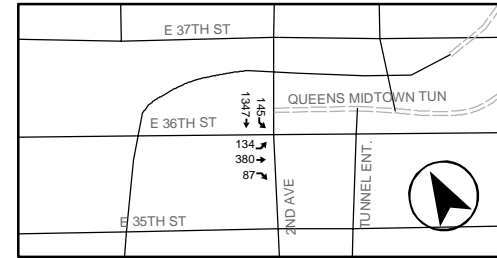
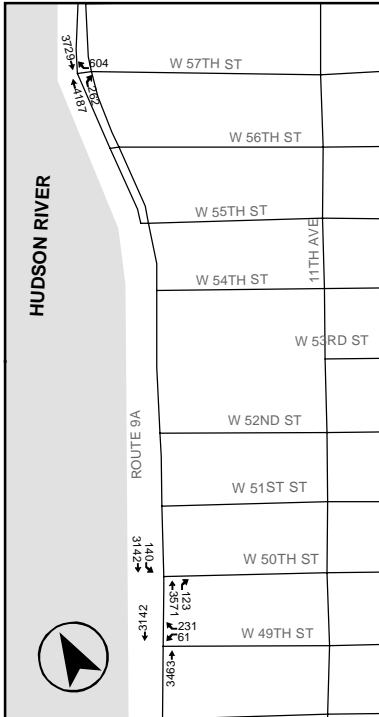


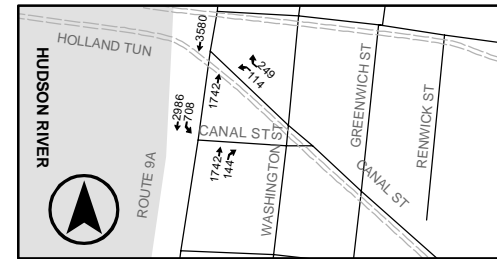
Inset 2



Inset 4



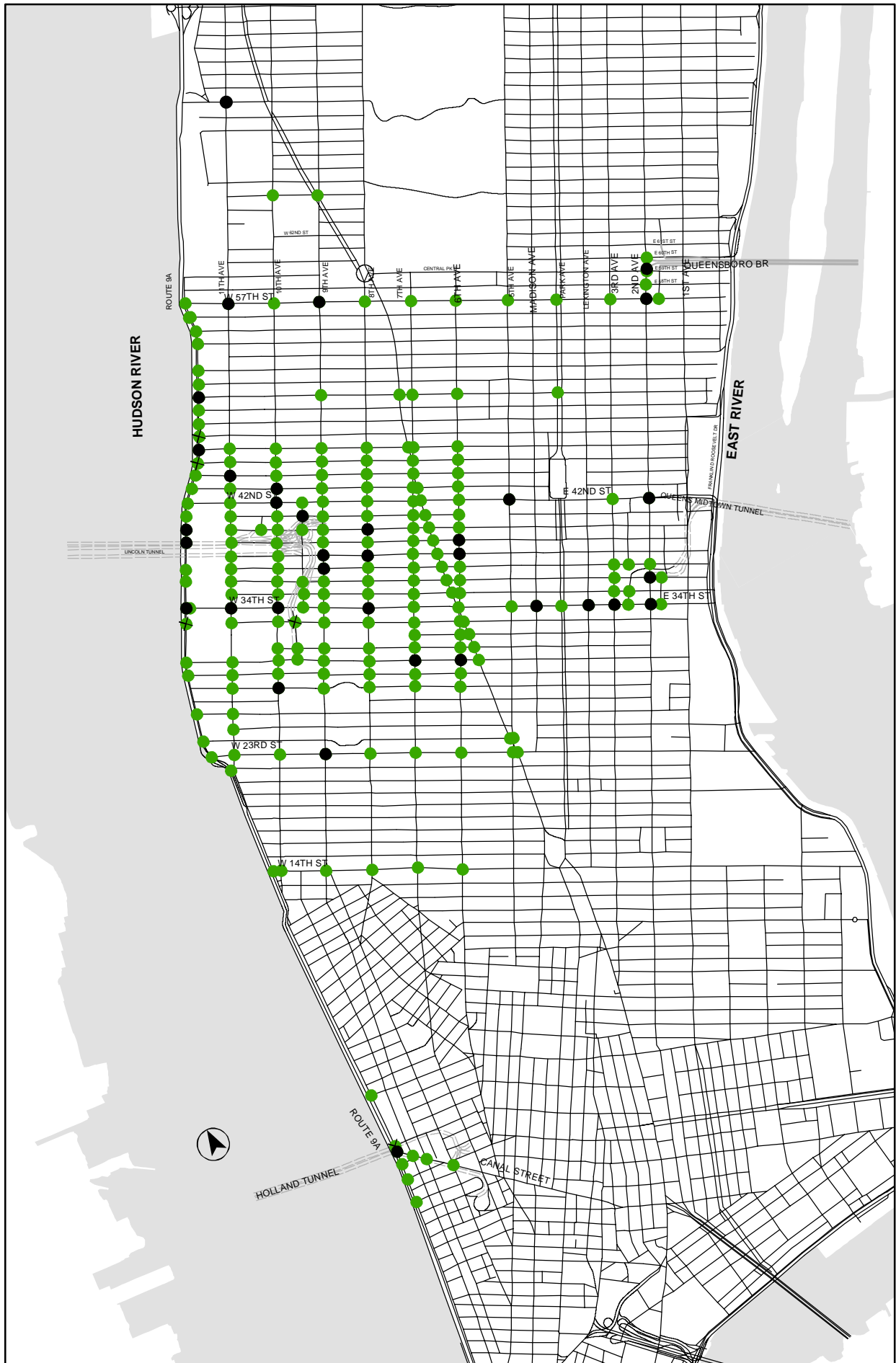
Inset 3



Inset 5

**2010 Future With The Proposed Action Traffic Volumes-
Inset 2, 3, 4 and 5
(Sunday Special Event Peak Hour)**

Figure 19-100

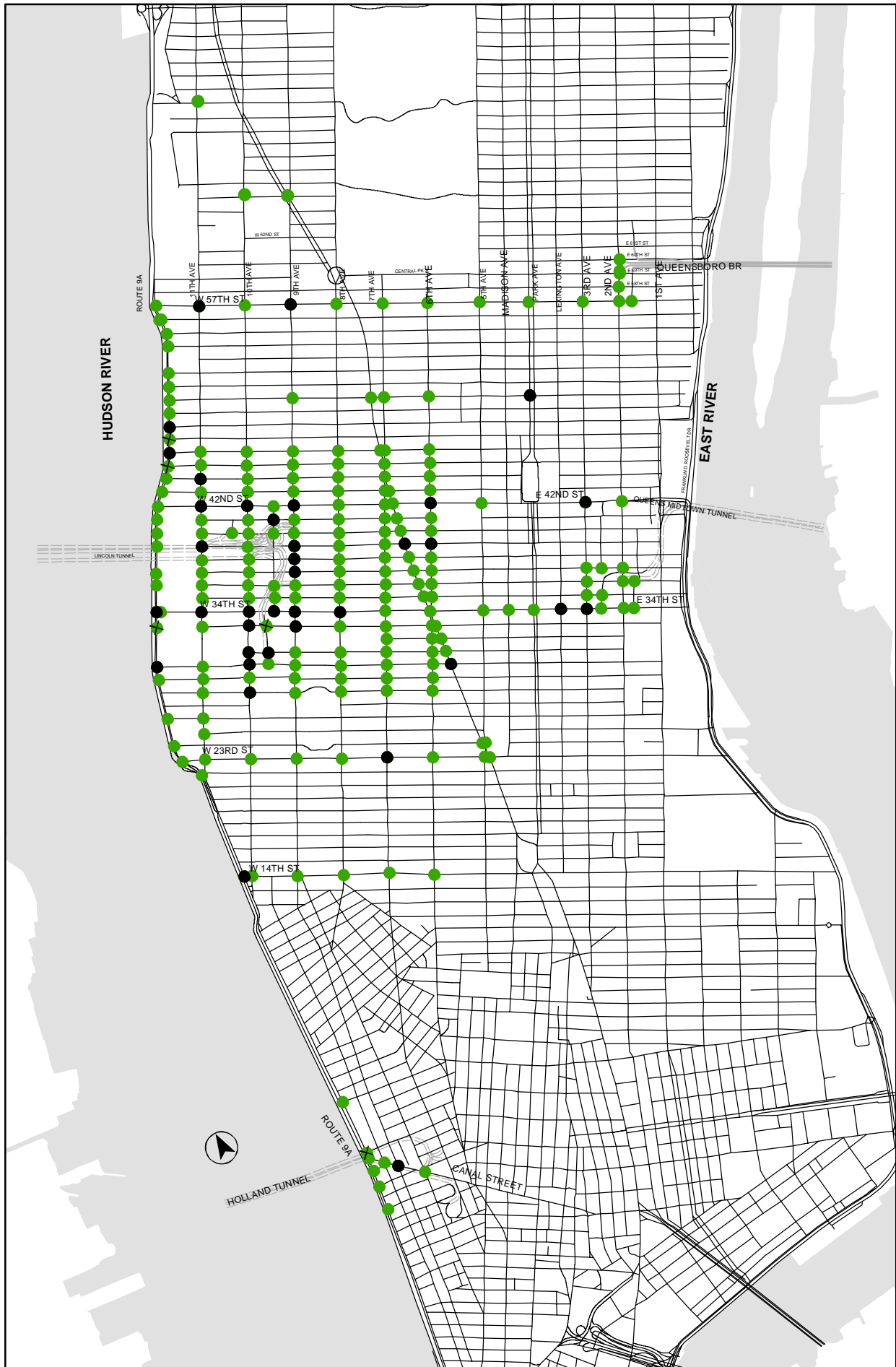


Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- ✕ Unsignalized Intersection

2010 Future With The Proposed Action Analyzed Intersections (Weekday AM Peak Hour)

Figure 19-101

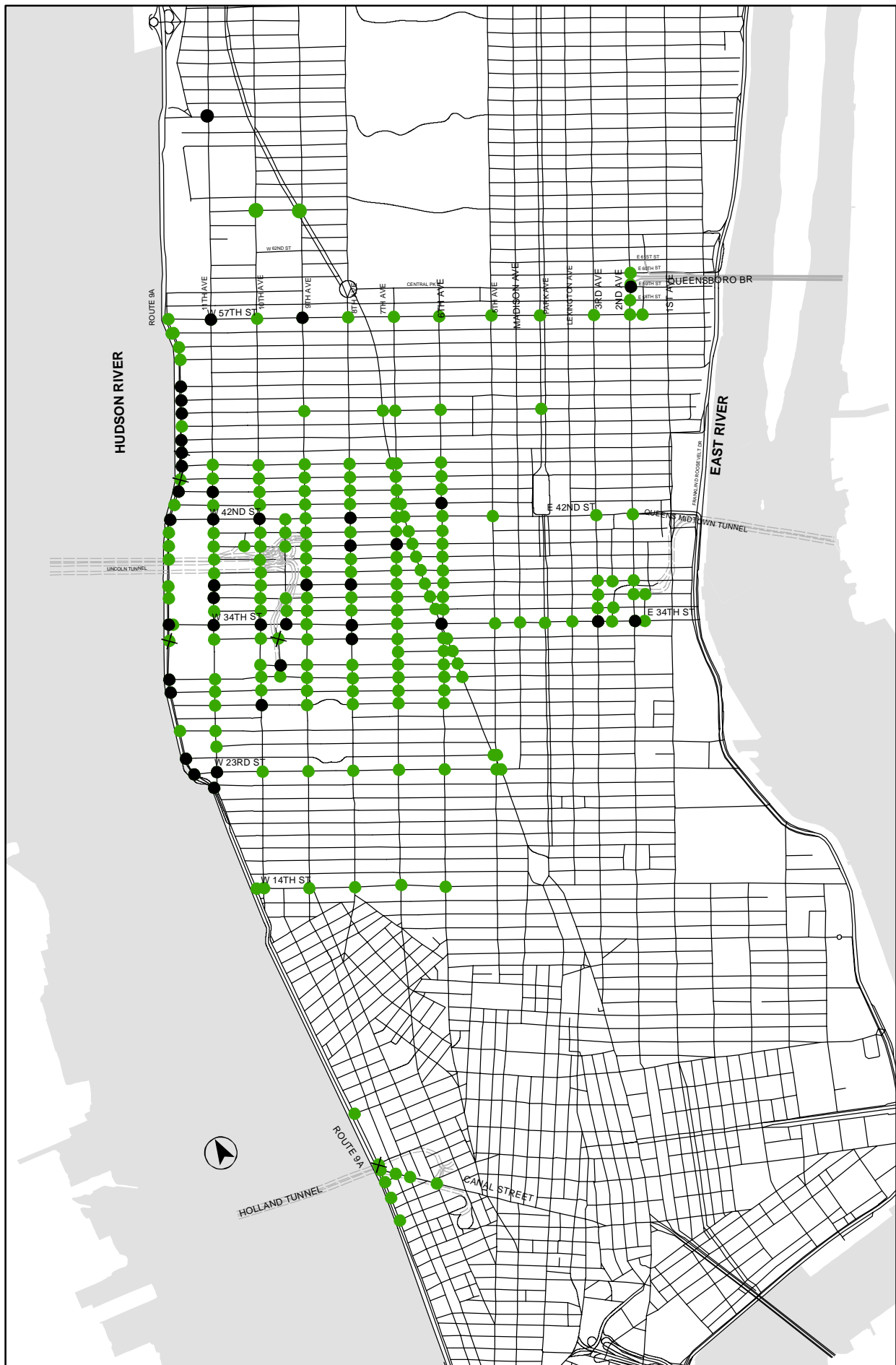


Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- X Unsignalized Intersection

**2010 Future With The Proposed Action
Analyzed Intersections
(Weekday Middy Peak Hour)**

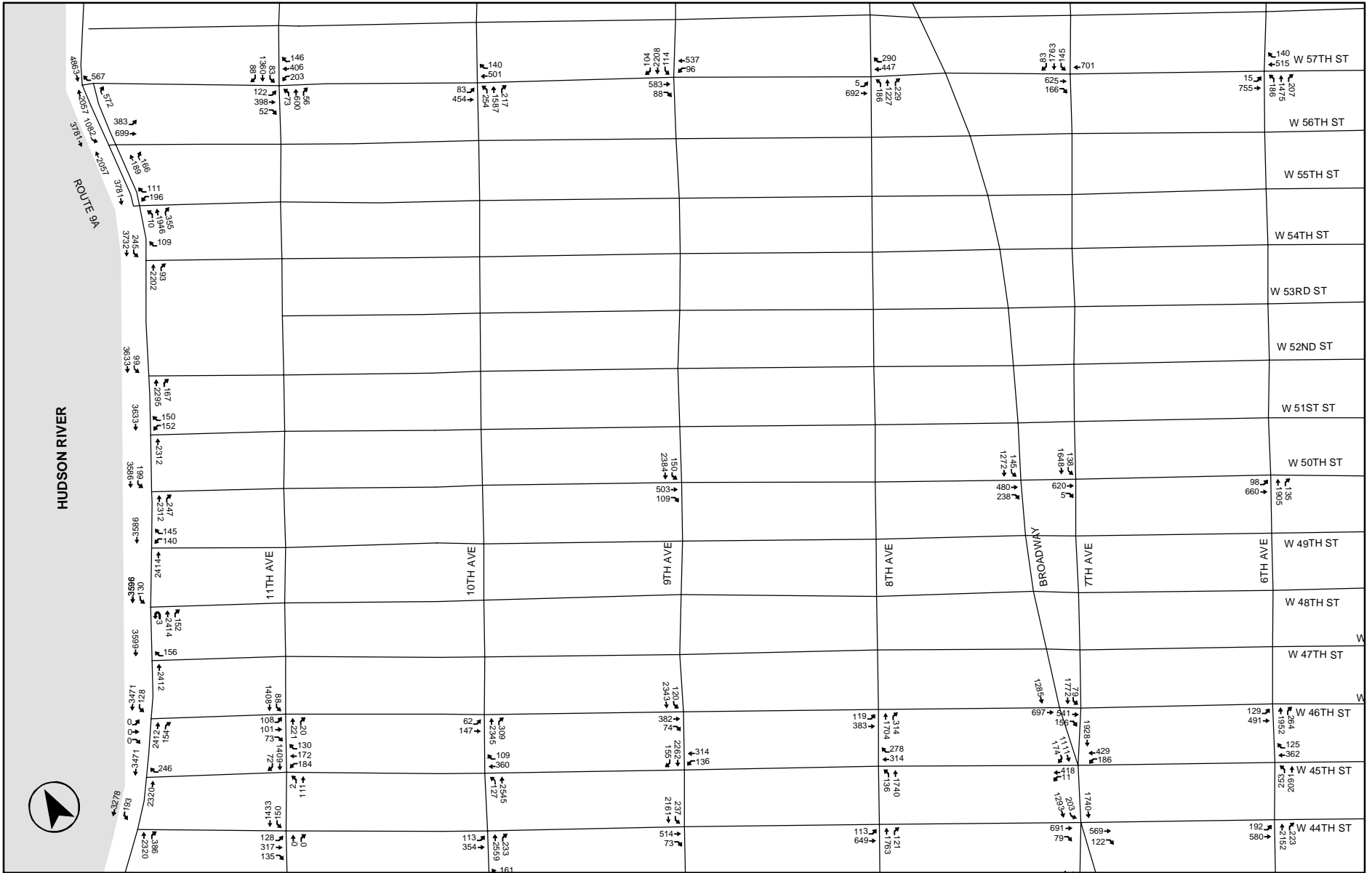
Figure 19-102



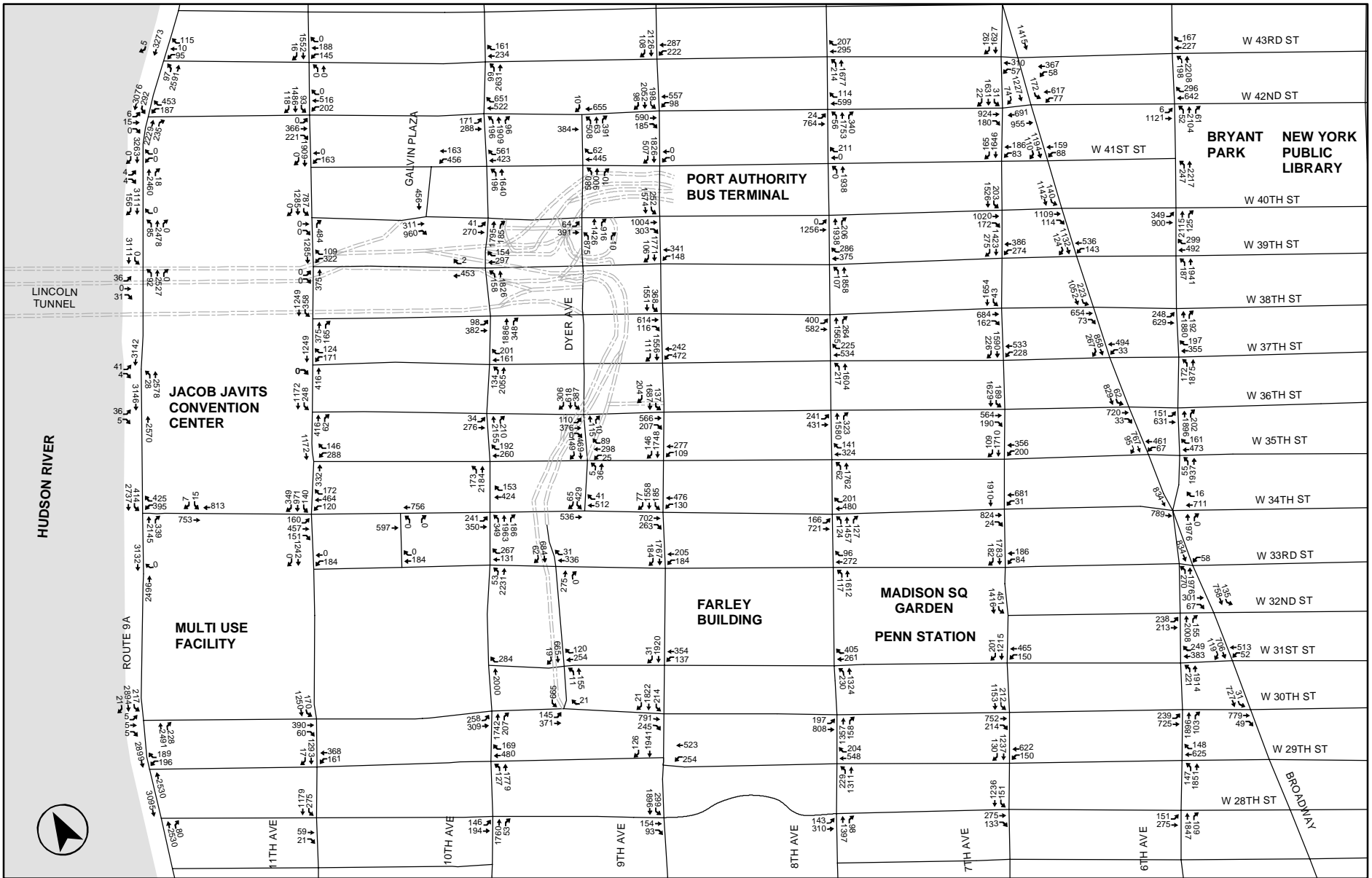
Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- x Unsignalized Intersection

**2010 Future With The Proposed Action
Analyzed Intersections
(Weekday PM Peak Hour)**

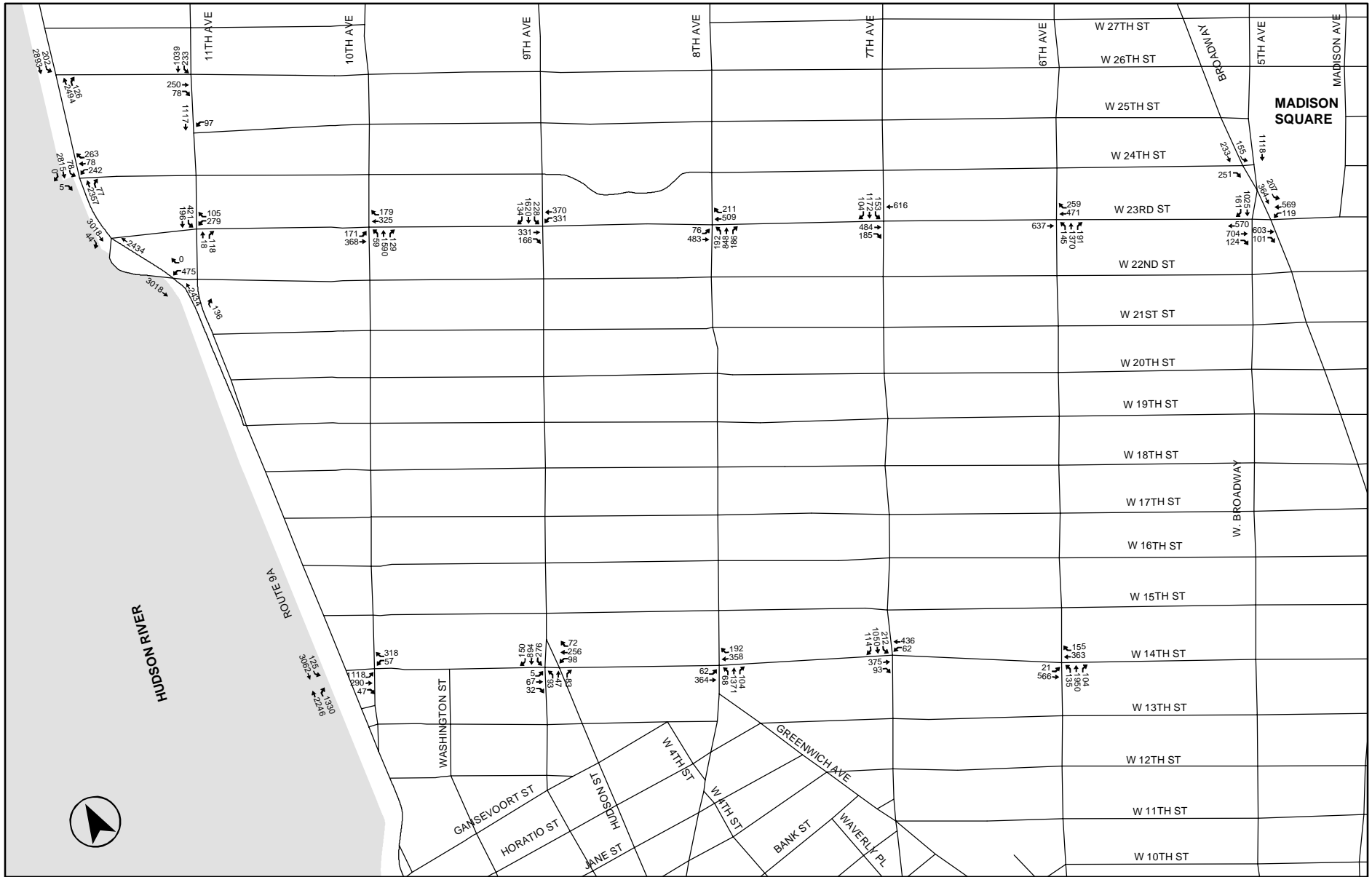


2010 Future With The Proposed Action With Mitigated Traffic Volumes-
Inset 1
(Weekday AM Peak Hour)
 Figure 19-104



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday AM Peak Hour)**

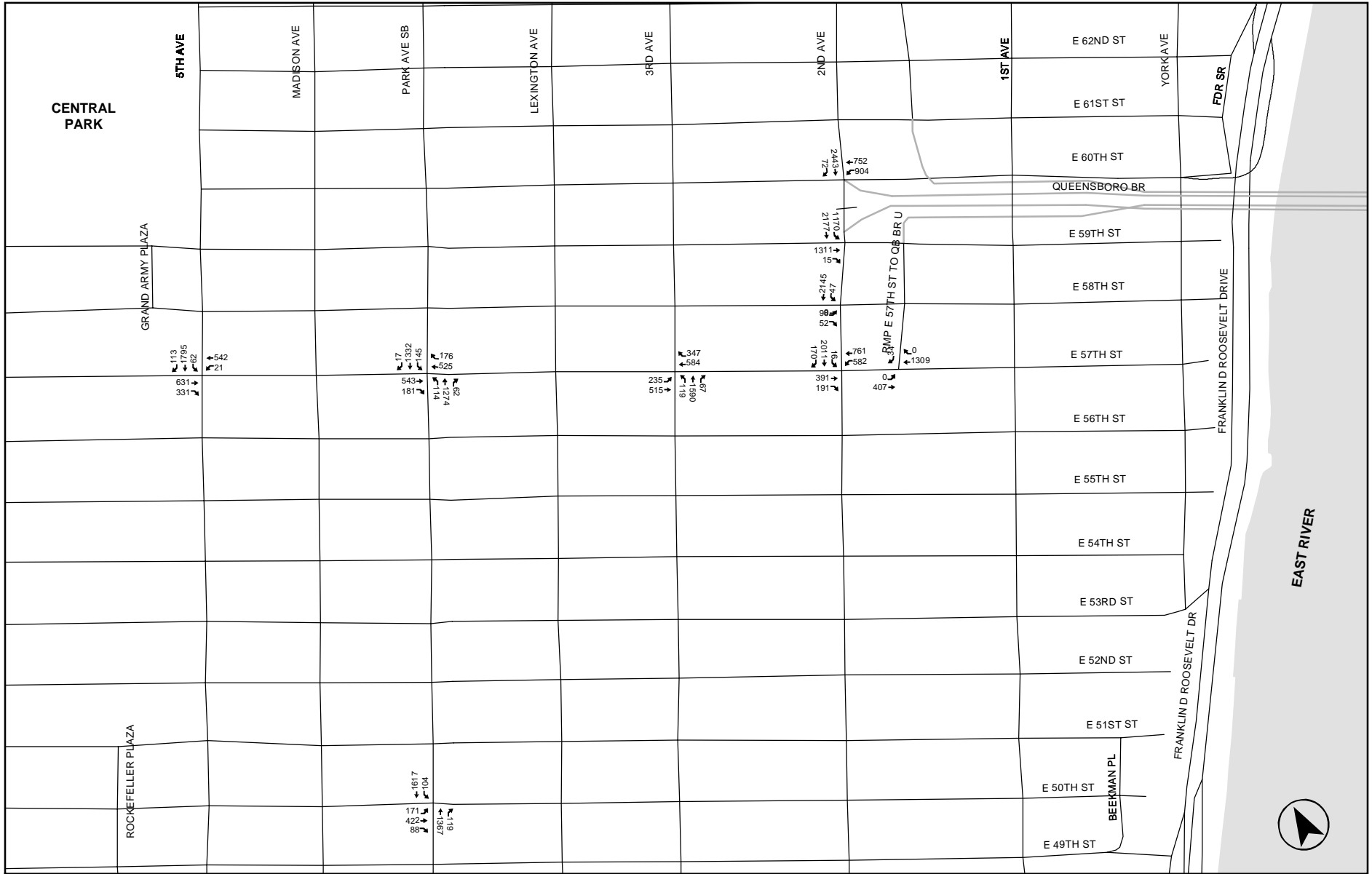
Figure 19-105



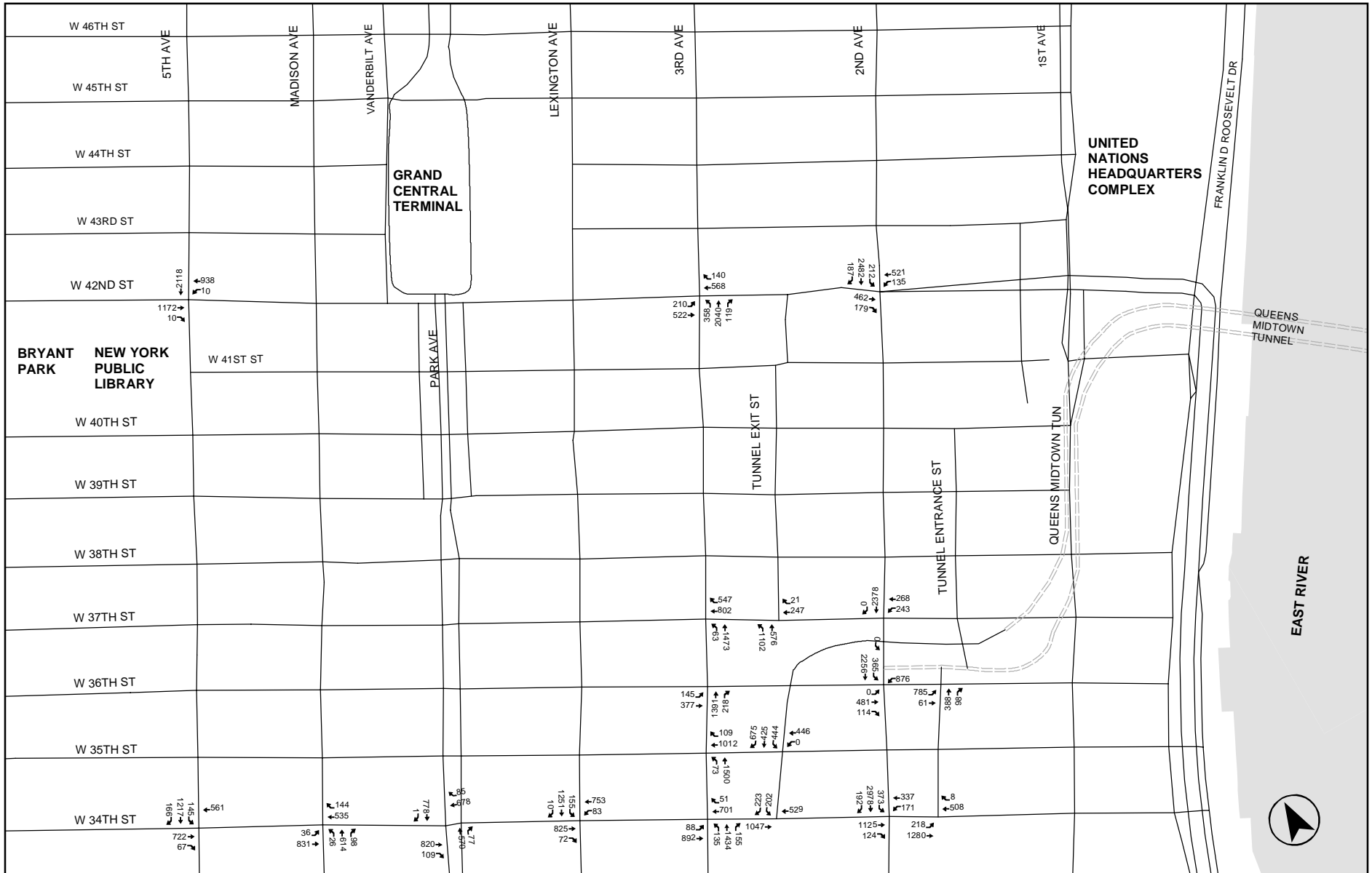
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3**

(Weekday AM Peak Hour)

Figure 19-106



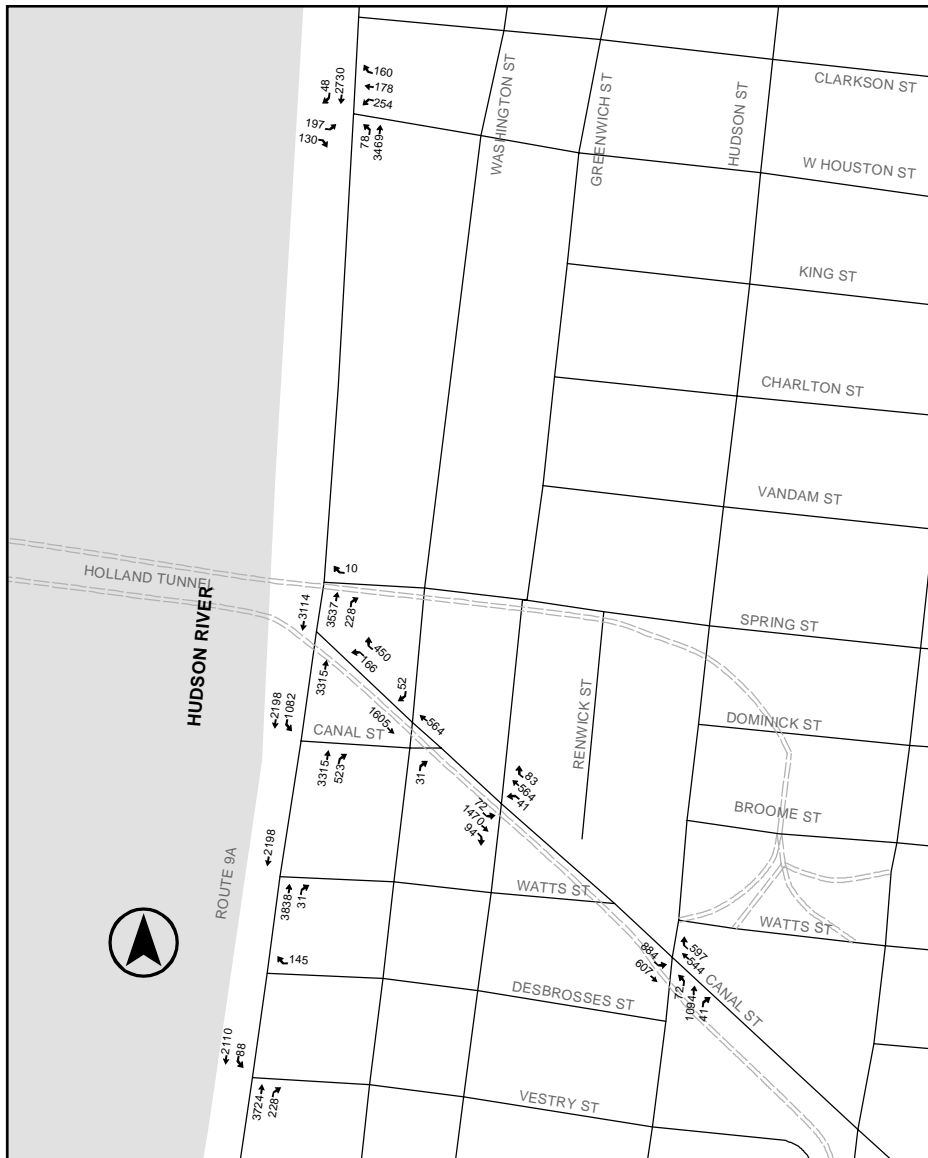
2010 Future With The Proposed Action With Mitigation Traffic Volumes-
 Inset 4
 (Weekday AM Peak Hour)
 Figure 19-107



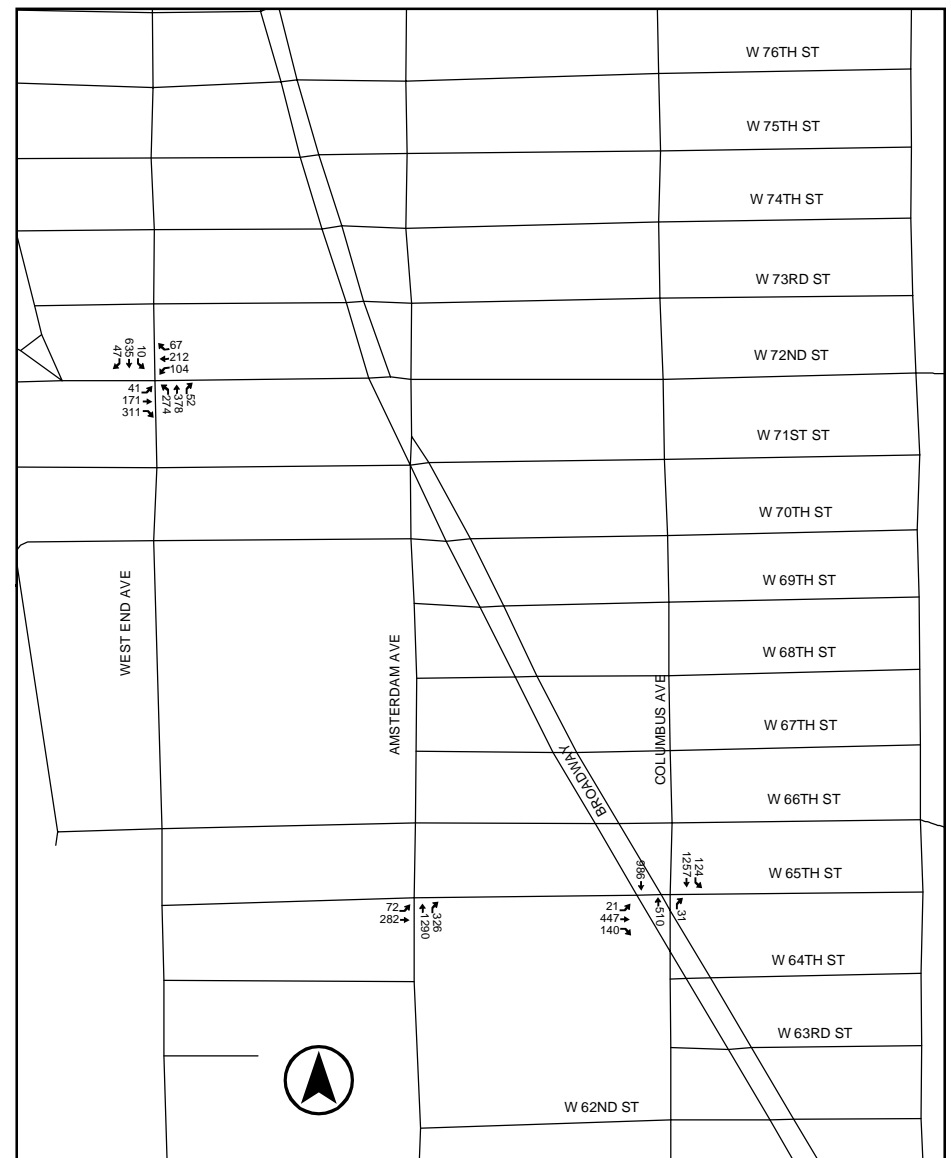
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 5**

(Weekday AM Peak Hour)

Figure 19-108

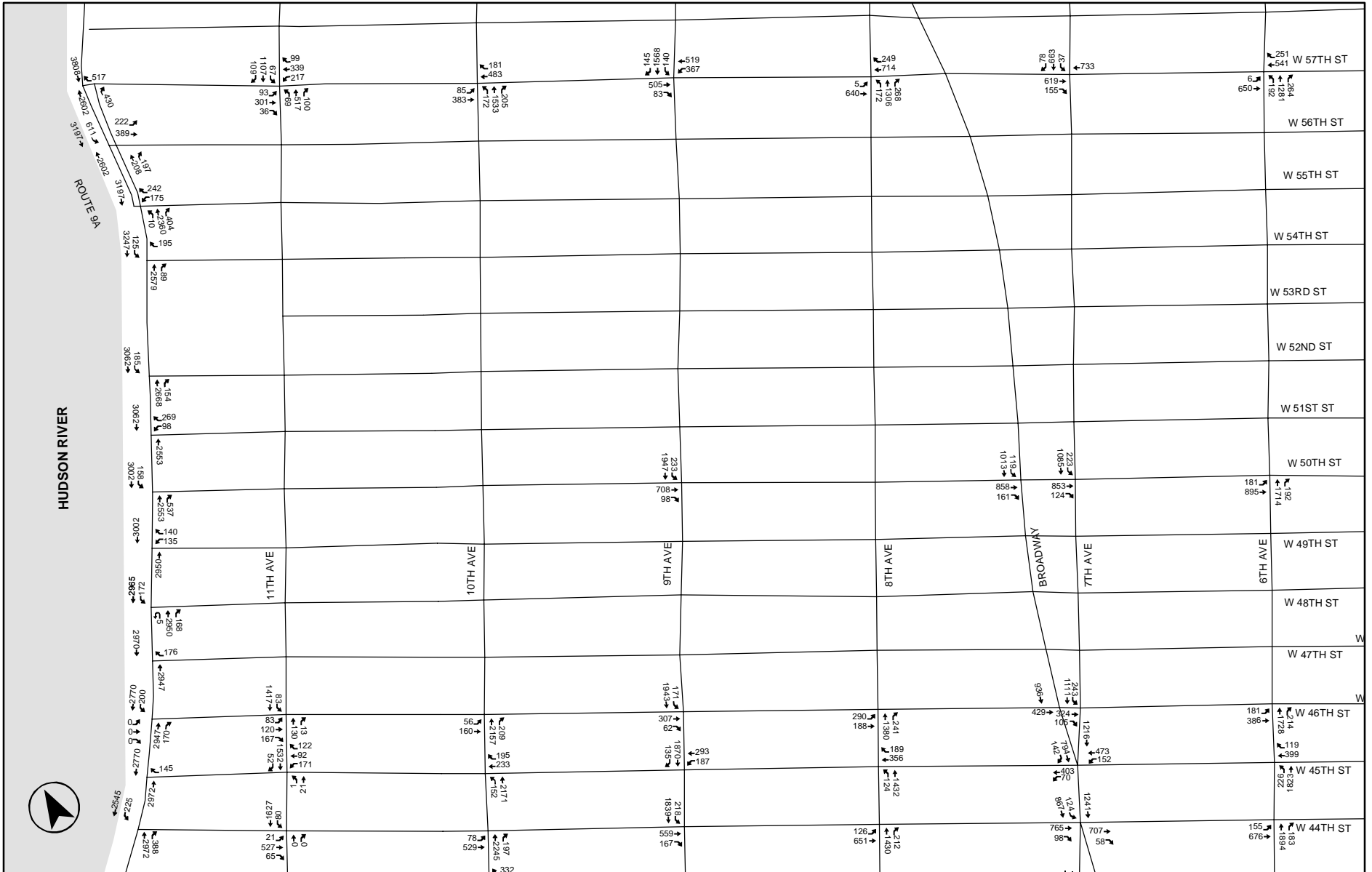


Inset 6



**Inset 7 2010 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday AM Peak Hour)**

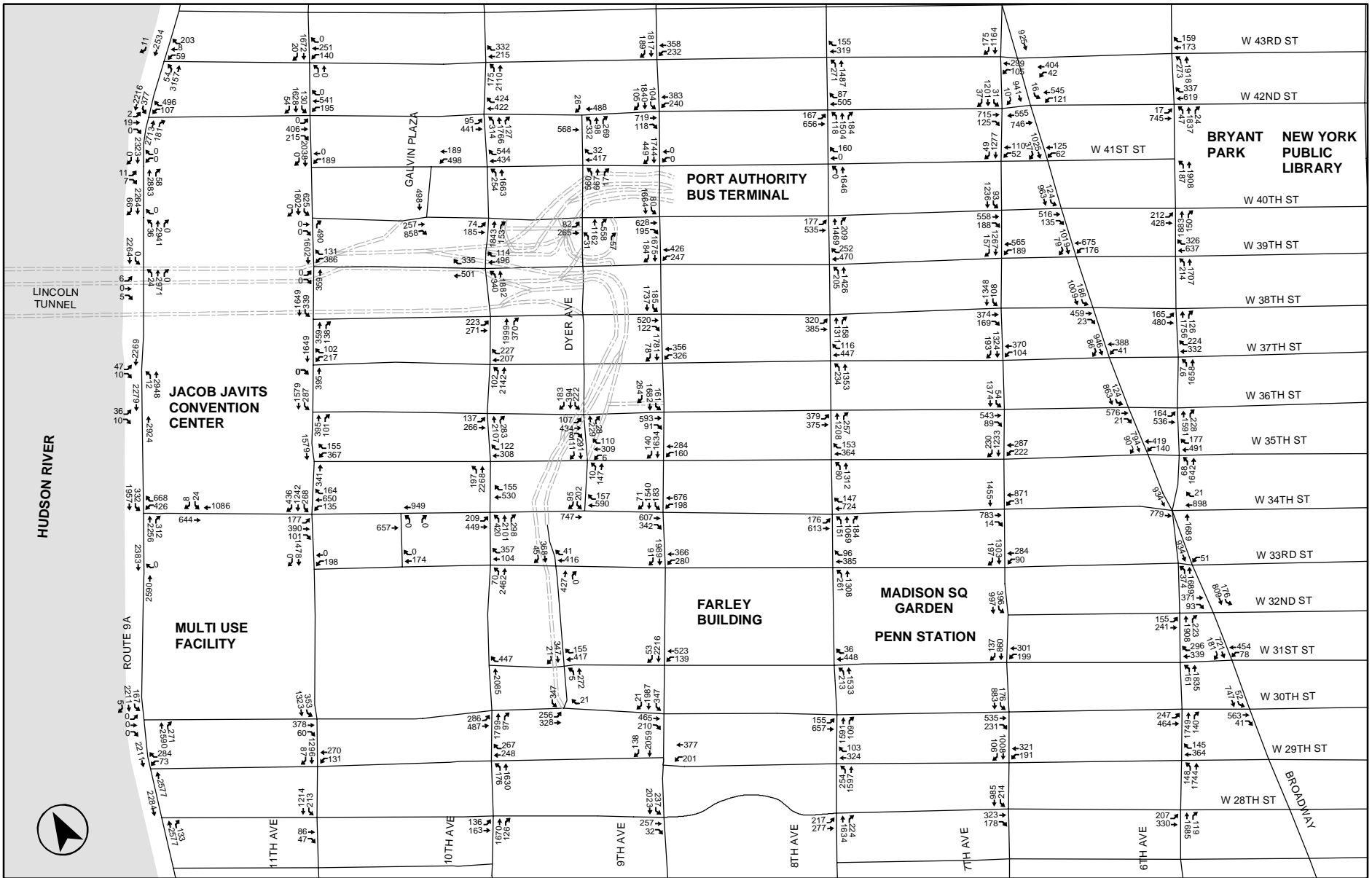
Figure 19-109



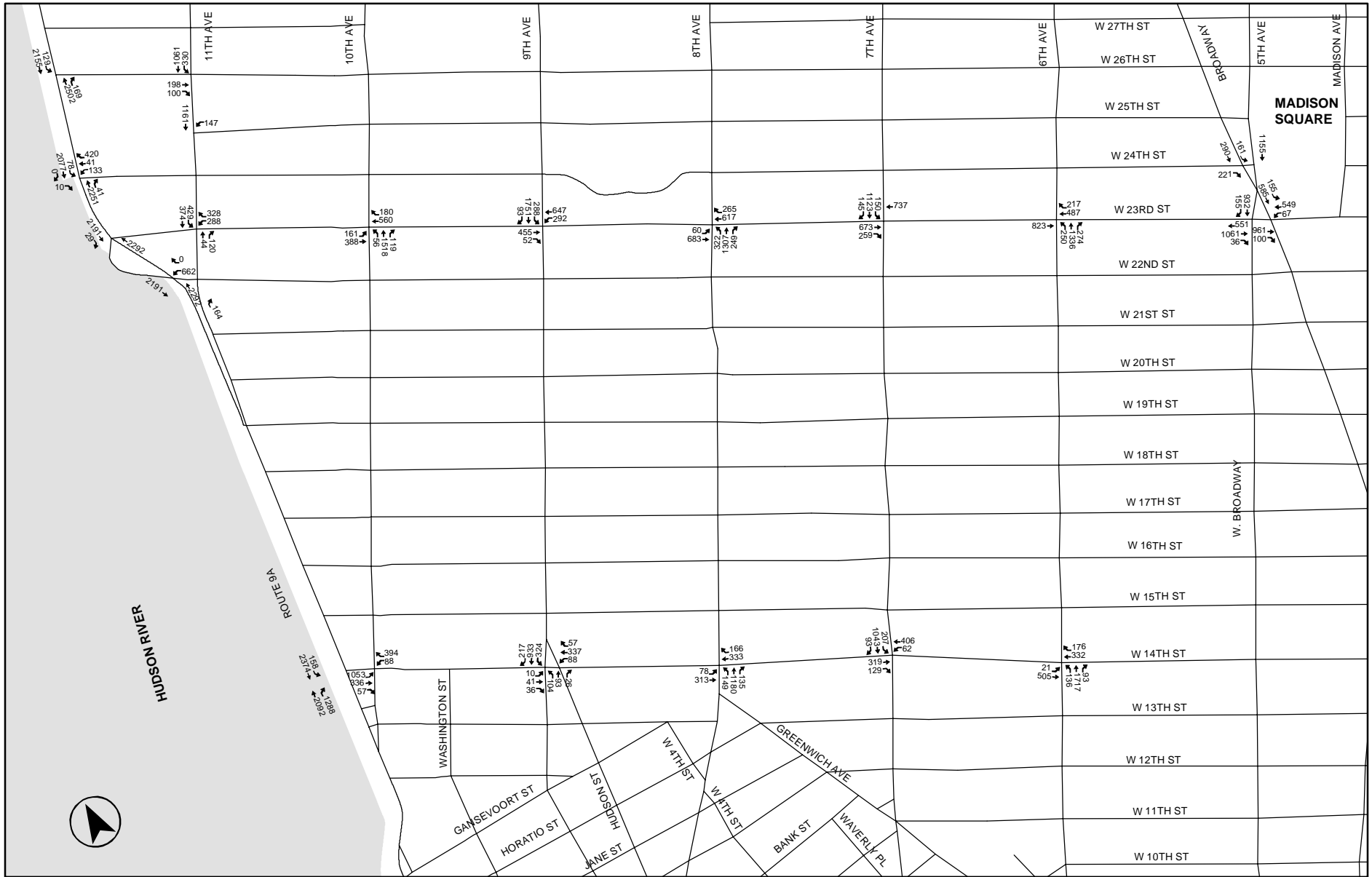
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1**

(Weekday Midday Peak Hour)

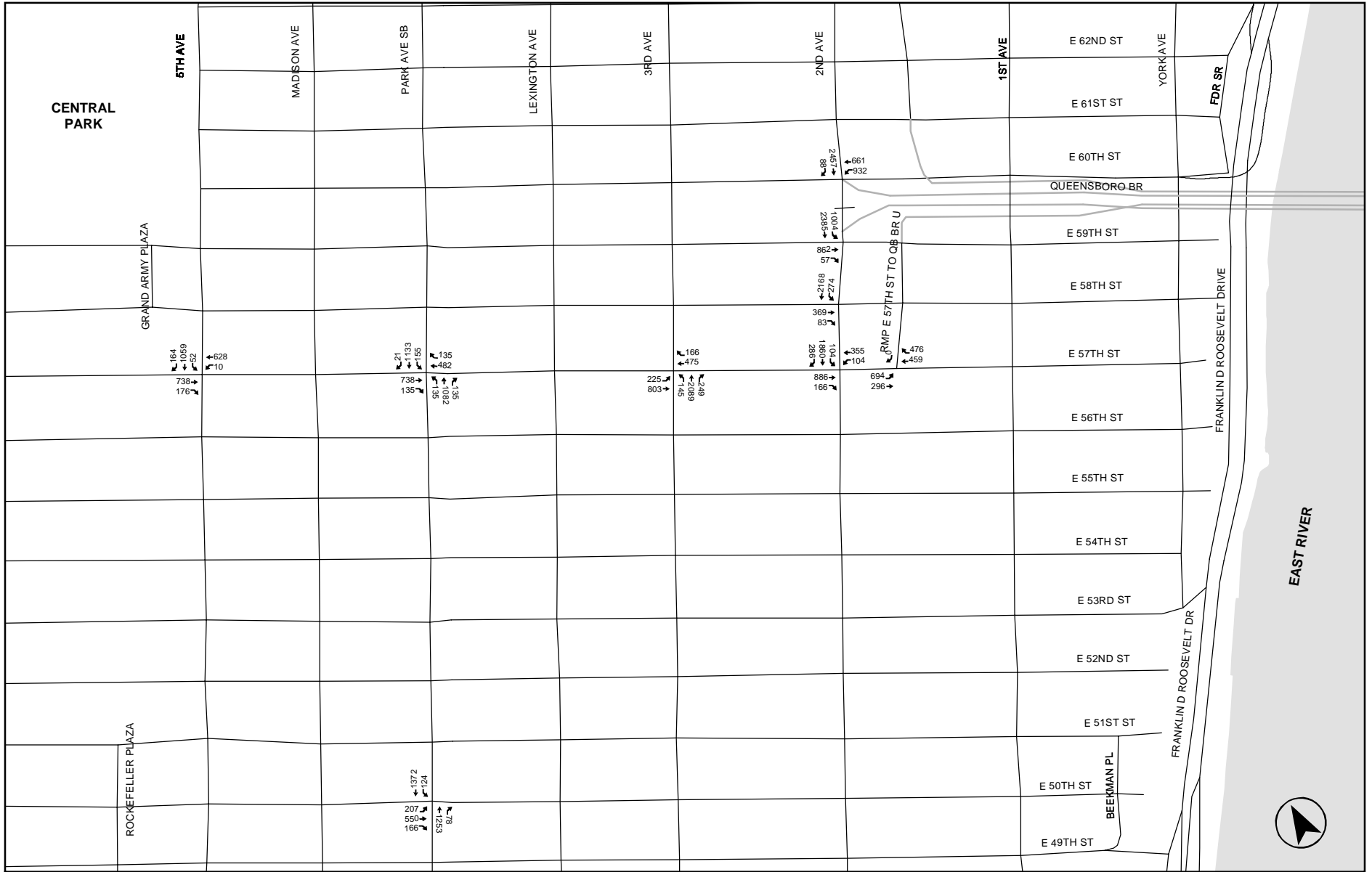
Figure 19-110



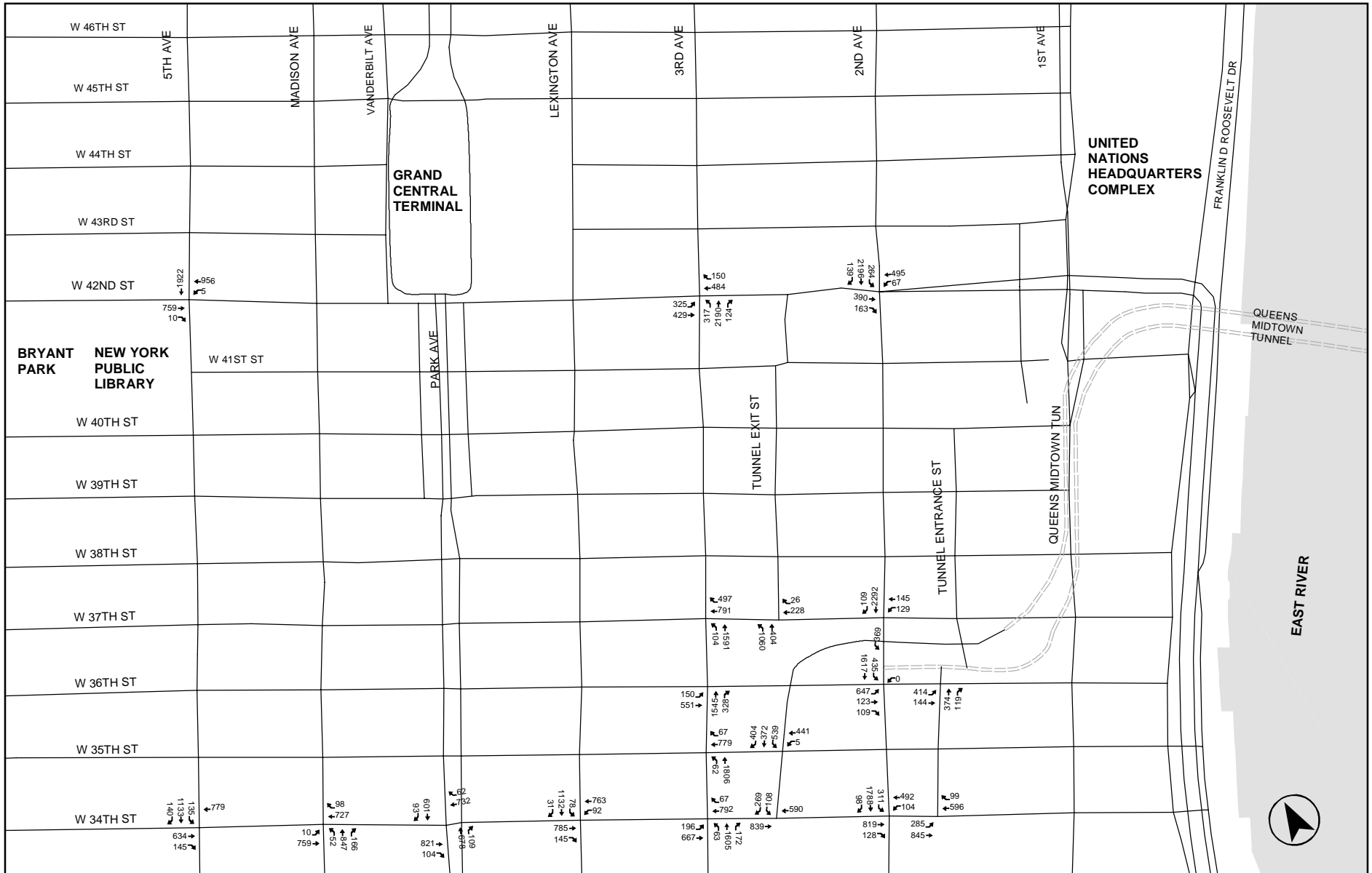
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday Midday Peak Hour)
Figure 19-111**



