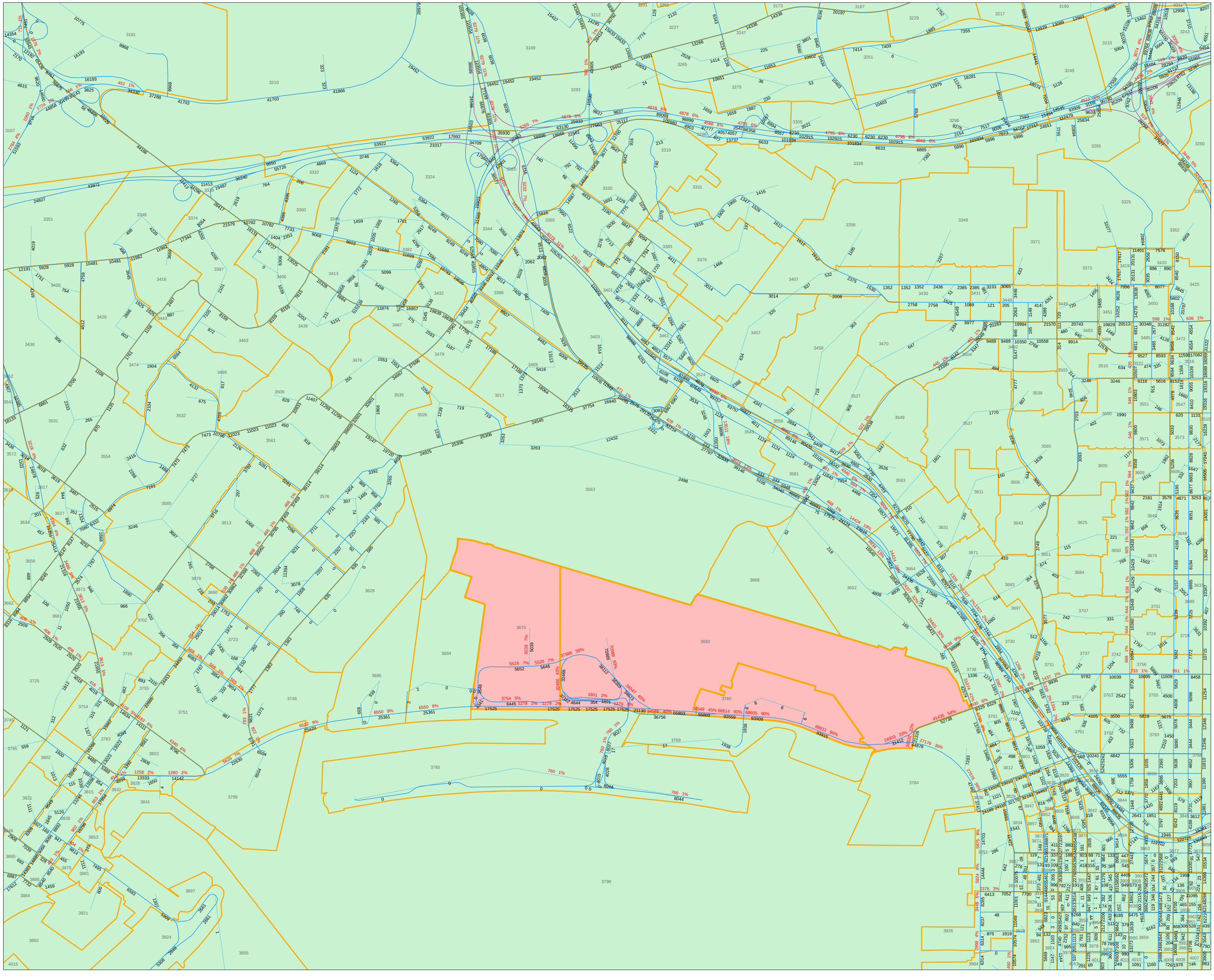
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 709

2035

Airport Select Zone
Run 1

TAZ 3675, 3692, 3760



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

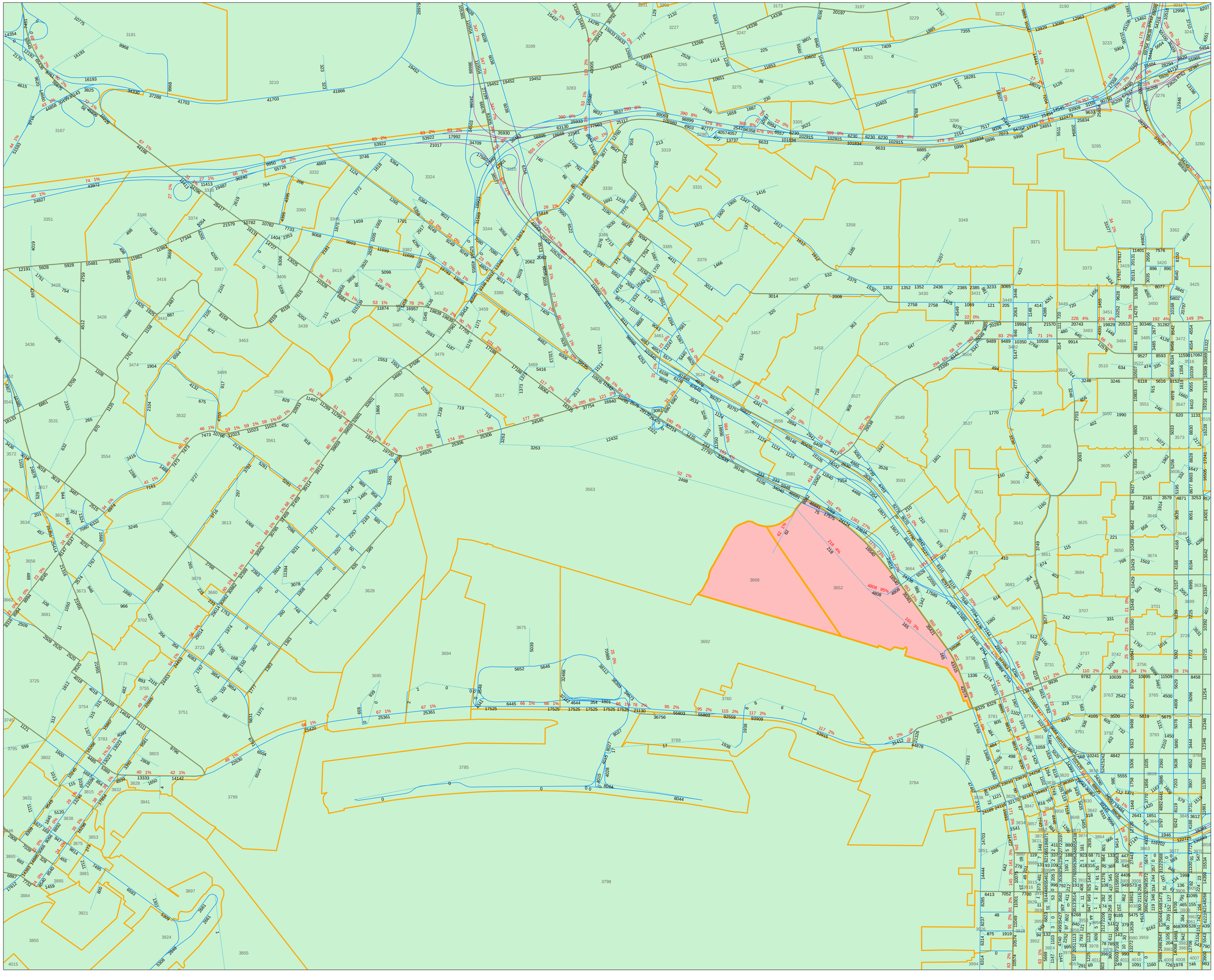
Date: December 1, 2017

SANDAG
Series 13
version 13.3.2
Scenario 709

2035

Airport Select Zone
Run 2

TAZ 3668, 3652



**Selected Zone(s)**

\# Select Zone Vol and %

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N
0 0.07 0.14 0.21
Miles

SANDAG
servicebureau

Date: December 1, 2017

SANDAG Series 13
version 13.3.2
Scenario 886

Harbor Dr. Corridor Study
2050 Revenue Constrained

Harbor Side
Airport Select Zone

**2050_hwy_load_886**

- Freeways
- Arterials
- Ramps
- Zone Connectors
- Zones
- Selected Zone(s)

\# Select Zone Volume

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N

0 0.07 0.14 0.21
Miles

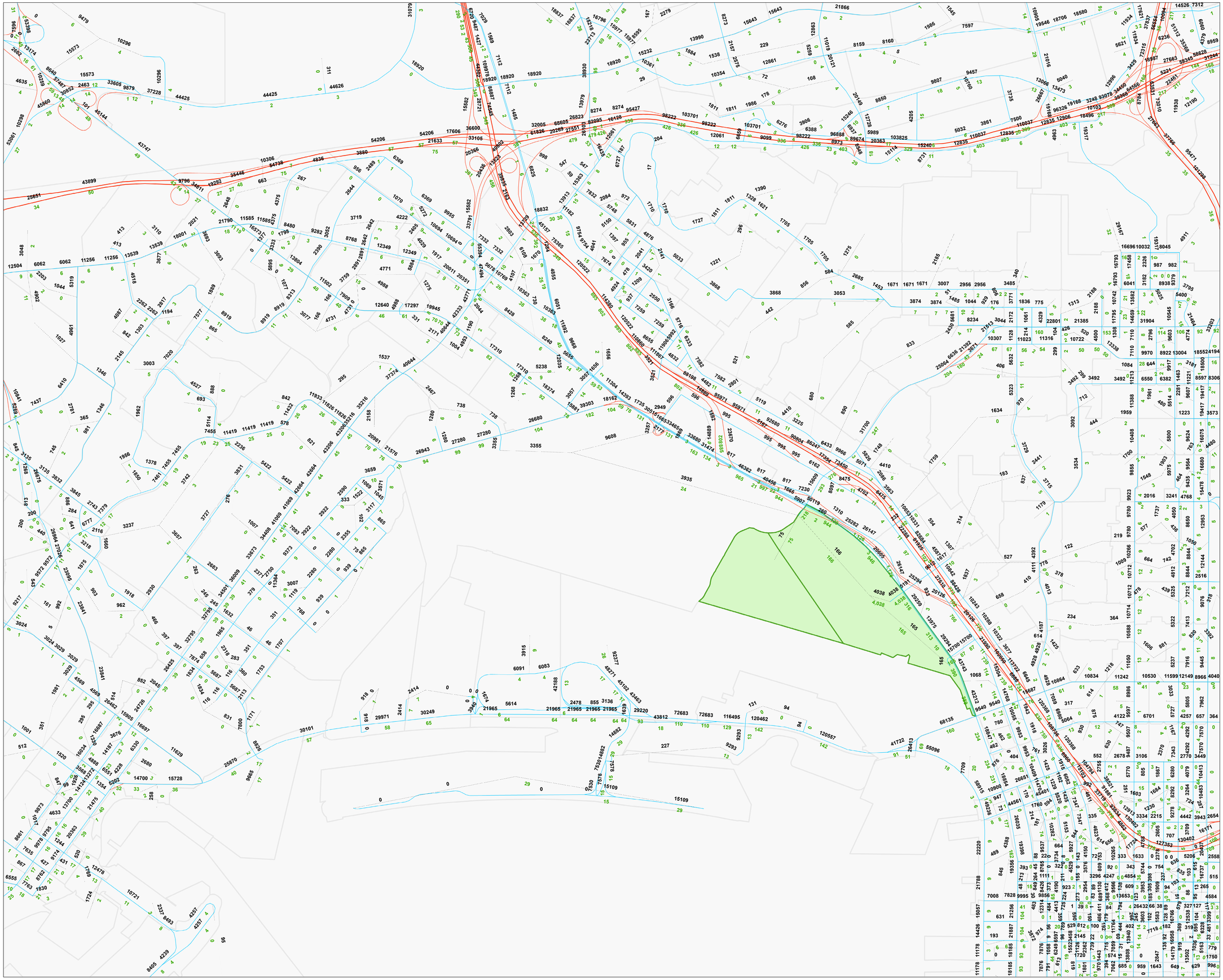
SANDAG
servicebureau

Date: November 28, 2017

SANDAG Series 13
version 13.3.2
Scenario 886

Harbor Dr. Corridor Study
2050 Revenue Constrained

Pac Hwy Side
Airport Select Zone



**2050_hwy_load_886**

- Freeways
- Arterials
- Ramps
- Zone Connectors
- Zones
- **Selected Zone(s)**

\# Select Zone Volume

\# Model Estimated ADT

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org

N

0 0.07 0.14 0.21
Miles

SANDAG servicebureau

Date: November 28, 2017

# Exhibit J

Model Adjustments

| ROADWAY SEGMENT | Adjusted Existing Model | ADT Volume | Δ Model - ADT | (Model - Count) / (Count) | Rating | NOTES |
|---|---|---|---|---|---|---|
| LEGEND | | | | | | |
| | | | | | | Model-to-volume difference is within 10% |
| | | | | | | Model-to-volume difference is between 10% - 25% |
| | | | | | | Model-to-volume difference is greater than 25% |
| No adjustments to the model volumes are needed. | | | | | | NONE |
| Volumes from the Model should be decreased to account for difference between counts and the calibrated model. | | | | | | DOWN |
| Volumes from the Model should be increased to account for difference between counts and the calibrated model. | | | | | | UP |
| **Pacific Highway** | | | | | | |
| Kurtz St to Enterprise St | 17422 | 21,780 | -4,358 | -20.0% | | Increase Existing Model by 4,000 |
| Witherby St to Washington St | 59022 | 51,778 | 7,244 | 14.0% | | Decrease Existing Model by 7,000 |
| Washington St to Sassafras St | 11134 | 14,219 | -3,085 | -21.7% | | Increase Existing Model by 3,000 |
| Sassafras St to Palm St | 15603 | 18,988 | -3,385 | -17.8% | | Increase Existing Model by 3,000 |
| Palm St to Laurel St | 19061 | 20,447 | -1,386 | -6.8% | | No adjustment |
| Laurel Dr to Juniper St | 11164 | 10,478 | 686 | 6.6% | | No adjustment |
| **Kettner Blvd** | | | | | | |
| Vine St to Sassafras St | 28878 | 26,492 | 2,386 | 9.0% | | No adjustment |
| Sassafras St to Palm St | 25832 | 18,406 | 7,426 | 40.3% | | Decrease Existing Model by 7,000 |
| Palm St to Laurel St | 21419 | 18,406 | 3,013 | 16.4% | | Decrease Existing Model by 3,000 |
| **India St** | | | | | | |
| Sassafras St to Laurel St | 19780 | 14,465 | 5,315 | 36.7% | | Decrease Existing Model by 5,000 |
| Laurel St to Juniper St | 1354 | 3,884 | -2,530 | -65.1% | | Increse Existing Model by 2,000 |
| **Washington St** | | | | | | |
| West of Pacific Hwy | 3938 | 4,847 | -909 | -18.8% | | No adjustment |
| Hancock St to San Diego Ave | 22941 | 22,972 | -31 | -0.1% | | No adjustment |
| East of India St | 27224 | 24,710 | 2,514 | 10.2% | | No adjustment |
| **Admiral Boland Wy** | | | | | | |
| Parking Lot to Rental Car Access | 13132 | 4,031 | 9,101 | 225.8% | | No adjustment |
| Terminal Link Rd to Pacific Hwy | 13288 | 12,173 | 1,115 | 9.2% | | No adjustment |
| **Sassafras St** | | | | | | |
| Pacific Hwy to Kettner Blvd | 17556 | 15,983 | 1,573 | 9.8% | | No adjustment |
| **Palm St** | | | | | | |
| Pacific Hwy to Kettner Blvd | 8596 | 1,940 | 6,656 | 343.1% | | Decrease Existing Model by 6,000 |

[1] 2013 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

| ROADWAY SEGMENT | Adjusted Existing Model | ADT Volume | Δ Model - ADT | (Model - Count) / (Count) | Rating | NOTES |
|---|---|---|---|---|---|---|
| **LEGEND** | | | | | | |
| | | | | | | **Model-to-volume difference is within 10%** |
| | | | | | | **Model-to-volume difference is between 10% - 25%** |
| | | | | | | **Model-to-volume difference is greater than 25%** |
| **No adjustments to the model volumes are needed.** | | | | | | **NONE** |
| **Volumes from the Model should be decreased to account for difference between counts and the calibrated model.** | | | | | | **DOWN** |
| **Volumes from the Model should be increased to account for difference between counts and the calibrated model.** | | | | | | **UP** |
| **Laurel St** | | | | | | |
| Harbor Dr to Pacific Hwy | 45946 | 35,441 | 10,505 | 29.6% | | **Decrease Existing Model by 10,000** |
| Pacific Hwy to India St | 22571 | 21,042 | 1,529 | 7.3% | | **No adjustment** |
| India St to State St/ Reynard Wy | 11215 | 14,072 | -2,857 | -20.3% | | **Increase Existing Model by 2,000** |
| **Hawthorn St** | | | | | | |
| Harbor Dr to Pacific Hwy | 20348 | 26,337 | -5,989 | -22.7% | | **Increase Existing Model by 5,000** |
| Pacific Hwy to Kettner Blvd | 25321 | 30,936 | -5,615 | -18.2% | | **Increase Existing Model by 5,000** |
| Kettner Blvd to India St | 26983 | 30,936 | -3,953 | -12.8% | | **Increase Existing Model by 3,000** |
| India St to Columbia St | 27181 | 30,936 | -3,755 | -12.1% | | **Increase Existing Model by 3,000** |
| Columbia St to State St | 31581 | 30,936 | 645 | 2.1% | | **No adjustment** |
| Brant St to Albatross St | 11211 | 10,483 | 728 | 6.9% | | **No adjustment** |
| **Grape St** | | | | | | |
| Harbor Dr to Pacific Hwy | 27201 | 23,826 | 3,375 | 14.2% | | **Decrease Existing Model by 3,000** |
| Pacific Hwy to India St[1] | 35092 | 30,710 | 4,382 | 14.3% | | **Decrease Existing Model by 4,000** |
| India St to Columbia St | 41415 | 32,386 | 9,029 | 27.9% | | **Decrease Existing Model by 9,000** |
| Columbia St to State St | 42194 | 32,386 | 9,808 | 30.3% | | **Decrease Existing Model by 9,000** |
| Albatross St to Front St[1] | 3205 | 2,172 | 1,033 | 47.6% | | **Decrease Existing Model by 1,000** |

[1] 2013 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

| ROADWAY SEGMENT | Adjusted Existing Model | ADT Volume | Δ Model - ADT | (Model - Count) / (Count) | Rating | NOTES |
|---|---|---|---|---|---|---|
| **LEGEND** | | | | | | |
| | | | | | | **Model-to-volume difference is within 10%** |
| | | | | | | **Model-to-volume difference is between 10% - 25%** |
| | | | | | | **Model-to-volume difference is greater than 25%** |
| **No adjustments to the model volumes are needed.** | | | | | | **NONE** |
| **Volumes from the Model should be decreased to account for difference between counts and the calibrated model.** | | | | | | **DOWN** |
| **Volumes from the Model should be increased to account for difference between counts and the calibrated model.** | | | | | | **UP** |
| **North Harbor Dr** | | | | | | |
| Spanish Landing NTC to McCain Rd | 27795 | 28,798 | -1,003 | -3.5% | | **No adjustment** |
| McCain Rd to Spanish Landing | 27791 | 29,392 | -1,601 | -5.4% | | **No adjustment** |
| Spanish Landing to Harbor Island Dr | 23265 | 30,278 | -7,013 | -23.2% | | **Increase Existing Model by 7,000** |
| Harbor Island Dr to Winship Ln[2] | 92384 | 76,673 | 15,711 | 20.5% | | **Decrease Existing Model by 15,000** |
| Winship Ln to Liberator Blvd | 97876 | 89,066 | 8,810 | 9.9% | | **No adjustment** |
| Liberator Blvd to Cell Phone Lot | 99443 | 94,942 | 4,501 | 4.7% | | **No adjustment** |
| Cell Phone Lot to Laurel St/ Solar Turbines | 99443 | 95,096 | 4,347 | 4.6% | | **No adjustment** |
| Laurel St/ Solar Turbines to W Laurel St | 61657 | 76,603 | -14,946 | -19.5% | | **Increase Existing Model by 14,000** |
| W Laurel St to Hawthorn St | 60577 | 59,521 | 1,056 | 1.8% | | **No adjustment** |
| Hawthorn St to Grape St | 42606 | 37,881 | 4,725 | 12.5% | | **Decrease Existing Model by 4,000** |
| Grape St to Ash St | 18356 | 20,437 | -2,081 | -10.2% | | **Increase Existing Model by 2,000** |
| **Harbor Island Dr** | | | | | | |
| Harbor Dr to Old Rent A Car Access | 6610 | 12,743 | -6,133 | -48.1% | | **Increase Existing Model by 6,000** |
| West of Harbor Island Dr | 1040 | 7,661 | -6,621 | -86.4% | | **Increase Existing Model by 6,000** |
| Harbor Island Dr to Parking Lot | 5582 | 4,801 | 781 | 16.3% | | **Decrease Existing Model by 500** |
| East of Parking Lot | 5582 | 3,929 | 1,653 | 42.1% | | **Decrease Existing Model by 1,000** |

[1] 2013 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

# Exhibit K

San Diego County Regional Airport Authority Cumulative Projects

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

# SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT DEVELOPMENT PLAN
## CUMULATIVE PROJECTS LIST

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Please provide the following information about your agency's pending projects for consideration in the Airport Development Plan EIR cumulative impacts analysis (use as many sheets as needed)

Agency Name: Civic San Diego

| Project Name/Location | Brief Project Description | Name of Any Approved Land Use Plan that Includes the Proposed Project (i.e., master plan, general plan, community plan, redevelopment plan, etc.) | Project Status (i.e., proposed, approved, under construction) | Construction Start and Duration | Date of Operation | Type of Environmental Review Completed/Anticipated (i.e., EIR, negative declaration, previous environmental document)* |
|---|---|---|---|---|---|---|
| *1919 Pacific Highway*<br>*East side between Cedar and Grape* | *110 Apartments* | *CCDP/CDP 2015-46*<br>*533-213-05 & 18* | *Under Construction* | *04/2017* | *12/2018* | *Completed* |
| *Bayside Fire Station*<br>*Southeast Corner Pacific Highway/Cedar* | *Fire Station* | *CCDP 2010-27*<br>*533-321-01, & 02* | *Under Construction* | *04/2016* | *12/2017* | |
| Intercontinental Hotel (Lane Field South)<br>Broadway/Pacific Highway/C/Harbor | 400-room Hotel | | Under Construction | 05/2016 | 11/2018 | Completed |
| Kettner Lofts<br>East side Kettner between Hawthorn and Ivy | 133 Apartments<br>10K Retail | SDP 2014-15<br>533-124-01, 02, 04, 10 & 11 | Under Construction | 05/2016 | 05/2018 | Completed |
| Pacific Gate<br>Pacific Highway/Broadway/E/Rail Corridor | 232 Condominiums<br>16K Retail | CDP 2012-23<br>533-531-03 | Under Construction | 12/2014 | 11/2017 | Completed |
| Savina<br>SW corner Kettner/Ash | 285 Condominiums<br>12K Retail | CDP 2011-14<br>533-392-03, 05, 07 | 03/2016 | 05/2019 | | |

Return forms to: Ted Anasis, AICP, Manager Airport Planning, tanasis@san.org

* Please provide an electronic copy of the environmental document for the proposed project or a link to where it can be downloaded. For pending environmental reviews, please provide information on status, including anticipated completion/certification date

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

# SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT DEVELOPMENT PLAN
## CUMULATIVE PROJECTS LIST

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Please provide the following information about your agency's pending projects for consideration in the Airport Development Plan EIR cumulative impacts analysis (use as many sheets as needed)

| Project Name/Location | Brief Project Description | Name of Any Approved Land Use Plan that Includes the Proposed Project (i.e., master plan, general plan, community plan, redevelopment plan, etc.) | Project Status (i.e., proposed, approved, under construction) | Construction Start and Duration | Date of Operation | Type of Environmental Review Completed/Anticipated (i.e., EIR, negative declaration, previous environmental document)* |
|---|---|---|---|---|---|---|
| Manchester Pacific Gateway (Navy Broadway Complex)<br><br>Broadway/Harbor/Pacific Highway | 125M Office<br><br>350K Navy Office<br><br>1390 Hotel Rooms<br><br>160K Retail | | Pending Completion of Building Plans | ? | ? | Completed by Navy |
| Pacific & Broadway Parcel 1<br><br>NE corner Pacific Highway/Broadway | 306 Condominiums<br><br>15K Retail | CDP 2014-71<br>533-124-01, 02, 04, 10 & 11 | Pending Completion of Building Plans | ? | ? | Completed |
| VICI/AMO<br><br>India/Date/Columbia | VICI (North Side)<br>▪ 94 Apartments<br>▪ 14K Retail<br><br>AMO (South Side)<br>▪ 28 Apartments<br>▪ 3K Retail | CCPDP 2013-10(A)<br>533-233-09 thru 12 and 533-351-08 | Under Construction | 11/2014 | 09/2017 | Completed |
| 915 Grape Street<br><br>SW corner of Grape/California | 70 Apartments<br><br>1K Retail | CDP 2014-33<br>533-213-02 thru 04 & 19 | Demolition Completed | 12/2017 | 06/2019 | Completed |
| Laurel Pacific Valero<br><br>SE corner Pacific Highway/Laurel | 4K Gas Station | CCDP/CCPDP/CDP/CUP 2016-30<br>533-021-01 | Pending Completion of Building Plans | ? | ? | Completed |

Return forms to: Ted Anasis, AICP, Manager Airport Planning, tanasis@san.org

* Please provide an electronic copy of the environmental document for the proposed project or a link to where it can be downloaded. For pending environmental reviews, please provide information on status, including anticipated completion/certification date

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

# SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT DEVELOPMENT PLAN
## CUMULATIVE PROJECTS LIST

Please provide the following information about your agency's pending projects for consideration in the Airport Development Plan EIR cumulative impacts analysis (use as many sheets as needed)

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Agency Name: City of San Diego

| Project Name/Location | Brief Project Description | Name of Any Approved Land Use Plan that includes the Proposed Project (i.e., master plan, general plan, community plan, redevelopment plan, etc.) | Project Status (i.e., proposed, approved, under construction) | Construction Start and Duration | Date of Operation | Type of Environmental Review Completed/Anticipated (i.e., EIR, negative declaration, previous environmental document)* |
|---|---|---|---|---|---|---|
| *Liberty Station Hotels*<br><br>*North Harbor at Kincade Street* | *Would build 650 rooms in three different hotels and a supporting restaurant.* | *Liberty Station Precise Plan* | *Under Construction* | *?* | *?* | *Completed* |
| *Uptown Community Plan Update* | *Assume growth consistent with SANDAG Forecasts.* | *Uptown Community Plan Update* | *Approved Community Plan* | *Varies* | *Varies* | *Individual project review will be required.* |
| Midway Community Plan Update | *Assume growth consistent with SANDAG Forecasts.* | | Proposed Community Plan with anticipated approval in Spring 2018 | | | |
| Old Town Community Plan Update | *Assume growth consistent with SANDAG Forecasts.* | | | | | |

Return forms to: Ted Anasis, AICP, Manager Airport Planning, tanasis@san.org

* Please provide an electronic copy of the environmental document for the proposed project or a link to where it can be downloaded. For pending environmental reviews, please provide information on status, including anticipated completion/certification date

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

# SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT DEVELOPMENT PLAN
## CUMULATIVE PROJECTS LIST

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Please provide the following information about your agency's pending projects for consideration in the Airport Development Plan EIR cumulative impacts analysis (use as many sheets as needed)

| Project Name/Location | Brief Project Description | Name of Any Approved Land Use Plan that Includes the Proposed Project (i.e., master plan, general plan, community plan, redevelopment plan, etc.) | Project Status (i.e., proposed, approved, under construction) | Construction Start and Duration | Date of Operation | Type of Environmental Review Completed/Anticipated (i.e., EIR, negative declaration, previous environmental document)* |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |

Return forms to: Ted Anasis, AICP, Manager Airport Planning, tanasis@san.org

* Please provide an electronic copy of the environmental document for the proposed project or a link to where it can be downloaded. For pending environmental reviews, please provide information on status, including anticipated completion/certification date

# Exhibit L

San Diego Unified Port District Identified Projects

PORT of SAN DIEGO

VIA EMAIL TO: tanasis@san.org

September 7, 2017

San Diego County Regional Airport Authority
Attention: Ted Anasis
San Diego International Airport
3225 North Harbor Drive, 3rd Floor
San Diego, CA 92101

**Subject:** **San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts**

Dear Mr. Anasis,

The purpose of this letter is to provide the forecasted development information that was presented by the San Diego Unified Port District (District) during the last Harbor Drive Mobility Committee Policy Group meeting held on August 31, 2017.

As you are aware, the District is currently involved in a multi-year "Integrated Planning" process leading to an update of its Port Master Plan with its own corresponding Environmental Impact Report (EIR). This process includes updates to land and water use designations and new Baywide and Planning District goals and policies for land and water use, mobility, natural resources, resiliency and safety, coastal access and recreation, and economic development. The Port Master Plan Update (PMPU) will include development growth scenarios for District tidelands projected to occur over the next 30 years. This projected development growth should be considered in the cumulative impacts analysis for the San Diego County Regional Airport Authority's (SDCRAA) Airport Development Plan EIR.

The development ranges noted below, as well as depicted in the attached table, reflect the information that was conveyed by Commissioner Castellanos during the meeting. Note that these development ranges are not yet contained within an approved land use plan, but are being considered for inclusion in the PMPU and EIR presently underway and are reasonably foreseeable based on this stage of the PMPU process. The PMPU Draft EIR is anticipated to be circulated for public review in fall 2018, with certification of the PMPU by the California Coastal Commission estimated for late 2019.

**PMPU Potential Program-level Development Ranges (0-10 years):**

- Harbor Island – Potential growth within the District's Harbor Island Planning District may include the following:
  - 750-1,500 hotel rooms
  - 40,000-140,000 sf of retail, restaurants, services, and aquaculture/bluetech uses
  - 15%-20% (150-200 slips) increase in vessel berthing
  - Final access points to East Harbor Island off of North Harbor Drive have not yet been determined, although it is likely that future development will continue to utilize the two existing intersections at Liberator Way and Harbor Island Drive
  - Note that the potential development within this 0-10 year phase is less than what was contemplated in the Notice of Preparation for the "Harbor Island East Basin Industrial Subarea Redevelopment and Port Master Plan Amendment" issued in August 2015

PORT of SAN DIEGO

September 7, 2017

Mr. Ted Anasis

Re: San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts

- Embarcadero – Potential growth and/or major projects within the District's Embarcadero Planning District may include the following:

  *North Embarcadero Sub-District*
  - 450-550 hotel rooms
  - 8,500-17,000 sf of retail, restaurants and services
  - 10-15 acres of additional public space areas, including potential realignments of portions of Harbor Drive between Laurel Street and G Street that may involve roadway width reductions
  - 600,000-1,000,000 additional cruise passengers per year

  *Central Embarcadero Sub-District*
  - 400-500 hotel rooms
  - 150,000-215,000 sf of retail, restaurants, services, and aquaculture uses – including a major attraction and/or event center
  - 22%-31% (25-35 slips) increase in vessel berthing

  *South Embarcadero Sub-District*
  - 550-650 hotel rooms
  - 24,000-26,000 sf of retail, restaurants and services
  - 960,000 sf of convention center exhibit area, meeting rooms, ballrooms and support spaces
  - 3%-5% (16-23 slips) increase in vessel berthing

**PMPU Potential Program-level Development Ranges (10+ years):**

- Shelter Island – Potential growth within the Port's Shelter Island Planning District may include the following:
  - 1,000-2,000 hotel rooms
  - 50,000-240,000 sf of retail, restaurants and services
  - 40,000-50,000 sf of commercial fishing, marine sales and services, and aquaculture/bluetech uses
  - 15%-20% (430-575) increase in vessel berthing slips

- Harbor Island – Potential growth within the Port's Harbor Island Planning District may include the following:
  - 1,100-2,200 additional hotel rooms
  - 60,000-210,000 sf of additional retail, restaurants, services, and aquaculture/bluetech uses
  - 15%-20% (150-200 slips) increase in vessel berthing
  - Final access points to East Harbor Island off of North Harbor Drive have not yet been determined, although it is likely that future development will continue to utilize the two existing intersections at Liberator Way and Harbor Island Drive
  - Note that the potential development within this 10+ year phase is less than what was contemplated in the Notice of Preparation for the "Harbor Island East Basin Industrial Subarea Redevelopment and Port Master Plan Amendment" issued in August 2015

PORT of SAN DIEGO

September 7, 2017

Mr. Ted Anasis

Re: San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts

*North Embarcadero Sub-District*
- 950-1,150 hotel rooms
- 1,650-33,000 sf of retail, restaurants and services

*Central Embarcadero Sub-District*
- 800-1,000 hotel rooms
- 300,000-435,000 sf of retail, restaurants, services, and aquaculture uses – including a major attraction and/or event center
- 35%-50% (50-75 slips) increase in vessel berthing

*South Embarcadero Sub-District*
- 1,150-1,350 hotel rooms
- 3,000-6,000 sf of retail, restaurants and services
- 6%-9% (34-47 slips) increase in vessel berthing

Please note that the development ranges provided above are in-line with preliminary PMPU "program-level" growth assumptions that are still under refinement; they do not reflect detailed "project-level" information. It is also assumed that supporting infrastructure and associated public improvements will be included as necessary to align with future development scenarios.

District staff looks forward to our meeting next week to discuss the scope of work for the collaborative mobility study to be led by the District, as well as responding to any other information needs you may have. Through coordination and collaboration, our agencies can ensure our respective baseline and cumulative impact analyses are utilizing the most accurate and up-to-date project information and planned infrastructure improvements on or adjacent to District tidelands.

If you have any questions regarding these comments, please contact me at (619) 686-6469 or via email at lnishihi@portofsandiego.org.

Sincerely,

Lesley Nishihira
Director, Planning
Planning and Green Port

cc: Randa Coniglio, President/CEO
Jason Giffen, Assistant Vice President, Planning and Green Port
Job Nelson, Assistant Vice President, External Relations
Stephen Shafer, Program Manager, Government and Civic Relations
Rebecca Harrington, Senior Deputy General Counsel
Steve Cook, Chen Ryan Associates, District Consultant
Mike Kulis, Director, Inter-Governmental Relations, SDCRAA
Dave Sorenson, Kimley-Horn, SDCRAA Consultant

Attachment(s):
A. Port Master Plan Update Potential Program-Level Development Ranges

## Attachment A

**Port Master Plan Update: Potential Program-Level Development Ranges**

| | Hotels (Rooms) | | Retail, Restaurant, Commercial Fishing, Marine Sales & Service, Bluetech/ Aquaculture (Sq Ft) | | Conv Center Space (Sq Ft) | Slips (Count) | | Cruise (# AnnualPassengers) | | Large-Scale Public Space (Acres) | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Low | High | Low | High | | Low | High | Low | High | Low | High |
| **PD1 - Shelter Island** | | | | | | | | | | | |
| 0-10 years | - | - | - | - | - | - | - | - | - | - | - |
| 10+ years | 1,000 | 2,000 | 90,000 | 290,000 | - | 430 | 575 | - | - | - | - |
| **30-Yr Buildout** | **1,000** | **2,000** | **90,000** | **290,000** | **-** | **430** | **575** | **-** | **-** | **-** | **-** |
| **PD2 - Harbor Island** | | | | | | | | | | | |
| 0-10 years | 750 | 1,500 | 40,000 | 140,000 | - | 150 | 200 | - | - | - | - |
| 10+ years | 1,100 | 2,200 | 60,000 | 210,000 | - | 150 | 200 | - | - | - | - |
| **30-Yr Buildout** | **1,850** | **3,700** | **100,000** | **350,000** | **-** | **300** | **400** | **-** | **-** | **-** | **-** |
| **PD3 - Embarcadero** | | | | | | | | | | | |
| ***North Embarcadero Sub-District*** | | | | | | | | | | | |
| 0-10 years | 450 | 550 | 8,500 | 17,000 | - | - | - | 600,000 | 1,000,000 | 10 | 15 |
| 10+ years | 950 | 1,150 | 16,500 | 33,000 | - | - | - | | | | |
| Buildout | 1,400 | 1,700 | 25,000 | 50,000 | - | - | - | 600,000 | 1,000,000 | 10 | 15 |
| ***Central Embarcadero Sub-District*** | | | | | | | | | | | |
| 0-10 years | 400 | 500 | 150,000 | 215,000 | - | 25 | 35 | - | - | - | - |
| 10+ years | 800 | 1,000 | 300,000 | 435,000 | - | 50 | 75 | - | - | - | - |
| Buildout | 1,200 | 1,500 | 450,000 | 650,000 | - | 75 | 110 | - | - | - | - |
| ***South Embarcadero Sub-District*** | | | | | | | | | | | |
| 0-10 years | 550 | 650 | 24,000 | 26,000 | 960,000 | 16 | 23 | - | - | - | - |
| 10+ years | 1,150 | 1,350 | 3,000 | 6,000 | - | 34 | 47 | - | - | - | - |
| Buildout | 1,700 | 2,000 | 27,000 | 32,000 | 960,000 | 50 | 70 | - | - | - | - |
| ***PD3 - Embarcadero Totals*** | | | | | | | | | | | |
| 0-10 years | 1,400 | 1,700 | 182,500 | 258,000 | 960,000 | 41 | 58 | 600,000 | 1,000,000 | 10 | 15 |
| 10+ years | 2,900 | 3,500 | 319,500 | 474,000 | - | 84 | 122 | - | - | - | - |
| **30-Yr Buildout** | **4,300** | **5,200** | **502,000** | **732,000** | **960,000** | **125** | **180** | **600,000** | **1,000,000** | **10** | **15** |
| **PD1, 2, & 3 Totals** | | | | | | | | | | | |
| 0-10 years | 2,150 | 3,200 | 222,500 | 398,000 | 960,000 | 191 | 258 | 600,000 | 1,000,000 | 10 | 15 |
| 10+ years | 5,000 | 7,700 | 469,500 | 974,000 | - | 664 | 897 | - | - | - | - |
| **30-Yr Buildout** | **7,150** | **10,900** | **692,000** | **1,372,000** | **960,000** | **855** | **1,155** | **600,000** | **1,000,000** | **10** | **15** |

# Exhibit M

Cumulative Project Trip Generation

## *SDCRAA ADP EIR Trip Generation Summary*

| Land Use | Land Use as listed in SanDiego | Units[1] | Trip Rate[2] | Daily Trips | AM Peak-Hour | | | | | PM Peak-Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | % of ADT[2] | In:Out Ratio[2] | In | Out | Total | % of ADT[2] | In:Out Ratio[2] | In | Out | Total |
| **Cumulative Trips** | | | | | | | | | | | | | | |
| ***2020*** | | | | | | | | | | | | | | |
| Portside Pier Project | Restaurant - Quality | 34 ksf | 32 / ksf | 1,090 | 1% | 6.00 : 4.00 | 7 | 4 | 11 | 8% | 7.00 : 3.00 | 61 | 26 | 87 |
| 1919 Pacific Highway | Multiple Dwelling Unit - Over 20 dwelling units/acre | 110 du | 4 / du | 440 | 8% | 2.00 : 8.00 | 7 | 28 | 35 | 9% | 7.00 : 3.00 | 28 | 12 | 40 |
| Bayside Fire Station | Fire Station | 0 ksf | 0 / ksf | 0 | 0% | 0.00 : 0.00 | 0 | 0 | 0 | 0% | 0.00 : 0.00 | 0 | 0 | 0 |
| Intercontinental Hotel (Lane Field South) | Hotel (with convention facilities and restaurant) | 400 rm | 9 / rm | 3,600 | 6% | 6.00 : 4.00 | 130 | 86 | 216 | 8% | 6.00 : 4.00 | 173 | 115 | 288 |
| Kettner Lofts | Multiple Dwelling Unit - Over 20 dwelling units/acre | 133 du | 4 / du | 532 | 8% | 2.00 : 8.00 | 9 | 34 | 43 | 9% | 7.00 : 3.00 | 34 | 14 | 48 |
| | Specialty Retail Center/Strip Commercial | 10 ksf | 18 / ksf | 180 | 3% | 6.00 : 4.00 | 3 | 2 | 5 | 9% | 5.00 : 5.00 | 8 | 8 | 16 |
| | *Total* | | | *712* | | | *12* | *36* | *48* | | | *42* | *22* | *64* |
| Pacific Gate | Multiple Dwelling Unit - Over 20 dwelling units/acre | 232 du | 4 / du | 928 | 8% | 2.00 : 8.00 | 15 | 59 | 74 | 9% | 7.00 : 3.00 | 58 | 26 | 84 |
| | Specialty Retail Center/Strip Commercial | 16 ksf | 18 / ksf | 288 | 3% | 6.00 : 4.00 | 5 | 4 | 9 | 9% | 5.00 : 5.00 | 13 | 13 | 26 |
| | *Total* | | | *1,216* | | | *20* | *63* | *83* | | | *71* | *39* | *110* |
| VICI/AMO | Multiple Dwelling Unit - Over 20 dwelling units/acre | 122 du | 4 / du | 488 | 8% | 2.00 : 8.00 | 8 | 31 | 39 | 9% | 7.00 : 3.00 | 31 | 13 | 44 |
| | Specialty Retail Center/Strip Commercial | 17 ksf | 18 / ksf | 306 | 3% | 6.00 : 4.00 | 6 | 3 | 9 | 9% | 5.00 : 5.00 | 14 | 14 | 28 |
| | *Total* | | | *794* | | | *14* | *34* | *48* | | | *45* | *27* | *72* |
| 915 Grape Street | Multiple Dwelling Unit - Over 20 dwelling units/acre | 70 du | 4 / du | 280 | 8% | 2.00 : 8.00 | 4 | 18 | 22 | 9% | 7.00 : 3.00 | 18 | 7 | 25 |
| | Specialty Retail Center/Strip Commercial | 1 ksf | 18 / ksf | 18 | 3% | 6.00 : 4.00 | 0 | 1 | 1 | 9% | 5.00 : 5.00 | 1 | 1 | 2 |
| | *Total* | | | *298* | | | *4* | *19* | *23* | | | *19* | *8* | *27* |
| Liberty Station Hotels | Hotel (with convention facilities and restaurant) | 650 rm | 9 / rm | 5,850 | 6% | 6.00 : 4.00 | 211 | 140 | 351 | 8% | 6.00 : 4.00 | 281 | 187 | 468 |
| **2020 Total** | | | | **14,000** | | | **405** | **410** | **815** | | | **720** | **436** | **1,156** |

## *SDCRAA ADP EIR Trip Generation Summary*

| Land Use | Land Use as listed in SanDiego | Units[1] | Trip Rate[2] | Daily Trips | AM Peak-Hour | | | | | PM Peak-Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | % of ADT[2] | In:Out Ratio[2] | In | Out | Total | % of ADT[2] | In:Out Ratio[2] | In | Out | Total |
| ***2025*** | | | | | | | | | | | | | | |
| Savina | Multiple Dwelling Unit - Over 20 dwelling units/acre | 285 du | 4 / du | 1,140 | 8% | 2.00 : 8.00 | 18 | 73 | 91 | 9% | 7.00 : 3.00 | 72 | 31 | 103 |
| | Specialty Retail Center/Strip Commercial | 12 ksf | 18 / ksf | 216 | 3% | 6.00 : 4.00 | 4 | 2 | 6 | 9% | 5.00 : 5.00 | 10 | 9 | 19 |
| | *Total* | | | *1,356* | | | *22* | *75* | *97* | | | *82* | *40* | *122* |
| Manchester Pacific Gateway (Navy Broadway Complex) | Commercial Office (More than 100 ksf) | 700 ksf | 0.81[Ln(T) = 0.756 Ln(x) + 3.95] | 5,954 | 4% | 5.00 : 5.00 | 119 | 119 | 238 | 8% | 5.00 : 5.00 | 238 | 238 | 476 |
| | Government Office (Civic Center): | 350 ksf | 10 / ksf | 3,500 | 9% | 9.00 : 1.00 | 284 | 31 | 315 | 12% | 3.00 : 7.00 | 126 | 294 | 420 |
| | Hotel (with convention facilities and restaurant) | 1,390 rm | 9 / rm | 12,510 | 6% | 6.00 : 4.00 | 450 | 301 | 751 | 8% | 6.00 : 4.00 | 600 | 401 | 1,001 |
| | Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 160 ksf | 28 / ksf | 4,480 | 3% | 6.00 : 4.00 | 81 | 53 | 134 | 10% | 5.00 : 5.00 | 224 | 224 | 448 |
| | *Total* | | | *26,444* | | | *934* | *504* | *1,438* | | | *1,188* | *1,157* | *2,345* |
| Pacific & Broadway Parcel 1 | Multiple Dwelling Unit - Over 20 dwelling units/acre | 306 du | 4 / du | 1,224 | 8% | 2.00 : 8.00 | 20 | 78 | 98 | 9% | 7.00 : 3.00 | 77 | 33 | 110 |
| | Specialty Retail Center/Strip Commercial | 15 ksf | 18 / ksf | 270 | 3% | 6.00 : 4.00 | 5 | 3 | 8 | 9% | 5.00 : 5.00 | 12 | 12 | 24 |
| | *Total* | | | *1,494* | | | *25* | *81* | *106* | | | *89* | *45* | *134* |
| Laurel Pacific Valero | Gasoline Station - With food mart & fully automated carwash | 6 Fueling | 155 / Fueling Position(s) | 930 | 8% | 5.00 : 5.00 | 37 | 37 | 74 | 9% | 5.00 : 5.00 | 42 | 42 | 84 |
| **2025 Total** | | | | **30,224** | | | **1,018** | **697** | **1,715** | | | **1,401** | **1,284** | **2,685** |

## *SDCRAA ADP EIR Trip Generation Summary*

| Land Use | Land Use as listed in SanDiego | Units[1] | Trip Rate[2] | Daily Trips | AM Peak-Hour | | | | | PM Peak-Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | % of ADT[2] | In:Out Ratio[2] | In | Out | Total | % of ADT[2] | In:Out Ratio[2] | In | Out | Total |
| ***2030*** | | | | | | | | | | | | | | |
| Harbor Island | Hotel (with convention facilities and restaurant) | 1,500 rm | 9 / rm | 13,500 | 6% | 6.00 : 4.00 | 486 | 324 | 810 | 8% | 6.00 : 4.00 | 648 | 432 | 1,080 |
| | Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 140 ksf | 28 / ksf | 3,920 | 3% | 6.00 : 4.00 | 71 | 47 | 118 | 10% | 5.00 : 5.00 | 196 | 196 | 392 |
| | Vessel Berthing | 200 slips | 4 / slips | 800 | 10% | 5.00 : 5.00 | 40 | 40 | 80 | 10% | 5.00 : 5.00 | 40 | 40 | 80 |
| | *Total* | | | *18,220* | | | *597* | *411* | *1,008* | | | *884* | *668* | *1,552* |
| North Embarcadero | Hotel (with convention facilities and restaurant) | 550 rm | 9 / rm | 4,950 | 6% | 6.00 : 4.00 | 178 | 119 | 297 | 8% | 6.00 : 4.00 | 238 | 158 | 396 |
| | Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 17 ksf | 28 / ksf | 476 | 3% | 6.00 : 4.00 | 9 | 5 | 14 | 10% | 5.00 : 5.00 | 24 | 24 | 48 |
| | *Total* | | | *5,426* | | | *187* | *124* | *311* | | | *262* | *182* | *444* |
| Central Embarcadero | Hotel (with convention facilities and restaurant) | 500 rm | 9 / rm | 4,500 | 6% | 6.00 : 4.00 | 162 | 108 | 270 | 8% | 6.00 : 4.00 | 216 | 144 | 360 |
| | Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 215 ksf | 28 / ksf | 6,020 | 3% | 6.00 : 4.00 | 108 | 73 | 181 | 10% | 5.00 : 5.00 | 301 | 301 | 602 |
| | Vessel Berthing | 35 slips | 4 / slips | 140 | 10% | 5.00 : 5.00 | 7 | 7 | 14 | 10% | 5.00 : 5.00 | 7 | 7 | 14 |
| | *Total* | | | *10,660* | | | *277* | *188* | *465* | | | *524* | *452* | *976* |
| South Embarcadero | Hotel (with convention facilities and restaurant) | 650 rm | 9 / rm | 5,850 | 6% | 6.00 : 4.00 | 211 | 140 | 351 | 8% | 6.00 : 4.00 | 281 | 187 | 468 |
| | Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 26 ksf | 28 / ksf | 728 | 3% | 6.00 : 4.00 | 13 | 9 | 22 | 10% | 5.00 : 5.00 | 36 | 37 | 73 |
| | Vessel Berthing | 23 slips | 4 / slips | 92 | 10% | 5.00 : 5.00 | 5 | 4 | 9 | 10% | 5.00 : 5.00 | 5 | 4 | 9 |
| | *Total* | | | *6,670* | | | *229* | *153* | *382* | | | *322* | *228* | *550* |
| **2030 Total** | | | | **40,976** | | | **1,290** | **876** | **2,166** | | | **1,992** | **1,530** | **3,522** |
| **NET TRIP GENERATION =** | | | | **85,201** | | | **2,713** | **1,983** | **4,696** | | | **4,113** | **3,250** | **7,363** |

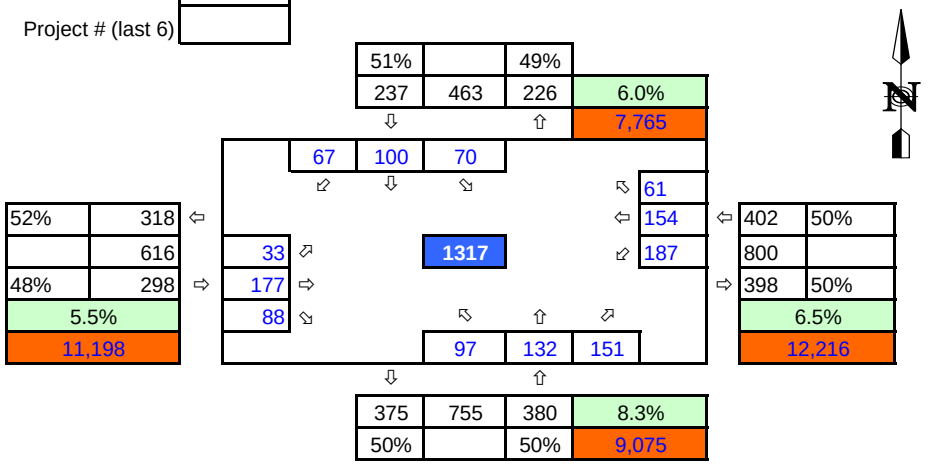
Note:
1. ksf = Thousand Square Feet
2. Daily and morning peak-hour trip generation rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003. Afternoon peak-hour rates referenced from the ITE Trip Generation, 9th Edition.
3. Cumulative trips are the total trips generated by the site exclusive of pass-by trips already on the roadway.
4. Adjustments for Mixed-Use Developments from City of San Diego TIA Manual

# Exhibit N

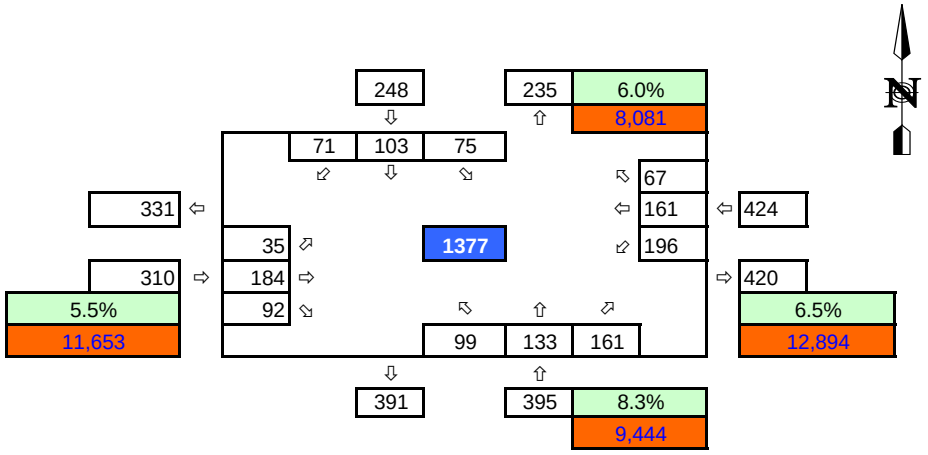
Baseline Intersection Turning Movement Volume Calculations

# Int 1 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

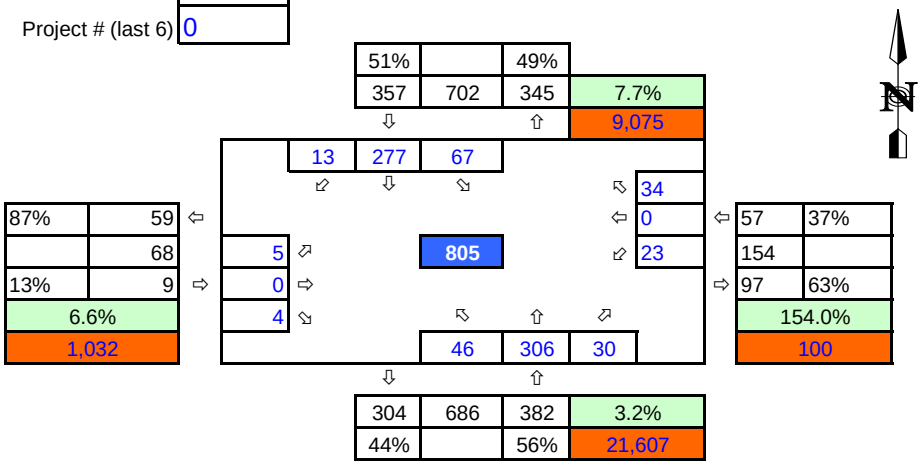



**LEGEND**

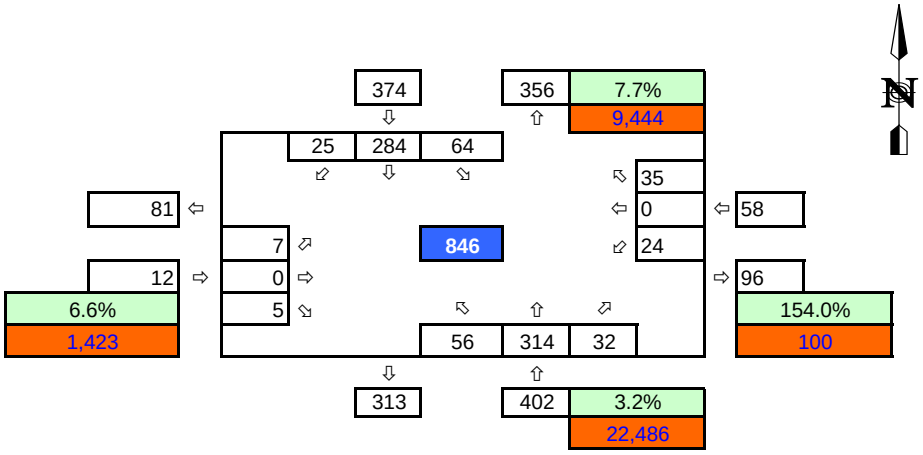
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

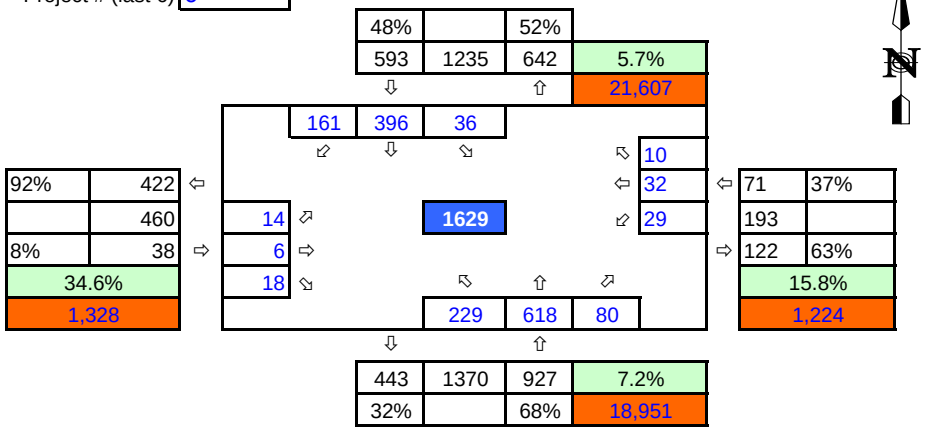



**LEGEND**

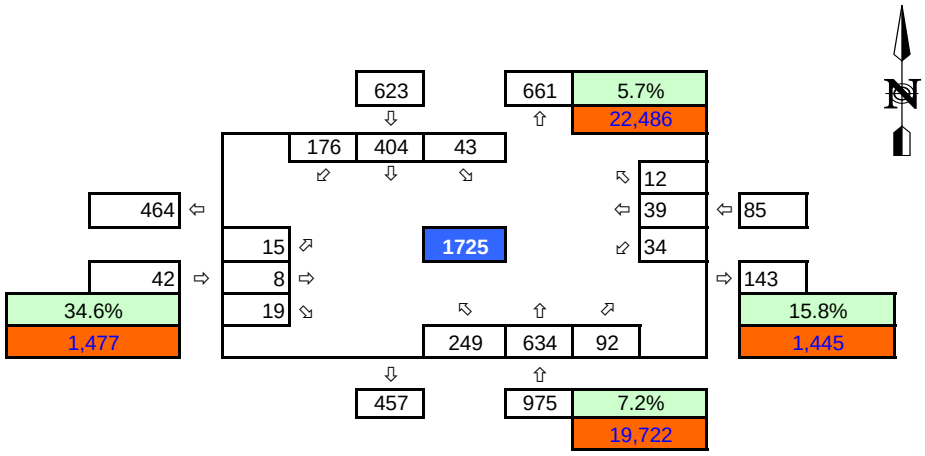
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

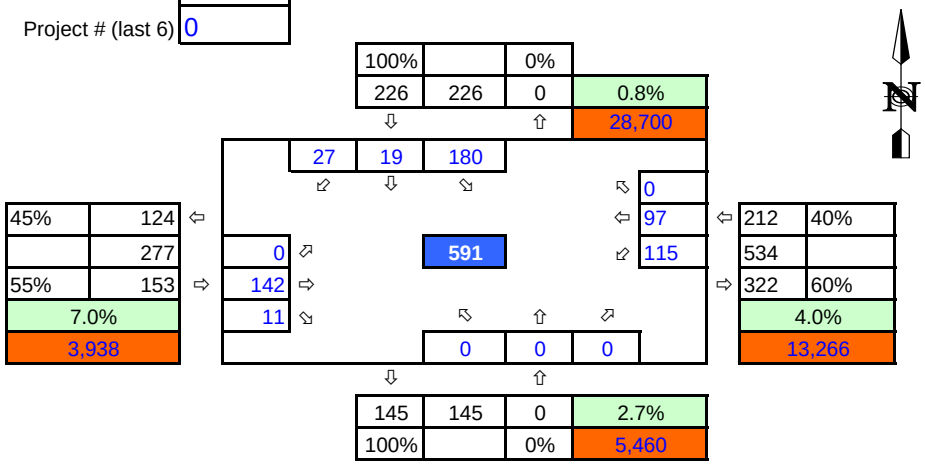



**LEGEND**

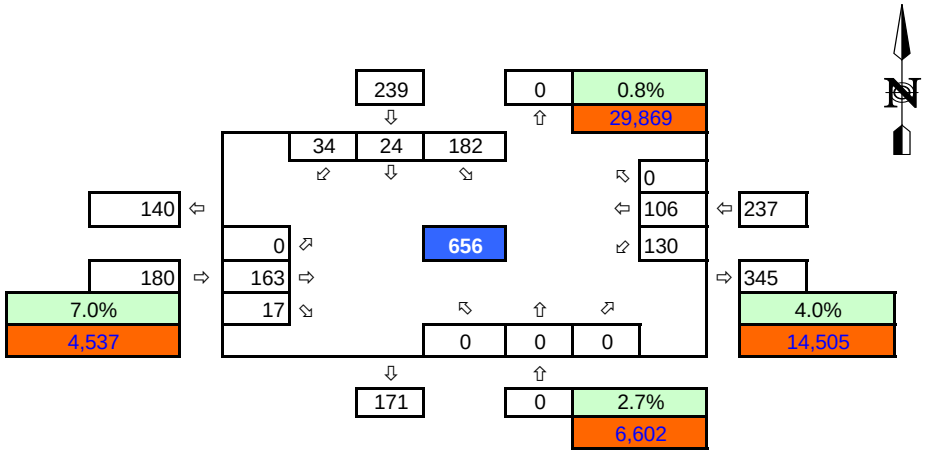
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

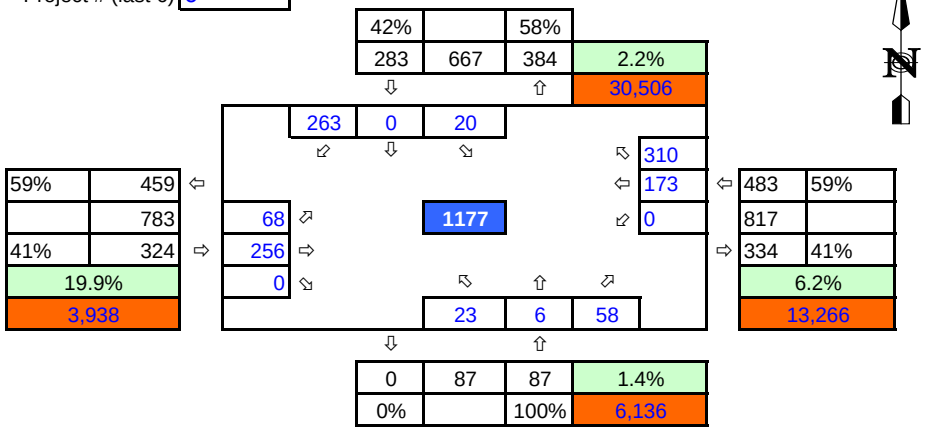



**LEGEND**

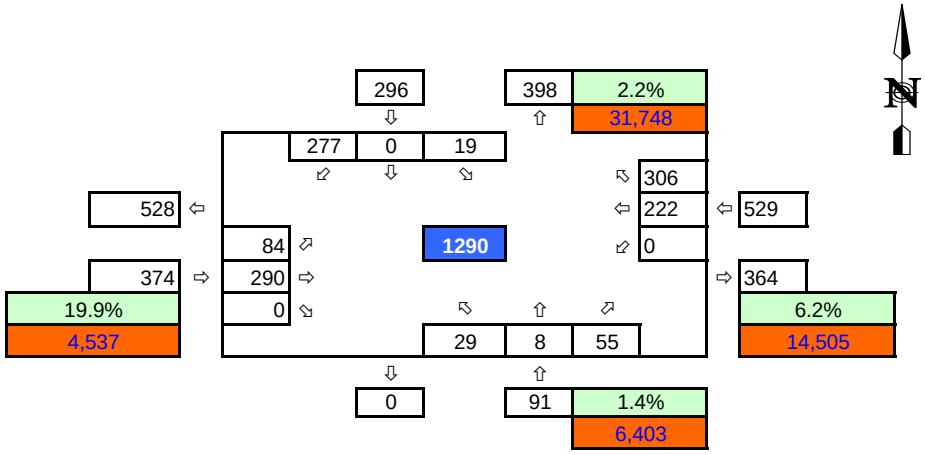
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

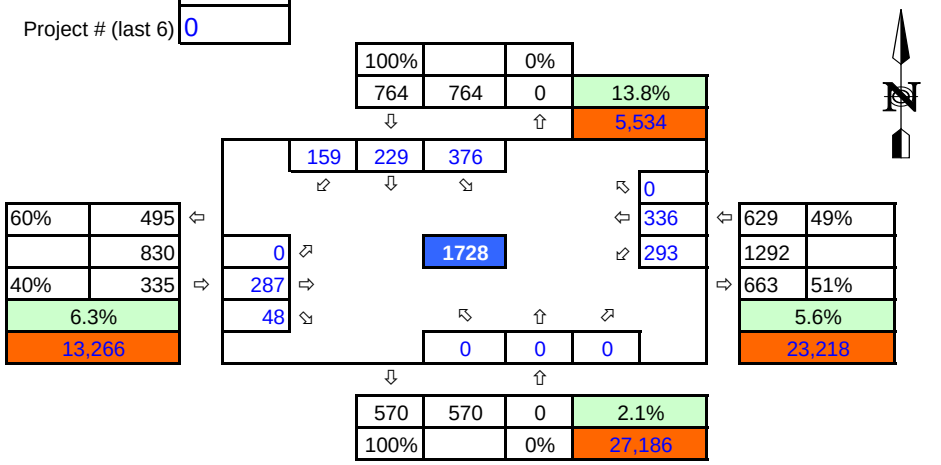



**LEGEND**

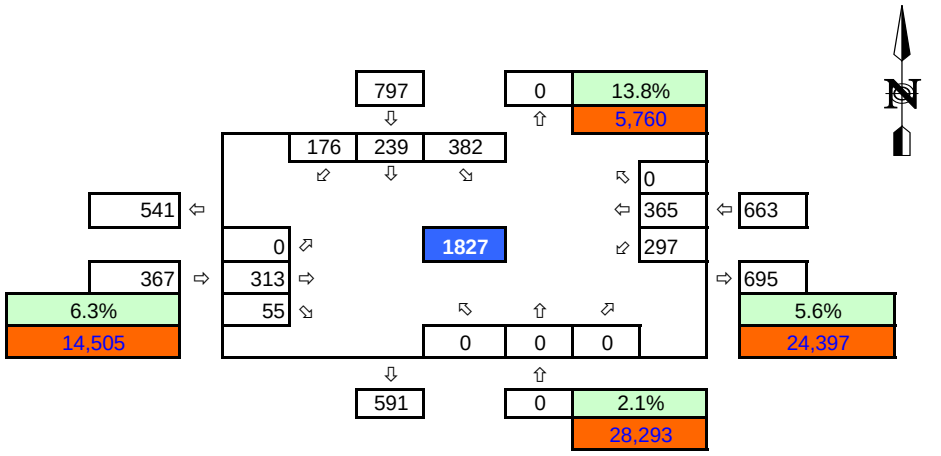
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

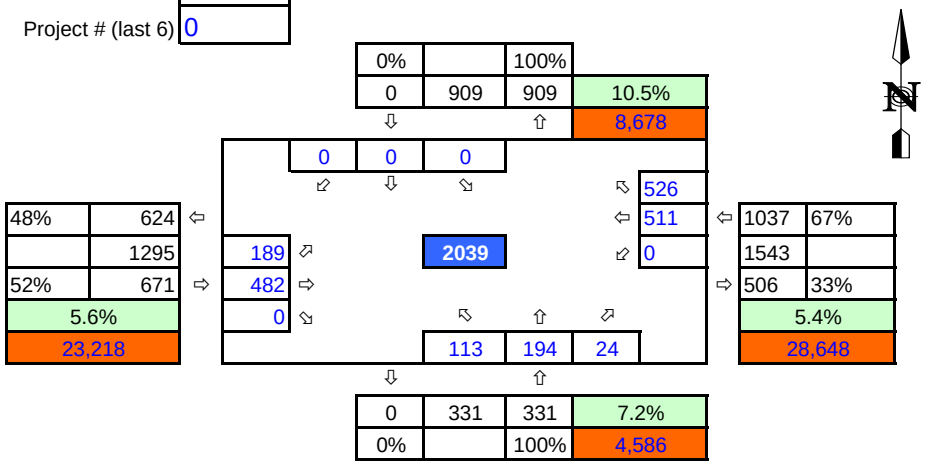



**LEGEND**

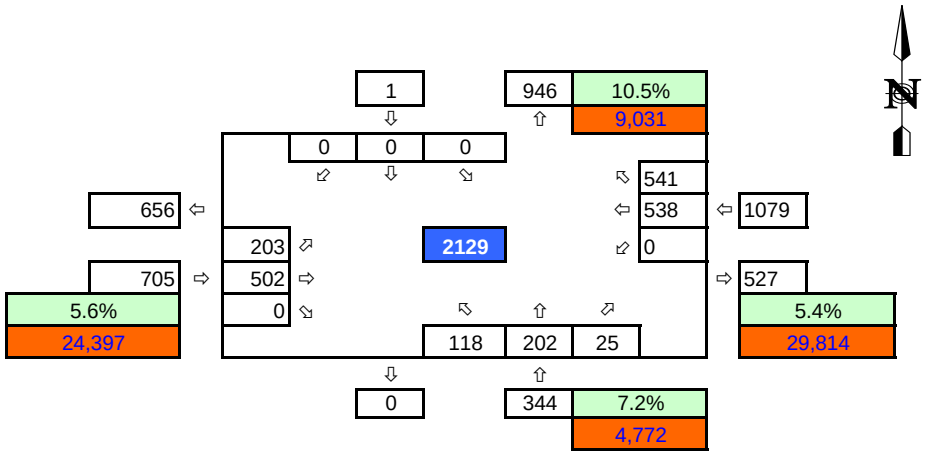
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

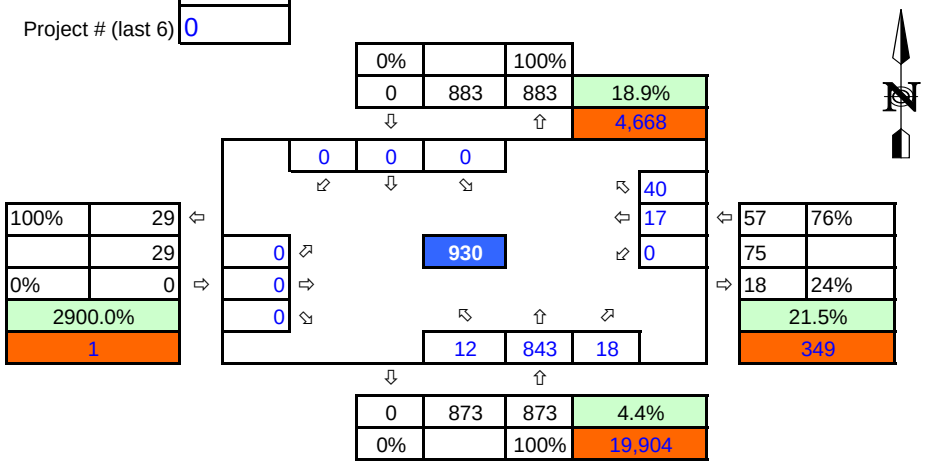



**LEGEND**

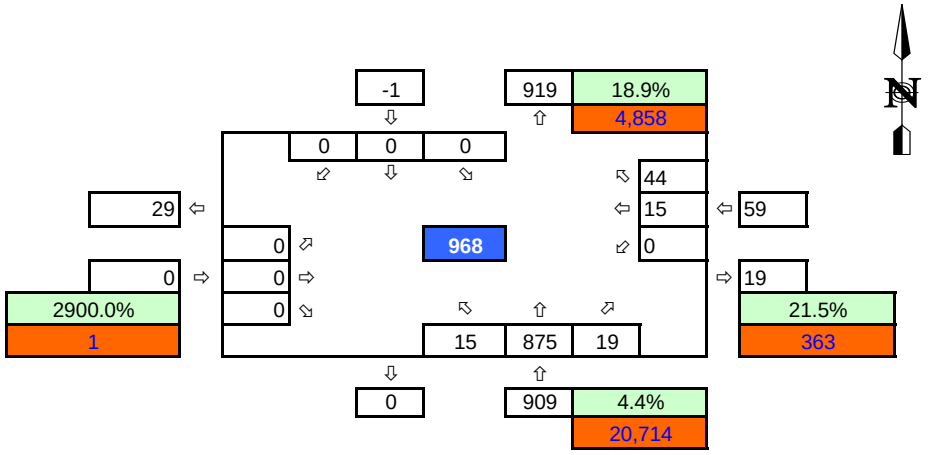
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

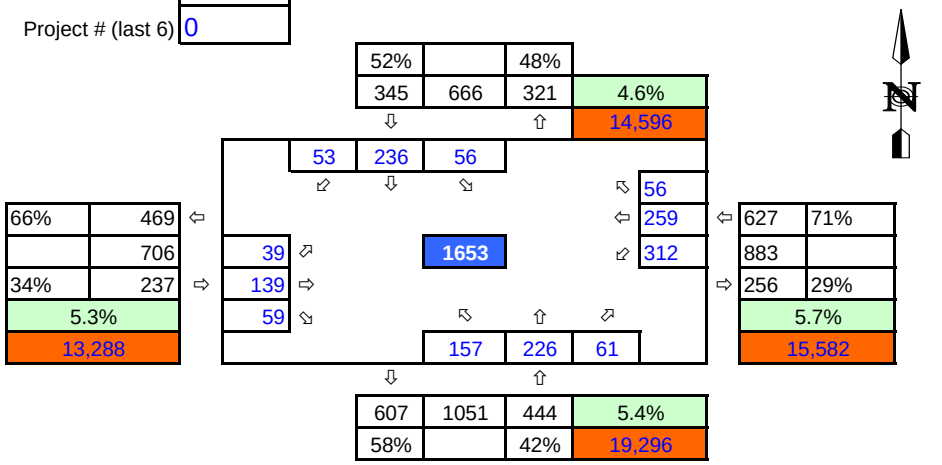



**LEGEND**

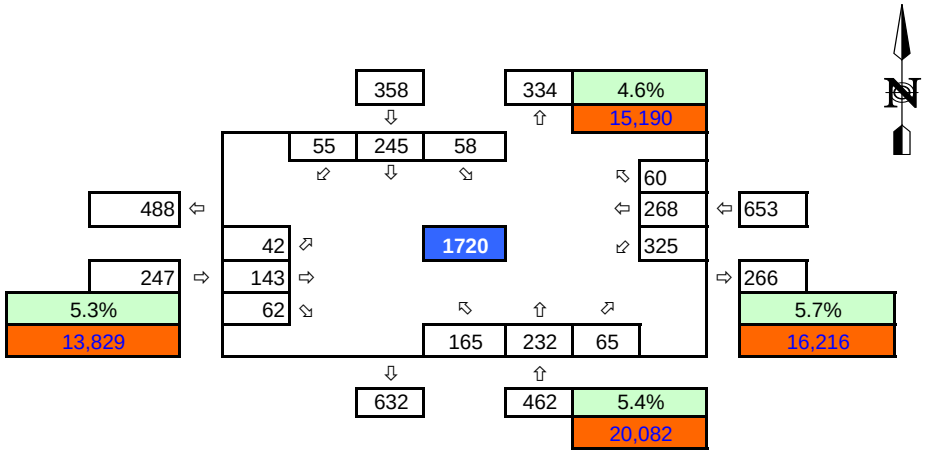
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

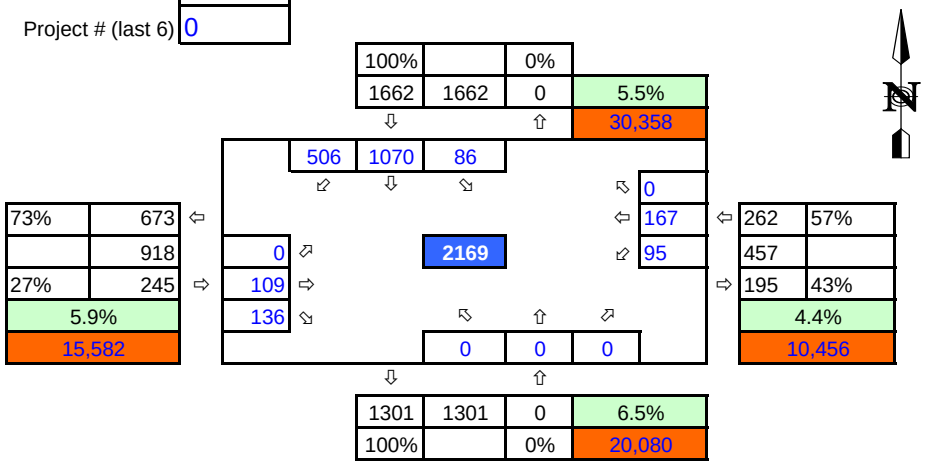



**LEGEND**

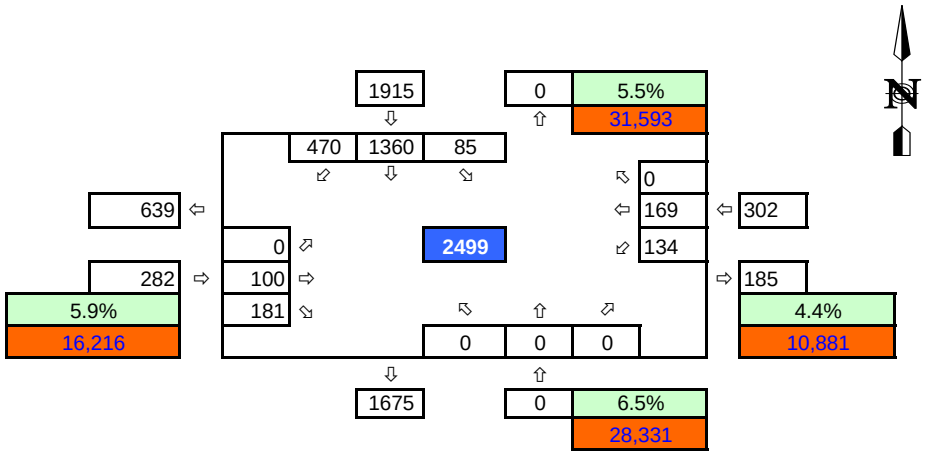
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

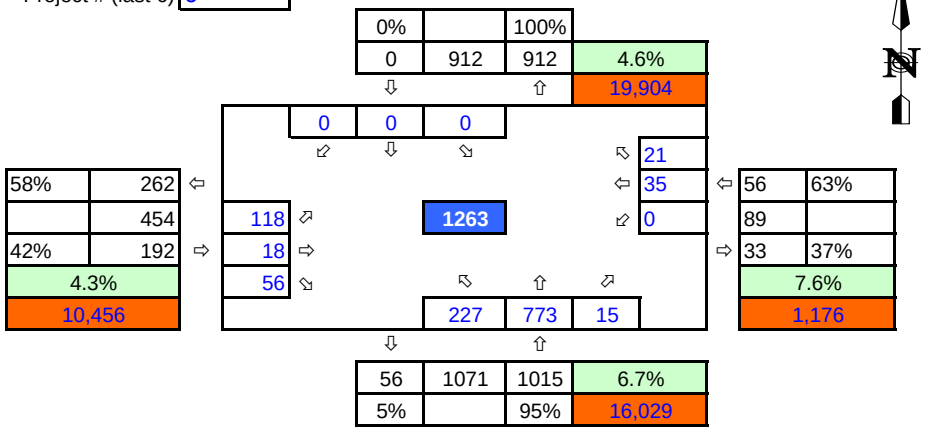



**LEGEND**

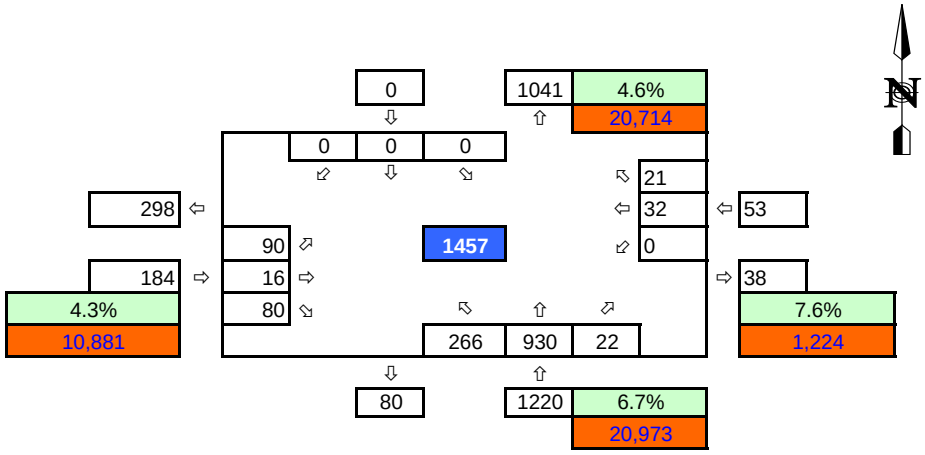
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

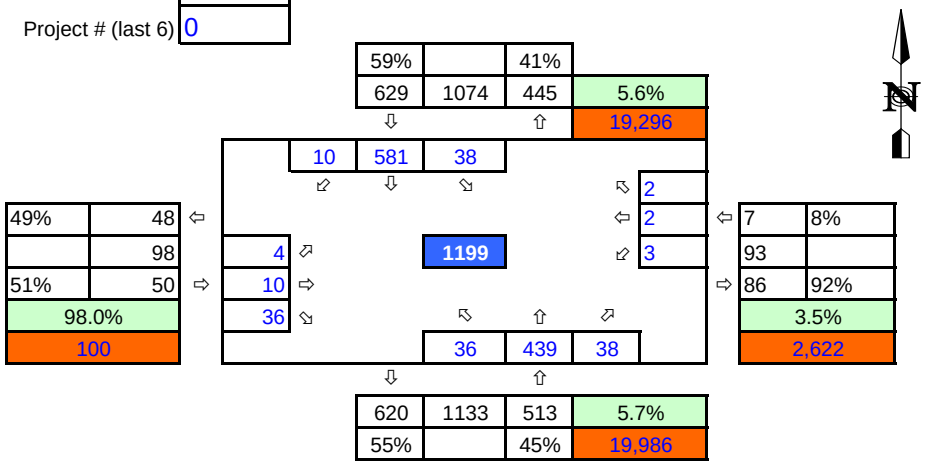



**LEGEND**

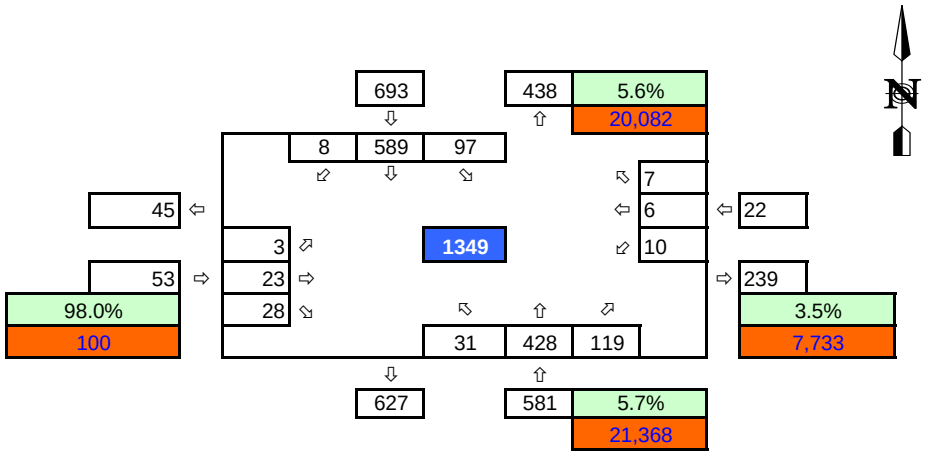
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

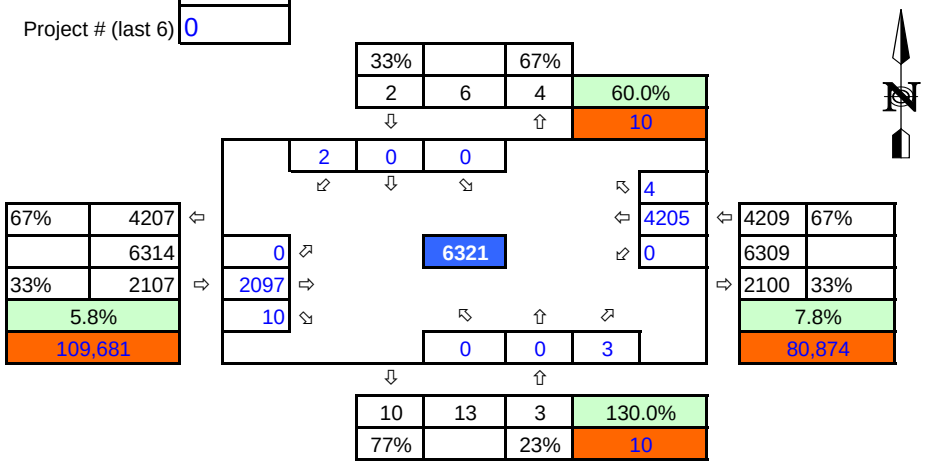



**LEGEND**

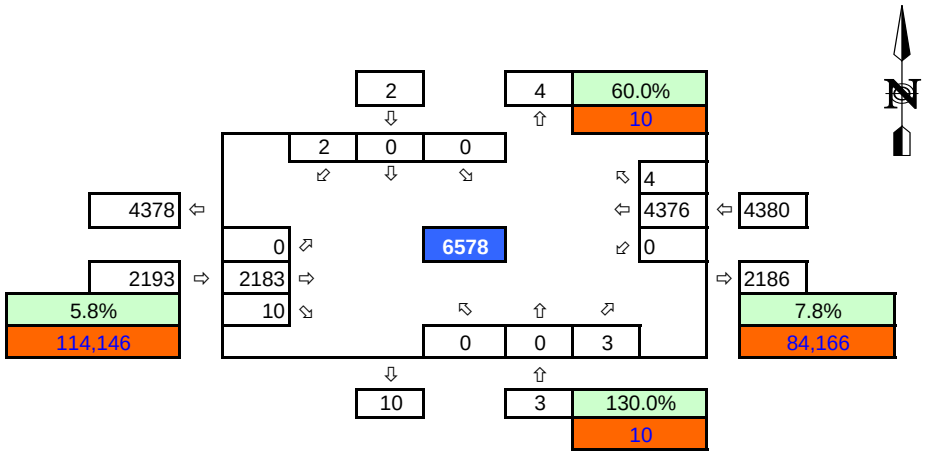
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

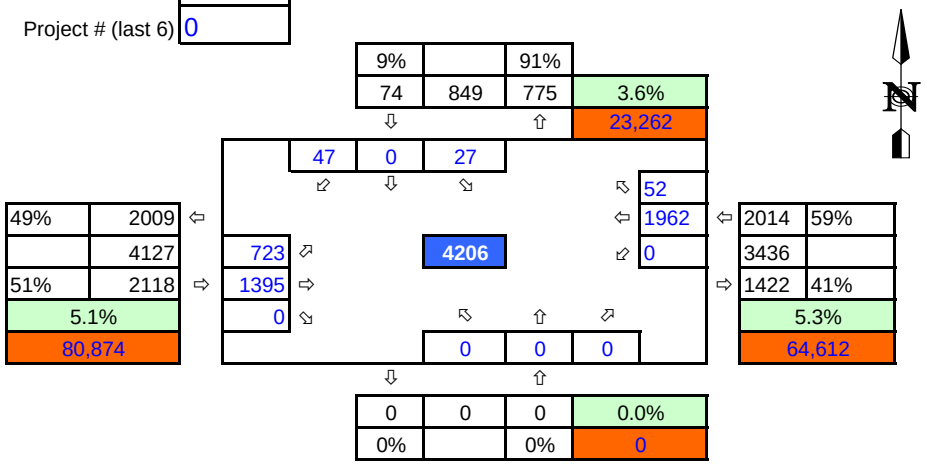



**LEGEND**

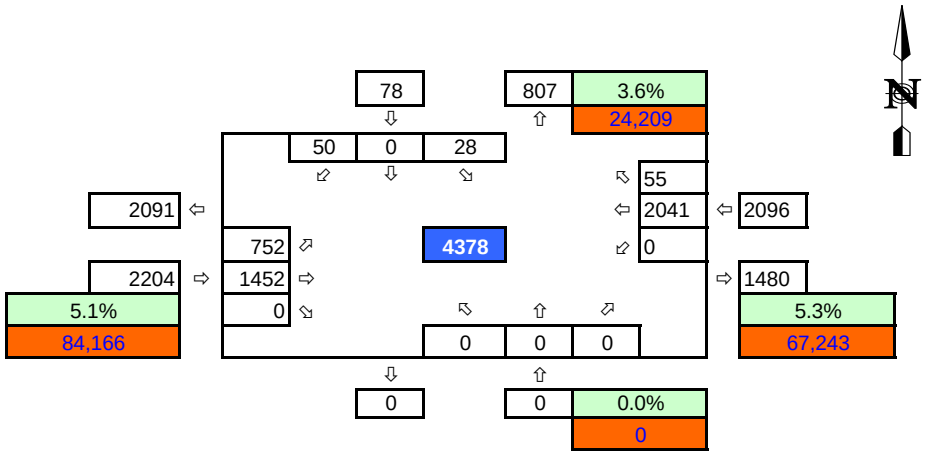
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

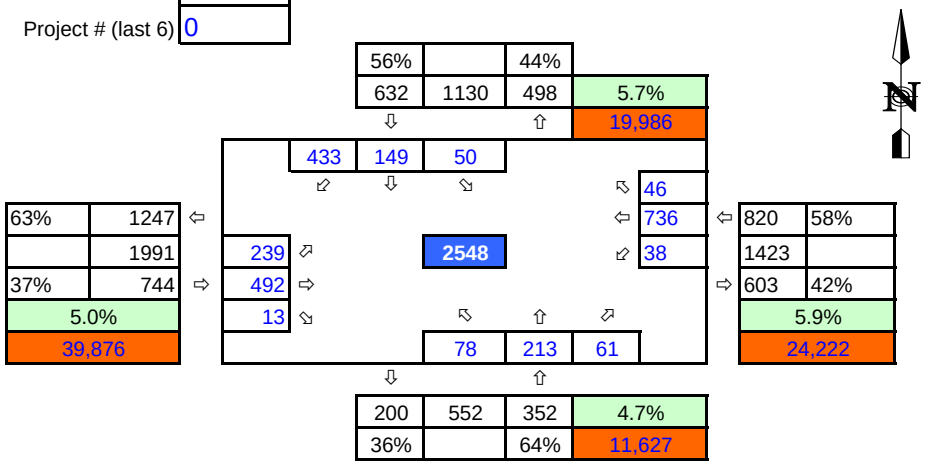



**LEGEND**

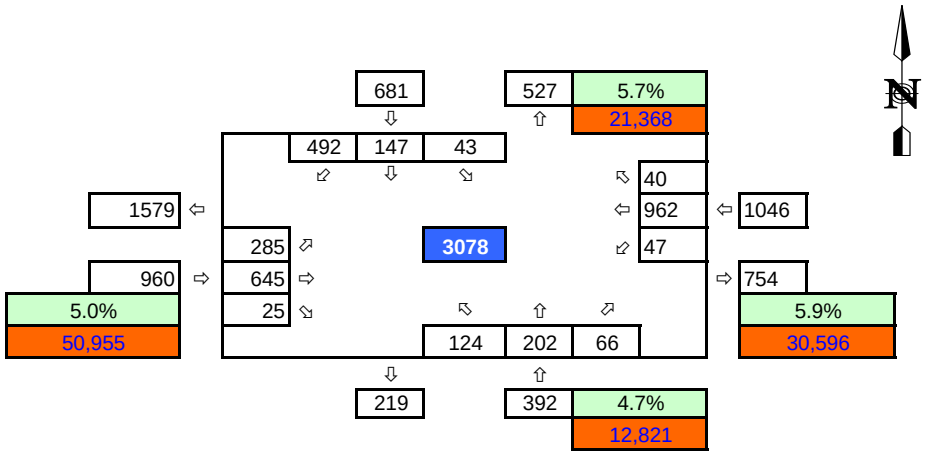
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

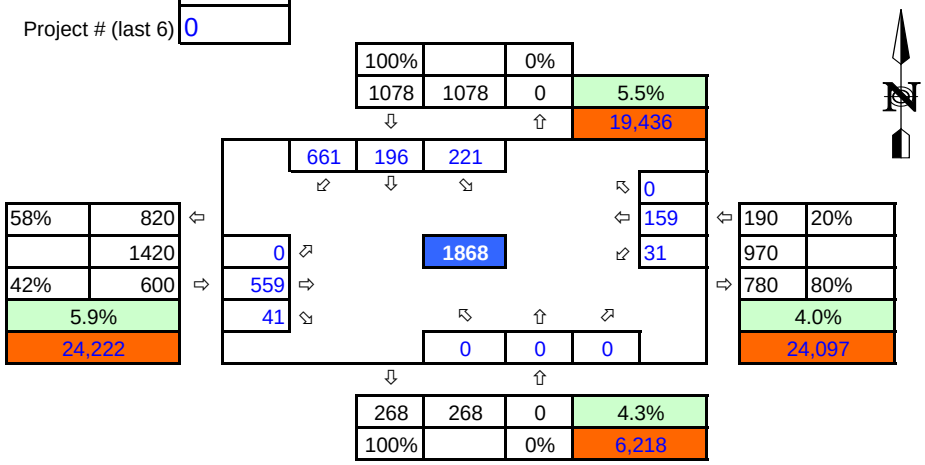



**LEGEND**

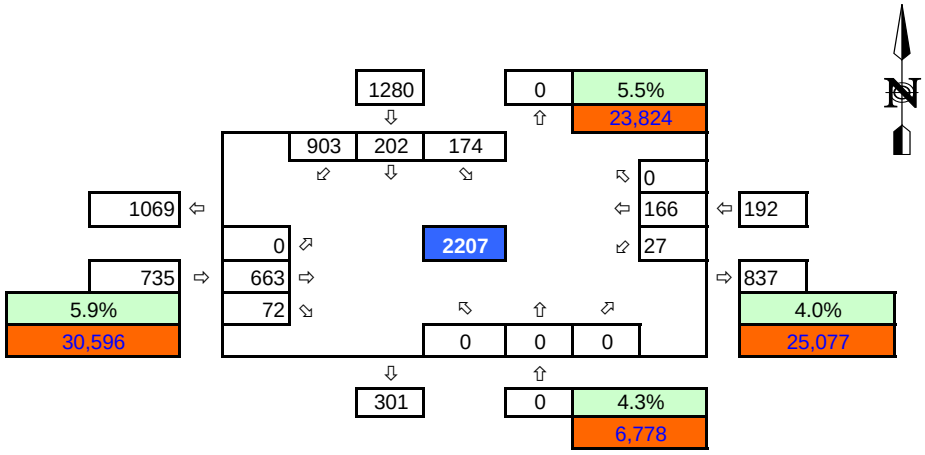
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

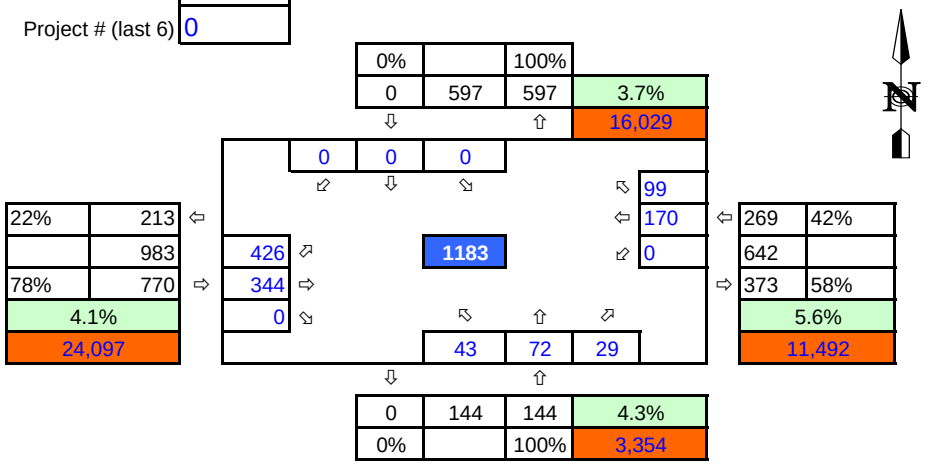



**LEGEND**

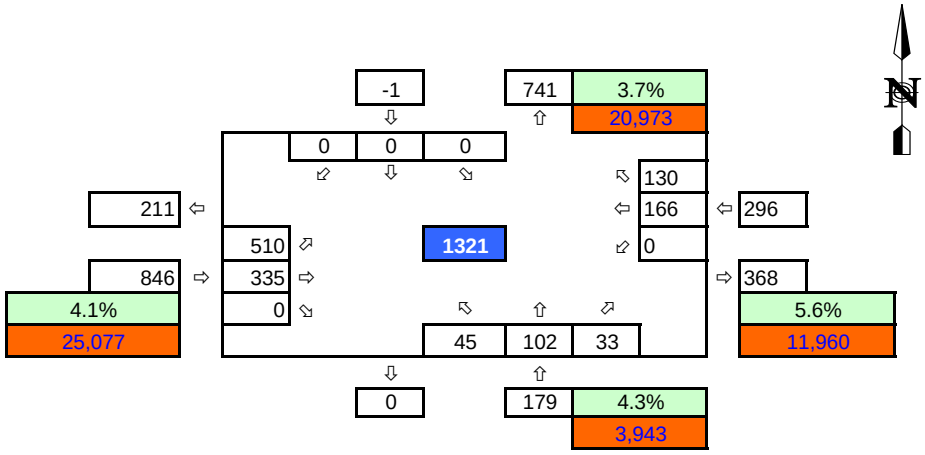
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

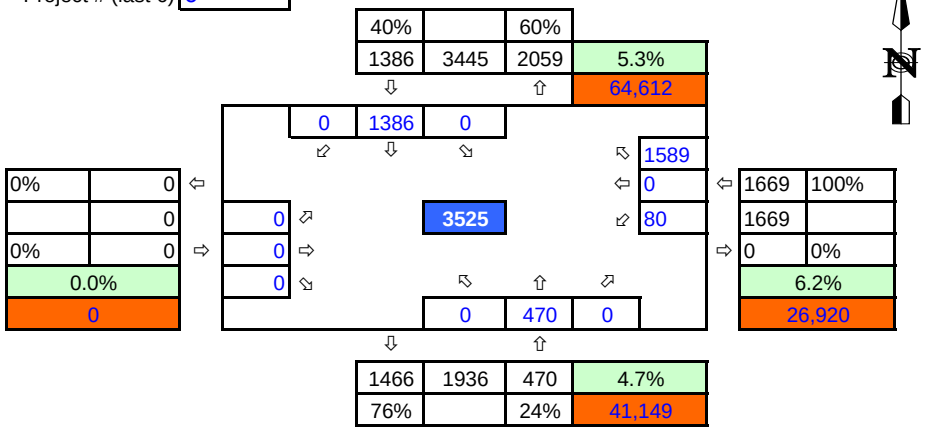



**LEGEND**

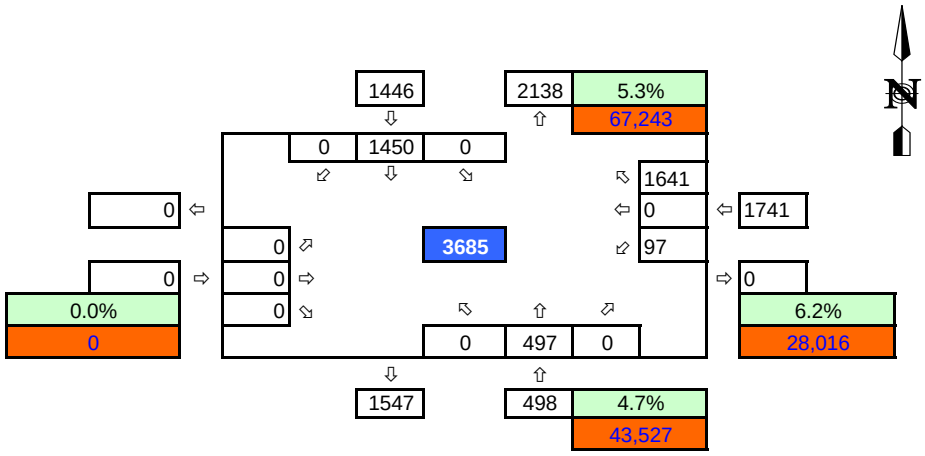
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

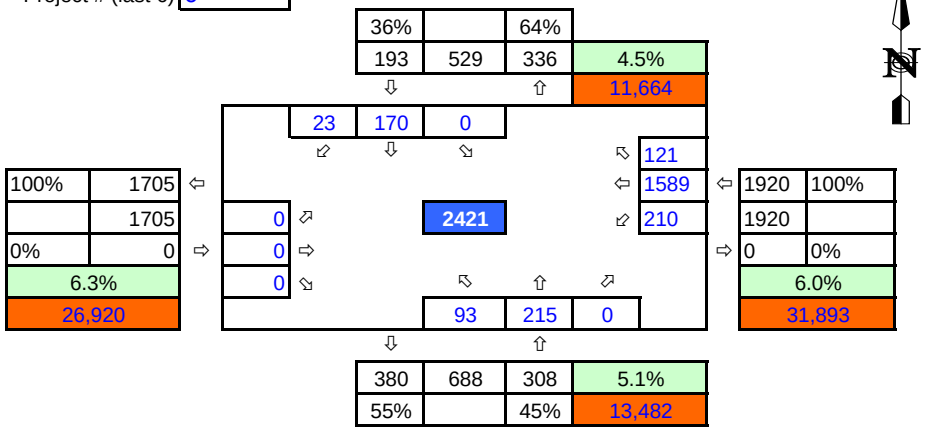



**LEGEND**

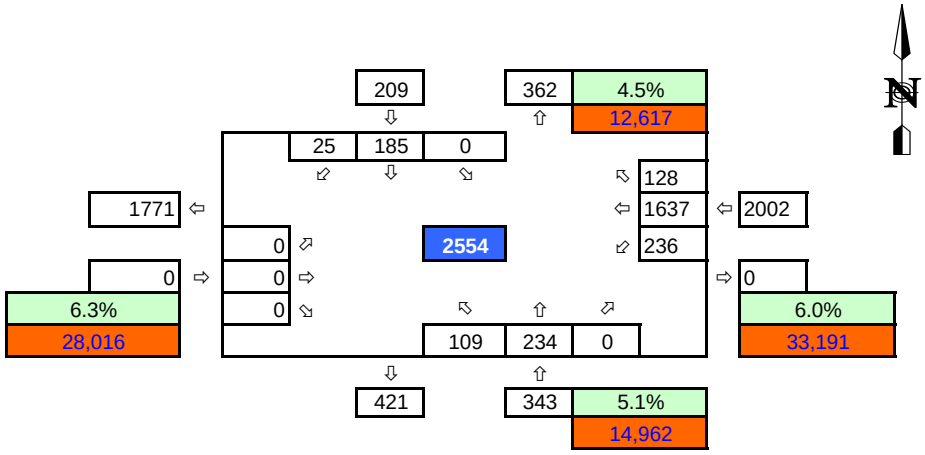
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

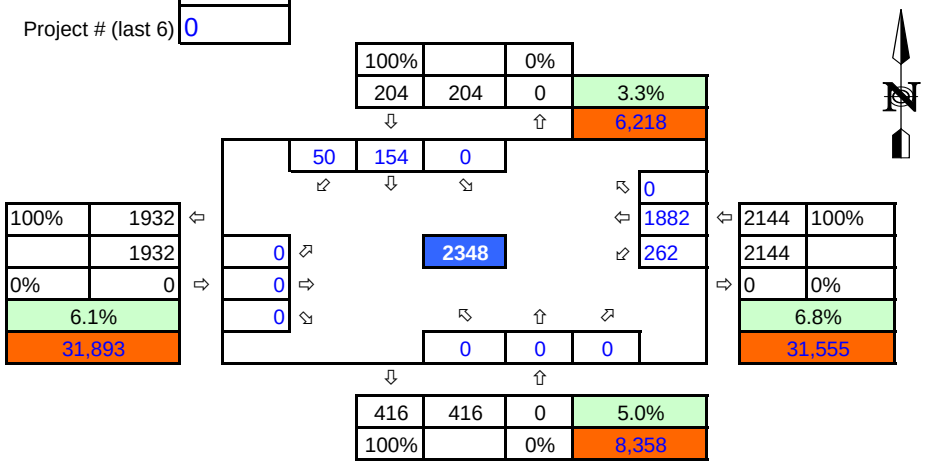



**LEGEND**

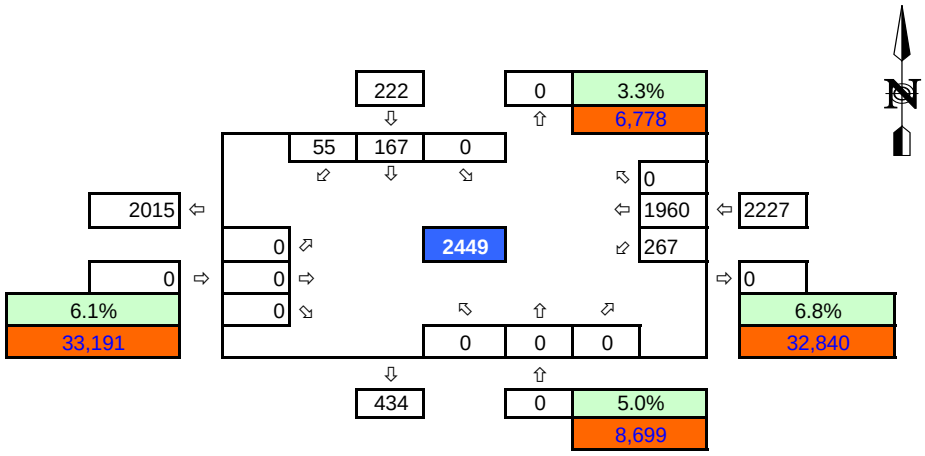
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

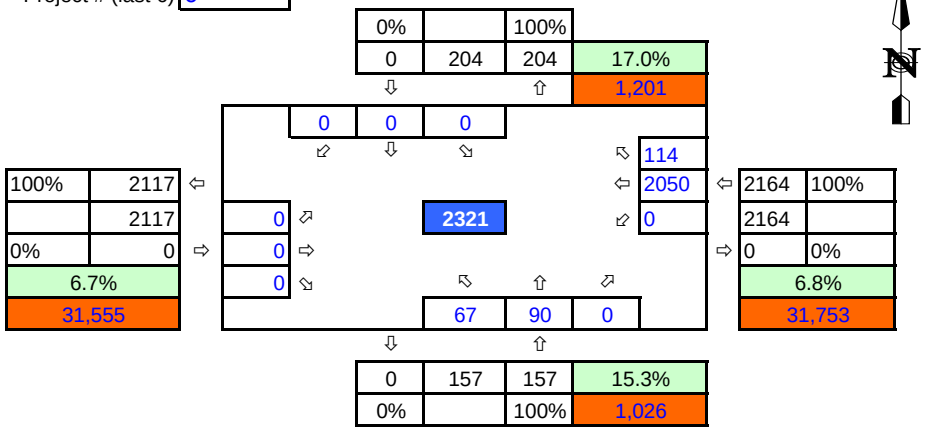



**LEGEND**

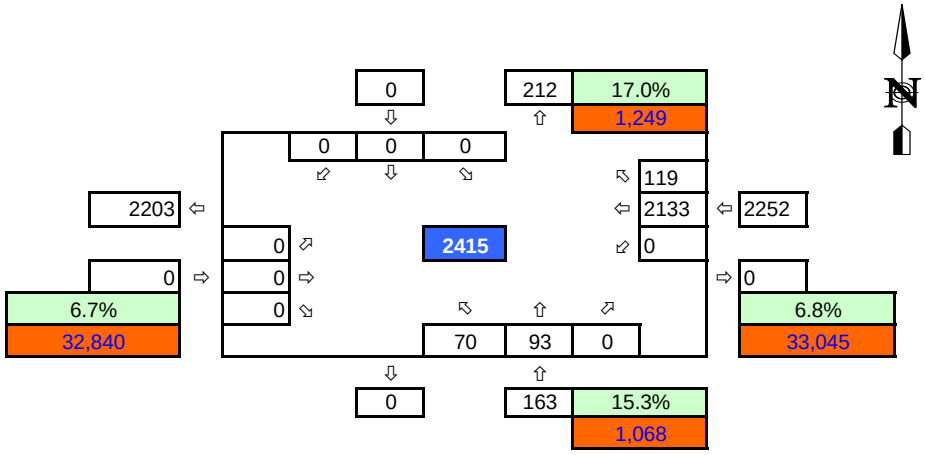
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

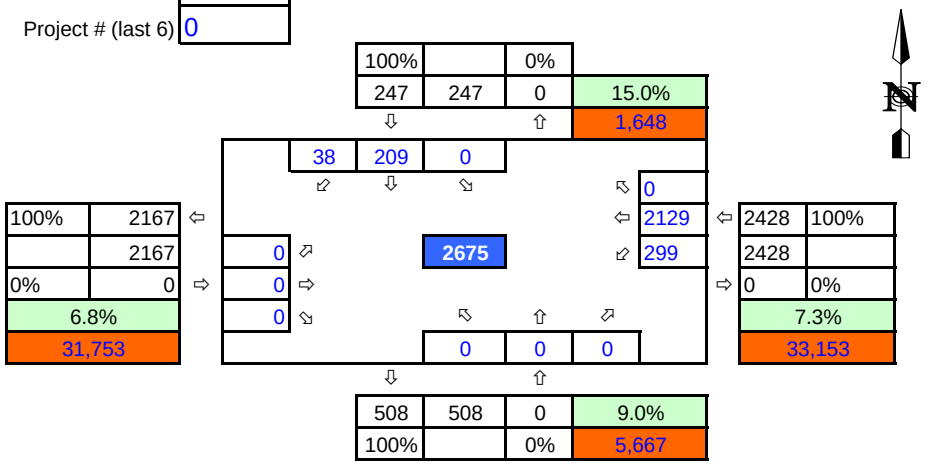



**LEGEND**

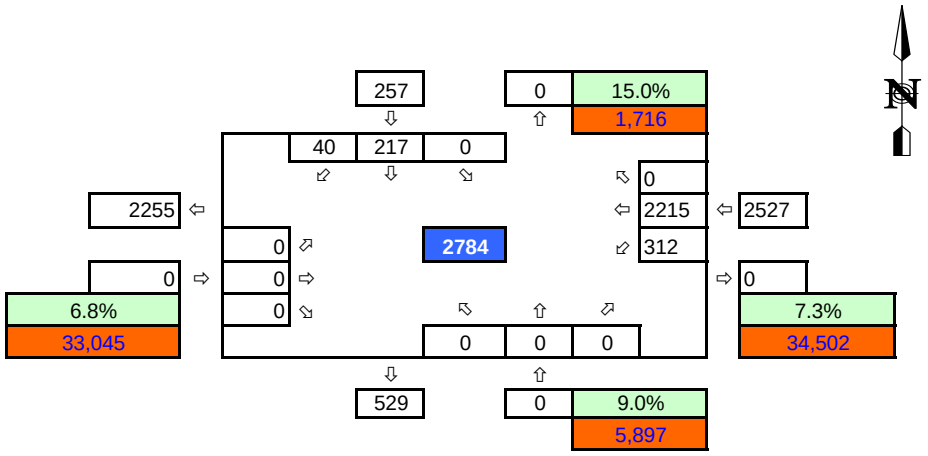
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

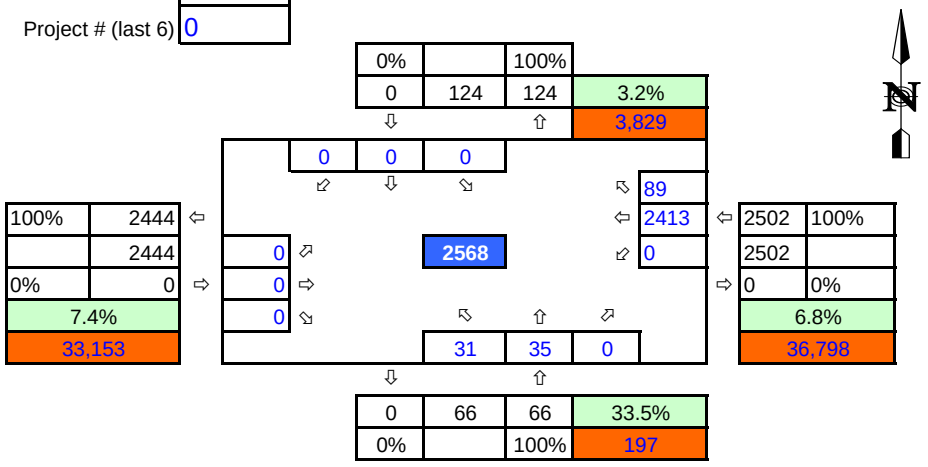



**LEGEND**

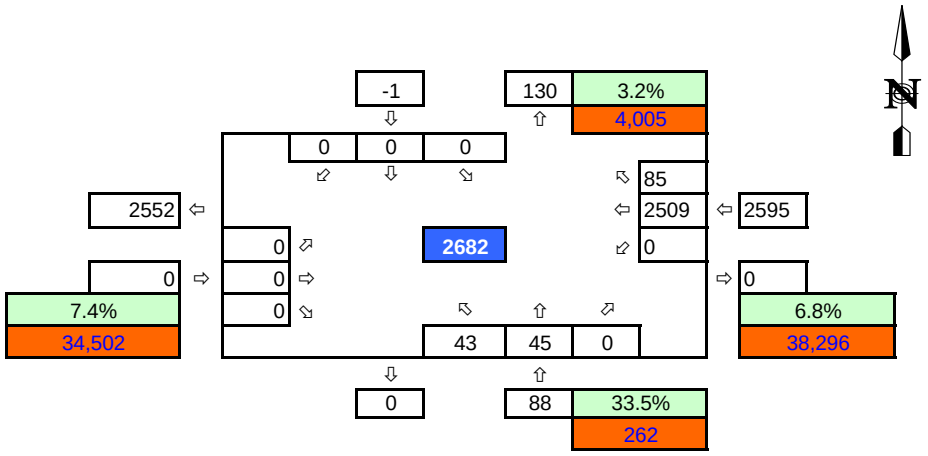
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

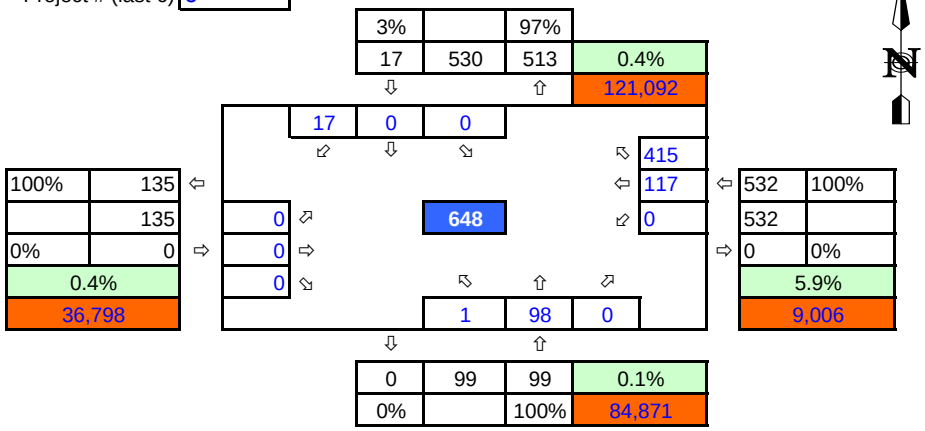



**LEGEND**

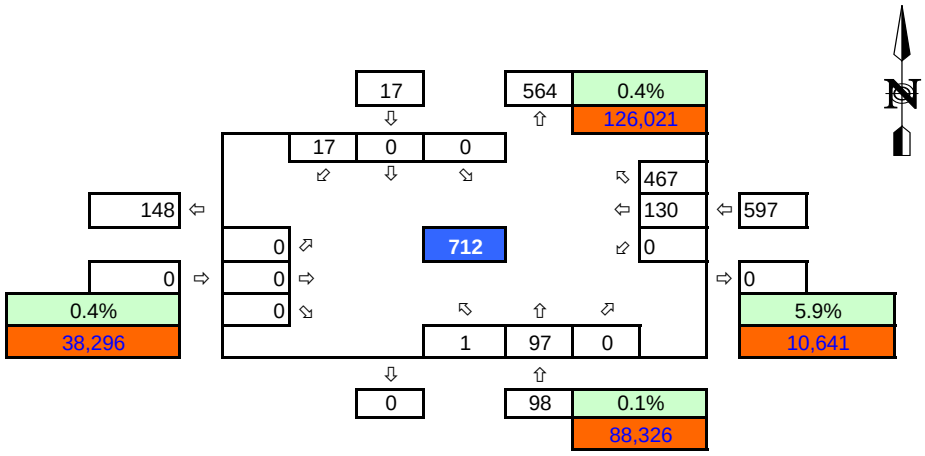
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

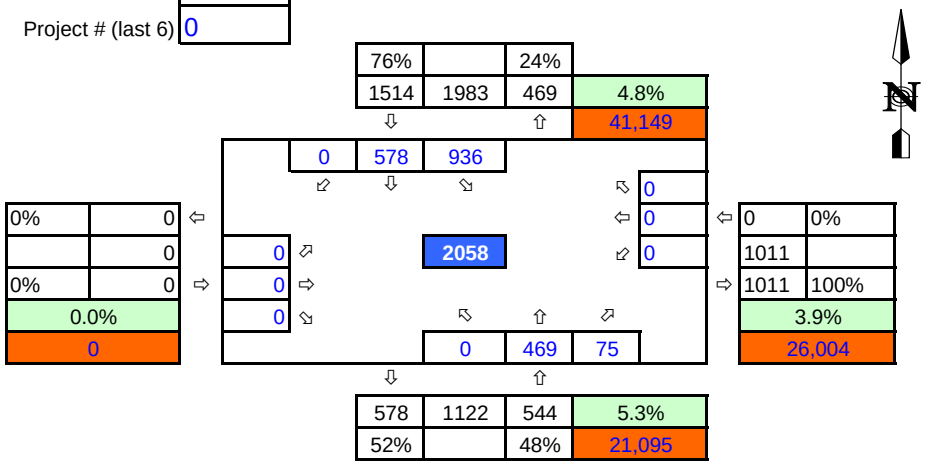



**LEGEND**

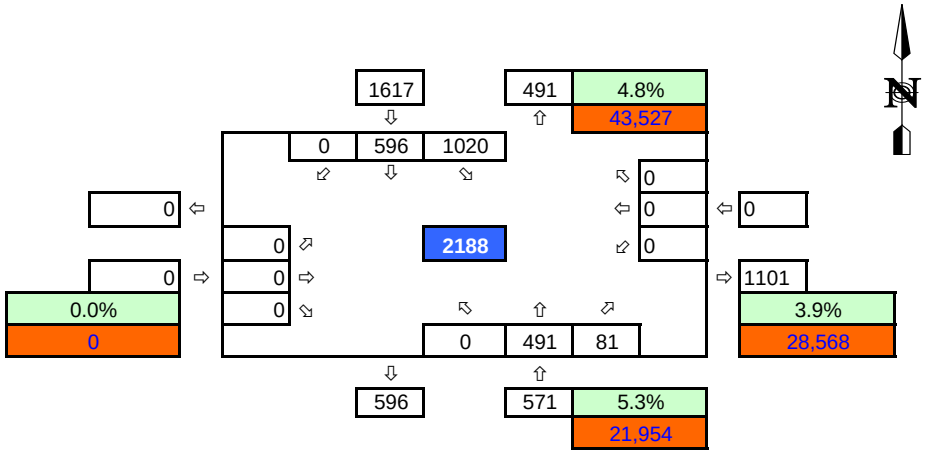
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

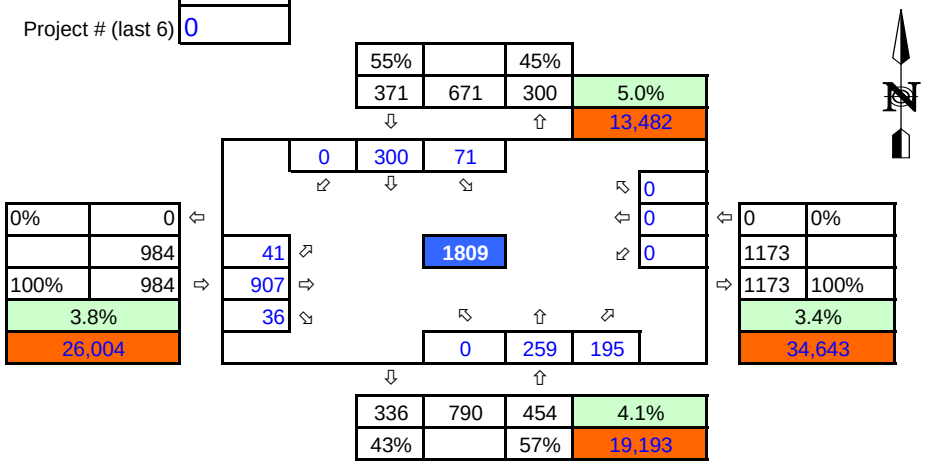



**LEGEND**

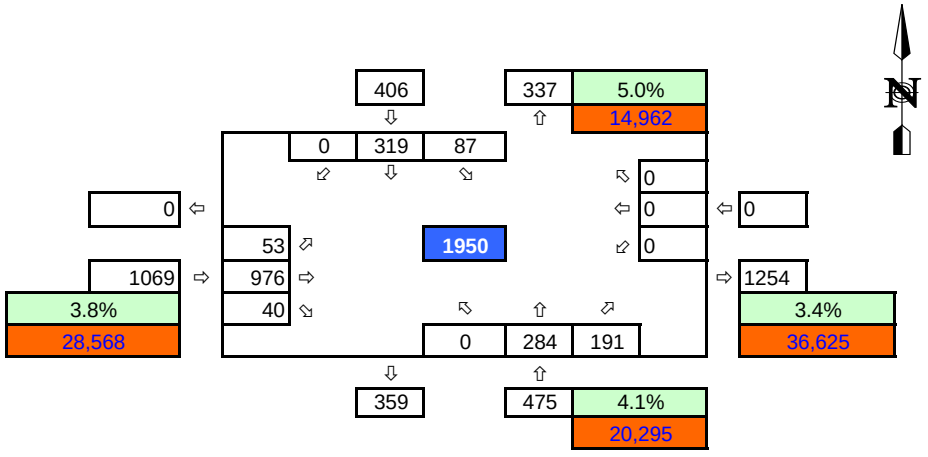
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

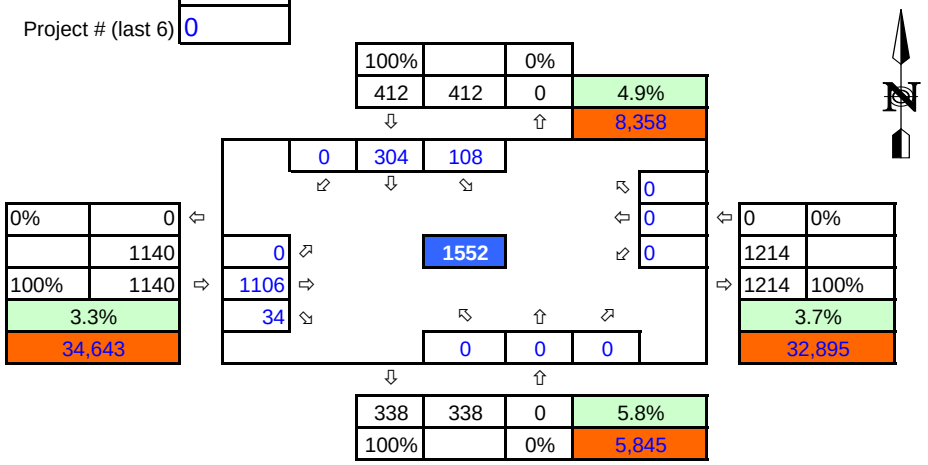



**LEGEND**

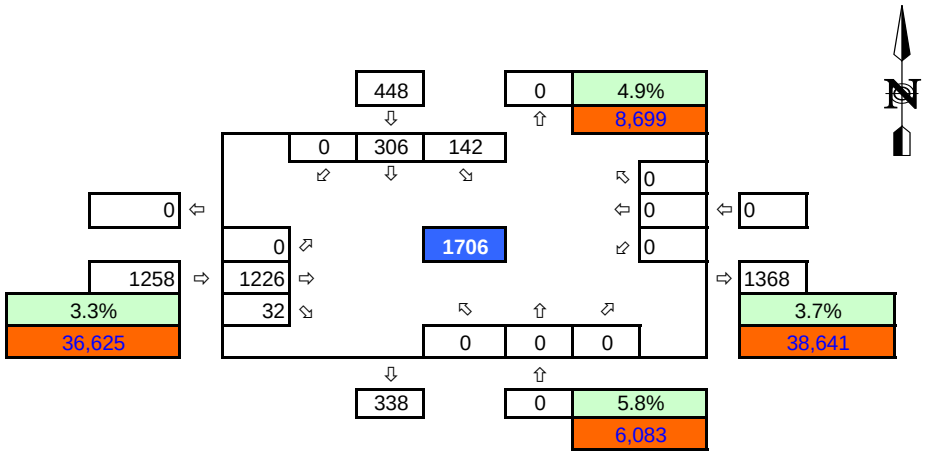
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

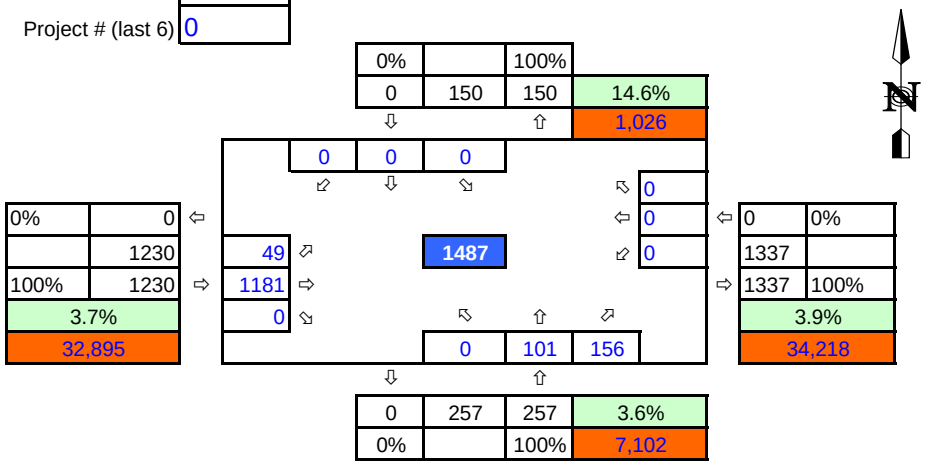



**LEGEND**

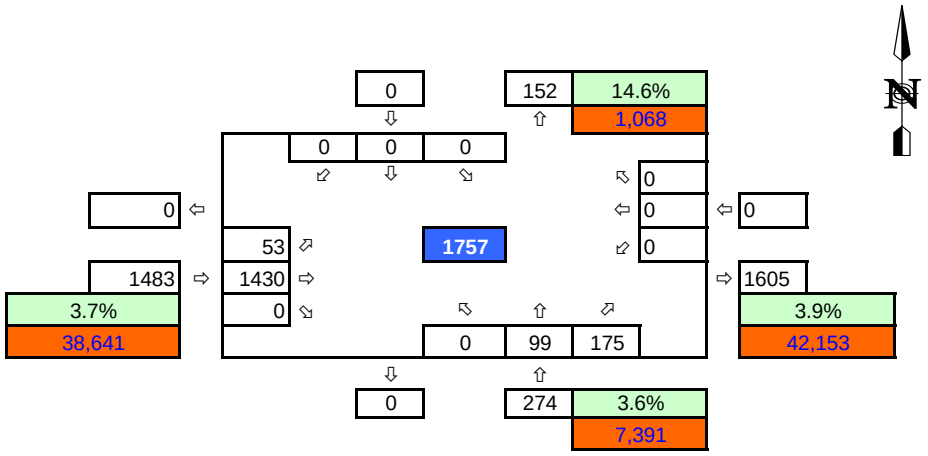
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

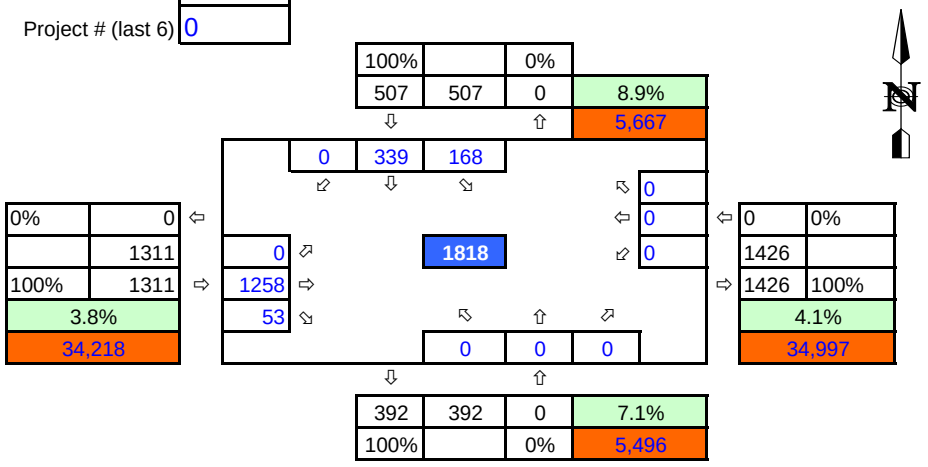



**LEGEND**

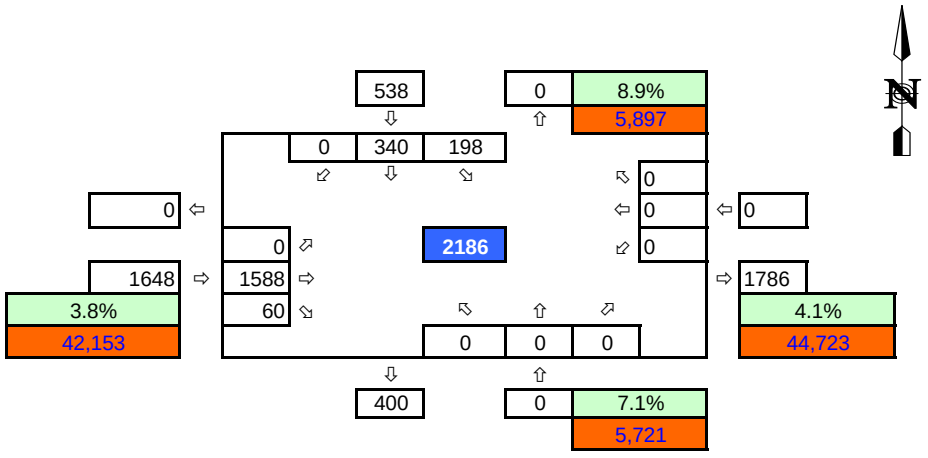
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

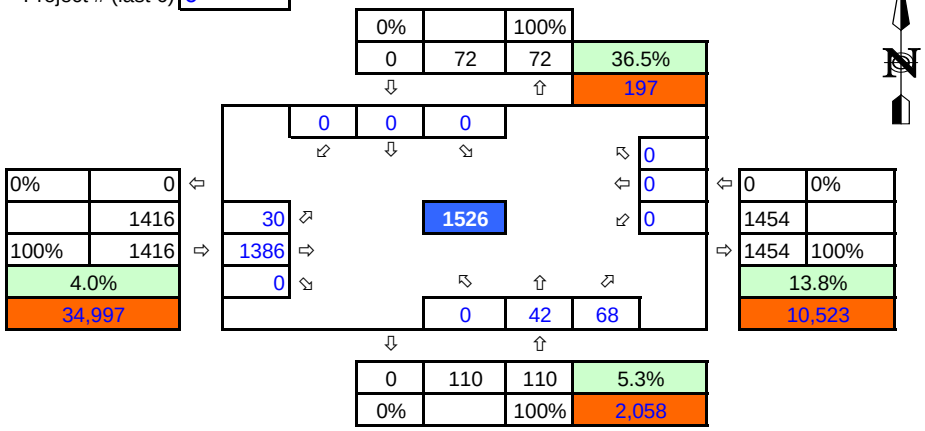



**LEGEND**

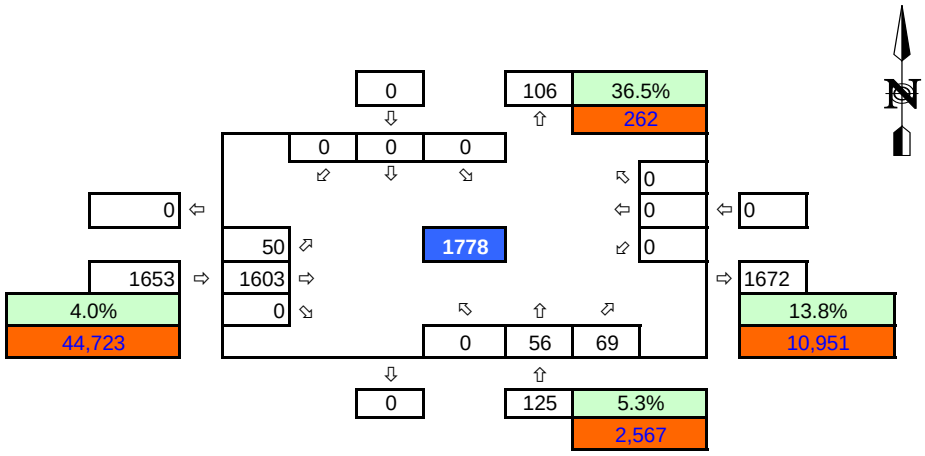
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

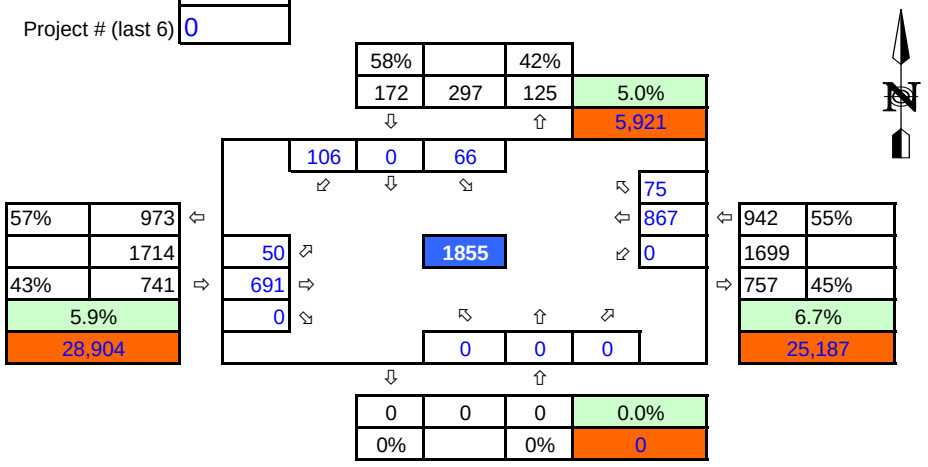



**LEGEND**

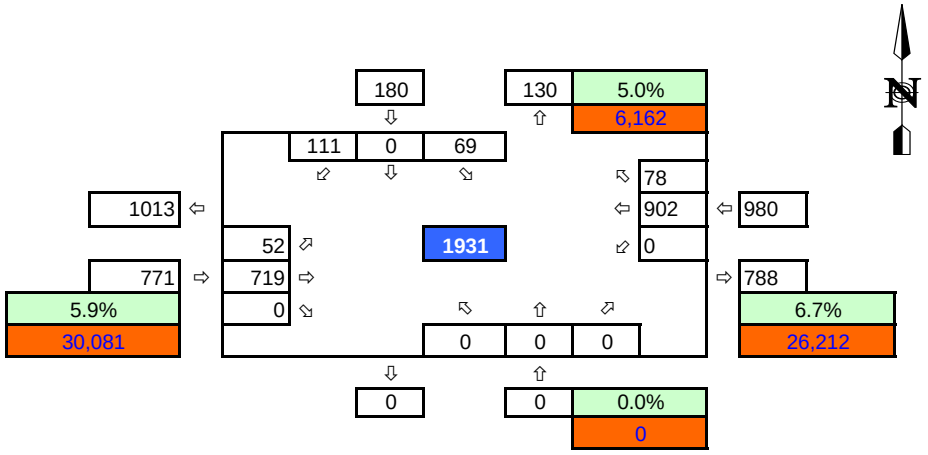
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

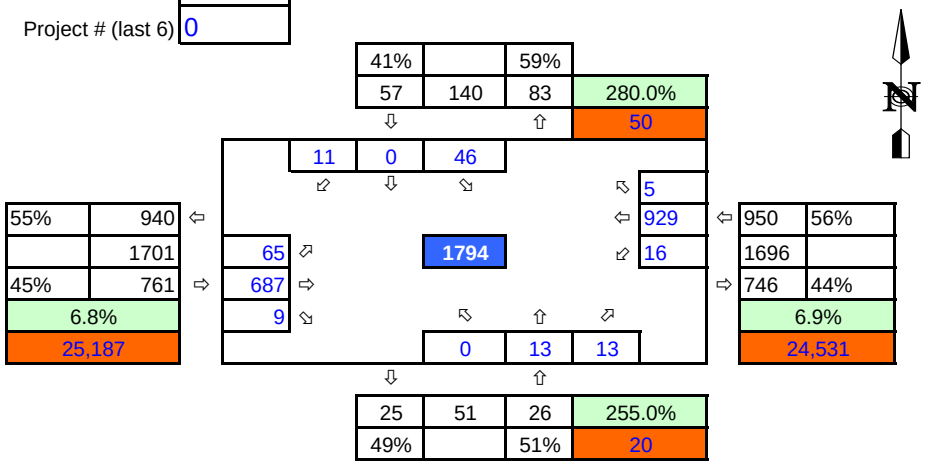



**LEGEND**

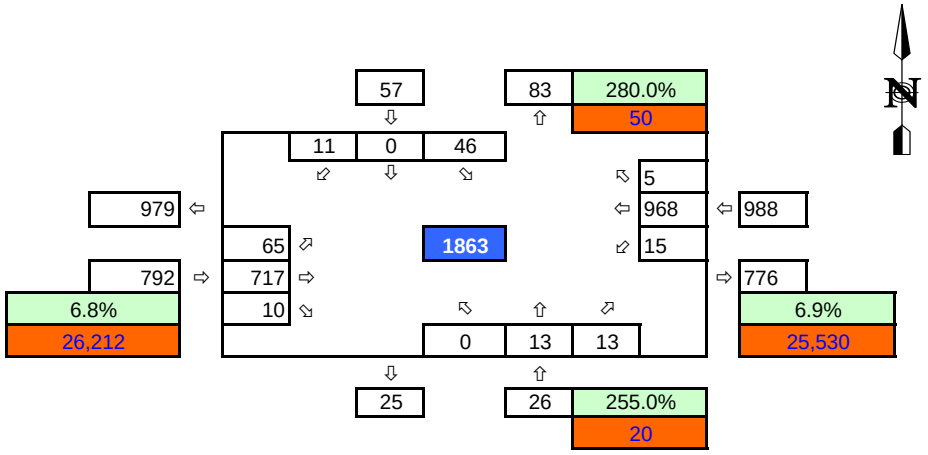
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |

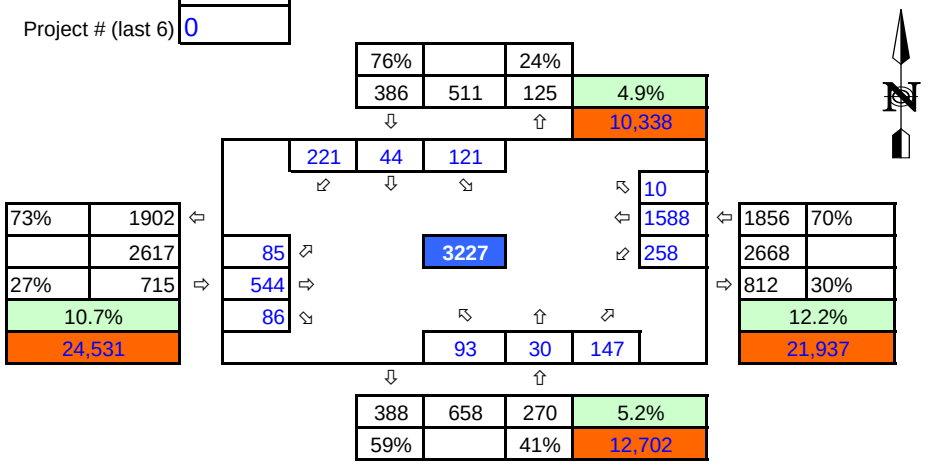



**LEGEND**

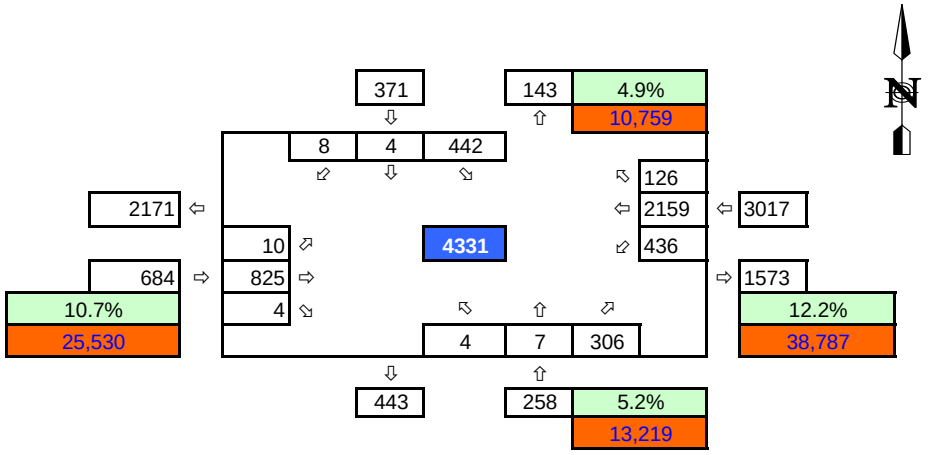
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

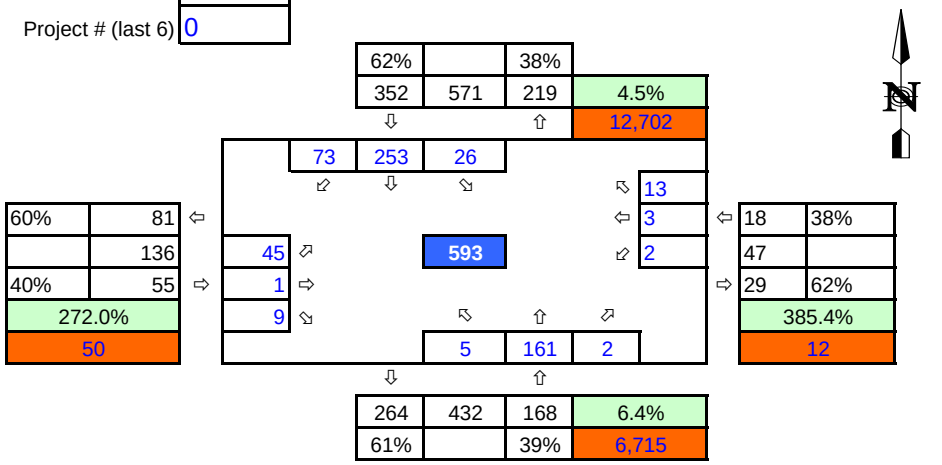



**LEGEND**

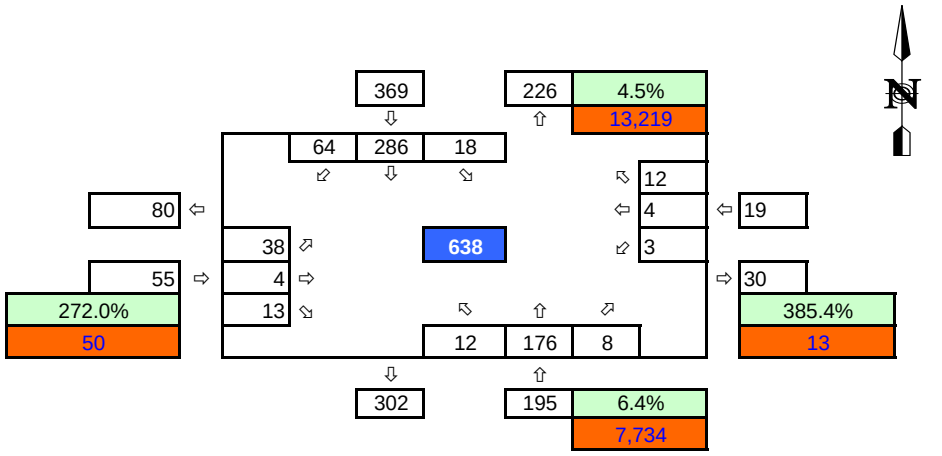
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

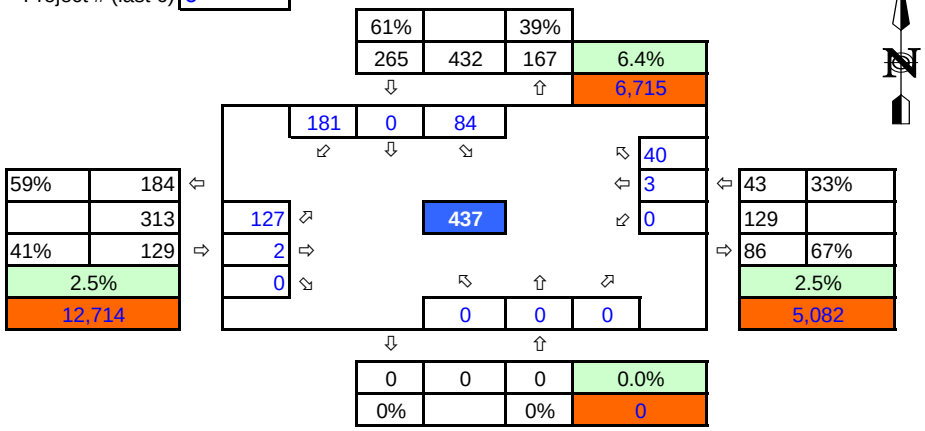



**LEGEND**

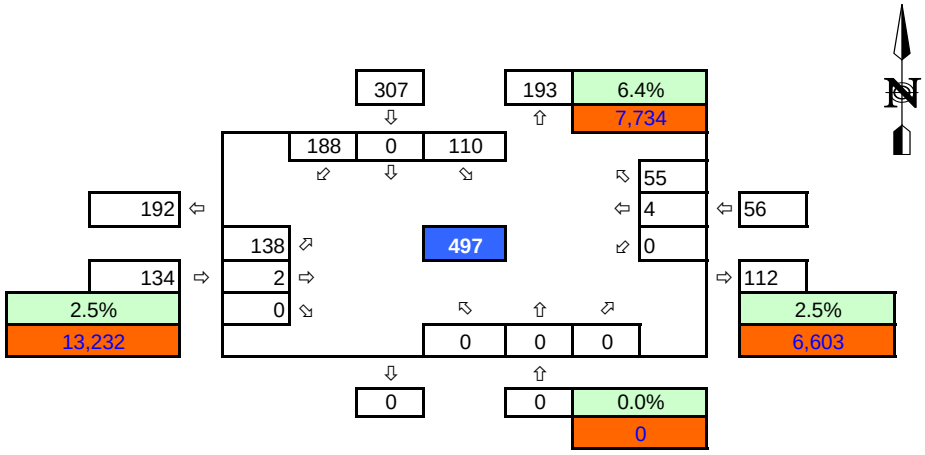
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

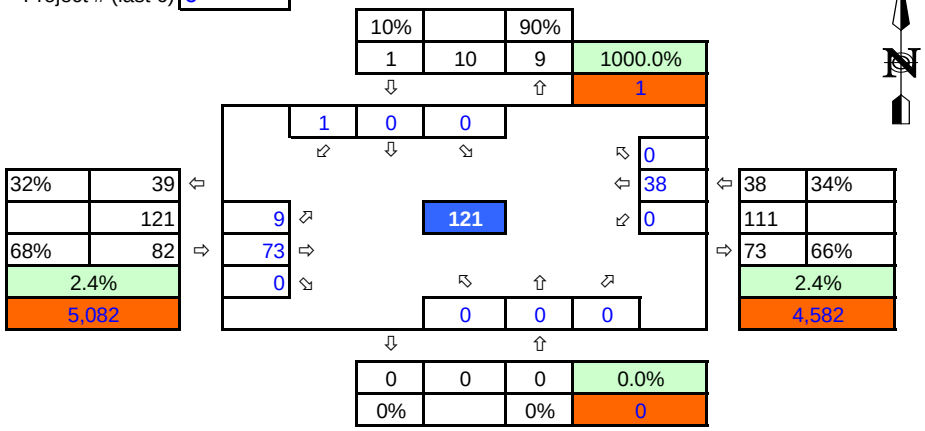



**LEGEND**

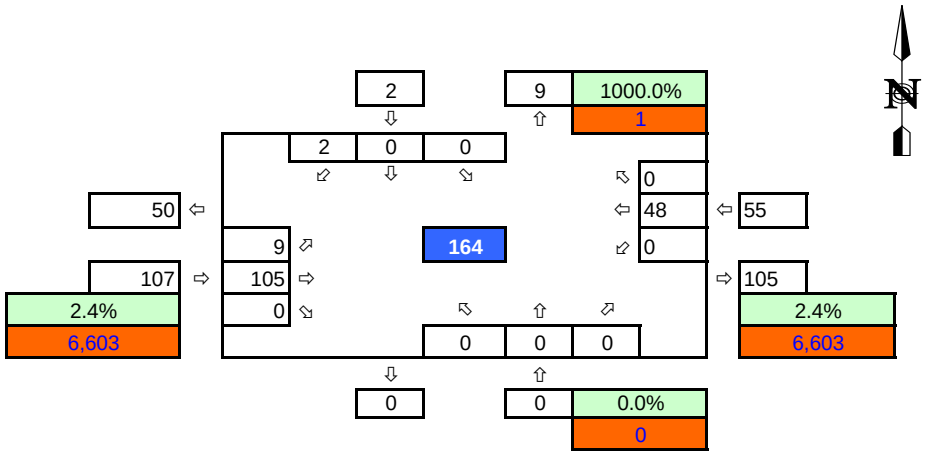
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

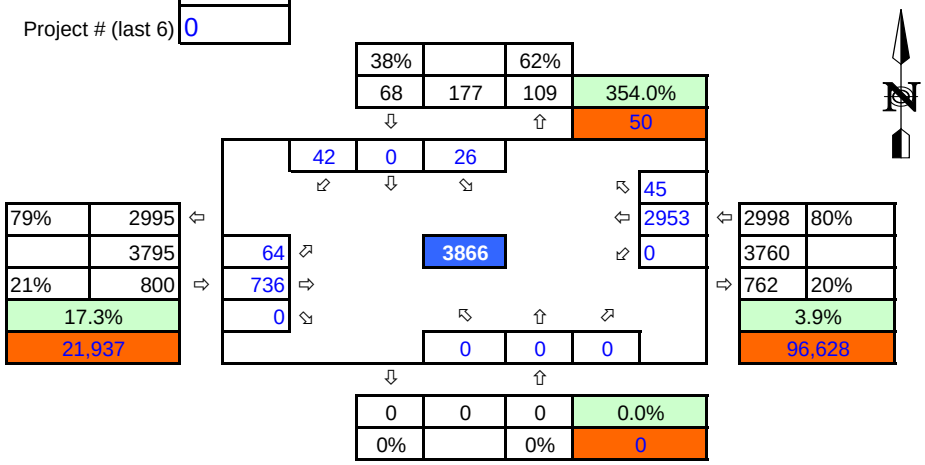



**LEGEND**

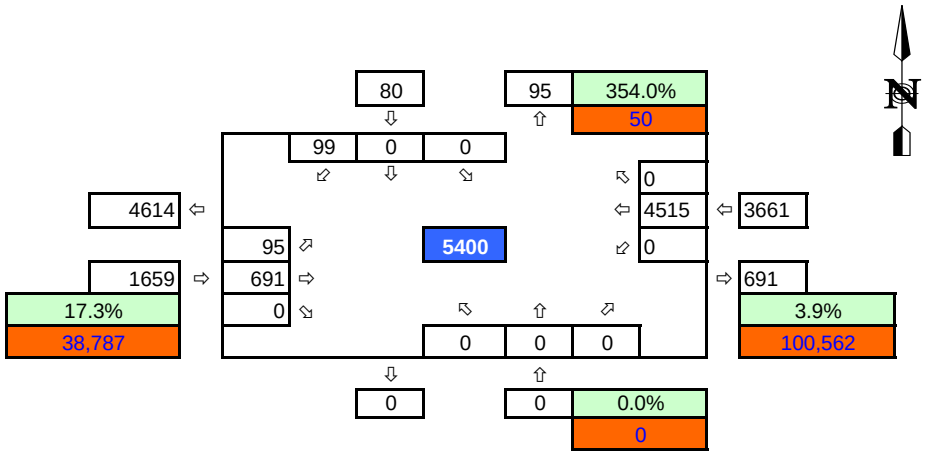
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

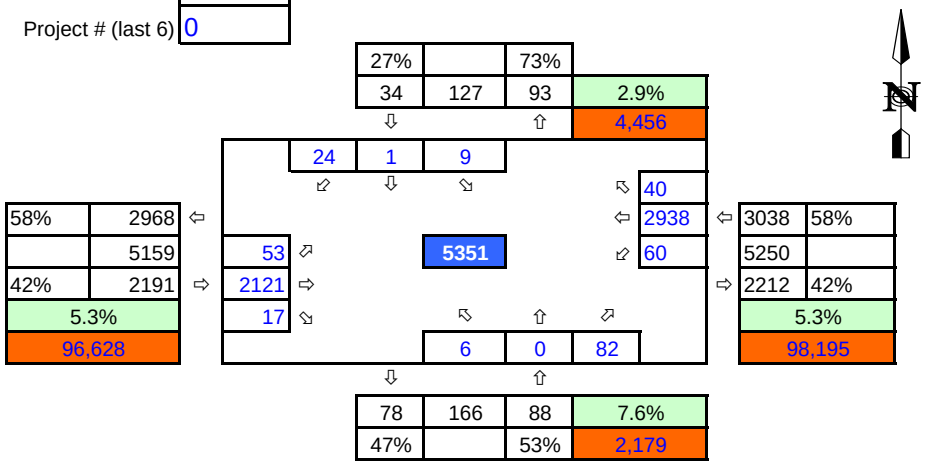



**LEGEND**

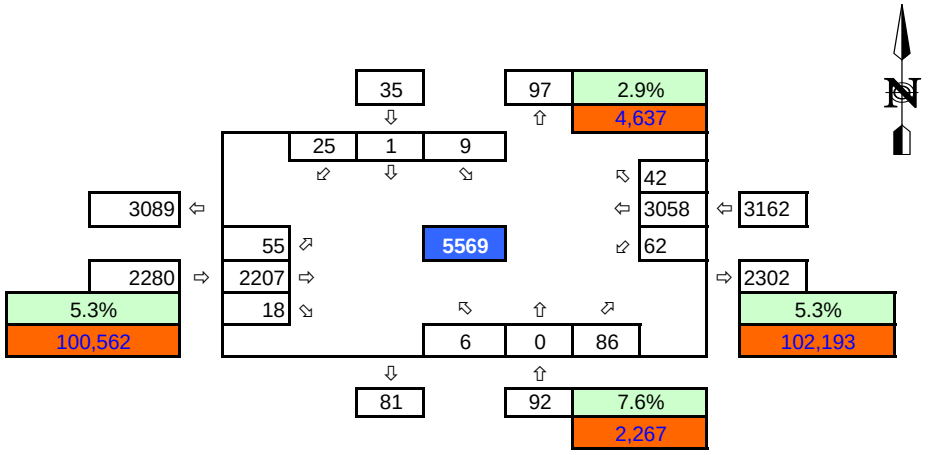
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

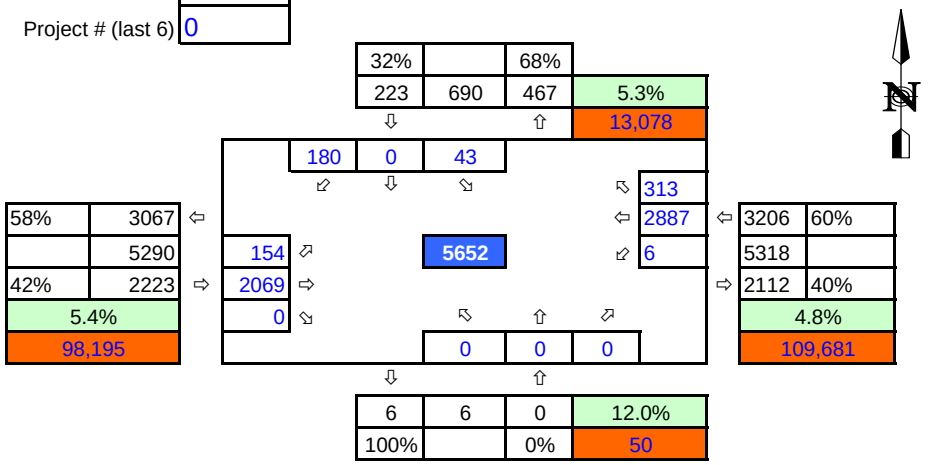



**LEGEND**

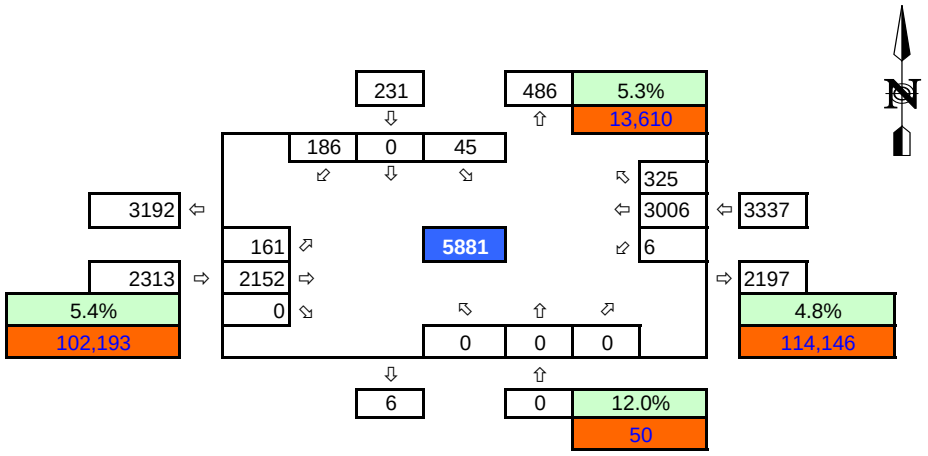
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

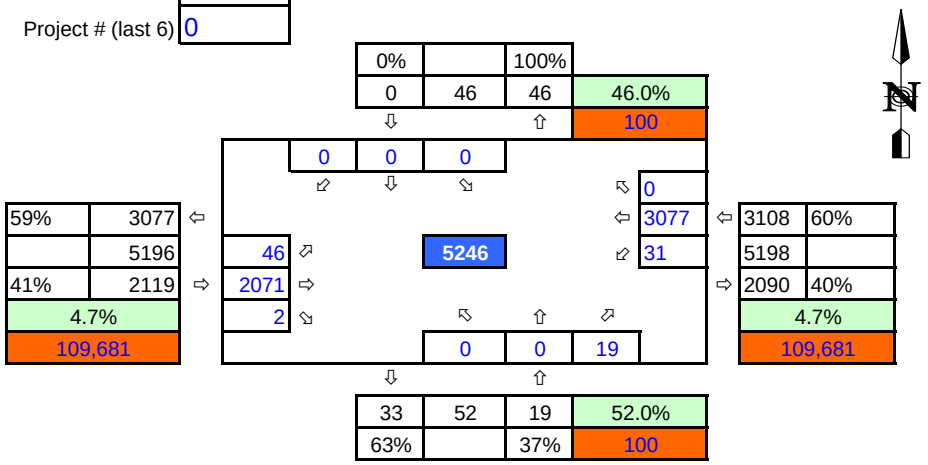



**LEGEND**

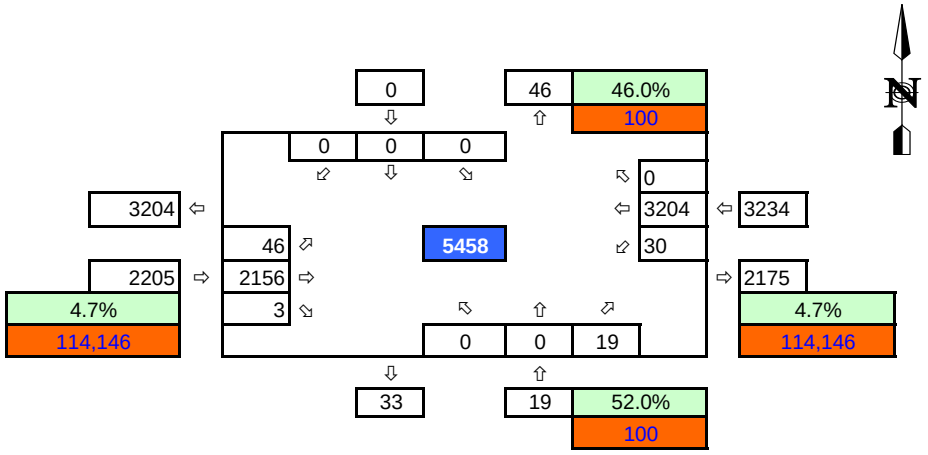
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

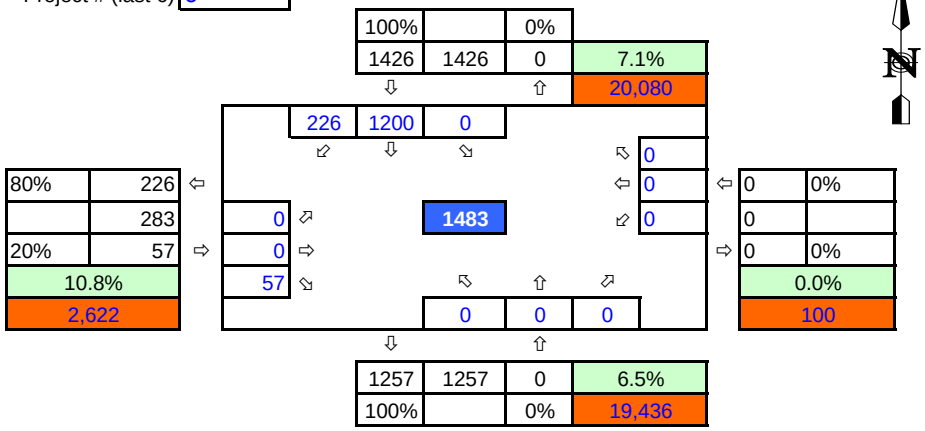



**LEGEND**

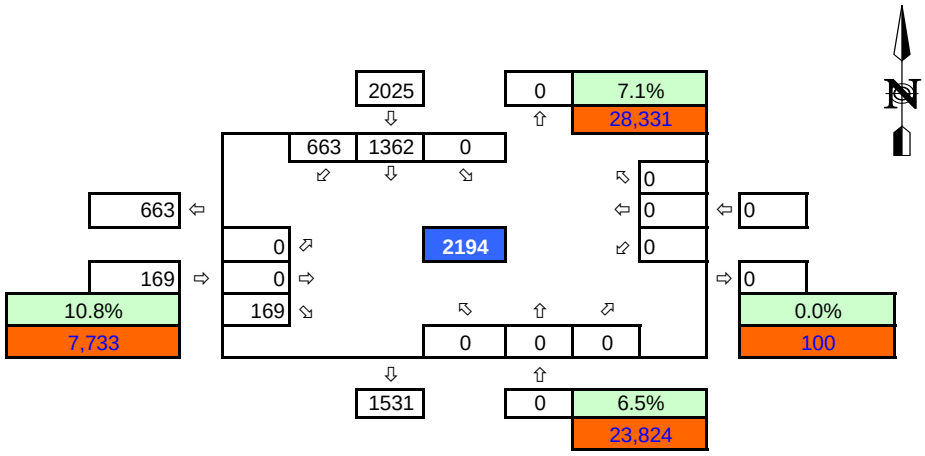
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

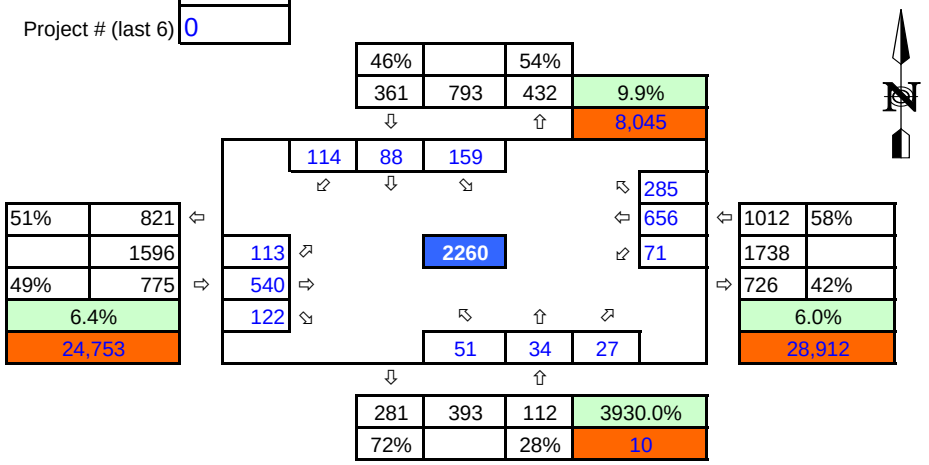



**LEGEND**

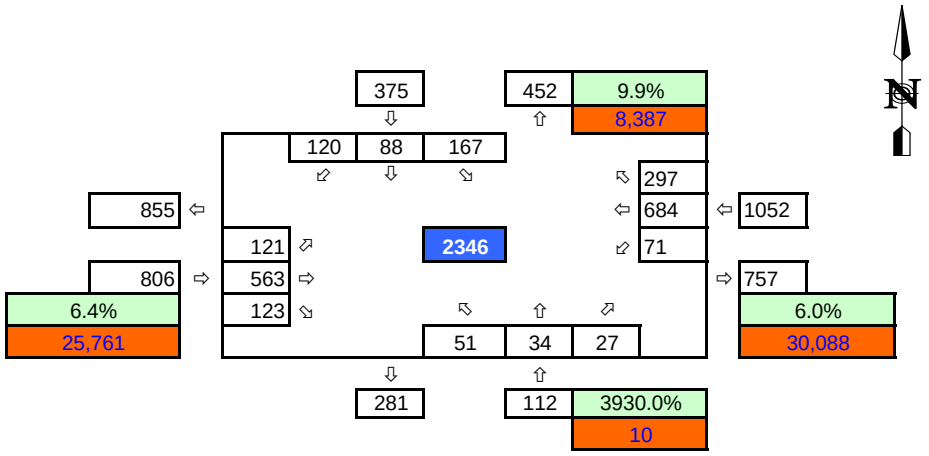
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

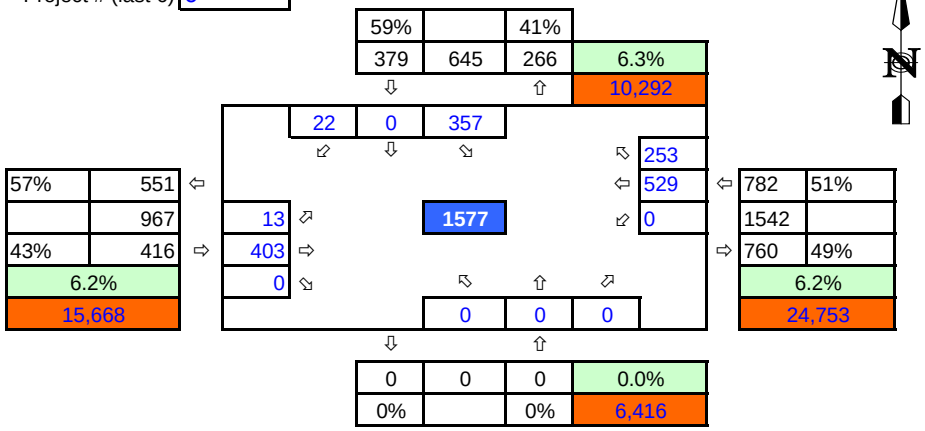



**LEGEND**

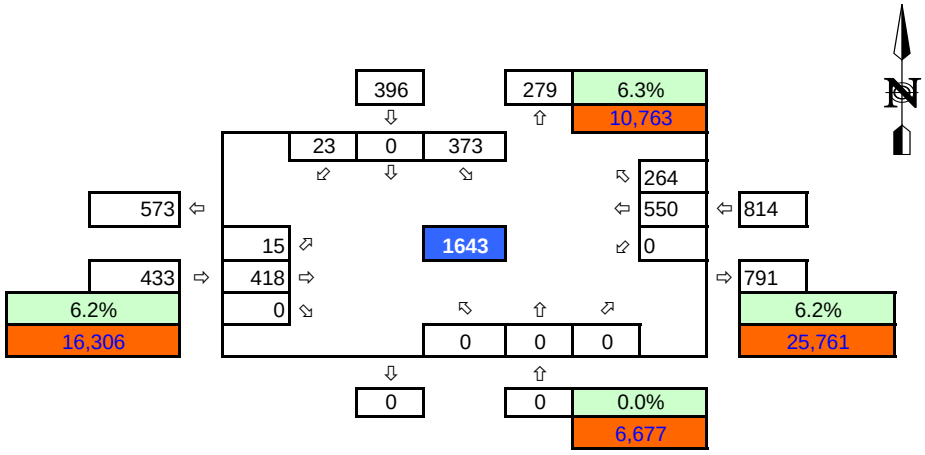
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

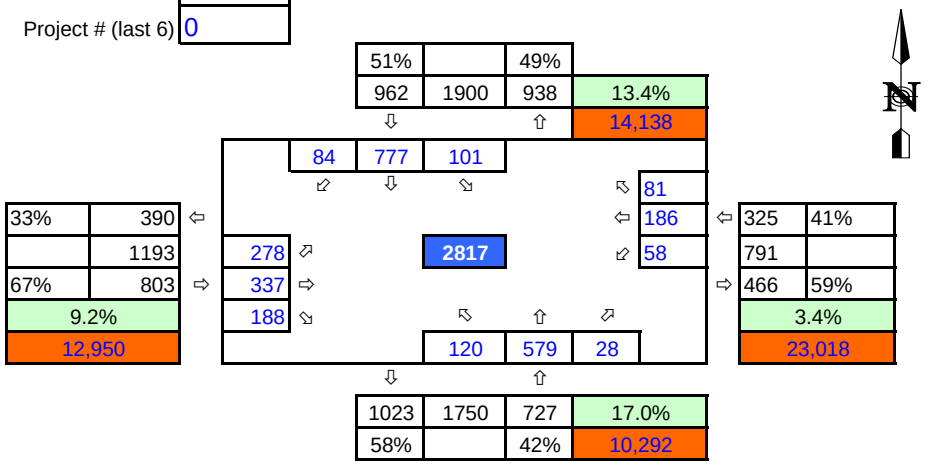



**LEGEND**

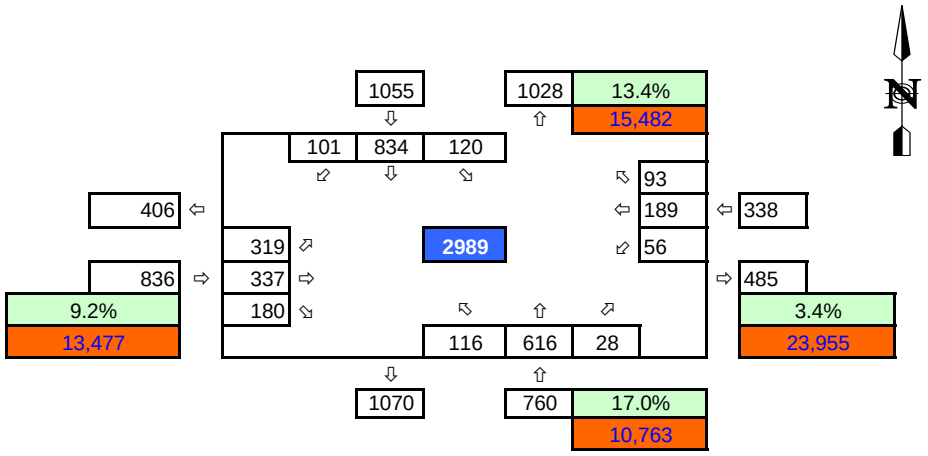
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

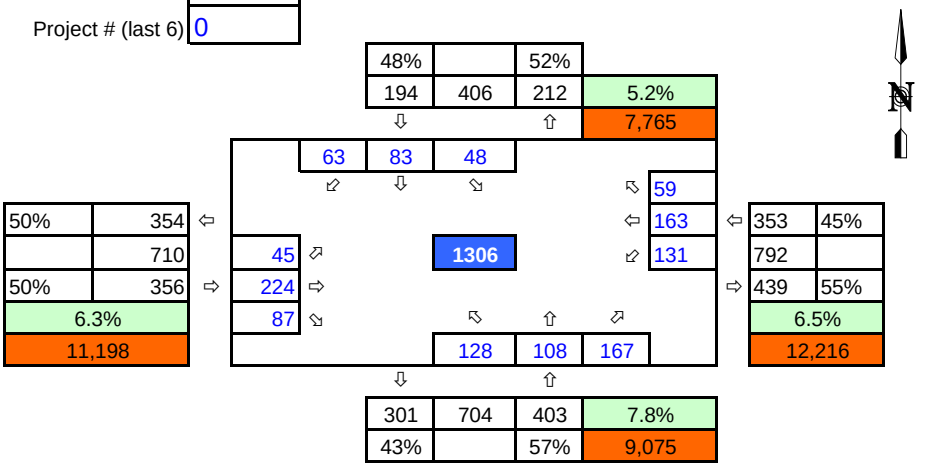



**LEGEND**

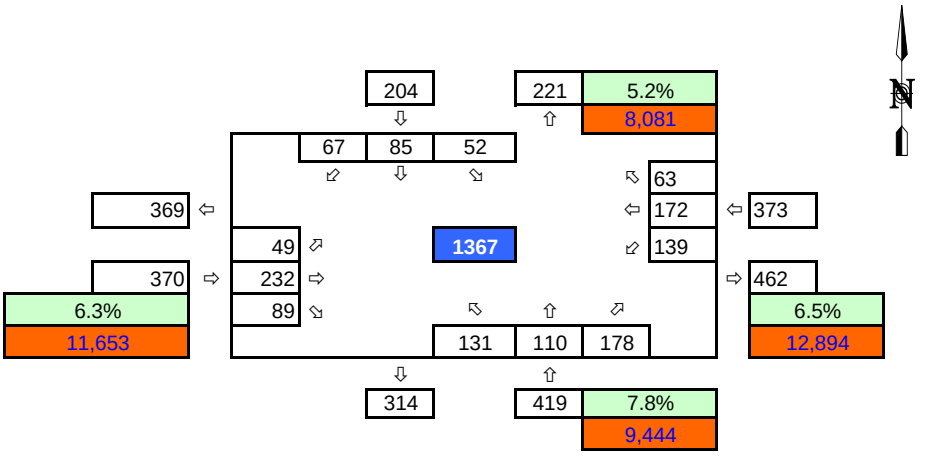
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

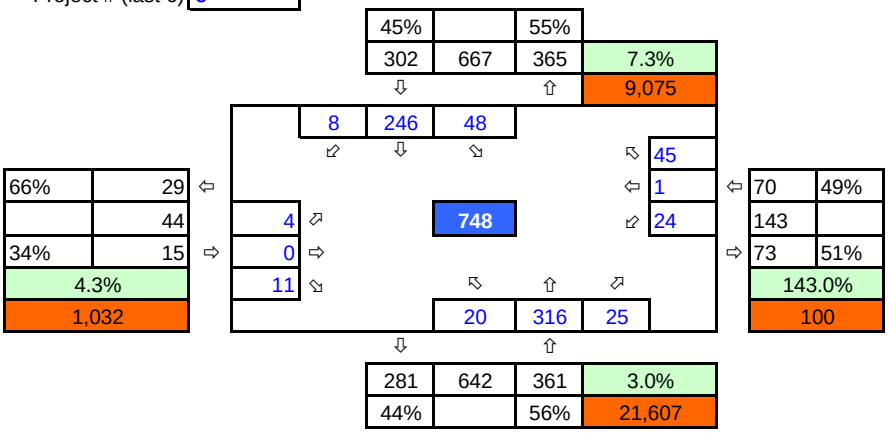



**LEGEND**

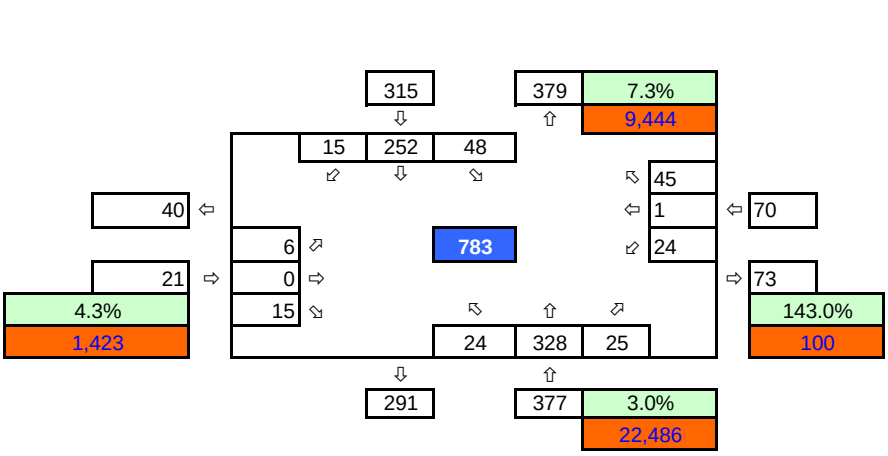
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

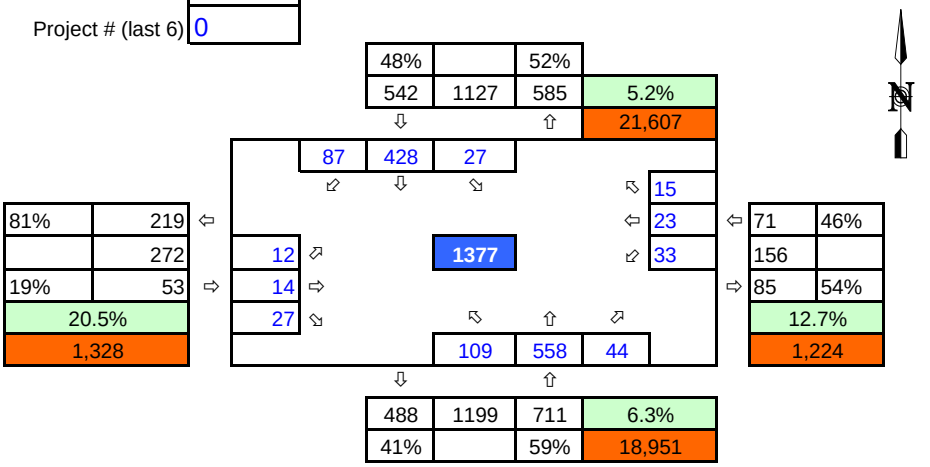



**LEGEND**

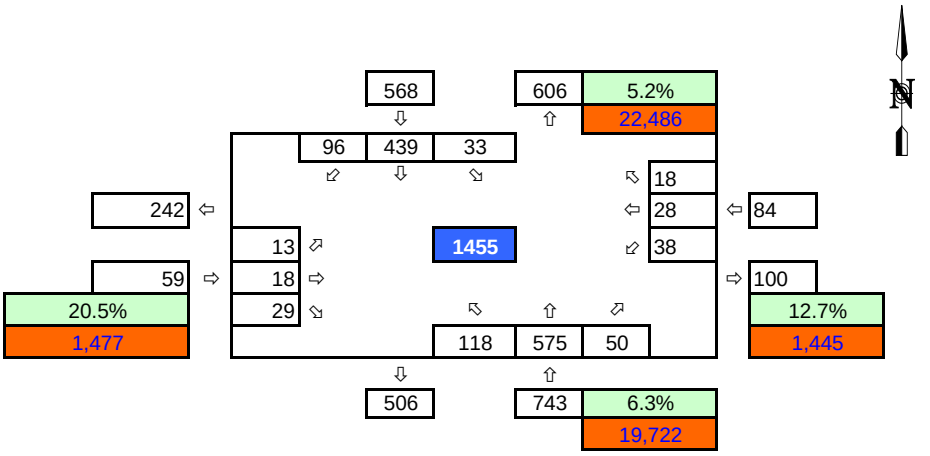
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

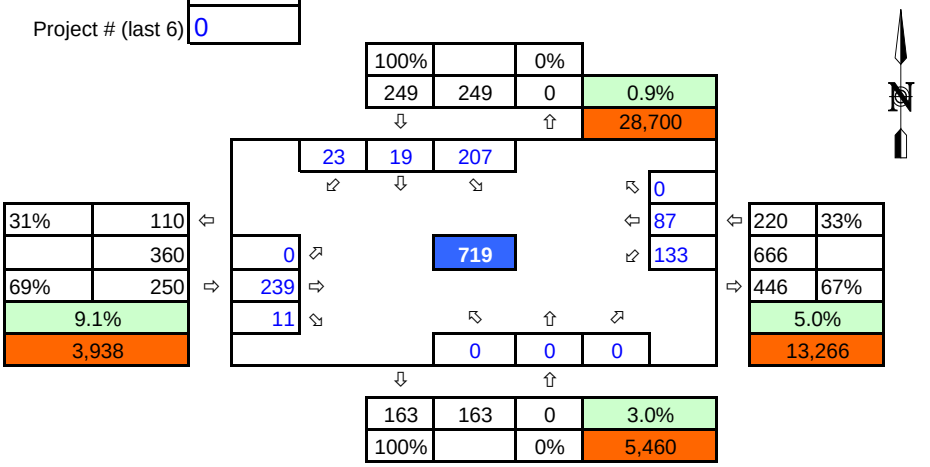



**LEGEND**

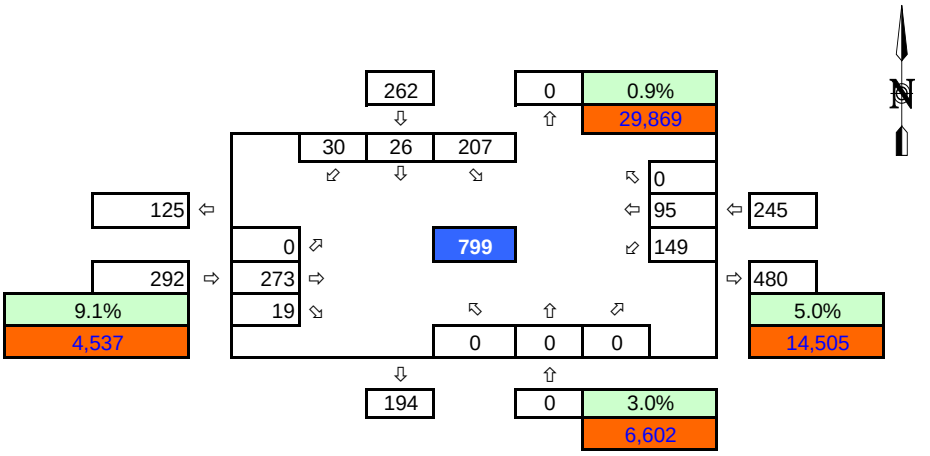
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

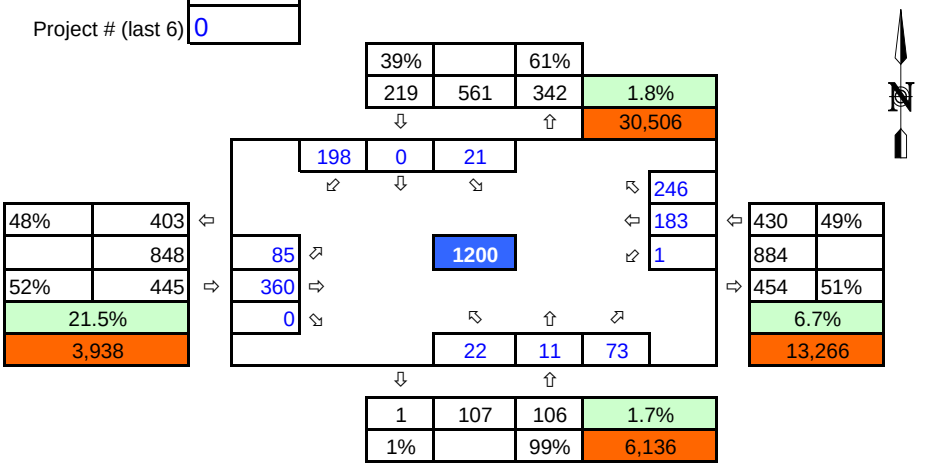



**LEGEND**

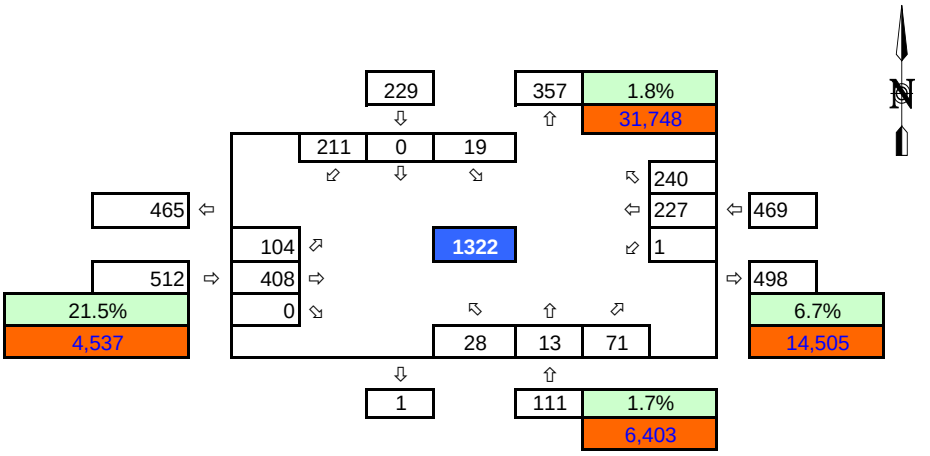
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

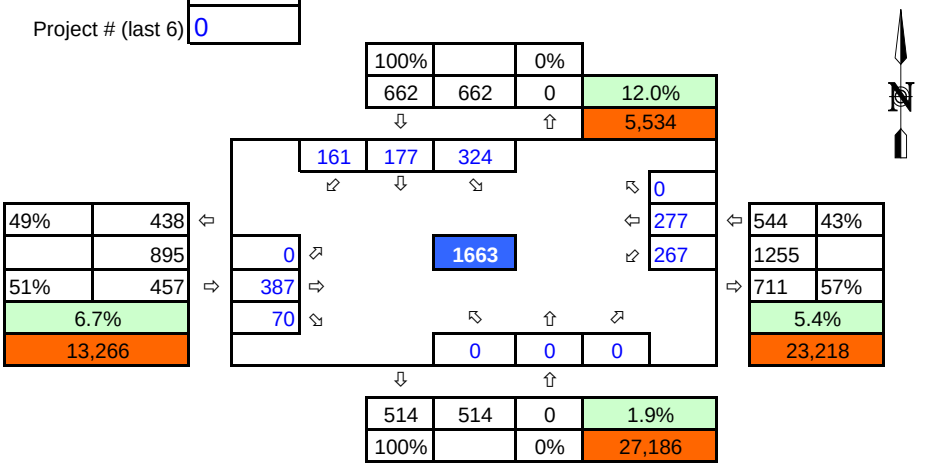



**LEGEND**

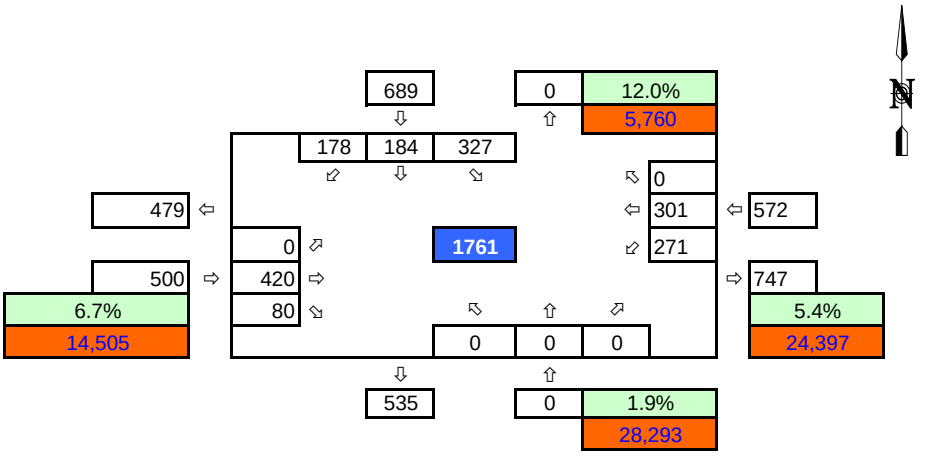
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

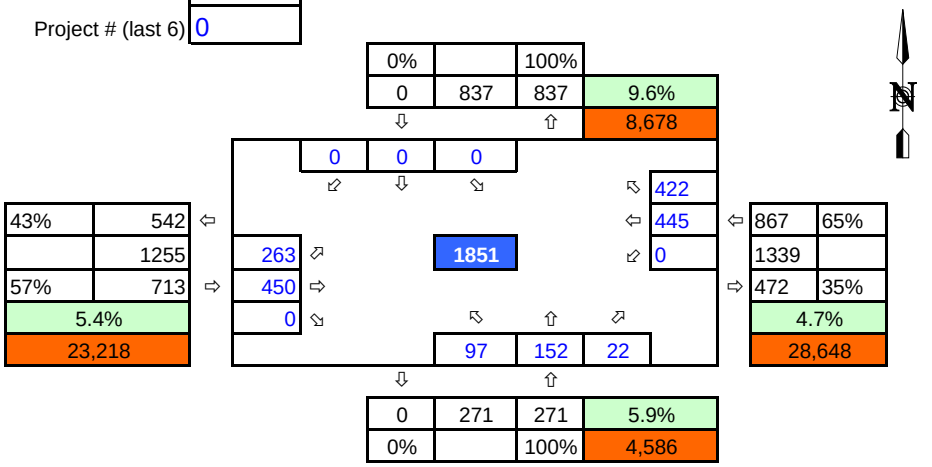



**LEGEND**

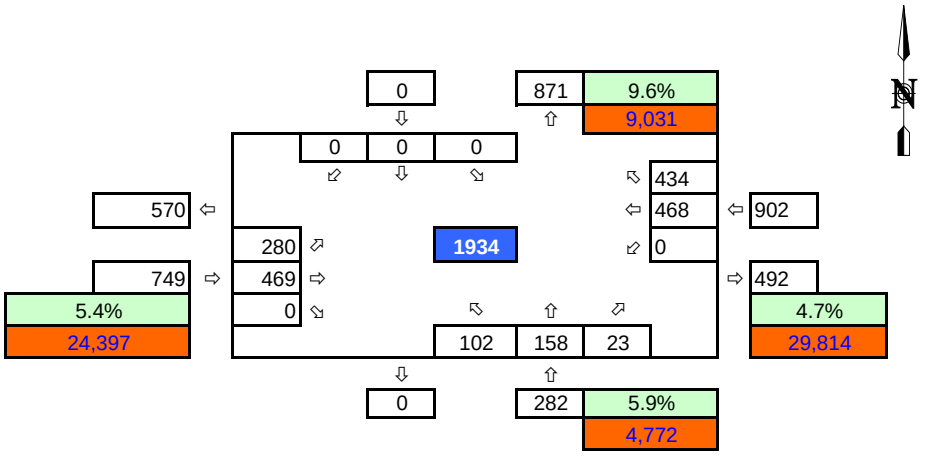
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

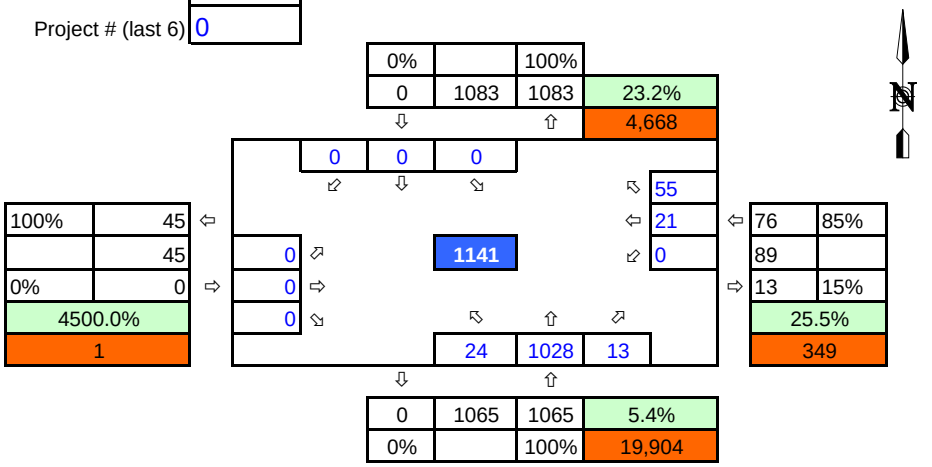



**LEGEND**

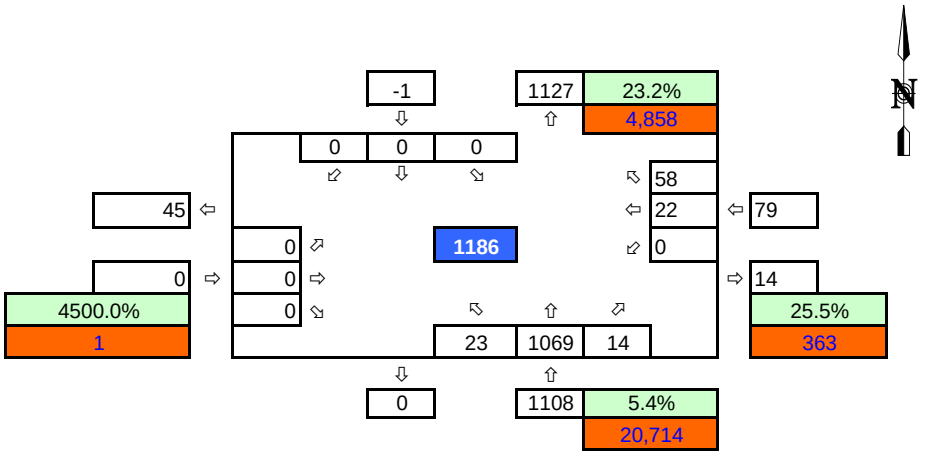
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

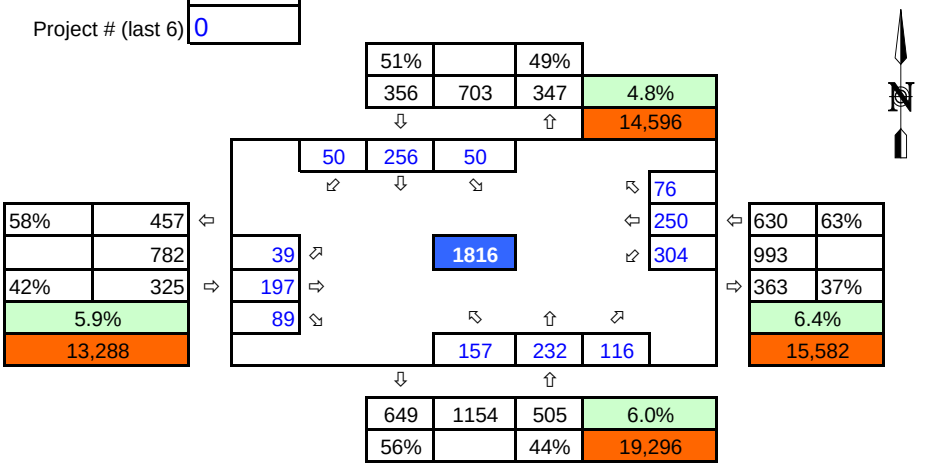



**LEGEND**

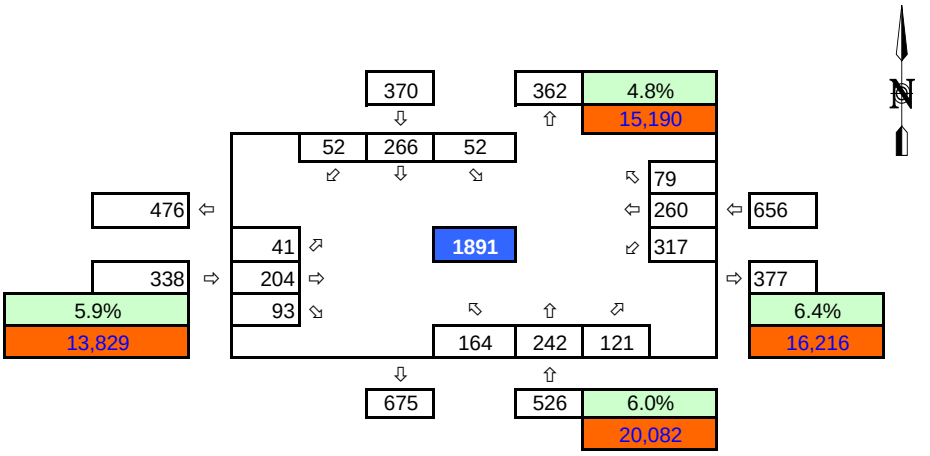
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

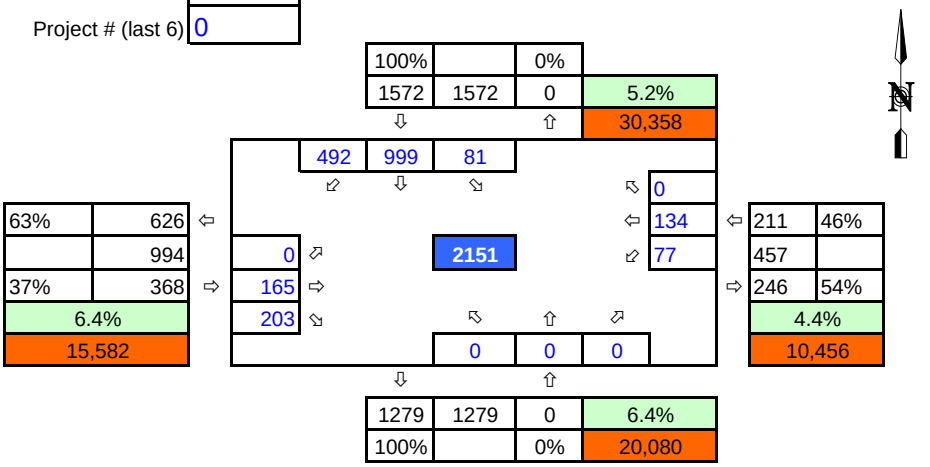



**LEGEND**

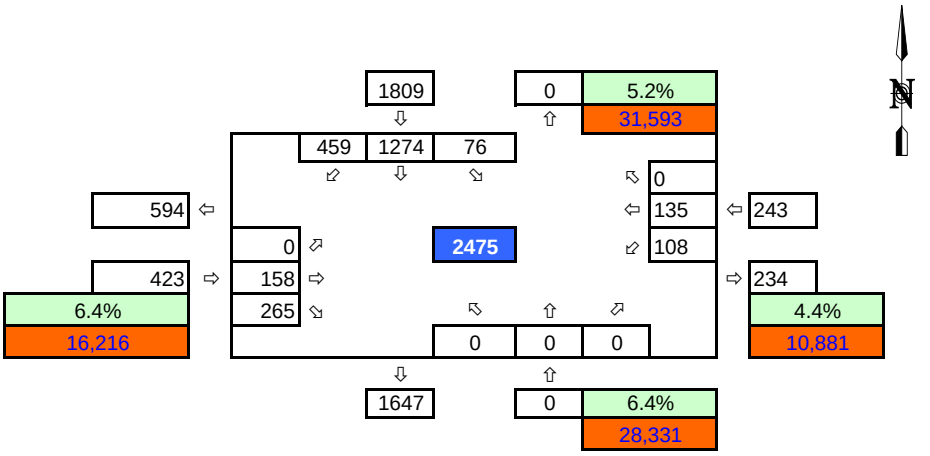
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

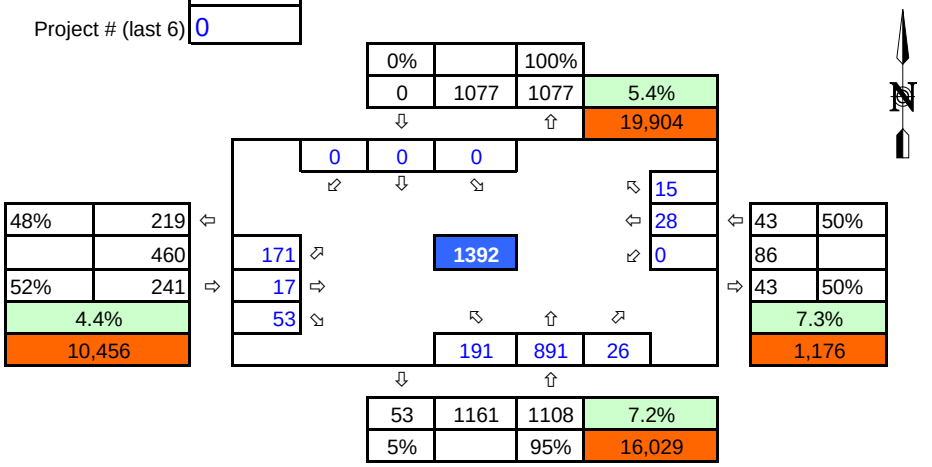



**LEGEND**

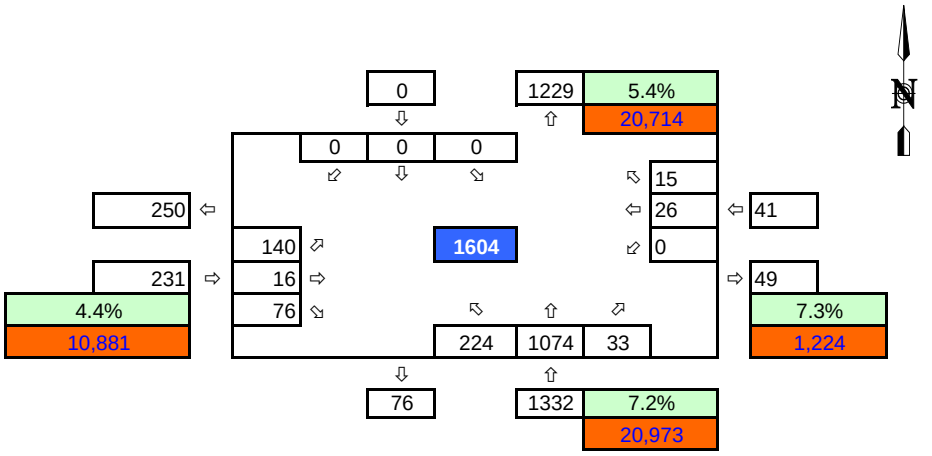
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

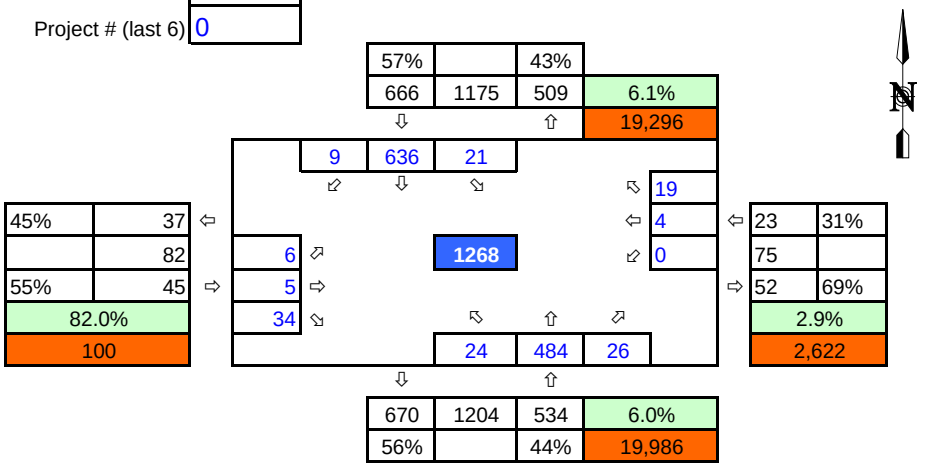



**LEGEND**

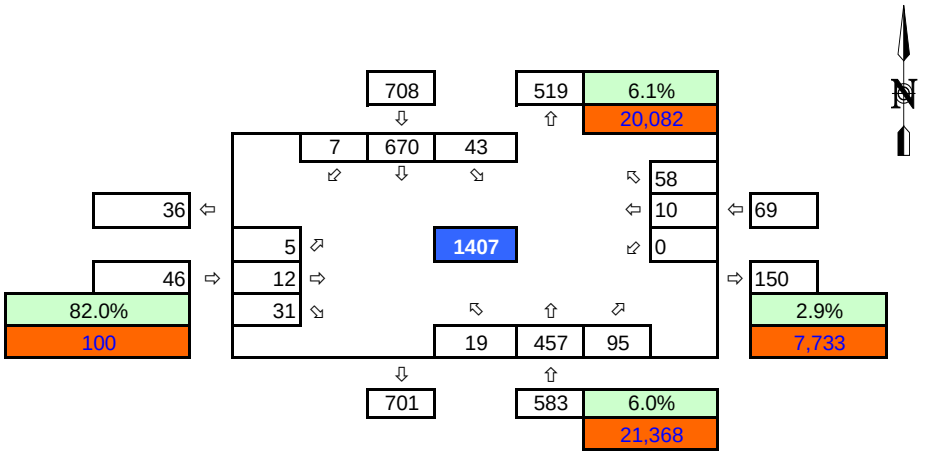
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

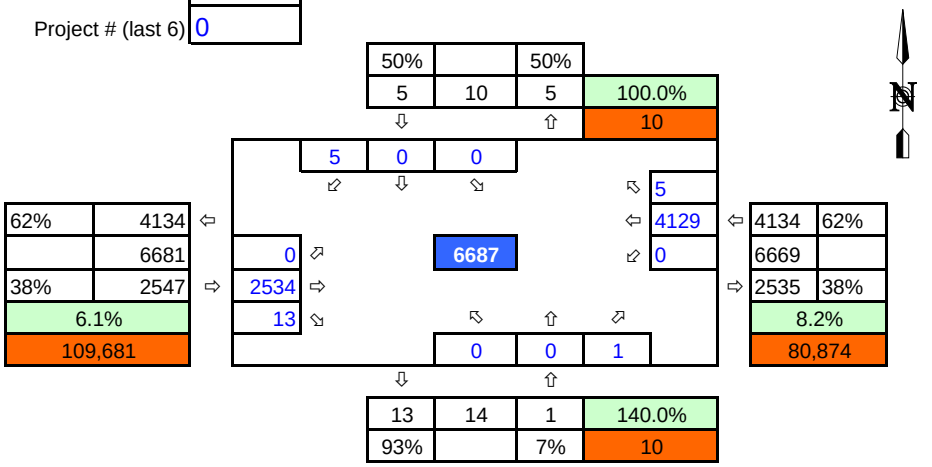



**LEGEND**

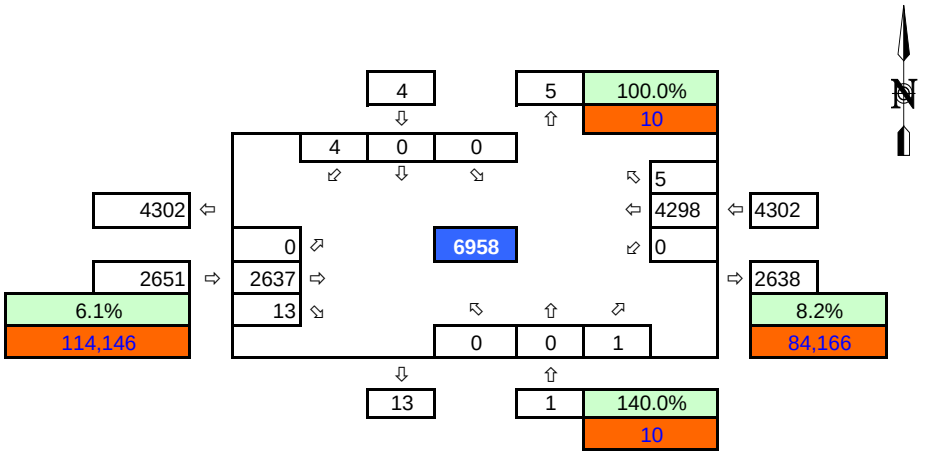
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

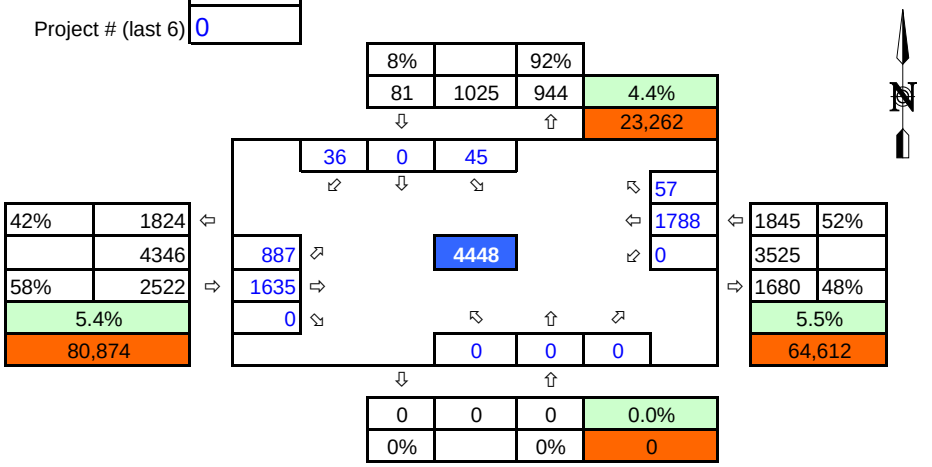



**LEGEND**

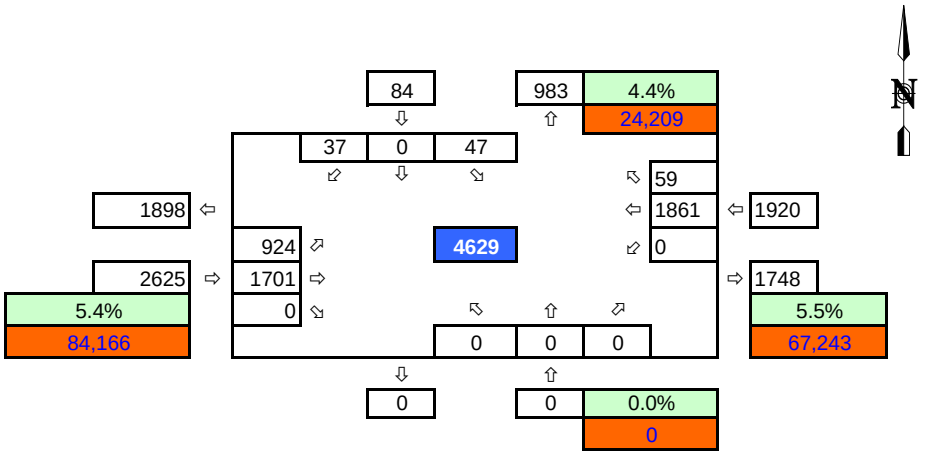
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

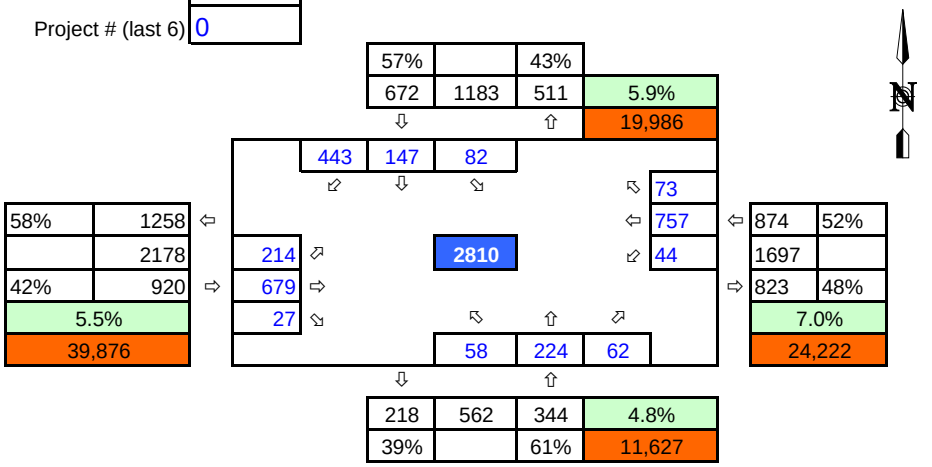



**LEGEND**

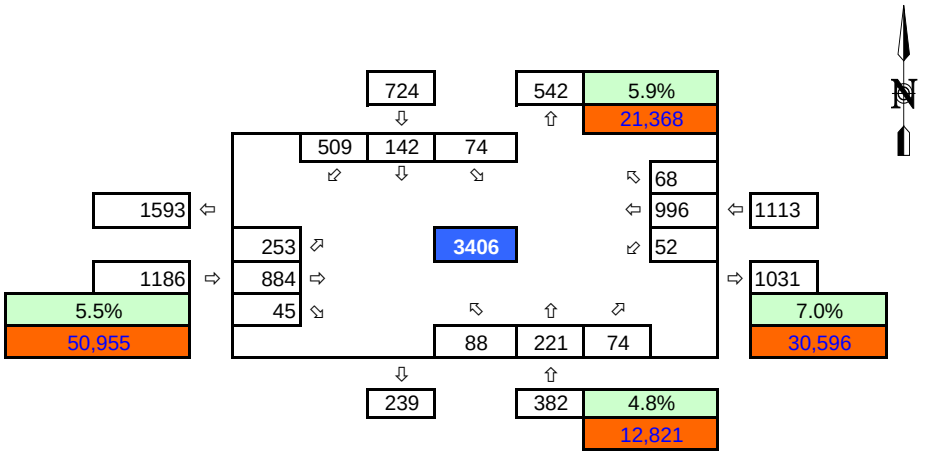
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

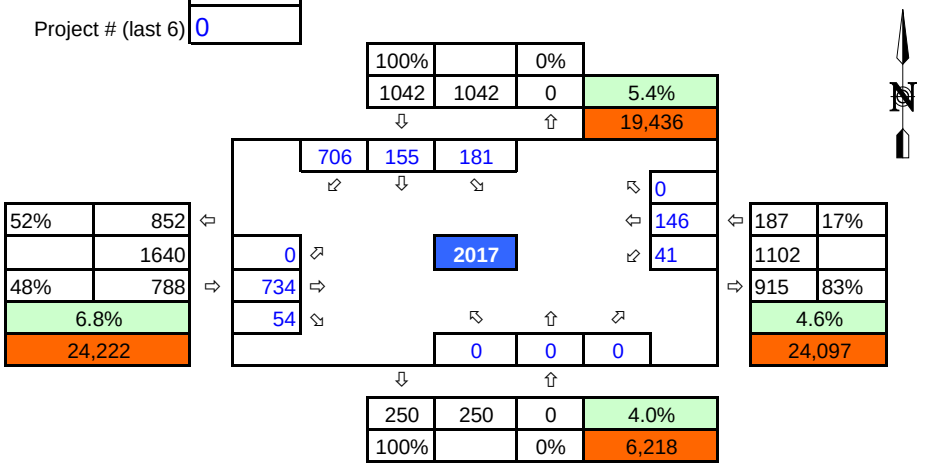



**LEGEND**

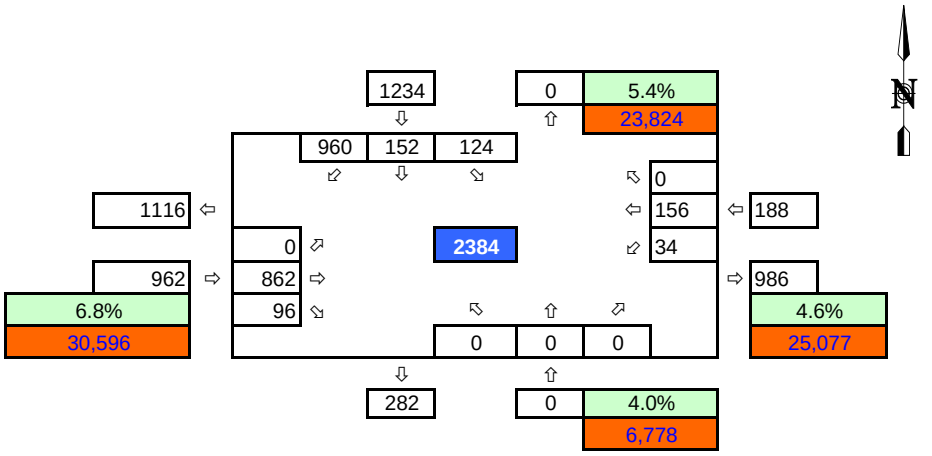
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

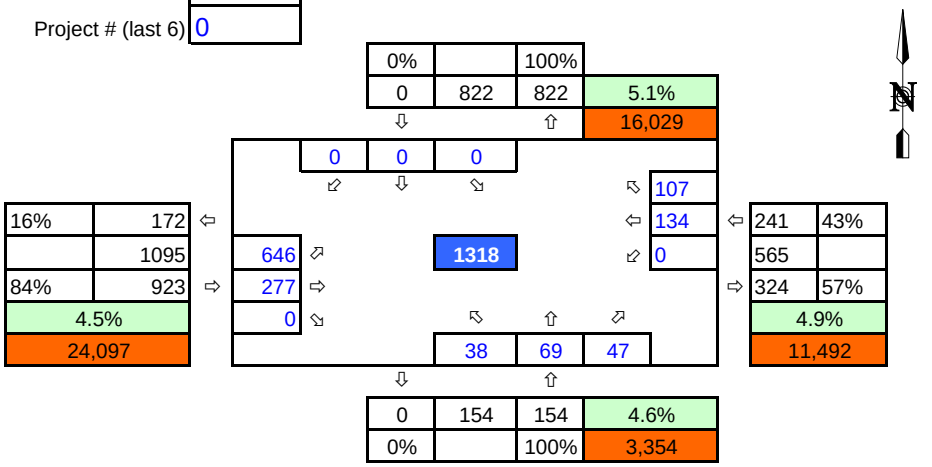



**LEGEND**

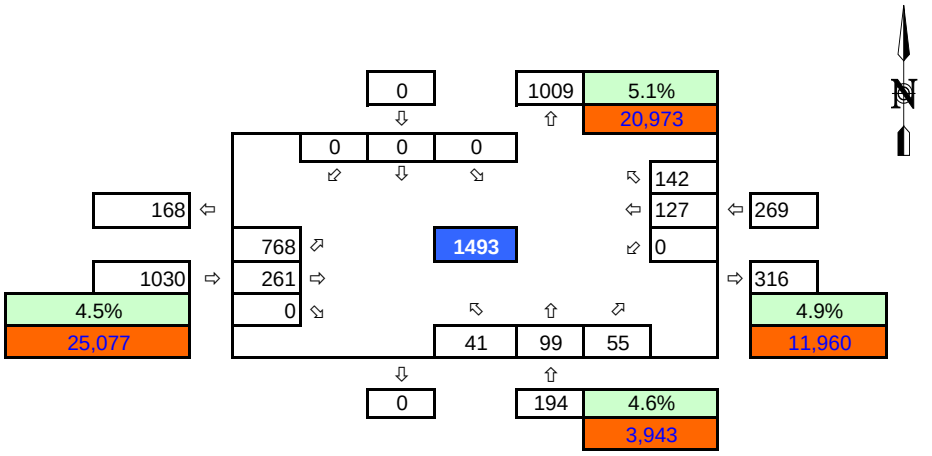
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

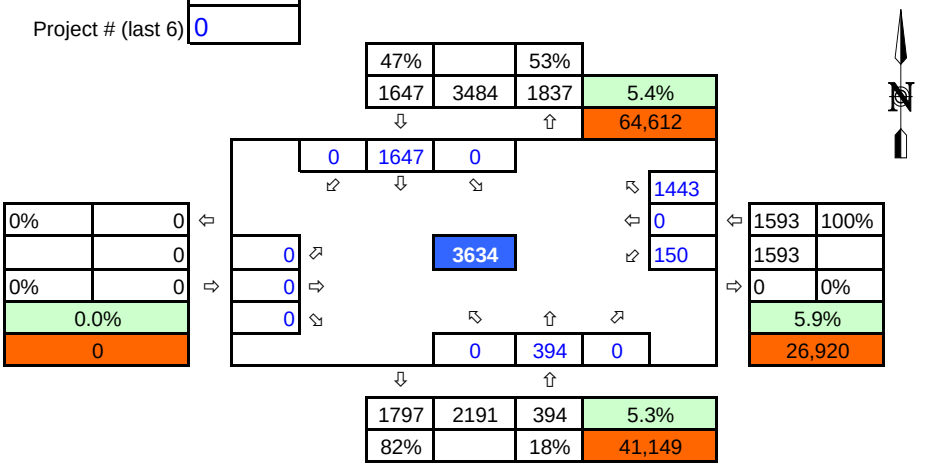



**LEGEND**

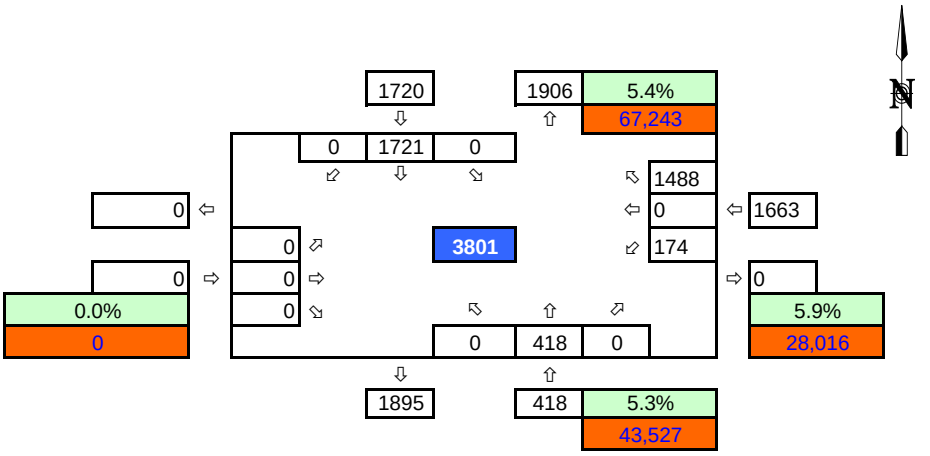
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

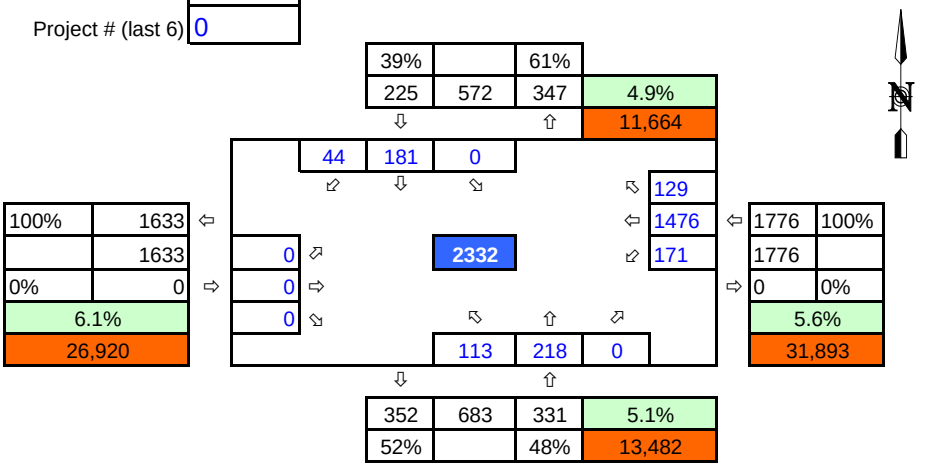



**LEGEND**

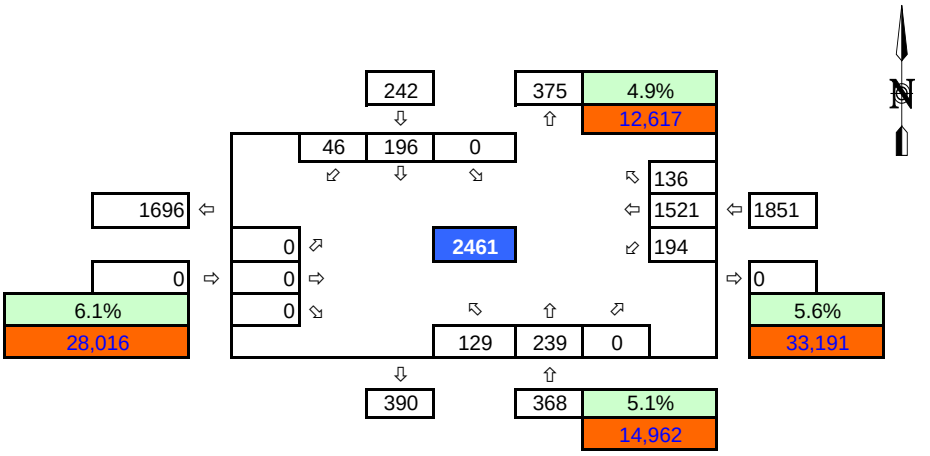
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

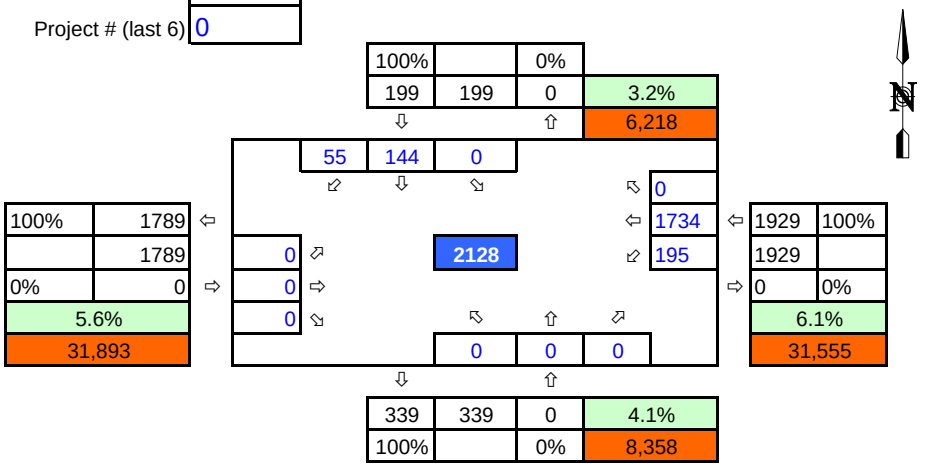



**LEGEND**

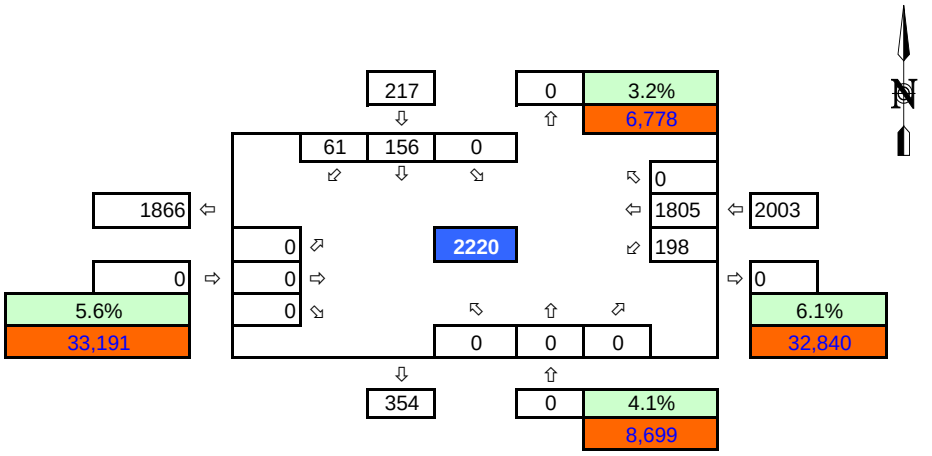
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

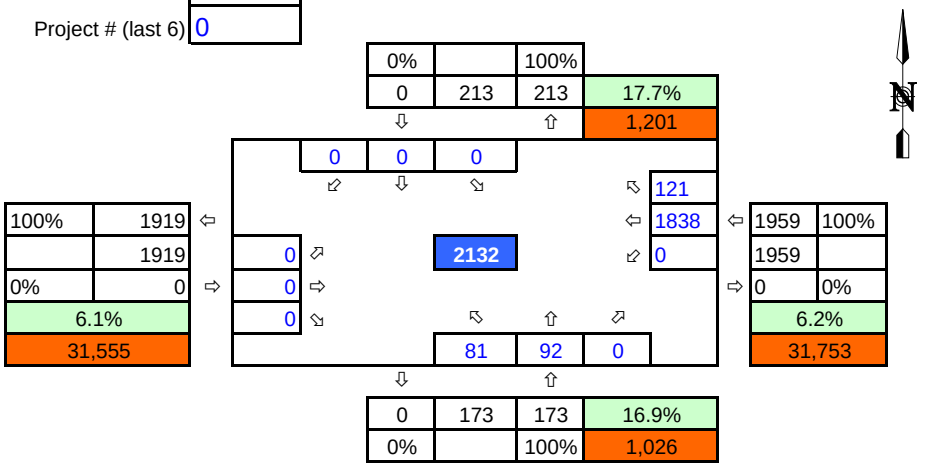



**LEGEND**

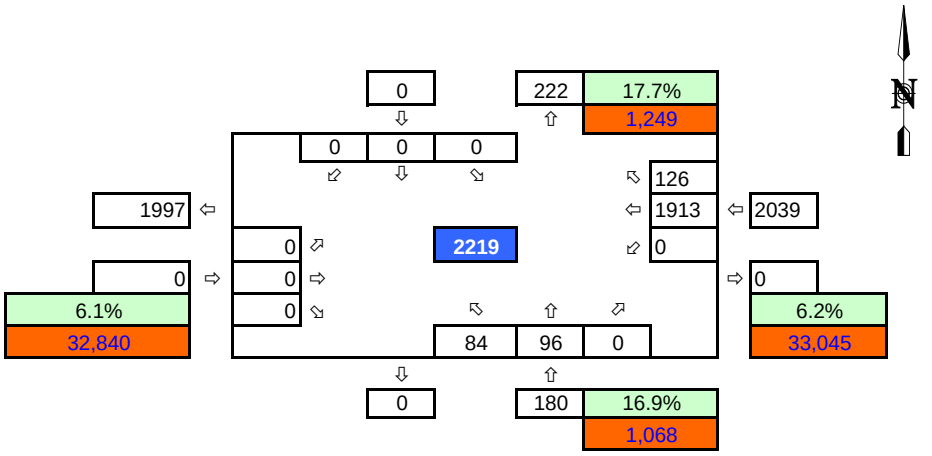
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

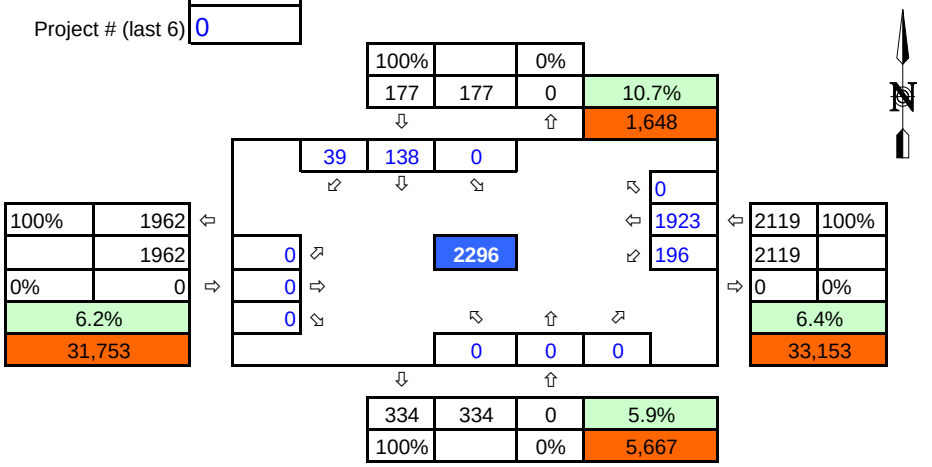



**LEGEND**

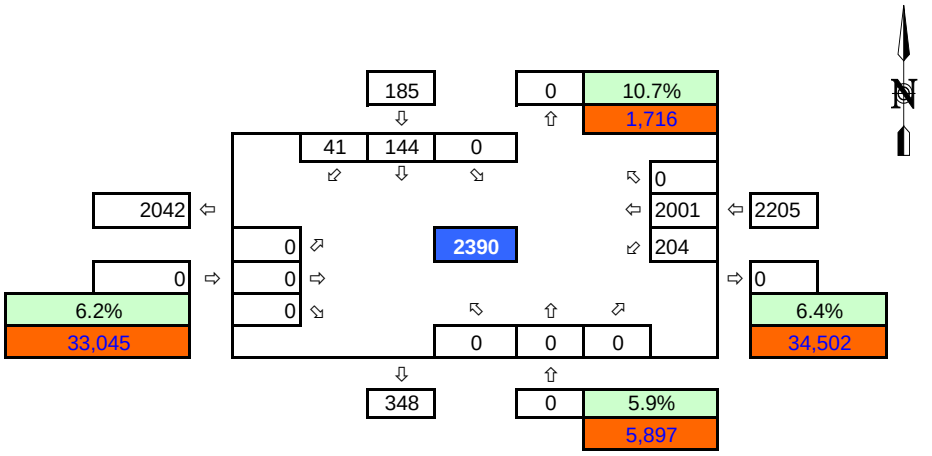
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

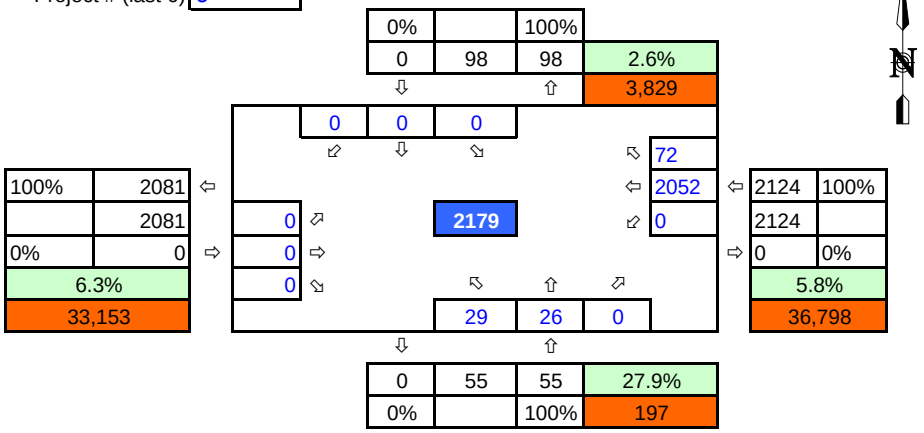



**LEGEND**

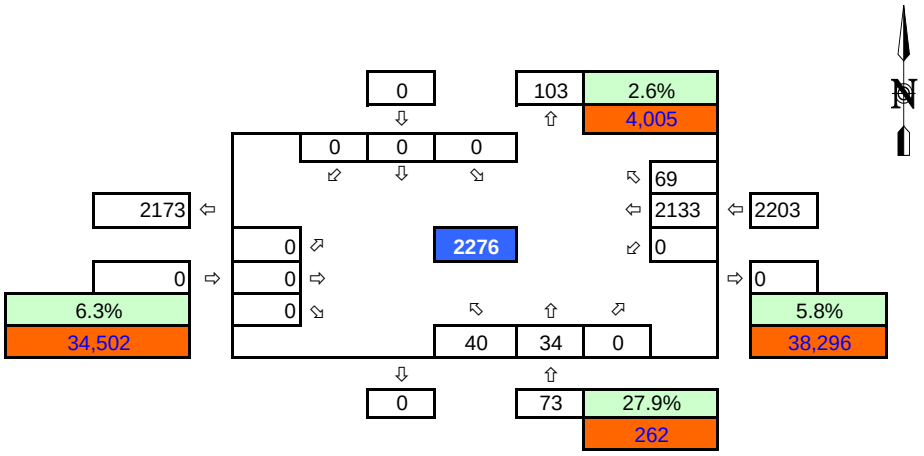
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

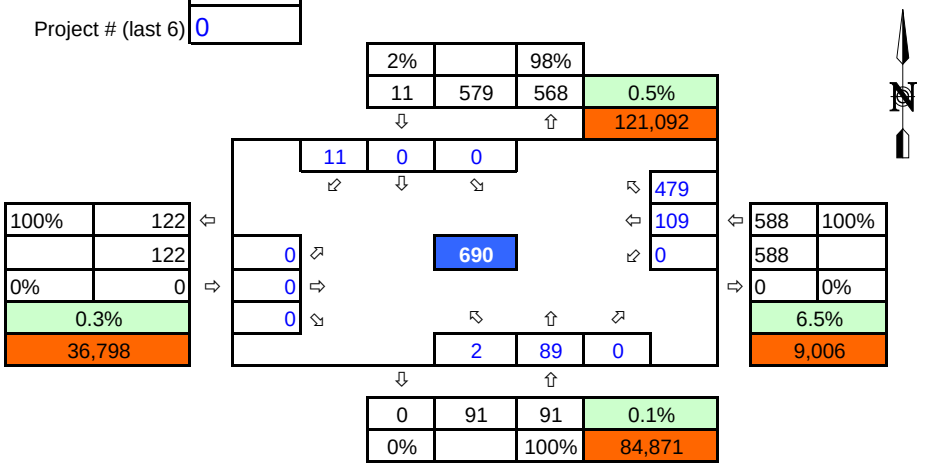



**LEGEND**

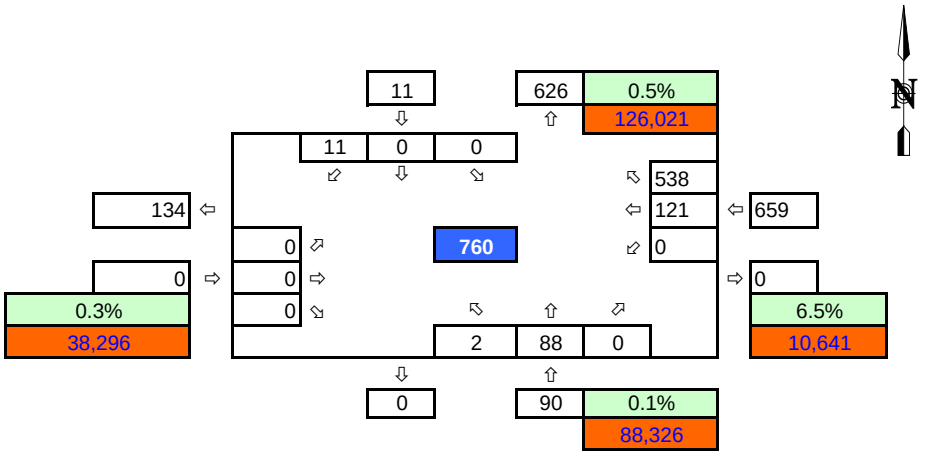
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

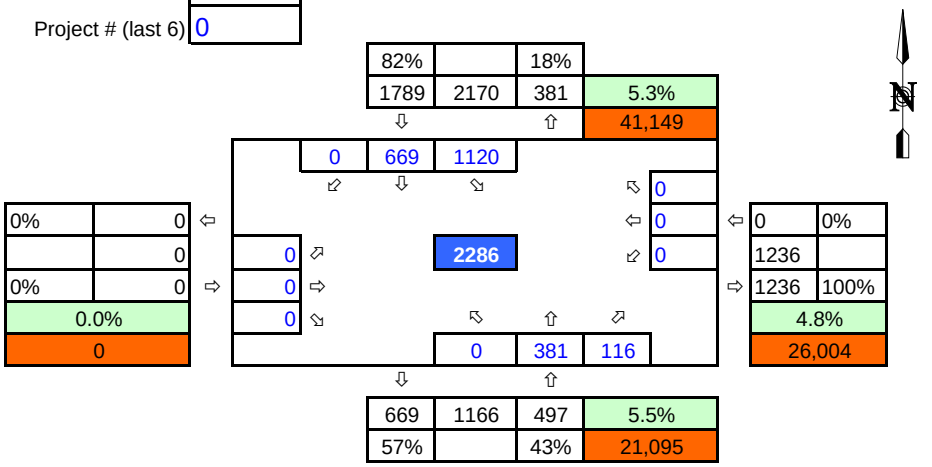



**LEGEND**

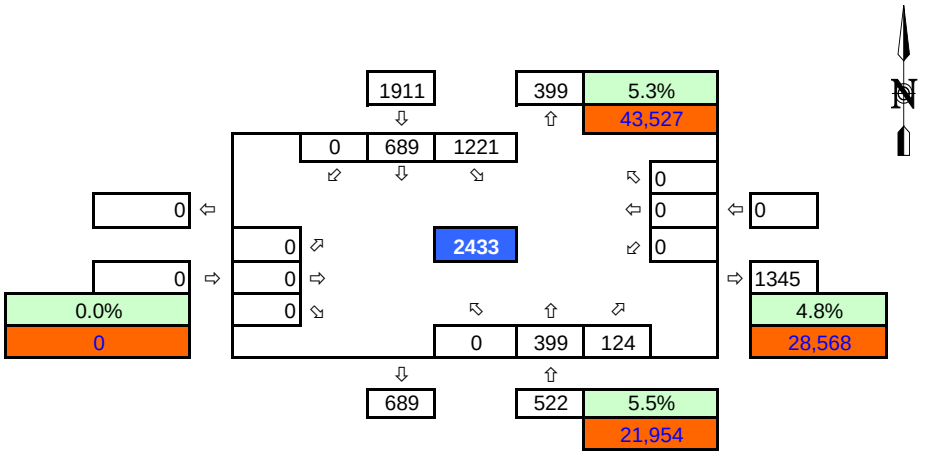
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

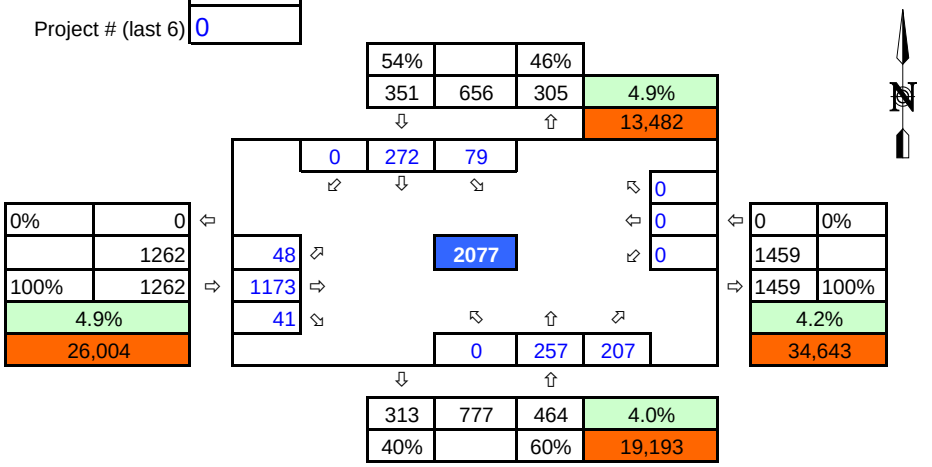



**LEGEND**

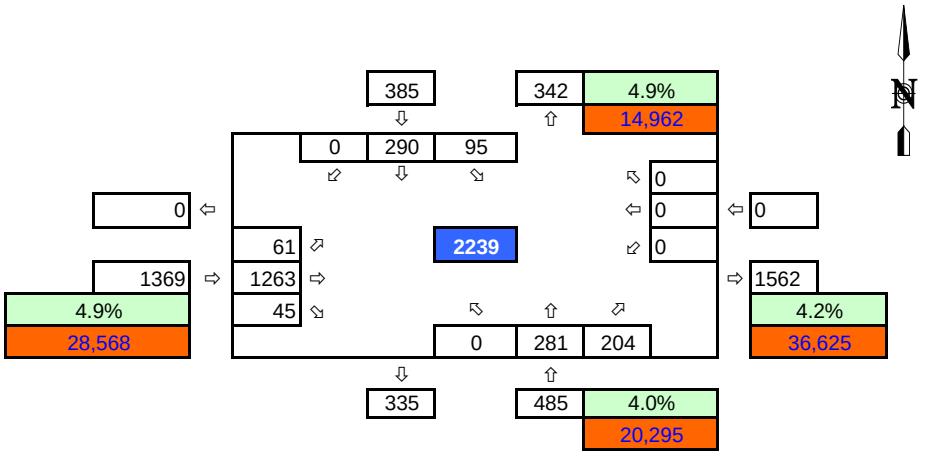
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

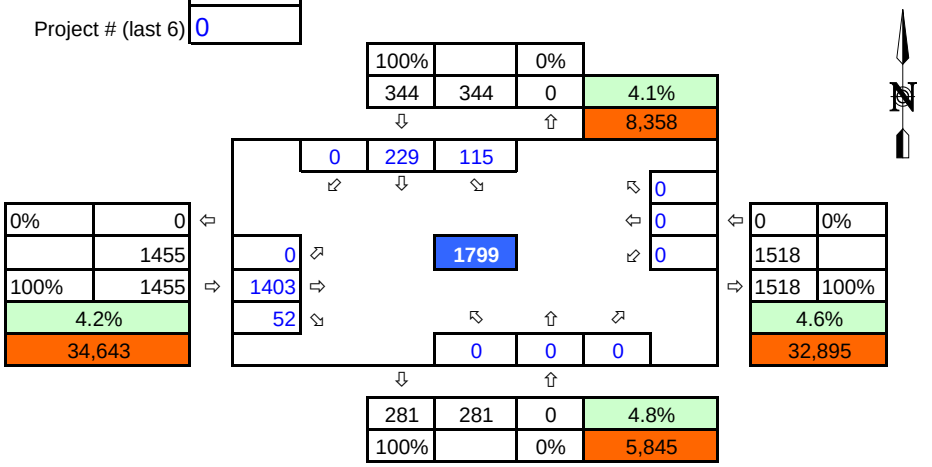



**LEGEND**

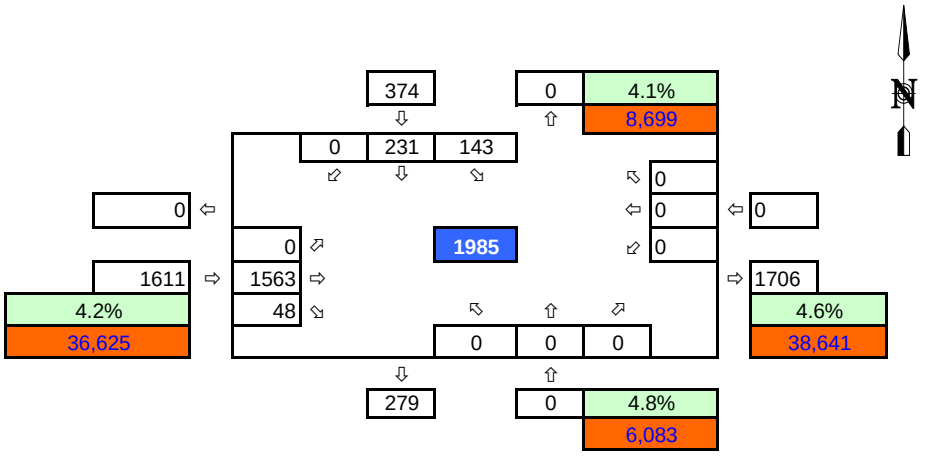
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |



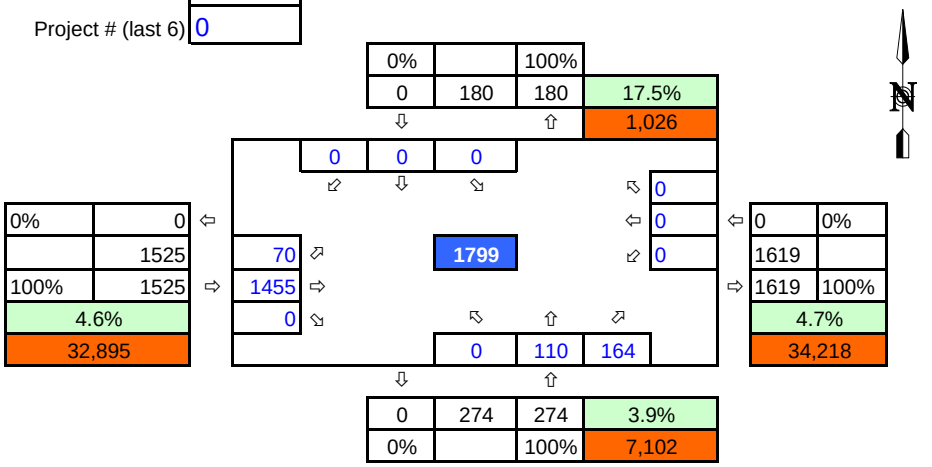

**LEGEND**

| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

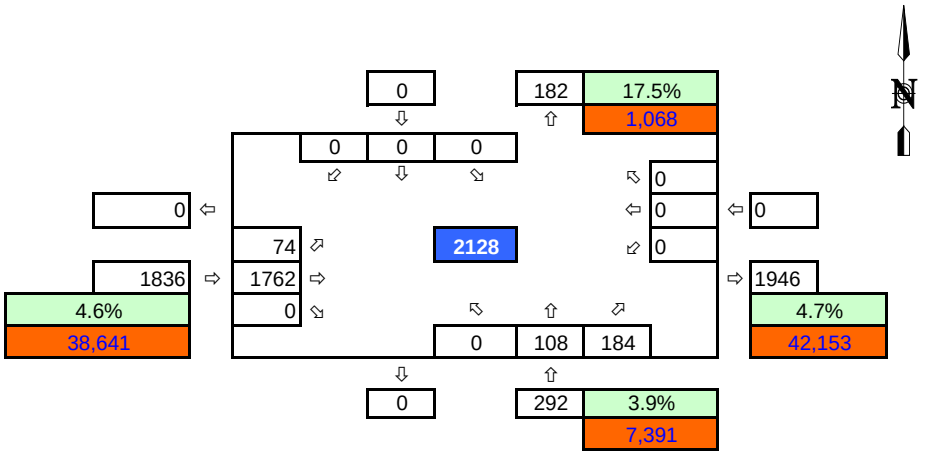
\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\195072001Turn32-2020.xlsx
Int 27 MD

# Int 28 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

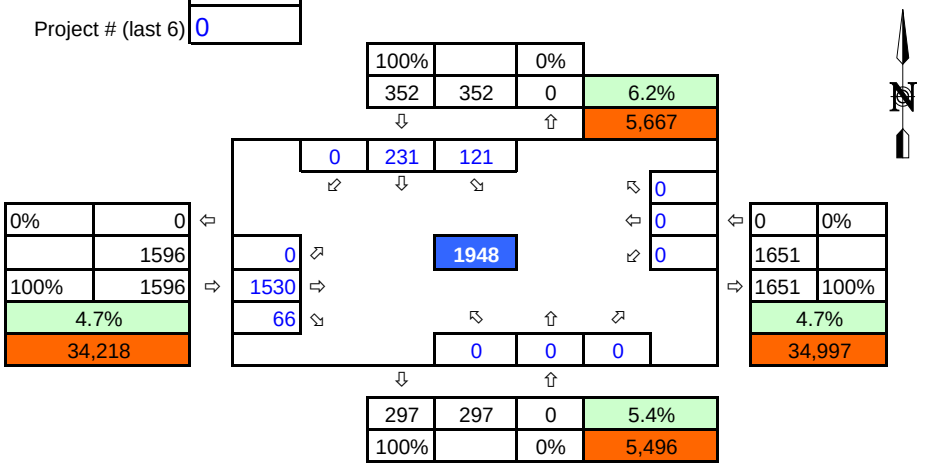



**LEGEND**

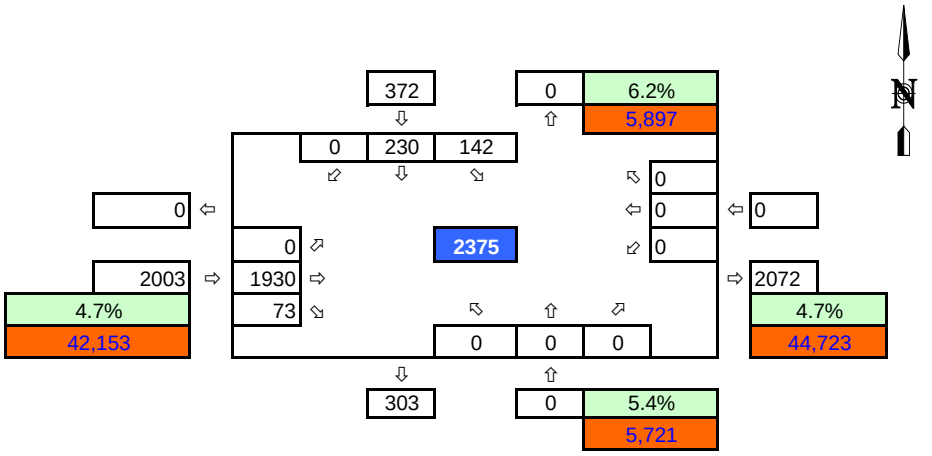
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

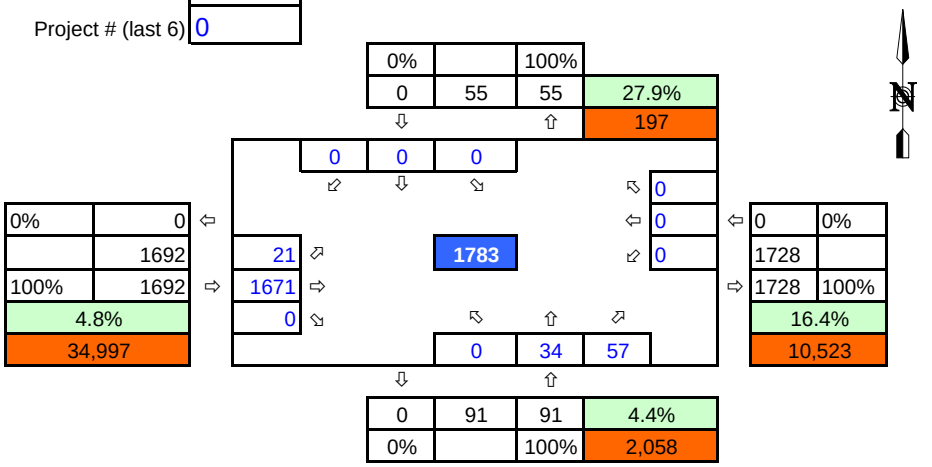



**LEGEND**

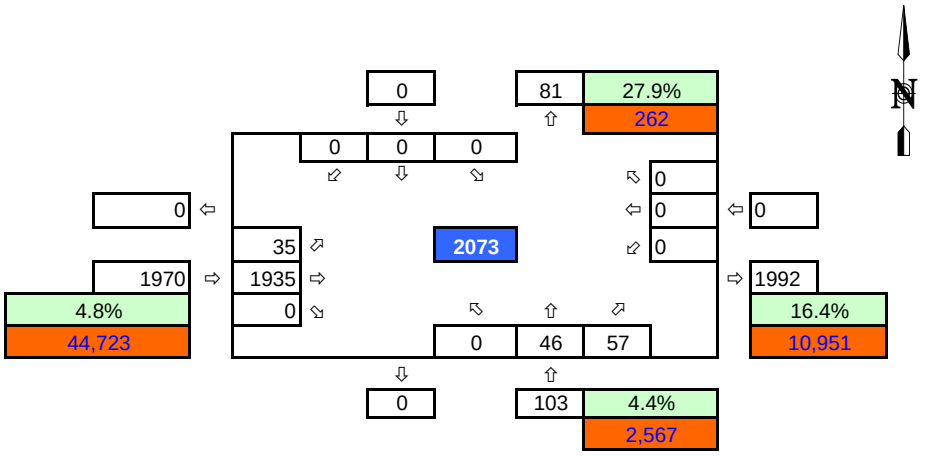
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

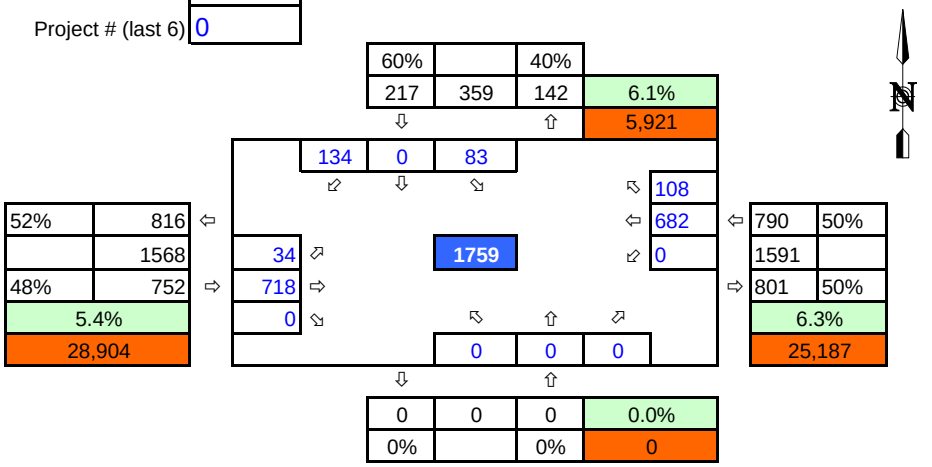



**LEGEND**

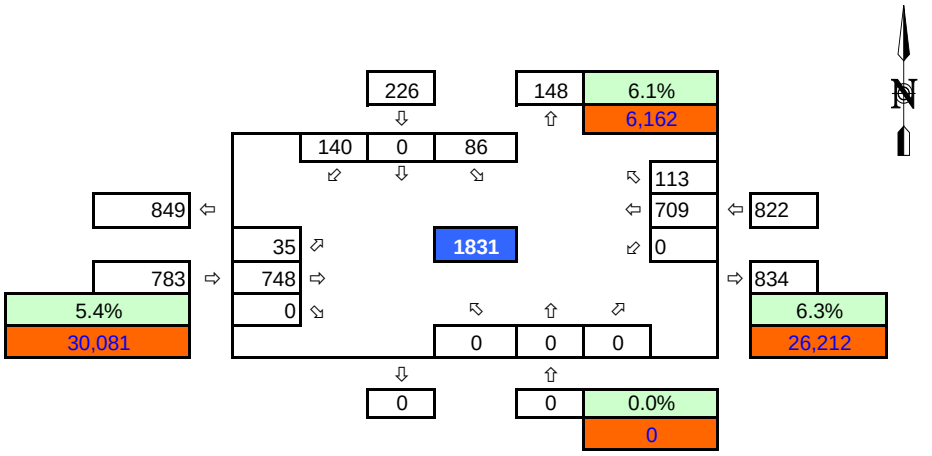
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

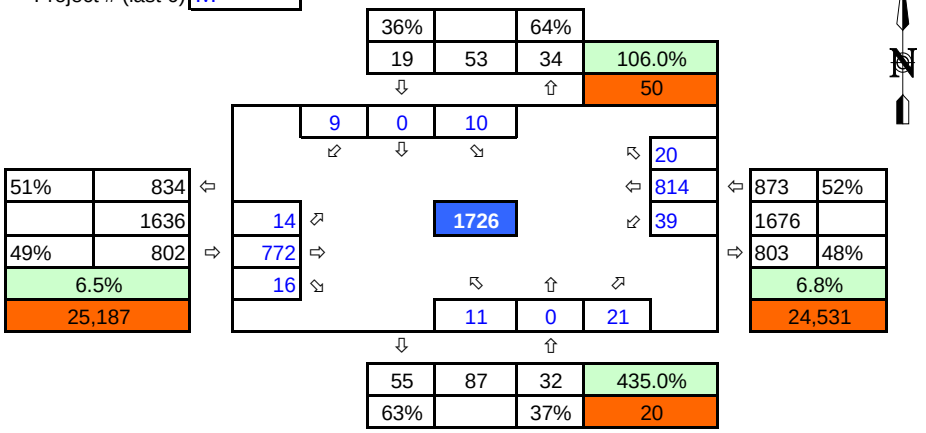



**LEGEND**

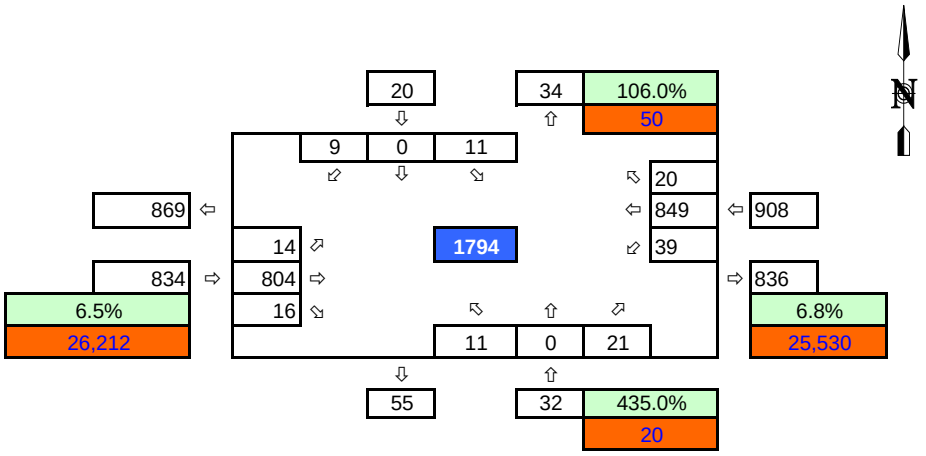
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

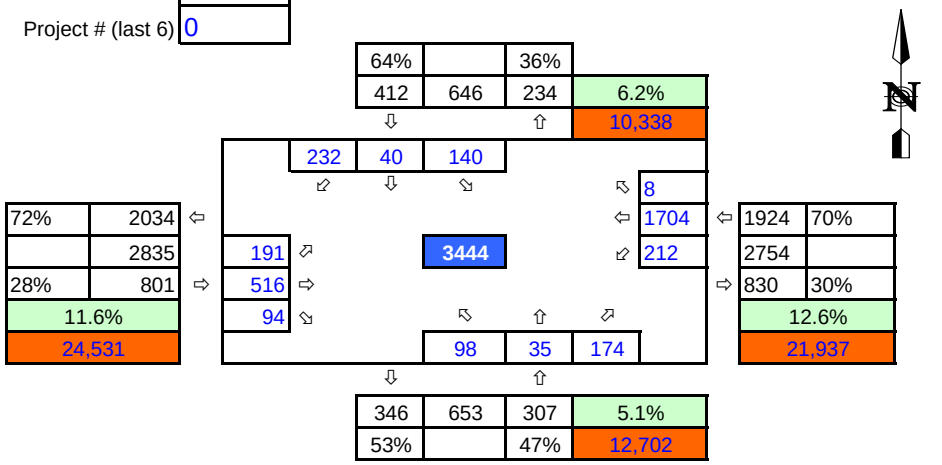



**LEGEND**

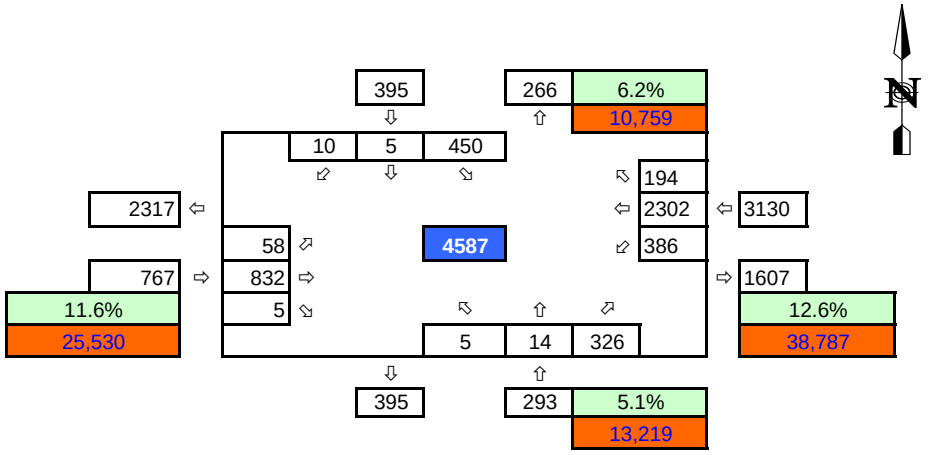
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

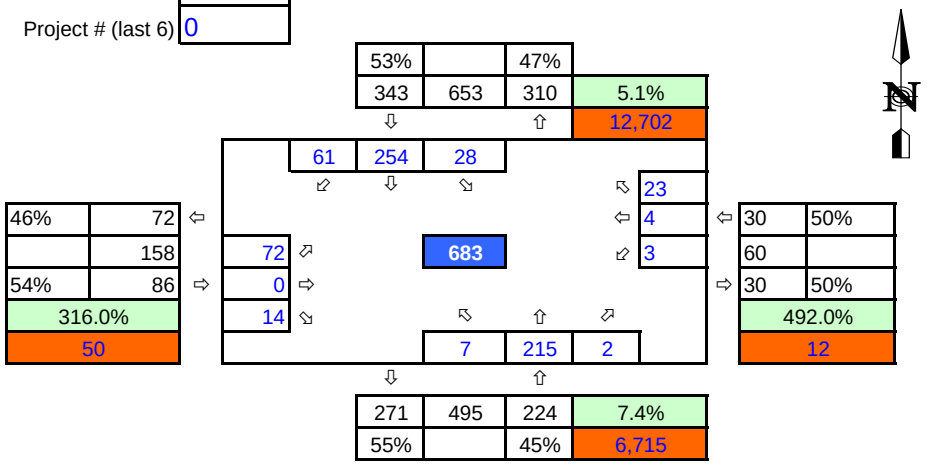



**LEGEND**

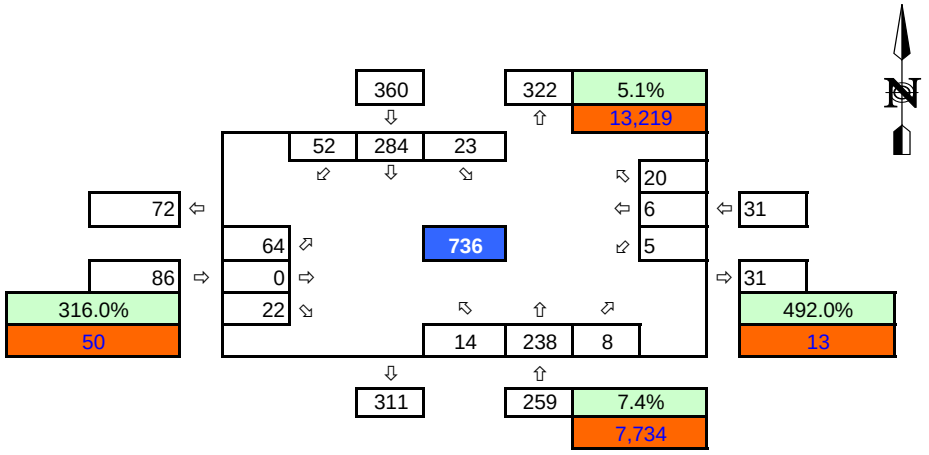
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

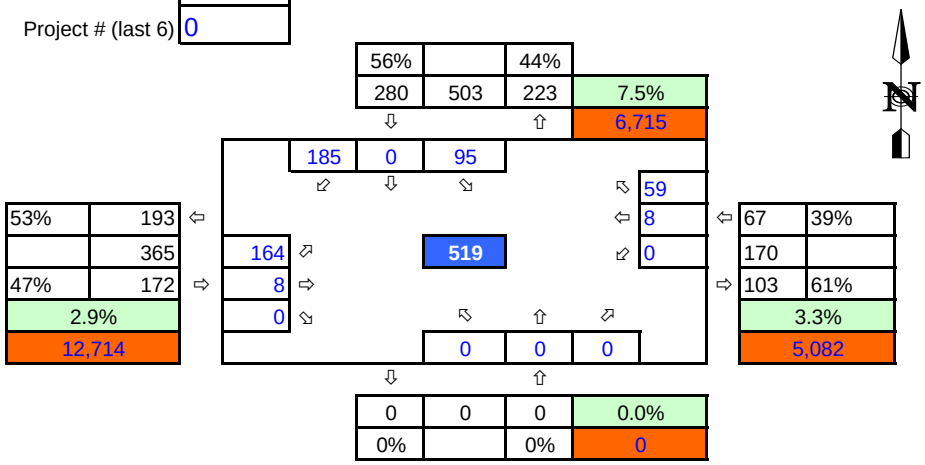



**LEGEND**

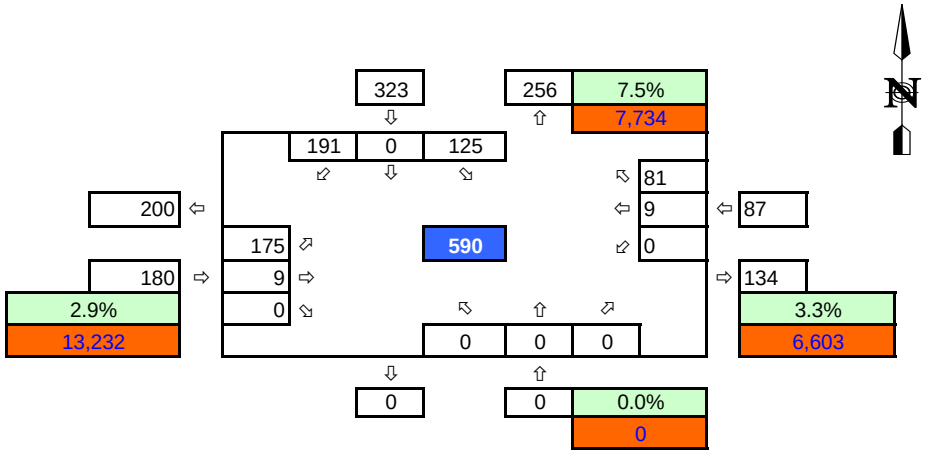
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

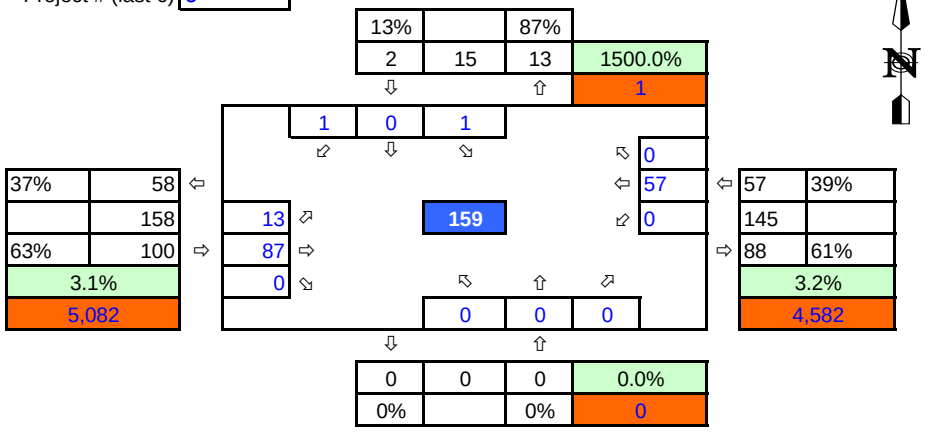



**LEGEND**

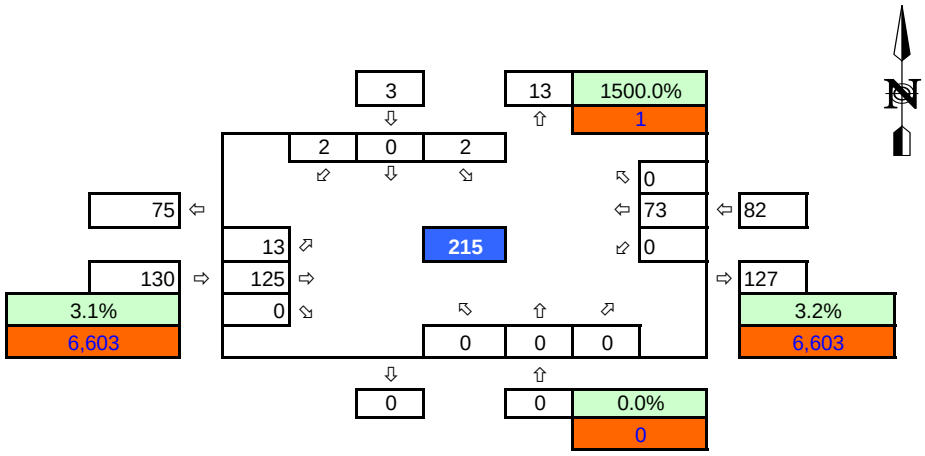
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

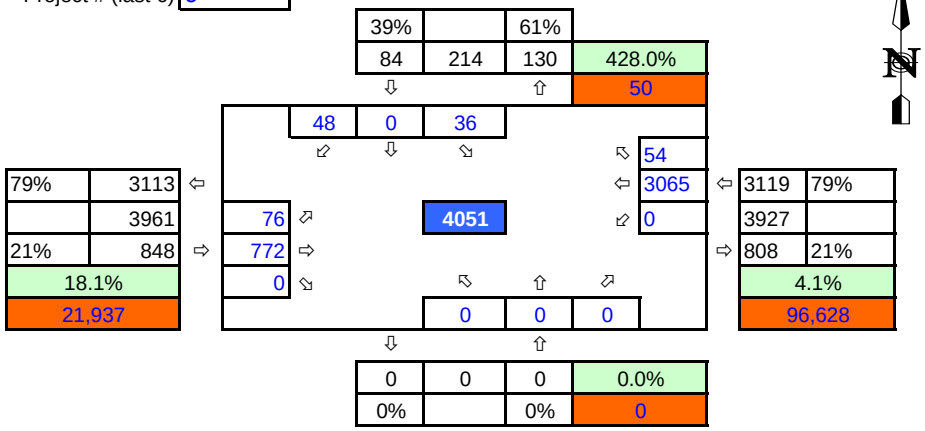



**LEGEND**

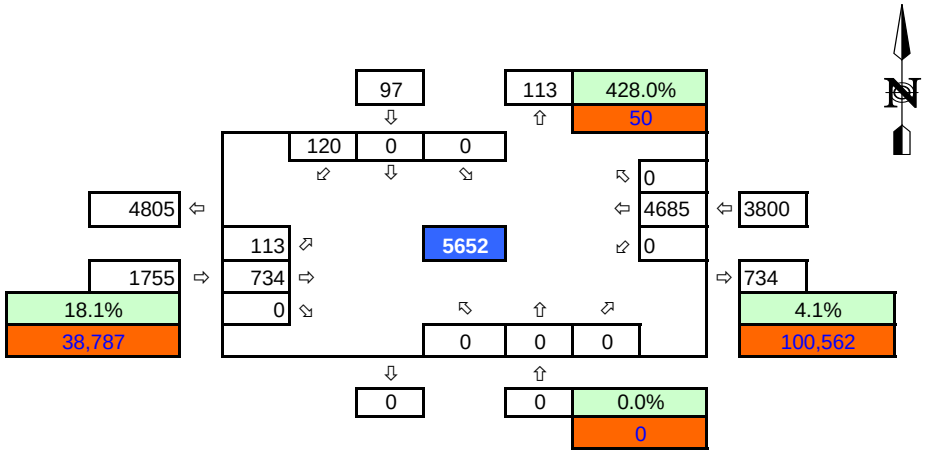
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

