# Project-Level Conformity Determination Documentation for

## Swain Road & Morgan Place Roundabout Project

## San Joaquin County

**February 2026**

San Joaquin Council of Governments (SJCOG) is providing the final documentation for $PM_{2.5}$ and $PM_{10}$ Hot-spot Conformity Assessment for Swain Road & Morgan Place Roundabout Project (5008(213)) located in the City of Stockton, San Joaquin County.

The proposed project consists of converting an existing four-way-stop-controlled intersection at Swain Road and Morgan Place to a roundabout. The draft conformity material was posted on SJCOG's ( https://www.sjcog.org/281/Air-Quality) and was available for the public comment period from February 3 through February 16, 2026.

The NEPA document for this project is CE (23 USC 326), and Caltrans and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on February 18, 2026.

The final documentation package consists of the (1) San Joaquin Valley PM hot-spot checklist, (2) slides presented at the IAC meeting, and (3) IAC meeting minutes.

**San Joaquin Valley (SJV) Hot Spot Checklist for Interagency Consultation**

*The purpose of this form is to provide sufficient information to allow the IAC group to determine the evaluation if a project is exempt, non-exempt, and not POAQC, or non-exempt projects and POAQC (requires a quantitative project-level PM hot spot analysis).*

*It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the interagency consultation (IAC) to make an informed decision on whether or not a project requires further analysis. For example, the IAC group needs to consider the traffic impacts of the project, and thus part of the required information includes no build/build traffic data.*

## STEP 1: PROJECT IDENTIFICATION

A. Project Name and Number: Swain Road/ Morgan Place Roundabout

B. FTIP/CTIPS #Identification No[1]: 5008(213)

C. City/County: Stockton, San Joaquin County

D. Project Description: Swain Road and Morgan Place Roundabout

E. Type of Project:

- ☐ New state highway
- ☐ Change to existing state highway
- ☐ New regionally significant street
- ☐ Change to existing regionally significant street
- ☐ New interchange
- ☐ Reconfigure existing interchange
- ☑ Intersection channelization
- ☐ Intersection signalization
- ☐ Roadway realignment
- ☐ Bus, rail, or inter-modal facility/terminal/transfer point
- ☐ Truck weight/inspection station
- ☐ At or affects location identified in the SIP as a site of actual or possible violation of NAAQS
- ☐ Others, specify:

E. Hot-Spot Pollutant of Concern (*check both*): ☑ $PM_{2.5}$ ☑ $PM_{10}$

F. Lead Agency: City of Stockton

a. Contact Person: Alejandro Martinez Romero

b. Phone #: 209-937-8410

c. Email: Alejandro.Martinez@stocktonca.gov

[1] FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

G. Federal Action for which Project-Level PM Conformity is Needed
*(check appropriate box)*[2]

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ☑ | Categorical Exclusion (NEPA) | ☐ | EA or Draft EIS | ☐ | FONSI or Final EIS | ☐ | PS&E or Construction | ☐ | Other |

a. Include the scheduled date of Federal Action (if available): June 2026

H. NEPA Assignment – Project Type *(check appropriate box)*

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Exempt | ☑ | Section 326 –Categorical Exclusion | ☐ | Section 327 – Non-Categorical Exclusion |

I. Is this project in a conforming Plan and Transportation Improvement Program (TIP)?
Yes ☑ No ☐
a. If yes, indicate the federal approval date for the latest regional conformity analysis: December 16, 2024

J. Current Programming Dates *(as appropriate)*[3]

| | *PE/ Env* | ENG | ROW | CON |
|---|---|---|---|---|
| Start | | | 2026 | 2026 |
| End | | | 2026 | 2026 |

K. Project Description (Summary, Use Additional Sheets as Needed):
*Information should include, but is not limited to:*

*a. Purpose and need of the project.*
*b. Route name, route number, project length, and mile point locations*
*c. Number of current and future lanes (clearly indicate if any lanes are "turn lane only")*
*d. Identify as "Capacity Adding" or "Non-Capacity Adding" project*
*e. Identify intersecting roads that will be impacted.*
*f. Project impact on surrounding land use/ traffic generators (discuss especially effect on diesel traffic)*

a.Purpose and need of the project:
The City of Stockton, in coordination with Caltrans, proposes converting an existing four-way-stop-controlled intersection at Swain Road and Morgan Place to a roundabout. The Project also includes installing mid-block ramps to current ADA standards, interconnected Point-To-Zoom (PTZ) camera, rectangular rapid flashing beacons, signage, relocate streetlights, a splitter island on the west leg of Swain Road and pedestrian refuge spaces on the latter three legs, and complete roadway resurfacing, curb and gutter, sidewalk repairs, and a dedicated turn lane. The Project will also install sharrow markings throughout the corridor. The Project is needed to revitalize aging infrastructure, enhance pedestrian experience, and improve mobility, and respond to

[2] EA: Environmental Assessment; EIA: Environmental Impact Assessment; FONSI: Finding of No Significant Impact; PS&E: Planning, Specification and Estimate.
[3] PE: Preliminary Engineering; ENG: Engineering; ROW: Right-of-Way; CON: Construction

## STEP 2: EXEMPT PROJECTS

☐ **EXEMPT PROJECT**

*No PM project-level conformity is required, and no further documentation is needed.* ***Go to STEP 6****.*

Describe Type of Exempt Project:

☑ **NOT AN EXEMPT PROJECT.** ***Go to STEP 3.***

## STEP 3: TRAFFIC INFORMATION

*Fill out only relevant traffic information B through G. For example, fill out D and E if the project is an intersection, and fill out F and G if the project is a bus, rail, or intermodal facility/terminal/transfer point. Include additional tables, maps, and other graphical representations of the projects in separate sheets.*

A. Year(s) Selected for the Proposed Facility:

a. Year(s) selected

| | Years Selected |
|---|---|
| Existing Year | 2025 |
| Opening Year | 2027 |
| Analysis Year(s)[4] | 2050 |

b. Justification for Selection of Analysis Year(s):

Representative of the City's growth horizon year.

B. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

| | No Build | Build |
|---|---|---|
| Annual Average Daily Traffic (AADT)[5] | 13,860 | 13,860 |
| Truck AADT | 555 | 555 |
| % Trucks[6] | 4% | 4% |

[4] Section 93.116(a) of the conformity rule requires that PM hot-spot analyses consider either the full-time frame of an area's transportation plan or, in an isolated rural nonattainment or maintenance area, the 20-year regional emissions analysis. The project sponsor will need to choose an analysis year within the time frame of the transportation plan during which peak emissions from the project are expected, and new or worsened violations would most likely occur due to cumulative impacts of the project and background concentrations. In some cases, selecting only one analysis year, such as the last year of the transportation plan or the year of project completion, may not be sufficient to satisfy conformity requirements.

[5] Combine directional traffic (southbound and northbound).

[6] FHWA categorizes vehicles as Light Duty (Class 1-2) with Gross Vehicle Weight Rating (GVWR) < 10,000 lbs, Medium Duty (Class 3-6) with GVWR between 10,001 – 26,000 lbs, and Heavy Duty (Class 7-8) with GVWR > 26,001 lbs.

C. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

| | No Build | Build |
|---|---|---|
| Annual Average Daily Traffic | 17,770 | 17,770 |
| Truck AADT | 715 | 715 |
| % Trucks | 4% | 4% |

D. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is an intersection or interchange*)

| | No Build | Build |
|---|---|---|
| Cross Street AADT | 12,460 | 12,460 |
| Truck AADT | 500 | 500 |
| % Trucks | 4% | 4% |
| Level-of-Service (LOS) | LOS F | LOS A |
| Control Delay (seconds) | 183.8 | 9.8 |

E. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is an intersection or interchange*)

| | No Build | Build |
|---|---|---|
| Cross Street AADT | 15,980 | 15,980 |
| Truck AADT | 640 | 640 |
| % Trucks | 4% | 4% |
| Level-of-Service (LOS) | LOS F | LOS B |
| Control Delay (seconds) | 267.7 | 14.6 |

F. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is a bus, rail, or intermodal facility/terminal/transfer point)*

| | No Build | Build |
|---|---|---|
| Number of bus arrivals | | |
| Number of bus arrivals that will be diesel buses | | |
| Fraction (%) of bus arrivals that will be diesel buses | | |

G. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is a bus, rail, or intermodal facility/terminal/transfer point*)

| | No Build | Build |
|---|---|---|
| Number of bus arrivals | | |
| Number of bus arrivals that will be diesel buses | | |
| Fraction (%) of bus arrivals that will be diesel buses | | |

H. Describe Traffic Impacts *(if appropriate)*[7]

Project is not anticipated to alter vehicle or truck volume patterns in the near-term or long-range. The project would dramatically decrease average vehicle delays and improve intersection operations and level of service.

I. Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

None anticipated.

J. Is additional traffic information (tables, maps, and other graphical representations of the project (location, project details on additional lanes or ramps) presented in additional sheets at the end of the checklist?:
Yes ☑ No ☐

[7] Provide any justification if build % traffic > no-build, large changes in AADT and trucks % even if it is below EPA's criteria, etc.

## STEP 4: POAQC DETERMINATION

☑ **NOT PROJECT OF AIR QUALITY CONCERN[8].** *Quantitate analysis is NOT required. IAC review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps[9]. Use the space to provide a detailed narrative and rationale for this conclusion.*

Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123 (b)(1)(i) and (ii) stated as "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Additionally, the project does not change the AADT and truck traffic between no-build and build scenarios. The growth in traffic between the opening and analysis year is due to general growth in the area and not attributed to the project. Thus

***Go to STEP 6.***

☐ **PROJECT OF AIR QUALITY CONCERN.** *Check the following options to see if your project is one of the following options. If yes, the project could be of local air quality concern and requires quantitative hot-spot analysis based on interagency review.*

*Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(i) and (ii)*

- *New or expanded highway projects with a significant number of, or increase in, diesel vehicles (e.g., 125,000 AADT and 10,000 (8%) diesel truck traffic) Note: These metrics are examples and should not be considered as threshold levels.*
- *Project affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.*
- *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.*
- *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.*
- *Projects in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submissions, as appropriate, as sites of violation or possible violation.*

*Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(iii) and (iv)*

- *A major new bus or intermodal terminal that is considered to be a "regionally significant project" under 40 CFR 93.101.*
- *An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.*

[8] Refer to EPA's 2021 guidance, EPA-420-B-21-037, and FHWA's FAQ document, for complete details.
[9] Listed in Pg. 1 under "Instructions"

## STEP 5: ANALYSIS AND DOCUMENTATION (for POAQC)

*The following is a summary of documentation to be included for a quantitative PM hot-spot analysis. Please refer to the EPA Quantitative Hot-Spot Guidance for more information.* [10] *IAC review and concurrence are required on the modeling protocol before the modeling begins. Contact your MPO representative and Air Quality Coordinator for additional guidance.*

### Documentation to Be Included for the Quantitative PM Hot-spot Analysis:

- Description of project
- Description of type of emissions considered in the analysis.
- Contributing Factors
    - Air Quality
    - Transportation and traffic conditions
    - Built and natural environment
    - Meteorology, climate and seasonal data
    - Adopted emissions control measures
- Consider the full-time frame of the area's LRTP
- Description of existing conditions
- Description of changes resulting from the project
- Description of models, methods, and assumptions
- Description of analysis years
- Types of emissions included in the analysis and the details of emissions modeling.
- Results of air dispersion modeling.
- Background concentration estimation methods and results.
- Design value calculation.
- Discussion of why the project will not cause a violation of either the annual or 24-hour standard.
- Discussion of any mitigation measures
- Conclusion on how the project meets conformity requirements.
- Documentation of any IAC decisions on the latest planning assumptions used in the analysis.
- Documentation of any public comment on the latest planning assumptions used in the analysis.

[10] See EPA Quantitative PM Hotspot Analysis Guidance, EPA-420-B-21-037, October 2021; Accessed at https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance

## STEP 6: PUBLIC AND IAC INVOLVEMENT

*Fill out this section after the checklist is sent to the MPO and the project is presented at the SJV Project Level Conformity Group Meeting.*

A. SJV Project Level Conformity Group Meeting Date: 02/18/2025

B. Summary of IAC comments received and responses*:*

All project-level materials were available for public review on the COG website from February 03 – February 16, 2026. No questions were received from the IAC.