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3
(Weekday Midday Peak Hour)
Figure 19-112**

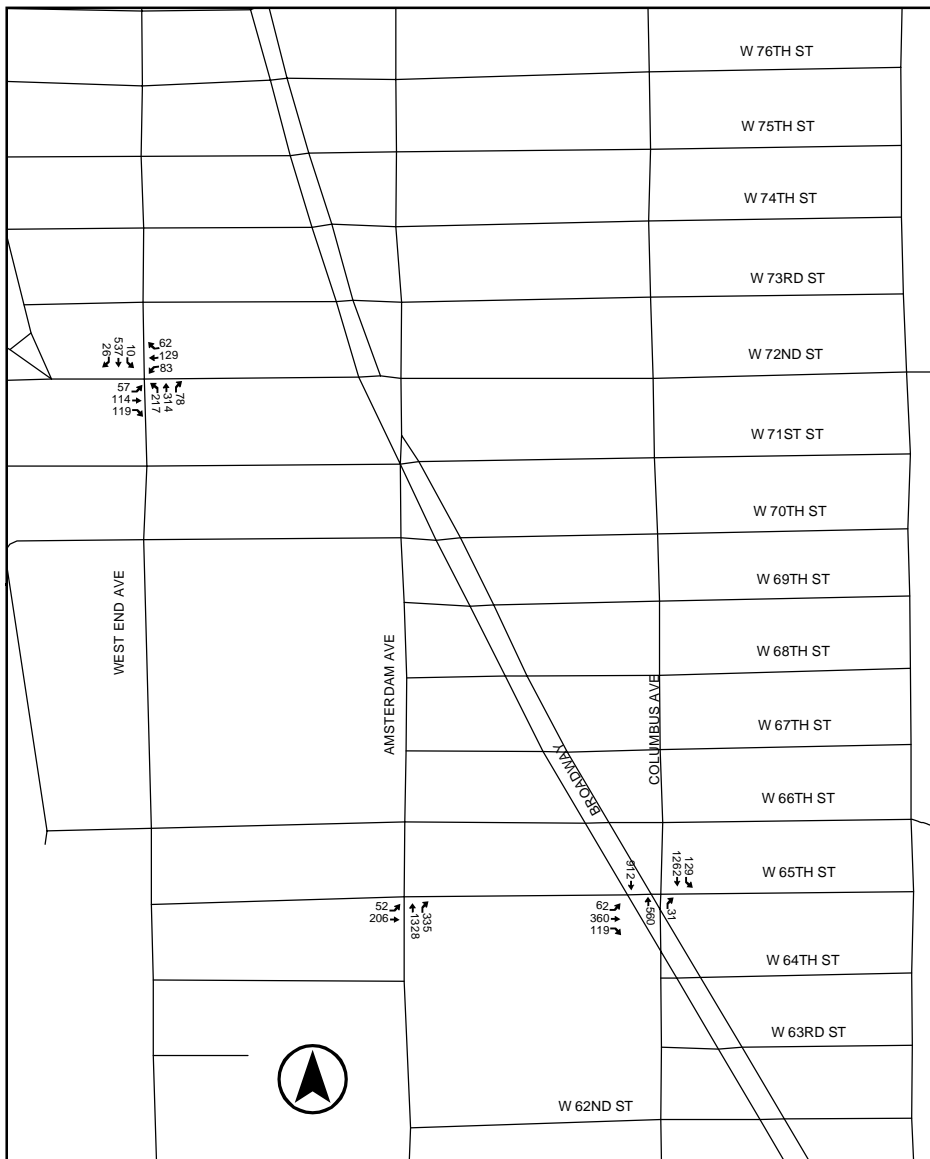
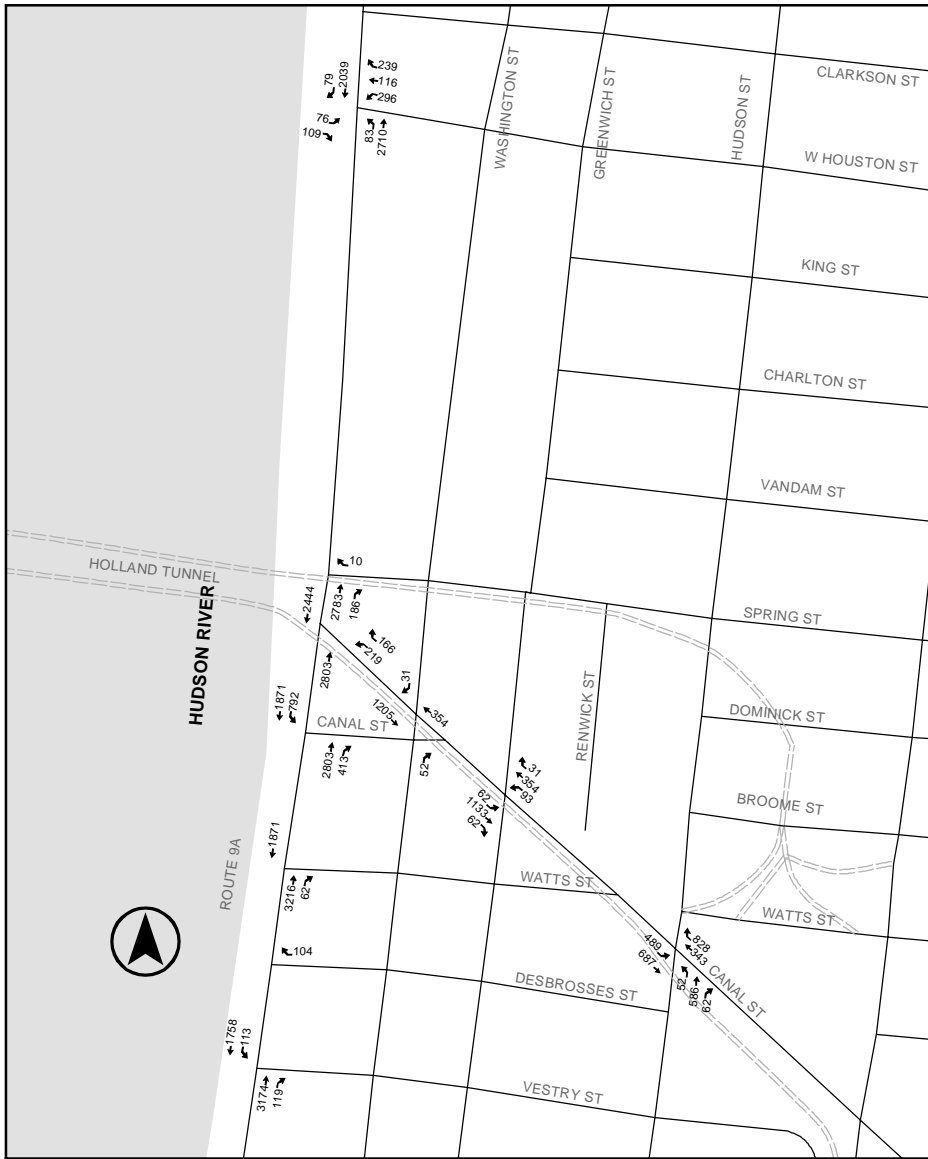


**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 4
(Weekday Midday Peak Hour)
Figure 19-113**



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 5
(Weekday Midday Peak Hour)**

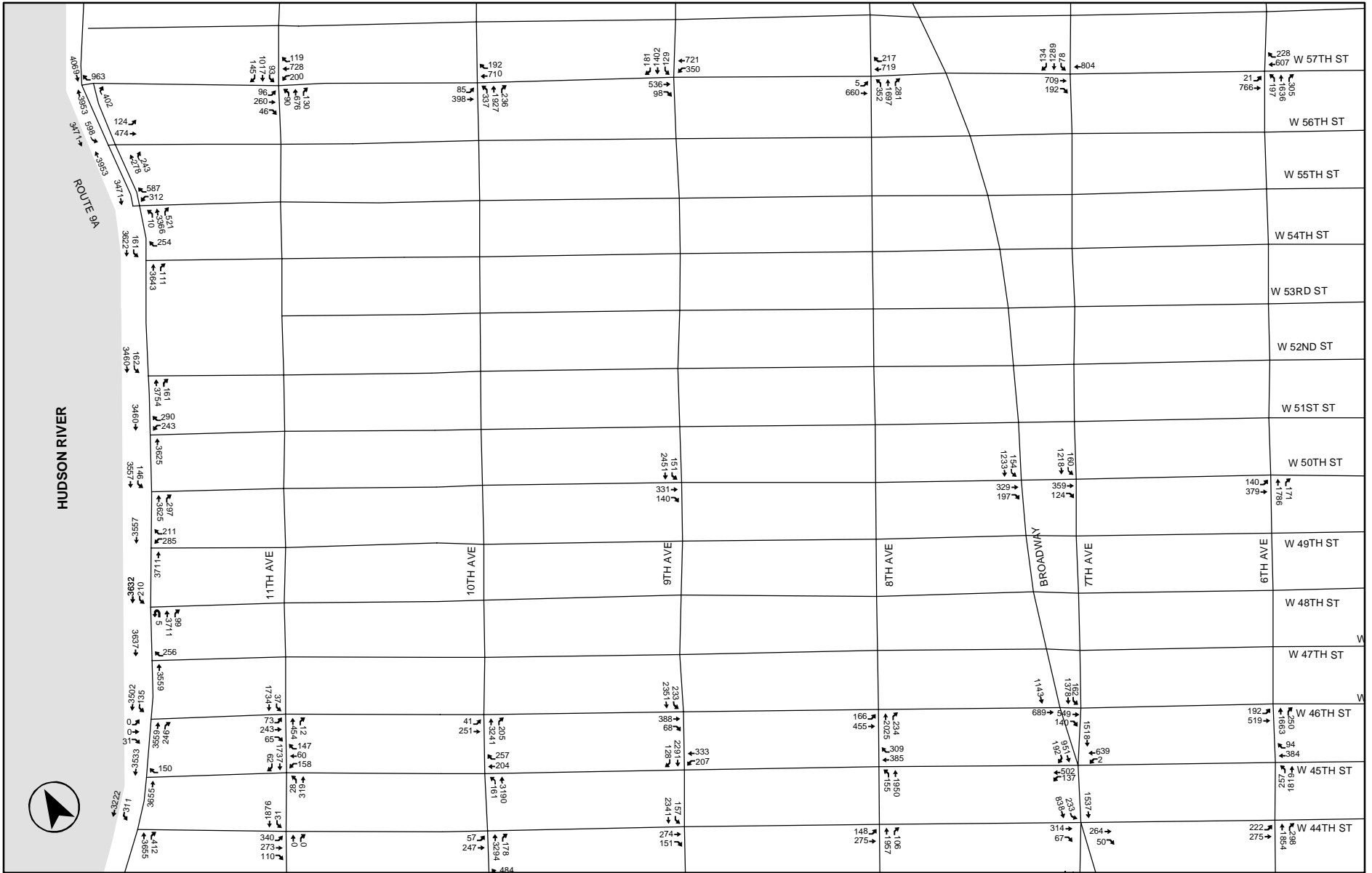
Figure 19-114



Inset 6

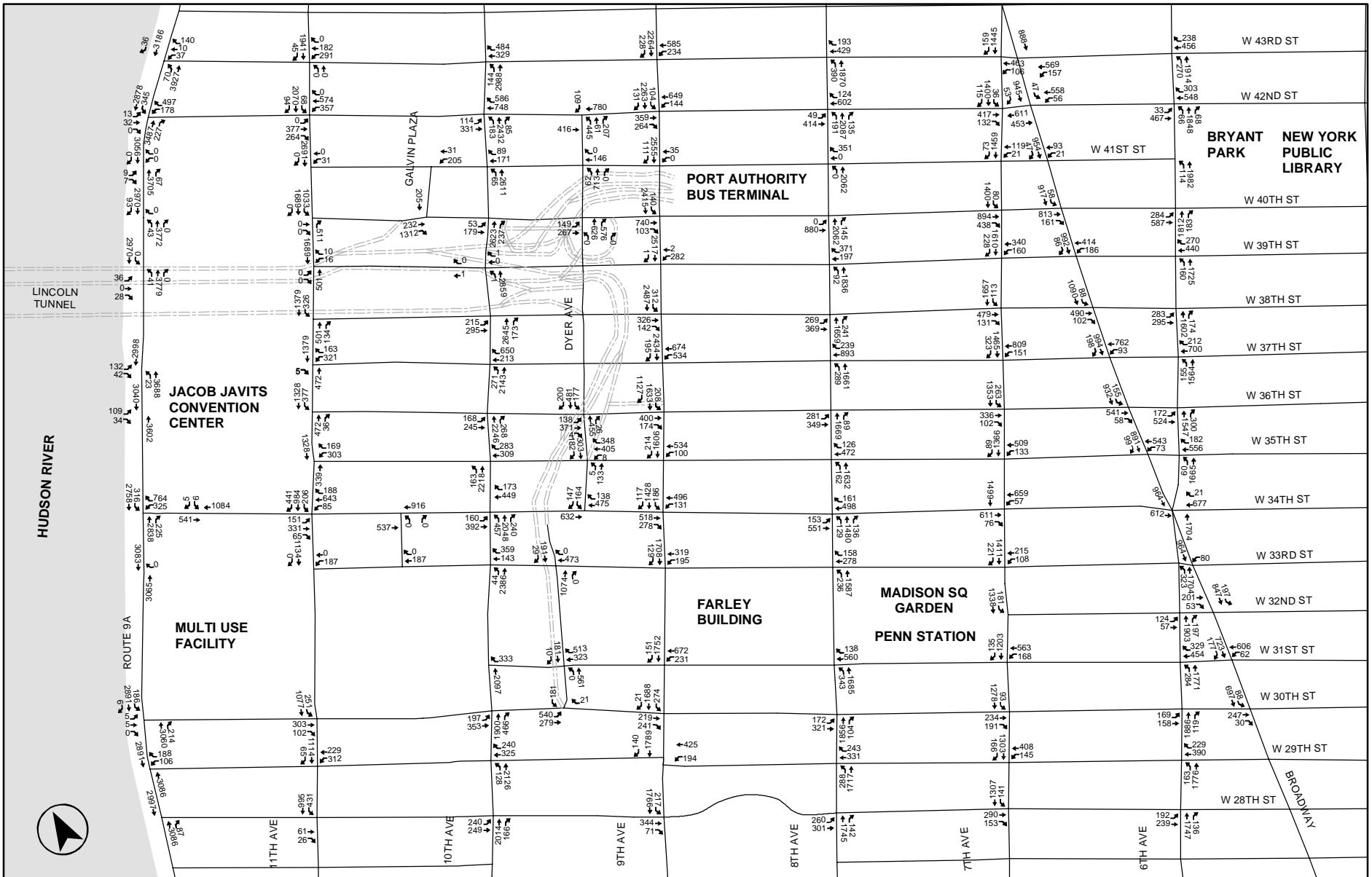
**Inset 7 2010 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday Midday Peak Hour)**

Figure 19-115



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1
(Weekday PM Peak Hour)**

Figure 19-116



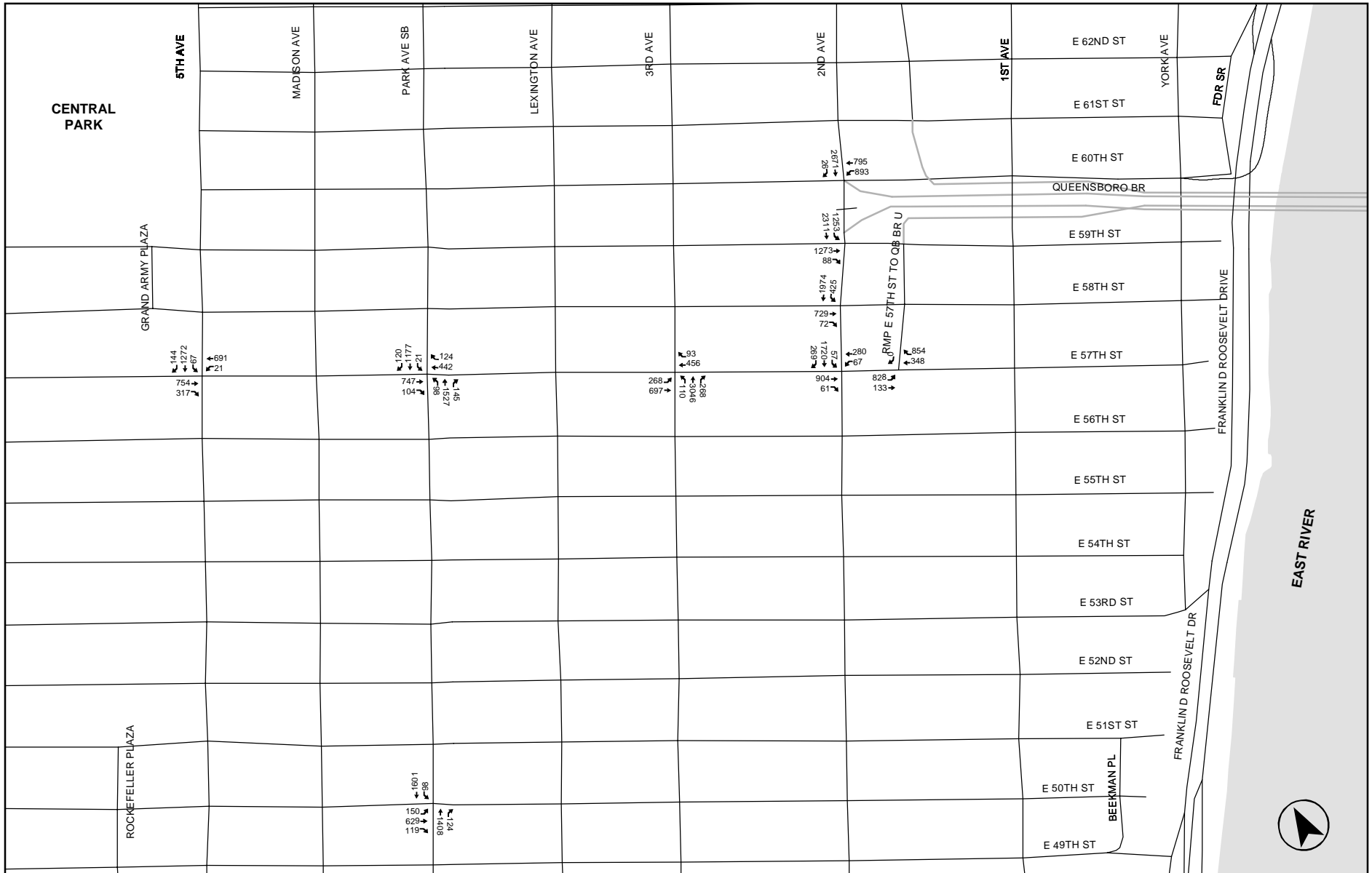
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday PM Peak Hour)
Figure 19-117**



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3**

(Weekday PM Peak Hour)

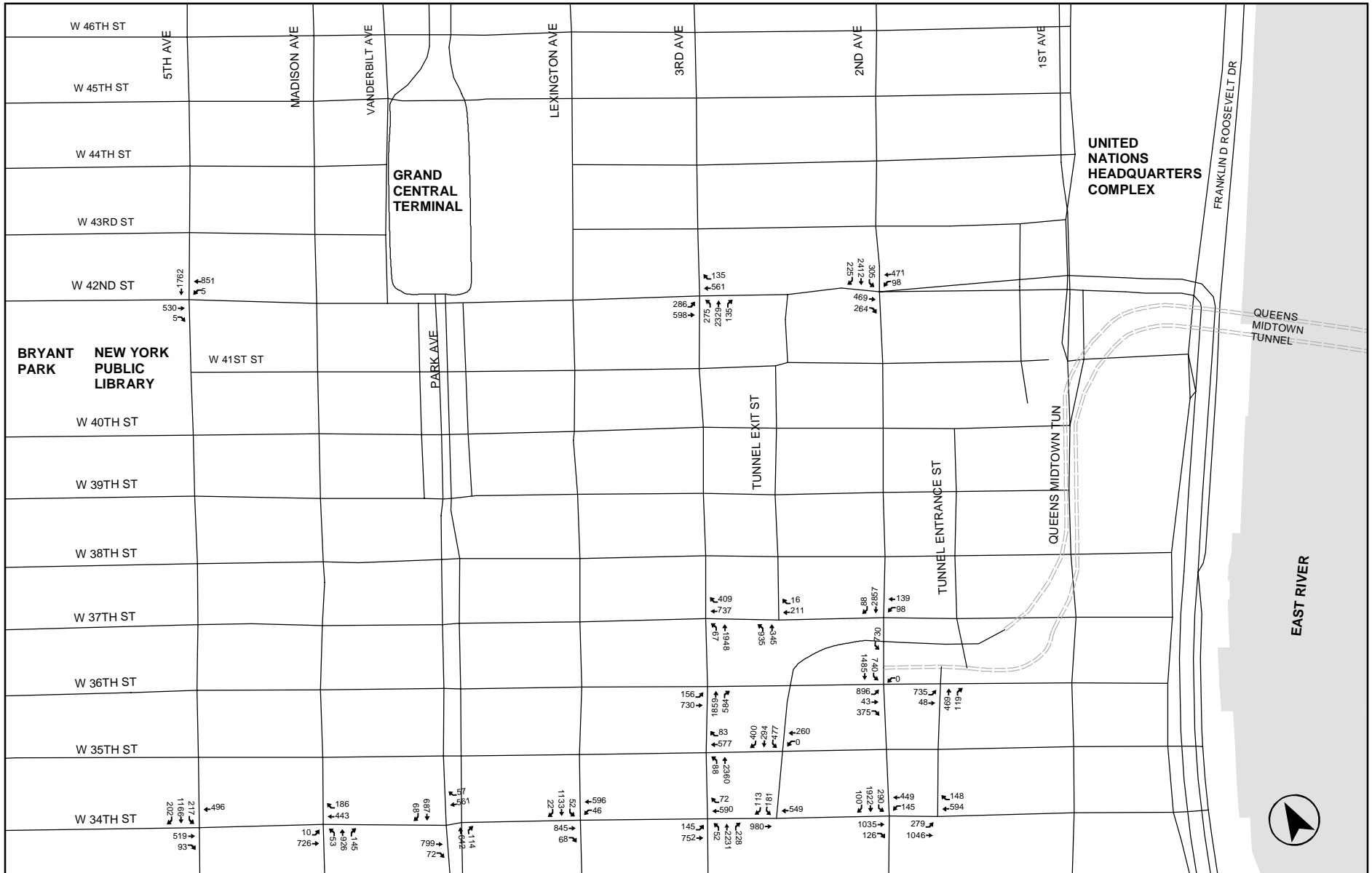
Figure 19-118



**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 4**

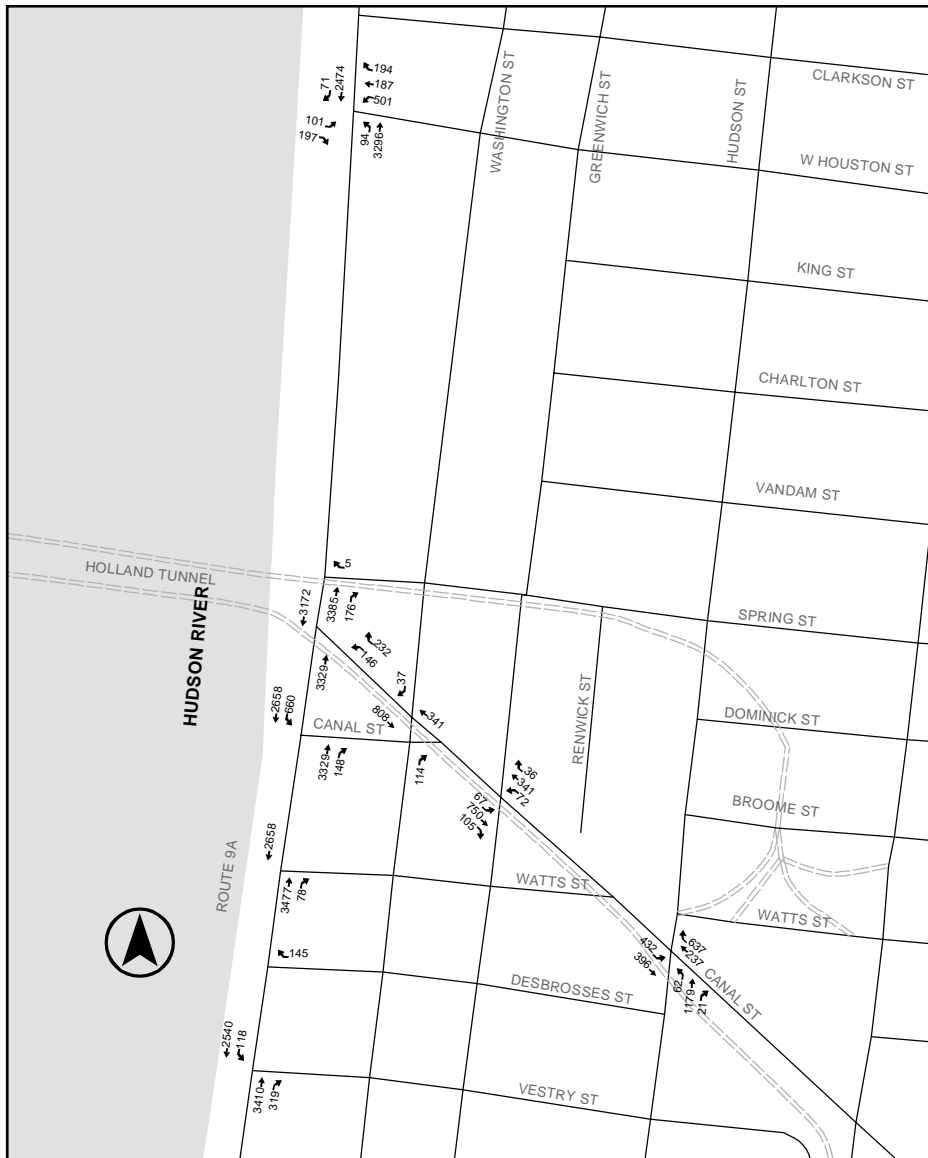
(Weekday PM Peak Hour)

Figure 19-119

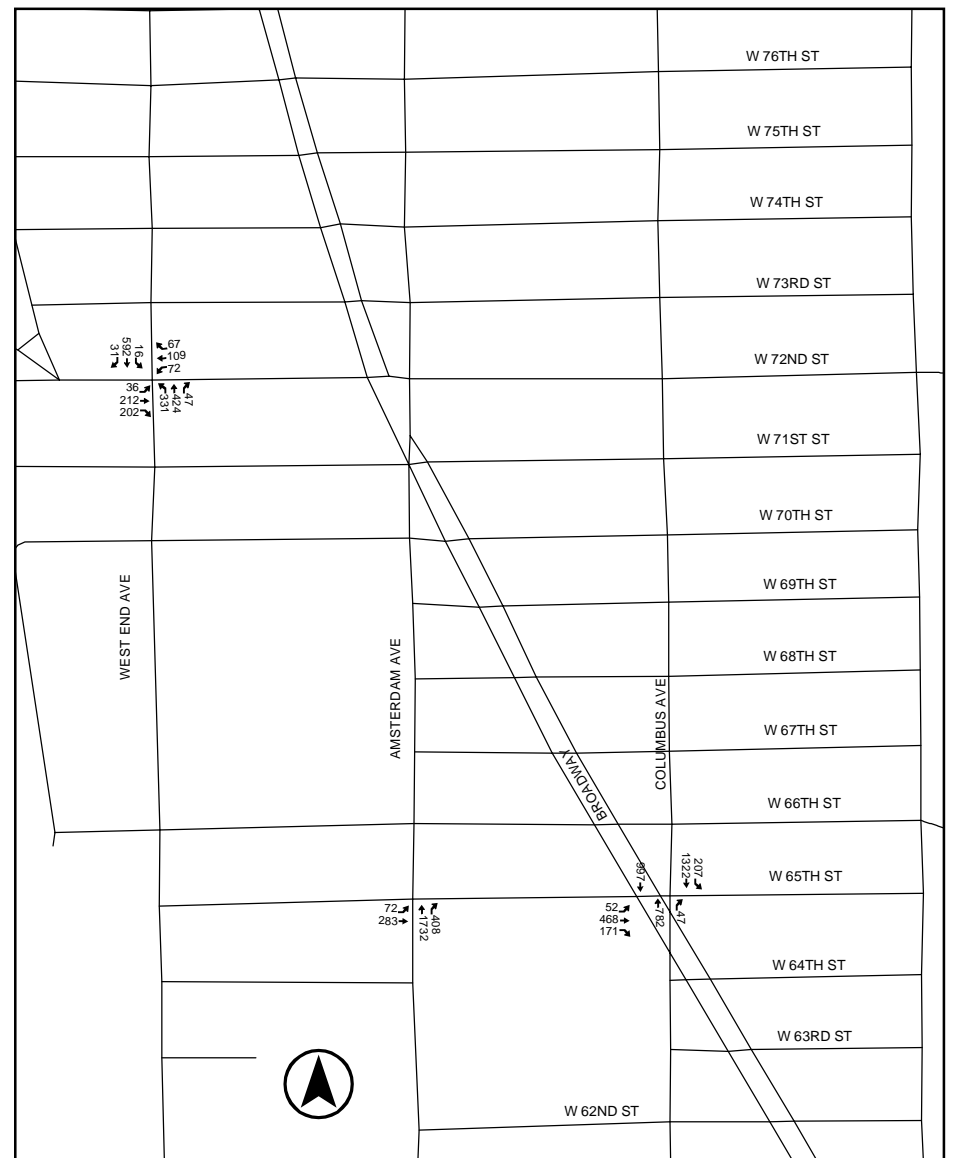


**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 5
(Weekday PM Peak Hour)**

Figure 19-120

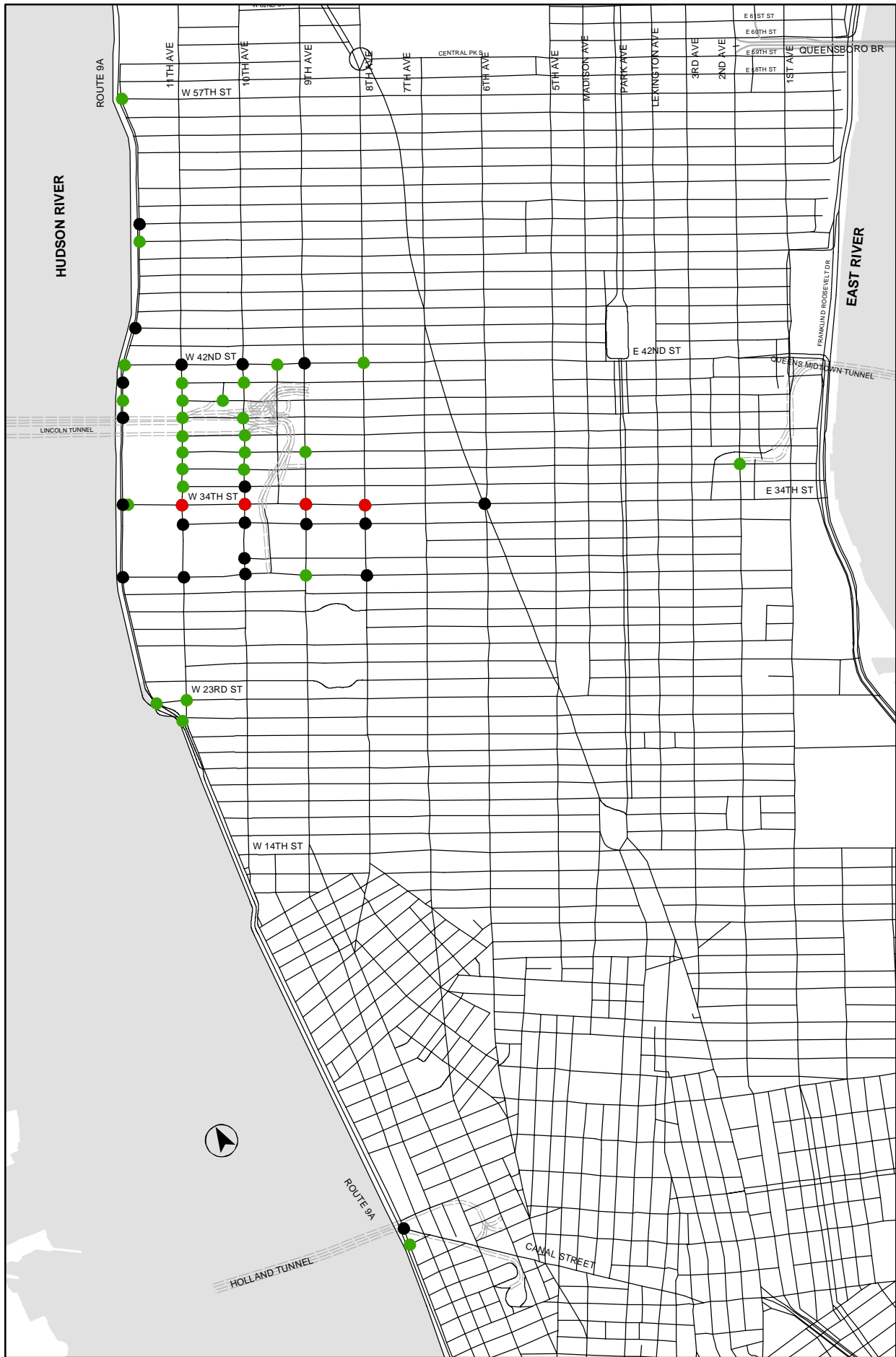


Inset 6



**Inset 7 2010 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday PM Peak Hour)**

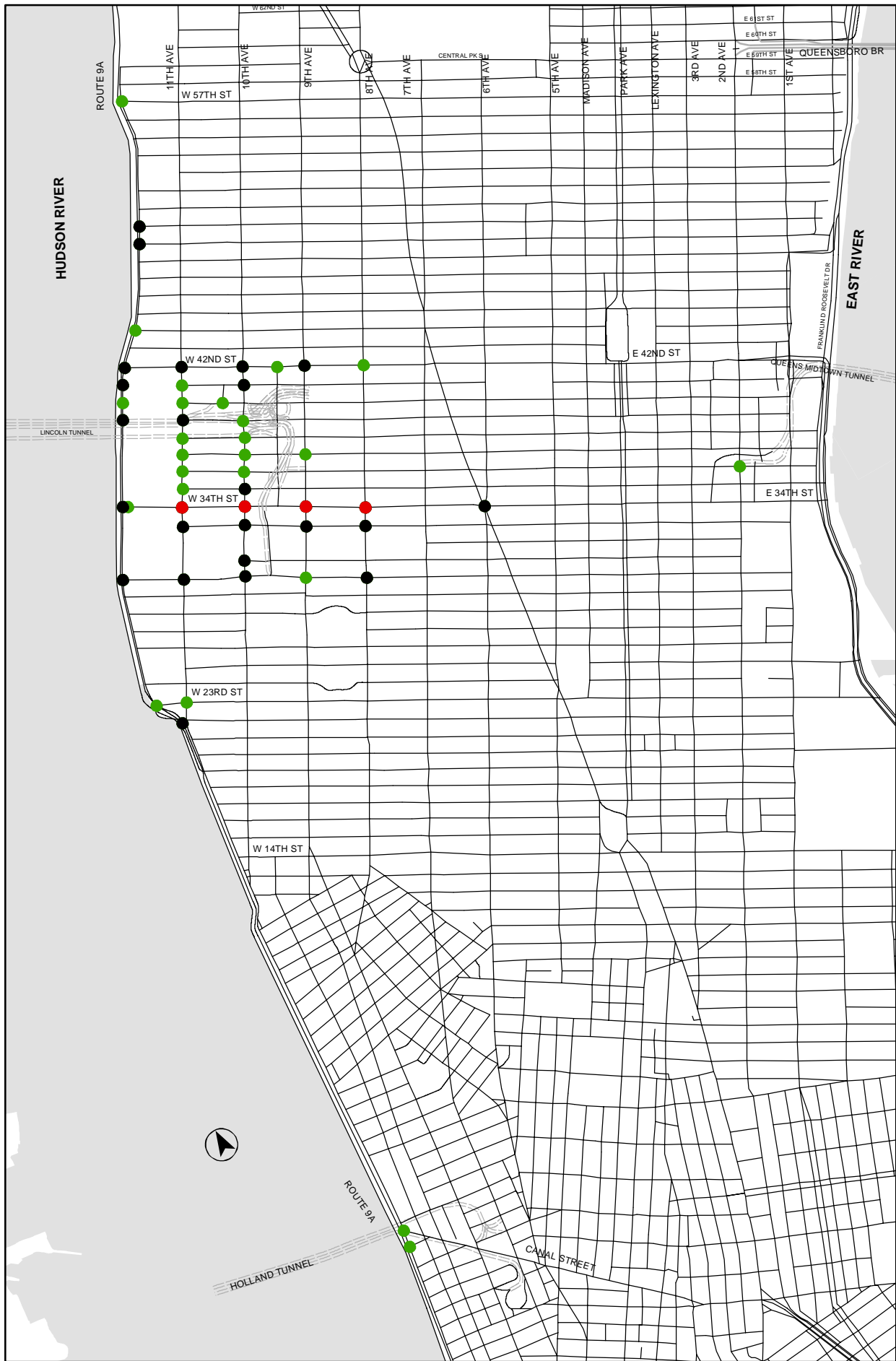
Figure 19-121



Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- X Unsignalized Intersection

**2010 Future With The Proposed Action
Analyzed Intersections
(Weeknight Special Event Peak Hour)**

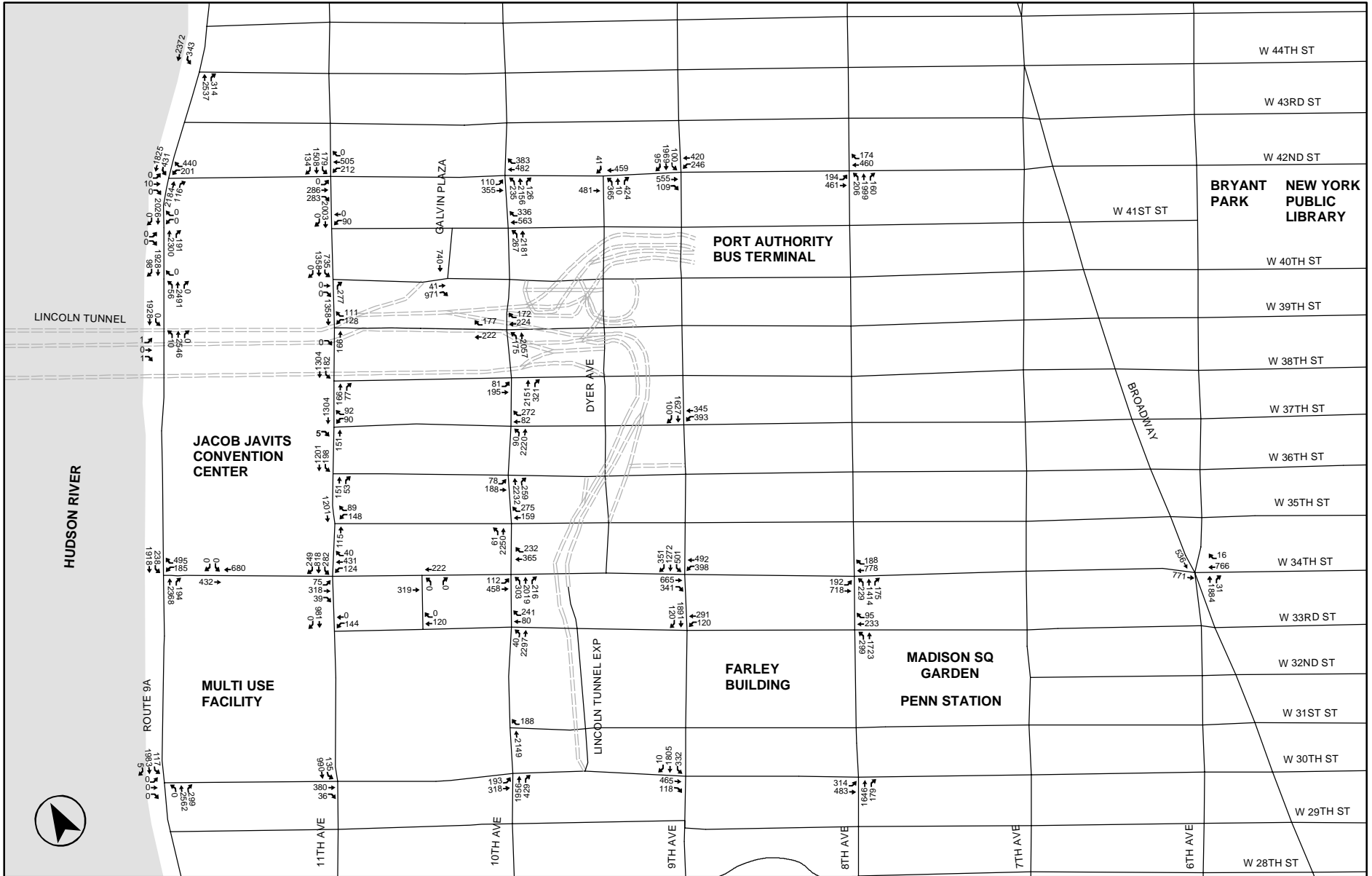


Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

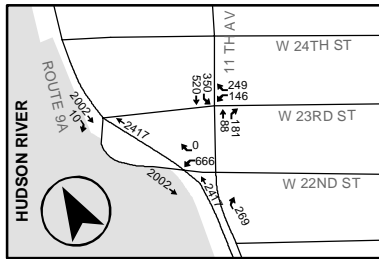
- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- ✕ Unsignalized Intersection

**2010 Future With The Proposed Action
Analyzed Intersections
(Sunday Special Event Peak Hour)**

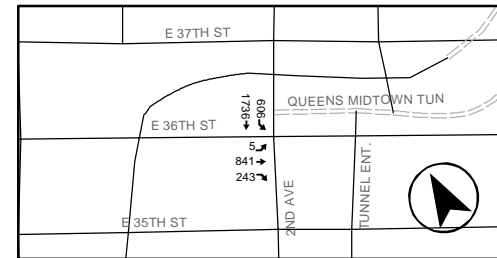
Figure 19-123



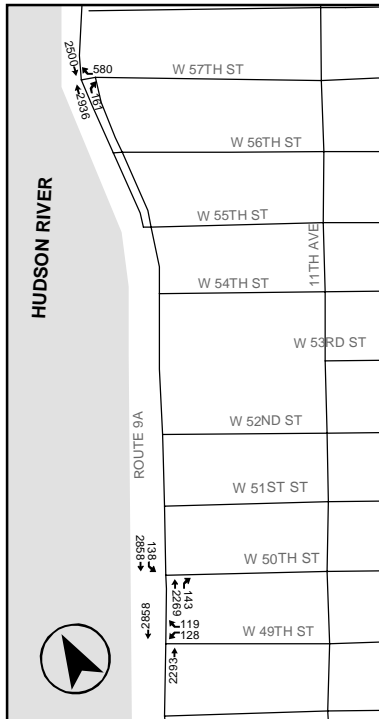
2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1
(Weeknight Special Event Peak Hour)
 Figure 19-124



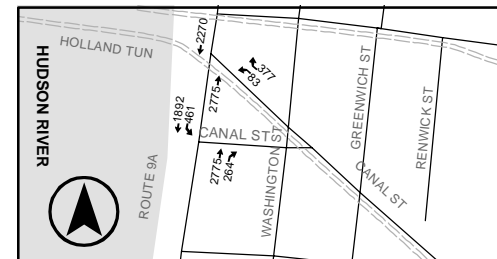
Inset 2



Inset 4



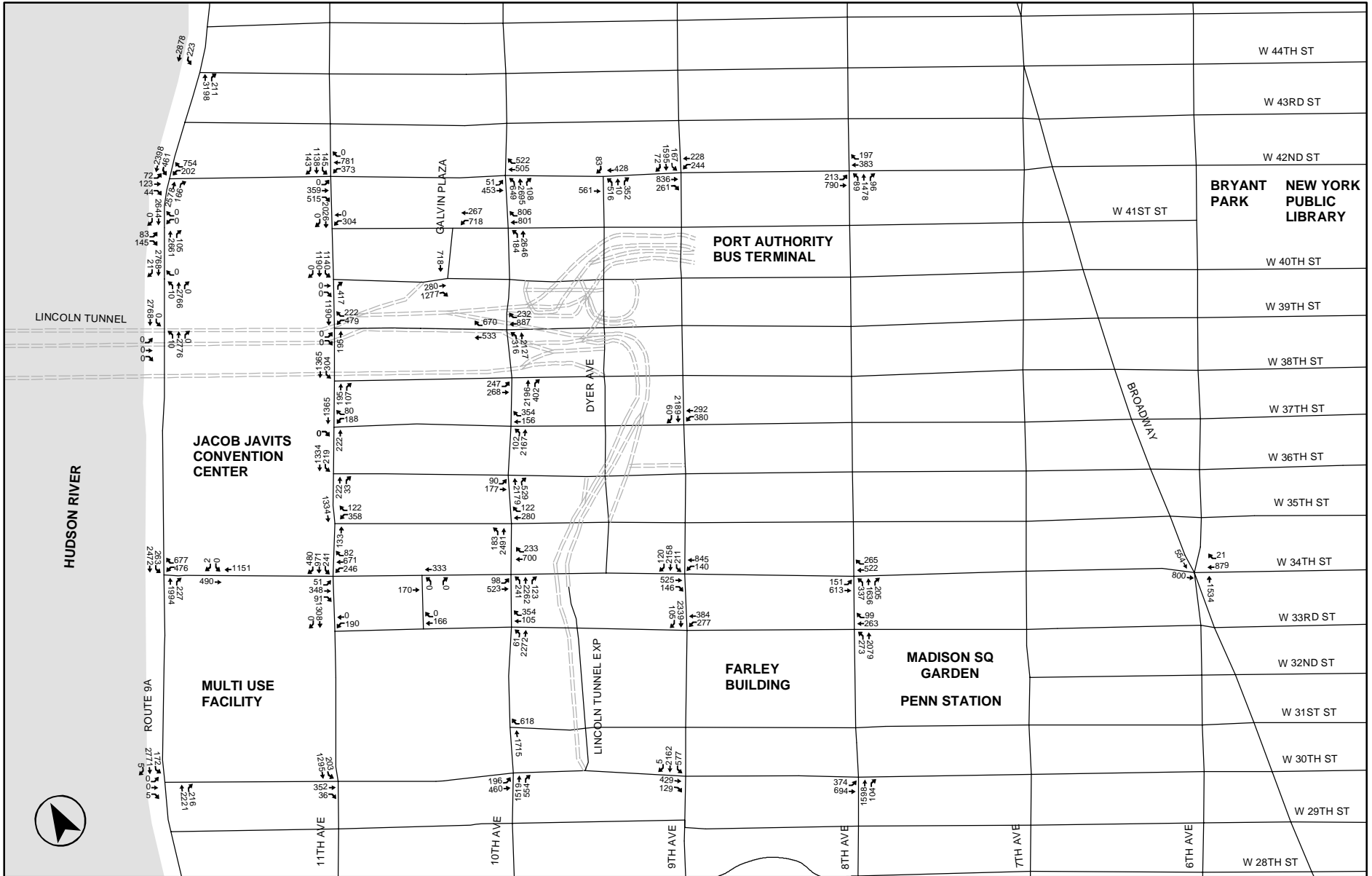
Inset 3



Inset 5

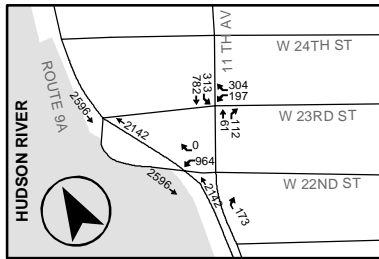
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2, 3, 4 and 5
(Weeknight Special Event Peak Hour)**

Figure 19-125

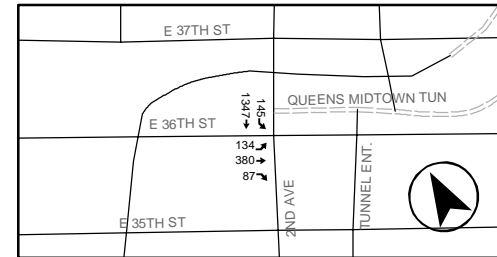


**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1
(Sunday Special Event Peak Hour)**

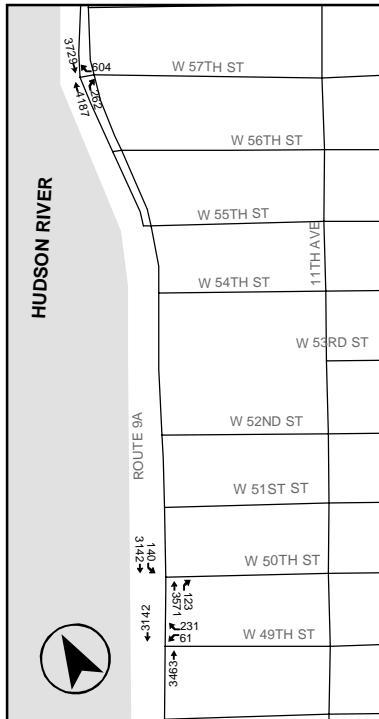
Figure 19-126



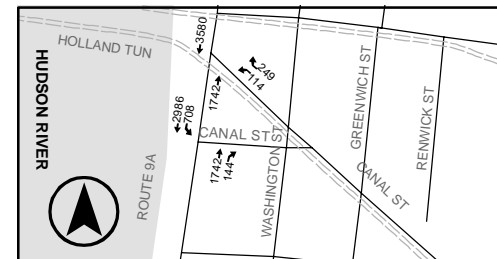
Inset 2



Inset 4



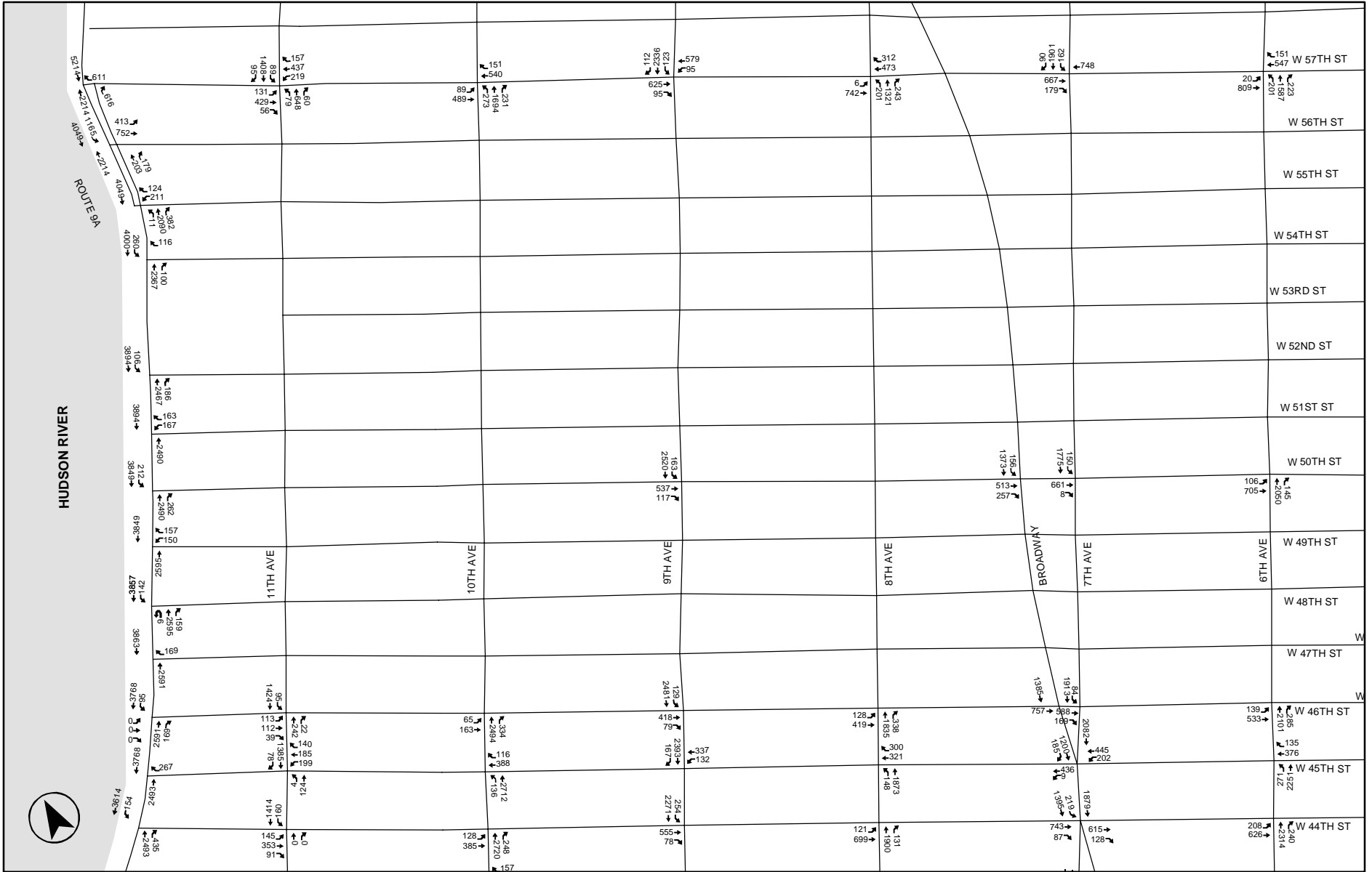
Inset 3



Inset 5

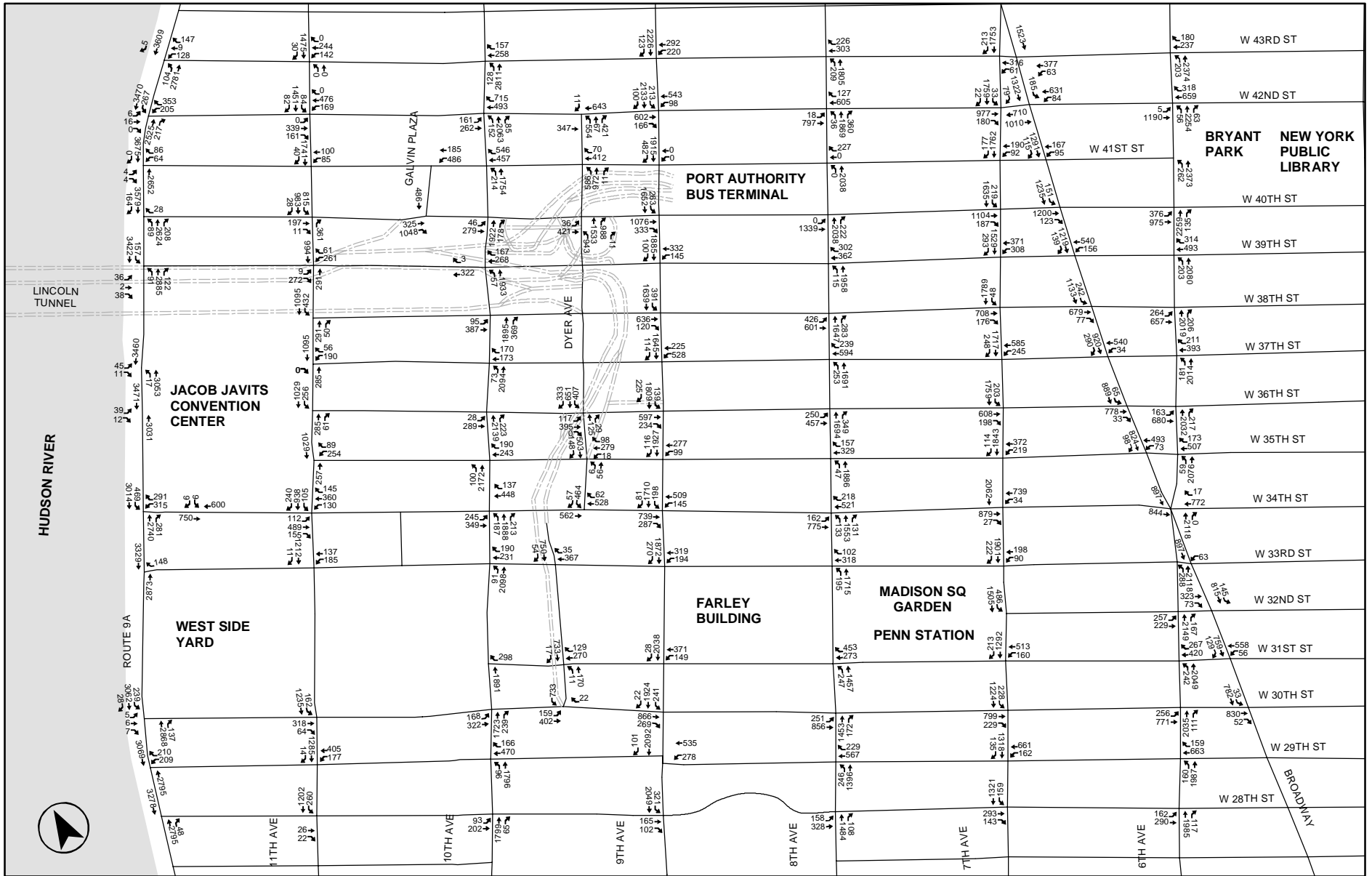
**2010 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2, 3, 4 and 5
(Sunday Special Event Peak Hour)**