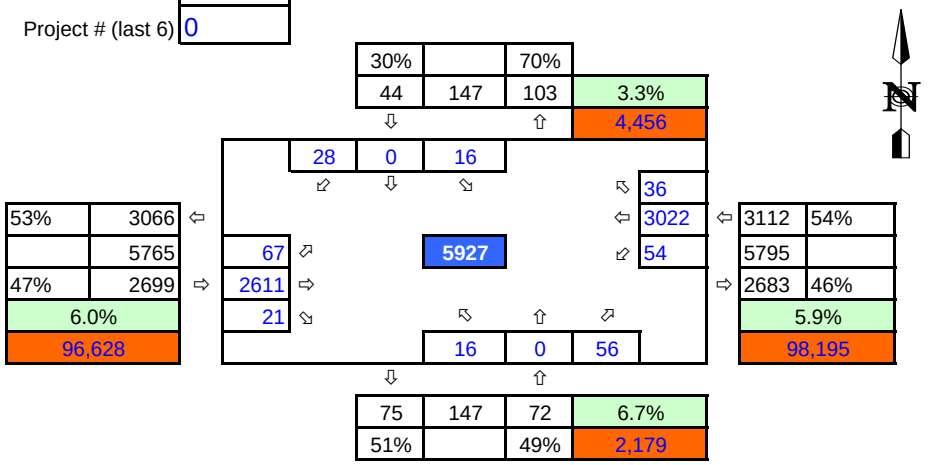



**LEGEND**

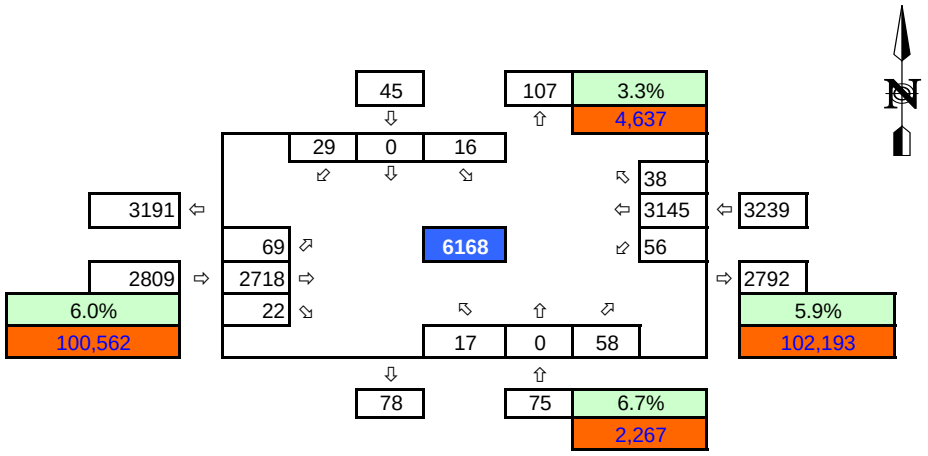
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

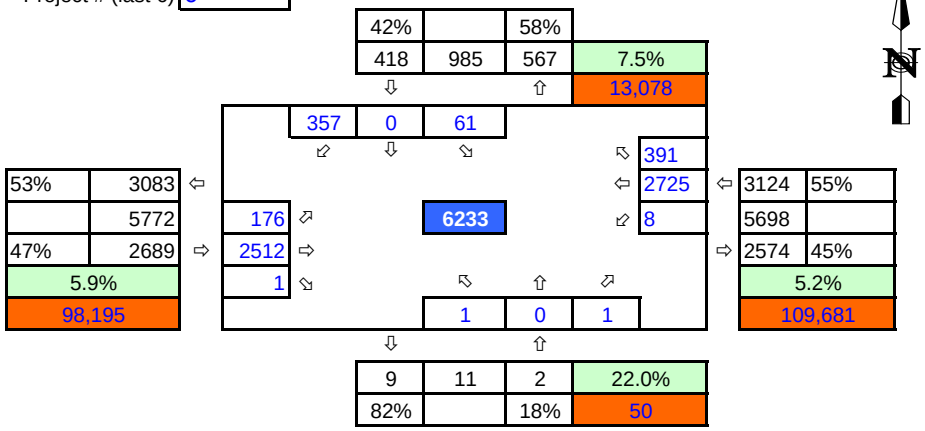



**LEGEND**

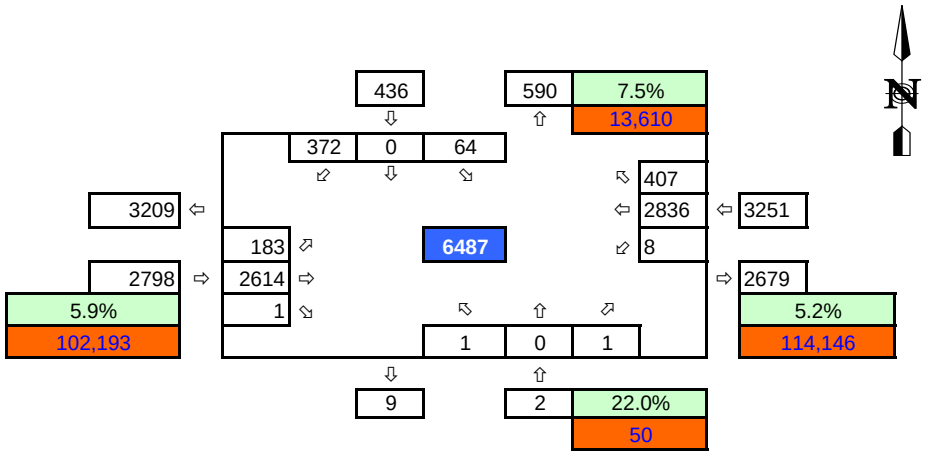
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

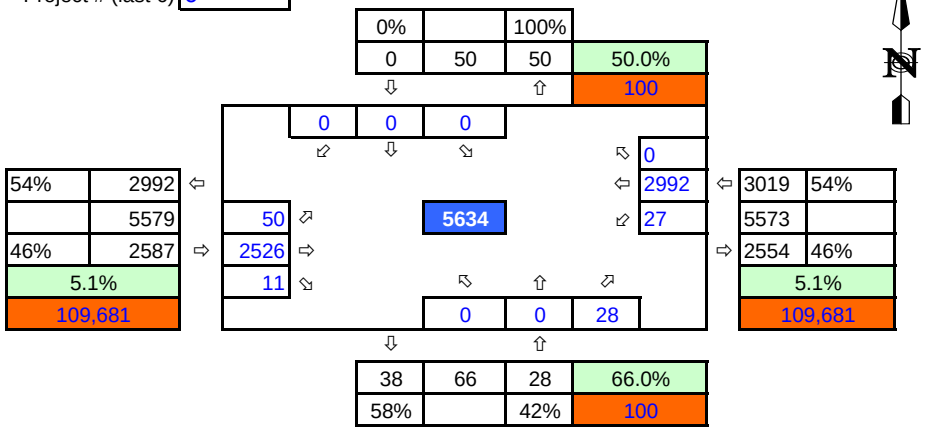



**LEGEND**

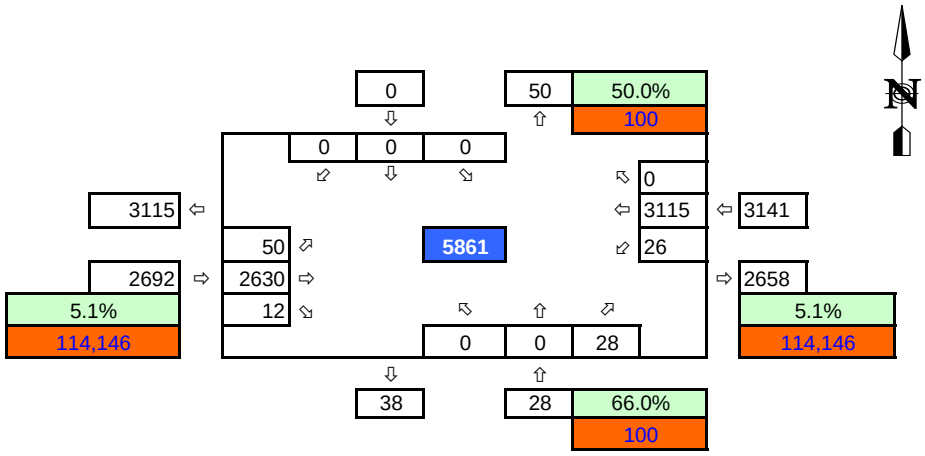
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

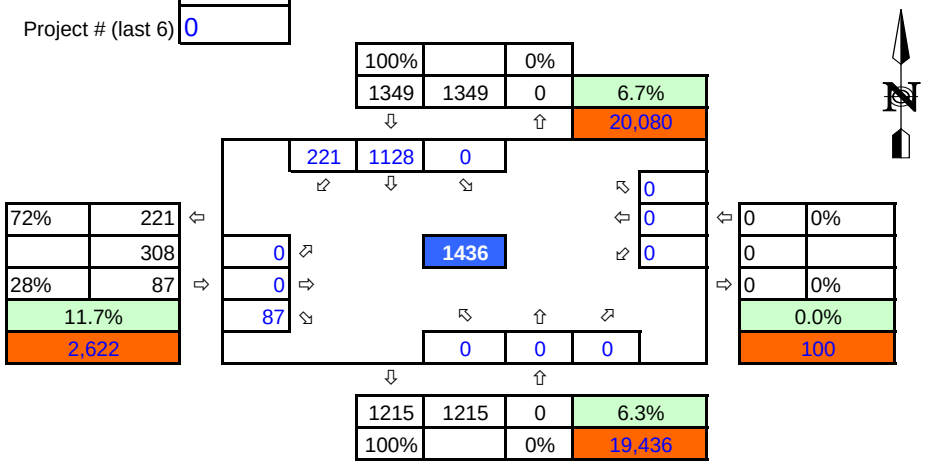



**LEGEND**

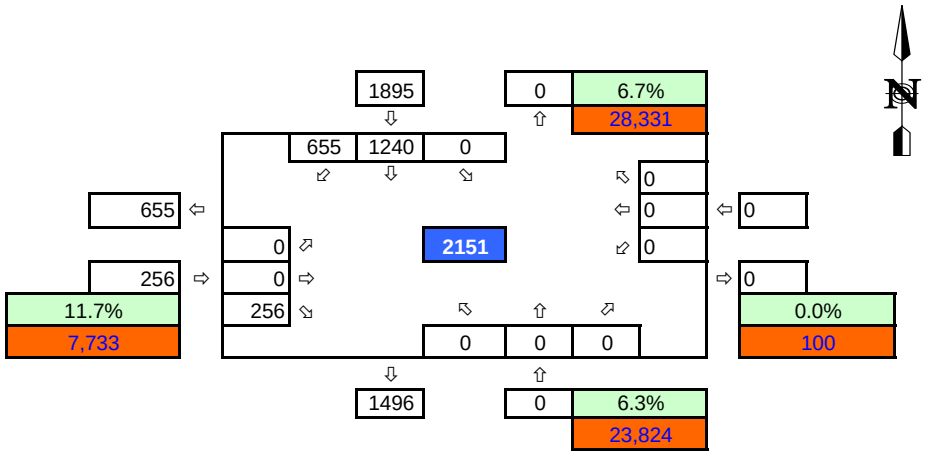
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

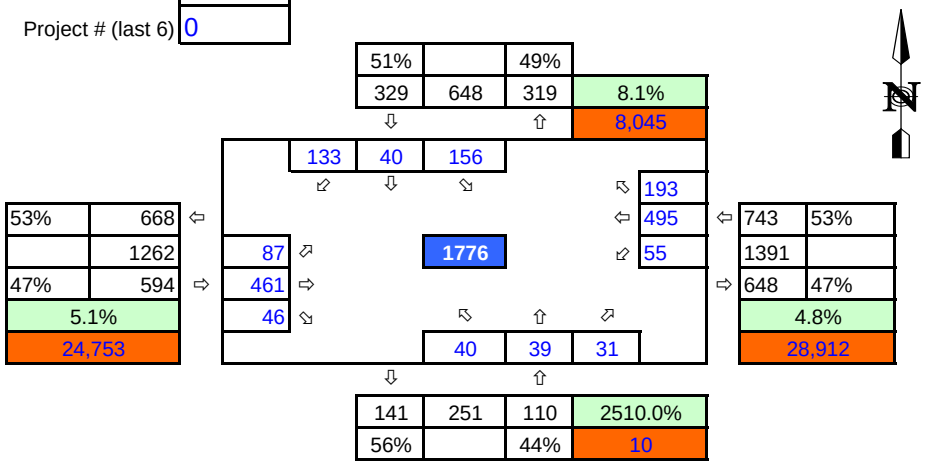



**LEGEND**

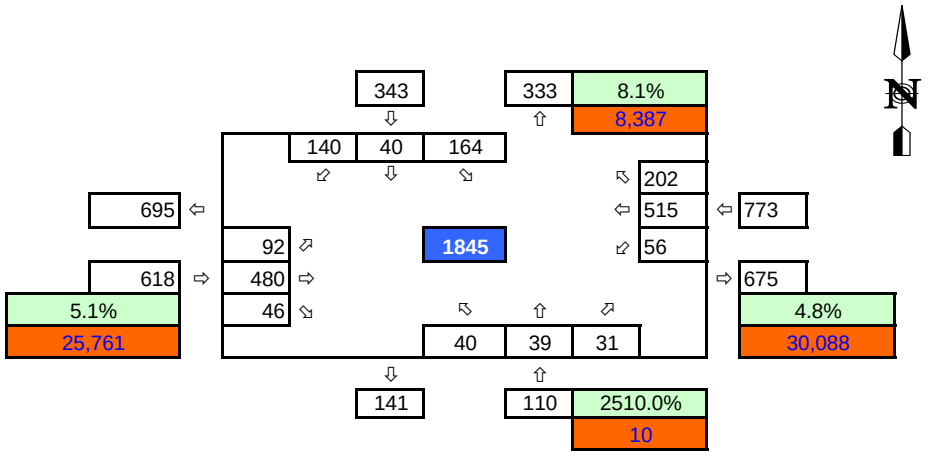
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

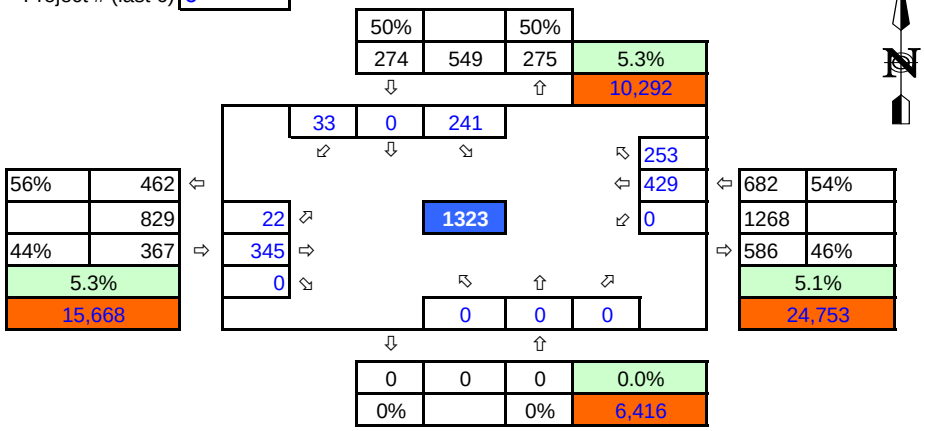



**LEGEND**

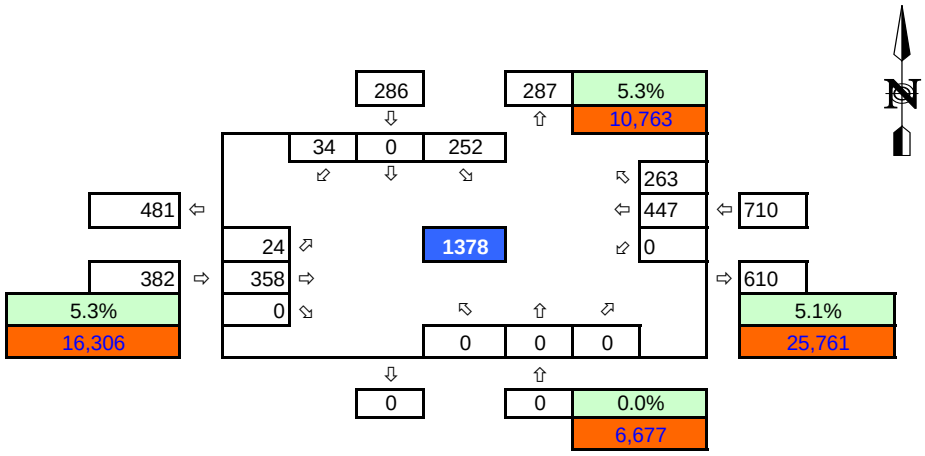
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

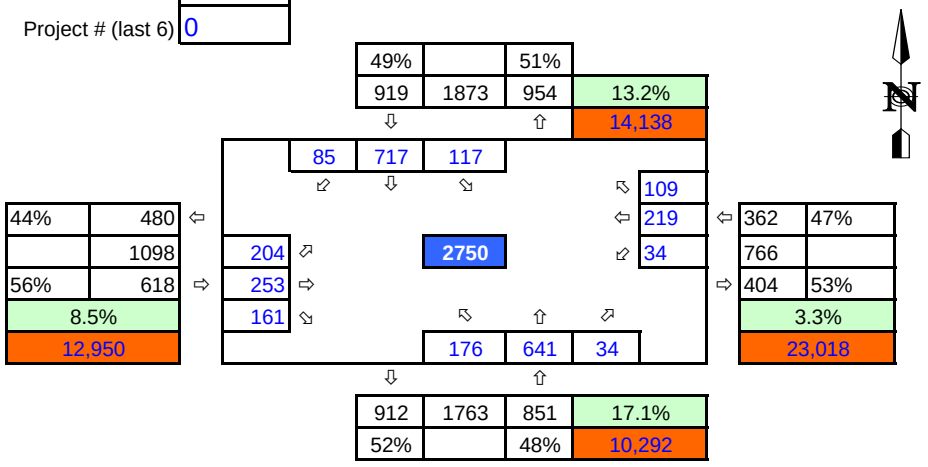



**LEGEND**

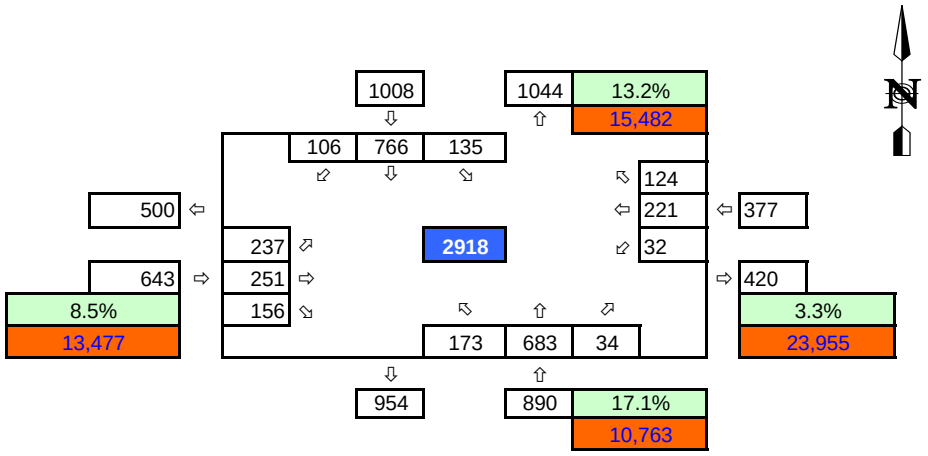
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

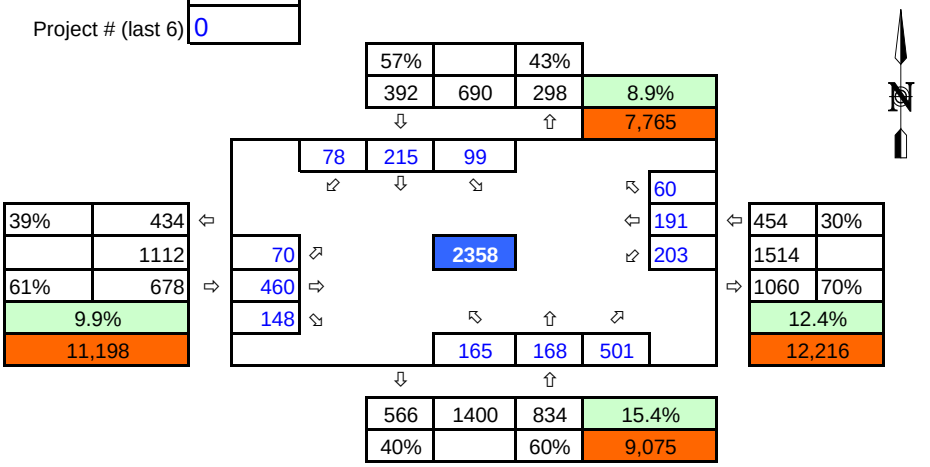



**LEGEND**

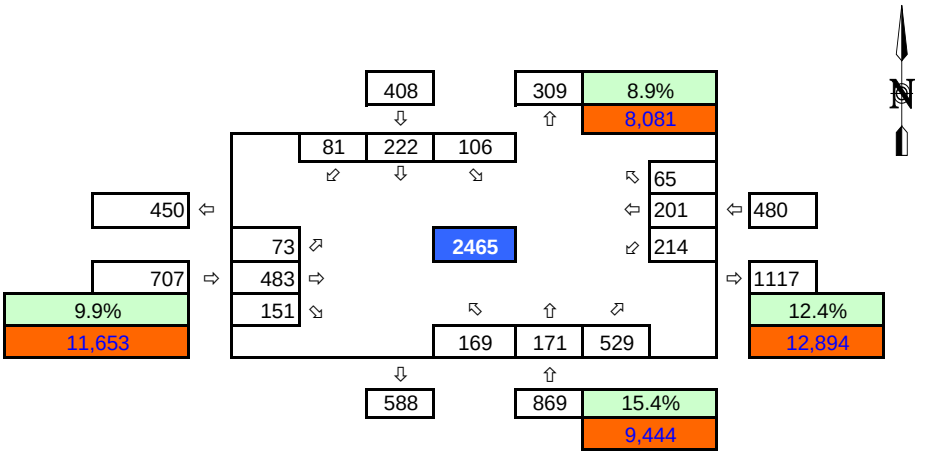
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

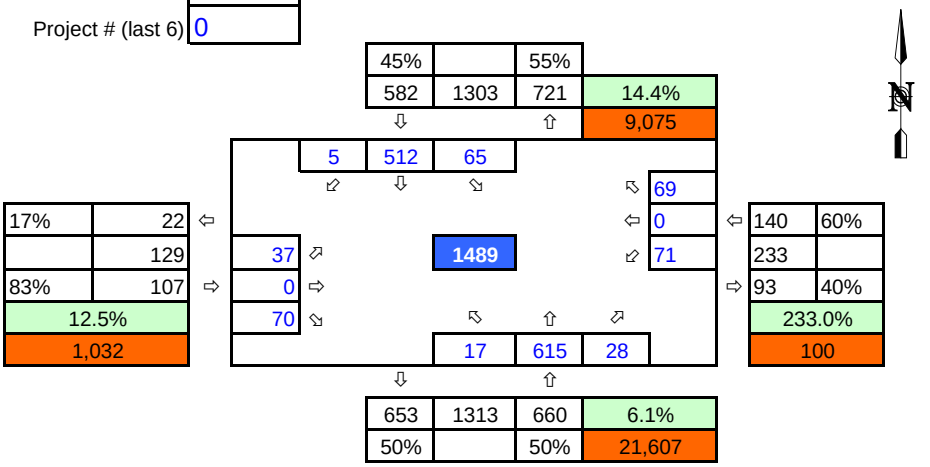



**LEGEND**

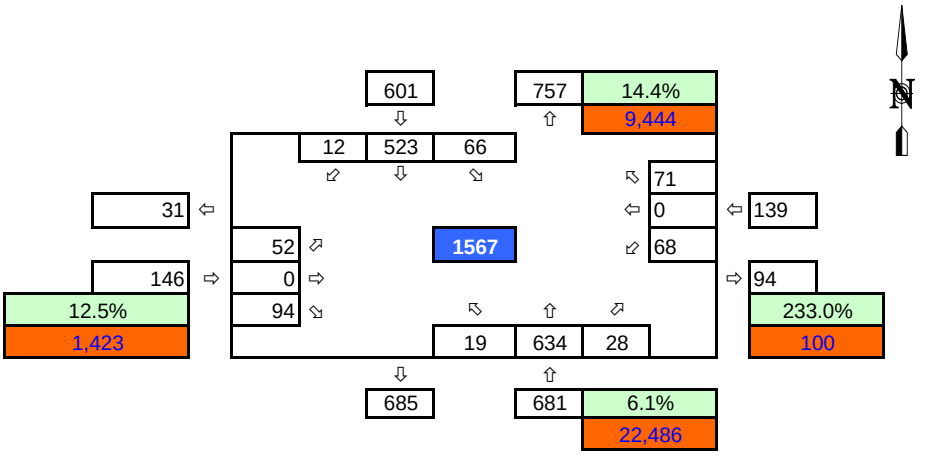
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

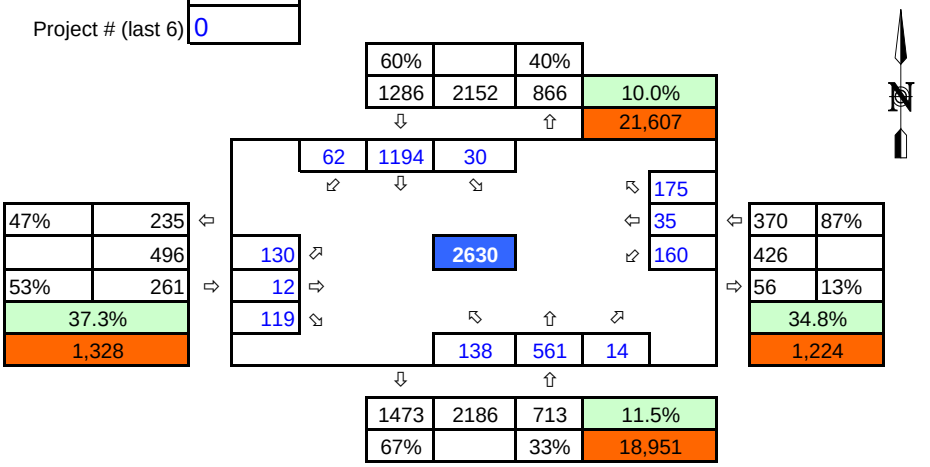



**LEGEND**

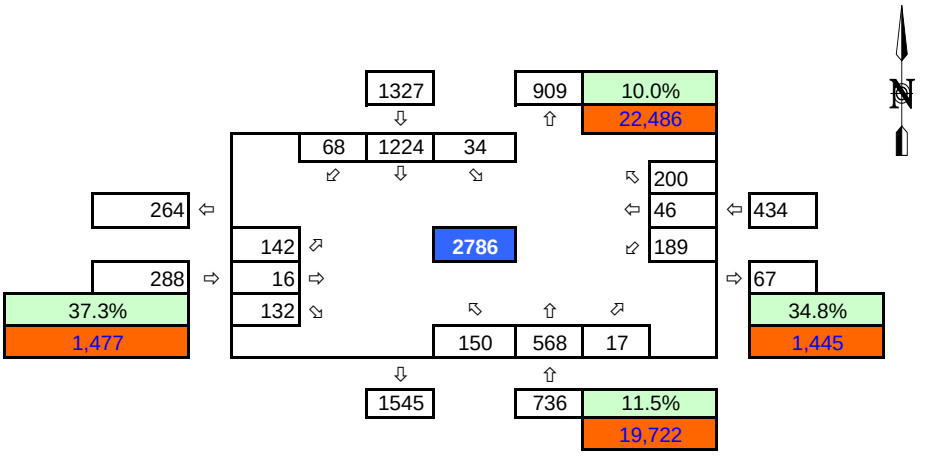
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

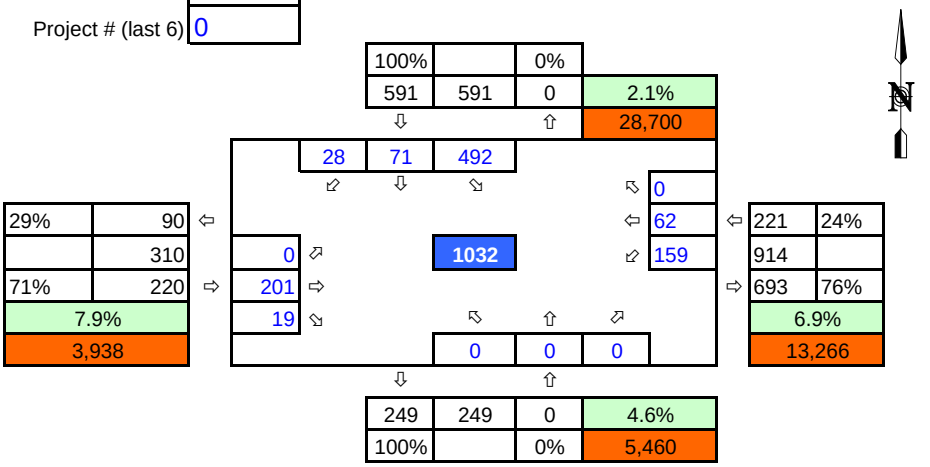



**LEGEND**

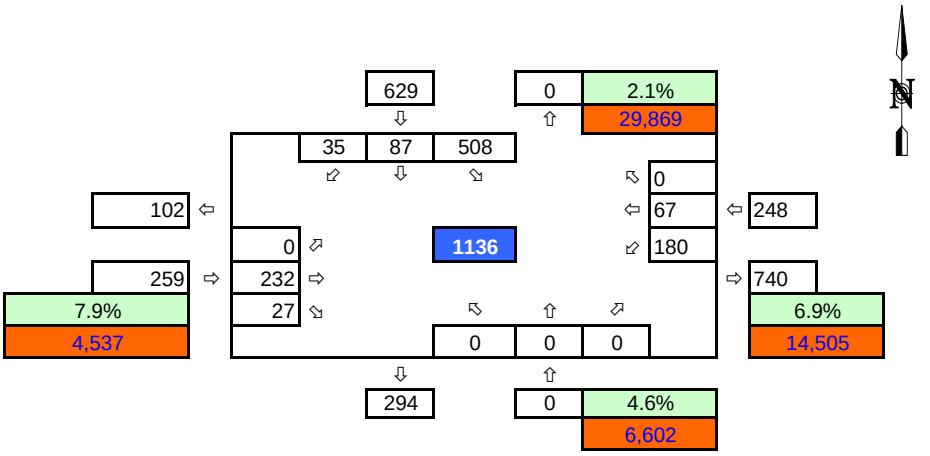
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

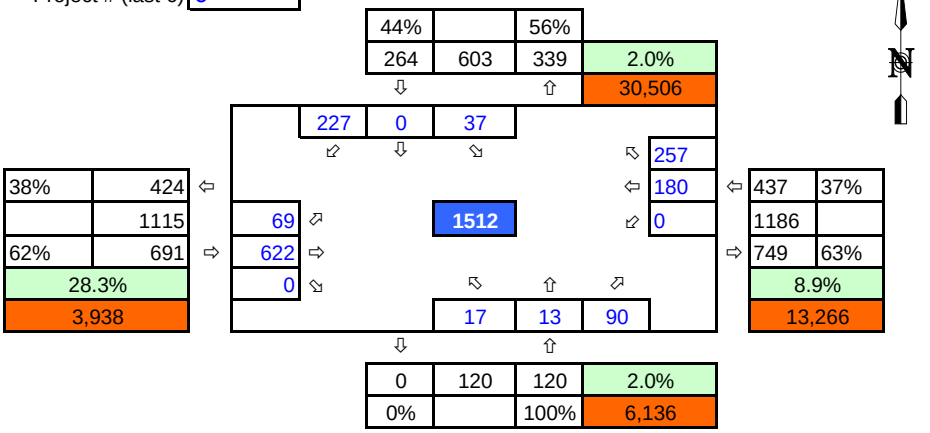



**LEGEND**

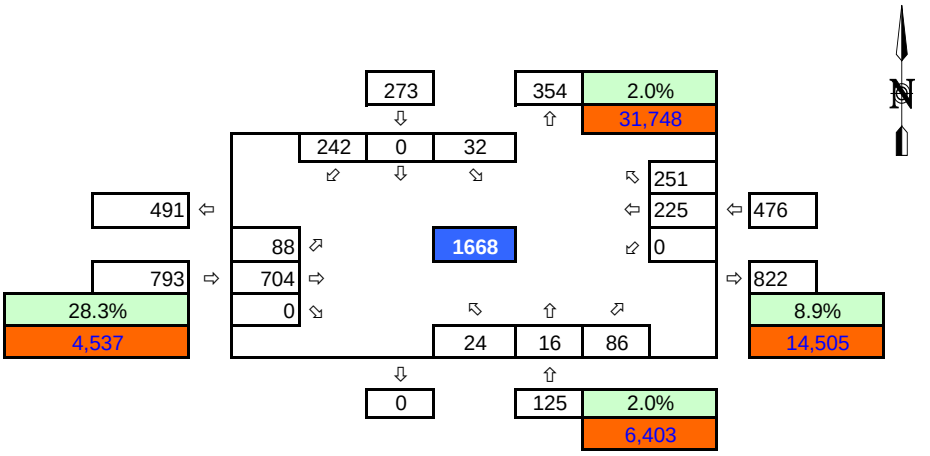
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

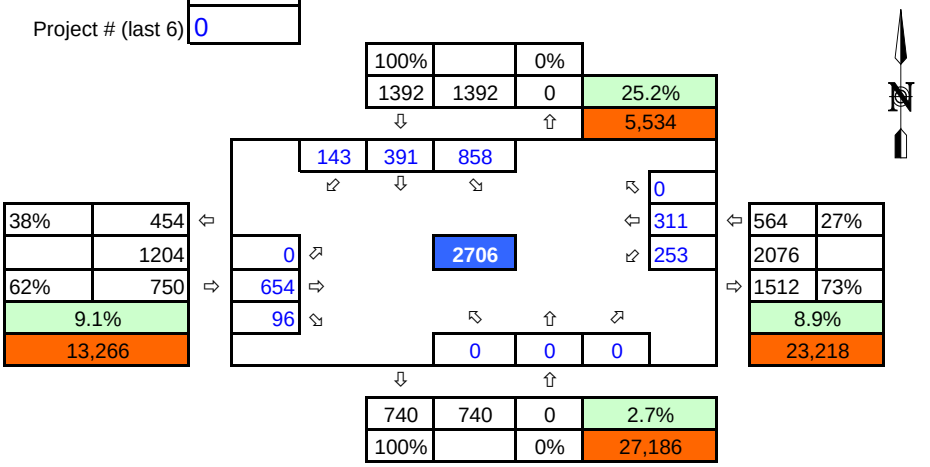



**LEGEND**

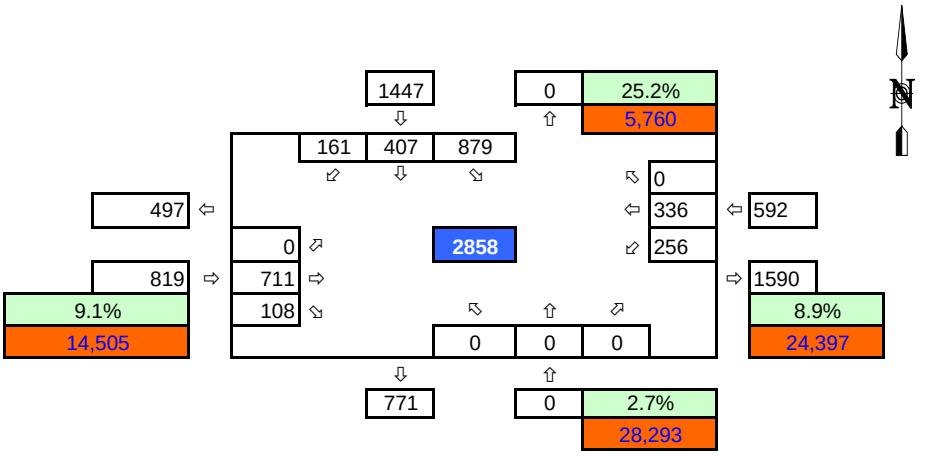
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

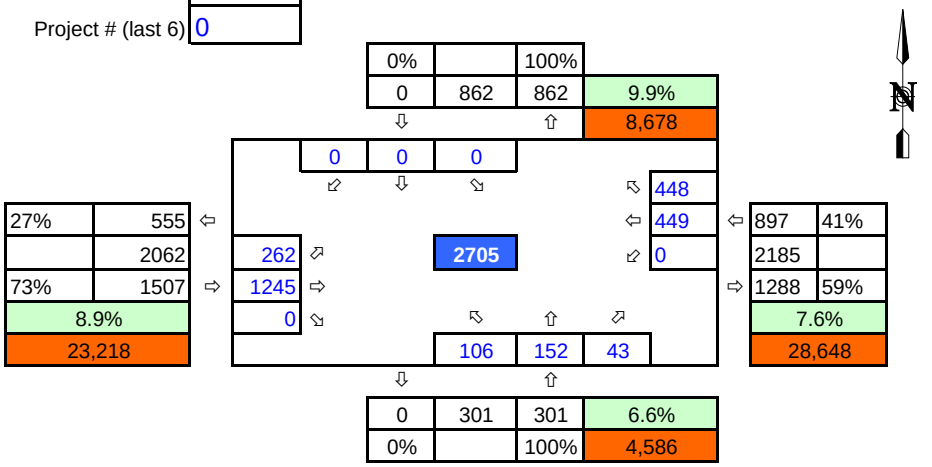



**LEGEND**

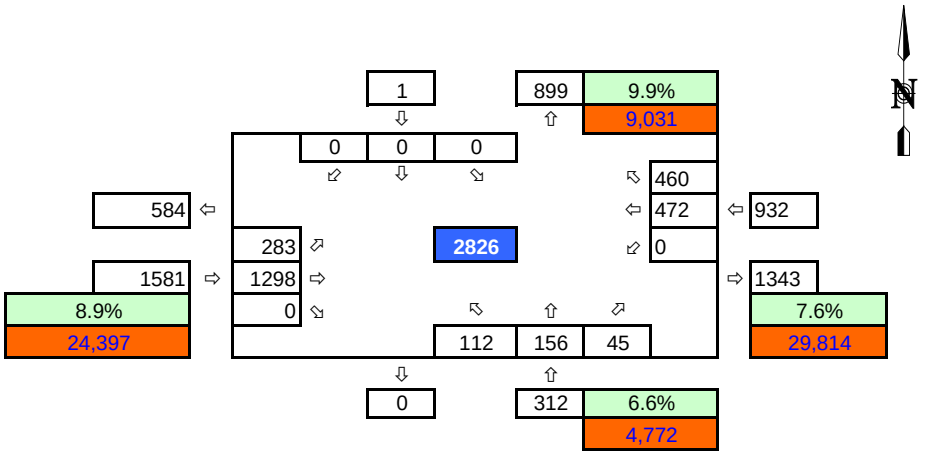
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

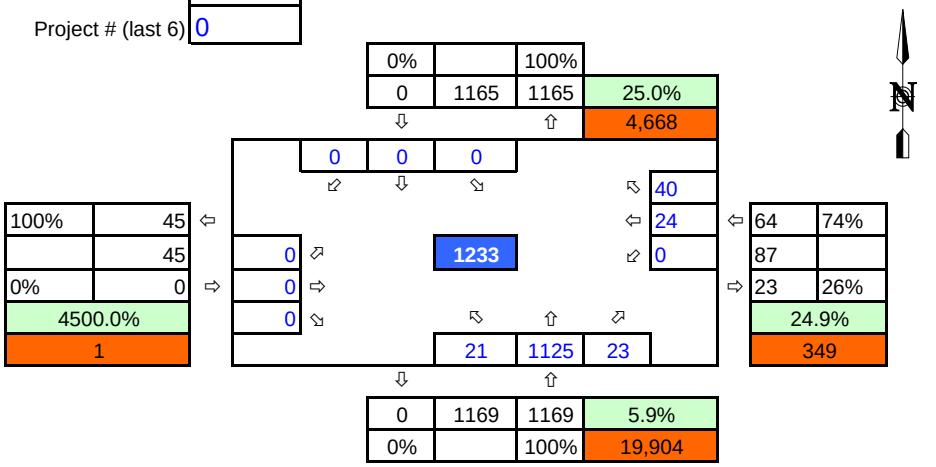



**LEGEND**

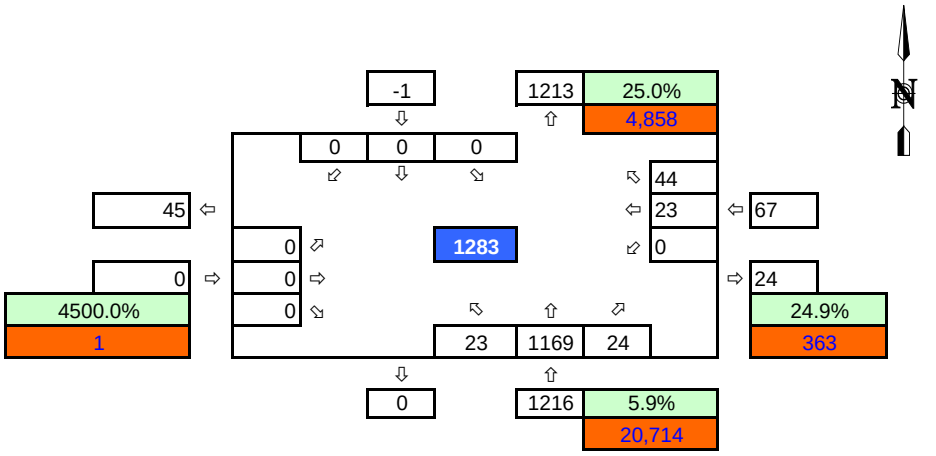
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

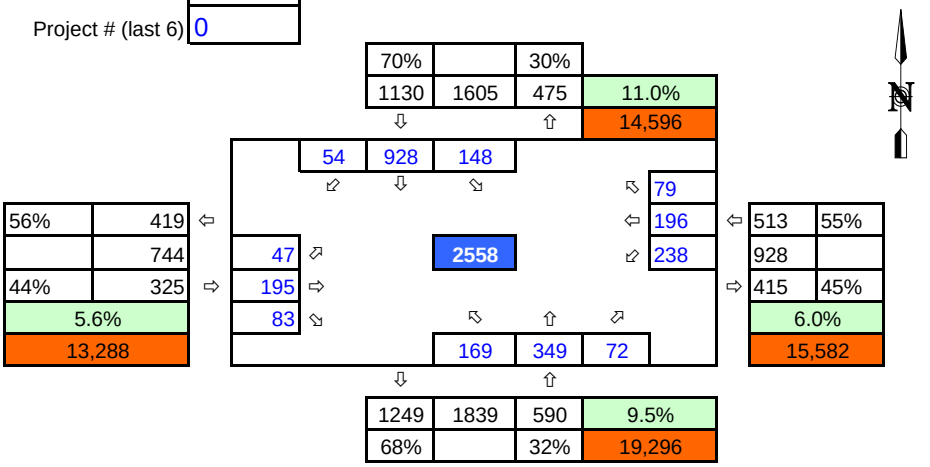



**LEGEND**

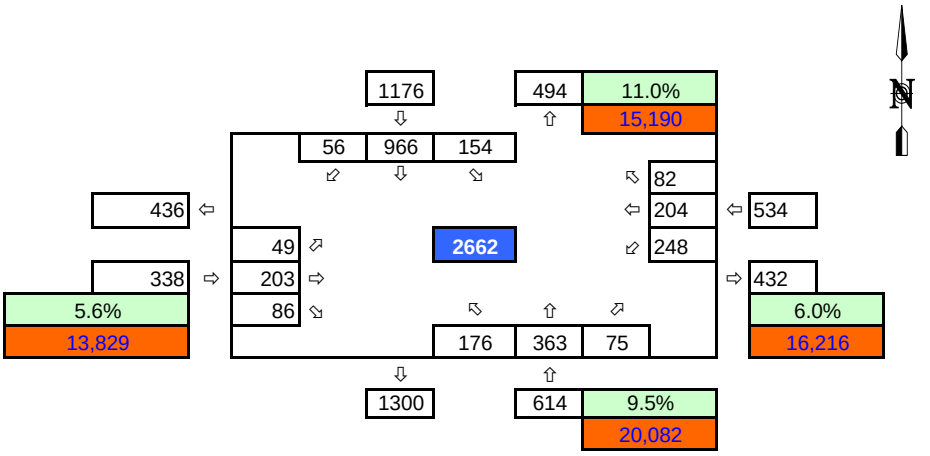
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

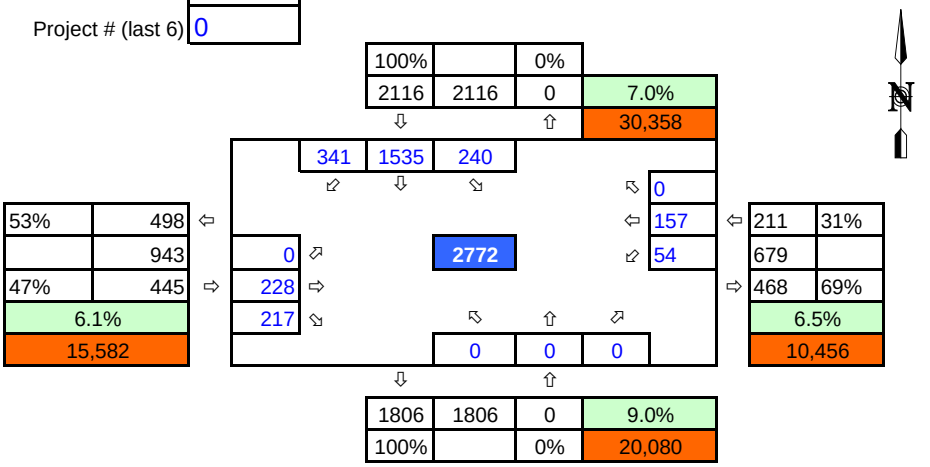



**LEGEND**

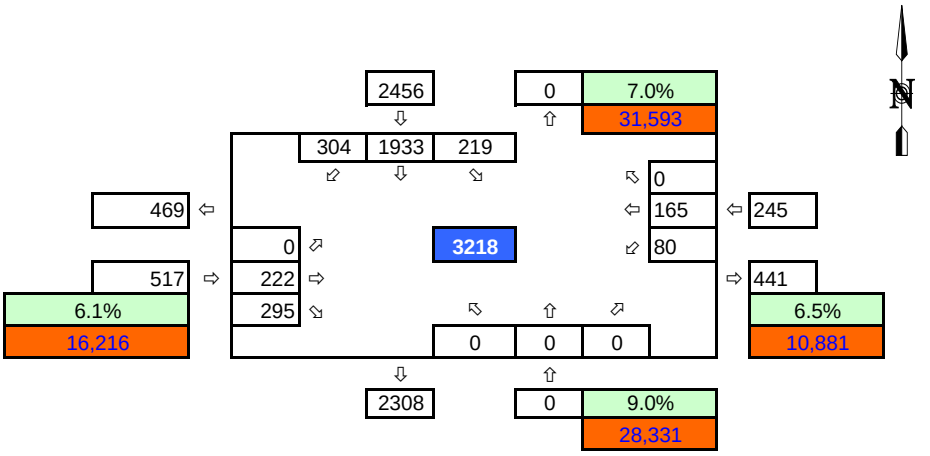
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

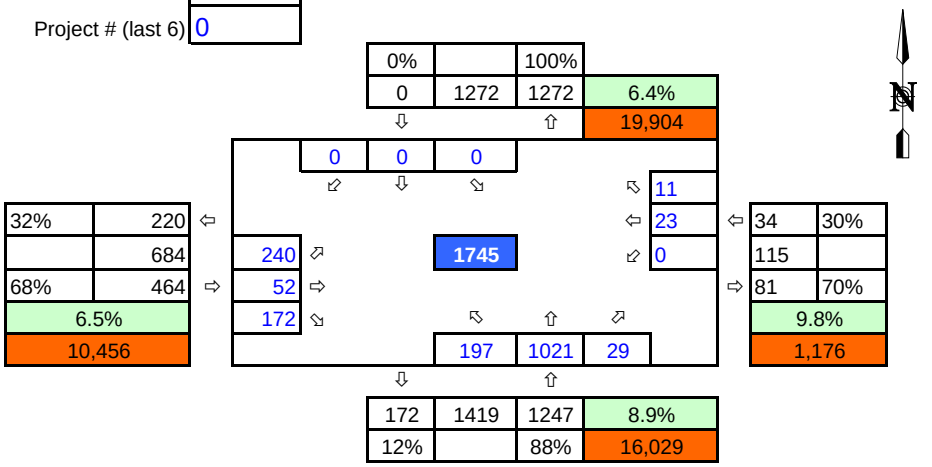



**LEGEND**

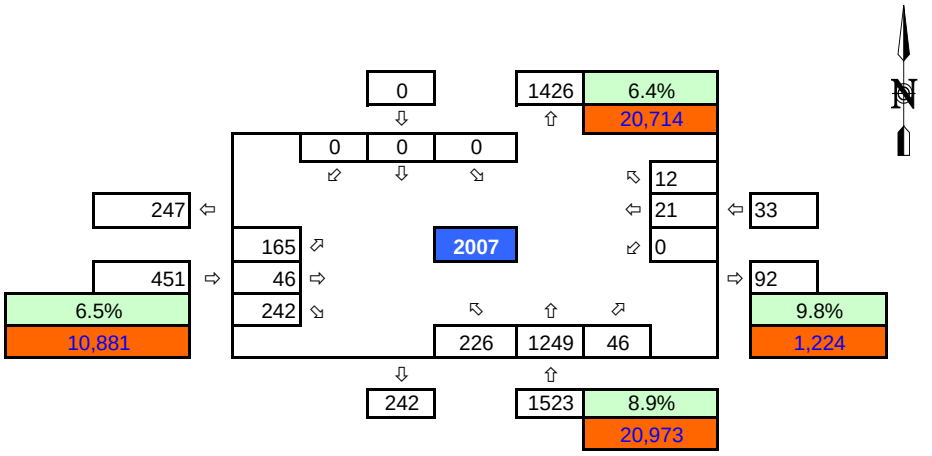
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

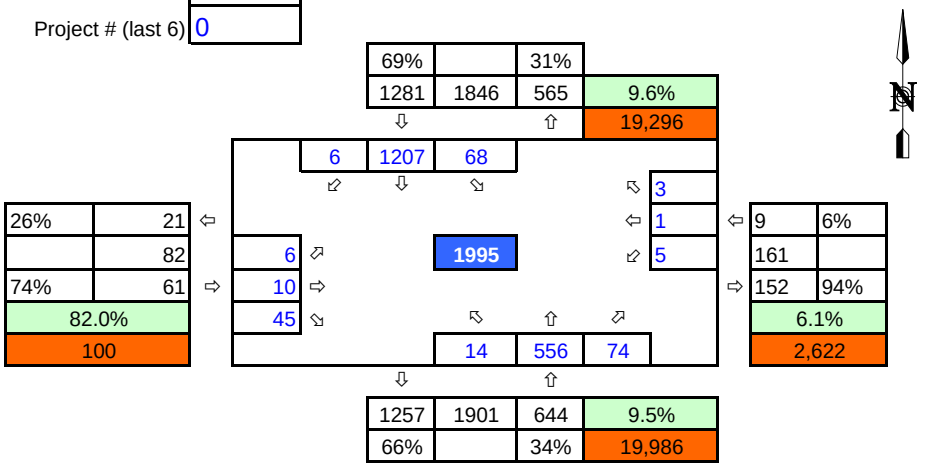



**LEGEND**

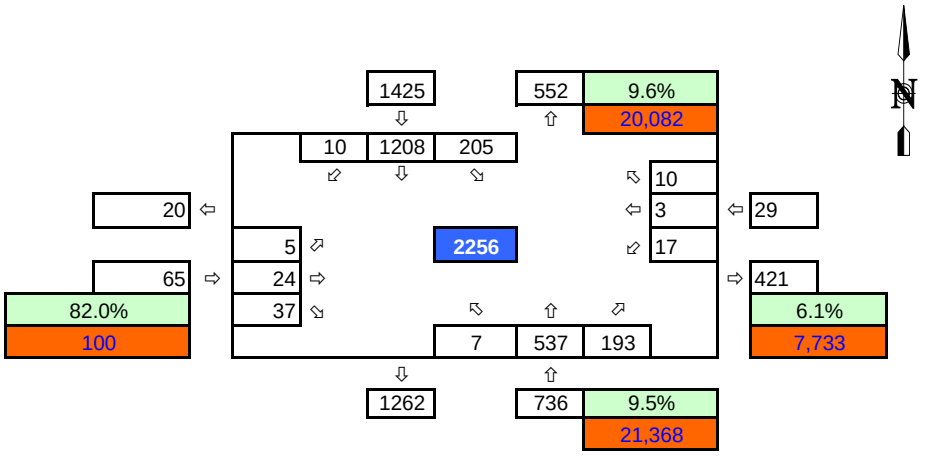
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

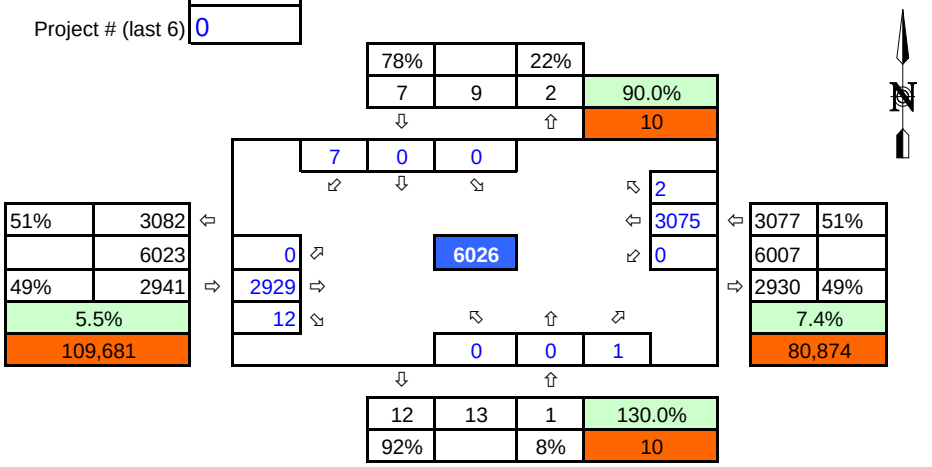



**LEGEND**

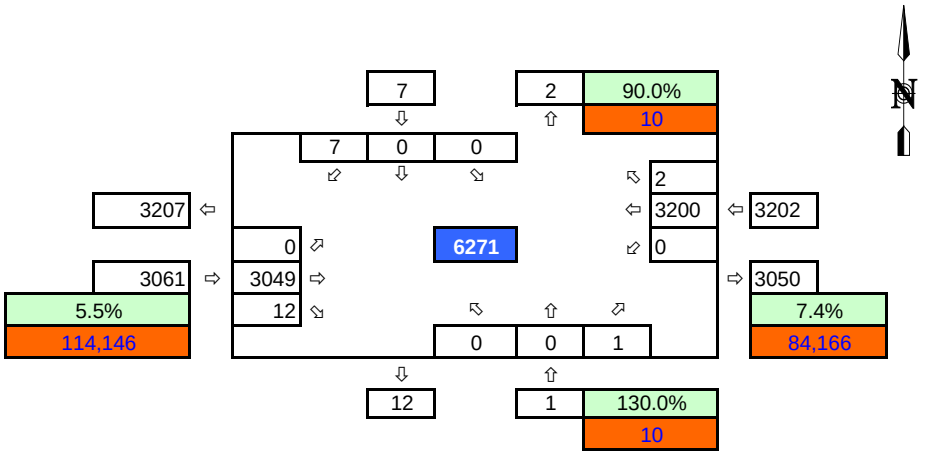
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

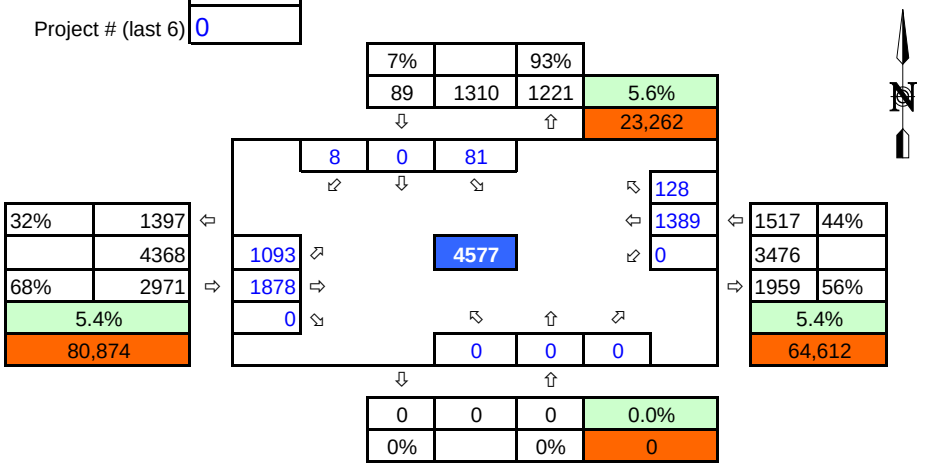



**LEGEND**

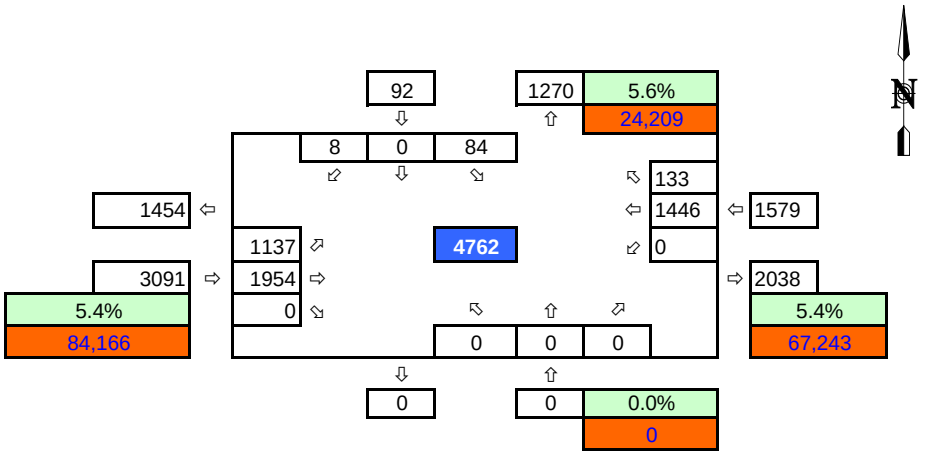
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

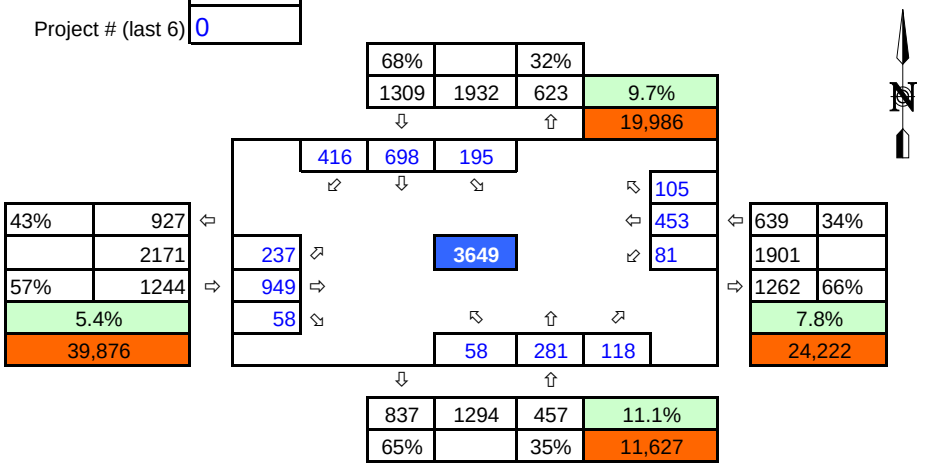



**LEGEND**

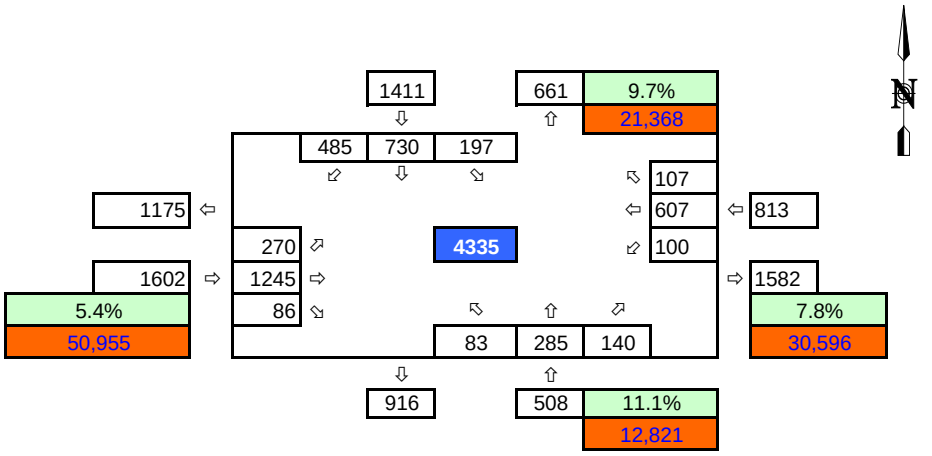
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (lst 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

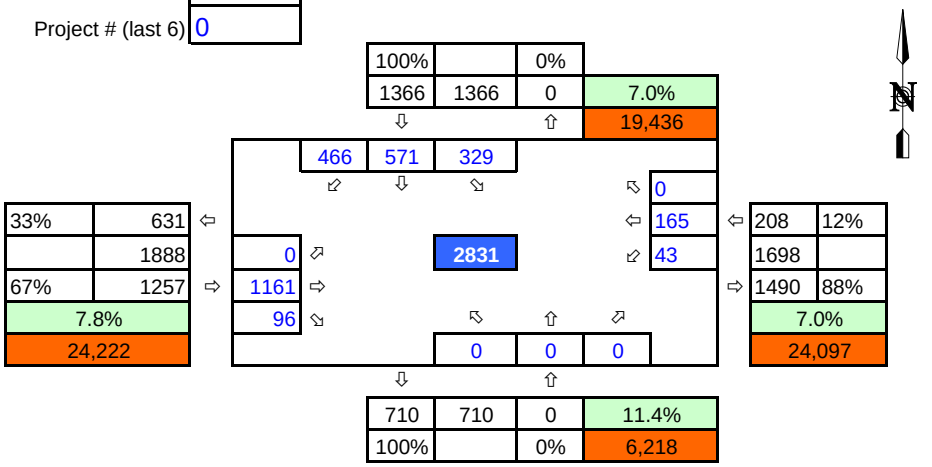



**LEGEND**

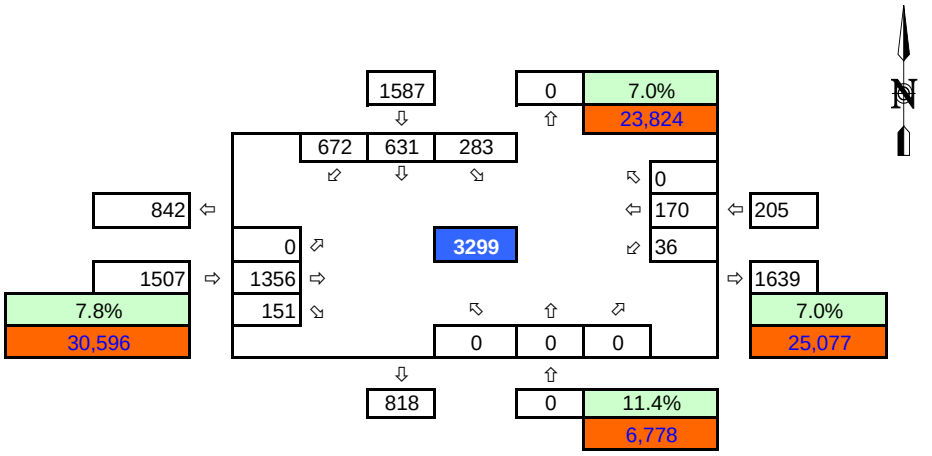
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

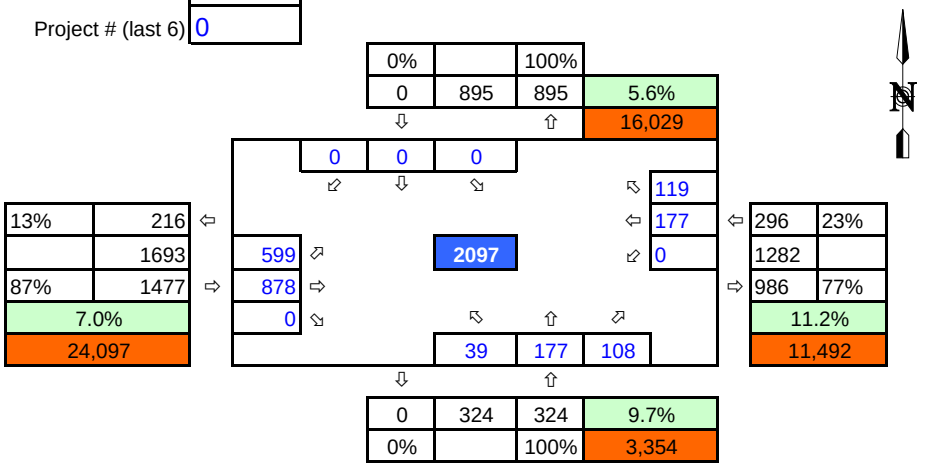



**LEGEND**

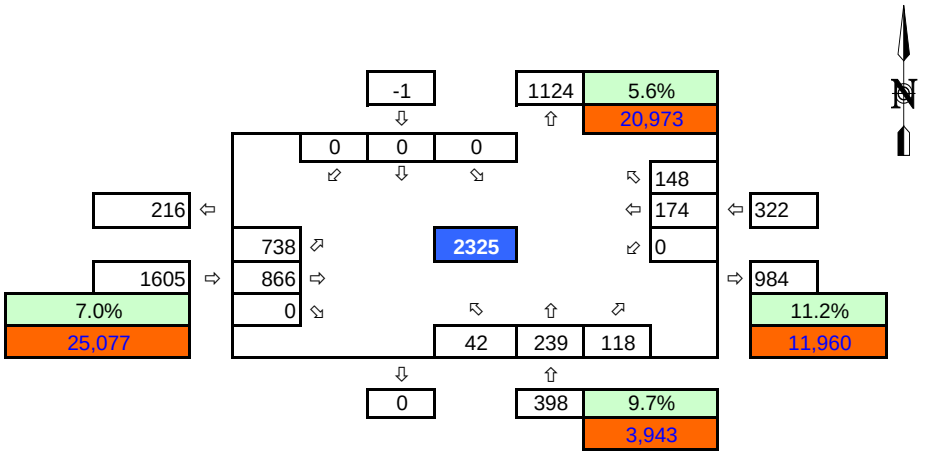
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

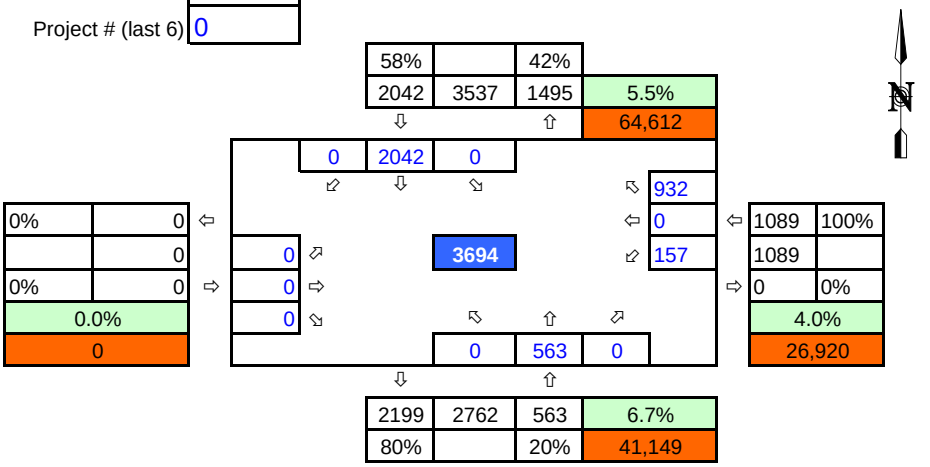



**LEGEND**

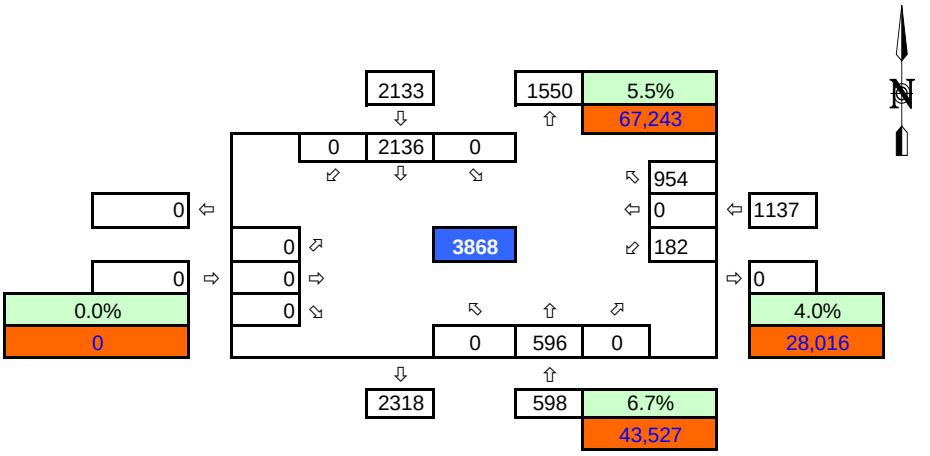
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

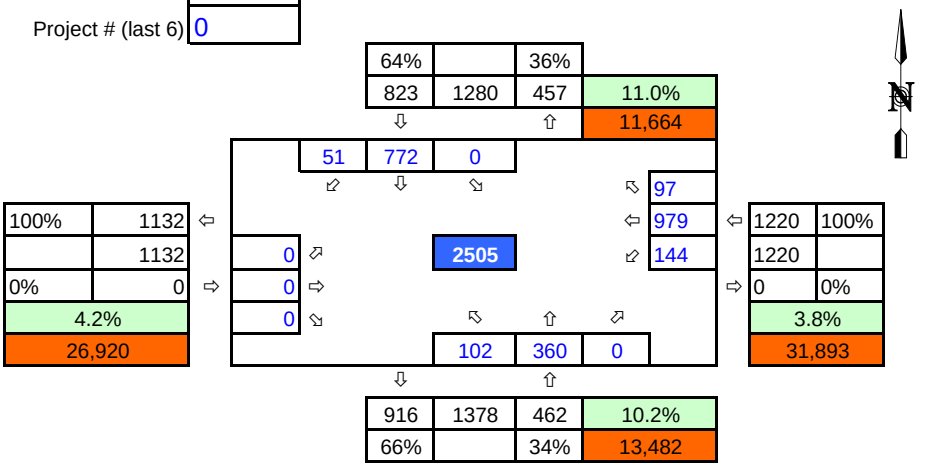



**LEGEND**

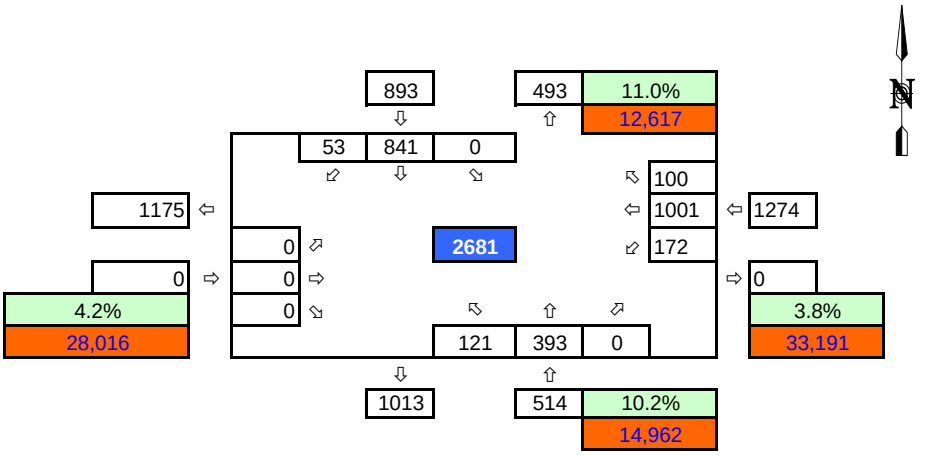
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

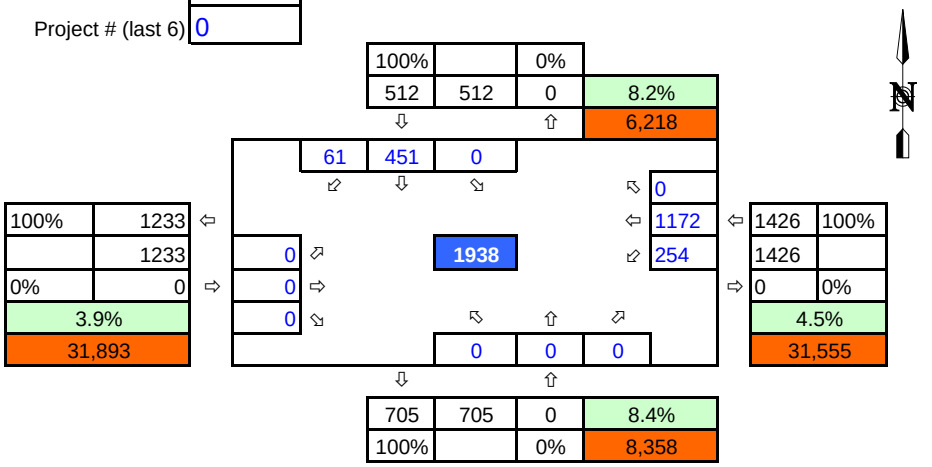



**LEGEND**

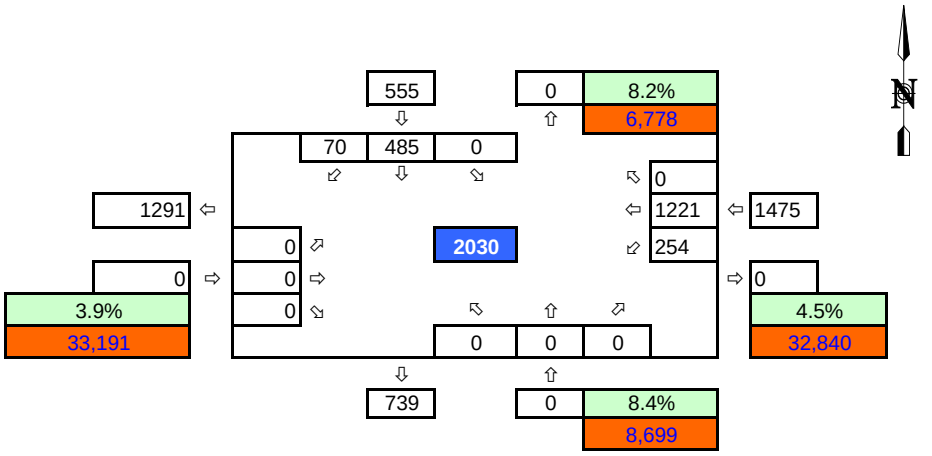
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

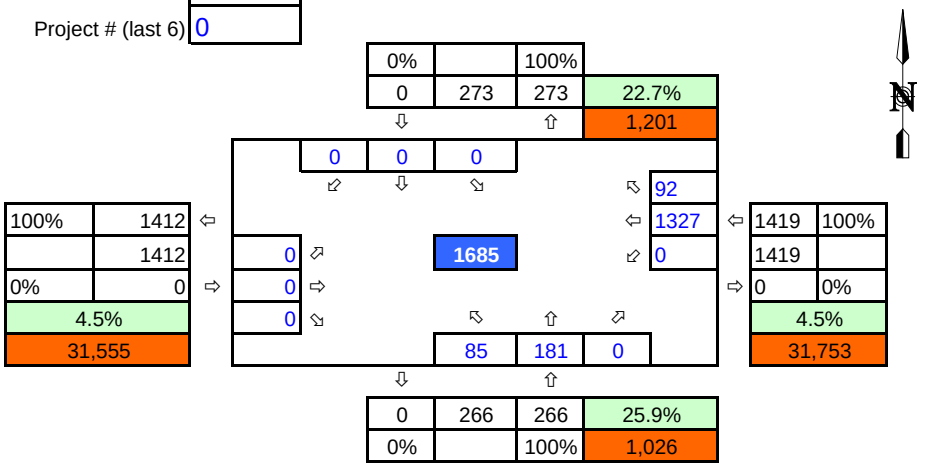



**LEGEND**

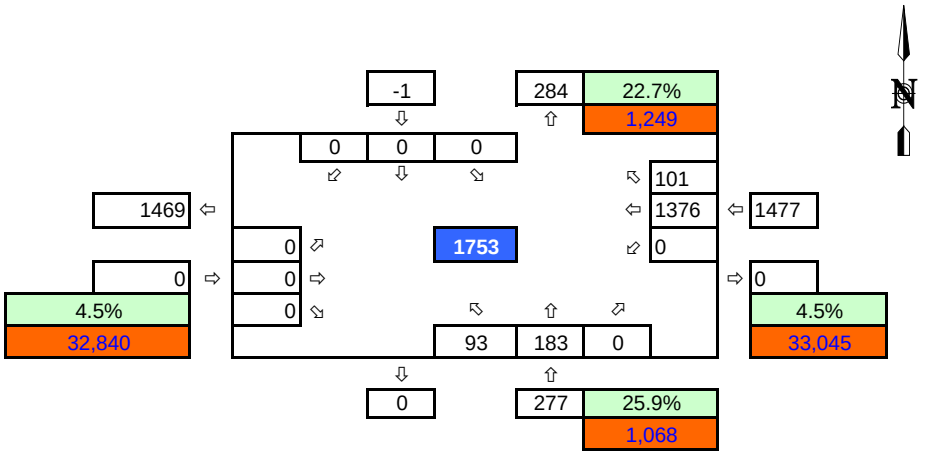
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

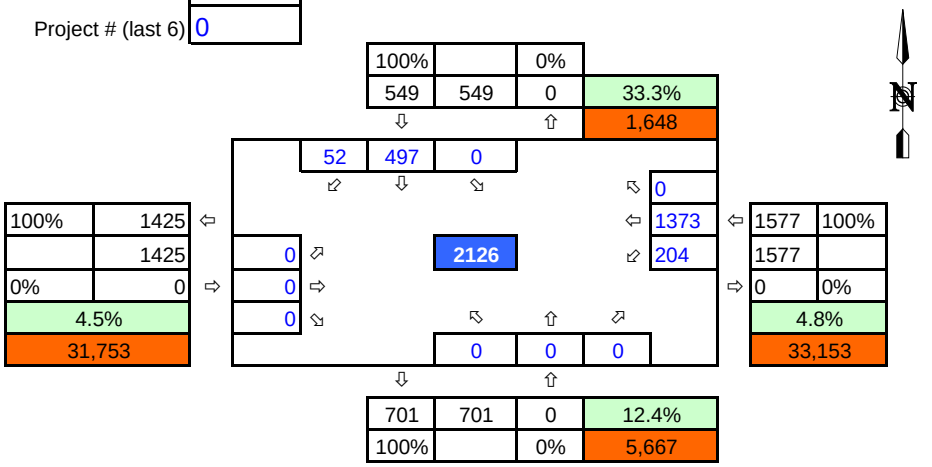



**LEGEND**

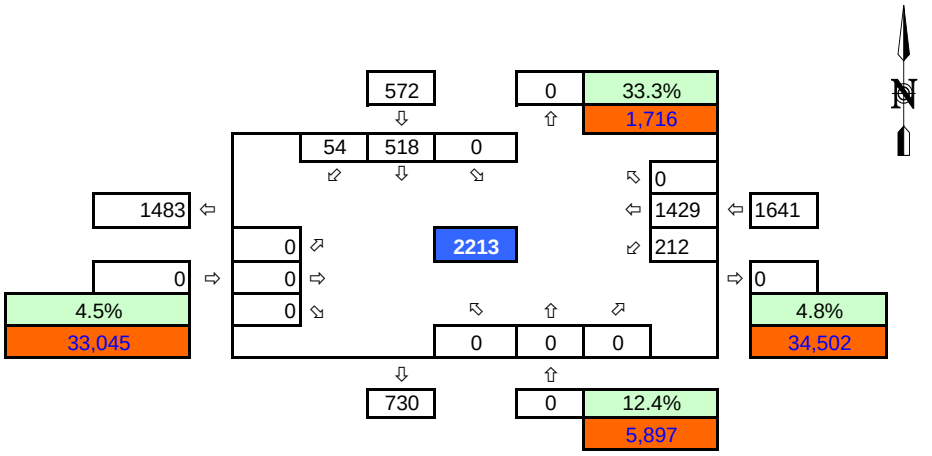
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

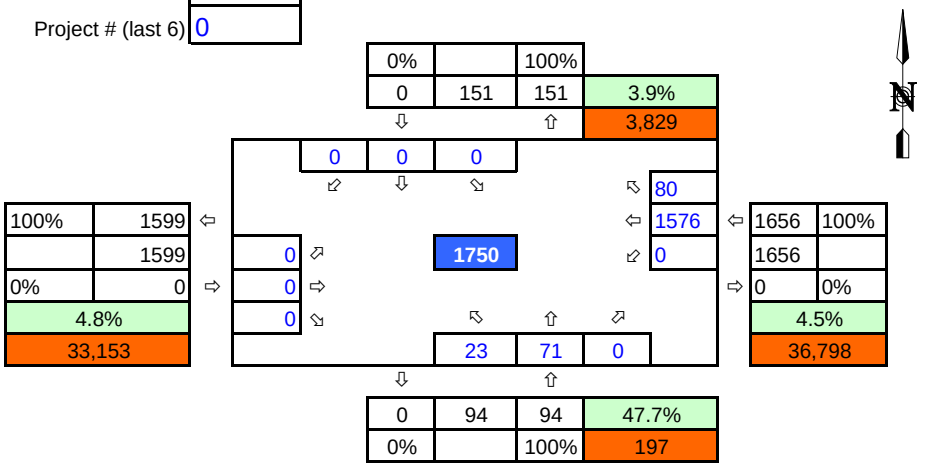



**LEGEND**

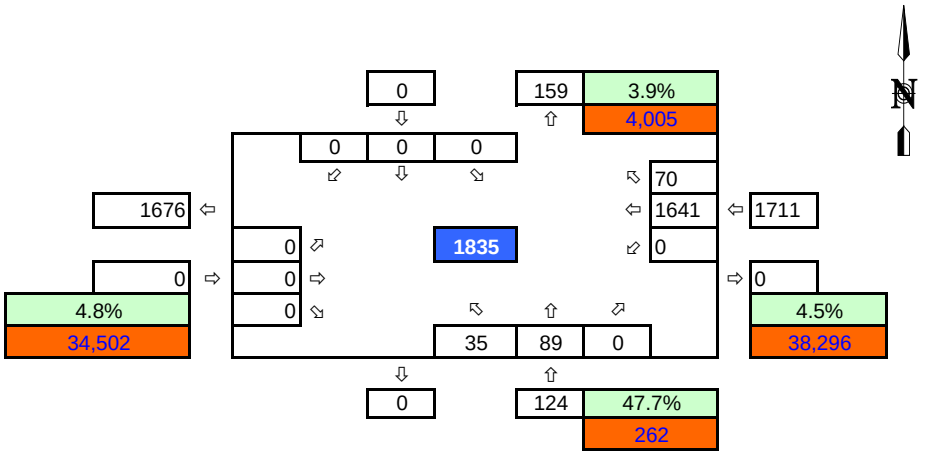
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

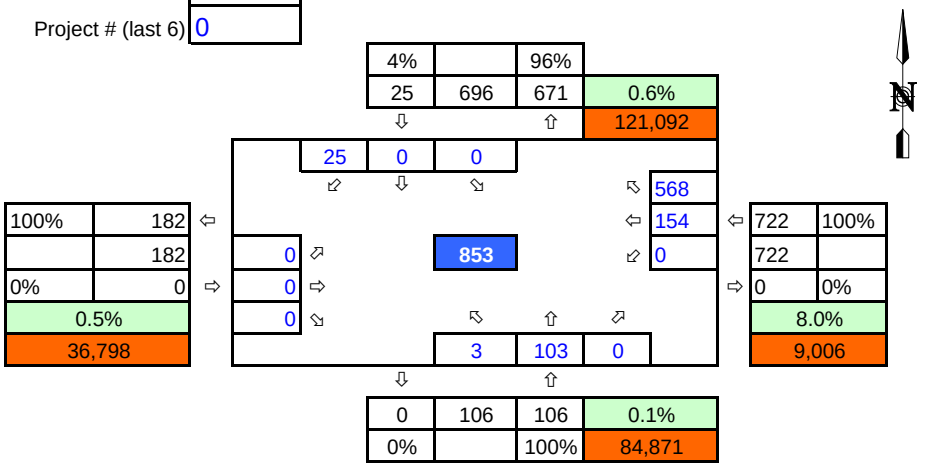



**LEGEND**

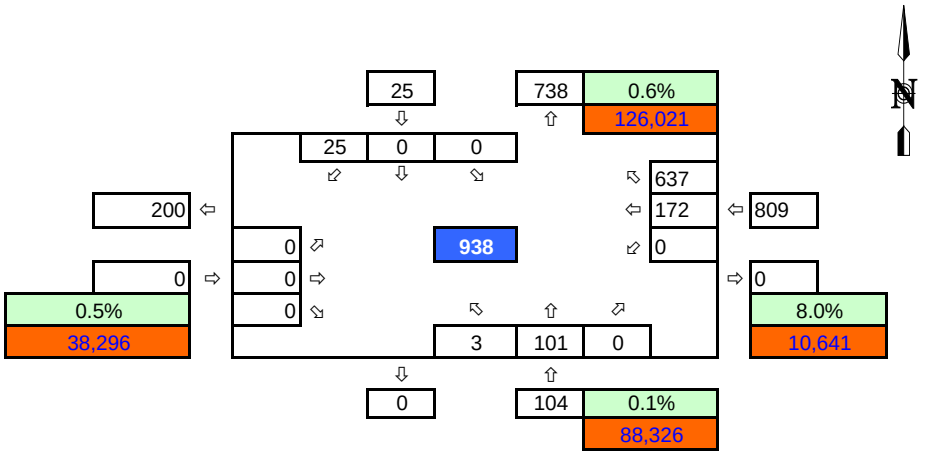
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (lb) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

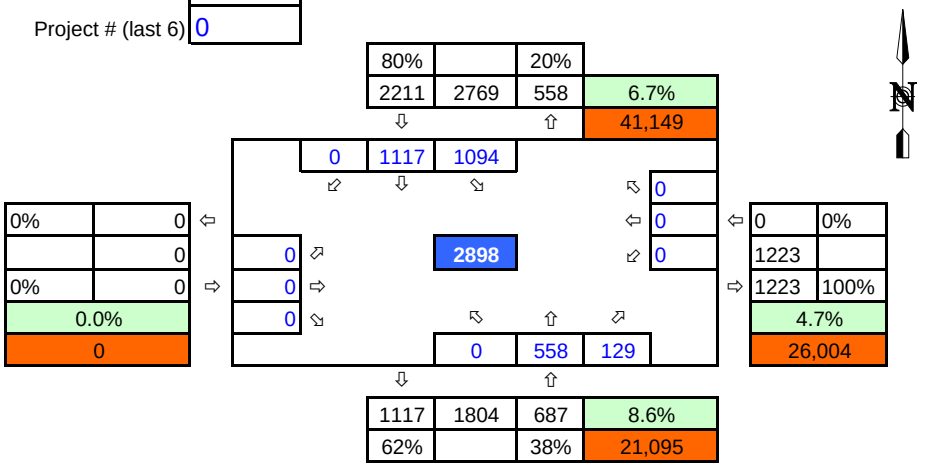



**LEGEND**

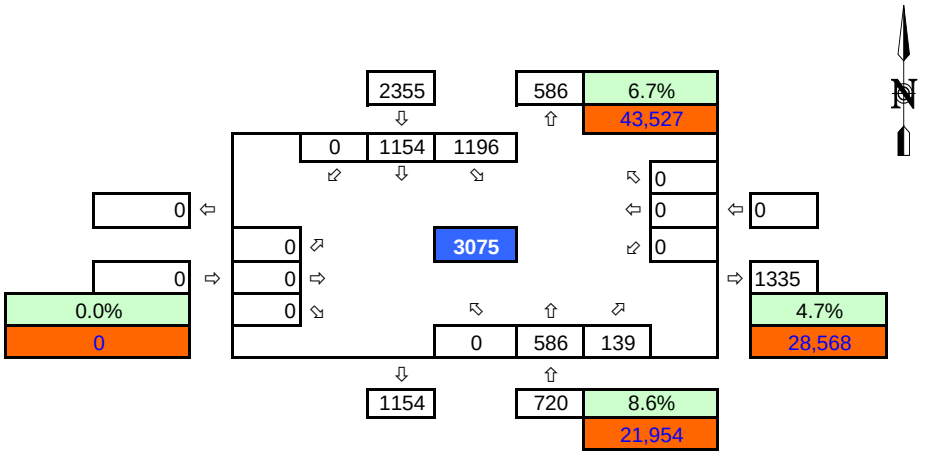
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

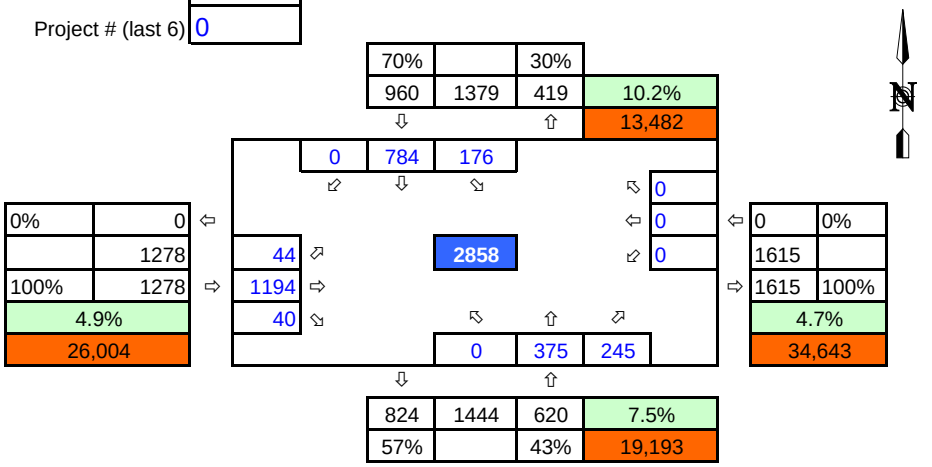



**LEGEND**

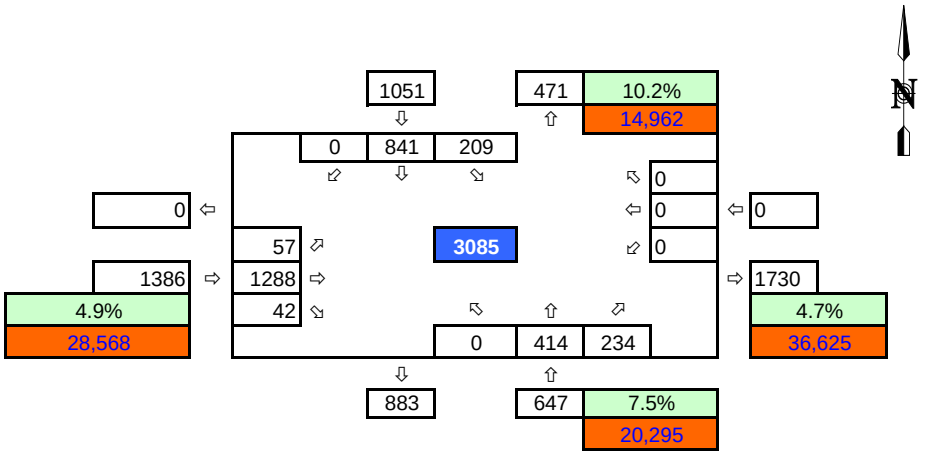
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

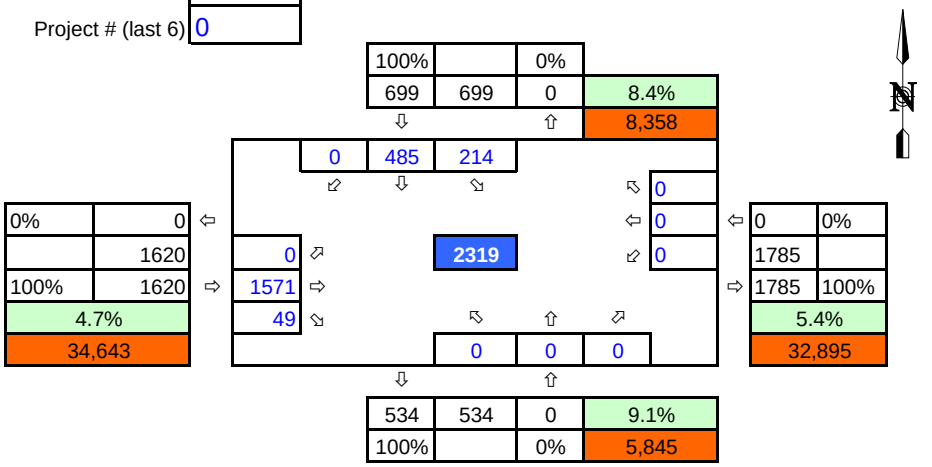



**LEGEND**

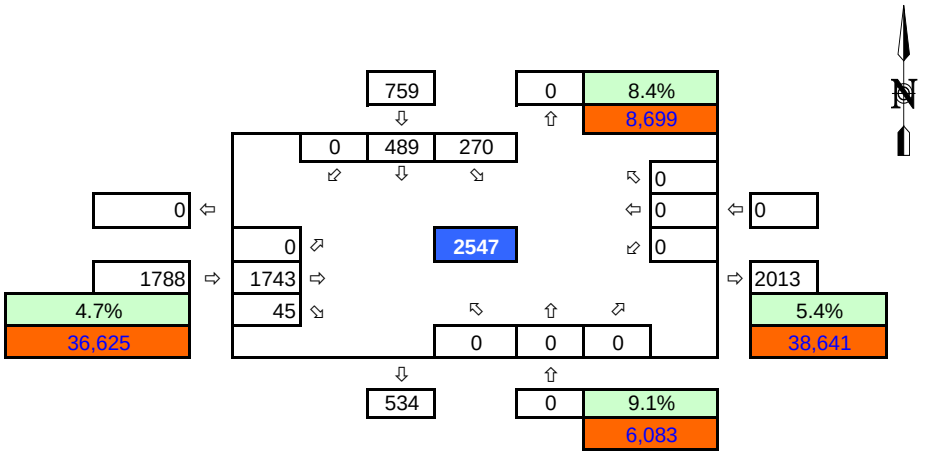
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

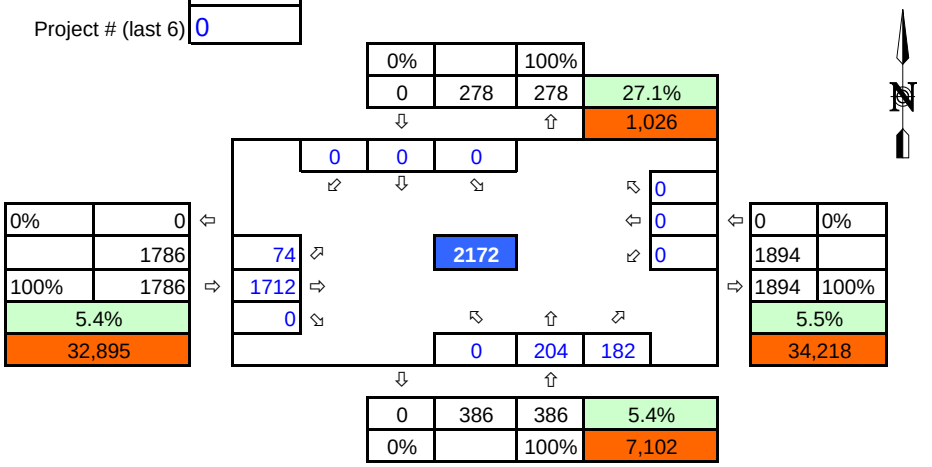



**LEGEND**

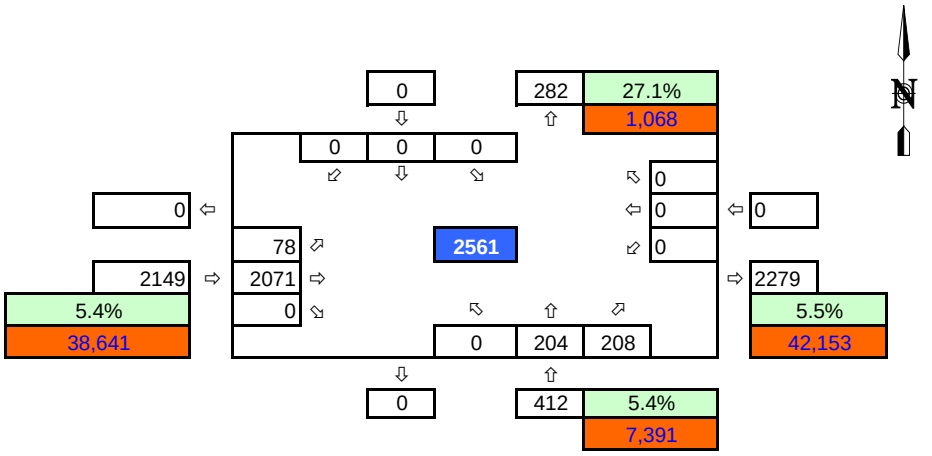
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

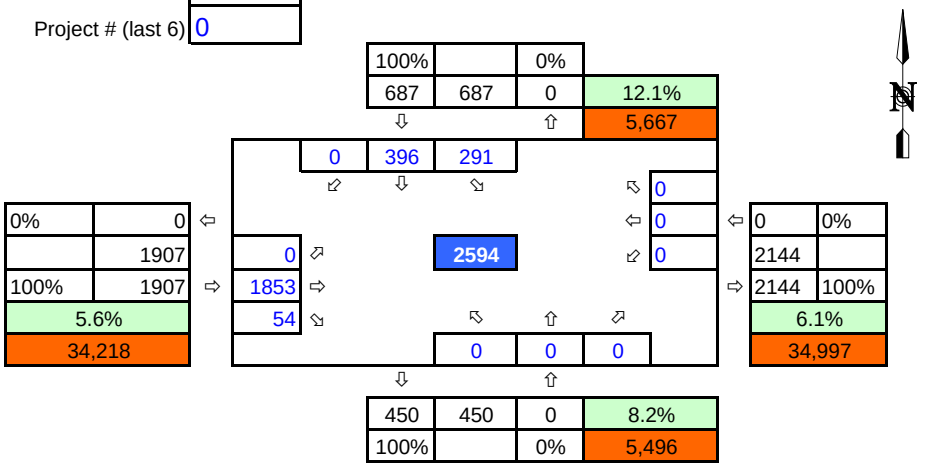



**LEGEND**

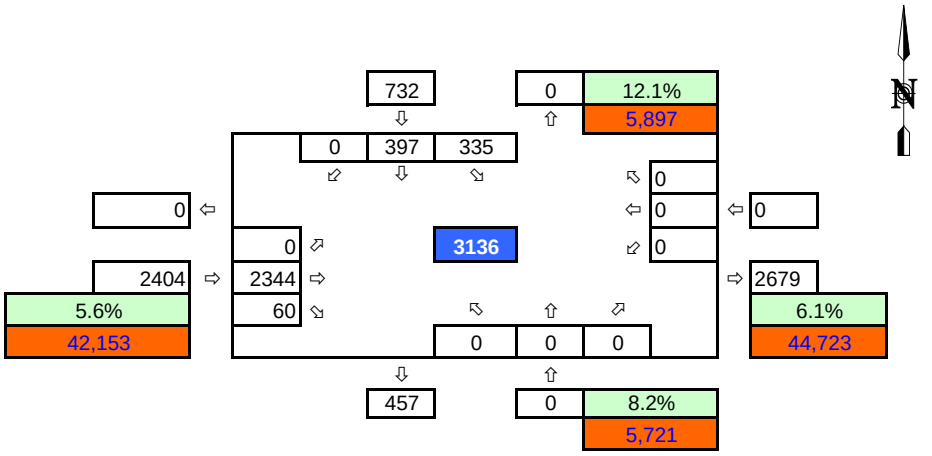
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

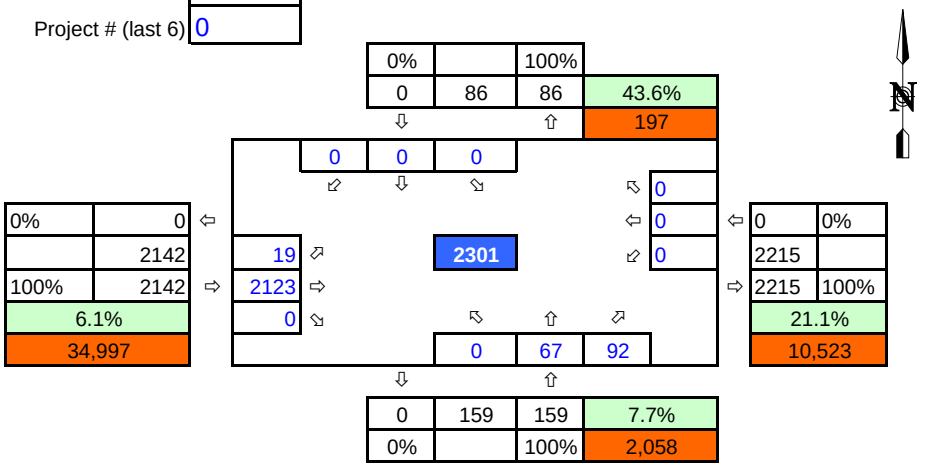



**LEGEND**

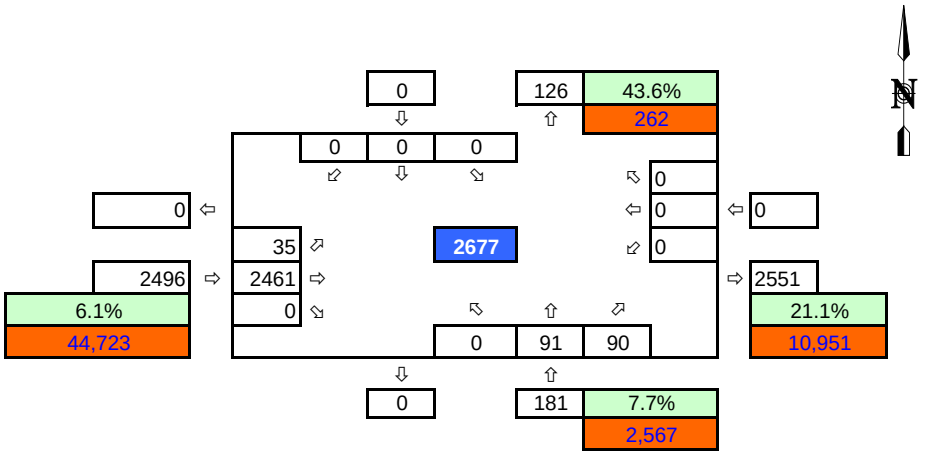
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

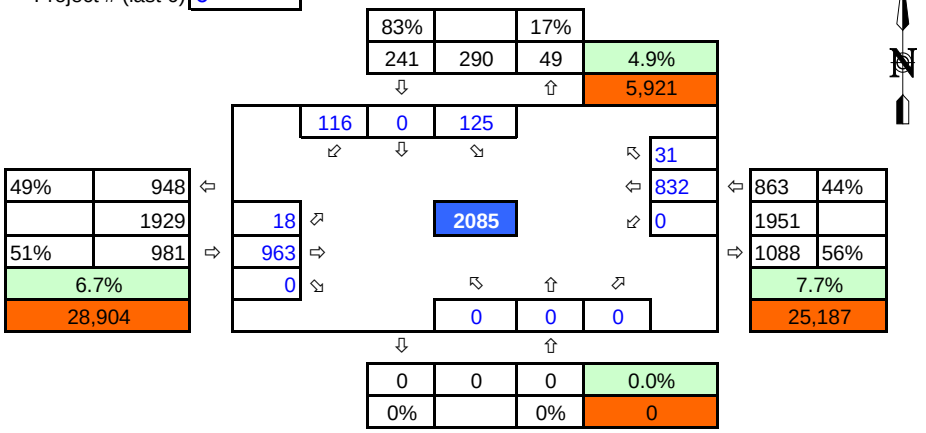



**LEGEND**

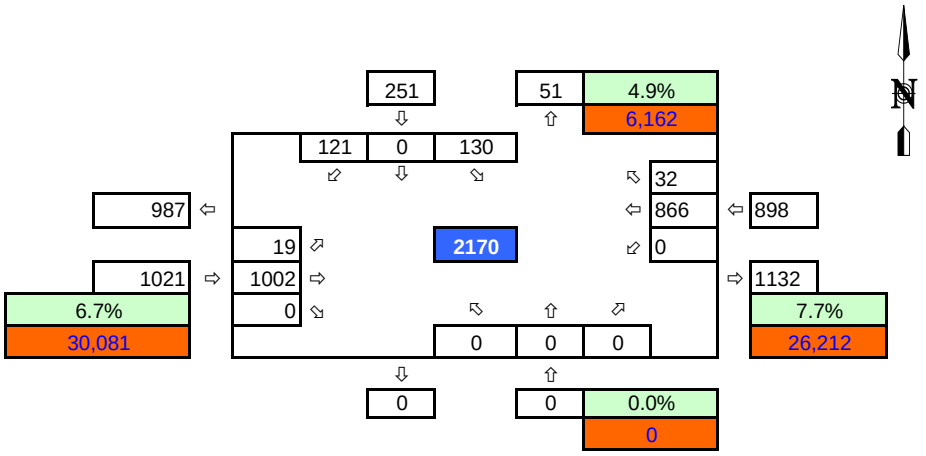
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

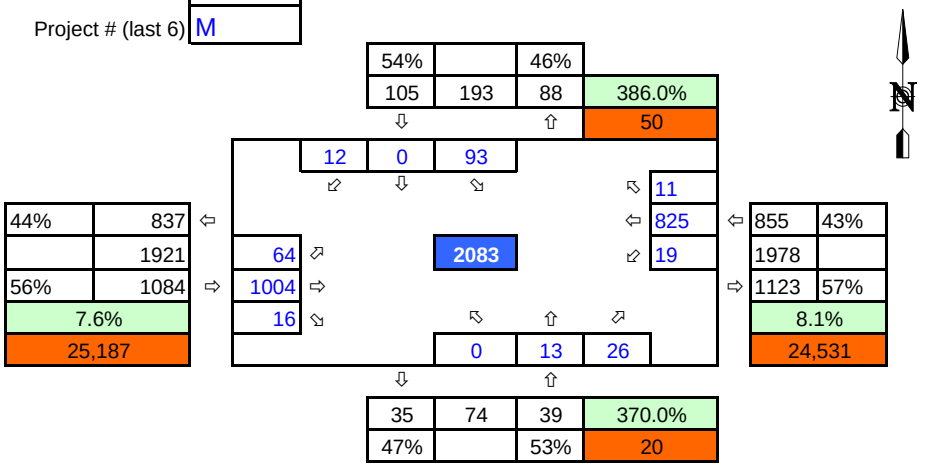



**LEGEND**

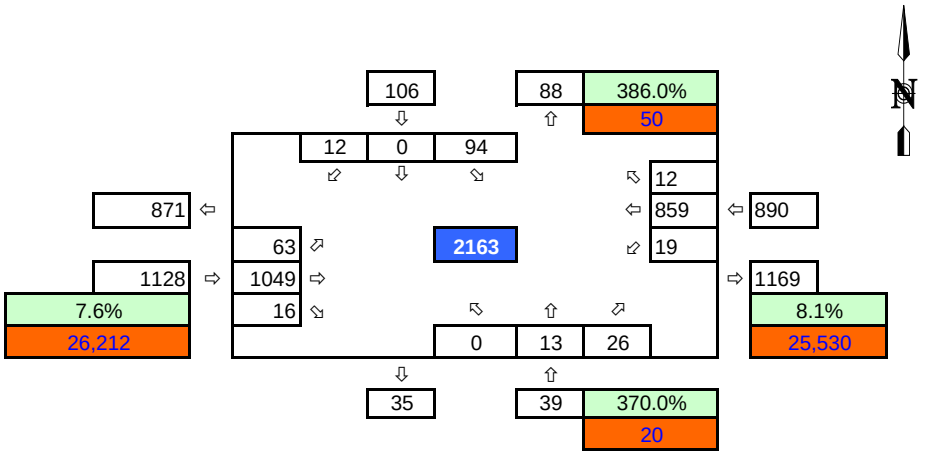
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

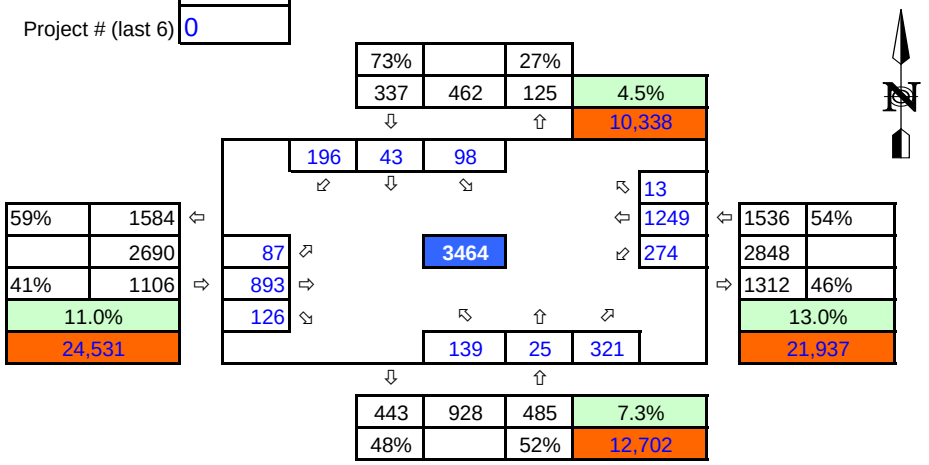



**LEGEND**

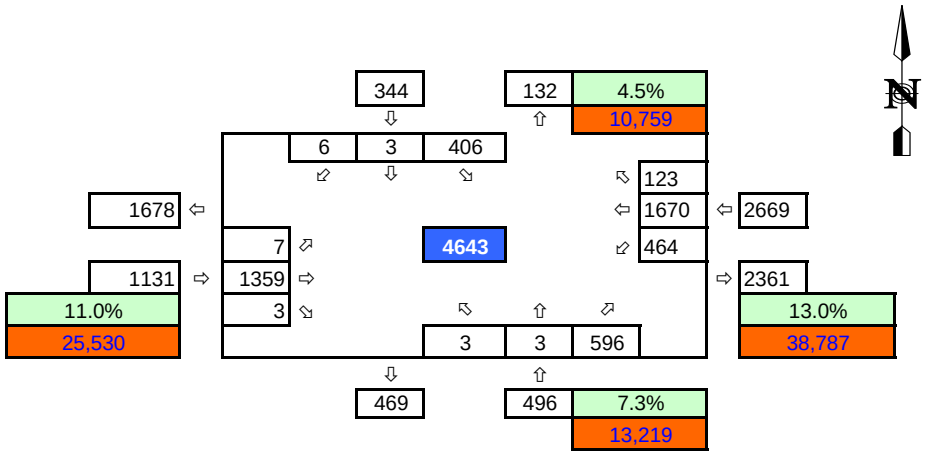
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

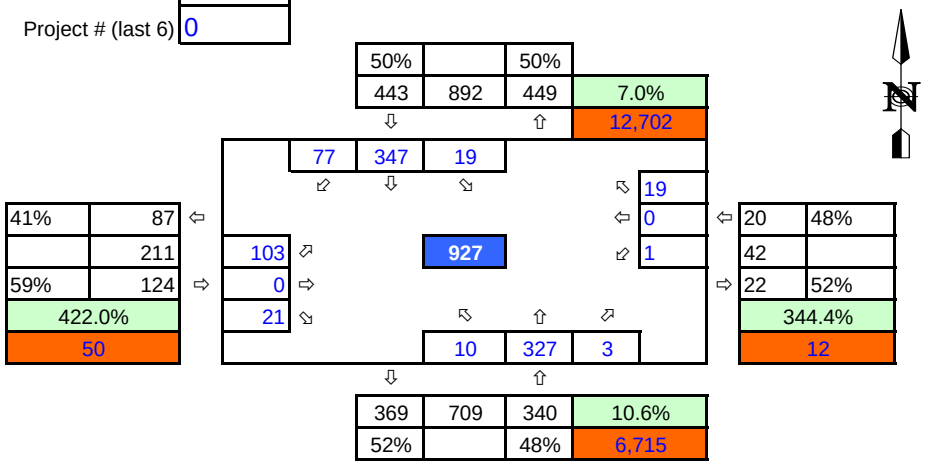



**LEGEND**

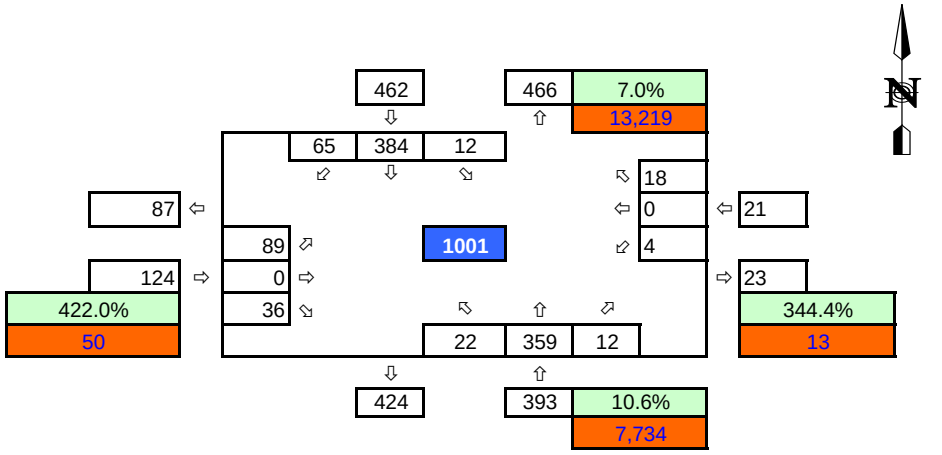
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

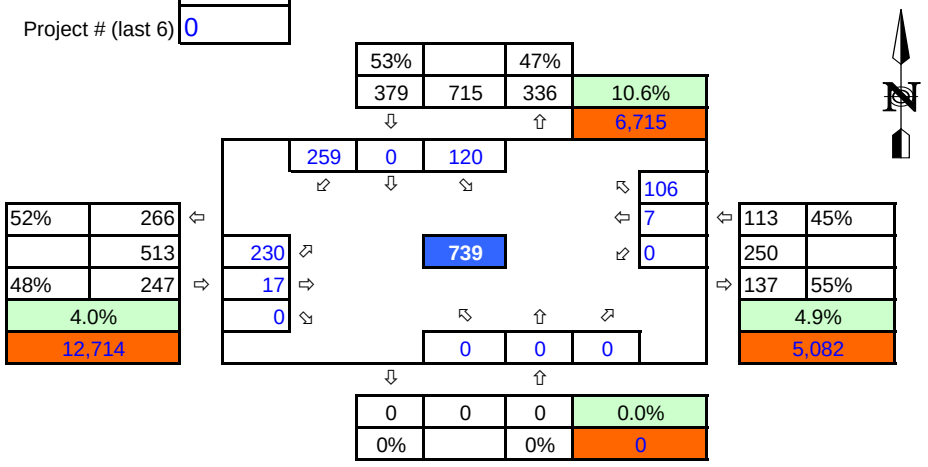



**LEGEND**

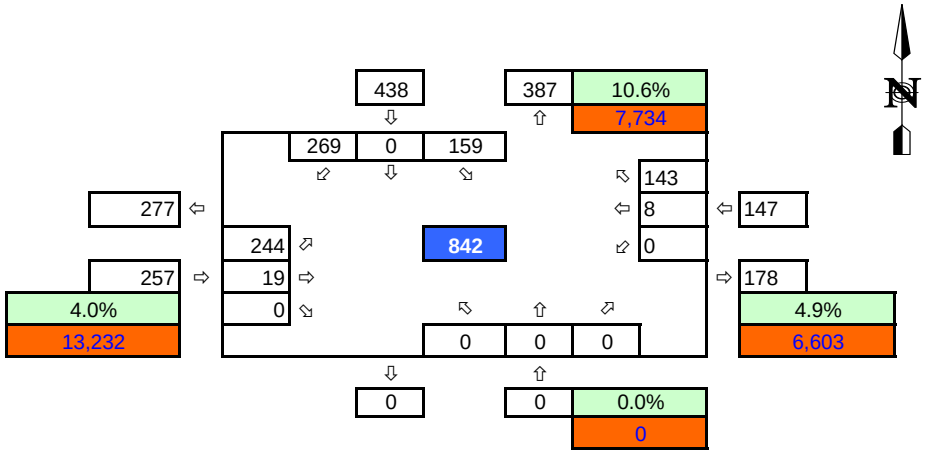
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

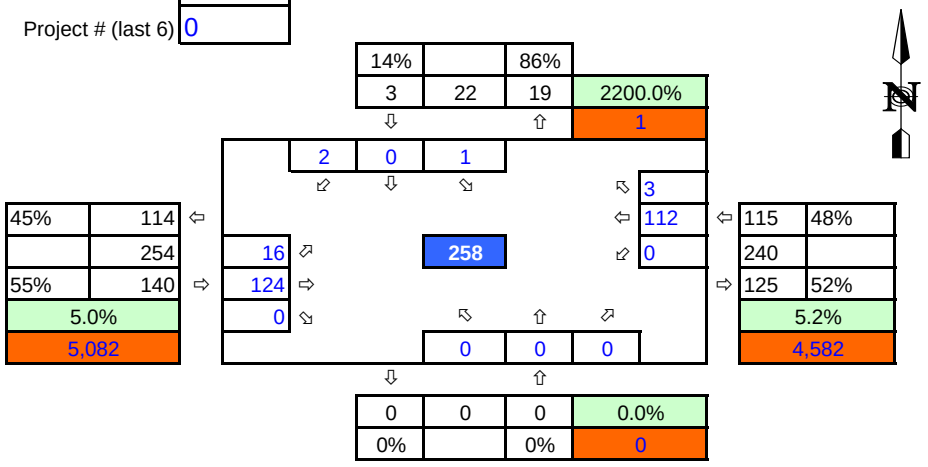



**LEGEND**

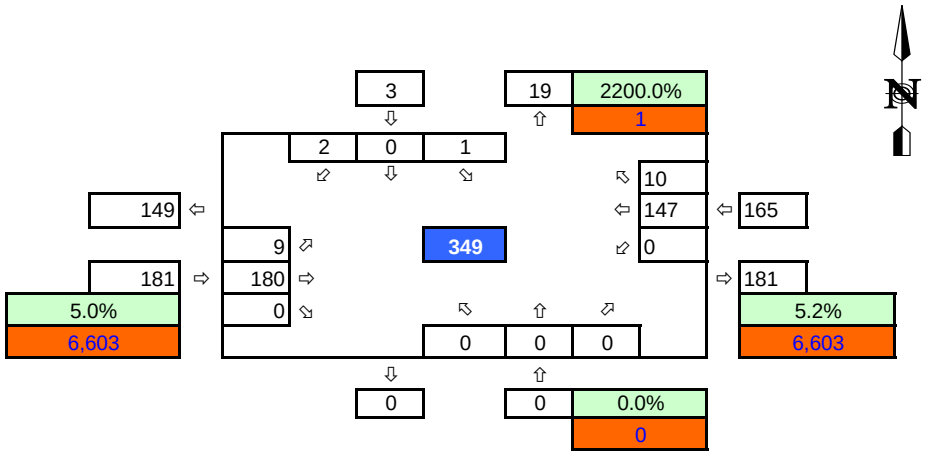
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

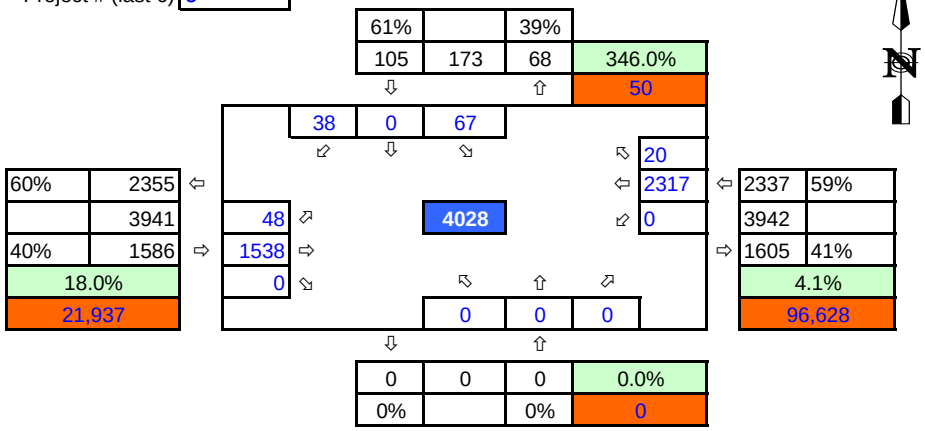



**LEGEND**

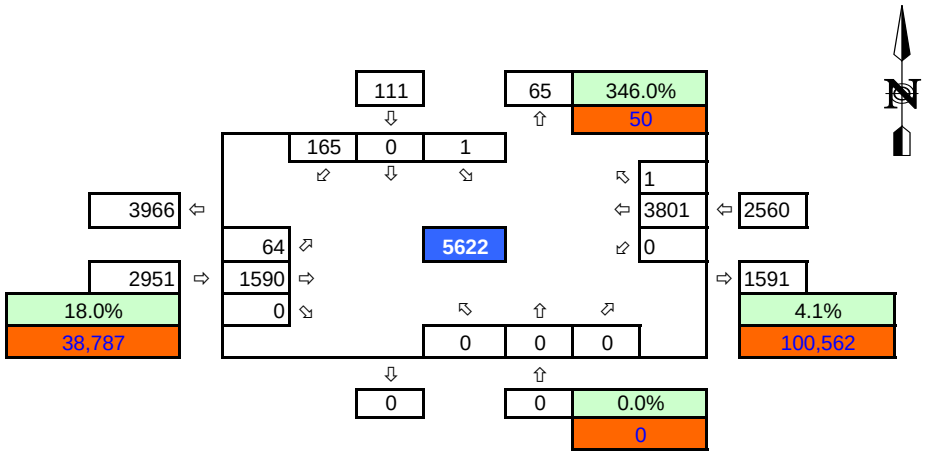
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

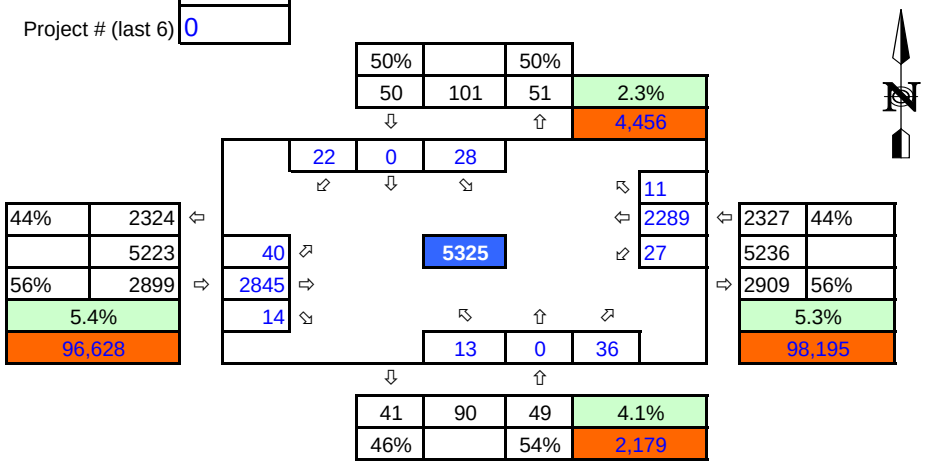



**LEGEND**

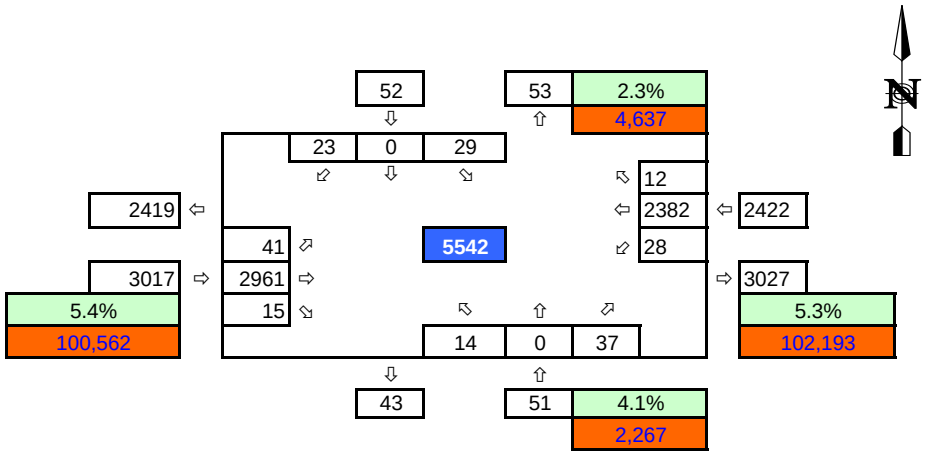
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

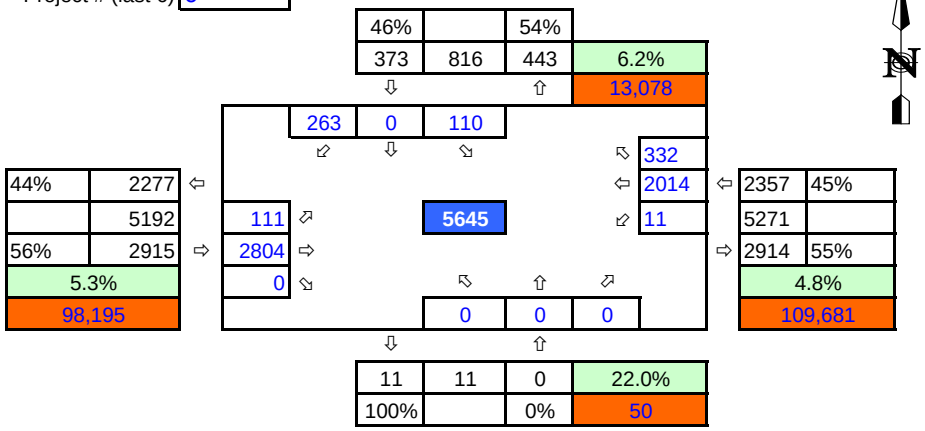



**LEGEND**

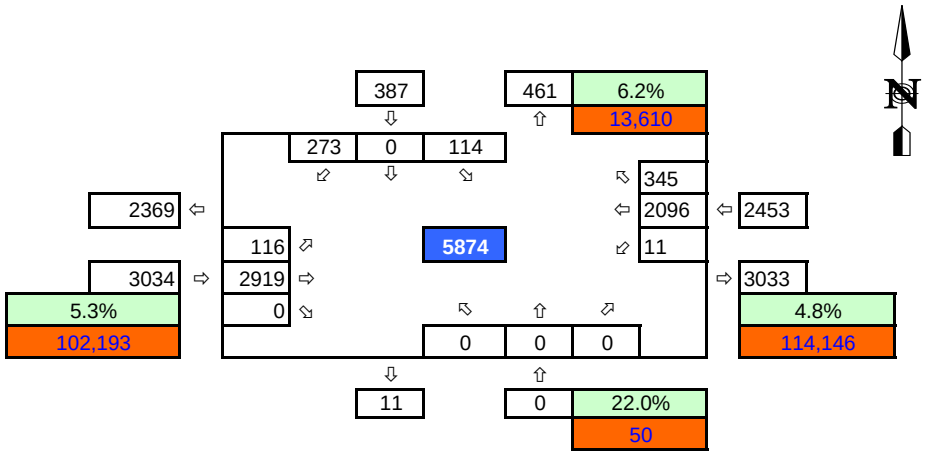
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

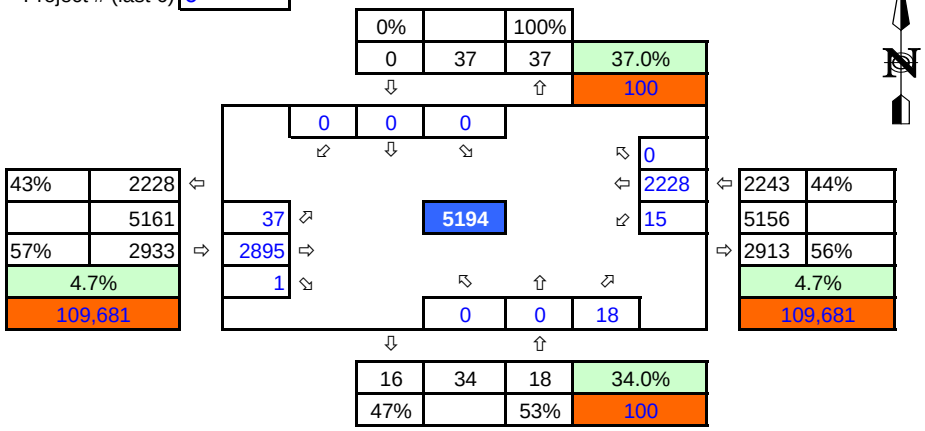



**LEGEND**

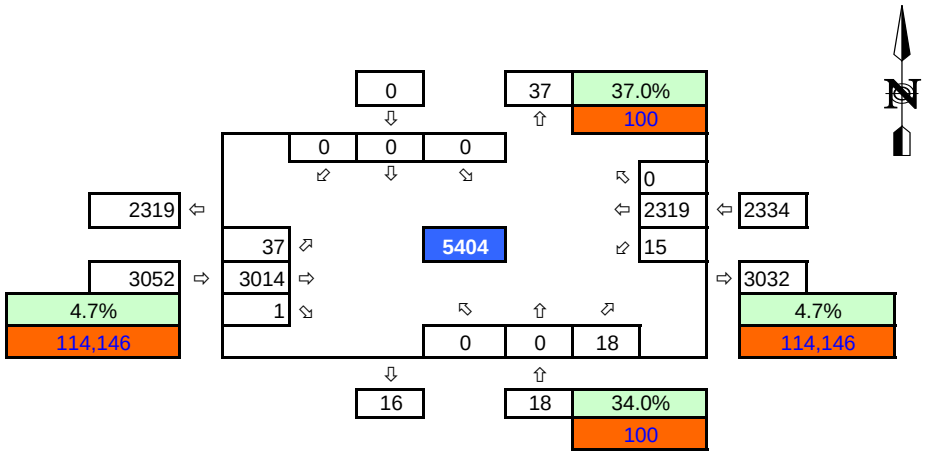
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

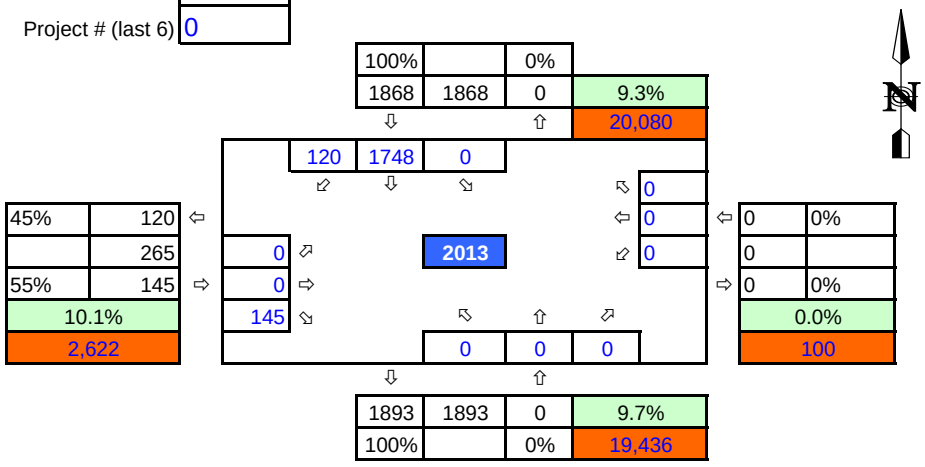



**LEGEND**

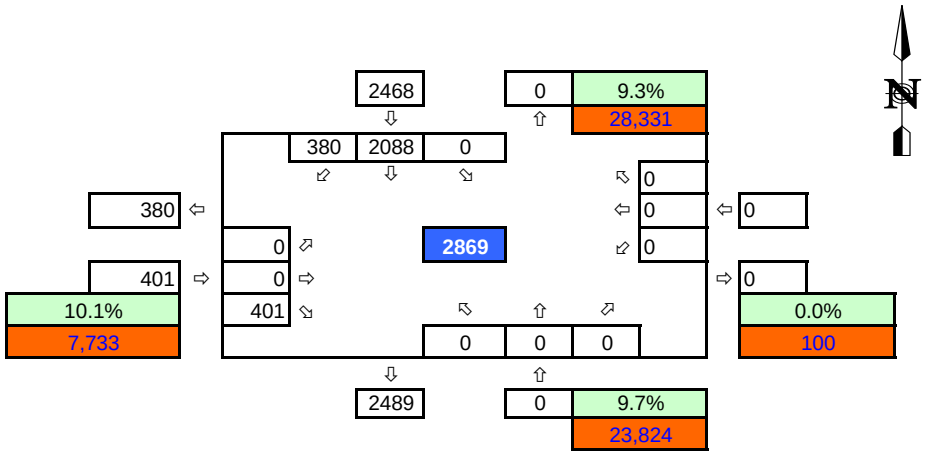
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

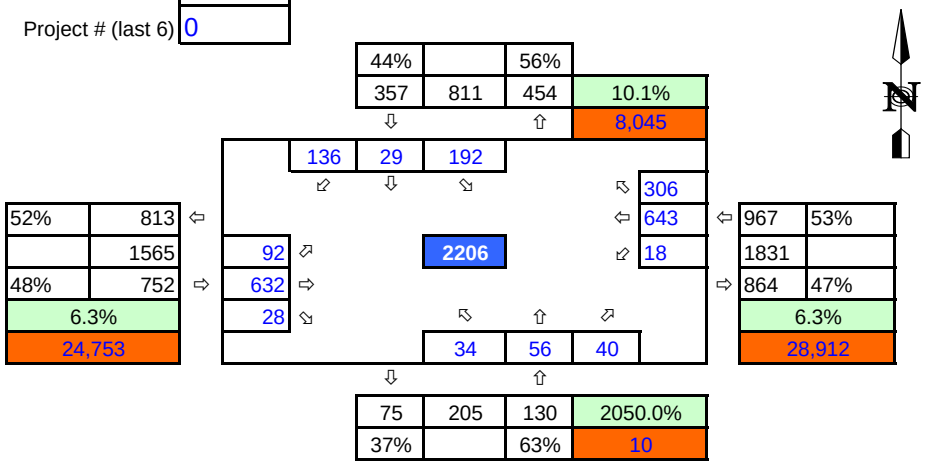



**LEGEND**

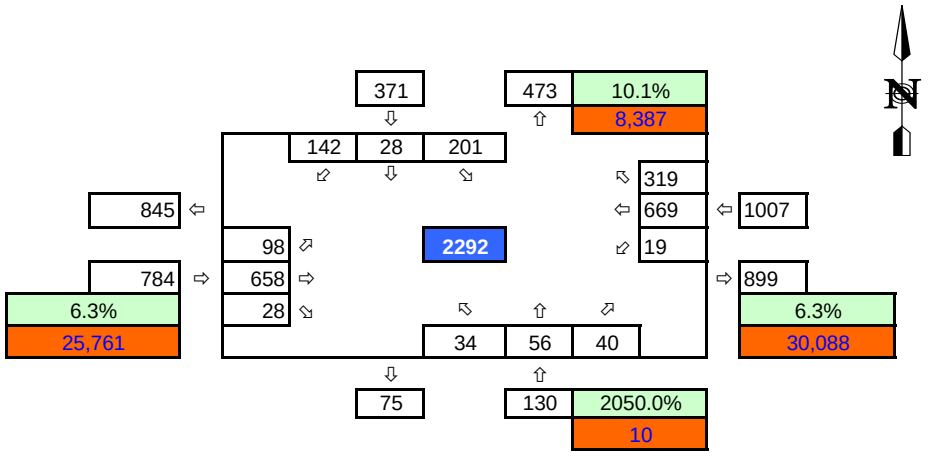
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

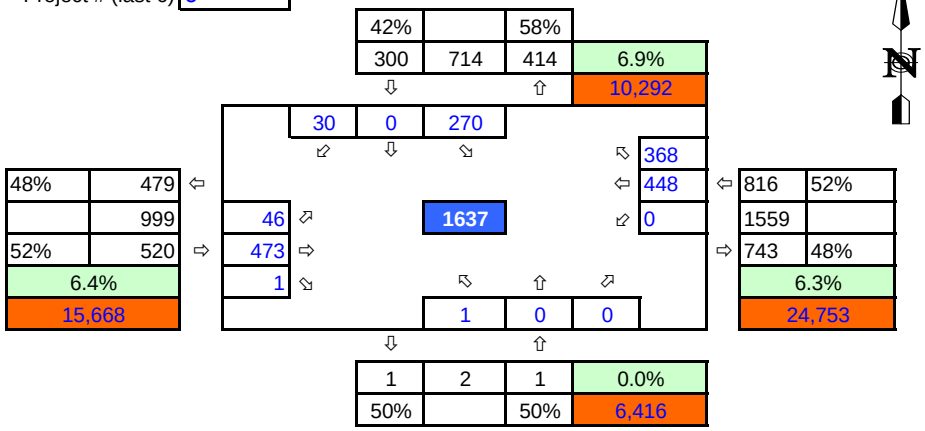



**LEGEND**

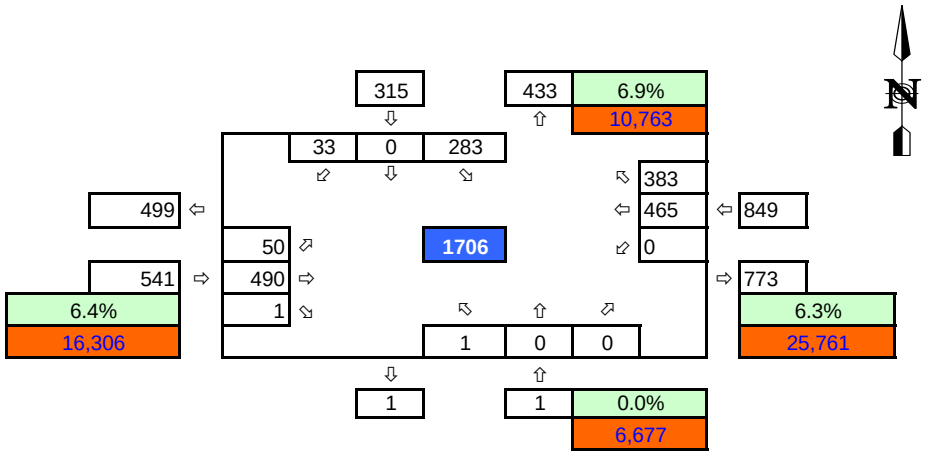
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

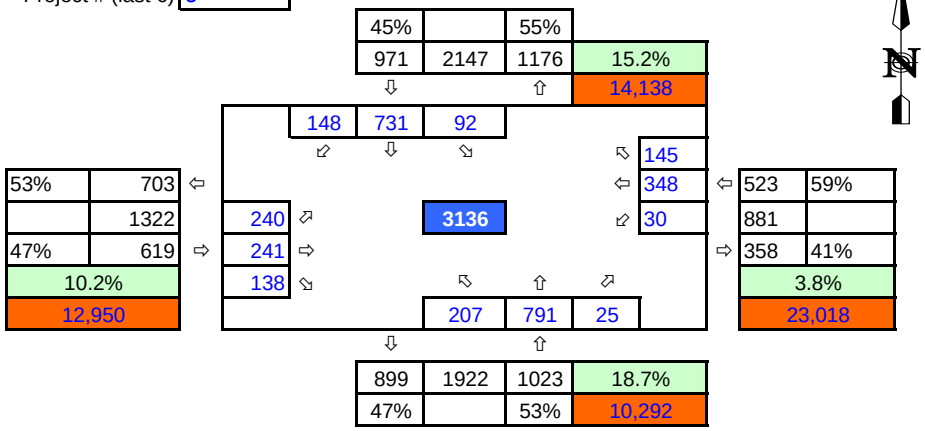



**LEGEND**

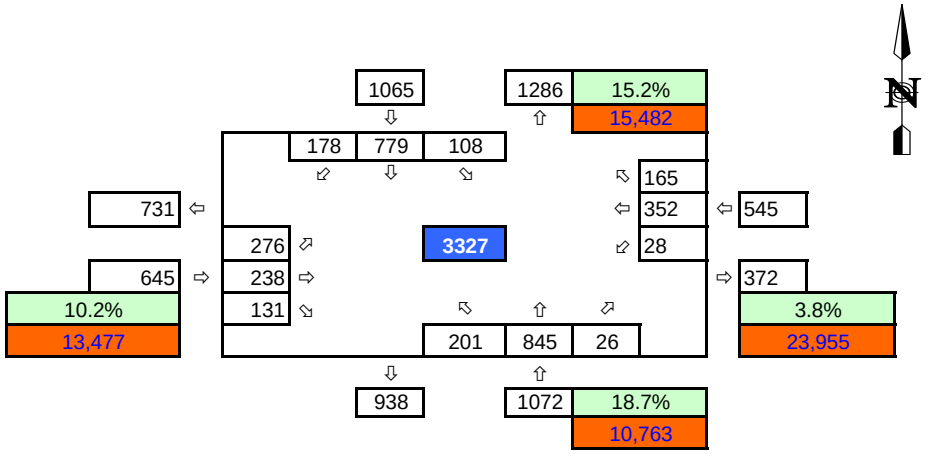
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2020 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

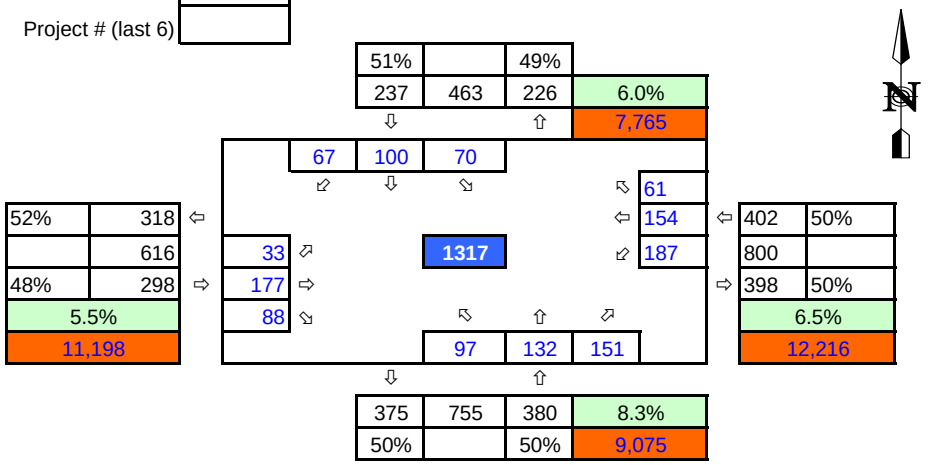



**LEGEND**

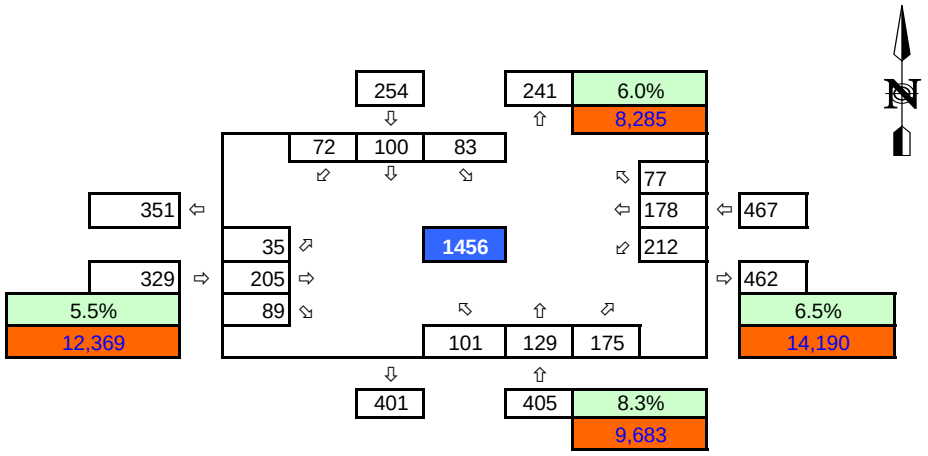
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

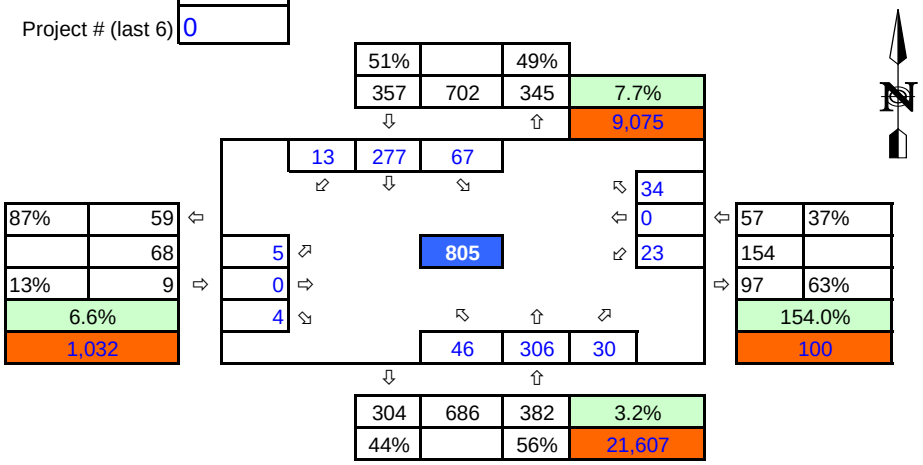



**LEGEND**

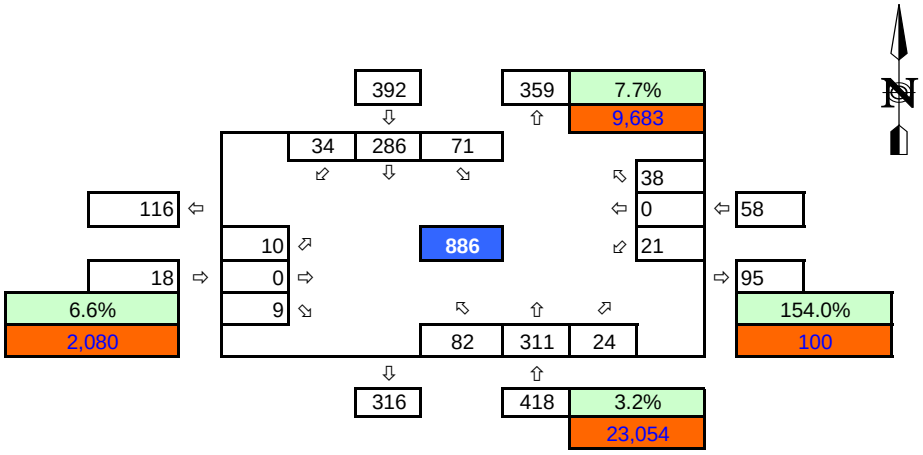
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

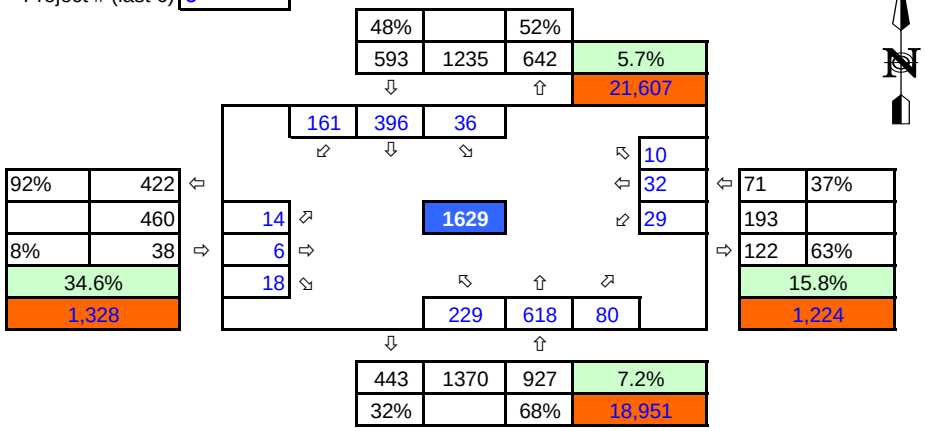



**LEGEND**

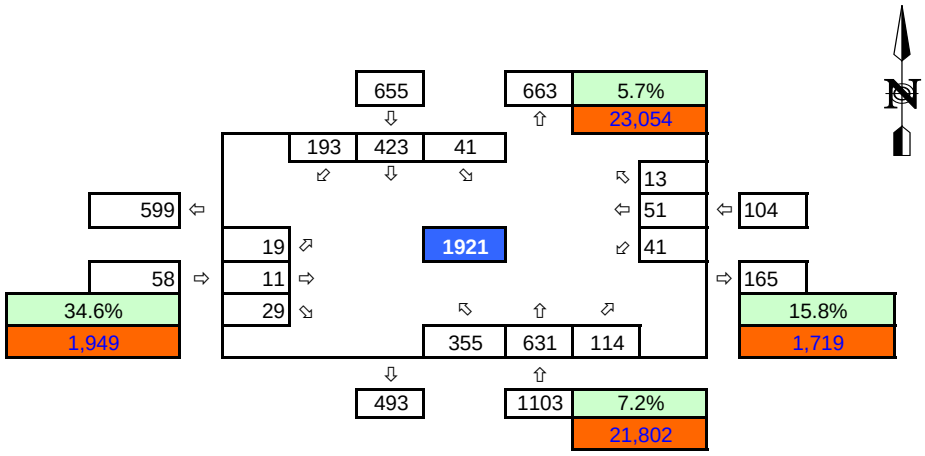
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

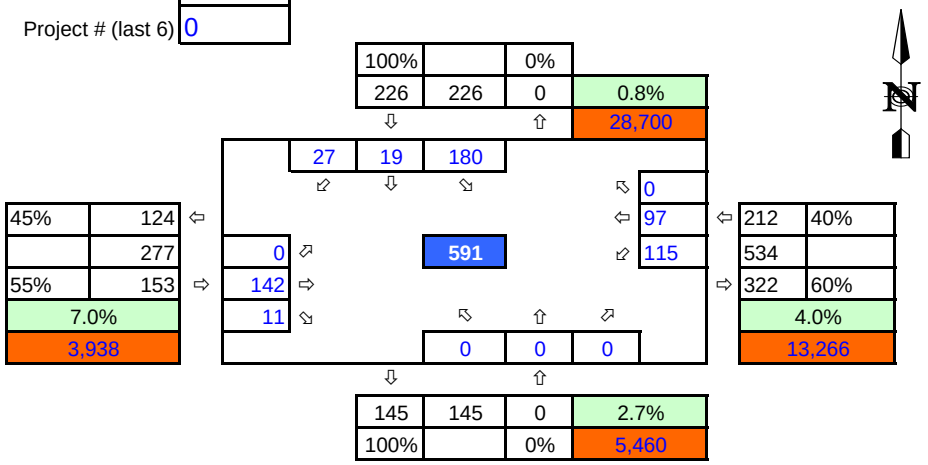



**LEGEND**

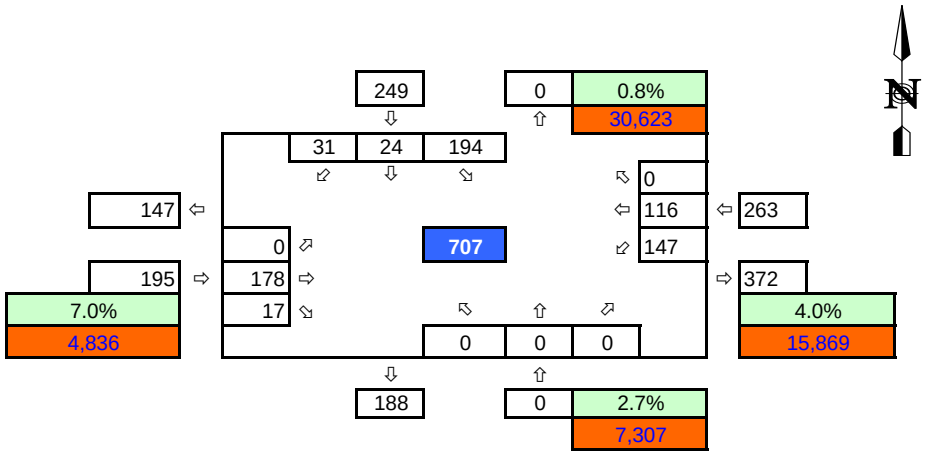
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

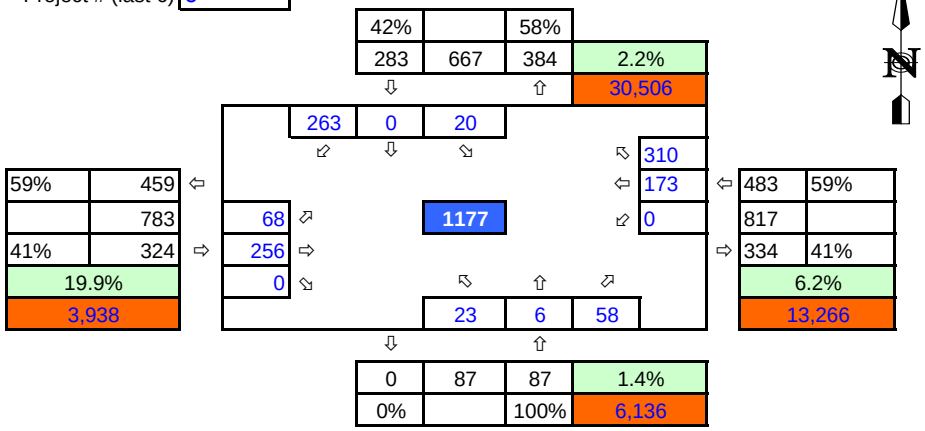



**LEGEND**

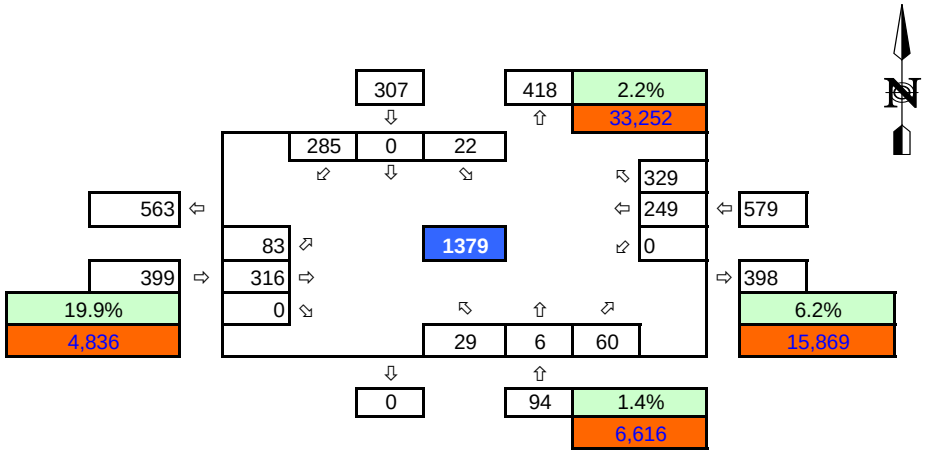
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

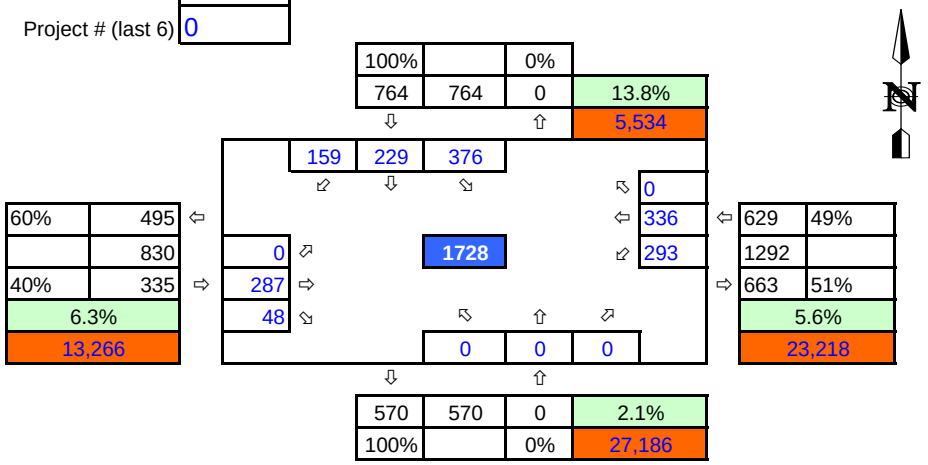



**LEGEND**

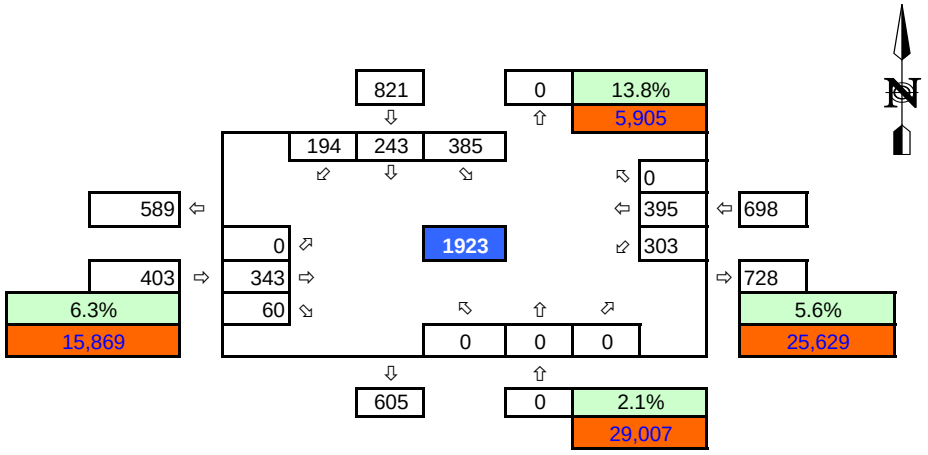
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

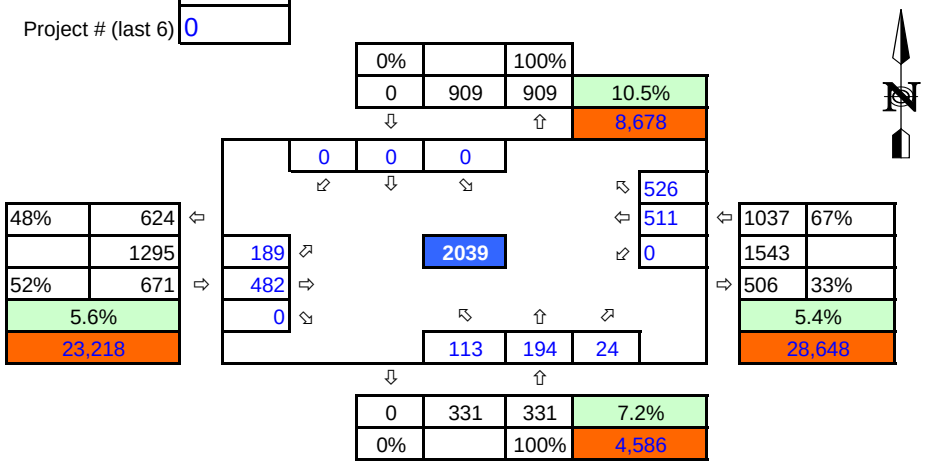



**LEGEND**

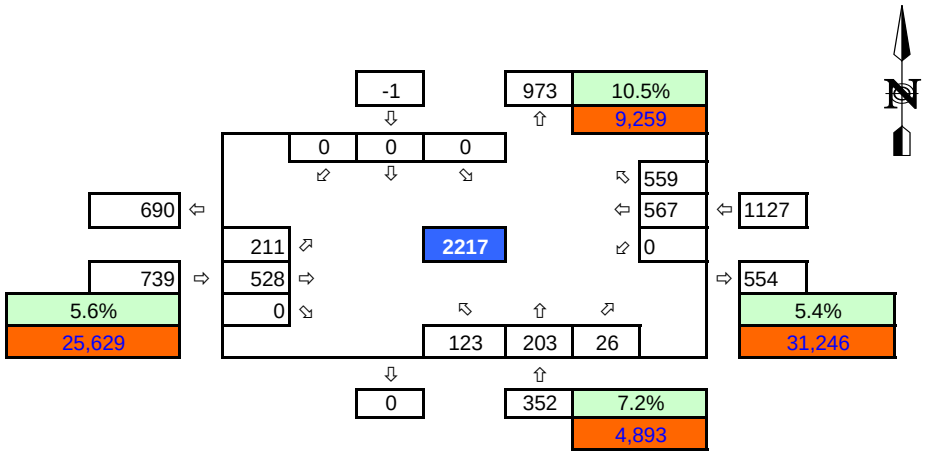
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

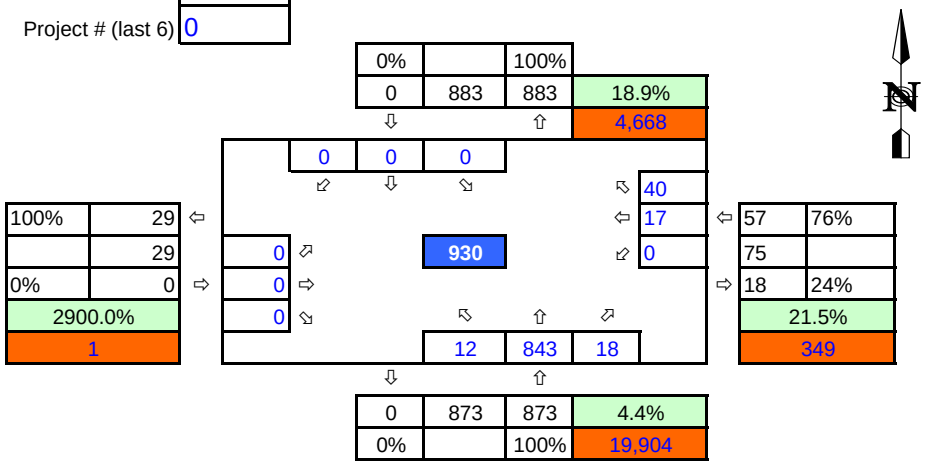



**LEGEND**

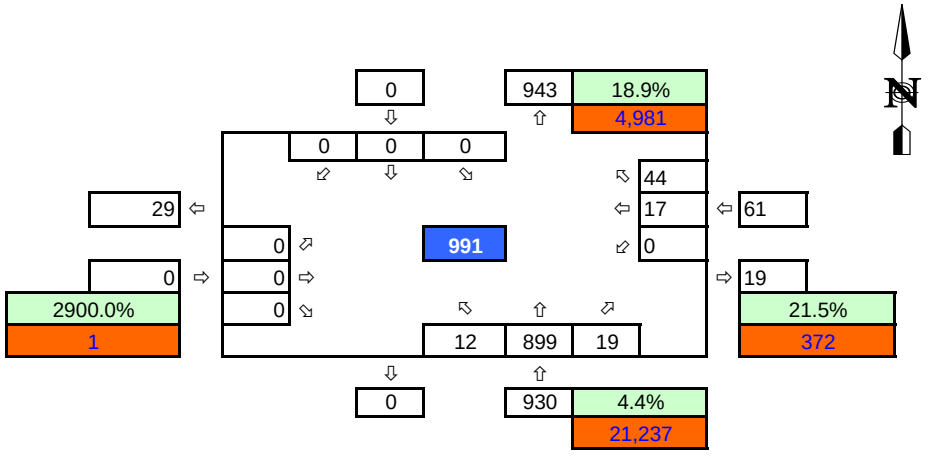
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

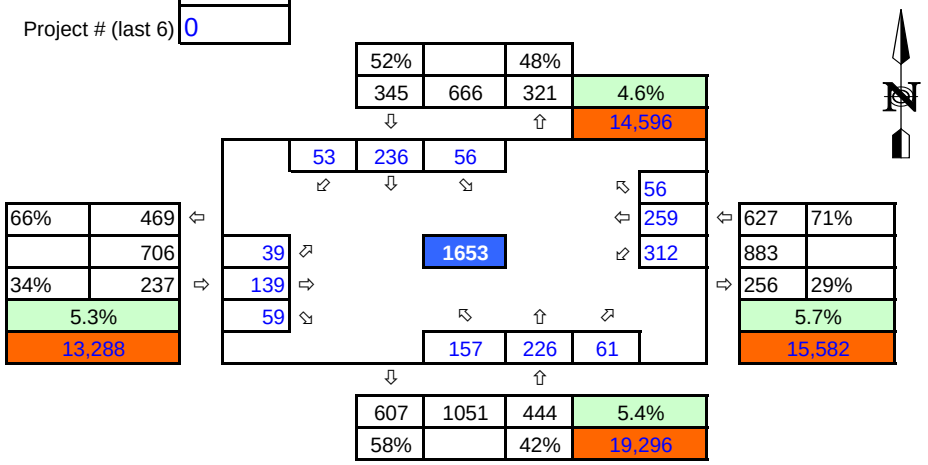



**LEGEND**

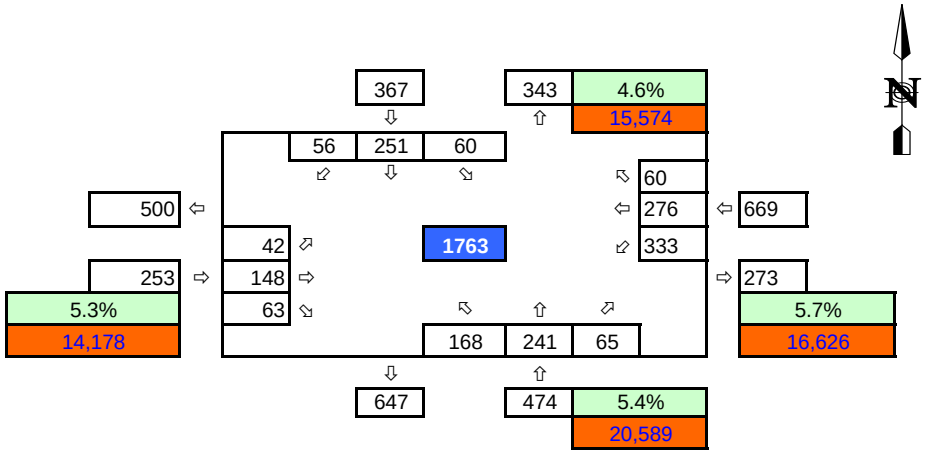
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

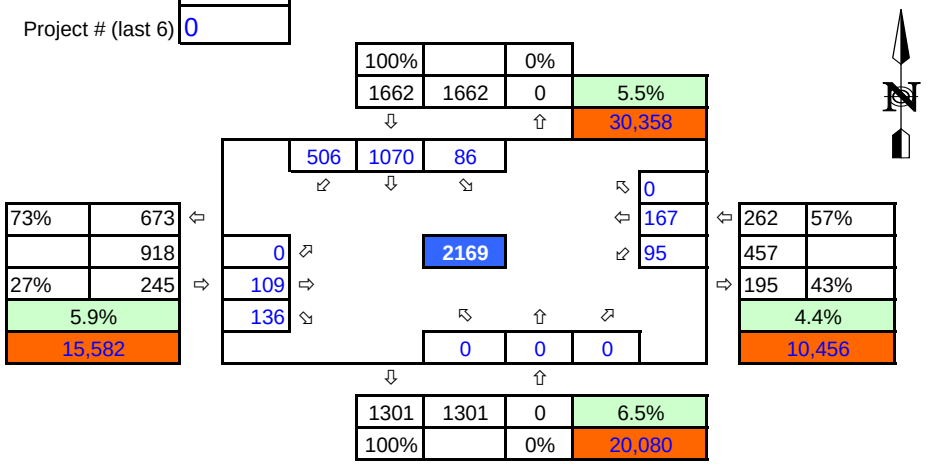



**LEGEND**

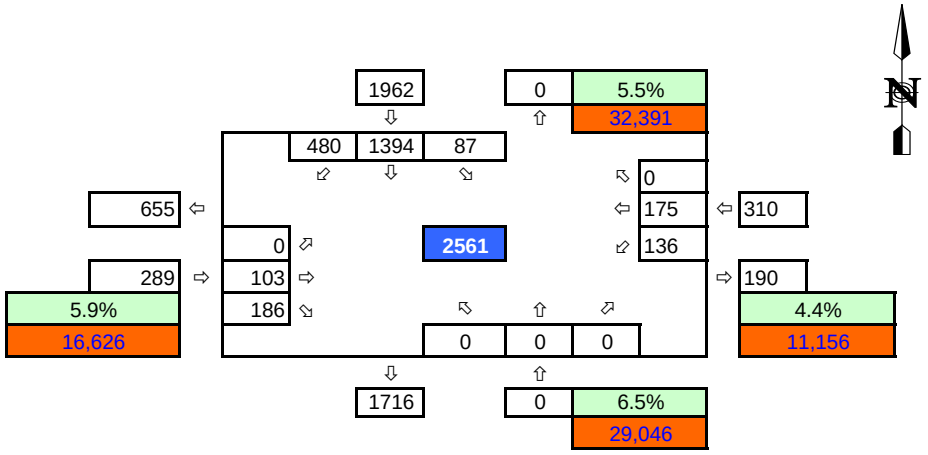
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

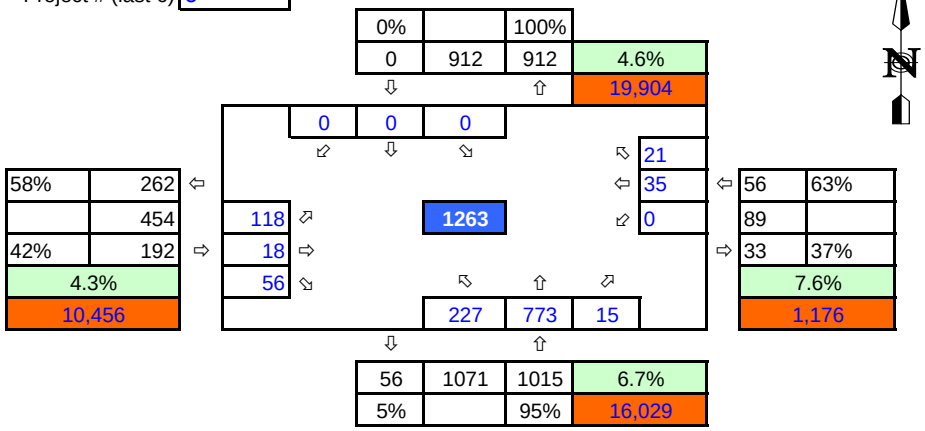



**LEGEND**

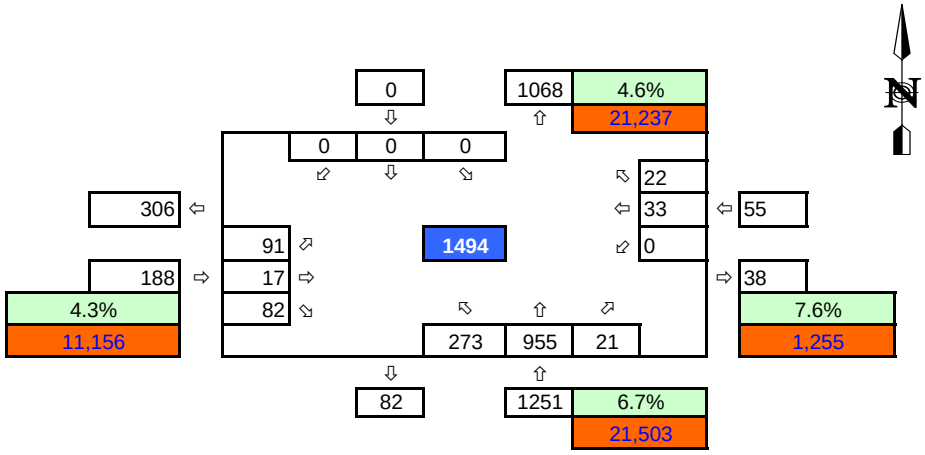
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

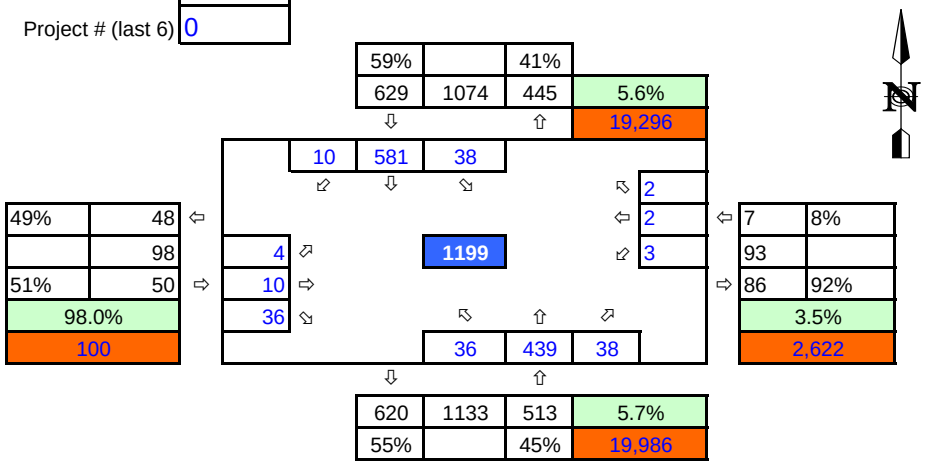



**LEGEND**

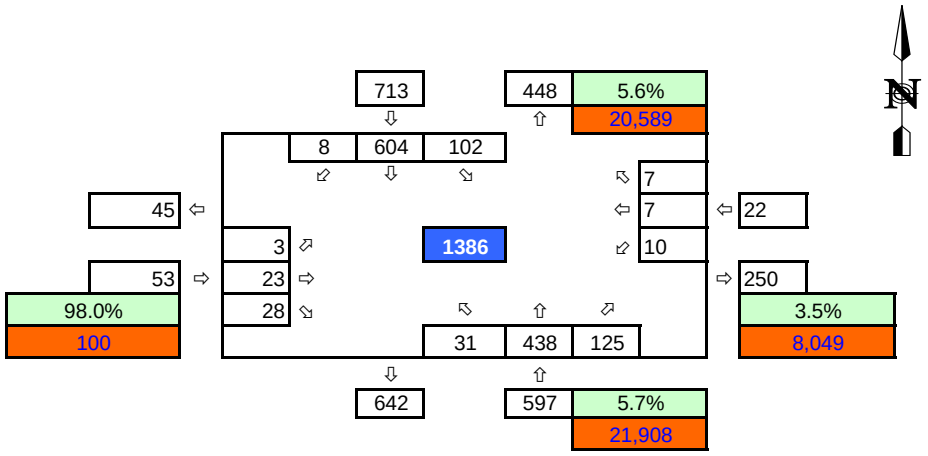
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

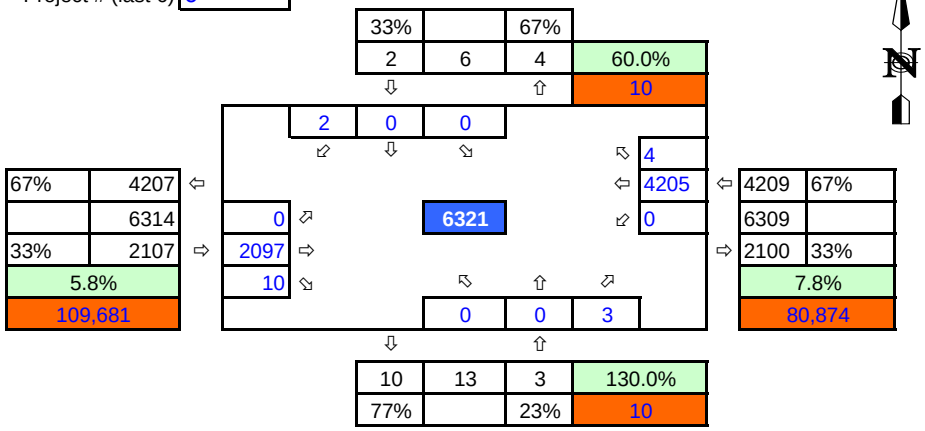



**LEGEND**

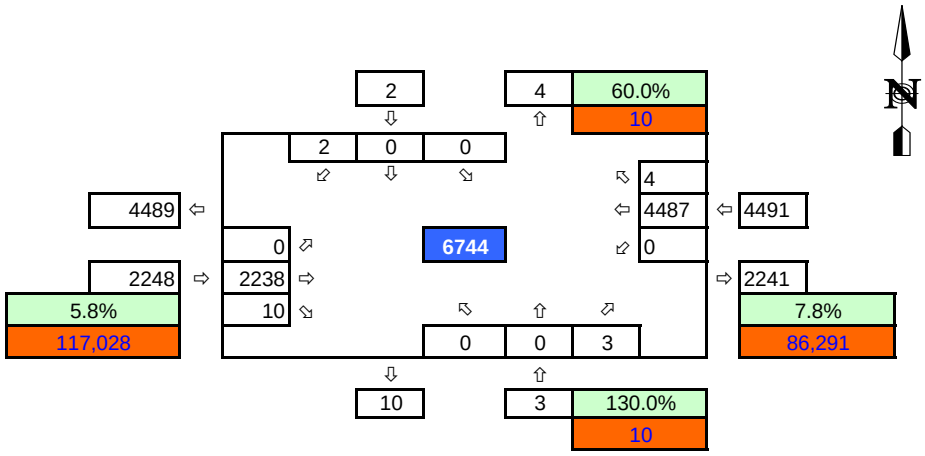
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

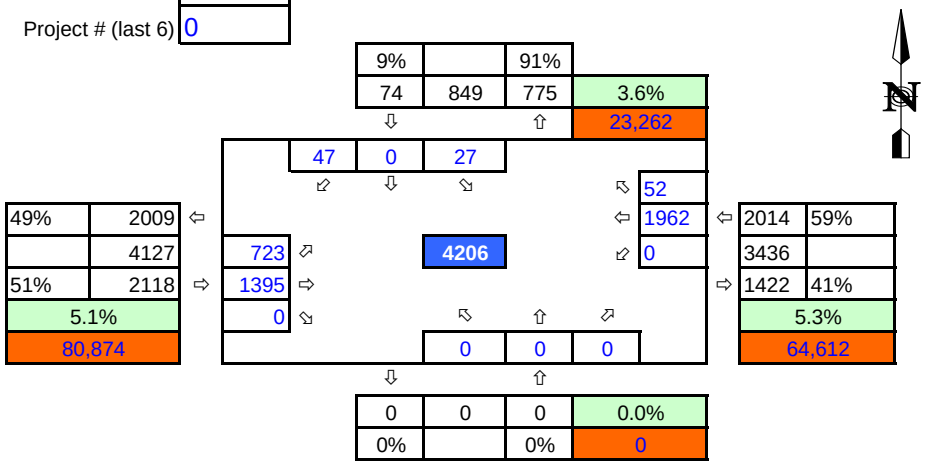



**LEGEND**

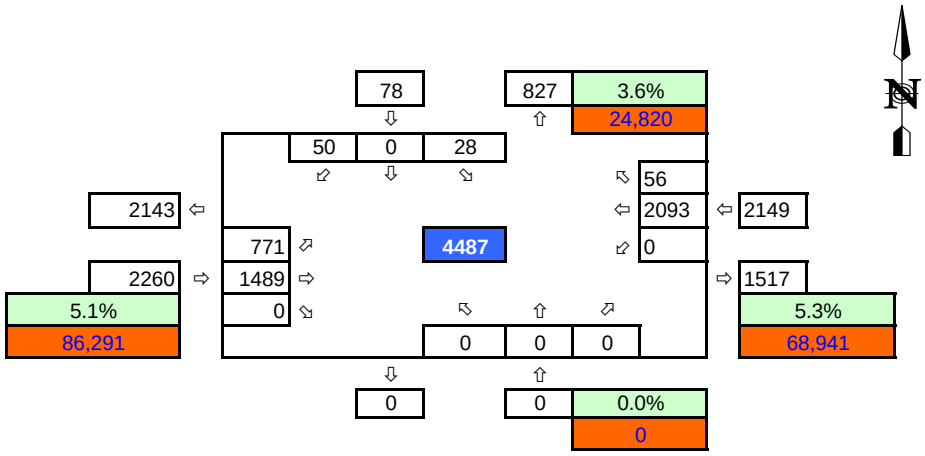
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

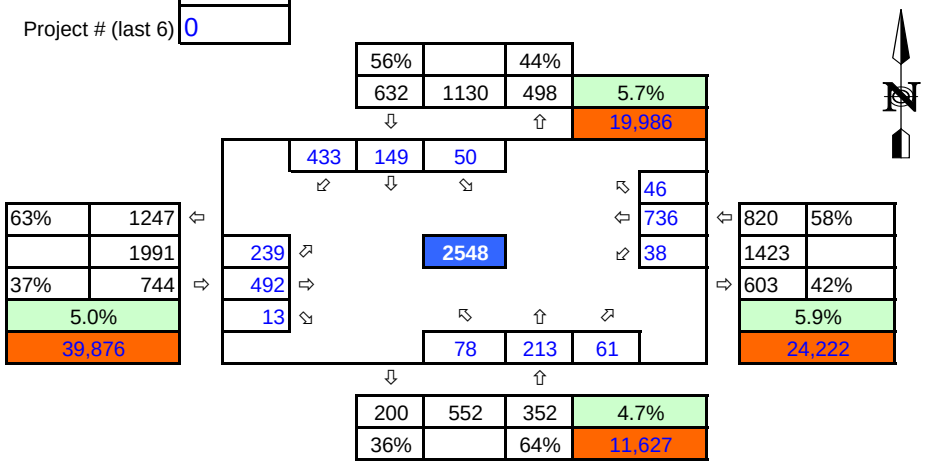



**LEGEND**

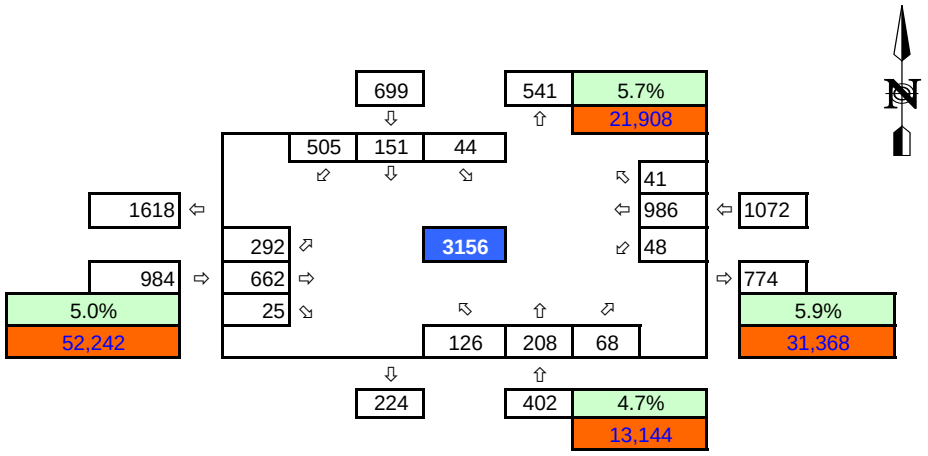
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

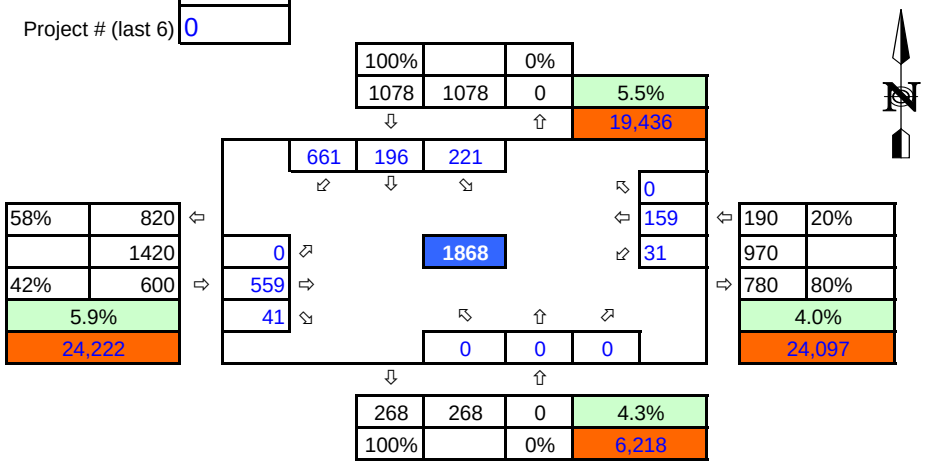



**LEGEND**

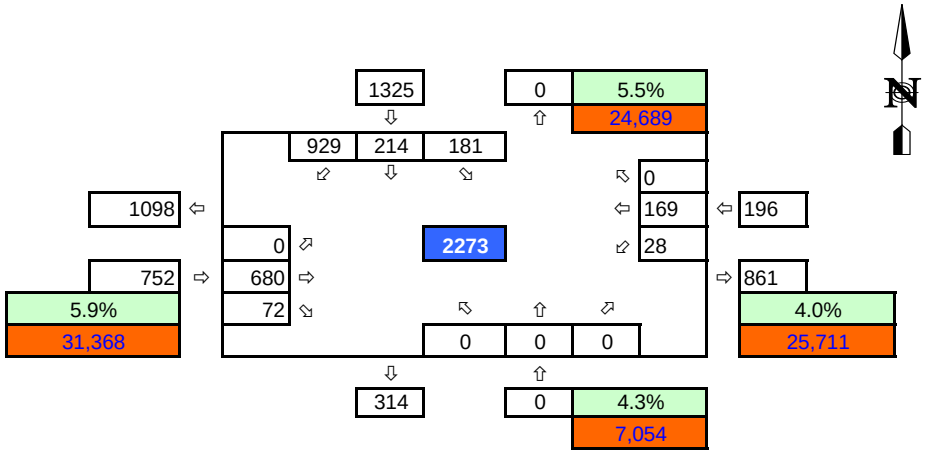
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

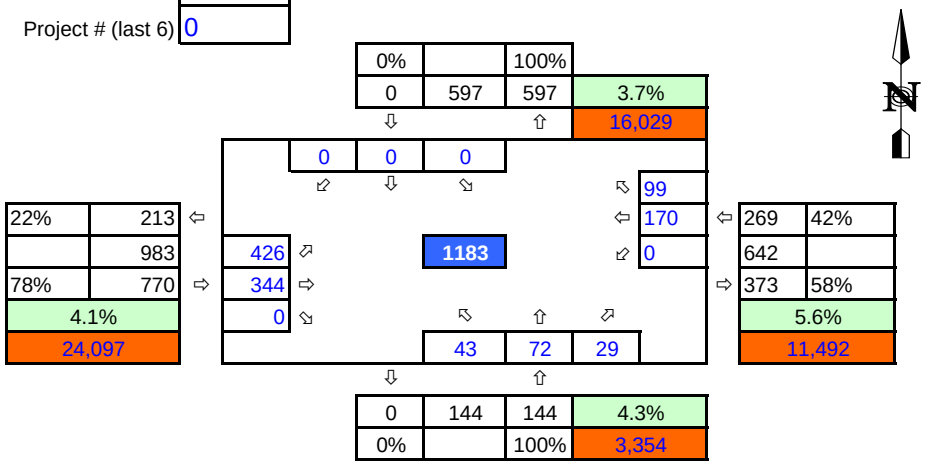



**LEGEND**

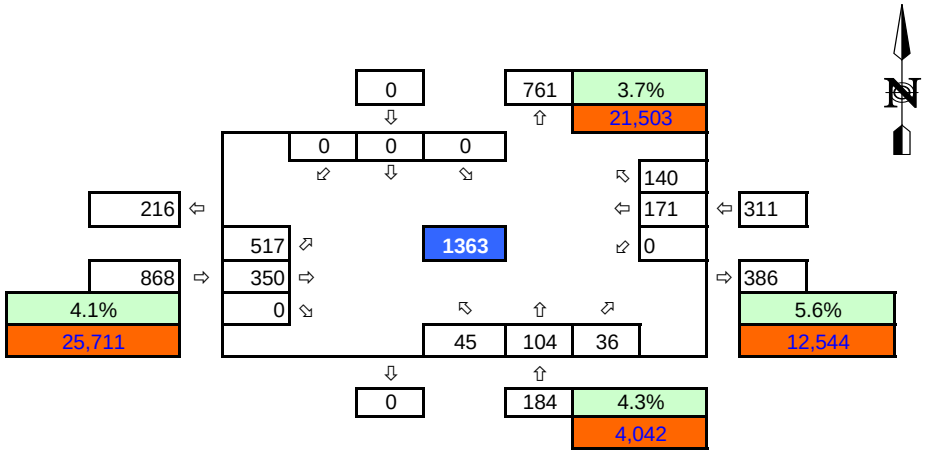
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

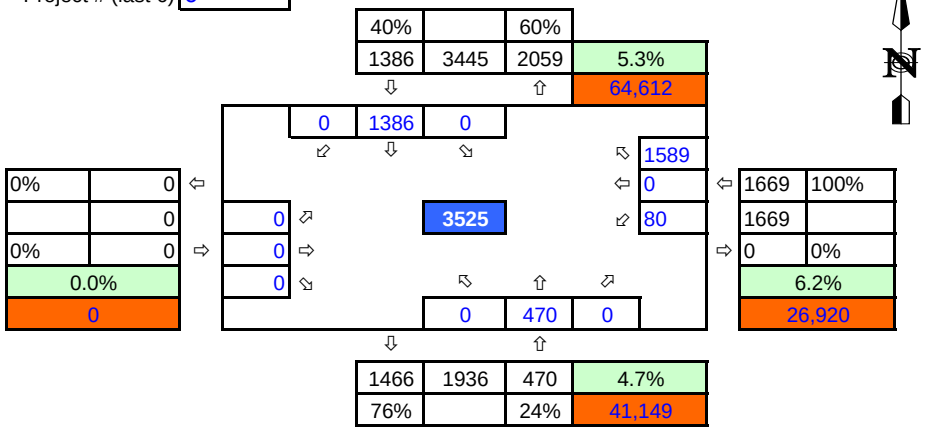



**LEGEND**

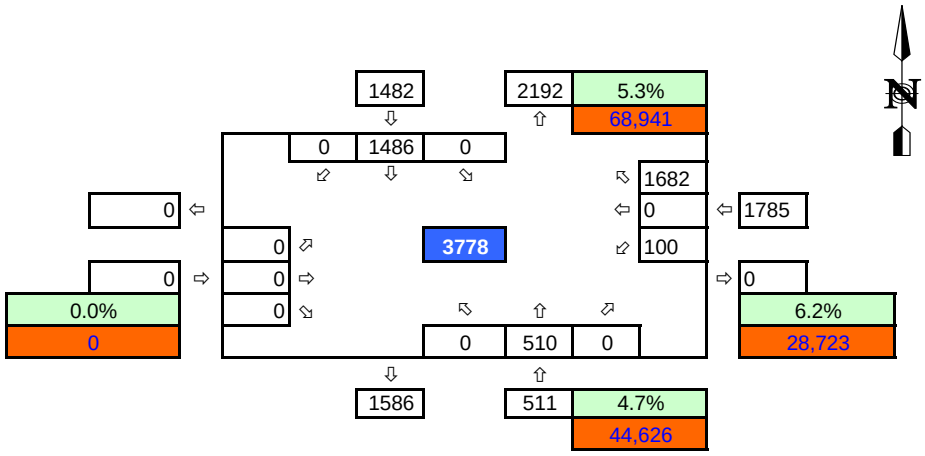
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

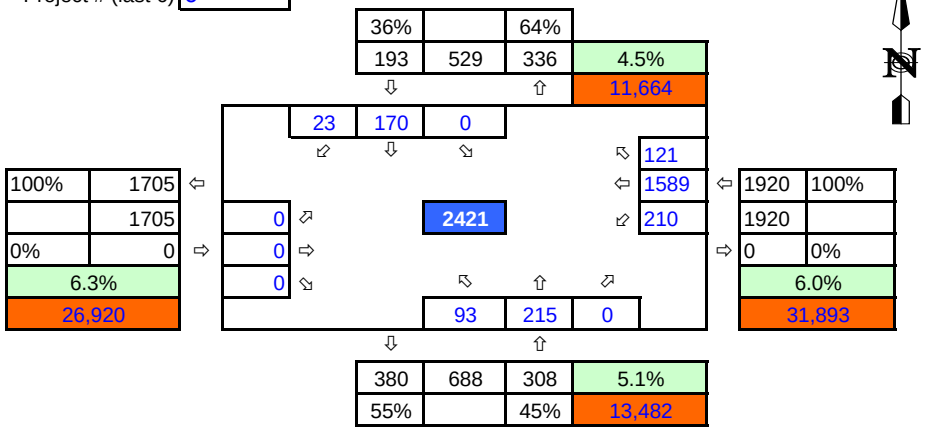



**LEGEND**

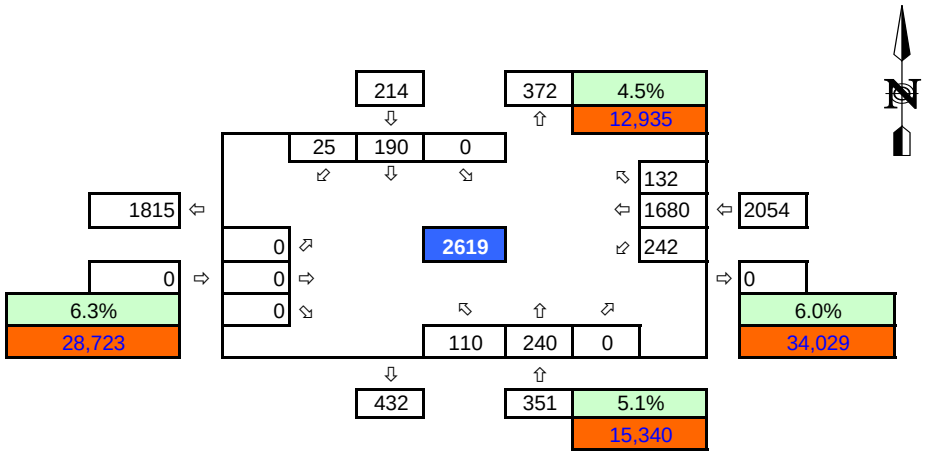
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

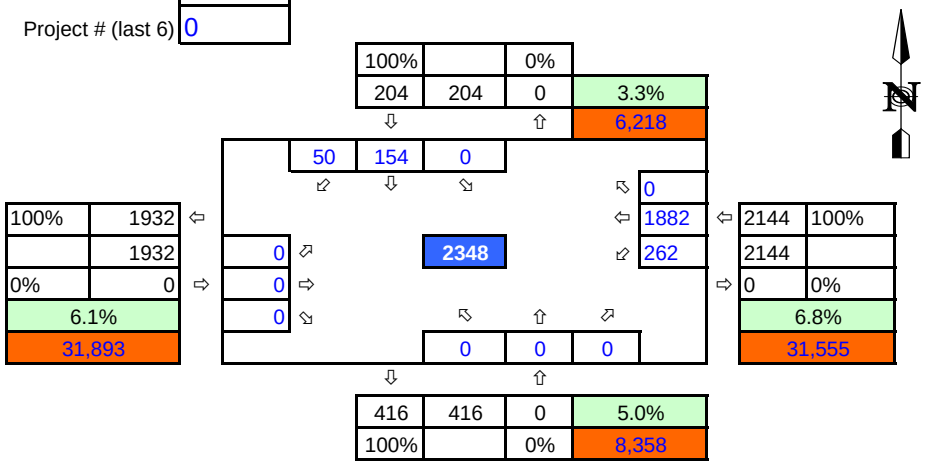



**LEGEND**

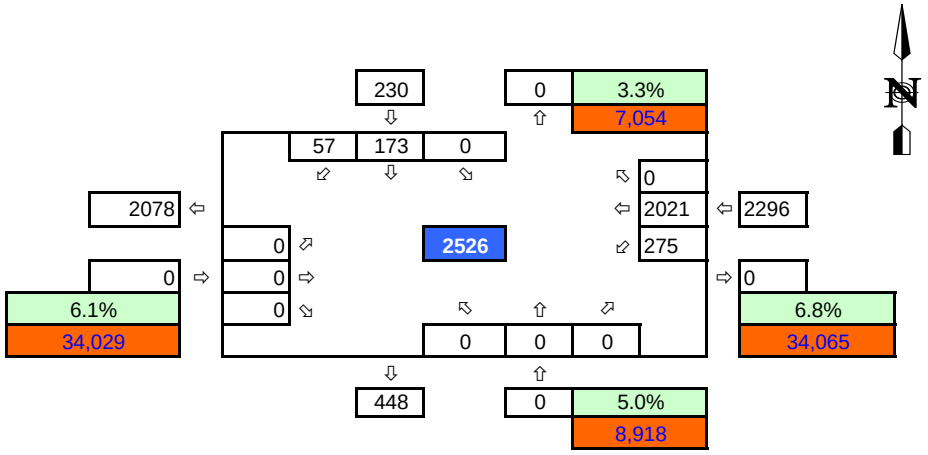
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

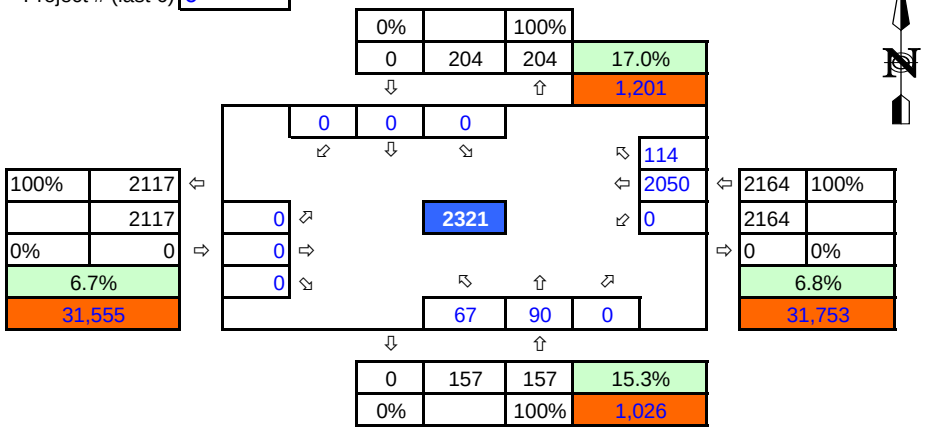



**LEGEND**

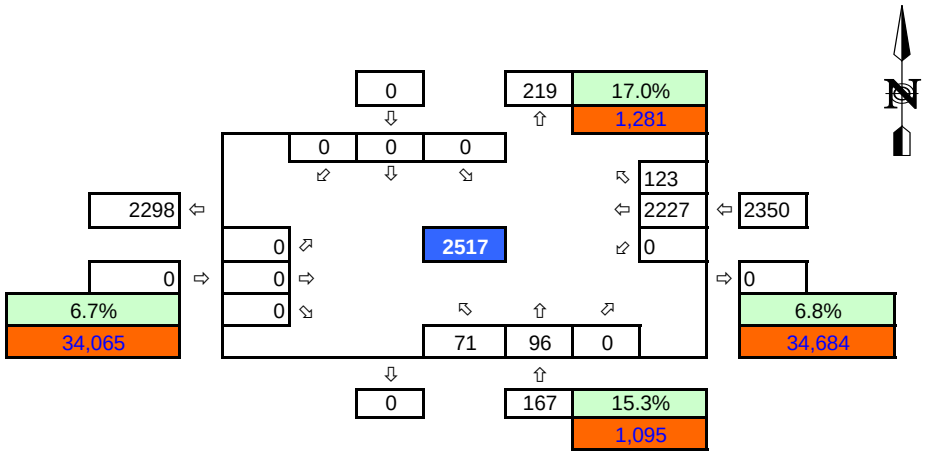
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

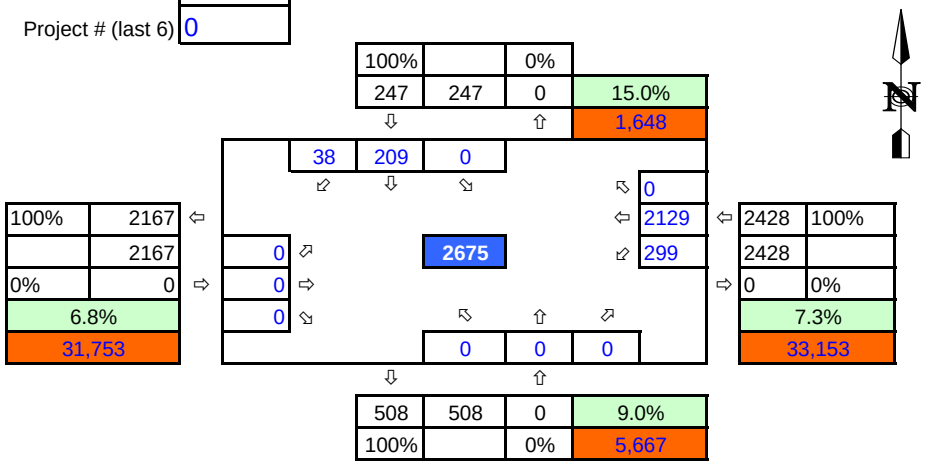



**LEGEND**

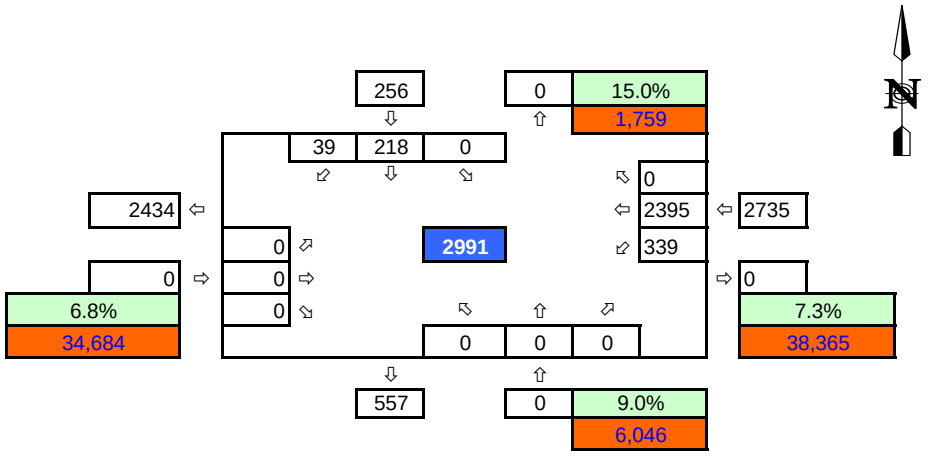
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

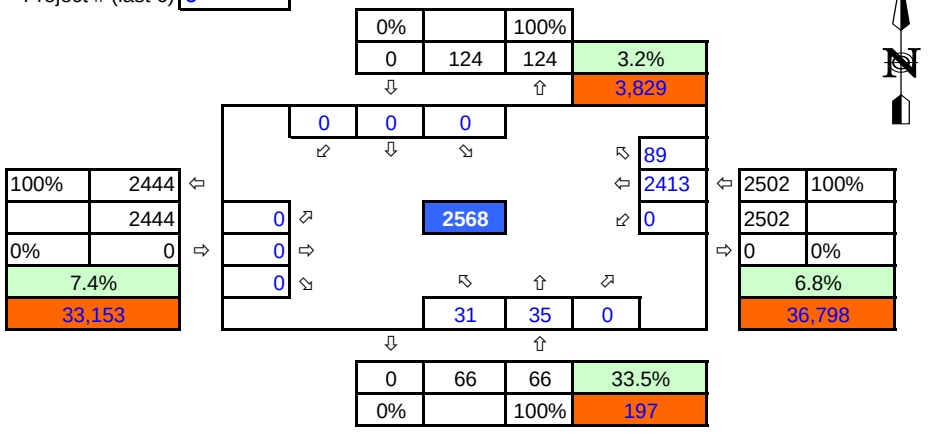



**LEGEND**

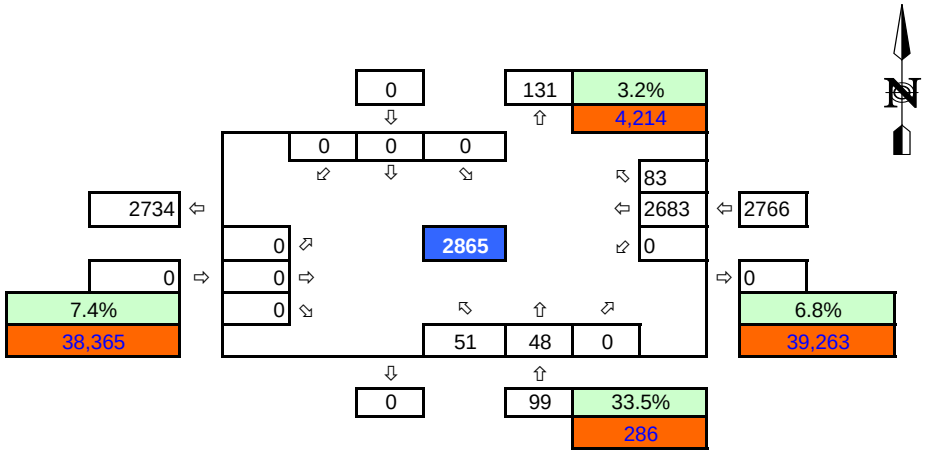
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

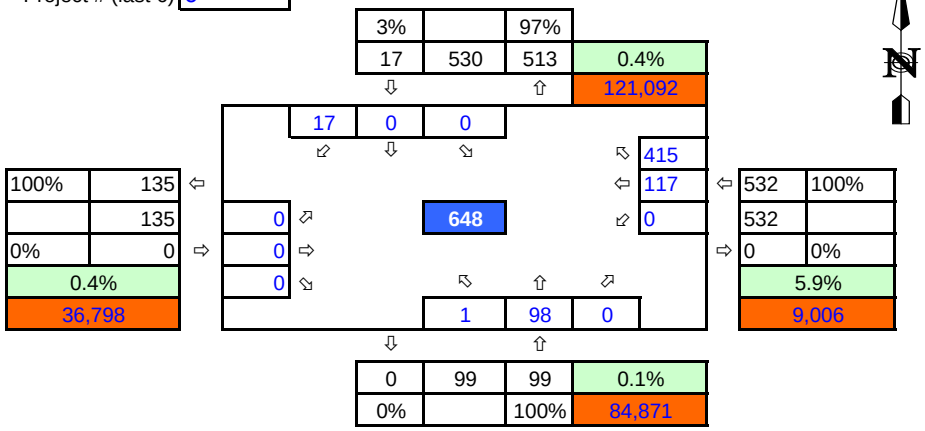



**LEGEND**

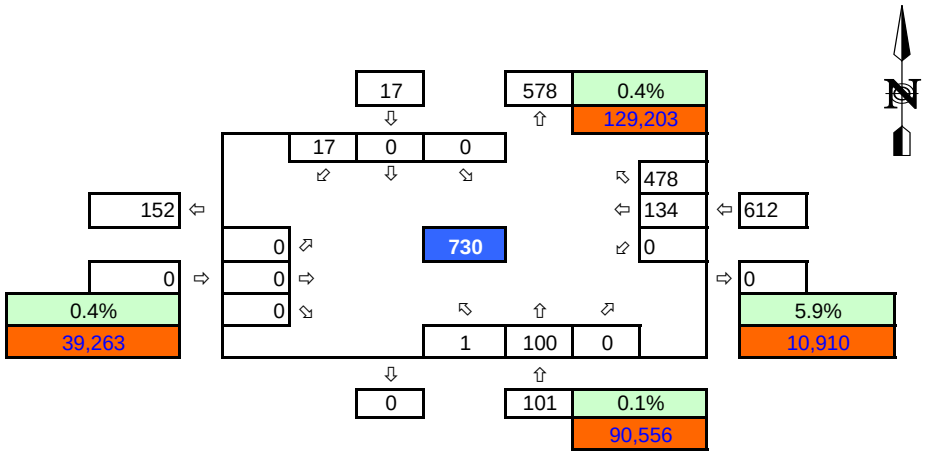
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

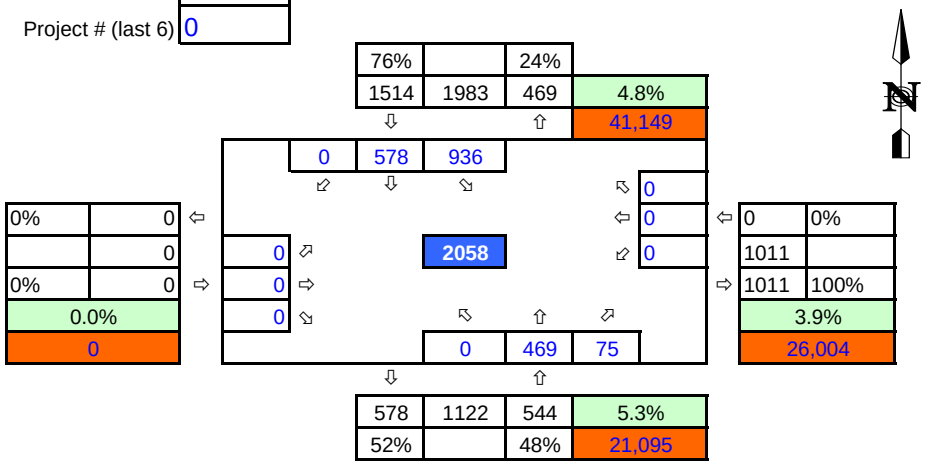



**LEGEND**

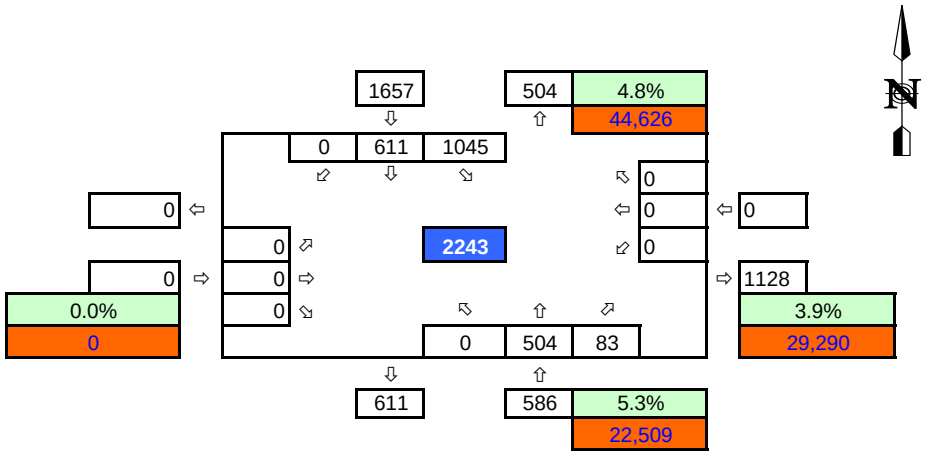
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

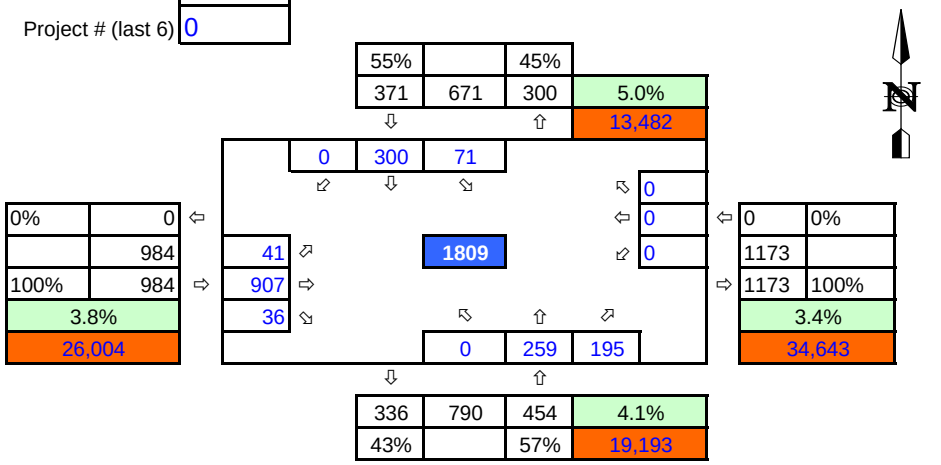



**LEGEND**

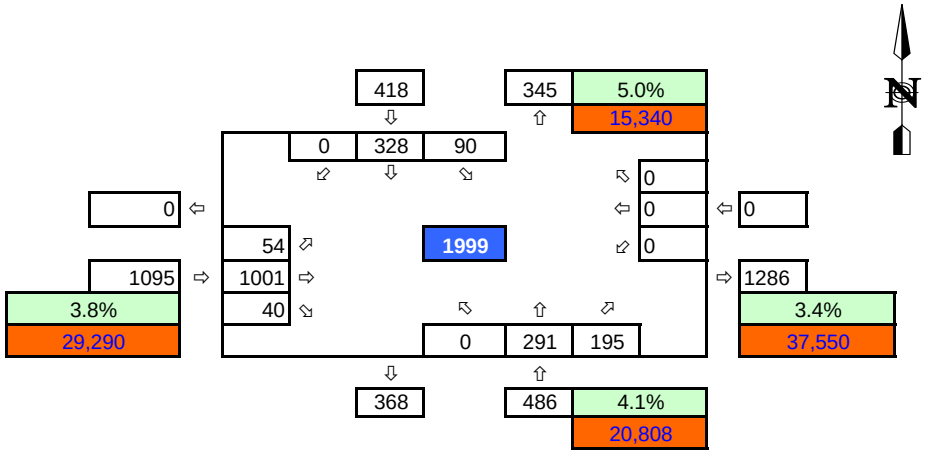
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

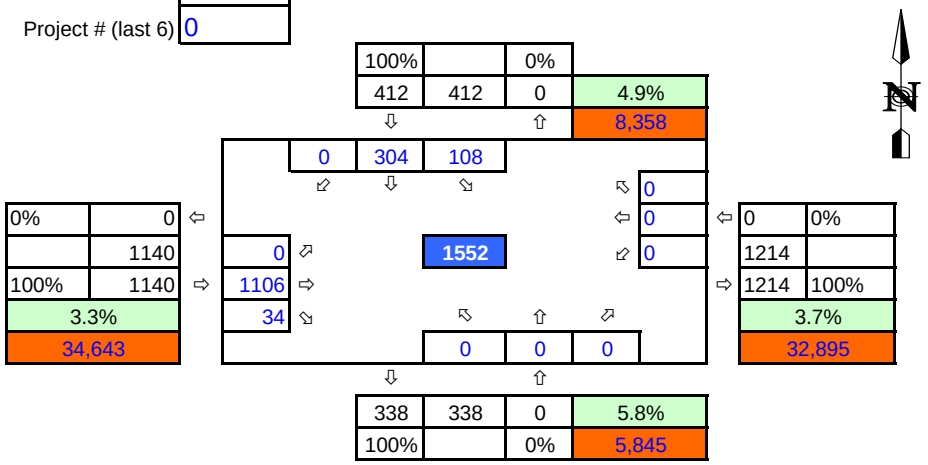



**LEGEND**

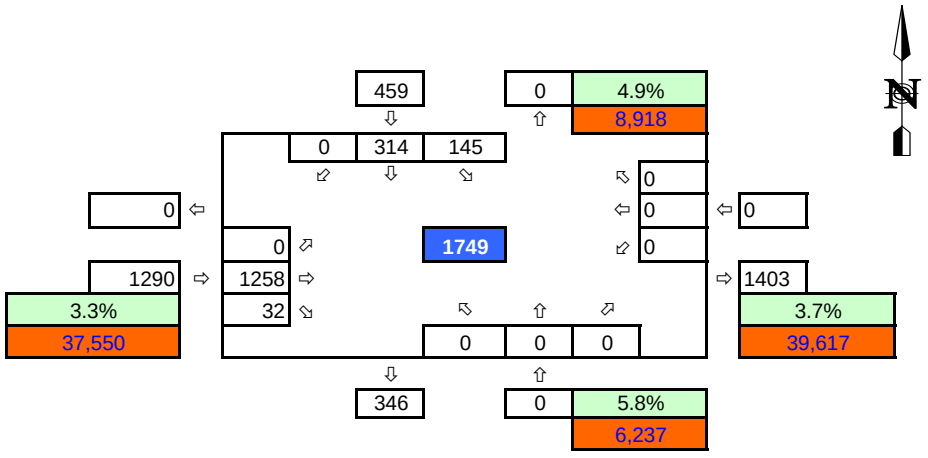
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

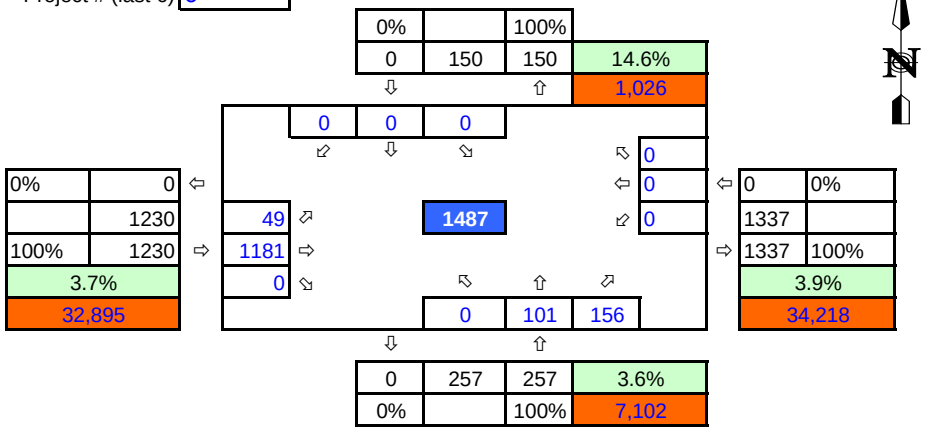



**LEGEND**

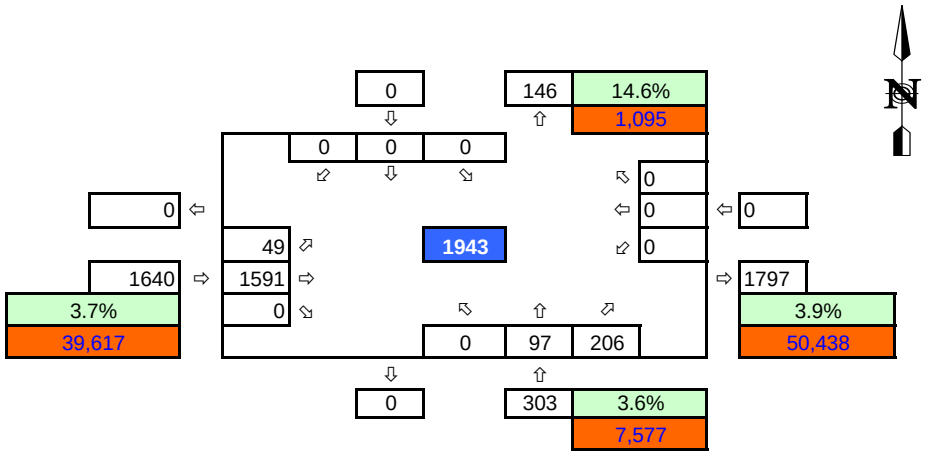
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

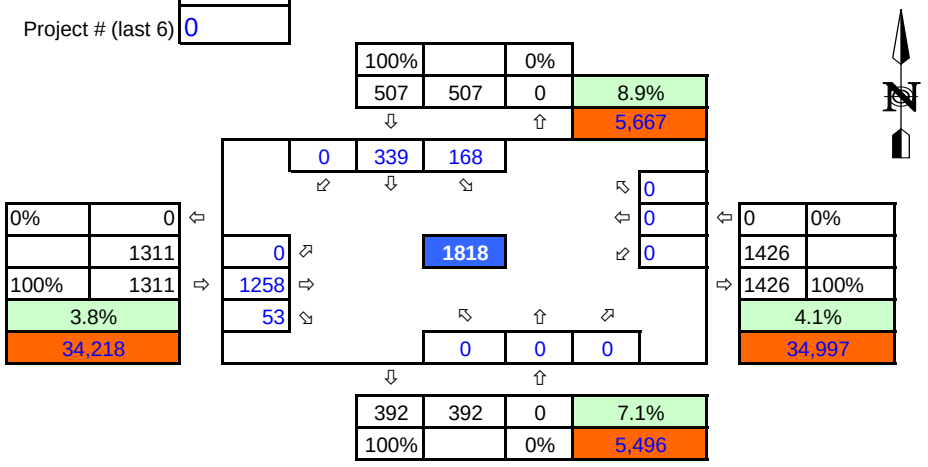



**LEGEND**

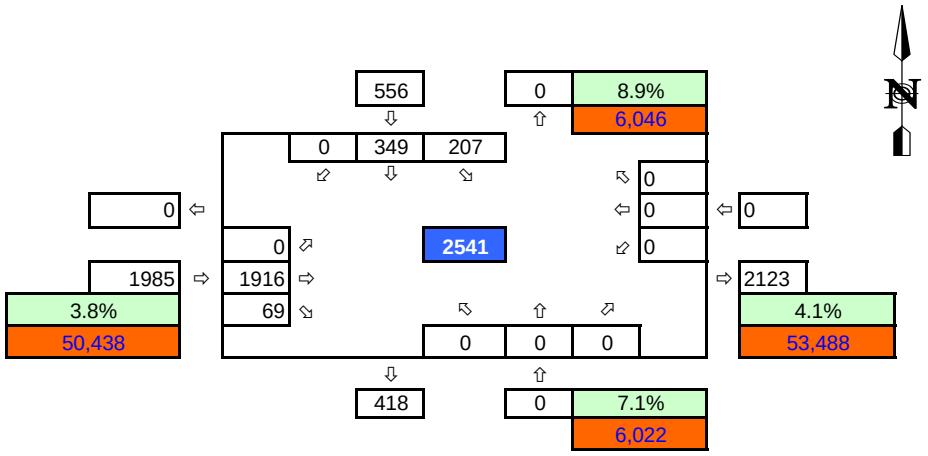
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

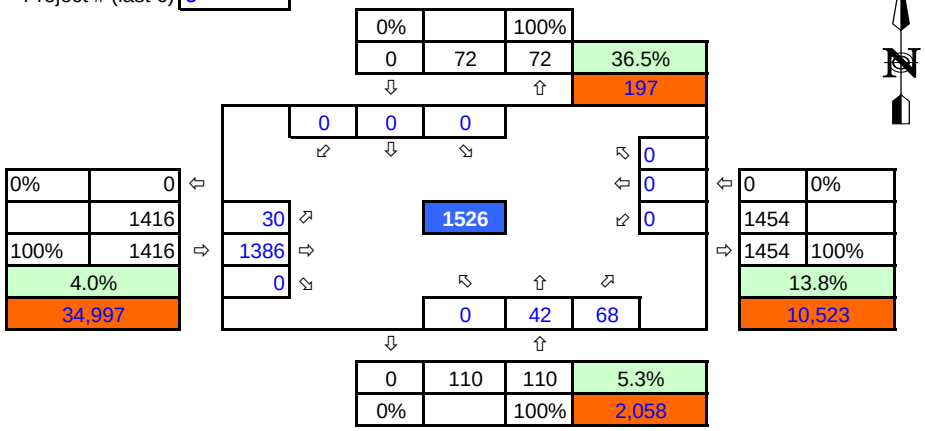



**LEGEND**

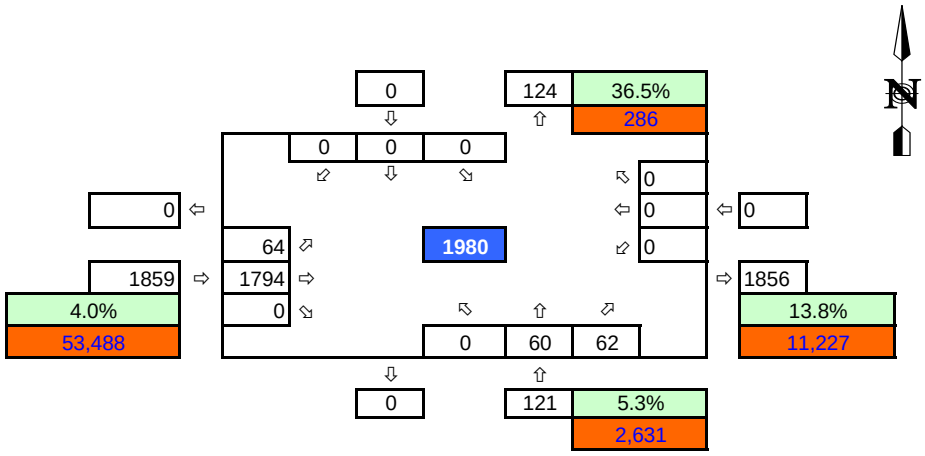
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

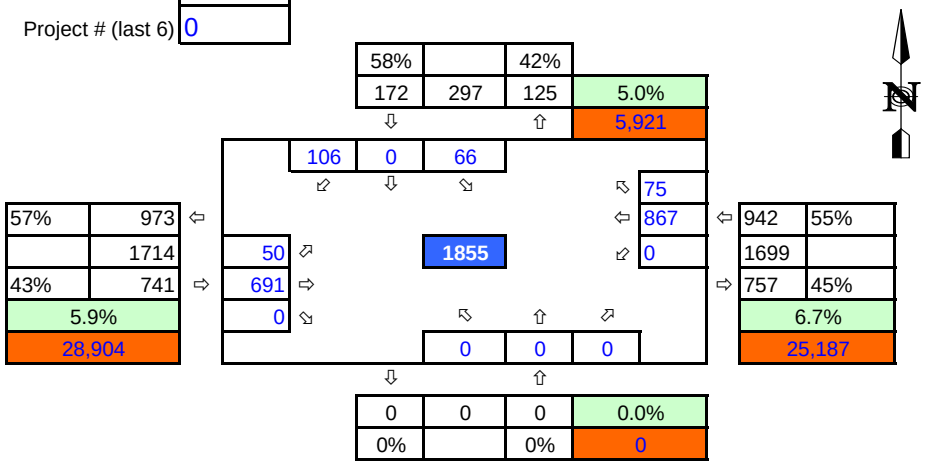



**LEGEND**

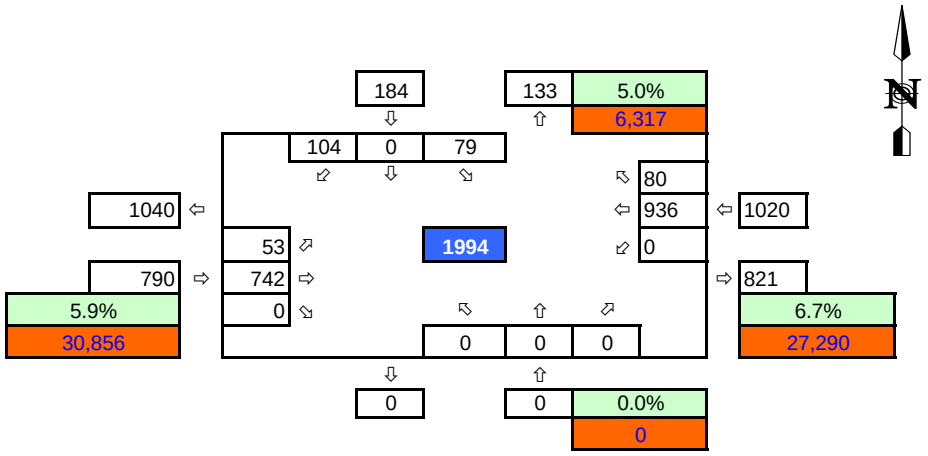
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

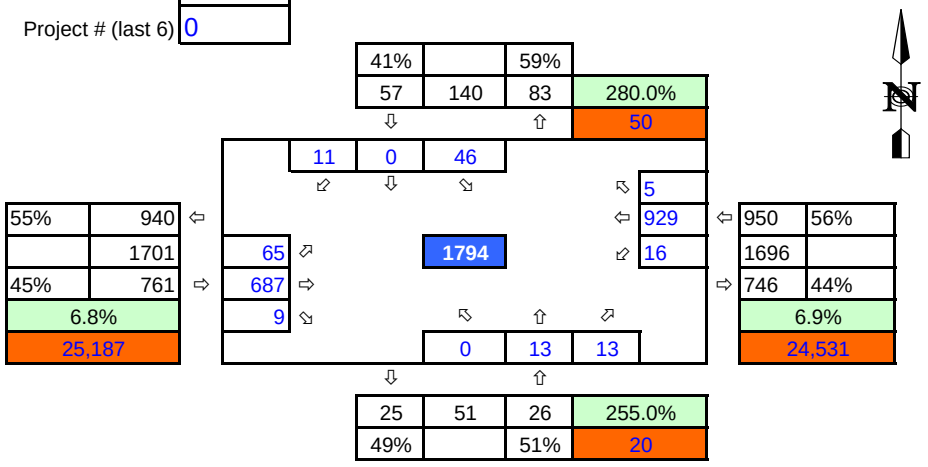



**LEGEND**

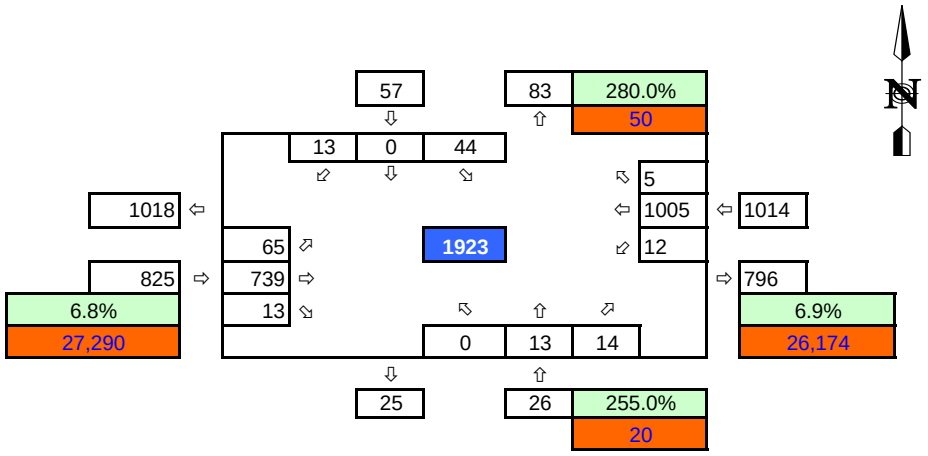
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |

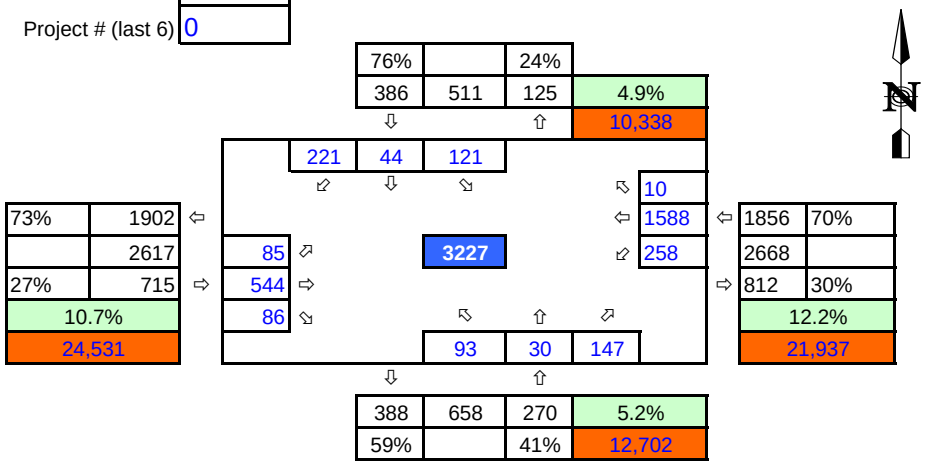



**LEGEND**

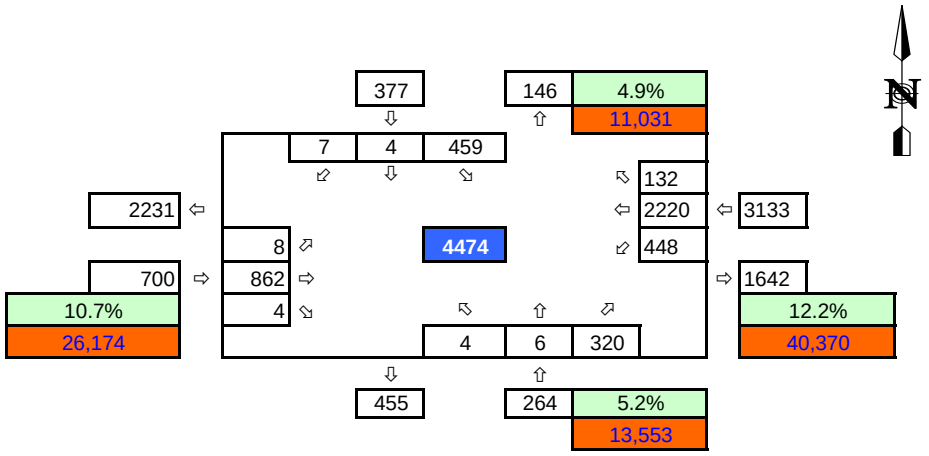
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

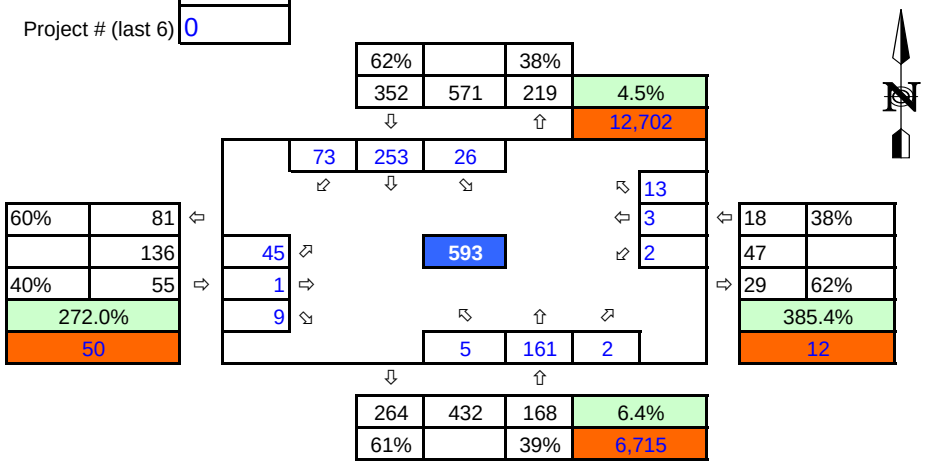



**LEGEND**

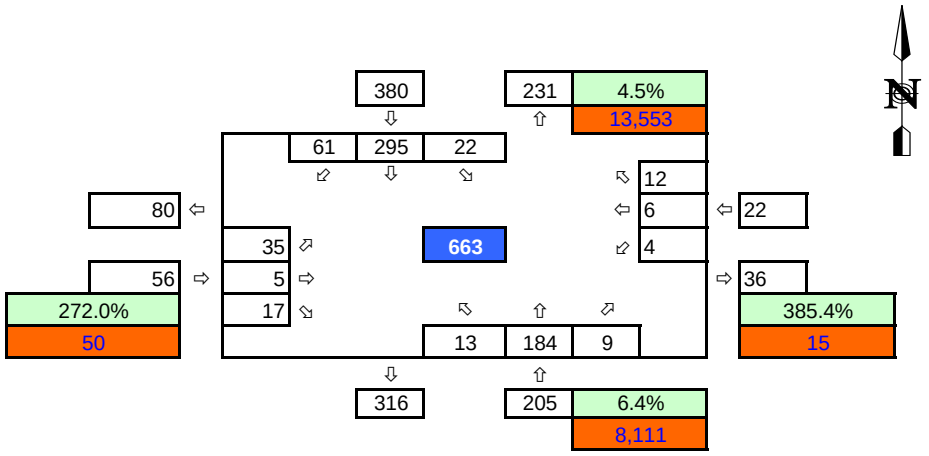
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

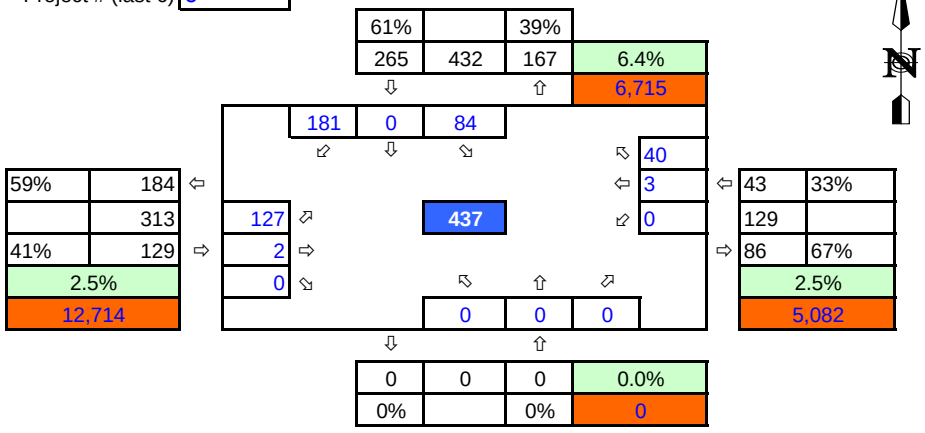



**LEGEND**

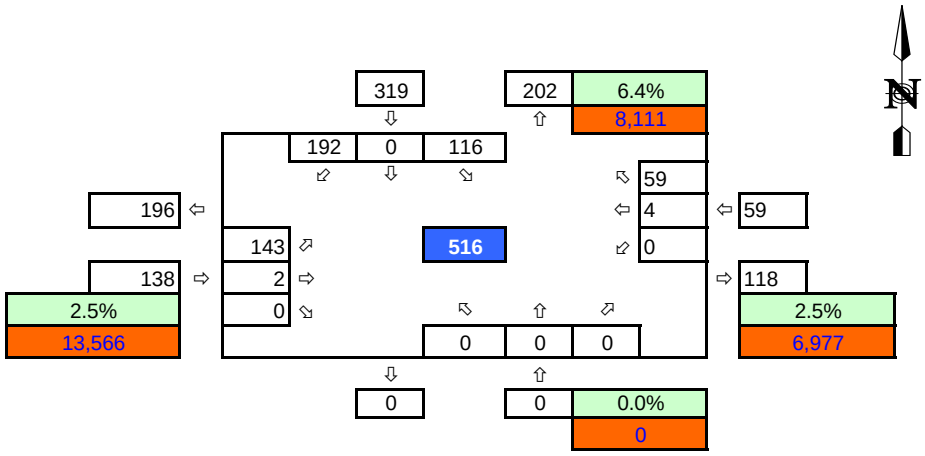
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

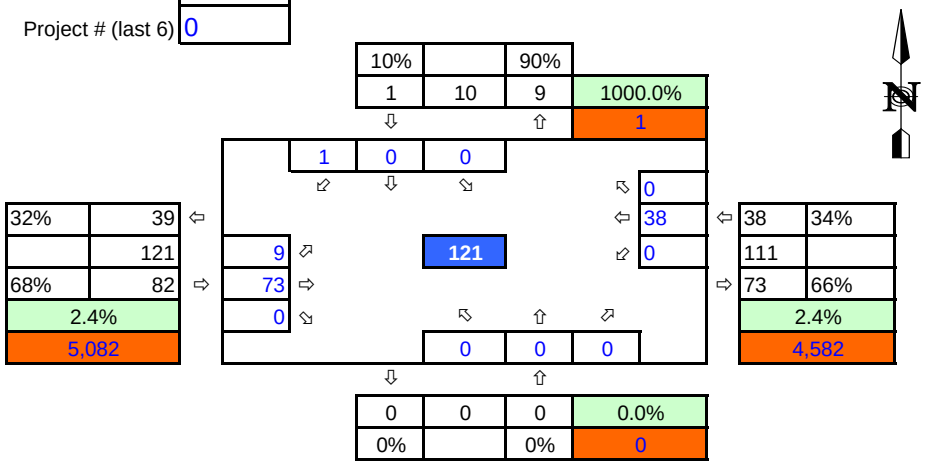



**LEGEND**

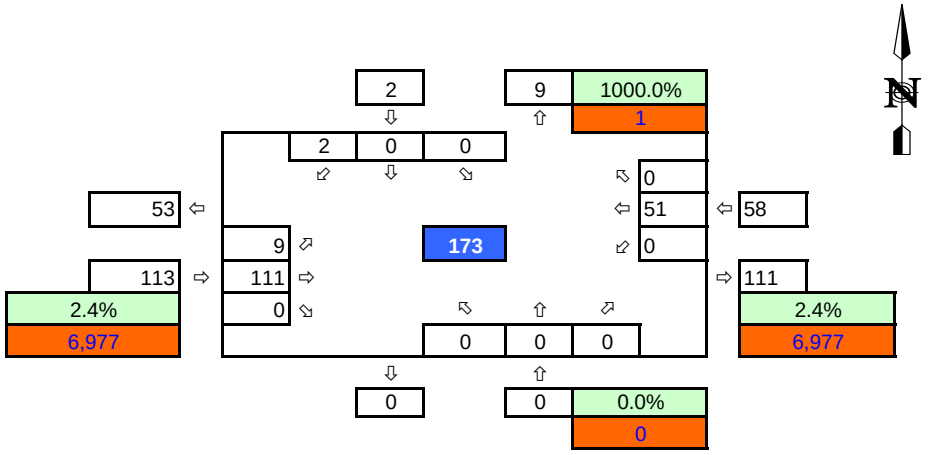
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

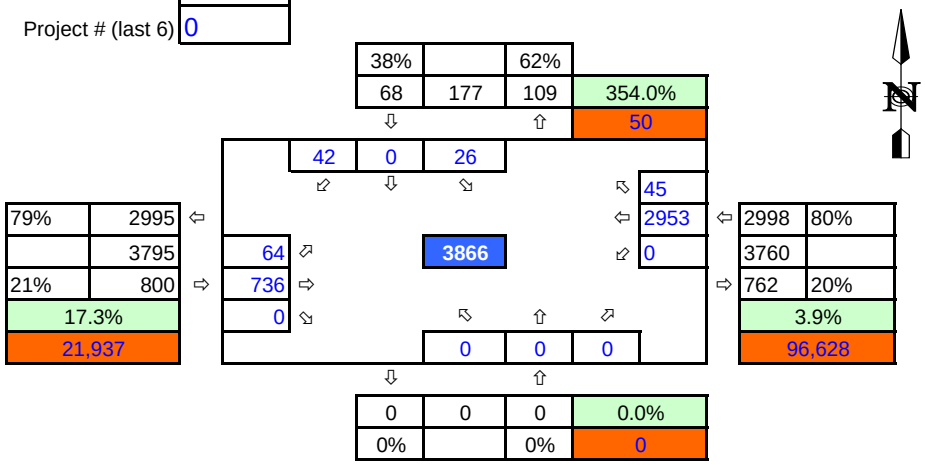



**LEGEND**

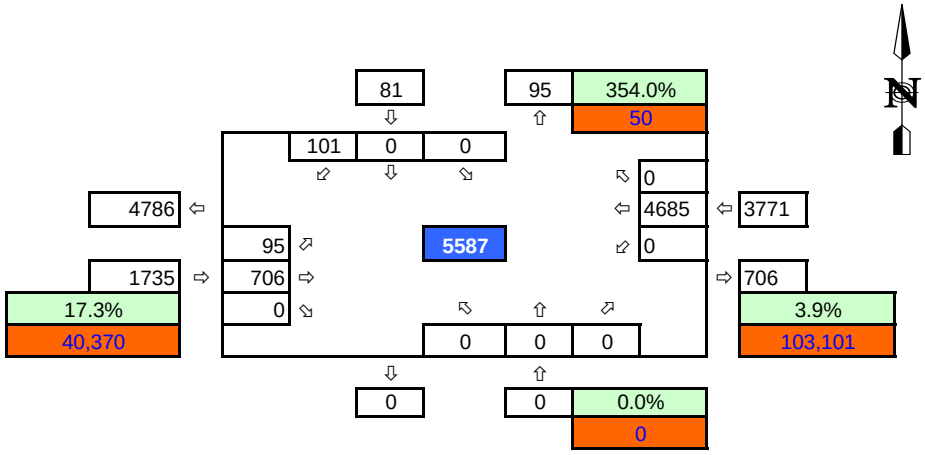
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

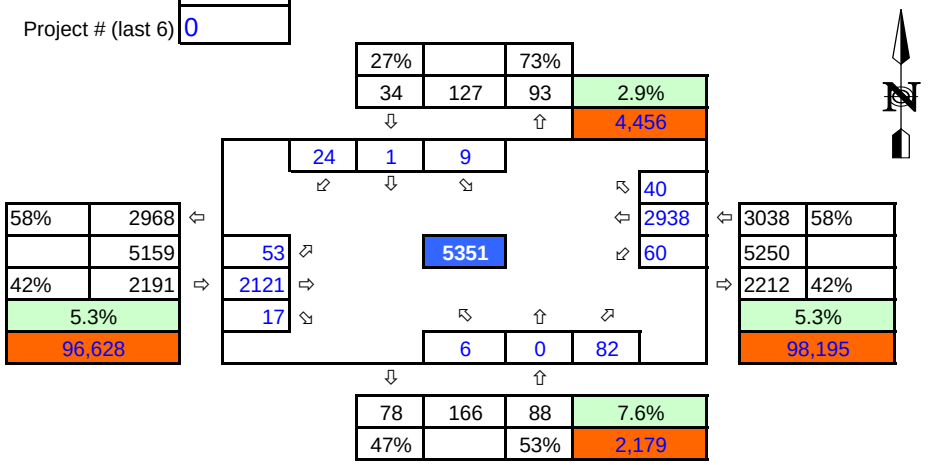



**LEGEND**

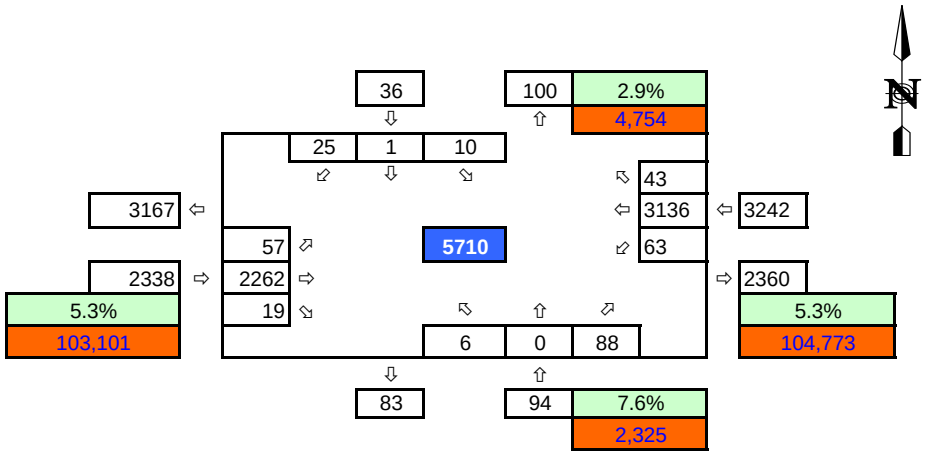
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

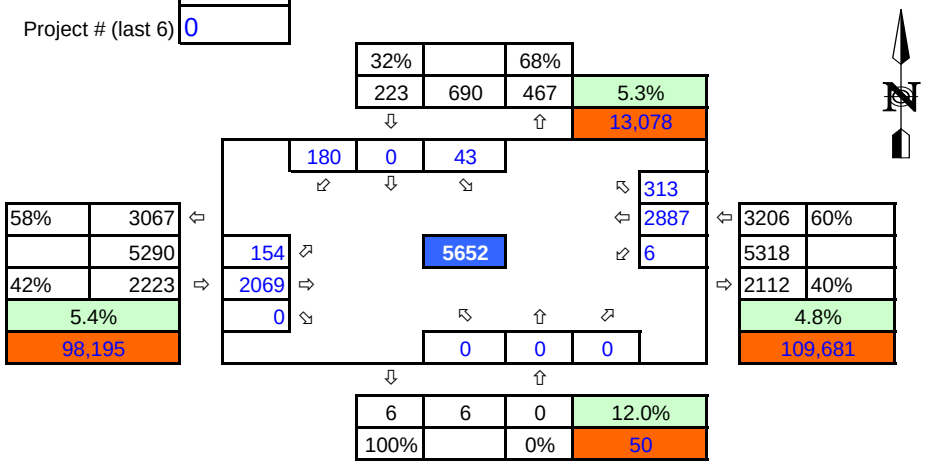



**LEGEND**

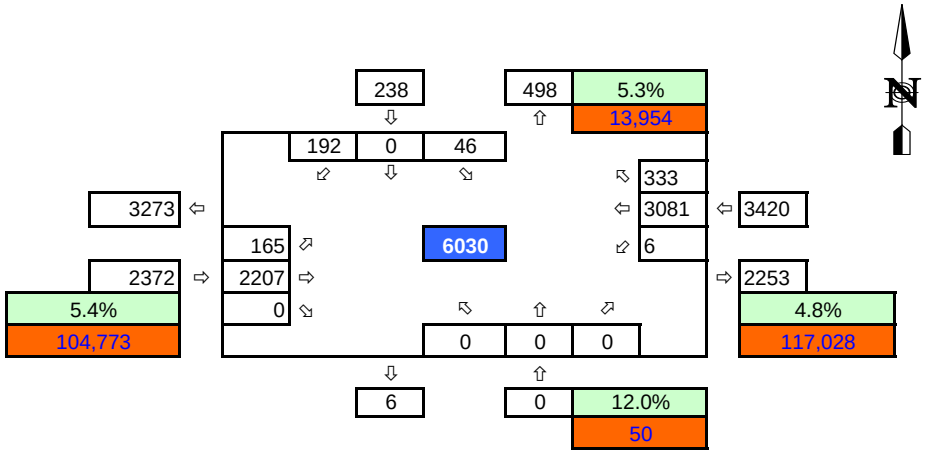
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

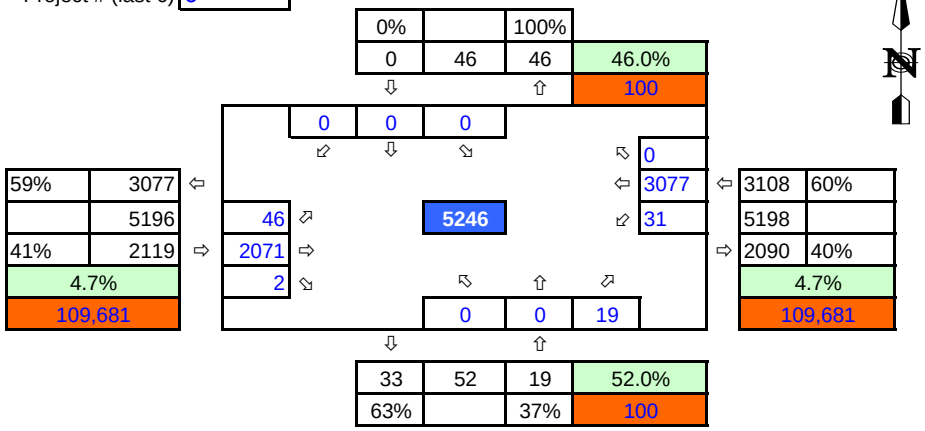



**LEGEND**

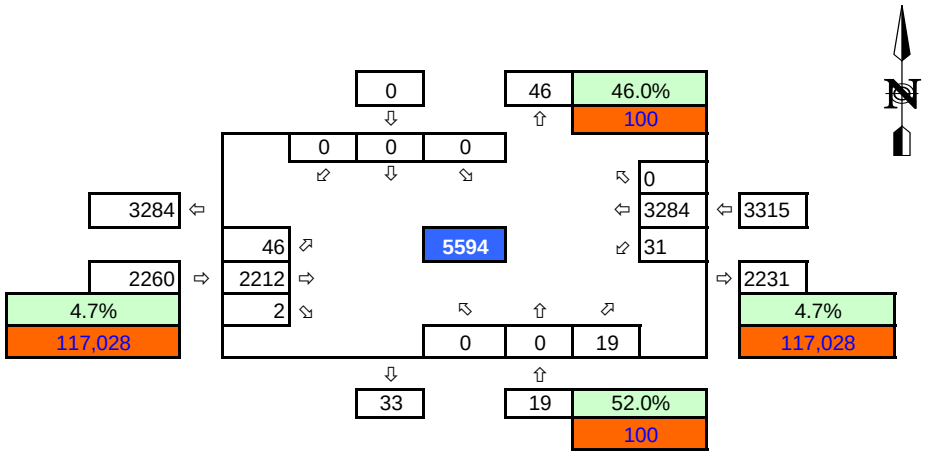
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

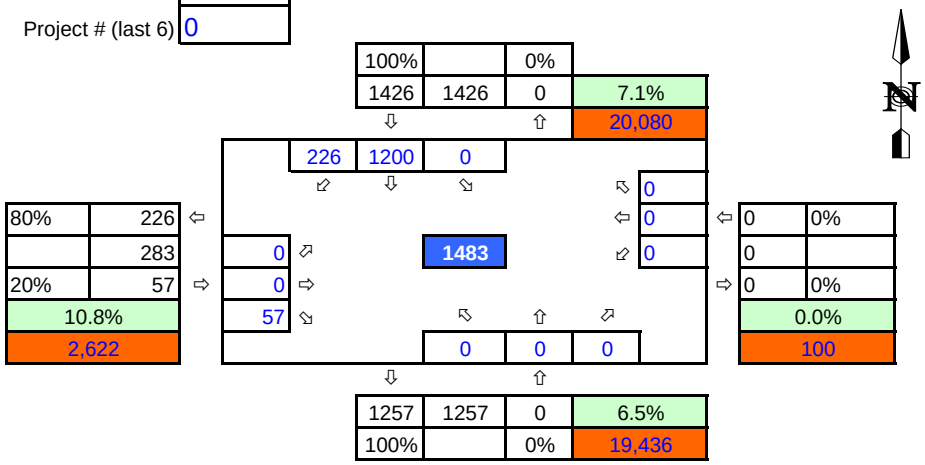



**LEGEND**

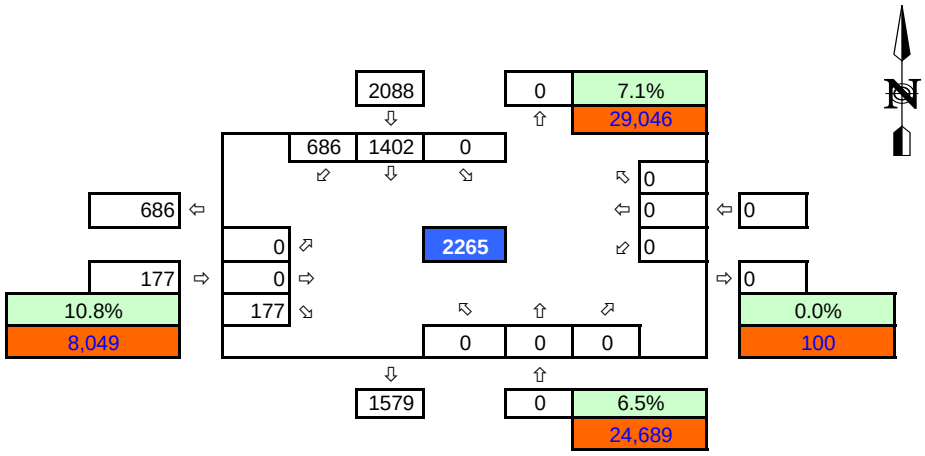
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

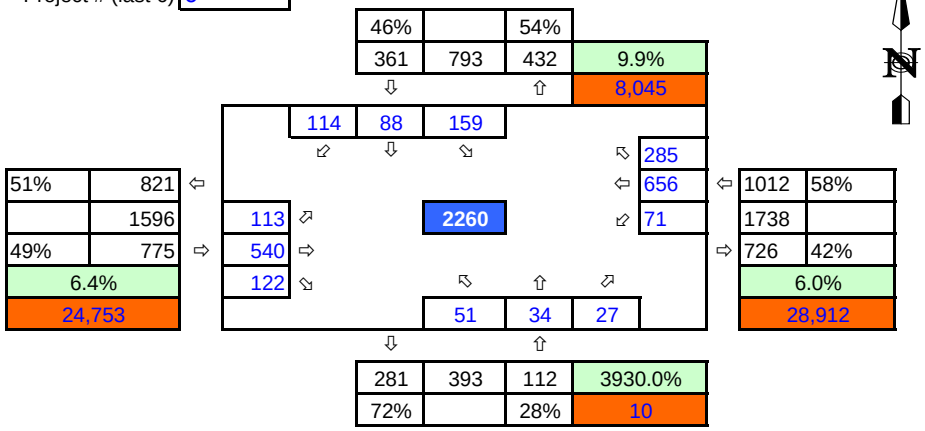



**LEGEND**

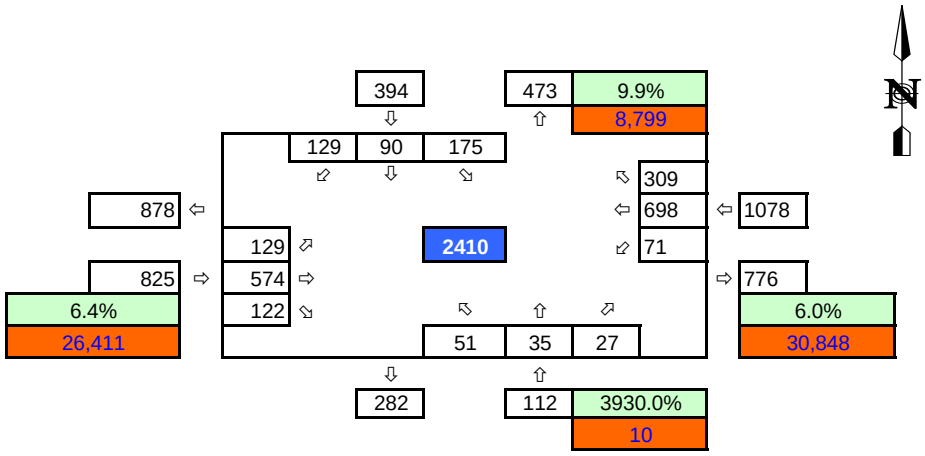
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

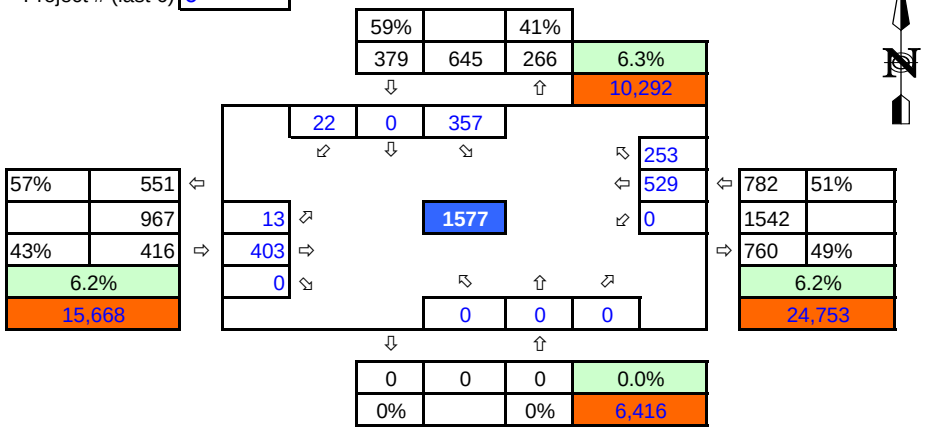



**LEGEND**

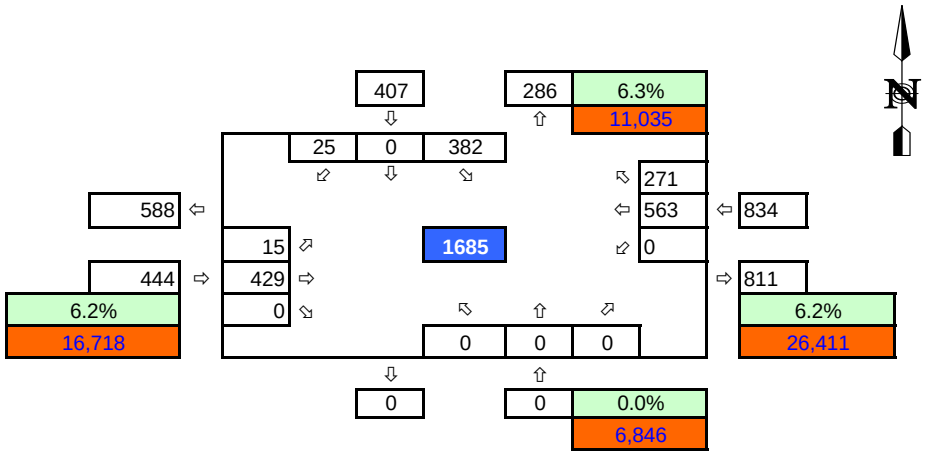
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

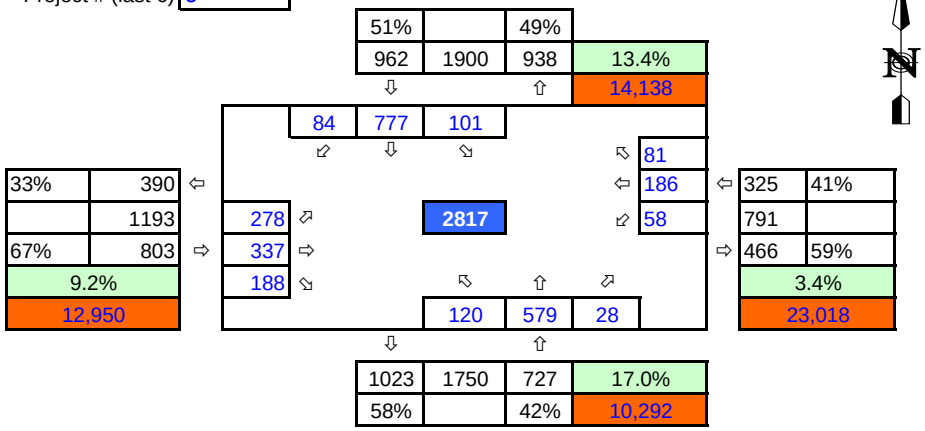



**LEGEND**

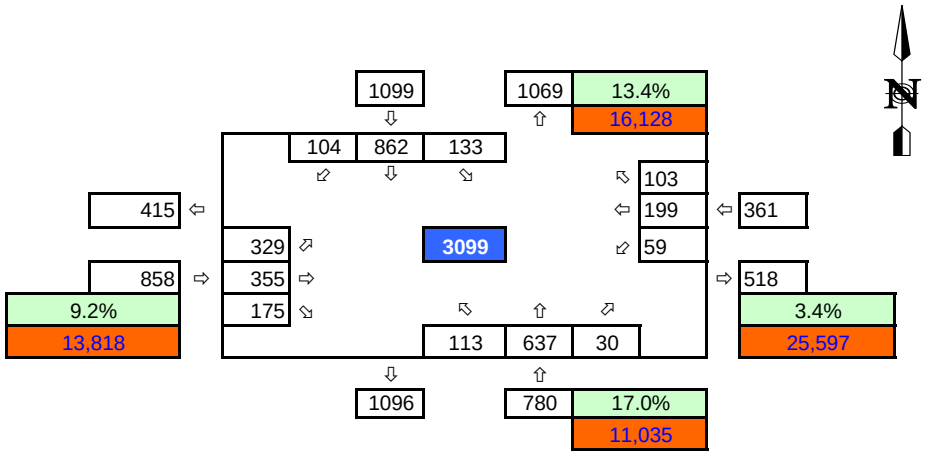
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

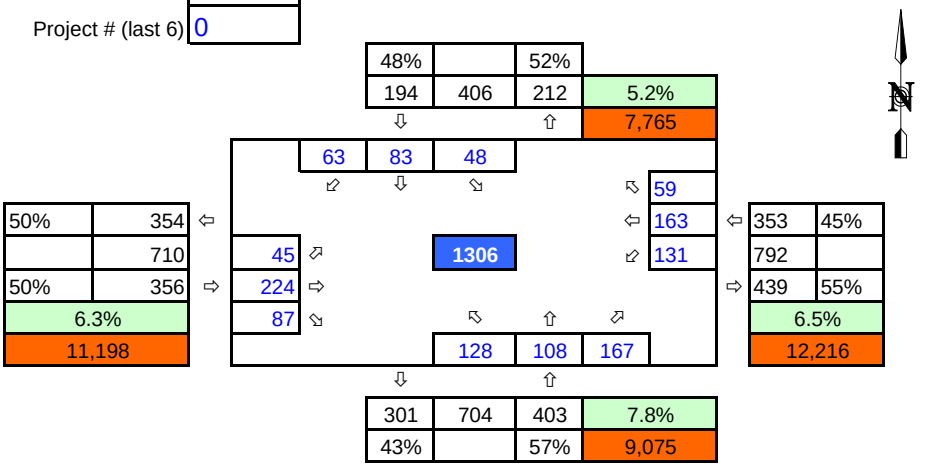



**LEGEND**

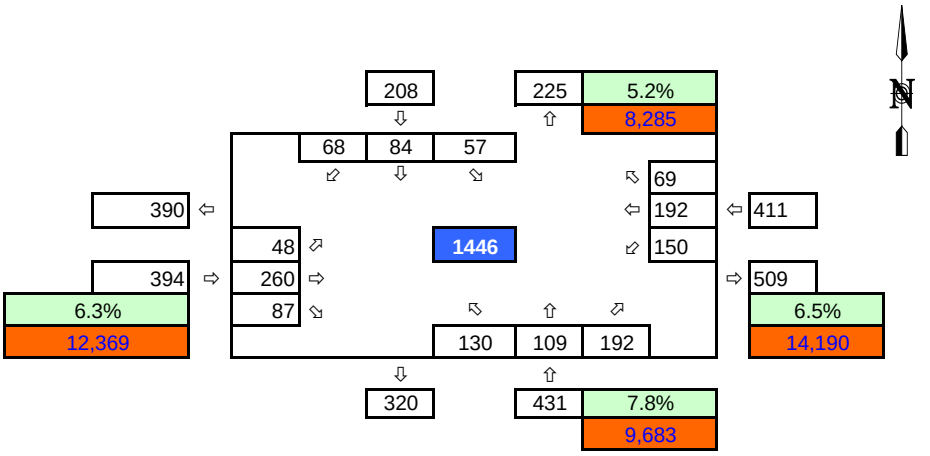
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

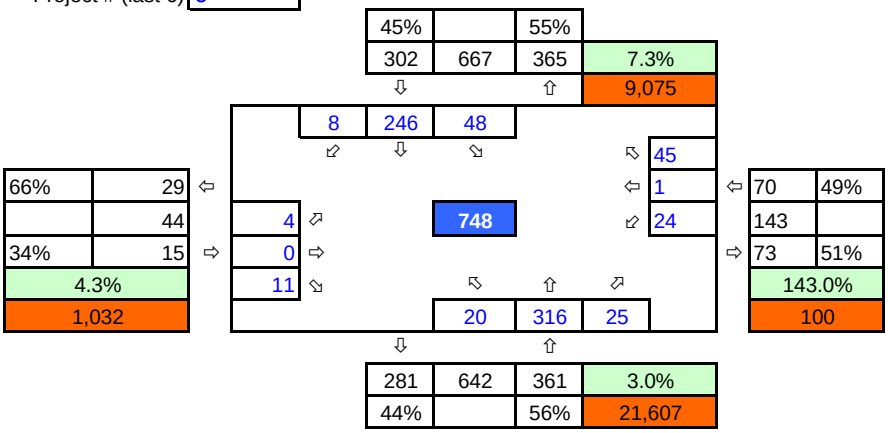



**LEGEND**

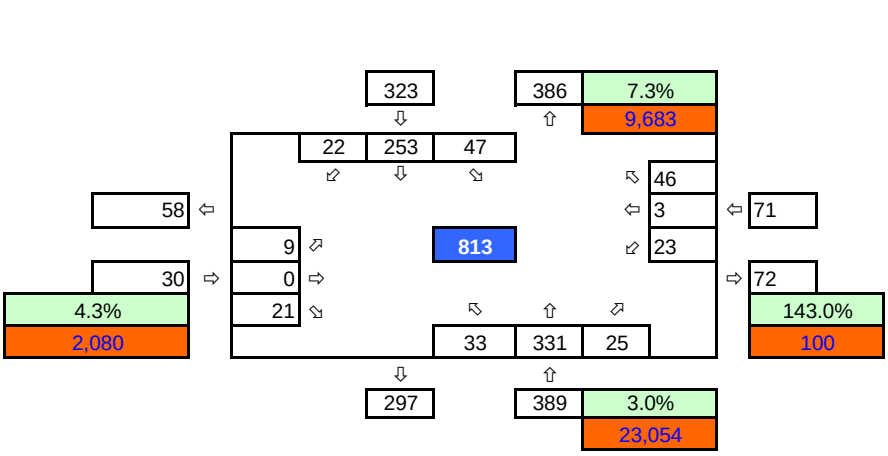
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

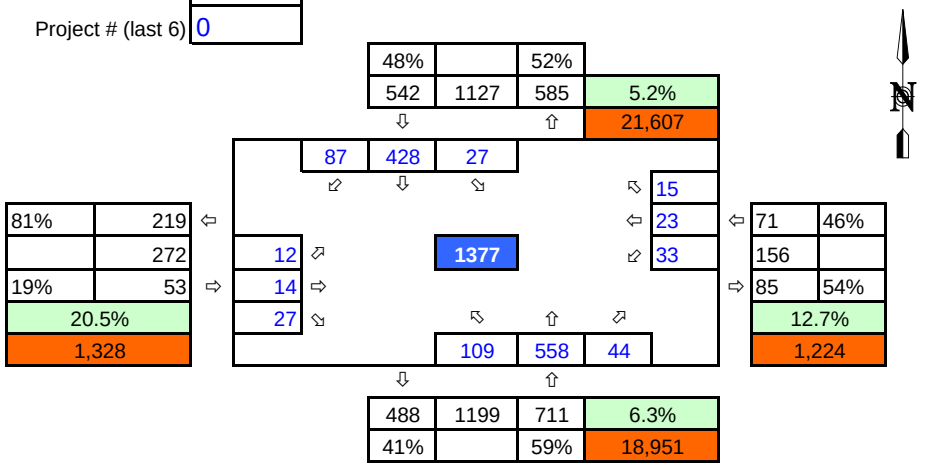



**LEGEND**

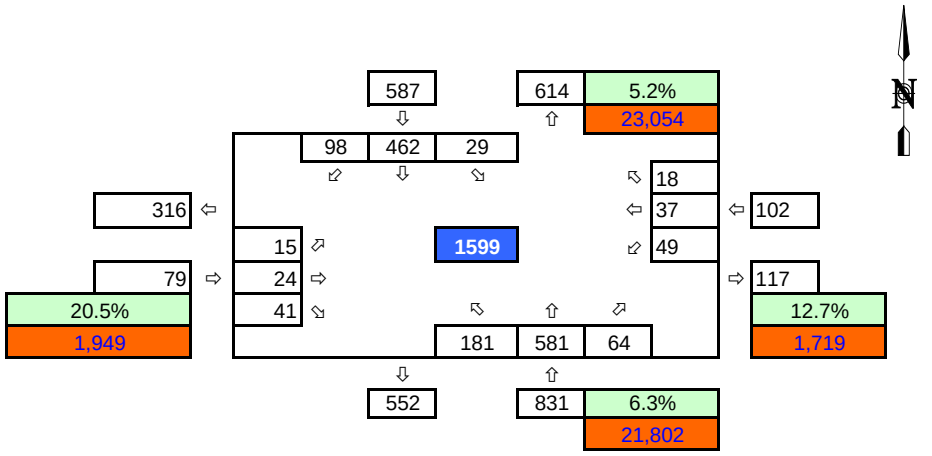
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

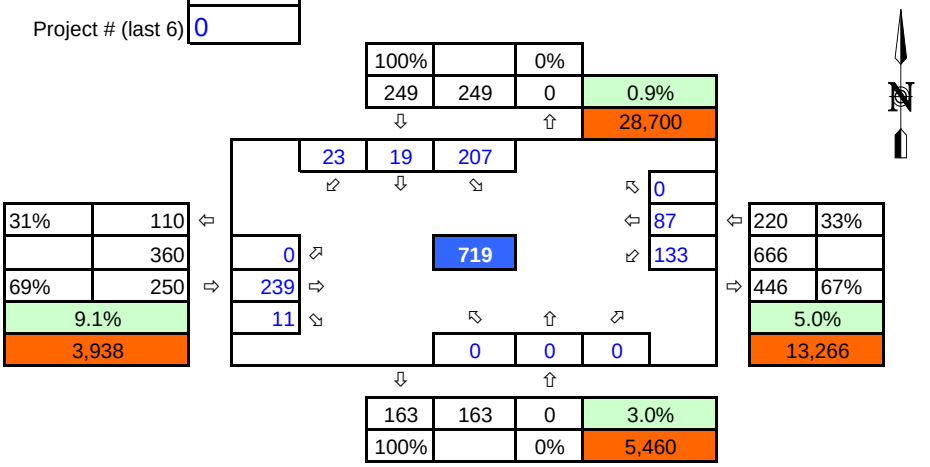



**LEGEND**

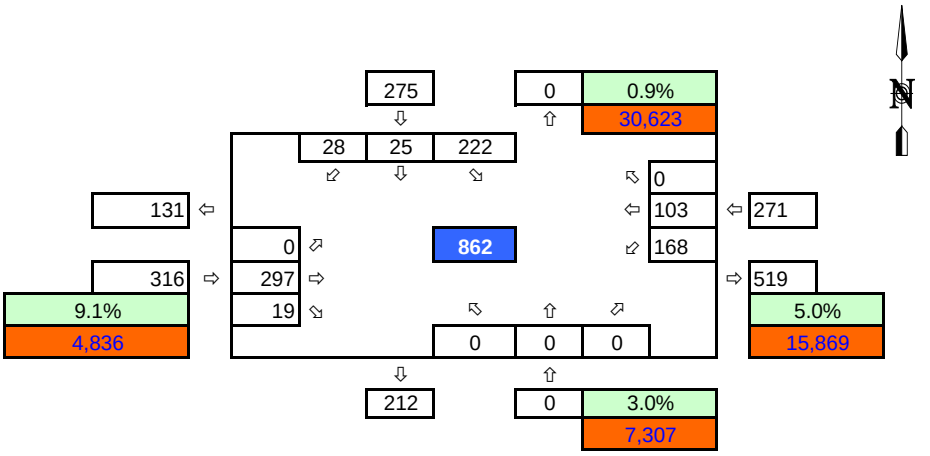
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

