

Figure 5.3-1



Study Area

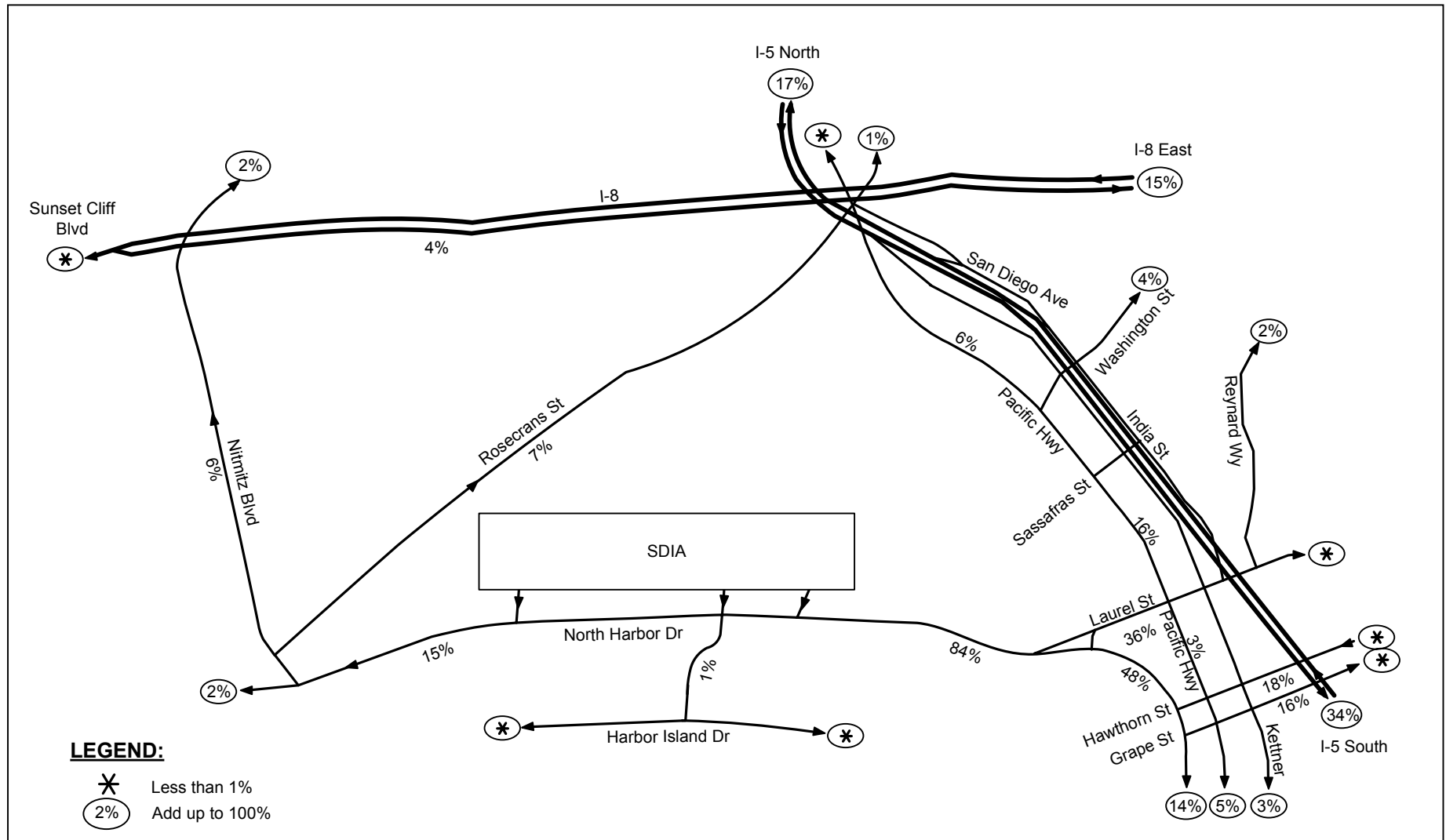


Figure 5.3-2



Existing Airport Traffic Pattern

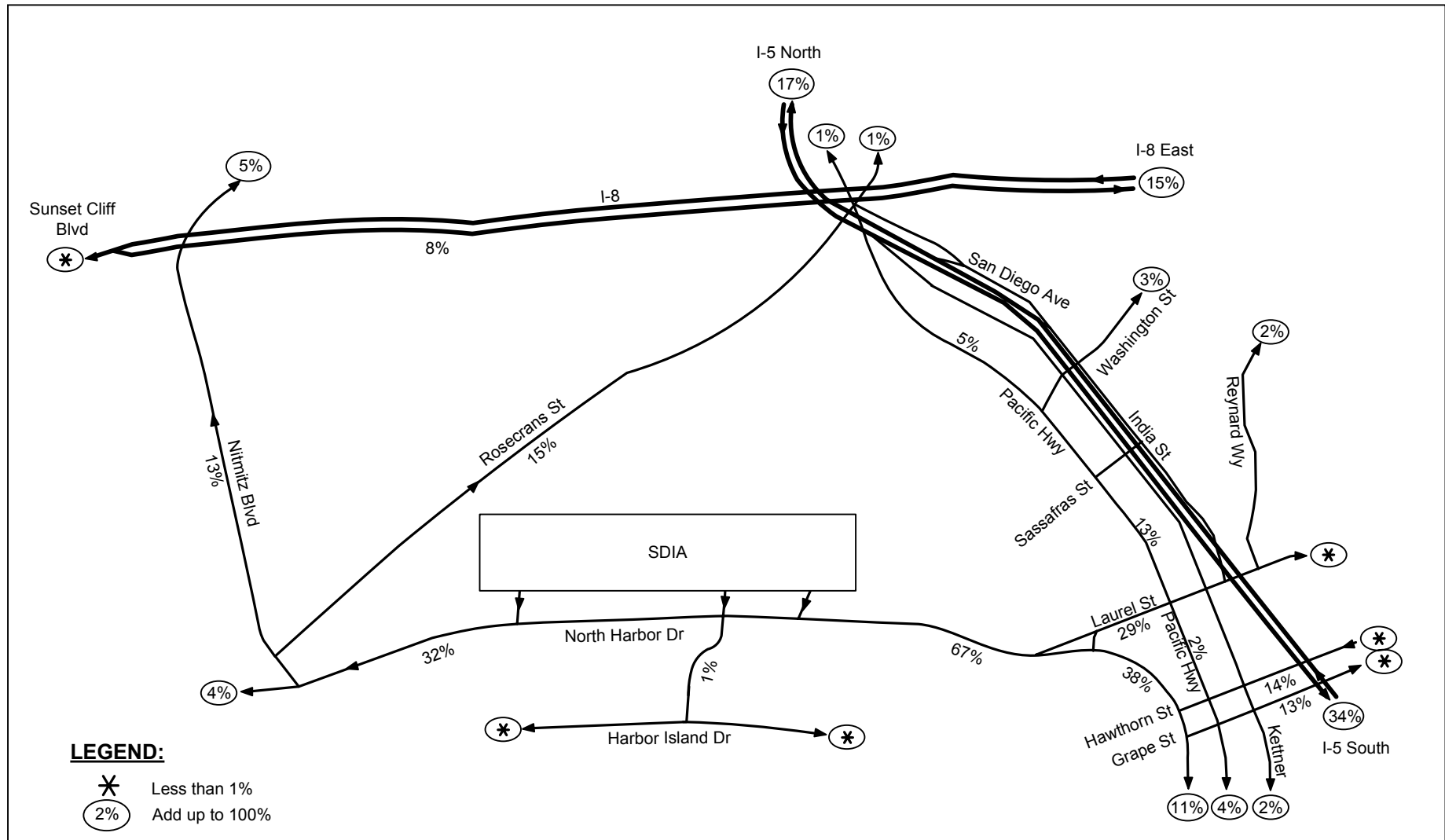


Figure 5.3-3

Not to Scale

2030 Airport Traffic Pattern

NOTE: This figure is the same as shown in the 2007 Draft EIR made available for public distribution via the Airport's website and CD-Rom. However, this figure was numbered incorrectly and inadvertently misplaced in the 2007 Draft EIR distributed for review by public agencies. The figure shown here is correct.

