
R-H4 – Alternative 4: Technical Memorandum

Technical Memorandum

DATE: September 16, 2019

TO: File

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SUBJECT: San Diego International Airport Development Plan (ADP)
Off-Airport Roadway Volume Development – Project Alternative 4

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.

2. DATA COLLECTION

Same information as the Proposed Project Alternative.

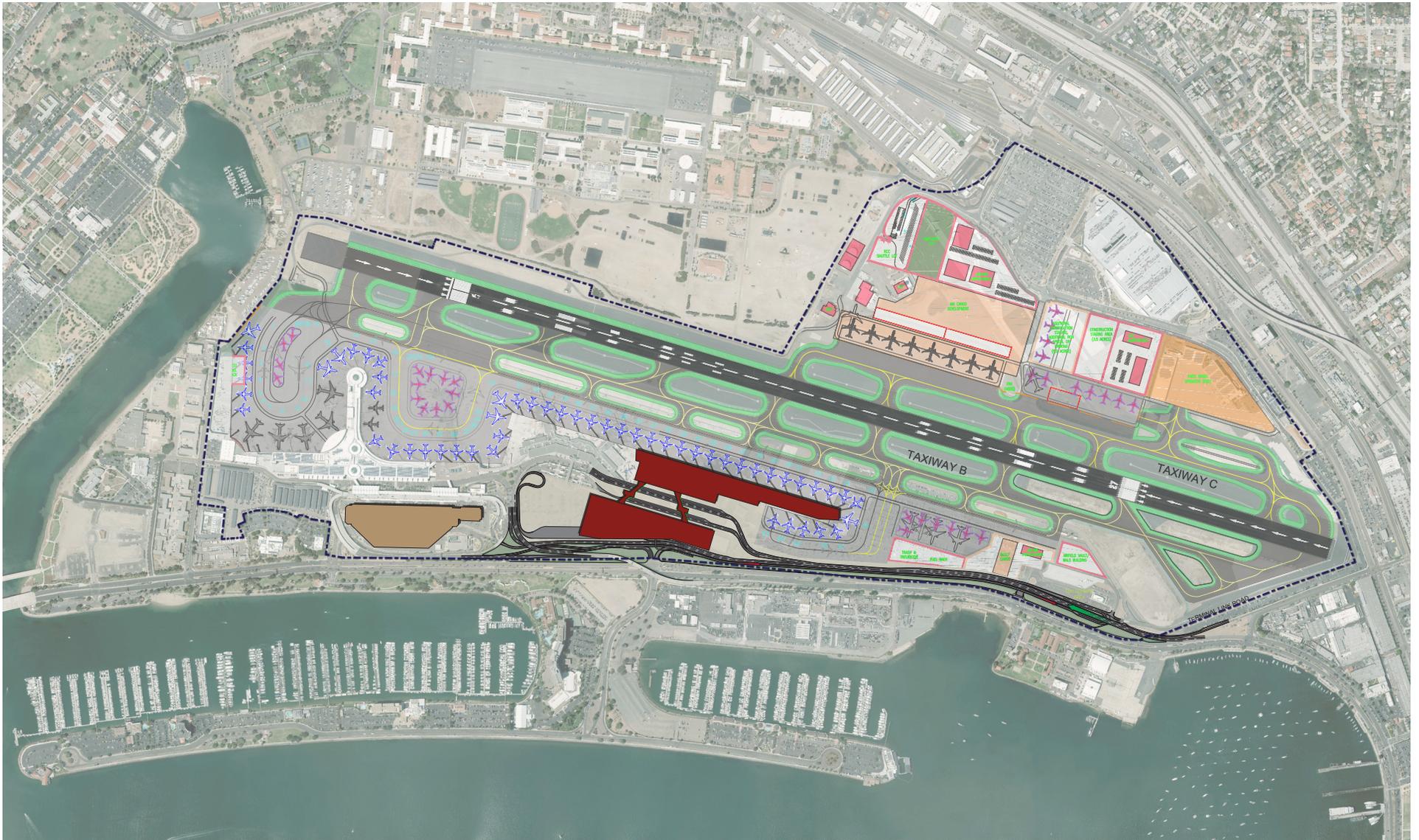


Figure 1
San Diego International Airport Preferred Alternative

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 of 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.

For the Project Alternative 4, transit improvements and Transportation Demand Management (TDM) measures are proposed to be included as a project feature and are anticipated to reduce the number of private vehicles generated.

The following is a summary of the project features committed by the SDIA:

- Airport Passengers
 - Increase rideshare match to 40% and pooling to 5%;
 - Transit from Old Town Transit Center to Airport;
 - Initiate TDM program, transit subsidy and vanpools; and
 - Provide bike corrals at terminal and employee lots.
- Airport Employees
 - SANDAG' iCommute to promote TDM;

- Transit and van/carpool subsidies;
 - Pre-tax deduction for transit passes;
 - Flexible/alternative work schedules;
 - On-site carsharing and/or bikesharing;
 - Access to services that reduce the need to drive onsite or within ¼ mile of use; and
 - Parking cash-out program.
- Airport Tenants
 - SANDAG' iCommute to promote TDM;
 - Unbundle parking from access badging;
 - Encourage flexible/alternative work schedules;
 - On-site carsharing and/or bikesharing; and
 - Access to services that reduce the need to drive onsite or within ¼ mile of use.

Assumptions for Transit Mode Share

Year	Transit Mode Share		Service Change
	No project	Alt 4	
2017	2%	2%	Baseline condition
2020		4%	Old Town Shuttle
2024		5%	Route 992 enhancements
2026			---
2030			---
2035		5% - 10%	New transit line (SANDAG)
2050		10% - 15%	Airport Roadway Pricing

Trip Reduction Project Features Opening Year (2024)

Category	Strategies	Trip Reduction	Cumulative Reduction
On-Demand Rideshare		0%	5%
Transit	Route 992 as BRT	1%	3%
TDM		0%	1%
Active Transportation	New airport sidewalk and bicycle facilities	2%	2.5%
Total		3%	11.5%

Trip Reduction Year 2030

Category	Strategies	Trip Reduction	Cumulative Reduction
On-Demand Rideshare	Increase match to 50% & pool to 10%	1%	6%
Transit		0%	3%
TDM	Price employee parking and increase transit subsidy	2%	3%
Active Transportation	City & Port complete bicycle network	2%	4.5%
Total		5%	16.5%

Trip Reduction Year 2035 and 2050

Category	Strategies	Trip Reduction	Cumulative Reduction
On-Demand Rideshare		0%	6%
Transit	Implement long-term transit option(s)	5%	8%
TDM		0%	3%
Active Transportation		0%	4.5%
Total		5%	21.5%

The following tables summarize the results for the mode share changes assumed for Airport passenger and employees:

Airport Passenger Mode Share									
Mode	Scenario						-	2050	-
	Existing (2017)	Construction (2020)	2024	2026	2030	2035			
Private Vehicle (curbside)	33%	33%	31%	31%	31%	31%		30%	
Rental Car	18%	18%	16%	16%	16%	16%		15%	
Taxi	8%	8%	8%	8%	8%	8%		7%	
TNC	24%	24%	24%	24%	24%	24%		23%	
Shared Van	3%	3%	3%	3%	3%	3%		3%	
Courtesy Shuttle	2%	2%	2%	2%	2%	2%		2%	
MTS	1%	4%	5%	5%	5%	5%		10%	
Parking On-airport	8%	5%	8%	8%	8%	8%		7%	
Parking Off-airport	3%	3%	3%	3%	3%	3%		3%	
Total	100%	100%	100%	100%	100%	100%		100%	

Airport Employee Mode Share									
Mode	Scenario						-	2050	-
	Existing (2017)	Construction (2020)	2024	2026	2030	2035			
Private Vehicle (parking)	99.0%	90.5%	87.5%	87.5%	85.5%	85.5%		80.5%	
MTS	1.0%	3.0%	4.0%	4.0%	4.0%	4.0%		9.0%	
TDM	0.0%	6.0%	6.0%	6.0%	6.0%	6.0%		6.0%	
Active Transportation	0.0%	0.5%	2.5%	2.5%	4.5%	4.5%		4.5%	
Total	100%	100%	100%	100%	100%	100%		100%	

Based on the anticipated flight schedules and assumptions of mode share, **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 – Project Alternative 4

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	93,400	108,873	3,018	2,775	3,399	3,156	2,821	2,913
2026	32.0	99,241	115,660	3,217	2,981	3,518	3,253	2,945	3,109
2030	35.8	110,875	128,968	3,630	3,356	3,919	3,655	3,290	3,494
2035	39.3	121,847	141,695	4,114	3,858	4,410	4,130	3,591	3,763
2050	40.6	125,990	146,177	4,243	3,984	4,550	4,263	3,706	3,881

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 A 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.

3.1. AIRPORT TRIP DISTRIBUTIONS

Same information as the Proposed Project Alternative.

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 B** 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 C** 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 D** provides figures of the freeway segment Airport Trip Generation ADT volumes for each analysis year.

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	9.2%	9.0%	9.1%	42.1%	-13.0%	16.8%	59.9%	-1.4%	31.8%	81.7%	13.7%	50.5%	87.9%	17.5%	55.6%
Airport	8.4%	1.1%	4.3%	45.6%	-21.1%	7.7%	66.4%	-14.2%	20.6%	80.1%	2.5%	36.0%	86.2%	6.0%	40.6%
PM	27.7%	38.7%	32.6%	65.9%	8.4%	40.0%	80.0%	29.3%	57.2%	94.7%	40.9%	70.5%	101.4%	45.7%	76.3%
Daily	35.6%	6.9%	18.8%	81.2%	-12.6%	26.3%	99.0%	0.1%	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	1,270	851	1,536	908	1,234	853	44,008
	Terminal 2	1,131	1,452	1,200	1,727	1,064	1,422	40,769
	Zone 2	589	447	632	494	498	611	23,140
2026	Terminal 1	1,684	1,167	1,959	1,261	1,547	1,238	57,318
	Terminal 2	869	1,300	863	1,456	858	1,169	32,533
	Zone 2	635	488	664	509	515	674	24,818
2030	Terminal 1	1,954	1,214	2,179	1,517	1,713	1,300	63,068
	Terminal 2	926	1,567	974	1,532	981	1,408	37,298
	Zone 2	718	547	732	577	570	755	27,541
2035	Terminal 1	2,157	1,460	2,446	1,540	1,882	1,376	68,967
	Terminal 2	1,121	1,728	1,106	1,906	1,048	1,552	41,342
	Zone 2	802	640	821	652	633	803	30,259
2050	Terminal 1	2,229	1,509	2,528	1,589	1,947	1,423	71,312
	Terminal 2	1,159	1,785	1,142	1,970	1,083	1,604	42,747
	Zone 2	829	663	849	675	655	831	31,287

4. FUTURE YEAR VOLUME FORECAST

4.1. FORECAST MODEL

Same information as the Proposed Project Alternative.

4.2. FORECAST MODEL ZONE 1 AND ZONE 2 ADJUSTMENTS

Same information as the Proposed Project Alternative.

4.3. FORECAST MODEL CALIBRATION

Same information as the Proposed Project Alternative.

4.4. CUMULATIVE PROJECTS

Same information as the Proposed Project Alternative.

4.5. BASELINE GROWTH ADJUSTMENT

Same information as the Proposed Project Alternative.

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 completion of the construction 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 completion of the construction 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

Same information as the Proposed Project Alternative.

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 D**.

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 E**.

9. CONSTRUCTION TRAFFIC VOLUMES

This section presents the estimated trip generation associated with construction traffic. As part of Alternative 4, SDCRAA will implement a Construction Traffic Management Program (CTMP), similar to that 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 Alternative 4 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

Source: Kimley-Horn, June 2019.

Each phase has an estimated duration of four years. All vehicles were assumed to 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 5.14-43.

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

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 F**.

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.

Exhibit A

Project Flight Information, ALPS™ Model Results and Trip Generation

ADVANCED LAND TRANSPORTATION PERFORMANCE SIMULATION

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Activity Centers
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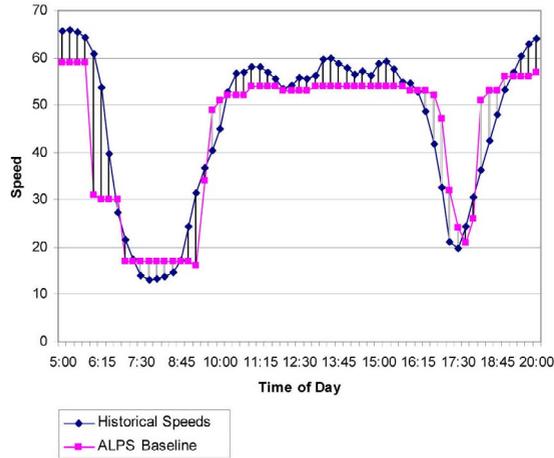
Transit
Pedestrians
Rail
Vehicles

ALPS

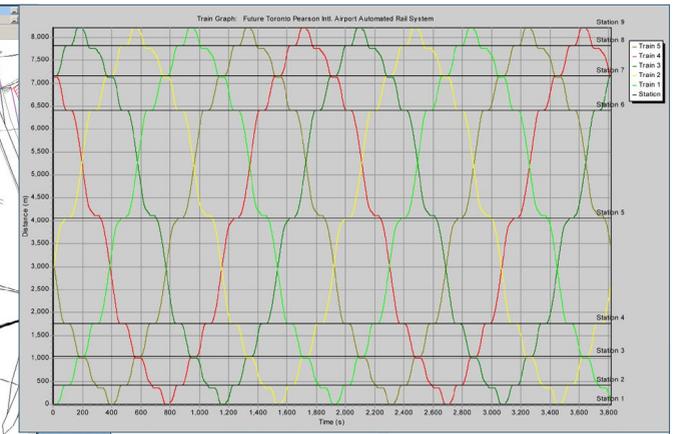
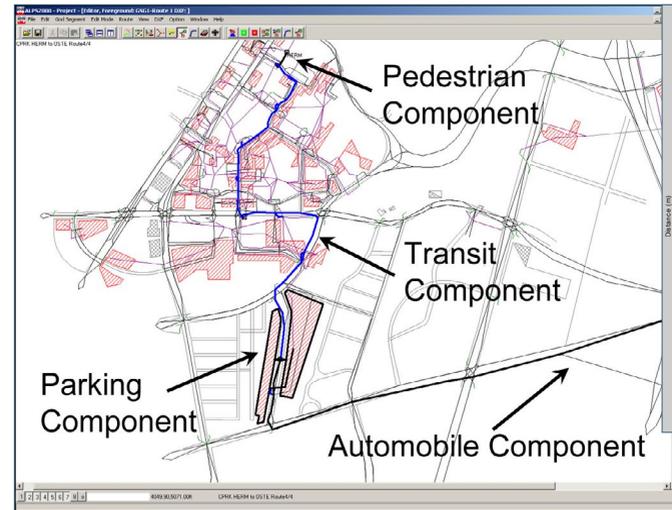
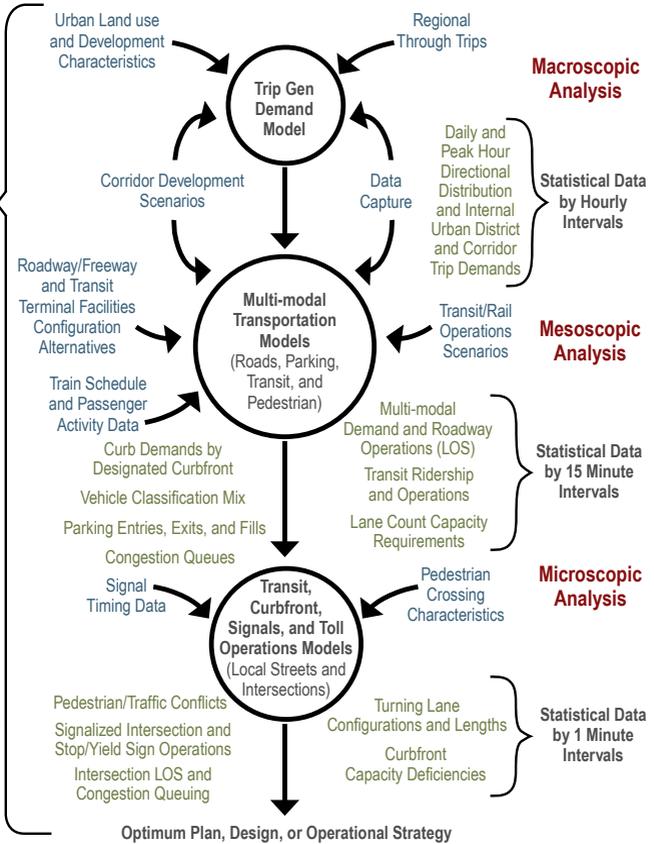
MULTI-MODAL SIMULATION SYSTEM

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



Synchronous Simulations Over 24-Hour Day



Travel Classes

AUTO CURB DROP/PICKUP
 AUTO SHORT TERM PARK
 AUTO SHORT TERM PARK-VISITORS DP PAX
 AUTO SHORT TERM PARK-VISITORS AR PAX
 DAILY PARK (PAX OVERNIGHT)
 LONG TERM PARKING (PAX)
 ON AIRPORT RENTAL CAR SERVICES
 TAXIS-ELIZABETH AND NEWARK
 FOR HIRE VEHICLES
 SCHEDULED LIMOS & BUSES
 COURTESY VEHICLES
 INTER-TERMINAL PASSENGER MOVEMENTS
 EMPLOYEE AUTO PARK - BUS
 EMPLOYEE - AUTO DROP & PARK THRU CTA
 NON AIRPORT CORRIDOR AUTOMOBILES

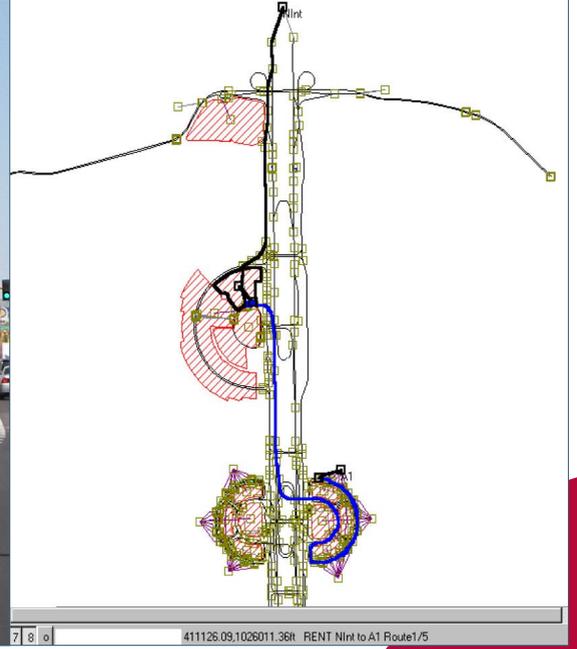
Designation	Label	Description
U	CURB	AUTO CURB DROP/PICKUP

Veh Occ: 1.28, PCE: 1, Park Hrs: 0, ICF (\$/hr.): 15

First Population Type: AUTO CURB DROP - PAX DROF, % of Pop: 100, Profile: 0

Second Population Type: , % of Pop: , Profile: 0

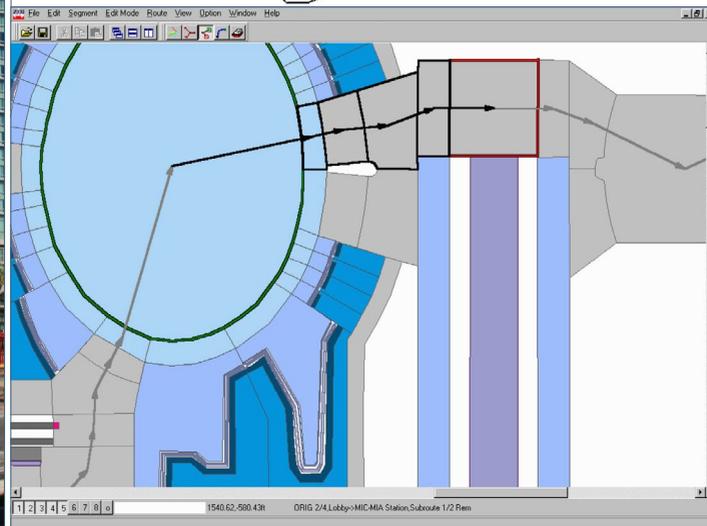
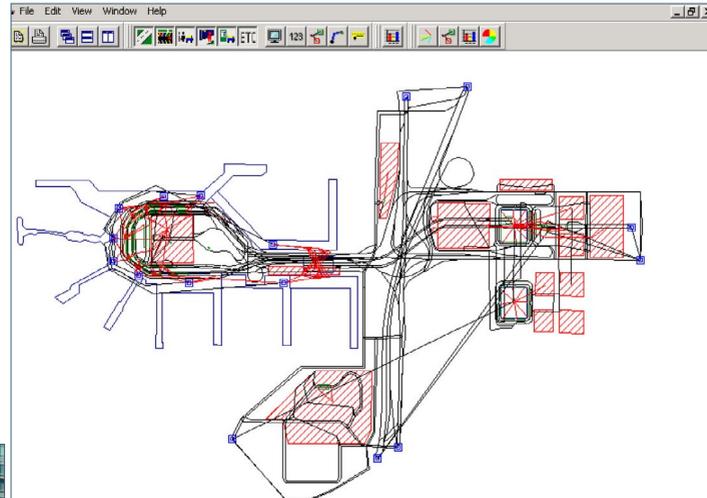
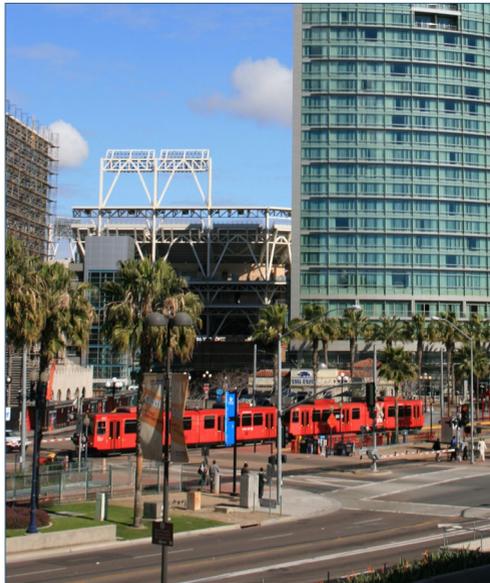
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Build Multi-Modal Transportation Networks With Ease

Simulate Future Conditions for Detailed Alternatives Analysis

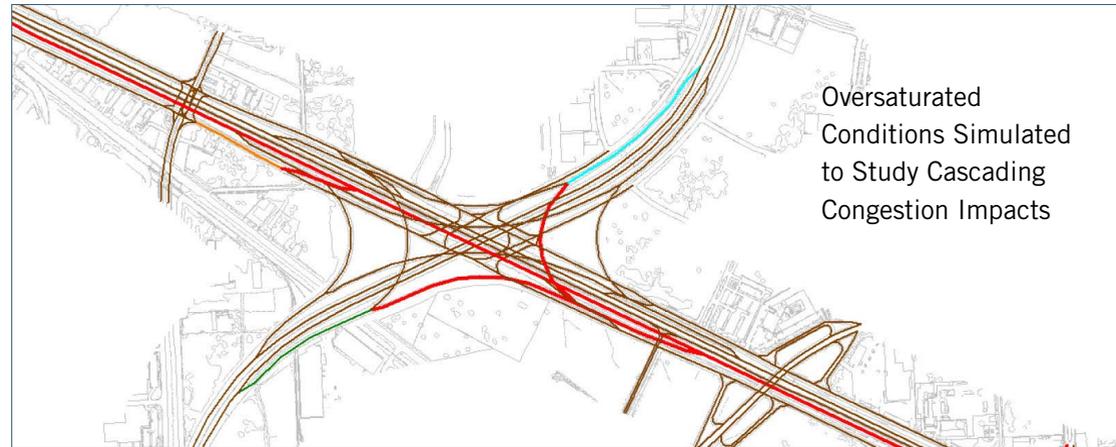
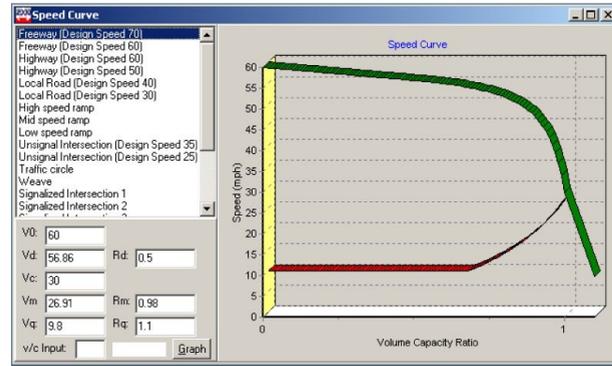
- » Regional planning
- » Urban district planning
- » Facility planning
- » Concept of operations
- » Capital forecasting
- » Evacuation planning
- » Feasibility studies
- » Construction phasing



A collage of images related to transit planning. At the top left is a photograph of a blue and white train (numbered 907) at a station. To its right is a map of an urban area with red and green highlighted zones. Below the train photo is a diagram showing four components: Automobile Component, Parking Component, Pedestrian Component, and Rail Transit Component. At the bottom is a detailed schematic of a transit facility with labels for Rental Car Center, Parking Facilities Terminals 2 and 3, Automated People-Mover, and Terminal 4. The schematic shows a complex network of tracks, platforms, and buildings.

ALPS Meso and Micro Simulation Capabilities Speed the Analysis Process

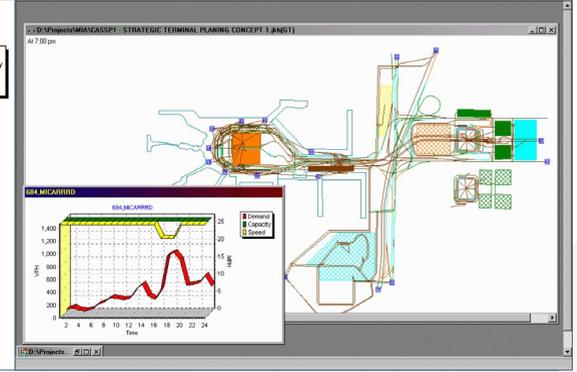
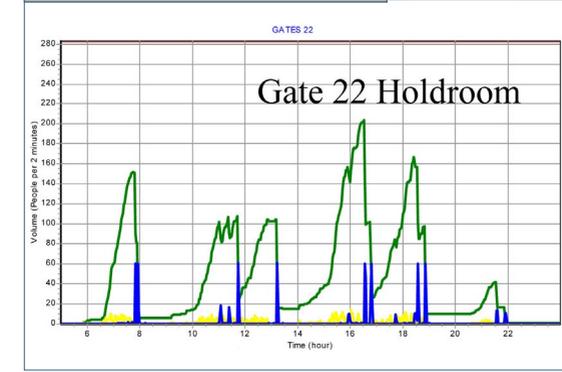
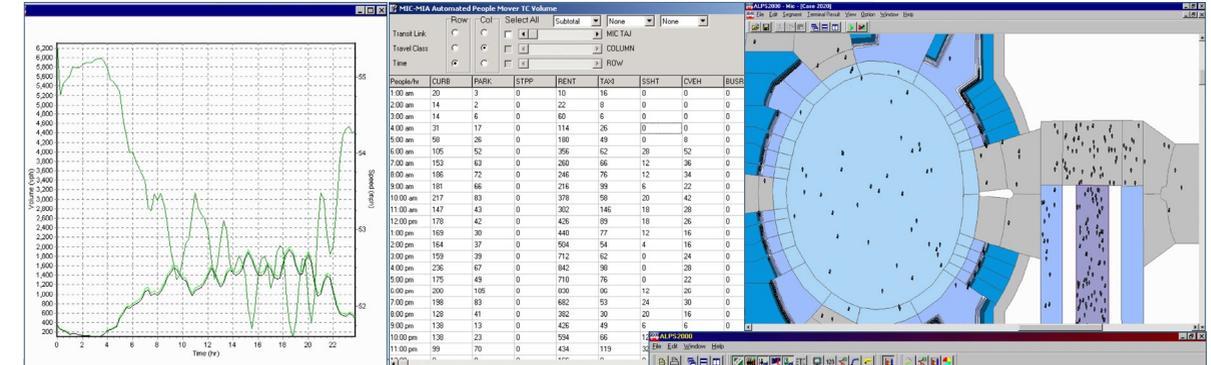
- » Thousands of times faster than microscopic-only simulation
- » Integrated genetic algorithm calibration tool
- » Run 10x more case studies
- » Automated case study manager



Oversaturated Conditions Simulated to Study Cascading Congestion Impacts

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

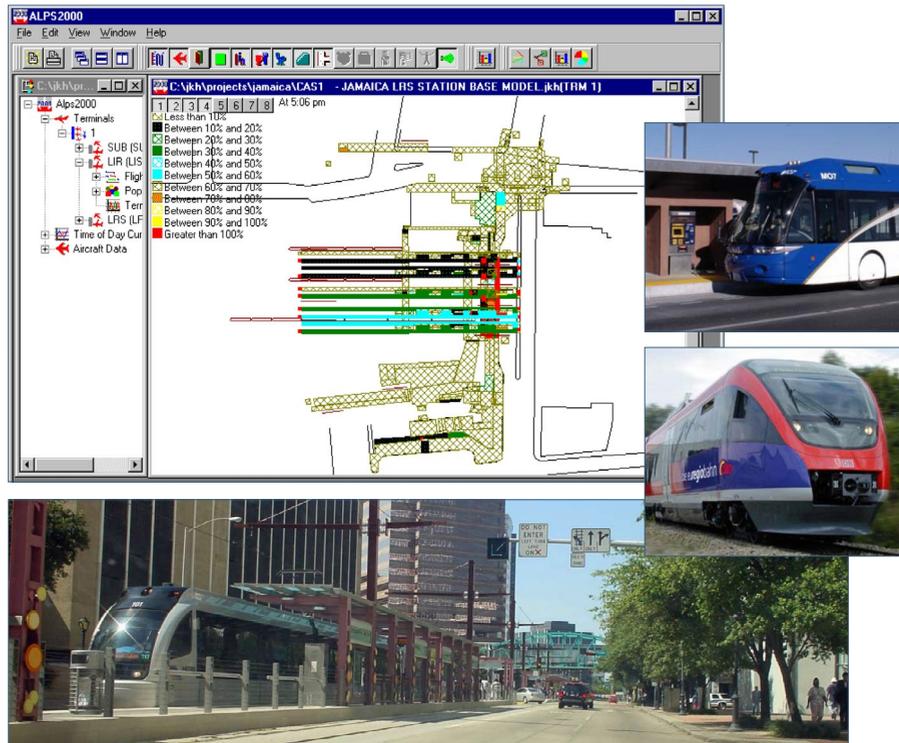


SIMULATE

ANALYZE

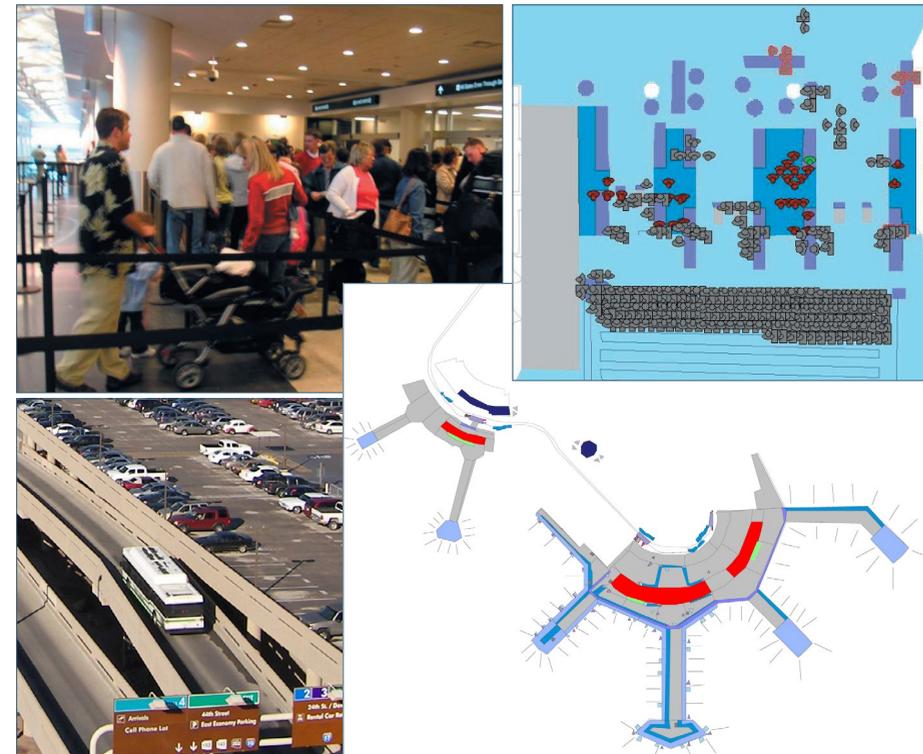
Analyze Transit Systems from A to Z

- » 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



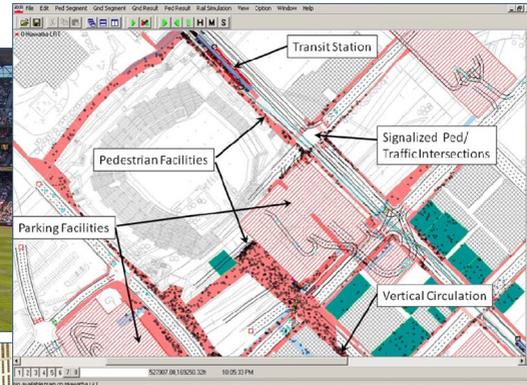
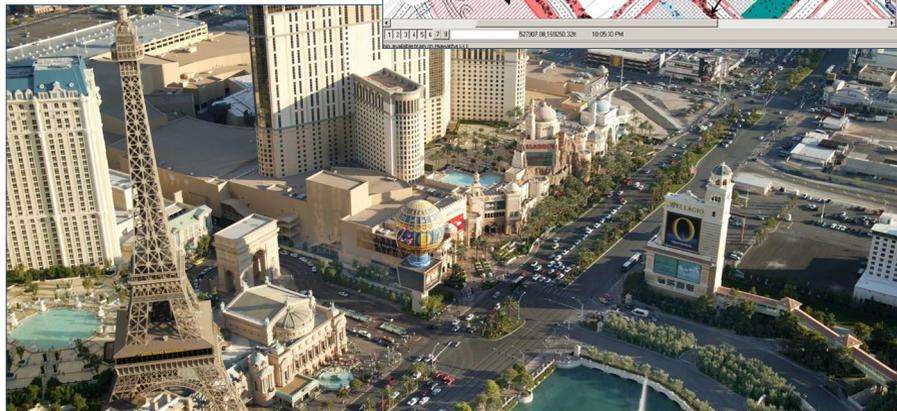
TRANSIT

AIRPORTS

ACTIVITY CENTERS

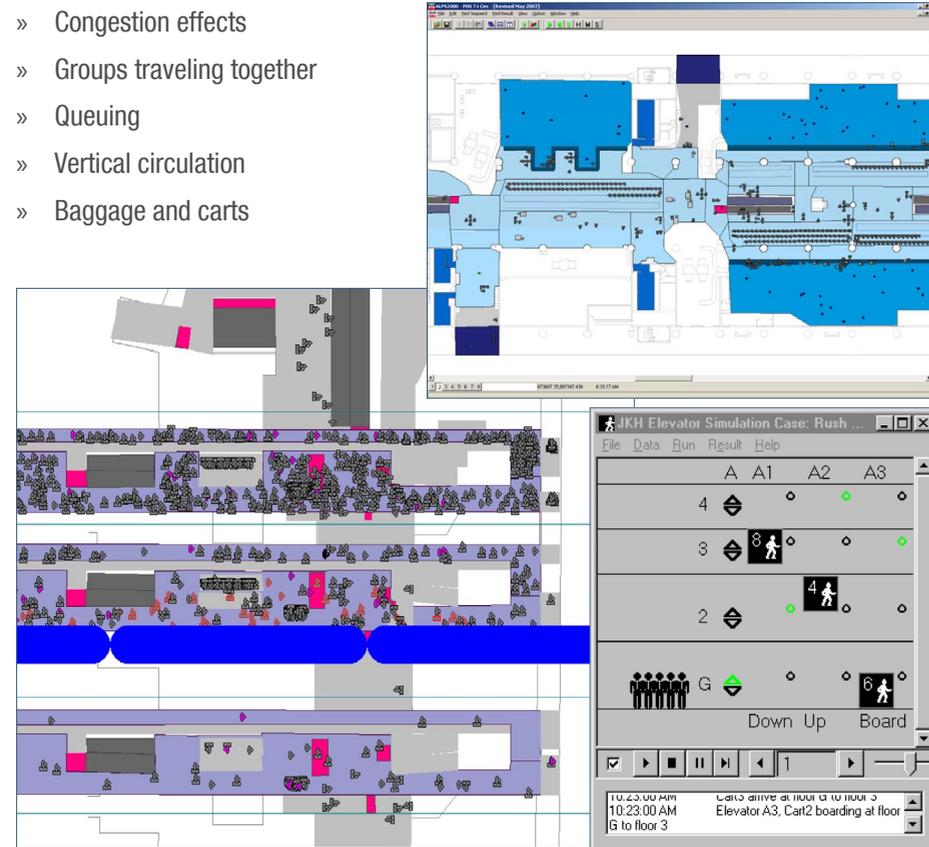
Evaluate Alternative Strategies for Transportation Facilities at Major Activity Centers

- » Stadiums
- » Transit terminals
- » Entertainment venues
- » Convention centers
- » Casinos
- » Evacuation analysis
- » Parking strategies
- » Transit access
- » Pedestrian usability



Person Trips are Tracked from Origin to Destination

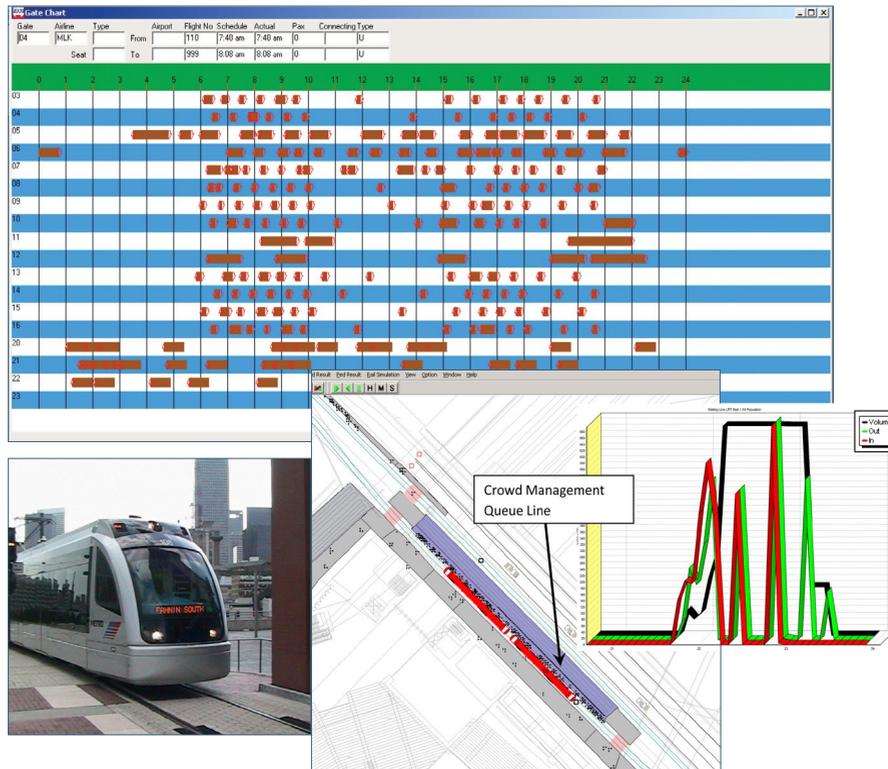
- » Dynamic pedestrian routing at intersections
- » Conflicts with vehicles
- » Linkage to modal trips
- » Congestion effects
- » Groups traveling together
- » Queuing
- » Vertical circulation
- » Baggage and carts



PEDESTRIANS

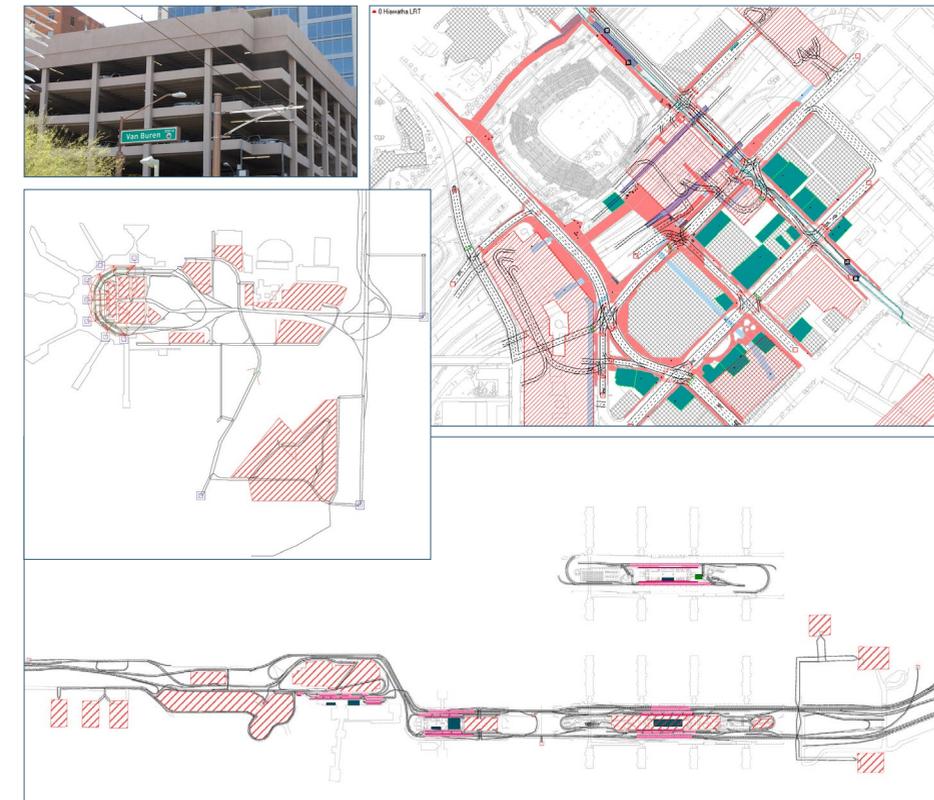
Analyze Fixed Guideway Systems of Any Design and Complexity

- » 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



RAIL

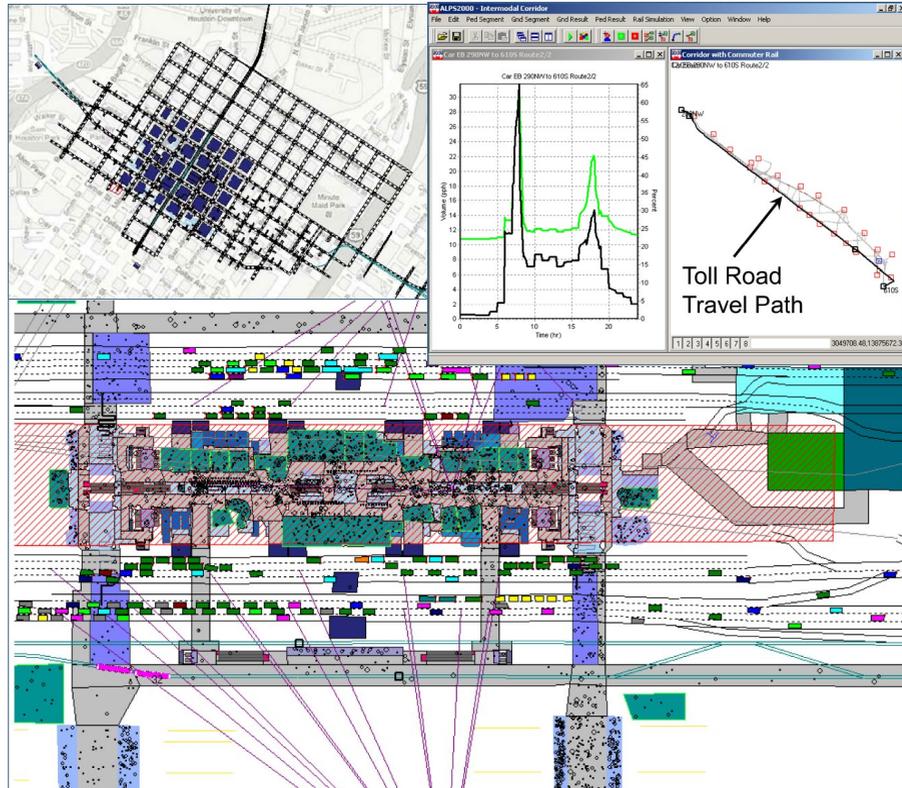
FACILITIES



ARTERIALS/FREEWAYS

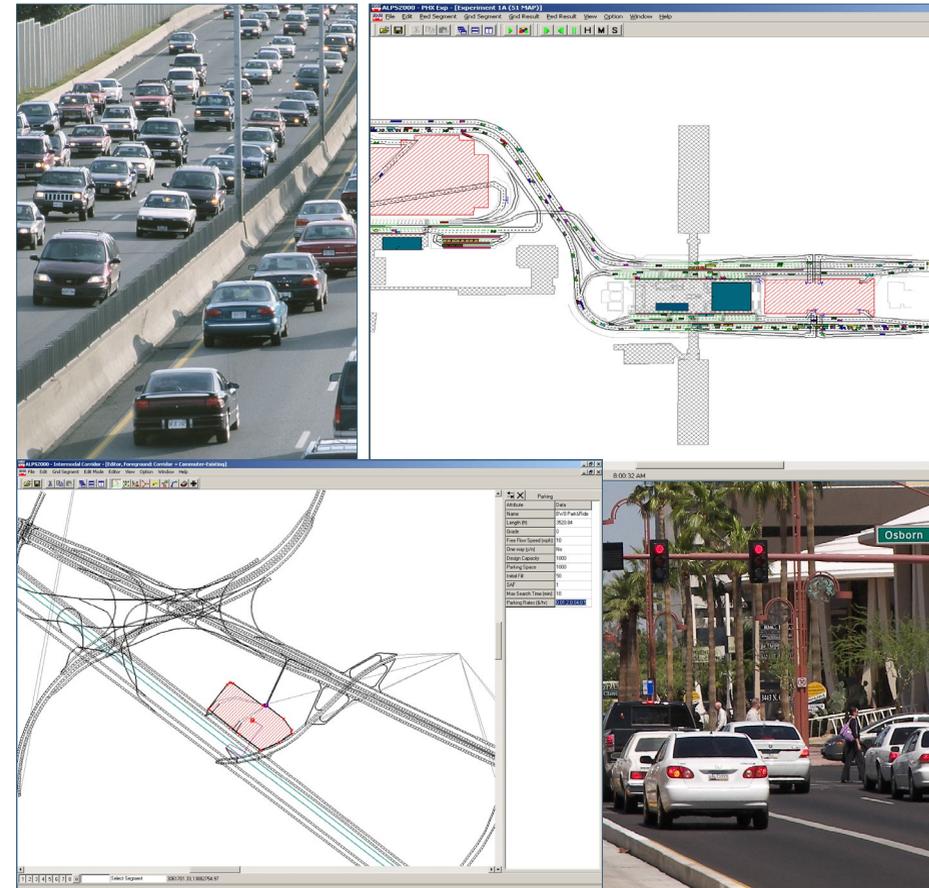
Mesoscopic and Microscopic Modeling of Vehicle Traffic and Mixed-Mode Operations

- » Actuated-coordinated traffic signals
- » Ramp meters
- » Interchanges
- » Car following, lane changing, and gap acceptance algorithms
- » Transit priority
- » Stop-controlled intersections

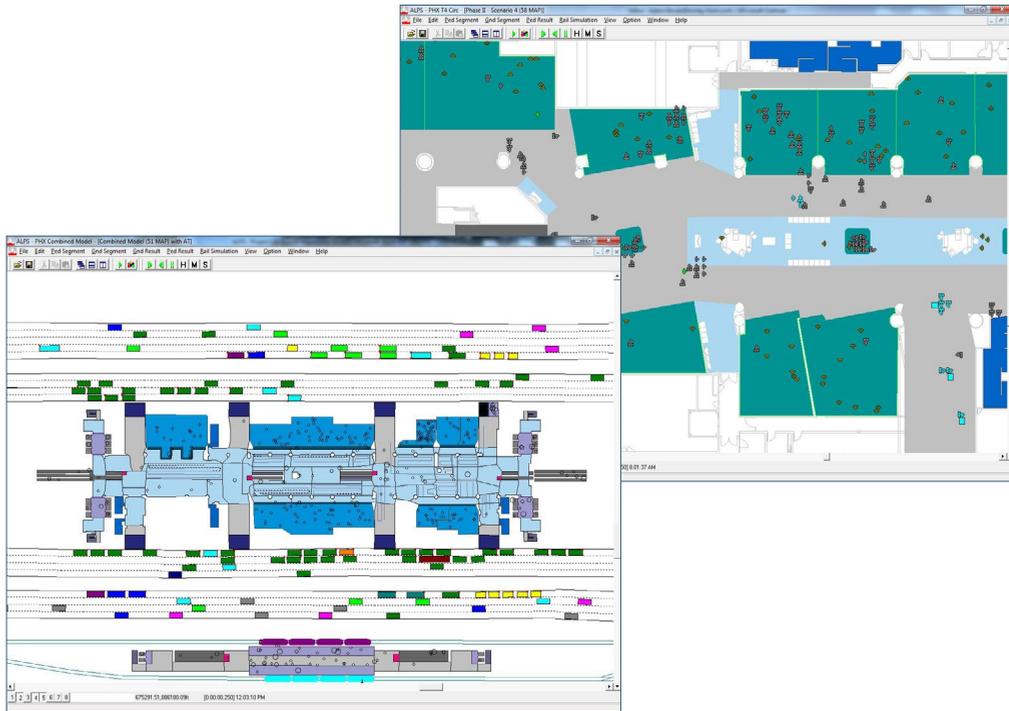


Vehicles of Every Type and Class

- » Cars, light trucks, and vans
- » Large trucks and double trailers
- » Performance characteristics by class
- » Interactions with pedestrians

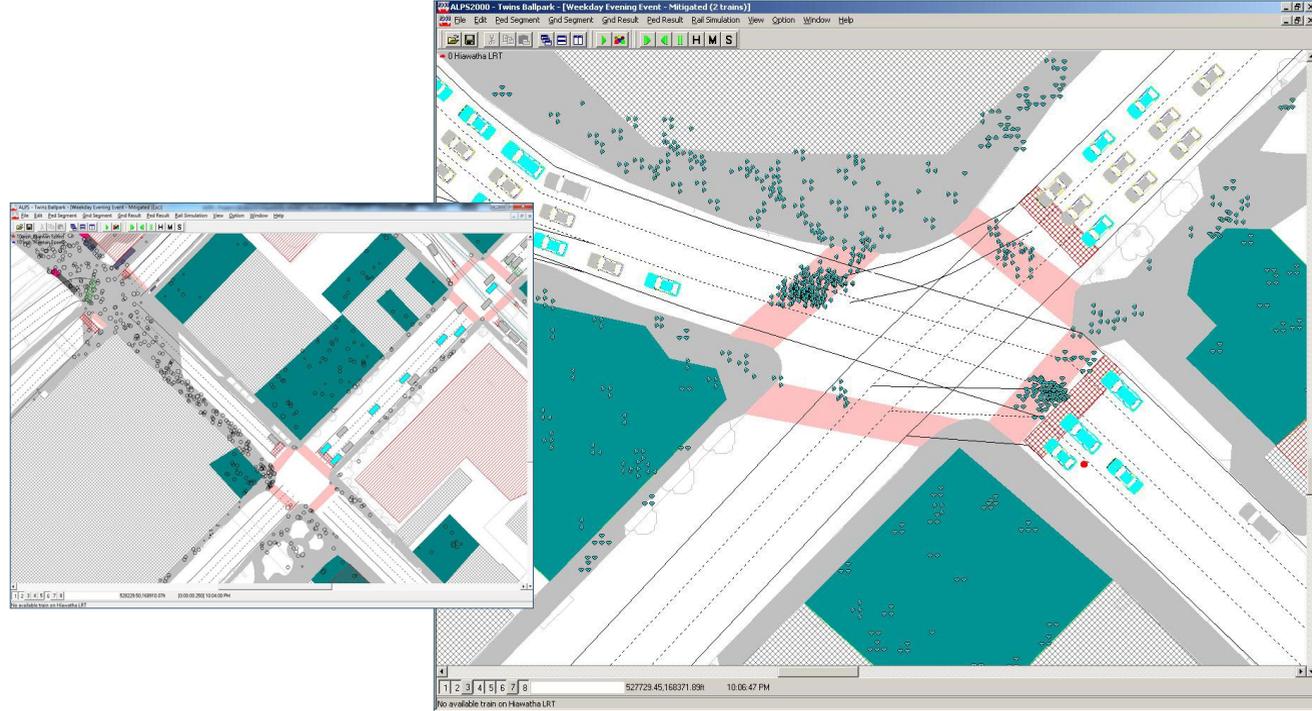


VEHICLES



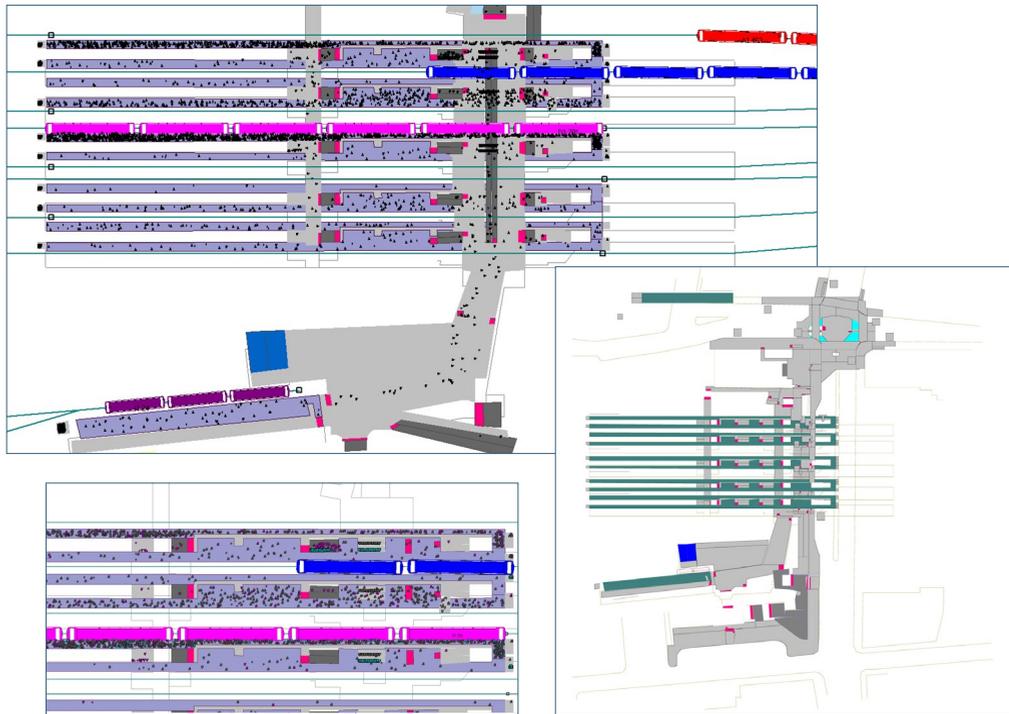
Phoenix Sky Harbor International Airport

