



Northwest Airport Way Master Plan Environmental Impact Report (EIR) Addendum

prepared by

City of Manteca

Community Development Department
1001 W. Center Street
Manteca, CA 95332

prepared with the assistance of

J.B. Anderson Land Use Planning

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April 2019



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1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines. This document has been prepared to serve as an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse Number 2010022024) for the Northwest Airport Way Master Plan (NAWMP) (Original Project). The City of Manteca is the lead agency for the environmental review of the Proposed Project modifications (Modified Project).

This Addendum addresses minor changes focused specifically in the Transportation section of the NAWMP as a result of the CenterPoint Container Yard #2 Project, otherwise known as Site Plan Review Application No. 2017-38 and 2017-40 (Proposed Project). For the purposes of this Addendum, it is important to note that the Project Description provided in the NAWMP EIR is not being revised to reflect the Proposed Project. Rather, this Addendum evaluates the overall traffic volumes generated by the Proposed Project combined with other development projects built within the NAWMP and lands available for development within the NAWMP.

Information and technical analyses from the NAWMP EIR are utilized throughout this Addendum. Relevant passages from the NAWMP EIR are cited and available for review at:

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Manteca, CA 95332
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1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The NAWMP Environmental Impact Report (EIR) was certified by the Manteca City Council on November 16, 2010. The Original Project included certification of the EIR, for the NAWMP, adoption of the master plan document, General Plan Land Use map amendments, Zoning map and text amendments, and direction to file for annexation with the San Joaquin Local Agency Formation Commission (SJ LAFCo). On April 20, 2012, the SJ LAFCo approved the annexation request for a portion of the original NAWMP boundary.

Adopted in May 2011, the Project included the development of up to 56.7 net acres of Commercial Office uses, 167.6 net acres of Limited Industrial uses, and 83.0 net acres of Service Commercial uses. The NAWMP Plan Area also included 1.6 acres of Open Space, 2.9 acres divided between three (3) well sites, and 15.6 net acres of storm water detention area.

In determining whether an Addendum is the appropriate document to analyze the proposed modifications to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an environmental impact report has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation shall be prepared in support

of further agency action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur, or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.

The sole purpose of this Addendum is to memorialize technical updates to the NAWMP EIR, most notably, the vehicle trip generation volumes provided in the Transportation section of the EIR. This section can be found in Section 3.12 of the NAWMP EIR. For the Transportation discussion of this Addendum, a Traffic Assessment, dated March 22, 2019, was prepared by KD Anderson and Associates and is included as Appendix A.

The purpose of the Traffic Assessment is to identify how the potential trip generation for the Proposed Project correlates to the original trip generation forecasts for the NAWMP contained with actual trip generation by existing development projects within the NAWMP area in order to determine if the Proposed Project can be accommodated under the NAWMP EIR trip generation threshold. If the Proposed Project causes trip generation which is consistent with the forecasts made in the NAWMP DEIR, then it can be concluded that the impacts of the Proposed Project would be similar to or less than those impacts already addressed in the NAWMP EIR. Alternatively, if the Proposed Project results in more trips than were assumed in the DEIR, then additional analysis would be needed to determine whether the impacts of that additional traffic were significant.

2.0 PROJECT DESCRIPTION

For the purposes of this Addendum, the Project Description as provided in Section 2 of the Draft NAWMP remains unchanged. For reference, Section 2 of the Draft NAWMP EIR can be reviewed at the following:

City of Manteca
Community Development Department
1001 W. Center Street
Manteca, CA 95332

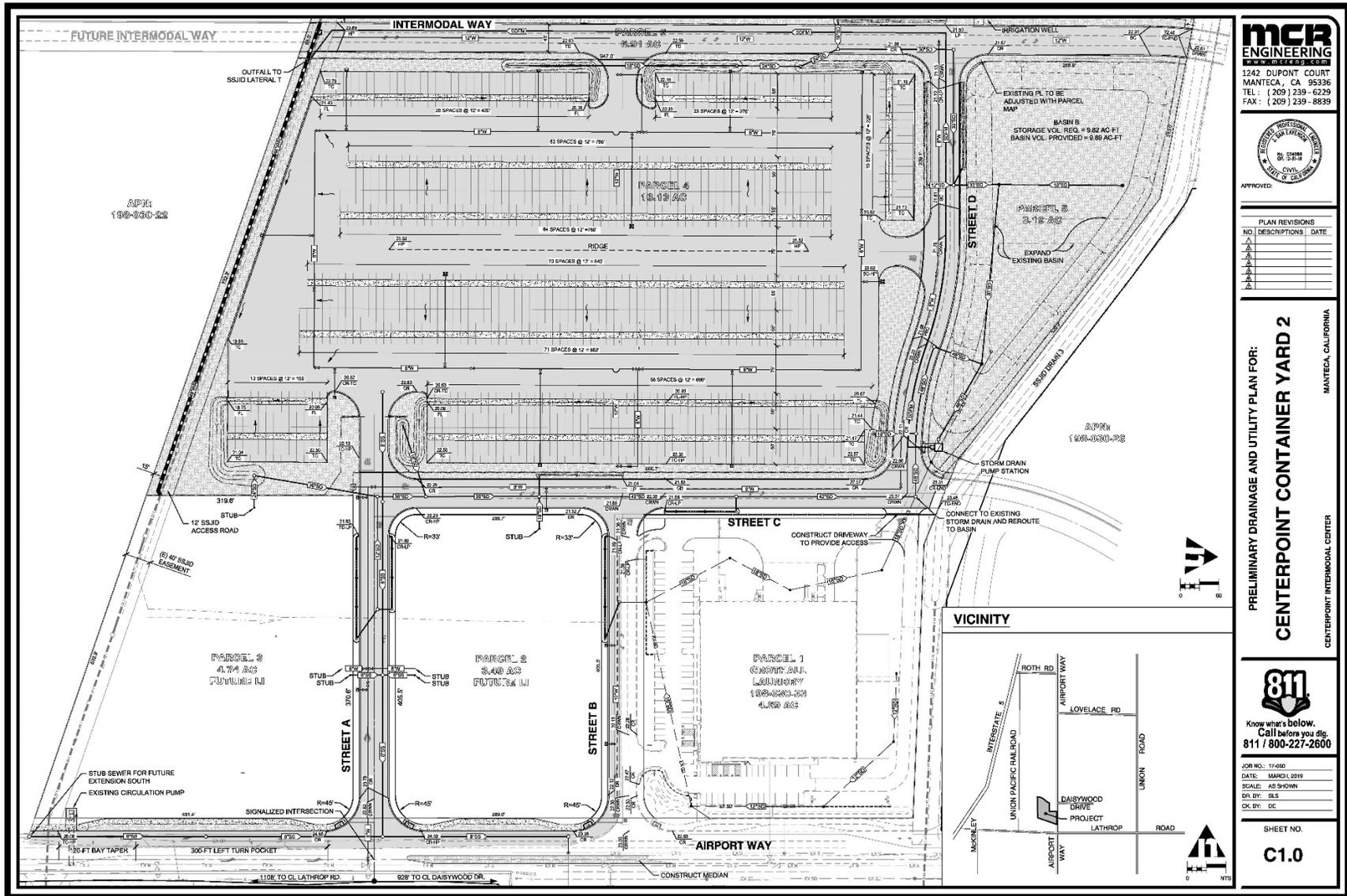
This Addendum considers the proposed CenterPoint Container Yard #2 Project (Site Plan Review 2017-38 and 2017-40), and as noted previously, the vehicle trip generation volumes created as a result of the Proposed Project combined with projects previously developed within the NAWMP Plan Area.

The CenterPoint Container Yard #2 Project (hereinafter referred to as the “Proposed Project”) consists of the development of a 486-trailer space container yard within the NAWMP plan area, and on a site located at 2365 N. Airport Way. Figure 2.0-1 provides an illustration of the Proposed Project.

The total Proposed Project site is approximately 25.95-acres in size, and is bounded by Intermodal Way to the north, future Interconnect Road to the south, SSJID Drain #3 to the east, and a future Interconnect Road to the west. The trailer space component encompasses approximately 16.12-acres, with the remainder consisting of a storm drainage basin and on-site improvements.

On-site improvements included as part of the Proposed Project include: installation of a storm drainage basin which will discharge stormwater into South San Joaquin Irrigation District (SSJID) Lateral T, on- and off-site landscape improvements, roadway improvements to Streets A, B, C, and D, improvements to Intermodal Way, and improvements to Airport Way. All improvements contemplated by the Proposed Project have been previously addressed in the NAWMP and associated EIR.

Figure 2.0-1 – Site Plan



MCR ENGINEERING
 1242 DUPONT COURT
 MANTECA, CA 95336
 TEL: (209) 239-6229
 FAX: (209) 239-8839

APPROVED: [Signature]

NO.	DESCRIPTIONS	DATE

PRELIMINARY DRAINAGE AND UTILITY PLAN FOR:
CENTERPOINT CONTAINER YARD 2
 CENTERPOINT INTERMODAL CENTER
 MANTECA, CALIFORNIA

811
 Know what's below.
 Call before you dig.
 811 / 800-227-2600

JOB NO.: 17-090
 DATE: MAR 01, 2019
 SCALE: AS SHOWN
 DR. BY: SLS
 CK. BY: DE

SHEET NO.
C1.0

The existing City General Plan and Master Plan land use designation for the project site is Limited Industrial (LI) and it is located within the LI zone district. The Proposed Project is consistent with the land use designations of the General Plan and NAWMP.

3.0 ENVIRONMENTAL ANALYSIS

This Chapter provides an analysis and cites substantial evidence that supports the City's determination that the Proposed Project does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As discussed in Section 2.0, *Project Description*, the Proposed Project includes a Traffic Assessment (Appendix A). The Proposed Project will not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the Final EIR (CEQA Guidelines Section 15162[a][1]) that would require major revisions to the EIR. All impacts would be nearly equivalent to the impacts previously analyzed in the Final EIR. Relatedly, the Proposed Project is consistent with the City's General Plan, Zoning Ordinance, and adopted Mitigation Measures for this project.

The Proposed Project does not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts.

There is no new information of substantial importance (which was not known or could not have been known at the time of the application, that identifies: a new significant impact (condition "A" under CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" CEQA Guidelines Section 15162[a][3]). None of the "new information" conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

CEQA Guidelines Section 15164 states that *"The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."* An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The following includes a detailed discussion of applicable impacts identified under the EIR in relation to the Proposed Project. All impacts identified under the EIR have been determined to be less than significant, less than significant with mitigation, or significant and unavoidable. The City adopted CEQA Findings of Fact relative to each impact at the time the EIR was certified for the NAWMP. Additionally, the City adopted Statement of Overriding Considerations relative to each significant and unavoidable impact at the time the EIR was certified for the NAWMP. Mitigation measures from the EIR that were adopted for the purpose of lessening an impact to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program that the City adopted at the time the EIR was certified.

The section below identifies the environmental topics addressed in the EIR and provides a summary of impacts associated with the Proposed Project, as described in the EIR.

1. AESTHETICS, LIGHT, AND GLARE

<i>Aesthetics, Light, and Glare Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Scenic Vista	Less Than Significant	None
Visual Character	Less Than Significant	None
Light and Glare	Less Than Significant	None

DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.1, Aesthetics, Light, and Glare of the Draft EIR. Impact AES-1 determined that the NAWMP would not have a substantial adverse effect on a scenic vista. Impact AES-2 determined that the NAWMP would not degrade the existing visual character of the project site and its surroundings. And, Impact AES-3 determined that implementation of the NAWMP would not result in the introduction of substantial new sources of light and glare.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project will have a less than significant impact as determined in the NAWMP EIR.

2. AGRICULTURAL RESOURCES

<i>Agricultural Resources Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Convert Important Farmland to Non-Agricultural Use	Significant Unavoidable Impact	MM AG-1 At the time building permits are sought for any Master Plan contemplated use, the project applicant shall pay the required City of Manteca agricultural mitigation fee to help offset the conversion of Important Farmland pursuant to Manteca Municipal Code Chapter 13.42.
Conflicts with Agricultural Zoning or Williamson Act Contracts	Less Than Significant Impact	None
Pressures to Convert Farmland to Non-Agricultural Use	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.2, Agricultural Resources of the Draft EIR. The EIR identified that development within the Master Plan area would permanently convert all 262.07 acres of Important Farmland to urban use. The EIR utilized a LEZA model to assess the significance of the conversion and the total score achieved was a 71. The LESA model indicated that scores between 60 to 79 points are considered significant. The EIR includes Mitigation Measure AG-1, which requires the project applicant to pay the required City of Manteca agricultural mitigation fee to help offset the conversion of Important Farmland. Even with implementation of Mitigation Measure AG-1, this impact would remain significant and unavoidable. Impact AG-2 determined that the project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract. There are no Williamson Act contracts in place within the non-Master Plan areas; therefore, no contract cancellations will be required. Impact AG-3 determined that the project would not involve other changes in the existing environment which, because of their location or nature, could result in conversion of farmland to non-agricultural use.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

3. AIR QUALITY

<i>Air Quality Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Air Quality Violations – Construction and Operational Emissions	Significant Unavoidable Impact	<p>MM AIR-1a</p> <p>Prior to issuance of grading permits for each Master Plan use, the project applicant shall provide information to the City of Manteca describing the methods by which the following measures will be complied with:</p> <ul style="list-style-type: none"> • Off-road equipment used onsite shall achieve a fleet average emissions equal to or less than the Tier II emissions standard of 4.8 grams of NOx per horsepower hour. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards. Tier II emission standards are set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. • Construction equipment shall be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept on-site during construction. • Onsite construction equipment shall not idle for more than 5 minutes in any one hour. • During the building phase, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. • Construction workers shall be encouraged to carpool to and from the construction site to the greatest extent practical. Workers shall be informed in writing and letter shall be placed on file in the City office documenting efforts to carpool.

		<p>MM AIR-1b During the architectural coating phase for all Master Plan uses, paints with a volatile organic compound content less than 10 grams per liter shall be used.</p> <p>MM AIR-1c Prior to issuance of building permits for each Master Plan building, the project applicant shall demonstrate compliance with all applicable requirements of San Joaquin Valley Air Pollution Control District, Rule 9510 via the submittal of a Rule 9510 Implementation Plan to the City of Manteca for review and approval. The implementation plan shall achieve a 33-percent reduction in NO_x and a 45-percent reduction in PM₁₀ over the first 10 years of operations through the use of onsite emissions reduction measures or through the payment of offsite mitigation fees to the SJVAPCD for purchase of emission reductions. The requirements of the approved implementation plan shall be incorporated into the Proposed Project.</p> <p>MM AIR-1d Prior to approval of the final site plan for each Master Plan building that would receive 10 more truck deliveries per week, the project applicant shall demonstrate that the following anti-idling measures would be implemented:</p> <ul style="list-style-type: none"> • Provide available electricity hookups for trucks in the loading dock areas. • Signs shall be posted in dock areas advising drivers that idling shall not occur for more than 3 minutes. • Telephone numbers of the building facilities manager and the California Air Resources Board shall be posted on signs at truck entrances to report idling violations.
Carbon Monoxide Hot Spots	Less Than Significant Impact	None
Air Quality Attainment Plan Consistency	Significant Unavoidable Impact	Implement Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c,

		and TRANS-6d.
Cumulative Impacts	Significant Unavoidable Impact	Implement Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d.
Sensitive Receptors	Less Than Significant Impact	None
Objectionable Odors	Less Than Significant Impact	MM AIR-6 Prior to final site plan approval for any Master Plan use that includes food service (i.e. restaurants, cafeterias, etc.), the applicant shall demonstrate compliance with SJVAPCD Rules 4102 (Nuisance) and 4692 (Commercial Charbroiling) to the extent that these rules are applicable. Compliance may entail the installation of kitchen exhaust vents, exhaust filtration systems, or other odor-reduction measures in accordance with acceptable engineering practices. The approved plans shall be incorporated into the Proposed Project.
Greenhouse Gas Emissions	Less Than Significant Impact	Implement Mitigation Measures AIR-1a, AIR-1d, PSU-3a, PSU-3b, PSU-6a, PSU-6b, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d.
Climate Change Adaptation	Less Than Significant Impact	Implement Mitigation Measures HYD-5a, HYD-5b, PSU-3a, and PSU-3b

DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.3, Air Quality, of the Draft EIR. Impact AIR-1 evaluated the construction and operational emissions of the Master Plan and determined that project construction and operational emissions may violate any air quality standard or contribute substantially to an existing or projected air quality violation. The Draft EIR includes Mitigation Measures MM AIR-1a, AIR-1b, AIR-1c, and AIR-1d to help offset construction and operational related air quality impacts. Even with the above Mitigation Measures, Impact AIR-1 would remain significant and unavoidable. Impact AIR-2 determined that project operational emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation associated with carbon monoxide hot spots. Impact AIR-3 determined that the project may conflict with or obstruct implementation of the applicable air quality attainment plan but with implementation of Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d, the impact would be less than significant. Impact AIR-4 (Cumulative Impacts) determined that the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). Even with the implementation of Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d, Impact AIR-4 would remain a Significant Unavoidable Impact. Impact AIR-5 determined

that the project would not expose sensitive receptors to substantial pollutant concentrations. Impact AIR-6 determined that the project may create objectionable odors affecting a substantial number of people. The Draft EIR includes Mitigation Measure AIR-6, which requires the applicant to demonstrate compliance with SJVAPCD Rules 4102 (Nuisance) and 4692 (Commercial Charbroiling). Implementation of this Mitigation Measure would reduce Impact AIR-6 to Less Than Significant. Impact AIR-7 (Greenhouse Gas Emissions) determined that the project may generate greenhouse gas emissions that may have a significant impact on the environment and conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. However, implementation of Mitigation Measures AIR-1a, AIR-1d, PSU-3a, PSU-3b, PSU-6a, PSU-6b, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d would reduce the impact to Less Than Significant. Impact AIR-8 determined that the project may be affected by climate change through a reduction in the quality and supply of water available within the State or increased flooding. This impact is identified as a potentially significant impact but implementation of Mitigation Measures HYD-5b, HYD-5b, PSU-3a, and PSU-3b would reduce this impact to Less Than Significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

4. BIOLOGICAL RESOURCES

<i>Biological Resources Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Special-Status Species	Less Than Significant Impact	<p>MM BIO-1a</p> <p>If ground clearing or vegetation removal activities occur during the nesting season (February 15 through August 31), then pre-construction surveys for nesting birds shall be conducted in all area suitable for nesting that are located within 250 feet of the Master Plan Area. Surveys shall be conducted no more than 15 days prior to the beginning of ground disturbance. If an active nest is located, a 250-foot buffer shall be delineated and maintained around the nest until a qualified biologist has determined that fledging has occurred. Alternatively, CDFG may be consulted to determine if the protective buffer can be reduced based upon individual species responses to disturbance. This mitigation measure does not apply if ground clearing or vegetation removal activities occur outside of the nesting season (September 1 through February 14)</p> <p>MM BIO-1b</p> <p>No more than 30 day prior to the beginning of ground disturbance, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist in general accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines by the California Burrowing Owl Consortium. Should the surveys be scheduled to occur during the period extending from February 1 through May 1, then surveys shall be conducted no more than 15 days prior to the start of ground disturbance. Surveys shall be conducted from 2 hours before sunset to 1 hour after sunset, or from 1 hour before sunrise to 2 hours after sunrise and shall be conducted during weather conducive to observing owls outside of their burrows. No surveys shall occur during heavy rain, high winds, or dense fog. If occupied burrows are found, mitigation for potential impacts shall follow the guidelines outlined by the Burrowing Owl Survey Protocol and Mitigation Guidelines,</p>

		including passive relocation.
Riparian Habitat and Sensitive Natural Communities	Less Than Significant Impact	MM BIO-2 Prior to issuance of grading permits within any impacted resource area, the project applicant shall obtain all required authorization from agencies within jurisdiction over the drainage canals within the Master Plan area. Such agencies may include but are not limited to the United States Army Corps of Engineers, the California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board. Impacted resources shall be offset through onsite restoration, offsite restoration, or purchase of credits at an agency-approved mitigation bank in the region at no less than a 1:1 ratio.
Wetlands	Less Than Significant Impact	MM BIO-3 Prior to issuance of grading permits, the project applicant shall obtain all required authorization from agencies with jurisdiction over the drainage canals within the Master Plan area. This authorization may involve approvals from the United States Army Corps of Engineers and the Central Valley Regional Water Quality Control Board. Impacted features shall be offset through onsite restoration, offsite restoration, or purchase of credits at an agency-approved mitigation bank in the region at no less than a 1:1 ratio.
Wildlife or Fish Movement	Less Than Significant Impact	None
Conflicts with Local Biological Policies or Ordinances	Less Than Significant Impact	MM BIO-5 Prior to issuance of grading permits for any activities that would remove one or more trees subject to City of Manteca Ordinance 17.19.060, the applicant shall prepare and submit a tree removal and replacement plan to the City of Manteca for review and approval. The plan shall identify all trees proposed for removal and proposed replacement tree species and locations. Replacement shall occur at no less than a 1:1 ratio. All replacement tree shall be no less than a 24-inch box size species.

Conservation Plan	Less Than Significant Impact	<p>MM BIO-6</p> <p>Prior to issuance of the first grading or building permit for the Master Plan, the project applicant shall obtain coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Coverage shall consist of approval of the Master Plan-specific “Section 8.2.1 (10) Checklist for Unmapped SJMSCP Projects” by the San Joaquin Council of Governments Technical Advisory Committee. The applicant shall pay all required fees to the San Joaquin Council of Governments prior to commencement of construction activities.</p>
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DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.4, Biological Resources of the Draft EIR. Impact BIO-1 determined that development activities contemplated by the Master Plan may have a substantial adverse effect, either directly or through habitat modifications, on special-status wildlife species. The EIR stated that “in summary, several sensitive raptor species have the potential to use the Master Plan area for foraging.” Mitigation Measures BIO-1a and BIO-1b require pre-construction surveys for these species. In the event that these species are observed to be onsite, avoidance measures must be implemented. The Draft EIR concluded that with the implementation of mitigation, impacts would be less than significant. Impact BIO-2 concluded that development activities contemplated by the Master Plan may have a substantial adverse effect on riparian habitat and is a potentially significant impact. The Draft EIR includes Mitigation Measure BIO-2 which requires the project applicant to obtain all required authorization from agencies with jurisdiction over the drainage canals within the Master Plan area. Implementation of this Mitigation Measure would reduce the level of impact to less than significant. Impact BIO-3 determined that development activities contemplated by the Master Plan may have a substantially adverse effect on federally protected wetlands. The Draft EIR includes Mitigation Measure MM BIO-3 which reduces the level of significance to a less than significant impact. Impact BIO-4 determined that development activities contemplated by the Master Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. The Master Plan area is not suitable for use for wildlife or fish movement. Impact BIO-5 determined that development activities contemplated by the Master Plan may conflict with local biological policies or ordinances. The Draft EIR includes Mitigation Measure MM BIO-5 which requires the applicant to prepare and submit a tree removal and replacement plan to the City of Manteca for review and approval in the event that activities would result in the removal of one (1) or more trees subject to City of Manteca Ordinance 17.19.060. Implementation of Mitigation Measure MM BIO-5 would reduce the level of impact to less than significant. Impact BIO-6 states that development activities contemplated by the Master Play may conflict with the provisions of the San Joaquin Multi-Species Habitat Conservation and Open Space Plan. Mitigation Measure MM BIO-6 requires the project applicant to obtain coverage

under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan. Implementation of Mitigation Measure MM BIO-5 would reduce this potentially significant impact to less than significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

5. CULTURAL RESOURCES

<i>Cultural Resources Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Historical Resources	Less Than Significant Impact	<p>MM CUL-1</p> <p>If potentially significant historic resources are encountered during subsurface excavation activities for any Master Plan use, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation forms and evaluated in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resource Information System), and provide for the permanent curation of the recovered materials.</p>
Archaeological Resources	Less Than Significant Impact	<p>MM CUL-2</p> <p>If potentially significant archaeological resources are encountered during subsurface excavation activities, all construction activities within a 100-</p>

		<p>foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historical dumpsites. If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.</p>
Paleontological Resources	Less Than Significant Impact	<p>MM CUL-3</p> <p>In the event that plant or animal fossils are discovered during subsurface excavation activities for the Proposed Project, all excavation within 50 feet of the fossil shall cease until a qualified paleontologist has determined the significance of the find and provides recommendations in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the City of Manteca to determine procedures to be followed before construction is allowed to resume at the location of the find. If the</p>