*C.* Summary of public comments received and responses*:*

A comment via email was received from public asking why this intersection was chosen over others, and the project team responded that the City's 2019 study ranked all unsignalized intersections, with Swain Road–Morgan Place scoring high for reducing delays and idle time. No further comments were received.

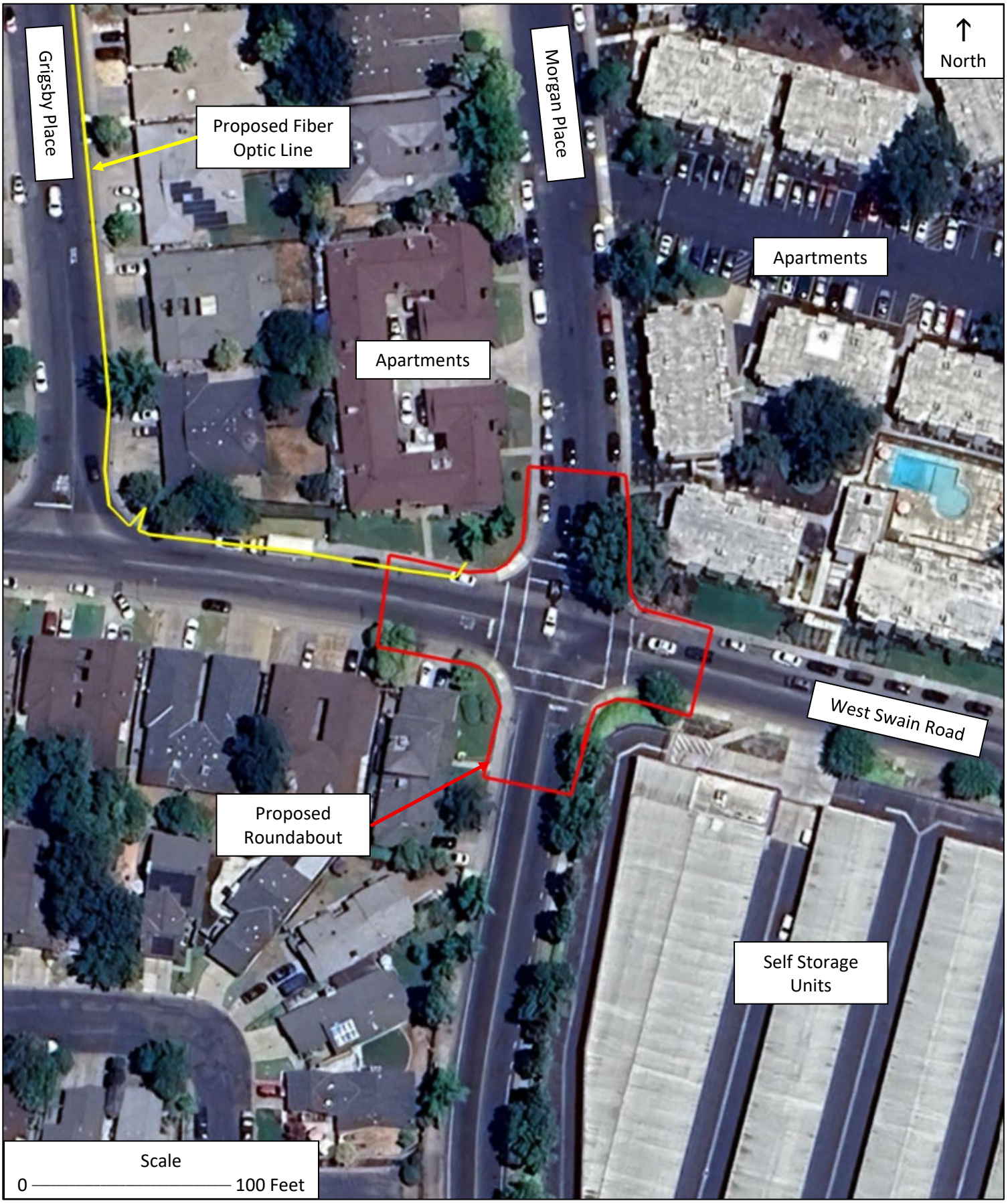
D. IAC Concurrence Date(s):

02/18/2025

## Additional Information on Traffic Data

*Attach traffic data tables, maps, and other graphical representations of the project to supplement information in Step 3.*