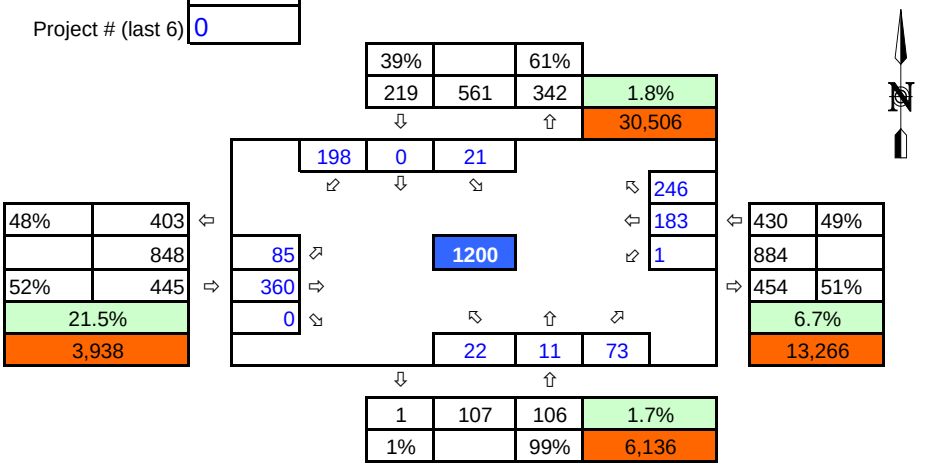



**LEGEND**

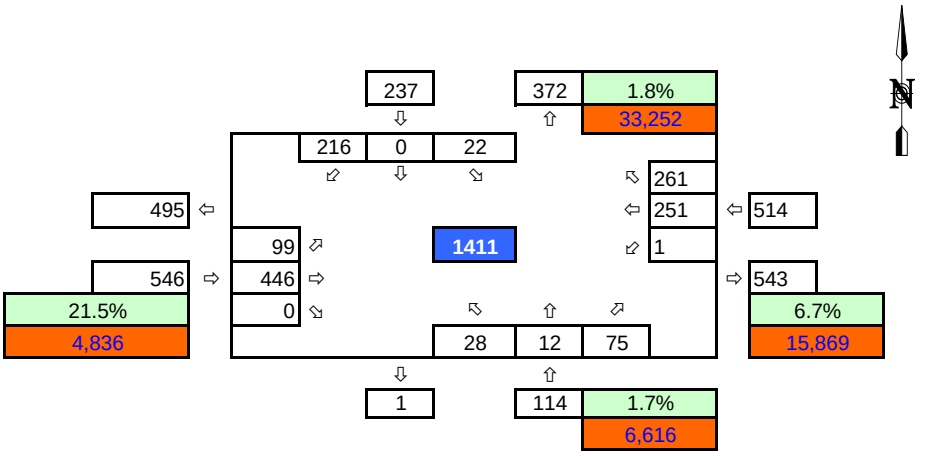
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

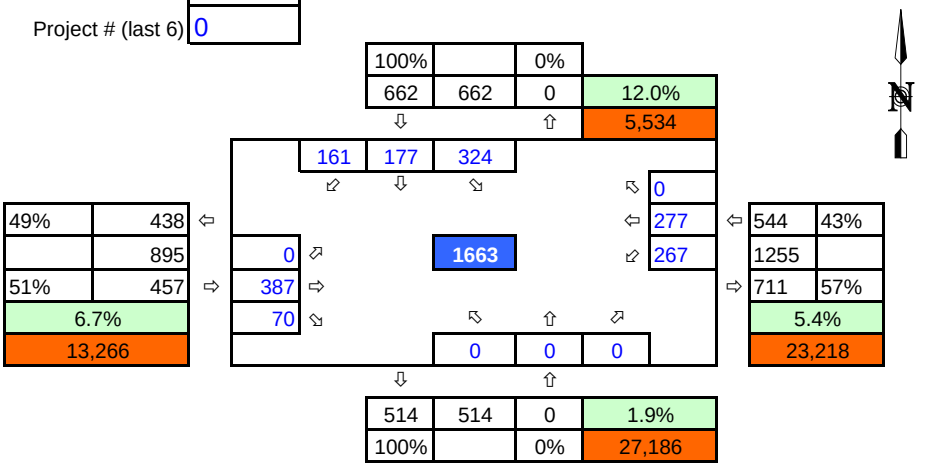



**LEGEND**

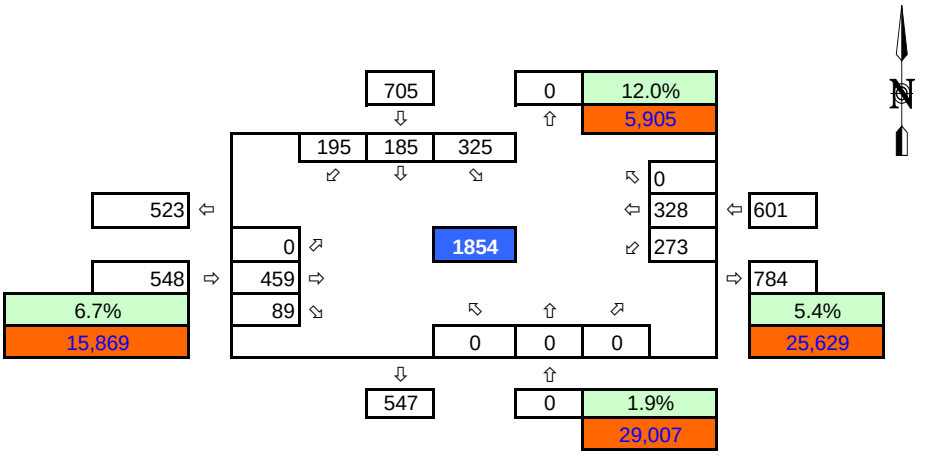
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

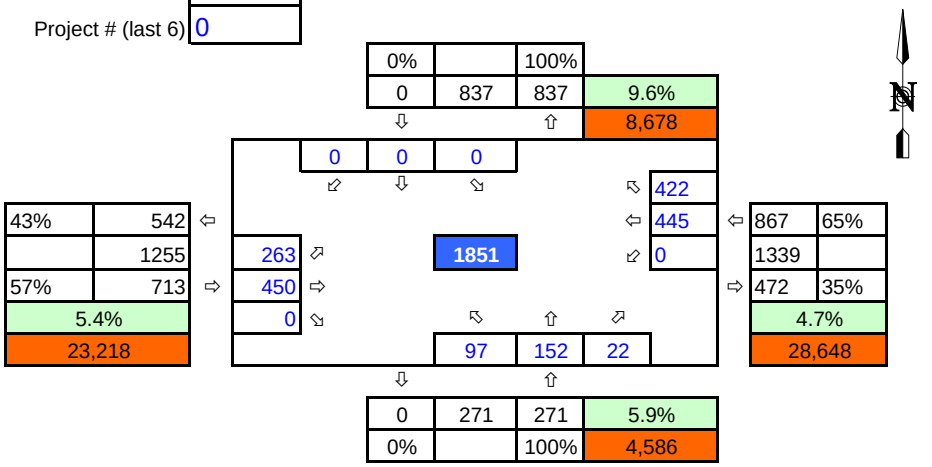



**LEGEND**

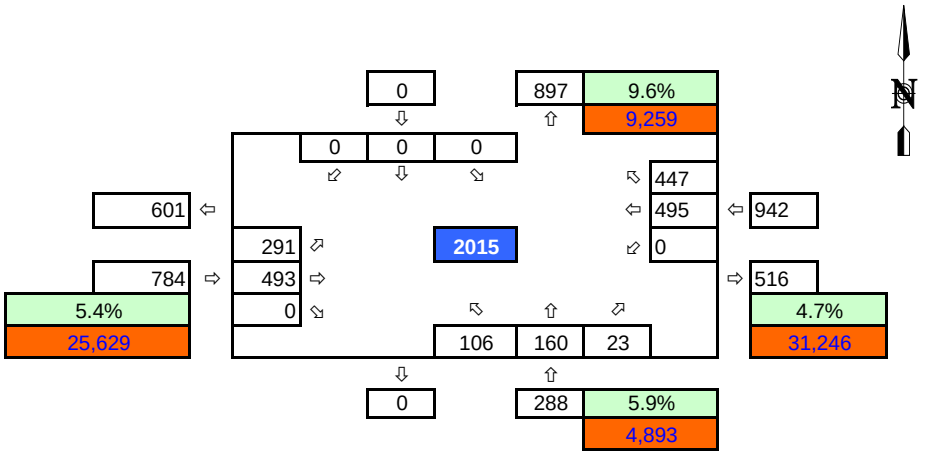
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

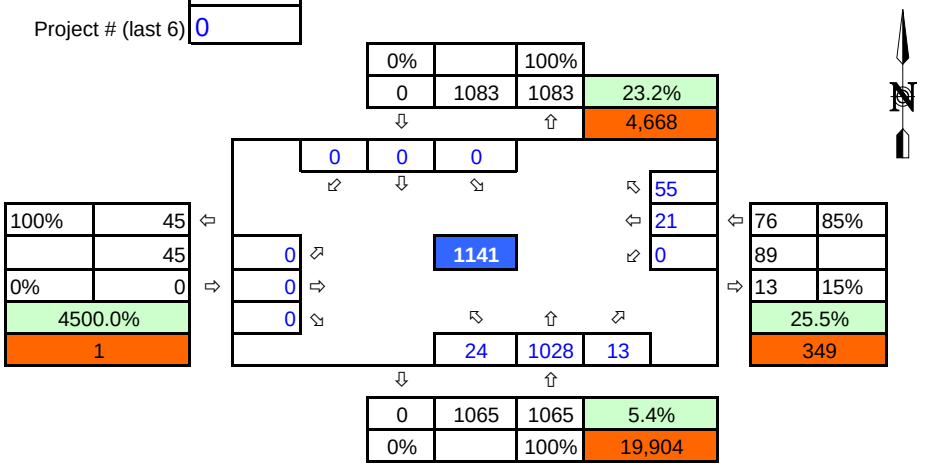



**LEGEND**

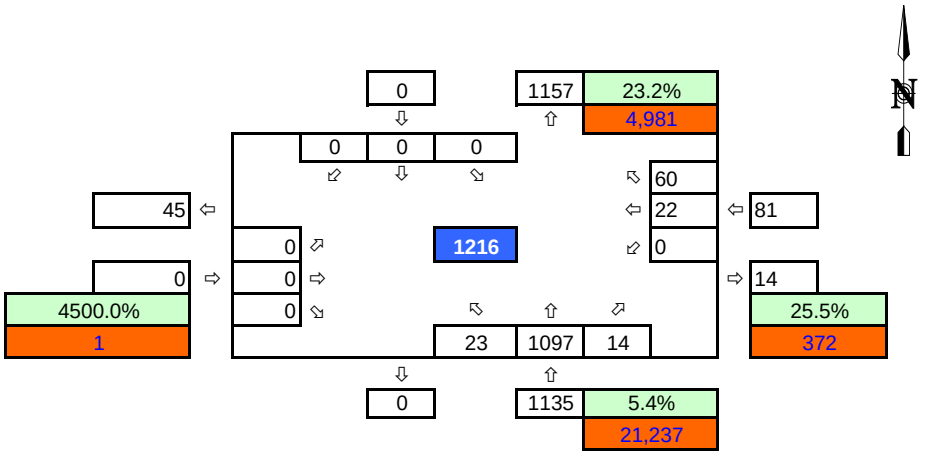
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

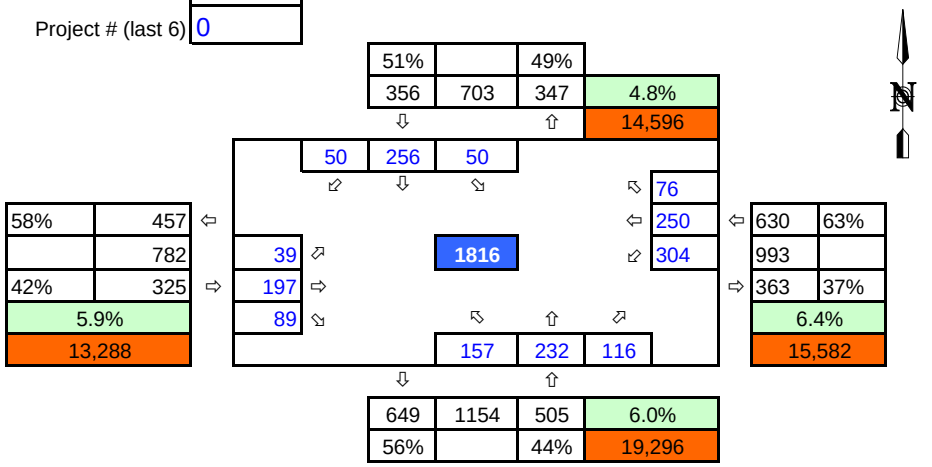



**LEGEND**

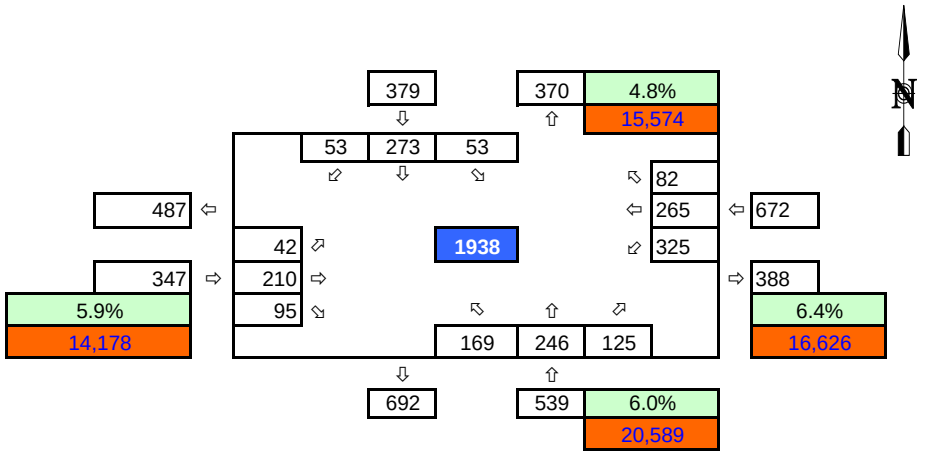
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

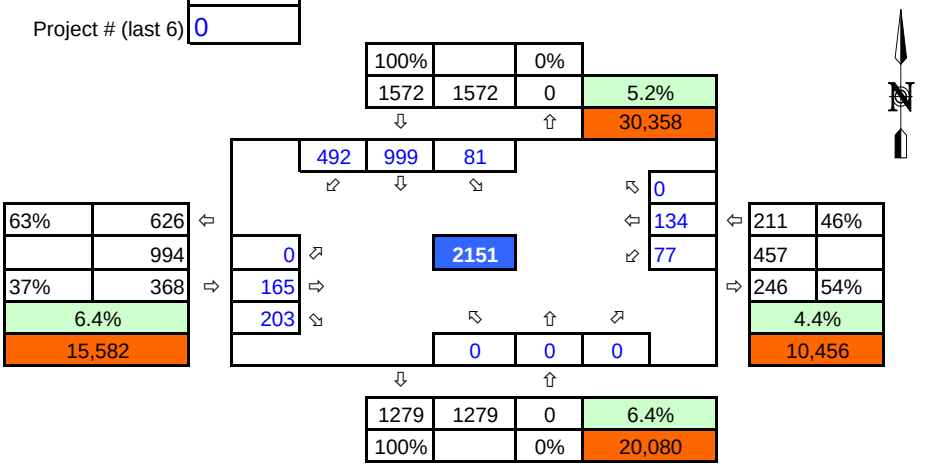



**LEGEND**

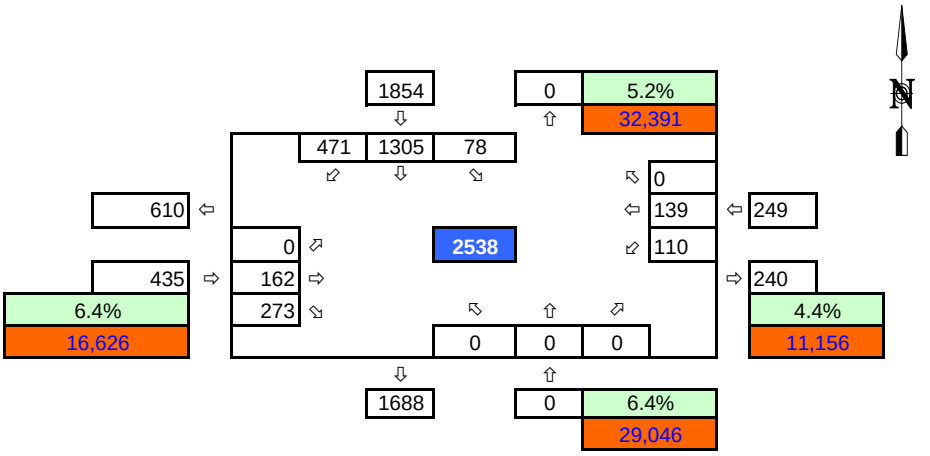
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

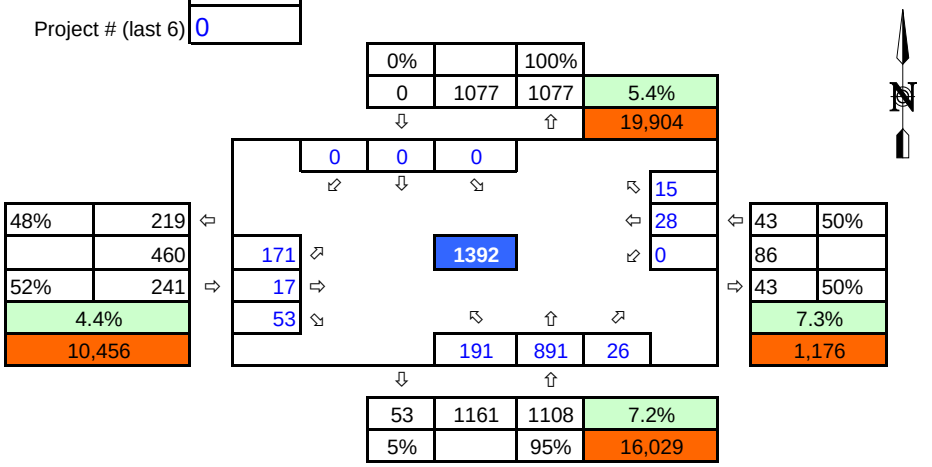



**LEGEND**

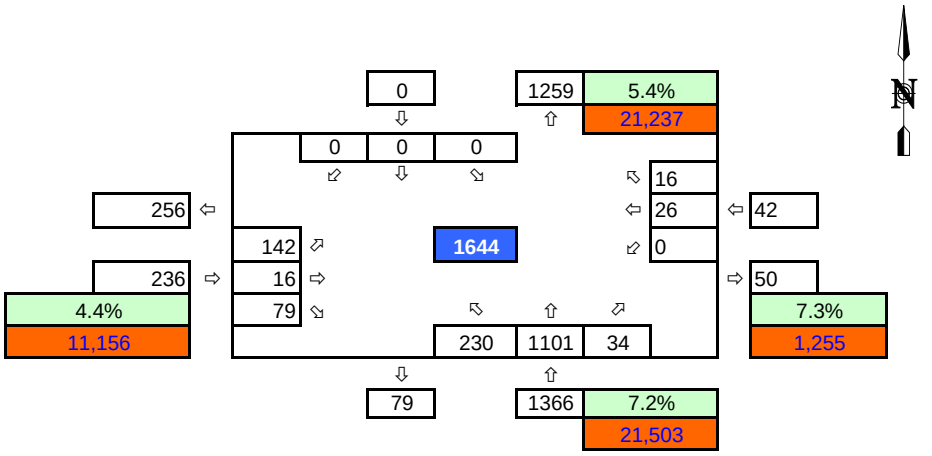
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

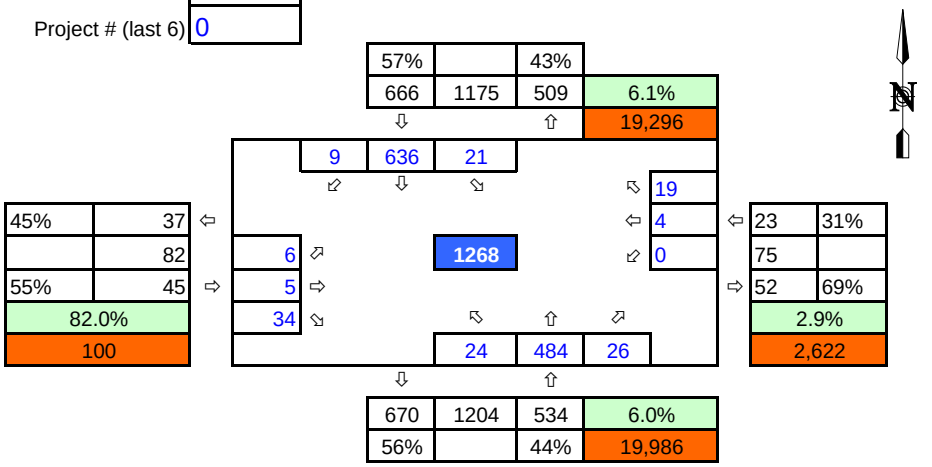



**LEGEND**

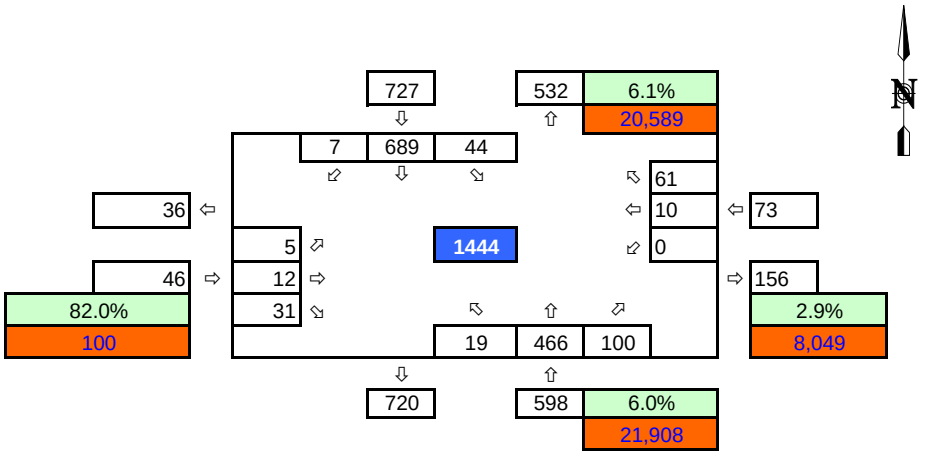
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

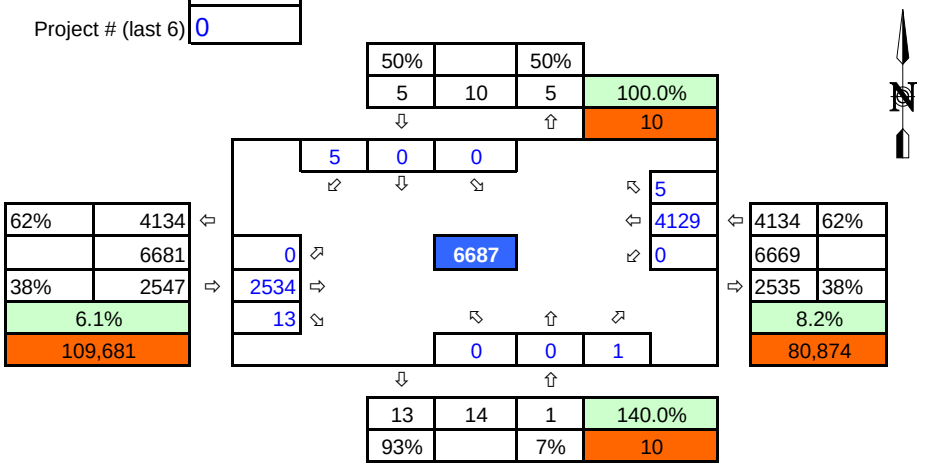



**LEGEND**

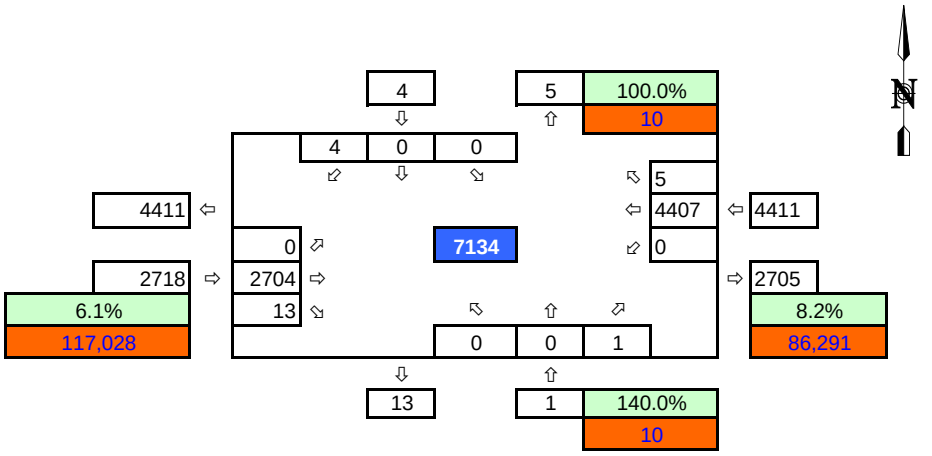
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

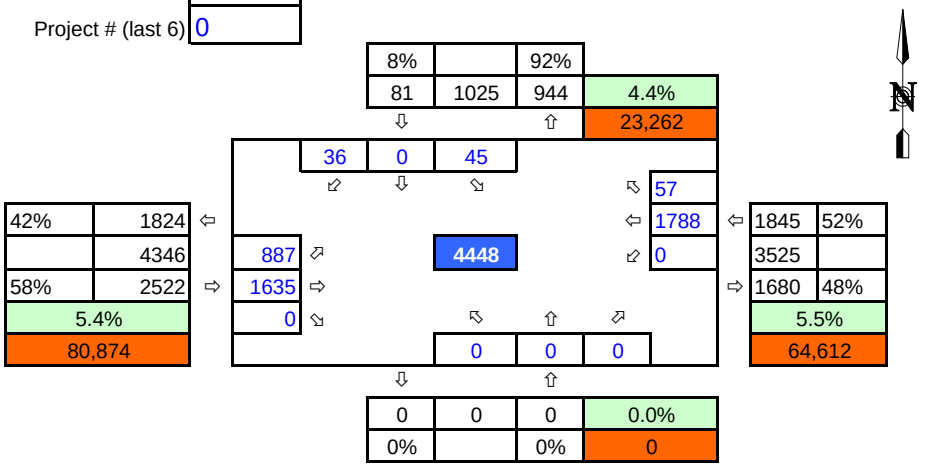



**LEGEND**

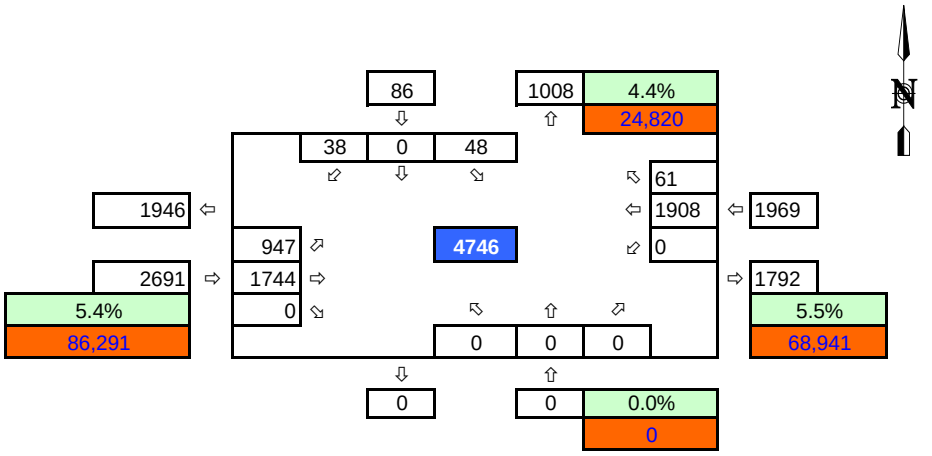
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

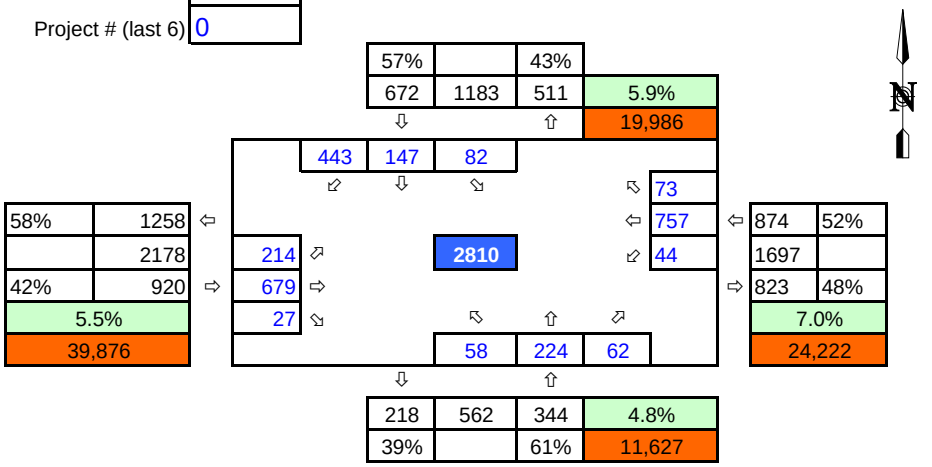



**LEGEND**

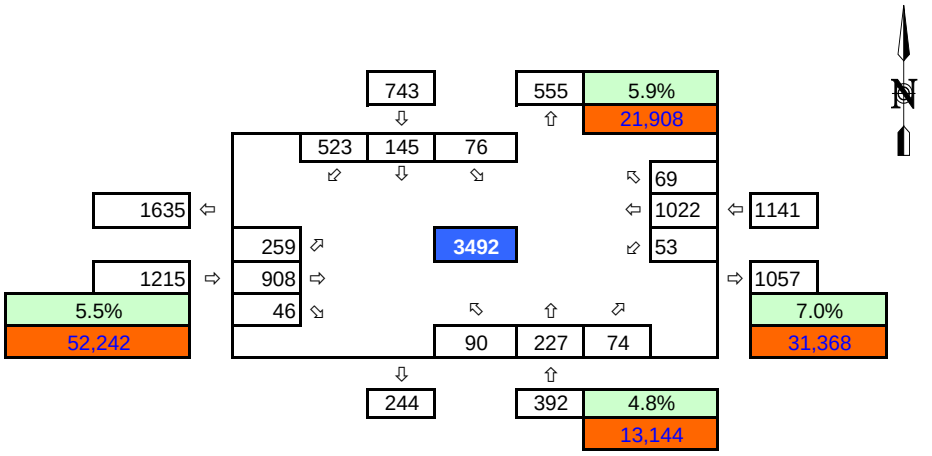
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

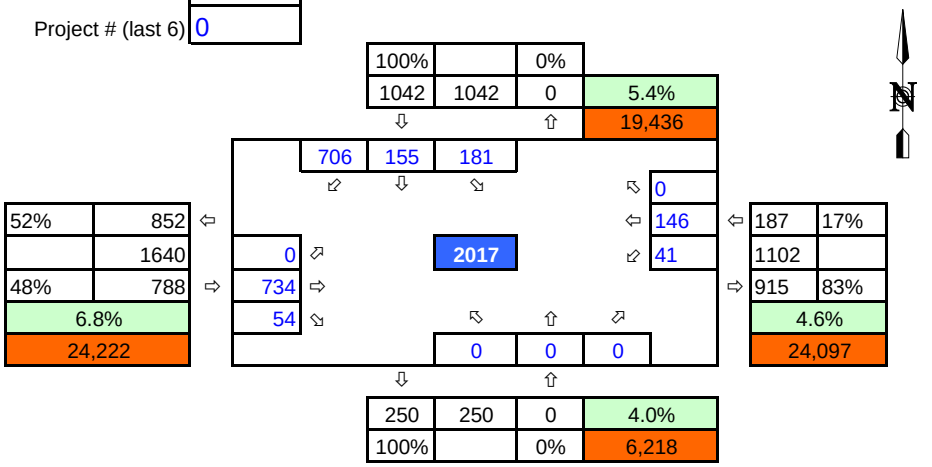



**LEGEND**

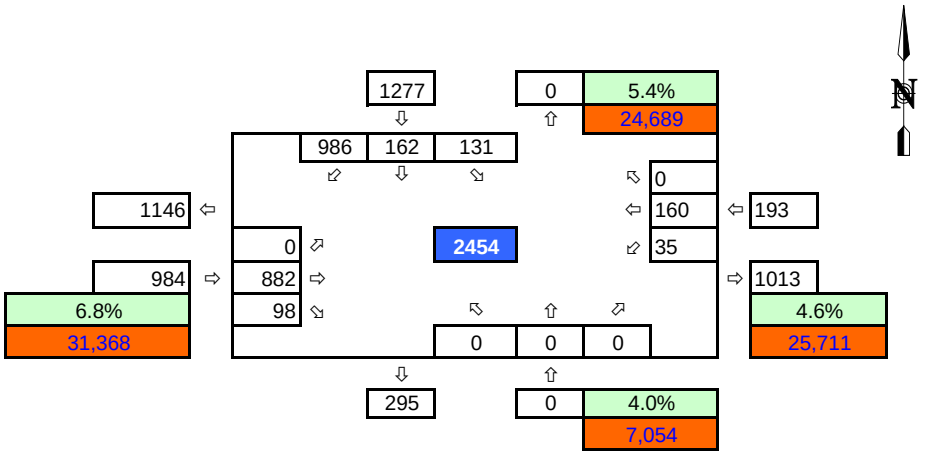
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

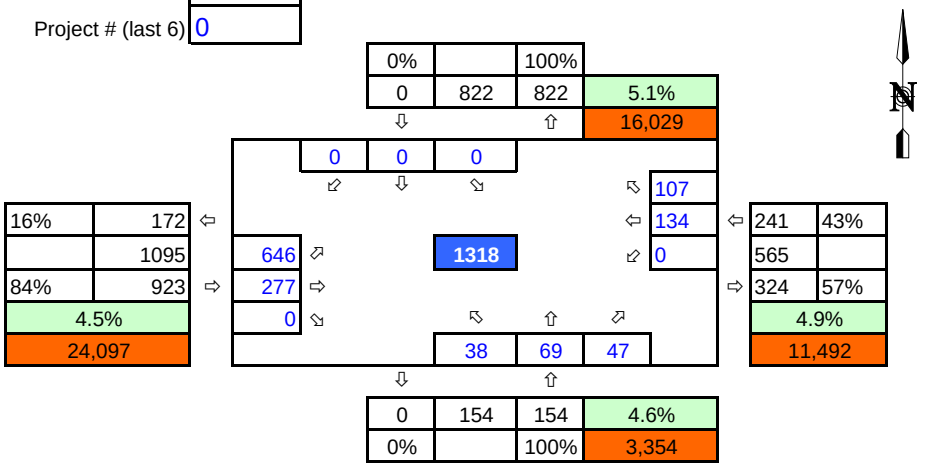



**LEGEND**

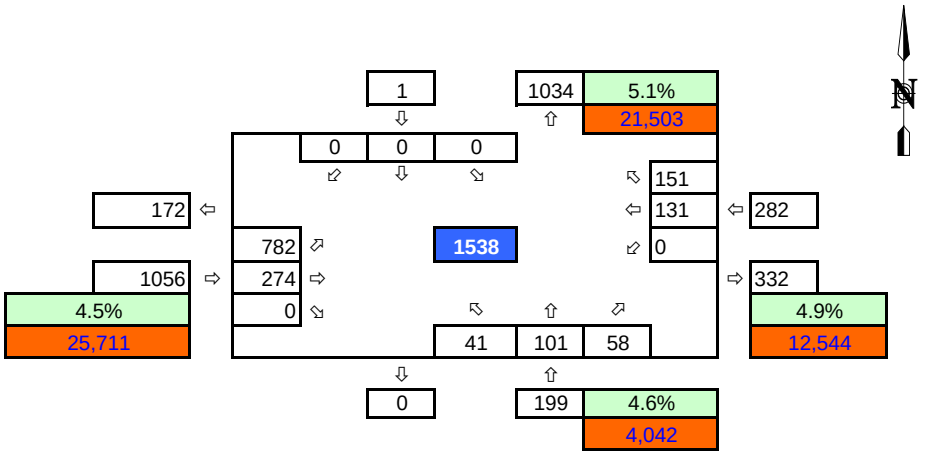
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

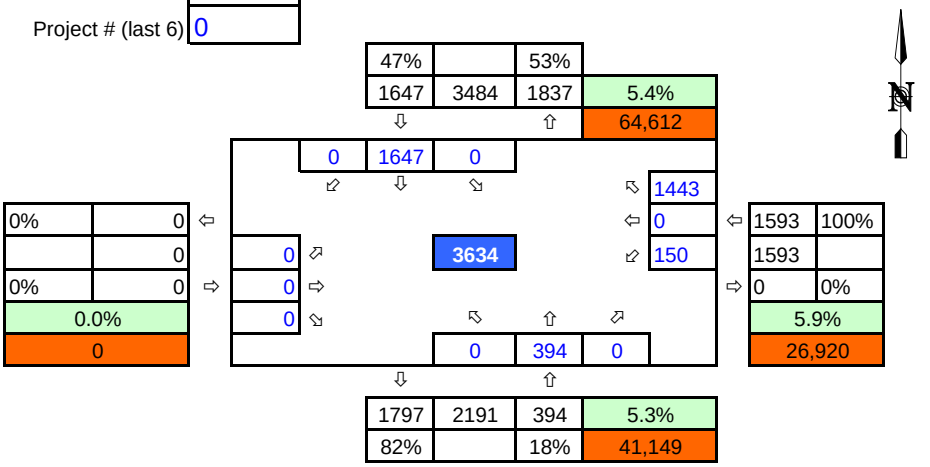



**LEGEND**

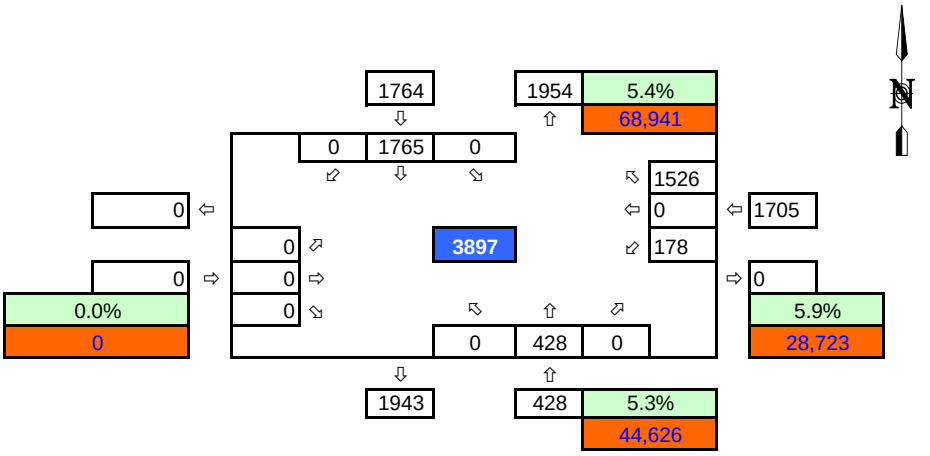
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

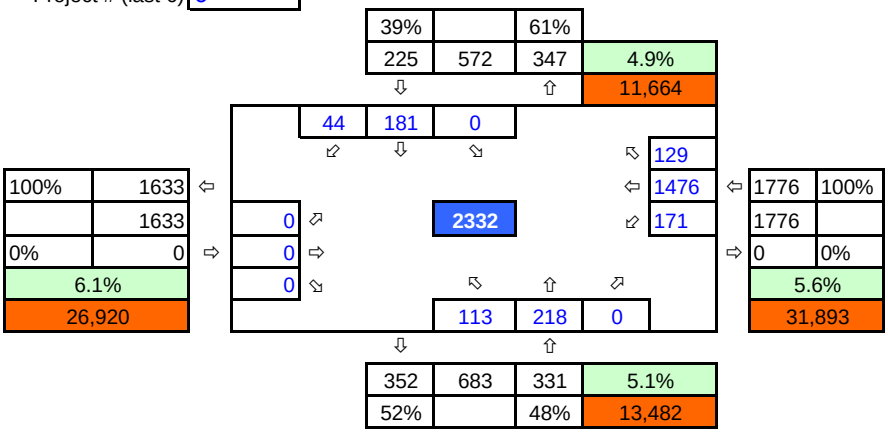



**LEGEND**

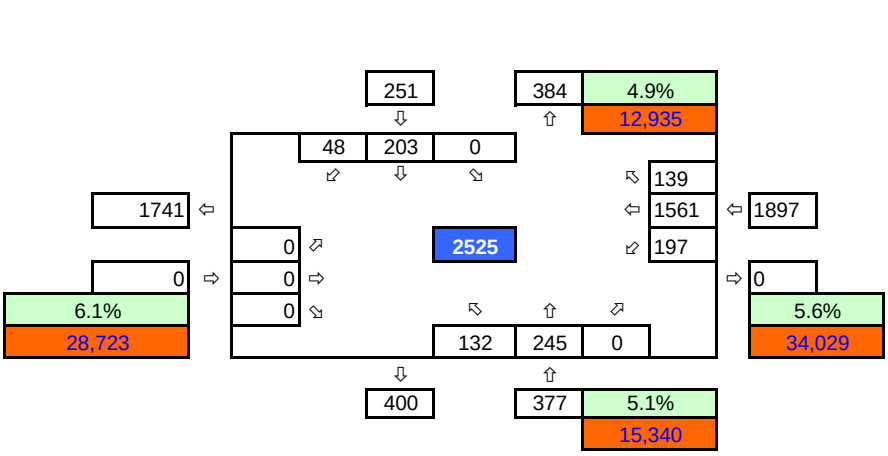
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

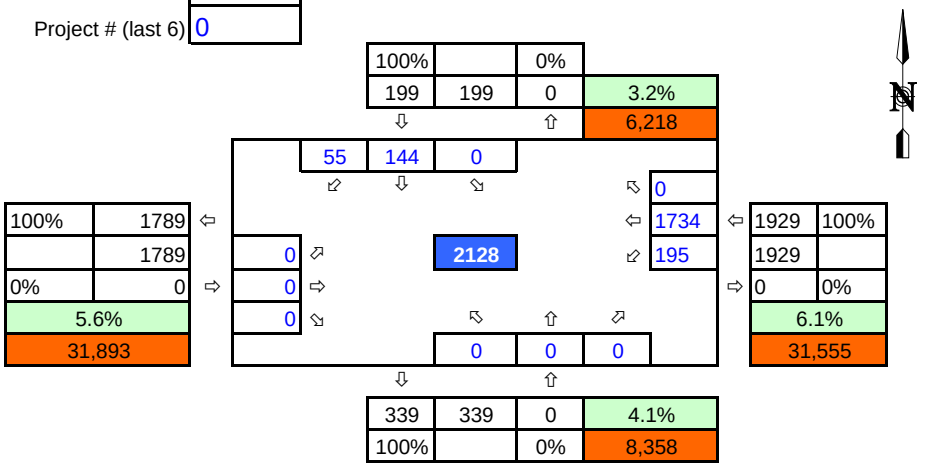



**LEGEND**

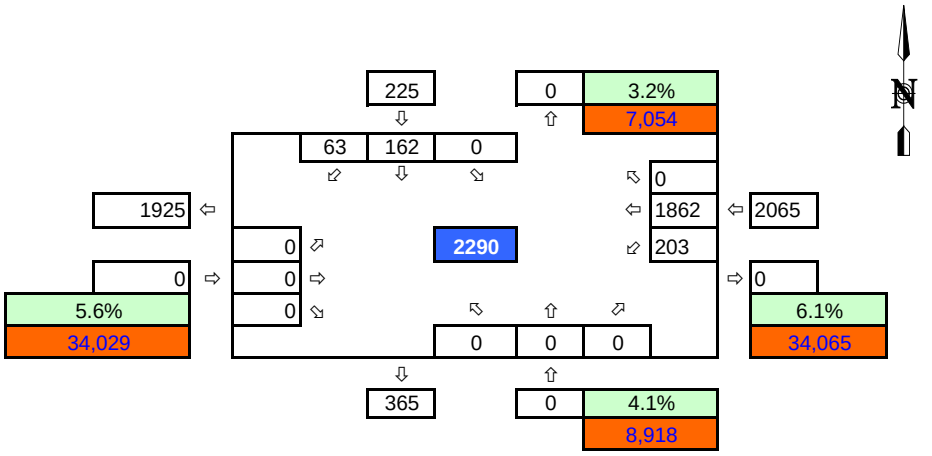
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

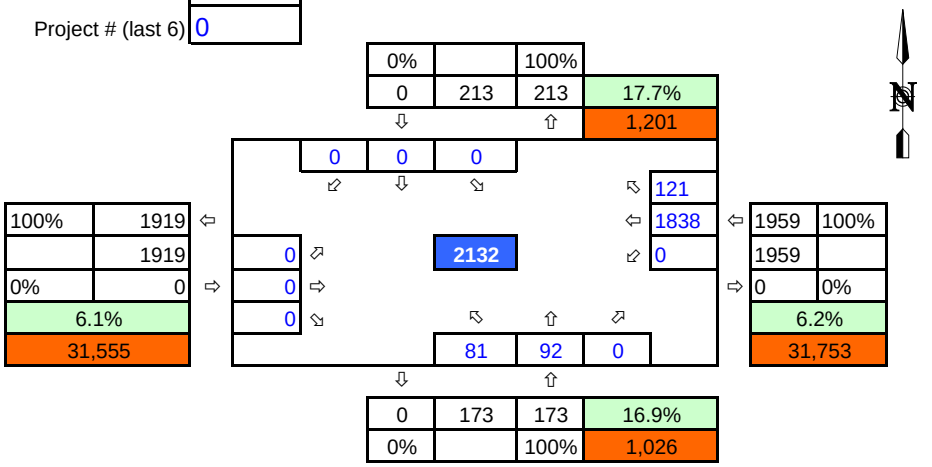



**LEGEND**

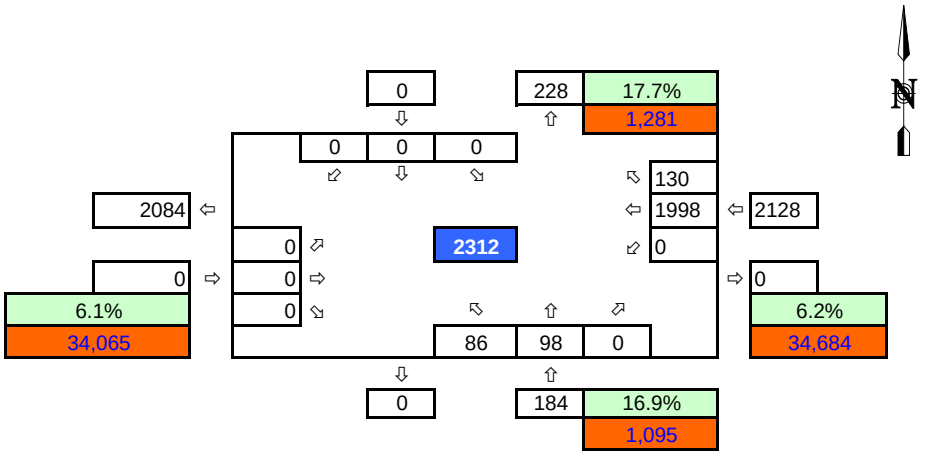
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

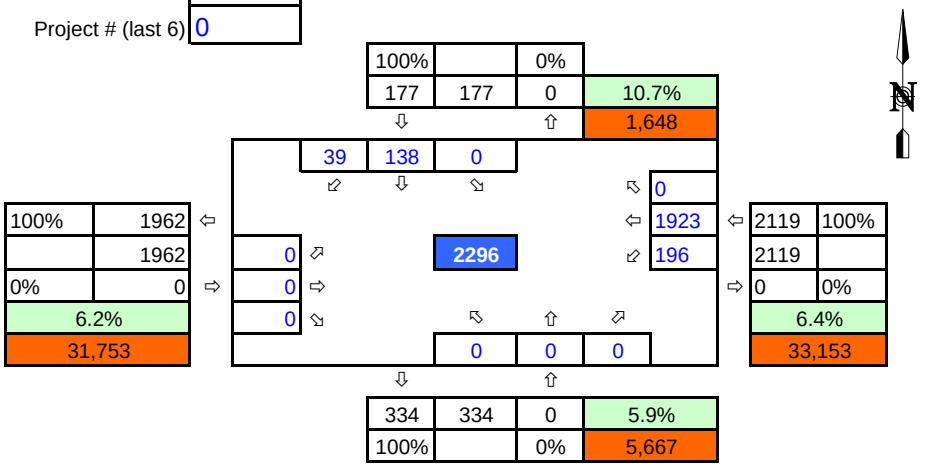



**LEGEND**

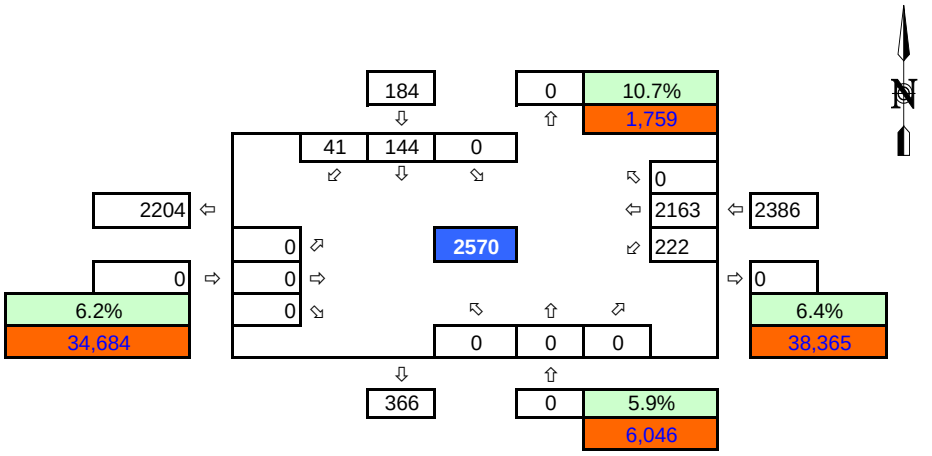
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

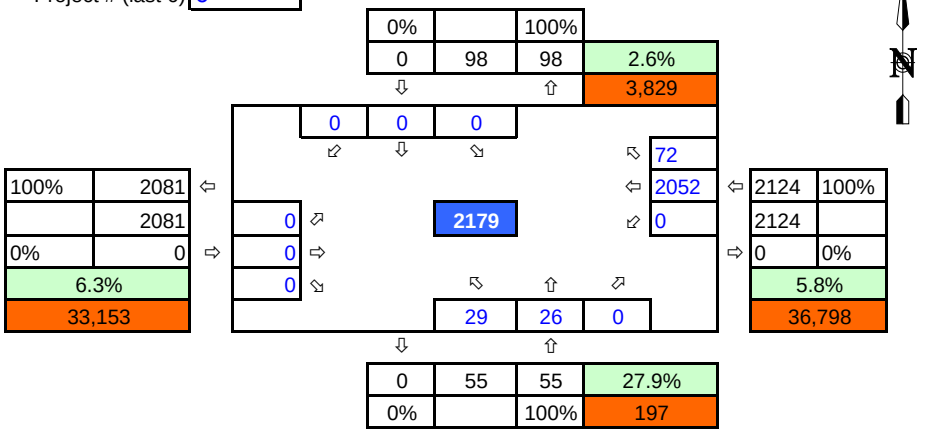



**LEGEND**

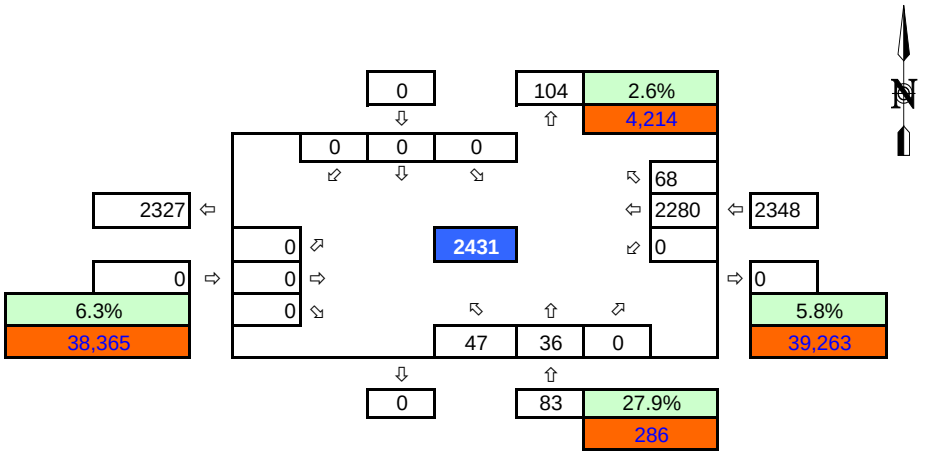
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

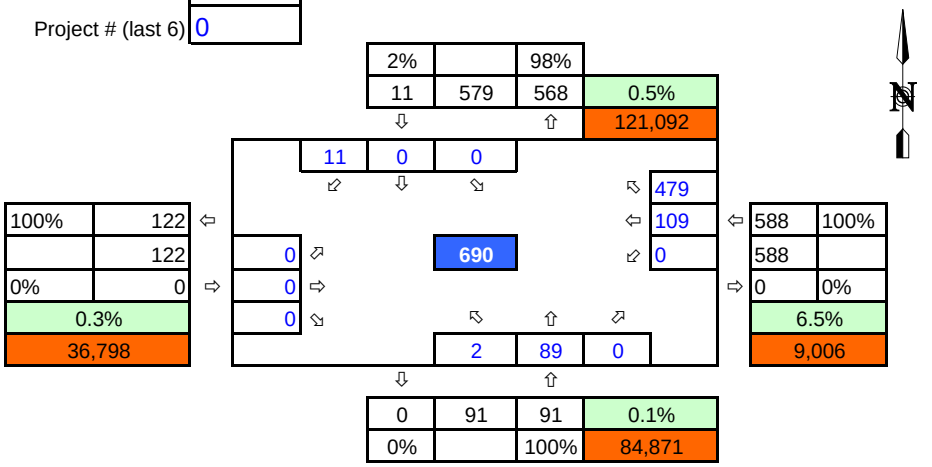



**LEGEND**

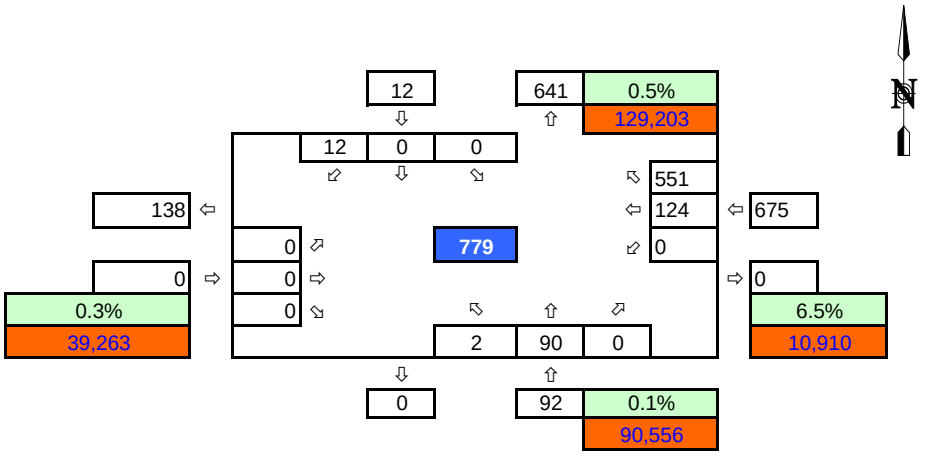
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

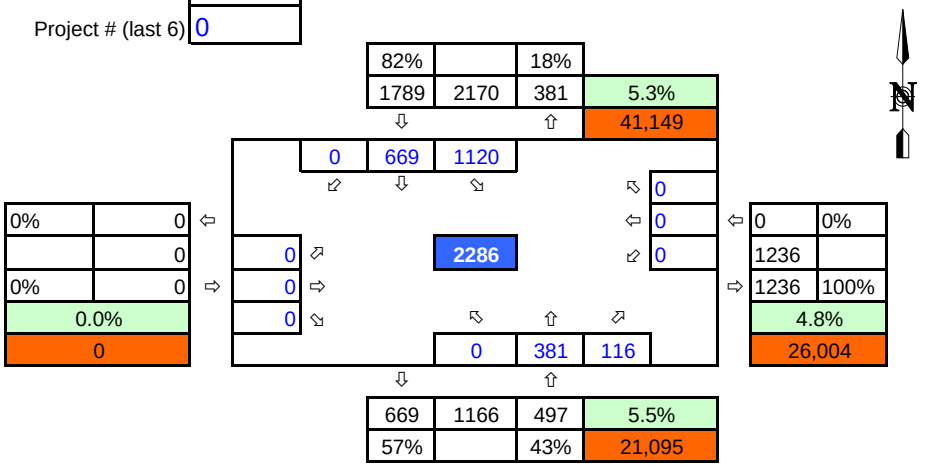



**LEGEND**

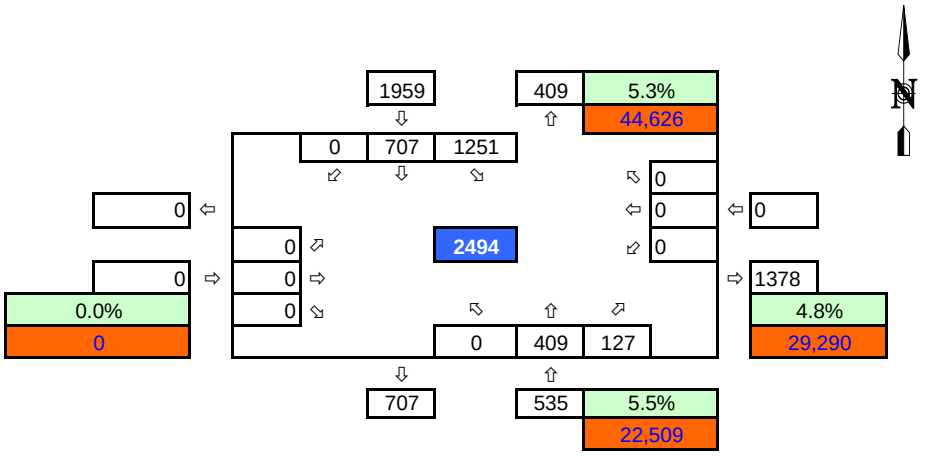
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

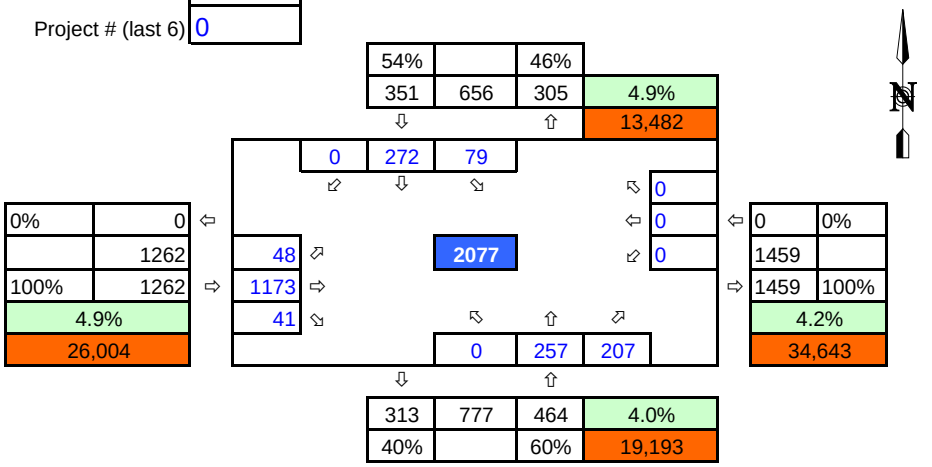



**LEGEND**

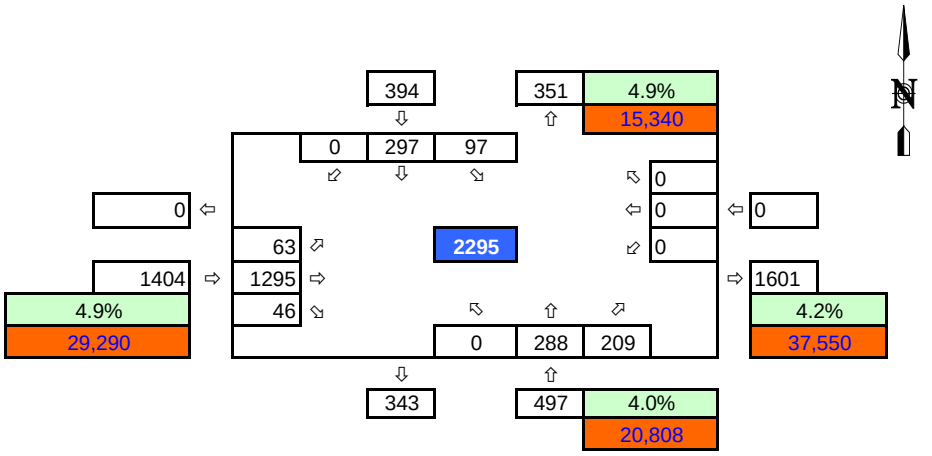
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

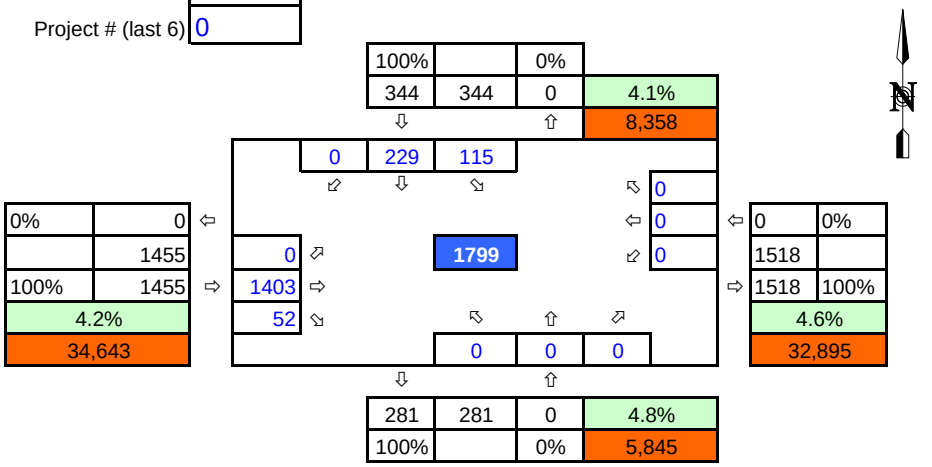



**LEGEND**

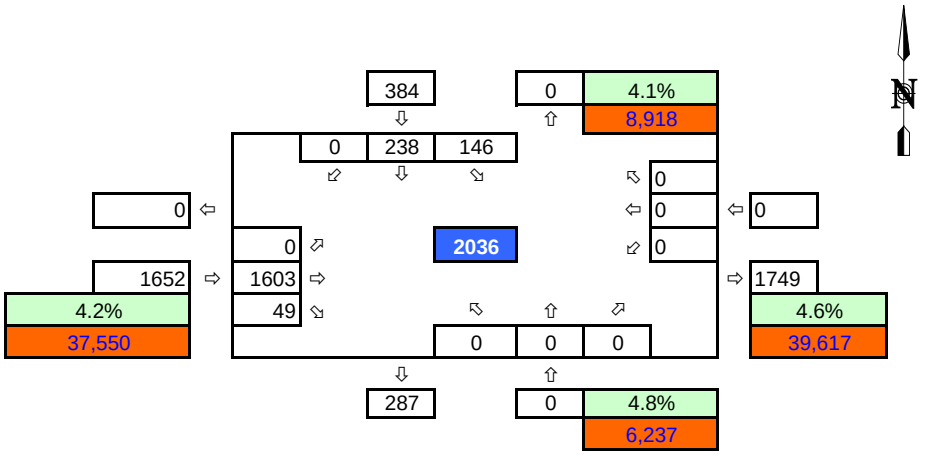
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

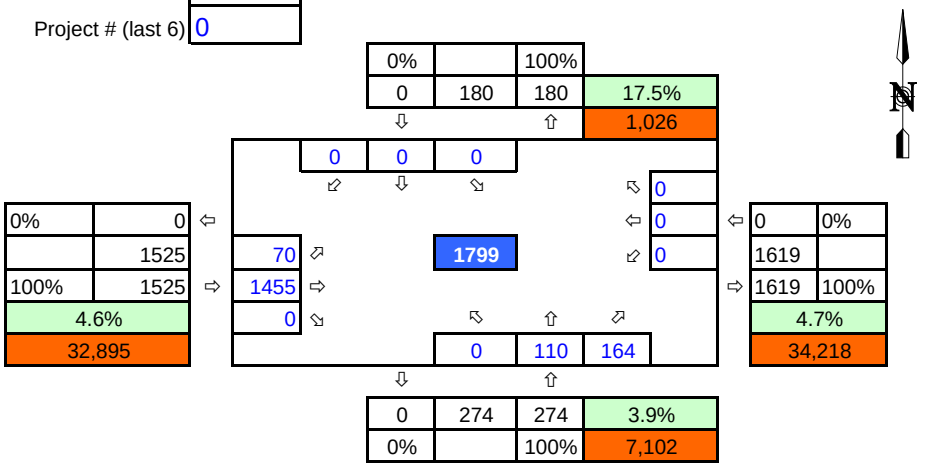



**LEGEND**

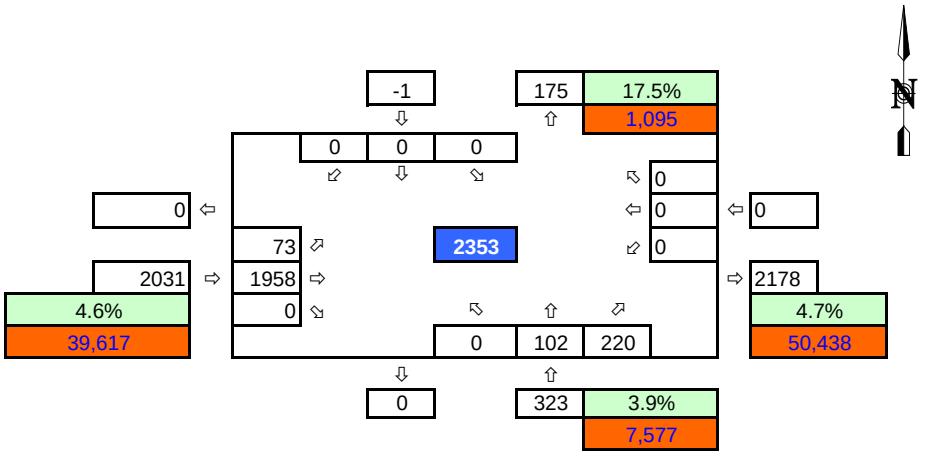
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

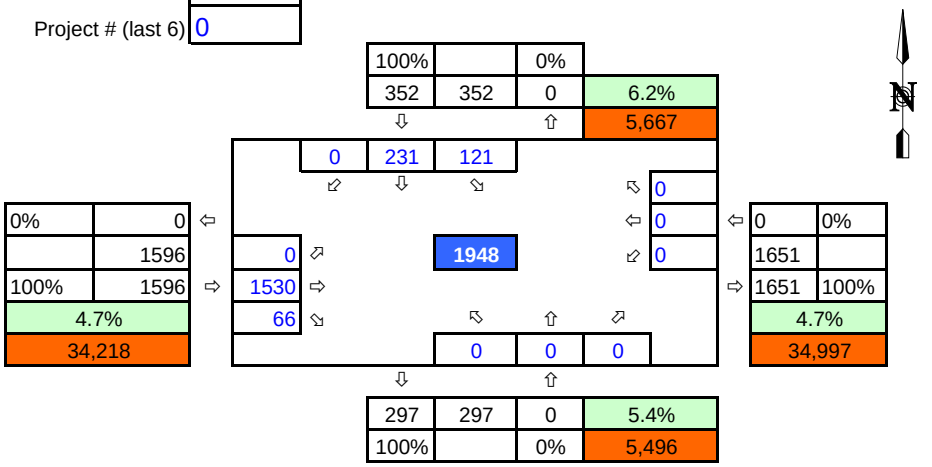



**LEGEND**

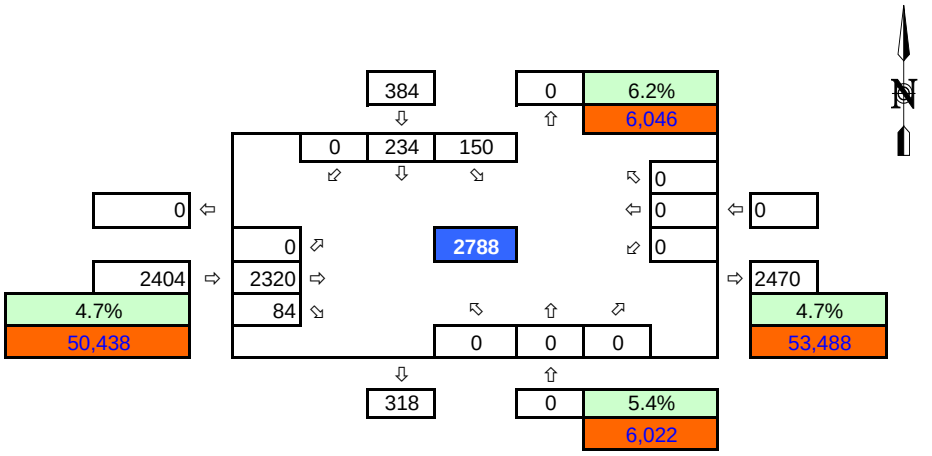
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

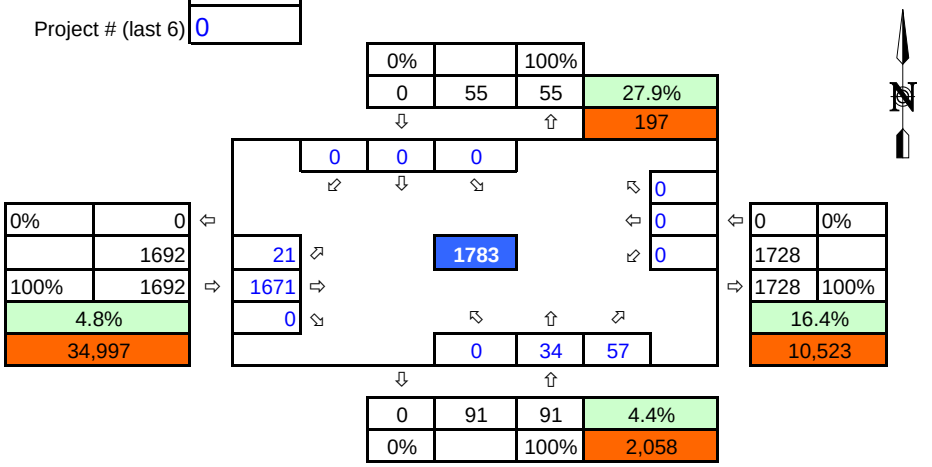



**LEGEND**

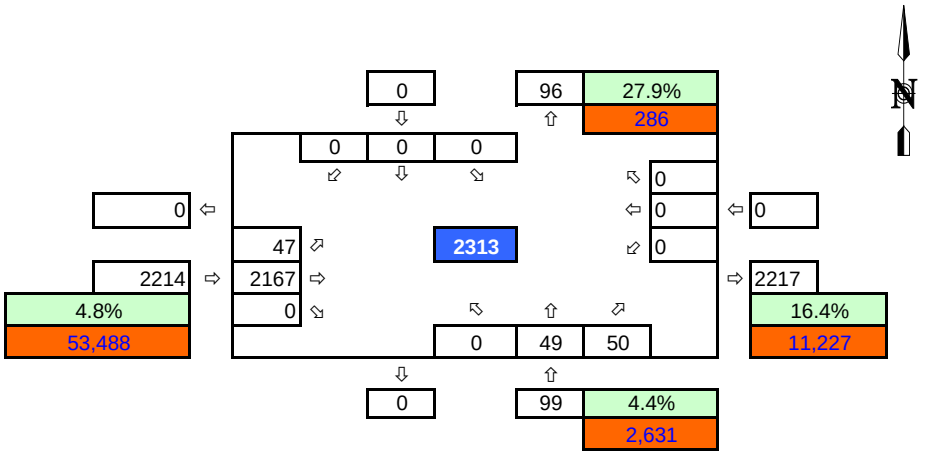
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

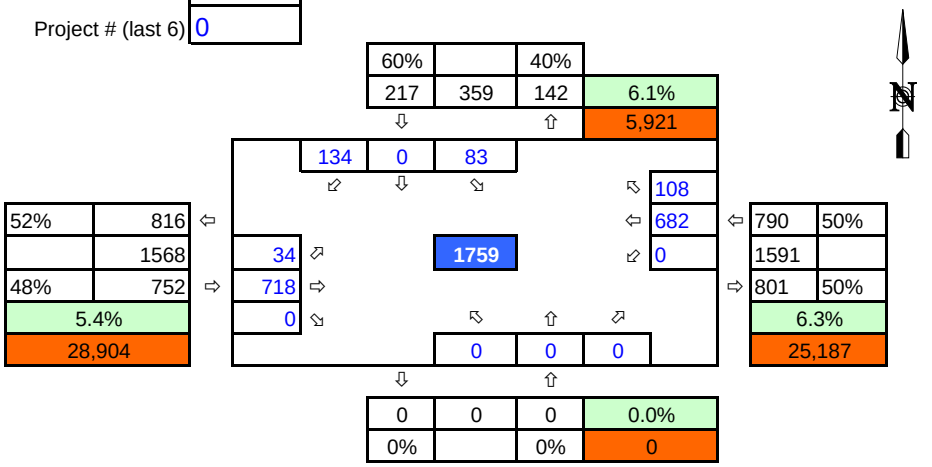



**LEGEND**

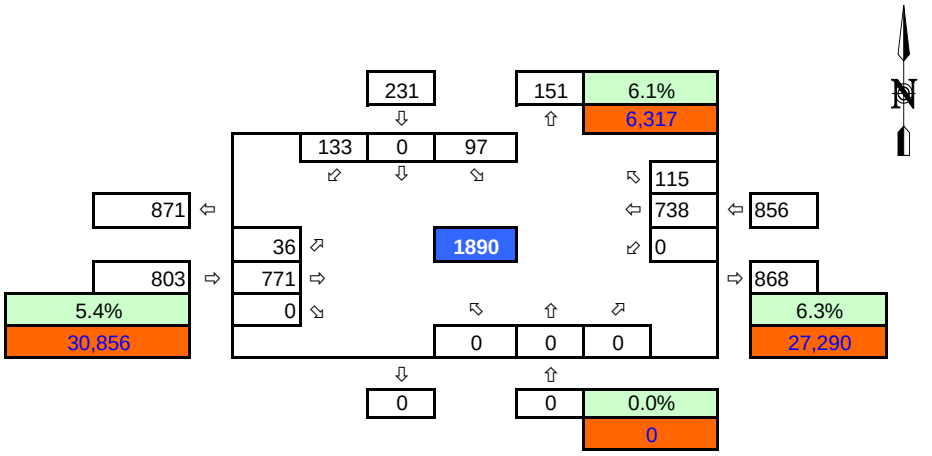
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

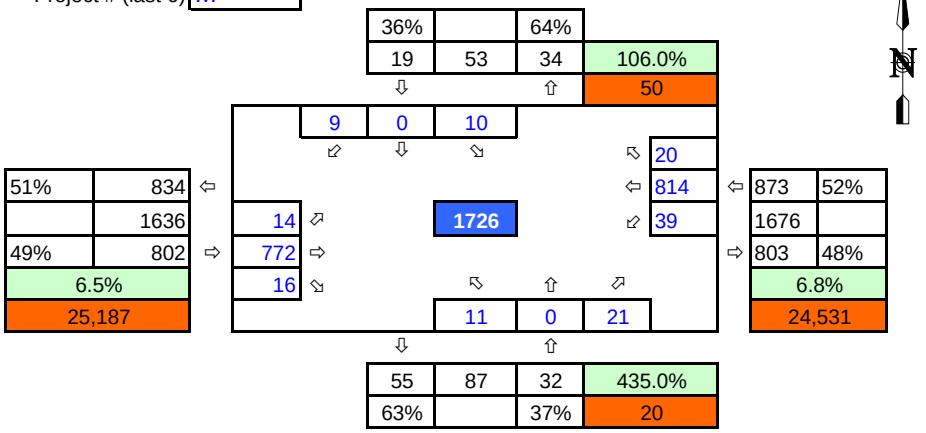



**LEGEND**

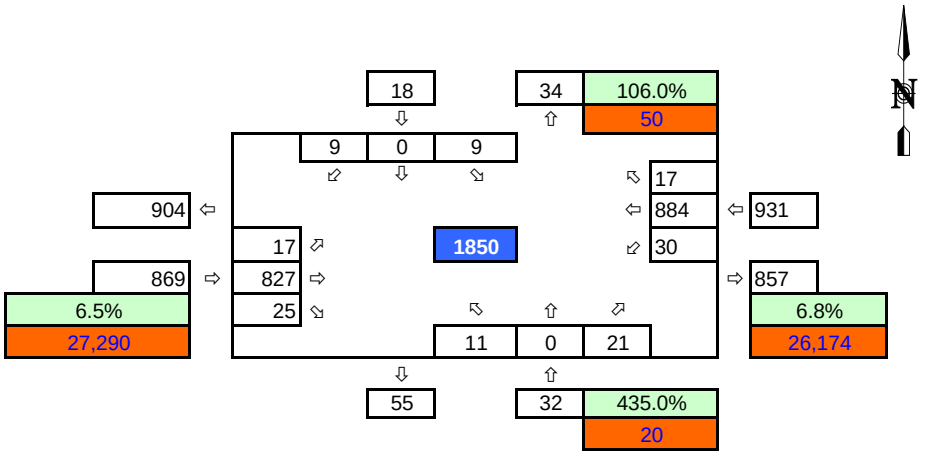
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

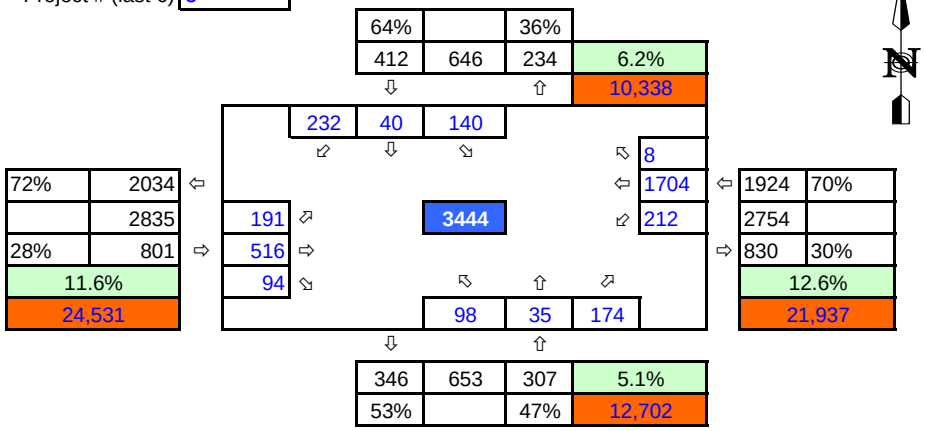



**LEGEND**

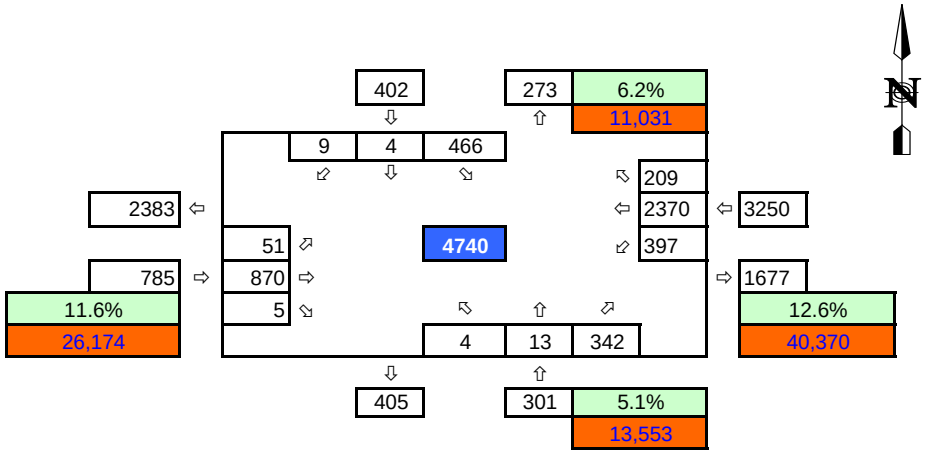
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

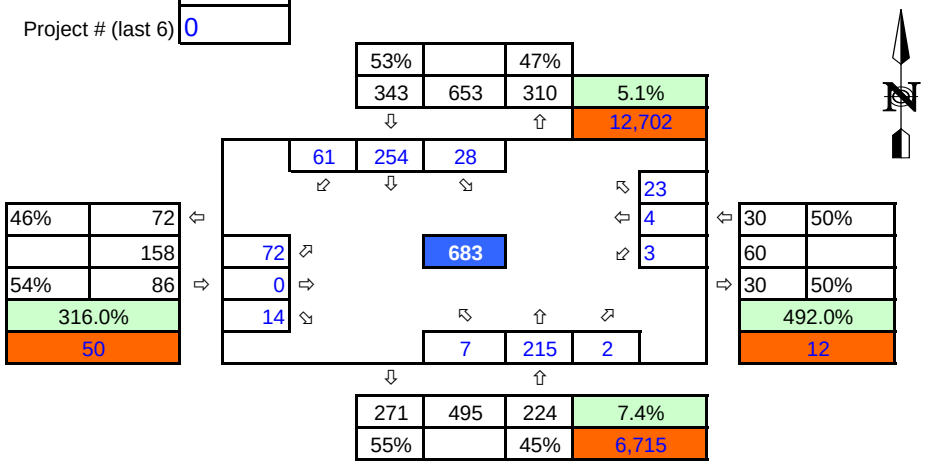



**LEGEND**

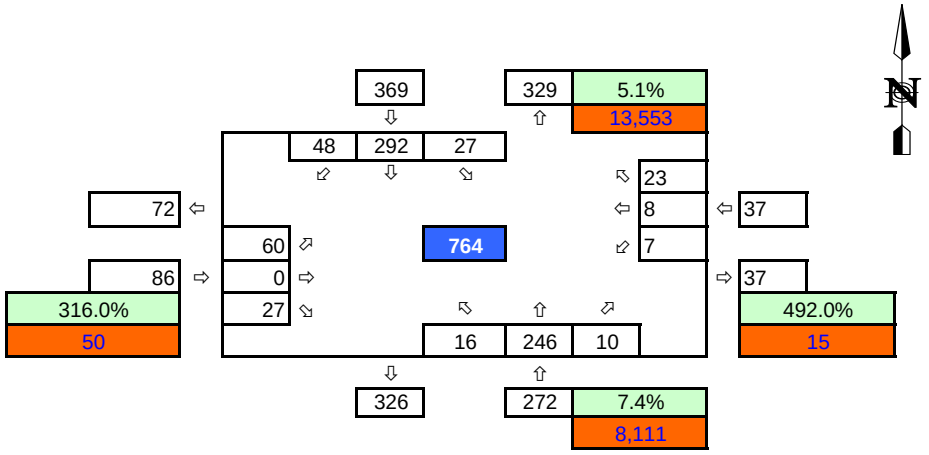
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

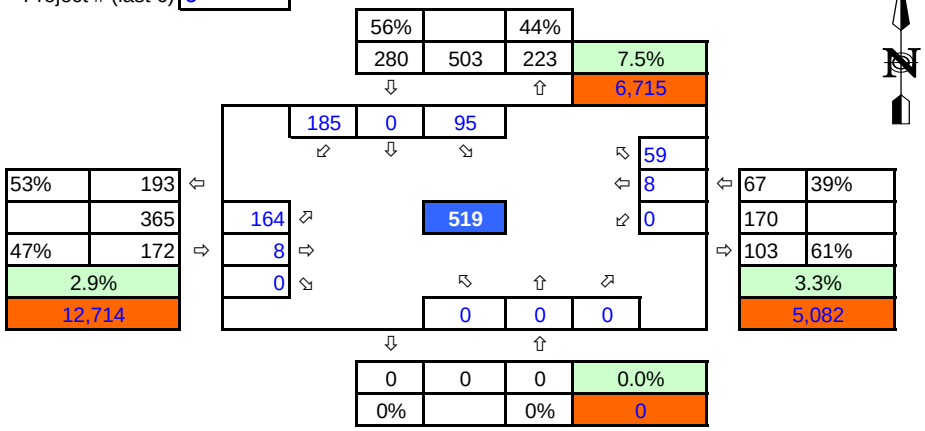



**LEGEND**

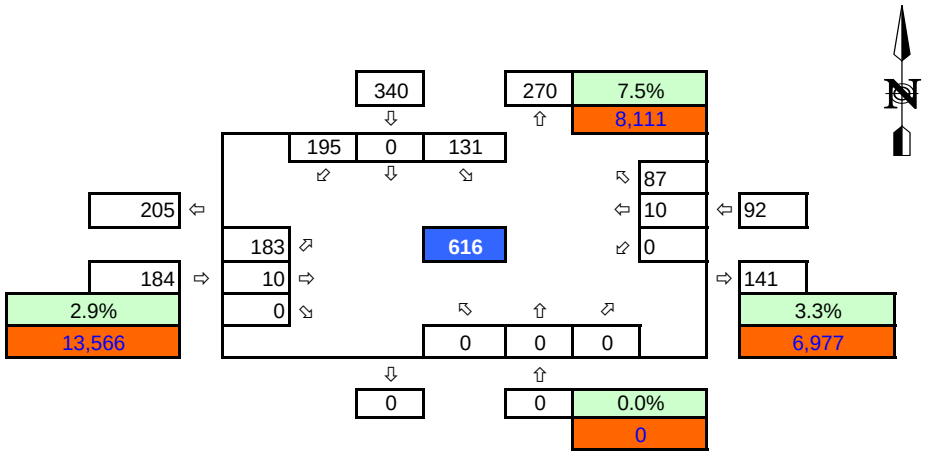
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

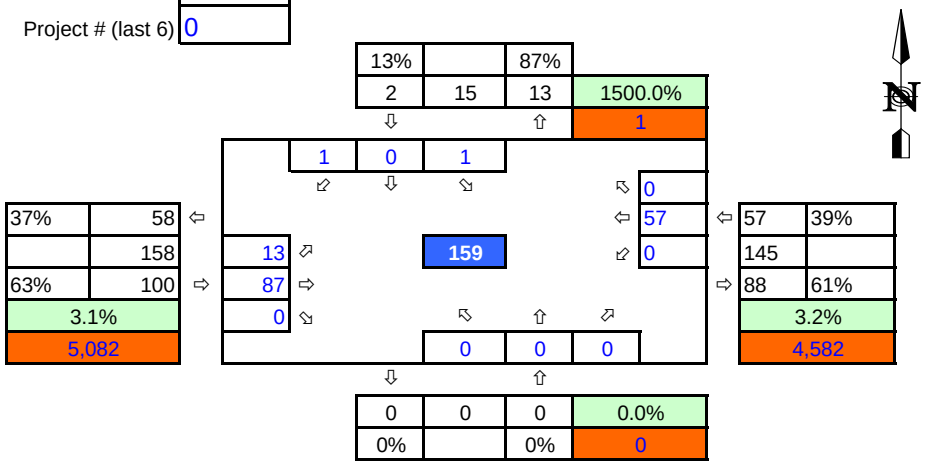



**LEGEND**

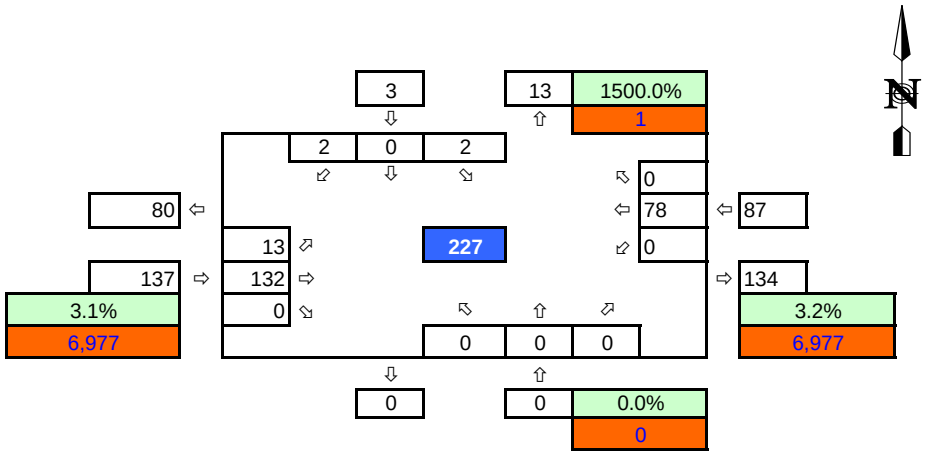
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

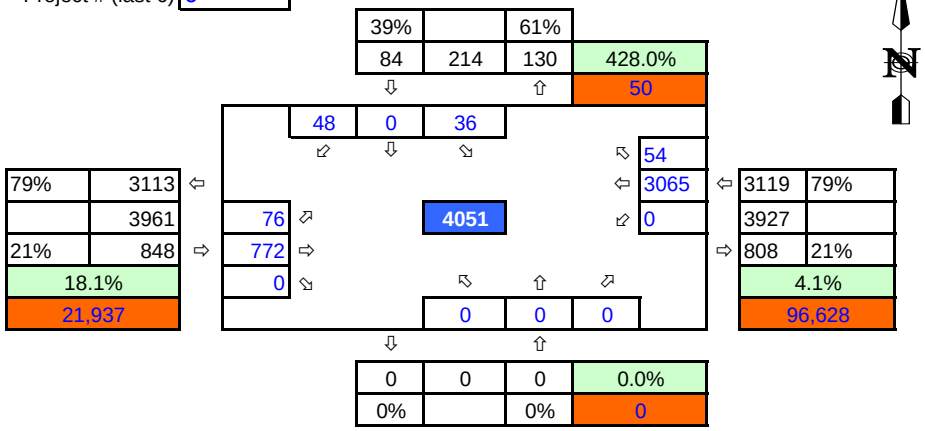



**LEGEND**

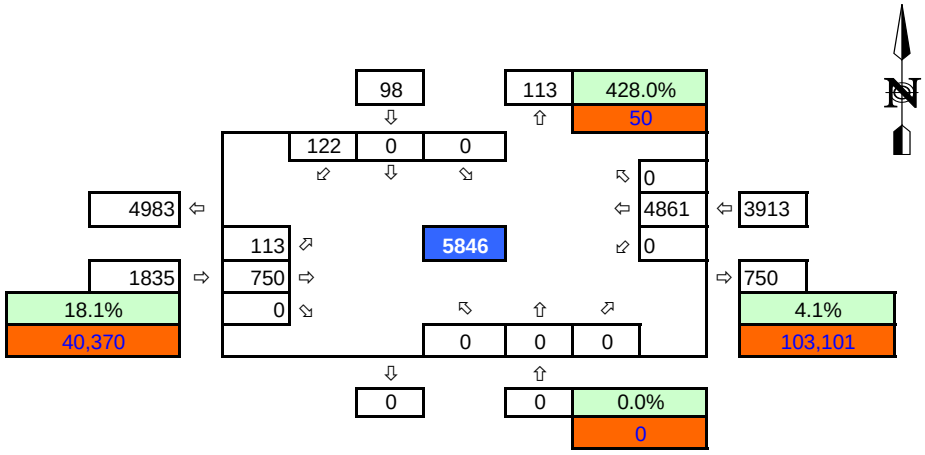
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

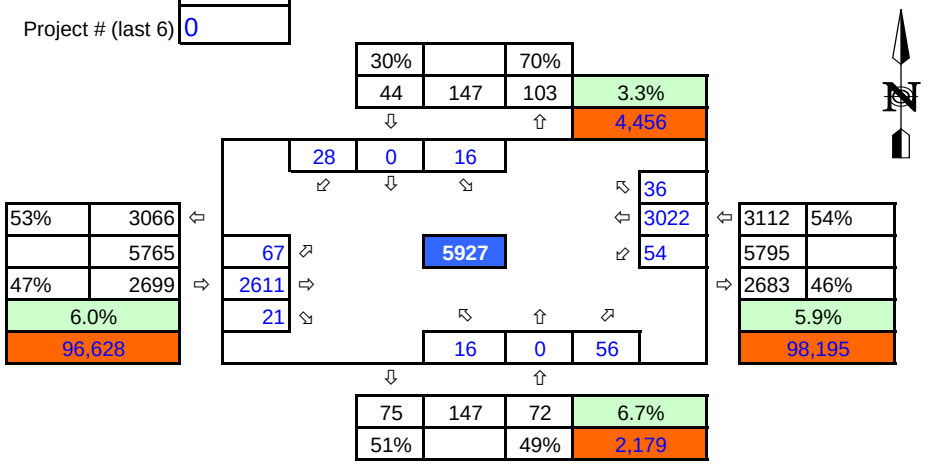



**LEGEND**

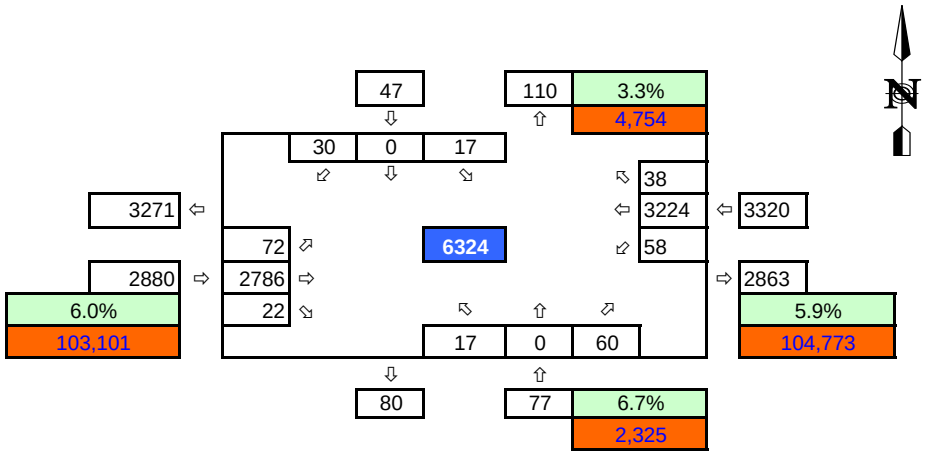
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

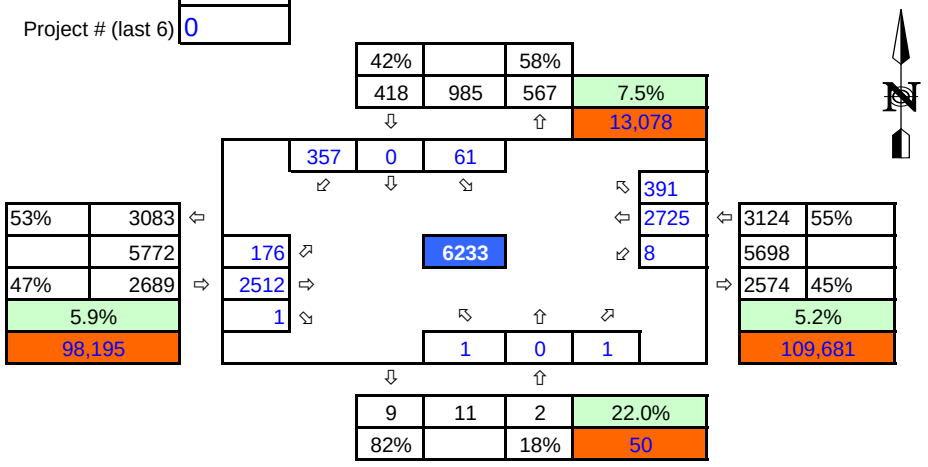



**LEGEND**

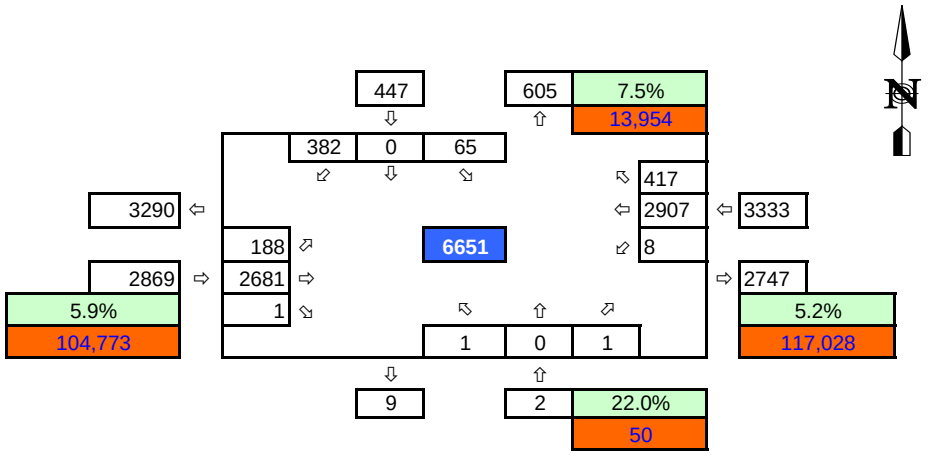
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

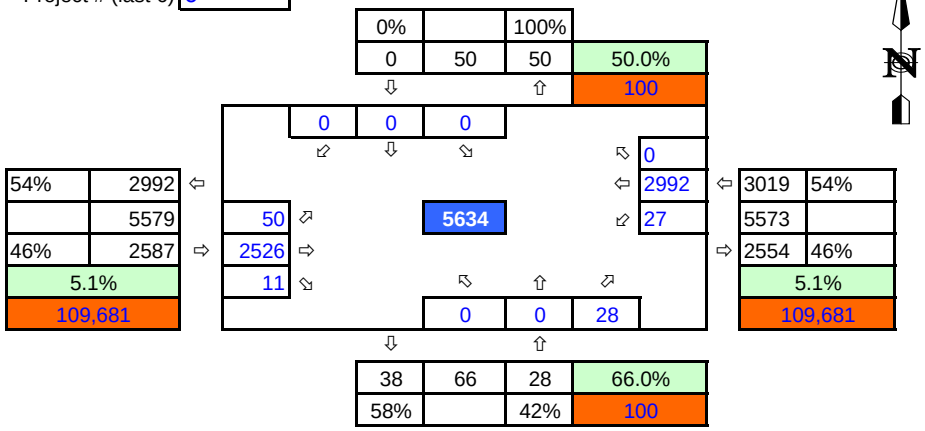



**LEGEND**

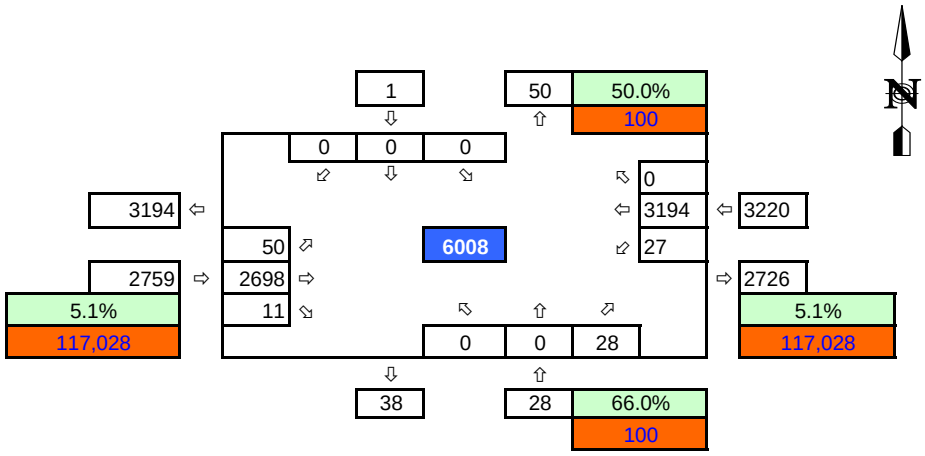
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

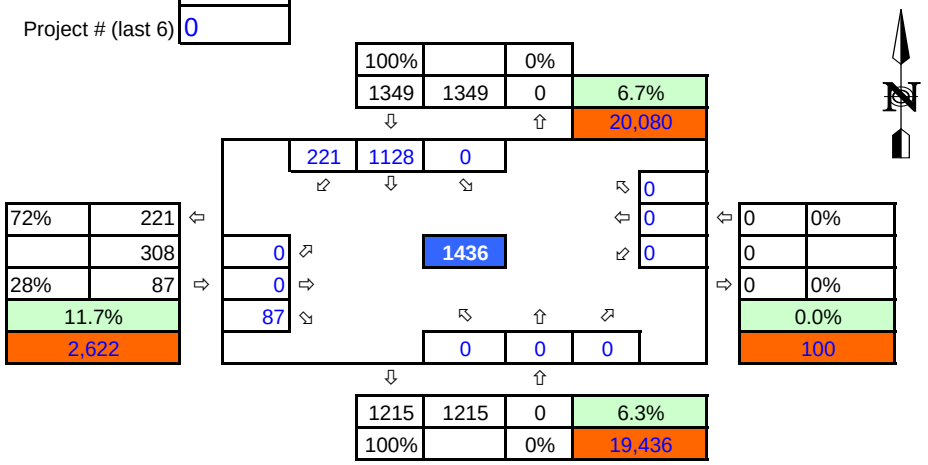



**LEGEND**

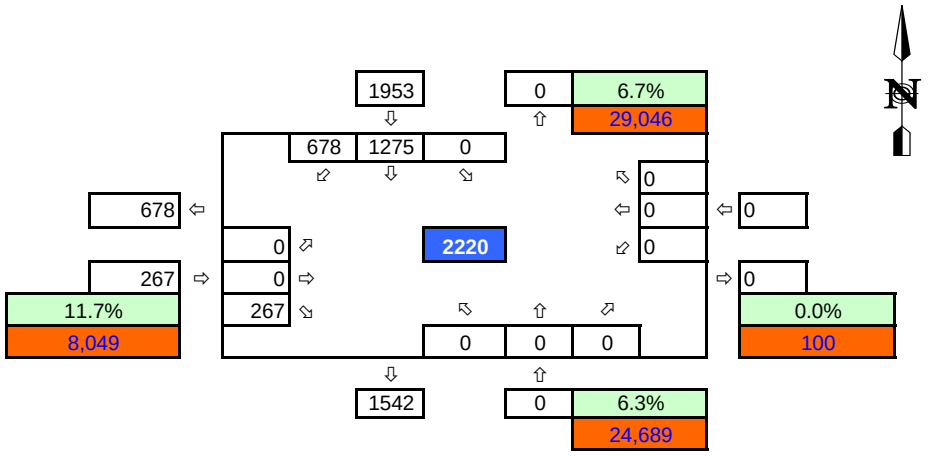
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

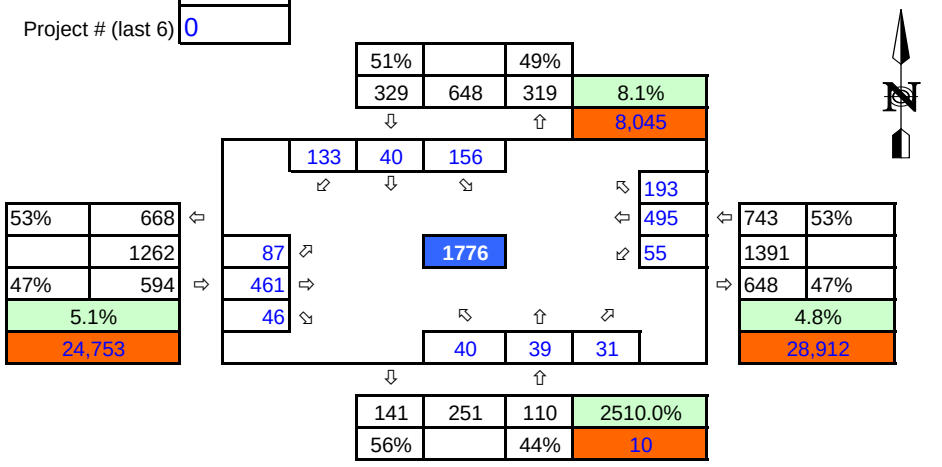



**LEGEND**

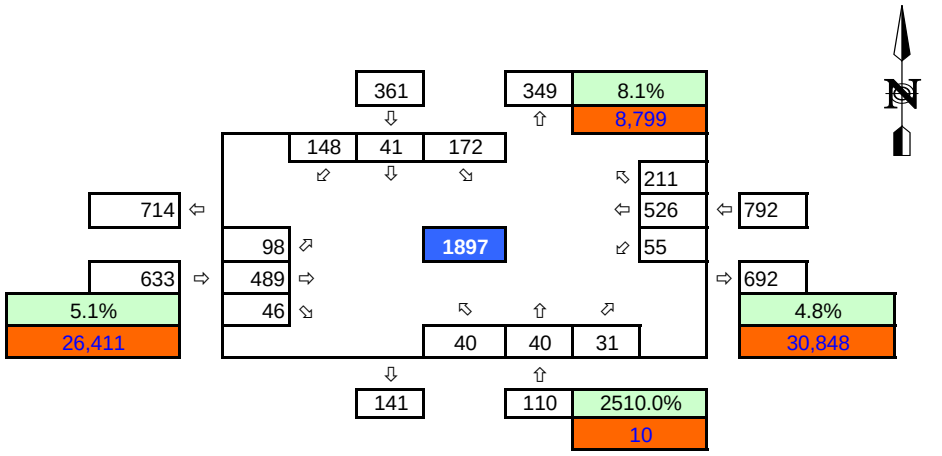
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

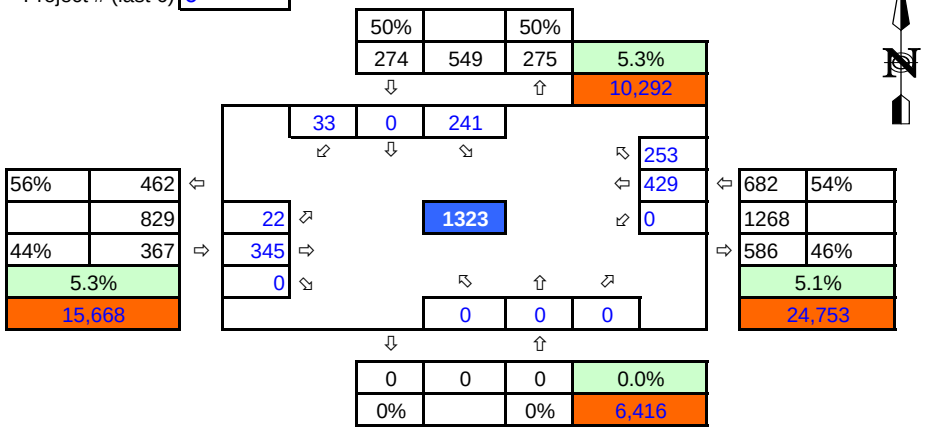



**LEGEND**

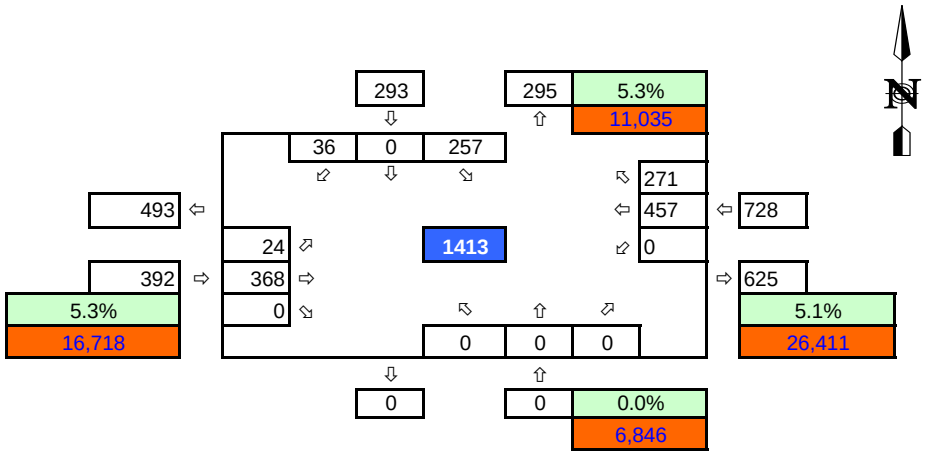
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

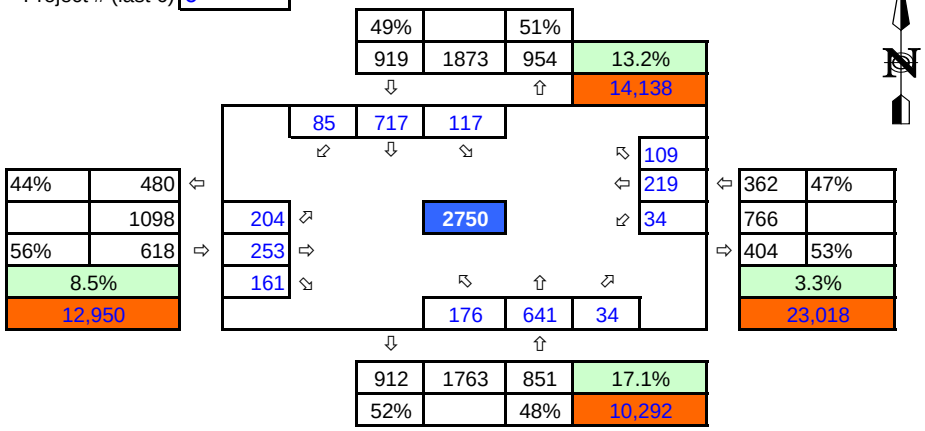



**LEGEND**

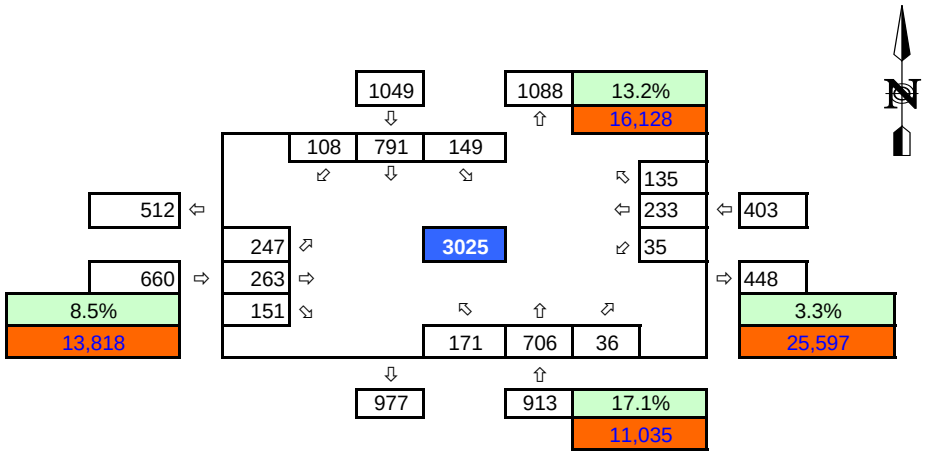
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

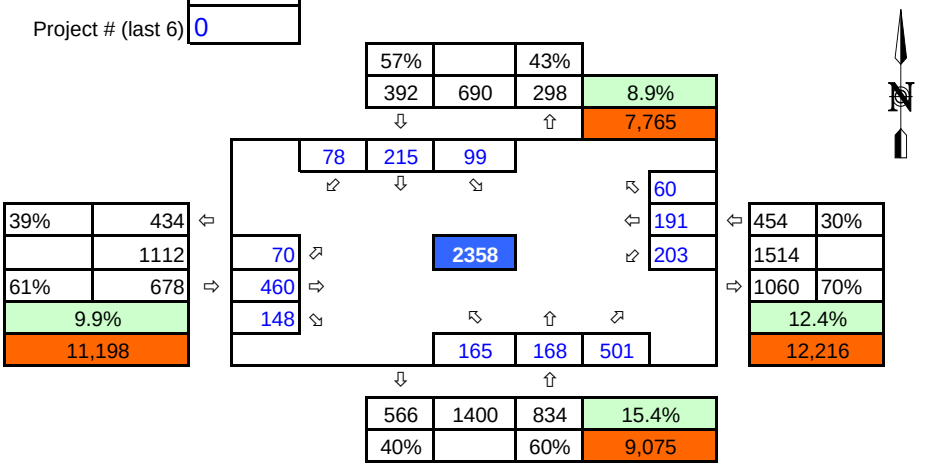



**LEGEND**

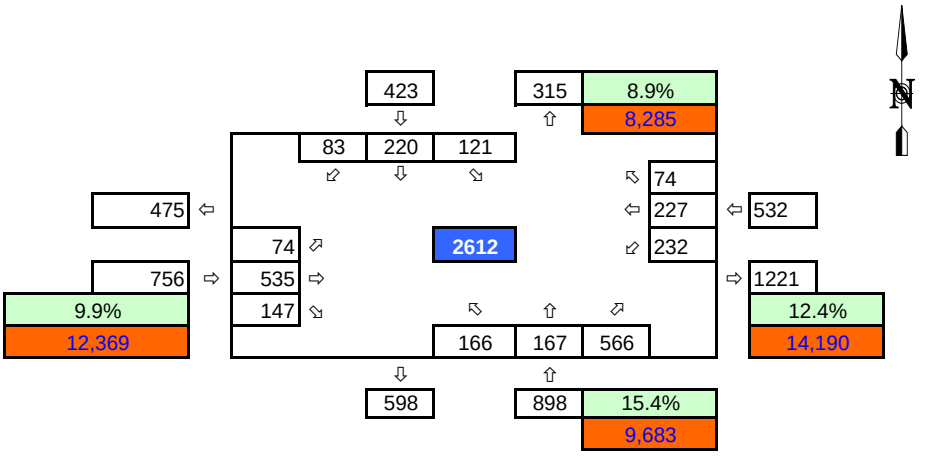
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

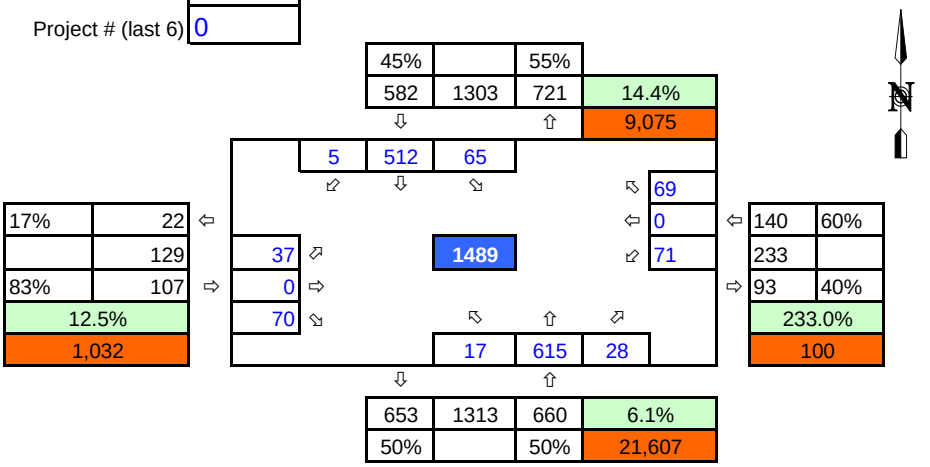



**LEGEND**

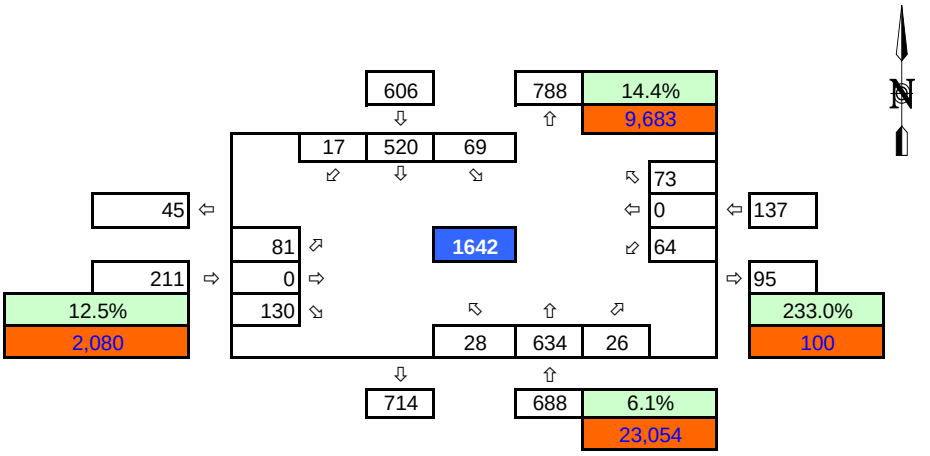
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

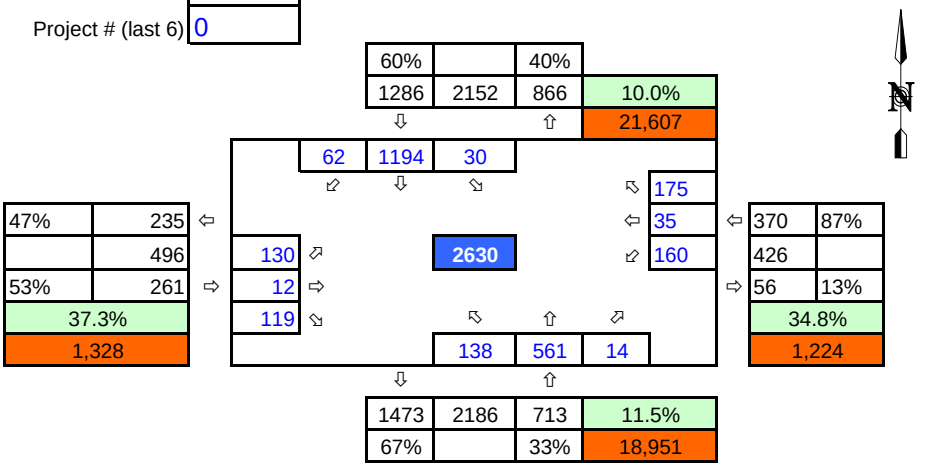



**LEGEND**

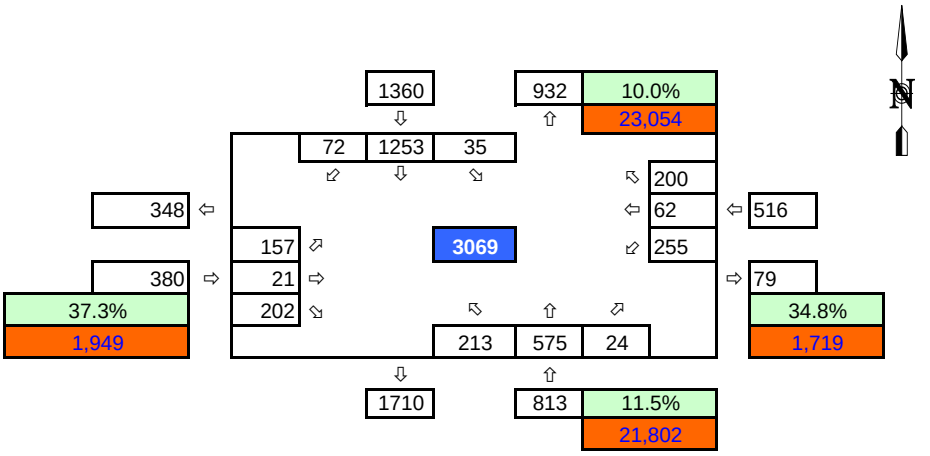
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |



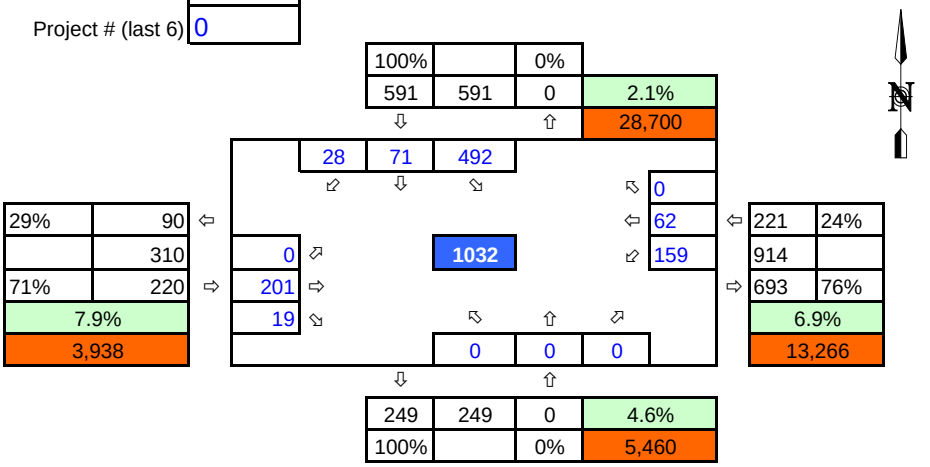

**LEGEND**

| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

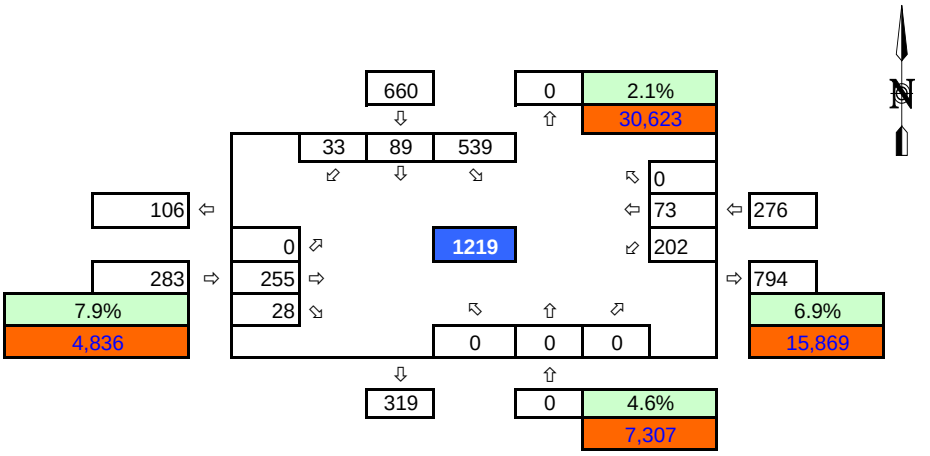
\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\195072001Turn32-2025.xlsx
Int 3 PM

# Int 4 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

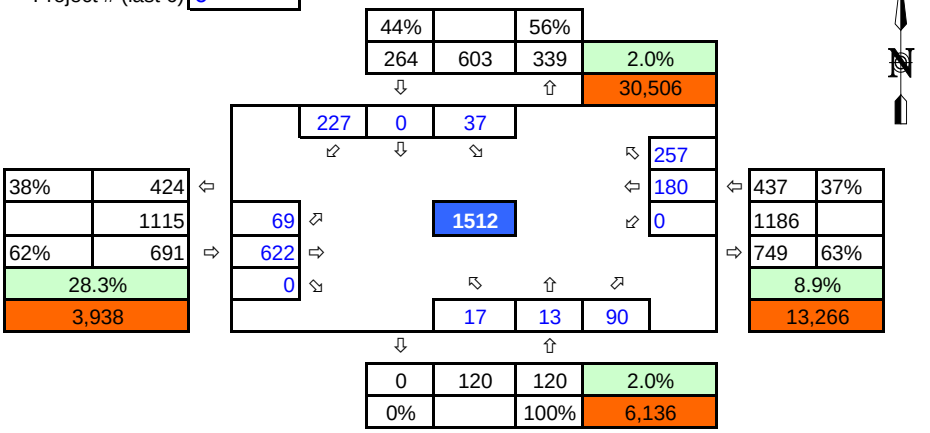



**LEGEND**

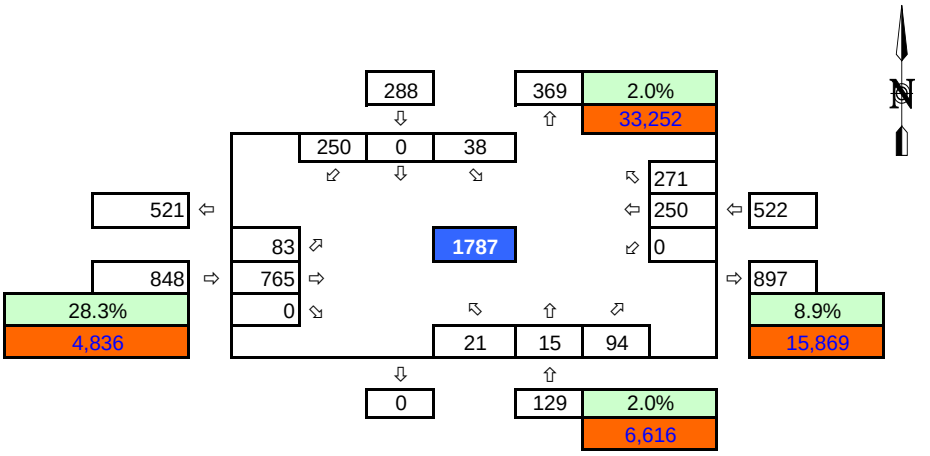
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

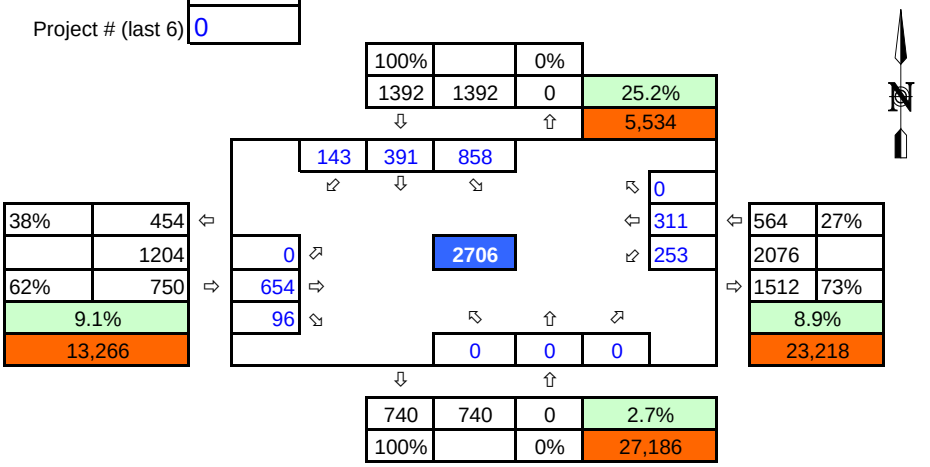



**LEGEND**

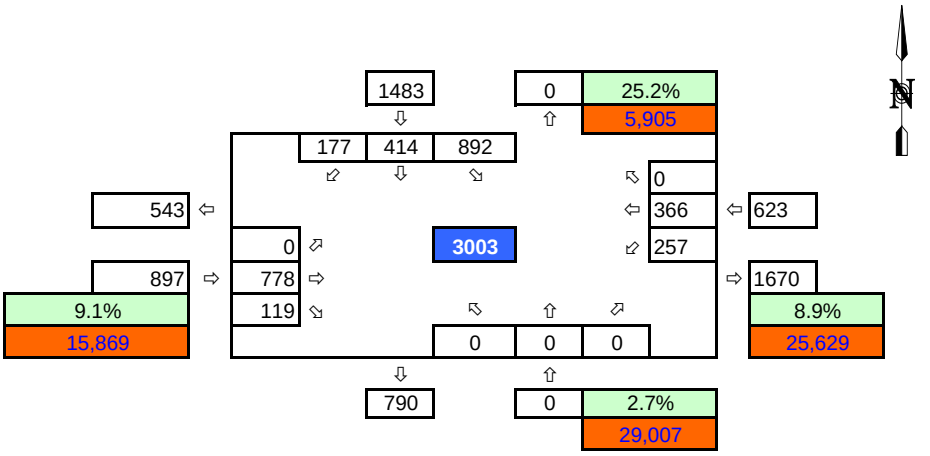
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

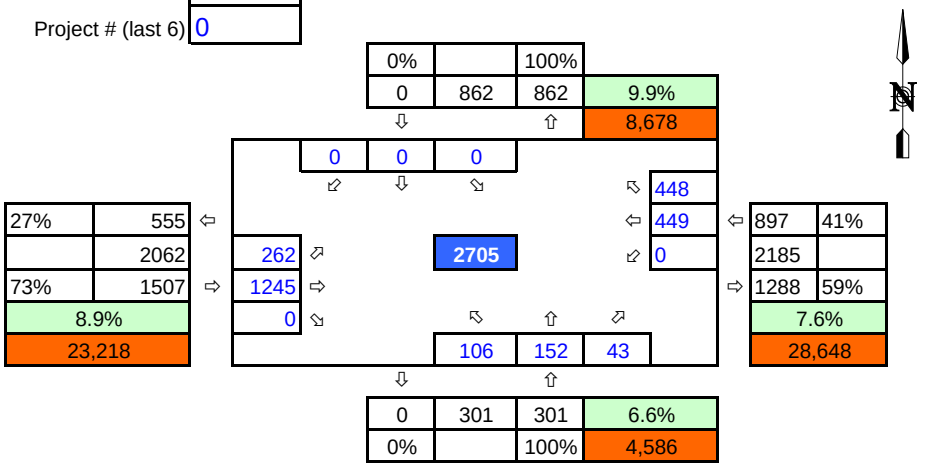



**LEGEND**

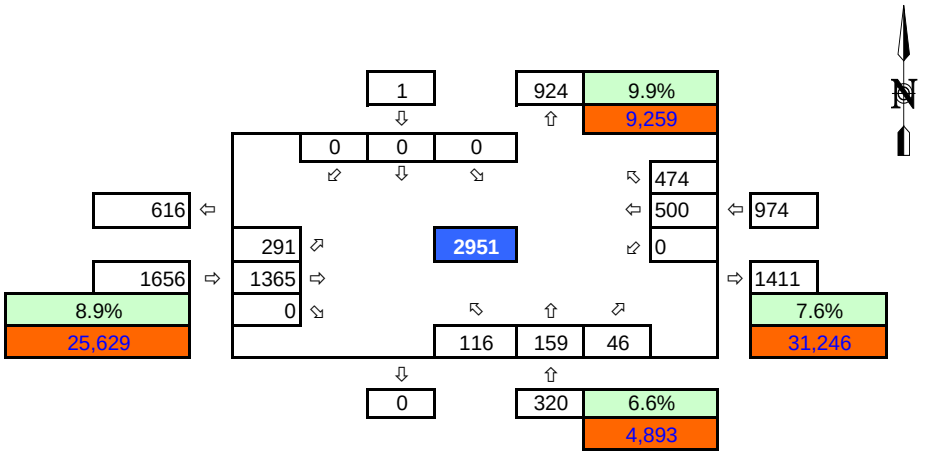
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

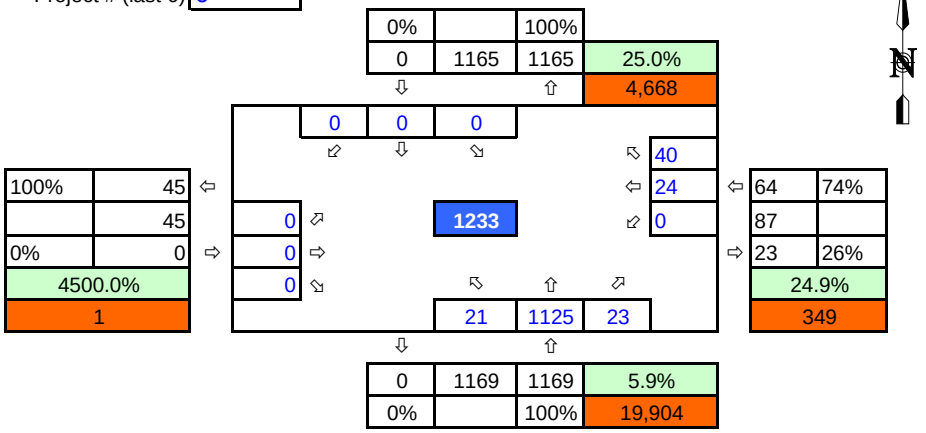



**LEGEND**

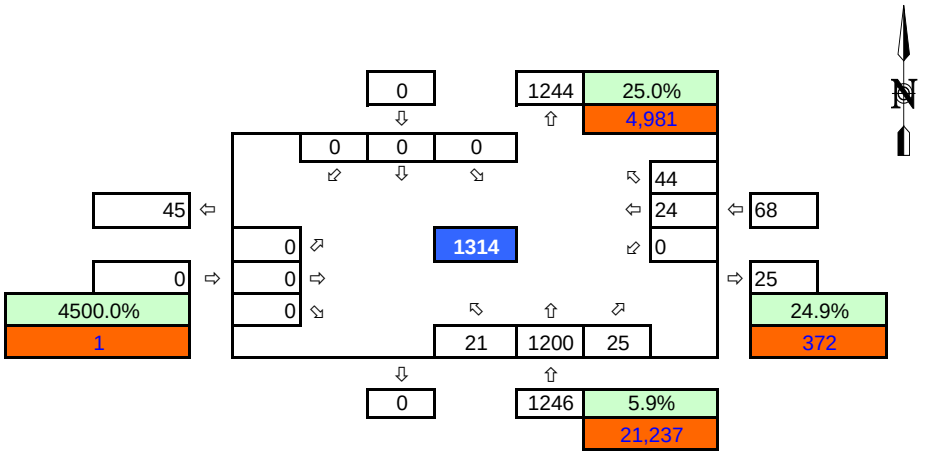
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

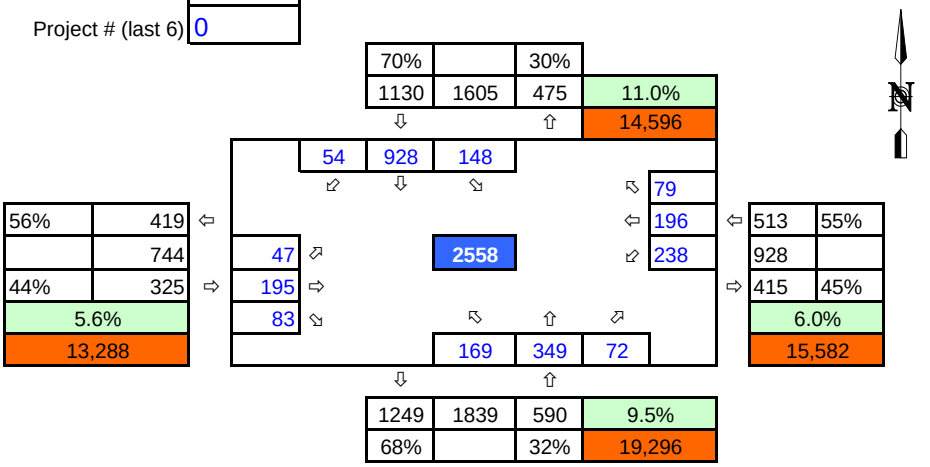



**LEGEND**

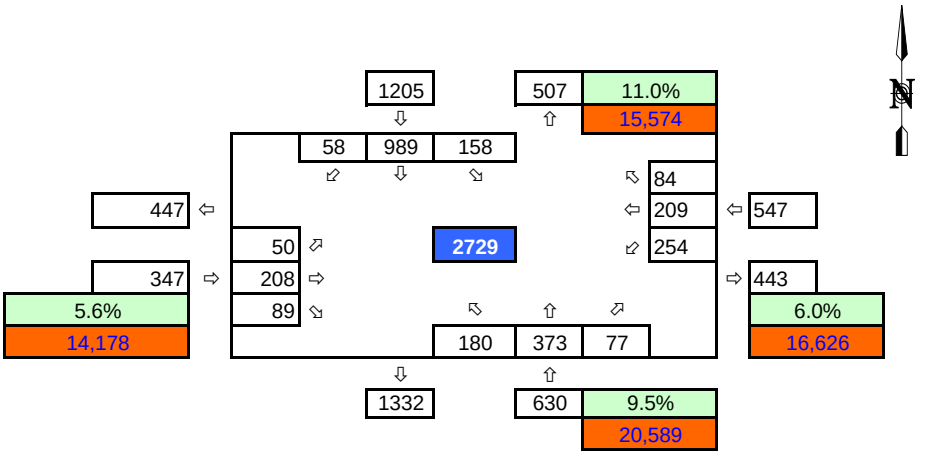
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

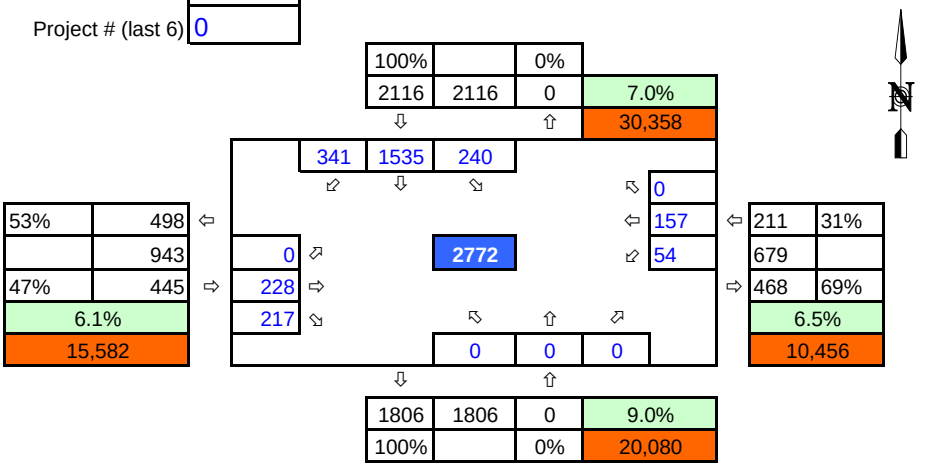



**LEGEND**

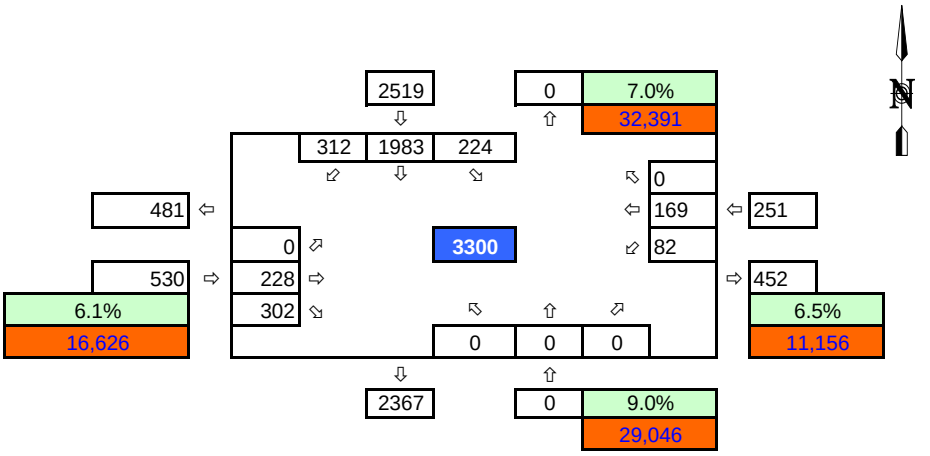
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

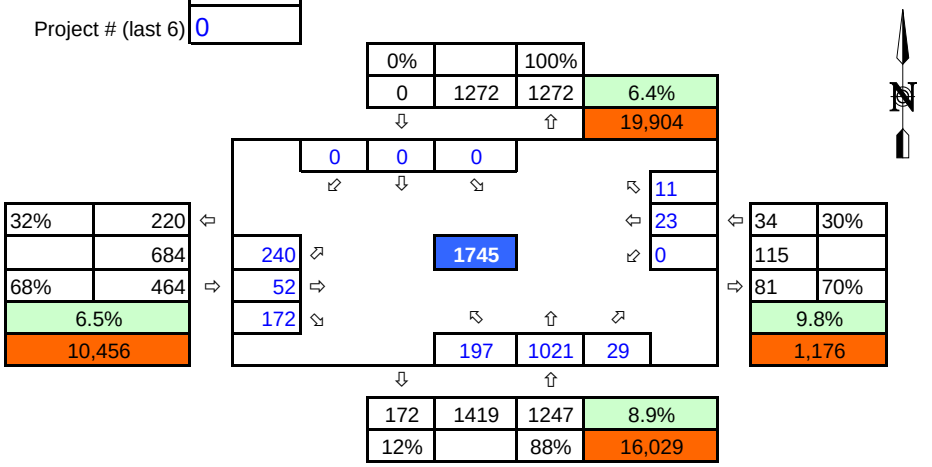



**LEGEND**

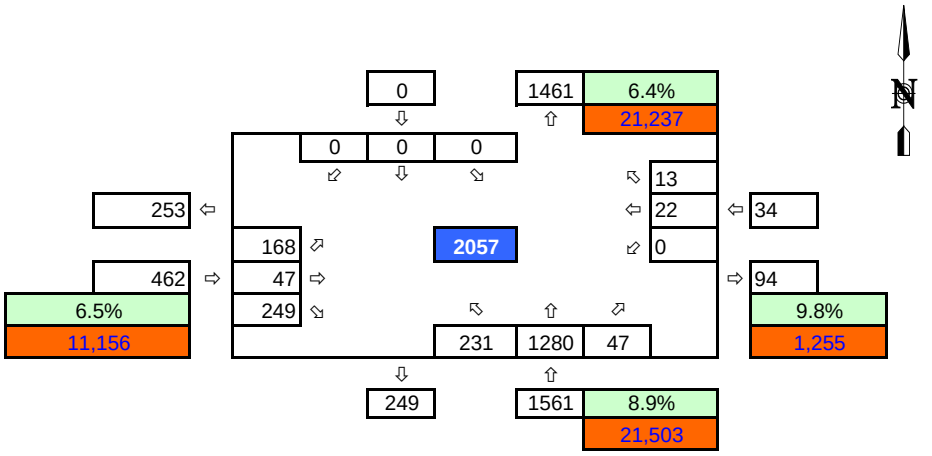
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

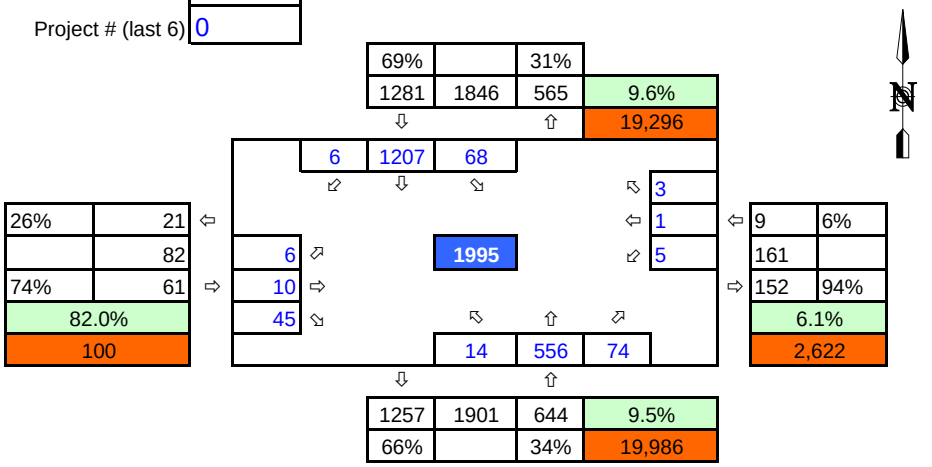



**LEGEND**

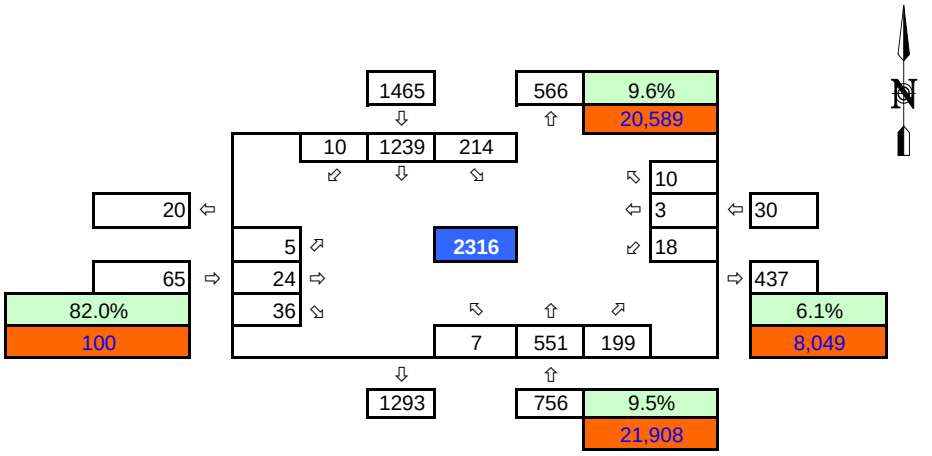
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

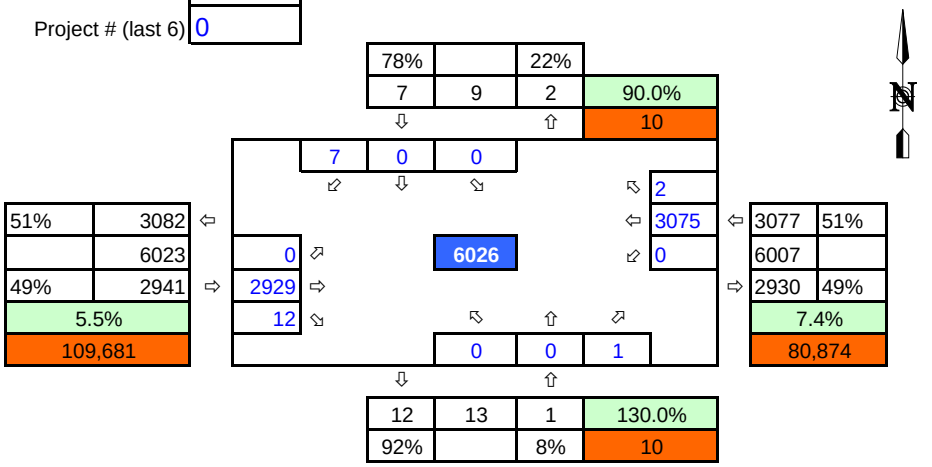



**LEGEND**

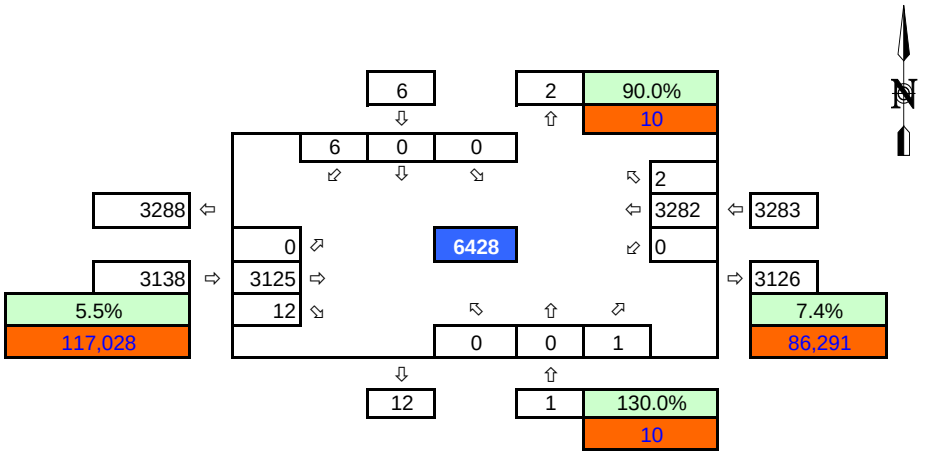
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

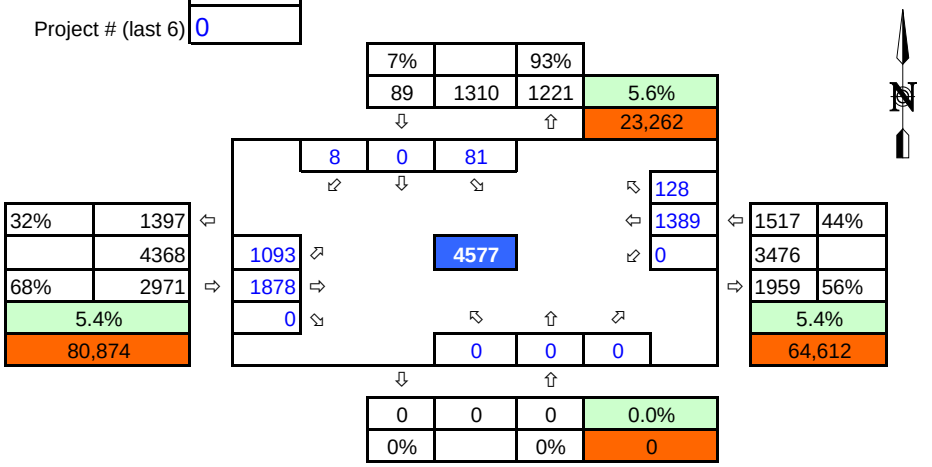



**LEGEND**

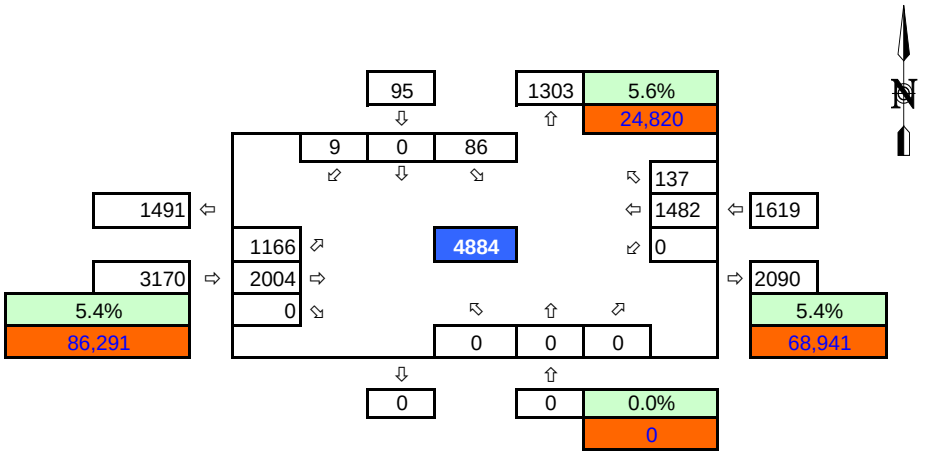
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

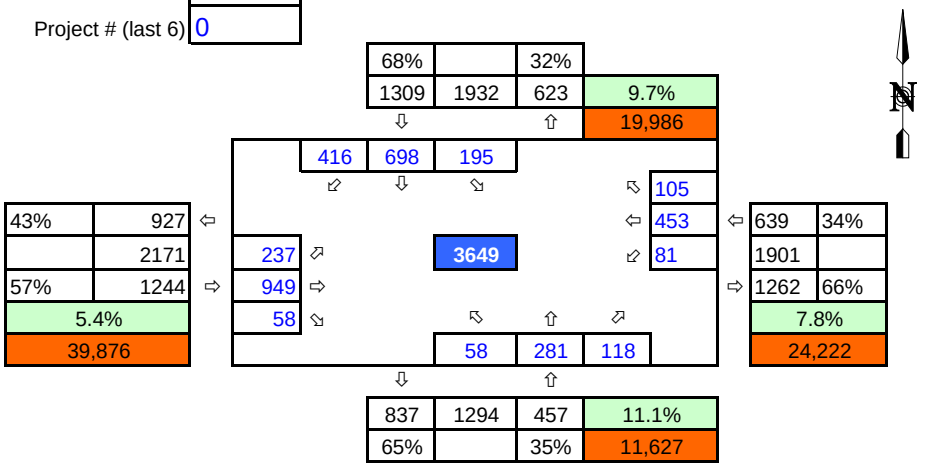



**LEGEND**

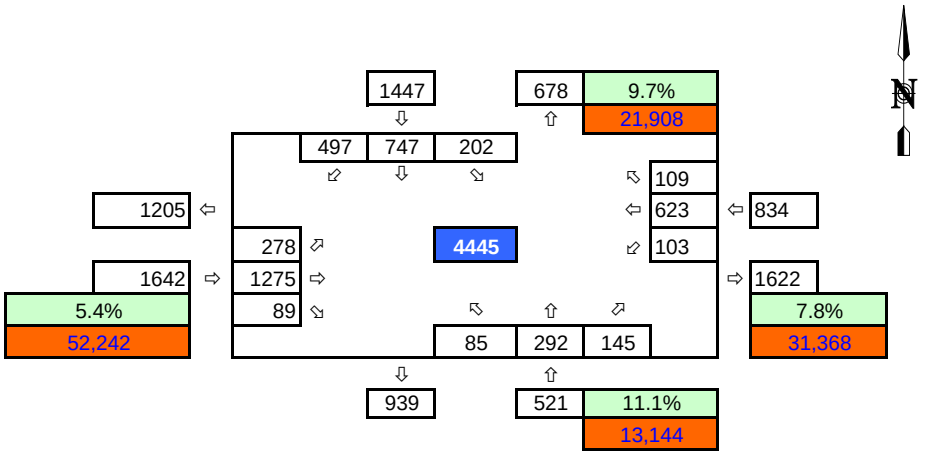
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (lat 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

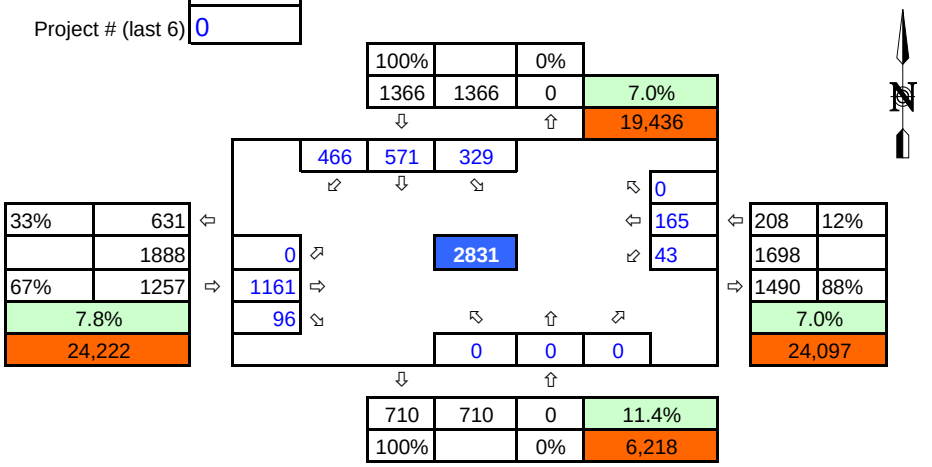



**LEGEND**

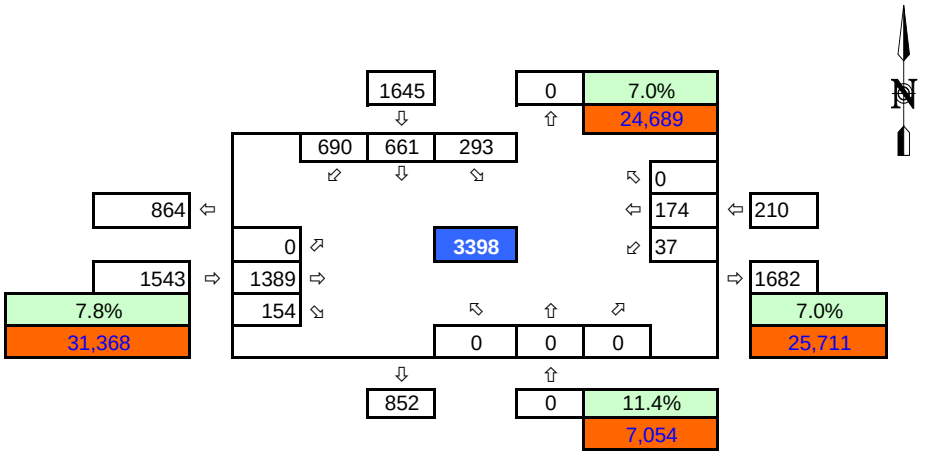
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

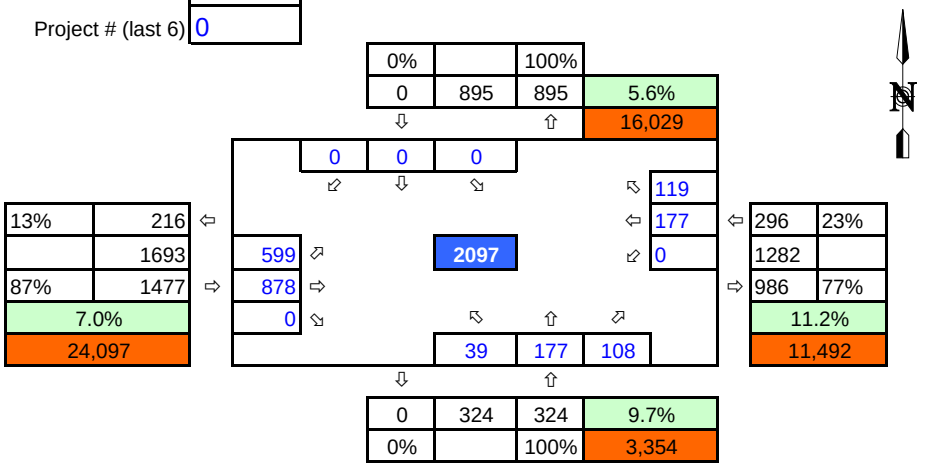



**LEGEND**

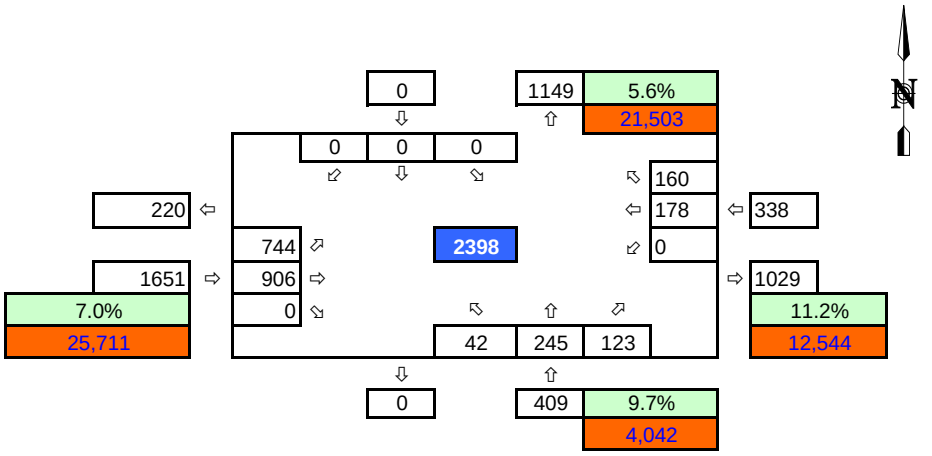
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

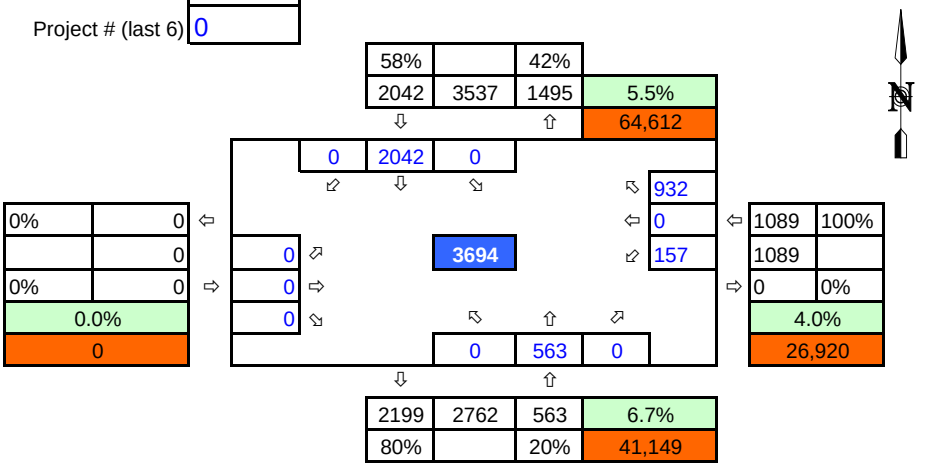



**LEGEND**

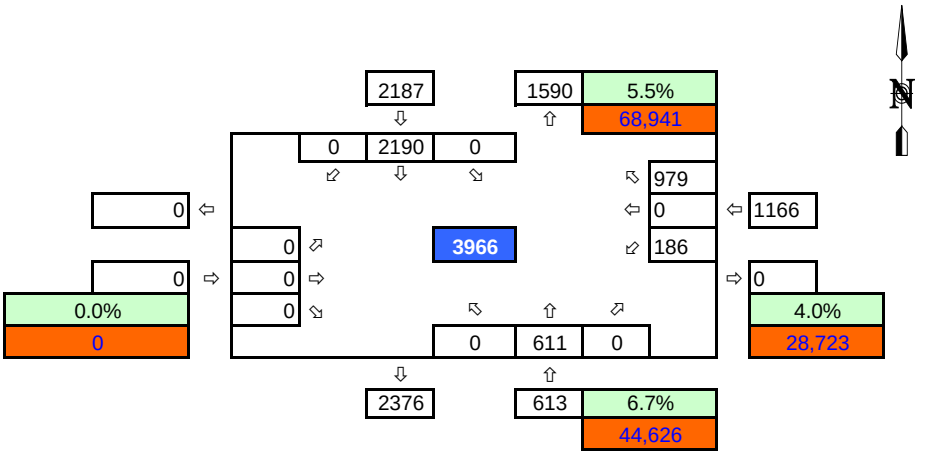
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

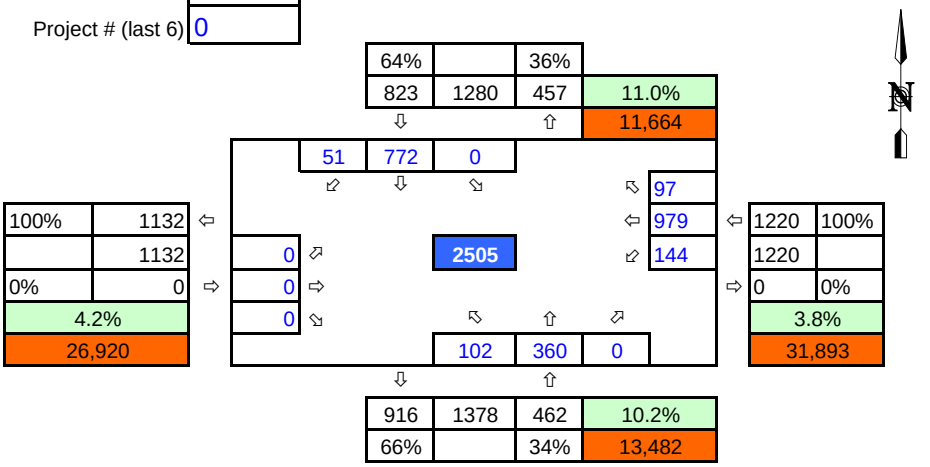



**LEGEND**

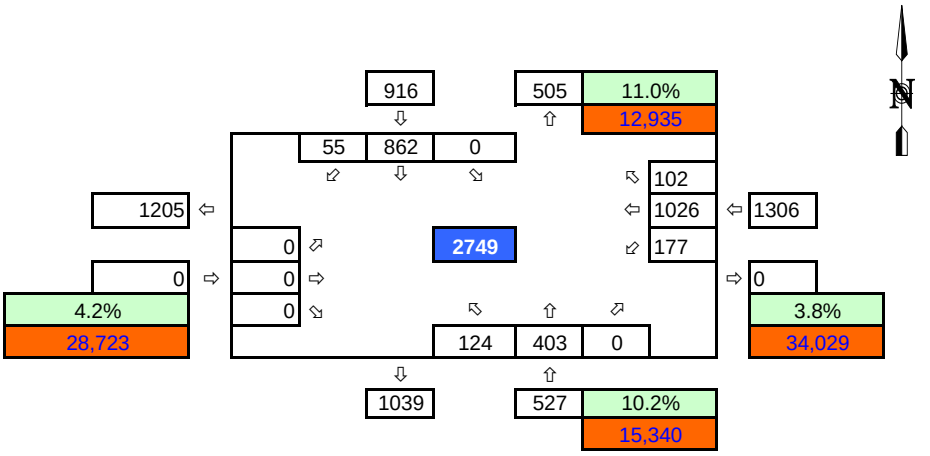
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

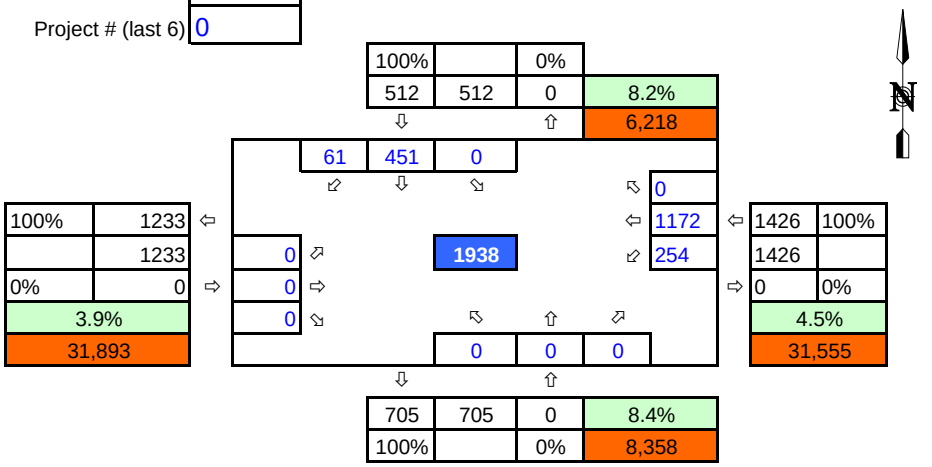



**LEGEND**

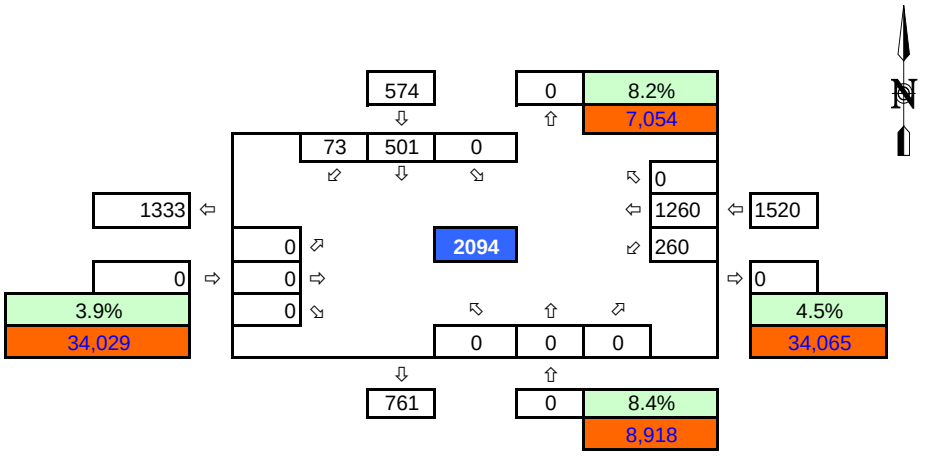
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

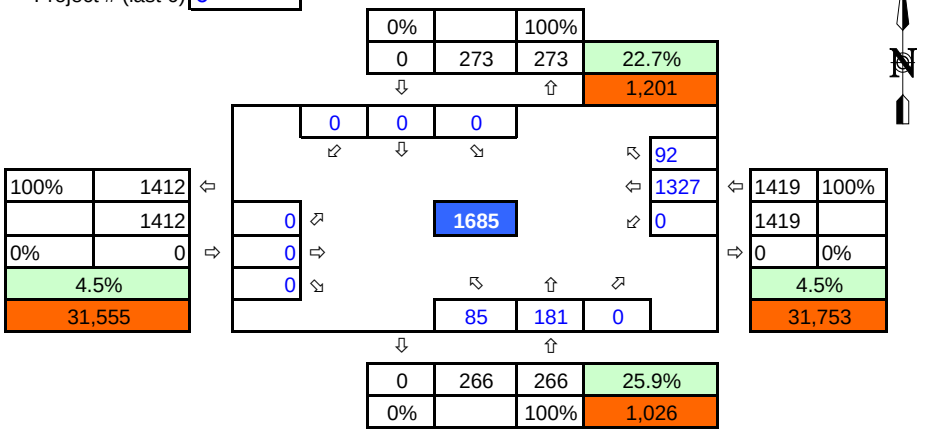



**LEGEND**

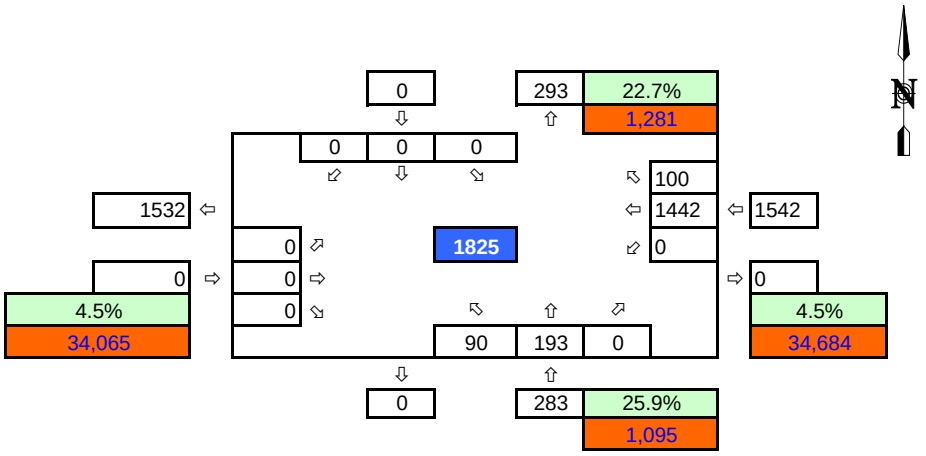
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

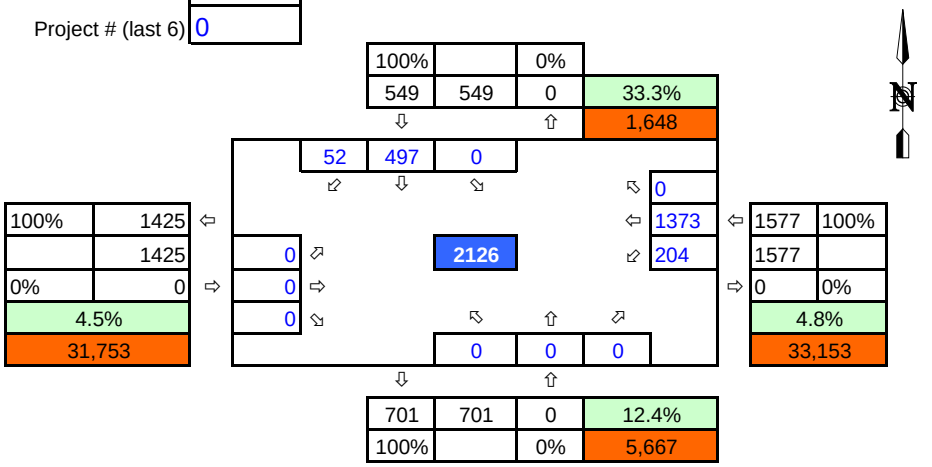



**LEGEND**

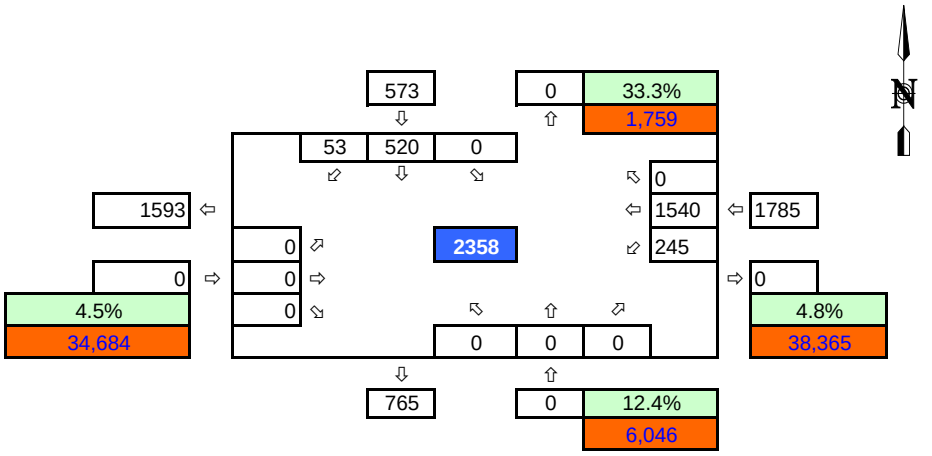
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

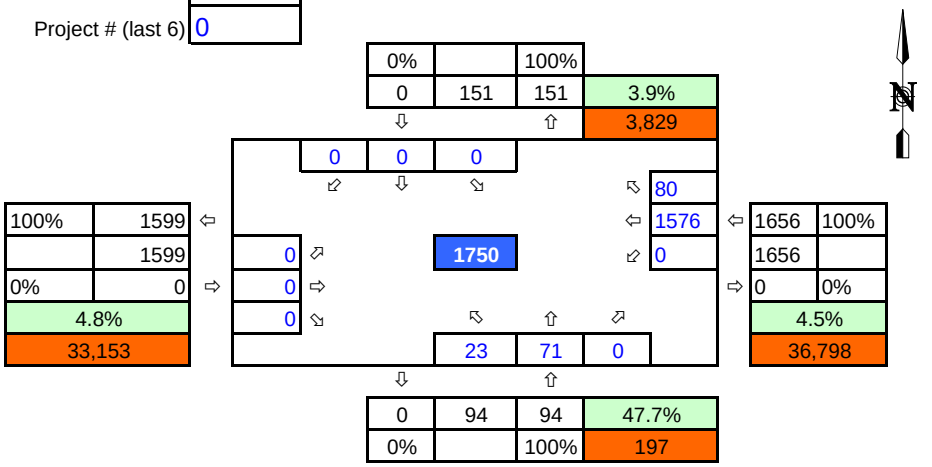



**LEGEND**

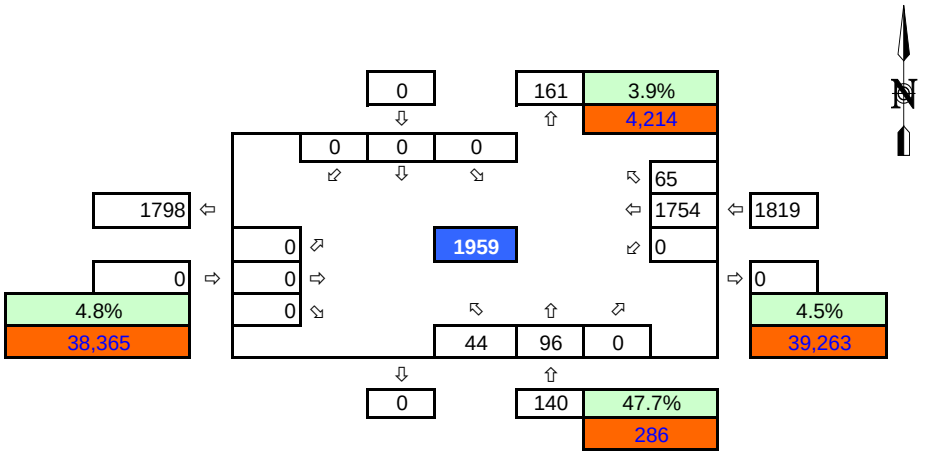
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

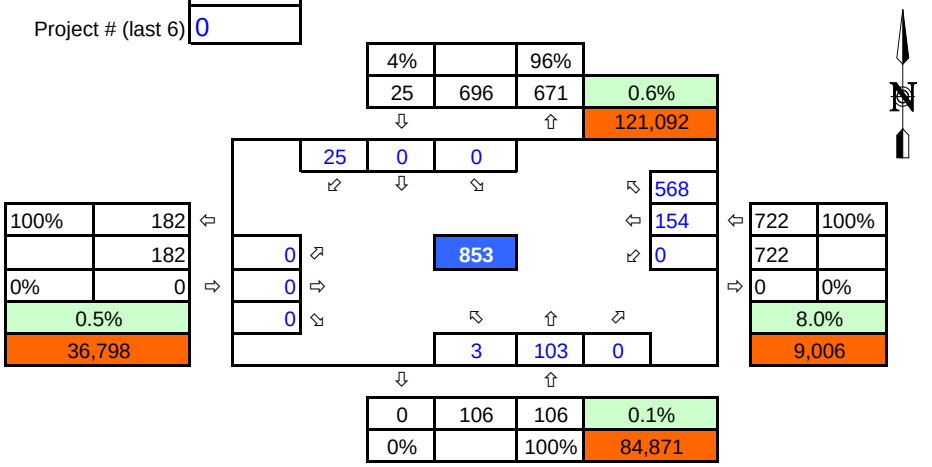



**LEGEND**

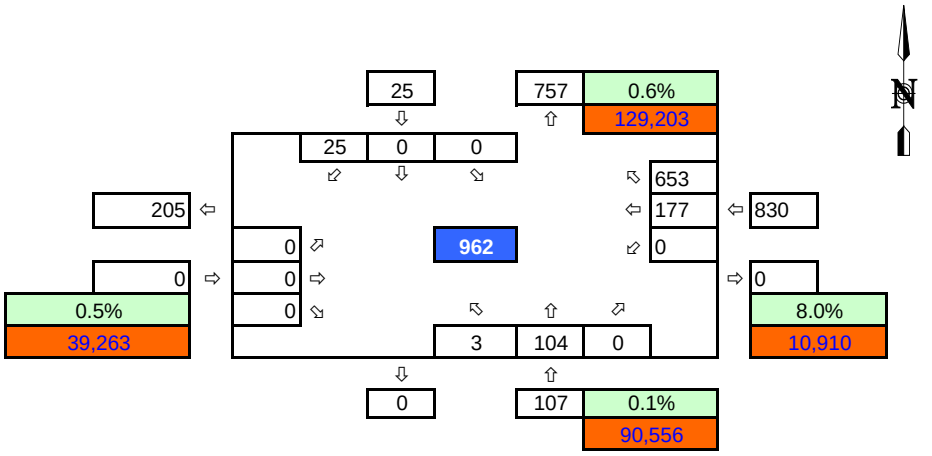
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

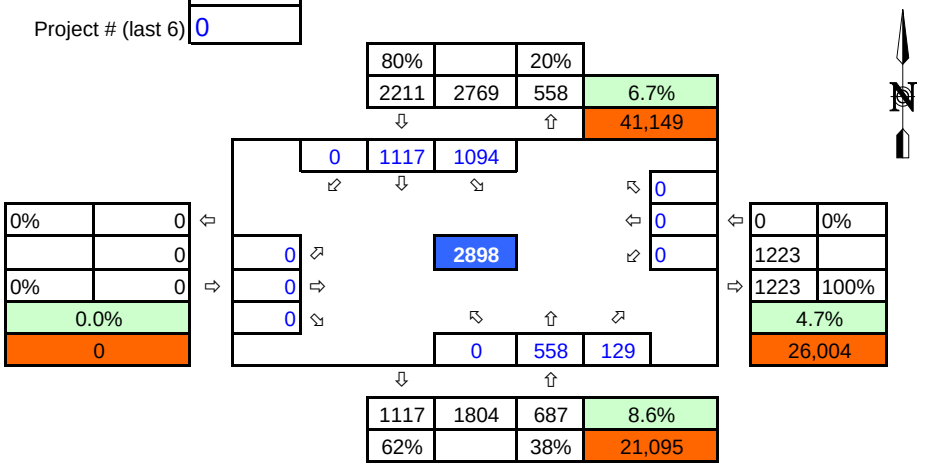



**LEGEND**

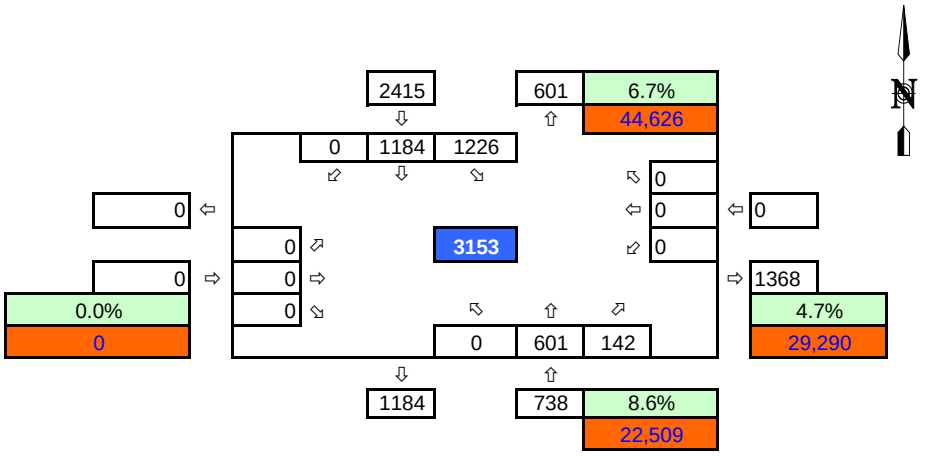
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

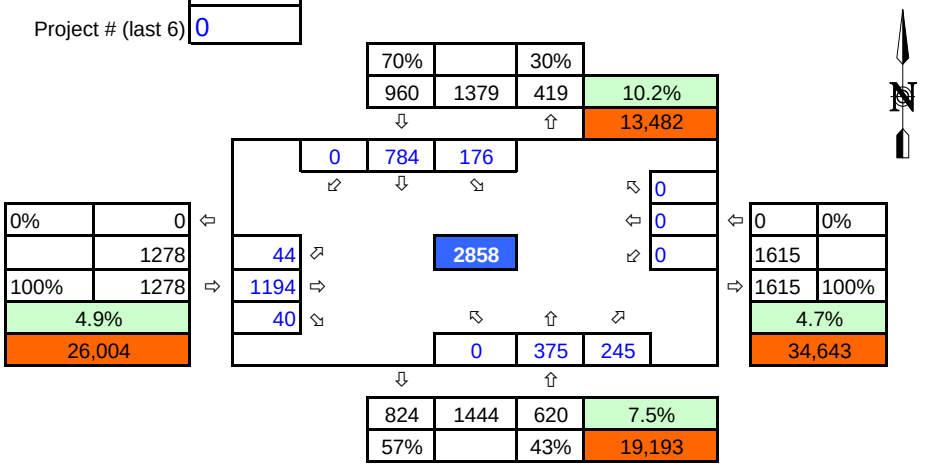



**LEGEND**

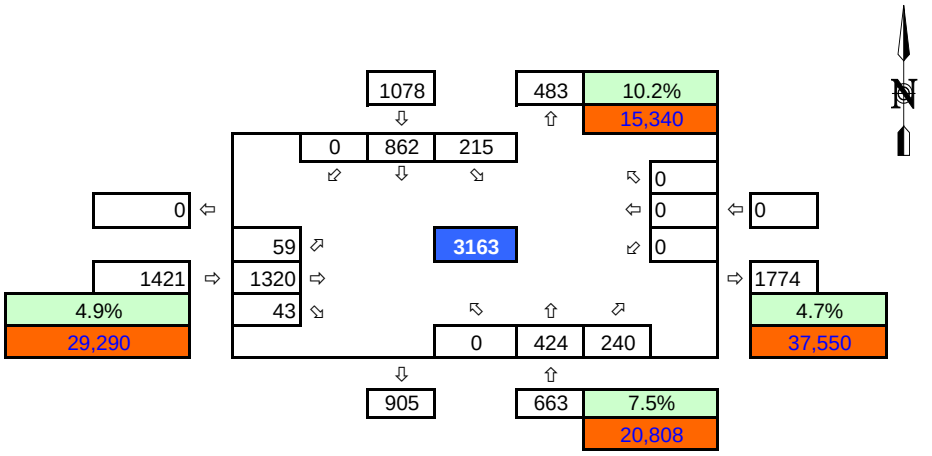
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

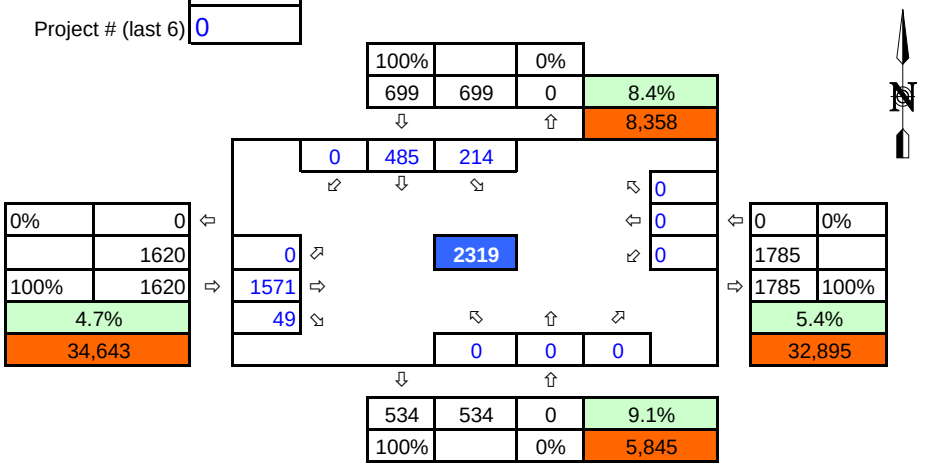



**LEGEND**

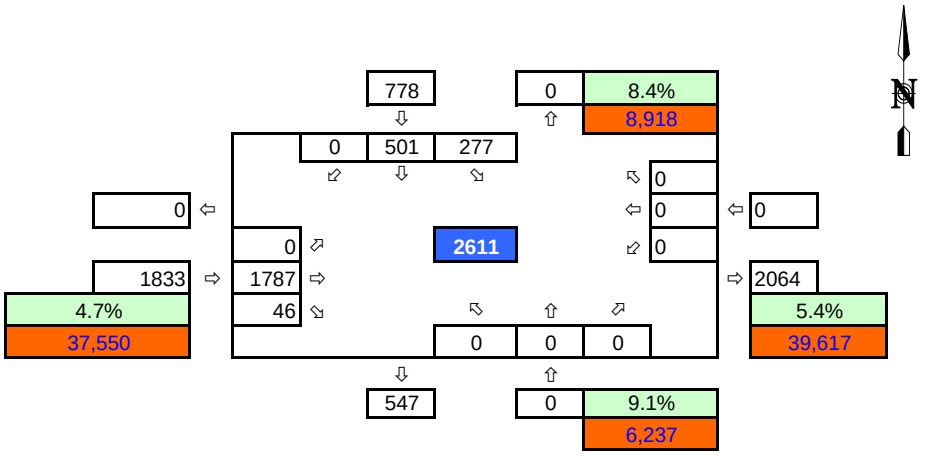
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

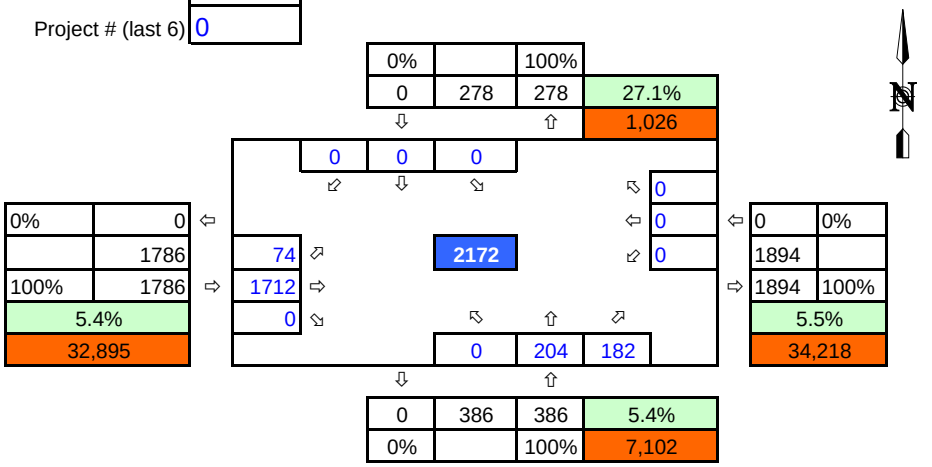



**LEGEND**

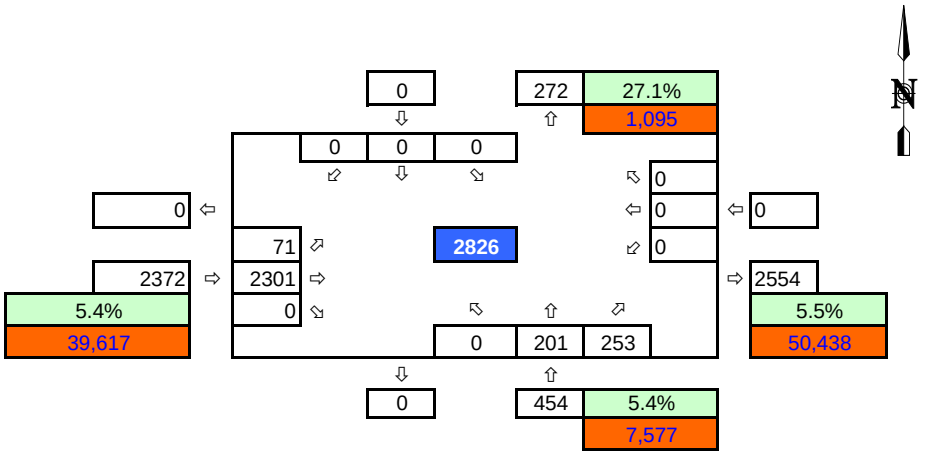
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

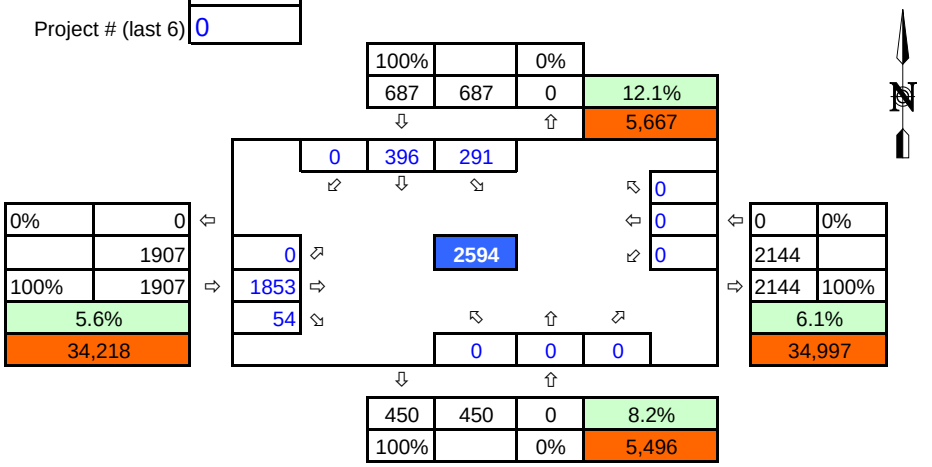



**LEGEND**

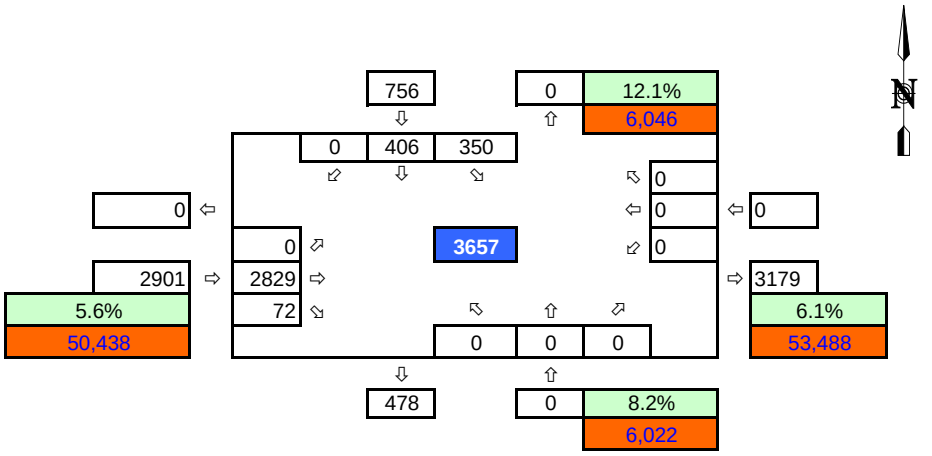
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

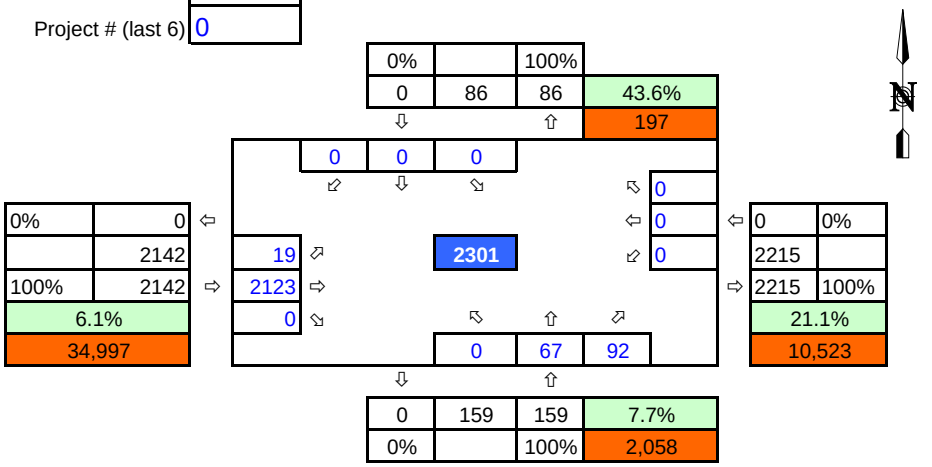



**LEGEND**

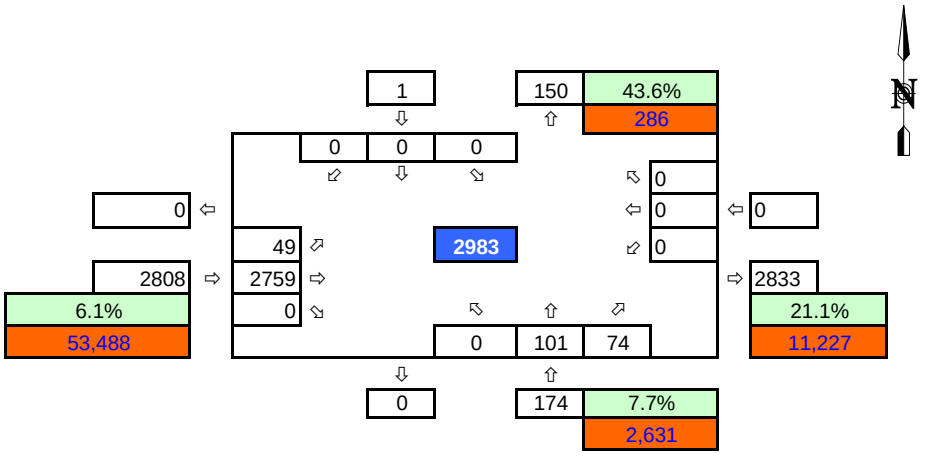
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

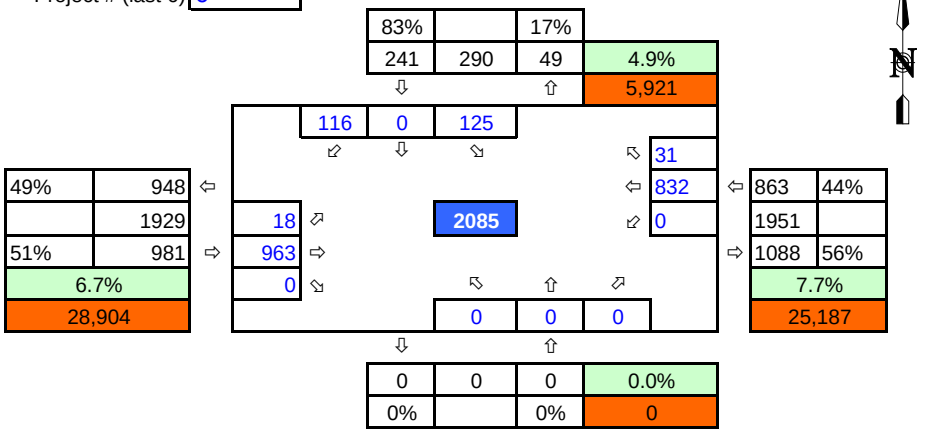



**LEGEND**

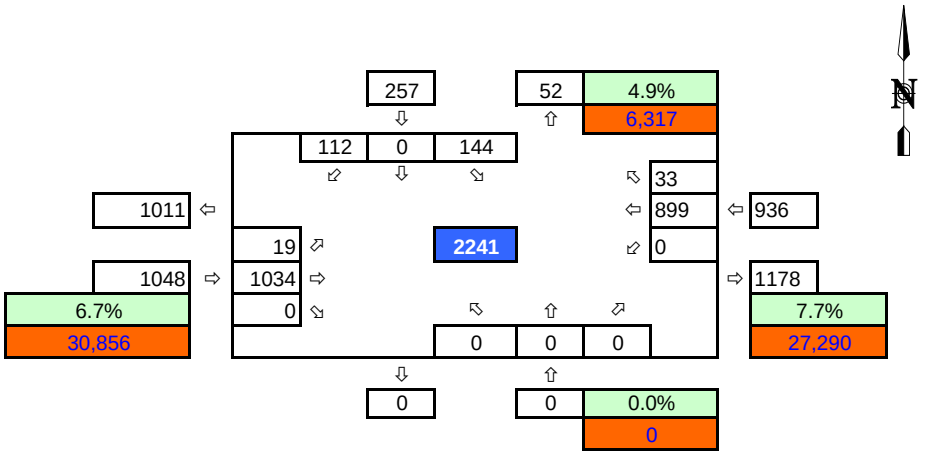
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

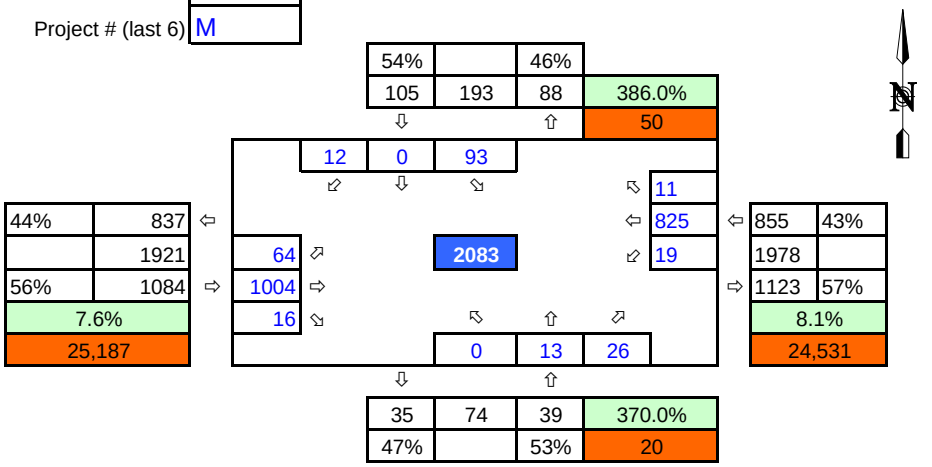



**LEGEND**

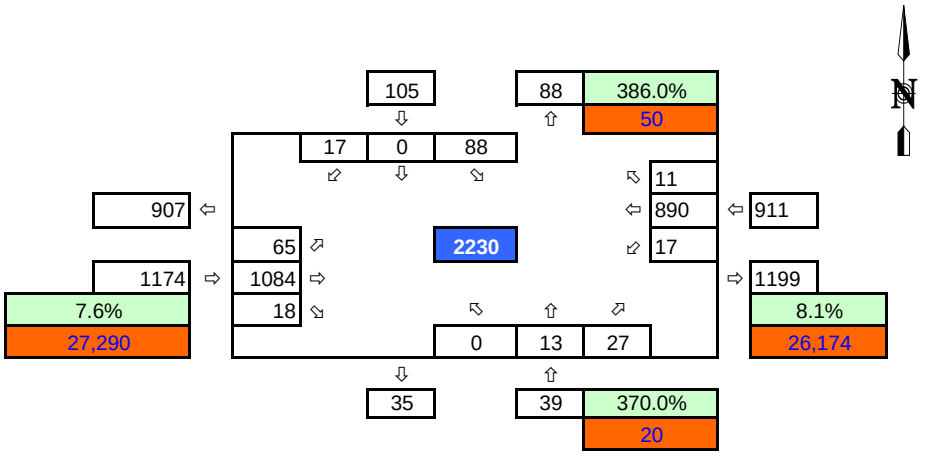
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

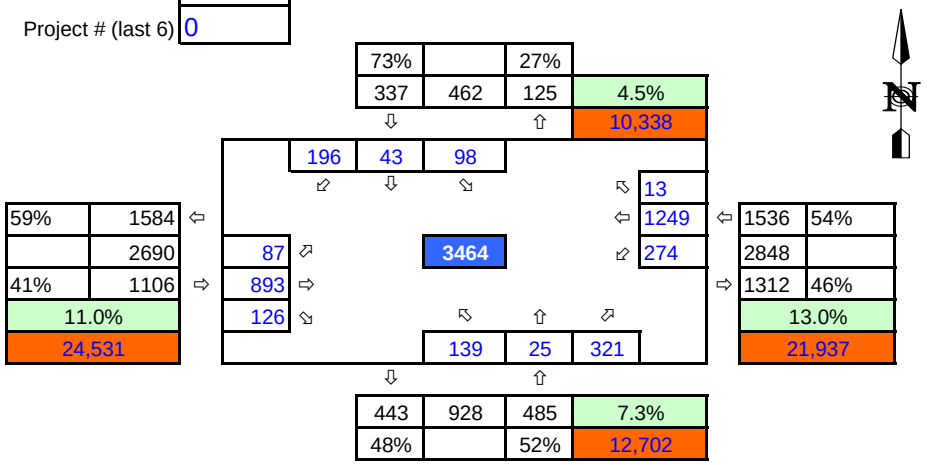



**LEGEND**

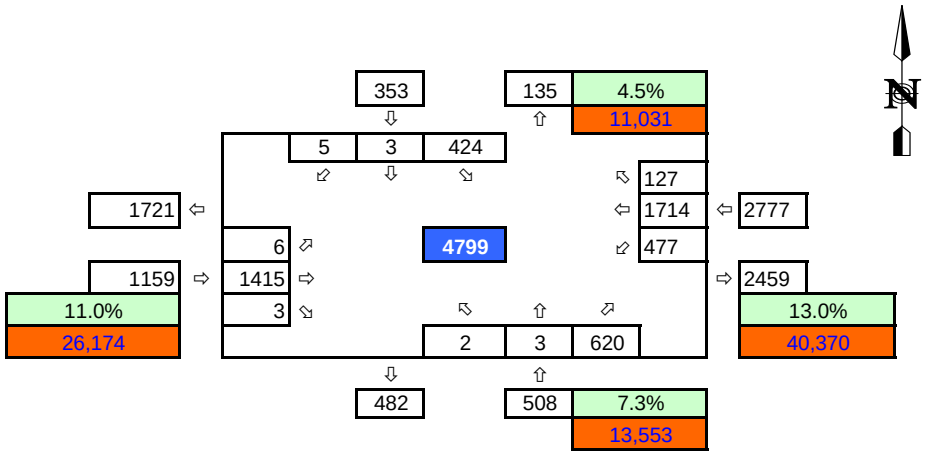
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

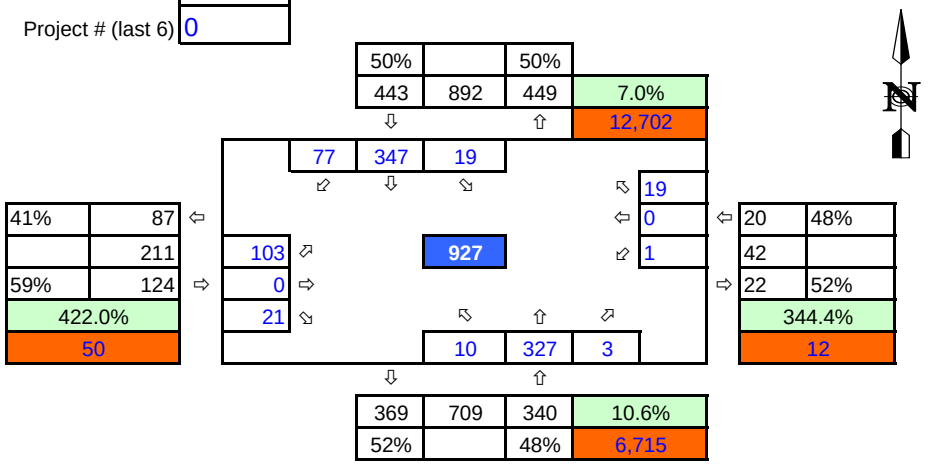



**LEGEND**

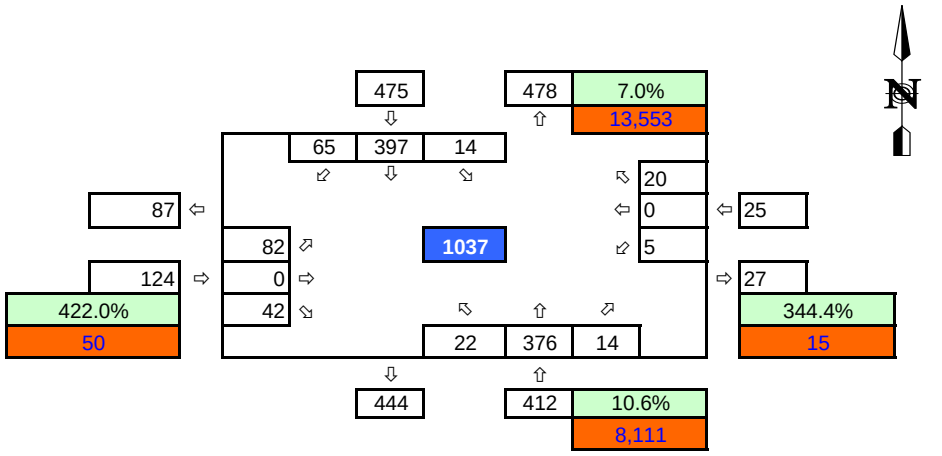
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

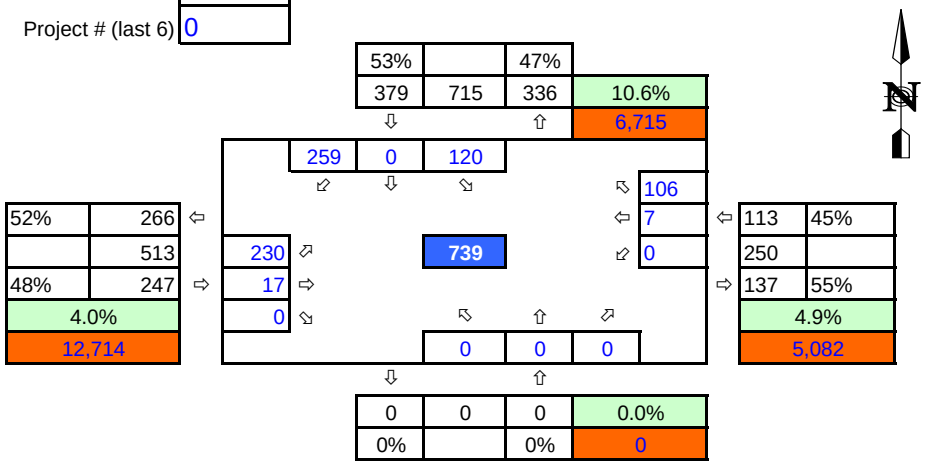



**LEGEND**

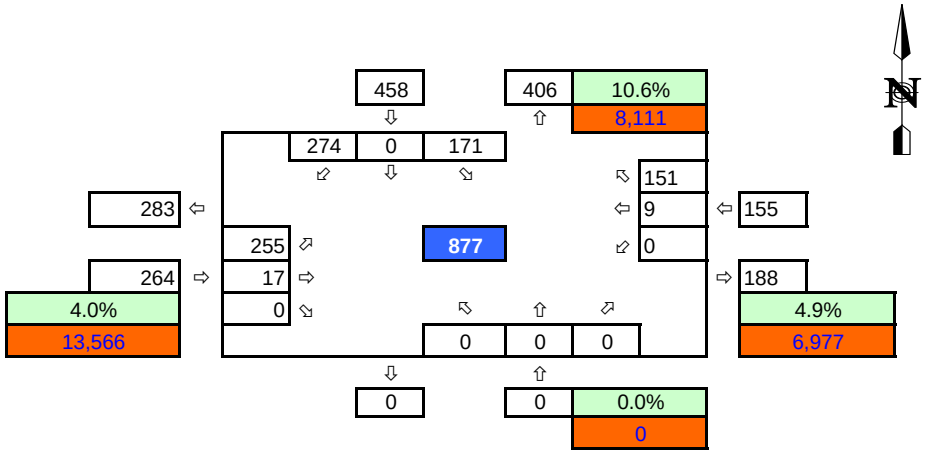
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

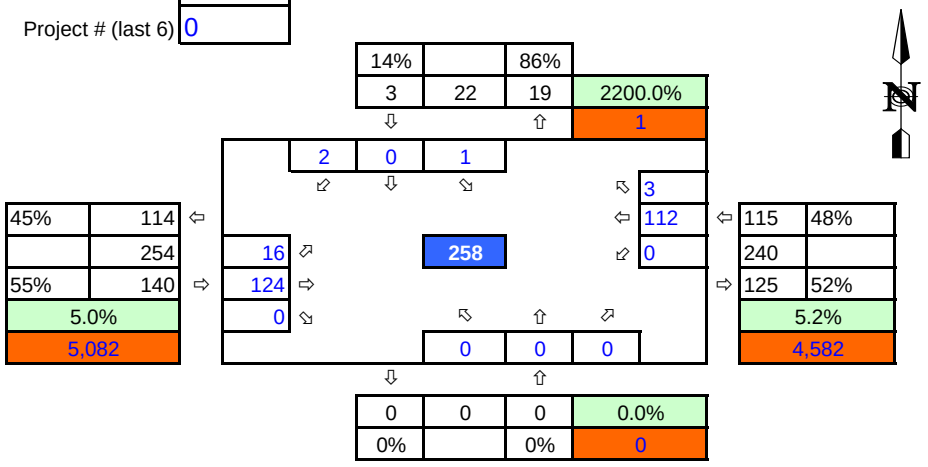



**LEGEND**

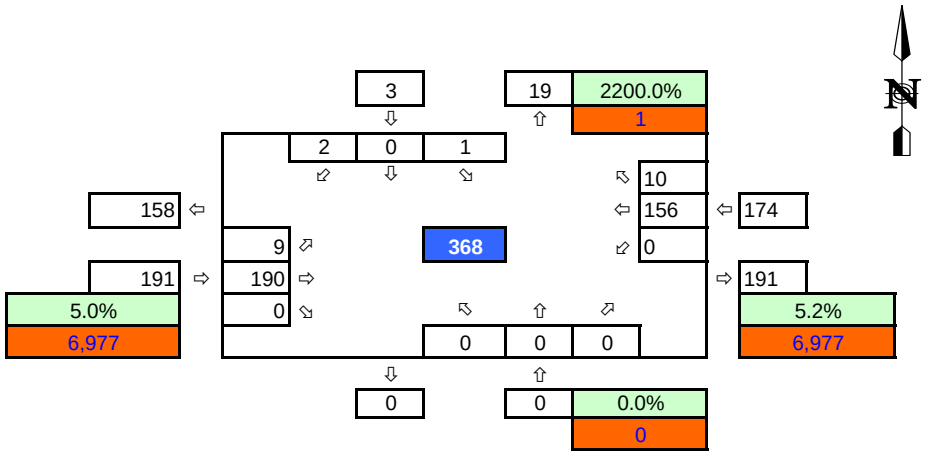
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

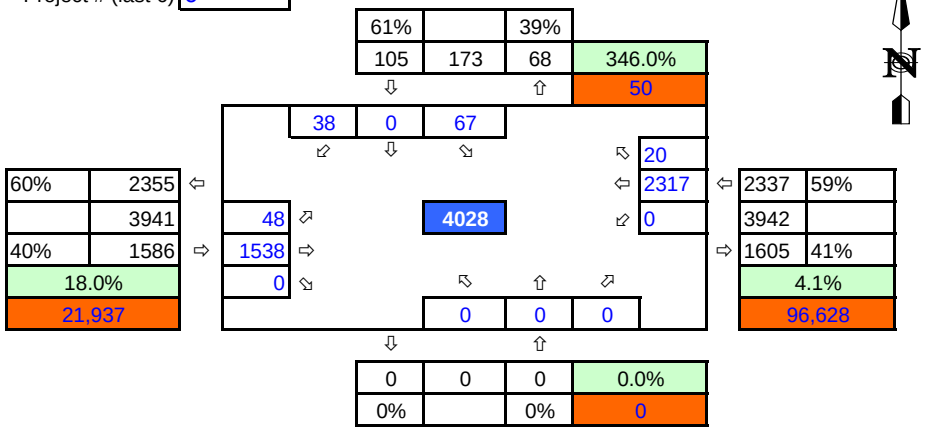



**LEGEND**

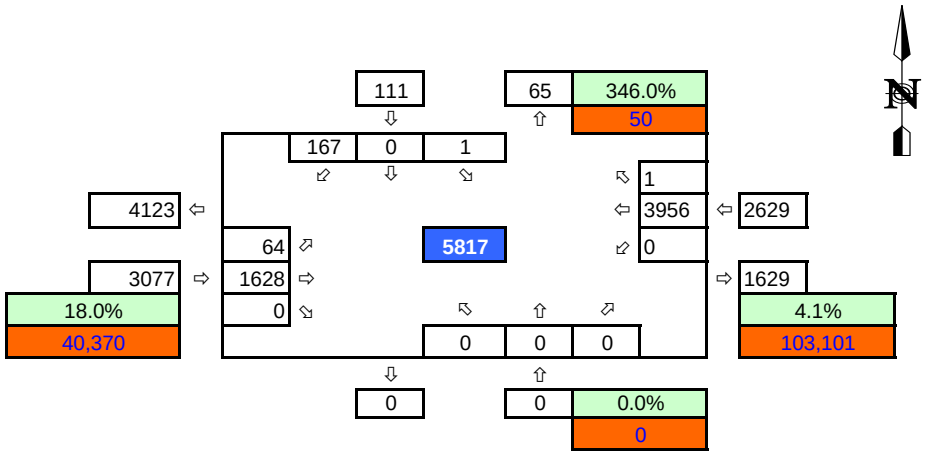
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

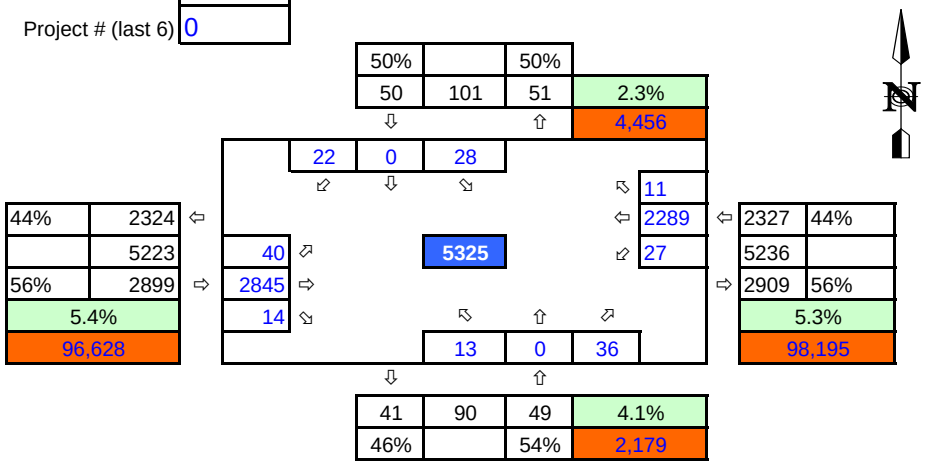



**LEGEND**

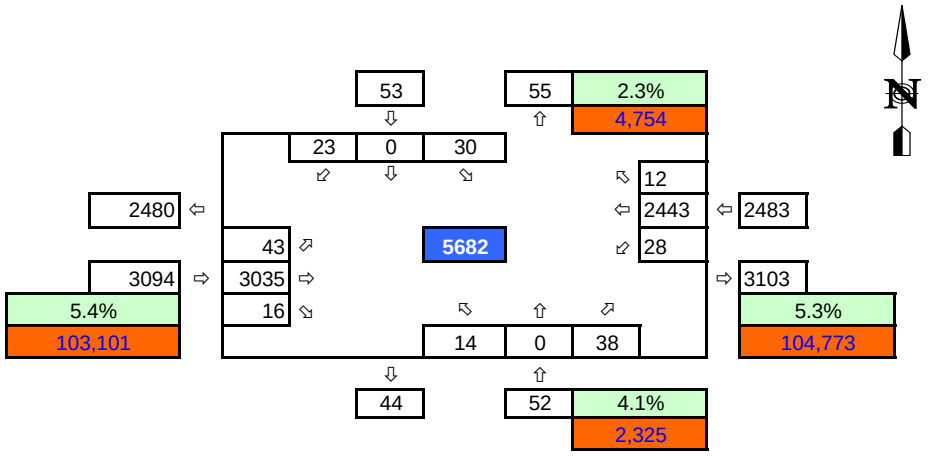
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

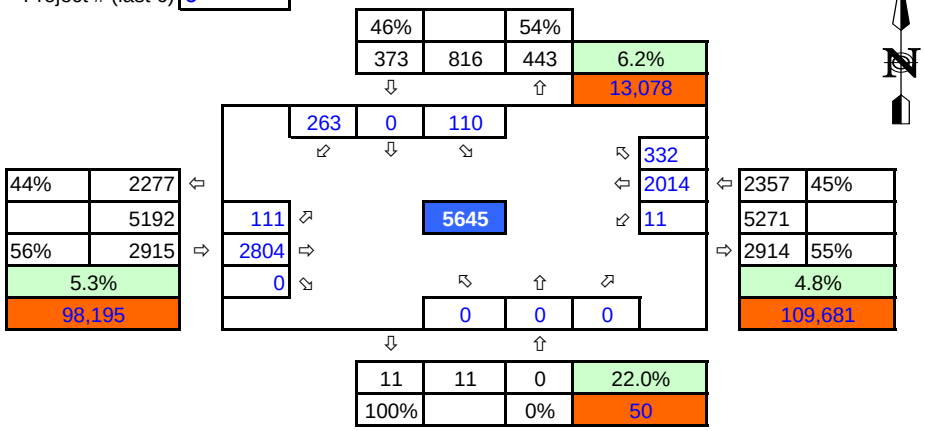



**LEGEND**

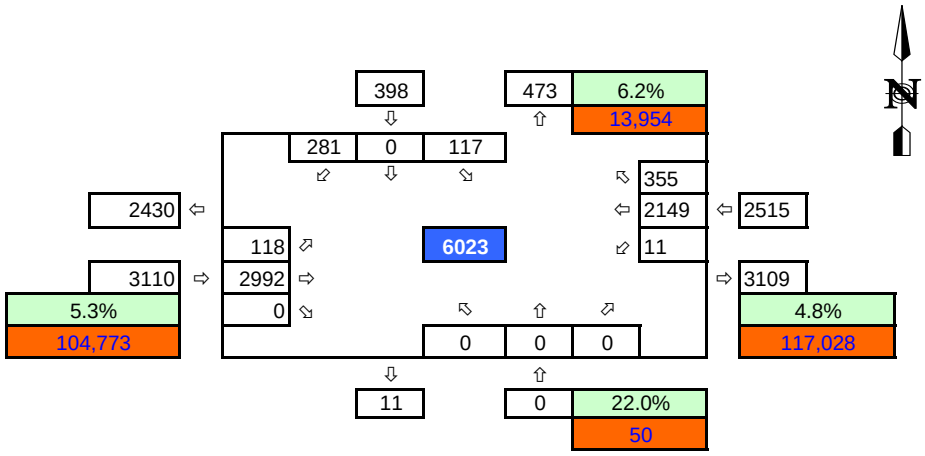
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

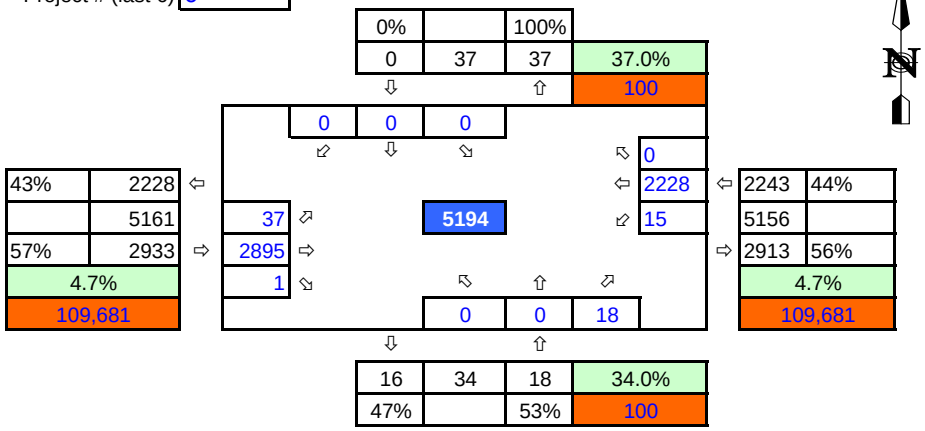



**LEGEND**

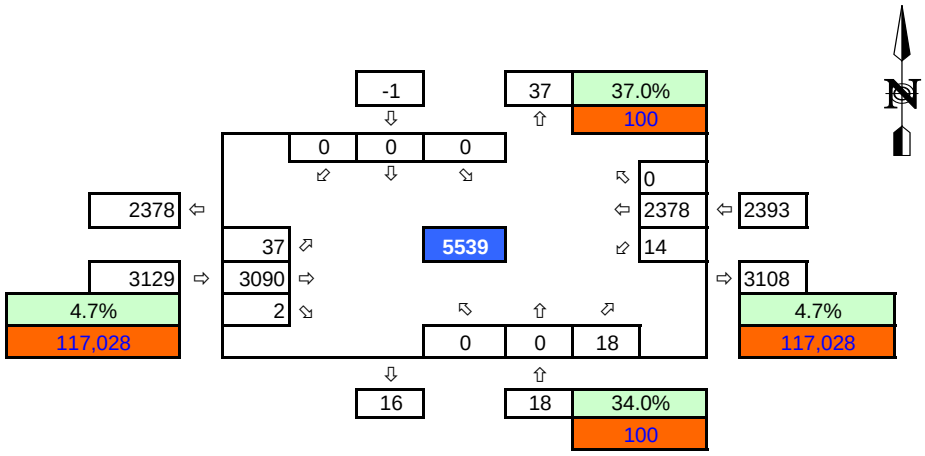
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

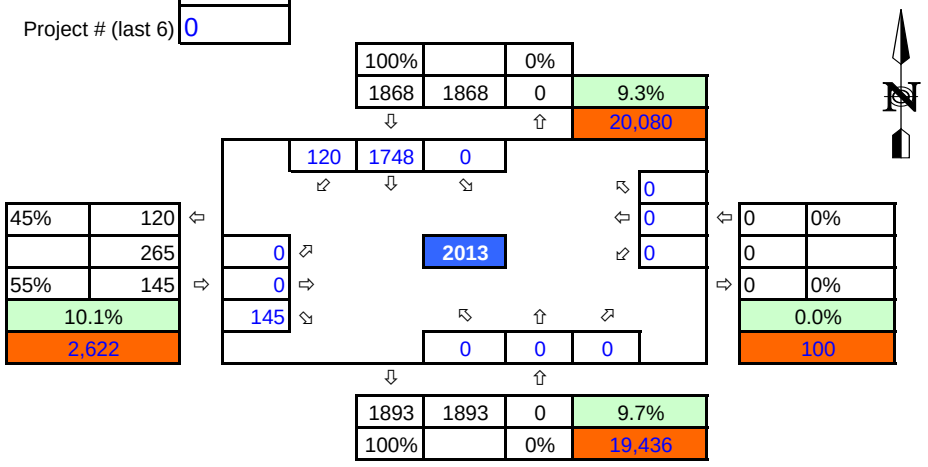



**LEGEND**

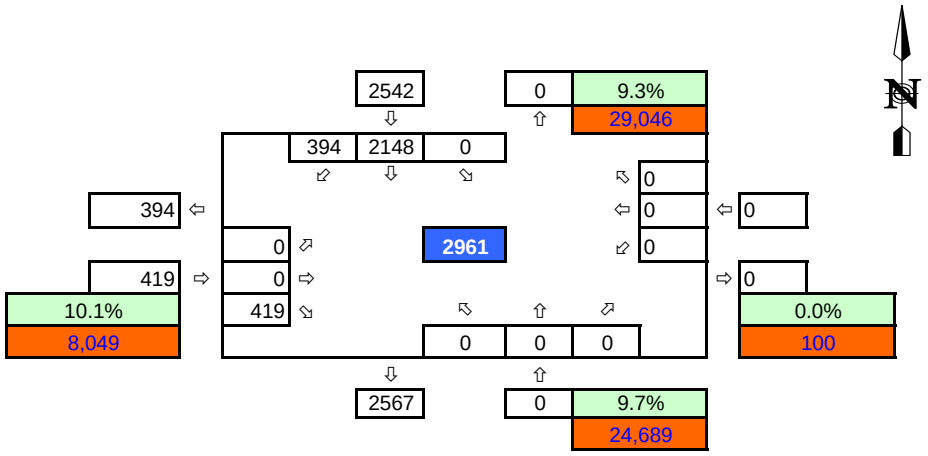
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

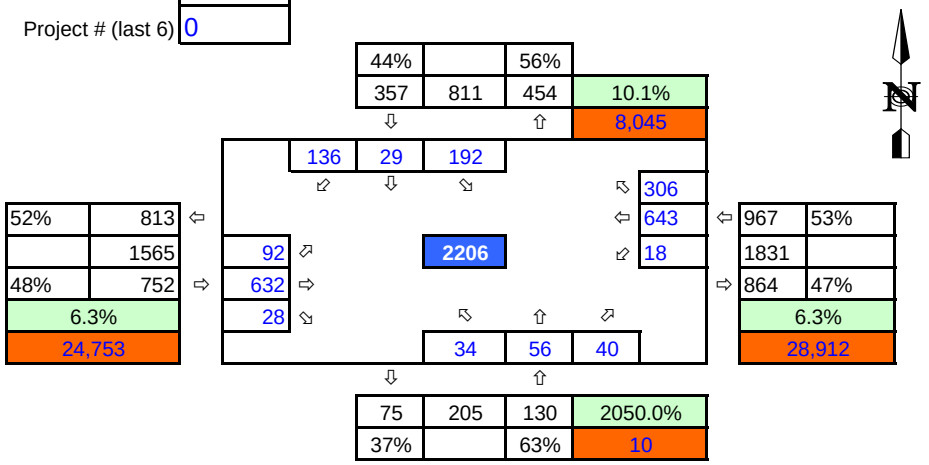



**LEGEND**

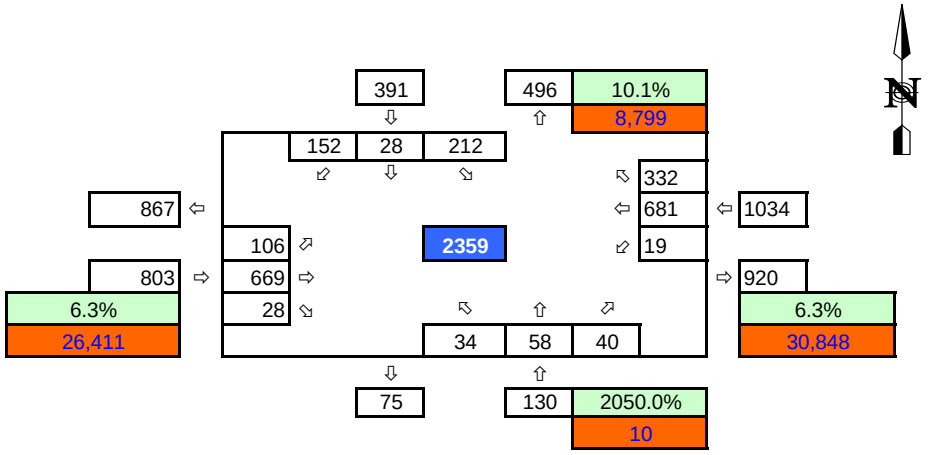
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

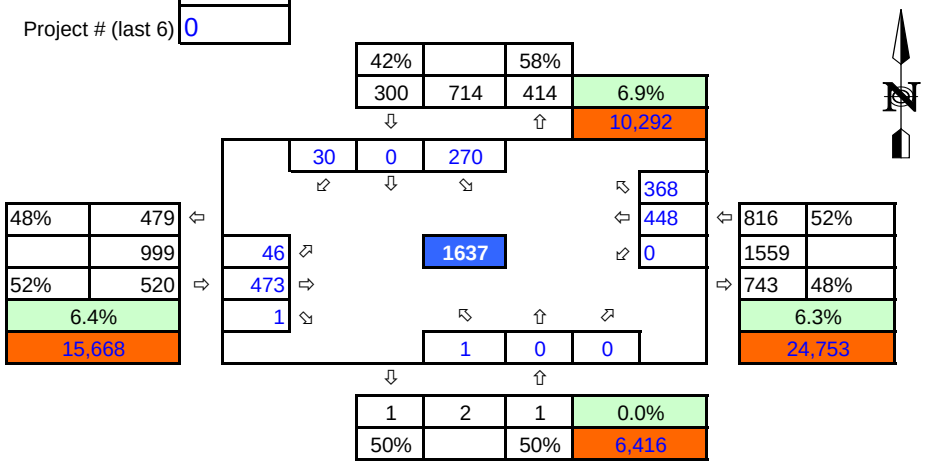



**LEGEND**

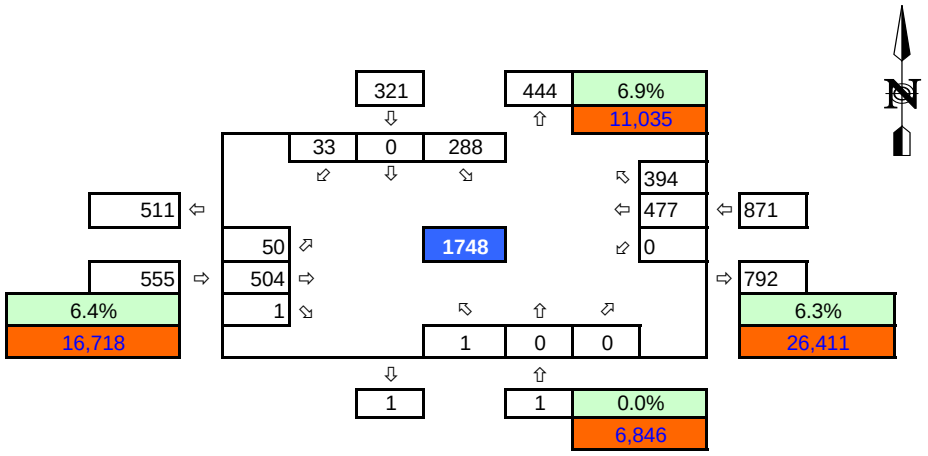
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

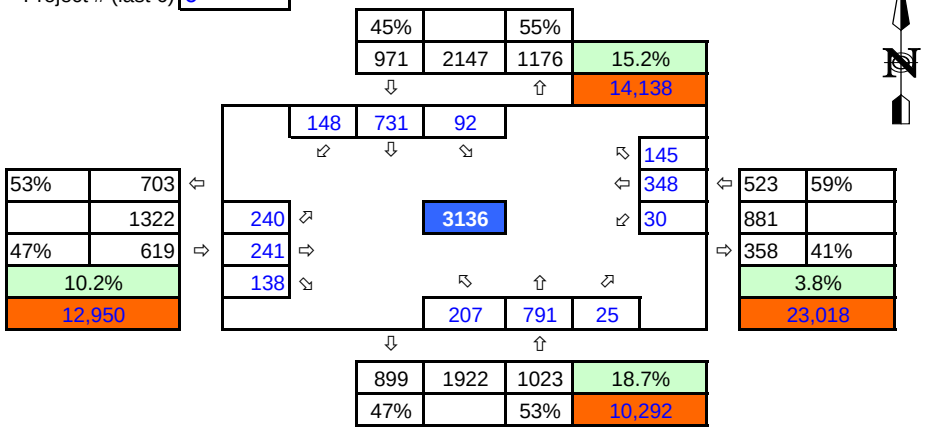



**LEGEND**

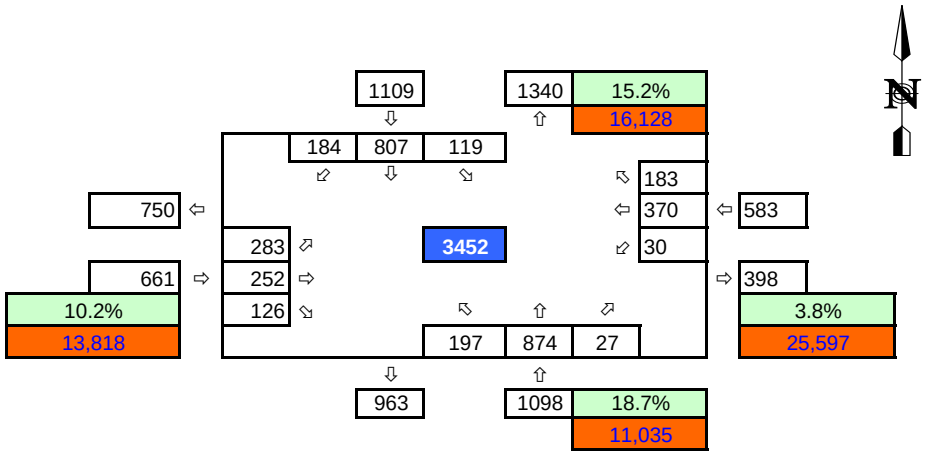
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2025 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

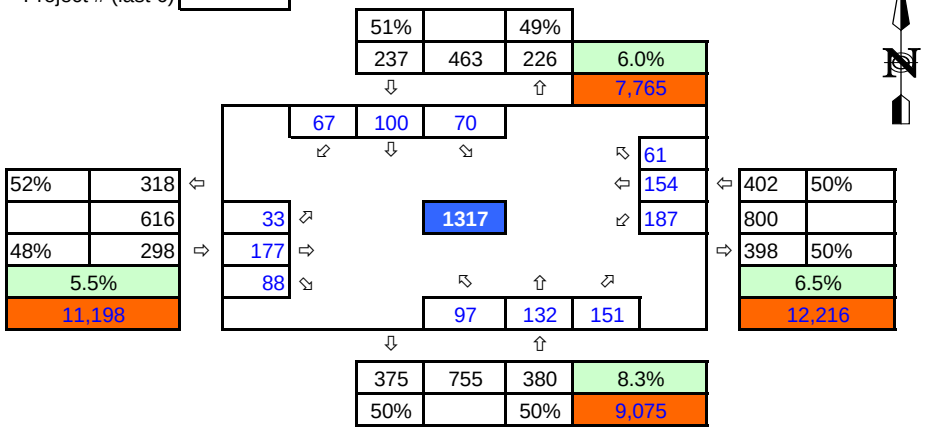



**LEGEND**

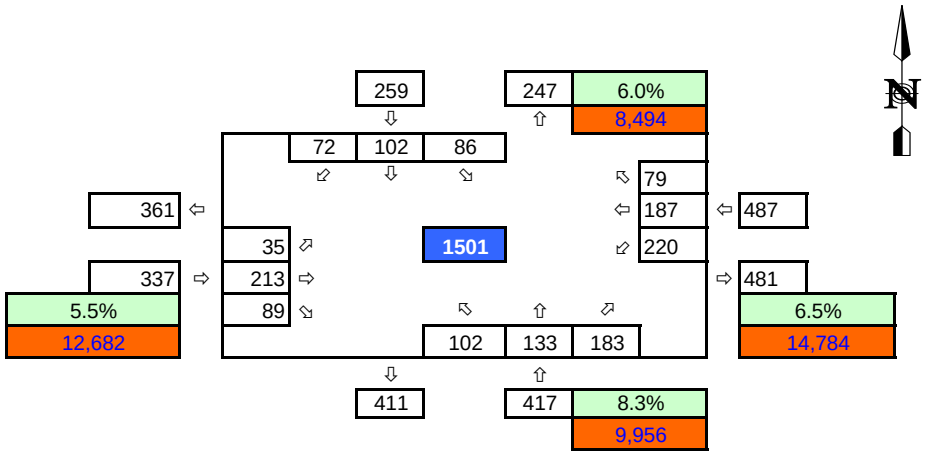
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

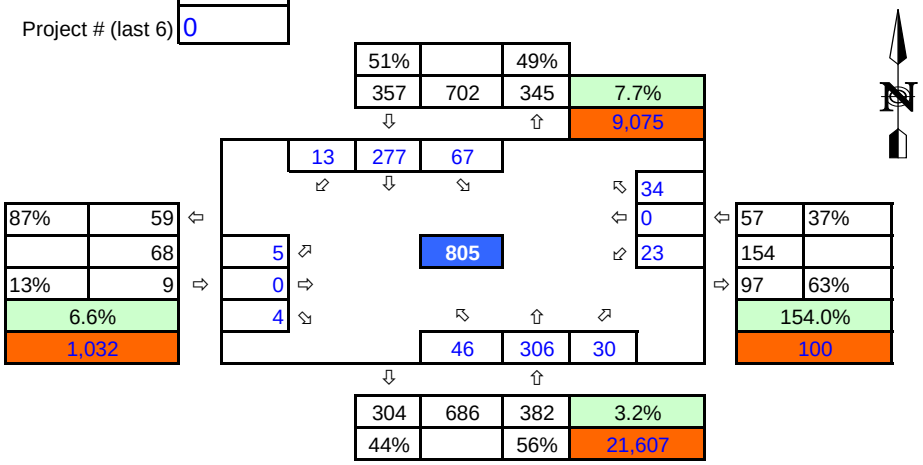



**LEGEND**

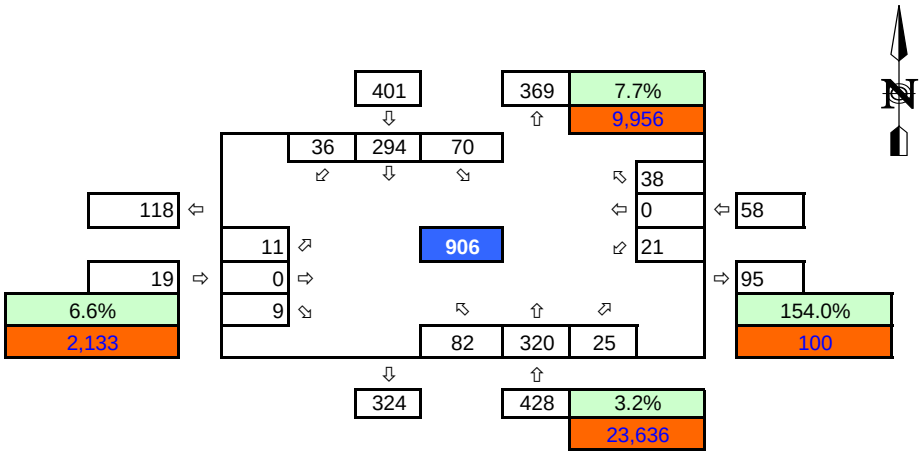
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

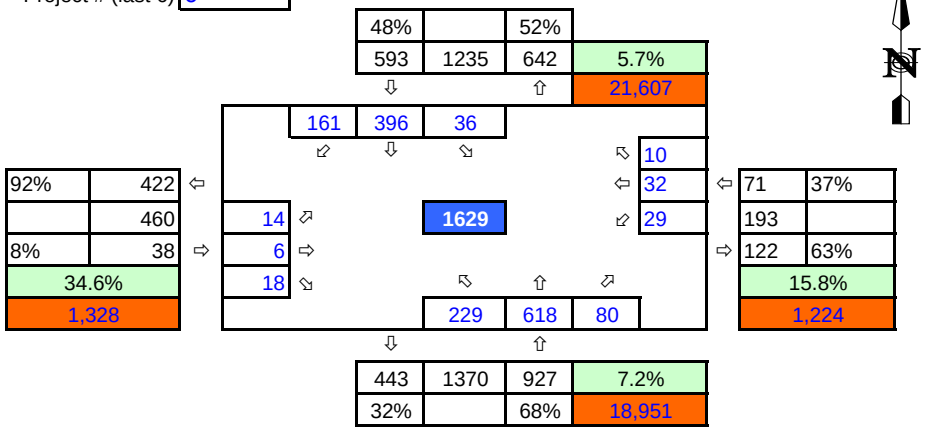



**LEGEND**

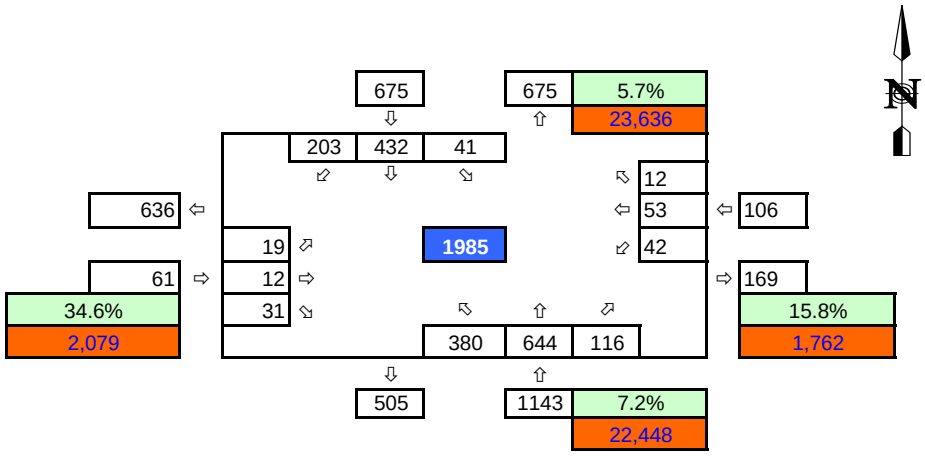
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

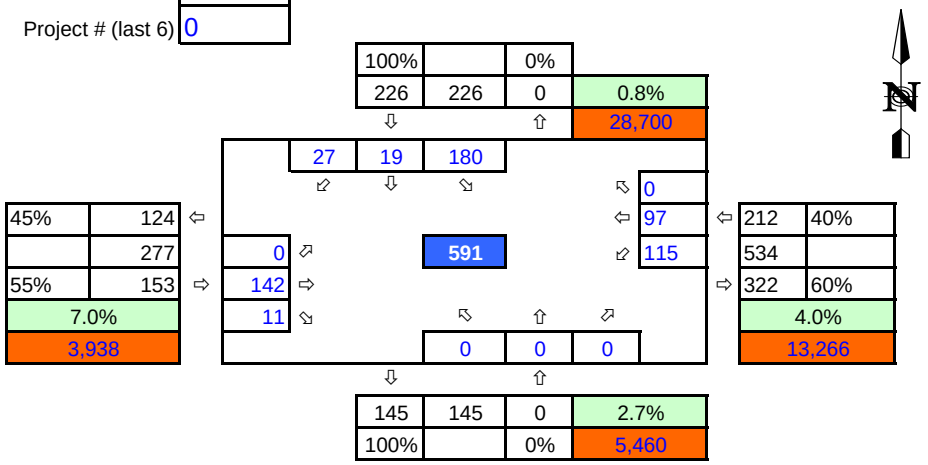



**LEGEND**

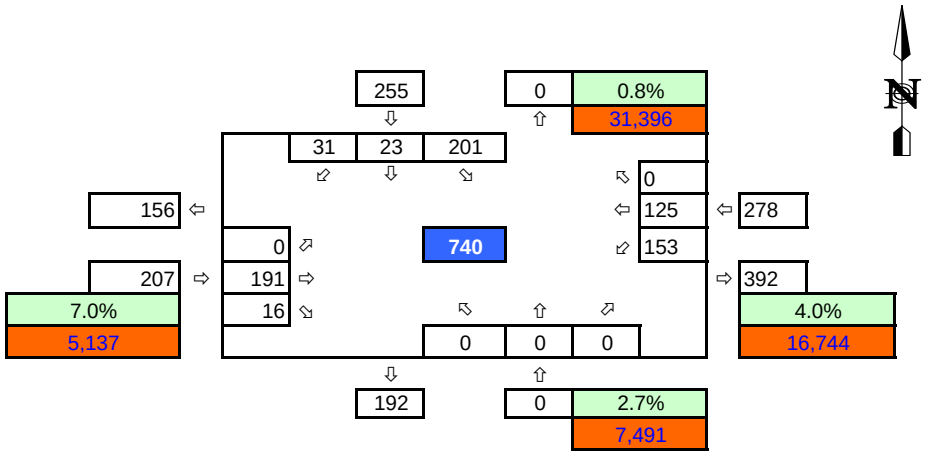
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

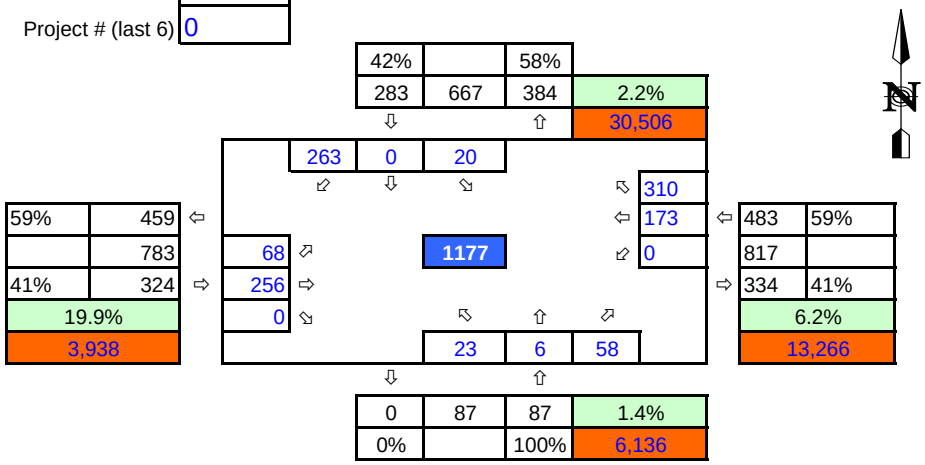



**LEGEND**

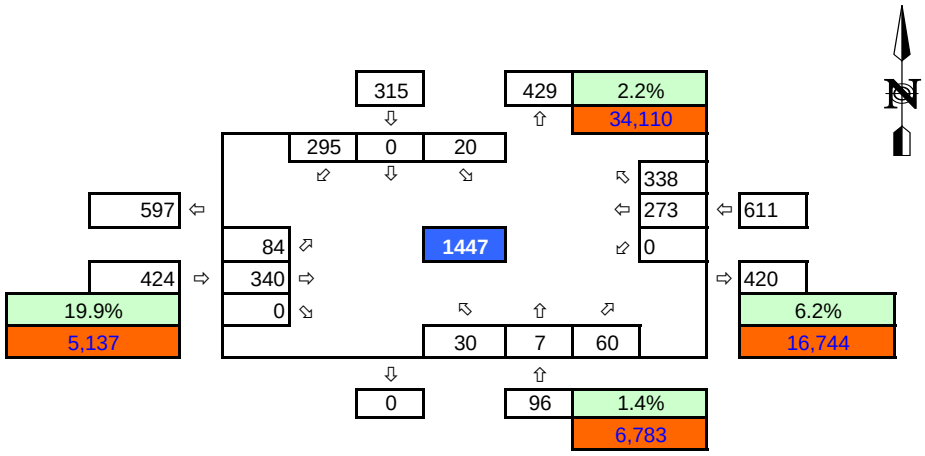
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

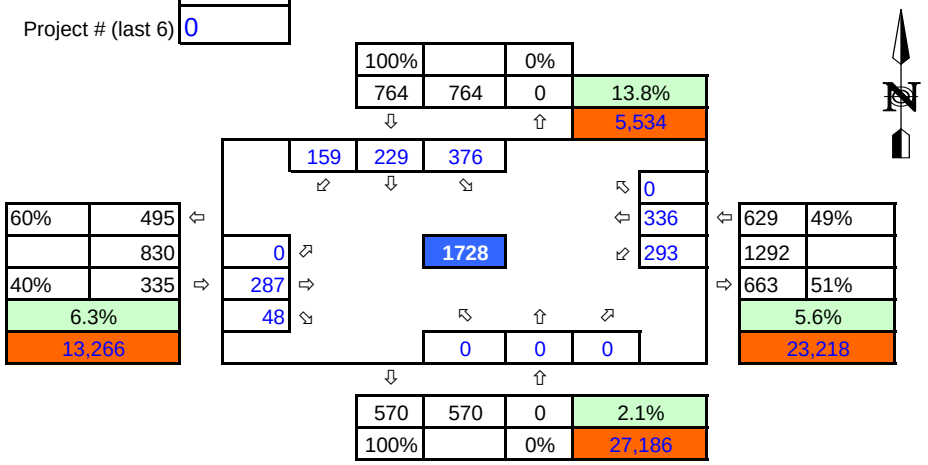



**LEGEND**

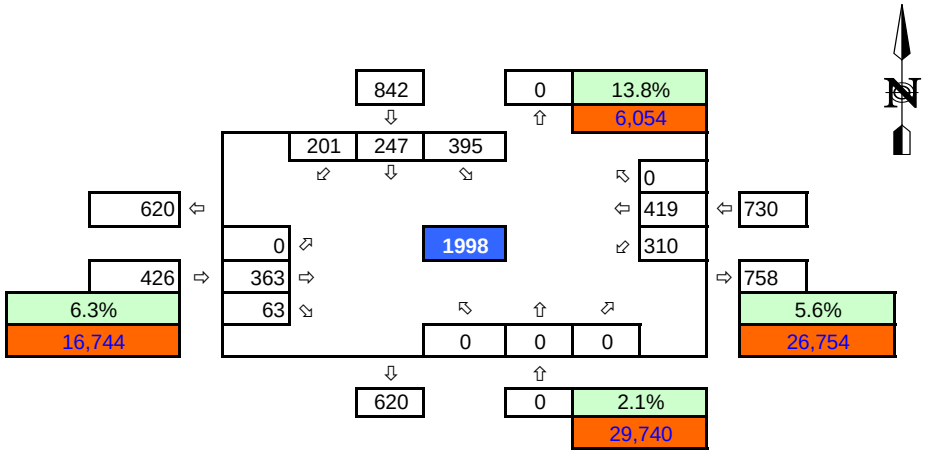
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

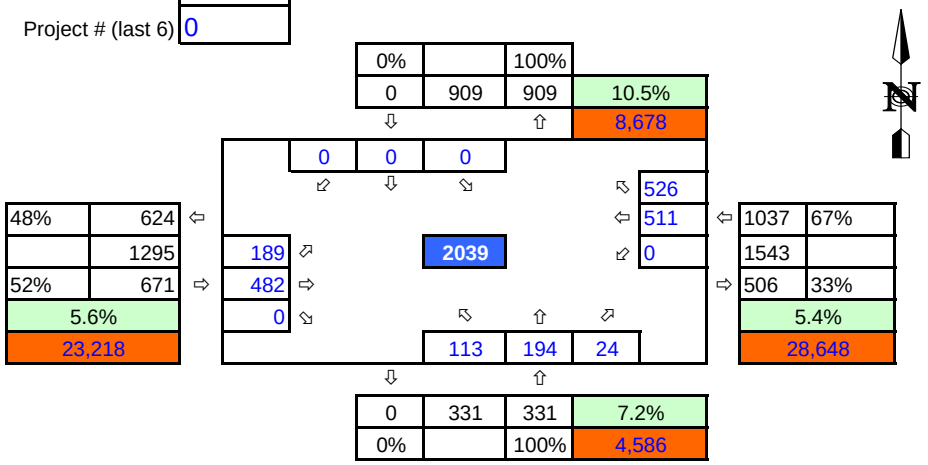



**LEGEND**

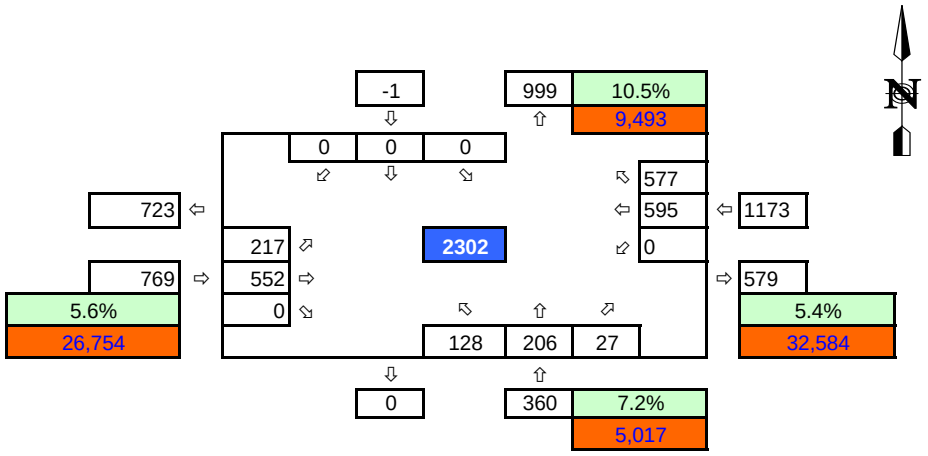
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

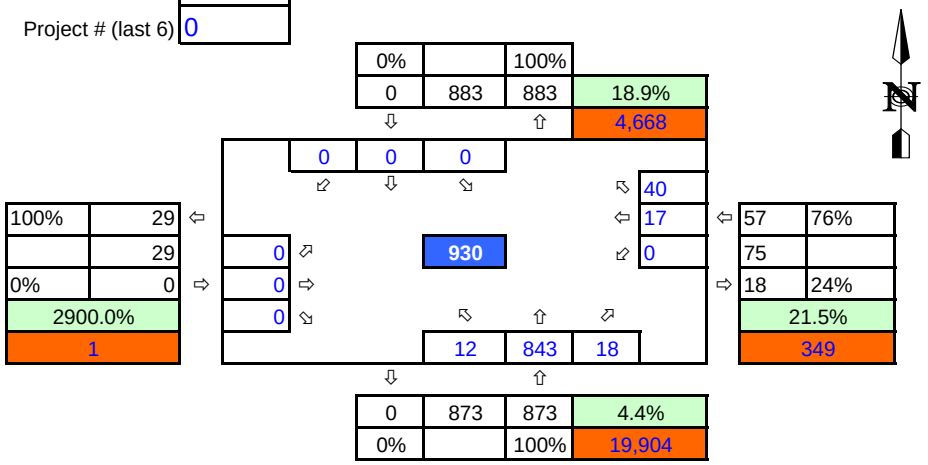



**LEGEND**

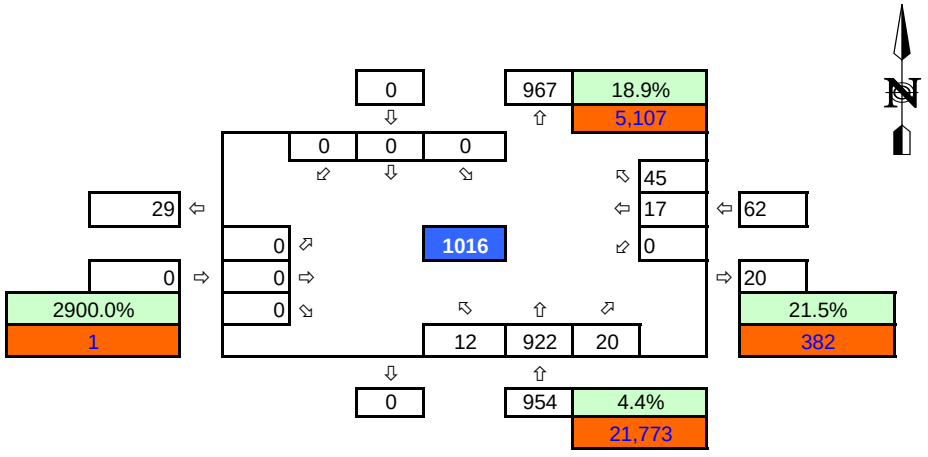
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

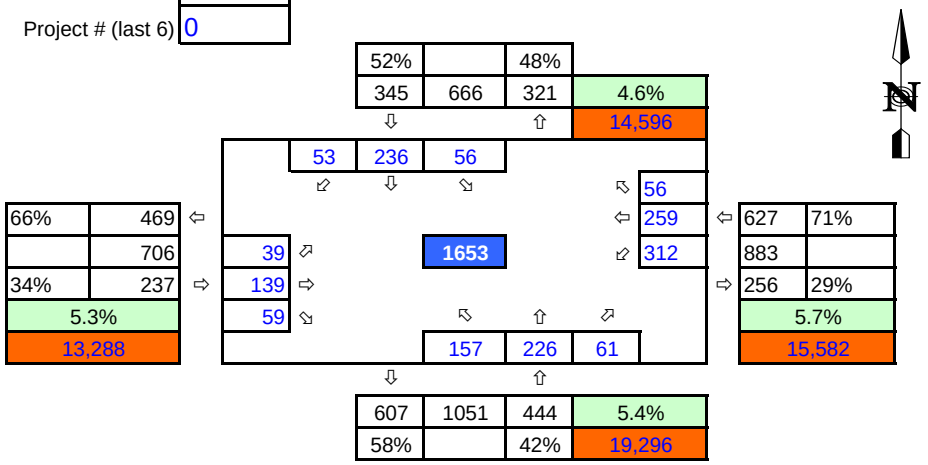



**LEGEND**

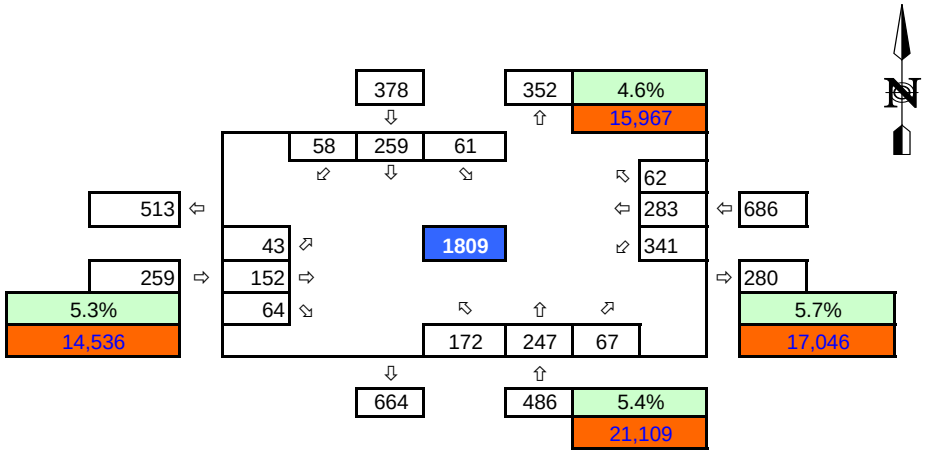
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

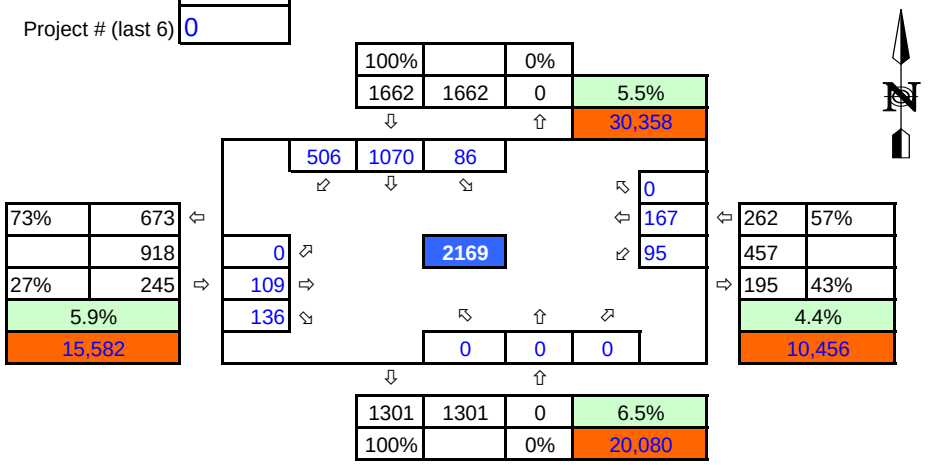



**LEGEND**

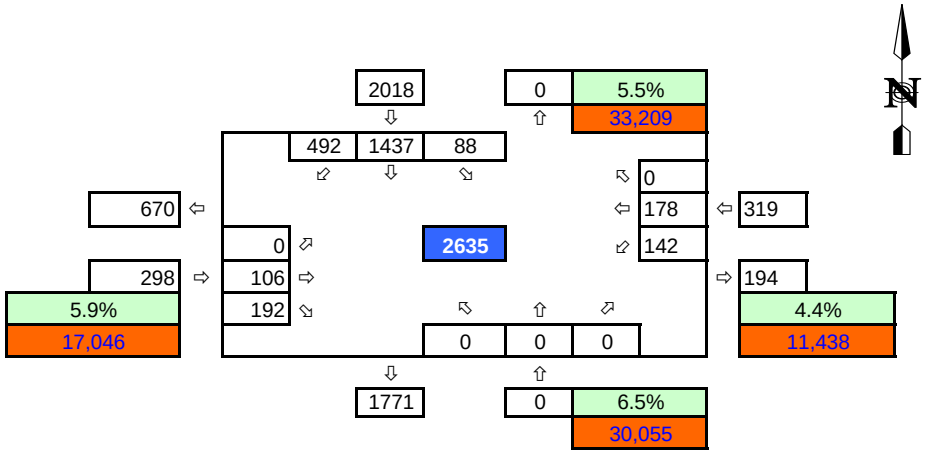
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

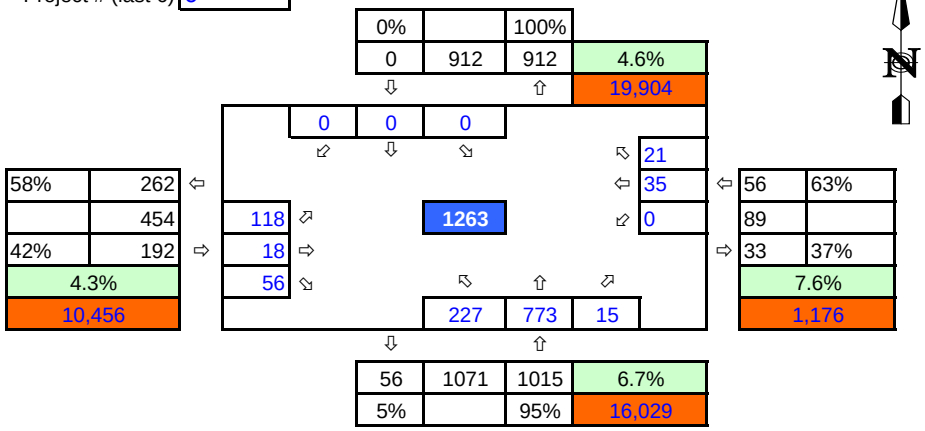



**LEGEND**

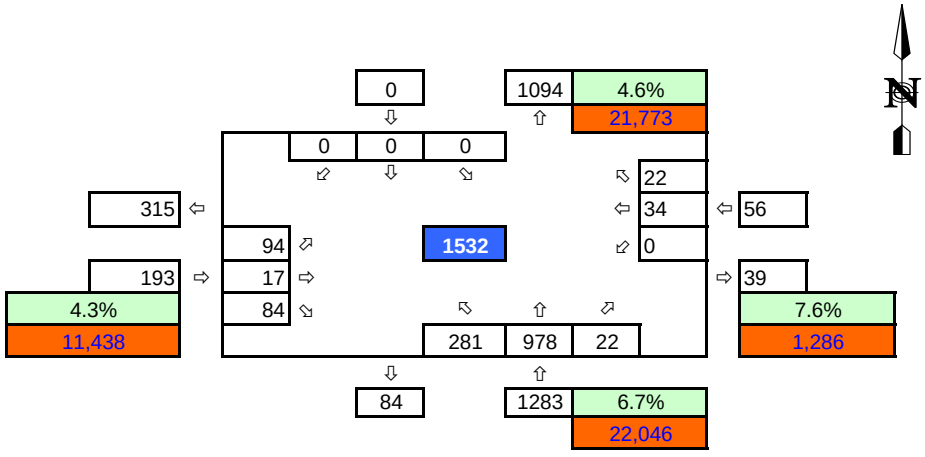
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

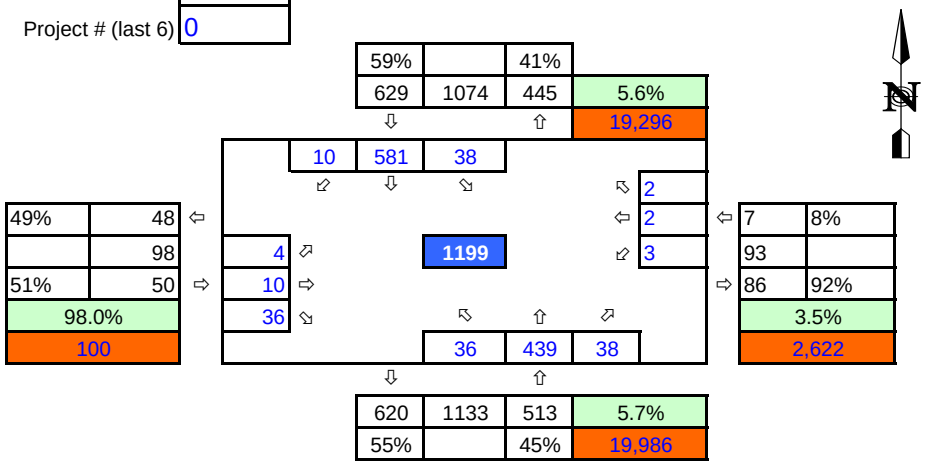



**LEGEND**

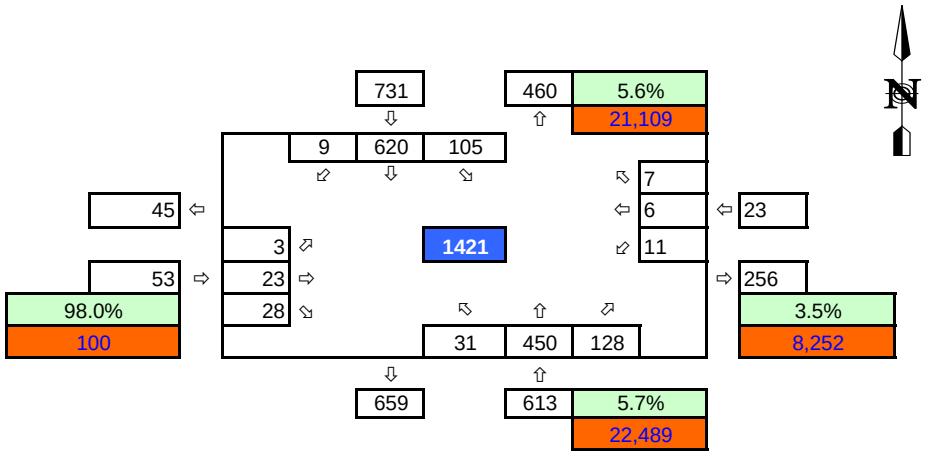
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

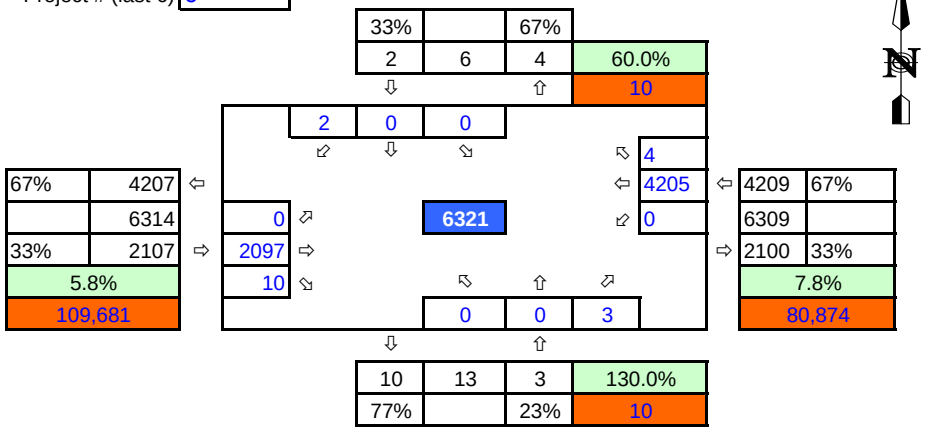



**LEGEND**

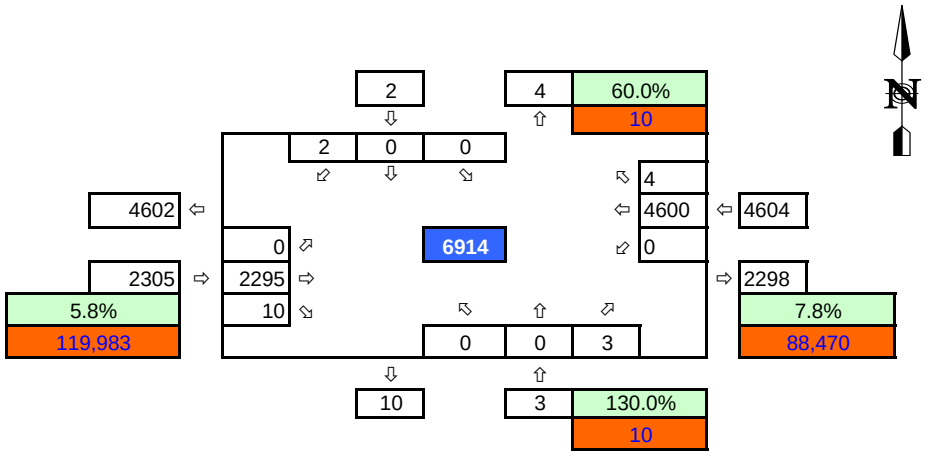
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

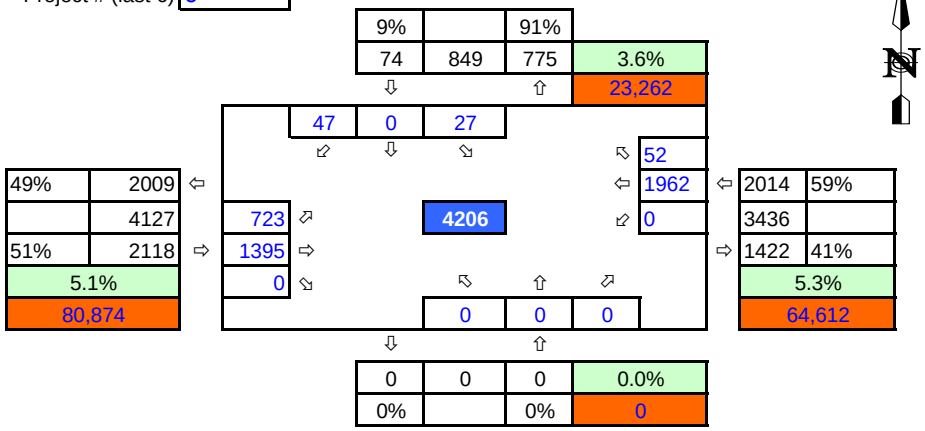



**LEGEND**

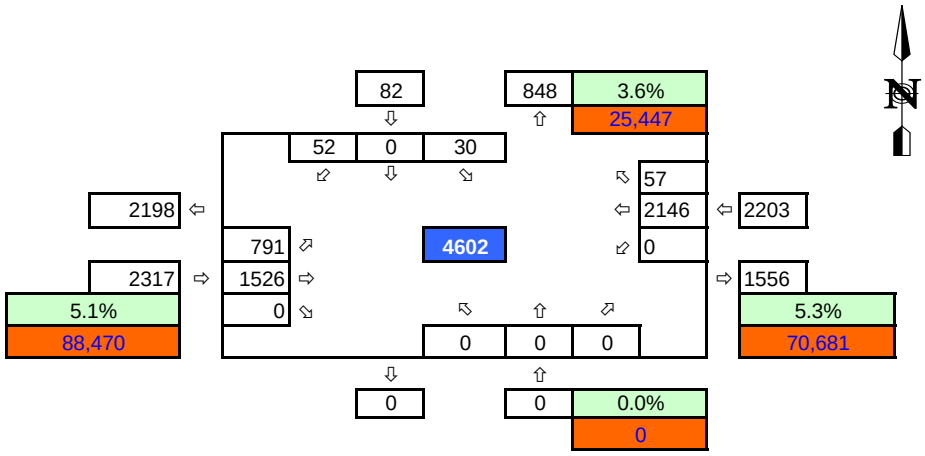
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