Source: CalTrans, SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

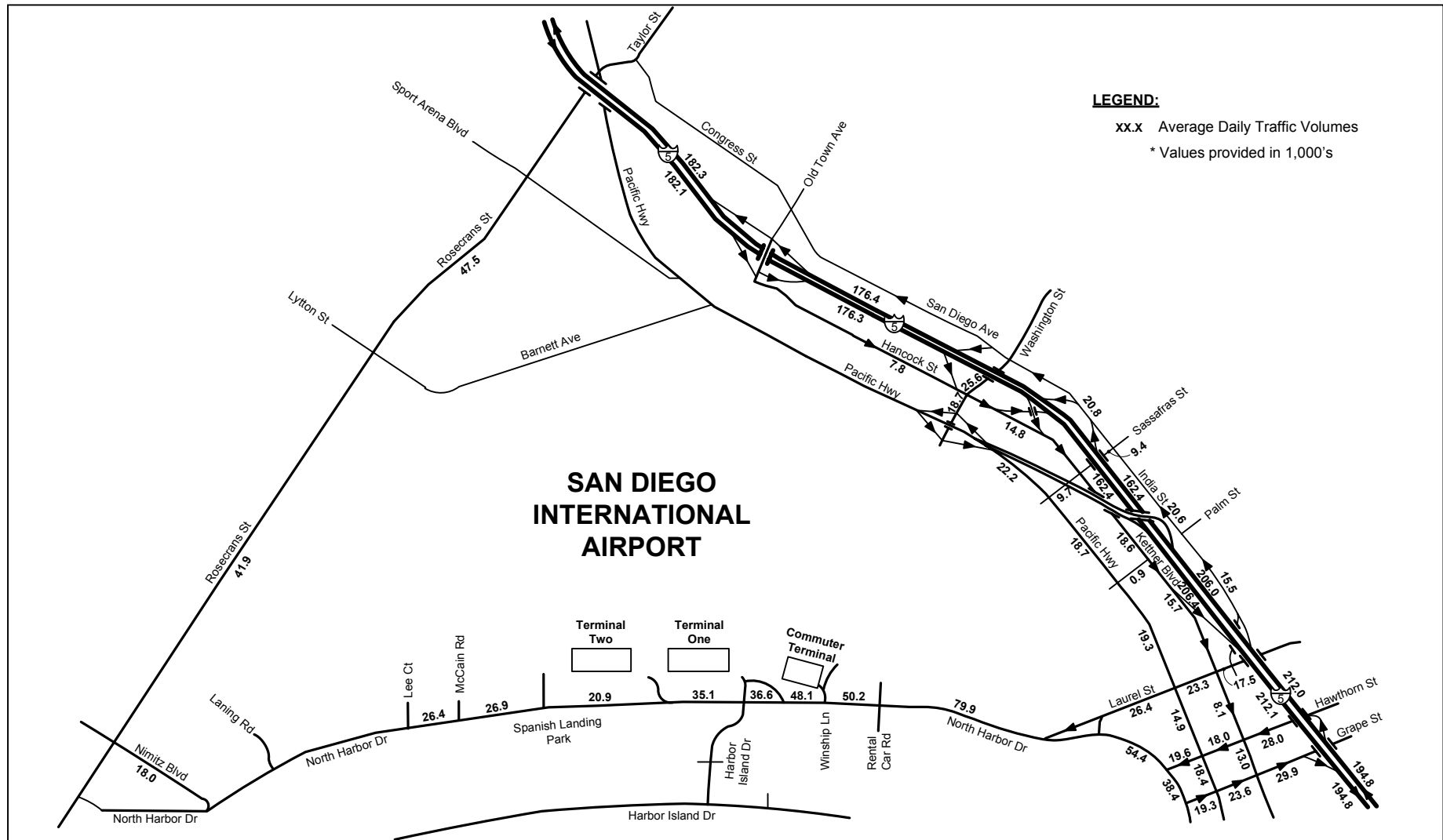


Figure 5.3-4

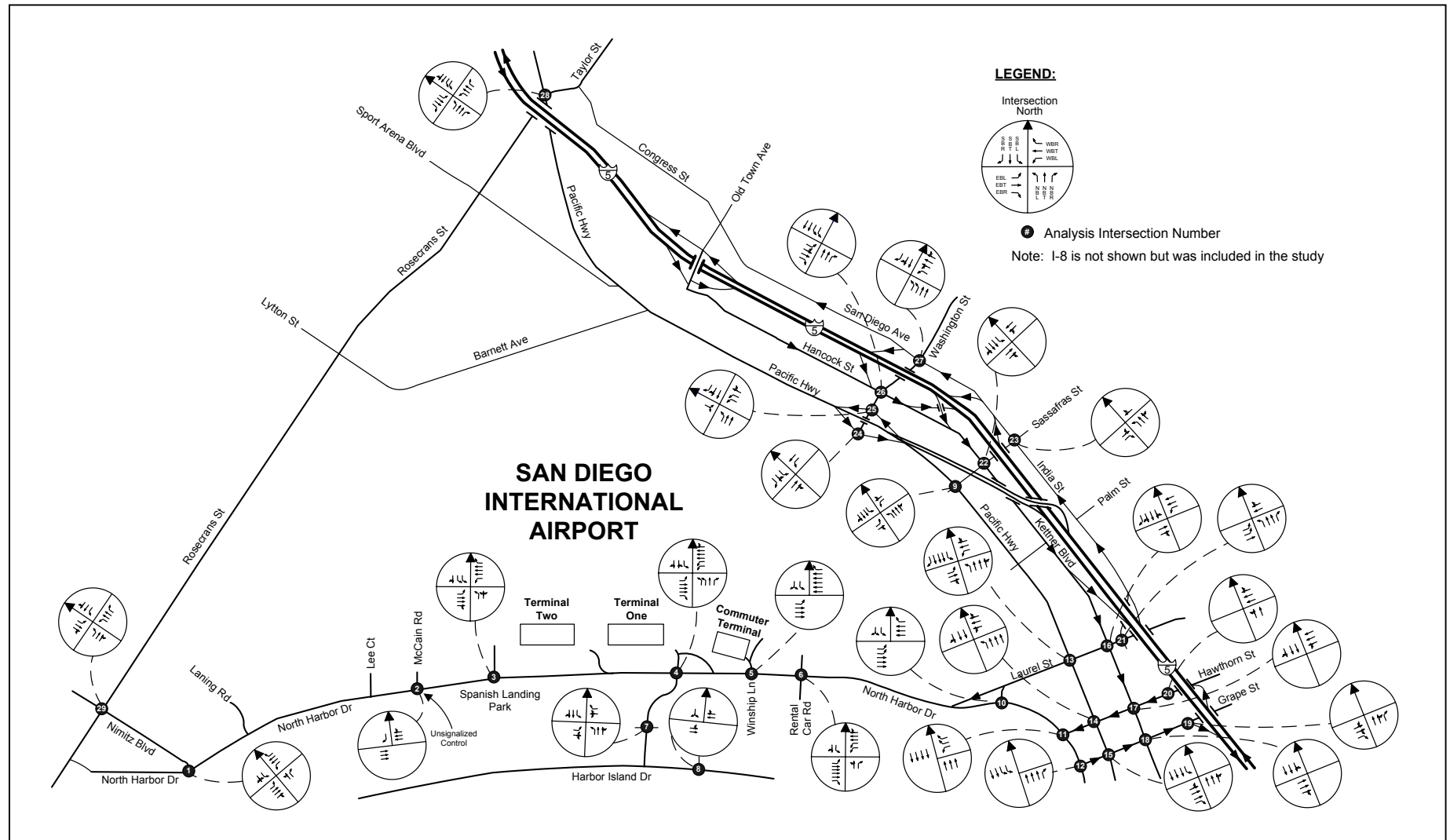
Not to Scale

2005 Street Segment Average Daily Traffic Volumes Existing Conditions

Environmental Impact Report

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Source: CalTrans, SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007



Not to Scale

NOTE: This figure has been updated to reflect response to agency comments following review of the Draft EIR. Each intersection is identified by number and corresponds to Tables 5-3.12 and 5-3.13. The revised graphic depicts the direction of turning movements at each intersection. This information does not represent significant new information and does not affect the significance determinations presented in the Draft EIR.