		<p>find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.</p>
Human Remains	Less Than Significant Impact	<p>MM CUL-4</p> <p>If previously unknown human remains are encountered during construction activities, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:</p> <p>In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 must be followed. Once project-related ground disturbance beings and if there is accidental discovery of human remains, the following steps shall be taken:</p> <ul style="list-style-type: none"> • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Joaquin County Coroner’s Office is contacted to determine if the remains are Native American and if an investigation into cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendent” of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.5, Cultural Resources in the Draft EIR. According to the record search as part of the Draft EIR, no historic resources have been previously recorded within the Master Plan area. However, there is always the possibility that ground-disturbing activities during project development could potentially impact previously unknown historical resources. Impact CUL-1 determined that the project may cause substantial adverse change in the significance of a historical resource. The Draft EIR includes Mitigation Measure MM CUL-1 which requires standard inadvertent discovery procedures to be implemented in the event that subsurface historical resources are encountered during construction. Impact CUL-2 determined that subsurface construction activities associated with the project may damage or destroy previously undiscovered archaeological resources. Similar to Mitigation Measure MM CUL-1, MM CUL-2 includes required standard inadvertent discovery procedures to be implemented in the event that subsurface archaeological resources are encountered during construction. Impact CUL-3 determined that subsurface construction activities associated with the project may damage or destroy previously undiscovered paleontological resources. Mitigation Measure MM CUL-3 includes standard inadvertent discovery procedures to be implemented in the event that subsurface paleontological resources are encountered during construction. With implementation of mitigation, impacts would be reduced to a level of less than significant. Impact CUL-4 determined that subsurface construction activities associated with the project may damage or destroy previously undiscovered human remains. There are no known burial sites within the Master Plan project area. Nonetheless, the possibility exists that subsurface construction activities may encounter previously undiscovered human remains. The Draft EIR includes Mitigation Measure MM CUL-4 which requires standard inadvertent procedures to be implemented in the event that subsurface cultural resources are encountered during construction.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

6. GEOLOGY, SOILS AND SEISMICITY

Geology and Soils Impacts Associated with the NAWMP EIR	Impact Determination	Mitigation Adopted by the City:
Seismic Hazards	Less Than Significant Impact	MM GEO-1 Prior to issuance of building permits for each Master Plan use, the project applicant shall submit a design-level geotechnical study and building plans to the City of Manteca for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. The approved plans shall be incorporated into the Proposed Project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering geologist.
Erosion	Less Than Significant Impact	Implement Mitigation Measure HYD-1
Unstable Geologic Units or Soils	Less Than Significant Impact	Implement Mitigation Measure GEO-1
Expansive Soils	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.6, Geology, Soils, and Seismicity in the Draft EIR. Impact GEO-1 determined that development of the project may expose persons or structures to seismic hazards. There are no Alquist-Priolo Earthquake Fault Zone within the Master Plan boundaries. The Draft EIR includes Mitigation Measure MM GEO-1 which requires the project applicant to submit a design-level geotechnical study and building plans to the City of Manteca for review and approval. Implementation of Mitigation Measure MM GEO-1 reduces the level of impact to less than significant. Impact GEO-2 determined that construction activities associated with the project have the potential to create erosion and sedimentation. Implementation of Mitigation Measure HYD-1 would reduce this impact to less than significant. Mitigation Measure HYD-1 requires the preparation of a

SWPPP and its associated BMPs. Impact GEO-3 determined that the project would not expose persons or structures to hazards associated with unstable geologic units or soils and this impact is less than significant. Impact GEO-4 determined that development of the project would not expose persons or structures to hazards associated with expansive soils. According to the Draft EIR, the Master Plan site is not located in an area with expansive soils and development of the project would not expose persons or structures to hazards associated with shrinking and welling of expansive soils.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

7. HAZARDS AND HAZARDOUS MATERIALS

<i>Hazards and Hazardous Materials Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Past or Present Site Usage	Less Than Significant Impact	<p>MM HAZ-1a Prior to grading activities for any Master Plan use in areas where THP-D has been detected, the applicant shall conduct soil sampling to delineate the horizontal and vertical extent of the TPH-D in order to implement a soil remediation program. Soil remediation shall be conducted in accordance with California Department of Toxic Substances Control (DTSC) guidelines. Contaminated soil shall be excavated and disposed of at an approved disposal facility. Following excavation, confirmation sampling shall be conducted to confirm whether remaining soil meets acceptable applicable regulatory levels. The excavation shall be backfilled with clean soil.</p> <p>MM HAZ-1b Prior to grading activities for any Master Plan use, any onsite wells or septic systems intended to be removed shall be destroyed under permit and inspection with San Joaquin County Environmental Health Department.</p> <p>MM HAZ-1c Prior to demolition activities of any structures located within the Master Plan area, the project applicant shall retain a certified hazardous waste contractor to determine the presence or absence of building materials or equipment that contains hazardous waste, including asbestos, lead-based paint, mercury, and PCBs. If such substances are found to be present, the contractor shall properly remove and dispose of these hazardous materials in accordance with federal and state law. All removal activities shall be completed prior to commencement of demolition activities.</p>
Risk of Upset	Less Than Significant Impact	Implement Mitigation Measure HAZ-1c

Airports	Less Than Significant Impact	None
Emergency Response and Evacuation	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.7, Hazards and Hazardous Materials in the Draft EIR. Impact HAZ-1 determined that development of the project does not have the potential to expose human health and the environment to hazardous materials associated with past or present usage of the project site or surrounding land uses. The Draft EIR includes Mitigation Measures MM HAZ-1a, HAZ-1b, and HAZ-1c and this impact is determined to be less than significant. Impact HAZ-2 determined that the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions. This impact is determined to be less than significant. Impact HAZ-3 determined that the project would not result in an aviation safety hazard for people residing or working within the Stockton Metropolitan Airport Influence Area. The Master Plan area is located within the Stockton Metropolitan Airport Influence Area but is not located within any designated land use zones set forth in the Airport Land Use Plan. As a result, the Draft EIR determined that this impact is less than significant. Impact HAZ-4 determined that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

8. HYDROLOGY AND WATER QUALITY

Hydrology and Water Quality Impacts Associated with the NAWMP EIR	Impact Determination	Mitigation Adopted by the City:
Short-Term Water Quality	Less Than Significant Impact	<p>MM HYD-1</p> <p>Prior to the issuance of grading or building permits for each proposed activity within the Master Plan area, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Manteca that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, monitoring, and maintenance; site restoration; contingency measures; responsible parties; and agency contacts. The SWPPP shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> • Temporary erosion control measures shall be employed for disturbed areas. • Specific measures shall be identified to protect the onsite open drainages during construction of the proposed resort. • Specific measures shall be identified to protect the French Camp Outlet Canal and Drain 3 during any construction activities. • No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months. • Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • BMP performance and effectiveness shall be determined either by visual means

		<p>where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure.</p> <ul style="list-style-type: none"> • In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.
<p>Long-Term Water Quality</p>	<p>Less Than Significant Impact</p>	<p>MM HYD-2</p> <p>Prior to the issuance of building or grading permits for any development activities that occur pursuant to the Master Plan, the project applicant shall submit a stormwater quality control plan to the City of Manteca for review and approval. The plan shall include a detailed drainage plan and identify expected site-specific pollutants and required measures to treat those pollutants before they reach the regional detention basin and, ultimately, the French Camp Outlet Canal and San Joaquin River. The approved measures shall be incorporated into the Proposed Project. The plan will describe monitoring and performance measures and standards required in order to ensure water quality is adequately protected during operation of all proposed sites within the project area. Examples of stormwater pollution prevention measures and practices to be incorporated into the plan include but are not limited to:</p> <ul style="list-style-type: none"> • Strategically placed bioswales and landscaped areas that promote percolation of runoff • Pervious pavement • Roof drains that discharge to landscaped

		<p>areas</p> <ul style="list-style-type: none"> • Trash enclosures with screen walls and roofs • Stenciling on storm drains • Curb cuts in parking areas to allow runoff to enter landscaped areas • Rock-lined areas along landscaped areas in parking lots • Catch basins • Oil/water separators • Regular sweeping of parking areas and cleaning of storm drainage facilities • Employee training to inform maintenance personnel of stormwater pollution prevention measures
Groundwater	Less Than Significant Impact	None
Drainage	Less Than Significant Impact	<p>MM HYD-4</p> <p>Prior to the issuance of building or grading permits for the Proposed Project, the project applicant shall submit a stormwater quality control plan for the project as a whole to the City of Manteca for review and approval. The plan shall include a detailed drainage plan that demonstrates attainment of pre-project runoff requirements prior to release at the outlet canal and describe the volume reduction measures and treatment controls used to reach attainment. The drainage plan shall identify all expected flows from the project area and the location, size, and type of facilities used to retain and treat the runoff volumes and peak flows to meet pre-project conditions. The approved drainage plan shall be incorporated into the Proposed Project.</p>
100-Year Flood Hazards	Less Than Significant Impact	<p>MM HYD-5a</p> <p>Prior to the issuance of grading or building permits, the project applicant must revisit the status of the provisionally accredited levees providing 100-year level of flood protection to the Master Plan area to determine it is still the case and the Master Plan remains outside of the 100-</p>

		<p>year flood hazard.</p> <p>MM HYD-5b Prior to the issuance of grading permits, the project applicant shall either demonstrate that the developed portions of the Master Plan are outside of the anticipated 200-year flood hazard area or incorporate measures into the Master Plan to achieve a 200-year level of flood protection of any site installations that will occur in 2012 or later.</p>
Levee or Dam Failure	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.8, Hydrology and Water Quality in the Draft EIR. Impact HYD-1 determined that construction activities with the Proposed Project have the potential to degrade water quality in downstream water bodies. The Draft EIR includes Mitigation Measure MM HYD-1 which requires the project applicant to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Manteca that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. Implementation of this Mitigation Measure reduces the potentially significant impact to less than significant. Impact HYD-2 determined that operational activities associated with the project have the potential to degrade water quality in downstream water bodies. Mitigation Measure MM HYD-2 requires the project applicant to prepare and submit a stormwater quality control plan for the project as a whole to the City of Manteca for review and approval that would demonstrate adequate water quality protection prior to issuance of building or grading permits. Impact HYD-3 determined that the project would not deplete groundwater supplies or substantially interfere with groundwater recharge. No mitigation measures were adopted for this impact and was determined to be less than significant. Impact HYD-4 determined that the project would increase impervious surface coverage, which may result in increased stormwater runoff volumes and peak flow. The Draft EIR includes Mitigation Measure MM HYD-4 which requires the project applicant to submit a stormwater quality control plan for the project as a whole to the City of Manteca for review and approval. Implementation of this mitigation measure would reduce the impact to less than significant. Impact HYD-5 determined that the project may place structures within a 100-year flood hazard area that may have the potential to divert flood flows or be subjected to flood hazard. The project area is outside of the FEMA designated 100-year flood plan and, therefore, is not exposed to a 100-year flood hazard. However, much of the Master Plan area is shown to be susceptible to flooding in a 500-year event, and a small portion near the southwest end of the site is within the limits protected from the 100-year flood by a provisionally accredited levee. The Draft EIR includes Mitigation Measure MM HYD-5a which requires the project applicant to revisit the status of the provisionally accredited

levees providing 100-year level of flood protection to the Master Plan area to determine it is still the case and the Master Plan remains outside of the 100-year flood hazard. Implementation of this Mitigation Measure reduces the impact to less than significant. Impact HYD-6 determined that the project may expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. However, because of adherence to federal and state dam safety and structural requirements, the likelihood of dam failure is considered extremely low. In addition, in response to the risk, the FloodSAFE California program is guiding development of regional flood management plans to improve integrated flood management systems. This impact is considered less than significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

9. LAND USE

<i>Land Use and Planning Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Division of an Established Community	Less Than Significant Impact	None
General Plan Consistency	Less Than Significant Impact	None
Municipal Code Consistency	Less Than Significant Impact	None
Airport Land Use Plan Consistency	Less Than Significant Impact	None
Consistency with LAFCo Policies	Less Than Significant Impact	None
Conservation Plan Consistency	Less Than Significant Impact	Implement Mitigation Measure BIO-6

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.9, Land Use in the Draft EIR. Impact LU-1 determined that the project would not physically divide an established community. Impacts associated with the development of the Master Plan area would be less than significant. Impact LU-2 determined that the project would be consistent with applicable provisions of the City of Manteca General Plan. This impact is considered less than significant and mitigation measures were not adopted. Impact LU-3 determined that the Master Plan and non-master plan annexation would be consistent with the applicable provisions of the Manteca Municipal Code. Impact LU-4 determined that the project would be consistent with the applicable recommendations of the adopted San Joaquin County Airport Land Use Plan. This impact is considered less than significant. Impact LU-5 determined that the project would not conflict with any of the applicable policies established by the San Joaquin County Local Agency Formation Commission. Impact LU-6 determined that the project may not be consistent with the applicable policies of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. However, implementation of Mitigation Measure MM BIO-6 would ensure that the project applicant obtains coverage in the Plan. This impact is therefore considered less than significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

10. NOISE

Noise Impacts Associated with the NAWMP EIR	Impact Determination	Mitigation Adopted by the City:
Construction Noise	Less Than Significant Impact	<p>MM NOI-1</p> <p>During construction activities for all Master Plan uses, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements:</p> <ul style="list-style-type: none"> • Construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily. The City of Manteca Director of Public Works shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete). • All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment. • Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown). • A 10-foot high construction noise barrier shall be installed along the edge of the Master Plan are within 300 feet of any offsite residence prior to start of grading activities. The noise barrier shall either be constructed of a minimum 0.5-inch plywood or utilize acoustical blankets with a minimum Sound Transmission Class of 12. The barrier shall remain in place until noise intensive aspects of construction are

		completed.
Construction and Operational Vibration	Less Than Significant Impact	None
Roadway Noise	Less Than Significant Impact	None
Stationary Noise	Less Than Significant Impact	MM NOI-4 During Master Plan operations, the use of street sweepers and mechanical landscape maintenance equipment (lawnmowers, leaf blowers, etc.) shall be prohibited between the hours of 10 p.m. and 7 a.m.
Combined Stationary and Transportation Noise	Less Than Significant Impact	None
Aviation Noise	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified in Section 3.10, Noise, of the draft EIR. The EIR identified Impact NOI-1 which states that construction activities associated with the Proposed Project may expose nearby land uses to excessive noise levels, posing a potentially significant impact. Mitigation Measure NOI-1 dictates that during construction activities for all Master Plan uses, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements: construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily, the City of Manteca Director of Public Works shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete), all construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment, construction staging and heavy equipment maintenance activities shall be performed at a minimum distance of 300 feet from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown), and a 10-foot-high construction noise barrier shall be installed along the edge of the Master Plan area within 300 feet of any offsite residence prior to start of grading activities. The noise barrier shall either be constructed of a minimum 0.5-inch plywood or utilize acoustical blankets with a minimum Sound Transmission Class of 12. The barrier shall remain in place until noise intensive aspects of construction are completed. After Mitigation, this impact is considered less than significant. The EIR lists Impact NOI-2 stating that construction and operational activities associated with the Proposed Project would not generate substantial groundborne vibration. This impact is considered less than significant. Impact NOI-3 states that the Proposed Project’s vehicular trips would not cause a substantial permanent increase in ambient noise levels. Therefore, this impact is less than significant. The EIR lists Impact NOI-4 stating that the Proposed Project would not generate stationary noise levels that cause significant impacts at nearby receptors. Mitigation Measure

NOI-4 states that during Master Plan operations, the use of street sweepers and mechanical landscape maintenance equipment (lawnmowers, leaf blowers, etc.) shall be prohibited between the hours of 10 p.m. and 7 a.m. After mitigation, this impact is less than significant. Impact NOI-5 explains that the Proposed Project would not generate combined stationary and transportation noise levels that cause significant impacts at nearby receptors. This impact is less than significant. Impact NOI-6 explains that the Proposed Project would not expose persons residing or working in the project vicinity to excessive aviation noise levels. This impact is less than significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

11. PUBLIC SERVICES AND UTILITIES

Public Services Impacts Associated with the NAWMP EIR	Impact Determination	Mitigation Adopted by the City:
Fire Protection and Emergency Mitigation Measures	Less Than Significant Impact	<p>MM PSU-1</p> <p>Prior to issuance of building permits for any Master Plan uses, the project applicant shall provide the City of Manteca will all applicable fire protection development fees in accordance with the latest adopted fee schedule.</p>
Police Protection	Less Than Significant Impact	None
Water	Less Than Significant Impact	<p>MM PSU-3a</p> <p>Prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying a non-potable irrigation system that is separate from the potable water systems. The non-potable irrigation system shall use non-potable well water until recycled water is available, at which point it shall be converted to use recycled water.</p> <p>MM PSU-3b</p> <p>Prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying that all appropriate and feasible water conservation measures are incorporated into the proposed use(s). The approved measures shall be incorporated into the final development plans. Examples of water conservation measures include but are not limited to:</p> <ul style="list-style-type: none"> • Drought-tolerant landscaping or xeriscaping • Water efficient irrigation systems (drip irrigation, bubbler/soaker systems, hydrozones, evapotranspiration controllers, etc.) • Sensor-activated low-flow fixtures (e.g. faucets, urinals, and toilets)

Wastewater	Less Than Significant Impact	None
Storm Drainage	Less Than Significant Impact	None
Solid Waste	Less Than Significant Impact	<p>MM PSU-6a</p> <p>Prior to issuance of building permits for any building developed pursuant to the Master Plan, the project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. Following the completion of construction activities, the project applicant shall provide documentation to the satisfaction of the City of Manteca demonstrating that construction and demolition debris was recycled.</p> <p>MM PSU-6b</p> <p>Prior to issuance of building permits for each building developed pursuant to the Master Plan, the project applicant shall provide information to the City of Manteca describing the methods by which recycling, and waste diversion activities shall be achieved. This information shall include but is not limited to the type and location of facilities necessary to collect and store recyclable materials, contractors who would pick-up recyclable and reusable materials, and how recycling and waste diversion activities would be integrated into operational practices. To the extent feasible, centralized recycling facilities are encouraged to enhance the ease and efficiency of such practices. The approved facilities and practices shall be incorporated into the uses envisioned by the Master Plan.</p>
Energy	Less Than Significant Impact	None
Storm Drainage	Less Than Significant Impact	None

DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.11, Public Services and Utilities, of the Draft EIR. The EIR identified Impact PSU-1 stating that the Proposed Project may

contribute to a need for new or expanded fire protection facilities. The EIR provides details of the impact to fire protection facilities and provides the following Mitigation Measure. Mitigation Measure PSU-1 dictates that prior to issuance of building permits for any Master Plan uses, the project applicant shall provide the City of Manteca with all applicable fire protection development fees in accordance with the latest adopted fee schedule. Generated fees would be used towards new or expanded fire facilities as needed. After this Mitigation Measure, the impact is less than significant. Impact PSU-2 in the EIR determines that the Proposed Project would not contribute to a need for new or expanded police protection facilities. Therefore, the impact is less than significant. Impact PSU-3 determines that the Proposed Project may not be served with sufficient water supplies from existing entitlements and resources and may require the construction of new water treatment facilities, posing a potentially significant impact. Mitigation Measure PSU-3a states that prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying a non-potable irrigation system that is separate from the potable water systems. The non-potable irrigation system shall use non-potable well water until recycled water is available, at which point it shall be converted to use recycled water. Mitigation Measure PSU-3b directs that Prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying that all appropriate and feasible water conservation measures are incorporated into the proposed use(s). The approved measures shall be incorporated into the final development plans. Examples of water conservation measures include but are not limited to drought-tolerant landscaping or xeriscaping, water efficient irrigation systems (drip irrigation, bubbler/soaker systems, hydrozones, evapotranspiration controllers, etc.) and sensor-activated low-flow fixtures (e.g., faucets, urinals, and toilets). After Mitigation, this impact is less than significant. The EIR lists Impact PSU-4, stating the Proposed Project's effluent would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board and would not require the construction of new wastewater treatment facilities. Therefore, this impact is less than significant. Impact PSU-5 explains that the Proposed Project would not require the construction of new downstream drainage facilities, and the stormwater impact is less than significant. Impact PSU-6 states the Proposed Project may not be served by a landfill with adequate capacity or comply with federal, state, and local statutes and regulations related to solid waste, posing this impact as potentially significant. Mitigation Measure PSU-6a states that prior to issuance of building permits for any building developed pursuant to the Master Plan, the project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. Following the completion of construction activities, the project applicant shall provide documentation to the satisfaction of the City of Manteca demonstrating that construction and demolition debris was recycled. Mitigation Measure PSU-6b dictates that prior to issuance of building permits for each building developed pursuant to the Master Plan, the project applicant shall provide information to the City of Manteca describing the methods by which recycling and waste diversion activities shall be achieved. This information shall include but is not limited to the type and location of facilities necessary to collect and store recyclable materials, contractors who would pick-up recyclable and reusable materials, and how recycling and waste diversion activities would be integrated into operational practices. To the extent feasible, centralized recycling facilities are encouraged to enhance the ease and efficiency such practices. The approved facilities and

practices shall be incorporated into the uses envisioned by the Master Plan. After Mitigation, this impact is considered less than significant. The EIR lists Impacts PSU-7 which states that the Proposed Project would not result in the inefficient, wasteful, or unnecessary use of energy. This impact is less than significant.

As noted previously, the Proposed Project is within the scope of the adopted NAWMP and EIR and does not represent changes to the Project analyzed in the NAWMP EIR that could result in impacts and/or mitigation measures that were not addressed in the NAWMP EIR. Therefore, the Proposed Project does not result in a change in the impact determination made in the NAWMP EIR.

12. TRANSPORTATION

Transportation/Circulation Impacts Associated with the NAWMP EIR	Impact Determination	Mitigation Adopted by the City:
Existing Plus CenterPoint Traffic	Significant Unavoidable Impact	<p>MM TRANS-1</p> <p>Prior to issuance of building permits for each Master Plan use, the applicant shall pay all transportation-related fees in accordance with the latest adopted fee schedule at the time permits are sought. Such fees shall include, but not be limited to, the City of Manteca Public Facilities Implementation Plan fee and the San Joaquin County Regional Transportation Impact Fee.</p>
Cumulative Traffic	Significant Unavoidable Impact	<p>MM TRANS-2a</p> <p>Prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for the installation of signals at the I-5 Northbound Ramps/Roth Road and I-5 Southbound Ramps/Roth Road intersections, provided that fee collection mechanism exists. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought.</p> <p>MM TRANS-2b</p> <p>Prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for improvements to the Roth Road/Harland Road intersection, provided that fee collection mechanism exists. The improvements shall consist of the installation of a signal and widening the westbound approach to include left-turn lane, through lane, and shared through/right lane. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought.</p>
Air Traffic Patterns	Less Than Significant	None

	Impact	
Roadway Safety	Less Than Significant Impact	<p>MM TRANS-4a</p> <p>Prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about appropriate frontage improvements. All necessary frontage improvements shall be depicted on the final site plan and implemented as part of site development.</p> <p>MM TRANS-4b</p> <p>Prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about the following roadway access issues listed below. The access evaluations shall be performed in accordance with the City's Transportation Impact Study Guidelines. All necessary improvements shall be depicted on the final site plan and implemented as part of site development. Issues include but are not limited to:</p> <ul style="list-style-type: none"> • Need for traffic signals at driveways • Traffic signal coordination and installation of associated signal conduits • Truck traffic volumes at driveways and associated lane storage requirements, right-turn deceleration needs, and curb return radii • Coordination and accommodation of driveways for future projects on the opposite side of the street • Pavement thickness
Emergency Access	Less Than Significant Impact	None
Public Transit, Bicycles, and Pedestrians	Less Than Significant Impact	<p>MM TRANS-6a</p> <p>Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department, Manteca Transit, and the San Joaquin Regional Transit District about the inclusion of appropriate transit facilities (turnouts, shelters, etc.) or services (e.g., an employee shuttle). If transit facilities are deemed to be necessary, they shall be provided on the final site plan.</p>

		<p>If transit services are deemed to be necessary, the applicant shall prepare a service plan and submit it to the City of Manteca for review and approval. The approved plan shall be incorporated into the project. To the extent feasible, transit facilities and services shall be coordinated among Master Plan uses to maximize efficiency and effectiveness.</p> <p>MM TRANS-6b Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate bicycle facilities (racks, lockers, etc.). If bicycle facilities are deemed to be necessary, such facilities shall be provided on the final site plan.</p> <p>MM TRANS-6c Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate pedestrian facilities. If pedestrian facilities are deemed to be necessary, such facilities shall be provided on the final site plan.</p> <p>MM TRANS-6d Prior to site plan review for the Master Plan community commercial use, the applicant shall prepare and submit plans to the City of Manteca demonstrating access and facilities for public transit, bicycles, and pedestrians. Public transit facilities shall consist of at least one bus turnout with shelter, lighting, trash receptacle, and direct pedestrian connection to the community commercial center. Bicycle facilities shall consist of racks near building entrances that provide storage equivalent to 2 percent of the minimum Municipal Code parking requirement. Pedestrian facilities shall consist of sidewalks along street frontages and direct connections between buildings. The approved facilities shall be incorporated in the community commercial center plans.</p>
Construction Traffic and	Less Than Significant	MM TRANS-7

Parking	Impact	Prior to issuance of grading permits for each Master Plan use, the applicant shall submit a Construction Traffic Control Plan to the City of Manteca for review and approval. The plan shall identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. The plan shall encourage the use of Interstate 5 (I-5), Roth Road, Airport Way, and Lathrop Road wherever practical. Anticipated temporary road closures should be identified, along with safety measures and detours. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking.
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DISCUSSION:

The impacts associated with the NAWMP were identified and discussed in Section 3.12, Transportation, of the Draft EIR. The EIR identified Impact TRANS-1, which states that development within the Master Plan area would generate new trips that contribute to unacceptable intersection operations under Existing Plus Project Conditions. The EIR includes Mitigation Measure TRANS-1, which requires the project applicant to pay all transportation-related fees in accordance with the latest adopted fee schedule at the time permits are sought, prior to the issuance of building plans for each Master Plan use. Even with implementation of Mitigation Measure TRANS-1, this impact would remain significant and unavoidable. Impact TRANS-2 determined that both the CenterPoint Intermodal Facility and the Master Plan uses would generate new trips that contribute to unacceptable intersections and freeway operations under Cumulative Conditions. The EIR includes Mitigation Measure TRANS-2a, stating that prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for the installation of signals at the I-5 Northbound Ramps/Roth Road and I-5 Southbound Ramps/Roth Road intersections, provided that fee collection mechanism exists. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought. The EIR also includes Mitigation Measure TRANS-2b, requiring that Prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for improvements to the Roth Road/Harland Road intersection, provided that fee collection mechanism exists. The improvements shall consist of the installation of a signal and widening the westbound approach to include left-turn lane, through lane, and shared through/right lane. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought. The EIR has determined that even with implementation of

Mitigation Measure TRANS-2a and TRANS-2b, this impact would remain significant and unavoidable. The EIR identified Impact TRANS-3 as the determination that the Proposed Project would not cause a change in air traffic patterns that results in substantial safety risks. The Master Plan area is located within the Stockton Metropolitan Airport Influence Area but is not located within any designated airport land use zones set forth in the Airport Land Use Plan. Therefore, impacts would be less than significant. Impact TRANS-4 was identified in the EIR determining the Proposed Project may substantially increase hazards that are due to a design feature or incompatible uses. Fehr & Peers assessed various roadway safety-related aspects of the Master Plan uses. Based on Fehr & Peers findings, the following Mitigations Measures are included in the EIR. Mitigation Measure TRANS-4a states that prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about appropriate frontage improvements. All necessary frontage improvements shall be depicted on the final site plan and implemented as part of site development. Mitigation Measure TRANS-4b states that prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about the following roadway access issues listed below. The access evaluations shall be performed in accordance with the City's Transportation Impact Study Guidelines. All necessary improvements shall be depicted on the final site plan and implemented as part of site development. Issues include but are not limited to the need for traffic signals at driveways, traffic signal coordination and installation of associated signal conduits, truck traffic volumes at driveways and associated lane storage requirements, right-turn deceleration needs, and curb return radii, coordination and accommodation of driveways for future projects on the opposite side of the street, and evaluation of pavement thickness. The EIR has determined that with the implementation of Mitigation Measure TRANS-4a and TRANS-4b, this impact would be less than significant. The EIR also included Impact TRANS-5 which states that the Proposed Project would provide adequate emergency access. Therefore, the impacts would be less than significant. Impact TRANS-6 in the EIR states that the Proposed Project may conflict with adopted policies, plans, or programs supporting alternative transportation, including those associated with public transit, bicycles, and pedestrians resulting in a potentially significant impact. Because of this determination, Mitigation Measures are required. Mitigation Measure TRANS-6a states that prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department, Manteca Transit, and the San Joaquin Regional Transit District about the inclusion of appropriate transit facilities (turnouts, shelters, etc.) or services (e.g., an employee shuttle). If transit facilities are deemed to be necessary, they shall be provided on the final site plan. If transit services are deemed to be necessary, the applicant shall prepare a service plan and submit it to the City of Manteca for review and approval. The approved plan shall be incorporated into the project. To the extent feasible, transit facilities and services shall be coordinated among Master Plan uses to maximize efficiency and effectiveness. Mitigation Measure TRANS-6b of the EIR states that prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate bicycle facilities (racks, lockers, etc.). If bicycle facilities are deemed to be necessary, such facilities shall be provided on the final site plan. Mitigation Measure TRANS-6c directs that prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate pedestrian facilities. If pedestrian facilities are deemed to be necessary, such facilities shall be provided on the final

site plan. Lastly, Mitigation Measure TRANS-6d dictates that prior to site plan review for the Master Plan community commercial use, the applicant shall prepare and submit plans to the City of Manteca demonstrating access and facilities for public transit, bicycles, and pedestrians. Public transit facilities shall consist of at least one bus turnout with shelter, lighting, trash receptacle, and direct pedestrian connection to the community commercial center. Bicycle facilities shall consist of racks near building entrances that provide storage equivalent to 2 percent of the minimum Municipal Code parking requirement. Pedestrian facilities shall consist of sidewalks along street frontages and direct connections between buildings. The approved facilities shall be incorporated in the community commercial center plans. The EIR has determined that with the implementation of Mitigation Measure TRANS-6a through TRANS-6d, this impact would be less than significant. The EIR also includes Impact TRANS-7 stating that construction traffic and parking may adversely impact local circulation. Mitigation Measure TRANS-7 states that prior to issuance of grading permits for each Master Plan use, the applicant shall submit a Construction Traffic Control Plan to the City of Manteca for review and approval. The plan shall identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. The plan shall encourage the use of Interstate 5 (I-5), Roth Road, Airport Way, and Lathrop Road wherever practical. Anticipated temporary road closures should be identified, along with safety measures and detours. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking. The level of significance after this Mitigation is less than significant.

The following discussion is based on the Proposed Project's Traffic Assessment, dated April 12, 2019, prepared by KD Anderson & Associates, Inc.

The purpose of the Traffic Assessment is to identify how the potential trip generation for the Proposed Project correlates to the original trip generation forecasts for the NAWMP and for the other site development plans in order to determine if this new use can be accommodated under the NAWMP's EIR trip generation threshold. If the Proposed Project causes trip generation that is consistent with the forecasts made in the NAWMP DEIR, then it can be concluded that the impacts of the Proposed Project would be similar to or less than those already addressed, and that further analysis would not be required. Alternatively, if the Proposed Project results in more trips than were assumed in the EIR, then additional analysis would be needed to determine whether the impacts of that additional traffic were significant.

Original Trip Generation Rates and Forecasts

As shown in Table 3.0-1 below, the overall CenterPoint project itself was expected to generate 4,420 daily trips. A portion of those trips would be made between CenterPoint and the Lathrop Intermodal Terminal and would remain within the site (i.e., internal trips). The share of CenterPoint project trips that were internal to the site was expected to increase over time from 9%-10% in the short term to 19%-20% in the future, and the total Net External New trips was forecast at 3,995 daily trips under short term conditions and 3,570 daily trips under long term cumulative conditions.

TABLE 3.0-1			
CENTERPOINT AND NAWMP TRIP GENERATION RATES AND FORECASTS			
Land Use	Quantity (ksf)	Trip Rates	Trip Generation
		Daily	Daily
<i>CenterPoint Intermodal Facility</i>	3,177.00	n.a.	4,420
CenterPoint – Terminal Internal Trips (Short Term)			(425)
CenterPoint – Terminal Internal Trips (Long Term)			(850)
Net External New Trips – Short Term			3,995
Net External New Trips – Long Term			3,570

Trip Generation Associated with Current and Pending Uses in CenterPoint Property

A portion of the overall CenterPoint Property has been occupied and another portion has a pending project. Three projects have proceeded (i.e., Laurie, Gama and Crothall). Container Yard #1 is operating. Within the undeveloped area another 1,025.49 ksf of buildings is pending. All together the trips caused by these uses represent the current commitment of CenterPoint development towards the original trip allocation.

Current Trip Generation. Current automobile and truck traffic at the CenterPoint site were monitored in order to establish current trip generation and to provide a basis for estimating the trip generation associated with the Proposed Project. Video cameras were stationed at five locations that are the points of access to current uses, and another camera monitored traffic to and from Container Yard #1. Data was collected on Tuesday March 5, 2019 and Wednesday March 6, 2019.

As noted in Table 3.0-2, the total external daily trip generation associated with all current CenterPoint uses totaled from 1,702 to 1,797 daily trips, with an average value of 1,750 daily trips. This total reflects the combined external trip generation for CenterPoint Laurie and CenterPoint Gama, which together total 956.1 ksf, as well as CenterPoint Crothall and Container Yard #1. The total trip generation includes trips associated with Container Yard #1, which at its access totaled 212 to 301 daily trips and averaged 257 daily trips.

TABLE 3.0-2 EXISTING CENTERPOINT TRIP GENERATION			
Location	Daily Traffic Volumes		
	Tuesday 3/05/2019	Wednesday 3/06/2019	Average
All CenterPoint Development	1,702	1,797	1,750
Container Lot # 1 only	212	301	257
Truck Parking Spaces			153
Daily Trips Per Container Parking Space			1.68
CenterPoint Laurie and Gama alone	1,051	1,110	1,075
Building ksf			956.1
Daily Trips Per Building ksf			1.125

Container Yard Trip Generation Rates. As noted in Table 3.0-2, it is possible to identify the daily trips generation rate for Container Yard #1 by comparing its average daily trip generation with the number of truck parking spaces. On average each truck space generated 1.68 daily trips.

The peak hour trip generation associated with Container Yard #1 was also determined and resulting trip generation rates were calculated for comparison with estimates made when that project was approved. Observed peak hour trip generation averaged 14 trips in the a.m. peak hour and 17 trips in the p.m. peak hour. These tallies yielded rates of 0.09 and 0.11 trips per space, which are consistent with the estimates but slightly lower than rates of 0.10 and 0.14 trips per space made originally when Container Yard #1 was approved.

CenterPoint Building Trip Generation Rates. Similarly, the trips associated with the Gama and Laurie projects can be compared to the trips tallied for those uses to created daily trip generation rates for this type of use. As noted in Table 3.0-2, the average daily trips divided by 956.1 ksf yields a rate of 1.125 daily trips per ksf. As a comparison, the DEIR rate for the original CenterPoint project was of 1.39 gross daily trips per ksf (i.e., 4,420 gross daily trips / 3,177 ksf).

Available Trip Generation Allocation. It is possible to identify the amount of additional trip generation that could occur on the CenterPoint site by subtracting the current and pending trip generation totals from the original NAWMP DEIR forecast. As noted in Table 3.0-3, if the pending project is assumed to generate trips at the rate observed for the Laurie and Gama projects, then a total of 1,516 daily trips are available to be allocated. If the new project is assumed to generate trips at the rate that was used in the DEIR, then 1,245 additional trips can be accommodated.

TABLE 3.0-3 CENTERPOINT TRIP GENERATION ALLOCATION			
Land Use	Quantity (ksf)	Trip Rates	Trip Generation
		Daily	Daily
<i>Gross Trips Basis – Observed Trip Generation Rates</i>			
CenterPoint Intermodal Facility	3,177.00		4,420
Existing Uses			1,750
Pending Uses	1,025.49	1.125 / ksf	1,154
Total Existing and Pending			2,904
<i>Available for Development</i>			<i>1,516</i>
the Proposed Project	486 spaces	1.68	816
Balance			700
<i>Gross Trips Basis- DEIR Trip Generation Rates</i>			
Net External New Trips – Short Term	3,177.00		4,420
Existing Uses			1,750
Pending Uses	1,025.49	1.39 / ksf	1,425
Total			3,175
<i>Available for Development</i>			<i>1,245</i>
the Proposed Project	486 spaces	1.68	816
Balance			429

Assessment of the Proposed Project

Trip Generation Forecast. Using the average daily trip generation rate identified for Container Yard #1, the 486 new truck parking spaces would yield 816 additional daily trips.

Trip Generation Allocation. As noted in Table 3.0-3, subtracting the Proposed Project’s forecast from the available daily trip generation allocation yields a positive balance of 429 to 700 daily trips.

Conclusion. Because the total of the trips associated with current CenterPoint Uses plus the pending project estimate and the Proposed Project’s forecast is less than the total assumed in the original NAWMP DEIR, the impacts of this site development level can be assumed to already be addressed by the NAWMP DEIR, and its impacts would be similar to or less than those already described and mitigated. No additional analysis is required.

Based on the Traffic Assessment summarized above, the Proposed Project will not result in additional Transportation impacts and/or mitigation measures beyond what was previously analyzed and certified in the NAWMP EIR.

13. CUMULATIVE IMPACTS

<i>Cumulative Impacts Associated with the NAWMP EIR</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Aesthetics, Light and Glare	Less Than Significant	None
Agricultural Resources	Cumulatively Considerable Impact for the conversion of Farmland of Statewide Importance to a non-agricultural use.	Mitigation Measure AG-1.
Air Quality	Cumulatively Considerable Impact related to construction and operational emissions greater than the SJVAPCD thresholds.	Mitigation Measures AIR-1a, AIR-1b, AIR 1c, AIR-1d.
Biological Resources	Less Than Significant	None
Cultural Resources	Less Than Significant	None
Geology, Soils and Seismicity	Less Than Significant	None
Hazards and Hazardous Materials	Less Than Significant	None
Hydrology and Water Quality	Less Than Significant	None
Land Use	Less Than Significant	None
Noise	Less Than Significant	None
Public Services and Utilities	Less Than Significant	None
Transportation	Cumulatively Considerable Impact to intersections, roadways, and freeway operations.	Mitigation Measures TRANS-2a and TRANS 2b

DISCUSSION:

The Cumulative Impacts discussed in the NAWMP EIR is located in Section 4, Cumulative Effects. The NAWMP EIR determined that the NAWMP would have cumulative effects to Agricultural Resources, Air Quality, and Transportation.

Cumulative effects to Agricultural Resources were related to the conversion of Farmland of Statewide Importance to a non-agricultural use. As a result, the City adopted Mitigation Measure AG-1. However, with the implementation of Mitigation Measure AG-1, the cumulative effect to Agricultural Resources was determined to be Significant and Unavoidable.

Cumulative effects to Air Quality were related to the NAWMP exceeding air quality thresholds adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD). As a result, the City adopted Mitigation Measures AIR-1a, AIR-1b, AIR-1c, and AIR-1d. However, with the implementation of these Mitigation Measures, the cumulative impact to Air Quality was determined to be Significant and Unavoidable.

Cumulative effects to Transportation as a result of the NAWMP generating new traffic volumes that would contribute to unacceptable intersection conditions. As a result, the City adopted Mitigation Measure TRANS-2a and TRANS-2b. However, with the implementation of these Mitigation Measures, the cumulative impact to Transportation was determined to be Significant and Unavoidable.

As noted previously, the Proposed Project is consistent with the policies adopted under the NAWMP and does not represent any revisions to the Project Description defined in the Section 2 of the NAWMP DEIR. As such, cumulative impacts remain consistent with what was previously analyzed and subsequently certified in the NAWMP EIR. Therefore, the Proposed Project does not require any further analysis under the Cumulative Impact scenario.

Appendix A

**Traffic Assessment, dated April 12, 2019
Prepared by K.D. Anderson & Associates**

April 12, 2019

Mr. Mark Niskanen
JB ANDERSON LAND USE PLANNING
139 S. Stockton Avenue
Ripon, CA 95366

**RE: TRAFFIC ASSESSMENT FOR CONTAINER LOT #2, IN THE CENTERPOINT PROPERTY,
NORTHWEST AIRPORT WAY MASTER PLAN, CITY OF MANTECA**

Dear Mr. Niskanen:

This letter summarizes **KD Anderson & Associates** analysis of the trip generation associated with development of the CenterPoint Property within the Northwest Airport Way Master Plan (Master Plan) in Manteca, CA. We understand that the Master Plan permits development of 3.1775 million square feet of Light Industrial and High Cube Warehouse space on the CenterPoint properties. Container Yard #2 would occupy 16.12 acres within the Master Plan and would include up to 486 truck parking spaces but would not include development of any buildings.

The purpose of our analysis is to identify how the potential trip generation for Container Yard #2 correlates to the original trip generation forecasts for the Master Plan and for the other site development plans in order to determine if this new use can be accommodated under the Master Plan's EIR trip generation threshold. If the proposed use causes trip generation that is consistent with the forecasts made in the Master Plan DEIR, then it can be concluded that the impacts of Container Yard #2 would be similar to or less than those already addressed and that further analysis would not be required. Alternatively, if the proposed project results in more trips than were assumed in the DEIR, then additional analysis would be needed to determine whether the impacts of that additional traffic were significant.

Original Trip Generation Rates and Forecasts

We have reviewed the information contained in the Master Plan EIR to identify the assumptions that were made for trip generation relative to the CenterPoint property and the balance of overall Master Plan. This information is summarized in Table 1. As shown, the overall CenterPoint project itself was expected to generate 4,420 daily trips. A portion of those trips would be made between CenterPoint and the Lathrop Intermodal Terminal and would remain within the site (i.e., internal trips). The share of CenterPoint project trips that were internal to the site was expected to increase over time from 9%-10% in the short term to 19%-20% in the future, and the total Net External New trips was forecast at 3,995 daily trips under short term conditions and 3,570 daily trips under long term cumulative conditions.

TABLE 1 CENTERPOINT AND MASTER PLAN TRIP GENERATION RATES AND FORECASTS			
Land Use	Quantity (ksf)	Trip Rates	Trip Generation
		Daily	Daily
<i>CenterPoint Intermodal Facility</i>	3,177.00	n.a.	4,420
CenterPoint – Terminal Internal Trips (Short Term)			(425)
CenterPoint – Terminal Internal Trips (Long Term)			(850)
Net External New Trips – Short Term			3,995
Net External New Trips – Long Term			3,570

Trip Generation Associated with Current and Pending Uses in CenterPoint Property

A portion of the overall CenterPoint Property has been occupied and another portion has a pending project. Three projects have proceeded (i.e., Laurie, Gama, Crothall and Laurie Expansion). Container Yard #1 is operating. Within the undeveloped area another 1,025.49 ksf of buildings is pending. All together the trips caused by these uses represent the current commitment of CenterPoint development towards the original trip allocation.

Current Trip Generation. Current automobile and truck traffic at the CenterPoint site was monitored in order to establish current trip generation and to provide a basis for estimating the trip generation associated with Container Yard #2. Video cameras were stationed at five locations that are the points of access to current uses, and another camera monitored traffic to and from Container Yard #1. Data was collected on Tuesday March 5, 2019 and Wednesday March 6, 2019.

As noted in Table 2, the total external daily trip generation associated with all current CenterPoint uses totaled from 1,702 to 1,797 daily trips, with an average value of 1,750 daily trips. This total reflects the combined external trip generation for CenterPoint Laurie and CenterPoint Gama, which together total 956.1 ksf, as well as CenterPoint Crothall and Container Yard #1. The total trip generation includes trips associated with Container Yard #1, which at its access totaled 212 to 301 daily trips and averaged 257 daily trips.

KDA

TABLE 2 EXISTING CENTERPOINT TRIP GENERATION			
Location	Daily Traffic Volumes		
	Tuesday 3/05/2019	Wednesday 3/06/2019	Average
All CenterPoint Development	1,702	1,797	1,750
Container Lot # 1 only	212	301	257
Truck Parking Spaces			153
Daily Trips Per Container Parking Space			1.68
CenterPoint Laurie and Gama alone	1,051	1,110	1,075
Building ksf			956.1
Daily Trips Per Building ksf			1.125

Container Yard Trip Generation Rates. As noted in Table 2, it is possible to identify the daily trips generation rate for Container Yard #1 by comparing its average daily trip generation with the number of truck parking spaces. On average each truck space generated 1.68 daily trips.

The peak hour trip generation associated with Container Yard #1 was also determined, and resulting trip generation rates were calculated for comparison with estimates made when that project was approved. Observed peak hour trip generation averaged 14 trips in the a.m. peak hour and 17 trips in the p.m. peak hour. These tallies yielded rates of 0.09 and 0.11 trips per space, which are consistent with the estimates but slightly lower than rates of 0.10 and 0.14 trips per space made originally when Container Yard #1 was approved.

CenterPoint Building Trip Generation Rates. Similarly, the trips associated with the Gama and Laurie projects can be compared to the trips tallied for those uses to created daily trip generation rates for this type of use. As noted in Table 2, the average daily trips divided by 956.1 ksf yields a rate of 1.125 daily trips per ksf. As a comparison, the DEIR rate for the original CenterPoint project was of 1.39 gross daily trips per ksf (i.e., 4,420 gross daily trips / 3,177 ksf).

Available Trip Generation Allocation. It is possible to identify the amount of additional trip generation that could occur on the CenterPoint site by subtracting the current and pending trip generation totals from the original DEIR forecast. As noted in Table 3, if the pending project is assumed to generate trips at the rate observed for the Laurie and Gama projects, then a total of 1,516 daily trips are available to be allocated. If the new project is assumed to generate trips at the rate that was used in the DEIR, then 1,245 additional trips can be accommodated.

KDA

TABLE 3 CENTERPOINT TRIP GENERATION ALLOCATION			
Land Use	Quantity (ksf)	Trip Rates	Trip Generation
		Daily	Daily
<i>Gross Trips Basis – Observed Trip Generation Rates</i>			
CenterPoint Intermodal Facility	3,177.00		4,420
Existing Uses			1,750
Pending Uses	1,025.49	1.125 / ksf	1,154
Total Existing and Pending			2,904
<i>Available for Development</i>			1,516
Container Yard #2	486 spaces	1.68	816
Balance			700
<i>Gross Trips Basis- DEIR Trip Generation Rates</i>			
Net External New Trips – Short Term	3,177.00		4,420
Existing Uses			1,750
Pending Uses	1,025.49	1.39 / ksf	1,425
Total			3,175
<i>Available for Development</i>			1,245
Container Yard #2	486 spaces	1.68	816
Balance			429

Assessment of Container Yard # 2

Trip Generation Forecast. Using the average daily trip generation rate identified for Container Yard #1, the 486 new truck parking spaces would yield 816 additional daily trips.

Trip Generation Allocation. As noted in Table 3, subtracting the Container Yard #2 forecast from the available daily trip generation allocation yields a positive balance of 429 to 700 daily trips.

Conclusion. Because the total of the trips associated with current CenterPoint Uses plus the pending project estimate and Container Yard #2’s forecast is less than the total assumed in the original Master Plan DEIR, the impacts of this site development level can be assumed to already be addressed by the DEIR, and its impacts would be similar to or less than those already described and mitigated. No additional analysis is required.

KDA

Mr. Mark Niskanen
JB Anderson Land Use Planning
April 12, 2019
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Thank you for this opportunity to provide you with our services. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read "K D Anderson", with a long horizontal flourish extending to the right.