Figure 19-127

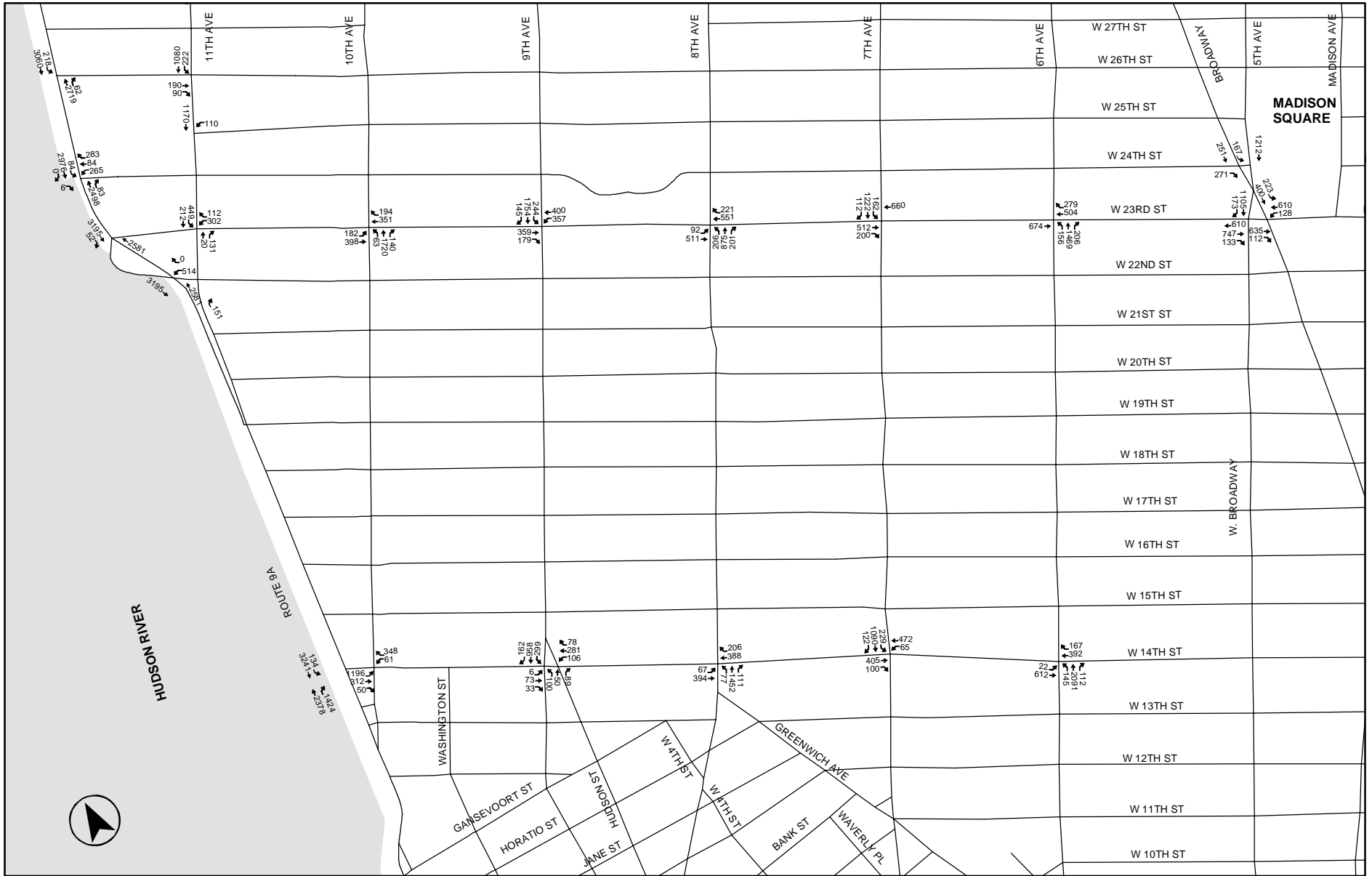


2025 Future Without The Proposed Action Traffic Volumes-
Inset 1
(Weekday AM Peak Hour)

Figure 19-128

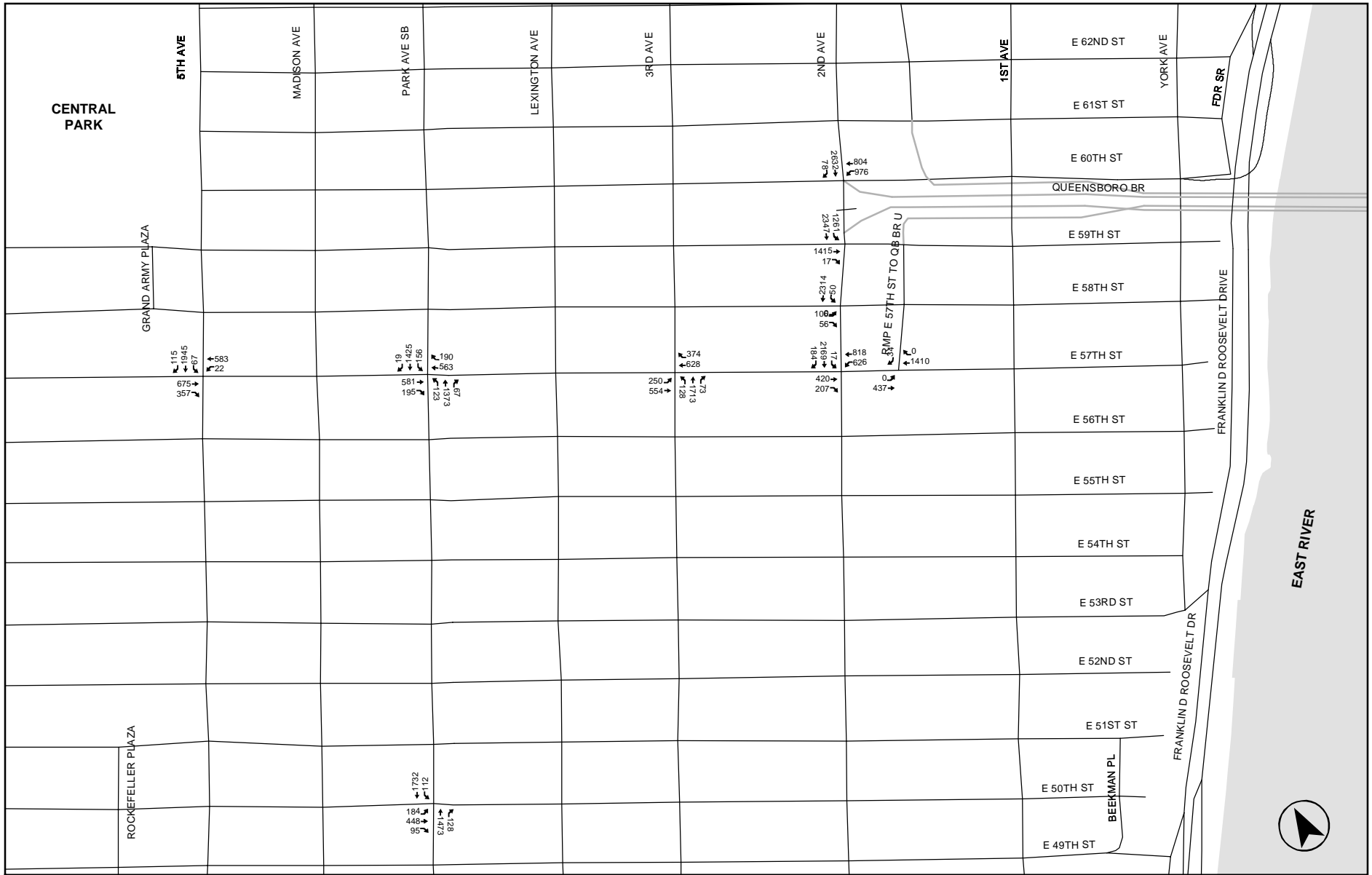


**2025 Future Without The Proposed Action Traffic Volumes-
Inset 2
(Weekday AM Peak Hour)
Figure 19-129**



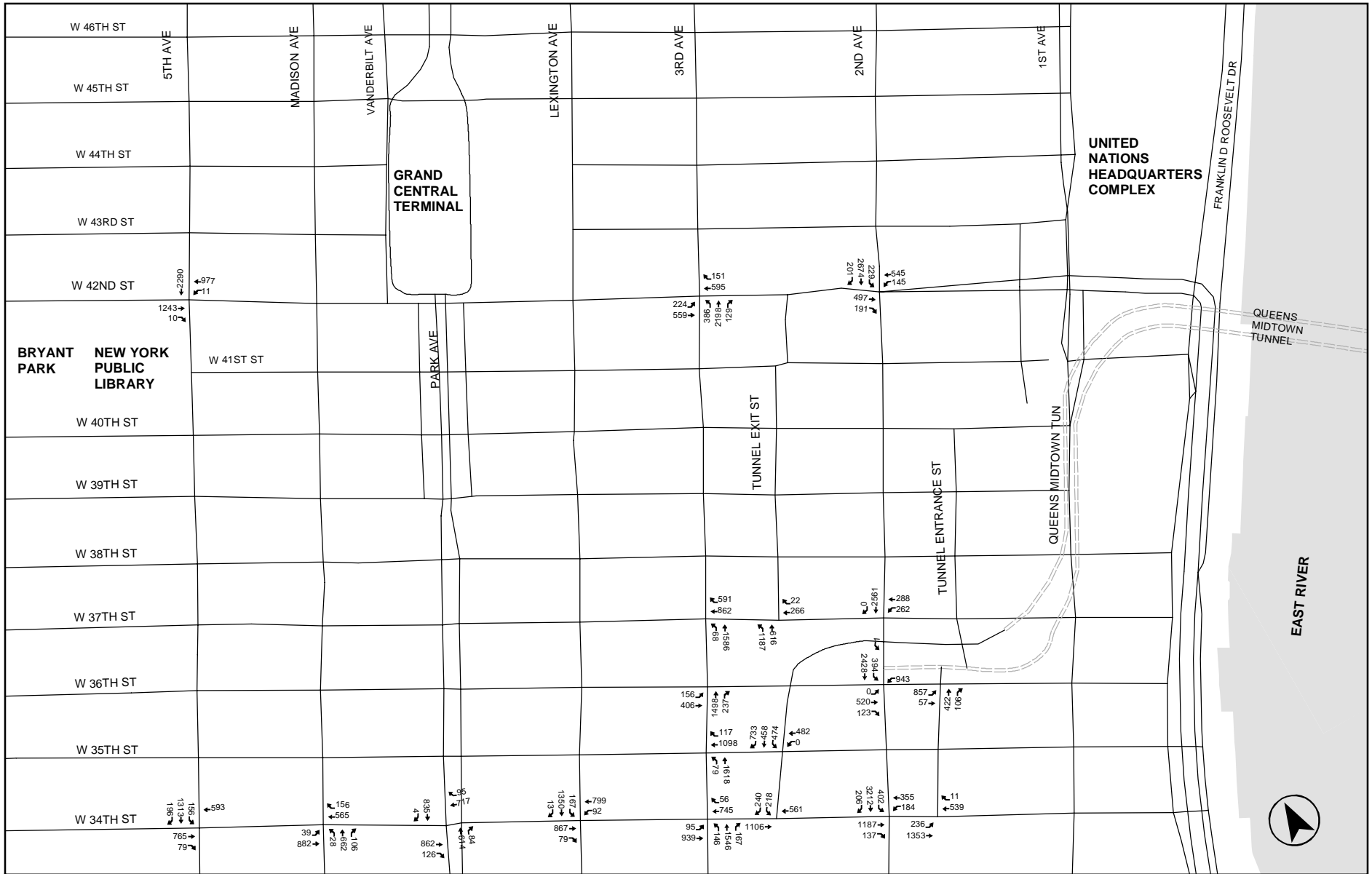
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 3
(Weekday AM Peak Hour)**

Figure 19-130



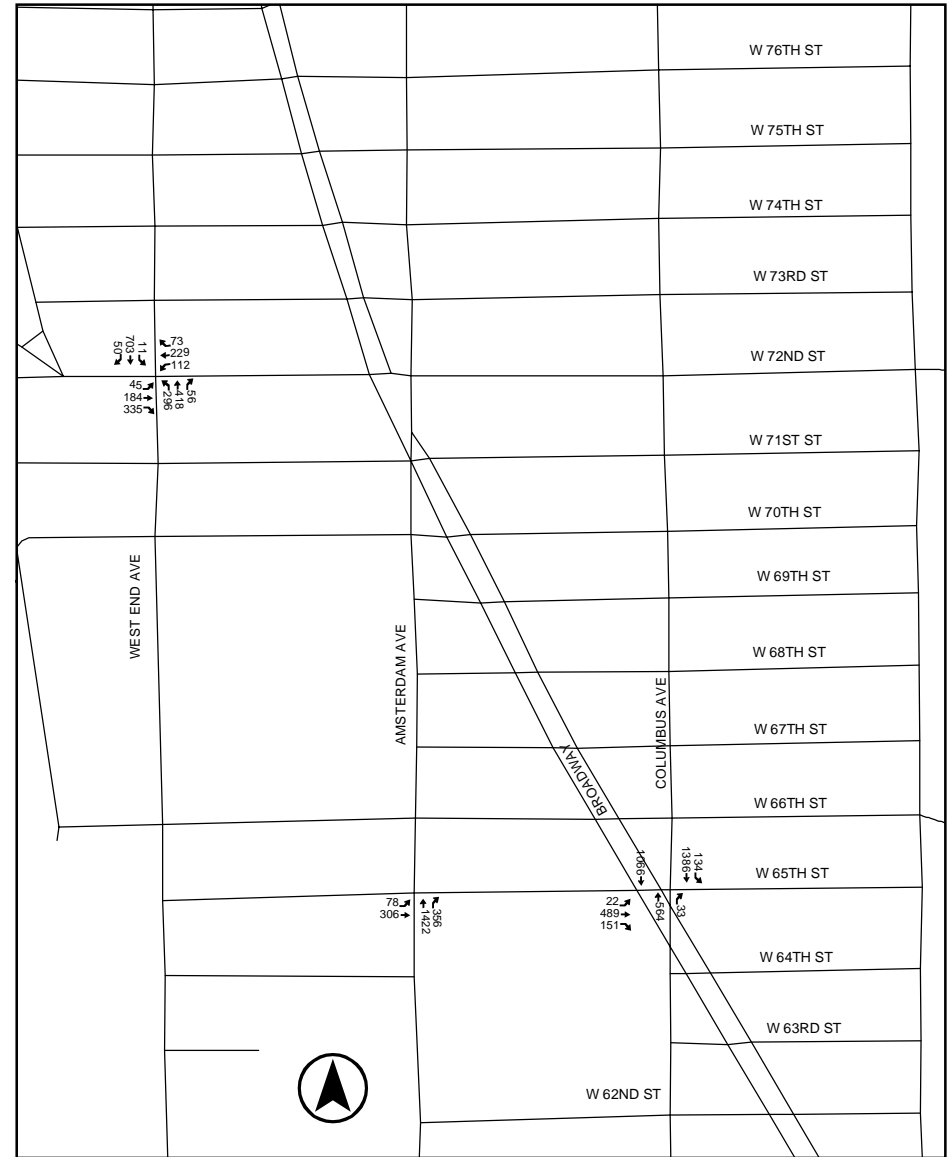
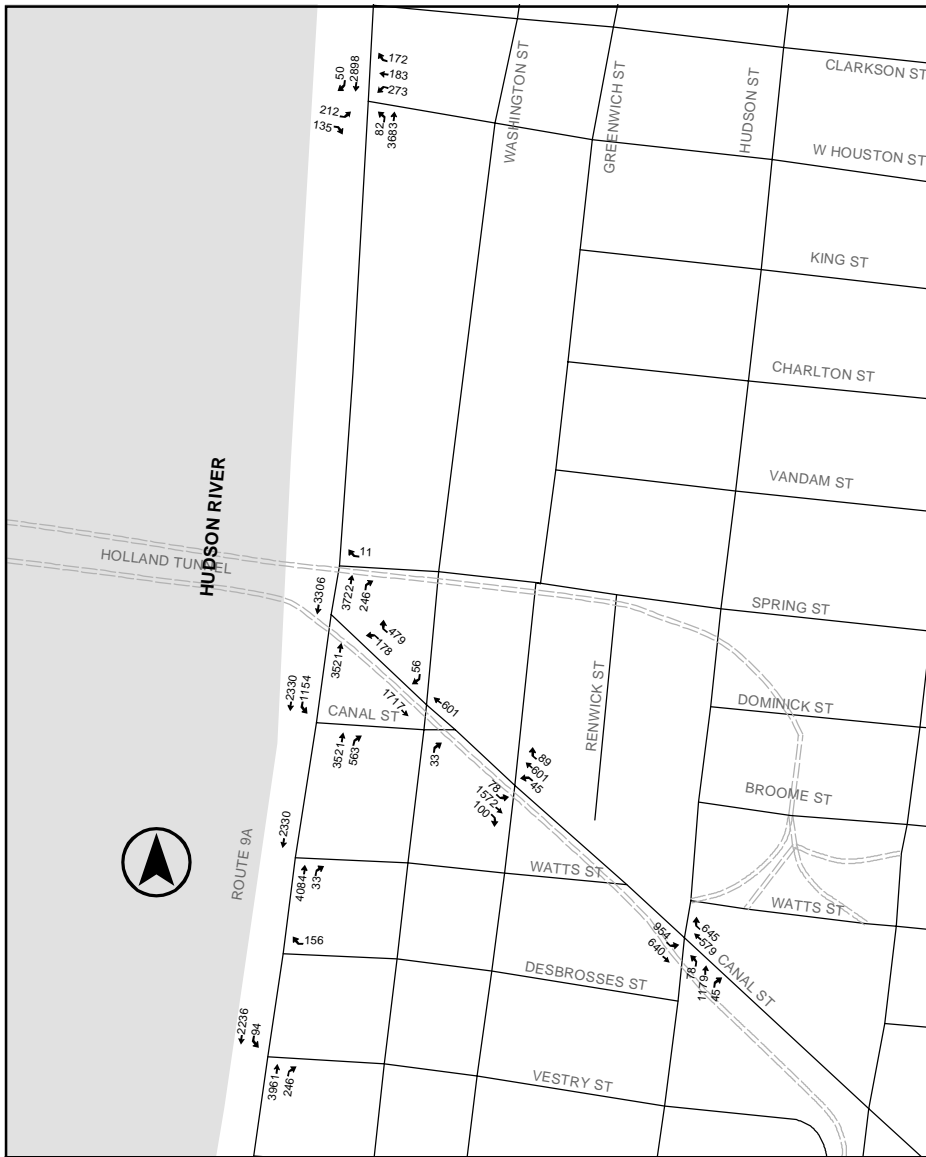
2025 Future Without The Proposed Action Traffic Volumes-
 Inset 4
 (Weekday AM Peak Hour)

Figure 19-131



**2025 Future Without The Proposed Action Traffic Volumes-
Inset 5
(Weekday AM Peak Hour)**

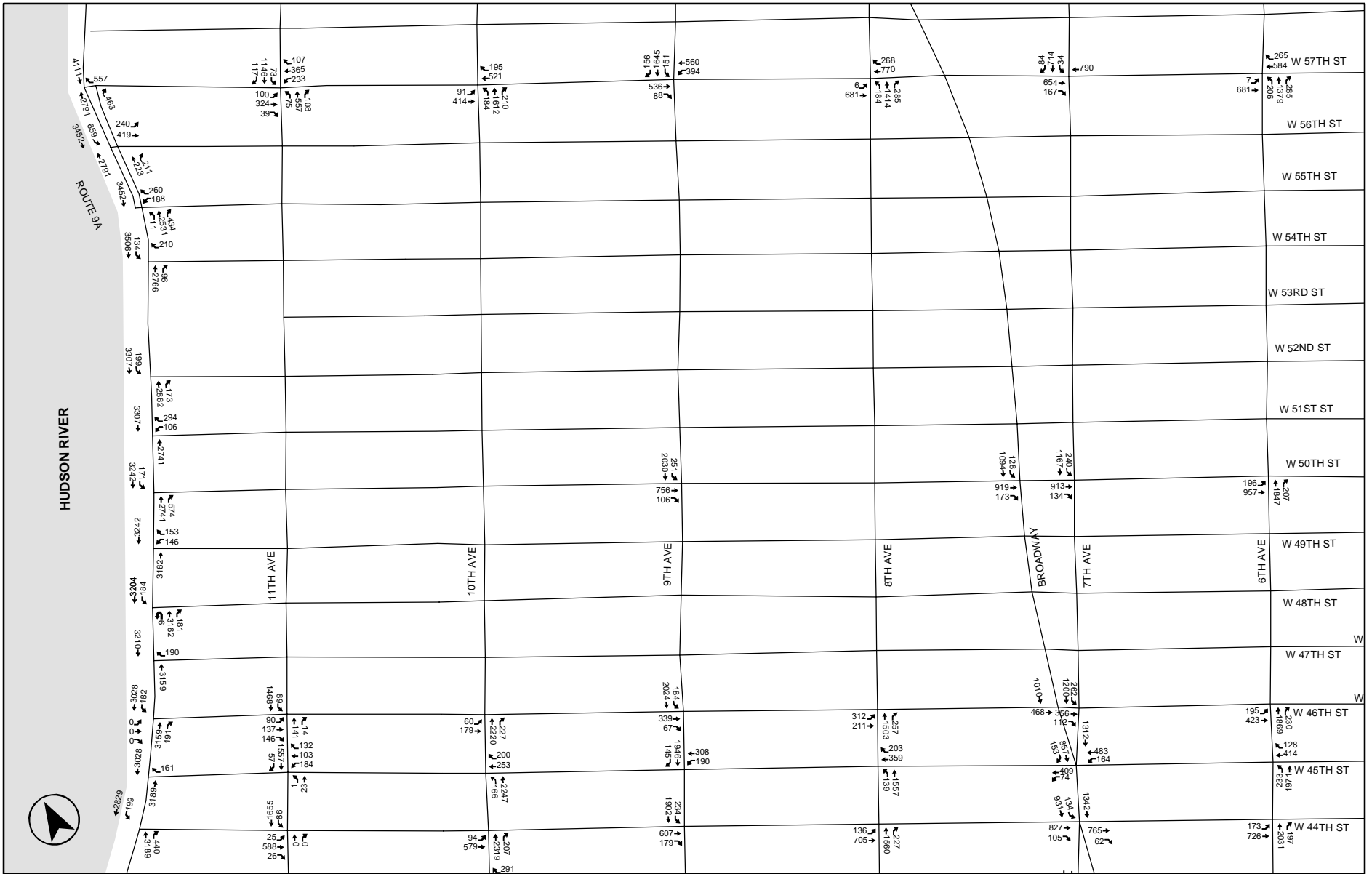
Figure 19-132



Inset 6

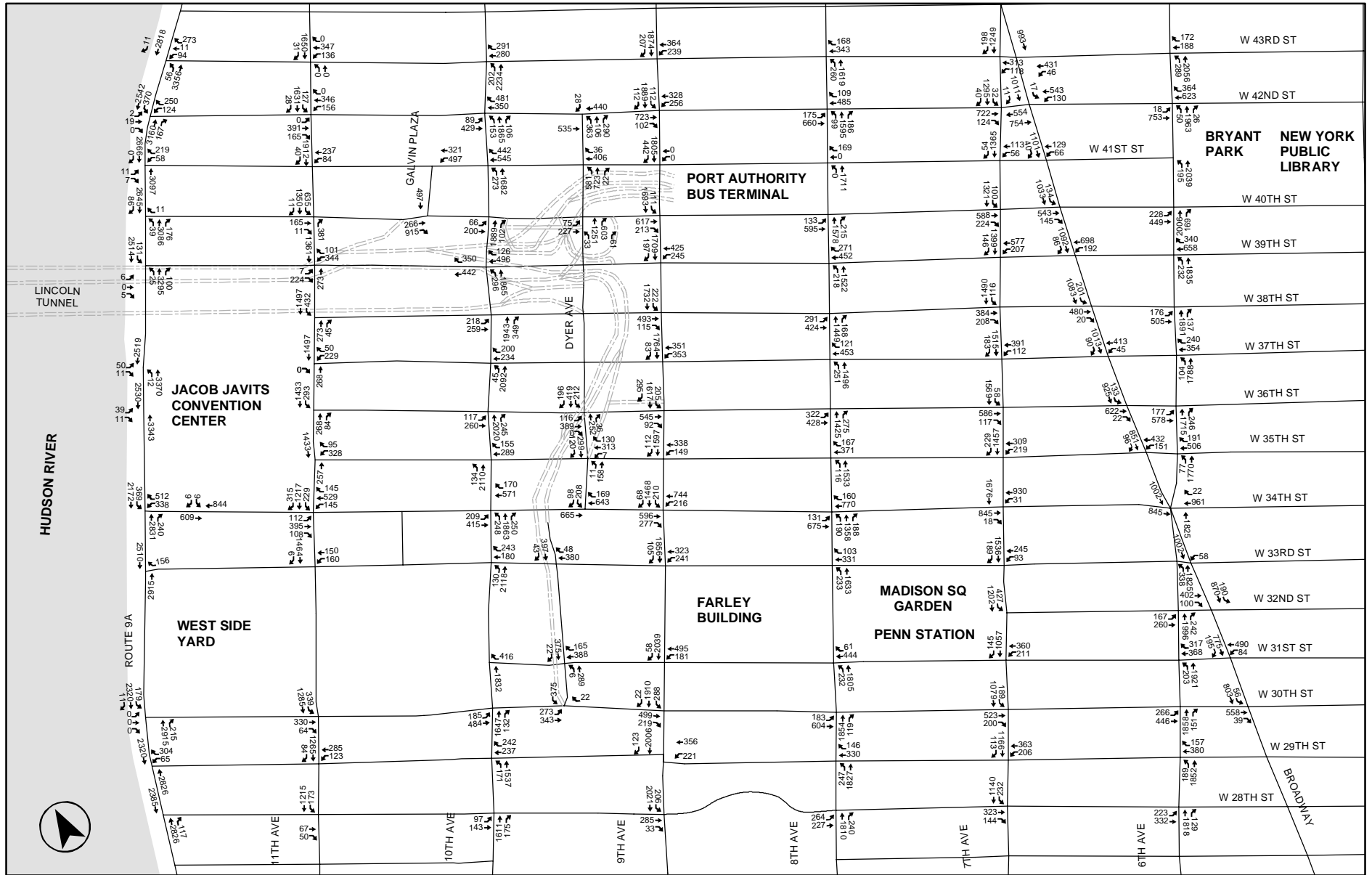
Inset 7 2025 Future Without The Proposed Action
Traffic Volumes - Insets 6 and 7
(Weekday AM Peak Hour)

Figure 19-133



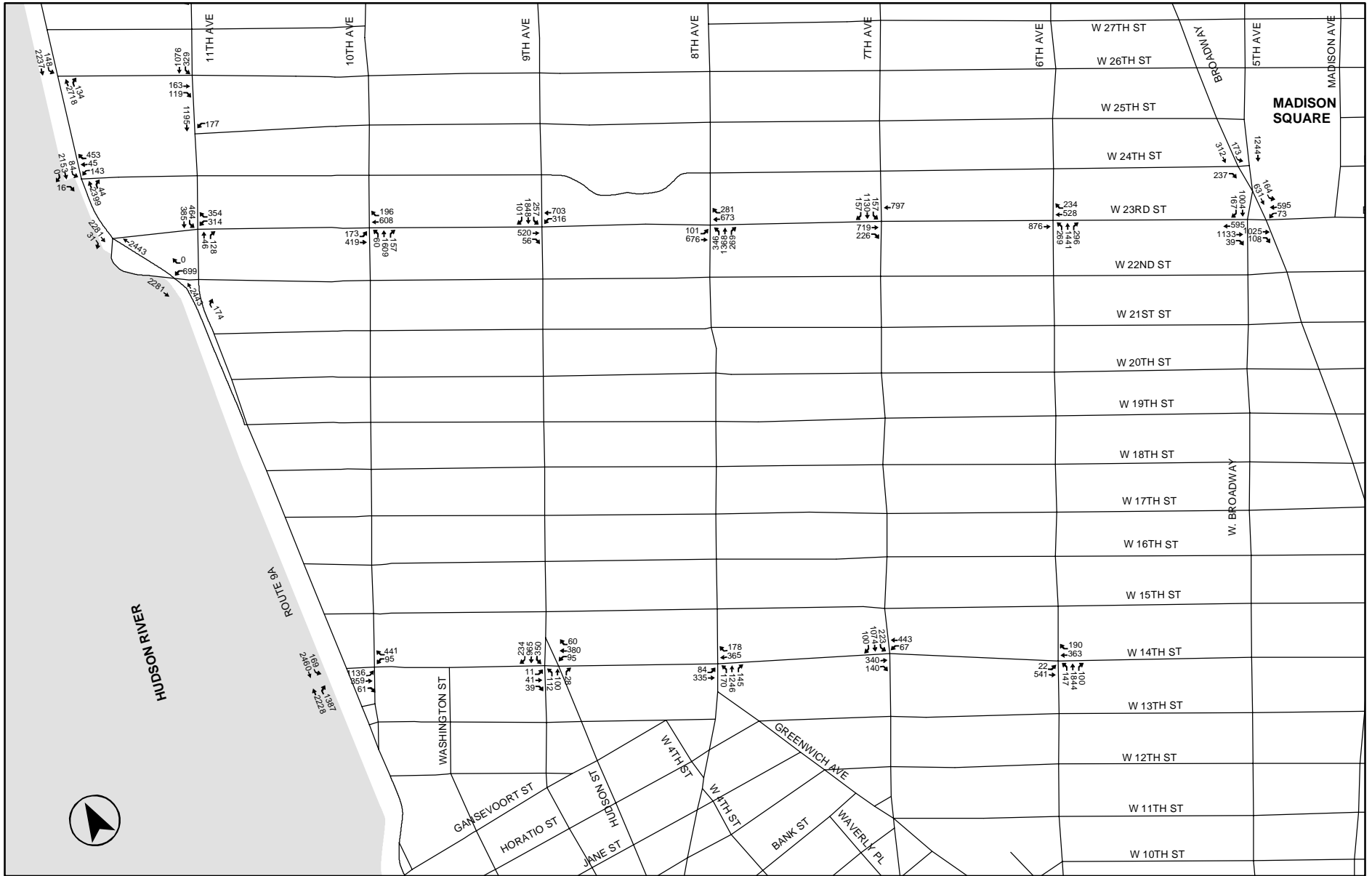
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 1
(Weekday Midday Peak Hour)**

Figure 19-134



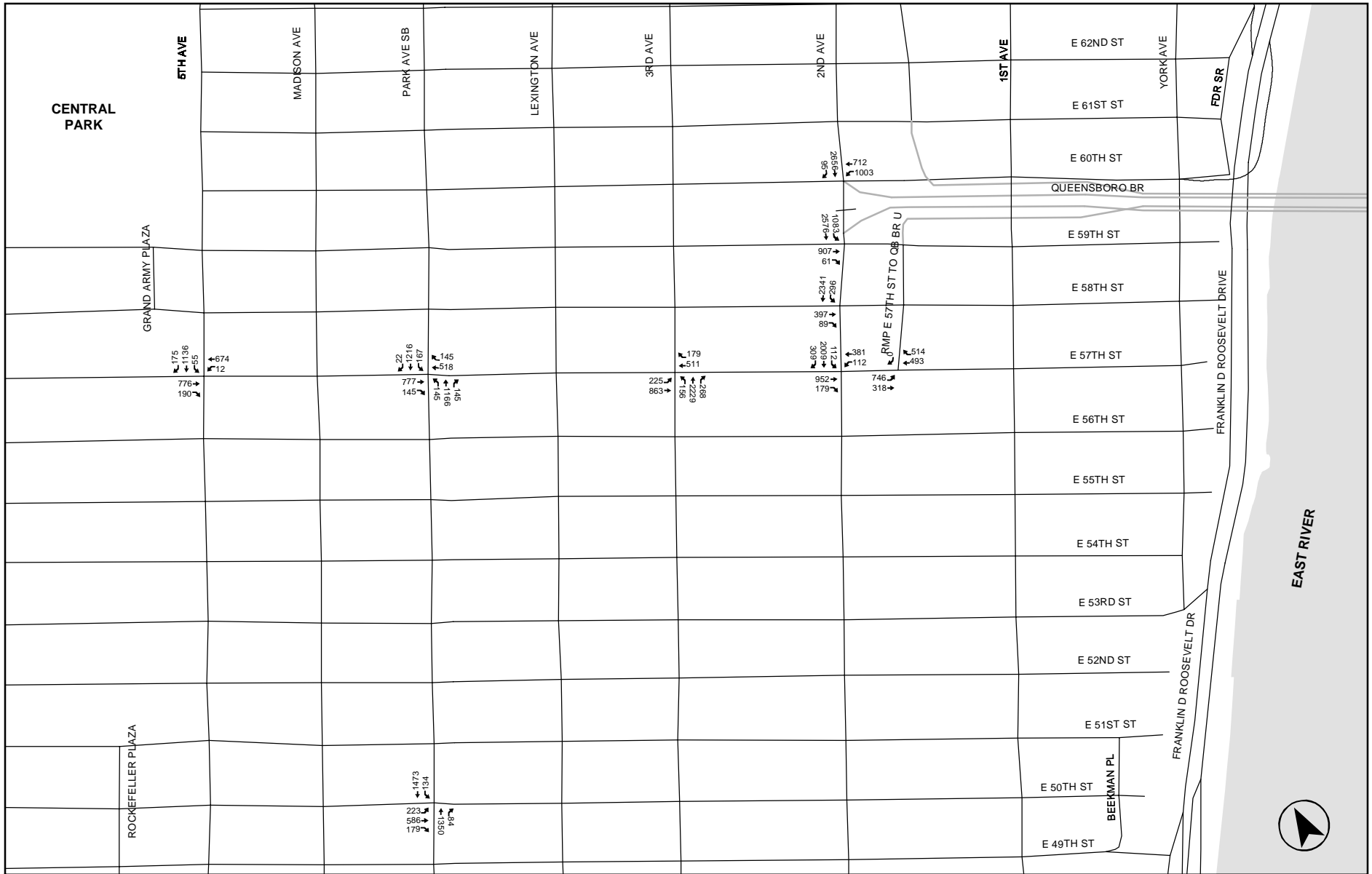
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 2
(Weekday Midday Peak Hour)**

Figure 19-135



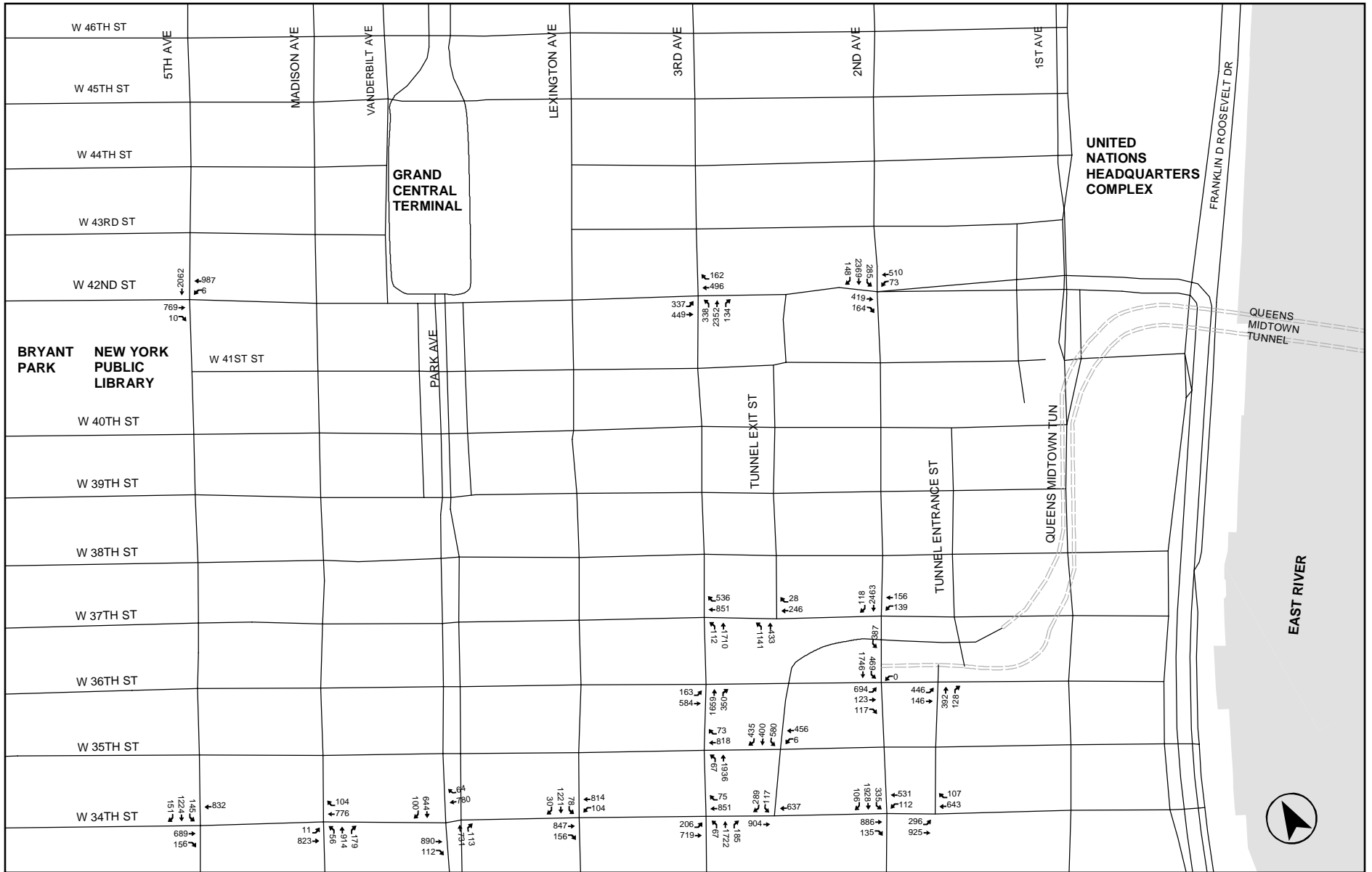
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 3
(Weekday Midday Peak Hour)**

Figure 19-136



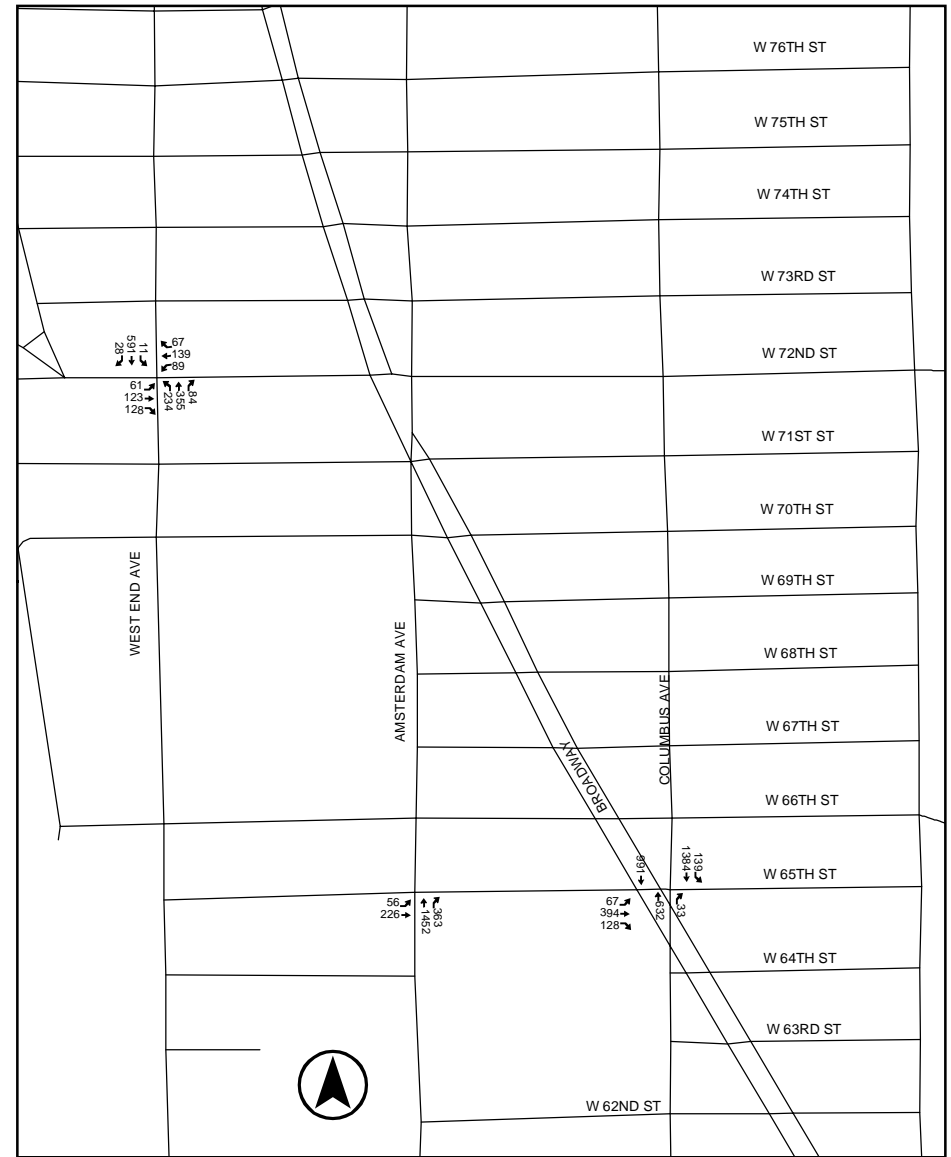
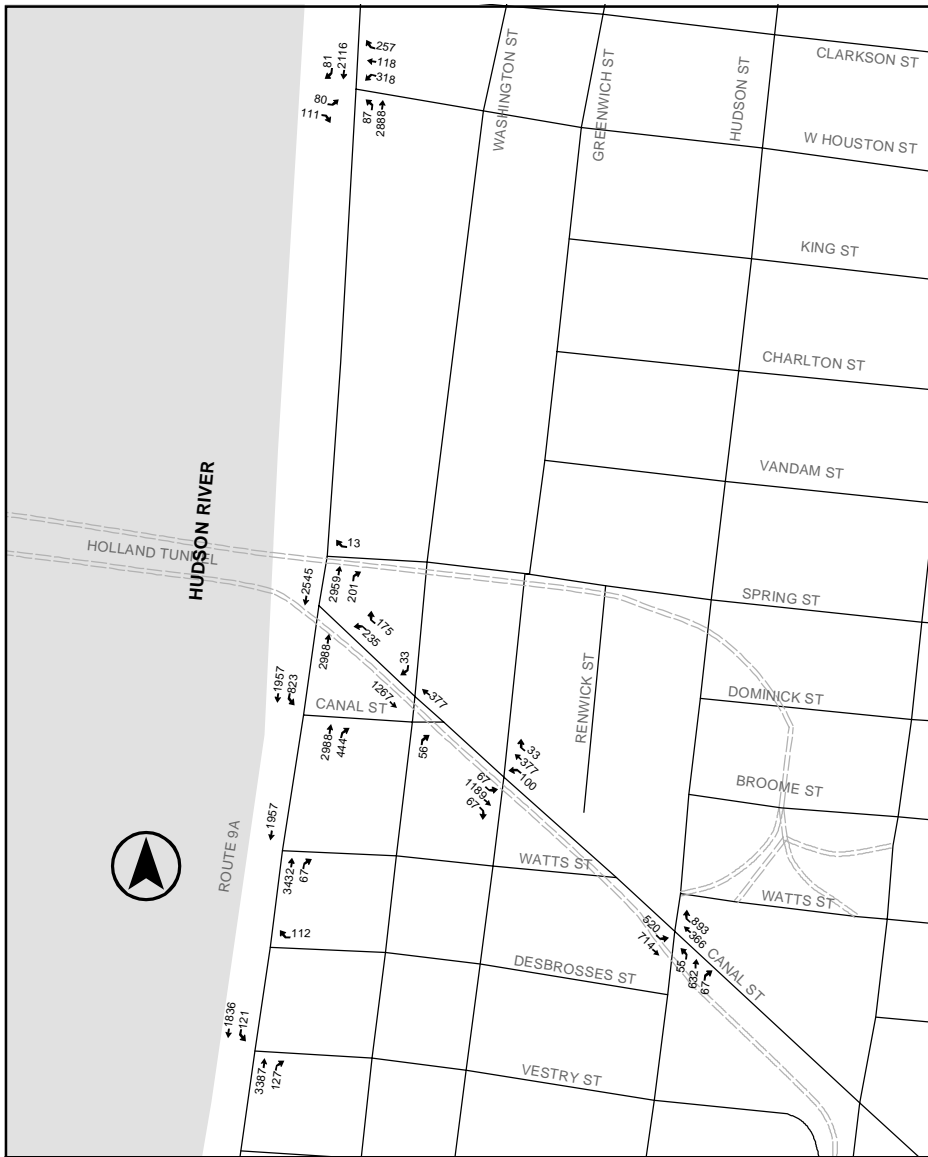
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 4
(Weekday Midday Peak Hour)**

Figure 19-137



2025 Future Without The Proposed Action Traffic Volumes- Inset 5 (Weekday Midday Peak Hour)

Figure 19-138

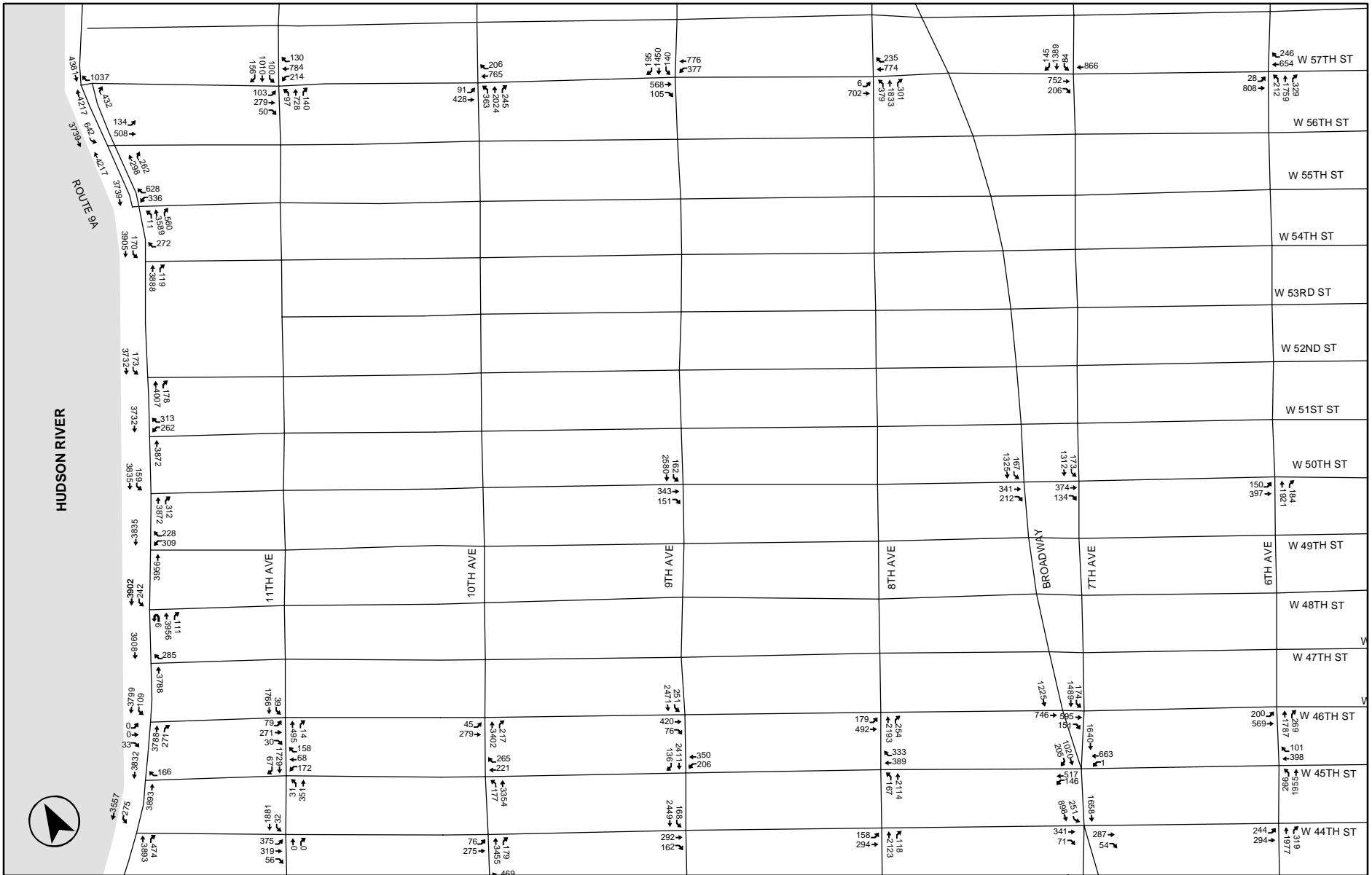


Inset 6

Inset 7

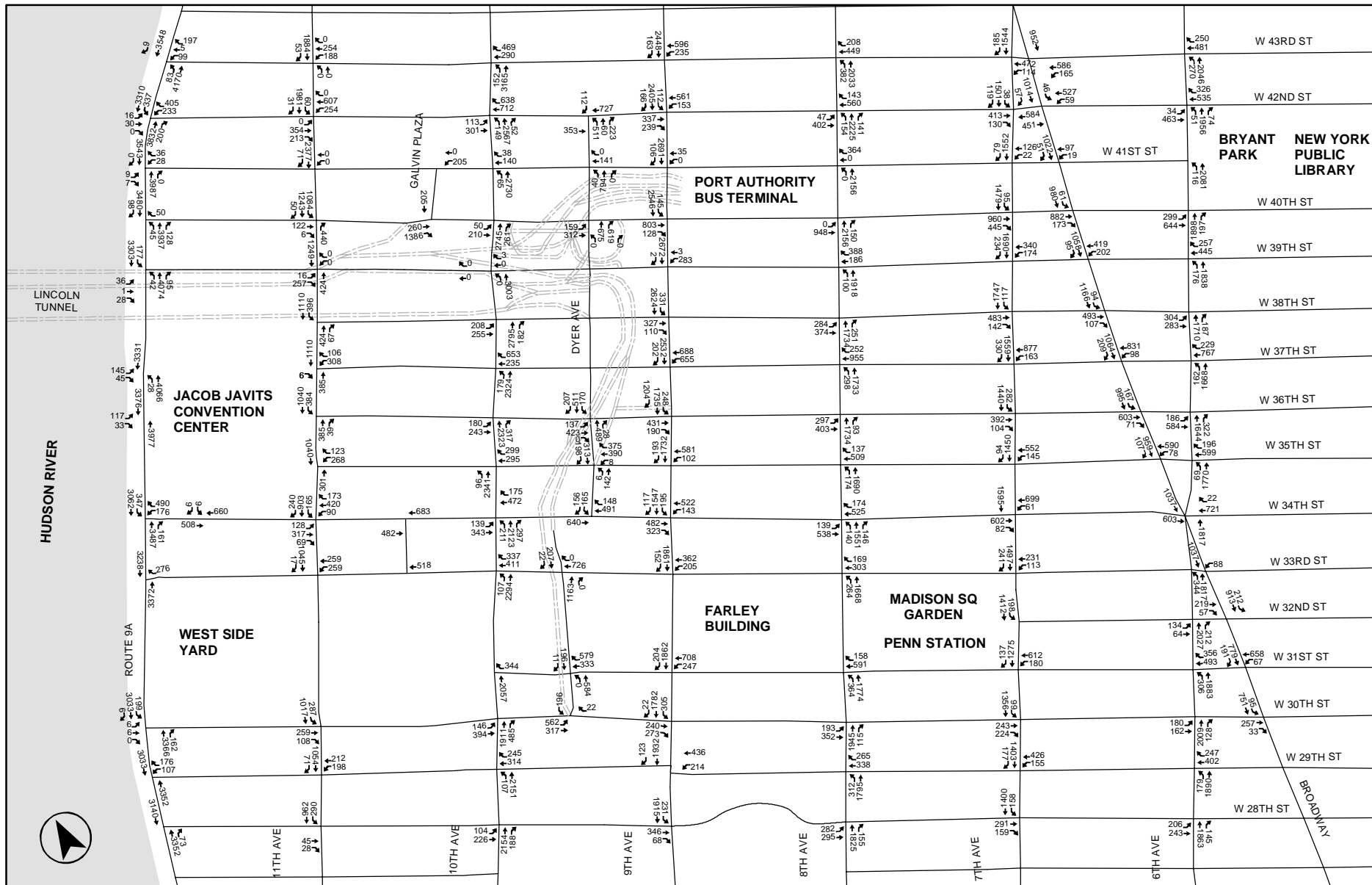
**2025 Future Without The Proposed Action
Traffic Volumes - Insets 6 and 7
(Weekday Midday Peak Hour)**

Figure 19-139



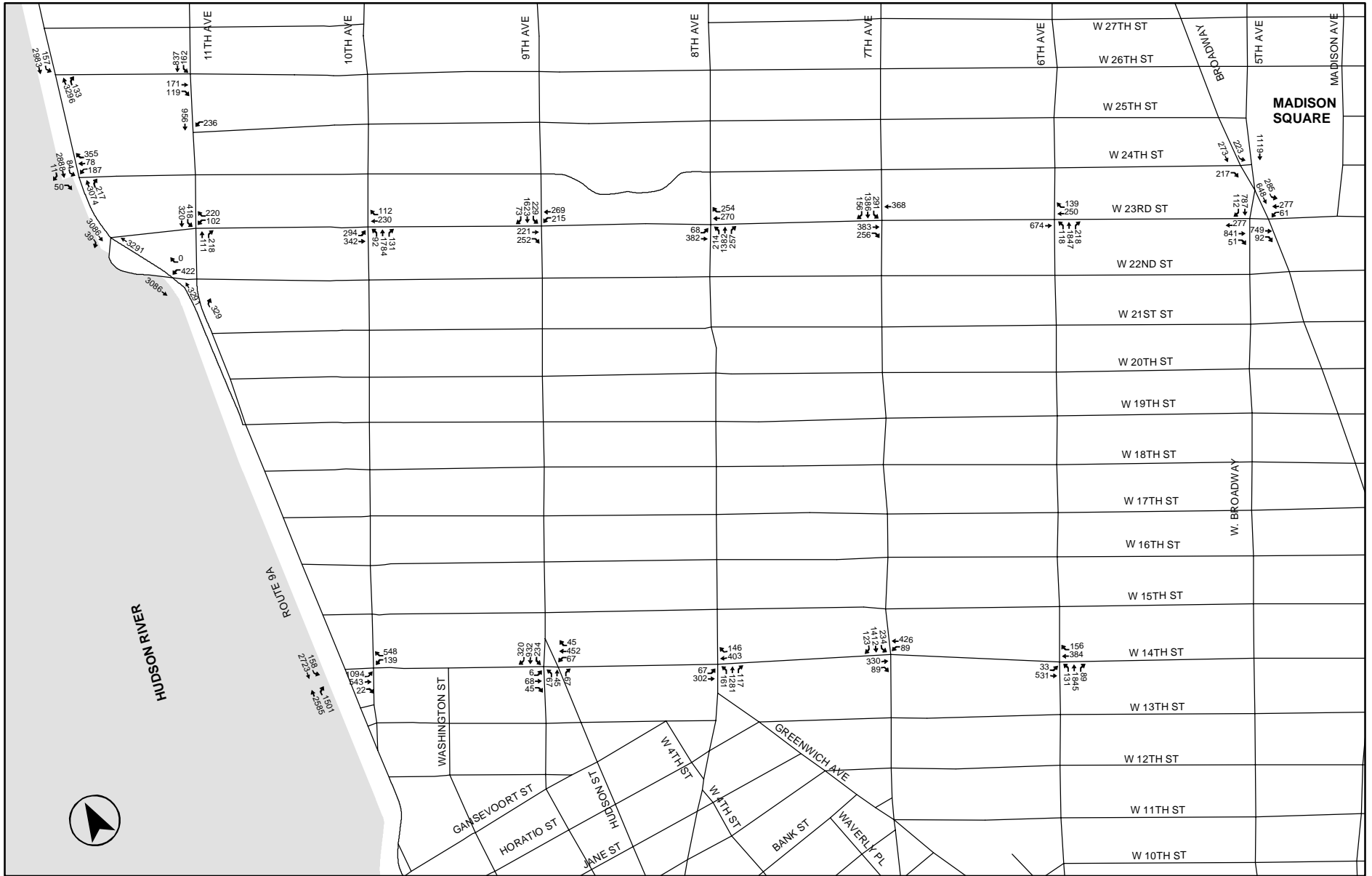
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 1
(Weekday PM Peak Hour)**