- » 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



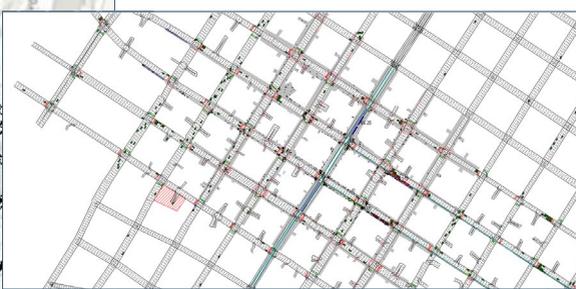
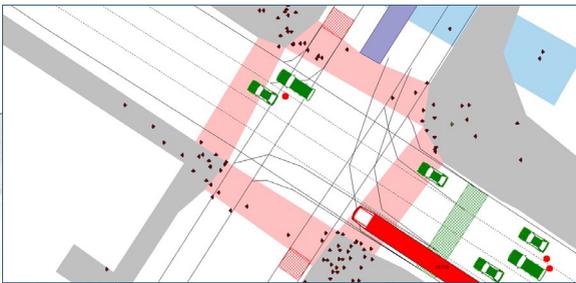
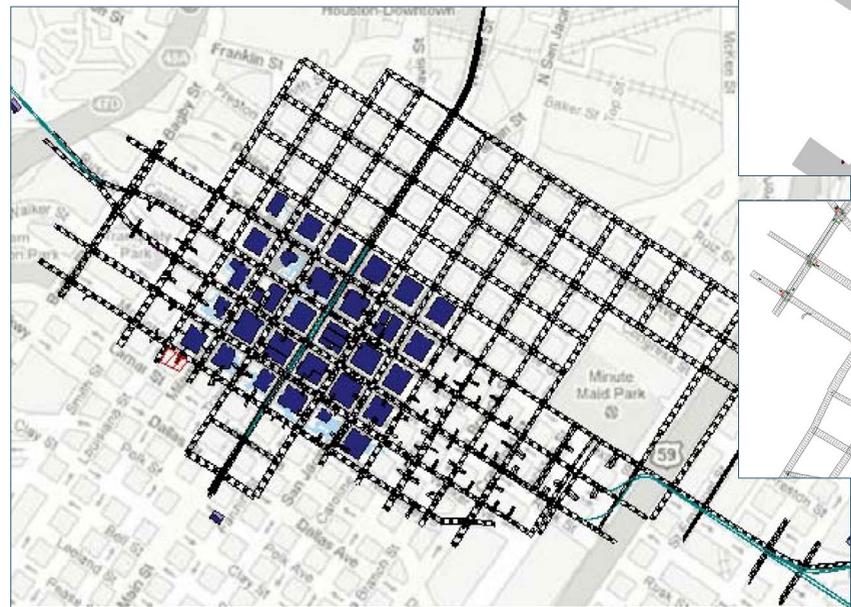
Minneapolis Target Field Pedestrian and Transit Simulation Modeling

- » 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



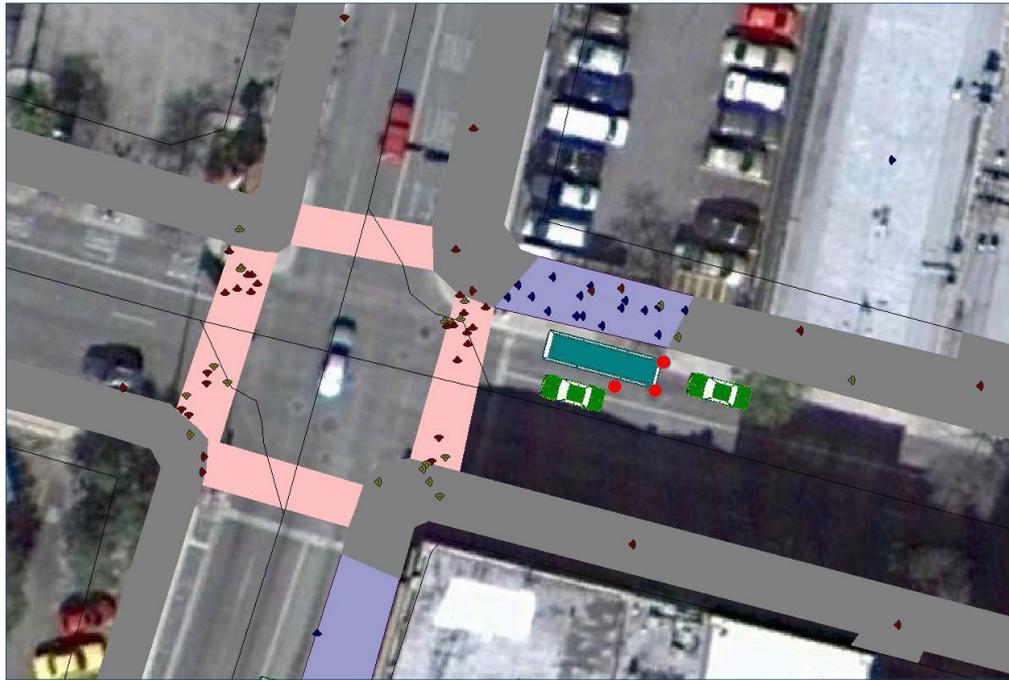
New York Jamaica Station at Kennedy International Airport

- » 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



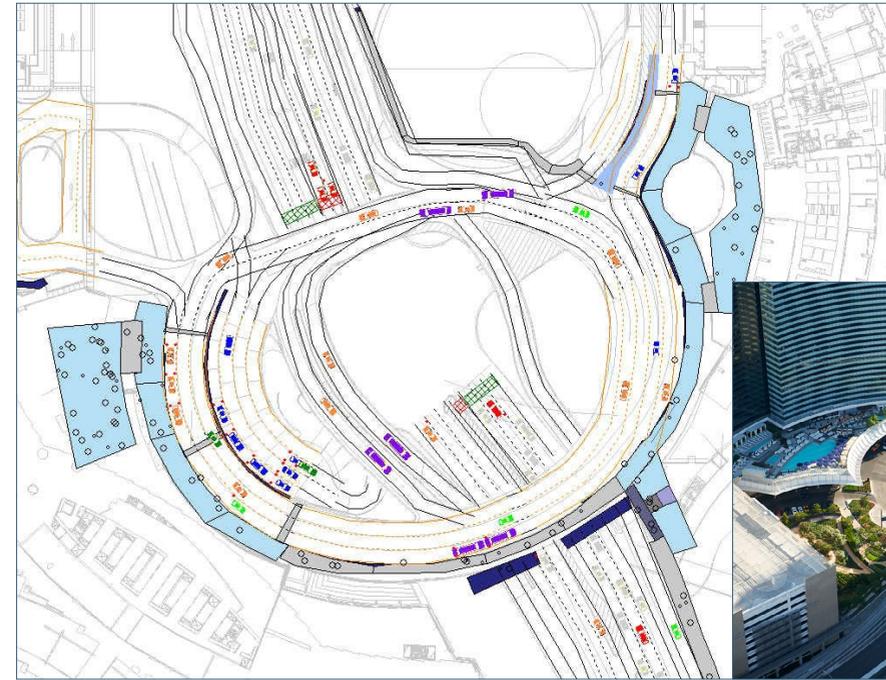
Houston Downtown Light Rail System

- » 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



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



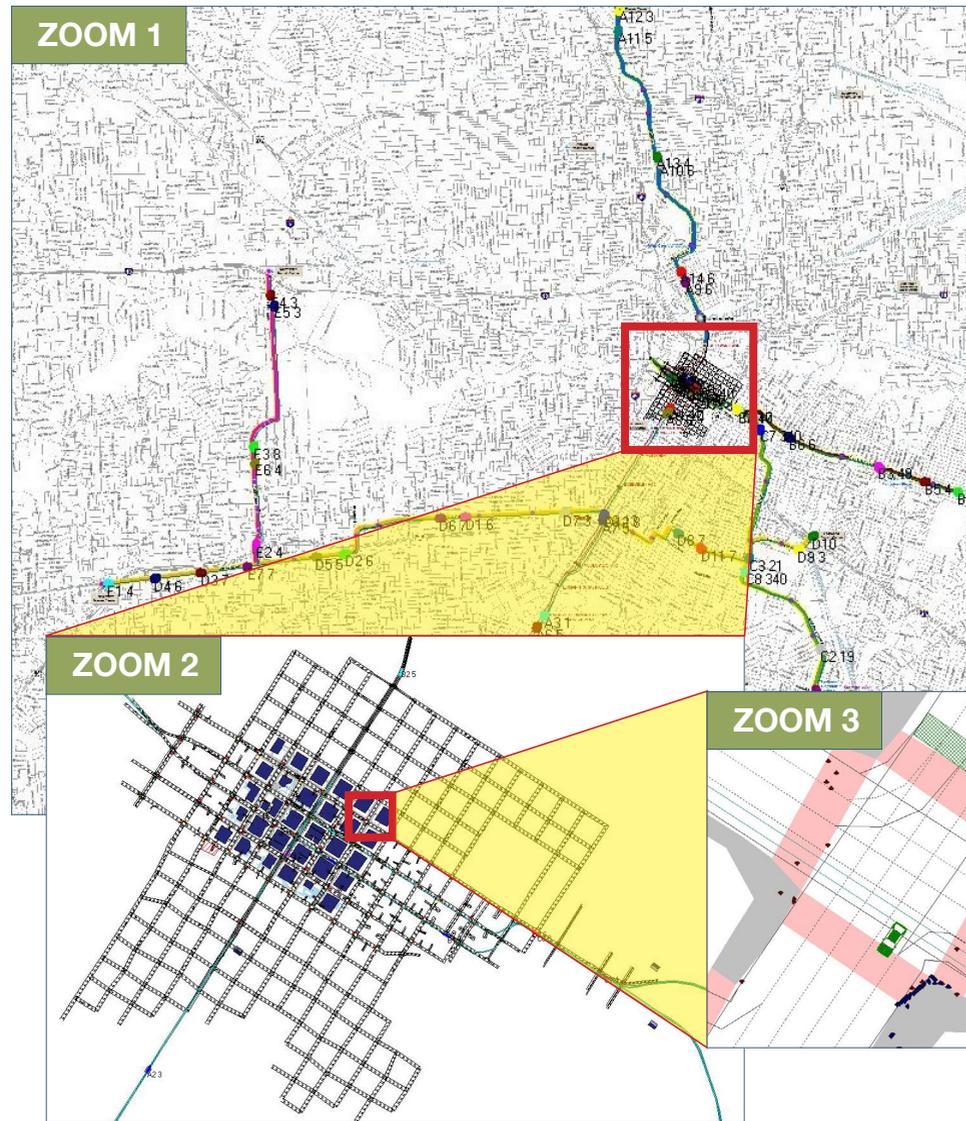
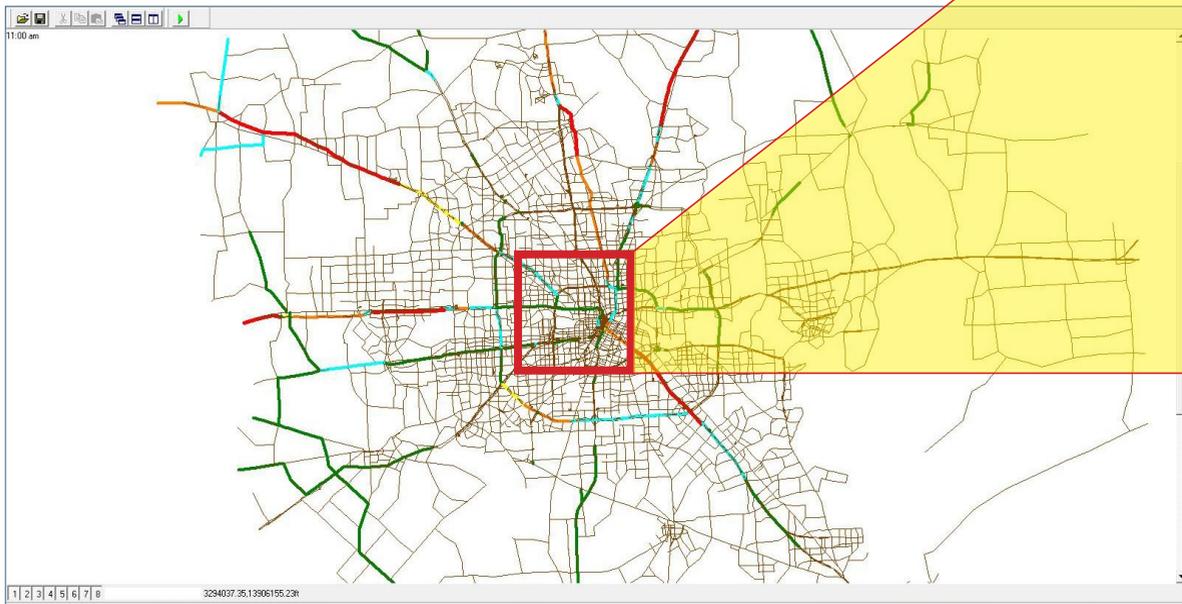
Las Vegas CityCenter – Harmon Place Porte-Cochere

- » 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 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



ALPS Your Team of Experts

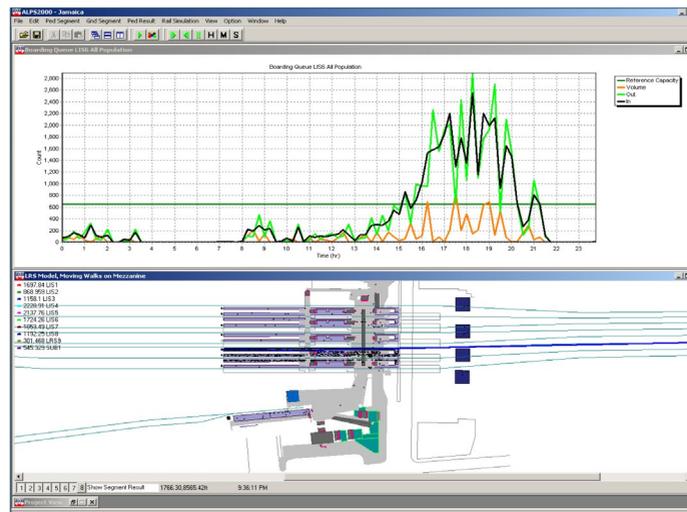
Kimley-Horn is a national leader in transportation planning, modeling, and simulation. Let our experts successfully manage your modeling application with ALPS from start to finish, or anywhere in between.

- » 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



Kimley-Horn Office Locations

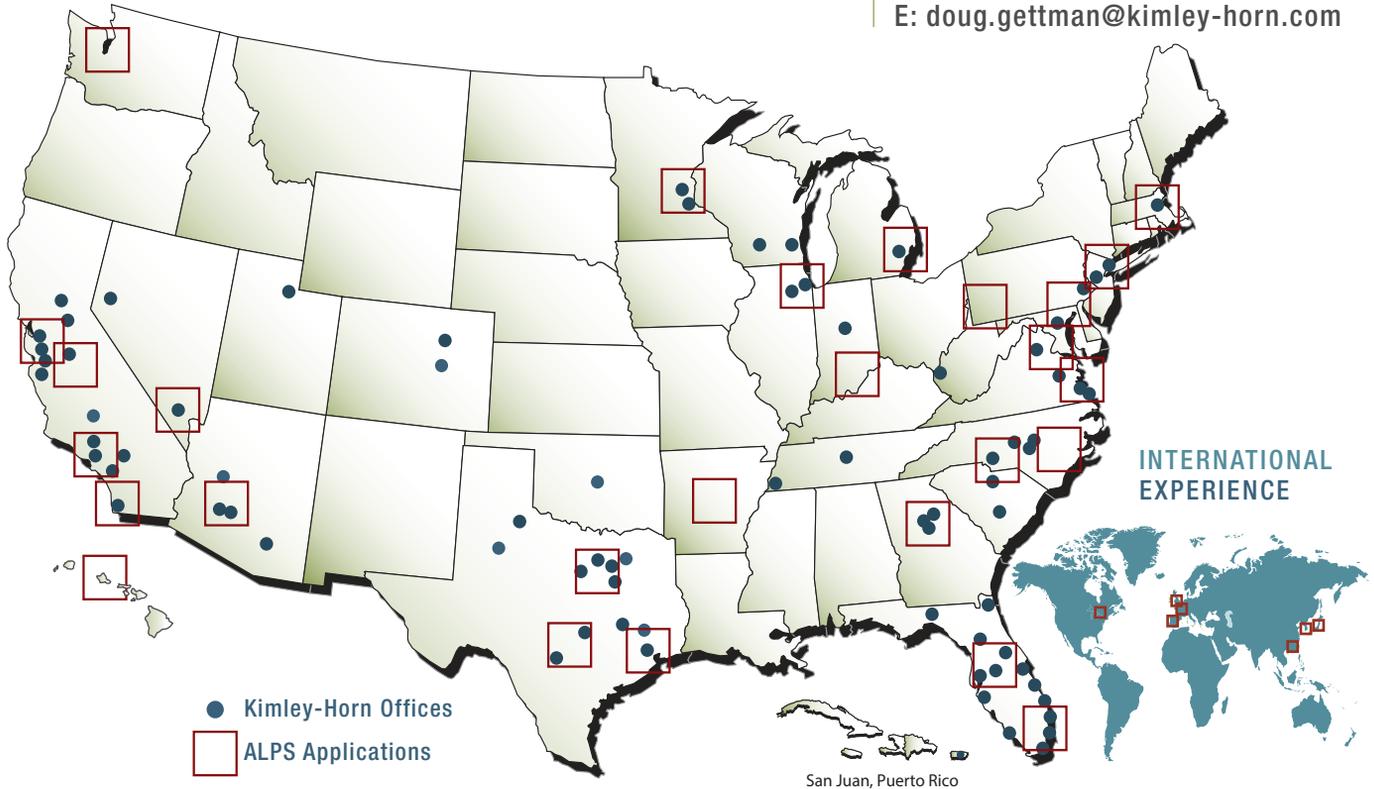
www.kimley-horn.com

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Simulating *Peak* Performance

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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 Deplancements
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		
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AS	T2W	E755	76							MRY	3417	7:30	59	0
AS	T2W	E755	76	STS	3444	21:15	68	0						
B6	T2E	A320	159	BOS	19	19:57	149	0		JFK	90	21:07	146	0
B6	T2E	A320	159	JFK	89	19:33	146	0		BOS	20	20:43	149	0
B6	T2E	A320	159	JFK	189	11:56	146	0		JFK	190	13:06	146	0
B6	T2E	A320	150	FLL	529	19:52	138	0		FLL	530	20:56	138	0
B6	T2E	A320	159	BOS	2819	10:24	149	0		BOS	2820	11:34	149	0
BA	T2W	B773	297	LHR	273	18:45	255	0		LHR	272	20:45	255	0
DL	T2W	B753	234	ATL	33	21:31	219	0		ATL	2213	22:36	219	0
DL	T2W	B738	160	JFK	453	14:33	142	0		JFK	862	15:20	142	0
DL	T2W	A321	192	DTW	833	10:24	179	0		DTW	833	11:22	179	0
DL	T2W	A321	192	DTW	857	13:37	179	0		ATL	1430	14:35	180	0
DL	T2W	A321	192	ATL	945	11:22	180	0		ATL	1054	12:20	180	0
DL	T2W	A321	192	ATL	1430	12:32	180	0		DTW	1275	13:30	179	0
DL	T2W	A321	192	ATL	1567	17:00	180	0		ATL	1636	21:36	180	0
DL	T2W	B712	110	SEA	1608	12:47	101	0		SEA	1608	13:22	101	0
DL	T2W	A321	192	MSP	1687	10:27	176	0		MSP	1687	11:25	176	0
DL	T2W	B753	234	ATL	1692	9:50	219	0		ATL	1692	10:55	219	0
DL	T2W	A321	192	MSP	1728	13:06	176	0		MSP	1728	14:04	176	0
DL	T2W	A321	192	ATL	1792	14:57	180	0		MSP	2443	15:55	176	0
DL	T2W	B752	199	JFK	2246	20:15	177	0		JFK	1798	22:05	177	0
DL	T2W	B752	168	JFK	2288	11:07	149	0		JFK	473	11:57	149	0
DL	T2W	A320	160	SLC	2295	9:17	148	0		SLC	2295	10:05	148	0
DL	T2W	A320	160	SLC	2378	12:21	148	0		SLC	2378	13:10	148	0
DL	T2W	A321	192	DTW	2497	17:47	179	0		DTW	1855	22:36	179	0
DL	T2W	BCS1	109	SEA	2532	10:47	100	0		SEA	2532	11:25	100	0
DL	T2W	A320	160	SLC	2546	17:35	148	0		SLC	2546	18:25	148	0
DL	T2W	B712	110	SLC	2615	15:56	102	0		SLC	2615	16:35	102	0
DL	T2W	A321	192							ATL	30	9:00	180	0
DL	T2W	E755	76	SEA	5736	14:03	69	0		SEA	5736	15:05	69	0
DL	T2W	E755	76	SEA	5750	18:13	69	0		SEA	5750	18:50	69	0
DL	T2W	E755	76	LAS	5789	10:19	58	0		LAS	5789	10:49	58	0
DL	T2W	E755	76	LAS	5804	16:30	58	0		LAS	5804	17:04	58	0
DL	T2W	E755	76	LAS	5842	20:20	58	0		LAX	5761	20:59	58	0
DL	T2W	A321	192	ATL	63	19:44	180	0						
DL	T2W	B739	180							MSP	1545	8:00	165	0
DL	T2W	B739	180	MSP	1744	19:43	165	0						
DL	T2W	B739	180							MSP	1864	6:30	165	0
DL	T2W	B739	180	MSP	1787	21:46	165	0						
DL	T2W	A321	192							ATL	62	7:40	180	0
DL	T2W	A321	192	DTW	1855	21:38	179	0						
DL	T2W	A321	192							ATL	1592	6:30	180	0
DL	T2W	A321	192	SLC	1909	23:15	177	0						
DL	T2W	A321	192	MSP	2103	0:13	176	0		SLC	2872	6:15	177	0
DL	T2W	B752	199							JFK	2404	7:10	177	0
DL	T2W	B752	199	JFK	2243	22:40	177	0						
DL	T2W	A321	192							DTW	98	7:00	179	0
DL	T2W	A321	192	ATL	2367	23:10	180	0						
DL	T2W	E755	76	SEA	5793	21:37	69	0						
DL	T2W	E755	76							LAS	5738	6:55	58	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	153	0
F9	T2E	A320	180	TUL	1839	21:45	153	0						
G4	T2E	A319	156	EUG	1005	16:36	140	0		EUG	1004	17:16	140	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	157	0
HA	T2W	A321	189	OGG	38	19:50	157	0						
JL	T2W	B788	206	NRT	66	11:40	179	0		NRT	65	13:30	179	0
LH	T2W	A343	279	FRA	466	13:25	239	0		FRA	467	15:10	239	0
NK	T2E	A20N	182	DFW	107	17:05	169	0		DFW	108	18:00	169	0
NK	T2E	A20N	182	BWI	194	19:11	147	0		LAS	636	20:05	150	0
NK	T2E	A20N	182	LAS	245	19:48	150	0		BWI	189	20:56	147	0
NK	T2E	A21N	228	LAS	511	14:38	188	0		LAS	356	15:35	188	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	148	0		DTW	644	11:00	148	0
NK	T2E	A20N	182	LAS	673	8:35	150	0		LAS	352	9:30	150	0
NK	T2E	A21N	228							IAH	858	7:00	165	0
NK	T2E	A21N	228	IAH	619	22:34	165	0						
SY	T2E	B738	168	MSP	401	12:01	145	0		MSP	402	13:00	145	0
UA	T1	B752	169	IAD	229	11:17	162	0		IAD	2282	12:35	162	0
UA	T1	B739	179	IAD	231	14:44	171	0		IAH	2210	15:40	171	0
UA	T1	A319	128	SFO	284	8:12	114	0		SFO	334	9:55	114	0
UA	T1	B739	179	ORD	395	18:09	169	0		SFO	1677	19:04	160	0
UA	T1	A320	150	DEN	459	20:46	142	0		ORD	240	22:30	142	0
UA	T1	B739	179	SFO	497	14:28	160	0		SFO	370	15:28	160	0
UA	T1	A320	150	SFO	555	9:24	134	0		IAH	1284	10:15	143	0
UA	T1	A319	128	DEN	710	17:11	121	0		DEN	231	18:05	121	0
UA	T1	B739	179	DEN	763	12:34	170	0		SFO	1919	13:30	160	0
UA	T1	A319	128	ORD	1590	12:21	121	0		IAH	2099	13:40	122	0
UA	T1	A320	150	EWR	1593	10:42	141	0		EWR	2163	11:35	141	0
UA	T1	B738	166	SFO	1798	19:39	148	0		SFO	384	20:30	148	0
UA	T1	B739	179	IAH	1870	15:27	171	0		SFO	736	16:31	160	0
UA	T1	B739	179	SFO	1900	12:30	160	0		DEN	243	13:29	170	0
UA	T1	B739	179	IAH	1916	19:37	171	0		EWR	710	20:48	168	0

UA	T1	B739	179	IAH	1919	10:42	171	0	IAH	1593	11:51	171	0
UA	T1	B739	179	DEN	1982	9:44	170	0	DEN	1479	10:45	170	0
UA	T1	B739	179	IAH	2156	13:02	171	0	ORD	1900	14:05	169	0
UA	T1	B739	179	ORD	2192	9:54	169	0	ORD	555	10:59	169	0
UA	T1	B738	166	SFO	2238	10:20	148	0	SFO	390	11:20	148	0
UA	T1	A320	150	SFO	2287	17:25	134	0	SFO	2016	18:22	134	0
UA	T1	B739	179	IAD	2303	19:41	171	0	LAX	1482	20:58	110	0
UA	T1	A320	150	ORD	2381	15:01	142	0	DEN	2299	16:02	142	0
UA	T1	E75L	76	LAX	5675	6:59	66	0	LAX	5793	7:40	66	0
UA	T1	CRJ7	70	LAX	5944	15:58	61	0	LAX	5991	16:28	61	0
UA	T1	A319	128						SFO	2235	6:15	114	0
UA	T1	A319	128	SFO	361	22:35	114	0					
UA	T1	B739	179						ORD	2137	8:25	169	0
UA	T1	B739	179	ORD	651	22:10	169	0					
UA	T1	B739	179						DEN	1209	8:30	170	0
UA	T1	B739	179						SFO	662	7:35	160	0
UA	T1	B739	179	IAH	991	22:56	171	0					
UA	T1	B738	166						IAD	546	8:12	159	0
UA	T1	B738	166	EWR	1827	20:57	156	0					
UA	T1	B739	179	SFO	1967	22:08	160	0					
UA	T1	B739	179						IAH	2094	7:50	171	0
UA	T1	B739	179	EWR	2275	22:46	168	0					
UA	T1	B739	179						EWR	751	6:15	168	0
UA	T1	B739	179	DEN	2416	23:30	170	0					
UA	T1	B738	166						ORD	913	6:15	157	0
UA	T1	B738	166	SFO	2423	23:47	148	0					
UA	T1	E75L	76						LAX	5331	6:15	66	0
UA	T1	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	SJC	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	LAS	532	23:15	102	0	SMF	2267	6:30	120	0
WN	T1	B738	175	BNA	833	23:05	153	0	MDW	2475	6:40	161	0
WN	T1	B737	143	PHX	1057	23:10	112	0	LAS	1708	6:35	102	0
WN	T1	B737	143	STL	1334	22:20	125	0	OAK	2503	7:20	107	0
WN	T1	B737	143	PDX	1401	22:50	119	0	PHX	1712	6:55	112	0
WN	T1	B737	143	ABQ	1439	23:00	115	0	DEN	2204	6:40	132	0
WN	T1	B738	175	AUS	1695	21:15	144	0	SMF	2172	7:40	147	0
WN	T1	B737	143	SFO	1703	23:20	117	0	SJC	1691	6:20	110	0
WN	T1	B737	143	DEN	2085	23:20	132	0	SFO	2384	6:30	117	0
WN	T1	B738	175	BWI	2259	23:05	164	0	AUS	2486	6:20	144	0
WN	T1	B38M	175	MDW	2292	22:05	161	0	PDX	1679	7:10	145	0
WN	T1	B737	143	OAK	4767	23:15	107	0	BWI	2164	6:35	134	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	3000005	20:48	119	0	MSP	4000005	6:20	119	0
DL	T2W	BCS3	130	MSP	3000009	22:50	119	0	MSP	4000009	6:59	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	JFK	3000029	16:00	171	0	DTW	4000028	6:00	149	0
DL	T2W	B738	160	DTW	3000028	20:30	149	0	JFK	4000029	16:50	171	0
DL	T2W	BCS3	130	DTW	3000033	9:35	121	0	DTW	4000033	10:25	121	0
AS	T2W	B739	181	EWR	3000701	23:20	163	0	SJC	4000719	18:55	157	0
AS	T2W	B739	181	SLC	3000719	18:05	157	0	SJD	4000740	15:20	147	0
AS	T2W	B739	181	SJD	3000740	14:00	147	0	SLC	4000012	15:35	148	0
DL	T2W	A320	160	SLC	3000012	14:45	148	0	SJD	4000739	17:10	147	0
AS	T2W	B739	181	SJD	3000739	16:05	147	0	MZT	4000747	8:25	157	0
AS	T2W	B739	181	MZT	3000747	23:25	157	0	PVR	4000746	7:25	114	0
AS	T2W	A320	149	PVR	3000746	21:00	114	0	LAX	4000401	19:40	66	0
AS	T2W	A320	149	PVR	3000746	21:00	114	0	SEA	4000041	22:00	147	0
UA	T1	E755	76	LAX	3000401	19:05	66	0	YVR	4000200	20:05	70	0
DL	T2W	A320	160	SEA	3000041	21:10	147	0	LHR	4000212	13:50	297	0
AC	T2E	E755	76	YVR	3000200	19:15	70	0	LGW	4000213	7:20	202	0
BA	T2W	B772	345	LHR	3000212	12:25	297	0	YYC	4000228	19:00	156	0
DY	T2W	B788	235	LGW	3000213	19:20	202	0	JFK	4000300	9:35	148	0
DY	T2W	B788	235	LGW	3000228	18:15	156	0	MIA	4000301	22:50	150	0
WS	T2E	B738	168	YYC	3000228	18:15	156	0	PHL	4000302	12:20	139	0
AA	T2E	B738	160	JFK	3000300	8:35	148	0	DFW	4000304	7:45	148	0
AA	T2E	B738	160	MIA	3000301	20:55	150	0	PHX	4000308	10:45	64	0
AA	T2E	B738	160	PHL	3000302	11:25	139	0	DFW	4000314	18:13	148	0
AA	T2E	B738	160	DFW	3000304	23:30	148	0	JFK	4000319	7:50	167	0
AA	T2E	E755	76	PHX	3000308	9:55	64	0	ORD	3000322	18:20	171	0
AA	T2E	B738	160	DFW	3000314	17:13	148	0	DCA	3000325	14:55	166	0
AA	T2E	A21N	181	JFK	3000319	7:00	167	0	CLT	3000328	19:00	161	0
AA	T2E	A21N	181	ORD	3000322	17:30	171	0					
AA	T2E	A21N	181	DCA	3000325	14:55	166	0					
AA	T2E	A21N	181	CLT	3000328	19:00	161	0					

UA	T1	A320	150						ORD	4000412	6:50	142	0
UA	T1	A320	150	ORD	3000412	22:55	142	0					
UA	T1	B739	167	ORD	3000416	13:30	158	0	ORD	4000416	14:30	158	0
UA	T1	B739	167	ORD	3000417	10:55	158	0	ORD	4000417	11:55	158	0
UA	T1	E755	76	DEN	3000418	15:10	66	0	DEN	4000418	16:00	66	0
UA	T1	A320	150						IAH	4000425	7:50	143	0
UA	T1	A320	150	IAH	3000425	23:10	143	0					
UA	T1	A320	150	BOS	3000432	20:00	141	0	BOS	4000432	20:58	141	0
UA	T1	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

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2024 Alt 4 summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	22,133	9,978	14,645	46,756
12:00 AM	119	22	68	209
12:15 AM	24	0	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	3	0	0	3
7:00 AM	245	52	6	303
7:15 AM	407	99	41	547
7:30 AM	171	17	28	216
7:45 AM	93	7	104	204
8:00 AM	249	97	70	416
8:15 AM	386	60	6	452
8:30 AM	408	30	55	493
8:45 AM	352	229	198	779
9:00 AM	287	187	173	647
9:15 AM	124	159	224	507
9:30 AM	259	117	194	570
9:45 AM	400	168	196	764
10:00 AM	343	333	184	860
10:15 AM	213	175	70	458
10:30 AM	470	338	214	1,022
10:45 AM	590	330	214	1,134
11:00 AM	489	155	200	844
11:15 AM	306	20	162	488
11:30 AM	311	84	165	560
11:45 AM	223	219	236	678

Originating Pax Flow (Departures)

Flight schedule 2019_2024 Alt 4 summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	22,055	10,124	14,464	46,643
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	10	5	10	25
4:00 AM	22	10	25	57
4:15 AM	61	21	66	148
4:30 AM	179	86	182	447
4:45 AM	358	168	296	822
5:00 AM	494	206	361	1,061
5:15 AM	486	254	424	1,164
5:30 AM	411	260	480	1,151
5:45 AM	369	233	484	1,086
6:00 AM	406	238	426	1,070
6:15 AM	428	249	364	1,041
6:30 AM	469	210	310	989
6:45 AM	517	156	299	972
7:00 AM	503	125	270	898
7:15 AM	460	113	238	811
7:30 AM	390	108	203	701
7:45 AM	340	122	185	647
8:00 AM	307	140	176	623
8:15 AM	298	161	198	657
8:30 AM	304	173	209	686
8:45 AM	322	188	233	743
9:00 AM	344	199	242	785
9:15 AM	363	204	221	788
9:30 AM	390	214	220	824
9:45 AM	396	219	206	821
10:00 AM	394	221	203	818
10:15 AM	362	221	187	770
10:30 AM	332	219	166	717
10:45 AM	318	214	157	689
11:00 AM	297	206	165	668
11:15 AM	314	204	189	707
11:30 AM	318	187	220	725
11:45 AM	334	173	253	760

12:00 PM	192	303	167	662	12:00 PM	341	147	274	762
12:15 PM	226	264	107	597	12:15 PM	335	123	284	742
12:30 PM	354	139	324	817	12:30 PM	322	103	270	695
12:45 PM	471	218	453	1,142	12:45 PM	305	90	263	658
1:00 PM	298	65	286	649	1:00 PM	297	88	242	627
1:15 PM	301	39	269	609	1:15 PM	291	90	251	632
1:30 PM	279	174	251	704	1:30 PM	306	90	255	651
1:45 PM	309	134	314	757	1:45 PM	316	101	256	673
2:00 PM	279	13	163	455	2:00 PM	329	107	254	690
2:15 PM	307	54	145	506	2:15 PM	340	114	227	681
2:30 PM	304	93	150	547	2:30 PM	331	112	199	642
2:45 PM	241	123	250	614	2:45 PM	310	105	169	584
3:00 PM	369	157	368	894	3:00 PM	274	96	156	526
3:15 PM	507	152	209	868	3:15 PM	248	92	159	499
3:30 PM	497	84	65	646	3:30 PM	234	94	166	494
3:45 PM	336	100	32	468	3:45 PM	240	100	170	510
4:00 PM	283	100	153	536	4:00 PM	266	114	161	541
4:15 PM	146	90	260	496	4:15 PM	288	119	152	559
4:30 PM	115	99	220	434	4:30 PM	315	123	136	574
4:45 PM	134	100	231	465	4:45 PM	329	117	127	573
5:00 PM	149	57	153	359	5:00 PM	322	110	128	560
5:15 PM	312	170	160	642	5:15 PM	313	100	125	538
5:30 PM	424	175	149	748	5:30 PM	286	93	121	500
5:45 PM	361	121	289	771	5:45 PM	283	98	126	507
6:00 PM	377	118	244	739	6:00 PM	286	104	114	504
6:15 PM	326	145	166	637	6:15 PM	292	119	117	528
6:30 PM	254	241	106	601	6:30 PM	292	122	116	530
6:45 PM	357	135	283	775	6:45 PM	278	130	114	522
7:00 PM	230	68	395	693	7:00 PM	274	128	121	523
7:15 PM	262	199	91	552	7:15 PM	261	123	122	506
7:30 PM	256	246	185	687	7:30 PM	254	122	129	505
7:45 PM	412	186	279	877	7:45 PM	240	120	133	493
8:00 PM	405	338	307	1,050	8:00 PM	219	118	138	475
8:15 PM	333	221	172	726	8:15 PM	215	120	151	486
8:30 PM	185	19	215	419	8:30 PM	204	133	151	488
8:45 PM	116	3	253	372	8:45 PM	197	139	152	488
9:00 PM	514	159	272	945	9:00 PM	173	138	130	441
9:15 PM	643	154	303	1,100	9:15 PM	143	117	104	364
9:30 PM	316	116	258	690	9:30 PM	106	84	76	266
9:45 PM	101	174	440	715	9:45 PM	64	49	36	149
10:00 PM	184	250	279	713	10:00 PM	30	19	17	66
10:15 PM	464	81	119	664	10:15 PM	9	6	2	17
10:30 PM	409	97	117	623	10:30 PM	1	0	0	1
10:45 PM	231	308	374	913	10:45 PM	0	0	0	0
11:00 PM	448	248	471	1,167	11:00 PM	0	0	0	0
11:15 PM	775	157	378	1,310	11:15 PM	0	0	0	0
11:30 PM	602	218	485	1,305	11:30 PM	0	0	0	0
11:45 PM	267	175	194	636	11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanelments
49684

24-hr Enplanements
49561

Errors: 0

Airline	Gate	Type	Seat	Arrivals							Departures								
				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	E755	76	YVR	8690	13:11		71	0			YVR	8691	13:50		71	0		
AC	T2E	E755	76									YVR	8667	7:00		71	0		
AC	T2E	E755	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	T2E	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	T2W	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	T2E	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	T2E	A320	149	MSP	2781	14:47		131	0			ABQ	2730	15:32		131	0		
AS	T2E	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	T2W	A320	149	SLC	3354	7:05		131	0			DAL	3306	7:52		131	0		
AS	T2W	E755	76	SJC	3356	8:32		71	0			STL	3352	9:18		66	0		
AS	T2W	E755	76	SJC	3396	11:36		71	0			SMF	3342	12:20		70	0		
AS	T2W	E755	76	SJC	3398	15:43		71	0			SJC	3407	16:24		71	0		
AS	T2W	E755	76	SJC	3408	20:06		71	0			SJC	3357	20:50		71	0		
AS	T2W	E755	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	E755	76	STL	3453	17:32		66	0			BOI	3483	18:15		70	0		
AS	T2E	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	E755	76	FAT	3477	8:40		57	0			FAT	3438	9:20		57	0		
AS	T2E	A320	149	BOI	3484	11:40		131	0			SJC	3399	12:25		127	0		
AS	T2E	E755	76	MRY	3486	10:51		59	0			FAT	3422	11:31		57	0		
AS	T2E	E755	76	SMF	3493	7:44		70	0			OMA	3338	8:24		67	0		
AS	T2E	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	T2W	B738	159									SJD	244	7:25		131	0		
AS	T2E	B739	178									EWR	772	6:20		161	0		
AS	T2E	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	T2W	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	T2E	B738	159						PDX	333	6:29	150	0
AS	T2W	B738	159	HNL	892	23:24	153	0					
AS	T2W	A320	149						SEA	1133	6:20	141	0
AS	T2W	A320	149	SFO	1964	22:37	124	0					
AS	T2E	A320	149						SFO	1949	6:40	124	0
AS	T2E	A320	149	SEA	1984	20:38	141	0					
AS	T2W	A320	149						SMF	3340	6:15	132	0
AS	T2W	A320	149	DAL	3305	22:30	131	0					
AS	T2E	E755	76						SJC	3397	7:00	71	0
AS	T2E	E755	76	SMF	3345	21:18	70	0					
AS	T2E	E755	76						MRY	3417	7:30	59	0
AS	T2E	E755	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	E755	76	SEA	5736	14:03	69	0	SEA	5736	15:05	69	0
DL	T2W	E755	76	SEA	5750	18:13	69	0	SEA	5750	18:50	69	0
DL	T2W	E755	76	LAS	5789	10:19	59	0	LAS	5789	10:49	59	0
DL	T2W	E755	76	LAS	5804	16:30	59	0	LAS	5804	17:04	59	0
DL	T2W	E755	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	E755	76	SEA	5793	21:37	69	0					
DL	T2W	E755	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	SJC	1918	14:00	111	0
WN	T1	B737	143	OAK	1927	16:45	108	0	SEA	1927	17:30	137	0
WN	T1	B737	143	SLC	2062	14:45	124	0	SMF	2062	15:25	121	0
WN	T1	B737	143	OAK	2067	10:25	108	0	DEN	2067	11:00	133	0
WN	T1	B737	143	SJC	2093	19:50	111	0	PHX	2093	20:20	113	0
WN	T1	B737	143	PHX	2116	8:40	113	0	SMF	2116	9:15	121	0
WN	T1	B737	143	STL	2129	15:30	126	0	SJC	1103	16:20	111	0
WN	T1	B38M	175	MKE	2136	17:15	161	0	DAL	1230	18:00	156	0
WN	T1	B738	175	ATL	2155	12:15	165	0	RNO	2155	13:05	156	0
WN	T1	B737	143	OAK	2175	17:50	108	0	SJC	506	18:25	111	0
WN	T1	B737	143	SJC	2194	14:15	111	0	SLC	609	14:50	124	0
WN	T1	B737	143	PDX	2208	8:30	120	0	SJC	2208	9:05	111	0
WN	T1	B737	143	SMF	2209	19:40	121	0	ABQ	500	20:15	116	0
WN	T1	B737	143	SJC	2245	8:55	111	0	STD	1213	9:55	129	0
WN	T1	B738	175	OAK	2258	8:35	133	0	STL	2258	9:30	154	0
WN	T1	B737	143	LAS	2270	12:35	104	0	LAS	1767	13:10	104	0
WN	T1	B738	175	SJC	2276	18:25	136	0	SJC	1408	19:25	136	0
WN	T1	B737	143	DAL	2286	11:20	127	0	PHX	2817	12:00	113	0
WN	T1	B738	175	MDW	2295	15:15	162	0	DAL	1494	16:05	156	0
WN	T1	B738	175	PHX	2306	9:45	139	0	MDW	1284	10:35	162	0
WN	T1	B737	143	OAK	2339	13:30	108	0	SMF	2151	14:05	121	0
WN	T1	B737	143	SMF	2351	15:45	121	0	LAS	2355	16:55	104	0
WN	T1	B737	143	SMF	2362	7:15	121	0	PHX	2362	7:55	113	0
WN	T1	B737	143	DAL	2378	20:00	127	0	SJC	2378	20:35	111	0
WN	T1	B737	143	DEN	2385	18:05	133	0	SMF	2385	18:40	121	0
WN	T1	B737	143	SJC	2393	7:55	111	0	LAS	2393	8:30	104	0
WN	T1	B737	143	LAS	2421	8:20	104	0	ATL	2421	9:05	135	0
WN	T1	B737	143	SMF	2471	10:50	121	0	LAS	2471	11:25	104	0
WN	T1	B737	143	SEA	2519	9:25	137	0	OAK	847	9:55	108	0
WN	T1	B737	143	SJC	2545	15:15	111	0	DEN	1775	16:00	133	0
WN	T1	B737	143	IND	2567	13:40	128	0	TUS	2567	14:15	106	0
WN	T1	B737	143	PHX	2574	20:10	113	0	RNO	2574	20:45	127	0
WN	T1	B738	175	DAL	6874	7:00	156	0	OAK	980	8:10	133	0
WN	T1	B737	143						SMF	2267	6:30	121	0
AA	T1	B738	160	JFK	3000300	8:35	149	0	JFK	4000300	9:35	149	0
AA	T1	B738	160	MIA	3000301	20:55	151	0	MIA	4000301	22:50	151	0
AA	T1	B738	160	PHL	3000302	11:25	141	0	PHL	4000302	12:20	141	0
AA	T1	B738	160						DFW	4000304	7:45	149	0
AA	T1	B738	160	DFW	3000304	23:30	149	0					
AA	T1	B738	160						CLT	4000305	6:00	144	0
AA	T1	B738	160	CLT	3000305	22:00	144	0					
AA	T1	B738	160	DFW	3000314	17:13	149	0	DFW	4000314	18:13	149	0
AA	T1	A21N	181	JFK	3000319	7:00	169	0	JFK	4000319	7:50	169	0
AA	T1	A21N	181	ORD	3000322	17:30	173	0	ORD	4000322	18:20	173	0
AA	T1	B738	160	ORD	3000324	9:55	153	0	ORD	4000324	10:40	153	0
AA	T1	A21N	181	DCA	3000325	14:55	168	0	DCA	4000325	15:55	168	0
AA	T1	A21N	181	CLT	3000328	19:00	163	0	CLT	4000328	19:55	163	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	143	0
UA	T1	A320	150	ORD	3000412	22:55	143	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	E755	76	DEN	3000418	15:10	67	0	DEN	4000418	16:00	67	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	143	0	BOS	4000432	20:58	143	0
UA	T1	B739	167	EWR	3000435	20:55	158	0	EWR	4000435	22:55	158	0
UA	T1	B739	167						BOS	4000436	6:40	159	0
UA	T1	B739	167	BOS	3000436	23:20	159	0					
WN	T1	B737	143						SFO	4000500	6:35	118	0
WN	T1	B738	175	LAS	3000500	22:15	127	0					
WN	T1	B737	143	LAS	3000502	13:00	104	0	LAS	4000502	13:35	104	0
WN	T1	B737	143						SMF	4000507	6:35	121	0
WN	T1	B737	143	OAK	3000507	22:25	108	0					
WN	T1	B737	143	SFO	3000515	11:10	118	0	SFO	4000515	11:55	118	0
WN	T1	B737	143	SMF	3000524	14:00	121	0	SMF	4000524	14:35	121	0
WN	T1	B737	143	SMF	3000525	21:55	121	0	SMF	4000525	22:35	121	0
WN	T1	B737	143	SJC	3000537	15:55	111	0	SJC	4000537	16:45	111	0
WN	T1	B737	143	DEN	3000542	20:50	133	0	ABQ	4000542	21:30	116	0
WN	T1	B737	143						EWR	4000544	6:35	134	0
WN	T1	B737	143	EWR	3000544	23:05	134	0					
WN	T1	B738	175	DEN	3000545	17:15	163	0	DEN	4000545	17:55	163	0
WN	T1	B737	143	BWI	3000552	15:00	135	0	PDX	4000552	15:50	120	0
WN	T1	B737	143	LAS	3000554	6:55	104	0	LAS	4000554	7:45	104	0
WN	T1	B737	143	DAL	3000556	8:10	127	0	DAL	4000556	8:50	127	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	LAS	532	23:15	104	0					
WN	T1	B738	175						MDW	2475	6:40	162	0
WN	T1	B738	175	BNA	833	23:05	155	0					
WN	T1	B737	143						LAS	1708	6:35	104	0
WN	T1	B737	143	PHX	1057	23:10	113	0					
WN	T1	B737	143						OAK	2503	7:20	108	0
WN	T1	B737	143	STL	1334	22:20	126	0					
WN	T1	B737	143						PHX	1712	6:55	113	0
WN	T1	B737	143	PDX	1401	22:50	120	0					
WN	T1	B737	143						DEN	2204	6:40	133	0
WN	T1	B737	143	ABQ	1439	23:00	116	0					
WN	T1	B738	175						SMF	2172	7:40	148	0
WN	T1	B738	175	AUS	1695	21:15	146	0					
WN	T1	B737	143						SJC	1691	6:20	111	0
WN	T1	B737	143	SFO	1703	23:20	118	0					
WN	T1	B737	143						SFO	2384	6:30	118	0
WN	T1	B737	143	DEN	2085	23:20	133	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	B738	175						MSP	4000005	6:20	120	0
DL	T2W	B738	160	MSP	3000005	20:48	120	0					
DL	T2W	B738	160	MSP	3000008	23:18	148	0	MSP	4000008	9:00	148	0
DL	T2W	B738	160	MSP	3000009	22:50	120	0	MSP	4000009	6:59	120	0
DL	T2W	A320	160	MSP	3000010	17:20	148	0	MSP	4000010	18:00	148	0
DL	T2W	B738	160	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	B738	160	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	E755	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	T2E	A320	149	SFO	3000709	8:35	124	0	SFO	4000709	9:25	124	0
AS	T2W	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	T2E	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 Alt 4 summary
 For Terminating
 Time

	T1	T2E	T2W	Total
Daily	29,553	8,770	11,361	49,684
12:00 AM	131	65	4	200
12:15 AM	25	94	71	190
12:30 AM	0	15	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	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	0	46	233
7:45 AM	102	25	86	213
8:00 AM	349	39	34	422
8:15 AM	451	7	0	458
8:30 AM	429	83	27	539
8:45 AM	490	274	138	902
9:00 AM	431	208	56	695
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	215	195	1,163
11:00 AM	537	250	86	873
11:15 AM	313	70	124	507
11:30 AM	395	12	169	576
11:45 AM	351	175	202	728

Originating Pax Flow (Departures)

Flight schedule 2019_2026 Alt 4 summary
 For Originating
 Time

	T1	T2E	T2W	Total
Daily	29,482	8,890	11,187	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	2	10	27
4:00 AM	39	5	24	68
4:15 AM	102	11	63	176
4:30 AM	272	46	164	482
4:45 AM	512	94	256	862
5:00 AM	680	152	286	1,118
5:15 AM	683	229	308	1,220
5:30 AM	593	277	333	1,203
5:45 AM	555	257	336	1,148
6:00 AM	644	194	311	1,149
6:15 AM	709	148	274	1,131
6:30 AM	717	129	229	1,075
6:45 AM	702	139	208	1,049
7:00 AM	634	152	181	967
7:15 AM	562	158	156	876
7:30 AM	471	158	137	766
7:45 AM	424	151	134	709
8:00 AM	404	147	126	677
8:15 AM	407	150	143	700
8:30 AM	429	139	151	719
8:45 AM	457	145	170	772
9:00 AM	484	152	178	814
9:15 AM	503	151	166	820
9:30 AM	521	169	164	854
9:45 AM	518	181	151	850
10:00 AM	508	190	147	845
10:15 AM	476	186	136	798
10:30 AM	449	171	127	747
10:45 AM	434	157	129	720
11:00 AM	407	152	141	700
11:15 AM	413	163	165	741
11:30 AM	402	165	195	762
11:45 AM	403	171	226	800

12:00 PM	343	224	139	706	12:00 PM	399	156	248	803
12:15 PM	337	164	107	608	12:15 PM	391	137	260	788
12:30 PM	417	141	311	869	12:30 PM	377	111	254	742
12:45 PM	561	328	347	1,236	12:45 PM	362	93	250	705
1:00 PM	315	109	246	670	1:00 PM	358	90	232	680
1:15 PM	308	35	302	645	1:15 PM	357	94	234	685
1:30 PM	375	97	273	745	1:30 PM	373	103	230	706
1:45 PM	379	170	222	771	1:45 PM	390	111	222	723
2:00 PM	286	49	126	461	2:00 PM	411	113	211	735
2:15 PM	374	0	213	587	2:15 PM	428	113	182	723
2:30 PM	407	8	205	620	2:30 PM	423	103	155	681
2:45 PM	261	215	180	656	2:45 PM	407	87	131	625
3:00 PM	463	331	197	991	3:00 PM	363	88	119	570
3:15 PM	661	67	173	901	3:15 PM	336	96	120	552
3:30 PM	590	0	66	656	3:30 PM	322	113	118	553
3:45 PM	534	5	33	572	3:45 PM	329	120	117	566
4:00 PM	395	44	154	593	4:00 PM	365	123	107	595
4:15 PM	191	40	251	482	4:15 PM	392	118	95	605
4:30 PM	201	186	88	475	4:30 PM	423	106	83	612
4:45 PM	147	255	117	519	4:45 PM	428	105	70	603
5:00 PM	151	123	121	395	5:00 PM	405	115	56	576
5:15 PM	425	117	159	701	5:15 PM	377	124	46	547
5:30 PM	656	60	134	850	5:30 PM	336	134	35	505
5:45 PM	504	115	176	795	5:45 PM	329	151	34	514
6:00 PM	499	96	150	745	6:00 PM	334	144	39	517
6:15 PM	427	159	58	644	6:15 PM	342	155	56	553
6:30 PM	406	141	88	635	6:30 PM	341	154	74	569
6:45 PM	481	154	186	821	6:45 PM	326	152	95	573
7:00 PM	293	155	251	699	7:00 PM	317	150	116	583
7:15 PM	331	118	68	517	7:15 PM	308	130	130	568
7:30 PM	369	190	134	693	7:30 PM	308	111	146	565
7:45 PM	469	225	198	892	7:45 PM	308	84	149	541
8:00 PM	539	287	348	1,174	8:00 PM	306	54	145	505
8:15 PM	494	149	270	913	8:15 PM	327	32	148	507
8:30 PM	208	16	228	452	8:30 PM	341	21	139	501
8:45 PM	120	81	174	375	8:45 PM	346	21	133	500
9:00 PM	678	91	184	953	9:00 PM	320	23	109	452
9:15 PM	803	126	180	1,109	9:15 PM	267	23	82	372
9:30 PM	436	115	146	697	9:30 PM	196	21	55	272
9:45 PM	242	164	328	734	9:45 PM	116	12	24	152
10:00 PM	403	136	237	776	10:00 PM	51	7	11	69
10:15 PM	621	17	118	756	10:15 PM	15	1	0	16
10:30 PM	503	77	82	662	10:30 PM	1	0	0	1
10:45 PM	423	187	340	950	10:45 PM	0	0	0	0
11:00 PM	622	195	368	1,185	11:00 PM	0	0	0	0
11:15 PM	935	182	246	1,363	11:15 PM	0	0	0	0
11:30 PM	916	221	361	1,498	11:30 PM	0	0	0	0
11:45 PM	446	111	113	670	11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplancements
55514