# Project Location



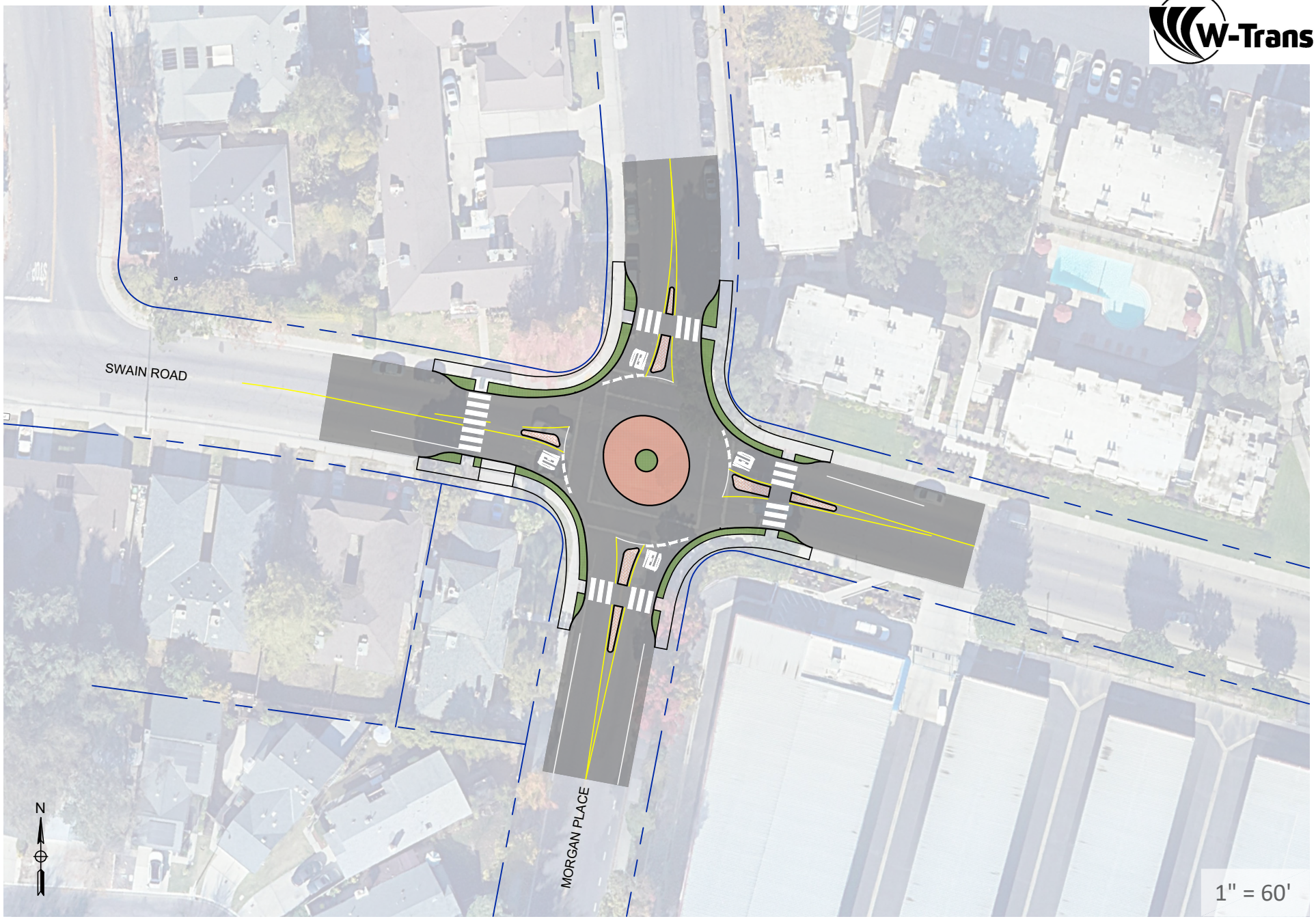

West Swain Road and Morgan Place Roundabout Project D202500030

Source: Google Earth June 7, 2025

**Figure 3**

Proposed Roundabout Location

# Project Layout




# SWAIN ROAD/MORGAN PLACE

## ROUNDABOUT LAYOUT

PRELIMINARY ROUNDABOUT DESIGN

SEPTEMBER 8, 2025

# Traffic Summary

| **Peak Hour Intersection Counts 8/19/2025** | **Intersection Total Entering Volume** | **Swain Rd Bidirectional Volume (East Leg)** | |
|---|---|---|---|
| AM Peak 7:30-8:30 | 1451 | 1335 | |
| PM School Peak 2:30-3:30 | 1253 | 1102 | |
| PM Peak 4:45-5:45 | 1323 | 1189 | |
| | | | |
| **Average Daily Volumes** | **Bidirectional ADT** | **PM Peak:ADT Ratio** | |
| Swain Rd - east of Morgan 1/15/2025 | 8097 | 0.097 | |
| Morgan Place - south of Swain 11/7/2024 | 9587 | 0.094 | |
| | | 0.095 | average |
| | | | |
| **Estimated Existing ADT** | **Total Volume** | | |
| Swain Road/Morgan Place Intersection | 13860 | | |
| Swain Road (east of Morgan Place) | 12460 | | |
| | | | |
| **Growth Rate** | | | |
| Applied annual traffic growth rate | 1.0% | | |
| Years of growth (2050) | 25 | | |
| Growth Factor | 1.282 | | |
| | | | |
| **ADT Summary** | **Intersection Total Entering Volume** | **Swain Rd Bidirectional Volume (East Leg)** | |
| Existing 2025 | 13860 | 12460 | |
| Future 2050 | 17770 | 15980 | |
| | | | |
| **Classification Data** | **Percent Trucks** | | |
| Swain Rd - east of Morgan 1/15/2025 | 4% | | |
| | | | |
| **Truck ADT** | **Intersection Total Entering Trucks** | **Swain Rd Bidirectional Trucks (East Leg)** | |
| Existing 2025 | 555 | 500 | |
| Future 2050 | 715 | 640 | |

Type of report: Tube Count - Volume Data

**LOCATION:** 171 - MORGAN PL - Swain Rd/Sea Gull Ln []
**QC JOB #:** 163751171
**SPECIFIC LOCATION:**
**DIRECTION:** NB, SB
**CITY/STATE:** Stockton, CA
**DATE:** Nov 6 2024 - Nov 7 2024

| Start Time | Mon | Tue | Wed 6 Nov 24 | Thu 7 Nov 24 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | 10 | 7 | | 9 | | | 9 | |
| 12:15 AM | | | 3 | 7 | | 5 | | | 5 | |
| 12:30 AM | | | 4 | 3 | | 4 | | | 4 | |
| 12:45 AM | | | 3 | 7 | | 5 | | | 5 | |
| 01:00 AM | | | 12 | 9 | | 11 | | | 11 | |
| 01:15 AM | | | 8 | 7 | | 8 | | | 8 | |
| 01:30 AM | | | 4 | 1 | | 3 | | | 3 | |
| 01:45 AM | | | 4 | 2 | | 3 | | | 3 | |
| 02:00 AM | | | 5 | 1 | | 3 | | | 3 | |
| 02:15 AM | | | 3 | 1 | | 2 | | | 2 | |
| 02:30 AM | | | 6 | 2 | | 4 | | | 4 | |
| 02:45 AM | | | 3 | 6 | | 5 | | | 5 | |
| 03:00 AM | | | 4 | 7 | | 6 | | | 6 | |
| 03:15 AM | | | 6 | 3 | | 5 | | | 5 | |
| 03:30 AM | | | 2 | 4 | | 3 | | | 3 | |
| 03:45 AM | | | 3 | 5 | | 4 | | | 4 | |
| 04:00 AM | | | 4 | 4 | | 4 | | | 4 | |
| 04:15 AM | | | 6 | 6 | | 6 | | | 6 | |
| 04:30 AM | | | 8 | 8 | | 8 | | | 8 | |
| 04:45 AM | | | 16 | 12 | | 14 | | | 14 | |
| 05:00 AM | | | 10 | 17 | | 14 | | | 14 | |
| 05:15 AM | | | 21 | 19 | | 20 | | | 20 | |
| 05:30 AM | | | 22 | 21 | | 22 | | | 22 | |
| 05:45 AM | | | 27 | 30 | | 29 | | | 29 | |
| **Day Total** | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