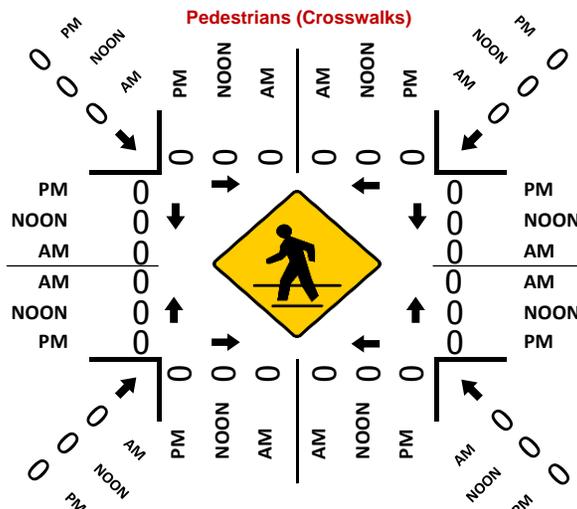
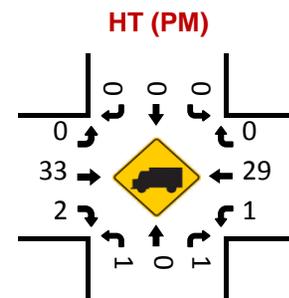
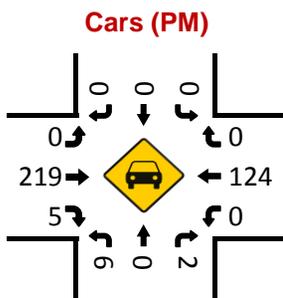
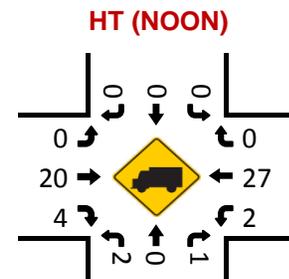
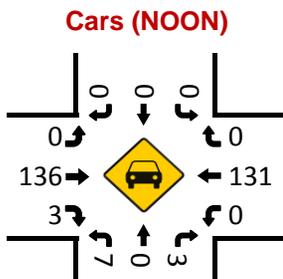
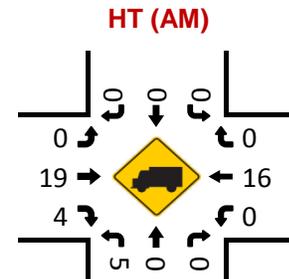
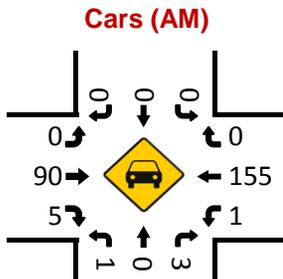
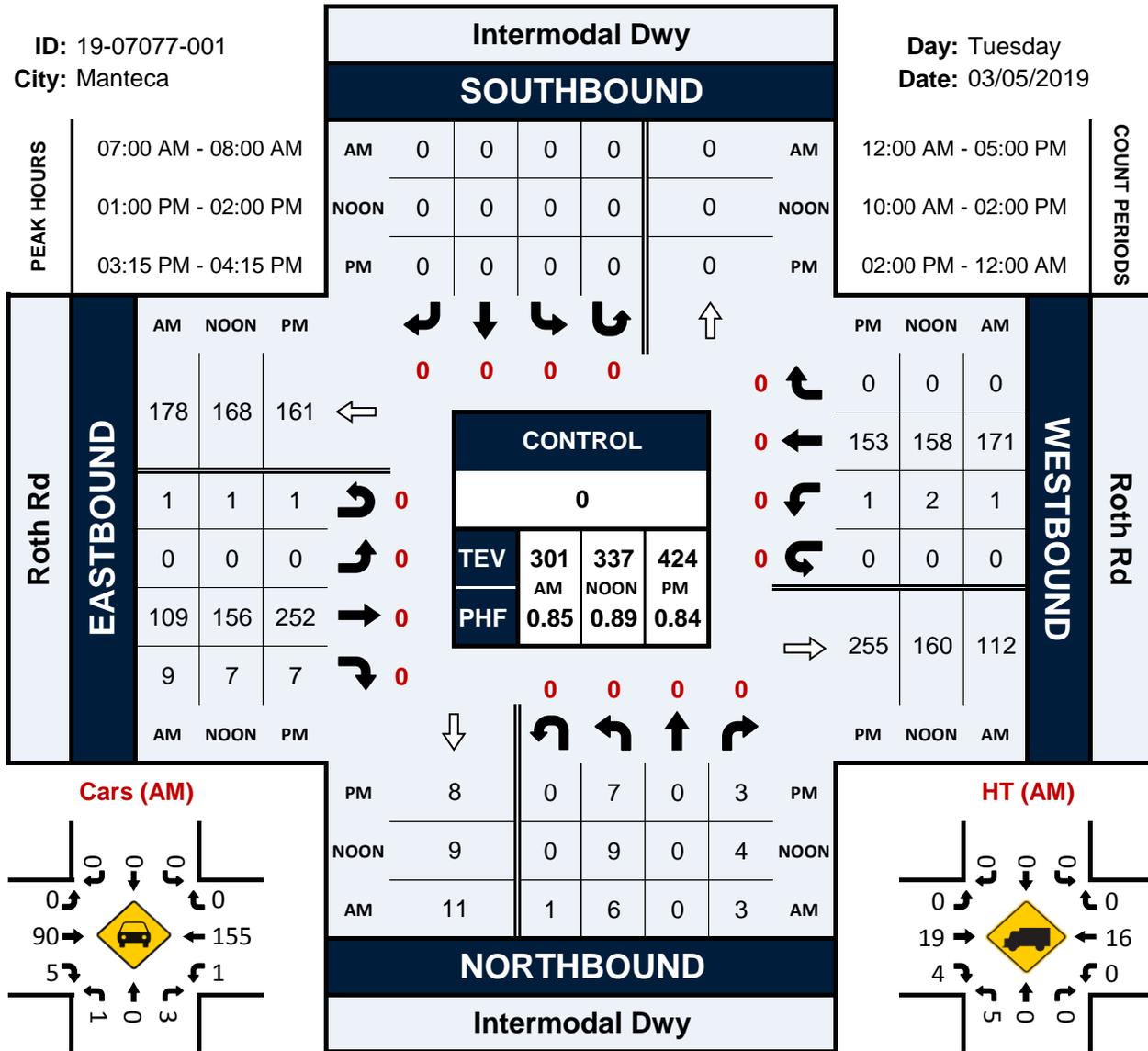
Kenneth D. Anderson, P.E.
President

Intermodal Dwy & Roth Rd

Peak Hour Turning Movement Count

ID: 19-07077-001
City: Manteca

Day: Tuesday
Date: 03/05/2019



National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Roth Rd
City: Manteca
Control:

Project ID: 19-07077-001
Date: 3/5/2019

Total

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
AM																					
12:00 AM	2	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0	0	0	0	18	
12:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	7	
12:30 AM	1	0	1	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	0	8	
12:45 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	6	
1:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	
1:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	
1:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	0	8	
1:45 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	6	
2:00 AM	2	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	9	
2:15 AM	1	0	1	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	8	
2:30 AM	2	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10	
2:45 AM	2	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	7	
3:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	10	
3:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	0	0	0	15	
3:30 AM	1	0	1	0	0	0	0	0	0	4	0	0	0	12	0	0	0	0	0	18	
3:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	0	0	0	0	23	
4:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	0	0	15	
4:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	15	0	0	0	0	0	22	
4:30 AM	2	0	0	0	0	0	0	0	0	12	0	0	0	19	0	0	0	0	0	33	
4:45 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	17	0	0	0	0	0	26	
5:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	0	0	0	29	
5:15 AM	0	0	0	0	0	0	0	0	0	9	3	0	0	26	0	0	0	0	0	38	
5:30 AM	1	0	0	0	0	0	0	0	0	9	1	0	0	34	0	0	0	0	0	45	
5:45 AM	1	0	0	0	0	0	0	0	0	16	2	0	0	41	0	0	0	0	0	60	
6:00 AM	3	0	0	0	0	0	0	0	0	23	2	1	0	25	0	0	0	0	0	54	
6:15 AM	3	0	1	0	0	0	0	0	0	17	2	2	0	22	0	0	0	0	0	47	
6:30 AM	1	0	1	0	0	0	0	0	0	28	1	0	0	30	0	0	0	0	0	61	
6:45 AM	1	0	1	0	0	0	0	0	0	34	2	0	0	28	0	0	0	0	0	69	
7:00 AM	3	0	0	0	0	0	0	0	0	25	2	0	0	29	0	0	0	0	0	59	
7:15 AM	1	0	0	0	0	0	0	0	0	25	1	0	0	50	0	0	0	0	0	77	
7:30 AM	0	0	2	1	0	0	0	0	0	31	5	1	0	36	0	0	0	0	0	76	
7:45 AM	2	0	1	0	0	0	0	0	0	28	1	0	0	56	0	0	0	0	0	89	
8:00 AM	0	0	1	0	0	0	0	0	0	27	0	0	0	30	0	0	0	0	0	58	
8:15 AM	1	0	1	0	0	0	0	0	0	27	1	0	0	43	0	0	0	0	0	75	
8:30 AM	3	0	0	0	0	0	0	0	0	38	2	0	0	31	0	0	0	0	0	75	
8:45 AM	1	0	0	0	0	0	0	0	0	25	2	0	0	34	0	0	0	0	0	63	
9:00 AM	0	0	2	0	0	0	0	0	0	31	0	0	0	29	0	0	0	0	0	62	
9:15 AM	1	0	0	0	0	0	0	0	0	25	0	0	0	34	0	0	0	0	0	61	
9:30 AM	1	0	2	0	0	0	0	0	0	36	3	0	0	28	0	0	0	0	0	71	
9:45 AM	1	0	1	0	0	0	0	0	0	25	2	0	0	26	0	0	0	0	0	58	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %s :	40	0	16	1	0	0	0	0	0	588	33	4	14	790	0	1	1487				
	70.18%	0.00%	28.07%	1.75%					0.00%	94.08%	5.28%	0.64%	1.74%	98.14%	0.00%	0.12%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL				
PEAK HR VOL :	6	0	3	1	0	0	0	0	0	109	9	1	1	171	0	0	301				
PEAK HR FACTOR :	0.500	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.879	0.450	0.250	0.250	0.763	0.000	0.000	0.846				
	0.833								0.804				0.754								

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
NOON																					
10:00 AM	2	0	2	0	0	0	0	0	0	25	1	0	0	29	0	0	0	0	0	61	
10:15 AM	1	0	1	0	0	0	0	0	0	20	3	0	0	34	0	0	0	0	0	60	
10:30 AM	2	0	1	2	0	0	0	0	0	27	3	0	0	5	35	0	0	0	0	75	
10:45 AM	4	0	0	0	0	0	0	0	0	38	1	0	0	1	33	0	0	0	0	77	
11:00 AM	1	0	1	0	0	0	0	0	0	29	1	0	0	1	32	0	0	0	0	65	
11:15 AM	0	0	2	0	0	0	0	0	0	32	3	0	0	1	28	0	0	0	0	66	
11:30 AM	2	0	0	0	0	0	0	0	0	36	5	0	0	1	34	0	0	0	0	78	
11:45 AM	4	0	1	0	0	0	0	0	0	25	0	0	0	1	34	0	0	0	0	65	
12:00 PM	3	0	1	0	0	0	0	0	0	46	3	0	0	0	26	0	0	0	0	79	
12:15 PM	1	0	1	0	0	0	0	0	0	27	0	0	0	1	33	0	0	0	0	63	
12:30 PM	0	0	0	0	0	0	0	0	0	18	1	1	0	0	17	0	0	3	0	40	
12:45 PM	2	0	1	0	0	0	0	0	0	42	2	0	0	0	20	0	0	0	0	67	
1:00 PM	0	0	1	0	0	0	0	0	0	43	1	0	0	2	32	0	0	0	0	79	
1:15 PM	0	0	3	0	0	0	0	0	0	32	1	1	0	0	37	0	0	0	0	74	
1:30 PM	2	0	0	0	0	0	0	0	0	36	2	0	0	0	55	0	0	0	0	95	
1:45 PM	7	0	0	0	0	0	0	0	0	45	3	0	0	0	34	0	0	0	0	89	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %s :	31	0	15	2	0	0	0	0	0	521	30	2	16	513	0	3	1133				
	64.58%	0.00%	31.25%	4.17%					0.00%	94.21%	5.42%	0.36%	3.01%	96.43%	0.00%	0.56%					
PEAK HR :	01:00 PM - 02:00 PM																TOTAL				
PEAK HR VOL :	9	0	4	0	0	0	0	0	0	156	7	1	2	158	0	0	337				
PEAK HR FACTOR :	0.321	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.867	0.583	0.250	0.250	0.718	0.000	0.000	0.887				
	0.464								0.854				0.727								

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
PM																					
2:00 PM	1	0	0	0	0	0	0	0	0	49	2	0	0	0	52	0	0	2	0	106	
2:15 PM	0	0	0	0	0	0	0	0	0	57	2	0	0	0	32	0	0	0	0	91	
2:30 PM	5	0	0	0	0	0	0	0	0	63	2	0	0	0	36	0	0	0	0	106	
2:45 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	1	52	0	0	0	0	103	
3:00 PM	0	0	1	0	0	0	0	0	0	41	4	0	0	0	29	0	0	0	0	75	
3:15 PM	3	0	1	0	0	0	0	0	0	47	3	1	0	1	35	0	0	0	0	91	
3:30 PM	2	0	2	0	0	0	0	0	0	78	1	0	0	0	43	0	0	0	0	126	
3:45 PM	1	0	0	0	0	0	0	0	0	62	2	0	0	0	39	0	0	0	0	104	
4:00 PM	1	0	0	0	0	0	0	0	0	65	1	0	0	0	36	0	0	0	0	103	
4:15 PM	0	0	1	0	0	0	0	0	0	48	2	0	0	0	25	0	0	0	0		

National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Roth Rd
 City: Manteca
 Control: 0

Project ID: 19-07077-001
 Date: 3/5/2019

Cars

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	2	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	17
12:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
12:30 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	5
12:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
1:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
1:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
1:45 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	6
2:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
2:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
3:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
3:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	11	0	0	13
3:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	11	0	0	14
3:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	0	20
4:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
4:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	14	0	0	19
4:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	18	0	0	25
4:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	16	0	0	19
5:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	18	0	0	25
5:15 AM	0	0	0	0	0	0	0	0	0	9	2	0	0	25	0	0	36
5:30 AM	0	0	0	0	0	0	0	0	0	9	1	0	0	31	0	0	41
5:45 AM	1	0	0	0	0	0	0	0	0	15	2	0	0	35	0	0	53
6:00 AM	1	0	0	0	0	0	0	0	0	17	2	0	0	22	0	0	42
6:15 AM	1	0	0	0	0	0	0	0	0	11	2	2	0	21	0	0	37
6:30 AM	0	0	0	0	0	0	0	0	0	24	1	0	0	29	0	0	54
6:45 AM	0	0	0	0	0	0	0	0	0	29	2	0	0	24	0	0	57
7:00 AM	1	0	0	0	0	0	0	0	0	24	1	0	0	26	0	0	52
7:15 AM	0	0	0	0	0	0	0	0	0	20	1	0	0	47	0	0	68
7:30 AM	0	0	2	1	0	0	0	0	0	26	3	1	0	33	0	0	66
7:45 AM	0	0	1	0	0	0	0	0	0	20	0	0	0	49	0	0	71
8:00 AM	0	0	1	0	0	0	0	0	0	22	0	0	0	27	0	0	50
8:15 AM	1	0	1	0	0	0	0	0	0	23	0	0	0	35	0	0	62
8:30 AM	1	0	0	0	0	0	0	0	0	34	2	0	0	25	0	0	63
8:45 AM	0	0	0	0	0	0	0	0	0	20	1	0	0	26	0	0	48
9:00 AM	0	0	2	0	0	0	0	0	0	29	0	0	0	25	0	0	56
9:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	26	0	0	47
9:30 AM	1	0	2	0	0	0	0	0	0	28	3	0	0	20	0	0	55
9:45 AM	0	0	1	0	0	0	0	0	0	23	1	0	0	16	0	0	43
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	50.00%	0.00%	45.45%	4.55%	0	0	0	0	0.00%	94.53%	4.88%	0.59%	1.72%	98.13%	0.00%	0.14%	1230
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	1	0	3	1	0	0	0	0	0	90	5	1	1	155	0	0	257
PEAK HR FACTOR :	0.25	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.865	0.417	0.250	0.250	0.791	0.000	0.000	0.905
									0.800				0.780				

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	2	0	2	0	0	0	0	0	0	22	0	0	1	21	0	0	48
10:15 AM	0	0	0	0	0	0	0	0	0	16	1	0	1	29	0	0	47
10:30 AM	1	0	0	2	0	0	0	0	0	21	3	0	4	29	0	0	60
10:45 AM	3	0	0	0	0	0	0	0	0	30	1	0	1	26	0	0	61
11:00 AM	1	0	1	0	0	0	0	0	0	23	0	0	1	24	0	0	50
11:15 AM	0	0	2	0	0	0	0	0	0	25	2	0	0	26	0	0	55
11:30 AM	2	0	0	0	0	0	0	0	0	31	3	0	0	23	0	0	59
11:45 AM	3	0	1	0	0	0	0	0	0	20	0	0	0	25	0	0	49
12:00 PM	2	0	1	0	0	0	0	0	0	37	2	0	0	20	0	0	62
12:15 PM	0	0	0	0	0	0	0	0	0	23	0	0	1	24	0	0	48
12:30 PM	0	0	0	0	0	0	0	0	0	8	1	1	0	11	0	3	24
12:45 PM	1	0	1	0	0	0	0	0	0	29	1	0	0	13	0	0	45
1:00 PM	0	0	1	0	0	0	0	0	0	40	0	0	0	23	0	0	64
1:15 PM	0	0	2	0	0	0	0	0	0	24	1	1	0	32	0	0	60
1:30 PM	0	0	0	0	0	0	0	0	0	35	1	0	0	46	0	0	82
1:45 PM	7	0	0	0	0	0	0	0	0	37	1	0	0	30	0	0	75
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	62.86%	0.00%	31.43%	5.71%	0	0	0	0	0.00%	95.68%	3.86%	0.45%	2.17%	97.10%	0.00%	0.72%	889
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	7	0	3	0	0	0	0	0	0	136	3	1	0	131	0	0	281
PEAK HR FACTOR :	0.25	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.750	0.250	0.000	0.712	0.000	0.000	0.857
									0.875				0.712				

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	40	2	0	0	40	0	1	83
2:15 PM	0	0	0	0	0	0	0	0	0	45	2	0	0	25	0	0	72
2:30 PM	5	0	0	0	0	0	0	0	0	50	2	0	0	31	0	0	88
2:45 PM	0	0	0	0	0	0	0	0	0	44	0	0	0	41	0	0	85
3:00 PM	0	0	1	0	0	0	0	0	0	38	4	0	0	23	0	0	66
3:15 PM	3	0	1	0	0	0	0	0	0	38	3	0	0	26	0	0	71
3:30 PM	2	0	1	0	0	0	0	0	0	71	0	0	0	39	0	0	113
3:45 PM	0	0	0	0	0	0	0	0	0	53	1	0	0	29	0	0	83
4:00 PM	1	0	0	0	0	0	0	0	0	57	1	0	0	30	0	0	89
4:15 PM	0	0	1	0	0	0	0	0	0	42	2	0	0	19	0	0	64
4:30 PM	0	0	0	0	0	0	0	0	0	52	2	0	0	15	0	0	69
4:45 PM	1	0	0	0	0	0	0	0	0	38	0	0	0	21	0	0	60
5:00 PM	2	0	1	0	0	0	0	0	0	54	0	0	2	25	0	0	84
5:15 PM	1	0	1	0	0	0	0	0	0	31	0	0	0	29	0	1	63
5:30 PM	1	0	0	0	0	0	0	0	0	37	0	0	1	22	0	0	61
5:45 PM	2	0	1	0	0	0	0	0	0	31	2	0	0	25	0	0	61
6:00 PM	0	0	1	0	0	0	0	0	0	31	1	0	0	16	0	0	49
6:15 PM	1	0	2	0	0	0	0	0	0	33	1	0	1	14	0	0	52
6:30 PM	0	0	0	0	0	0	0	0	0	24	1	0	0	19	0	0	44
6:45 PM	2	0	0	0	0	0	0	0	0	18	2	0	0	22	0	0	44
7:00 PM	1	0	0	0	0	0	0	0	0	22	0	0	1	25	0	0	49
7:15 PM	0	0	1	0	0	0	0	0	0	20	0	0	1	8	0	0	30
7:30 PM	1	0	0	0	0	0	0	0	0	8	0	0	0	10	0	0	19
7:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15
8:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15
8:15																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Roth Rd
 City: Manteca
 Control: 0

Project ID: 19-07077-001
 Date: 3/5/2019

HT

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
12:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:00 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	6
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
2:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3:30 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4
3:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 AM	2	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	8
4:45 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	7
5:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
5:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
5:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4
5:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
6:00 AM	2	0	0	0	0	0	0	0	0	6	0	1	0	3	0	0	12
6:15 AM	2	0	1	0	0	0	0	0	0	6	0	0	0	1	0	0	7
6:30 AM	1	0	1	0	0	0	0	0	0	4	0	0	0	1	0	0	7
6:45 AM	1	0	1	0	0	0	0	0	0	5	0	0	0	4	0	0	12
7:00 AM	2	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	7
7:15 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	9
7:30 AM	0	0	0	0	0	0	0	0	0	5	2	0	0	3	0	0	10
7:45 AM	2	0	0	0	0	0	0	0	0	8	1	0	0	7	0	0	18
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	8	0	0	13
8:30 AM	2	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	12
8:45 AM	1	0	0	0	0	0	0	0	0	5	1	0	0	8	0	0	15
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
9:15 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	14
9:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16
9:45 AM	1	0	0	0	0	0	0	0	0	2	1	0	0	1	10	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	29	0	6	0	0	0	0	0	0	104	8	1	2	107	0	0	257
APPROACH %'s :	82.86%	0.00%	17.14%	0.00%					0.00%	92.04%	7.08%	0.88%	1.83%	98.17%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	19	4	0	0	16	0	0	44
PEAK HR FACTOR :	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.500	0.000	0.000	0.571	0.000	0.000	0.611
	0.625								0.639				0.571				

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	1	8	0	0	13
10:15 AM	1	0	1	0	0	0	0	0	0	4	2	0	0	5	0	0	13
10:30 AM	1	0	1	0	0	0	0	0	0	6	0	0	1	6	0	0	15
10:45 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	16
11:00 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	8	0	0	15
11:15 AM	0	0	0	0	0	0	0	0	0	7	1	0	1	2	0	0	11
11:30 AM	0	0	0	0	0	0	0	0	0	5	2	0	1	11	0	0	19
11:45 AM	1	0	0	0	0	0	0	0	0	5	0	0	1	9	0	0	16
12:00 PM	1	0	0	0	0	0	0	0	0	9	1	0	0	6	0	0	17
12:15 PM	1	0	1	0	0	0	0	0	0	4	0	0	0	9	0	0	15
12:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	6	0	0	16
12:45 PM	1	0	0	0	0	0	0	0	0	13	1	0	0	7	0	0	22
1:00 PM	0	0	0	0	0	0	0	0	0	3	1	0	2	9	0	0	15
1:15 PM	0	0	1	0	0	0	0	0	0	8	0	0	0	5	0	0	14
1:30 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	9	0	0	13
1:45 PM	0	0	0	0	0	0	0	0	0	8	2	0	0	4	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	9	0	4	0	0	0	0	0	0	100	13	0	7	111	0	0	244
APPROACH %'s :	69.23%	0.00%	30.77%	0.00%					0.00%	88.50%	11.50%	0.00%	5.93%	94.07%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	0	20	4	0	2	27	0	0	56
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.500	0.000	0.250	0.750	0.000	0.000	0.933
	0.375								0.600				0.659				

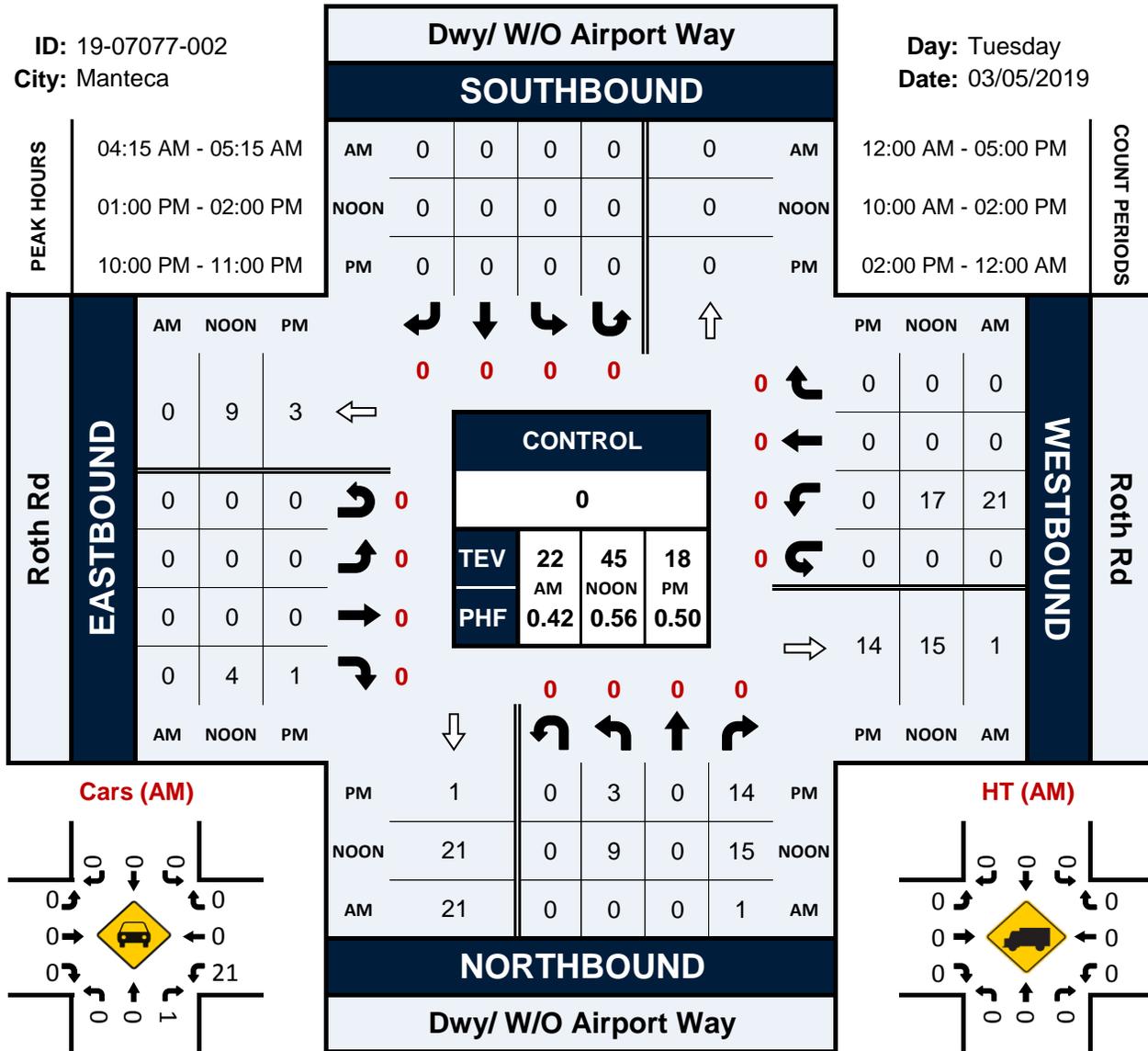
NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	12	0	1	23
2:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	7	0	0	19
2:30 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18
2:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	11	0	0	18
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
3:15 PM	0	0	0	0	0	0	0	0	0	9	0	1	1	9	0	0	20
3:30 PM	0	0	1	0	0	0	0	0	0	7	1	0	0	4	0	0	13
3:45 PM	1	0	0	0	0	0	0	0	0	9	1	0	0	10	0	0	21
4:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
4:30 PM	1	0	0	0	0	0	0	0	0	9	1	0	0	5	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19
5:00 PM	1	0	0	0	0	0	0	0	0	7	0	0	1	9	0	0	18
5:15 PM	1	0	0	0	0	0	0	0	0	6	1	0	1	5	0	0	14
5:30 PM	1	0	0	0	0	0	0	0	0	7	2	0	1	5	0	0	16
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
6:00 PM	1	0	0	0	0	0	0	0	0	4	2	0	0	2	0	0	9
6:15 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	5	0	0	11
6:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	4	0	0	7
7:15 PM	1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	6
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 PM																	