Figure 19-140



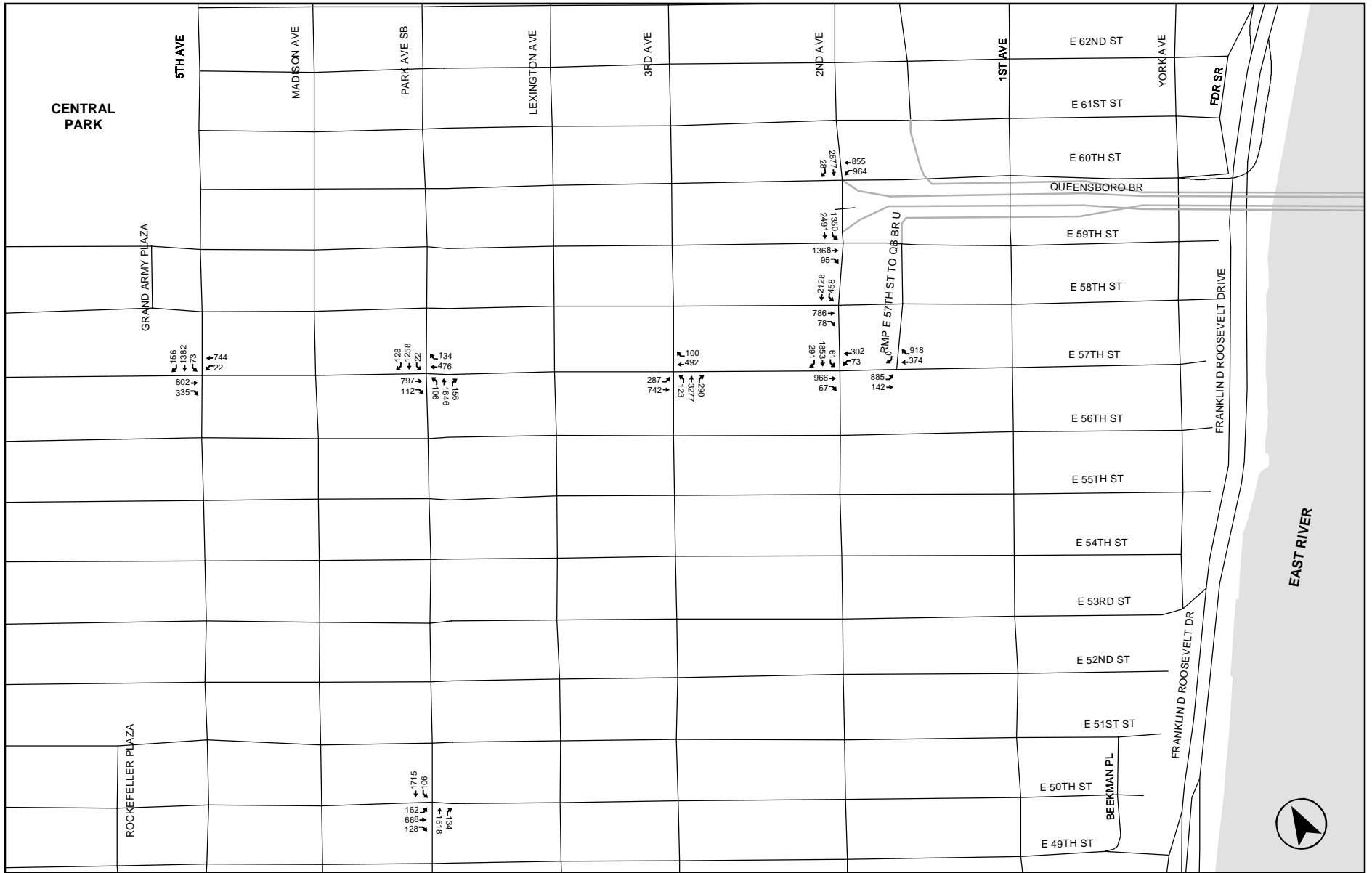
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 2
(Weekday PM Peak Hour)**

Figure 19-141



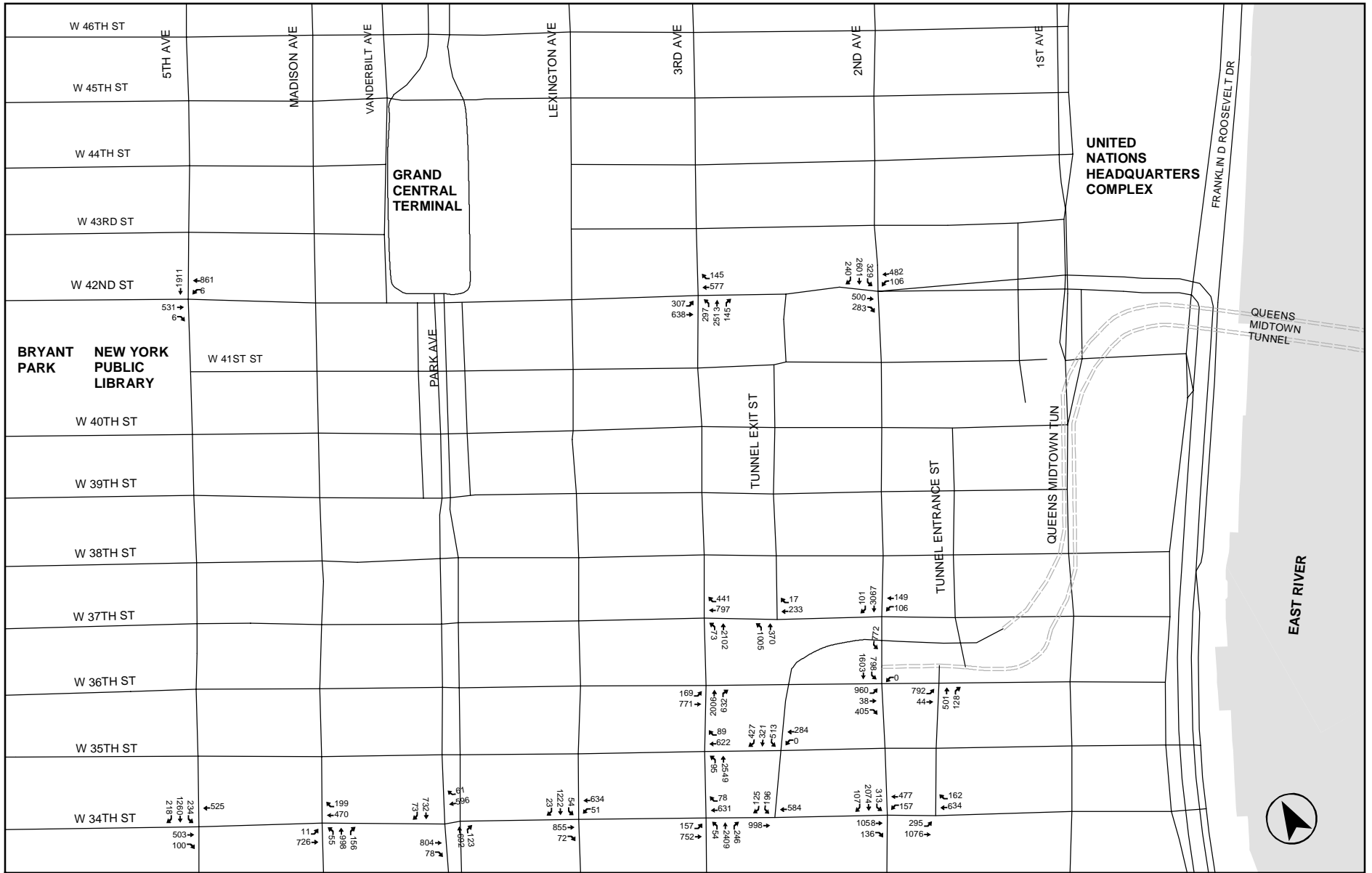
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 3
(Weekday PM Peak Hour)**

Figure 19-142



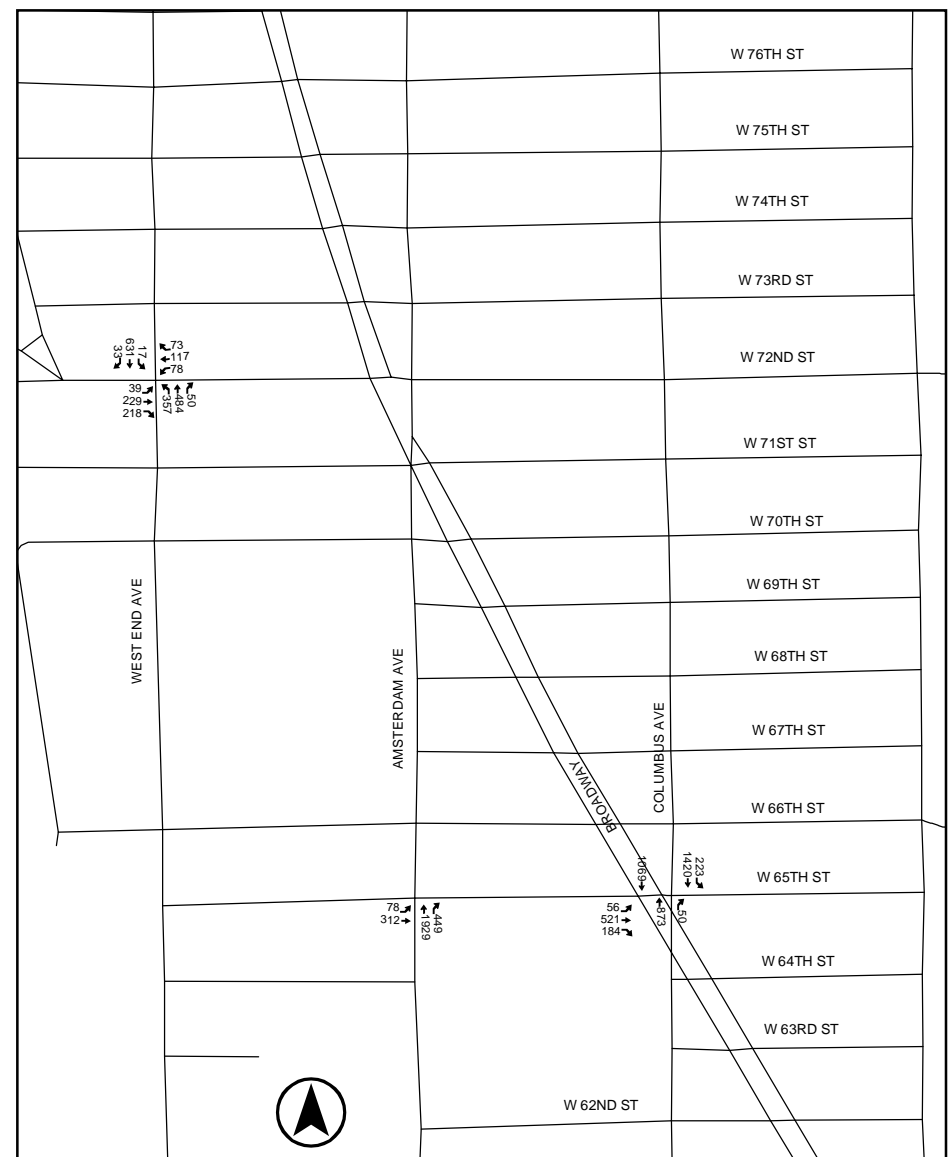
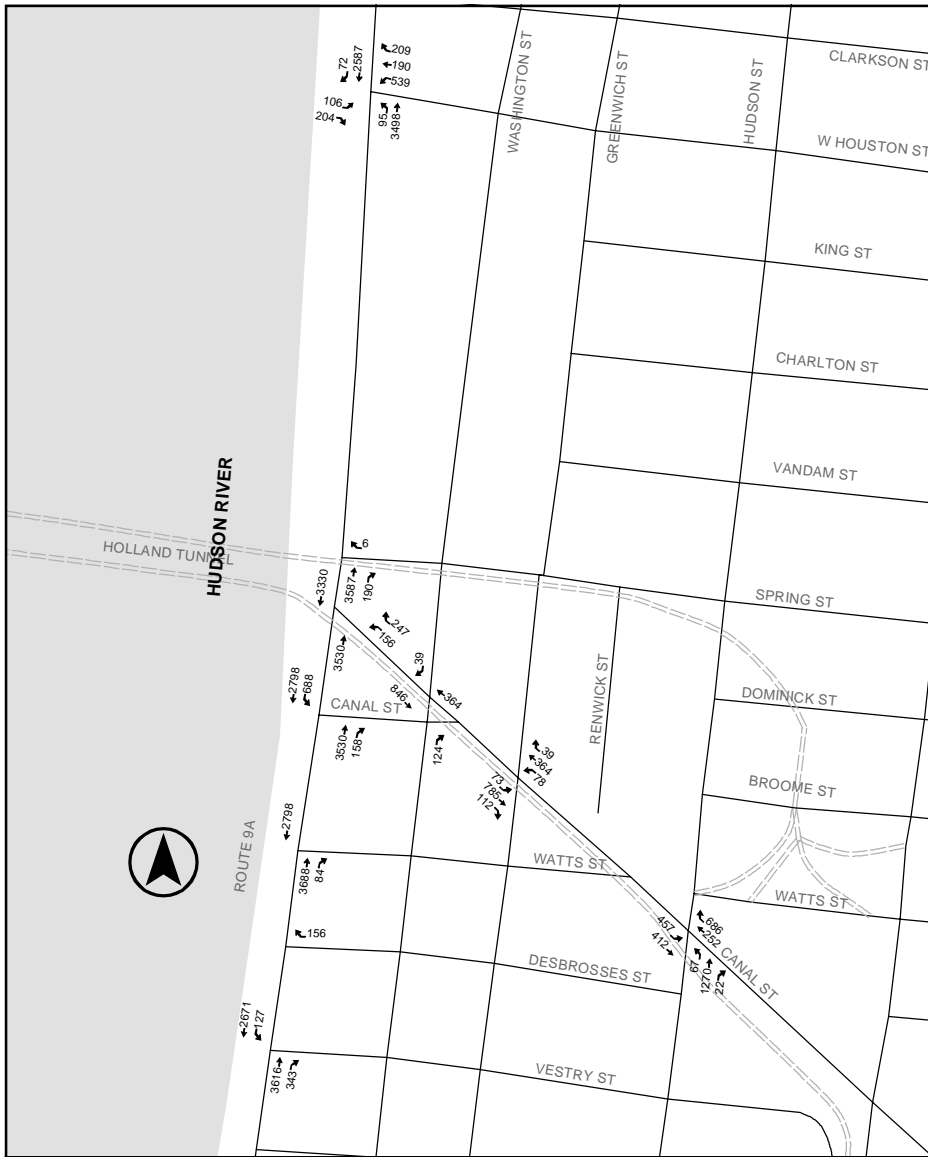
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 4
(Weekday PM Peak Hour)**

Figure 19-143



**2025 Future Without The Proposed Action Traffic Volumes-
Inset 5
(Weekday PM Peak Hour)**

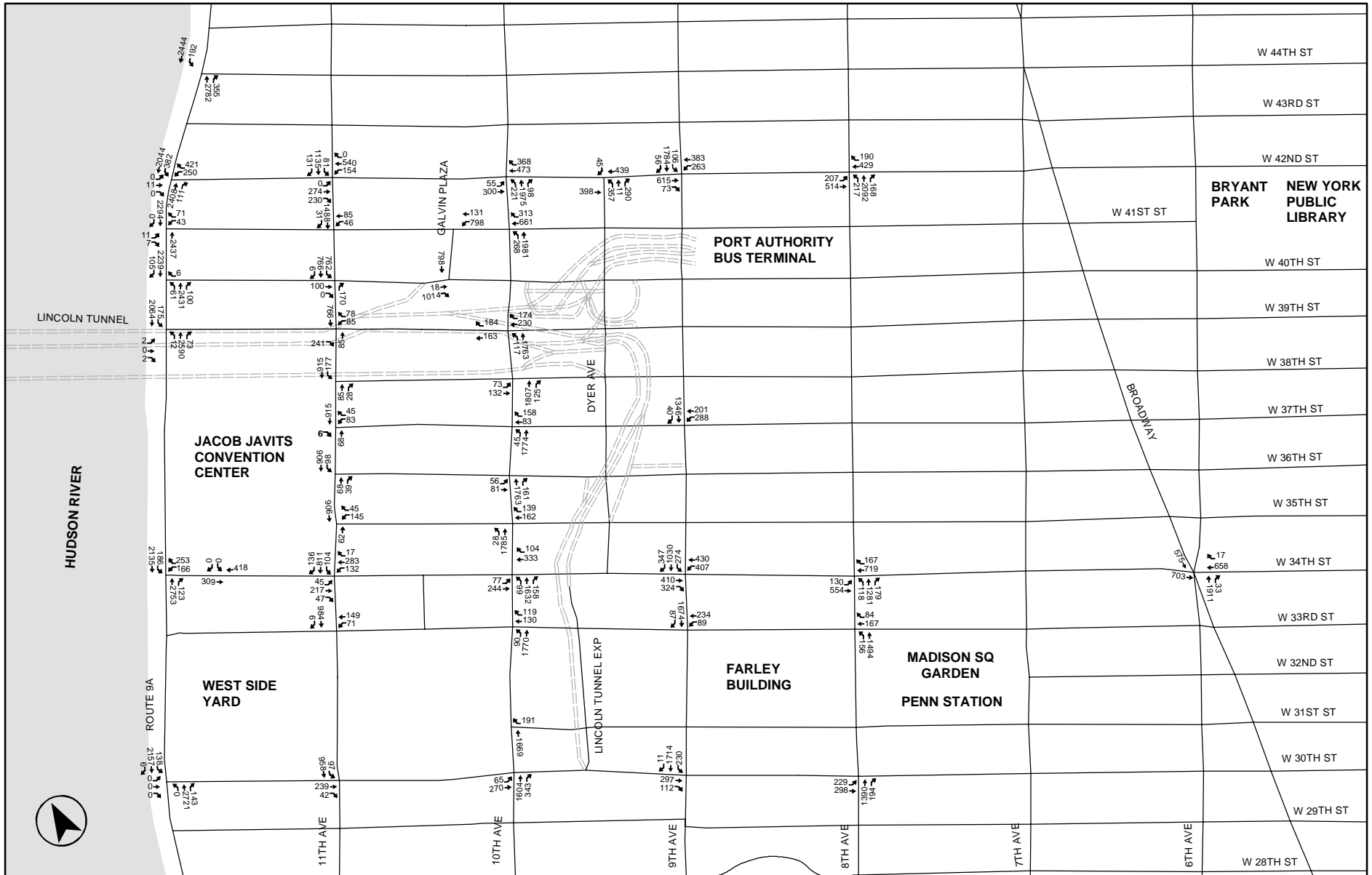
Figure 19-144



Inset 6

**Inset 7 2025 Future Without The Proposed Action
Traffic Volumes - Inset 6 and 7
(Weekday PM Peak Hour)**

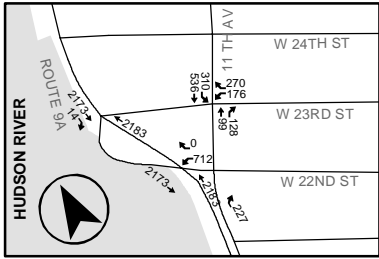
Figure 19-145



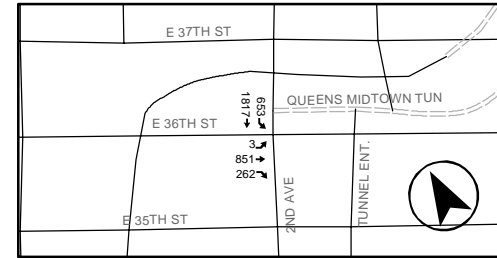
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 1**

(Weeknight Special Event Peak Hour)

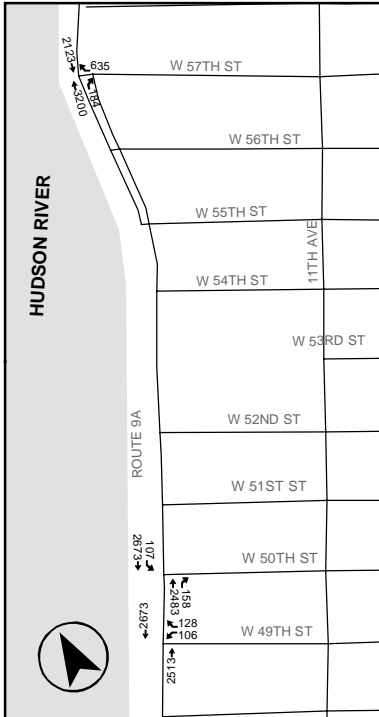
Figure 19-146



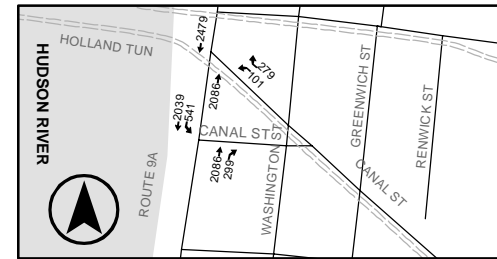
Inset 2



Inset 4



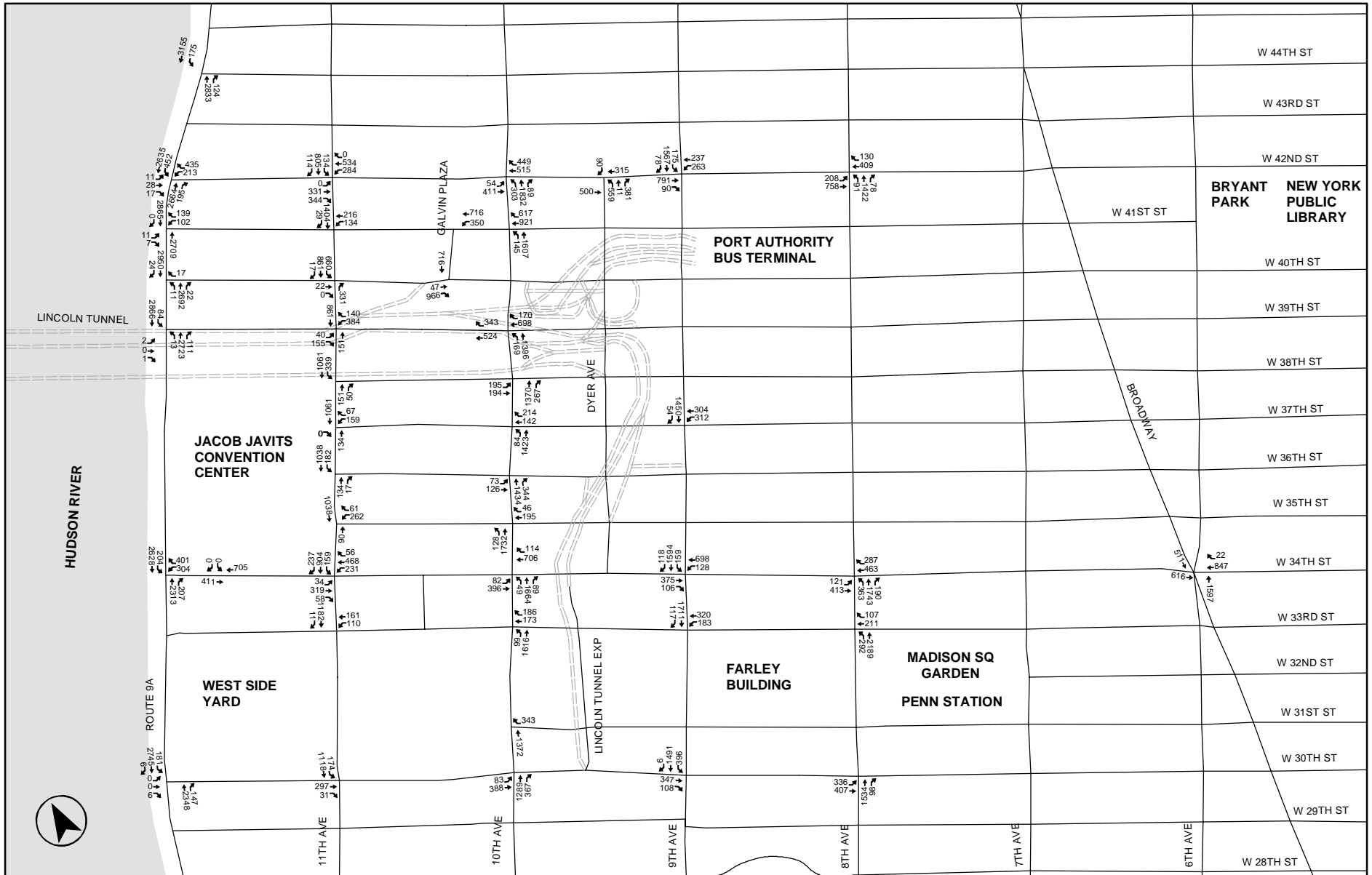
Inset 3



Inset 5

**2025 Future Without The Proposed Action Traffic Volumes-
Inset 2, 3, 4 and 5
(Weeknight Special Event Peak Hour)**

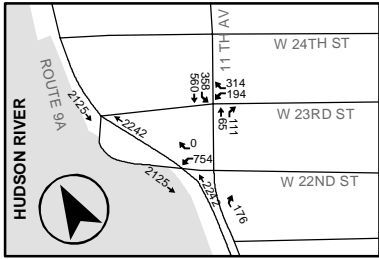
Figure 19-147



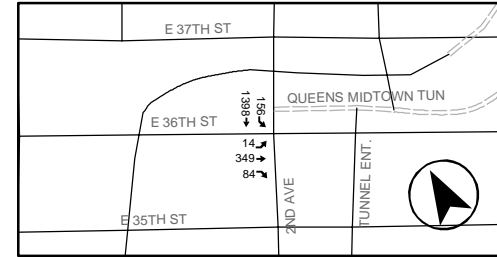
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 1**

(Sunday Special Event Peak Hour)

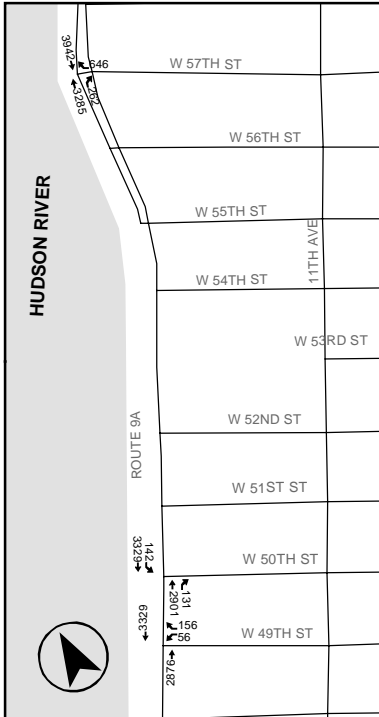
Figure 19-148



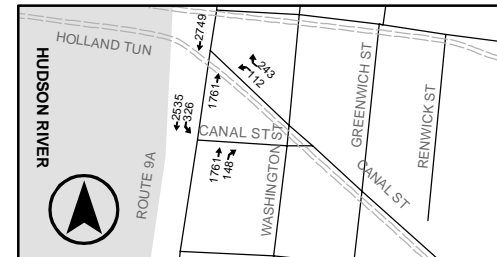
Inset 2



Inset 4



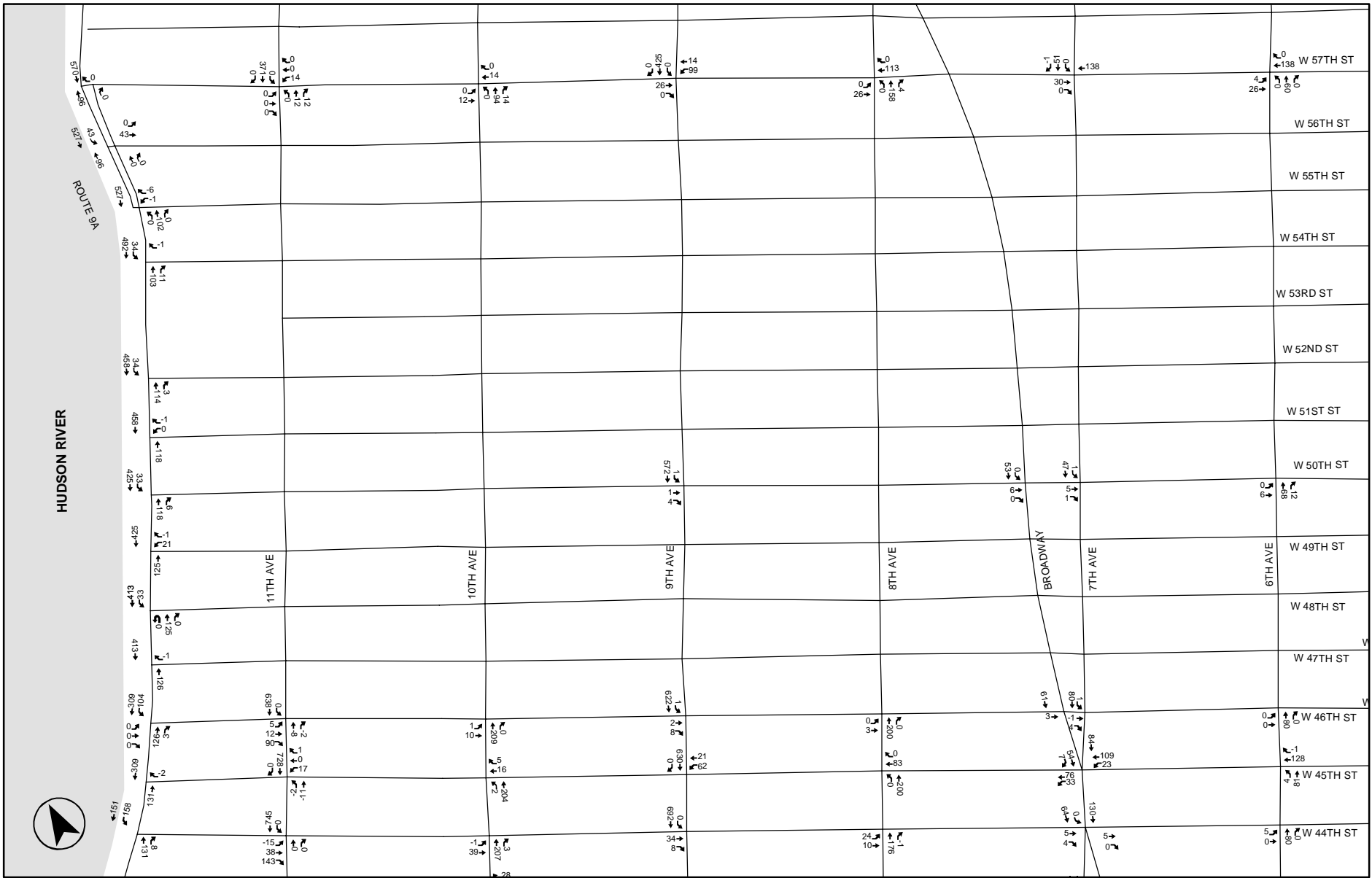
Inset 3



Inset 5

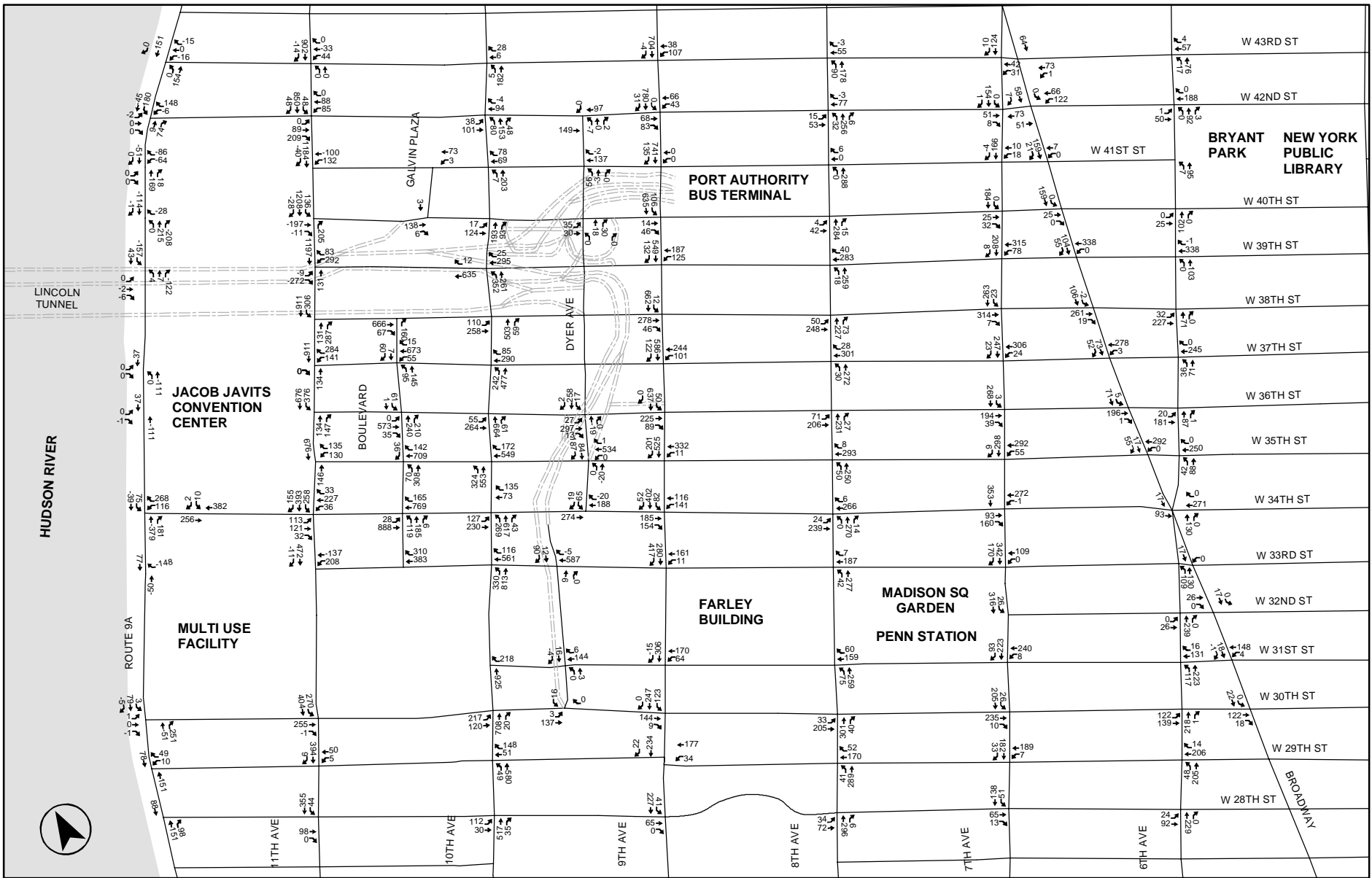
**2025 Future Without The Proposed Action Traffic Volumes-
Inset 2, 3, 4 and 5
(Sunday Special Event Peak Hour)**

Figure 19-149

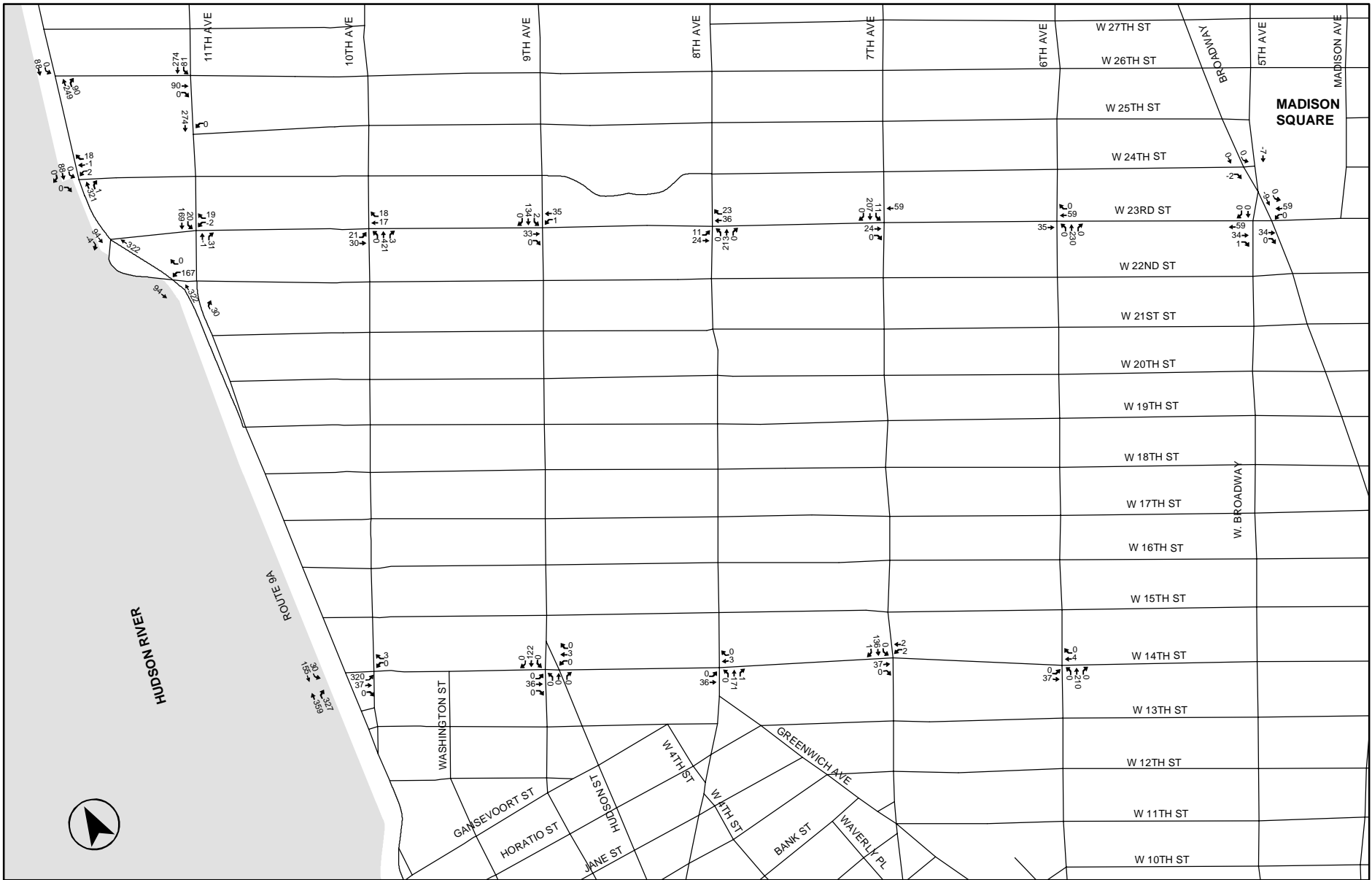


**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 1
(Weekday AM Peak Hour)**

Figure 19-150

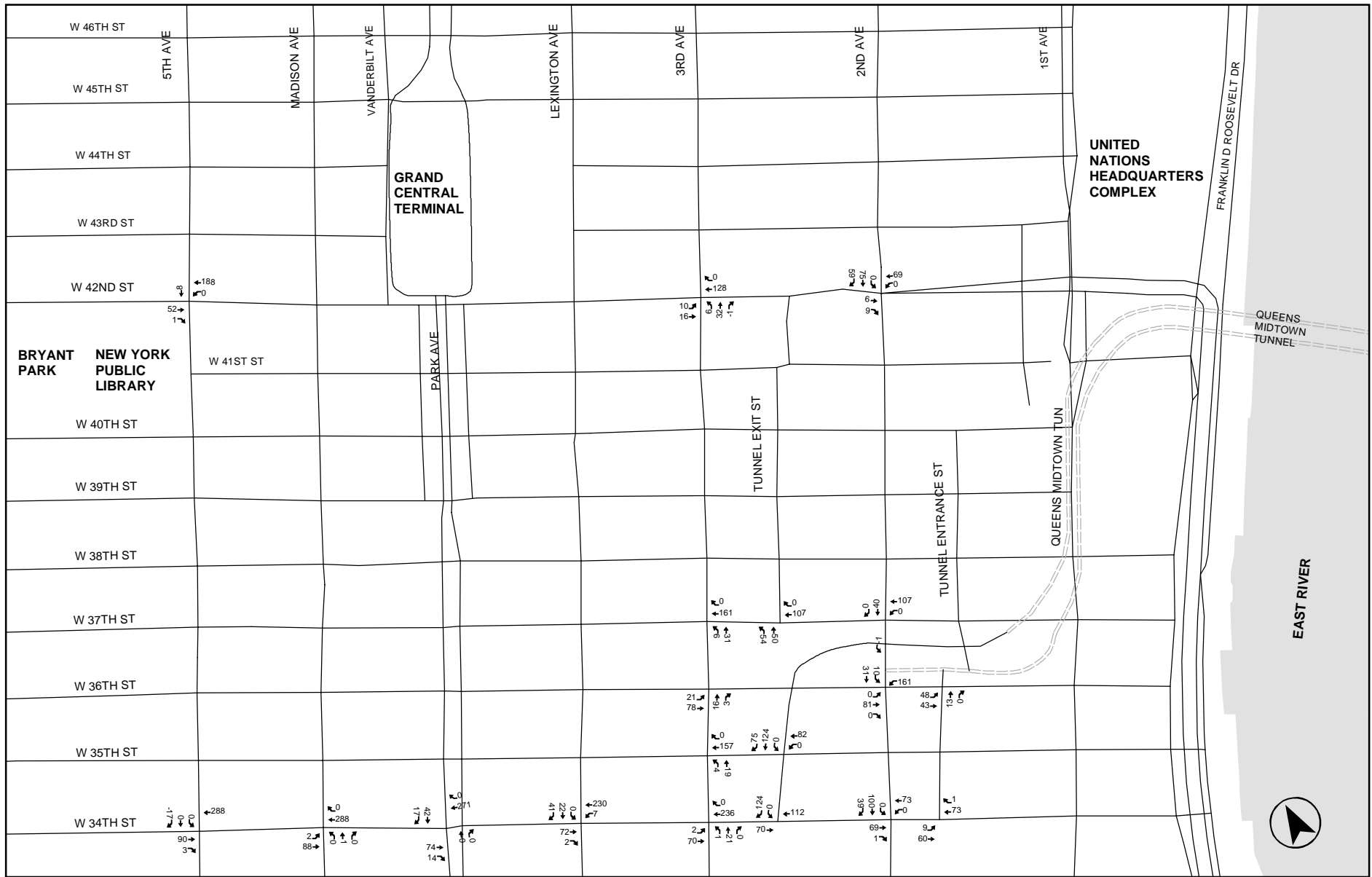


**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 2
(Weekday AM Peak Hour)
Figure 19-151**



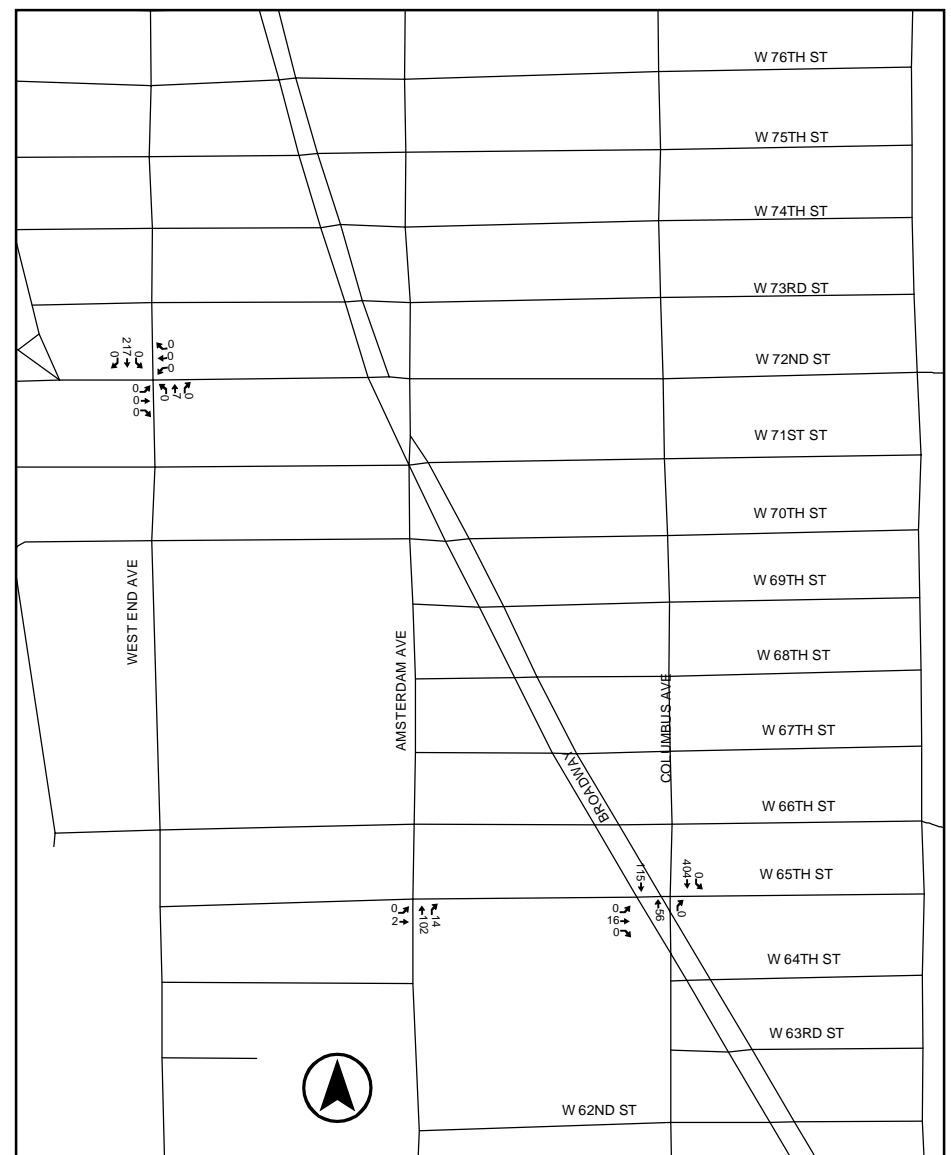
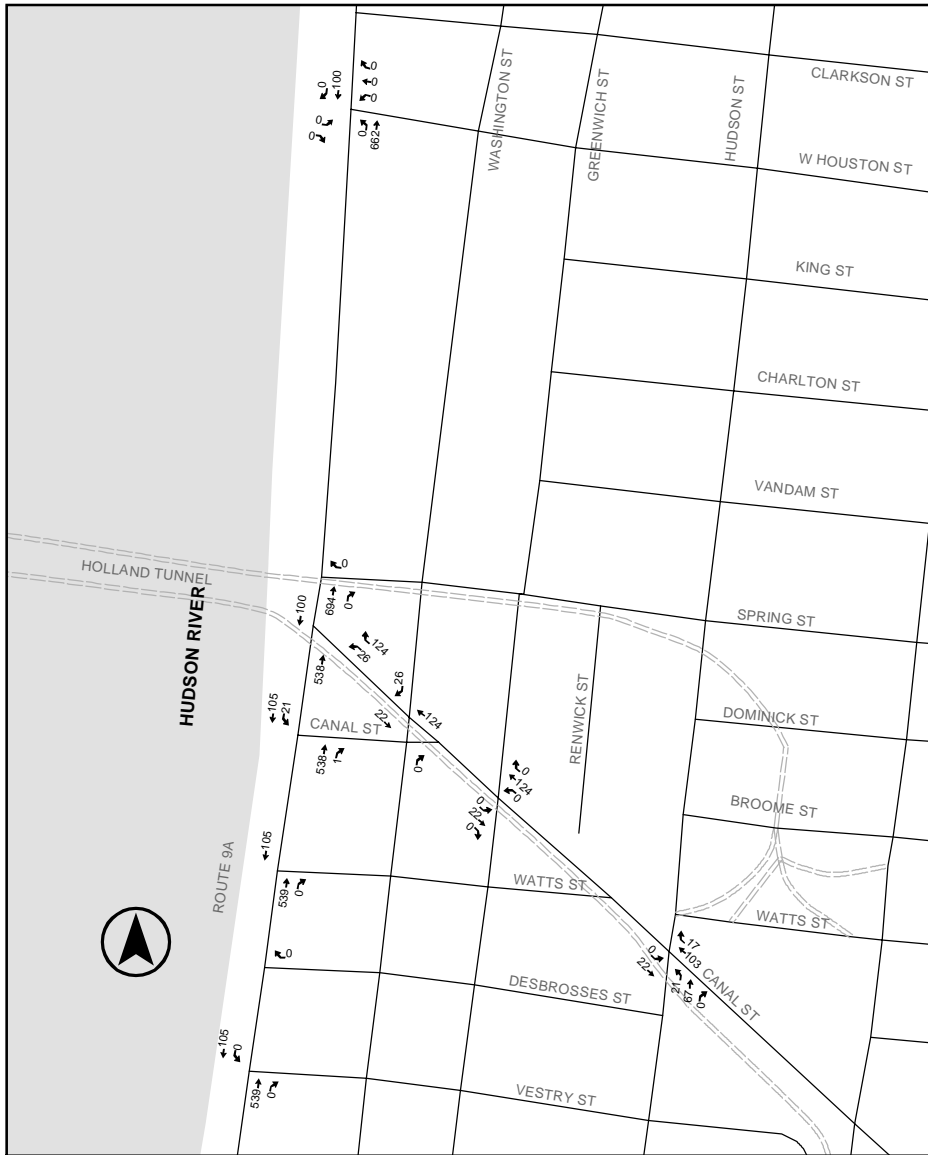
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 3
(Weekday AM Peak Hour)**

Figure 19-152



**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 5
(Weekday AM Peak Hour)**

Figure 19-154

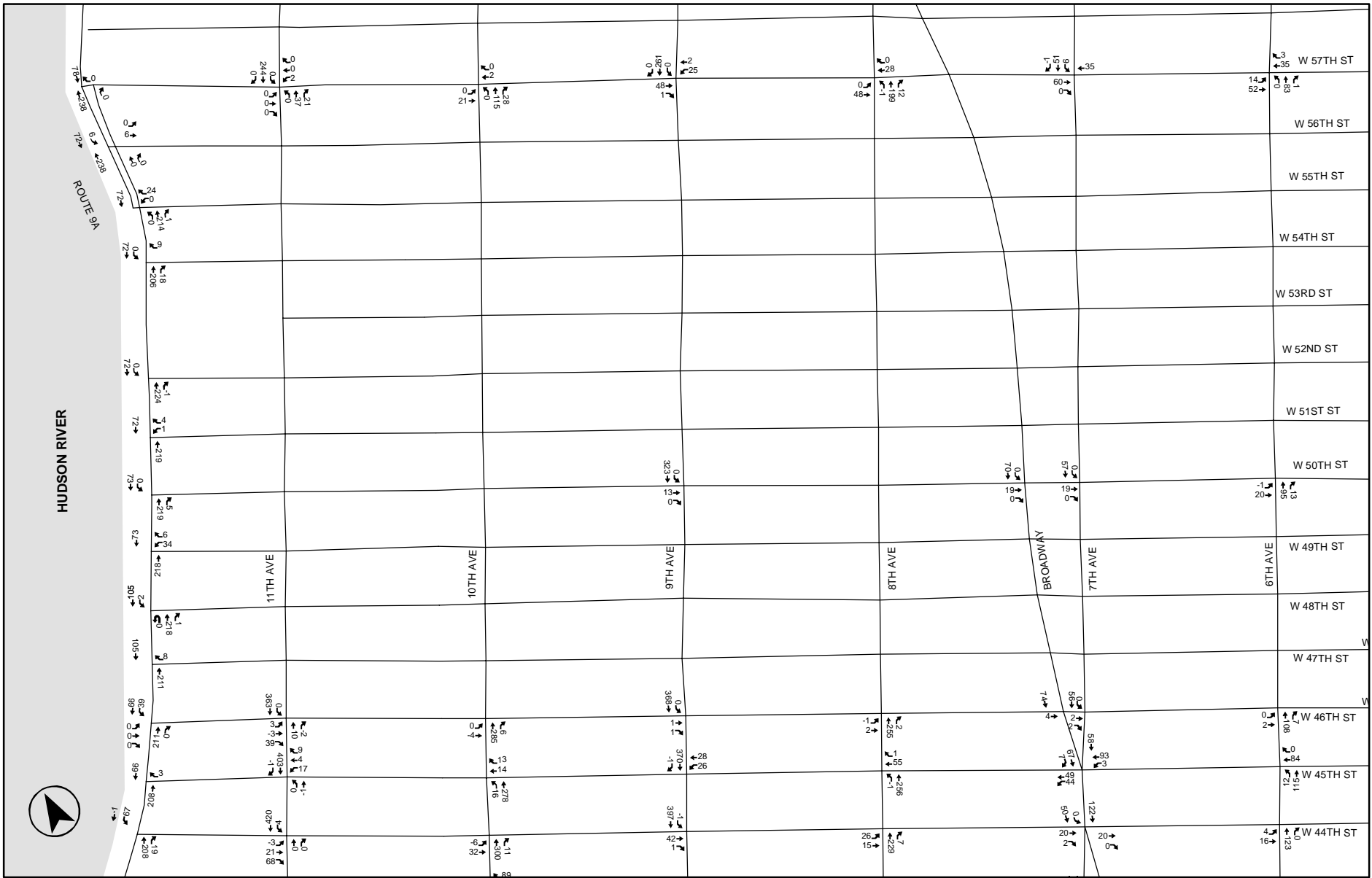


Inset 6

Inset 7

**2025 Future With The Proposed Action
Incremental Traffic Volumes - Insets 6 and 7
(Weekday AM Peak Hour)**

Figure 19-155

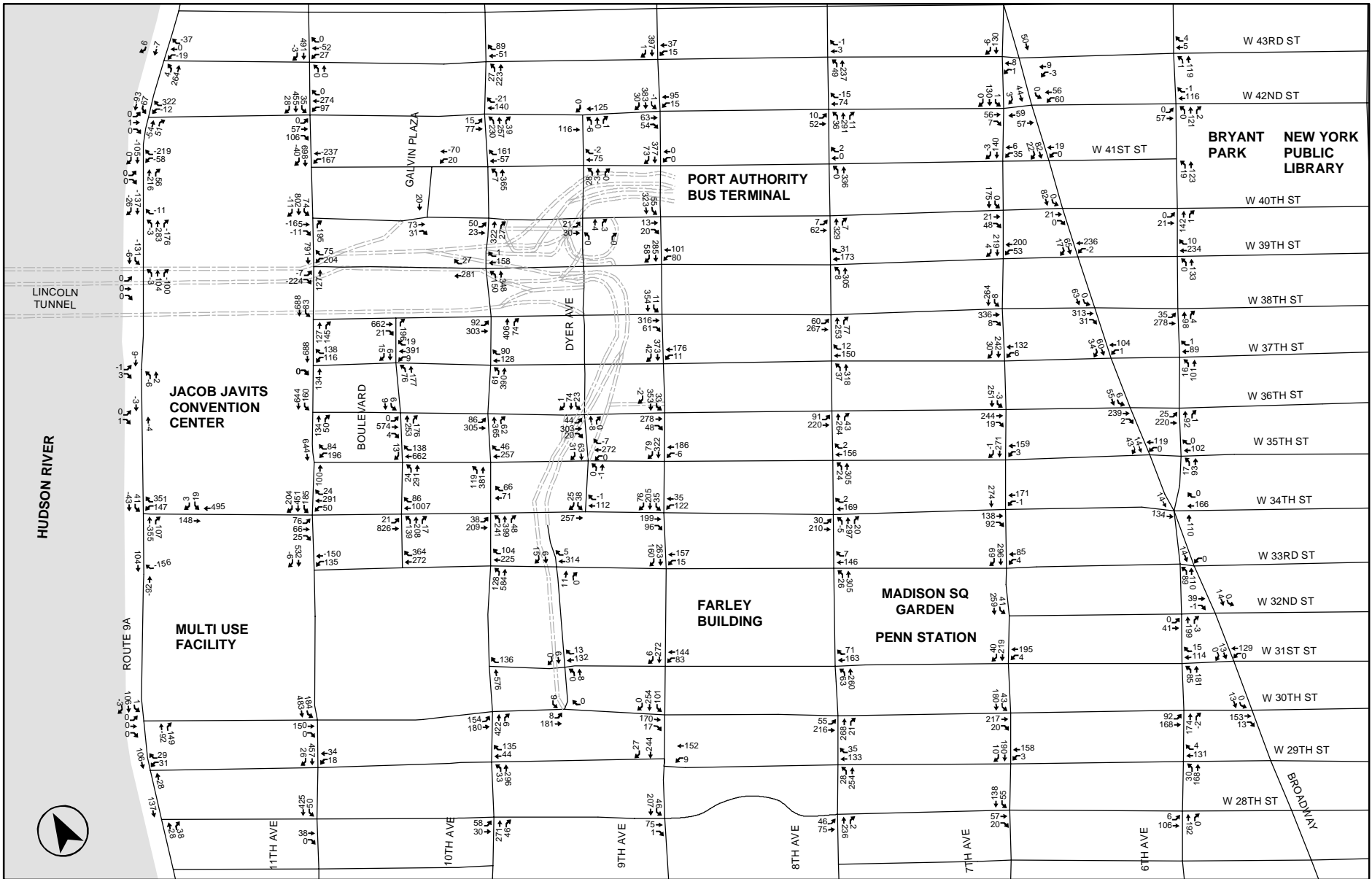


2025 Future With The Proposed Action Incremental Traffic Volumes-

Inset 1

(Weekday Midday Peak Hour)