Source: SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

Figure 5.3-5

Existing 2005 Intersection Lane Configuration

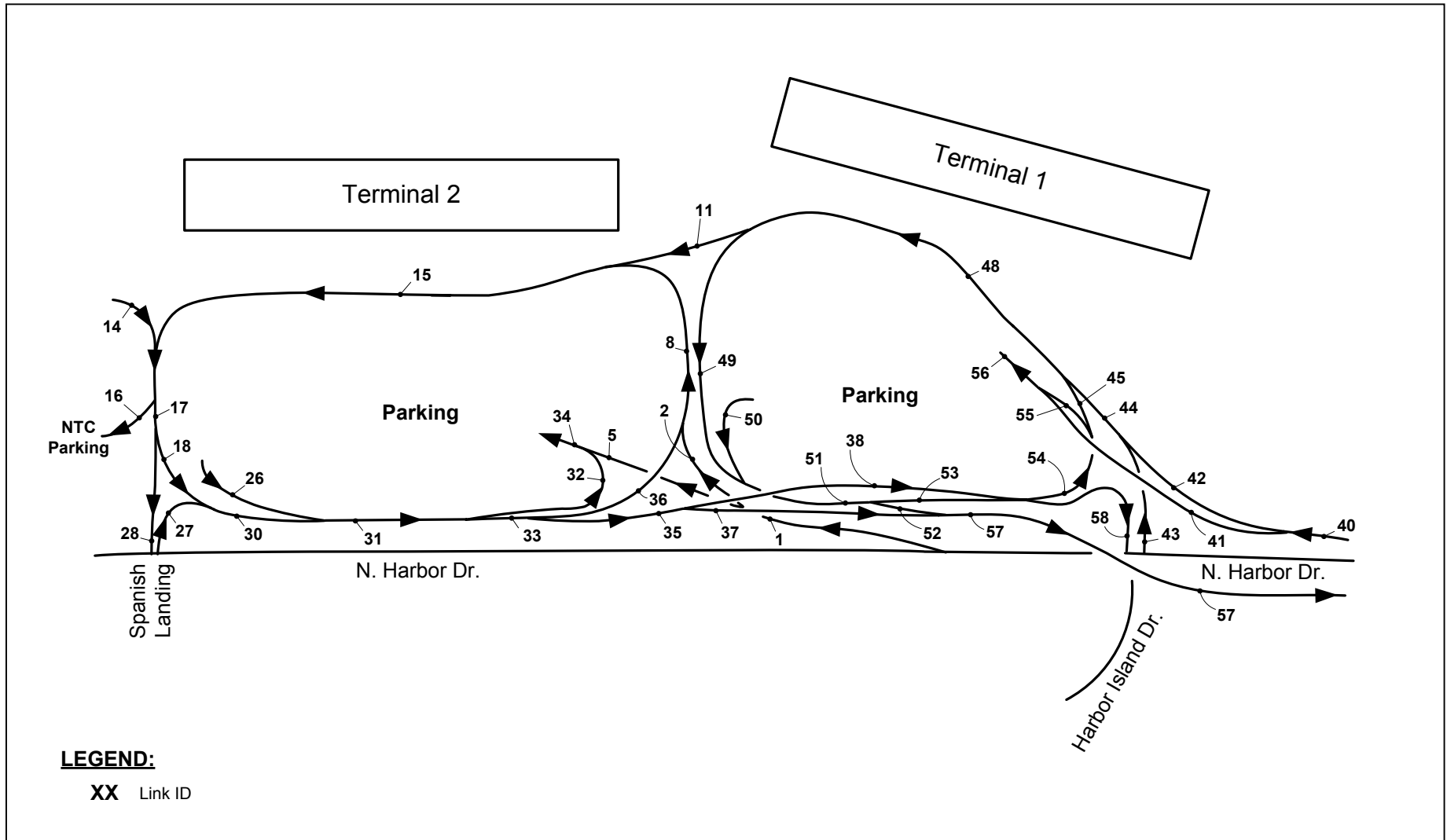


Figure 5.3-6

**2005 On-Airport Roadway Link ID Key Map
 Existing Conditions**

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NOTE: This figure is the same as shown in the 2007 Draft EIR made available for public distribution via the Airport's website and CD-Rom. However, this figure was numbered incorrectly and inadvertently misplaced in the 2007 Draft EIR distributed for review by public agencies. The figure shown here is correct.