Dwy/ W/O Airport Way & Roth Rd

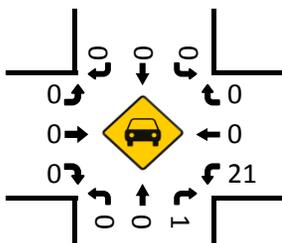
Peak Hour Turning Movement Count

ID: 19-07077-002
City: Manteca

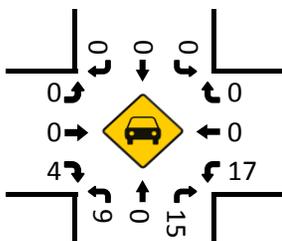
Day: Tuesday
Date: 03/05/2019



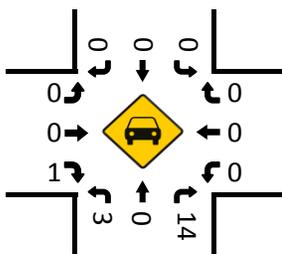
Cars (AM)



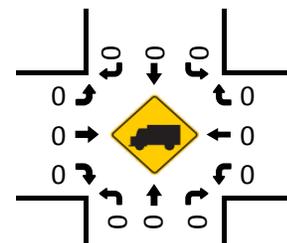
Cars (NOON)



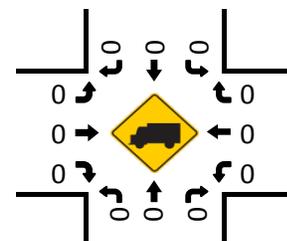
Cars (PM)



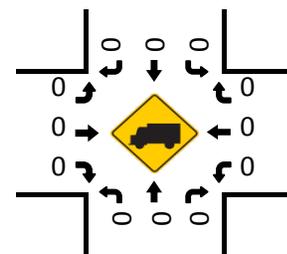
HT (AM)



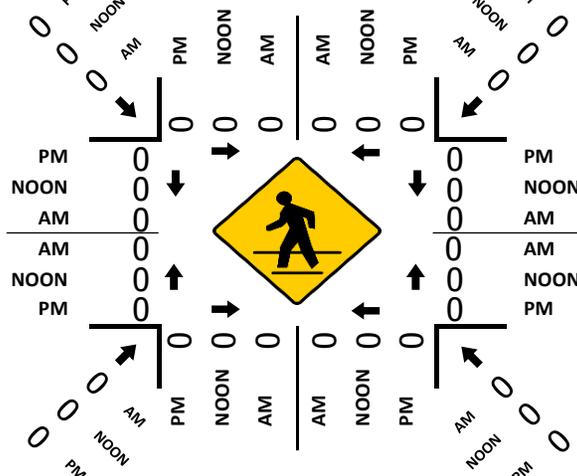
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Dwy/ W/O Airport Way & Roth Rd
City: Manteca
Control:

Project ID: 19-07077-002
Date: 3/5/2019

Total

NS/EW Streets:		Dwy/ W/O Airport Way				Dwy/ W/O Airport Way				Roth Rd				Roth Rd				TOTAL	
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1:45 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
2:15 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
2:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
3:15 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
3:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	
4:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	
5:00 AM		0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
5:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
6:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
7:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:45 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		2	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	6	
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
9:15 AM		1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
9:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	
9:45 AM		0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
TOTAL VOLUMES :		3	0	9	0	0	0	0	0	0	0	10	0	37	0	0	0	TOTAL	59
APPROACH %s :		25.00%	0.00%	75.00%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR :		04:15 AM - 05:15 AM																TOTAL	22
PEAK HR VOL :		0	0	1	0	0	0	0	0	0	0	0	0	21	0	0	0	TOTAL	22
PEAK HR FACTOR :		0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.404	0.000	0.000	0.000	TOTAL	0.423

NS/EW Streets:		Dwy/ W/O Airport Way				Dwy/ W/O Airport Way				Roth Rd				Roth Rd				TOTAL	
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
NOON		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
10:00 AM		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
10:45 AM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:00 AM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM		1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM		1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:30 PM		0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM		0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
1:15 PM		2	0	3	0	0	0	0	0	0	0	1	0	2	0	0	0	8	
1:30 PM		6	0	8	0	0	0	0	0	0	0	2	0	4	0	0	0	20	
1:45 PM		1	0	2	0	0	0	0	0	0	0	1	0	10	0	0	0	14	
TOTAL VOLUMES :		14	0	20	0	0	0	0	0	0	0	4	0	21	0	0	0	TOTAL	59
APPROACH %s :		41.18%	0.00%	58.82%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR :		01:00 PM - 02:00 PM																TOTAL	45
PEAK HR VOL :		9	0	15	0	0	0	0	0	0	0	4	0	17	0	0	0	TOTAL	45
PEAK HR FACTOR :		0.375	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.425	0.000	0.000	0.000	TOTAL	0.563

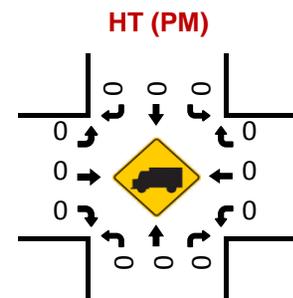
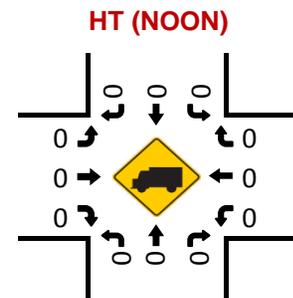
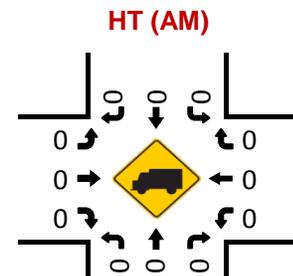
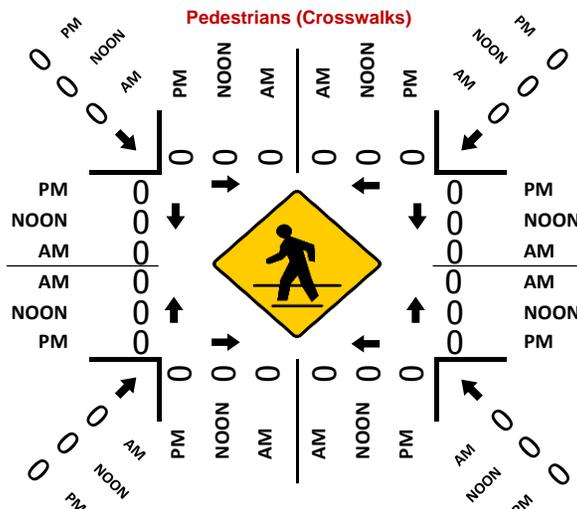
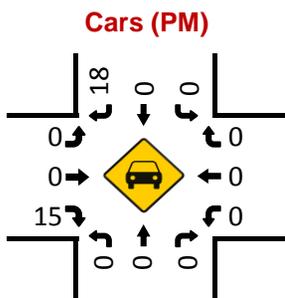
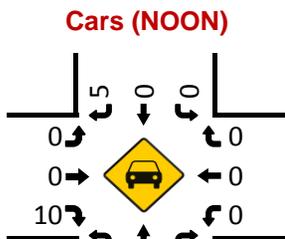
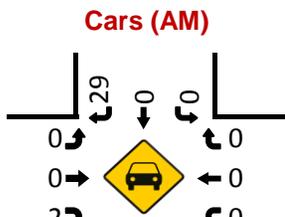
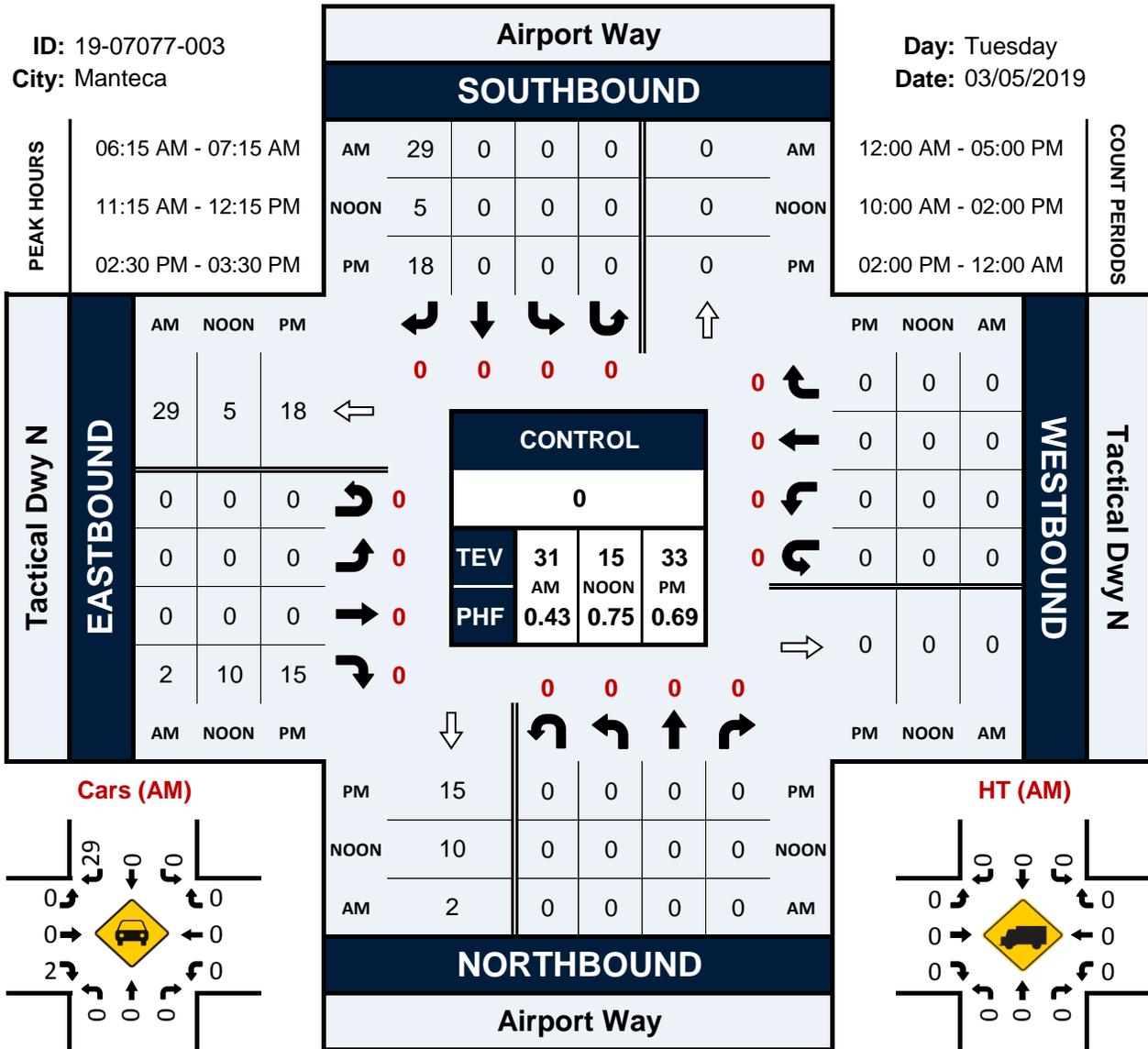
NS/EW Streets:		Dwy/ W/O Airport Way				Dwy/ W/O Airport Way				Roth Rd				Roth Rd				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM		2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:30 PM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM		1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
3:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM		0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:45 PM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM		0	0	1	0	0	0	0										

Airport Way & Tactical Dwy N

Peak Hour Turning Movement Count

ID: 19-07077-003
City: Manteca

Day: Tuesday
Date: 03/05/2019



National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Tactical Dwy N
 City: Manteca
 Control:

Project ID: 19-07077-003
 Date: 3/5/2019

Total

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM																	
12:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	18
7:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	60	0	0	0	10	0	0	0	0	0	0
APPROACH %s :					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	06:15 AM - 07:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	29	0	0	0	2	0	0	0	0	0	31
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.403	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.431

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
NOON																	
10:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	13	0	0	0	23	0	0	0	0	0	36
APPROACH %s :					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	5	0	0	0	10	0	0	0	0	0	15
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM																	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	3	0	0	0	8	0	0	0	0	0	11
2:45 PM	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	6
3:00 PM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	12
3:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 PM	0	0	0</														

National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Tactical Dwy N
 City: Manteca
 Control: 0

Project ID: 19-07077-003
 Date: 3/5/2019

Cars

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	18
7:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	60	0	0	0	10	0	0	0	0	0	70
					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	06:15 AM - 07:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	29	0	0	0	2	0	0	0	0	0	31
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.403	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.431
							0.403				0.250						

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	13	0	0	0	23	0	0	0	0	0	36
					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	5	0	0	0	10	0	0	0	0	0	15
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
							0.625				0.625						

NS/EW Streets:	Airport Way				Airport Way				Tactical Dwy N				Tactical Dwy N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	3	0	0	0	8	0	0	0	0	0	11
2:45 PM	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	6
3:00 PM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	12
3:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0												

National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Tactical Dr
City: Manteca
Control:

Project ID: 19-07077-004
Date: 3/5/2019

Total

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
AM																			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	4
6:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	5
6:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	6
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	6
7:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	4
8:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	4
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6
8:30 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %s :	0	18	5	0	9	16	0	0	0	0	0	0	9	0	11	1	69		
PEAK HR :	07:30 AM - 08:30 AM				36.00%	64.00%	0.00%	0.00%	0	0	0	0	42.86%	0.00%	52.38%	4.76%	20		
PEAK HR VOL :	0	4	2	0	4	2	0	0	0	0	0	0	4	0	3	1	20		
PEAK HR FACTOR :	0.000	1.000	0.500	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.250	0.833		

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
NOON																			
10:00 AM	0	2	2	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	8
10:15 AM	0	1	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	6
10:30 AM	0	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	10
10:45 AM	0	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	5
11:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	3
11:30 AM	0	2	1	1	2	2	0	0	0	0	0	0	0	1	0	1	0	0	10
11:45 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	6
12:00 PM	0	1	1	2	1	1	0	0	0	0	0	0	0	1	0	2	0	0	9
12:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
12:45 PM	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	5
1:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	4
1:45 PM	0	7	1	0	1	2	0	0	0	0	0	0	0	1	0	2	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %s :	0	23	10	4	12	24	0	0	0	0	0	0	7	0	17	0	97		
PEAK HR :	10:00 AM - 11:00 AM				33.33%	66.67%	0.00%	0.00%	0	0	0	0	29.17%	0.00%	70.83%	0.00%	30		
PEAK HR VOL :	0	7	4	1	2	13	0	0	0	0	0	0	1	0	2	0	30		
PEAK HR FACTOR :	0.000	0.583	0.500	0.250	0.500	0.406	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.750		

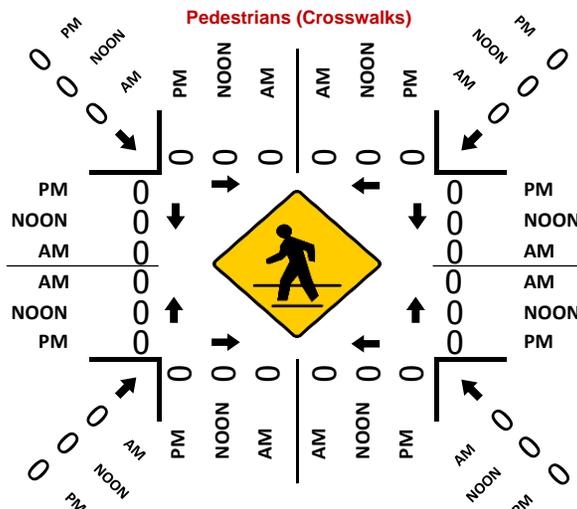
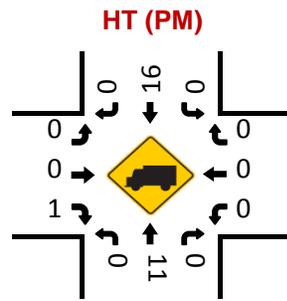
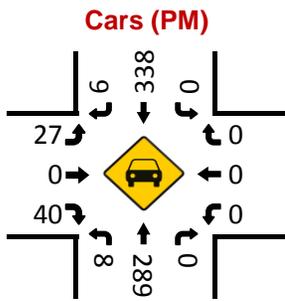
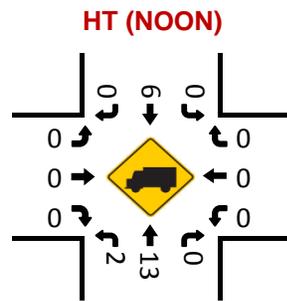
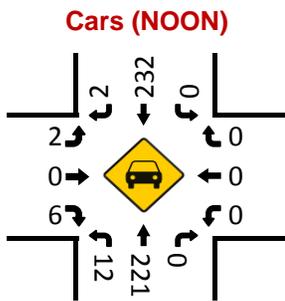
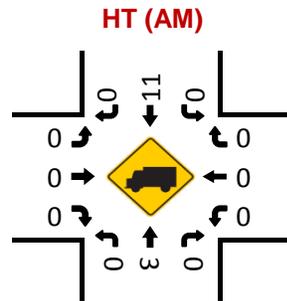
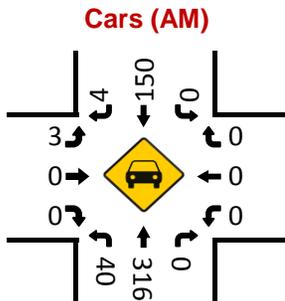
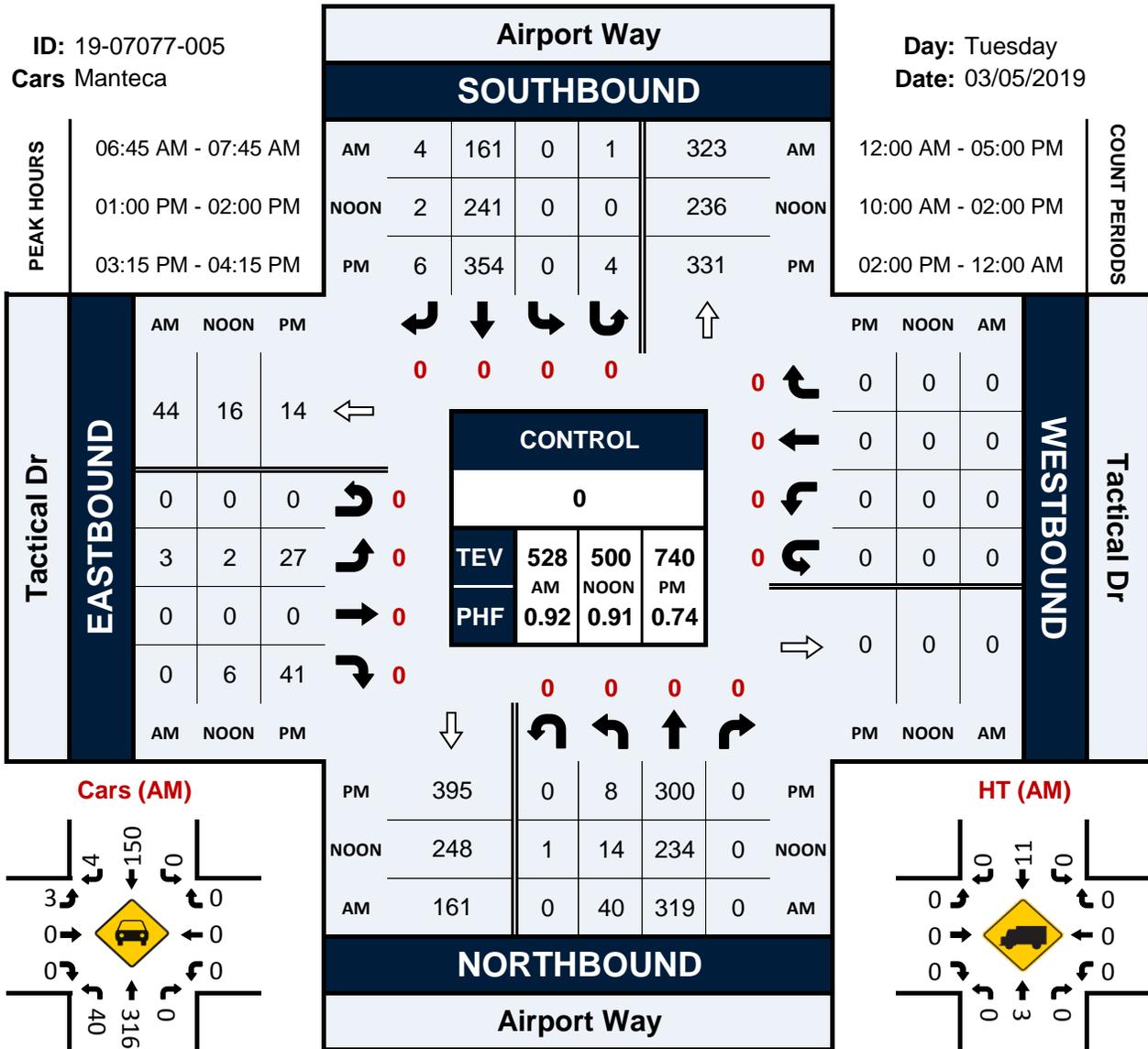
NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
PM																			
2:00 PM	0	1	1	0	1	2	0	0	0	0	0	0	0	1	0	2	0	0	8
2:15 PM	0	0	2	0	2	2	0	0	0	0	0	0	0	1	0	2	0	0	9
2:30 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	8
2:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5
3:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	1	0	0	3	1	0	0	0	0	0	0	0	1	0	4	0	0	10
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
3:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	5
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	6
6:00 PM	0	0	0	0	0	1	0	0	0	0	0								

Airport Way & Tactical Dr

Peak Hour Turning Movement Count

ID: 19-07077-005
Cars Manteca

Day: Tuesday
Date: 03/05/2019



National Data & Surveying Services Intersection Turning Movement Count

Airport Way & Tactical Dr
 City: Manteca
 Control:

Project ID: 19-07077-005
 Date: 3/5/2019

Total

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	0	15	0	0	0	10	0	0	7	0	17	0	0	0	0	0	
12:15 AM	0	7	0	0	0	5	0	0	1	0	0	0	0	0	0	0	
12:30 AM	1	8	0	0	0	3	0	0	0	0	3	0	0	0	0	0	
12:45 AM	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0	0	
1:00 AM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	
2:45 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
3:30 AM	2	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
3:45 AM	10	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	
4:00 AM	1	6	0	0	0	19	0	0	0	0	1	0	0	0	0	0	
4:15 AM	0	17	0	0	0	13	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	17	0	0	0	20	0	0	0	0	0	0	0	0	0	0	
4:45 AM	1	16	0	1	0	29	0	0	0	0	0	0	0	0	0	0	
5:00 AM	2	18	0	0	0	31	0	0	0	0	1	0	0	0	0	0	
5:15 AM	7	22	0	0	0	44	0	0	0	0	0	0	0	0	0	0	
5:30 AM	13	26	0	0	0	25	1	0	3	0	0	0	0	0	0	0	
5:45 AM	18	46	0	0	0	27	3	0	0	0	0	0	0	0	0	0	
6:00 AM	11	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	
6:15 AM	7	33	0	0	0	30	1	0	0	0	2	0	0	0	0	0	
6:30 AM	12	55	0	0	0	38	0	0	0	0	1	0	0	0	0	0	
6:45 AM	18	72	0	0	0	35	1	0	2	0	0	0	0	0	0	0	
7:00 AM	12	72	0	0	0	33	1	1	1	0	0	0	0	0	0	0	
7:15 AM	5	91	0	0	0	47	0	0	0	0	0	0	0	0	0	0	
7:30 AM	5	84	0	0	0	46	2	0	0	0	0	0	0	0	0	0	
7:45 AM	6	49	0	0	0	49	0	0	1	0	3	0	0	0	0	0	
8:00 AM	12	39	0	0	0	36	1	0	0	0	2	0	0	0	0	0	
8:15 AM	4	55	0	0	0	44	3	0	1	0	0	0	0	0	0	0	
8:30 AM	4	61	0	0	0	55	0	1	0	0	2	0	0	0	0	0	
8:45 AM	3	28	0	0	0	53	0	0	0	0	2	0	0	0	0	0	
9:00 AM	1	43	0	0	0	41	1	0	0	0	1	0	0	0	0	0	
9:15 AM	1	36	0	0	0	41	0	0	0	0	0	0	0	0	0	0	
9:30 AM	2	40	0	0	0	46	0	0	0	0	0	0	0	0	0	0	
9:45 AM	1	45	0	0	0	51	1	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	159	1094	0	1	0	933	16	2	16	0	37	0	0	0	0	0	
APPROACH %s :	12.68%	87.24%	0.00%	0.08%	0.00%	98.11%	1.68%	0.21%	30.19%	0.00%	69.81%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM																
PEAK HR VOL :	40	319	0	0	0	161	4	1	3	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.556	0.876	0.000	0.000	0.000	0.856	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
	0.935				0.865				0.375								