*Comments:*

Report generated on 11/14/2024 8:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

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|---|---|---|---|---|---|---|---|---|---|---|
| 06:00 AM | | | 31 | 39 | | 35 | | | 35 | |
| 06:15 AM | | | 52 | 33 | | 43 | | | 43 | |
| 06:30 AM | | | 51 | 65 | | 58 | | | 58 | |
| 06:45 AM | | | 62 | 95 | | 79 | | | 79 | |
| 07:00 AM | | | 91 | 120 | | 106 | | | 106 | |
| 07:15 AM | | | 159 | 146 | | 153 | | | 153 | |
| 07:30 AM | | | 262 | 255 | | 259 | | | 259 | |
| 07:45 AM | | | **327** | 299 | | **313** | | | **313** | |
| 08:00 AM | | | 294 | **309** | | 302 | | | 302 | |
| 08:15 AM | | | 237 | 228 | | 233 | | | 233 | |
| 08:30 AM | | | 150 | 147 | | 149 | | | 149 | |
| 08:45 AM | | | 121 | 127 | | 124 | | | 124 | |
| 09:00 AM | | | 118 | 114 | | 116 | | | 116 | |
| 09:15 AM | | | 98 | 125 | | 112 | | | 112 | |
| 09:30 AM | | | 96 | 117 | | 107 | | | 107 | |
| 09:45 AM | | | 114 | 107 | | 111 | | | 111 | |
| 10:00 AM | | | 113 | 137 | | 125 | | | 125 | |
| 10:15 AM | | | 111 | 115 | | 113 | | | 113 | |
| 10:30 AM | | | 125 | 110 | | 118 | | | 118 | |
| 10:45 AM | | | 139 | 129 | | 134 | | | 134 | |
| 11:00 AM | | | 122 | 130 | | 126 | | | 126 | |
| 11:15 AM | | | 137 | 127 | | 132 | | | 132 | |
| 11:30 AM | | | 136 | 138 | | 137 | | | 137 | |
| 11:45 AM | | | 126 | 139 | | 133 | | | 133 | |
| **Day Total** | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | | | 161 | 140 | | 151 | | | 151 | |
| 12:15 PM | | | 145 | 167 | | 156 | | | 156 | |
| 12:30 PM | | | 127 | 113 | | 120 | | | 120 | |
| 12:45 PM | | | 159 | 158 | | 159 | | | 159 | |
| 01:00 PM | | | 147 | 172 | | 160 | | | 160 | |
| 01:15 PM | | | 155 | 165 | | 160 | | | 160 | |
| 01:30 PM | | | 140 | 151 | | 146 | | | 146 | |
| 01:45 PM | | | 188 | 166 | | 177 | | | 177 | |
| 02:00 PM | | | 186 | 216 | | 201 | | | 201 | |
| 02:15 PM | | | 200 | 209 | | 205 | | | 205 | |
| 02:30 PM | | | 232 | 241 | | 237 | | | 237 | |
| 02:45 PM | | | 224 | 258 | | 241 | | | 241 | |
| 03:00 PM | | | 252 | **266** | | **259** | | | **259** | |
| 03:15 PM | | | 182 | 206 | | 194 | | | 194 | |
| 03:30 PM | | | 227 | 205 | | 216 | | | 216 | |
| 03:45 PM | | | 229 | 213 | | 221 | | | 221 | |
| 04:00 PM | | | 218 | 197 | | 208 | | | 208 | |
| 04:15 PM | | | 197 | 213 | | 205 | | | 205 | |
| 04:30 PM | | | 209 | 193 | | 201 | | | 201 | |
| 04:45 PM | | | 213 | 226 | | 220 | | | 220 | |
| 05:00 PM | | | **257** | 260 | | 259 | | | 259 | |
| 05:15 PM | | | 220 | 213 | | 217 | | | 217 | |
| 05:30 PM | | | 178 | 180 | | 179 | | | 179 | |
| 05:45 PM | | | 162 | 159 | | 161 | | | 161 | |
| **Day Total** | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
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|---|---|---|---|---|---|---|---|---|---|---|
| 06:00 PM | | | 143 | 152 | | 148 | | | 148 | |
| 06:15 PM | | | 111 | 100 | | 106 | | | 106 | |
| 06:30 PM | | | 118 | 124 | | 121 | | | 121 | |
| 06:45 PM | | | 85 | 86 | | 86 | | | 86 | |
| 07:00 PM | | | 98 | 90 | | 94 | | | 94 | |
| 07:15 PM | | | 110 | 103 | | 107 | | | 107 | |
| 07:30 PM | | | 79 | 71 | | 75 | | | 75 | |
| 07:45 PM | | | 81 | 73 | | 77 | | | 77 | |
| 08:00 PM | | | 69 | 79 | | 74 | | | 74 | |
| 08:15 PM | | | 77 | 63 | | 70 | | | 70 | |
| 08:30 PM | | | 54 | 78 | | 66 | | | 66 | |
| 08:45 PM | | | 72 | 59 | | 66 | | | 66 | |
| 09:00 PM | | | 56 | 55 | | 56 | | | 56 | |
| 09:15 PM | | | 37 | 54 | | 46 | | | 46 | |
| 09:30 PM | | | 53 | 49 | | 51 | | | 51 | |
| 09:45 PM | | | 27 | 33 | | 30 | | | 30 | |
| 10:00 PM | | | 33 | 20 | | 27 | | | 27 | |
| 10:15 PM | | | 24 | 23 | | 24 | | | 24 | |
| 10:30 PM | | | 25 | 15 | | 20 | | | 20 | |
| 10:45 PM | | | 26 | 25 | | 26 | | | 26 | |
| 11:00 PM | | | 19 | 23 | | 21 | | | 21 | |
| 11:15 PM | | | 7 | 10 | | 9 | | | 9 | |
| 11:30 PM | | | 8 | 12 | | 10 | | | 10 | |
| 11:45 PM | | | 10 | 7 | | 9 | | | 9 | |
| **Day Total** | | | 9496 | 9631 | | 9587 | | | 9587 | |
| % Weekday Average | | | 99.1% | 100.5% | | | | | | |
| % Week Average | | | 99.1% | 100.5% | | 100% | | | | |
| AM Peak<br>15-min Vol | | | 7:45 AM<br>327 | 8:00 AM<br>309 | | 7:45 AM<br>313 | | | 7:45 AM<br>313 | |
| PM Peak<br>15-min Vol | | | 5:00 PM<br>257 | 3:00 PM<br>266 | | 3:00 PM<br>259 | | | 3:00 PM<br>259 | |