24-hr Enplanements
55356

Errors: 0

Airline	Gate	Type	Seat	Arrivals								Departures							
				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	T2E	A321	200	YYZ	1887	10:45		192	0			YYZ	1886	11:50		192	0		
AC	T2E	CRJ9	76	YVR	8668	15:51		72	0			YVR	8669	16:30		72	0		
AC	T2E	E755	76	YVR	8690	13:11		72	0			YVR	8691	13:50		72	0		
AC	T2E	E755	76									YVR	8667	7:00		72	0		
AC	T2E	E755	76	YVR	8670	22:51		72	0										
AS	T2W	B738	159	SJD	275	12:45		133	0			SJD	248	14:18		133	0		
AS	T2W	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	T2W	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	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	T2W	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	T2W	A21N	185	SMF	3343	16:19		166	0			STS	3433	17:00		164	0		
AS	T2W	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	T2W	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	T2W	A320	149	FAT	3471	18:28		132	0			FAT	3472	19:54		132	0		
AS	T2W	E755	76	FAT	3477	8:40		58	0			FAT	3438	9:20		58	0		
AS	T2W	A320	149	BOI	3484	11:40		132	0			SJC	3399	12:25		129	0		
AS	T2E	E755	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	T2W	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	T2W	B739	178									EWR	772	6:20		164	0		
AS	T2W	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	T2W	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	T2W	B739	178	HNL	892	23:24	171	0						
AS	T2W	A320	149							SEA	1133	6:20	143	0
AS	T2E	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	T2W	A21N	185							SMF	3340	6:15	166	0
AS	T2E	A21N	185	DAL	3305	22:30	164	0						
AS	T2E	A21N	185							SJC	3397	7:00	160	0
AS	T2W	A21N	185	SMF	3345	21:18	166	0						
AS	T2E	E755	76							MRY	3417	7:30	60	0
AS	T2W	E755	76	STS	3444	21:15	70	0						
B6	T2E	A320	159	BOS	19	19:57	152	0		JFK	90	21:07	149	0
B6	T2E	A321	200	JFK	89	19:33	188	0		BOS	20	20:43	191	0
B6	T2E	A321	200	JFK	189	11:56	188	0		JFK	190	13:06	188	0
B6	T2E	A320	150	FLL	529	19:52	141	0		FLL	530	20:56	141	0
B6	T2E	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	BC53	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	BC51	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	BC51	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	BC51	109	SEA	5736	14:03	103	0		SEA	5736	15:05	103	0
DL	T2W	BC51	109	SEA	5750	18:13	103	0		SEA	5750	18:50	103	0
DL	T2W	BC51	109	LAS	5789	10:19	97	0		LAS	5789	10:49	97	0
DL	T2W	BC51	109	LAS	5804	16:30	97	0		LAS	5804	17:04	97	0
DL	T2W	BC51	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	BC51	109	SEA	5793	21:37	103	0						
DL	T2W	BC51	109							LAS	5738	6:55	97	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	A321	230	AUS	1701	11:37	221	0		AUS	1702	12:27	221	0
F9	T2E	A321	230							TUL	1764	7:05	200	0
F9	T2E	A321	230	TUL	1839	21:45	200	0						
G4	T2E	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	T2E	A20N	182	DFW	107	17:05	172	0		DFW	108	18:00	172	0
NK	T2E	A20N	182	BWI	194	19:11	150	0		LAS	636	20:05	154	0
NK	T2E	A20N	182	LAS	245	19:48	154	0		BWI	189	20:56	150	0
NK	T2E	A21N	228	LAS	511	14:38	193	0		LAS	356	15:35	193	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	152	0		DTW	644	11:00	152	0
NK	T2E	A20N	182	LAS	673	8:35	154	0		LAS	352	9:30	154	0
NK	T2E	A21N	228							IAH	858	7:00	170	0
NK	T2E	A21N	228	IAH	619	22:34	170	0						
SY	T2E	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	EWB	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	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	T2E	B38M	174	YYC	1564	13:28	165	0	YYC	1565	14:15	165	0
WS	T2E	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	B738	160	MSP	3000005	20:48	122	0	MSP	4000005	6:20	122	0
DL	T2W	B738	160	MSP	3000008	23:18	150	0	MSP	4000008	9:00	150	0
DL	T2W	B738	160	MSP	3000009		122	0	MSP	4000009	6:59	122	0
DL	T2W	A320	160	MSP	3000010	17:20	150	0	MSP	4000010	18:00	150	0
DL	T2W	B739	180	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	B738	160	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	T2E	E755	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
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	T2E	B738	168	YYC	3000228	18:15	159	0	YYC	4000228	19:00	159	0
AA	T1	B738	160	JFK	3000300	8:35	151	0	JFK	4000300	9:35	151	0
AA	T1	B738	160	MIA	3000301	20:55	153	0	MIA	4000301	22:50	153	0
AA	T1	B738	160	PHL	3000302	11:25	143	0	PHL	4000302	12:20	143	0
AA	T1	B738	160						DFW	4000304	7:45	151	0
AA	T1	B738	160	DFW	3000304	23:30	151	0					
AA	T1	B738	160						CLT	4000305	6:00	146	0
AA	T1	B738	160	CLT	3000305	22:00	146	0					
AA	T1	B738	160						MIA	4000307	6:15	153	0
AA	T1	A21N	181	MIA	3000307	22:30	173	0					
AA	T1	B738	160	DCA	3000311	11:05	150	0	DCA	4000311	11:55	150	0
AA	T1	B738	160	DFW	3000314	17:13	151	0	DFW	4000314	18:13	151	0
AA	T1	A21N	181	JFK	3000319	7:00	171	0	JFK	4000319	7:50	171	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	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	E755	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	T2E	B739	181	EWR	3000701	23:20	166	0					
AS	T2W	B738	159	OGG	3000708	14:01	151	0	OGG	4000708	15:44	151	0
AS	T2W	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	T2E	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	T2E	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	T2W	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	E755	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 Alt 4 summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	32,468	9,885	13,160	55,513
12:00 AM	140	5	65	210
12:15 AM	27	0	167	194
12:30 AM	0	0	109	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	50	0	0	50
6:45 AM	98	0	0	98
7:00 AM	370	0	12	382
7:15 AM	556	0	86	642
7:30 AM	197	0	48	245
7:45 AM	105	59	98	262
8:00 AM	372	93	39	504
8:15 AM	486	15	0	501
8:30 AM	466	119	12	597
8:45 AM	530	359	113	1,002
9:00 AM	454	224	58	736
9:15 AM	241	327	42	610
9:30 AM	421	167	122	710
9:45 AM	586	125	130	841
10:00 AM	724	100	178	1,002
10:15 AM	500	32	77	609
10:30 AM	636	217	263	1,116
10:45 AM	778	217	353	1,348
11:00 AM	570	253	146	969
11:15 AM	417	71	126	614
11:30 AM	454	23	168	645
11:45 AM	362	215	229	806

Originating Pax Flow (Departures)

Flight schedule 2019_2030 Alt 4 summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	32,361	10,148	12,853	55,362
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	0	14	33
4:00 AM	44	3	39	86
4:15 AM	120	6	106	232
4:30 AM	326	26	249	601
4:45 AM	598	62	376	1,036
5:00 AM	770	130	424	1,324
5:15 AM	758	235	438	1,431
5:30 AM	648	321	416	1,385
5:45 AM	596	328	362	1,286
6:00 AM	689	264	303	1,256
6:15 AM	773	197	260	1,230
6:30 AM	781	158	229	1,168
6:45 AM	760	174	217	1,151
7:00 AM	682	189	194	1,065
7:15 AM	604	192	169	965
7:30 AM	516	190	145	851
7:45 AM	477	174	143	794
8:00 AM	470	171	128	769
8:15 AM	482	171	143	796
8:30 AM	507	162	148	817
8:45 AM	532	167	170	869
9:00 AM	546	166	192	904
9:15 AM	558	161	191	910
9:30 AM	568	174	205	947
9:45 AM	559	186	197	942
10:00 AM	551	198	192	941
10:15 AM	517	196	180	893
10:30 AM	488	183	161	832
10:45 AM	468	166	159	793
11:00 AM	432	157	170	759
11:15 AM	433	162	198	793
11:30 AM	420	157	230	807
11:45 AM	424	161	261	846

12:00 PM	349	241	176	766	12:00 PM	422	148	277	847
12:15 PM	346	181	113	640	12:15 PM	414	135	280	829
12:30 PM	452	129	350	931	12:30 PM	398	123	259	780
12:45 PM	583	220	476	1,279	12:45 PM	380	122	241	743
1:00 PM	336	66	305	707	1:00 PM	374	128	218	720
1:15 PM	320	94	250	664	1:15 PM	373	137	223	733
1:30 PM	395	178	211	784	1:30 PM	390	144	228	762
1:45 PM	390	199	217	806	1:45 PM	409	150	233	792
2:00 PM	306	52	174	532	2:00 PM	433	148	234	815
2:15 PM	392	14	314	720	2:15 PM	455	146	214	815
2:30 PM	411	107	139	657	2:30 PM	453	127	199	779
2:45 PM	263	264	154	681	2:45 PM	441	112	173	726
3:00 PM	492	354	204	1,050	3:00 PM	399	115	159	673
3:15 PM	716	73	191	980	3:15 PM	376	132	150	658
3:30 PM	618	0	80	698	3:30 PM	362	161	134	657
3:45 PM	563	5	69	637	3:45 PM	373	174	123	670
4:00 PM	417	90	202	709	4:00 PM	406	182	100	688
4:15 PM	197	108	283	588	4:15 PM	431	175	86	692
4:30 PM	287	130	197	614	4:30 PM	465	149	84	698
4:45 PM	218	339	95	652	4:45 PM	471	124	86	681
5:00 PM	159	227	67	453	5:00 PM	450	108	94	652
5:15 PM	455	216	122	793	5:15 PM	418	96	98	612
5:30 PM	701	98	133	932	5:30 PM	370	95	93	558
5:45 PM	546	101	272	919	5:45 PM	355	107	100	562
6:00 PM	571	41	231	843	6:00 PM	353	112	99	564
6:15 PM	483	154	97	734	6:15 PM	355	140	107	602
6:30 PM	421	136	250	807	6:30 PM	350	162	114	626
6:45 PM	511	57	344	912	6:45 PM	335	183	116	634
7:00 PM	319	95	317	731	7:00 PM	329	199	122	650
7:15 PM	338	116	72	526	7:15 PM	327	186	122	635
7:30 PM	374	199	136	709	7:30 PM	333	166	124	623
7:45 PM	480	253	201	934	7:45 PM	341	126	127	594
8:00 PM	549	359	296	1,204	8:00 PM	348	75	131	554
8:15 PM	500	329	129	958	8:15 PM	373	41	141	555
8:30 PM	211	71	207	489	8:30 PM	391	22	137	550
8:45 PM	131	83	184	398	8:45 PM	396	21	132	549
9:00 PM	734	92	187	1,013	9:00 PM	363	24	108	495
9:15 PM	901	93	246	1,240	9:15 PM	308	24	82	414
9:30 PM	546	31	447	1,024	9:30 PM	234	22	56	312
9:45 PM	272	158	536	966	9:45 PM	150	12	24	186
10:00 PM	516	163	271	950	10:00 PM	81	7	11	99
10:15 PM	718	22	131	871	10:15 PM	38	1	0	39
10:30 PM	591	143	39	773	10:30 PM	13	0	0	13
10:45 PM	571	371	181	1,123	10:45 PM	6	0	0	6
11:00 PM	765	269	311	1,345	11:00 PM	1	0	0	1
11:15 PM	1,051	204	331	1,586	11:15 PM	0	0	0	0
11:30 PM	992	227	442	1,661	11:30 PM	0	0	0	0
11:45 PM	471	112	126	709	11:45 PM	0	0	0	0

Only include flights on date: 7/12/2018

24-hr Depléments
60995

24-hr Enpléments
60861

Errors: 0

Airline	Gate	Type	Seat	Arrivals								Departures							
				Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Emp	#ConEmp	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	T2E	A321	200	YYZ	1887	10:45		192	0			YYZ	1886	11:50		192	0		
AC	T2E	E755	76	YVR	8668	15:51		72	0			YVR	8669	16:30		72	0		
AC	T2E	E755	76	YVR	8690	13:11		72	0			YVR	8691	13:50		72	0		
AC	T2E	E755	76									YVR	8667	7:00		72	0		
AC	T2E	E755	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	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	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	T2W	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	T2W	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	T2W	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	T2W	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	T2W	A21N	185	STL	3453	17:32		165	0			BOI	3483	18:15		165	0		
AS	T2W	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	T2W	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	T2W	A21N	185	SMF	3493	7:44		167	0			OMA	3338	8:24		165	0		
AS	T2W	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	T2E	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	T2E	B739	178	EWR	773	22:04		164	0										
AS	T2E	B739	178									LIH	819	7:10		147	0		

AS	T2W	B739	178	LIH	858	23:03	147	0						
AS	T2W	B739	178							PDX	333	6:29	171	0
AS	T2E	B739	178	HNL	892	23:24	171	0						
AS	T2E	A21N	185							SEA	1133	6:20	178	0
AS	T2E	A21N	185	SFO	1964	22:37	157	0						
AS	T2E	A21N	185							SFO	1949	6:40	157	0
AS	T2W	A21N	185	SEA	1984	20:38	178	0						
AS	T2W	A21N	185							SMF	3340	6:15	167	0
AS	T2W	A21N	185	DAL	3305	22:30	165	0						
AS	T2E	A21N	185							SJC	3397	7:00	161	0
AS	T2E	A21N	185	SMF	3345	21:18	167	0						
AS	T2E	A320	149							MRY	3417	7:30	119	0
AS	T2E	A320	149	STS	3444	21:15	137	0						
B6	T2E	A321	200	BOS	19	19:57	192	0		JFK	90	21:07	189	0
B6	T2E	A321	200	JFK	89	19:33	189	0		BOS	20	20:43	192	0
B6	T2E	A321	200	JFK	189	11:56	189	0		JFK	190	13:06	189	0
B6	T2E	A321	200	FLL	529	19:52	189	0		FLL	530	20:56	189	0
B6	T2E	A321	200	BOS	2819	10:24	192	0		BOS	2820	11:34	192	0
BA	T2W	B773	297	LHR	273	18:45	263	0		LHR	272	20:45	263	0
DL	T2W	B788	235	ATL	33	21:31	226	0		ATL	2213	22:36	226	0
DL	T2W	B788	235	JFK	453	14:33	215	0		JFK	862	15:20	215	0
DL	T2W	A321	192	DTW	833	10:24	184	0		DTW	833	11:22	184	0
DL	T2W	A321	192	DTW	857	13:37	184	0		ATL	1430	14:35	184	0
DL	T2W	B788	235	ATL	945	11:22	226	0		ATL	1054	12:20	226	0
DL	T2W	A321	192	ATL	1430	12:32	184	0		DTW	1275	13:30	184	0
DL	T2W	B788	235	ATL	1567	17:00	226	0		ATL	1636	21:36	226	0
DL	T2W	BCS3	130	SEA	1608	12:47	123	0		SEA	1608	13:22	123	0
DL	T2W	B788	235	MSP	1687	10:27	222	0		MSP	1687	11:25	222	0
DL	T2W	B788	235	ATL	1692	9:50	226	0		ATL	1692	10:55	226	0
DL	T2W	A321	192	MSP	1728	13:06	181	0		MSP	1728	14:04	181	0
DL	T2W	A321	192	ATL	1792	14:57	184	0		MSP	2443	15:55	181	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	182	0		SLC	2295	10:05	182	0
DL	T2W	A321	192	SLC	2378	12:21	182	0		SLC	2378	13:10	182	0
DL	T2W	B788	235	DTW	2497	17:47	225	0		DTW	1855	22:36	225	0
DL	T2W	A320	160	SEA	2532	10:47	151	0		SEA	2532	11:25	151	0
DL	T2W	A321	192	SLC	2546	17:35	182	0		SLC	2546	18:25	182	0
DL	T2W	A320	160	SLC	2615	15:56	152	0		SLC	2615	16:35	152	0
DL	T2W	B788	235							ATL	30	9:00	226	0
DL	T2W	BCS3	130	SEA	5736	14:03	123	0		SEA	5736	15:05	123	0
DL	T2W	BCS3	130	SEA	5750	18:13	123	0		SEA	5750	18:50	123	0
DL	T2W	BCS3	130	LAS	5789	10:19	116	0		LAS	5789	10:49	116	0
DL	T2W	BCS3	130	LAS	5804	16:30	116	0		LAS	5804	17:04	116	0
DL	T2W	BCS3	130	LAS	5842	20:20	116	0		LAX	5761	20:59	98	0
DL	T2W	A321	192	ATL	63	19:44	184	0						
DL	T2W	B788	235							MSP	1545	8:00	222	0
DL	T2W	B788	235	MSP	1744	19:43	222	0						
DL	T2W	B739	180							MSP	1864	6:30	170	0
DL	T2W	B739	180	MSP	1787	21:46	170	0						
DL	T2W	A321	192							ATL	62	7:40	184	0
DL	T2W	A321	192	DTW	1855	21:38	184	0						
DL	T2W	A321	192							ATL	1592	6:30	184	0
DL	T2W	A321	192	SLC	1909	23:15	182	0						
DL	T2W	A321	192	MSP	2103	0:13	181	0		SLC	2872	6:15	182	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	184	0
DL	T2W	A321	192	ATL	2367	23:10	184	0						
DL	T2W	BCS3	130	SEA	5793	21:37	123	0						
DL	T2W	BCS3	130							LAS	5738	6:55	116	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	A321	230	AUS	1701	11:37	221	0		AUS	1702	12:27	221	0
F9	T2E	A321	230							TUL	1764	7:05	201	0
F9	T2E	A321	230	TUL	1839	21:45	201	0						
G4	T2E	A320	186	EUG	1005	16:36	172	0		EUG	1004	17:16	172	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	162	0
HA	T2W	A321	189	OGG	38	19:50	162	0						
JL	T2W	B788	206	NRT	66	11:40	184	0		NRT	65	13:30	184	0
LH	T2W	A343	279	FRA	466	13:25	246	0		FRA	467	15:10	246	0
NK	T2E	A20N	182	DFW	107	17:05	173	0		DFW	108	18:00	173	0
NK	T2E	A20N	182	BWI	194	19:11	151	0		LAS	636	20:05	155	0
NK	T2E	A20N	182	LAS	245	19:48	155	0		BWI	189	20:56	151	0
NK	T2E	A21N	228	LAS	511	14:38	194	0		LAS	356	15:35	194	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	153	0		DTW	644	11:00	153	0
NK	T2E	A20N	182	LAS	673	8:35	155	0		LAS	352	9:30	155	0
NK	T2E	A21N	228							IAH	858	7:00	171	0
NK	T2E	A21N	228	IAH	619	22:34	171	0						
SY	T2E	B738	168	MSP	401	12:01	150	0		MSP	402	13:00	150	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	165	0		SFO	334	9:55	165	0
UA	T1	B739	179	ORD	395	18:09	172	0		SFO	1677	19:04	165	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	165	0		SFO	370	15:28	165	0
UA	T1	B739	179	SFO	555	9:24	165	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	165	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	165	0		SFO	384	20:30	165	0
UA	T1	B739	179	IAH	1870	15:27	172	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	T2E	B38M	174	YYC	1564	13:28	166	0	YYC	1565	14:15	166	0
WS	T2E	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	T2E	E755	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	T2W	B739	181						EWR	4000701	6:55	167	0
AS	T2E	B739	181	EWR	3000701	23:20	167	0					
AS	T2W	B738	159	OGG	3000708	14:01	152	0	OGG	4000708	15:44	152	0
AS	T2W	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	T2W	B739	181	SLC	3000719	18:05	162	0	SLC	4000719	18:55	162	0
AS	T2W	E755	76	DAL	3000723	12:30	69	0	DAL	4000723	13:30	69	0
AS	T2E	E755	76	BOI	3000730	16:40	71	0	BOI	4000730	17:25	71	0
AS	T2W	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	T2E	B738	162	MSP	3000227	16:00	144	0	MSP	4000227	16:45	144	0
AC	T2E	E755	76	YVR	3000204	10:30	72	0	YVR	4000204	11:30	72	0
B6	T2E	A320	150						FLL	4000211	7:55	142	0
B6	T2E	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	T2E	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	E755	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	E755	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	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	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	T1	B739	167	IAD	3000406	21:55	160	0	IAD	4000406	23:25	160	0
UA	T1	E755	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 Alt 4 summary
 For Terminating
 Time

	T1	T2E	T2W	Total
Daily	35,468	11,058	14,466	60,992
12:00 AM	141	72	1	214
12:15 AM	27	99	72	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	65	0	0	65
6:45 AM	210	0	0	210
7:00 AM	388	0	15	403
7:15 AM	571	0	108	679
7:30 AM	264	14	43	321
7:45 AM	215	98	59	372
8:00 AM	523	39	93	655
8:15 AM	623	1	14	638
8:30 AM	521	136	11	668
8:45 AM	556	448	83	1,087
9:00 AM	481	288	147	916
9:15 AM	254	346	166	766
9:30 AM	431	113	201	745
9:45 AM	601	50	216	867
10:00 AM	728	90	191	1,009
10:15 AM	517	33	80	630
10:30 AM	814	262	294	1,370
10:45 AM	971	280	389	1,640
11:00 AM	619	299	178	1,096
11:15 AM	428	89	137	654
11:30 AM	476	25	193	694
11:45 AM	387	235	261	883

Originating Pax Flow (Departures)

Flight schedule 2019_2035 Alt 4 summary
 For Originating
 Time

	T1	T2E	T2W	Total
Daily	35,375	10,842	14,638	60,855
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	3	13	35
4:00 AM	45	6	42	93
4:15 AM	122	15	107	244
4:30 AM	332	63	244	639
4:45 AM	611	113	414	1,138
5:00 AM	800	164	506	1,470
5:15 AM	812	231	547	1,590
5:30 AM	710	299	519	1,528
5:45 AM	657	316	428	1,401
6:00 AM	750	270	347	1,367
6:15 AM	855	236	291	1,382
6:30 AM	882	201	259	1,342
6:45 AM	881	207	248	1,336
7:00 AM	832	221	217	1,270
7:15 AM	760	221	190	1,171
7:30 AM	641	220	168	1,029
7:45 AM	563	204	174	941
8:00 AM	521	200	164	885
8:15 AM	515	192	184	891
8:30 AM	536	175	193	904
8:45 AM	573	174	211	958
9:00 AM	598	168	233	999
9:15 AM	622	161	231	1,014
9:30 AM	640	175	252	1,067
9:45 AM	631	191	247	1,069
10:00 AM	617	205	242	1,064
10:15 AM	565	208	222	995
10:30 AM	521	198	188	907
10:45 AM	493	181	177	851
11:00 AM	455	175	178	808
11:15 AM	458	183	199	840
11:30 AM	445	182	225	852
11:45 AM	449	193	248	890

12:00 PM	370	252	192	814	12:00 PM	446	181	263	890
12:15 PM	363	183	115	661	12:15 PM	436	167	268	871
12:30 PM	476	145	357	978	12:30 PM	421	148	253	822
12:45 PM	633	335	412	1,380	12:45 PM	402	133	249	784
1:00 PM	349	112	278	739	1:00 PM	399	130	235	764
1:15 PM	321	109	253	683	1:15 PM	399	130	249	778
1:30 PM	420	195	212	827	1:30 PM	423	130	261	814
1:45 PM	434	202	218	854	1:45 PM	449	134	269	852
2:00 PM	323	53	178	554	2:00 PM	478	133	268	879
2:15 PM	415	15	328	758	2:15 PM	506	137	241	884
2:30 PM	438	119	153	710	2:30 PM	503	132	211	846
2:45 PM	276	248	210	734	2:45 PM	488	128	177	793
3:00 PM	519	277	298	1,094	3:00 PM	437	140	155	732
3:15 PM	797	48	217	1,062	3:15 PM	401	157	149	707
3:30 PM	764	0	80	844	3:30 PM	382	183	140	705
3:45 PM	606	5	70	681	3:45 PM	390	182	141	713
4:00 PM	419	90	226	735	4:00 PM	429	173	133	735
4:15 PM	198	130	284	612	4:15 PM	458	146	134	738
4:30 PM	288	242	100	630	4:30 PM	498	109	136	743
4:45 PM	226	435	68	729	4:45 PM	507	91	130	728
5:00 PM	183	223	133	539	5:00 PM	492	88	124	704
5:15 PM	482	124	244	850	5:15 PM	466	104	104	674
5:30 PM	721	46	190	957	5:30 PM	419	121	87	627
5:45 PM	566	83	309	958	5:45 PM	408	153	77	638
6:00 PM	603	79	228	910	6:00 PM	402	164	75	641
6:15 PM	557	58	210	825	6:15 PM	402	192	86	680
6:30 PM	520	155	243	918	6:30 PM	393	204	107	704
6:45 PM	528	231	178	937	6:45 PM	373	209	125	707
7:00 PM	339	170	285	794	7:00 PM	360	209	146	715
7:15 PM	413	120	142	675	7:15 PM	352	187	154	693
7:30 PM	437	206	149	792	7:30 PM	354	162	158	674
7:45 PM	515	267	222	1,004	7:45 PM	361	122	159	642
8:00 PM	591	399	337	1,327	8:00 PM	369	72	157	598
8:15 PM	535	285	236	1,056	8:15 PM	395	32	168	595
8:30 PM	236	30	274	540	8:30 PM	413	8	164	585
8:45 PM	143	0	363	506	8:45 PM	417	0	165	582
9:00 PM	740	0	431	1,171	9:00 PM	380	0	143	523
9:15 PM	951	72	324	1,347	9:15 PM	320	0	116	436
9:30 PM	592	198	326	1,116	9:30 PM	241	0	85	326
9:45 PM	287	216	511	1,014	9:45 PM	153	0	41	194
10:00 PM	613	202	256	1,071	10:00 PM	82	0	20	102
10:15 PM	798	222	27	1,047	10:15 PM	38	0	2	40
10:30 PM	600	177	53	830	10:30 PM	13	0	0	13
10:45 PM	588	307	278	1,173	10:45 PM	6	0	0	6
11:00 PM	879	330	354	1,563	11:00 PM	1	0	0	1
11:15 PM	1,118	155	419	1,692	11:15 PM	0	0	0	0
11:30 PM	1,012	295	377	1,684	11:30 PM	0	0	0	0
11:45 PM	475	181	58	714	11:45 PM	0	0	0	0

ALT 4: EXISTING PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2018 Total Passengers		78,595	1,866	2,577	2,424	3,048	1,934	1,553
Private Vehicles	33%	25,936	616	850	800	1,006	638	512
Rental Car	18%	14,147	336	464	436	549	348	280
Taxi	8%	6,288	149	206	194	244	155	124
TNC	24%	18,863	448	618	582	732	464	373
Shared Van (VFH)	3%	2,358	56	77	73	91	58	47
Courtesy Shuttle	2%	1,572	37	52	48	61	39	31
Parking On-airport	8%	6,288	149	206	194	244	155	124
MTS	1%	786	19	26	24	30	19	16
Parking Off Airport	3%	2,358	56	77	73	91	58	47
	100%	78,596	1,866	2,576	2,424	3,048	1,934	1,554
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	39,902	1,128	1,128	1,389	1,389	885	885
Rental Car	1.30	10,882	357	258	422	335	215	268
Taxi ³	1.30	6,772	239	226	292	281	179	186
TNC ⁴	1.30	20,314	668	663	760	774	562	529
Shared Van (VFH)	5.00	472	15	11	18	15	9	12
Courtesy Shuttle	2.00	786	26	19	31	24	16	20
Parking On-Airport	1.50	4,192	137	99	163	129	83	103
Off Airport Parking shuttles	5.00	472	15	11	18	15	9	12
992 MTS buses	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		84,078	2,593	2,423	3,101	2,970	1,964	2,021
Terminal 1								
Private Vehicles		18,639	611	433	695	542	485	372
Taxi		3,163	129	87	146	110	98	78
TNC		9,489	362	254	380	302	308	222
Shared Van (VFH)		220	8	4	9	6	5	5
Courtesy Shuttle		367	14	7	16	9	9	8
Parking On-Airport		1,958	74	38	82	50	45	43
		33,836	1,198	823	1,328	1,019	950	728
		-1848	110	47	30	-30	47	-35
Terminal 2								
Counted Terminal 2 Vehicles		40,706	921	1,246	1,295	1,641	746	1,053
Private Vehicles		21,263	517	695	694	847	400	513
Taxi		3,609	110	139	146	171	81	108
TNC		10,825	306	409	380	472	254	307
Shared Van (VFH)		252	7	7	9	9	4	7
Courtesy Shuttle		419	12	12	15	15	7	12
Parking On-Airport		2,234	63	61	81	79	38	60
		38,602	1,015	1,323	1,325	1,593	784	1,007
North Side								
Rental Car		10,882	357	258	422	335	215	268
Fixed-base operations/Cargo		4,900	124	104	116	132	93	124
		15,782	481	362	538	467	308	392

Notes

1. Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
2. Mode Occupancy consistent with 2016 Survey
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\BY_OTHERS\2019.04.08 - KH Design - Compiled Historical Data\Compiled Historical Data SAN.xlsm
3. 30% rematch reduction assumed, consistent with TNC October 2018 rematch statistics
4. Rematch reductions applied based on October 2018 rematch statistics
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Monday SAN TNC Rematch Statistics (October 2018).xlsx

ALT 4: EXISTING EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)		
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Employee Volumes									
2018 Estimated Employees		7,109	221	85	180	65	149	168	
Private Vehicles	99.0%	7,038	219	84	178	64	148	166	
MTS	1.0%	71	2	1	2	1	1	2	
TDM	0.0%	0	0	0	0	0	0	0	
Active Transportation	0.0%	0	0	0	0	0	0	0	
		100%	7,109	221	85	180	65	149	168
Vehicular Volumes									
Private Vehicles		7,038	219	84	178	64	148	166	
Employee Shuttle	7 min hw	206	9	9	9	9	9	9	
		7,244	228	93	187	73	157	175	
Terminal 1									
Counted Terminal 1 Vehicles		165	7	4	5	1	4	6	
Private Vehicles		165	7	4	5	1	4	6	
Terminal 2									
Counted Terminal 2 Vehicles		1,424	77	15	55	5	50	38	
Private Vehicles		1,424	77	15	55	5	50	38	
North Side									
Counted Northside Vehicles		5,449	135	65	118	58	94	122	
Private Vehicles		5,449	135	65	118	58	94	122	

Notes

1. Mode Share based on 2018 trip patterns at the airport

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

ALT 4: OPENING DAY 2024 PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2024 Total Passengers		93,399	2,140	2,709	2,488	3,218	2,520	2,105
Private Vehicles	31%	28,954	663	840	771	998	781	653
Rental Car	16%	14,944	342	433	398	515	403	337
Taxi	8%	7,472	171	217	199	257	202	168
TNC	24%	22,416	514	650	597	772	605	505
Shared Van (VFH)	3%	2,802	64	81	75	97	76	63
Courtesy Shuttle	2%	1,868	43	54	50	64	50	42
Parking On-airport	8%	7,472	171	217	199	257	202	168
MTS	5%	4,670	107	135	124	161	126	105
Parking Off Airport	3%	2,802	64	81	75	97	76	63
	100%	93,400	2,139	2,708	2,488	3,218	2,521	2,104
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	44,545	1,156	1,156	1,361	1,361	1,103	1,103
Rental Car	1.30	11,495	333	263	396	306	259	310
Taxi ³	1.30	8,047	259	248	305	291	238	246
TNC ⁴	1.30	24,140	721	730	796	804	747	698
Shared Van (VFH)	5.00	560	16	13	19	15	13	15
Courtesy Shuttle	2.00	934	27	22	32	25	21	25
Parking On-Airport	1.50	4,981	145	114	171	133	112	135
Off Airport Parking shuttles	5.00	560	16	13	19	15	13	15
992 MTS buses	7.5 min hw	264	8	8	8	8	8	8
Old Town Shuttle	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		95,812	2,689	2,575	3,115	2,966	2,520	2,561
Terminal 1								
2018 Terminal 1 Vehicles		33,836	1,198	823	1,328	1,019	950	728
Growth		36%	6%	13%	24%	-8%	36%	21%
2024 Estimated T1 Vehicles		45,897	1,265	927	1,645	941	1,292	877
Private Vehicles		23,452	628	429	776	470	607	420
Taxi		4,237	141	92	174	100	131	94
TNC		12,709	392	271	454	277	411	266
Shared Van (VFH)		295	9	5	11	5	7	6
Courtesy Shuttle		492	15	8	18	9	12	10
Parking On-Airport		2,622	79	42	98	46	62	51
		43,807	1,264	847	1,531	907	1,230	847
Terminal 2								
2018 Terminal 2 Vehicles		38,602	1,015	1,323	1,325	1,593	784	1,007
Growth		7%	5%	19%	-6%	12%	35%	42%
2024 Estimated T2 Vehicles		41,280	1,063	1,569	1,240	1,786	1,057	1,425
Private Vehicles		21,093	528	727	585	891	496	683
Taxi		3,810	118	156	131	191	107	152
TNC		11,431	329	459	342	527	336	432
Shared Van (VFH)		265	7	8	8	10	6	9
Courtesy Shuttle		442	12	14	14	16	9	15
Parking On-Airport		2,359	66	72	73	87	50	84
		39,400	1,060	1,436	1,153	1,722	1,004	1,375
North Side								
2018 Northside Vehicles		15,782	481	362	538	467	308	392
Growth		19%	5%	15%	6%	3%	36%	30%
2024 Estimated Northside Vehicles		18,755	506	415	568	479	417	511
Rental Car		11,495	333	263	396	306	259	310
Fixed-base operations/Cargo		5,823	130	119	122	135	126	162
		17,318	463	382	518	441	385	472

Notes

1. Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
2. Mode Occupancy consistent with 2016 Survey
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\BY_OTHERS\2019.04.08 - KH Design - Compiled Historical Data\Compiled Historical Data SAN.xlsm
3. 30% rematch reduction assumed, consistent with TNC October 2018 rematch statistics
4. Rematch reductions applied based on October 2018 rematch statistics
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Monday SAN TNC Rematch Statistics (October 2018).xlsx

ALT 4: OPENING DAY 2024 EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Employee Volumes								
2018 Employees		7,109	221	85	180	65	149	168
Growth		19%	5%	15%	6%	3%	36%	30%
2024 Employees		8,448	232	97	190	67	202	219
Private Vehicles	87.5%	7,392	203	85	166	59	177	192
MTS	4.0%	338	9	4	8	3	8	9
TDM	6.0%	507	14	6	11	4	12	13
Active Transportation	2.5%	211	6	2	5	2	5	5
	100%	8,448	232	97	190	68	202	219
Vehicular Volumes								
Private Vehicles		7,392	203	85	166	59	177	192
Employee Shuttle	7 min hw	206	9	9	9	9	9	9
		7,598	212	94	175	68	186	201
Terminal 1								
2018 Terminal 1 Vehicles		165	7	4	5	1	4	6
Growth		36%	6%	13%	24%	-8%	36%	21%
2024 Estimated T1 Vehicles		224	7	5	6	1	5	7
Private Vehicles		201	6	4	5	1	4	6
Terminal 2								
2018 Terminal 2 Vehicles		1,424	77	15	55	5	50	38
Growth		7%	5%	19%	-6%	12%	35%	42%
2024 Estimated T2 Vehicles		1,523	81	18	51	6	67	54
Private Vehicles		1,369	71	16	47	5	60	47
North Side								
2018 Northside Vehicles		5,449	135	65	118	58	94	122
Growth		19%	5%	15%	6%	3%	36%	30%
2024 Northside Vehicles		6,475	142	75	125	60	127	159
Private Vehicles		5,822	126	65	114	53	113	139

Notes

1. Mode Share based on 2018 trip patterns at the airport

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

ALT 4: 2026 PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2026 Total Passengers		99,243	2,321	2,868	2,554	3,338	2,741	2,142
Private Vehicles	31%	30,765	720	889	792	1,035	850	664
Rental Car	16%	15,879	371	459	409	534	439	343
Taxi	8%	7,939	186	229	204	267	219	171
TNC	24%	23,818	557	688	613	801	658	514
Shared Van (VFH)	3%	2,977	70	86	77	100	82	64
Courtesy Shuttle	2%	1,985	46	57	51	67	55	43
Parking On-airport	8%	7,939	186	229	204	267	219	171
MTS	5%	4,962	116	143	128	167	137	107
Parking Off Airport	3%	2,977	70	86	77	100	82	64
	100%	99,241	2,322	2,866	2,555	3,338	2,741	2,141
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	47,331	1,238	1,238	1,405	1,405	1,165	1,165
Rental Car	1.30	12,215	353	285	411	315	264	338
Taxi ³	1.30	8,550	276	266	315	301	249	261
TNC ⁴	1.30	25,650	769	783	824	829	785	743
Shared Van (VFH)	5.00	595	17	14	20	15	13	16
Courtesy Shuttle	2.00	993	29	23	34	26	22	28
Parking On-Airport	1.50	5,293	153	124	178	136	114	146
Off Airport Parking shuttles	5.00	595	17	14	20	15	13	16
992 MTS buses	7.5 min hw	264	8	8	8	8	8	8
Old Town Shuttle	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		101,772	2,868	2,763	3,223	3,058	2,639	2,727
Terminal 1								
2018 Terminal 1 Vehicles		33,836	1,198	823	1,328	1,019	950	728
Growth		81%	46%	39%	68%	22%	64%	68%
2026 Estimated T1 Vehicles		61,318	1,744	1,143	2,233	1,244	1,553	1,222
Private Vehicles		30,535	835	587	988	653	764	607
Taxi		5,516	186	126	221	140	163	136
TNC		16,548	519	371	579	385	515	387
Shared Van (VFH)		384	11	7	14	7	9	8
Courtesy Shuttle		641	20	11	24	12	14	15
Parking On-Airport		3,415	103	59	125	63	75	76
		57,039	1,674	1,161	1,951	1,260	1,540	1,229
Terminal 2								
2018 Terminal 2 Vehicles		38,602	1,015	1,323	1,325	1,593	784	1,007
Growth		-13%	-17%	-4%	-29%	-10%	4%	12%
2026 Estimated T2 Vehicles		33,728	842	1,268	943	1,434	816	1,124
Private Vehicles		16,796	403	651	417	752	401	558
Taxi		3,034	90	140	94	161	86	125
TNC		9,102	250	412	245	444	270	356
Shared Van (VFH)		211	6	7	6	8	4	8
Courtesy Shuttle		352	9	12	10	14	8	13
Parking On-Airport		1,878	50	65	53	73	39	70
		31,373	808	1,287	825	1,452	808	1,130
North Side								
2018 Northside Vehicles		15,782	481	362	538	467	308	392
Growth		26%	11%	24%	10%	5%	38%	42%
2026 Estimated Northside Vehicles		19,928	535	450	589	492	425	556
Rental Car		12,215	353	285	411	315	264	338
Fixed-base operations/Cargo		6,187	138	129	127	139	128	176
		18,402	491	414	538	454	392	514

Notes

1. Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
2. Mode Occupancy consistent with 2016 Survey
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\BY_OTHERS\2019.04.08 - KH Design - Compiled Historical Data\Compiled Historical Data SAN.xlsm
3. 30% rematch reduction assumed, consistent with TNC October 2018 rematch statistics
4. Rematch reductions applied based on October 2018 rematch statistics
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Monday SAN TNC Rematch Statistics (October 2018).xlsx

ALT 4: 2026 EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Employee Volumes								
2018 Employees		7,109	221	85	180	65	149	168
Growth		26%	11%	24%	10%	5%	38%	42%
2026 Employees		8,977	246	106	197	68	206	238
Private Vehicles	87.5%	7,855	215	93	172	60	180	208
MTS	4.0%	359	10	4	8	3	8	10
TDM	6.0%	539	15	6	12	4	12	14
Active Transportation	2.5%	224	6	3	5	2	5	6
	100%	8,977	246	106	197	69	205	238
Vehicular Volumes								
Private Vehicles		7,855	215	93	172	60	180	208
Employee Shuttle	7 min hw	206	9	9	9	9	9	9
		8,061	224	102	181	69	189	217
Terminal 1								
2018 Terminal 1 Vehicles		165	7	4	5	1	4	6
Growth		81%	46%	39%	68%	22%	64%	68%
2026 Estimated T1 Vehicles		299	10	6	8	1	7	10
Private Vehicles		279	10	6	8	1	7	9
Terminal 2								
2018 Terminal 2 Vehicles		1,424	77	15	55	5	50	38
Growth		-13%	-17%	-4%	-29%	-10%	4%	12%
2026 Estimated T2 Vehicles		1,244	64	14	39	5	52	42
Private Vehicles		1,160	61	13	38	4	50	39
North Side								
2018 Northside Vehicles		5,449	135	65	118	58	94	122
Growth		26%	11%	24%	10%	5%	38%	42%
2026 Northside Vehicles		6,881	150	81	129	61	130	173
Private Vehicles		6,416	144	74	126	55	123	160

Notes

1. Mode Share based on 2018 trip patterns at the airport

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

ALT 4: 2030 PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2030 Total Passengers		110,875	2,604	3,251	2,897	3,703	3,097	2,384
Private Vehicles	31%	34,371	807	1,008	898	1,148	960	739
Rental Car	16%	17,740	417	520	464	592	496	381
Taxi	8%	8,870	208	260	232	296	248	191
TNC	24%	26,610	625	780	695	889	743	572
Shared Van (VFH)	3%	3,326	78	98	87	111	93	72
Courtesy Shuttle	2%	2,218	52	65	58	74	62	48
Parking On-airport	8%	8,870	208	260	232	296	248	191
MTS	5%	5,544	130	163	145	185	155	119
Parking Off Airport	3%	3,326	78	98	87	111	93	72
	100%	110,875	2,603	3,252	2,898	3,702	3,098	2,385
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	52,878	1,396	1,396	1,574	1,574	1,307	1,307
Rental Car	1.30	13,646	400	321	455	357	293	382
Taxi ³	1.30	9,552	312	300	353	338	280	294
TNC ⁴	1.30	28,657	869	883	919	931	880	836
Shared Van (VFH)	5.00	665	20	16	22	17	14	19
Courtesy Shuttle	2.00	1,109	33	26	37	29	24	31
Parking On-Airport	1.50	5,913	173	139	197	155	127	165
Off Airport Parking shuttles	5.00	665	20	16	22	17	14	19
992 MTS buses	7.5 min hw	264	8	8	8	8	8	8
Old Town Shuttle	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		113,635	3,239	3,113	3,595	3,434	2,953	3,067
Terminal 1								
2018 Terminal 1 Vehicles		33,836	1,198	823	1,328	1,019	950	728
Growth		99%	71%	50%	85%	47%	80%	80%
2030 Estimated T1 Vehicles		67,337	2,046	1,233	2,459	1,496	1,710	1,310
Private Vehicles		33,603	968	612	1,101	785	847	636
Taxi		6,070	216	131	247	168	182	143
TNC		18,211	602	387	643	464	570	407
Shared Van (VFH)		423	14	7	15	8	9	9
Courtesy Shuttle		705	23	11	26	14	16	15
Parking On-Airport		3,758	120	61	138	77	82	80
		62,770	1,943	1,209	2,170	1,516	1,706	1,290
Terminal 2								
2018 Terminal 2 Vehicles		38,602	1,015	1,323	1,325	1,593	784	1,007
Growth		0%	-11%	19%	-20%	-6%	18%	37%
2030 Estimated T2 Vehicles		38,625	906	1,580	1,058	1,505	928	1,383
Private Vehicles		19,275	428	784	473	789	460	671
Taxi		3,482	96	169	106	170	98	151
TNC		10,446	267	496	276	467	310	429
Shared Van (VFH)		242	6	9	7	9	5	10
Courtesy Shuttle		404	10	15	11	15	8	16
Parking On-Airport		2,155	53	78	59	78	45	85
		36,004	860	1,551	932	1,528	926	1,362
North Side								
2018 Northside Vehicles		15,782	481	362	538	467	308	392
Growth		41%	26%	40%	21%	20%	54%	60%
2030 Estimated Northside Vehicles		22,264	607	505	654	558	473	628
Rental Car		13,646	400	321	455	357	293	382
Fixed-base operations/Cargo		6,912	156	145	141	158	143	199
		20,558	556	466	596	515	436	581

Notes

- Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
- Mode Occupancy consistent with 2016 Survey
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ALT 4: 2030 EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Employee Volumes								
2018 Employees		7,109	221	85	180	65	149	168
Growth		41%	26%	40%	21%	20%	54%	60%
2030 Employees		10,029	279	119	219	78	229	269
Private Vehicles	85.5%	8,575	239	102	187	67	196	230
MTS	4.0%	401	11	5	9	3	9	11
TDM	6.0%	602	17	7	13	5	14	16
Active Transportation	4.5%	451	13	5	10	4	10	12
	100%	10,029	280	119	219	79	229	269
Vehicular Volumes								
Private Vehicles		8,575	239	102	187	67	196	230
Employee Shuttle	7 min hw	206	9	9	9	9	9	9
		8,781	248	111	196	76	205	239
Terminal 1								
2018 Terminal 1 Vehicles		165	7	4	5	1	4	6
Growth		99%	71%	50%	85%	47%	80%	80%
2030 Estimated T1 Vehicles		328	12	6	9	1	7	11
Private Vehicles		298	11	5	9	1	7	10
Terminal 2								
2018 Terminal 2 Vehicles		1,424	77	15	55	5	50	38
Growth		0%	-11%	19%	-20%	-6%	18%	37%
2030 Estimated T2 Vehicles		1,425	69	18	44	5	59	52
Private Vehicles		1,294	66	16	42	4	55	46
North Side								
2018 Northside Vehicles		5,449	135	65	118	58	94	122
Growth		41%	26%	40%	21%	20%	54%	60%
2030 Northside Vehicles		7,687	170	91	143	69	144	195
Private Vehicles		6,983	162	81	136	62	134	174

Notes

1. Mode Share based on 2018 trip patterns at the airport

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

ALT 4: 2035 PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2035 Total Passengers		121,847	3,048	3,638	3,294	4,149	3,304	2,643
Private Vehicles	31%	37,773	945	1,128	1,021	1,286	1,024	819
Rental Car	16%	19,496	488	582	527	664	529	423
Taxi	8%	9,748	244	291	264	332	264	211
TNC	24%	29,243	732	873	791	996	793	634
Shared Van (VFH)	3%	3,655	91	109	99	124	99	79
Courtesy Shuttle	2%	2,437	61	73	66	83	66	53
Parking On-airport	8%	9,748	244	291	264	332	264	211
MTS	5%	6,092	152	182	165	207	165	132
Parking Off Airport	3%	3,655	91	109	99	124	99	79
	100%	121,847	3,048	3,638	3,296	4,148	3,303	2,641
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	58,112	1,595	1,595	1,775	1,775	1,418	1,418
Rental Car	1.30	14,997	448	375	511	405	325	407
Taxi ³	1.30	10,498	355	344	398	382	304	317
TNC ⁴	1.30	31,492	987	1,013	1,034	1,053	957	903
Shared Van (VFH)	5.00	731	22	18	25	20	16	20
Courtesy Shuttle	2.00	1,219	37	31	42	33	27	33
Parking On-Airport	1.50	6,499	194	163	221	176	141	176
Off Airport Parking shuttles	5.00	731	22	18	25	20	16	20
992 MTS buses	7.5 min hw	264	8	8	8	8	8	8
Old Town Shuttle	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		124,829	3,676	3,573	4,047	3,880	3,218	3,308
Terminal 1								
2018 Terminal 1 Vehicles		33,836	1,198	823	1,328	1,019	950	728
Growth		117%	84%	80%	107%	52%	102%	89%
2035 Estimated T1 Vehicles		73,583	2,204	1,478	2,745	1,554	1,916	1,374
Private Vehicles		36,746	1,072	733	1,238	793	929	675
Taxi		6,638	239	158	277	171	199	151
TNC		19,914	664	466	721	471	627	430
Shared Van (VFH)		462	15	8	17	9	10	10
Courtesy Shuttle		771	25	14	29	15	18	16
Parking On-Airport		4,110	130	75	154	79	92	84
		68,641	2,145	1,454	2,436	1,538	1,875	1,366
Terminal 2								
2018 Terminal 2 Vehicles		38,602	1,015	1,323	1,325	1,593	784	1,007
Growth		11%	6%	31%	-10%	21%	28%	50%
2035 Estimated T2 Vehicles		42,784	1,074	1,738	1,192	1,923	1,007	1,513
Private Vehicles		21,366	523	862	537	982	489	743
Taxi		3,860	116	186	121	211	105	166
TNC		11,578	323	547	313	582	330	473
Shared Van (VFH)		269	7	10	8	11	6	10
Courtesy Shuttle		448	12	17	13	18	9	17
Parking On-Airport		2,389	64	88	67	97	49	92
		39,910	1,045	1,710	1,059	1,901	988	1,501
North Side								
2018 Northside Vehicles		15,782	481	362	538	467	308	392
Growth		55%	41%	63%	36%	36%	70%	71%
2035 Estimated Northside Vehicles		24,467	679	591	732	635	524	670
Rental Car		14,997	448	375	511	405	325	407
Fixed-base operations/Cargo		7,597	175	170	158	179	158	212
		22,594	623	545	669	584	483	619

Notes

1. Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
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ALT 4: 2035 EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Employee Volumes								
2018 Employees		7,109	221	85	180	65	149	168
Growth		55%	41%	63%	36%	36%	70%	71%
2035 Employees		11,021	312	139	245	88	254	287
Private Vehicles	85.5%	9,423	267	119	209	75	217	245
MTS	4.0%	441	12	6	10	4	10	11
TDM	6.0%	661	19	8	15	5	15	17
Active Transportation	4.5%	496	14	6	11	4	11	13
	100%	11,021	312	139	245	88	253	286
Vehicular Volumes								
Private Vehicles		9,423	267	119	209	75	217	245
Employee Shuttle	7 min hw	206	9	9	9	9	9	9
		9,629	276	128	218	84	226	254
Terminal 1								
2018 Terminal 1 Vehicles		165	7	4	5	1	4	6
Growth		117%	84%	80%	107%	52%	102%	89%
2035 Estimated T1 Vehicles		359	13	7	10	2	8	11
Private Vehicles		326	12	6	10	2	7	10
Terminal 2								
2018 Terminal 2 Vehicles		1,424	77	15	55	5	50	38
Growth		11%	6%	31%	-10%	21%	28%	50%
2035 Estimated T2 Vehicles		1,578	81	20	49	6	64	57
Private Vehicles		1,432	76	18	47	5	60	51
North Side								
2018 Northside Vehicles		5,449	135	65	118	58	94	122
Growth		55%	41%	63%	36%	36%	70%	71%
2035 Northside Vehicles		8,448	191	106	161	79	160	208
Private Vehicles		7,665	179	95	152	68	150	184

Notes

1. Mode Share based on 2018 trip patterns at the airport

K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

ALT 4: 2050 PASSENGERS & VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pax Flow								
2050 Total Passengers		125,990	3,152	3,762	3,406	4,290	3,416	2,733
Private Vehicles	31%	39,057	977	1,166	1,056	1,330	1,059	847
Rental Car	16%	20,158	504	602	545	686	547	437
Taxi	8%	10,079	252	301	272	343	273	219
TNC	24%	30,238	756	903	817	1,030	820	656
Shared Van (VFH)	3%	3,780	95	113	102	129	102	82
Courtesy Shuttle	2%	2,520	63	75	68	86	68	55
Parking On-airport	8%	10,079	252	301	272	343	273	219
MTS	5%	6,299	158	188	170	215	171	137
Parking Off Airport	3%	3,780	95	113	102	129	102	82
	100%	125,990	3,152	3,762	3,404	4,291	3,415	2,734
Vehicular Volumes								
Mode	Mode Occupancy ²	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Private Vehicles	1.30	60,088	1,648	1,648	1,835	1,835	1,466	1,466
Rental Car	1.30	15,506	463	388	528	419	336	421
Taxi ³	1.30	10,854	367	356	410	394	315	328
TNC ⁴	1.30	32,564	1,020	1,047	1,069	1,088	990	934
Shared Van (VFH)	5.00	756	23	19	26	20	16	20
Courtesy Shuttle	2.00	1,260	38	32	43	34	28	34
Parking On-Airport	1.50	6,719	201	168	229	181	146	182
Off Airport Parking shuttles	5.00	756	23	19	26	20	16	20
992 MTS buses	7.5 min hw	264	8	8	8	8	8	8
Old Town Shuttle	15 min hw	132	4	4	4	4	4	4
RCC shuttles ⁵		154	4	4	4	4	2	2
		129,053	3,799	3,693	4,182	4,007	3,327	3,419
Terminal 1								
2018 Terminal 1 Vehicles		33,836	1,198	823	1,328	1,019	950	728
Growth		125%	90%	86%	114%	58%	109%	95%
2050 Estimated T1 Vehicles		76,085	2,279	1,528	2,839	1,606	1,981	1,421
Private Vehicles		37,996	1,108	757	1,279	820	961	698
Taxi		6,863	247	164	286	176	206	156
TNC		20,592	686	481	745	486	649	445
Shared Van (VFH)		478	15	9	18	9	10	10
Courtesy Shuttle		797	26	15	30	15	18	16
Parking On-Airport		4,249	135	77	160	81	96	87
		70,975	2,217	1,503	2,518	1,587	1,940	1,412
Terminal 2								
2018 Terminal 2 Vehicles		38,602	1,015	1,323	1,325	1,593	784	1,007
Growth		15%	9%	36%	-7%	25%	33%	55%
2050 Estimated T2 Vehicles		44,238	1,111	1,797	1,233	1,988	1,041	1,564
Private Vehicles		22,092	540	891	556	1,015	505	768
Taxi		3,991	120	192	124	218	109	172
TNC		11,972	334	566	324	602	341	489
Shared Van (VFH)		278	8	10	8	11	6	10
Courtesy Shuttle		463	12	17	13	19	10	18
Parking On-Airport		2,470	66	91	69	100	50	95
		41,266	1,080	1,767	1,094	1,965	1,021	1,552
North Side								
2018 Northside Vehicles		15,782	481	362	538	467	308	392
Growth		60%	46%	69%	41%	41%	76%	77%
2050 Estimated Northside Vehicles		25,299	702	611	757	656	542	692
Rental Car		15,506	463	388	528	419	336	421
Fixed-base operations/Cargo		7,855	181	176	163	185	164	219
		23,361	644	564	691	604	500	640

Notes

1. Mode Share based on 2018 trip patterns at the airport
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Existing Passenger Mode Share.xlsx
2. Mode Occupancy consistent with 2016 Survey
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\BY_OTHERS\2019.04.08 - KH Design - Compiled Historical Data\Compiled Historical Data SAN.xlsm
3. 30% rematch reduction assumed, consistent with TNC October 2018 rematch statistics
4. Rematch reductions applied based on October 2018 rematch statistics
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Monday SAN TNC Rematch Statistics (October 2018).xlsx

ALT 4: 2050 EMPLOYEE VEHICULAR VOLUMES

Mode	Mode Share ¹	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Employee Volumes								
2018 Employees		7,109	221	85	180	65	149	168
Growth		60%	46%	69%	41%	41%	76%	77%
2050 Employees		11,396	323	144	253	91	262	297
Private Vehicles	85.5%	9,744	276	123	216	78	224	254
MTS	4.0%	456	13	6	10	4	10	12
TDM	6.0%	684	19	9	15	5	16	18
Active Transportation	4.5%	513	15	6	11	4	12	13
	100%	11,397	323	144	252	91	262	297
Vehicular Volumes								
Private Vehicles		9,744	276	123	216	78	224	254
Employee Shuttle	7 min hw	206	9	9	9	9	9	9
		9,950	285	132	225	87	233	263
Terminal 1								
2018 Terminal 1 Vehicles		165	7	4	5	1	4	6
Growth		125%	90%	86%	114%	58%	109%	95%
2050 Estimated T1 Vehicles		371	13	7	11	2	8	12
Private Vehicles		337	12	6	10	2	7	11
Terminal 2								
2018 Terminal 2 Vehicles		1,424	77	15	55	5	50	38
Growth		15%	9%	36%	-7%	25%	33%	55%
2035 Estimated T2 Vehicles		1,632	84	20	51	6	66	59
Private Vehicles		1,481	79	18	48	5	62	52
North Side								
2018 Northside Vehicles		5,449	135	65	118	58	94	122
Growth		60%	46%	69%	41%	41%	76%	77%
2035 Northside Vehicles		8,735	197	110	166	81	165	216
Private Vehicles		7,926	185	99	158	71	155	191