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	5	28	0	0	0	53	0	0	1	0	4	0	0	0	0	0	
10:15 AM	1	42	0	1	0	40	0	0	1	0	2	0	0	0	0	0	
10:30 AM	2	46	0	0	0	38	1	0	1	0	1	0	0	0	0	0	
10:45 AM	1	34	0	0	0	44	1	0	1	0	4	0	0	0	0	0	
11:00 AM	2	45	0	0	0	40	3	1	0	0	2	0	0	0	0	0	
11:15 AM	3	53	0	1	0	45	0	1	2	0	1	0	0	0	0	0	
11:30 AM	5	50	0	0	0	46	0	0	0	0	7	0	0	0	0	0	
11:45 AM	7	46	0	0	0	49	1	0	0	0	4	0	0	0	0	0	
12:00 PM	3	39	0	0	0	50	0	0	0	0	3	0	0	0	0	0	
12:15 PM	1	54	0	0	0	46	0	0	0	0	1	0	0	0	0	0	
12:30 PM	1	58	0	0	0	46	0	1	0	0	1	0	0	0	0	0	
12:45 PM	1	52	0	0	0	52	0	0	1	0	1	0	0	0	0	0	
1:00 PM	2	40	0	1	0	64	0	0	0	0	0	0	0	0	0	0	
1:15 PM	4	78	0	0	0	48	1	0	0	0	0	0	0	0	0	0	
1:30 PM	6	58	0	0	0	68	1	0	1	0	4	0	0	0	0	0	
1:45 PM	2	58	0	0	0	61	0	0	1	0	2	0	0	0	0	0	
TOTAL VOLUMES :	46	781	0	3	0	790	8	3	9	0	37	0	0	0	0	0	
APPROACH %s :	5.54%	94.10%	0.00%	0.36%	0.00%	98.63%	1.00%	0.37%	19.57%	0.00%	80.43%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																
PEAK HR VOL :	14	234	0	1	0	241	2	0	2	0	6	0	0	0	0	0	
PEAK HR FACTOR :	0.583	0.750	0.000	0.250	0.000	0.886	0.500	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	
	0.759				0.880				0.400								

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	3	61	0	0	0	70	2	0	0	0	3	0	0	0	0	0	
2:15 PM	5	60	0	0	0	87	1	0	3	0	8	0	0	0	0	0	
2:30 PM	4	72	0	0	0	79	1	1	11	0	34	0	0	0	0	0	
2:45 PM	4	56	0	0	0	72	2	1	0	0	5	0	0	0	0	0	
3:00 PM	11	71	0	0	0	76	0	0	5	0	6	0	0	0	0	0	
3:15 PM	7	61	0	0	0	72	5	2	8	0	5	0	0	0	0	0	
3:30 PM	0	101	0	0	0	108	0	1	16	0	24	0	0	0	0	0	
3:45 PM	0	60	0	0	0	91	0	0	1	0	8	0	0	0	0	0	
4:00 PM	1	78	0	0	0	83	1	1	2	0	4	0	0	0	0	0	
4:15 PM	1	65	0	0	0	89	0	0	4	0	0	0	0	0	0	0	
4:30 PM	1	70	0	0	0	92	1	0	1	0	5	0	0	0	0	0	
4:45 PM	3	62	0	0	0	84	0	0	1	0	7	0	0	0	0	0	
5:00 PM	1	72	0	0	0	89	0	0	3	0	7	0	0	0	0	0	
5:15 PM	0	69	0	0	0	85	0	0	1	0	7	0	0	0	0	0	
5:30 PM	0	42	0	0	0	70	0	0	3	0	3	0	0	0	0	0	
5:45 PM	1	49	0	0	0	58	0	0	0	0	4	0	0	0	0	0	
6:00 PM	1	34	0	0	0	37	0	0	0	0	1	0	0	0	0	0	
6:15 PM	1	40	0	0	0	34	0	0	0	0	1	0	0	0	0	0	
6:30 PM	0	25	0	0	0	29	0	0	0	0	3	0	0	0	0	0	
6:45 PM	0	29	0	0	0	30	0	0	0	0	1	0	0	0	0	0	
7:00 PM	4	25	0	0	0	30	1	0	0	0	0	0	0	0	0	0	
7:15 PM	0	20	0	0	0	35	0	0	0	0	1	0	0	0	0	0	
7:30 PM	0	23	0														

National Data & Surveying Services Intersection Turning Movement Count

Airport Way & Tactical Dr
 City: Manteca
 Control: 0

Project ID: 19-07077-005
 Date: 3/5/2019

Cars

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	15	0	0	0	10	0	0	7	0	17	0	0	0	0	0	49
12:15 AM	0	7	0	0	0	5	0	0	1	0	0	0	0	0	0	0	13
12:30 AM	1	7	0	0	0	3	0	0	0	0	3	0	0	0	0	0	14
12:45 AM	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0	0	7
1:00 AM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12
3:30 AM	2	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	13
3:45 AM	10	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	23
4:00 AM	1	6	0	0	0	18	0	0	0	0	0	0	0	0	0	0	25
4:15 AM	0	17	0	0	0	12	0	0	0	0	0	0	0	0	0	0	29
4:30 AM	0	17	0	0	0	20	0	0	0	0	0	0	0	0	0	0	37
4:45 AM	1	16	0	1	0	27	0	0	0	0	0	0	0	0	0	0	45
5:00 AM	2	16	0	0	0	29	0	0	0	0	0	0	0	0	0	0	47
5:15 AM	7	19	0	0	0	43	0	0	0	0	0	0	0	0	0	0	69
5:30 AM	13	23	0	0	0	25	1	0	3	0	0	0	0	0	0	0	65
5:45 AM	17	43	0	0	0	26	3	0	0	0	0	0	0	0	0	0	89
6:00 AM	10	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	54
6:15 AM	7	33	0	0	0	27	0	0	0	0	2	0	0	0	0	0	69
6:30 AM	12	54	0	0	0	38	0	0	0	0	1	0	0	0	0	0	105
6:45 AM	18	71	0	0	0	32	1	0	2	0	0	0	0	0	0	0	124
7:00 AM	12	71	0	0	0	32	1	1	1	0	0	0	0	0	0	0	118
7:15 AM	5	90	0	0	0	45	0	0	0	0	0	0	0	0	0	0	140
7:30 AM	5	84	0	0	0	41	2	0	0	0	0	0	0	0	0	0	132
7:45 AM	6	48	0	0	0	45	0	0	0	0	3	0	0	0	0	0	102
8:00 AM	12	39	0	0	0	35	1	0	0	0	2	0	0	0	0	0	89
8:15 AM	4	53	0	0	0	42	3	0	1	0	0	0	0	0	0	0	103
8:30 AM	4	60	0	0	0	54	0	1	0	0	2	0	0	0	0	0	121
8:45 AM	3	24	0	0	0	51	0	0	0	0	2	0	0	0	0	0	80
9:00 AM	1	43	0	0	0	40	1	0	0	0	1	0	0	0	0	0	86
9:15 AM	1	35	0	0	0	39	0	0	0	0	0	0	0	0	0	0	75
9:30 AM	2	39	0	0	0	46	0	0	0	0	0	0	0	0	0	0	87
9:45 AM	1	41	0	0	0	45	1	0	0	0	0	0	0	0	0	0	88
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	157	1053	0	1	0	887	14	2	15	0	35	0	0	0	0	0	2164
APPROACH %'s :	12.96%	86.95%	0.00%	0.08%	0.00%	98.23%	1.55%	0.22%	30.00%	0.00%	70.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	40	316	0	0	0	150	4	1	3	0	0	0	0	0	0	0	514
PEAK HR FACTOR :	0.56	0.878	0.000	0.000	0.000	0.833	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.918
	0.937				0.861				0.375								

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	5	27	0	0	0	51	0	0	0	0	3	0	0	0	0	0	86
10:15 AM	1	38	0	1	0	39	0	0	1	0	2	0	0	0	0	0	82
10:30 AM	2	43	0	0	0	38	1	0	1	0	0	0	0	0	0	0	85
10:45 AM	1	33	0	0	0	43	1	0	1	0	4	0	0	0	0	0	83
11:00 AM	2	41	0	0	0	35	3	1	0	0	2	0	0	0	0	0	84
11:15 AM	2	52	0	1	0	40	0	1	2	0	1	0	0	0	0	0	99
11:30 AM	5	44	0	0	0	44	0	0	0	0	6	0	0	0	0	0	99
11:45 AM	7	42	0	0	0	48	1	0	0	0	4	0	0	0	0	0	102
12:00 PM	2	37	0	0	0	46	0	0	0	0	2	0	0	0	0	0	87
12:15 PM	1	50	0	0	0	44	0	0	0	0	1	0	0	0	0	0	96
12:30 PM	1	54	0	0	0	42	0	1	0	0	1	0	0	0	0	0	99
12:45 PM	1	47	0	0	0	50	0	0	1	0	1	0	0	0	0	0	100
1:00 PM	2	39	0	1	0	62	0	0	0	0	0	0	0	0	0	0	104
1:15 PM	4	74	0	0	0	45	1	0	0	0	0	0	0	0	0	0	124
1:30 PM	5	54	0	0	0	67	1	0	1	0	4	0	0	0	0	0	132
1:45 PM	1	54	0	0	0	58	0	0	1	0	2	0	0	0	0	0	116
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	42	729	0	3	0	752	8	3	8	0	33	0	0	0	0	0	1578
APPROACH %'s :	5.43%	94.19%	0.00%	0.39%	0.00%	98.56%	1.05%	0.39%	19.51%	0.00%	80.49%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	12	221	0	1	0	232	2	0	2	0	6	0	0	0	0	0	476
PEAK HR FACTOR :	0.60	0.747	0.000	0.250	0.000	0.866	0.500	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.902
	0.750				0.860				0.400								

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	56	0	0	0	64	2	0	0	0	3	0	0	0	0	0	126
2:15 PM	4	57	0	0	0	78	1	0	3	0	8	0	0	0	0	0	151
2:30 PM	3	68	0	0	0	76	1	1	11	0	33	0	0	0	0	0	193
2:45 PM	4	48	0	0	0	70	2	1	0	0	4	0	0	0	0	0	129
3:00 PM	11	69	0	0	0	74	0	0	5	0	6	0	0	0	0	0	165
3:15 PM	7	59	0	0	0	69	5	2	8	0	5	0	0	0	0	0	155
3:30 PM	0	99	0	0	0	104	0	1	16	0	24	0	0	0	0	0	244
3:45 PM	0	56	0	0	0	85	0	0	1	0	7	0	0	0	0	0	149
4:00 PM	1	75	0	0	0	80	1	1	2	0	4	0	0	0	0	0	164
4:15 PM	1	62	0	0	0	86	0	0	4	0	0	0	0	0	0	0	153
4:30 PM	1	67	0	0	0	88	1	0	1	0	5	0	0	0	0	0	163
4:45 PM	3	62	0	0	0	81	0	0	1	0	6	0	0	0	0	0	153
5:00 PM	1	67	0	0	0	86	0	0	3	0	7	0	0	0	0	0	164
5:15 PM	0	64	0	0	0	82	0	0	1	0	7	0	0	0	0	0	154
5:30 PM	0	41	0	0	0	67	0	0	3	0	3	0	0	0	0	0	114
5:45 PM	1	48	0	0	0	58	0	0	0	0	4	0	0	0	0	0	111
6:00 PM	1	33	0	0	0	36	0	0	0	0	1	0	0	0	0	0	71
6:15 PM	1	38	0	0	0	31	0	0	0	0	1	0	0	0	0	0	71
6:30 PM	0	24	0	0	0	29	0	0	0	0	2	0	0	0	0	0	55
6:45 PM	0	28	0	0	0	30	0	0	0	0	1	0	0	0	0	0	59
7:00 PM	1	23	0	0	0	28	1	0	0	0	0	0	0	0	0	0	53
7:15 PM	0	20	0	0	0	34	0	0	0	0	1	0	0	0	0	0	55
7:30 PM	0	22	0														

National Data & Surveying Services Intersection Turning Movement Count

Airport Way & Tactical Dr
 City: Manteca
 Control: 0

Project ID: 19-07077-005
 Date: 3/5/2019

HT

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
5:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
6:15 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.65%	95.35%	0.00%	0.00%	0.00%	95.83%	4.17%	0.00%	33.33%	0.00%	66.67%	0.00%	0	0	0	0	94
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	1	0	0	0	2	0	0	1	0	1	0	0	0	0	0	5
10:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
10:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	6	0	0	0	2	0	0	0	0	1	0	0	0	0	0	9
11:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	1	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	8
12:15 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
12:45 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1:45 PM	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7.14%	92.86%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	0	0	0	0	99
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	2	13	0	0	0	9	0	0	0	0	0	0	0	0	0	0	24
PEAK HR FACTOR :	0.50	0.813	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13
2:15 PM	1	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13
2:30 PM	1	4	0	0	0	3	0	0	0	0	1	0	0	0	0	0	9
2:45 PM	0	8	0	0	0	2	0	0	0	0	1	0	0	0	0	0	11
3:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	4	0	0	0	6	0	0	0	0	1	0	0	0	0	0	11
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	4
5:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
9:00 PM</																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Crothall Dwy
 City: Manteca
 Control:

Project ID: 19-07077-006
 Date: 3/5/2019

Total

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
12:15 AM	1	0	0	0	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
12:45 AM	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	1	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	6
1:45 AM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:15 AM	3	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
5:00 AM	4	0	0	0	0	0	9	0	1	0	1	0	0	0	0	0	0	0	0	0	15
5:15 AM	8	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	18
5:30 AM	4	0	0	0	0	0	8	0	1	0	2	0	0	0	0	0	0	0	0	0	15
5:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	4
7:45 AM	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
9:30 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4
9:45 AM	2	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	53	0	0	0	0	0	46	0	31	0	33	0	0	0	0	0	0	0	0	0	163
APPROACH %s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	48.44%	0.00%	51.56%	0.00%									
PEAK HR :	04:45 AM - 05:45 AM																TOTAL				
PEAK HR VOL :	16	0	0	0	0	0	27	0	5	0	4	0	0	0	0	0	0	0	0	0	52
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.417	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.722

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
10:15 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
10:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
11:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
12:15 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	1	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	13
1:15 PM	2	0	0	0	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	11
1:30 PM	0	0	0	0	0	0	5	0	3	0	3	0	0	0	0	0	0	0	0	0	11
1:45 PM	6	0	0	0	0	0	7	0	1	0	2	0	0	0	0	0	0	0	0	0	16
TOTAL VOLUMES :	19	0	0	0	0	0	18	0	14	0	23	0	0	0	0	0	0	0	0	0	74
APPROACH %s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	37.84%	0.00%	62.16%	0.00%									
PEAK HR :	01:00 PM - 02:00 PM																TOTAL				
PEAK HR VOL :	9	0	0	0	0	0	15	0	13	0	14	0	0	0	0	0	0	0	0	0	51
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.542	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.797

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	3	0	0	0	0	0	5	0	10	0	6	0	0	0	0	0	0	0	0	0	24
2:15 PM	2	0	0	0	0	0	2	0	3	0	2	0	0	0	0	0	0	0	0	0	9
2:30 PM	7	0	0	0	0	0	8	0	4	0	3	0	0	0	0	0	0	0	0	0	22
2:45 PM	6	0	0	0	0	0	9	0	1	0	1	0	0	0	0	0	0	0	0	0	17
3:00 PM	2	0	0	0	0	0	0	0	8	0	9	0	0	0							

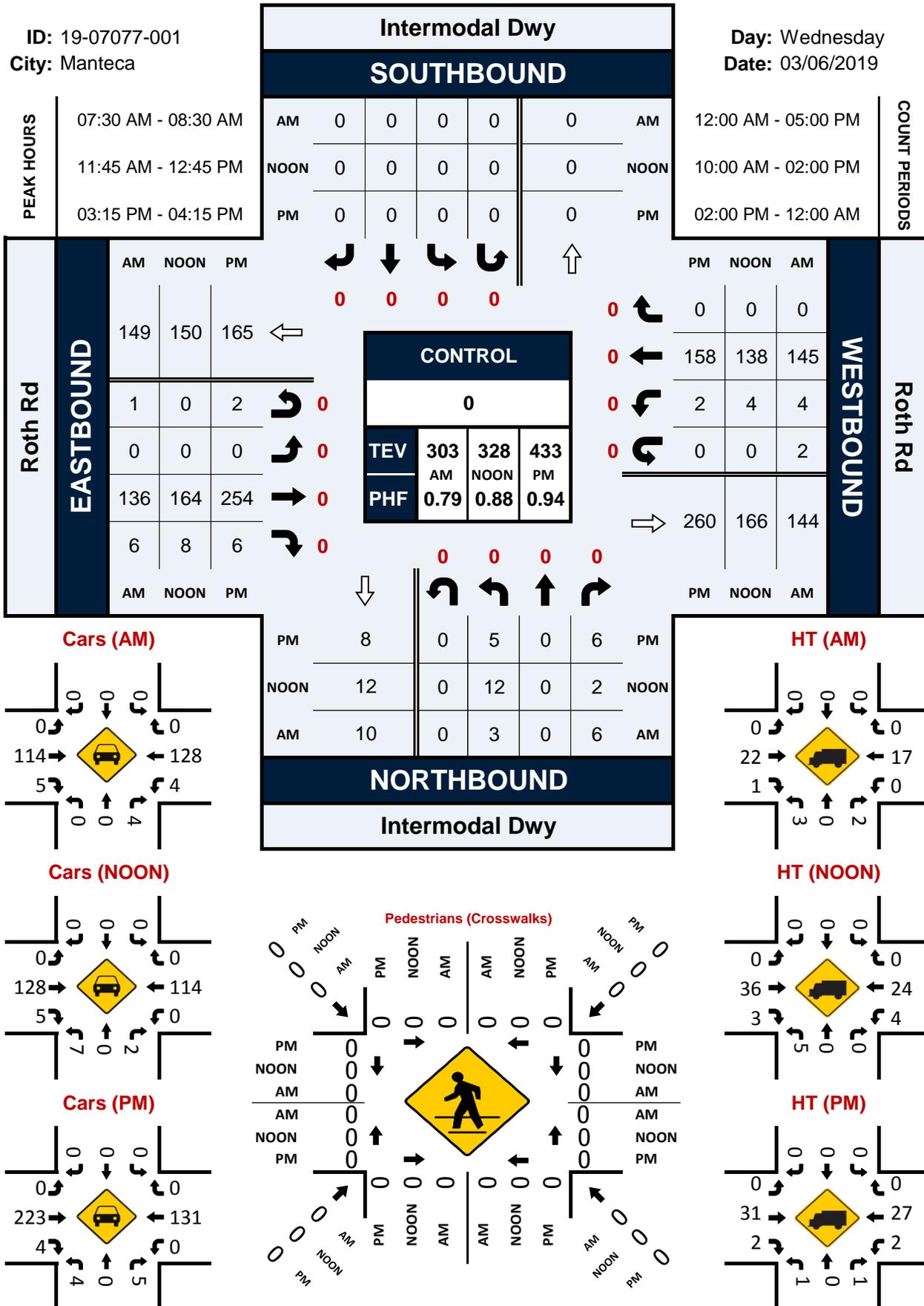
Prepared by National Data & Surveying Services

Intermodal Dwy & Roth Rd

Peak Hour Turning Movement Count

ID: 19-07077-001
City: Manteca

Day: Wednesday
Date: 03/06/2019



National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Roth Rd
City: Manteca
Control:

Project ID: 19-07077-001
Date: 3/6/2019

Total

NS/EW Streets:		Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
12:00 AM		2	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	16		
12:15 AM		1	0	0	0	0	0	0	0	0	4	0	0	2	3	0	0	10		
12:30 AM		1	0	1	0	0	0	0	0	0	5	1	0	0	4	0	0	12		
12:45 AM		0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10		
1:00 AM		0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9		
1:15 AM		0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	6		
1:30 AM		0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10		
1:45 AM		0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9		
2:00 AM		0	0	0	0	0	0	0	0	0	2	2	1	0	6	0	0	11		
2:15 AM		0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6		
2:30 AM		1	0	1	0	0	0	0	0	0	7	0	0	0	1	0	0	10		
2:45 AM		2	0	2	0	0	0	0	0	0	7	0	0	3	2	0	0	16		
3:00 AM		0	0	0	0	0	0	0	0	0	6	1	0	0	9	0	0	16		
3:15 AM		2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	8		
3:30 AM		0	0	0	0	0	0	0	0	0	3	0	0	0	13	0	0	16		
3:45 AM		1	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	19		
4:00 AM		0	0	1	0	0	0	0	0	0	6	1	0	0	5	0	0	13		
4:15 AM		0	0	2	0	0	0	0	0	0	7	0	0	0	9	0	0	18		
4:30 AM		1	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	20		
4:45 AM		0	0	1	0	0	0	0	0	0	9	1	0	0	10	0	0	21		
5:00 AM		1	0	0	0	0	0	0	0	0	13	0	0	0	18	0	0	32		
5:15 AM		2	0	0	0	0	0	0	0	0	15	0	0	0	26	0	0	43		
5:30 AM		3	0	1	0	0	0	0	0	0	17	2	0	1	34	0	0	58		
5:45 AM		1	0	0	0	0	0	0	0	0	16	1	1	0	34	0	0	53		
6:00 AM		7	0	0	0	0	0	0	0	0	17	1	0	0	24	0	0	49		
6:15 AM		0	0	0	0	0	0	0	0	0	13	2	0	0	23	0	0	38		
6:30 AM		1	0	0	0	0	0	0	0	0	25	2	0	1	36	0	0	65		
6:45 AM		0	0	0	0	0	0	0	0	0	19	0	0	1	30	0	0	50		
7:00 AM		1	0	0	0	0	0	0	0	0	27	1	0	1	22	0	0	52		
7:15 AM		3	0	1	0	0	0	0	0	0	16	1	0	1	47	0	0	69		
7:30 AM		0	0	1	0	0	0	0	0	0	14	1	1	0	38	0	0	55		
7:45 AM		0	0	1	0	0	0	0	0	0	42	2	0	1	34	0	1	81		
8:00 AM		0	0	0	0	0	0	0	0	0	39	1	0	1	30	0	0	71		
8:15 AM		3	0	4	0	0	0	0	0	0	41	2	0	2	43	0	1	96		
8:30 AM		0	0	2	0	0	0	0	0	0	8	1	0	1	18	0	2	32		
8:45 AM		0	0	1	0	0	0	0	0	0	22	7	0	0	24	0	0	54		
9:00 AM		2	0	3	0	0	0	0	0	0	28	1	0	4	29	0	0	67		
9:15 AM		1	0	1	0	0	0	0	0	0	30	0	0	0	31	0	0	63		
9:30 AM		1	0	0	0	0	0	0	0	0	27	2	0	1	19	0	0	50		
9:45 AM		3	0	1	0	0	0	0	0	0	19	3	0	0	24	0	0	50		
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %s :		40	0	25	0	0	0	0	0	0	551	36	4	20	704	0	4	1384		
		61.54%	0.00%	38.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	93.23%	6.09%	0.68%	2.75%	96.70%	0.00%	0.55%			
PEAK HR :		07:30 AM - 08:30 AM																	TOTAL	
PEAK HR VOL :		3	0	6	0	0	0	0	0	0	136	6	1	4	145	0	2	303		
PEAK HR FACTOR :		0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.810	0.750	0.250	0.500	0.843	0.000	0.500	0.789		
		0.321									0.813					0.821				

NS/EW Streets:		Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
NOON		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
10:00 AM		3	0	1	0	0	0	0	0	0	21	0	0	1	22	0	0	48		
10:15 AM		0	0	0	0	0	0	0	0	0	24	1	0	0	22	0	0	47		
10:30 AM		2	0	1	0	0	0	0	0	0	35	3	0	2	21	0	0	64		
10:45 AM		2	0	1	0	0	0	0	0	0	31	3	0	0	23	0	0	60		
11:00 AM		3	0	0	0	0	0	0	0	0	29	2	0	1	31	0	0	66		
11:15 AM		3	0	1	0	0	0	0	0	0	34	3	0	2	34	0	0	77		
11:30 AM		3	0	1	0	0	0	0	0	0	27	2	0	2	31	0	0	66		
11:45 AM		1	0	2	0	0	0	0	0	0	44	1	0	1	44	0	0	93		
12:00 PM		2	0	0	0	0	0	0	0	0	40	1	0	0	23	0	0	66		
12:15 PM		6	0	0	0	0	0	0	0	0	35	4	0	2	36	0	0	83		
12:30 PM		3	0	0	0	0	0	0	0	0	45	2	0	1	35	0	0	86		
12:45 PM		0	0	0	0	0	0	0	0	0	31	2	1	3	39	0	0	76		
1:00 PM		4	0	1	0	0	0	0	0	0	39	2	0	1	26	0	0	73		
1:15 PM		0	0	0	0	0	0	0	0	0	35	3	1	1	41	0	0	81		
1:30 PM		3	0	0	0	0	0	0	0	0	42	2	0	1	45	0	0	93		
1:45 PM		2	0	3	0	0	0	0	0	0	34	4	0	0	32	0	0	75		
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %s :		37	0	11	0	0	0	0	0	0	546	35	2	18	505	0	0	1154		
		77.08%	0.00%	22.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	93.65%	6.00%	0.34%	3.44%	96.56%	0.00%	0.00%			
PEAK HR :		11:45 AM - 12:45 PM																	TOTAL	
PEAK HR VOL :		12	0	2	0	0	0	0	0	0	164	8	0	4	138	0	0	328		
PEAK HR FACTOR :		0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.911	0.500	0.000	0.500	0.784	0.000	0.000	0.882		
		0.583									0.915					0.789				