Source: SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

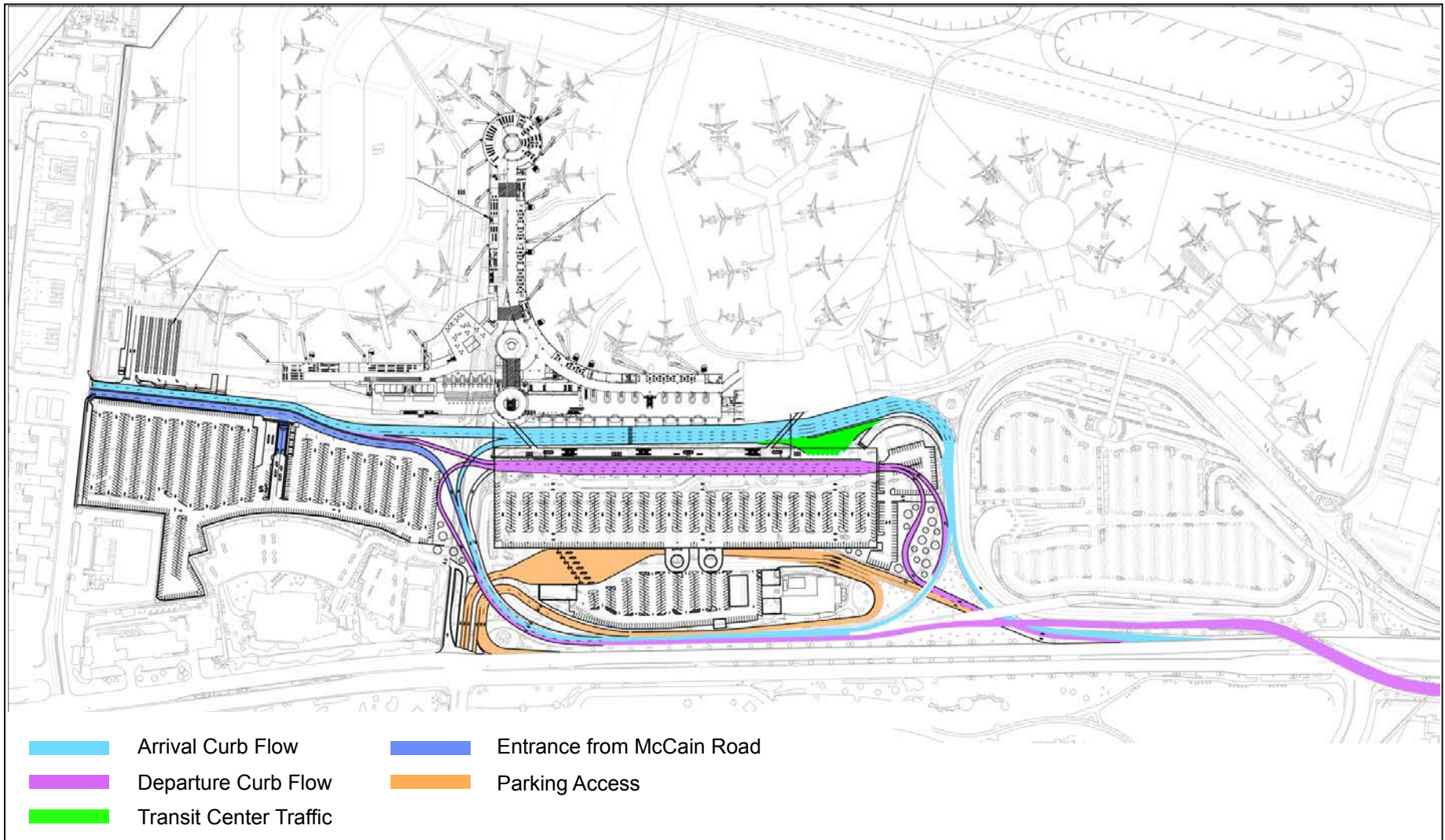


Figure 5.3-7


 Not to Scale

Proposed Airport Implementation Plan Roadway Configuration

NOTE: This figure is the same as shown in the 2007 Draft EIR made available for public distribution via the Airport's website and CD-Rom. However, this figure was numbered incorrectly and inadvertently misplaced in the 2007 Draft EIR distributed for review by public agencies. The figure shown here is correct.