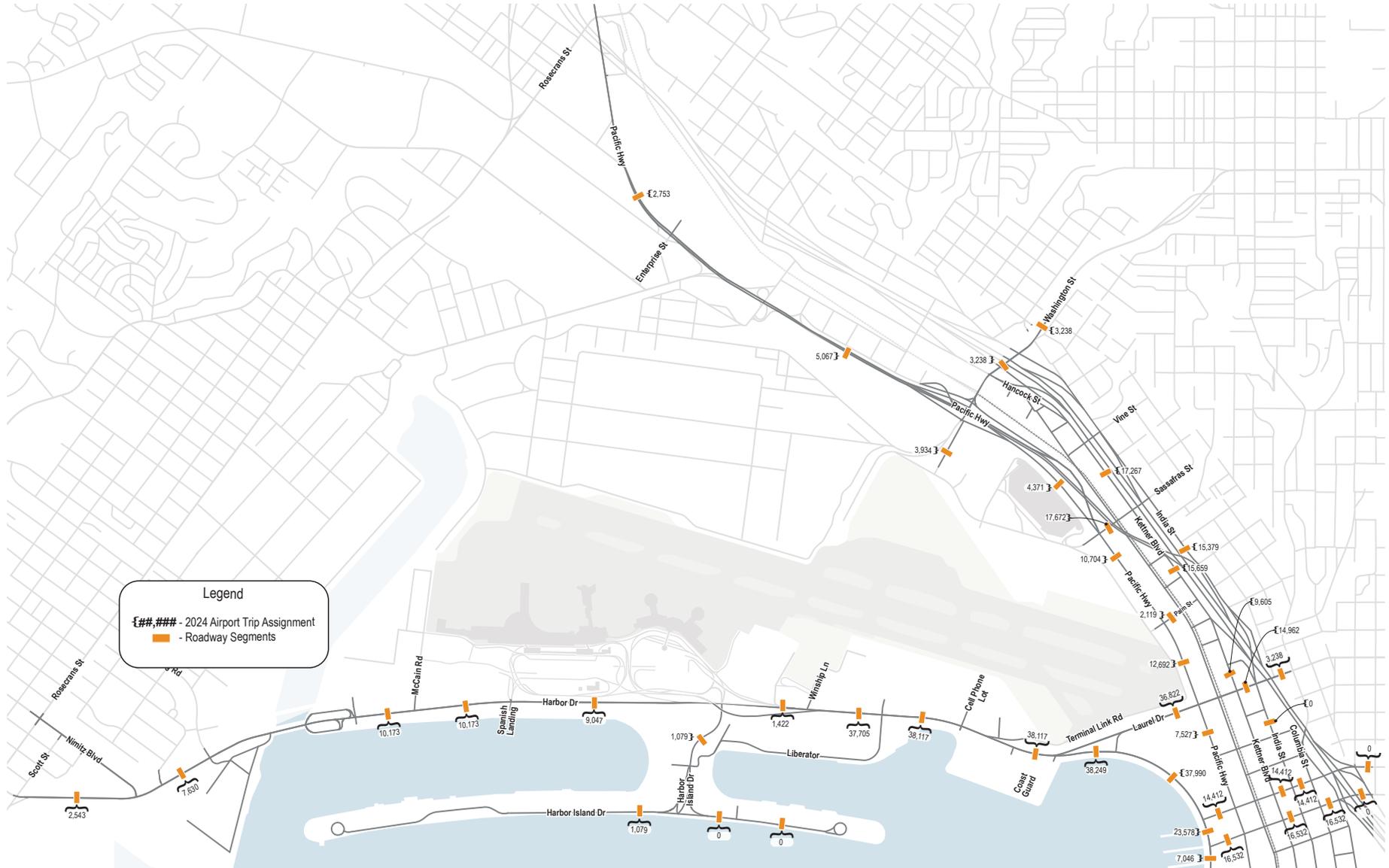
Notes

1. Mode Share based on 2018 trip patterns at the airport

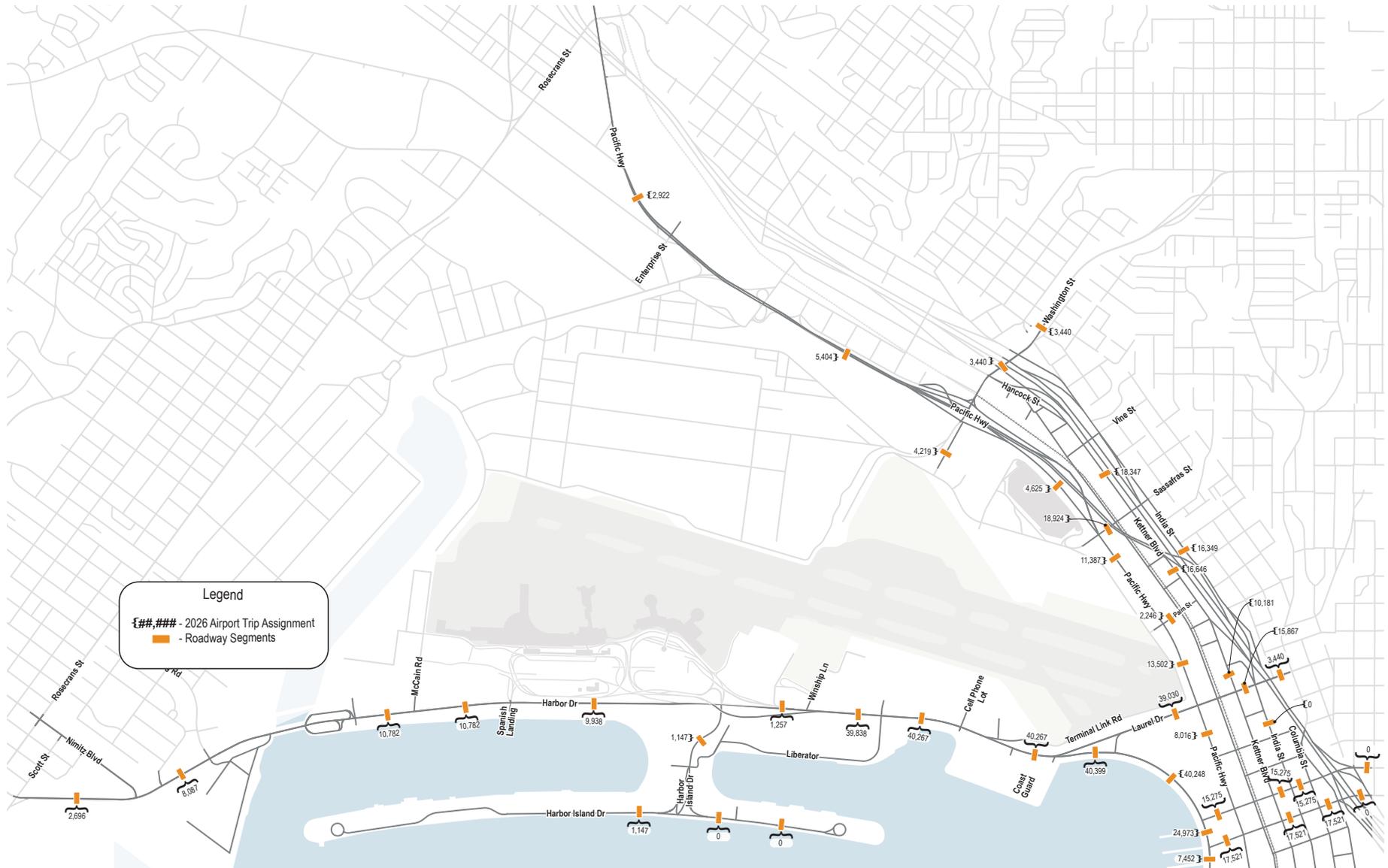
K:\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Reference\Employee Mode Share.xlsx

Exhibit B

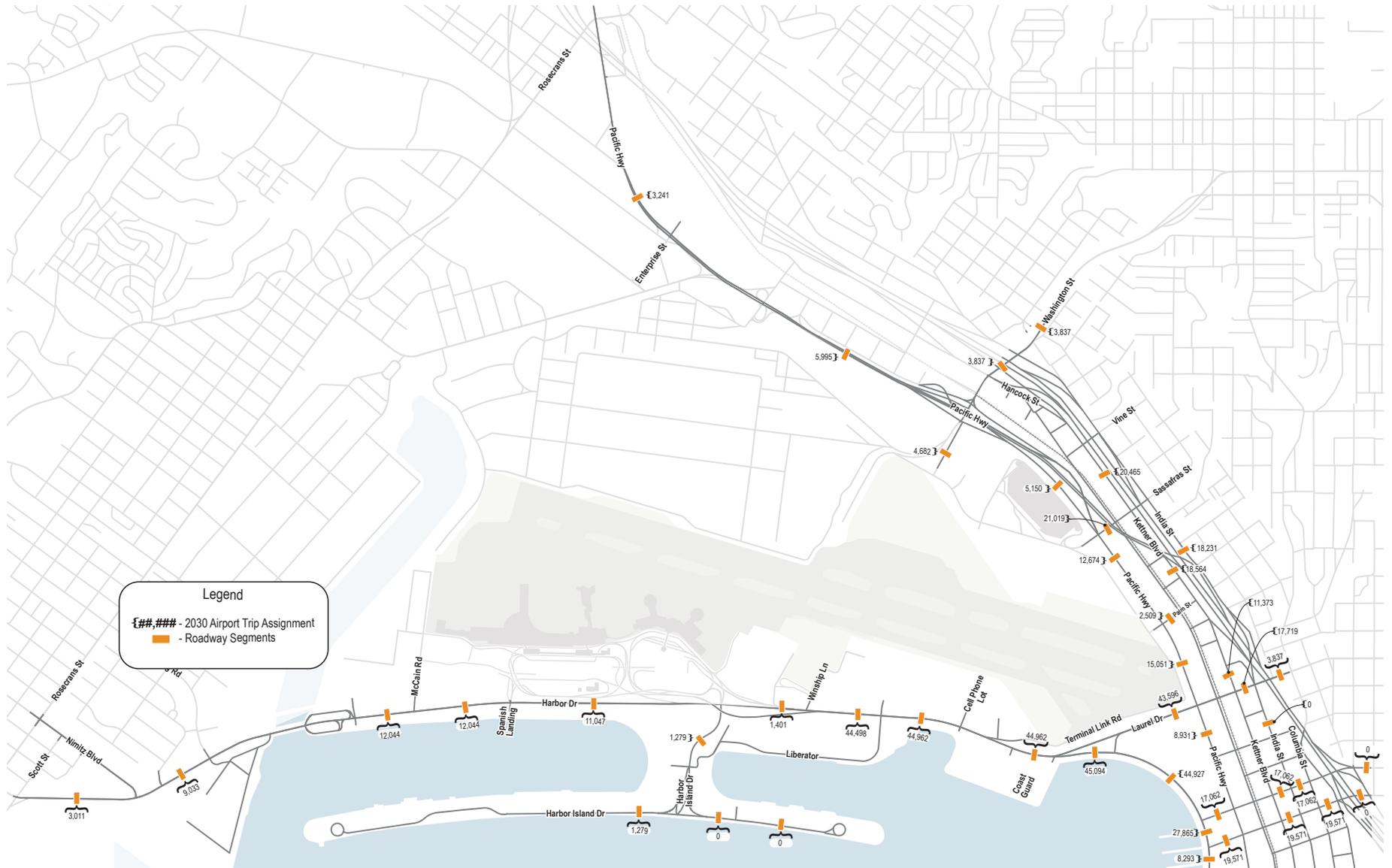
Airport Roadway Trip Assignments



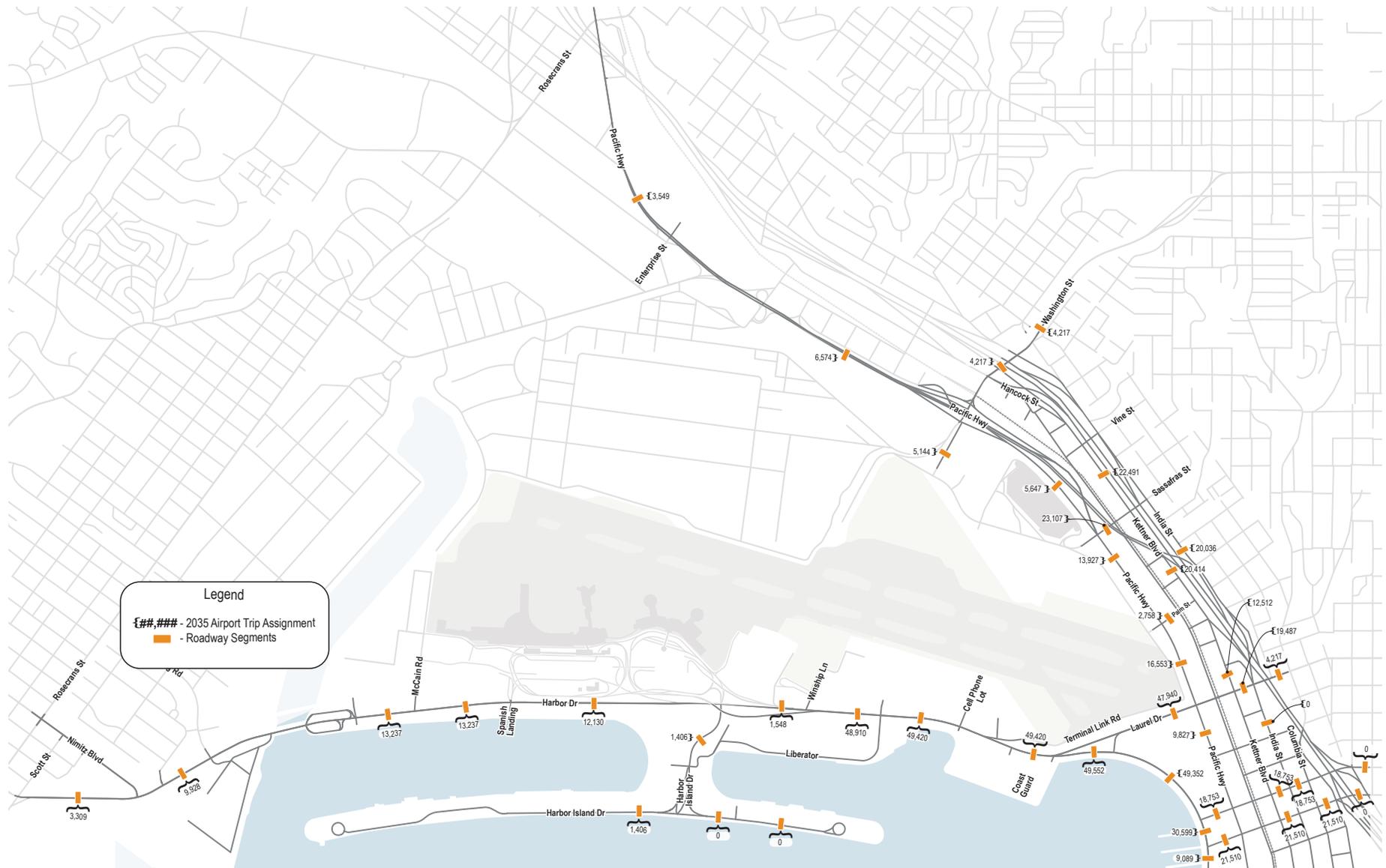
Alternative 4 - 2024 Airport Trip Assignment



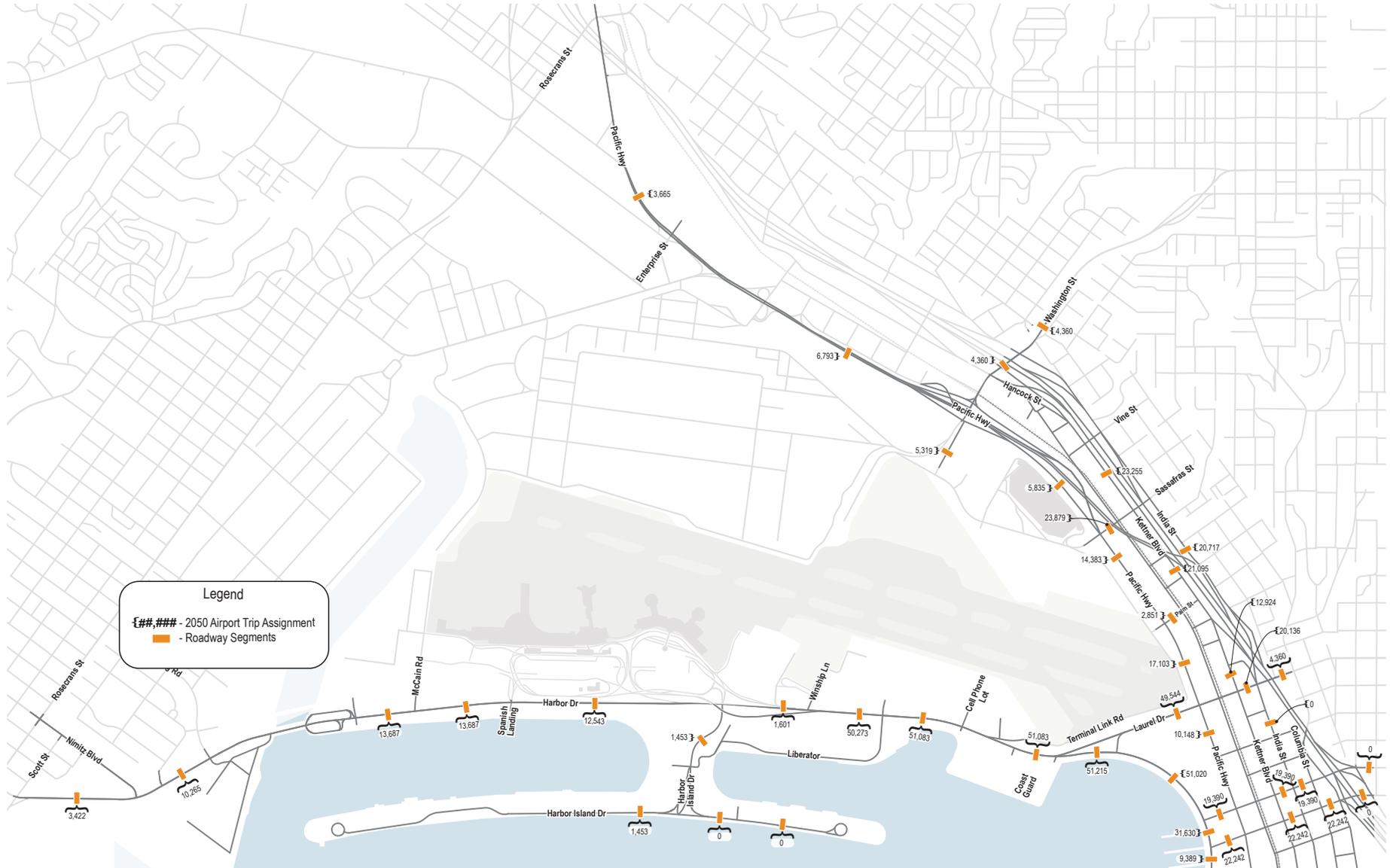
Alternative 4 - 2026 Airport Trip Assignment



Alternative 4 - 2030 Airport Trip Assignment



Alternative 4 - 2035 Airport Trip Assignment



Alternative 4 - 2050 Airport Trip Assignment

Exhibit C

Airport Intersection Trip Assignments

SDCRAA ADP EIR

<p>1</p> <p>1 / 1 59 / 55</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>13 / 10</p> <p>8 / 12 54 / 58</p>	<p>2</p> <p>72 / 65</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 / 4 Old Town Transit Center Bus Access</p> <p>62 / 70 4 / 4</p>	<p>3</p> <p>76 / 69</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>66 / 74</p>	<p>4</p> <p>19 / 15</p> <p>EB Pacific Hwy On Ramp</p> <p>46 / 40 76 / 73</p> <p>151 / 188 3 / 9</p> <p>EB Pacific Hwy Off Ramp</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>112 / 103</p> <p>Washington St</p> <p>9 / 19 142 / 169</p> <p>Frontage Rd</p> <p>11 / 10 124 / 140</p>	<p>6</p> <p>Hancock St</p> <p>112 / 103</p> <p>Washington St</p> <p>163 / 188 103 / 121</p>	<p>7</p> <p>San Diego Ave</p> <p>90 / 84</p> <p>Washington St</p> <p>80 / 102 83 / 86</p> <p>22 / 19 42 / 50</p>	<p>8</p> <p>India St</p> <p>90 / 84</p> <p>Washington St</p> <p>690 / 687</p> <p>Vine St</p>
<p>9</p> <p>61 / 51 134 / 136</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>369 / 310 120 / 115</p> <p>Sassafras St</p> <p>80 / 102 60 / 73 46 / 57</p> <p>74 / 59 158 / 164</p>	<p>10</p> <p>309 / 274 664 / 633</p> <p>Kettner Blvd</p> <p>180 / 151</p> <p>Sassafras St</p> <p>42 / 50 18 / 24</p>	<p>11</p> <p>India St</p> <p>180 / 151</p> <p>Sassafras St</p> <p>42 / 50</p> <p>180 / 151 648 / 638</p>	<p>12</p> <p>13 / 13 287 / 295</p> <p>Pacific Hwy</p> <p>120 / 115 Palm St</p> <p>19 / 25 29 / 39 15 / 20</p> <p>17 / 16 212 / 198</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>65 / 59</p> <p>N Harbor Dr</p> <p>2034 / 2008</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>33 / 33</p> <p>W Laurel St</p> <p>1078 / 1031</p> <p>N Harbor Dr</p> <p>889 / 878 1145 / 1129</p>	<p>15</p> <p>362 / 352 52 / 68 7 / 10</p> <p>Pacific Hwy</p> <p>17 / 14 616 / 587</p> <p>W Laurel St</p> <p>136 / 135 695 / 687 58 / 57</p> <p>61 / 58 76 / 65</p>	<p>16</p> <p>544 / 518 7 / 9</p> <p>Kettner Blvd</p> <p>89 / 83</p> <p>703 / 696</p> <p>W Laurel St</p>
<p>17</p> <p>India St</p> <p>1 / 1 89 / 83</p> <p>W Laurel St</p> <p>626 / 619 83 / 86</p>	<p>18</p> <p>114 / 1129</p> <p>N Harbor Dr</p> <p>877 / 839</p> <p>W Hawthorn St</p> <p>201 / 192</p>	<p>19</p> <p>110 / 125</p> <p>Pacific Hwy</p> <p>816 / 781</p> <p>W Hawthorn St</p> <p>61 / 58 137 / 123</p>	<p>20</p> <p>Kettner Blvd</p> <p>816 / 781</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>816 / 781</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>816 / 781</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St</p> <p>↑ 816 / 781</p> <p>W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>↔ 192 / 190</p> <p>↔ 953 / 939</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>201 / 192</p>	<p>26</p> <p>↔ 110 / 125</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>895 / 882</p> <p>58 / 57</p> <p>↔</p> <p>197 / 180</p>
<p>27</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>895 / 882</p> <p>↔</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>895 / 882</p> <p>↔</p>	<p>29</p> <p>Columbia St</p> <p>W Grape St</p> <p>895 / 882</p> <p>↔</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>895 / 882</p> <p>↔</p> <p>State St/ I-5 SB On Ramp</p>
<p>31</p> <p>↔ 173 / 171</p> <p>↔ 15 / 42</p> <p>McCain Rd</p> <p>↔ 61 / 51</p> <p>↔ 103 / 103</p> <p>N Harbor Dr</p> <p>9 / 9</p> <p>280 / 268</p> <p>↔</p>	<p>32</p> <p>Airport terminal Rd Loop/Airport Terminal Rd</p> <p>↔ 164 / 154</p> <p>N Harbor Dr</p> <p>Spanish Landing Dwy</p> <p>128 / 120</p> <p>167 / 190</p> <p>↔</p>	<p>33</p> <p>↔ 103 / 103</p> <p>↔ 22 / 22</p> <p>Airport Terminal Rd</p> <p>↔ 61 / 51</p> <p>↔ 4 / 8</p> <p>N Harbor Dr</p> <p>Harbor Island Dr</p> <p>22 / 22</p> <p>8 / 6</p> <p>↔</p>	<p>34</p> <p>↔ 26 / 30</p> <p>Harbor Island Dr</p> <p>Sheraton Dwy</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>30 / 28</p> <p>↔</p>
<p>35</p> <p>↔ 13 / 15</p> <p>↔ 13 / 15</p> <p>Harbor Island Dr</p> <p>↔ 15 / 14</p> <p>Harbor Island Dr</p> <p>15 / 14</p> <p>↔</p>	<p>36</p> <p>Parking Lot</p> <p>↔ 15 / 14</p> <p>Harbor Island Dr</p> <p>13 / 15</p> <p>↔</p>	<p>37</p> <p>Winship Ln</p> <p>↔ 65 / 59</p> <p>N Harbor Dr</p> <p>2034 / 2008</p> <p>↔</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>↔ 65 / 59</p> <p>N Harbor Dr</p> <p>Liberator Way</p> <p>2034 / 2008</p> <p>↔</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot</p> <p>↔ 65 / 59</p> <p>N Harbor Dr</p> <p>2034 / 2008</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>↔ 65 / 59</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>2034 / 2008</p> <p>↔</p>	<p>41</p> <p>↔ 120 / 115</p> <p>↔ 562 / 542</p> <p>Kettner Blvd</p> <p>Palm St</p> <p>29 / 39</p> <p>↔</p>	<p>42</p> <p>↔ 73 / 70</p> <p>Laning Rd</p> <p>↔ 69 / 69</p> <p>↔ 207 / 205</p> <p>N Harbor Dr</p> <p>216 / 207</p> <p>↔</p>
<p>43</p> <p>↔ 144 / 138</p> <p>Nimitz Blvd</p> <p>↔ 138 / 137</p> <p>↔ 69 / 68</p> <p>N Harbor Dr</p> <p>72 / 69</p> <p>↔</p>	<p>44</p> <p>↔ 14 / 18</p> <p>Rosecrans St</p> <p>↔ 69 / 68</p> <p>Nimitz Blvd</p> <p>↔</p> <p>18 / 15</p> <p>72 / 69</p> <p>↔</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>1 ↔ 66</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>12 ↔</p> <p>10 ↔ 62</p>	<p>2</p> <p>78 ↔</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 ↔ Old Town Transit Center Bus Access</p> <p>72 ↔ 4</p>	<p>3</p> <p>82 ↔</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>76 ↔</p>	<p>4</p> <p>15 ↔</p> <p>EB Pacific Hwy On Ramp</p> <p>172 ↔ 3</p> <p>EB Pacific Hwy Off Ramp</p> <p>45 ↔ 86</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>121 ↔</p> <p>Washington St</p> <p>8 ↔ 164</p> <p>Frontage Rd</p> <p>10 ↔ 141</p>	<p>6</p> <p>Hancock St</p> <p>121 ↔</p> <p>Washington St</p> <p>186 ↔ 119</p>	<p>7</p> <p>San Diego Ave</p> <p>101 ↔</p> <p>Washington St</p> <p>92 ↔ 94</p> <p>20 ↔ 49</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>786 ↔</p>
<p>9</p> <p>68 ↔ 151</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>399 ↔ 137</p> <p>Sassafras St</p> <p>91 ↔ 69 ↔ 55</p> <p>82 ↔ 177</p>	<p>10</p> <p>339 ↔ 758</p> <p>Kettner Blvd</p> <p>197 ↔</p> <p>Sassafras St</p> <p>49 ↔ 20</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>49 ↔</p> <p>197 ↔ 737</p>	<p>12</p> <p>12 ↔ 331</p> <p>Pacific Hwy</p> <p>137 ↔</p> <p>Palm St</p> <p>21 ↔ 32 ↔ 17</p> <p>16 ↔ 238</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>45 ↔</p> <p>N Harbor Dr</p> <p>2324 ↔</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>24 ↔</p> <p>W Laurel St</p> <p>1226 ↔</p> <p>N Harbor Dr</p> <p>1016 ↔ 1308</p>	<p>15</p> <p>416 ↔ 61 ↔ 8</p> <p>Pacific Hwy</p> <p>18 ↔ 703</p> <p>W Laurel St</p> <p>154 ↔ 796 ↔ 66</p> <p>69 ↔ 82</p>	<p>16</p> <p>621 ↔ 7</p> <p>Kettner Blvd</p> <p>100 ↔</p> <p>W Laurel St</p> <p>804 ↔</p>
<p>17</p> <p>India St</p> <p>1 ↔ 100</p> <p>W Laurel St</p> <p>717 ↔ 94</p>	<p>18</p> <p>1308 ↔</p> <p>N Harbor Dr</p> <p>999 ↔</p> <p>W Hawthorn St</p> <p>227 ↔</p>	<p>19</p> <p>127 ↔</p> <p>Pacific Hwy</p> <p>930 ↔</p> <p>W Hawthorn St</p> <p>69 ↔ 151</p>	<p>20</p> <p>Kettner Blvd</p> <p>930 ↔</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>930 ↔</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>930 ↔</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↕ 930 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>↕ 219 ↕ 1089 N Harbor Dr W Grape St 227 ↕</p>	<p>26</p> <p>↕ 127 Pacific Hwy W Grape St</p> <p>0 1024 66 ↕ 219 ↕</p>
<p>27</p> <p>Kettner Blvd W Grape St 1024 ↕</p>	<p>28</p> <p>India St W Grape St 1024 ↕</p>	<p>29</p> <p>Columbia St W Grape St 1024 ↕</p>	<p>30</p> <p>State St W Grape St 1024 ↕ State St / I-5 SB On Ramp</p>
<p>31</p> <p>↕ 206 ↕ 5 McCain Rd ↕ ↕ 39 ↕ ↕ 108 N Harbor Dr 6 323 ↕</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd ↕ 147 N Harbor Dr 139 189 ↕</p>	<p>33</p> <p>↕ 108 ↕ 28 Airport Terminal Rd ↕ ↕ 39 ↕ ↕ 6 N Harbor Dr Harbor Island Dr 28 8</p>	<p>34</p> <p>↕ 34 Harbor Island Dr Sheraton Dwy Harbor Police/ Old Ret a Car Access ↕ 36</p>
<p>35</p> <p>↕ 17 ↕ 17 Harbor Island Dr ↕ 18 Harbor Island Dr 18 ↕</p>	<p>36</p> <p>Parking Lot ↕ 18 Harbor Island Dr 17 ↕</p>	<p>37</p> <p>Winship Ln ↕ 45 N Harbor Dr 2324 ↕</p>	<p>38</p> <p>Long Term Parking Lot ↕ 45 N Harbor Dr 2324 ↕ Liberator Way</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot ↕ 45 N Harbor Dr 2324 ↕</p>	<p>40</p> <p>Terminal Link Rd ↕ 45 N Harbor Dr Coast Guard Dwy 2324 ↕</p>	<p>41</p> <p>↕ 137 ↕ 641 Kettner Blvd Palm St 32 / 32 ↕</p>	<p>42</p> <p>↕ 83 Laning Rd ↕ ↕ 78 ↕ ↕ 236 N Harbor Dr 246 ↕</p>
<p>43</p> <p>↕ 164 Nimitz Blvd ↕ ↕ 157 ↕ ↕ 79 N Harbor Dr 82 ↕</p>	<p>44</p> <p>↕ 15 Rosecrans St ↕ 79 Nimitz Blvd ↕ ↕ 19 82</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>1 / 1 63 / 57</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>13 / 10</p> <p>10 / 14 59 / 63</p>	<p>2</p> <p>76 / 67</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 / 4 Old Town Transit Center Bus Access</p> <p>69 / 77 4 / 4</p>	<p>3</p> <p>80 / 71</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>73 / 81</p>	<p>4</p> <p>20 / 16</p> <p>EB Pacific Hwy On Ramp</p> <p>52 / 44 81 / 76</p> <p>162 / 207 4 / 10</p> <p>EB Pacific Hwy Off Ramp</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>121 / 109</p> <p>Washington St</p> <p>9 / 23 153 / 184</p> <p>Frontage Rd</p> <p>12 / 11 133 / 149</p>	<p>6</p> <p>Hancock St</p> <p>121 / 109</p> <p>Washington St</p> <p>176 / 202 110 / 131</p>	<p>7</p> <p>San Diego Ave</p> <p>96 / 88</p> <p>Washington St</p> <p>87 / 110 89 / 92</p> <p>25 / 21 46 / 54</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>741 / 730</p>
<p>9</p> <p>64 / 51 144 / 142</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>396 / 320 128 / 120</p> <p>Sassafras St</p> <p>88 / 111 64 / 80 50 / 62</p> <p>79 / 61 170 / 174</p>	<p>10</p> <p>331 / 284 707 / 663</p> <p>Kettner Blvd</p> <p>193 / 156</p> <p>Sassafras St</p> <p>46 / 54 19 / 26</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>46 / 54</p> <p>193 / 156 695 / 676</p>	<p>12</p> <p>13 / 13 309 / 312</p> <p>Pacific Hwy</p> <p>128 / 120 Palm St</p> <p>21 / 27 30 / 42 16 / 21</p> <p>18 / 17 228 / 208</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>57 / 52</p> <p>N Harbor Dr</p> <p>2177 / 2125</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>30 / 30</p> <p>W Laurel St</p> <p>1146 / 1079</p> <p>N Harbor Dr</p> <p>951 / 930 1226 / 1195</p>	<p>15</p> <p>387 / 368 58 / 75 8 / 11</p> <p>Pacific Hwy</p> <p>18 / 15 656 / 614</p> <p>W Laurel St</p> <p>145 / 143 745 / 727 62 / 61</p> <p>64 / 60 83 / 67</p>	<p>16</p> <p>579 / 542 7 / 10</p> <p>Kettner Blvd</p> <p>95 / 87</p> <p>W Laurel St</p> <p>753 / 737</p>
<p>17</p> <p>India St</p> <p>1 / 1 95 / 87</p> <p>W Laurel St</p> <p>671 / 655 89 / 92</p>	<p>18</p> <p>122 / 1195</p> <p>N Harbor Dr</p> <p>933 / 878</p> <p>W Hawthorn St</p> <p>213 / 201</p>	<p>19</p> <p>120 / 136</p> <p>Pacific Hwy</p> <p>869 / 818</p> <p>W Hawthorn St</p> <p>64 / 60 147 / 127</p>	<p>20</p> <p>Kettner Blvd</p> <p>869 / 818</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>869 / 818</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>869 / 818</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St</p> <p>↑ 869 / 818</p> <p>W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St</p> <p>W Hawthorn St</p>	<p>25</p> <p>↔ 205 / 200 ↔ 1021 / 995</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>↑</p> <p>213 / 201</p>	<p>26</p> <p>↔ 120 / 136</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>↔</p> <p>959 / 935 62 / 61</p> <p>↔ ↓</p> <p>210 / 187</p>
<p>27</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>959 / 935 ↓</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>959 / 935 ↓</p>	<p>29</p> <p>Columbia St</p> <p>W Grape St</p> <p>959 / 935 ↓</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>959 / 935 ↓</p> <p>State St/ I-5 SB On Ramp</p>
<p>31</p> <p>↔ 156 / 140 ↔ 12 / 35</p> <p>McCain Rd</p> <p>↔ ↓ 53 / 44 ↔ ↓ 140 / 148</p> <p>N Harbor Dr</p> <p>9 / 8 299 / 281 ↓</p>	<p>32</p> <p>Airport terminal Rd Loop/Airport Terminal Rd</p> <p>↔ 193 / 192</p> <p>N Harbor Dr</p> <p>Spanish Landing Dwy</p> <p>96 / 96 215 / 220 ↓</p>	<p>33</p> <p>↔ 140 / 148 ↔ 24 / 24</p> <p>Airport Terminal Rd</p> <p>↔ ↓ 53 / 44 ↔ ↓ 4 / 8</p> <p>N Harbor Dr</p> <p>Harbor Island Dr</p> <p>24 / 24 8 / 6</p> <p>203 / 185 12 / 35 ↓</p>	<p>34</p> <p>↔ 28 / 32</p> <p>Harbor Island Dr</p> <p>Sheraton Dwy</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>↔</p> <p>32 / 30</p>
<p>35</p> <p>↔ 14 / 16 ↔ 14 / 16</p> <p>Harbor Island Dr</p> <p>↔ 16 / 15</p> <p>Harbor Island Dr</p> <p>16 / 15 ↓</p>	<p>36</p> <p>Parking Lot</p> <p>↔ 16 / 15</p> <p>Harbor Island Dr</p> <p>14 / 16 ↓</p>	<p>37</p> <p>Winship Ln</p> <p>↔ 57 / 52</p> <p>N Harbor Dr</p> <p>2177 / 2125 ↓</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>↔ 57 / 52</p> <p>N Harbor Dr</p> <p>Liberator Way</p> <p>2177 / 2125 ↓</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot</p> <p>↔ 57 / 52</p> <p>N Harbor Dr</p> <p>Dwy</p> <p>2177 / 2125 ↓</p>	<p>40</p> <p>Terminal Link Rd</p> <p>↔ 57 / 52</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>2177 / 2125 ↓</p>	<p>41</p> <p>↔ 128 / 120 ↔ 598 / 569</p> <p>Kettner Blvd</p> <p>Palm St</p> <p>30 / 42 ↓</p>	<p>42</p> <p>↔ 78 / 73</p> <p>Laning Rd</p> <p>↔ ↓ 74 / 72 ↔ ↓ 222 / 216</p> <p>N Harbor Dr</p> <p>230 / 216 ↓</p>
<p>43</p> <p>↔ 153 / 144</p> <p>Nimitz Blvd</p> <p>↔ ↓ 148 / 144 ↔ ↓ 74 / 72</p> <p>N Harbor Dr</p> <p>77 / 72 ↓</p>	<p>44</p> <p>↔ 15 / 20</p> <p>Rosecrans St</p> <p>↔ 74 / 72</p> <p>Nimitz Blvd</p> <p>↔ ↓</p> <p>19 / 16 77 / 72</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>1 ↔ 70 ↔</p> <p>Rosecrans St</p> <p>Pacific Hwy</p> <p>Taylor St</p> <p>14 ↔</p> <p>10 ↔ 64 ↔</p>	<p>2</p> <p>84 ↔</p> <p>Dwy</p> <p>Pacific Hwy</p> <p>4 ↔ Old Town Transit Center Bus Access</p> <p>74 ↔ 4 ↔</p>	<p>3</p> <p>88 ↔</p> <p>Enterprise St</p> <p>Pacific Hwy</p> <p>SPAWAR Dwy</p> <p>78 ↔</p>	<p>4</p> <p>19 ↔</p> <p>EB Pacific Hwy On Ramp</p> <p>178 ↔ 3 ↔</p> <p>EB Pacific Hwy Off Ramp</p> <p>48 ↔ 89 ↔</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>127 ↔</p> <p>Washington St</p> <p>8 ↔ 170 ↔</p> <p>Frontage Rd</p> <p>11 ↔ 145 ↔</p>	<p>6</p> <p>Hancock St</p> <p>127 ↔</p> <p>Washington St</p> <p>192 ↔ 123 ↔</p>	<p>7</p> <p>San Diego Ave</p> <p>105 ↔</p> <p>Washington St</p> <p>95 ↔ 97 ↔</p> <p>22 ↔ 51 ↔</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>812 ↔</p>
<p>9</p> <p>71 ↔ 157 ↔</p> <p>Admiral Boland Wy</p> <p>Pacific Hwy</p> <p>419 ↔ 141 ↔</p> <p>Sassafras St</p> <p>93 ↔ 71 ↔ 56 ↔</p> <p>86 ↔ 183 ↔</p>	<p>10</p> <p>354 ↔ 782 ↔</p> <p>Kettner Blvd</p> <p>206 ↔</p> <p>Sassafras St</p> <p>51 ↔ 21 ↔</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>51 ↔</p> <p>206 ↔ 761 ↔</p>	<p>12</p> <p>13 ↔ 341 ↔</p> <p>Pacific Hwy</p> <p>141 ↔</p> <p>Palm St</p> <p>22 ↔ 34 ↔ 17 ↔</p> <p>17 ↔ 247 ↔</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>38 ↔</p> <p>N Harbor Dr</p> <p>2395 ↔</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>21 ↔</p> <p>W Laurel St</p> <p>1265 ↔</p> <p>N Harbor Dr</p> <p>1049 ↔ 1347 ↔</p>	<p>15</p> <p>430 ↔ 62 ↔ 8 ↔</p> <p>Pacific Hwy</p> <p>19 ↔ 726 ↔</p> <p>W Laurel St</p> <p>159 ↔ 822 ↔ 68 ↔</p> <p>71 ↔ 86 ↔</p>	<p>16</p> <p>641 ↔ 7 ↔</p> <p>Kettner Blvd</p> <p>104 ↔</p> <p>W Laurel St</p> <p>829 ↔</p>
<p>17</p> <p>India St</p> <p>1 ↔ 104 ↔</p> <p>W Laurel St</p> <p>740 ↔ 97 ↔</p>	<p>18</p> <p>1347 ↔</p> <p>N Harbor Dr</p> <p>1031 ↔</p> <p>W Hawthorn St</p> <p>234 ↔</p>	<p>19</p> <p>130 ↔</p> <p>Pacific Hwy</p> <p>960 ↔</p> <p>W Hawthorn St</p> <p>71 ↔ 157 ↔</p>	<p>20</p> <p>Kettner Blvd</p> <p>960 ↔</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>960 ↔</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>960 ↔</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↕ 960 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>↕ 225 ↕ 1122 N Harbor Dr W Grape St 234 ↕</p>	<p>26</p> <p>↕ 130 Pacific Hwy W Grape St</p> <p>0 1054 68 ↕ 227 ↕</p>
<p>27</p> <p>Kettner Blvd W Grape St 1054 ↕</p>	<p>28</p> <p>India St W Grape St 1054 ↕</p>	<p>29</p> <p>Columbia St W Grape St 1054 ↕</p>	<p>30</p> <p>State St W Grape St 1054 ↕ State St / I-5 SB On Ramp</p>
<p>31</p> <p>↕ 175 ↕ 4 McCain Rd ↕ ↕ 32 ↕ 152 N Harbor Dr 5 336 ↕</p>	<p>32</p> <p>↕ 184 N Harbor Dr 100 240 ↕</p>	<p>33</p> <p>↕ 152 ↕ 26 Airport Terminal Rd ↕ ↕ 32 ↕ 6 N Harbor Dr ↕ ↕ 28 ↕ 8 Harbor Island Dr</p>	<p>34</p> <p>↕ 32 Harbor Island Dr Sheraton Dwy Harbor Police/ Old Ret a Car Access ↕ 36</p>
<p>35</p> <p>↕ 16 ↕ 16 Harbor Island Dr ↕ 18 Harbor Island Dr 18 ↕</p>	<p>36</p> <p>↕ 18 Harbor Island Dr 16 ↕</p>	<p>37</p> <p>↕ 38 N Harbor Dr 2395 ↕</p>	<p>38</p> <p>↕ 38 N Harbor Dr 2395 ↕ Liberator Way</p>
<p>39</p> <p>↕ 38 N Harbor Dr 2395 ↕</p>	<p>40</p> <p>↕ 38 N Harbor Dr 2395 ↕ Coast Guard Dwy</p>	<p>41</p> <p>↕ 141 ↕ 662 Kettner Blvd Palm St 34 / 34 ↕</p>	<p>42</p> <p>↕ 86 Laning Rd ↕ 82 ↕ 245 N Harbor Dr 255 ↕</p>
<p>43</p> <p>↕ 170 Nimitz Blvd ↕ ↕ 163 ↕ 82 N Harbor Dr 85 ↕</p>	<p>44</p> <p>↕ 15 Rosecrans St ↕ 82 Nimitz Blvd ↕ 20 ↕ 85</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="display: inline-block; vertical-align: middle; margin-left: 20px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>1 / 1 70 / 65</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>14 / 12</p> <p>11 / 15 66 / 69</p>	<p>2</p> <p>84 / 77</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 / 4 Old Town Transit Center Bus Access</p> <p>77 / 84 4 / 4</p>	<p>3</p> <p>88 / 81</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>81 / 88</p>	<p>4</p> <p>23 / 19</p> <p>EB Pacific Hwy On Ramp</p> <p>58 / 47 92 / 85</p> <p>Washington St</p> <p>184 / 230 4 / 11</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>137 / 121</p> <p>Washington St</p> <p>12 / 23 172 / 207</p> <p>Frontage Rd</p> <p>14 / 11 149 / 170</p>	<p>6</p> <p>Hancock St</p> <p>137 / 121</p> <p>Washington St</p> <p>197 / 228 124 / 149</p>	<p>7</p> <p>San Diego Ave</p> <p>109 / 98</p> <p>Washington St</p> <p>98 / 125 99 / 103</p> <p>28 / 23 52 / 61</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>835 / 821</p>
<p>9</p> <p>73 / 57 162 / 159</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>448 / 356 144 / 135</p> <p>Sassafras St</p> <p>96 / 126 73 / 90 58 / 70</p> <p>88 / 66 190 / 195</p>	<p>10</p> <p>374 / 318 797 / 741</p> <p>Kettner Blvd</p> <p>218 / 173</p> <p>Sassafras St</p> <p>52 / 61 22 / 29</p>	<p>11</p> <p>India St</p> <p>144 / 135</p> <p>Palm St</p> <p>52 / 61</p> <p>218 / 173 783 / 760</p>	<p>12</p> <p>14 / 13 349 / 350</p> <p>Pacific Hwy</p> <p>144 / 135 Palm St</p> <p>22 / 30 36 / 48 18 / 24</p> <p>20 / 18 256 / 231</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>61 / 56</p> <p>N Harbor Dr</p> <p>2452 / 2388</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>33 / 32</p> <p>W Laurel St</p> <p>1288 / 1207</p> <p>N Harbor Dr</p> <p>1071 / 1045 1381 / 1343</p>	<p>15</p> <p>437 / 412 65 / 85 8 / 12</p> <p>Pacific Hwy</p> <p>21 / 16 740 / 688</p> <p>W Laurel St</p> <p>162 / 160 839 / 818 70 / 68</p> <p>72 / 68 93 / 74</p>	<p>16</p> <p>653 / 607 8 / 10</p> <p>Kettner Blvd</p> <p>108 / 97</p> <p>W Laurel St</p> <p>847 / 830</p>
<p>17</p> <p>India St</p> <p>1 / 1 108 / 97</p> <p>W Laurel St</p> <p>756 / 737 99 / 103</p>	<p>18</p> <p>138 / 1343</p> <p>N Harbor Dr</p> <p>1050 / 984</p> <p>W Hawthorn St</p> <p>238 / 223</p>	<p>19</p> <p>135 / 153</p> <p>Pacific Hwy</p> <p>978 / 916</p> <p>W Hawthorn St</p> <p>72 / 68 165 / 142</p>	<p>20</p> <p>Kettner Blvd</p> <p>978 / 916</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>978 / 916</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>978 / 916</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↑ 978 / 916 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>↔ 230 / 225 ↔ 1151 / 1118 N Harbor Dr</p> <p>W Grape St</p> <p>↔ 238 / 223</p>	<p>26</p> <p>↔ 135 / 153 Pacific Hwy</p> <p>W Grape St</p> <p>1081 / 1050 70 / 68 ↔ ↔</p> <p>↔ 237 / 209</p>
<p>27</p> <p>Kettner Blvd W Grape St</p> <p>1081 / 1050 ↔</p>	<p>28</p> <p>India St W Grape St</p> <p>1081 / 1050 ↔</p>	<p>29</p> <p>Columbia St W Grape St</p> <p>1081 / 1050 ↔</p>	<p>30</p> <p>State St W Grape St</p> <p>1081 / 1050 ↔</p> <p>State St/ I-5 SB On Ramp</p>
<p>31</p> <p>↔ 188 / 169 ↔ 15 / 41 McCain Rd ↔ ↕ 55 / 48 ↔ ↕ 145 / 156 N Harbor Dr</p> <p>9 / 8 339 / 317 ↔</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd ↔ 200 / 204 N Harbor Dr</p> <p>Spanish Landing Dwy ↔ ↕ 104 / 112 ↔ ↕ 250 / 246</p>	<p>33</p> <p>↔ 145 / 156 ↔ 28 / 28 Airport Terminal Rd ↔ ↕ 55 / 48 ↔ ↕ 6 / 8 N Harbor Dr</p> <p>235 / 205 15 / 41 ↔ ↕ Harbor Island Dr</p> <p>28 / 28 8 / 6 ↔ ↕</p>	<p>34</p> <p>↔ 34 / 36 Harbor Island Dr Sheraton Dwy Harbor Police/ Old Ret a Car Access</p> <p>↔ 36 / 34</p>
<p>35</p> <p>↔ 17 / 18 ↔ 17 / 18 Harbor Island Dr ↔ 18 / 17 Harbor Island Dr</p> <p>18 / 17 ↔</p>	<p>36</p> <p>Parking Lot ↔ 18 / 17 Harbor Island Dr</p> <p>17 / 18 ↔</p>	<p>37</p> <p>Winship Ln ↔ 61 / 56 N Harbor Dr</p> <p>2452 / 2388 ↔</p>	<p>38</p> <p>Long Term Parking Lot ↔ 61 / 56 N Harbor Dr</p> <p>Liberator Way 2452 / 2388 ↔</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot ↔ 61 / 56 N Harbor Dr</p> <p>2452 / 2388 Dwy</p>	<p>40</p> <p>Terminal Link Rd ↔ 61 / 56 N Harbor Dr</p> <p>Coast Guard Dwy 2452 / 2388 ↔</p>	<p>41</p> <p>↔ 144 / 135 ↔ 675 / 636 Kettner Blvd Palm St</p> <p>36 / 48 ↔</p>	<p>42</p> <p>↔ 88 / 82 Laning Rd ↔ ↕ 83 / 81 ↔ ↕ 250 / 244 N Harbor Dr</p> <p>260 / 243 ↔</p>
<p>43</p> <p>↔ 173 / 162 Nimitz Blvd ↔ ↕ 167 / 163 ↔ ↕ 83 / 81 N Harbor Dr</p> <p>87 / 81 ↔</p>	<p>44</p> <p>↔ 16 / 22 Rosecrans St ↔ 83 / 81 Nimitz Blvd</p> <p>↔ ↕ 22 / 17 87 / 81</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>1 ↔ 78 ↔</p> <p>Rosecrans St</p> <p>Pacific Hwy</p> <p>Taylor St</p> <p>15 ↔</p> <p>11 ↔ 72 ↔</p>	<p>2</p> <p>93 ↔</p> <p>Dwy</p> <p>Pacific Hwy</p> <p>4 ↔ Old Town Transit Center Bus Access</p> <p>83 ↔ 4 ↔</p>	<p>3</p> <p>97 ↔</p> <p>Enterprise St</p> <p>Pacific Hwy</p> <p>SPAWAR Dwy</p> <p>87 ↔</p>	<p>4</p> <p>19 ↔</p> <p>EB Pacific Hwy On Ramp</p> <p>200 ↔ 3 ↔</p> <p>EB Pacific Hwy Off Ramp</p> <p>53 ↔ 98 ↔</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>139 ↔</p> <p>Washington St</p> <p>9 ↔ 191 ↔</p> <p>Frontage Rd</p> <p>12 ↔ 165 ↔</p>	<p>6</p> <p>Hancock St</p> <p>139 ↔</p> <p>Washington St</p> <p>218 ↔ 138 ↔</p>	<p>7</p> <p>San Diego Ave</p> <p>116 ↔</p> <p>Washington St</p> <p>108 ↔ 110 ↔</p> <p>23 ↔ 57 ↔</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>909 ↔</p>
<p>9</p> <p>78 ↔ 173 ↔</p> <p>Admiral Boland Wy</p> <p>Pacific Hwy</p> <p>462 ↔ 158 ↔</p> <p>Sassafras St</p> <p>108 ↔ 80 ↔ 63 ↔</p> <p>95 ↔ 206 ↔</p>	<p>10</p> <p>393 ↔ 872 ↔</p> <p>Kettner Blvd</p> <p>227 ↔</p> <p>Sassafras St</p> <p>57 ↔ 23 ↔</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>57 ↔</p> <p>227 ↔ 852 ↔</p>	<p>12</p> <p>13 ↔ 381 ↔</p> <p>Pacific Hwy</p> <p>157 ↔</p> <p>Palm St</p> <p>24 ↔ 37 ↔ 20 ↔</p> <p>18 ↔ 276 ↔</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>40 ↔</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>2684 ↔</p>	<p>14</p> <p>22 ↔</p> <p>W Laurel St</p> <p>1411 ↔</p> <p>N Harbor Dr</p> <p>1175 ↔ 1509 ↔</p>	<p>15</p> <p>478 ↔ 70 ↔ 10 ↔</p> <p>Pacific Hwy</p> <p>21 ↔ 809 ↔</p> <p>W Laurel St</p> <p>178 ↔ 921 ↔ 76 ↔</p> <p>79 ↔ 95 ↔</p>	<p>16</p> <p>715 ↔ 9 ↔</p> <p>Kettner Blvd</p> <p>115 ↔</p> <p>W Laurel St</p> <p>930 ↔</p>
<p>17</p> <p>India St</p> <p>1 ↔ 115 ↔</p> <p>W Laurel St</p> <p>829 ↔ 110 ↔</p>	<p>18</p> <p>1509 ↔</p> <p>N Harbor Dr</p> <p>1151 ↔</p> <p>W Hawthorn St</p> <p>260 ↔</p>	<p>19</p> <p>146 ↔</p> <p>Pacific Hwy</p> <p>1072 ↔</p> <p>W Hawthorn St</p> <p>79 ↔ 174 ↔</p>	<p>20</p> <p>Kettner Blvd</p> <p>1072 ↔</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>1072 ↔</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>1072 ↔</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="display: inline-block; vertical-align: middle; text-align: center;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ⇕ 1072 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>⇕ 251 ⇕ 1258 N Harbor Dr W Grape St 260 ⇕</p>	<p>26</p> <p>⇕ 146 Pacific Hwy W Grape St</p> <p>0 1182 76 ⇕</p> <p>253 ⇕</p>
<p>27</p> <p>Kettner Blvd W Grape St 1182 ⇕</p>	<p>28</p> <p>India St W Grape St 1182 ⇕</p>	<p>29</p> <p>Columbia St W Grape St 1182 ⇕</p>	<p>30</p> <p>State St W Grape St 1182 ⇕ State St/ I-5 SB On Ramp</p>
<p>31</p> <p>184 ⇕ 4 ⇕ McCain Rd ⇕ ⇕ 34 182 N Harbor Dr 6 374 ⇕</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd ⇕ 216 N Harbor Dr 112 266 ⇕</p>	<p>33</p> <p>182 ⇕ 32 ⇕ Airport Terminal Rd ⇕ ⇕ 34 6 N Harbor Dr Harbor Island Dr 32 8</p>	<p>34</p> <p>38 ⇕ Sheraton Dwy Harbor Island Dr Harbor Police/ Old Ret a Car Access 40 ⇕</p>
<p>35</p> <p>19 ⇕ 19 ⇕ Harbor Island Dr ⇕ 20 Harbor Island Dr 20 ⇕</p>	<p>36</p> <p>Parking Lot ⇕ 20 Harbor Island Dr 19 ⇕</p>	<p>37</p> <p>Winship Ln ⇕ 40 N Harbor Dr 2684 ⇕</p>	<p>38</p> <p>Long Term Parking Lot ⇕ 40 N Harbor Dr 2684 ⇕ Liberator Way</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot ⇕ 40 N Harbor Dr 2684 ⇕</p>	<p>40</p> <p>Terminal Link Rd ⇕ 40 N Harbor Dr 2684 ⇕ Coast Guard Dwy</p>	<p>41</p> <p>157 ⇕ 738 ⇕ Kettner Blvd Palm St 37 / 37 ⇕</p>	<p>42</p> <p>96 ⇕ Laning Rd ⇕ 91 275 N Harbor Dr 284 ⇕</p>
<p>43</p> <p>190 ⇕ Nimitz Blvd ⇕ ⇕ 183 92 N Harbor Dr 94 ⇕</p>	<p>44</p> <p>18 ⇕ Rosecrans St ⇕ 92 Nimitz Blvd 22 94 ⇕</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>1 / 1 82 / 71</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>17 / 13</p> <p>13 / 16 76 / 75</p>	<p>2</p> <p>99 / 84</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 / 4 Old Town Transit Center Bus Access</p> <p>89 / 91 4 / 4</p>	<p>3</p> <p>103 / 88</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>93 / 95</p>	<p>4</p> <p>26 / 22</p> <p>EB Pacific Hwy On Ramp</p> <p>63 / 54 103 / 93</p> <p>Washington St</p> <p>214 / 250 5 / 11</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>152 / 134</p> <p>Washington St</p> <p>14 / 27 200 / 223</p> <p>Frontage Rd</p> <p>15 / 13 173 / 182</p>	<p>6</p> <p>Hancock St</p> <p>152 / 134</p> <p>Washington St</p> <p>229 / 245 144 / 160</p>	<p>7</p> <p>San Diego Ave</p> <p>121 / 108</p> <p>Washington St</p> <p>114 / 133 115 / 112</p> <p>31 / 26 60 / 65</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>958 / 886</p>
<p>9</p> <p>81 / 64 184 / 172</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>115 / 132 86 / 97 67 / 74</p> <p>97 / 76 217 / 211</p> <p>500 / 395 164 / 146</p>	<p>10</p> <p>420 / 349 906 / 807</p> <p>Kettner Blvd</p> <p>244 / 192</p> <p>Sassafras St</p> <p>60 / 65 26 / 32</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>60 / 65</p> <p>244 / 192 898 / 821</p>	<p>12</p> <p>16 / 14 398 / 378</p> <p>Pacific Hwy</p> <p>164 / 146 Palm St</p> <p>25 / 31 42 / 52 21 / 26</p> <p>22 / 21 289 / 256</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>71 / 59</p> <p>N Harbor Dr</p> <p>2807 / 2581</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>37 / 33</p> <p>W Laurel St</p> <p>1467 / 1312</p> <p>N Harbor Dr</p> <p>1228 / 1132 1579 / 1449</p>	<p>15</p> <p>496 / 447 76 / 90 10 / 13</p> <p>Pacific Hwy</p> <p>22 / 19 841 / 748</p> <p>W Laurel St</p> <p>185 / 175 963 / 884 80 / 74</p> <p>82 / 73 104 / 83</p>	<p>16</p> <p>743 / 660 9 / 11</p> <p>Kettner Blvd</p> <p>120 / 107 W Laurel St</p> <p>973 / 896</p>
<p>17</p> <p>India St</p> <p>1 / 1 120 / 107</p> <p>W Laurel St</p> <p>867 / 796 115 / 112</p>	<p>18</p> <p>157 / 1449</p> <p>N Harbor Dr</p> <p>1196 / 1069</p> <p>W Hawthorn St</p> <p>271 / 243</p>	<p>19</p> <p>156 / 164</p> <p>Pacific Hwy</p> <p>1114 / 996</p> <p>W Hawthorn St</p> <p>82 / 73 186 / 156</p>	<p>20</p> <p>Kettner Blvd</p> <p>1114 / 996 W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>1114 / 996</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>1114 / 996</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↑ 1114 / 996 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>↔ 263 / 242 ↔ 1316 / 1207 N Harbor Dr</p> <p>W Grape St</p> <p>271 / 243</p>	<p>26</p> <p>↔ 156 / 164 Pacific Hwy</p> <p>W Grape St</p> <p>1236 / 1133 80 / 74 ↕</p> <p>268 / 229</p>
<p>27</p> <p>Kettner Blvd W Grape St</p> <p>1236 / 1133 ↕</p>	<p>28</p> <p>India St W Grape St</p> <p>1236 / 1133 ↕</p>	<p>29</p> <p>Columbia St W Grape St</p> <p>1236 / 1133 ↕</p>	<p>30</p> <p>State St W Grape St</p> <p>1236 / 1133 ↕</p> <p>State St/ I-5 SB On Ramp</p>
<p>31</p> <p>↔ 207 / 187 ↔ 16 / 44 McCain Rd ↕ ↕ 65 / 51 ↕ ↕ 176 / 166 N Harbor Dr</p> <p>11 / 9 384 / 345 ↕</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd ↕ 241 / 217 N Harbor Dr</p> <p>Spanish Landing Dwy ↕ ↕ 125 / 119 ↕ ↕ 275 / 270</p>	<p>33</p> <p>↕ 176 / 166 ↕ 32 / 30 Airport Terminal Rd ↕ ↕ 65 / 51 ↕ ↕ 6 / 8 N Harbor Dr</p> <p>Harbor Island Dr ↕ ↕ 32 / 28 ↕ ↕ 8 / 8</p>	<p>34</p> <p>↕ 38 / 38 Harbor Island Dr Sheraton Dwy Harbor Police/ Old Ret a Car Access</p> <p>40 / 36</p>
<p>35</p> <p>↕ 19 / 19 ↕ 19 / 19 Harbor Island Dr ↕ 20 / 18 Harbor Island Dr</p> <p>20 / 18 ↕</p>	<p>36</p> <p>Parking Lot ↕ 20 / 18 Harbor Island Dr</p> <p>19 / 19 ↕</p>	<p>37</p> <p>Winship Ln ↕ 71 / 59 N Harbor Dr</p> <p>2807 / 2581 ↕</p>	<p>38</p> <p>Long Term Parking Lot ↕ 71 / 59 N Harbor Dr</p> <p>Liberator Way 2807 / 2581 ↕</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot ↕ 71 / 59 N Harbor Dr</p> <p>2807 / 2581 Dwy ↕</p>	<p>40</p> <p>Terminal Link Rd ↕ 71 / 59 N Harbor Dr</p> <p>Coast Guard Dwy 2807 / 2581 ↕</p>	<p>41</p> <p>↕ 164 / 146 ↕ 768 / 692 Kettner Blvd Palm St</p> <p>42 / 52 ↕</p>	<p>42</p> <p>↕ 100 / 90 Laning Rd ↕ 95 / 89 ↕ 288 / 264 N Harbor Dr</p> <p>295 / 264 ↕</p>
<p>43</p> <p>↕ 197 / 176 Nimitz Blvd ↕ ↕ 192 / 176 ↕ ↕ 96 / 88 N Harbor Dr</p> <p>98 / 88 ↕</p>	<p>44</p> <p>↕ 19 / 24 Rosecrans St ↕ 96 / 88 Nimitz Blvd</p> <p>23 / 20 98 / 88 ↕ ↕</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  NOT TO SCALE </div>	