NS/EW Streets:		Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM		1	0	3	0	0	0	0	0	0	42	4	0	3	39	0	0	92
2:15 PM		3	0	0	0	0	0	0	0	0	46	1	0	0	27	0	0	77
2:30 PM		1	0	1	0	0	0	0	0	0	55	3	0	1	33	0	0	94
2:45 PM		8	0	2	0	0	0	0	0	0	52	6	1	1	44	0	0	114
3:00 PM		2	0	0	0	0	0	0	0	0	41	1	0	1	43	0	0	88
3:15 PM		2	0	1	0	0	0	0	0	0	64	1	0	0	39	0	0	107
3:30 PM		2	0	2	0	0	0	0	0	0	67	2	1	2	39	0	0	115
3:45 PM		1	0	3	0	0	0	0	0	0	56	2	0	0	43	0	0	105
4:00 PM		0	0	0	0	0	0	0	0	0	67	1	1	0	37	0	0	106
4:15 PM		1	0	0	0	0	0	0	0	0	54	4	0	0	40	0	0	99
4:30 PM		1	0	1	0	0	0	0	0	0	65	2	0	1	41	0	0	111
4:45 PM		4	0	0	0	0	0	0	0	0	67	1	0	1	29	0	1	103
5:00 PM		2	0	0	0	0	0	0	0	0	38	0	0	1	31	0	1	73
5:15 PM		1	0	0	0	0	0	0	0	0	13	1	0	0	20	0	4	39
5:30 PM		2	0	0	0	0	0	0	0	0	50	3	0	1	43	0	0	99
5:45 PM		2	0	2	0	0	0	0	0	0	29	3	0	1	24	0	0	61
6:00 PM		5	0	2	0	0	0	0	0	0	44	2	0	1	25	0	0	79
6:15 PM		1	0	2	0	0	0	0	0	0	50	4	0	3	14	0	0	74
6:30 PM		3	0	1	0	0	0	0	0	0	44	2	0	0	23	0	0	

National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Roth Rd
 City: Manteca
 Control: 0

Project ID: 19-07077-001
 Date: 3/6/2019

HT

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2:30 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
2:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:15 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	1	0	0	7
4:30 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
4:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	4
5:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
5:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 AM	6	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	10
6:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
6:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
6:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
7:00 AM	1	0	0	0	0	0	0	0	0	6	1	0	0	6	0	0	15
7:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	8
7:30 AM	0	0	1	0	0	0	0	0	0	5	1	0	0	7	0	0	14
7:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
8:15 AM	3	0	1	0	0	0	0	0	0	5	0	0	0	5	0	0	14
8:30 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	4	0	0	11
8:45 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	6	0	0	10
9:00 AM	1	0	3	0	0	0	0	0	0	3	0	0	0	7	0	0	15
9:15 AM	0	0	1	0	0	0	0	0	0	4	0	0	0	6	0	0	11
9:30 AM	1	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	9
9:45 AM	3	0	0	0	0	0	0	0	0	1	1	0	0	4	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	23	0	14	0	0	0	0	0	0	76	7	3	5	86	0	0	214
APPROACH %'s :	62.16%	0.00%	37.84%	0.00%					0.00%	88.37%	8.14%	3.49%	5.49%	94.51%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	2	0	0	0	0	0	0	22	1	0	0	17	0	0	45
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.250	0.000	0.000	0.607	0.000	0.000	0.804
									0.821				0.607				

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	2	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	8
10:15 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	7	0	0	14
10:30 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	5	0	0	12
10:45 AM	1	0	0	0	0	0	0	0	0	7	2	0	0	2	0	0	12
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	9
11:15 AM	2	0	0	0	0	0	0	0	0	5	2	0	0	15	0	0	24
11:30 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	6	0	0	15
11:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	14
12:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12
12:15 PM	3	0	0	0	0	0	0	0	0	11	1	0	0	3	0	0	20
12:30 PM	2	0	0	0	0	0	0	0	0	16	2	0	0	5	0	0	26
12:45 PM	0	0	0	0	0	0	0	0	0	6	2	1	0	8	0	0	18
1:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
1:15 PM	0	0	0	0	0	0	0	0	0	5	0	1	0	9	0	0	16
1:30 PM	1	0	0	0	0	0	0	0	0	8	1	0	0	11	0	0	22
1:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11	0	0	0	0	0	0	0	0	106	14	2	9	101	0	0	243
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	86.89%	11.48%	1.64%	8.18%	91.82%	0.00%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	36	3	0	4	24	0	0	72
PEAK HR FACTOR :	0.42	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.375	0.000	0.500	0.750	0.000	0.000	0.692
									0.542				0.778				

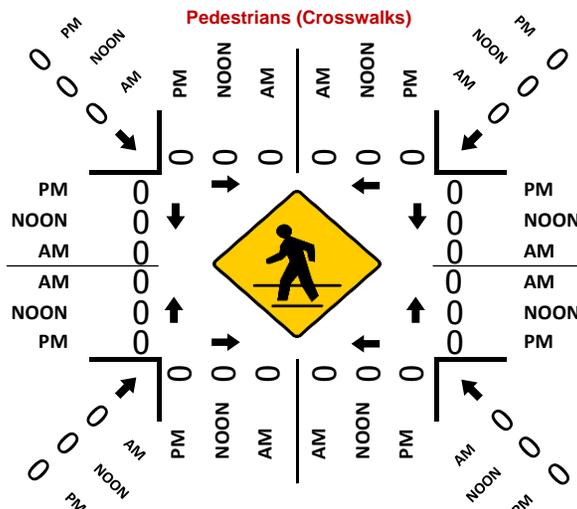
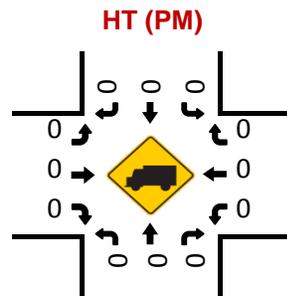
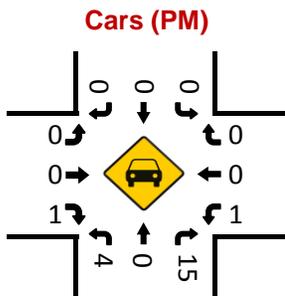
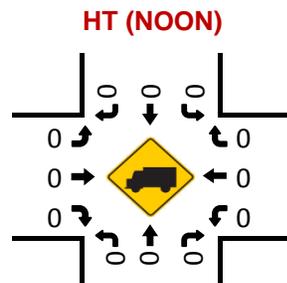
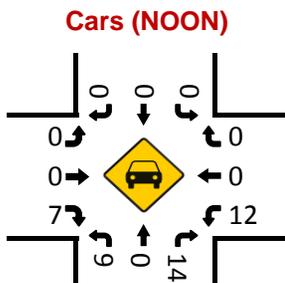
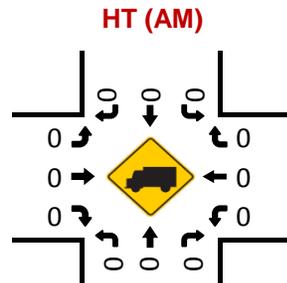
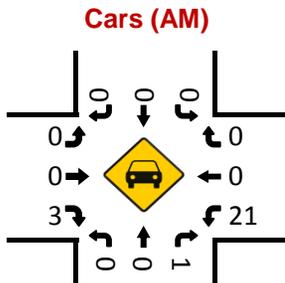
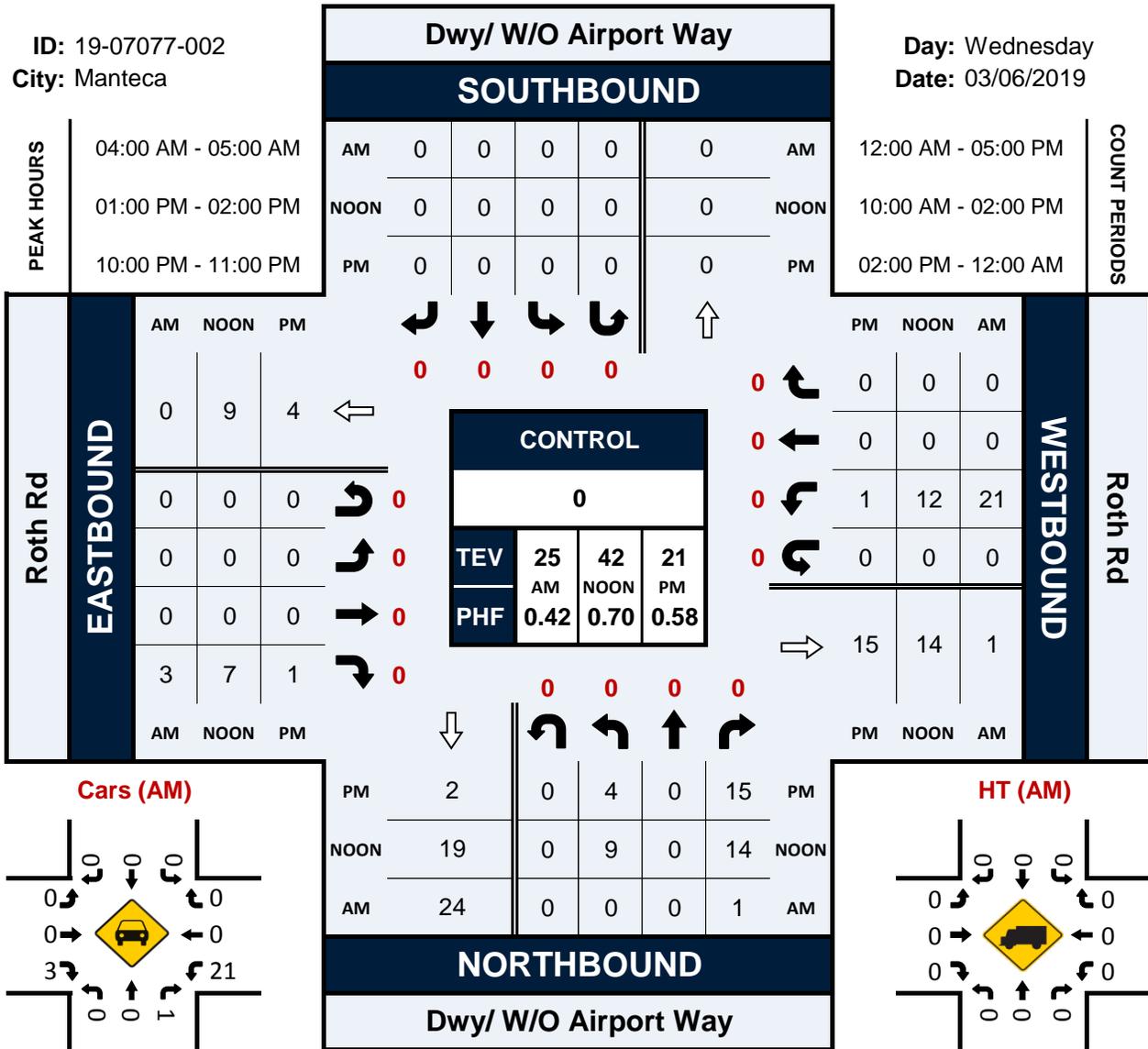
NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Roth Rd				Roth Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	5	2	0	0	15	0	0	24
2:15 PM	1	0	0	0	0	0	0	0	0	13	1	0	0	7	0	0	22
2:30 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	12	0	0	19
2:45 PM	1	0	0	0	0	0	0	0	0	6	2	0	0	10	0	0	19
3:00 PM	1	0	0	0	0	0	0	0	0	6	1	0	0	5	0	0	14
3:15 PM	1	0	0	0	0	0	0	0	0	11	0	0	0	6	0	0	18
3:30 PM	0	0	0	0	0	0	0	0	0	10	2	1	0	7	0	0	22
3:45 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	8	0	0	15
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18
4:30 PM	0	0	1	0	0	0	0	0	0	8	1	0	0	4	0	0	14
4:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	8	0	0	22
5:00 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	12
5:15 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	9
5:30 PM	1	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	10
5:45 PM	1	0	1	0	0	0	0	0	0	3	1	0	0	7	0	0	14
6:00 PM	2	0	1	0	0	0	0	0	0	4	1	0	0	4	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	2	0	0	12
6:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	9
6:45 PM	1	0	0	0	0	0	0	0	0	5	2	1	0	6	0	0	15
7:00 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	9
7:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5
7:30 PM	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
7:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
8:00 PM	0	0	0	0	0												

Dwy/ W/O Airport Way & Roth Rd

Peak Hour Turning Movement Count

ID: 19-07077-002
City: Manteca

Day: Wednesday
Date: 03/06/2019

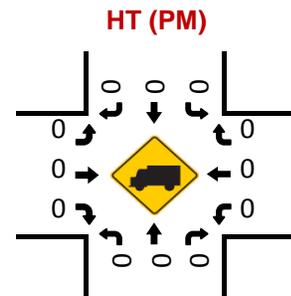
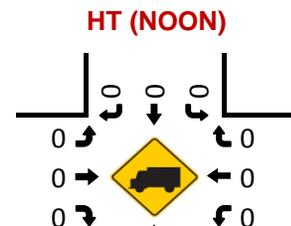
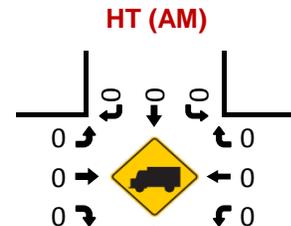
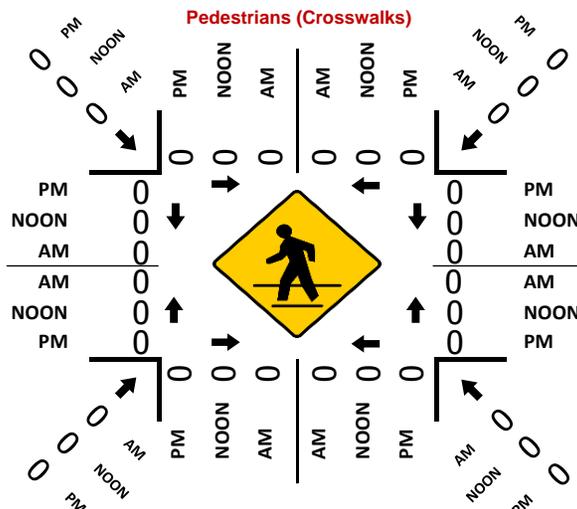
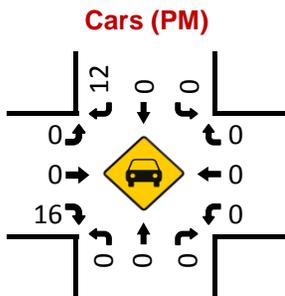
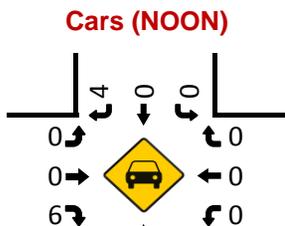
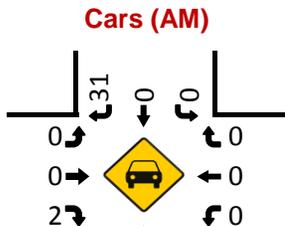
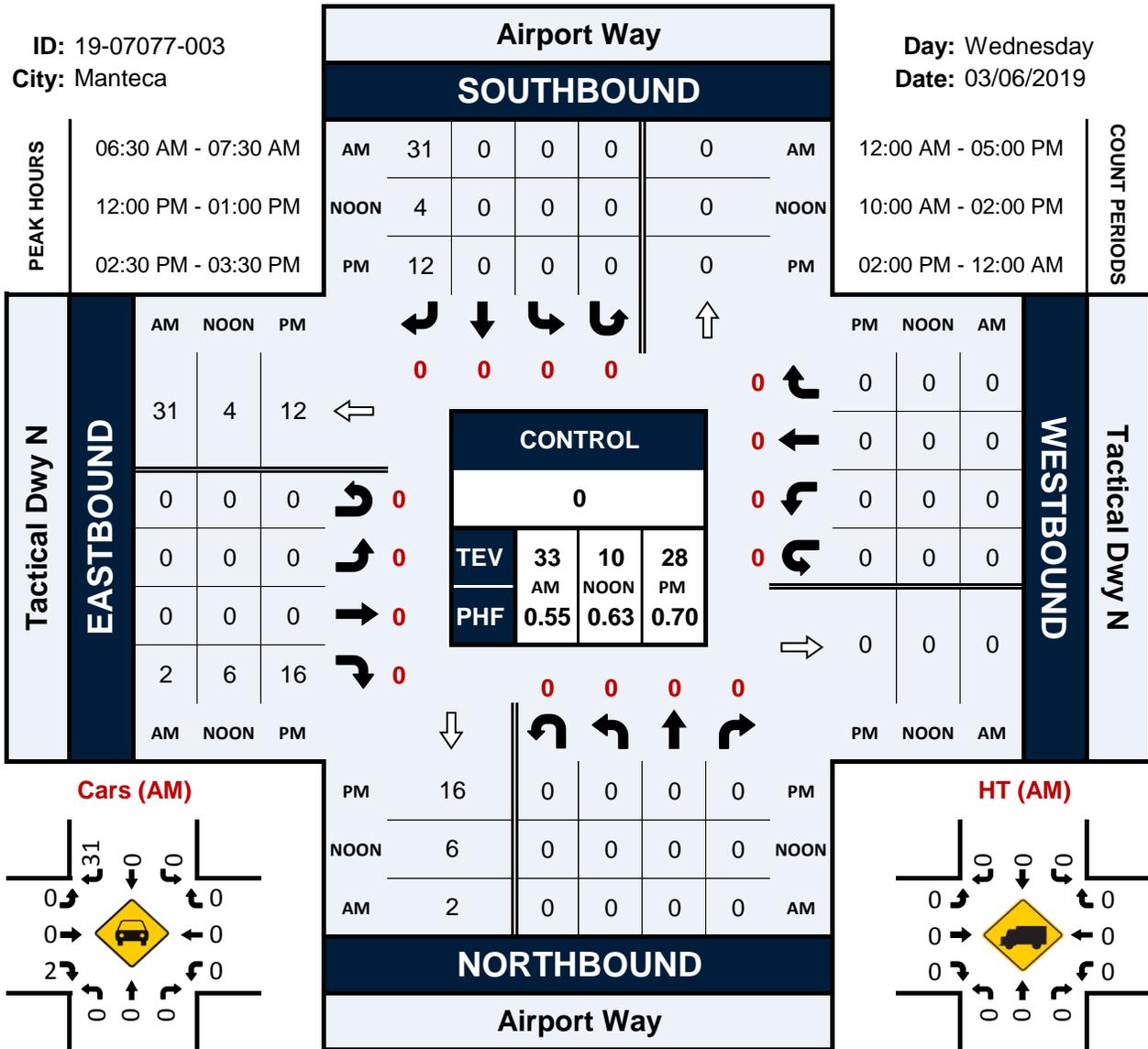


Airport Way & Tactical Dwy N

Peak Hour Turning Movement Count

ID: 19-07077-003
City: Manteca

Day: Wednesday
Date: 03/06/2019



National Data & Surveying Services Intersection Turning Movement Count

Location: Intermodal Dwy & Tactical Dr
City: Manteca
Control:

Project ID: 19-07077-004
Date: 3/6/2019

Total

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
12:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3
12:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
5:30 AM	0	3	0	0	1	1	0	0	0	0	0	0	1	0	5	0	11
5:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
6:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4
6:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	3
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	0	1	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	1	0	2	6	0	0	0	0	0	0	1	0	1	0	12
9:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	4	0	1	0	8
9:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	0	6
9:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	0	5
9:45 AM	0	1	2	0	3	1	0	0	0	0	0	0	1	0	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	0	21	14	0	15	21	0	0	0	0	0	0	20	0	21	0	112
PEAK HR :	0.00%	60.00%	40.00%	0.00%	41.67%	58.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	48.78%	0.00%	51.22%	0.00%	
PEAK HR VOL :	0	5	4	0	3	8	0	0	0	0	0	0	8	0	3	0	31
PEAK HR FACTOR :	0.000	0.625	0.333	0.000	0.375	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.646
				0.563				0.344							0.550		

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5
10:15 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	6
10:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	5
11:15 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	2	2	0	0	3	0	0	0	0	0	0	2	0	4	0	13
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7
12:15 PM	0	5	1	0	1	4	0	0	0	0	0	0	2	0	0	0	13
12:30 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	4
1:00 PM	0	2	2	0	1	1	0	0	0	0	0	0	0	0	1	0	7
1:15 PM	0	0	1	0	0	4	0	0	0	0	0	0	1	0	0	0	6
1:30 PM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1:45 PM	0	3	1	0	0	2	0	0	0	0	0	0	2	0	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	0	27	13	0	7	27	0	0	0	0	0	0	16	0	9	0	99
PEAK HR :	0.00%	67.50%	32.50%	0.00%	20.59%	79.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.00%	0.00%	36.00%	0.00%	
PEAK HR VOL :	0	11	4	0	1	7	0	0	0	0	0	0	10	0	4	0	37
PEAK HR FACTOR :	0.000	0.550	0.500	0.000	0.250	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.712
				0.625				0.400							0.583		

NS/EW Streets:	Intermodal Dwy				Intermodal Dwy				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
2:00 PM	0	1	0	0	2	4	0	0	0	0	0	0	2	0	0	0	9
2:15 PM	0	2	2	0	1	1	0	0	0	0	0	0	2	0	0	0	8
2:30 PM	0	2	3	0	0	2	0	0	0	0	0	0	2	0	2	0	11
2:45 PM	0	10	0	0	3	3	0	1	0	0	0	0	0	0	0	0	17
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
3:15 PM	0	1	0	0	2	1	0	0	0	0	0	0	2	0	2	0	8
3:30 PM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	2	0	6
3:45 PM	0	1	3	0	3	0	0	0	0	0	0	0	1	0	0	0	8
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1	0	5
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	4	0	0	1	1	0	0	0	0	0	0	3	0	0	0	9
5:00 PM	0	0	2	0	1	1	0	0	0	0	0	0	1	0	1	0	6
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
5:30 PM	0	1	2	0	0	4	0	0	0	0	0	0	1	0	1	0	9
5:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	5	0	0	0	2	0	0	0								

National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Tactical Dr
City: Manteca
Control:

Project ID: 19-07077-005
Date: 3/6/2019

Total

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	1	11	0	0	0	11	0	1	8	0	19	0	0	0	0	0	
12:15 AM	0	4	0	0	0	6	0	0	2	0	0	0	0	0	0	0	
12:30 AM	1	10	0	0	0	3	1	0	0	0	0	0	0	0	0	0	
12:45 AM	0	6	0	0	0	2	0	0	0	0	4	0	0	0	0	0	
1:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	8	0	0	0	4	0	0	0	0	2	0	0	0	0	0	
2:15 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
2:45 AM	1	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
3:30 AM	2	7	0	0	0	5	1	0	0	0	0	0	0	0	0	0	
3:45 AM	8	6	0	0	0	12	1	0	1	0	0	0	0	0	0	0	
4:00 AM	1	5	0	0	0	22	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	10	0	0	0	14	0	0	0	0	0	0	0	0	0	0	
4:30 AM	2	16	0	0	0	15	0	0	0	0	1	0	0	0	0	0	
4:45 AM	2	28	0	0	0	25	0	0	0	0	1	0	0	0	0	0	
5:00 AM	2	19	0	0	0	27	0	0	0	0	1	0	0	0	0	0	
5:15 AM	7	23	0	0	0	44	0	0	0	0	0	0	0	0	0	0	
5:30 AM	18	30	0	0	0	22	1	0	1	0	0	0	0	0	0	0	
5:45 AM	19	29	0	0	0	25	2	0	0	0	1	0	0	0	0	0	
6:00 AM	9	33	0	0	0	32	1	0	0	0	1	0	0	0	0	0	
6:15 AM	7	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0	
6:30 AM	14	62	0	0	0	34	2	0	0	0	2	0	0	0	0	0	
6:45 AM	17	54	0	0	0	20	1	0	4	0	1	0	0	0	0	0	
7:00 AM	8	65	0	0	0	28	0	0	1	0	2	0	0	0	0	0	
7:15 AM	8	74	0	0	0	33	2	0	0	0	1	0	0	0	0	0	
7:30 AM	7	79	0	0	0	48	0	0	0	0	0	0	0	0	0	0	
7:45 AM	13	55	0	0	0	57	2	0	1	0	0	0	0	0	0	0	
8:00 AM	6	43	0	0	0	52	0	0	0	0	1	0	0	0	0	0	
8:15 AM	5	53	0	0	0	58	0	0	1	0	0	0	0	0	0	0	
8:30 AM	4	50	0	0	0	41	1	0	1	0	0	0	0	0	0	0	
8:45 AM	2	57	0	0	0	43	0	0	0	0	0	0	0	0	0	0	
9:00 AM	5	43	0	0	0	41	2	0	3	0	0	0	0	0	0	0	
9:15 AM	3	41	0	0	0	33	0	0	0	0	3	0	0	0	0	0	
9:30 AM	6	45	0	0	0	43	1	0	0	0	2	0	0	0	0	0	
9:45 AM	2	50	0	0	0	42	0	0	0	0	5	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	180	1107	0	0	0	904	18	1	23	0	47	0	0	0	0	0	2280
	13.99%	86.01%	0.00%	0.00%	0.00%	97.94%	1.95%	0.11%	32.86%	0.00%	67.14%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	36	273	0	0	0	166	4	0	2	0	3	0	0	0	0	0	484
PEAK HR FACTOR :	0.692	0.864	0.000	0.000	0.000	0.728	0.500	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.903
						0.720					0.417						