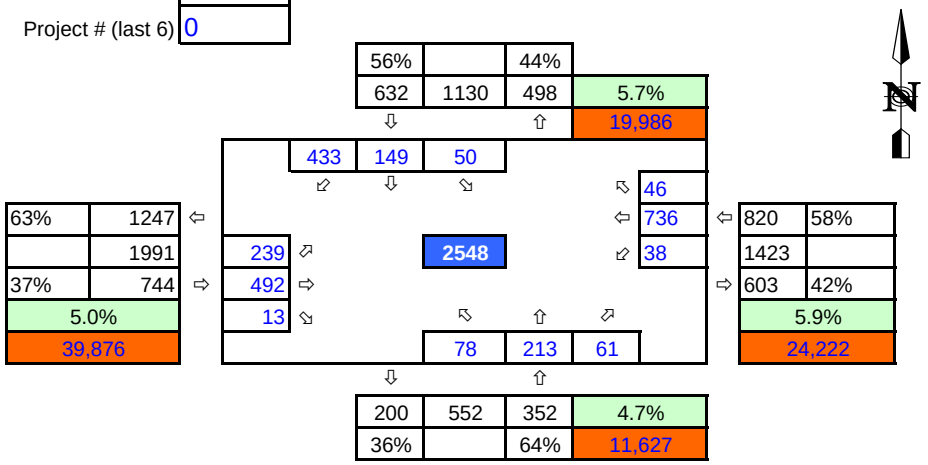



**LEGEND**

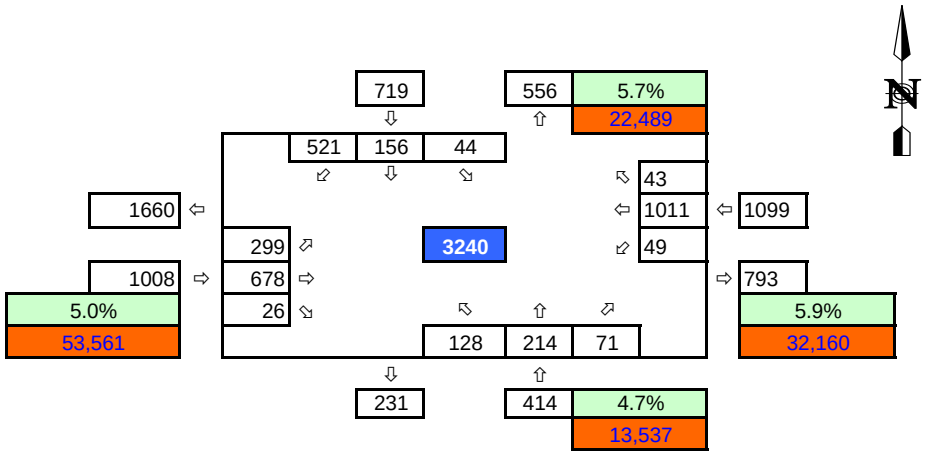
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

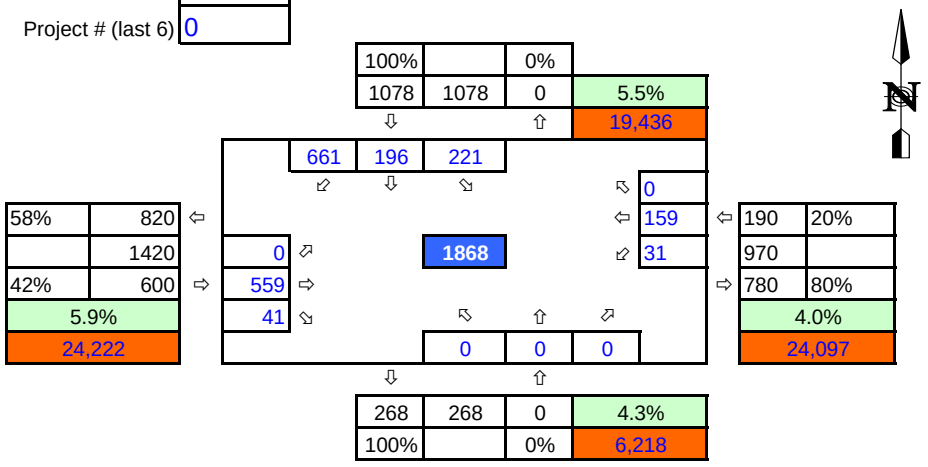



**LEGEND**

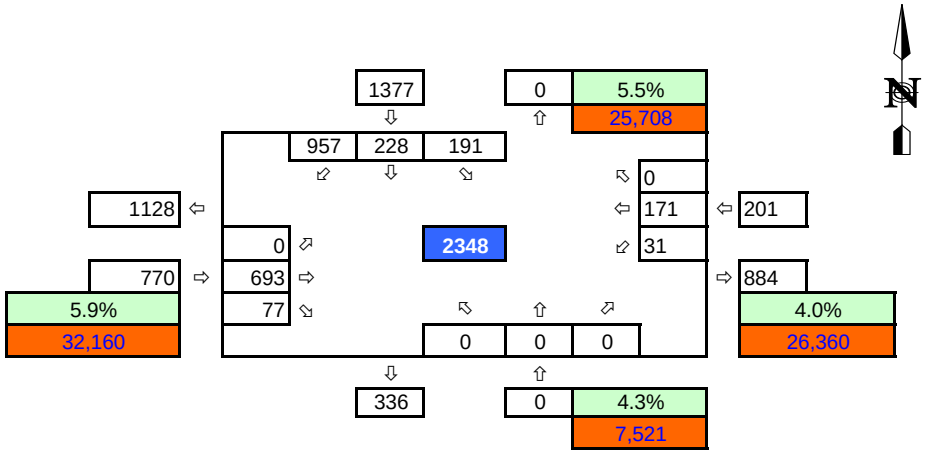
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

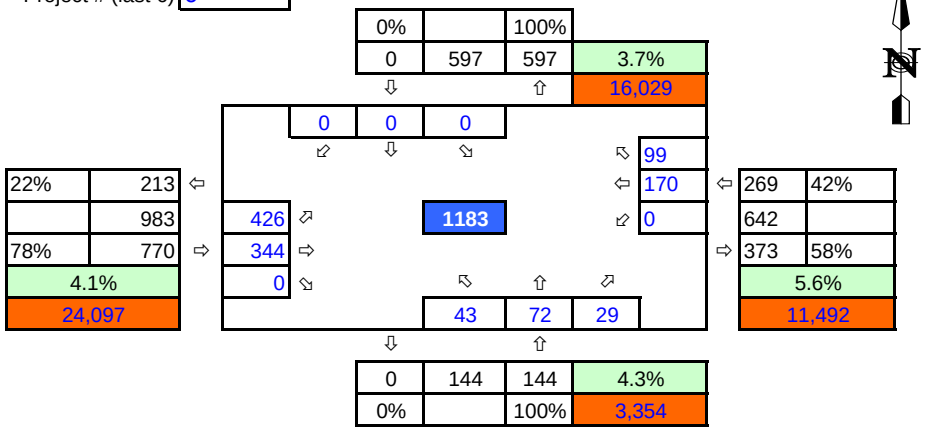



**LEGEND**

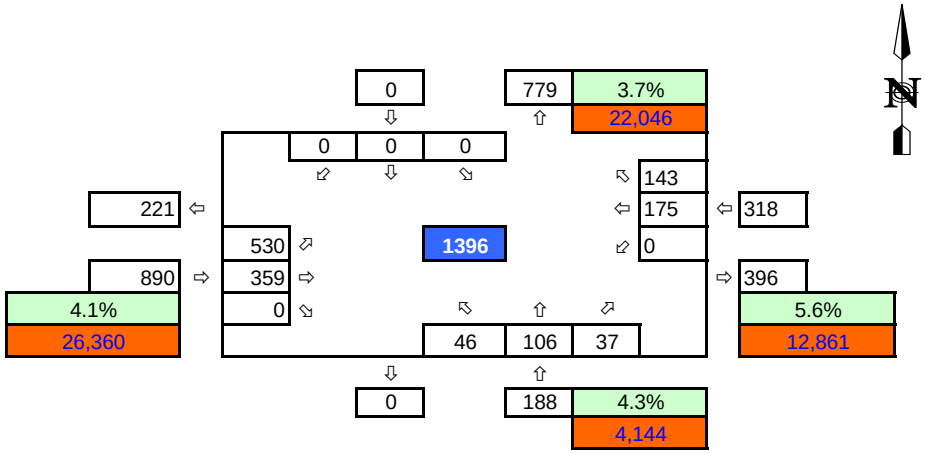
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

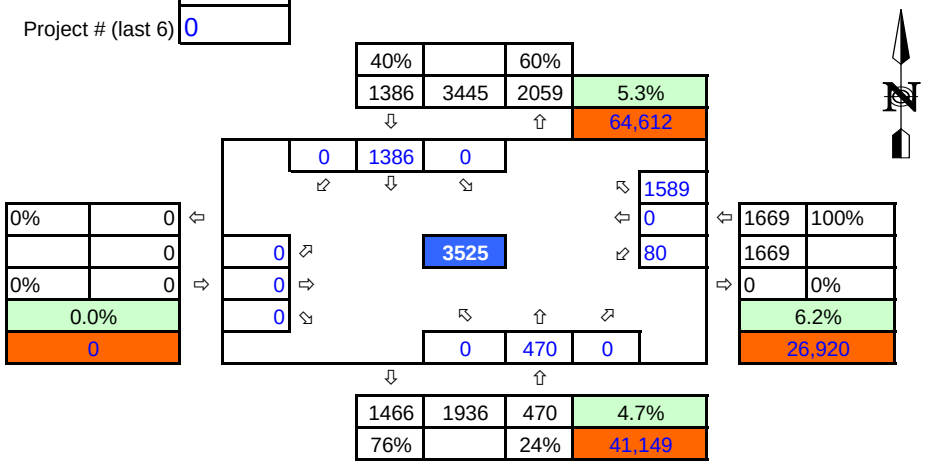



**LEGEND**

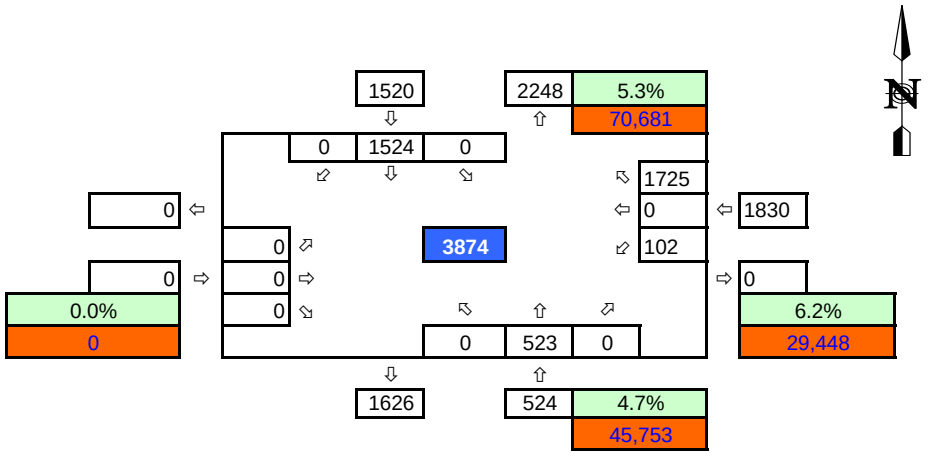
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

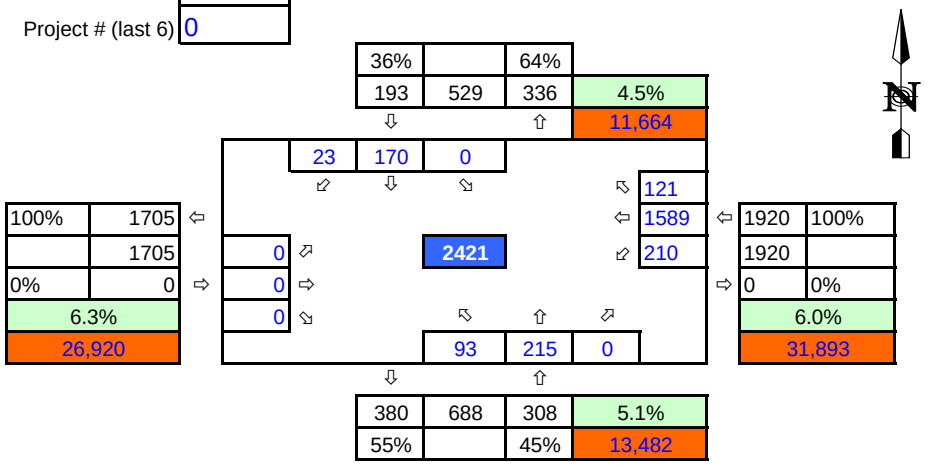



**LEGEND**

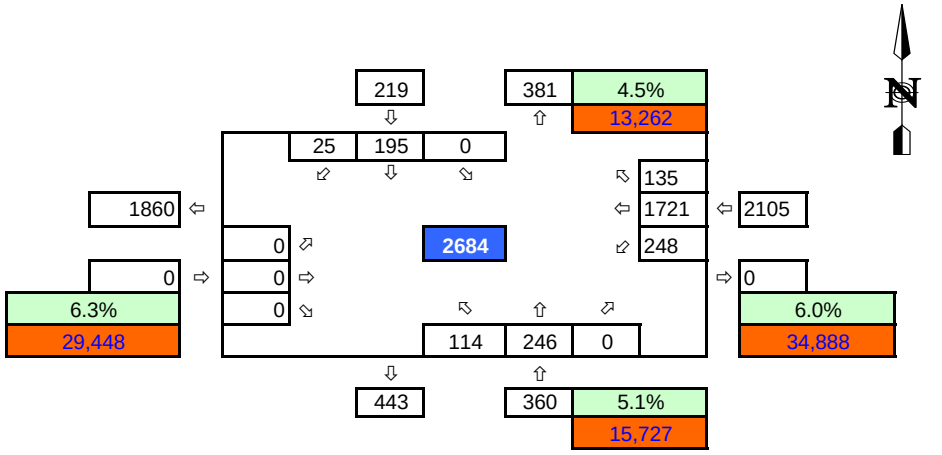
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

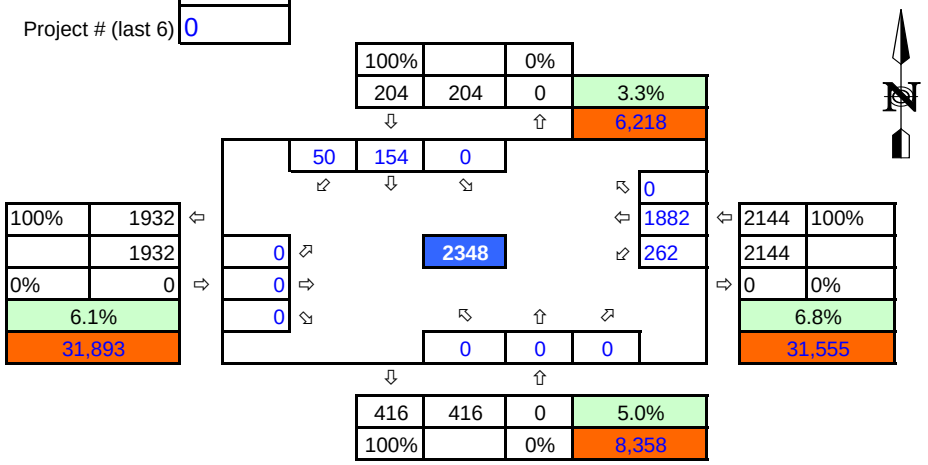



**LEGEND**

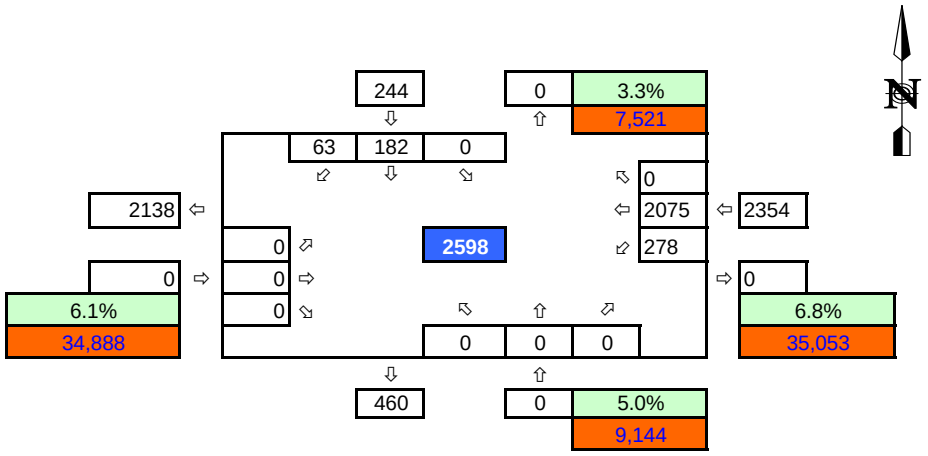
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

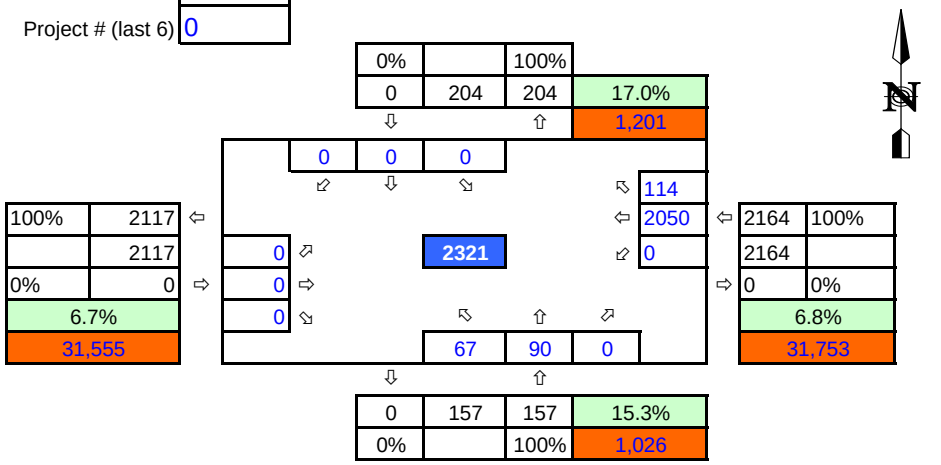



**LEGEND**

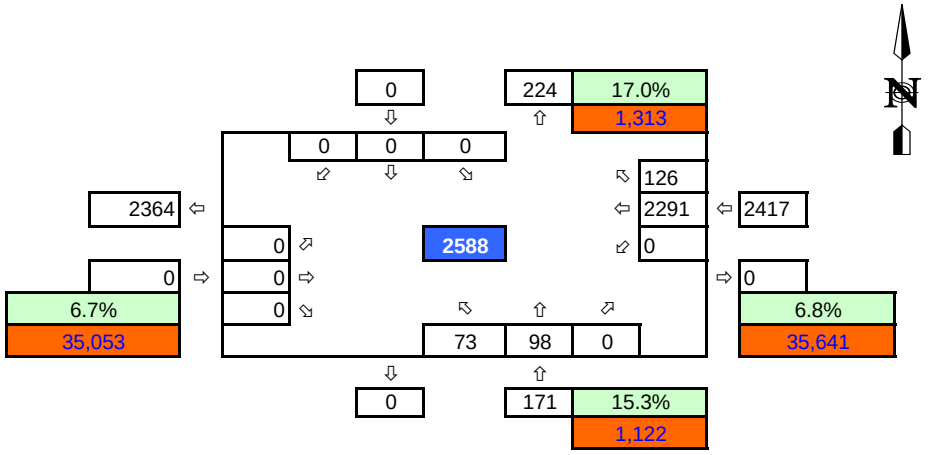
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

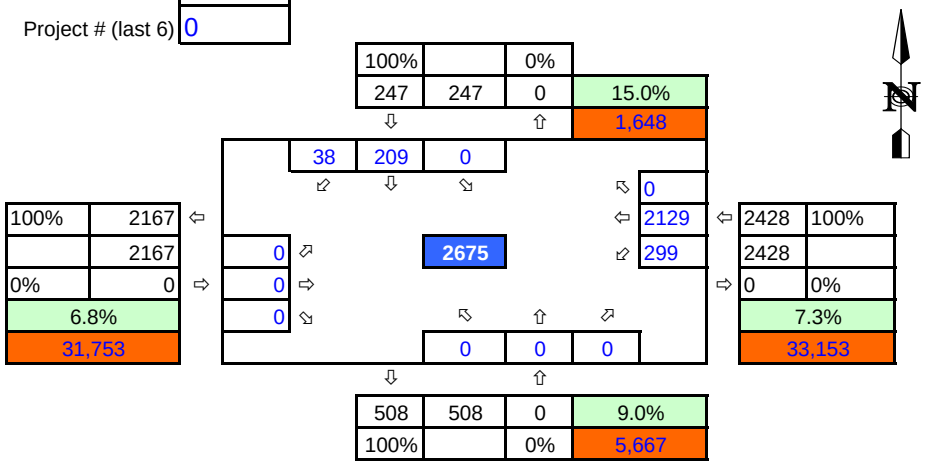



**LEGEND**

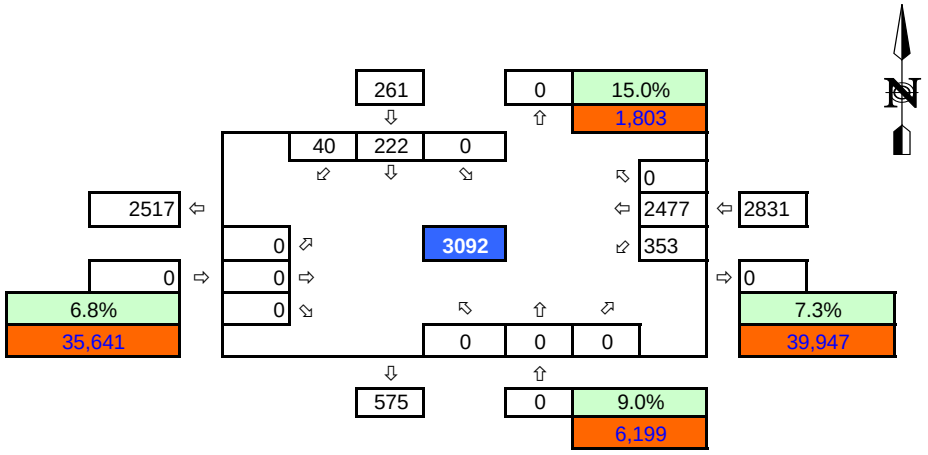
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

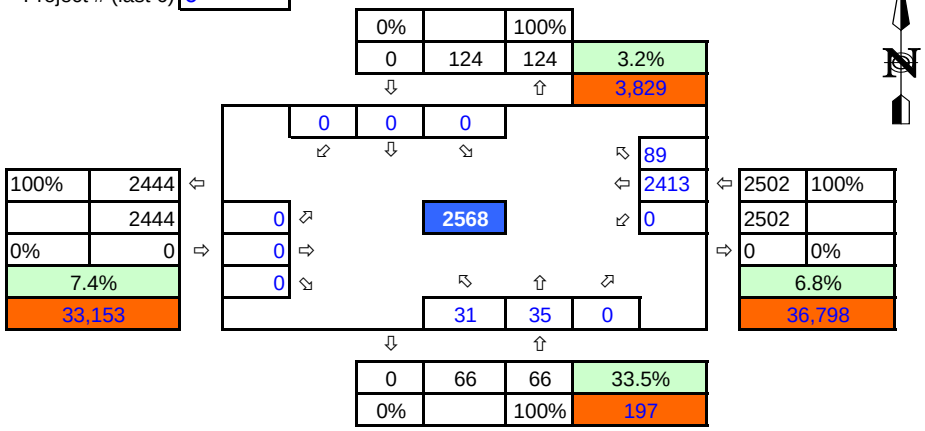



**LEGEND**

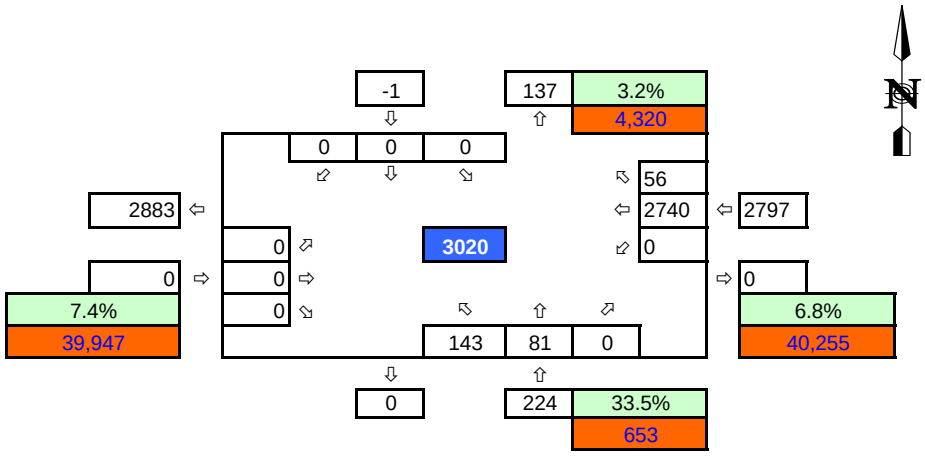
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

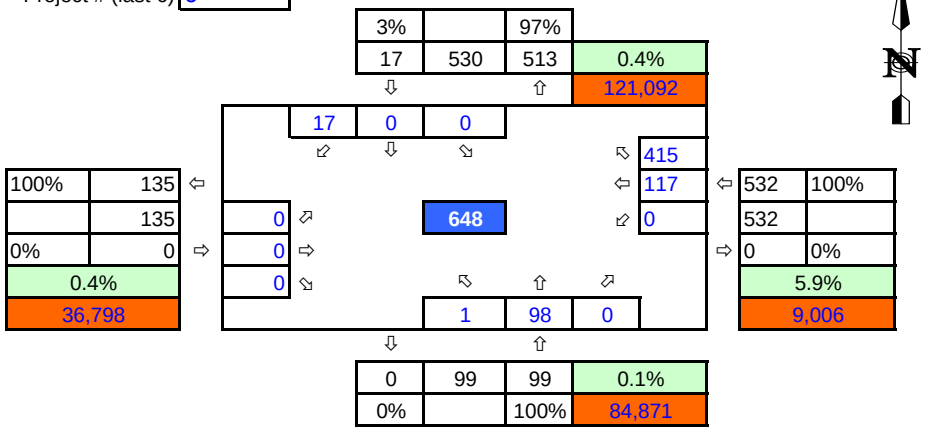



**LEGEND**

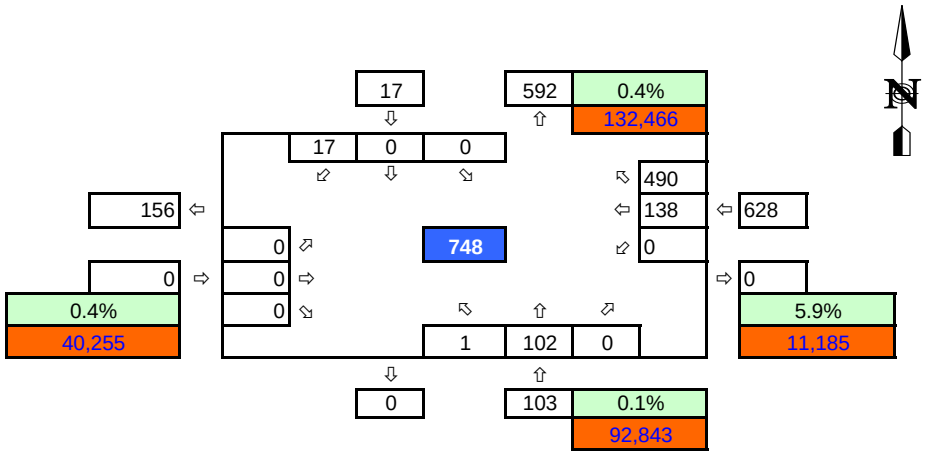
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

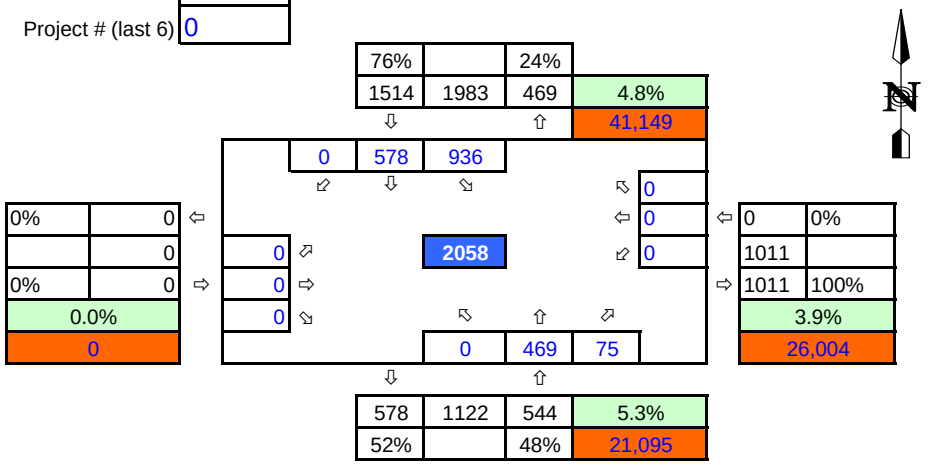



**LEGEND**

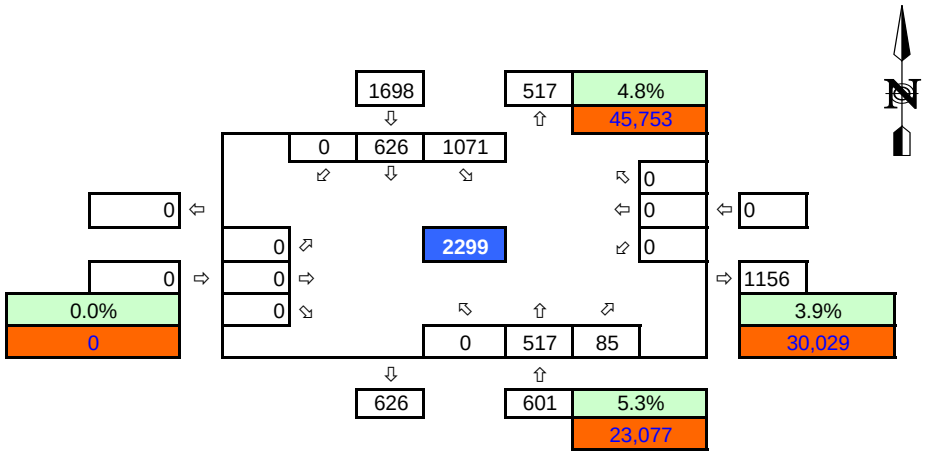
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

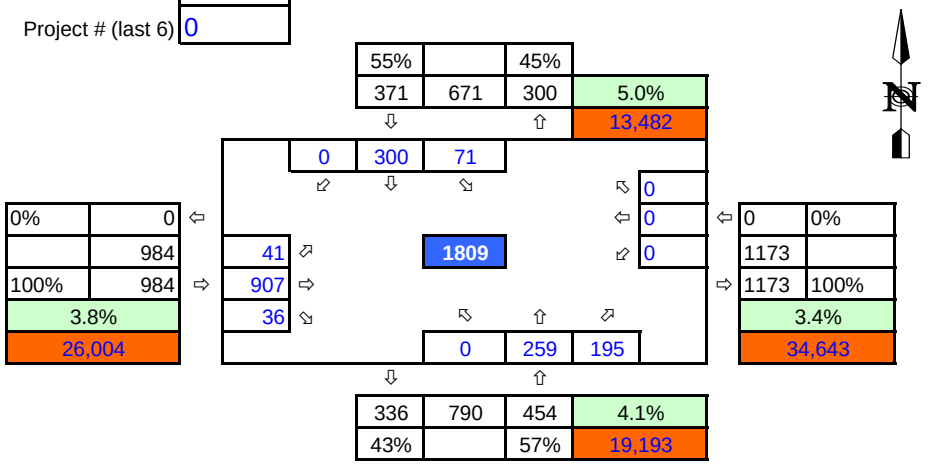



**LEGEND**

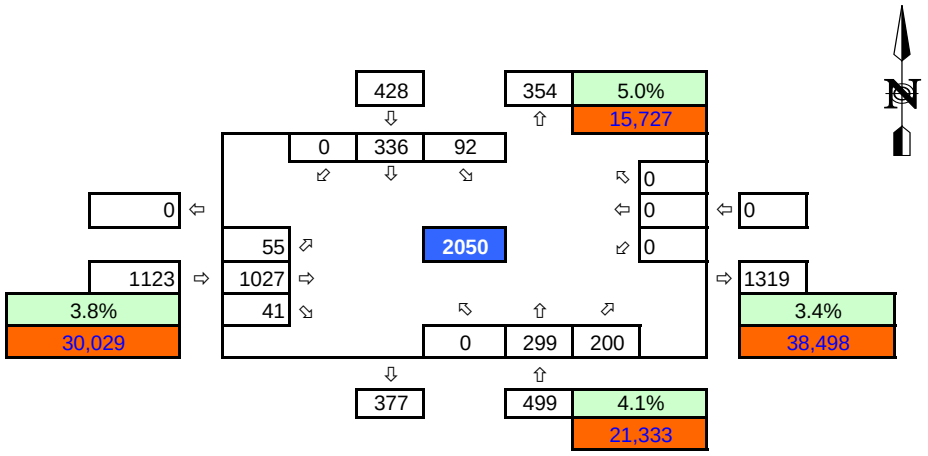
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

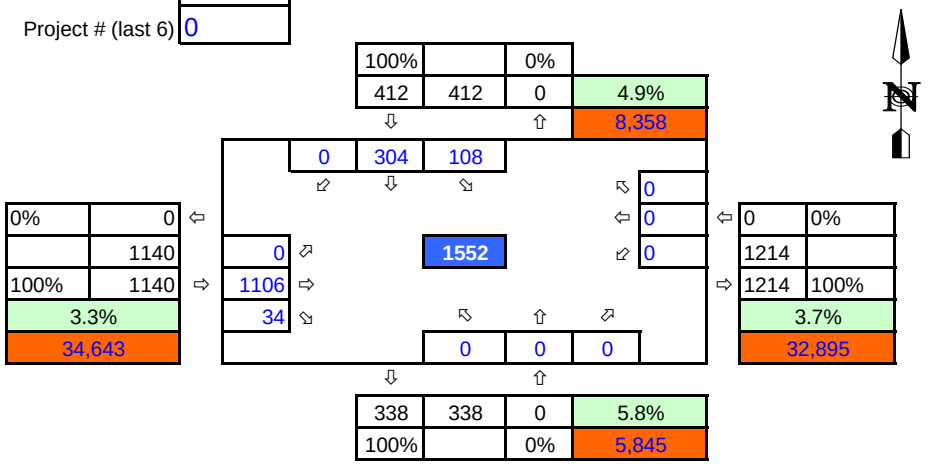



**LEGEND**

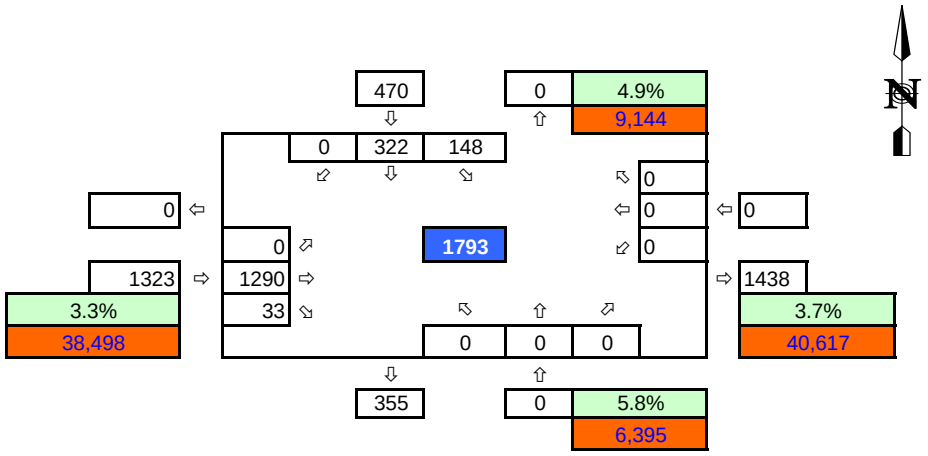
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

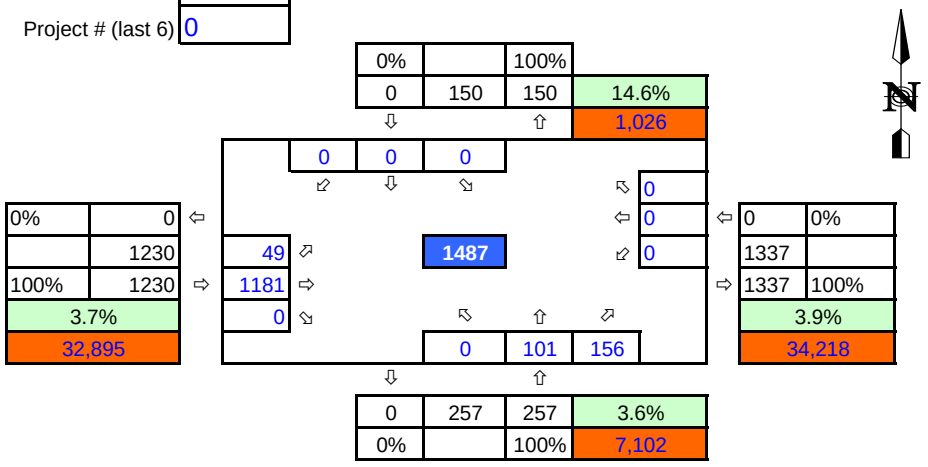



**LEGEND**

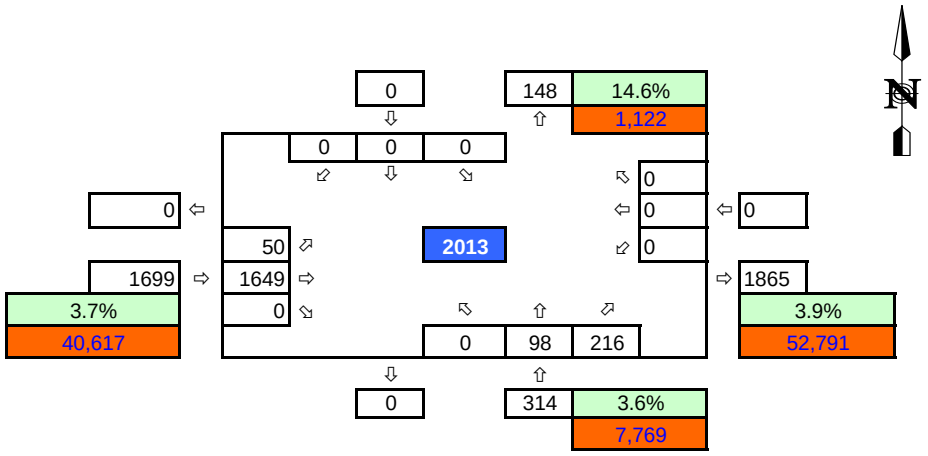
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

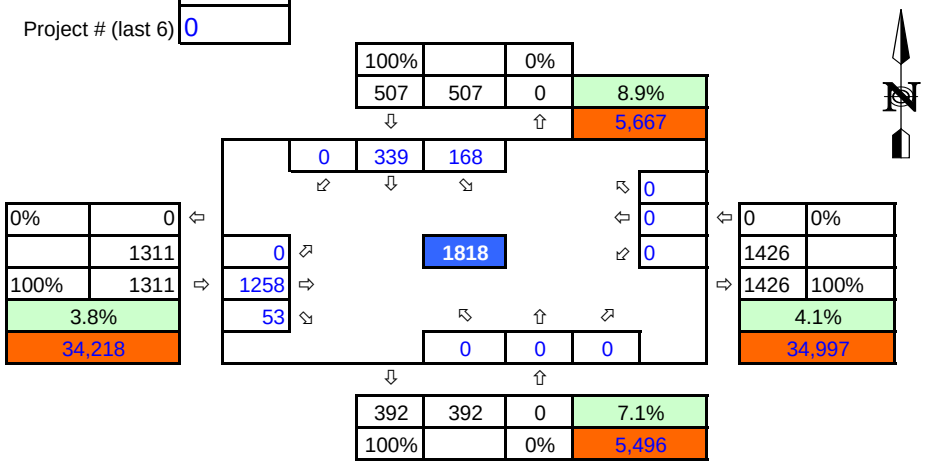



**LEGEND**

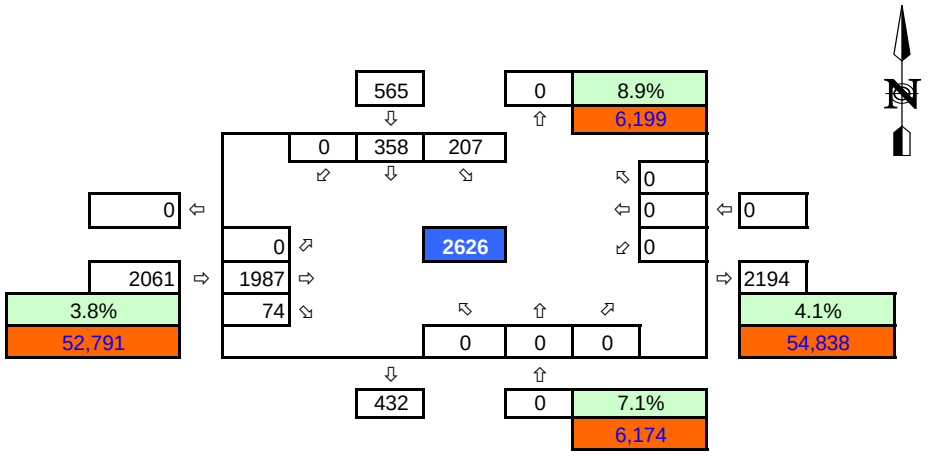
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

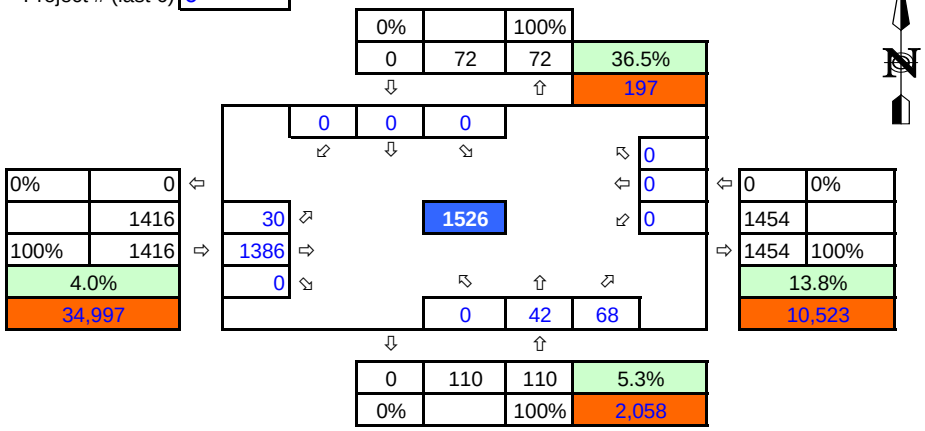



**LEGEND**

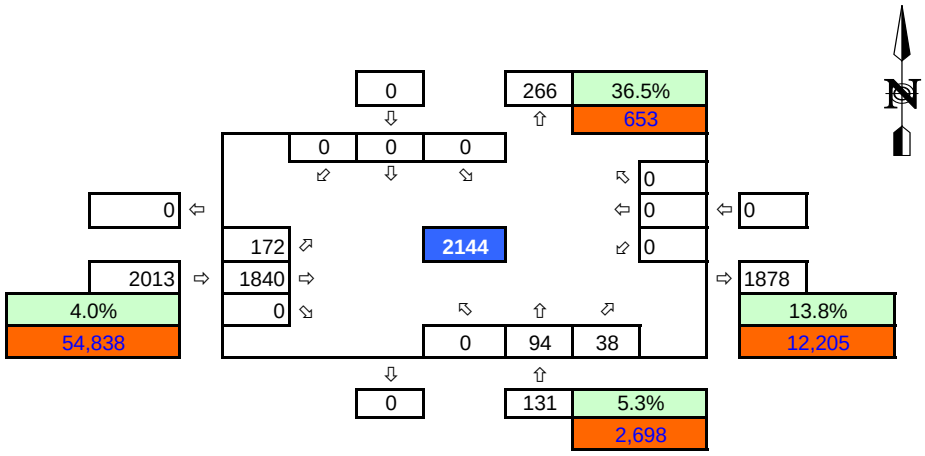
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

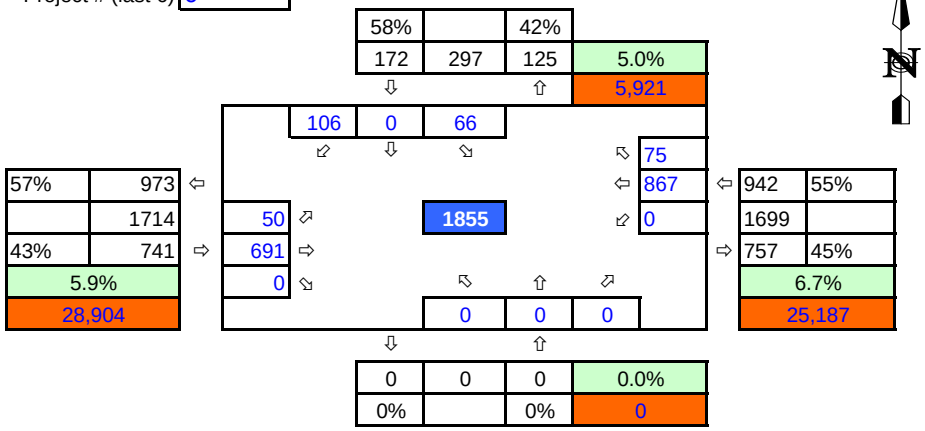



**LEGEND**

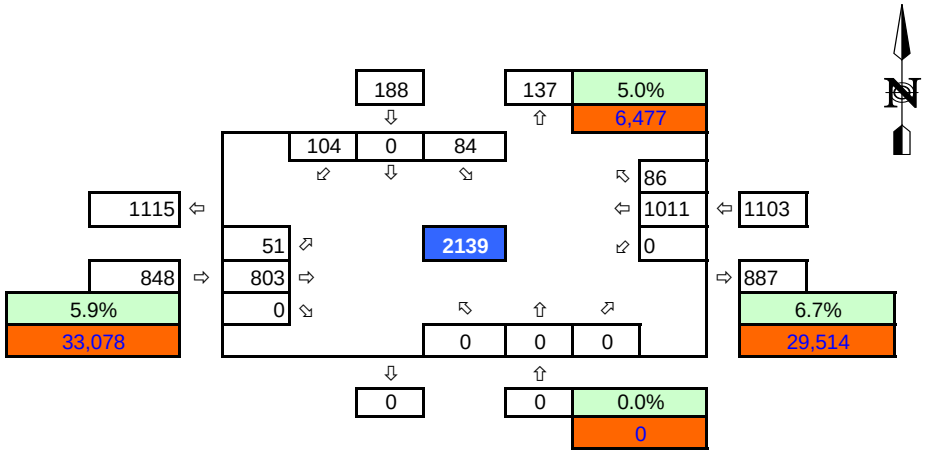
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

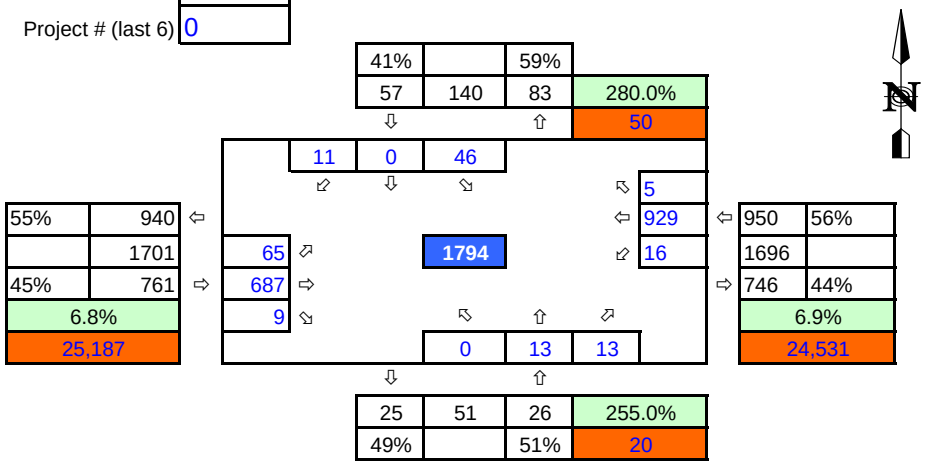



**LEGEND**

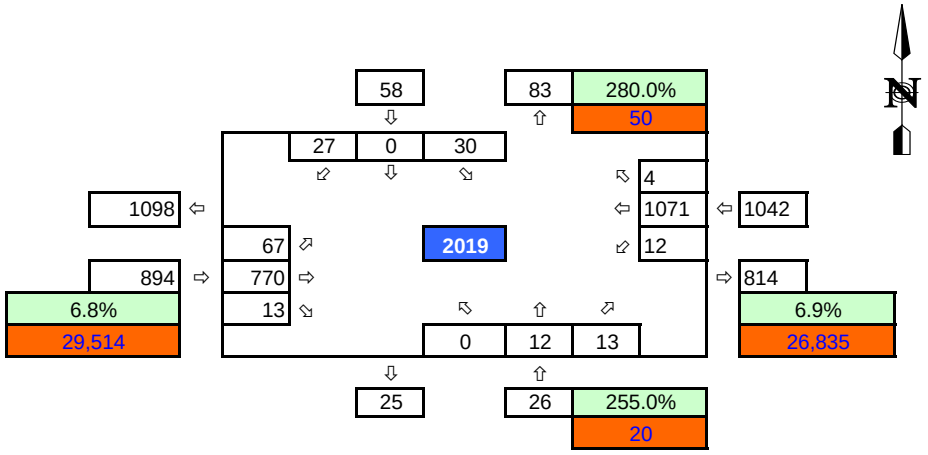
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |

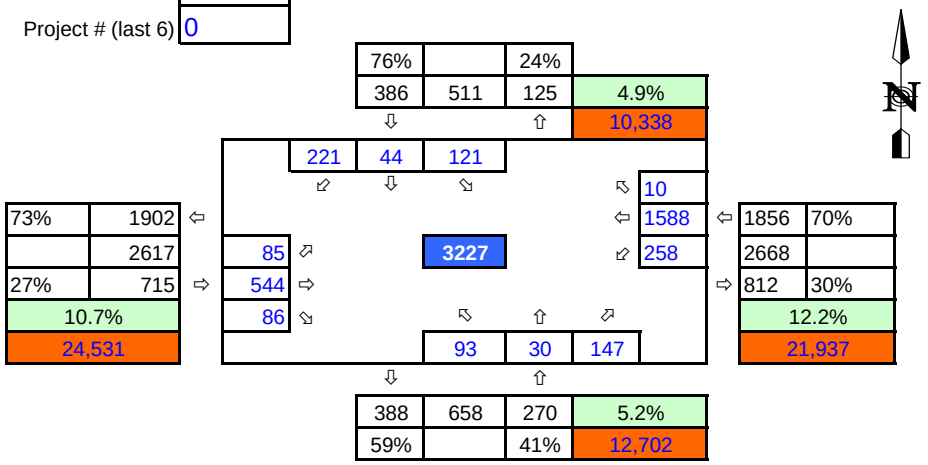



**LEGEND**

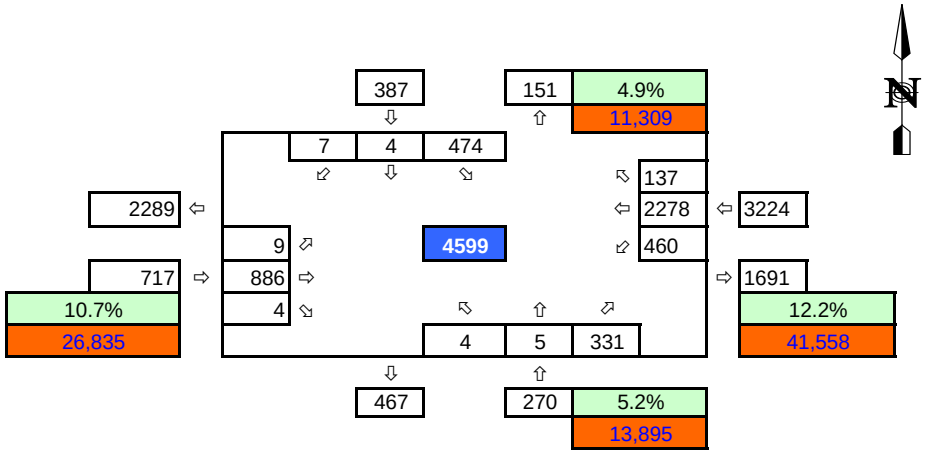
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

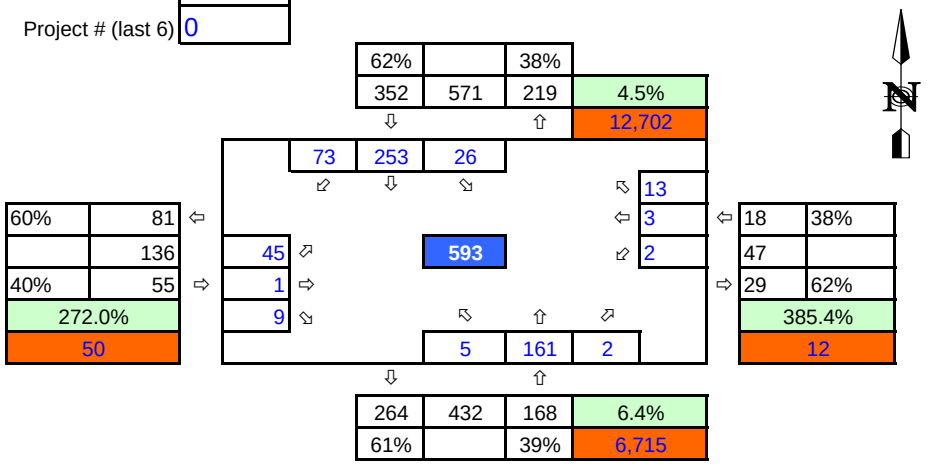



**LEGEND**

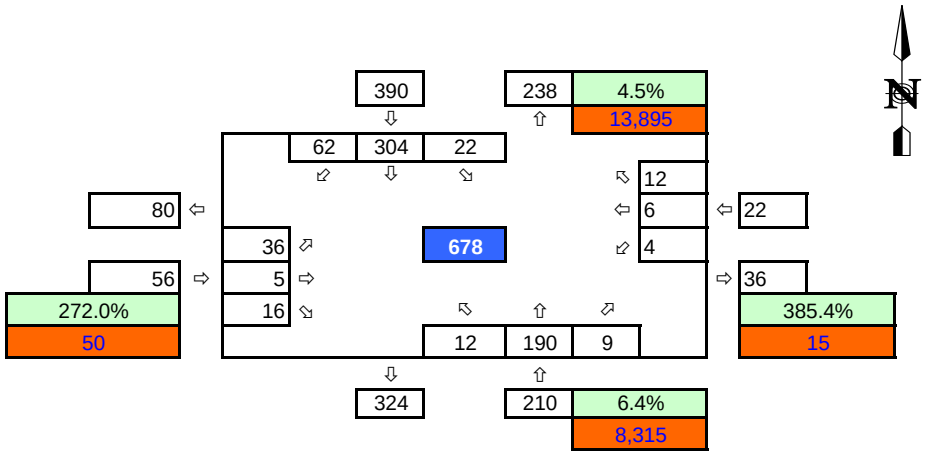
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

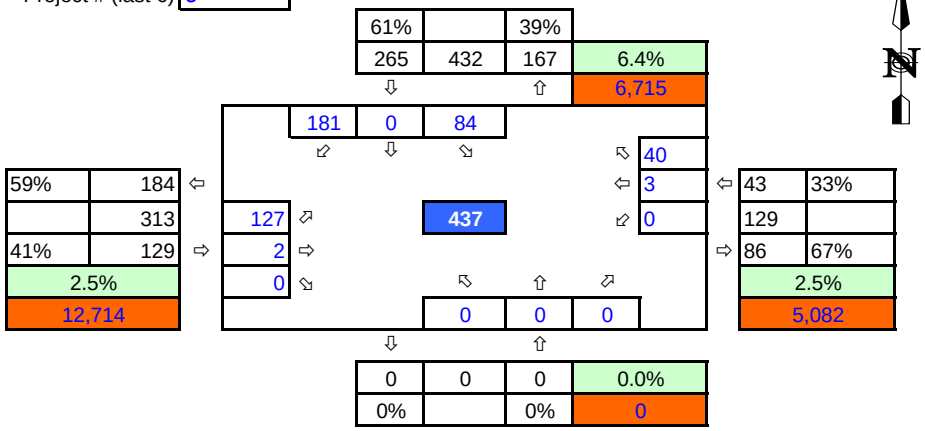



**LEGEND**

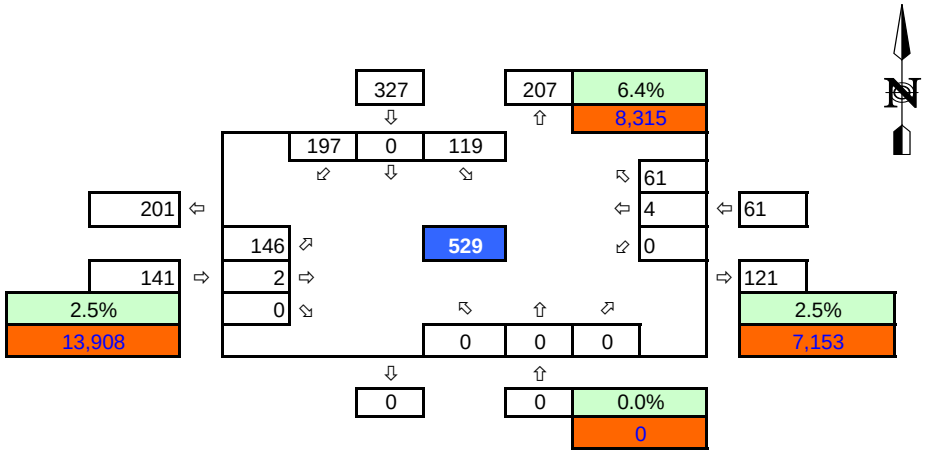
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

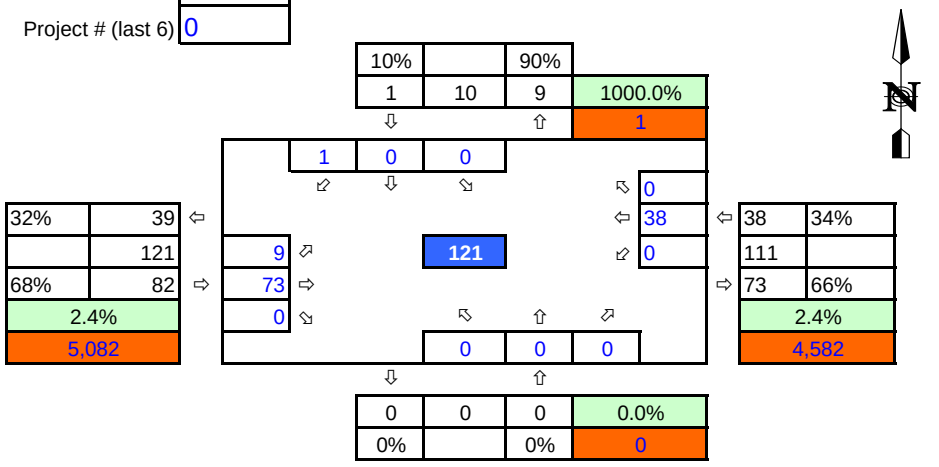



**LEGEND**

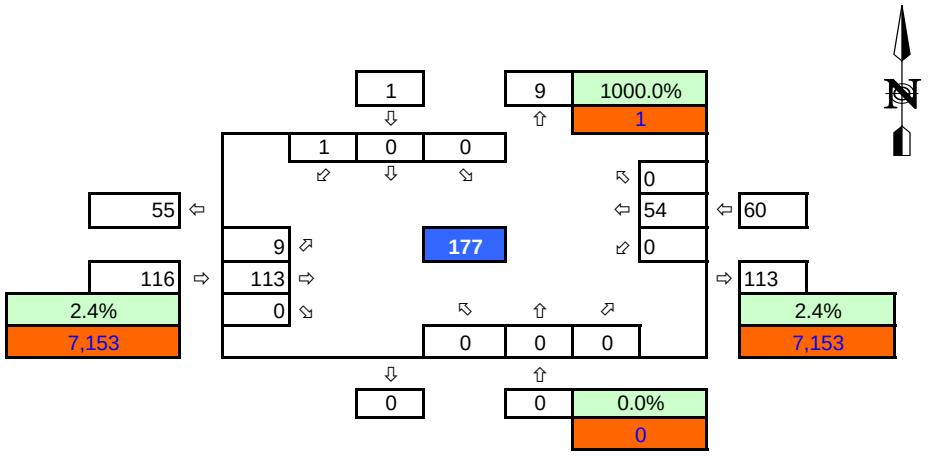
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

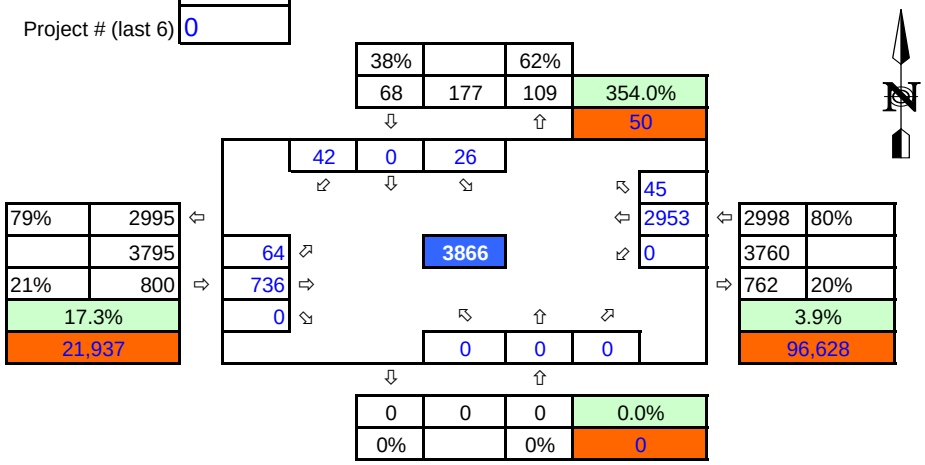



**LEGEND**

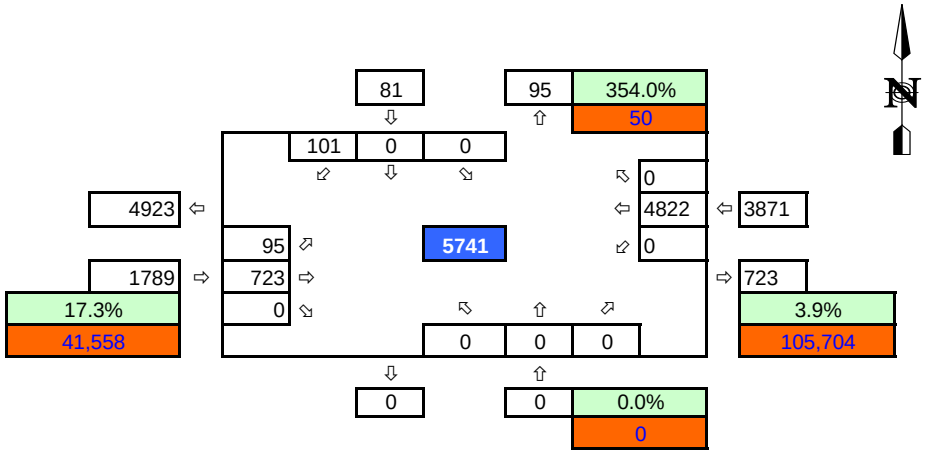
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

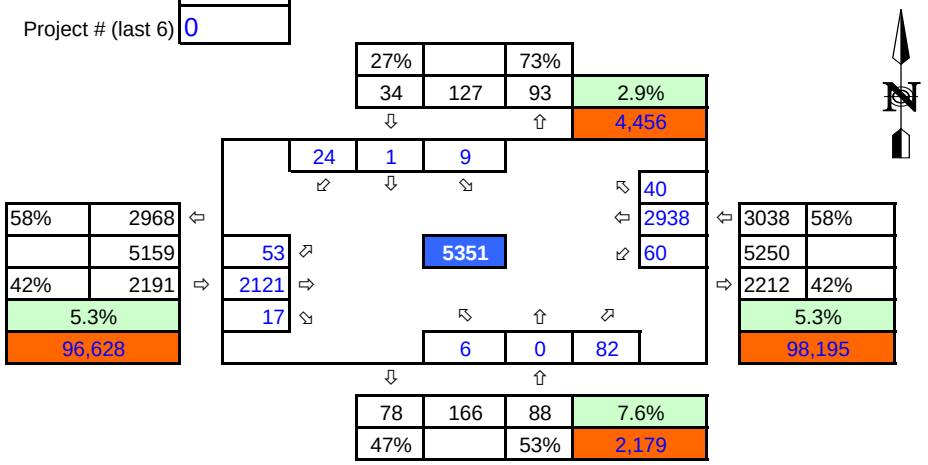



**LEGEND**

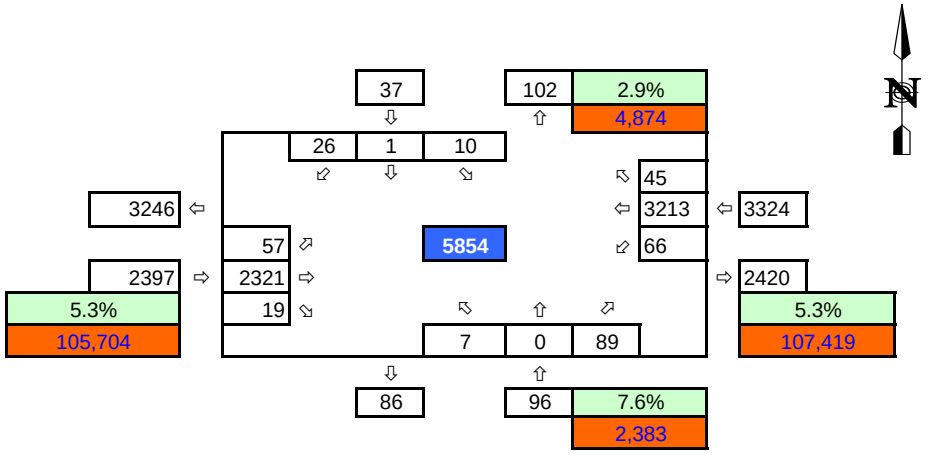
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

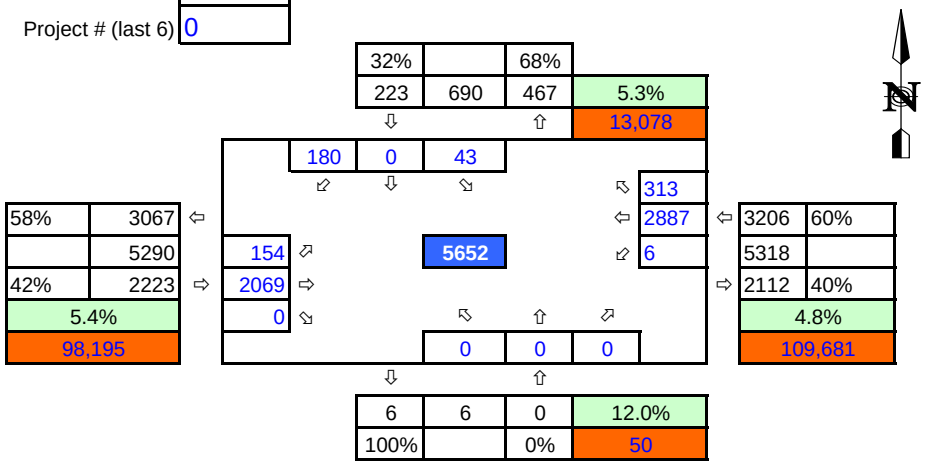



**LEGEND**

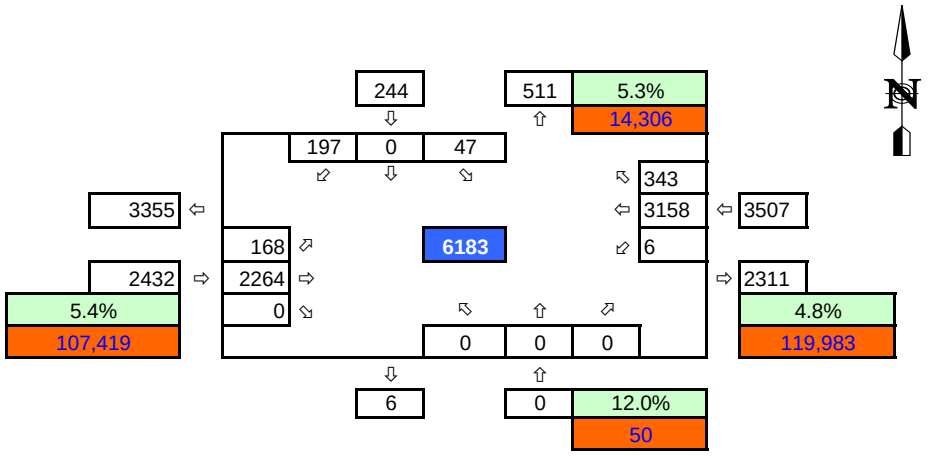
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

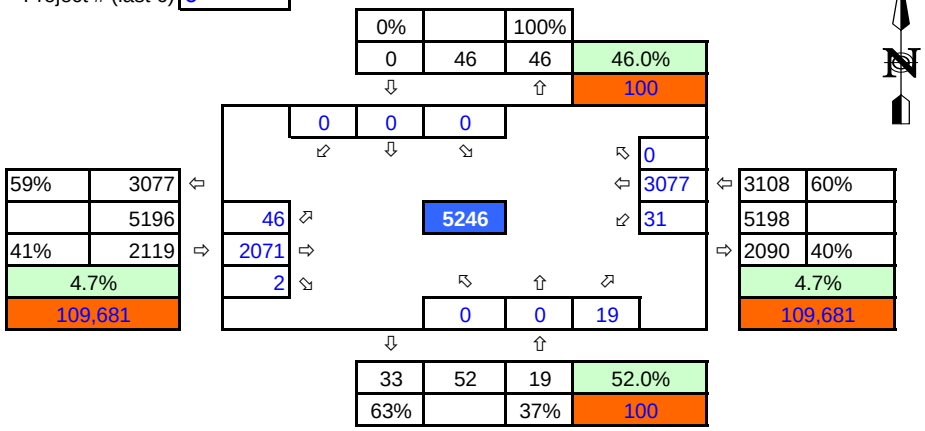



**LEGEND**

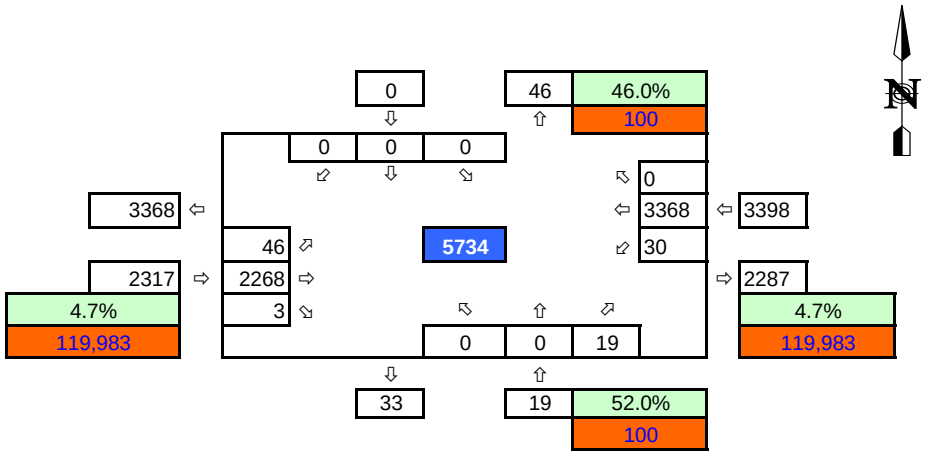
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

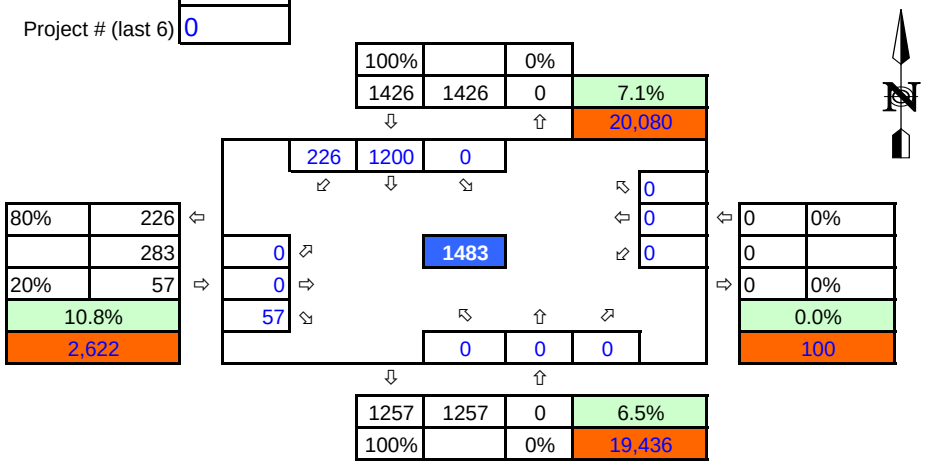



**LEGEND**

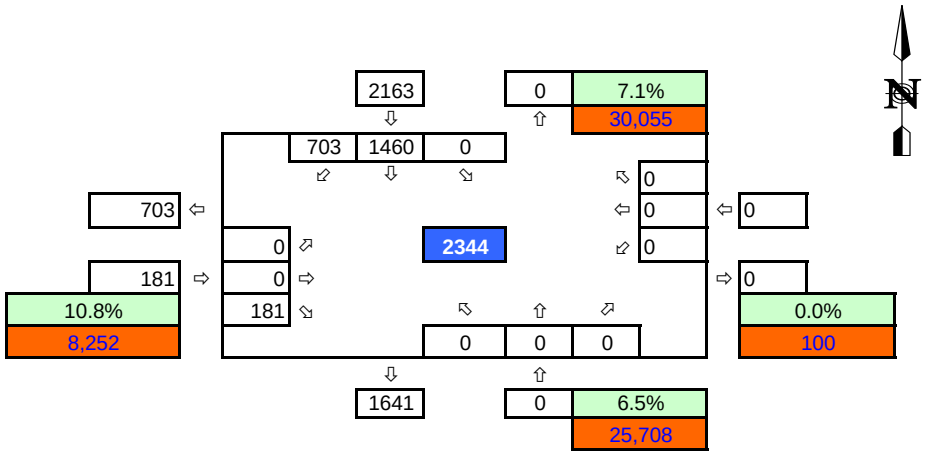
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

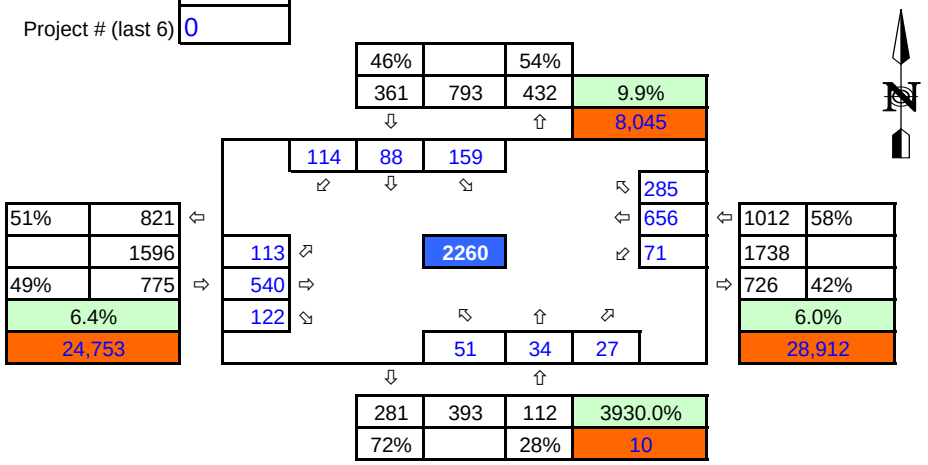



**LEGEND**

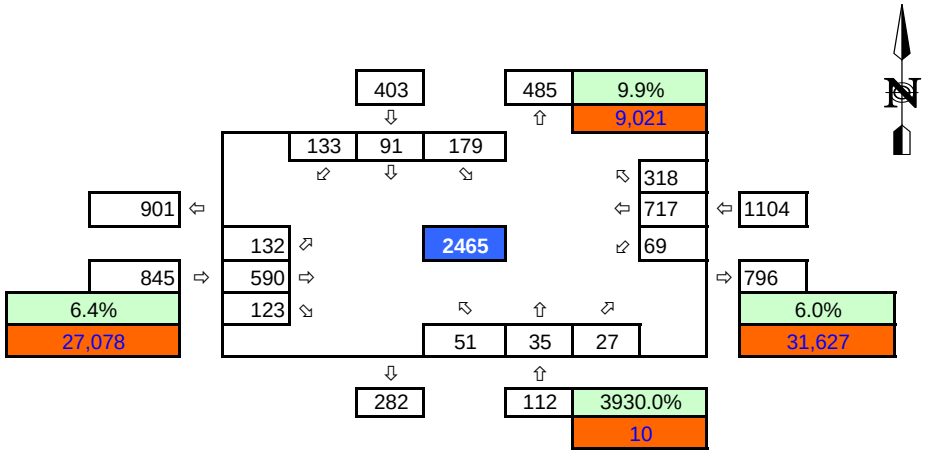
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

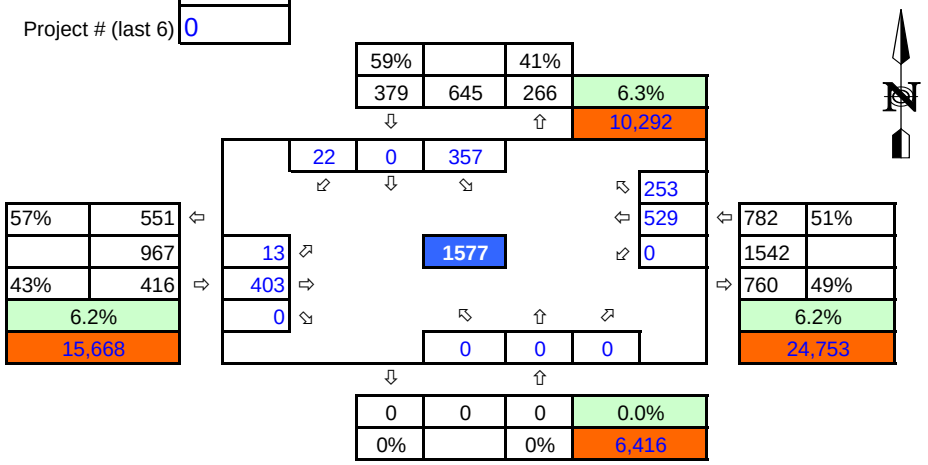



**LEGEND**

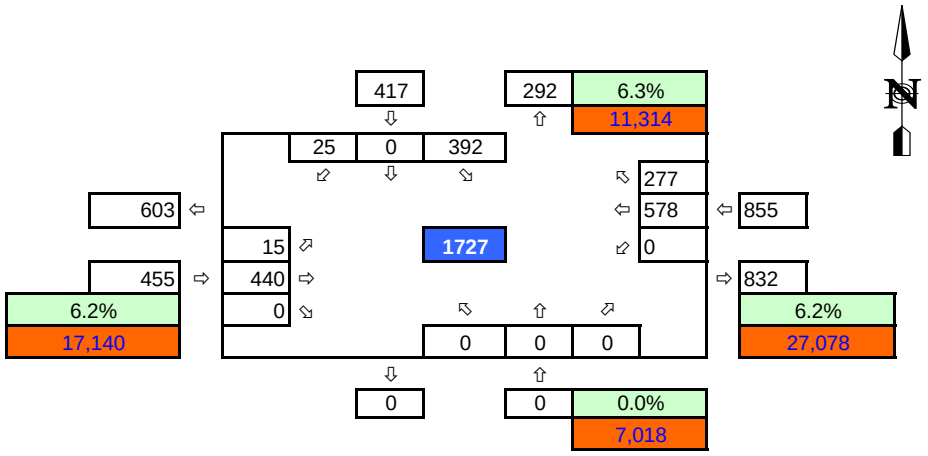
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

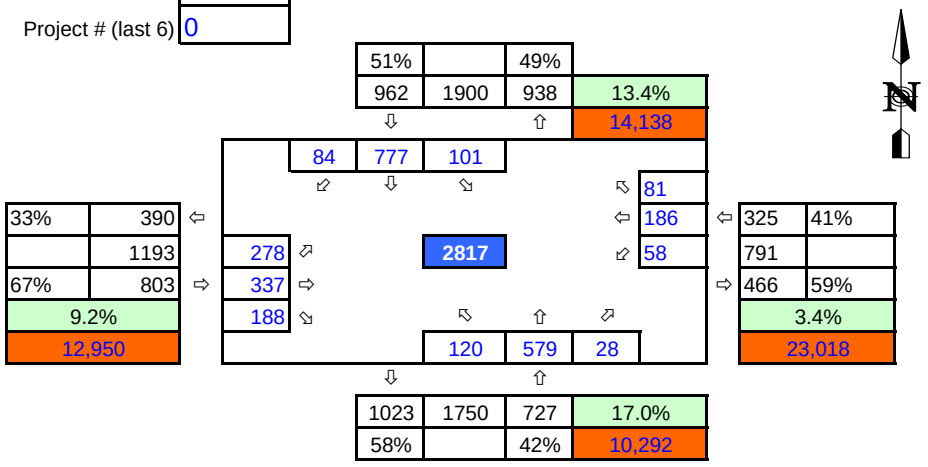



**LEGEND**

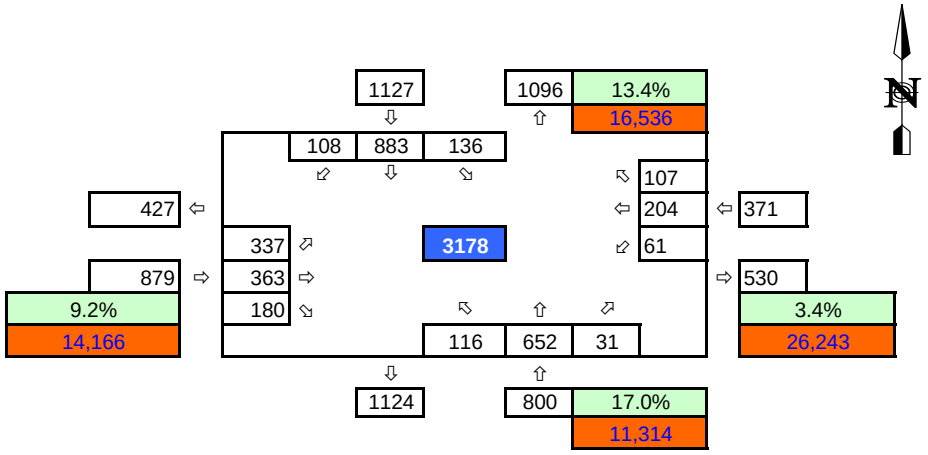
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

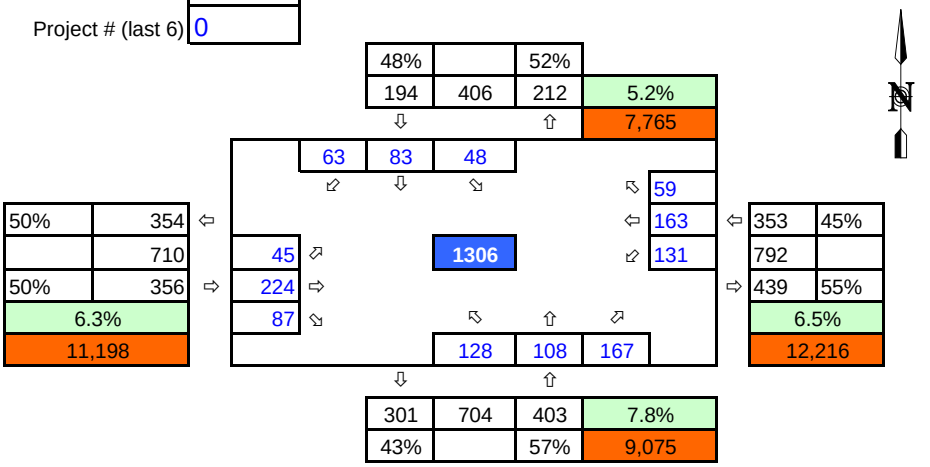



**LEGEND**

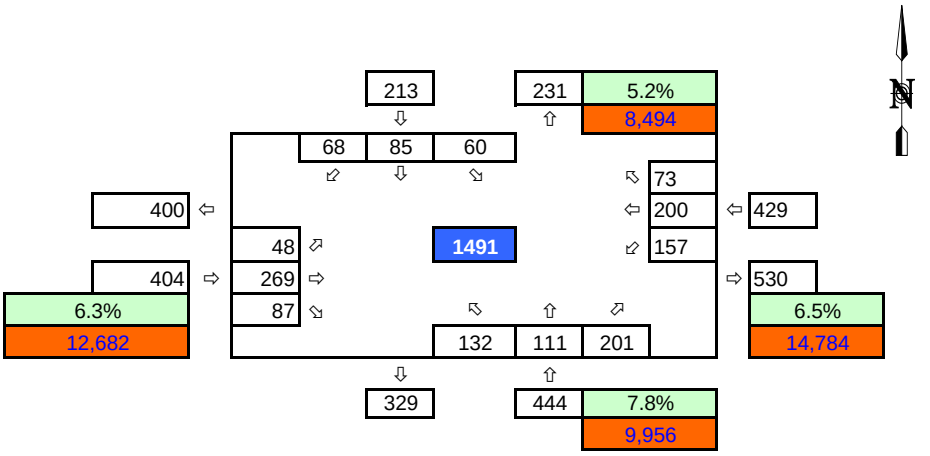
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

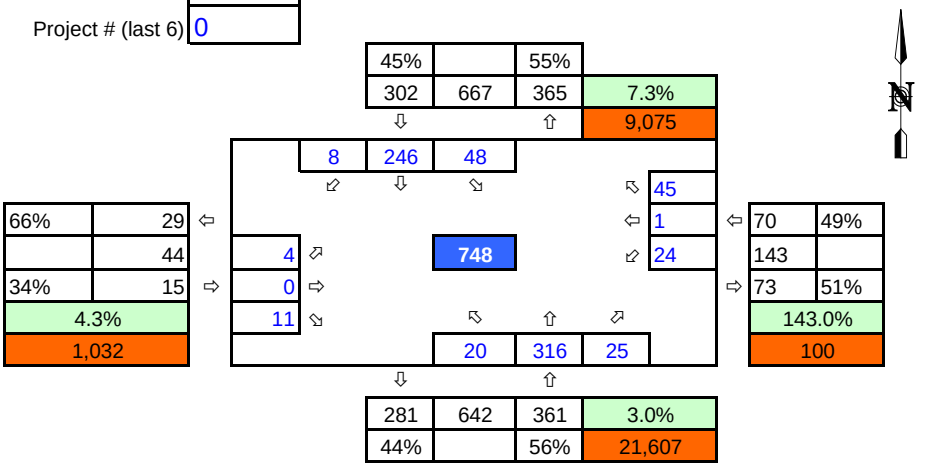



**LEGEND**

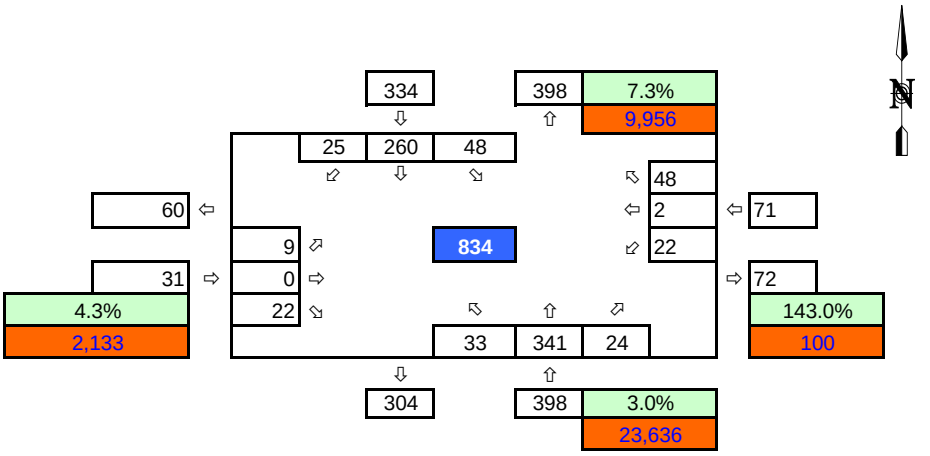
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

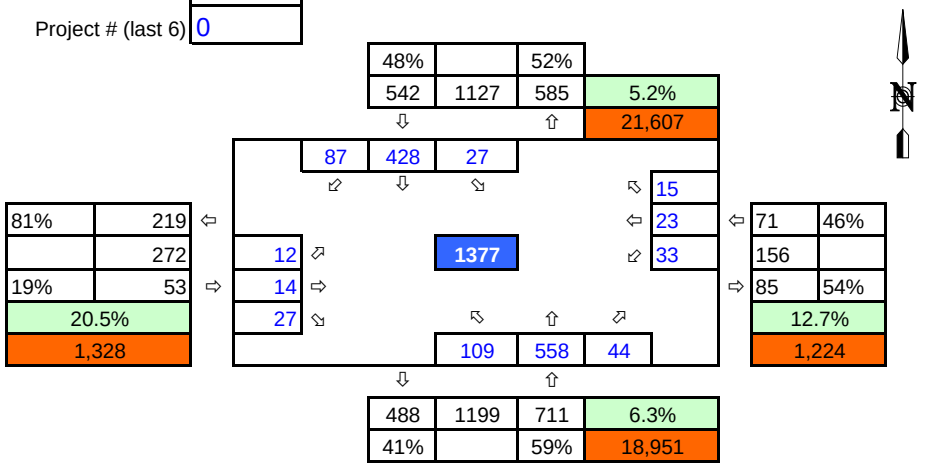



**LEGEND**

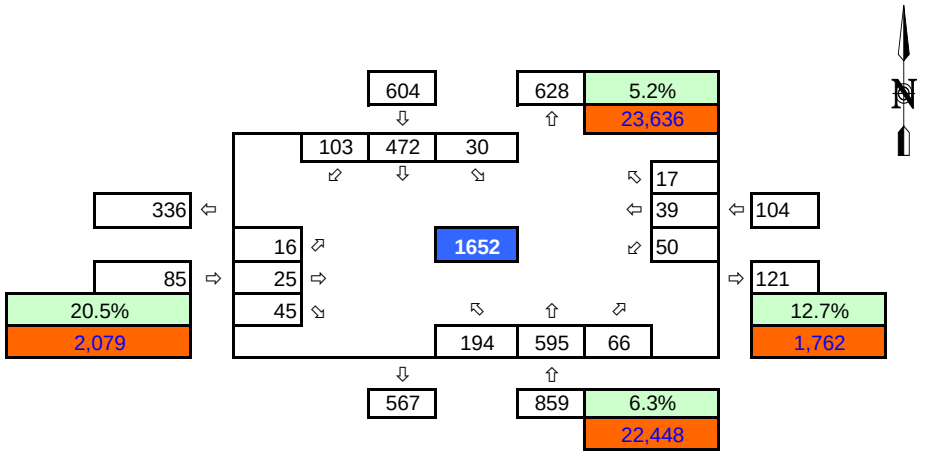
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

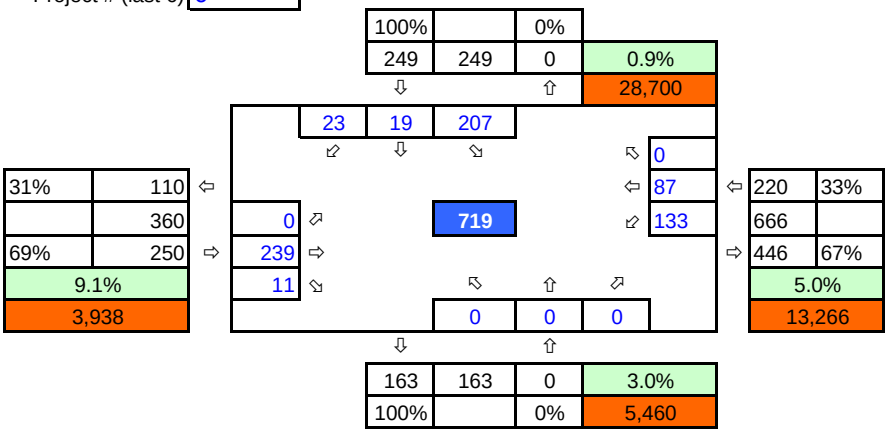



**LEGEND**

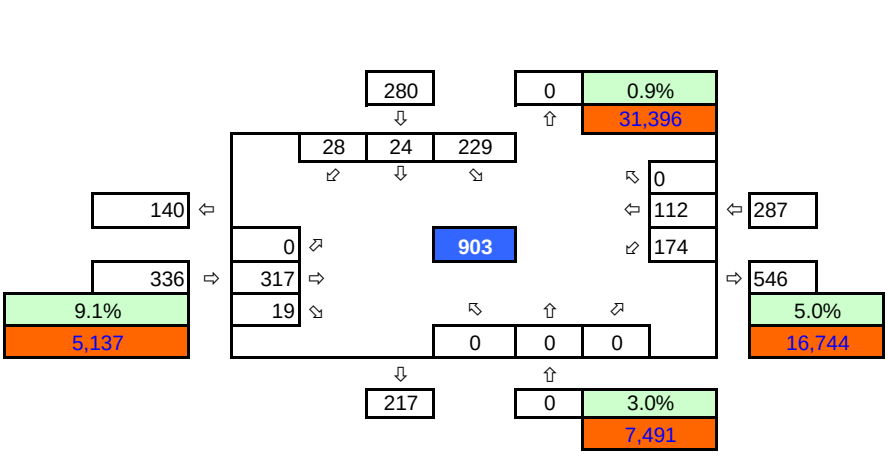
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

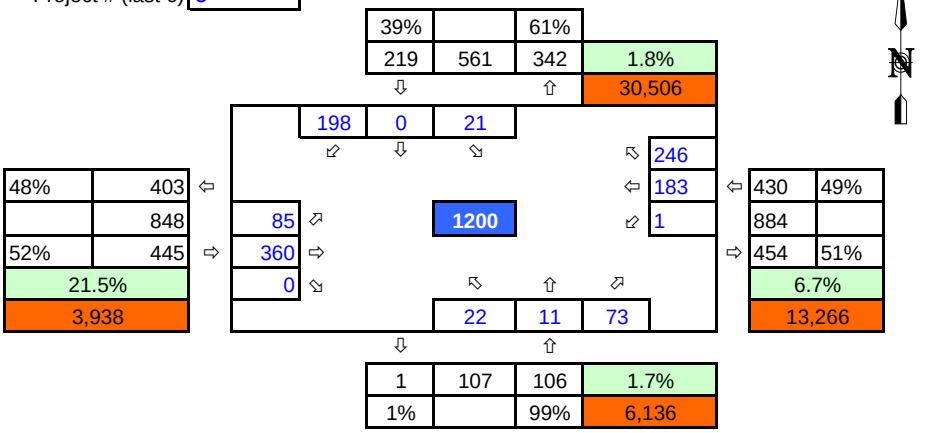



**LEGEND**

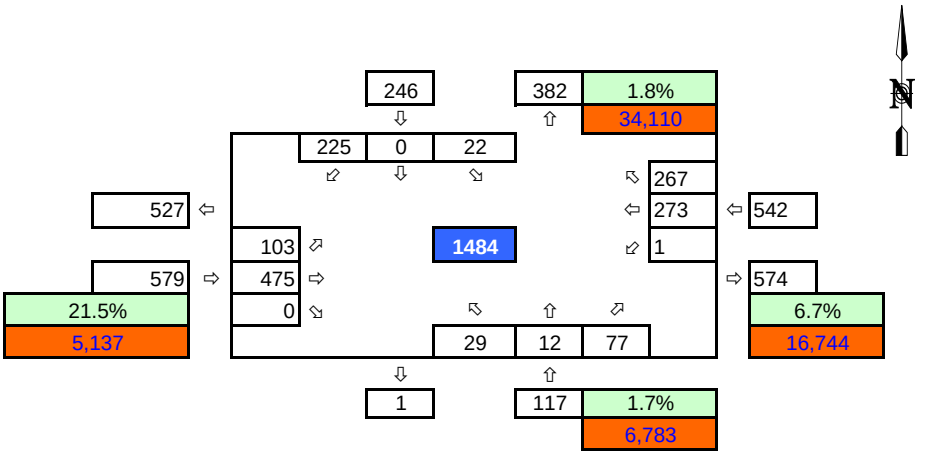
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

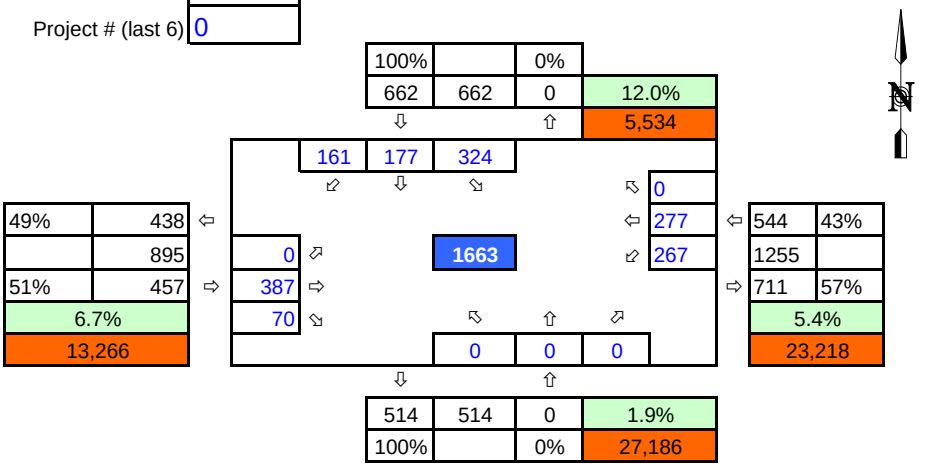



**LEGEND**

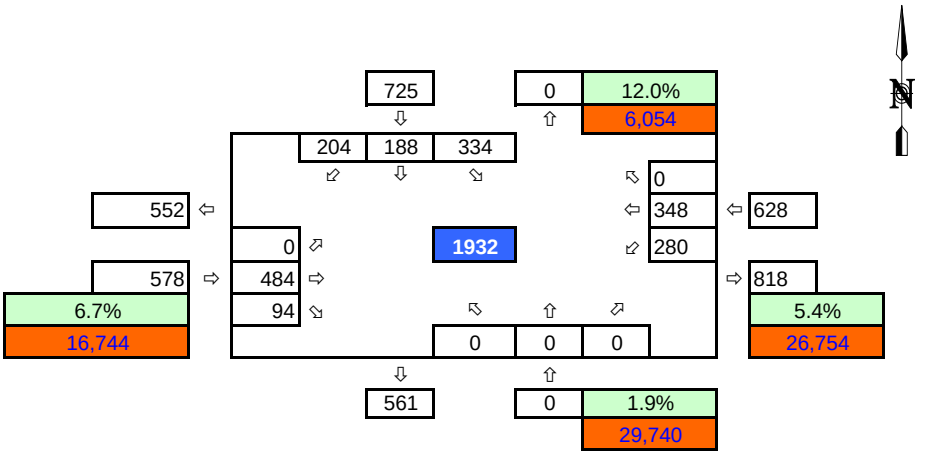
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

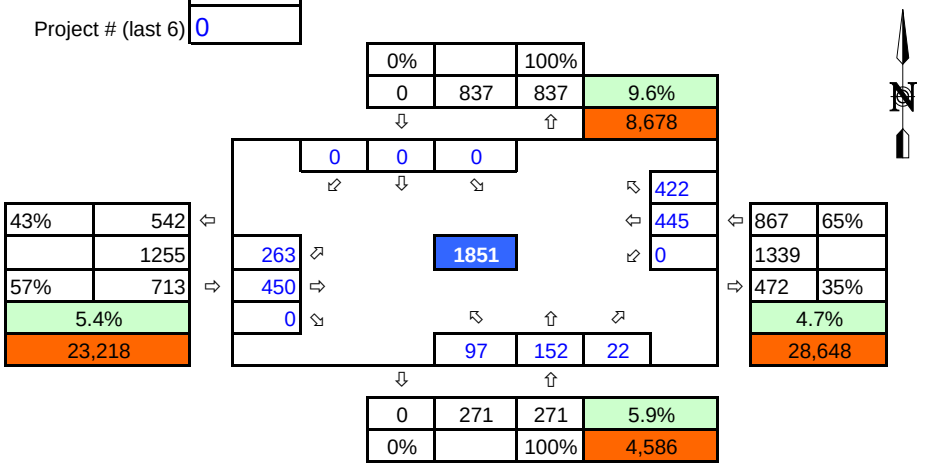



**LEGEND**

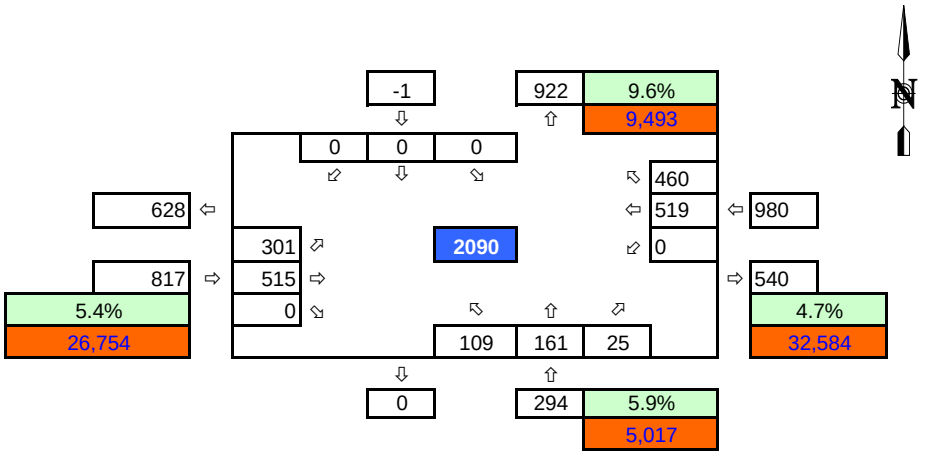
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

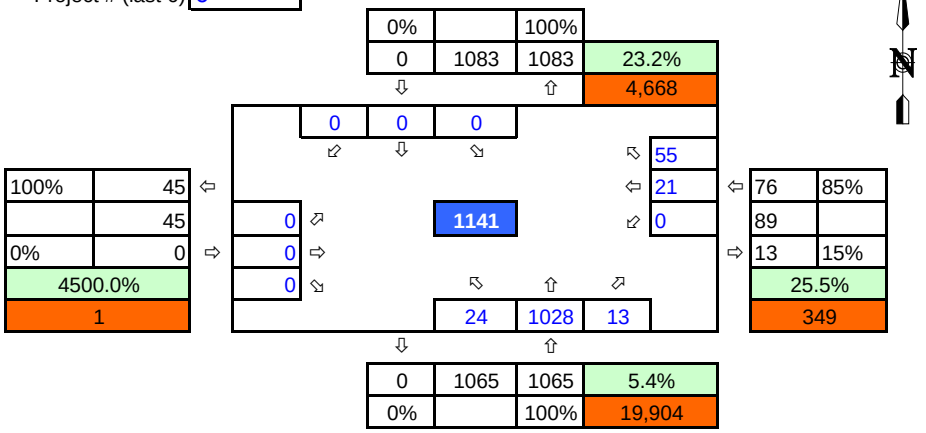



**LEGEND**

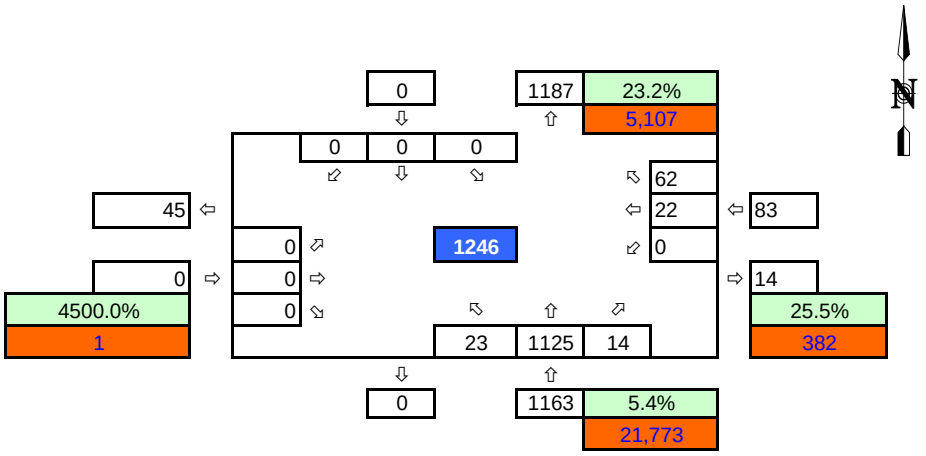
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

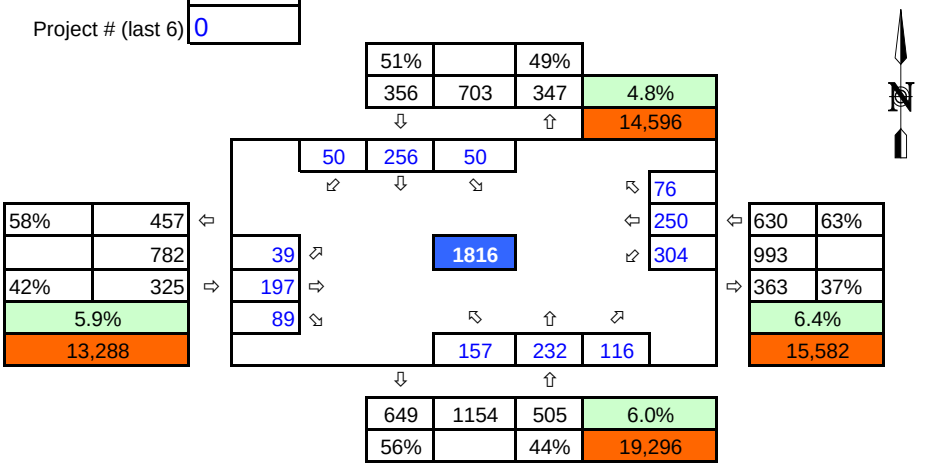



**LEGEND**

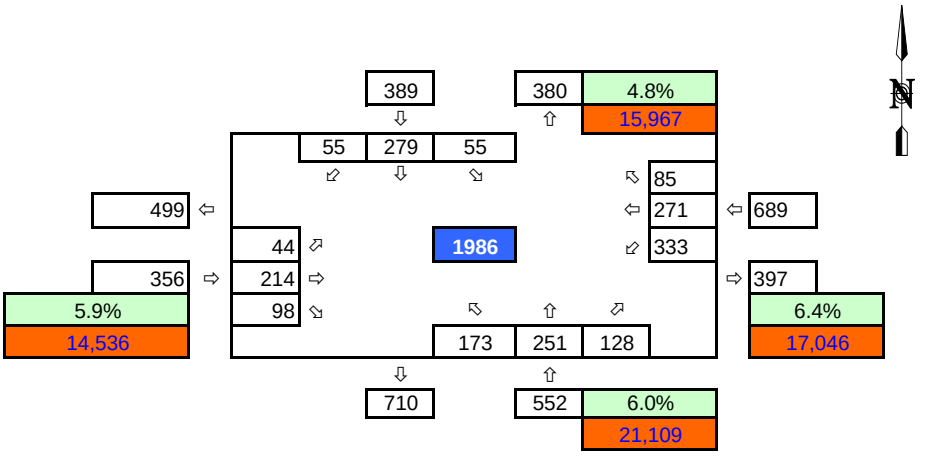
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

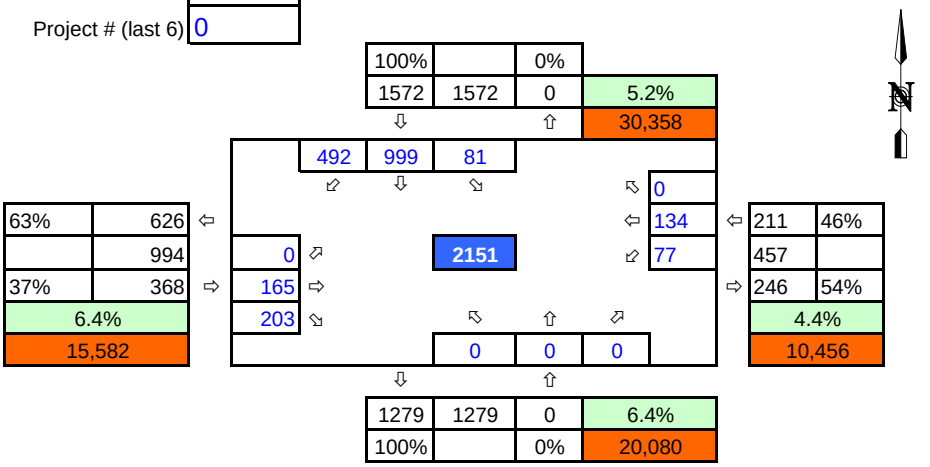



**LEGEND**

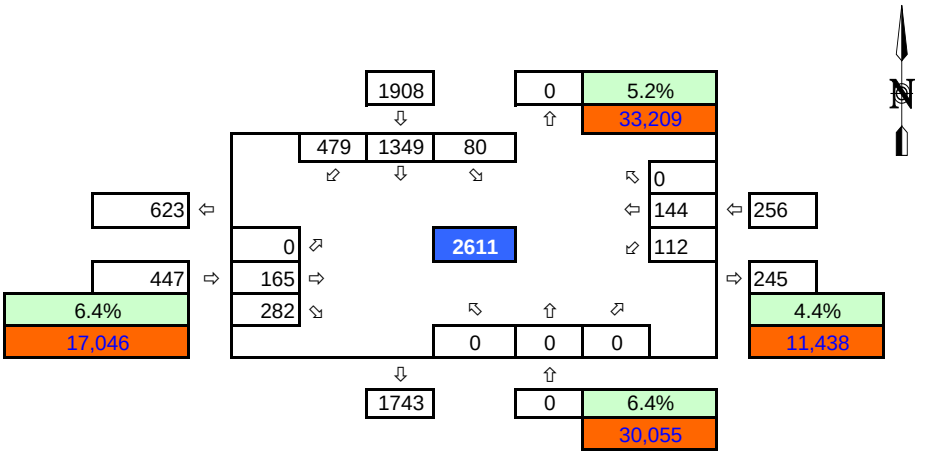
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

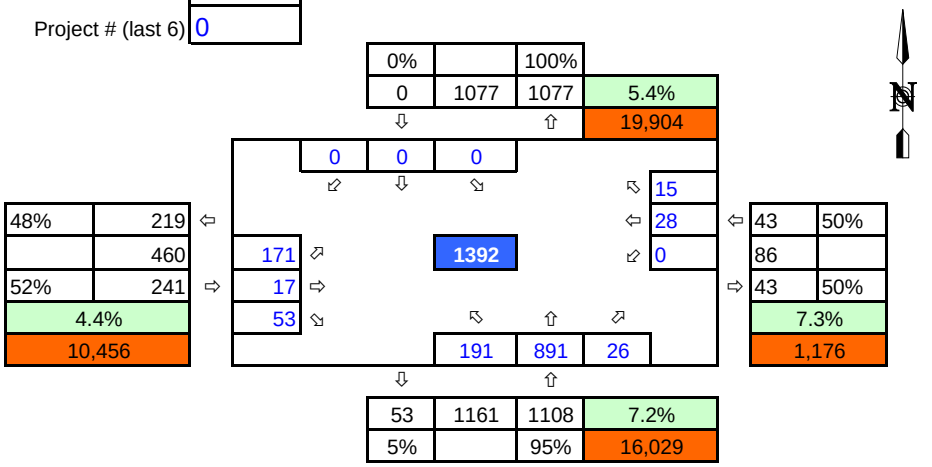



**LEGEND**

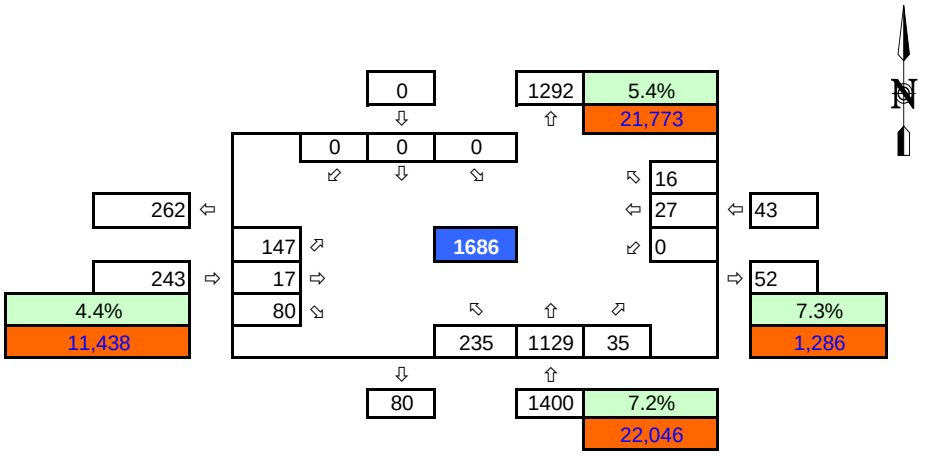
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

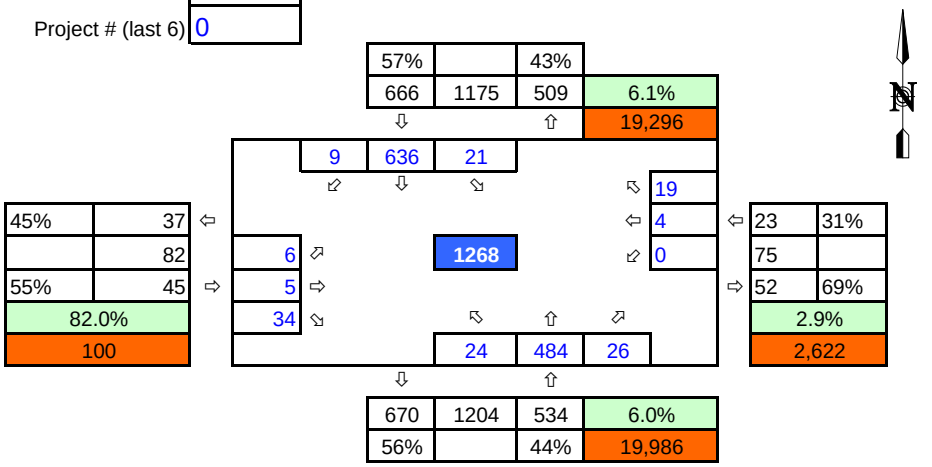



**LEGEND**

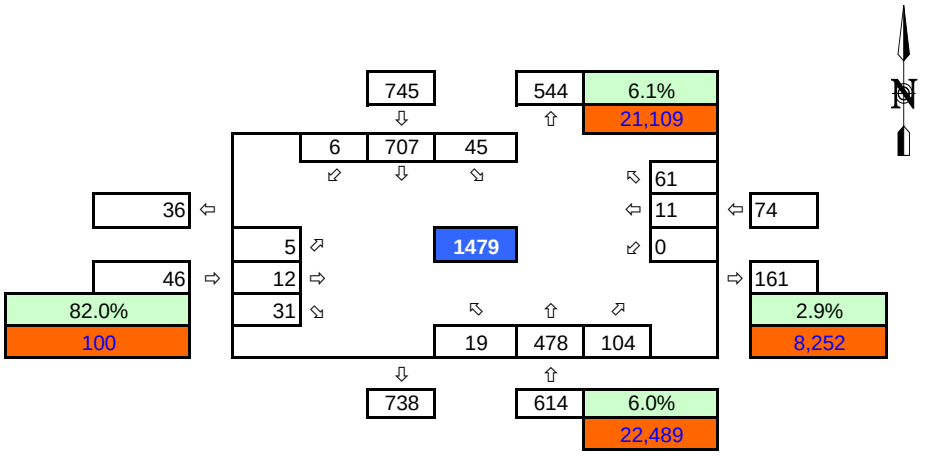
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

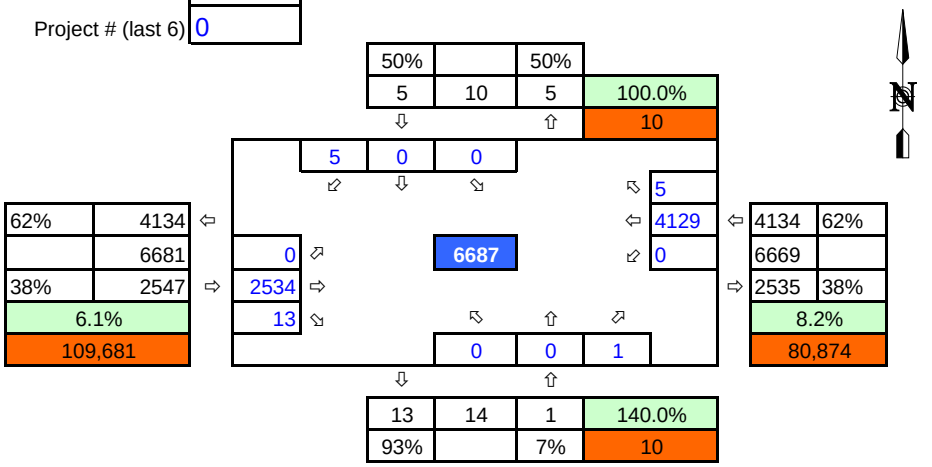



**LEGEND**

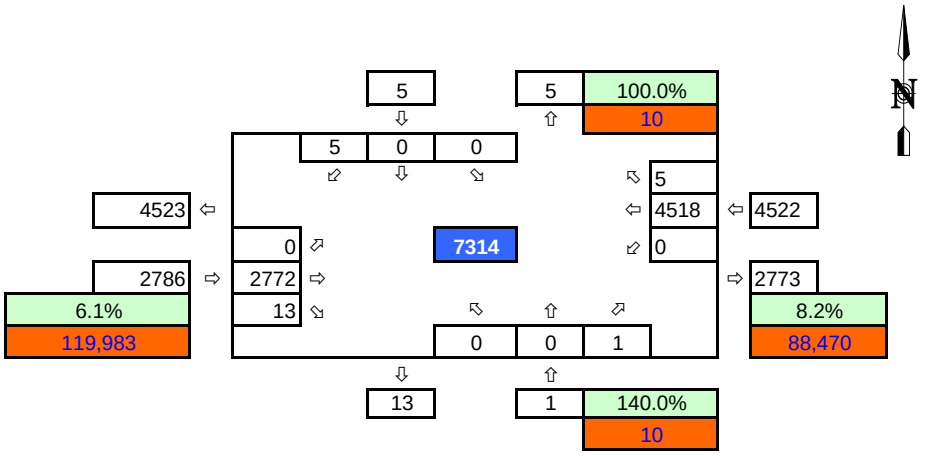
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

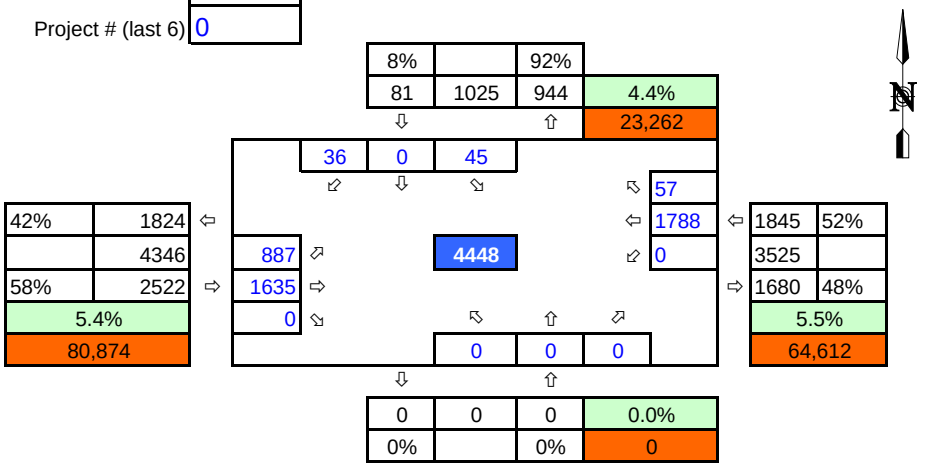



**LEGEND**

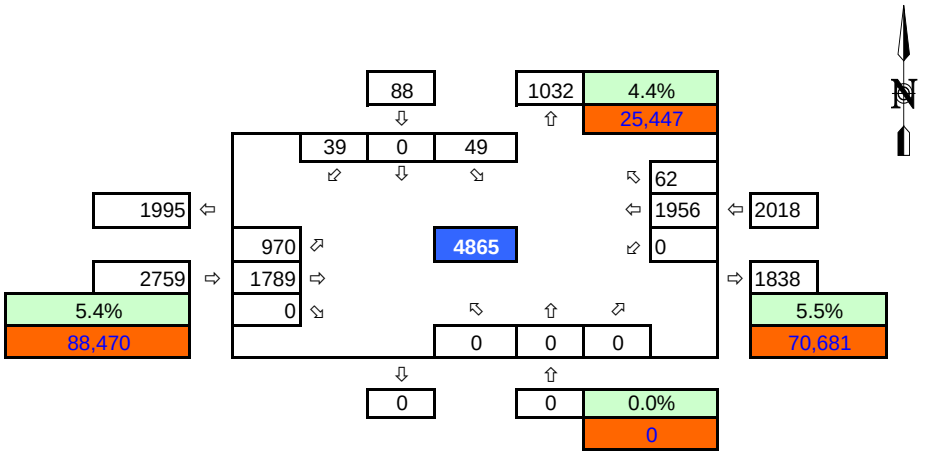
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

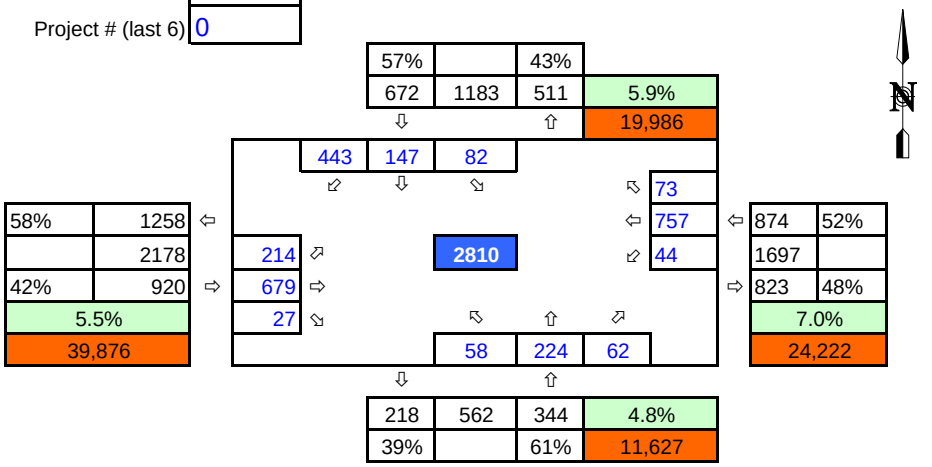



**LEGEND**

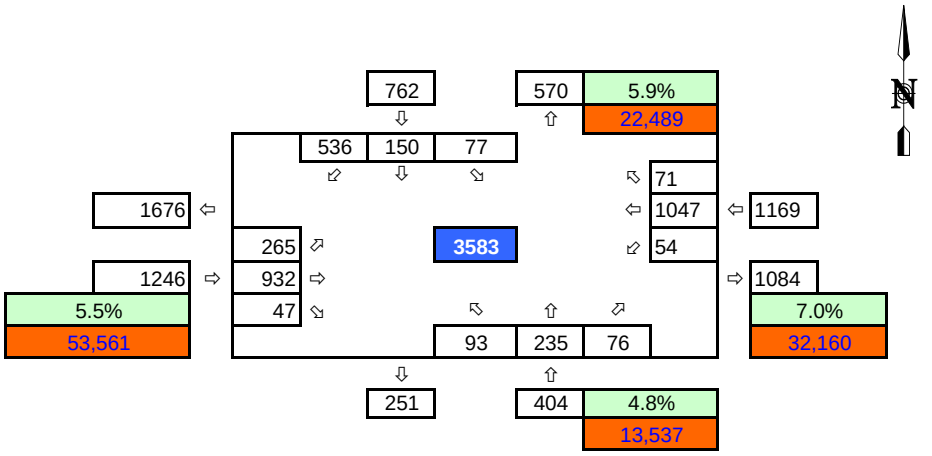
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

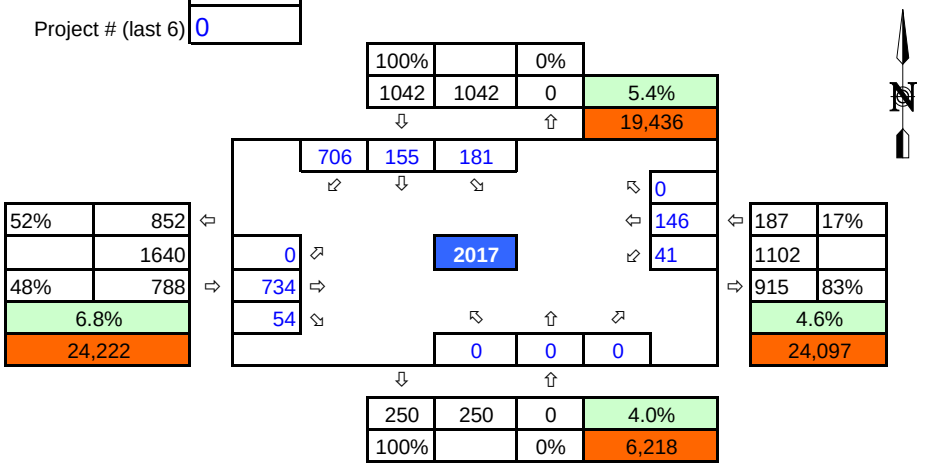



**LEGEND**

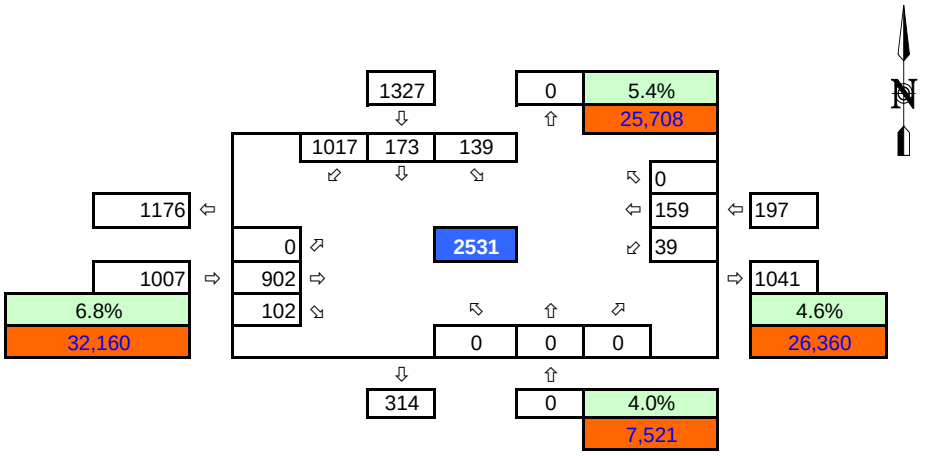
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

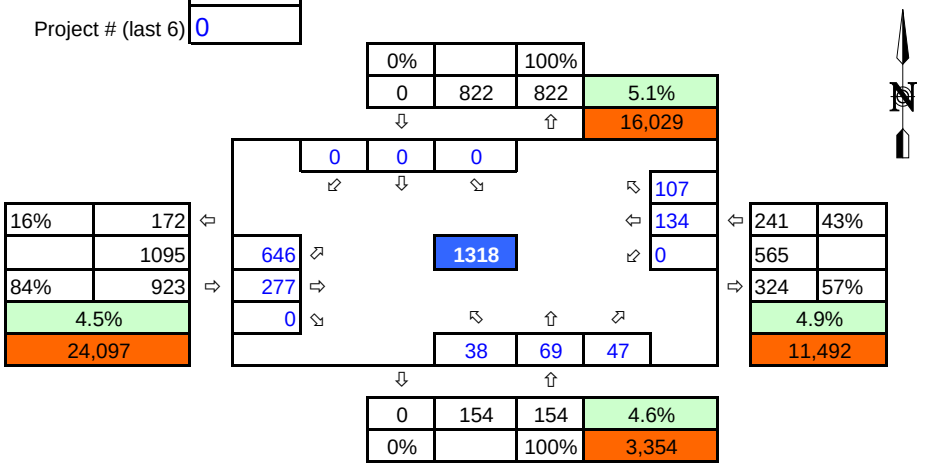



**LEGEND**

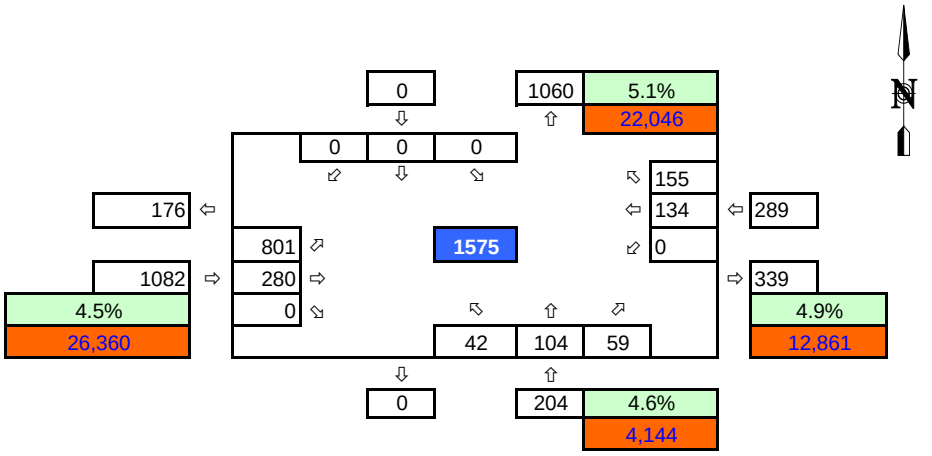
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

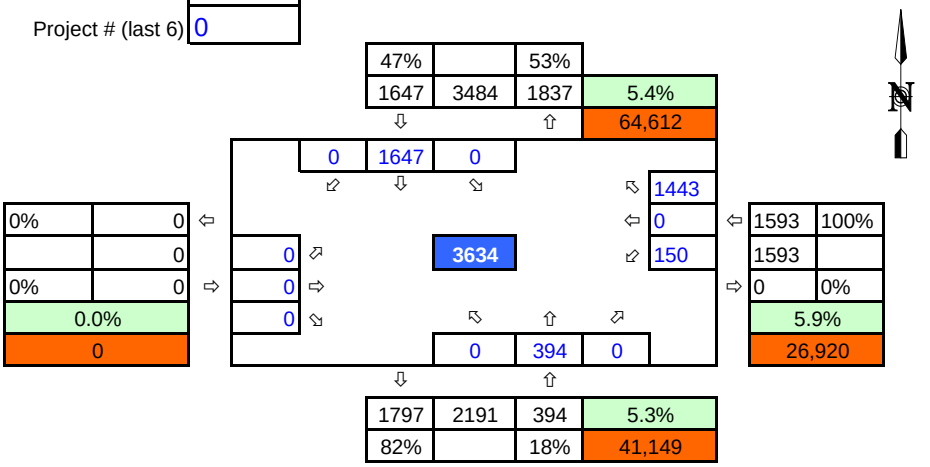



**LEGEND**

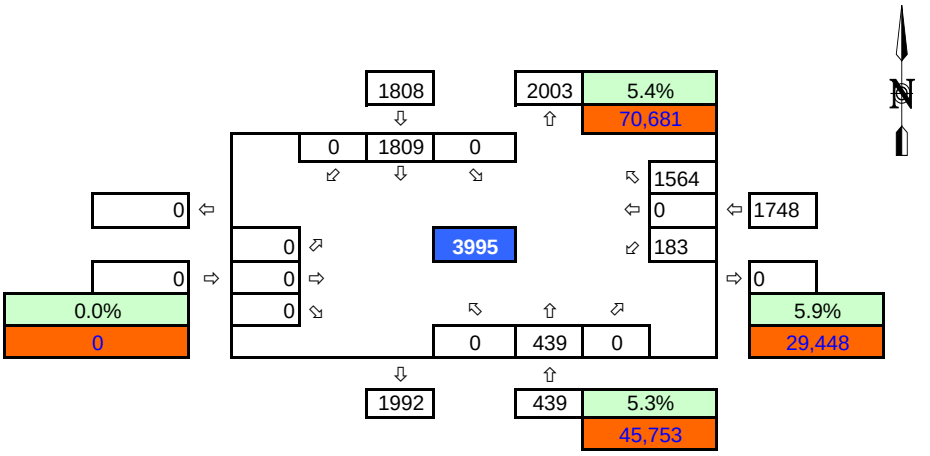
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

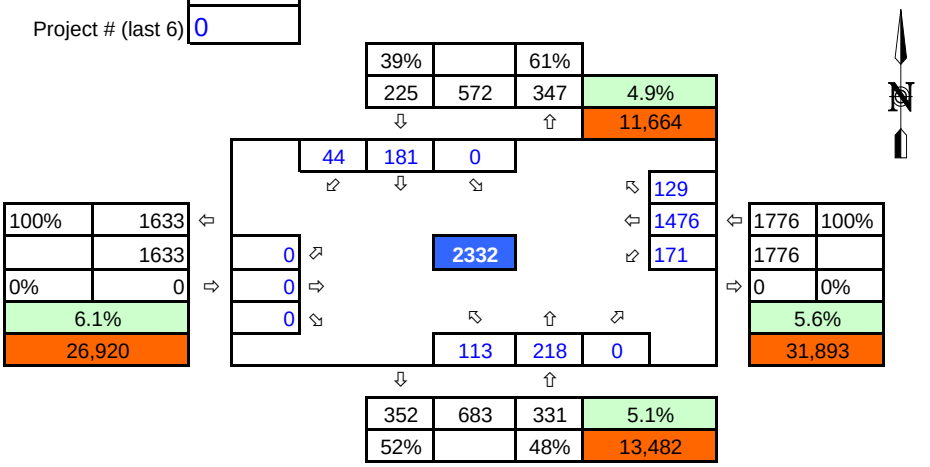



**LEGEND**

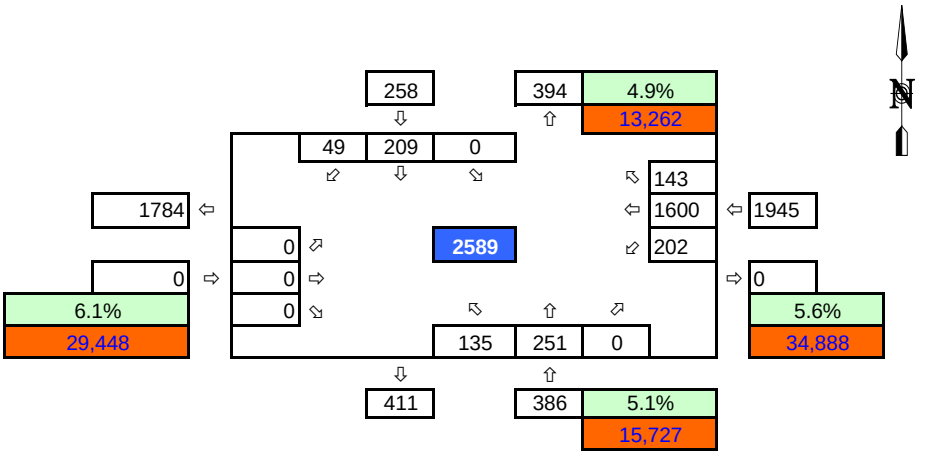
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

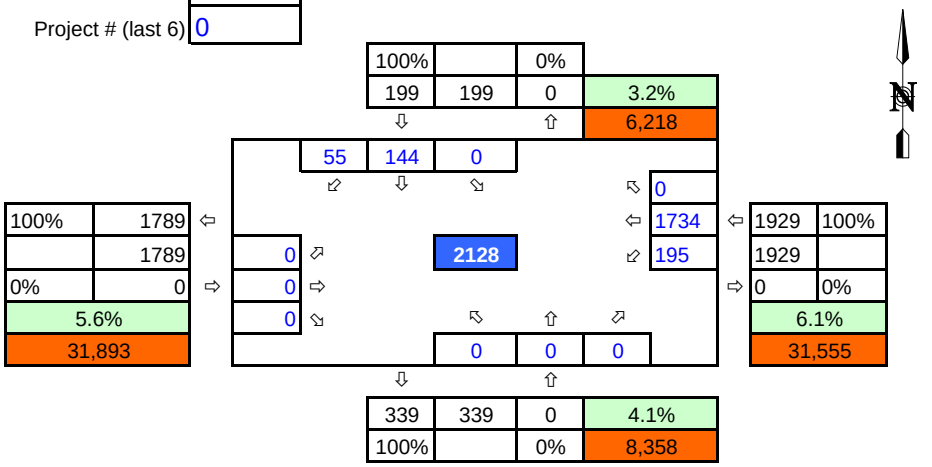



**LEGEND**

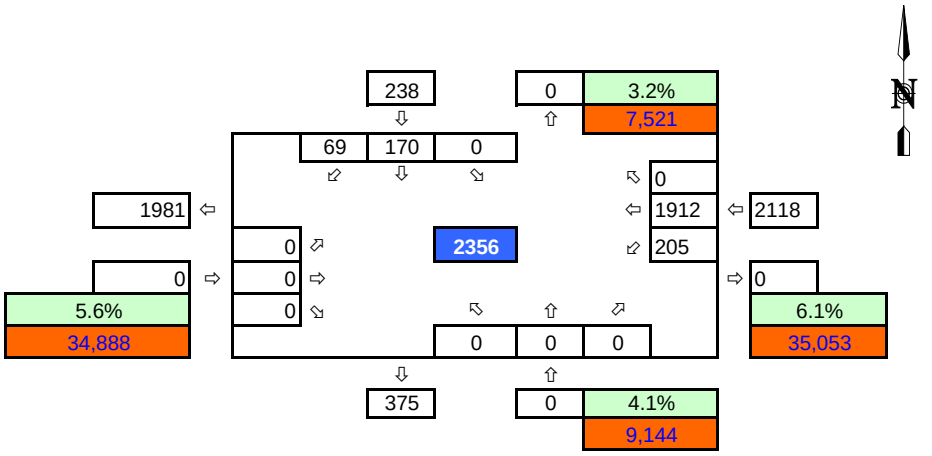
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

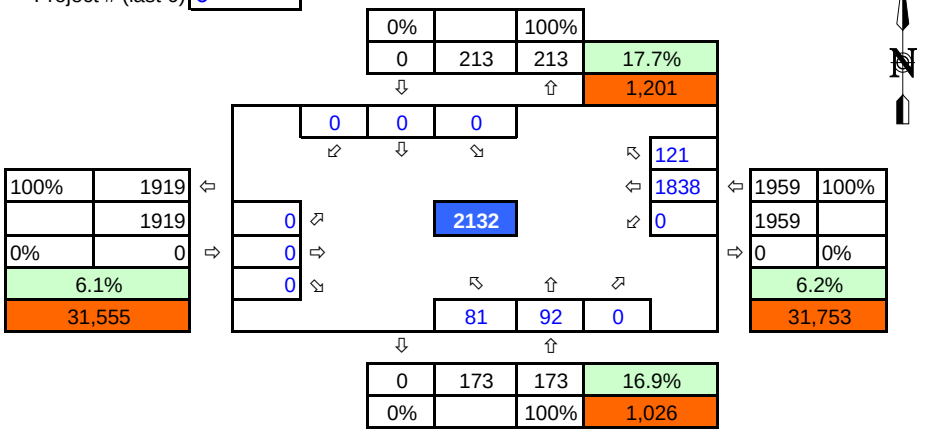



**LEGEND**

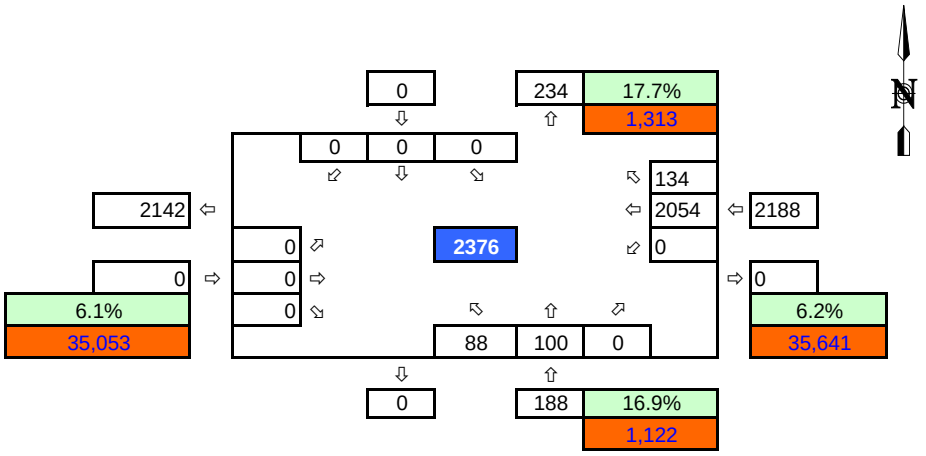
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

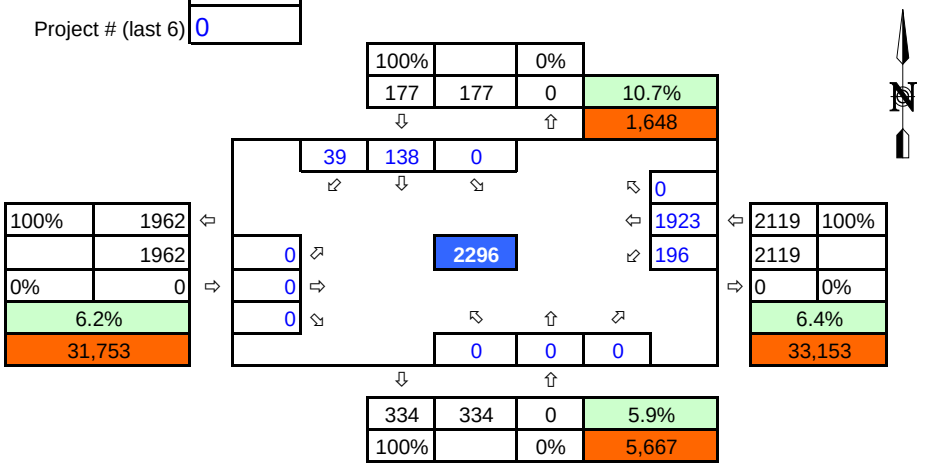



**LEGEND**

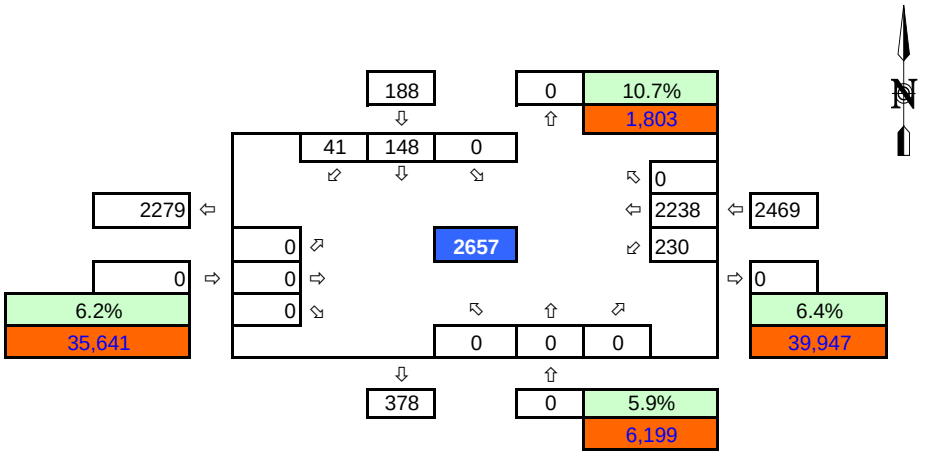
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

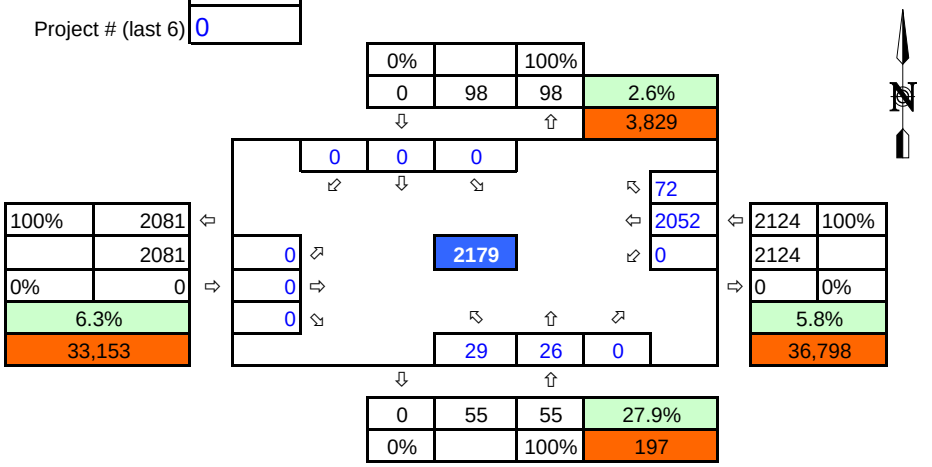



**LEGEND**

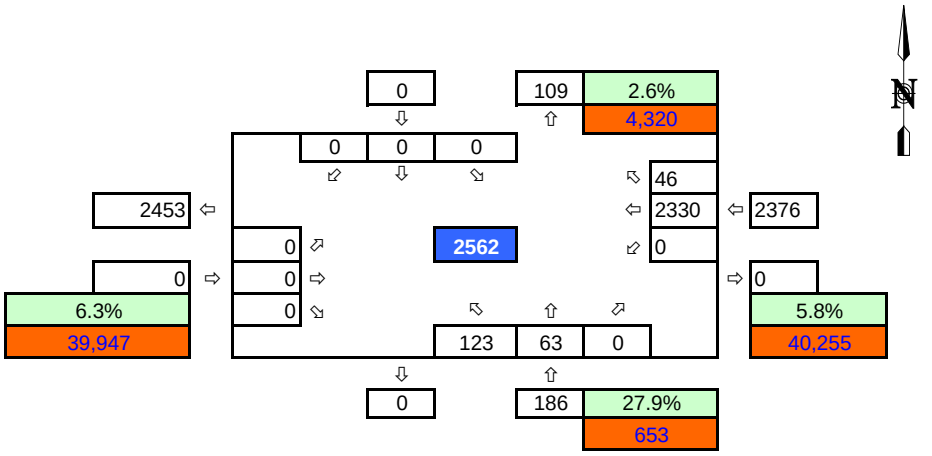
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

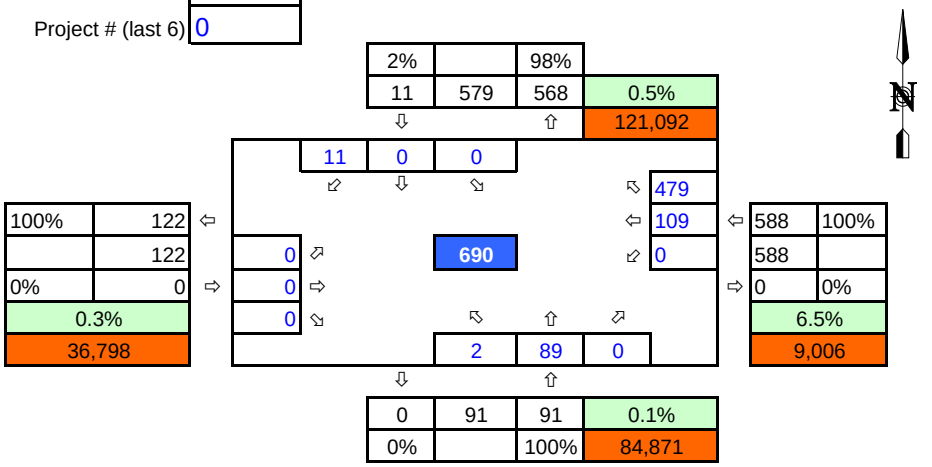



**LEGEND**

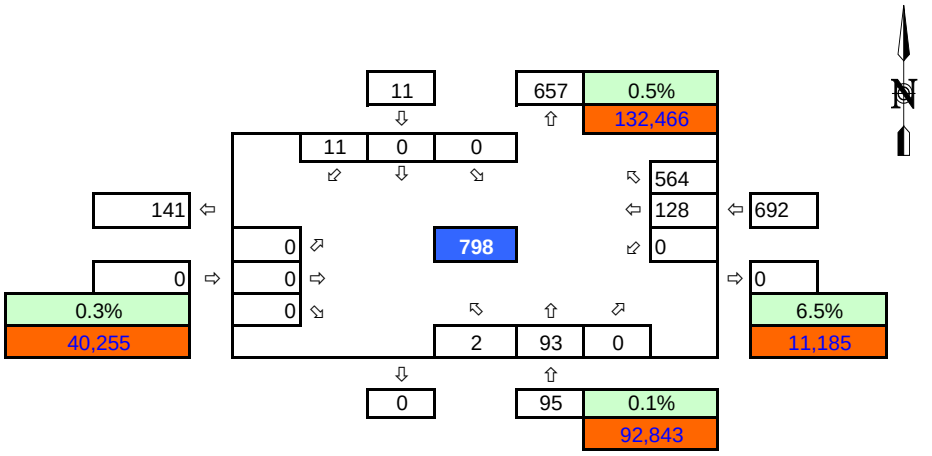
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

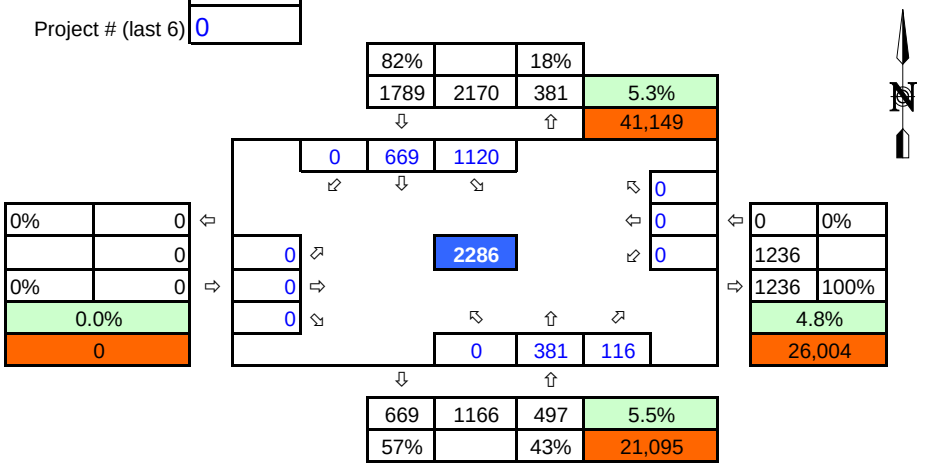



**LEGEND**

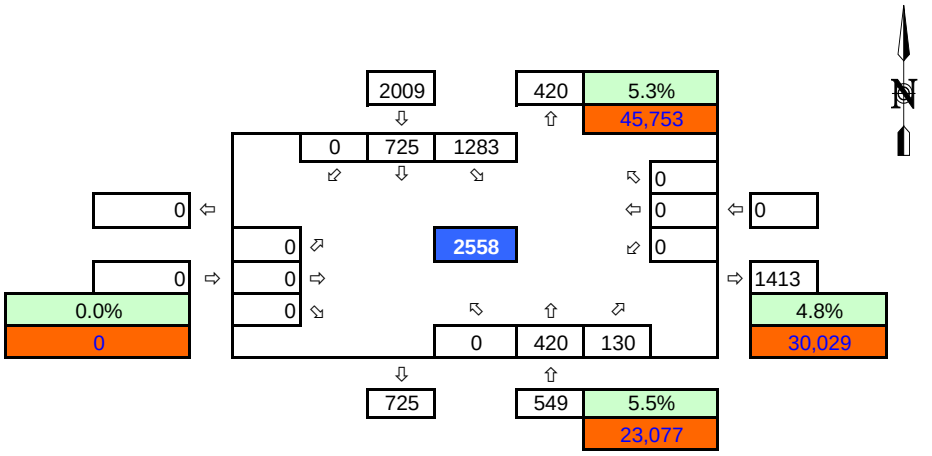
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

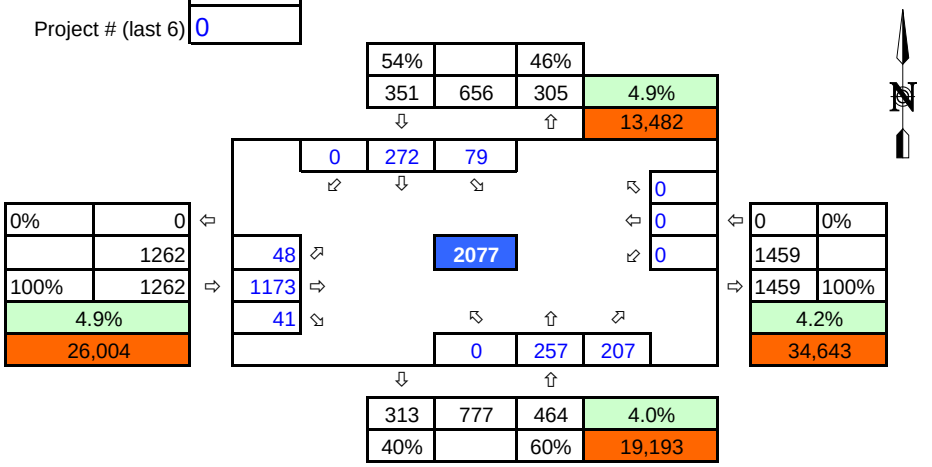



**LEGEND**

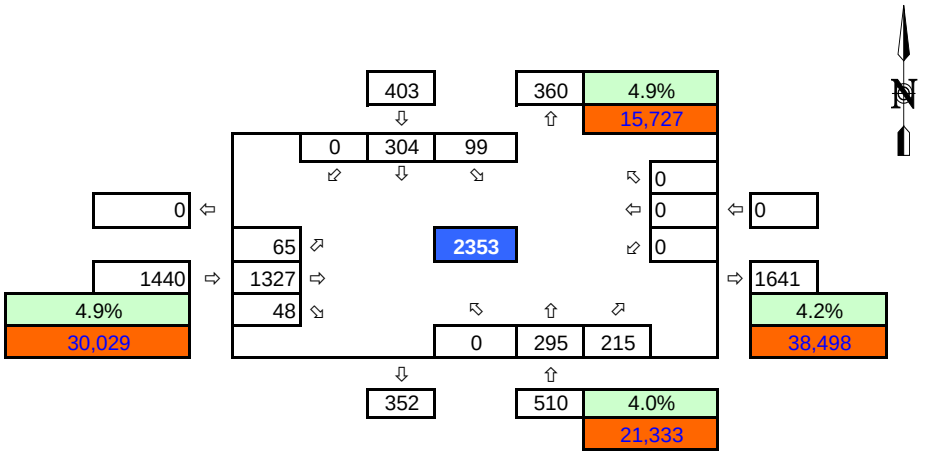
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

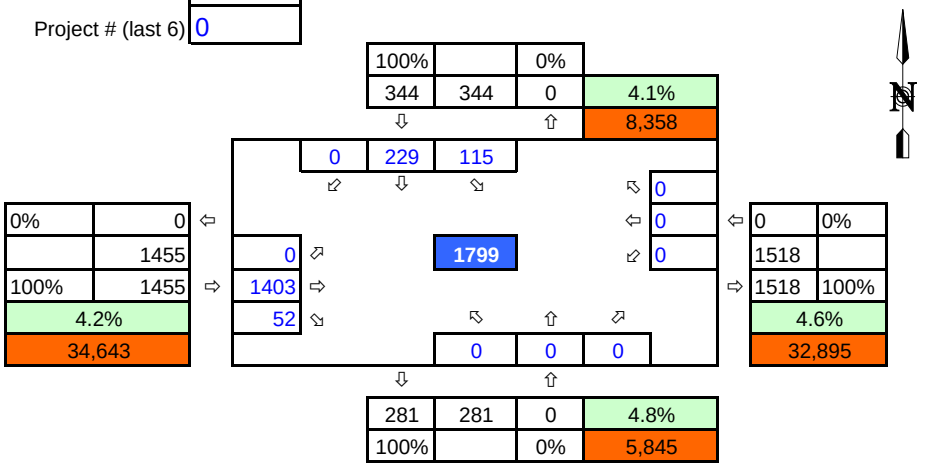



**LEGEND**

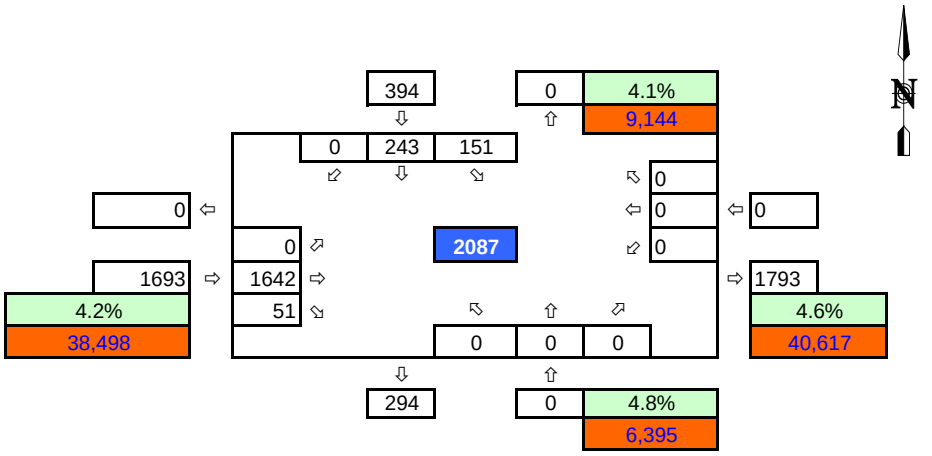
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

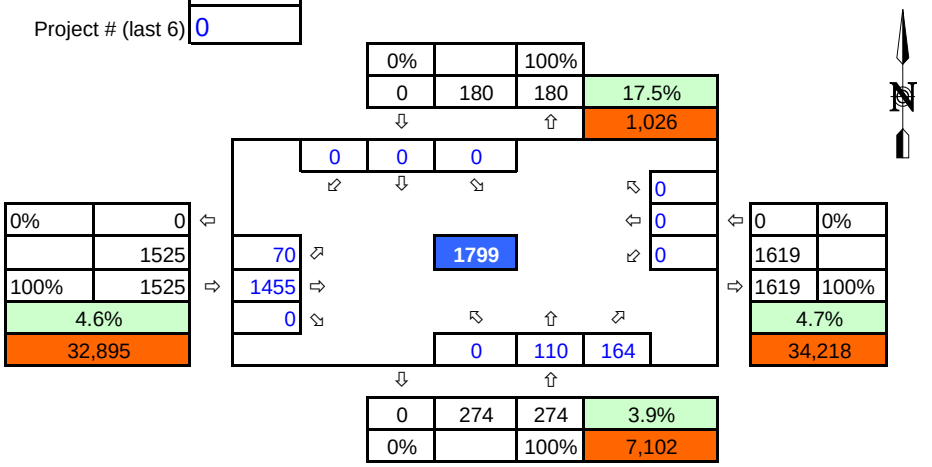



**LEGEND**

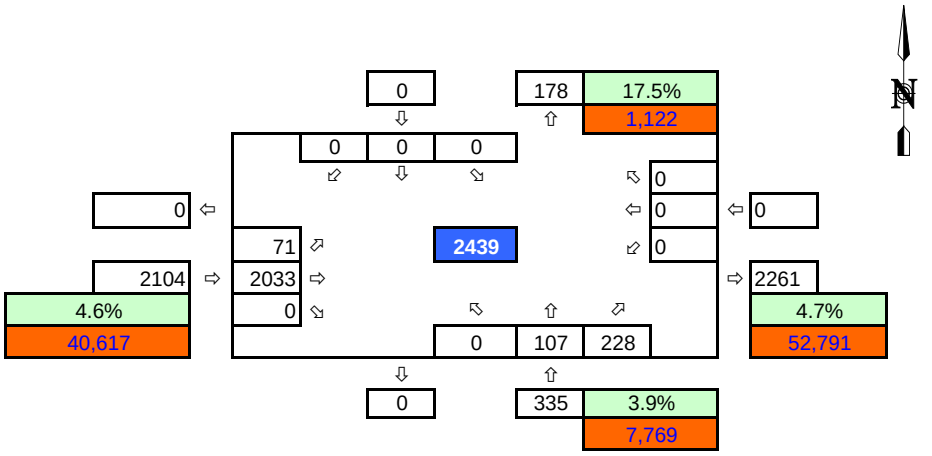
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

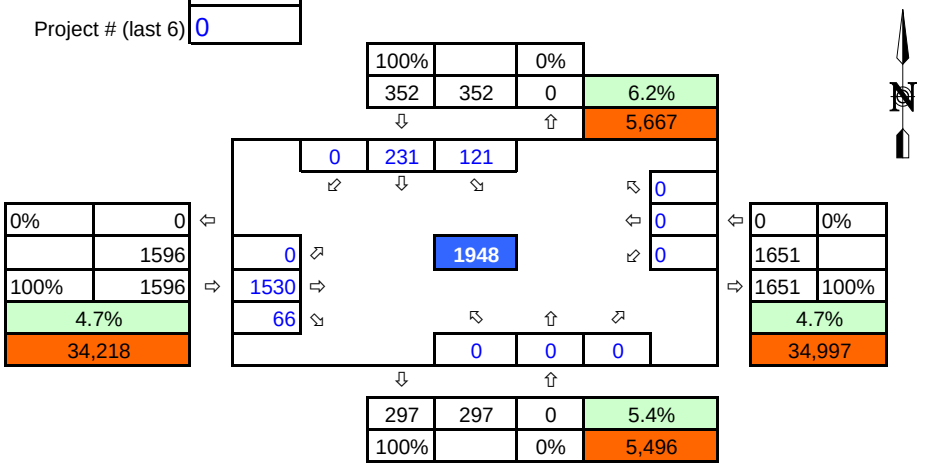



**LEGEND**

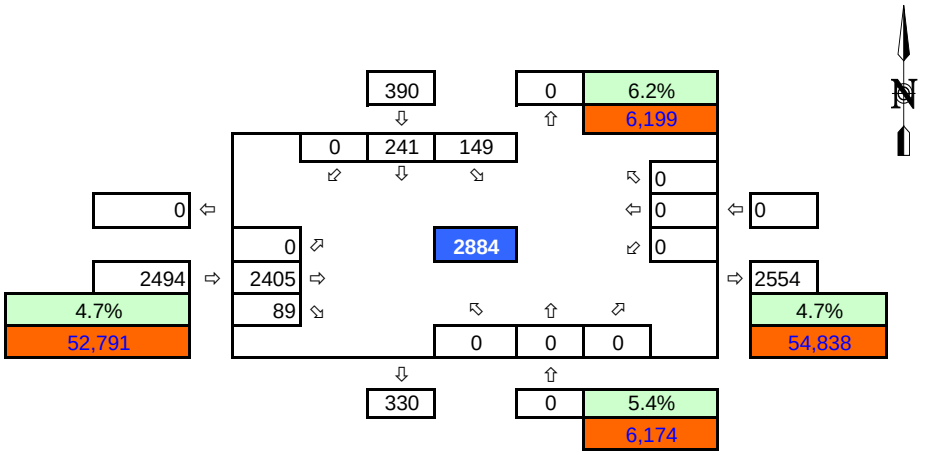
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

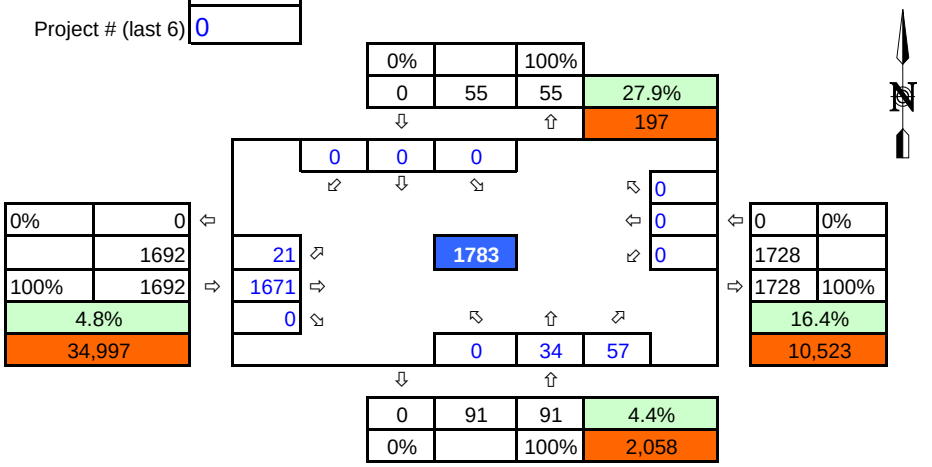



**LEGEND**

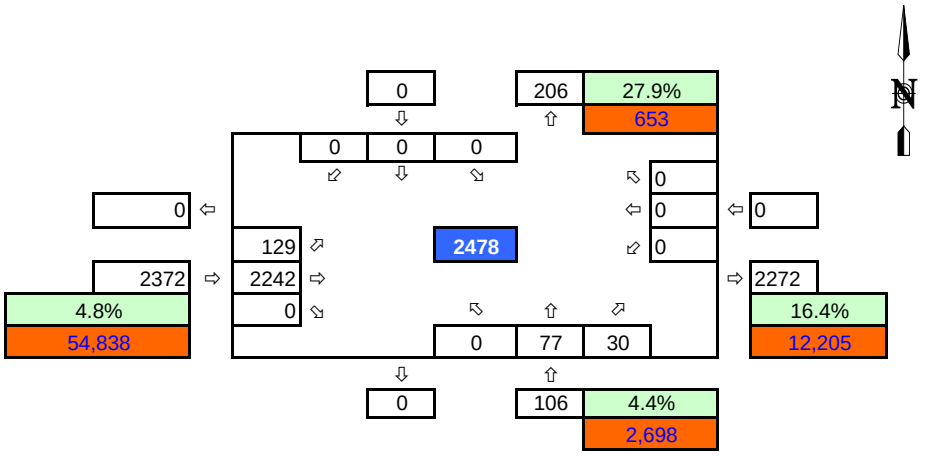
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

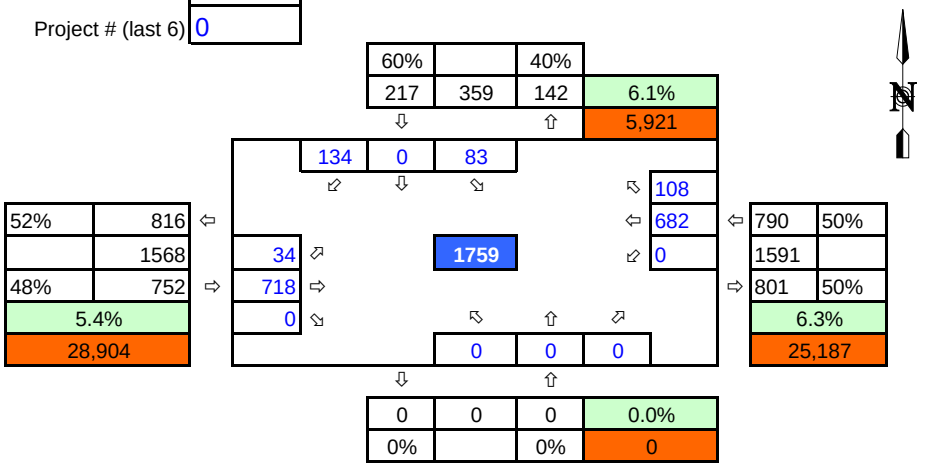



**LEGEND**

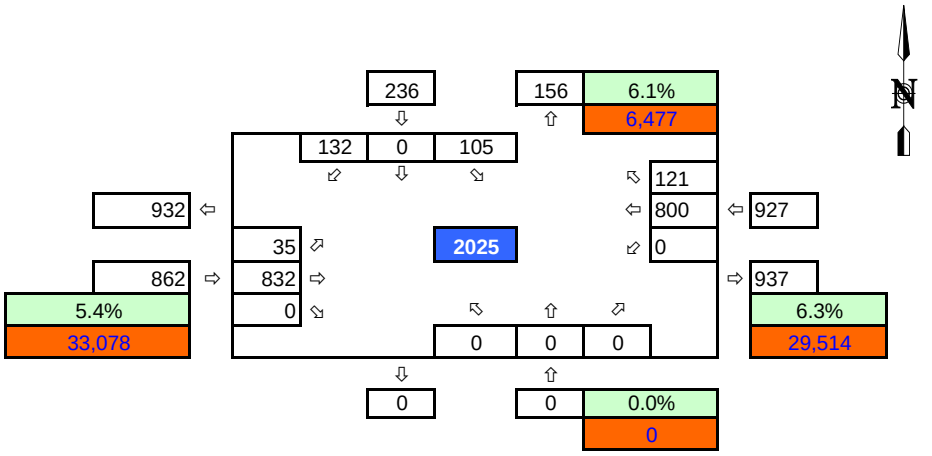
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

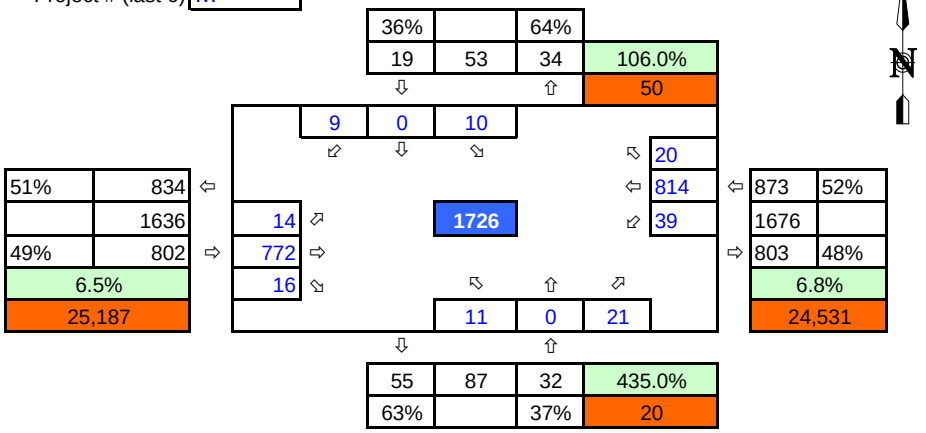



**LEGEND**

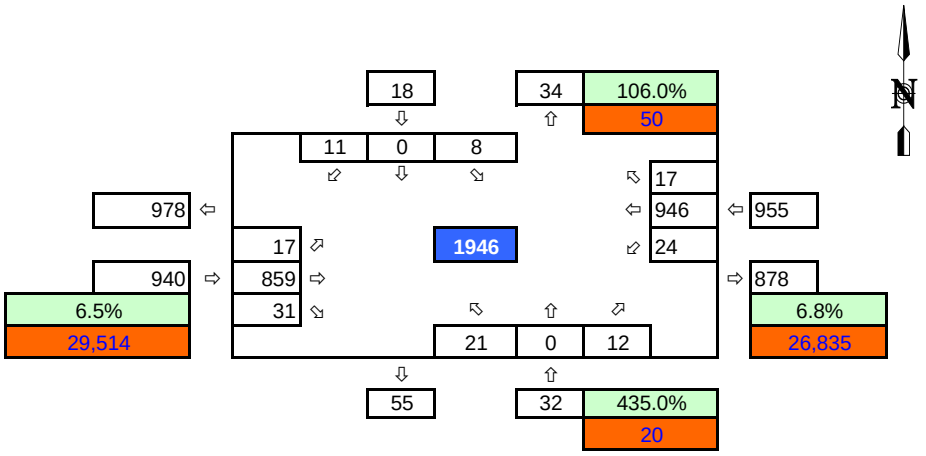
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

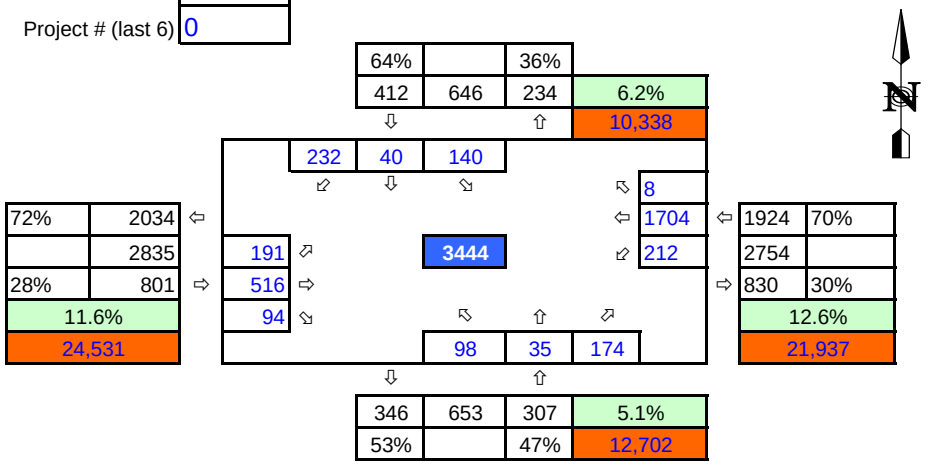



**LEGEND**

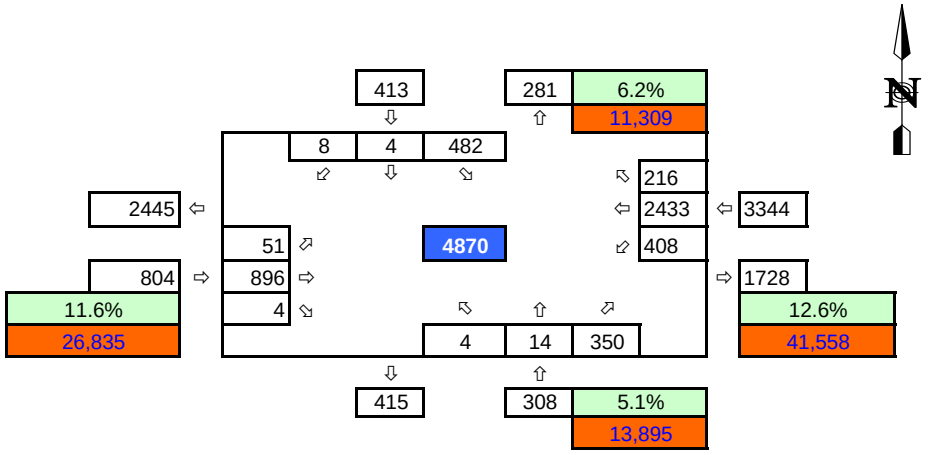
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

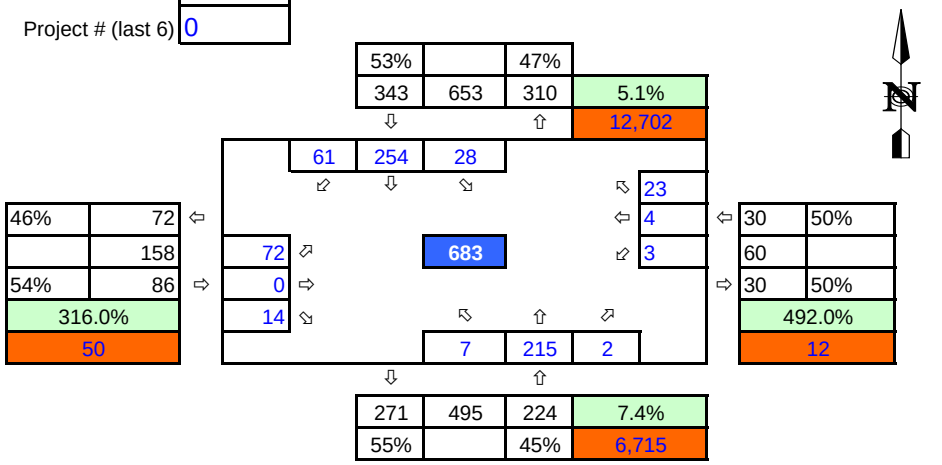



**LEGEND**

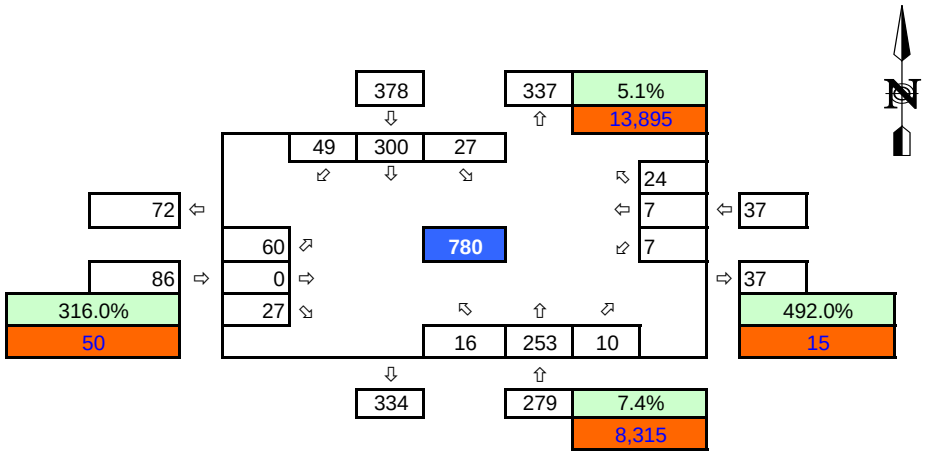
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

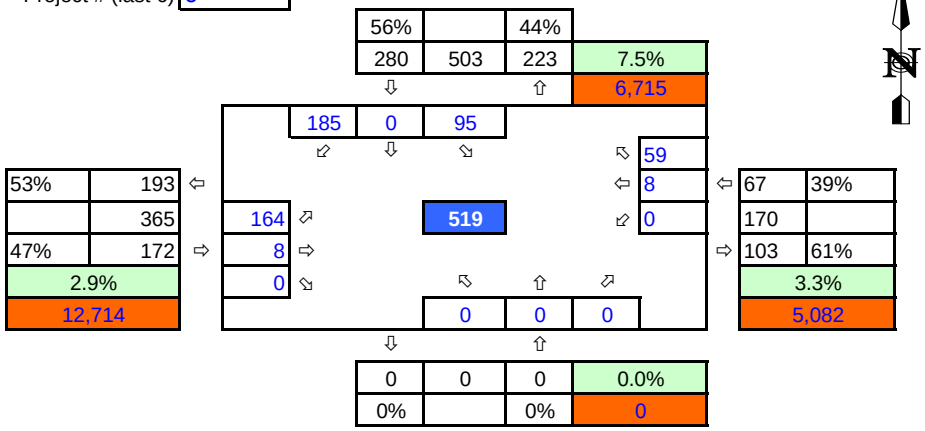



**LEGEND**

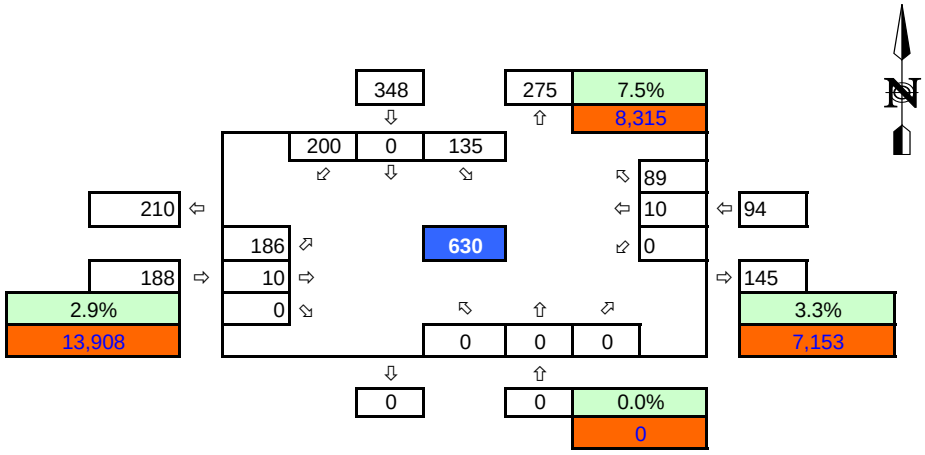
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

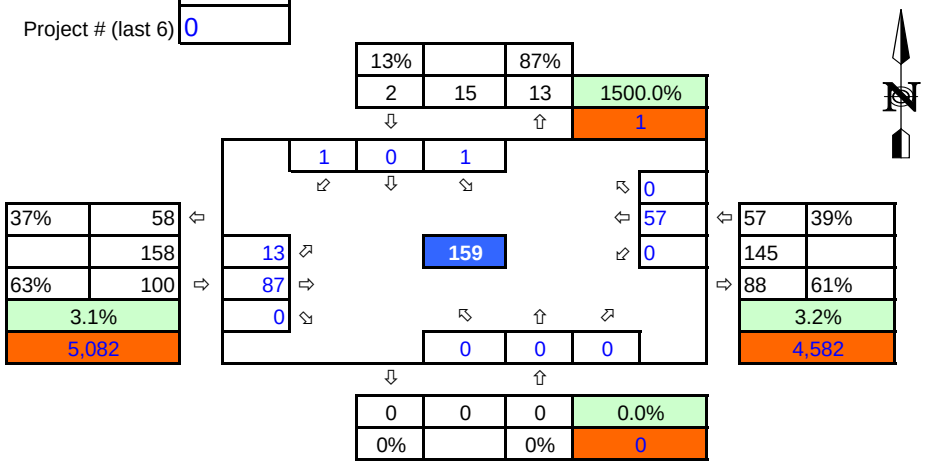



**LEGEND**

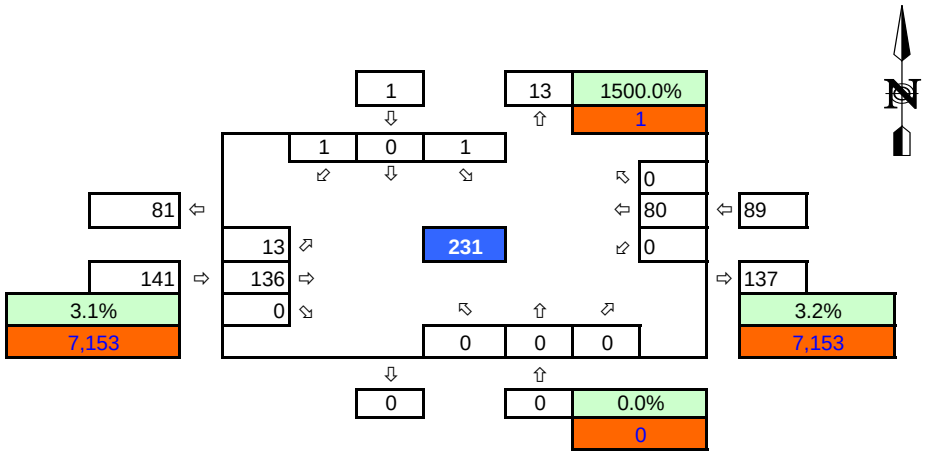
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

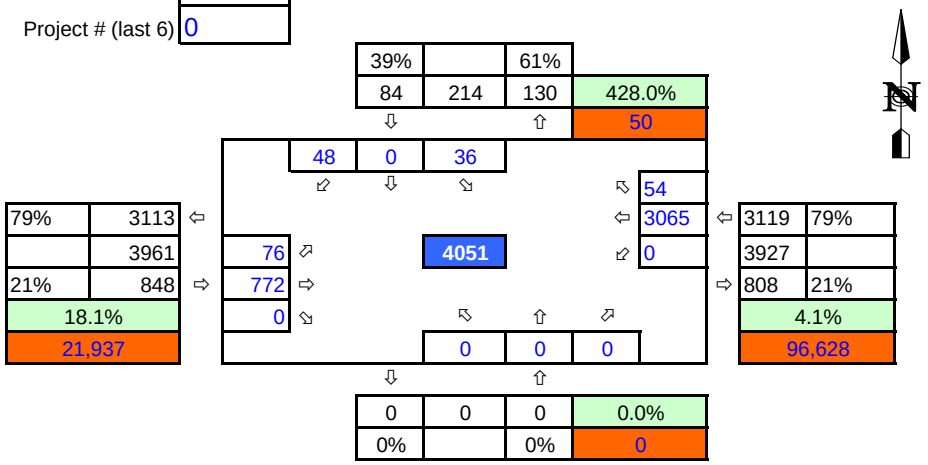



**LEGEND**

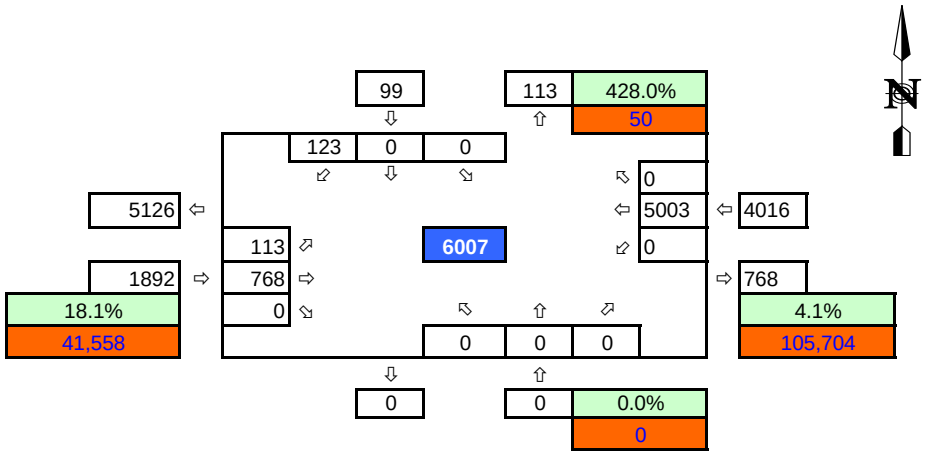
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

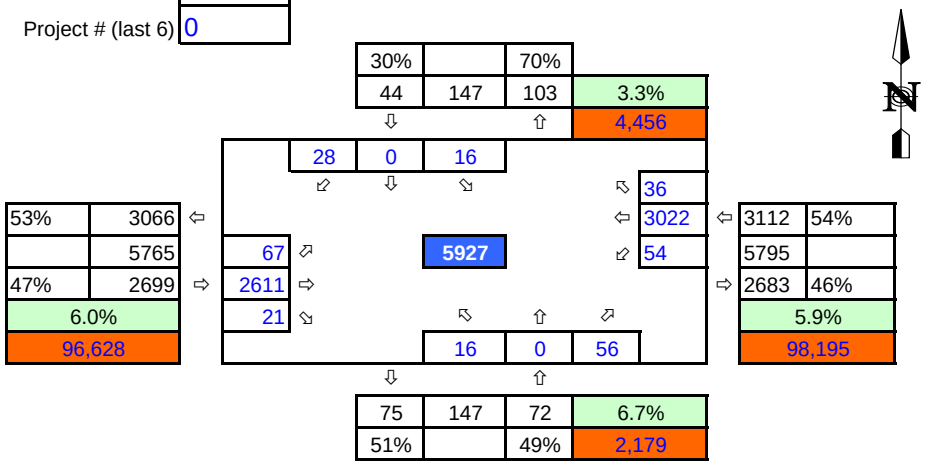



**LEGEND**

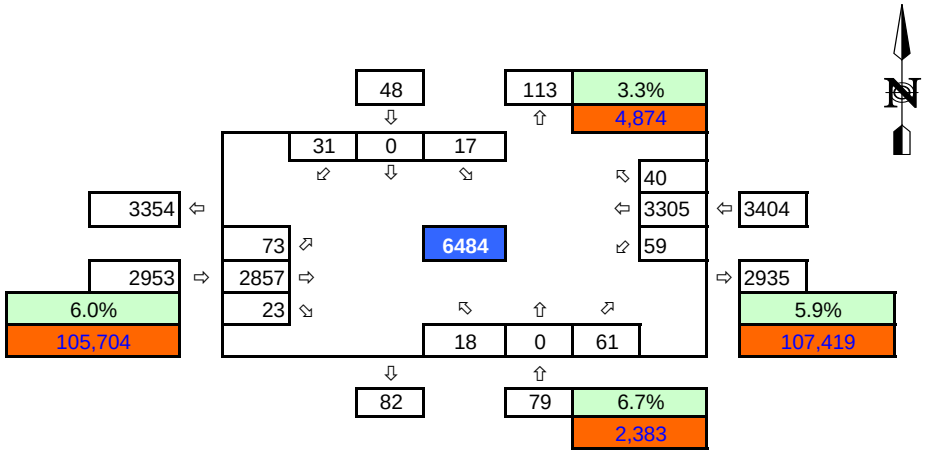
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

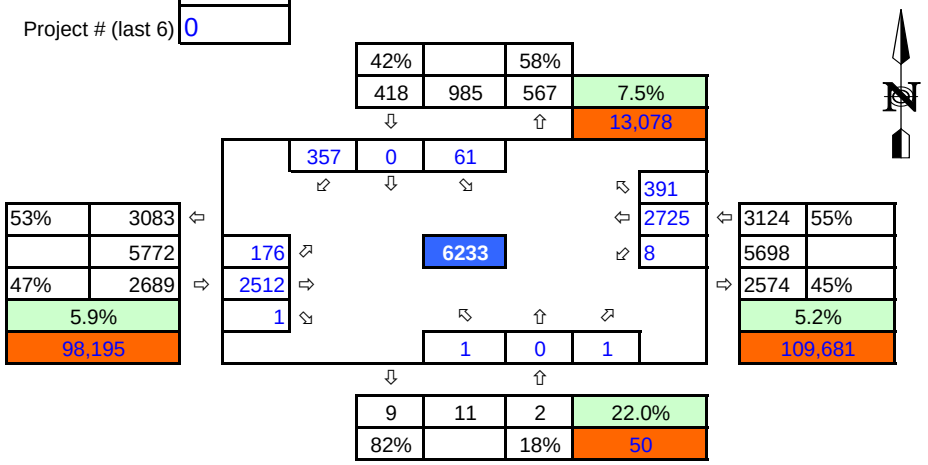



**LEGEND**

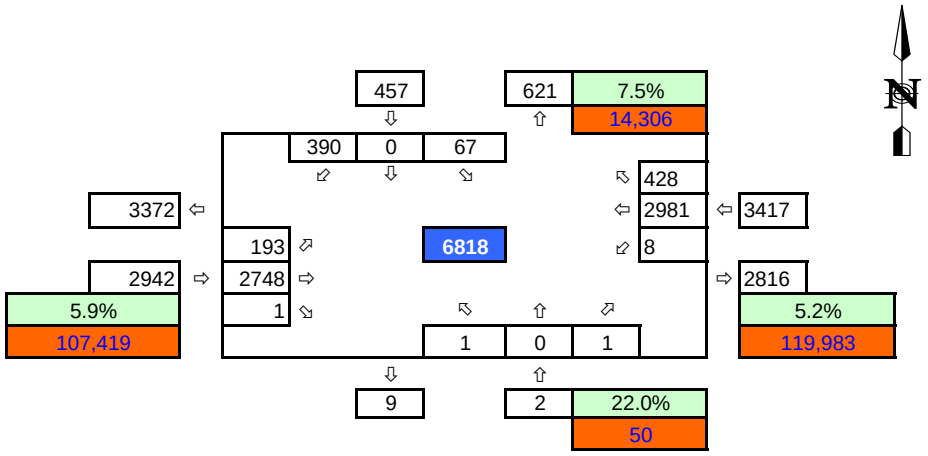
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

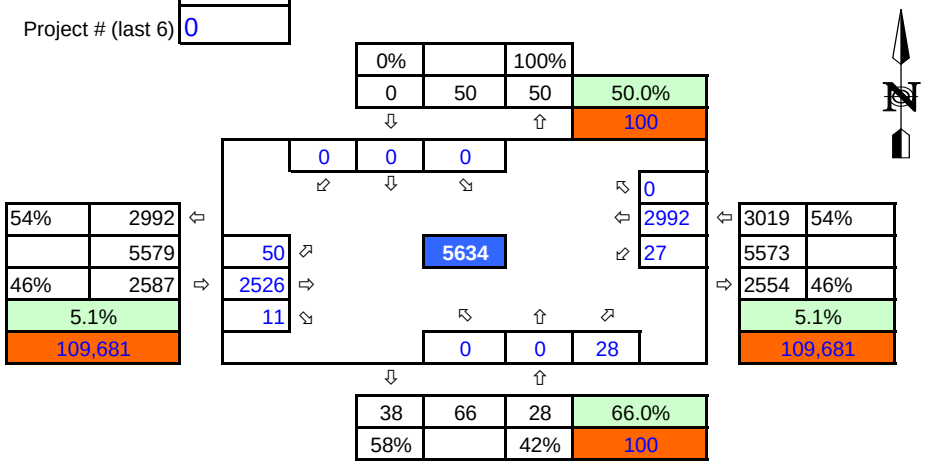



**LEGEND**

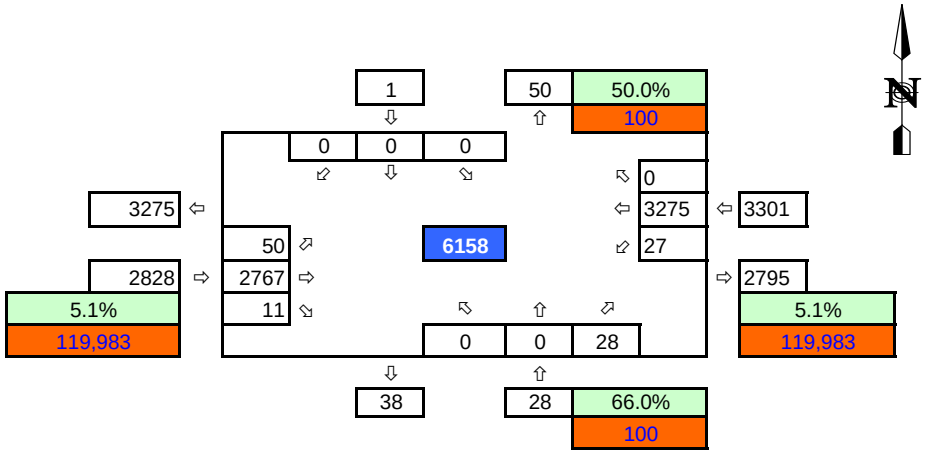
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

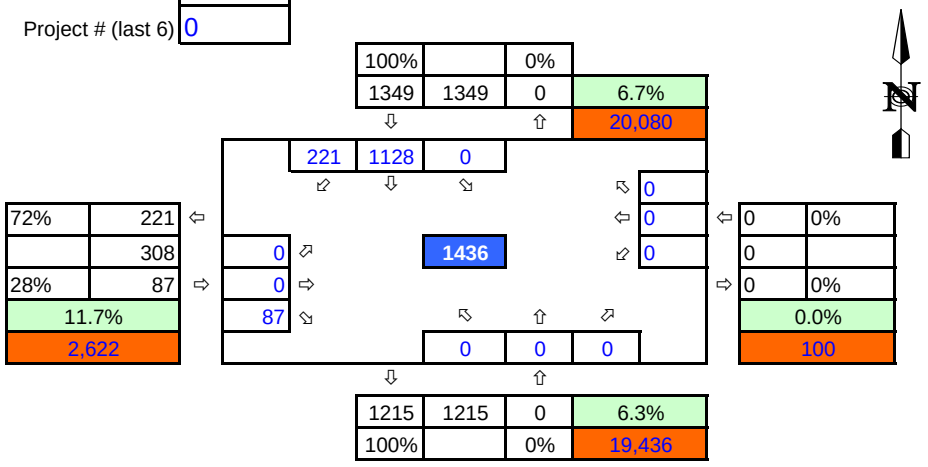



**LEGEND**

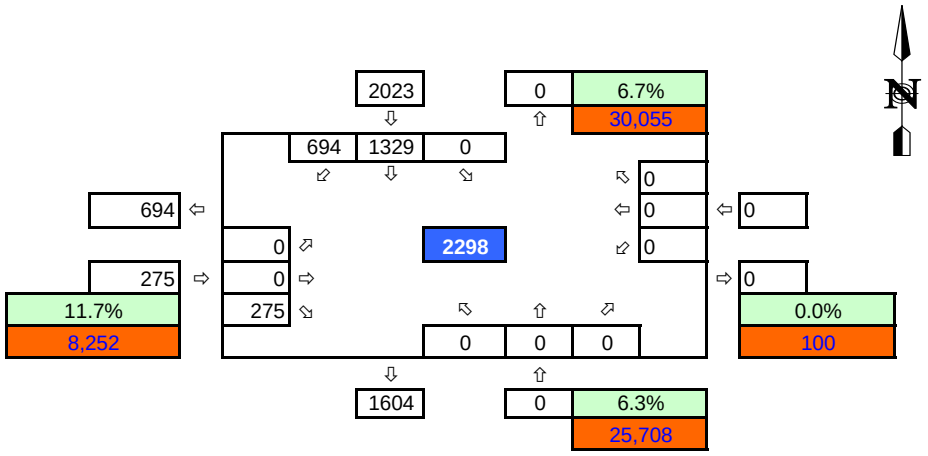
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

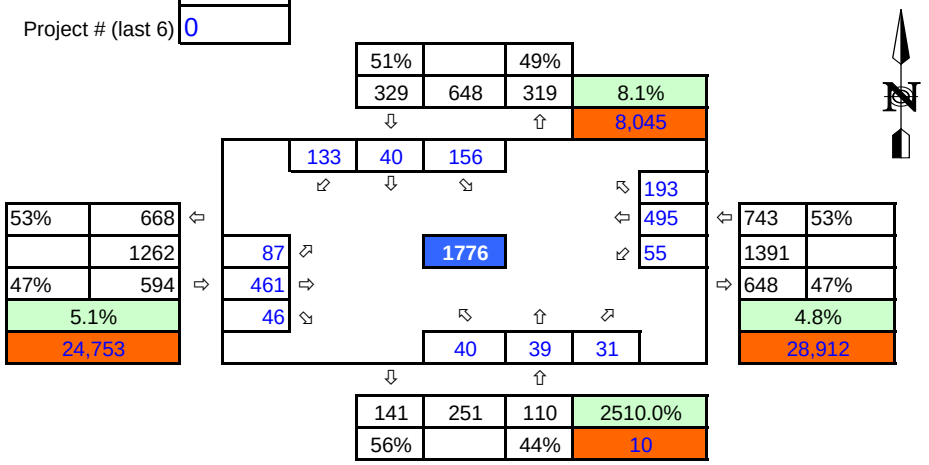



**LEGEND**

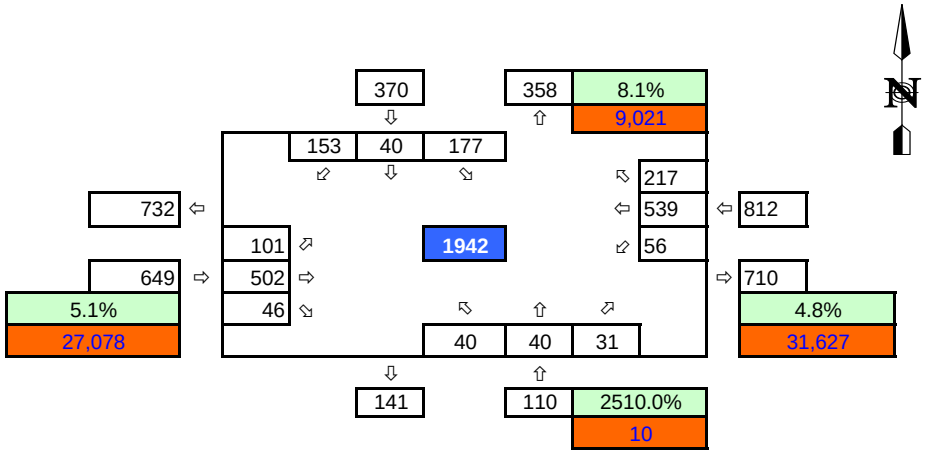
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

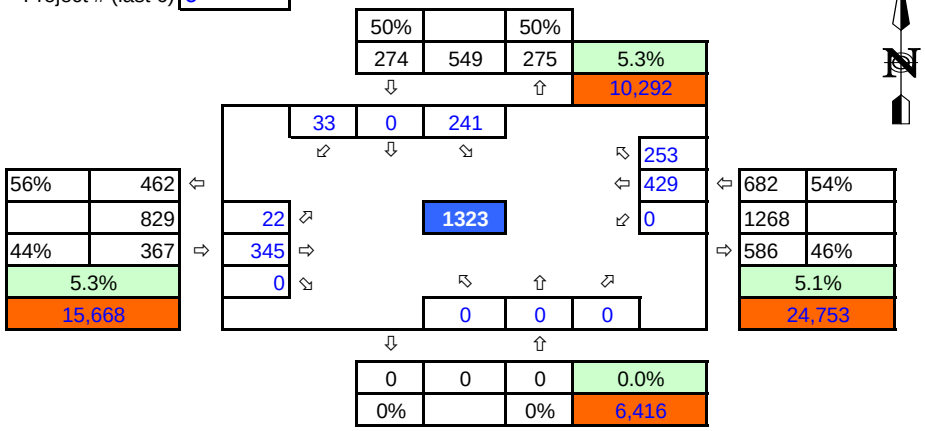



**LEGEND**

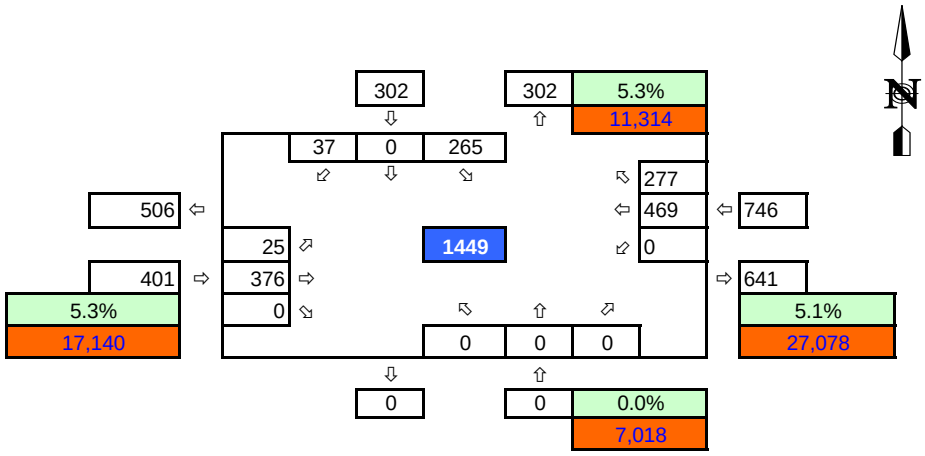
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

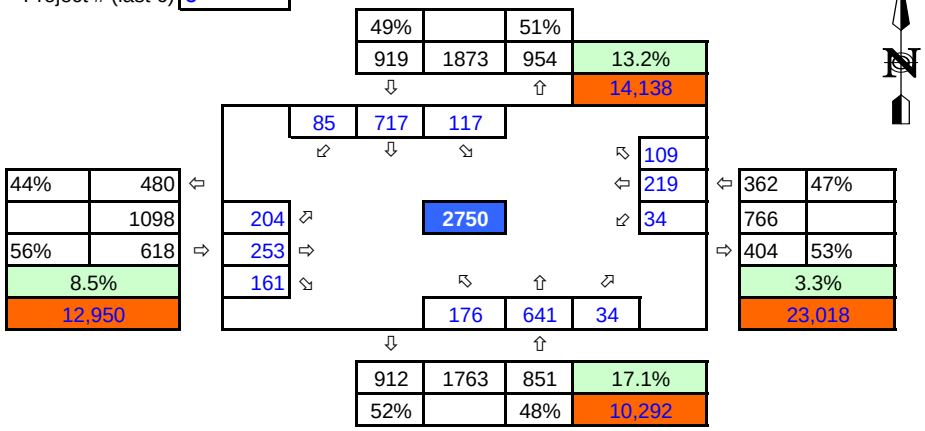



**LEGEND**

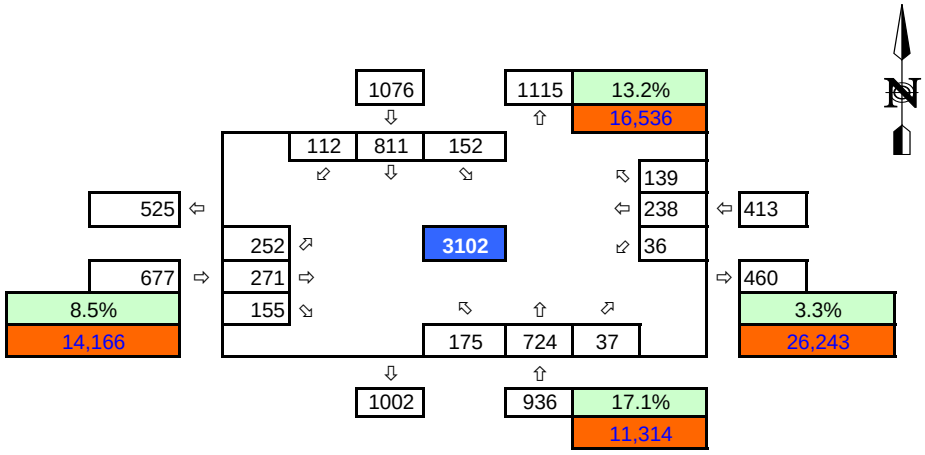
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

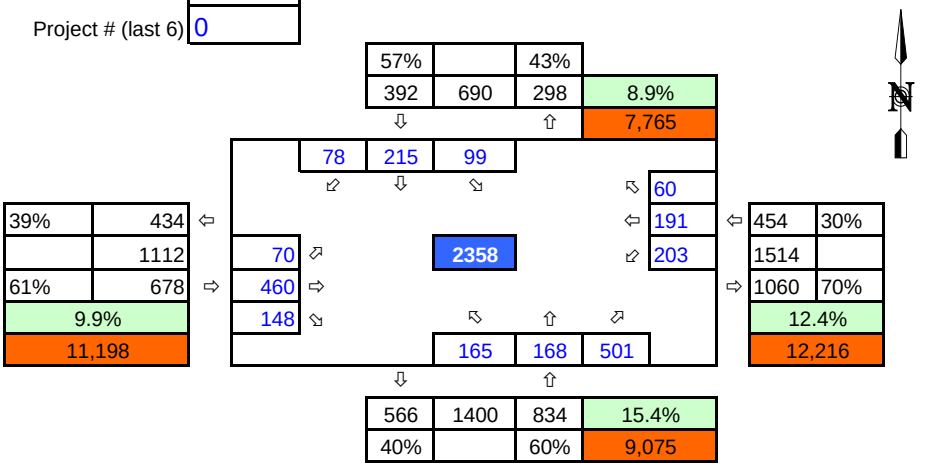



**LEGEND**

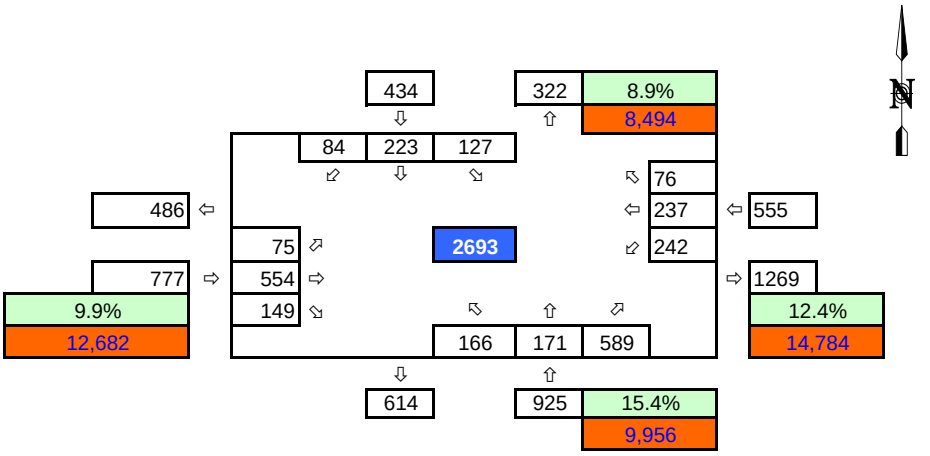
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

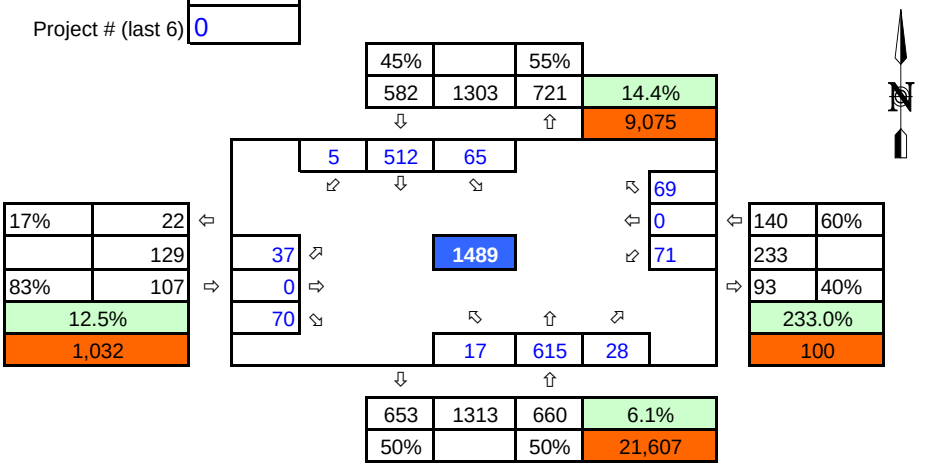



**LEGEND**

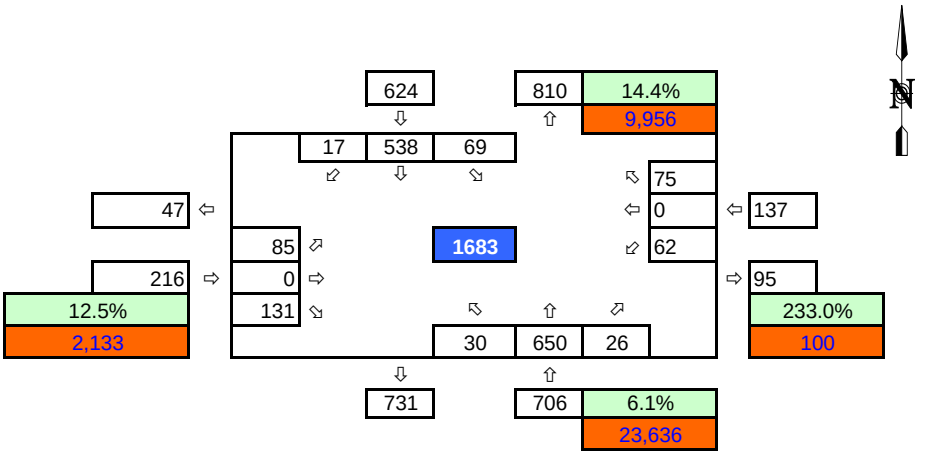
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

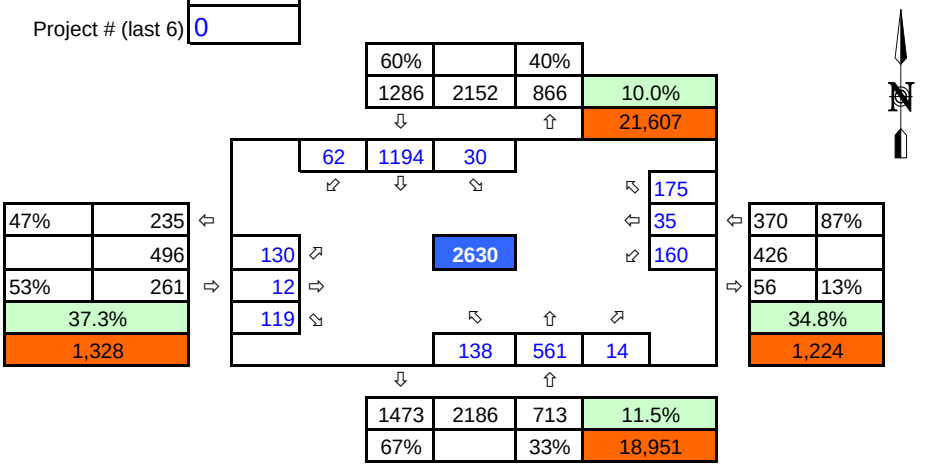



**LEGEND**

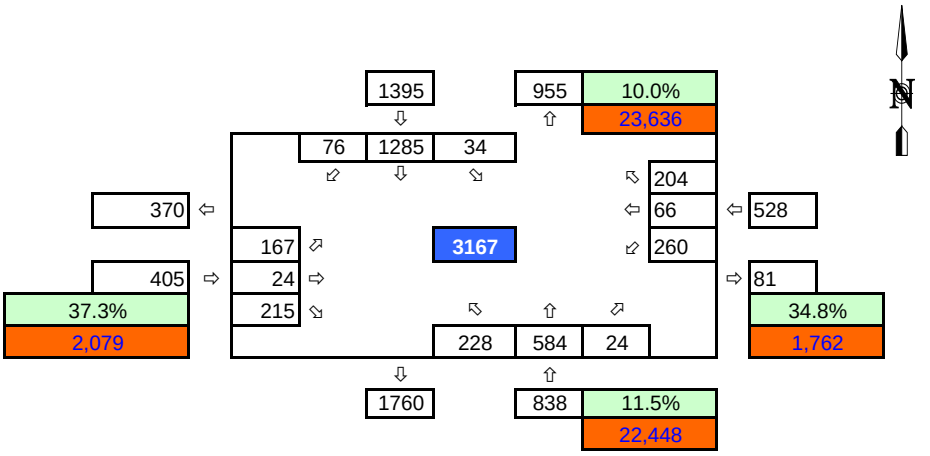
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

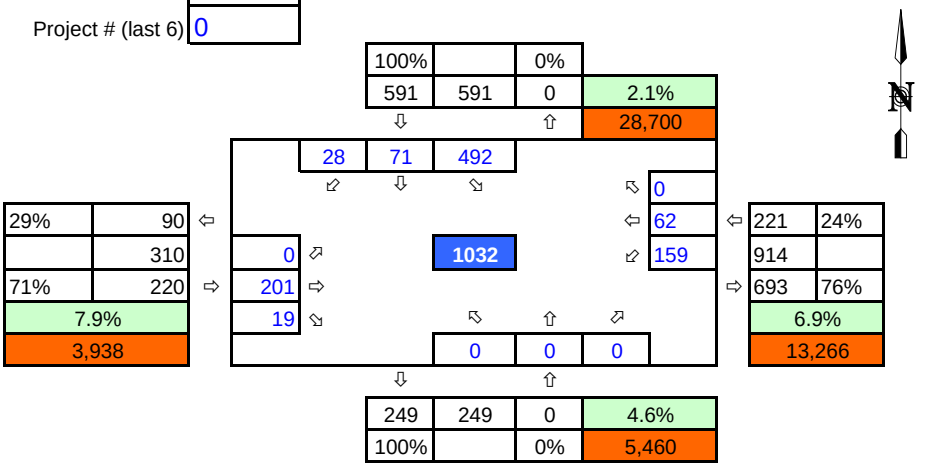



**LEGEND**

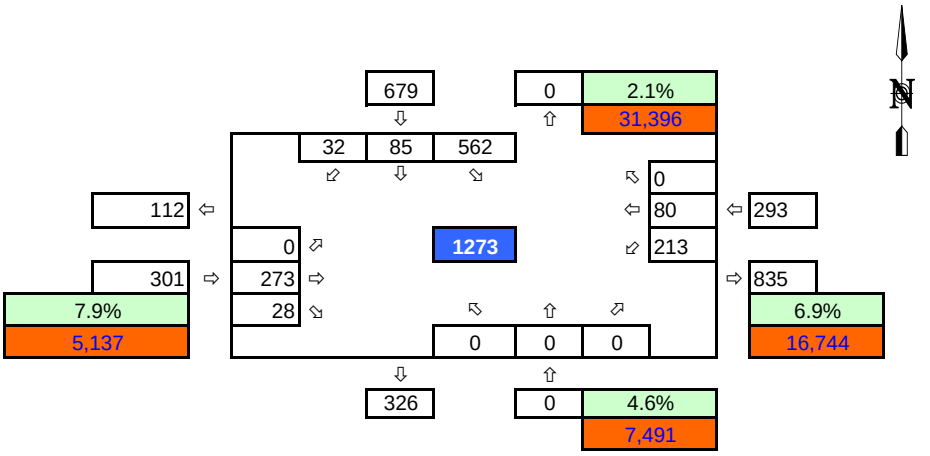
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

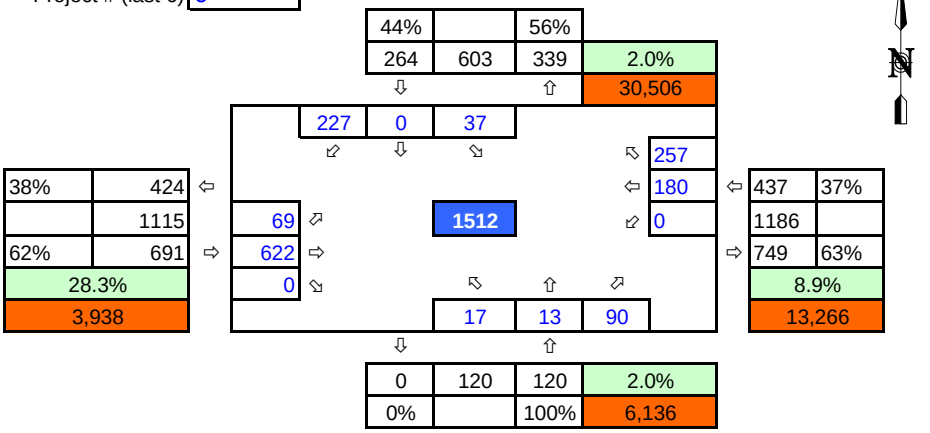



**LEGEND**

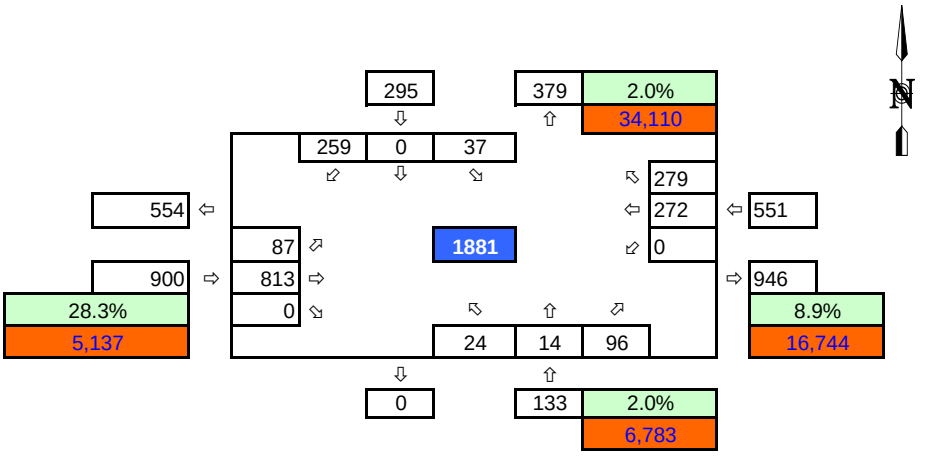
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

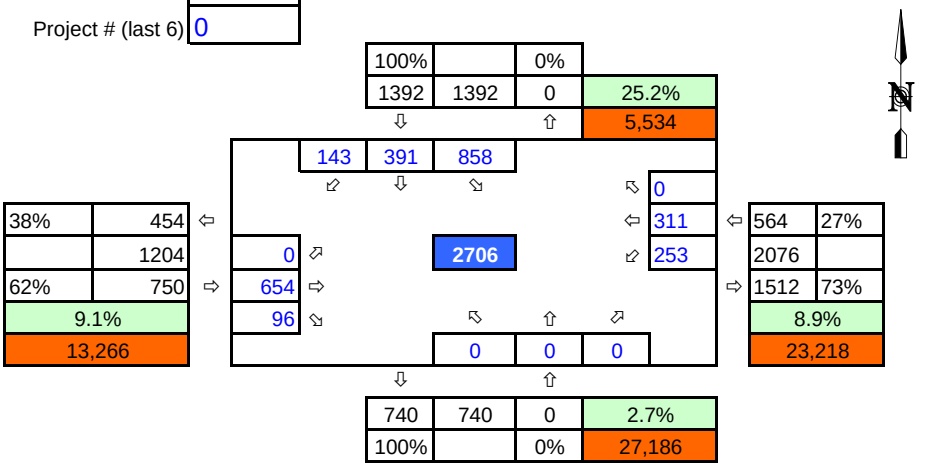



**LEGEND**

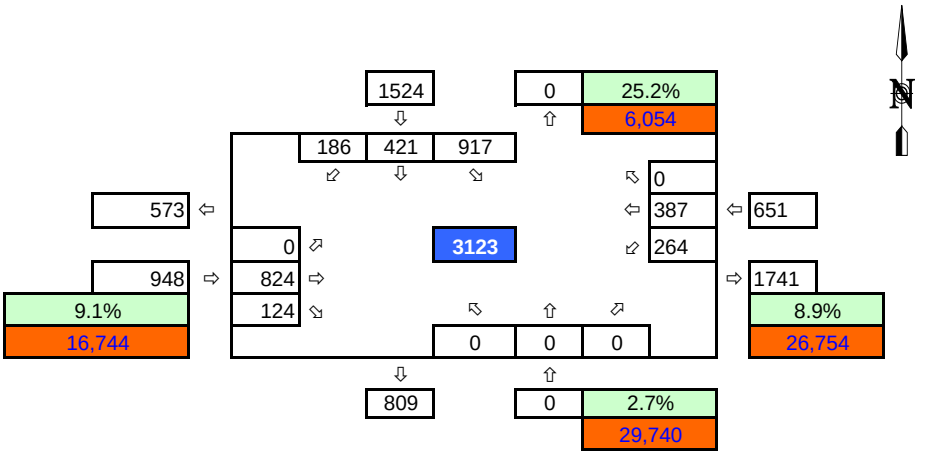
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

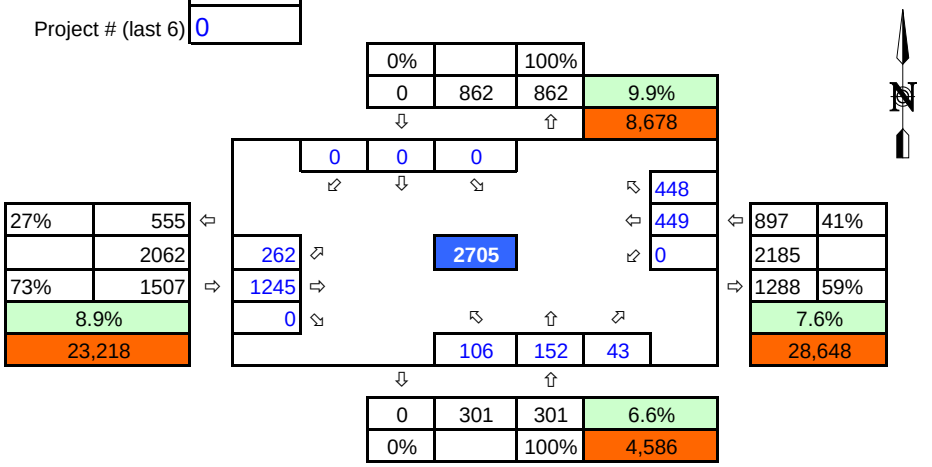



**LEGEND**

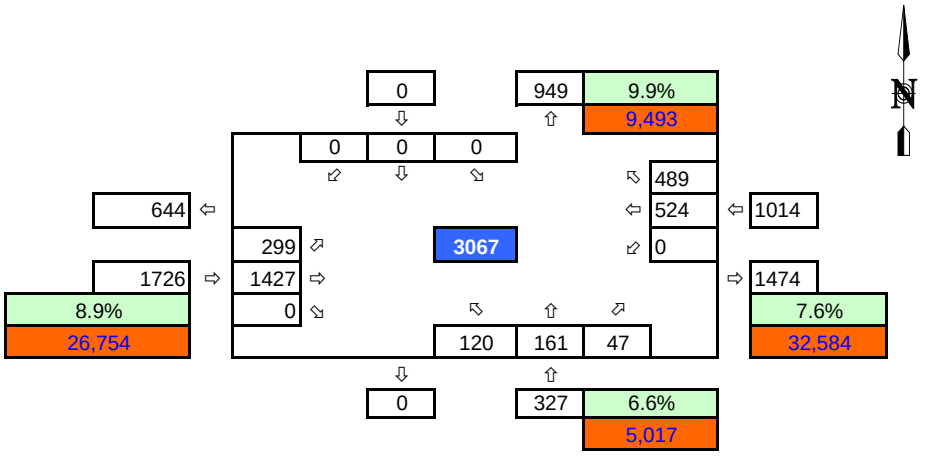
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

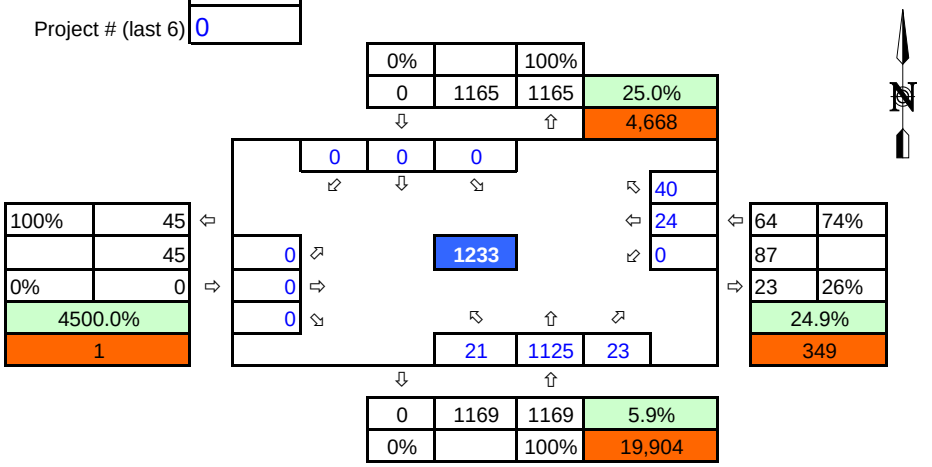



**LEGEND**

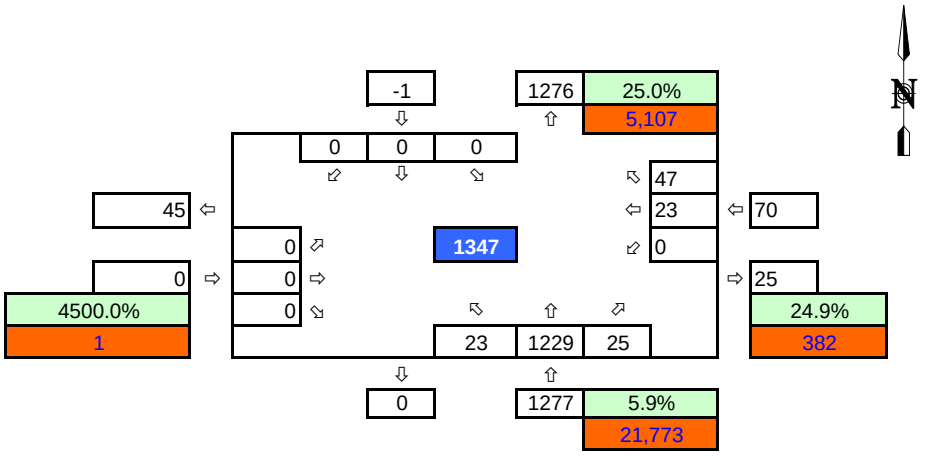
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

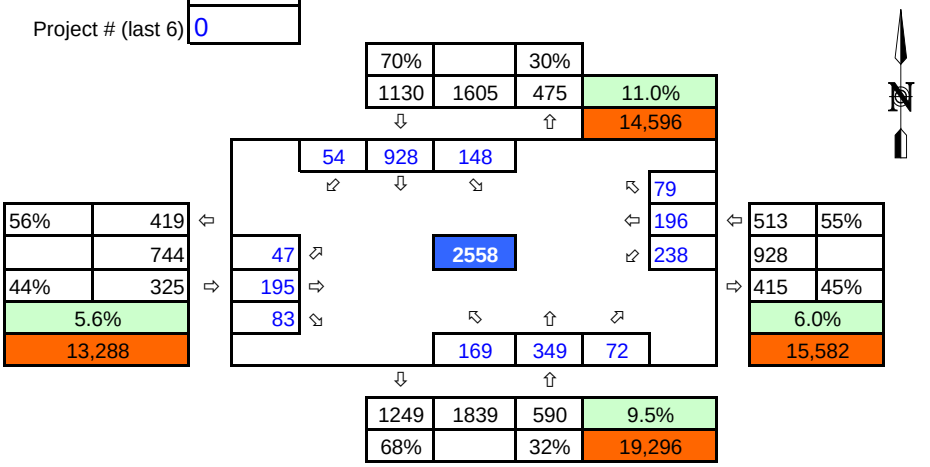



**LEGEND**

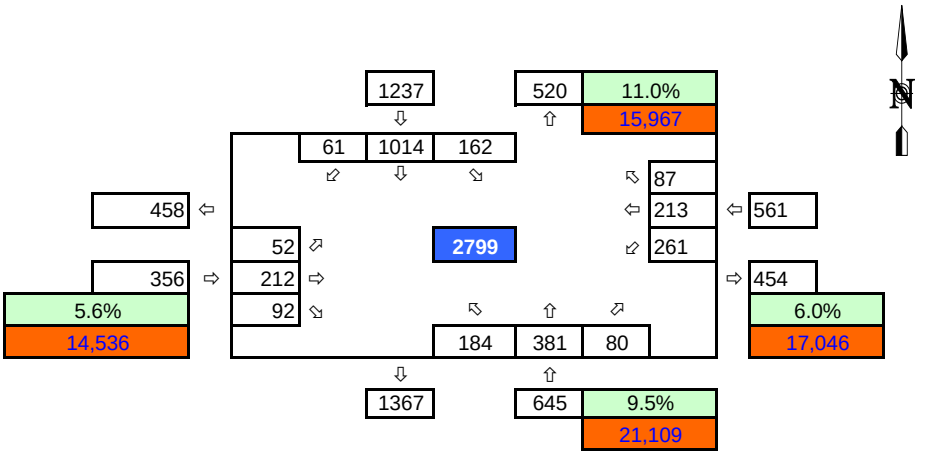
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

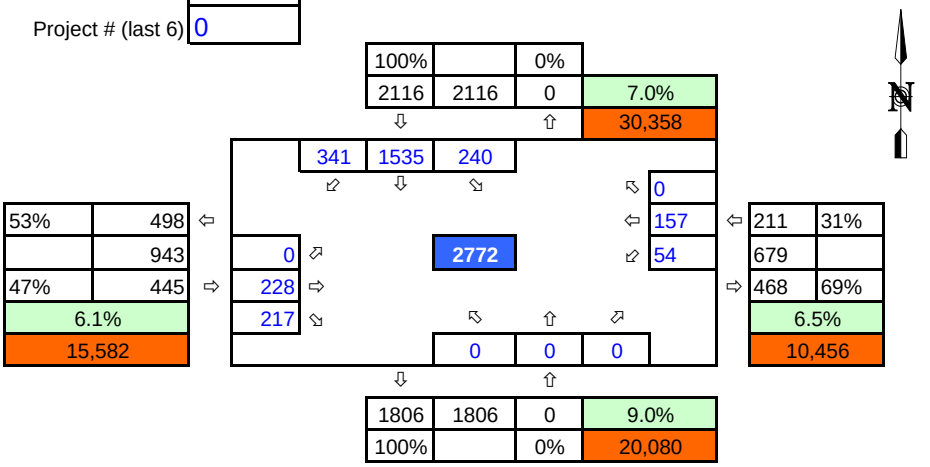



**LEGEND**

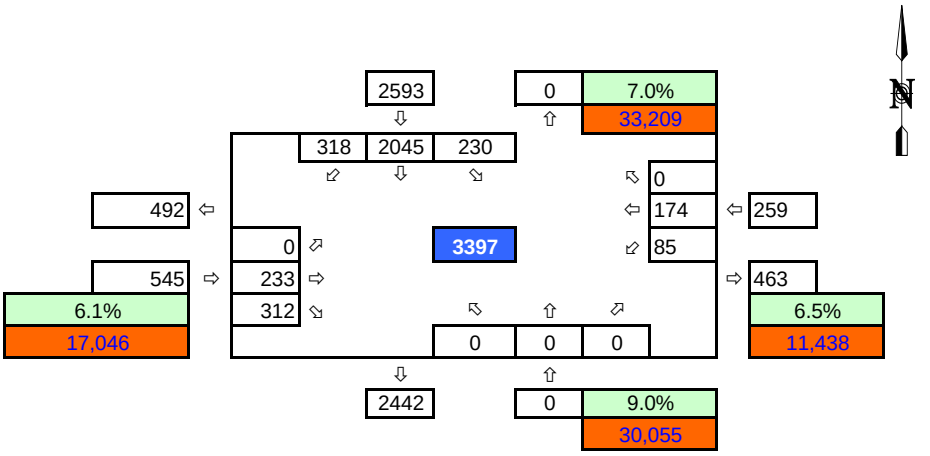
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

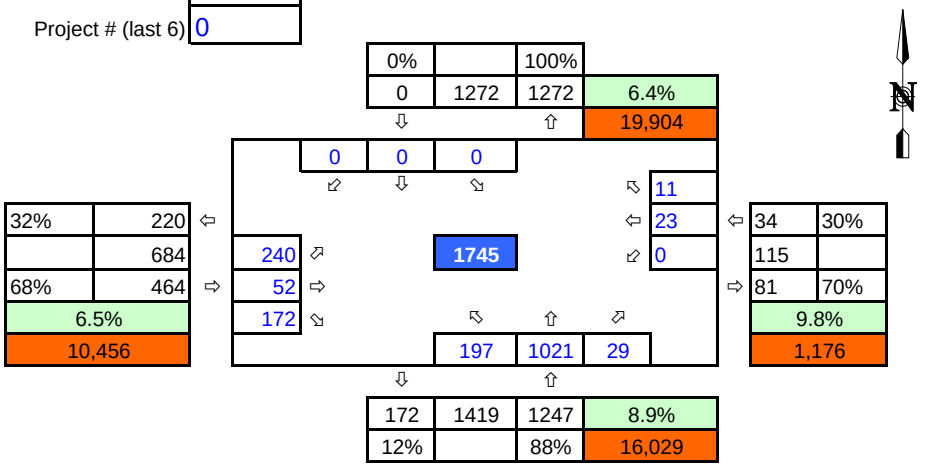



**LEGEND**

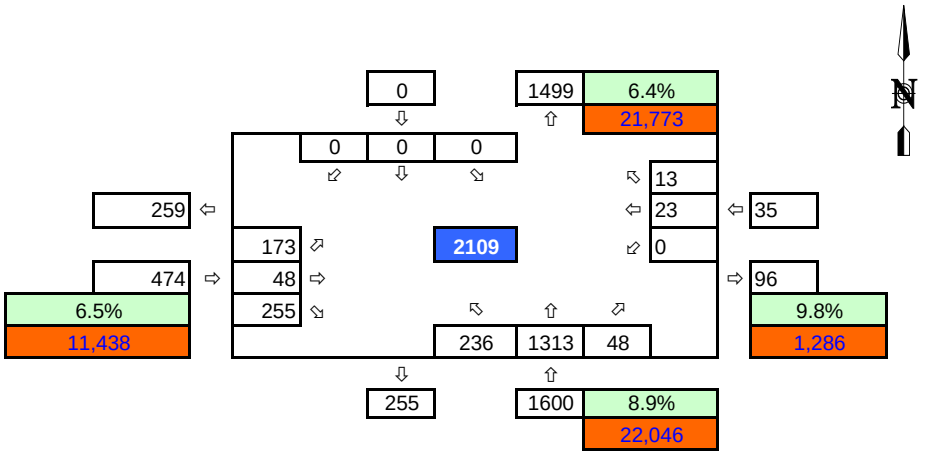
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

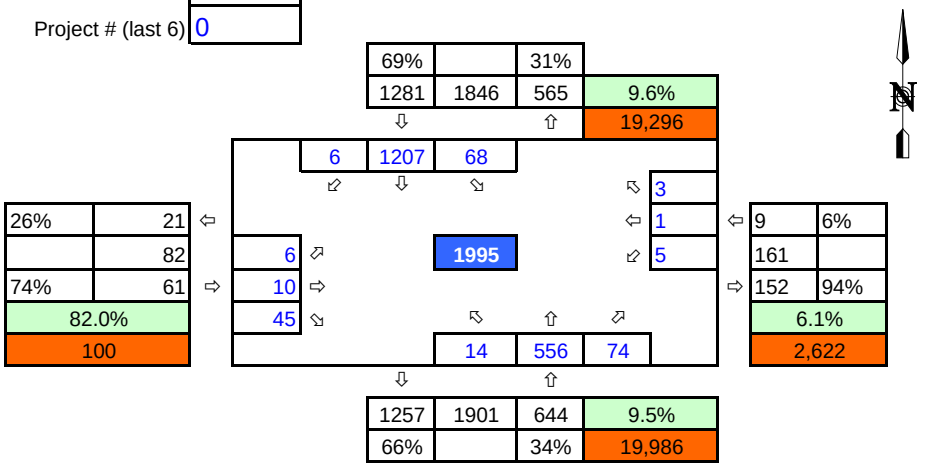



**LEGEND**

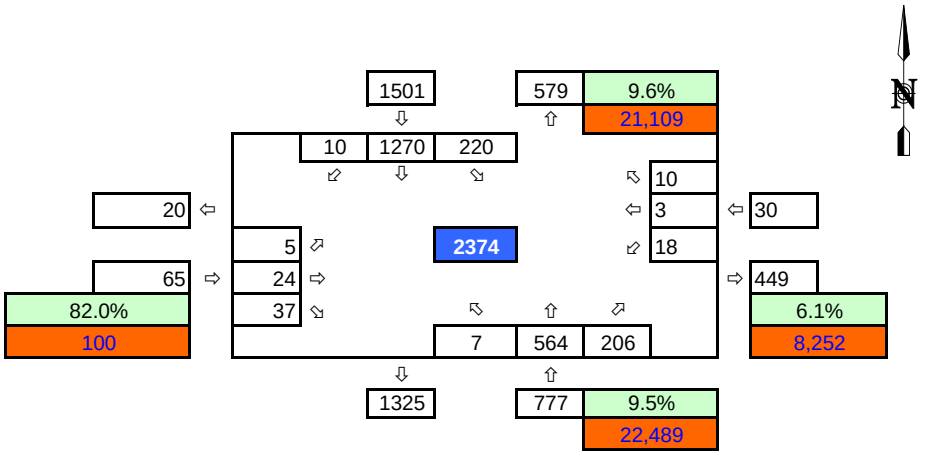
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

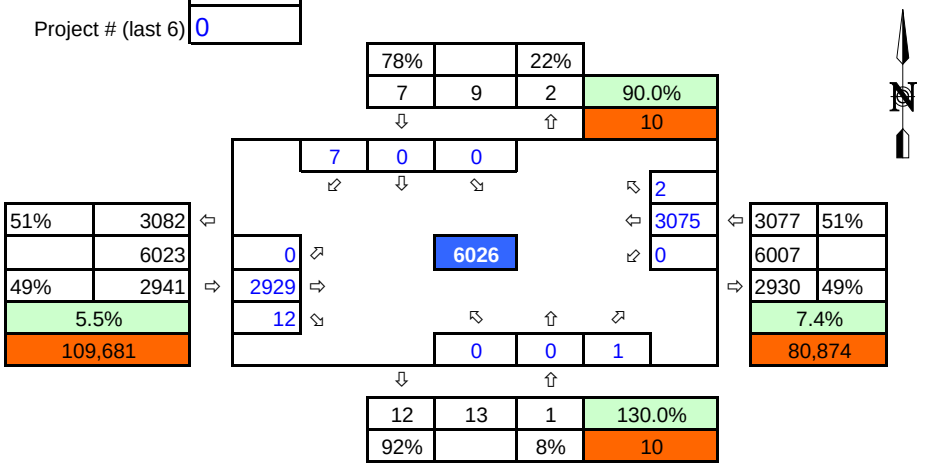



**LEGEND**

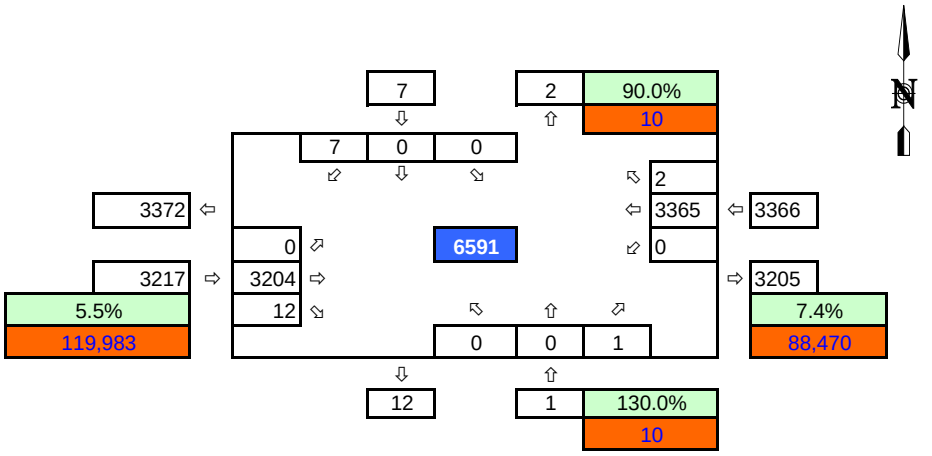
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

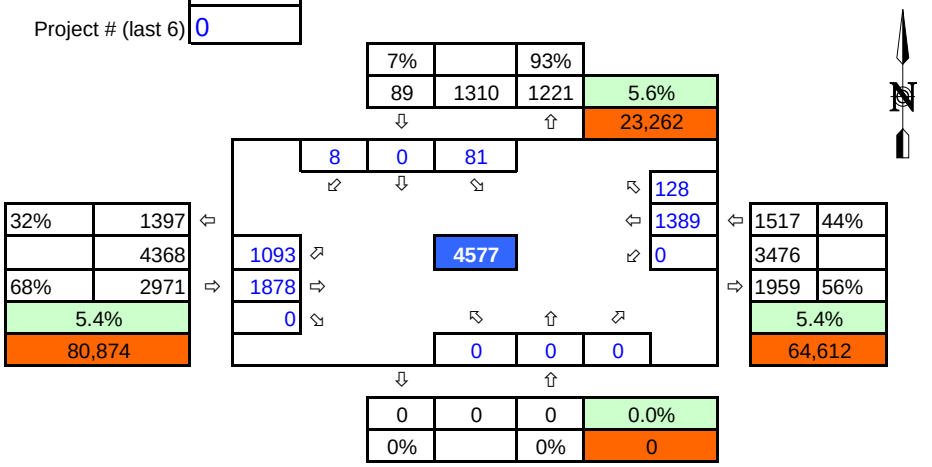



**LEGEND**

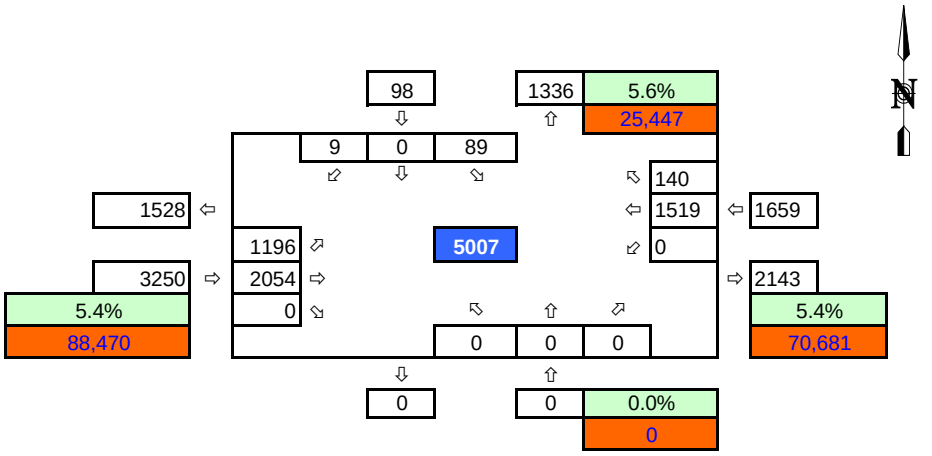
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

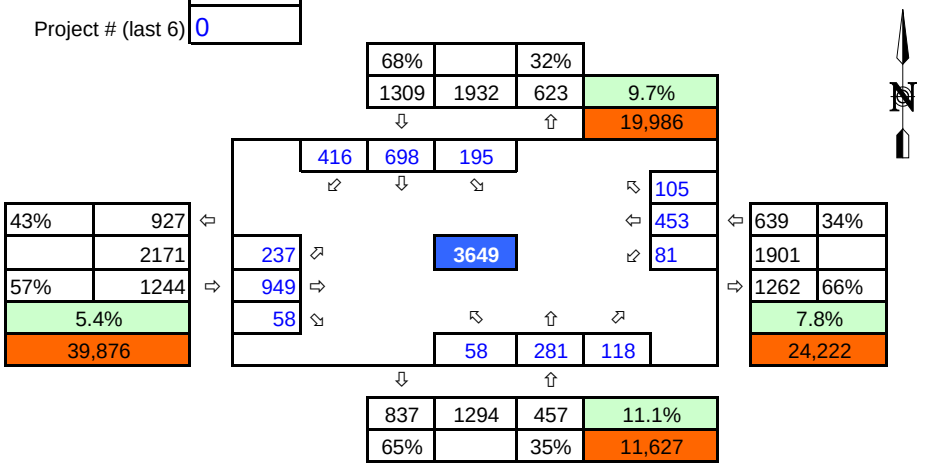



**LEGEND**

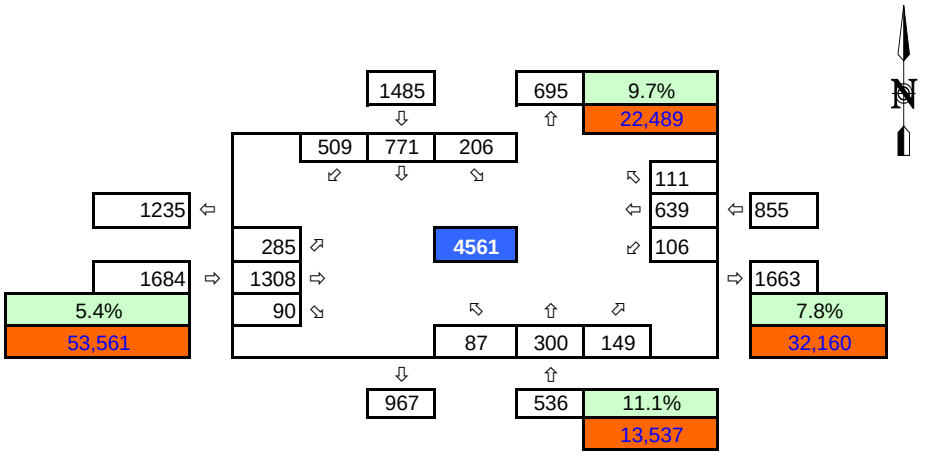
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

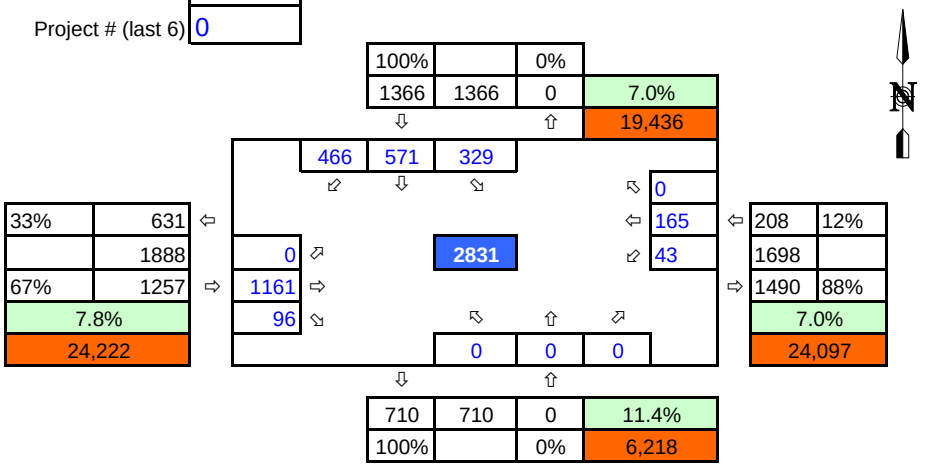



**LEGEND**

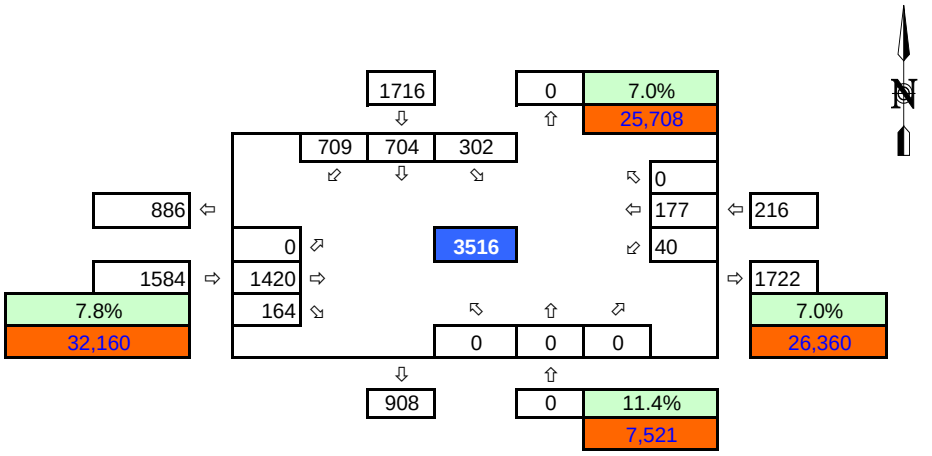
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

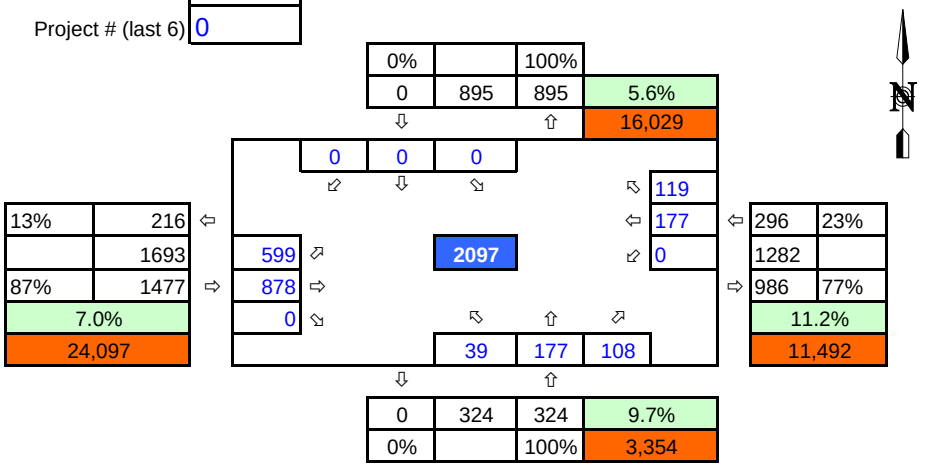



**LEGEND**

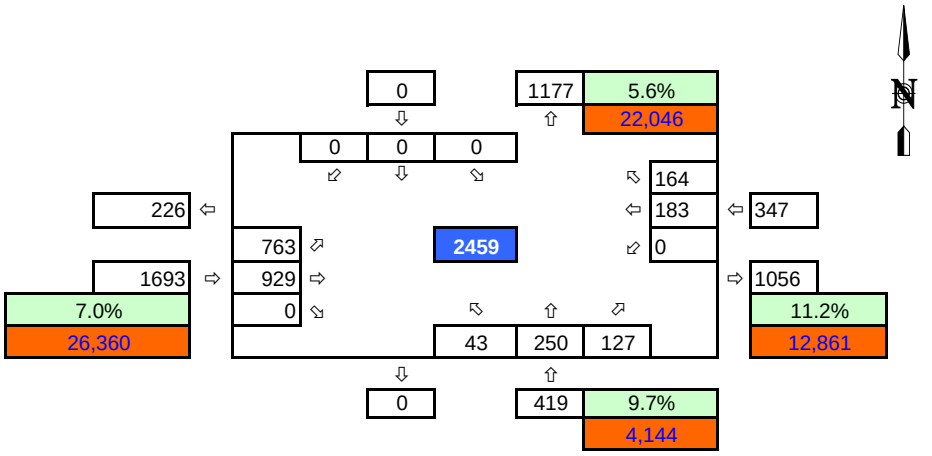
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

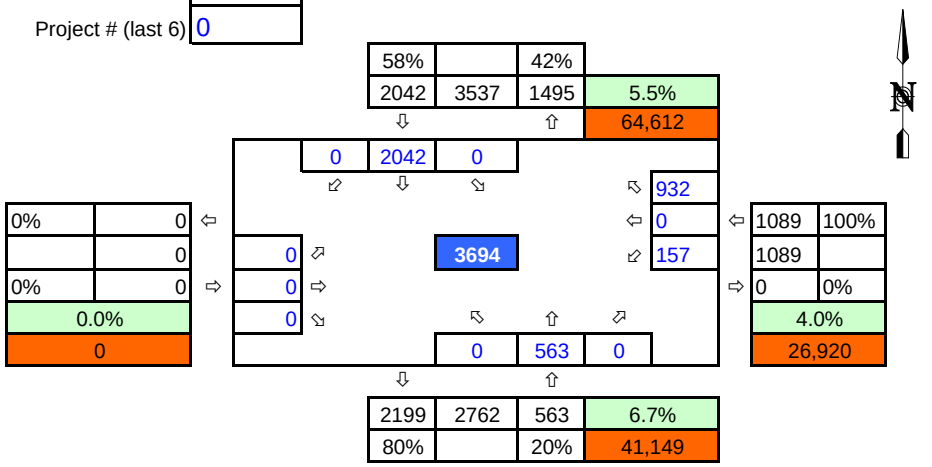



**LEGEND**

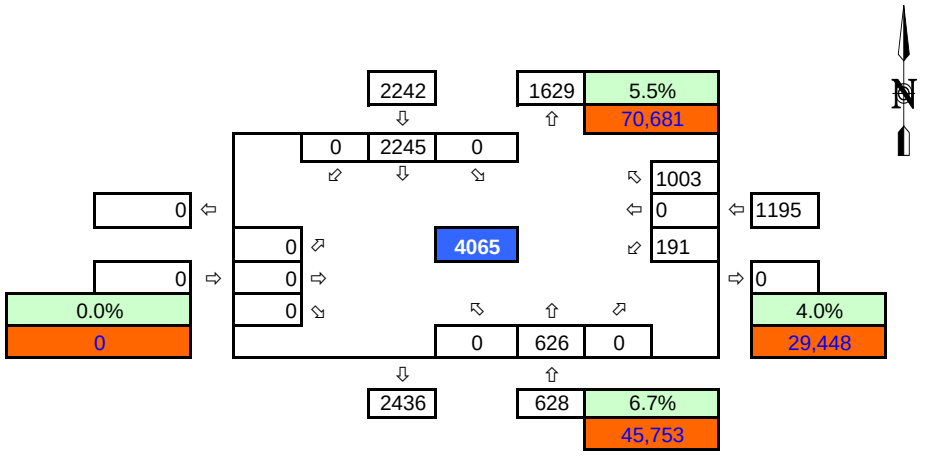
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

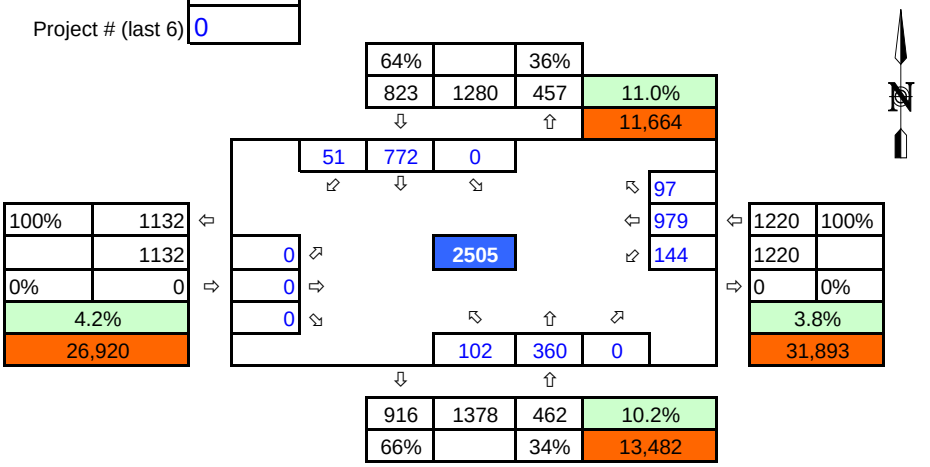



**LEGEND**

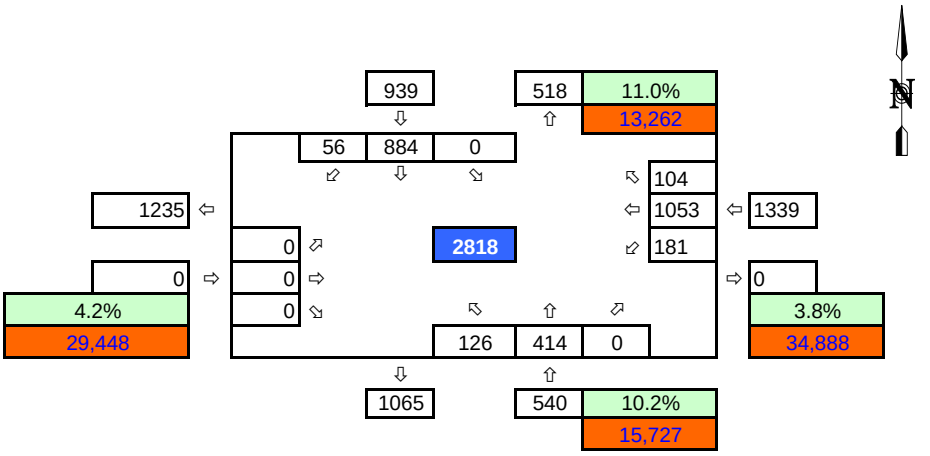
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

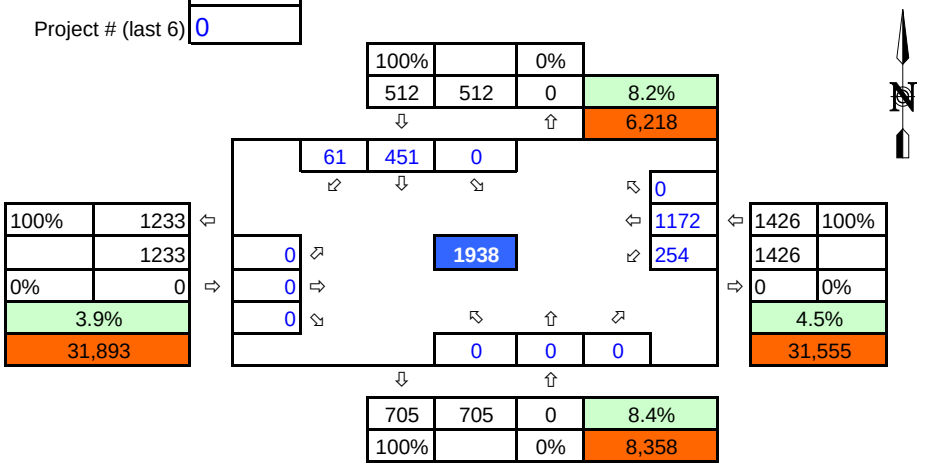



**LEGEND**

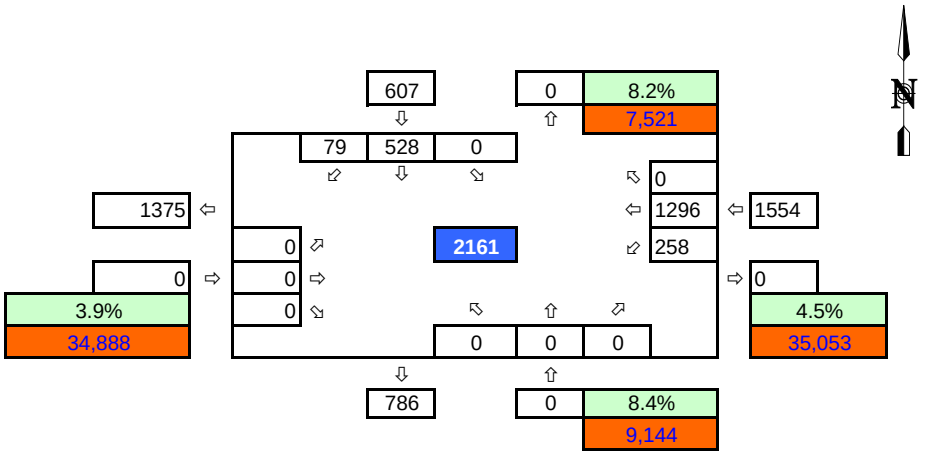
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

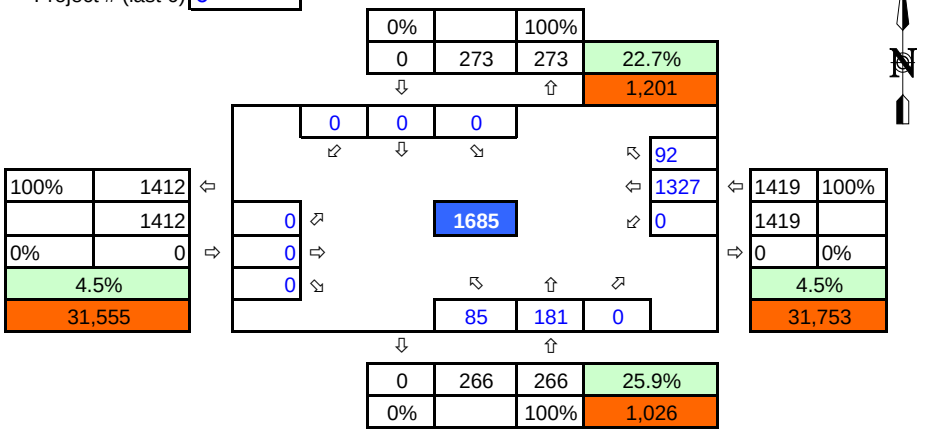



**LEGEND**

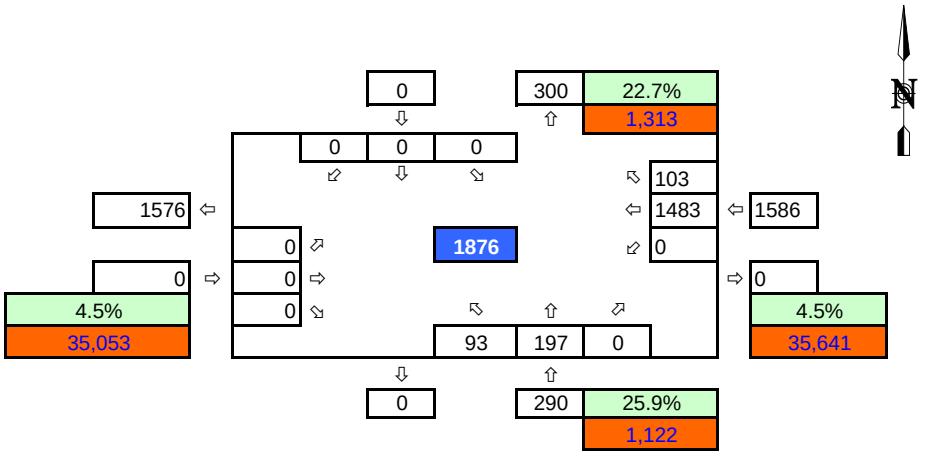
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

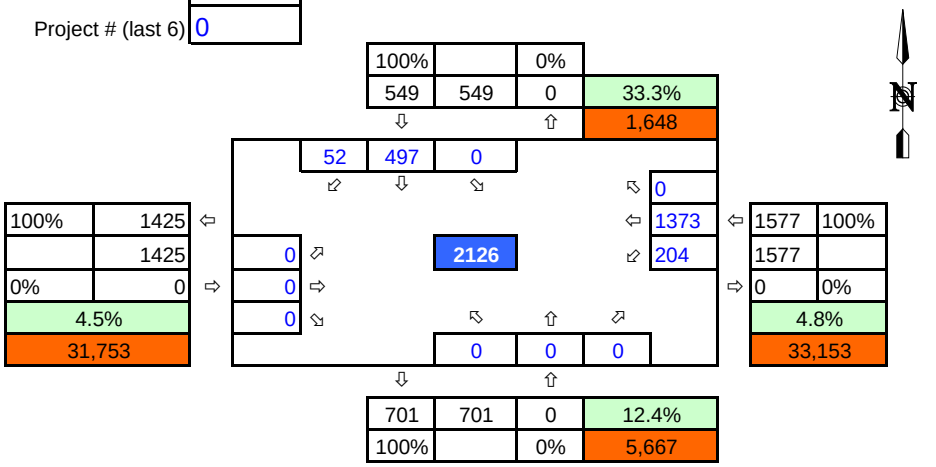



**LEGEND**

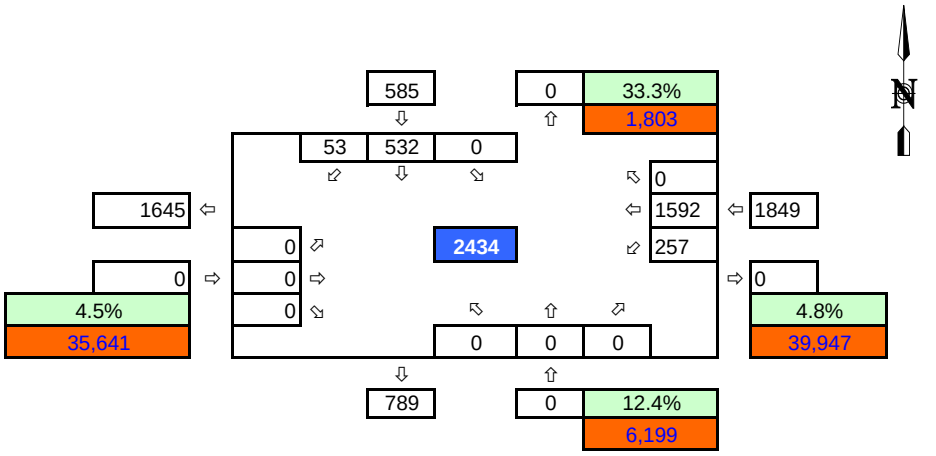
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

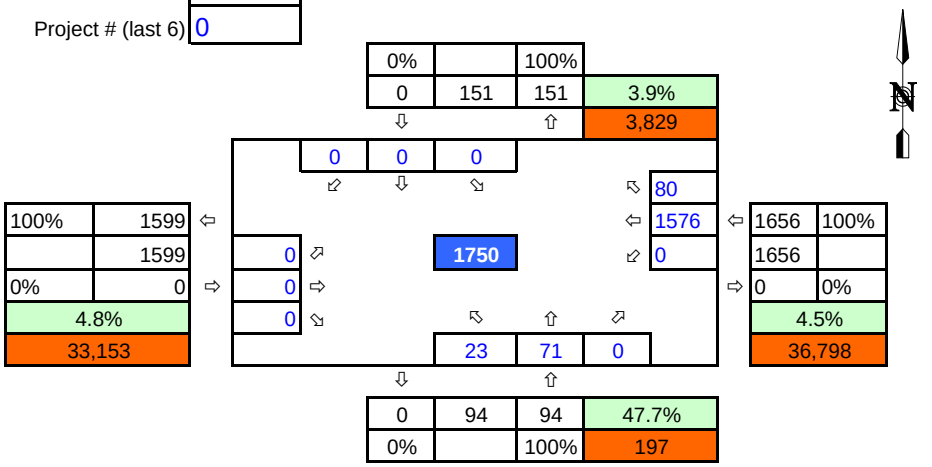



**LEGEND**

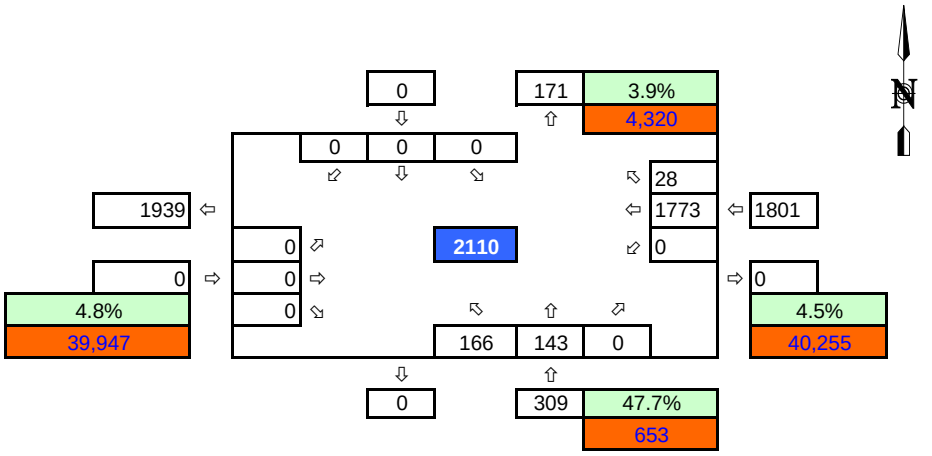
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

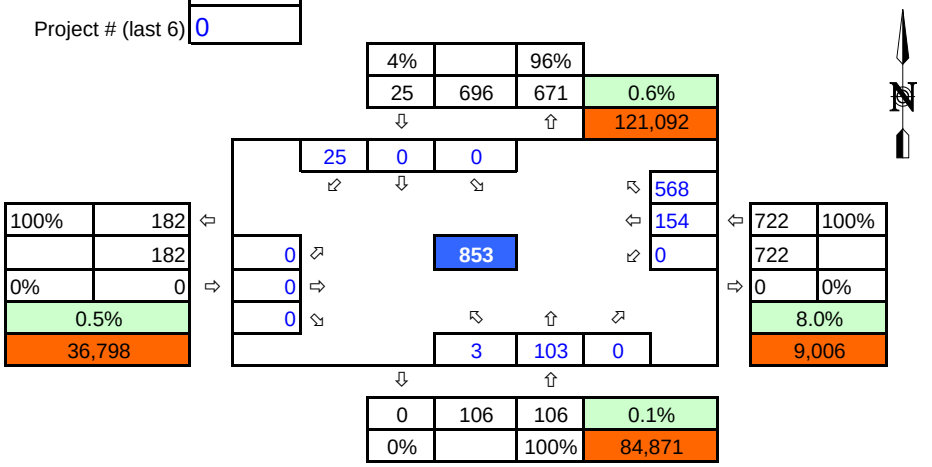



**LEGEND**

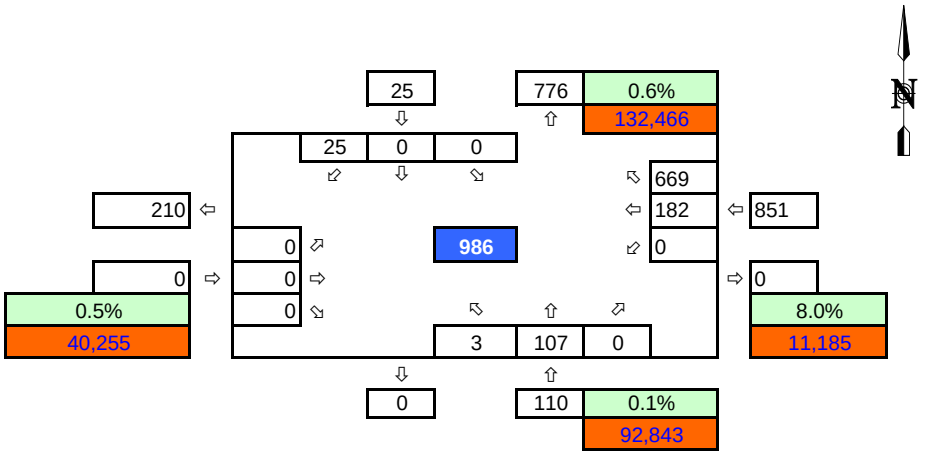
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

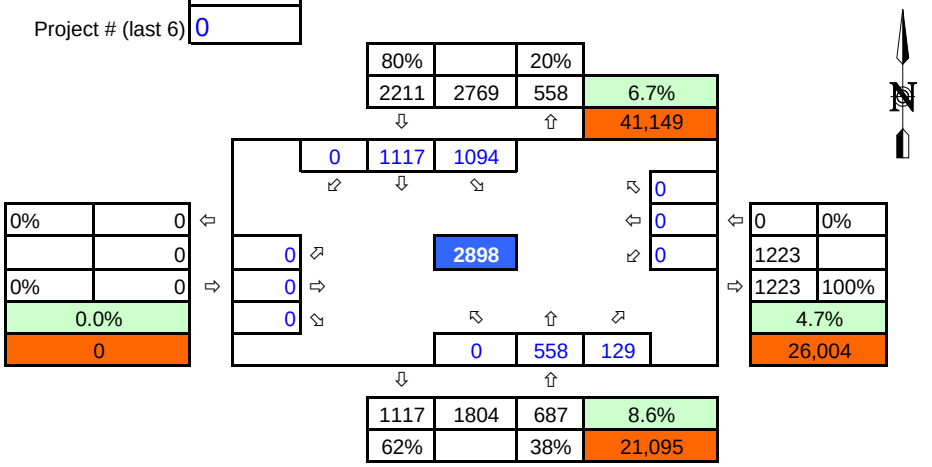



**LEGEND**

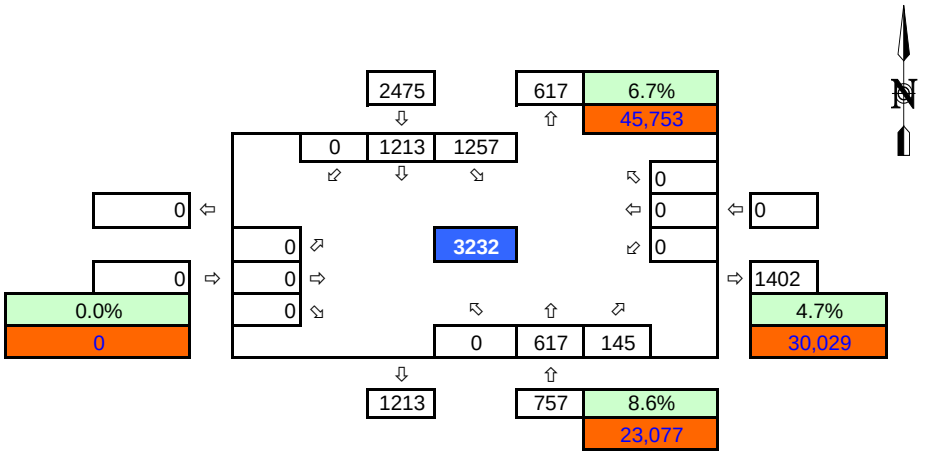
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