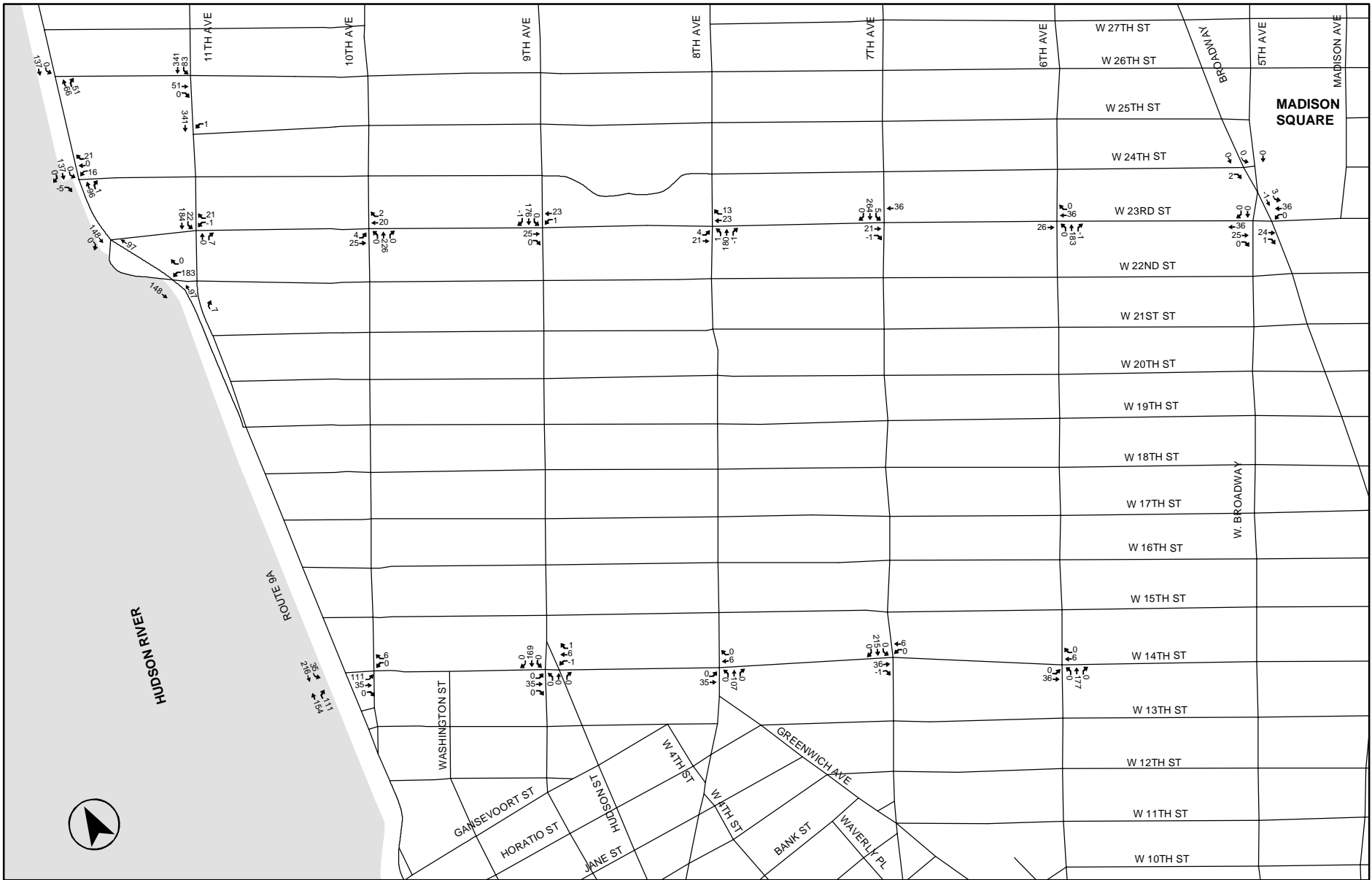
Figure 19-156



**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 2**

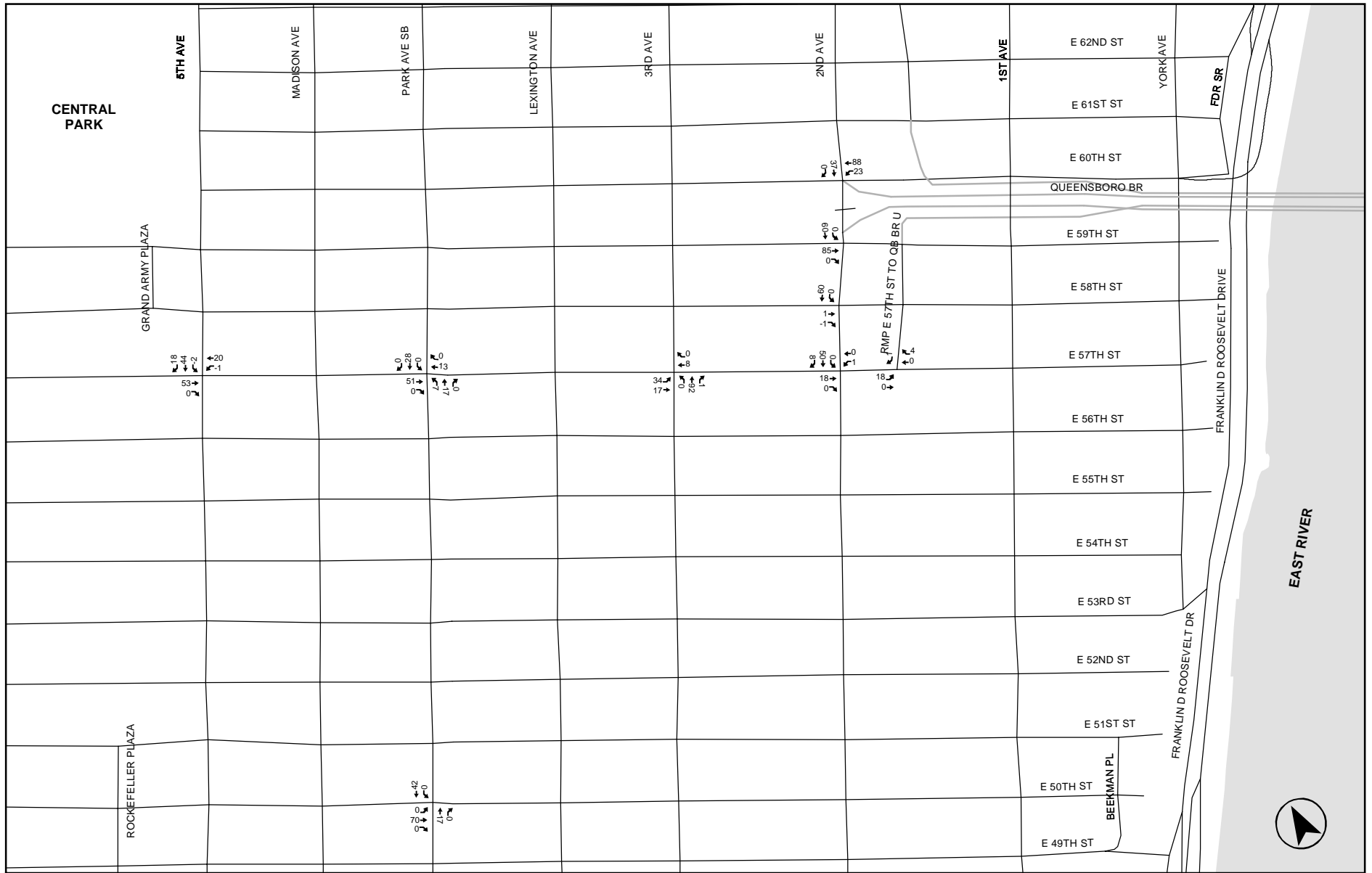
(Weekday Midday Peak Hour)

Figure 19-157



**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 3
(Weekday Midday Peak Hour)**

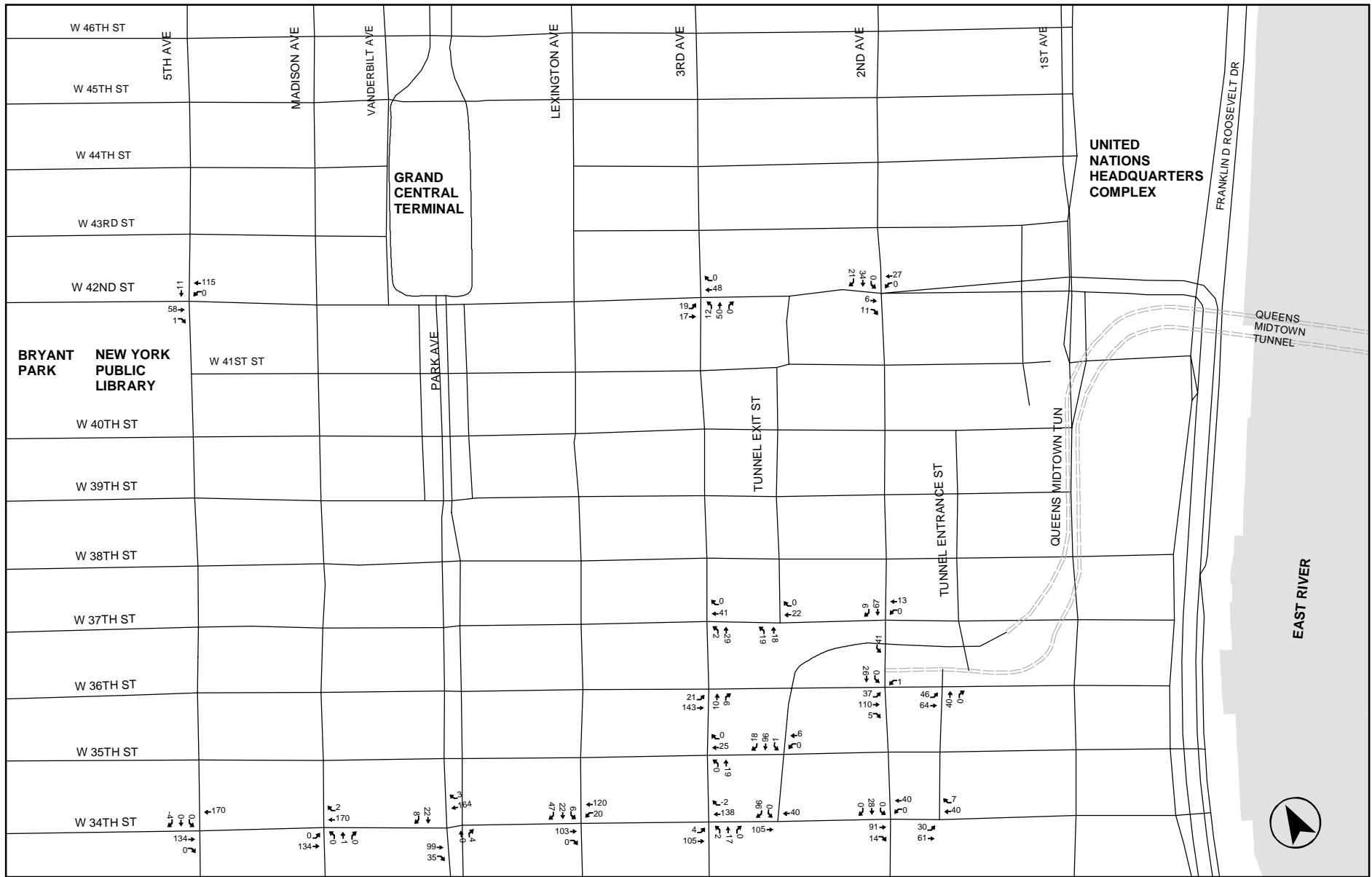
Figure 19-158



**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 4**

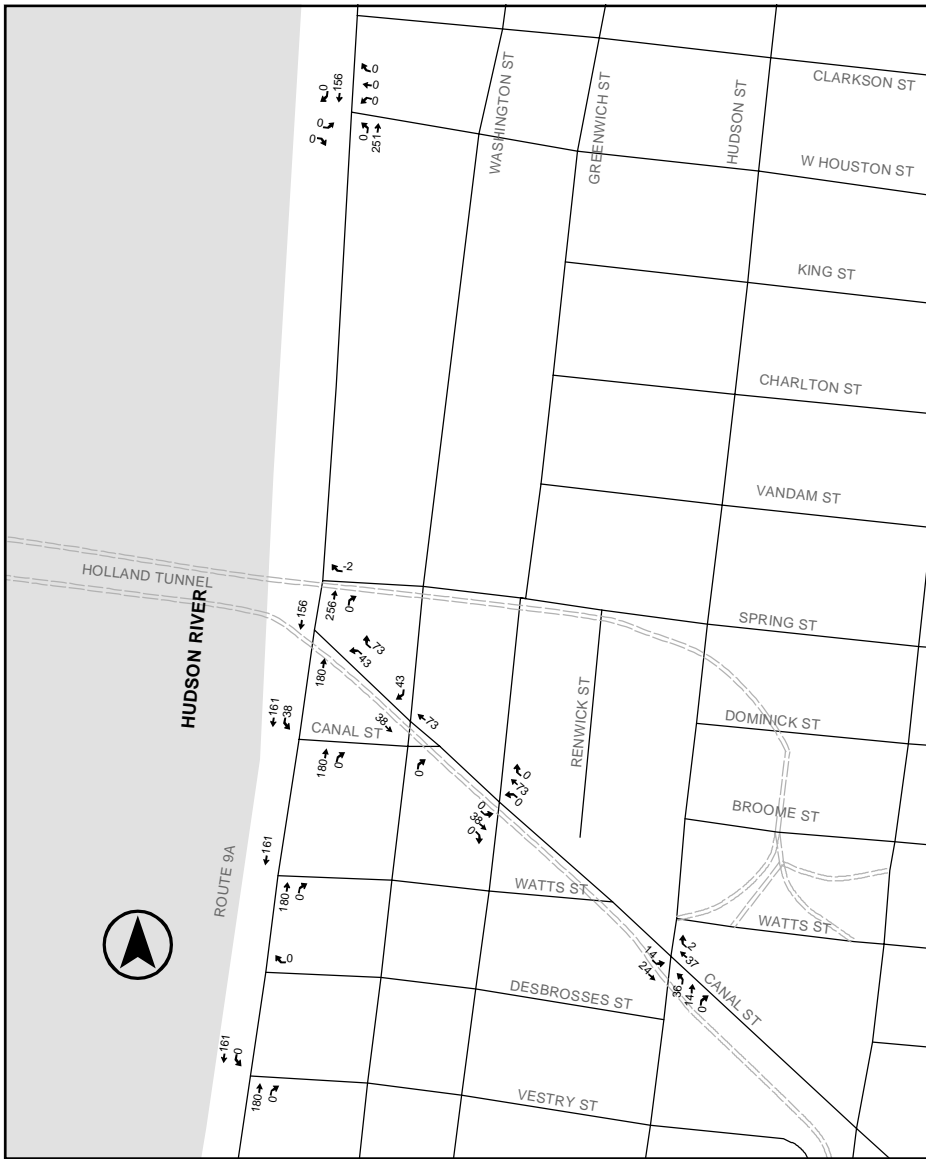
(Weekday Midday Peak Hour)

Figure 19-159

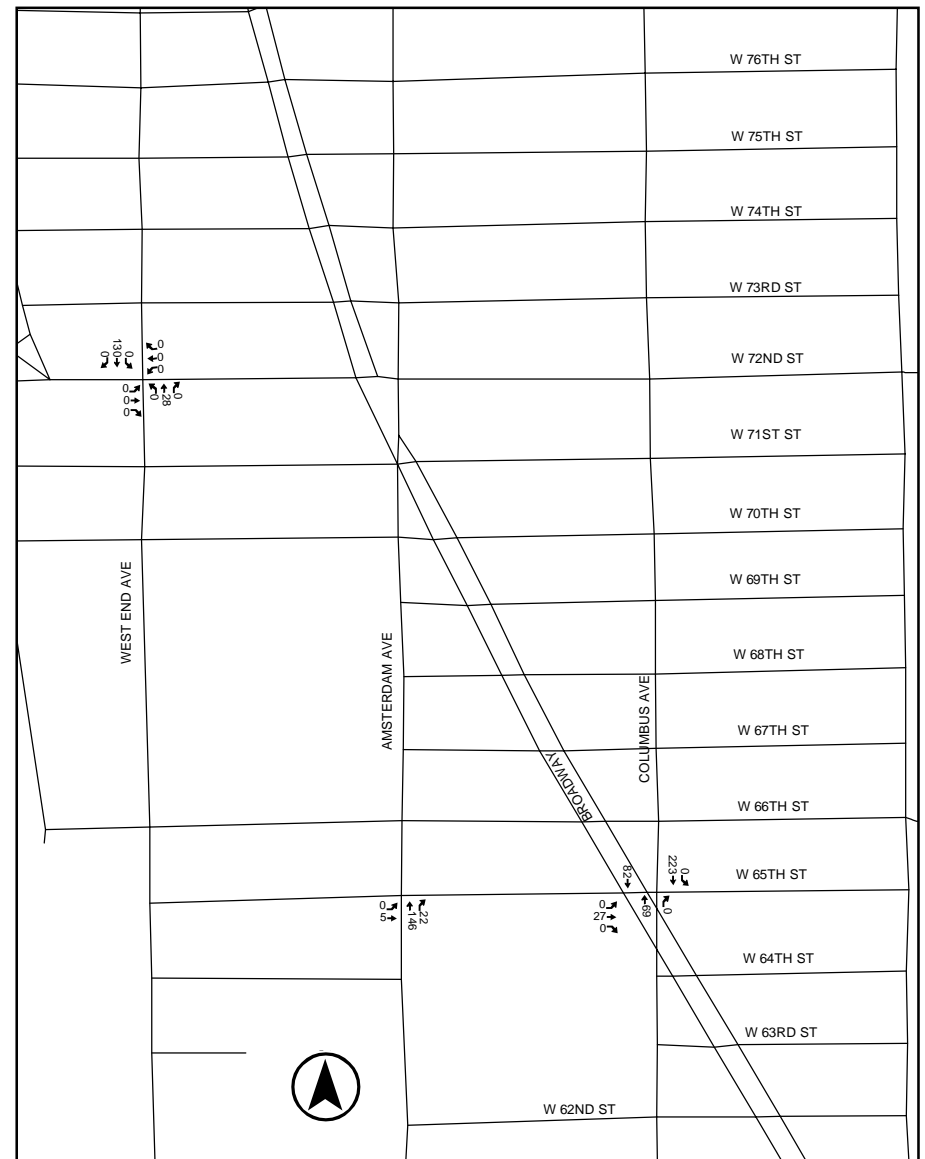


**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 5
(Weekday Midday Peak Hour)**

Figure 19-160

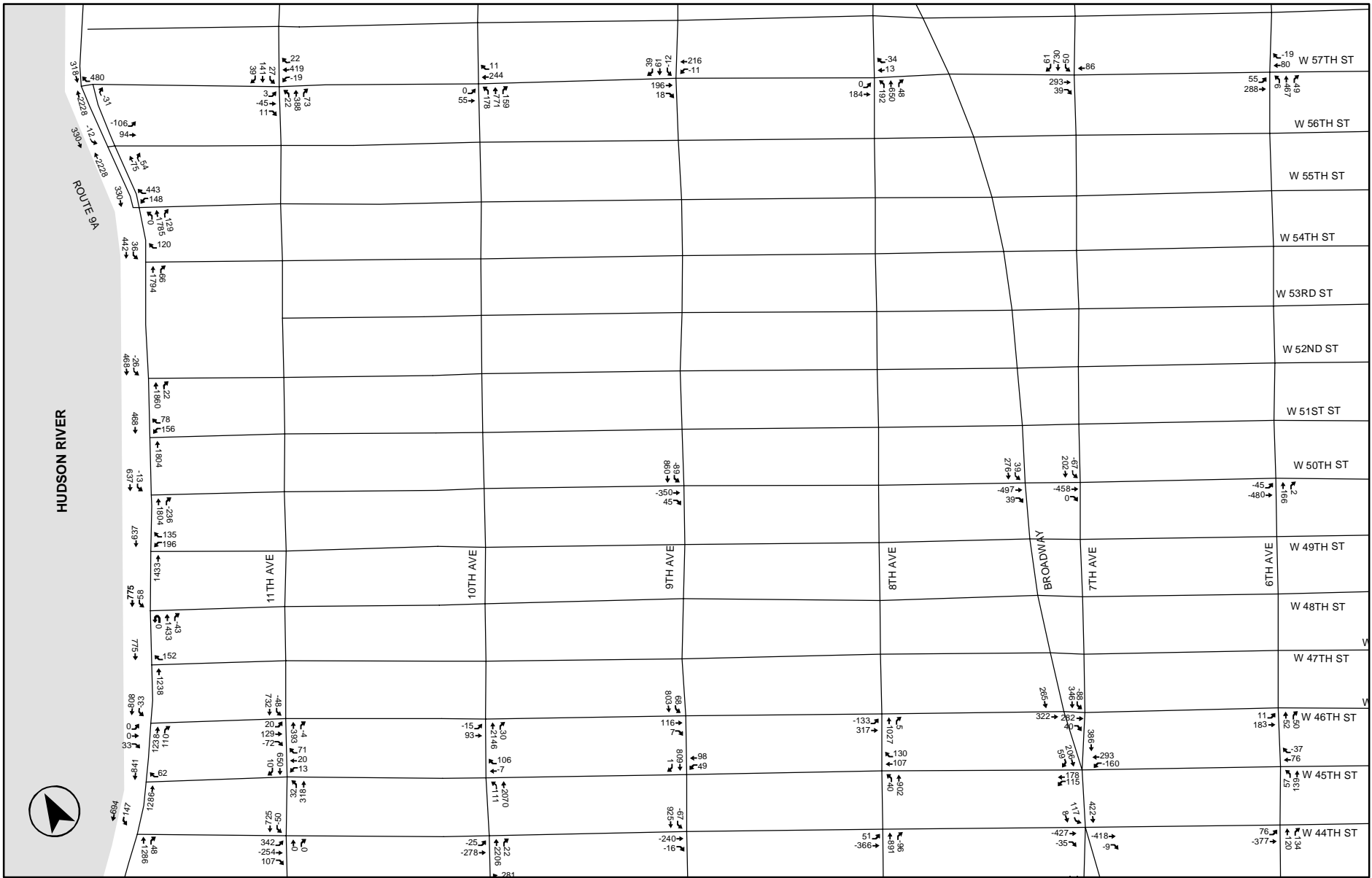


Inset 6



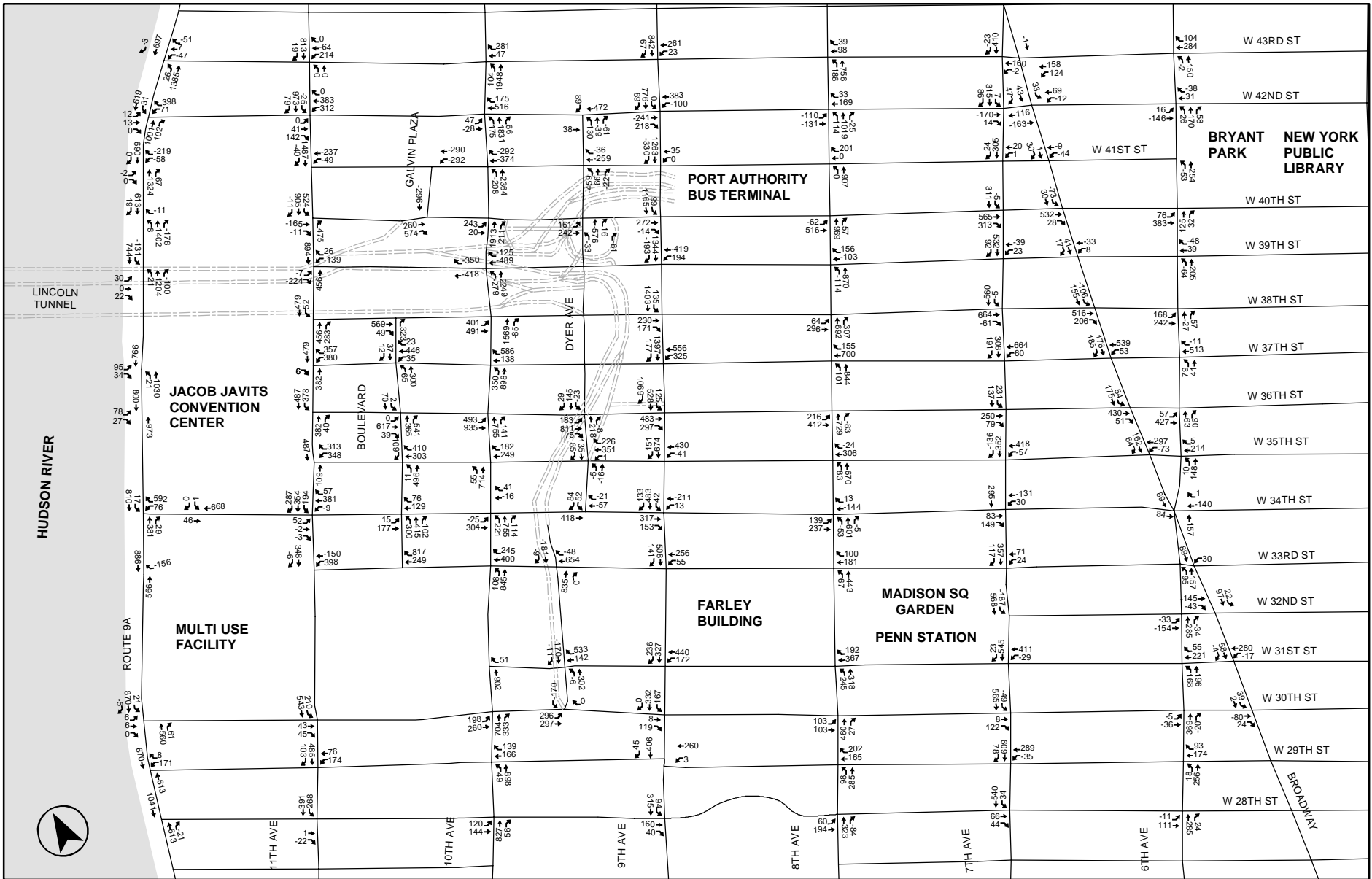
**Inset 7 2025 Future With The Proposed Action
Incremental Traffic Volumes - Insets 6 and 7
(Weekday Midday Peak Hour)**

Figure 19-161



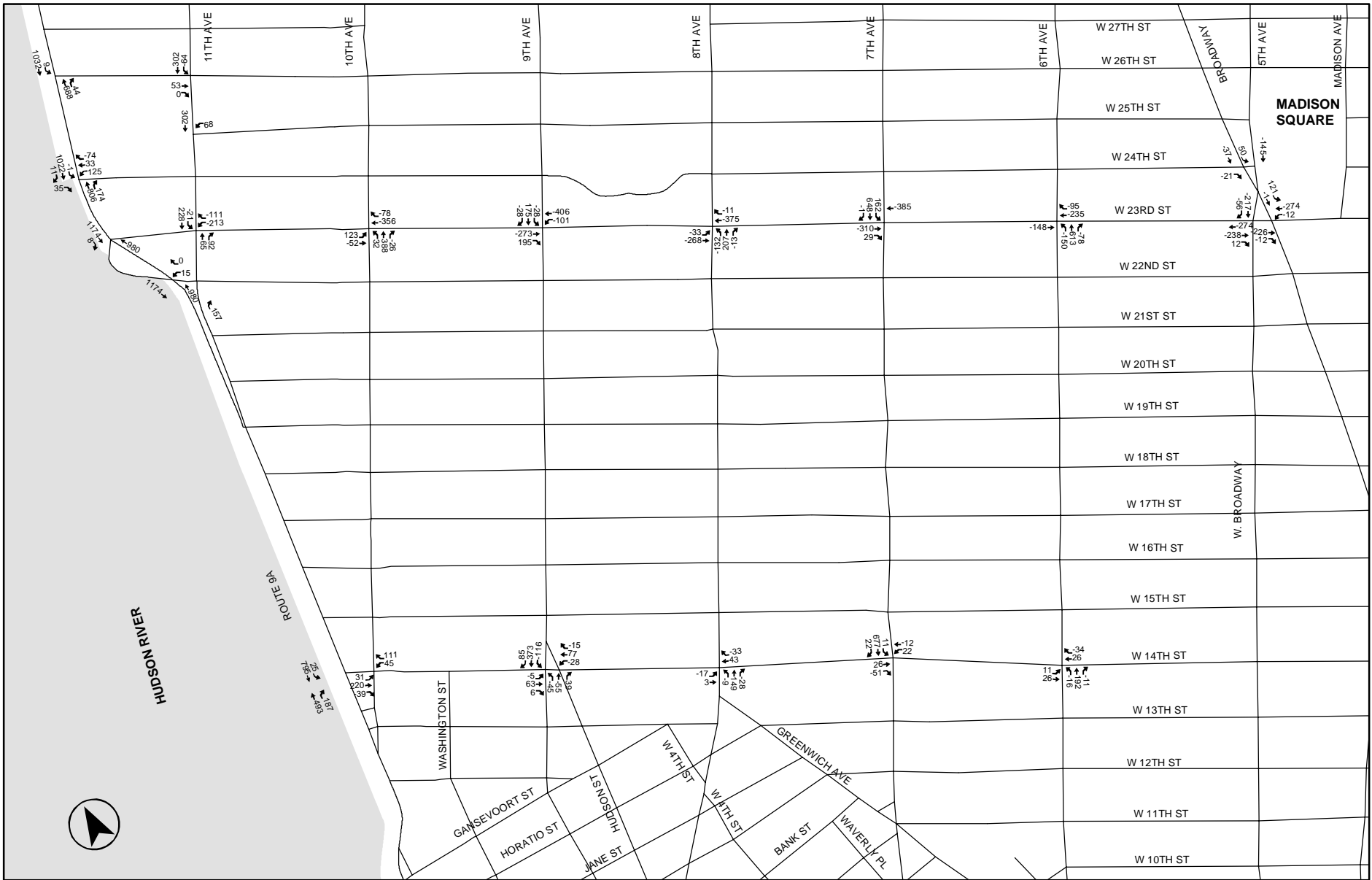
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 1
(Weekday PM Peak Hour)**

Figure 19-162



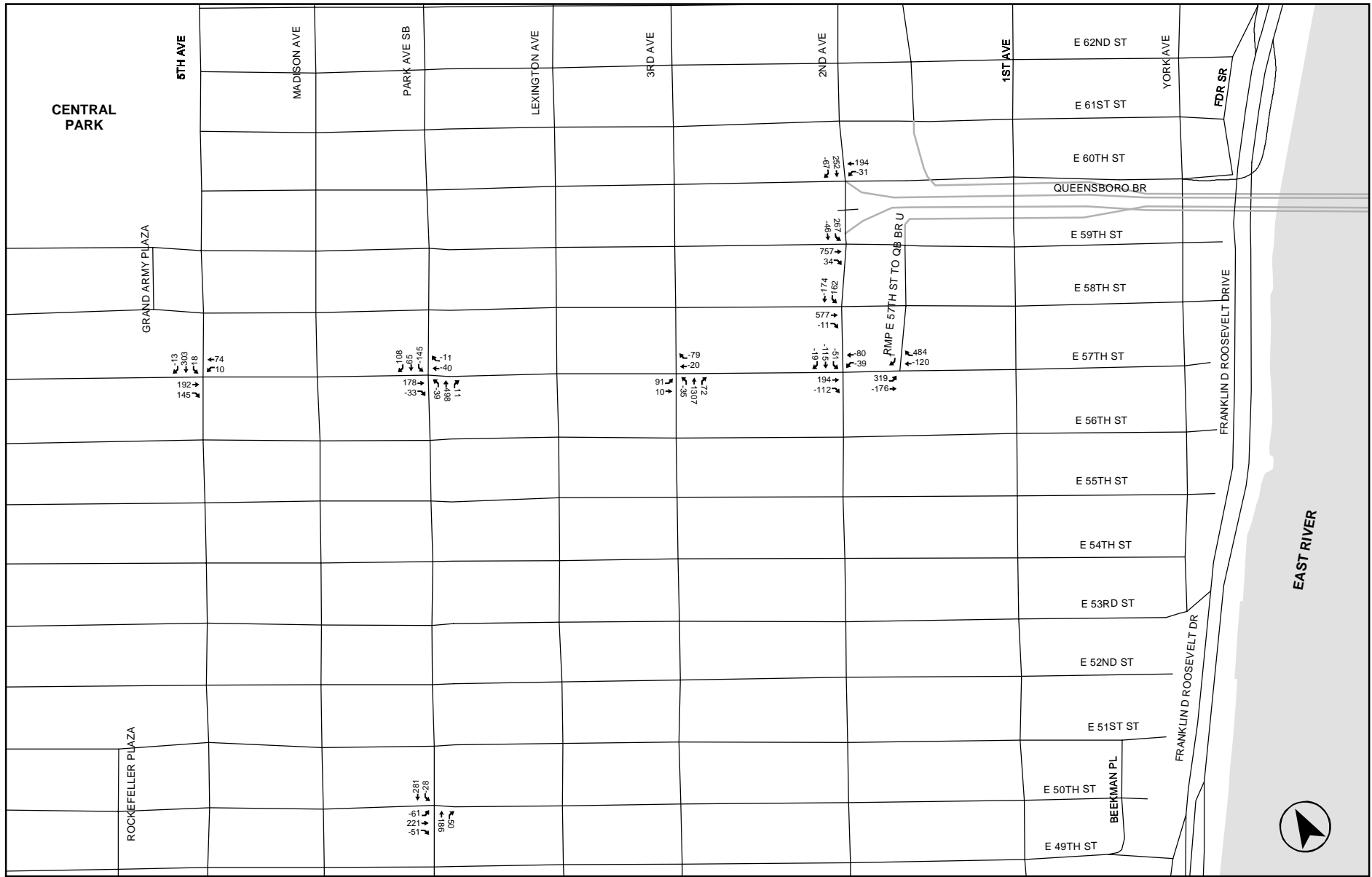
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 2
(Weekday PM Peak Hour)**

Figure 19-163



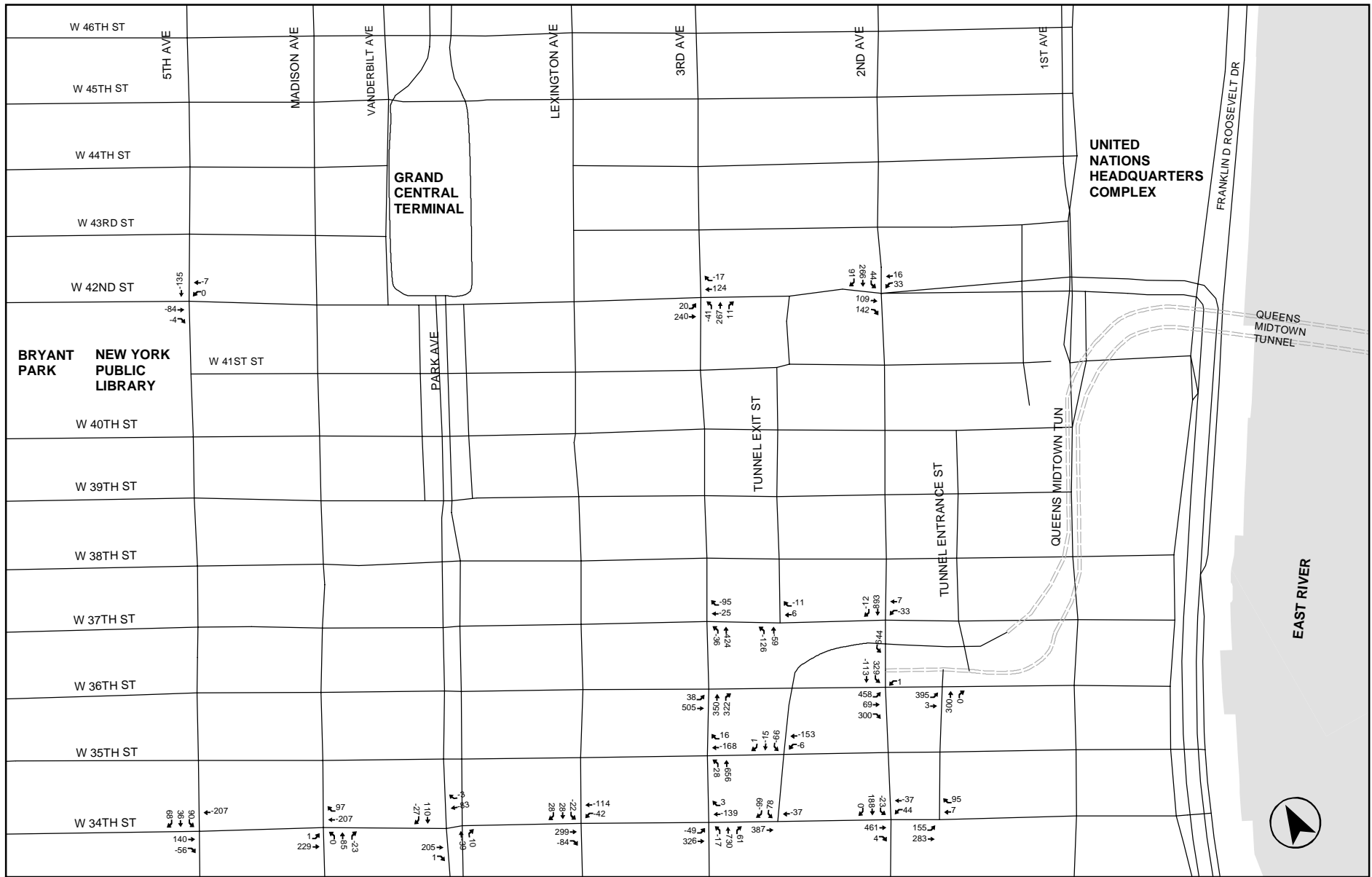
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 3
(Weekday PM Peak Hour)**

Figure 19-164



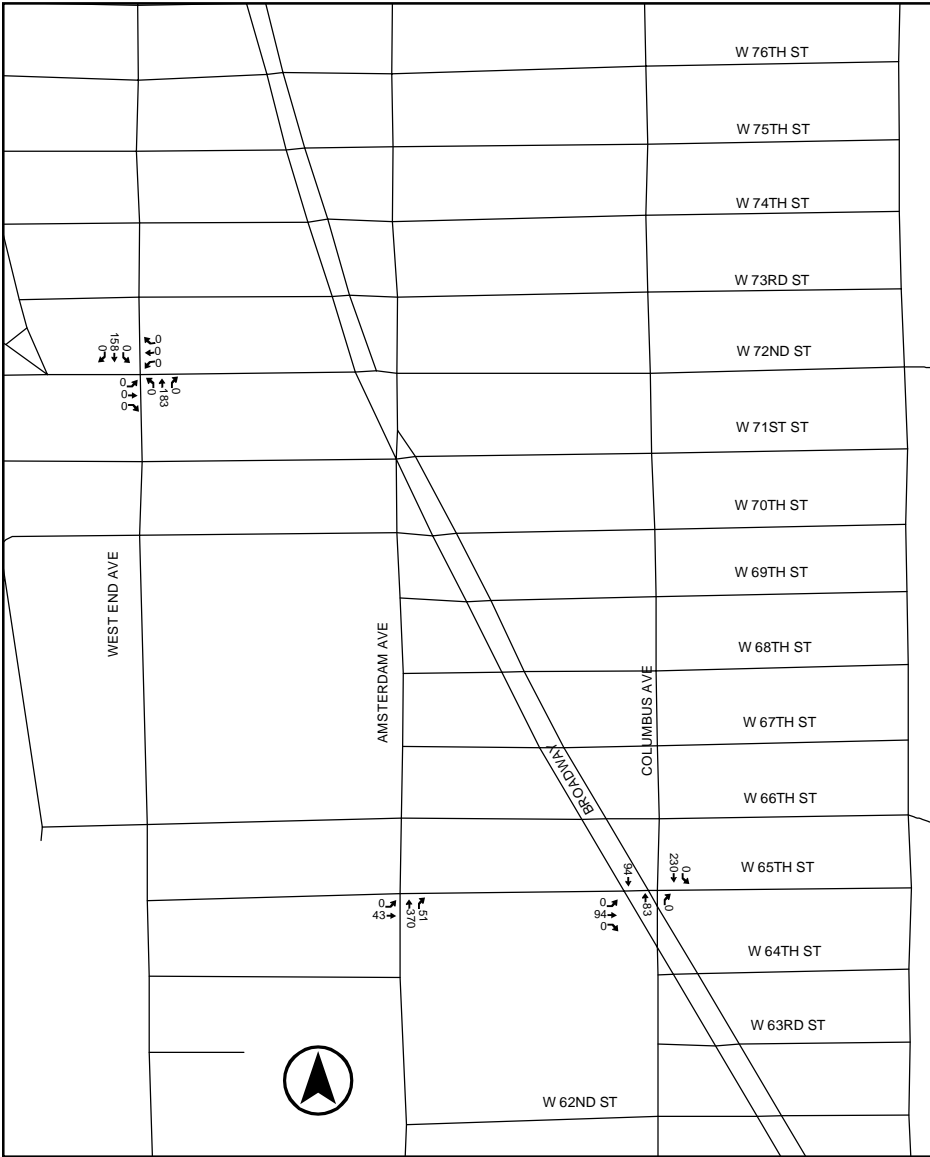
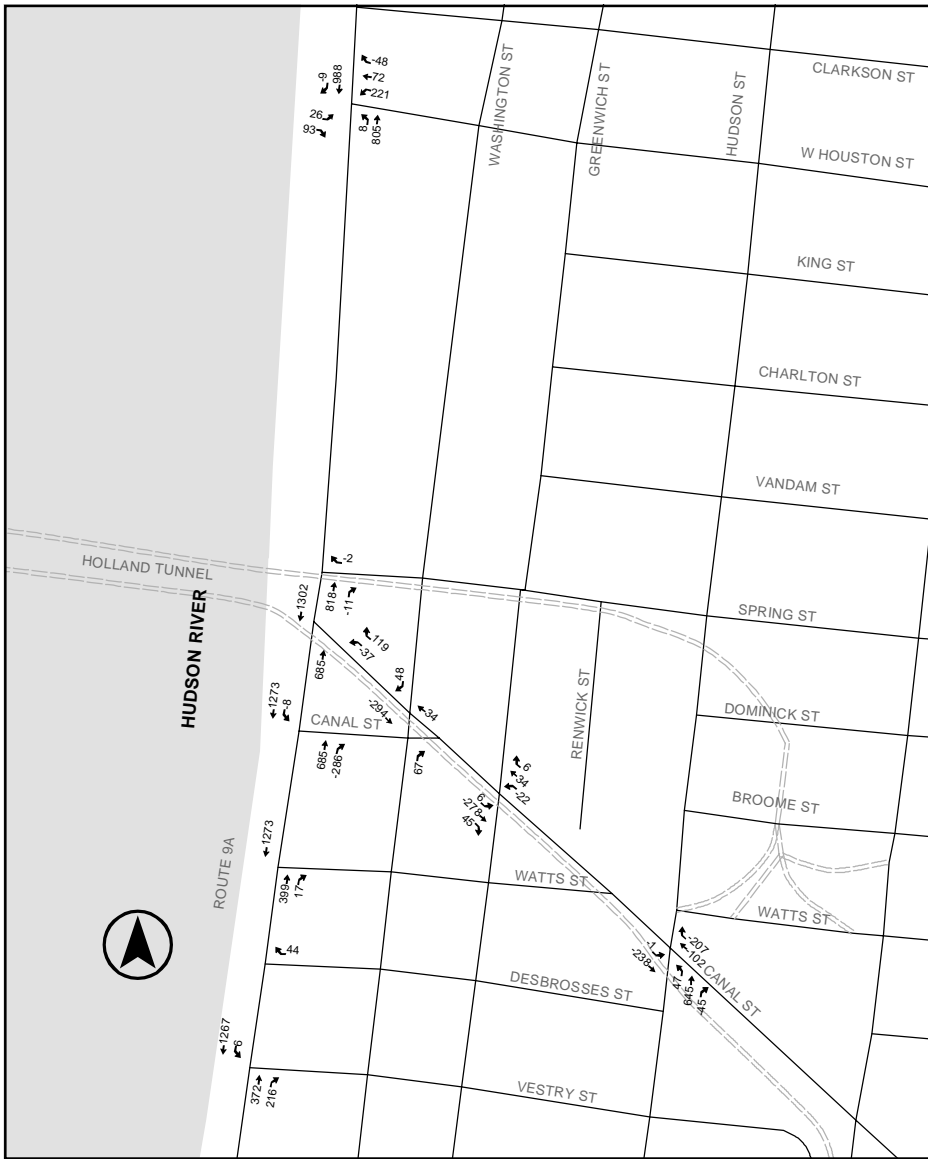
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 4
(Weekday PM Peak Hour)**

Figure 19-165



**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 5
(Weekday PM Peak Hour)**

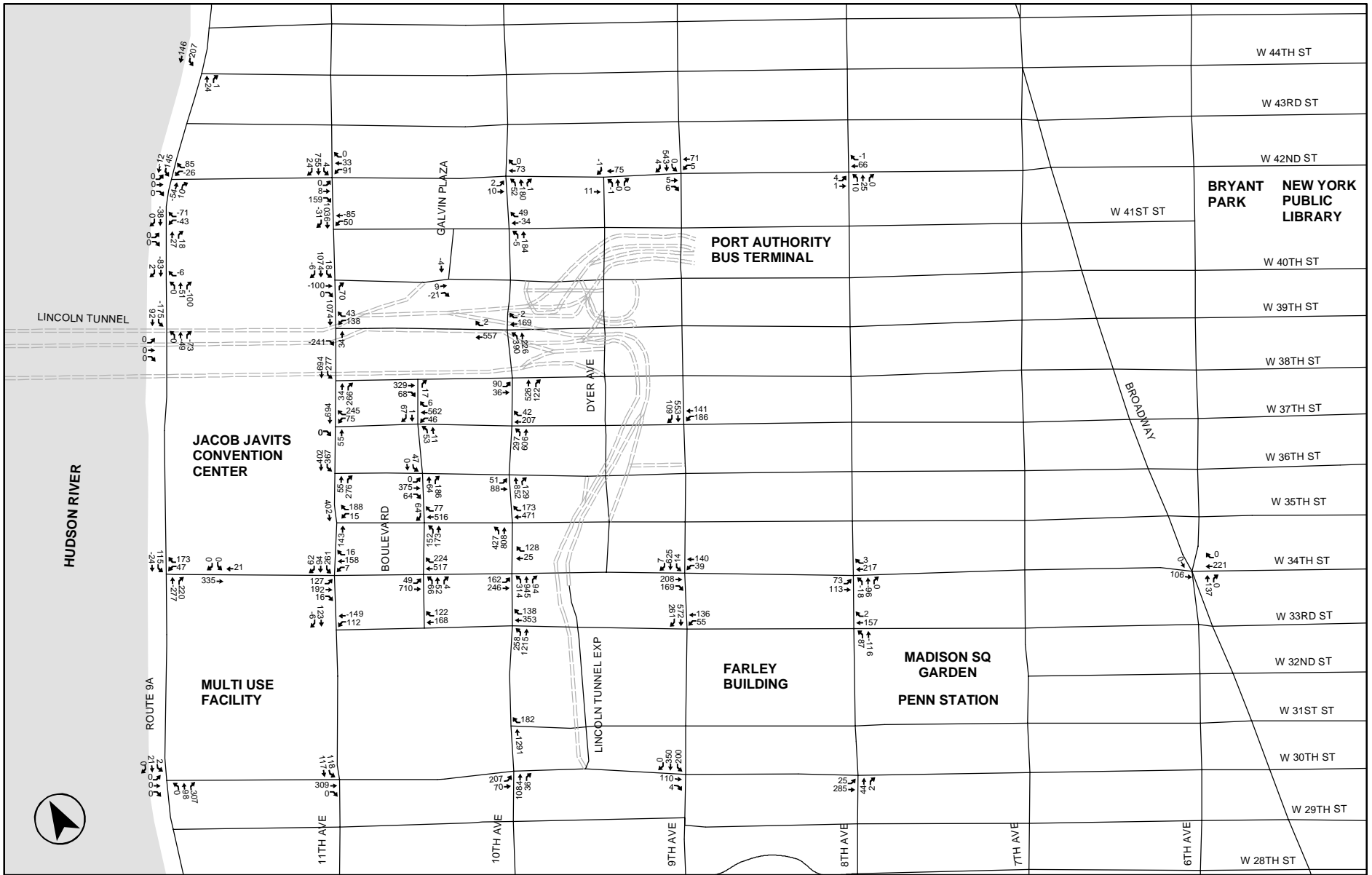
Figure 19-166



Inset 6

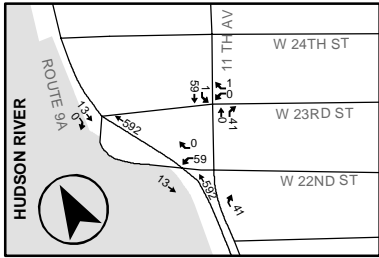
Inset 7 2025 Future With The Proposed Action
Incremental Traffic Volumes - Insets 6 and 7
(Weekday PM Peak Hour)

Figure 19-167

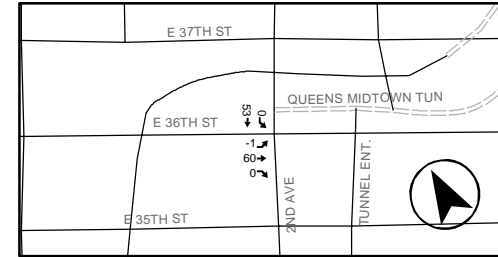


**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 1
(Weeknight Special Event Peak Hour)**

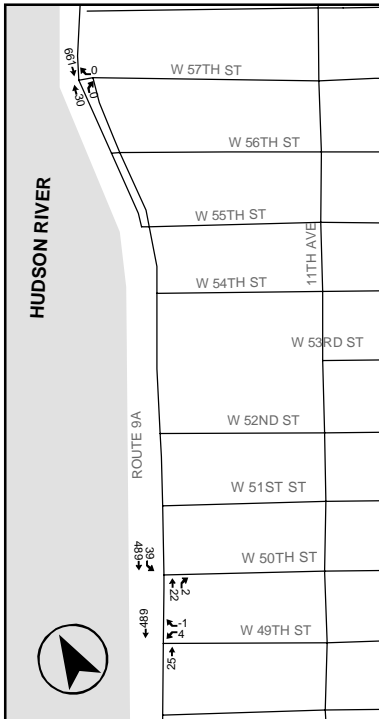
Figure 19-168



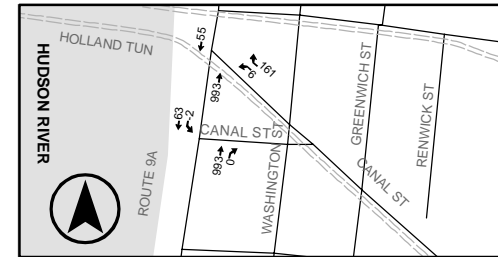
Inset 2



Inset 4



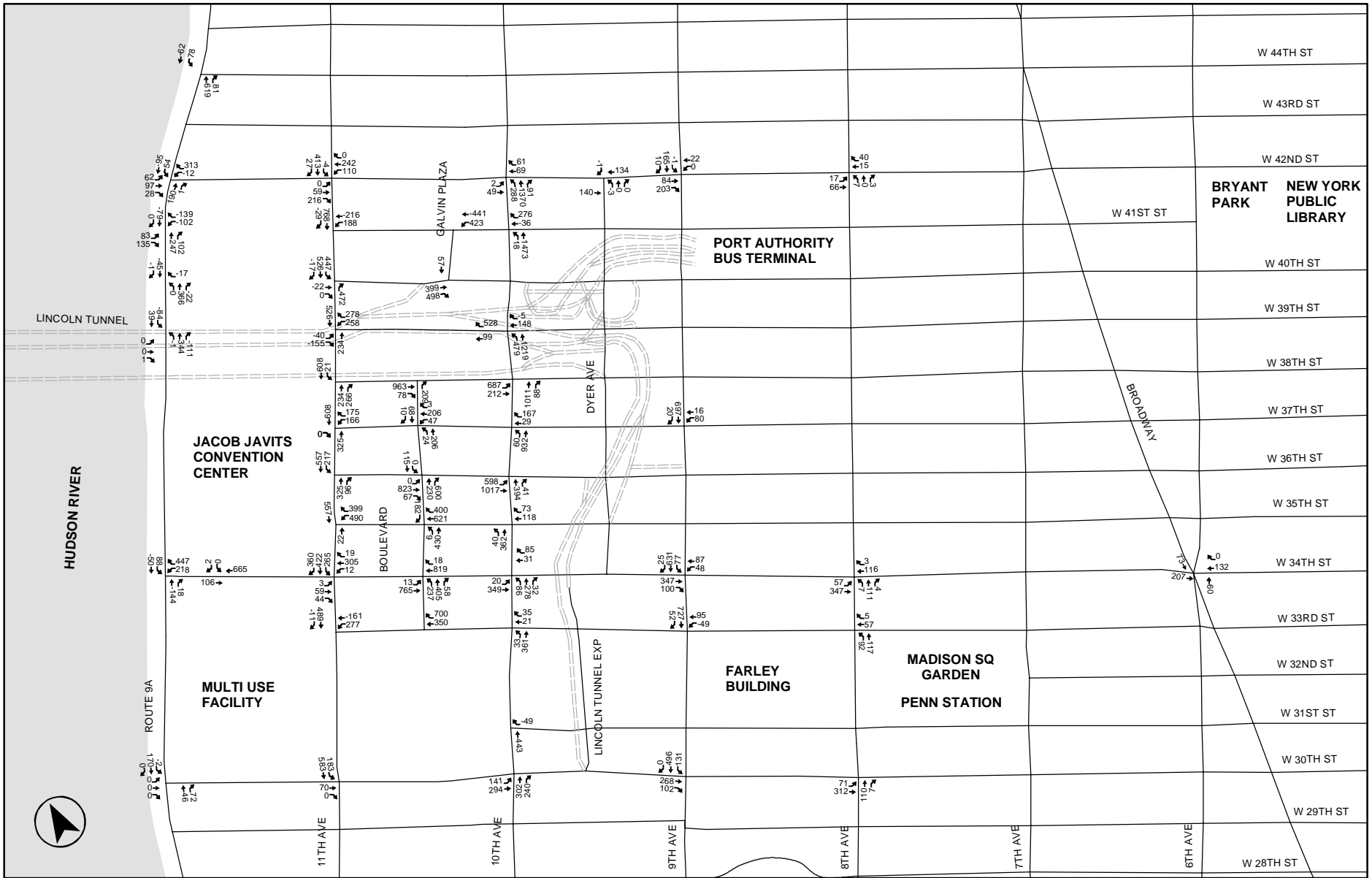
Inset 3



Inset 5

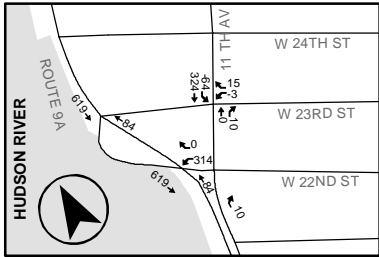
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 2, 3, 4 and 5
(Weeknight Special Event Peak Hour)**