SDCRAA ADP EIR

<p>1</p> <p>1 ↔ 86</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>16 ↔</p> <p>13 82</p>	<p>2</p> <p>102 ↔</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 ↔ Old Town Transit Center Bus Access</p> <p>95 4</p>	<p>3</p> <p>106 ↔</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>99</p>	<p>4</p> <p>22 ↔</p> <p>EB Pacific Hwy On Ramp</p> <p>59 111</p> <p>Washington St</p> <p>226 3 ↔ EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>157</p> <p>Washington St</p> <p>9 217 ↔ ↔</p> <p>Frontage Rd</p> <p>13 185</p>	<p>6</p> <p>Hancock St</p> <p>157</p> <p>Washington St</p> <p>244 158 ↔</p>	<p>7</p> <p>San Diego Ave</p> <p>131</p> <p>Washington St</p> <p>122 122 ↔ ↔</p> <p>26 65</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>1029 ↔</p>
<p>9</p> <p>88 ↔ 194</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>519 178</p> <p>Sassafras St</p> <p>121 91 71 ↔ ↔ ↔</p> <p>107 232</p>	<p>10</p> <p>442 ↔ 984</p> <p>Kettner Blvd</p> <p>255</p> <p>Sassafras St</p> <p>65 26 ↔</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>65</p> <p>255 964</p>	<p>12</p> <p>14 ↔ 428</p> <p>Pacific Hwy</p> <p>178 Palm St</p> <p>27 44 21 ↔ ↔ ↔</p> <p>21 312</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>45</p> <p>N Harbor Dr</p> <p>3036 ↔</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>24 ↔</p> <p>W Laurel St</p> <p>1590</p> <p>N Harbor Dr</p> <p>1329 1707 ↔</p>	<p>15</p> <p>538 ↔ 79 ↔ 10</p> <p>Pacific Hwy</p> <p>24 913</p> <p>W Laurel St</p> <p>202 1041 86 ↔ ↔ ↔</p> <p>89 107</p>	<p>16</p> <p>807 ↔</p> <p>9 ↔</p> <p>Kettner Blvd</p> <p>130</p> <p>W Laurel St</p> <p>1051 ↔</p>
<p>17</p> <p>India St</p> <p>1 130</p> <p>W Laurel St</p> <p>938 122 ↔</p>	<p>18</p> <p>1707 ↔</p> <p>N Harbor Dr</p> <p>1297</p> <p>W Hawthorn St</p> <p>293</p>	<p>19</p> <p>165 ↔</p> <p>Pacific Hwy</p> <p>1208</p> <p>W Hawthorn St</p> <p>89 196</p>	<p>20</p> <p>Kettner Blvd</p> <p>1208</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>1208</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>1208</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↑ 1208 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>283 ↔ 1424 N Harbor Dr</p> <p>W Grape St</p> <p>293 ↓</p>	<p>26</p> <p>165 ↔ Pacific Hwy W Grape St</p> <p>0 1338 86 ↓ 284 ↓</p>
<p>27</p> <p>Kettner Blvd W Grape St</p> <p>1338 ↓</p>	<p>28</p> <p>India St W Grape St</p> <p>1338 ↓</p>	<p>29</p> <p>Columbia St W Grape St</p> <p>1338 ↓</p>	<p>30</p> <p>State St W Grape St</p> <p>1338 ↓ State St/ I-5 SB On Ramp</p>
<p>31</p> <p>228 ↔ 5 McCain Rd N Harbor Dr</p> <p>39 184</p> <p>6 421 ↓</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>↑ 223 N Harbor Dr</p> <p>128 298 ↓</p>	<p>33</p> <p>184 ↔ 36 Airport Terminal Rd N Harbor Dr</p> <p>39 6</p> <p>293 5 Harbor Island Dr</p> <p>34 10 ↓</p>	<p>34</p> <p>42 ↔ Harbor Island Dr Harbor Police/ Old Ret a Car Access</p> <p>Sheraton Dwy</p> <p>44 ↓</p>
<p>35</p> <p>21 ↔ 21 Harbor Island Dr Harbor Island Dr</p> <p>22 ↓</p>	<p>36</p> <p>Parking Lot Harbor Island Dr</p> <p>↑ 22 Harbor Island Dr</p> <p>21 ↓</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>↑ 45 N Harbor Dr</p> <p>3036 ↓</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>↑ 45 N Harbor Dr</p> <p>3036 ↓ Liberator Way</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>↑ 45 N Harbor Dr</p> <p>3036 ↓</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>↑ 45 N Harbor Dr</p> <p>3036 ↓ Coast Guard Dwy</p>	<p>41</p> <p>178 ↔ 833 Kettner Blvd Palm St</p> <p>44 / 44 ↓</p>	<p>42</p> <p>107 ↔ Laning Rd N Harbor Dr</p> <p>↑ 103 309 N Harbor Dr</p> <p>320 ↓</p>
<p>43</p> <p>214 ↔ Nimitz Blvd N Harbor Dr</p> <p>206 103</p> <p>106 ↓</p>	<p>44</p> <p>19 ↔ Rosecrans St Nimitz Blvd</p> <p>103 Nimitz Blvd</p> <p>25 106 ↓</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>1 / 1 ↔ ↔ 85 / 72</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>17 / 13 ↔</p> <p>14 / 16 ↔ 79 / 76 ↔</p>	<p>2</p> <p>↔ ↔ 102 / 85</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 / 4 Old Town Transit Center Bus Access</p> <p>93 / 92 ↔ 4 / 4 ↔</p>	<p>3</p> <p>↔ ↔ 106 / 89</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>97 / 96 ↔</p>	<p>4</p> <p>↔ ↔ 27 / 22</p> <p>EB Pacific Hwy On Ramp</p> <p>288 / 382 13 / 27 ↔</p> <p>EB Pacific Hwy Off Ramp</p> <p>↔ ↔ 67 / 55 106 / 96</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>↔ ↑ 158 / 138</p> <p>Washington St</p> <p>14 / 27 ↔ 274 / 355 ↔</p> <p>Frontage Rd</p> <p>15 / 13 ↔ 179 / 189 ↔</p>	<p>6</p> <p>Hancock St</p> <p>↔ ↑ 158 / 138</p> <p>Washington St</p> <p>269 / 317 ↔ 184 / 227 ↔</p>	<p>7</p> <p>San Diego Ave</p> <p>↔ ↑ 126 / 111</p> <p>Washington St</p> <p>150 / 199 ↔ 119 / 118 ↔</p> <p>32 / 27 ↔ 62 / 68 ↔</p>	<p>8</p> <p>India St</p> <p>↔ ↔ 16 / 15 419 / 406</p> <p>Pacific Hwy</p> <p>↔ ↔ 169 / 152 Palm St</p> <p>27 / 32 ↔ 42 / 54 ↔ 21 / 26 ↔</p> <p>↔ ↔ 23 / 21 ↔ 300 / 263 ↔</p> <p>Vine St</p> <p>989 / 918 ↔</p>
<p>9</p> <p>84 / 64 ↔ ↔ 198 / 192</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>517 / 408 169 / 152</p> <p>Sassafras St</p> <p>119 / 137 ↔ 88 / 101 ↔ 68 / 77 ↔</p> <p>102 / 78 ↔ 225 / 217 ↔</p>	<p>10</p> <p>434 / 362 ↔ ↔ 938 / 834</p> <p>Kettner Blvd</p> <p>↔ ↑ 252 / 198</p> <p>Sassafras St</p> <p>62 / 68 ↔ 26 / 33 ↔</p>	<p>11</p> <p>India St</p> <p>↔ ↔ 62 / 68</p> <p>Sassafras St</p> <p>252 / 198 ↔ 927 / 850 ↔</p>	<p>12</p> <p>↔ ↔ 16 / 15 419 / 406</p> <p>Pacific Hwy</p> <p>↔ ↔ 169 / 152 Palm St</p> <p>27 / 32 ↔ 42 / 54 ↔ 21 / 26 ↔</p> <p>↔ ↔ 23 / 21 ↔ 300 / 263 ↔</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>↔ ↑ 73 / 61</p> <p>N Harbor Dr</p> <p>2900 / 2669 ↔</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>38 / 34 ↔</p> <p>W Laurel St</p> <p>↔ ↑ 1515 / 1357</p> <p>N Harbor Dr</p> <p>1268 / 1171 ↔ 1632 / 1497 ↔</p>	<p>15</p> <p>514 / 462 ↔ ↔ 86 / 108 ↔ ↔ 11 / 14</p> <p>Pacific Hwy</p> <p>↔ ↑ 24 / 19 869 / 774</p> <p>W Laurel St</p> <p>191 / 180 ↔ 995 / 916 ↔ 82 / 76 ↔</p> <p>85 / 76 ↔ 108 / 85 ↔</p>	<p>16</p> <p>↔ ↔ 768 / 683 ↔ ↔ 10 / 12</p> <p>Kettner Blvd</p> <p>↔ ↑ 125 / 110</p> <p>W Laurel St</p> <p>1005 / 929 ↔</p>
<p>17</p> <p>India St</p> <p>↔ ↔ 1 / 1 125 / 110</p> <p>W Laurel St</p> <p>896 / 824 ↔ 119 / 118 ↔</p>	<p>18</p> <p>↔ ↔ 1632 / 1497</p> <p>N Harbor Dr</p> <p>↔ ↔ 1237 / 1106</p> <p>W Hawthorn St</p> <p>278 / 251 ↔</p>	<p>19</p> <p>↔ ↔ 168 / 184</p> <p>Pacific Hwy</p> <p>↔ ↑ 1152 / 1030</p> <p>W Hawthorn St</p> <p>85 / 76 ↔ 193 / 161 ↔</p>	<p>20</p> <p>Kettner Blvd</p> <p>↔ ↑ 1152 / 1030</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>↔ ↑ 1152 / 1030</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>↔ ↑ 1152 / 1030</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St</p> <p>↑ 1152 / 1030</p> <p>W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St</p> <p>W Hawthorn St</p>	<p>25</p> <p>↔ 271 / 250</p> <p>↔ 1361 / 1247</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>↔ 278 / 251</p>	<p>26</p> <p>↔ 168 / 184</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>1279 / 1171</p> <p>82 / 76</p> <p>↔</p> <p>277 / 236</p>
<p>27</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>1279 / 1171</p> <p>↔</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>1279 / 1171</p> <p>↔</p>	<p>29</p> <p>Columbia St</p> <p>W Grape St</p> <p>1279 / 1171</p> <p>↔</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>1279 / 1171</p> <p>↔</p> <p>State St/ I-5 SB On Ramp</p>
<p>31</p> <p>↔ 214 / 194</p> <p>↔ 16 / 45</p> <p>McCain Rd</p> <p>↔ 67 / 53</p> <p>↔ 181 / 170</p> <p>N Harbor Dr</p> <p>11 / 9</p> <p>398 / 355</p> <p>↔</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>↔ 248 / 223</p> <p>N Harbor Dr</p> <p>Spanish Landing Dwy</p> <p>130 / 122</p> <p>284 / 278</p> <p>↔</p>	<p>33</p> <p>↔ 181 / 170</p> <p>↔ 34 / 30</p> <p>Airport Terminal Rd</p> <p>↔ 67 / 53</p> <p>↔ 6 / 8</p> <p>N Harbor Dr</p> <p>Harbor Island Dr</p> <p>268 / 233</p> <p>16 / 45</p> <p>↔</p> <p>32 / 30</p> <p>8 / 8</p> <p>↔</p>	<p>34</p> <p>↔ 40 / 38</p> <p>Harbor Island Dr</p> <p>Sheraton Dwy</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>40 / 38</p> <p>↔</p>
<p>35</p> <p>↔ 20 / 19</p> <p>↔ 20 / 19</p> <p>Harbor Island Dr</p> <p>↔ 20 / 19</p> <p>Harbor Island Dr</p> <p>20 / 19</p> <p>↔</p>	<p>36</p> <p>Parking Lot</p> <p>↔ 20 / 19</p> <p>Harbor Island Dr</p> <p>20 / 19</p> <p>↔</p>	<p>37</p> <p>Winship Ln</p> <p>↔ 73 / 61</p> <p>N Harbor Dr</p> <p>2900 / 2669</p> <p>↔</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>↔ 73 / 61</p> <p>N Harbor Dr</p> <p>Liberator Way</p> <p>2900 / 2669</p> <p>↔</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot</p> <p>↔ 73 / 61</p> <p>N Harbor Dr</p> <p>Dwy</p> <p>2900 / 2669</p> <p>↔</p>	<p>40</p> <p>Terminal Link Rd</p> <p>↔ 73 / 61</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>2900 / 2669</p> <p>↔</p>	<p>41</p> <p>↔ 169 / 152</p> <p>↔ 794 / 716</p> <p>Kettner Blvd</p> <p>Palm St</p> <p>42 / 54</p> <p>↔</p>	<p>42</p> <p>↔ 104 / 91</p> <p>Laning Rd</p> <p>↔ 98 / 91</p> <p>↔ 297 / 273</p> <p>N Harbor Dr</p> <p>305 / 273</p> <p>↔</p>
<p>43</p> <p>↔ 204 / 182</p> <p>Nimitz Blvd</p> <p>↔ 198 / 181</p> <p>↔ 99 / 92</p> <p>N Harbor Dr</p> <p>101 / 91</p> <p>↔</p>	<p>44</p> <p>↔ 20 / 26</p> <p>Rosecrans St</p> <p>↔ 99 / 92</p> <p>Nimitz Blvd</p> <p>25 / 20</p> <p>101 / 91</p> <p>↔</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

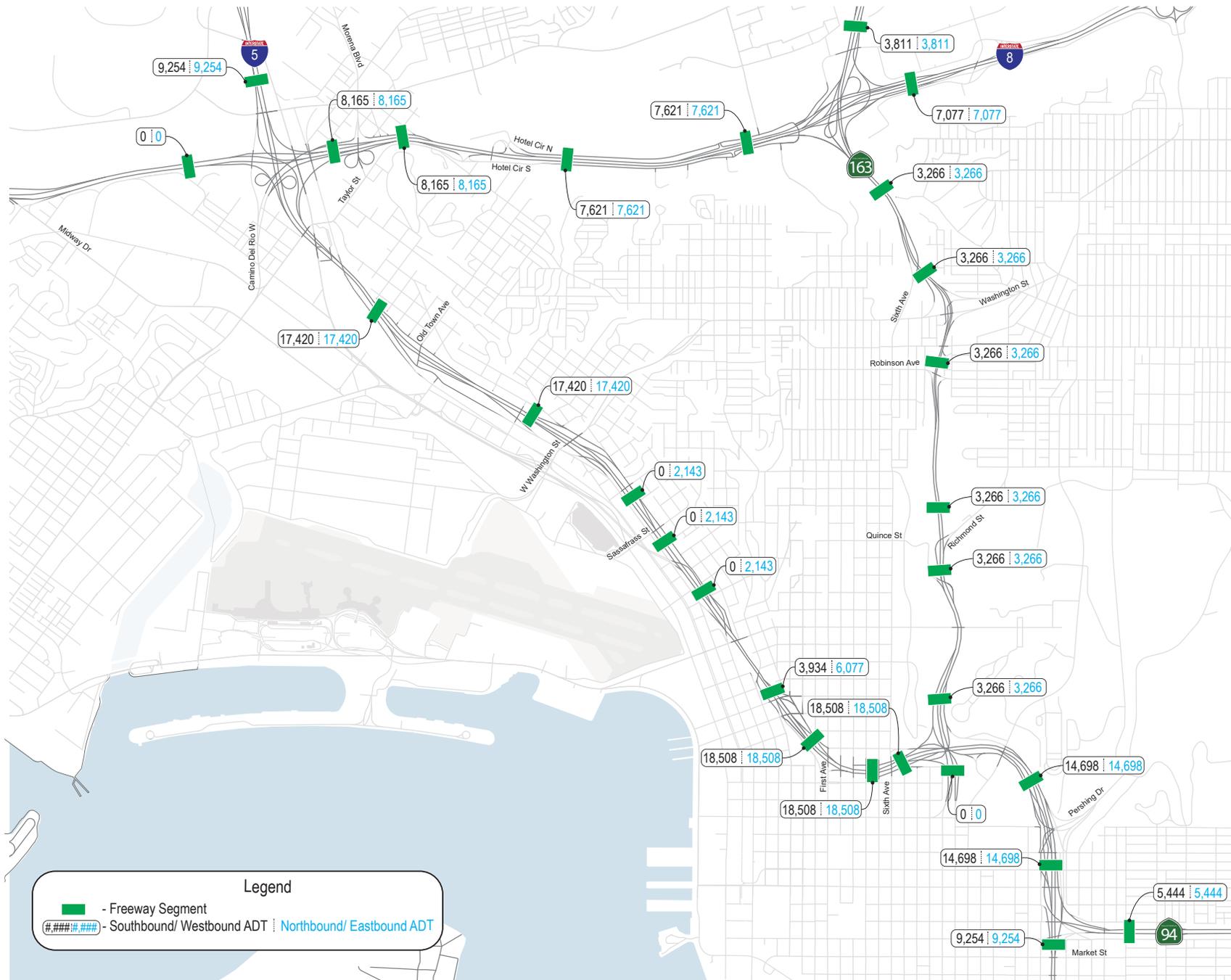
<p>1</p> <p>1 ↕ 90 ↕</p> <p>Pacific Hwy</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>17 ↕</p> <p>13 ↕ 84 ↕</p>	<p>2</p> <p>107 ↕</p> <p>Pacific Hwy</p> <p>Dwy</p> <p>4 ↕ Old Town Transit Center Bus Access</p> <p>97 ↕ 4 ↕</p>	<p>3</p> <p>111 ↕</p> <p>Pacific Hwy</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>101 ↕</p>	<p>4</p> <p>22 ↕</p> <p>EB Pacific Hwy On Ramp</p> <p>283 ↕ 9 ↕</p> <p>EB Pacific Hwy Off Ramp</p> <p>62 ↕ 115 ↕</p> <p>Washington St</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>163 ↕</p> <p>Washington St</p> <p>9 ↕ 274 ↕</p> <p>Frontage Rd</p> <p>14 ↕ 192 ↕</p>	<p>6</p> <p>Hancock St</p> <p>163 ↕</p> <p>Washington St</p> <p>277 ↕ 189 ↕</p>	<p>7</p> <p>San Diego Ave</p> <p>136 ↕</p> <p>Washington St</p> <p>149 ↕ 128 ↕</p> <p>27 ↕ 67 ↕</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>1062 ↕</p>
<p>9</p> <p>92 ↕ 207 ↕</p> <p>Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>535 ↕ 183 ↕</p> <p>Sassafras St</p> <p>126 ↕ 94 ↕ 73 ↕</p> <p>112 ↕ 240 ↕</p>	<p>10</p> <p>455 ↕ 1017 ↕</p> <p>Kettner Blvd</p> <p>263 ↕</p> <p>Sassafras St</p> <p>67 ↕ 27 ↕</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>67 ↕</p> <p>263 ↕ 995 ↕</p>	<p>12</p> <p>15 ↕ 448 ↕</p> <p>Pacific Hwy</p> <p>183 ↕ Palm St</p> <p>28 ↕ 44 ↕ 23 ↕</p> <p>21 ↕ 323 ↕</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>45 ↕</p> <p>N Harbor Dr</p> <p>3134 ↕</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>24 ↕</p> <p>W Laurel St</p> <p>1642 ↕</p> <p>N Harbor Dr</p> <p>1372 ↕ 1762 ↕</p>	<p>15</p> <p>556 ↕ 87 ↕ 11 ↕</p> <p>Pacific Hwy</p> <p>25 ↕ 943 ↕</p> <p>W Laurel St</p> <p>208 ↕ 1075 ↕ 89 ↕</p> <p>92 ↕ 111 ↕</p>	<p>16</p> <p>833 ↕ 10 ↕</p> <p>Kettner Blvd</p> <p>135 ↕</p> <p>W Laurel St</p> <p>1086 ↕</p>
<p>17</p> <p>India St</p> <p>1 ↕ 135 ↕</p> <p>W Laurel St</p> <p>968 ↕ 128 ↕</p>	<p>18</p> <p>1762 ↕</p> <p>N Harbor Dr</p> <p>1340 ↕</p> <p>W Hawthorn St</p> <p>302 ↕</p>	<p>19</p> <p>176 ↕</p> <p>Pacific Hwy</p> <p>1248 ↕</p> <p>W Hawthorn St</p> <p>92 ↕ 203 ↕</p>	<p>20</p> <p>Kettner Blvd</p> <p>1248 ↕</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>1248 ↕</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>1248 ↕</p> <p>W Hawthorn St</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

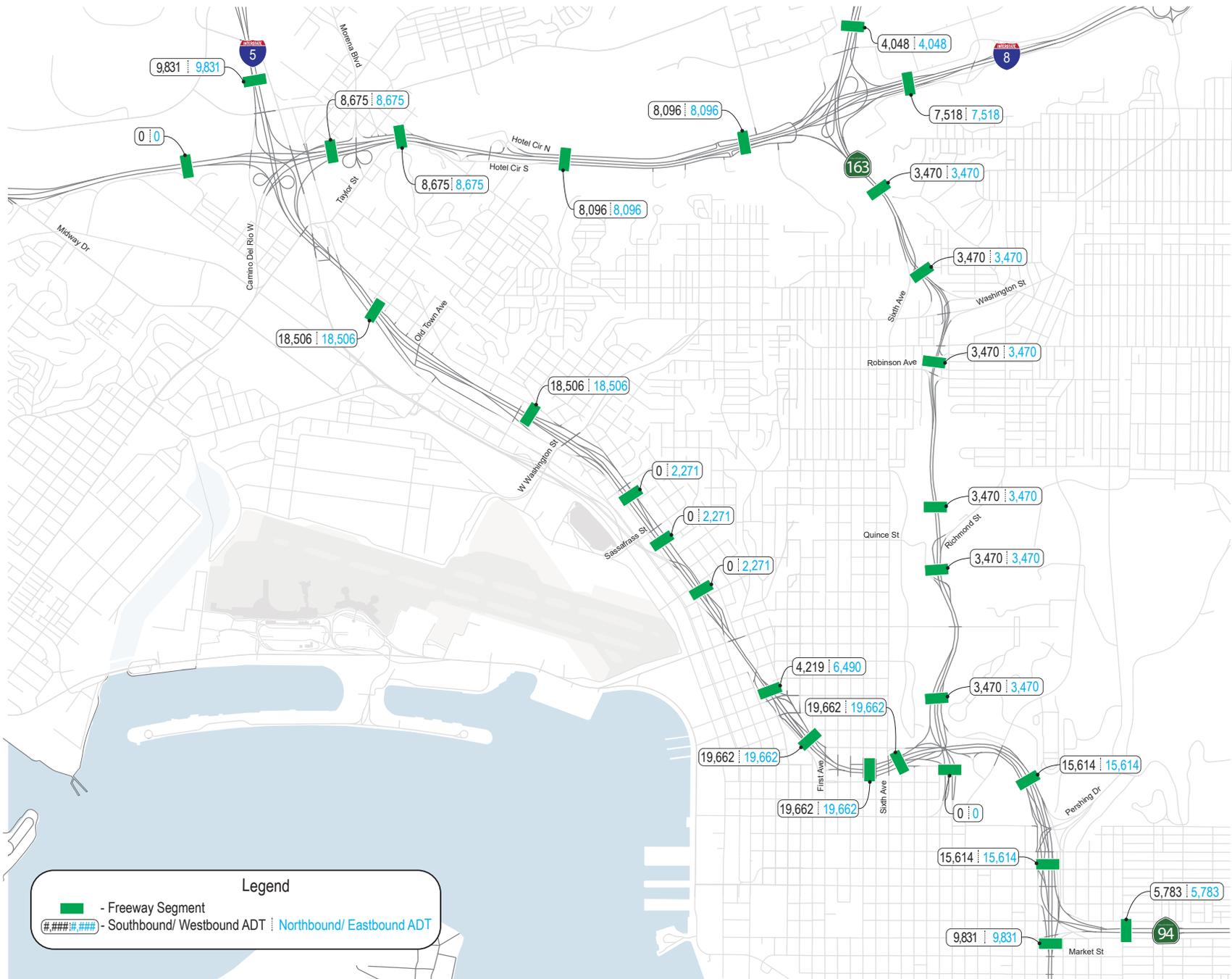
<p>23</p> <p>State St ↑ 1248 W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St W Hawthorn St</p> <p>I-5 NB Off Ramp</p>	<p>25</p> <p>292 ↔ 1470 N Harbor Dr</p> <p>W Grape St</p> <p>302</p>	<p>26</p> <p>176 ↔ Pacific Hwy W Grape St</p> <p>0 1382 89 ↔</p> <p>294</p>
<p>27</p> <p>Kettner Blvd W Grape St</p> <p>1382</p>	<p>28</p> <p>India St W Grape St</p> <p>1382</p>	<p>29</p> <p>Columbia St W Grape St</p> <p>1382</p>	<p>30</p> <p>State St W Grape St</p> <p>1382</p> <p>State St / I-5 SB On Ramp</p>
<p>31</p> <p>236 ↔ 5 McCain Rd N Harbor Dr</p> <p>39 191</p> <p>6 436</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>230</p> <p>132 309</p>	<p>33</p> <p>191 ↔ 36 Airport Terminal Rd N Harbor Dr</p> <p>39 6</p> <p>304 5 Harbor Island Dr</p> <p>36 10</p>	<p>34</p> <p>42 ↔ Harbor Island Dr Harbor Police/ Old Ret a Car Access</p> <p>Sheraton Dwy</p> <p>46</p>
<p>35</p> <p>21 ↔ 21 Harbor Island Dr Harbor Island Dr</p> <p>23</p>	<p>36</p> <p>Parking Lot Harbor Island Dr</p> <p>23</p> <p>21</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>45</p> <p>3134</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>45</p> <p>3134</p> <p>Liberator Way</p>
<p>39</p> <p>Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>45</p> <p>3134</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>45</p> <p>3134</p> <p>Coast Guard Dwy</p>	<p>41</p> <p>183 ↔ 860 Kettner Blvd Palm St</p> <p>44 / 44</p>	<p>42</p> <p>111 ↔ Laning Rd N Harbor Dr</p> <p>107 ↔ 320</p> <p>331</p>
<p>43</p> <p>221 ↔ Nimitz Blvd N Harbor Dr</p> <p>213 107</p> <p>110</p>	<p>44</p> <p>21 ↔ Rosecrans St Nimitz Blvd</p> <p>107</p> <p>26 ↔ 110</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

Exhibit D

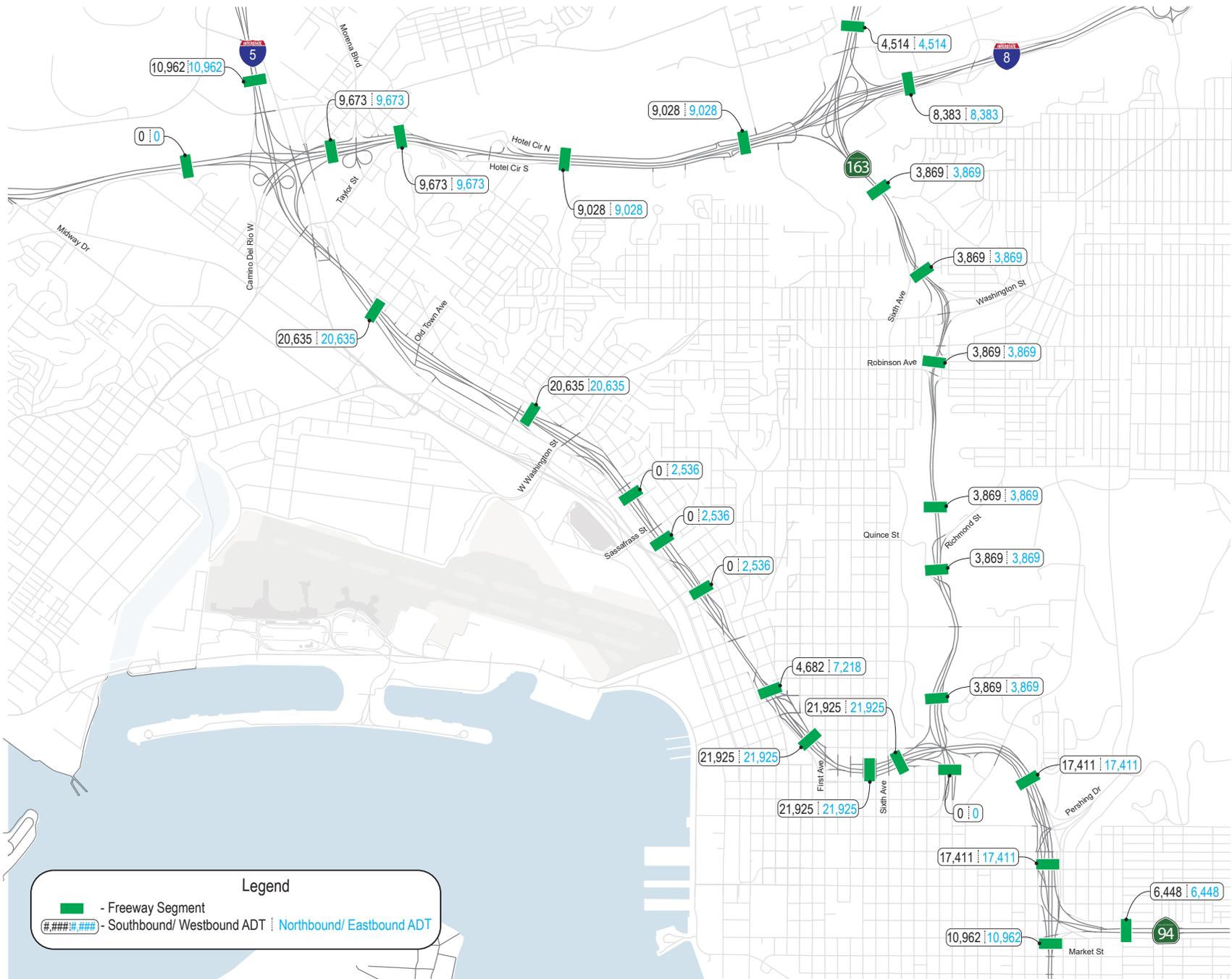
Airport Freeway Trip Assignments



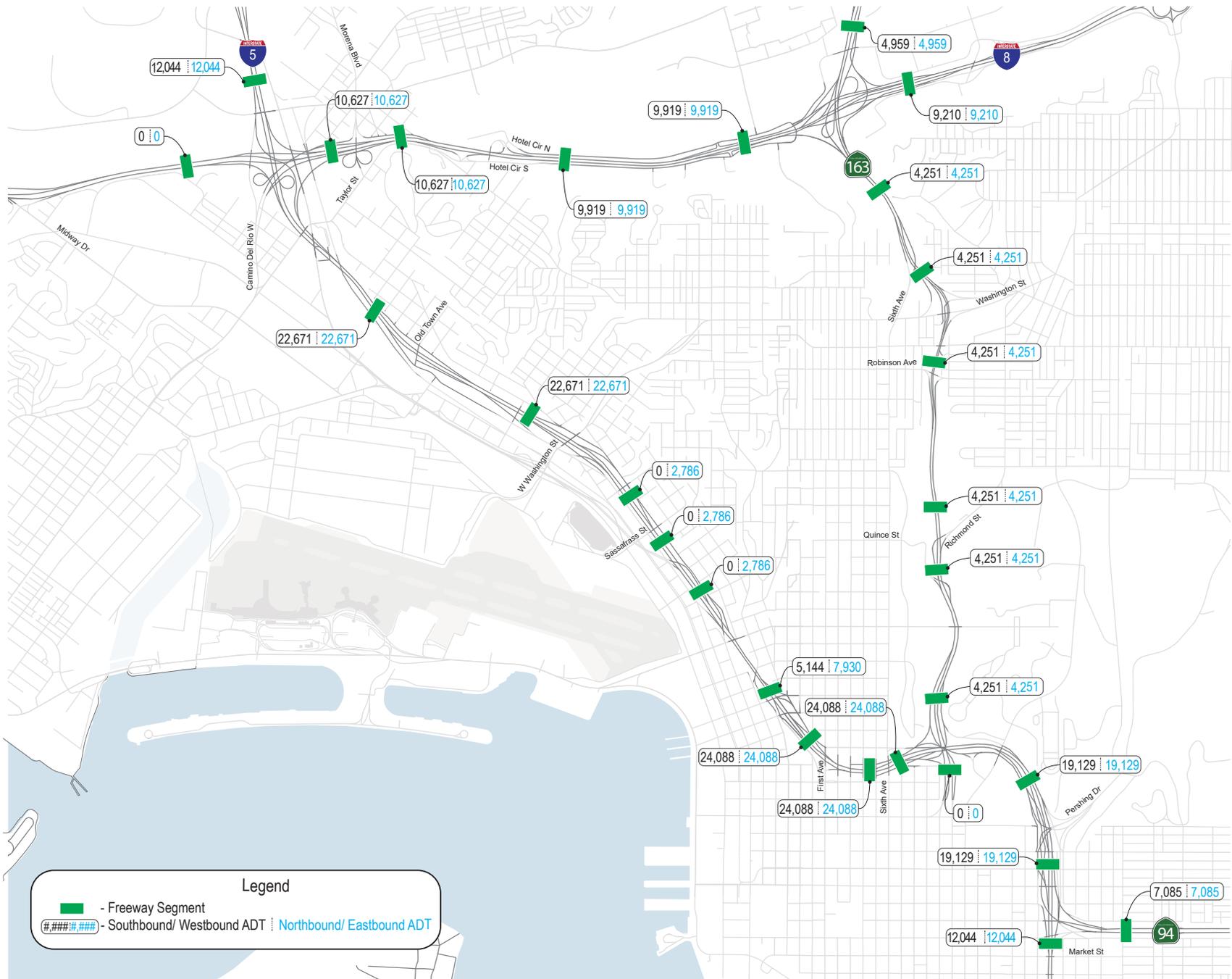
Alternative 4 - 2024 Airport Freeway Trip Assignment



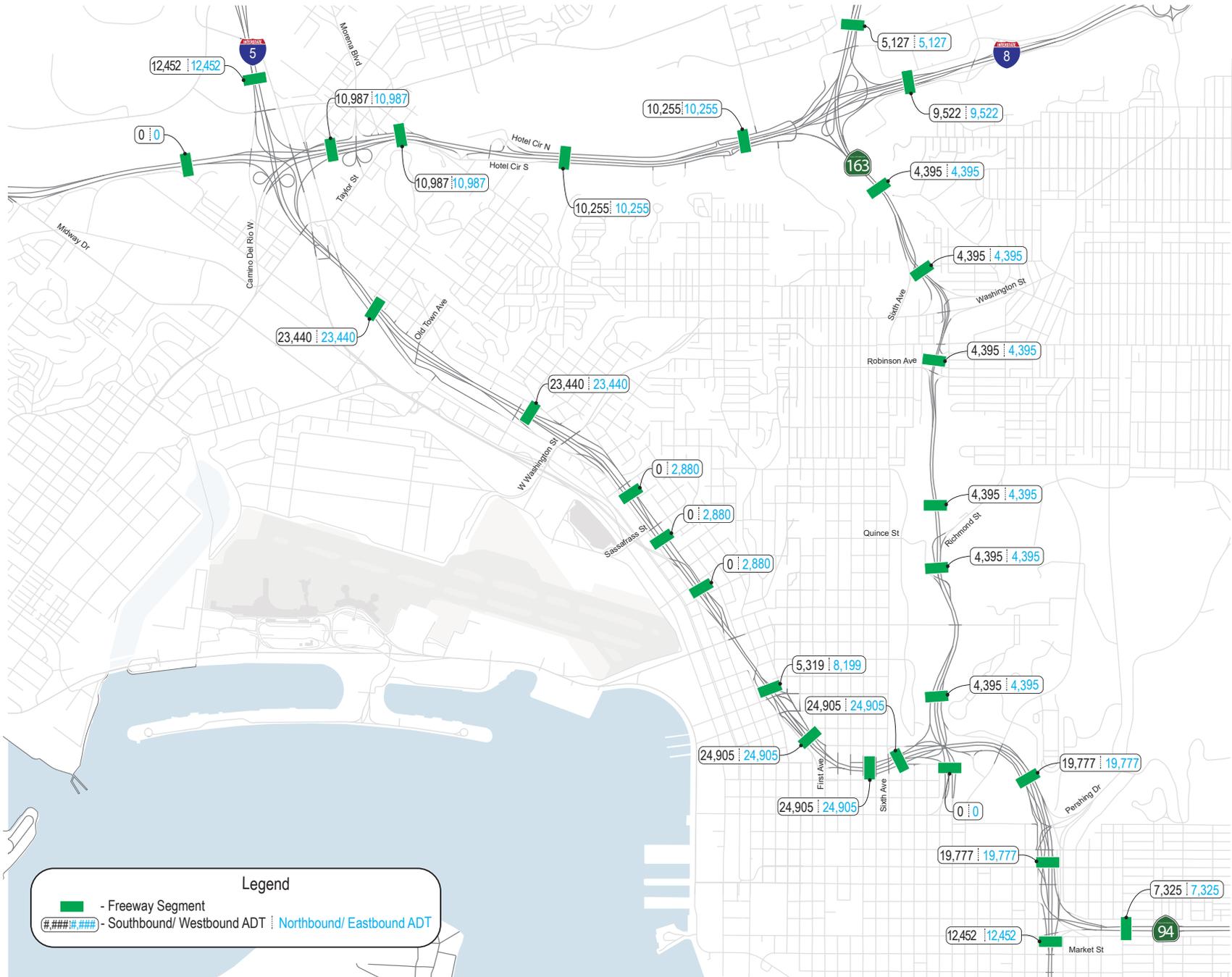
Alternative 4 - 2026 Airport Freeway Trip Assignment