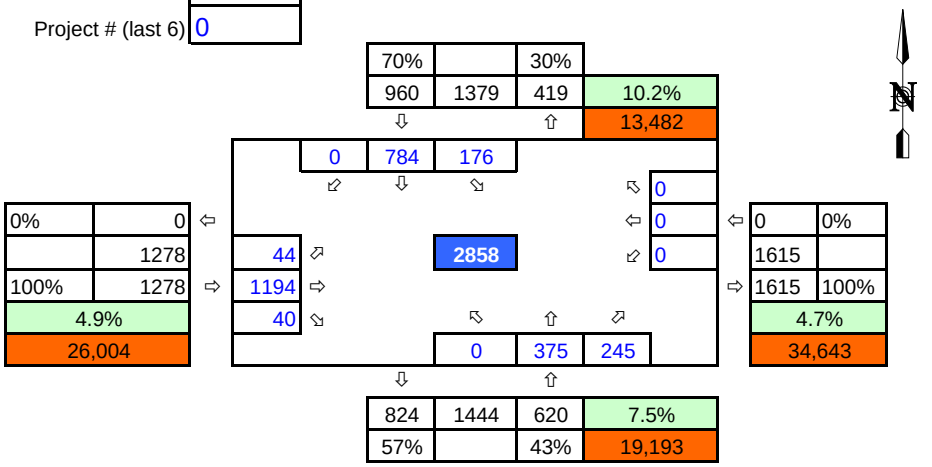



**LEGEND**

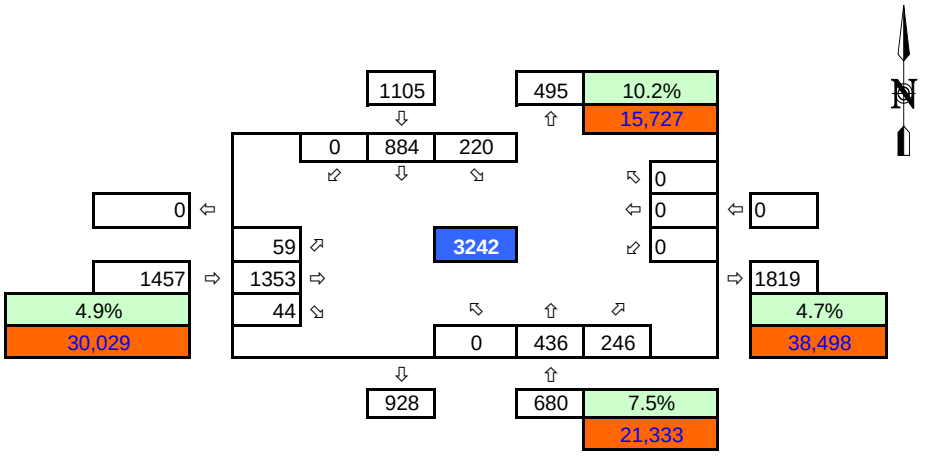
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

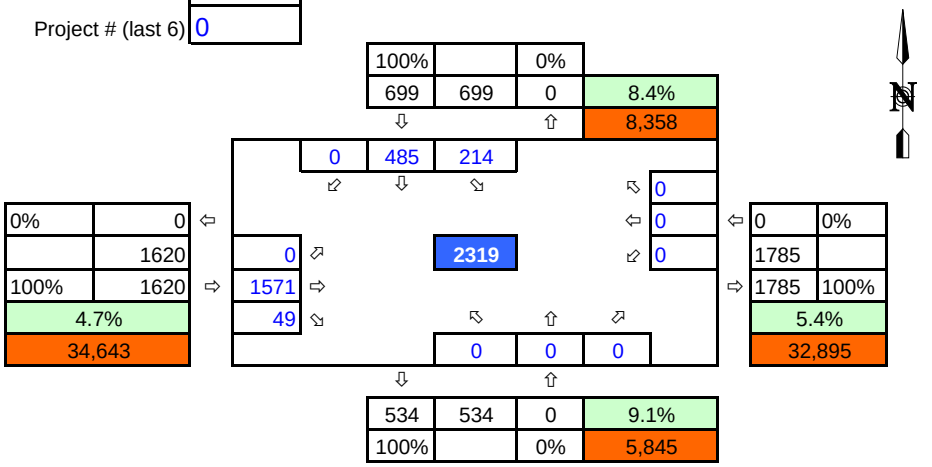



**LEGEND**

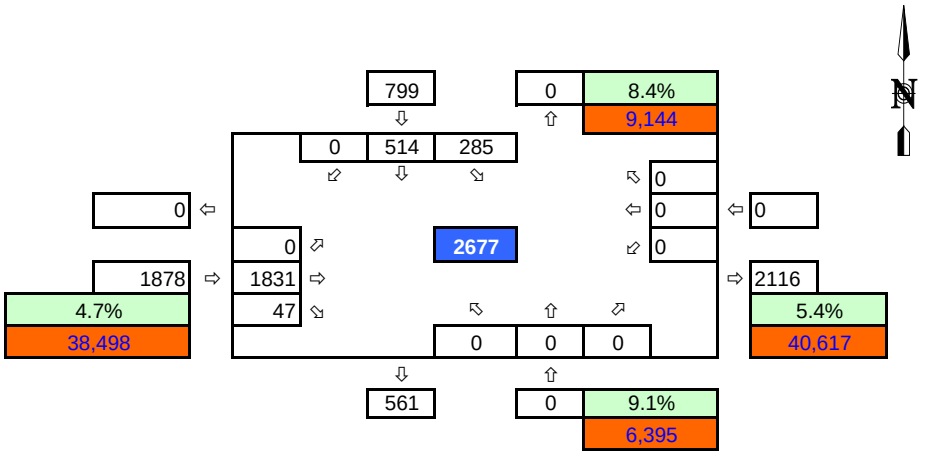
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

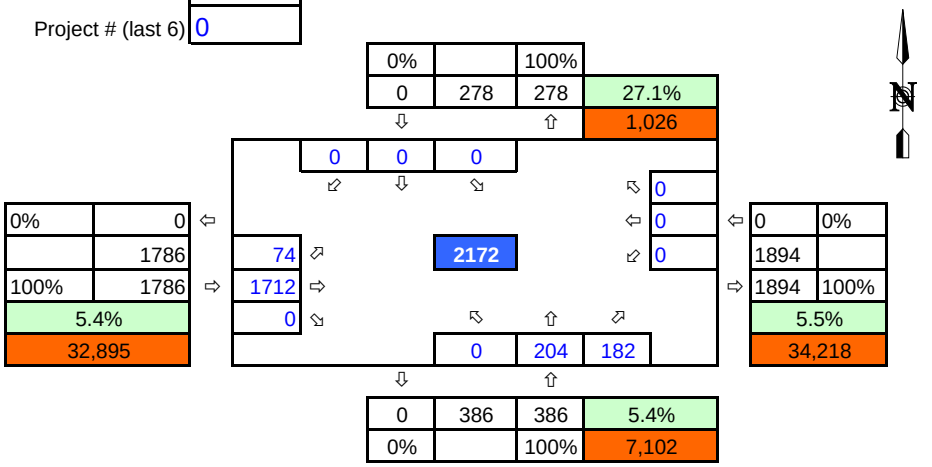



**LEGEND**

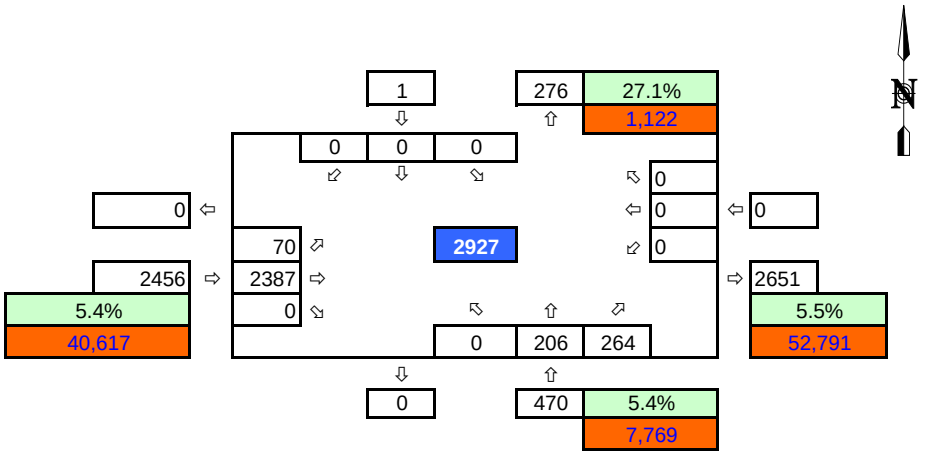
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

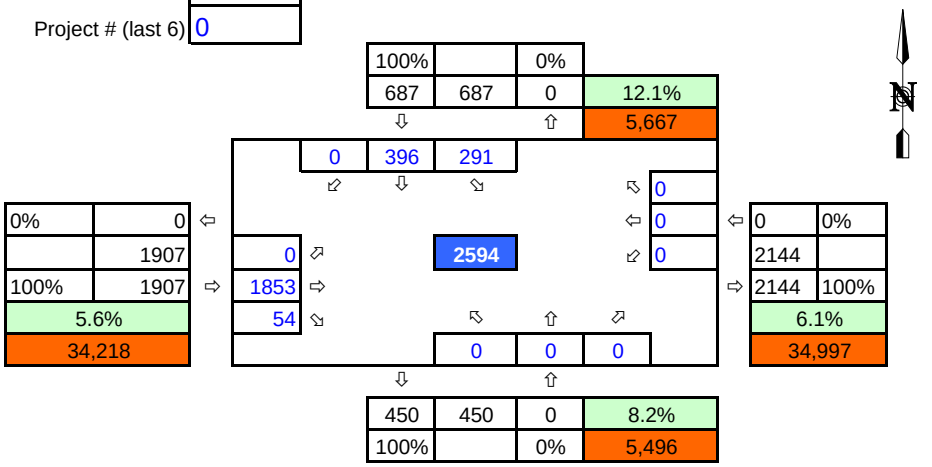



**LEGEND**

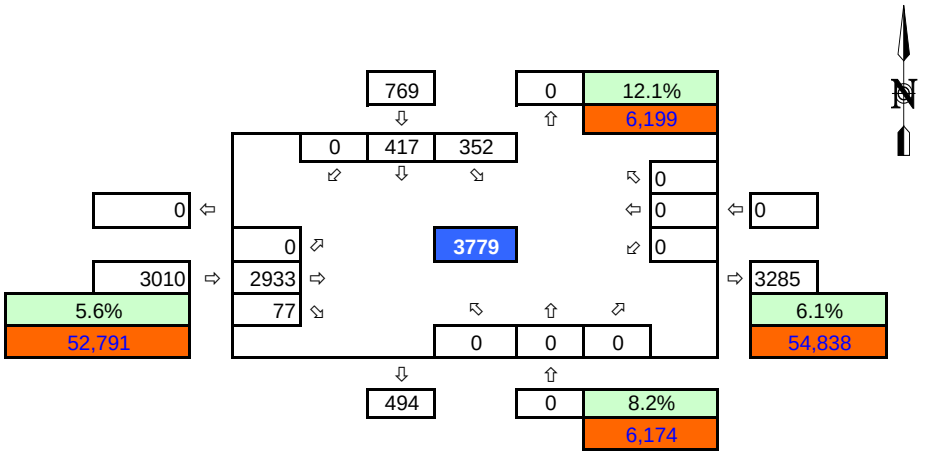
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

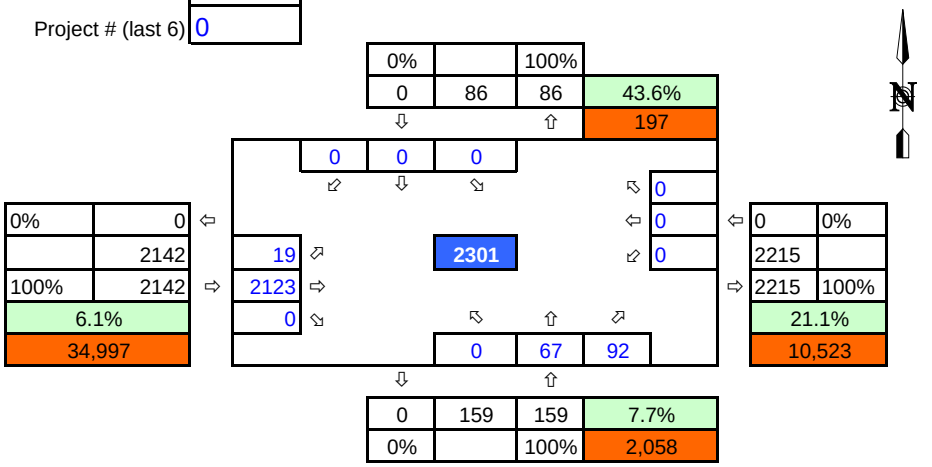



**LEGEND**

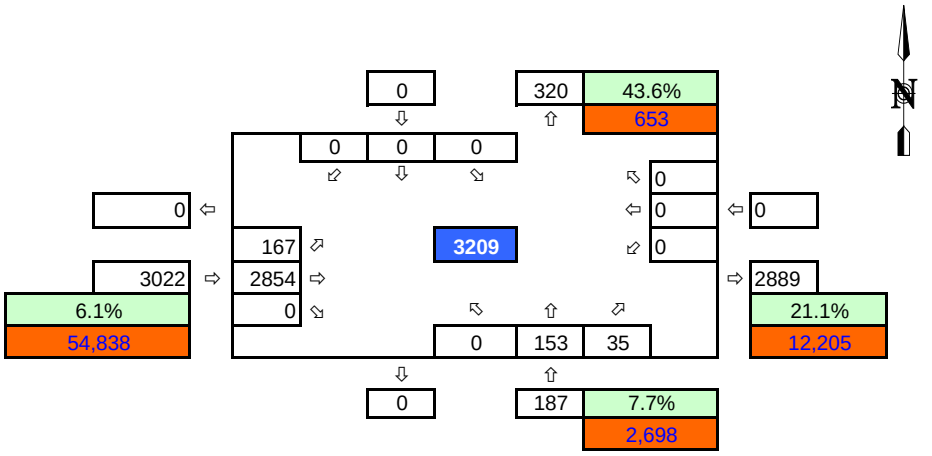
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

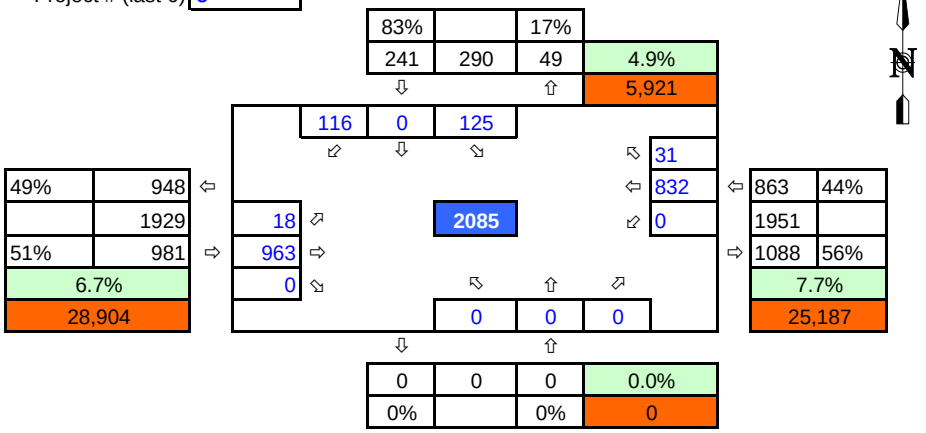



**LEGEND**

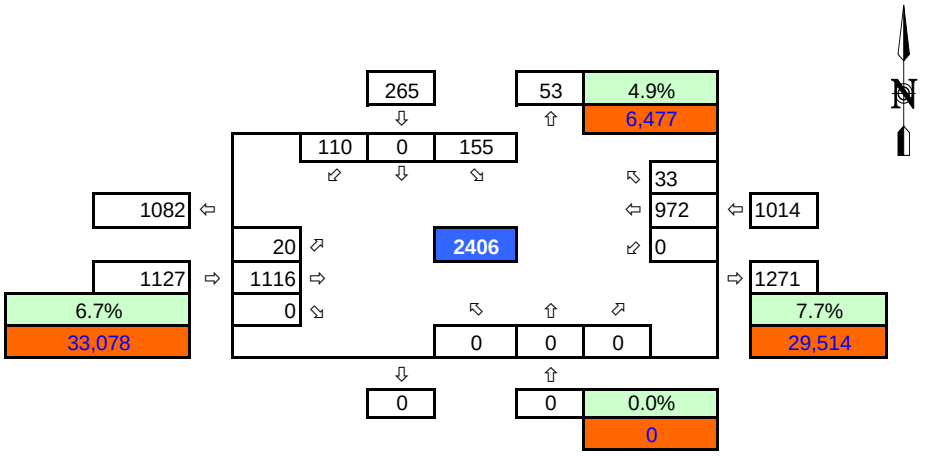
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

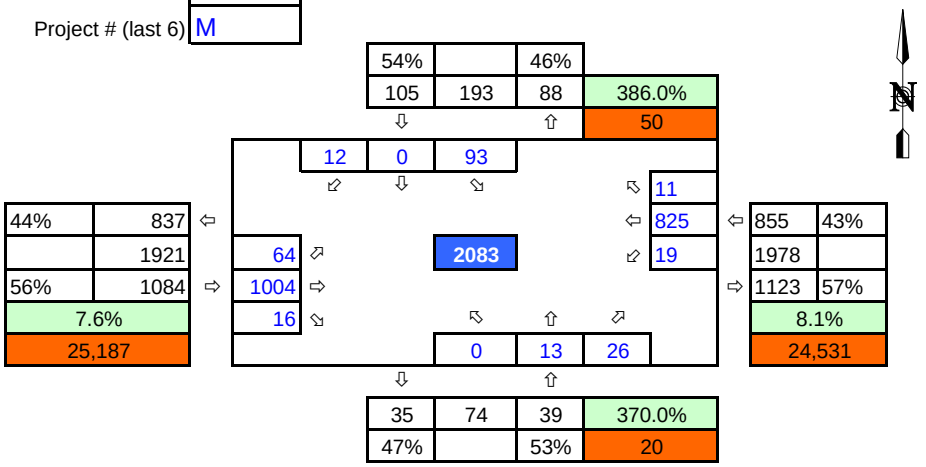



**LEGEND**

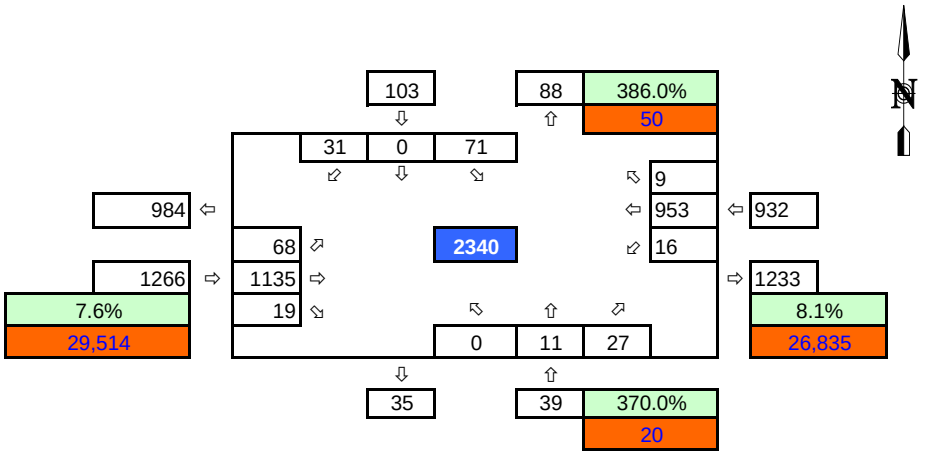
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

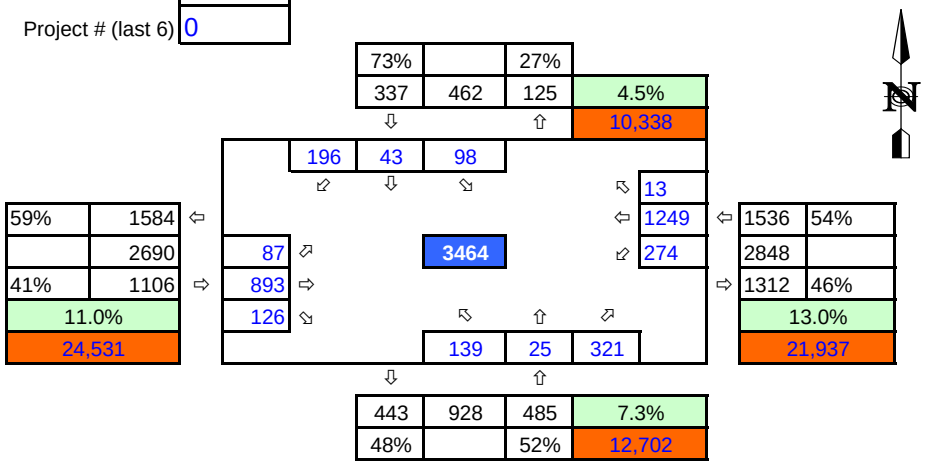



**LEGEND**

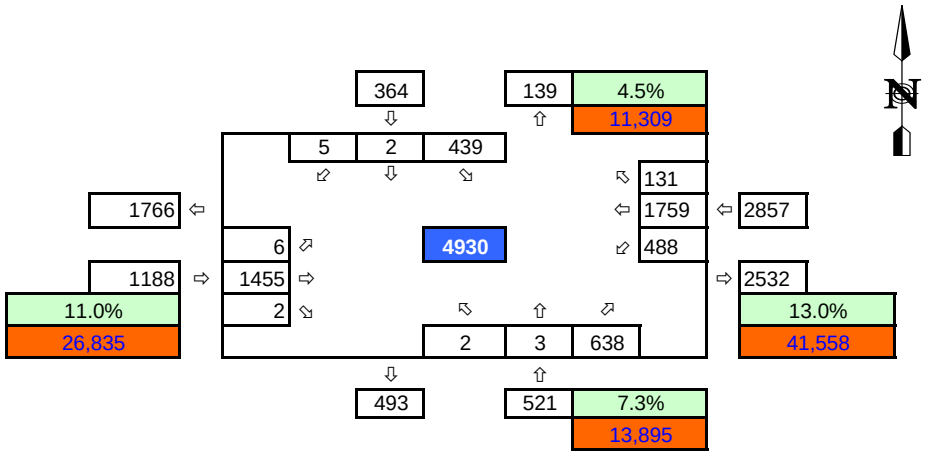
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

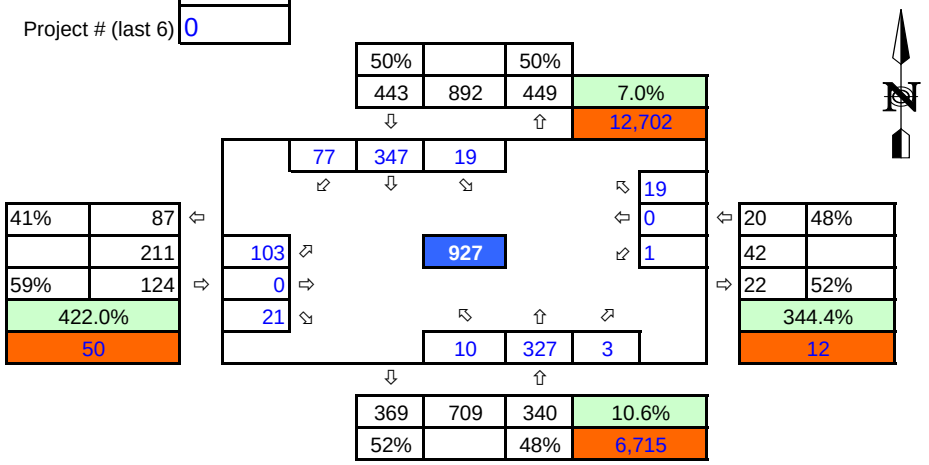



**LEGEND**

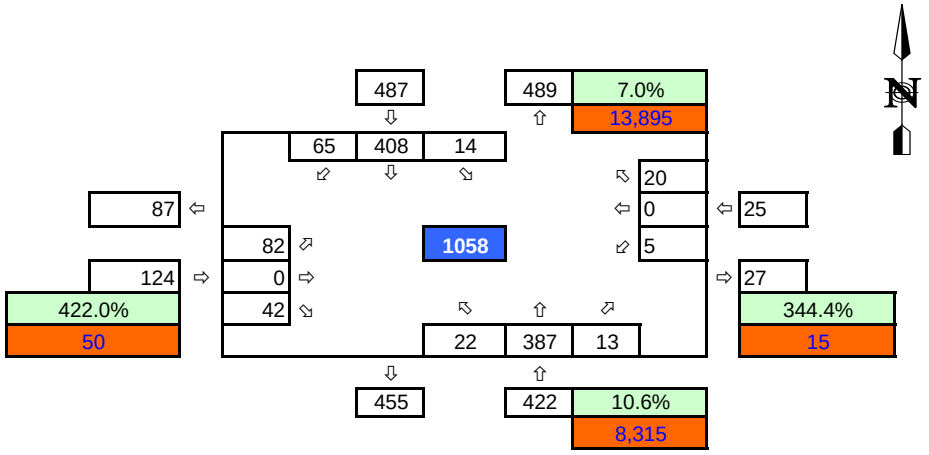
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

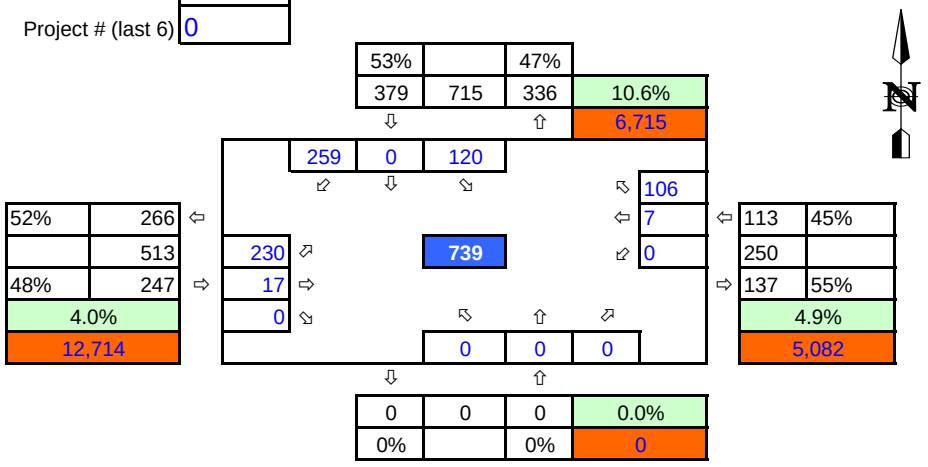



**LEGEND**

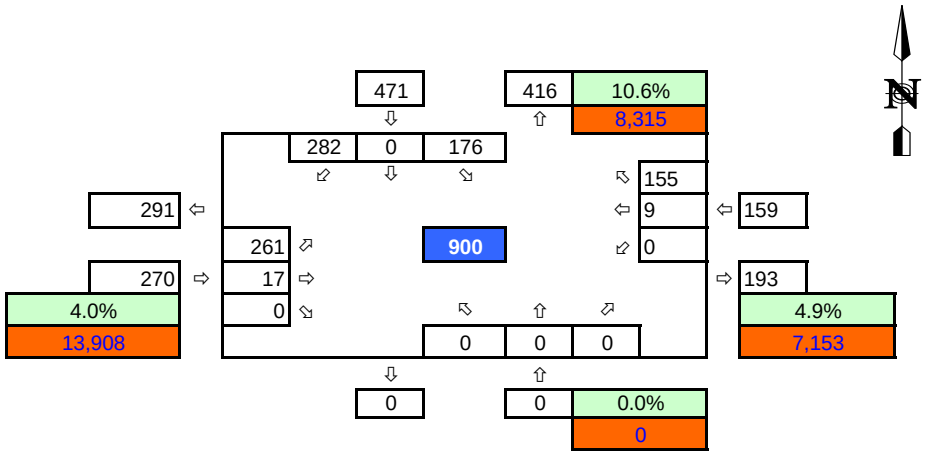
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

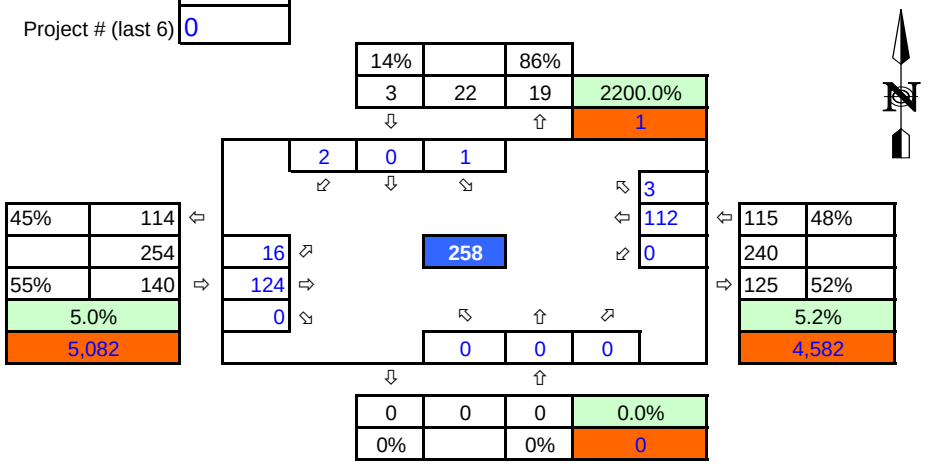



**LEGEND**

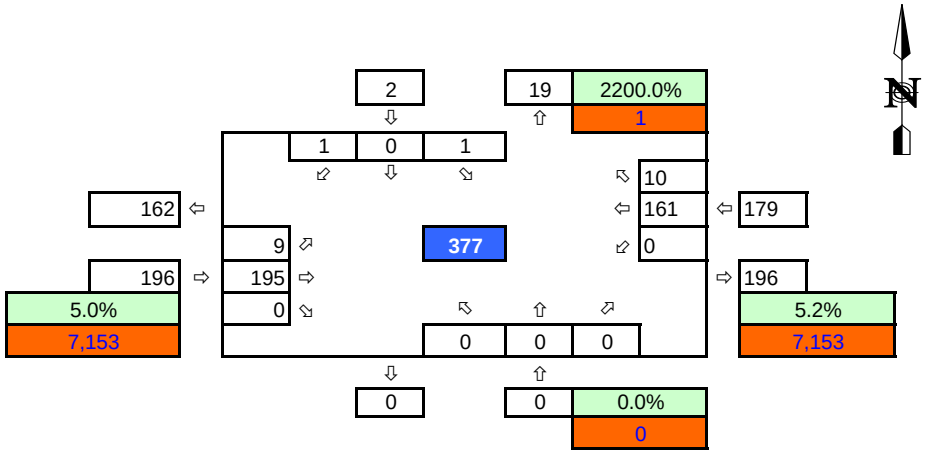
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

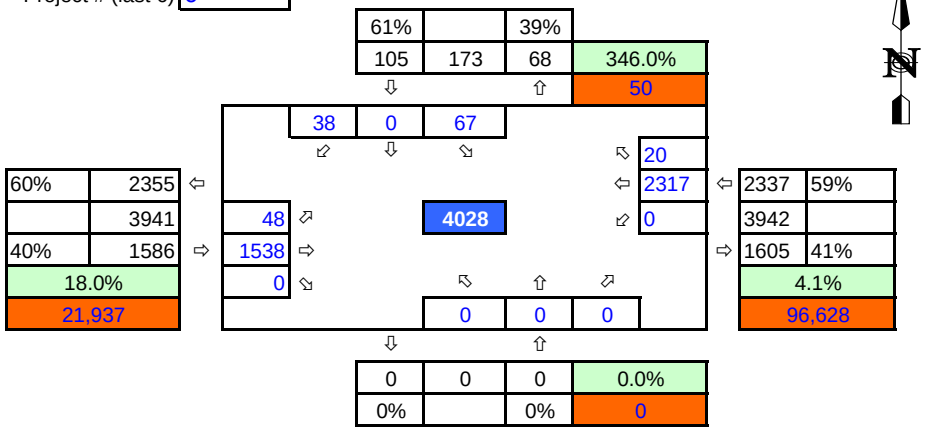



**LEGEND**

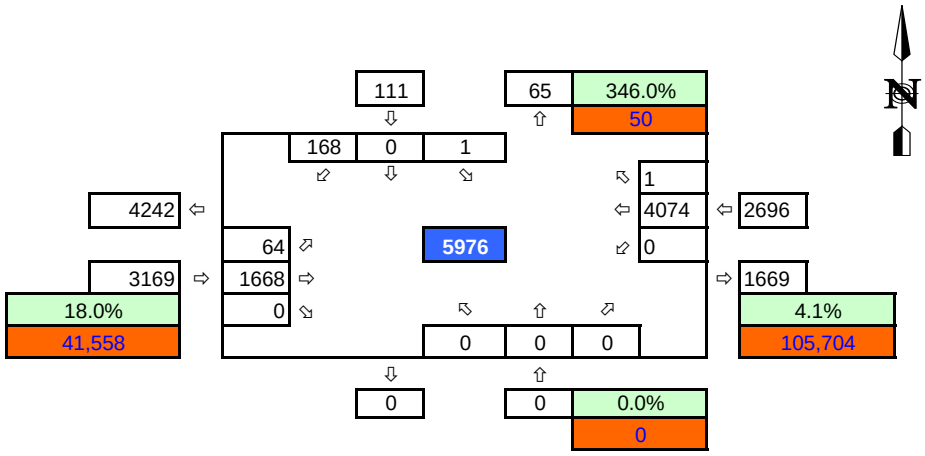
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

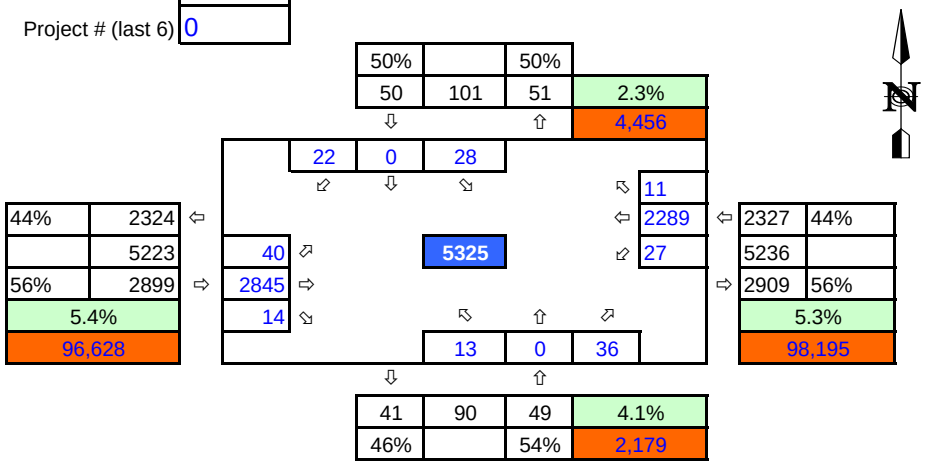



**LEGEND**

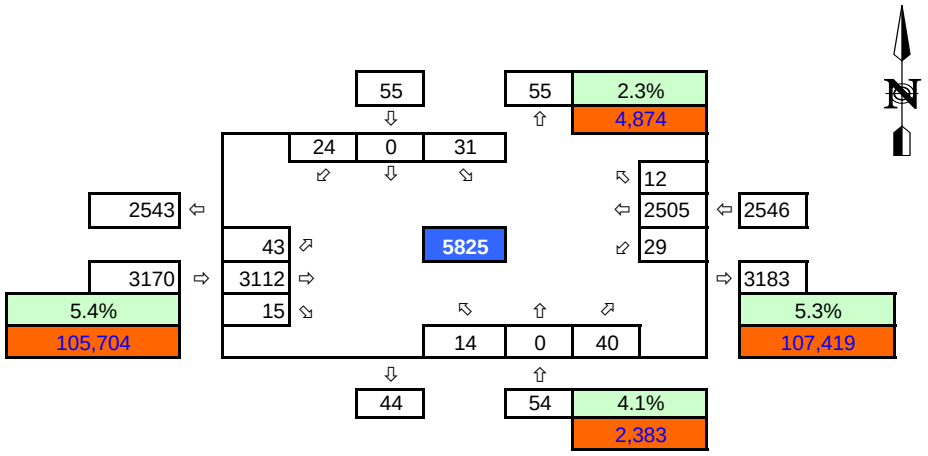
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

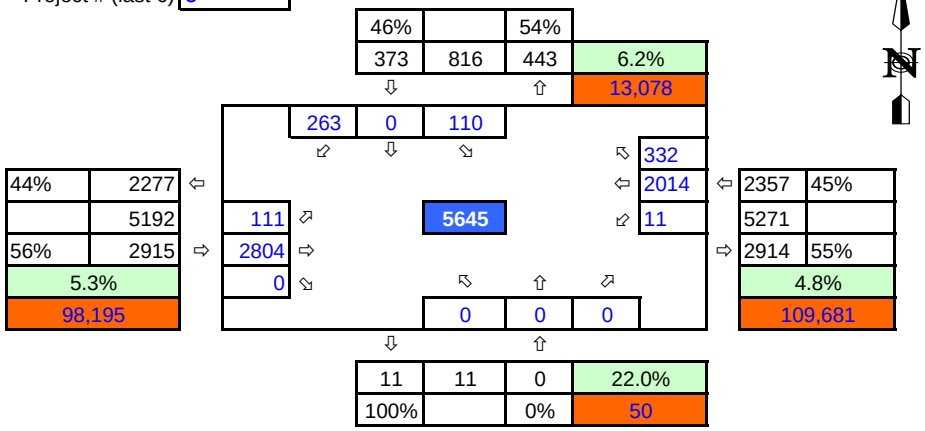



**LEGEND**

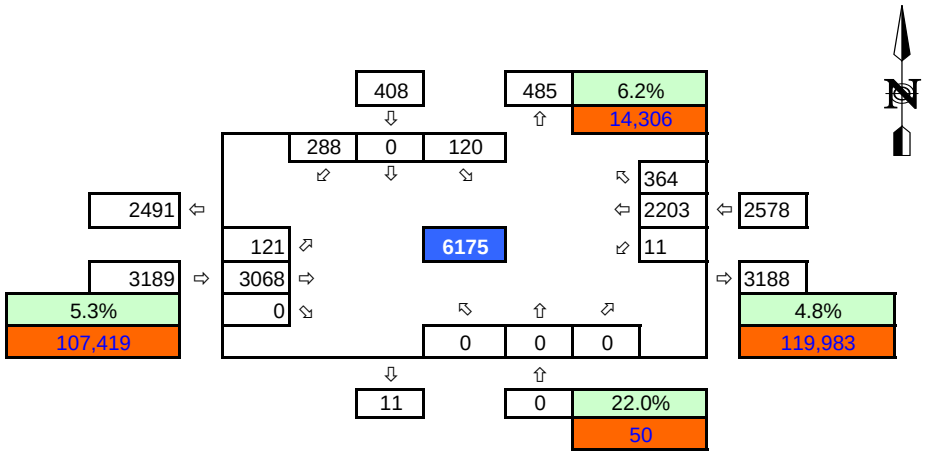
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

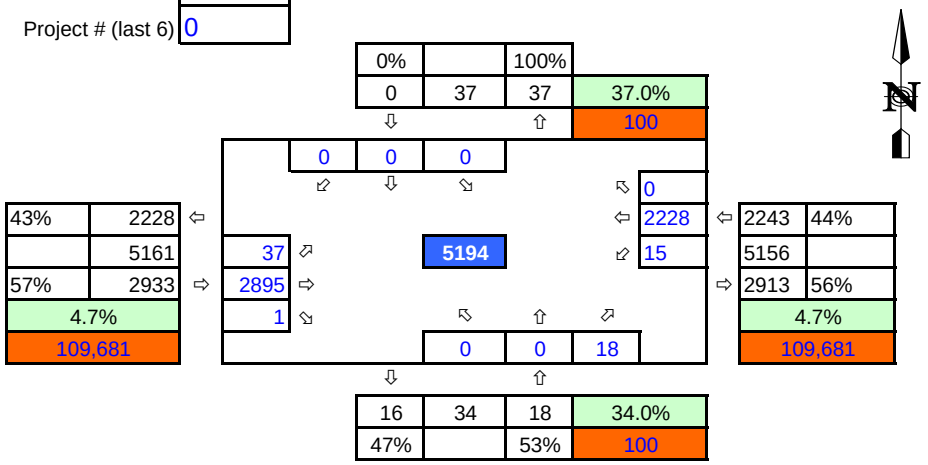



**LEGEND**

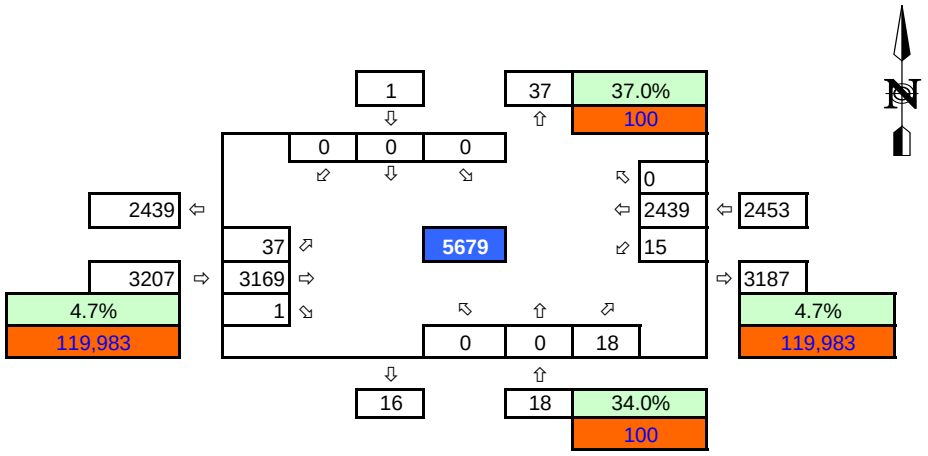
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

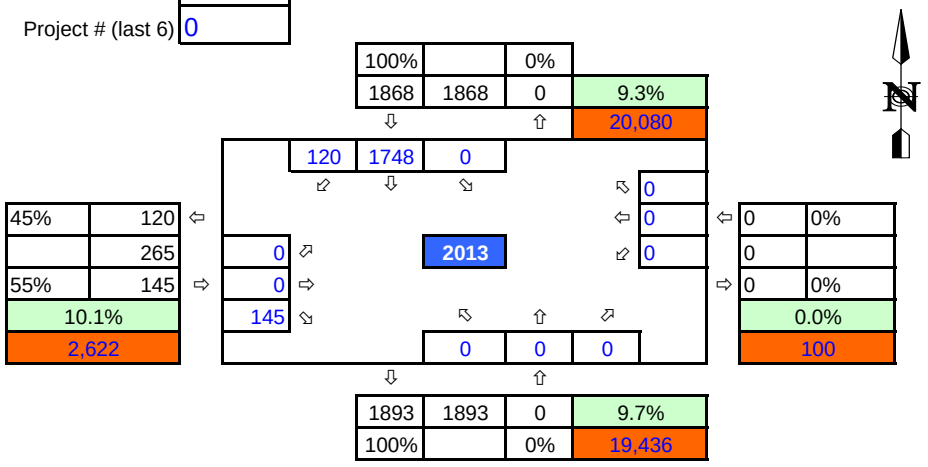



**LEGEND**

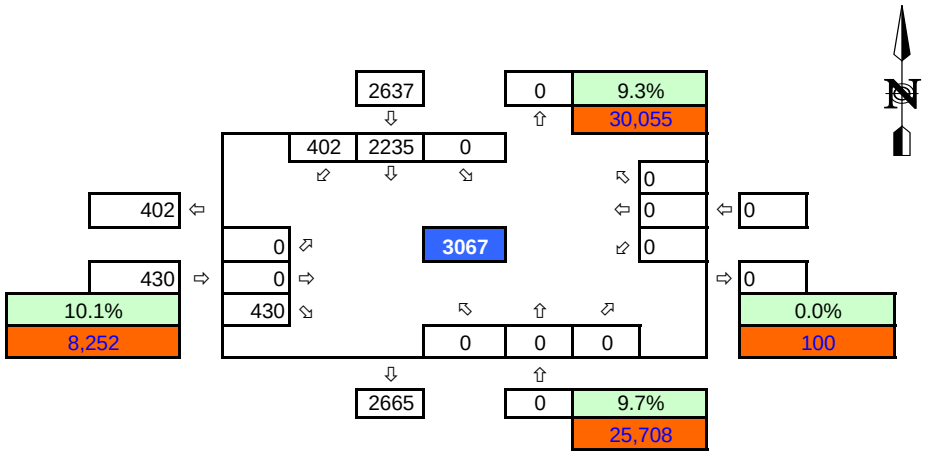
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

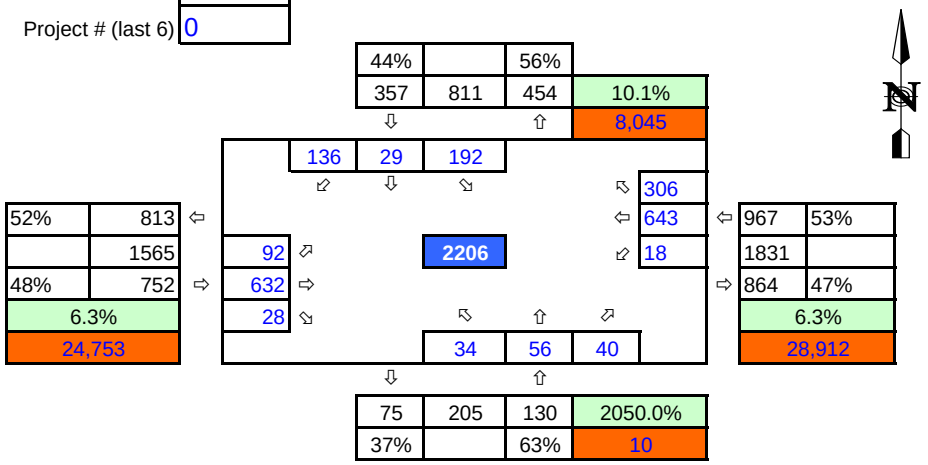



**LEGEND**

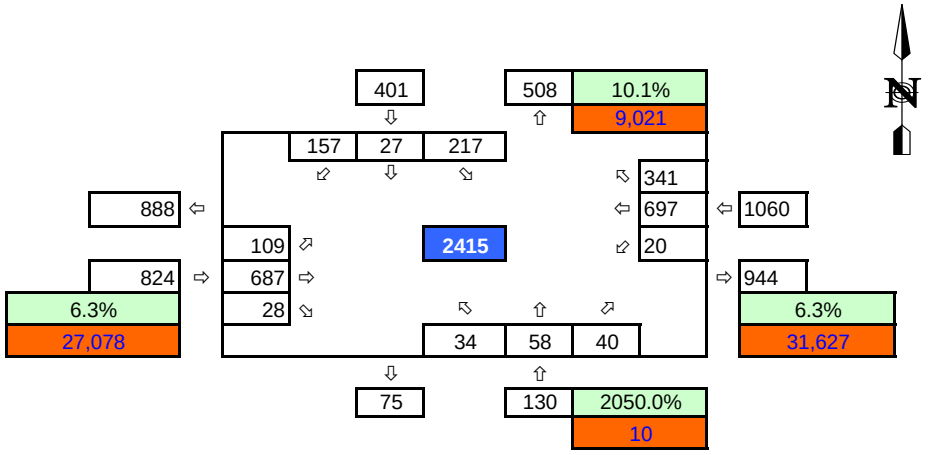
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

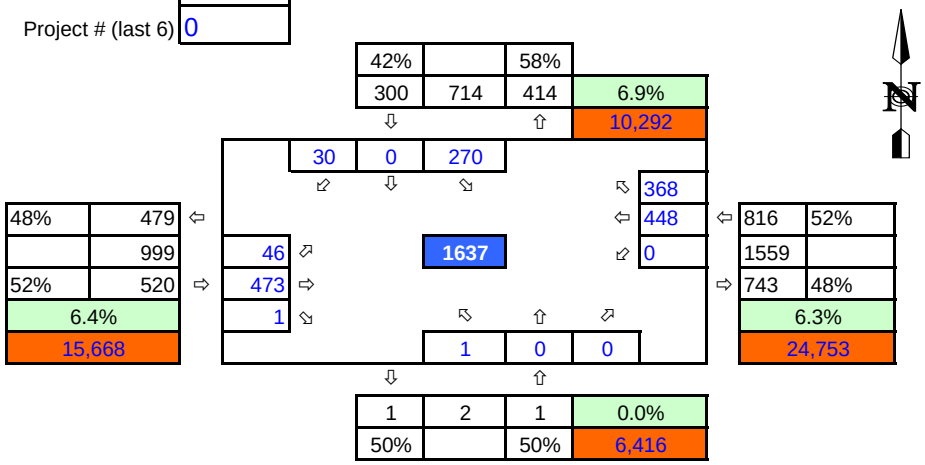



**LEGEND**

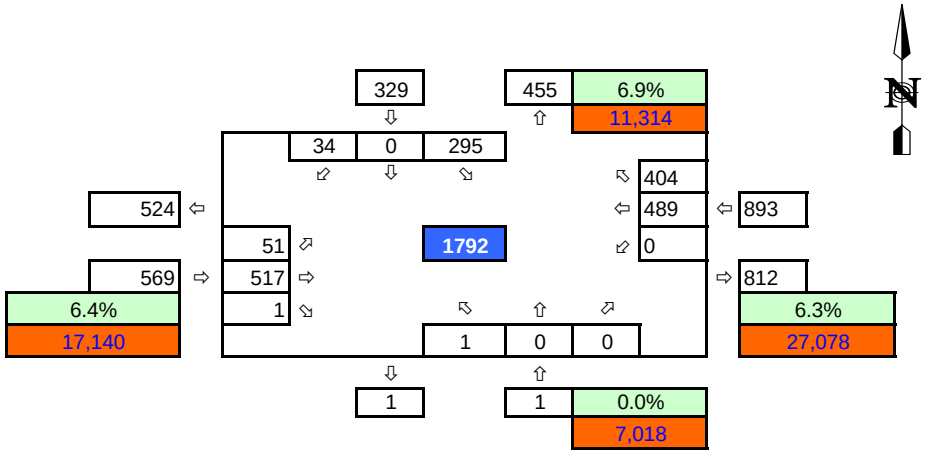
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

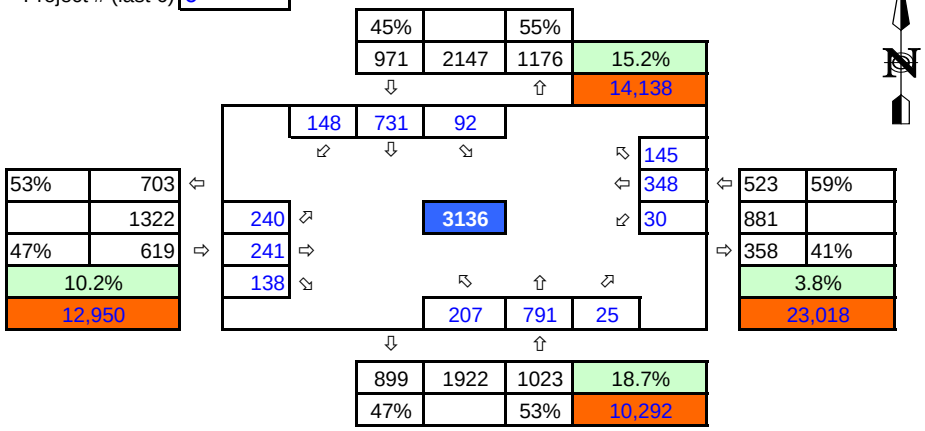



**LEGEND**

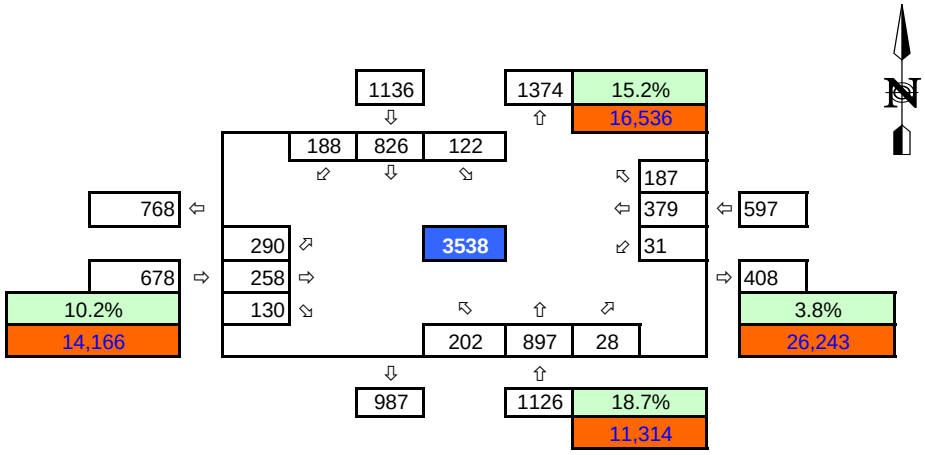
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2030 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

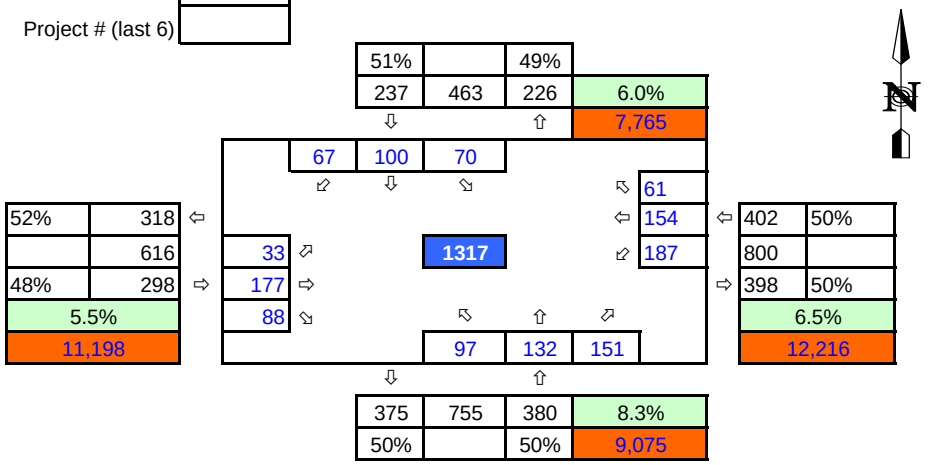



**LEGEND**

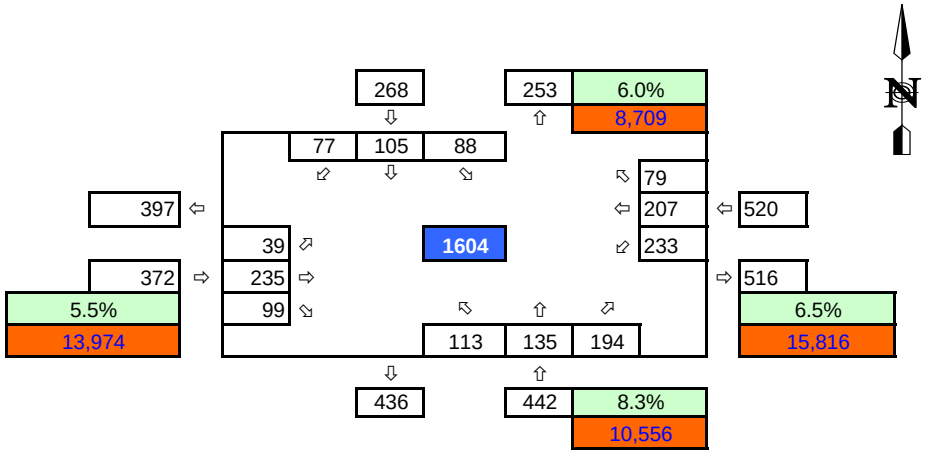
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

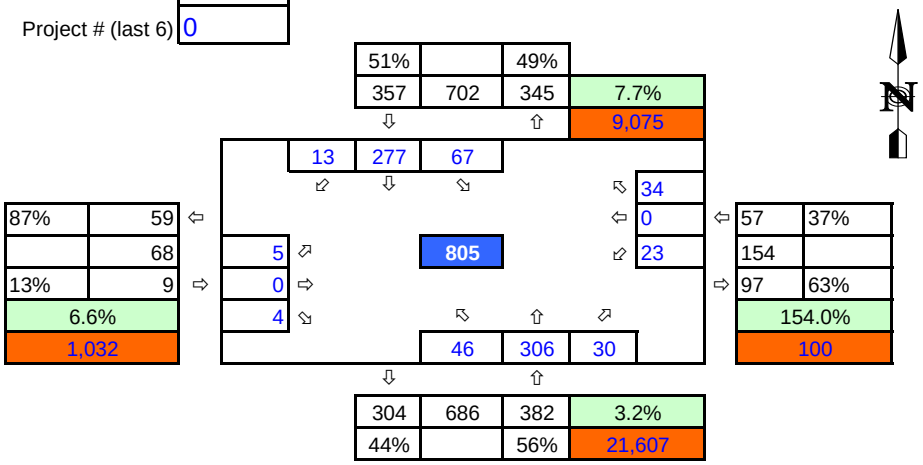



**LEGEND**

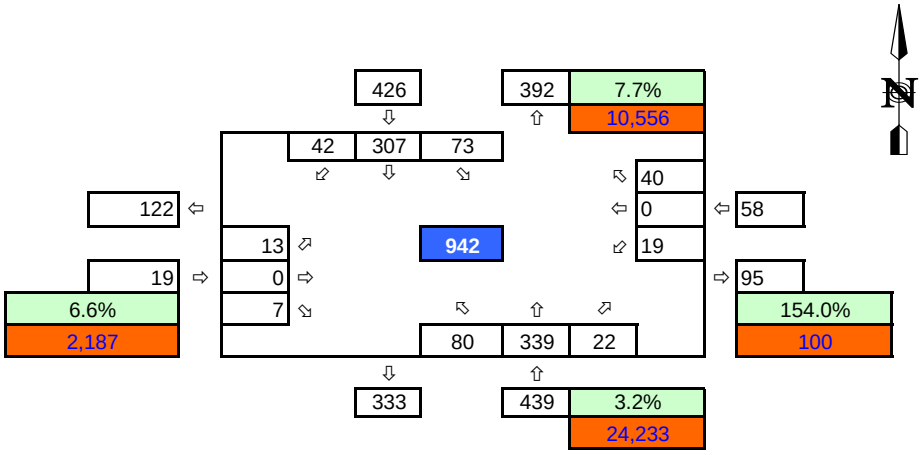
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

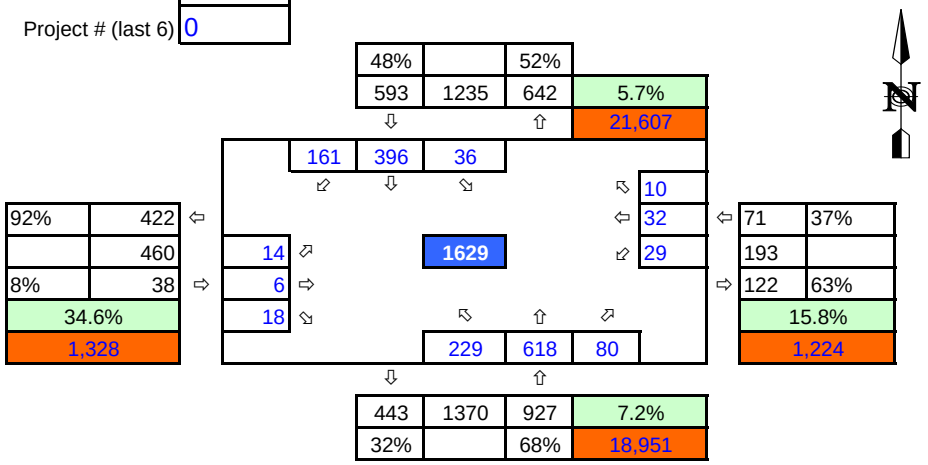



**LEGEND**

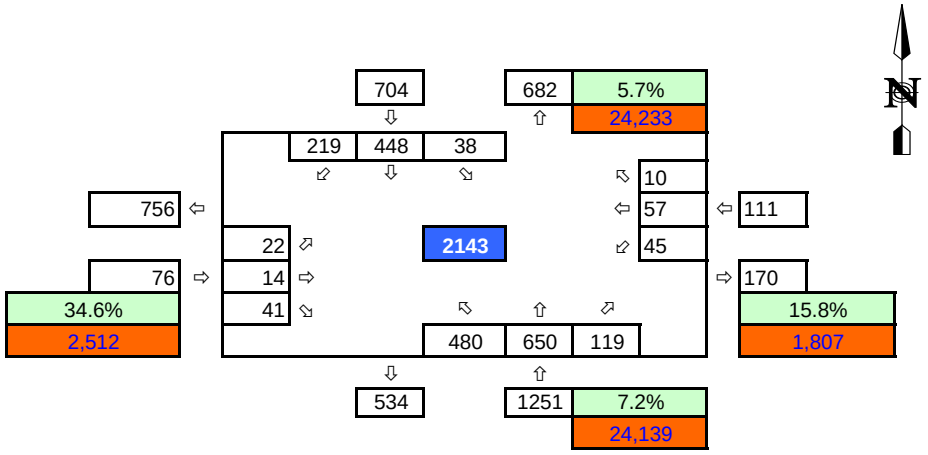
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

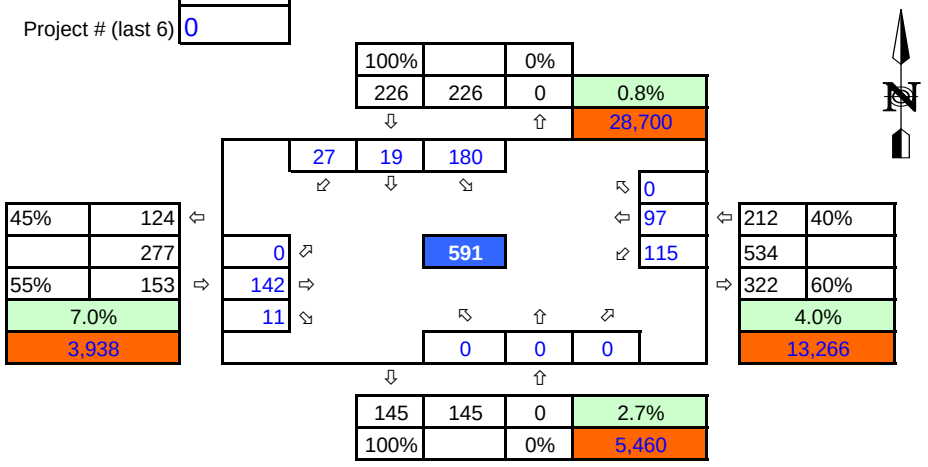



**LEGEND**

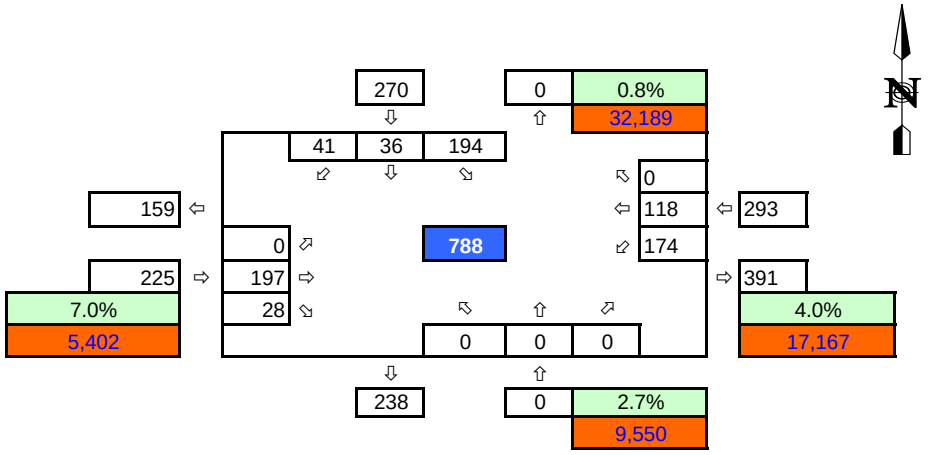
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

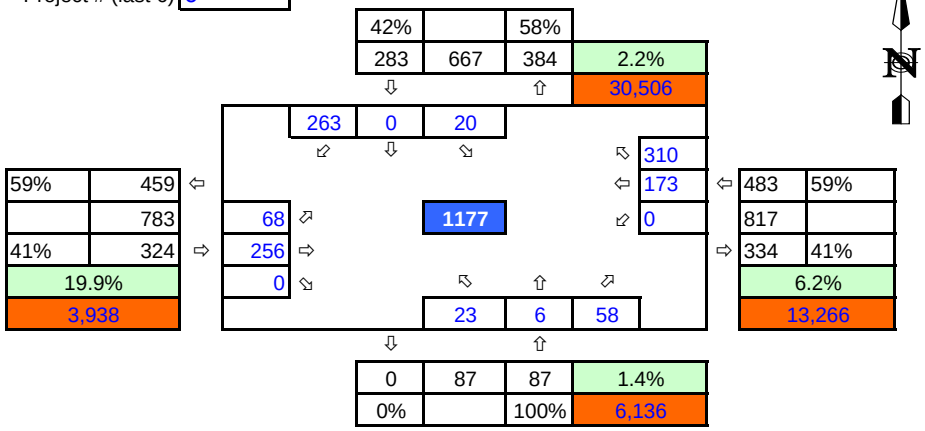



**LEGEND**

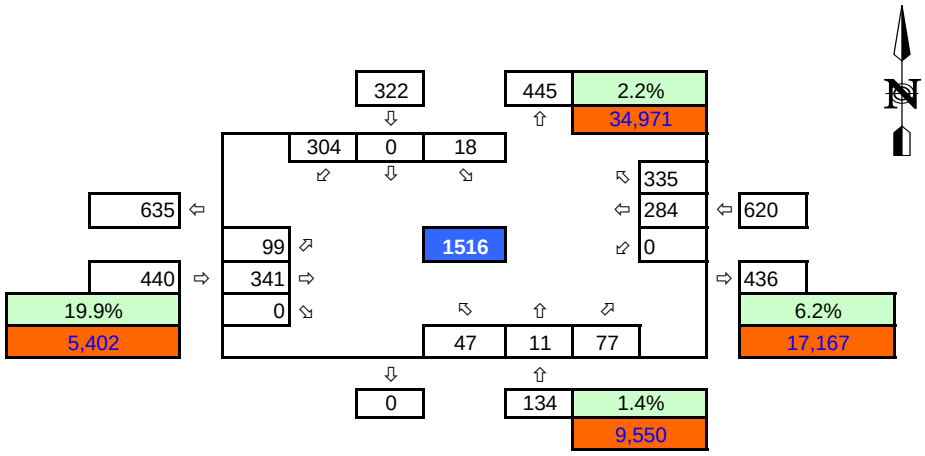
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

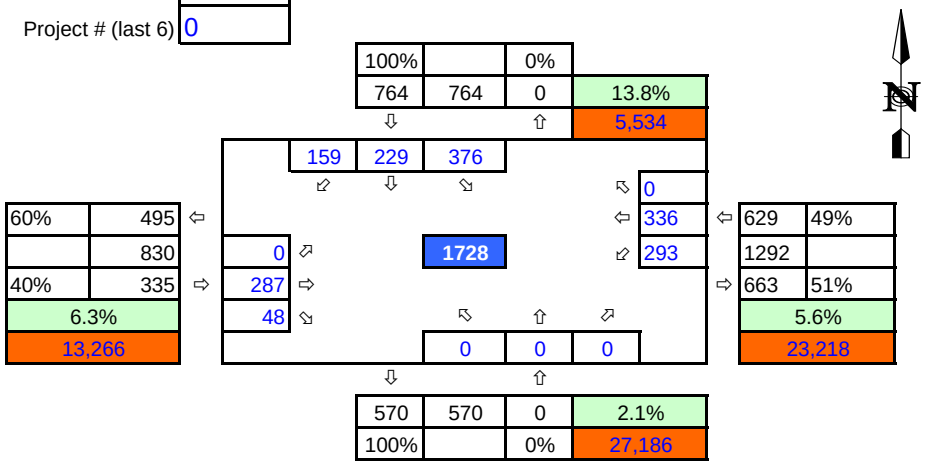



**LEGEND**

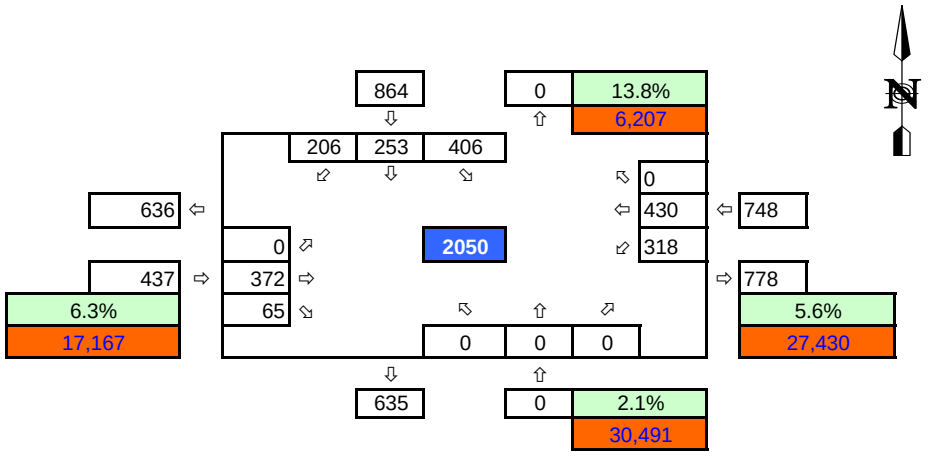
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

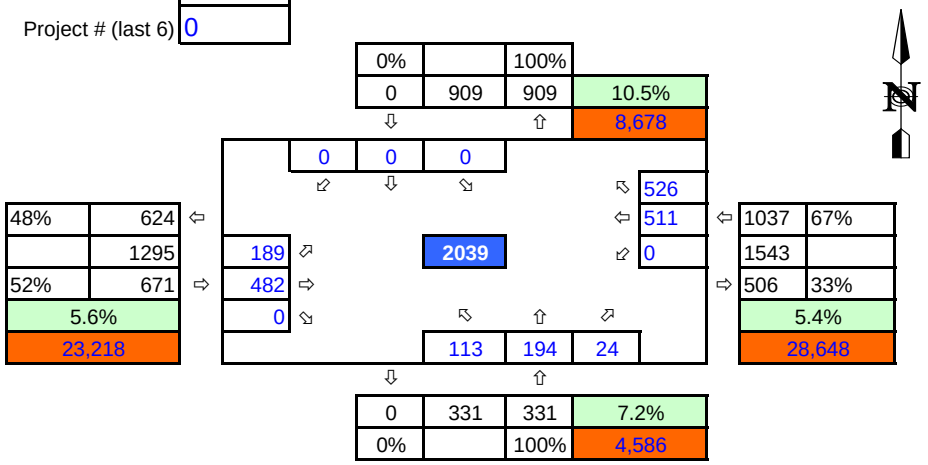



**LEGEND**

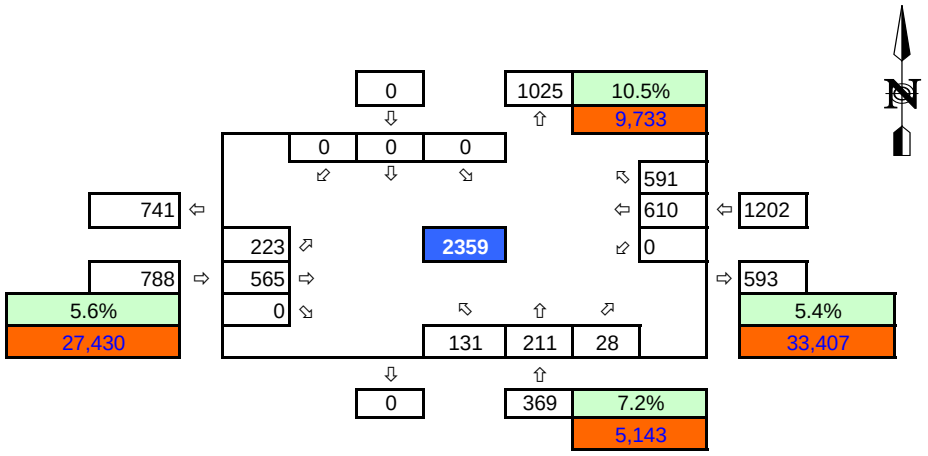
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

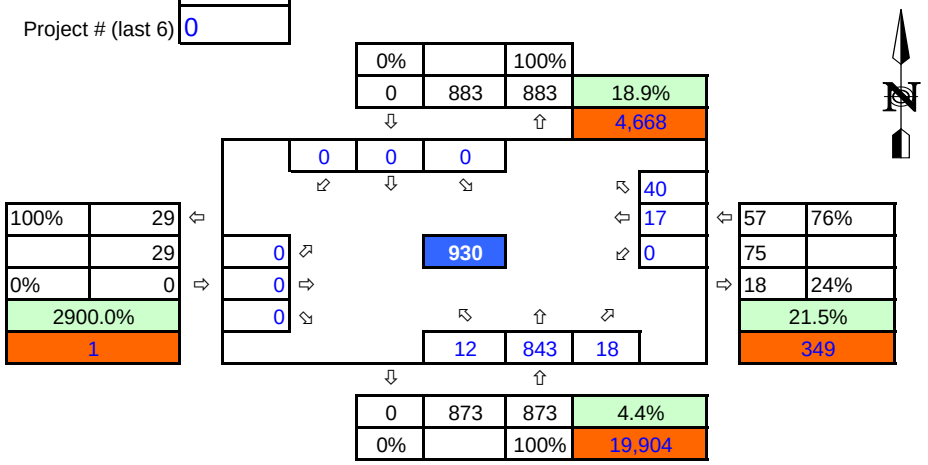



**LEGEND**

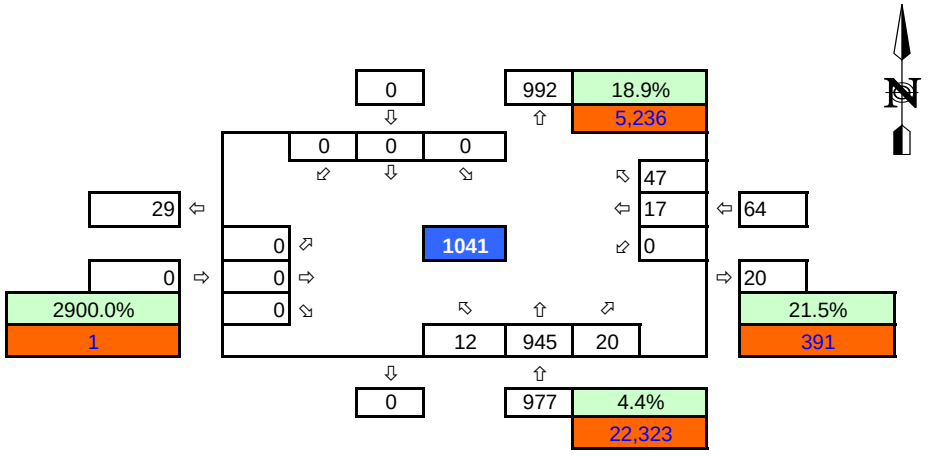
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

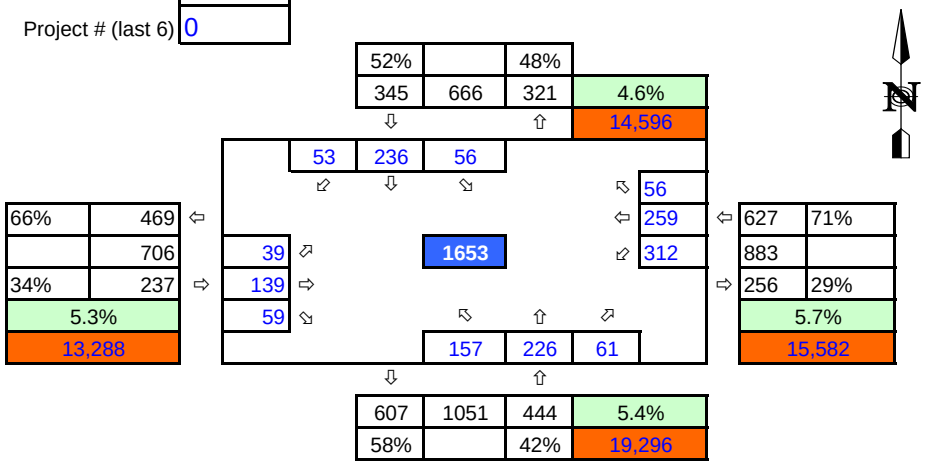



**LEGEND**

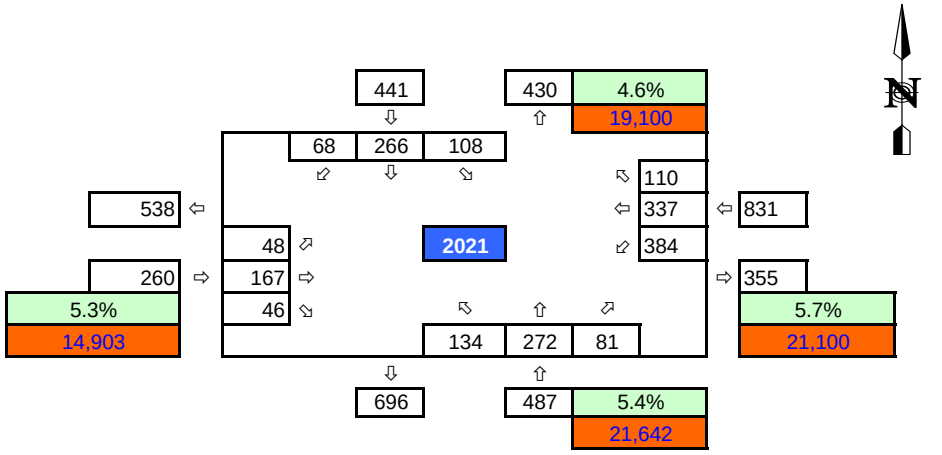
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

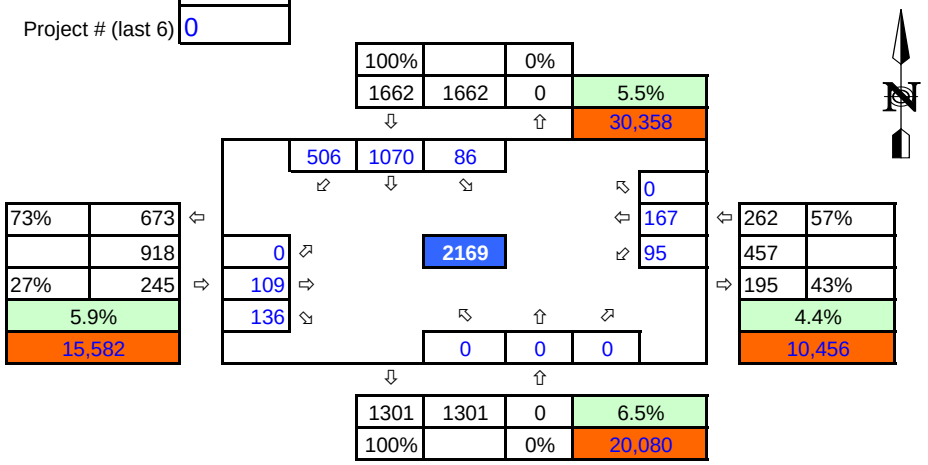



**LEGEND**

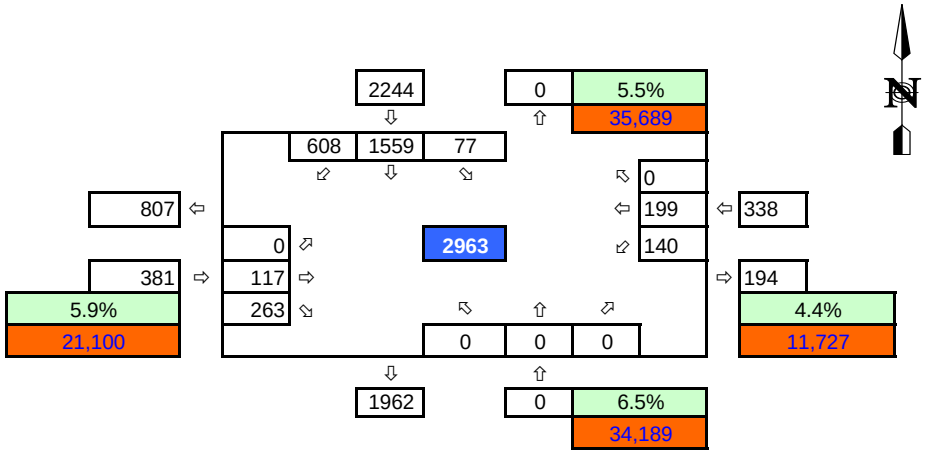
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

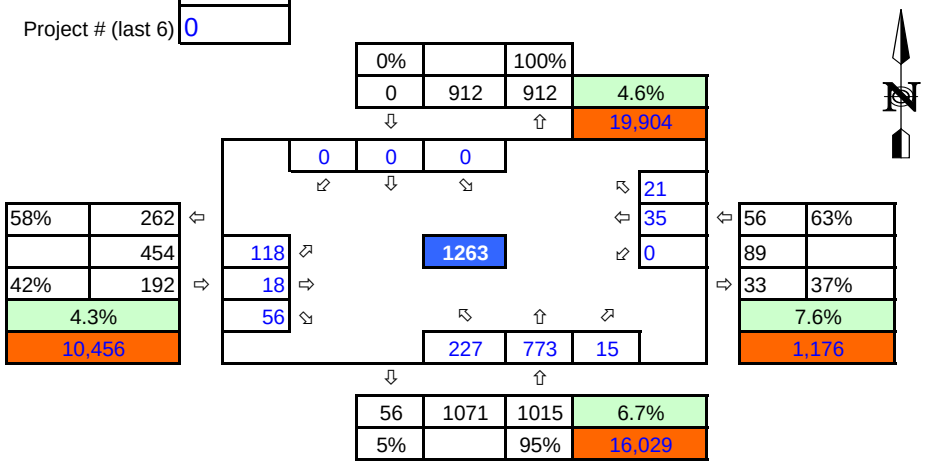



**LEGEND**

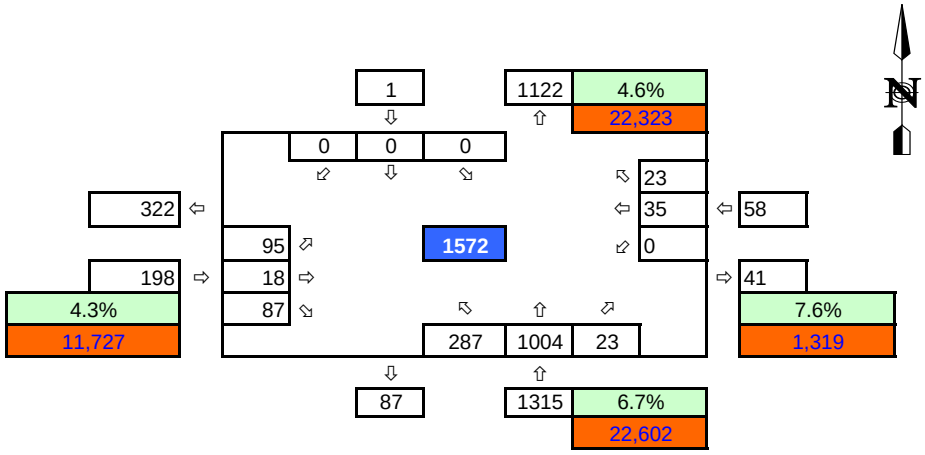
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

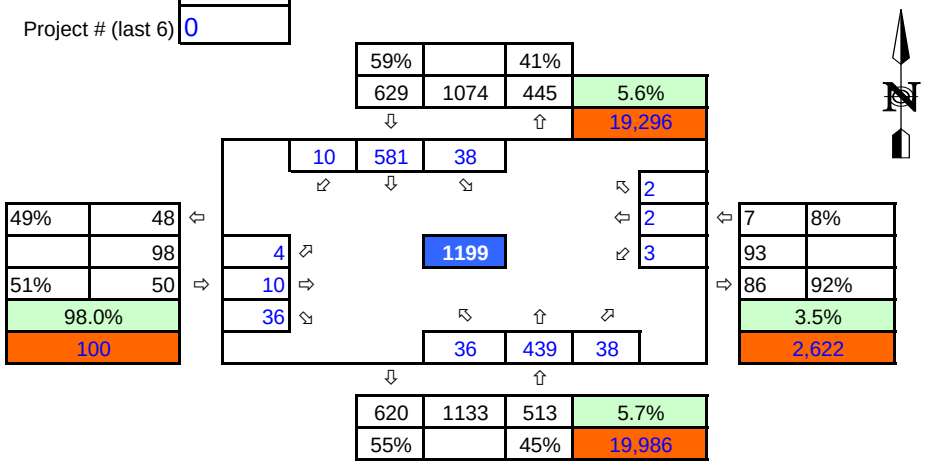



**LEGEND**

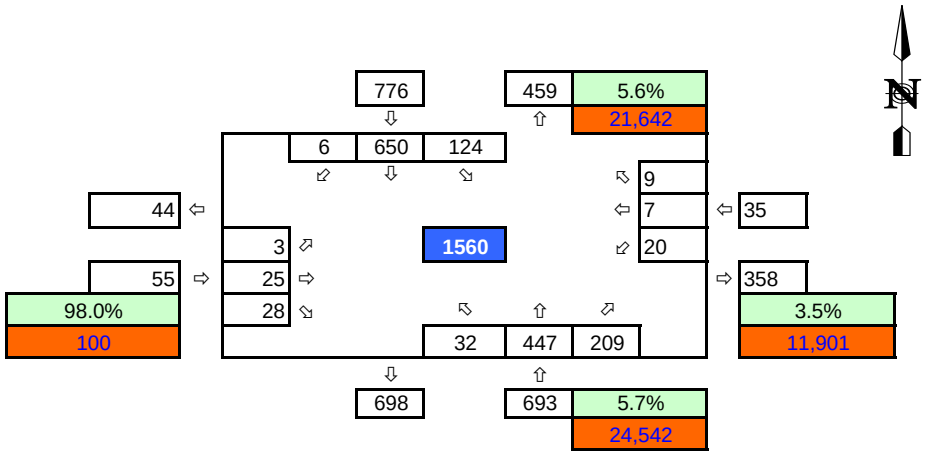
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

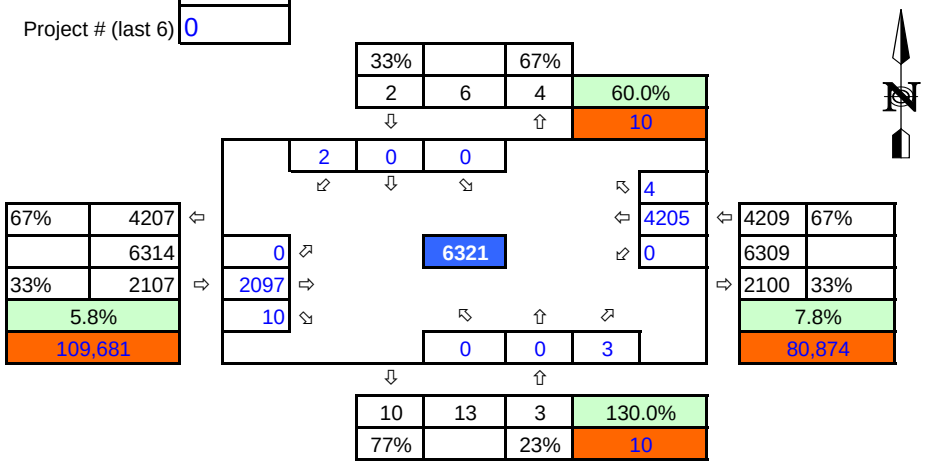



**LEGEND**

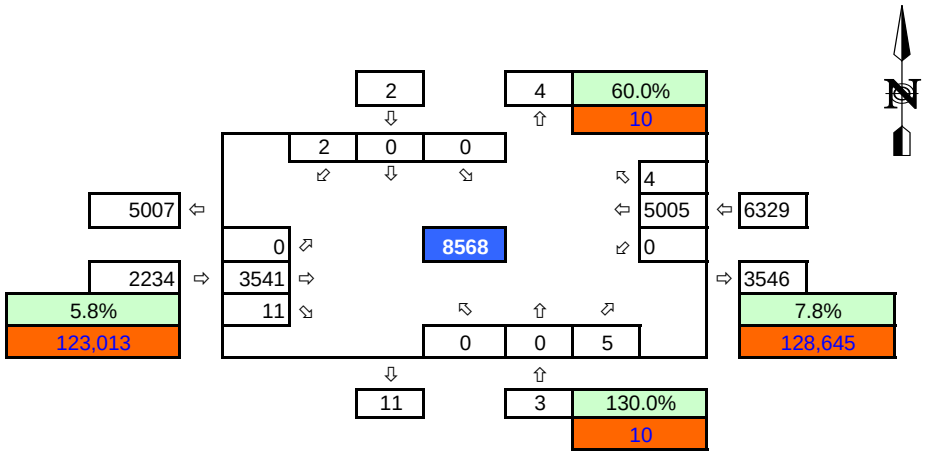
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

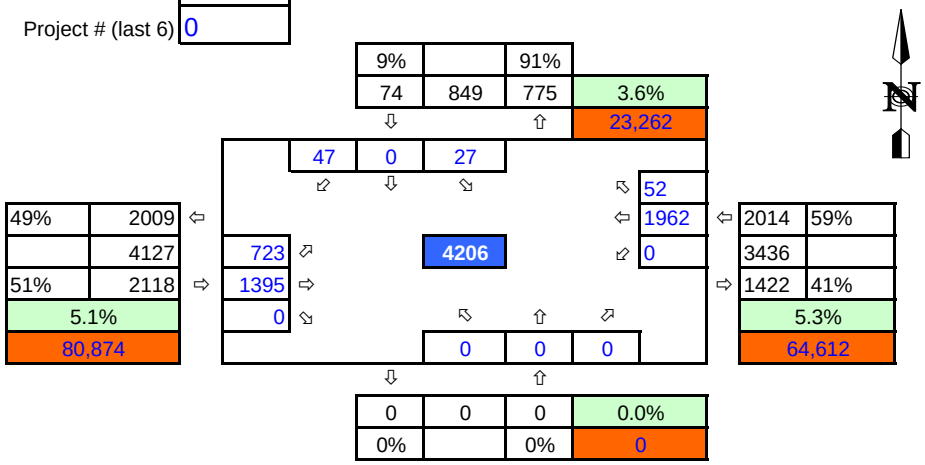



**LEGEND**

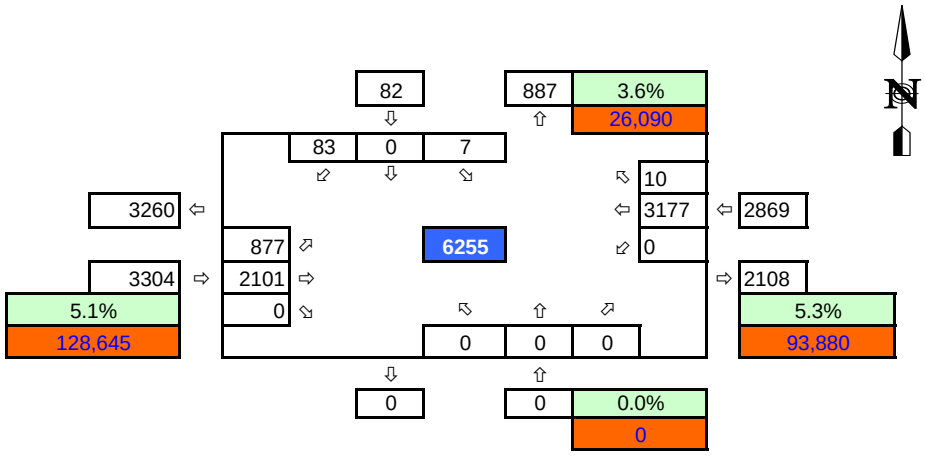
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

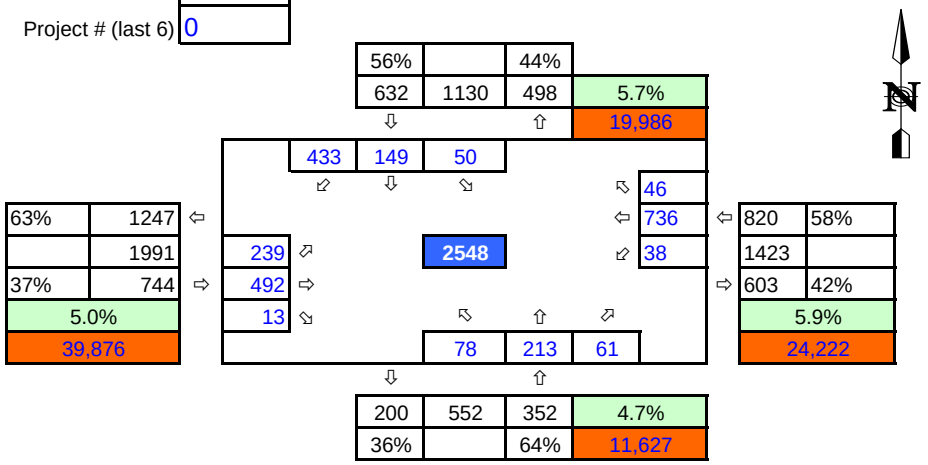



**LEGEND**

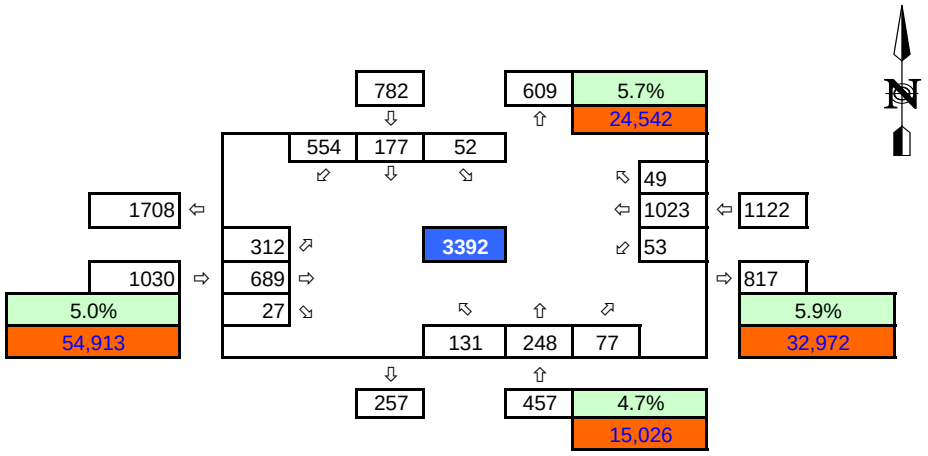
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

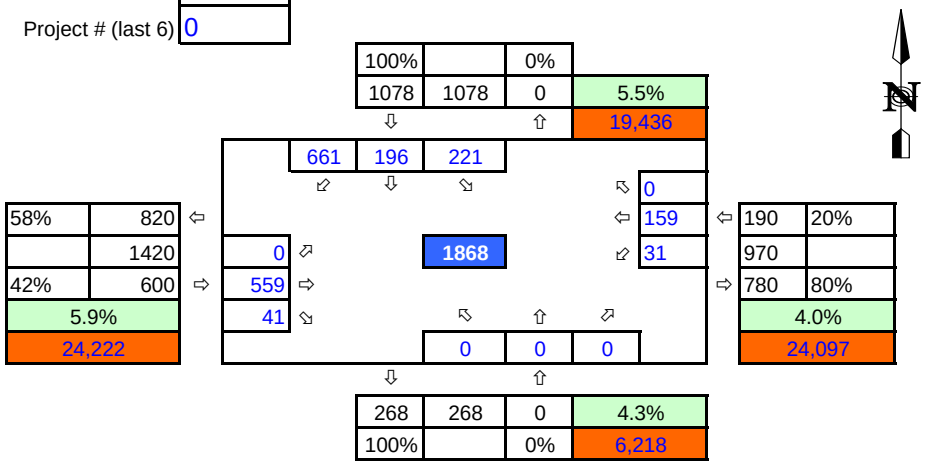



**LEGEND**

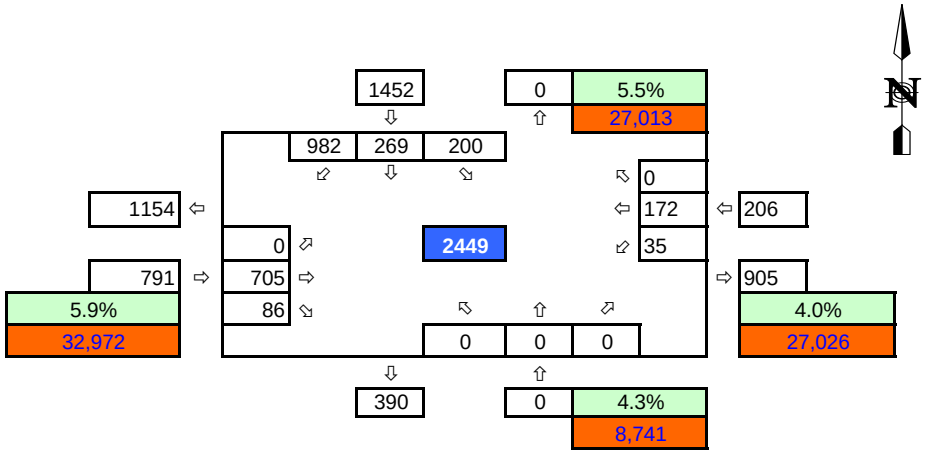
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

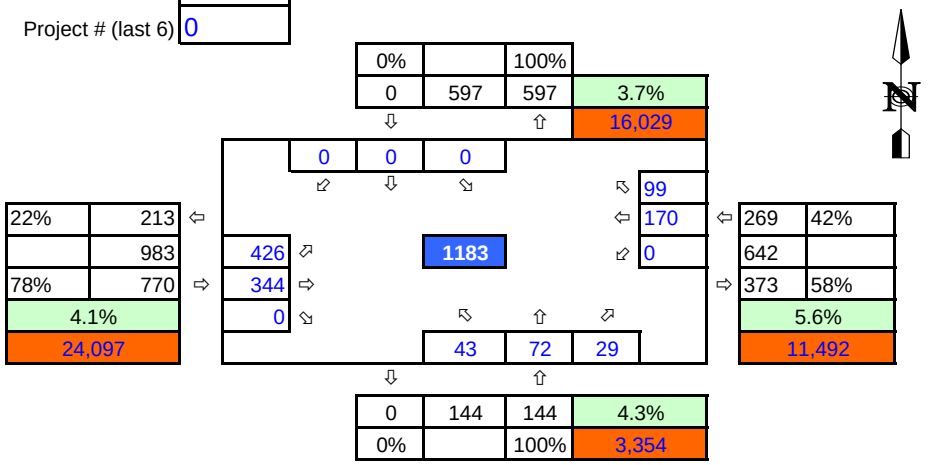



**LEGEND**

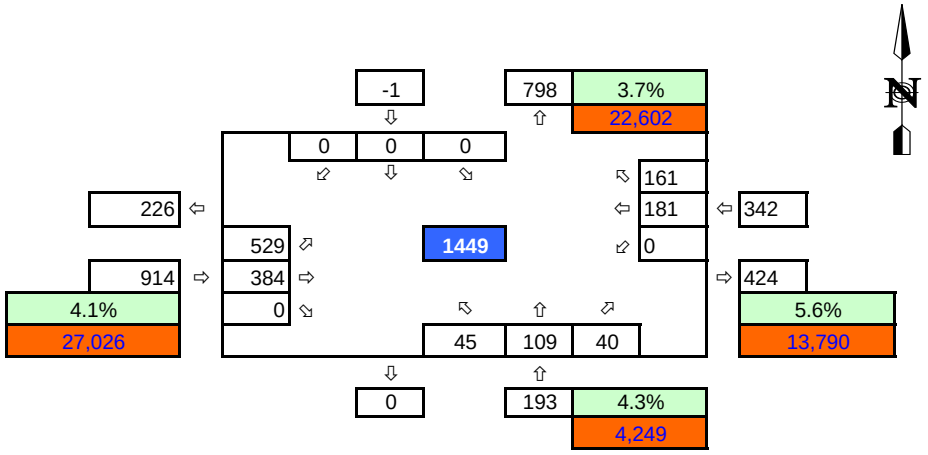
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

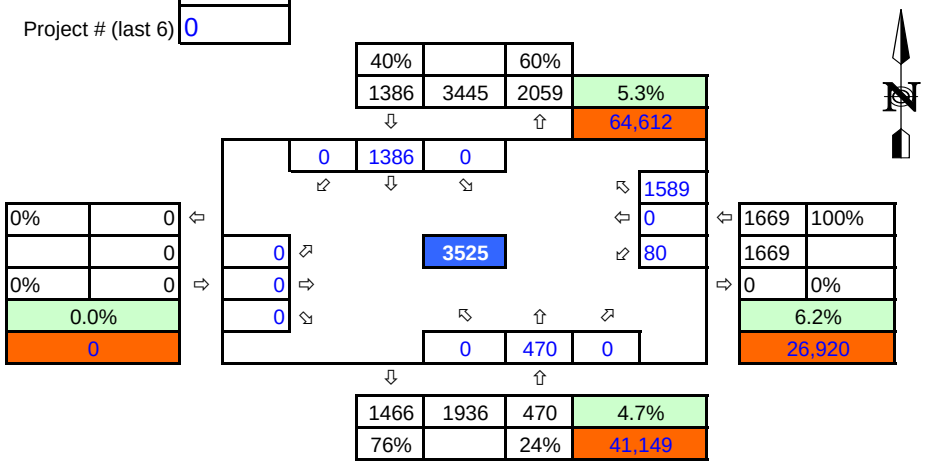



**LEGEND**

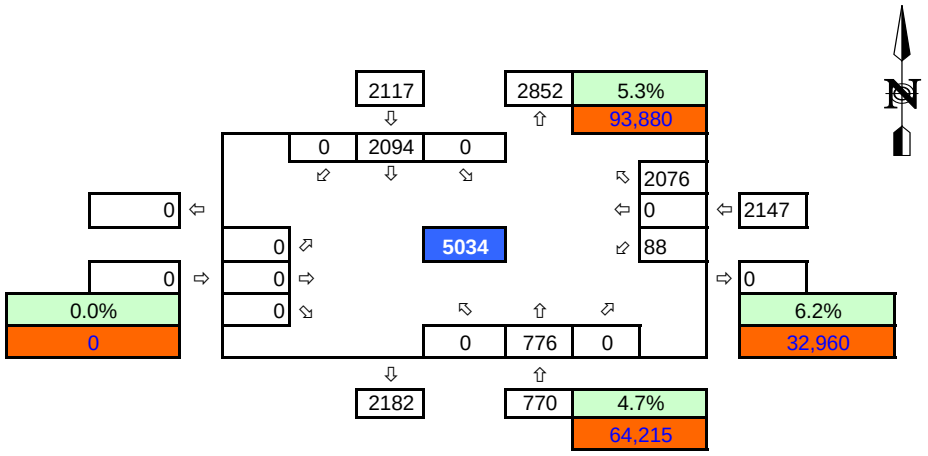
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

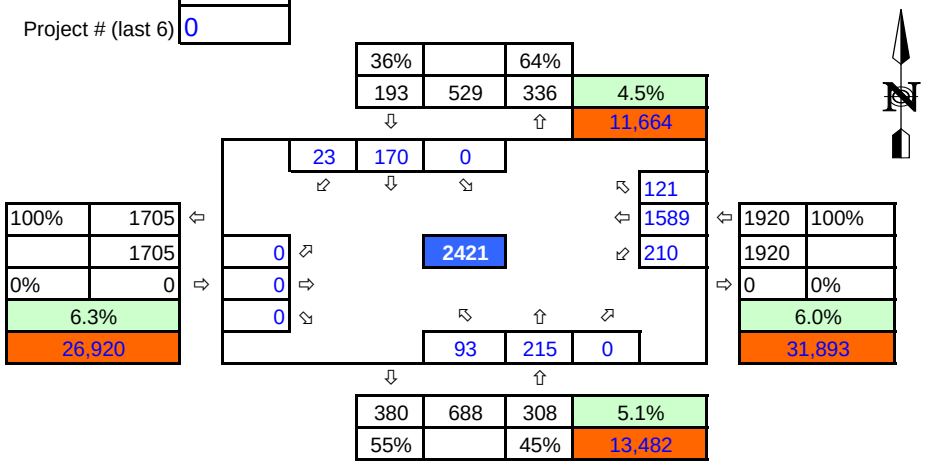



**LEGEND**

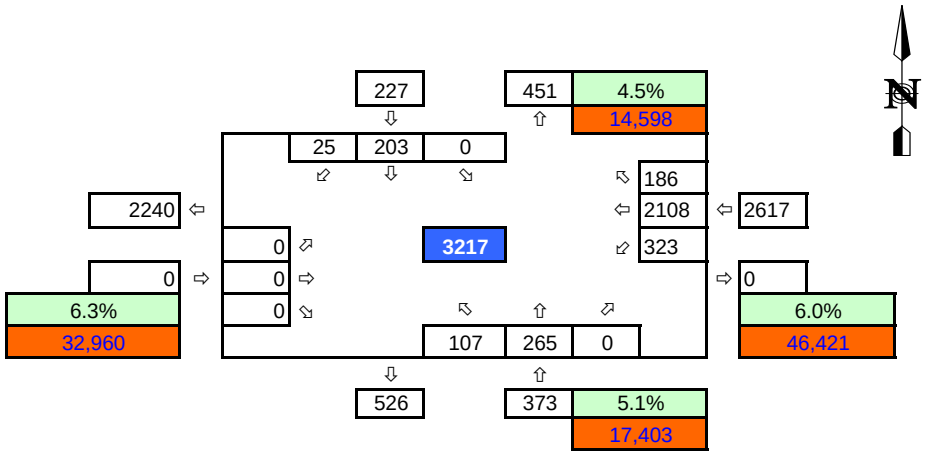
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

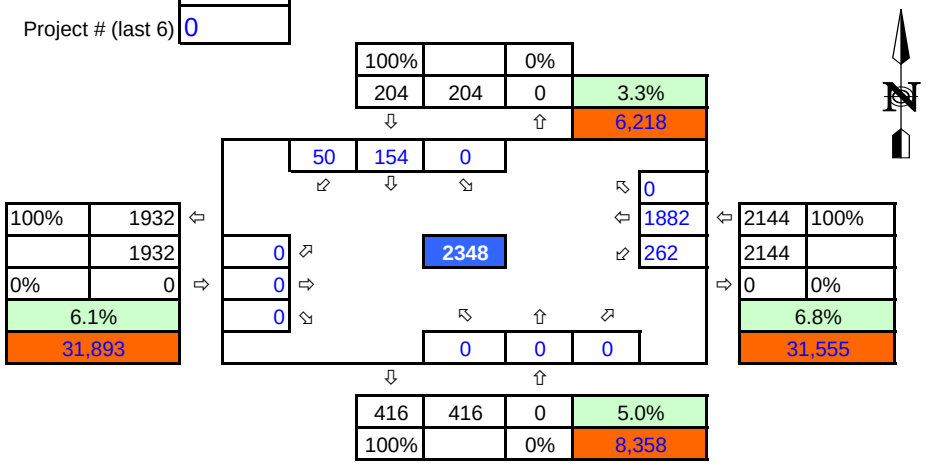



**LEGEND**

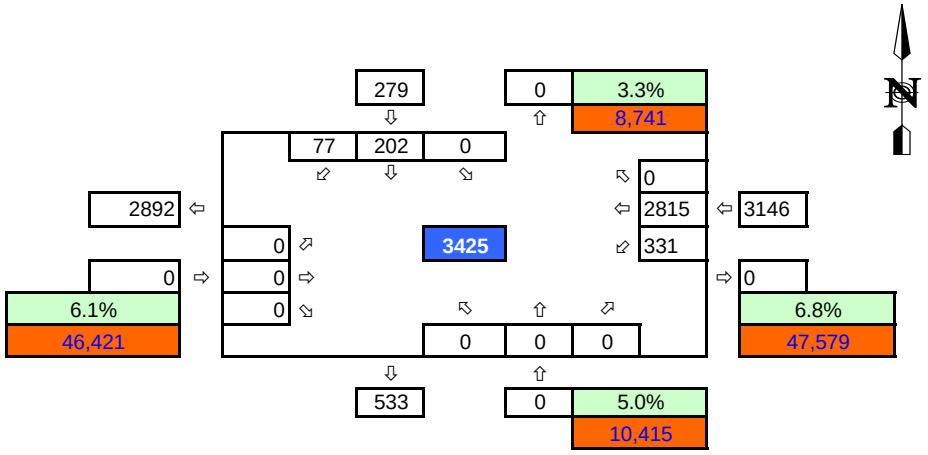
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

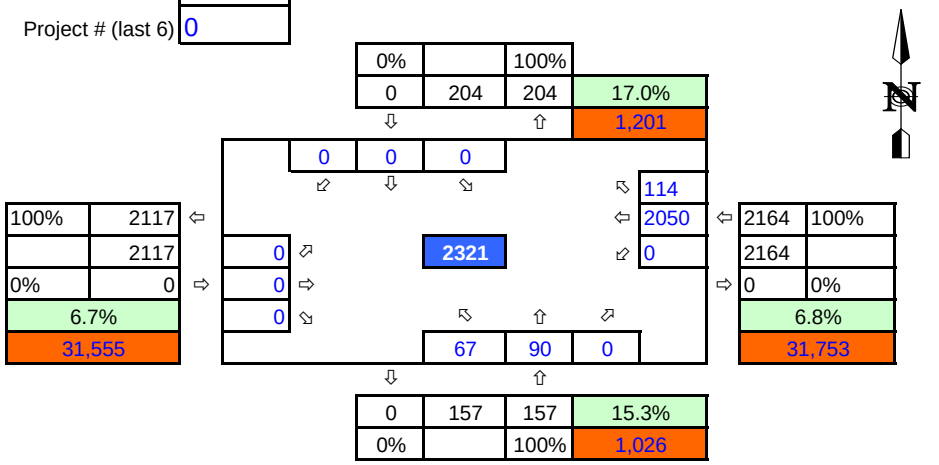



**LEGEND**

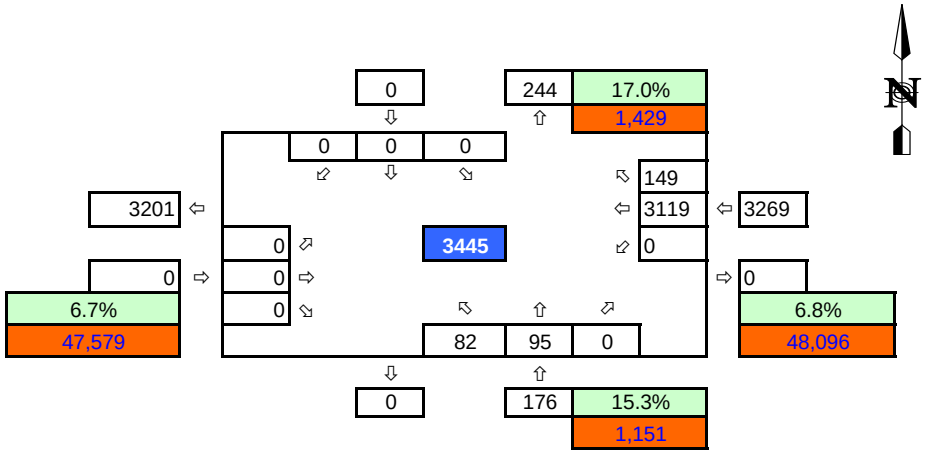
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

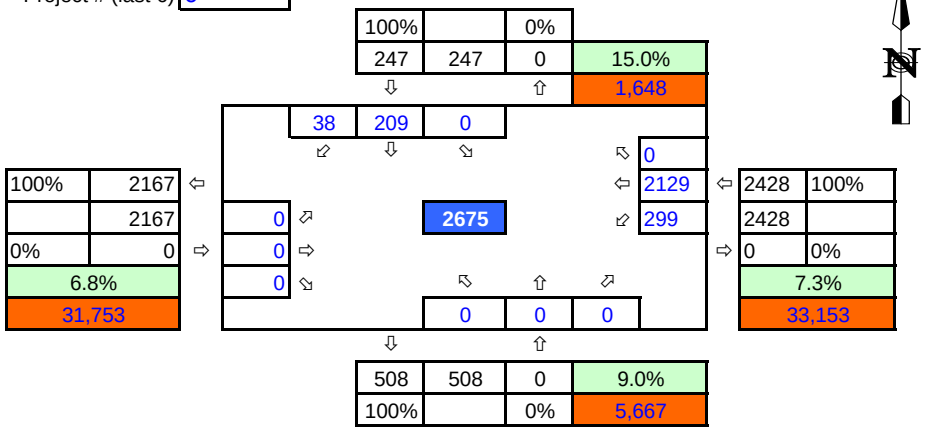



**LEGEND**

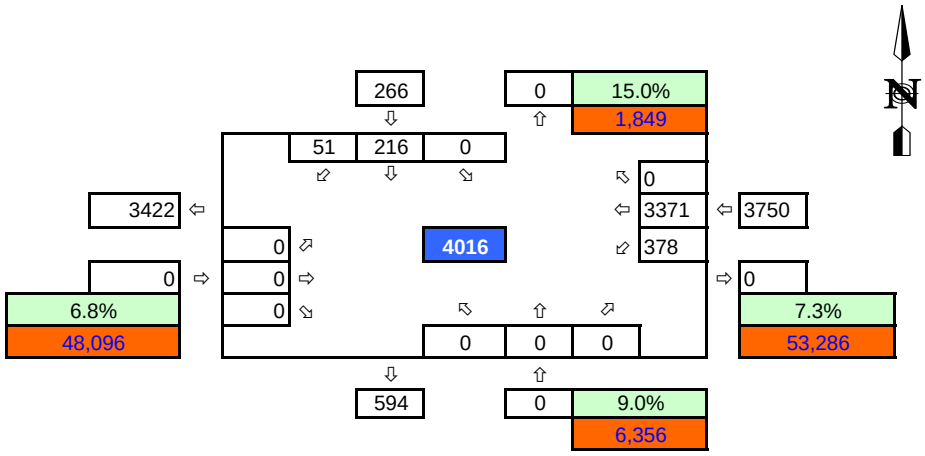
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

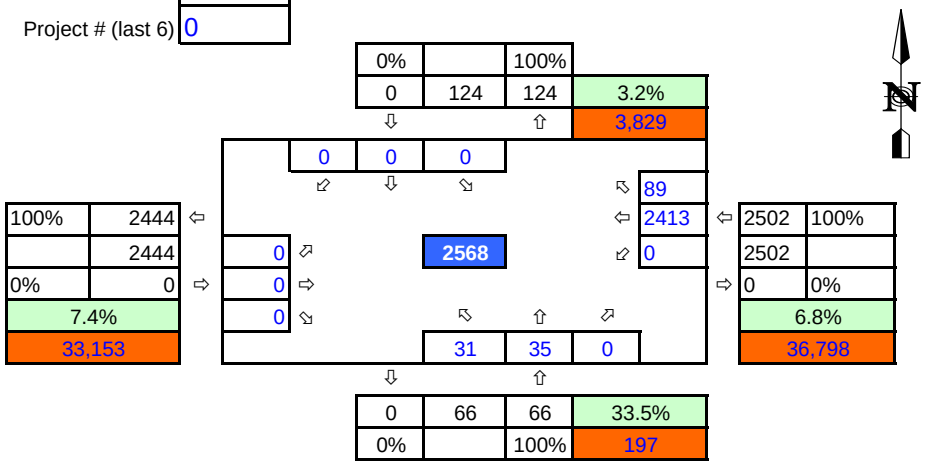



**LEGEND**

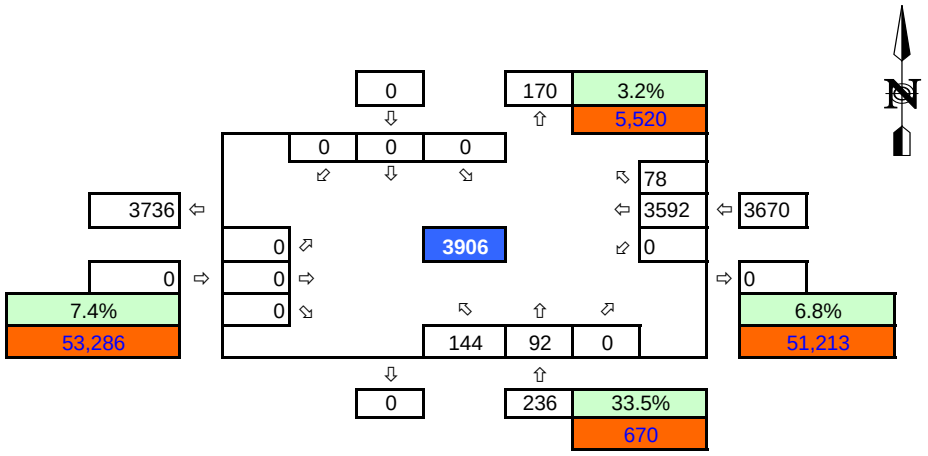
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

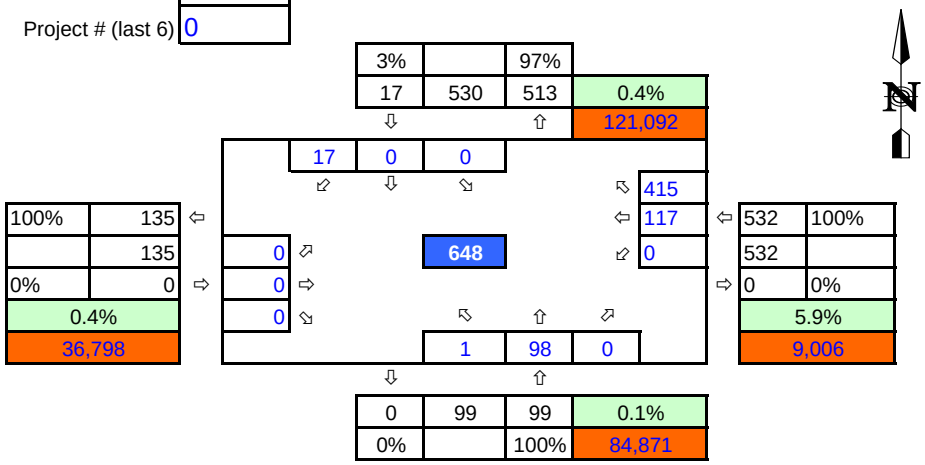



**LEGEND**

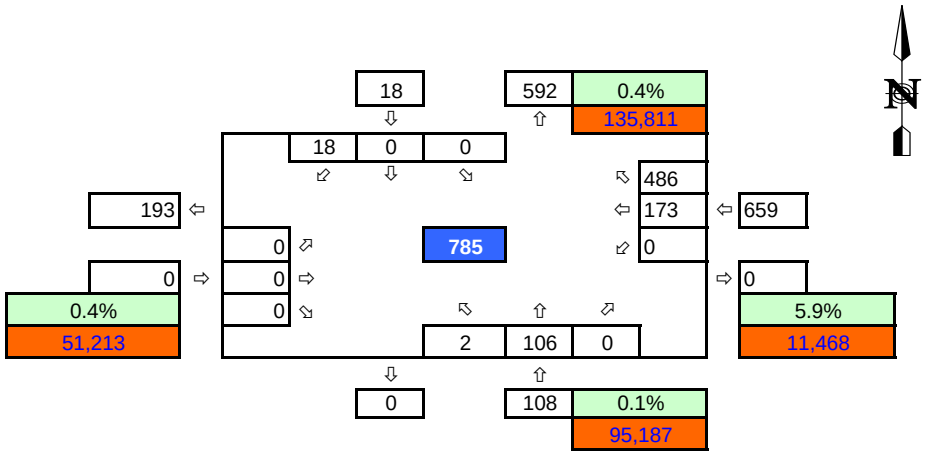
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

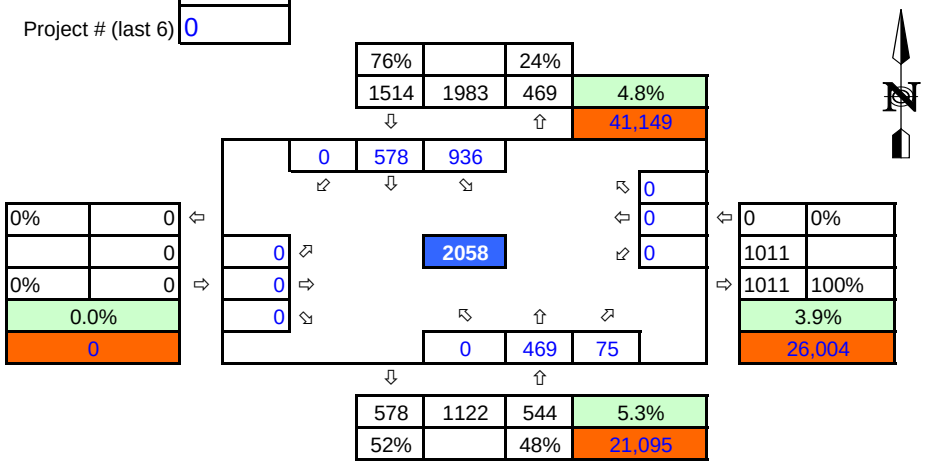



**LEGEND**

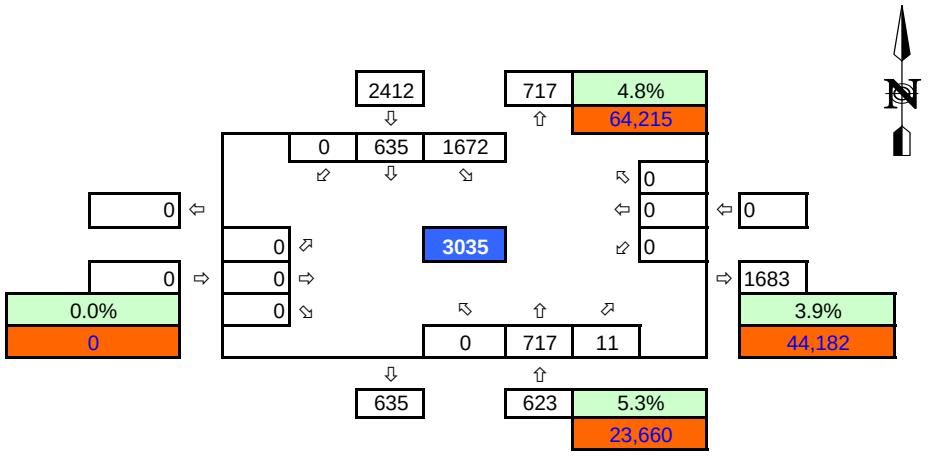
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

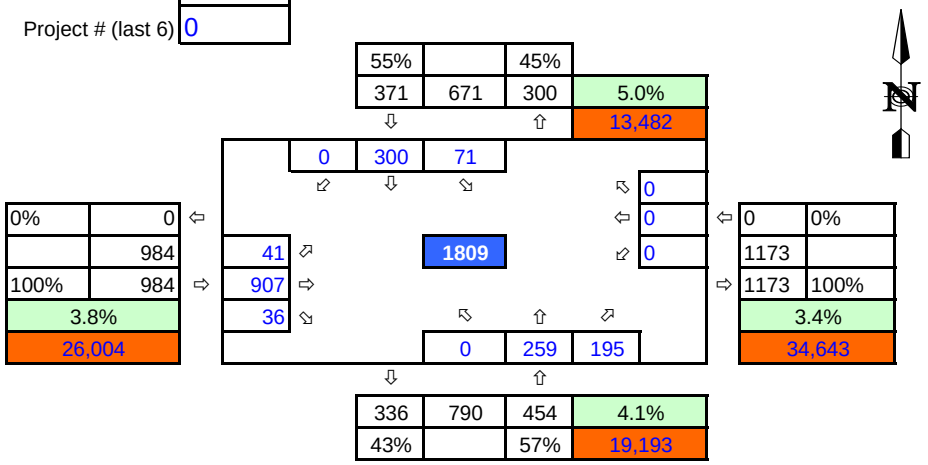



**LEGEND**

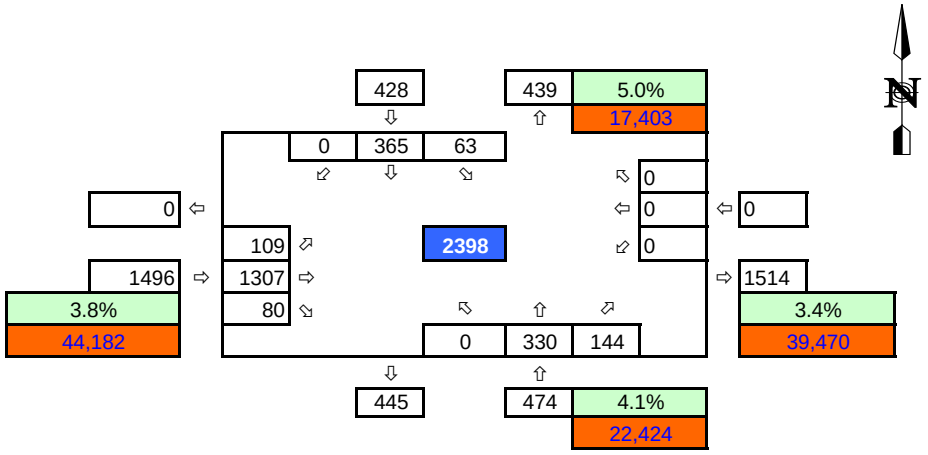
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

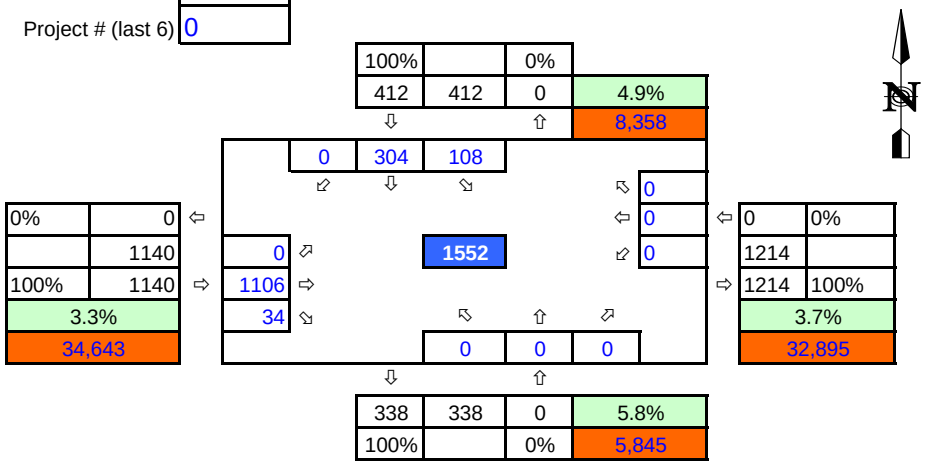



**LEGEND**

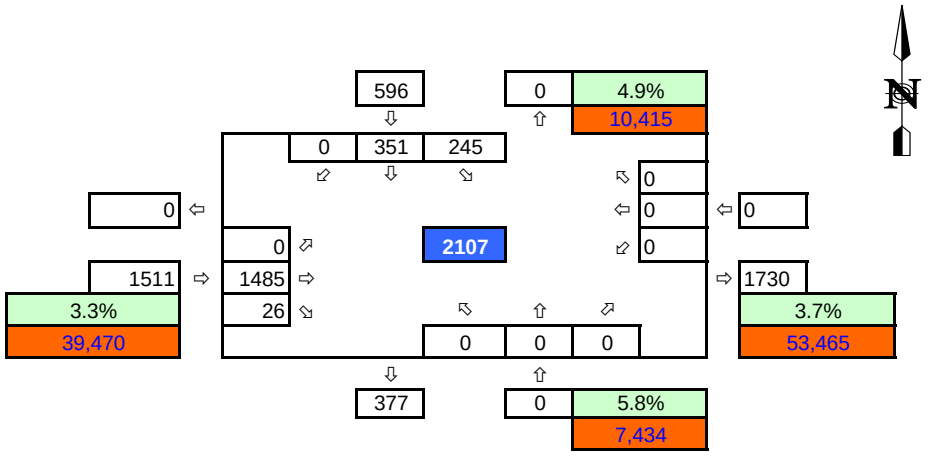
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

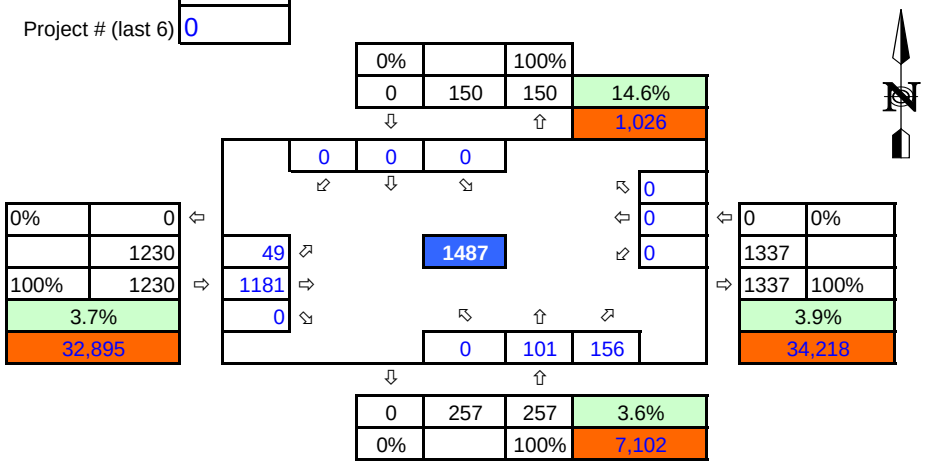



**LEGEND**

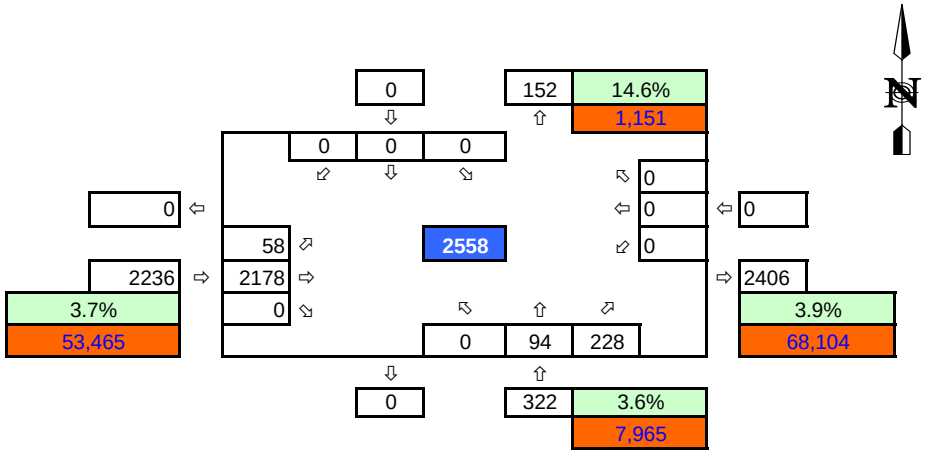
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

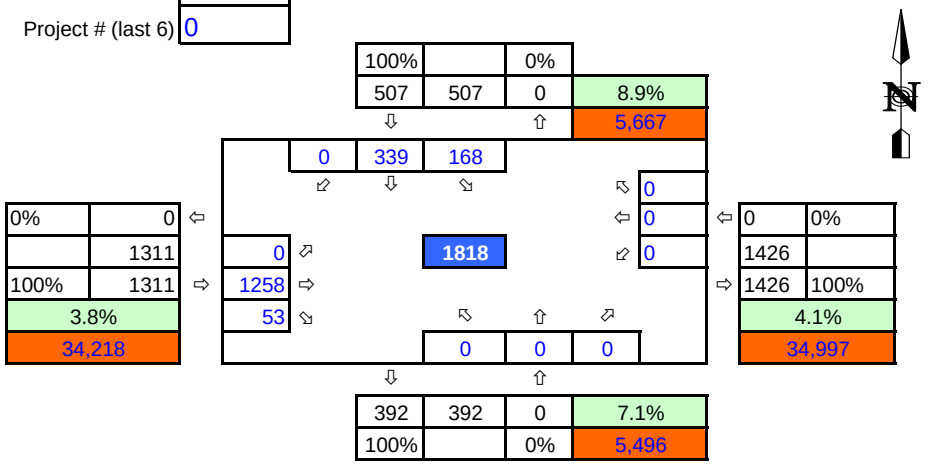



**LEGEND**

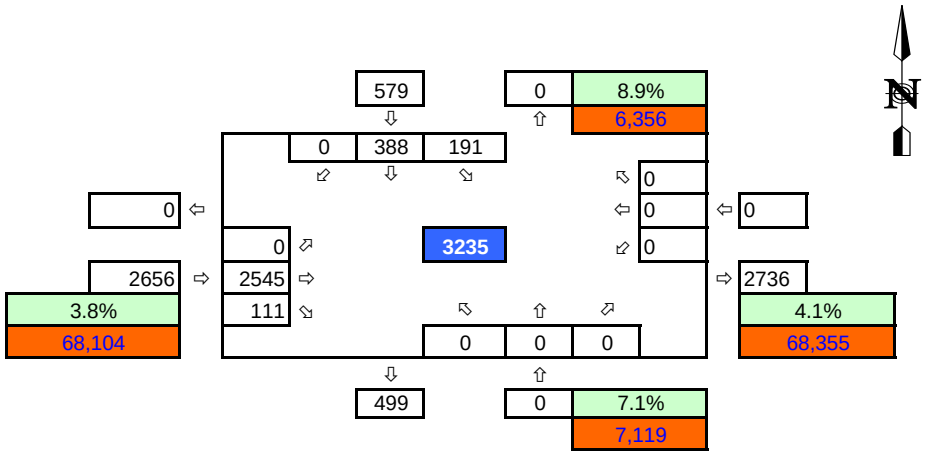
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

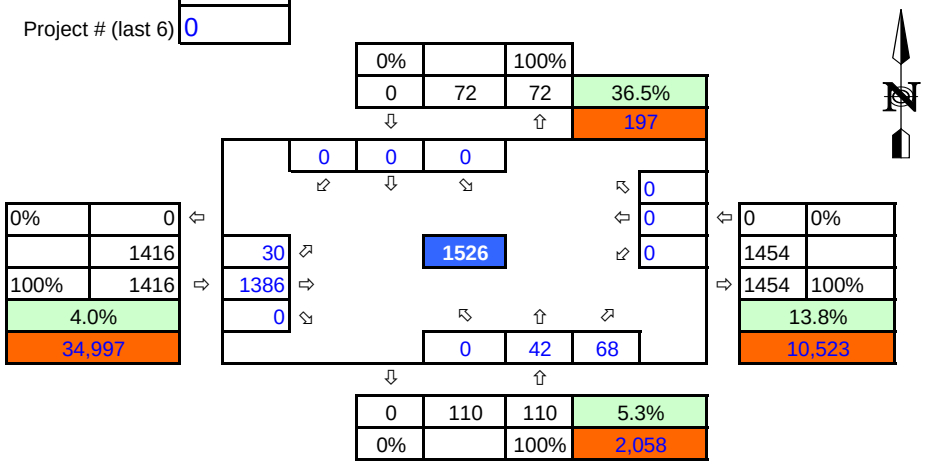



**LEGEND**

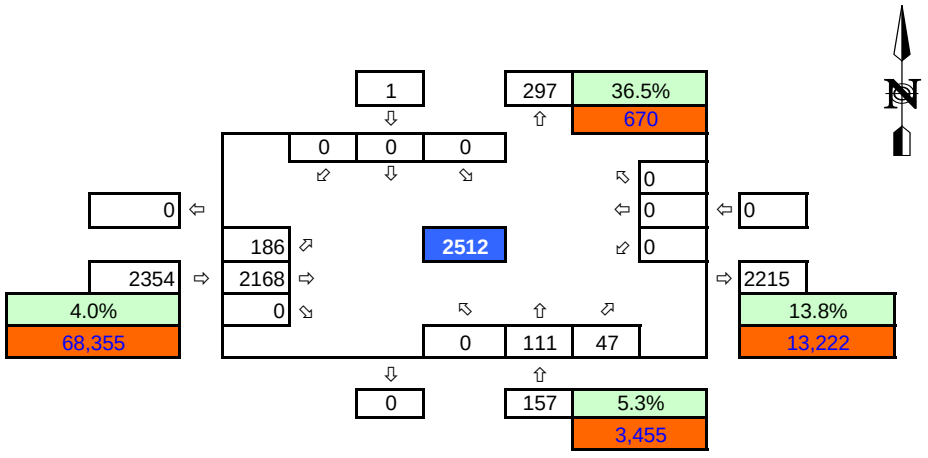
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

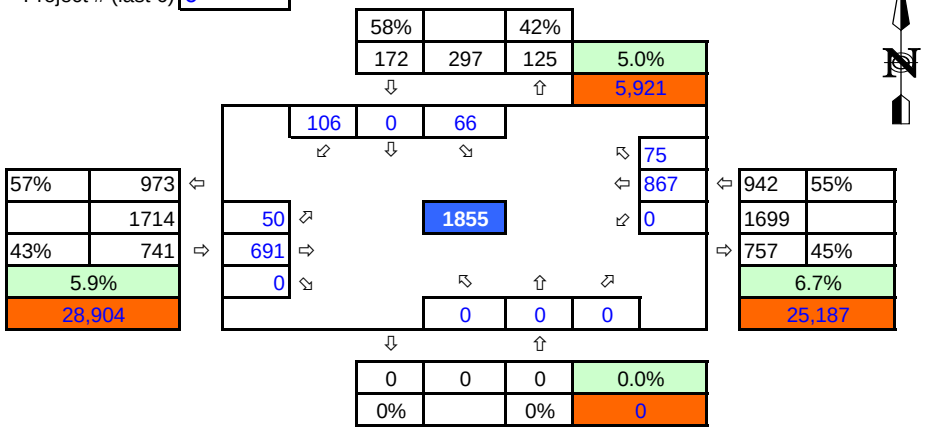



**LEGEND**

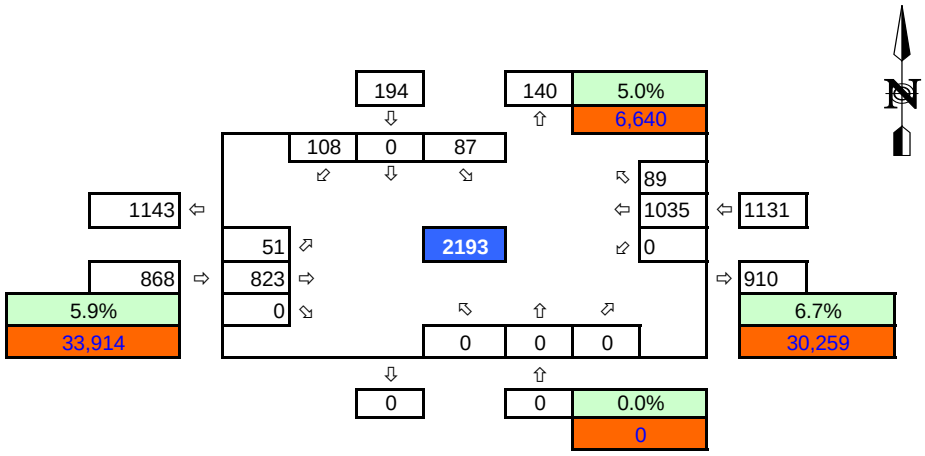
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

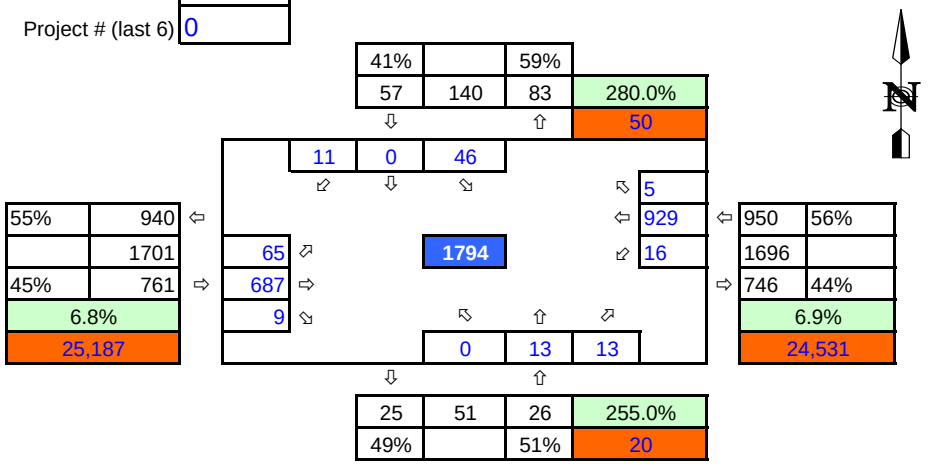



**LEGEND**

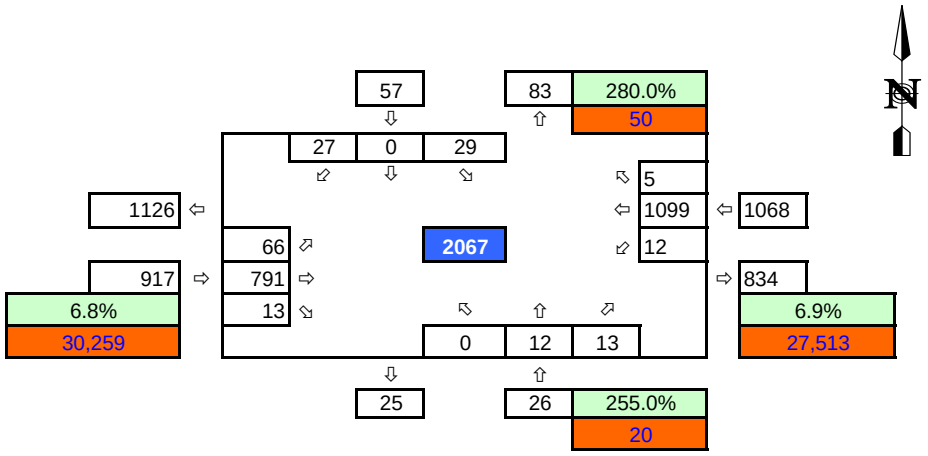
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |

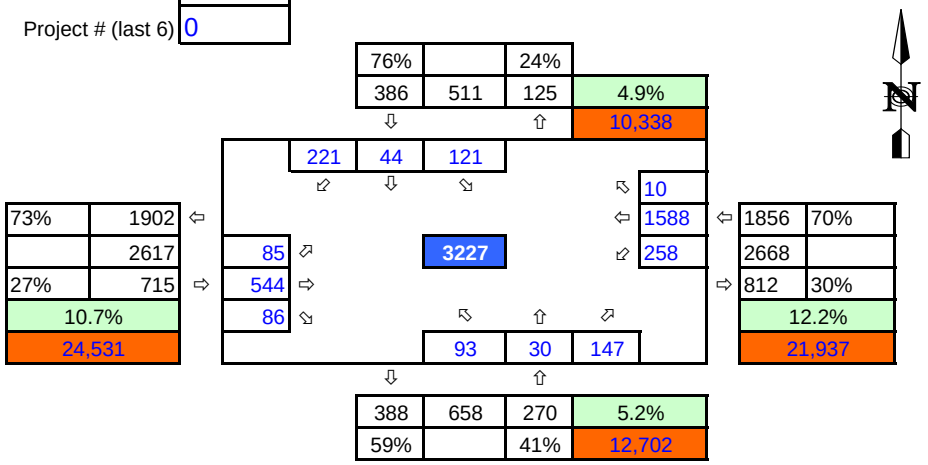



**LEGEND**

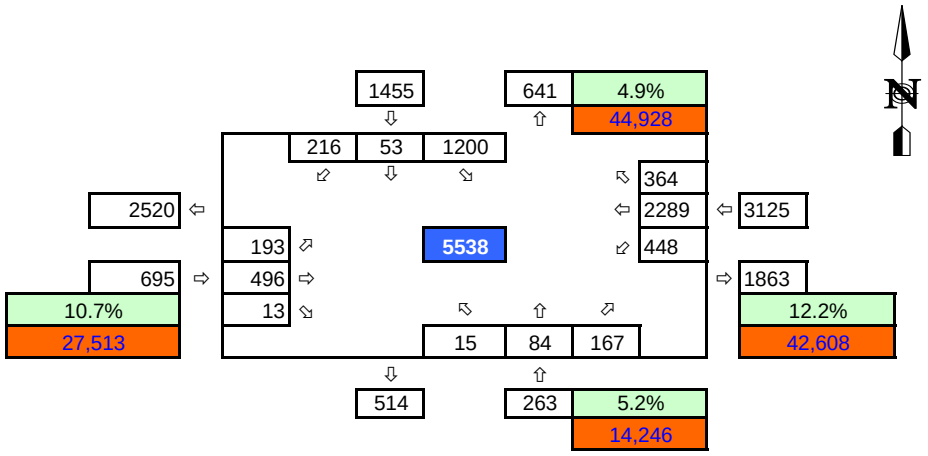
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

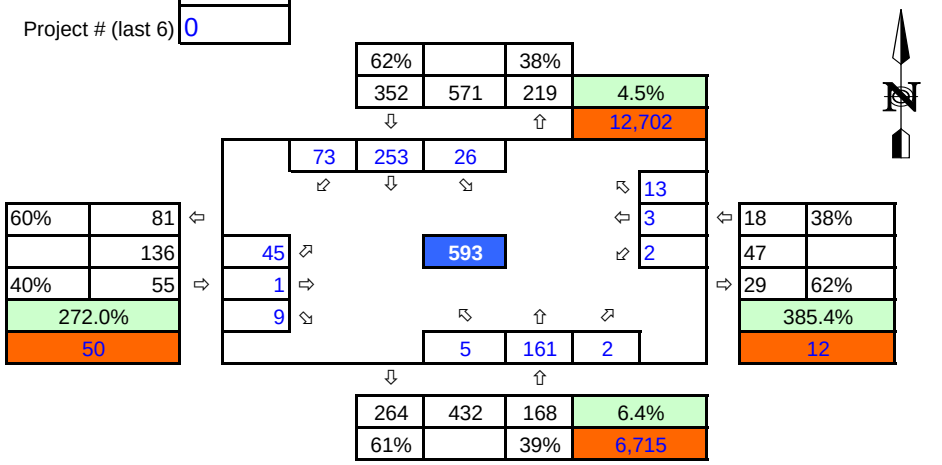



**LEGEND**

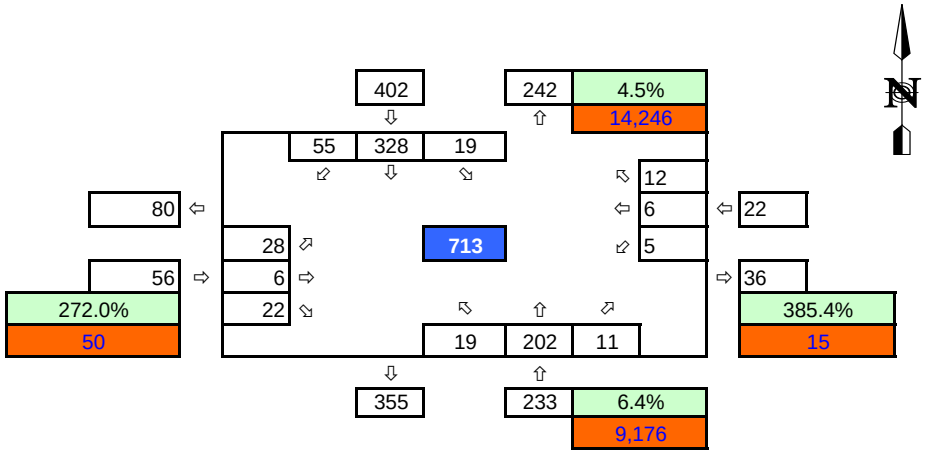
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

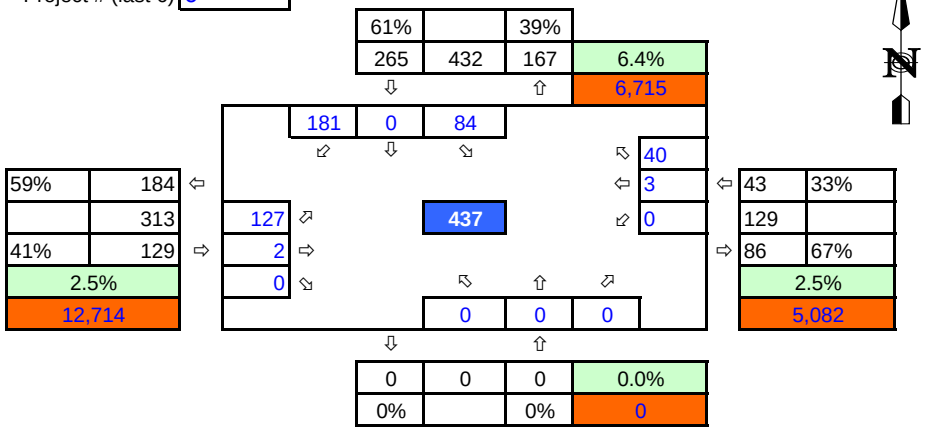



**LEGEND**

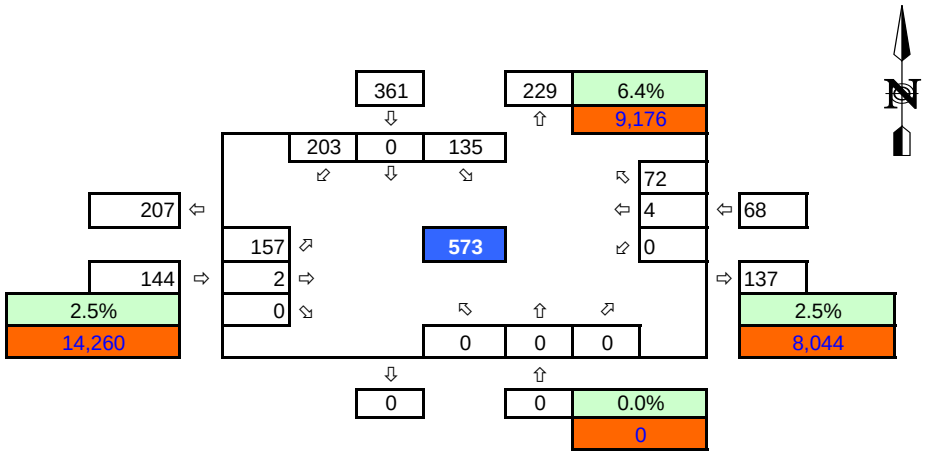
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

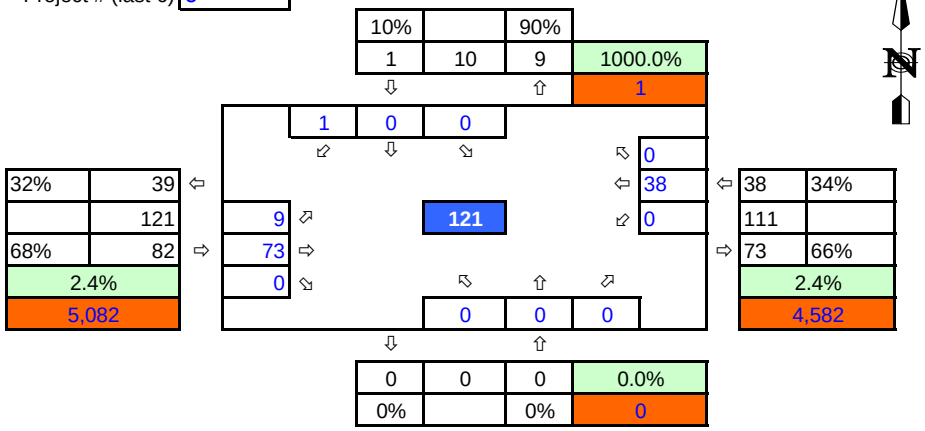



**LEGEND**

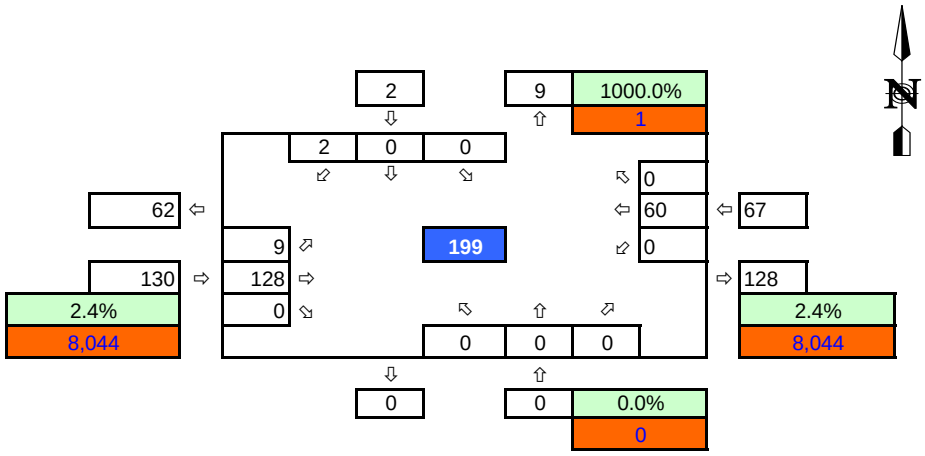
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

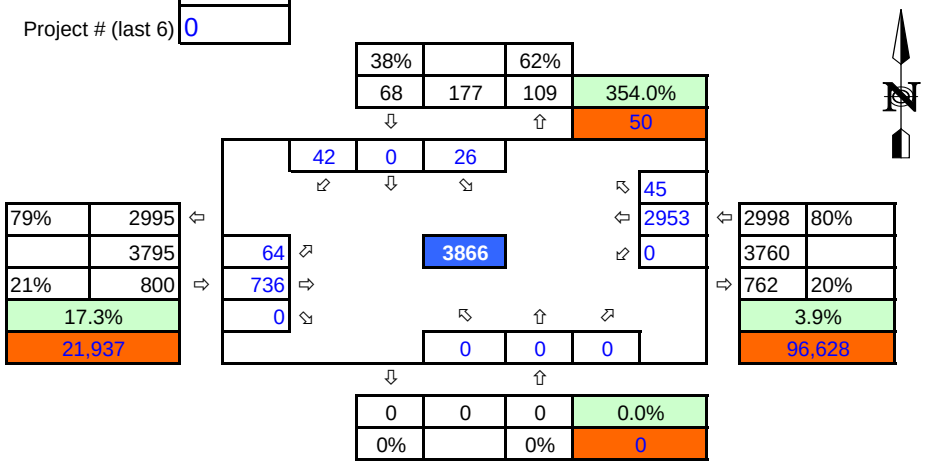



**LEGEND**

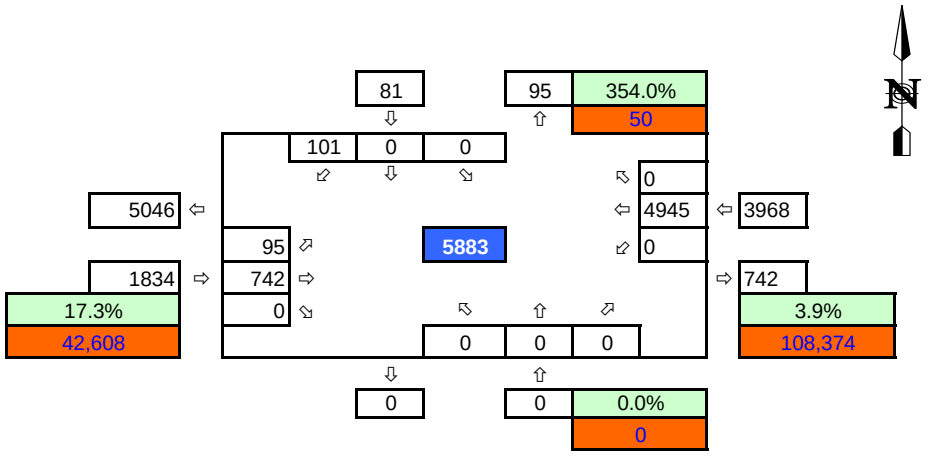
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

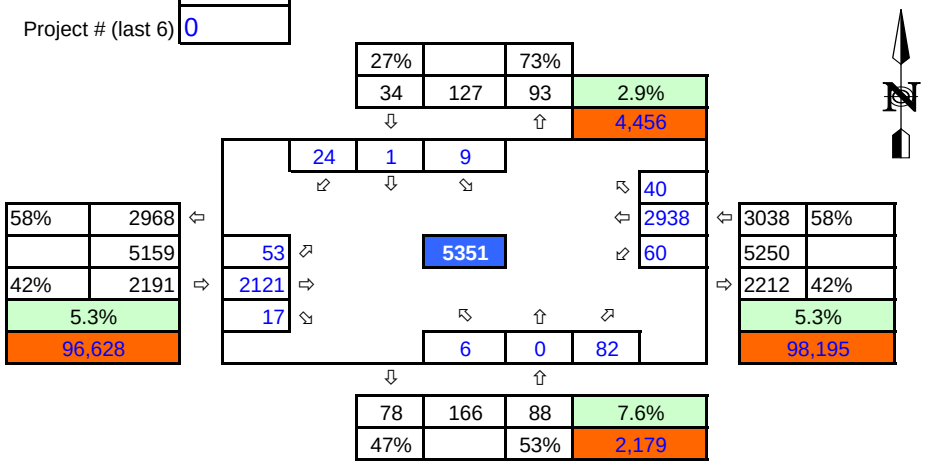



**LEGEND**

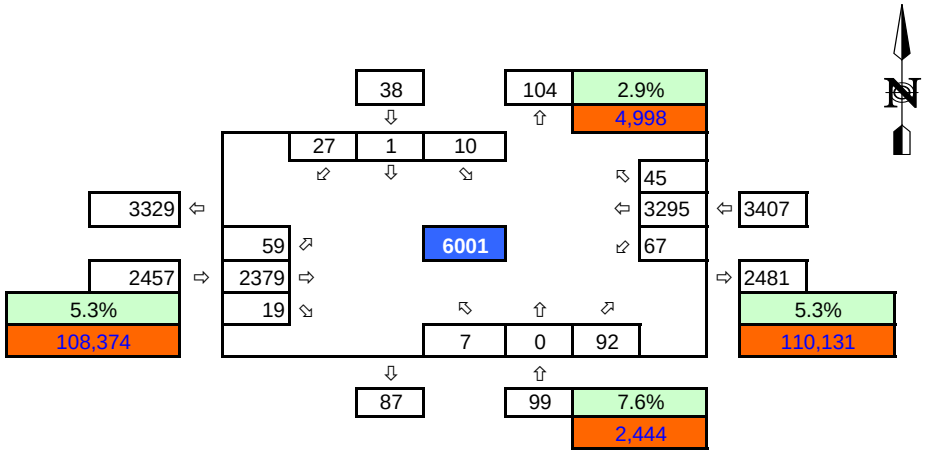
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

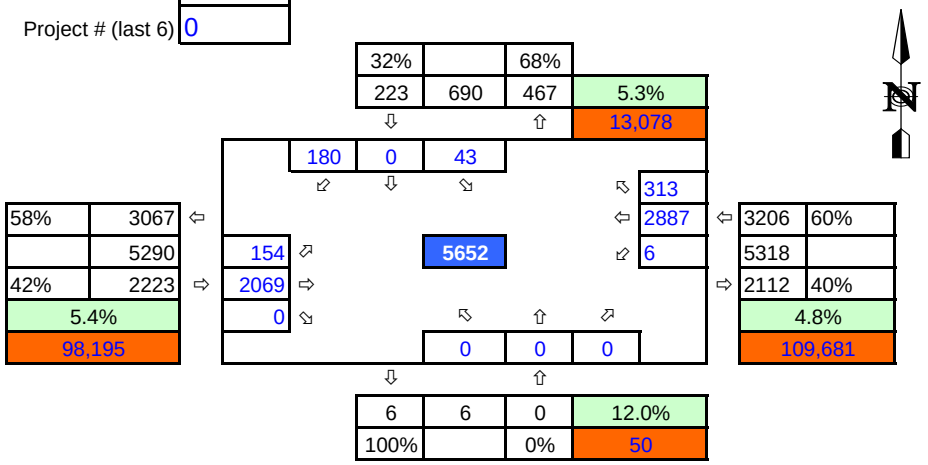



**LEGEND**

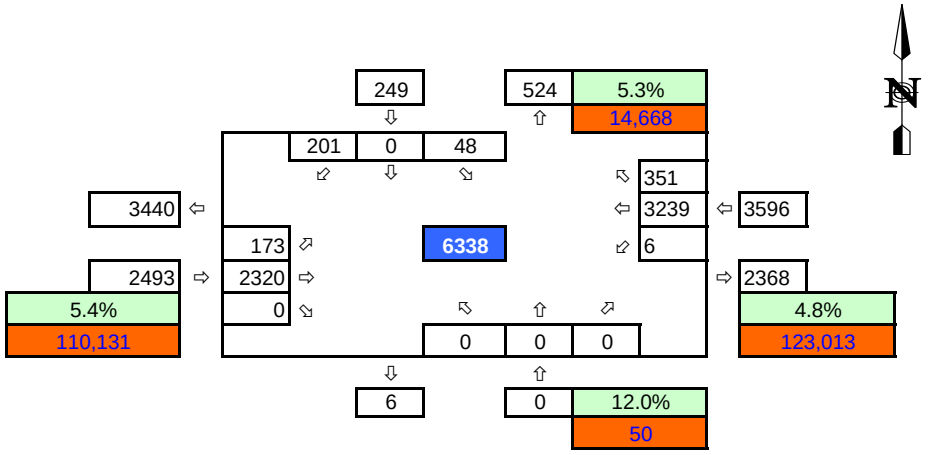
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

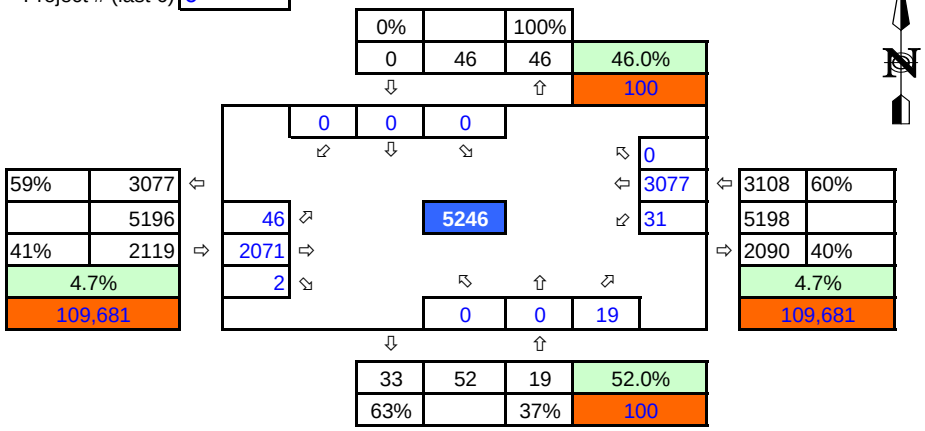



**LEGEND**

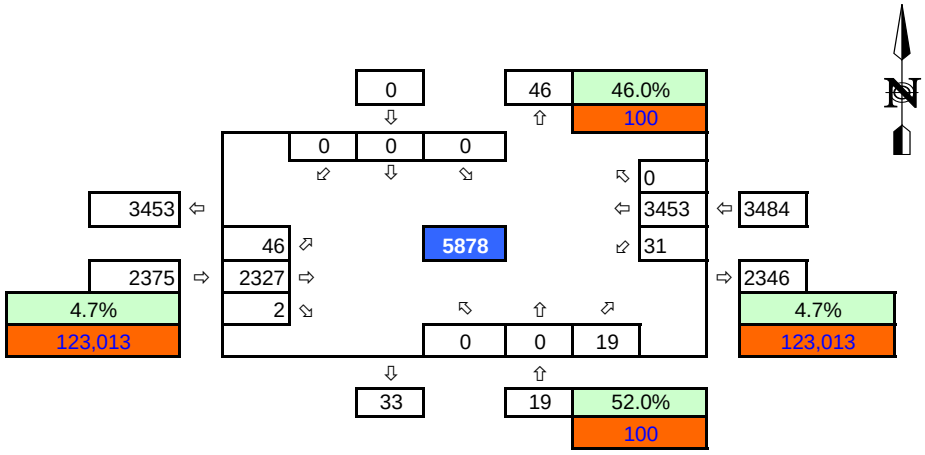
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

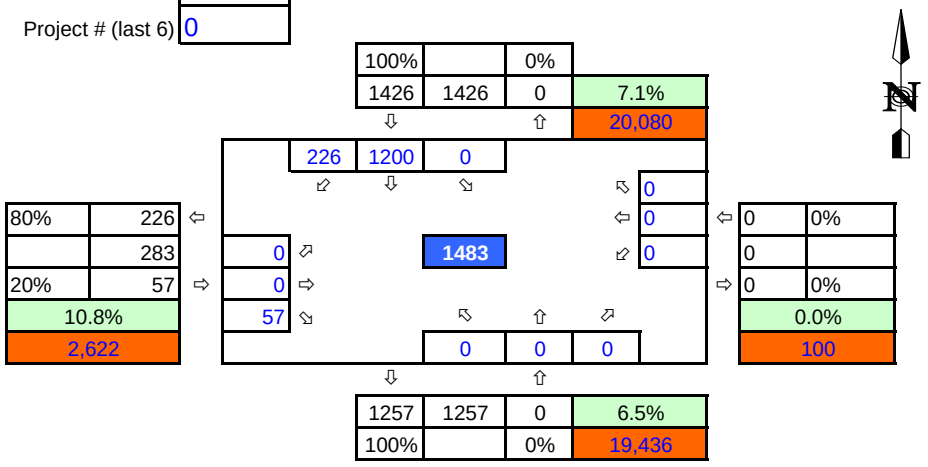



**LEGEND**

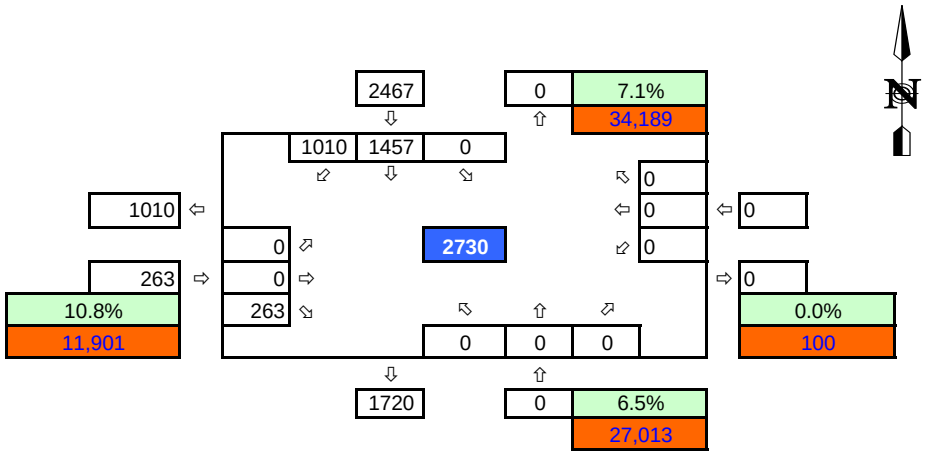
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

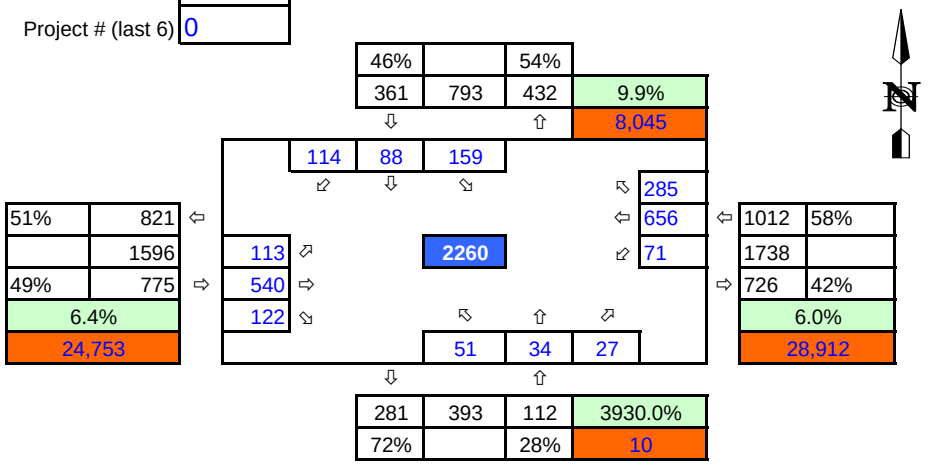



**LEGEND**

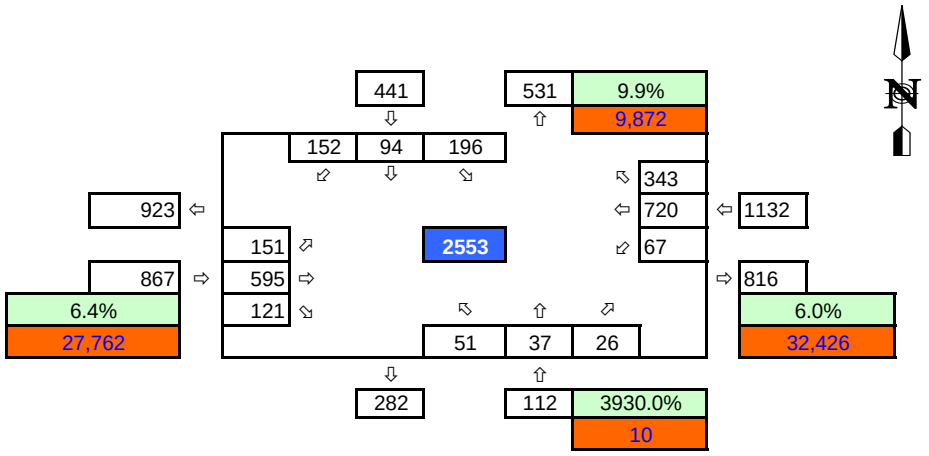
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

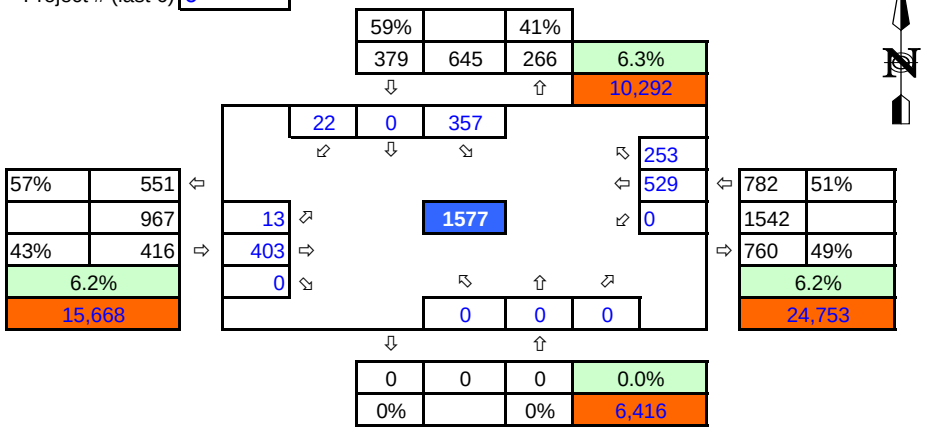



**LEGEND**

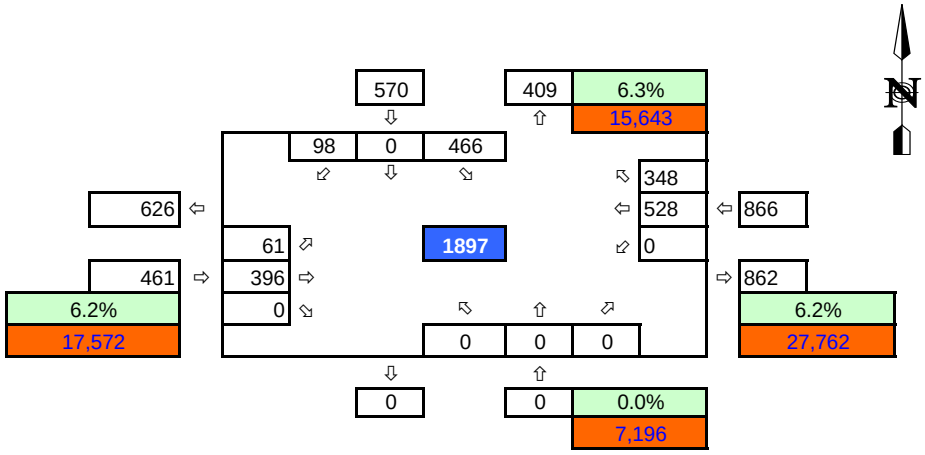
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

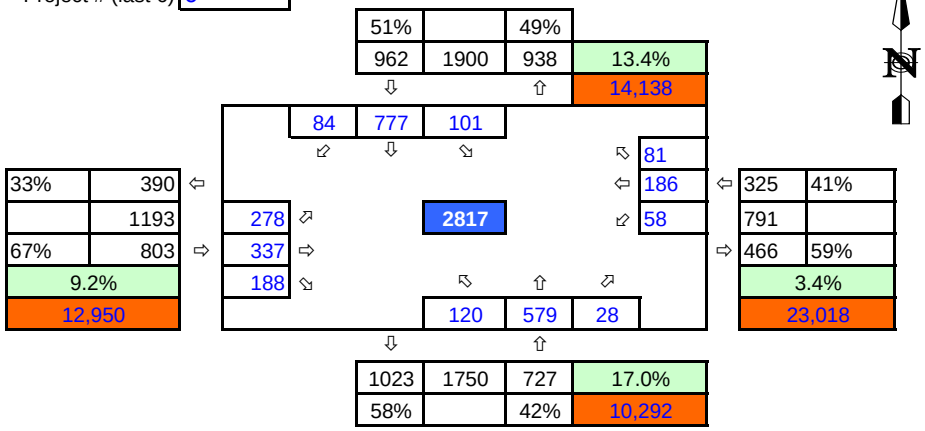



**LEGEND**

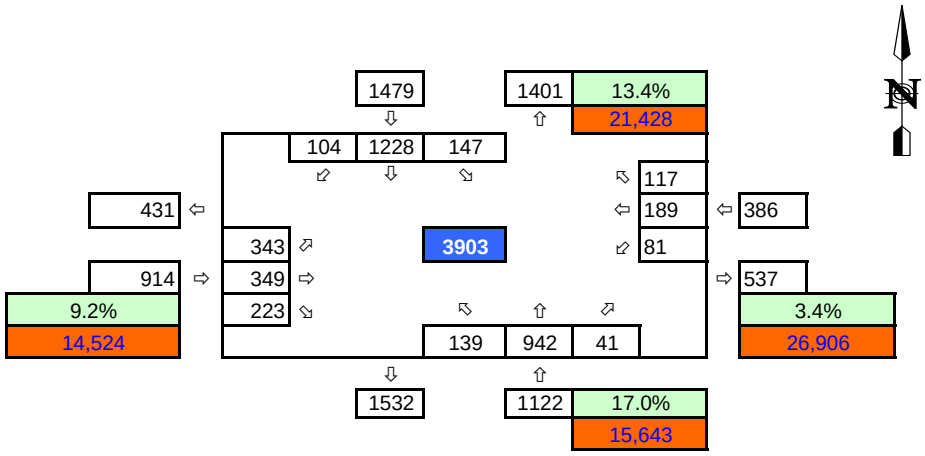
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

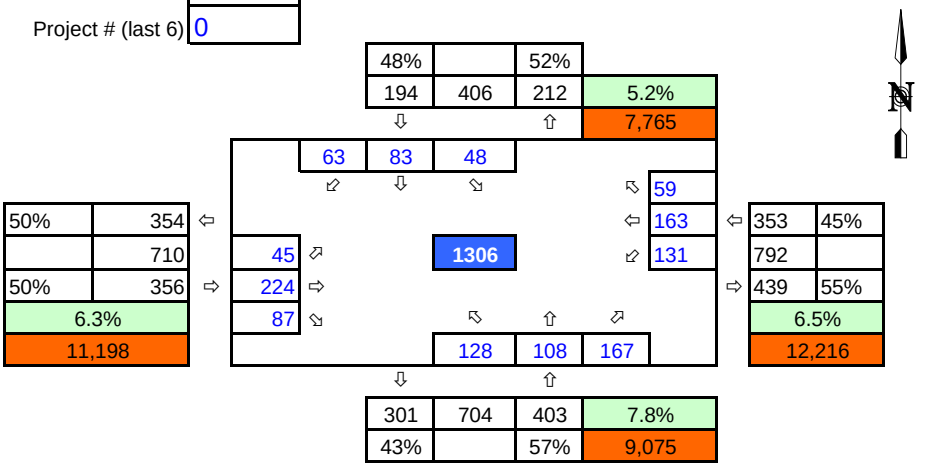



**LEGEND**

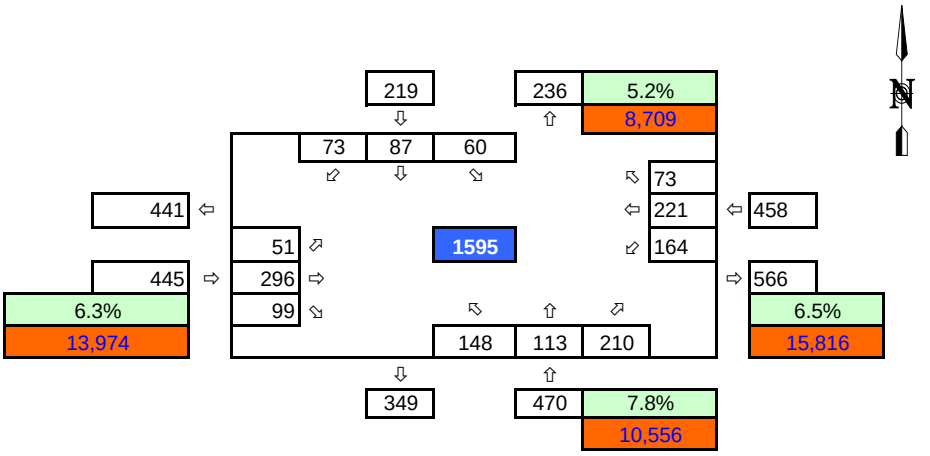
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

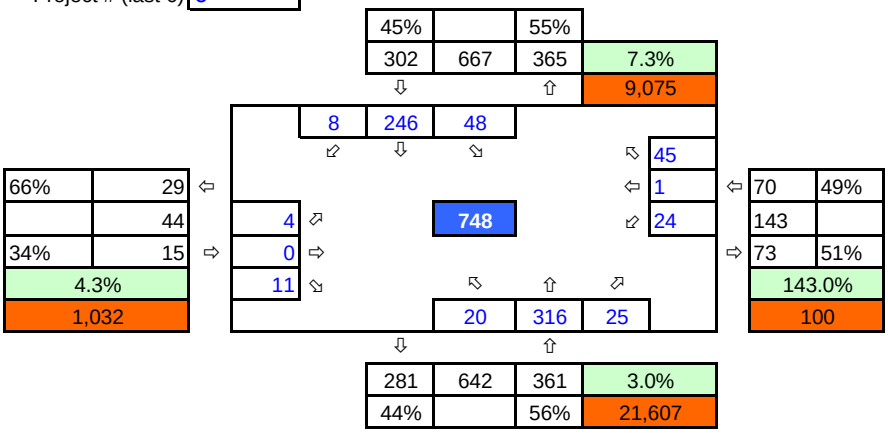



**LEGEND**

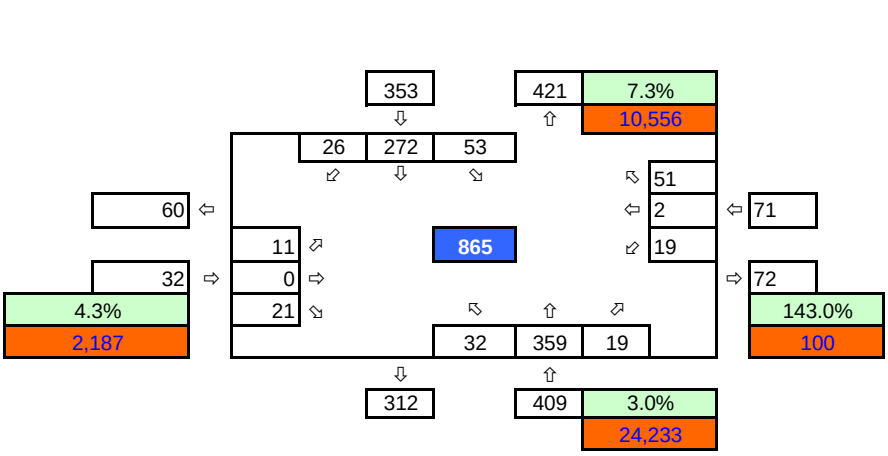
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

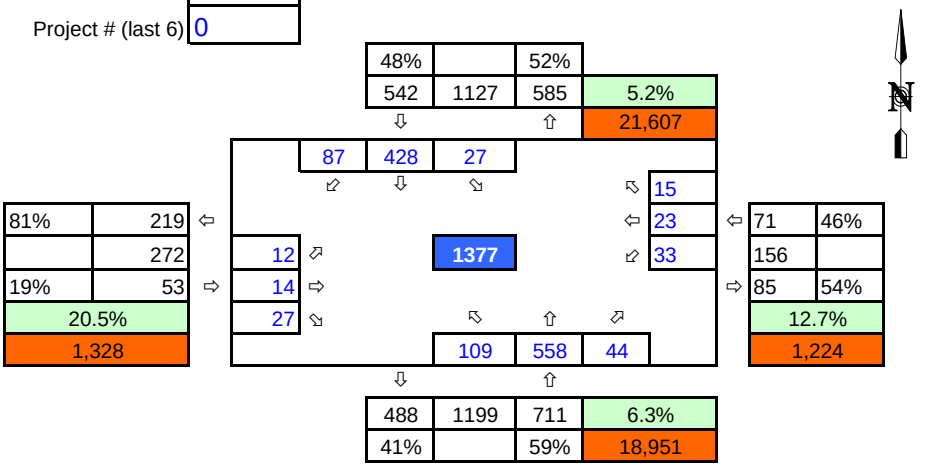



**LEGEND**

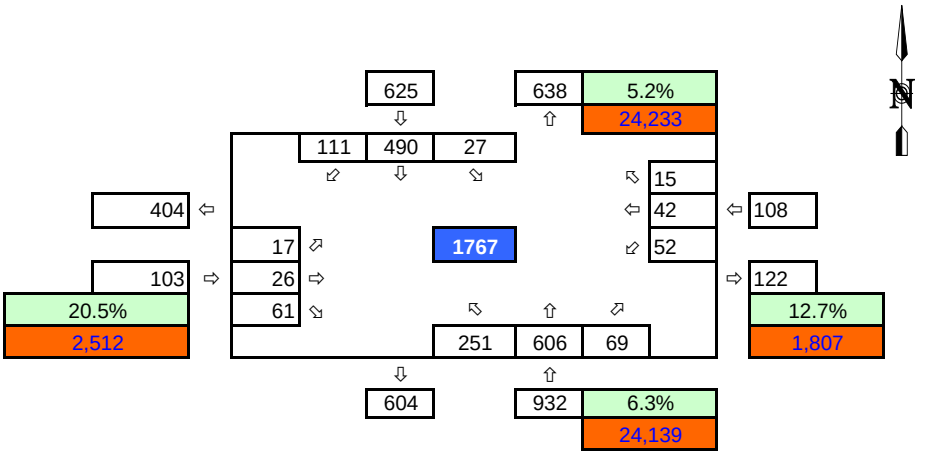
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

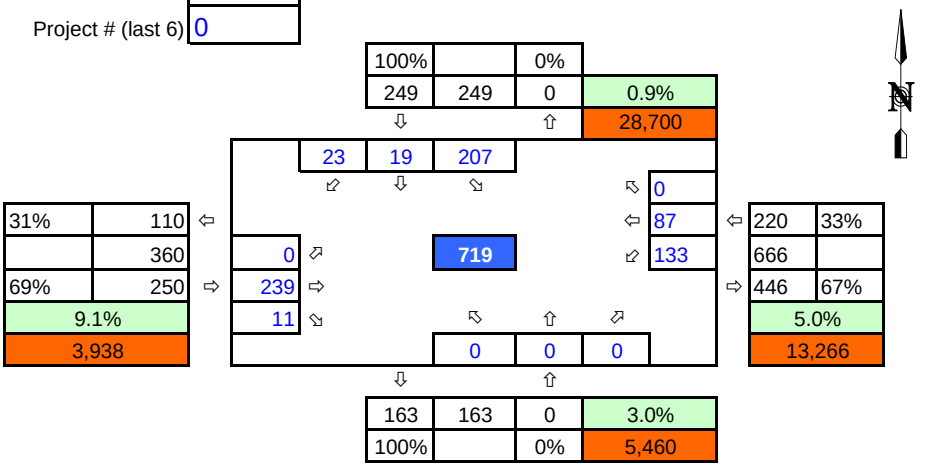



**LEGEND**

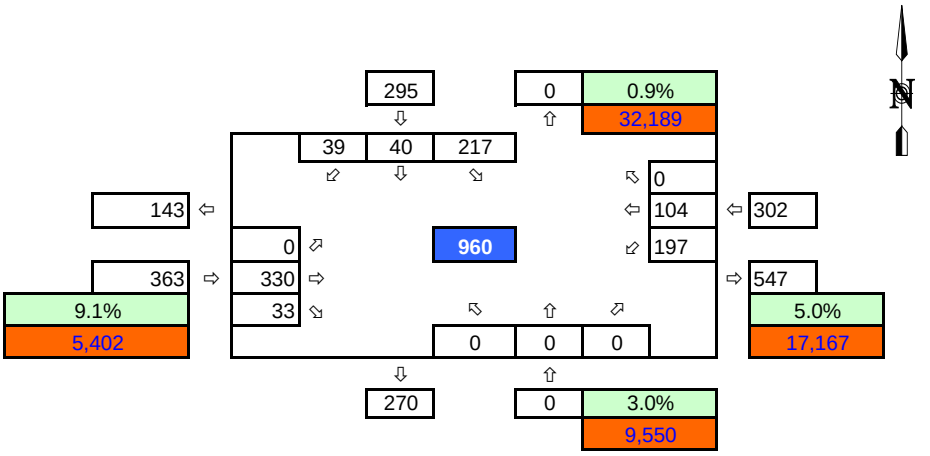
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

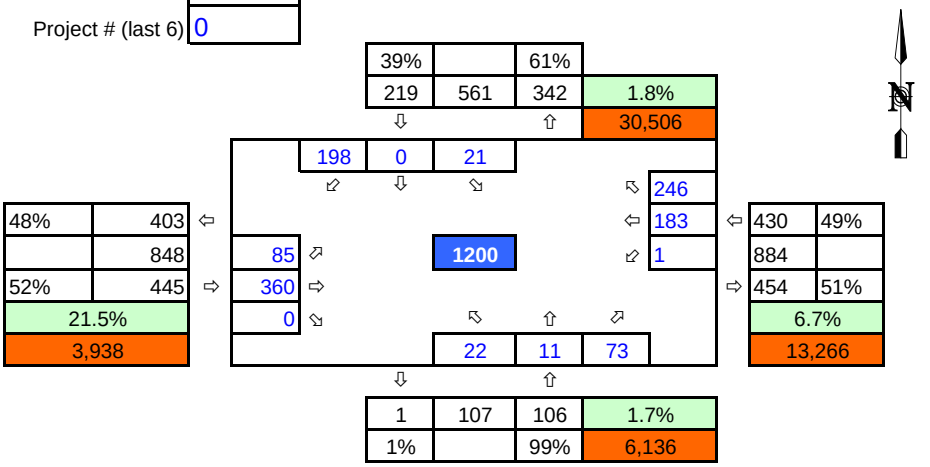



**LEGEND**

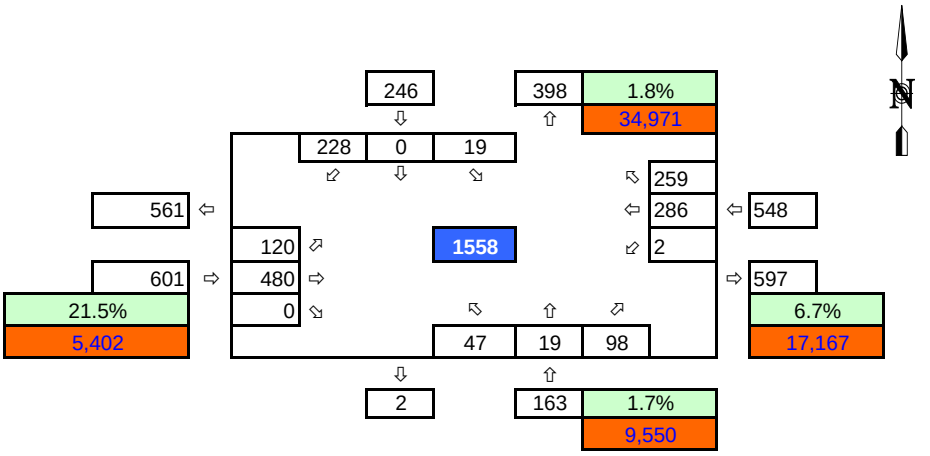
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

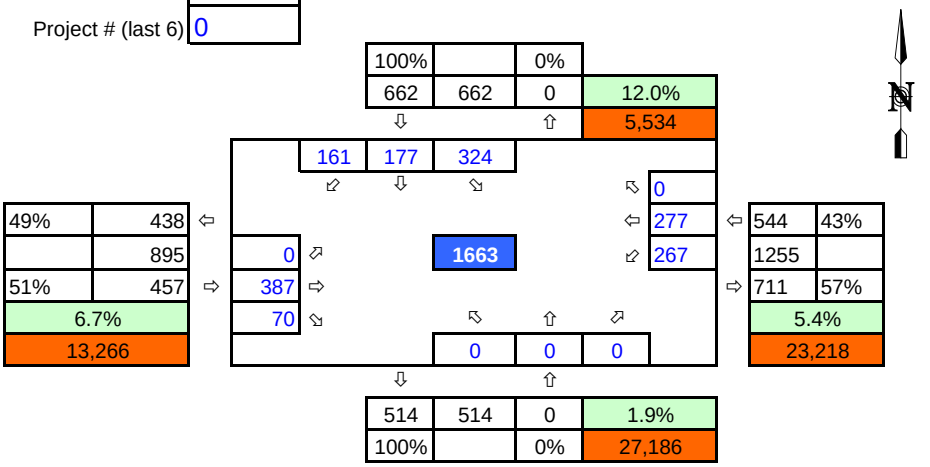



**LEGEND**

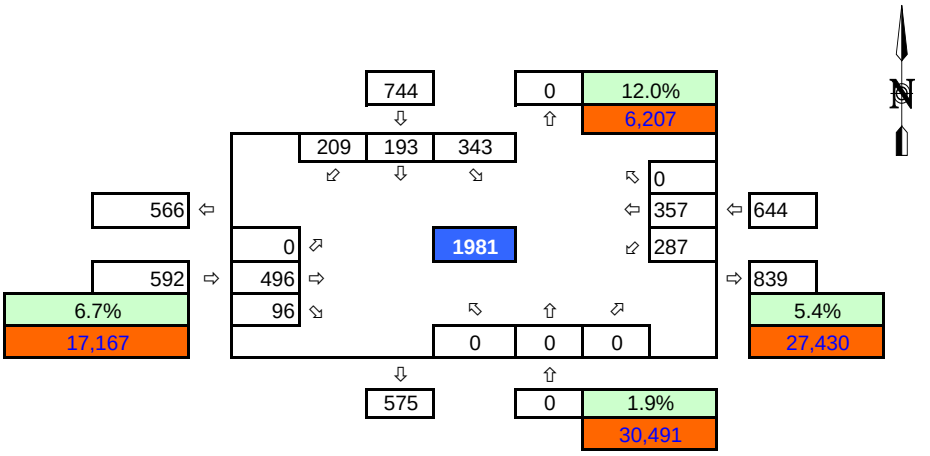
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

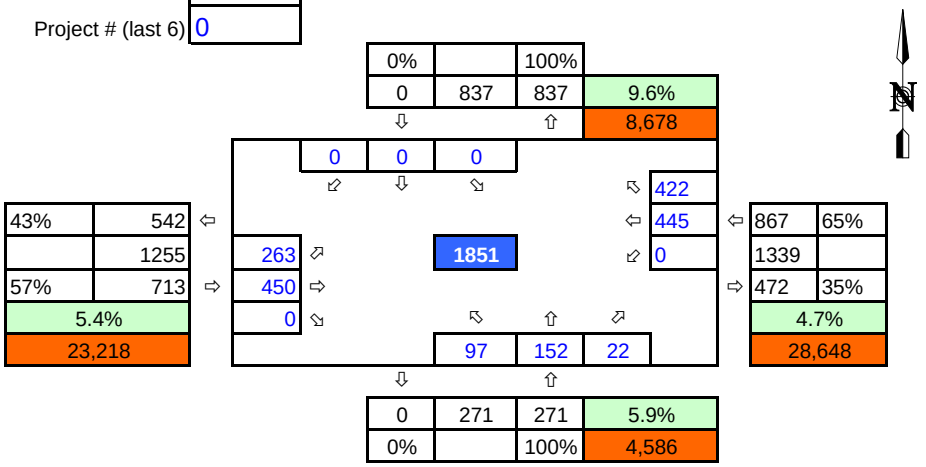



**LEGEND**

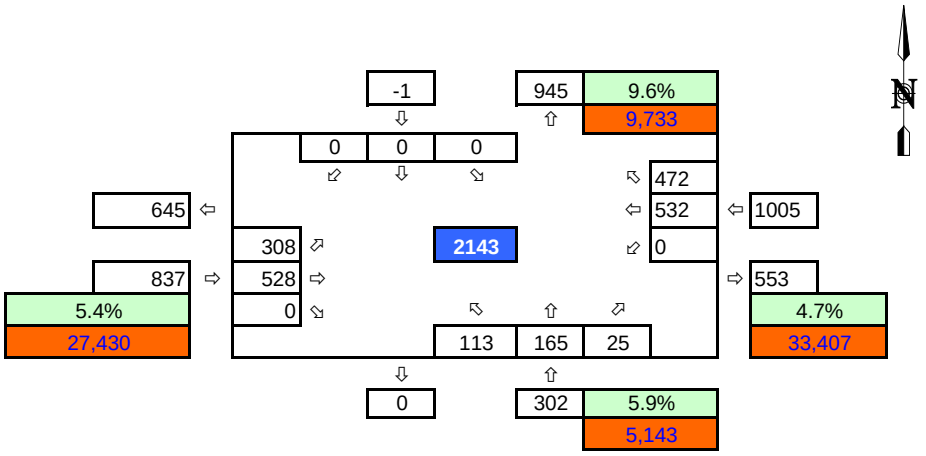
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

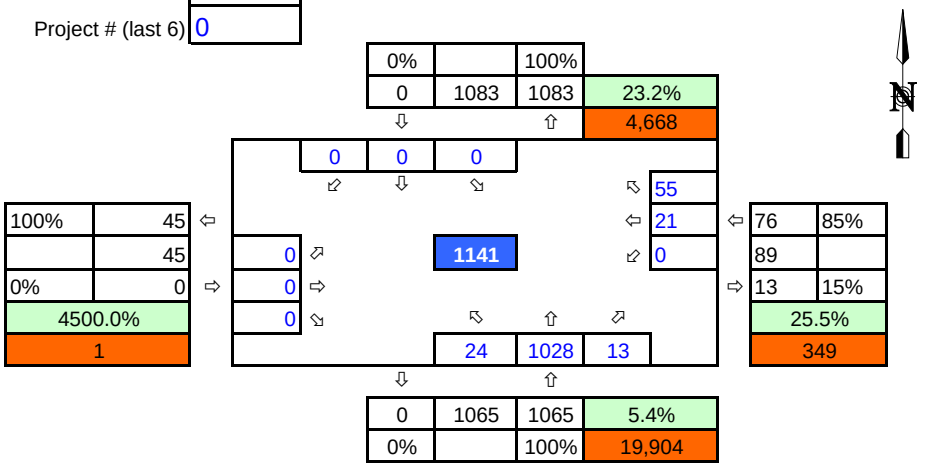



**LEGEND**

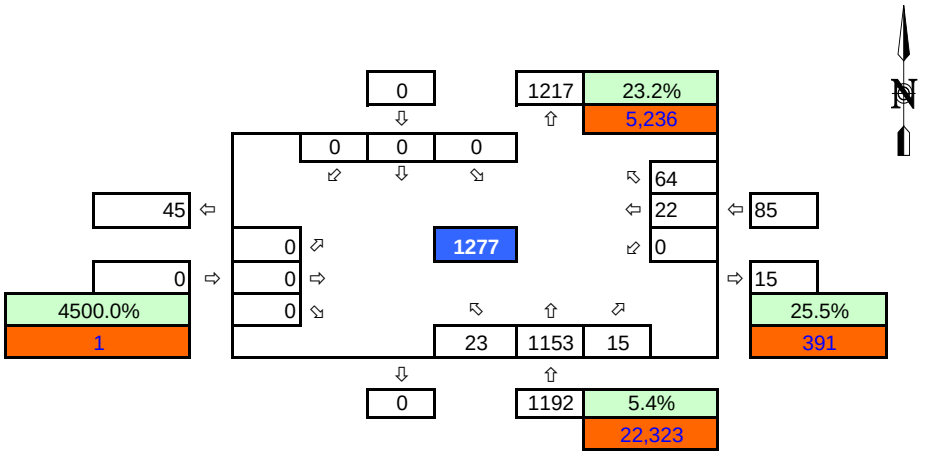
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

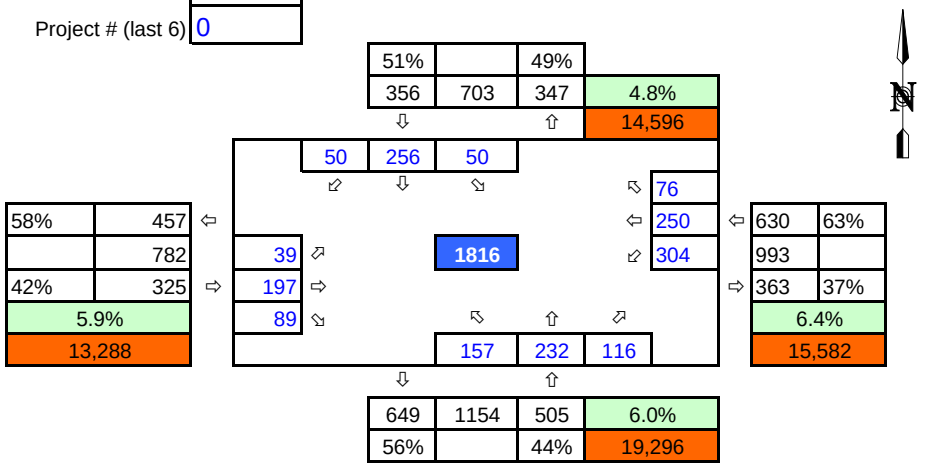



**LEGEND**

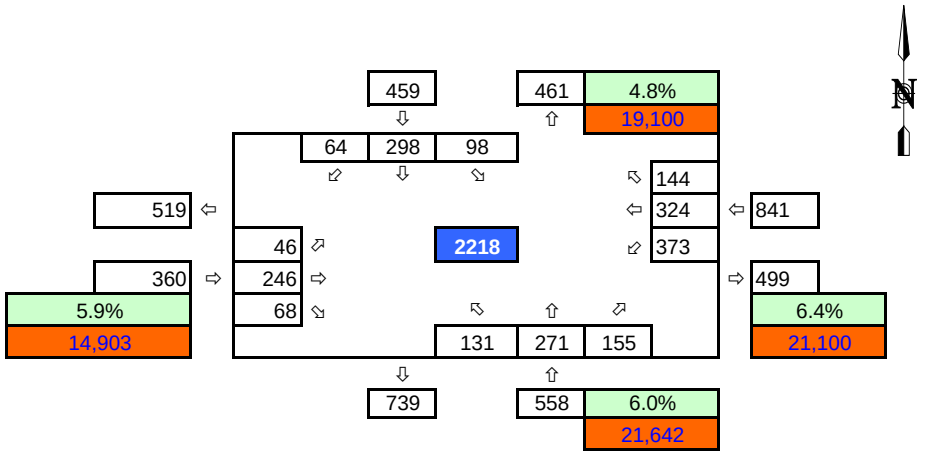
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

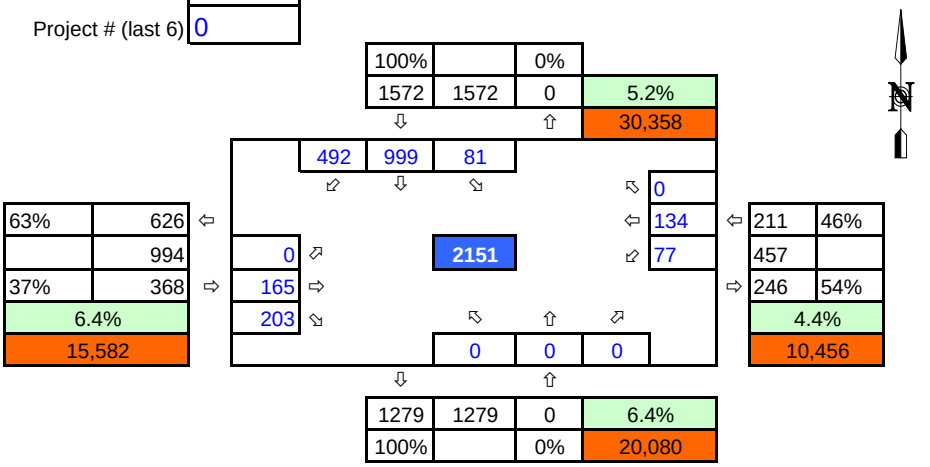



**LEGEND**

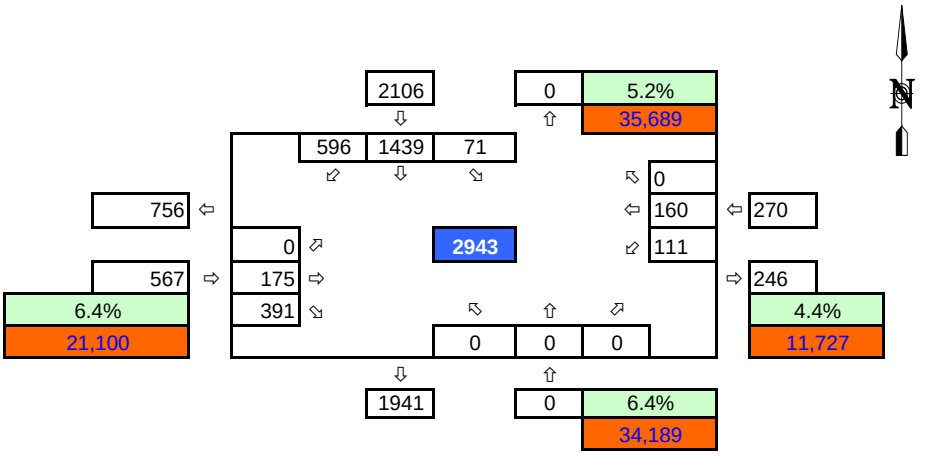
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

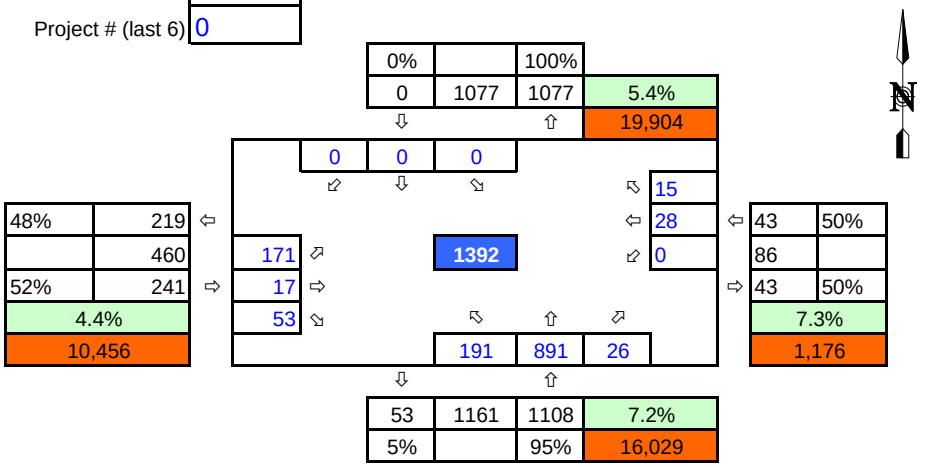



**LEGEND**

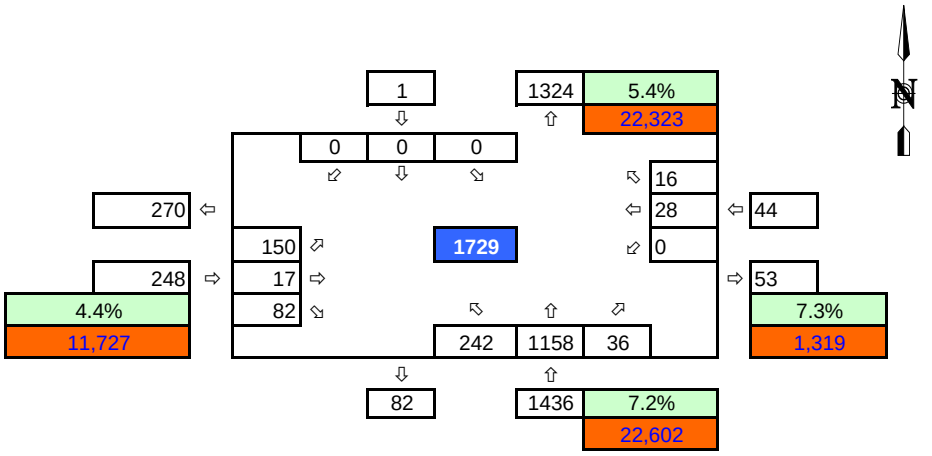
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

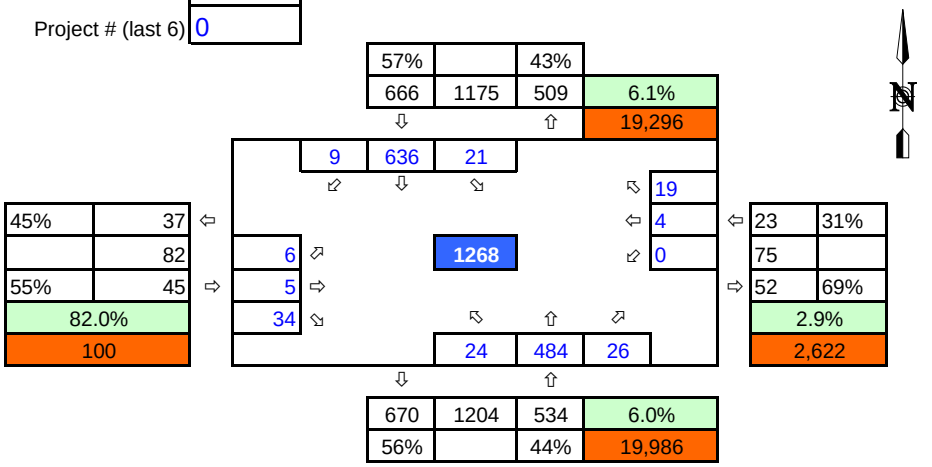



**LEGEND**

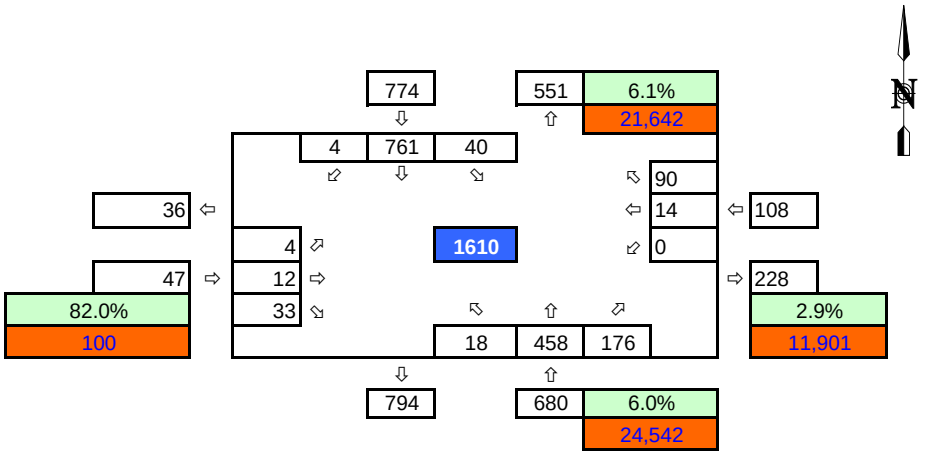
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

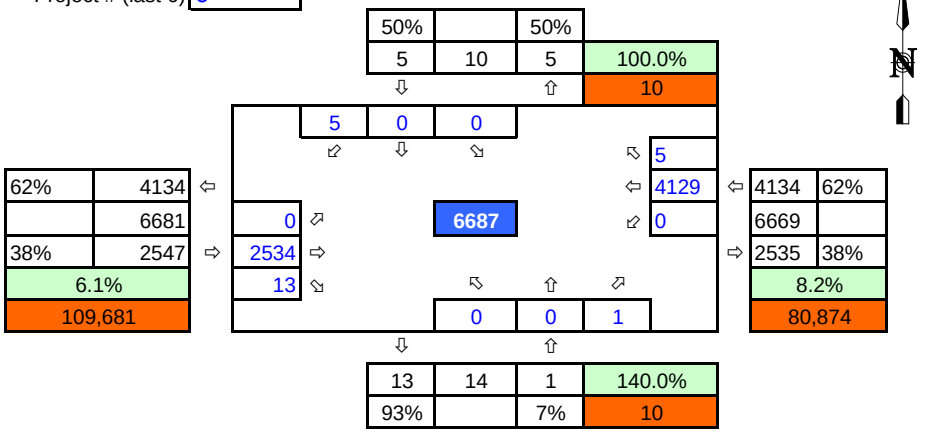



**LEGEND**

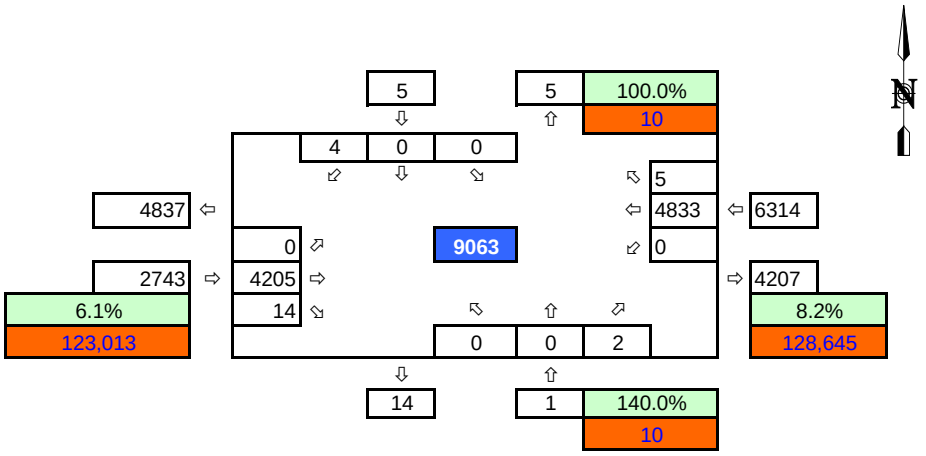
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

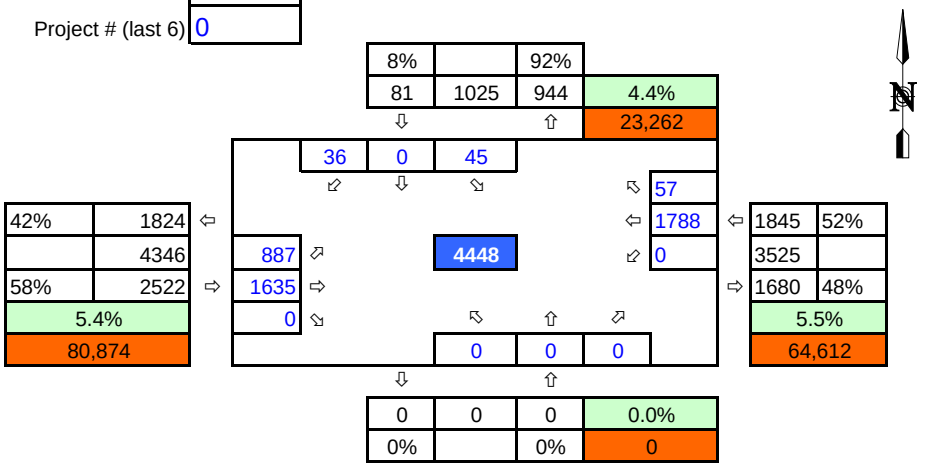



**LEGEND**

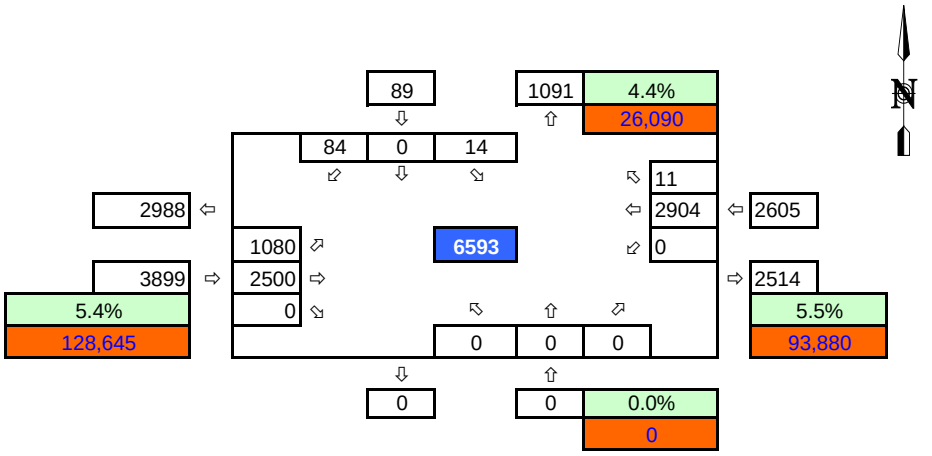
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

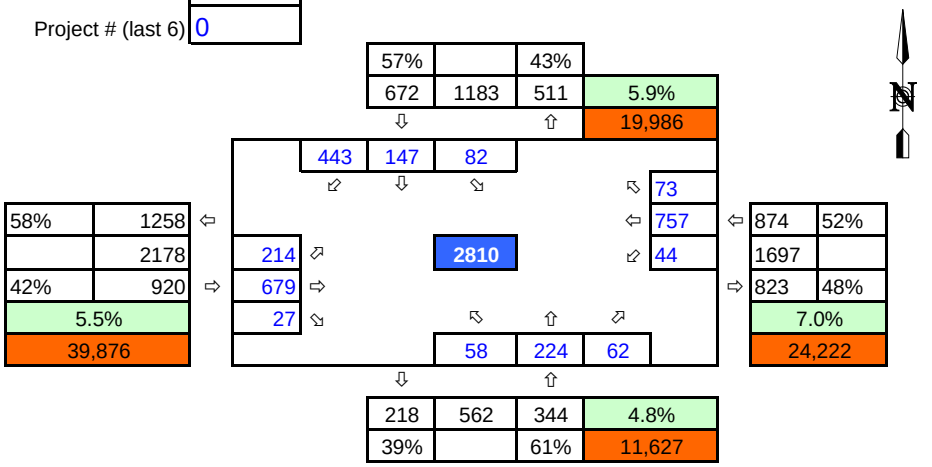



**LEGEND**

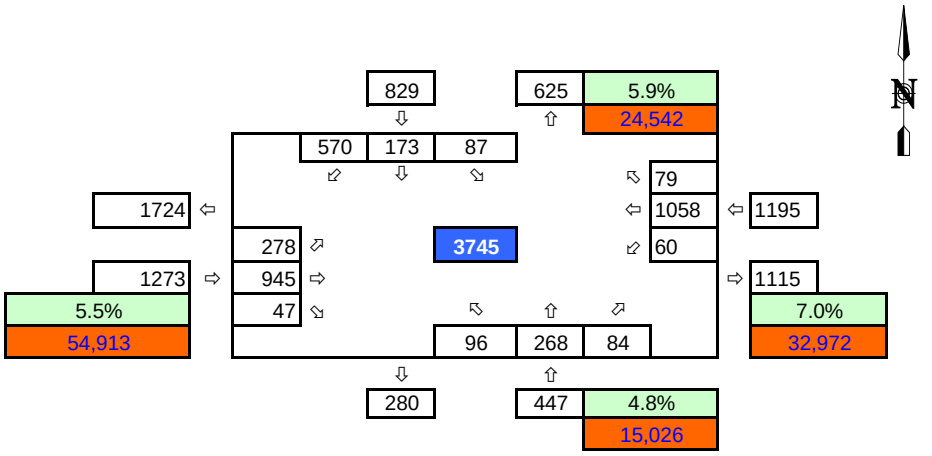
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

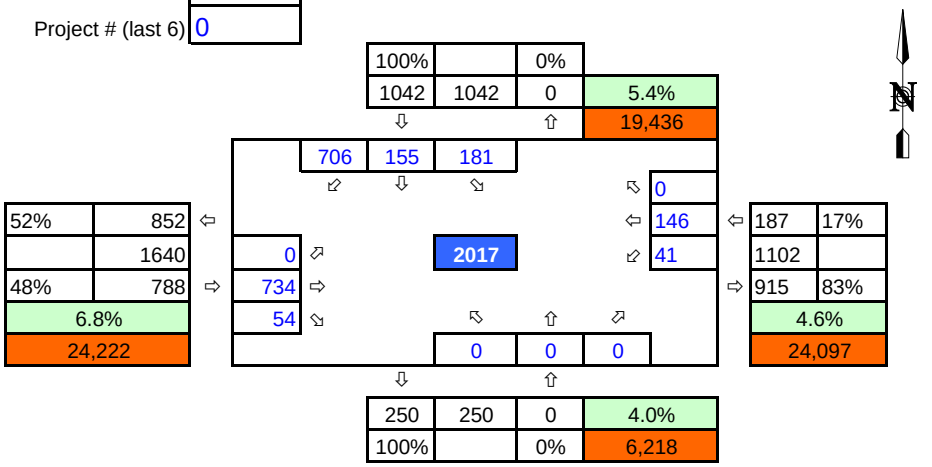



**LEGEND**

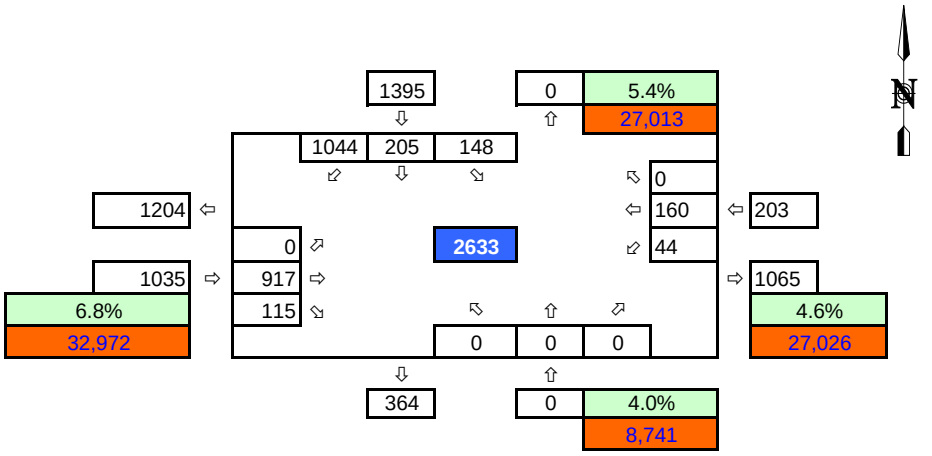
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

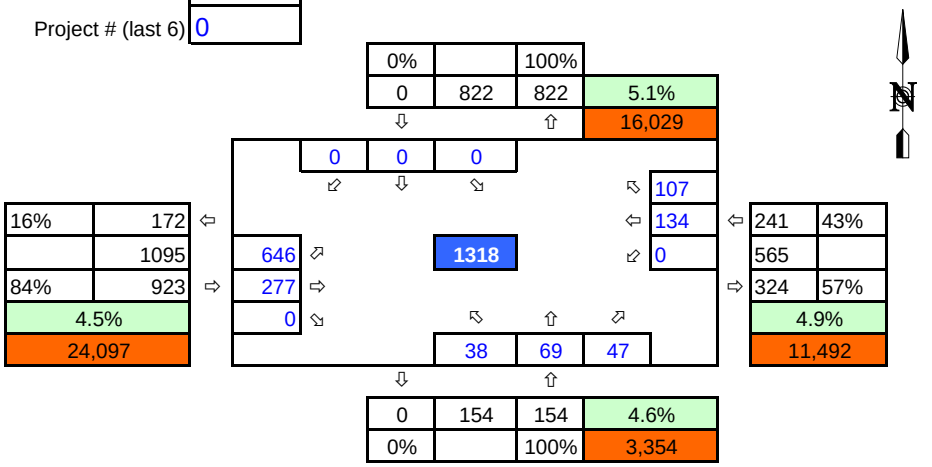



**LEGEND**

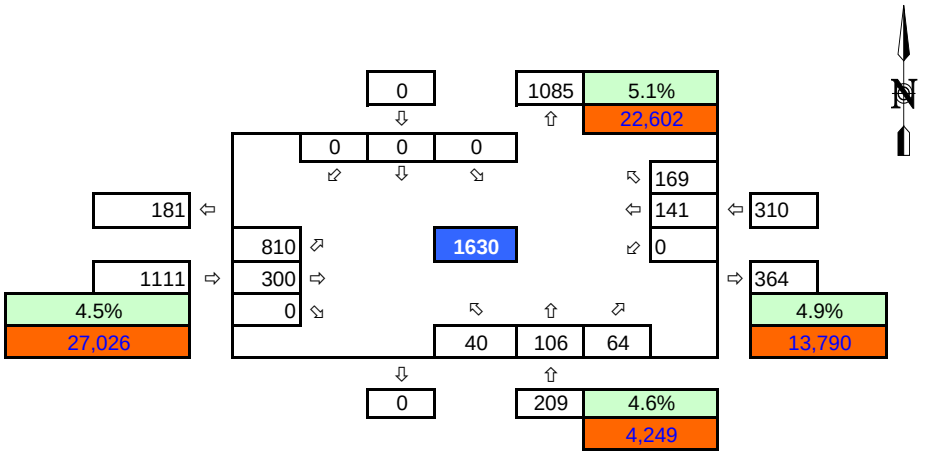
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

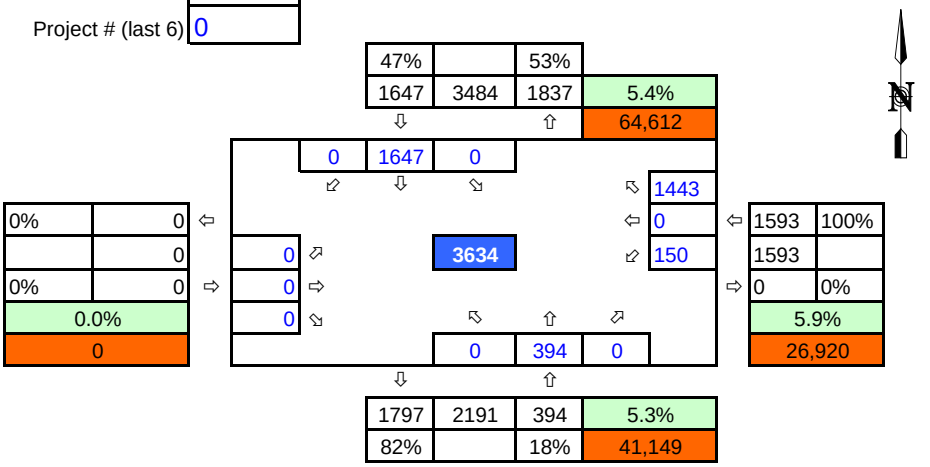



**LEGEND**

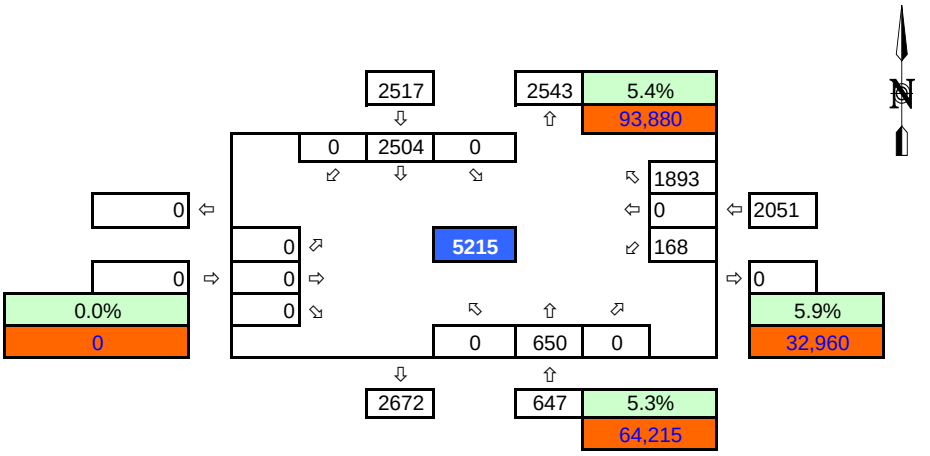
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

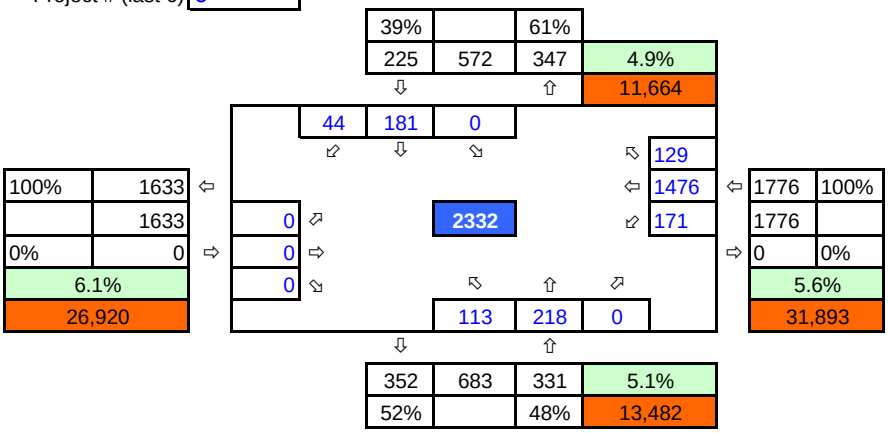



**LEGEND**

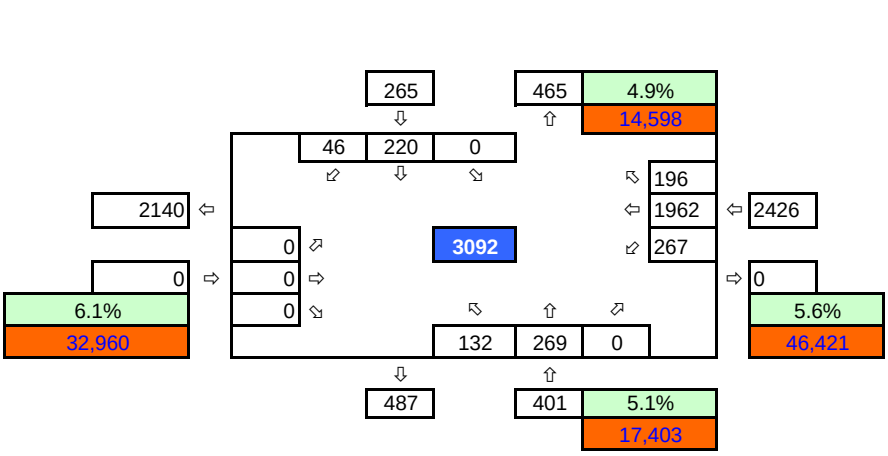
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

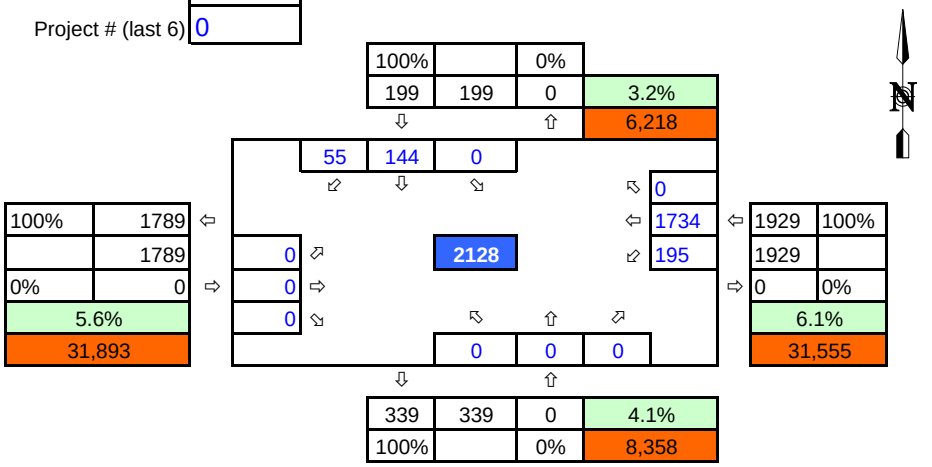



**LEGEND**

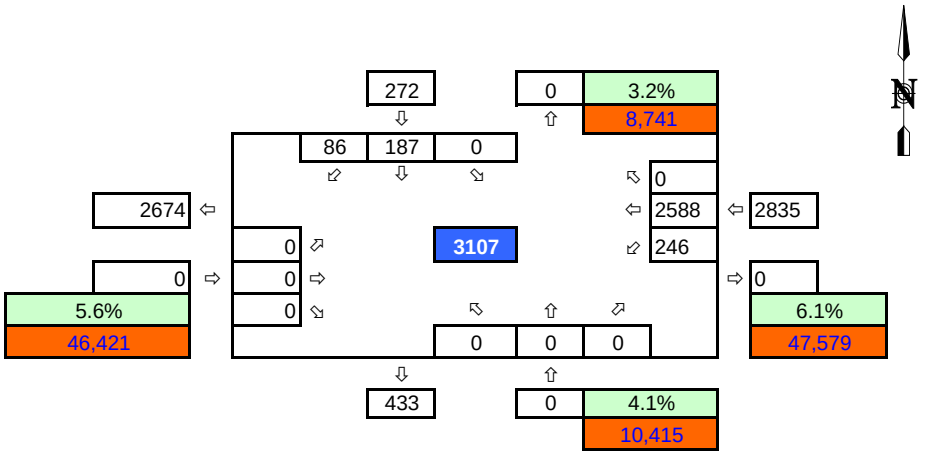
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

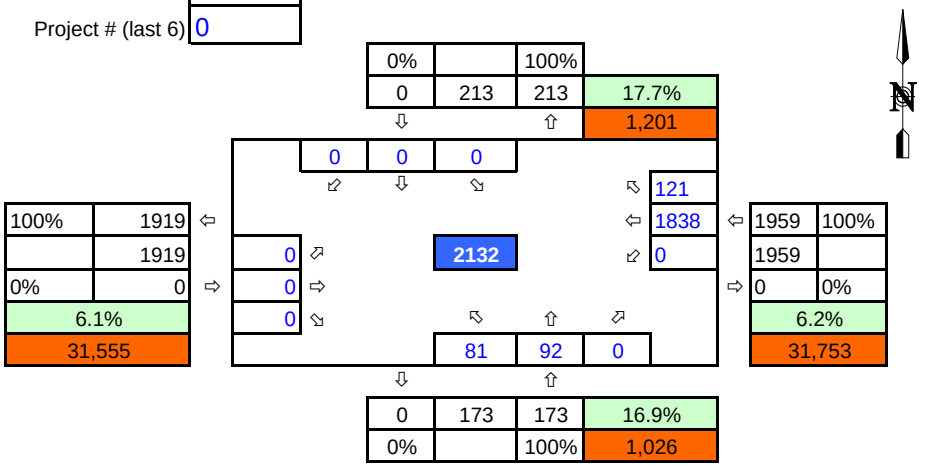



**LEGEND**

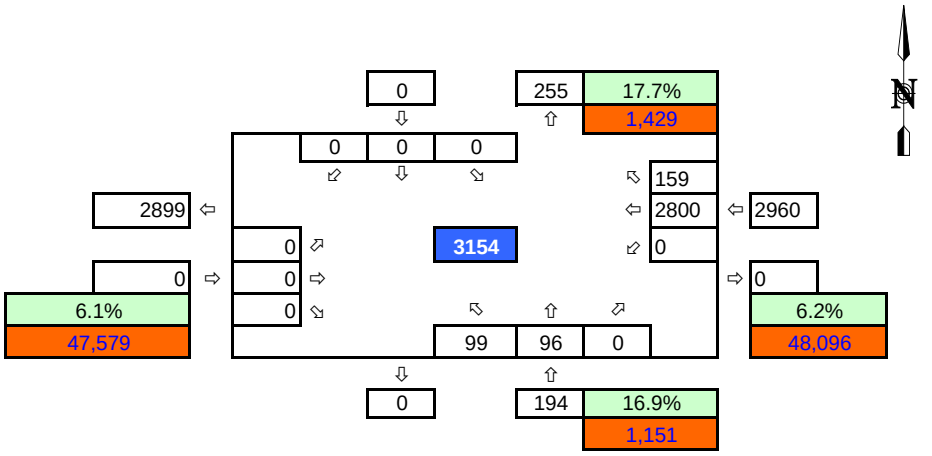
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

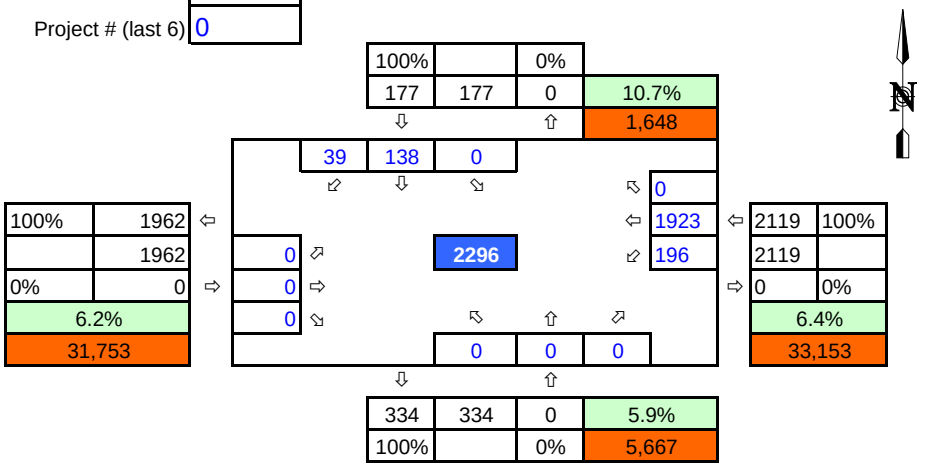



**LEGEND**

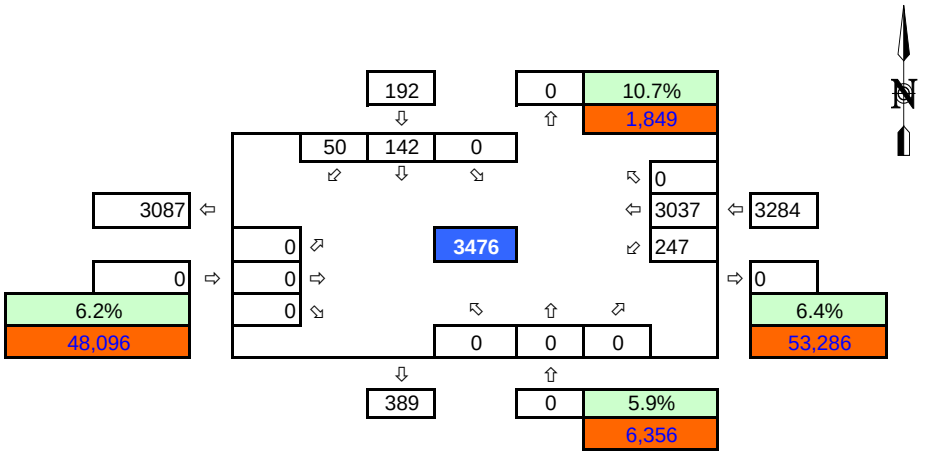
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

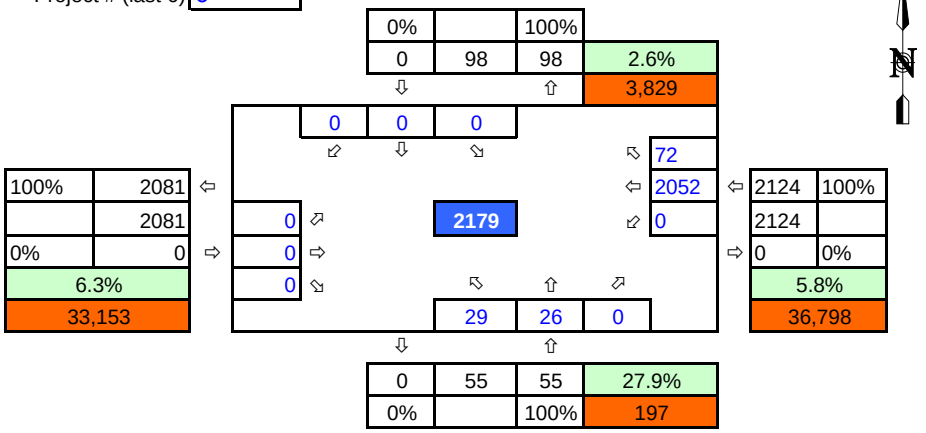



**LEGEND**

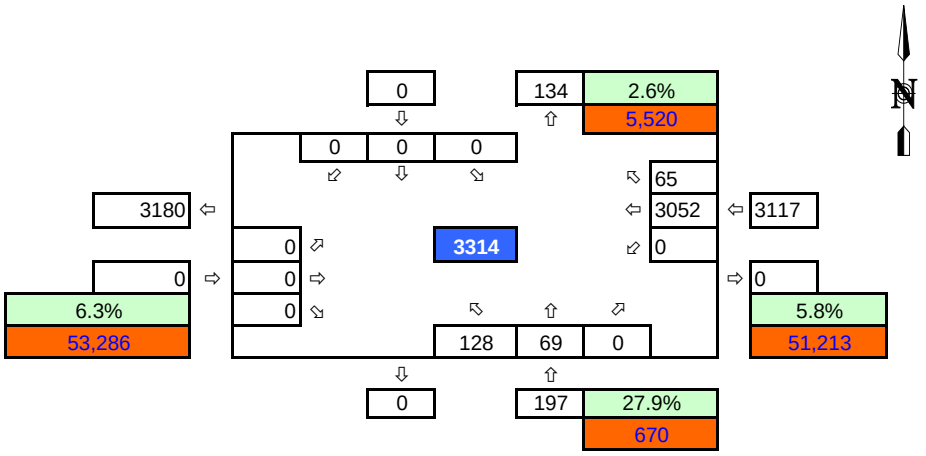
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

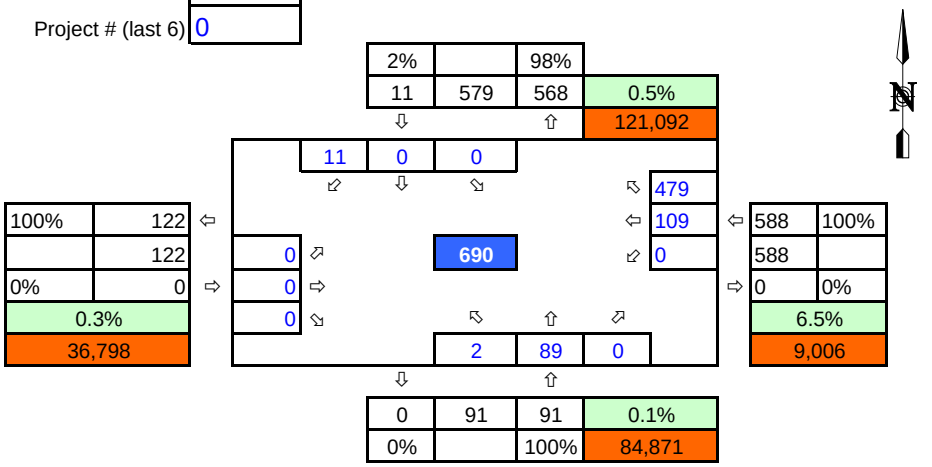



**LEGEND**

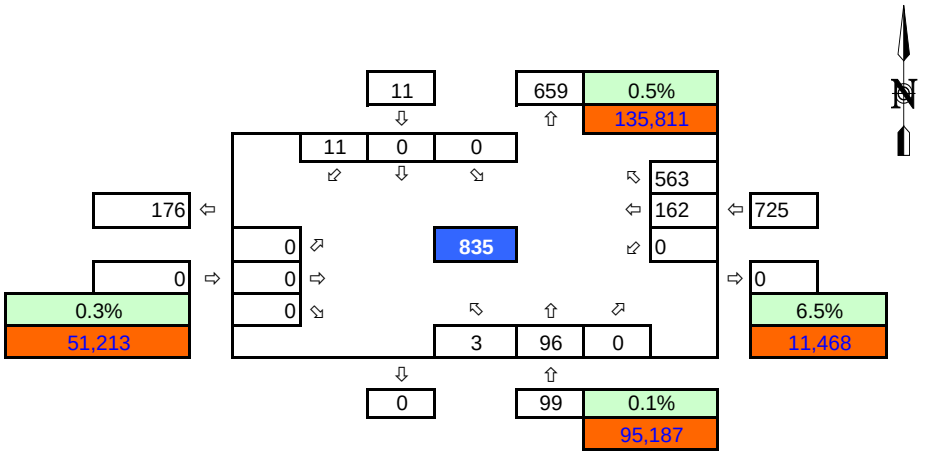
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

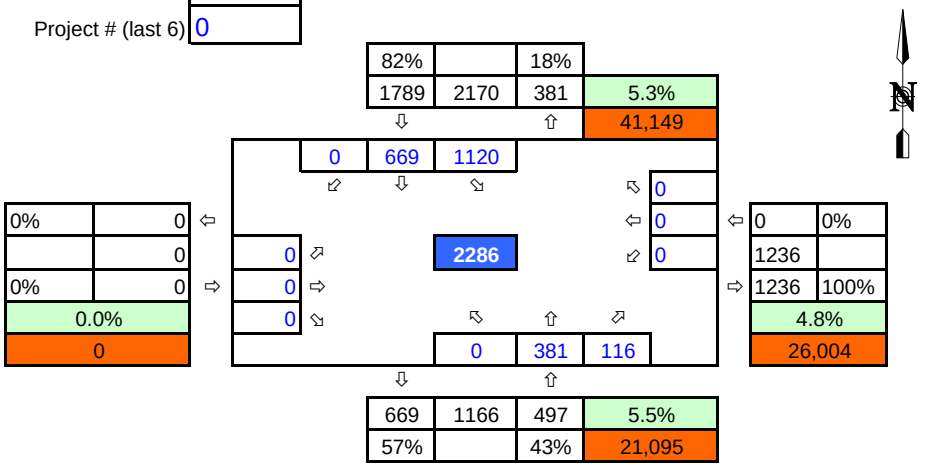



**LEGEND**

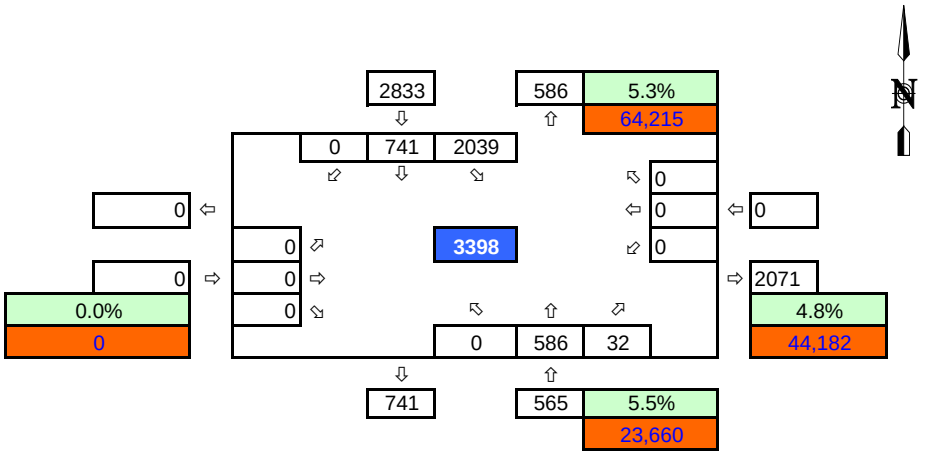
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

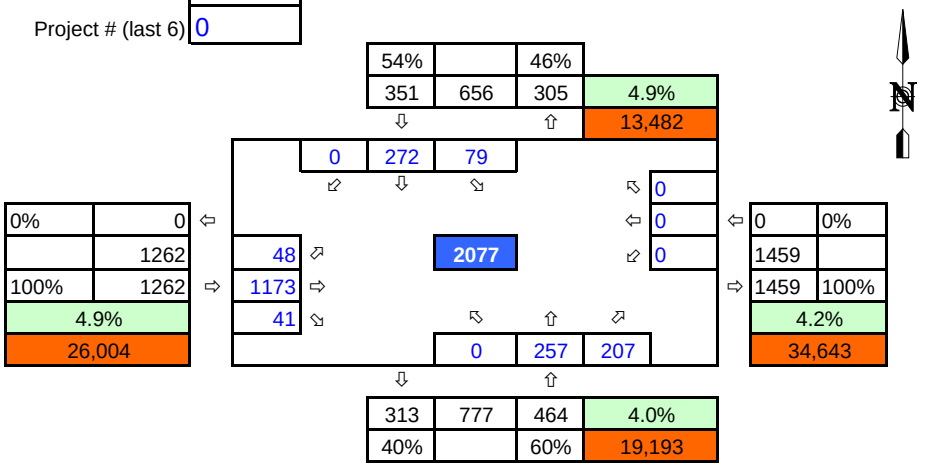



**LEGEND**

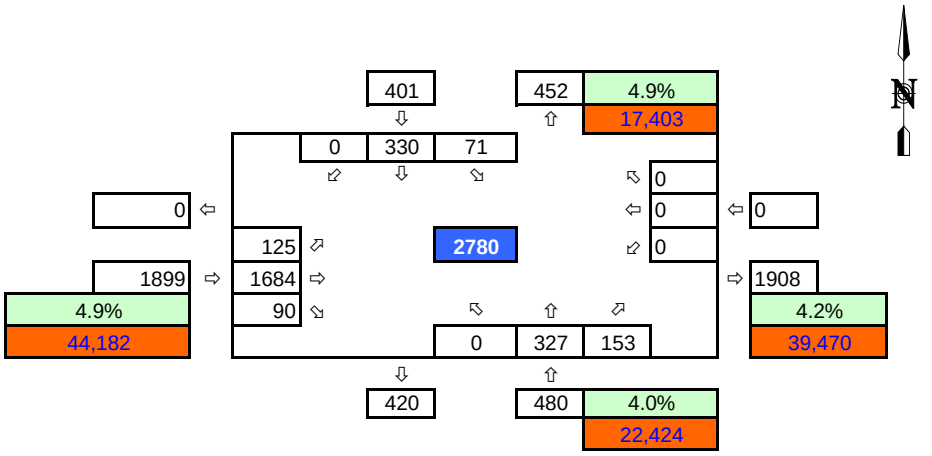
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

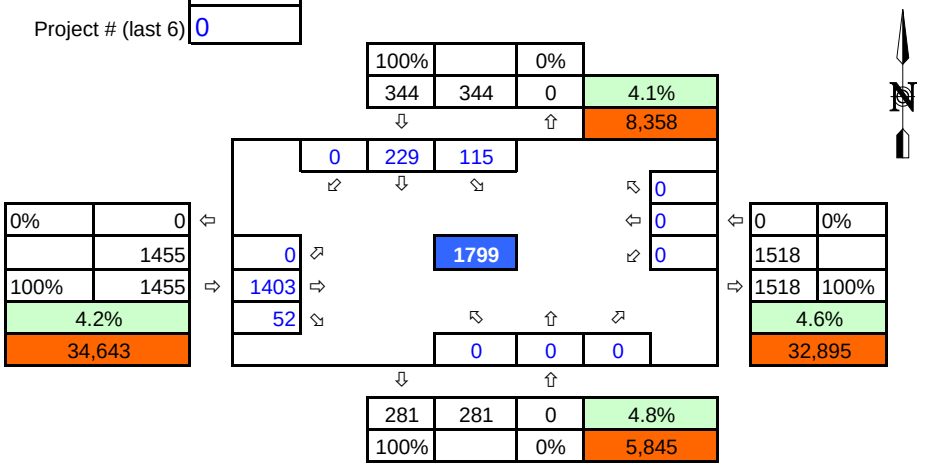



**LEGEND**

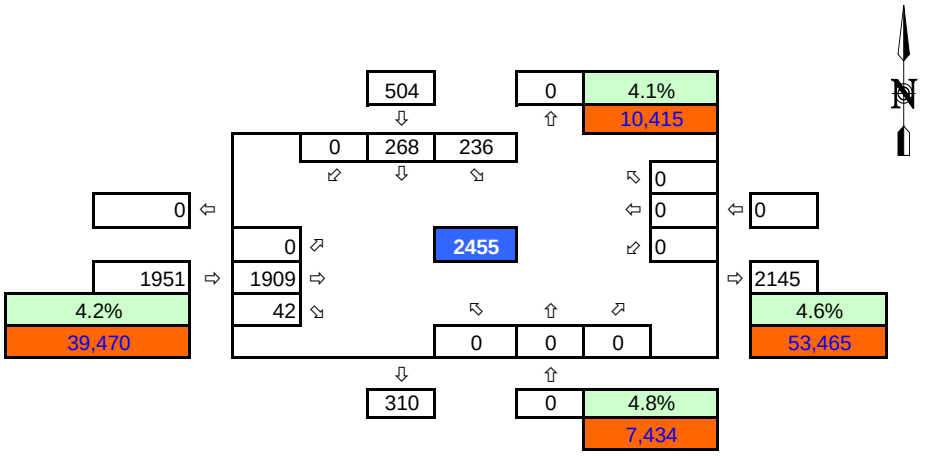
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

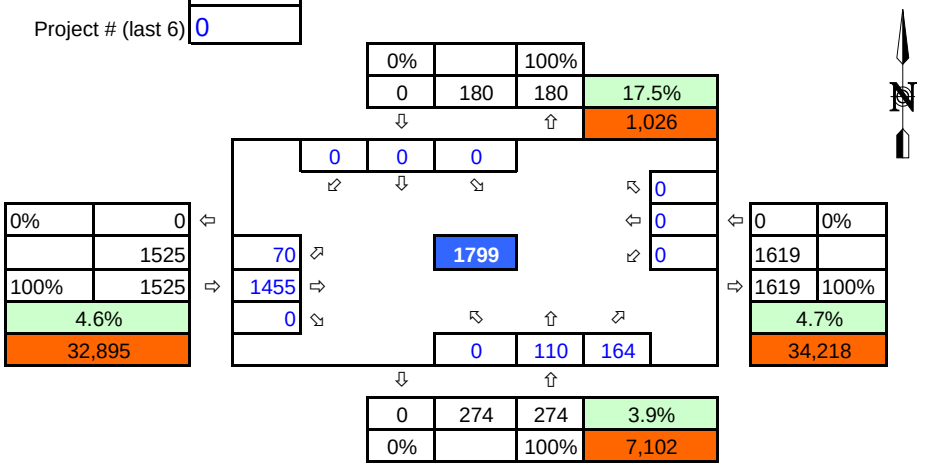



**LEGEND**

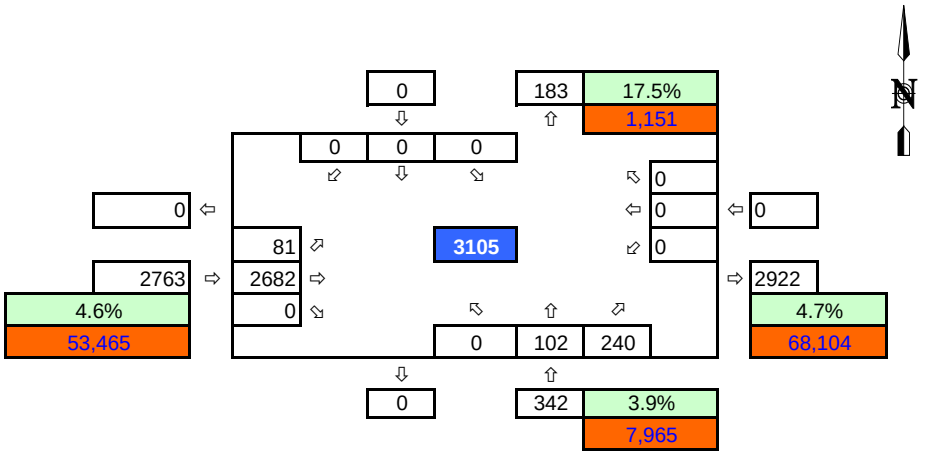
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

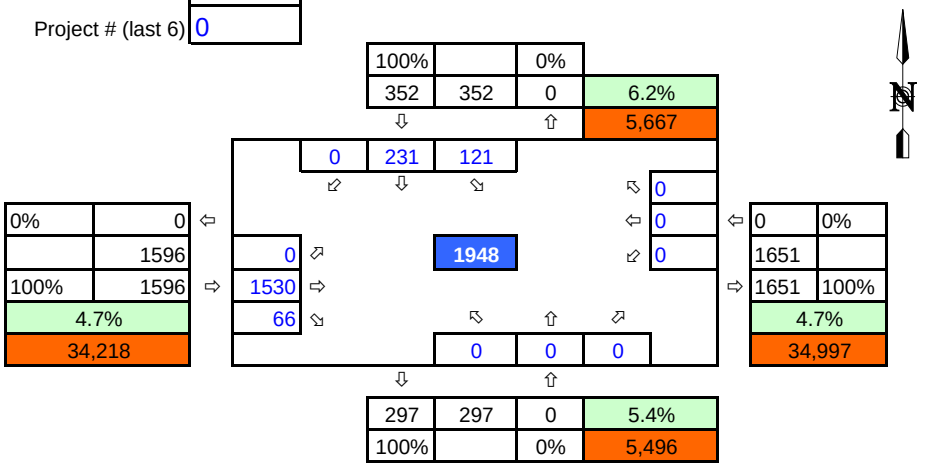



**LEGEND**

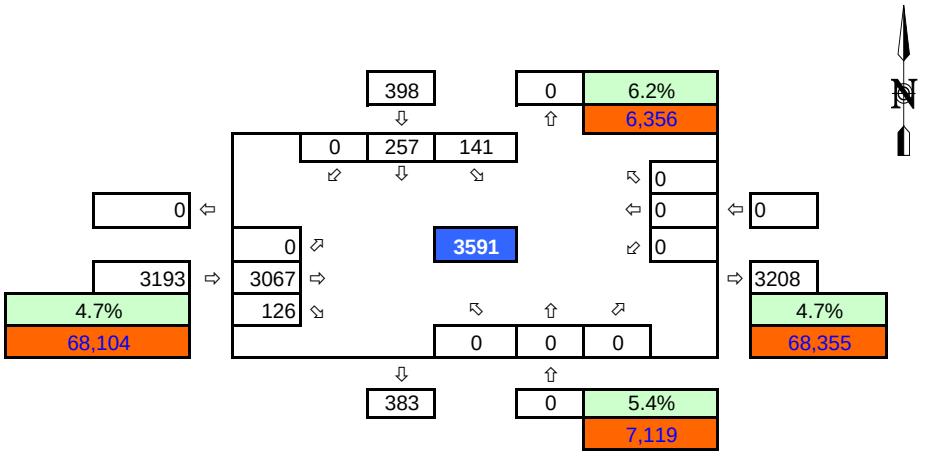
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

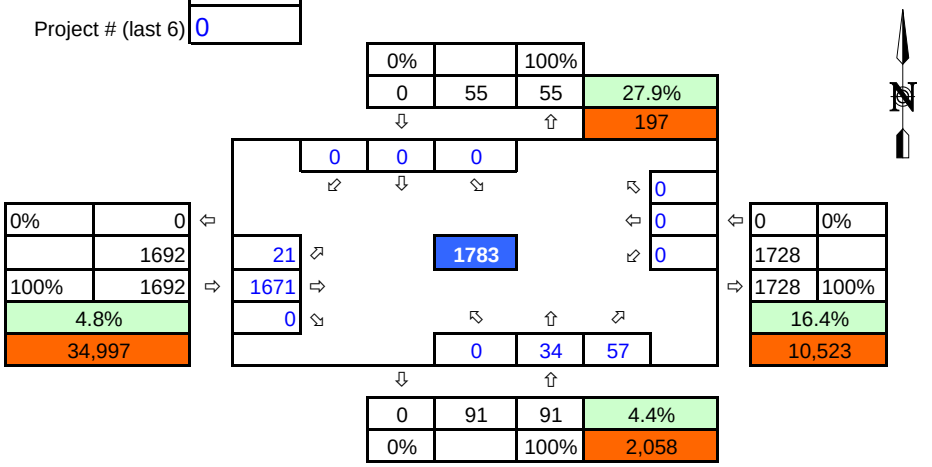



**LEGEND**

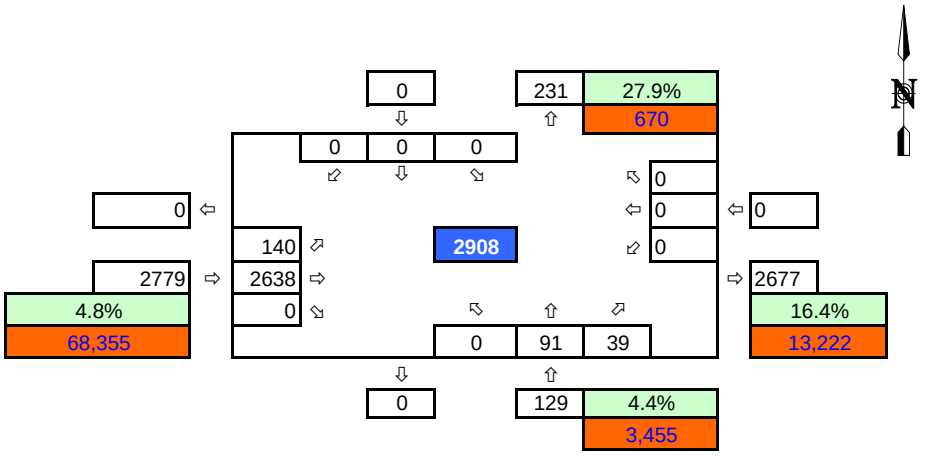
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

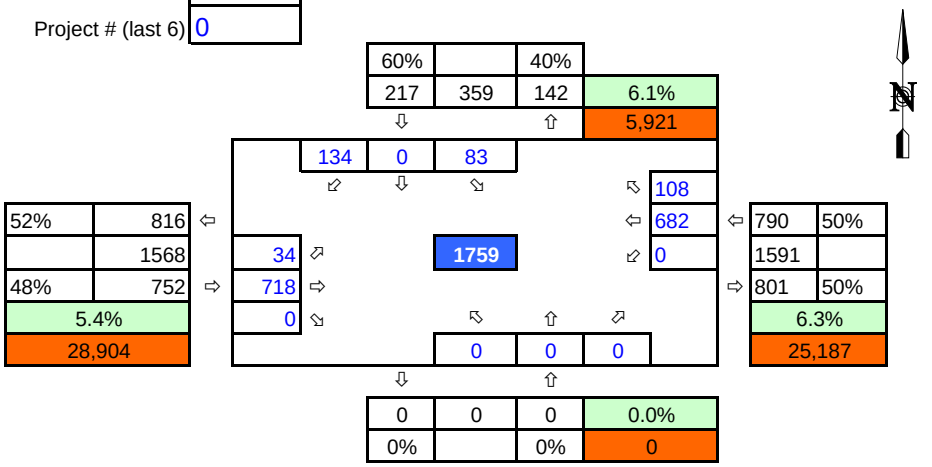



**LEGEND**

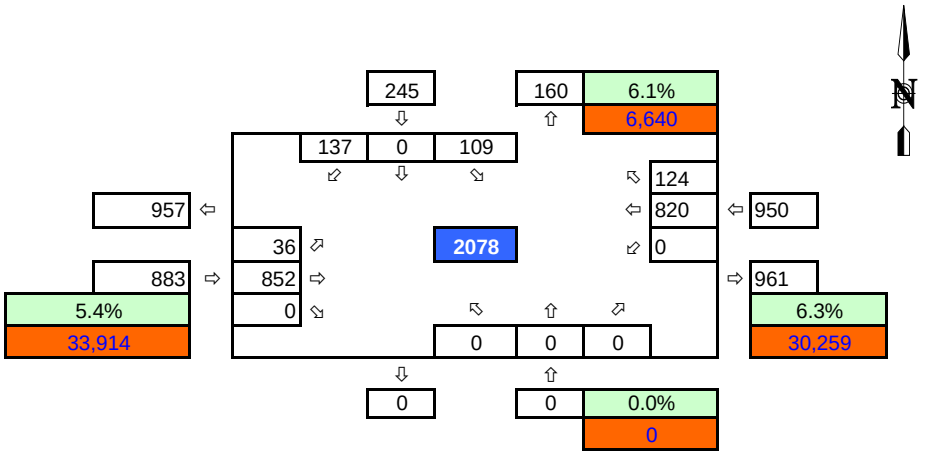
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

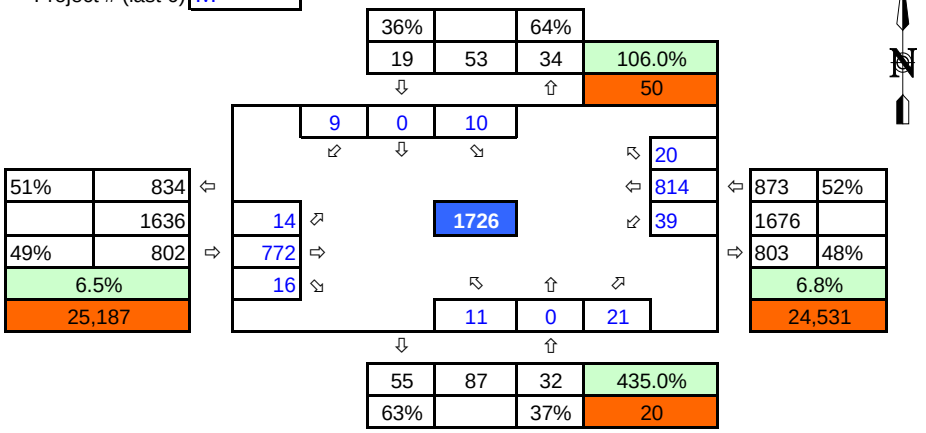



**LEGEND**

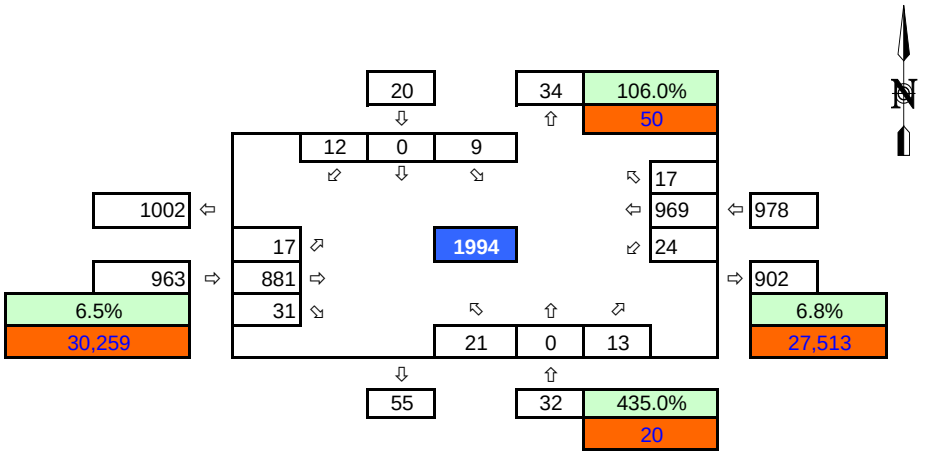
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

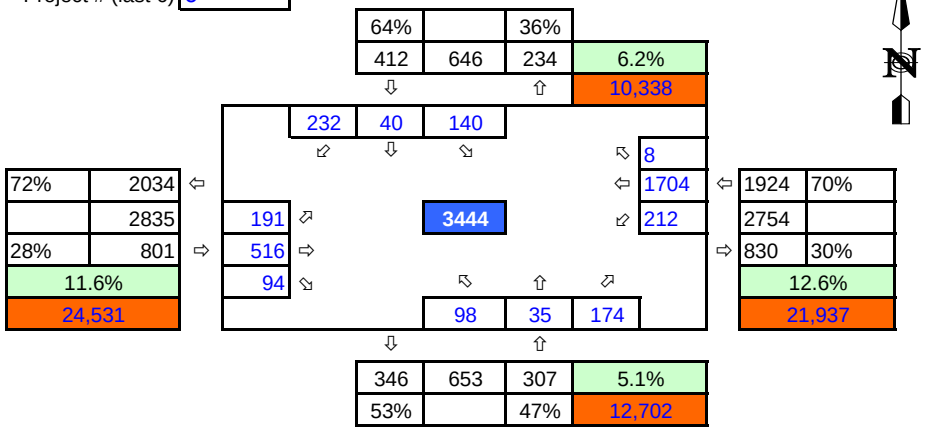



**LEGEND**

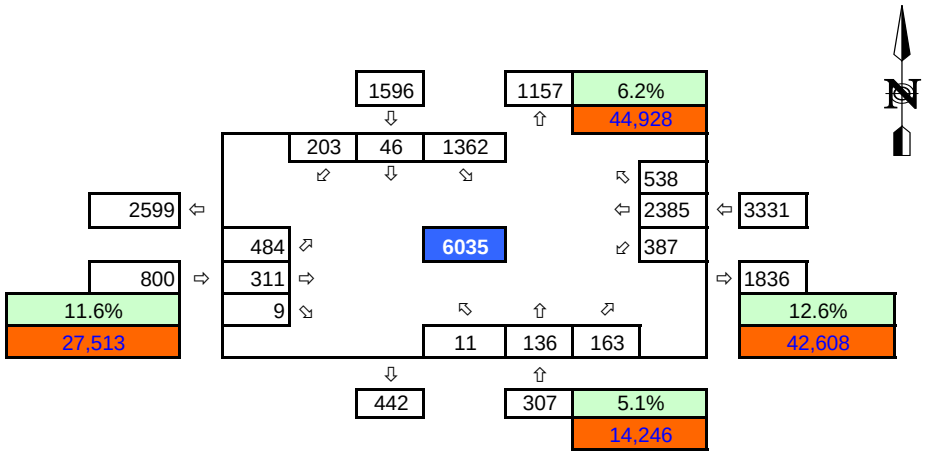
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

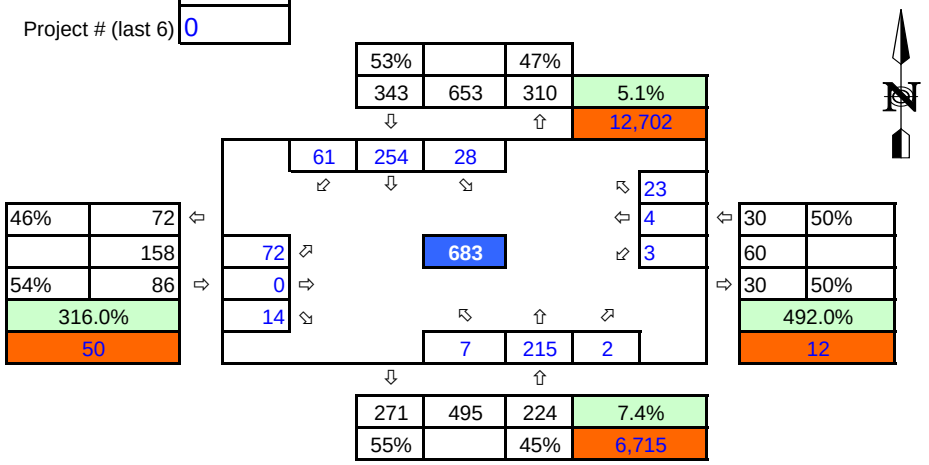



**LEGEND**

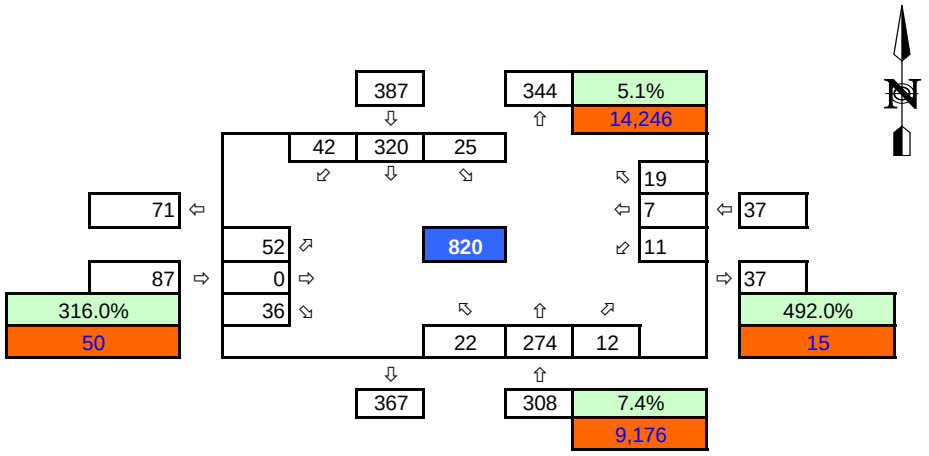
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

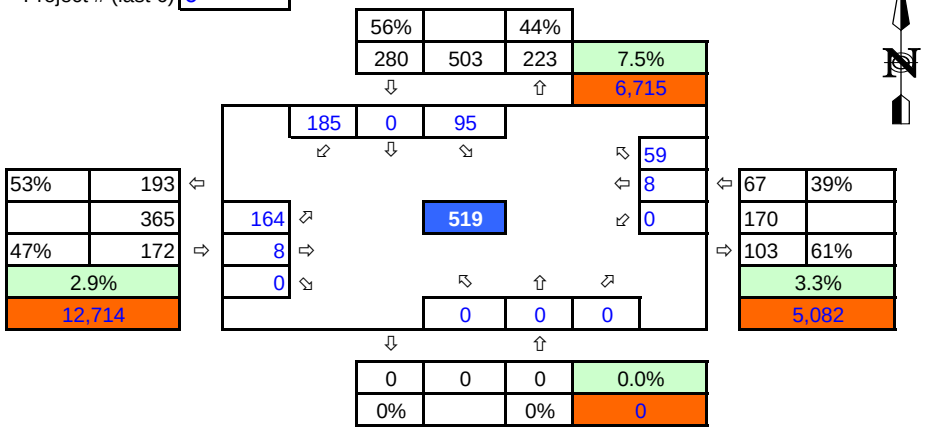



**LEGEND**

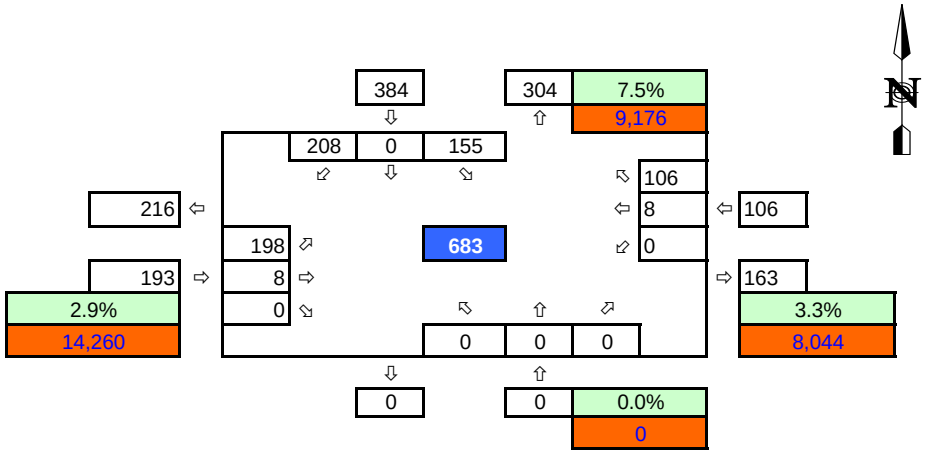
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