Figure 19-169

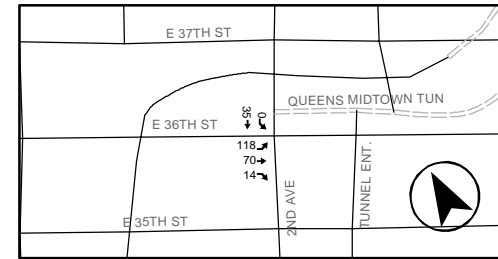


**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 1
(Sunday Special Event Peak Hour)**

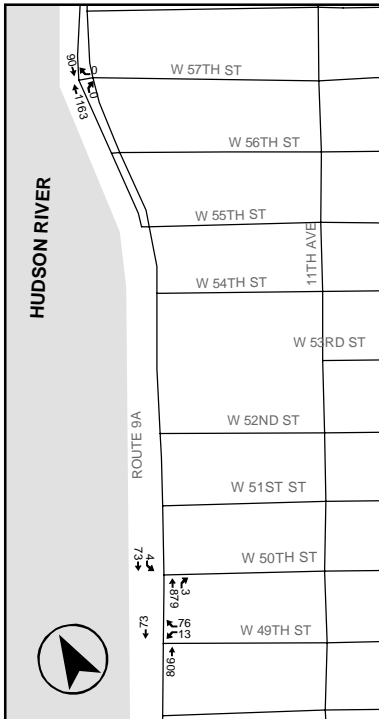
Figure 19-170



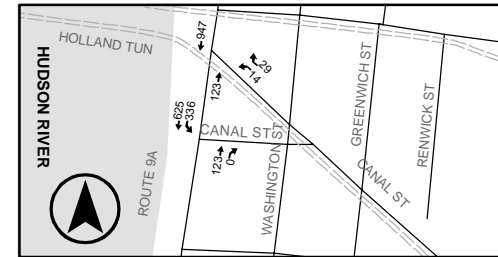
Inset 2



Inset 4



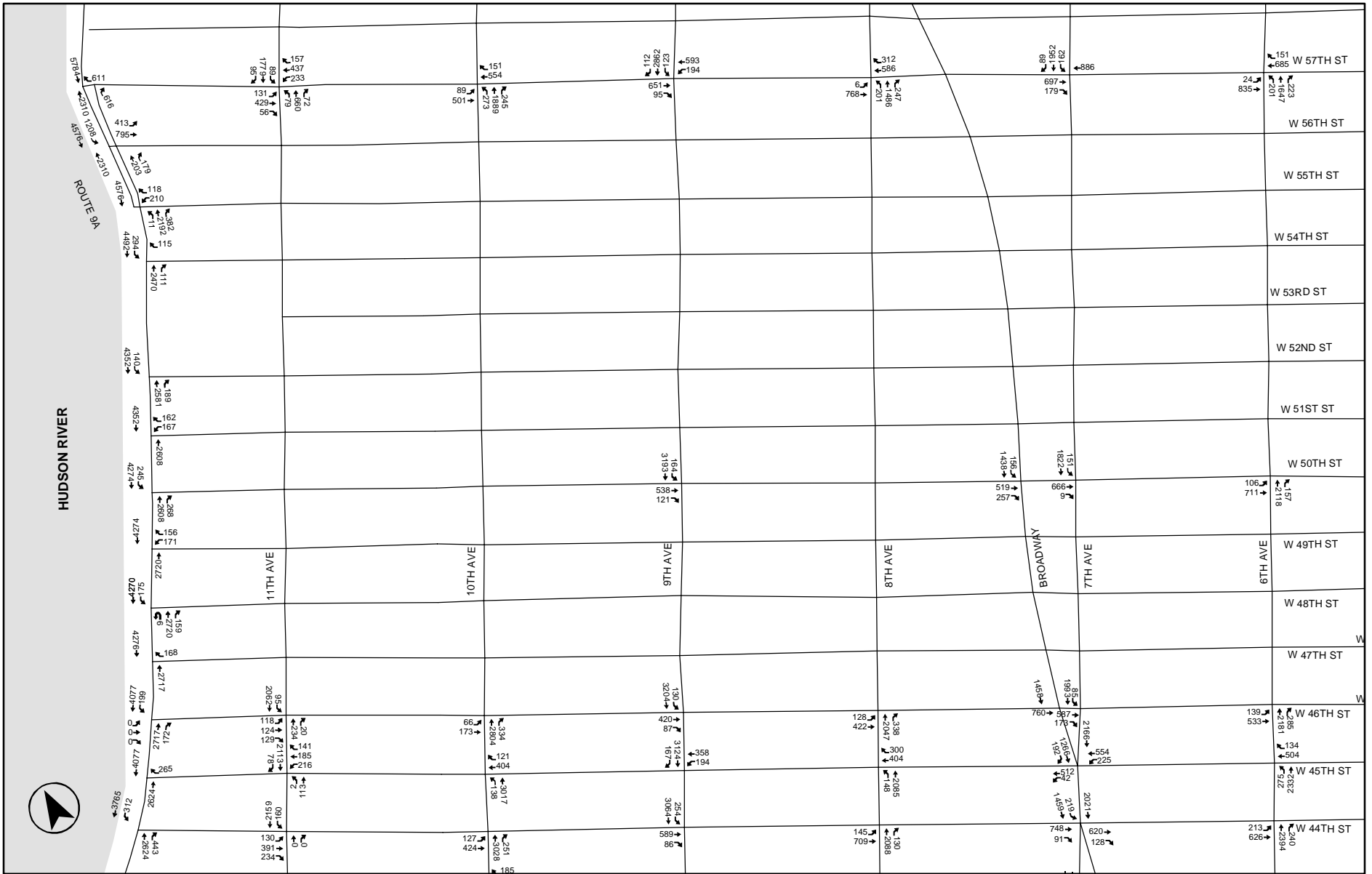
Inset 3



Inset 5

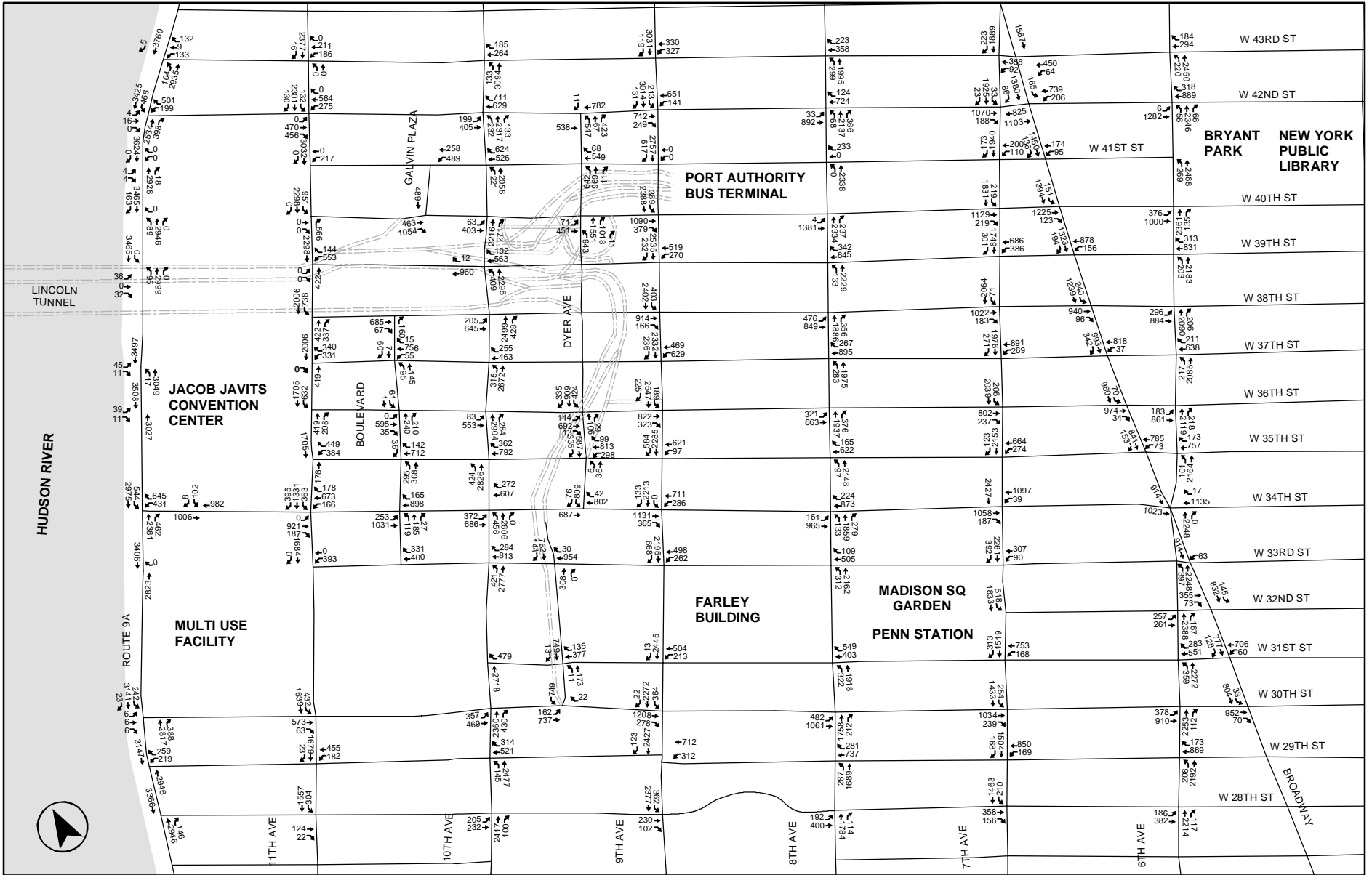
**2025 Future With The Proposed Action Incremental Traffic Volumes-
Inset 2, 3, 4 and 5
(Sunday Special Event Peak Hour)**

Figure 19-171



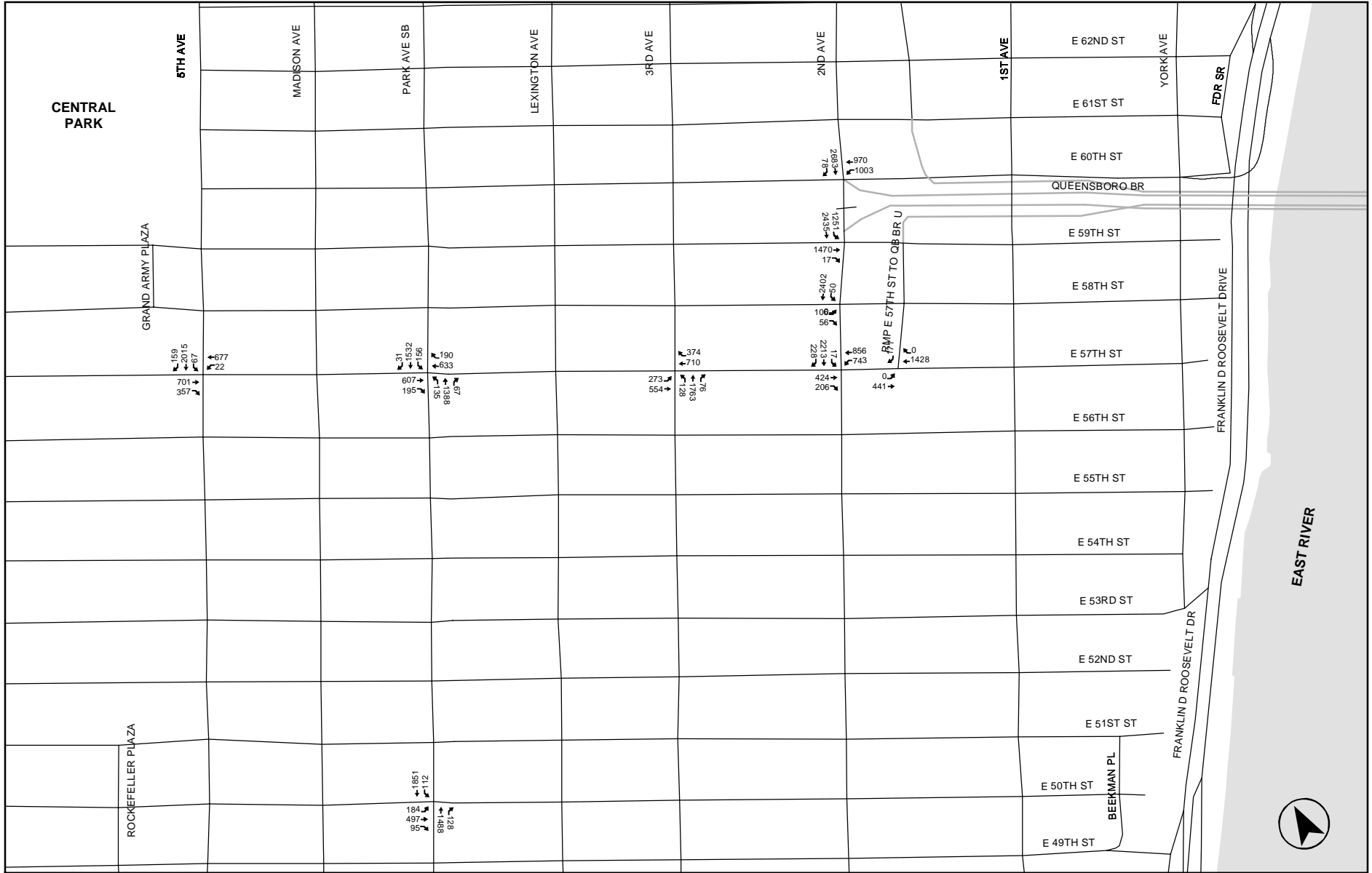
**2025 Future With The Proposed Action Traffic Volumes-
Inset 1
(Weekday AM Peak Hour)**

Figure 19-172



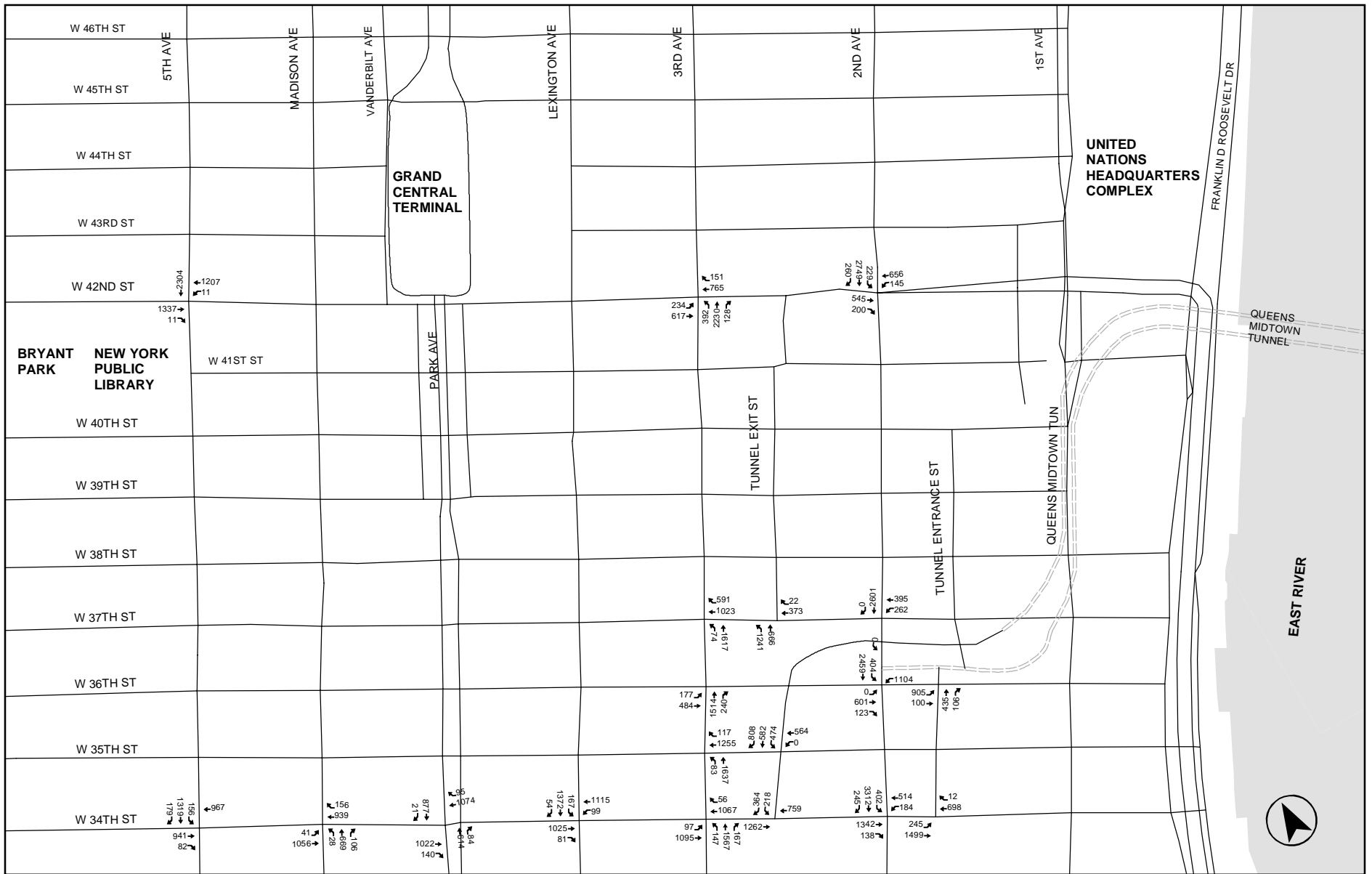
**2025 Future With The Proposed Action Traffic Volumes-
Inset 2
(Weekday AM Peak Hour)**

Figure 19-173



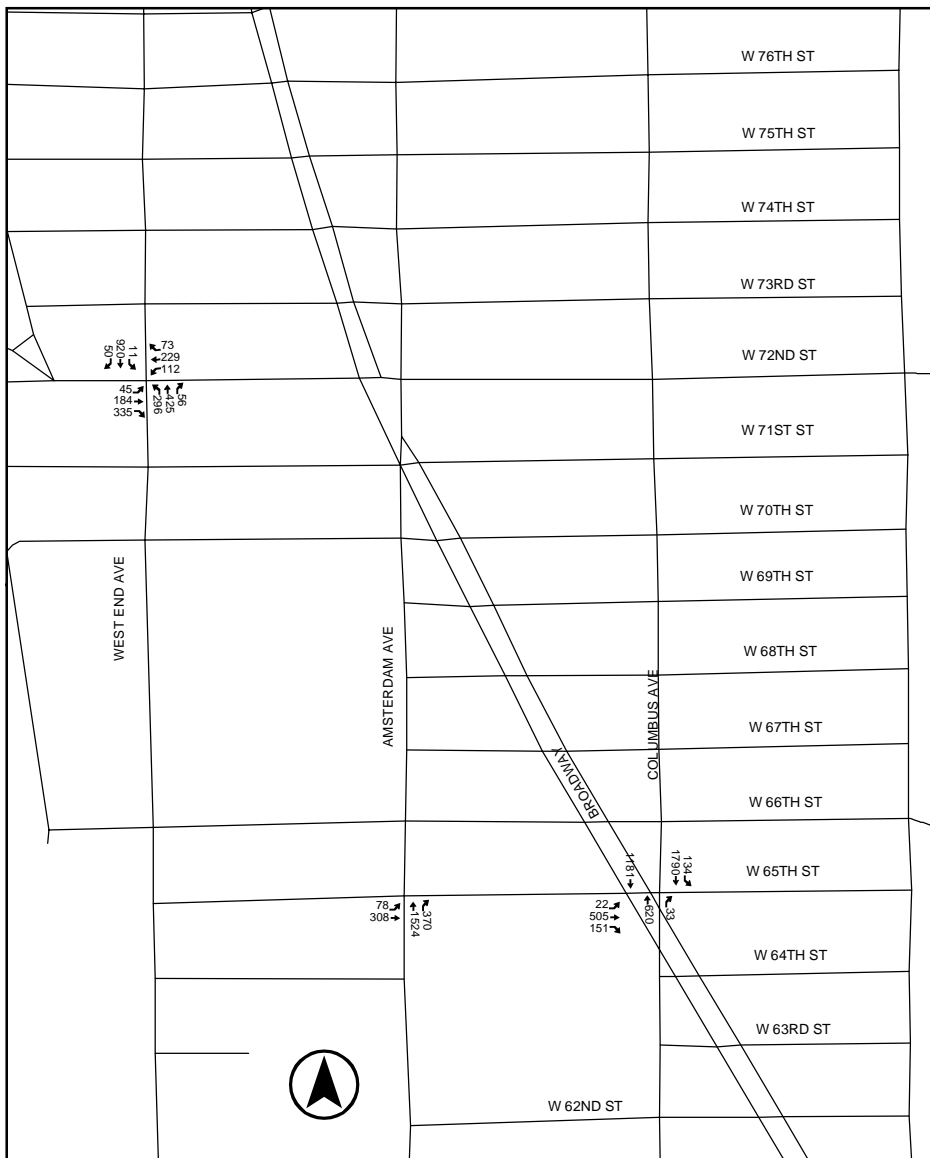
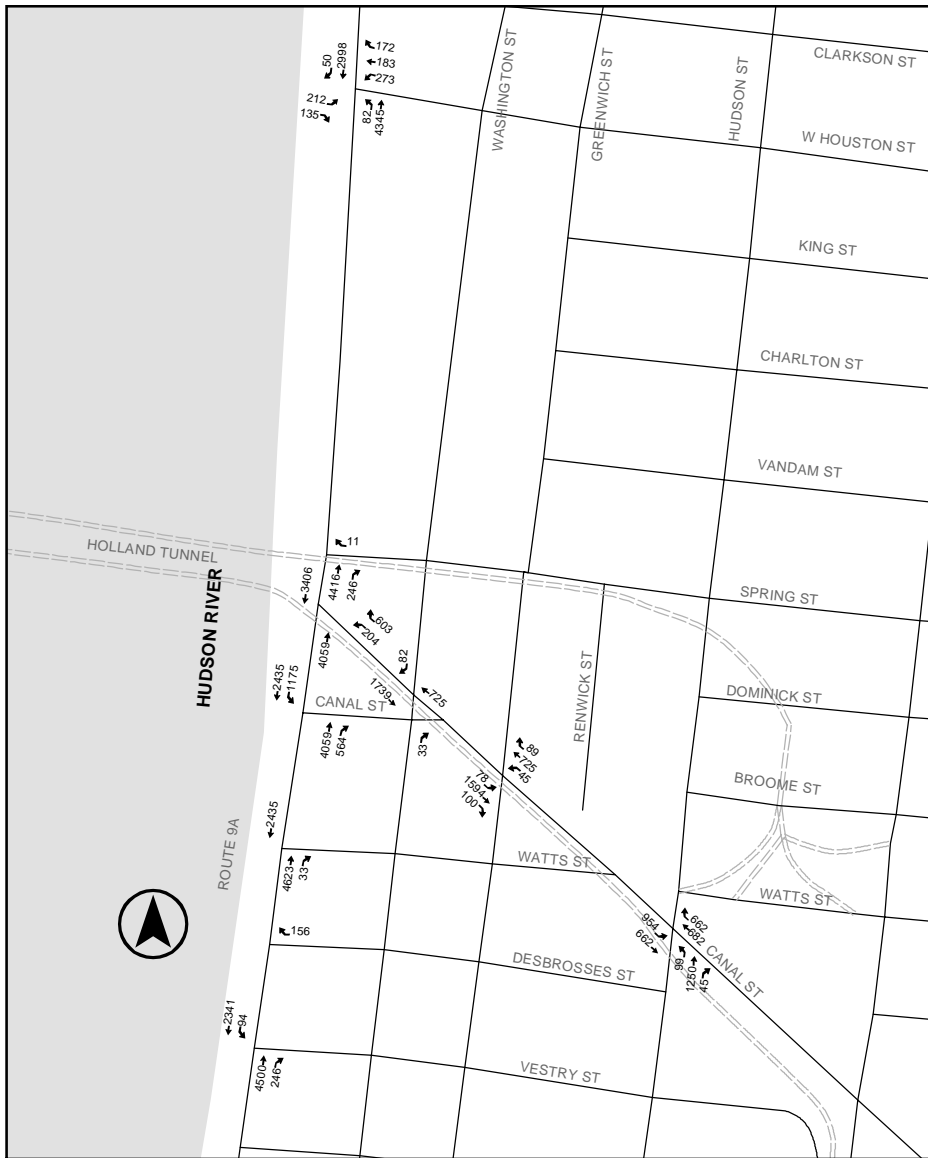
2025 Future With The Proposed Action Traffic Volumes-
 Inset 4
 (Weekday AM Peak Hour)

Figure 19-175



**2025 Future With The Proposed Action Traffic Volumes-
Inset 5
(Weekday AM Peak Hour)**

Figure 19-176

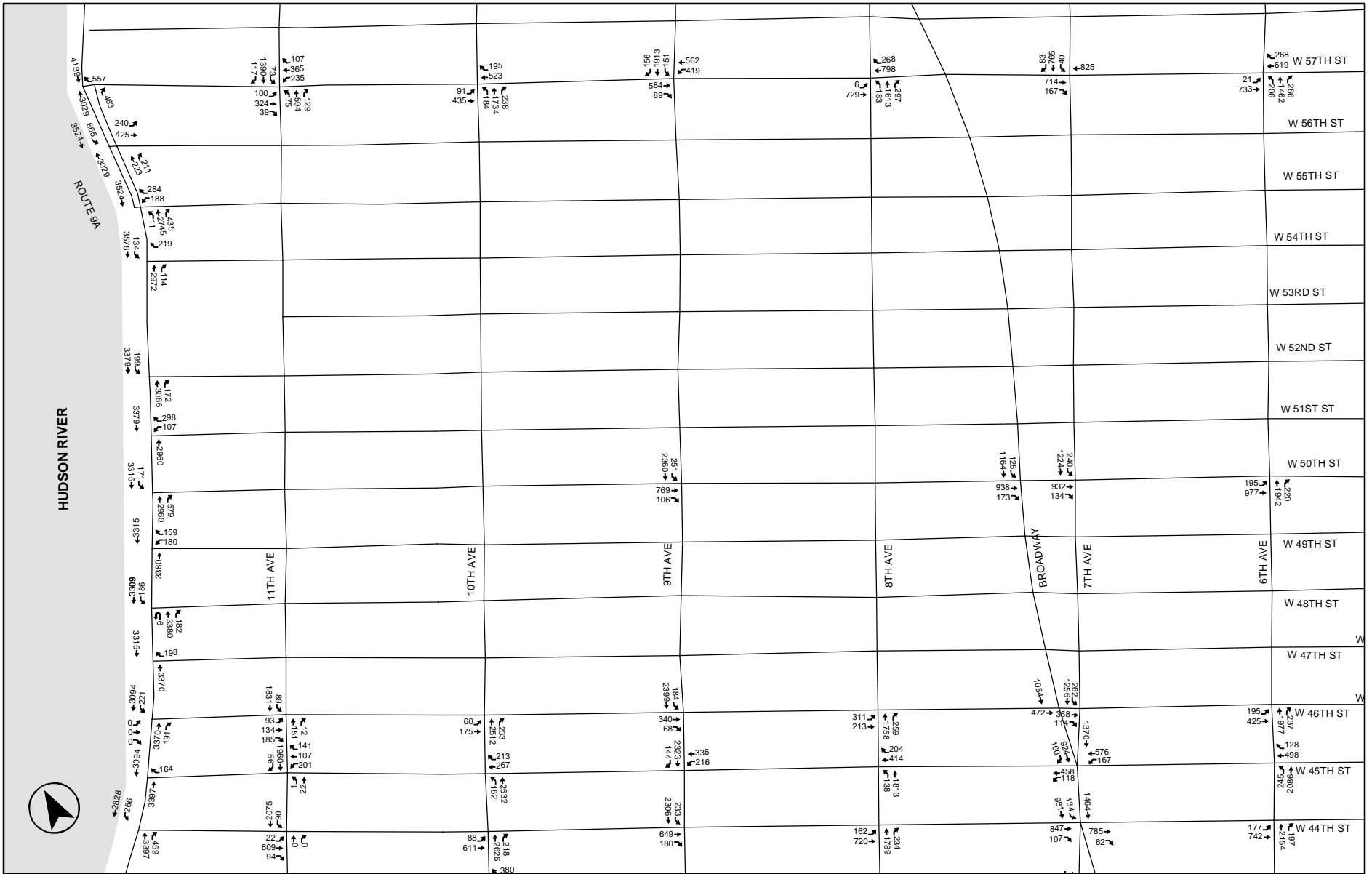


Inset 6

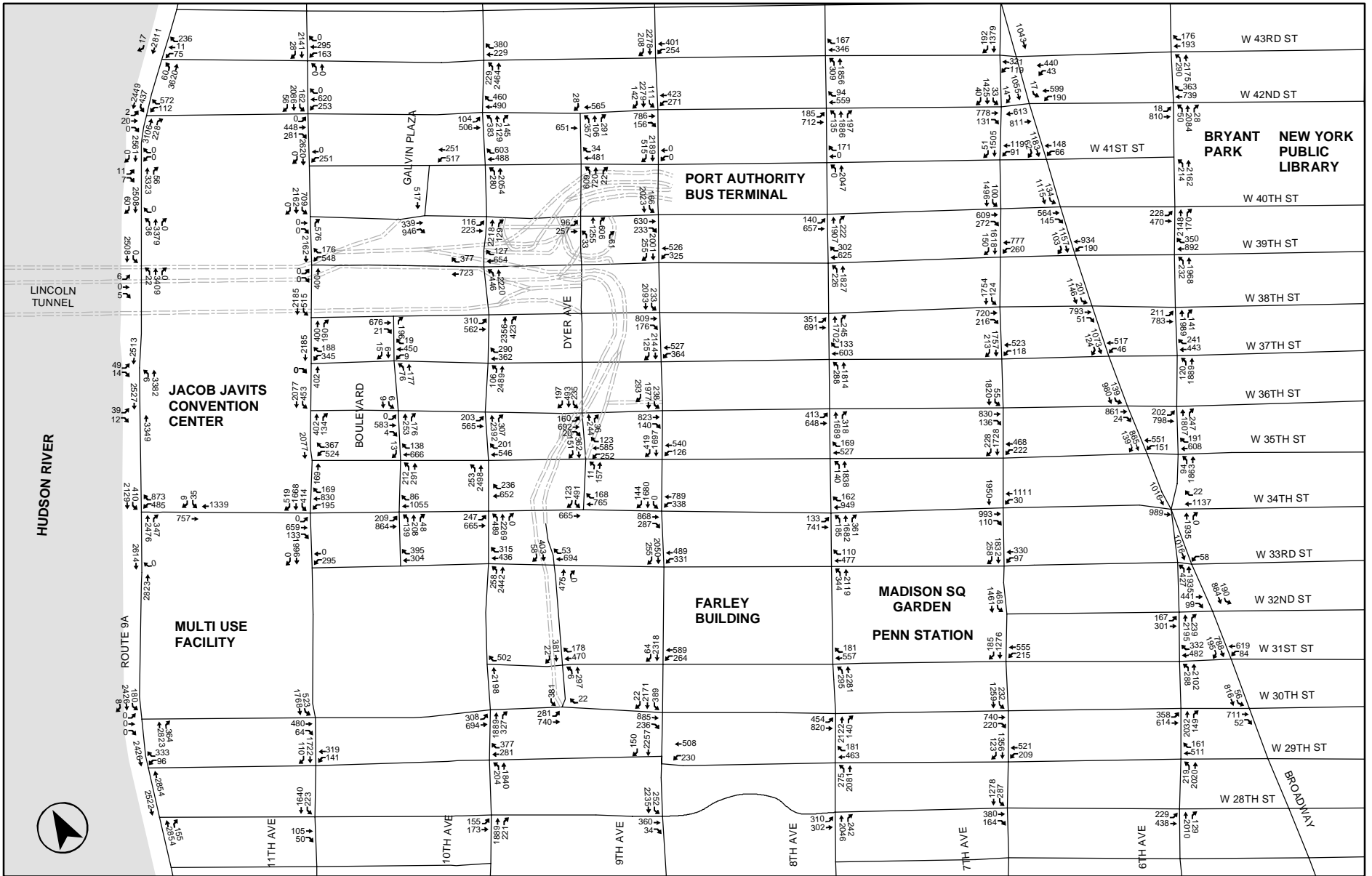
Inset 7

**2025 Future With The Proposed Action
Traffic Volumes - Insets 6 and 7
(Weekday AM Peak Hour)**

Figure 19-177

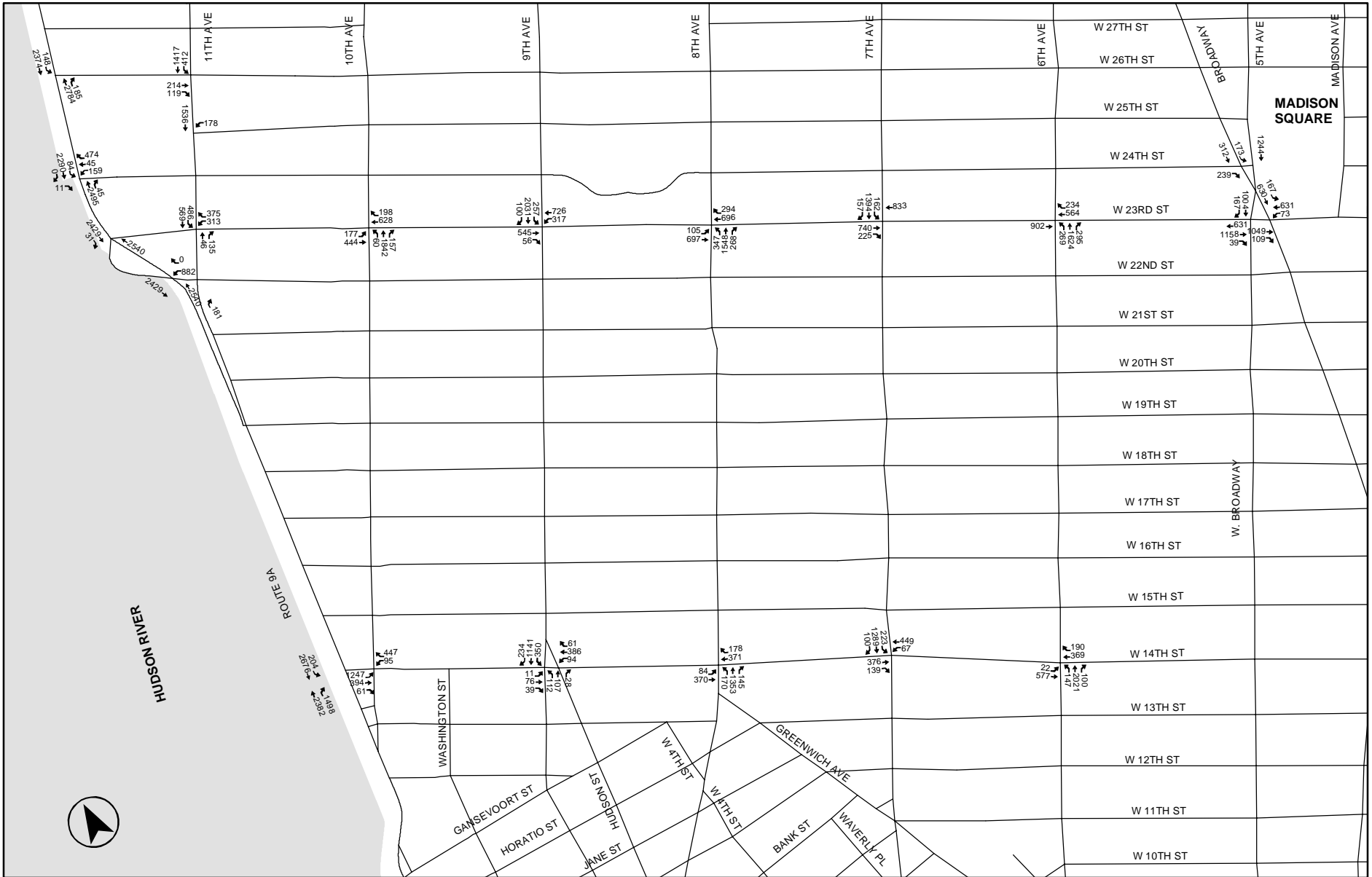


**2025 Future With The Proposed Action Traffic Volumes-
Inset 1
(Weekday Midday Peak Hour)**



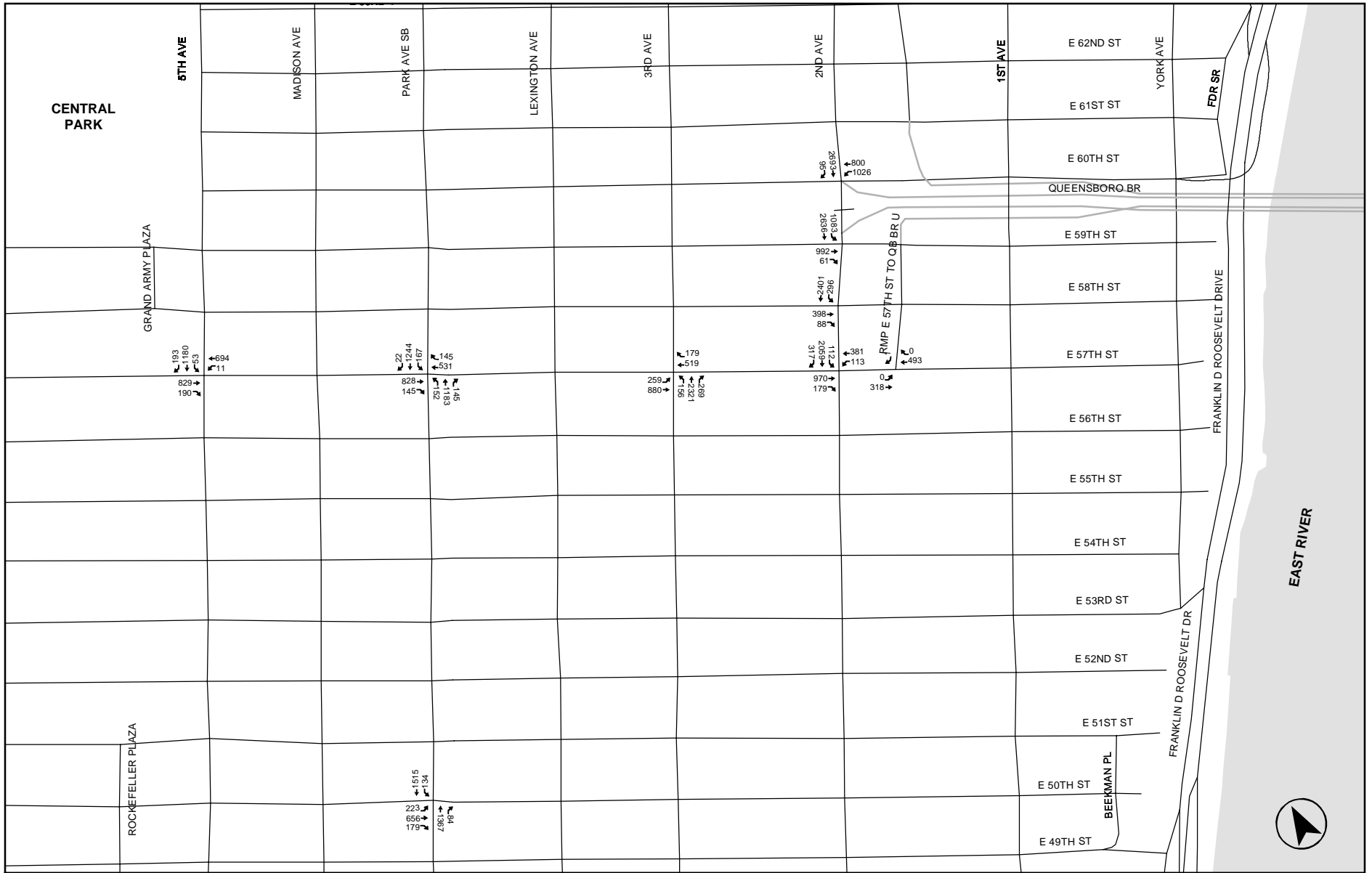
**2025 Future With The Proposed Action Traffic Volumes-
Inset 2
(Weekday Midday Peak Hour)**

Figure 19-179



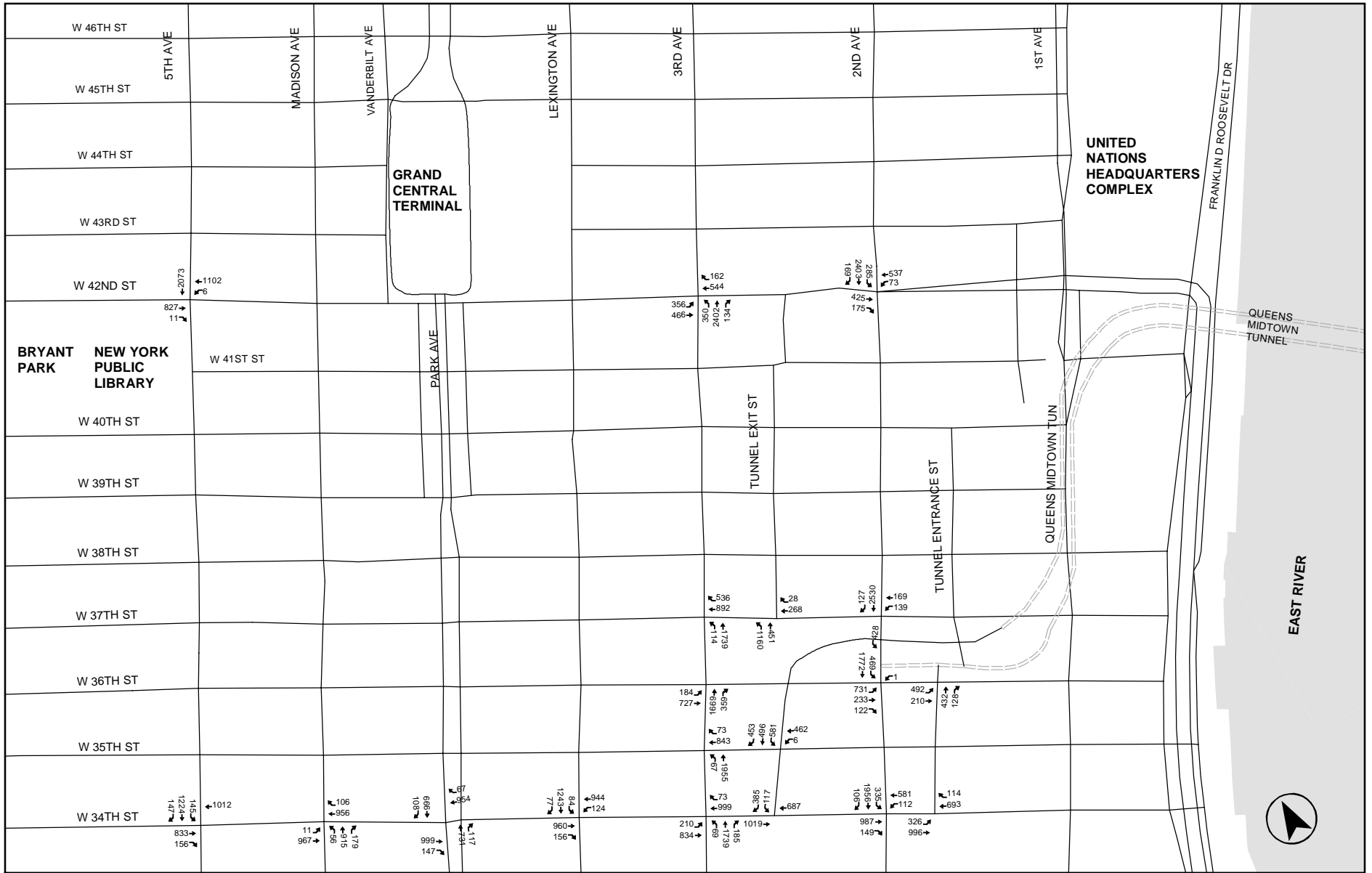
**2025 Future With The Proposed Action Traffic Volumes-
Inset 3
(Weekday Midday Peak Hour)**

Figure 19-180



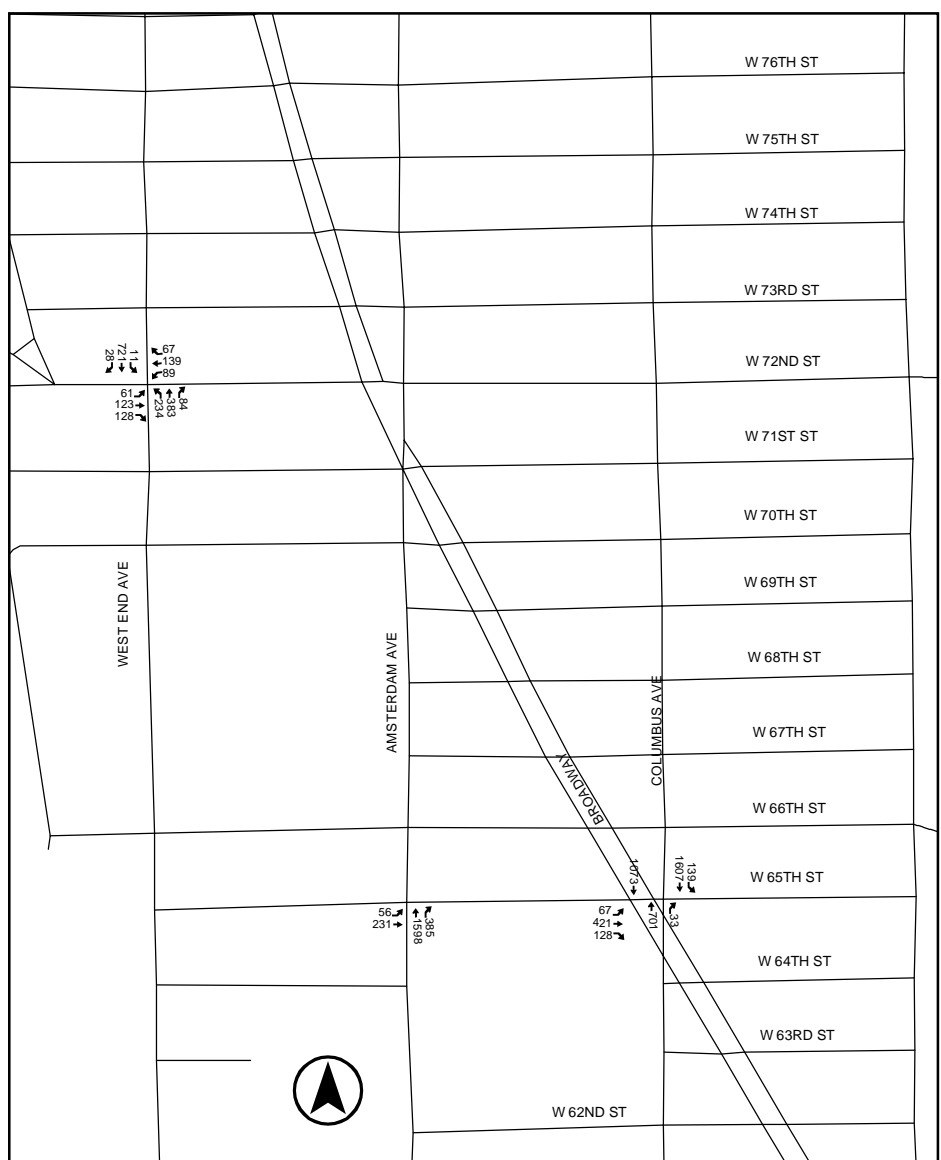
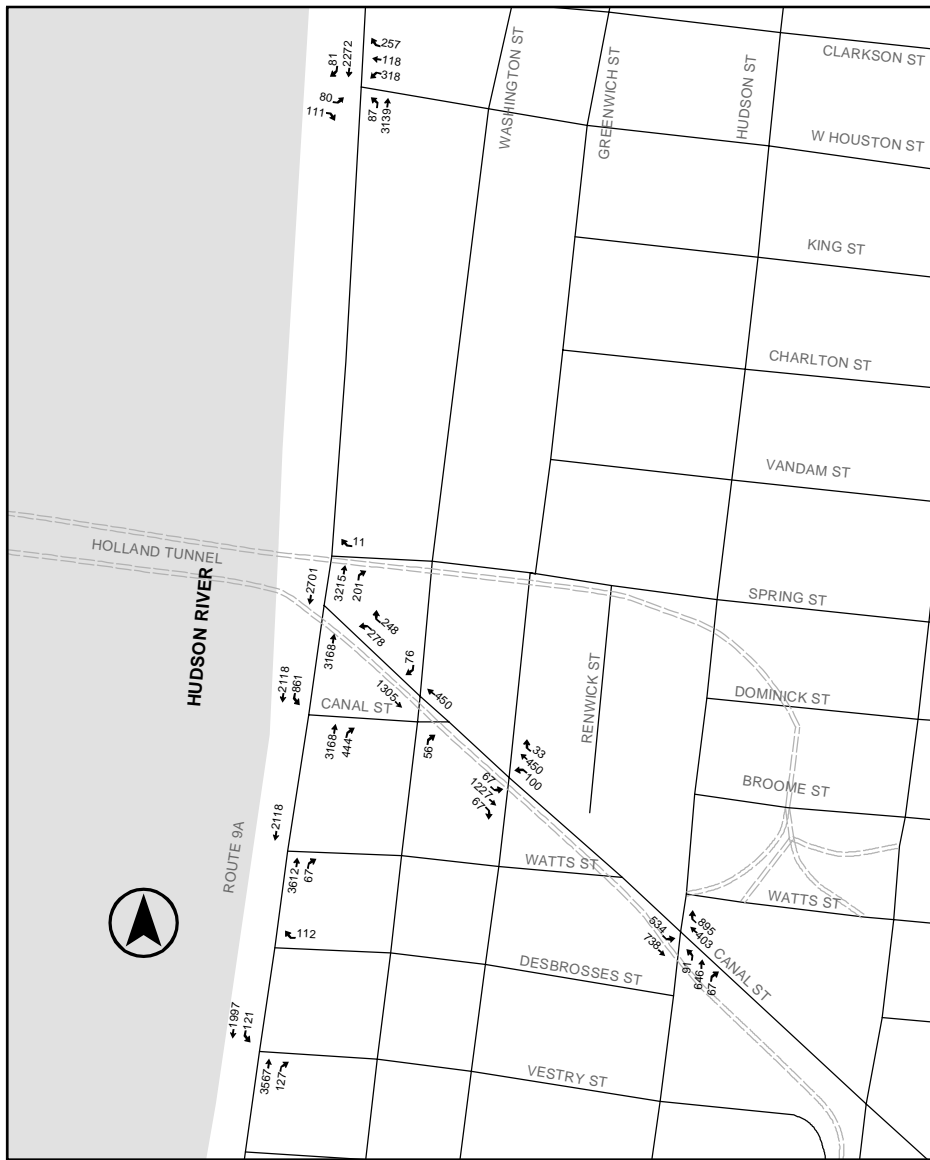
2025 Future With The Proposed Action Traffic Volumes-
Inset 4
(Weekday Midday Peak Hour)

Figure 19-181



**2025 Future With The Proposed Action Traffic Volumes-
Inset 5
(Weekday Midday Peak Hour)**

Figure 19-182

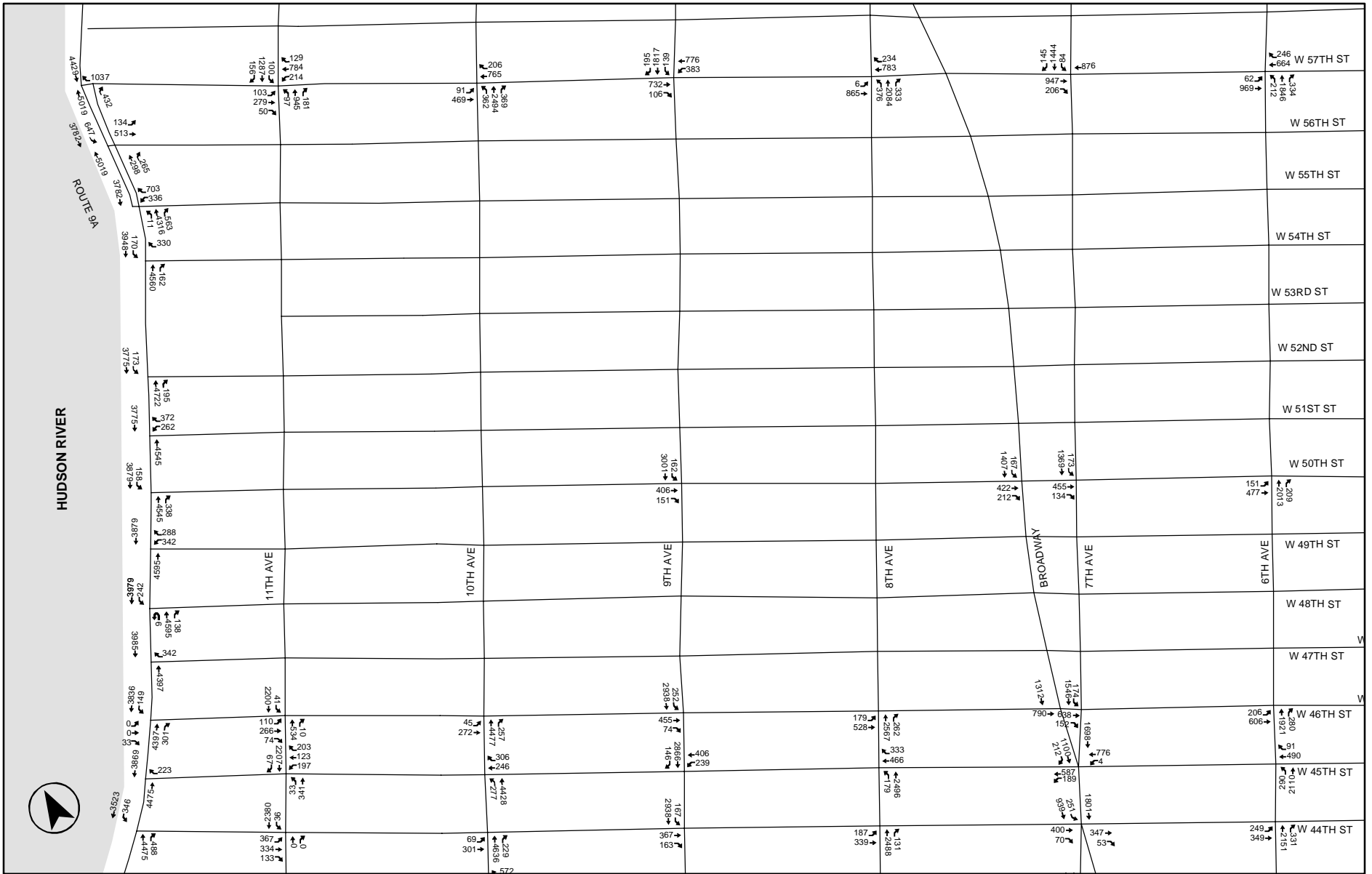


Inset 6

Inset 7

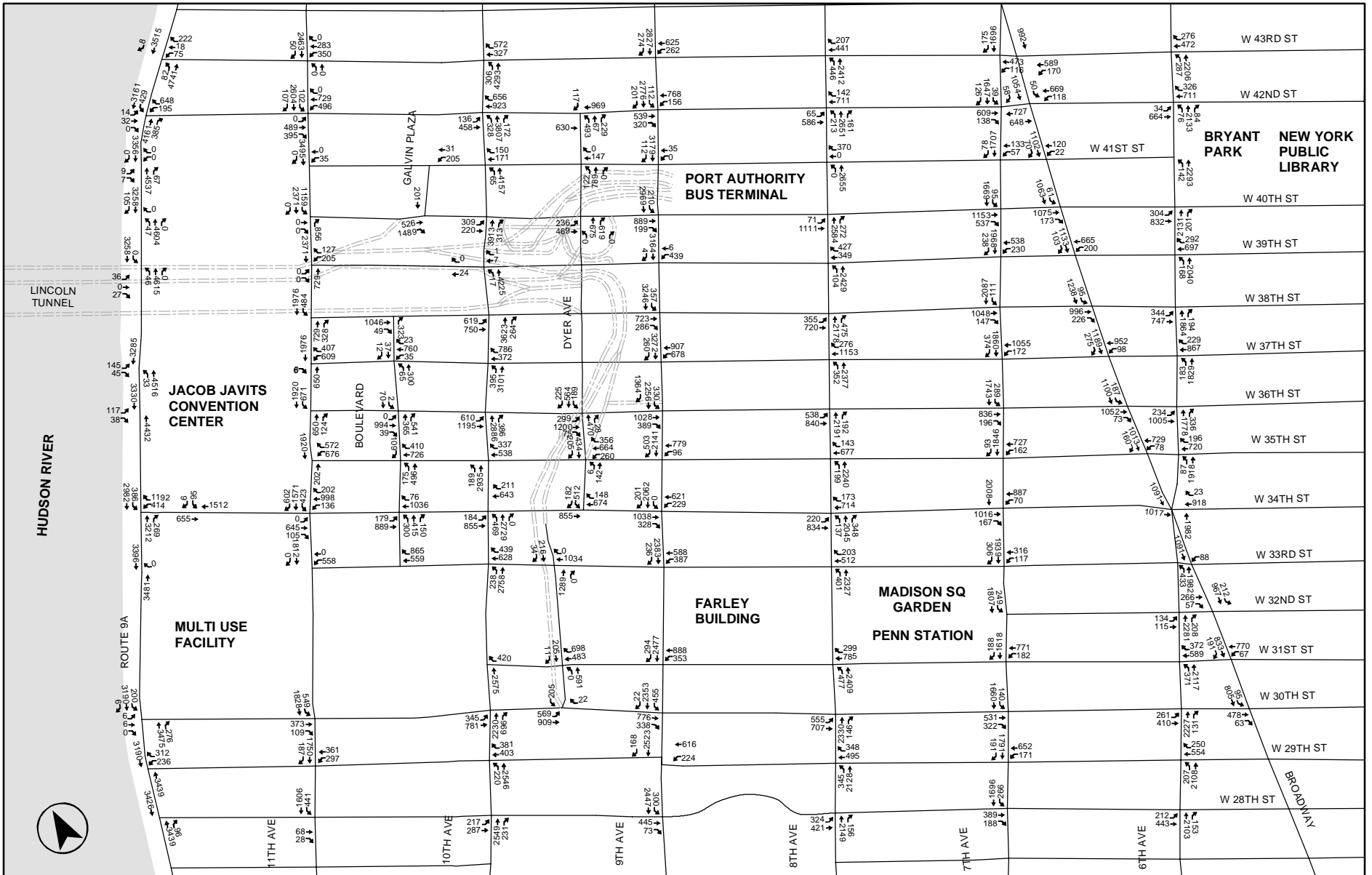
**2025 Future With The Proposed Action
Traffic Volumes - Insets 6 and 7
(Weekday Midday Peak Hour)**