*Comments:*

Report generated on 11/14/2024 8:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** 399 - SWAIN ROAD - Plymouth/Morgan [338] **QC JOB #:** 163751399
**SPECIFIC LOCATION:** **DIRECTION:** EB, WB
**CITY/STATE:** Stockton, CA **DATE:** Jan 15 2025

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 AM | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:15 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:30 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:15 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:15 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:15 AM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 AM | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:45 AM | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 AM | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:15 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:30 AM | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:45 AM | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| **Day Total** | | | | | | | | | | | | | | |
| **Percent** | | | | | | | | | | | | | | |
| **ADT** | | | | | | | | | | | | | | |
| **8097** | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/17/2025 12:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** 399 - SWAIN ROAD - Plymouth/Morgan [338] **QC JOB #:** 163751399

**SPECIFIC LOCATION:** **DIRECTION:** EB, WB

**CITY/STATE:** Stockton, CA **DATE:** Jan 15 2025

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06:00 AM | 0 | 28 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 06:15 AM | 0 | 19 | 10 | 1 | 3 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 35 |
| 06:30 AM | 0 | 36 | 15 | 0 | 2 | 0 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 56 |
| 06:45 AM | 0 | 40 | 7 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:00 AM | 0 | 43 | 17 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:15 AM | 0 | 89 | 20 | 0 | 5 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 115 |
| 07:30 AM | 2 | **155** | **48** | 1 | 8 | 1 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | **217** |
| 07:45 AM | **3** | 50 | 10 | **2** | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 69 |
| 08:00 AM | 3 | 51 | 15 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 75 |
| 08:15 AM | 0 | 128 | 31 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 172 |
| 08:30 AM | 0 | 103 | 29 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 143 |
| 08:45 AM | 0 | 78 | 16 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 09:00 AM | 0 | 66 | 17 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 09:15 AM | 0 | 70 | 22 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 09:30 AM | 0 | 54 | 20 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 09:45 AM | 0 | 85 | 22 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 10:00 AM | 0 | 74 | 16 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 10:15 AM | 0 | 62 | 17 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 85 |
| 10:30 AM | 0 | 73 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 10:45 AM | 0 | 83 | 20 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 11:00 AM | 0 | 87 | 22 | 0 | 3 | **3** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 116 |
| 11:15 AM | 0 | 100 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 11:30 AM | 0 | 94 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 11:45 AM | 0 | 76 | 27 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 109 |
| **Day Total** | | | | | | | | | | | | | | |
| **Percent** | | | | | | | | | | | | | | |
| **ADT 8097** | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/17/2025 12:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** 399 - SWAIN ROAD - Plymouth/Morgan [338] **QC JOB #:** 163751399

**SPECIFIC LOCATION:** **DIRECTION:** EB, WB

**CITY/STATE:** Stockton, CA **DATE:** Jan 15 2025

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 PM** | 0 | 119 | 12 | 1 | 4 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 138 |
| **12:15 PM** | 0 | 92 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| **12:30 PM** | 0 | 107 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| **12:45 PM** | 0 | 84 | 32 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| **01:00 PM** | 1 | 103 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| **01:15 PM** | 1 | 108 | 34 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| **01:30 PM** | 2 | 109 | 30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 144 |
| **01:45 PM** | 0 | 117 | 27 | **2** | **8** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 156 |
| **02:00 PM** | **3** | 127 | 40 | 1 | 7 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 180 |
| **02:15 PM** | 0 | 172 | 34 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| **02:30 PM** | 0 | **208** | 34 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **245** |
| **02:45 PM** | 1 | 165 | 37 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 211 |
| **03:00 PM** | 2 | 164 | 35 | 0 | 8 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| **03:15 PM** | 3 | 138 | 31 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 180 |
| **03:30 PM** | 1 | 151 | **43** | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| **03:45 PM** | 1 | 161 | 42 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| **04:00 PM** | 1 | 146 | 34 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| **04:15 PM** | 0 | 137 | 41 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 181 |
| **04:30 PM** | 0 | 135 | 31 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| **04:45 PM** | 2 | 166 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| **05:00 PM** | 0 | 150 | 32 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| **05:15 PM** | 0 | 200 | 25 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 229 |
| **05:30 PM** | 0 | 140 | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| **05:45 PM** | 0 | 129 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| **Day Total** | | | | | | | | | | | | | | |
| **Percent** | | | | | | | | | | | | | | |
| **ADT 8097** | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/17/2025 12:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** 399 - SWAIN ROAD - Plymouth/Morgan [338] **QC JOB #:** 163751399
**SPECIFIC LOCATION:** **DIRECTION:** EB, WB
**CITY/STATE:** Stockton, CA **DATE:** Jan 15 2025