Source: SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

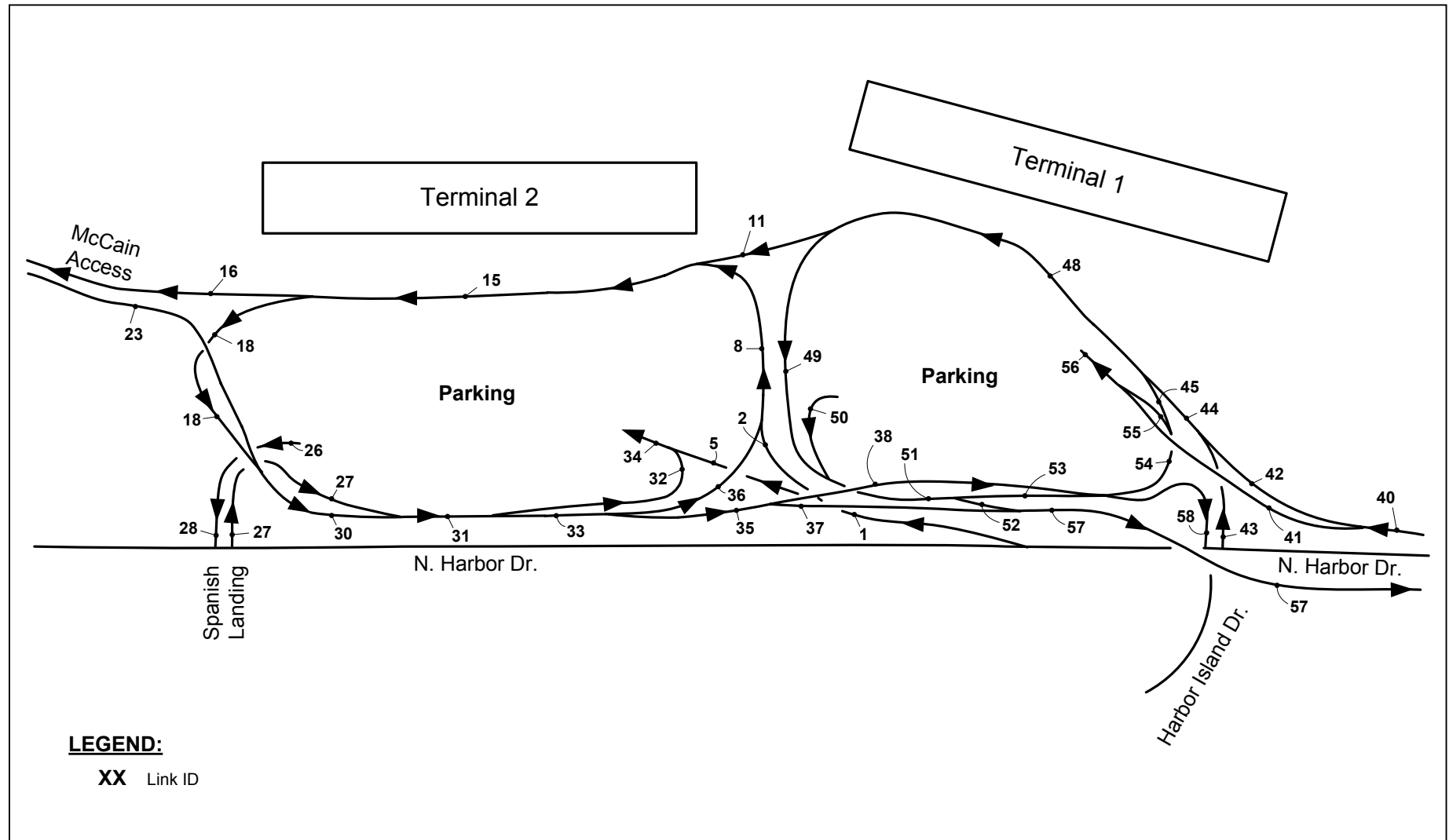


Figure 5.3-8



Not to Scale

On-Airport Roadway Link ID Key Map
Proposed Airport Implementation Plan (with Parking Structure)

