CROSSING RAILROAD TRACKS AND PACIFIC HIGHWAY
- FRA REGULATIONS
- CITY OF SAN DIEGO DEPARTMENT OF TRANSPORTATION REGULATIONS
- SINGLE LANE VS DUAL LANE STRUCTURE - HAS COST VS OPERATIONAL TRADE-OFFS

APM SYSTEM - RENTAL CAR STATION
- ELEVATION/VERTICAL CIRCULATION REQUIREMENTS
- INTEGRATION WITH CUSTOMER SERVICE COUNTERS, CURRENTLY AT GROUND LEVEL
- MAINTAINING VISIBILITY OF RENTAL CAR STATION FACADE

MAINTENANCE AND STORAGE FACILITY (MSF) LOCATION TBD
- ELEVATION
- SIZE
- IMPACTS TO PV INSTALLATION

EMPLOYEE PARKING SERVICE
- NEED FOR TRANSIT SYSTEM STATION OR POTENTIAL ENHANCED CONNECTOR
- CONNECTION TO ALIGNMENT DUE TO GRADE AND CURVE GEOMETRY LIMITATIONS
- ELEVATION
- SIZE

RENTAL CAR STATION SERVICE VEHICLE ACCESS
- MAINTAINING CLEARANCE FOR TRACTOR-TRAILER AND VEHICULAR ROADWAY ACCESS INTO RENTAL CAR STATION

TRANSPORTATION SYSTEM - ITC STATION
- INTEGRATION INTO ITC
- ELEVATION OF ITC IS APPROX + 30 FT FROM CONRAC ELEVATION
- DEVELOPING SEAMLESS INTERFACE/INTEGRATION WITH OTHER MODES IN ITC

SAN DIEGO INTERNATIONAL AIRPORT EXCLUSIVE RIGHT-OF-WAY ALIGNMENT OPTION CONSIDERATIONS - DETAIL A

MARCH 07, 2019
CROSSING INTERSECTION: SASSAFRAS STREET AND ADMIRAL BOLAND WAY
- LARGE INTERSECTION LIKELY REQUIRES LONG SPANS FOR ELEVATED INFRASTRUCTURE
- CITY OF SAN DIEGO DEPARTMENT OF TRANSPORTATION REQUIREMENTS

SAN DIEGO WIND TUNNEL FACILITY
- APM SYSTEM TO AVOID REQUIRING MODIFICATIONS TO EXISTING WIND TUNNEL FACILITY
- LIMITED RIGHT OF WAY WIDTH OF APPRX 48 FEET

ELEVATED CROSSING AT WEST PALM STREET
- CITY OF SAN DIEGO DEPARTMENT OF TRANSPORTATION REQUIREMENTS FOR AT-GRADE OR ELEVATED CROSSINGS

ELECTRICAL BUILDING
- LIMITED RIGHT-OF-WAY WIDTH OF APPRX. 32 FEET
- BUILDING MAY NEED TO BE RELOCATED

FACILITIES MAINTENANCE DEPARTMENT CAMPUS
- APM SYSTEM ALIGNMENT TO TAKE DEVELOPMENT INTO CONSIDERATION

SAN DIEGO WIND TUNNEL FACILITY

ELECTRICAL BUILDING ADJACENT TO PARKING

SAN DIEGO INTERNATIONAL AIRPORT
EXCLUSIVE RIGHT-OF-WAY ALIGNMENT OPTION CONSIDERATIONS - DETAIL B

DRAFT - FOR DISCUSSION PURPOSES ONLY

MARCH 07, 2019
LEAST TERN NESTING AREAS
- Environmentally sensitive area
- May have limitations on APM system alignment elevation

END OF AIRPORT RUNWAY
- Terminal link road must remain operational
- FAA regulations for runway protection zone must be met

REMAINS OVER NIGHT (RON) POSITIONS
- Critical to airport operations
- Provide choke point between proposed airport access roads and harbor drive

APM STRUCTURE ELEVATION
- APM structure to be elevated over north harbor drive

AIRPORT ACCESS ROAD
- APM system to be elevated to maintain use of access road
- City of San Diego Department of Transportation requirements
- Additional right of way required along north harbor drive to allow for APM

APM STRUCTURE ELEVATION
- APM structure to be elevated over harbor drive

SOLAR TURBINE PARKING
- Alignment to utilize existing solar turbine parking along admiral boland way and west laurel street
- Exact number of impacted parking spaces to be determined

END OF AIRPORT RUNWAY
- Terminal link road must remain operational
- FAA regulations for runway protection zone must be met

LEAST TERN NESTING AREAS
- Environmentally sensitive area
- May have limitations on APM system alignment elevation

ON AIRPORT ROADWAYS
- Detailed coordination required for APM system to cross below on airport roadways

TERMINAL LINK ROAD
- Coordination with terminal link road and/or proposed on airport roadway required for inclusion of APM alignment

SAN DIEGO INTERNATIONAL AIRPORT EXCLUSIVE RIGHT-OF-WAY ALIGNMENT OPTION CONSIDERATIONS - DETAIL C

DRAFT - FOR DISCUSSION PURPOSES ONLY
T2 GARAGE
- Minimize modifications to existing facilities

PROPOSED T1 GARAGE
- Minimize impacts to proposed garage design

SAN DIEGO HARBOR POLICE DEPARTMENT
- Avoid modification to existing facility

USO ASH NEIL AIRPORT CENTER
- Maintain separation from USO building and facilities

HARBOR ISLAND STATION
- At-grade station
- Elevated station requires coordinated design with roadway
- High quality experience and connection to pedestrian walkways

AIRPORT STATION
- Elevated station requires coordinated design with roadway
- High quality pedestrian connection to T1 and T2

PEDESTRIAN WALKWAYS
- High quality pedestrian connection to T1 and T2

T1 WRAP AROUND GATES
- Use of these gates cannot be impacted
- Airfield boundary provides minimum required distance to allow airplanes to operate at wrap around gates

PEDESTRIAN WALKWAYS
- High quality pedestrian connection to T1 and T2

HARBOR ISLAND DRIVE
- At-grade/raised grade
- Elevated property line

TRANSITION GRADE/ELEVATED GUIDEWAY
- APM to be elevated above Harbor Island Drive

SAN DIEGO INTERNATIONAL AIRPORT
EXCLUSIVE RIGHT-OF-WAY ALIGNMENT OPTION
CONSIDERATIONS - DETAIL D

DRAFT - FOR DISCUSSION
PURPOSES ONLY