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06:00 PM | 2 | 118 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 06:15 PM | 1 | 94 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 06:30 PM | 0 | 89 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 06:45 PM | 0 | 61 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 07:00 PM | 2 | 61 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 07:15 PM | 0 | 61 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:30 PM | 0 | 52 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:45 PM | 0 | 59 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 08:00 PM | 1 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 08:15 PM | 0 | 54 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 08:30 PM | 0 | 60 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 08:45 PM | 0 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 09:00 PM | 0 | 55 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 09:15 PM | 0 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 09:30 PM | 0 | 21 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 09:45 PM | 0 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 10:00 PM | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:15 PM | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:30 PM | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:45 PM | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 PM | 0 | 14 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 PM | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 PM | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 PM | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Day Total | 32 | 6305 | 1440 | 24 | 249 | 14 | 3 | 26 | 2 | 0 | 2 | 0 | 0 | 8097 |
| Percent | 0.4% | 77.9% | 17.8% | 0.3% | 3.1% | 0.2% | 0% | 0.3% | 0% | 0% | 0% | 0% | 0% | |
| ADT 8097 |  | | | | | | | | | | | | | |
| AM Peak | 7:45 AM | 7:30 AM | 7:30 AM | 7:45 AM | 8:15 AM | 11:00 AM | 6:30 AM | 6:15 AM | 7:15 AM | 12:00 AM | 7:30 AM | 12:00 AM | 12:00 AM | 7:30 AM |
| 15-min Vol | 3 | 155 | 48 | 2 | 12 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 217 |
| PM Peak | 2:00 PM | 2:30 PM | 3:30 PM | 1:45 PM | 1:45 PM | 2:00 PM | 3:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 2:30 PM |
| 15-min Vol | 3 | 208 | 43 | 2 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 245 |

*Comments:*

Report generated on 1/17/2025 12:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

## SUMMARY - Tube Count - Vehicle Classification Data

**LOCATION:** 399 - SWAIN ROAD - Plymouth/Morgan [338]
**SPECIFIC LOCATION:**
**CITY/STATE:** Stockton, CA

**QC JOB #:** 163751399
**DIRECTION:** EB, WB
**DATE:** Jan 15 2025

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 32 | 6305 | 1440 | 24 | 249 | 14 | 3 | 26 | 2 | 0 | 2 | 0 | 0 | 8097 |
| Percent | 0.4% | 77.9% | 17.8% | 0.3% | 3.1% | 0.2% | 0% | 0.3% | 0% | 0% | 0% | 0% | 0% | |

**ADT**
**8097**

*Comments:*

Report generated on 1/17/2025 12:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Prepared by National Data & Surveying Services

# Morgan Pl & W Swain Rd

## Peak Hour Turning Movement Count

**ID:** 25-090079-001
**City:** Stockton

**Day:** Tuesday
**Date:** 8/19/2025

**PEAK HOURS**

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 02:30 PM - 03:30 PM

**COUNT PERIODS**

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 06:00 PM

### SOUTHBOUND (Morgan Pl)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 4 | 26 | 31 | 1 | 58 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 3 | 20 | 19 | 0 | 69 | PM |

### EASTBOUND (W Swain Rd)

| AM | NOON | PM | |
|---|---|---|---|
| 328 | 0 | 356 | ⇦ |
| 0 | 0 | 0 | ↶ 0 |
| 7 | 0 | 4 | ↱ 0 |
| 169 | 0 | 128 | → 0 |
| 167 | 0 | 170 | ↴ 0 |

### WESTBOUND (W Swain Rd)

| PM | NOON | AM | |
|---|---|---|---|
| 31 | 0 | 19 | 0 ↰ |
| 189 | 0 | 149 | 0 ← |
| 255 | 0 | 297 | 0 ↙ |
| 0 | 0 | 0 | 0 ↲ |
| 453 | 0 | 575 | ⇨ |

### NORTHBOUND (Morgan Pl)

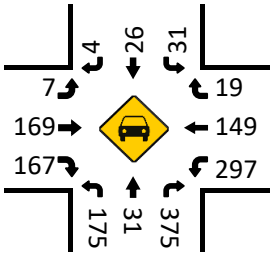
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 445 | 0 | 164 | 34 | 306 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 490 | 0 | 175 | 31 | 375 | AM |

### CONTROL

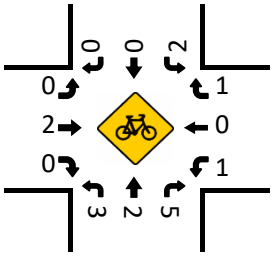
4-Way Stop

| | | | |
|---|---|---|---|
| TEV | 1451 | 0 | 1323 |
| | AM | NOON | PM |
| PHF | 0.90 | | 0.98 |

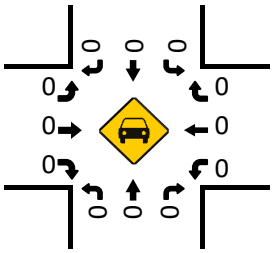
### Totals (AM)