Environmental Impact Report

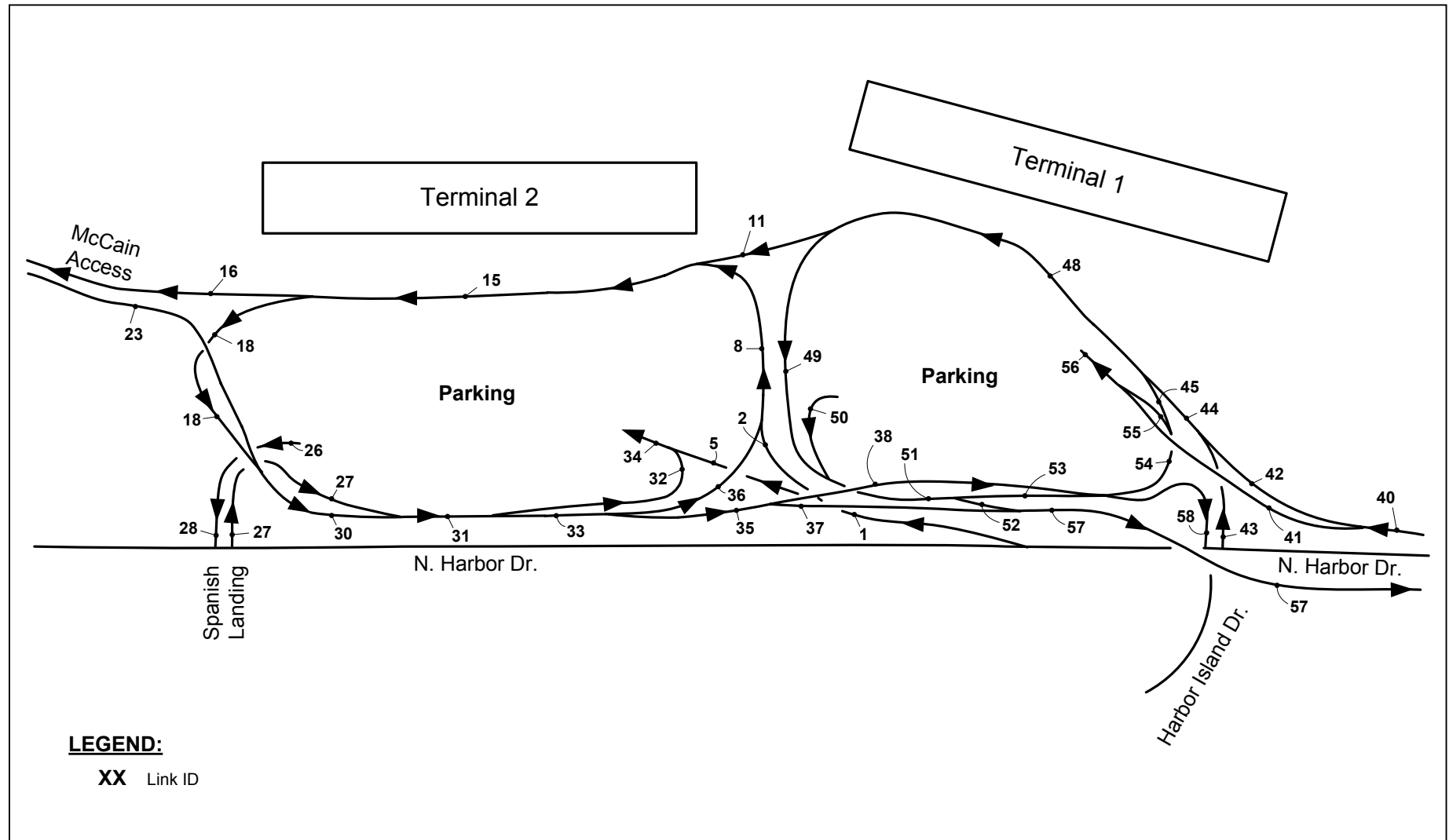


Figure 5.3-9



Not to Scale

On-Airport Roadway Link ID Key Map
Proposed Airport Implementation Plan (without Parking Structure)