Alternative 4 - 2030 Airport Freeway Trip Assignment



Alternative 4 - 2035 Airport Freeway Trip Assignment



Alternative 4 - 2050 Airport Freeway Trip Assignment

Exhibit E

Intersection Turning Movement Volumes

SDCRAA ADP EIR

<p>1</p> <p>67 / 78 ↔ 130 / 240 ↔ 70 / 99 ↔ Pacific Hwy</p> <p>Rosecrans St</p> <p>33 / 70 177 / 460 97 / 152</p> <p>61 / 60 154 / 191 187 / 203</p> <p>Taylor St</p> <p>100 / 172 153 / 190 151 / 501</p>	<p>2</p> <p>13 / 5 ↔ 316 / 541 ↔ 67 / 65 ↔ Pacific Hwy</p> <p>Dwy</p> <p>5 / 37 4 / 70</p> <p>34 / 69 27 / 75 Old Town Transit Center Bus Access</p> <p>46 / 17 330 / 644 34 / 32</p>	<p>3</p> <p>161 / 62 ↔ 439 / 1227 ↔ 36 / 30 ↔ Pacific Hwy</p> <p>Enterprise St</p> <p>14 / 130 6 / 12 18 / 119</p> <p>10 / 175 32 / 35 29 / 160</p> <p>SPAWAR Dwy</p> <p>229 / 138 646 / 594 80 / 14</p>	<p>4</p> <p>42 / 41 ↔ 19 / 71 ↔ 180 / 492 ↔ EB Pacific Hwy On Ramp</p> <p>Washington St</p> <p>136 / 87 147 / 196</p> <p>181 / 385 21 / 43</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>263 / 227 ↔ 20 / 37 ↔ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>Washington St</p> <p>310 / 257 235 / 234</p> <p>74 / 88 289 / 787</p> <p>32 / 25 6 / 13 154 / 193</p> <p>Frontage Rd</p>	<p>6</p> <p>159 / 143 ↔ 229 / 391 ↔ 376 / 858 ↔ Hancock St</p> <p>Washington St</p> <p>398 / 365 293 / 253</p> <p>387 / 815 77 / 203</p>	<p>7</p> <p>San Diego Ave</p> <p>Washington St</p> <p>526 / 448 554 / 488</p> <p>252 / 382 519 / 1286</p> <p>132 / 121 256 / 220 20 / 37</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>40 / 40 17 / 24</p> <p>12 / 21 1111 / 1358 18 / 23</p>
<p>9</p> <p>100 / 62 ↔ 309 / 1019 ↔ 56 / 148 ↔ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>77 / 109 143 / 224 56 / 100</p> <p>56 / 79 557 / 304 360 / 291</p> <p>Sassafras St</p> <p>212 / 177 326 / 445 57 / 86</p>	<p>10</p> <p>707 / 453 ↔ 1352 / 1836 ↔ 86 / 240 ↔ Kettner Blvd</p> <p>Sassafras St</p> <p>312 / 206 95 / 54</p> <p>96 / 233 150 / 236</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>21 / 11 35 / 23</p> <p>105 / 245 18 / 52 56 / 172</p> <p>372 / 246 1055 / 1250 15 / 29</p>	<p>12</p> <p>23 / 20 ↔ 684 / 1355 ↔ 38 / 68 ↔ Pacific Hwy</p> <p>Palm St</p> <p>2 / 3 2 / 1 51 / 58</p> <p>24 / 29 41 / 46 51 / 63</p> <p>54 / 32 570 / 631 38 / 74</p>
<p>13</p> <p>2 / 7 ↔ Solar Turbine Dwy</p> <p>N Harbor Dr</p> <p>4 / 2 2163 / 1416</p> <p>2971 / 3648 10 / 12</p> <p>3 / 1</p> <p>Coast Guard Dwy</p>	<p>14</p> <p>84 / 42 ↔ 27 / 81 ↔ W Laurel St</p> <p>N Harbor Dr</p> <p>52 / 128 2397 / 1865</p> <p>1113 / 1413 1879 / 2276</p>	<p>15</p> <p>580 / 580 ↔ 167 / 747 ↔ 52 / 201 ↔ Pacific Hwy</p> <p>W Laurel St</p> <p>60 / 110 998 / 735 38 / 81</p> <p>312 / 300 786 / 1188 37 / 78</p> <p>103 / 85 275 / 305 61 / 118</p>	<p>16</p> <p>895 / 715 ↔ 196 / 571 ↔ 223 / 334 ↔ Kettner Blvd</p> <p>W Laurel St</p> <p>201 / 203 31 / 43</p> <p>854 / 1405 41 / 96</p>
<p>17</p> <p>India St</p> <p>W Laurel St</p> <p>100 / 120 212 / 215</p> <p>690 / 814 377 / 913</p> <p>43 / 39 72 / 177 29 / 108</p>	<p>18</p> <p>187 / 2440 ↔ N Harbor Dr</p> <p>W Hawthorn St</p> <p>1940 / 1316 80 / 157</p> <p>554 / 655</p>	<p>19</p> <p>23 / 51 ↔ 212 / 841 ↔ Pacific Hwy</p> <p>W Hawthorn St</p> <p>121 / 97 1915 / 1336 210 / 144</p> <p>118 / 129 302 / 411</p>	<p>20</p> <p>50 / 61 ↔ 154 / 451 ↔ Kettner Blvd</p> <p>W Hawthorn St</p> <p>2208 / 1529 262 / 254</p>
<p>21</p> <p>India St</p> <p>W Hawthorn St</p> <p>114 / 92 2376 / 1684</p> <p>67 / 85 90 / 181</p>	<p>22</p> <p>38 / 52 ↔ 209 / 497 ↔ Columbia St</p> <p>W Hawthorn St</p> <p>2455 / 1730 299 / 204</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 89 / 80 2739 / 1933 W Hawthorn St</p> <p>31 / 23 35 / 71</p>	<p>24</p> <p>17 / 25 I-5 NB On Ramp/ Brant St 415 / 568 117 / 154 W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 98 / 103</p>	<p>25</p> <p>662 / 1189 1336 / 1420 N Harbor Dr W Grape St</p> <p>553 / 650 75 / 129</p>	<p>26</p> <p>342 / 853 71 / 176 Pacific Hwy W Grape St</p> <p>41 / 44 1283 / 1500 60 / 60</p> <p>369 / 452 195 / 245</p>
<p>27</p> <p>304 / 485 108 / 214 Kettner Blvd W Grape St</p> <p>1482 / 1877 34 / 49</p>	<p>28</p> <p>India St W Grape St</p> <p>49 / 74 1557 / 2018</p> <p>101 / 204 156 / 182</p>	<p>29</p> <p>339 / 396 168 / 291 Columbia St W Grape St</p> <p>1634 / 2159 53 / 54</p>	<p>30</p> <p>State St W Grape St</p> <p>30 / 19 1762 / 2429</p> <p>State St/ I-5 SB On Ramp 42 / 67 68 / 92</p>
<p>31</p> <p>170 / 179 68 / 136 McCain Rd N Harbor Dr</p> <p>77 / 43 920 / 864</p> <p>50 / 21 807 / 1087</p>	<p>32</p> <p>11 / 12 46 / 93 Airport terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>85 / 97 785 / 1106 9 / 16</p> <p>Spanish Landing Dwy 13 / 13 13 / 26</p>	<p>33</p> <p>306 / 271 58 / 55 121 / 98 Airport Terminal Rd N Harbor Dr</p> <p>220 / 211 507 / 871 86 / 126</p> <p>Harbor Island Dr 93 / 139 40 / 37 151 / 323</p>	<p>34</p> <p>73 / 77 267 / 359 26 / 19 Harbor Island Dr N Harbor Dr</p> <p>Sherton Dwy 45 / 103 1 / 0 9 / 21</p> <p>5 / 10 175 / 341 2 / 3</p> <p>13 / 19 3 / 0 2 / 1 Harbor Police/ Old Ret a Car Access</p>
<p>35</p> <p>188 / 265 91 / 126 Harbor Island Dr Harbor Island Dr</p> <p>47 / 113 3 / 7</p> <p>134 / 237 2 / 17</p>	<p>36</p> <p>1 / 2 0 / 1 Parking Lot Harbor Island Dr</p> <p>0 / 3 45 / 119</p> <p>9 / 16 80 / 130</p>	<p>37</p> <p>30 / 20 Winship Ln N Harbor Dr</p> <p>1122 / 806</p> <p>42 / 40 1746 / 2511</p>	<p>38</p> <p>20 / 15 1 / 0 Long Term Parking Lot N Harbor Dr</p> <p>42 / 35 3058 / 3711 17 / 14</p> <p>Liberator Way 6 / 13 82 / 36</p> <p>970 / 733 60 / 27</p>
<p>39</p> <p>162 / 241 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>255 / 190 860 / 442 6 / 11</p> <p>146 / 89 2982 / 3643 Dwy</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>1035 / 569 31 / 15</p> <p>0 / 5 2945 / 3614 2 / 1 Coast Guard Dwy 19 / 18</p>	<p>41</p> <p>274 / 173 1447 / 2015 Kettner Blvd N Harbor Dr</p> <p>88 / 181</p>	<p>42</p> <p>114 / 136 88 / 29 189 / 224 Laning Rd N Harbor Dr</p> <p>314 / 329 744 / 715 71 / 18</p> <p>113 / 92 626 / 727 122 / 28</p> <p>51 / 34 34 / 56 27 / 40</p>
<p>43</p> <p>22 / 30 415 / 332 Nimitz Blvd N Harbor Dr</p> <p>311 / 416 559 / 472</p> <p>13 / 46 431 / 506 0 / 1</p>	<p>44</p> <p>84 / 148 780 / 742 101 / 92 Rosecrans St Nimitz Blvd</p> <p>81 / 145 186 / 348 88 / 54</p> <p>278 / 240 337 / 241 188 / 138</p> <p>120 / 207 594 / 797 56 / 58</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p> <p>63 104 48</p> <p>59 163 131</p> <p>45 224 95</p> <p>129 120 167</p>	<p>2</p> <p>Dwy</p> <p>Washington St</p> <p>Pacific Hwy</p> <p>8 275 48</p> <p>45 1 28</p> <p>4 11</p> <p>20 329 29</p> <p>Old Town Transit Center Bus Access</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p> <p>87 461 27</p> <p>15 23 33</p> <p>12 14 27</p> <p>109 575 44</p>	<p>4</p> <p>Washington St</p> <p>EB Pacific Hwy On Ramp</p> <p>EB Pacific Hwy Off Ramp</p> <p>33 19 207</p> <p>118 154</p> <p>262 16</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>W Pacific Hwy On Ramp/ Frontage Rd</p> <p>198 21</p> <p>246 227 1</p> <p>81 387</p> <p>30 11 165</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p> <p>161 177 324</p> <p>321 267</p> <p>473 103</p>	<p>7</p> <p>Washington St</p> <p>San Diego Ave</p> <p>324 475</p> <p>422 475</p> <p>111 219 17</p>	<p>8</p> <p>Vine St</p> <p>India St</p> <p>55 21</p> <p>24 1183 13</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p> <p>94 303 50</p> <p>76 509 333</p> <p>84 203 88</p> <p>206 316 111</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p> <p>653 1186 81</p> <p>261 77</p> <p>153 216</p>	<p>11</p> <p>Sassafras St</p> <p>India St</p> <p>159 17 53</p> <p>15 28</p> <p>318 1058 26</p>	<p>12</p> <p>Palm St</p> <p>Pacific Hwy</p> <p>22 699 21</p> <p>19 4 29</p> <p>29 37 52</p> <p>41 588 26</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p> <p>5</p> <p>5 1494</p> <p>3054 13</p> <p>1</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p> <p>60 45</p> <p>57 2061</p> <p>1126 1916</p> <p>1660 150</p> <p>450</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p> <p>534 164 84</p> <p>85 931 44</p> <p>268 850 41</p> <p>73 278 62</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p> <p>863 155 182</p> <p>175 41</p> <p>907 54</p>
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<p>21</p> <p>W Hawthorn St</p> <p>India St</p> <p>121 2040</p> <p>81 92</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p> <p>39 138</p> <p>2125 196</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>283 / 248 ↕ 21 / 37 ↕ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>Frontage Rd.</p> <p>84 / 95 ↕ 212 / 732</p>	<p>324 / 267 ↕ 260 / 264</p> <p>Washington St</p> <p>34 / 27 ↕ 6 / 15 ↕ 129 / 146</p>	<p>190 / 174 ↕ 242 / 413 ↕ 384 / 889 ↕ Hancock St</p> <p>405 / 379 ↕ 302 / 257</p> <p>Washington St</p> <p>331 / 797 ↕ 108 / 126</p>	<p>555 / 471 ↕ 568 / 506</p> <p>San Diego Ave</p> <p>202 / 312 ↕ 524 / 1361</p> <p>131 / 122 ↕ 245 / 208 ↕ 22 / 40</p> <p>Washington St</p> <p>India St</p> <p>44 / 44 ↕ 17 / 24</p> <p>Vine St</p> <p>13 / 21 ↕ 863 / 1196 ↕ 19 / 25</p>
<p>80 / 53 ↕ 259 / 1019 ↕ 60 / 157 ↕ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>85 / 107 ↕ 123 / 208 ↕ 51 / 85</p>	<p>60 / 84 ↕ 424 / 315 ↕ 330 / 269</p> <p>Sassafras St</p> <p>194 / 168 ↕ 272 / 414 ↕ 61 / 71</p>	<p>554 / 334 ↕ 1395 / 2073 ↕ 87 / 223 ↕ Kettner Blvd</p> <p>247 / 170 ↕ 136 / 82</p> <p>Sassafras St</p> <p>69 / 214 ↕ 191 / 311</p>	<p>22 / 13 ↕ 33 / 22</p> <p>India St</p> <p>58 / 154 ↕ 17 / 47 ↕ 82 / 248</p> <p>11</p> <p>345 / 232 ↕ 953 / 1291 ↕ 21 / 47</p> <p>Sassafras St</p> <p>18 / 22 ↕ 572 / 1270 ↕ 101 / 212 ↕ Pacific Hwy</p> <p>7 / 10 ↕ 7 / 3 ↕ 125 / 120</p> <p>Palm St</p> <p>24 / 30 ↕ 41 / 45 ↕ 37 / 48</p> <p>43 / 20 ↕ 479 / 558 ↕ 124 / 198</p>
<p>Solar Turbine Dwy</p> <p>2415 / 1605</p> <p>N Harbor Dr</p> <p>2235 / 3168 ↕ 10 / 12</p> <p>Coast Guard Dwy</p> <p>3 / 1</p>	<p>82 / 42 ↕ 28 / 86 ↕ W Laurel St</p> <p>56 / 136 ↕ 2081 / 1625</p> <p>N Harbor Dr</p> <p>894 / 1187 ↕ 1479 / 2024</p>	<p>497 / 549 ↕ 134 / 753 ↕ 42 / 203 ↕ Pacific Hwy</p> <p>48 / 109 ↕ 990 / 715 ↕ 48 / 102</p> <p>W Laurel St</p> <p>309 / 294 ↕ 700 / 1279 ↕ 63 / 89</p> <p>127 / 94 ↕ 237 / 295 ↕ 68 / 144</p>	<p>934 / 770 ↕ 212 / 655 ↕ 179 / 293 ↕ Kettner Blvd</p> <p>174 / 184 ↕ 28 / 37</p> <p>W Laurel St</p> <p>708 / 1393 ↕ 72 / 153</p>
<p>India St</p> <p>139 / 159 ↕ 176 / 188</p> <p>W Laurel St</p> <p>631 / 753 ↕ 344 / 901</p>	<p>147 / 2209 ↕ N Harbor Dr</p> <p>1665 / 1091 ↕ 99 / 185</p> <p>W Hawthorn St</p> <p>45 / 42 ↕ 104 / 244 ↕ 35 / 122</p> <p>514 / 641</p>	<p>25 / 55 ↕ 173 / 868 ↕ Pacific Hwy</p> <p>131 / 102 ↕ 1661 / 1129 ↕ 241 / 176</p> <p>W Hawthorn St</p> <p>111 / 132 ↕ 270 / 414</p>	<p>57 / 72 ↕ 172 / 498 ↕ Kettner Blvd</p> <p>1999 / 1360 ↕ 273 / 259</p> <p>W Hawthorn St</p>
<p>India St</p> <p>122 / 100 ↕ 2198 / 1537</p> <p>W Hawthorn St</p> <p>71 / 91 ↕ 95 / 191</p>	<p>39 / 53 ↕ 218 / 520 ↕ Columbia St</p> <p>2349 / 1626 ↕ 334 / 238</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 83 / 66 2638 / 1839 W Hawthorn St</p> <p>49 / 42 47 / 95</p>	<p>24</p> <p>17 / 25 I-5 NB On Ramp/ Brant St 476 / 650 133 / 176 W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 99 / 103</p>	<p>25</p> <p>613 / 1190 1032 / 1238 N Harbor Dr W Grape St</p> <p>508 / 631 83 / 141</p>	<p>26</p> <p>310 / 868 89 / 214 Pacific Hwy W Grape St</p> <p>54 / 59 988 / 1331 63 / 62 320 / 443 194 / 239</p>
<p>27</p> <p>312 / 499 144 / 276 Kettner Blvd W Grape St</p> <p>1244 / 1795 32 / 46</p>	<p>28</p> <p>India St W Grape St</p> <p>50 / 72 1551 / 2272 97 / 202 200 / 244</p>	<p>29</p> <p>347 / 404 205 / 347 Columbia St W Grape St</p> <p>1842 / 2749 67 / 70</p>	<p>30</p> <p>State St W Grape St</p> <p>61 / 46 1748 / 2716 State St/ I-5 SB On Ramp 59 / 99 63 / 77</p>
<p>31</p> <p>178 / 176 78 / 149 McCain Rd N Harbor Dr</p> <p>76 / 56 904 / 857</p> <p>51 / 22 735 / 1065</p>	<p>32</p> <p>13 / 16 44 / 89 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>5 / 11 969 / 859 13 / 17</p> <p>Spanish Landing Dwy 13 / 13 14 / 27</p>	<p>33</p> <p>103 / 103 22 / 22 Airport Terminal Rd N Harbor Dr</p> <p>1369 / 1023 265 / 284</p> <p>Harbor Island Dr 96 / 144 31 / 30 156 / 332</p>	<p>34</p> <p>62 / 65 293 / 398 21 / 14 Harbor Island Dr N Harbor Dr</p> <p>Sherraton Dwy 36 / 83 5 / 0 16 / 41</p> <p>12 / 20 6 / 0 4 / 5 Harbor Police/ Old Ret a Car Access 13 / 22 186 / 377 9 / 14</p>
<p>35</p> <p>191 / 275 115 / 171 Harbor Island Dr Harbor Island Dr</p> <p>60 / 151 4 / 9</p> <p>144 / 255 2 / 17</p>	<p>36</p> <p>2 / 2 0 / 1 Parking Lot Harbor Island Dr</p> <p>0 / 10 52 / 156</p> <p>9 / 9 110 / 190</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2812 / 2412</p> <p>2039 / 2013</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>1144 / 873 62 / 28</p> <p>Liberator Way 6 / 13 85 / 37</p>
<p>39</p> <p>5 / 5 5 / 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>72 / 60 1031 / 564 6 / 11</p> <p>11 / 9 2243 / 3155 Dwy</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>1218 / 705 31 / 14</p> <p>2209 / 3133 2 / 2 Coast Guard Dwy 19 / 18</p>	<p>41</p> <p>680 / 407 1409 / 2229 Kettner Blvd N Harbor Dr</p> <p>Palm St 193 / 436</p>	<p>42</p> <p>127 / 150 90 / 28 172 / 221 Laning Rd N Harbor Dr</p> <p>307 / 330 693 / 683 71 / 19</p> <p>127 / 104 569 / 696 122 / 28 51 / 34 35 / 58 27 / 40</p>
<p>43</p> <p>25 / 33 378 / 305 Nimitz Blvd N Harbor Dr</p> <p>268 / 396 560 / 475</p> <p>15 / 50 426 / 512 0 / 1</p>	<p>44</p> <p>103 / 183 853 / 804 130 / 117 Rosecrans St Nimitz Blvd</p> <p>101 / 179 197 / 366 74 / 73</p> <p>327 / 282 351 / 249 176 / 127 114 / 198 641 / 869 77 / 74</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p>	<p>2</p> <p>Dwy</p> <p>Old Town Transit Center Bus Access</p> <p>Pacific Hwy</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p>	<p>4</p> <p>EB Pacific Hwy On Ramp</p> <p>EB Pacific Hwy Off Ramp</p> <p>Washington St</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>W Pacific Hwy On Ramp/ Frontage Rd</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p>	<p>7</p> <p>San Diego Ave</p> <p>Washington St</p>	<p>8</p> <p>India St</p> <p>Vine St</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p>	<p>12</p> <p>Pacific Hwy</p> <p>Palm St</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p>
<p>17</p> <p>W Laurel St</p> <p>India St</p>	<p>18</p> <p>W Hawthorn St</p> <p>N Harbor Dr</p>	<p>19</p> <p>W Hawthorn St</p> <p>Pacific Hwy</p>	<p>20</p> <p>W Hawthorn St</p> <p>Kettner Blvd</p>
<p>21</p> <p>W Hawthorn St</p> <p>India St</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>23</p> <p>State St 68 2135 W Hawthorn St</p> <p>46 36</p>	<p>24</p> <p>12 I-5 NB On Ramp/ Brant St 548 123 W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 2 90 / 90</p>	<p>25</p> <p>683 1092 N Harbor Dr W Grape St</p> <p>388 126</p>	<p>26</p> <p>278 97 Pacific Hwy W Grape St</p> <p>63 1146 71</p> <p>295 208</p>
<p>27</p> <p>237 145 Kettner Blvd W Grape St</p> <p>1452 49</p>	<p>28</p> <p>India St W Grape St</p> <p>73 1776</p> <p>103 213</p>	<p>29</p> <p>233 148 Columbia St W Grape St</p> <p>2099 82</p>	<p>30</p> <p>State St W Grape St</p> <p>45 1978 State St / I-5 SB On Ramp</p> <p>48 51</p>
<p>31</p> <p>211 96 McCain Rd N Harbor Dr</p> <p>108 677</p> <p>34 725</p>	<p>32</p> <p>9 9 Airport Terminal Rd Loop / Airport Terminal Rd N Harbor Dr</p> <p>144 799 23</p> <p>11 21</p>	<p>33</p> <p>108 28 Airport Terminal Rd N Harbor Dr</p> <p>184 812 97 Harbor Island Dr</p> <p>1185 220 N Harbor Dr</p> <p>101 38 180</p>	<p>34</p> <p>49 292 26 Harbor Island Dr N Harbor Dr</p> <p>Sheraton Dwy</p> <p>61 26</p> <p>22 8 7 Harbor Police/ Old Ret a Car Access</p> <p>16 246 10</p>
<p>35</p> <p>195 131 Harbor Island Dr Harbor Island Dr</p> <p>87 10</p> <p>182 10</p>	<p>36</p> <p>2 2 Parking Lot Harbor Island Dr</p> <p>78</p> <p>13 132</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2476</p> <p>2329</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>723 56</p> <p>2540 22 Liberator Way</p> <p>17 58</p>
<p>39</p> <p>5 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>99 349 8</p> <p>15 2411 1</p> <p>1 1</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>543 27</p> <p>2394 11 Coast Guard Dwy</p> <p>28</p>	<p>41</p> <p>656 1219 Kettner Blvd Palm St</p> <p>285 / 285</p>	<p>42</p> <p>146 41 159 Laning Rd N Harbor Dr</p> <p>197 490 55</p> <p>97 455 46</p> <p>40 40 31</p>
<p>43</p> <p>36 235 Nimitz Blvd N Harbor Dr</p> <p>246 444</p> <p>24 355</p>	<p>44</p> <p>108 783 146 Rosecrans St Nimitz Blvd</p> <p>133 231 84</p> <p>245 261 152</p> <p>171 707 87</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St 72 / 83 ↔ 108 / 231 ↔ 84 / 122 Pacific Hwy</p> <p>Taylor St ↔ 77 / 74 ↔ 180 / 229 ↔ 214 / 234</p> <p>35 / 74 207 / 539 94 / 148</p> <p>100 / 171 131 / 177 177 / 571</p>	<p>2</p> <p>Dwy ↔ 34 / 17 ↔ 301 / 535 ↔ 71 / 69 Pacific Hwy</p> <p>Old Town Transit Center Bus Access ↔ 38 / 73 ↔ 25 / 68</p> <p>10 / 82 9 / 130</p> <p>82 / 28 313 / 651 28 / 30</p>	<p>3</p> <p>Enterprise St ↔ 195 / 73 ↔ 442 / 1274 ↔ 41 / 35 Pacific Hwy</p> <p>SPAWAR Dwy ↔ 13 / 201 ↔ 51 / 63 ↔ 41 / 256</p> <p>19 / 159 11 / 22 29 / 205</p> <p>360 / 216 636 / 595 114 / 24</p>	<p>4</p> <p>EB Pacific Hwy On Ramp ↔ 39 / 40 ↔ 24 / 88 ↔ 195 / 544 EB Pacific Hwy On Ramp</p> <p>Washington St ↔ 142 / 88 ↔ 155 / 221</p> <p>167 / 268 18 / 35</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>Frontage Rd ↔ 287 / 252 ↔ 22 / 38 WB Pacific Hwy On Ramp / Frontage Rd</p> <p>Washington St ↔ 331 / 273 ↔ 279 / 279</p> <p>84 / 99 233 / 769</p> <p>35 / 28 6 / 15 138 / 157</p>	<p>6</p> <p>Hancock St ↔ 195 / 179 ↔ 244 / 415 ↔ 387 / 897</p> <p>Washington St ↔ 425 / 395 ↔ 304 / 258</p> <p>354 / 833 115 / 131</p>	<p>7</p> <p>San Diego Ave ↔ 563 / 477 ↔ 586 / 521</p> <p>Washington St ↔ 212 / 324 ↔ 540 / 1392</p> <p>136 / 126 250 / 213 22 / 40</p>	<p>8</p> <p>India St ↔ 44 / 45 ↔ 17 / 24</p> <p>Vine St ↔ 12 / 21 ↔ 924 / 1251 ↔ 19 / 25</p>
<p>9</p> <p>Admiral Boland Wy ↔ 83 / 54 ↔ 272 / 1035 ↔ 60 / 159 Pacific Hwy</p> <p>Sassafras St ↔ 60 / 85 ↔ 454 / 325 ↔ 342 / 276</p> <p>93 / 116 129 / 217 55 / 92</p> <p>201 / 172 287 / 428 61 / 172</p>	<p>10</p> <p>Kettner Blvd ↔ 580 / 347 ↔ 1454 / 2125 ↔ 87 / 225</p> <p>Sassafras St ↔ 262 / 177 ↔ 137 / 83</p> <p>75 / 220 194 / 316</p>	<p>11</p> <p>India St ↔ 22 / 13 ↔ 33 / 22</p> <p>Sassafras St ↔ 63 / 160 ↔ 17 / 47 ↔ 82 / 250</p> <p>361 / 239 1010 / 1342 21 / 47</p>	<p>12</p> <p>Pacific Hwy ↔ 18 / 22 ↔ 600 / 1299 ↔ 103 / 215</p> <p>Palm St ↔ 7 / 10 ↔ 7 / 3 ↔ 133 / 125</p> <p>26 / 32 42 / 48 38 / 49</p> <p>44 / 21 499 / 574 126 / 200</p>
<p>13</p> <p>Solar Turbine Dwy ↔ 2452 / 1631</p> <p>N Harbor Dr ↔ 2400 / 3316 ↔ 10 / 12</p> <p>Coast Guard Dwy ↔ 3 / 1</p>	<p>14</p> <p>W Laurel St ↔ 79 / 39 ↔ 28 / 87</p> <p>N Harbor Dr ↔ 56 / 138 ↔ 2170 / 1687</p> <p>956 / 1251 1574 / 2110</p>	<p>15</p> <p>Pacific Hwy ↔ 528 / 569 ↔ 142 / 768 ↔ 43 / 206</p> <p>W Laurel St ↔ 49 / 110 ↔ 1040 / 748 ↔ 48 / 104</p> <p>320 / 305 750 / 1332 67 / 94</p> <p>130 / 96 246 / 300 69 / 146</p>	<p>16</p> <p>Kettner Blvd ↔ 980 / 802 ↔ 217 / 670 ↔ 182 / 298</p> <p>W Laurel St ↔ 181 / 190 ↔ 29 / 38</p> <p>758 / 1447 73 / 156</p>
<p>17</p> <p>India St ↔ 142 / 162 ↔ 184 / 194</p> <p>W Laurel St ↔ 676 / 794 ↔ 355 / 920</p> <p>45 / 42 104 / 246 36 / 124</p>	<p>18</p> <p>N Harbor Dr ↔ 157 / 2297</p> <p>W Hawthorn St ↔ 1738 / 1140 ↔ 100 / 187</p> <p>532 / 656</p>	<p>19</p> <p>Pacific Hwy ↔ 25 / 55 ↔ 185 / 887</p> <p>W Hawthorn St ↔ 133 / 102 ↔ 1731 / 1176 ↔ 243 / 178</p> <p>115 / 135 282 / 422</p>	<p>20</p> <p>Kettner Blvd ↔ 58 / 74 ↔ 175 / 506</p> <p>W Hawthorn St ↔ 2075 / 1412 ↔ 276 / 260</p>
<p>21</p> <p>India St ↔ 124 / 101 ↔ 2283 / 1595</p> <p>W Hawthorn St ↔ 71 / 91 ↔ 96 / 194</p>	<p>22</p> <p>Columbia St ↔ 39 / 53 ↔ 219 / 522</p> <p>W Hawthorn St ↔ 2454 / 1695 ↔ 342 / 247</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 78 / 58 2737 / 1903</p> <p>W Hawthorn St</p> <p>69 / 68 55 / 105</p>	<p>24</p> <p>17 / 25</p> <p>I-5 NB On Ramp/ Brant St 480 / 656 135 / 178</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 100 / 105</p>	<p>25</p> <p>632 / 1212 1110 / 1306</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>526 / 646 83 / 143</p>	<p>26</p> <p>324 / 887 90 / 216</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>54 / 59 1062 / 1397 67 / 66</p> <p>336 / 454 196 / 241</p>
<p>27</p> <p>316 / 504 146 / 279</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>1320 / 1866 32 / 46</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>49 / 71 1659 / 2388</p> <p>97 / 202 208 / 255</p>	<p>29</p> <p>351 / 408 207 / 350</p> <p>Columbia St</p> <p>W Grape St</p> <p>1986 / 2920 70 / 73</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>86 / 73 1859 / 2848</p> <p>State St/ I-5 SB On Ramp</p> <p>67 / 111 57 / 66</p>
<p>31</p> <p>161 / 145 78 / 147</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>69 / 49 963 / 924</p> <p>51 / 21 771 / 1100</p>	<p>32</p> <p>16 / 20</p> <p>41 / 85 Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>5 / 11 1018 / 916 12 / 17</p> <p>Spanish Landing Dwy</p> <p>101 / 101 774 / 1138 13 / 18</p> <p>13 / 13 14 / 27</p>	<p>33</p> <p>140 / 148 24 / 24</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>1385 / 1034 268 / 287</p> <p>Harbor Island Dr</p> <p>203 / 185 826 / 1391 90 / 132</p> <p>97 / 145 33 / 32 158 / 336</p>	<p>34</p> <p>61 / 65 299 / 405 22 / 14</p> <p>Harbor Island Dr</p> <p>Sherton Dwy</p> <p>12 / 20 6 / 0 4 / 5 Harbor Police/ Old Ret a Car Access</p> <p>35 / 82 5 / 0 17 / 42</p> <p>13 / 22 191 / 384 9 / 14</p>
<p>35</p> <p>194 / 279 118 / 175</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>62 / 155 4 / 9</p> <p>147 / 259 2 / 17</p>	<p>36</p> <p>2 / 2 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0 / 10 55 / 160</p> <p>9 / 9 112 / 194</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>2865 / 2460</p> <p>2182 / 2130</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>1167 / 890 63 / 28</p> <p>Liberator Way</p> <p>6 / 14 86 / 38</p> <p>2488 / 3372 18 / 15</p>
<p>39</p> <p>5 / 5 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>72 / 60 1053 / 579 6 / 11</p> <p>11 / 9 2408 / 3302</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>N Harbor Dr</p> <p>1243 / 722 31 / 14</p> <p>2374 / 3281 2 / 2</p> <p>Coast Guard Dwy</p> <p>19 / 18</p>	<p>41</p> <p>696 / 417 1465 / 2285</p> <p>Kettner Blvd</p> <p>Palm St</p> <p>197 / 445</p>	<p>42</p> <p>130 / 153 90 / 28 180 / 227</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>316 / 338 715 / 699 71 / 19</p> <p>130 / 107 588 / 711 122 / 28</p> <p>51 / 34 35 / 58 27 / 40</p>
<p>43</p> <p>25 / 33 391 / 313</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>280 / 407 571 / 483</p> <p>15 / 50 435 / 521 0 / 1</p> <p>0 / 1</p>	<p>44</p> <p>105 / 185 864 / 816 134 / 120</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>104 / 184 200 / 372 79 / 77</p> <p>331 / 284 357 / 253 176 / 127</p> <p>114 / 198 649 / 881 82 / 77</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>27</p> <p>239 147 Kettner Blvd W Grape St</p> <p>1498 49</p>	<p>28</p> <p>India St W Grape St</p> <p>73 1860</p> <p>103 222</p>	<p>29</p> <p>235 150 Columbia St W Grape St</p> <p>2224 85</p>	<p>30</p> <p>State St W Grape St</p> <p>63 2069 State St / I-5 SB On Ramp 55 46</p>
<p>31</p> <p>180 99 McCain Rd N Harbor Dr</p> <p>102 739</p> <p>33 755</p>	<p>32</p> <p>9 9 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>17 871 29</p> <p>105 861 26</p> <p>13 19</p>	<p>33</p> <p>152 26 Airport Terminal Rd N Harbor Dr</p> <p>1205 222</p> <p>236 824 98 Harbor Island Dr</p> <p>103 39 182</p>	<p>34</p> <p>48 294 27 Harbor Island Dr N Harbor Dr</p> <p>23 8 7 Harbor Police/ Old Ret a Car Access</p> <p>60 27</p> <p>16 249 10</p>
<p>35</p> <p>196 132 Harbor Island Dr Harbor Island Dr</p> <p>88 10</p> <p>185 10</p>	<p>36</p> <p>2 2 Parking Lot Harbor Island Dr</p> <p>79</p> <p>13 133</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2532</p> <p>2400</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>748 56</p> <p>2639 22 Liberator Way 17 59</p>
<p>39</p> <p>5 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>99 371 8</p> <p>15 2508 1</p> <p>1 1</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>568 27</p> <p>2493 11 Coast Guard Dwy 28</p>	<p>41</p> <p>668 1258 Kettner Blvd Palm St</p> <p>291 / 291</p>	<p>42</p> <p>149 41 165 Laning Rd N Harbor Dr</p> <p>204 504 55</p> <p>99 469 46</p> <p>40 40 31</p>
<p>43</p> <p>36 244 Nimitz Blvd N Harbor Dr</p> <p>255 451</p> <p>24 362</p>	<p>44</p> <p>109 792 150 Rosecrans St Nimitz Blvd</p> <p>136 234 87</p> <p>248 265 152</p> <p>172 717 90</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

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<p>1</p> <p>Rosecrans St 71 / 82 ↕ ↕ ↕ 115 / 237 ↕ ↕ ↕ 84 / 124 Pacific Hwy</p> <p>Taylor St ↕ ↕ ↕ 77 / 74 ↕ ↕ ↕ 183 / 232 ↕ ↕ ↕ 216 / 237</p> <p>100 / 169 ↕ ↕ ↕ 136 / 183 ↕ ↕ ↕ 179 / 577</p>	<p>2</p> <p>Dwy ↕ ↕ ↕ 35 / 17 ↕ ↕ ↕ 309 / 548 ↕ ↕ ↕ 69 / 68 Pacific Hwy</p> <p>Old Town Transit Center Bus Access ↕ ↕ ↕ 25 / 65 ↕ ↕ ↕ 37 / 74 ↕ ↕ ↕ 80 / 29 ↕ ↕ ↕ 322 / 658 ↕ ↕ ↕ 29 / 29</p>	<p>3</p> <p>Enterprise St ↕ ↕ ↕ 199 / 74 ↕ ↕ ↕ 448 / 1284 ↕ ↕ ↕ 40 / 33 Pacific Hwy</p> <p>SPAWAR Dwy ↕ ↕ ↕ 12 / 200 ↕ ↕ ↕ 52 / 65 ↕ ↕ ↕ 41 / 255</p> <p>372 / 223 ↕ ↕ ↕ 643 / 597 ↕ ↕ ↕ 114 / 24</p>	<p>4</p> <p>EB Pacific Hwy On Ramp ↕ ↕ ↕ 41 / 41 ↕ ↕ ↕ 23 / 83 ↕ ↕ ↕ 197 / 551 EB Pacific Hwy On Ramp</p> <p>Washington St ↕ ↕ ↕ 153 / 95 ↕ ↕ ↕ 168 / 235</p> <p>EB Pacific Hwy Off Ramp ↕ ↕ ↕ 189 / 300 ↕ ↕ ↕ 17 / 35</p>
<p>5</p> <p>Frontage Rd ↕ ↕ ↕ 289 / 254 ↕ ↕ ↕ 20 / 36 W Pacific Hwy On Ramp / Frontage Rd</p> <p>Washington St ↕ ↕ ↕ 331 / 273 ↕ ↕ ↕ 309 / 304</p> <p>Frontage Rd ↕ ↕ ↕ 37 / 30 ↕ ↕ ↕ 7 / 14 ↕ ↕ ↕ 154 / 178</p>	<p>6</p> <p>Hancock St ↕ ↕ ↕ 197 / 182 ↕ ↕ ↕ 242 / 413 ↕ ↕ ↕ 387 / 899</p> <p>Washington St ↕ ↕ ↕ 452 / 416 ↕ ↕ ↕ 304 / 259</p> <p>384 / 880 ↕ ↕ ↕ 129 / 151</p>	<p>7</p> <p>San Diego Ave ↕ ↕ ↕ 565 / 479 ↕ ↕ ↕ 609 / 540</p> <p>Washington St ↕ ↕ ↕ 224 / 339 ↕ ↕ ↕ 558 / 1424</p> <p>140 / 129 ↕ ↕ ↕ 254 / 219 ↕ ↕ ↕ 22 / 40</p>	<p>8</p> <p>India St ↕ ↕ ↕ 44 / 46 ↕ ↕ ↕ 17 / 23</p> <p>Vine St ↕ ↕ ↕ 12 / 23 ↕ ↕ ↕ 1098 / 1472 ↕ ↕ ↕ 20 / 25</p>
<p>9</p> <p>Admiral Boland Wy ↕ ↕ ↕ 93 / 61 ↕ ↕ ↕ 291 / 1052 ↕ ↕ ↕ 60 / 159 Pacific Hwy</p> <p>Sassafras St ↕ ↕ ↕ 61 / 85 ↕ ↕ ↕ 506 / 361 ↕ ↕ ↕ 357 / 292</p> <p>210 / 176 ↕ ↕ ↕ 307 / 447 ↕ ↕ ↕ 62 / 72</p>	<p>10</p> <p>Kettner Blvd ↕ ↕ ↕ 623 / 380 ↕ ↕ ↕ 1666 / 2386 ↕ ↕ ↕ 86 / 225</p> <p>Sassafras St ↕ ↕ ↕ 285 / 195 ↕ ↕ ↕ 139 / 83</p> <p>81 / 226 ↕ ↕ ↕ 198 / 321</p>	<p>11</p> <p>India St ↕ ↕ ↕ 22 / 13 ↕ ↕ ↕ 33 / 23</p> <p>Sassafras St ↕ ↕ ↕ 69 / 168 ↕ ↕ ↕ 17 / 47 ↕ ↕ ↕ 82 / 250</p> <p>386 / 255 ↕ ↕ ↕ 1177 / 1557 ↕ ↕ ↕ 22 / 47</p>	<p>12</p> <p>Pacific Hwy ↕ ↕ ↕ 20 / 22 ↕ ↕ ↕ 641 / 1337 ↕ ↕ ↕ 103 / 216</p> <p>Palm St ↕ ↕ ↕ 7 / 10 ↕ ↕ ↕ 6 / 3 ↕ ↕ ↕ 149 / 140</p> <p>27 / 35 ↕ ↕ ↕ 48 / 54 ↕ ↕ ↕ 39 / 52</p> <p>45 / 22 ↕ ↕ ↕ 528 / 596 ↕ ↕ ↕ 125 / 202</p>
<p>13</p> <p>Solar Turbine Dwy ↕ ↕ ↕ 2893 / 2283</p> <p>N Harbor Dr ↕ ↕ ↕ 2977 / 4069 ↕ ↕ ↕ 10 / 12 Coast Guard Dwy</p> <p>3 / 1</p>	<p>14</p> <p>W Laurel St ↕ ↕ ↕ 83 / 41 ↕ ↕ ↕ 29 / 87</p> <p>N Harbor Dr ↕ ↕ ↕ 56 / 137 ↕ ↕ ↕ 2633 / 2291</p> <p>1076 / 1497 ↕ ↕ ↕ 1950 / 2617</p>	<p>15</p> <p>Pacific Hwy ↕ ↕ ↕ 581 / 613 ↕ ↕ ↕ 150 / 782 ↕ ↕ ↕ 42 / 206</p> <p>W Laurel St ↕ ↕ ↕ 53 / 111 ↕ ↕ ↕ 1240 / 996 ↕ ↕ ↕ 48 / 104</p> <p>137 / 104 ↕ ↕ ↕ 257 / 307 ↕ ↕ ↕ 70 / 146</p>	<p>16</p> <p>Kettner Blvd ↕ ↕ ↕ 1173 / 1041 ↕ ↕ ↕ 223 / 690 ↕ ↕ ↕ 187 / 299</p> <p>W Laurel St ↕ ↕ ↕ 193 / 198 ↕ ↕ ↕ 30 / 39</p> <p>897 / 1668 ↕ ↕ ↕ 75 / 161</p>
<p>17</p> <p>India St ↕ ↕ ↕ 141 / 162 ↕ ↕ ↕ 197 / 204</p> <p>W Laurel St ↕ ↕ ↕ 45 / 42 ↕ ↕ ↕ 104 / 245 ↕ ↕ ↕ 36 / 124</p> <p>761 / 1007 ↕ ↕ ↕ 365 / 930</p>	<p>18</p> <p>N Harbor Dr ↕ ↕ ↕ 1944 / 2804</p> <p>W Hawthorn St ↕ ↕ ↕ 2030 / 1505 ↕ ↕ ↕ 100 / 187</p> <p>703 / 894</p>	<p>19</p> <p>Pacific Hwy ↕ ↕ ↕ 25 / 55 ↕ ↕ ↕ 200 / 904</p> <p>W Hawthorn St ↕ ↕ ↕ 132 / 102 ↕ ↕ ↕ 2014 / 1535 ↕ ↕ ↕ 243 / 177</p> <p>124 / 142 ↕ ↕ ↕ 300 / 438</p>	<p>20</p> <p>Kettner Blvd ↕ ↕ ↕ 62 / 77 ↕ ↕ ↕ 178 / 517</p> <p>W Hawthorn St ↕ ↕ ↕ 2361 / 1773 ↕ ↕ ↕ 272 / 253</p>
<p>21</p> <p>India St ↕ ↕ ↕ 123 / 101 ↕ ↕ ↕ 2573 / 1956</p> <p>W Hawthorn St ↕ ↕ ↕ 72 / 91 ↕ ↕ ↕ 96 / 193</p>	<p>22</p> <p>Columbia St ↕ ↕ ↕ 39 / 52 ↕ ↕ ↕ 218 / 521</p> <p>W Hawthorn St ↕ ↕ ↕ 2755 / 2063 ↕ ↕ ↕ 346 / 252</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>23</p> <p>State St ↕ ↗ 55 / 27 ↕ ↘ 3013 / 2240</p> <p>W Hawthorn St</p> <p>140 / 163 ↕ ↗ 79 / 140 ↕ ↘</p>	<p>24</p> <p>↕ ↗ 17 / 25</p> <p>I-5 NB On Ramp/Brant St ↕ ↗ 480 / 656 ↕ ↘ 135 / 178</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 ↕ ↗ 100 / 105 ↕ ↘</p>	<p>25</p> <p>↕ ↗ 757 / 1399 ↕ ↘ 1360 / 1625</p> <p>N Harbor Dr</p> <p>W Grape St ↕ ↗ 697 / 885 ↕ ↘ 83 / 142</p>	<p>26</p> <p>↕ ↗ 338 / 904 ↕ ↘ 90 / 216</p> <p>Pacific Hwy</p> <p>W Grape St ↕ ↗ 54 / 58 ↕ ↘ 1305 / 1707 ↕ ↘ 75 / 73</p> <p>↕ ↗ 363 / 477 ↕ ↘ 196 / 241</p>
<p>27</p> <p>↕ ↗ 316 / 504 ↕ ↘ 145 / 279</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>1563 / 2175 ↕ ↗ 32 / 46 ↕ ↘</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>49 / 69 ↕ ↗ 1915 / 2720 ↕ ↘</p> <p>96 / 202 ↕ ↗ 212 / 259 ↕ ↘</p>	<p>29</p> <p>↕ ↗ 351 / 409 ↕ ↘ 203 / 345</p> <p>Columbia St</p> <p>W Grape St</p> <p>2246 / 3255 ↕ ↗ 73 / 75 ↕ ↘</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>169 / 164 ↕ ↗ 2102 / 3178 ↕ ↘</p> <p>State St/ I-5 SB On Ramp ↕ ↗ 92 / 150 ↕ ↘ 37 / 34</p>
<p>31</p> <p>↕ ↗ 193 / 174 ↕ ↘ 83 / 159</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>74 / 53 ↕ ↗ 1109 / 1134 ↕ ↘</p> <p>48 / 22 ↕ ↗ 990 / 1396 ↕ ↘</p>	<p>32</p> <p>↕ ↗ 26 / 30</p> <p>↕ ↗ 29 / 70</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>4 / 9 ↕ ↗ 1158 / 1123 ↕ ↘ 12 / 16 ↕ ↘</p> <p>Spanish Landing Dwy ↕ ↗ 109 / 117 ↕ ↘ 965 / 1399 ↕ ↘ 13 / 19</p> <p>12 / 11 ↕ ↗ 13 / 26 ↕ ↘</p>	<p>33</p> <p>↕ ↗ 145 / 156 ↕ ↘ 28 / 28</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>1408 / 1071 ↕ ↗ 591 / 763 ↕ ↘</p> <p>Harbor Island Dr ↕ ↗ 235 / 205 ↕ ↘ 860 / 1443 ↕ ↘ 207 / 305</p> <p>178 / 277 ↕ ↗ 37 / 36 ↕ ↘ 379 / 695 ↕ ↘</p>	<p>34</p> <p>↕ ↗ 61 / 64 ↕ ↘ 306 / 410 ↕ ↘ 518 / 750</p> <p>Harbor Island Dr</p> <p>↕ ↗ 314 / 511 ↕ ↘ 6 / 0 ↕ ↘ 4 / 5</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>Sherraton Dwy ↕ ↗ 35 / 80 ↕ ↘ 5 / 0 ↕ ↘ 16 / 41</p> <p>12 / 22 ↕ ↗ 196 / 389 ↕ ↘ 9 / 13 ↕ ↘</p>
<p>35</p> <p>↕ ↗ 197 / 281 ↕ ↘ 121 / 177</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>65 / 157 ↕ ↗ 4 / 9 ↕ ↘</p> <p>148 / 261 ↕ ↗ 2 / 17 ↕ ↘</p>	<p>36</p> <p>↕ ↗ 1 / 1</p> <p>↕ ↗ 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0 / 10 ↕ ↗ 58 / 163 ↕ ↘</p> <p>9 / 9 ↕ ↗ 115 / 196 ↕ ↘</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>3283 / 3072 ↕ ↗</p> <p>2457 / 2730 ↕ ↘</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>1549 / 1457 ↕ ↗ 122 / 114 ↕ ↘</p> <p>Liberator Way ↕ ↗ 27 / 46 ↕ ↘ 166 / 169</p> <p>2985 / 3994 ↕ ↗ 47 / 58 ↕ ↘</p>
<p>39</p> <p>↕ ↗ 5 / 5 ↕ ↘ 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>72 / 60 ↕ ↗ 1495 / 1232 ↕ ↘ 6 / 11 ↕ ↘</p> <p>11 / 9 ↕ ↗ 2986 / 4056 ↕ ↘</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>N Harbor Dr</p> <p>1686 / 1376 ↕ ↗ 29 / 15 ↕ ↘</p> <p>2950 / 4035 ↕ ↗ 3 / 1 ↕ ↘</p> <p>Coast Guard Dwy ↕ ↗ 19 / 18</p>	<p>41</p> <p>↕ ↗ 712 / 430 ↕ ↘ 1559 / 2377</p> <p>Palm St</p> <p>Kettner Blvd</p> <p>202 / 451 ↕ ↘</p>	<p>42</p> <p>↕ ↗ 130 / 154 ↕ ↘ 89 / 26 ↕ ↘ 189 / 236</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>326 / 347 ↕ ↗ 845 / 890 ↕ ↘ 68 / 20 ↕ ↘</p> <p>129 / 107 ↕ ↗ 765 / 955 ↕ ↘ 121 / 27 ↕ ↘</p> <p>50 / 33 ↕ ↗ 34 / 57 ↕ ↘ 26 / 39 ↕ ↘</p>
<p>43</p> <p>↕ ↗ 25 / 33 ↕ ↘ 499 / 461</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>359 / 524 ↕ ↗ 621 / 558 ↕ ↘</p> <p>15 / 50 ↕ ↗ 504 / 616 ↕ ↘ 0 / 1 ↕ ↘</p> <p>0 / 1 ↕ ↗</p>	<p>44</p> <p>↕ ↗ 106 / 184 ↕ ↘ 864 / 816 ↕ ↘ 133 / 120</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>105 / 183 ↕ ↗ 261 / 469 ↕ ↘ 88 / 86 ↕ ↘</p> <p>114 / 198 ↕ ↗ 651 / 882 ↕ ↘ 92 / 86 ↕ ↘</p> <p>330 / 284 ↕ ↗ 356 / 253 ↕ ↘ 176 / 127 ↕ ↘</p>	<p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p> <p>67 ↗ ↘ 92 ↗ ↘ 59 ↗ ↘</p> <p>72 ↗ ↘ 196 ↗ ↘ 154 ↗ ↘</p> <p>47 ↗ ↘ 264 ↗ ↘ 91 ↗ ↘</p> <p>128 ↗ ↘ 109 ↗ ↘ 197 ↗ ↘</p>	<p>2</p> <p>Dwy</p> <p>Old Town Transit Center Bus Access</p> <p>Pacific Hwy</p> <p>25 ↗ ↘ 270 ↗ ↘ 47 ↗ ↘</p> <p>9 ↗ ↘ 22 ↗ ↘</p> <p>47 ↗ ↘ 2 ↗ ↘ 26 ↗ ↘</p> <p>32 ↗ ↘ 333 ↗ ↘ 28 ↗ ↘</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p> <p>101 ↗ ↘ 482 ↗ ↘ 29 ↗ ↘</p> <p>16 ↗ ↘ 25 ↗ ↘ 44 ↗ ↘</p> <p>17 ↗ ↘ 38 ↗ ↘ 49 ↗ ↘</p> <p>190 ↗ ↘ 586 ↗ ↘ 65 ↗ ↘</p>	<p>4</p> <p>Washington St</p> <p>EB Pacific Hwy On Ramp</p> <p>EB Pacific Hwy Off Ramp</p> <p>34 ↗ ↘ 24 ↗ ↘ 224 ↗ ↘</p> <p>132 ↗ ↘ 175 ↗ ↘</p> <p>251 ↗ ↘ 18 ↗ ↘</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>W Pacific Hwy On Ramp/ Frontage Rd</p> <p>221 ↗ ↘ 22 ↗ ↘</p> <p>262 ↗ ↘ 288 ↗ ↘ 1 ↗ ↘</p> <p>97 ↗ ↘ 410 ↗ ↘</p> <p>34 ↗ ↘ 12 ↗ ↘ 170 ↗ ↘</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p> <p>200 ↗ ↘ 184 ↗ ↘ 327 ↗ ↘</p> <p>361 ↗ ↘ 274 ↗ ↘</p> <p>501 ↗ ↘ 143 ↗ ↘</p>	<p>7</p> <p>Washington St</p> <p>San Diego Ave</p> <p>315 ↗ ↘ 512 ↗ ↘</p> <p>451 ↗ ↘ 519 ↗ ↘</p> <p>117 ↗ ↘ 215 ↗ ↘ 20 ↗ ↘</p>	<p>8</p> <p>Vine St</p> <p>India St</p> <p>61 ↗ ↘ 22 ↗ ↘</p> <p>23 ↗ ↘ 1170 ↗ ↘ 14 ↗ ↘</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p> <p>84 ↗ ↘ 286 ↗ ↘ 54 ↗ ↘</p> <p>83 ↗ ↘ 467 ↗ ↘ 330 ↗ ↘</p> <p>113 ↗ ↘ 202 ↗ ↘ 85 ↗ ↘</p> <p>202 ↗ ↘ 296 ↗ ↘ 120 ↗ ↘</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p> <p>568 ↗ ↘ 1450 ↗ ↘ 78 ↗ ↘</p> <p>232 ↗ ↘ 110 ↗ ↘</p> <p>140 ↗ ↘ 285 ↗ ↘</p>	<p>11</p> <p>Sassafras St</p> <p>India St</p> <p>122 ↗ ↘ 17 ↗ ↘ 78 ↗ ↘</p> <p>16 ↗ ↘ 26 ↗ ↘</p> <p>321 ↗ ↘ 1196 ↗ ↘ 34 ↗ ↘</p>	<p>12</p> <p>Palm St</p> <p>Pacific Hwy</p> <p>17 ↗ ↘ 689 ↗ ↘ 44 ↗ ↘</p> <p>60 ↗ ↘ 11 ↗ ↘ 162 ↗ ↘</p> <p>24 ↗ ↘ 37 ↗ ↘ 45 ↗ ↘</p> <p>33 ↗ ↘ 525 ↗ ↘ 102 ↗ ↘</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p> <p>2113 ↗ ↘</p> <p>3033 ↗ ↘ 13 ↗ ↘</p> <p>1 ↗ ↘</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p> <p>60 ↗ ↘ 48 ↗ ↘</p> <p>61 ↗ ↘ 2197 ↗ ↘</p> <p>1180 ↗ ↘ 1962 ↗ ↘</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p> <p>538 ↗ ↘ 147 ↗ ↘ 76 ↗ ↘</p> <p>78 ↗ ↘ 1152 ↗ ↘ 53 ↗ ↘</p> <p>284 ↗ ↘ 996 ↗ ↘ 81 ↗ ↘</p> <p>93 ↗ ↘ 268 ↗ ↘ 74 ↗ ↘</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p> <p>1122 ↗ ↘ 170 ↗ ↘ 136 ↗ ↘</p> <p>165 ↗ ↘ 38 ↗ ↘</p> <p>967 ↗ ↘ 100 ↗ ↘</p>
<p>17</p> <p>W Laurel St</p> <p>India St</p> <p>153 ↗ ↘ 140 ↗ ↘</p> <p>866 ↗ ↘ 276 ↗ ↘</p> <p>41 ↗ ↘ 102 ↗ ↘ 58 ↗ ↘</p>	<p>18</p> <p>W Hawthorn St</p> <p>N Harbor Dr</p> <p>1981 ↗ ↘</p> <p>1691 ↗ ↘ 179 ↗ ↘</p> <p>553 ↗ ↘</p>	<p>19</p> <p>W Hawthorn St</p> <p>Pacific Hwy</p> <p>48 ↗ ↘ 206 ↗ ↘</p> <p>140 ↗ ↘ 1724 ↗ ↘ 198 ↗ ↘</p> <p>134 ↗ ↘ 286 ↗ ↘</p>	<p>20</p> <p>W Hawthorn St</p> <p>Kettner Blvd</p> <p>68 ↗ ↘ 167 ↗ ↘</p> <p>2030 ↗ ↘ 201 ↗ ↘</p>
<p>21</p> <p>W Hawthorn St</p> <p>India St</p> <p>131 ↗ ↘ 2169 ↗ ↘</p> <p>86 ↗ ↘ 98 ↗ ↘</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p> <p>40 ↗ ↘ 145 ↗ ↘</p> <p>2350 ↗ ↘ 225 ↗ ↘</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>23</p> <p>State St 45 2440 W Hawthorn St</p> <p>121 62</p>	<p>24</p> <p>11 I-5 NB On Ramp/ Brant St 553 125 W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 2 91 / 91</p>	<p>25</p> <p>805 1371 N Harbor Dr W Grape St</p> <p>534 127</p>	<p>26</p> <p>299 97 Pacific Hwy W Grape St</p> <p>64 1413 81</p> <p>331 211</p>
<p>27</p> <p>238 148 Kettner Blvd W Grape St</p> <p>1722 50</p>	<p>28</p> <p>India St W Grape St</p> <p>70 2105</p> <p>105 223</p>	<p>29</p> <p>236 146 Columbia St W Grape St</p> <p>2470 87</p>	<p>30</p> <p>State St W Grape St</p> <p>126 2310 State St / I-5 SB On Ramp</p> <p>75 29</p>
<p>31</p> <p>189 103 McCain Rd N Harbor Dr</p> <p>107 885</p> <p>32 934</p>	<p>32</p> <p>11 8 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>17 1016 24</p> <p>21 12</p>	<p>33</p> <p>182 32 Airport Terminal Rd N Harbor Dr</p> <p>1225 460</p> <p>262 849 185 Harbor Island Dr</p> <p>168 43 362</p>	<p>34</p> <p>48 300 395 Harbor Island Dr N Harbor Dr</p> <p>270 7 Harbor Police/ Old Ret a Car Access</p> <p>59 26</p> <p>16 254 10</p>
<p>35</p> <p>199 135 Harbor Island Dr Harbor Island Dr</p> <p>90 10</p> <p>185 10</p>	<p>36</p> <p>1 1 Parking Lot Harbor Island Dr</p> <p>81</p> <p>13 136</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2846</p> <p>2689</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>1030 100</p> <p>3108 44 Liberator Way</p> <p>33 124</p>
<p>39</p> <p>5 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>99 698 8</p> <p>15 3042 1</p> <p>1 1</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>895 26</p> <p>3028 11 Coast Guard Dwy</p> <p>27</p>	<p>41</p> <p>683 1350 Kettner Blvd Palm St</p> <p>295 / 295</p>	<p>42</p> <p>150 39 175 Laning Rd N Harbor Dr</p> <p>214 616 55</p> <p>99 607 45</p> <p>39 39 30</p>
<p>43</p> <p>36 329 Nimitz Blvd N Harbor Dr</p> <p>323 494</p> <p>25 413</p>	<p>44</p> <p>110 795 149 Rosecrans St Nimitz Blvd</p> <p>136 282 97</p> <p>247 266 152</p> <p>172 719 99</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>75 / 88 ↕ 130 / 247 ↕ 86 / 124 ↕ Pacific Hwy</p> <p>Rosecrans St</p> <p>38 / 78 230 / 597 106 / 168</p>	<p>2</p> <p>41 / 20 ↕ 337 / 588 ↕ 72 / 71 ↕ Pacific Hwy</p> <p>Dwy</p> <p>13 / 98 7 / 121</p> <p>39 / 80 ↕ 23 / 59 ↕ Old Town Transit Center Bus Access</p> <p>78 / 26 352 / 690 26 / 27</p>	<p>3</p> <p>215 / 83 ↕ 479 / 1330 ↕ 37 / 30 ↕ Pacific Hwy</p> <p>Enterprise St</p> <p>22 / 185 14 / 25 40 / 273</p> <p>10 / 186 ↕ 56 / 75 ↕ 44 / 272</p> <p>470 / 278 661 / 615 117 / 26</p>	<p>4</p> <p>54 / 53 ↕ 35 / 123 ↕ 190 / 539 ↕ EB Pacific Hwy On Ramp</p> <p>Washington St</p> <p>151 / 96 200 / 264</p> <p>219 / 330 29 / 51</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>298 / 261 ↕ 18 / 32 ↕ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>Washington St</p> <p>328 / 267 334 / 329</p> <p>103 / 117 293 / 846</p> <p>Frontage Rd</p> <p>55 / 47 11 / 23 178 / 217</p>	<p>6</p> <p>202 / 186 ↕ 248 / 422 ↕ 398 / 921 ↕ Hancock St</p> <p>Washington St</p> <p>477 / 438 312 / 266</p> <p>425 / 917 149 / 164</p>	<p>7</p> <p>San Diego Ave</p> <p>Washington St</p> <p>579 / 491 636 / 563</p> <p>246 / 354 587 / 1469</p> <p>146 / 134 267 / 228 23 / 41</p>	<p>8</p> <p>India St</p> <p>Vine St</p> <p>46 / 48 17 / 23</p> <p>12 / 23 1243 / 1567 20 / 25</p>
<p>9</p> <p>111 / 86 ↕ 320 / 1147 ↕ 106 / 261 ↕ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>120 / 137 166 / 249 72 / 79</p> <p>Sassafras St</p> <p>108 / 150 611 / 400 419 / 313</p> <p>181 / 148 359 / 503 75 / 73</p>	<p>10</p> <p>783 / 499 ↕ 1894 / 2627 ↕ 75 / 204 ↕ Kettner Blvd</p> <p>Sassafras St</p> <p>332 / 230 137 / 79</p> <p>100 / 256 272 / 439</p>	<p>11</p> <p>India St</p> <p>Sassafras St</p> <p>23 / 13 34 / 23</p> <p>78 / 174 18 / 48 85 / 257</p> <p>418 / 281 1317 / 1651 23 / 48</p>	<p>12</p> <p>19 / 18 ↕ 719 / 1423 ↕ 122 / 267 ↕ Pacific Hwy</p> <p>Palm St</p> <p>9 / 14 7 / 4 169 / 151</p> <p>30 / 36 56 / 62 42 / 52</p> <p>48 / 28 558 / 610 205 / 316</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>3300 / 2386</p> <p>N Harbor Dr</p> <p>4553 / 5707 11 / 12</p> <p>Coast Guard Dwy</p> <p>5 / 1</p>	<p>14</p> <p>117 / 74 ↕ 7 / 55 ↕ W Laurel St</p> <p>N Harbor Dr</p> <p>10 / 31 3822 / 3144</p> <p>1290 / 1784 2711 / 3573</p>	<p>15</p> <p>672 / 671 ↕ 181 / 878 ↕ 52 / 220 ↕ Pacific Hwy</p> <p>W Laurel St</p> <p>60 / 123 1353 / 1059 52 / 111</p> <p>373 / 353 1018 / 1638 85 / 113</p> <p>150 / 116 301 / 355 75 / 159</p>	<p>16</p> <p>1288 / 1103 ↕ 264 / 789 ↕ 197 / 296 ↕ Kettner Blvd</p> <p>W Laurel St</p> <p>206 / 210 34 / 44</p> <p>1034 / 1761 84 / 189</p>
<p>17</p> <p>India St</p> <p>W Laurel St</p> <p>159 / 181 214 / 221</p> <p>872 / 1064 405 / 996</p> <p>44 / 39 107 / 250 39 / 135</p>	<p>18</p> <p>270 / 3737 ↕ N Harbor Dr</p> <p>W Hawthorn St</p> <p>2520 / 1759 86 / 208</p> <p>984 / 1196</p>	<p>19</p> <p>25 / 45 ↕ 229 / 977 ↕ Pacific Hwy</p> <p>W Hawthorn St</p> <p>182 / 142 2529 / 1834 317 / 279</p> <p>127 / 143 340 / 488</p>	<p>20</p> <p>75 / 98 ↕ 198 / 583 ↕ Kettner Blvd</p> <p>W Hawthorn St</p> <p>3222 / 2308 324 / 309</p>
<p>21</p> <p>India St</p> <p>W Hawthorn St</p> <p>146 / 126 3520 / 2566</p> <p>80 / 100 93 / 192</p>	<p>22</p> <p>50 / 64 ↕ 212 / 520 ↕ Columbia St</p> <p>W Hawthorn St</p> <p>3767 / 2708 370 / 277</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↕ ↗ 76 / 42 ↕ ↘ 3984 / 2870</p> <p>W Hawthorn St</p> <p>141 / 157 ↕ 90 / 166 ↕</p>	<p>24</p> <p>↕ 18 / 26</p> <p>I-5 NB On Ramp/Brant St ↕ ↗ 476 / 651 ↕ ↘ 170 / 224</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 5 ↕ 104 / 109 ↕</p>	<p>25</p> <p>↕ 799 / 1458 ↕ 2114 / 2503</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>926 / 1156 ↕ 11 / 21 ↕</p>	<p>26</p> <p>↕ 388 / 1009 ↕ 62 / 140</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>107 / 123 1734 / 2169 100 / 113 ↕ ↘</p> <p>424 / 539 141 / 172 ↕</p>
<p>27</p> <p>↕ 344 / 547 ↕ 240 / 442</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>1909 / 2522 ↕ 25 / 38 ↕</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>57 / 84 2588 / 3543 ↕</p> <p>92 / 193 ↕ 223 / 278 ↕</p>	<p>29</p> <p>↕ 380 / 447 ↕ 187 / 325</p> <p>Columbia St</p> <p>W Grape St</p> <p>2948 / 4155 109 / 112 ↕</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>182 / 173 2578 / 3757 ↕</p> <p>State St/ I-5 SB On Ramp</p> <p>109 / 176 ↕ 46 / 45 ↕</p>
<p>31</p> <p>↕ 212 / 192 ↕ 87 / 166</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>87 / 56 1163 / 1168</p> <p>50 / 23 ↕ 1055 / 1452 ↕</p>	<p>32</p> <p>↕ 26 / 30</p> <p>↕ 28 / 71 Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>5 / 9 1226 / 1161 12 / 16</p> <p>Spanish Landing Dwy</p> <p>12 / 11 ↕ 13 / 26 ↕</p> <p>130 / 124 ↕ 1010 / 1451 ↕ 13 / 19 ↕</p>	<p>33</p> <p>↕ 176 / 166 ↕ 32 / 30</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>1429 / 1101 598 / 770</p> <p>Harbor Island Dr</p> <p>180 / 280 ↕ 42 / 37 ↕ 383 / 706 ↕</p> <p>259 / 226 ↕ 478 / 1053 ↕ 209 / 309 ↕</p>	<p>34</p> <p>↕ 54 / 54 ↕ 333 / 439 ↕ 515 / 750</p> <p>Harbor Island Dr</p> <p>Sherton Dwy</p> <p>27 / 65 ↕ 6 / 0 ↕ 22 / 58 ↕</p> <p>19 / 31 ↕ 212 / 421 ↕ 11 / 13 ↕</p> <p>314 / 510 6 / 0 5 / 7 Harbor Police/ Old Ret a Car Access</p>
<p>35</p> <p>↕ 205 / 291 ↕ 138 / 208</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>78 / 183 4 / 7</p> <p>161 / 278 ↕ 2 / 11 ↕</p>	<p>36</p> <p>↕ 2 / 1 ↕ 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0 / 10 66 / 183</p> <p>9 / 9 131 / 222 ↕</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>3414 / 3179</p> <p>2812 / 2965 ↕</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>1639 / 1521 123 / 115</p> <p>Liberator Way</p> <p>27 / 46 ↕ 168 / 170 ↕</p> <p>3397 / 4265 48 / 58 ↕</p>
<p>39</p> <p>↕ 5 / 5 ↕ 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>72 / 60 1584 / 1290 6 / 11</p> <p>11 / 9 3395 / 4324 ↕</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>N Harbor Dr</p> <p>1779 / 1438 30 / 15</p> <p>3363 / 4308 2 / 1 ↕</p> <p>Coast Guard Dwy</p> <p>19 / 18 ↕</p>	<p>41</p> <p>↕ 1033 / 637 ↕ 1649 / 2501</p> <p>Palm St</p> <p>Kettner Blvd</p> <p>289 / 623 ↕</p>	<p>42</p> <p>↕ 149 / 172 ↕ 92 / 28 ↕ 218 / 261</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>362 / 384 886 / 913 66 / 18</p> <p>148 / 122 805 / 983 119 / 27 ↕</p> <p>50 / 32 ↕ 36 / 61 ↕ 25 / 36 ↕</p>
<p>43</p> <p>↕ 96 / 90 ↕ 596 / 547</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>454 / 621 585 / 515</p> <p>60 / 129 472 / 563 0 / 1 ↕</p> <p>0 / 1 ↕</p>	<p>44</p> <p>↕ 102 / 178 ↕ 1205 / 1146 ↕ 144 / 131</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>115 / 205 246 / 452 106 / 93</p> <p>336 / 283 342 / 243 219 / 156 ↕</p> <p>136 / 239 ↕ 936 / 1259 ↕ 103 / 93 ↕</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>1</p> <p>112 / 137 ↔ ↔ 180 / 363 ↔ ↔ 169 / 252 ↔ ↔ Pacific Hwy</p> <p>Rosecrans St</p> <p>56 / 116 448 / 1153 148 / 239</p> <p>149 / 155 408 / 509 442 / 499</p> <p>Taylor St</p> <p>170 / 270 223 / 274 373 / 1158</p>	<p>2</p> <p>162 / 62 ↔ ↔ 386 / 799 ↔ ↔ 90 / 90 ↔ ↔ Pacific Hwy</p> <p>69 / 157</p> <p>6 / 6</p> <p>Old Town Transit Center Bus Access</p> <p>32 / 354 2 / 6</p> <p>5 / 2 578 / 933 6 / 6</p>	<p>3</p> <p>68 / 22 ↔ ↔ 737 / 1610 ↔ ↔ 13 / 14 ↔ ↔ Pacific Hwy</p> <p>6 / 66 39 / 45 147 / 855</p> <p>Enterprise St</p> <p>8 / 65 10 / 27 123 / 825</p> <p>6 / 66 39 / 45 147 / 855</p> <p>SPAWAR Dwy</p> <p>### / 688 737 / 892 265 / 94</p>	<p>4</p> <p>107 / 93 ↔ ↔ 47 / 151 ↔ ↔ 141 / 498 ↔ ↔ EB Pacific Hwy On Ramp</p> <p>205 / 133 171 / 245</p> <p>Washington St</p> <p>318 / 597 80 / 108</p> <p>EB Pacific Hwy Off Ramp</p>
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<p>9</p> <p>117 / 87 ↔ ↔ 362 / 1288 ↔ ↔ 109 / 274 ↔ ↔ Pacific Hwy</p> <p>113 / 153 650 / 413 462 / 352</p> <p>Sassafras St</p> <p>124 / 142 181 / 268 73 / 91</p> <p>201 / 167 394 / 549 85 / 86</p>	<p>10</p> <p>798 / 490 ↔ ↔ 1926 / 2650 ↔ ↔ 110 / 298 ↔ ↔ Kettner Blvd</p> <p>406 / 300 194 / 120</p> <p>Sassafras St</p> <p>141 / 335 260 / 420</p>	<p>11</p> <p>India St</p> <p>35 / 20 69 / 44</p> <p>Sassafras St</p> <p>96 / 199 36 / 97 114 / 341</p> <p>538 / 385 1395 / 1731 44 / 98</p>	<p>12</p> <p>18 / 17 ↔ ↔ 842 / 1658 ↔ ↔ 153 / 369 ↔ ↔ Pacific Hwy</p> <p>12 / 21 8 / 5 174 / 157</p> <p>Palm St</p> <p>32 / 37 58 / 72 43 / 53</p> <p>46 / 28 592 / 639 400 / 591</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>3696 / 2378</p> <p>N Harbor Dr</p> <p>4552 / 5656 10 / 12</p> <p>Coast Guard Dwy</p> <p>4 / 1</p>	<p>14</p> <p>127 / 74 ↔ ↔ 9 / 68 ↔ ↔ W Laurel St</p> <p>11 / 40 3777 / 2878</p> <p>N Harbor Dr</p> <p>1361 / 1863 2693 / 3459</p>	<p>15</p> <p>864 / 875 ↔ ↔ 227 / 1091 ↔ ↔ 38 / 202 ↔ ↔ Pacific Hwy</p> <p>49 / 114 1375 / 977 52 / 111</p> <p>W Laurel St</p> <p>504 / 483 1048 / 1718 87 / 159</p> <p>230 / 159 333 / 434 69 / 153</p>	<p>16</p> <p>1314 / 974 ↔ ↔ 597 / 1561 ↔ ↔ 423 / 517 ↔ ↔ Kettner Blvd</p> <p>221 / 230 66 / 91</p> <p>W Laurel St</p> <p>1017 / 1799 88 / 231</p>
<p>17</p> <p>India St</p> <p>334 / 418 284 / 281</p> <p>W Laurel St</p> <p>901 / 954 653 / 1576</p> <p>29 / 24 113 / 248 67 / 217</p>	<p>18</p> <p>2690 / 3660 ↔ ↔ N Harbor Dr</p> <p>2543 / 1626 93 / 224</p> <p>W Hawthorn St</p> <p>904 / 1057</p>	<p>19</p> <p>26 / 50 ↔ ↔ 295 / 1236 ↔ ↔ Pacific Hwy</p> <p>210 / 156 2518 / 1682 386 / 332</p> <p>W Hawthorn St</p> <p>148 / 167 422 / 616</p>	<p>20</p> <p>106 / 137 ↔ ↔ 430 / 1191 ↔ ↔ Kettner Blvd</p> <p>3195 / 2137 538 / 466</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>230 / 191 3574 / 2455</p> <p>W Hawthorn St</p> <p>107 / 130 179 / 355</p>	<p>22</p> <p>75 / 110 ↔ ↔ 440 / 1023 ↔ ↔ Columbia St</p> <p>3810 / 2611 532 / 331</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>23</p> <p>State St ↕ ↗ 121 / 69 ↕ ↘ 4231 / 2899</p> <p>W Hawthorn St</p> <p>168 / 176 ↕ ↗ 153 / 271 ↕ ↘</p>	<p>24</p> <p>↕ ↗ 37 / 54</p> <p>I-5 NB On Ramp/ Brent St ↕ ↗ 649 / 899 ↕ ↘ 153 / 198</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 6 ↕ ↗ 223 / 236 ↕ ↘</p>	<p>25</p> <p>↕ ↗ 849 / 1573 ↕ ↘ 2137 / 2439</p> <p>N Harbor Dr</p> <p>842 / 1007 ↕ ↗ 40 / 69 ↕ ↘</p> <p>W Grape St</p>	<p>26</p> <p>↕ ↗ 522 / 1339 ↕ ↘ 110 / 261</p> <p>Pacific Hwy</p> <p>70 / 74 2002 / 2455 98 / 105 ↕ ↗ ↕ ↘</p> <p>W Grape St</p> <p>514 / 660 ↕ ↗ 349 / 448 ↕ ↘</p>
<p>27</p> <p>↕ ↗ 765 / 1227 ↕ ↘ 241 / 473</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>2431 / 3219 ↕ ↗ 77 / 109 ↕ ↘</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>119 / 192 2862 / 3893 ↕ ↗ ↕ ↘</p> <p>136 / 281 ↕ ↗ 189 / 207 ↕ ↘</p>	<p>29</p> <p>↕ ↗ 711 / 842 ↕ ↘ 264 / 475</p> <p>Columbia St</p> <p>W Grape St</p> <p>3096 / 4326 ↕ ↗ 160 / 159 ↕ ↘</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>165 / 119 2991 / 4363 ↕ ↗ ↕ ↘</p> <p>State St/ I-5 SB On Ramp</p> <p>216 / 340 ↕ ↗ 125 / 150 ↕ ↘</p>
<p>31</p> <p>↕ ↗ 219 / 199 ↕ ↘ 137 / 253</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>41 / 18 ↕ ↗ 1387 / 1874 ↕ ↘</p>	<p>32</p> <p>↕ ↗ 43 / 58 ↕ ↘ 16 / 47</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>135 / 127 ↕ ↗ 1264 / 1848 ↕ ↘ 21 / 28 ↕ ↘</p> <p>Spanish Landing Dwy</p> <p>9 / 9 ↕ ↗ 15 / 27 ↕ ↘</p>	<p>33</p> <p>↕ ↗ 181 / 170 ↕ ↘ 34 / 30</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>268 / 233 ↕ ↗ 935 / 1816 ↕ ↘ 8 / 5 ↕ ↘</p> <p>Harbor Island Dr</p> <p>9 / 5 ↕ ↗ 56 / 35 ↕ ↘ 353 / 806 ↕ ↘</p>	<p>34</p> <p>↕ ↗ 5 / 2 ↕ ↘ 700 / 938 ↕ ↘ 2 / 2</p> <p>Harbor Island Dr</p> <p>2 / 2 ↕ ↗ 2 / 0 ↕ ↘ 63 / 158 ↕ ↘</p> <p>Sheraton Dwy</p> <p>70 / 82 ↕ ↗ 346 / 720 ↕ ↘ 29 / 25 ↕ ↘</p> <p>2 / 2 ↕ ↗ 2 / 0 ↕ ↘ 23 / 30 ↕ ↘</p> <p>Harbor Police/ Old Ret a Car Access</p>
<p>35</p> <p>↕ ↗ 310 / 436 ↕ ↘ 342 / 531</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>299 / 503 ↕ ↗ 2 / 2 ↕ ↘</p>	<p>36</p> <p>↕ ↗ 1 / 2 ↕ ↘ 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>9 / 9 ↕ ↗ 321 / 548 ↕ ↘</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>5445 / 4908 ↕ ↗</p> <p>2905 / 2909 ↕ ↘</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>1844 / 1393 ↕ ↗ 252 / 128 ↕ ↘</p> <p>3572 / 4573 ↕ ↗ 91 / 52 ↕ ↘</p> <p>Liberator Way</p> <p>35 / 46 ↕ ↗ 346 / 171 ↕ ↘</p>
<p>39</p> <p>↕ ↗ 5 / 5 ↕ ↘ 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>11 / 9 ↕ ↗ 3634 / 4553 ↕ ↘</p> <p>Dwy</p>	<p>40</p> <p>↕ ↗ 72 / 60 ↕ ↘ 1873 / 1160 6 / 11</p> <p>N Harbor Dr</p> <p>1986 / 1257 ↕ ↗ 28 / 15 ↕ ↘</p> <p>N Harbor Dr</p> <p>3592 / 4513 ↕ ↗ 4 / 1 ↕ ↘</p> <p>Coast Guard Dwy</p> <p>19 / 18 ↕ ↘</p>	<p>41</p> <p>↕ ↗ 1519 / 942 ↕ ↘ 1911 / 2875</p> <p>Palm St</p> <p>Kettner Blvd</p> <p>568 / 1197 ↕ ↘</p>	<p>42</p> <p>↕ ↗ 277 / 301 ↕ ↘ 103 / 31 ↕ ↘ 359 / 417</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>270 / 213 ↕ ↗ 1001 / 1149 ↕ ↘ 117 / 26 ↕ ↘</p> <p>49 / 30 ↕ ↗ 38 / 65 ↕ ↘ 23 / 34 ↕ ↘</p> <p>594 / 642 ↕ ↗ 1181 / 1115 ↕ ↘ 60 / 16 ↕ ↘</p>
<p>43</p> <p>↕ ↗ 45 / 58 ↕ ↘ 644 / 500</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>31 / 86 ↕ ↗ 734 / 862 ↕ ↘ 0 / 3 ↕ ↘</p> <p>0 / 2 ↕ ↘</p>	<p>44</p> <p>↕ ↗ 205 / 360 ↕ ↘ 1327 / 1237 ↕ ↘ 238 / 213</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>620 / 543 ↕ ↗ 715 / 506 ↕ ↘ 297 / 220 ↕ ↘</p> <p>182 / 318 ↕ ↗ 407 / 744 ↕ ↘ 124 / 97 ↕ ↘</p> <p>197 / 340 ↕ ↗ 966 / 1323 ↕ ↘ 106 / 96 ↕ ↘</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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	W Hawthorn St																										