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	45	0	0	0	41	1	0	0	0	0	0	0	0	0	0	
10:15 AM	0	32	0	0	0	40	1	0	1	0	3	0	0	0	0	0	
10:30 AM	4	36	0	0	0	38	0	1	1	0	3	0	0	0	0	0	
10:45 AM	1	28	0	0	0	50	1	0	3	0	0	0	0	0	0	0	
11:00 AM	2	32	0	0	0	43	2	0	2	0	1	0	0	0	0	0	
11:15 AM	2	56	0	0	0	47	1	0	0	0	3	0	0	0	0	0	
11:30 AM	7	39	0	0	0	47	0	0	1	0	4	0	0	0	0	0	
11:45 AM	3	52	0	0	0	63	0	0	0	0	1	0	0	0	0	0	
12:00 PM	5	41	0	0	0	45	1	0	1	0	3	0	0	0	0	0	
12:15 PM	3	47	0	0	0	50	1	1	2	0	5	0	0	0	0	0	
12:30 PM	2	53	0	1	0	55	0	1	0	0	4	0	0	0	0	0	
12:45 PM	5	54	0	0	0	48	1	1	2	0	1	0	0	0	0	0	
1:00 PM	2	58	0	0	0	59	0	1	1	0	4	0	0	0	0	0	
1:15 PM	2	59	0	0	0	42	0	0	0	0	1	0	0	0	0	0	
1:30 PM	2	55	0	0	0	56	0	1	2	0	1	0	0	0	0	0	
1:45 PM	1	62	0	0	0	74	2	0	3	0	3	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	41	749	0	1	0	798	11	6	19	0	37	0	0	0	0	0	1662
	5.18%	94.69%	0.00%	0.13%	0.00%	97.91%	1.35%	0.74%	33.93%	0.00%	66.07%	0.00%					
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	7	234	0	0	0	231	2	2	6	0	9	0	0	0	0	0	491
PEAK HR FACTOR :	0.875	0.944	0.000	0.000	0.000	0.780	0.250	0.500	0.500	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.847
						0.773					0.625						

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	3	71	0	0	0	60	0	0	0	0	2	0	0	0	0	0	
2:15 PM	3	41	0	0	0	71	1	0	2	0	8	0	0	0	0	0	
2:30 PM	2	77	0	0	0	71	4	0	12	0	36	0	0	0	0	0	
2:45 PM	7	74	0	0	0	81	0	0	2	0	4	0	0	0	0	0	
3:00 PM	12	76	0	0	0	73	2	2	2	0	3	0	0	0	0	0	
3:15 PM	12	75	0	1	0	105	2	0	8	0	8	0	0	0	0	0	
3:30 PM	2	77	0	0	0	105	1	2	16	0	25	0	0	0	0	0	
3:45 PM	0	98	0	0	0	87	1	0	2	0	6	0	0	0	0	0	
4:00 PM	0	69	0	0	0	83	0	0	5	0	1	0	0	0	0	0	
4:15 PM	2	75	0	1	0	85	0	0	0	0	3	0	0	0	0	0	
4:30 PM	1	67	0	0	0	93	1	0	1	0	11	0	0	0	0	0	
4:45 PM	4	49	0	0	0	84	0	0	1	0	1	0	0	0	0	0	
5:00 PM	2	56	0	0	0	91	0	0	4	0	14	0	0	0	0	0	
5:15 PM	3	52	0	0	0	83	1	0	3	0	8	0	0	0	0	0	
5:30 PM	1	59	0	0	0	74	0	0	1	0	7	0	0	0	0	0	
5:45 PM	0	62	0	0	0	54	0	0	0	0	1	0	0	0	0	0	
6:00 PM	1	39	0	0	0	49	0	0	0	0	2	0	0	0	0	0	
6:15 PM	4	39	0	0	0	53	0	0	3	0	1	0	0	0	0	0	
6:30 PM	3	56	0	0	0	47	0	0	2	0	2	0	0	0	0	0	
6:45 PM	1	37	0	0	0	33											

National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Tactical Dr
 City: Manteca
 Control: 0

Project ID: 19-07077-005
 Date: 3/6/2019

Cars

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	10	0	0	0	11	0	1	8	0	19	0	0	0	0	50	
12:15 AM	0	3	0	0	0	6	0	0	1	0	0	0	0	0	0	10	
12:30 AM	0	10	0	0	0	3	1	0	0	0	0	0	0	0	0	14	
12:45 AM	0	5	0	0	0	2	0	0	0	0	4	0	0	0	0	11	
1:00 AM	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11	
1:15 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	
1:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
1:45 AM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	
2:00 AM	0	7	0	0	0	4	0	0	0	0	2	0	0	0	0	13	
2:15 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	
2:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	
2:45 AM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6	
3:00 AM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	13	
3:15 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	
3:30 AM	2	7	0	0	0	5	1	0	0	0	0	0	0	0	0	15	
3:45 AM	8	6	0	0	0	11	1	0	1	0	0	0	0	0	0	27	
4:00 AM	1	3	0	0	0	22	0	0	0	0	0	0	0	0	0	26	
4:15 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	20	
4:30 AM	2	15	0	0	0	11	0	0	0	0	0	0	0	0	0	28	
4:45 AM	2	24	0	0	0	22	0	0	0	0	0	0	0	0	0	48	
5:00 AM	2	18	0	0	0	26	0	0	0	0	1	0	0	0	0	47	
5:15 AM	7	20	0	0	0	43	0	0	0	0	0	0	0	0	0	70	
5:30 AM	14	29	0	0	0	22	1	0	1	0	0	0	0	0	0	67	
5:45 AM	19	29	0	0	0	22	2	0	0	0	1	0	0	0	0	73	
6:00 AM	9	32	0	0	0	30	1	0	0	0	1	0	0	0	0	73	
6:15 AM	7	35	0	0	0	34	0	0	0	0	0	0	0	0	0	76	
6:30 AM	14	61	0	0	0	34	2	0	0	0	1	0	0	0	0	112	
6:45 AM	17	52	0	0	0	19	1	0	4	0	1	0	0	0	0	94	
7:00 AM	7	61	0	0	0	28	0	0	1	0	1	0	0	0	0	98	
7:15 AM	8	71	0	0	0	32	2	0	0	0	1	0	0	0	0	114	
7:30 AM	7	79	0	0	0	44	0	0	0	0	0	0	0	0	0	130	
7:45 AM	12	52	0	0	0	54	2	0	1	0	0	0	0	0	0	121	
8:00 AM	6	43	0	0	0	47	0	0	0	0	1	0	0	0	0	97	
8:15 AM	5	50	0	0	0	57	0	0	1	0	0	0	0	0	0	113	
8:30 AM	4	50	0	0	0	38	1	0	1	0	0	0	0	0	0	94	
8:45 AM	2	53	0	0	0	41	0	0	0	0	0	0	0	0	0	96	
9:00 AM	5	42	0	0	0	39	2	0	3	0	0	0	0	0	0	91	
9:15 AM	3	38	0	0	0	30	0	0	0	0	2	0	0	0	0	73	
9:30 AM	5	43	0	0	0	41	1	0	0	0	2	0	0	0	0	92	
9:45 AM	2	48	0	0	0	41	0	0	0	0	4	0	0	0	0	95	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	172	1057	0	0	0	853	18	1	22	0	41	0	0	0	0	0	2164
APPROACH %'s :	14.00%	86.00%	0.00%	0.00%	0.00%	97.82%	2.06%	0.11%	34.92%	0.00%	65.08%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	34	263	0	0	0	158	4	0	2	0	2	0	0	0	0	0	463
PEAK HR FACTOR :	0.71	0.832	0.000	0.000	0.000	0.731	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.890
					0.863												
					0.723				0.500								

NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	44	0	0	0	39	1	0	0	0	0	0	0	0	0	84	
10:15 AM	0	30	0	0	0	39	0	0	0	0	3	0	0	0	0	72	
10:30 AM	4	32	0	0	0	35	0	1	1	0	3	0	0	0	0	76	
10:45 AM	1	28	0	0	0	48	1	0	3	0	0	0	0	0	0	81	
11:00 AM	1	32	0	0	0	42	2	0	2	0	1	0	0	0	0	80	
11:15 AM	2	46	0	0	0	46	1	0	0	0	3	0	0	0	0	98	
11:30 AM	5	38	0	0	0	45	0	0	1	0	4	0	0	0	0	93	
11:45 AM	2	44	0	0	0	62	0	0	0	0	1	0	0	0	0	109	
12:00 PM	5	37	0	0	0	42	0	0	1	0	3	0	0	0	0	88	
12:15 PM	3	43	0	0	0	49	1	1	1	0	5	0	0	0	0	103	
12:30 PM	2	52	0	1	0	51	0	1	0	0	3	0	0	0	0	110	
12:45 PM	5	47	0	0	0	48	1	1	2	0	1	0	0	0	0	105	
1:00 PM	2	52	0	0	0	59	0	1	1	0	3	0	0	0	0	118	
1:15 PM	2	57	0	0	0	39	0	0	0	0	1	0	0	0	0	99	
1:30 PM	2	52	0	0	0	52	0	1	1	0	1	0	0	0	0	109	
1:45 PM	1	60	0	0	0	72	1	0	3	0	3	0	0	0	0	140	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	37	694	0	1	0	768	8	6	16	0	35	0	0	0	0	0	1565
APPROACH %'s :	5.05%	94.81%	0.00%	0.14%	0.00%	98.21%	1.02%	0.77%	31.37%	0.00%	68.63%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	7	221	0	0	0	222	1	2	5	0	8	0	0	0	0	0	466
PEAK HR FACTOR :	0.88	0.921	0.000	0.000	0.000	0.771	0.250	0.500	0.417	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.832
					0.934												
					0.771				0.542								

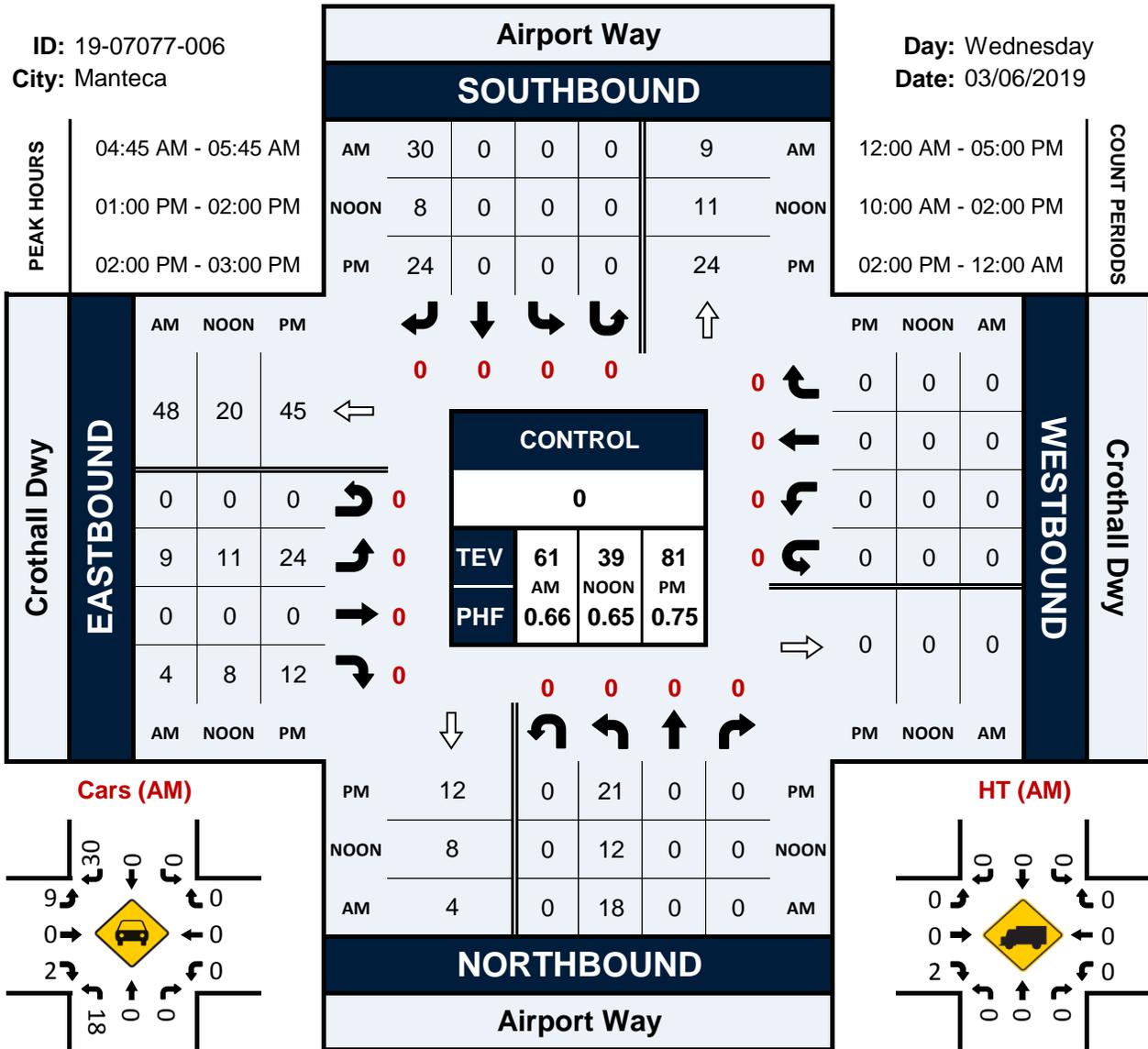
NS/EW Streets:	Airport Way				Airport Way				Tactical Dr				Tactical Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	3	69	0	0	0	58	0	0	0	0	2	0	0	0	0	132	
2:15 PM	2	39	0	0	0	67	1	0	2	0	8	0	0	0	0	119	
2:30 PM	2	74	0	0	0	69	4	0	12	0	36	0	0	0	0	197	
2:45 PM	7	69	0	0	0	79	0	0	2	0	4	0	0	0	0	161	
3:00 PM	12	74	0	0	0	73	2	2	2	0	3	0	0	0	0	168	
3:15 PM	11	72	0	1	0	100	2	0	8	0	8	0	0	0	0	202	
3:30 PM	1	74	0	0	0	97	1	2	16	0	25	0	0	0	0	216	
3:45 PM	0	95	0	0	0	87	0	0	2	0	6	0	0	0	0	190	
4:00 PM	0	66	0	0	0	82	0	0	5	0	1	0	0	0	0	154	
4:15 PM	2	71	0	1	0	82	0	0	0	0	3	0	0	0	0	159	
4:30 PM	0	63	0	0	0	89	1	0	1	0	10	0	0	0	0	164	
4:45 PM	4	49	0	0	0	82	0	0	1	0	1	0	0	0	0	137	
5:00 PM	2	54	0	0	0	91	0	0	4	0	13	0	0	0	0	164	
5:15 PM	3	51	0	0	0	80	1	0	3	0	8	0	0	0	0	146	
5:30 PM	1	58	0	0	0	72	0	0	1	0	7	0	0	0	0	139	
5:45 PM	0	57	0	0	0	53	0	0	0	0	1	0	0	0	0	111	
6:00 PM	1	37	0	0	0	47	0	0	0	0	2	0	0	0	0	87	
6:15 PM	1	39	0	0	0	50	0	0	3	0	1	0	0	0	0	94	
6:30 PM	3	55	0	0	0	46	0	0	2	0	2	0	0	0	0	108	
6:45 PM	1	36	0	0	0	33	0	0	0	0	2	0	0	0	0	72	
7:00 PM	0	32	0	0	0	27	0	0	0	0	3	0	0	0	0	62	
7:15 PM	0	31	0	0	0	32	0	0	0	0	0	0	0	0	0	63	
7:30 PM	0	29	0	0	0	18	0	0	0	0	1	0	0	0	0	48	
7:45 PM	2	18	0	0	0	14	0	0	0	0	1	0	0	0	0	35	
8:00 PM	1	17	0	0	0	24	0	0	2	0	0	0	0	0	0	44	
8:15 PM	0	28	0														

Airport Way & Crothall Dwy

Peak Hour Turning Movement Count

ID: 19-07077-006
City: Manteca

Day: Wednesday
Date: 03/06/2019



PEAK HOURS

04:45 AM - 05:45 AM
01:00 PM - 02:00 PM
02:00 PM - 03:00 PM

COUNT PERIODS

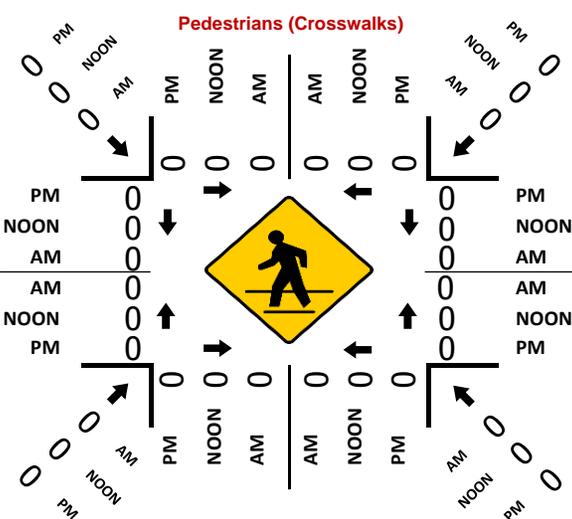
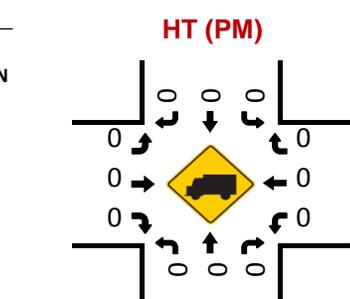
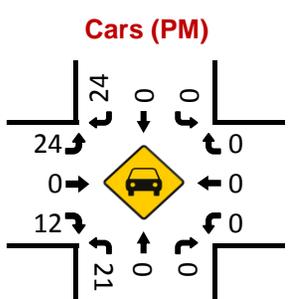
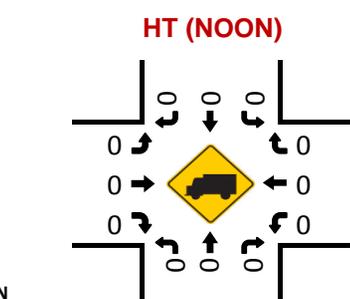
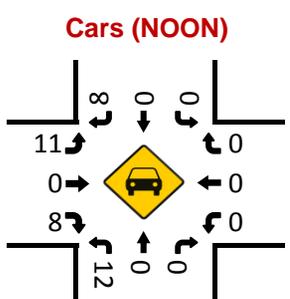
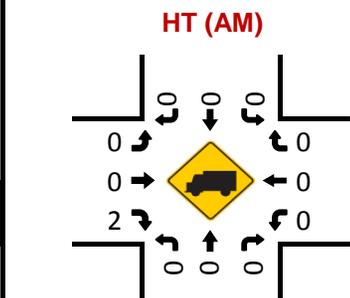
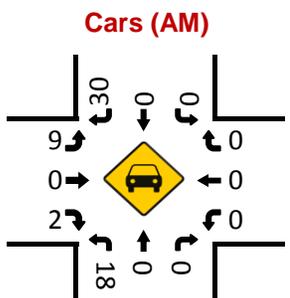
12:00 AM - 05:00 PM
10:00 AM - 02:00 PM
02:00 PM - 12:00 AM

Crothall Dwy EASTBOUND

	AM	NOON	PM
Left	48	20	45
Thru	0	0	0
Right	9	11	24
Left	0	0	0
Thru	4	8	12

Crothall Dwy WESTBOUND

	PM	NOON	AM
Left	0	0	0
Thru	0	0	0
Right	0	0	0
Left	0	0	0
Thru	0	0	0



National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Crothall Dwy
City: Manteca
Control:

Project ID: 19-07077-006
Date: 3/6/2019

Total

NS/EW Streets:		Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	4	
12:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
12:30 AM	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	7	
12:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
1:00 AM	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	10	
1:15 AM	0	0	0	0	0	0	1	0	5	0	2	0	0	0	0	0	8	
1:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
1:45 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30 AM	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	
2:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4:00 AM	1	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	10	
4:15 AM	1	0	0	0	0	0	4	0	1	0	1	0	0	0	0	0	7	
4:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:45 AM	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	5	
5:00 AM	5	0	0	0	0	0	11	0	2	0	2	0	0	0	0	0	20	
5:15 AM	6	0	0	0	0	0	12	0	4	0	1	0	0	0	0	0	23	
5:30 AM	6	0	0	0	0	0	4	0	2	0	1	0	0	0	0	0	13	
5:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	
6:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
9:30 AM	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %s :	49	0	0	0	0	0	52	0	33	0	31	0	0	0	0	0	165	
PEAK HR :	04:45 AM - 05:45 AM																	
PEAK HR VOL :	18	0	0	0	0	0	30	0	9	0	4	0	0	0	0	0	61	
PEAK HR FACTOR :	0.750	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.563	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.663	

NS/EW Streets:		Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	
10:15 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	
10:30 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
12:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
12:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
12:45 PM	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
1:00 PM	1	0	0	0	0	0	1	0	9	0	4	0	0	0	0	0	15	
1:15 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
1:30 PM	2	0	0	0	0	0	2	0	2	0	3	0	0	0	0	0	9	
1:45 PM	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	12	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %s :	23	0	0	0	0	0	12	0	15	0	17	0	0	0	0	0	67	
PEAK HR :	01:00 PM - 02:00 PM																	
PEAK HR VOL :	12	0	0	0	0	0	8	0	11	0	8	0	0	0	0	0	39	
PEAK HR FACTOR :	0.429	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.306	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.650	

NS/EW Streets:		Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	3	0	0	0	0	0	4	0	10	0	6	0	0	0	0	0	23	
2:15 PM	3	0	0	0	0	0	1	0	4	0	1	0	0	0	0	0	9	
2:30 PM	7	0	0	0	0	0	5	0	6	0	4	0	0	0	0	0	22	
2:45 PM	8	0	0	0	0	0	14	0	4	0	1	0	0	0	0	0	27	
3:00 PM	1	0	0	0	0	0	2	0	12	0	7	0	0	0	0	0	22	
3:15 PM	1	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	7	
3:30 PM	2	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	5	
3:45 PM	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	4	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
5:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
5:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
6:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
6:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
7:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0															

National Data & Surveying Services Intersection Turning Movement Count

Location: Airport Way & Crothall Dwy
 City: Manteca
 Control: 0

Project ID: 19-07077-006
 Date: 3/6/2019

Cars

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	4
12:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
12:30 AM	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	7
12:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	10
1:15 AM	0	0	0	0	0	0	1	0	5	0	2	0	0	0	0	0	8
1:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4
2:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	10
4:15 AM	1	0	0	0	0	0	4	0	1	0	1	0	0	0	0	0	7
4:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	5
5:00 AM	5	0	0	0	0	0	11	0	2	0	0	0	0	0	0	0	18
5:15 AM	6	0	0	0	0	0	12	0	4	0	1	0	0	0	0	0	23
5:30 AM	6	0	0	0	0	0	4	0	2	0	1	0	0	0	0	0	13
5:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
6:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:30 AM	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	45	0	0	0	0	0	52	0	33	0	29	0	0	0	0	0	159
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	53.23%	0.00%	46.77%	0.00%	0	0	0	0	
PEAK HR :	04:45 AM - 05:45 AM																TOTAL
PEAK HR VOL :	18	0	0	0	0	0	30	0	9	0	2	0	0	0	0	0	59
PEAK HR FACTOR :	0.75	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.563	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.641
	0.750				0.625				0.550								

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
10:15 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
10:30 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
12:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
12:45 PM	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
1:00 PM	1	0	0	0	0	0	1	0	9	0	4	0	0	0	0	0	15
1:15 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
1:30 PM	2	0	0	0	0	0	2	0	2	0	3	0	0	0	0	0	9
1:45 PM	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	23	0	0	0	0	0	12	0	15	0	15	0	0	0	0	0	65
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0	0	0	0	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	12	0	0	0	0	0	8	0	11	0	8	0	0	0	0	0	39
PEAK HR FACTOR :	0.43	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.306	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.650
	0.429				0.400				0.365								

NS/EW Streets:	Airport Way				Airport Way				Crothall Dwy				Crothall Dwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	3	0	0	0	0	0	4	0	10	0	6	0	0	0	0	0	23
2:15 PM	3	0	0	0	0	0	1	0	4	0	1	0	0	0	0	0	9
2:30 PM	7	0	0	0	0	0	5	0	6	0	4	0	0	0	0	0	22
2:45 PM	8	0	0	0	0	0	14	0	4	0	1	0	0	0	0	0	27
3:00 PM	1	0	0	0	0	0	2	0	12	0	7	0	0	0	0	0	22
3:15 PM	1	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	7
3:30 PM	2	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	5
3:45 PM	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
8:00 PM	0	0	0														