Environmental Impact Report

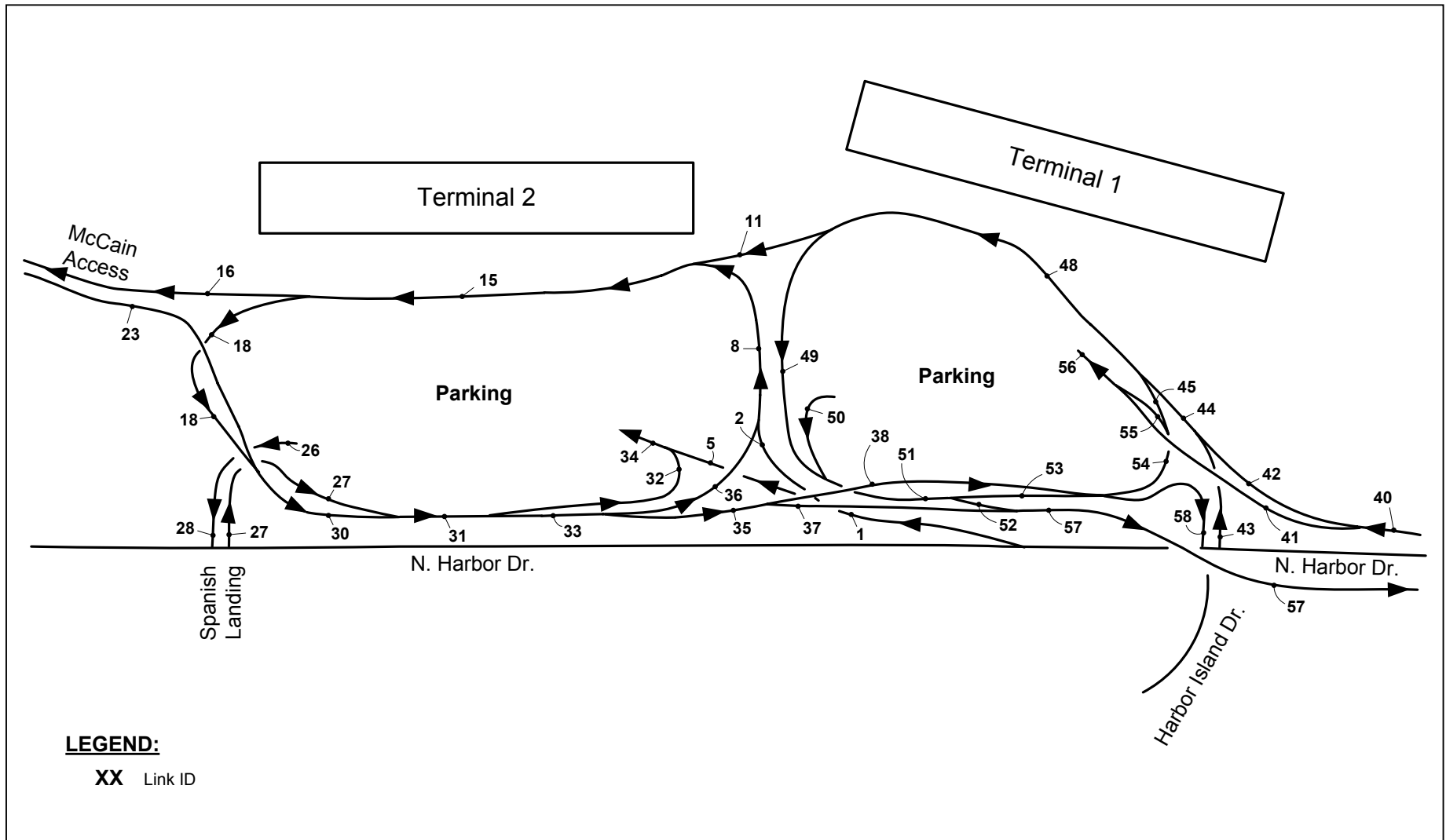


Figure 5.3-10



On-Airport Roadway Link ID Key Map
Proposed Airport Land Use Plan

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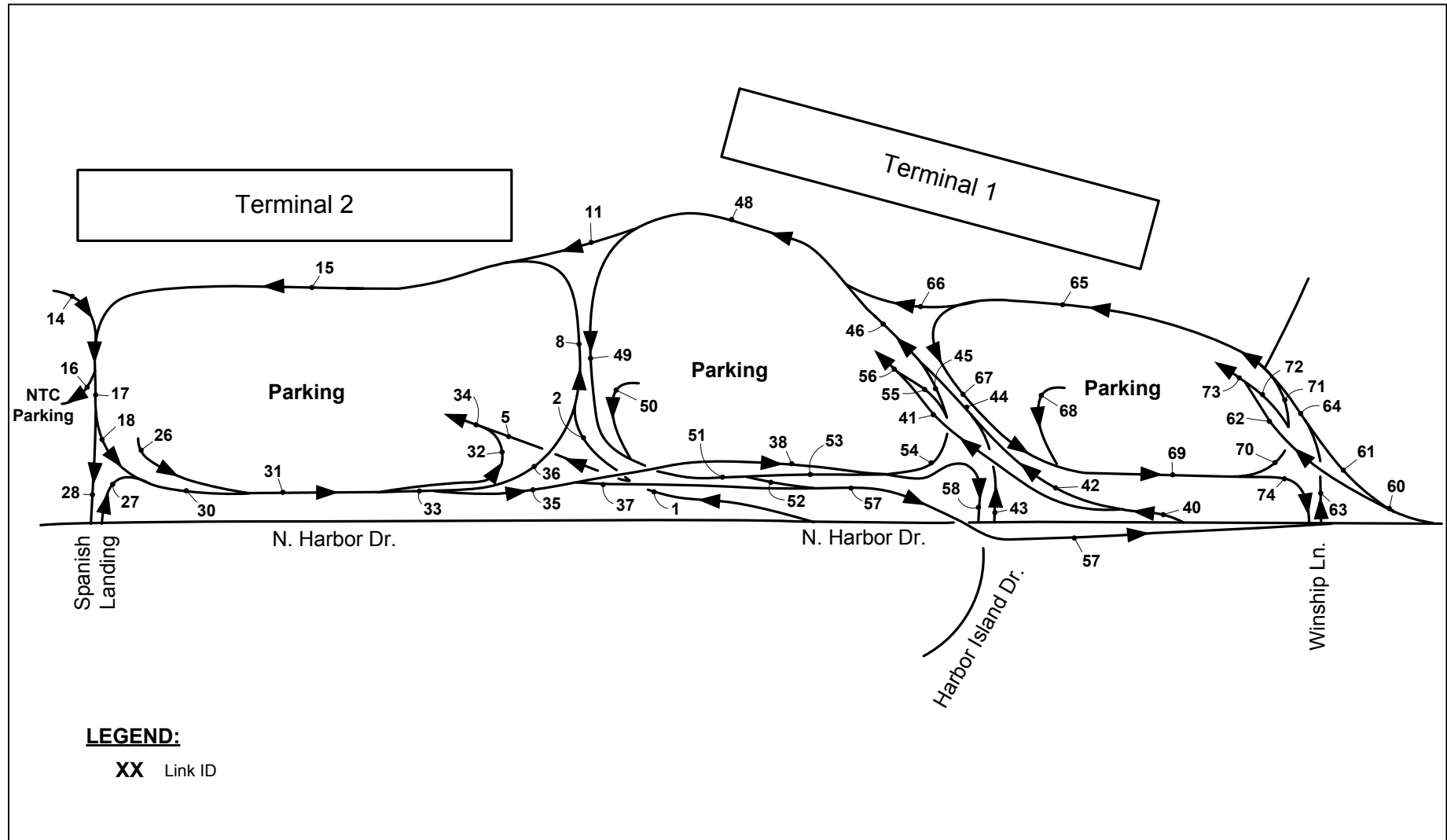


Figure 5.3-11



On-Airport Roadway Link ID Key Map
Airport Implementation Plan Alternative (with Parking Structure)