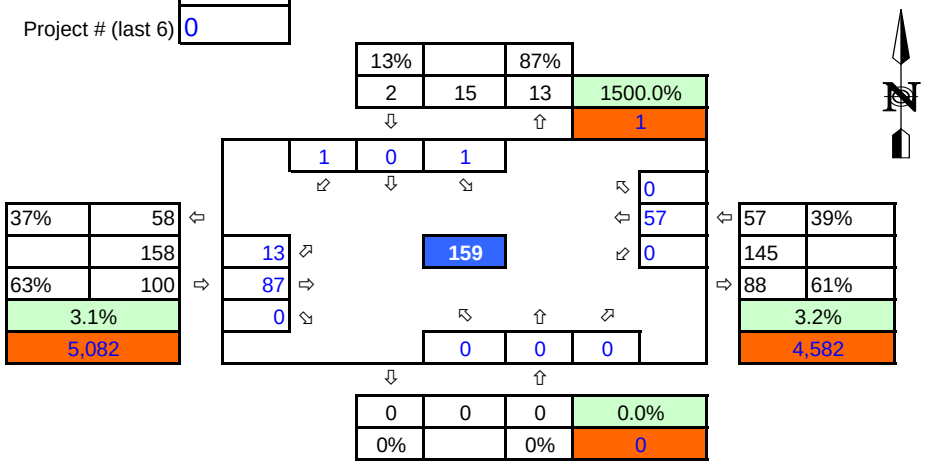



**LEGEND**

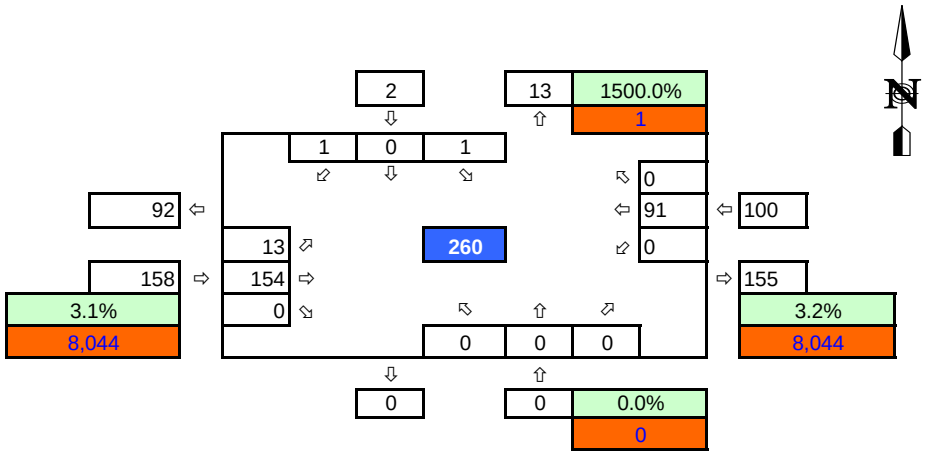
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

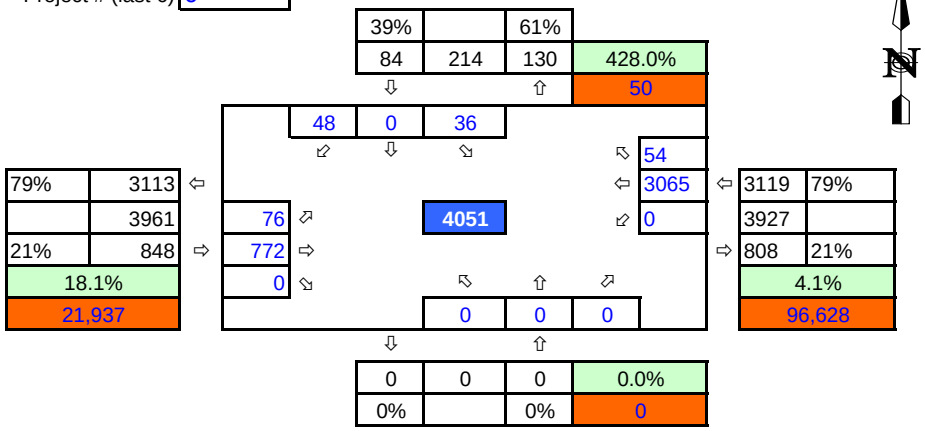



**LEGEND**

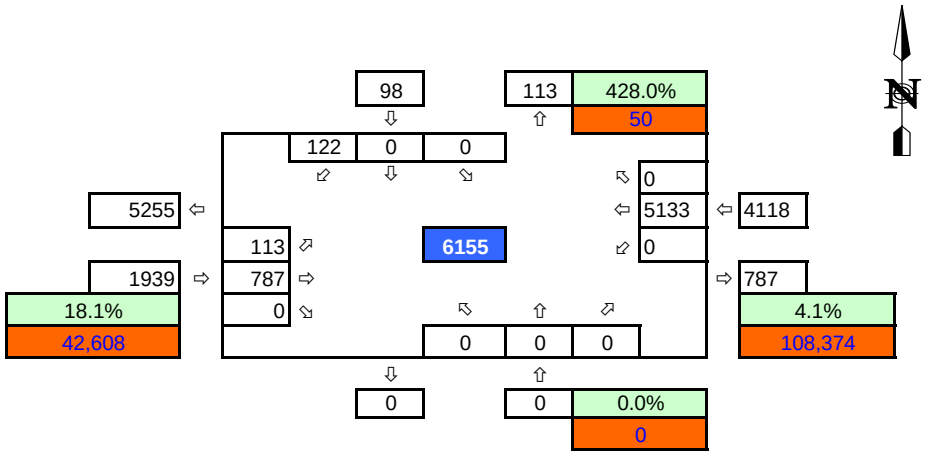
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

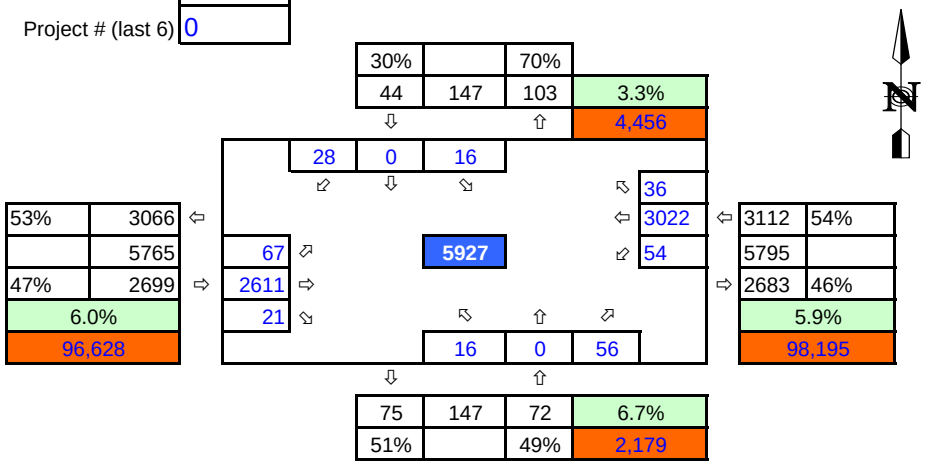



**LEGEND**

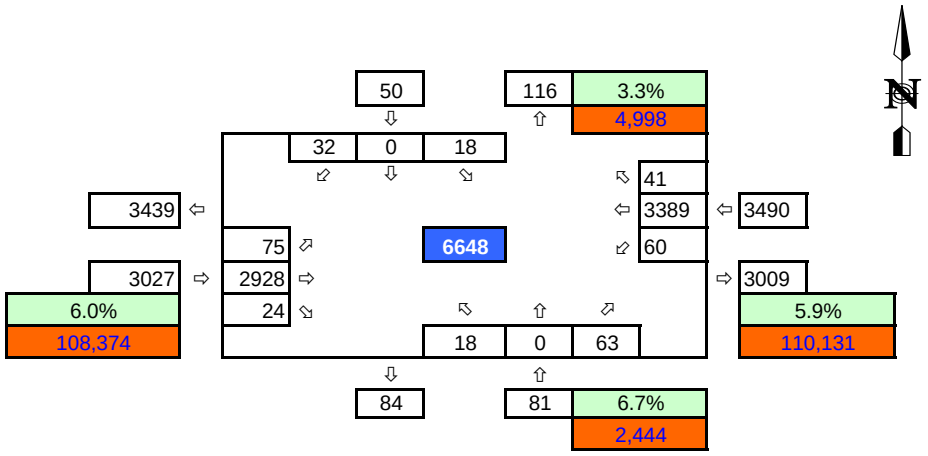
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

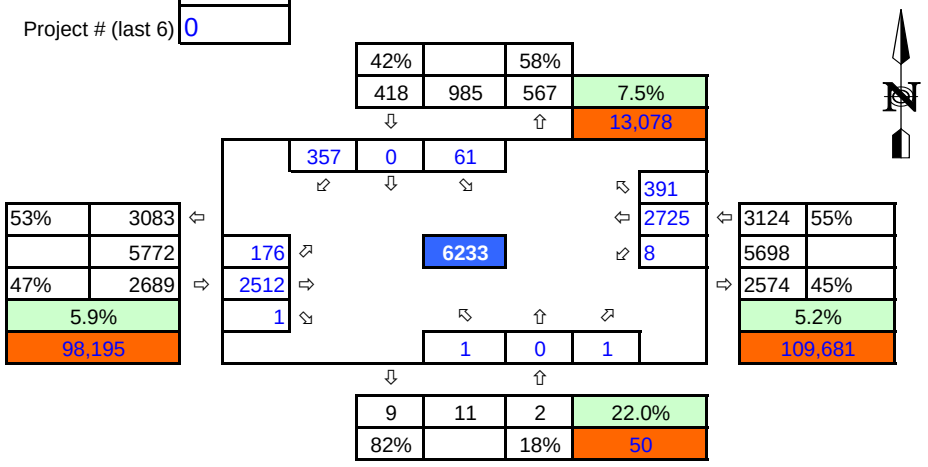



**LEGEND**

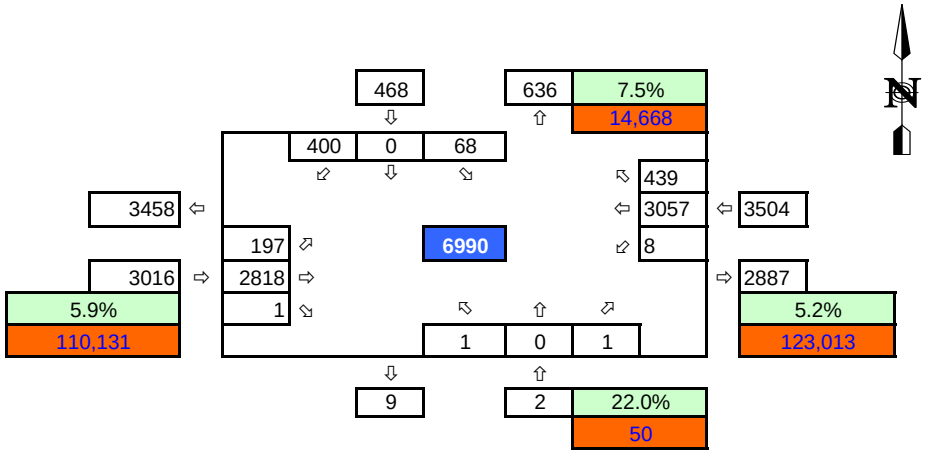
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

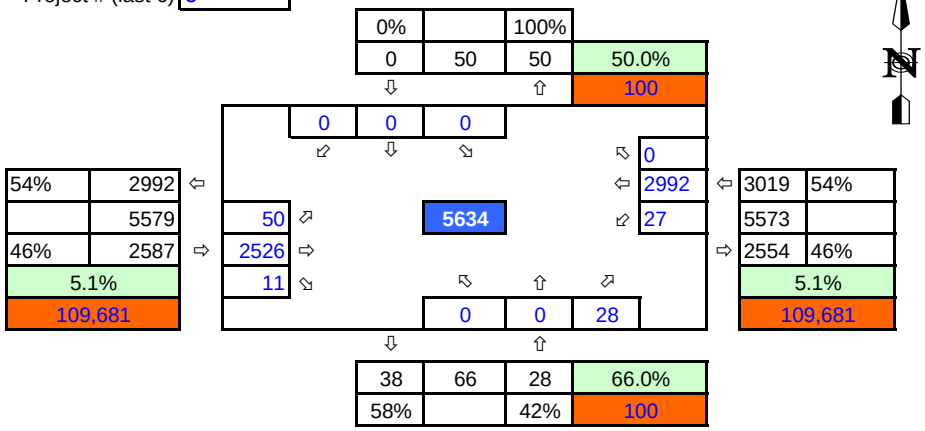



**LEGEND**

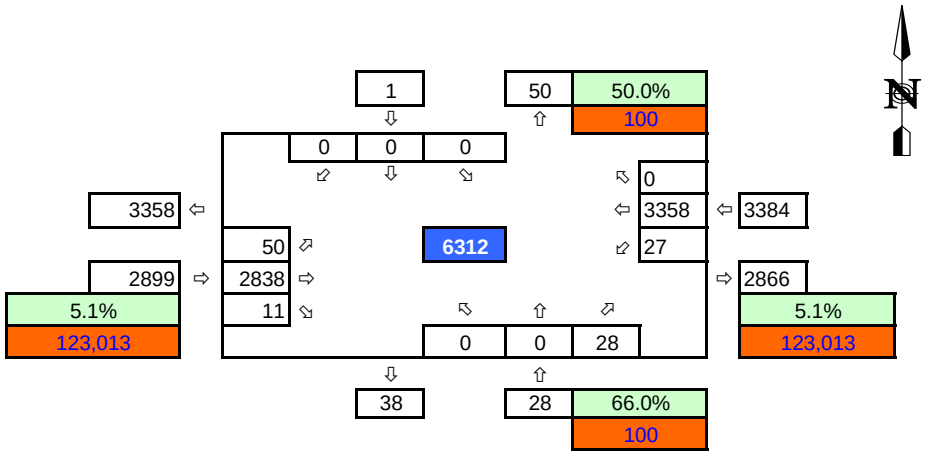
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

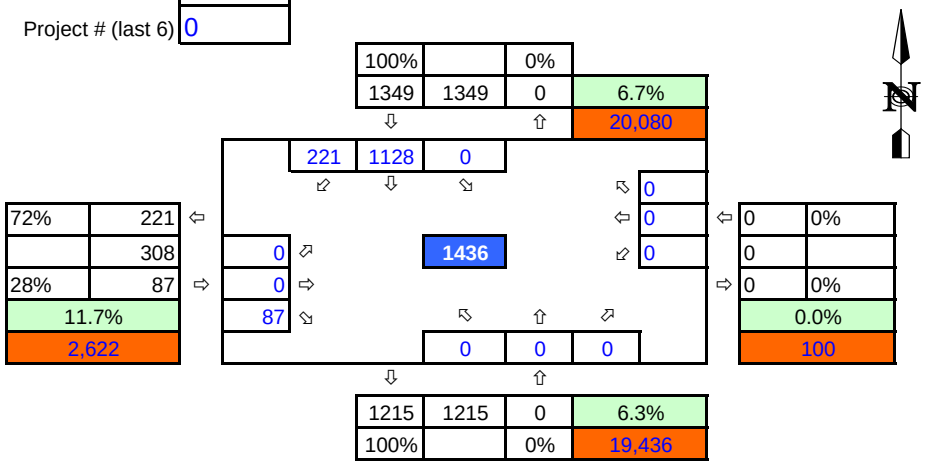



**LEGEND**

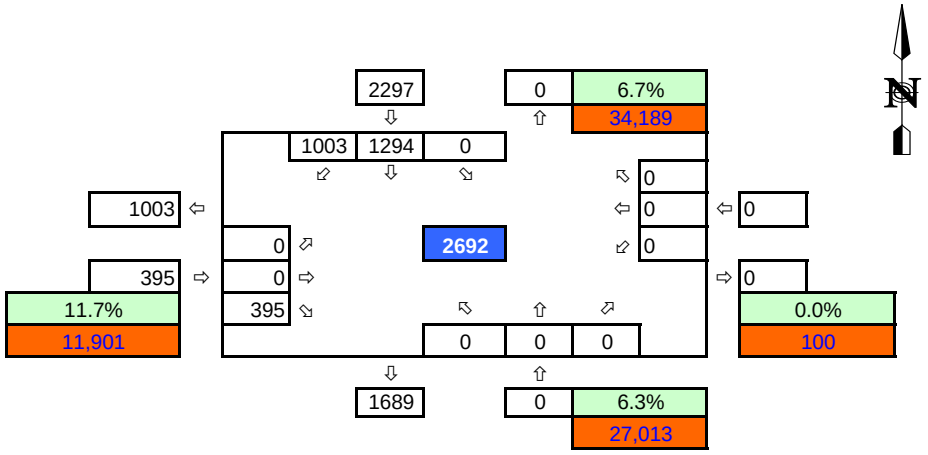
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

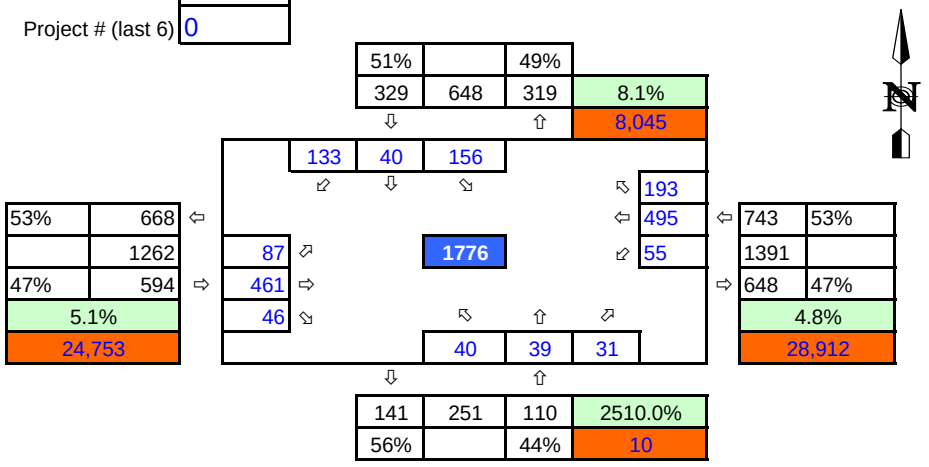



**LEGEND**

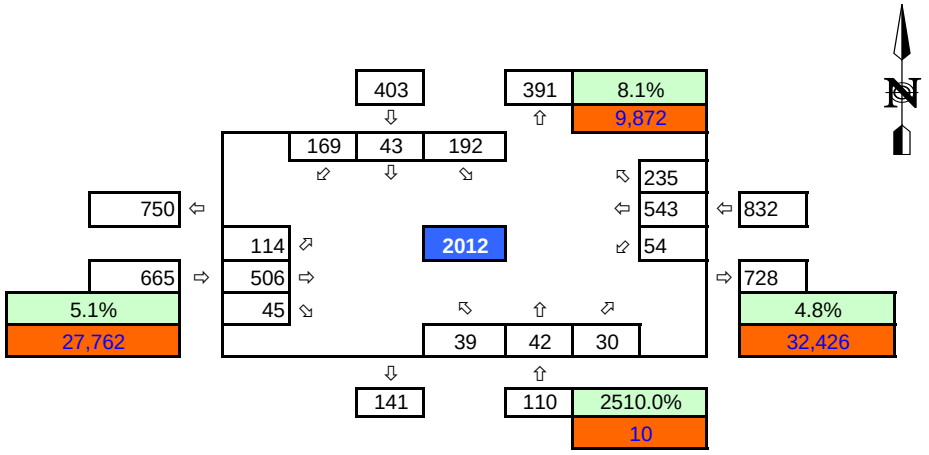
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

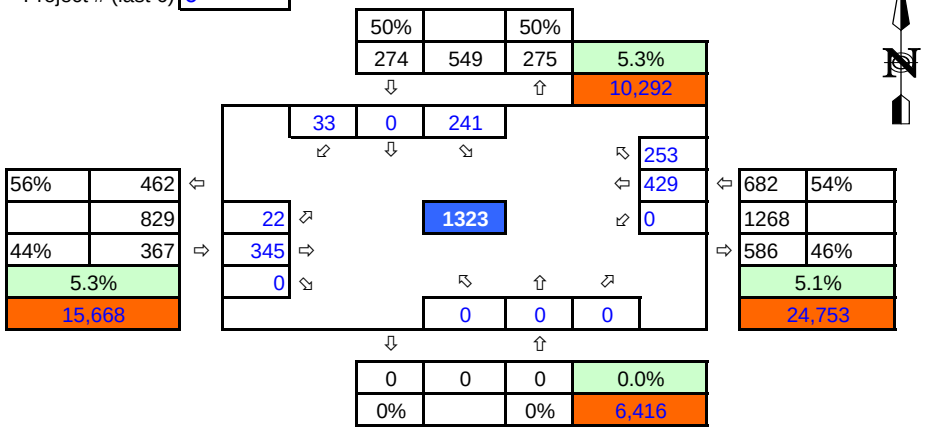



**LEGEND**

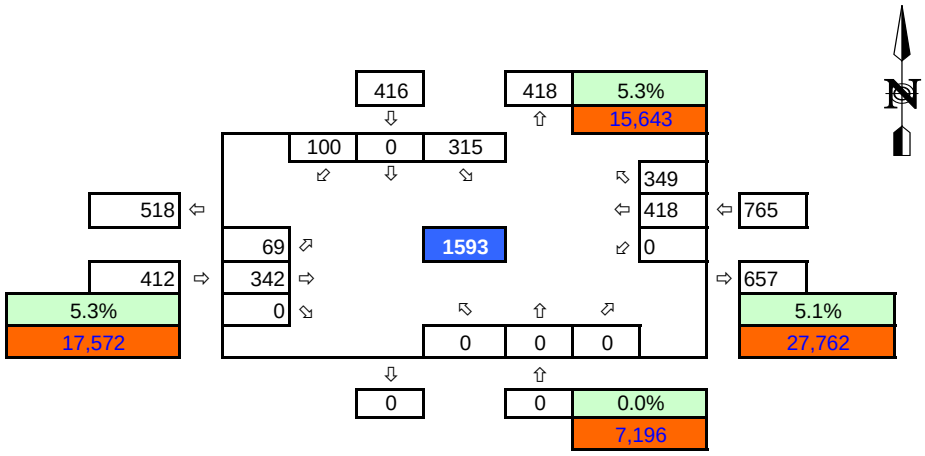
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

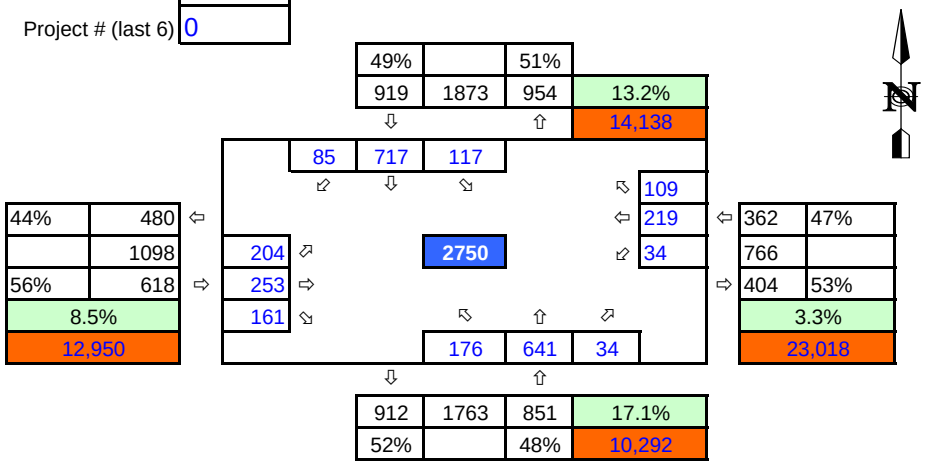



**LEGEND**

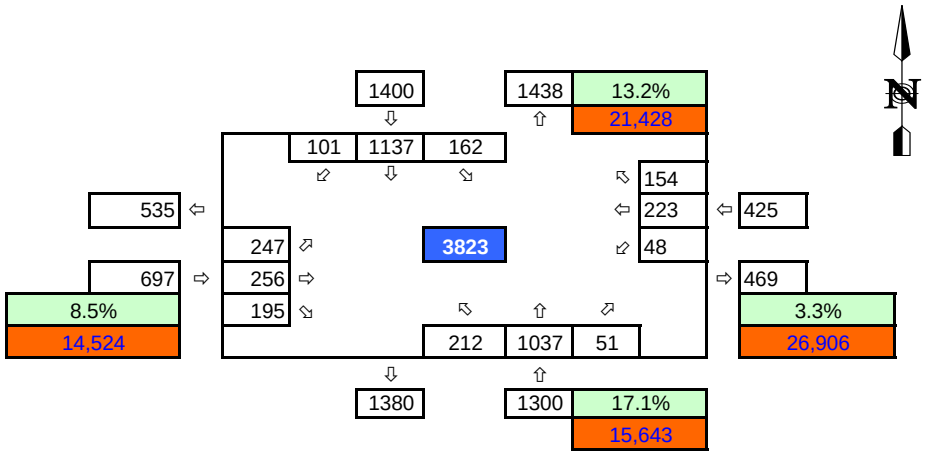
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

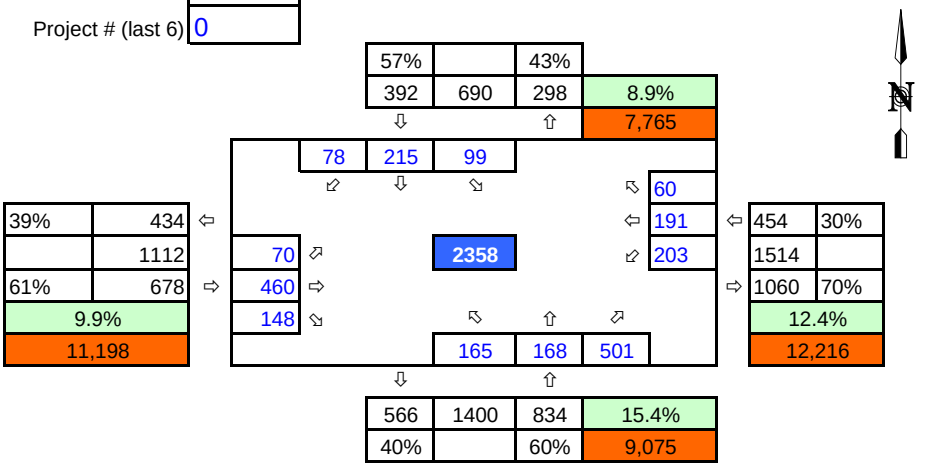



**LEGEND**

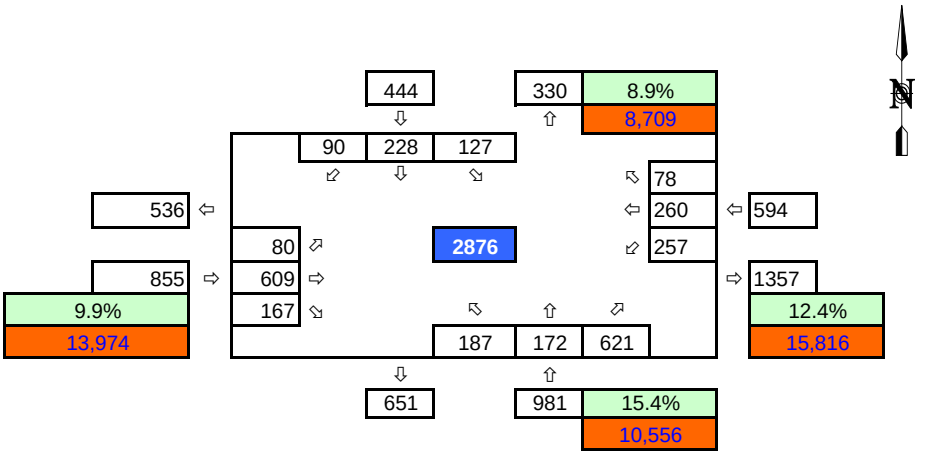
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

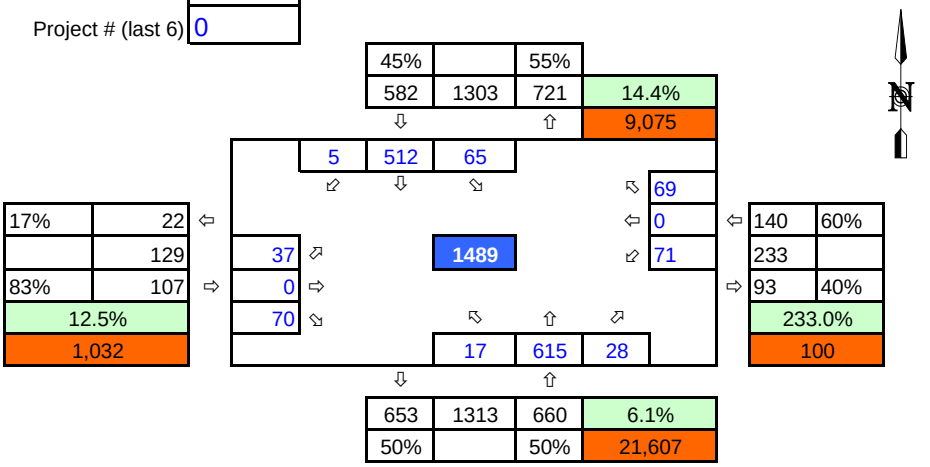



**LEGEND**

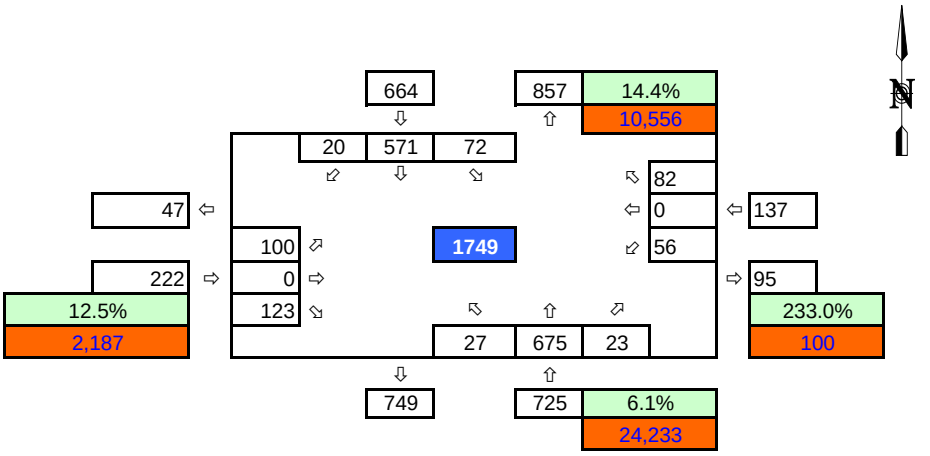
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

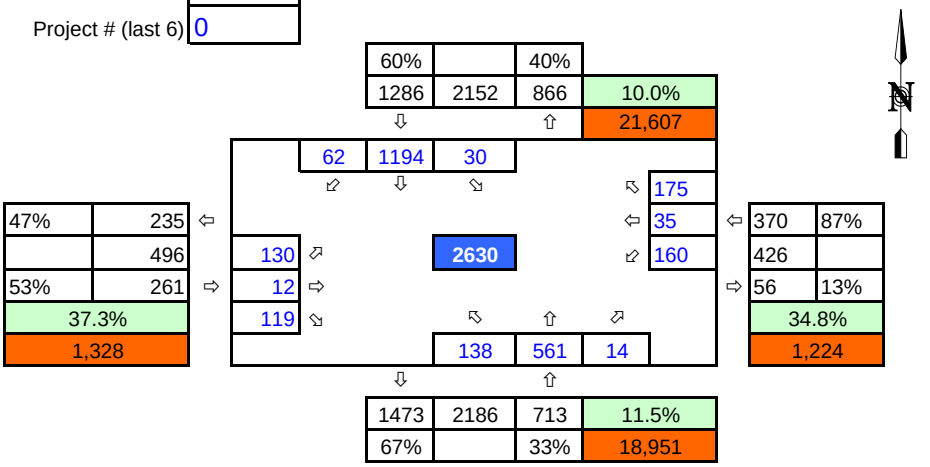



**LEGEND**

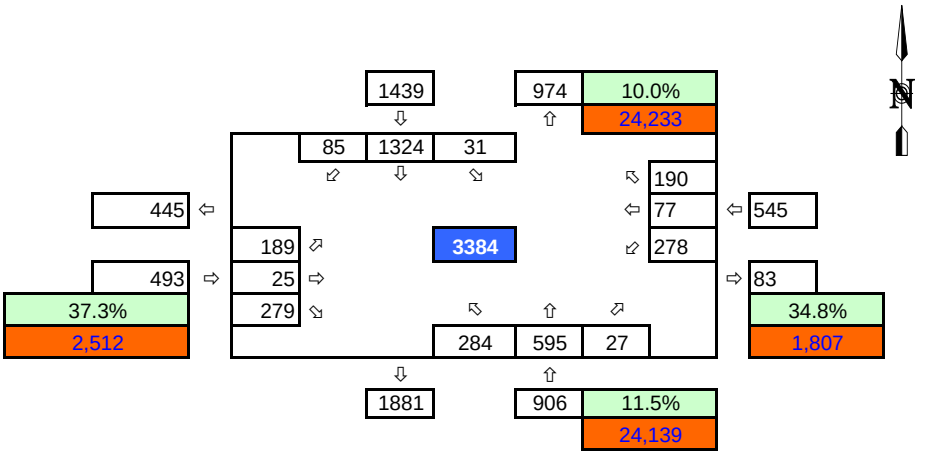
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

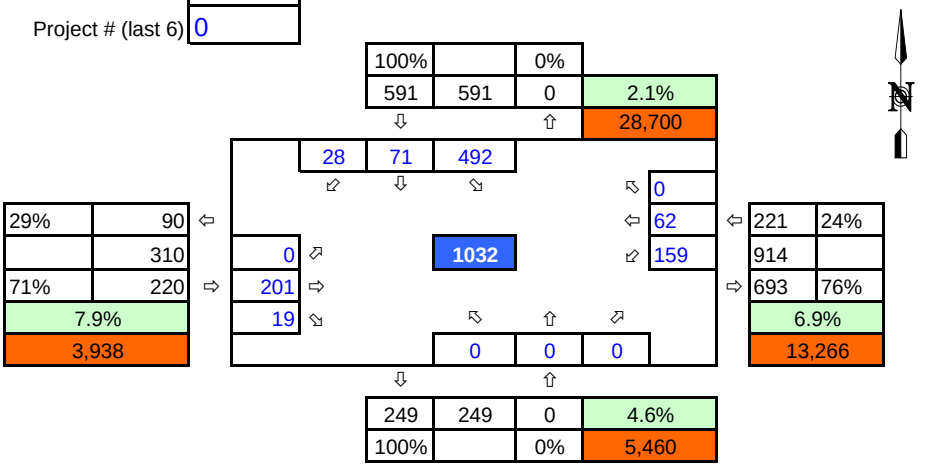



**LEGEND**

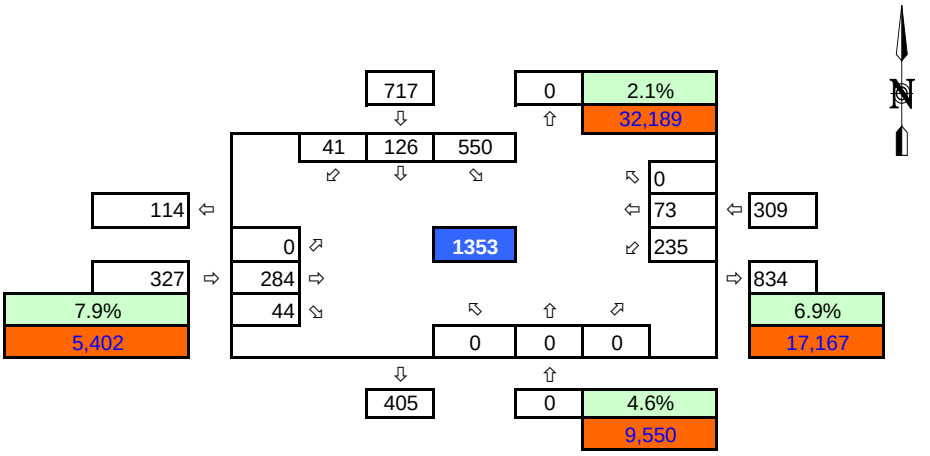
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

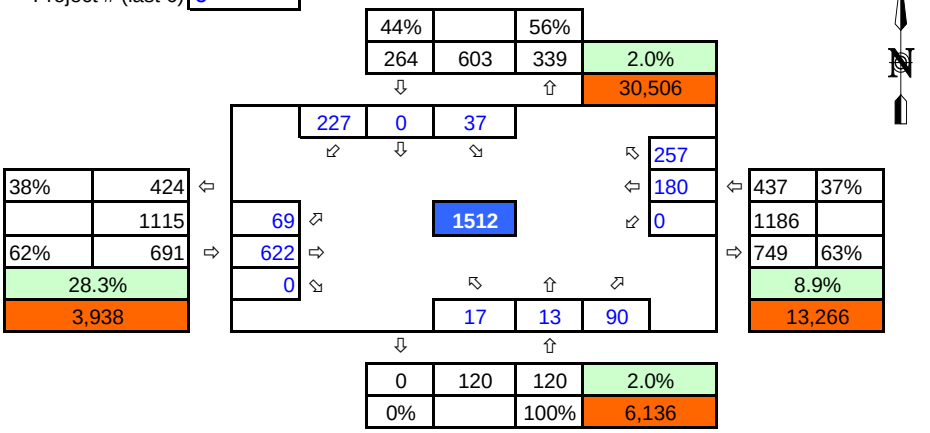



**LEGEND**

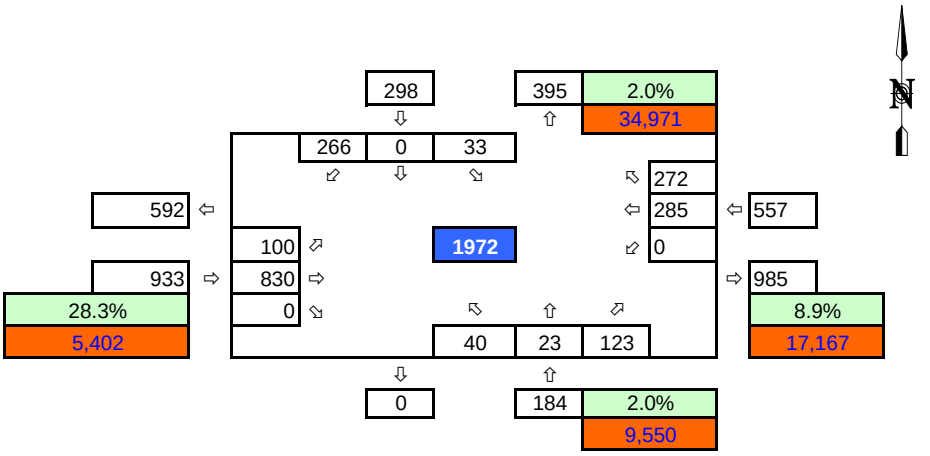
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

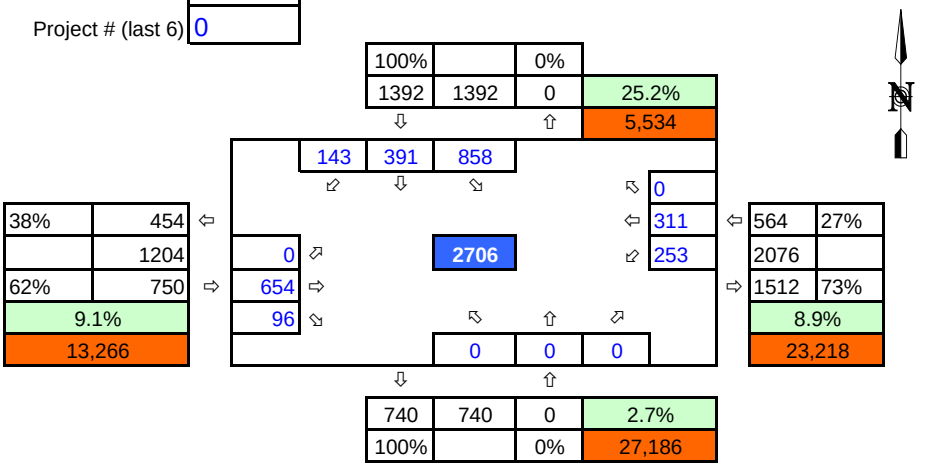



**LEGEND**

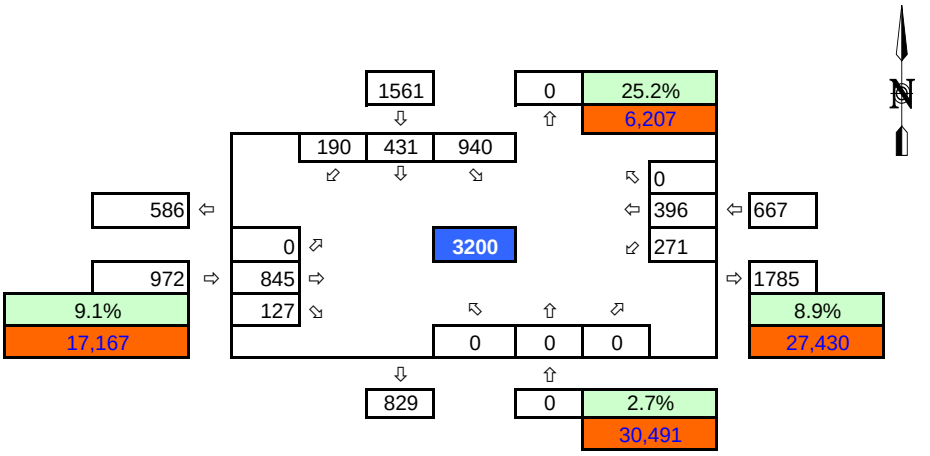
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

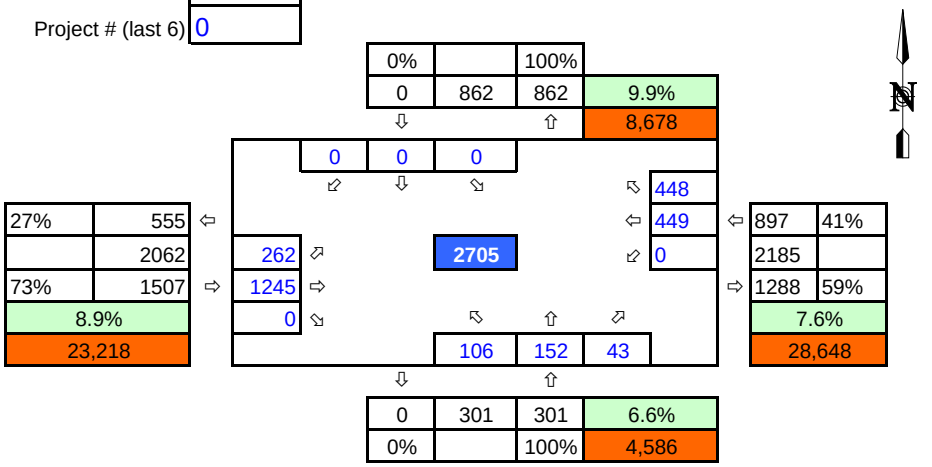



**LEGEND**

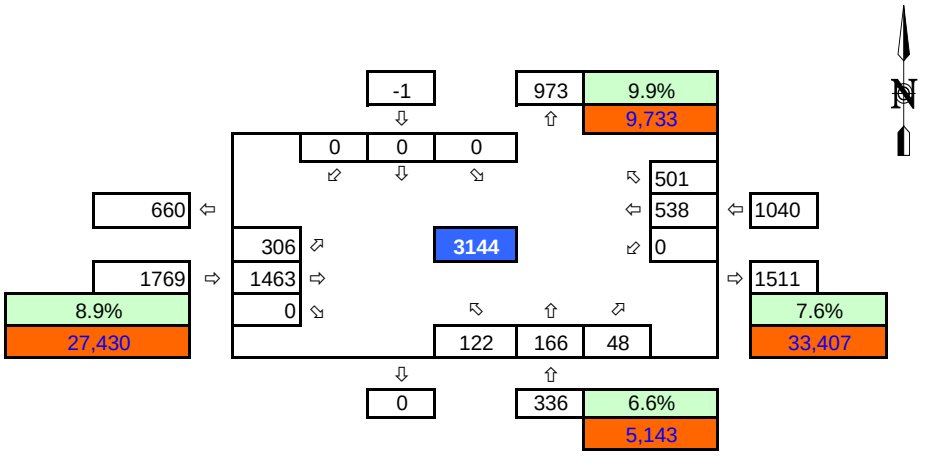
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

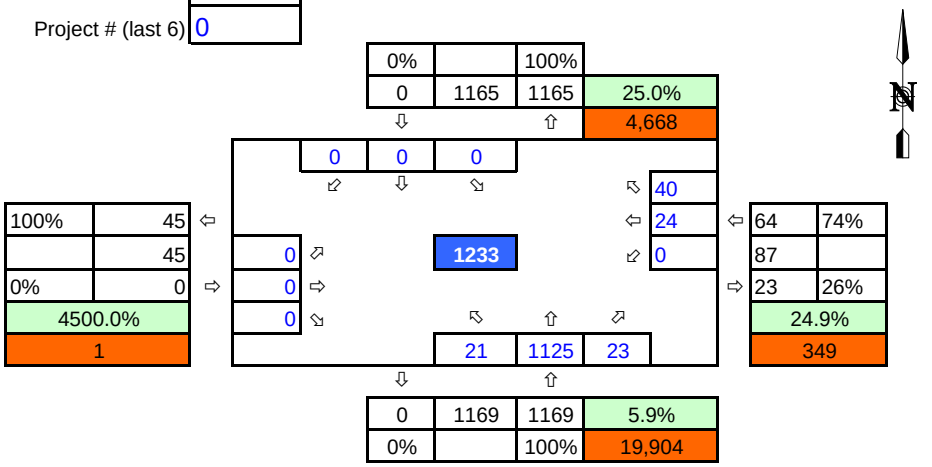



**LEGEND**

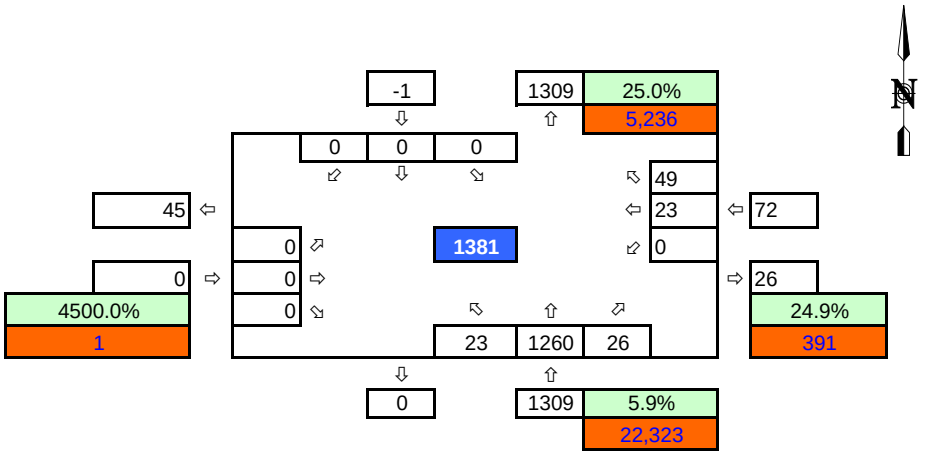
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

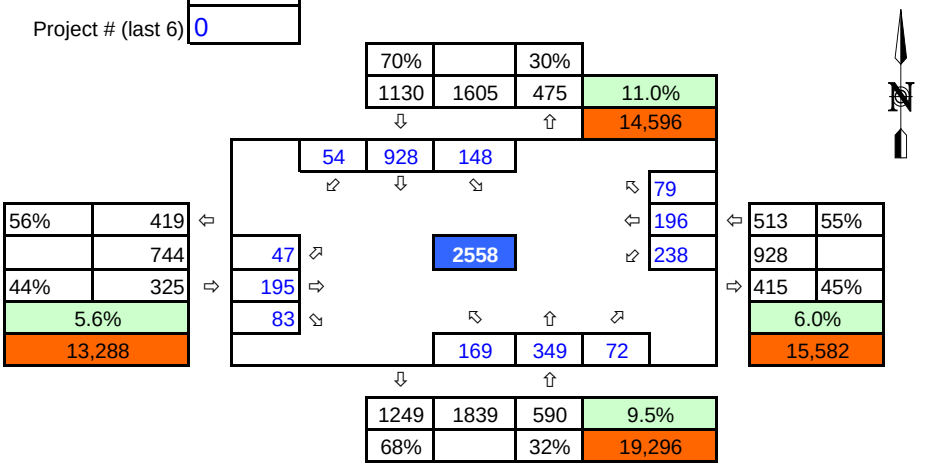



**LEGEND**

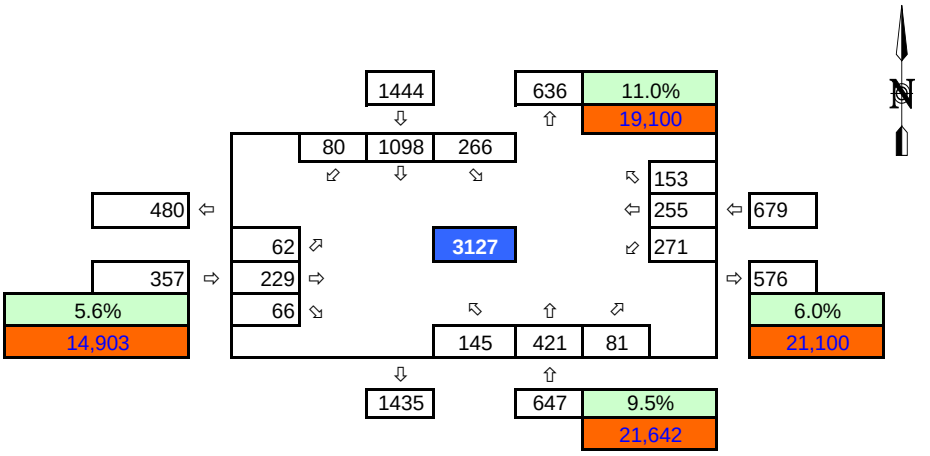
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

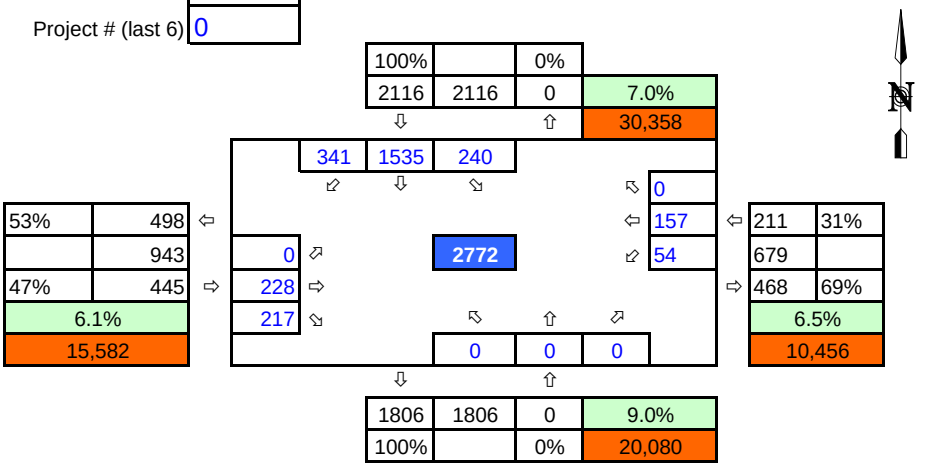



**LEGEND**

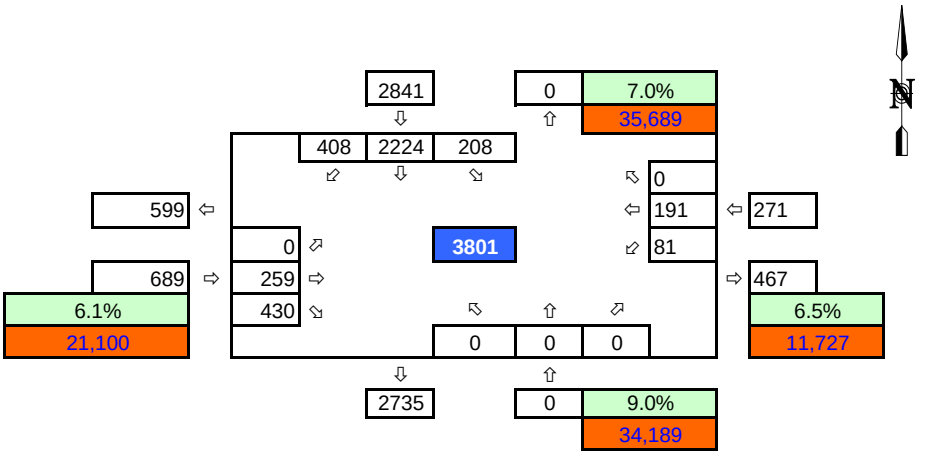
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

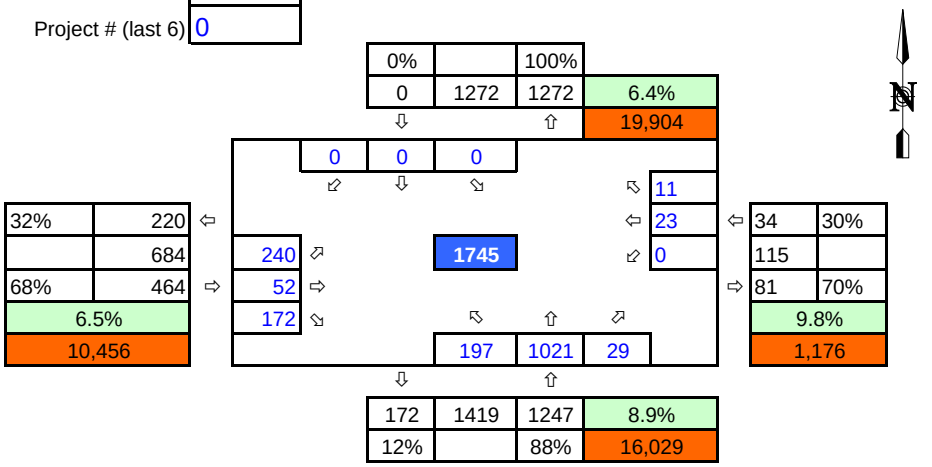



**LEGEND**

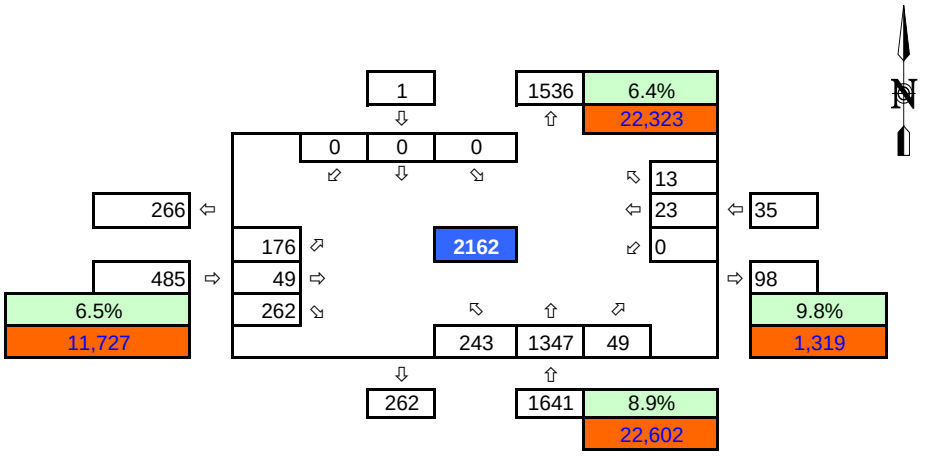
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

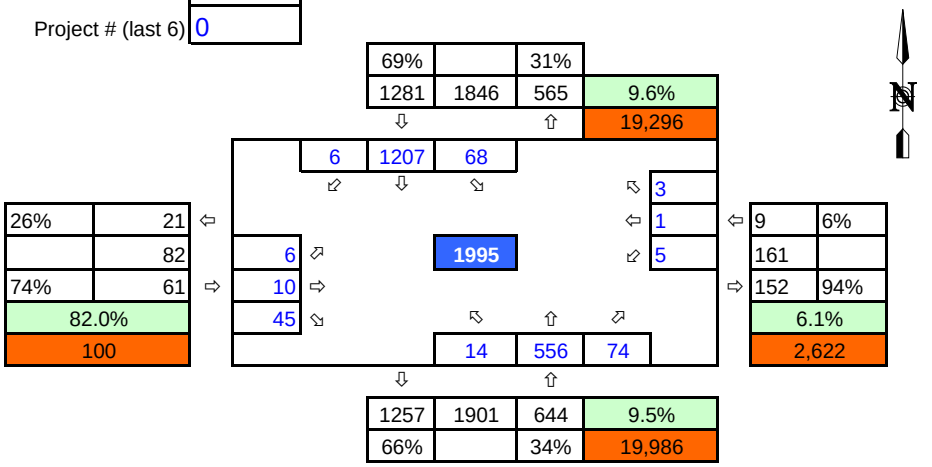



**LEGEND**

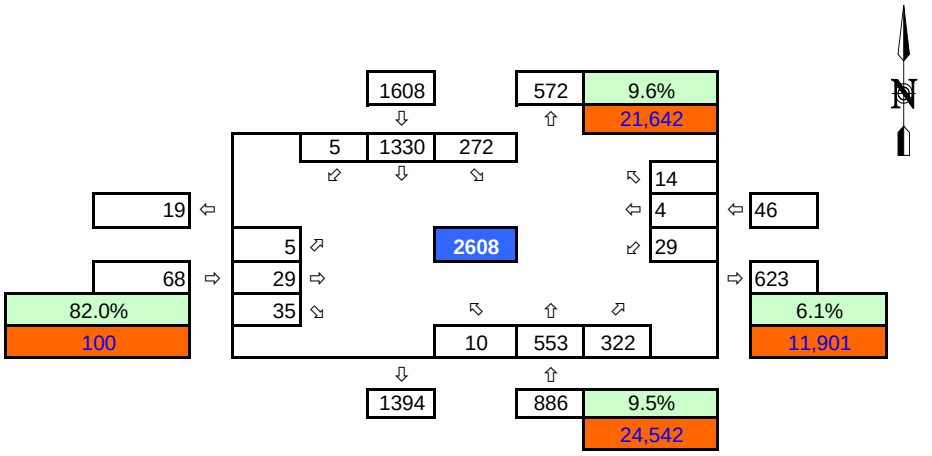
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

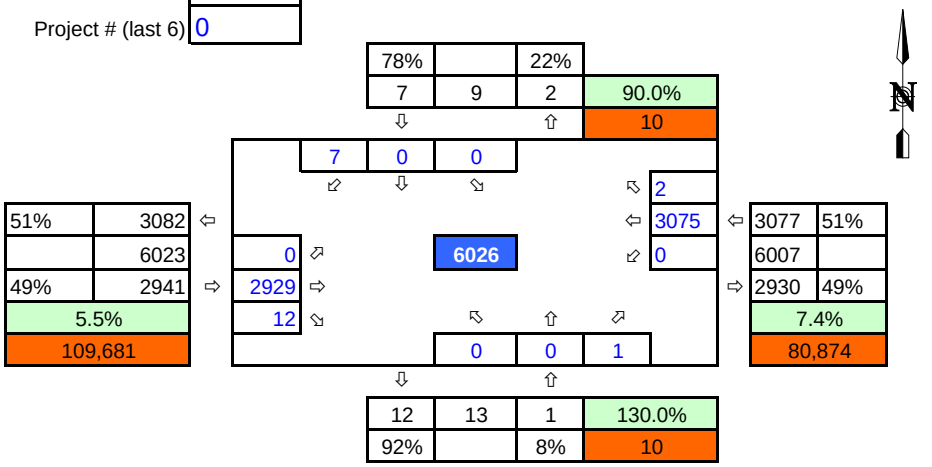



**LEGEND**

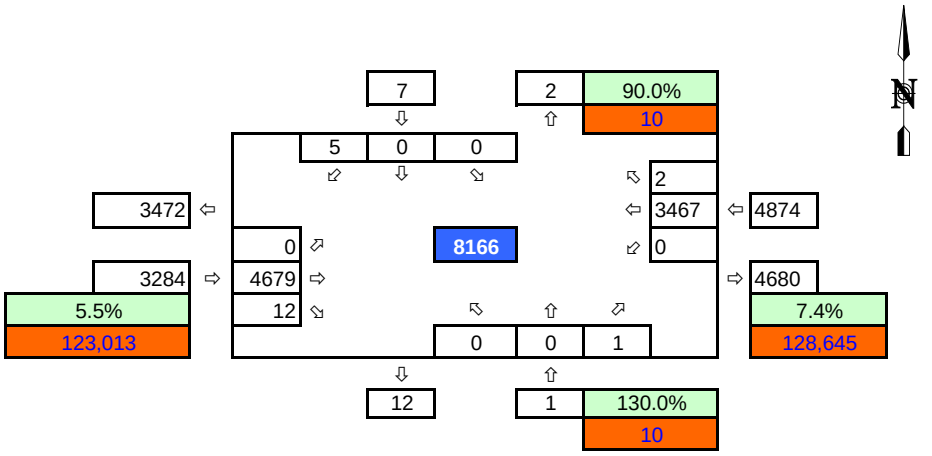
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

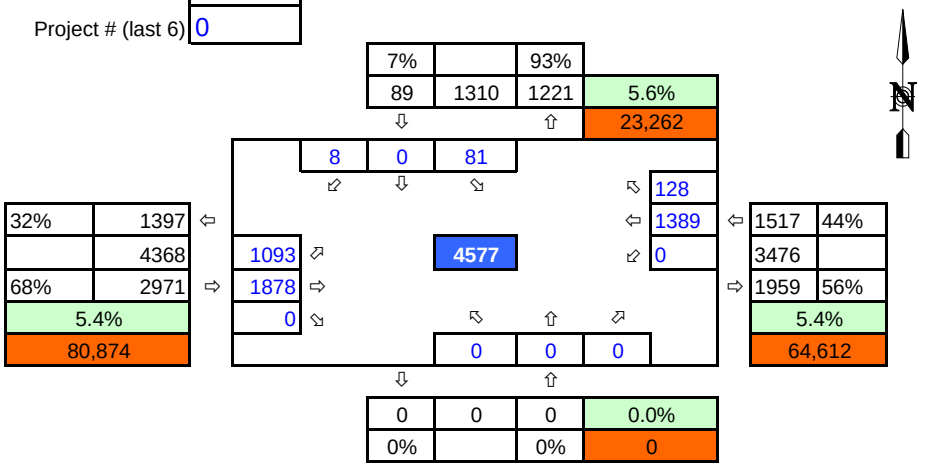



**LEGEND**

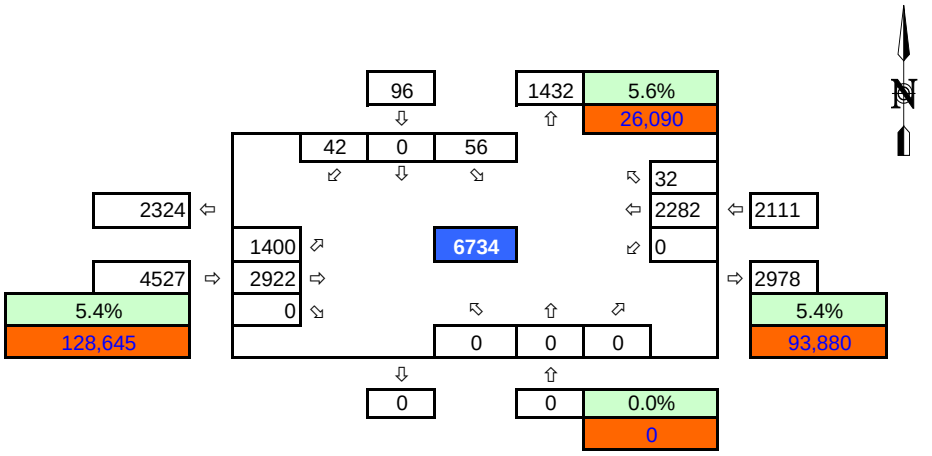
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

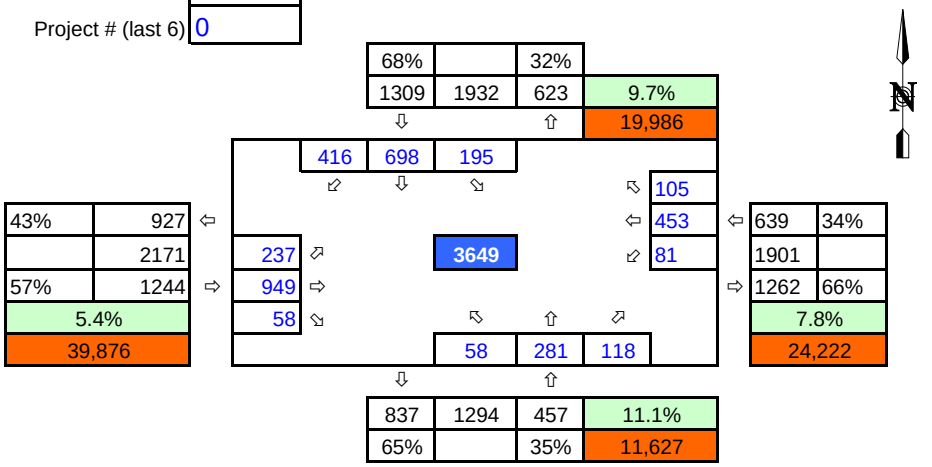



**LEGEND**

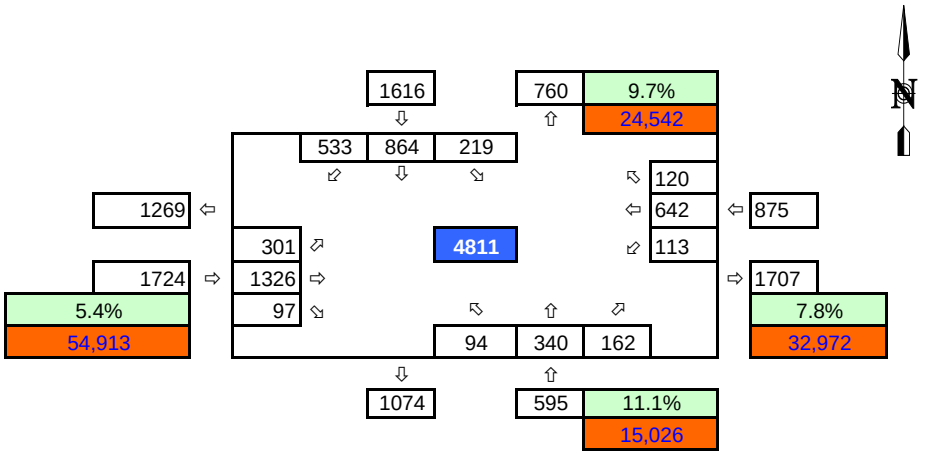
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

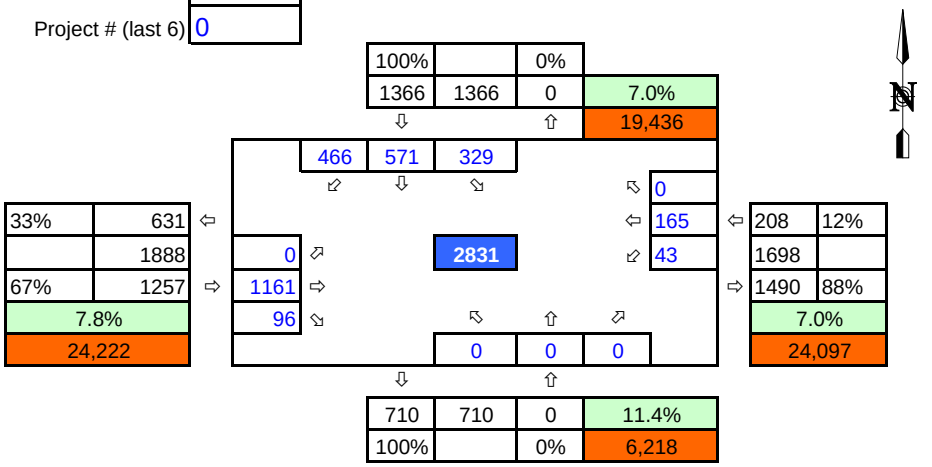



**LEGEND**

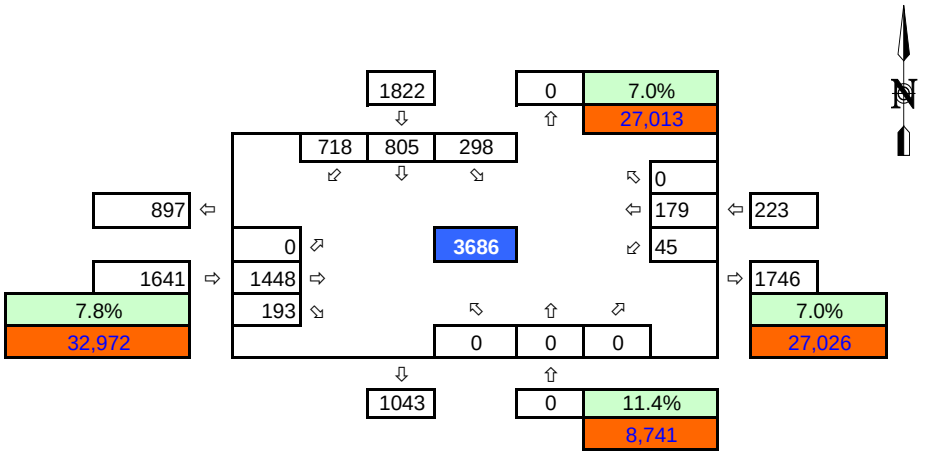
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

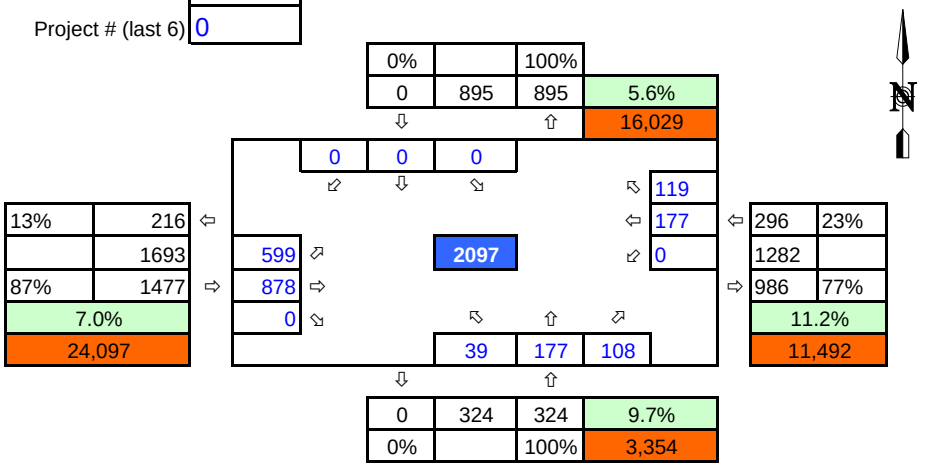



**LEGEND**

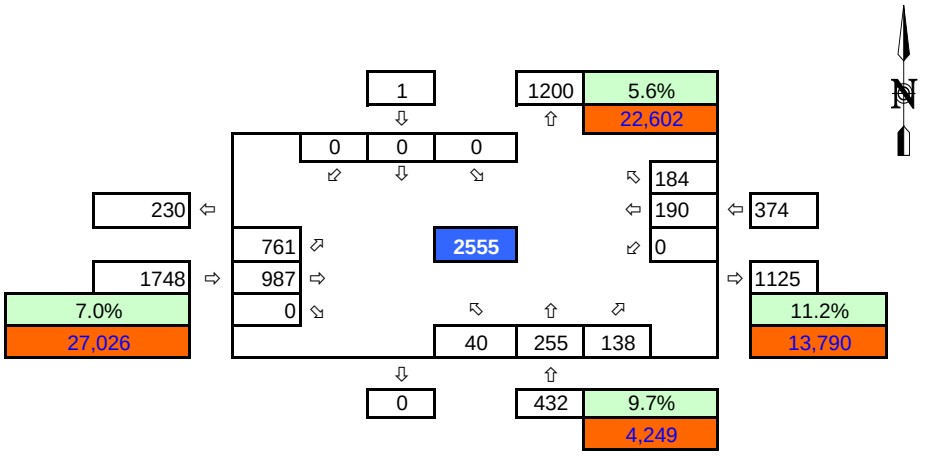
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

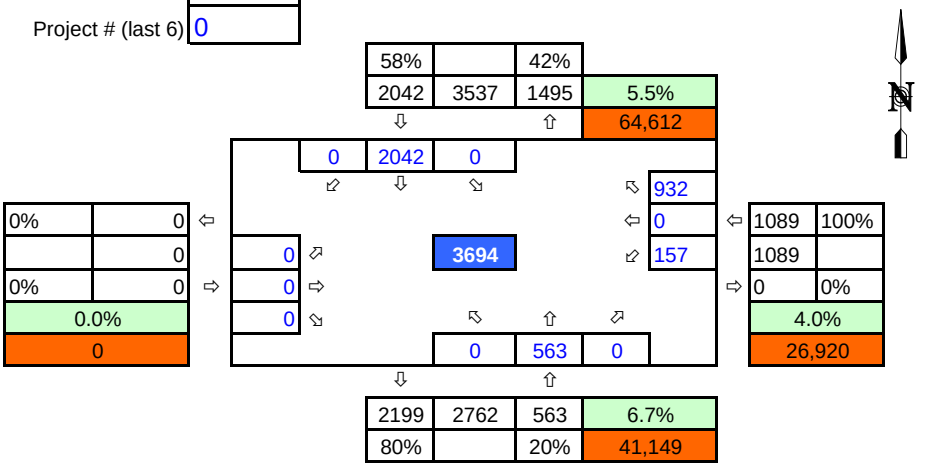



**LEGEND**

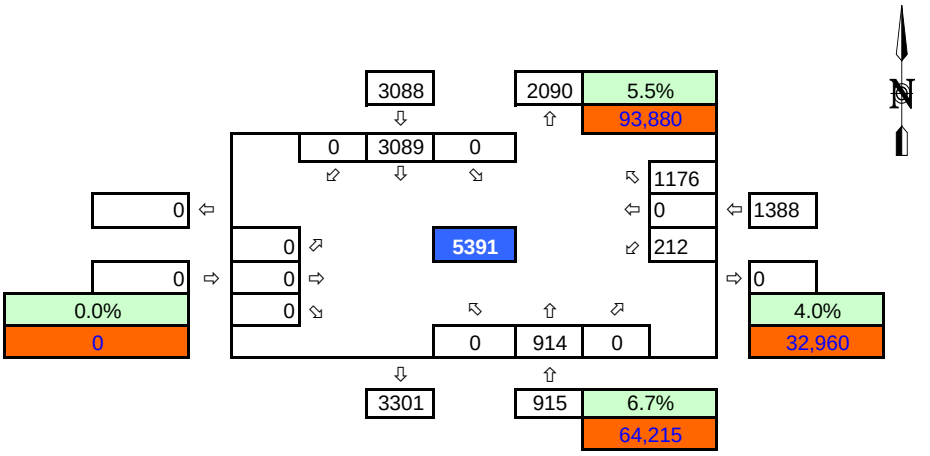
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

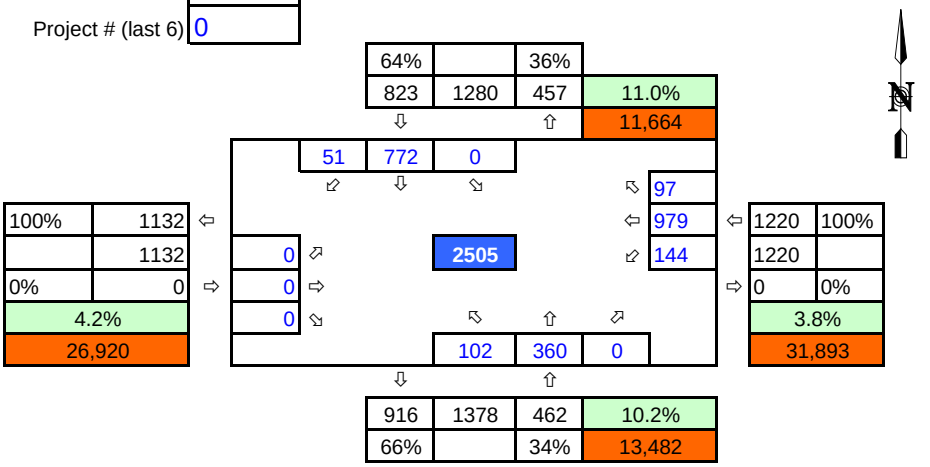



**LEGEND**

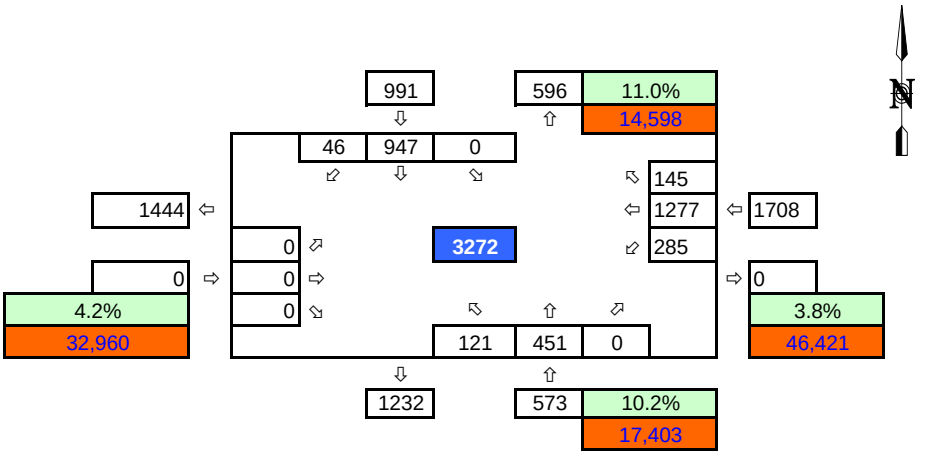
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

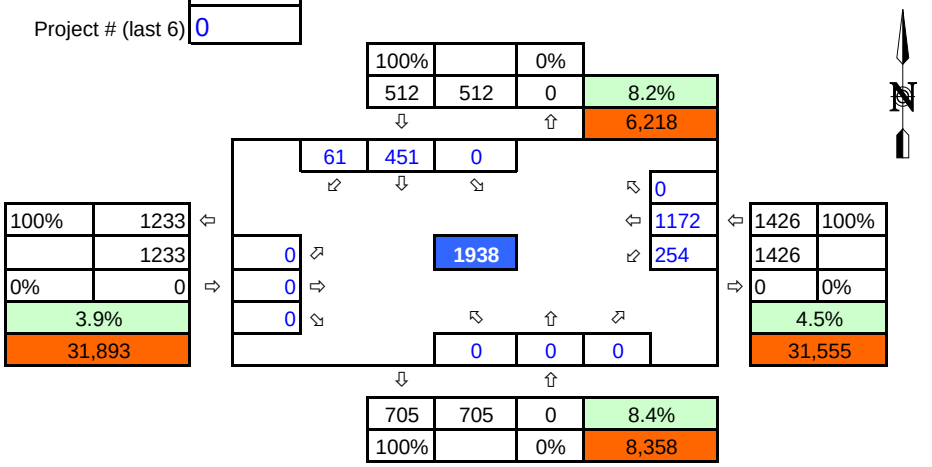



**LEGEND**

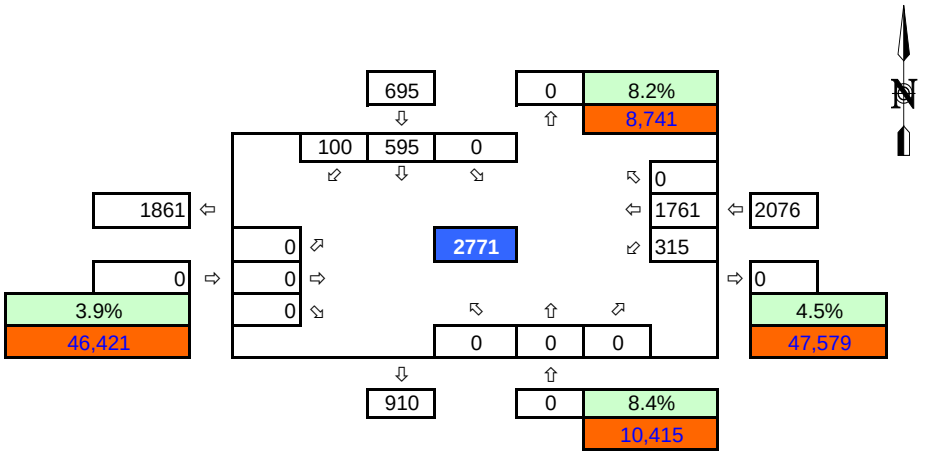
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

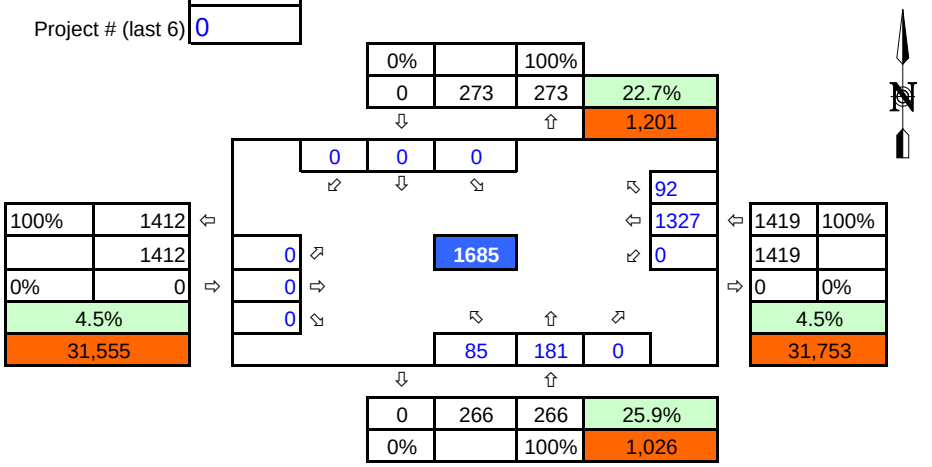



**LEGEND**

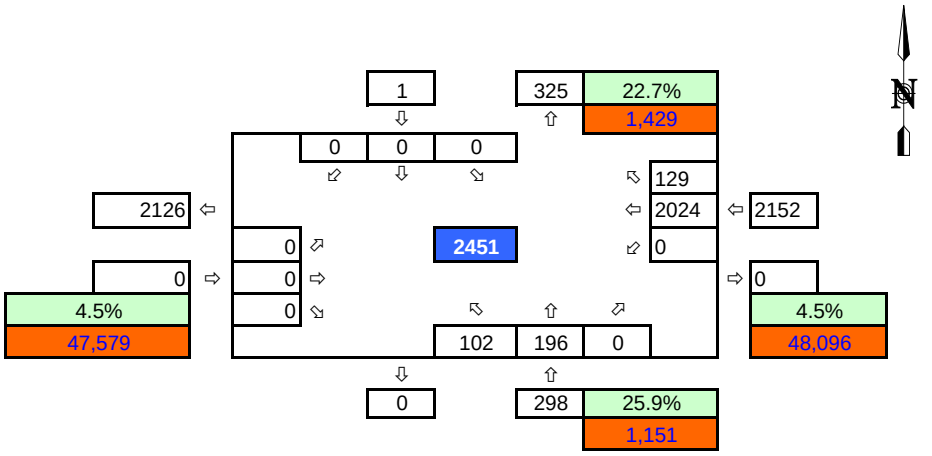
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

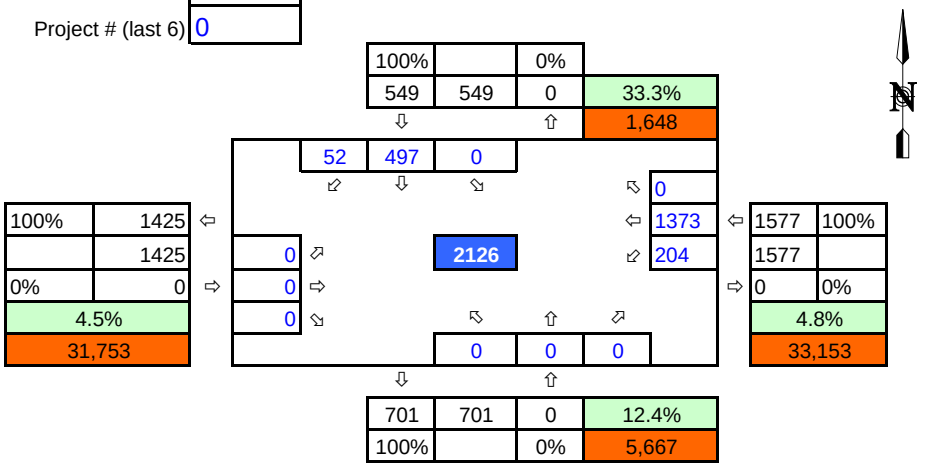



**LEGEND**

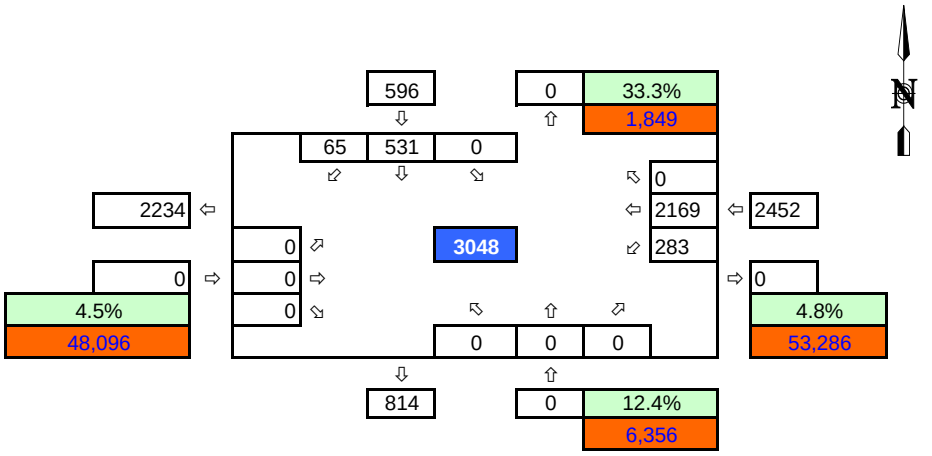
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

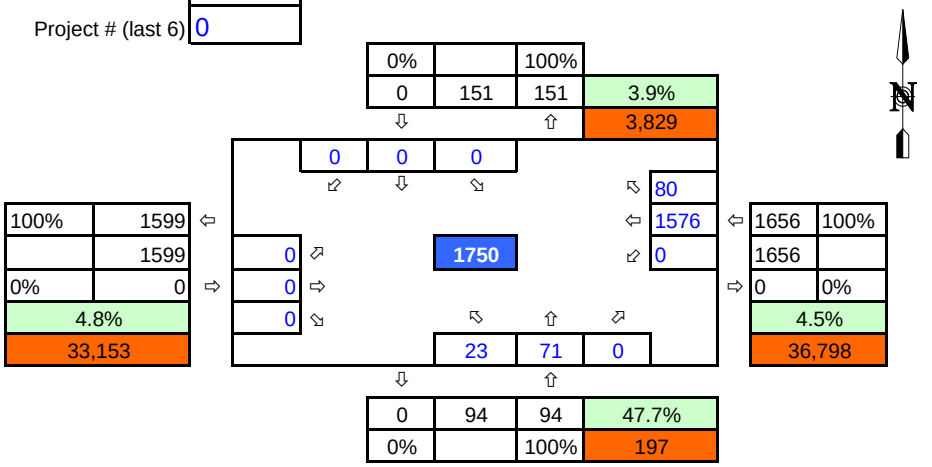



**LEGEND**

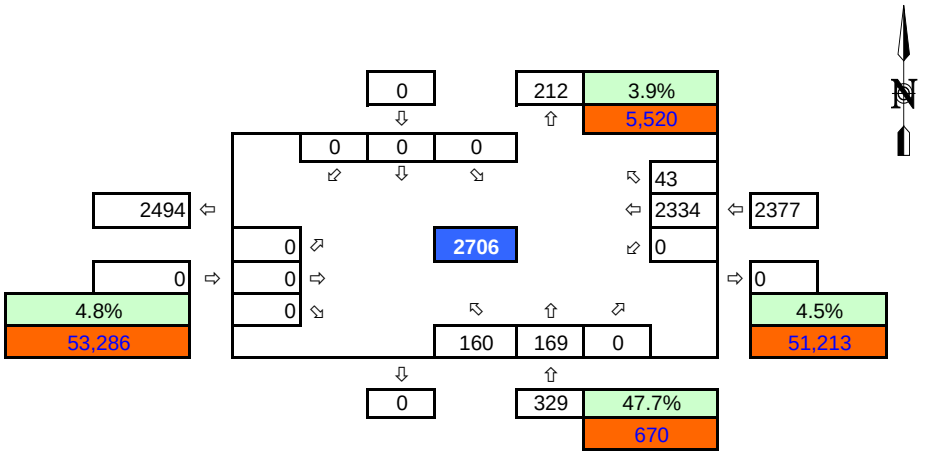
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

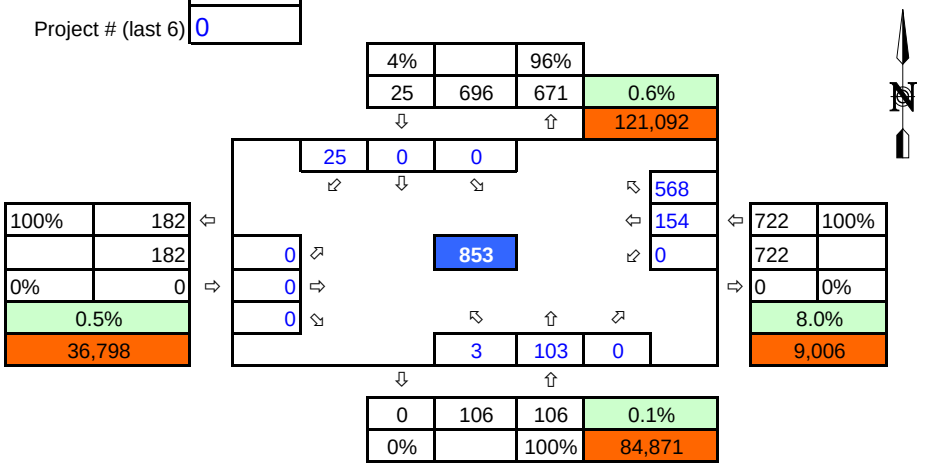



**LEGEND**

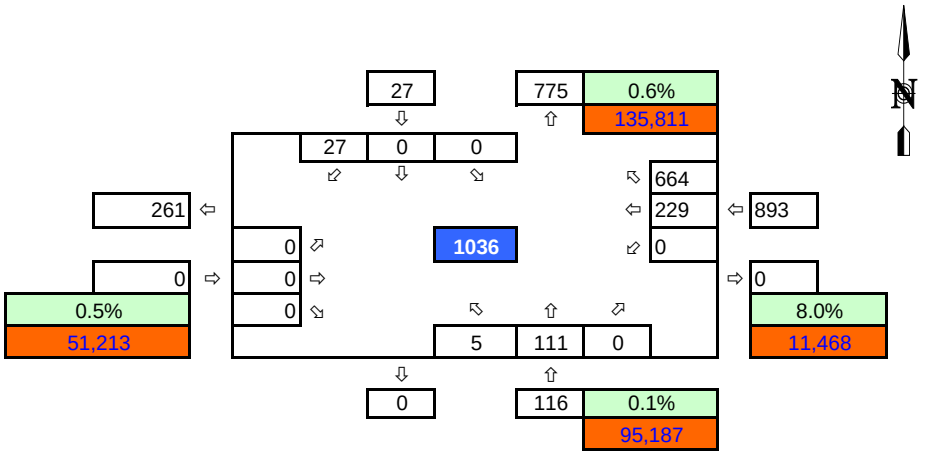
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

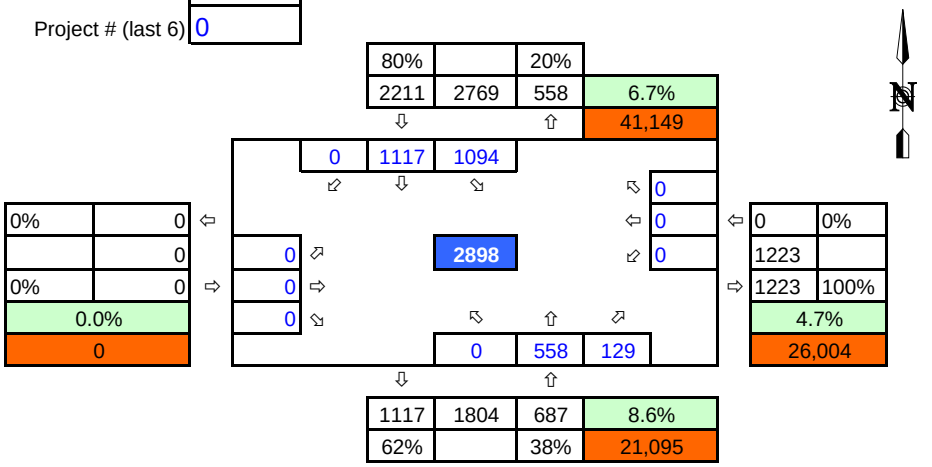



**LEGEND**

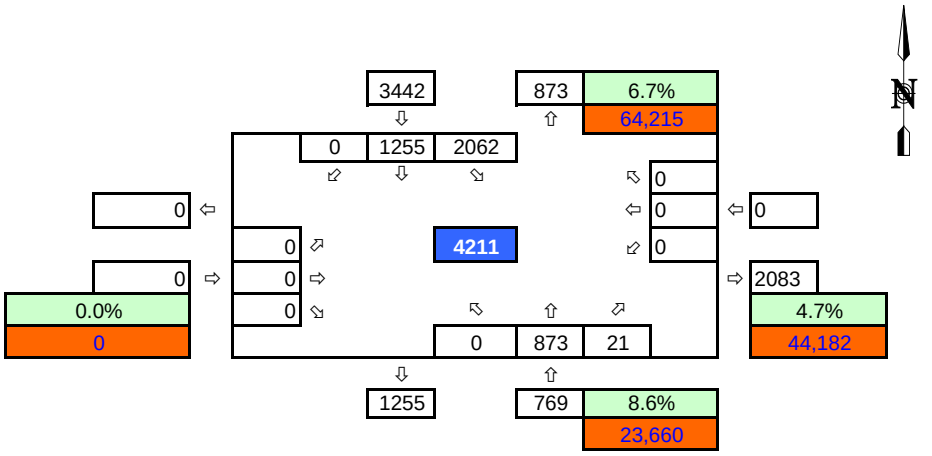
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

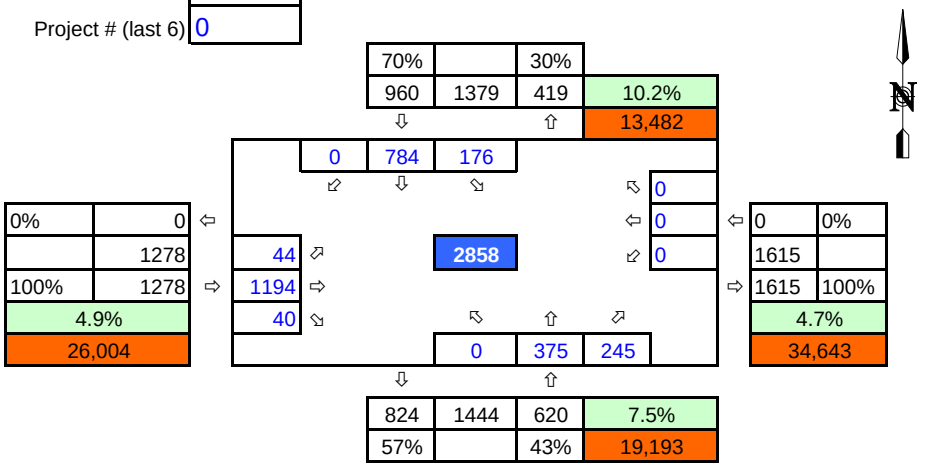



**LEGEND**

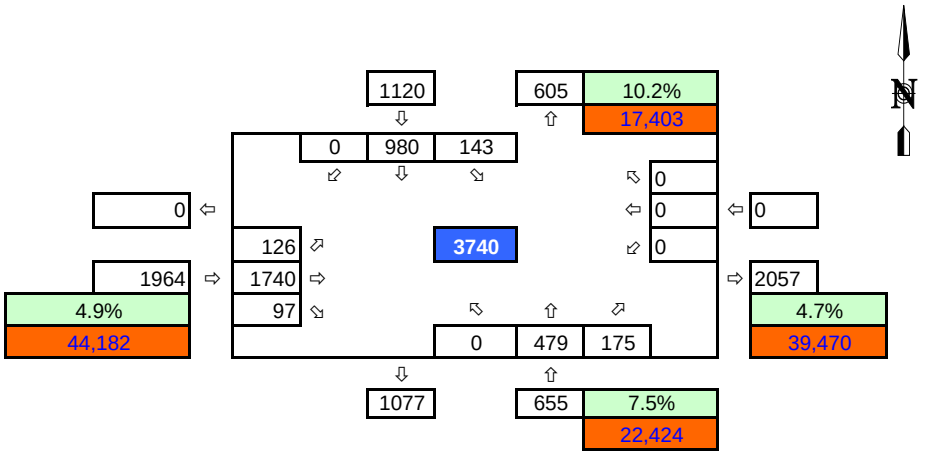
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

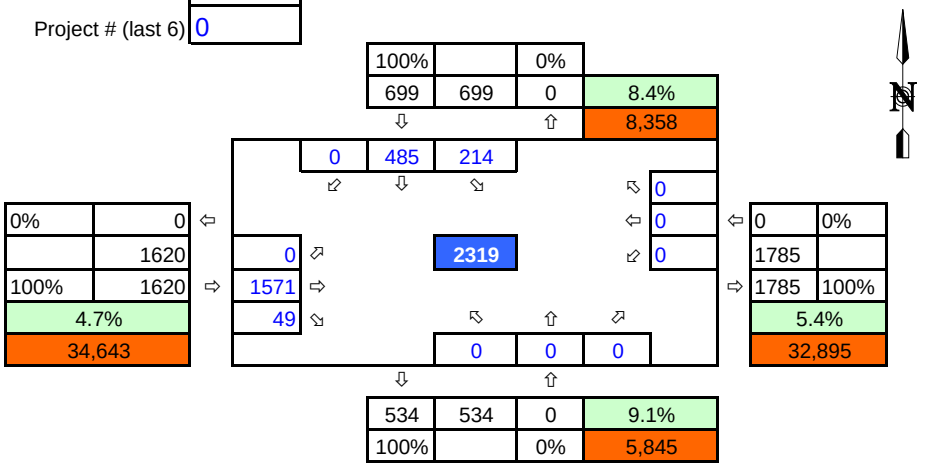



**LEGEND**

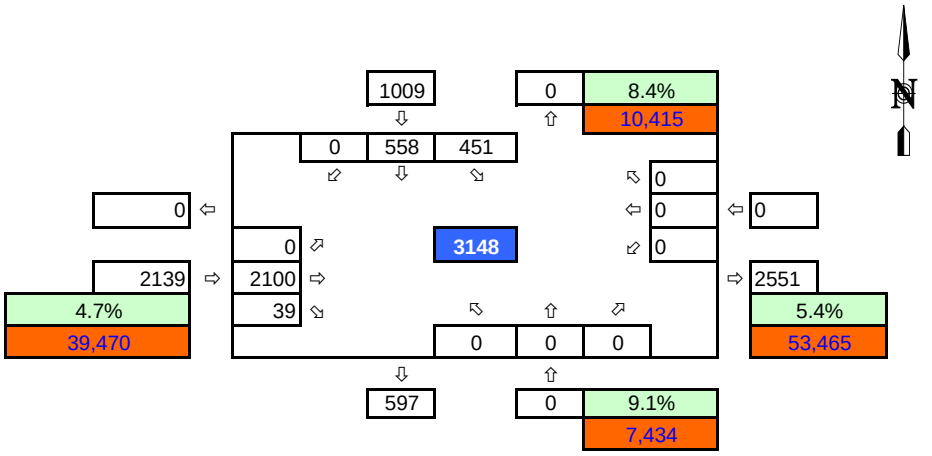
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

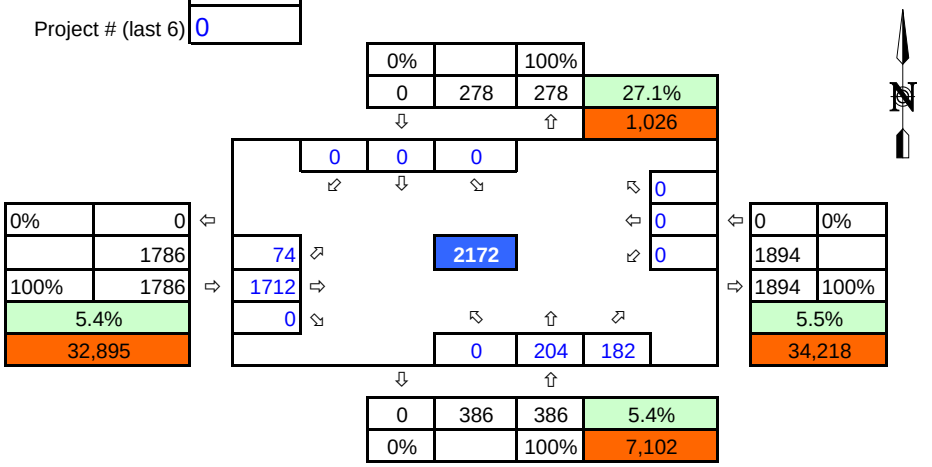



**LEGEND**

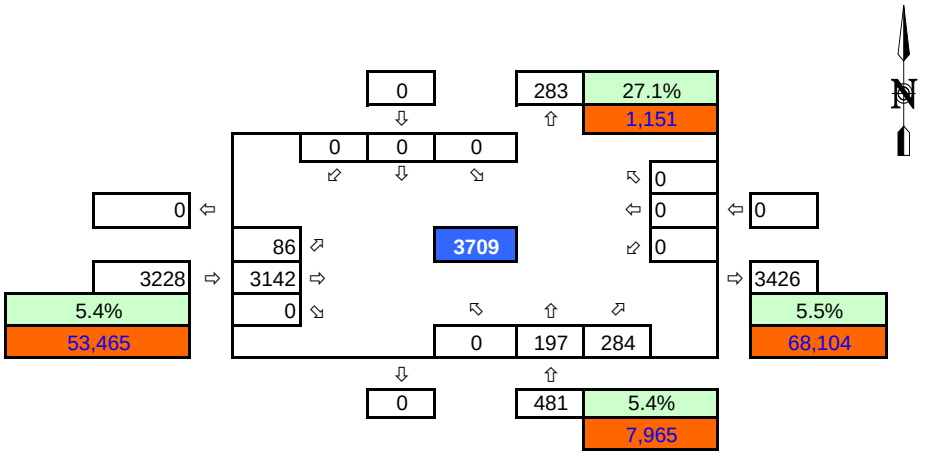
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

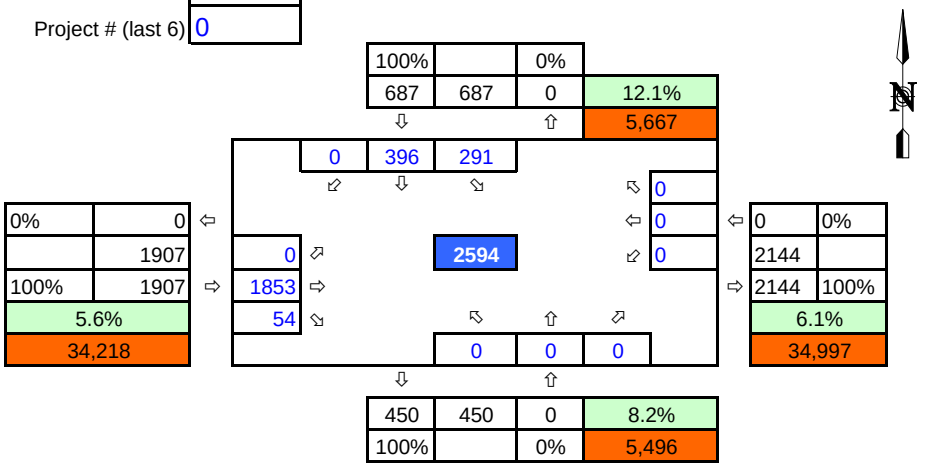



**LEGEND**

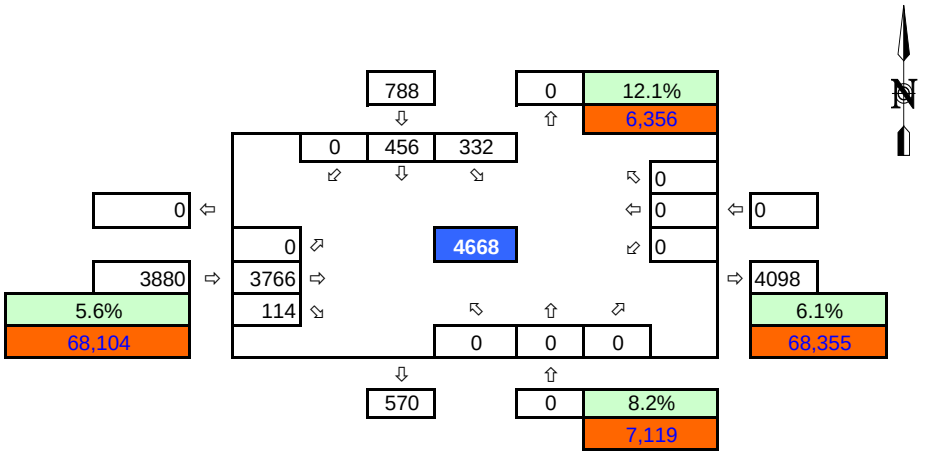
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

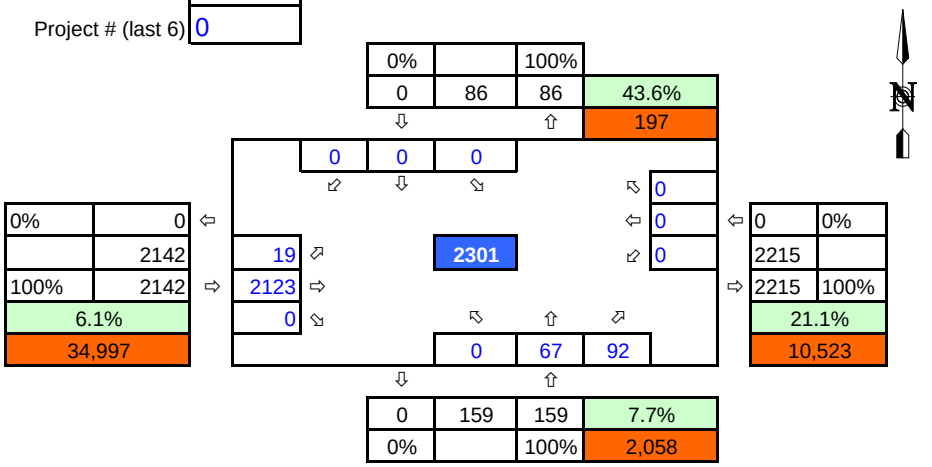



**LEGEND**

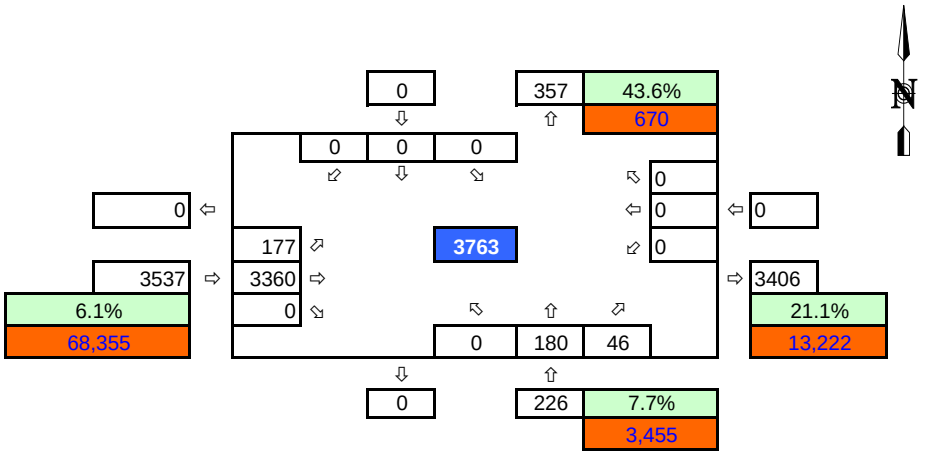
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

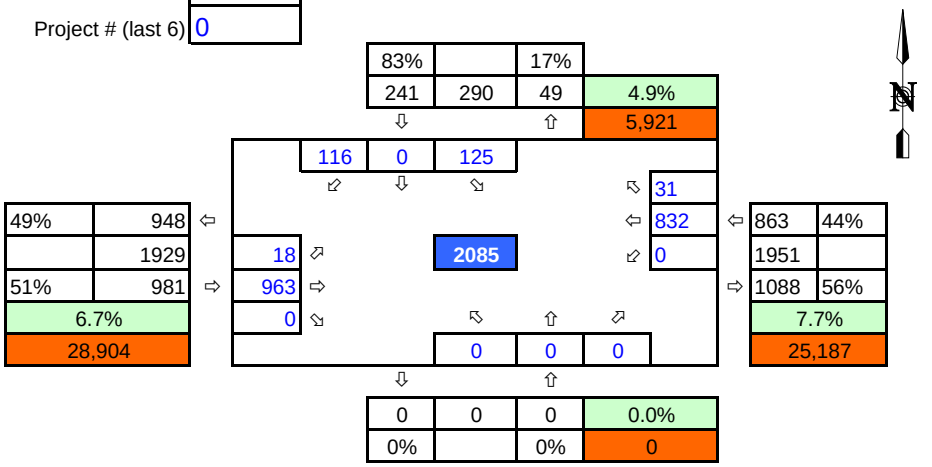



**LEGEND**

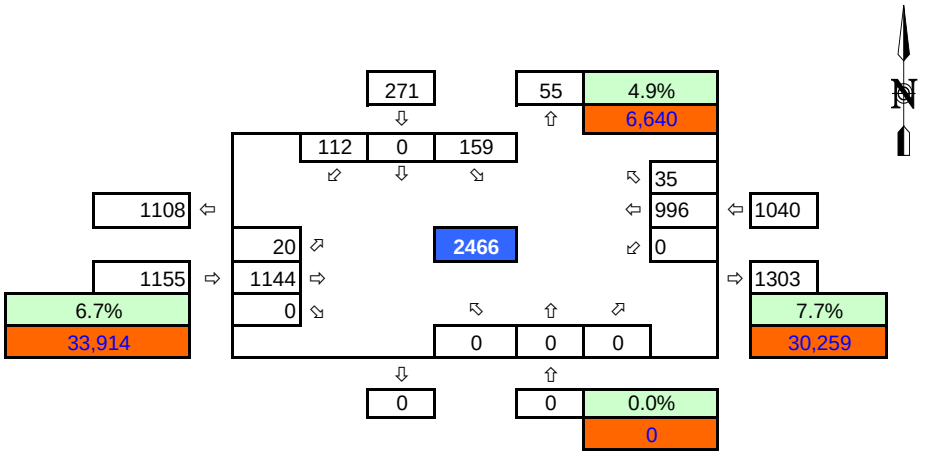
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

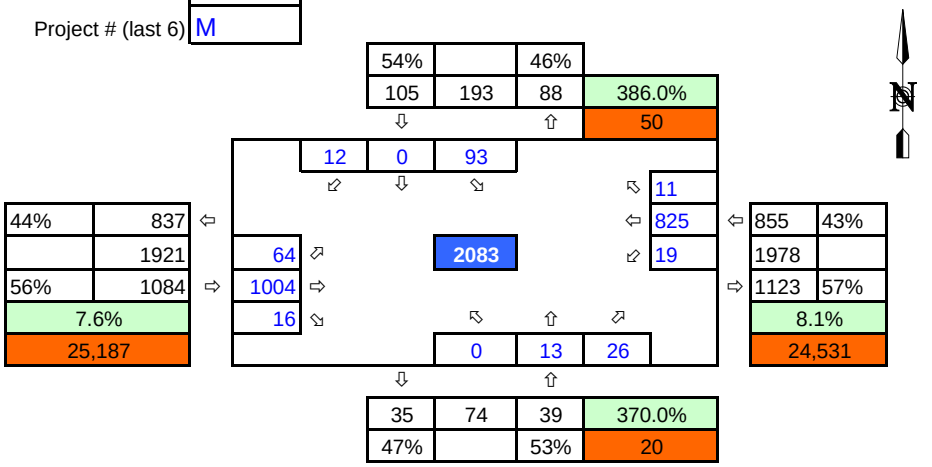



**LEGEND**

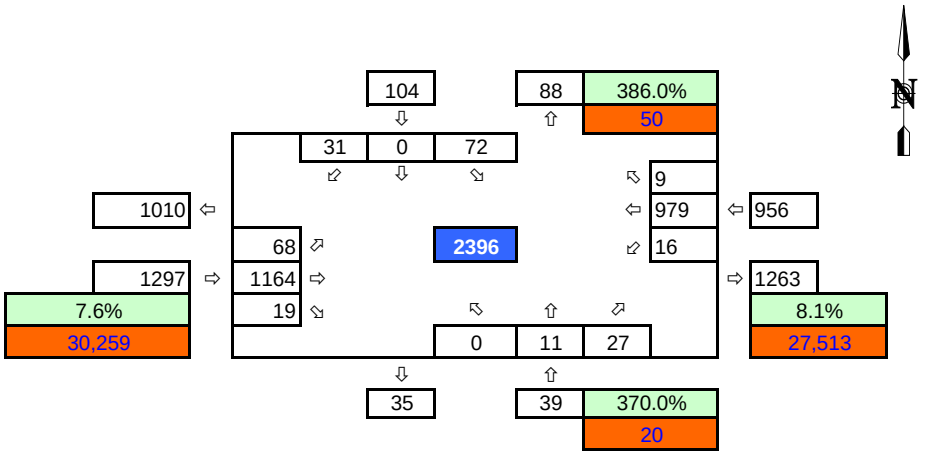
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

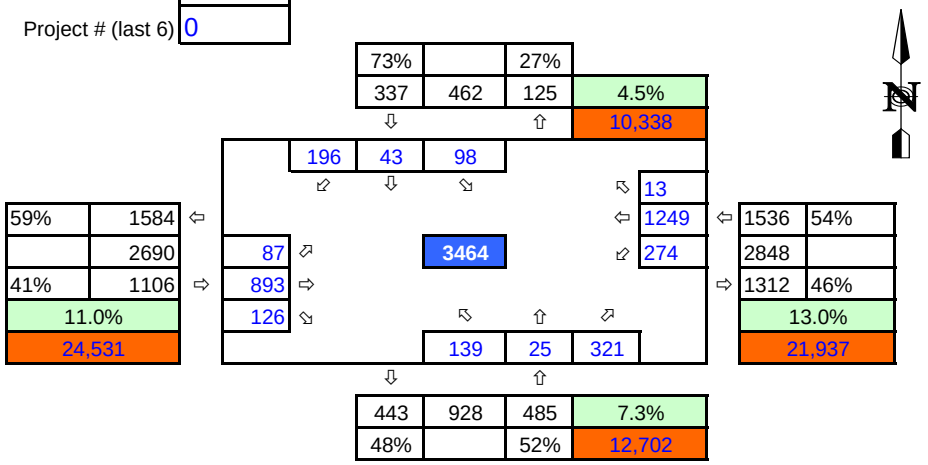



**LEGEND**

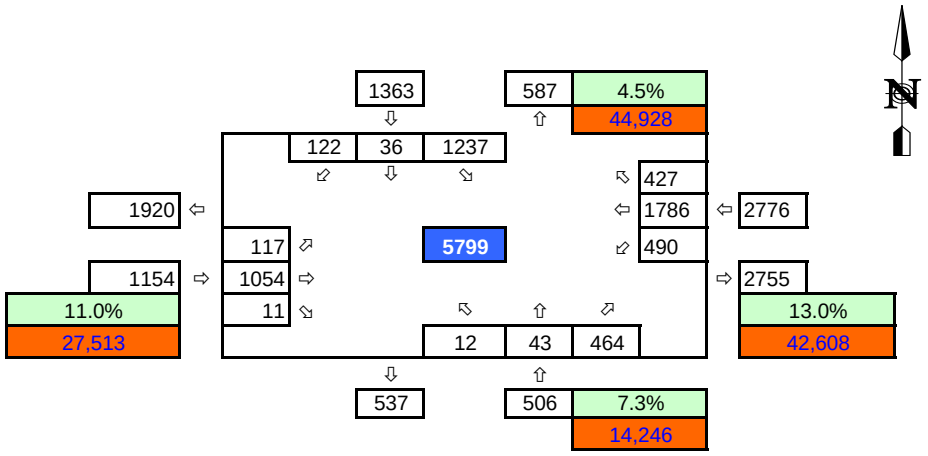
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

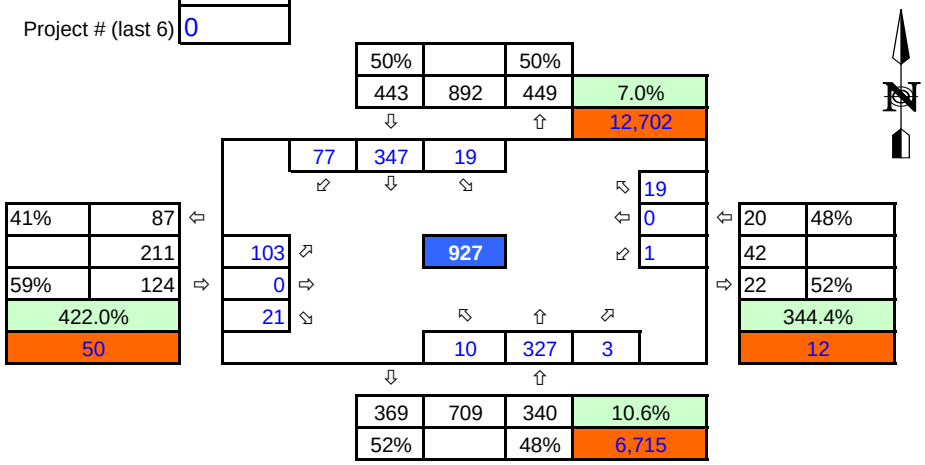



**LEGEND**

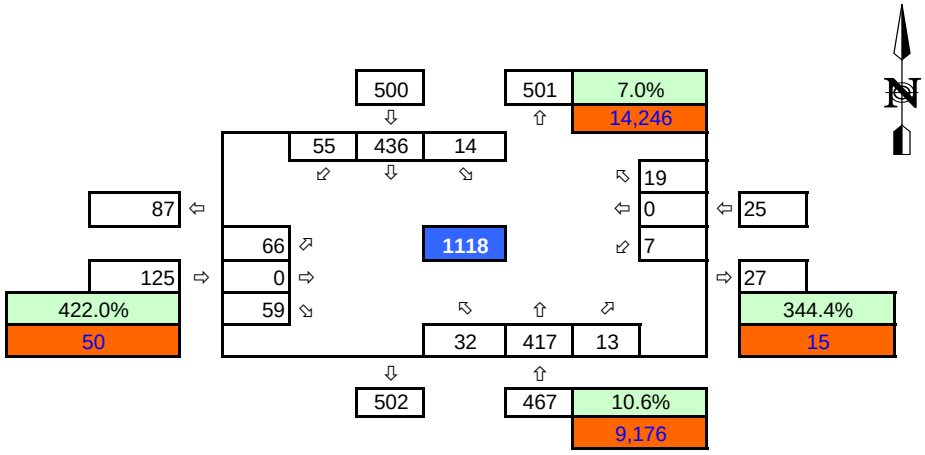
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

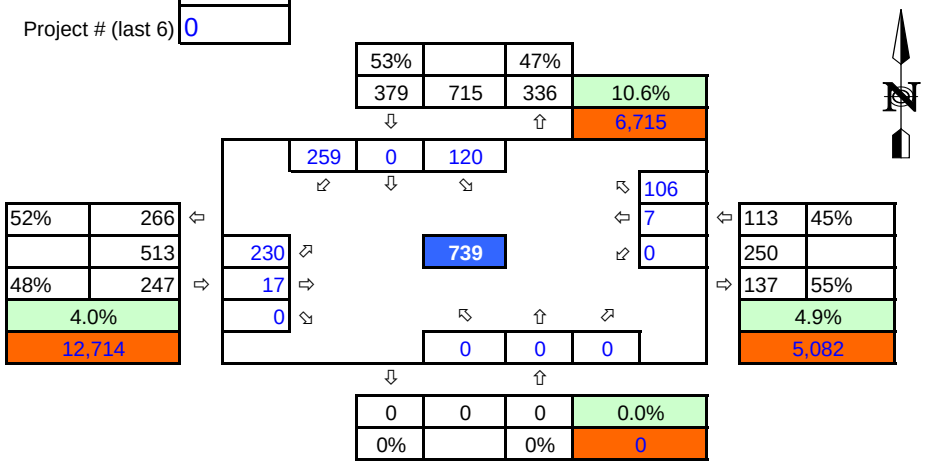



**LEGEND**

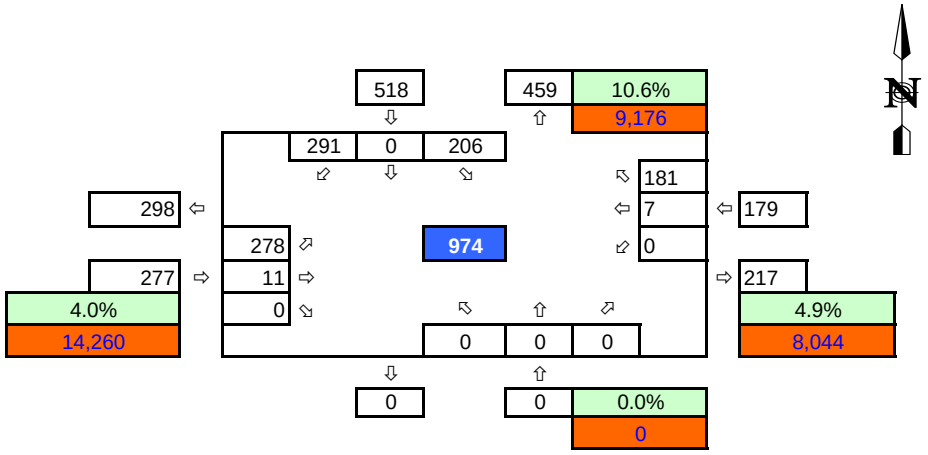
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

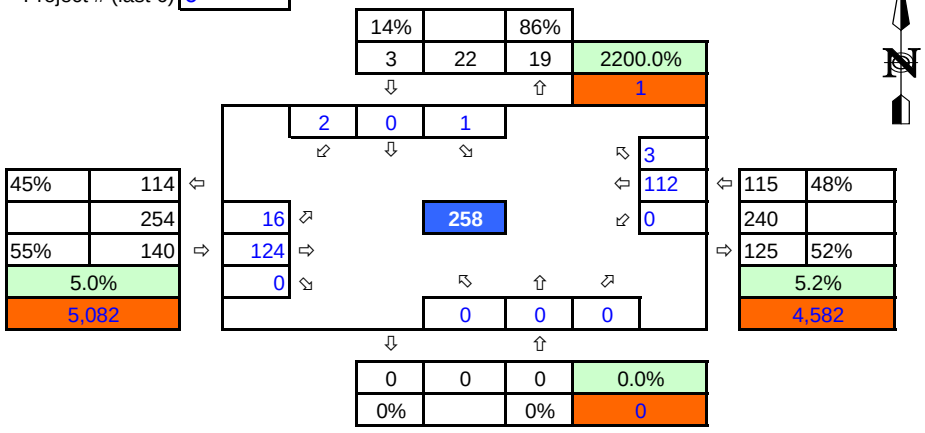



**LEGEND**

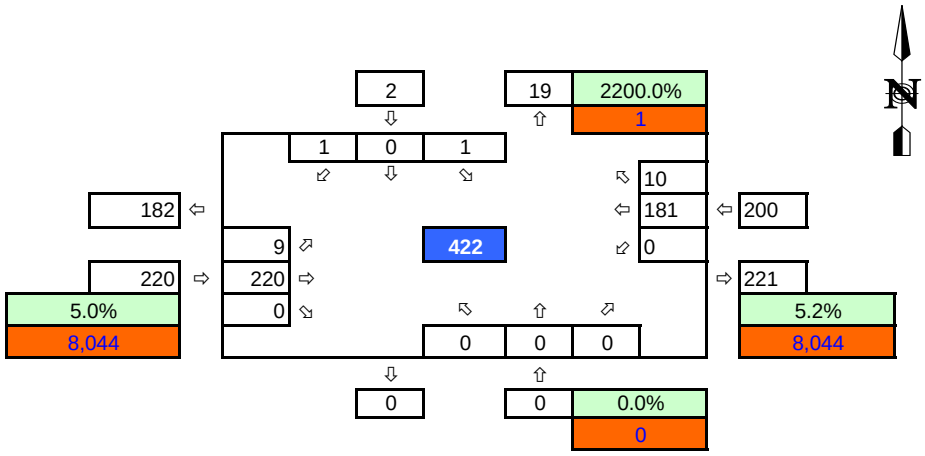
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

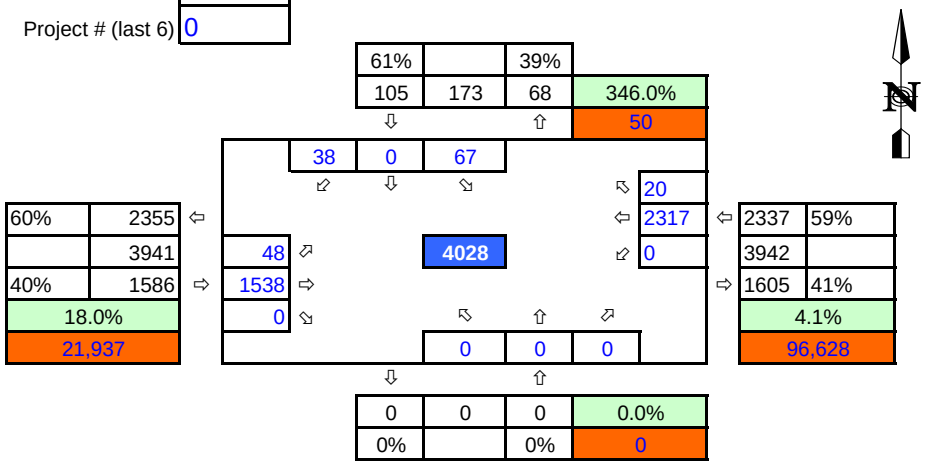



**LEGEND**

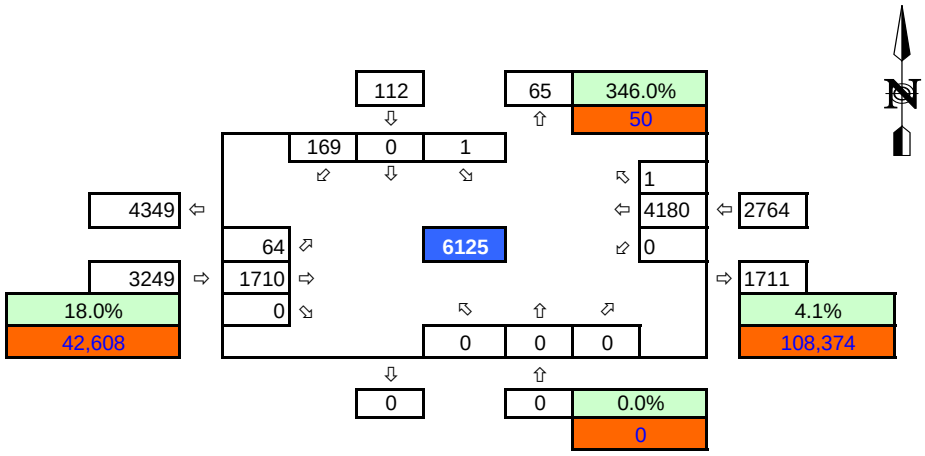
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

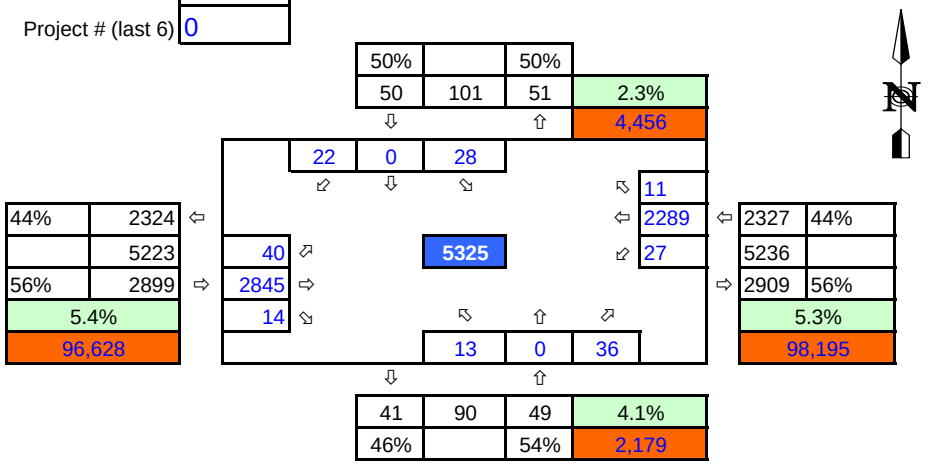



**LEGEND**

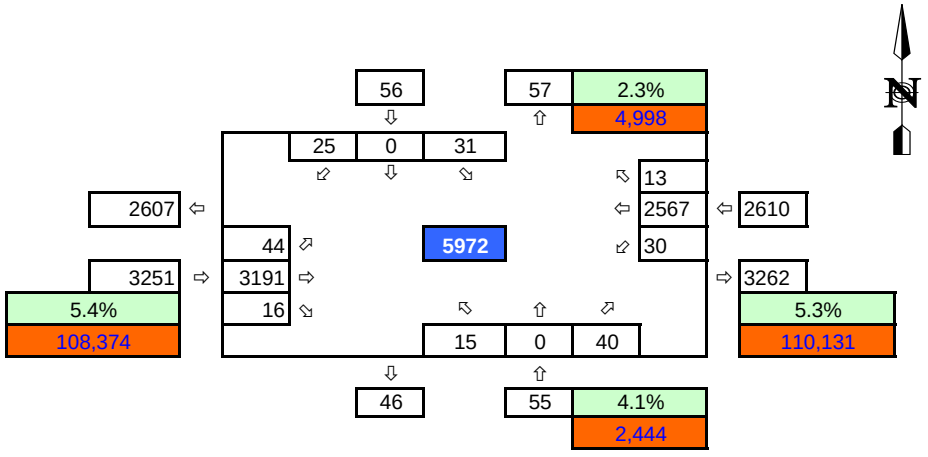
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

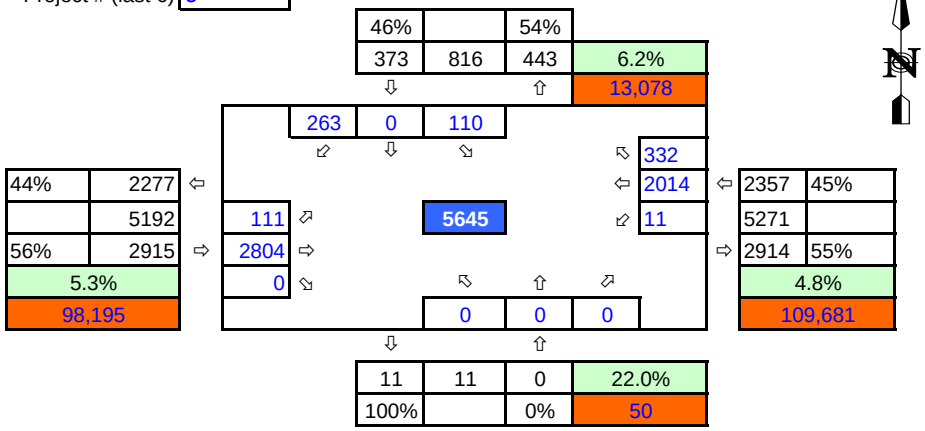



**LEGEND**

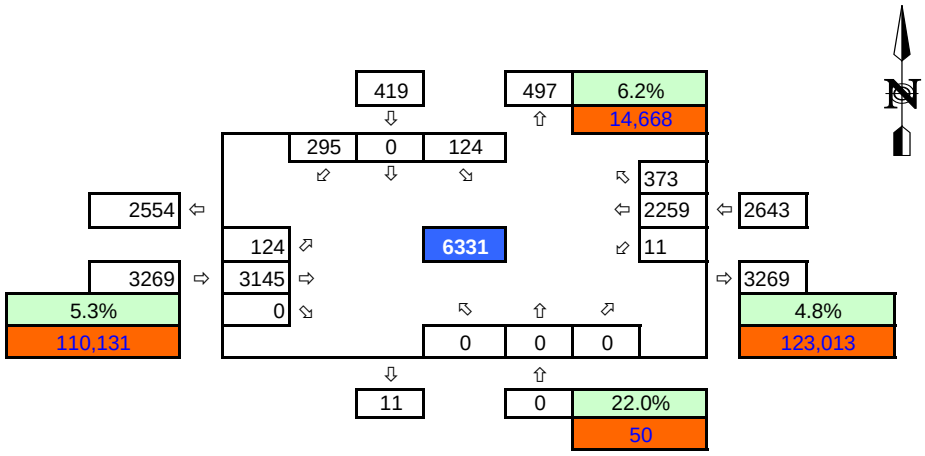
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

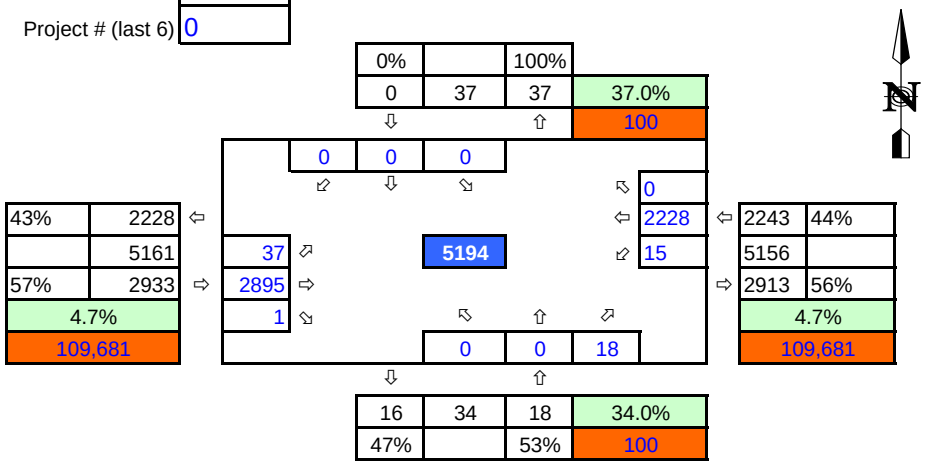



**LEGEND**

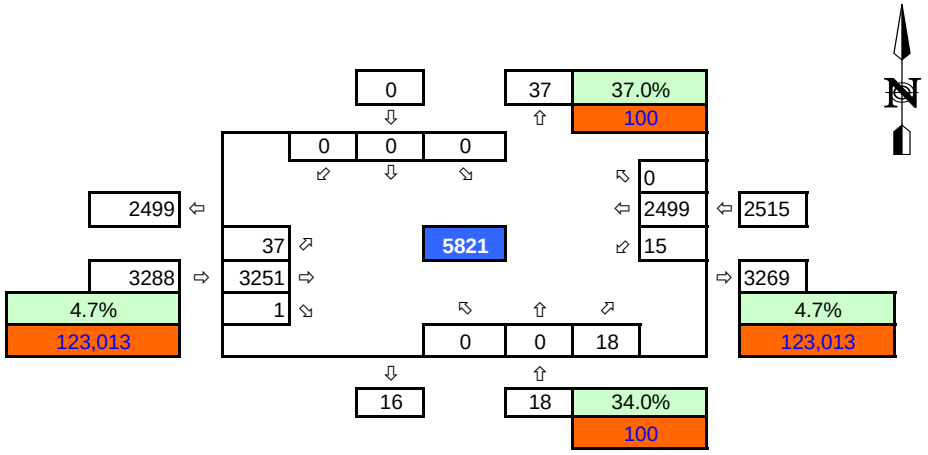
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

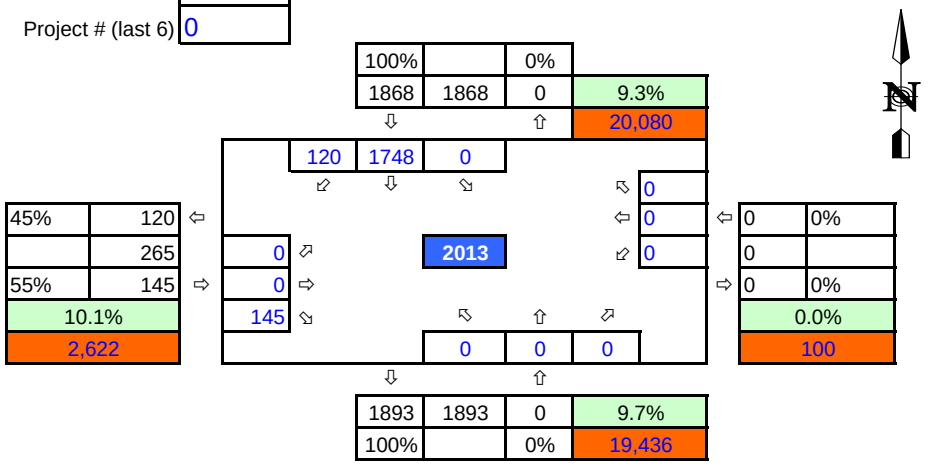



**LEGEND**

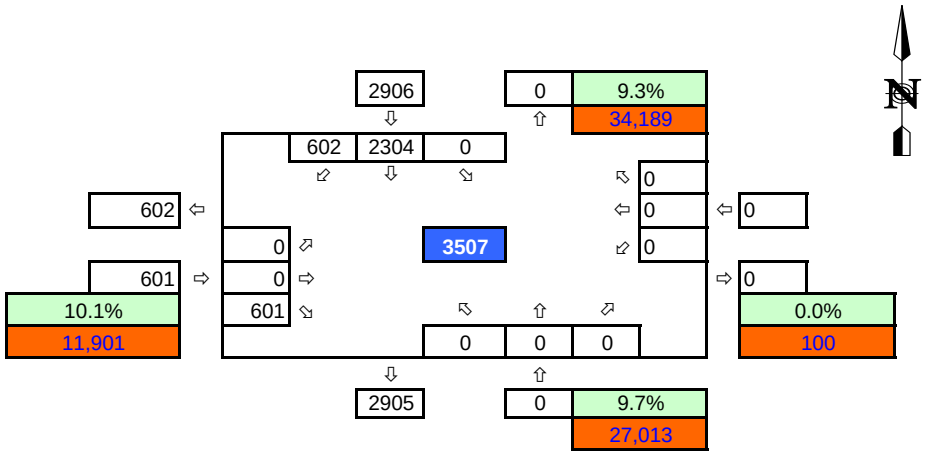
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

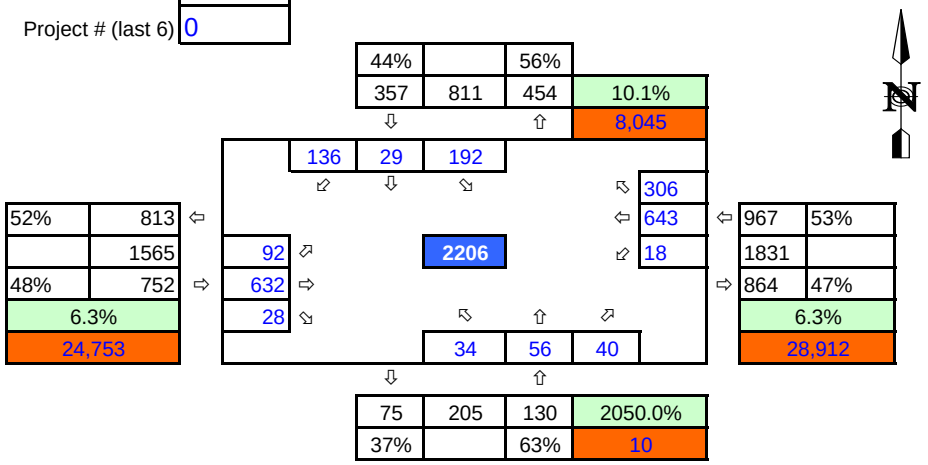



**LEGEND**

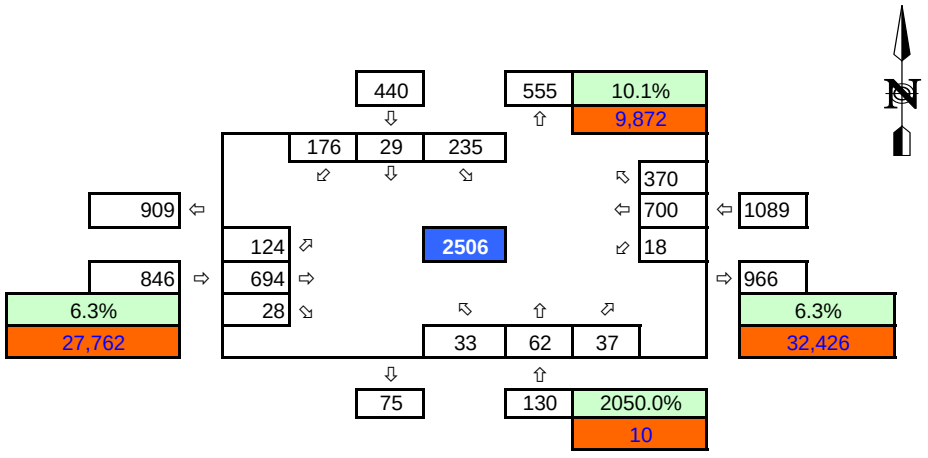
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

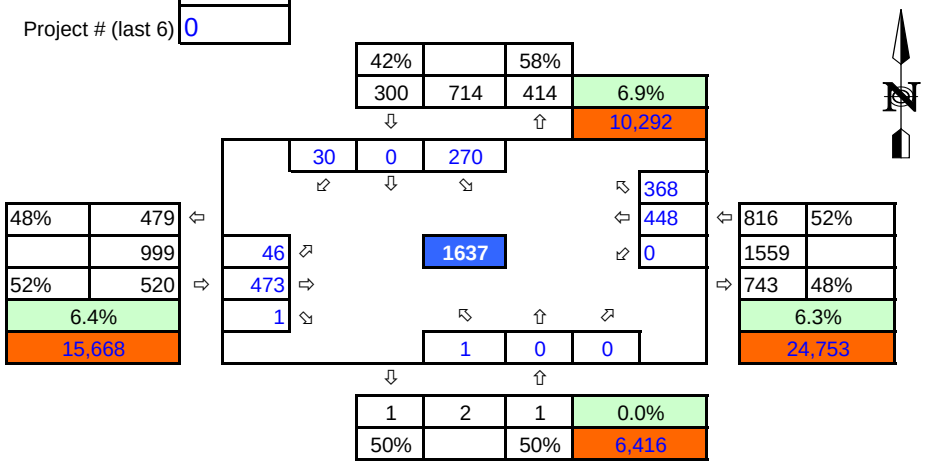



**LEGEND**

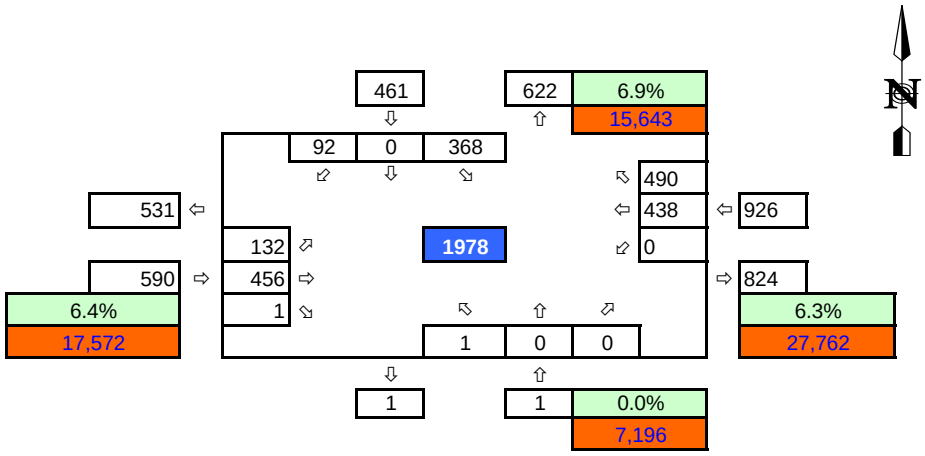
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

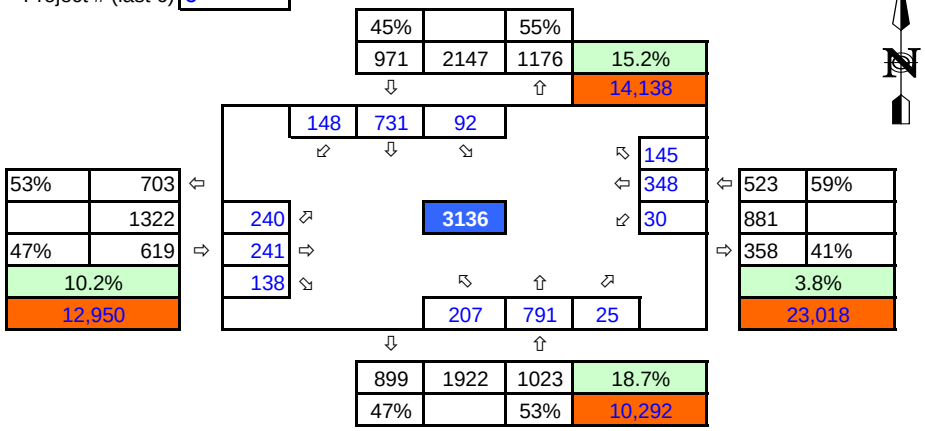



**LEGEND**

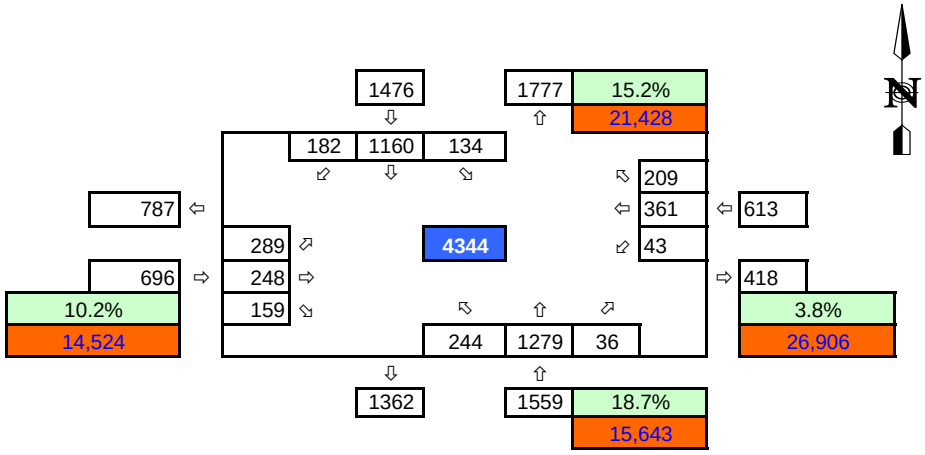
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2035 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

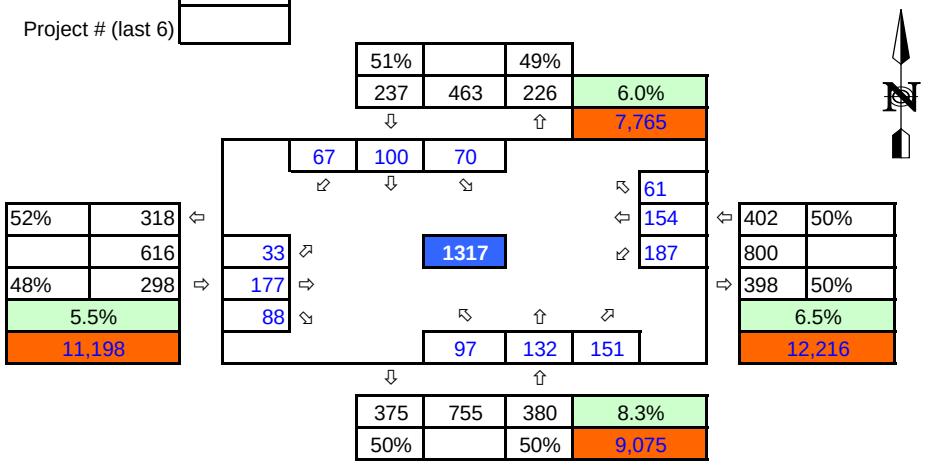



**LEGEND**

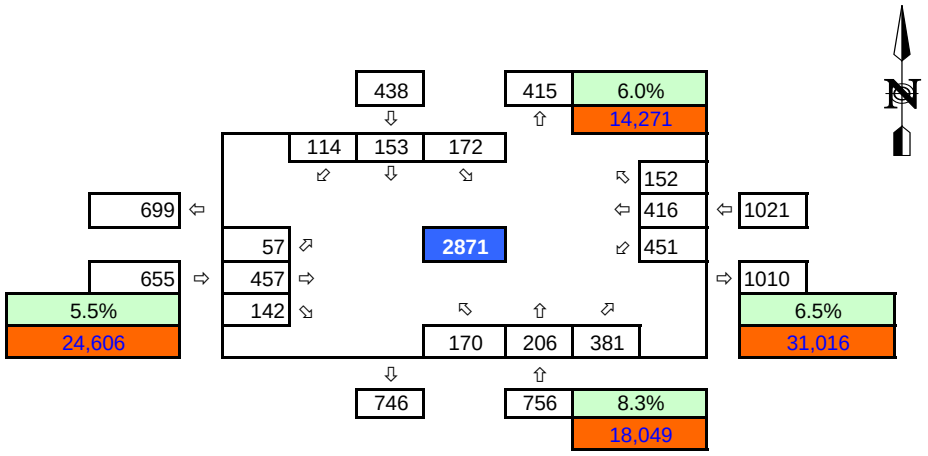
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

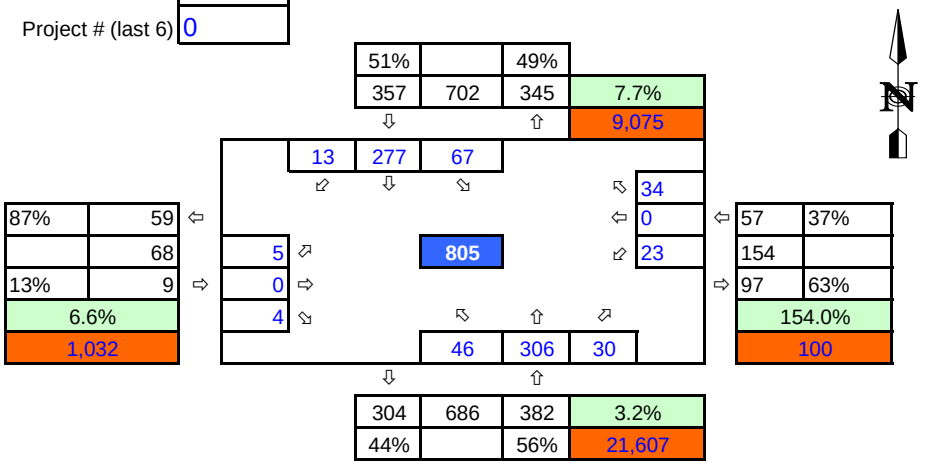



**LEGEND**

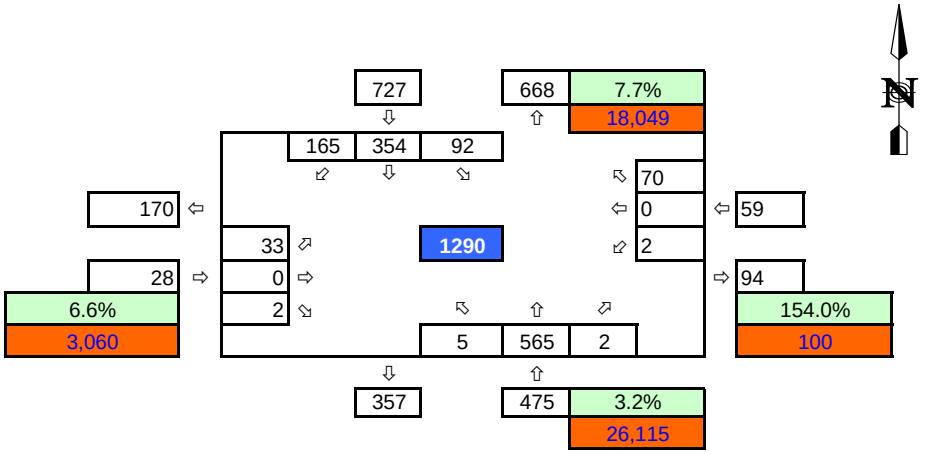
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

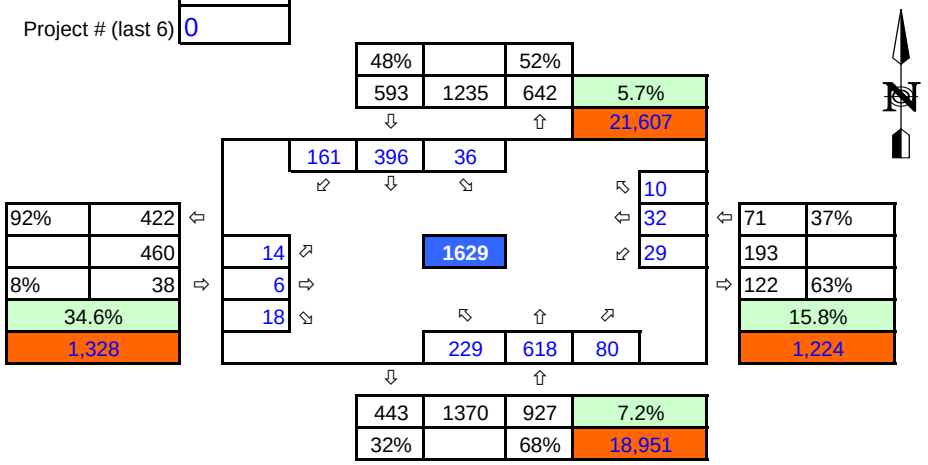



**LEGEND**

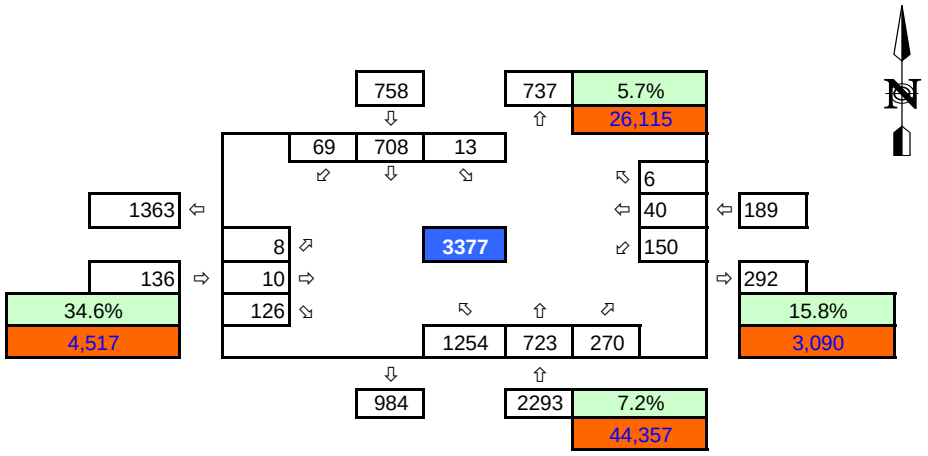
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

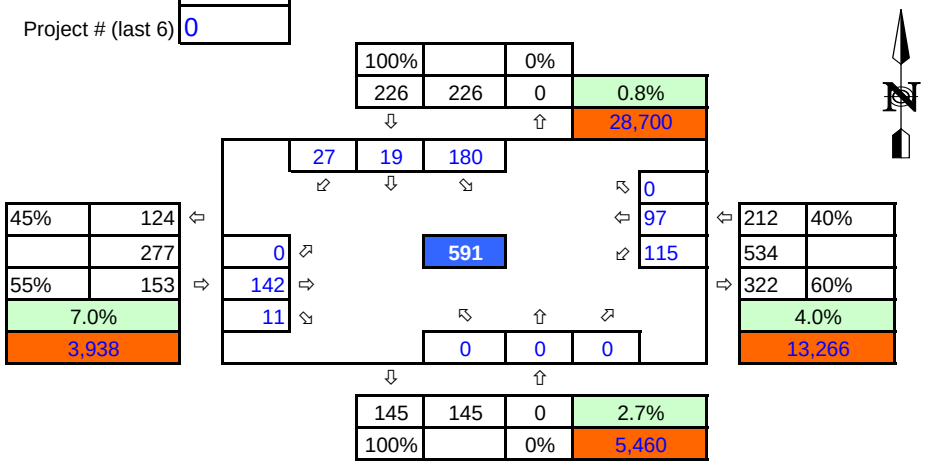



**LEGEND**

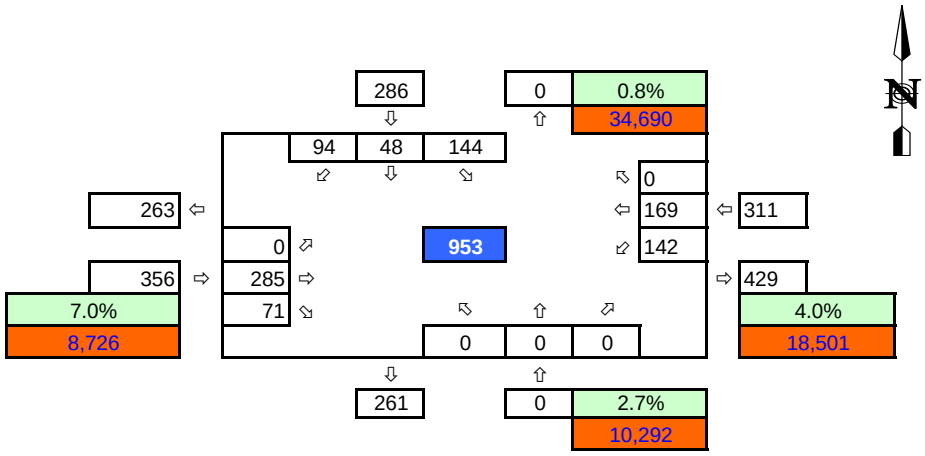
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

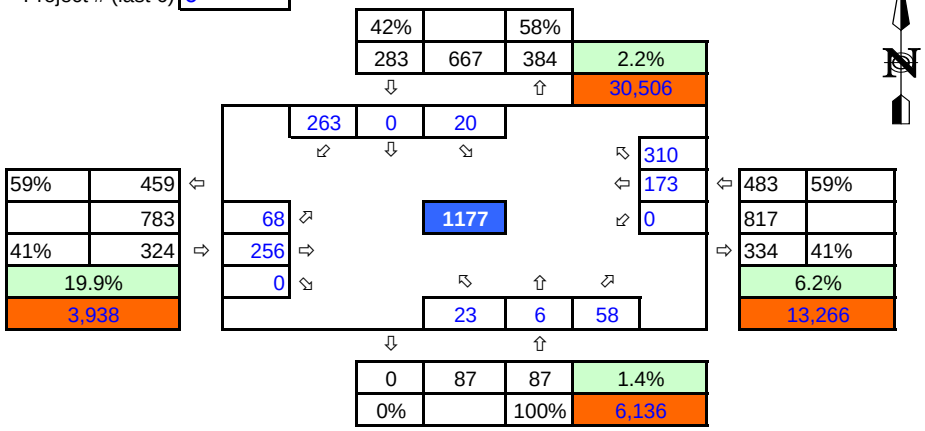



**LEGEND**

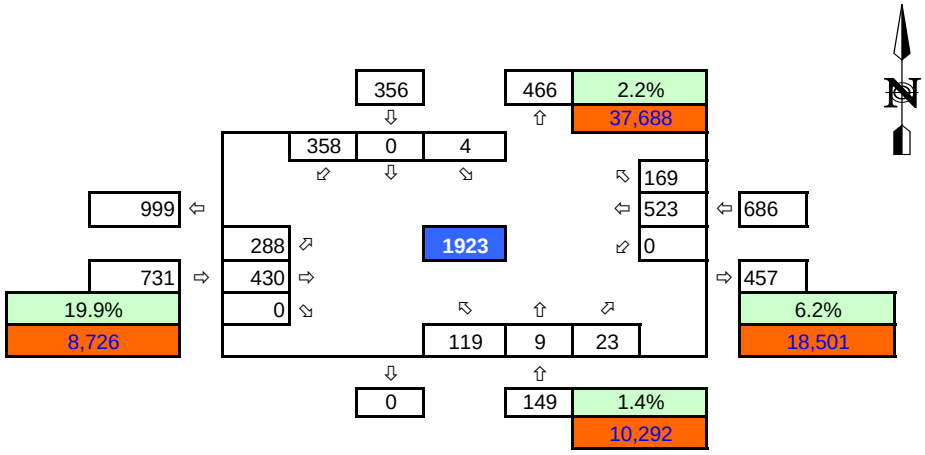
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

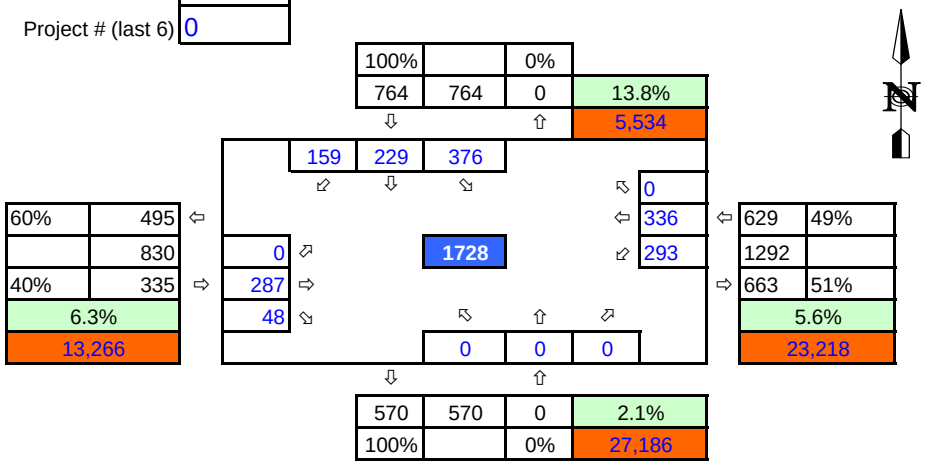



**LEGEND**

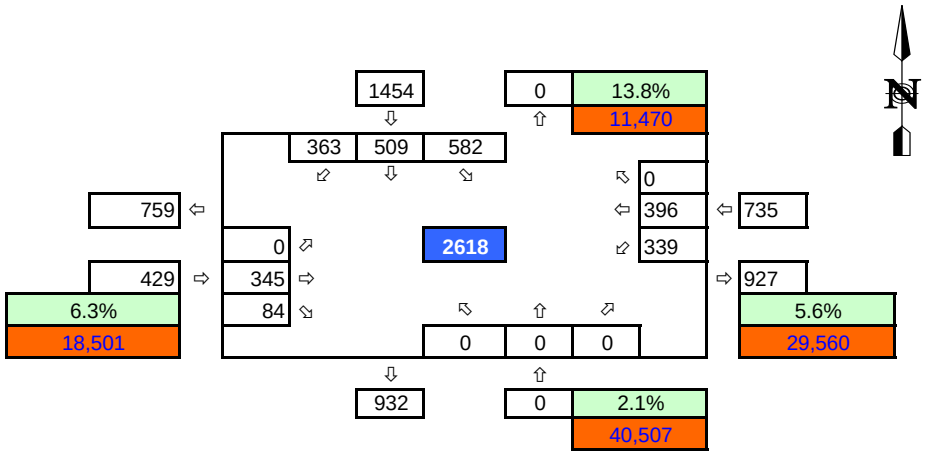
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

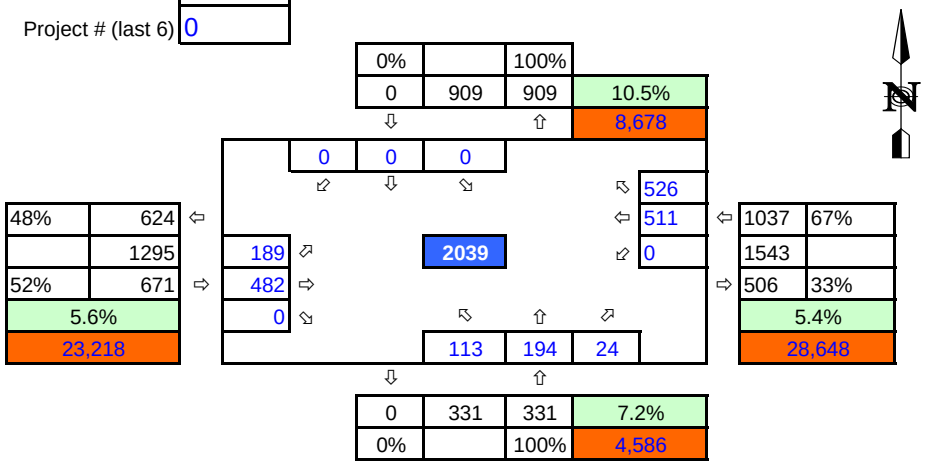



**LEGEND**

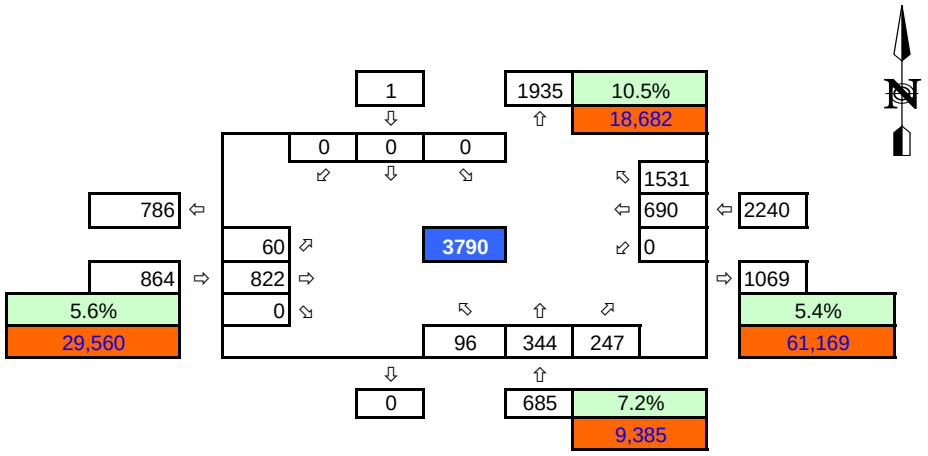
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

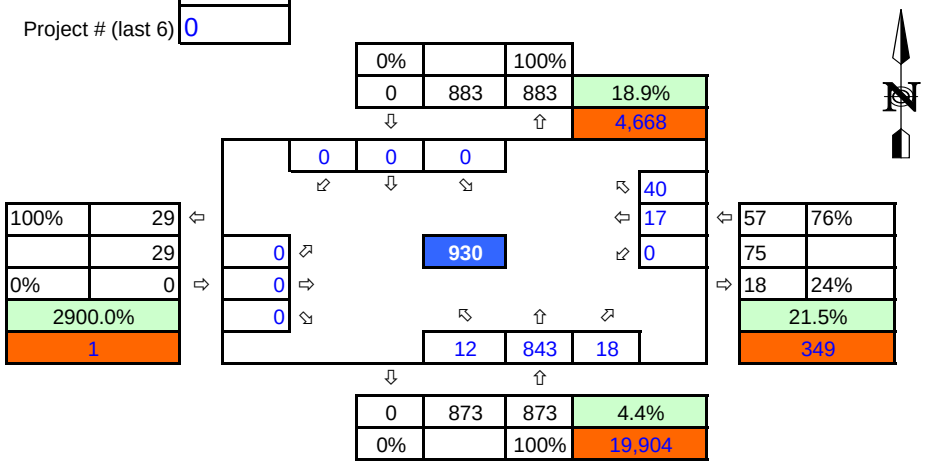



**LEGEND**

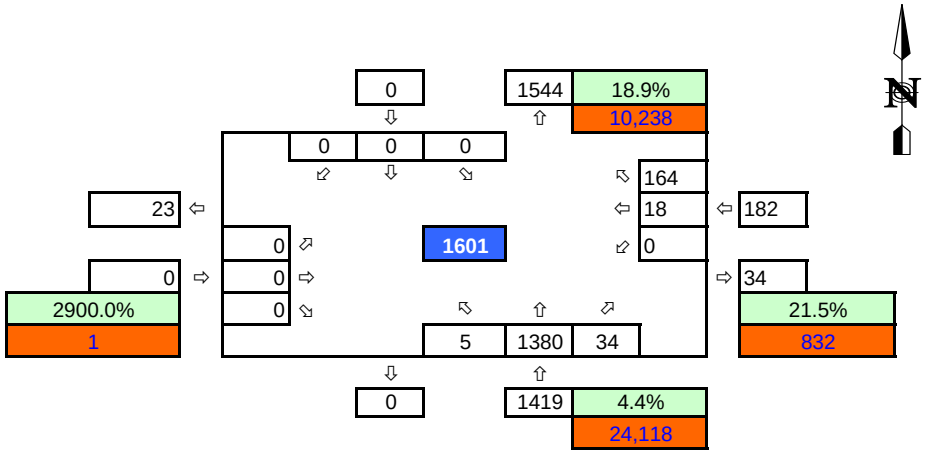
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

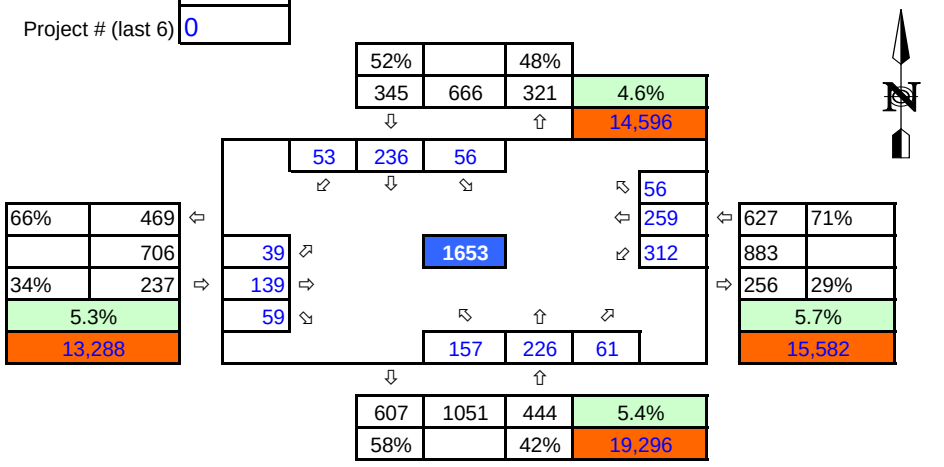



**LEGEND**

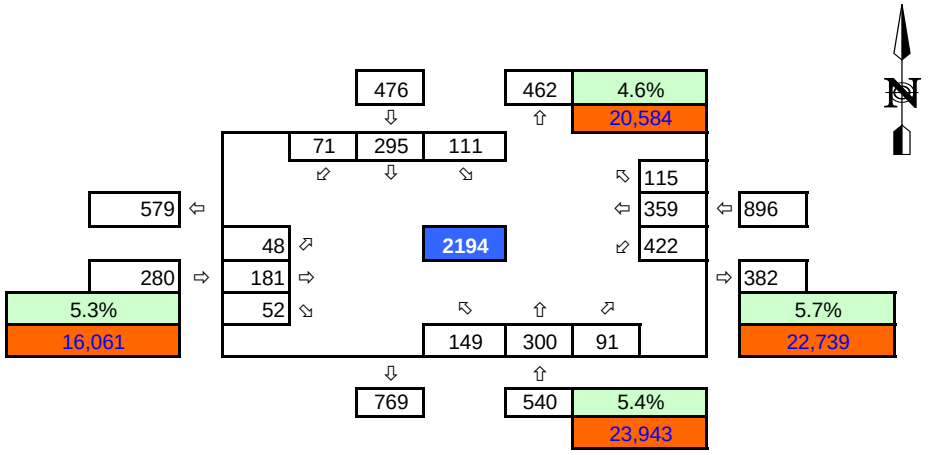
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

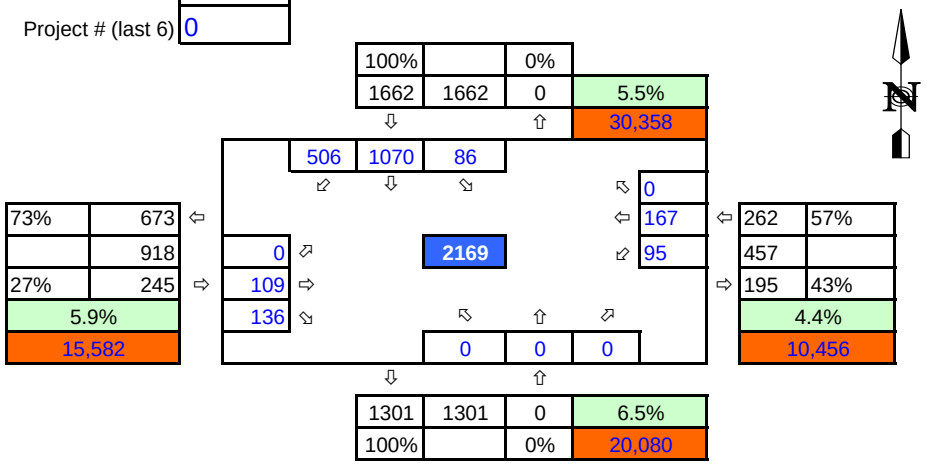



**LEGEND**

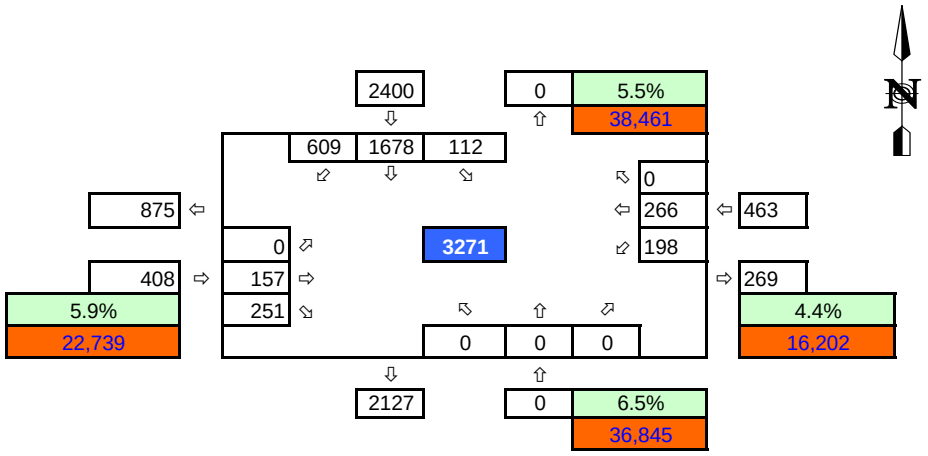
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

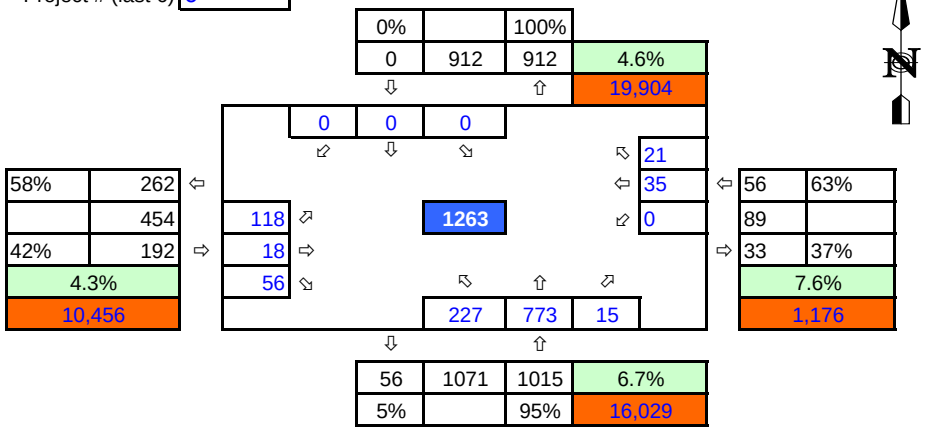



**LEGEND**

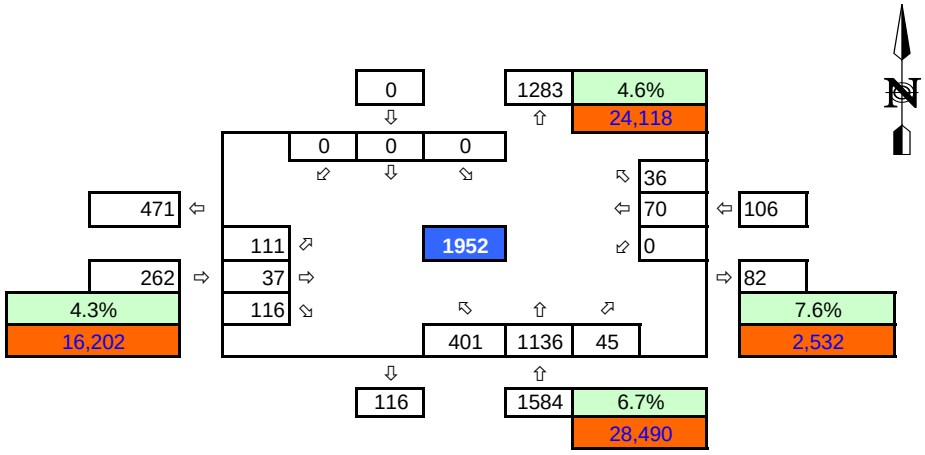
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

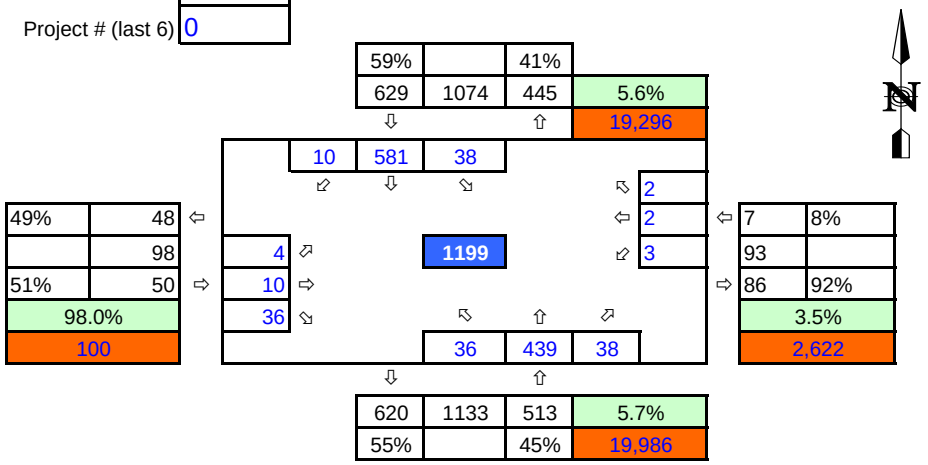



**LEGEND**

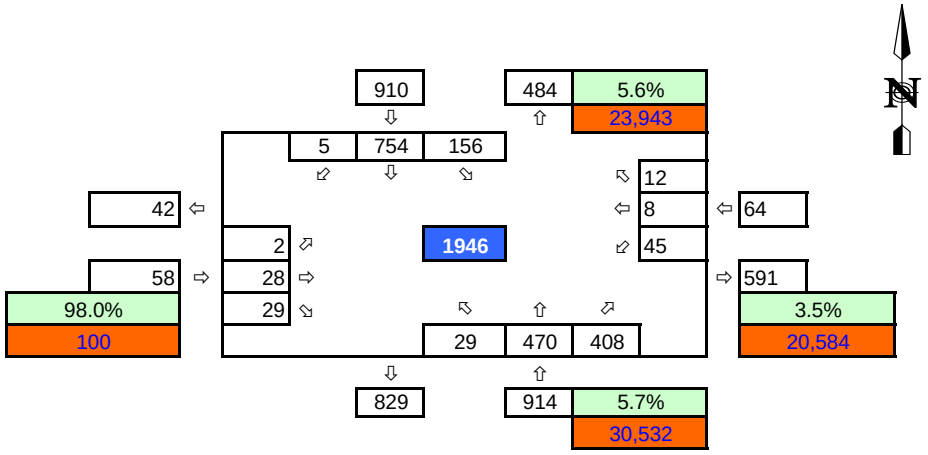
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

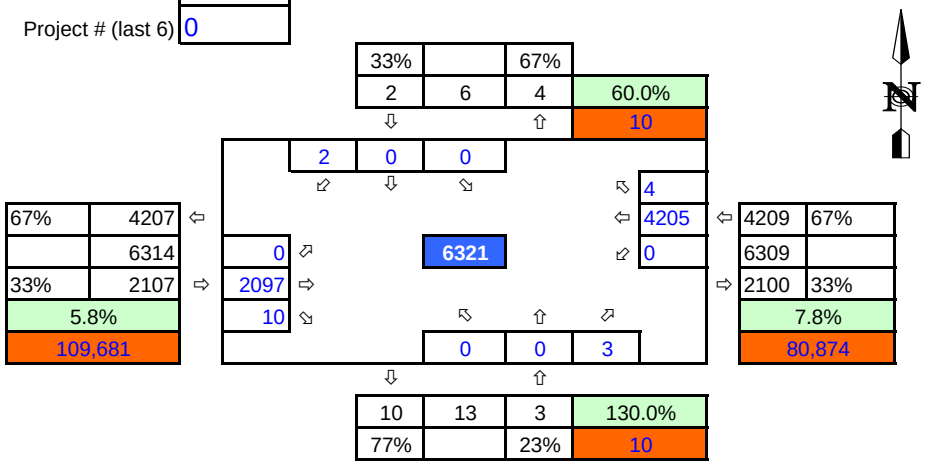



**LEGEND**

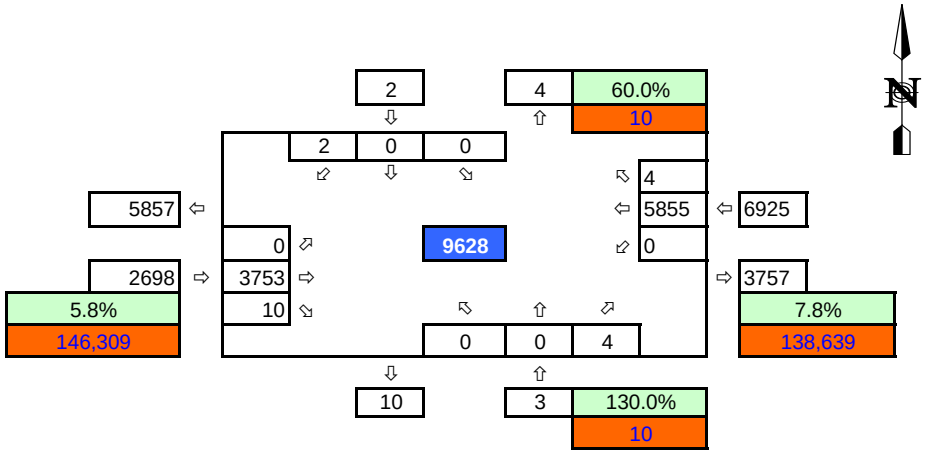
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

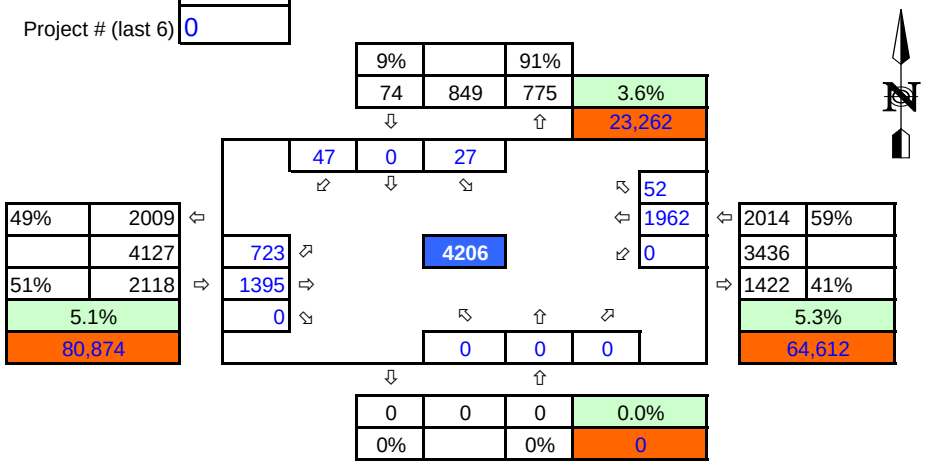



**LEGEND**

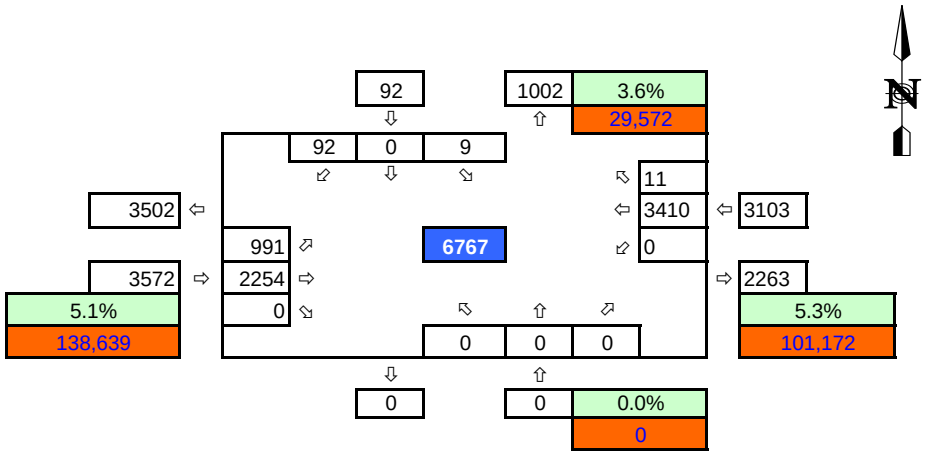
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

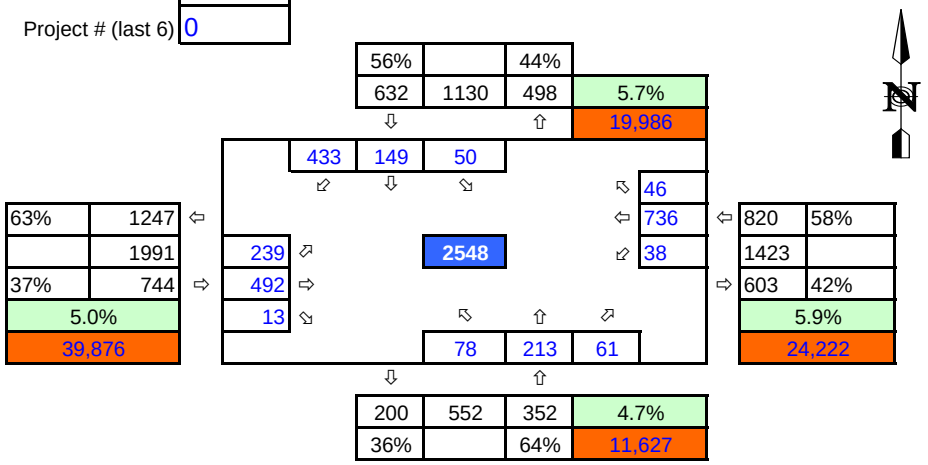



**LEGEND**

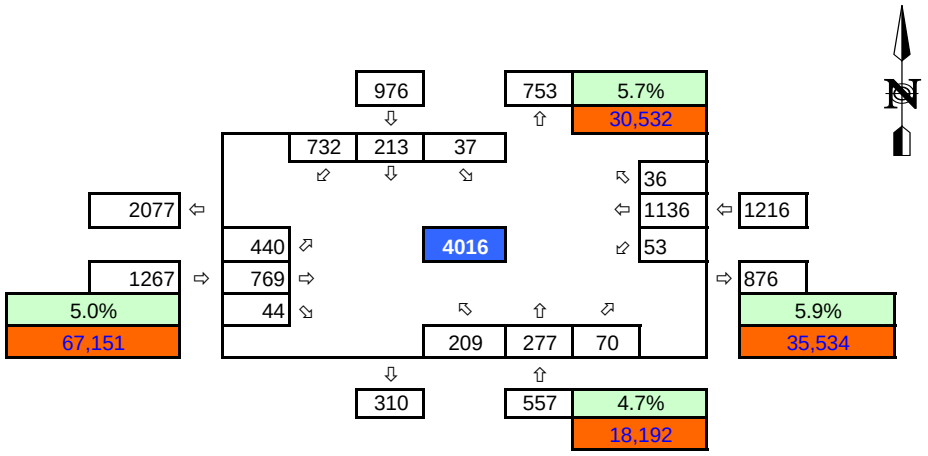
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

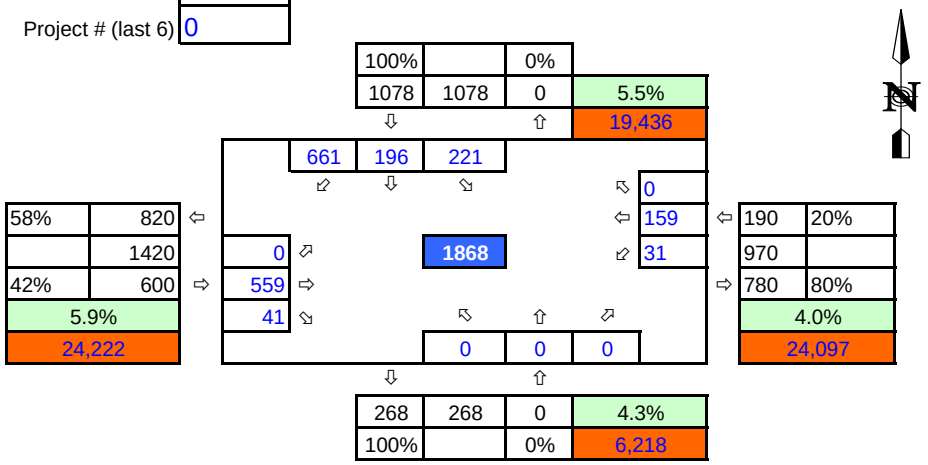



**LEGEND**

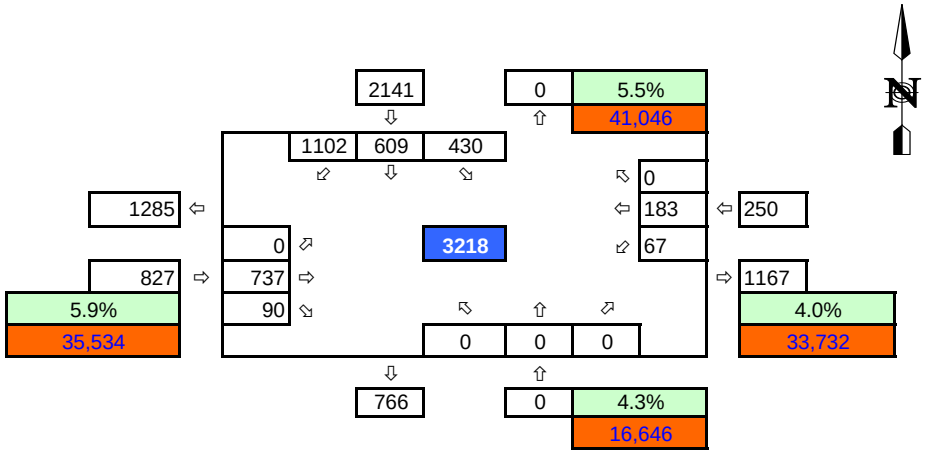
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

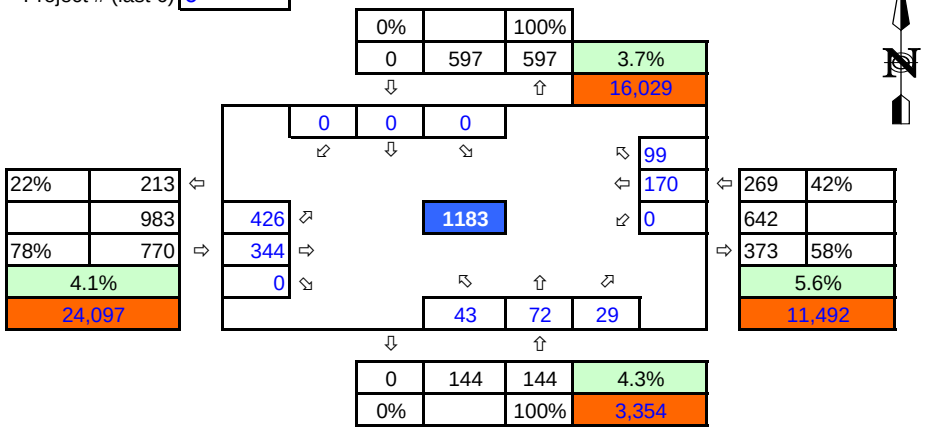



**LEGEND**

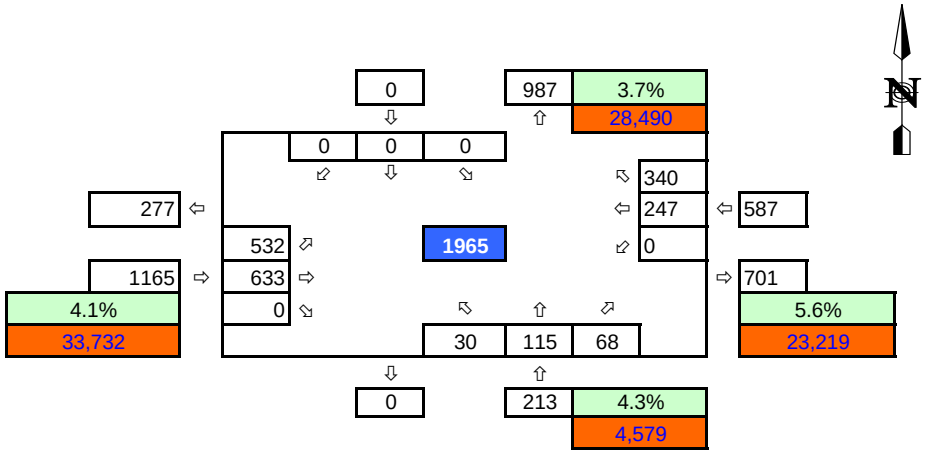
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

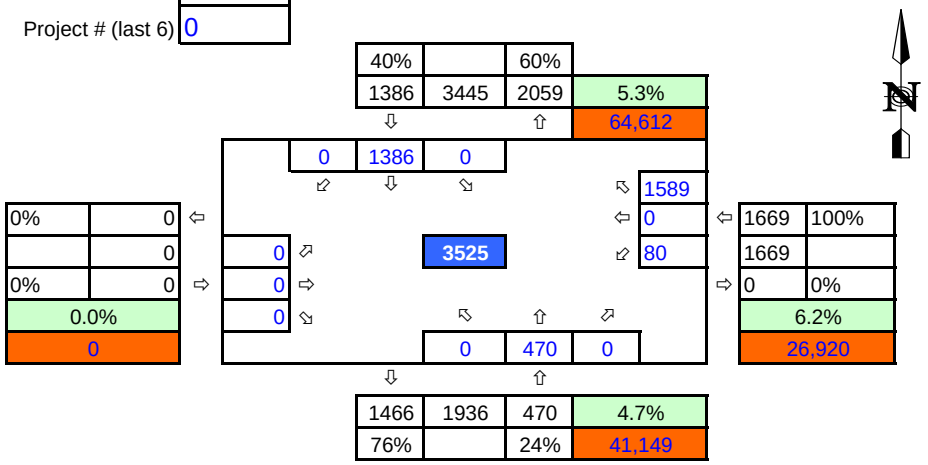



**LEGEND**

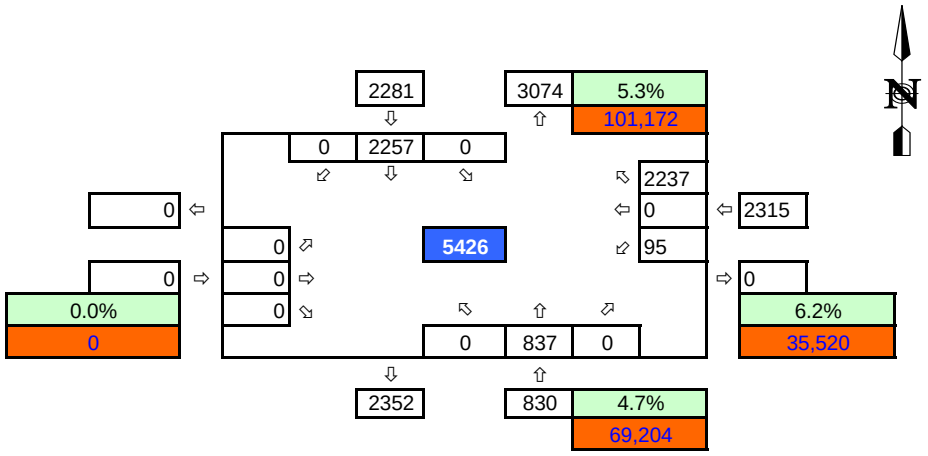
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

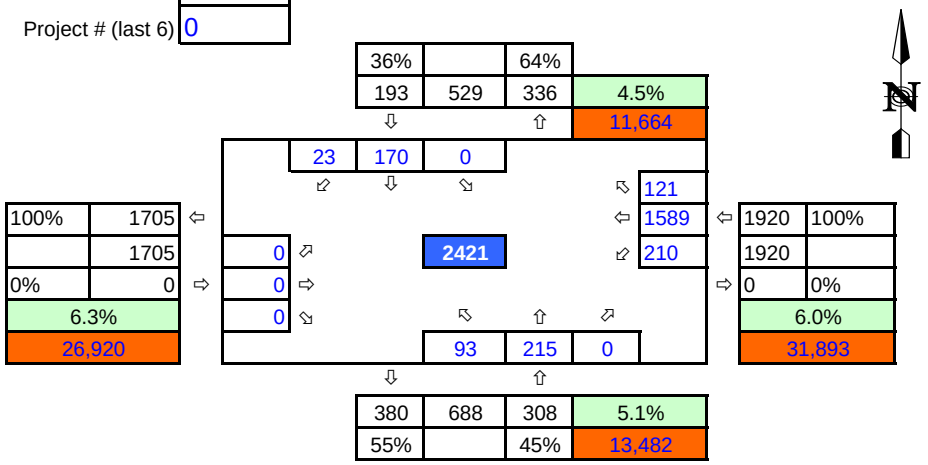



**LEGEND**

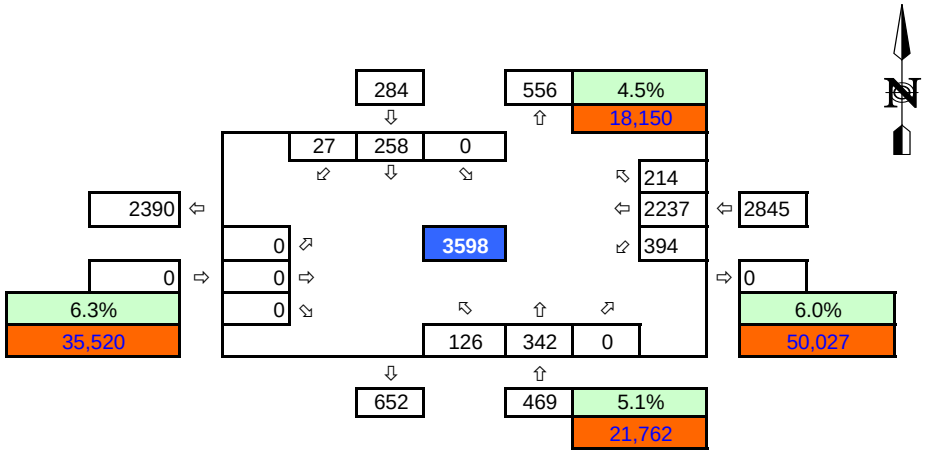
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

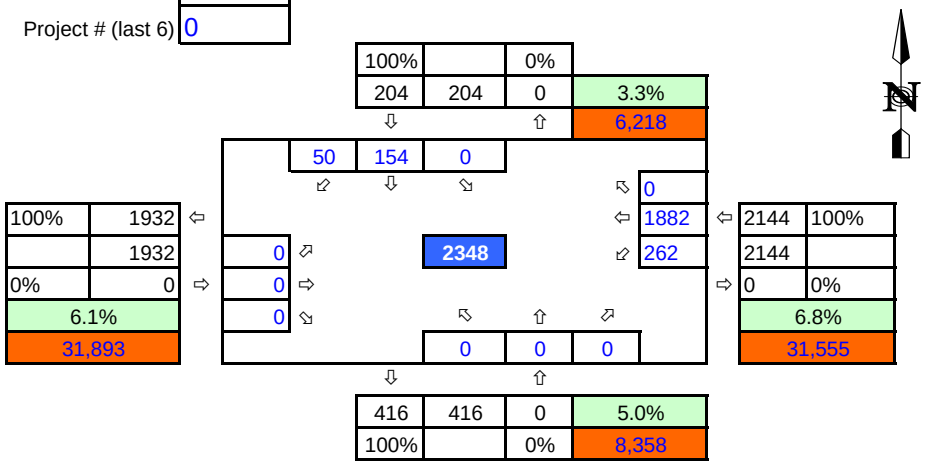



**LEGEND**

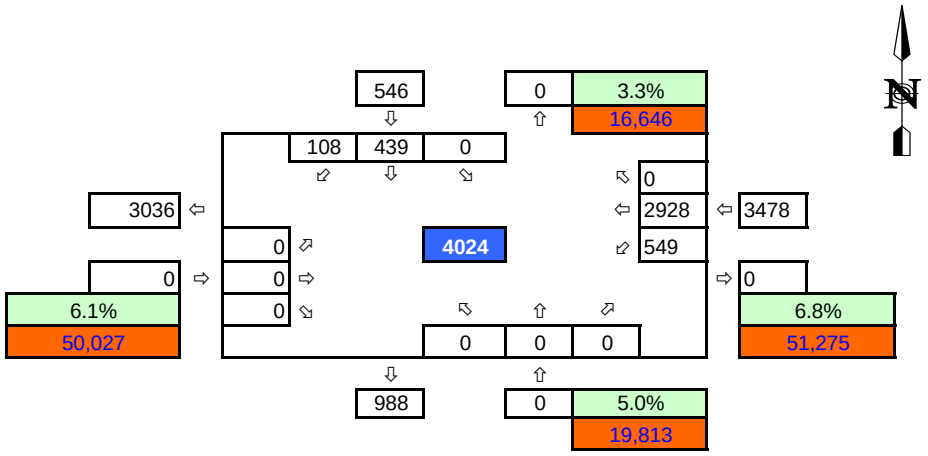
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

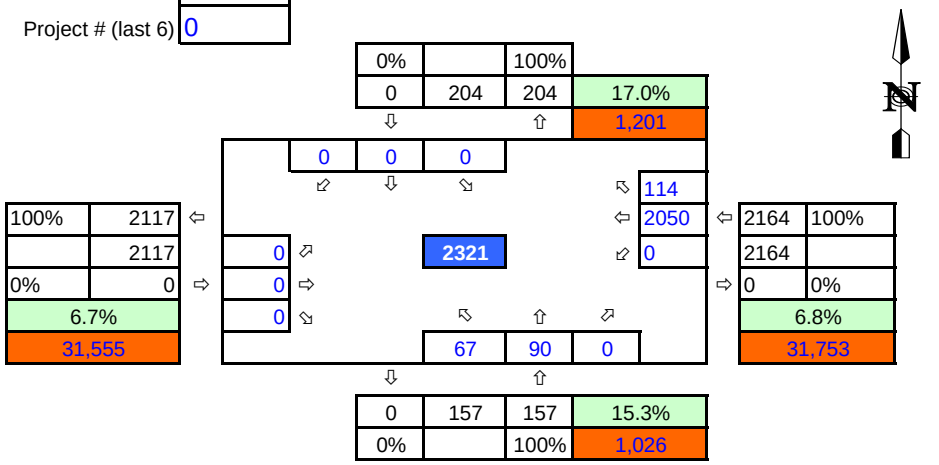



**LEGEND**

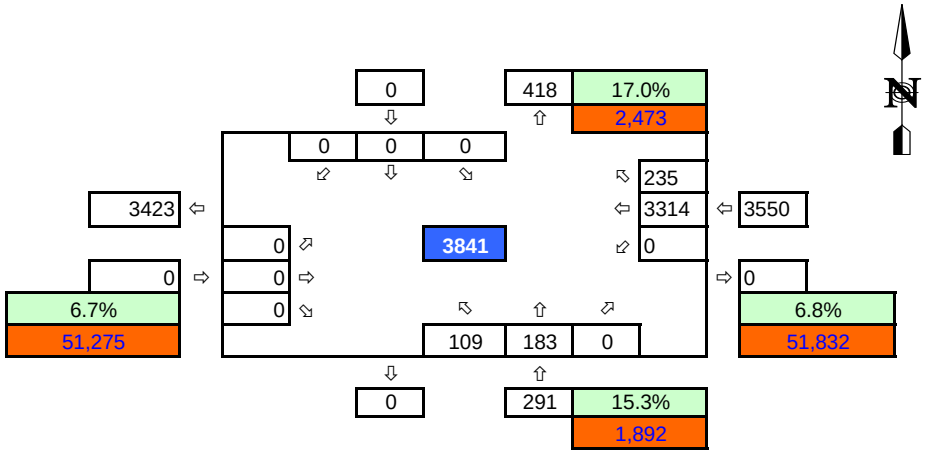
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

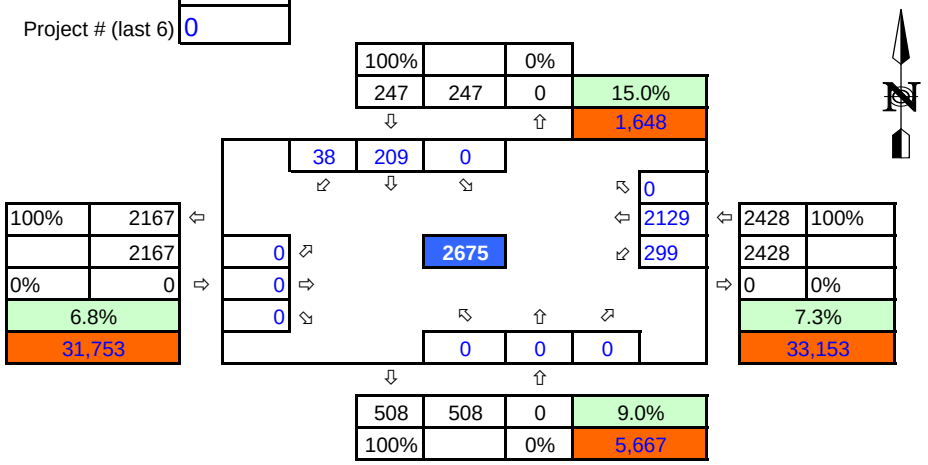



**LEGEND**

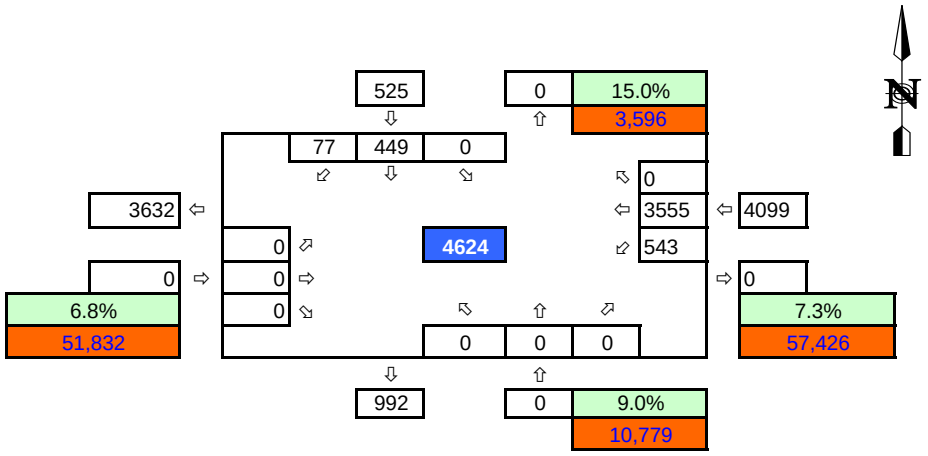
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

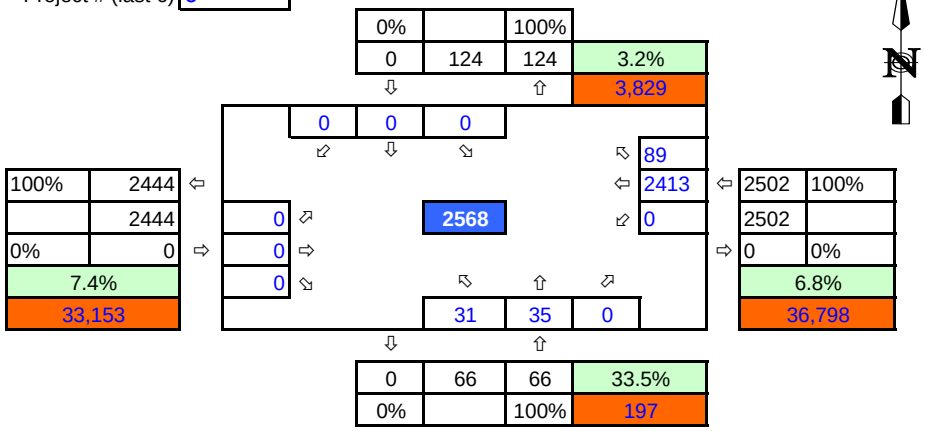



**LEGEND**

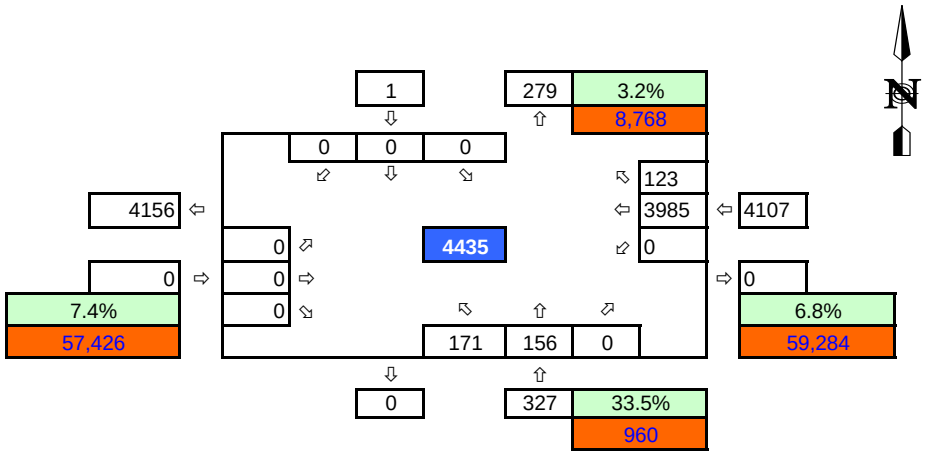
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

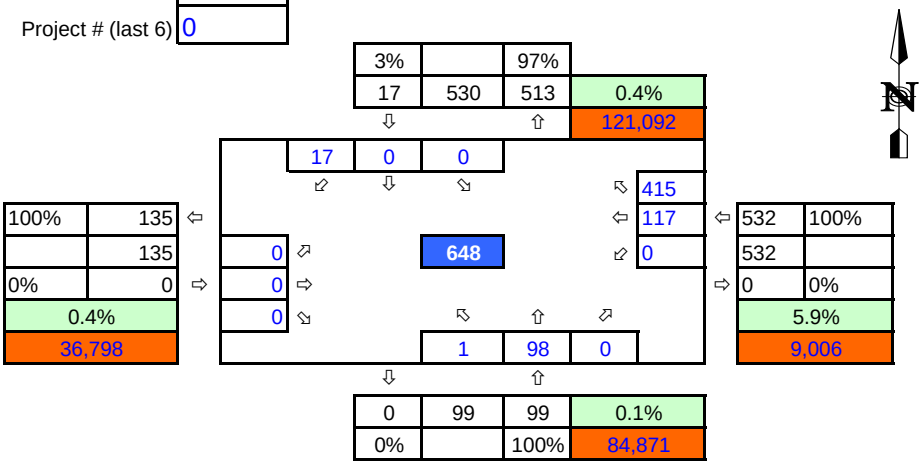



**LEGEND**

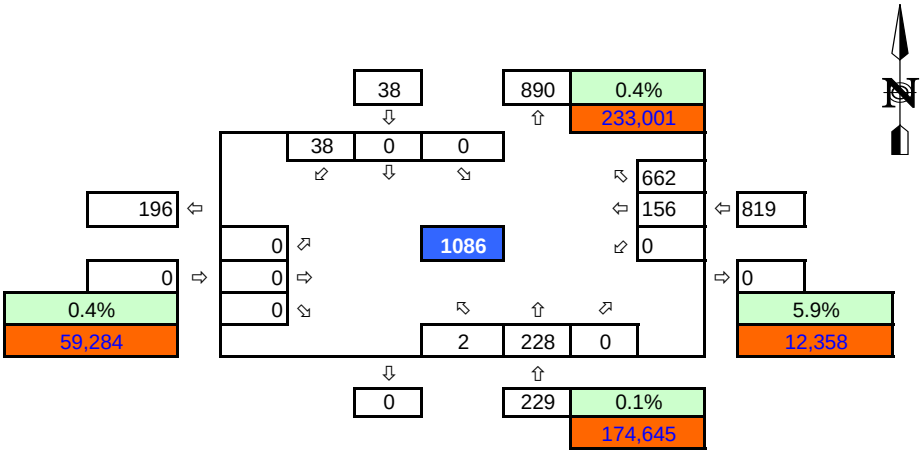
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

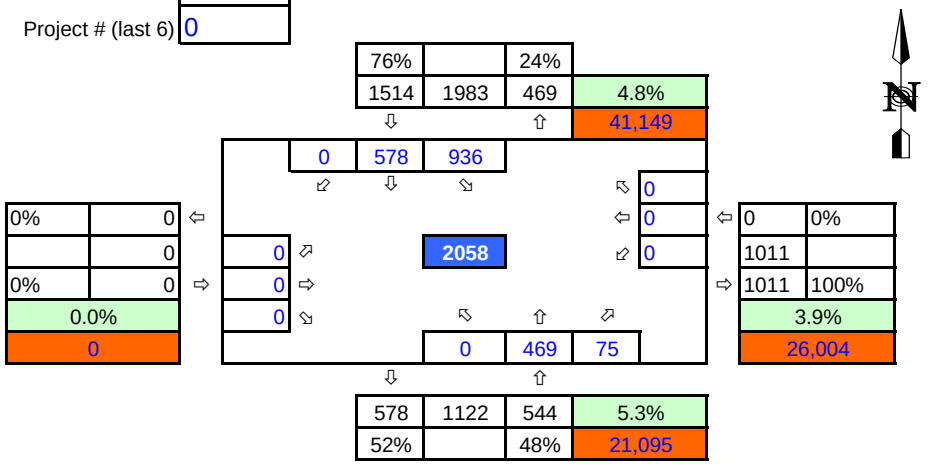



**LEGEND**

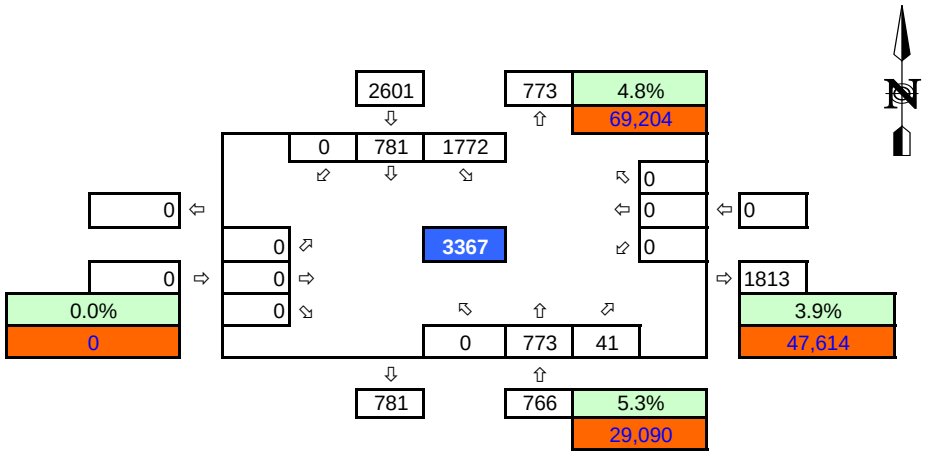
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

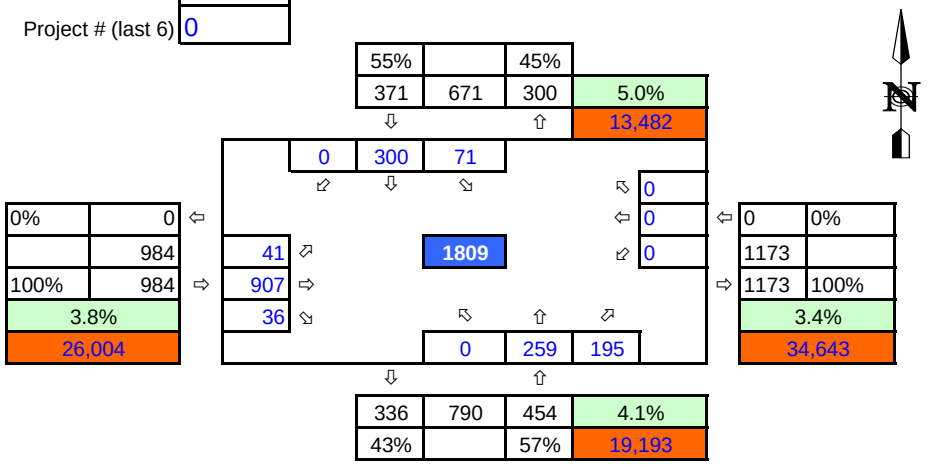



**LEGEND**

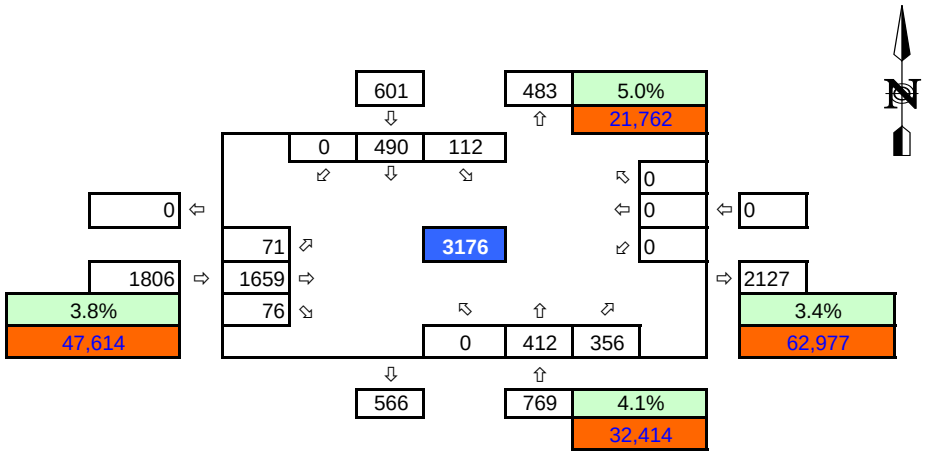
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

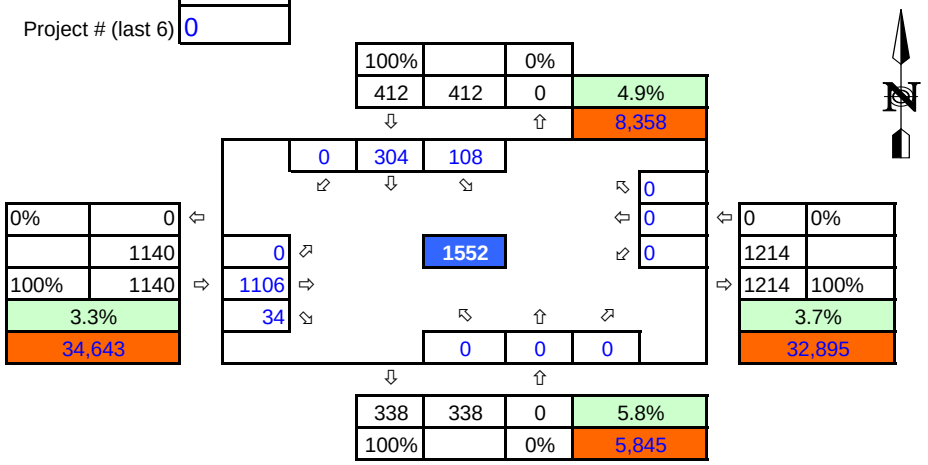



**LEGEND**

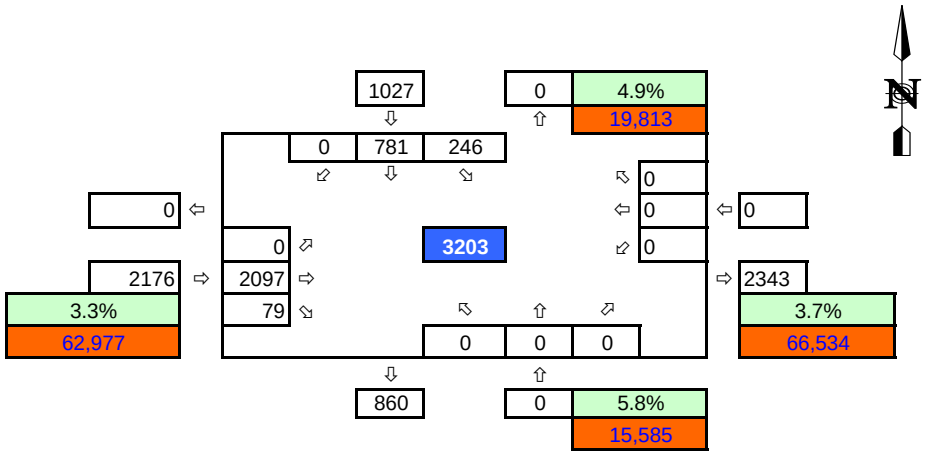
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

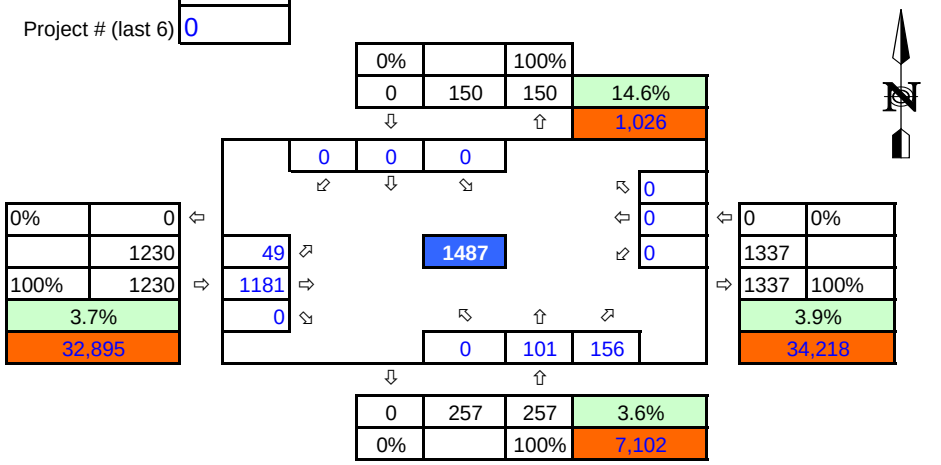



**LEGEND**

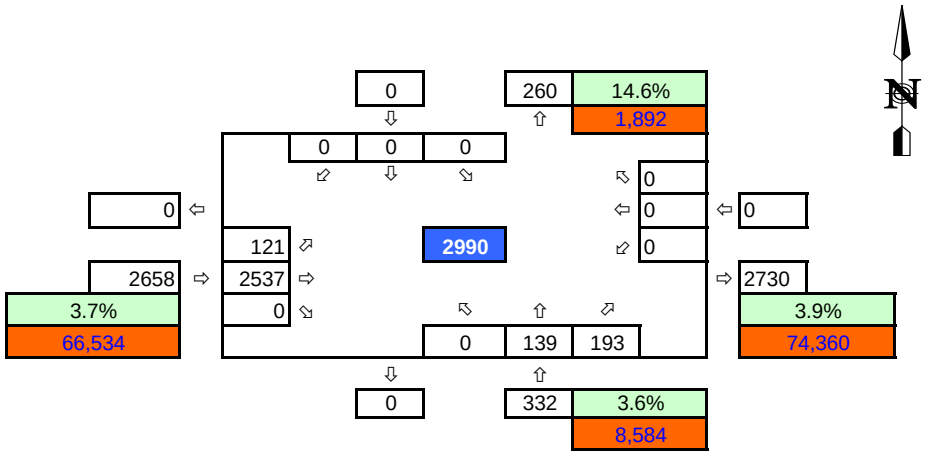
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

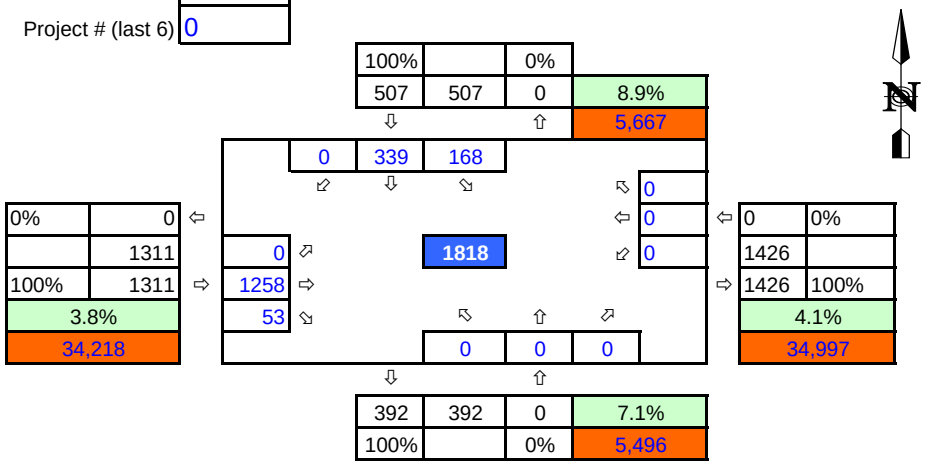



**LEGEND**

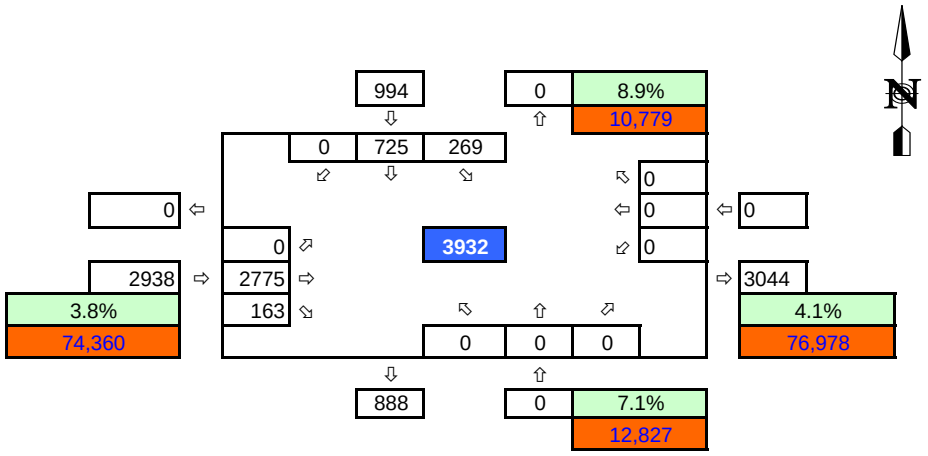
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

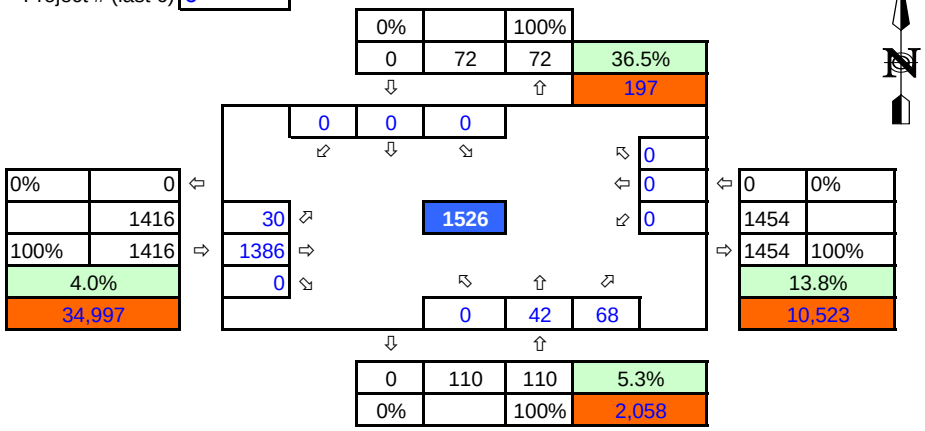



**LEGEND**

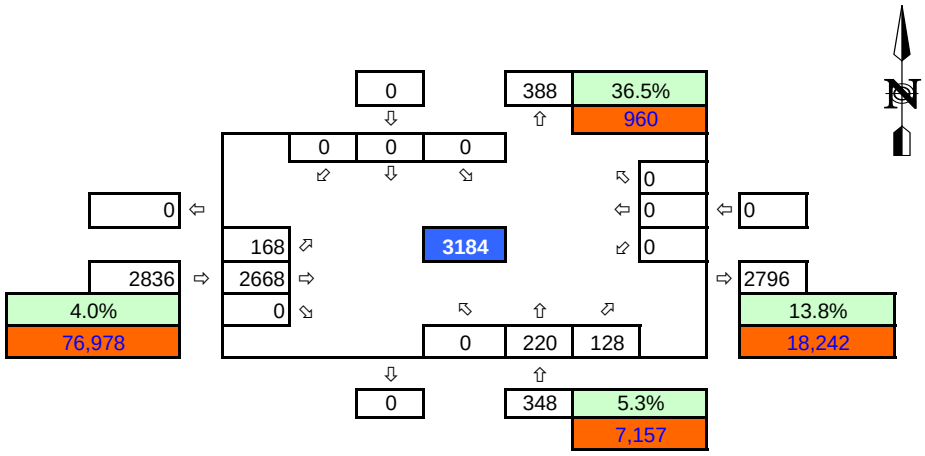
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

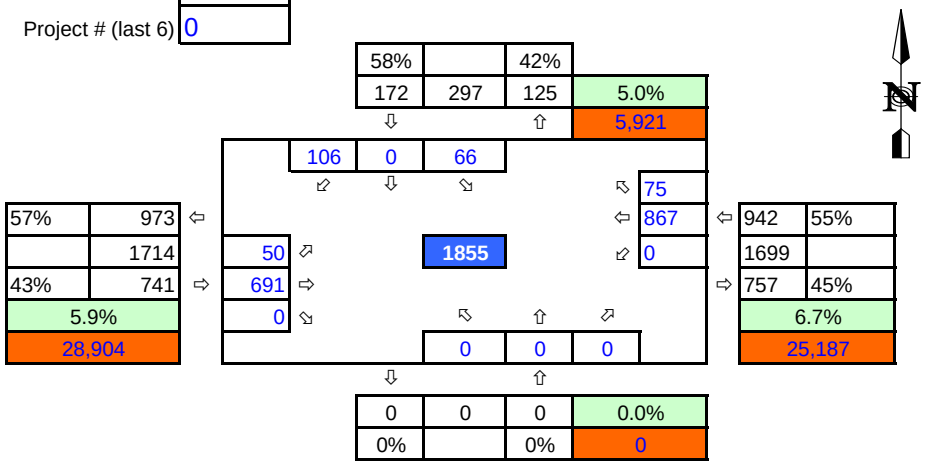



**LEGEND**

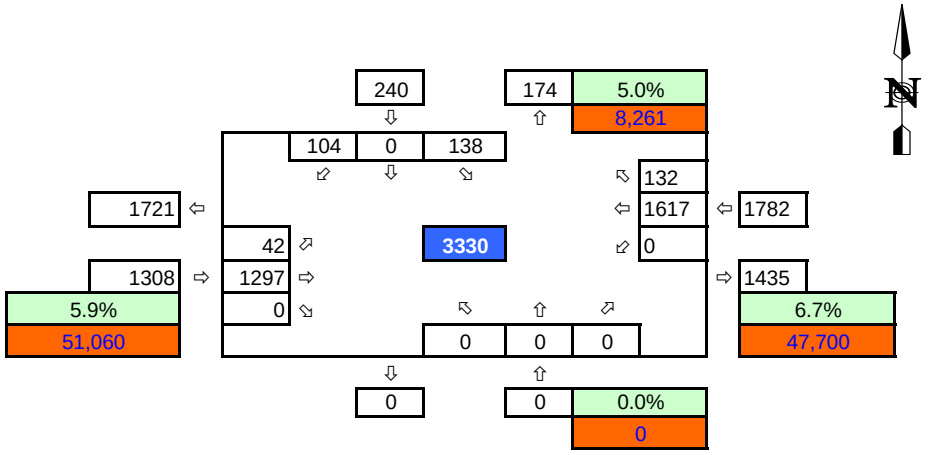
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

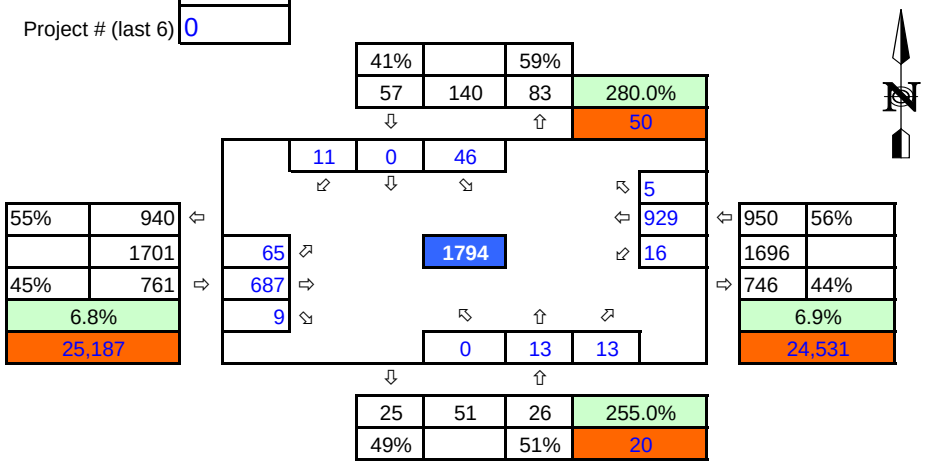



**LEGEND**

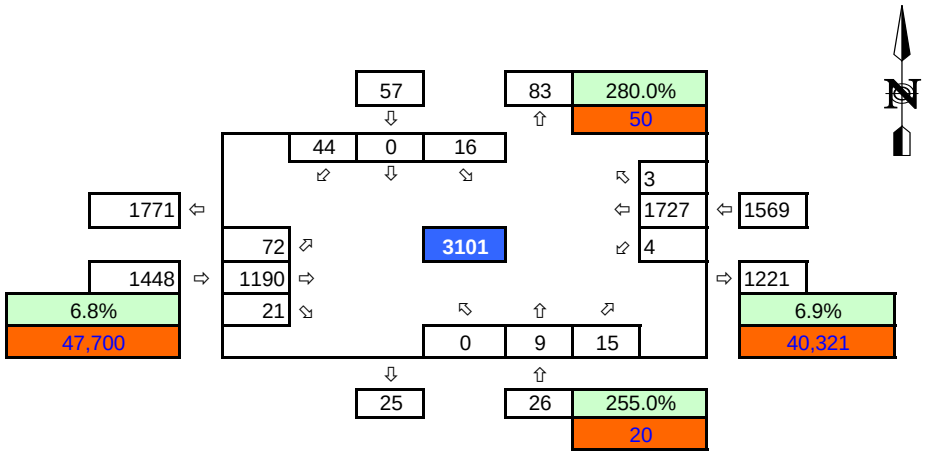
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Land** |
| E/W Street: | **N Harbor Dr** |

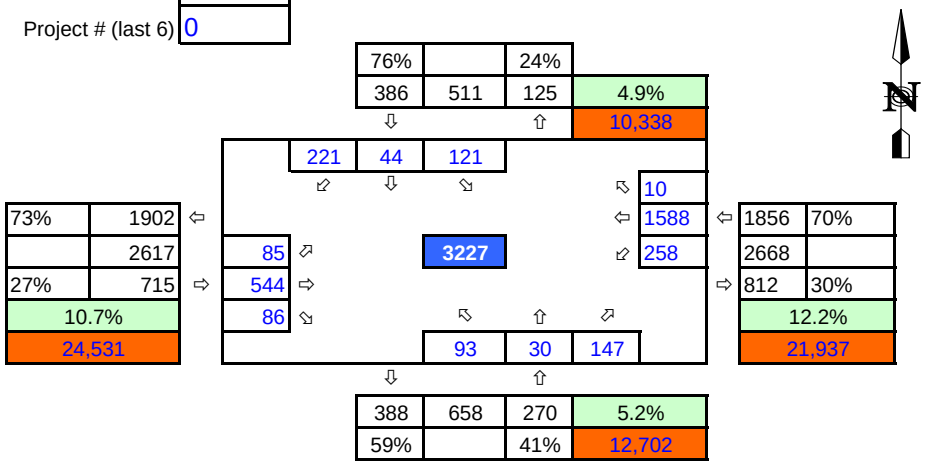



**LEGEND**

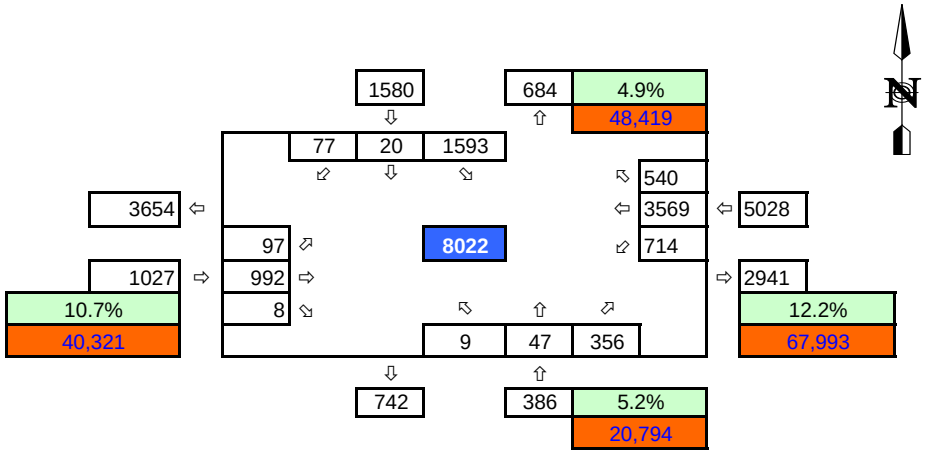
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

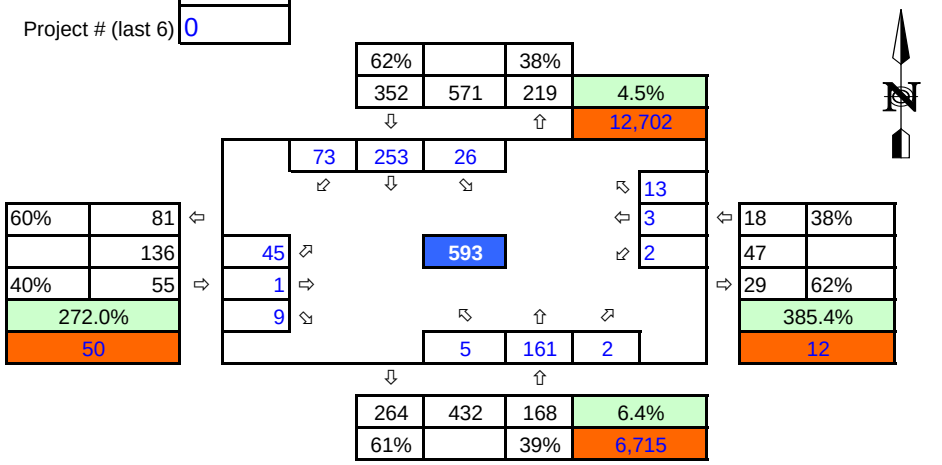



**LEGEND**

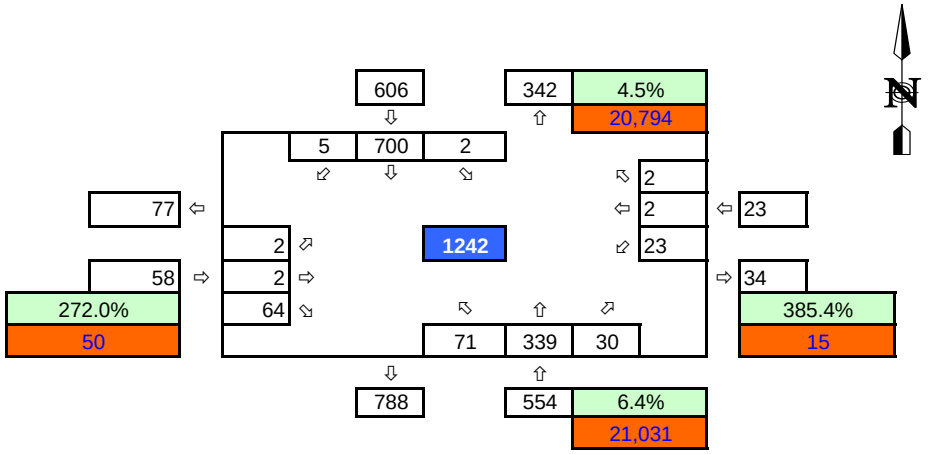
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

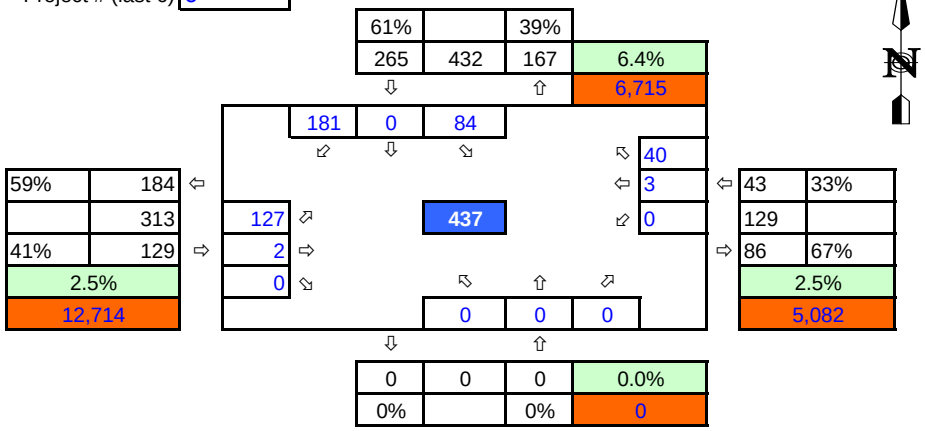



**LEGEND**

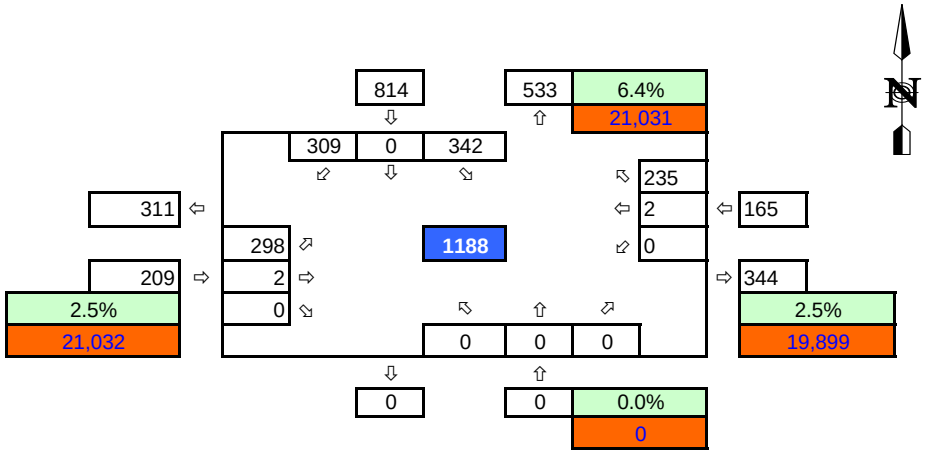
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

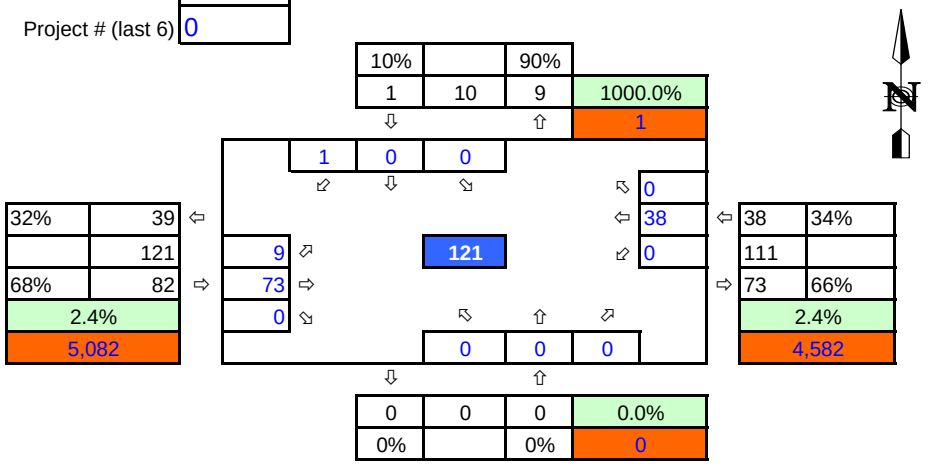



**LEGEND**

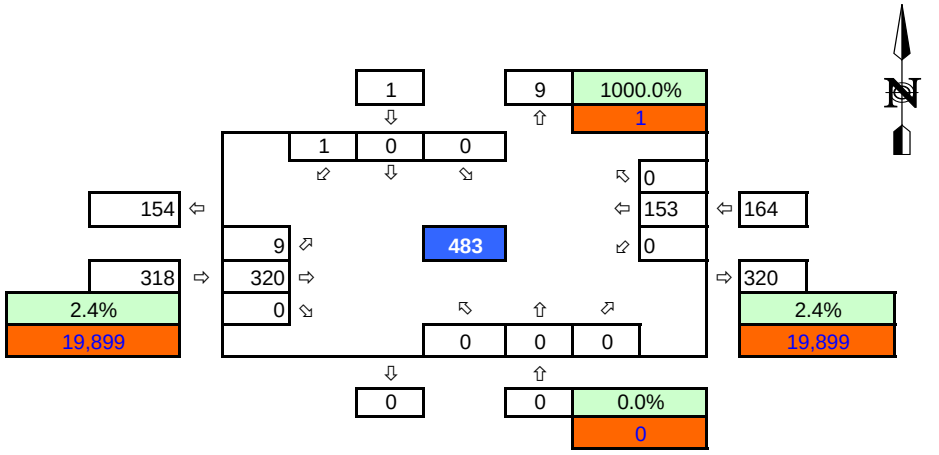
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

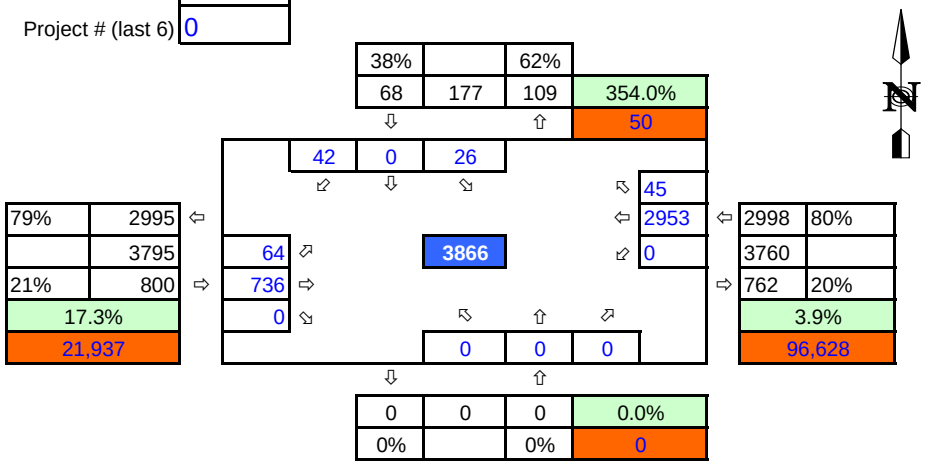



**LEGEND**

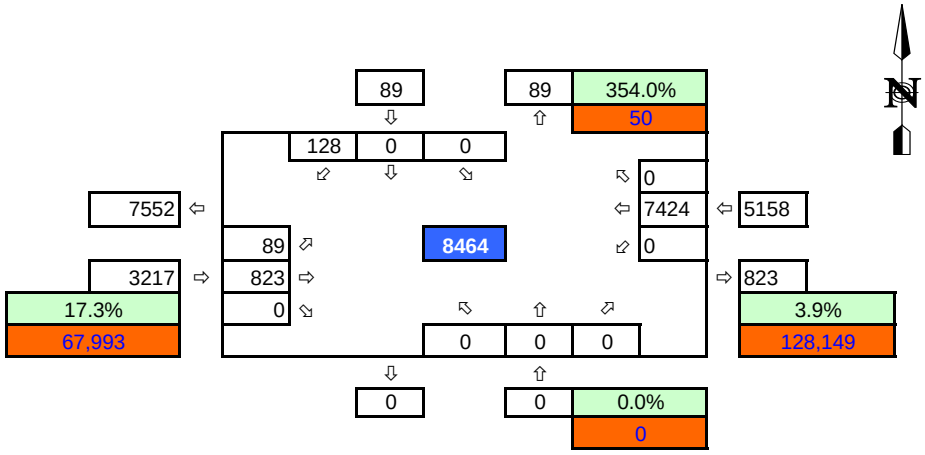
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

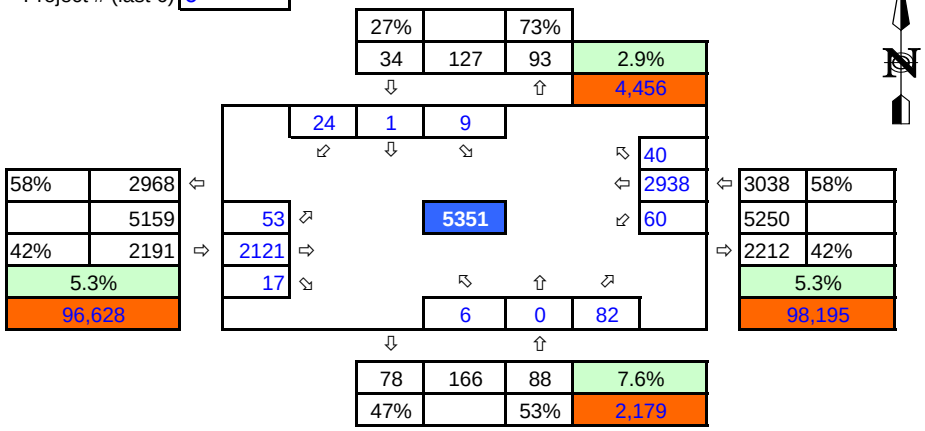



**LEGEND**

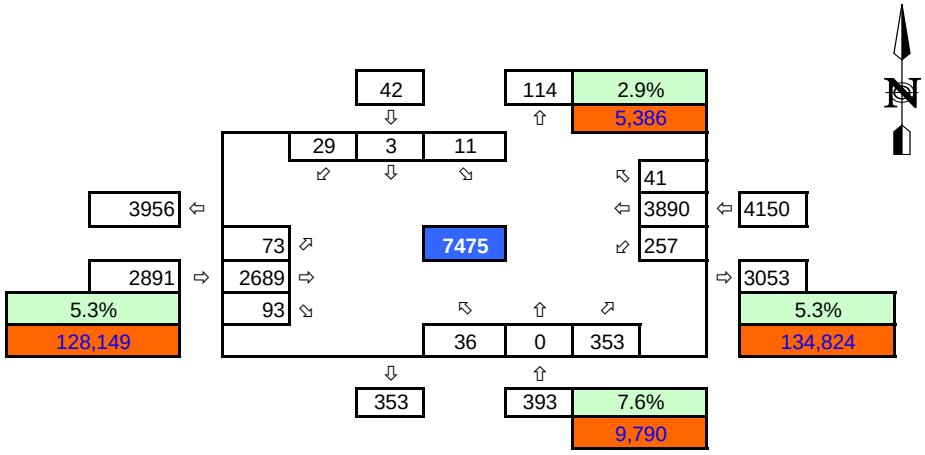
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

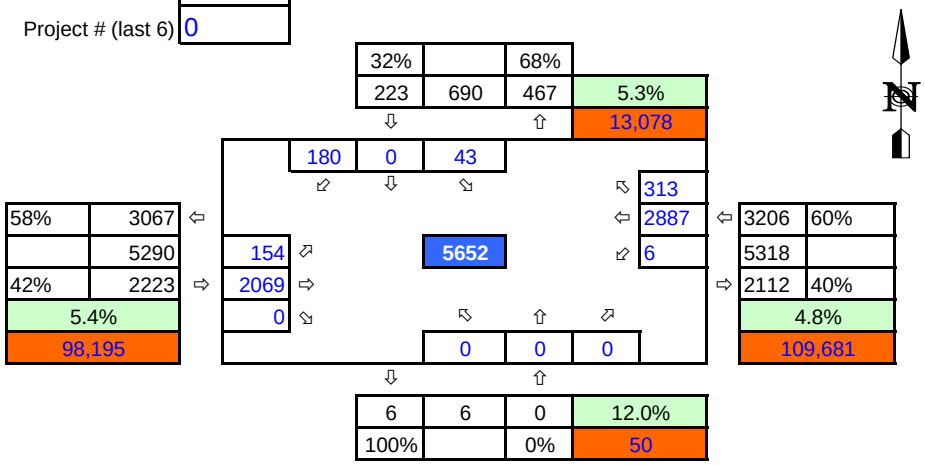



**LEGEND**

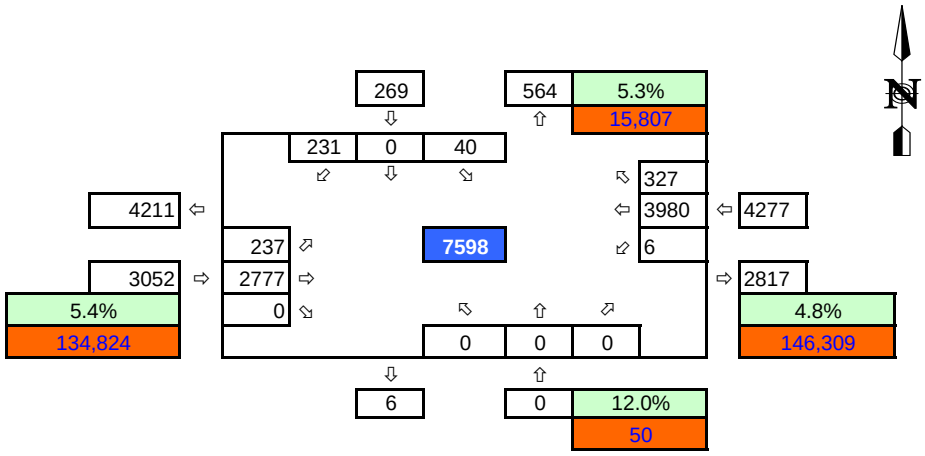
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

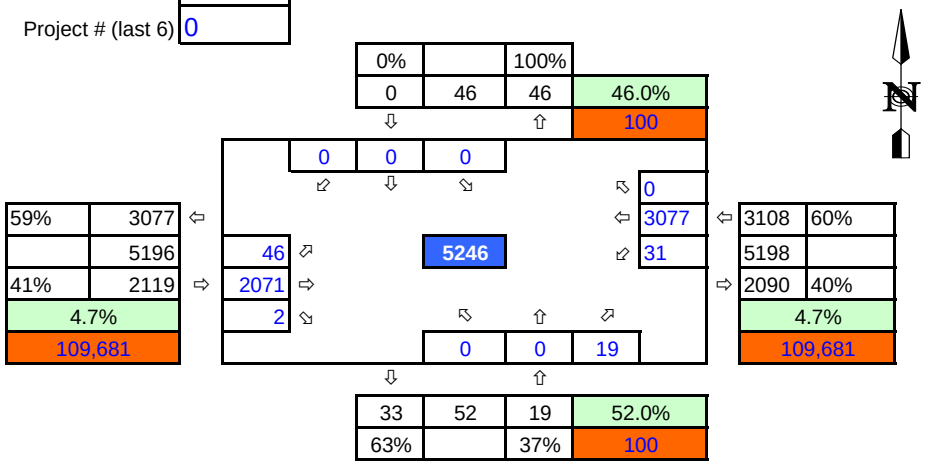



**LEGEND**

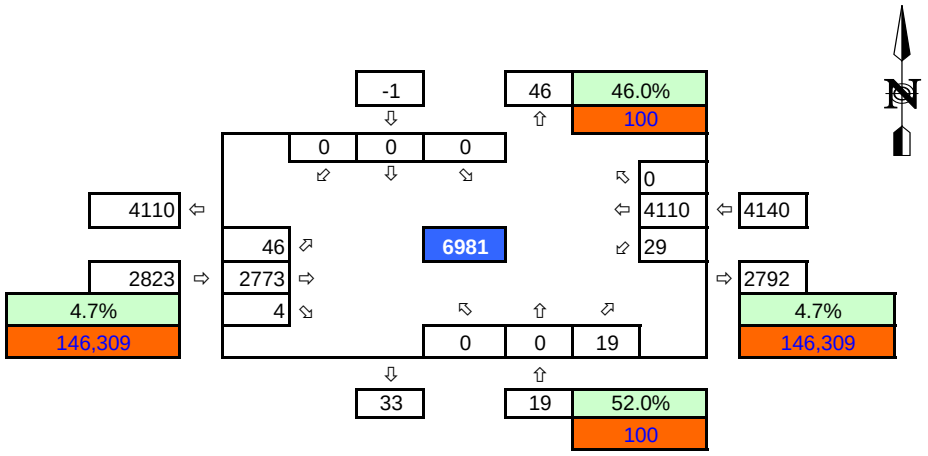
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

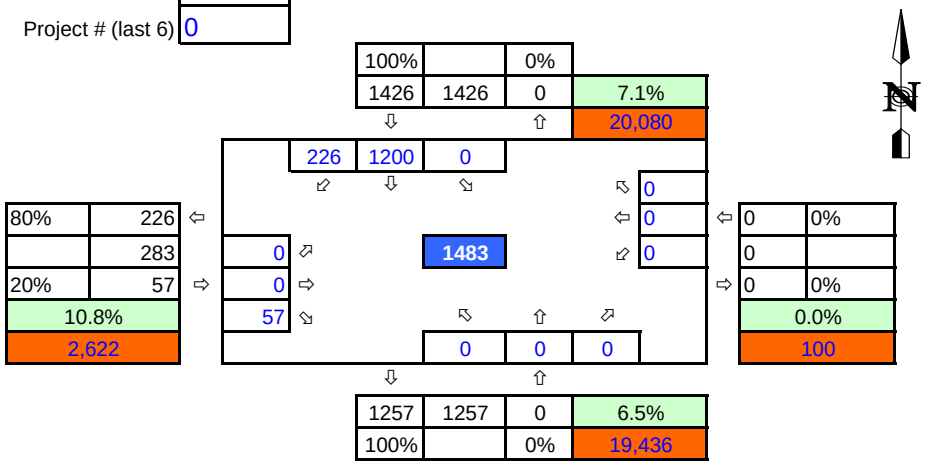



**LEGEND**

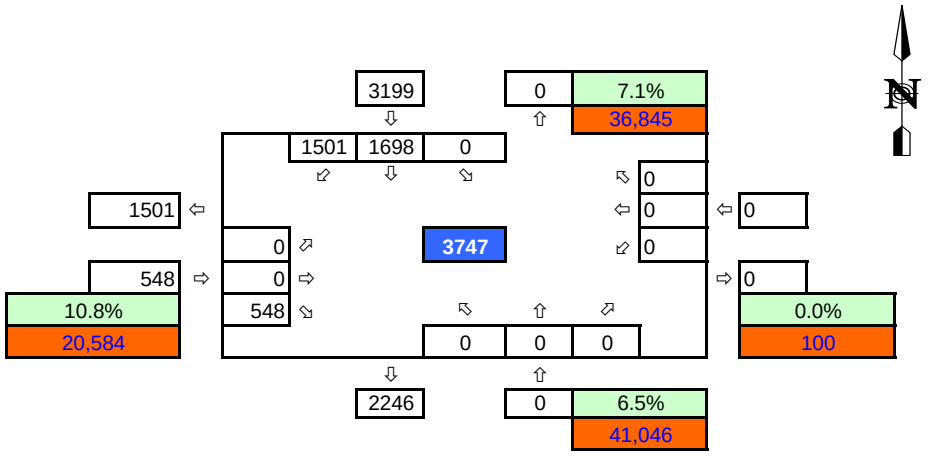
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

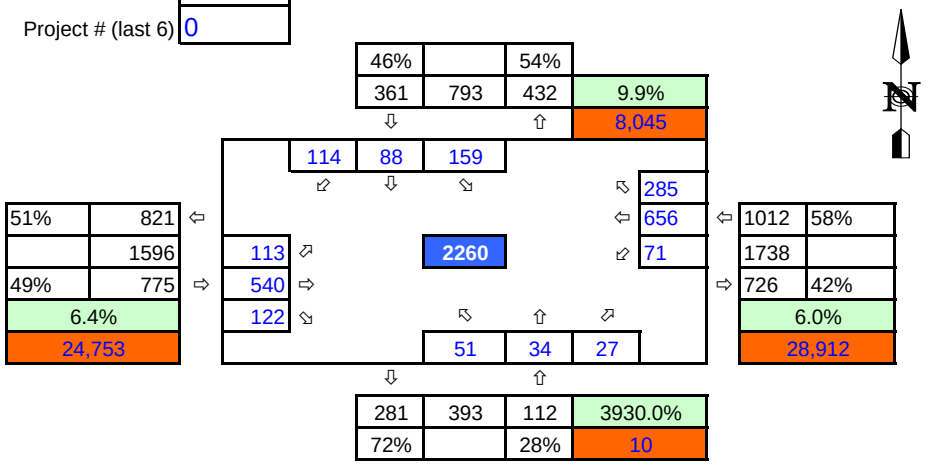



**LEGEND**

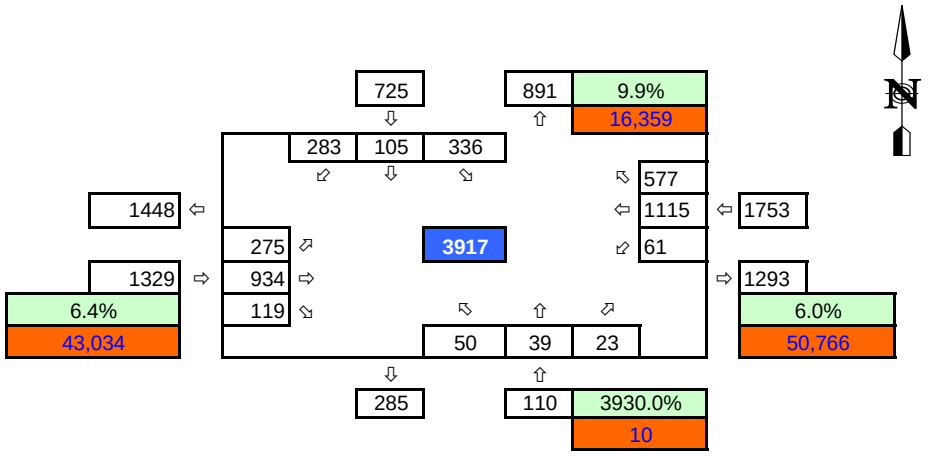
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

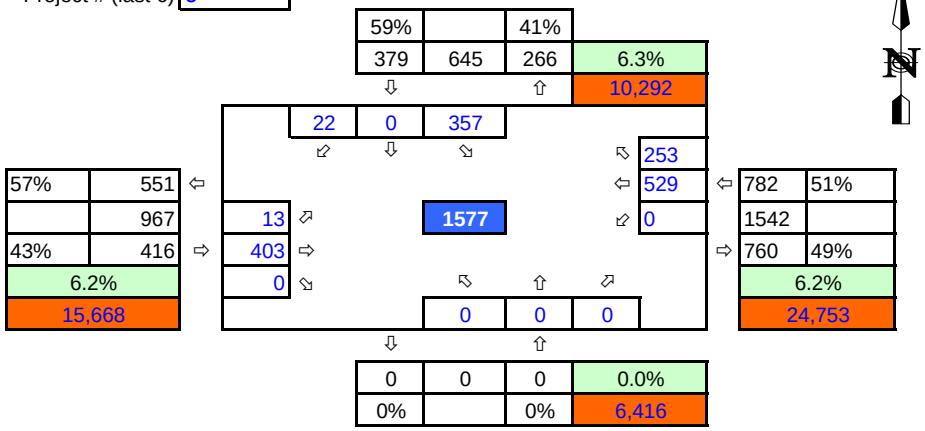



**LEGEND**

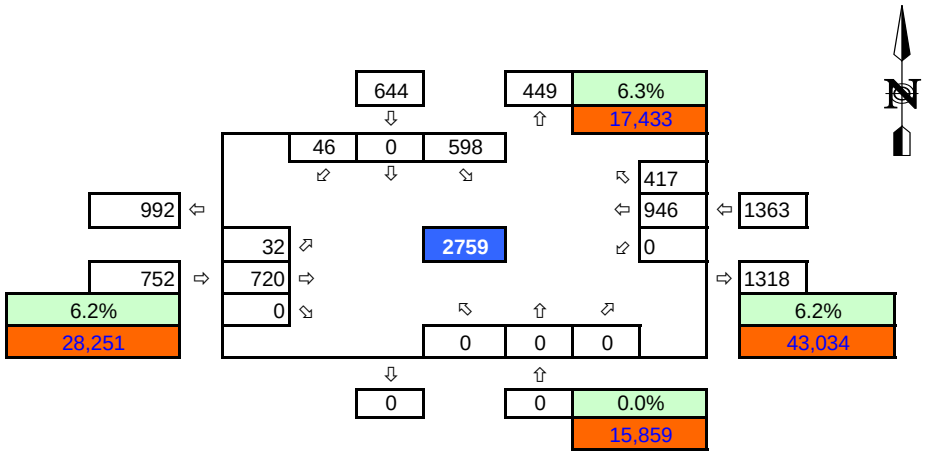
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

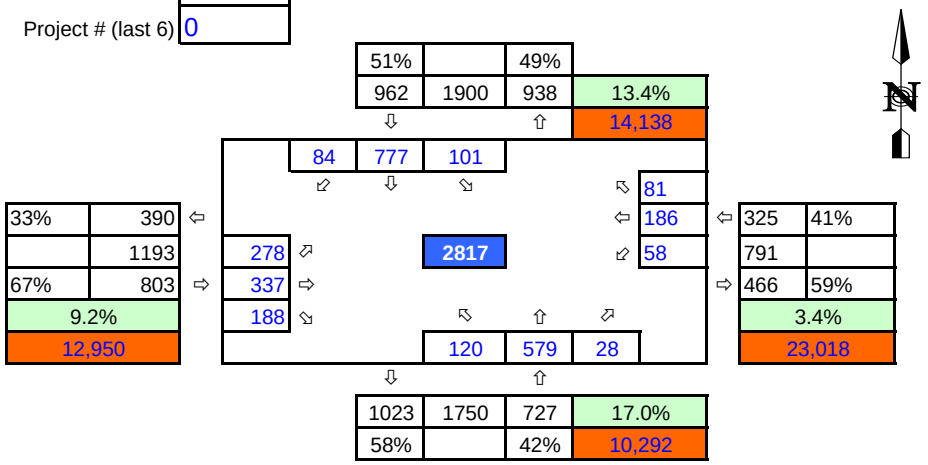



**LEGEND**

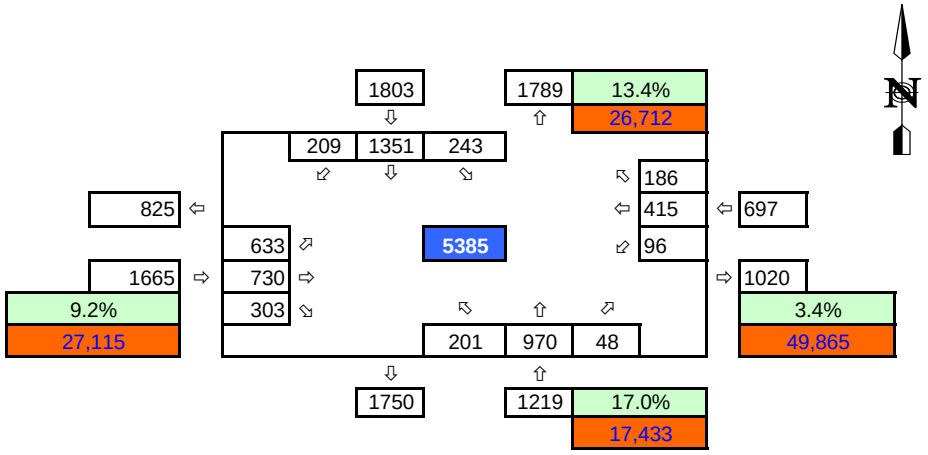
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

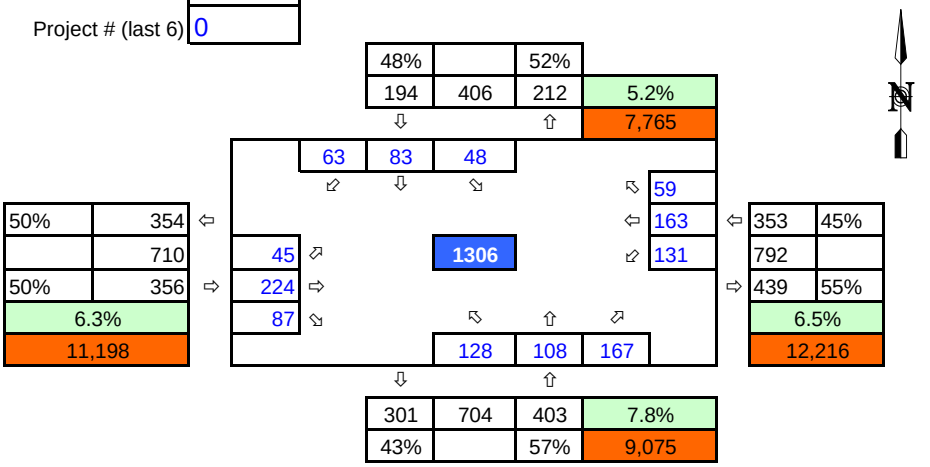



**LEGEND**

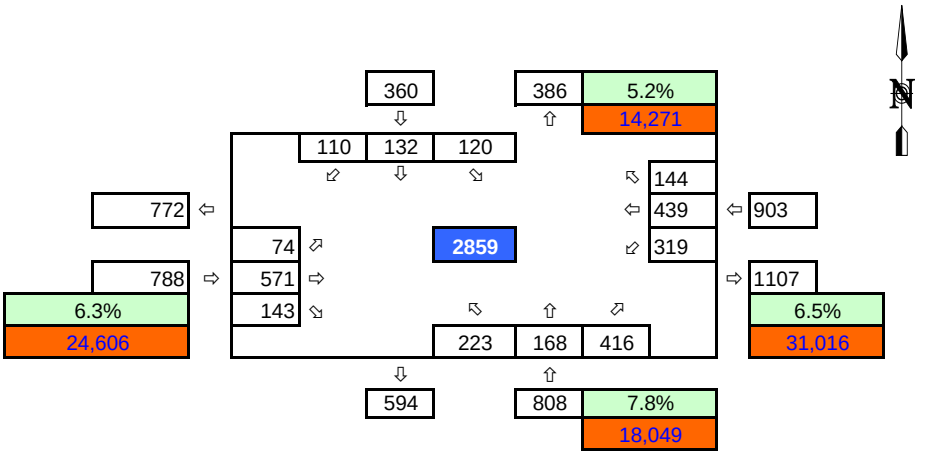
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

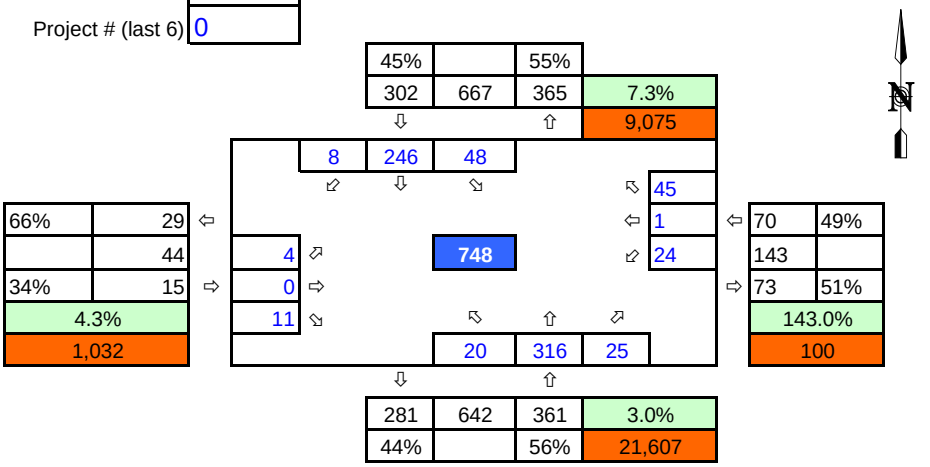



**LEGEND**

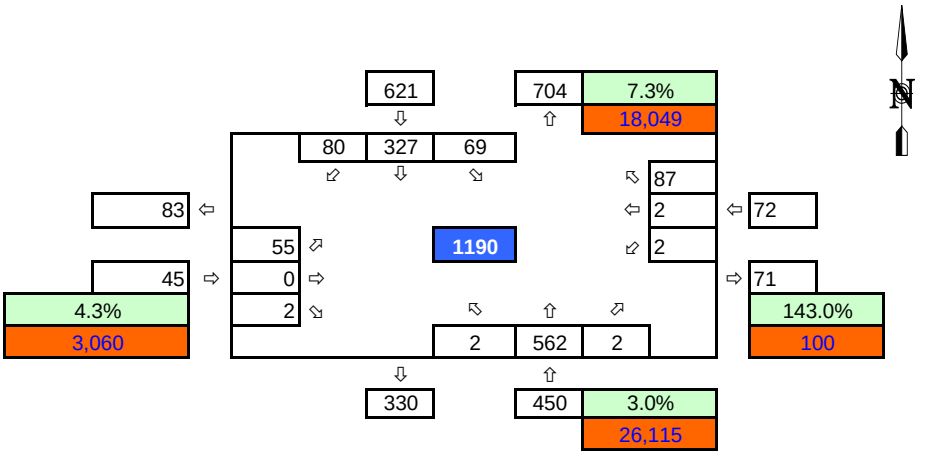
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