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<p>23</p> <p>State St ↕ 100 ↕ 3519 W Hawthorn St</p> <p>152 ↕ 116 ↕</p>	<p>24</p> <p>24 ↕ I-5 NB On Ramp/Brant St ↕ 752 ↕ 145 W Hawthorn St</p> <p>I-5 NB Off Ramp 4 / 4 ↕ 205 / 205 ↕</p>	<p>25</p> <p>942 ↕ 2323 N Harbor Dr W Grape St</p> <p>672 ↕ 84 ↕</p>	<p>26</p> <p>465 ↕ 123 Pacific Hwy W Grape St</p> <p>81 ↕ 2318 ↕ 96 ↕ 483 ↕ 369 ↕</p>
<p>27</p> <p>533 ↕ 258 Kettner Blvd W Grape St</p> <p>2825 ↕ 117 ↕</p>	<p>28</p> <p>India St W Grape St</p> <p>161 ↕ 3269 ↕ 146 ↕ 200 ↕</p>	<p>29</p> <p>476 ↕ 195 Columbia St W Grape St</p> <p>3502 ↕ 188 ↕</p>	<p>30</p> <p>State St W Grape St</p> <p>119 ↕ 3394 ↕ State St / I-5 SB On Ramp 175 ↕ 105 ↕</p>
<p>31</p> <p>241 ↕ 173 McCain Rd N Harbor Dr</p> <p>23 ↕ 1380 ↕</p> <p>161 ↕ 1306 ↕</p>	<p>32</p> <p>16 ↕ 4 Airport Terminal Rd Loop/Airport Terminal Rd 1529 ↕ 14 ↕ N Harbor Dr</p> <p>137 ↕ 1384 ↕ 40 ↕ 26 ↕ 7 ↕</p>	<p>33</p> <p>191 ↕ 36 Airport Terminal Rd N Harbor Dr</p> <p>304 ↕ 780 ↕ 8 ↕ Harbor Island Dr 2485 ↕ 608 ↕ 9 ↕ 96 ↕ 366 ↕</p>	<p>34</p> <p>3 ↕ 679 Harbor Island Dr Sheraton Dwy 3 ↕ 99 ↕ Harbor Island Dr 2 ↕ 41 ↕ Harbor Police/ Old Ret a Car Access 64 ↕ 491 ↕ 33 ↕</p>
<p>35</p> <p>316 ↕ 399 Harbor Island Dr Harbor Island Dr</p> <p>363 ↕ 2 ↕</p> <p>334 ↕ 2 ↕</p>	<p>36</p> <p>1 ↕ 1 Parking Lot Harbor Island Dr</p> <p>13 ↕ 384 ↕</p> <p>231 ↕</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>5209 ↕</p> <p>3139 ↕</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>1403 ↕ 239 ↕</p> <p>3924 ↕ 91 ↕ Liberator Way 70 ↕ 249 ↕</p>
<p>39</p> <p>5 ↕ 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>15 ↕ 3862 ↕ 5 ↕ 1 ↕ 1 ↕</p> <p>99 ↕ 1161 ↕ 4 ↕</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>1281 ↕ 25 ↕</p> <p>3836 ↕ 12 ↕ Coast Guard Dwy 27 ↕</p>	<p>41</p> <p>1503 ↕ 1560 Kettner Blvd Palm St</p> <p>823 / 823 ↕</p>	<p>42</p> <p>285 ↕ 45 338 Lanning Rd N Harbor Dr</p> <p>193 ↕ 822 ↕ 44 ↕ 36 ↕ 44 ↕ 28 ↕</p>
<p>43</p> <p>64 ↕ 427 Nimitz Blvd N Harbor Dr</p> <p>44 ↕ 623 ↕</p> <p>445 ↕ 769 ↕</p>	<p>44</p> <p>215 ↕ 1214 ↕ 270 Rosecrans St Nimitz Blvd</p> <p>474 ↕ 535 ↕ 255 ↕ 238 ↕ 477 ↕ 112 ↕ 296 ↕ 1072 ↕ 115 ↕</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

Exhibit F

Mitigated Intersection Turning Movement Volumes

SDCRAA ADP EIR

<p>1</p> <p>67 / 78 ↔ 130 / 240 ↔ 70 / 99 ↔ Pacific Hwy</p> <p>Rosecrans St</p> <p>33 / 70 177 / 460 97 / 152</p>	<p>61 / 60 ↔ 154 / 191 ↔ 187 / 203</p> <p>Taylor St</p> <p>100 / 172 ↔ 153 / 190 ↔ 151 / 501</p>	<p>2</p> <p>13 / 5 ↔ 316 / 541 ↔ 67 / 65 ↔ Pacific Hwy</p> <p>34 / 69</p> <p>27 / 75 Old Town Transit Center Bus Access</p> <p>5 / 37 ↔ 4 / 70</p> <p>46 / 17 ↔ 330 / 644 ↔ 34 / 32</p>	<p>3</p> <p>161 / 62 ↔ 439 / 1227 ↔ 36 / 30 ↔ Pacific Hwy</p> <p>10 / 175 ↔ 32 / 35 ↔ 29 / 160</p> <p>Enterprise St</p> <p>14 / 130 ↔ 6 / 12 ↔ 18 / 119</p> <p>SPAWAR Dwy</p> <p>229 / 138 ↔ 646 / 594 ↔ 80 / 14</p> <p>4</p> <p>42 / 41 ↔ 19 / 71 ↔ 180 / 492 ↔ EB Pacific Hwy On Ramp</p> <p>140 / 90 ↔ 147 / 196</p> <p>115 / 260 ↔ 13 / 28</p> <p>EB Pacific Hwy Off Ramp</p> <p>Washington St</p>
<p>5</p> <p>263 / 227 ↔ 20 / 37 ↔ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>310 / 257 ↔ 238 / 237</p> <p>Washington St</p> <p>74 / 88 ↔ 223 / 662</p> <p>Frontage Rd</p> <p>32 / 25 ↔ 6 / 13 ↔ 154 / 193</p>	<p>6</p> <p>159 / 143 ↔ 229 / 391 ↔ 376 / 858 ↔ Hancock St</p> <p>401 / 368 ↔ 293 / 253</p> <p>Washington St</p> <p>355 / 754 ↔ 43 / 139</p>	<p>7</p> <p>San Diego Ave</p> <p>526 / 448 ↔ 554 / 488</p> <p>Washington St</p> <p>220 / 321 ↔ 519 / 1286</p> <p>135 / 124 ↔ 256 / 220 ↔ 20 / 37</p>	<p>8</p> <p>India St</p> <p>40 / 40 ↔ 17 / 24</p> <p>Vine St</p> <p>12 / 21 ↔ 1116 / 1359 ↔ 18 / 23</p>
<p>9</p> <p>100 / 62 ↔ 301 / 1004 ↔ 56 / 148 ↔ Pacific Hwy</p> <p>56 / 79 ↔ 569 / 313 ↔ 354 / 285</p> <p>Admiral Boland Wy</p> <p>77 / 109 ↔ 143 / 224 ↔ 56 / 100</p> <p>Sassafras St</p> <p>198 / 167 ↔ 326 / 445 ↔ 57 / 86</p>	<p>10</p> <p>701 / 447 ↔ 1358 / 1843 ↔ 86 / 240 ↔ Kettner Blvd</p> <p>324 / 215 ↔ 95 / 54</p> <p>Sassafras St</p> <p>96 / 233 ↔ 150 / 236</p>	<p>11</p> <p>India St</p> <p>21 / 11 ↔ 35 / 23</p> <p>Sassafras St</p> <p>105 / 245 ↔ 18 / 52 ↔ 56 / 172</p> <p>384 / 255 ↔ 1080 / 1251 ↔ 15 / 29</p>	<p>12</p> <p>23 / 20 ↔ 670 / 1334 ↔ 38 / 68 ↔ Pacific Hwy</p> <p>2 / 3 ↔ 2 / 1 ↔ 207 / 197</p> <p>Palm St</p> <p>24 / 29 ↔ 41 / 46 ↔ 51 / 63</p> <p>52 / 30 ↔ 556 / 620 ↔ 368 / 376</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>2163 / 1416</p> <p>N Harbor Dr</p> <p>2971 / 3648 ↔ 10 / 12</p> <p>Coast Guard Dwy</p> <p>3 / 1</p>	<p>14</p> <p>84 / 42 ↔ W Laurel St</p> <p>52 / 128 ↔ 2397 / 1865</p> <p>N Harbor Dr</p> <p>1444 / 1714 ↔ 1548 / 1976</p>	<p>15</p> <p>729 / 713 ↔ 159 / 732 ↔ 52 / 201 ↔ Pacific Hwy</p> <p>44 / 97 ↔ 822 / 521 ↔ 65 / 162</p> <p>W Laurel St</p> <p>642 / 602 ↔ 787 / 1186 ↔ 37 / 78</p> <p>103 / 85 ↔ 275 / 305 ↔ 61 / 118</p>	<p>16</p> <p>746 / 582 ↔ 196 / 571 ↔ 223 / 334 ↔ Kettner Blvd</p> <p>185 / 190 ↔ 31 / 43</p> <p>W Laurel St</p> <p>855 / 1404 ↔ 41 / 96</p>
<p>17</p> <p>India St</p> <p>116 / 133 ↔ 196 / 202</p> <p>W Laurel St</p> <p>691 / 812 ↔ 377 / 913</p> <p>43 / 39 ↔ 72 / 177 ↔ 29 / 108</p>	<p>18</p> <p>151 / 2059 ↔ N Harbor Dr</p> <p>1940 / 1316 ↔ 107 / 238</p> <p>W Hawthorn St</p> <p>554 / 655</p>	<p>19</p> <p>50 / 132 ↔ 204 / 826 ↔ Pacific Hwy</p> <p>121 / 97 ↔ 1915 / 1336 ↔ 210 / 144</p> <p>W Hawthorn St</p> <p>118 / 129 ↔ 302 / 411</p>	<p>20</p> <p>50 / 61 ↔ 154 / 451 ↔ Kettner Blvd</p> <p>2208 / 1529 ↔ 262 / 254</p> <p>W Hawthorn St</p>
<p>21</p> <p>India St</p> <p>114 / 92 ↔ 2376 / 1684</p> <p>W Hawthorn St</p> <p>67 / 85 ↔ 90 / 181</p>	<p>22</p> <p>38 / 52 ↔ 209 / 497 ↔ Columbia St</p> <p>2455 / 1730 ↔ 299 / 204</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 89 / 80 2739 / 1933 W Hawthorn St</p> <p>31 / 23 35 / 71</p>	<p>24</p> <p>17 / 25 I-5 NB On Ramp/ Brant St 415 / 568 117 / 154 W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 98 / 103</p>	<p>25</p> <p>662 / 1189 1005 / 1120 N Harbor Dr W Grape St</p> <p>553 / 650 75 / 129</p>	<p>26</p> <p>334 / 838 71 / 176 Pacific Hwy W Grape St</p> <p>41 / 44 952 / 1200 60 / 60</p> <p>369 / 452 195 / 245</p>
<p>27</p> <p>304 / 485 108 / 214 Kettner Blvd W Grape St</p> <p>1151 / 1577 34 / 49</p>	<p>28</p> <p>India St W Grape St</p> <p>49 / 74 1226 / 1718</p> <p>101 / 204 156 / 182</p>	<p>29</p> <p>339 / 396 168 / 291 Columbia St W Grape St</p> <p>1303 / 1859 53 / 54</p>	<p>30</p> <p>State St W Grape St</p> <p>30 / 19 1431 / 2129</p> <p>State St/ I-5 SB On Ramp 42 / 67 68 / 92</p>
<p>31</p> <p>170 / 179 68 / 136 McCain Rd N Harbor Dr</p> <p>77 / 43 920 / 864</p> <p>50 / 21 807 / 1087</p>	<p>32</p> <p>11 / 12 46 / 93 Airport terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>85 / 97 785 / 1106 9 / 16 Spanish Landing Dwy</p> <p>13 / 13 13 / 26</p>	<p>33</p> <p>0 / 271 0 / 55 0 / 98 Airport Terminal Rd N Harbor Dr</p> <p>0 / 13 755 / 569 258 / 274</p> <p>0 / 211 507 / 871 86 / 126 Harbor Island Dr</p> <p>93 / 139 40 / 37 151 / 323</p>	<p>34</p> <p>73 / 77 267 / 359 26 / 19 Harbor Island Dr Sheraton Dwy</p> <p>45 / 103 1 / 0 9 / 21</p> <p>5 / 10 175 / 341 2 / 3 13 / 19 3 / 0 2 / 1 Harbor Police/ Old Ret a Car Access</p>
<p>35</p> <p>188 / 265 91 / 126 Harbor Island Dr Harbor Island Dr</p> <p>47 / 113 3 / 7</p> <p>134 / 237 2 / 17</p>	<p>36</p> <p>1 / 2 0 / 1 Parking Lot Harbor Island Dr</p> <p>0 / 3 45 / 119</p> <p>9 / 16 80 / 130</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>1122 / 806</p> <p>1746 / 2511</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>970 / 733 60 / 27</p> <p>3058 / 3711 17 / 14 Liberator Way</p> <p>6 / 13 82 / 36</p>
<p>39</p> <p>5 / 5 5 / 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>72 / 60 860 / 442 6 / 11</p> <p>11 / 9 2982 / 3643 Dwy</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>1035 / 569 31 / 15</p> <p>2945 / 3614 2 / 1 Coast Guard Dwy</p> <p>19 / 18</p>	<p>41</p> <p>430 / 312 1298 / 1882 Kettner Blvd Palm St</p> <p>418 / 483</p>	<p>42</p> <p>114 / 136 88 / 29 189 / 224 Laning Rd N Harbor Dr</p> <p>314 / 329 744 / 715 71 / 18</p> <p>113 / 92 626 / 727 122 / 28</p> <p>51 / 34 34 / 56 27 / 40</p>
<p>43</p> <p>22 / 30 415 / 332 Nimitz Blvd N Harbor Dr</p> <p>311 / 416 559 / 472</p> <p>13 / 46 431 / 506 0 / 1</p>	<p>44</p> <p>84 / 148 780 / 742 101 / 92 Rosecrans St Nimitz Blvd</p> <p>81 / 145 186 / 348 88 / 54</p> <p>278 / 240 337 / 241 188 / 138</p> <p>120 / 207 594 / 797 56 / 58</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  NOT TO SCALE </div>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p>	<p>2</p> <p>Dwy</p> <p>Old Town Transit Center Bus Access</p> <p>Pacific Hwy</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p>	<p>4</p> <p>Washington St</p> <p>EB Pacific Hwy On Ramp</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p>	<p>7</p> <p>Washington St</p> <p>San Diego Ave</p>	<p>8</p> <p>Vine St</p> <p>India St</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p>	<p>11</p> <p>Sassafras St</p> <p>India St</p>	<p>12</p> <p>Palm St</p> <p>Pacific Hwy</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p>
<p>17</p> <p>W Laurel St</p> <p>India St</p>	<p>18</p> <p>W Hawthorn St</p> <p>N Harbor Dr</p>	<p>19</p> <p>W Hawthorn St</p> <p>Pacific Hwy</p>	<p>20</p> <p>W Hawthorn St</p> <p>Kettner Blvd</p>
<p>21</p> <p>W Hawthorn St</p> <p>India St</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>23</p> <p>State St</p> <p>↕ ↘ ↙ ↗</p> <p>72 2254</p> <p>W Hawthorn St</p> <p>↕ ↘ ↙ ↗</p> <p>29 26</p>	<p>24</p> <p>↕ ↘ ↙ ↗</p> <p>11</p> <p>I-5 NB On Ramp/ Brant St</p> <p>↕ ↘ ↙ ↗</p> <p>479 109</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp</p> <p>↕ ↘ ↙ ↗</p> <p>2 / 2 89 / 89</p>	<p>25</p> <p>↕ ↘ ↙ ↗</p> <p>722 991</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>437 116</p> <p>W Grape St</p>	<p>26</p> <p>↕ ↘ ↙ ↗</p> <p>298 79</p> <p>Pacific Hwy</p> <p>↕ ↘ ↙ ↗</p> <p>48 1031 55</p> <p>W Grape St</p> <p>↕ ↘ ↙ ↗</p> <p>340 207</p>
<p>27</p> <p>↕ ↘ ↙ ↗</p> <p>229 115</p> <p>Kettner Blvd</p> <p>↕ ↘ ↙ ↗</p> <p>1261 52</p> <p>W Grape St</p>	<p>28</p> <p>↕ ↘ ↙ ↗</p> <p>India St</p> <p>↕ ↘ ↙ ↗</p> <p>70 1313</p> <p>W Grape St</p> <p>↕ ↘ ↙ ↗</p> <p>110 164</p>	<p>29</p> <p>↕ ↘ ↙ ↗</p> <p>231 121</p> <p>Columbia St</p> <p>↕ ↘ ↙ ↗</p> <p>1388 66</p> <p>W Grape St</p>	<p>30</p> <p>↕ ↘ ↙ ↗</p> <p>State St</p> <p>↕ ↘ ↙ ↗</p> <p>21 1529</p> <p>State St / I-5 SB On Ramp</p> <p>↕ ↘ ↙ ↗</p> <p>34 57</p>
<p>31</p> <p>↕ ↘ ↙ ↗</p> <p>173 84</p> <p>McCain Rd</p> <p>↕ ↘ ↙ ↗</p> <p>101 710</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>32 790</p>	<p>32</p> <p>↕ ↘ ↙ ↗</p> <p>9 10</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>↕ ↘ ↙ ↗</p> <p>20 835 39</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>869 16</p> <p>↕ ↘ ↙ ↗</p> <p>11 21</p>	<p>33</p> <p>↕ ↘ ↙ ↗</p> <p>295 50 140</p> <p>Airport Terminal Rd</p> <p>↕ ↘ ↙ ↗</p> <p>8 533 212</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>338 466 94</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>98 45 176</p>	<p>34</p> <p>↕ ↘ ↙ ↗</p> <p>61 264 28</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>23 4 3</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>↕ ↘ ↙ ↗</p> <p>72 14</p> <p>↕ ↘ ↙ ↗</p> <p>7 227 2</p>
<p>35</p> <p>↕ ↘ ↙ ↗</p> <p>190 100</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>65 8</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>170 8</p>	<p>36</p> <p>↕ ↘ ↙ ↗</p> <p>1 1</p> <p>Parking Lot</p> <p>↕ ↘ ↙ ↗</p> <p>63</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>13 92</p>	<p>37</p> <p>↕ ↘ ↙ ↗</p> <p>Winship Ln</p> <p>↕ ↘ ↙ ↗</p> <p>715</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>1422</p>	<p>38</p> <p>↕ ↘ ↙ ↗</p> <p>61 264 28</p> <p>Harbor Island Dr</p> <p>↕ ↘ ↙ ↗</p> <p>537 54</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>3189 21</p> <p>Liberator Way</p> <p>↕ ↘ ↙ ↗</p> <p>16 56</p>
<p>39</p> <p>↕ ↘ ↙ ↗</p> <p>5</p> <p>Ryan Gate Cell Phone Lot</p> <p>↕ ↘ ↙ ↗</p> <p>99 181 8</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>15 3065 1</p> <p>↕ ↘ ↙ ↗</p> <p>1 1</p>	<p>40</p> <p>↕ ↘ ↙ ↗</p> <p>Terminal Link Rd</p> <p>↕ ↘ ↙ ↗</p> <p>357 27</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>3046 11</p> <p>Coast Guard Dwy</p> <p>↕ ↘ ↙ ↗</p> <p>28</p>	<p>41</p> <p>↕ ↘ ↙ ↗</p> <p>419 1137</p> <p>Kettner Blvd</p> <p>↕ ↘ ↙ ↗</p> <p>476 / 476</p>	<p>42</p> <p>↕ ↘ ↙ ↗</p> <p>133 40 173</p> <p>Laning Rd</p> <p>↕ ↘ ↙ ↗</p> <p>210 545 55</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>87 514 46</p> <p>↕ ↘ ↙ ↗</p> <p>40 39 31</p>
<p>43</p> <p>↕ ↘ ↙ ↗</p> <p>33 277</p> <p>Nimitz Blvd</p> <p>↕ ↘ ↙ ↗</p> <p>286 446</p> <p>N Harbor Dr</p> <p>↕ ↘ ↙ ↗</p> <p>22 362</p>	<p>44</p> <p>↕ ↘ ↙ ↗</p> <p>85 720 117</p> <p>Rosecrans St</p> <p>↕ ↘ ↙ ↗</p> <p>109 219 51</p> <p>Nimitz Blvd</p> <p>↕ ↘ ↙ ↗</p> <p>204 253 161</p> <p>↕ ↘ ↙ ↗</p> <p>176 654 51</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St 72 / 83 105 / 228 81 / 118 Pacific Hwy</p> <p>Taylor St 75 / 72 175 / 222 209 / 228</p> <p>35 / 74 201 / 525 95 / 149</p> <p>98 / 170 126 / 172 172 / 559</p>	<p>2</p> <p>Dwy 32 / 16 295 / 530 70 / 68 Pacific Hwy</p> <p>Old Town Transit Center Bus Access 37 / 73 26 / 69</p> <p>9 / 75 8 / 123</p> <p>77 / 26 305 / 641 30 / 30</p>	<p>3</p> <p>Enterprise St 190 / 71 432 / 1260 41 / 35 Pacific Hwy</p> <p>SPAWAR Dwy 13 / 200 49 / 59 40 / 242</p> <p>18 / 154 10 / 20 27 / 188</p> <p>334 / 200 629 / 585 110 / 23</p>	<p>4</p> <p>EB Pacific Hwy On Ramp 39 / 39 24 / 89 192 / 533 EB Pacific Hwy On Ramp</p> <p>Washington St 135 / 84 146 / 212</p> <p>156 / 240 17 / 34</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>Frontage Rd 283 / 248 21 / 37 WB Pacific Hwy On Ramp / Frontage Rd</p> <p>Washington St 324 / 267 262 / 266</p> <p>84 / 95 212 / 732</p> <p>34 / 27 6 / 15 129 / 146</p>	<p>6</p> <p>Hancock St 190 / 174 242 / 413 384 / 889</p> <p>Washington St 407 / 381 302 / 257</p> <p>331 / 797 108 / 126</p>	<p>7</p> <p>San Diego Ave 555 / 471 568 / 506</p> <p>Washington St 202 / 312 524 / 1361</p> <p>133 / 124 245 / 208 22 / 40</p>	<p>8</p> <p>India St 44 / 44 17 / 24</p> <p>Vine St 13 / 21 865 / 1197 19 / 25</p>
<p>9</p> <p>Admiral Boland Wy 80 / 53 259 / 1019 60 / 157 Pacific Hwy</p> <p>Sassafras St 60 / 84 432 / 322 325 / 264</p> <p>85 / 107 123 / 208 51 / 85</p> <p>184 / 160 272 / 414 61 / 71</p>	<p>10</p> <p>Kettner Blvd 549 / 329 1400 / 2078 87 / 223</p> <p>Sassafras St 255 / 177 136 / 82</p> <p>69 / 214 191 / 311</p>	<p>11</p> <p>India St 22 / 13 33 / 22</p> <p>Sassafras St 58 / 154 17 / 47 82 / 248</p> <p>353 / 239 955 / 1292 21 / 47</p>	<p>12</p> <p>Pacific Hwy 18 / 22 567 / 1265 101 / 212</p> <p>Palm St 7 / 10 7 / 3 235 / 226</p> <p>24 / 30 41 / 45 37 / 48</p> <p>41 / 19 469 / 550 355 / 426</p>
<p>13</p> <p>Solar Turbine Dwy 2415 / 1605</p> <p>N Harbor Dr</p> <p>2235 / 3168 10 / 12</p> <p>Coast Guard Dwy 3 / 1</p>	<p>14</p> <p>W Laurel St 82 / 42</p> <p>N Harbor Dr 56 / 136 2081 / 1625</p> <p>1125 / 1415 1248 / 1797</p>	<p>15</p> <p>Pacific Hwy 603 / 650 134 / 753 42 / 203</p> <p>W Laurel St 37 / 100 856 / 528 76 / 188</p> <p>540 / 522 700 / 1278 63 / 89</p> <p>127 / 94 237 / 295 68 / 144</p>	<p>16</p> <p>Kettner Blvd 828 / 669 212 / 655 179 / 293</p> <p>W Laurel St 163 / 175 28 / 37</p> <p>708 / 1392 72 / 153</p>
<p>17</p> <p>India St 150 / 168 165 / 179</p> <p>W Laurel St 45 / 42 104 / 244 35 / 122</p> <p>631 / 752 344 / 901</p>	<p>18</p> <p>N Harbor Dr 121 / 1896</p> <p>W Hawthorn St 1665 / 1091 127 / 271</p> <p>514 / 641</p>	<p>19</p> <p>Pacific Hwy 53 / 141 173 / 868</p> <p>W Hawthorn St 131 / 102 1661 / 1129 241 / 176</p> <p>111 / 132 270 / 414</p>	<p>20</p> <p>Kettner Blvd 57 / 72 172 / 498</p> <p>W Hawthorn St 1999 / 1360 273 / 259</p>
<p>21</p> <p>India St 122 / 100 2198 / 1537</p> <p>W Hawthorn St 71 / 91 95 / 191</p>	<p>22</p> <p>Columbia St 39 / 53 218 / 520</p> <p>W Hawthorn St 2349 / 1626 334 / 238</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 83 / 66 2638 / 1839 W Hawthorn St</p> <p>49 / 42 47 / 95</p>	<p>24</p> <p>17 / 25 I-5 NB On Ramp/ Briant St 476 / 650 133 / 176 W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 99 / 103</p>	<p>25</p> <p>613 / 1190 801 / 1011 N Harbor Dr W Grape St</p> <p>508 / 631 83 / 141</p>	<p>26</p> <p>310 / 868 89 / 214 Pacific Hwy W Grape St</p> <p>54 / 59 757 / 1104 63 / 62</p> <p>320 / 443 194 / 239</p>
<p>27</p> <p>312 / 499 144 / 276 Kettner Blvd W Grape St</p> <p>1013 / 1568 32 / 46</p>	<p>28</p> <p>India St W Grape St</p> <p>50 / 72 1320 / 2045</p> <p>97 / 202 200 / 244</p>	<p>29</p> <p>347 / 404 205 / 347 Columbia St W Grape St</p> <p>1611 / 2522 67 / 70</p>	<p>30</p> <p>State St W Grape St</p> <p>61 / 46 1517 / 2489</p> <p>State St/ I-5 SB On Ramp 59 / 99 63 / 77</p>
<p>31</p> <p>178 / 176 78 / 149 McCain Rd N Harbor Dr</p> <p>76 / 56 904 / 857</p> <p>51 / 22 735 / 1065</p>	<p>32</p> <p>13 / 16 44 / 89 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>5 / 11 969 / 859 13 / 17</p> <p>Spanish Landing Dwy 13 / 13 14 / 27</p>	<p>33</p> <p>103 / 103 22 / 22 Airport Terminal Rd N Harbor Dr</p> <p>1369 / 1023 265 / 284</p> <p>Harbor Island Dr 96 / 144 31 / 30 156 / 332</p>	<p>34</p> <p>62 / 65 293 / 398 21 / 14 Harbor Island Dr N Harbor Dr</p> <p>Sherraton Dwy 36 / 83 5 / 0 16 / 41</p> <p>12 / 20 6 / 0 4 / 5 Harbor Police/ Old Ret a Car Access</p> <p>13 / 22 186 / 377 9 / 14</p>
<p>35</p> <p>191 / 275 115 / 171 Harbor Island Dr Harbor Island Dr</p> <p>60 / 151 4 / 9</p> <p>144 / 255 2 / 17</p>	<p>36</p> <p>2 / 2 0 / 1 Parking Lot Harbor Island Dr</p> <p>0 / 10 52 / 156</p> <p>9 / 9 110 / 190</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2812 / 2412</p> <p>2039 / 2013</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>1144 / 873 62 / 28</p> <p>Liberator Way 6 / 13 85 / 37</p>
<p>39</p> <p>5 / 5 5 / 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>72 / 60 1031 / 564 6 / 11</p> <p>11 / 9 2243 / 3155</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>1218 / 705 31 / 14</p> <p>2209 / 3133 2 / 2</p> <p>Coast Guard Dwy 19 / 18</p>	<p>41</p> <p>790 / 513 1303 / 2128 Kettner Blvd N Harbor Dr</p> <p>424 / 664</p>	<p>42</p> <p>127 / 150 90 / 28 172 / 221 Laning Rd N Harbor Dr</p> <p>307 / 330 693 / 683 71 / 19</p> <p>127 / 104 569 / 696 122 / 28</p> <p>51 / 34 35 / 58 27 / 40</p>
<p>43</p> <p>25 / 33 378 / 305 Nimitz Blvd N Harbor Dr</p> <p>268 / 396 560 / 475</p> <p>15 / 50 426 / 512 0 / 1</p> <p>0 / 1</p>	<p>44</p> <p>103 / 183 853 / 804 130 / 117 Rosecrans St Nimitz Blvd</p> <p>101 / 179 197 / 366 74 / 73</p> <p>114 / 198 641 / 869 77 / 74</p> <p>327 / 282 351 / 249 176 / 127</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p> <p>68 ↗ ↘ 81 ↗ ↘ 56 ↗ ↘</p> <p>68 188 148</p> <p>48 ↗ ↘ 254 ↗ ↘ 90 ↗ ↘</p> <p>128 ↗ ↘ 99 ↗ ↘ 189 ↗ ↘</p>	<p>2</p> <p>Dwy</p> <p>Old Town Transit Center Bus Access</p> <p>Pacific Hwy</p> <p>21 ↗ ↘ 253 ↗ ↘ 47 ↗ ↘</p> <p>46 3 27</p> <p>8 ↗ ↘ 20 ↗ ↘</p> <p>31 ↗ ↘ 318 ↗ ↘ 29 ↗ ↘</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p> <p>98 ↗ ↘ 461 ↗ ↘ 30 ↗ ↘</p> <p>18 35 47</p> <p>15 ↗ ↘ 23 ↗ ↘ 39 ↗ ↘</p> <p>168 ↗ ↘ 572 ↗ ↘ 61 ↗ ↘</p>	<p>4</p> <p>Washington St</p> <p>EB Pacific Hwy On Ramp</p> <p>EB Pacific Hwy Off Ramp</p> <p>31 ↗ ↘ 25 ↗ ↘ 219 ↗ ↘</p> <p>116 156</p> <p>204 ↗ ↘ 18 ↗ ↘</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>W Pacific Hwy On Ramp/ Frontage Rd</p> <p>215 ↗ ↘ 21 ↗ ↘</p> <p>257 249 1</p> <p>95 ↗ ↘ 355 ↗ ↘</p> <p>32 ↗ ↘ 12 ↗ ↘ 146 ↗ ↘</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p> <p>192 ↗ ↘ 185 ↗ ↘ 325 ↗ ↘</p> <p>326 273</p> <p>446 ↗ ↘ 124 ↗ ↘</p>	<p>7</p> <p>Washington St</p> <p>San Diego Ave</p> <p>293 ↗ ↘ 479 ↗ ↘</p> <p>444 485</p> <p>113 ↗ ↘ 209 ↗ ↘ 18 ↗ ↘</p>	<p>8</p> <p>Vine St</p> <p>India St</p> <p>60 22</p> <p>23 ↗ ↘ 973 ↗ ↘ 14 ↗ ↘</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p> <p>73 ↗ ↘ 263 ↗ ↘ 53 ↗ ↘</p> <p>81 414 300</p> <p>96 ↗ ↘ 190 ↗ ↘ 76 ↗ ↘</p> <p>177 ↗ ↘ 266 ↗ ↘ 119 ↗ ↘</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p> <p>508 ↗ ↘ 1233 ↗ ↘ 78 ↗ ↘</p> <p>209 110</p> <p>131 ↗ ↘ 277 ↗ ↘</p>	<p>11</p> <p>Sassafras St</p> <p>India St</p> <p>112 ↗ ↘ 16 ↗ ↘ 78 ↗ ↘</p> <p>16 26</p> <p>300 ↗ ↘ 1008 ↗ ↘ 34 ↗ ↘</p>	<p>12</p> <p>Palm St</p> <p>Pacific Hwy</p> <p>17 ↗ ↘ 626 ↗ ↘ 44 ↗ ↘</p> <p>60 10 268</p> <p>21 ↗ ↘ 32 ↗ ↘ 43 ↗ ↘</p> <p>30 ↗ ↘ 473 ↗ ↘ 363 ↗ ↘</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p> <p>1750</p> <p>2401 13</p> <p>1</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p> <p>62</p> <p>1286 1297</p> <p>0%</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p> <p>592 ↗ ↘ 135 ↗ ↘ 75 ↗ ↘</p> <p>62 783 101</p> <p>522 ↗ ↘ 802 ↗ ↘ 71 ↗ ↘</p> <p>82 ↗ ↘ 251 ↗ ↘ 74 ↗ ↘</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p> <p>806 ↗ ↘ 160 ↗ ↘ 128 ↗ ↘</p> <p>141 35</p> <p>810 98</p>
<p>17</p> <p>W Laurel St</p> <p>India St</p> <p>162 112</p> <p>723 257</p> <p>41 ↗ ↘ 101 ↗ ↘ 57 ↗ ↘</p>	<p>18</p> <p>W Hawthorn St</p> <p>N Harbor Dr</p> <p>1270</p> <p>1394 225</p> <p>407</p>	<p>19</p> <p>W Hawthorn St</p> <p>Pacific Hwy</p> <p>96 ↗ ↘ 184 ↗ ↘</p> <p>138 1437 196</p> <p>123 ↗ ↘ 261 ↗ ↘</p>	<p>20</p> <p>W Hawthorn St</p> <p>Kettner Blvd</p> <p>63 ↗ ↘ 161 ↗ ↘</p> <p>1735 202</p>
<p>21</p> <p>W Hawthorn St</p> <p>India St</p> <p>129 1865</p> <p>86 ↗ ↘ 98 ↗ ↘</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p> <p>41 ↗ ↘ 144 ↗ ↘</p> <p>2015 218</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

SDCRAA ADP EIR

<p>23</p> <p>State St 68 2135 W Hawthorn St</p> <p>46 36</p>	<p>24</p> <p>12 I-5 NB On Ramp/ Brant St 548 123 W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 2 90 / 90</p>	<p>25</p> <p>683 827 N Harbor Dr 0 W Grape St</p> <p>388 126</p>	<p>26</p> <p>278 97 Pacific Hwy W Grape St</p> <p>63 881 71 295 208</p>
<p>27</p> <p>237 145 Kettner Blvd W Grape St</p> <p>1187 49</p>	<p>28</p> <p>India St W Grape St</p> <p>73 1511</p> <p>103 213</p>	<p>29</p> <p>233 148 Columbia St W Grape St</p> <p>1834 82</p>	<p>30</p> <p>State St W Grape St</p> <p>45 1713 State St / I-5 SB On Ramp</p> <p>48 51</p>
<p>31</p> <p>211 96 McCain Rd N Harbor Dr</p> <p>108 677</p> <p>34 725</p>	<p>32</p> <p>9 9 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>18 815 32</p> <p>144 799 23</p> <p>11 21</p>	<p>33</p> <p>108 28 Airport Terminal Rd N Harbor Dr</p> <p>184 812 97 Harbor Island Dr</p> <p>1185 220 N Harbor Dr</p> <p>101 38 180</p>	<p>34</p> <p>49 292 26 Harbor Island Dr N Harbor Dr</p> <p>22 8 7 Harbor Police/ Old Ret a Car Access</p> <p>61 26</p> <p>16 246 10</p>
<p>35</p> <p>195 131 Harbor Island Dr Harbor Island Dr</p> <p>87 10</p> <p>182 10</p>	<p>36</p> <p>2 2 Parking Lot Harbor Island Dr</p> <p>78</p> <p>13 132</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>2476</p> <p>2329</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>723 56</p> <p>2540 22 Liberator Way</p> <p>17 58</p>
<p>39</p> <p>5 5 Ryan Gate Cell Phone Lot N Harbor Dr</p> <p>99 349 8</p> <p>15 2411 1</p> <p>1 1</p>	<p>40</p> <p>Terminal Link Rd N Harbor Dr</p> <p>543 27</p> <p>2394 11 Coast Guard Dwy</p> <p>28</p>	<p>41</p> <p>782 1099 Kettner Blvd Palm St 0</p> <p>549 / 549</p>	<p>42</p> <p>146 41 159 Laning Rd N Harbor Dr</p> <p>197 490 55</p> <p>97 455 46</p> <p>40 40 31</p>
<p>43</p> <p>36 235 Nimitz Blvd N Harbor Dr</p> <p>246 444</p> <p>24 355</p>	<p>44</p> <p>108 783 146 Rosecrans St Nimitz Blvd</p> <p>133 231 84</p> <p>245 261 152</p> <p>171 707 87</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>1</p> <p>72 / 83 ↕ 108 / 231 ↕ 84 / 122 ↕ Pacific Hwy</p> <p>Rosecrans St</p> <p>35 / 74 207 / 539 94 / 148</p>	<p>77 / 74 180 / 229 214 / 234</p> <p>Taylor St</p> <p>100 / 171 131 / 177 177 / 571</p>	<p>34 / 17 ↕ 301 / 535 ↕ 71 / 69 ↕ Pacific Hwy</p> <p>Dwy</p> <p>10 / 82 9 / 130</p> <p>82 / 28 313 / 651 28 / 30</p> <p>38 / 73 ↕ 25 / 68 ↕ Old Town Transit Center Bus Access</p>	<p>195 / 73 ↕ 442 / 1274 ↕ 41 / 35 ↕ Pacific Hwy</p> <p>Enterprise St</p> <p>19 / 159 11 / 22 29 / 205</p> <p>13 / 201 51 / 63 41 / 256</p> <p>360 / 216 638 / 595 114 / 24</p> <p>39 / 40 ↕ 24 / 88 ↕ 195 / 544 ↕ EB Pacific Hwy On Ramp</p> <p>167 / 268 18 / 35</p> <p>144 / 90 155 / 221</p> <p>Washington St</p>
<p>287 / 252 ↕ 22 / 38 ↕ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>84 / 99 233 / 769</p> <p>Frontage Rd</p> <p>35 / 28 6 / 15 138 / 157</p>	<p>331 / 273 281 / 281</p> <p>Washington St</p> <p>195 / 179 ↕ 244 / 415 ↕ 387 / 897 ↕ Hancock St</p> <p>427 / 397 304 / 258</p> <p>Washington St</p> <p>354 / 833 115 / 131</p>	<p>563 / 477 586 / 521</p> <p>Washington St</p> <p>212 / 324 540 / 1392</p> <p>138 / 128 250 / 213 22 / 40</p> <p>San Diego Ave</p>	<p>India St</p> <p>44 / 45 17 / 24</p> <p>Vine St</p> <p>12 / 21 928 / 1254 19 / 25</p>
<p>83 / 54 ↕ 272 / 1035 ↕ 60 / 159 ↕ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>93 / 116 129 / 217 55 / 92</p>	<p>60 / 85 463 / 333 337 / 272</p> <p>Sassafras St</p> <p>191 / 163 287 / 428 61 / 172</p>	<p>271 / 185 137 / 83</p> <p>Sassafras St</p> <p>75 / 220 194 / 316</p> <p>271 / 185 137 / 83</p> <p>Sassafras St</p> <p>63 / 160 17 / 47 82 / 250</p> <p>India St</p>	<p>18 / 22 595 / 1294 103 / 215</p> <p>Pacific Hwy</p> <p>7 / 10 7 / 3 250 / 236</p> <p>Palm St</p> <p>26 / 32 42 / 48 38 / 49</p> <p>42 / 19 489 / 565 373 / 441</p>
<p>Solar Turbine Dwy</p> <p>2452 / 1631</p> <p>N Harbor Dr</p> <p>2400 / 3316 10 / 12</p> <p>Coast Guard Dwy</p> <p>3 / 1</p>	<p>79 / 39</p> <p>N Harbor St</p> <p>56 / 138 2170 / 1687</p> <p>N Harbor Dr</p> <p>1205 / 1492 1325 / 1868</p>	<p>641 / 675 142 / 768 43 / 206</p> <p>Pacific Hwy</p> <p>37 / 100 900 / 556 76 / 191</p> <p>W Laurel St</p> <p>567 / 546 751 / 1332 67 / 94</p> <p>130 / 96 246 / 300 69 / 146</p>	<p>868 / 697 217 / 670 182 / 298</p> <p>Kettner Blvd</p> <p>169 / 180 29 / 38</p> <p>W Laurel St</p> <p>759 / 1448 73 / 156</p>
<p>India St</p> <p>154 / 172 172 / 184</p> <p>W Laurel St</p> <p>677 / 794 355 / 920</p> <p>45 / 42 104 / 246 36 / 124</p>	<p>129 / 1968</p> <p>N Harbor Dr</p> <p>1738 / 1140 128 / 274</p> <p>W Hawthorn St</p> <p>532 / 656</p>	<p>53 / 142 185 / 887</p> <p>Pacific Hwy</p> <p>133 / 102 1731 / 1176 243 / 178</p> <p>W Hawthorn St</p> <p>115 / 135 282 / 422</p>	<p>58 / 74 175 / 506</p> <p>Kettner Blvd</p> <p>2075 / 1412 276 / 260</p> <p>W Hawthorn St</p>
<p>India St</p> <p>124 / 101 2283 / 1595</p> <p>W Hawthorn St</p> <p>71 / 91 96 / 194</p>	<p>39 / 53 219 / 522</p> <p>Columbia St</p> <p>2454 / 1695 342 / 247</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St 78 / 58 2737 / 1903</p> <p>W Hawthorn St</p> <p>69 / 68 55 / 105</p>	<p>24</p> <p>17 / 25</p> <p>I-5 NB On Ramp/ Brant St 480 / 656 135 / 178</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 100 / 105</p>	<p>25</p> <p>632 / 1212 861 / 1064</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>526 / 646 83 / 143</p>	<p>26</p> <p>324 / 887 90 / 216</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>54 / 59 814 / 1155 67 / 66</p> <p>336 / 454 196 / 241</p>
<p>27</p> <p>316 / 504 146 / 279</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>1072 / 1624 32 / 46</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>49 / 71 1411 / 2146</p> <p>97 / 202 208 / 255</p>	<p>29</p> <p>351 / 408 207 / 350</p> <p>Columbia St</p> <p>W Grape St</p> <p>1738 / 2678 70 / 73</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>86 / 73 1611 / 2606</p> <p>State St/ I-5 SB On Ramp</p> <p>67 / 111 57 / 66</p>
<p>31</p> <p>161 / 145 78 / 147</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>69 / 49 963 / 924</p> <p>51 / 21 771 / 1100</p>	<p>32</p> <p>16 / 20</p> <p>41 / 85 Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>5 / 11 1018 / 916 12 / 17</p> <p>Spanish Landing Dwy</p> <p>13 / 13 14 / 27</p> <p>101 / 101 774 / 1138 13 / 18</p>	<p>33</p> <p>140 / 148 24 / 24</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>1385 / 1034 268 / 287</p> <p>Harbor Island Dr</p> <p>97 / 145 33 / 32 158 / 336</p> <p>203 / 185 826 / 1391 90 / 132</p>	<p>34</p> <p>61 / 65 299 / 405 22 / 14</p> <p>Harbor Island Dr</p> <p>Sherton Dwy</p> <p>12 / 20 6 / 0 4 / 5 Harbor Police/ Old Ret a Car Access</p> <p>35 / 82 5 / 0 17 / 42</p> <p>13 / 22 191 / 384 9 / 14</p>
<p>35</p> <p>194 / 279 118 / 175</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>62 / 155 4 / 9</p> <p>147 / 259 2 / 17</p>	<p>36</p> <p>2 / 2 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0 / 10 55 / 160</p> <p>9 / 9 112 / 194</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>2865 / 2460</p> <p>2182 / 2130</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>1167 / 890 63 / 28</p> <p>Liberator Way</p> <p>6 / 14 86 / 38</p> <p>2488 / 3372 18 / 15</p>
<p>39</p> <p>5 / 5 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>72 / 60 1053 / 579 6 / 11</p> <p>11 / 9 2408 / 3302</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>N Harbor Dr</p> <p>1243 / 722 31 / 14</p> <p>2374 / 3281 2 / 2</p> <p>Coast Guard Dwy</p> <p>19 / 18</p>	<p>41</p> <p>813 / 528 1353 / 2179</p> <p>Kettner Blvd</p> <p>Palm St</p> <p>444 / 686</p>	<p>42</p> <p>130 / 153 90 / 28 180 / 227</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>316 / 338 715 / 699 71 / 19</p> <p>130 / 107 588 / 711 122 / 28</p> <p>51 / 34 35 / 58 27 / 40</p>
<p>43</p> <p>25 / 33 391 / 313</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>280 / 407 571 / 483</p> <p>15 / 50 435 / 521 0 / 1</p> <p>0 / 1</p>	<p>44</p> <p>105 / 185 864 / 816 134 / 120</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>104 / 184 200 / 372 79 / 77</p> <p>114 / 198 649 / 881 82 / 77</p> <p>331 / 284 357 / 253 176 / 127</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>5</p> <p>Frontage Rd ↻ 289 / 254 ↻ 20 / 36 W Pacific Hwy On Ramp / Frontage Rd</p> <p>Washington St ↻ 331 / 273 ↻ 312 / 306</p> <p>86 / 100 264 / 814</p> <p>37 / 30 7 / 14 154 / 178</p>	<p>6</p> <p>Hancock St ↻ 197 / 182 ↻ 242 / 413 ↻ 387 / 899</p> <p>Washington St ↻ 455 / 418 ↻ 304 / 259</p> <p>384 / 880 129 / 151</p>	<p>7</p> <p>San Diego Ave ↻ 565 / 479 ↻ 609 / 540</p> <p>Washington St ↻ 224 / 339 ↻ 558 / 1424</p> <p>143 / 131 254 / 219 22 / 40</p>	<p>8</p> <p>India St ↻ 44 / 46 ↻ 17 / 23</p> <p>Vine St ↻ 12 / 23 ↻ 1103 / 1474 ↻ 20 / 25</p>
<p>9</p> <p>Admiral Boland Wy ↻ 93 / 61 ↻ 291 / 1052 ↻ 60 / 159 Pacific Hwy</p> <p>Sassafras St ↻ 61 / 85 ↻ 517 / 369 ↻ 351 / 286</p> <p>101 / 131 138 / 226 63 / 100</p> <p>199 / 167 307 / 447 62 / 72</p>	<p>10</p> <p>Kettner Blvd ↻ 617 / 374 ↻ 1672 / 2392 ↻ 86 / 225</p> <p>Sassafras St ↻ 296 / 203 ↻ 139 / 83</p> <p>81 / 226 198 / 321</p>	<p>11</p> <p>India St ↻ 22 / 13 ↻ 33 / 23</p> <p>Sassafras St ↻ 69 / 168 ↻ 17 / 47 ↻ 82 / 250</p> <p>397 / 263 1183 / 1559 22 / 47</p>	<p>12</p> <p>Pacific Hwy ↻ 20 / 22 ↻ 635 / 1331 ↻ 103 / 216</p> <p>Palm St ↻ 7 / 10 ↻ 6 / 3 ↻ 281 / 264</p> <p>27 / 35 48 / 54 39 / 52</p> <p>43 / 21 516 / 587 403 / 473</p>
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<p>21</p> <p>India St ↻ 123 / 101 ↻ 2573 / 1956</p> <p>W Hawthorn St ↻ 72 / 91 ↻ 96 / 193</p>	<p>22</p> <p>Columbia St ↻ 39 / 52 ↻ 218 / 521</p> <p>W Hawthorn St ↻ 2755 / 2063 ↻ 346 / 252</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>23</p> <p>State St ↕ ↗ 55 / 27 ↕ ↘ 3013 / 2240</p> <p>W Hawthorn St</p> <p>140 / 163 ↕ ↗ 79 / 140 ↕ ↘</p>	<p>24</p> <p>↕ ↗ 17 / 25</p> <p>I-5 NB On Ramp/ Brant St ↕ ↗ 480 / 656 ↕ ↘ 135 / 178</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 1 / 3 ↕ ↗ 100 / 105 ↕ ↘</p>	<p>25</p> <p>↕ ↗ 757 / 1399 ↕ ↘ 1080 / 1354</p> <p>N Harbor Dr</p> <p>W Grape St ↕ ↗ 697 / 885 ↕ ↘ 83 / 142</p>	<p>26</p> <p>↕ ↗ 338 / 904 ↕ ↘ 90 / 216</p> <p>Pacific Hwy</p> <p>W Grape St ↕ ↗ 54 / 58 ↕ ↘ 1025 / 1437 ↕ ↘ 75 / 73</p> <p>↕ ↗ 363 / 477 ↕ ↘ 196 / 241</p>
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<p>27</p> <p>238 148 Kettner Blvd W Grape St</p> <p>1418 50</p>	<p>28</p> <p>India St W Grape St</p> <p>70 1801</p> <p>105 223</p>	<p>29</p> <p>236 146 Columbia St W Grape St</p> <p>2166 87</p>	<p>30</p> <p>State St W Grape St</p> <p>126 2006 State St/ I-5 SB On Ramp 75 29</p>
<p>31</p> <p>189 103 McCain Rd N Harbor Dr</p> <p>107 885</p> <p>32 934</p>	<p>32</p> <p>11 8 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>17 1016 24</p> <p>21 12</p>	<p>33</p> <p>182 32 Airport Terminal Rd N Harbor Dr</p> <p>1225 460</p> <p>262 849 185 Harbor Island Dr 168 43 362</p>	<p>34</p> <p>48 300 395 Harbor Island Dr N Harbor Dr</p> <p>270 7 Harbor Police/ Old Ret a Car Access</p> <p>59 26</p> <p>16 254 10</p>
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<p>43</p> <p>36 329 Nimitz Blvd N Harbor Dr</p> <p>323 494</p> <p>25 413</p>	<p>44</p> <p>110 795 149 Rosecrans St Nimitz Blvd</p> <p>136 282 97</p> <p>247 266 152 172 719 99</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