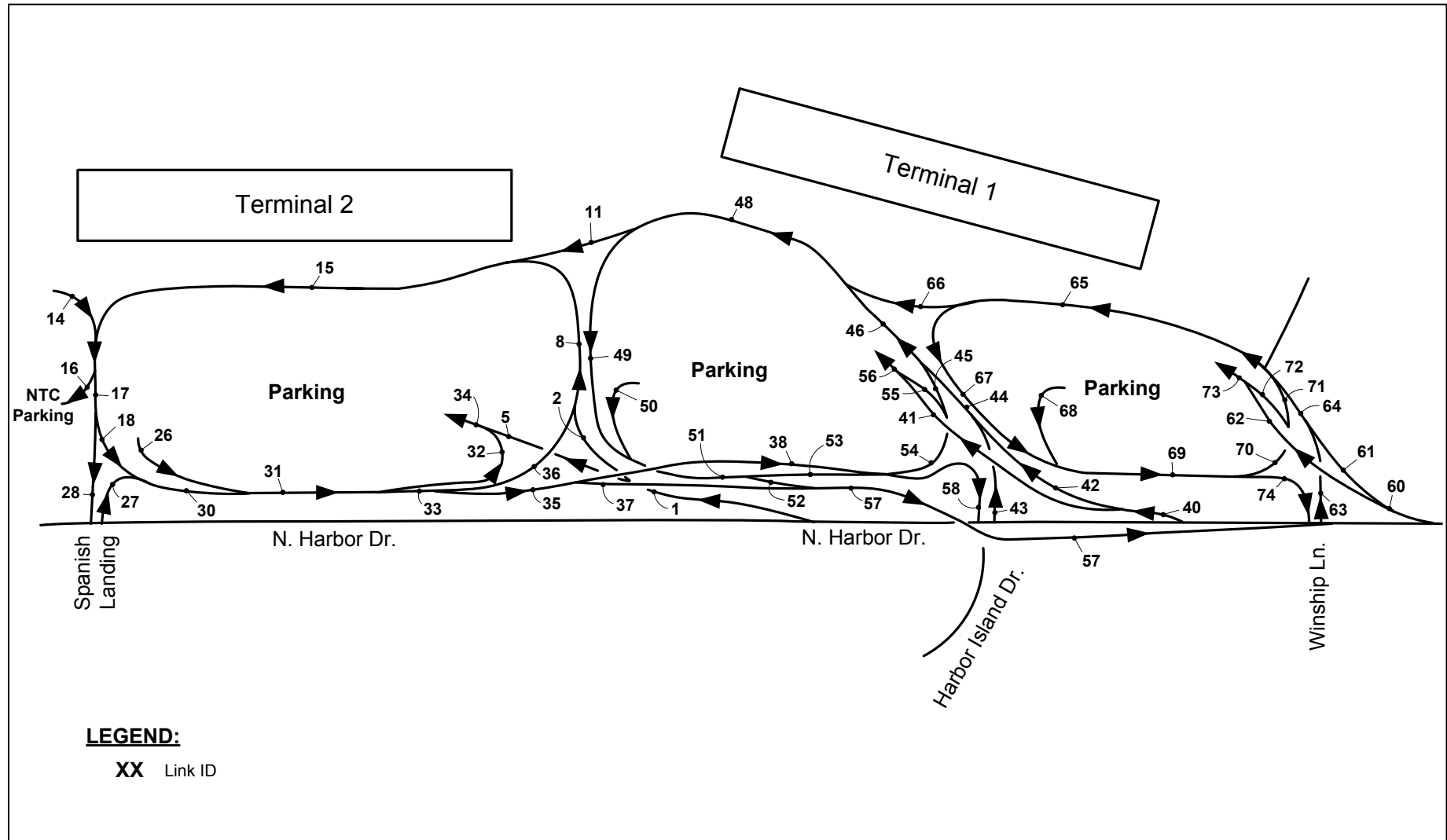


Figure 5.3-12



Not to Scale

NOTE: This figure was unintentionally omitted from the 2007 Draft EIR. This information does not represent significant new information and does not affect the significance determinations presented in the Draft EIR.

Source: SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

On-Airport Roadway Link ID Key Map
Airport Implementation Plan Alternative (without Parking Structure)

Environmental Impact Report

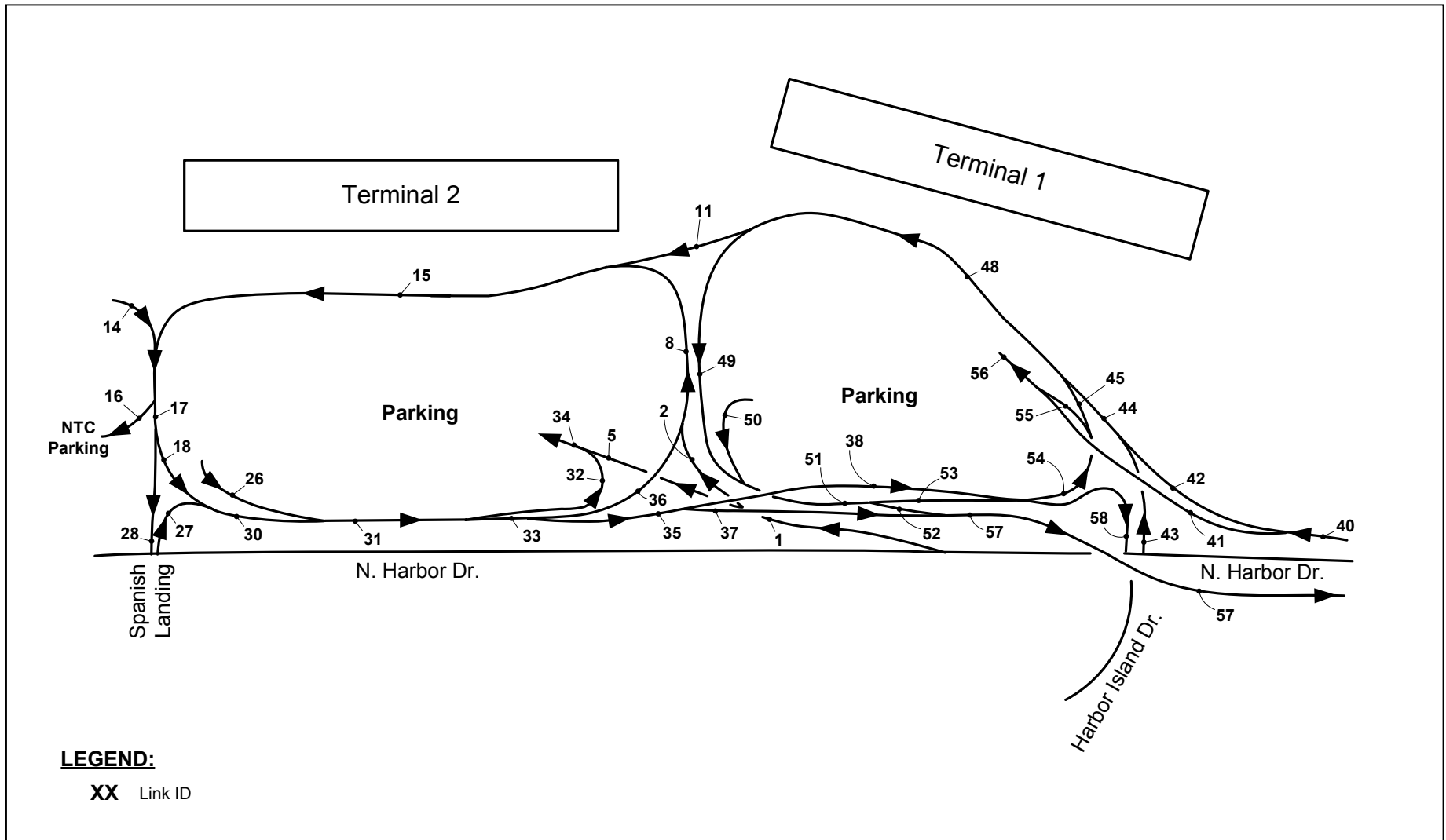


Figure 5.3-13



On-Airport Roadway Link ID Key Map
No Project Alternative

NOTE: This figure was unintentionally omitted from the 2007 Draft EIR. This information does not represent significant new information and does not affect the significance determinations presented in the Draft EIR.

Source: SANDAG and HNTB Corporation
 Prepared by: HNTB Corporation, 2007

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