Figure 19-183



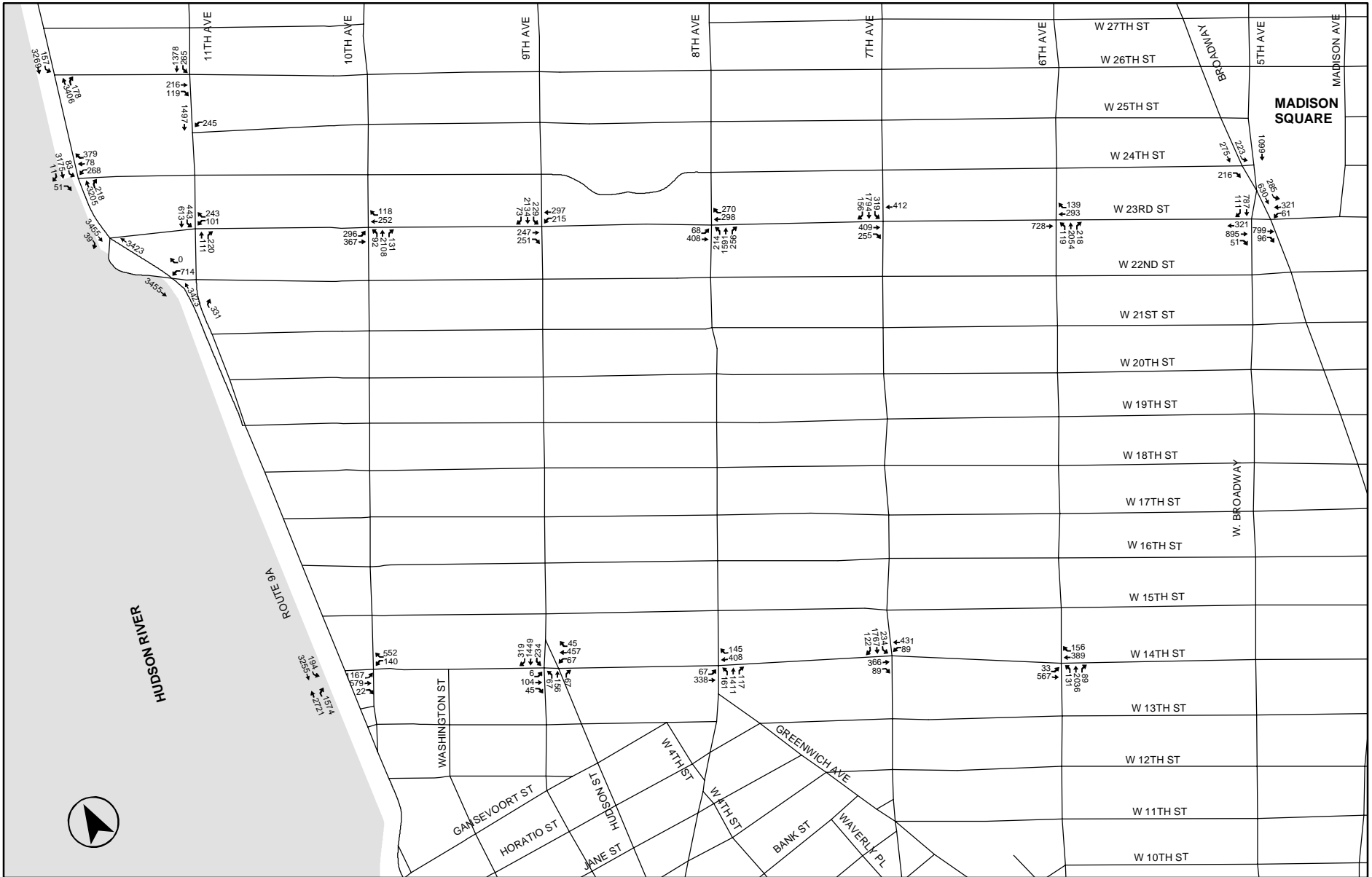
**2025 Future With The Proposed Action Traffic Volumes-
Inset 1
(Weekday PM Peak Hour)**

Figure 19-184



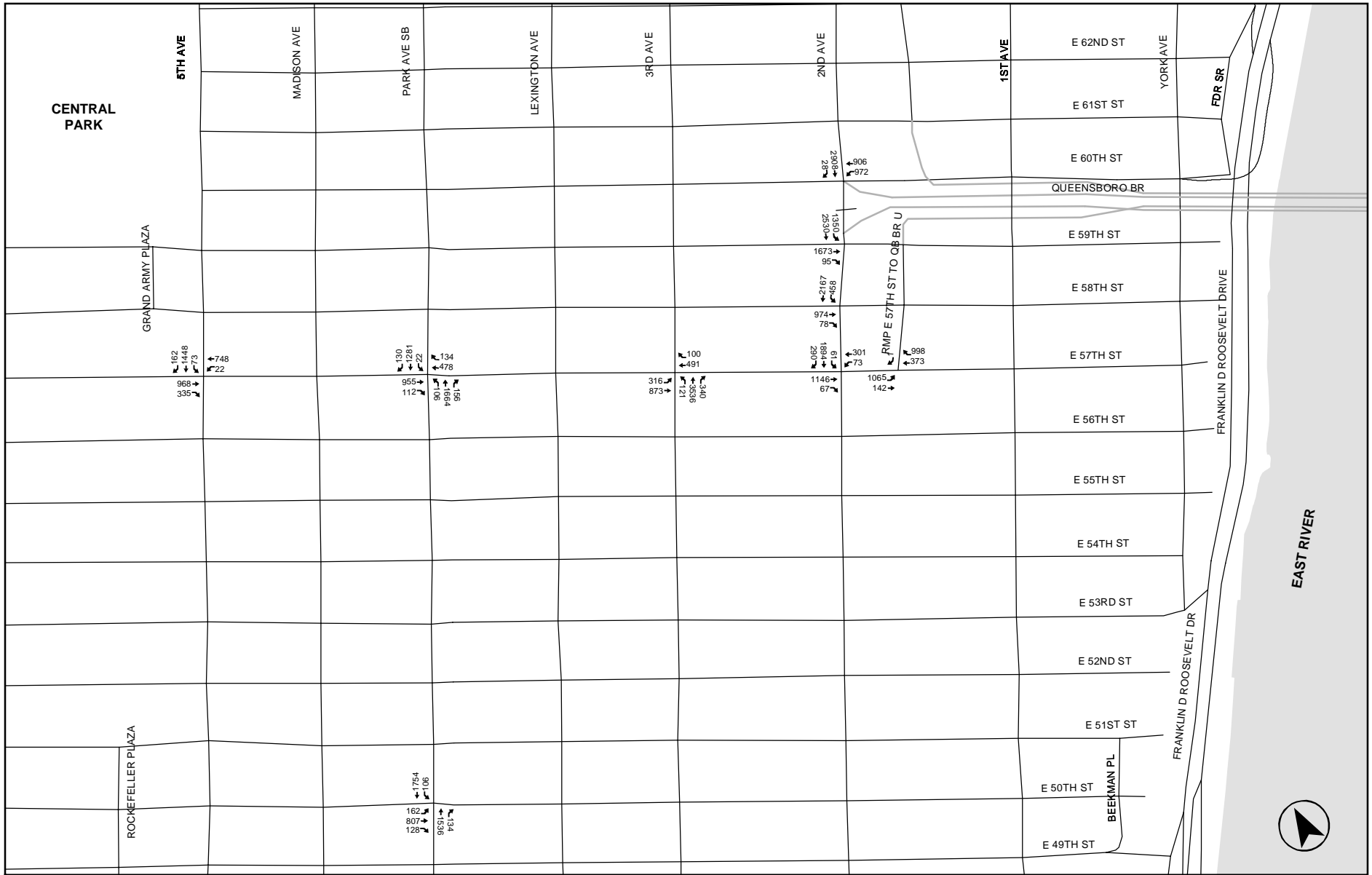
**2025 Future With The Proposed Action Traffic Volumes-
Inset 2
(Weekday PM Peak Hour)**

Figure 19-185



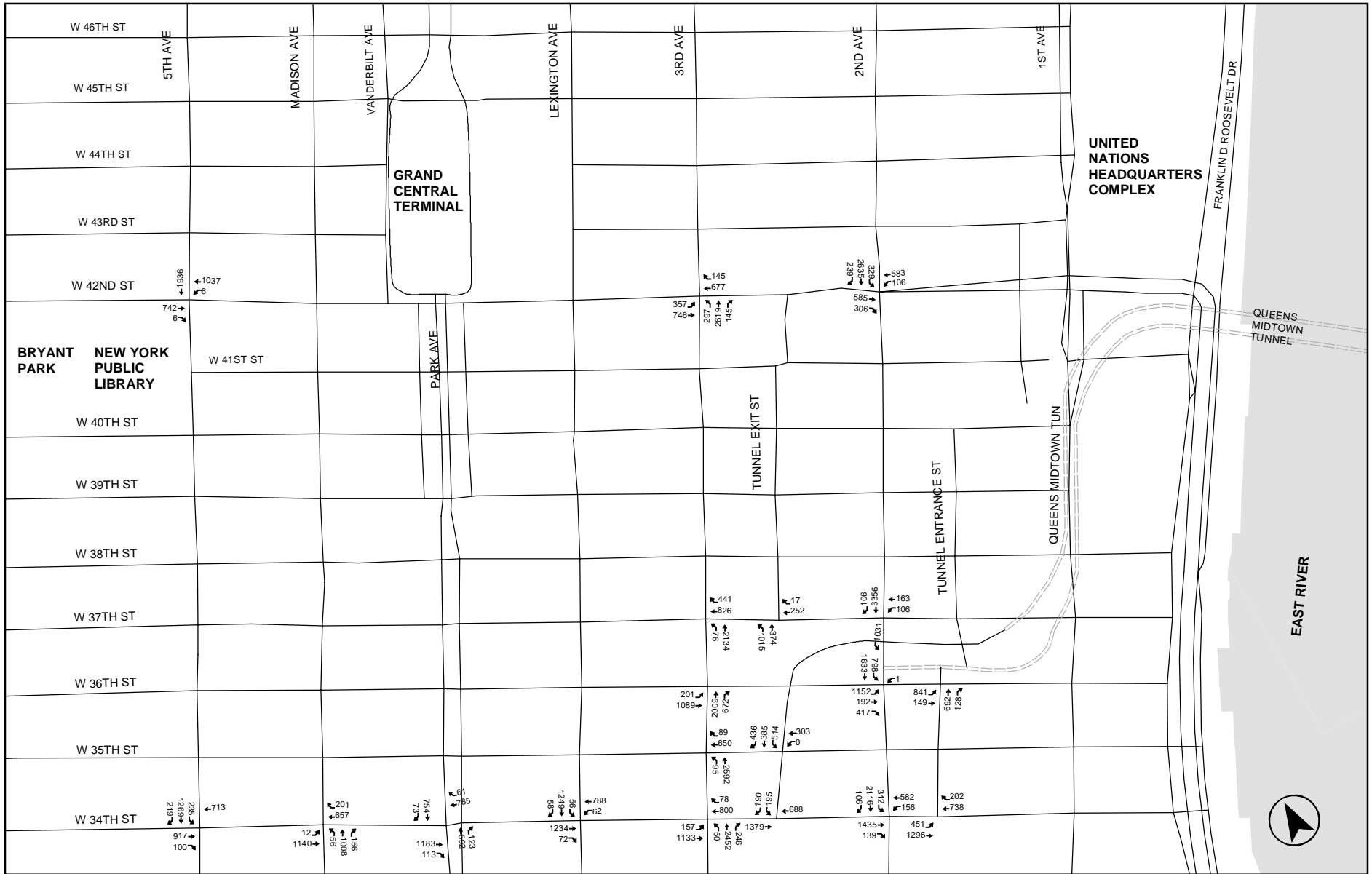
**2025 Future With The Proposed Action Traffic Volumes-
Inset 3
(Weekday PM Peak Hour)**

Figure 19-186



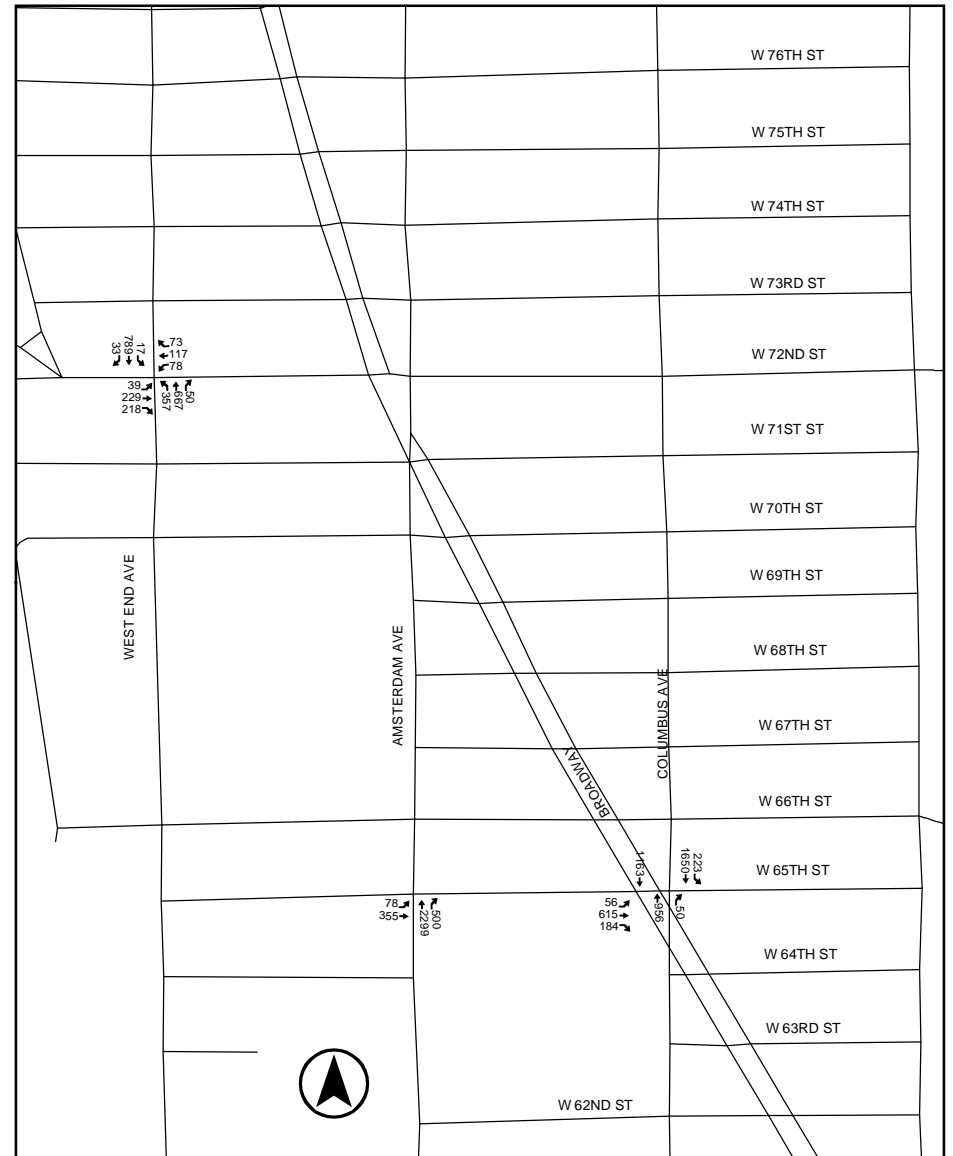
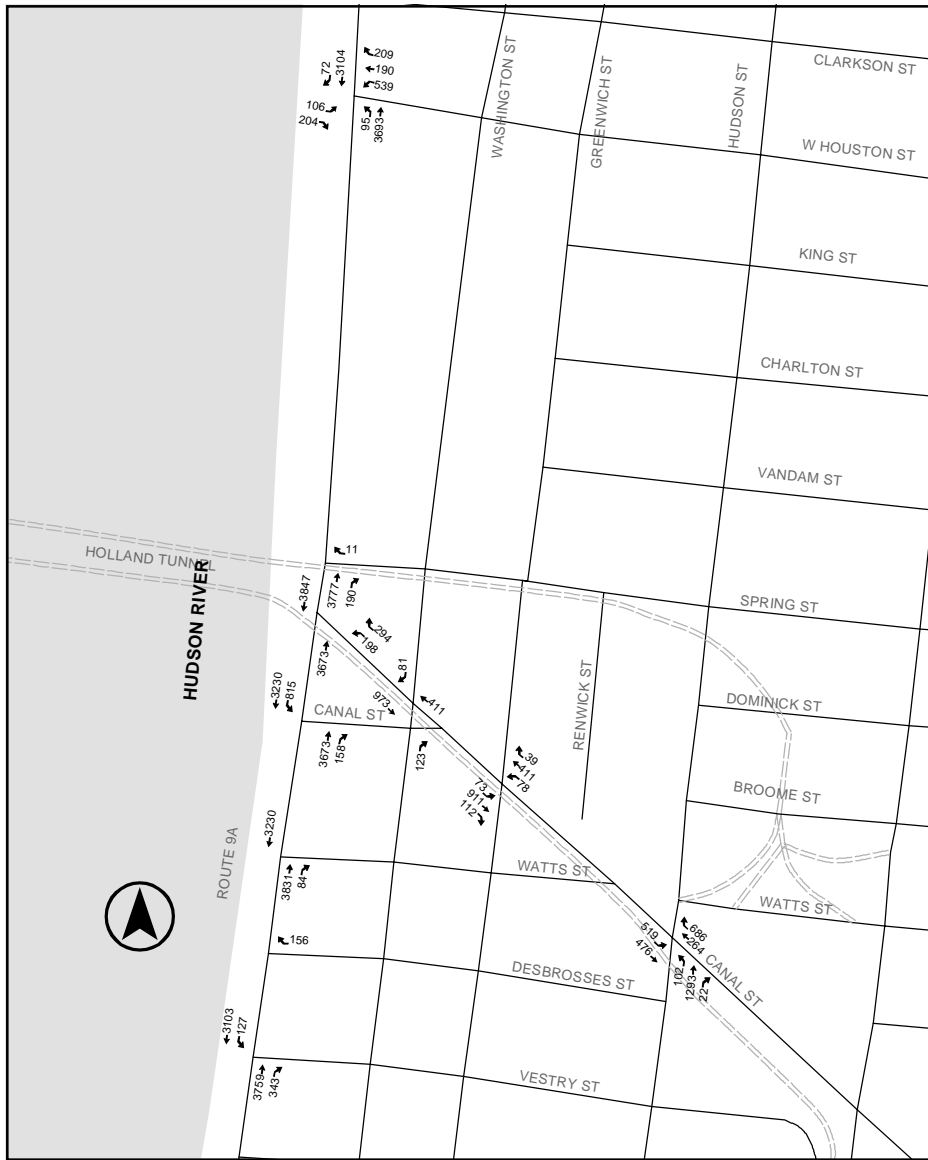
**2025 Future With The Proposed Action Traffic Volumes-
Inset 4
(Weekday PM Peak Hour)**

Figure 19-187



**2025 Future With The Proposed Action Traffic Volumes-
Inset 5
(Weekday PM Peak Hour)**

Figure 19-188

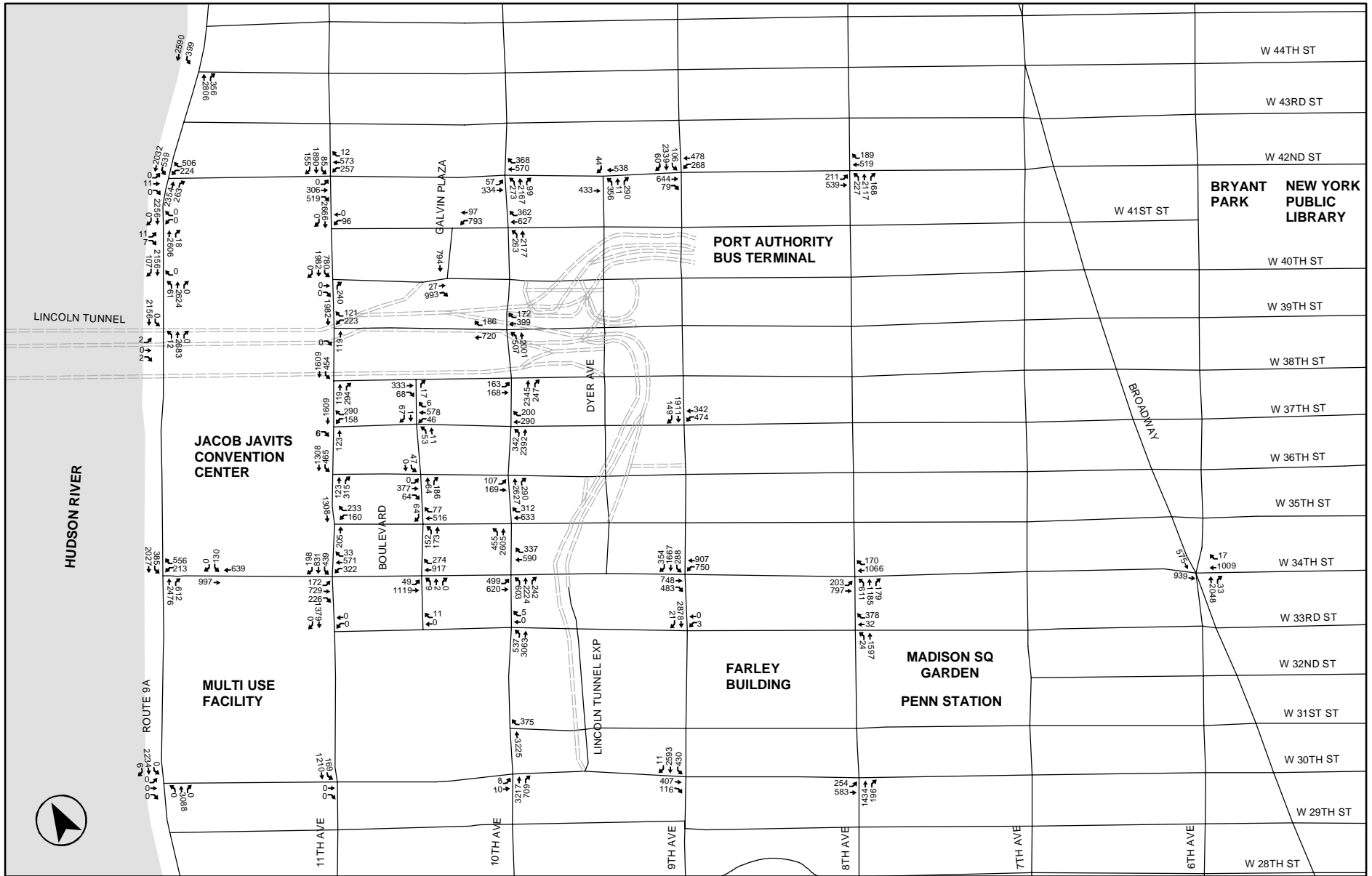


Inset 6

Inset 7

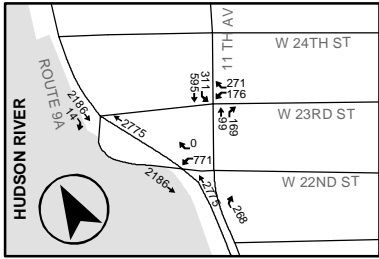
**2025 Future With The Proposed Action
Traffic Volumes - Insets 6 and 7
(Weekday PM Peak Hour)**

Figure 19-189

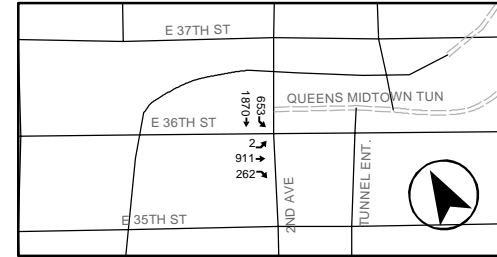


2025 Future With The Proposed Action Traffic Volumes-
 Inset 1
 (Weeknight Special Event Peak Hour)

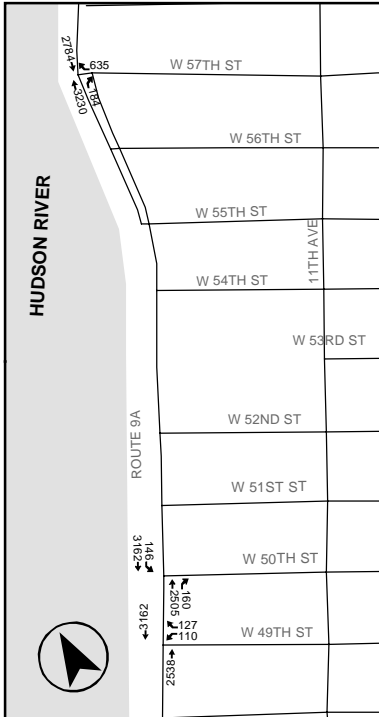
Figure 19-190



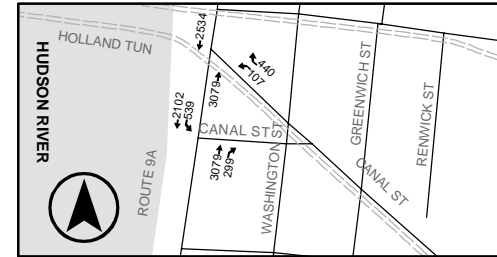
Inset 2



Inset 4



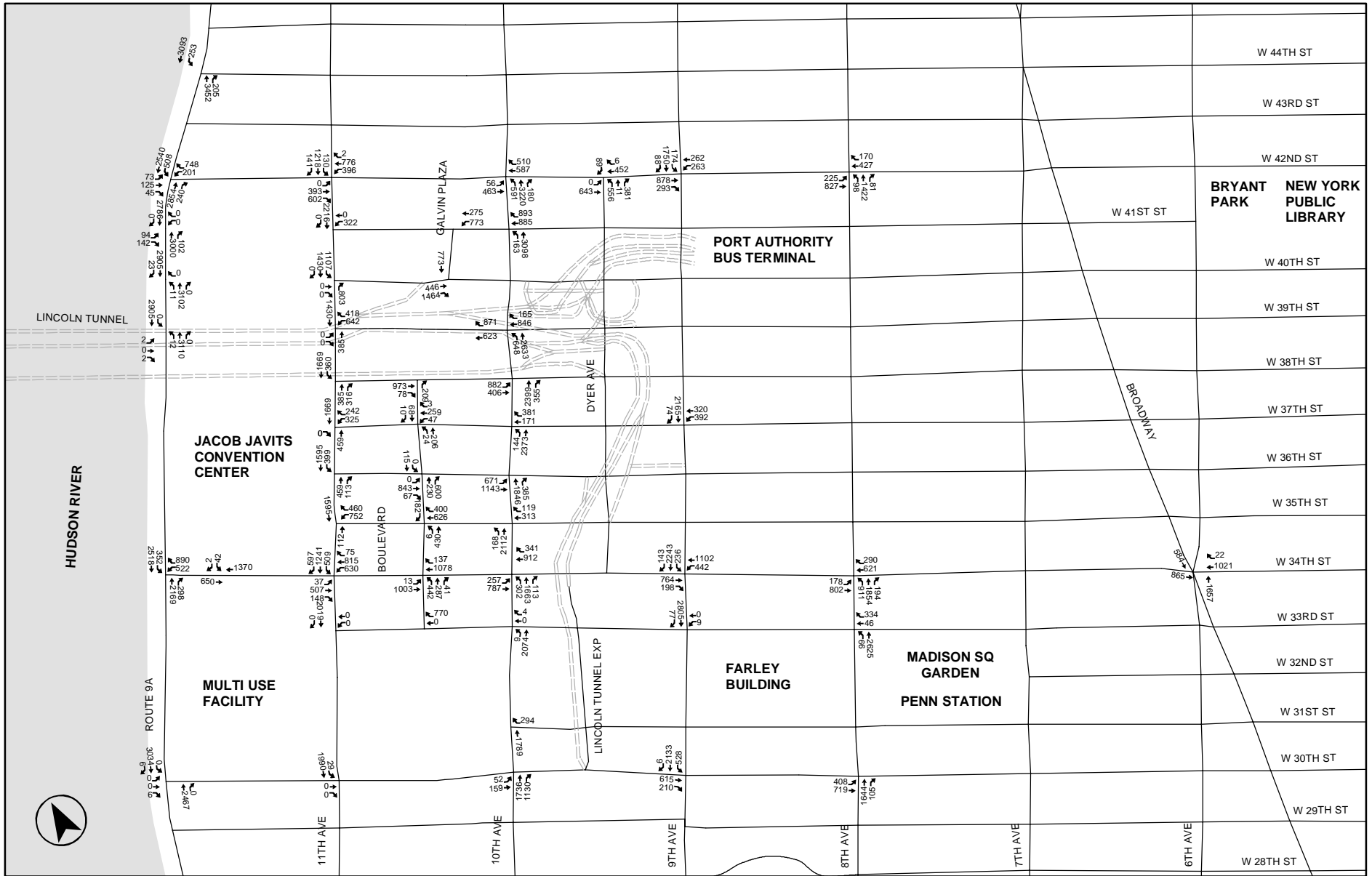
Inset 3



Inset 5

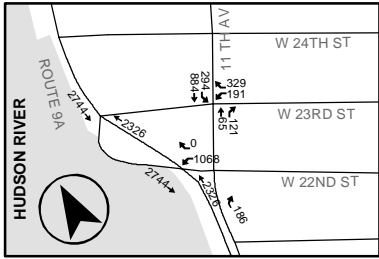
**2025 Future With The Proposed Action Traffic Volumes-
Inset 2, 3, 4 and 5
(Weeknight Special Event Peak Hour)**

Figure 19-191

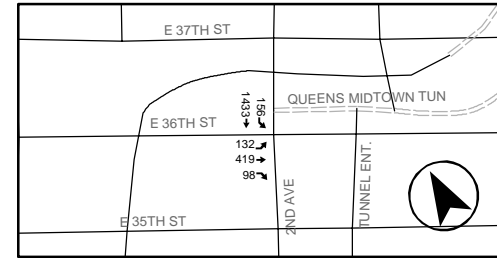


**2025 Future With The Proposed Action Traffic Volumes-
Inset 1
(Sunday Special Event Peak Hour)**

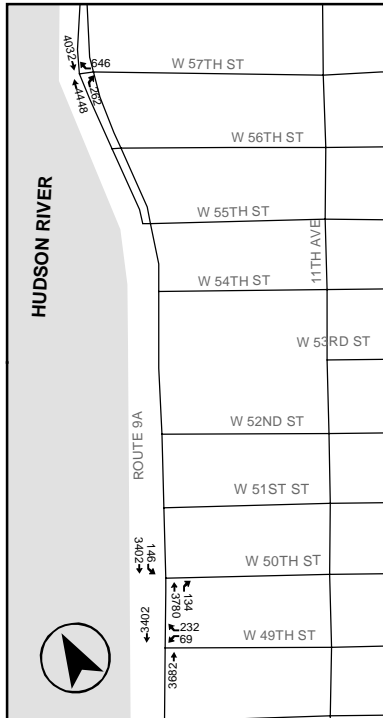
Figure 19-192



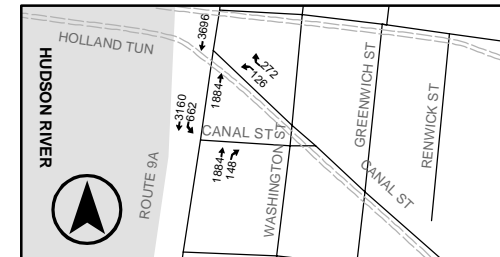
Inset 2



Inset 4



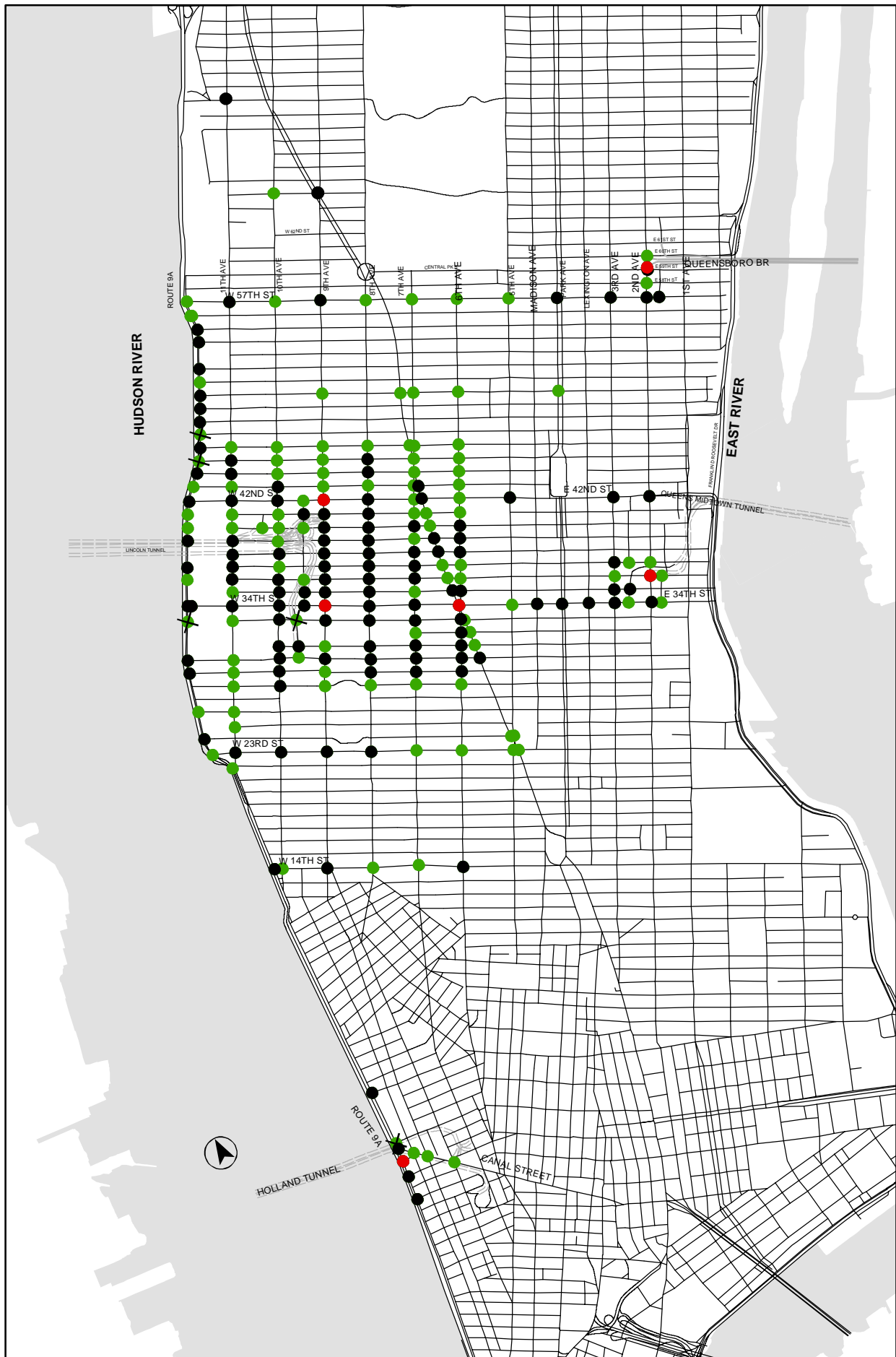
Inset 3



Inset 5

**2025 Future With The Proposed Action Traffic Volumes-
Inset 2, 3, 4 and 5
(Sunday Special Event Peak Hour)**

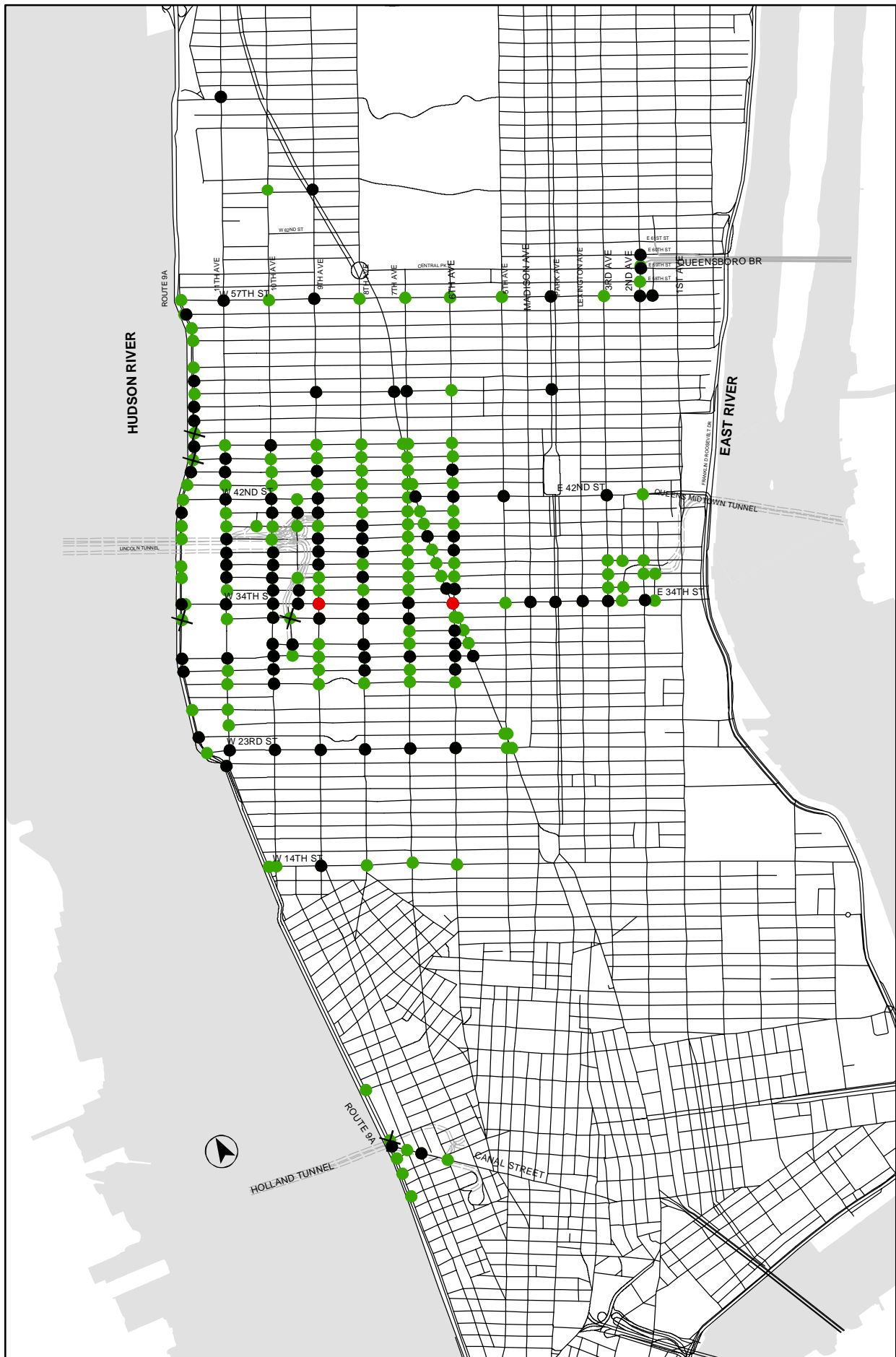
Figure 19-193



Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- X Unsignalized Intersection

**2025 Future With The Proposed Action
Analyzed Intersections
(Weekday AM Peak Hour)**

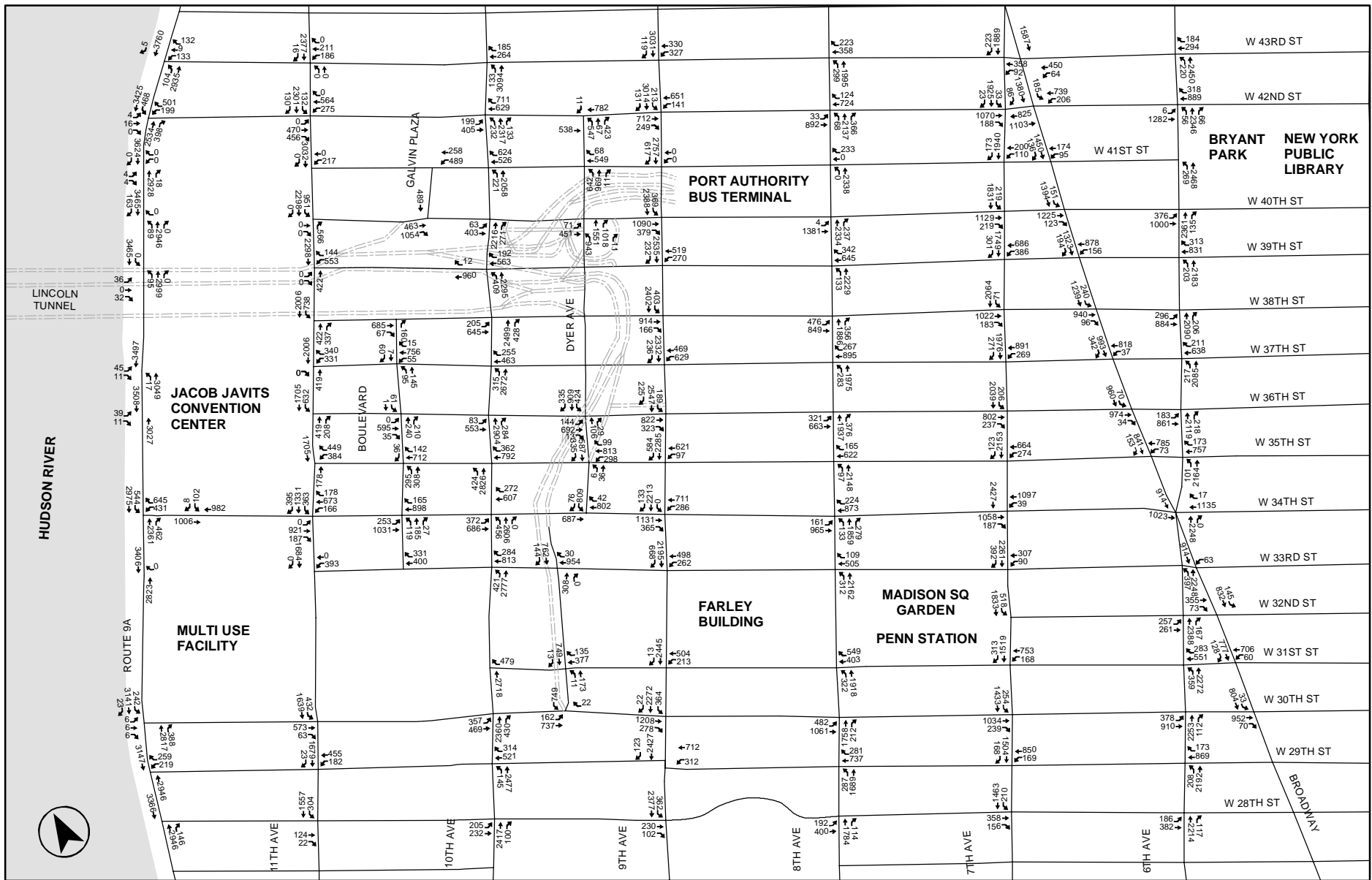


Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- X Unsignalized Intersection

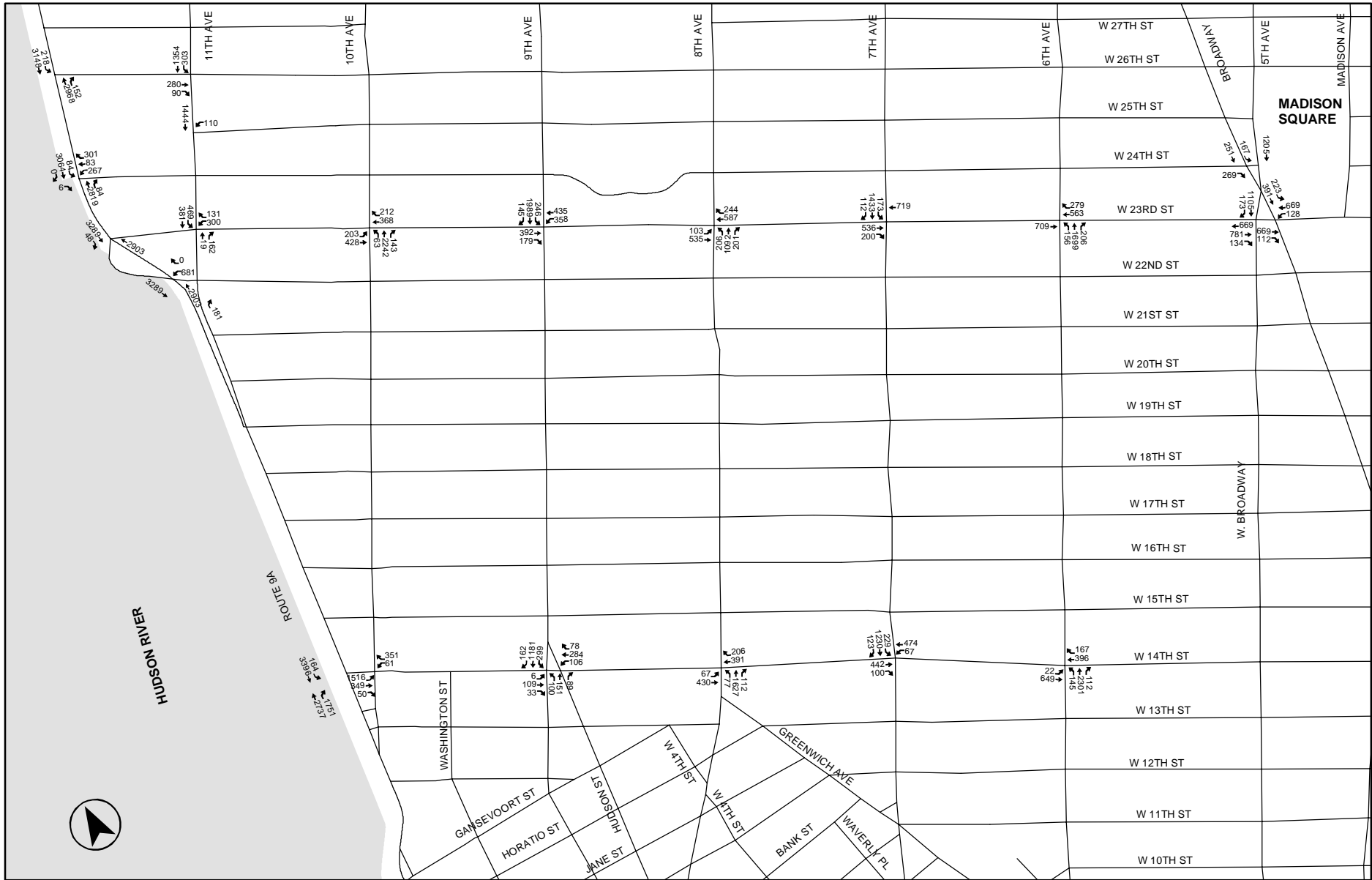
**2025 Future With The Proposed Action
Analyzed Intersections
(Weekday Midday Peak Hour)**

Figure 19-195



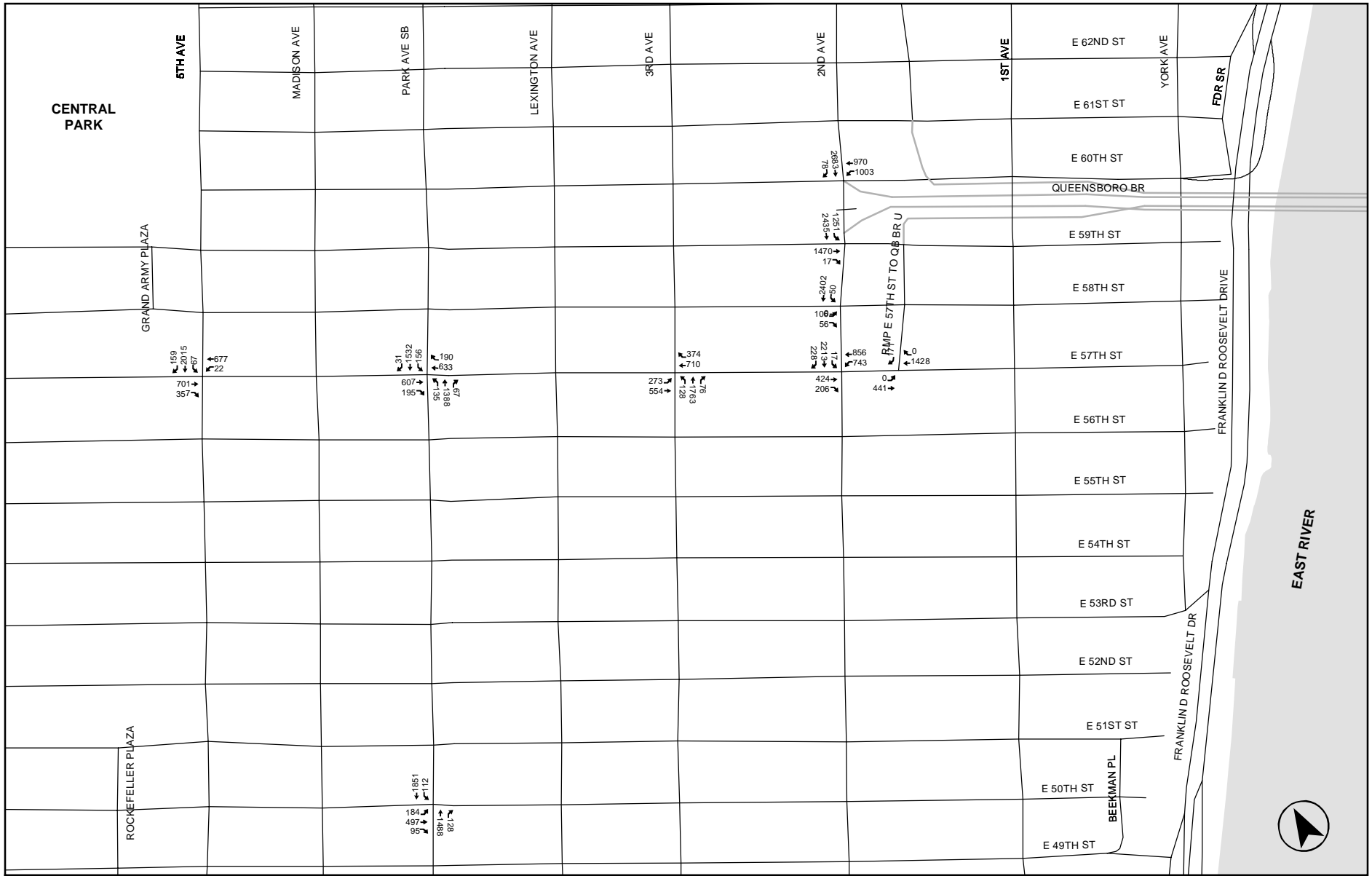
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday AM Peak Hour)**

Figure 19-198



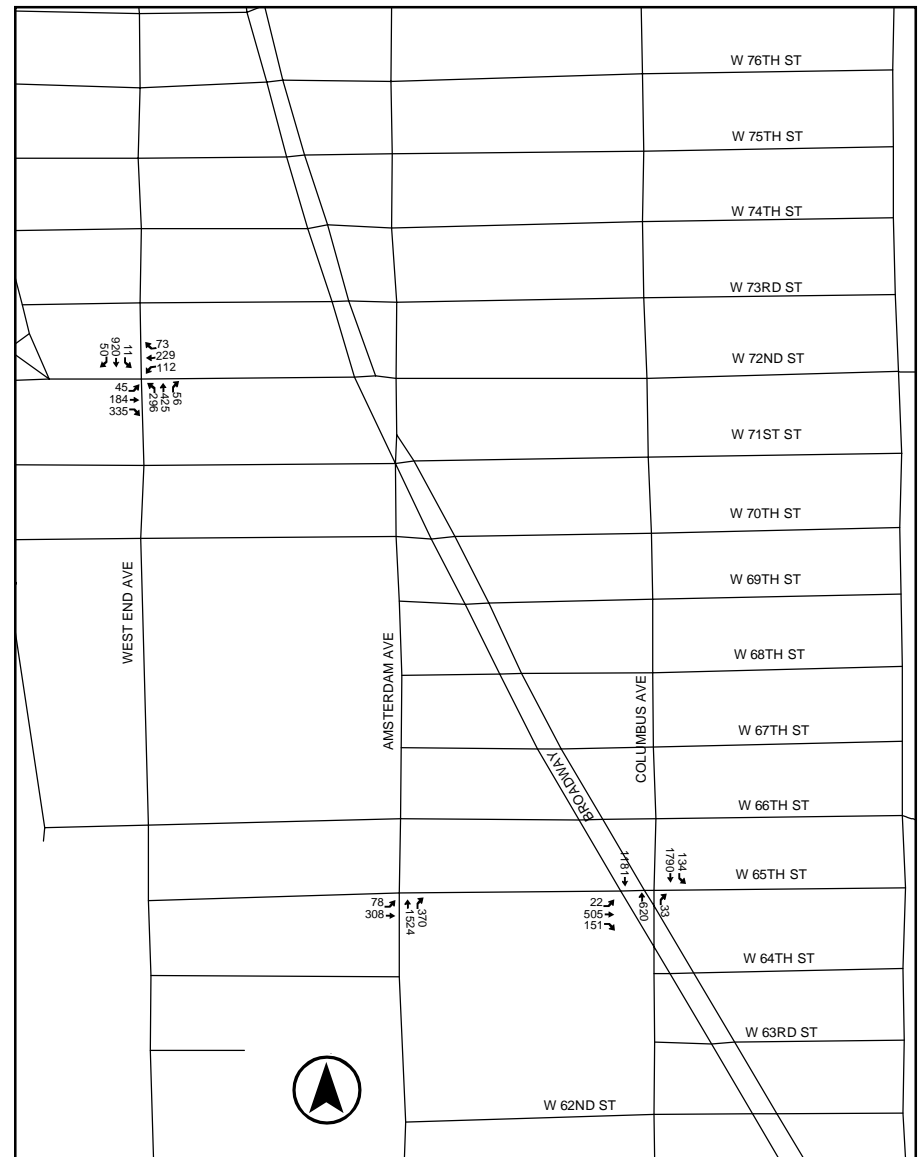
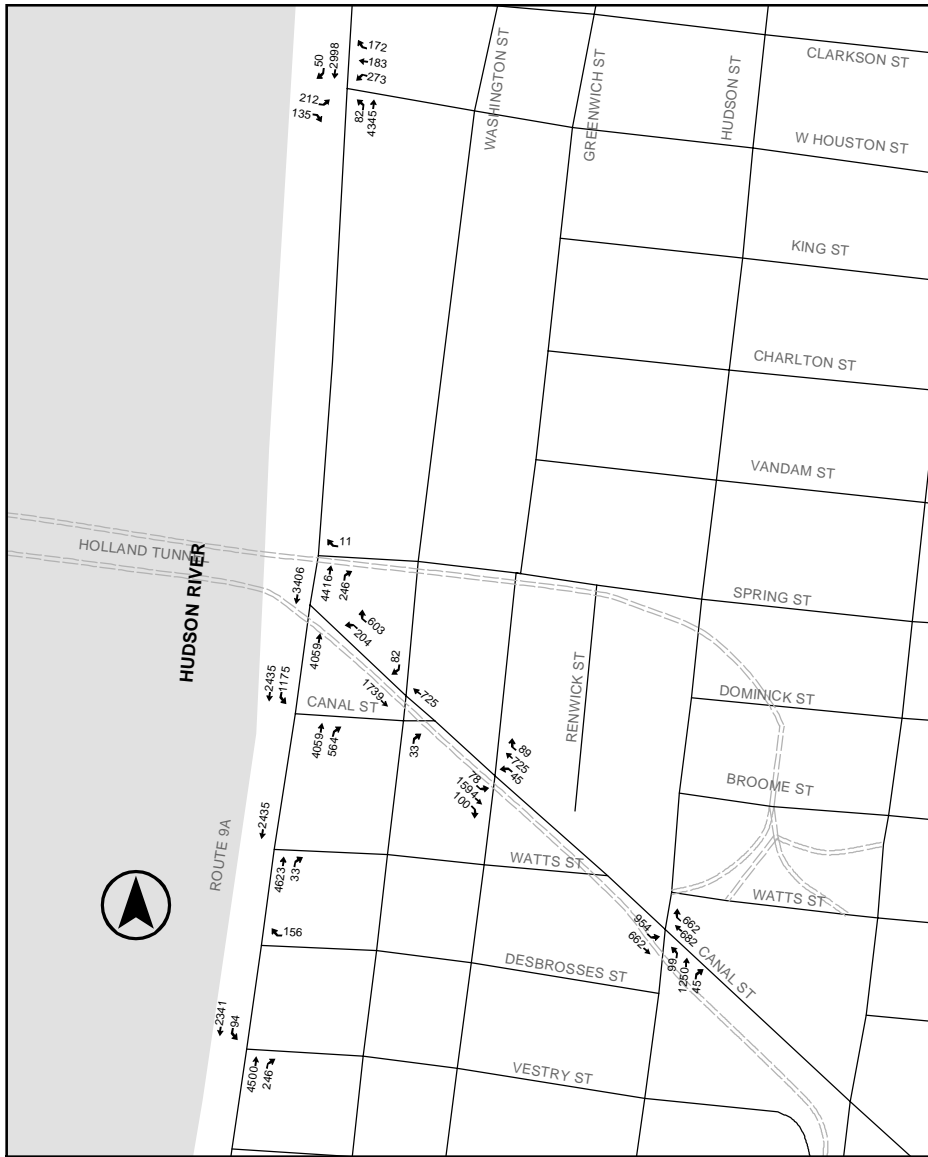
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3
(Weekday AM Peak Hour)**