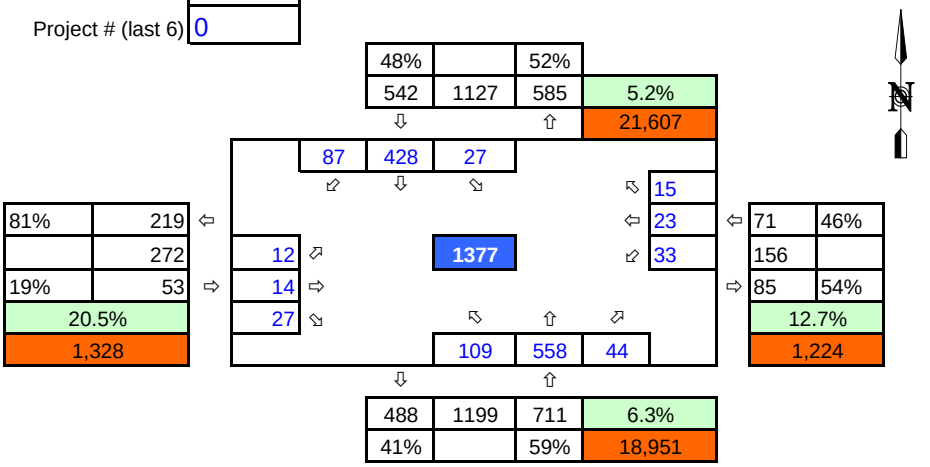



**LEGEND**

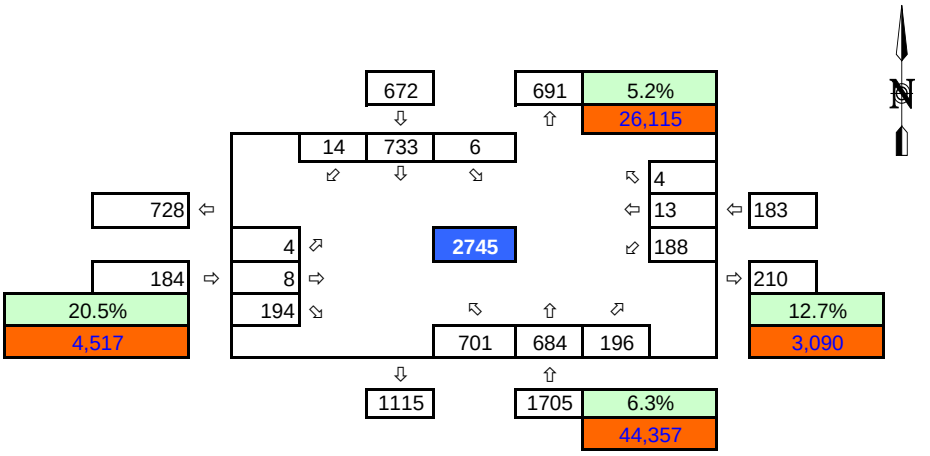
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

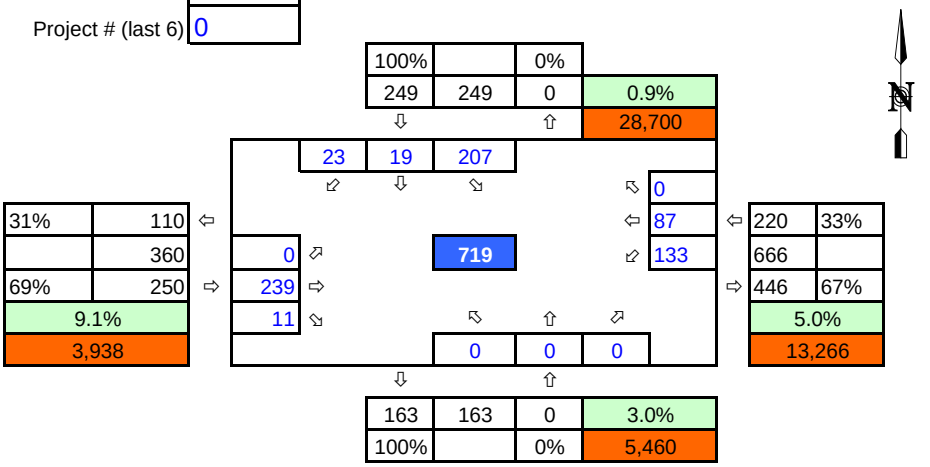



**LEGEND**

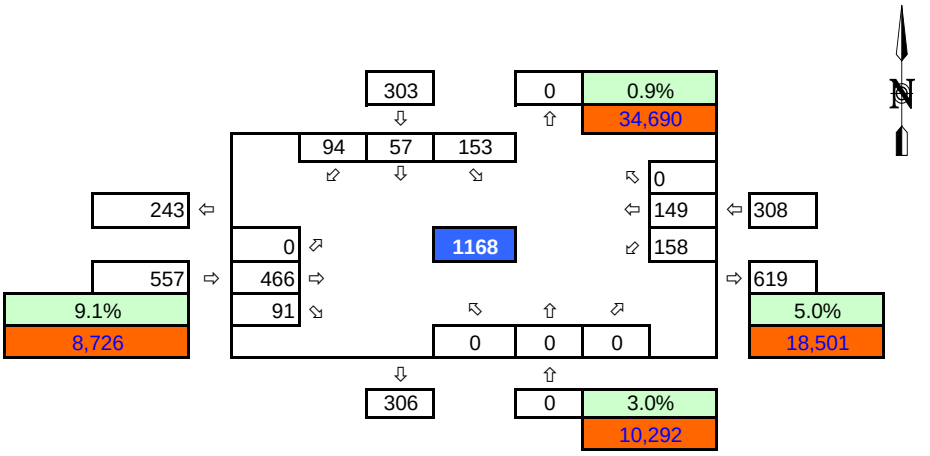
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

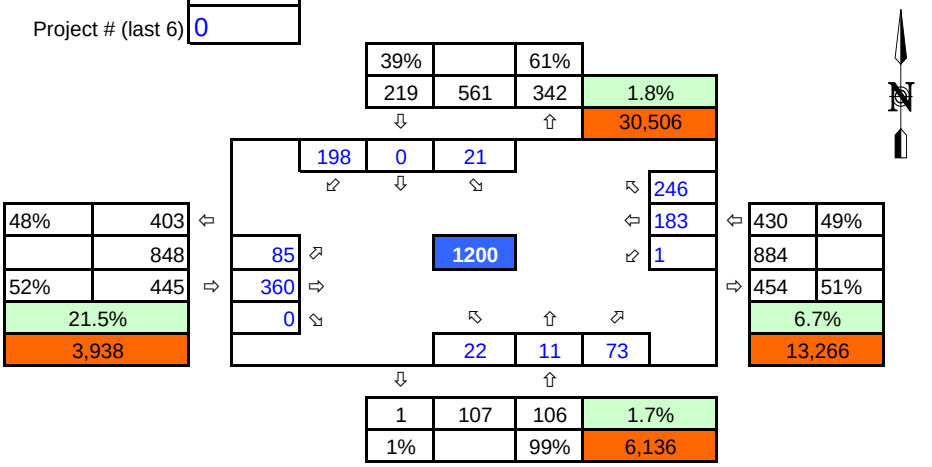



**LEGEND**

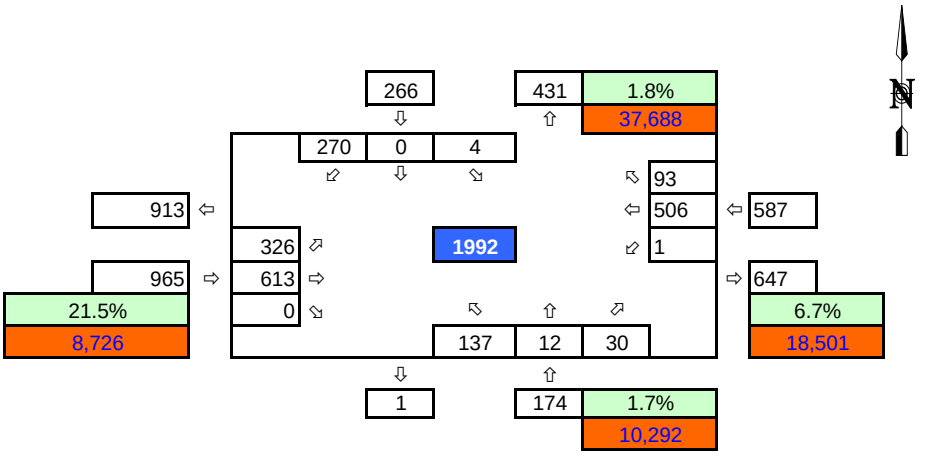
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

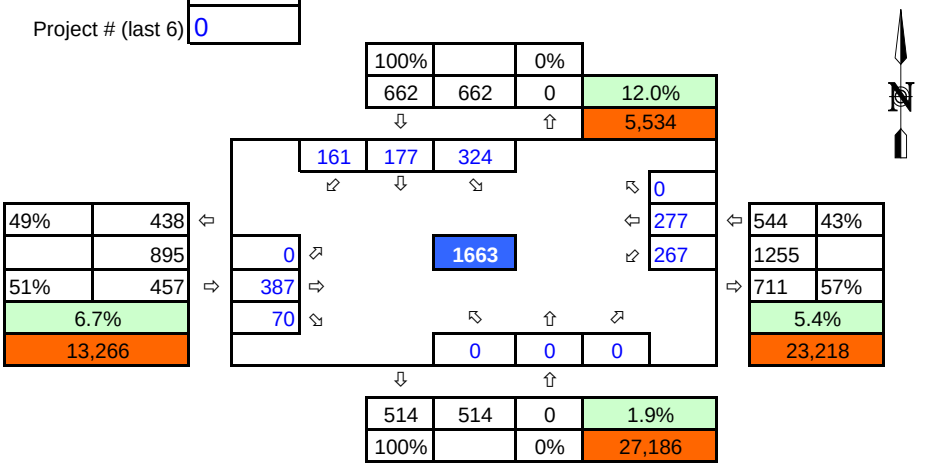



**LEGEND**

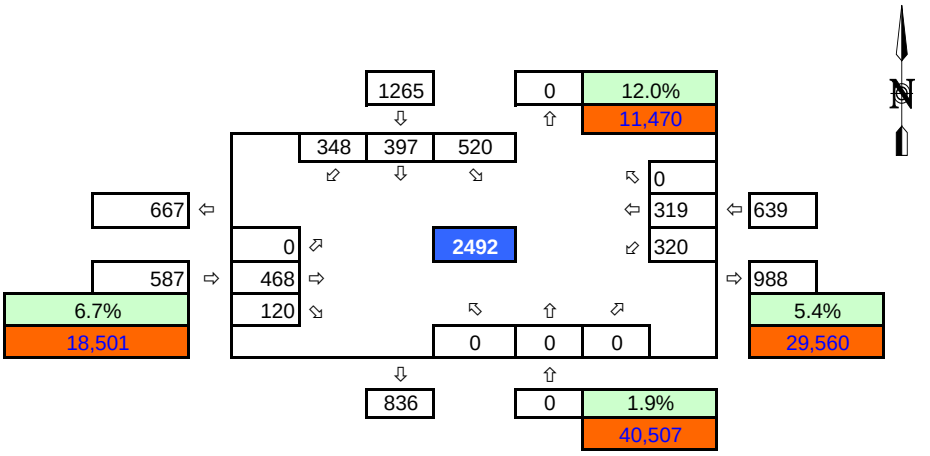
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

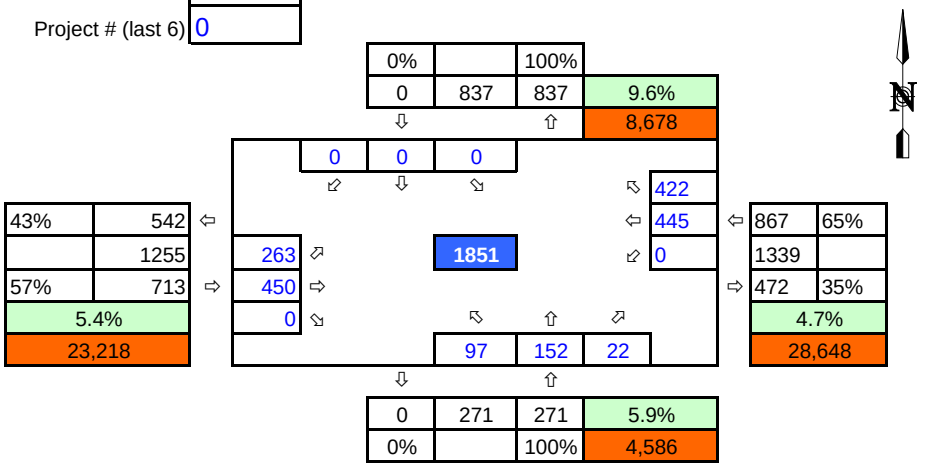



**LEGEND**

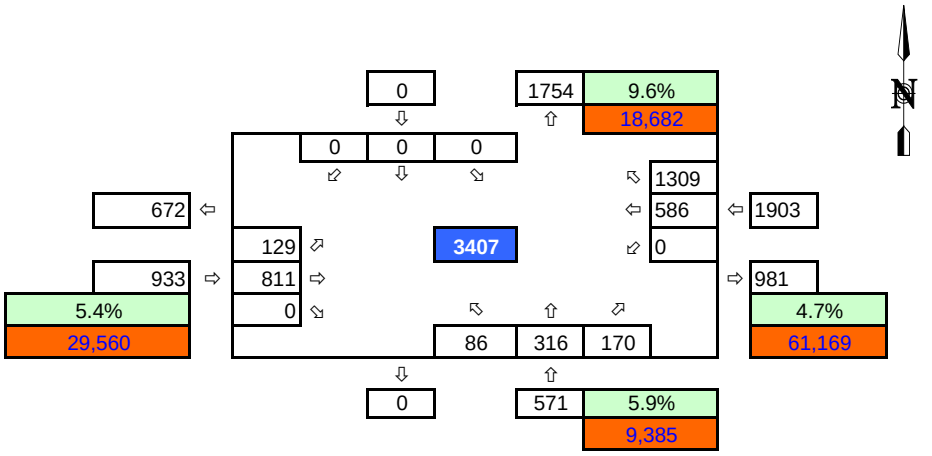
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

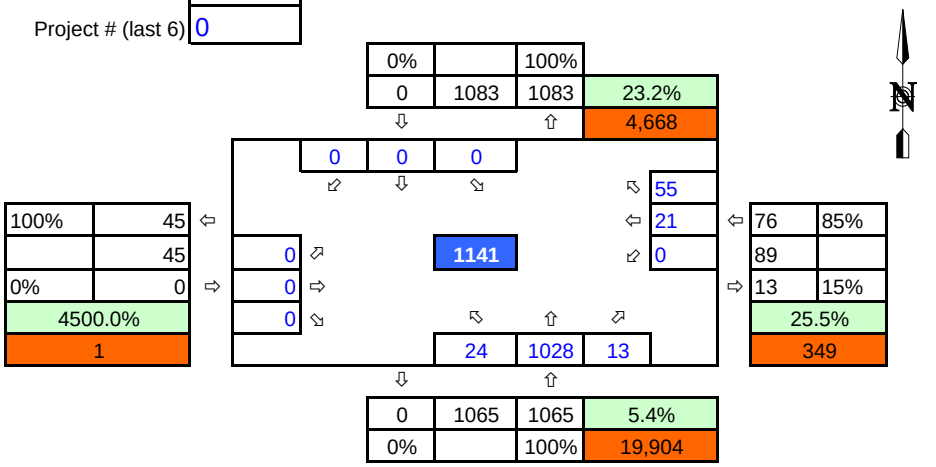



**LEGEND**

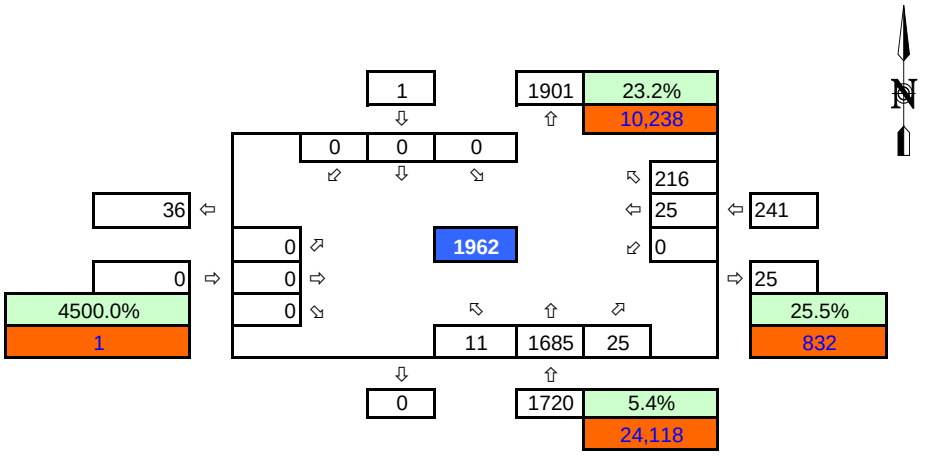
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

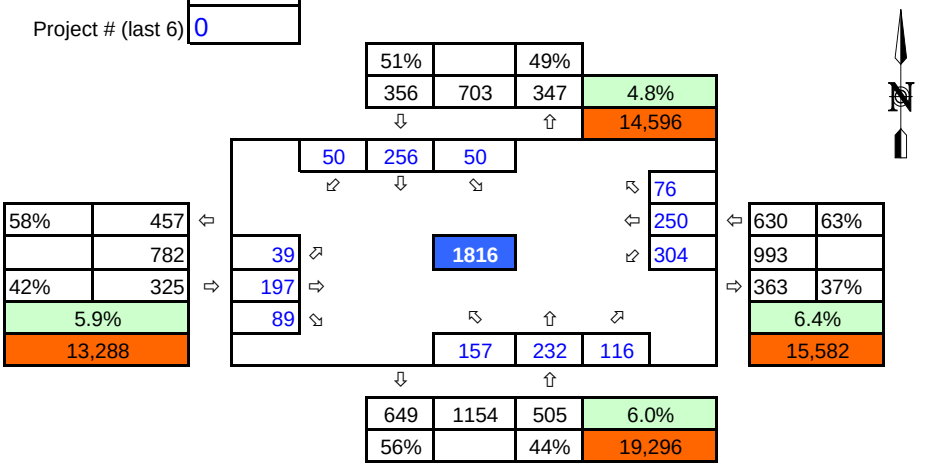



**LEGEND**

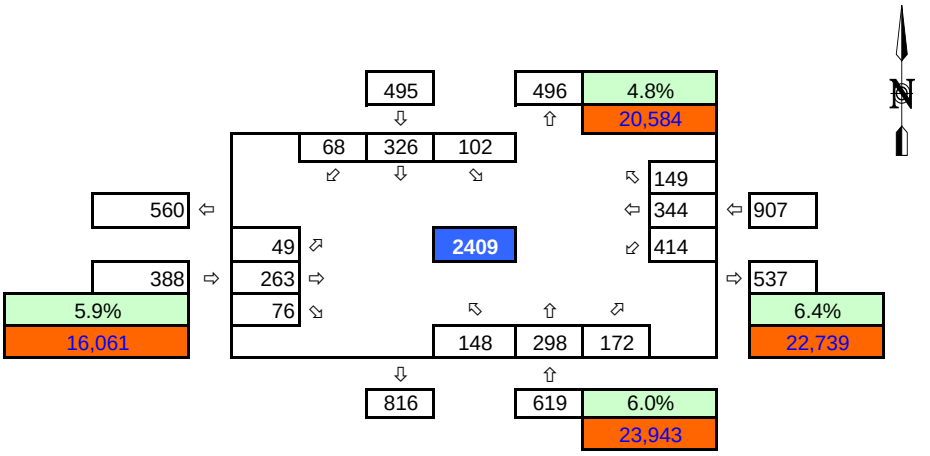
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

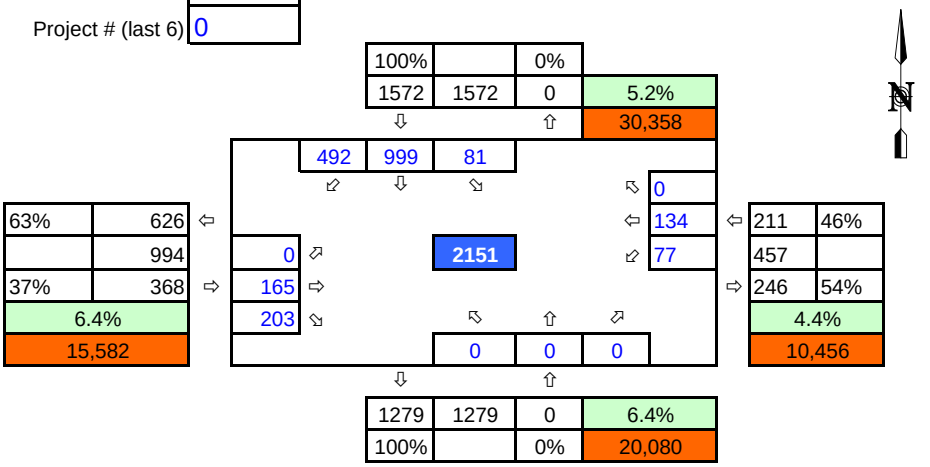



**LEGEND**

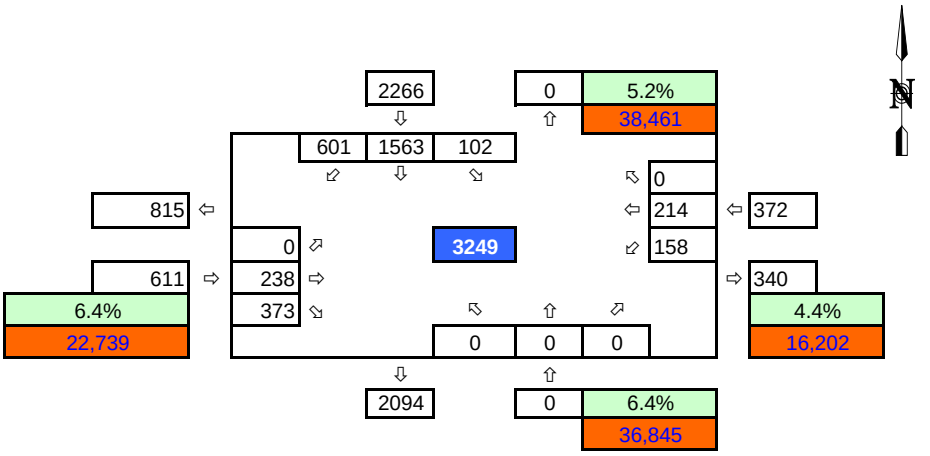
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

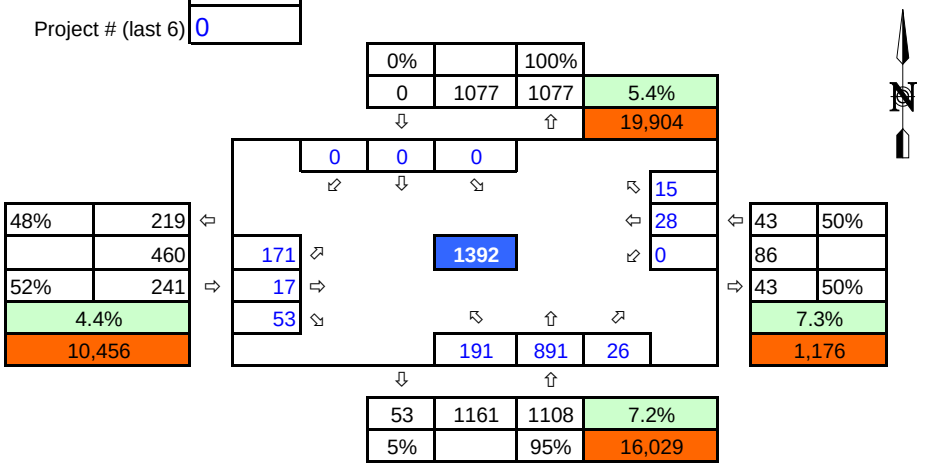



**LEGEND**

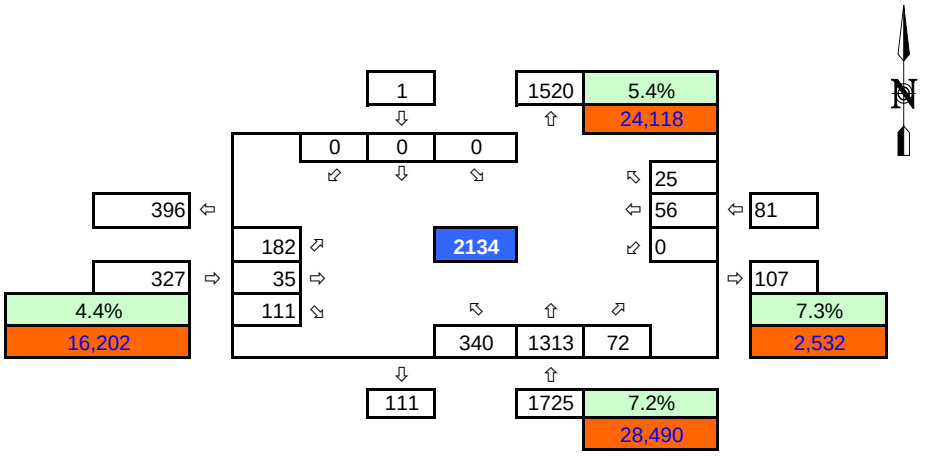
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

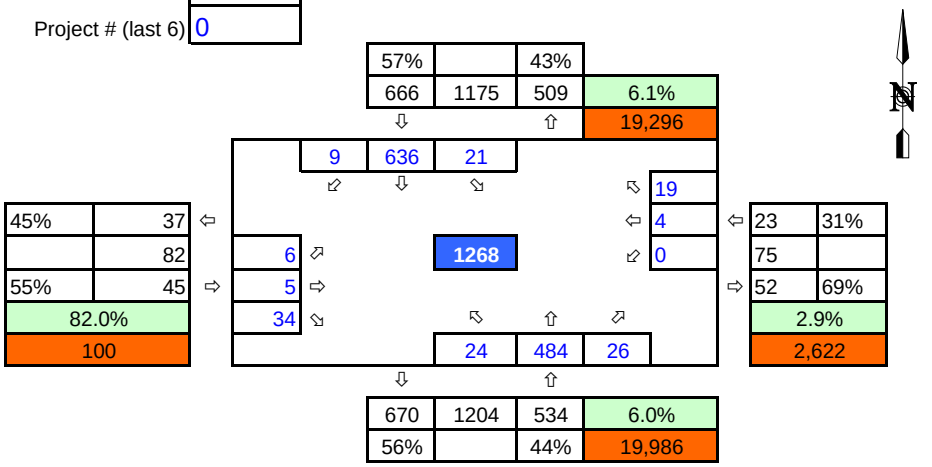



**LEGEND**

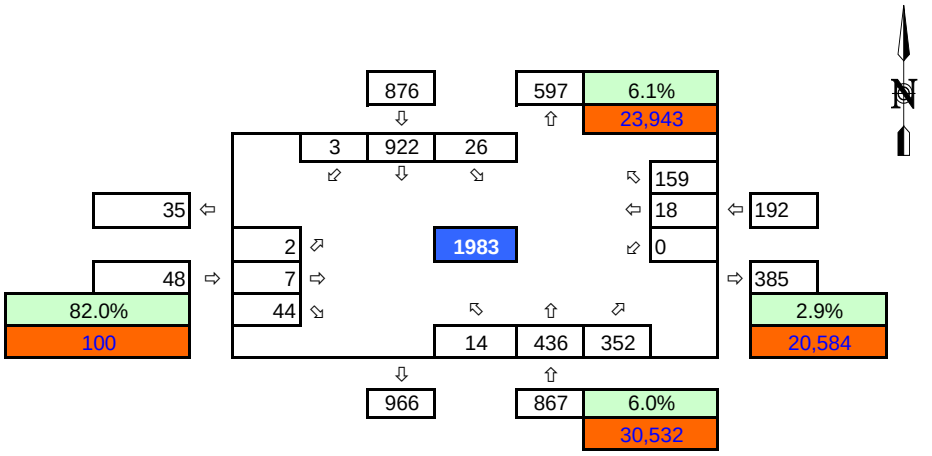
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

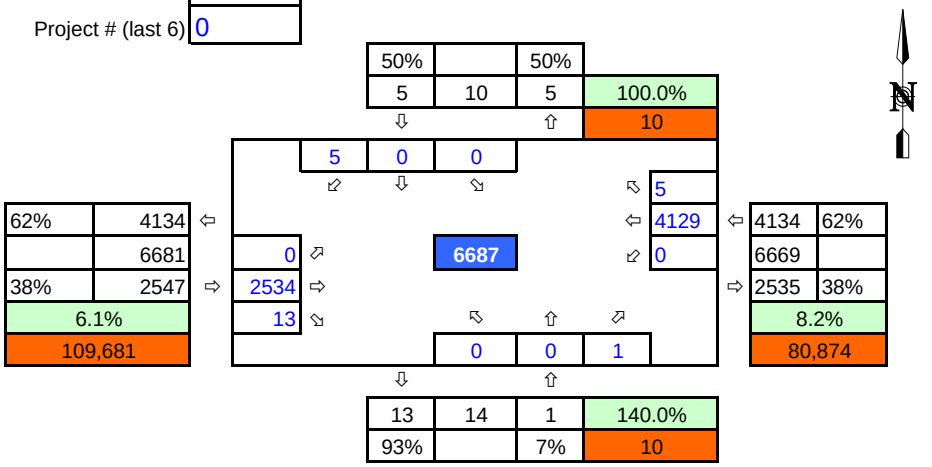



**LEGEND**

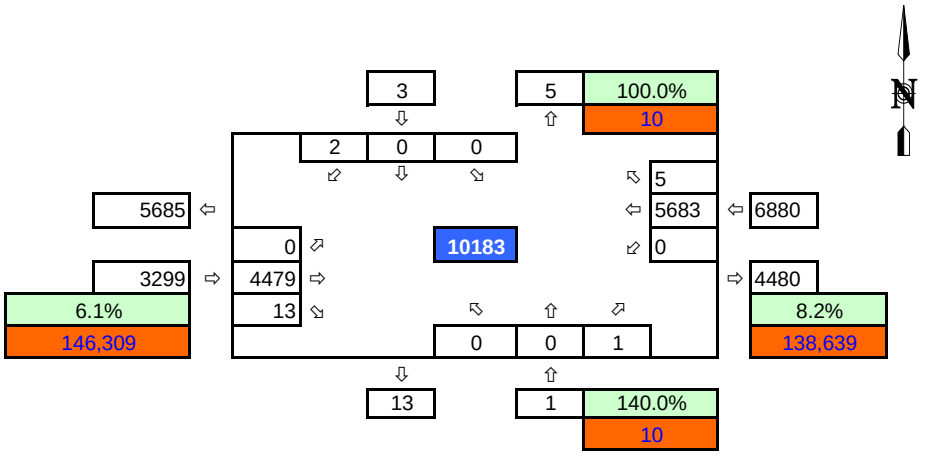
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

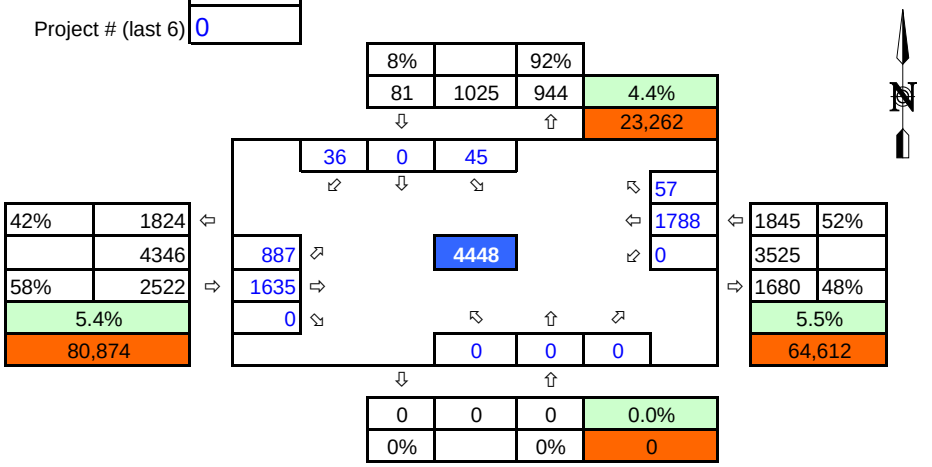



**LEGEND**

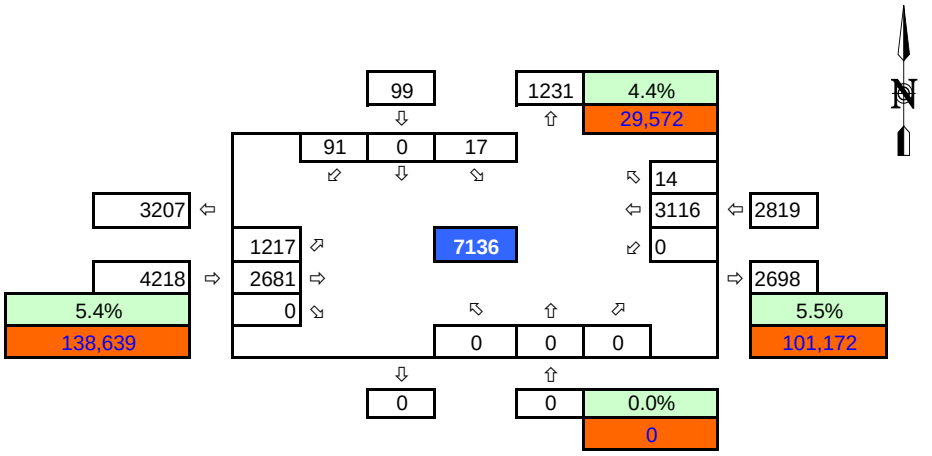
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

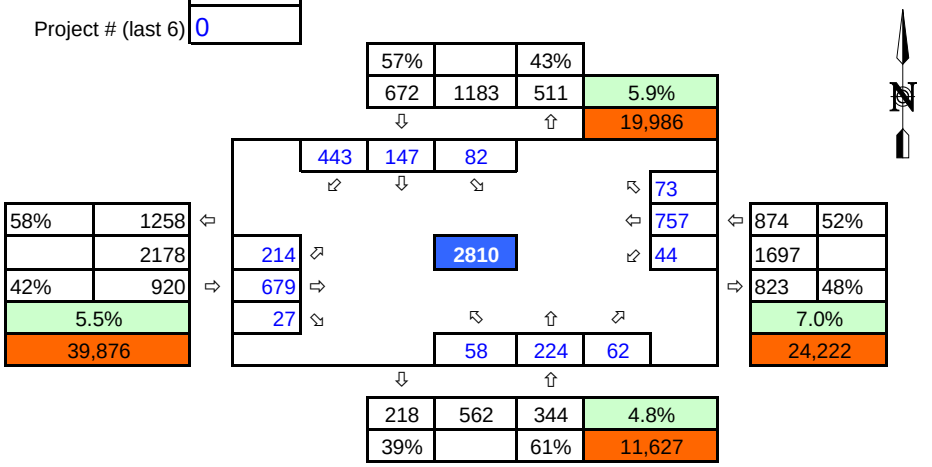



**LEGEND**

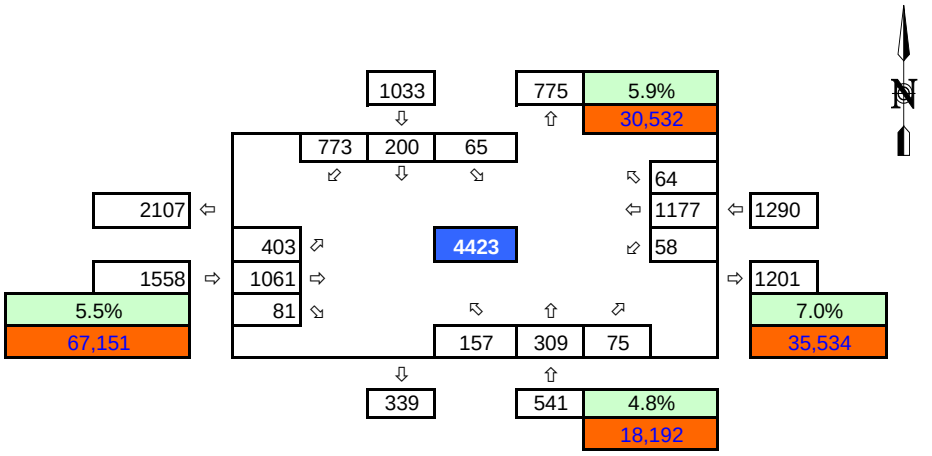
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

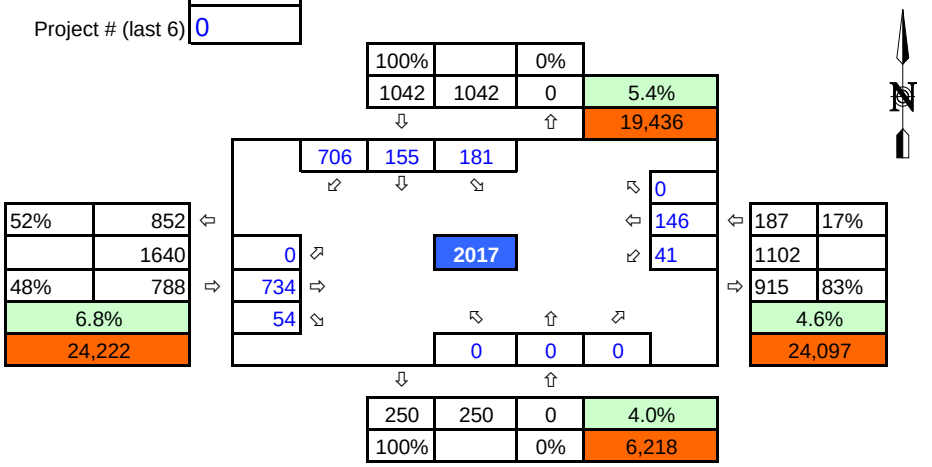



**LEGEND**

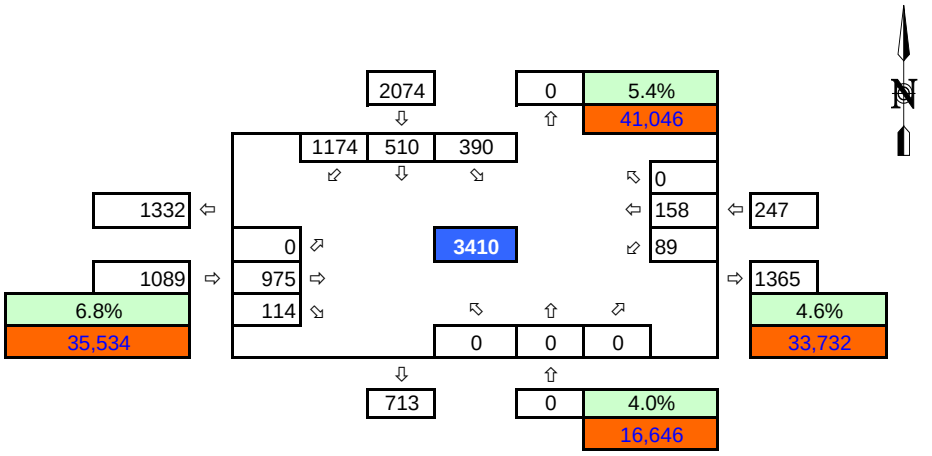
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

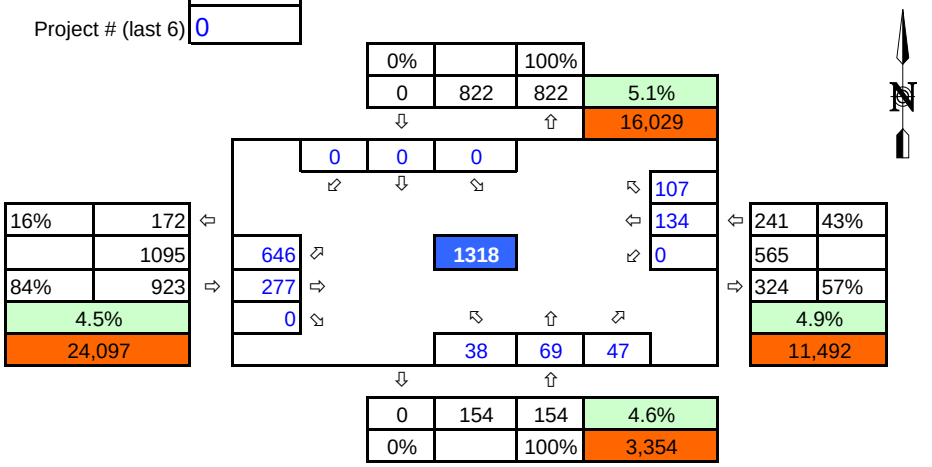



**LEGEND**

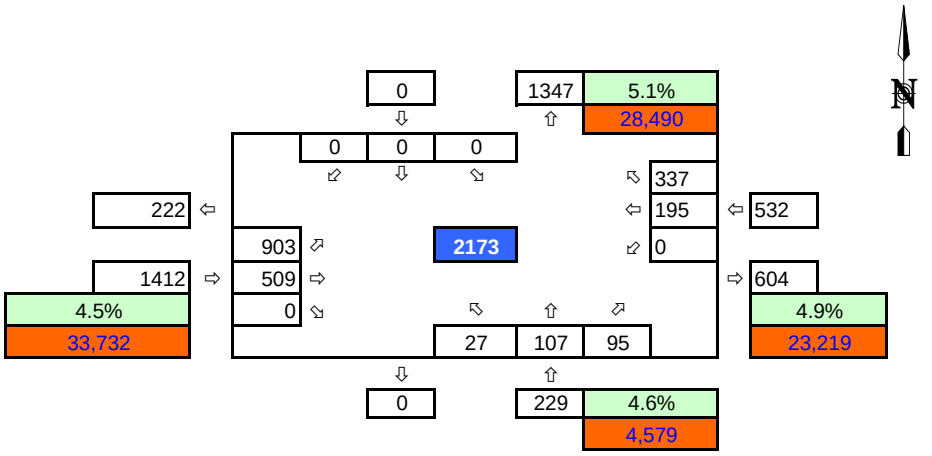
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

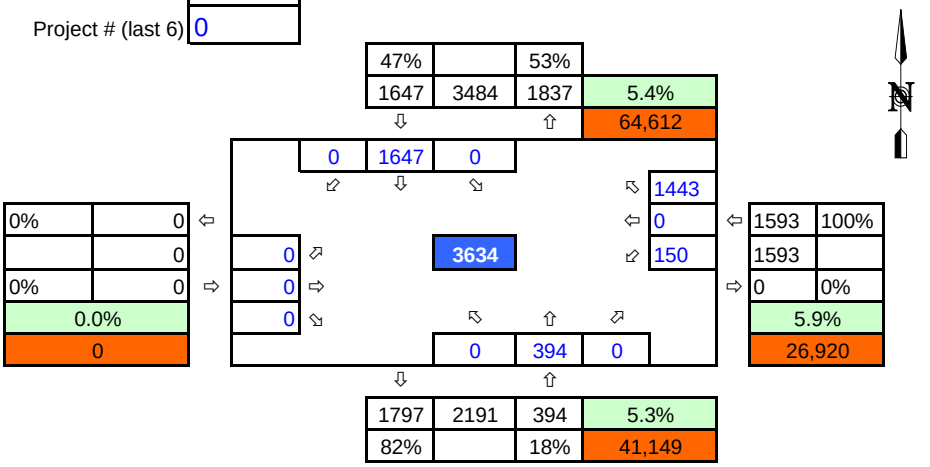



**LEGEND**

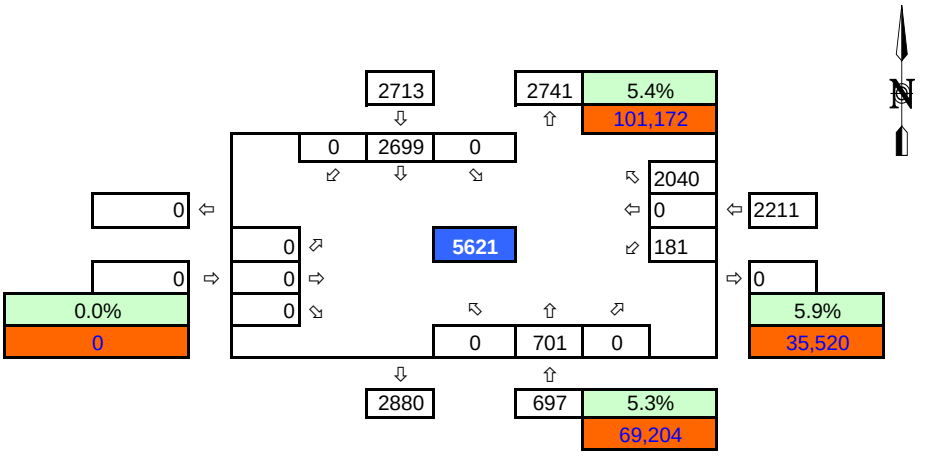
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

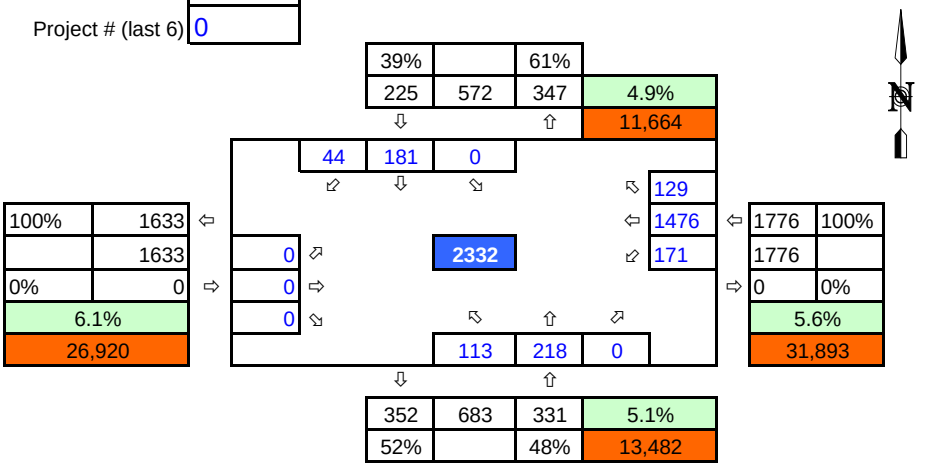



**LEGEND**

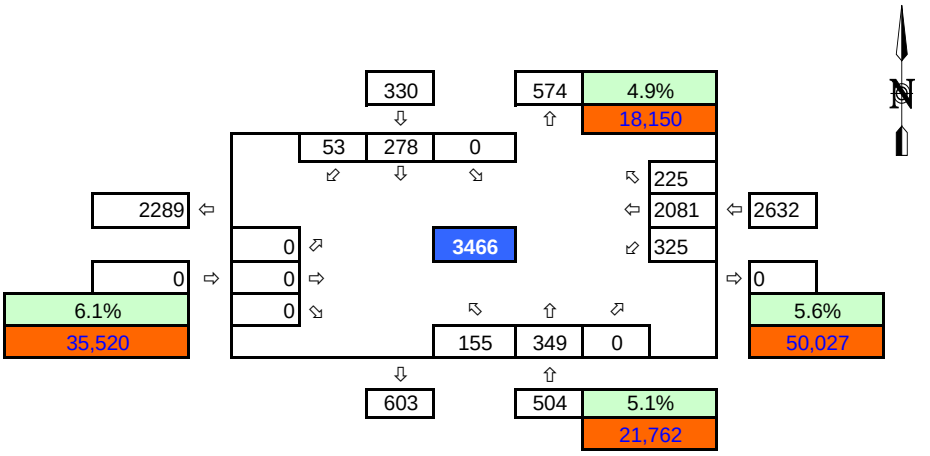
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

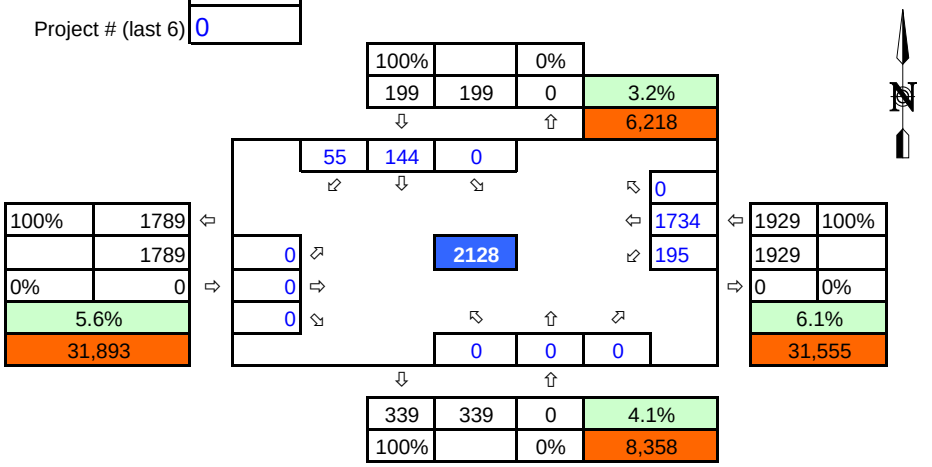



**LEGEND**

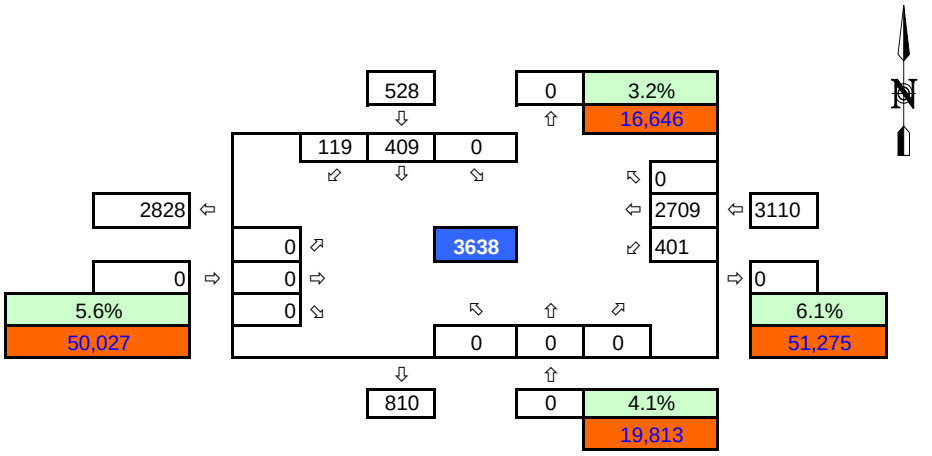
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

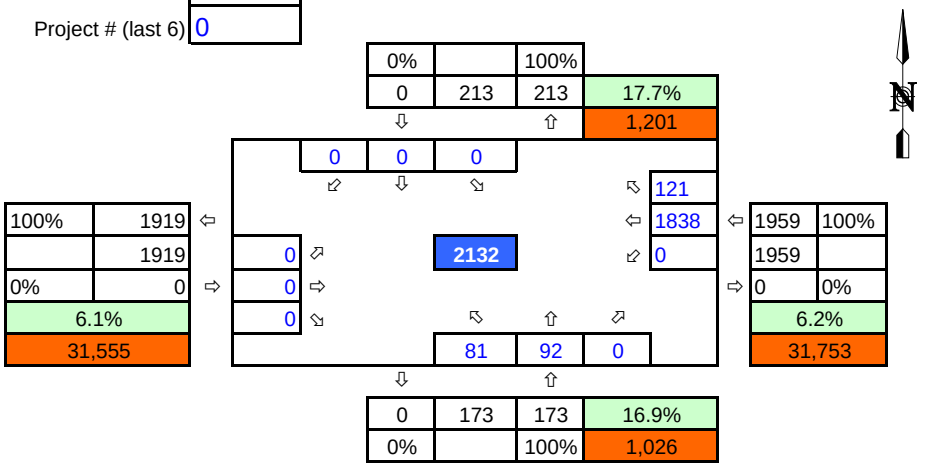



**LEGEND**

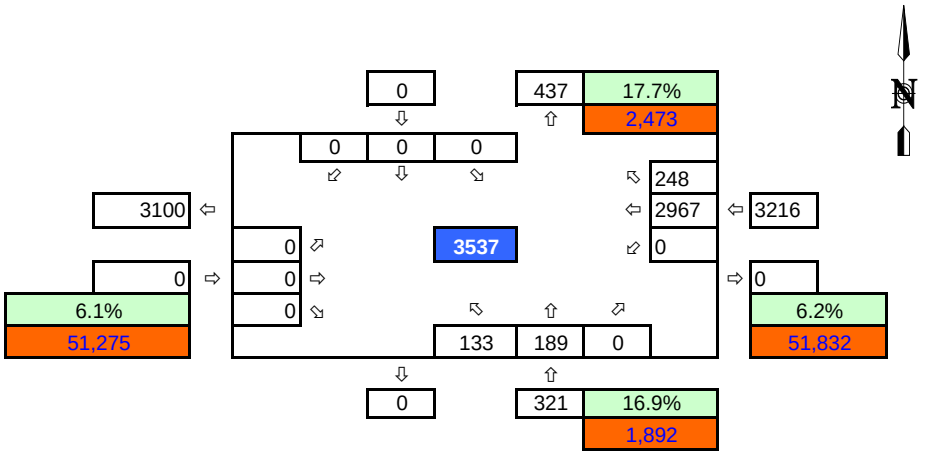
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

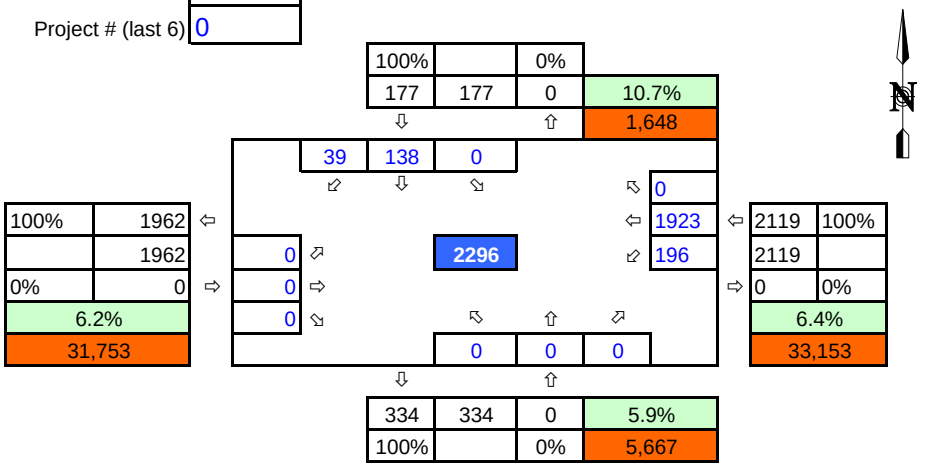



**LEGEND**

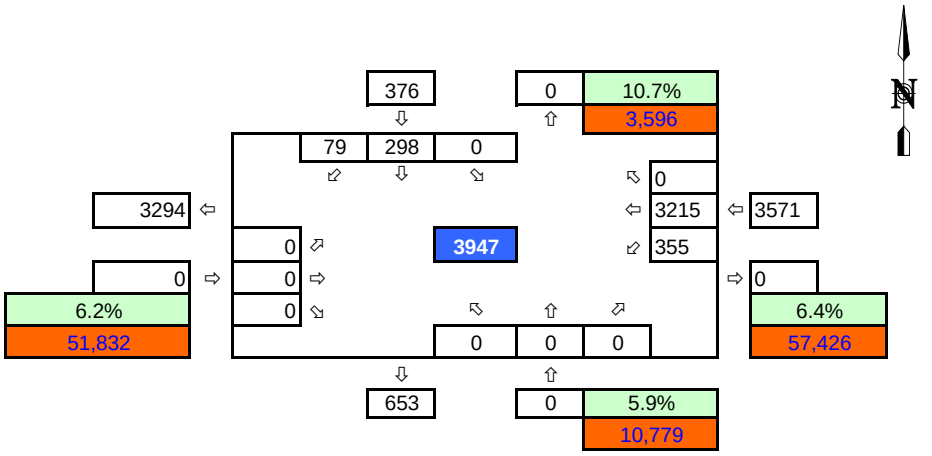
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

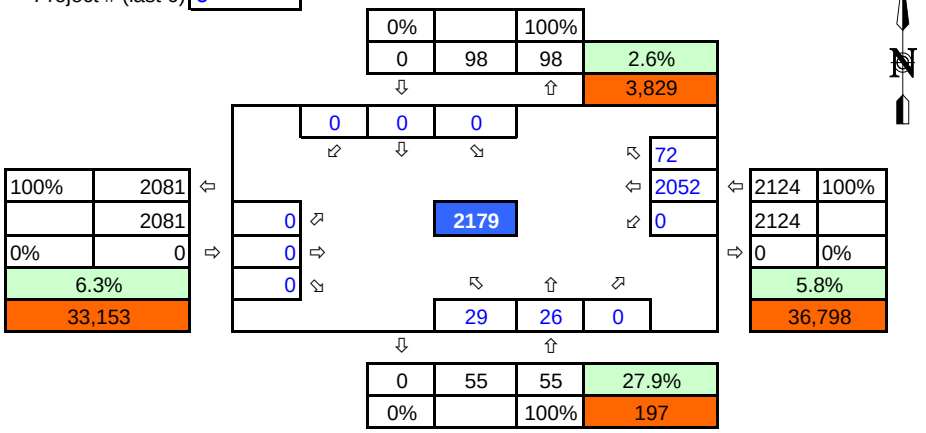



**LEGEND**

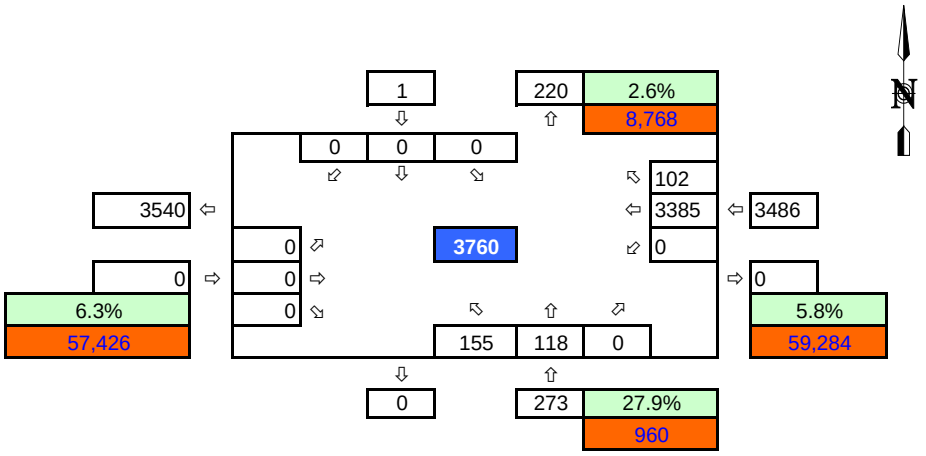
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

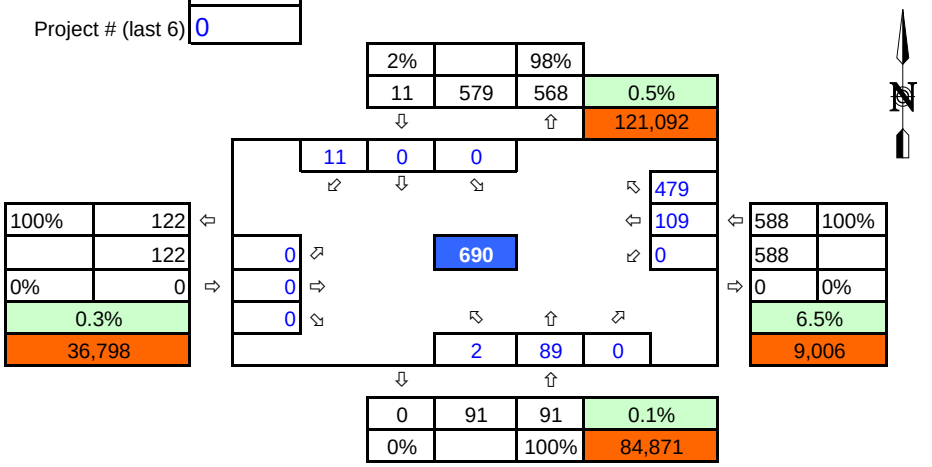



**LEGEND**

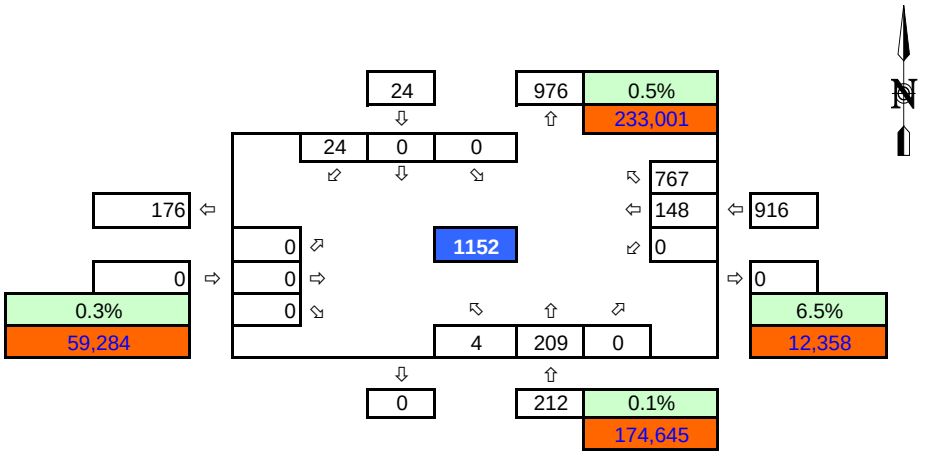
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

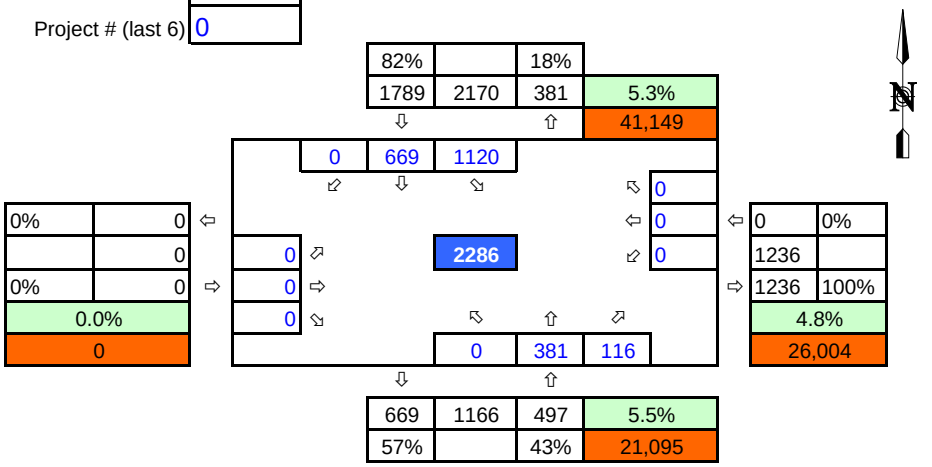



**LEGEND**

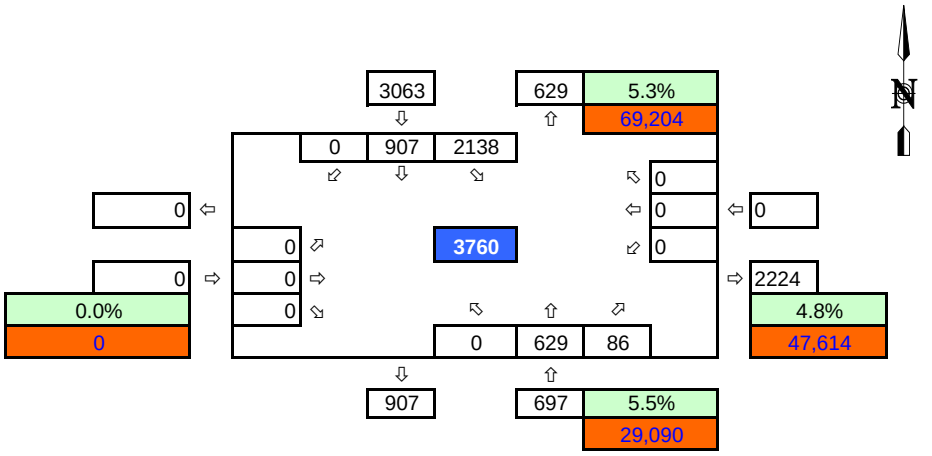
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

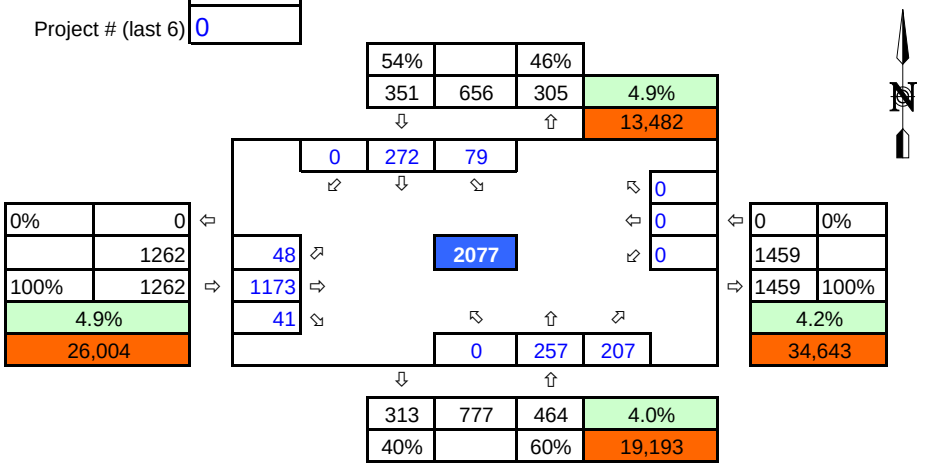



**LEGEND**

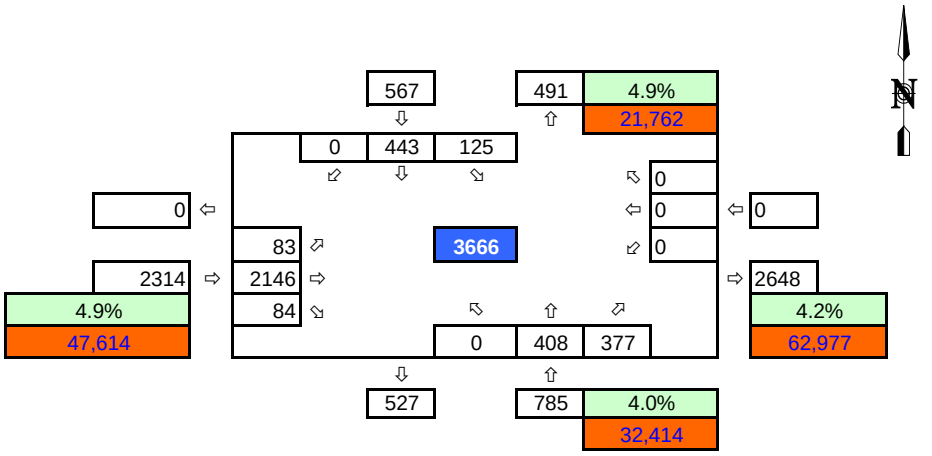
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

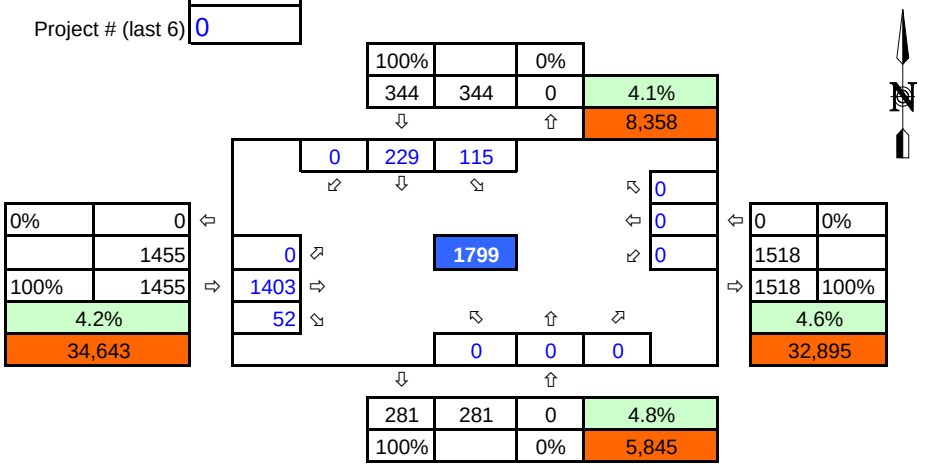



**LEGEND**

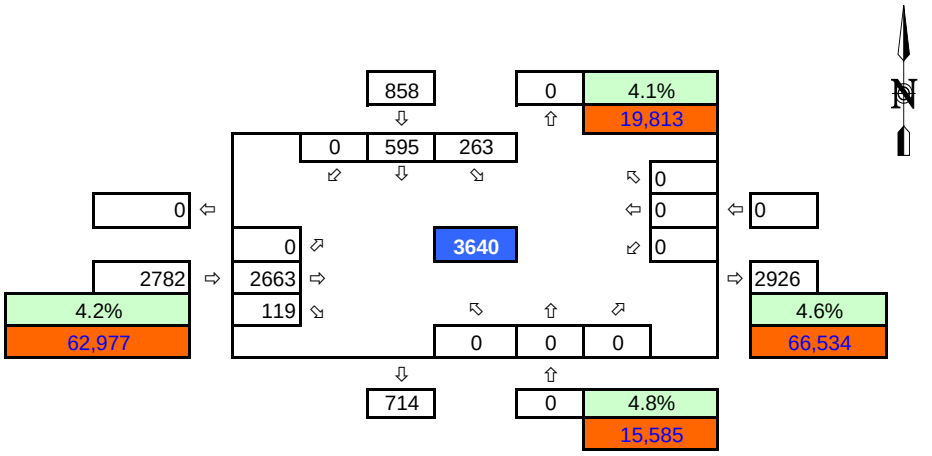
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

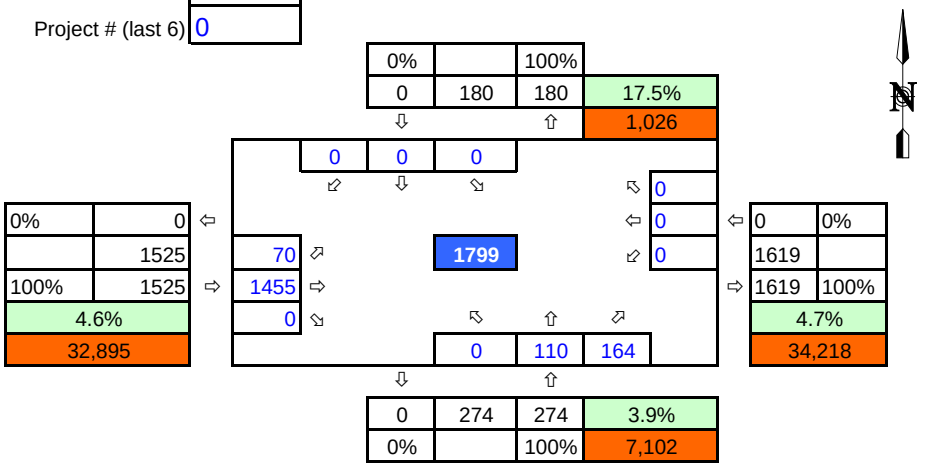



**LEGEND**

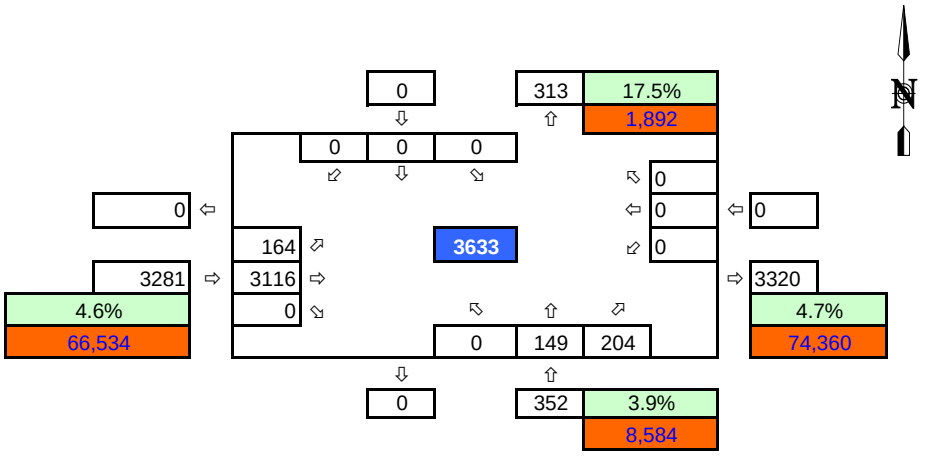
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

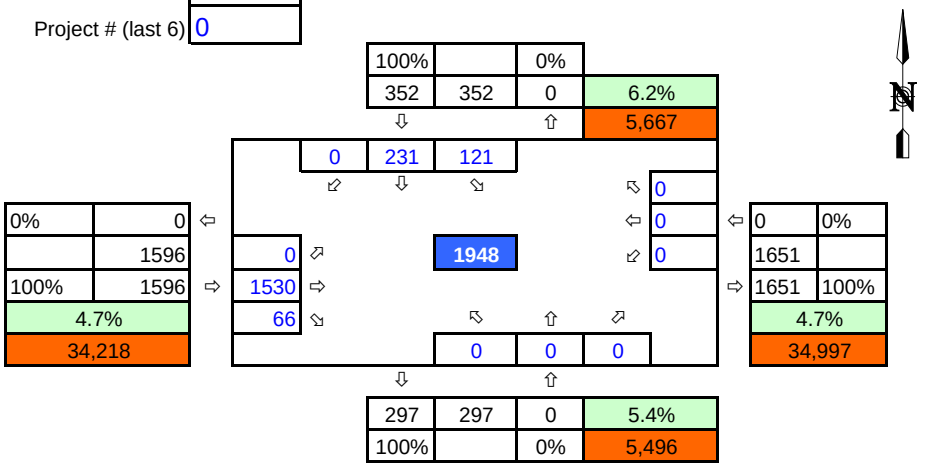



**LEGEND**

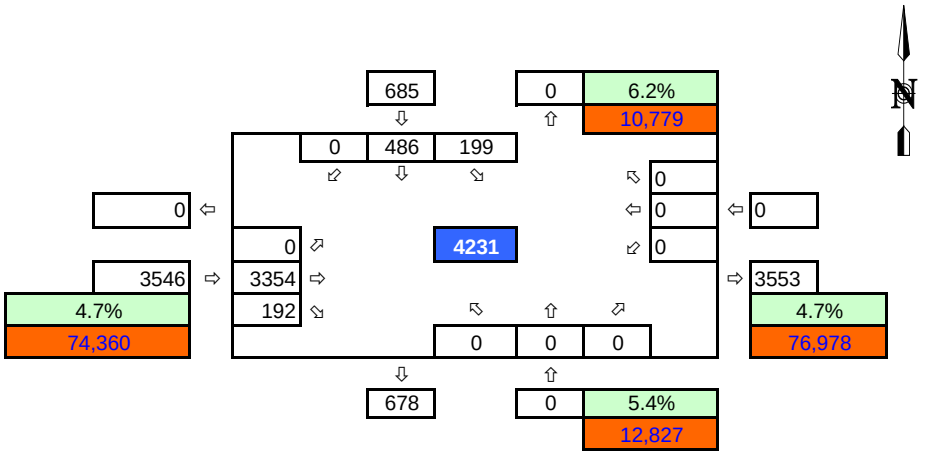
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

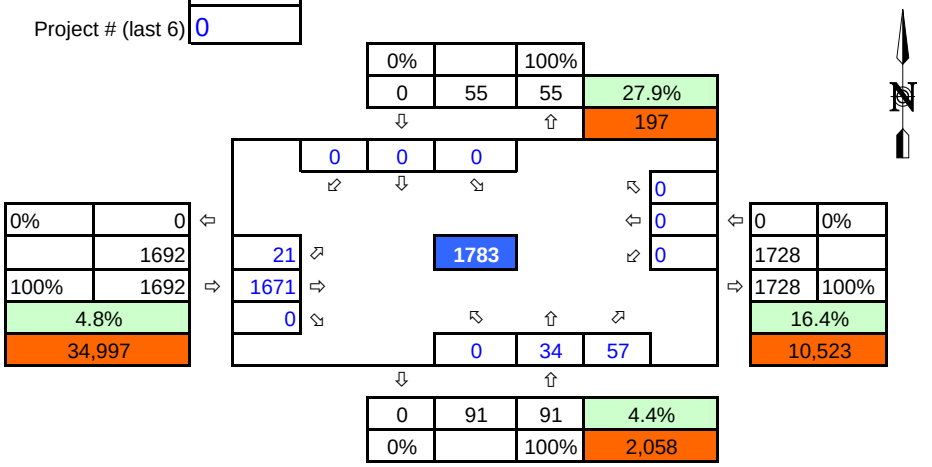



**LEGEND**

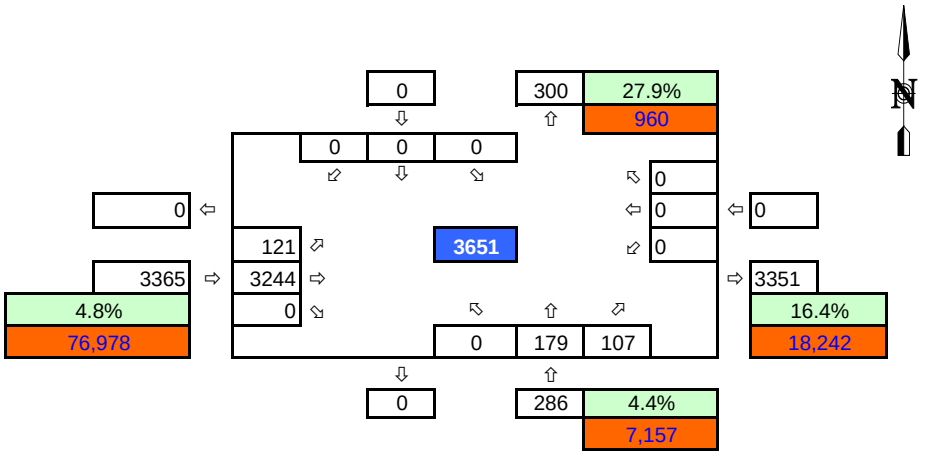
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

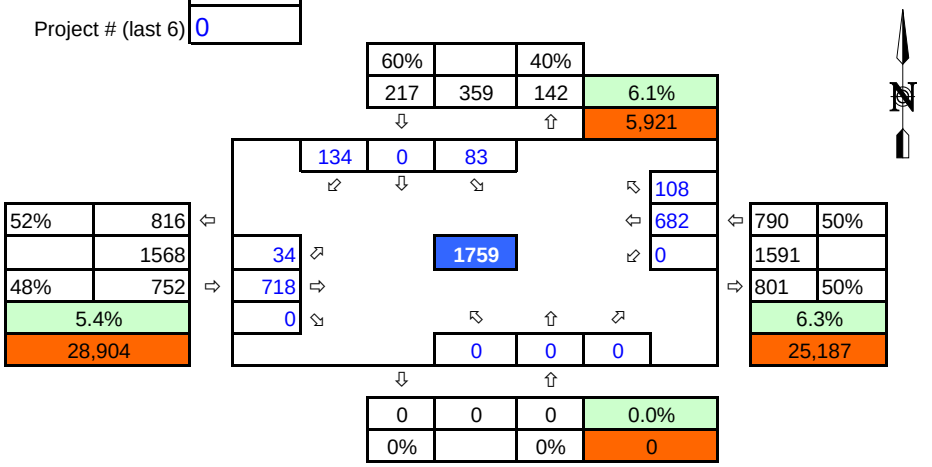



**LEGEND**

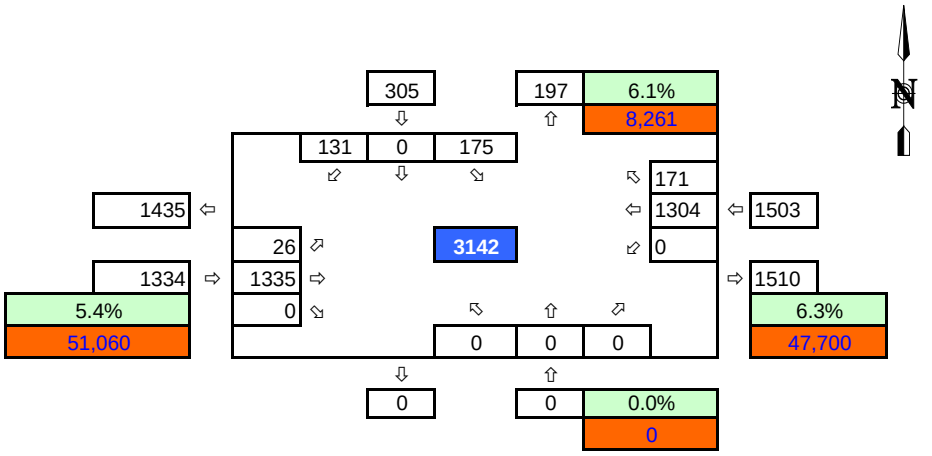
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

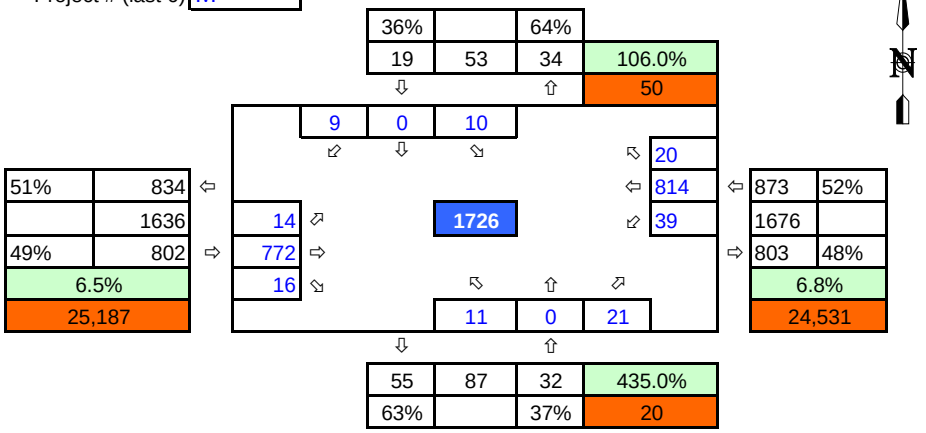



**LEGEND**

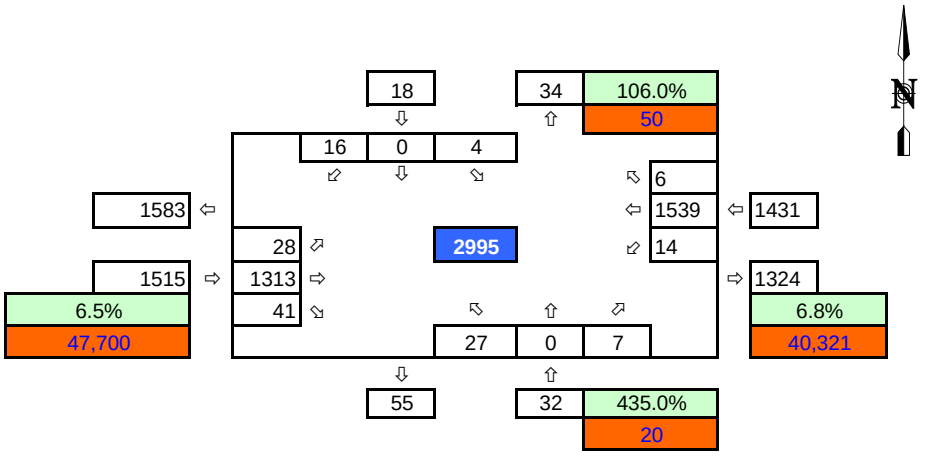
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

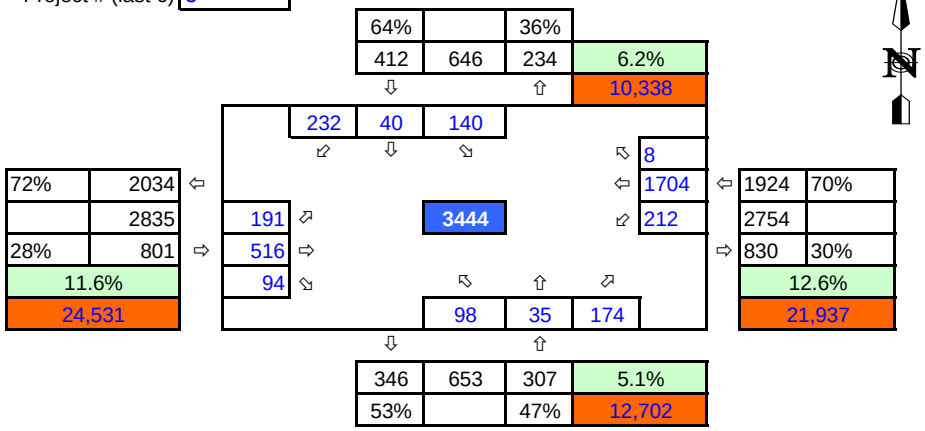



**LEGEND**

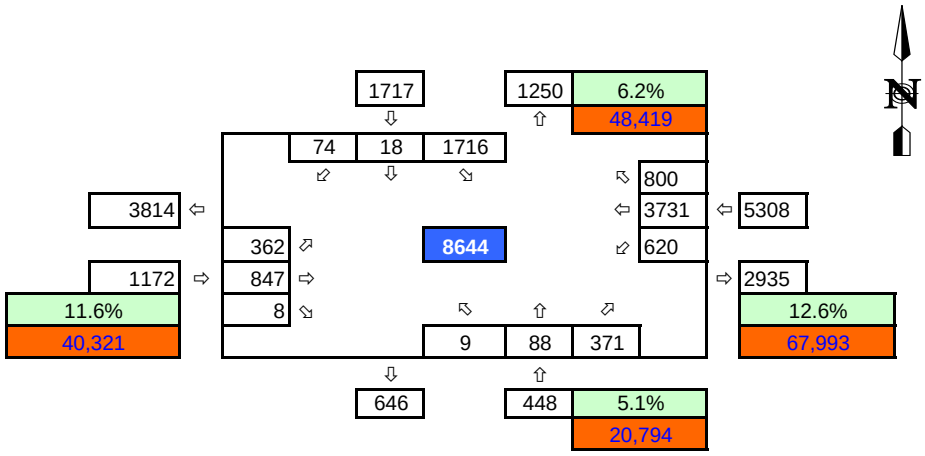
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

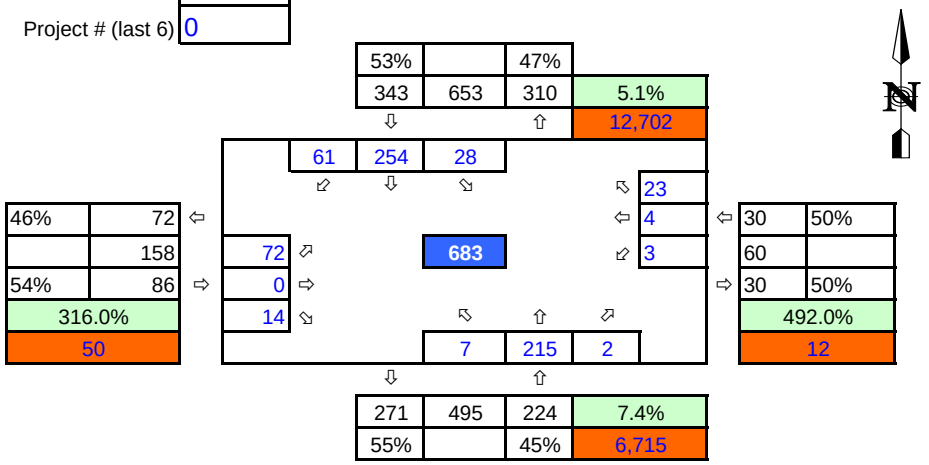



**LEGEND**

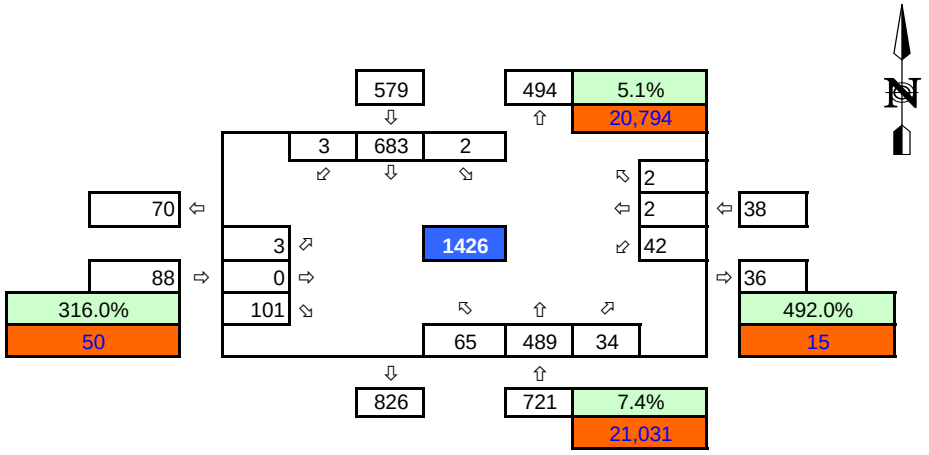
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

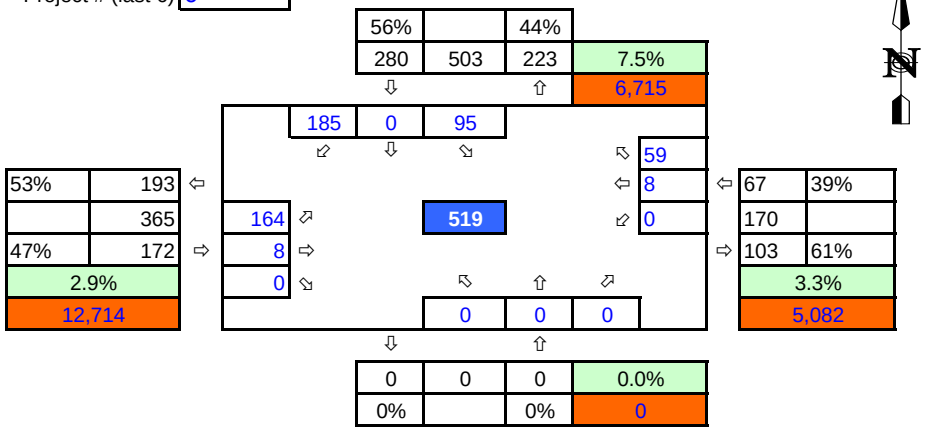



**LEGEND**

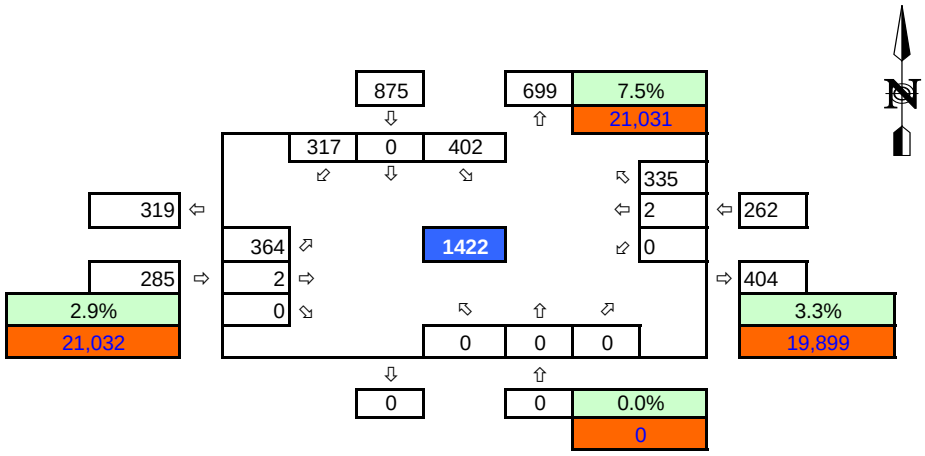
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

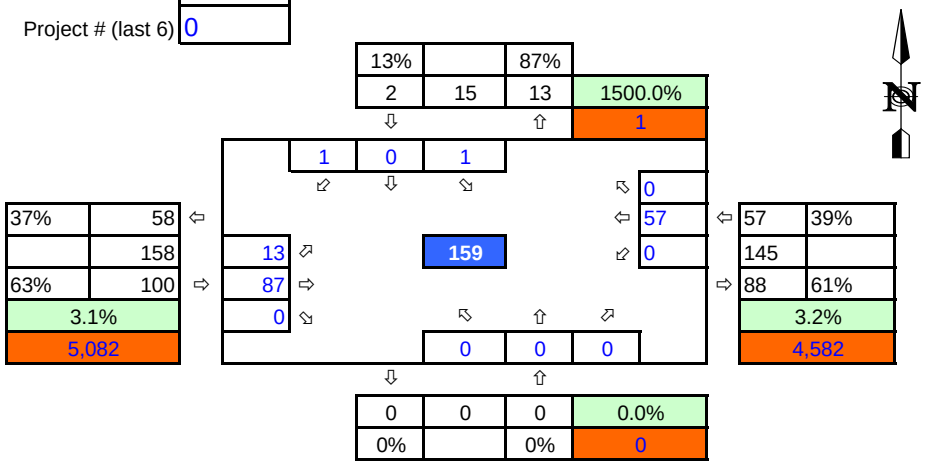



**LEGEND**

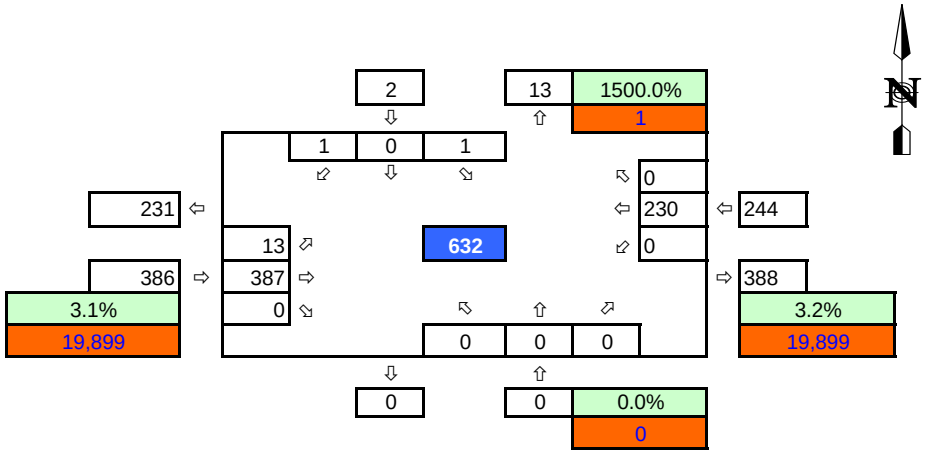
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

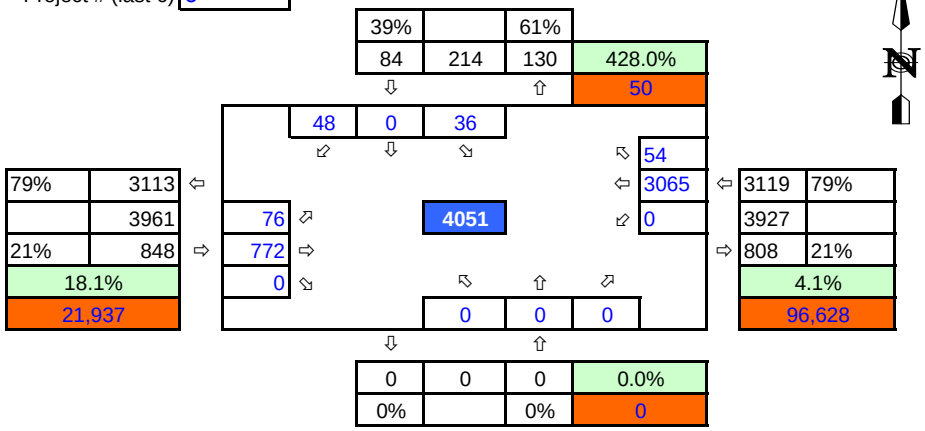



**LEGEND**

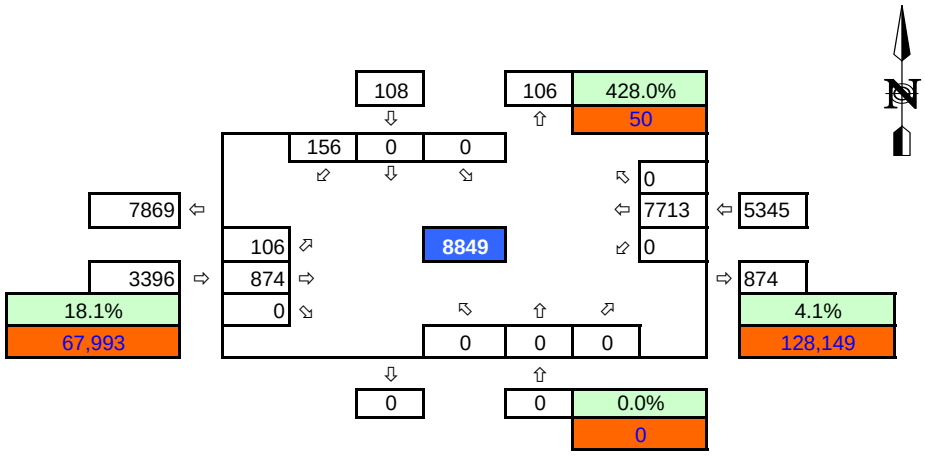
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

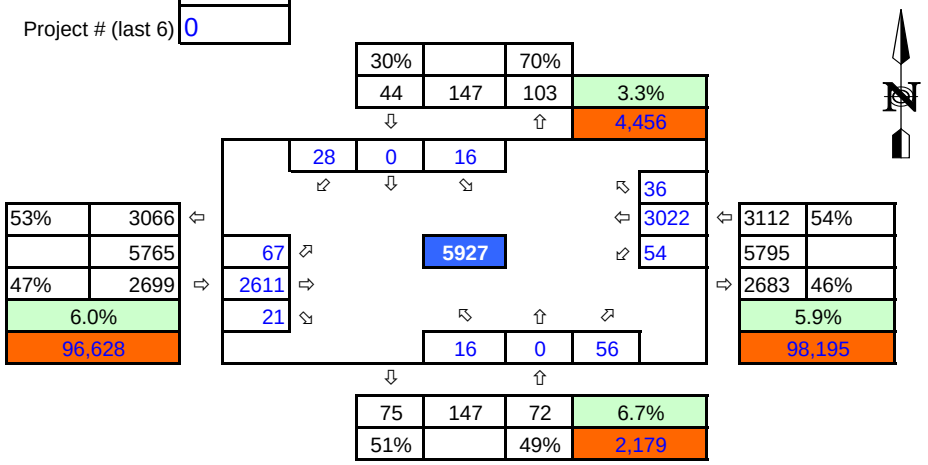



**LEGEND**

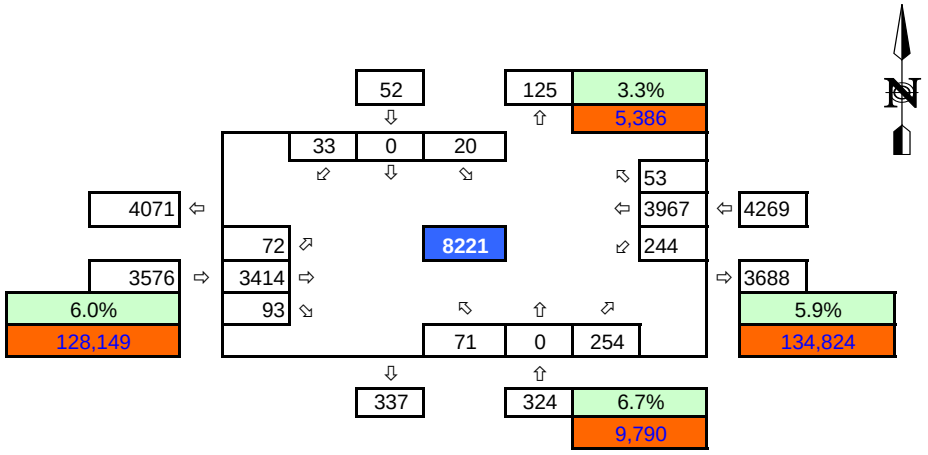
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

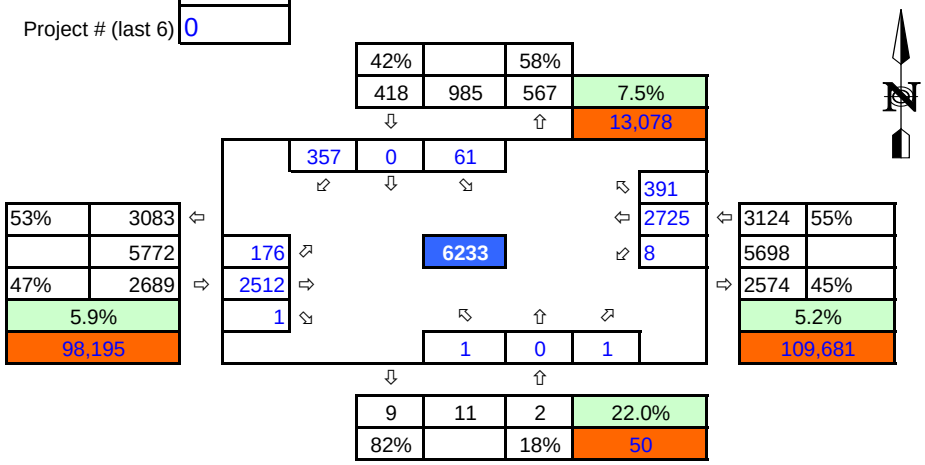



**LEGEND**

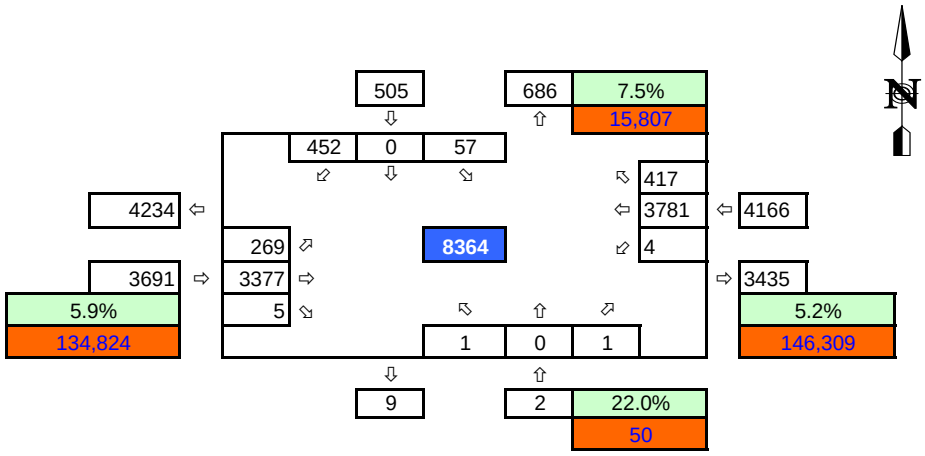
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

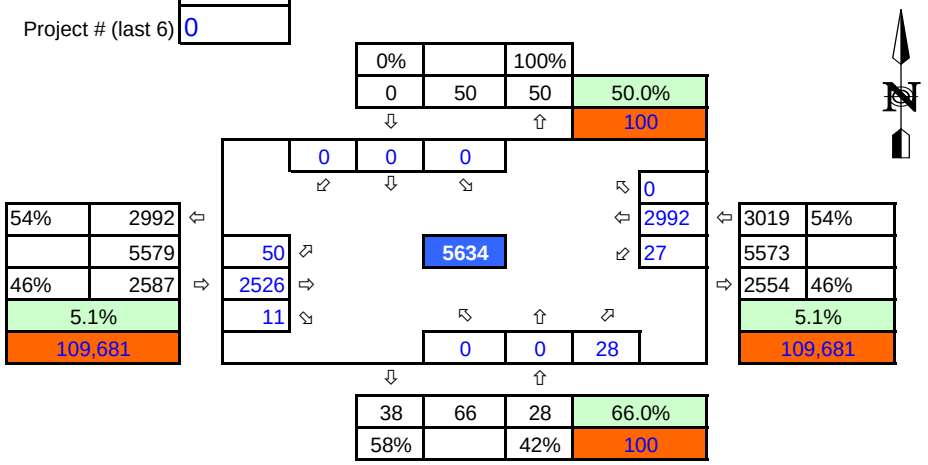



**LEGEND**

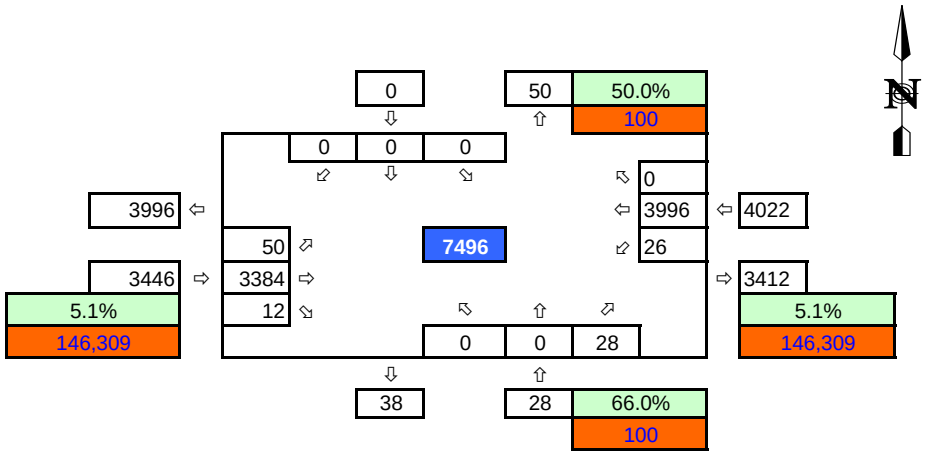
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

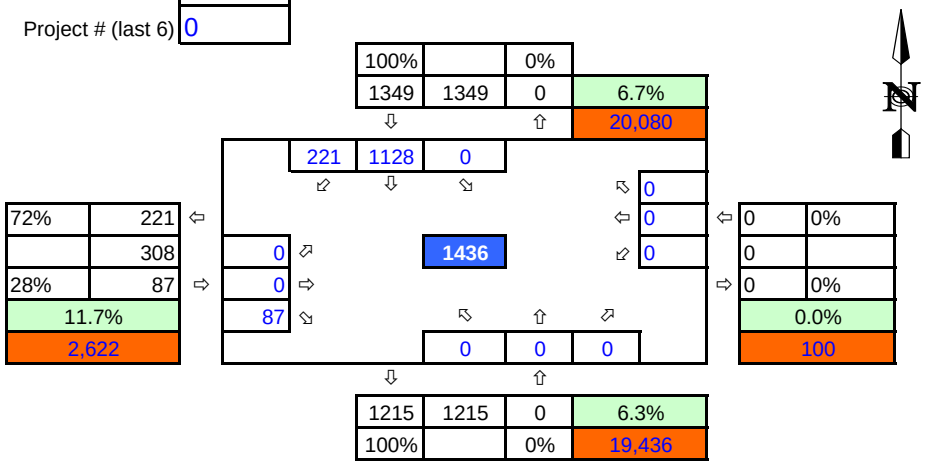



**LEGEND**

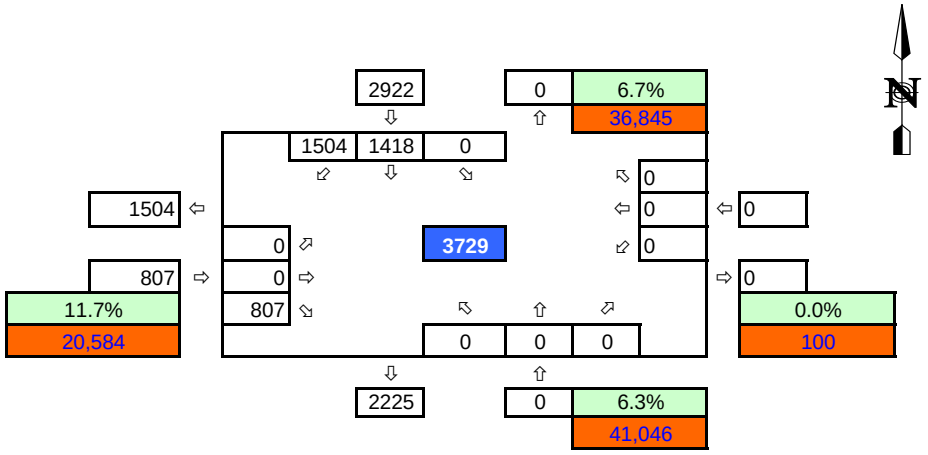
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

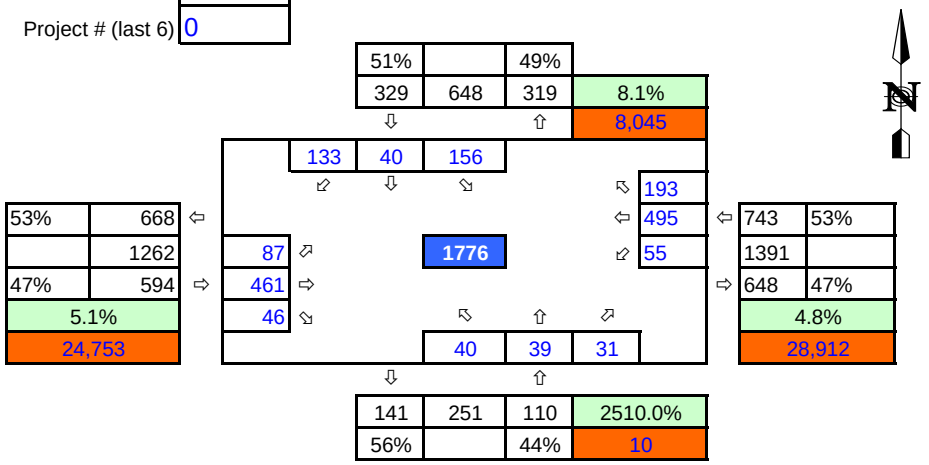



**LEGEND**

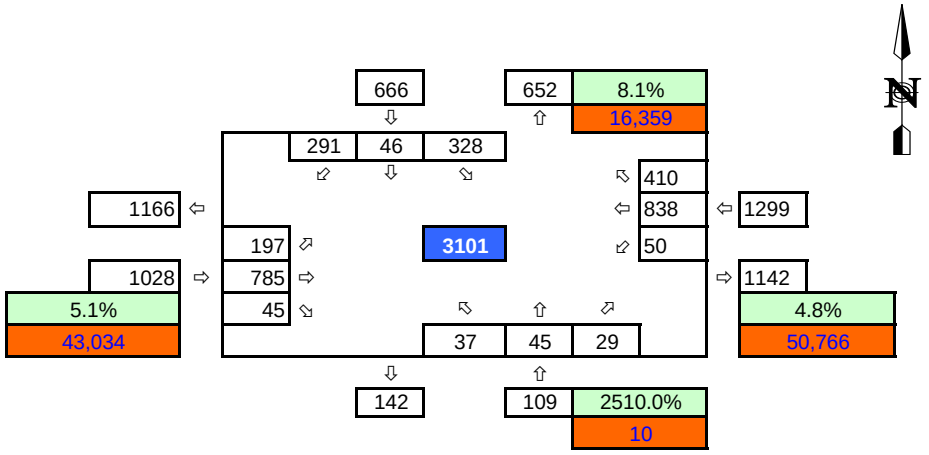
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

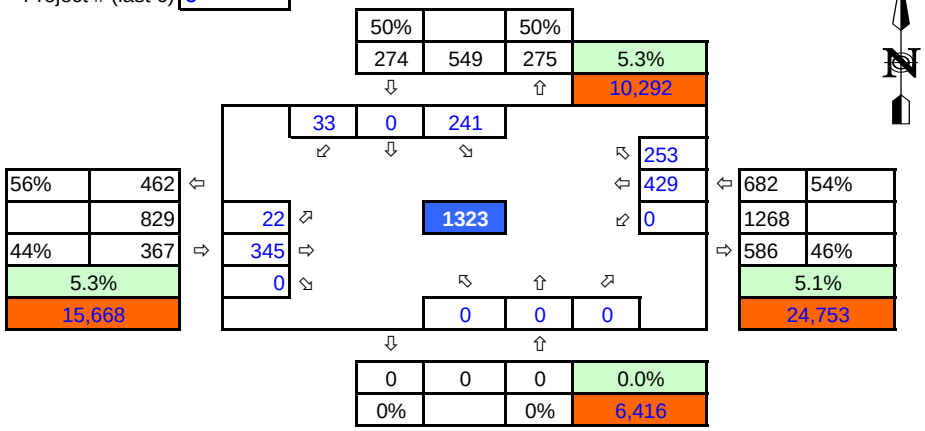



**LEGEND**

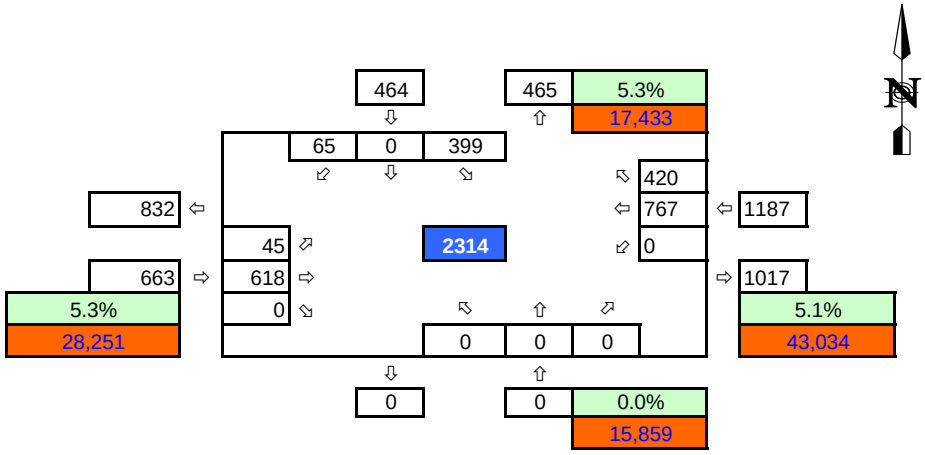
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

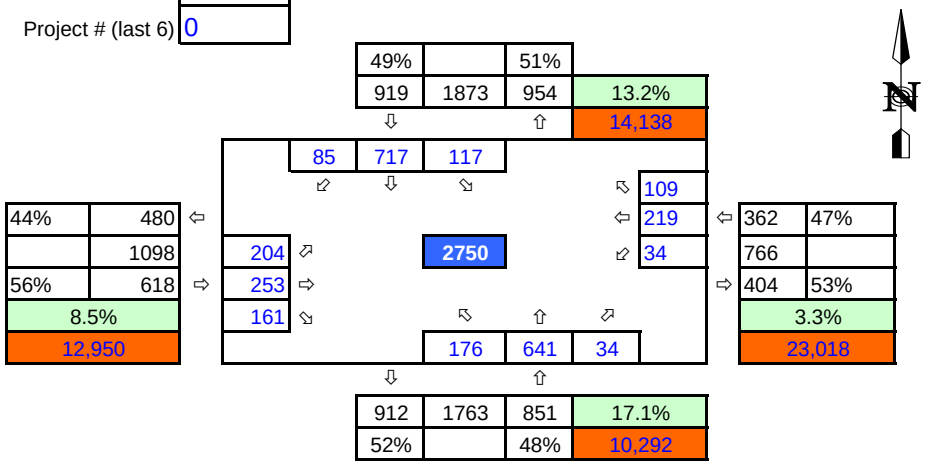



**LEGEND**

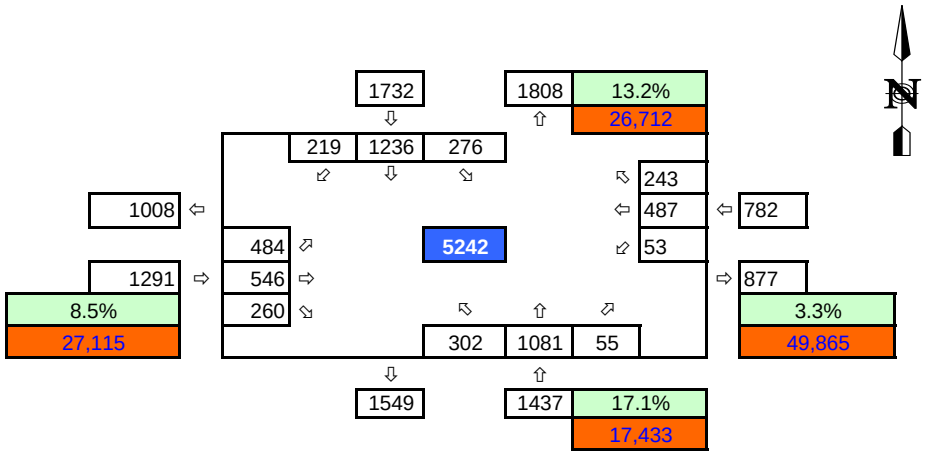
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 MID Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |

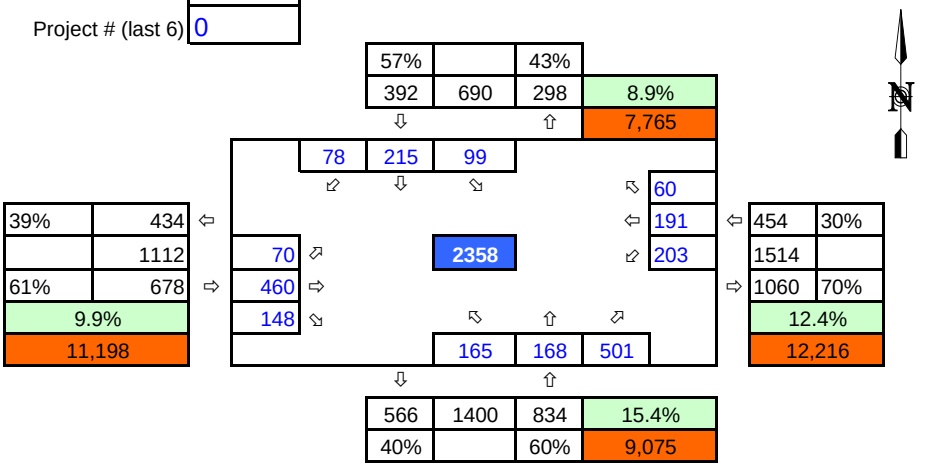



**LEGEND**

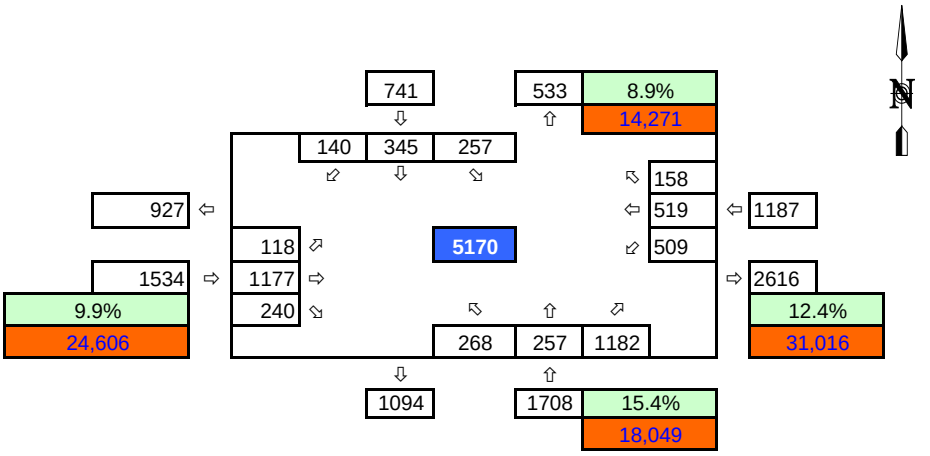
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 1 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |
| Intersection #: | 1 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Rosecrans St / Taylor St** |

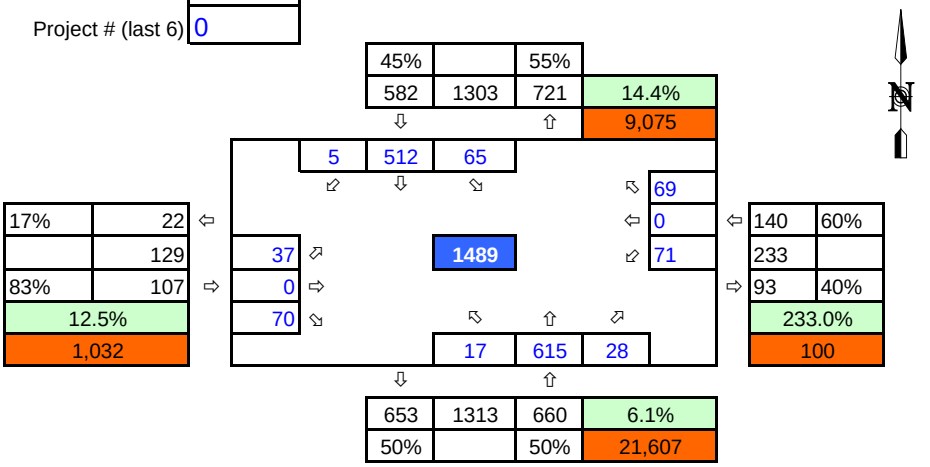



**LEGEND**

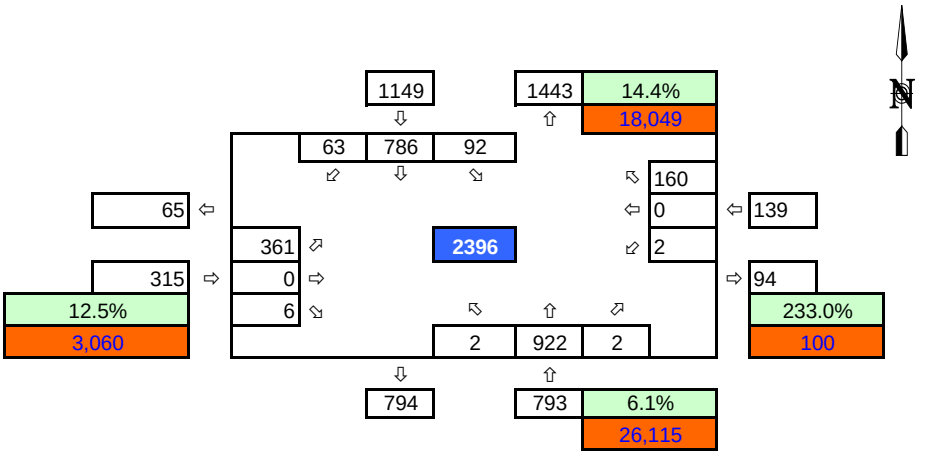
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 2 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |
| Intersection #: | 2 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Dwy / Old Town Transit Center Bus Access** |

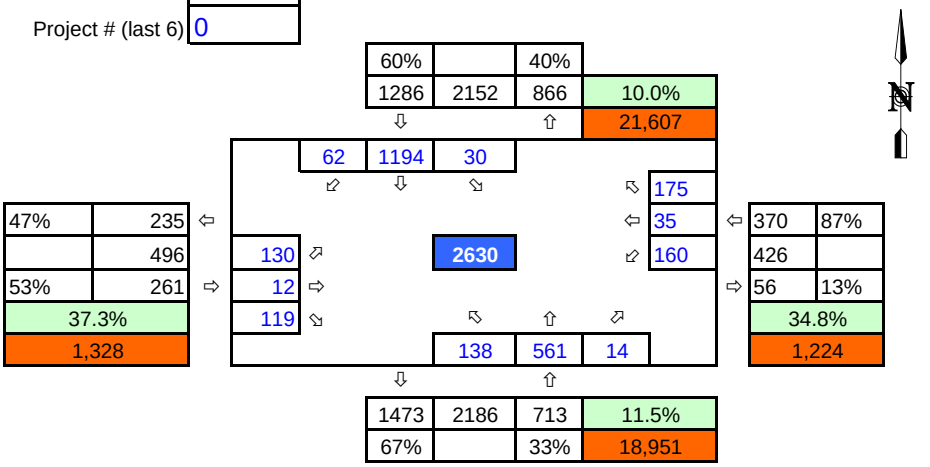



**LEGEND**

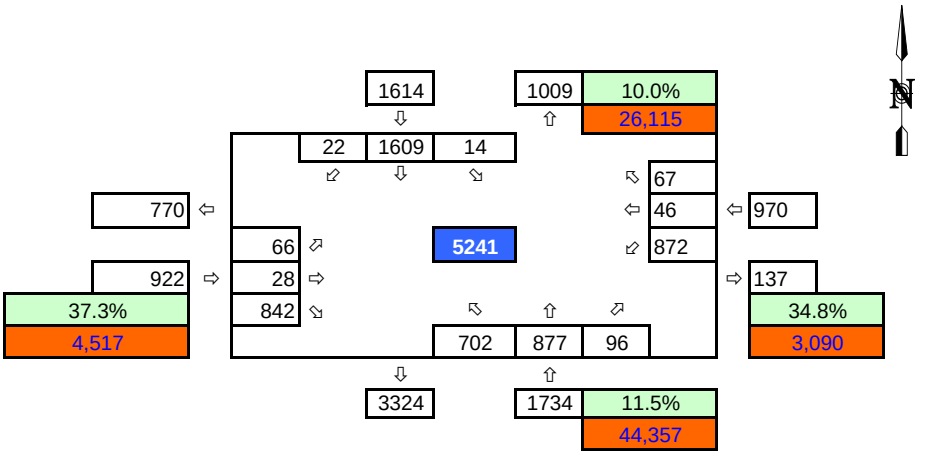
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 3 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |
| Intersection #: | 3 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Enterprise St / SPAWAR Dwy** |

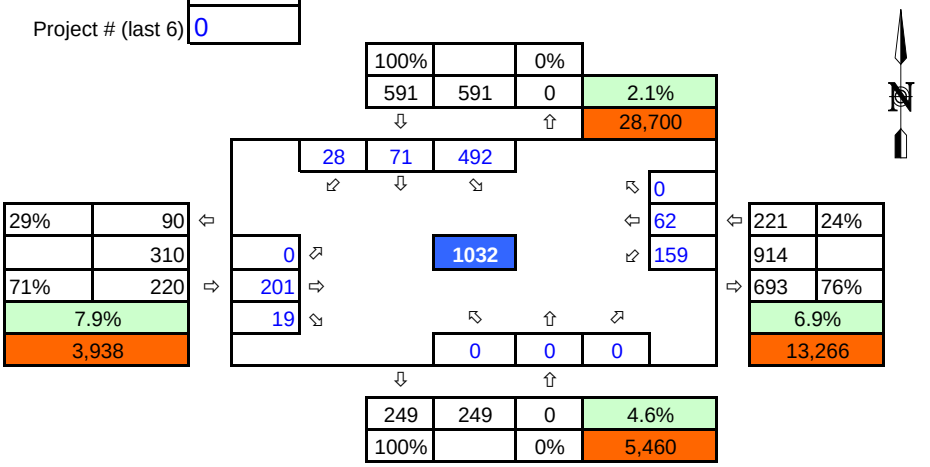



**LEGEND**

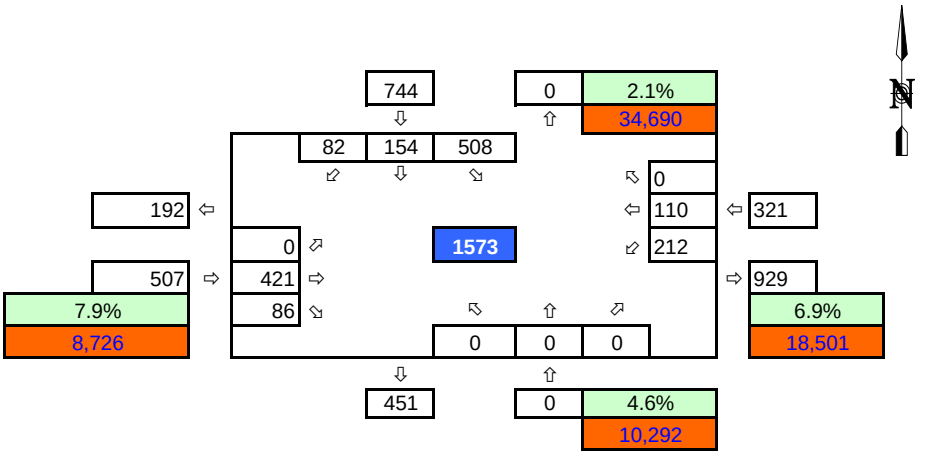
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 4 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |
| Intersection #: | 4 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **EB Pacific Hwy On Ramp / EB Pacific Hwy Off Ramp** |
| E/W Street: | **Washington St** |

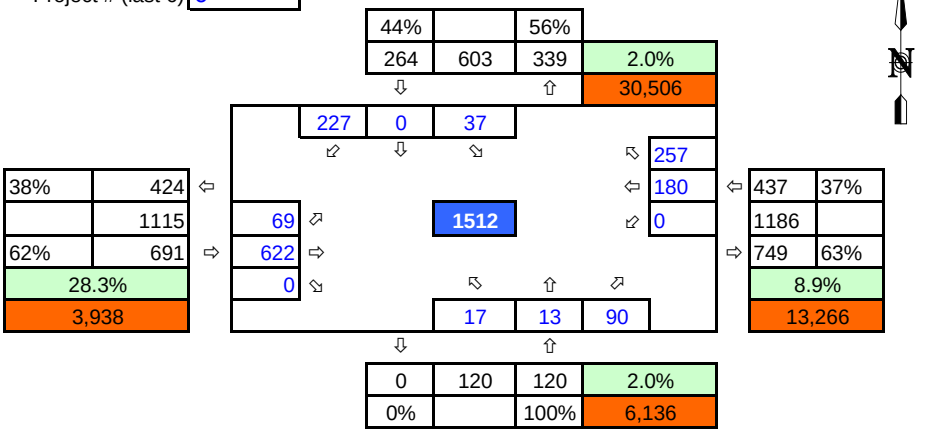



**LEGEND**

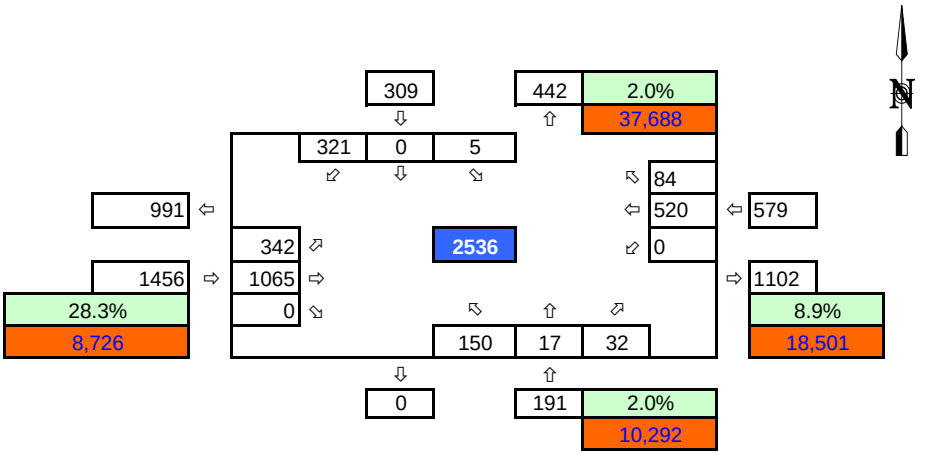
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 5 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |
| Intersection #: | 5 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **WB Pacific Hwy On Ramp/ Frontage Rd / Frontage Rd** |
| E/W Street: | **Washington St** |

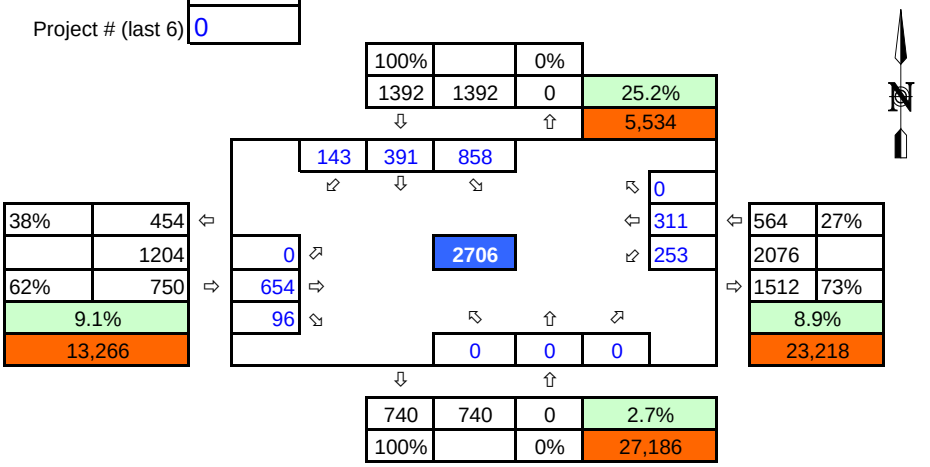



**LEGEND**

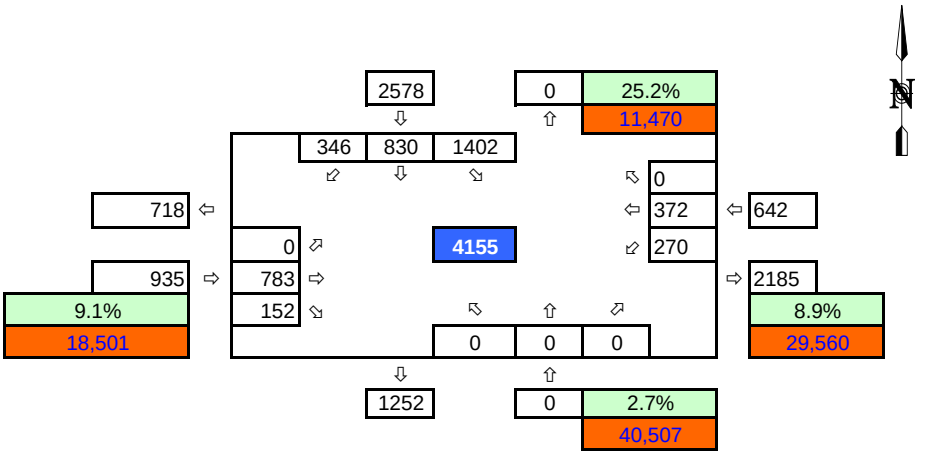
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 6 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |
| Intersection #: | 6 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Hancock St** |
| E/W Street: | **Washington St** |

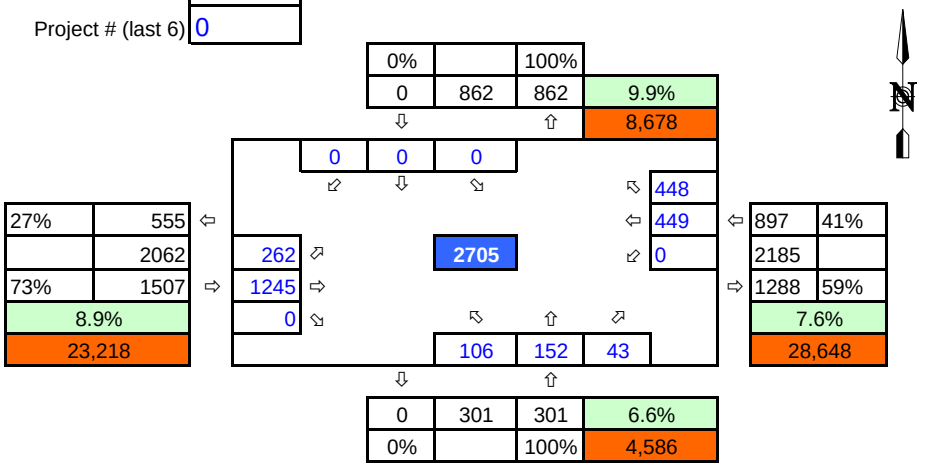



**LEGEND**

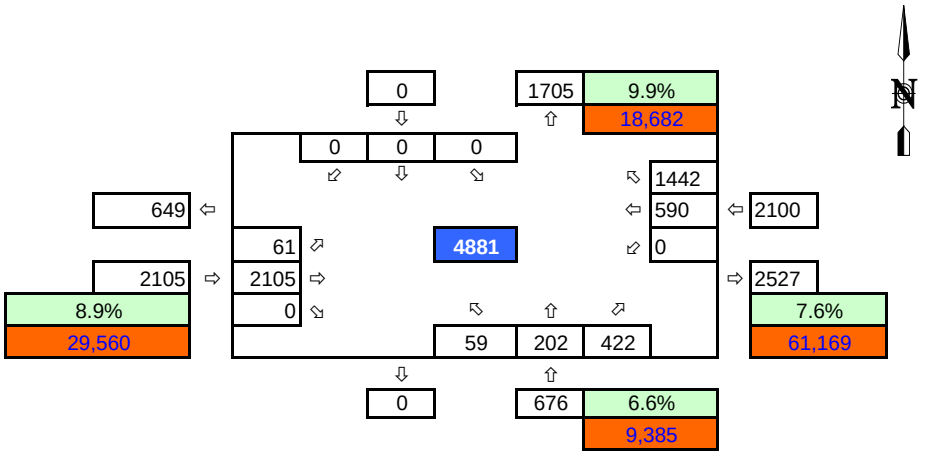
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 7 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |
| Intersection #: | 7 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **San Diego Ave** |
| E/W Street: | **Washington St** |

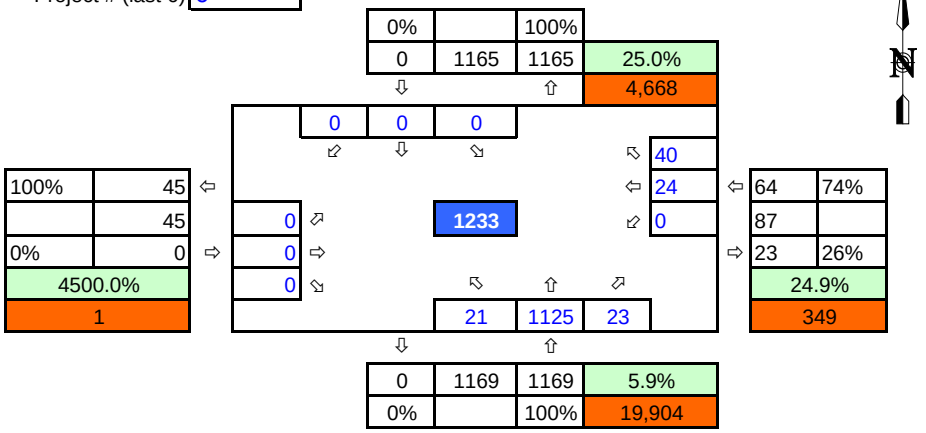



**LEGEND**

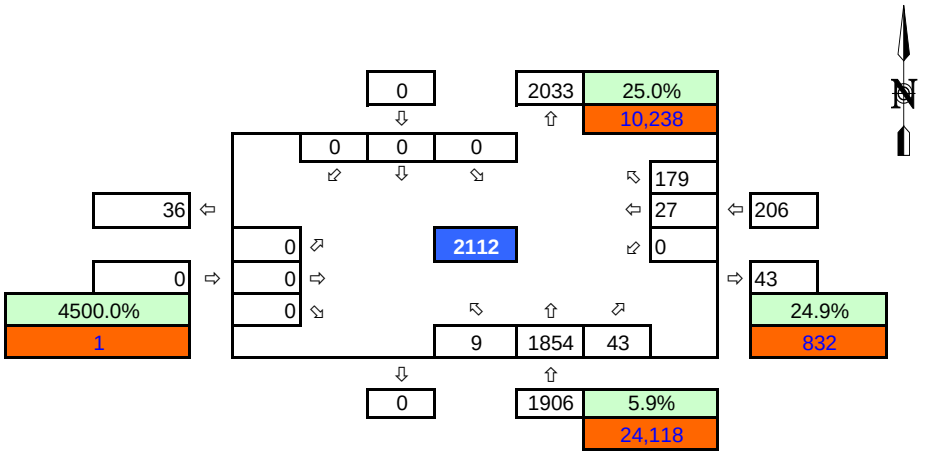
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 8 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |
| Intersection #: | 8 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Vine St** |

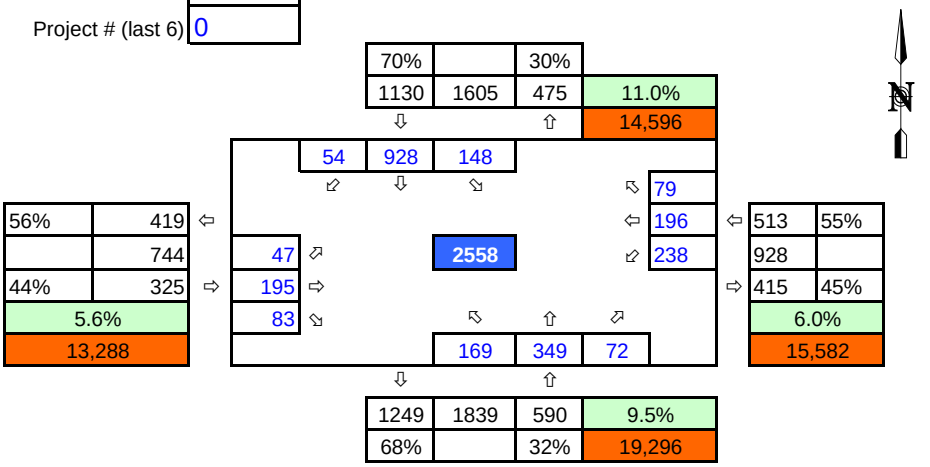



**LEGEND**

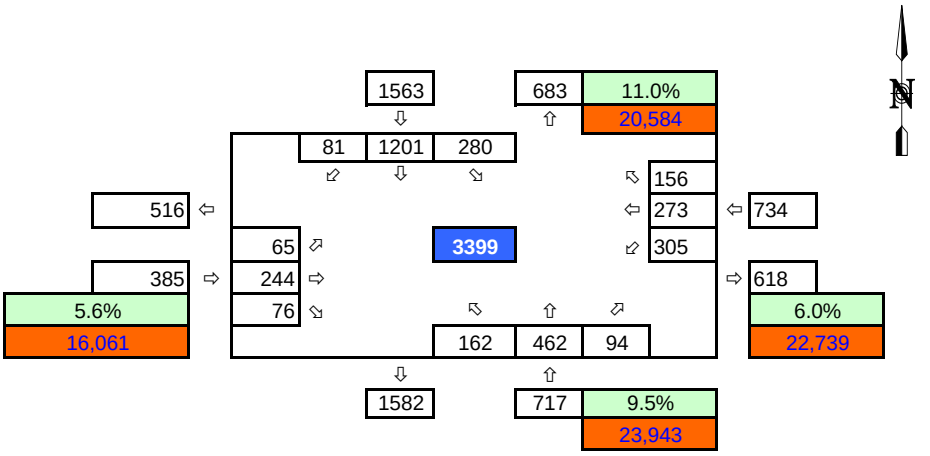
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 9 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |
| Intersection #: | 9 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Admiral Boland Wy / Sassafras St** |

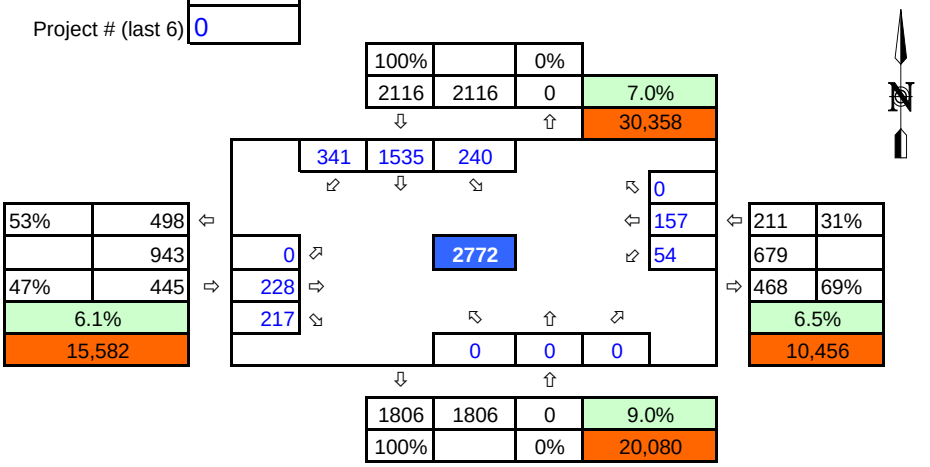



**LEGEND**

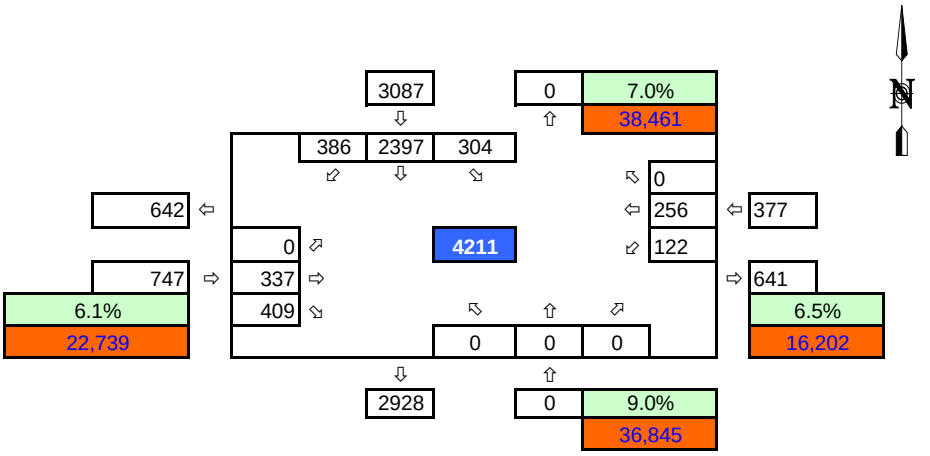
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 10 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 10 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Sassafras St** |

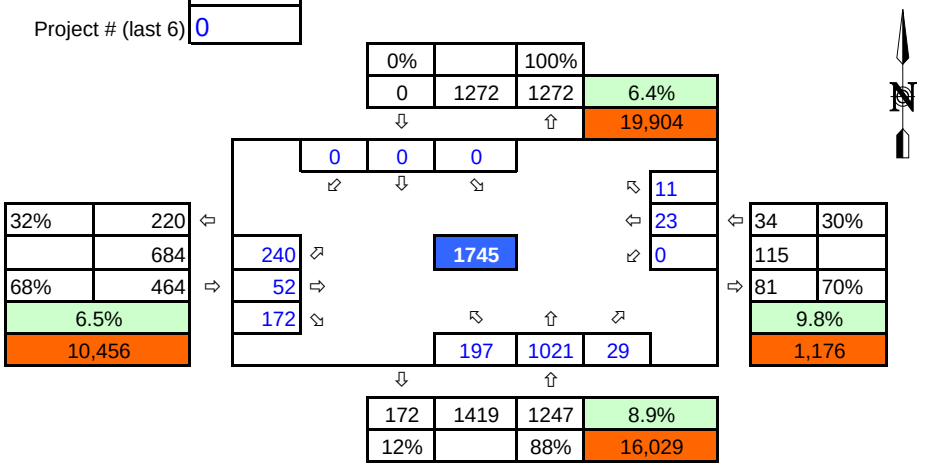



**LEGEND**

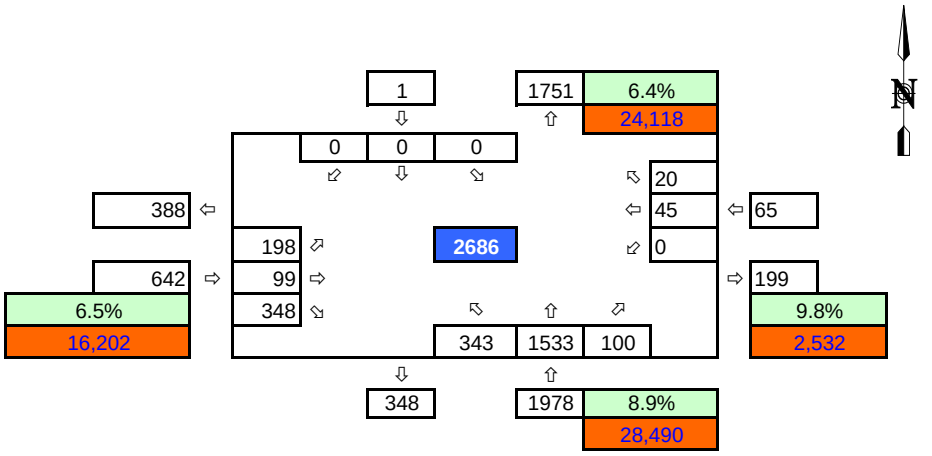
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 11 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |
| Intersection #: | 11 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **Sassafras St** |

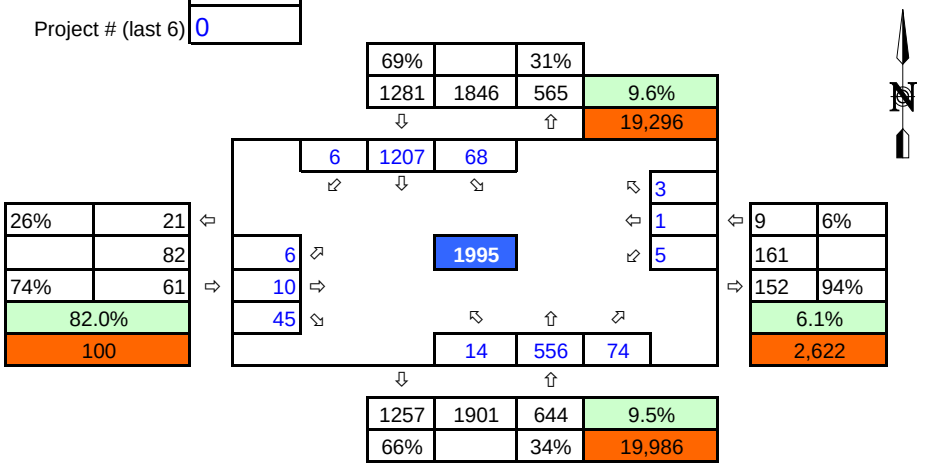



**LEGEND**

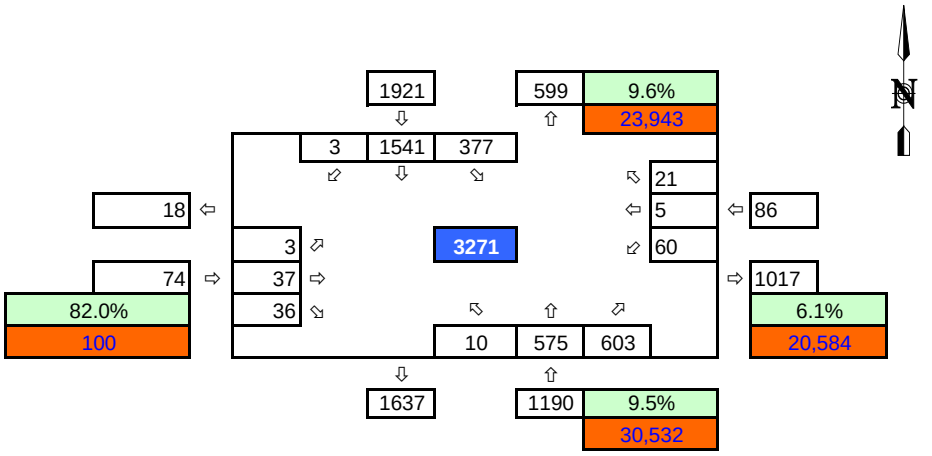
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 12 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |
| Intersection #: | 12 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **Palm St** |

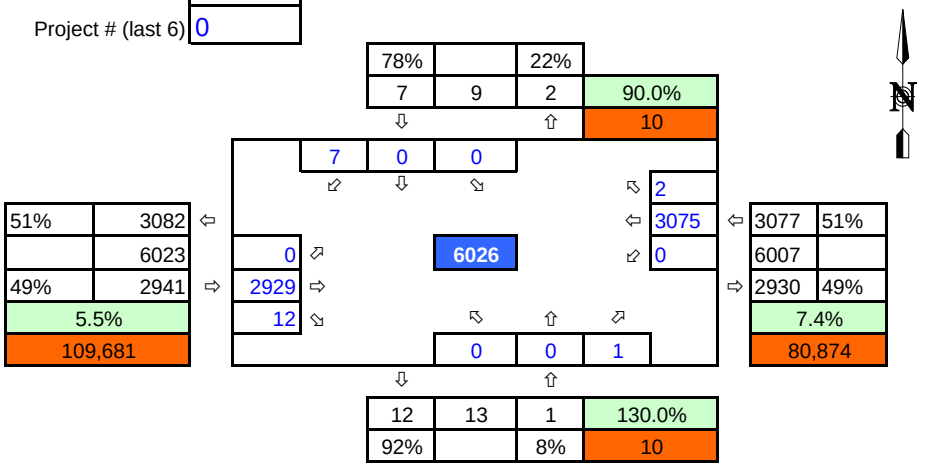



**LEGEND**

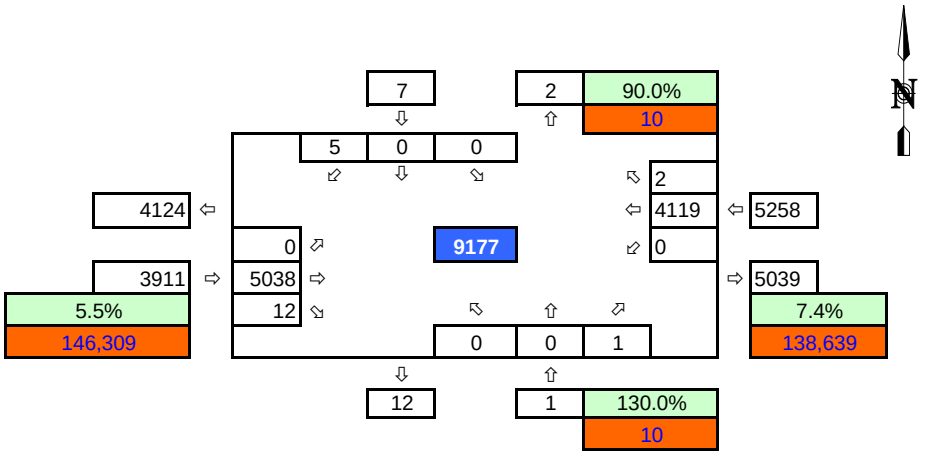
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 13 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 13 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Solar Turbine Dwy / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

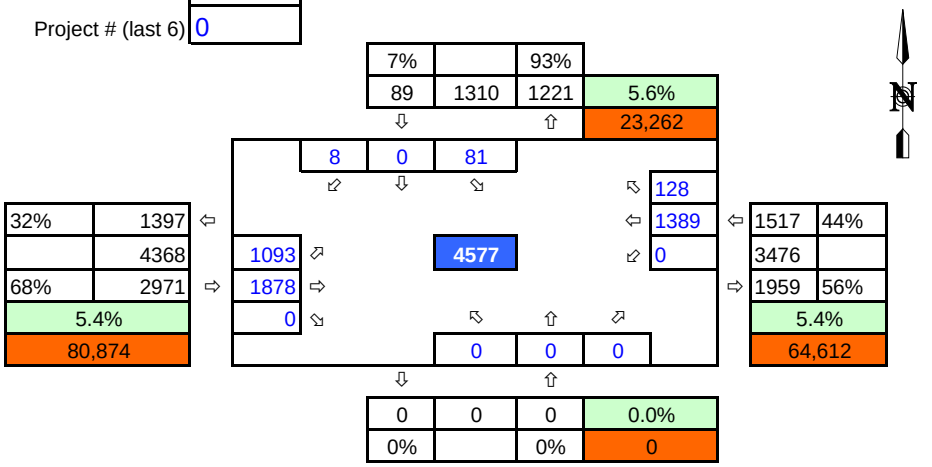



**LEGEND**

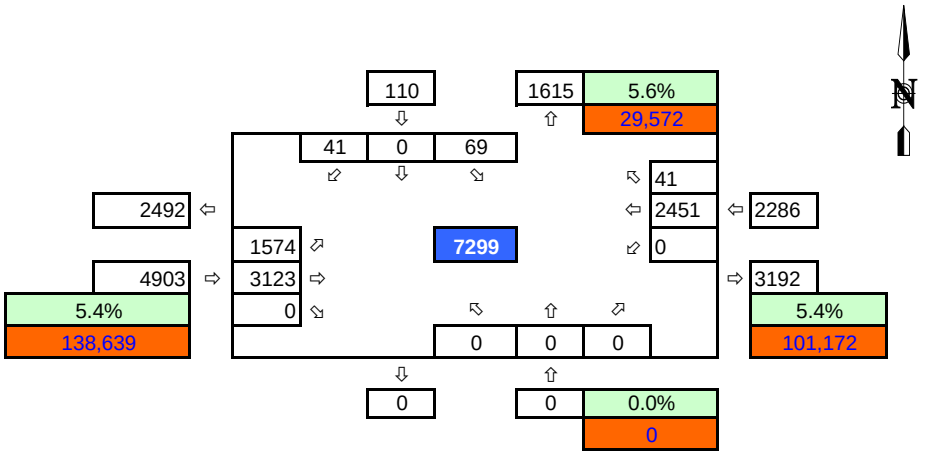
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 14 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 14 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **W Laurel St** |
| E/W Street: | **N Harbor Dr** |

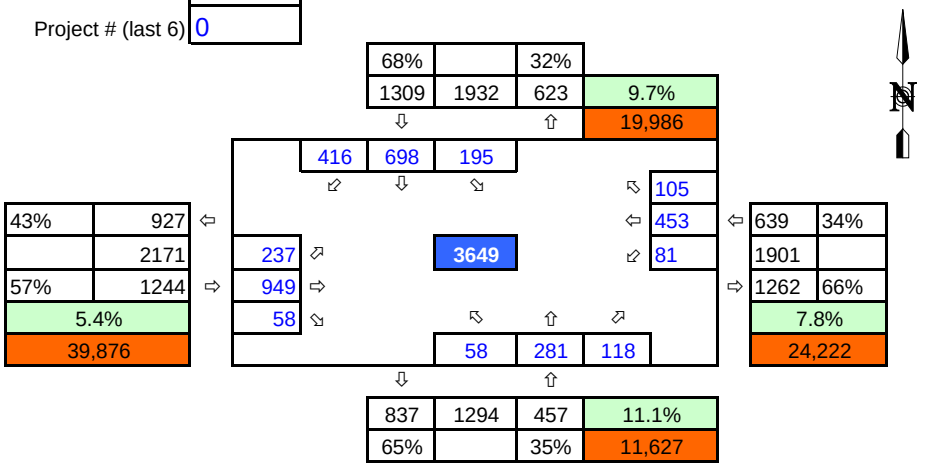



**LEGEND**

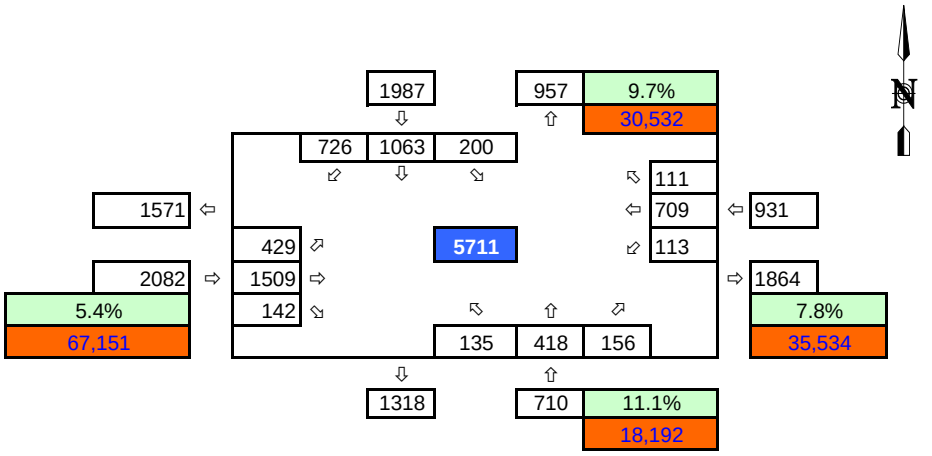
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 15 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 15 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Laurel St** |

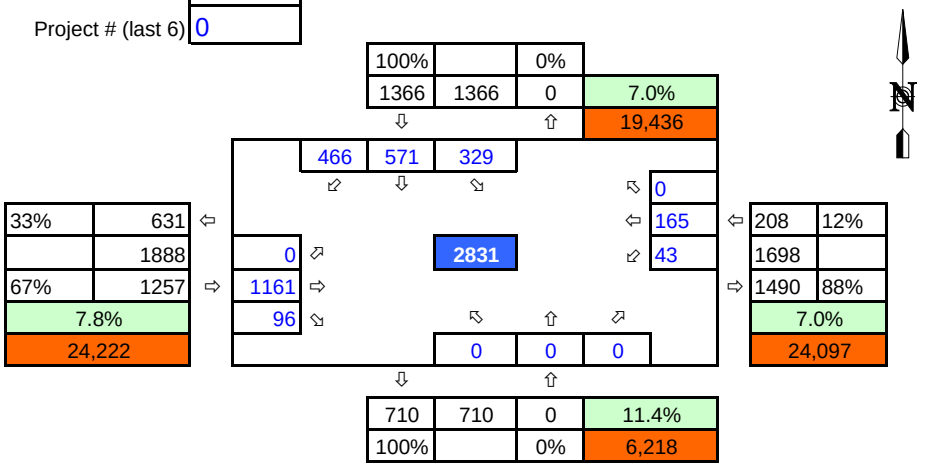



**LEGEND**

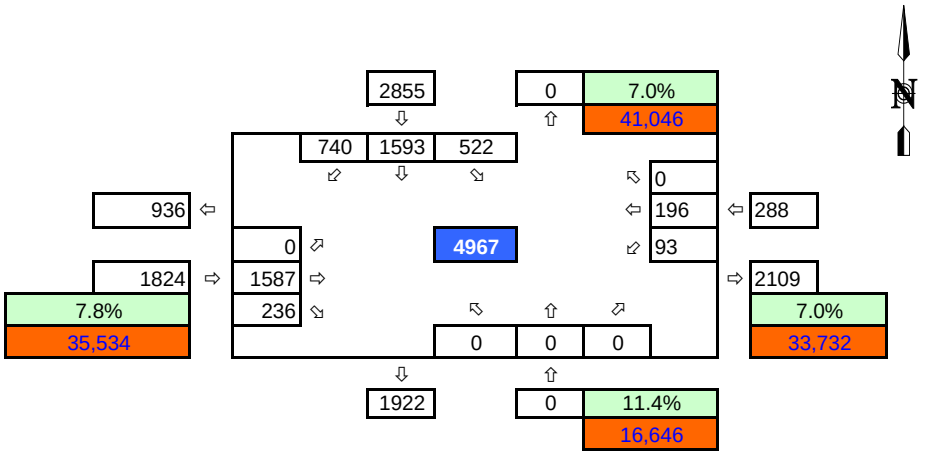
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 16 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 16 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Laurel St** |

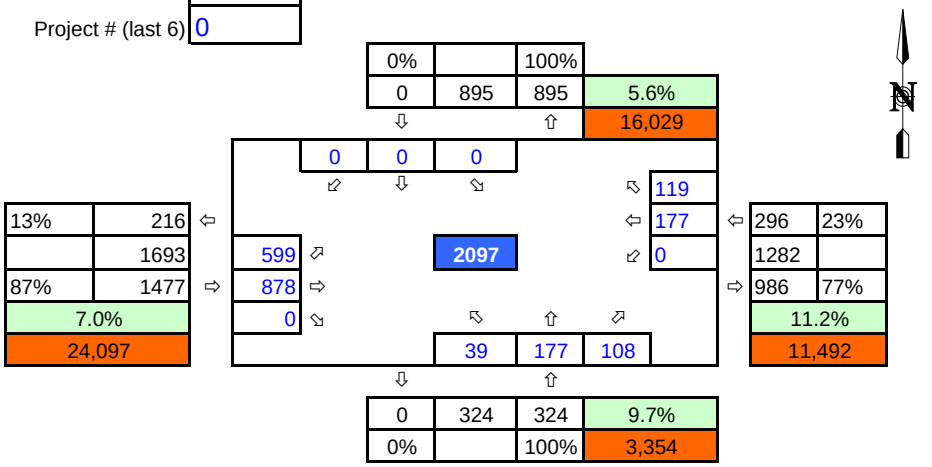



**LEGEND**

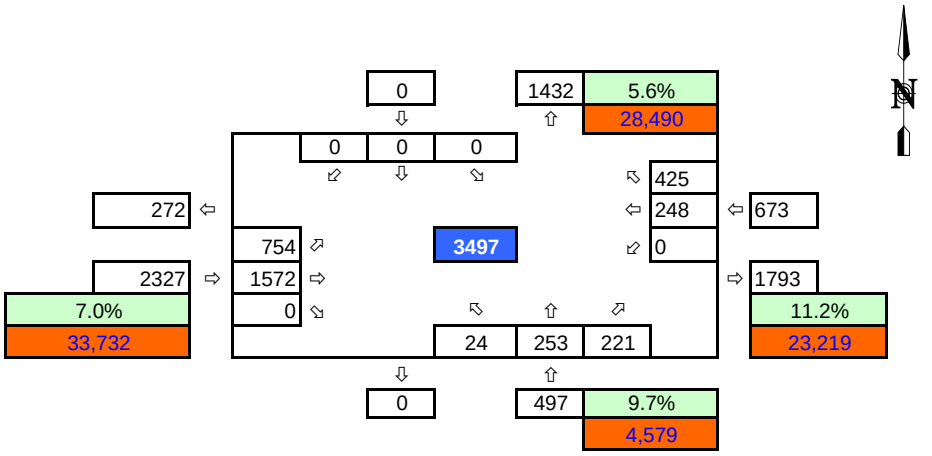
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 17 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |
| Intersection #: | 17 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Laurel St** |

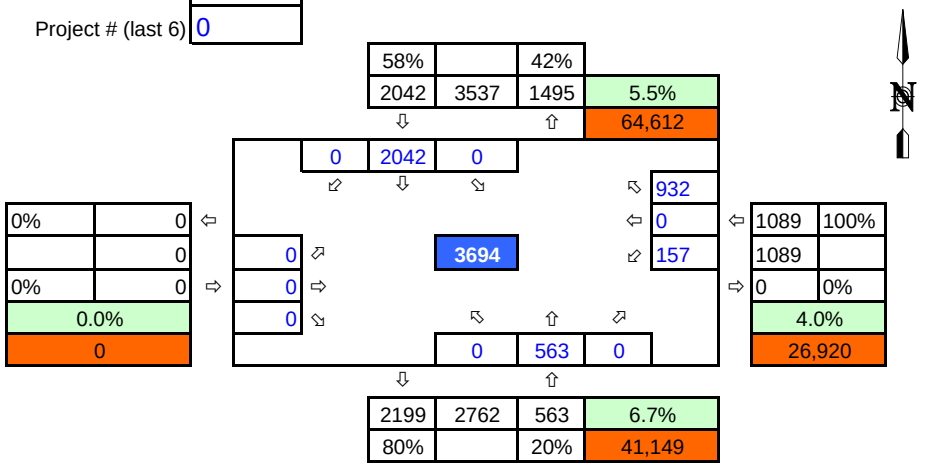



**LEGEND**

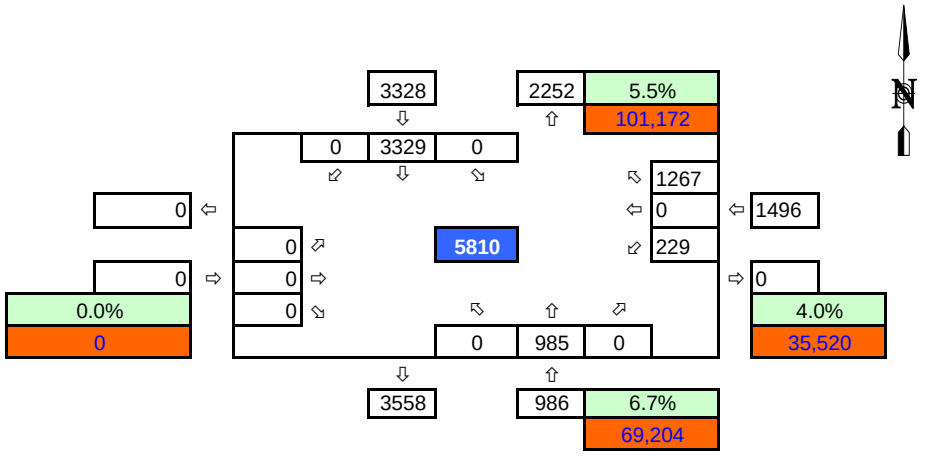
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 18 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 18 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Hawthorn St** |

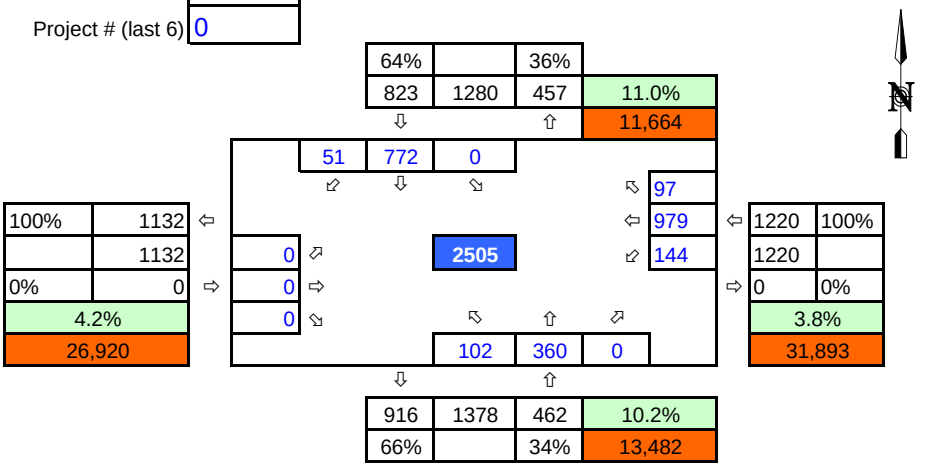



**LEGEND**

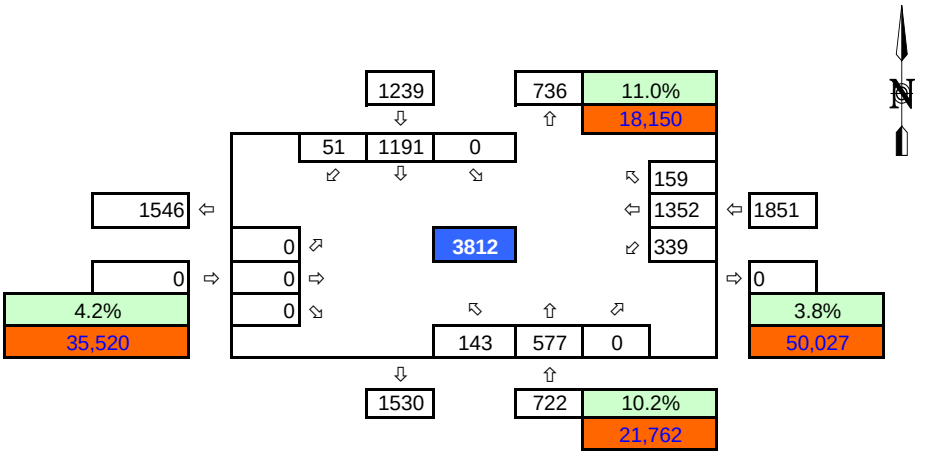
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 19 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 19 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Hawthorn St** |

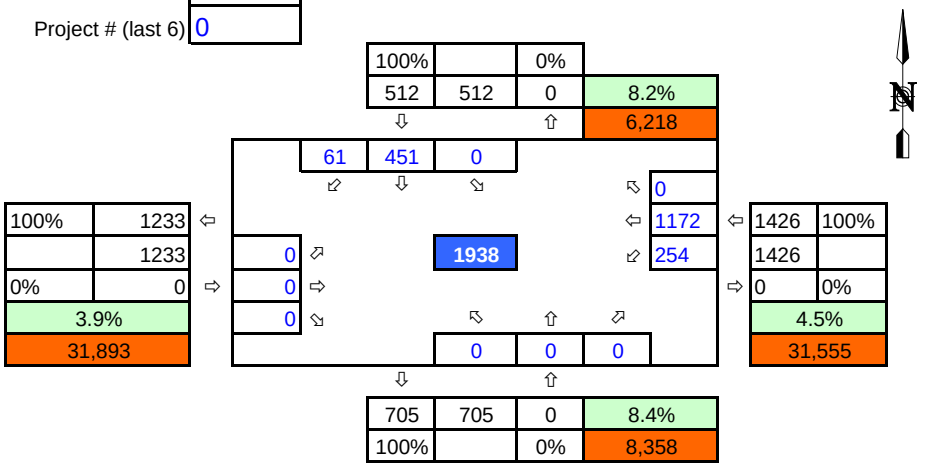



**LEGEND**

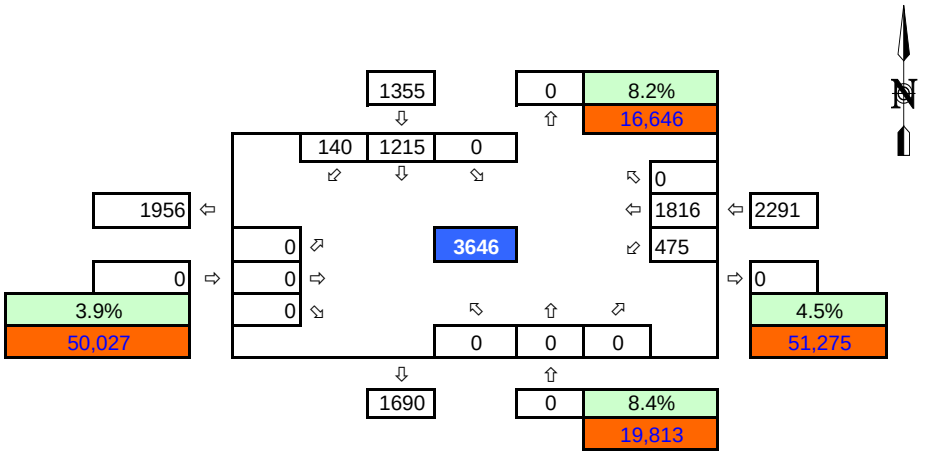
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 20 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 20 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Hawthorn St** |

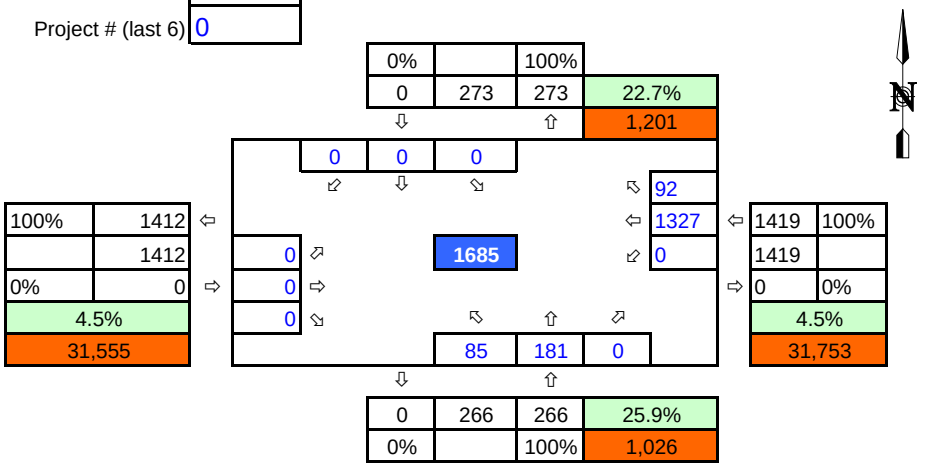



**LEGEND**

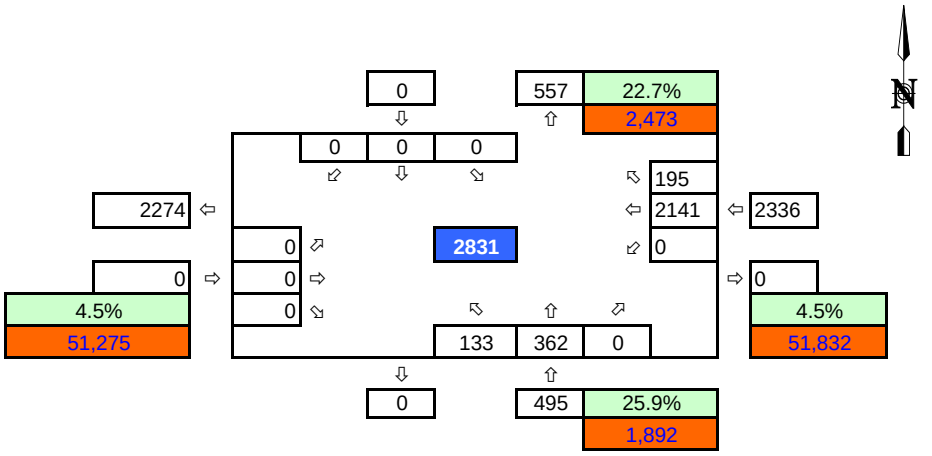
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 21 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 21 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Hawthorn St** |

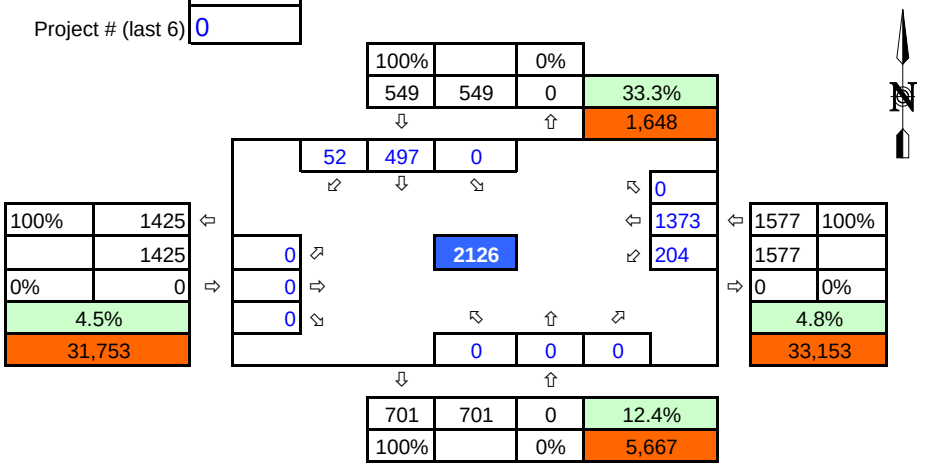



**LEGEND**

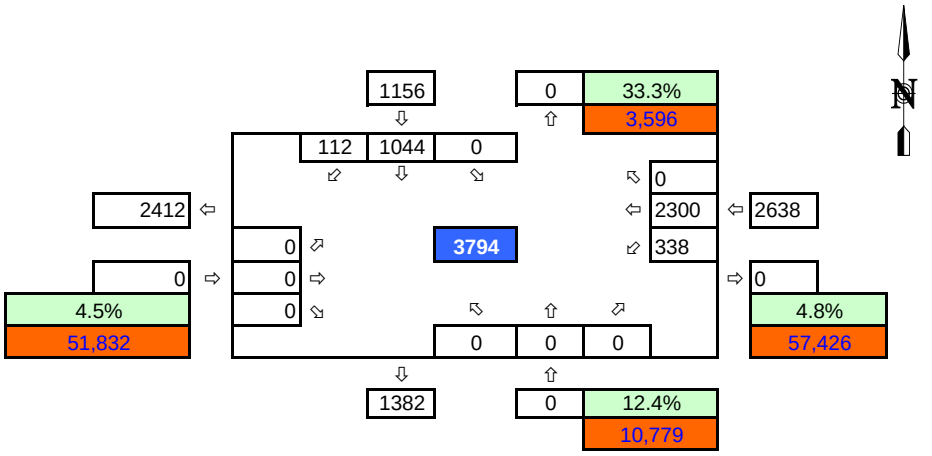
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 22 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 22 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Hawthorn St** |

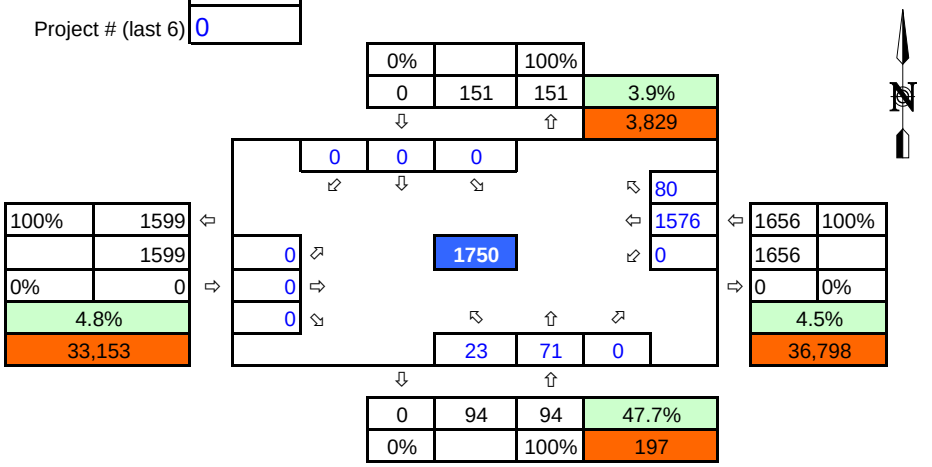



**LEGEND**

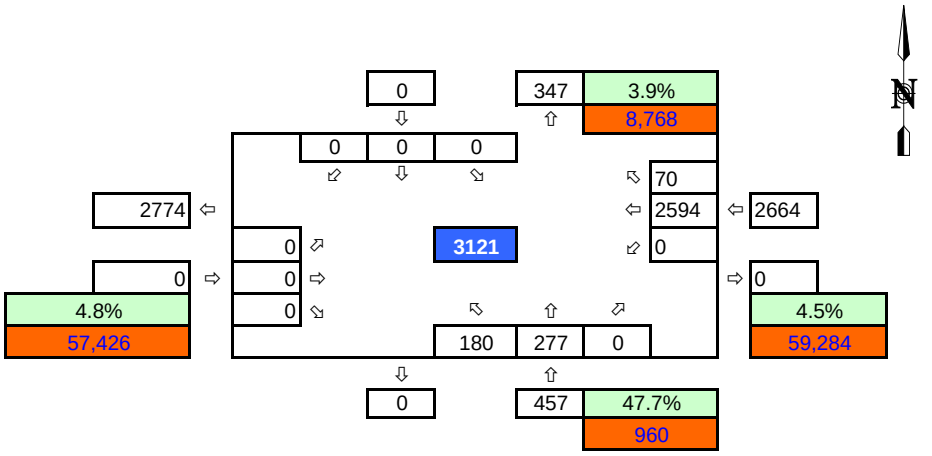
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 23 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 23 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St** |
| E/W Street: | **W Hawthorn St** |

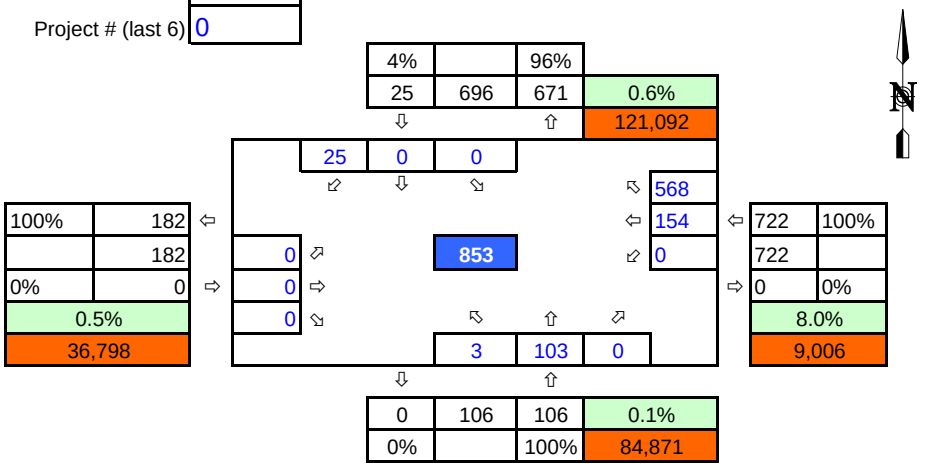



**LEGEND**

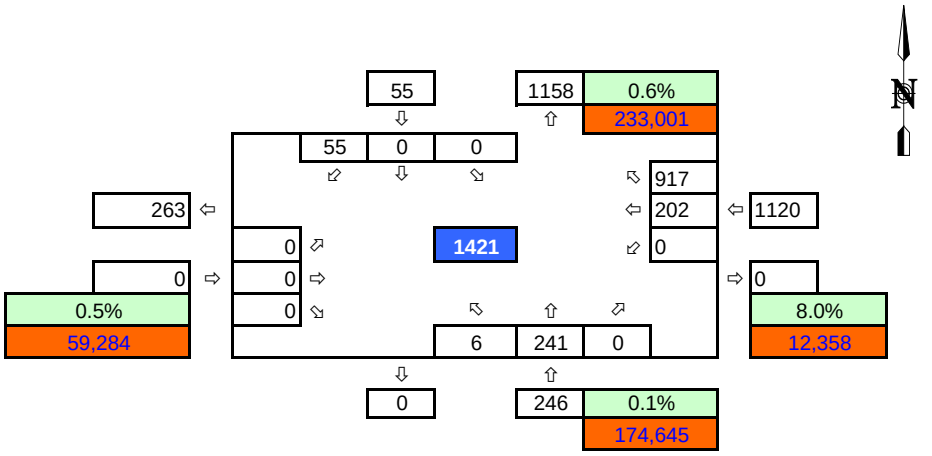
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 24 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |
| Intersection #: | 24 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **I-5 NB On Ramp/ Brant St / I-5 NB Off Ramp** |
| E/W Street: | **W Hawthorn St** |

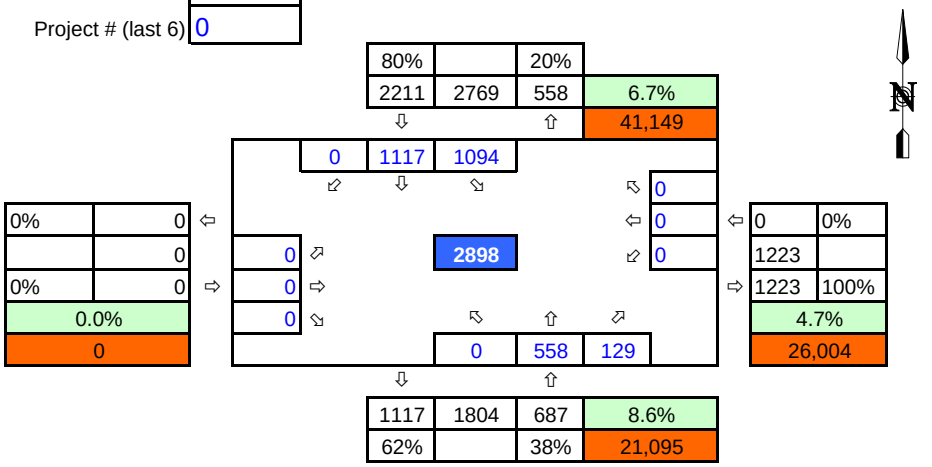



**LEGEND**

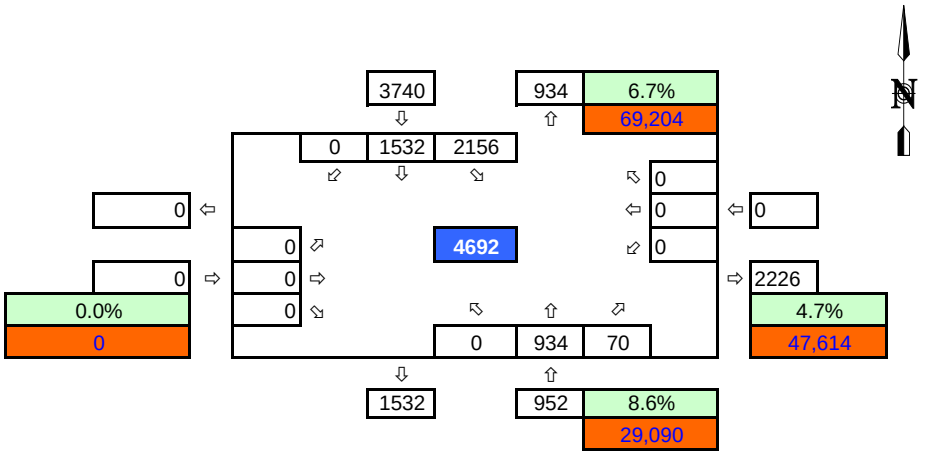
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 25 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |
| Intersection #: | 25 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **N Harbor Dr** |
| E/W Street: | **W Grape St** |

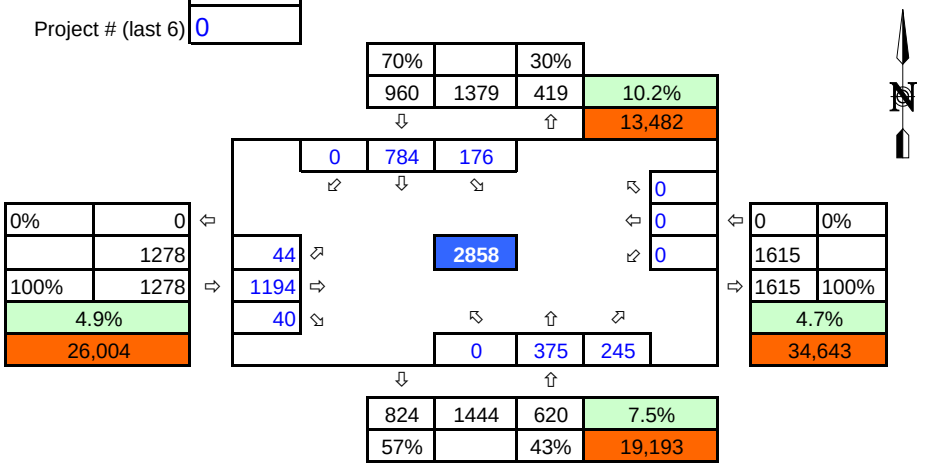



**LEGEND**

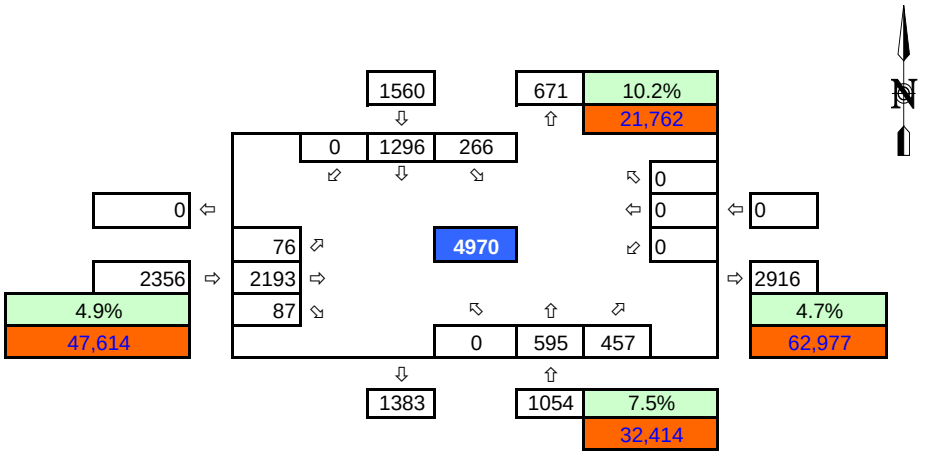
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 26 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |
| Intersection #: | 26 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Pacific Hwy** |
| E/W Street: | **W Grape St** |

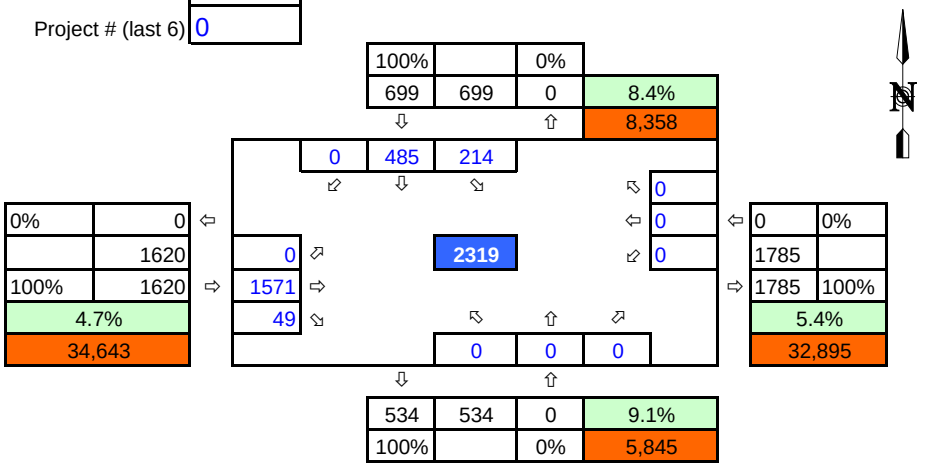



**LEGEND**

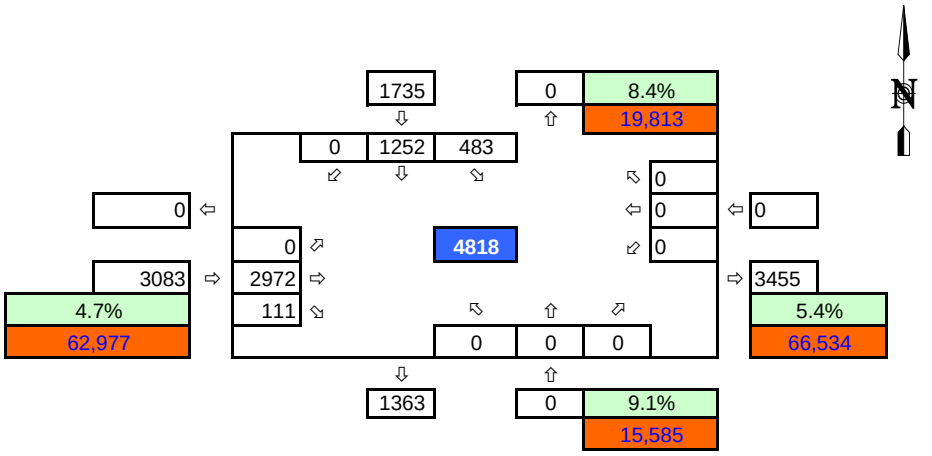
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 27 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |
| Intersection #: | 27 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **W Grape St** |

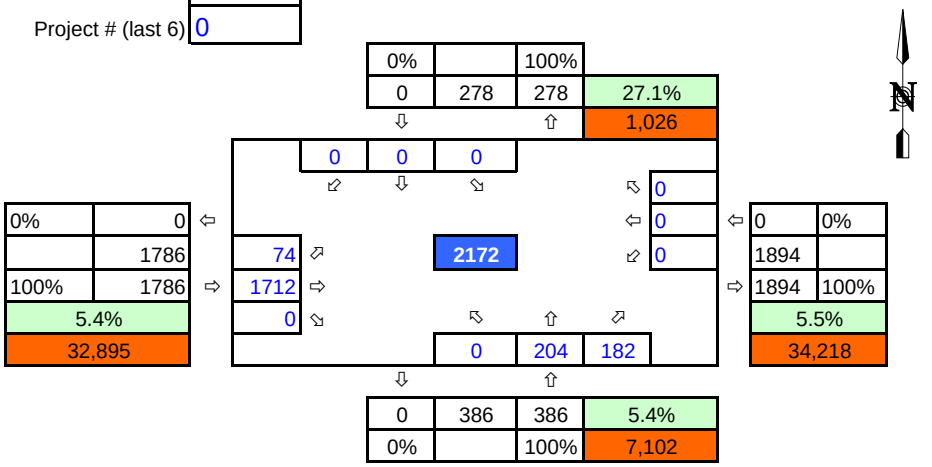



**LEGEND**

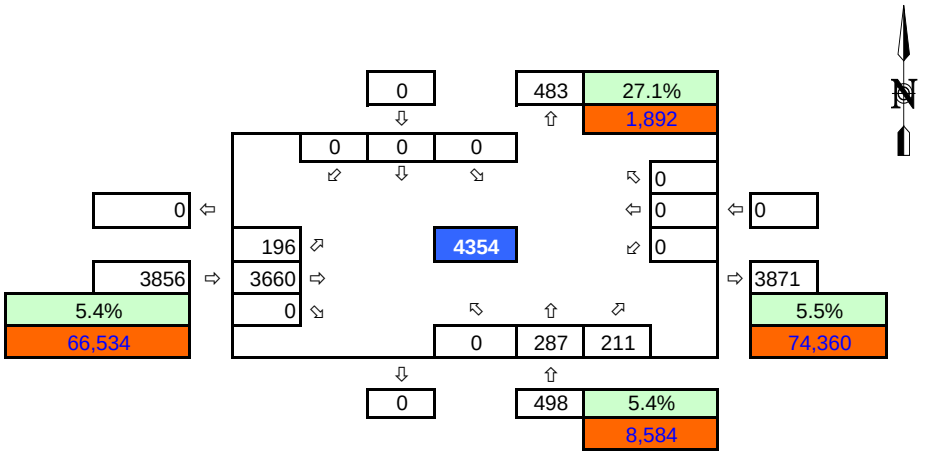
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 28 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 28 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **India St** |
| E/W Street: | **W Grape St** |

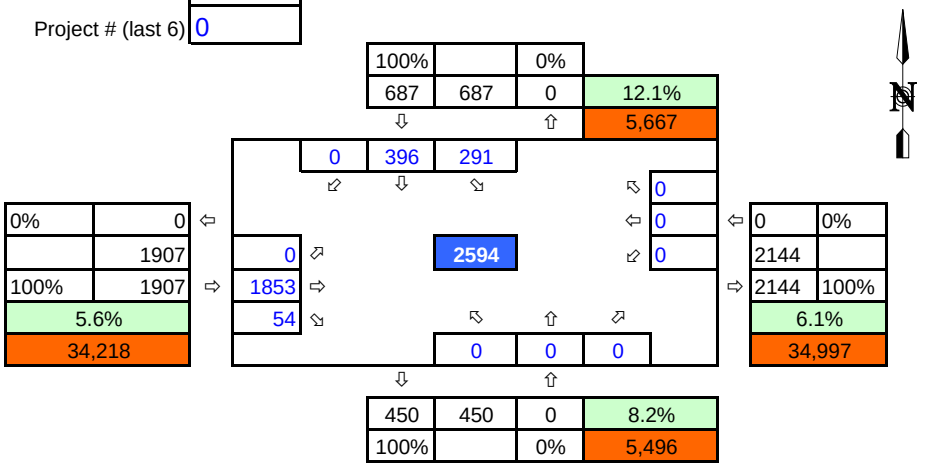



**LEGEND**

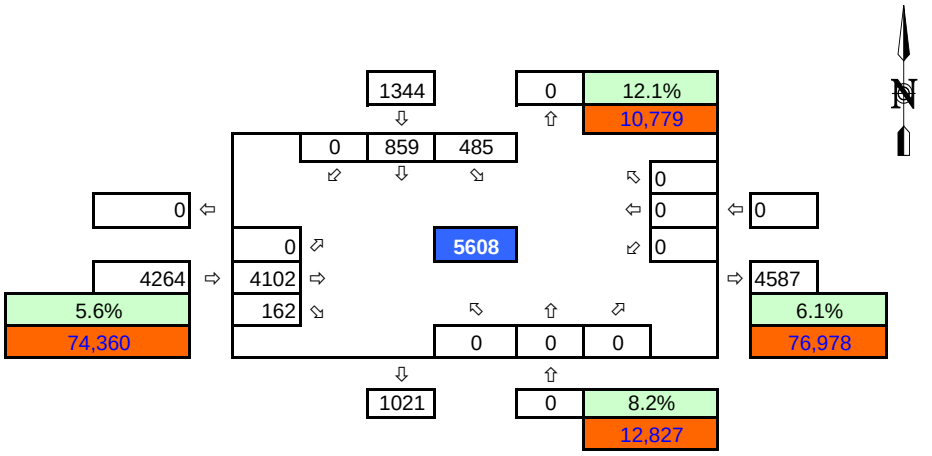
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 29 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |
| Intersection #: | 29 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Columbia St** |
| E/W Street: | **W Grape St** |

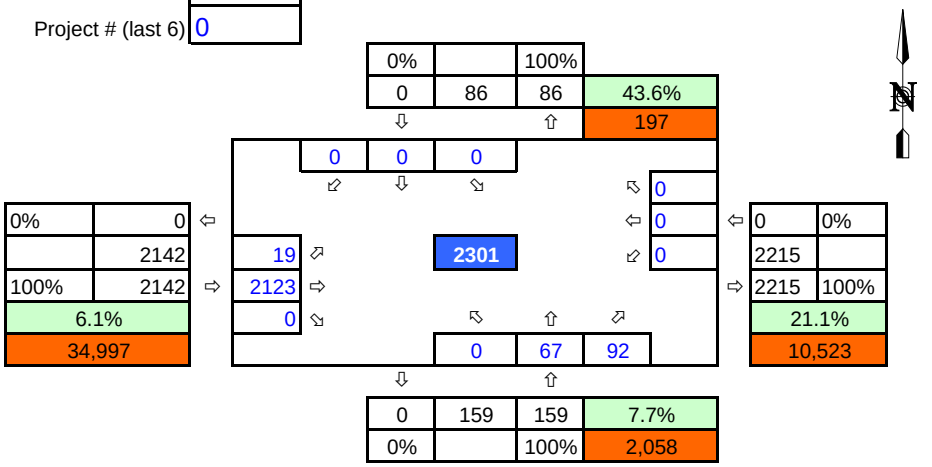



**LEGEND**

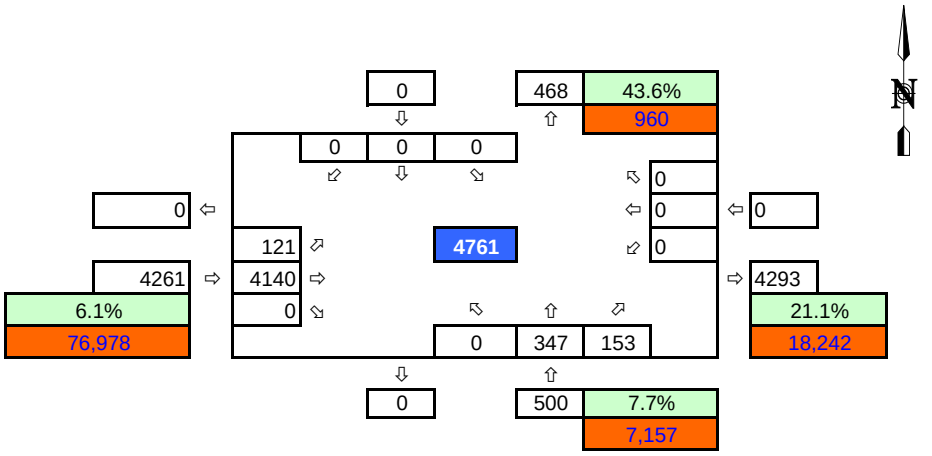
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 30 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |
| Intersection #: | 30 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **State St / State St/ I-5 SB On Ramp** |
| E/W Street: | **W Grape St** |

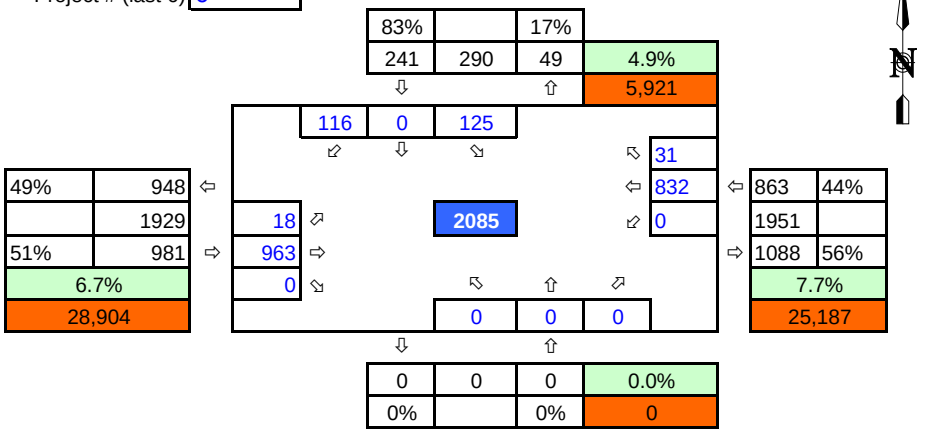



**LEGEND**

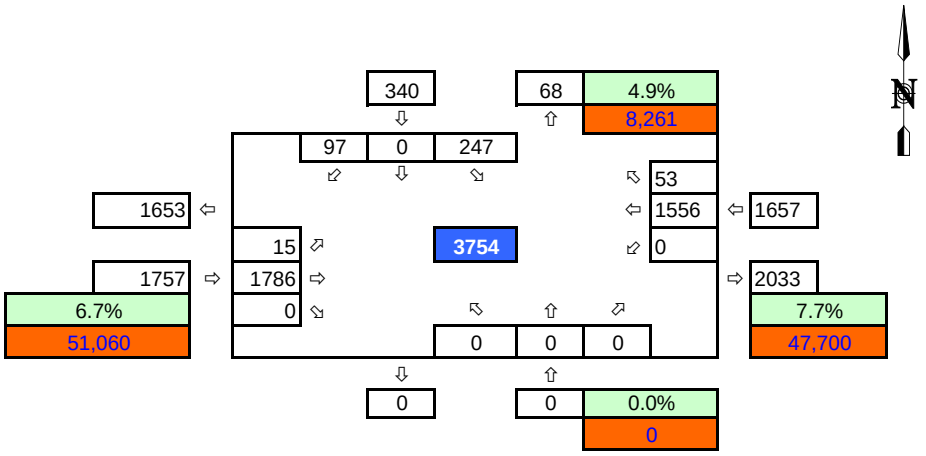
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 31 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 31 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **McCain Rd** |
| E/W Street: | **N Harbor Dr** |

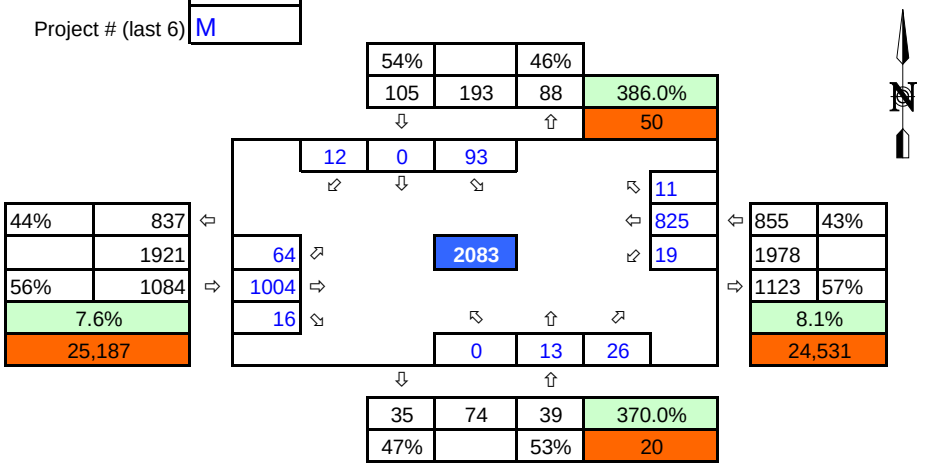



**LEGEND**

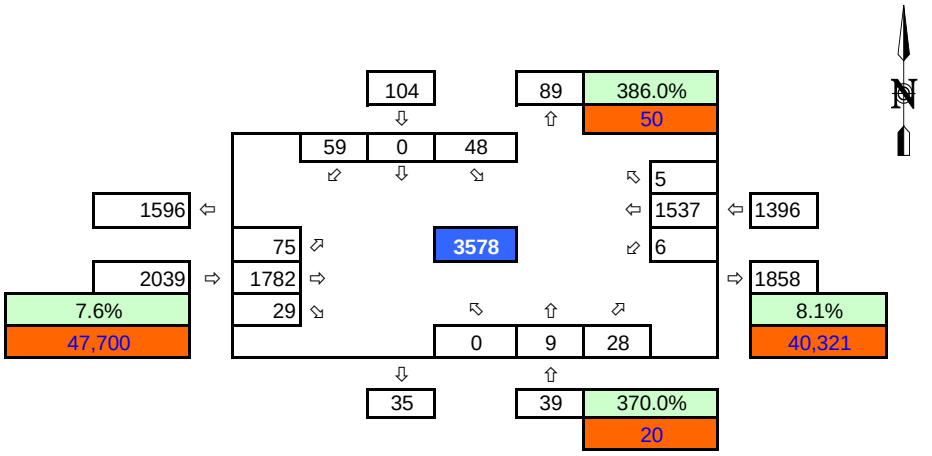
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 32 PM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 32 |
| Project # (last 6) | M |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd Loop/Airport Terminal Rd / Spanish Lar** |
| E/W Street: | **N Harbor Dr** |

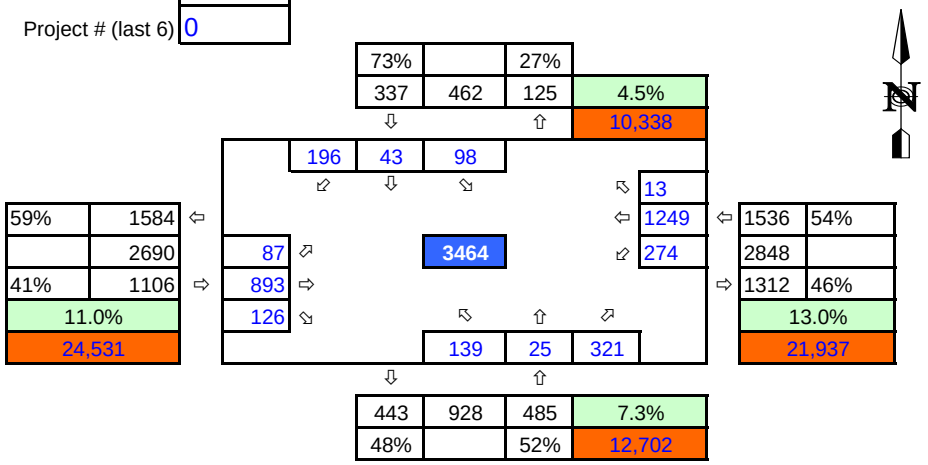



**LEGEND**

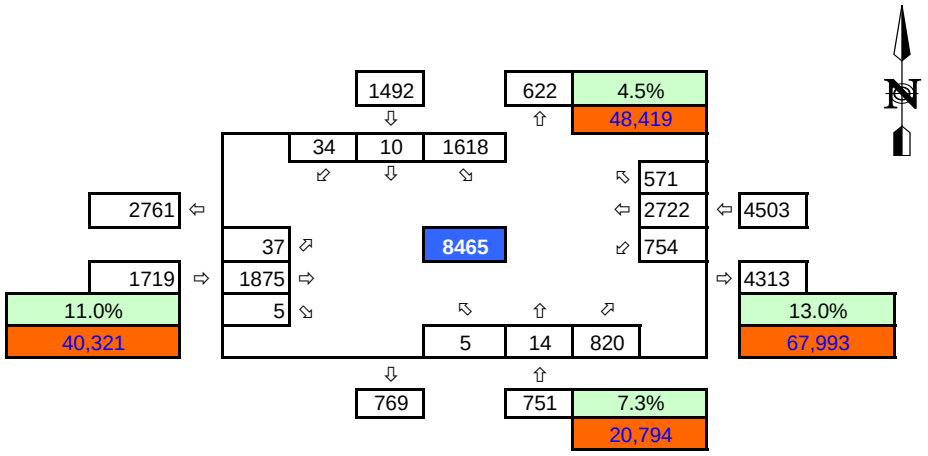
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 33 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 33 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Airport Terminal Rd / Harbor Island Dr** |
| E/W Street: | **N Harbor Dr** |

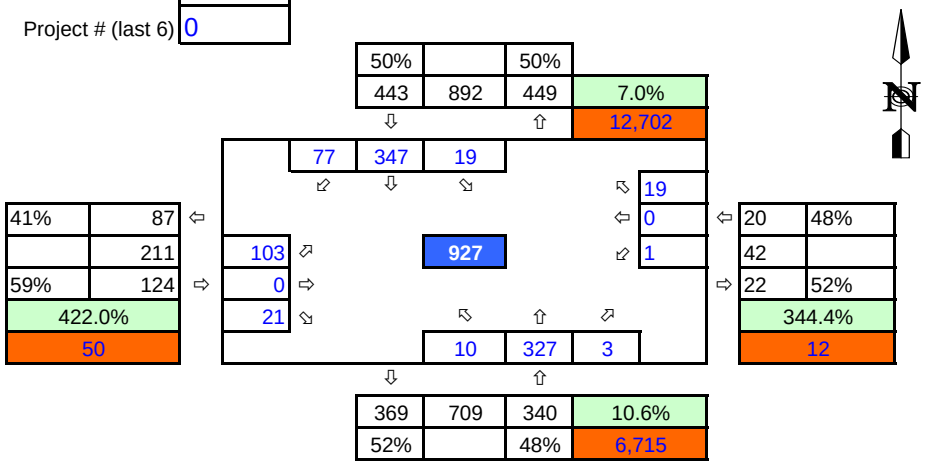



**LEGEND**

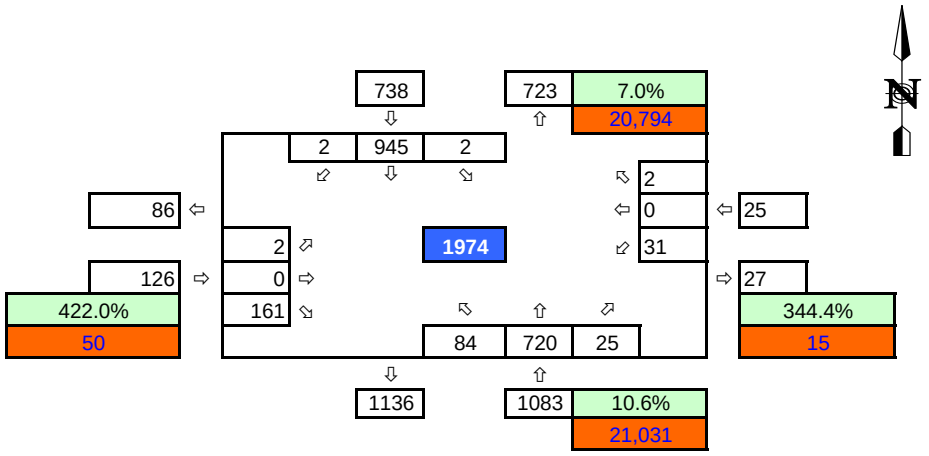
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 34 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |
| Intersection #: | 34 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Sheraton Dwy / Harbor Police/ Old Ret a Car Access** |

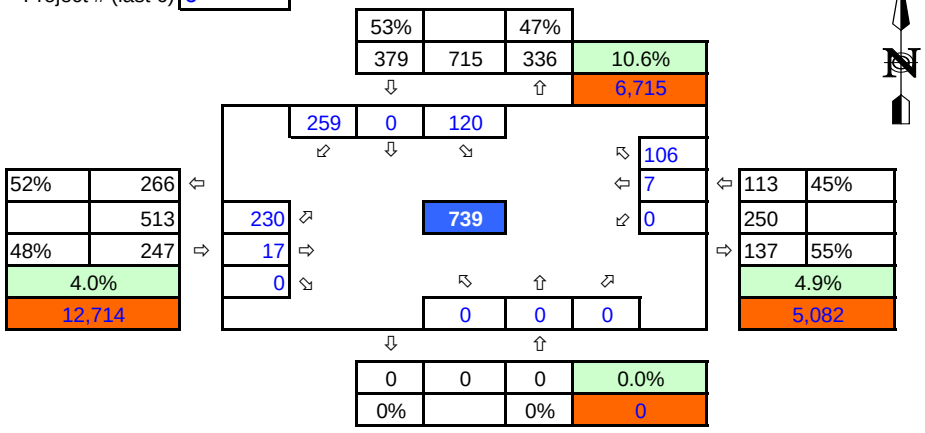



**LEGEND**

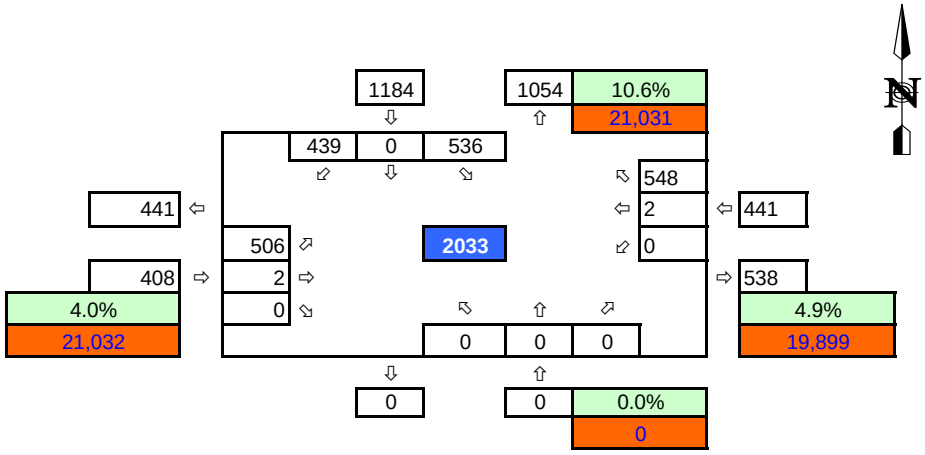
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 35 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 35 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Harbor Island Dr** |
| E/W Street: | **Harbor Island Dr** |

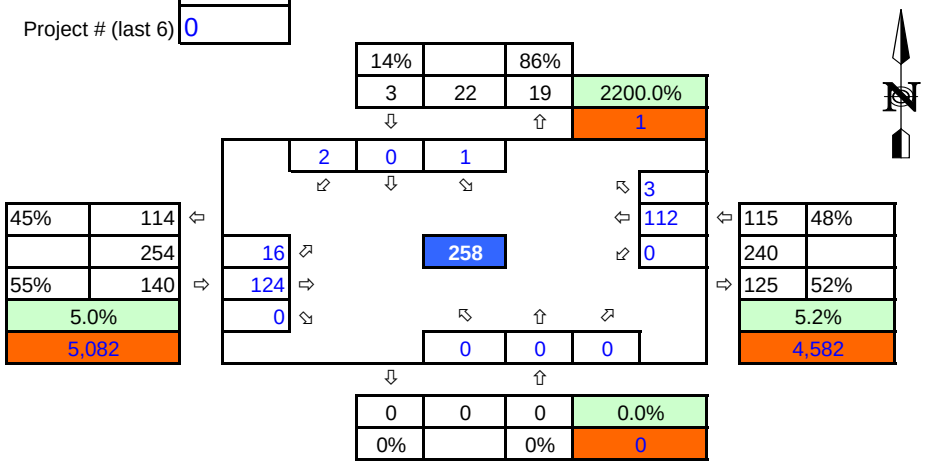



**LEGEND**

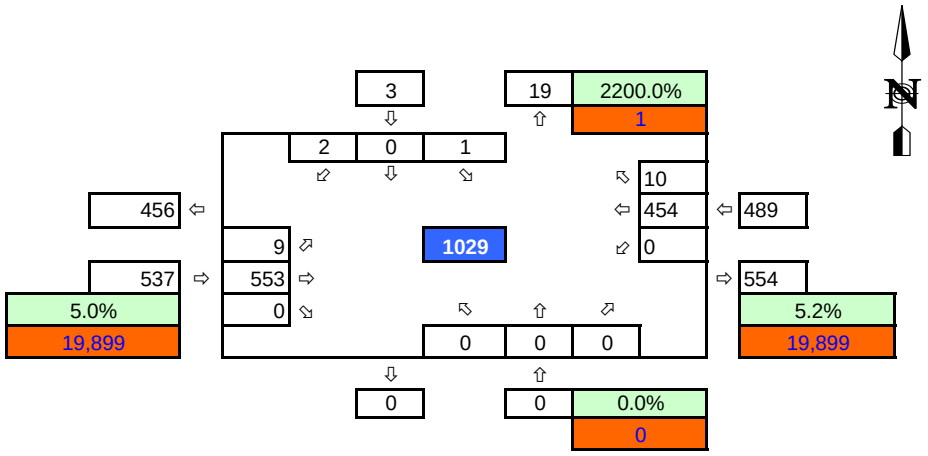
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 36 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |
| Intersection #: | 36 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Parking Lot** |
| E/W Street: | **Harbor Island Dr** |

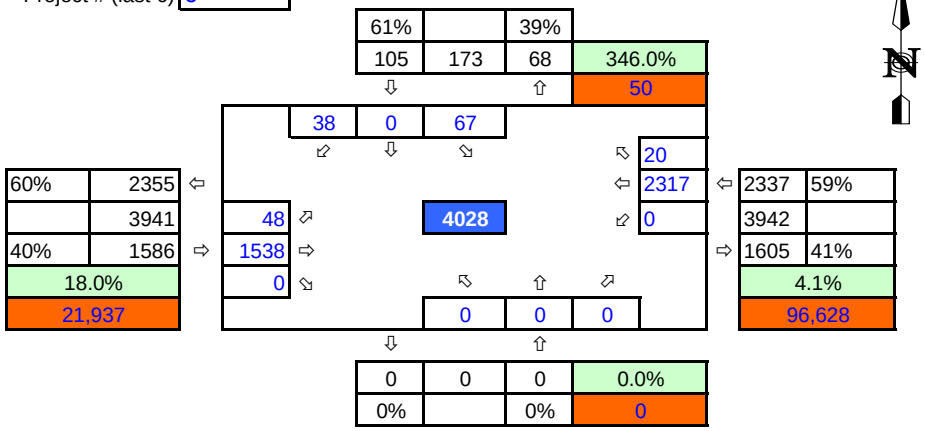



**LEGEND**

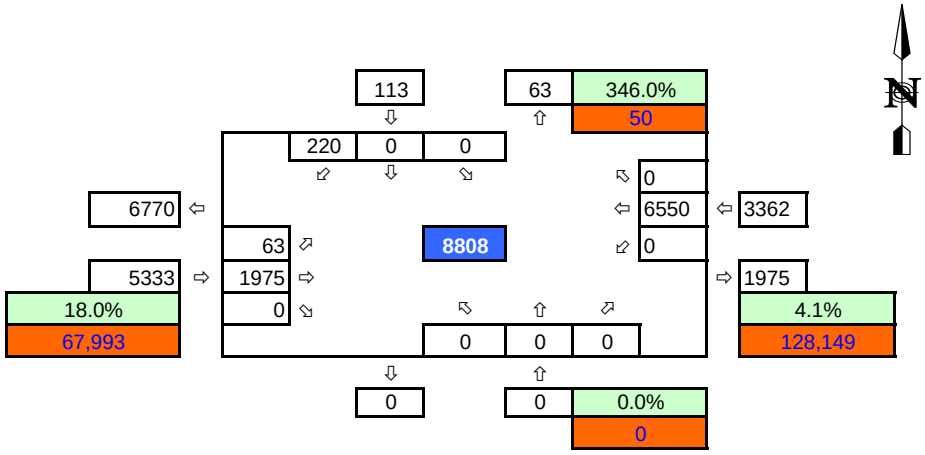
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 37 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 37 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Winship Ln** |
| E/W Street: | **N Harbor Dr** |

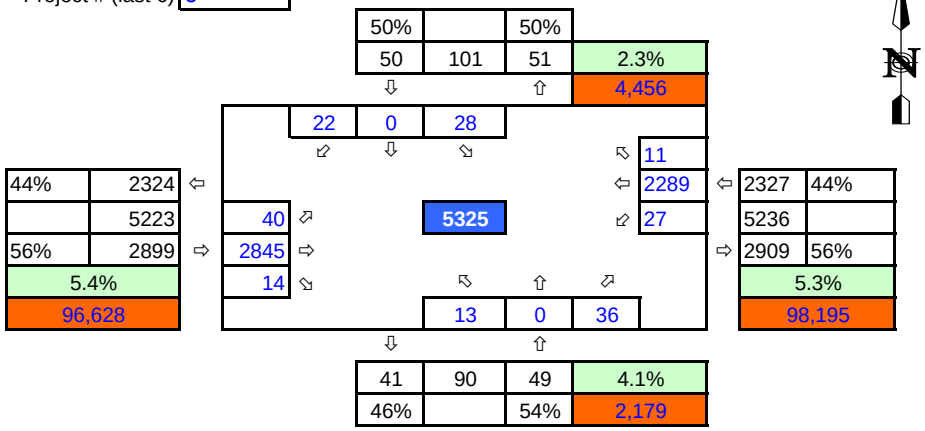



**LEGEND**

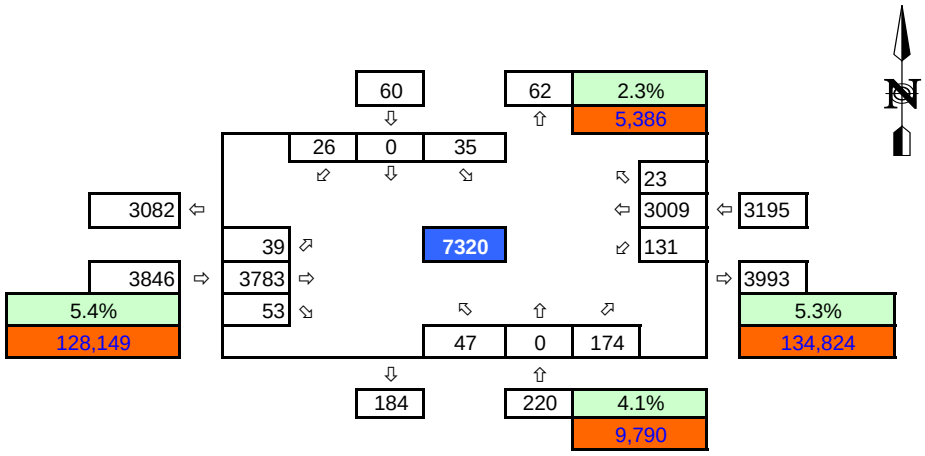
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 38 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 38 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Long Term Parking Lot / Liberator Way** |
| E/W Street: | **N Harbor Dr** |

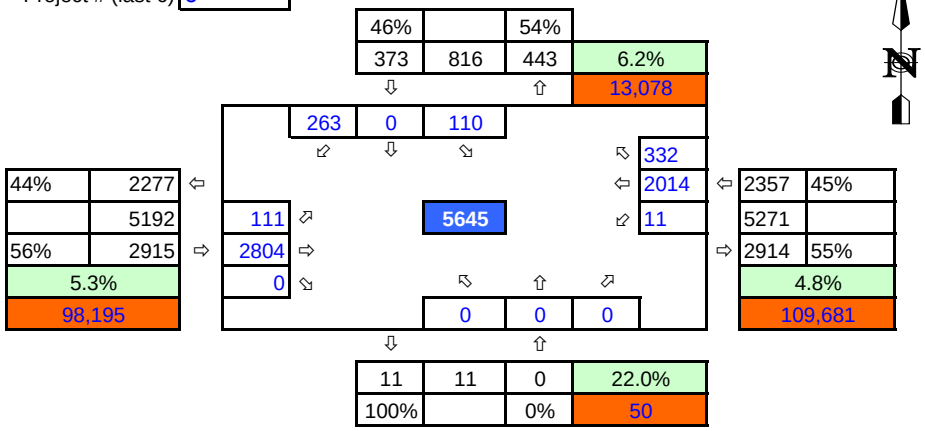



**LEGEND**

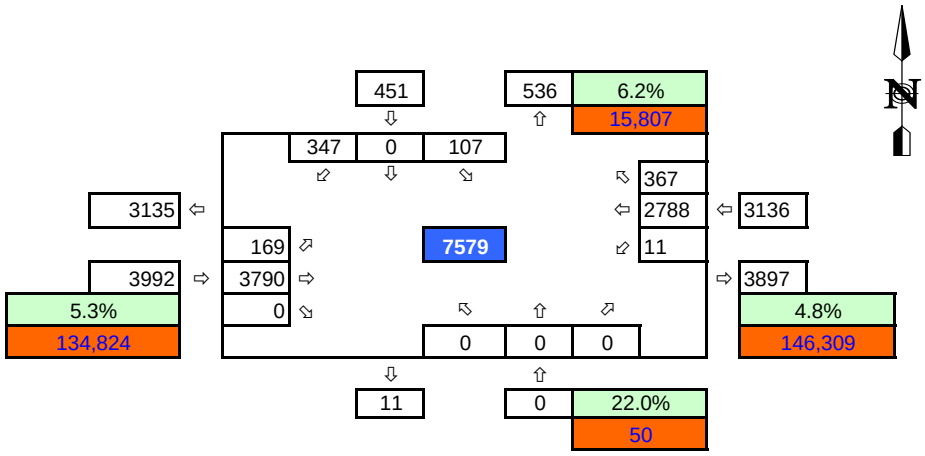
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 39 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 39 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Ryan Gate Cell Phone Lot / Dwy** |
| E/W Street: | **N Harbor Dr** |

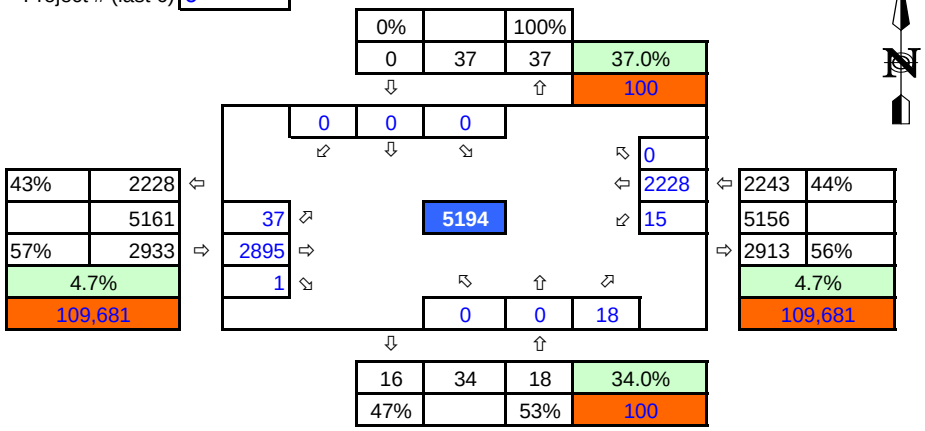



**LEGEND**

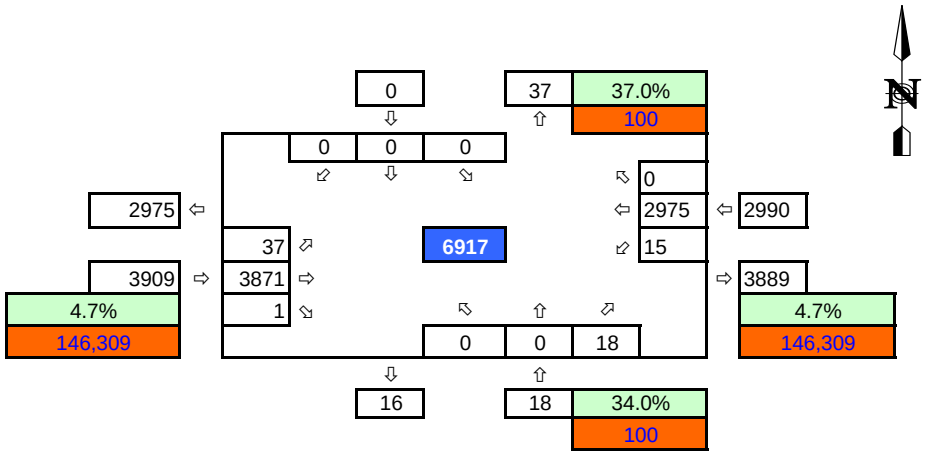
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 40 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 40 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Terminal Link Rd / Coast Guard Dwy** |
| E/W Street: | **N Harbor Dr** |

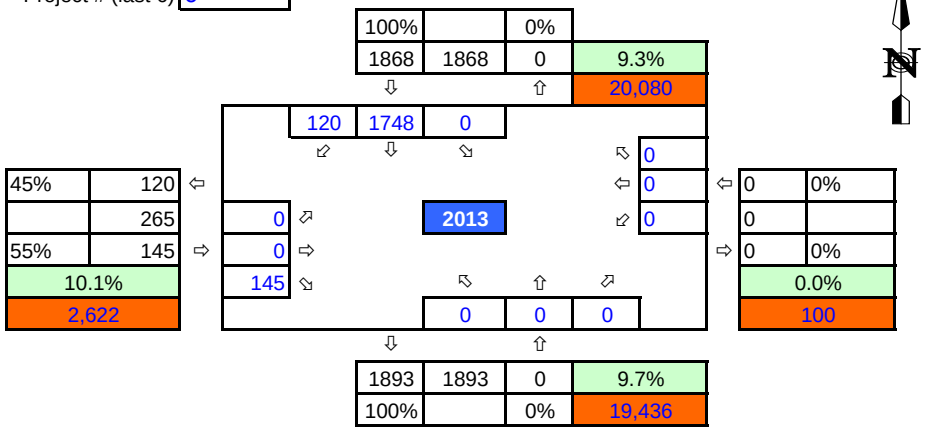



**LEGEND**

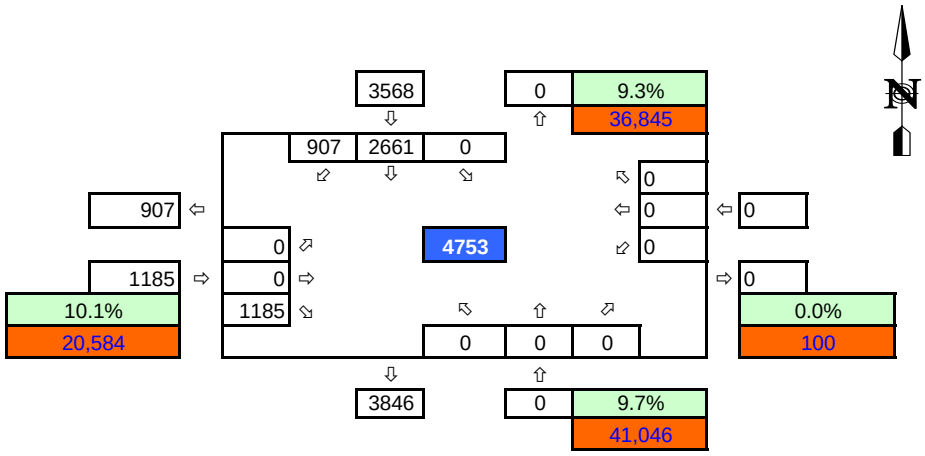
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 41 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |
| Intersection #: | 41 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Kettner Blvd** |
| E/W Street: | **Palm St** |

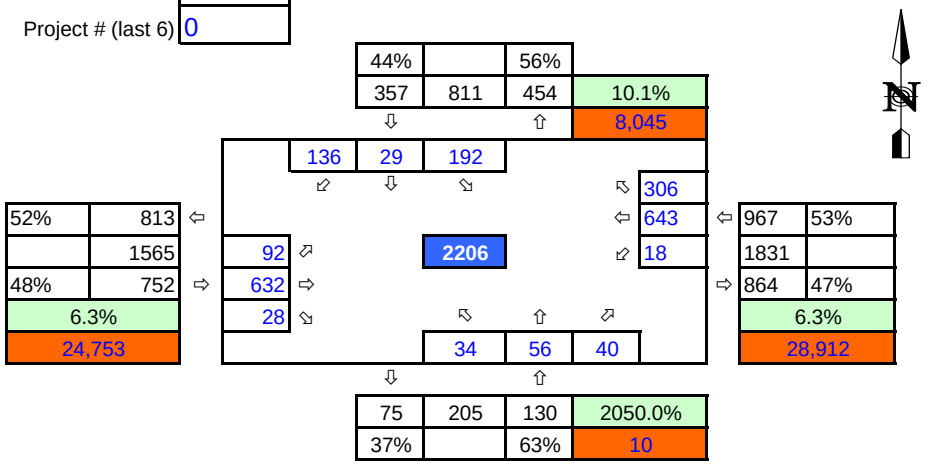



**LEGEND**

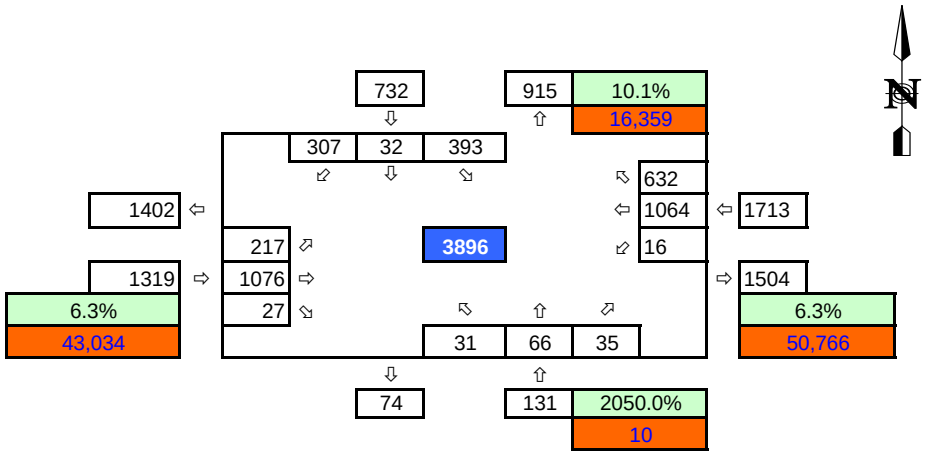
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 42 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 42 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Laning Rd** |
| E/W Street: | **N Harbor Dr** |

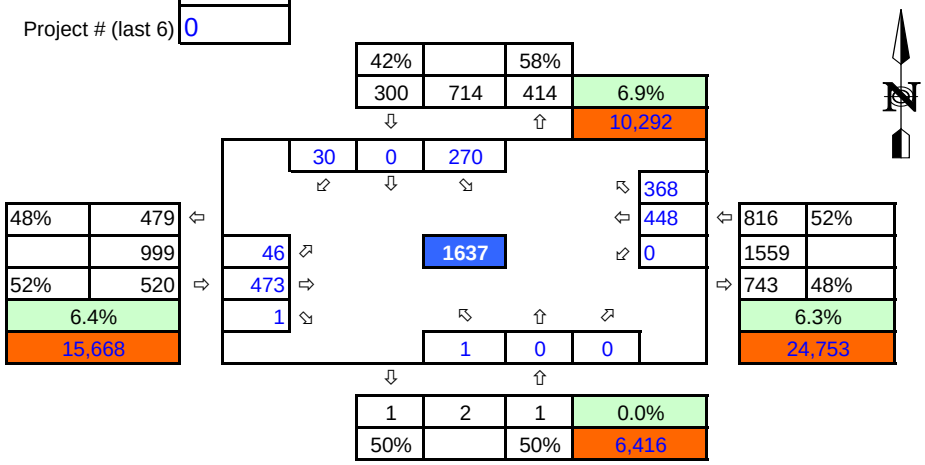



**LEGEND**

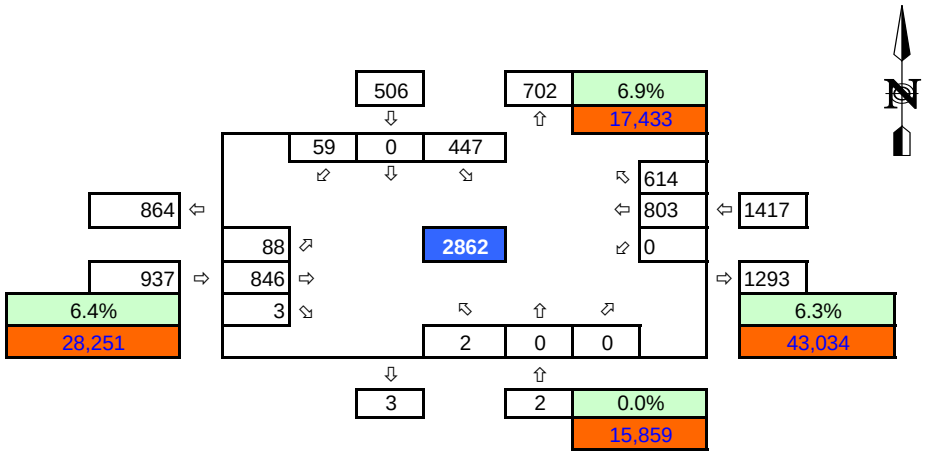
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 43 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |
| Intersection #: | 43 |
| Project # (last 6) | 0 |




| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Nimitz Blvd** |
| E/W Street: | **N Harbor Dr** |

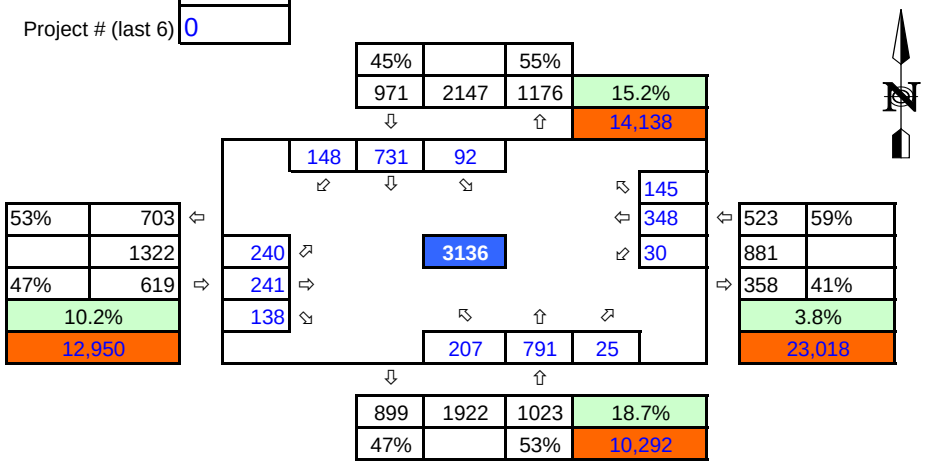



**LEGEND**

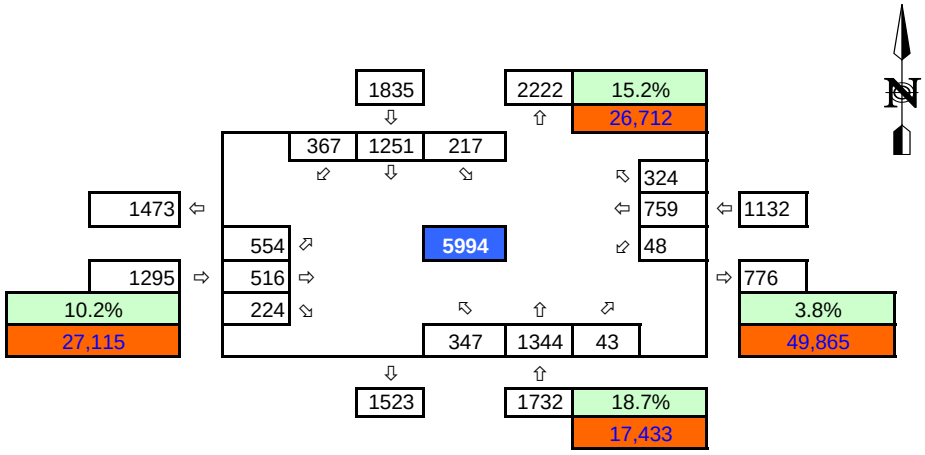
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

# Int 44 AM Peak Volumes

| | |
|---|---|
| Scenario: | **Existing Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |
| Intersection #: | 44 |
| Project # (last 6) | 0 |



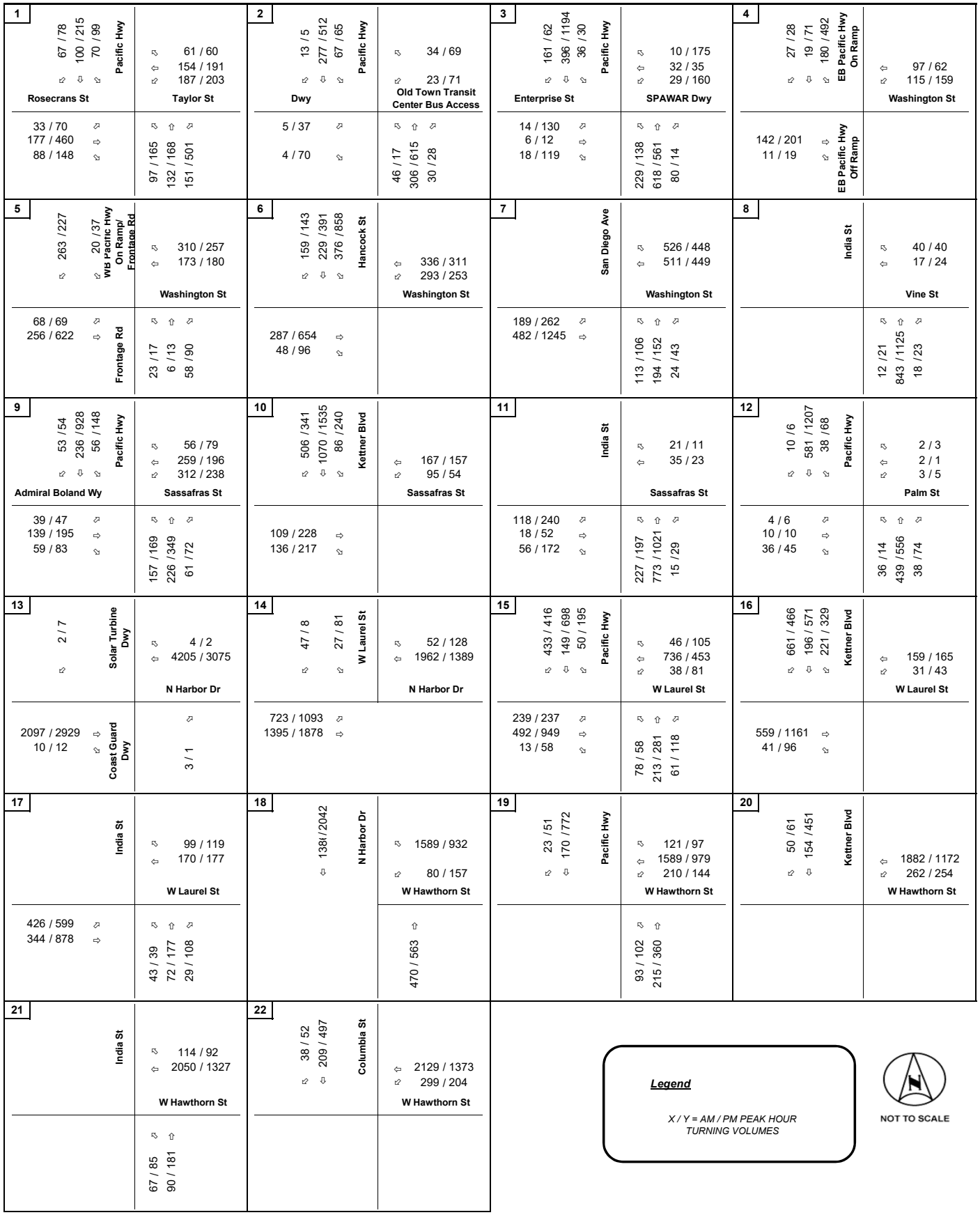

| | |
|---|---|
| Scenario: | **2050 Baseline Conditions** |
| N/S Street: | **Rosecrans St** |
| E/W Street: | **Nimitz Blvd** |




**LEGEND**

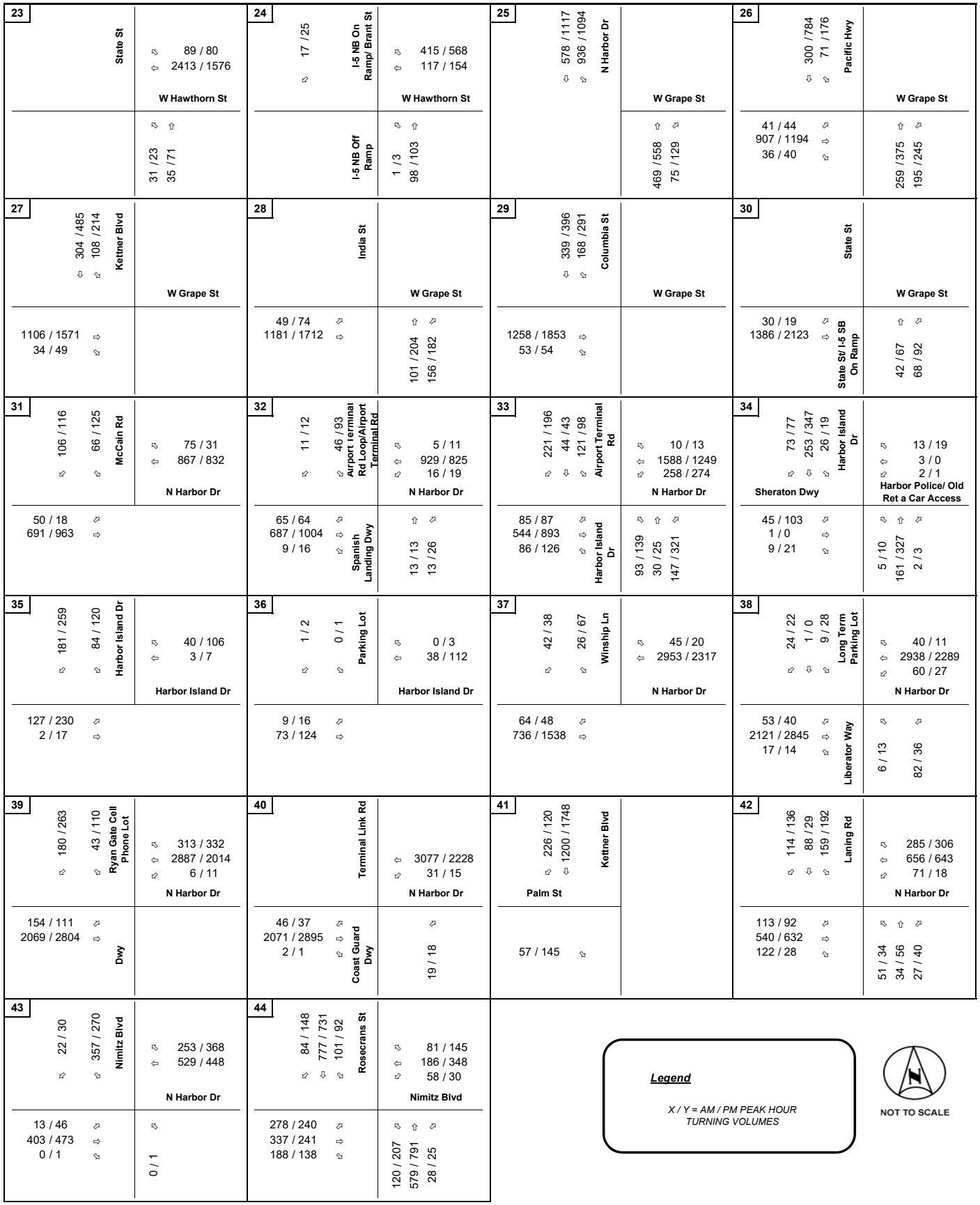
| | |
|---|---|
| Existing K-Factor | xx% |
| ADT Volume | xx |

## SDCRAA ADP EIR



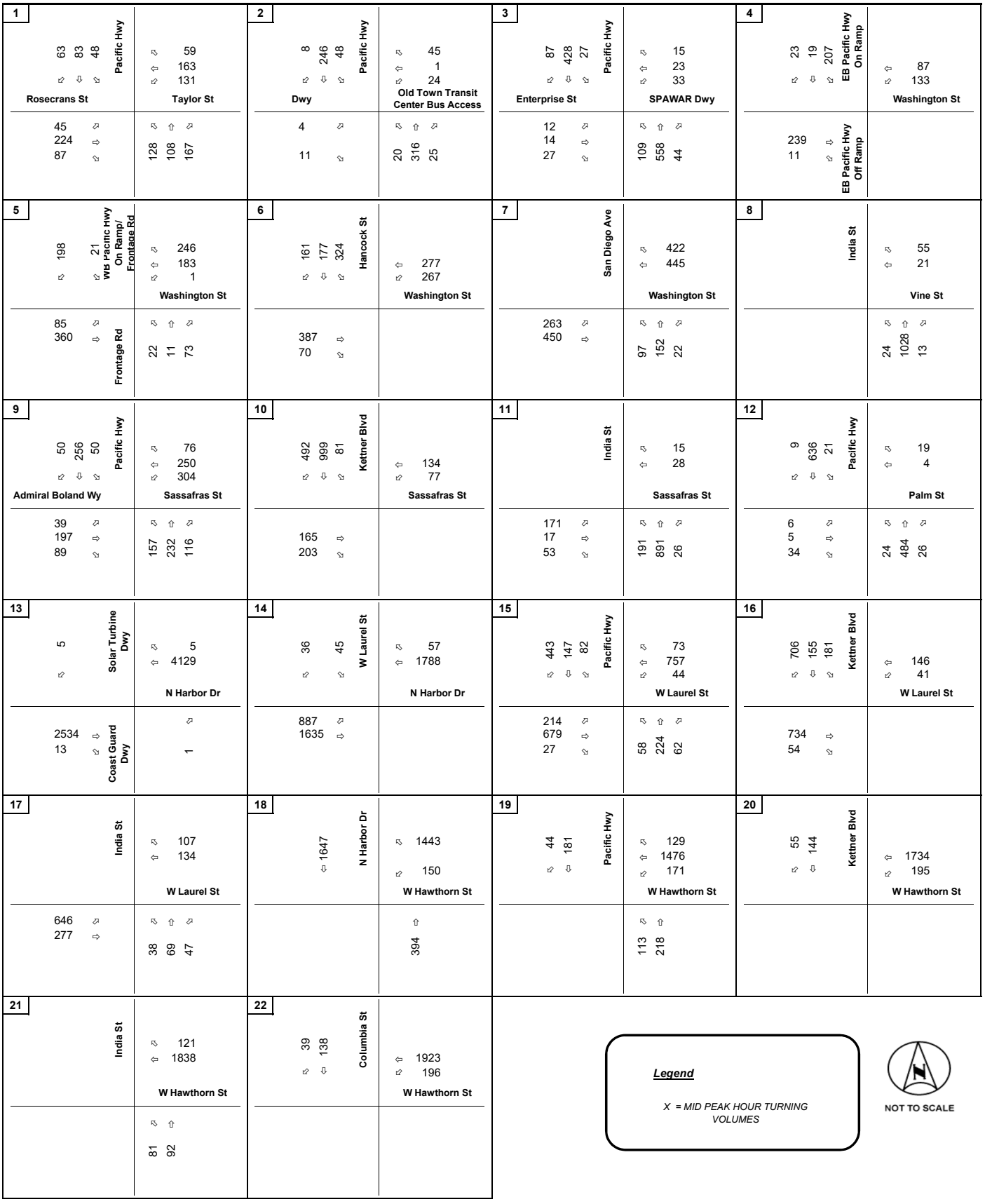

Kimley»Horn

*Existing Peak-Hour Traffic Volumes*



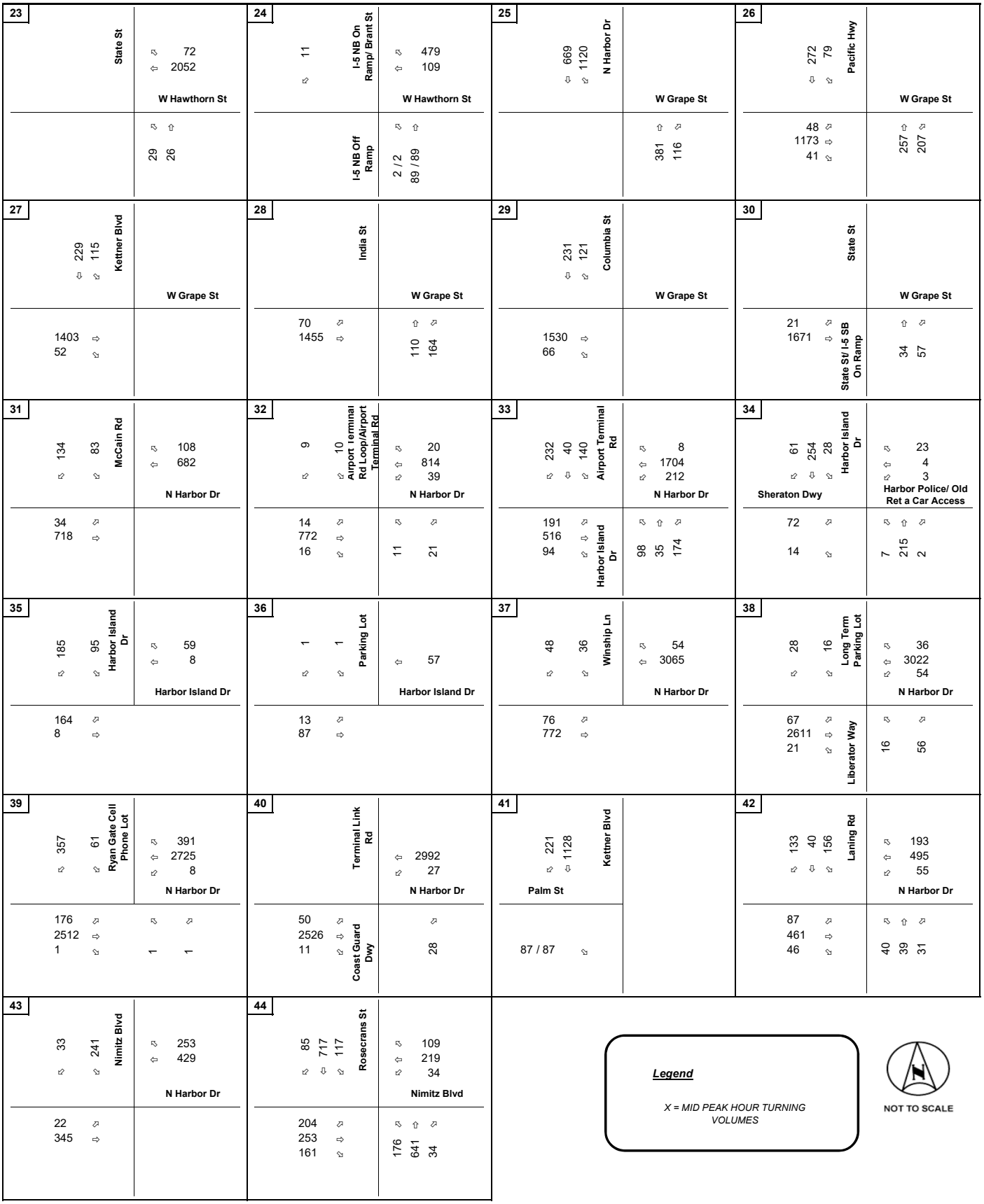

Kimley»Horn

*Existing Peak-Hour Traffic Volumes*




Kimley»Horn

*Existing Peak-Hour Traffic Volumes*

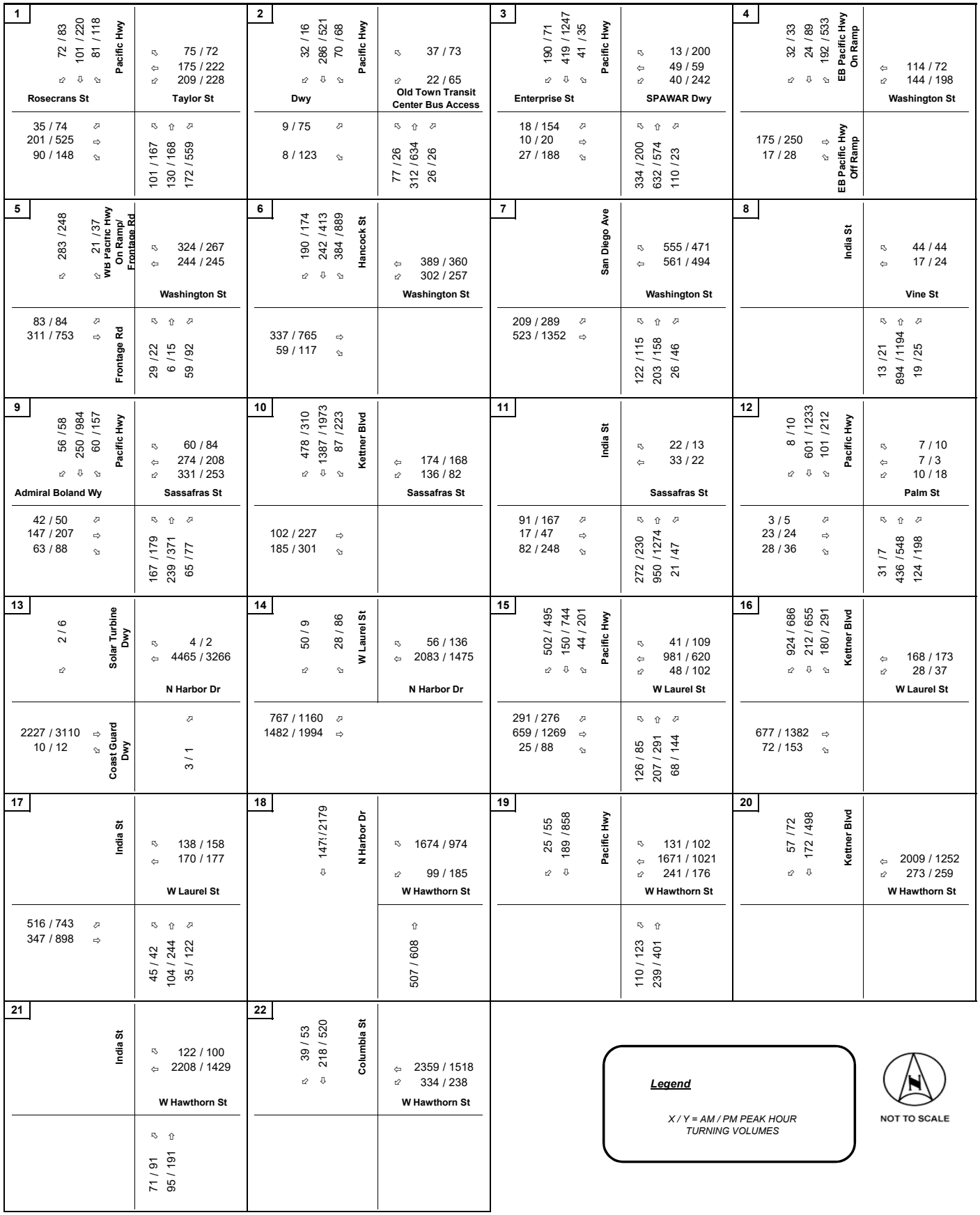



Kimley»Horn

*Existing Peak-Hour Traffic Volumes*

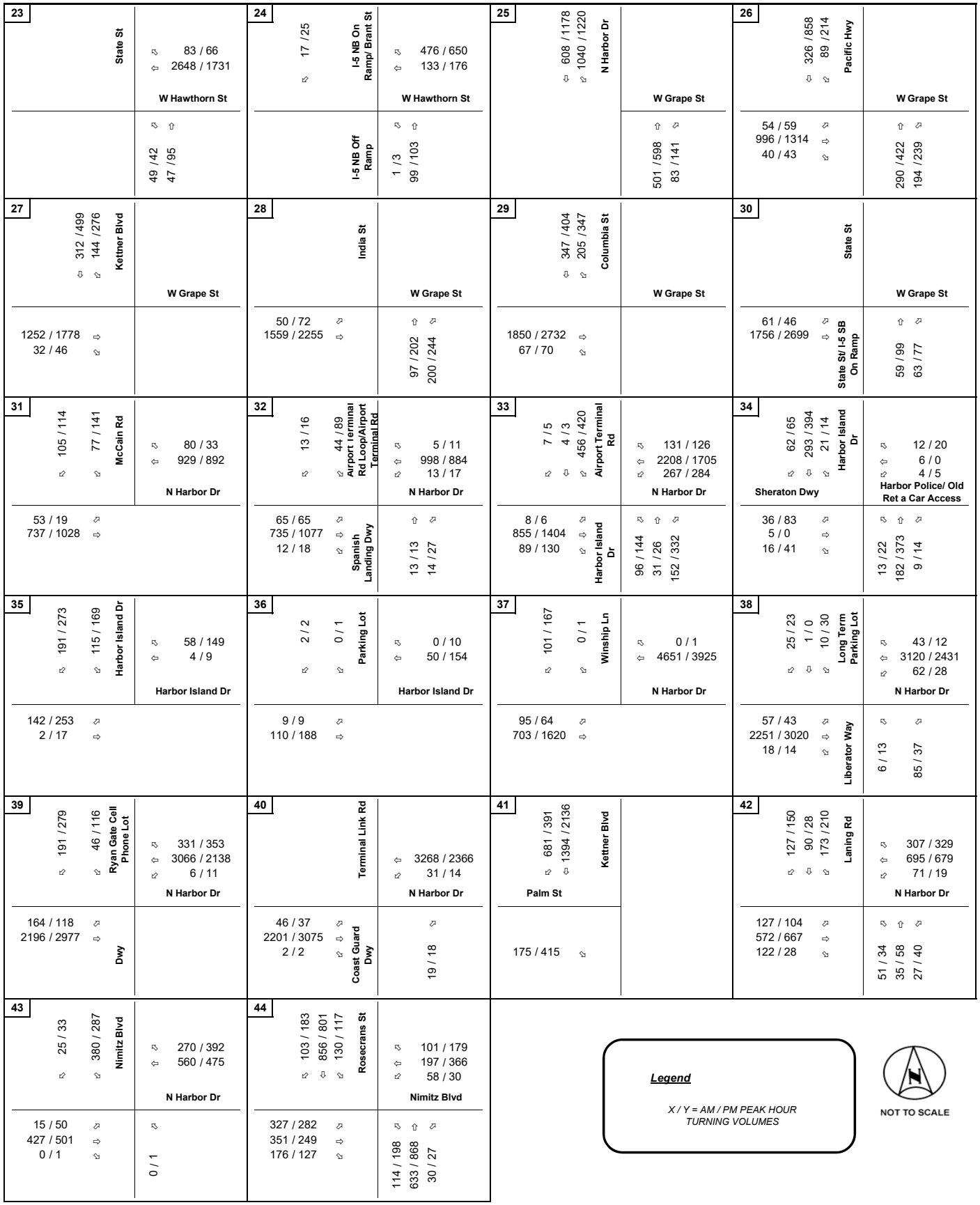
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\[Alt 4 - 195072001TA01.xlsm]Ex MID Figure 23-44

## SDCRAA ADP EIR




Kimley»Horn

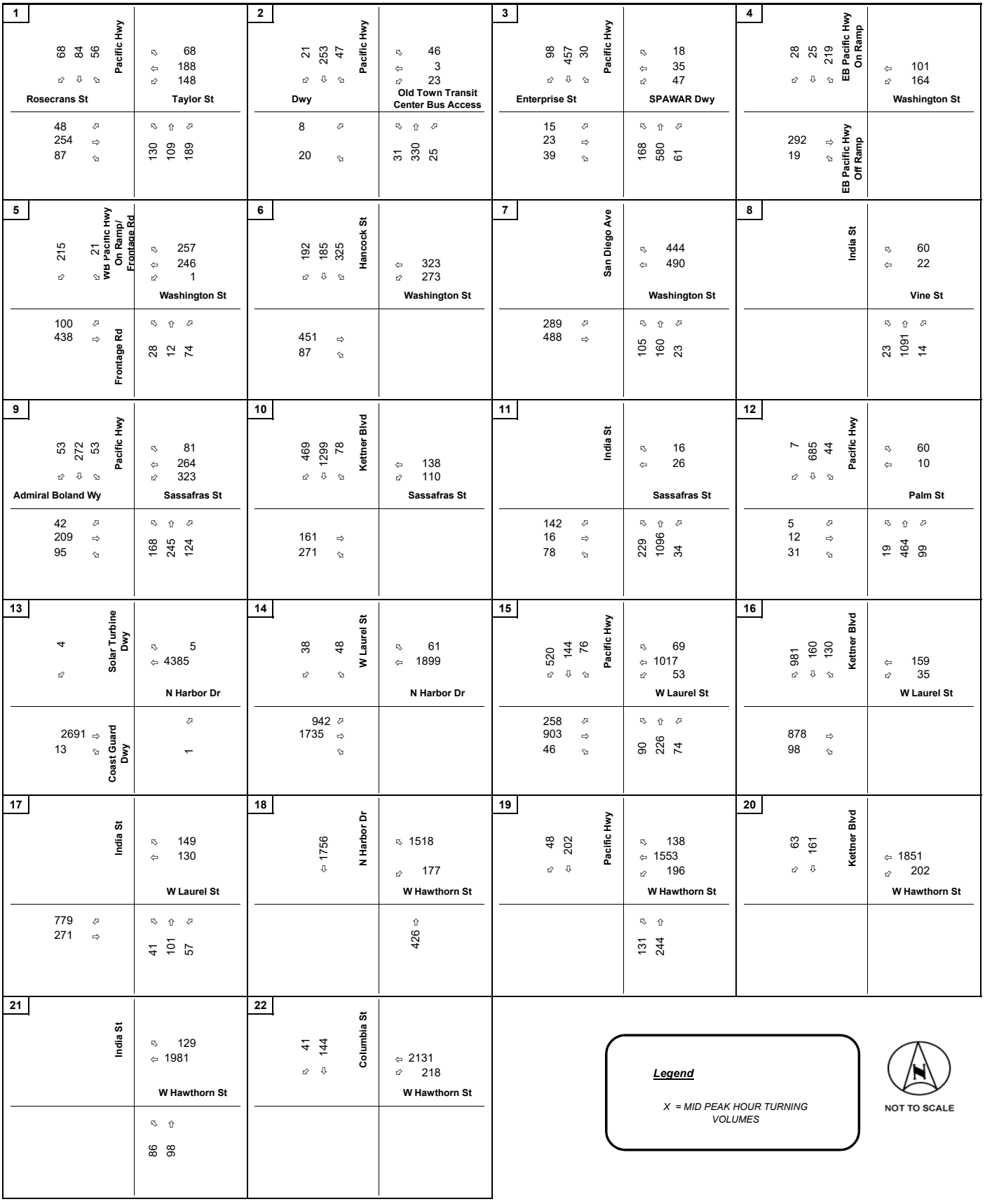
*2024 Baseline Peak-Hour Traffic Volumes*