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<p>1</p> <p>75 / 88 ↕ 130 / 247 ↕ 86 / 124 ↕ Pacific Hwy</p> <p>Rosecrans St</p> <p>38 / 78 230 / 597 106 / 168</p>	<p>77 / 76 203 / 255 228 / 252</p> <p>Taylor St</p> <p>113 / 190 150 / 190 190 / 609</p>	<p>2</p> <p>41 / 20 ↕ 337 / 588 ↕ 72 / 71 ↕ Pacific Hwy</p> <p>Dwy</p> <p>13 / 98</p> <p>7 / 121</p> <p>39 / 80 23 / 59 Old Town Transit Center Bus Access</p> <p>78 / 26 352 / 690 26 / 27</p>	<p>3</p> <p>215 / 83 ↕ 479 / 1330 ↕ 37 / 30 ↕ Pacific Hwy</p> <p>Enterprise St</p> <p>22 / 185 14 / 25 40 / 273</p> <p>10 / 186 56 / 75 44 / 272</p> <p>SPAWAR Dwy</p> <p>470 / 278 661 / 615 117 / 26</p> <p>4</p> <p>54 / 53 ↕ 35 / 123 ↕ 190 / 539 ↕ EB Pacific Hwy On Ramp</p> <p>219 / 330 29 / 51</p> <p>154 / 99 200 / 264</p> <p>Washington St</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>298 / 261 ↕ 18 / 32 ↕ WB Pacific Hwy On Ramp/ Frontage Rd.</p> <p>328 / 267 337 / 332</p> <p>Washington St</p> <p>103 / 117 293 / 846</p> <p>Frontage Rd</p> <p>55 / 47 11 / 23 178 / 217</p>	<p>6</p> <p>202 / 186 ↕ 248 / 422 ↕ 398 / 921 ↕ Hancock St</p> <p>480 / 441 312 / 266</p> <p>Washington St</p> <p>425 / 917 149 / 164</p>	<p>7</p> <p>San Diego Ave</p> <p>579 / 491 636 / 563</p> <p>Washington St</p> <p>246 / 354 587 / 1469</p> <p>149 / 137 267 / 228 23 / 41</p>	<p>8</p> <p>India St</p> <p>46 / 48 17 / 23</p> <p>Vine St</p> <p>12 / 23 1246 / 1568 20 / 25</p>
<p>9</p> <p>111 / 86 ↕ 320 / 1147 ↕ 106 / 261 ↕ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>120 / 137 166 / 249 72 / 79</p>	<p>10</p> <p>776 / 494 ↕ 1901 / 2632 ↕ 75 / 204 ↕ Kettner Blvd</p> <p>343 / 239 137 / 79</p> <p>Sassafras St</p> <p>100 / 256 272 / 439</p>	<p>11</p> <p>India St</p> <p>23 / 13 34 / 23</p> <p>Sassafras St</p> <p>78 / 174 18 / 48 85 / 257</p> <p>429 / 290 1320 / 1652 23 / 48</p>	<p>12</p> <p>19 / 18 ↕ 713 / 1417 ↕ 122 / 267 ↕ Pacific Hwy</p> <p>9 / 14 7 / 4 319 / 286</p> <p>Palm St</p> <p>30 / 36 56 / 62 42 / 52</p> <p>46 / 26 545 / 599 524 / 609</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>3300 / 2386</p> <p>N Harbor Dr</p> <p>4553 / 5707 11 / 12</p> <p>Coast Guard Dwy</p> <p>5 / 1</p>	<p>14</p> <p>117 / 74 ↕ W Laurel St</p> <p>10 / 31 3822 / 3144</p> <p>N Harbor Dr</p> <p>1609 / 2075 2392 / 3282</p>	<p>15</p> <p>816 / 800 ↕ 181 / 878 ↕ 52 / 220 ↕ Pacific Hwy</p> <p>45 / 110 1201 / 875 59 / 166</p> <p>W Laurel St</p> <p>692 / 646 1018 / 1636 85 / 113</p> <p>150 / 116 301 / 355 75 / 159</p>	<p>16</p> <p>1143 / 974 ↕ 264 / 789 ↕ 197 / 296 ↕ Kettner Blvd</p> <p>191 / 197 34 / 44</p> <p>W Laurel St</p> <p>1034 / 1760 84 / 189</p>
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<p>27</p> <p>344 / 547 240 / 442 Kettner Blvd W Grape St</p> <p>1590 / 2231 25 / 38</p>	<p>28</p> <p>India St W Grape St</p> <p>57 / 84 2269 / 3252</p> <p>92 / 193 223 / 278</p>	<p>29</p> <p>380 / 447 187 / 325 Columbia St W Grape St</p> <p>2629 / 3864 109 / 112</p>	<p>30</p> <p>State St W Grape St</p> <p>182 / 173 2259 / 3466</p> <p>State St/ I-5 SB On Ramp 109 / 176 46 / 45</p>
<p>31</p> <p>212 / 192 87 / 166 McCain Rd N Harbor Dr</p> <p>87 / 56 1163 / 1168</p> <p>50 / 23 1055 / 1452</p>	<p>32</p> <p>26 / 30 28 / 71 Airport Terminal Rd Loop/Airport Terminal Rd N Harbor Dr</p> <p>5 / 9 1226 / 1161 12 / 16</p> <p>Spanish Landing Dwy 12 / 11 13 / 26</p> <p>130 / 124 1010 / 1451 13 / 19</p>	<p>33</p> <p>176 / 166 32 / 30 Airport Terminal Rd N Harbor Dr</p> <p>1429 / 1101 598 / 770</p> <p>259 / 226 478 / 1053 209 / 309</p> <p>Harbor Island Dr 180 / 280 42 / 37 383 / 706</p>	<p>34</p> <p>54 / 54 333 / 439 515 / 750 Harbor Island Dr N Harbor Dr</p> <p>314 / 510 6 / 0 5 / 7 Harbor Police/ Old Ret a Car Access</p> <p>27 / 65 6 / 0 22 / 58</p> <p>19 / 31 212 / 421 11 / 13</p>
<p>35</p> <p>205 / 291 138 / 208 Harbor Island Dr Harbor Island Dr</p> <p>78 / 183 4 / 7</p> <p>161 / 278 2 / 11</p>	<p>36</p> <p>2 / 1 0 / 1 Parking Lot Harbor Island Dr</p> <p>0 / 10 66 / 183</p> <p>9 / 9 131 / 222</p>	<p>37</p> <p>Winship Ln N Harbor Dr</p> <p>3414 / 3179</p> <p>2812 / 2965</p>	<p>38</p> <p>Long Term Parking Lot N Harbor Dr</p> <p>1639 / 1521 123 / 115</p> <p>3397 / 4265 48 / 58</p> <p>Liberator Way 27 / 46 168 / 170</p>
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	Sassafras St																														
133 ↔ 17 ↔ 80 ↔	369 ↔ 1340 ↔ 35 ↔																														
16 ↔ 782 ↔ 39 ↔ Pacific Hwy	88 ↔ 14 ↔ 346																														
	Palm St																														
32 ↔ 44 ↔ 48 ↔	33 ↔ 529 ↔ 517 ↔																														
<p>13</p> <table border="1"> <tr> <td></td> <td>2427</td> </tr> <tr> <td></td> <td>N Harbor Dr</td> </tr> <tr> <td>4789 ↔ 14 ↔ Coast Guard Dwy</td> <td>2</td> </tr> </table>		2427		N Harbor Dr	4789 ↔ 14 ↔ Coast Guard Dwy	2	<p>14</p> <table border="1"> <tr> <td>106 ↔ W Laurel St</td> <td>11 ↔ 3305</td> </tr> <tr> <td></td> <td>N Harbor Dr</td> </tr> <tr> <td>1679 ↔ 2511 ↔ 0%</td> <td></td> </tr> </table>	106 ↔ W Laurel St	11 ↔ 3305		N Harbor Dr	1679 ↔ 2511 ↔ 0%		<p>15</p> <table border="1"> <tr> <td>788 ↔ 179 ↔ 86 ↔ Pacific Hwy</td> <td>72 ↔ 1096 ↔ 73</td> </tr> <tr> <td></td> <td>W Laurel St</td> </tr> <tr> <td>665 ↔ 1129 ↔ 91 ↔</td> <td>106 ↔ 313 ↔ 82 ↔</td> </tr> </table>	788 ↔ 179 ↔ 86 ↔ Pacific Hwy	72 ↔ 1096 ↔ 73		W Laurel St	665 ↔ 1129 ↔ 91 ↔	106 ↔ 313 ↔ 82 ↔	<p>16</p> <table border="1"> <tr> <td>1083 ↔ 201 ↔ 145 ↔ Kettner Blvd</td> <td>165 ↔ 43</td> </tr> <tr> <td></td> <td>W Laurel St</td> </tr> <tr> <td>1102 ↔ 113 ↔</td> <td></td> </tr> </table>	1083 ↔ 201 ↔ 145 ↔ Kettner Blvd	165 ↔ 43		W Laurel St	1102 ↔ 113 ↔					
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<p>23</p> <p>State St ↕ ↘ 64 ↕ ↘ 3283</p> <p>W Hawthorn St</p> <p>↕ ↘ 125 ↕ ↘ 68</p>	<p>24</p> <p>↕ ↘ 11</p> <p>I-5 NB On Ramp/ Brant St</p> <p>↕ ↘ 552 ↕ ↘ 159</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp</p> <p>↕ ↘ 3 / 3 ↕ ↘ 94 / 94</p>	<p>25</p> <p>↕ ↘ 853 ↕ ↘ 1933</p> <p>N Harbor Dr</p> <p>↕ ↘ 0</p> <p>W Grape St</p> <p>↕ ↘ 730 ↕ ↘ 31</p>	<p>26</p> <p>↕ ↘ 343 ↕ ↘ 70</p> <p>Pacific Hwy</p> <p>↕ ↘ 123 ↕ ↘ 1574 ↕ ↘ 99</p> <p>W Grape St</p> <p>↕ ↘ 393 ↕ ↘ 150</p>
<p>27</p> <p>↕ ↘ 263 ↕ ↘ 231</p> <p>Kettner Blvd</p> <p>↕ ↘ 1795 ↕ ↘ 41</p> <p>W Grape St</p>	<p>28</p> <p>↕ ↘ 79 ↕ ↘ 2552</p> <p>India St</p> <p>↕ ↘ 100 ↕ ↘ 235</p> <p>W Grape St</p>	<p>29</p> <p>↕ ↘ 252 ↕ ↘ 138</p> <p>Columbia St</p> <p>↕ ↘ 2930 ↕ ↘ 123</p> <p>W Grape St</p>	<p>30</p> <p>↕ ↘ 137 ↕ ↘ 2509</p> <p>State St / I-5 SB On Ramp</p> <p>↕ ↘ 89 ↕ ↘ 38</p> <p>W Grape St</p>
<p>31</p> <p>↕ ↘ 233 ↕ ↘ 108</p> <p>McCain Rd</p> <p>↕ ↘ 115 ↕ ↘ 907</p> <p>N Harbor Dr</p> <p>↕ ↘ 33 ↕ ↘ 1001</p>	<p>32</p> <p>↕ ↘ 12 ↕ ↘ 9</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>↕ ↘ 17 ↕ ↘ 1046 ↕ ↘ 24</p> <p>N Harbor Dr</p> <p>↕ ↘ 133 ↕ ↘ 1058 ↕ ↘ 30</p> <p>↕ ↘ 21 ↕ ↘ 13</p>	<p>33</p> <p>↕ ↘ 184 ↕ ↘ 36</p> <p>Airport Terminal Rd</p> <p>↕ ↘ 1183 ↕ ↘ 465</p> <p>N Harbor Dr</p> <p>↕ ↘ 293 ↕ ↘ 276 ↕ ↘ 187</p> <p>Harbor Island Dr</p> <p>↕ ↘ 171 ↕ ↘ 46 ↕ ↘ 369</p>	<p>34</p> <p>↕ ↘ 41 ↕ ↘ 324 ↕ ↘ 393</p> <p>Harbor Island Dr</p> <p>↕ ↘ 265 ↕ ↘ 7 ↕ ↘ 11</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>↕ ↘ 51 ↕ ↘ 35</p> <p>↕ ↘ 22 ↕ ↘ 279 ↕ ↘ 12</p>
<p>35</p> <p>↕ ↘ 209 ↕ ↘ 157</p> <p>Harbor Island Dr</p> <p>↕ ↘ 109 ↕ ↘ 8</p> <p>Harbor Island Dr</p> <p>↕ ↘ 199 ↕ ↘ 8</p>	<p>36</p> <p>↕ ↘ 1 ↕ ↘ 1</p> <p>Parking Lot</p> <p>↕ ↘ 94</p> <p>Harbor Island Dr</p> <p>↕ ↘ 13 ↕ ↘ 156</p>	<p>37</p> <p>↕ ↘ 2978</p> <p>Winship Ln</p> <p>↕ ↘ 3041</p> <p>N Harbor Dr</p>	<p>38</p> <p>↕ ↘ 1117 ↕ ↘ 101</p> <p>N Harbor Dr</p> <p>↕ ↘ 3530 ↕ ↘ 44</p> <p>Liberator Way</p> <p>↕ ↘ 34 ↕ ↘ 126</p>
<p>39</p> <p>↕ ↘ 5 ↕ ↘ 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>↕ ↘ 99 ↕ ↘ 777 ↕ ↘ 8</p> <p>N Harbor Dr</p> <p>↕ ↘ 15 ↕ ↘ 3463 ↕ ↘ 1</p> <p>↕ ↘ 1 ↕ ↘ 1</p>	<p>40</p> <p>↕ ↘ 981 ↕ ↘ 26</p> <p>N Harbor Dr</p> <p>↕ ↘ 3449 ↕ ↘ 11</p> <p>Terminal Link Rd</p> <p>↕ ↘ 27</p> <p>Coast Guard Dwy</p>	<p>41</p> <p>↕ ↘ 1170 ↕ ↘ 1255</p> <p>Kettner Blvd</p> <p>↕ ↘ 0</p> <p>Palm St</p> <p>↕ ↘ 764 / 764</p>	<p>42</p> <p>↕ ↘ 166 ↕ ↘ 42 ↕ ↘ 201</p> <p>Laning Rd</p> <p>↕ ↘ 243 ↕ ↘ 653 ↕ ↘ 53</p> <p>N Harbor Dr</p> <p>↕ ↘ 112 ↕ ↘ 647 ↕ ↘ 44</p> <p>↕ ↘ 38 ↕ ↘ 41 ↕ ↘ 29</p>
<p>43</p> <p>↕ ↘ 98 ↕ ↘ 402</p> <p>Nimitz Blvd</p> <p>↕ ↘ 417 ↕ ↘ 455</p> <p>N Harbor Dr</p> <p>↕ ↘ 68 ↕ ↘ 391</p>	<p>44</p> <p>↕ ↘ 99 ↕ ↘ 1115 ↕ ↘ 159</p> <p>Rosecrans St</p> <p>↕ ↘ 151 ↕ ↘ 268 ↕ ↘ 108</p> <p>Nimitz Blvd</p> <p>↕ ↘ 208 ↕ ↘ 1028 ↕ ↘ 111</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

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<p>1</p> <p>112 / 137 ↕ 180 / 363 ↕ 169 / 252 ↕ Pacific Hwy</p> <p>Rosecrans St</p> <p>56 / 116 448 / 1153 148 / 239</p>	<p>149 / 155 ↕ 408 / 509 ↕ 442 / 499</p> <p>Taylor St</p> <p>170 / 270 ↕ 223 / 274 ↕ 373 / 1158</p>	<p>162 / 62 ↕ 386 / 799 ↕ 90 / 90 ↕ Pacific Hwy</p> <p>69 / 157 ↕ 6 / 6 ↕ Old Town Transit Center Bus Access</p> <p>32 / 354 ↕ 2 / 6</p> <p>5 / 2 ↕ 578 / 933 ↕ 6 / 6</p>	<p>68 / 22 ↕ 737 / 1610 ↕ 13 / 14 ↕ Pacific Hwy</p> <p>6 / 66 ↕ 39 / 45 ↕ 147 / 855</p> <p>Enterprise St</p> <p>8 / 65 10 / 27 123 / 825</p> <p>SPAWAR Dwy</p> <p>## / 688 ↕ 737 / 892 ↕ 265 / 94</p> <p>107 / 93 ↕ 47 / 151 ↕ 141 / 498 ↕ EB Pacific Hwy On Ramp</p> <p>205 / 133 ↕ 171 / 245</p> <p>318 / 597 80 / 108</p> <p>EB Pacific Hwy Off Ramp</p>
<p>351 / 315 ↕ 4 / 5 ↕ W Pacific Hwy On Ramp / Frontage Rd.</p> <p>166 / 82 ↕ 575 / 564</p> <p>Washington St</p> <p>288 / 354 454 / 1209</p> <p>Frontage Rd</p> <p>126 / 155 ↕ 9 / 17 ↕ 184 / 194</p>	<p>356 / 339 ↕ 499 / 813 ↕ 570 / 1374 ↕ Hancock St</p> <p>450 / 419 ↕ 332 / 265</p> <p>Washington St</p> <p>438 / 928 189 / 256</p>	<p>San Diego Ave</p> <p>1500 / 1413 ↕ 719 / 617</p> <p>Washington St</p> <p>155 / 204 843 / 2104</p> <p>113 / 73 399 / 266 238 / 408</p>	<p>India St</p> <p>161 / 175 ↕ 18 / 26</p> <p>Vine St</p> <p>5 / 9 ↕ 1620 / 2050 ↕ 33 / 42</p>
<p>117 / 87 ↕ 362 / 1268 ↕ 109 / 274 ↕ Pacific Hwy</p> <p>Admiral Boland Wy</p> <p>124 / 142 181 / 268 73 / 91</p>	<p>113 / 153 ↕ 650 / 413 ↕ 462 / 352</p> <p>Sassafras St</p> <p>201 / 167 ↕ 394 / 549 ↕ 85 / 86</p>	<p>798 / 490 ↕ 1926 / 2650 ↕ 110 / 298 ↕ Kettner Blvd</p> <p>406 / 300 ↕ 194 / 120</p> <p>Sassafras St</p> <p>141 / 335 260 / 420</p>	<p>India St</p> <p>35 / 20 ↕ 69 / 44</p> <p>Sassafras St</p> <p>96 / 199 36 / 97 114 / 341</p> <p>538 / 385 1395 / 1731 44 / 98</p> <p>18 / 17 ↕ 842 / 1658 ↕ 153 / 369 ↕ Pacific Hwy</p> <p>12 / 21 ↕ 8 / 5 ↕ 174 / 157</p> <p>Palm St</p> <p>46 / 28 ↕ 592 / 639 ↕ 400 / 591</p>
<p>Solar Turbine Dwy</p> <p>3696 / 2378</p> <p>N Harbor Dr</p> <p>4552 / 5656 10 / 12</p> <p>Coast Guard Dwy</p> <p>4 / 1</p>	<p>127 / 74 ↕ W Laurel St</p> <p>11 / 40 ↕ 3777 / 2878</p> <p>N Harbor Dr</p> <p>1361 / 1863 2693 / 3459</p>	<p>864 / 875 ↕ 227 / 1091 ↕ 38 / 202 ↕ Pacific Hwy</p> <p>49 / 114 ↕ 1366 / 909 ↕ 61 / 179</p> <p>W Laurel St</p> <p>504 / 483 1048 / 1718 87 / 159</p> <p>230 / 159 333 / 434 69 / 153</p>	<p>1314 / 974 ↕ 597 / 1561 ↕ 423 / 517 ↕ Kettner Blvd</p> <p>221 / 230 ↕ 66 / 91</p> <p>W Laurel St</p> <p>1017 / 1799 88 / 231</p>
<p>India St</p> <p>334 / 418 ↕ 284 / 281</p> <p>W Laurel St</p> <p>901 / 954 653 / 1576</p> <p>29 / 24 ↕ 113 / 248 ↕ 67 / 217</p>	<p>268 / 3592 ↕ N Harbor Dr</p> <p>2543 / 1626 ↕ 102 / 292</p> <p>W Hawthorn St</p> <p>904 / 1057</p>	<p>35 / 118 ↕ 285 / 1236 ↕ Pacific Hwy</p> <p>210 / 156 ↕ 2518 / 1682 ↕ 386 / 332</p> <p>W Hawthorn St</p> <p>148 / 167 422 / 616</p>	<p>106 / 137 ↕ 430 / 1191 ↕ Kettner Blvd</p> <p>3195 / 2137 ↕ 538 / 466</p> <p>W Hawthorn St</p>
<p>India St</p> <p>230 / 191 ↕ 3574 / 2455</p> <p>W Hawthorn St</p> <p>107 / 130 ↕ 179 / 355</p>	<p>75 / 110 ↕ 440 / 1023 ↕ Columbia St</p> <p>3810 / 2611 ↕ 532 / 331</p> <p>W Hawthorn St</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; width: fit-content; margin: 0 auto;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>23</p> <p>State St ↕ ↕ 121 / 69 ↕ ↕ 4231 / 2899</p> <p>W Hawthorn St</p> <p>168 / 176 ↕ 153 / 271 ↕</p>	<p>24</p> <p>↕ ↕ 37 / 54</p> <p>I-5 NB On Ramp/ Briant St ↕ ↕ 649 / 899 ↕ ↕ 153 / 198</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp 2 / 6 ↕ 223 / 236 ↕</p>	<p>25</p> <p>↕ ↕ 849 / 1573 ↕ ↕ 2137 / 2439</p> <p>N Harbor Dr</p> <p>W Grape St</p> <p>842 / 1007 ↕ 40 / 69 ↕</p>	<p>26</p> <p>↕ ↕ 522 / 1339 ↕ ↕ 110 / 261</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>70 / 74 2002 / 2455 98 / 105 ↕ ↕ ↕</p> <p>514 / 660 ↕ 349 / 448 ↕</p>
<p>27</p> <p>↕ ↕ 765 / 1227 ↕ ↕ 241 / 473</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>2431 / 3219 ↕ 77 / 109 ↕</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>119 / 192 2862 / 3893 ↕ ↕</p> <p>136 / 281 ↕ 189 / 207 ↕</p>	<p>29</p> <p>↕ ↕ 711 / 842 ↕ ↕ 264 / 475</p> <p>Columbia St</p> <p>W Grape St</p> <p>3096 / 4326 160 / 159 ↕</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>165 / 119 2991 / 4363 ↕ ↕</p> <p>State St/ I-5 SB On Ramp</p> <p>216 / 340 ↕ 125 / 150 ↕</p>
<p>31</p> <p>↕ ↕ 219 / 199 ↕ ↕ 137 / 253</p> <p>McCain Rd</p> <p>N Harbor Dr</p> <p>↕ ↕ 131 / 64 ↕ ↕ 1638 / 1557</p> <p>41 / 18 ↕ 1387 / 1874 ↕</p>	<p>32</p> <p>↕ ↕ 43 / 58</p> <p>↕ ↕ 16 / 47 Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>↕ ↕ 3 / 5 ↕ ↕ 1747 / 1550 ↕ ↕ 4 / 6</p> <p>Spanish Landing Dwy</p> <p>9 / 9 ↕ 15 / 27 ↕</p> <p>135 / 127 ↕ 1264 / 1848 ↕ 21 / 28 ↕</p>	<p>33</p> <p>↕ ↕ 181 / 170 ↕ ↕ 34 / 30</p> <p>Airport Terminal Rd</p> <p>N Harbor Dr</p> <p>↕ ↕ 2665 / 1988 ↕ ↕ 700 / 739</p> <p>Harbor Island Dr</p> <p>9 / 5 ↕ 56 / 35 ↕ 353 / 806 ↕</p> <p>268 / 233 ↕ 935 / 1816 ↕ 8 / 5 ↕</p>	<p>34</p> <p>↕ ↕ 5 / 2 ↕ ↕ 700 / 938 ↕ ↕ 2 / 2</p> <p>Harbor Island Dr</p> <p>Sherraton Dwy</p> <p>↕ ↕ 2 / 2 ↕ ↕ 2 / 0 ↕ ↕ 63 / 158</p> <p>70 / 82 ↕ 346 / 720 ↕ 29 / 25 ↕</p> <p>2 / 2 ↕ 2 / 0 ↕ 23 / 30 ↕</p> <p>Harbor Police/ Old Ret a Car Access</p>
<p>35</p> <p>↕ ↕ 310 / 436 ↕ ↕ 342 / 531</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>↕ ↕ 237 / 544 ↕ ↕ 2 / 2</p> <p>299 / 503 ↕ 2 / 2 ↕</p>	<p>36</p> <p>↕ ↕ 1 / 2</p> <p>↕ ↕ 0 / 1</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>↕ ↕ 0 / 10 ↕ ↕ 157 / 452</p> <p>9 / 9 ↕ 321 / 548 ↕</p>	<p>37</p> <p>Winship Ln</p> <p>N Harbor Dr</p> <p>↕ ↕ 5445 / 4908</p> <p>2905 / 2909 ↕</p>	<p>38</p> <p>Long Term Parking Lot</p> <p>N Harbor Dr</p> <p>↕ ↕ 1844 / 1393 ↕ ↕ 252 / 128</p> <p>Liberator Way</p> <p>↕ ↕ 35 / 46 ↕ ↕ 346 / 171 ↕</p> <p>3572 / 4573 91 / 52 ↕ ↕</p>
<p>39</p> <p>↕ ↕ 5 / 5 ↕ ↕ 5 / 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>N Harbor Dr</p> <p>↕ ↕ 72 / 60 ↕ ↕ 1873 / 1160 ↕ ↕ 6 / 11</p> <p>11 / 9 ↕ 3634 / 4553 ↕</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>N Harbor Dr</p> <p>↕ ↕ 1986 / 1257 ↕ ↕ 28 / 15</p> <p>3592 / 4513 4 / 1 ↕</p> <p>Coast Guard Dwy</p> <p>19 / 18 ↕</p>	<p>41</p> <p>↕ ↕ 1519 / 942 ↕ ↕ 1911 / 2875</p> <p>Palm St</p> <p>Kettner Blvd</p> <p>568 / 1197 ↕</p>	<p>42</p> <p>↕ ↕ 277 / 301 ↕ ↕ 103 / 31 ↕ ↕ 359 / 417</p> <p>Laning Rd</p> <p>N Harbor Dr</p> <p>↕ ↕ 594 / 642 ↕ ↕ 1181 / 1115 ↕ ↕ 60 / 16</p> <p>270 / 213 ↕ 1001 / 1149 ↕ 117 / 26 ↕</p> <p>49 / 30 ↕ 36 / 65 ↕ 23 / 34 ↕</p>
<p>43</p> <p>↕ ↕ 45 / 58 ↕ ↕ 644 / 500</p> <p>Nimitz Blvd</p> <p>N Harbor Dr</p> <p>↕ ↕ 467 / 650 ↕ ↕ 957 / 811</p> <p>31 / 86 ↕ 734 / 862 ↕ 0 / 3 ↕</p> <p>0 / 2 ↕</p>	<p>44</p> <p>↕ ↕ 205 / 360 ↕ ↕ 1327 / 1237 ↕ ↕ 238 / 213</p> <p>Rosecrans St</p> <p>Nimitz Blvd</p> <p>↕ ↕ 182 / 318 ↕ ↕ 407 / 744 ↕ ↕ 124 / 97</p> <p>620 / 543 ↕ 715 / 506 ↕ 297 / 220 ↕</p> <p>197 / 340 ↕ 966 / 1323 ↕ 106 / 96 ↕</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>Legend</p> <p>X / Y = AM / PM PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

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<p>1</p> <p>Rosecrans St</p> <p>Taylor St</p> <p>Pacific Hwy</p> <p>108 ↗ 150 ↘ 118 ↔</p> <p>141 430 313</p> <p>73 ↗ 560 ↘ 148 ↔</p> <p>220 ↗ 177 ↘ 408 ↔</p>	<p>2</p> <p>Dwy</p> <p>Old Town Transit Center Bus Access</p> <p>Pacific Hwy</p> <p>78 ↗ 349 ↘ 68 ↔</p> <p>85 2 6</p> <p>54 ↗ 2 ↘ 6 ↔</p> <p>2 564 ↘ 6 ↔</p>	<p>3</p> <p>Enterprise St</p> <p>SPAWAR Dwy</p> <p>Pacific Hwy</p> <p>14 ↗ 751 ↘ 6 ↔</p> <p>4 8 190</p> <p>4 13 184</p> <p>687 ↗ 687 ↘ 192 ↔</p>	<p>4</p> <p>EB Pacific Hwy On Ramp</p> <p>Washington St</p> <p>EB Pacific Hwy Off Ramp</p> <p>102 ↗ 56 ↘ 150 ↔</p> <p>177 176</p> <p>480 94</p>
<p>5</p> <p>Washington St</p> <p>Frontage Rd</p> <p>W Pacific Hwy On Ramp/ Frontage Rd</p> <p>265 ↗ 4 ↘</p> <p>91 540 1</p> <p>315 ↗ 628 ↘</p> <p>142 ↗ 12 ↘ 197 ↔</p>	<p>6</p> <p>Washington St</p> <p>Hancock St</p> <p>341 ↗ 389 ↘ 510 ↔</p> <p>357 314</p> <p>545 ↗ 194 ↘</p>	<p>7</p> <p>Washington St</p> <p>San Diego Ave</p> <p>1283 604</p> <p>187 820</p> <p>98 ↗ 377 ↘ 162 ↔</p>	<p>8</p> <p>Vine St</p> <p>India St</p> <p>212 25</p> <p>11 ↗ 1806 ↘ 25 ↔</p>
<p>9</p> <p>Admiral Boland Wy</p> <p>Sassafras St</p> <p>Pacific Hwy</p> <p>111 ↗ 366 ↘ 100 ↔</p> <p>146 596 435</p> <p>131 ↗ 264 ↘ 73 ↔</p> <p>194 ↗ 376 ↘ 164 ↔</p>	<p>10</p> <p>Sassafras St</p> <p>Kettner Blvd</p> <p>750 ↗ 1719 ↘ 100 ↔</p> <p>337 155</p> <p>221 ↗ 379 ↘</p>	<p>11</p> <p>Sassafras St</p> <p>India St</p> <p>25 55</p> <p>166 34 109</p> <p>460 ↗ 1454 ↘ 71 ↔</p>	<p>12</p> <p>Palm St</p> <p>Pacific Hwy</p> <p>16 ↗ 967 ↘ 25 ↔</p> <p>156 18 188</p> <p>33 ↗ 49 ↘ 61 ↔</p> <p>31 ↗ 531 ↘ 345 ↔</p>
<p>13</p> <p>N Harbor Dr</p> <p>Coast Guard Dwy</p> <p>Solar Turbine Dwy</p> <p>2934</p> <p>1 1</p> <p>4909 13</p>	<p>14</p> <p>N Harbor Dr</p> <p>W Laurel St</p> <p>113</p> <p>1432 2908</p> <p>0</p> <p>0%</p>	<p>15</p> <p>W Laurel St</p> <p>Pacific Hwy</p> <p>849 ↗ 213 ↘ 66 ↔</p> <p>75 1310 74</p> <p>449 1211 93</p> <p>169 ↗ 357 ↘ 74 ↔</p>	<p>16</p> <p>W Laurel St</p> <p>Kettner Blvd</p> <p>1308 ↗ 500 ↘ 383 ↔</p> <p>184 87</p> <p>1129 112</p>
<p>17</p> <p>W Laurel St</p> <p>India St</p> <p>331 220</p> <p>1039 519</p> <p>26 ↗ 105 ↘ 93 ↔</p>	<p>18</p> <p>W Hawthorn St</p> <p>N Harbor Dr</p> <p>2909</p> <p>2216 194</p> <p>743</p>	<p>19</p> <p>W Hawthorn St</p> <p>Pacific Hwy</p> <p>69 ↗ 303 ↘</p> <p>221 2241 319</p> <p>167 ↗ 411 ↘</p>	<p>20</p> <p>W Hawthorn St</p> <p>Kettner Blvd</p> <p>117 ↗ 401 ↘</p> <p>2857 393</p>
<p>21</p> <p>W Hawthorn St</p> <p>India St</p> <p>243 3110</p> <p>130 ↗ 185 ↘</p>	<p>22</p> <p>W Hawthorn St</p> <p>Columbia St</p> <p>77 ↗ 292 ↘</p> <p>3353 348</p>	<div style="border: 1px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p> </div> <div style="text-align: right; margin-top: 10px;">  <p>NOT TO SCALE</p> </div>	

SDCRAA ADP EIR

<p>23</p> <p>State St ↕ ↘ 100 ↕ ↘ 3519</p> <p>W Hawthorn St</p> <p>↕ ↘ 152 ↕ ↘ 116</p>	<p>24</p> <p>↕ ↘ 24</p> <p>I-5 NB On Ramp/ Brant St ↕ ↘ 752 ↕ ↘ 145</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp ↕ ↘ 4 / 4 ↕ ↘ 205 / 205</p>	<p>25</p> <p>↕ ↘ 942 ↕ ↘ 2323</p> <p>N Harbor Dr</p> <p>↕ ↘ 672 ↕ ↘ 84</p> <p>W Grape St</p>	<p>26</p> <p>↕ ↘ 465 ↕ ↘ 123</p> <p>Pacific Hwy</p> <p>↕ ↘ 81 ↕ ↘ 2318 ↕ ↘ 96</p> <p>↕ ↘ 483 ↕ ↘ 369</p> <p>W Grape St</p>
<p>27</p> <p>↕ ↘ 583 ↕ ↘ 258</p> <p>Kettner Blvd</p> <p>↕ ↘ 2825 ↕ ↘ 117</p> <p>W Grape St</p>	<p>28</p> <p>↕ ↘ 161 ↕ ↘ 3269</p> <p>India St</p> <p>↕ ↘ 146 ↕ ↘ 200</p> <p>W Grape St</p>	<p>29</p> <p>↕ ↘ 476 ↕ ↘ 195</p> <p>Columbia St</p> <p>↕ ↘ 3502 ↕ ↘ 188</p> <p>W Grape St</p>	<p>30</p> <p>↕ ↘ 119 ↕ ↘ 3394</p> <p>State St</p> <p>↕ ↘ 175 ↕ ↘ 105</p> <p>State St / I-5 SB On Ramp</p>
<p>31</p> <p>↕ ↘ 241 ↕ ↘ 173</p> <p>McCain Rd</p> <p>↕ ↘ 161 ↕ ↘ 1306</p> <p>N Harbor Dr</p> <p>↕ ↘ 23 ↕ ↘ 1380</p>	<p>32</p> <p>↕ ↘ 16 ↕ ↘ 4</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>↕ ↘ 1529 ↕ ↘ 14</p> <p>N Harbor Dr</p> <p>↕ ↘ 137 ↕ ↘ 1384 ↕ ↘ 40</p> <p>↕ ↘ 26 ↕ ↘ 7</p>	<p>33</p> <p>↕ ↘ 191 ↕ ↘ 36</p> <p>Airport Terminal Rd</p> <p>↕ ↘ 2485 ↕ ↘ 608</p> <p>N Harbor Dr</p> <p>↕ ↘ 304 ↕ ↘ 780 ↕ ↘ 8</p> <p>↕ ↘ 9 ↕ ↘ 96 ↕ ↘ 366</p> <p>Harbor Island Dr</p>	<p>34</p> <p>↕ ↘ 3 ↕ ↘ 679 ↕ ↘ 2</p> <p>Sheraton Dwy</p> <p>↕ ↘ 3 ↕ ↘ 99</p> <p>Harbor Island Dr</p> <p>↕ ↘ 2 ↕ ↘ 41 ↕ ↘ 2</p> <p>Harbor Police/ Old Ret a Car Access</p> <p>↕ ↘ 64 ↕ ↘ 491 ↕ ↘ 33</p>
<p>35</p> <p>↕ ↘ 316 ↕ ↘ 399</p> <p>Harbor Island Dr</p> <p>↕ ↘ 334 ↕ ↘ 2</p> <p>Harbor Island Dr</p> <p>↕ ↘ 363 ↕ ↘ 2</p>	<p>36</p> <p>↕ ↘ 1 ↕ ↘ 1</p> <p>Parking Lot</p> <p>↕ ↘ 231</p> <p>Harbor Island Dr</p> <p>↕ ↘ 13 ↕ ↘ 384</p>	<p>37</p> <p>↕ ↘ 5209</p> <p>Winship Ln</p> <p>↕ ↘ 3139</p> <p>N Harbor Dr</p>	<p>38</p> <p>↕ ↘ 1403 ↕ ↘ 239</p> <p>N Harbor Dr</p> <p>↕ ↘ 3924 ↕ ↘ 91</p> <p>Liberator Way</p> <p>↕ ↘ 70 ↕ ↘ 249</p> <p>Long Term Parking Lot</p>
<p>39</p> <p>↕ ↘ 5 ↕ ↘ 5</p> <p>Ryan Gate Cell Phone Lot</p> <p>↕ ↘ 99 ↕ ↘ 1161 ↕ ↘ 4</p> <p>N Harbor Dr</p> <p>↕ ↘ 15 ↕ ↘ 3862 ↕ ↘ 5</p> <p>↕ ↘ 1 ↕ ↘ 1</p>	<p>40</p> <p>↕ ↘ 1281 ↕ ↘ 25</p> <p>N Harbor Dr</p> <p>↕ ↘ 3836 ↕ ↘ 12</p> <p>Terminal Link Rd</p> <p>↕ ↘ 27</p> <p>Coast Guard Dwy</p>	<p>41</p> <p>↕ ↘ 1503 ↕ ↘ 1560</p> <p>Palm St</p> <p>↕ ↘ 823 / 823</p> <p>Kettner Blvd</p> <p>↕ ↘ 0</p>	<p>42</p> <p>↕ ↘ 285 ↕ ↘ 45 ↕ ↘ 338</p> <p>Laning Rd</p> <p>↕ ↘ 419 ↕ ↘ 871 ↕ ↘ 49</p> <p>N Harbor Dr</p> <p>↕ ↘ 193 ↕ ↘ 822 ↕ ↘ 44</p> <p>↕ ↘ 36 ↕ ↘ 44 ↕ ↘ 28</p>
<p>43</p> <p>↕ ↘ 64 ↕ ↘ 427</p> <p>Nimitz Blvd</p> <p>↕ ↘ 445 ↕ ↘ 769</p> <p>N Harbor Dr</p> <p>↕ ↘ 44 ↕ ↘ 623</p>	<p>44</p> <p>↕ ↘ 215 ↕ ↘ 1214 ↕ ↘ 270</p> <p>Rosecrans St</p> <p>↕ ↘ 238 ↕ ↘ 477 ↕ ↘ 112</p> <p>Nimitz Blvd</p> <p>↕ ↘ 474 ↕ ↘ 535 ↕ ↘ 255</p> <p>↕ ↘ 296 ↕ ↘ 1072 ↕ ↘ 115</p>	<p>Legend</p> <p>X = MID PEAK HOUR TURNING VOLUMES</p>  <p>NOT TO SCALE</p>	

Exhibit G

Construction Intersection Turning Movement Volumes

SDCRAA ADP EIR

<p>1</p> <p>2 / 0 ↕ Pacific Hwy Rosecrans St</p> <p>↕ 2 / 0 Taylor St</p> <p>0 / 2 0 / 2</p>	<p>2</p> <p>3 / 0 ↕ Pacific Hwy Dwy</p> <p>↕ Old Town Transit Center Bus Access</p> <p>0 / 3</p>	<p>3</p> <p>3 / 0 ↕ Pacific Hwy Enterprise St</p> <p>↕ SPAWAR Dwy</p> <p>0 / 3</p>	<p>4</p> <p>EB Pacific Hwy On Ramp</p> <p>↕ 5 / 0 Washington St</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>WB Pacific Hwy On Ramp/ Frontage Rd</p> <p>↕ 5 / 0 Washington St</p> <p>Frontage Rd</p> <p>0 / 5</p>	<p>6</p> <p>Hancock St</p> <p>↕ 5 / 0 Washington St</p> <p>0 / 5</p>	<p>7</p> <p>San Diego Ave</p> <p>↕ 5 / 0 Washington St</p> <p>0 / 5</p>	<p>8</p> <p>India St</p> <p>↕ Vine St</p> <p>2 / 48</p>
<p>9</p> <p>8 / 0 ↕ Pacific Hwy Admiral Boland Wy</p> <p>↕ 8 / 0 Sassafras St</p> <p>0 / 8</p>	<p>10</p> <p>8 / 0 ↕ 48 / 2 Kettner Blvd</p> <p>↕ Sassafras St</p>	<p>11</p> <p>India St</p> <p>↕ Sassafras St</p> <p>2 / 48</p>	<p>12</p> <p>18 / 1 ↕ Pacific Hwy</p> <p>↕ 8 / 0 Palm St</p> <p>0 / 8</p>
<p>13</p> <p>Solar Turbine Dwy</p> <p>↕ 153 / 5 N Harbor Dr</p> <p>5 / 153 ↕ Coast Guard Dwy</p>	<p>14</p> <p>W Laurel St</p> <p>↕ 74 / 3 N Harbor Dr</p> <p>3 / 71 3 / 82 ↕ 0%</p>	<p>15</p> <p>26 / 1 ↕ Pacific Hwy</p> <p>↕ 44 / 2 W Laurel St</p> <p>0 / 8 2 / 53 0 / 8 ↕ 8 / 0</p>	<p>16</p> <p>39 / 2 ↕ Kettner Blvd</p> <p>↕ 5 / 0 W Laurel St</p> <p>2 / 53 ↕</p>
<p>17</p> <p>India St</p> <p>↕ 5 / 0 W Laurel St</p> <p>2 / 48 0 / 5 ↕</p>	<p>18</p> <p>3 / 82 ↕ N Harbor Dr</p> <p>↕ 59 / 2 W Hawthorn St</p> <p>0</p> <p>14 / 0</p>	<p>19</p> <p>0 / 8 ↕ Pacific Hwy</p> <p>↕ 59 / 2 W Hawthorn St</p> <p>8 / 0</p>	<p>20</p> <p>Kettner Blvd</p> <p>↕ 59 / 2 W Hawthorn St</p>

Legend
X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

SDCRAA ADP EIR

<p>21</p> <p>India St</p> <p>⇅ 59 / 2</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>⇅ 59 / 2</p> <p>W Hawthorn St</p>	<p>23</p> <p>State St</p> <p>⇅ 59 / 2</p> <p>W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St</p> <p>⇅ 0 / 8</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp</p> <p>⇅ 59 / 2</p>
<p>25</p> <p>0 / 14 ⇅ 2 / 69 ⇅ N Harbor Dr</p> <p>0</p> <p>W Grape St</p> <p>⇅</p> <p>14 / 0</p>	<p>26</p> <p>0 / 8 ⇅</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>⇅</p> <p>2 / 69 ⇅</p> <p>Pacific Hwy</p> <p>8 / 0 ⇅</p>	<p>27</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>⇅</p> <p>2 / 69 ⇅</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>⇅</p> <p>2 / 69 ⇅</p>
<p>29</p> <p>Columbia St</p> <p>W Grape St</p> <p>⇅</p> <p>2 / 68 ⇅</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>⇅</p> <p>0 / 8 ⇅ 2 / 59 ⇅ State St I-5 SB On Ramp</p>	<p>31</p> <p>0 / 10 ⇅</p> <p>McCain Rd</p> <p>⇅ 0 / 10</p> <p>N Harbor Dr</p> <p>⇅</p> <p>22 / 0 ⇅</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>⇅ 0 / 10</p> <p>N Harbor Dr</p> <p>⇅</p> <p>22 / 0 ⇅</p> <p>Spanish Landing Dwy</p>
<p>33</p> <p>0 / 10 ⇅</p> <p>Airport Terminal Rd</p> <p>⇅ 0 / 22</p> <p>N Harbor Dr</p> <p>⇅</p> <p>22 / 0 ⇅</p> <p>Harbor Island Dr</p>	<p>34</p> <p>Harbor Island Dr</p> <p>Sheraton Dwy</p> <p>Harbor Police/ Old Ret a Car Access</p>	<p>35</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>0%</p>	<p>36</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0%</p>
<p>37</p> <p>Winship Ln</p> <p>⇅ 0 / 22</p> <p>N Harbor Dr</p> <p>⇅</p> <p>22 / 0 ⇅</p> <p>0%</p>	<p>38</p> <p>0 / 22 ⇅</p> <p>5 / 153 ⇅ Long Term Parking Lot</p> <p>⇅ 153 / 5</p> <p>N Harbor Dr</p> <p>⇅</p> <p>22 / 0 ⇅ 0 / 147 ⇅</p> <p>Liberator Way</p>	<p>39</p> <p>Ryan Gate Cell Phone Lot</p> <p>⇅ 153 / 5</p> <p>N Harbor Dr</p> <p>⇅</p> <p>5 / 153 ⇅</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>⇅ 153 / 5</p> <p>N Harbor Dr</p> <p>⇅</p> <p>5 / 153 ⇅</p> <p>Coast Guard Dwy</p>

Legend
X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

SDCRAA ADP EIR

<p>1</p> <p>1 / 0 ↕ Pacific Hwy Rosecrans St</p> <p>↕ Taylor St 1 / 0</p> <p>0 / 1 0 / 1</p>	<p>2</p> <p>2 / 0 ↕ Pacific Hwy Dwy</p> <p>↕ Old Town Transit Center Bus Access</p> <p>0 / 2</p>	<p>3</p> <p>2 / 0 ↕ Pacific Hwy Enterprise St</p> <p>↕ SPAWAR Dwy</p> <p>0 / 2</p>	<p>4</p> <p>EB Pacific Hwy On Ramp ↕ 3 / 0 Washington St</p> <p>EB Pacific Hwy Off Ramp</p>
<p>5</p> <p>WB Pacific Hwy On Ramp / Frontage Rd ↕ 3 / 0 Washington St</p> <p>↕ Frontage Rd</p> <p>0 / 3</p>	<p>6</p> <p>Hancock St ↕ 3 / 0 Washington St</p> <p>0 / 3 ↕</p>	<p>7</p> <p>San Diego Ave ↕ 3 / 0 Washington St</p> <p>0 / 3 ↕</p>	<p>8</p> <p>India St ↕ Vine St</p> <p>1 / 32 ↕</p>
<p>9</p> <p>6 / 0 ↕ Pacific Hwy Admiral Boland Wy</p> <p>↕ Sassafras St 6 / 0</p> <p>0 / 6 ↕</p>	<p>10</p> <p>6 / 0 ↕ Kettner Blvd 32 / 1</p> <p>↕ Sassafras St</p>	<p>11</p> <p>India St ↕ Sassafras St</p> <p>1 / 32 ↕</p>	<p>12</p> <p>11 / 0 ↕ Pacific Hwy 6 / 0 Palm St</p> <p>0 / 6 ↕</p>
<p>13</p> <p>Solar Turbine Dwy ↕ 102 / 3 N Harbor Dr</p> <p>↕ Coast Guard Dwy</p> <p>3 / 102</p>	<p>14</p> <p>W Laurel St ↕ 50 / 2 N Harbor Dr</p> <p>2 / 48 2 / 56 ↕ 0%</p>	<p>15</p> <p>17 / 0 ↕ Pacific Hwy 30 / 1 W Laurel St</p> <p>0 / 6 1 / 35 0 / 6 ↕ 6 / 0</p>	<p>16</p> <p>26 / 1 ↕ Kettner Blvd 3 / 0 W Laurel St</p> <p>1 / 35 ↕</p>
<p>17</p> <p>India St ↕ 3 / 0 W Laurel St</p> <p>1 / 32 0 / 3 ↕</p>	<p>18</p> <p>2 / 56 ↕ N Harbor Dr 40 / 1 W Hawthorn St</p> <p>0</p> <p>9 / 0 ↕</p>	<p>19</p> <p>0 / 6 ↕ Pacific Hwy 40 / 1 W Hawthorn St</p> <p>6 / 0 ↕</p>	<p>20</p> <p>Kettner Blvd ↕ 40 / 1 W Hawthorn St</p>

Legend
X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

SDCRAA ADP EIR

<p>21</p> <p>India St</p> <p>⇄ 40 / 1</p> <p>W Hawthorn St</p>	<p>22</p> <p>Columbia St</p> <p>⇄ 40 / 1</p> <p>W Hawthorn St</p>	<p>23</p> <p>State St</p> <p>⇄ 40 / 1</p> <p>W Hawthorn St</p>	<p>24</p> <p>I-5 NB On Ramp/ Brant St</p> <p>⇄ 0 / 6</p> <p>W Hawthorn St</p> <p>I-5 NB Off Ramp</p> <p>⇄ 40 / 1</p>
<p>25</p> <p>0 / 9 ⇄ 1 / 45 N Harbor Dr</p> <p>0</p> <p>W Grape St</p> <p>⇄ 9 / 0</p>	<p>26</p> <p>0 / 6 ⇄</p> <p>Pacific Hwy</p> <p>W Grape St</p> <p>⇄ 1 / 45</p> <p>Pacific Hwy</p> <p>⇄ 6 / 0</p>	<p>27</p> <p>Kettner Blvd</p> <p>W Grape St</p> <p>⇄ 1 / 45</p>	<p>28</p> <p>India St</p> <p>W Grape St</p> <p>⇄ 1 / 45</p>
<p>29</p> <p>Columbia St</p> <p>W Grape St</p> <p>⇄ 1 / 45</p>	<p>30</p> <p>State St</p> <p>W Grape St</p> <p>⇄ 0 / 6 1 / 40</p> <p>State St / I-5 SB On Ramp</p>	<p>31</p> <p>0 / 7 ⇄</p> <p>McCain Rd</p> <p>⇄ 0 / 7</p> <p>N Harbor Dr</p> <p>⇄ 15 / 0</p>	<p>32</p> <p>Airport Terminal Rd Loop/Airport Terminal Rd</p> <p>⇄ 0 / 7</p> <p>N Harbor Dr</p> <p>⇄ 15 / 0</p> <p>Spanish Landing Dwy</p>
<p>33</p> <p>0 / 7 ⇄</p> <p>Airport Terminal Rd</p> <p>⇄ 0 / 15</p> <p>N Harbor Dr</p> <p>⇄ 15 / 0</p> <p>Harbor Island Dr</p>	<p>34</p> <p>Harbor Island Dr</p> <p>Sheraton Dwy</p> <p>Harbor Police/ Old Ret a Car Access</p>	<p>35</p> <p>Harbor Island Dr</p> <p>Harbor Island Dr</p> <p>0%</p>	<p>36</p> <p>Parking Lot</p> <p>Harbor Island Dr</p> <p>0%</p>
<p>37</p> <p>Winship Ln</p> <p>⇄ 0 / 15</p> <p>N Harbor Dr</p> <p>⇄ 15 / 0</p> <p>0%</p>	<p>38</p> <p>0 / 15 ⇄</p> <p>3 / 102 Long Term Parking Lot</p> <p>⇄ 102 / 3</p> <p>N Harbor Dr</p> <p>⇄ 15 / 0 0 / 99</p> <p>Liberator Way</p>	<p>39</p> <p>Ryan Gate Cell Phone Lot</p> <p>⇄ 102 / 3</p> <p>N Harbor Dr</p> <p>⇄ 3 / 102</p> <p>Dwy</p>	<p>40</p> <p>Terminal Link Rd</p> <p>⇄ 102 / 3</p> <p>N Harbor Dr</p> <p>⇄ 3 / 102</p> <p>Coast Guard Dwy</p>

Legend
X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