Figure 19-199



**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 4
(Weekday AM Peak Hour)**

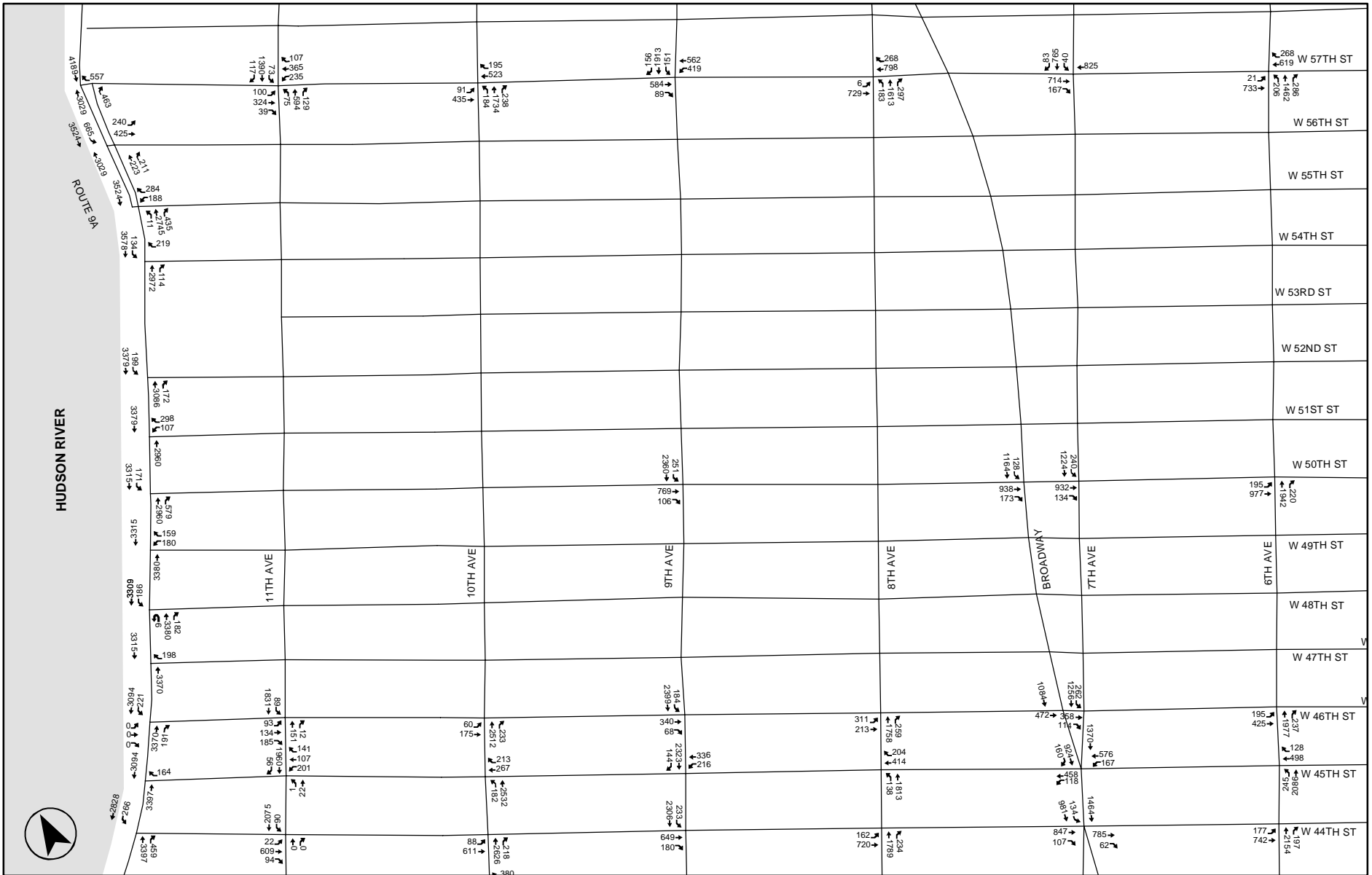
Figure 19-200



Inset 6

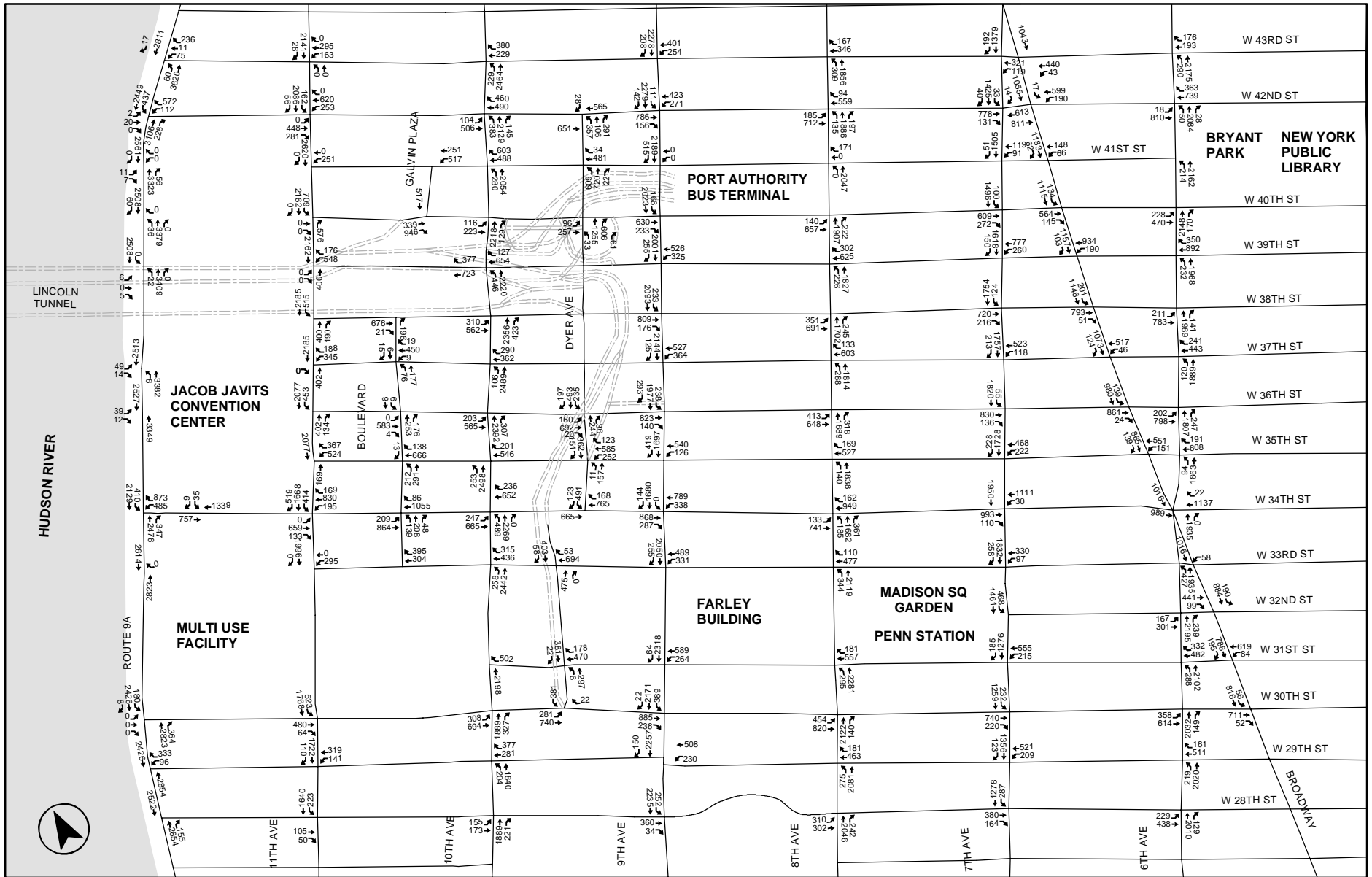
Inset 7 2025 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday AM Peak Hour)

Figure 19-202



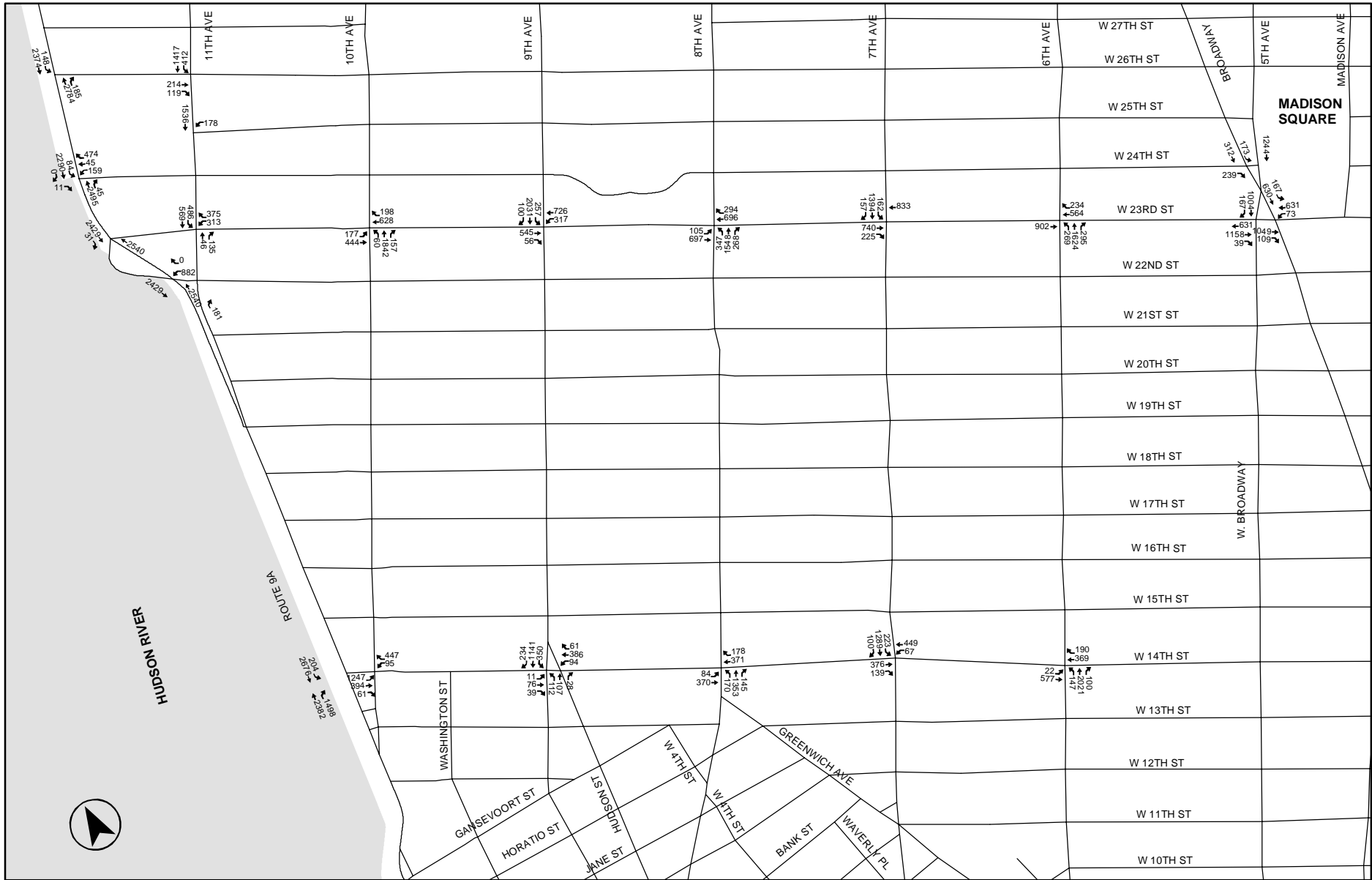
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1
(Weekday Midday Peak Hour)**

Figure 19-203



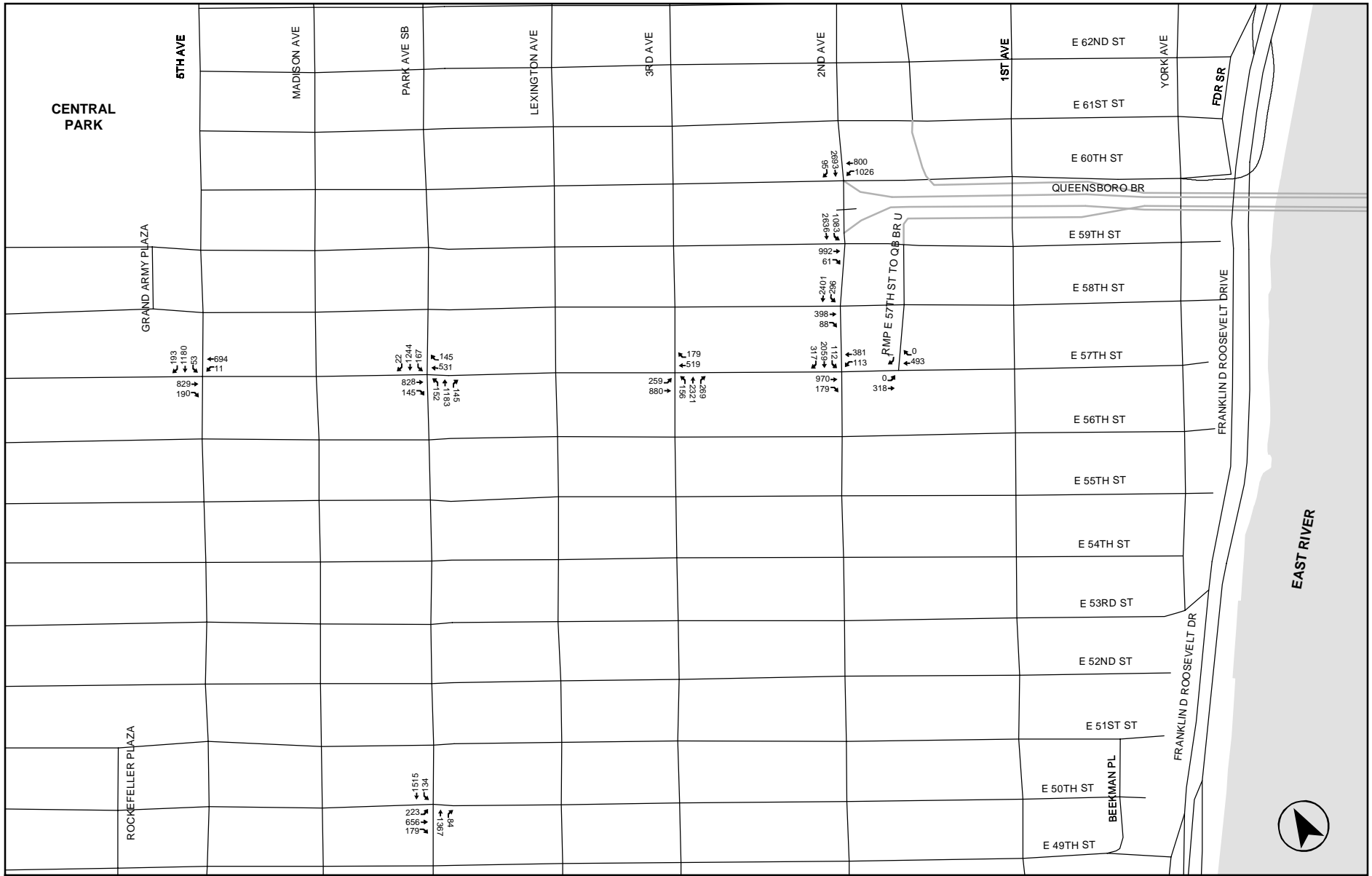
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday Midday Peak Hour)**

Figure 19-204



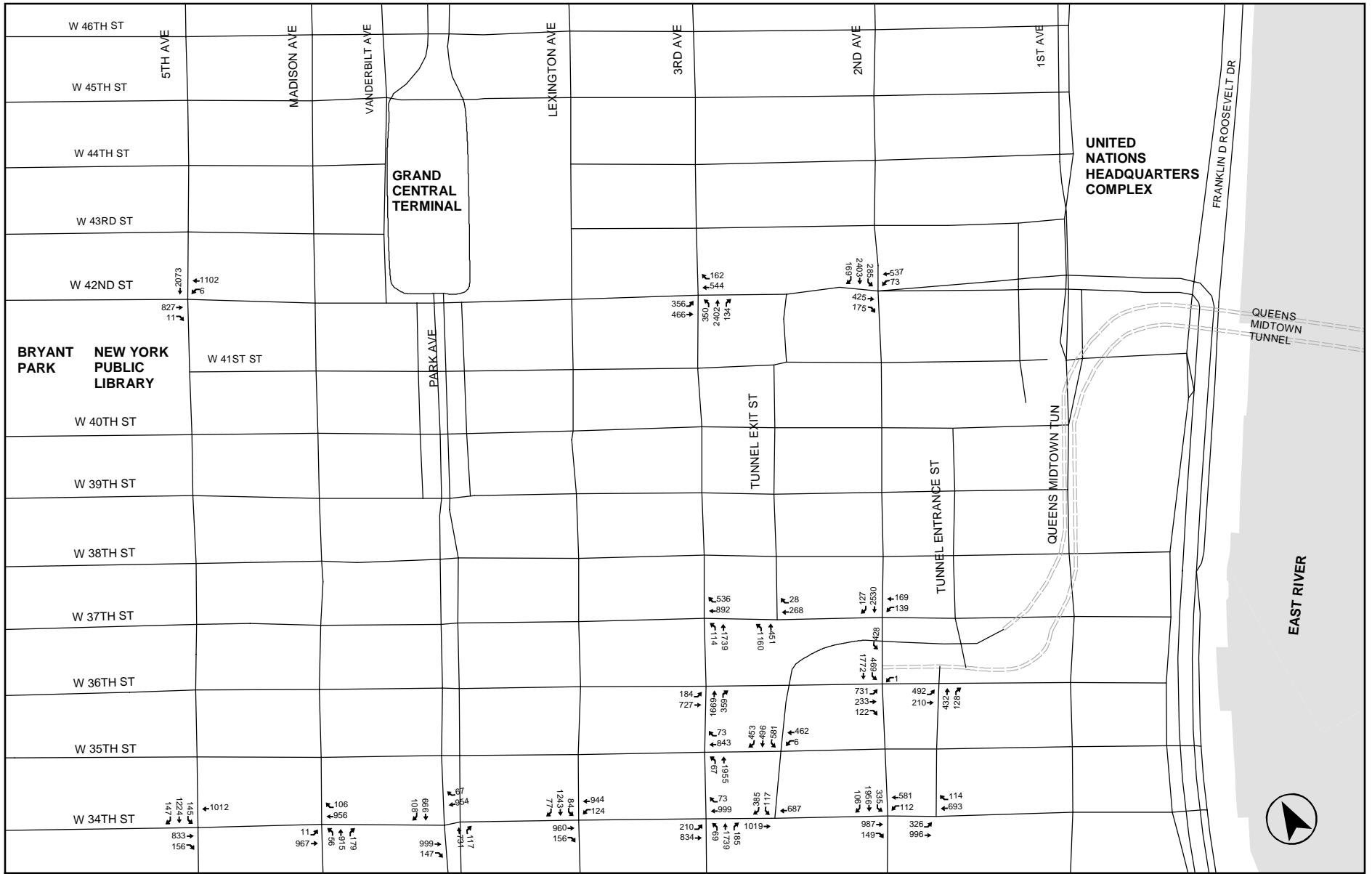
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3
(Weekday Midday Peak Hour)**

Figure 19-205



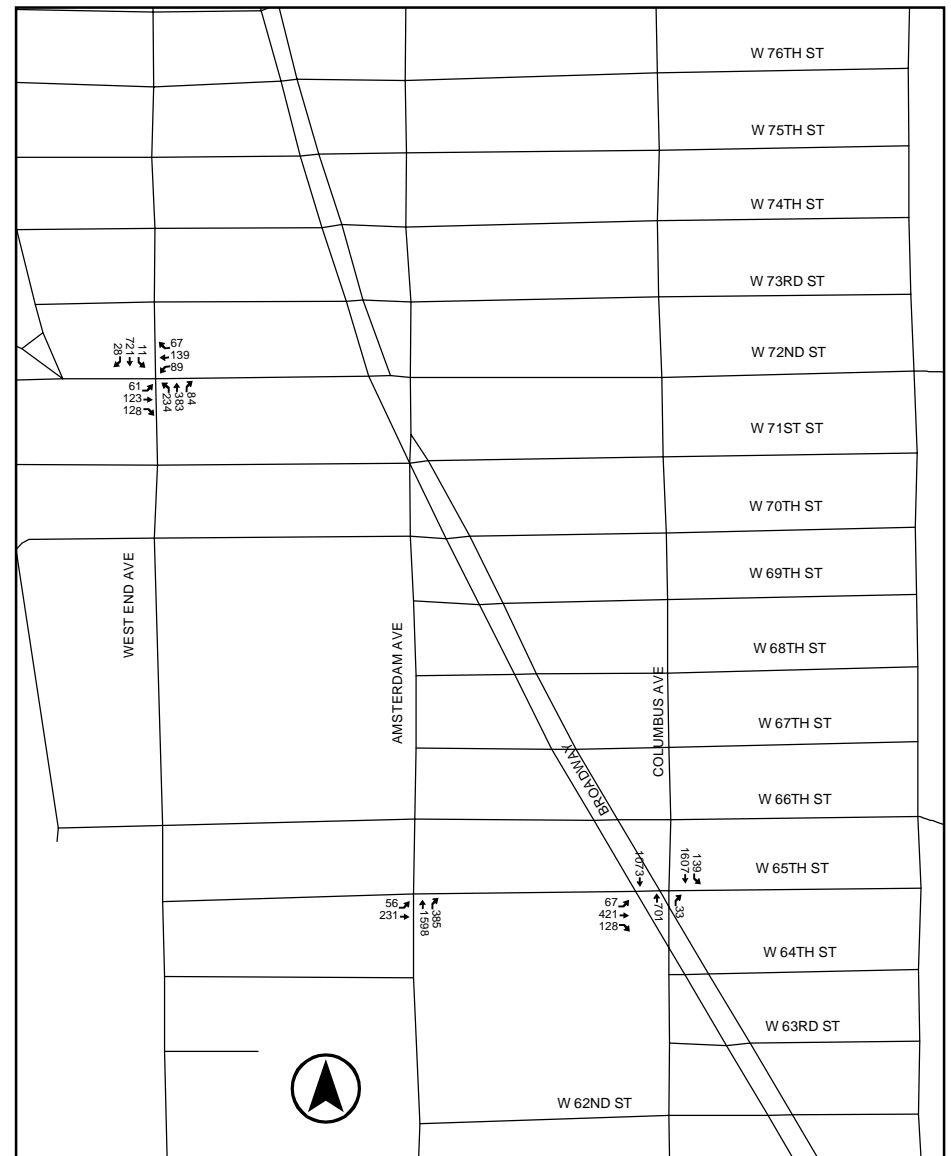
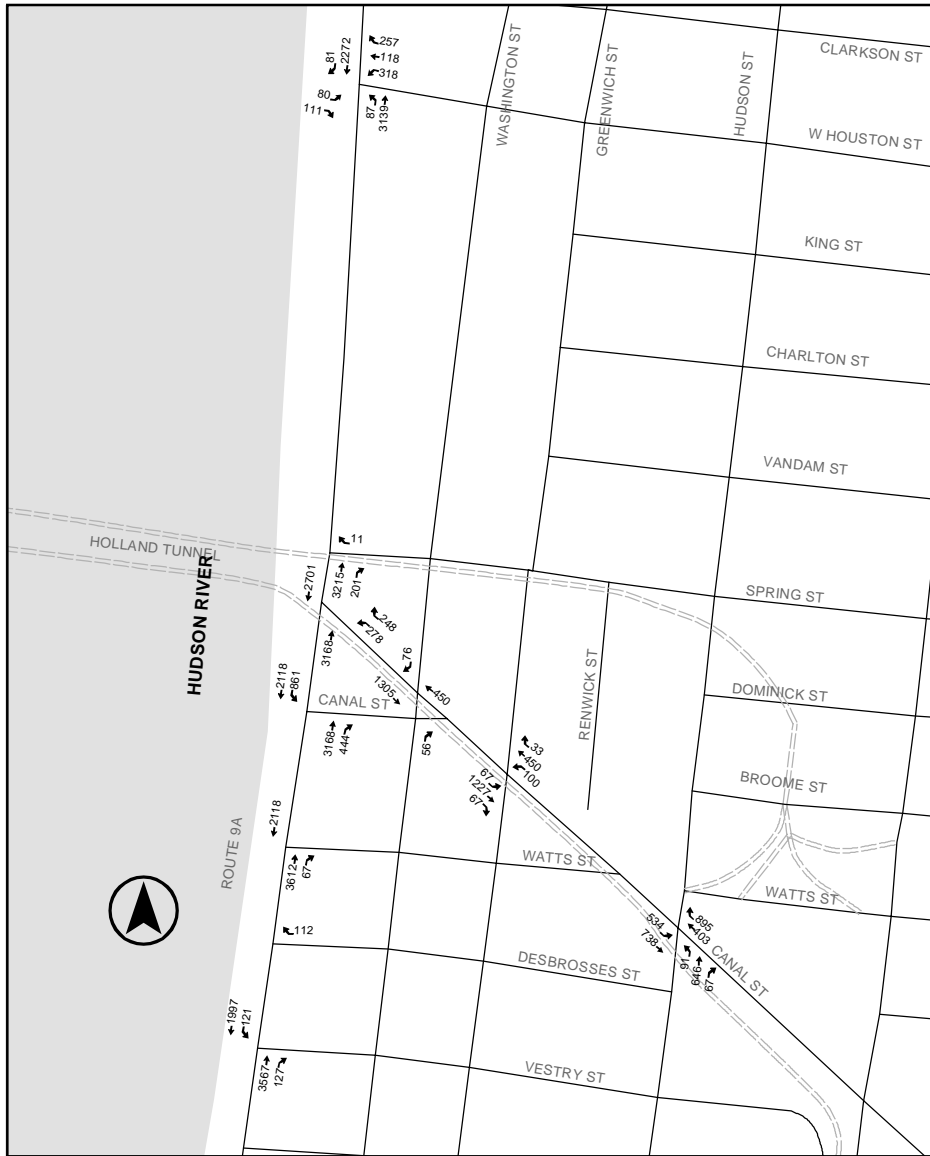
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 4
(Weekday Midday Peak Hour)**

Figure 19-206



**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 5
(Weekday Midday Peak Hour)**

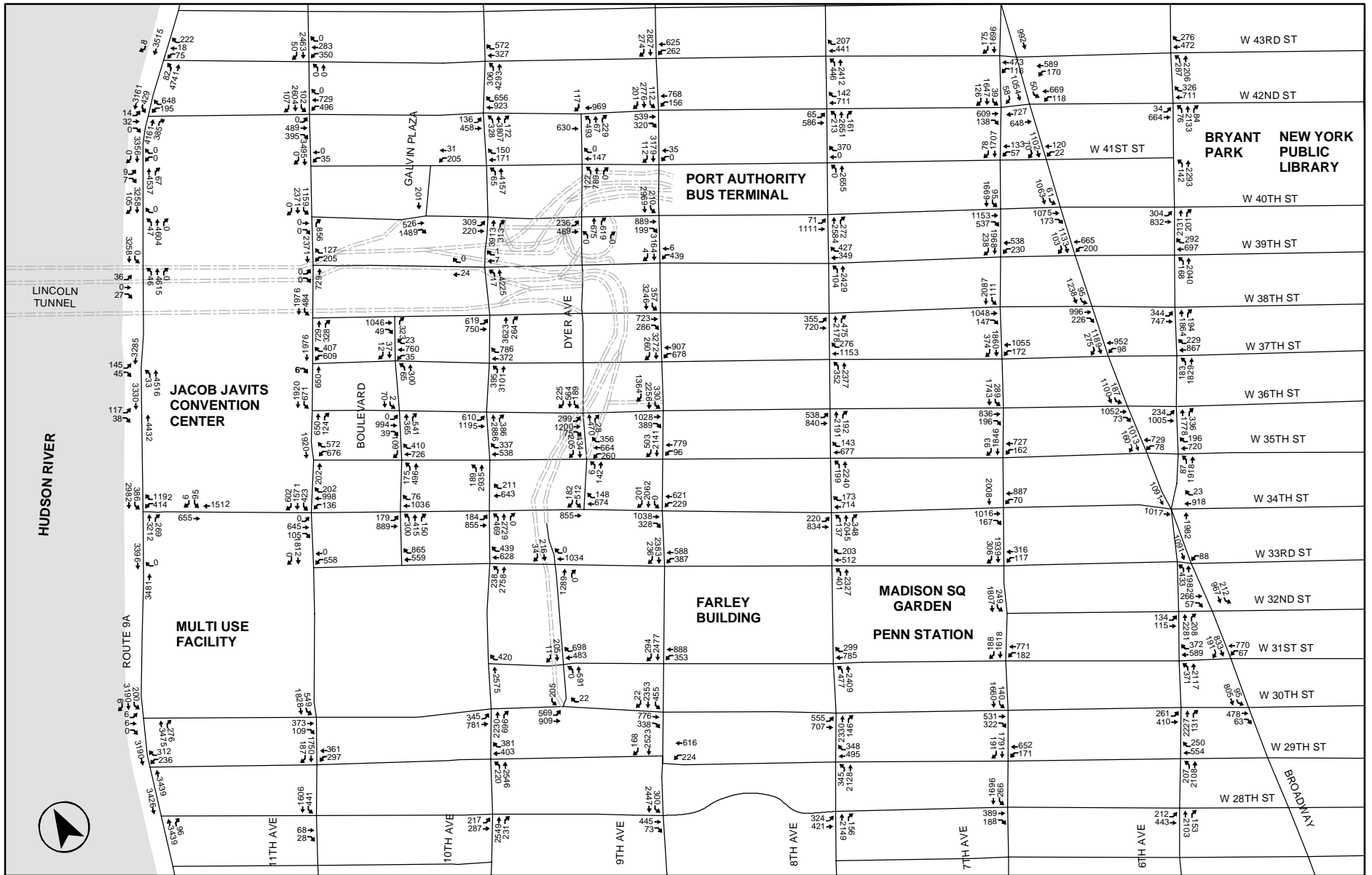
Figure 19-207



Inset 6

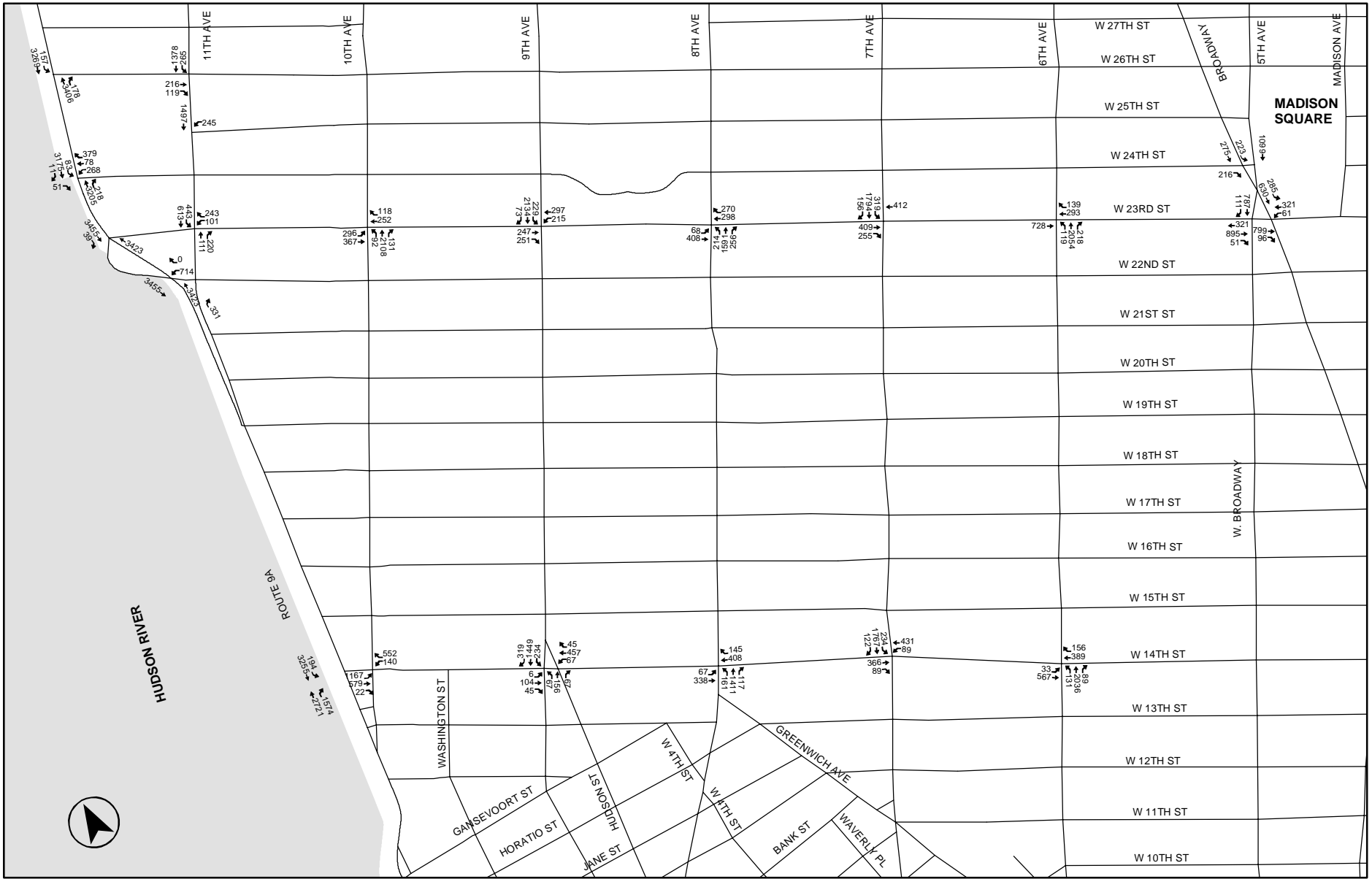
**Inset 7 2025 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday Midday Peak Hour)**

Figure 19-208



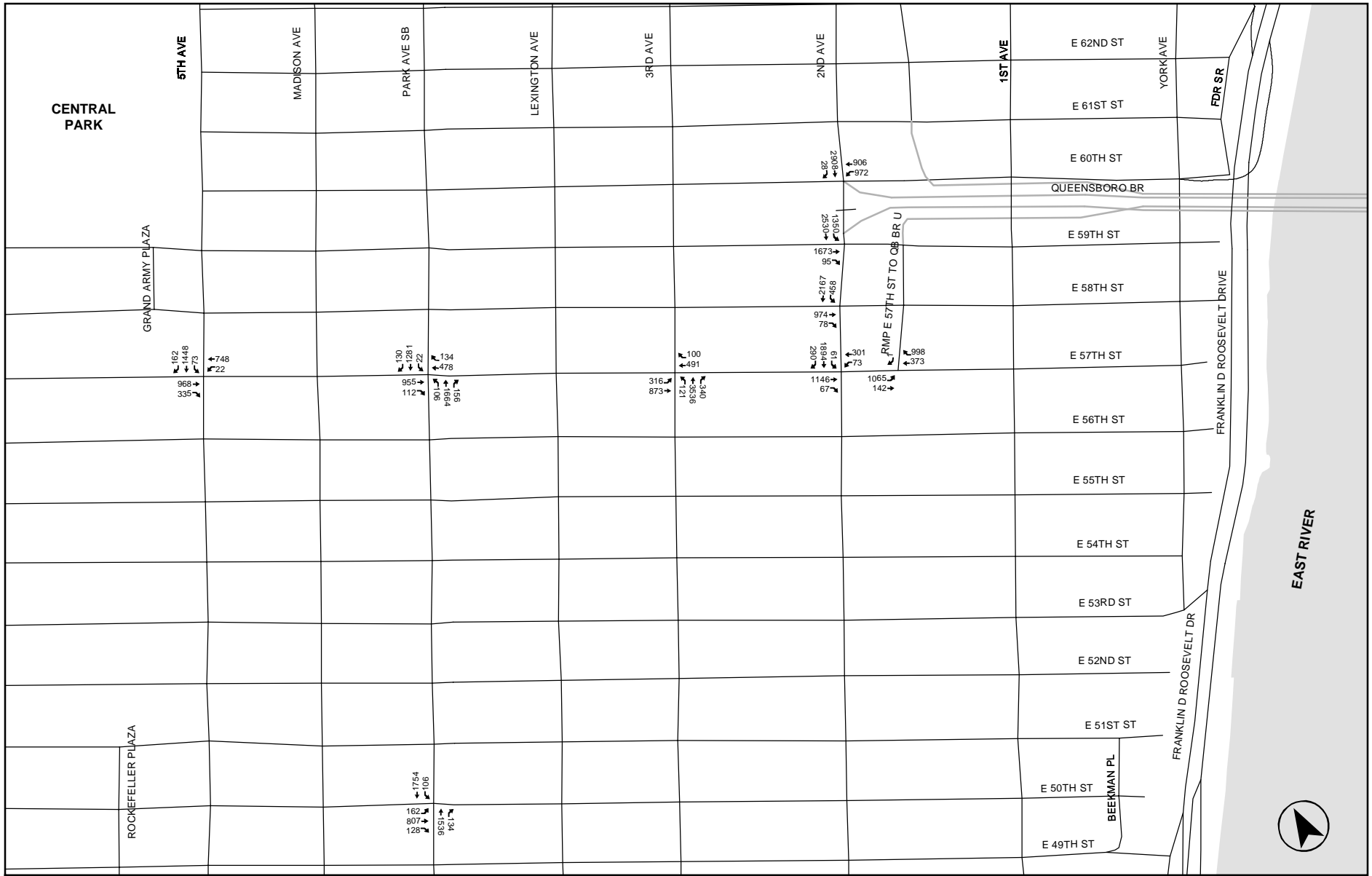
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2
(Weekday PM Peak Hour)**

Figure 19-210



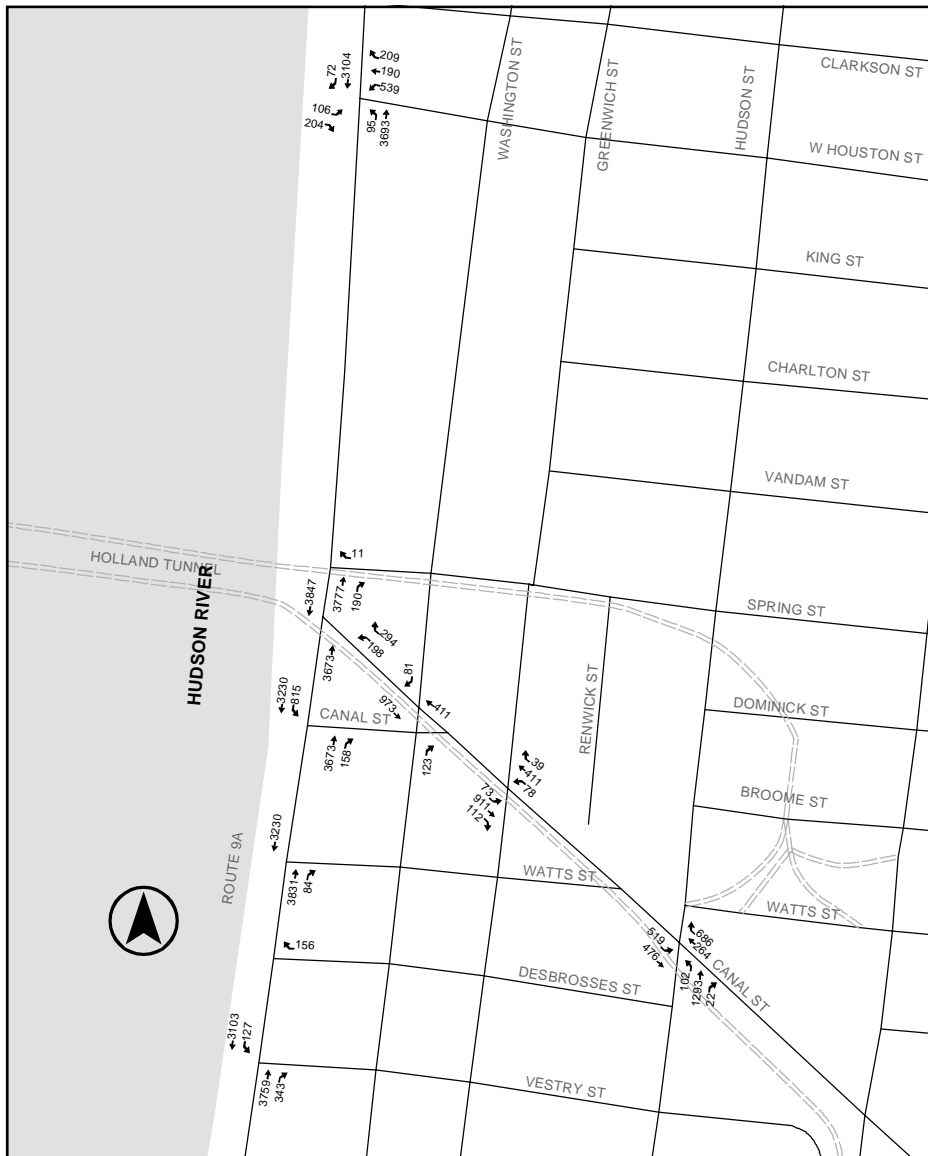
**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 3
(Weekday PM Peak Hour)**

Figure 19-211

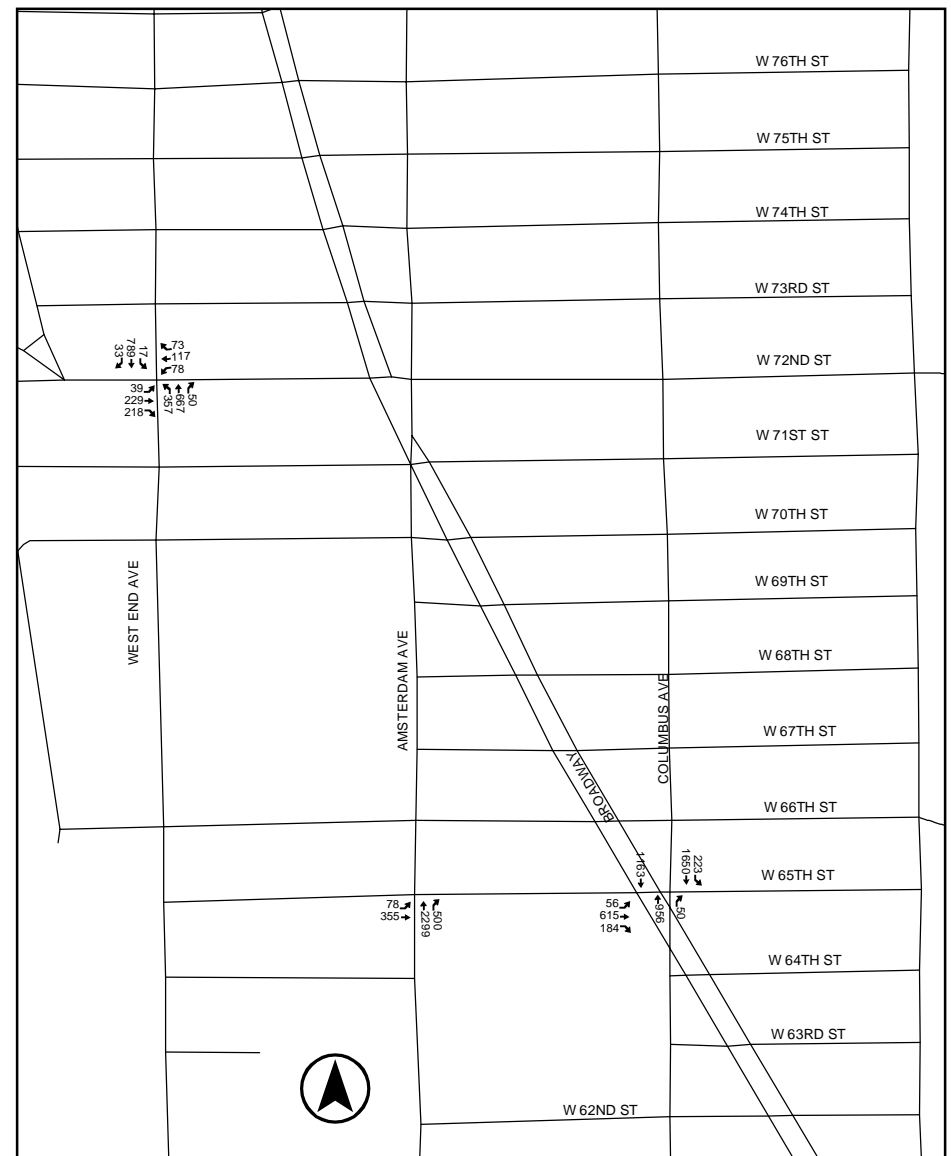


**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 4
(Weekday PM Peak Hour)**

Figure 19-212

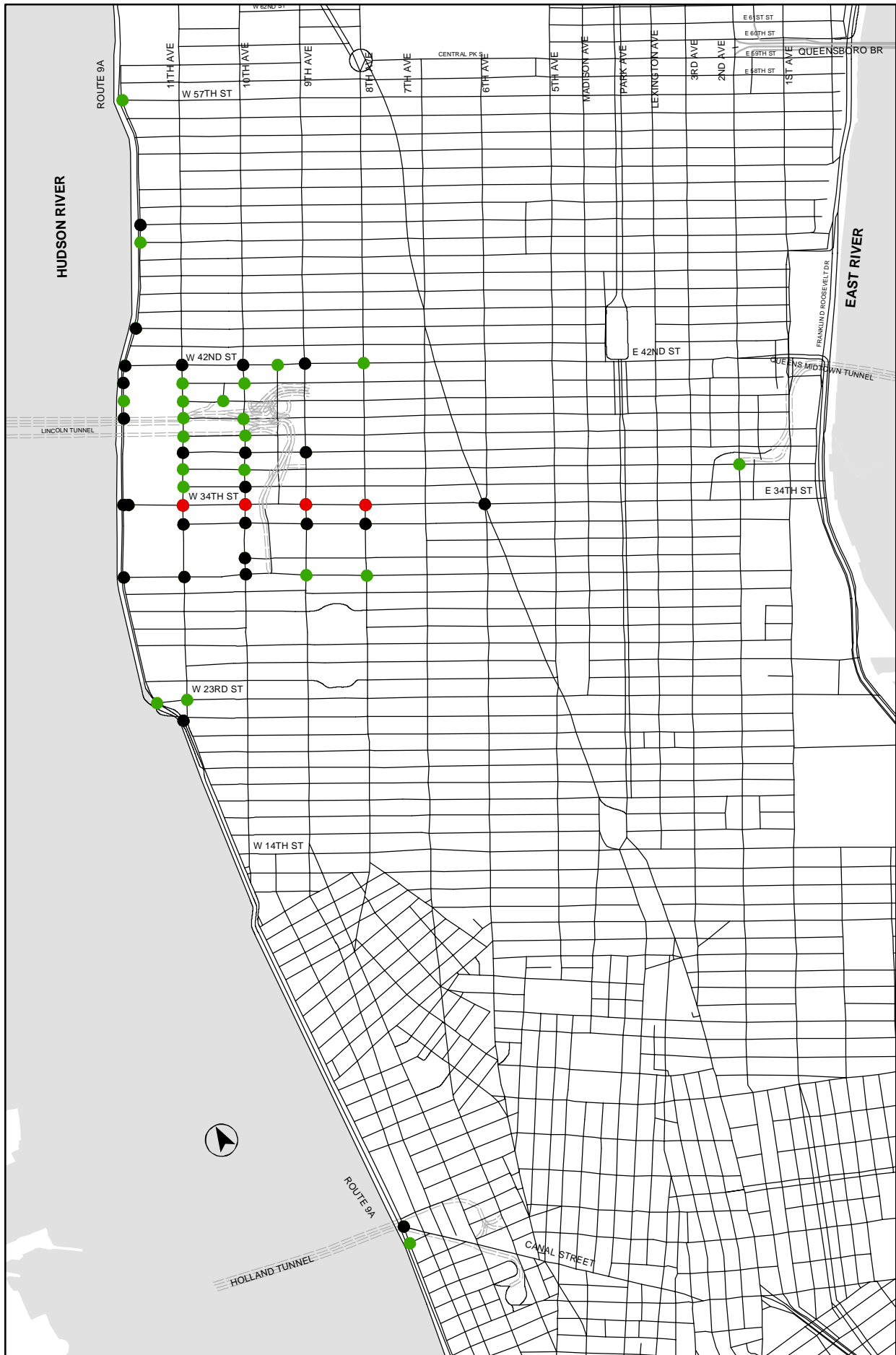


Inset 6



**Inset 7 2025 Future With The Proposed Action
With Mitigation Traffic Volumes - Insets 6 and 7
(Weekday PM Peak Hour)**

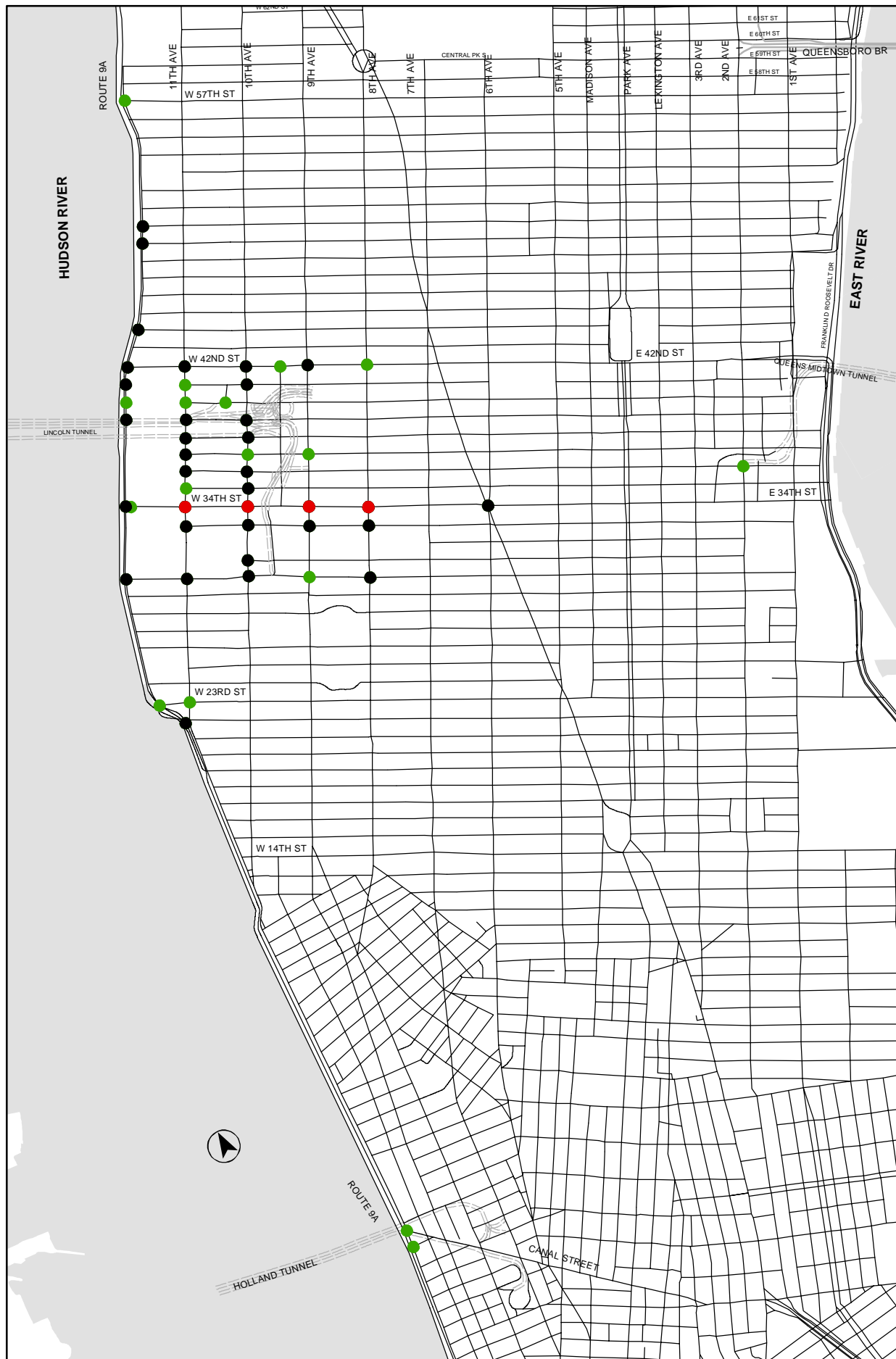
Figure 19-214



Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- × Unsignalized Intersection

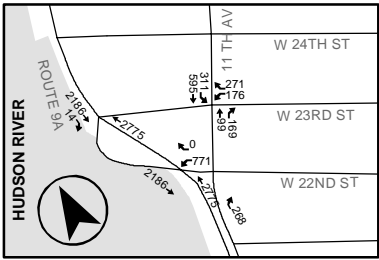
2025 Future With The Proposed Action Analyzed Intersections (Weeknight Special Event Peak Hour)



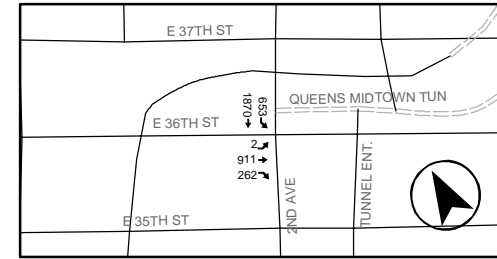
Note: The number of intersections with potential impacts shown on figure may be higher than in the Proposed Action table, due to rerouting of traffic, or transit or pedestrian mitigation measures.

- No Significant Impact
- Mitigated Intersection
- Unmitigated Intersection
- x Unsignalized Intersection

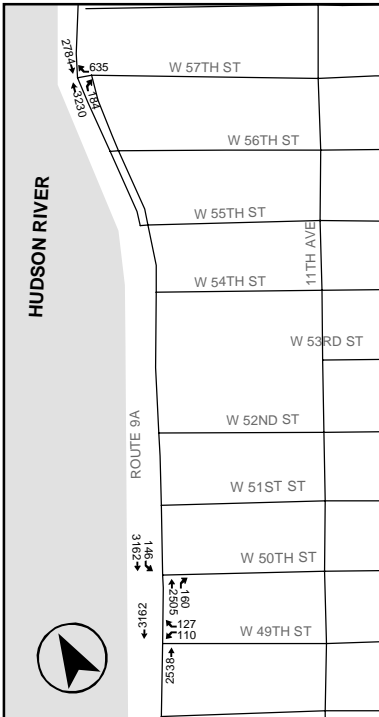
**2025 Future With The Proposed Action
Analyzed Intersections
(Sunday Special Event Peak Hour)
Figure 19-216**



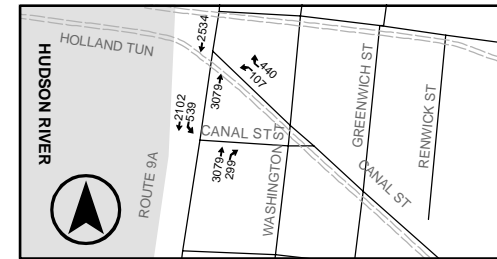
Inset 2



Inset 4



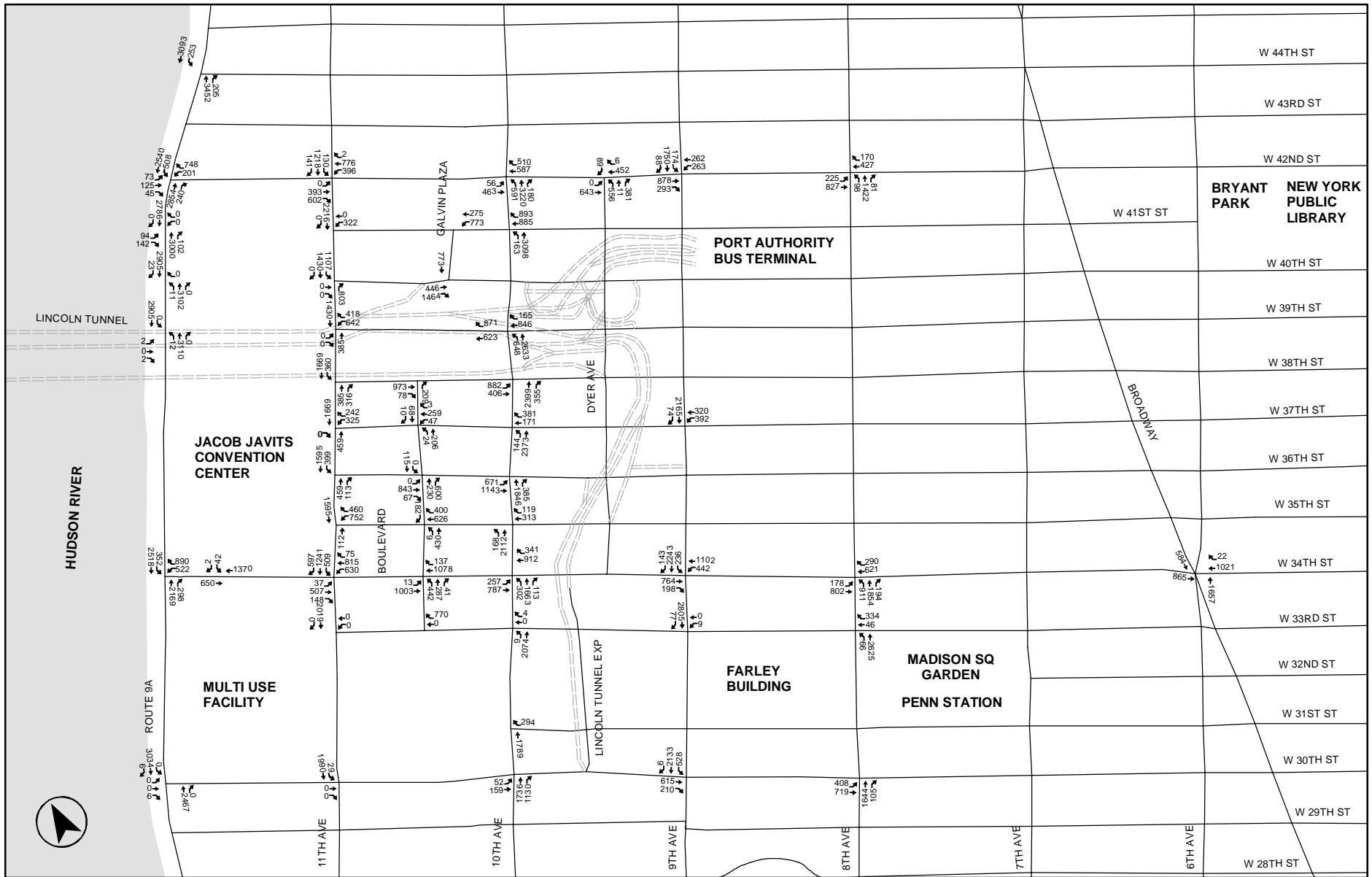
Inset 3



Inset 5

**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 2, 3, 4 and 5
(Weeknight Special Event Peak Hour)**

Figure 19-218



**2025 Future With The Proposed Action With Mitigation Traffic Volumes-
Inset 1
(Sunday Special Event Peak Hour)**

Figure 19-219