Kimley»Horn

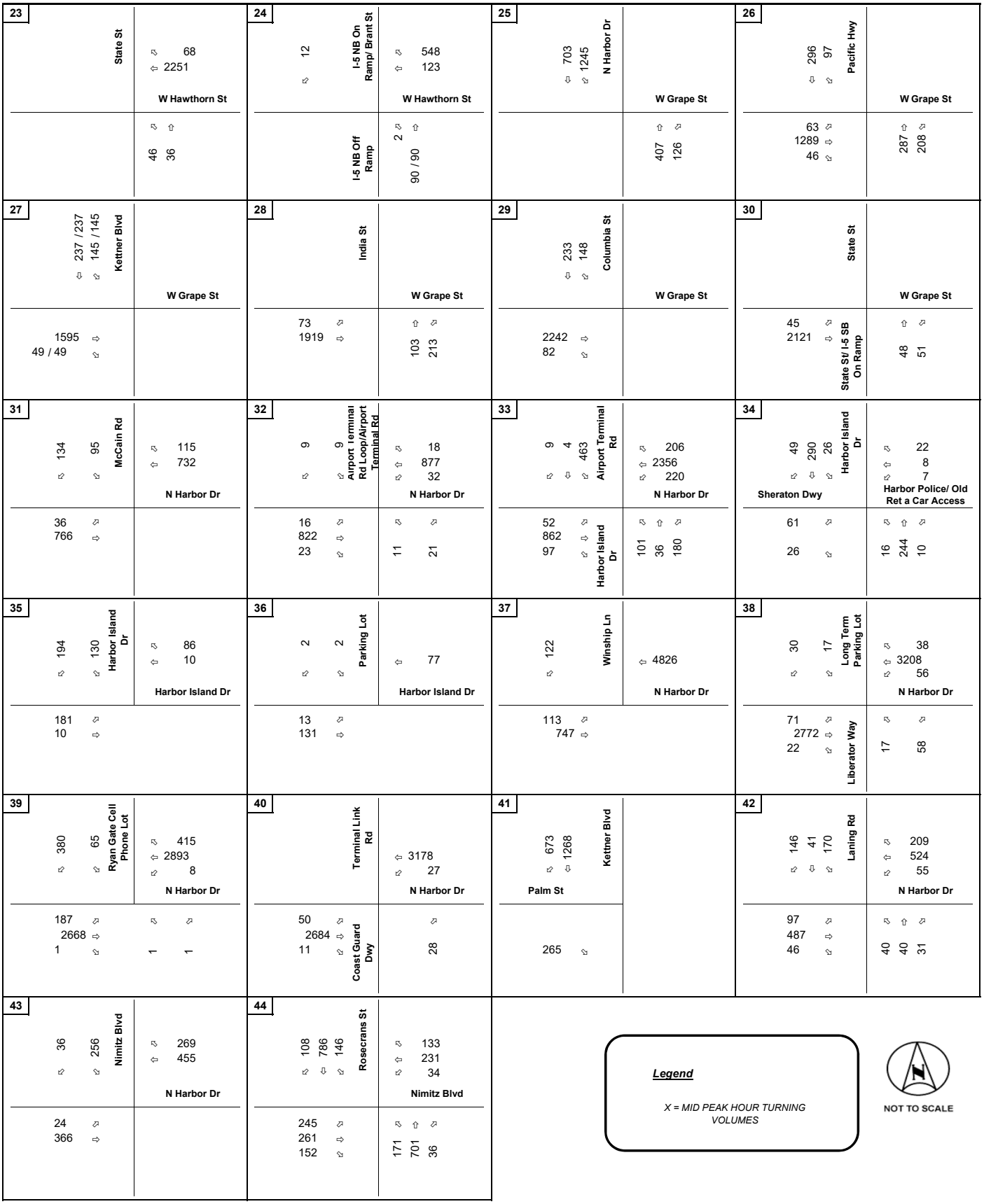
2024 Baseline Peak-Hour Traffic Volumes

## SDCRAA ADP EIR




Kimley»Horn

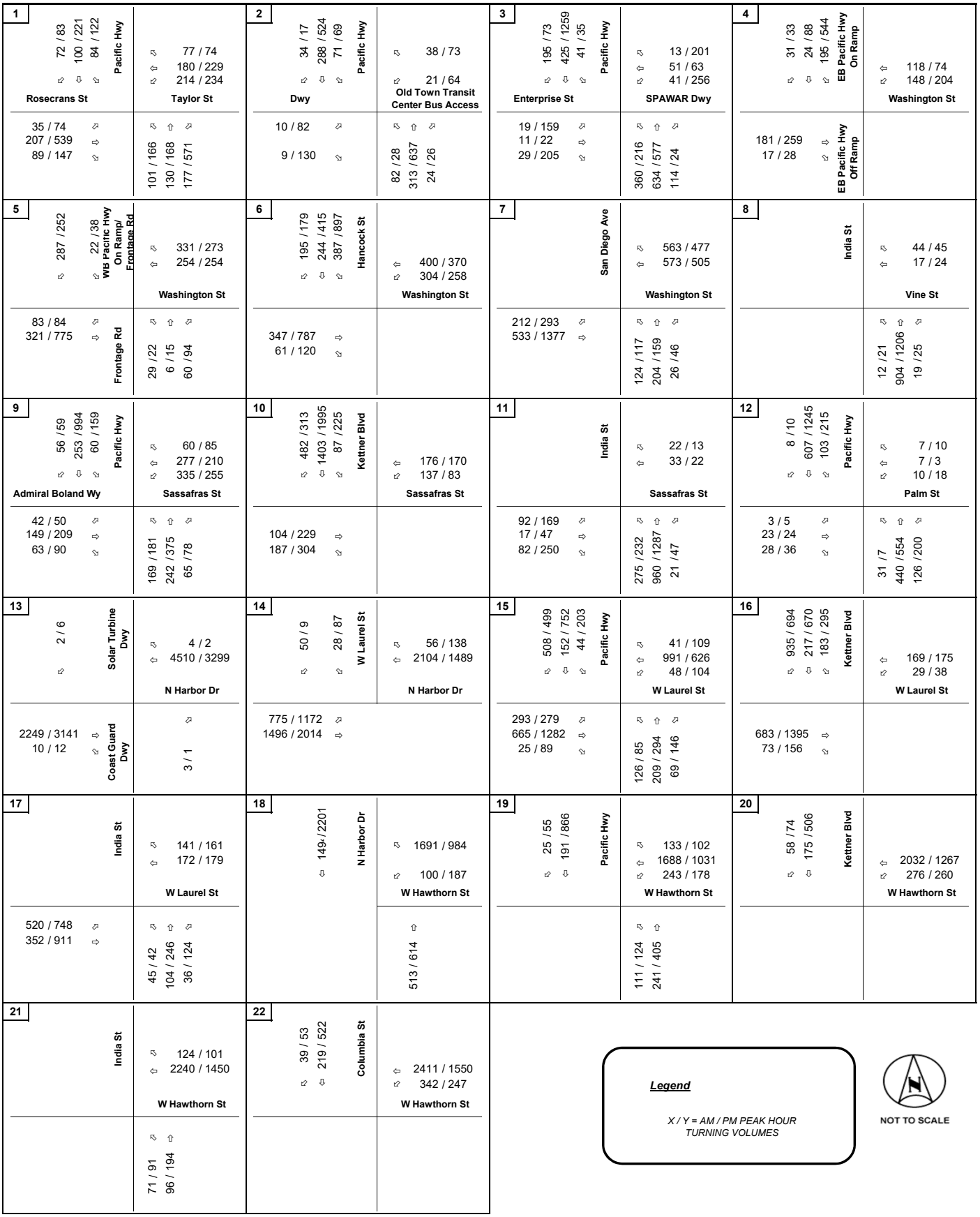
*2024 Baseline Peak-Hour Traffic Volumes*




Kimley»Horn

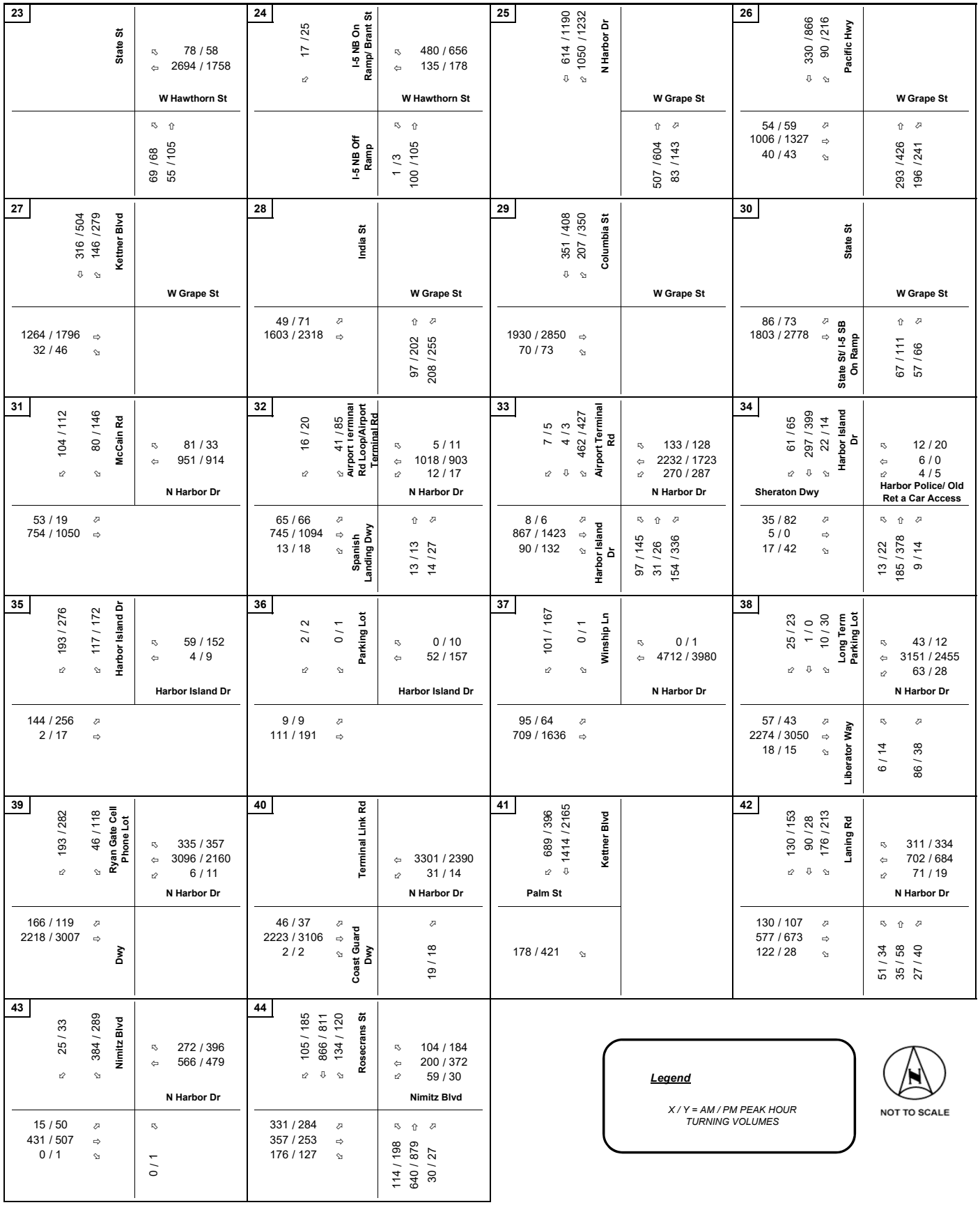
2024 Baseline Peak-Hour Traffic Volumes

## SDCRAA ADP EIR



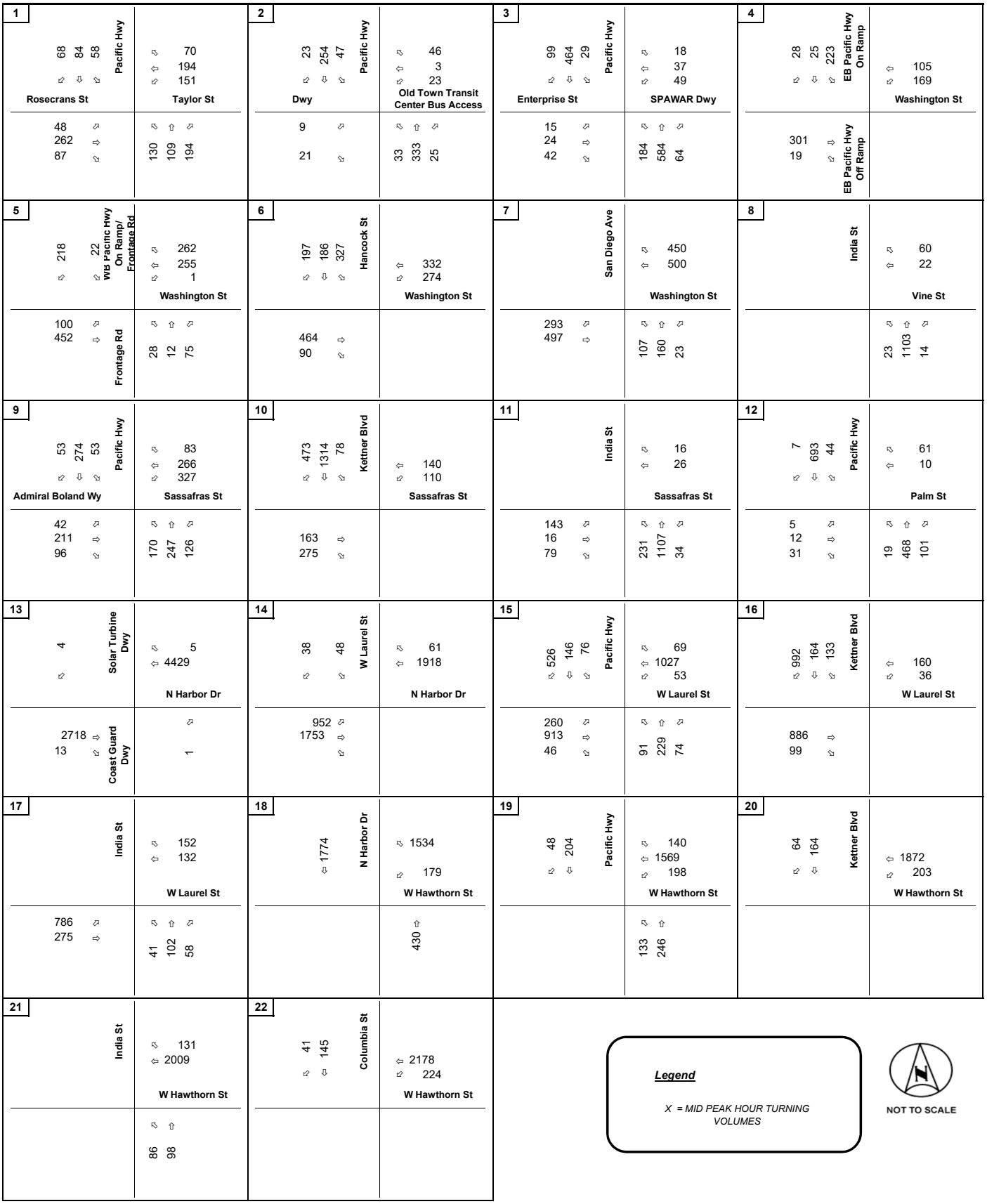

Kimley»Horn

*2026 Baseline Peak-Hour Traffic Volumes*



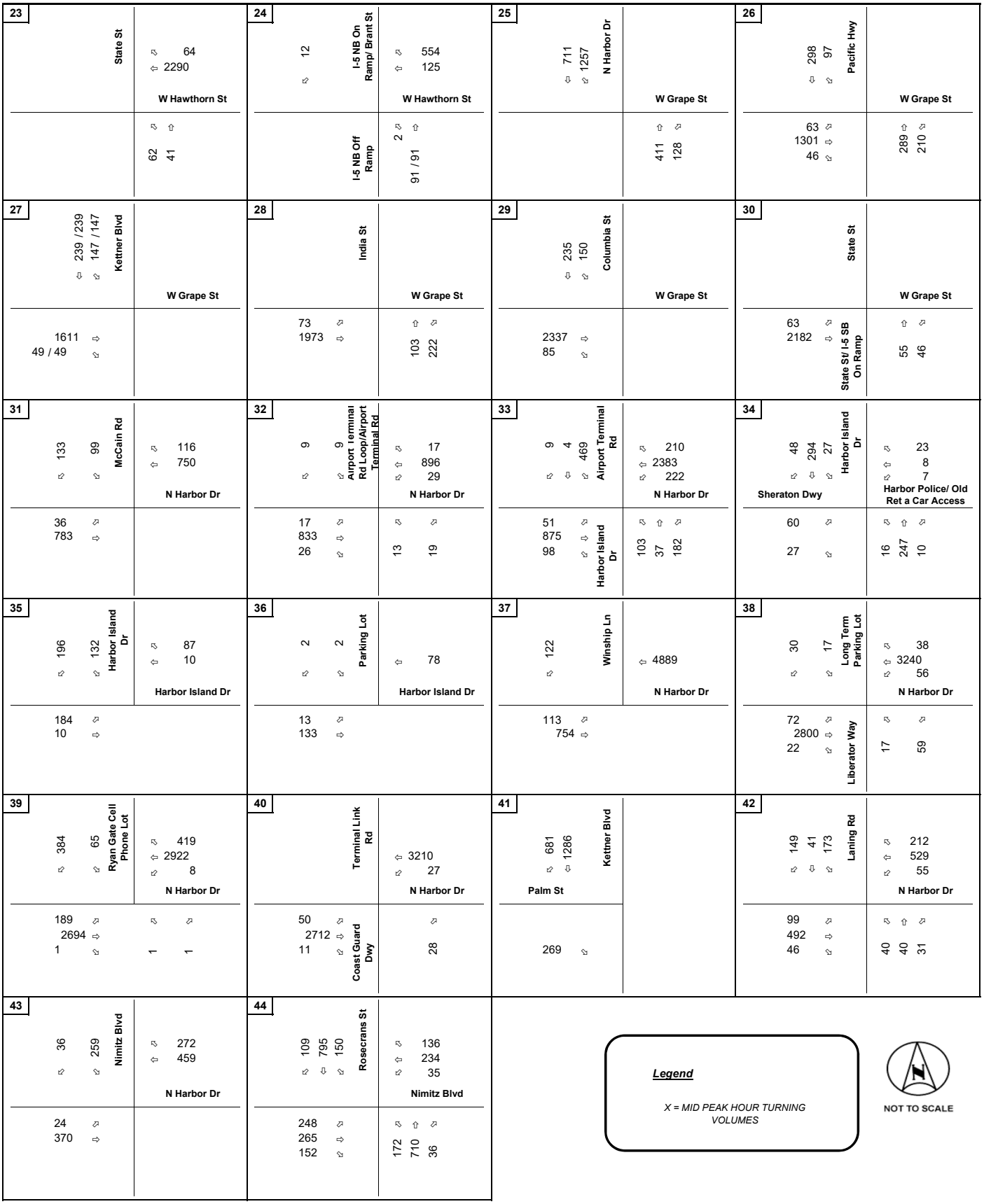

Kimley»Horn

2026 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

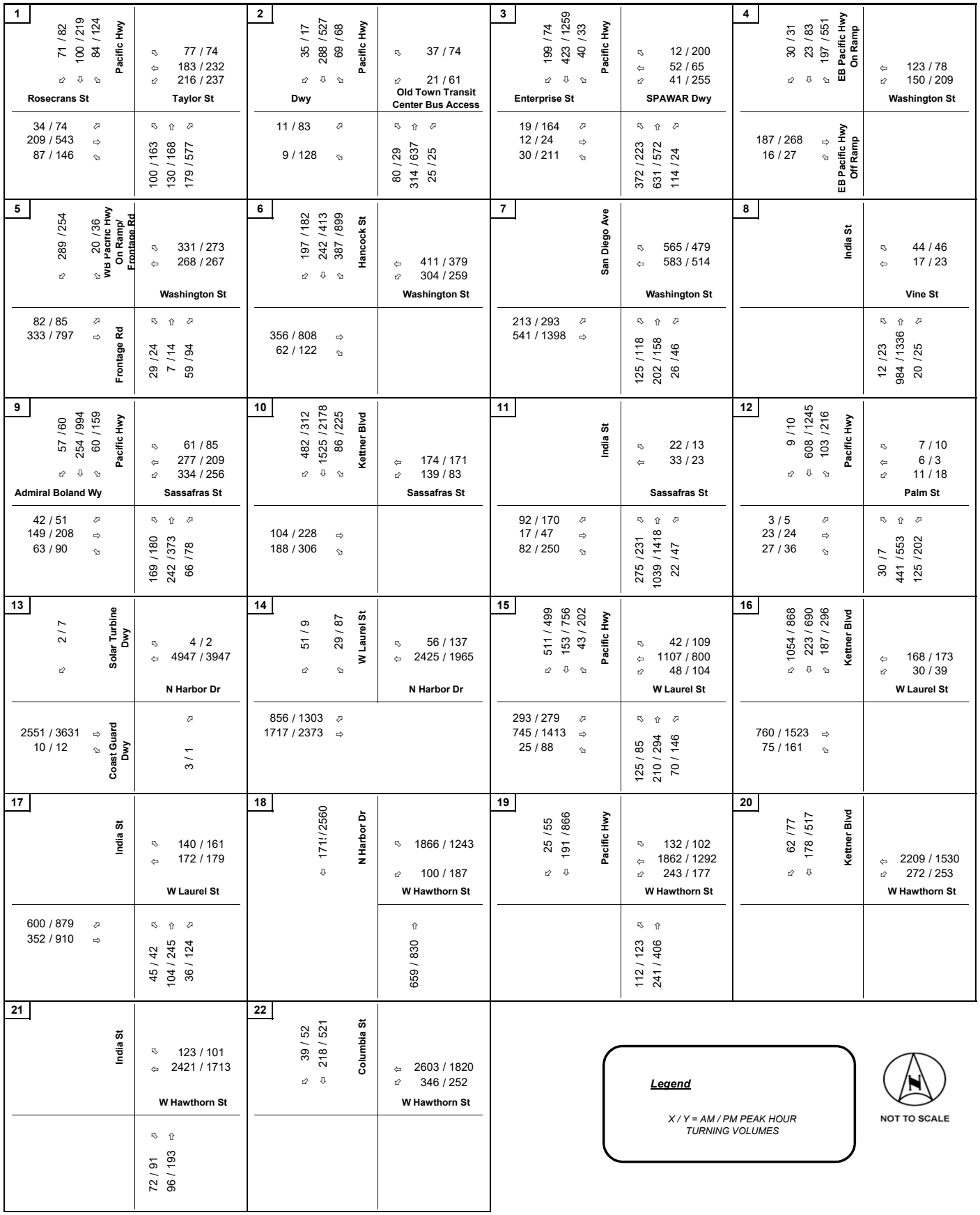
2026 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

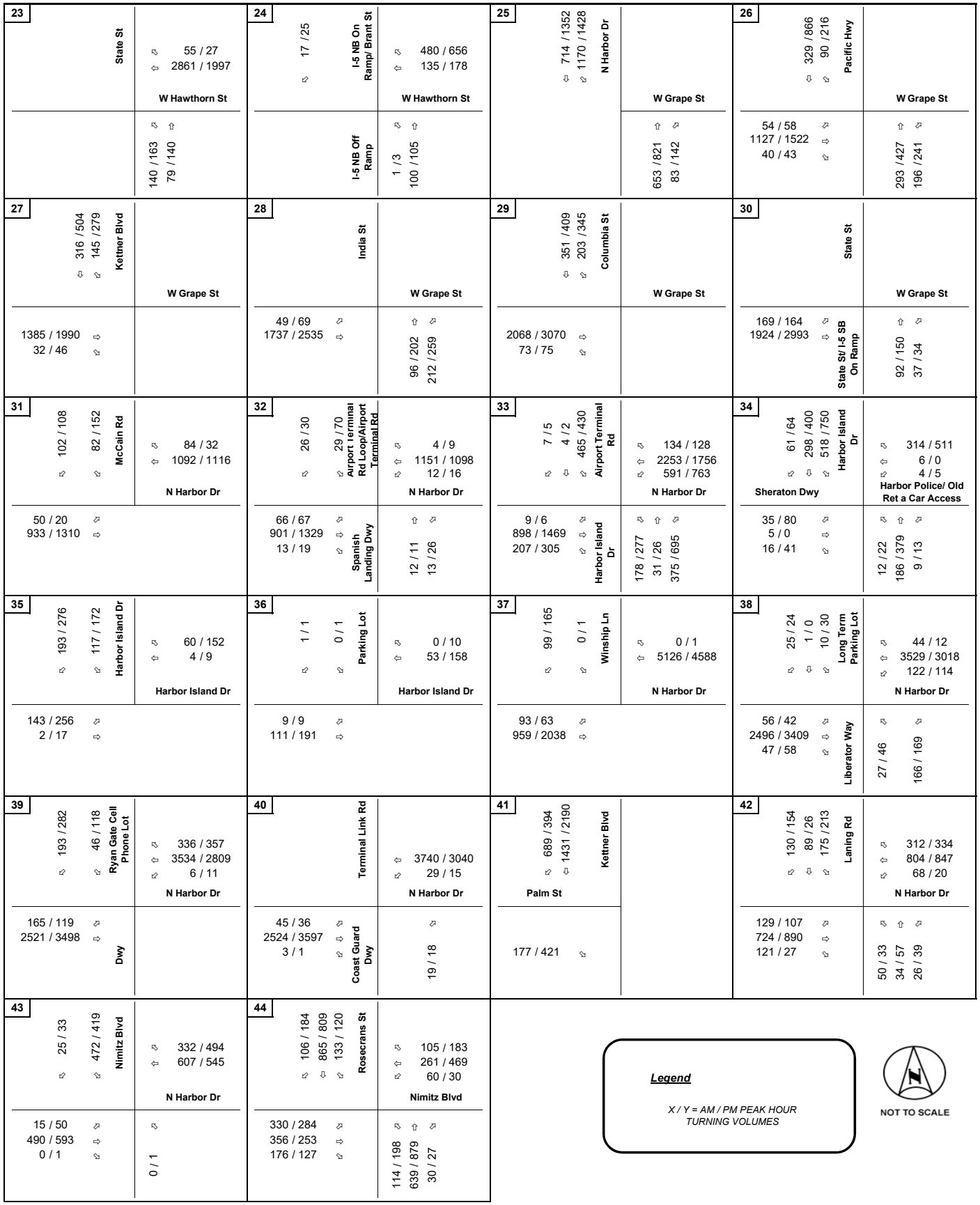
2026 Baseline Peak-Hour Traffic Volumes

## SDCRAA ADP EIR



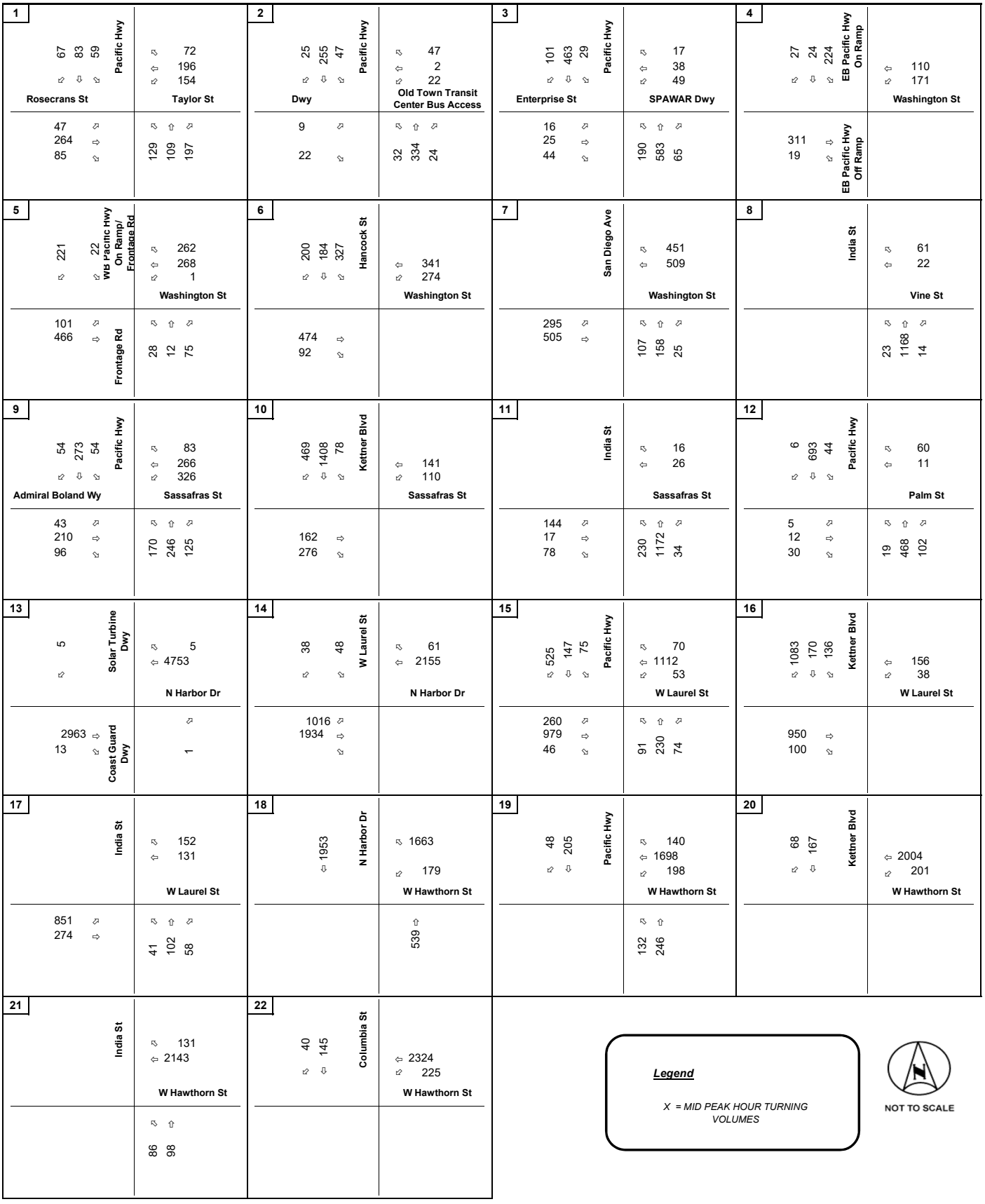

Kimley»Horn

*2030 Baseline Peak-Hour Traffic Volumes*



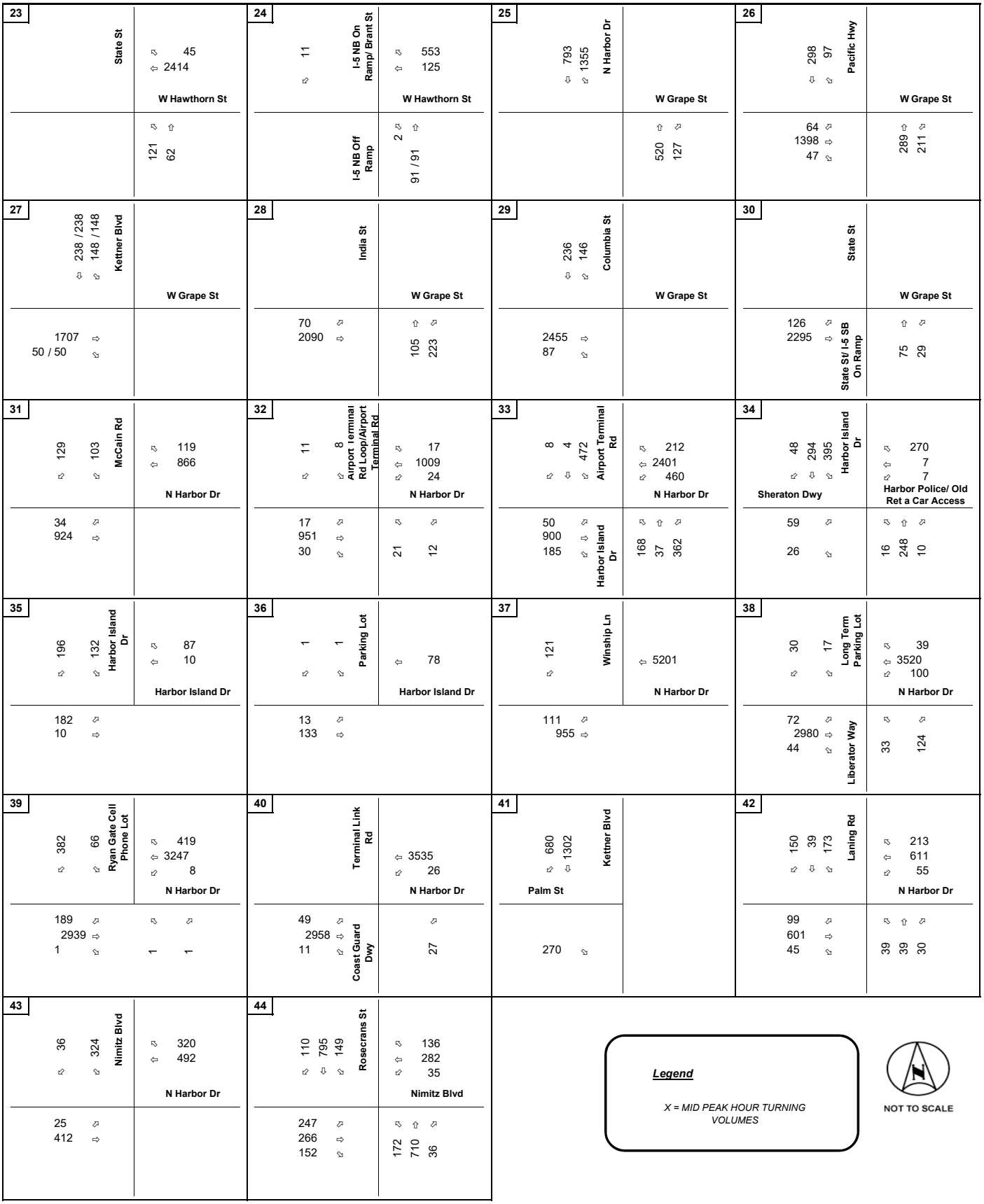

Kimley»Horn

2030 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

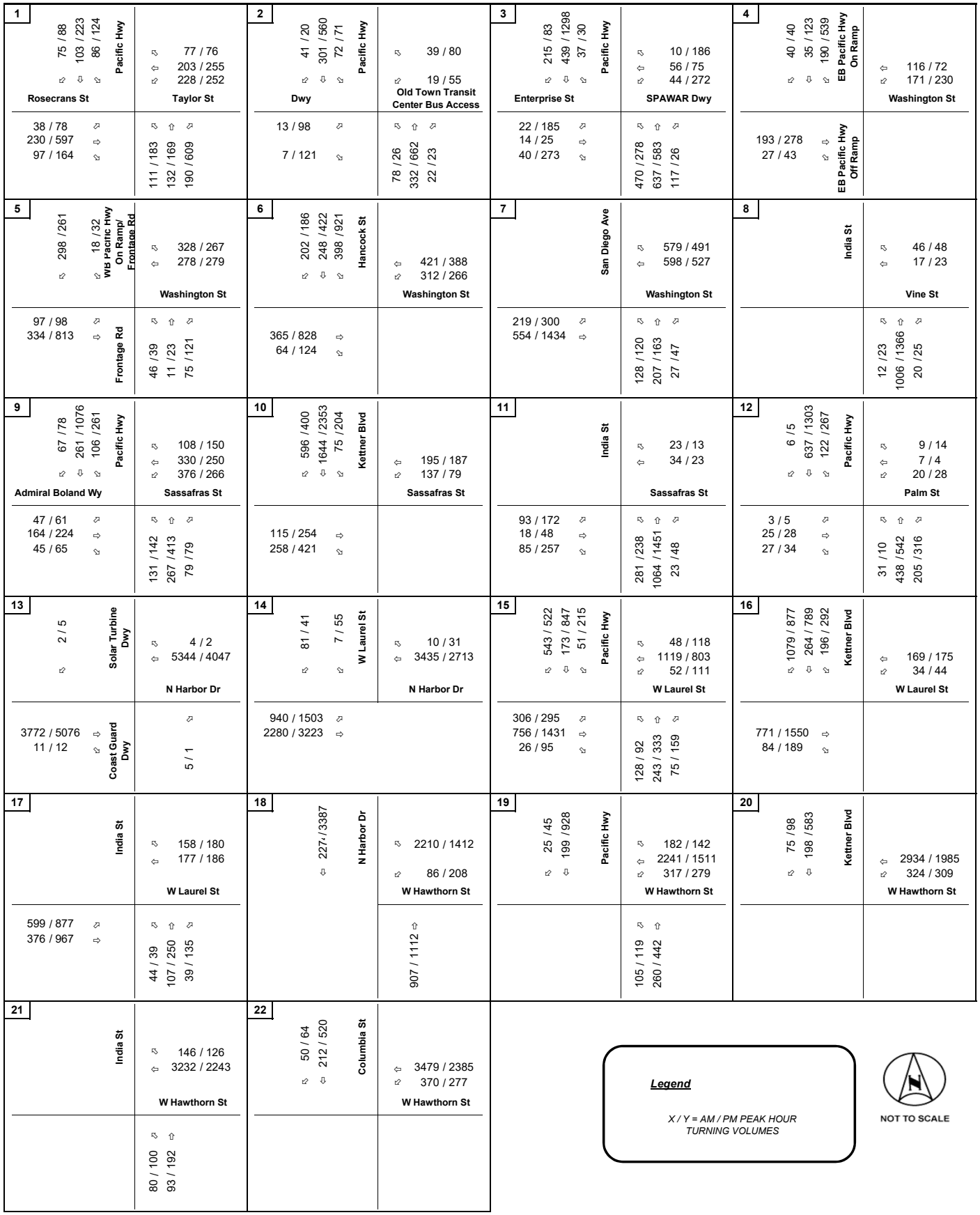
2030 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

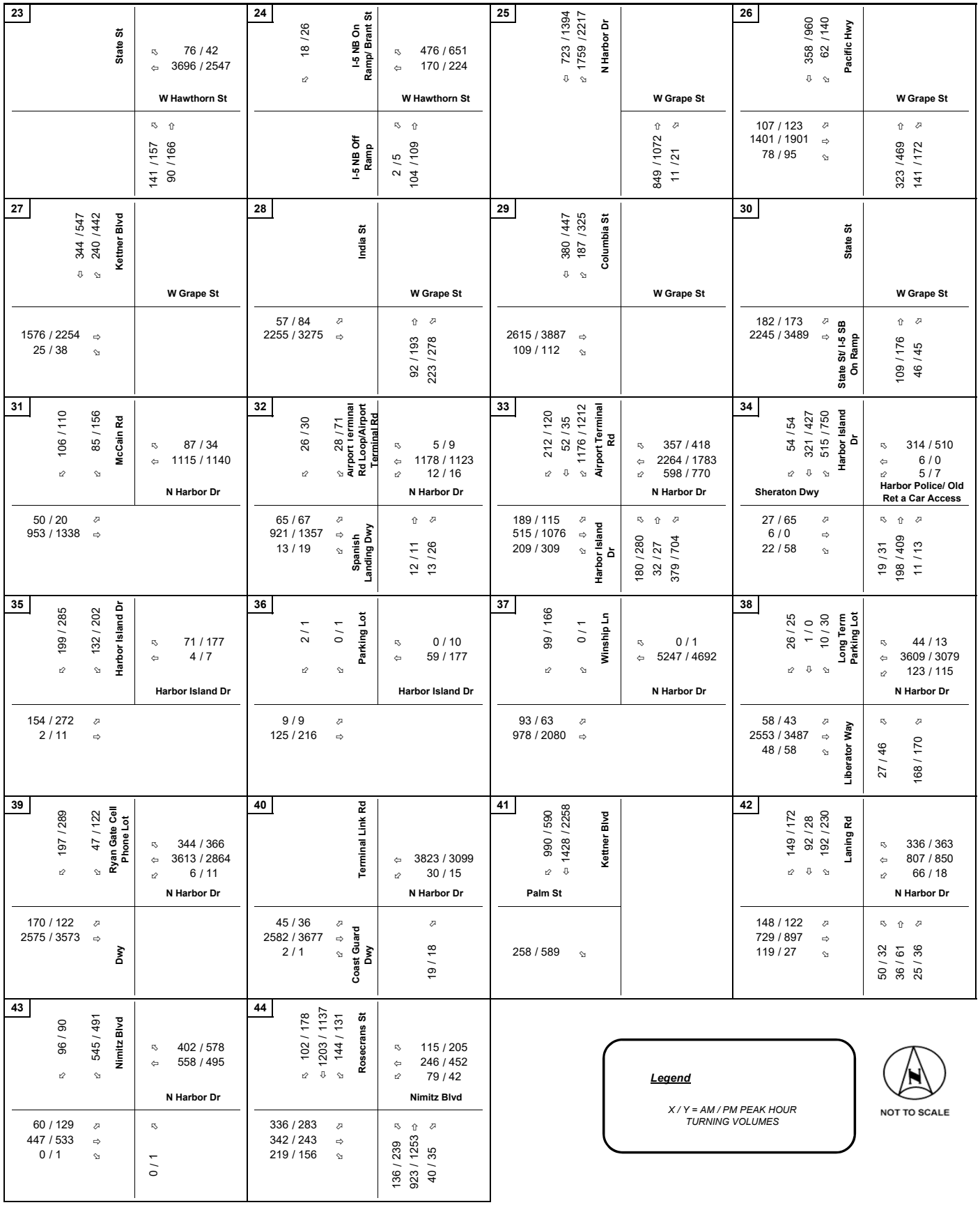
2030 Baseline Peak-Hour Traffic Volumes

## SDCRAA ADP EIR



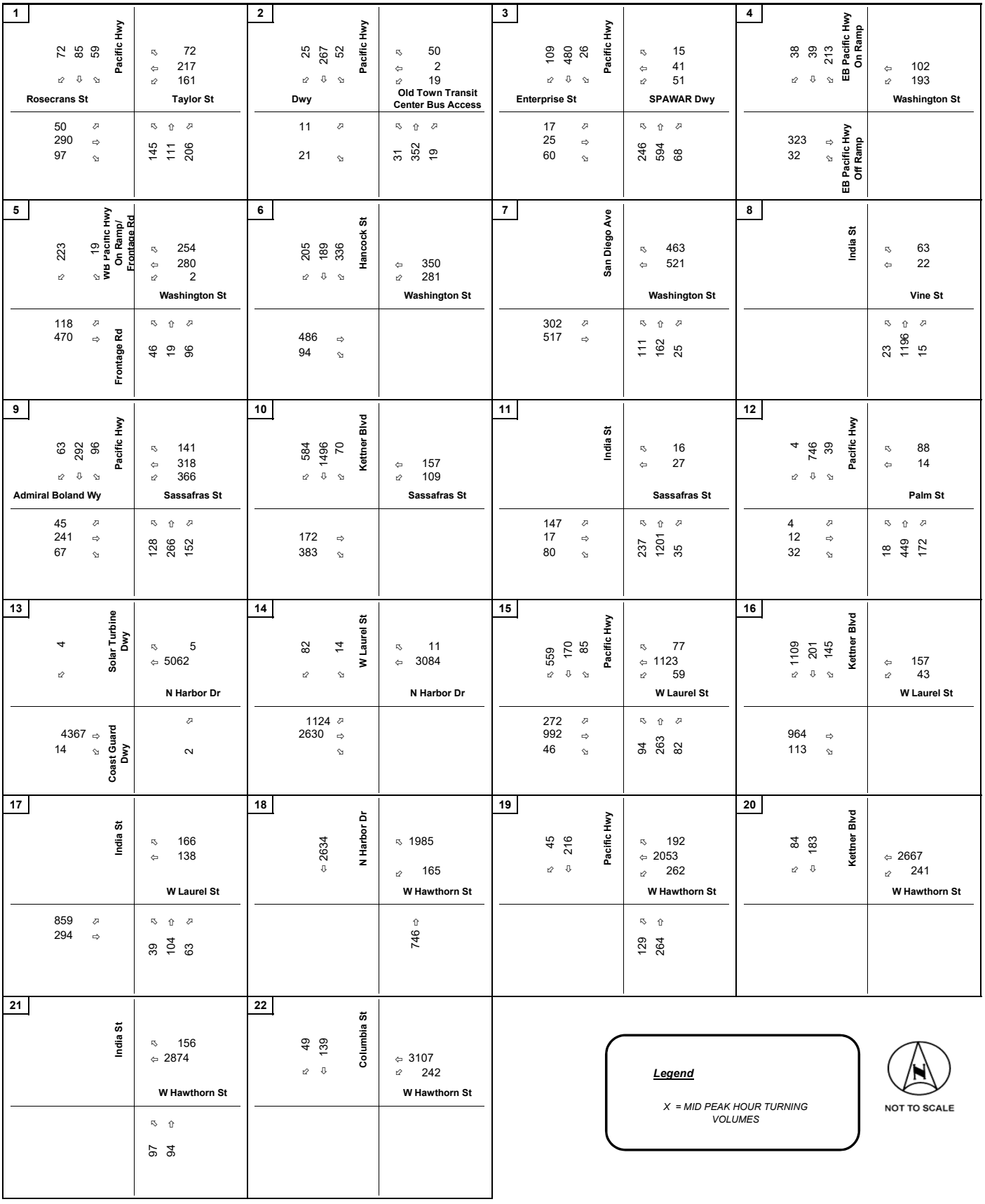

Kimley»Horn

*2035 Baseline Peak-Hour Traffic Volumes*



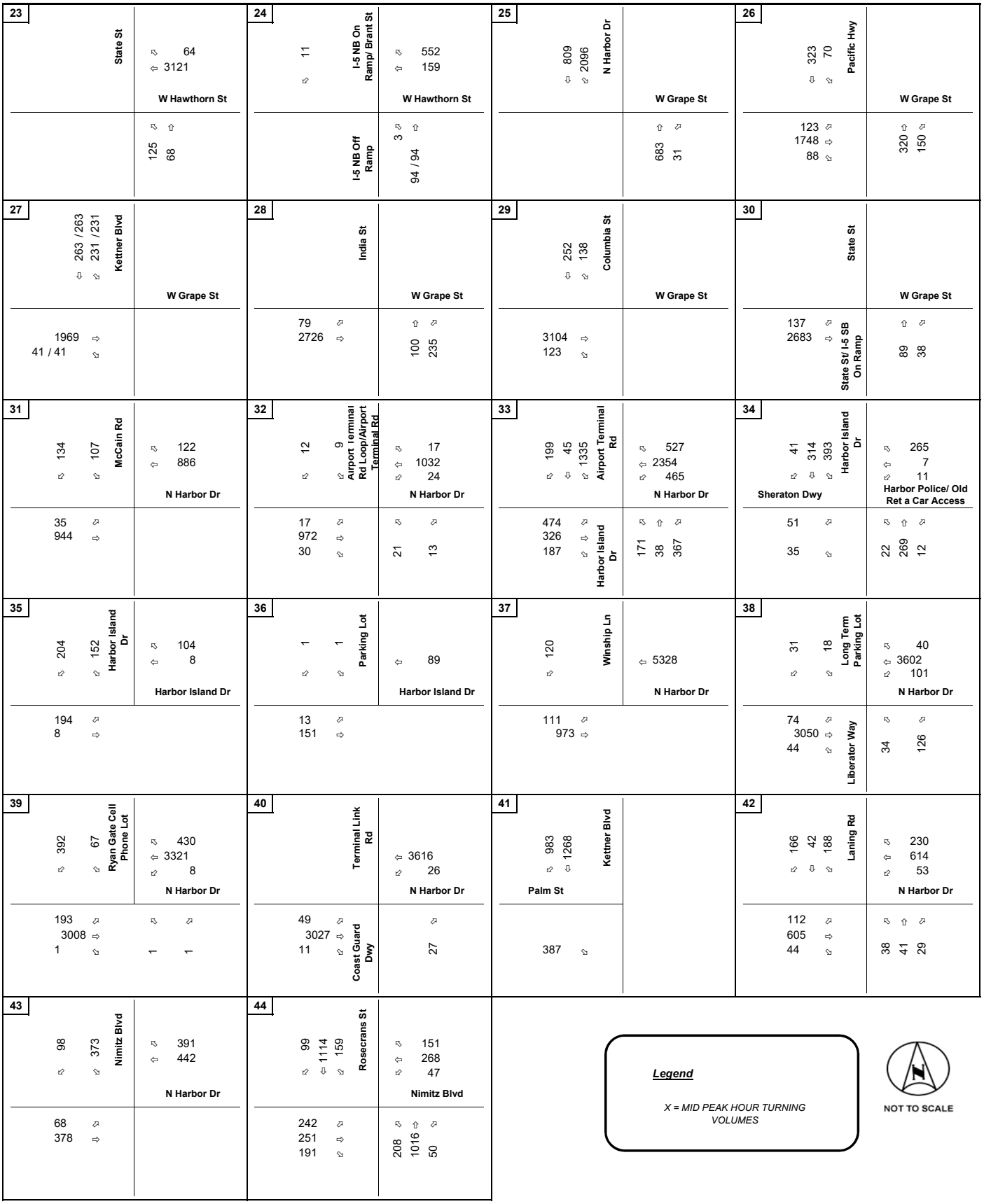

Kimley»Horn

2035 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

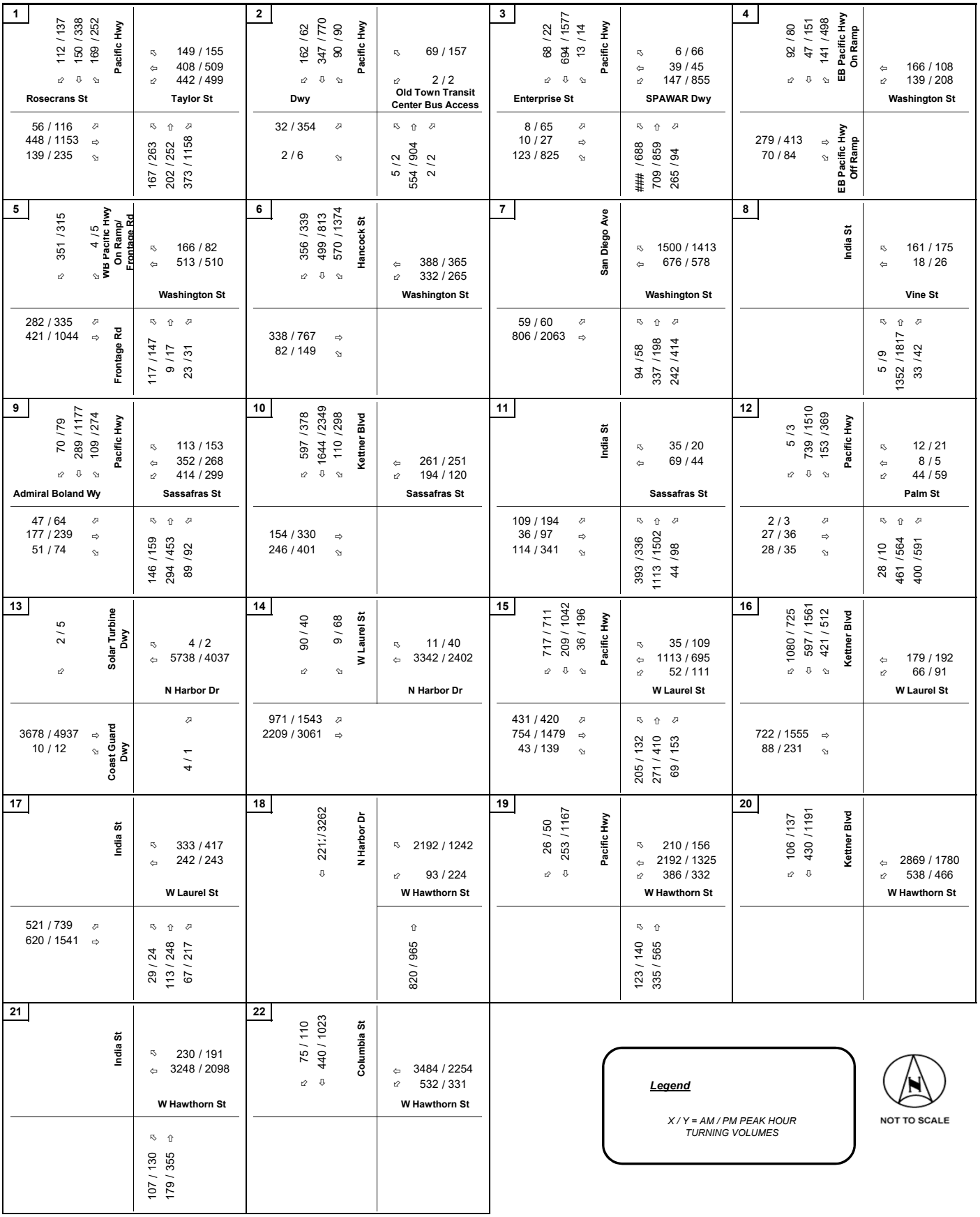
2035 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

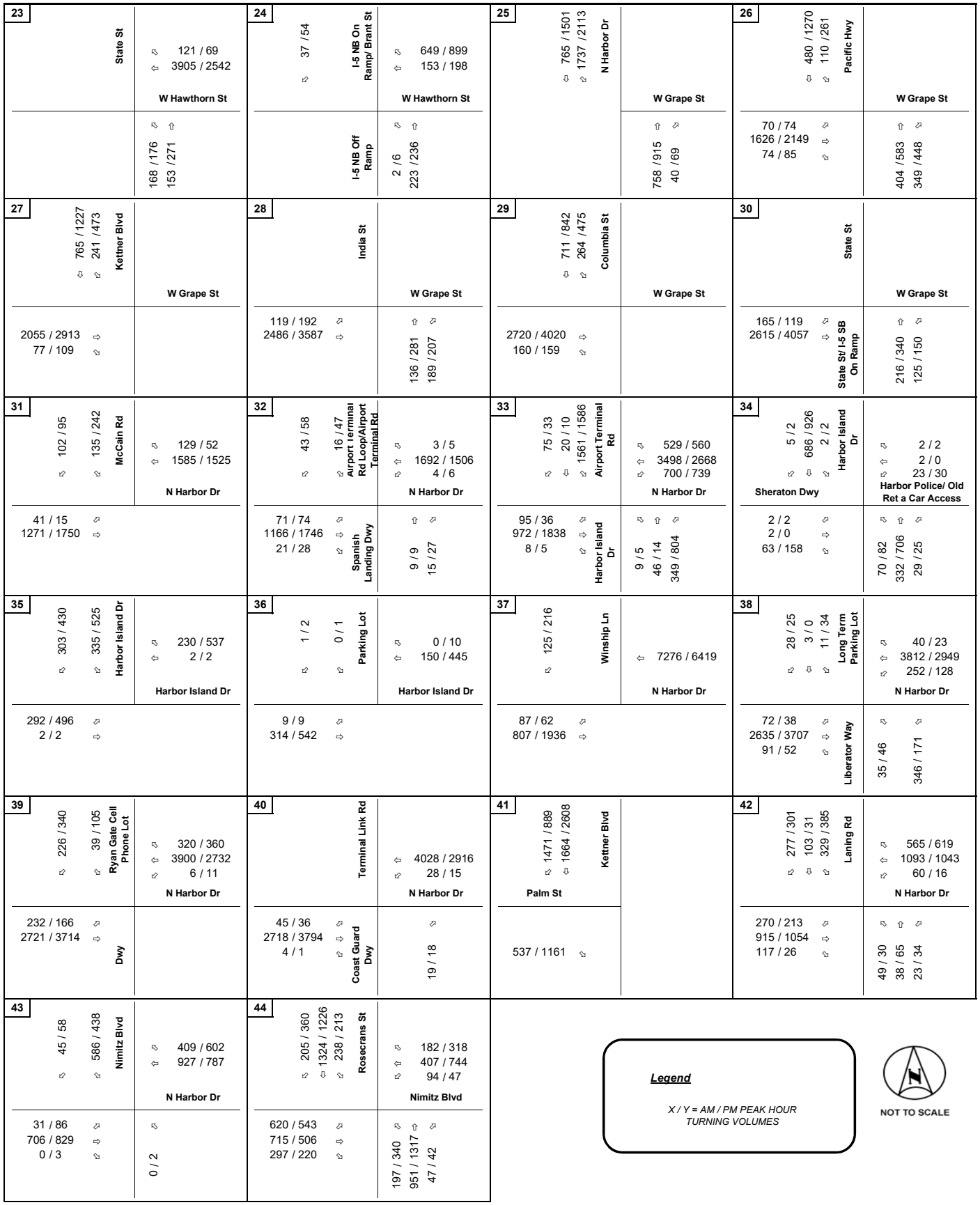
2035 Baseline Peak-Hour Traffic Volumes

## SDCRAA ADP EIR



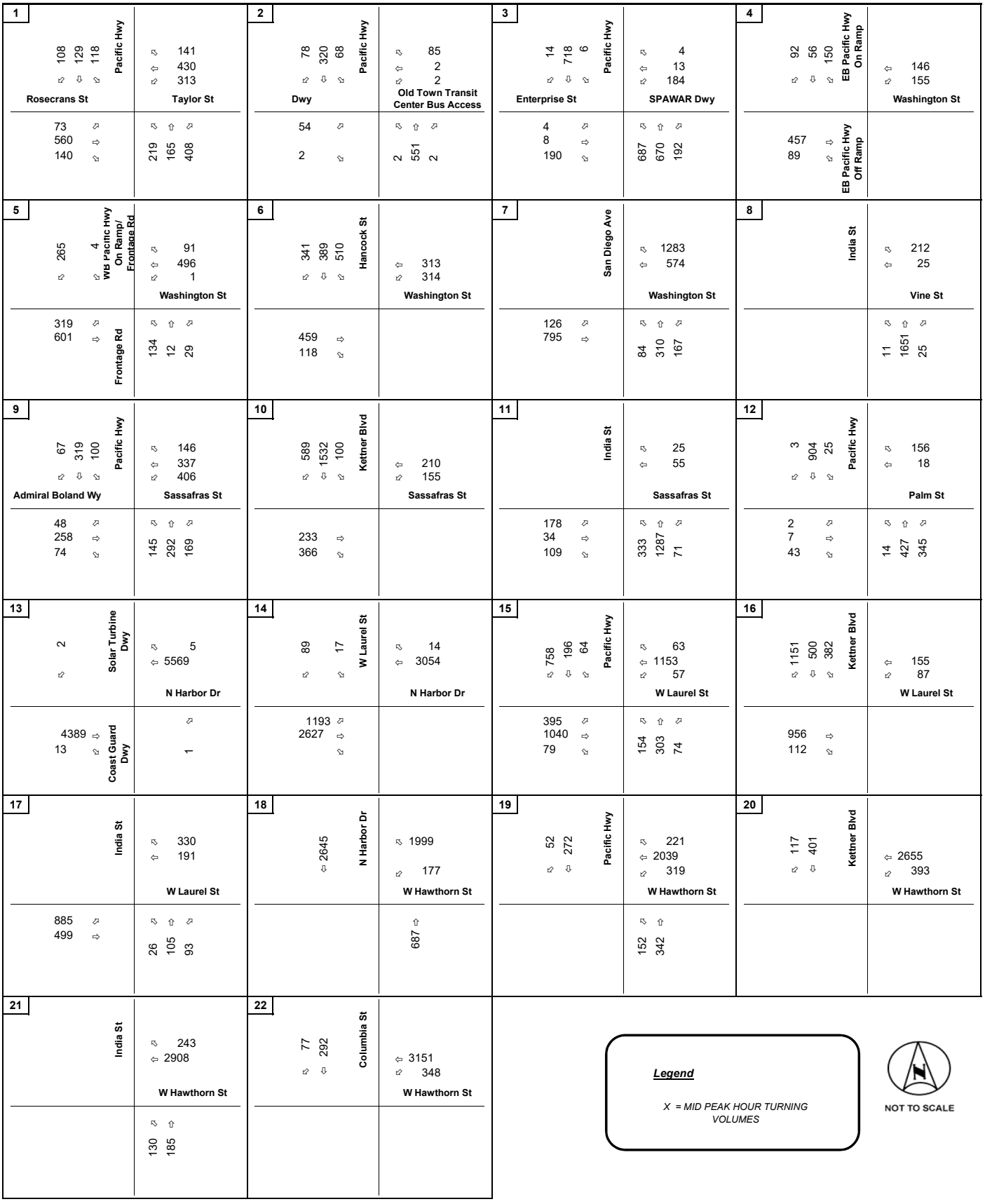

Kimley»Horn

*2050 Baseline Peak-Hour Traffic Volumes*



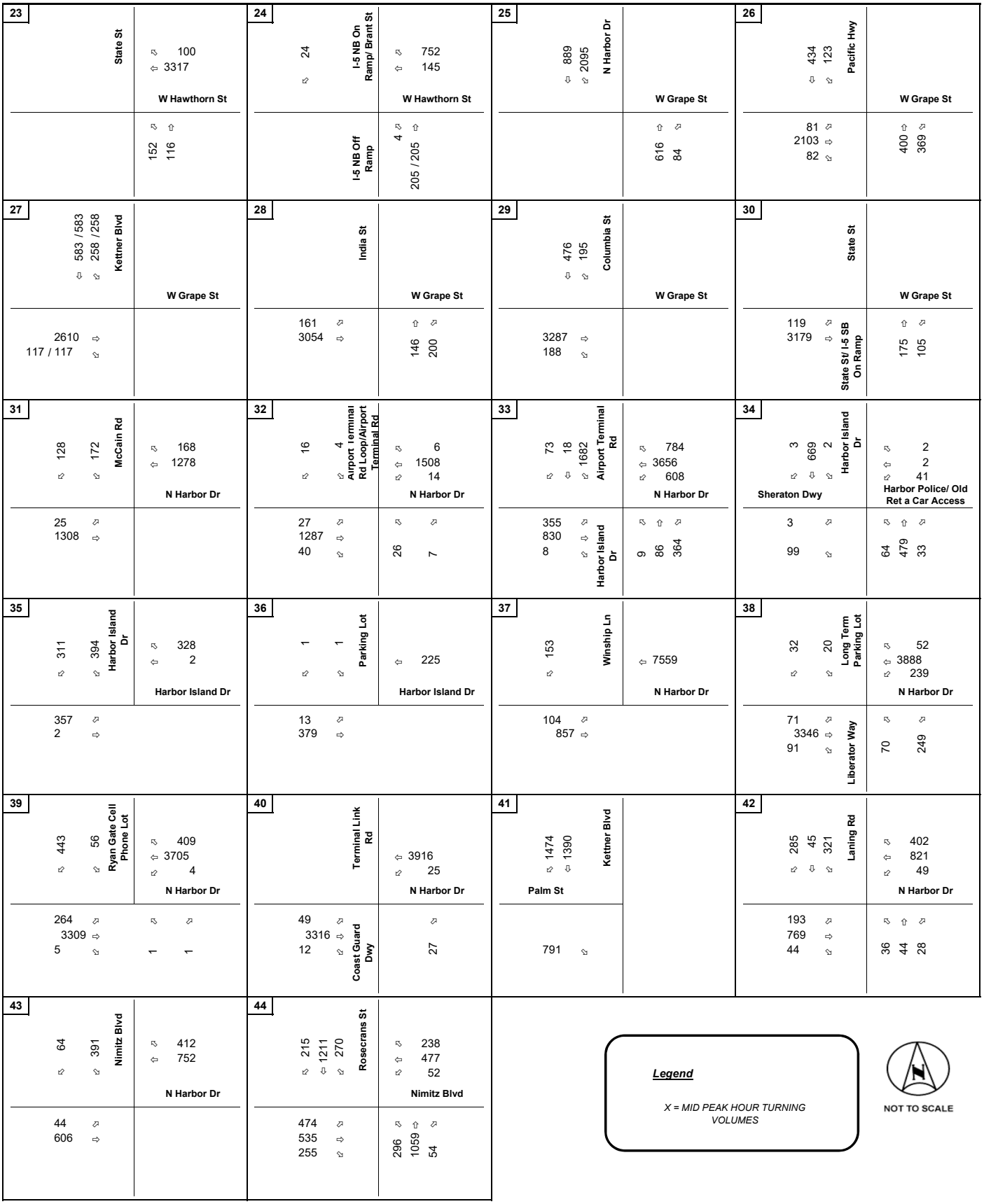

Kimley»Horn

2050 Baseline Peak-Hour Traffic Volumes




Kimley»Horn

2050 Baseline Peak-Hour Traffic Volumes



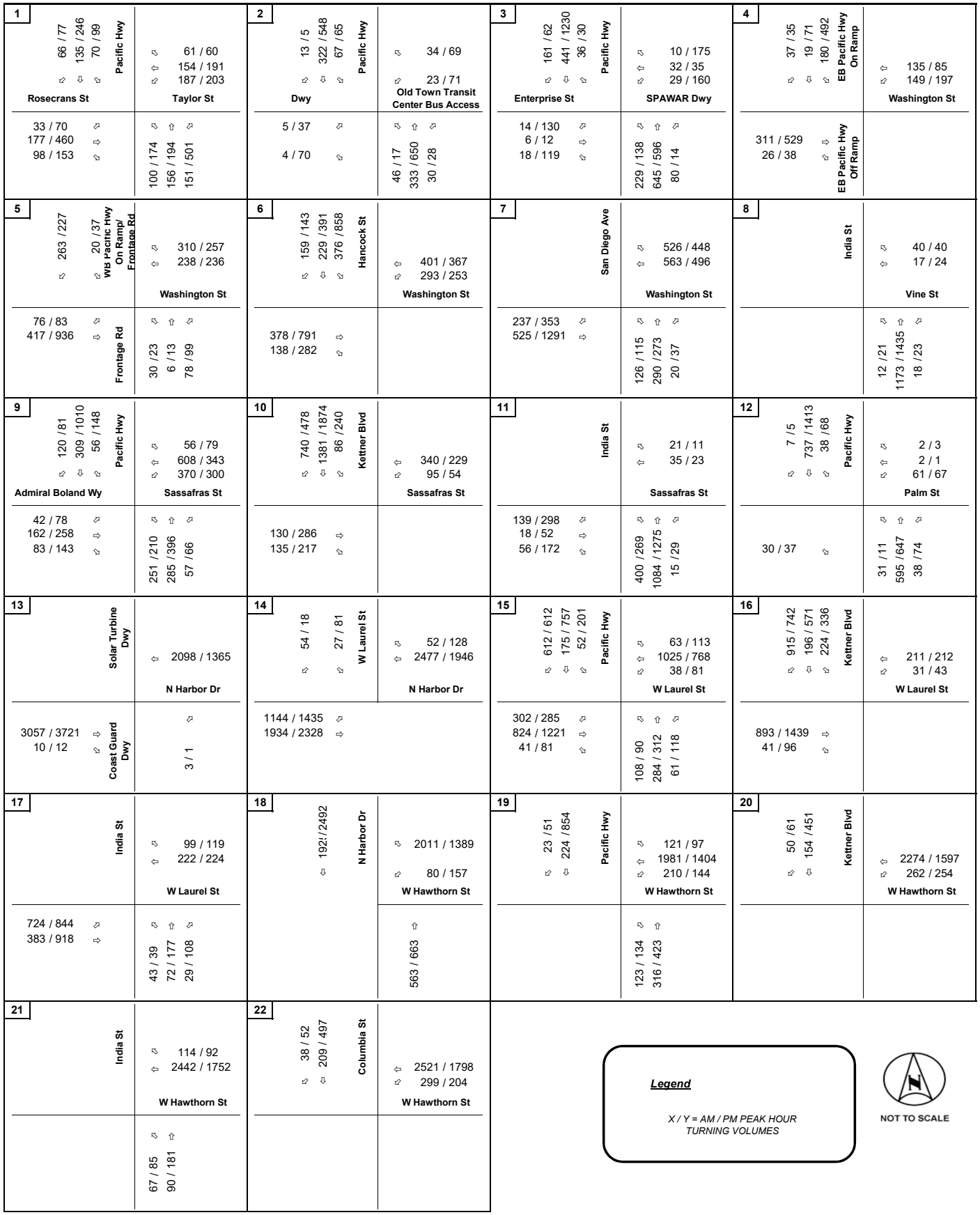

Kimley»Horn

2050 Baseline Peak-Hour Traffic Volumes

# Exhibit O

Intersection Turning Movement Volumes

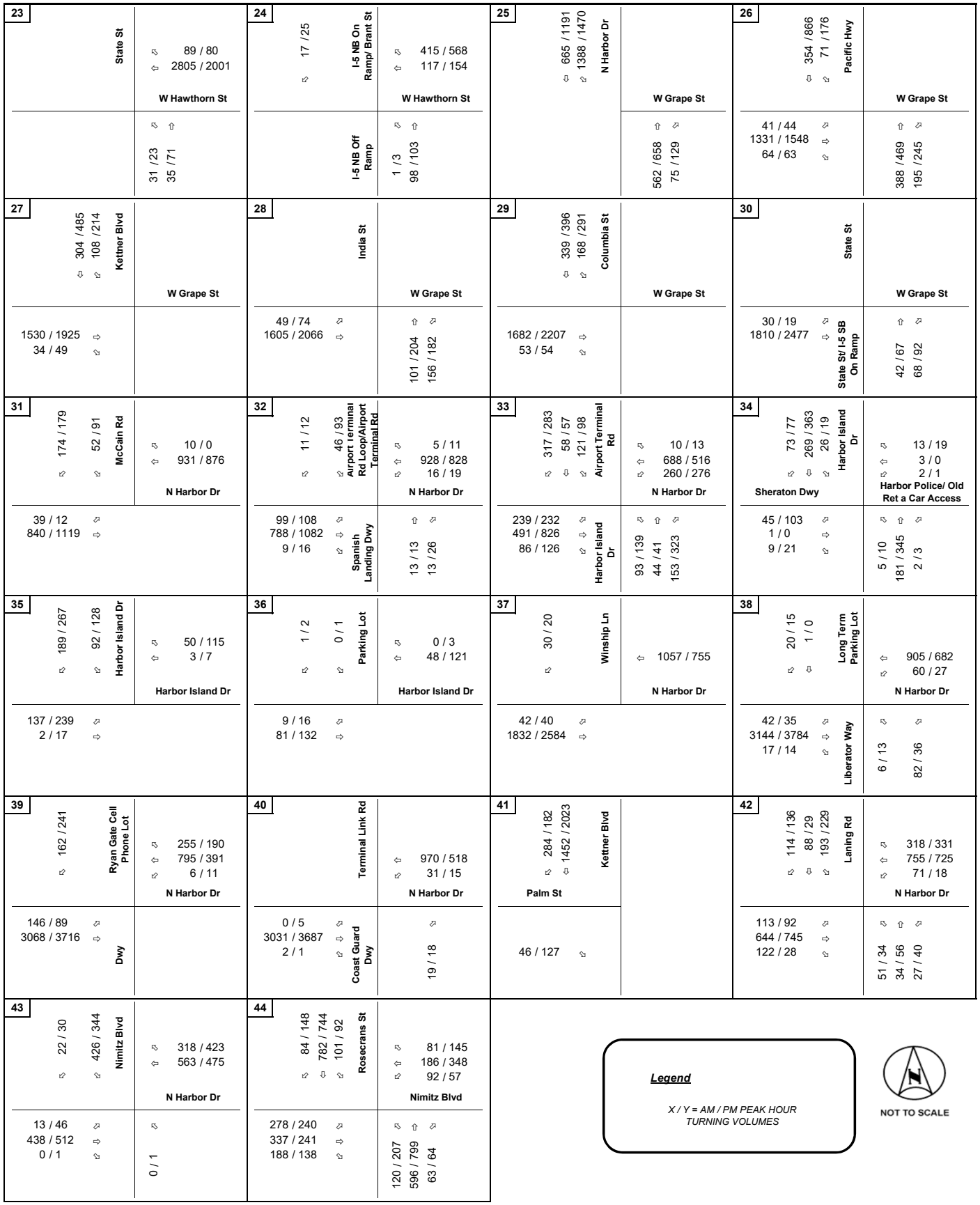
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

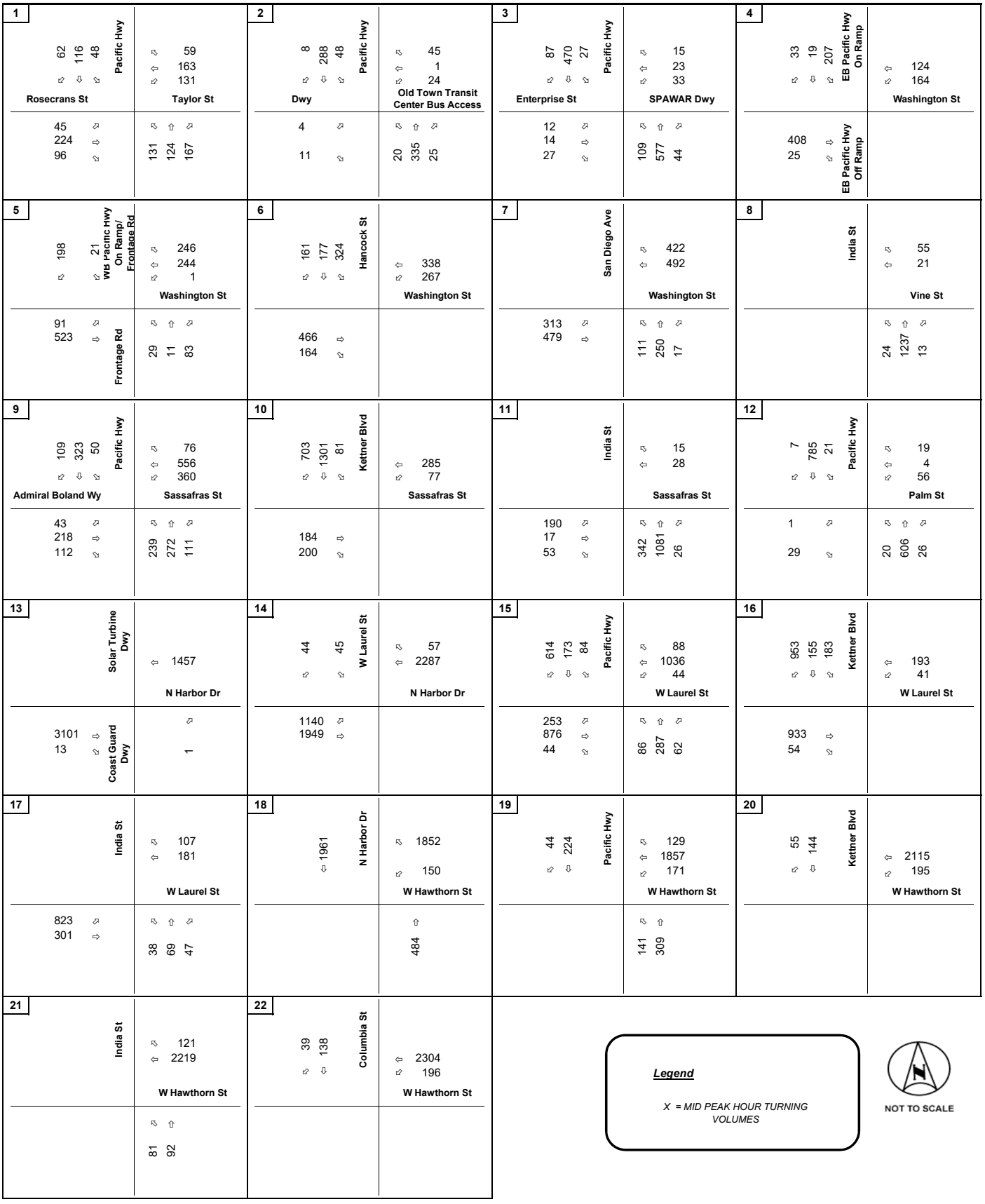
*Existing plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

Preferred Alt

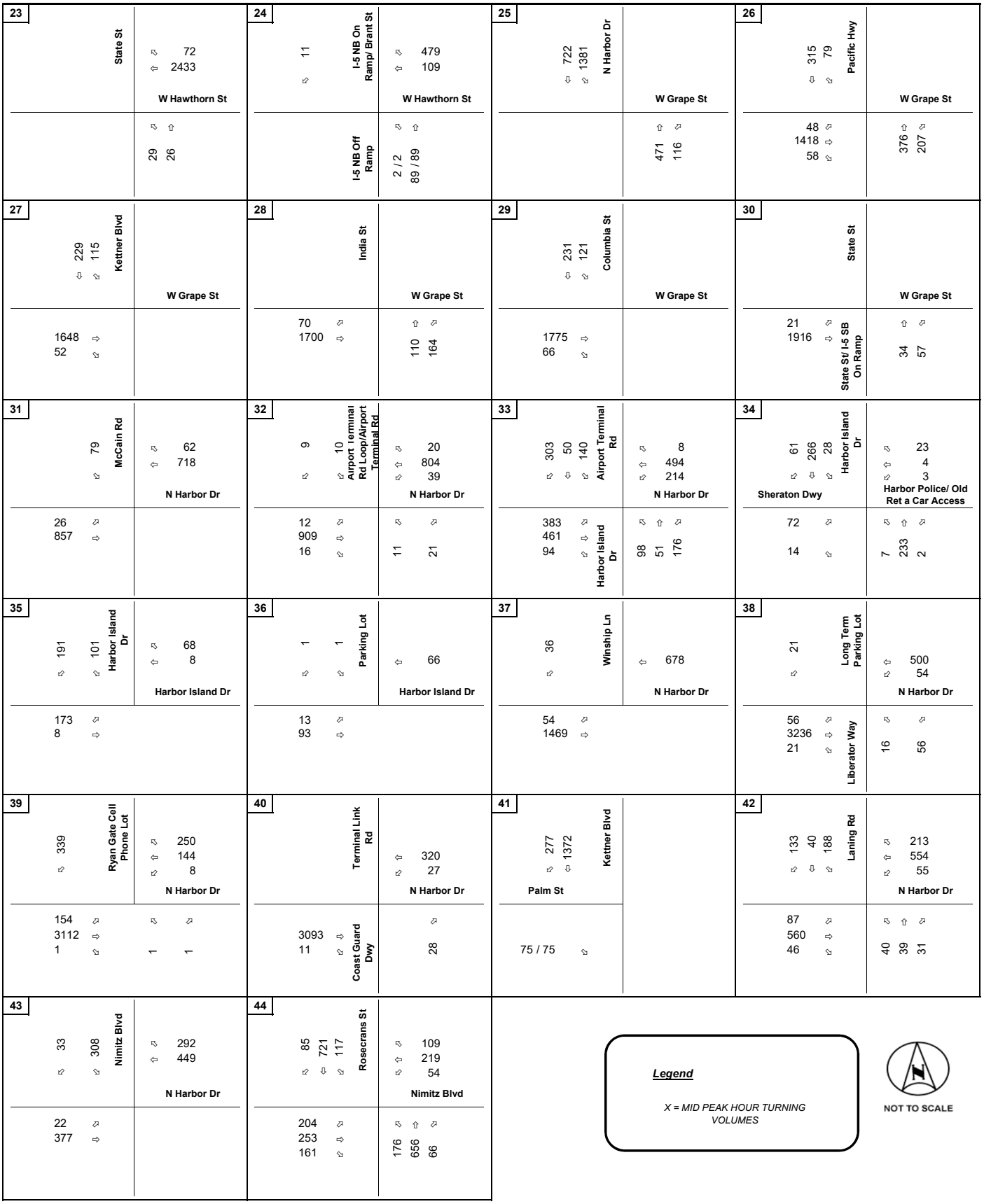
Existing plus Project Peak-Hour Traffic Volumes




Kimley»Horn

*Preferred Alt*

*Existing plus Project Peak-Hour Traffic Volumes*

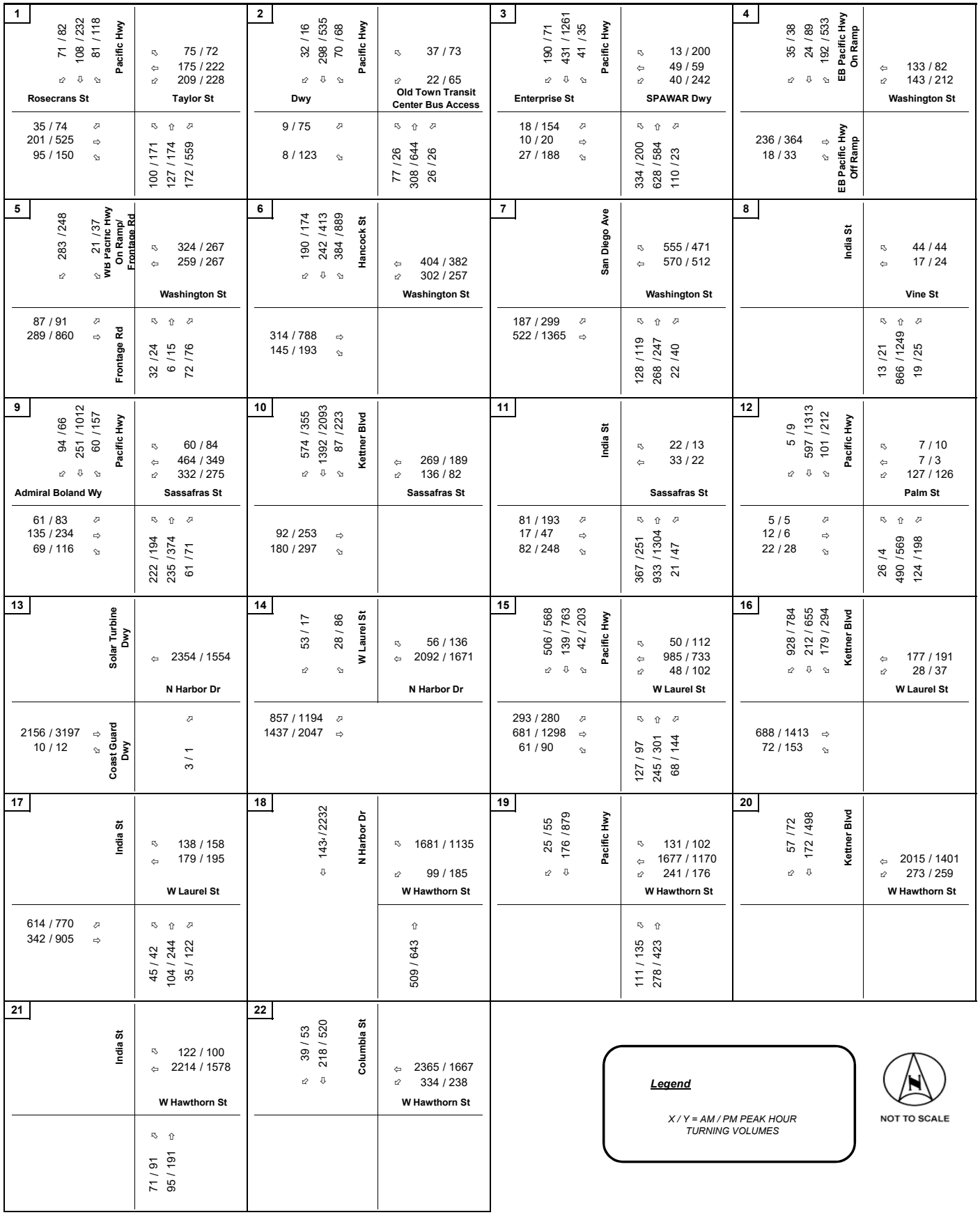



Kimley»Horn

Preferred Alt

Existing plus Project Peak-Hour Traffic Volumes

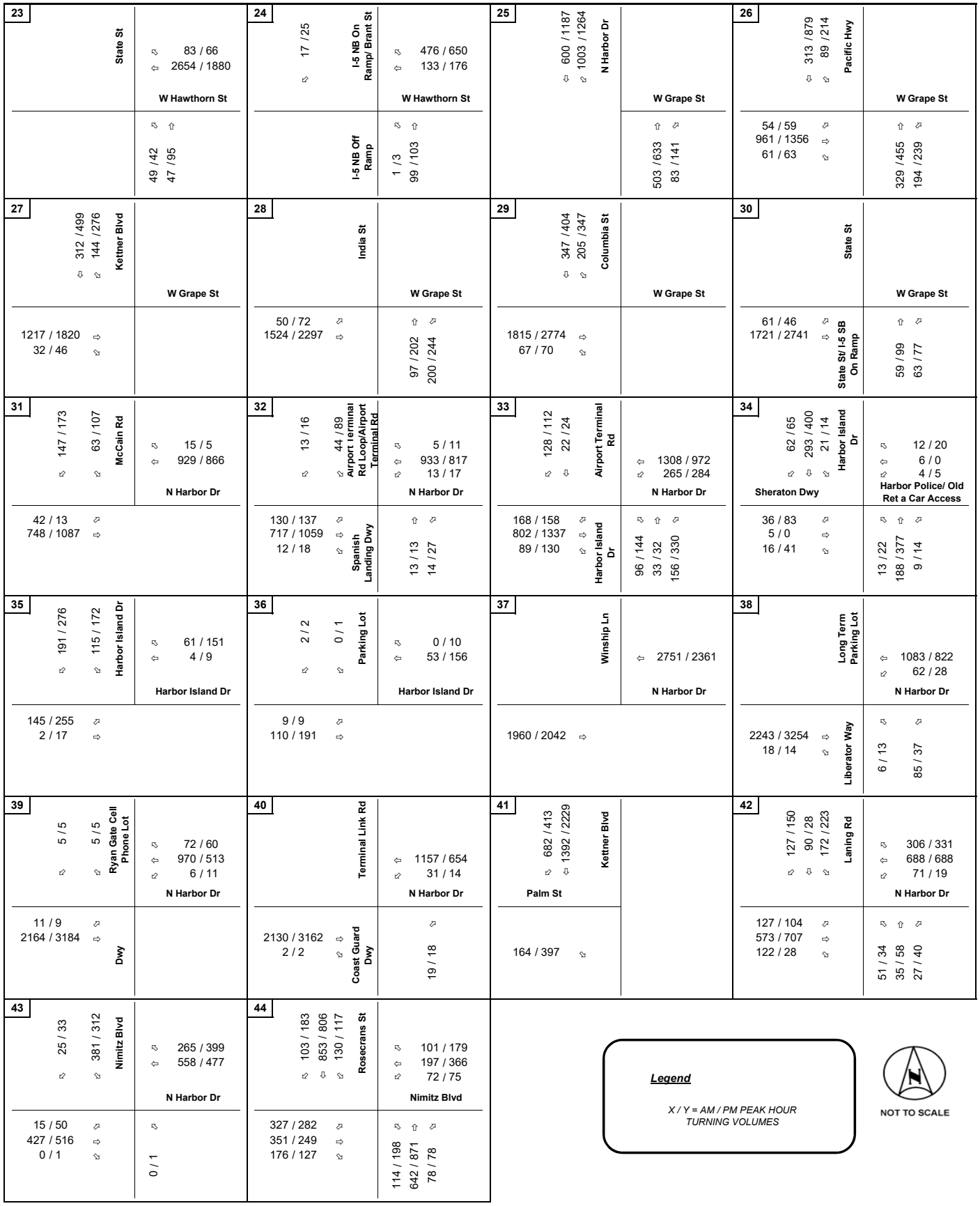
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

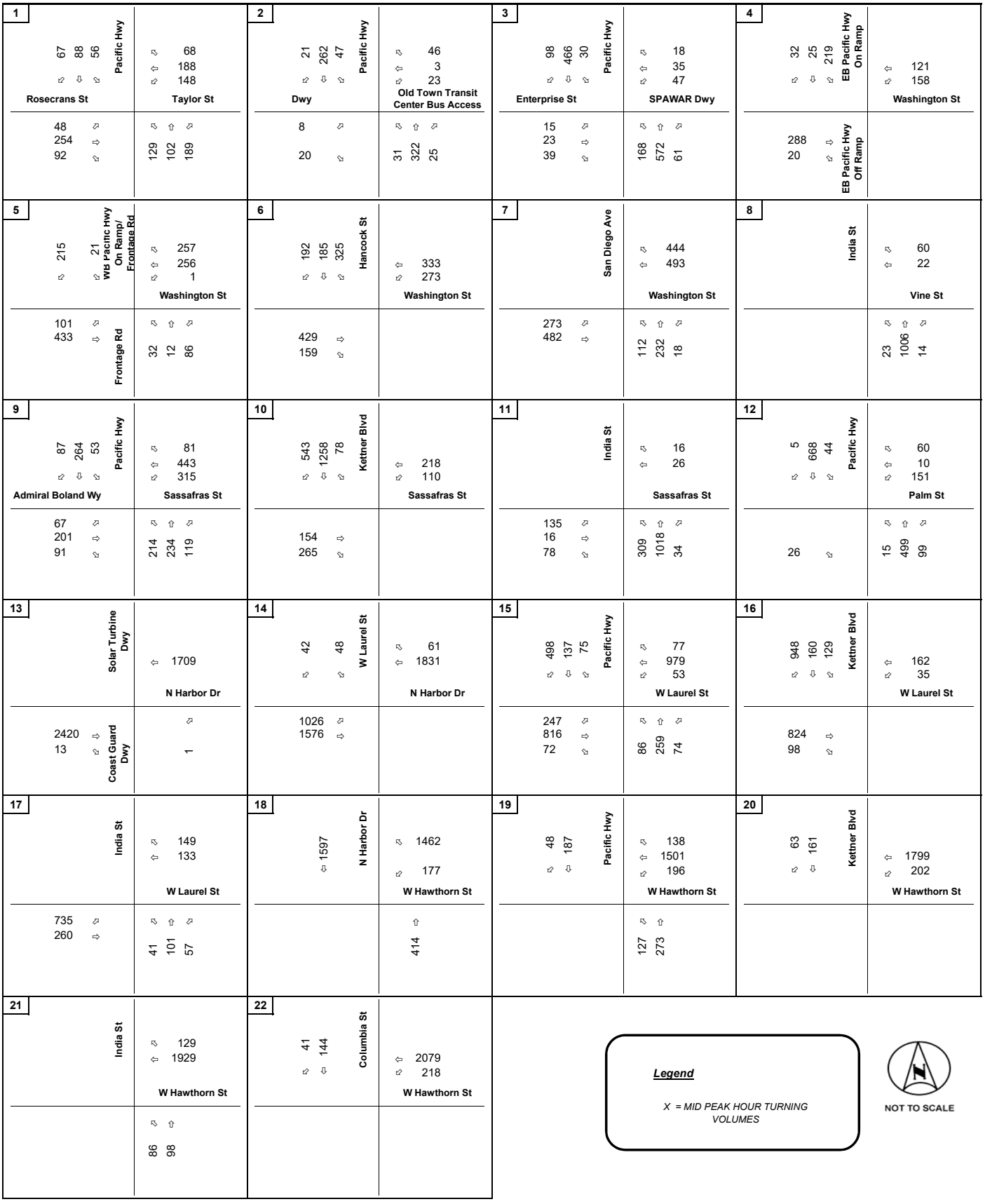
*2024 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

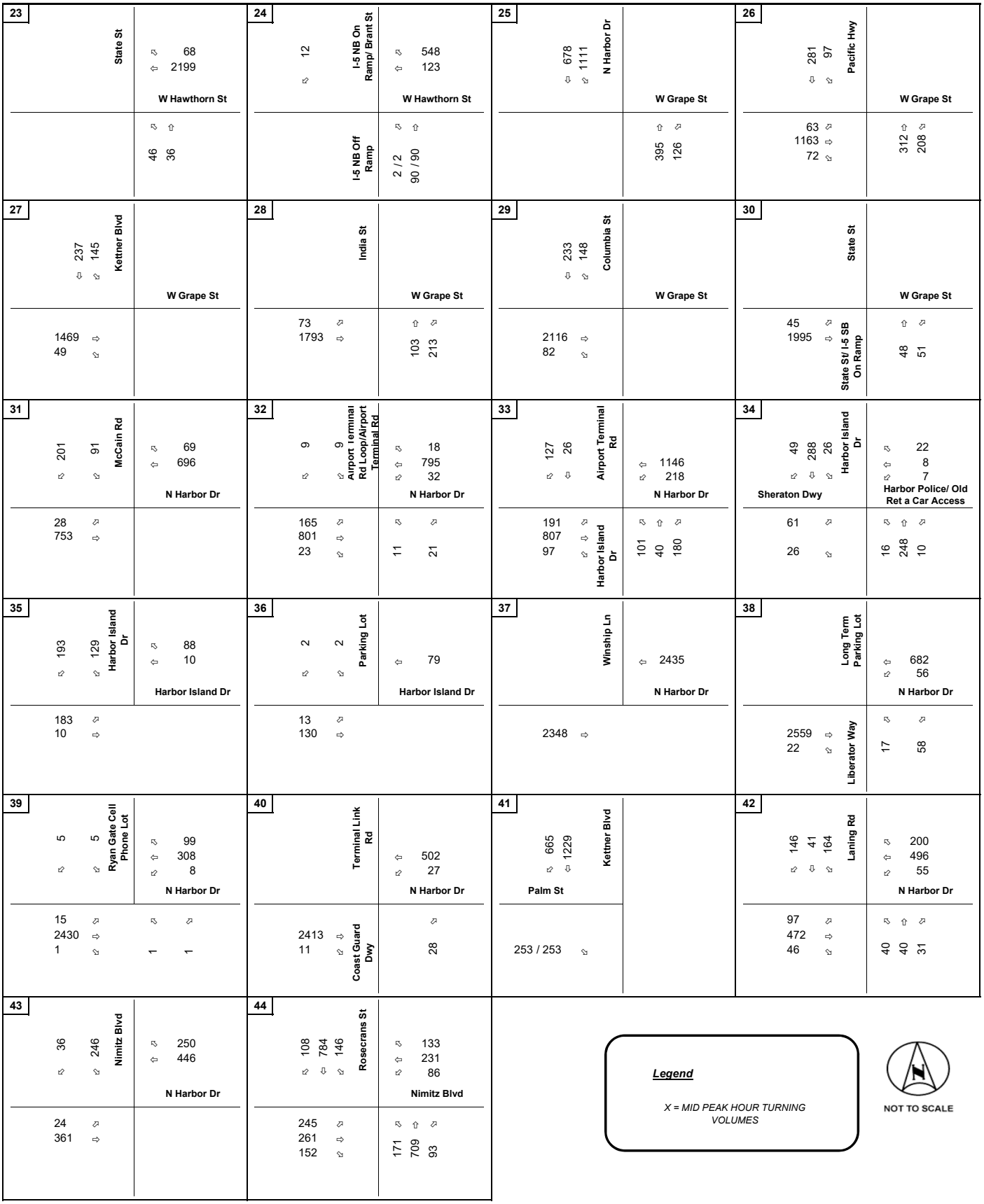
*2024 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

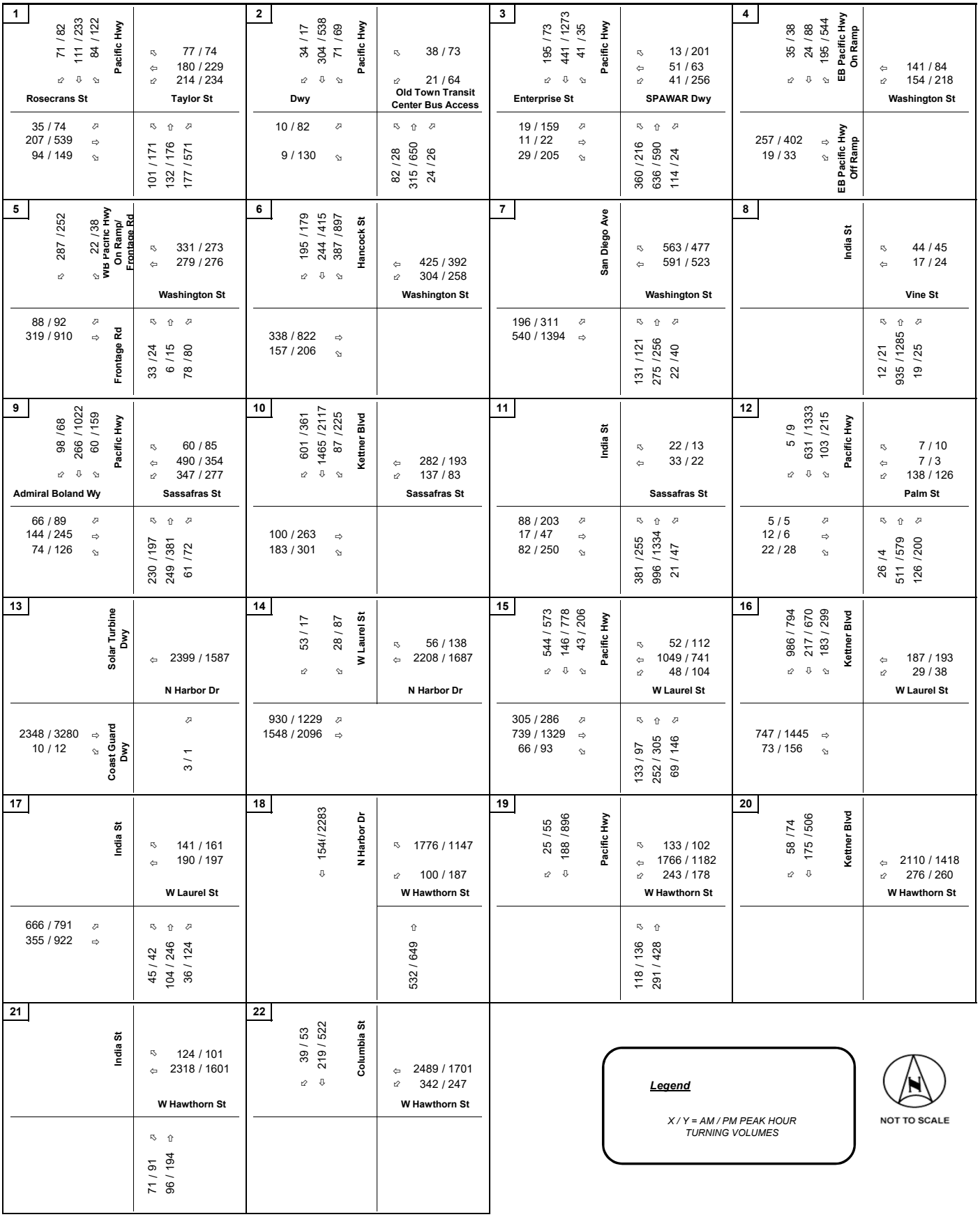
*2024 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

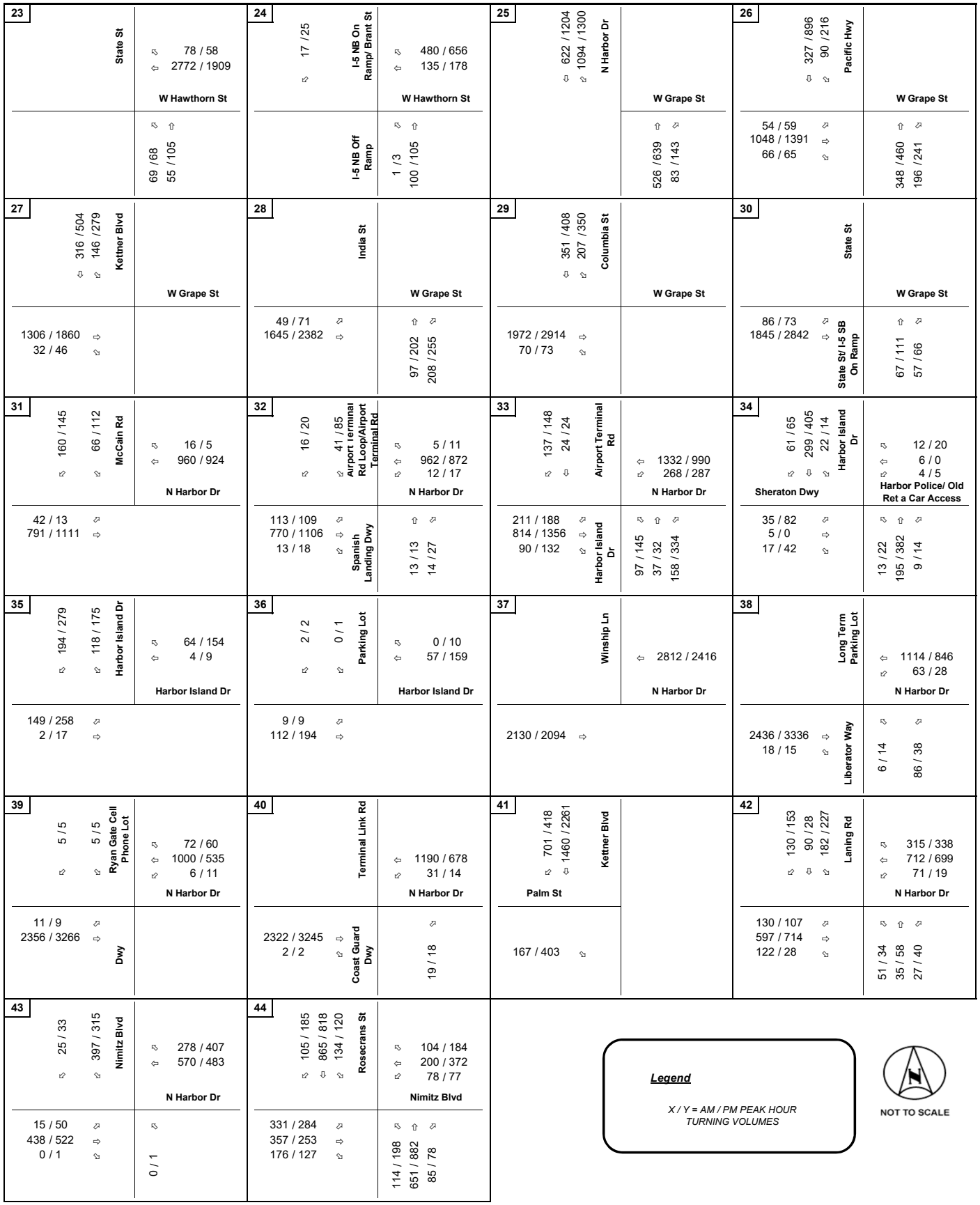
*2024 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

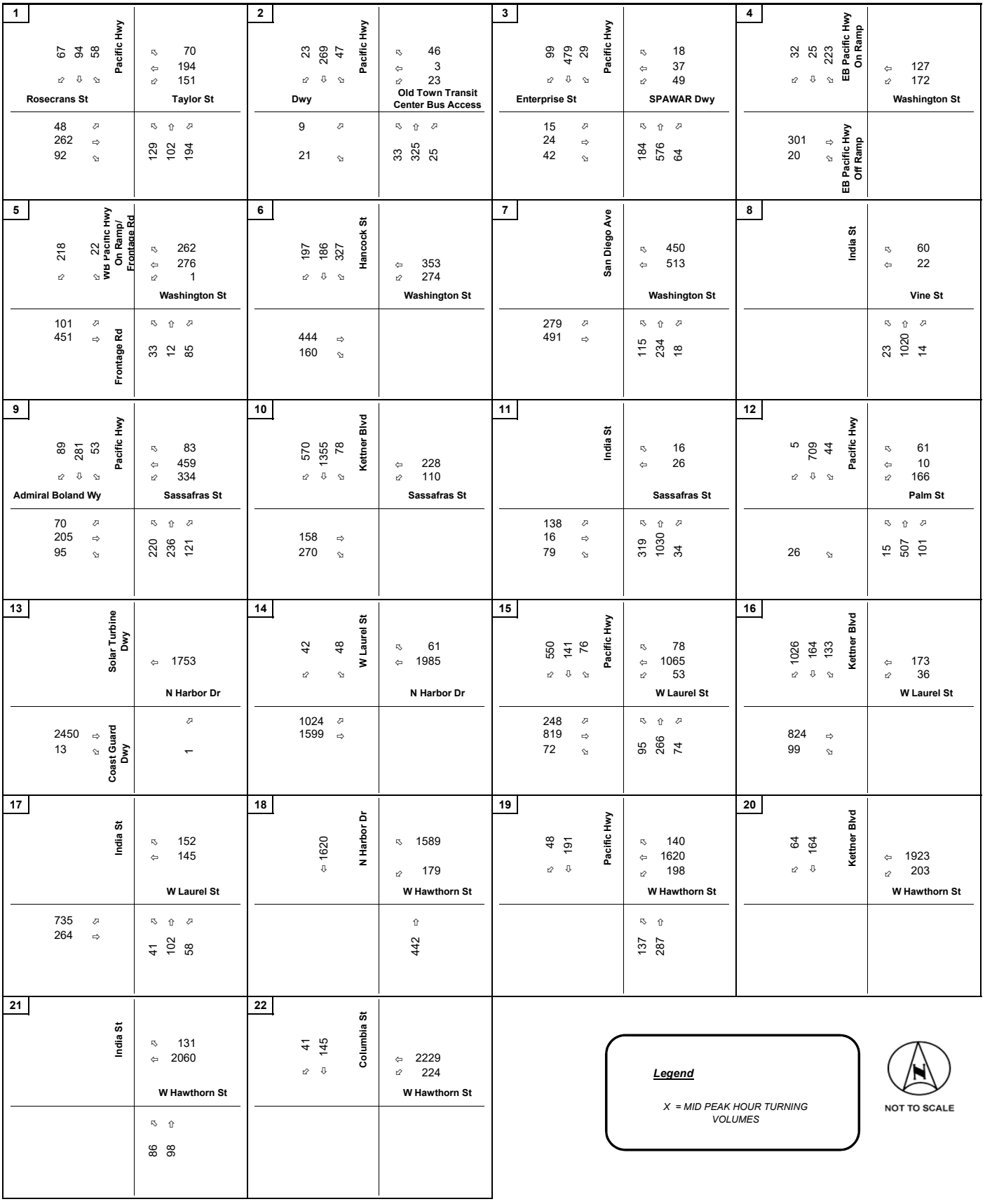
*2026 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

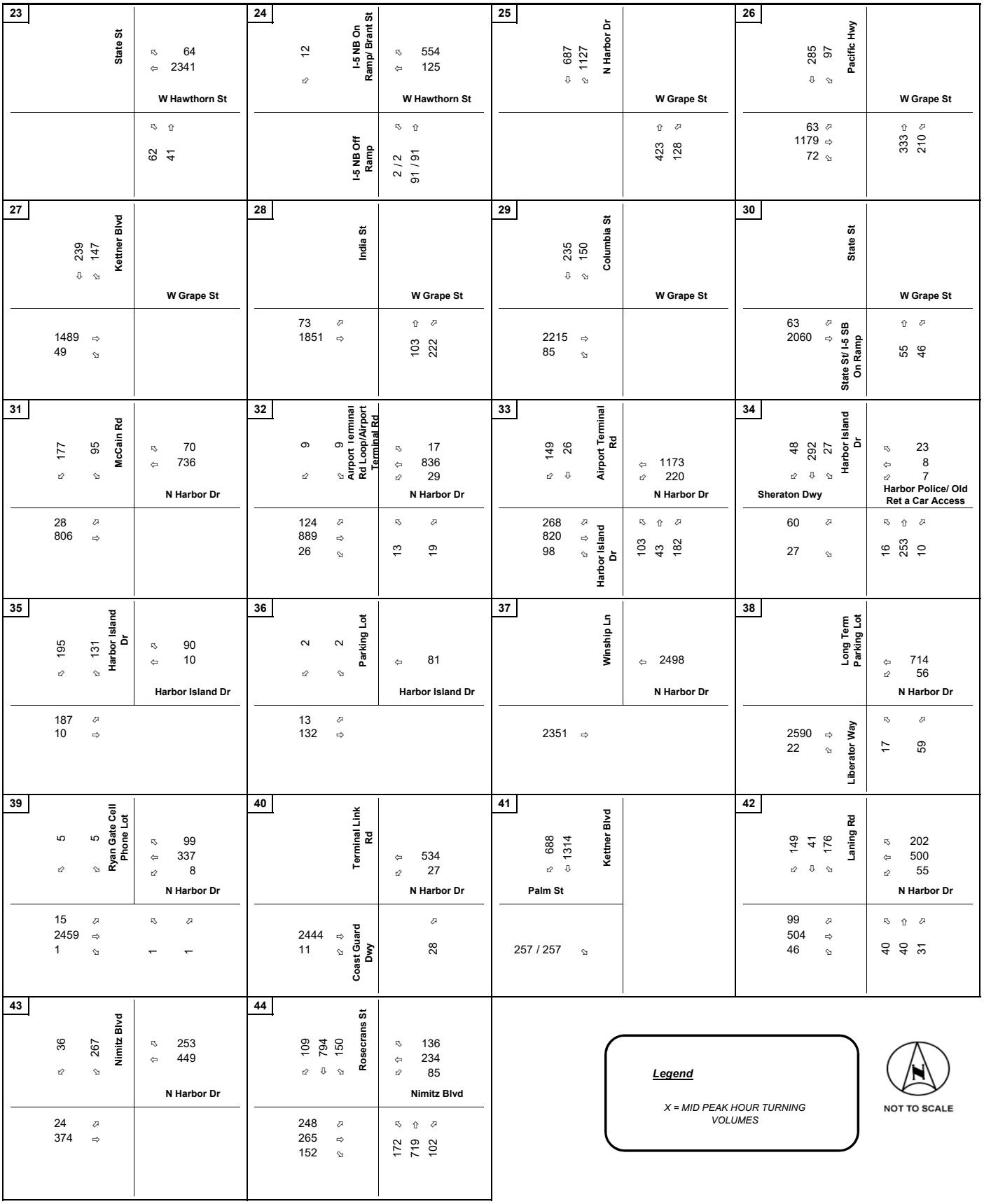
*2026 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2026 plus Project Peak-Hour Traffic Volumes*

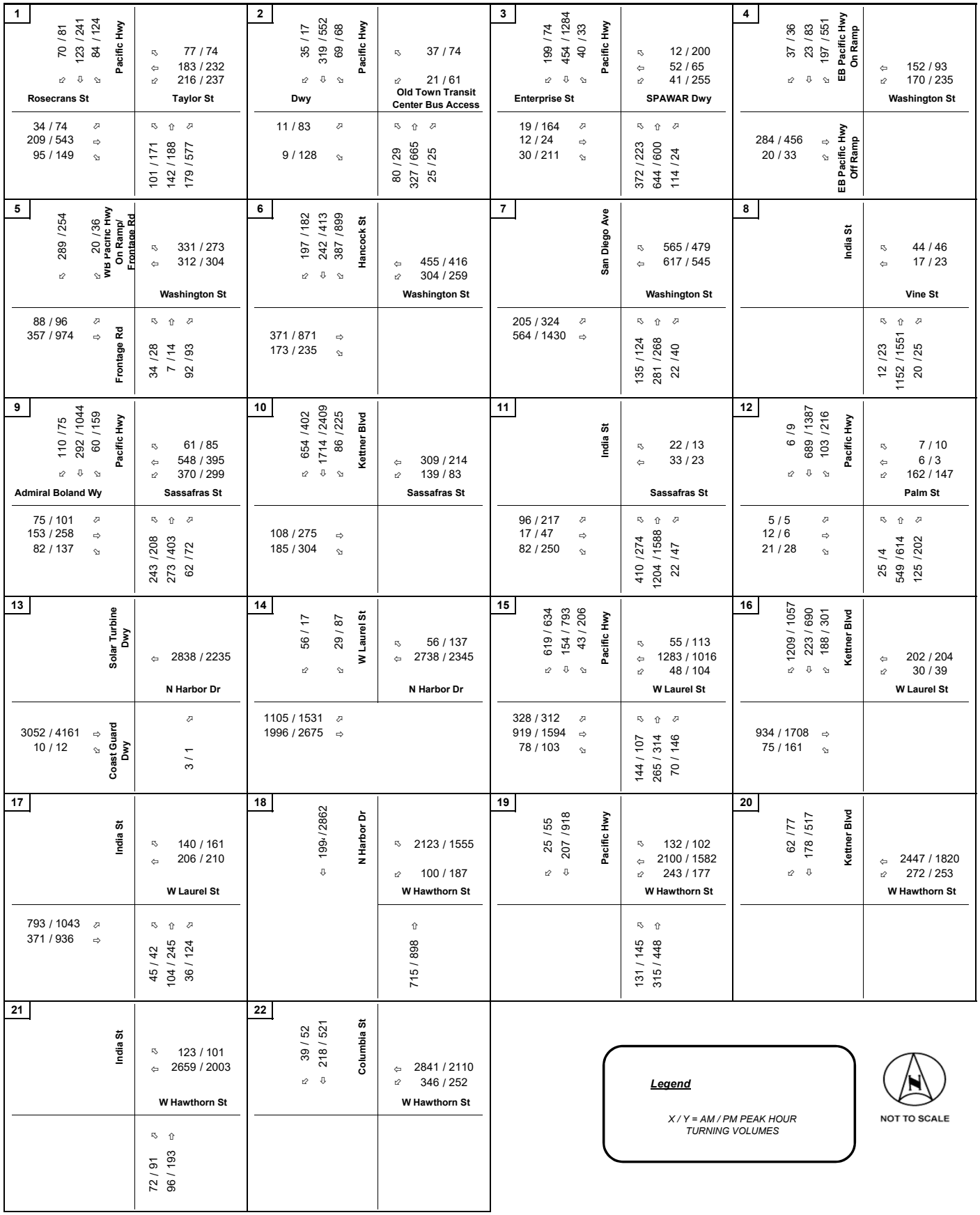



Kimley»Horn

*Preferred Alt*

*2026 plus Project Peak-Hour Traffic Volumes*

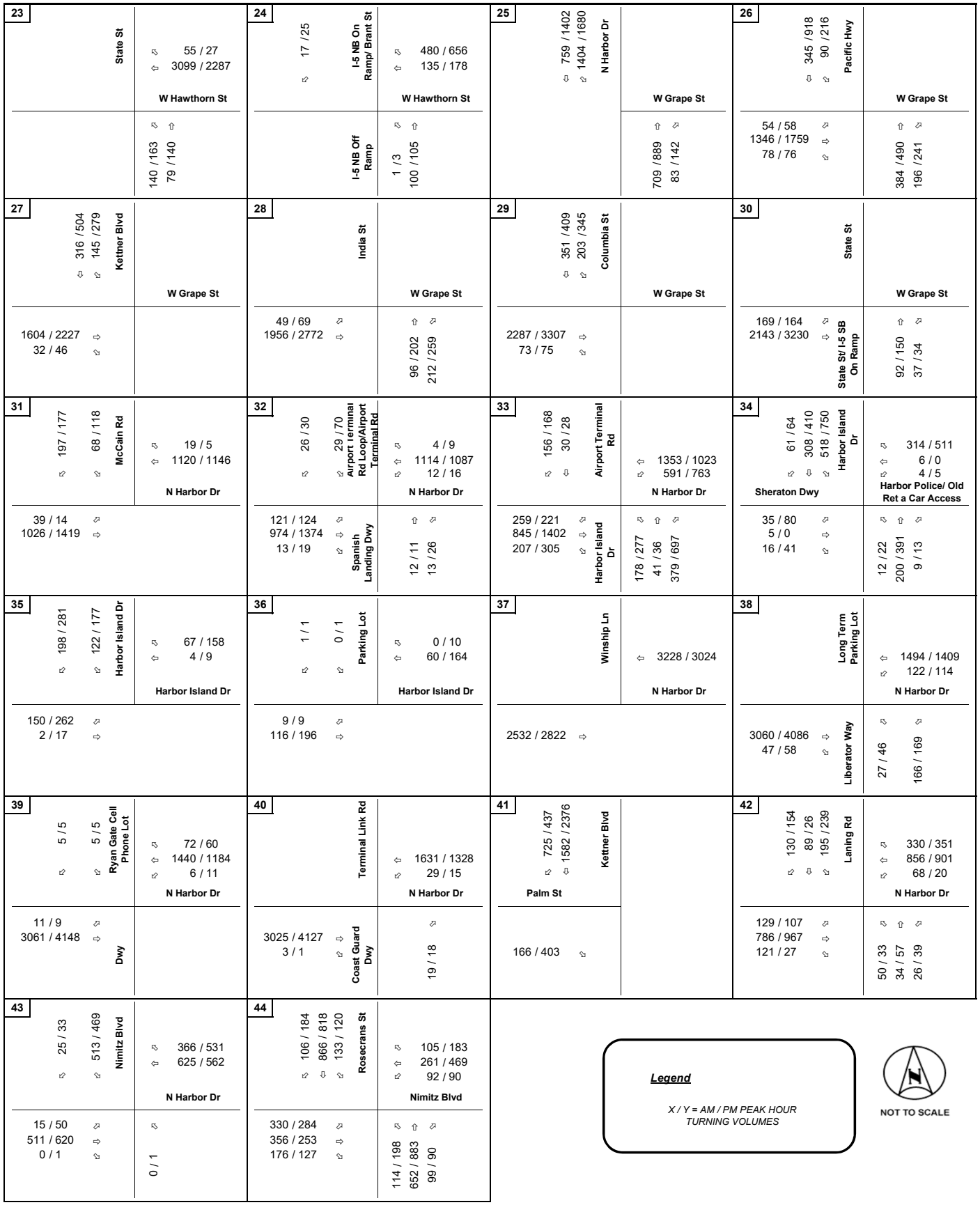
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

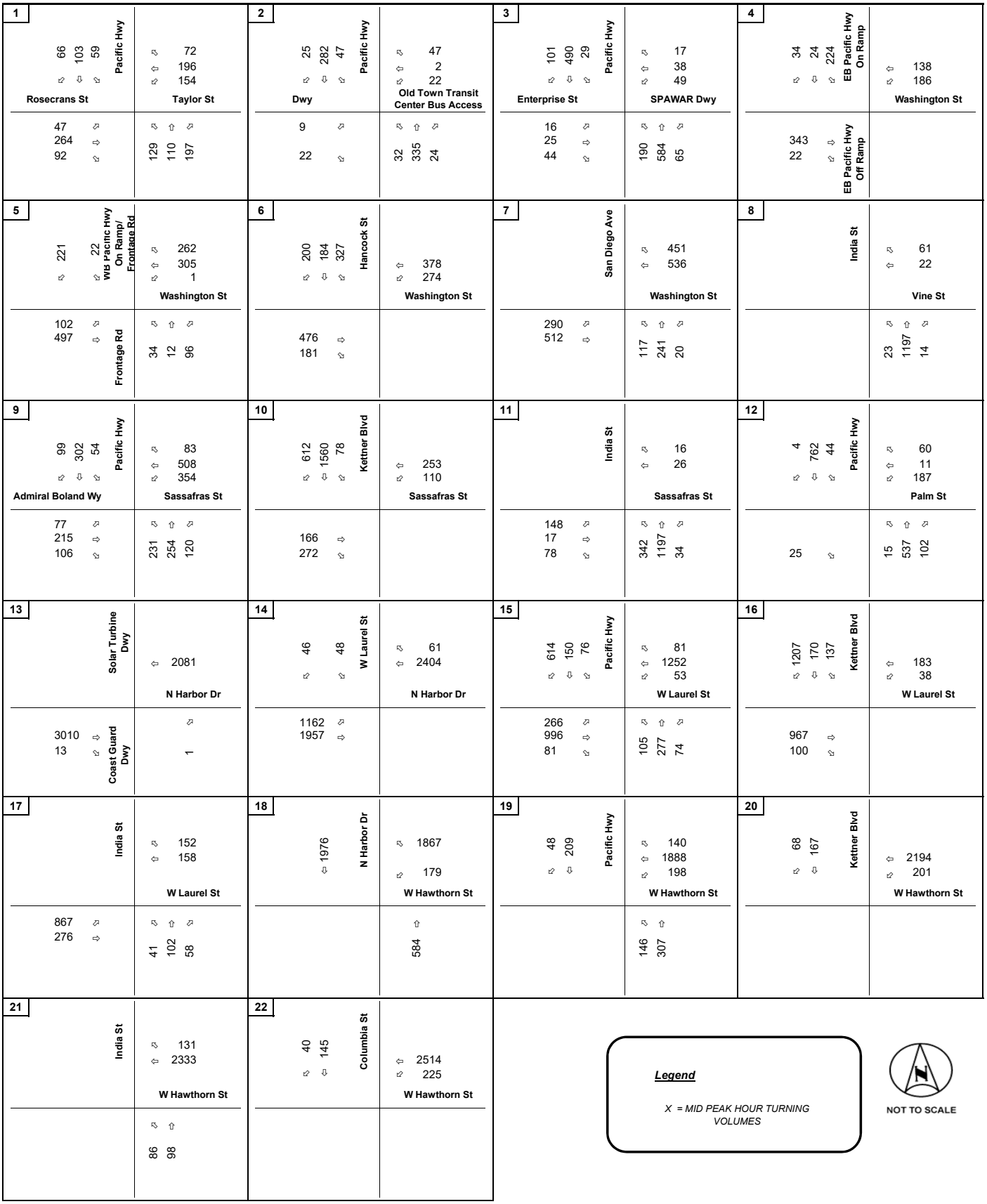
*2030 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

Preferred Alt

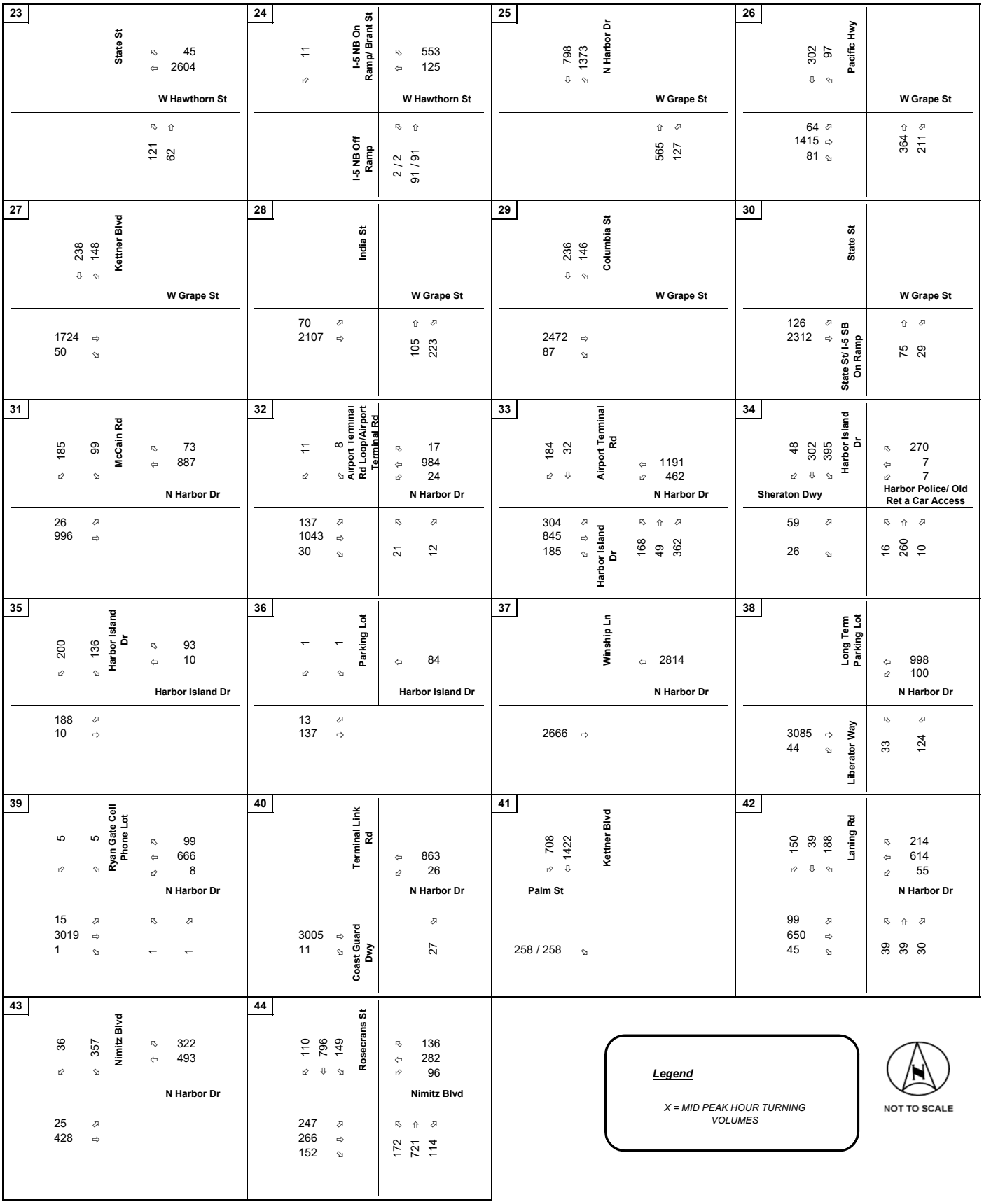
2030 plus Project Peak-Hour Traffic Volumes




Kimley»Horn

*Preferred Alt*

*2030 plus Project Peak-Hour Traffic Volumes*



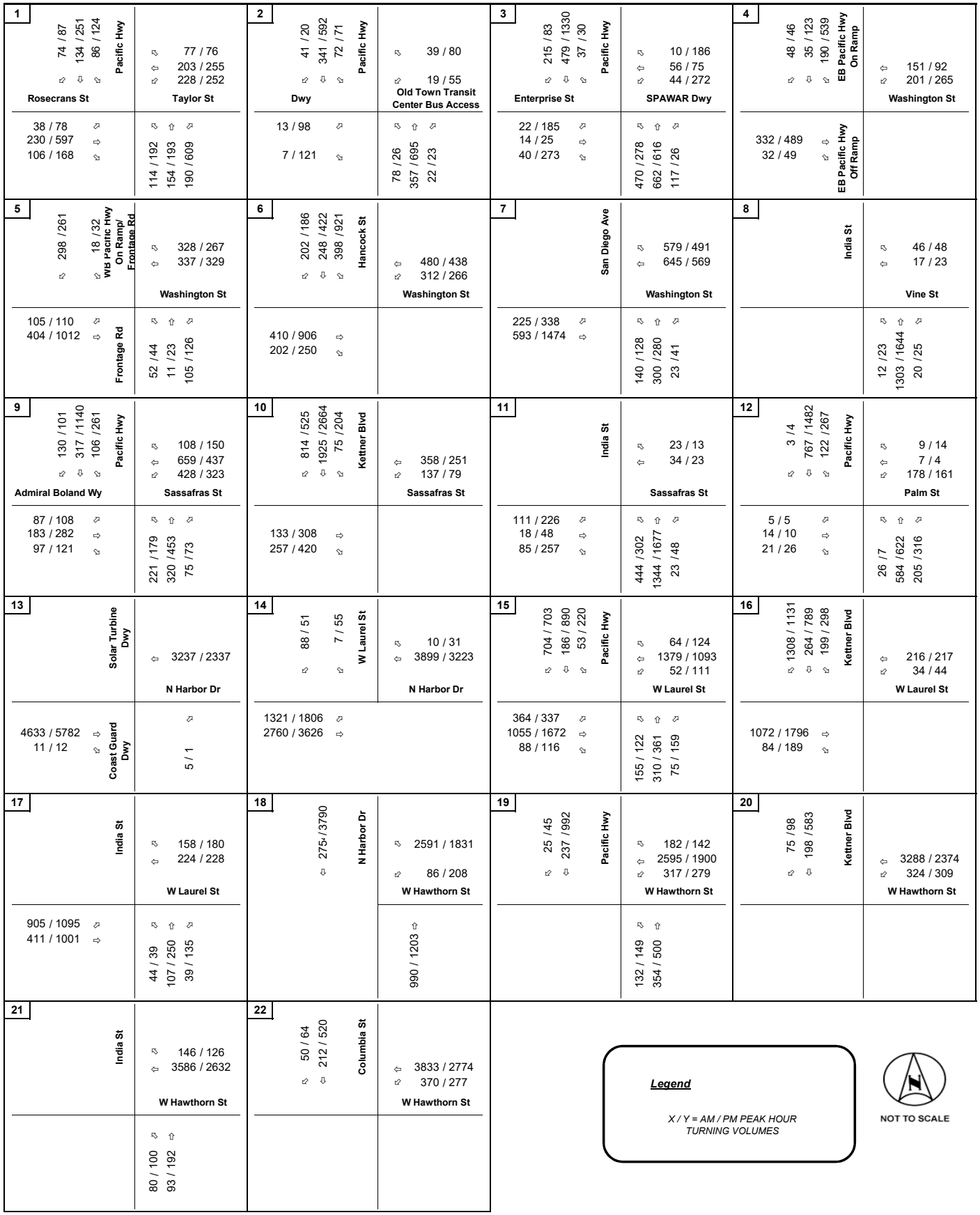

Kimley»Horn

*Preferred Alt*

*2030 plus Project Peak-Hour Traffic Volumes*

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\[Preferred Alt - 195072001TA01.xlsm]2030+P MID Figure 23-44

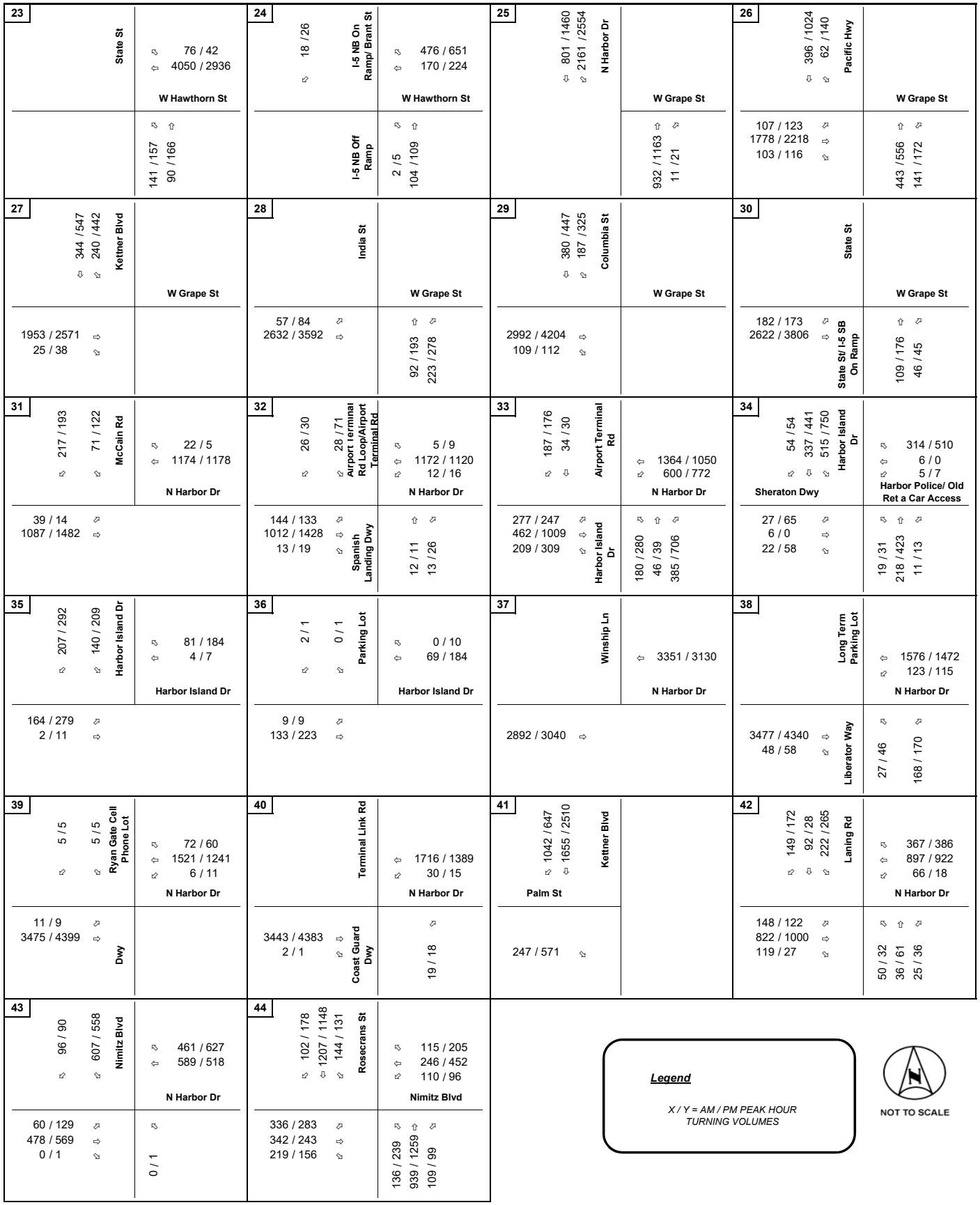
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

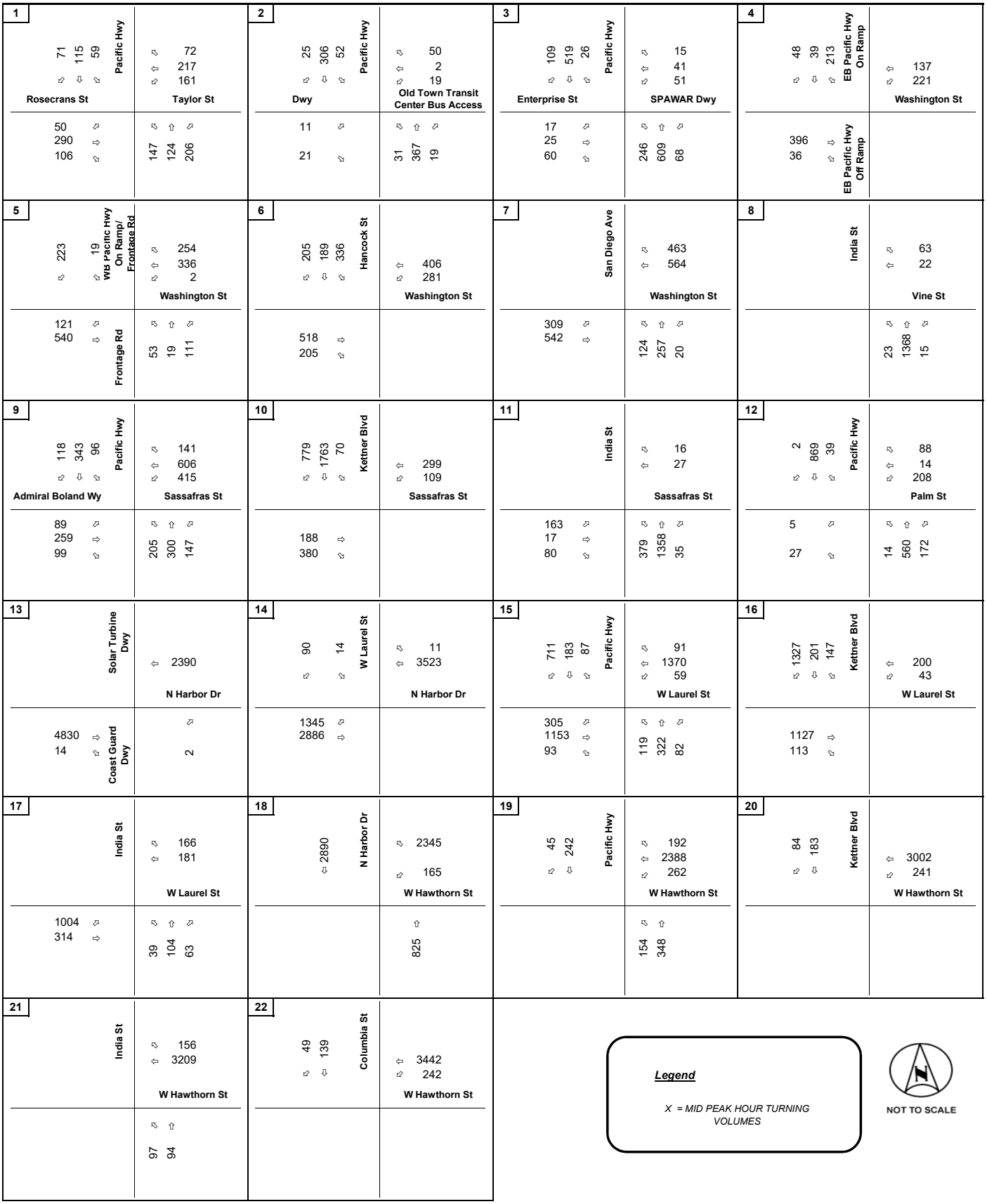
*2035 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

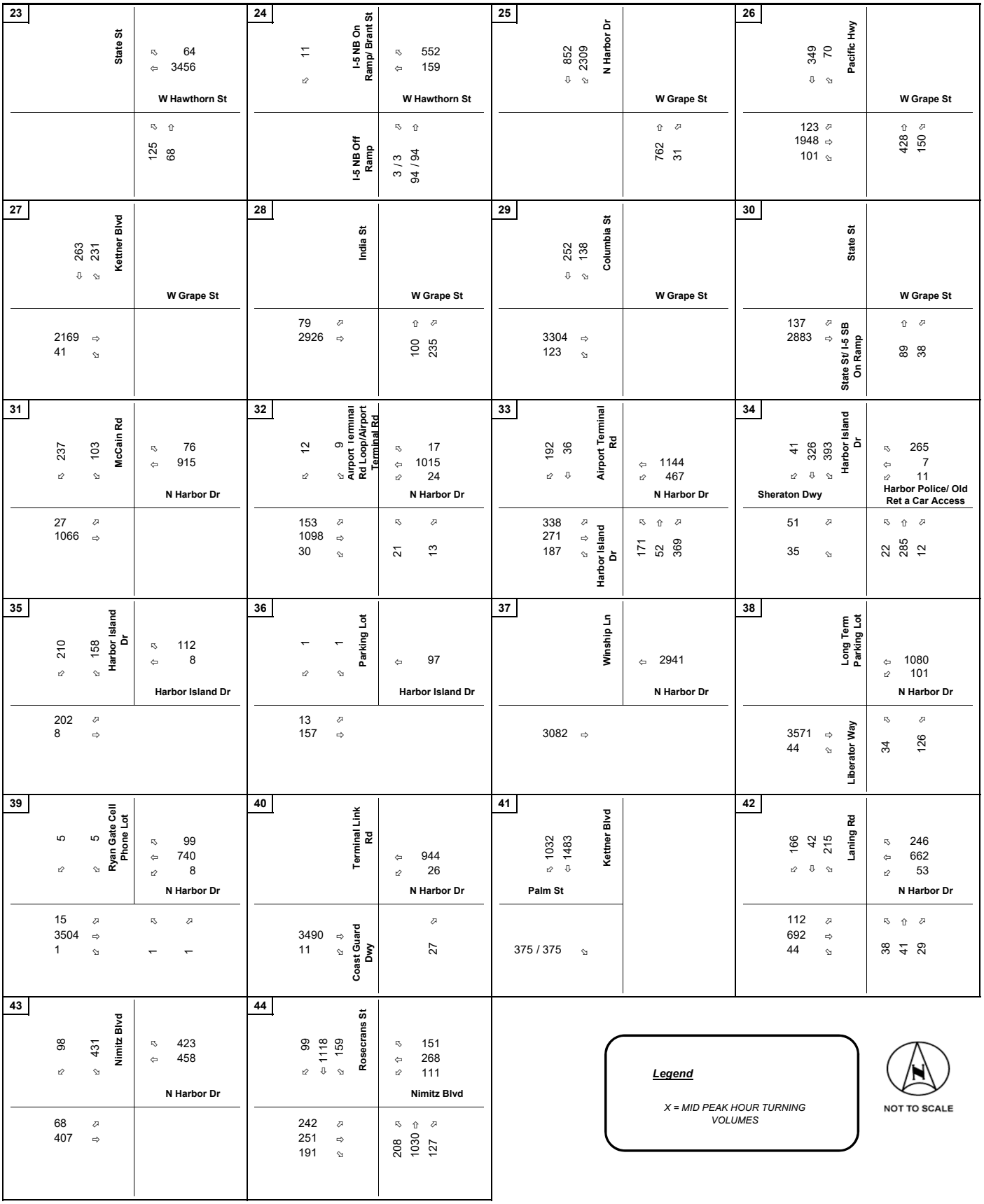
*2035 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2035 plus Project Peak-Hour Traffic Volumes*

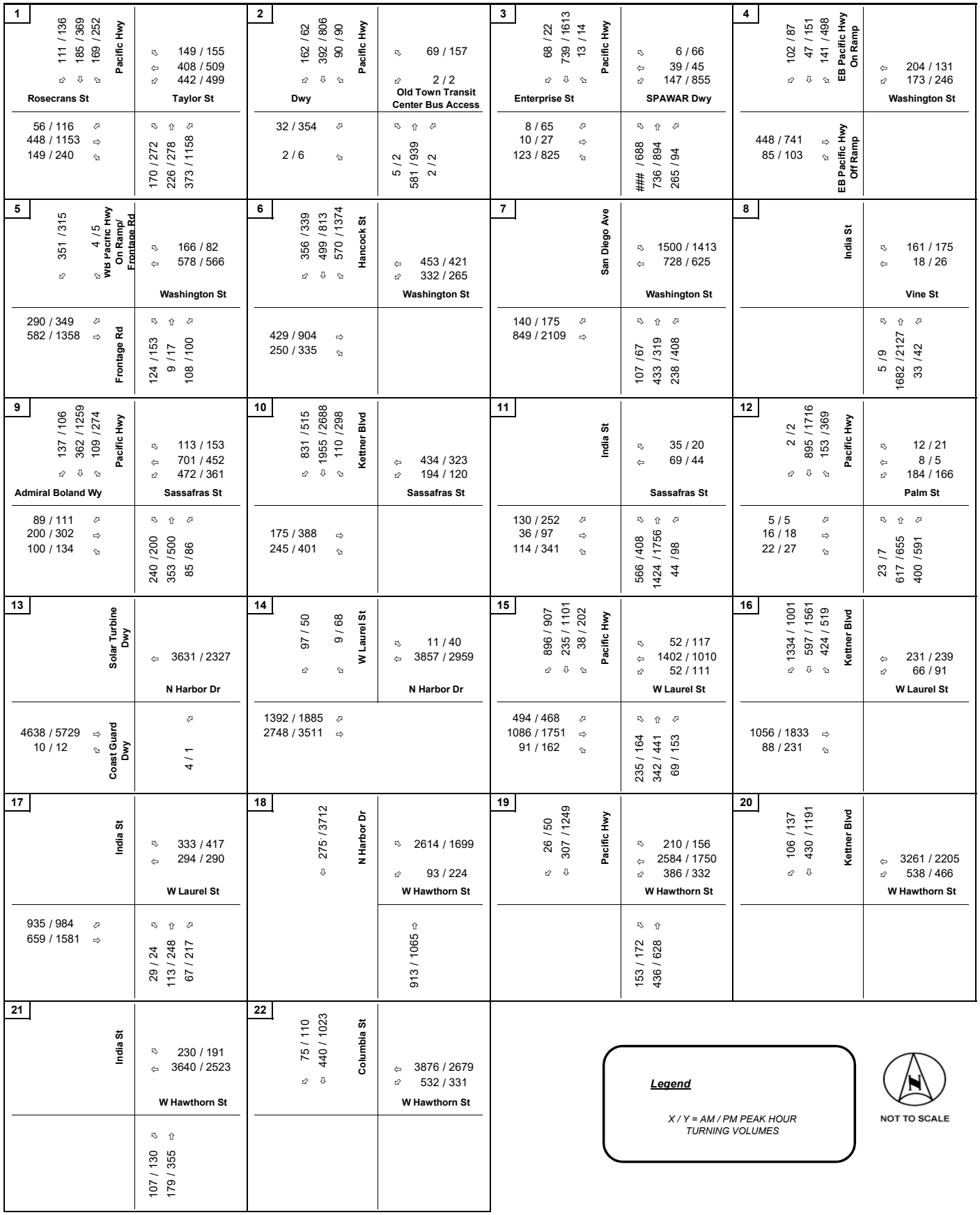



Kimley»Horn

*Preferred Alt*

*2035 plus Project Peak-Hour Traffic Volumes*

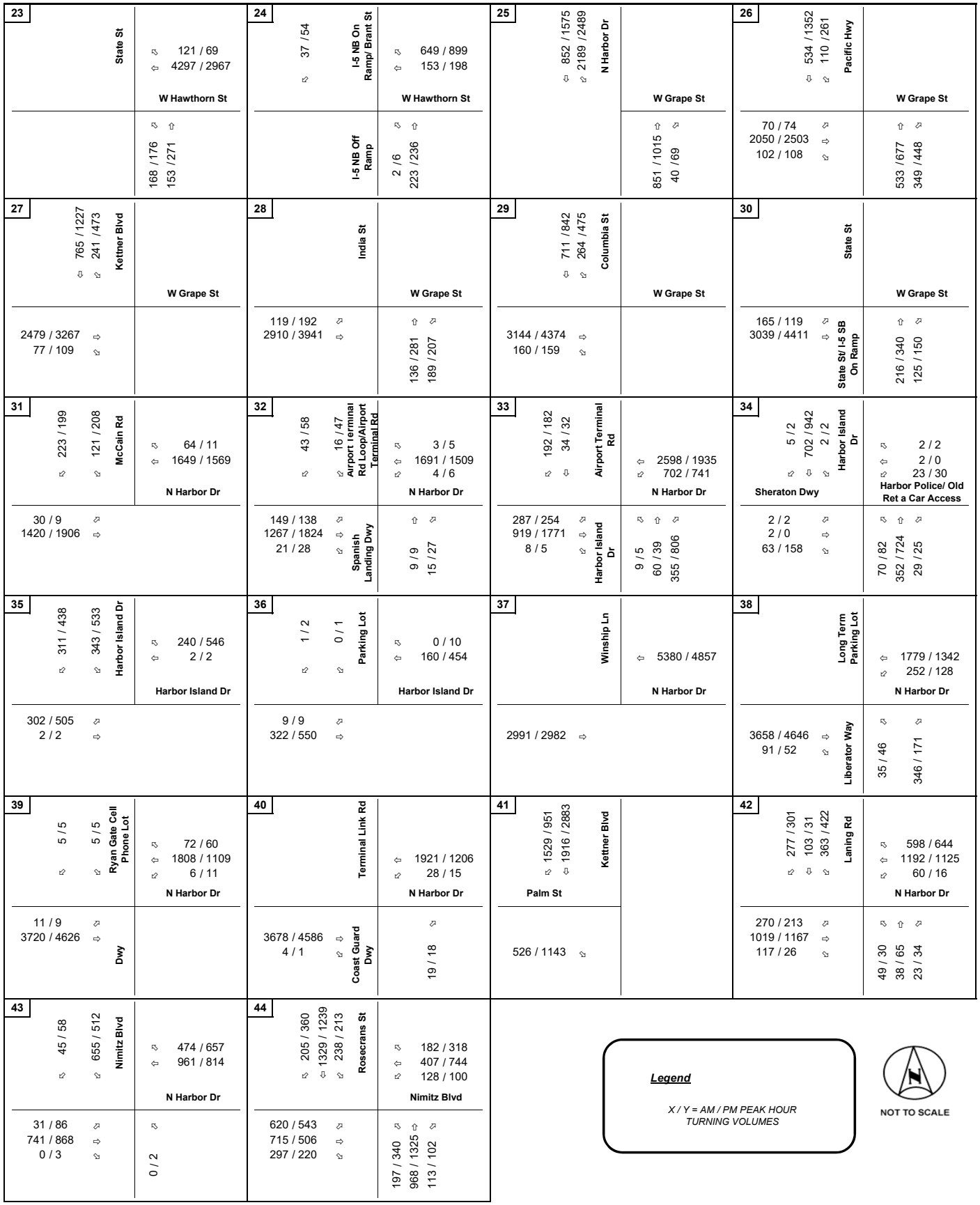
## SDCRAA ADP EIR




Kimley»Horn

*Preferred Alt*

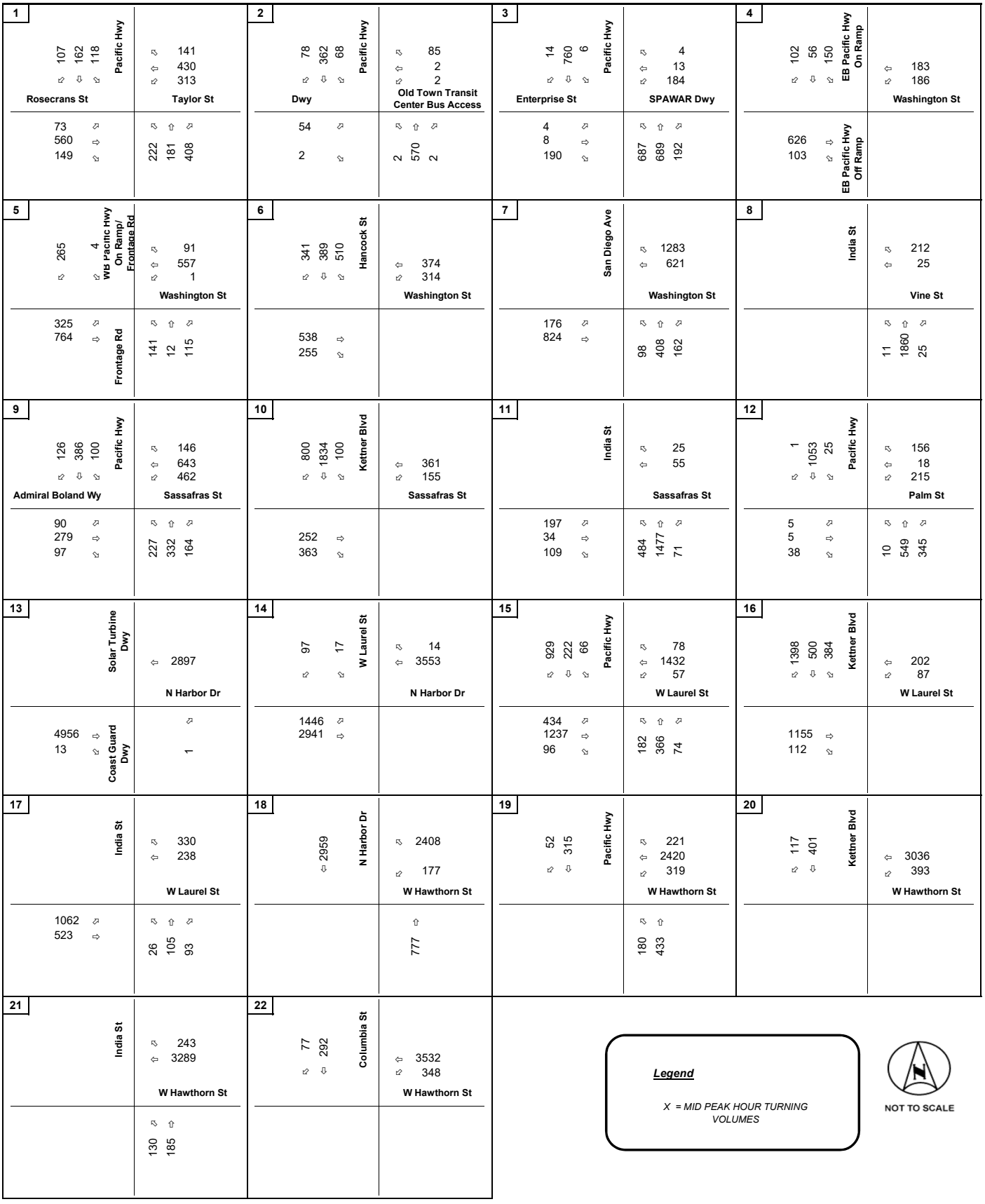
*2050 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

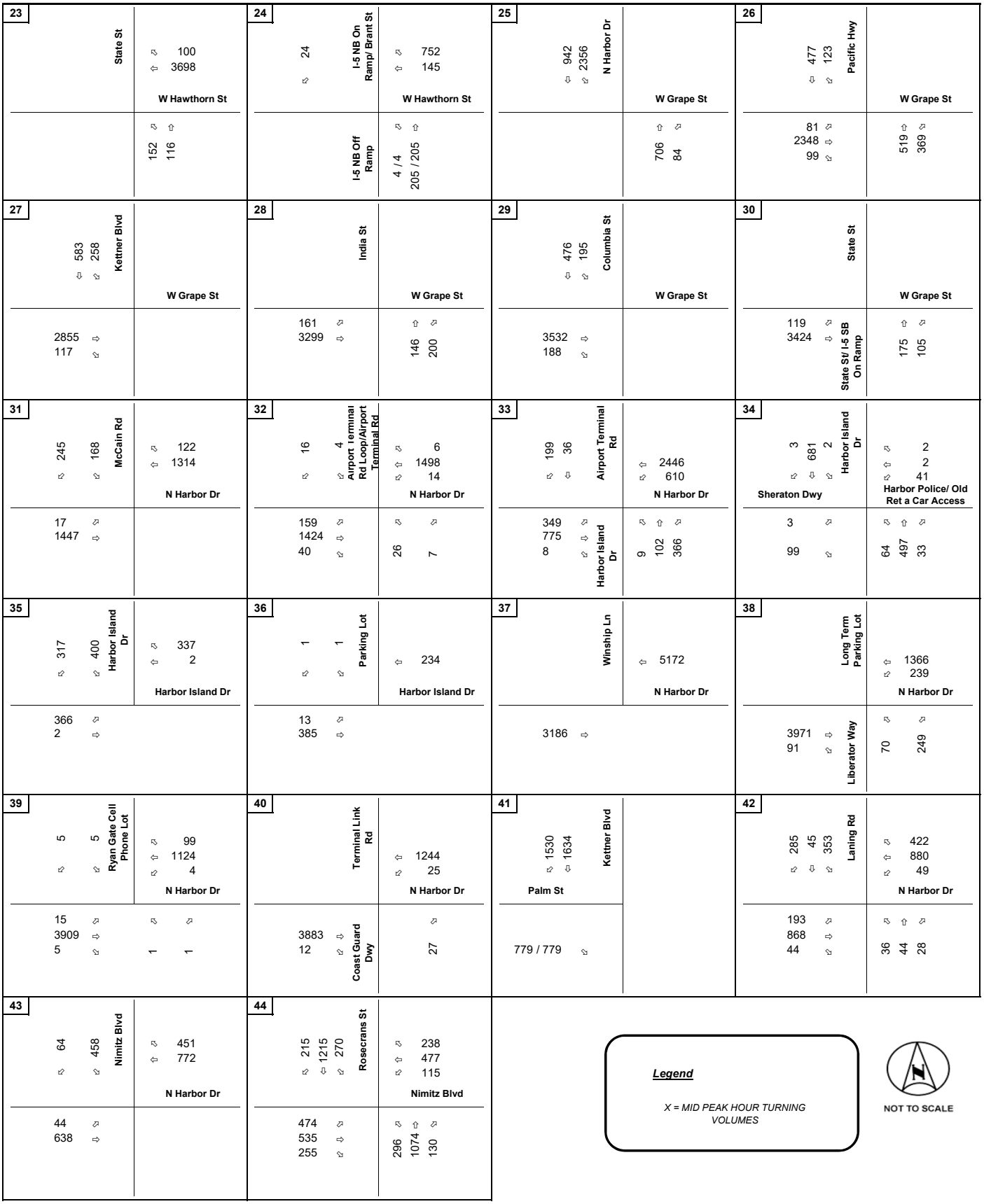
*2050 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Preferred Alt*

*2050 plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

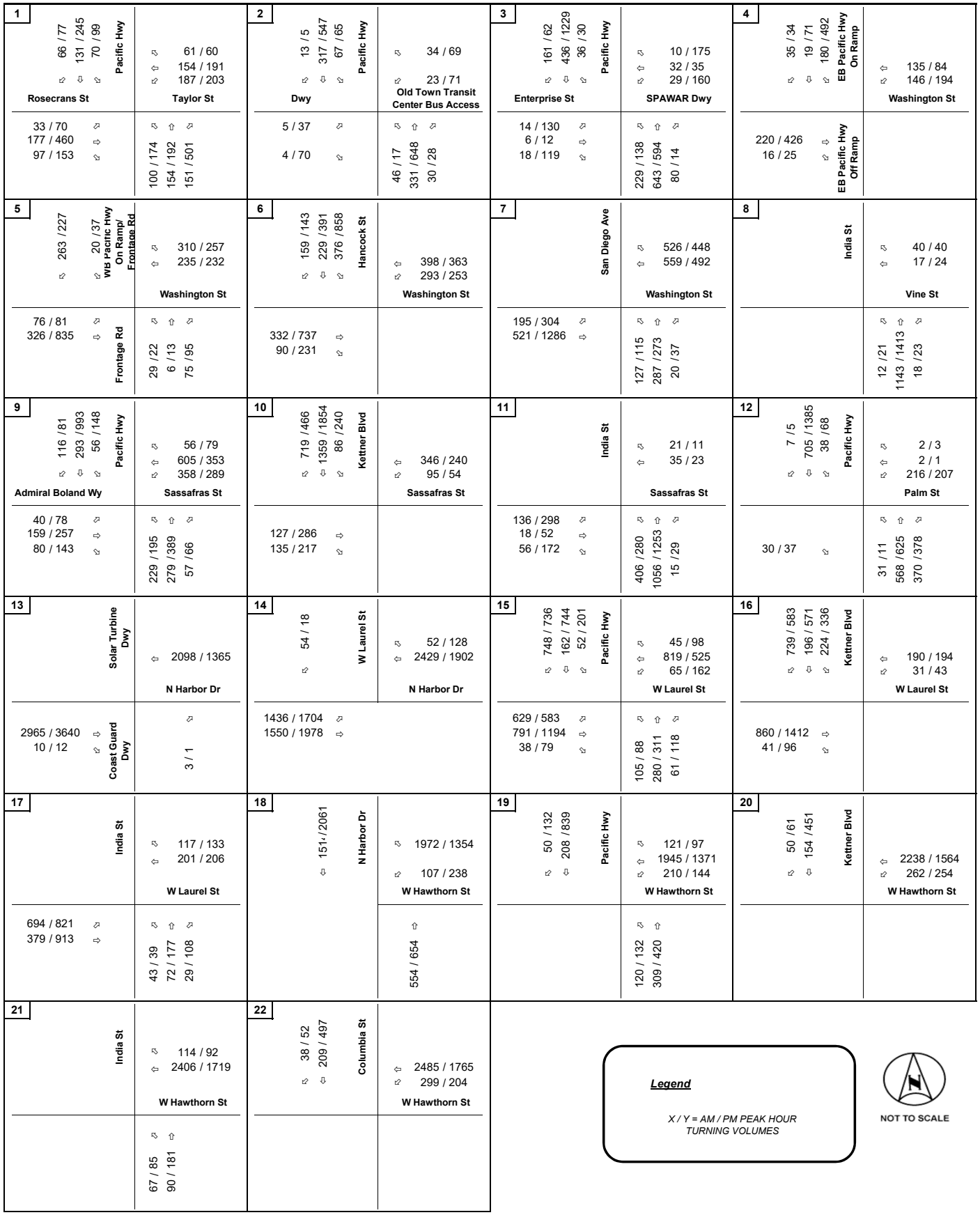
*Preferred Alt*

*2050 plus Project Peak-Hour Traffic Volumes*

# Exhibit P

Mitigated Intersection Turning Movement Volumes

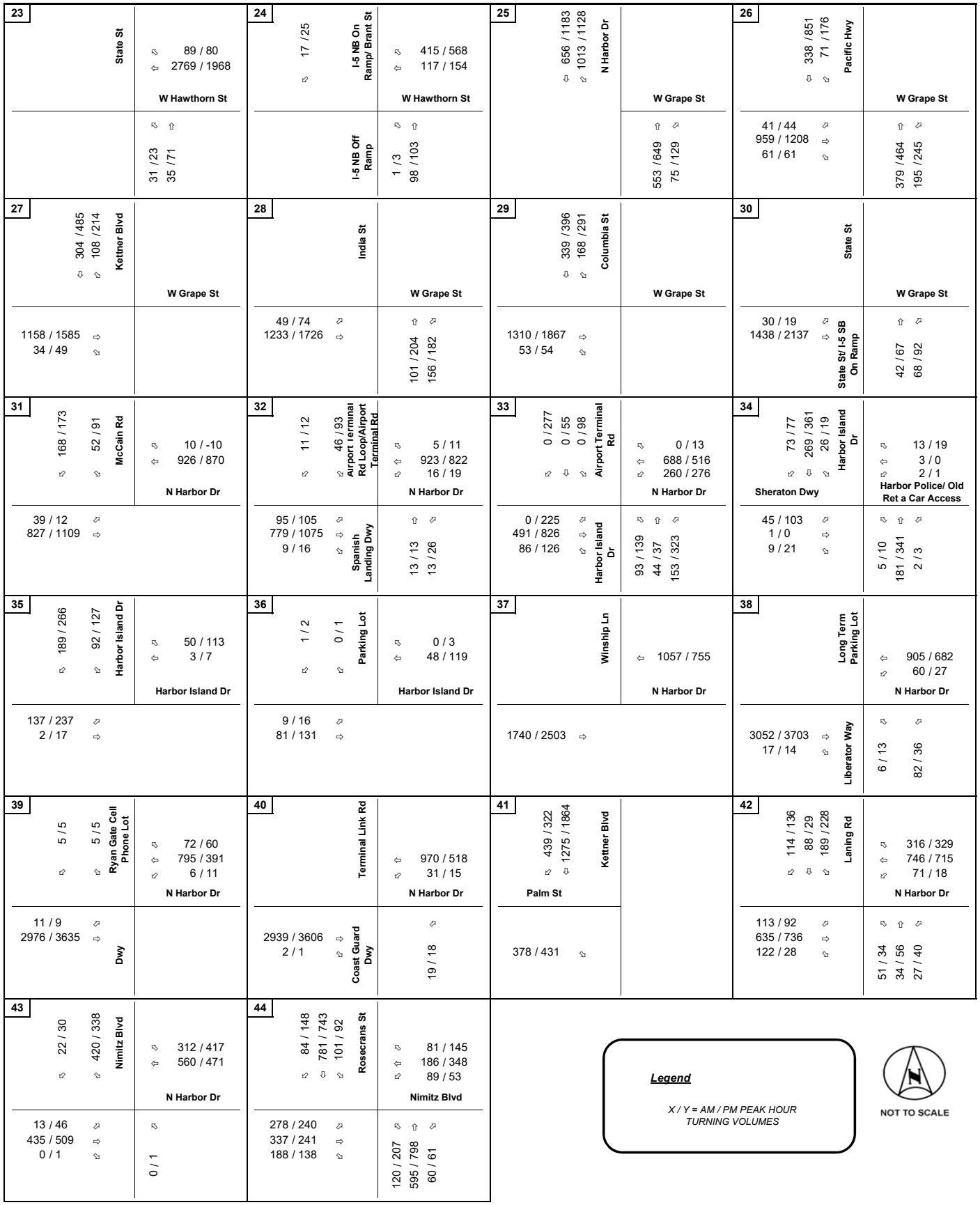
## SDCRAA ADP EIR




Kimley»Horn

*Proposed Alt*

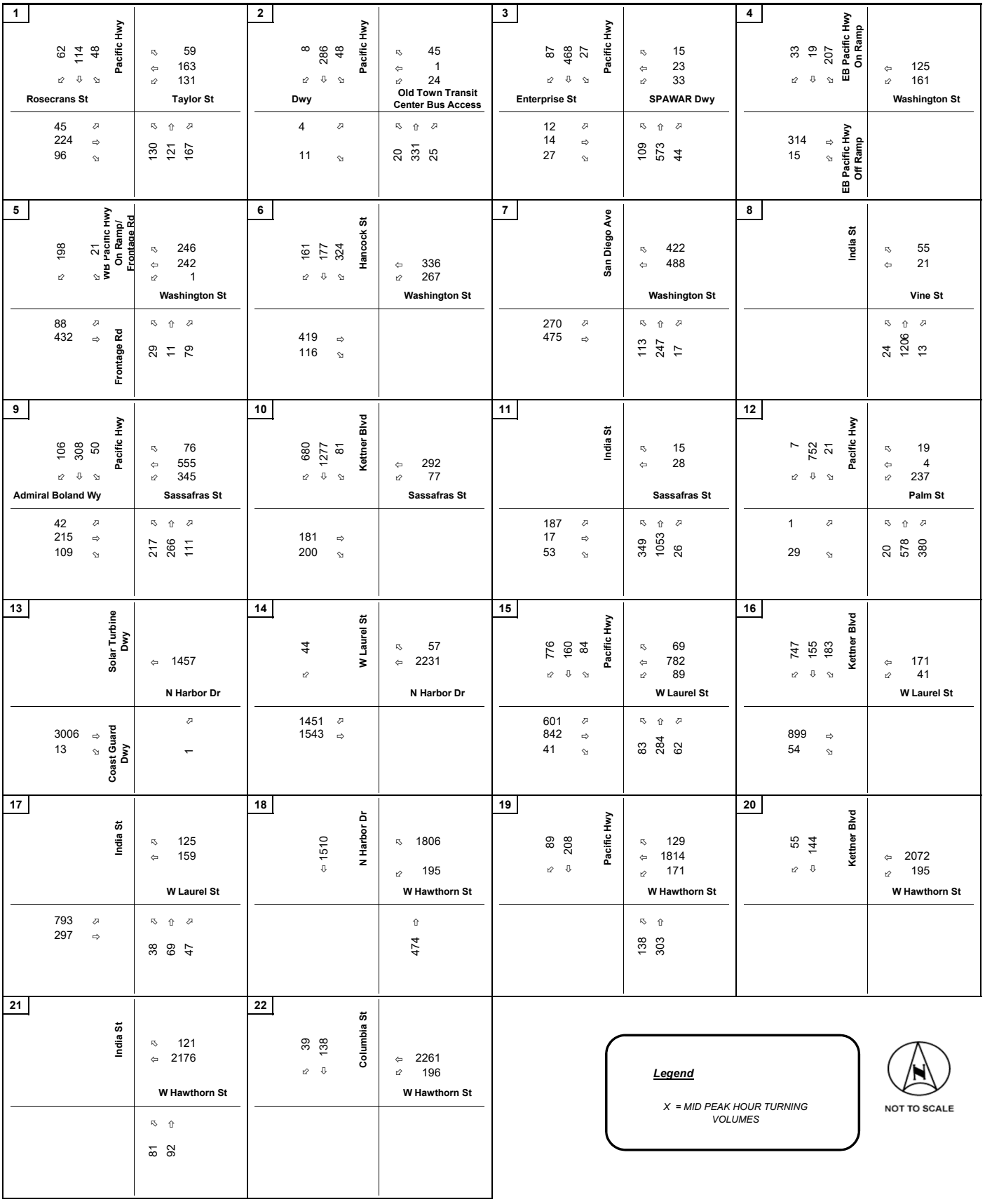
*Existing plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

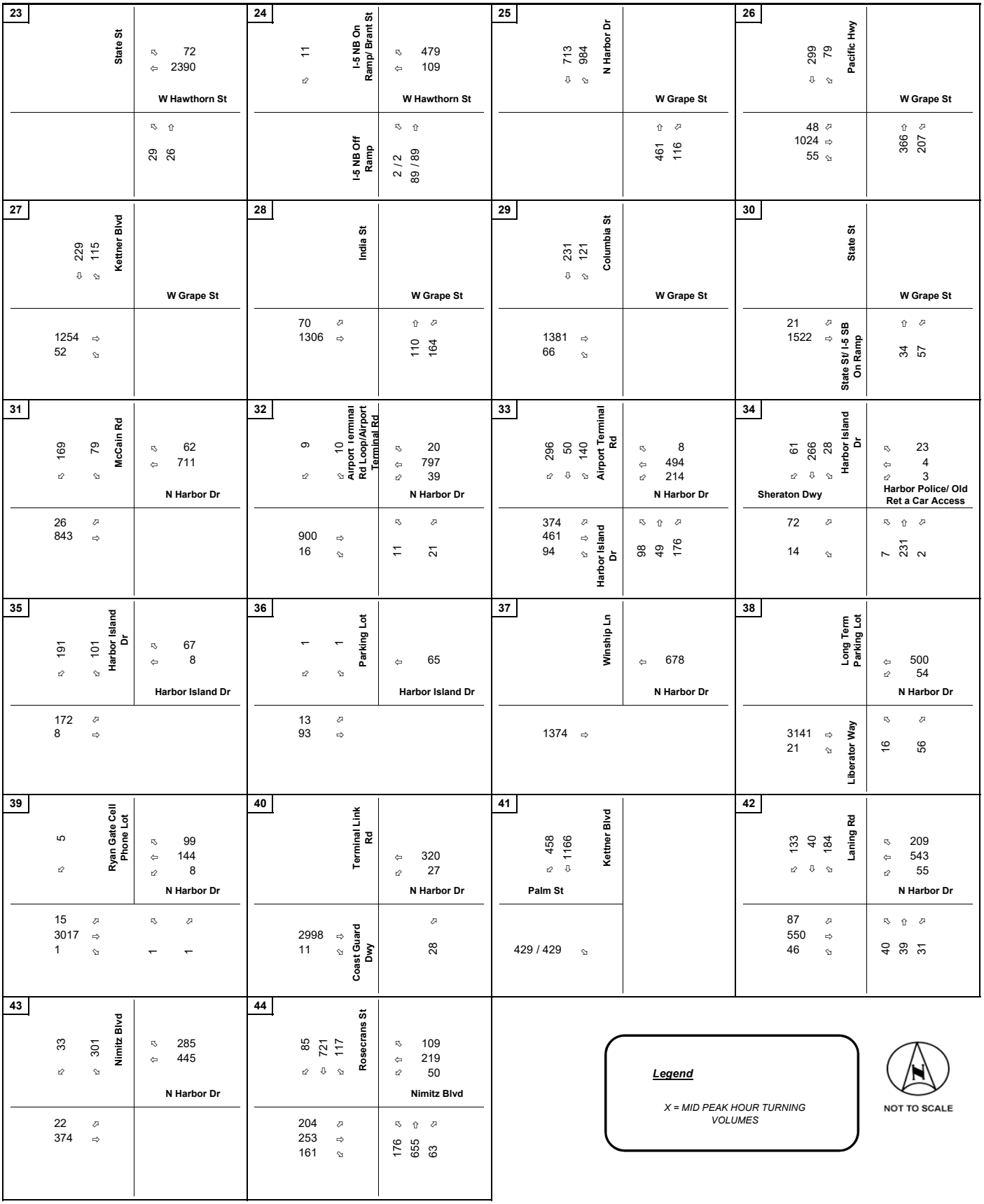
*Existing plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

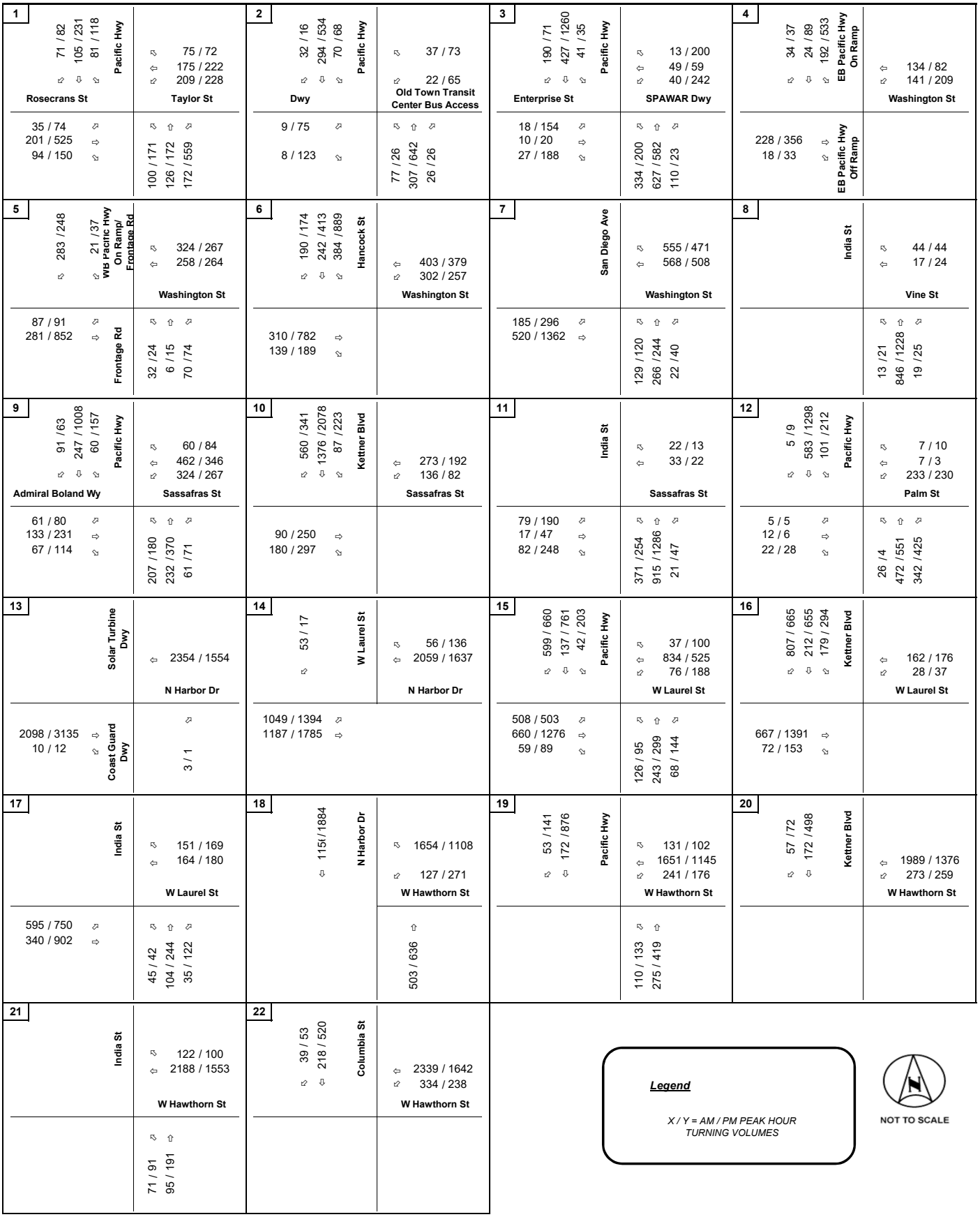
*Existing plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

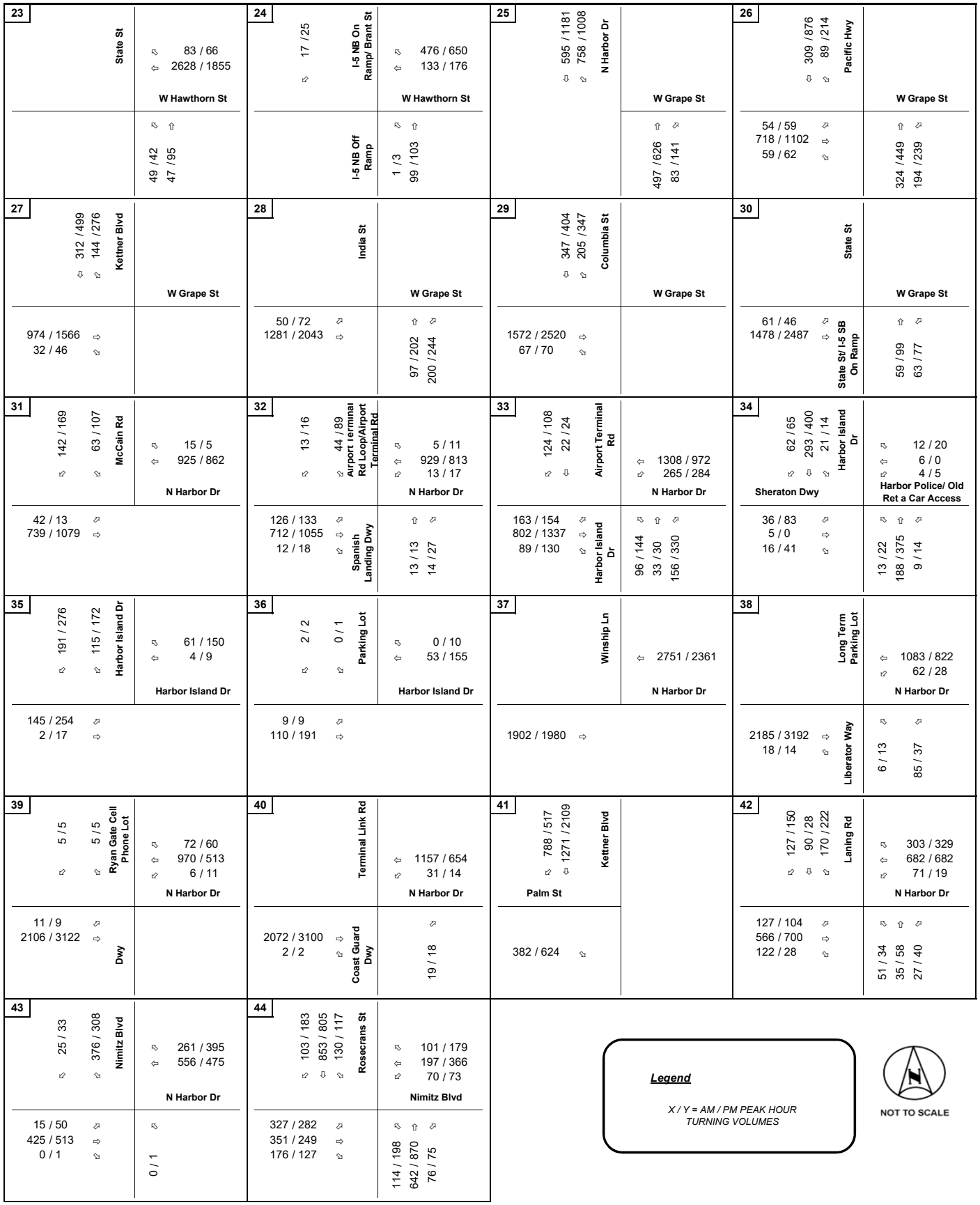
*Existing plus Project Peak-Hour Traffic Volumes*




Kimley»Horn

Proposed Alt

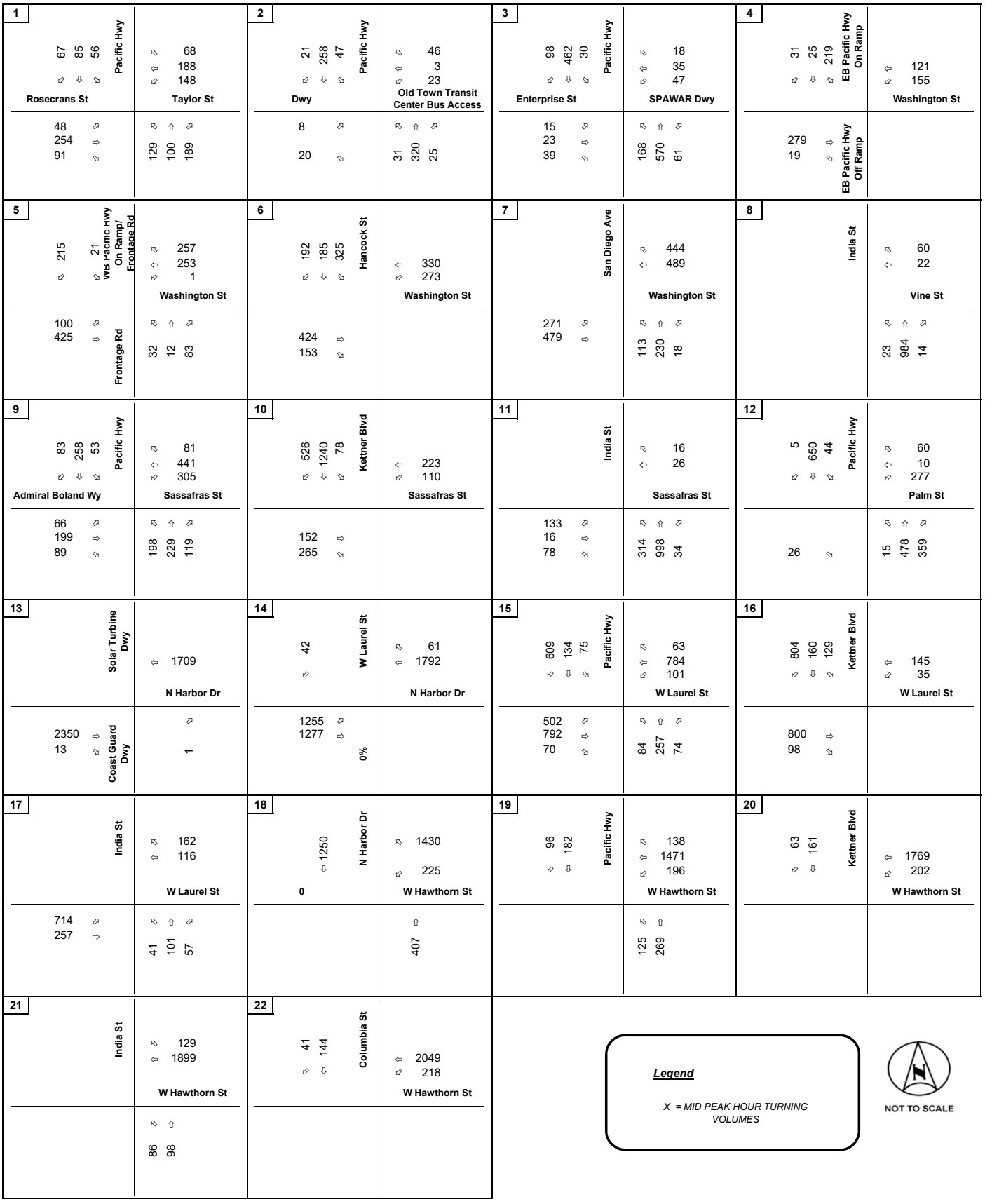
2024 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes




Kimley»Horn

*Proposed Alt*

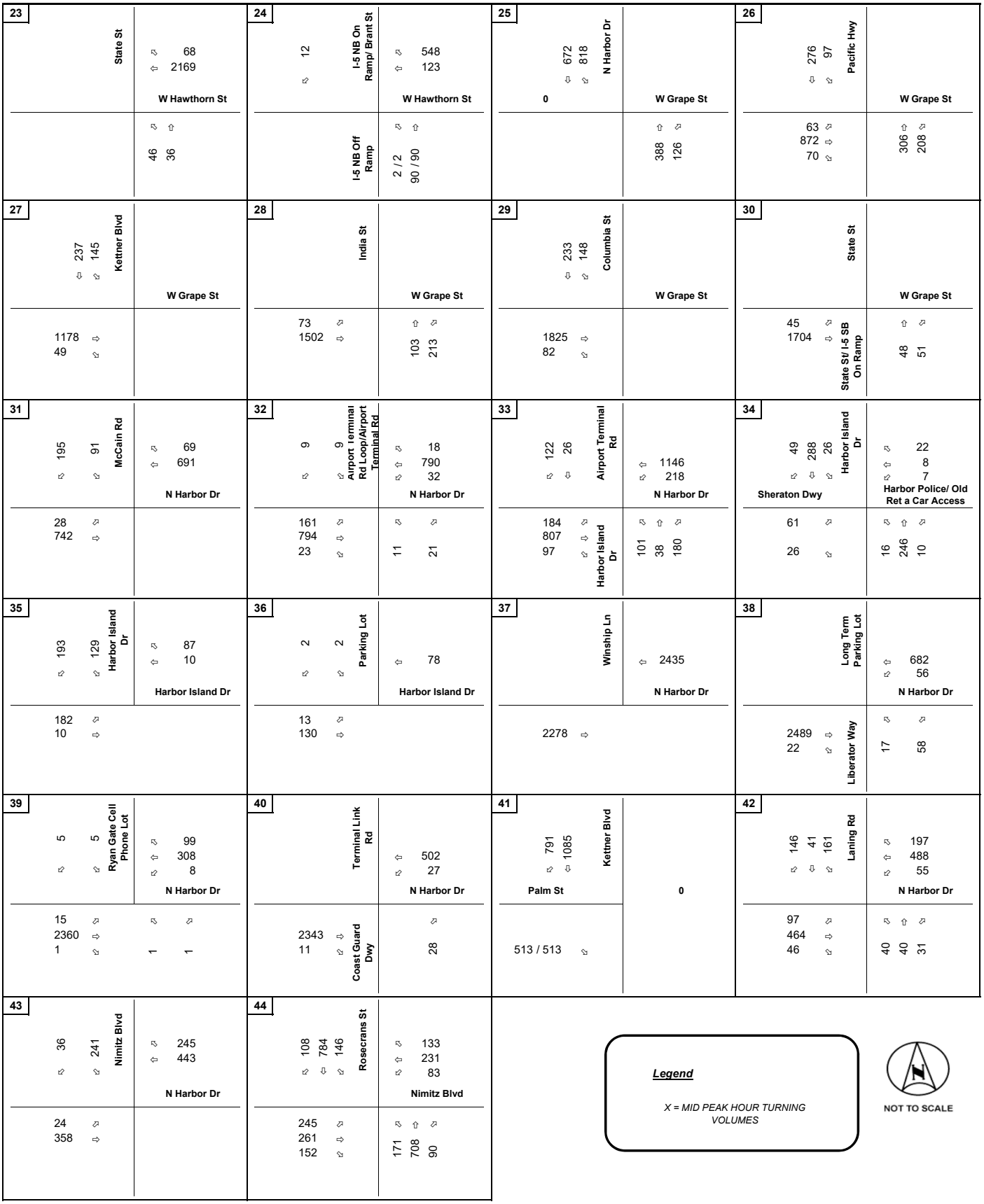
*2024 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

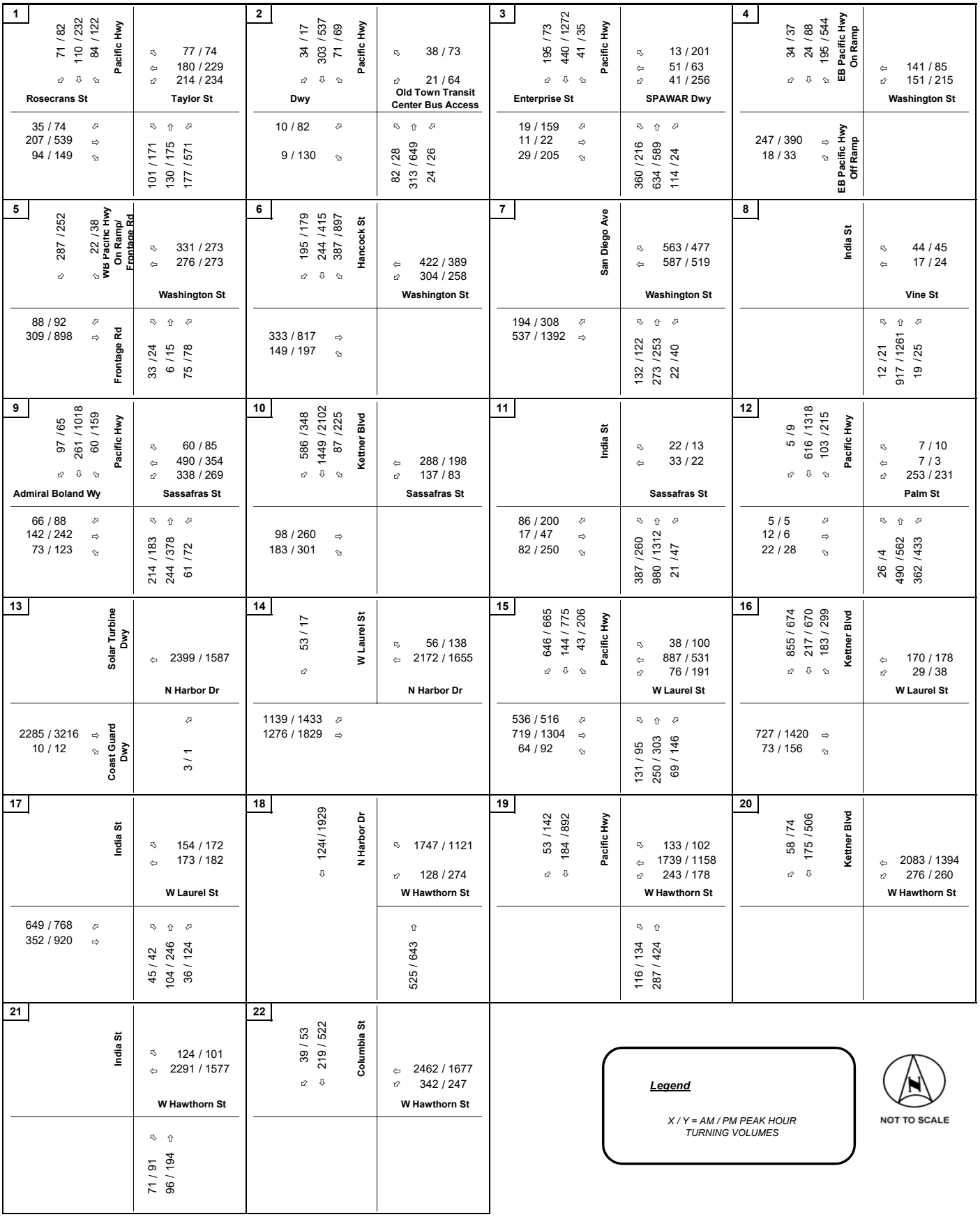
*2024 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

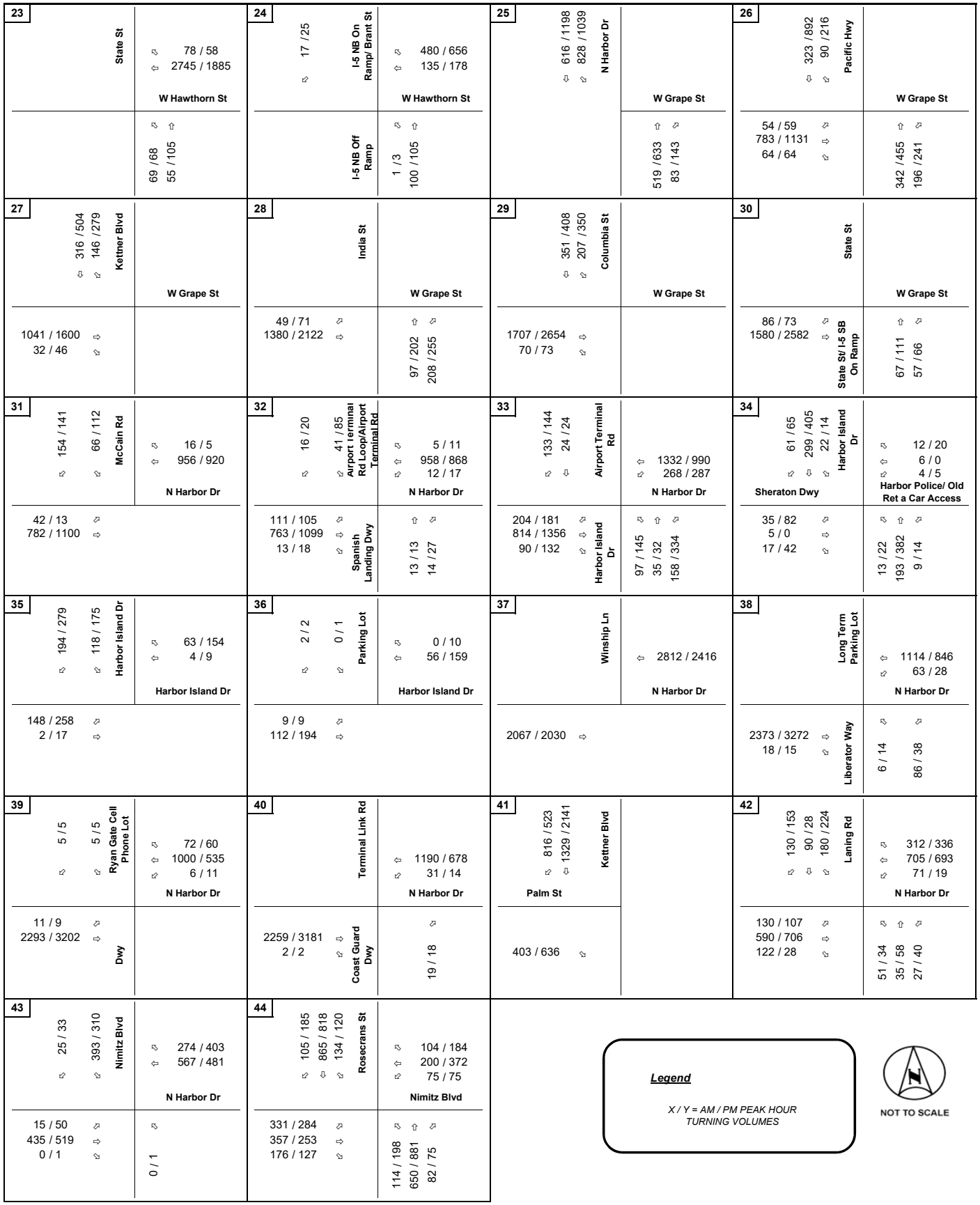
*2024 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

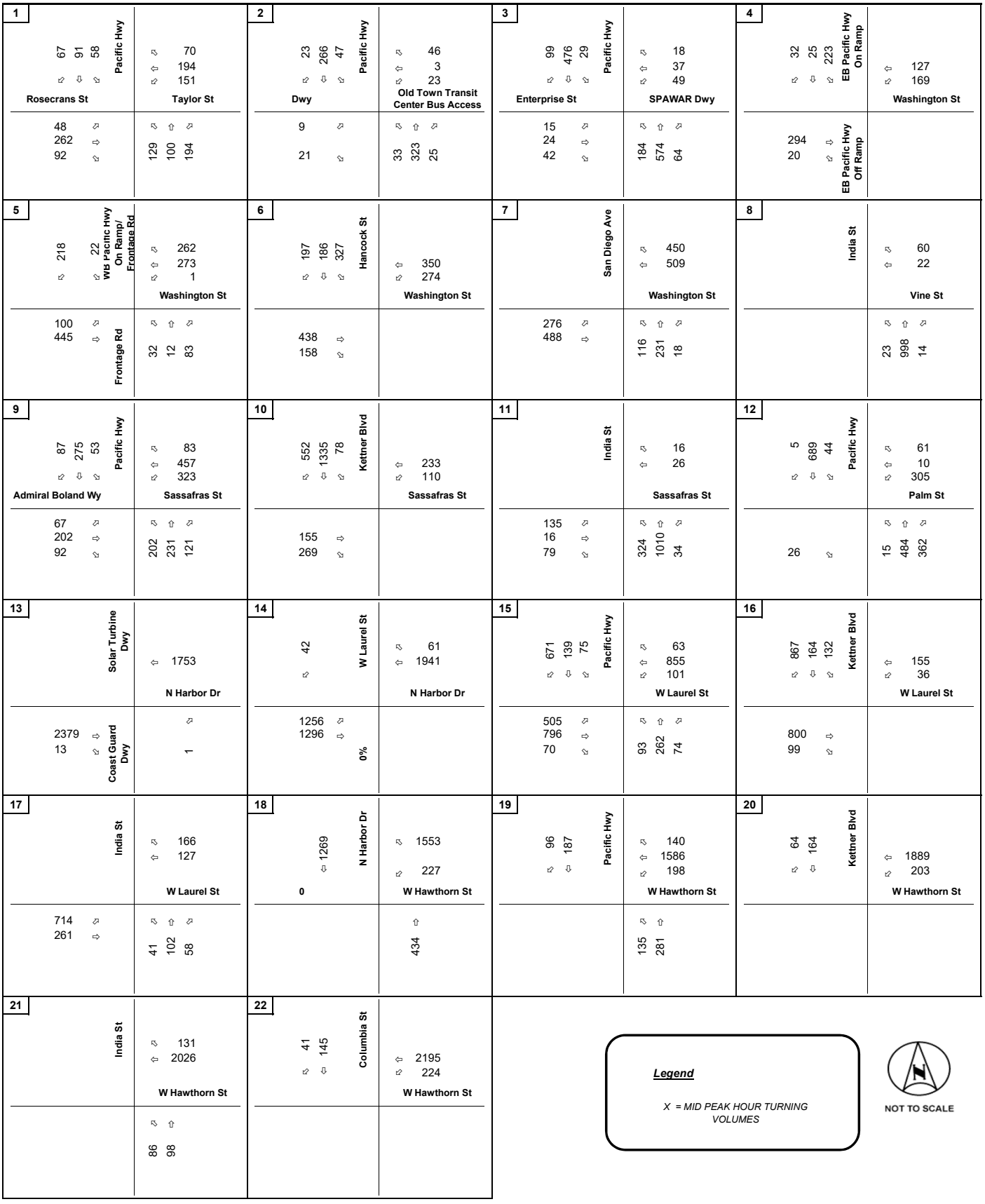
*2026 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

*2026 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

*2026 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

**23**

| | | State St | |
|---|---|---|---|
| | | | ⇦ 64<br>⇧ 2307 |
| | | | W Hawthorn St |
| | ⇨ ⇧<br>62 41 | | |

**24**

| | | I-5 NB On Ramp/ Brant St | |
|---|---|---|---|
| | ↖ 12 | | ⇦ 554<br>⇧ 125 |
| | | | W Hawthorn St |
| | I-5 NB Off Ramp | ⇨ ⇧<br>2 / 2<br>91 / 91 | |

**25**

| | | N Harbor Dr | |
|---|---|---|---|
| | ⇩ 681<br>↙ 830 | | |
| 0 | | | W Grape St |
| | | ⇧ ↘<br>415 128 | |

**26**

| | | Pacific Hwy | |
|---|---|---|---|
| | ⇩ 281<br>↙ 97 | | |
| | | | W Grape St |
| | ↙<br>63<br>884 ⇩<br>70 | ⇧ ↘<br>325<br>210 | |

**27**

| | | Kettner Blvd | |
|---|---|---|---|
| | ⇩ 239<br>↙ 147 | | |
| | | | W Grape St |
| 1194 ⇨<br>49 ↙ | | | |

**28**

| | | India St | |
|---|---|---|---|
| | | | W Grape St |
| 73 ↖<br>1556 ⇩ | | ⇧ ↖<br>103 222 | |

**29**

| | | Columbia St | |
|---|---|---|---|
| | ⇩ 235<br>↙ 150 | | |
| | | | W Grape St |
| 1920 ⇩<br>85 ↙ | | | |

**30**

| | | State St | |
|---|---|---|---|
| | | | W Grape St |
| 63 ↖<br>1765 ⇩ | State St/ I-5 SB On Ramp | ⇧ ↖<br>55 46 | |

**31**

| | | McCain Rd | |
|---|---|---|---|
| ↖ 173 | ↙ 95 | | ⇦ 70<br>⇧ 731 |
| | | | N Harbor Dr |
| 28 ↖<br>794 ⇩ | | | |

**32**

| | | Airport Terminal Rd Loop/Airport Terminal Rd | |
|---|---|---|---|
| ↖ 9 | ↙ 9 | | ⇦ 17<br>⇧ 831<br>↖ 29 |
| | | | N Harbor Dr |
| 120 ↖<br>881 ⇩<br>26 ↙ | | ⇦ ↖<br>13 19 | |

**33**

| | | Airport Terminal Rd | |
|---|---|---|---|
| ↖ 144 | ↙ 26 | | ⇧ 1173<br>↖ 220 |
| | | | N Harbor Dr |
| 260 ↖<br>820 ⇩<br>98 ↙ | Harbor Island Dr | ⇦ ⇧ ↖<br>103 43 182 | |

**34**

| | | Harbor Island Dr | |
|---|---|---|---|
| ↖ 48 | ⇩ 292<br>↙ 27 | | ⇦ 23<br>⇧ 8<br>↖ 7 |
| Sheraton Dwy | | | Harbor Police/ Old Ret a Car Access |
| 60 ↖<br>27 ↙ | | ⇦ ⇧ ↖<br>16 253 10 | |

**35**

| | | Harbor Island Dr | |
|---|---|---|---|
| ↖ 195 | ↙ 131 | | ⇦ 90<br>⇧ 10 |
| | | | Harbor Island Dr |
| 187 ↖<br>10 ⇩ | | | |

**36**

| | | Parking Lot | |
|---|---|---|---|
| ↖ 2 | ↙ 2 | | |
| | | | ⇧ 81 |
| | | | Harbor Island Dr |
| 13 ↖<br>132 ⇩ | | | |

**37**

| | | Winship Ln | |
|---|---|---|---|
| | | | ⇧ 2498 |
| | | | N Harbor Dr |
| 2280 ⇩ | | | |

**38**

| | | Long Term Parking Lot | |
|---|---|---|---|
| | | | ⇧ 714<br>↖ 56 |
| | | | N Harbor Dr |
| 2519 ⇩<br>22 ↙ | Liberator Way | ↖<br>17 | ↖<br>59 |

**39**

| | | Ryan Gate Cell Phone Lot | |
|---|---|---|---|
| ↖ 5 | ↙ 5 | | ⇦ 99<br>⇧ 337<br>↖ 8 |
| | | | N Harbor Dr |
| 15 ↖<br>2388 ⇩<br>1 ↙ | | ⇦ ↖<br>1 1 | |

**40**

| | | Terminal Link Rd | |
|---|---|---|---|
| | | | ⇧ 534<br>↖ 27 |
| | | | N Harbor Dr |
| 2373 ⇩<br>11 ↙ | Coast Guard Dwy | ↖<br>28 | |

**41**

| | | Kettner Blvd | |
|---|---|---|---|
| ↖ 827 | ⇩ 1155 | | |
| Palm St | | | 0 |
| 518 / 518 ↙ | | | |

**42**

| | | Laning Rd | |
|---|---|---|---|
| ↖ 149 | ⇩ 41<br>↙ 173 | | ⇦ 200<br>⇧ 493<br>↖ 55 |
| | | | N Harbor Dr |
| 99 ↖<br>495 ⇩<br>46 ↙ | | ⇦ ⇧ ↖<br>40 40 31 | |

**43**

| | | Nimitz Blvd | |
|---|---|---|---|
| ↖ 36 | ↙ 261 | | ⇦ 248<br>⇧ 447 |
| | | | N Harbor Dr |
| 24 ↖<br>371 ⇩ | | | |

**44**

| | | Rosecrans St | |
|---|---|---|---|
| ↖ 109 | ⇩ 793<br>↙ 150 | | ⇦ 136<br>⇧ 234<br>↖ 83 |
| | | | Nimitz Blvd |
| 248 ↖<br>265 ⇩<br>152 ↙ | | ⇦ ⇧ ↖<br>172 718 99 | |

***Legend***

*X = MID PEAK HOUR TURNING VOLUMES*

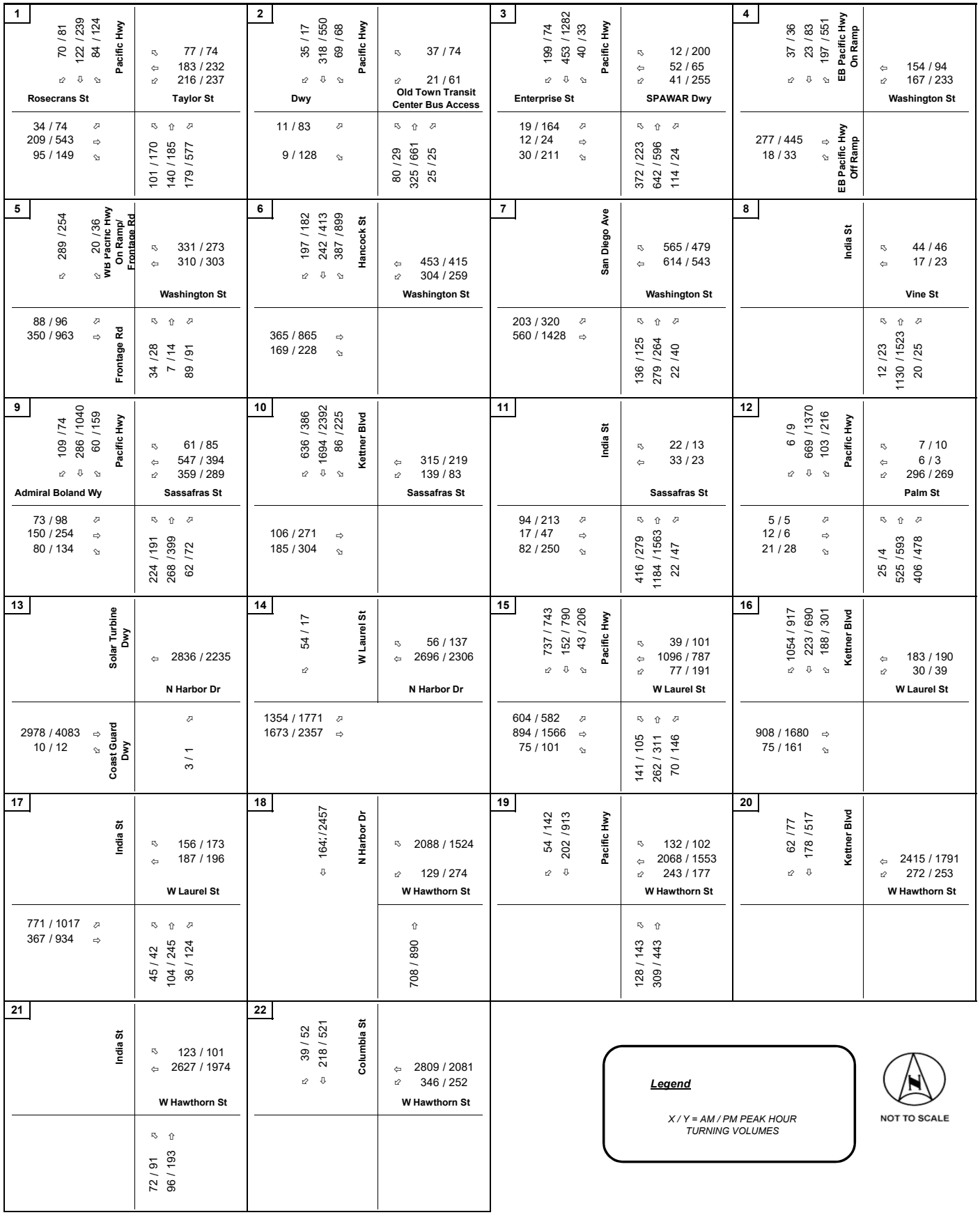
NOT TO SCALE

Kimley»Horn

*Proposed Alt*

*2026 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

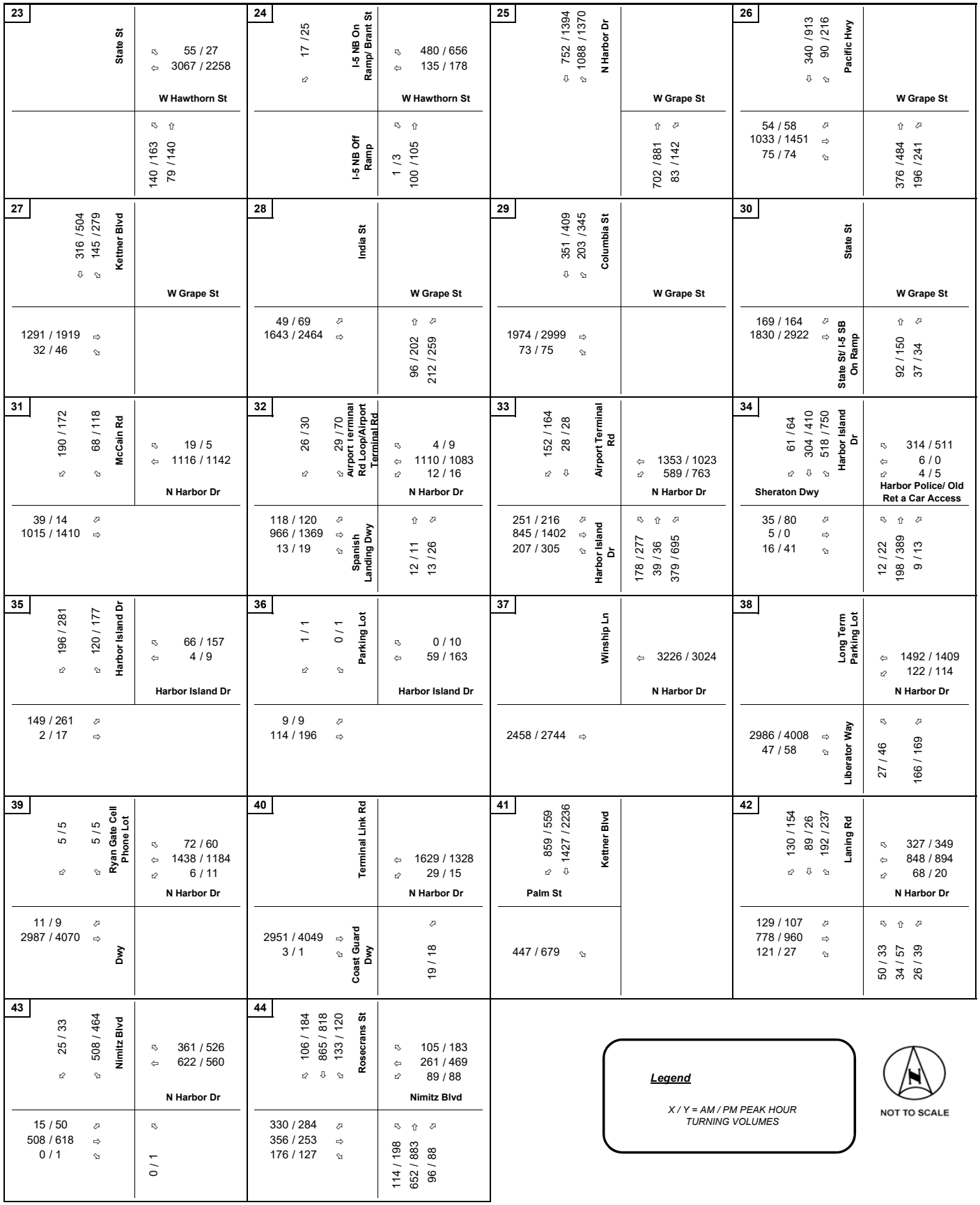
## SDCRAA ADP EIR




Kimley»Horn

*Proposed Alt*

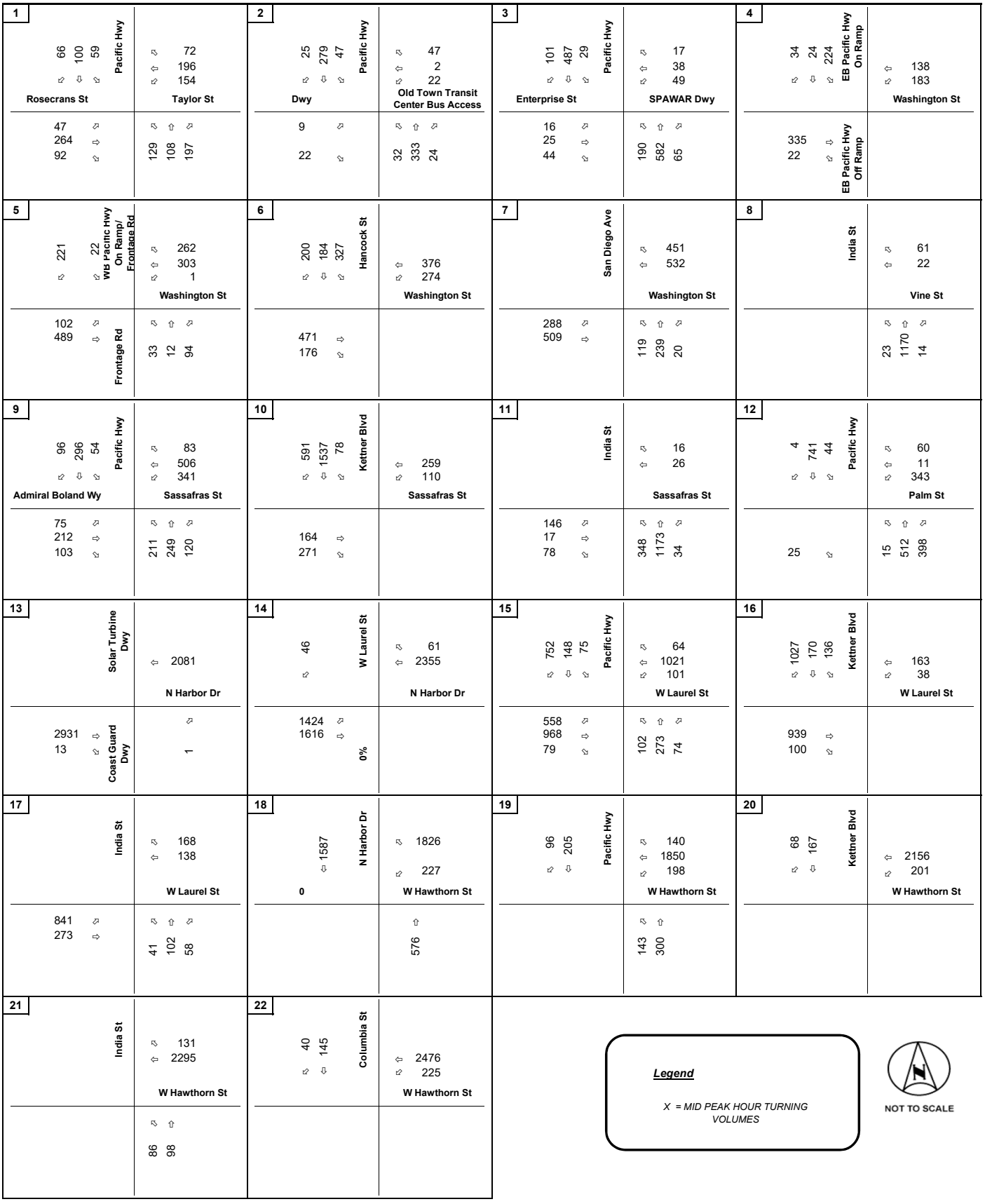
*2030 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

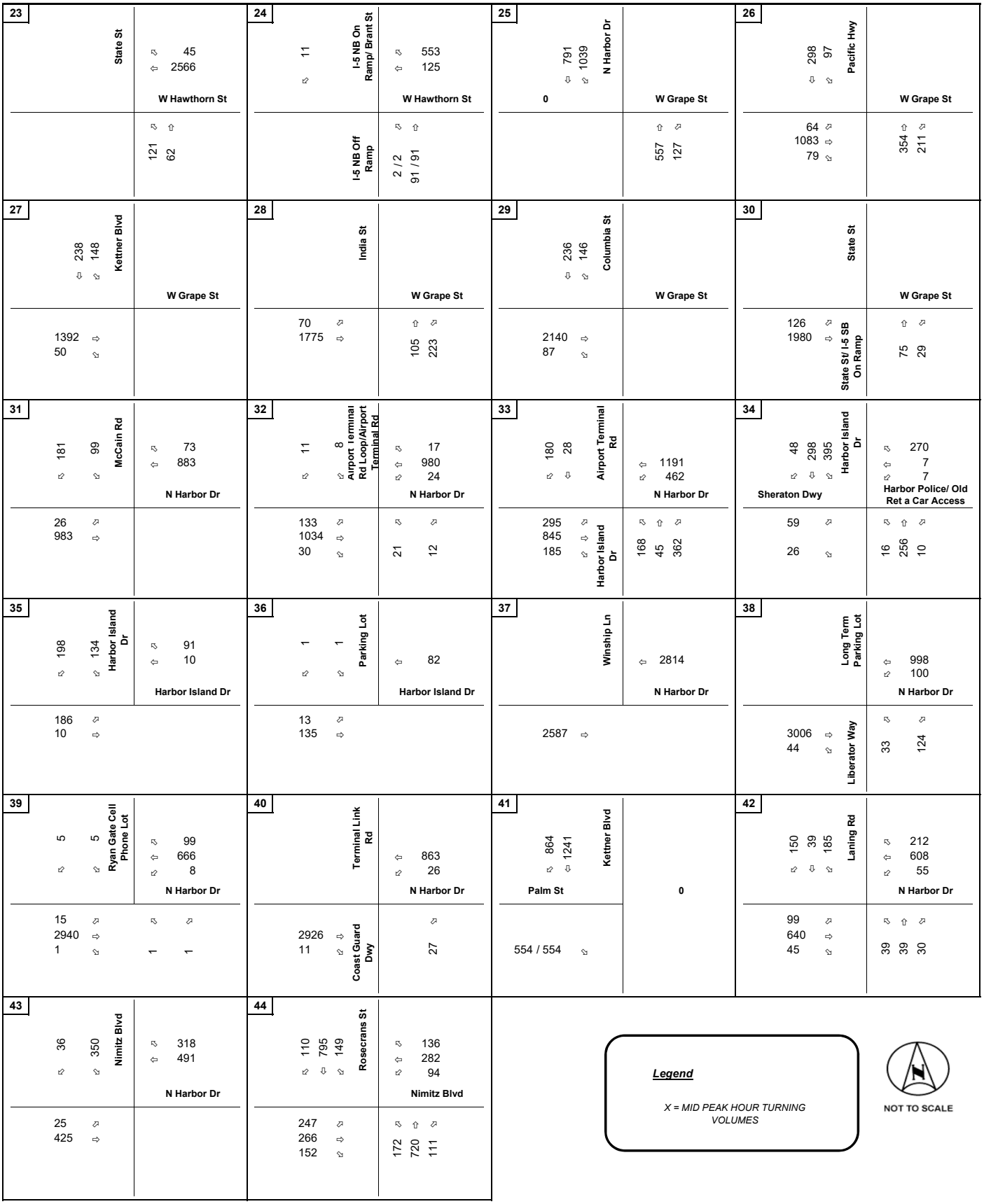
*2030 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

*2030 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

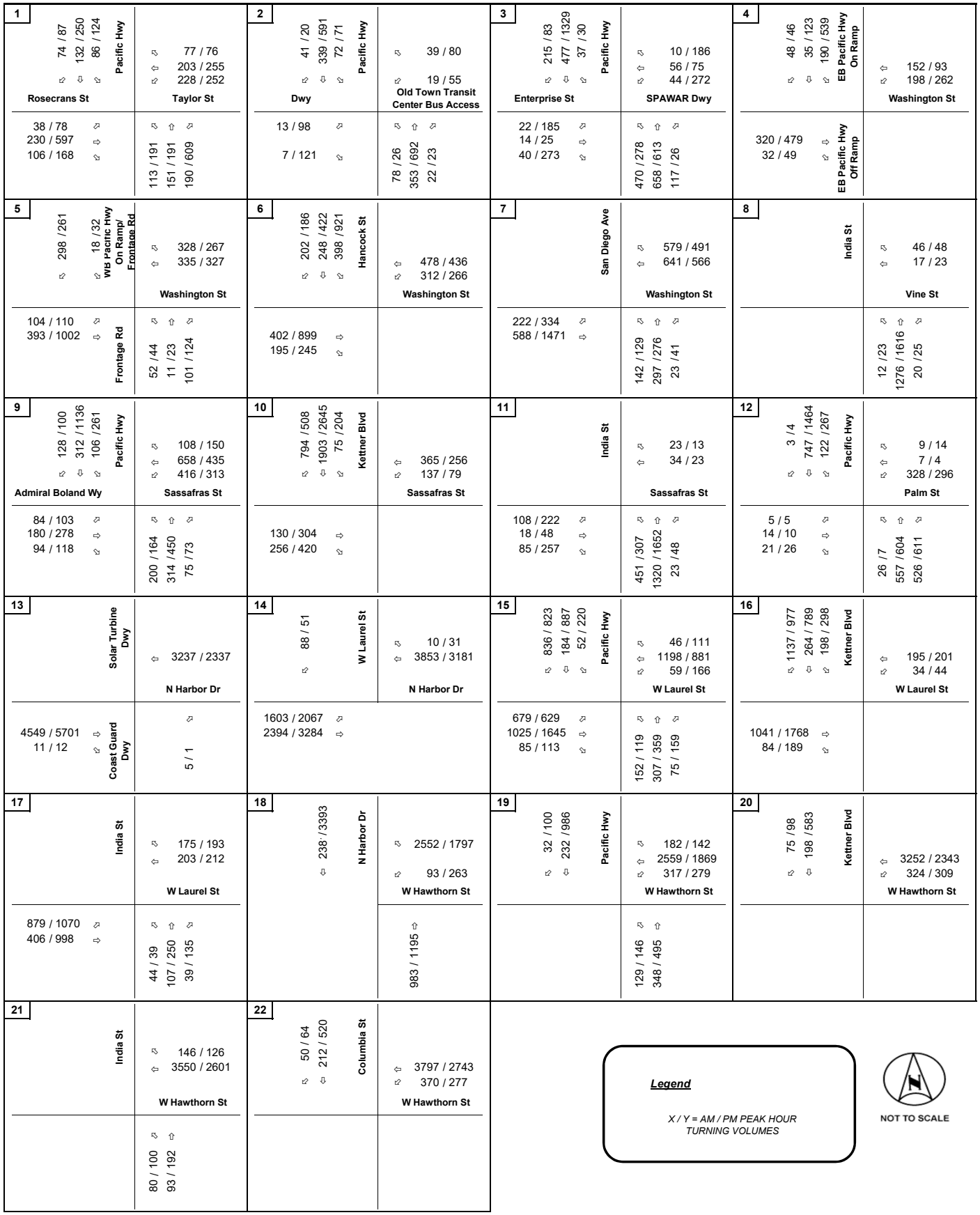



Kimley»Horn

*Proposed Alt*

*2030 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

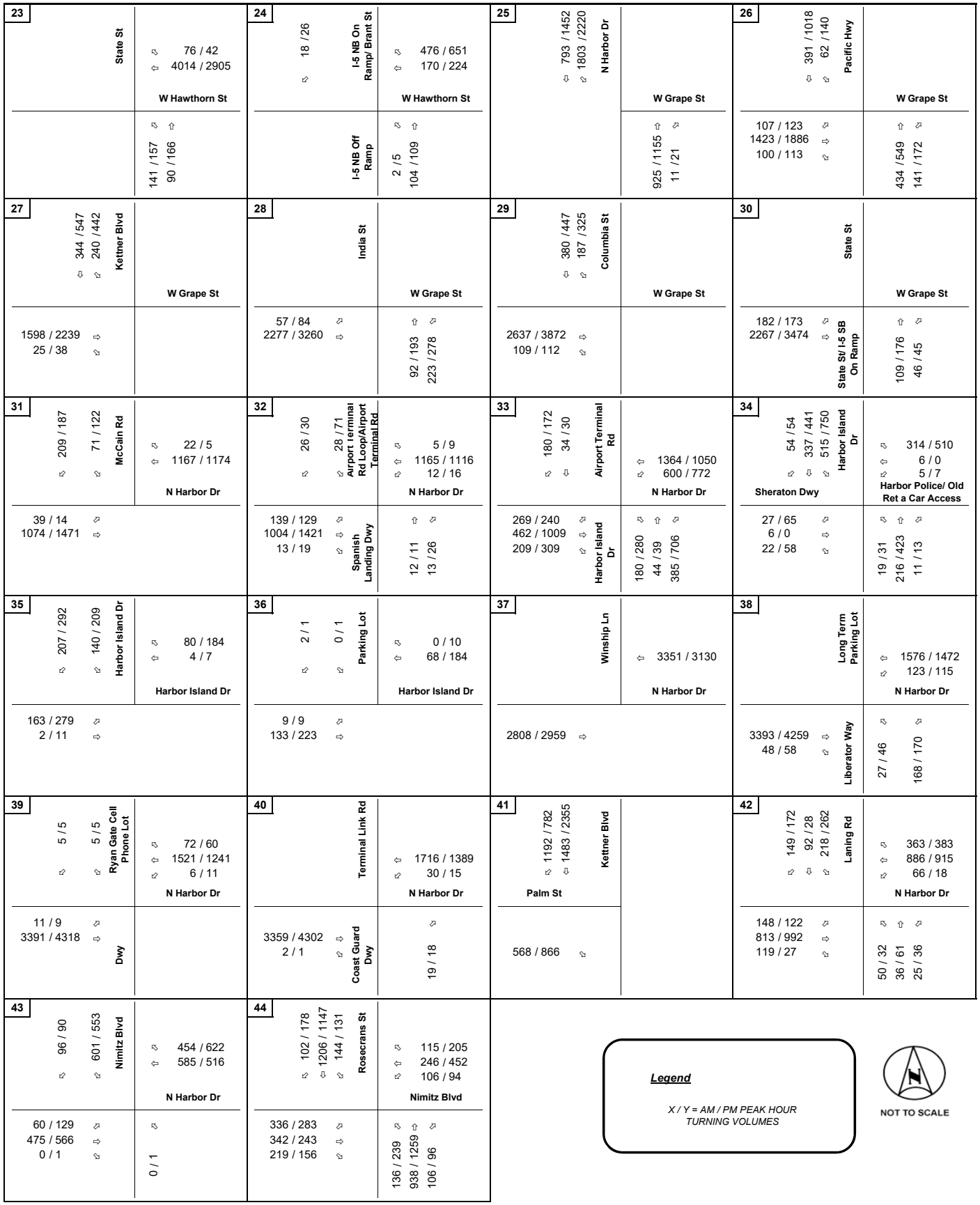
## SDCRAA ADP EIR




Kimley»Horn

*Proposed Alt*

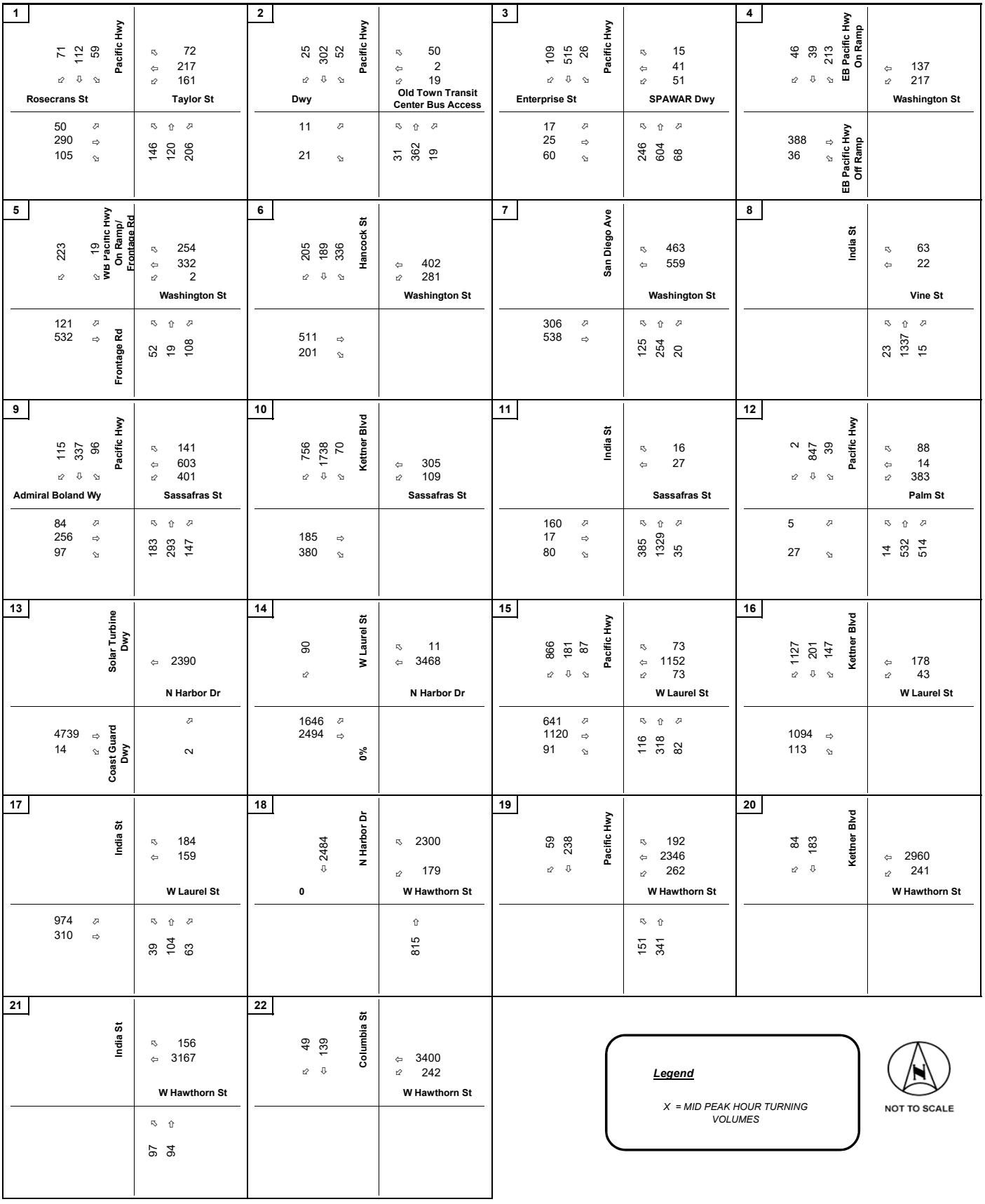
*2035 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

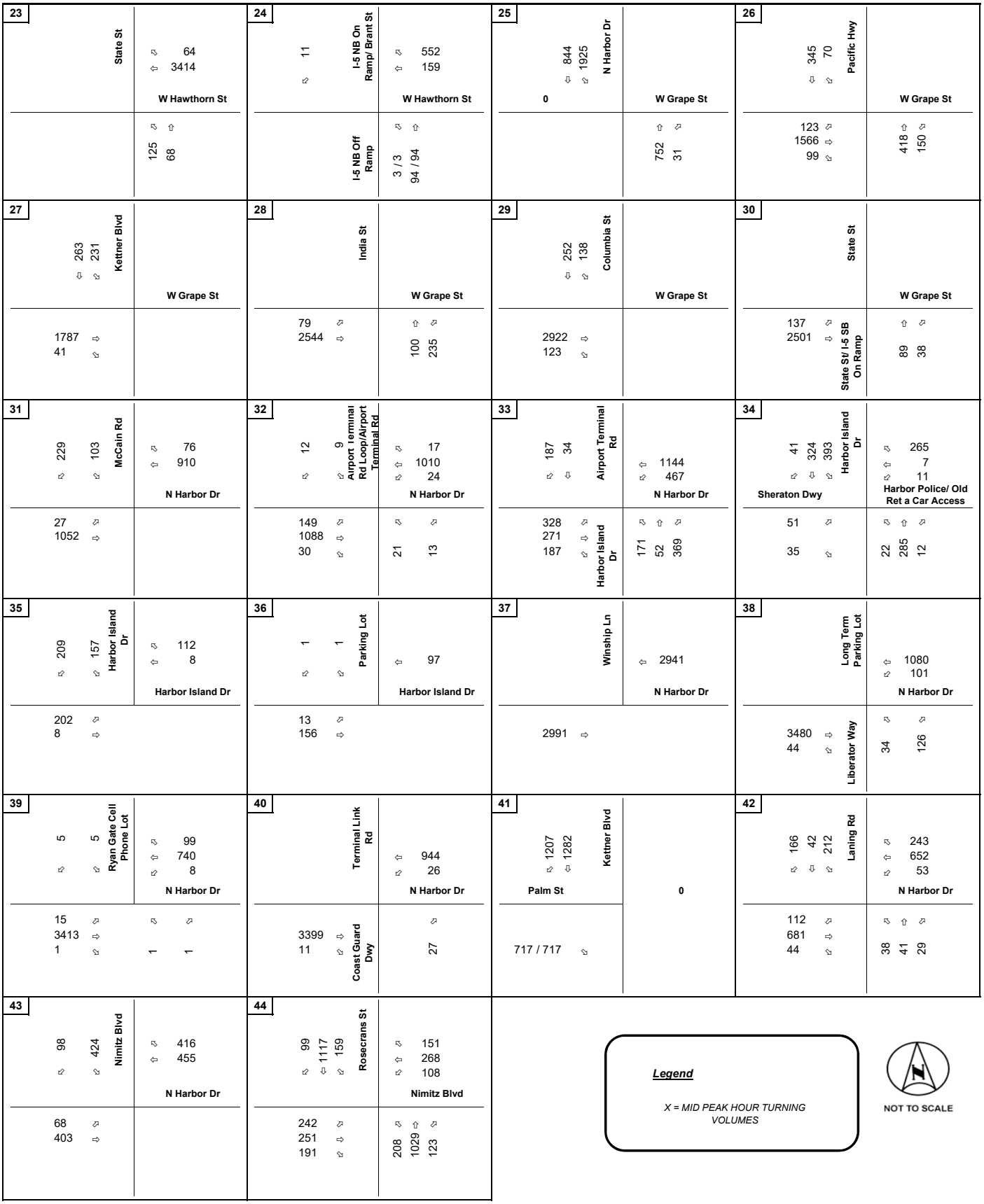
*2035 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

*2035 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

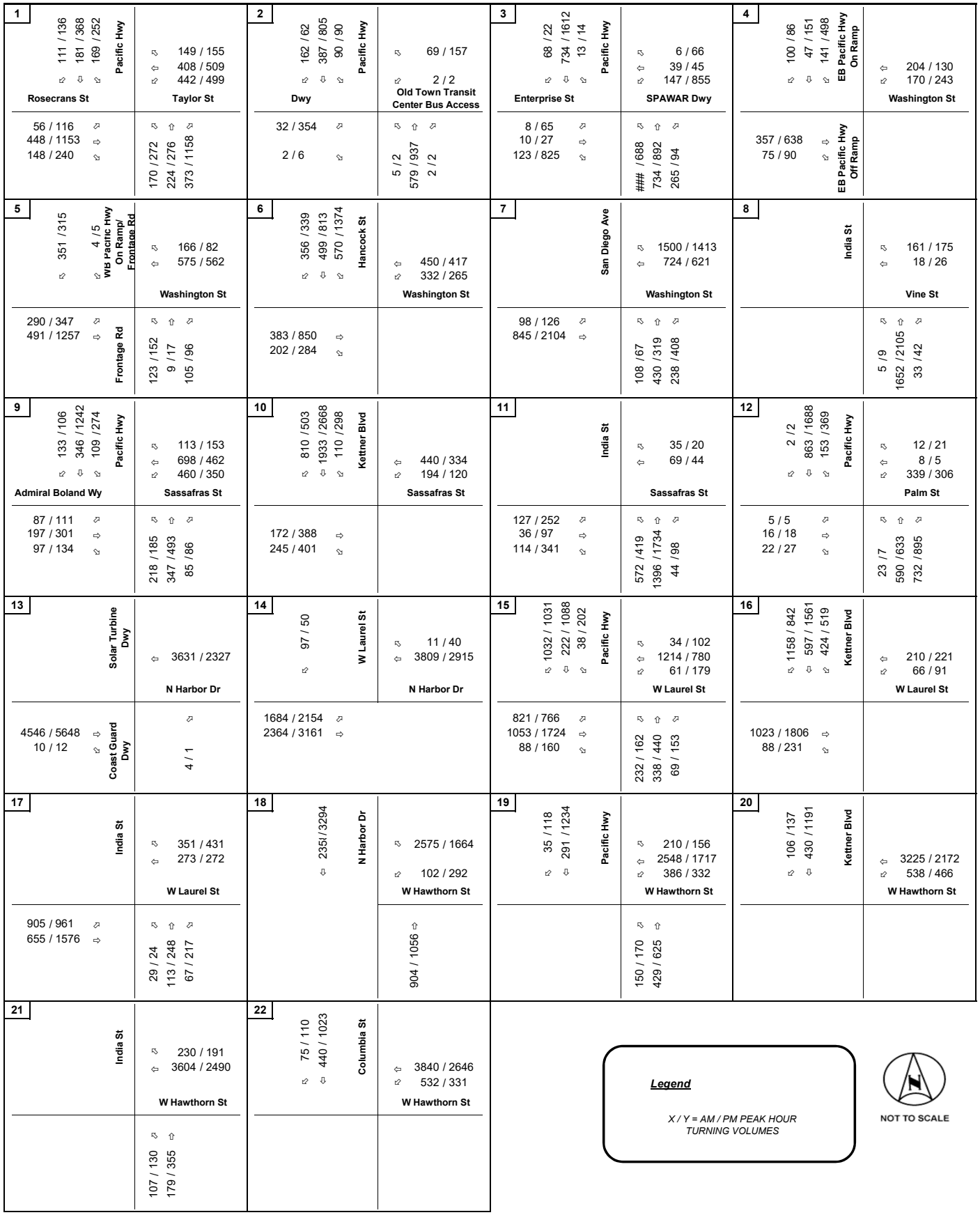



Kimley»Horn

*Proposed Alt*

*2035 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

## SDCRAA ADP EIR

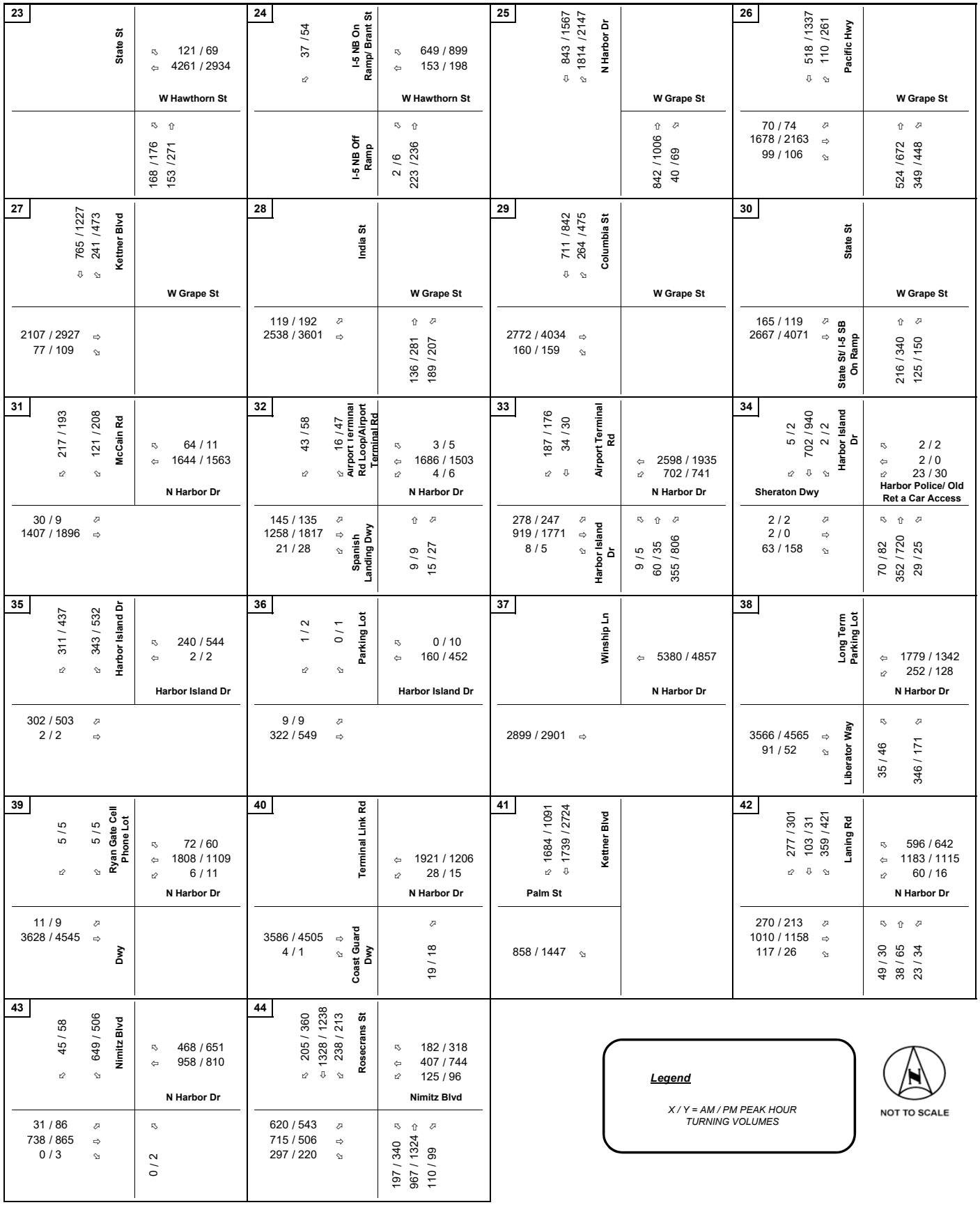



Kimley»Horn

*Proposed Alt*

*2050 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

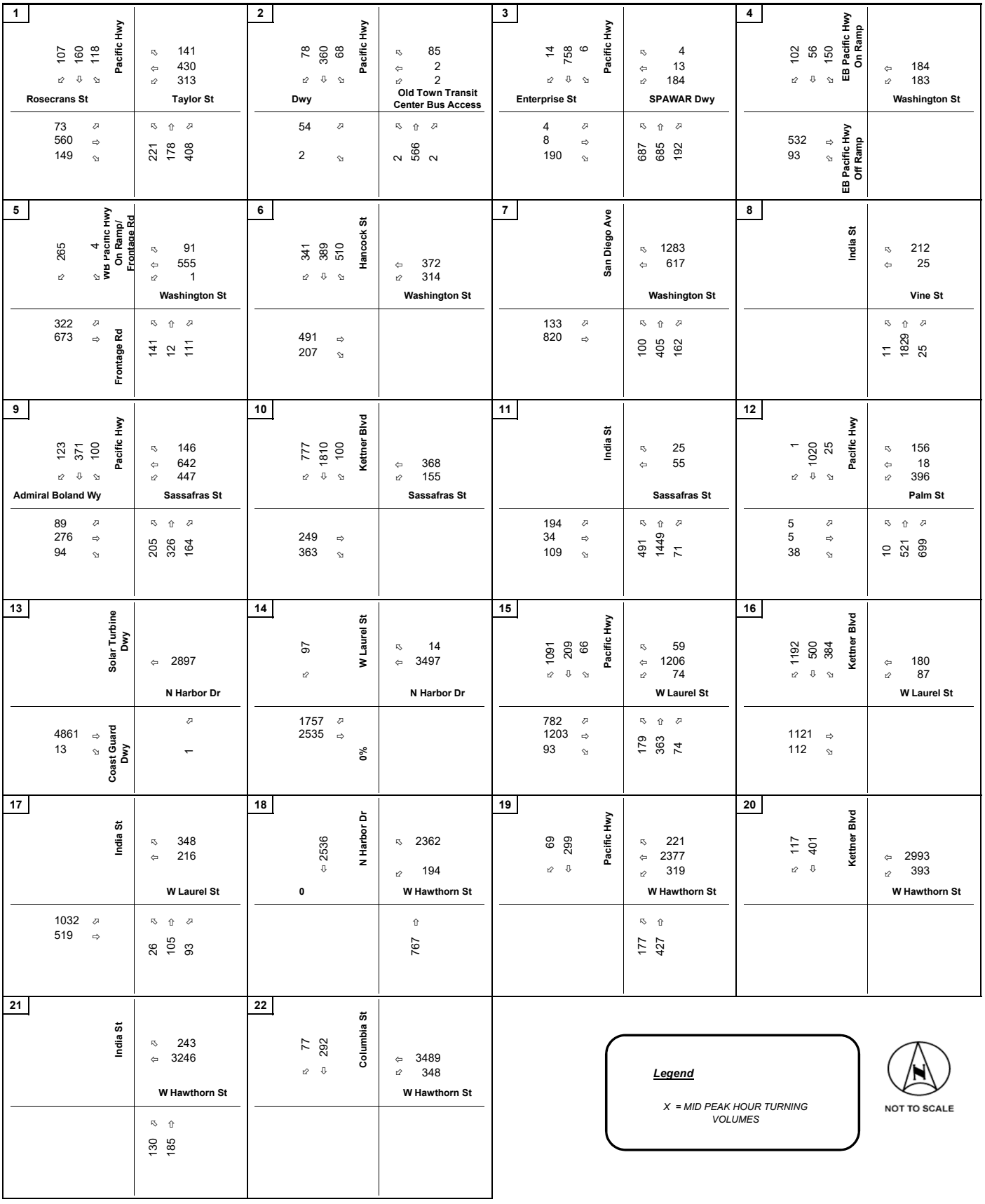
\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Mitigation\Mitigation - Traffic Shift\Preferred Alt - Near Term Improvements with Palm Traffic Shift\[2030S




Kimley»Horn

*Proposed Alt*

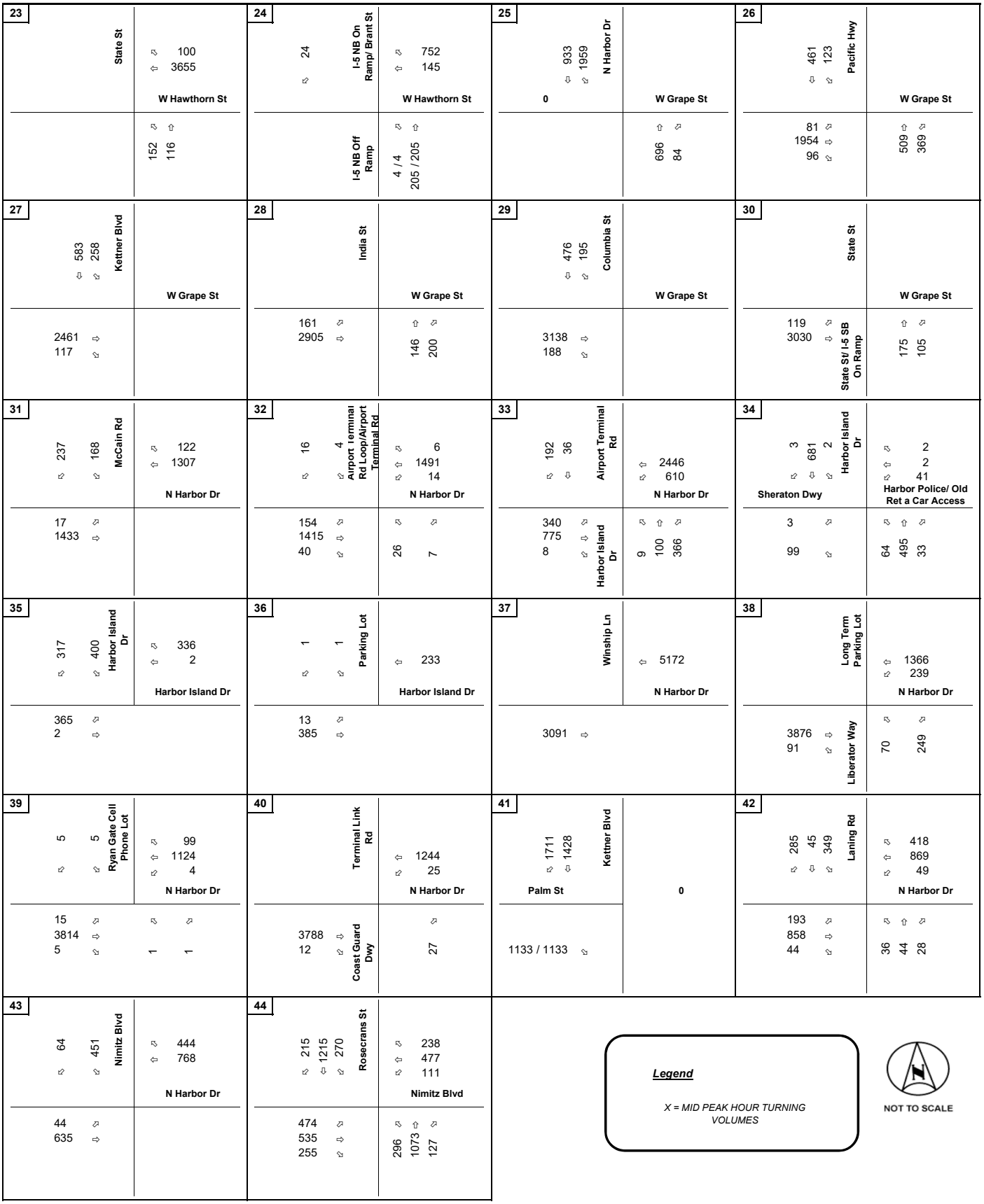
*2050 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*




Kimley»Horn

*Proposed Alt*

*2050 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*



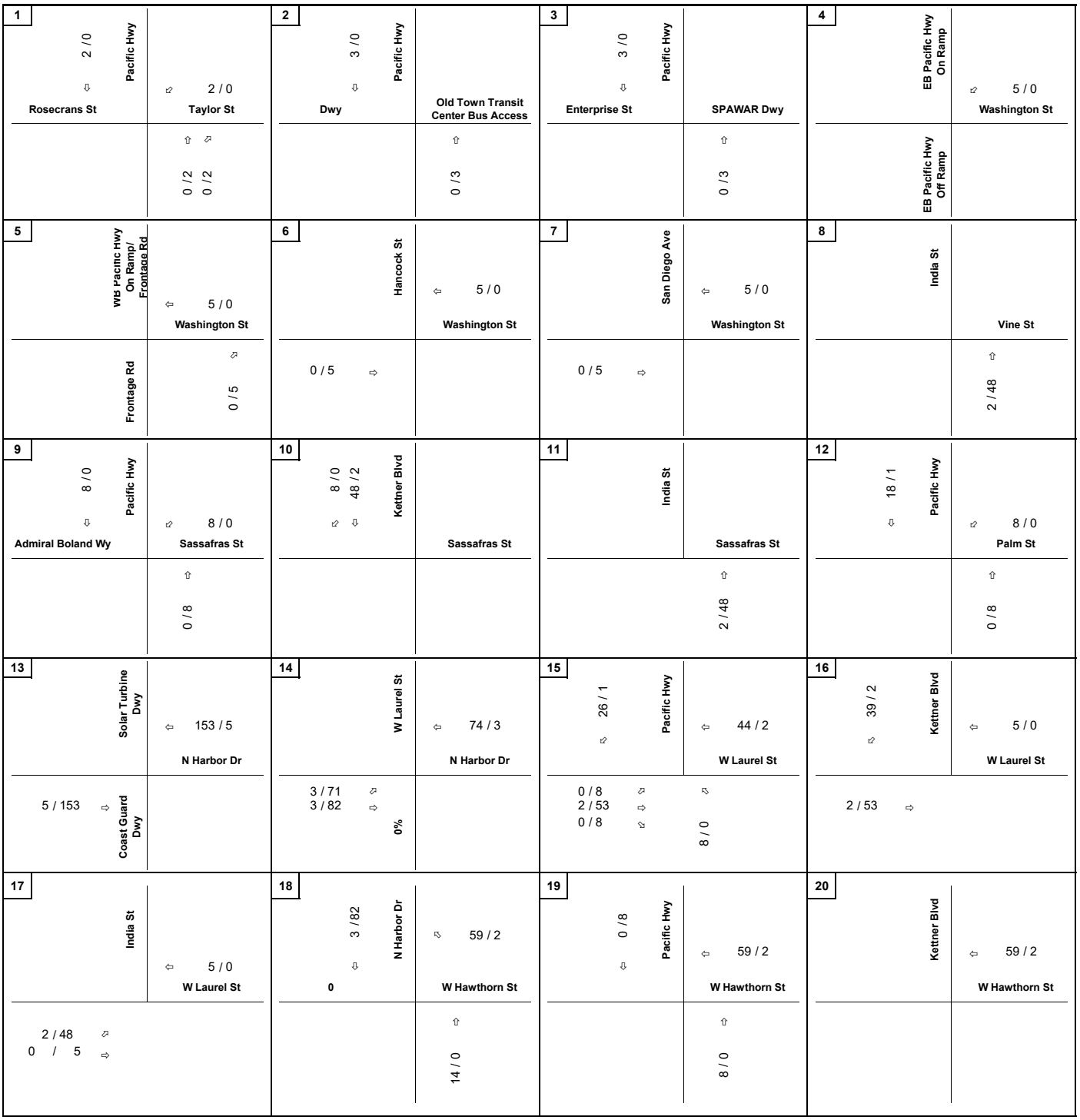

Kimley»Horn

*Proposed Alt*

*2050 plus Project (29.4% Traffic Shift) Peak-Hour Traffic Volumes*

# Exhibit Q

Construction Intersection Turning Movement Volumes



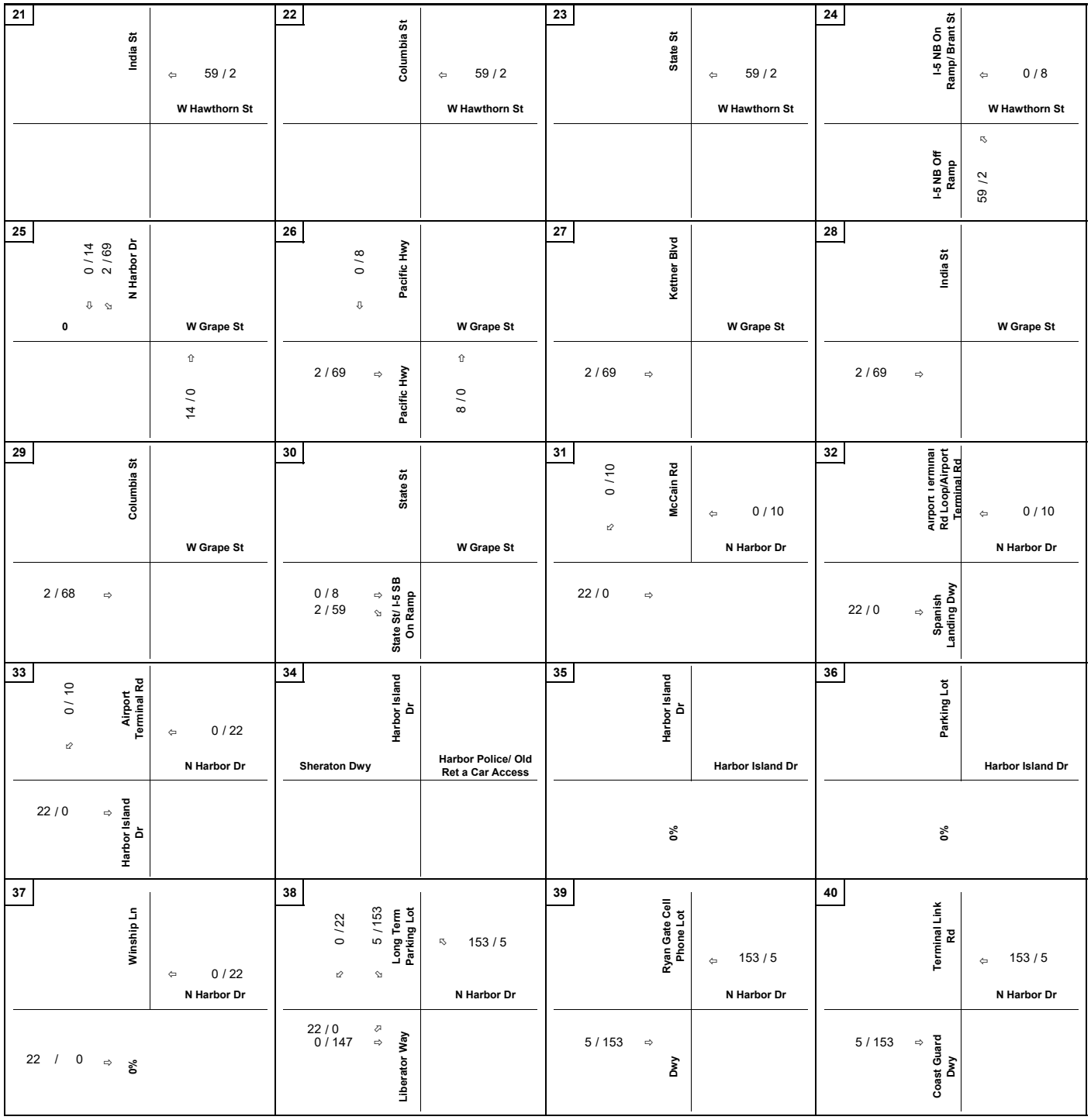

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 1A Traffic Assignment*



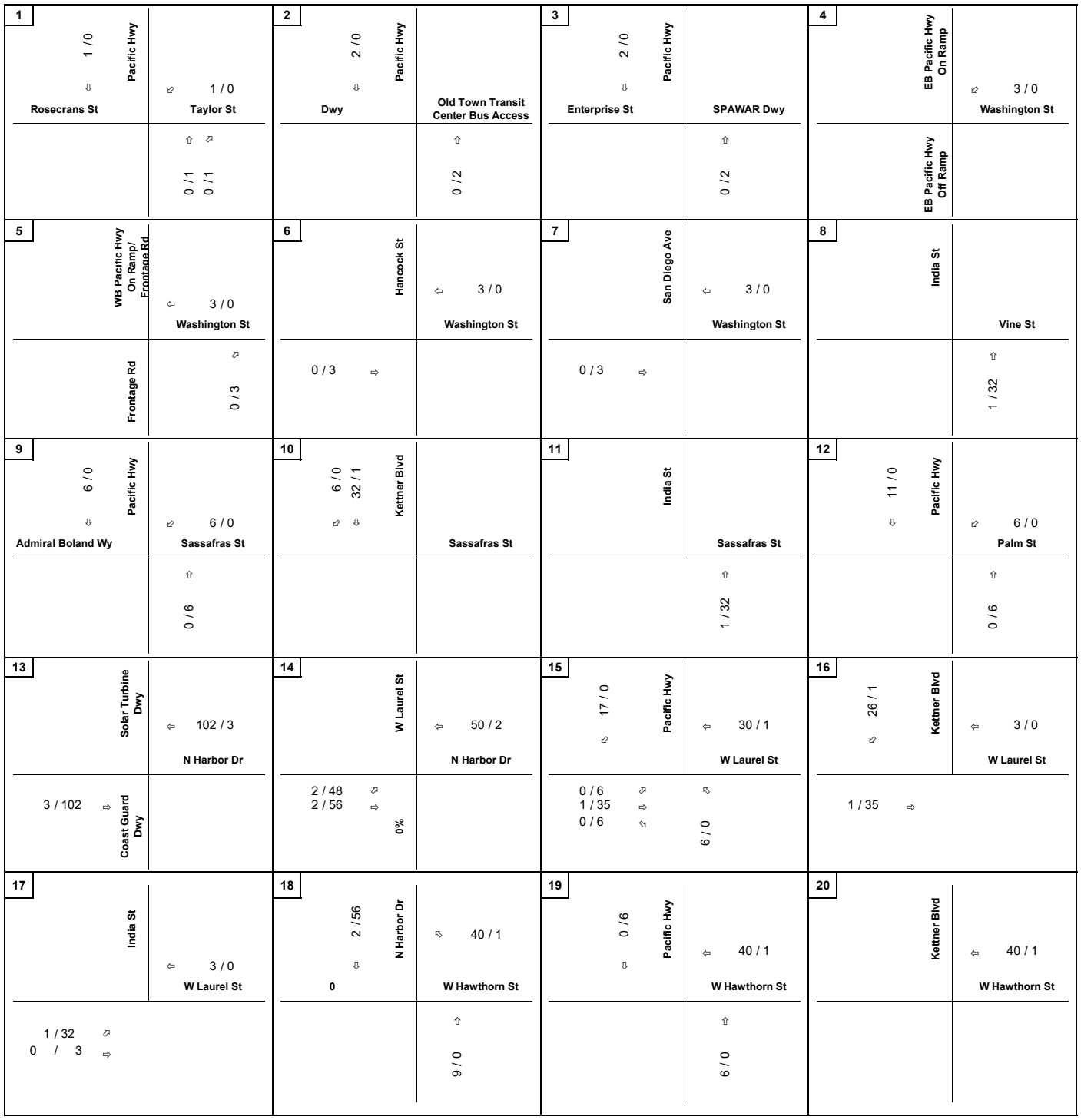

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 1A Traffic Assignment*



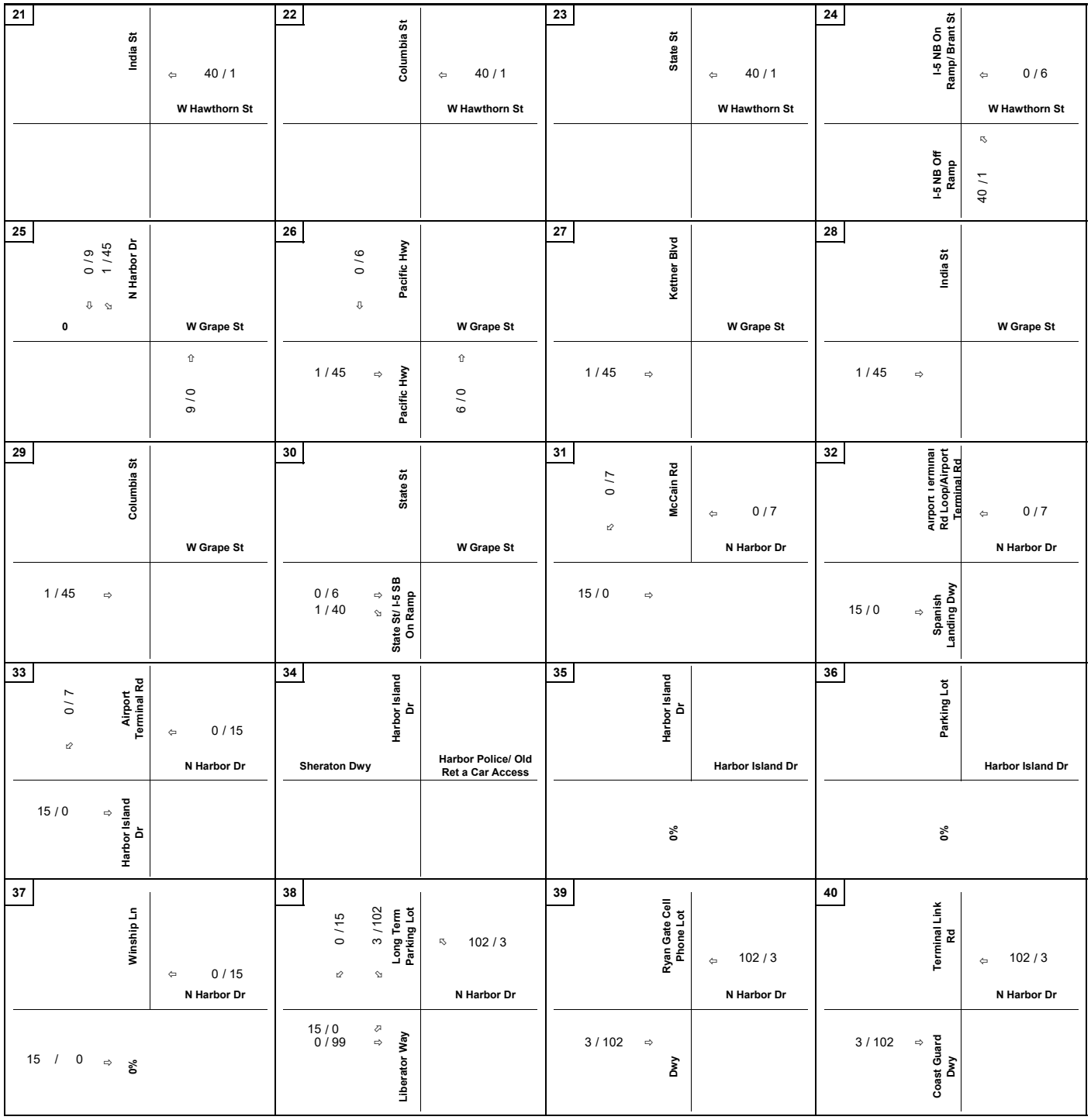

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 1B Traffic Assignment*



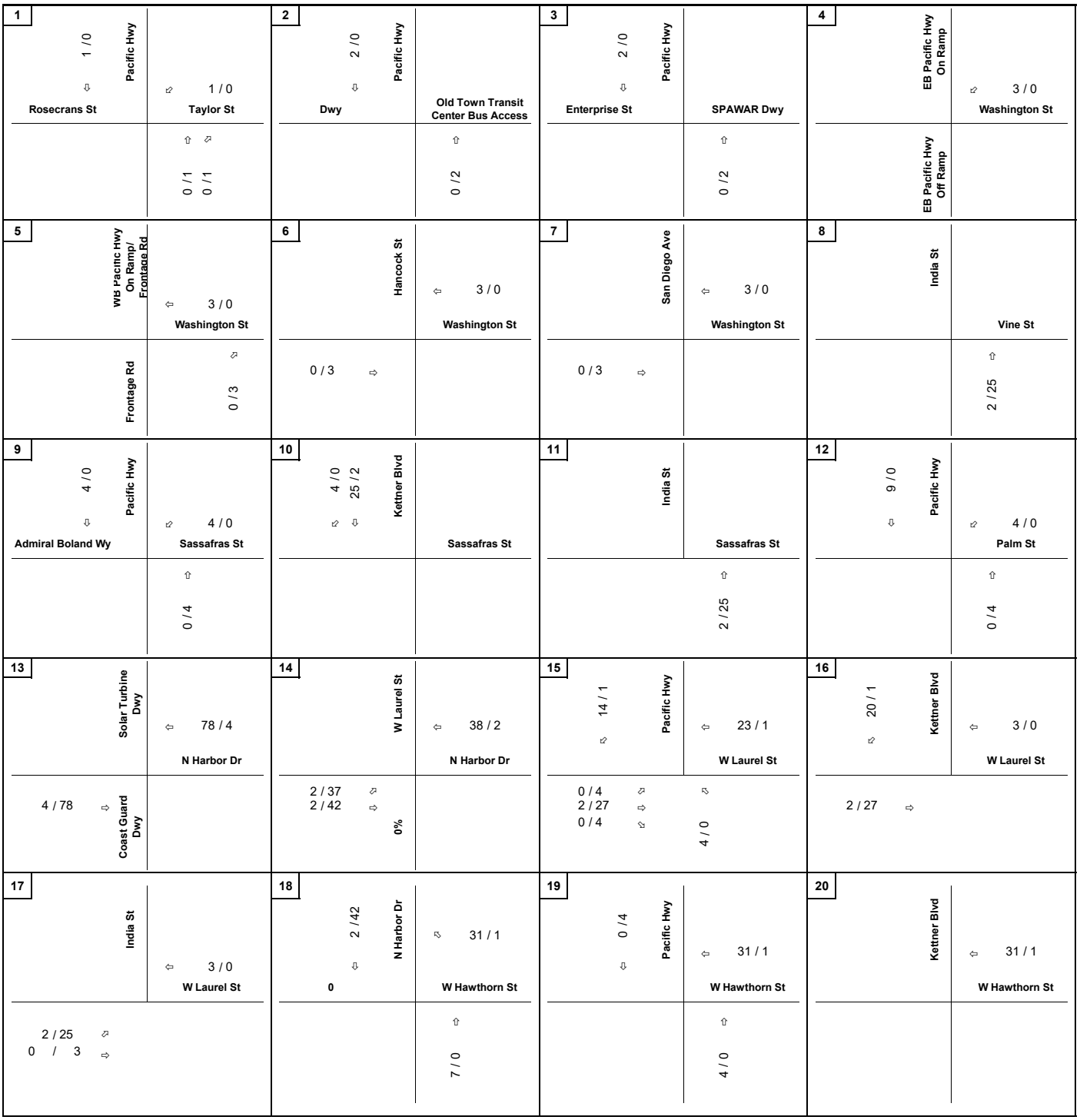

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 1B Traffic Assignment*



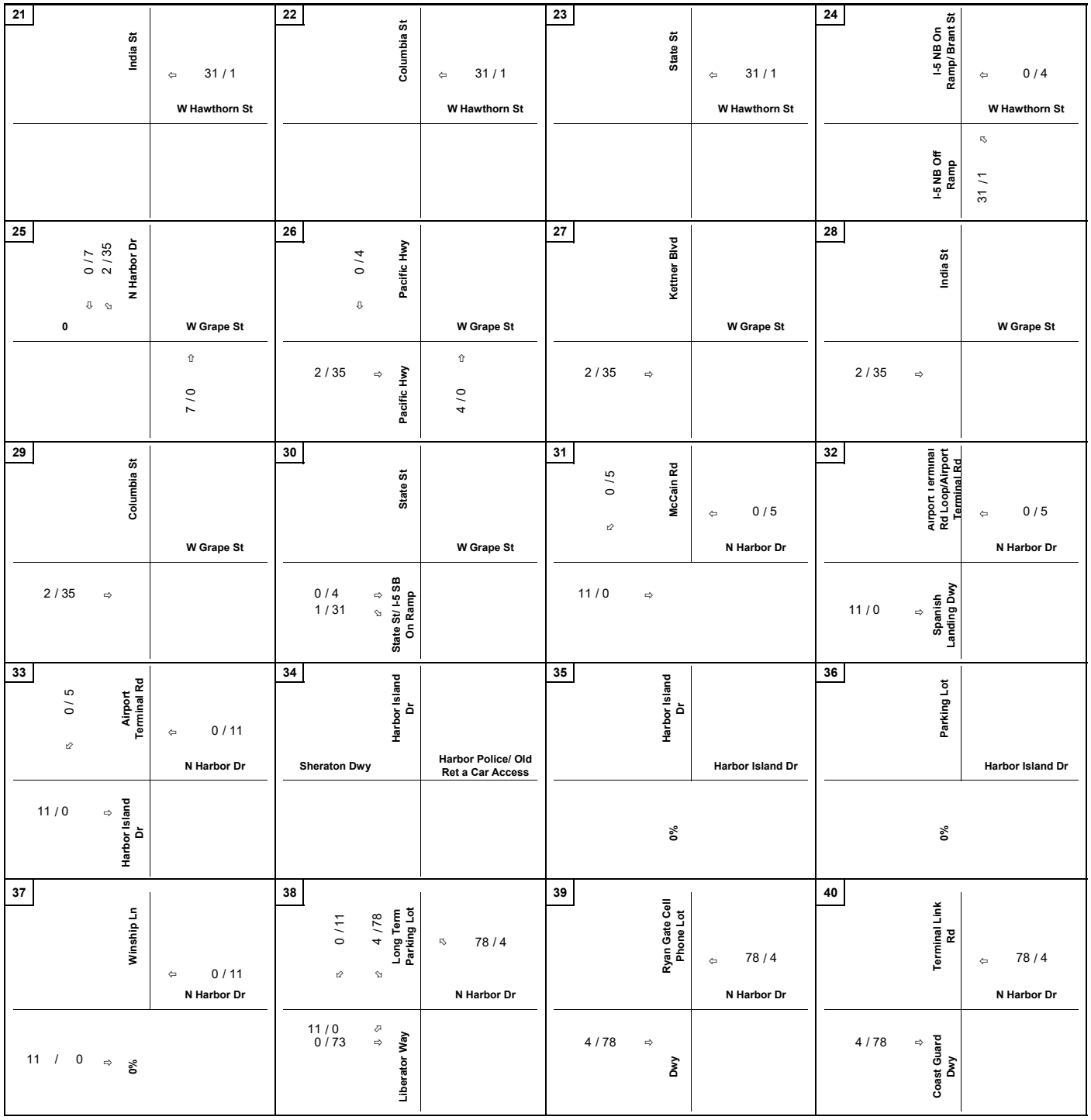

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 2A Traffic Assignment*




***Legend***

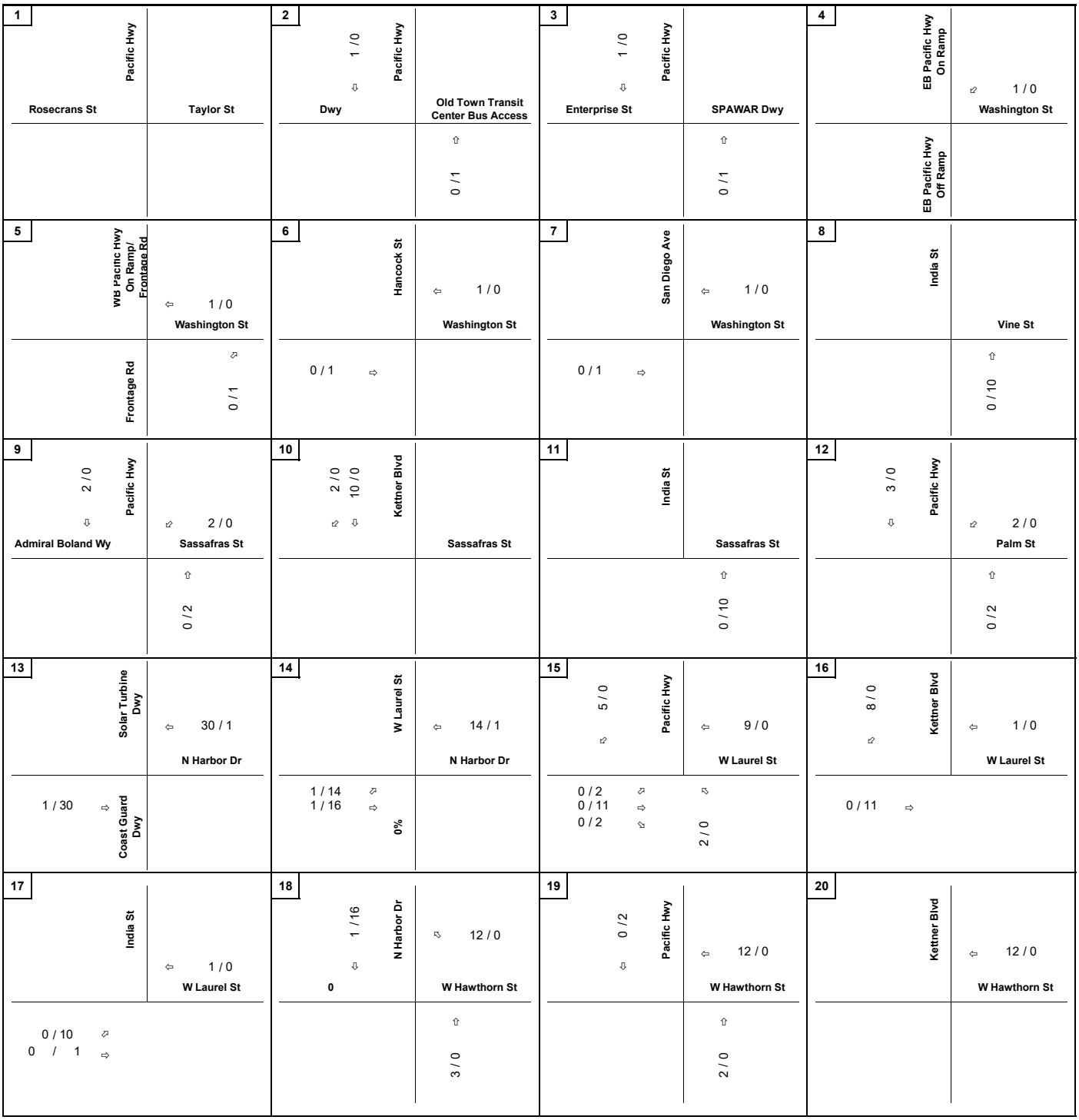
*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 2A Traffic Assignment*

## SDCRAA ADP EIR



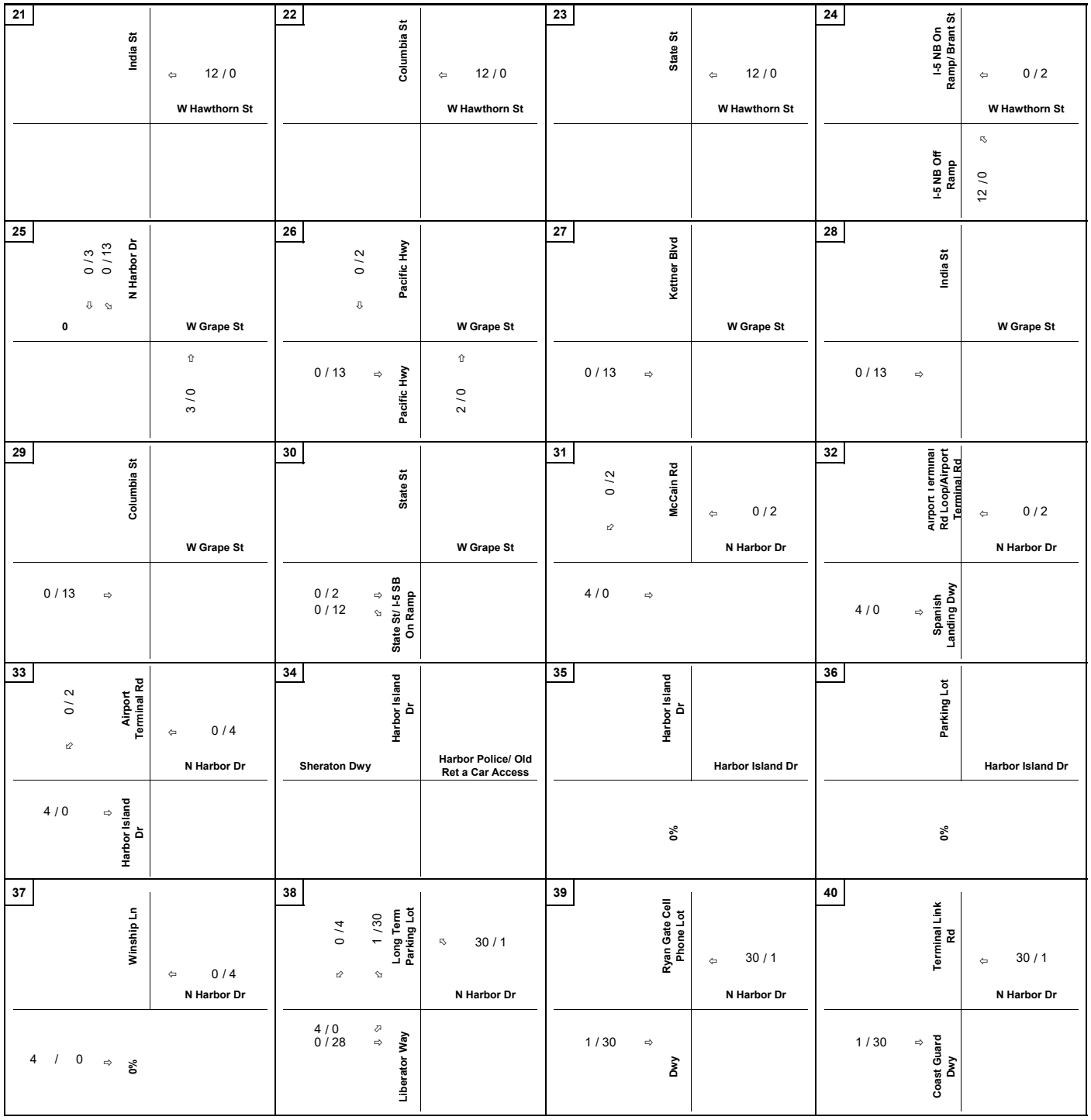

***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 2B Traffic Assignment*




***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Phase 2B Traffic Assignment*