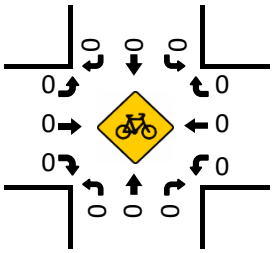

### Total Bikes (AM)



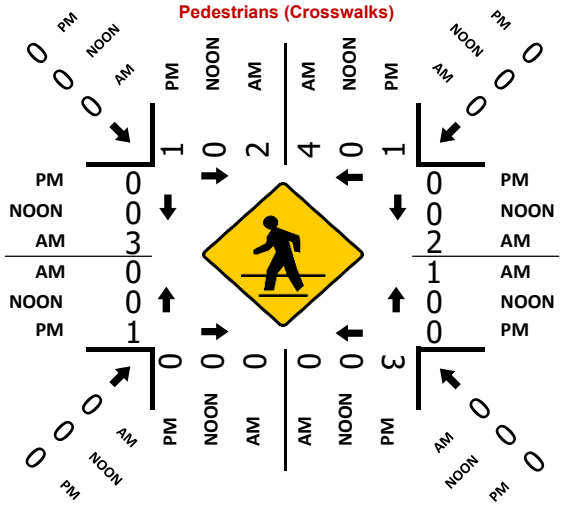

### Totals (NOON)



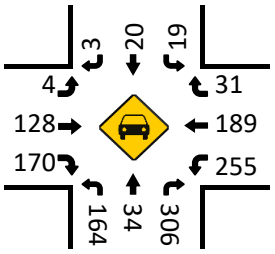

### Total Bikes (NOON)



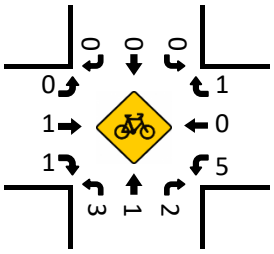

### Pedestrians (Crosswalks)




### Totals (PM)




### Total Bikes (PM)



# MOVEMENT SUMMARY

## Site: 1v [AM Peak - Existing (Site Folder: Swain Road/Morgan Place AWSC)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Swain Road/Morgan Place Roundabout
Site Category: (None)
Stop (All-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Morgan Place | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 194 | 2.0 | 194 | 2.0 | 1.911 | 426.0 | LOS F | 67.9 | 1724.6 | 1.00 | 5.64 | 21.68 | 4.4 |
| 8 | T1 | All MCs | 34 | 2.0 | 34 | 2.0 | 1.911 | 426.0 | LOS F | 67.9 | 1724.6 | 1.00 | 5.64 | 21.68 | 4.4 |
| 18 | R2 | All MCs | 417 | 2.0 | 417 | 2.0 | 1.911 | 426.0 | LOS F | 67.9 | 1724.6 | 1.00 | 5.64 | 21.68 | 4.4 |
| Approach | | | 646 | 2.0 | 646 | 2.0 | 1.911 | 434.7 | LOS F | 67.9 | 1724.6 | 1.00 | 5.64 | 21.68 | 4.4 |
| East: WB Swain Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 330 | 2.0 | 330 | 2.0 | 0.696 | 15.0 | LOS C | 4.5 | 114.4 | 0.91 | 1.49 | 3.87 | 26.8 |
| 6 | T1 | All MCs | 166 | 2.0 | 166 | 2.0 | 0.696 | 15.0 | LOS C | 4.5 | 114.4 | 0.91 | 1.49 | 3.87 | 26.8 |
| 16 | R2 | All MCs | 21 | 2.0 | 21 | 2.0 | 0.696 | 15.0 | LOS C | 4.5 | 114.4 | 0.91 | 1.49 | 3.87 | 26.8 |
| Approach | | | 517 | 2.0 | 517 | 2.0 | 0.696 | 17.8 | LOS C | 4.5 | 114.4 | 0.91 | 1.49 | 3.87 | 26.8 |
| North: SB Morgan Place | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 36 | 2.0 | 36 | 2.0 | 0.168 | 6.7 | LOS A | 0.6 | 14.7 | 0.88 | 1.07 | 2.05 | 28.3 |
| 4 | T1 | All MCs | 29 | 2.0 | 29 | 2.0 | 0.168 | 6.7 | LOS A | 0.6 | 14.7 | 0.88 | 1.07 | 2.05 | 28.3 |
| 14 | R2 | All MCs | 4 | 2.0 | 4 | 2.0 | 0.168 | 6.7 | LOS A | 0.6 | 14.7 | 0.88 | 1.07 | 2.05 | 28.3 |
| Approach | | | 69 | 2.0 | 69 | 2.0 | 0.168 | 13.5 | LOS B | 0.6 | 14.7 | 0.88 | 1.07 | 2.05 | 28.3 |
| West: EB Swain Rd | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 8 | 2.0 | 8 | 2.0 | 0.850 | 34.2 | LOS D | 7.6 | 192.6 | 1.00 | 1.92 | 5.29 | 21.2 |
| 2 | T1 | All MCs | 188 | 2.0 | 188 | 2.0 | 0.850 | 34.2 | LOS D | 7.6 | 192.6 | 1.00 | 1.92 | 5.29 | 21.2 |
| 12 | R2 | All MCs | 186 | 2.0 | 186 | 2.0 | 0.850 | 34.2 | LOS D | 7.6 | 192.6 | 1.00 | 1.92 | 5.29 | 21.2 |
| Approach | | | 381 | 2.0 | 381 | 2.0 | 0.850 | 40.3 | LOS E | 7.6 | 192.6 | 1.00 | 1.92 | 5.29 | 21.2 |
| All Vehicles | | | 1612 | 2.0 | 1612 | 2.0 | 1.911 | 183.8 | LOS F | 67.9 | 1724.6 | 0.97 | 3.23 | 11.26 | 8.7 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 1v [AM Peak - Year 2050 (28.2% Growth) (Site Folder: Swain Road/Morgan Place AWSC)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Swain Road/Morgan Place Roundabout
Site Category: (None)
Stop (All-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Morgan Place | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 236 | 2.0 | 236 | 2.0 | 2.321 | 607.2 | LOS F | 96.3 | 2446.7 | 1.00 | 6.47 | 25.35 | 3.3 |
| 8 | T1 | All MCs | 42 | 2.0 | 42 | 2.0 | 2.321 | 607.2 | LOS F | 96.3 | 2446.7 | 1.00 | 6.47 | 25.35 | 3.3 |
| 18 | R2 | All MCs | 506 | 2.0 | 506 | 2.0 | 2.321 | 607.2 | LOS F | 96.3 | 2446.7 | 1.00 | 6.47 | 25.35 | 3.3 |
| Approach | | | 784 | 2.0 | 784 | 2.0 | 2.321 | 615.9 | LOS F | 96.3 | 2446.7 | 1.00 | 6.47 | 25.35 | 3.3 |
| East: WB Swain Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 401 | 2.0 | 401 | 2.0 | 0.845 | 24.6 | LOS C | 8.2 | 207.1 | 0.99 | 1.97 | 5.77 | 24.1 |
| 6 | T1 | All MCs | 201 | 2.0 | 201 | 2.0 | 0.845 | 24.6 | LOS C | 8.2 | 207.1 | 0.99 | 1.97 | 5.77 | 24.1 |
| 16 | R2 | All MCs | 26 | 2.0 | 26 | 2.0 | 0.845 | 24.6 | LOS C | 8.2 | 207.1 | 0.99 | 1.97 | 5.77 | 24.1 |
| Approach | | | 628 | 2.0 | 628 | 2.0 | 0.845 | 27.4 | LOS D | 8.2 | 207.1 | 0.99 | 1.97 | 5.77 | 24.1 |
| North: SB Morgan Place | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 43 | 2.0 | 43 | 2.0 | 0.204 | 7.2 | LOS A | 0.7 | 18.3 | 0.89 | 1.08 | 2.11 | 28.2 |
| 4 | T1 | All MCs | 35 | 2.0 | 35 | 2.0 | 0.204 | 7.2 | LOS A | 0.7 | 18.3 | 0.89 | 1.08 | 2.11 | 28.2 |
| 14 | R2 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.204 | 7.2 | LOS A | 0.7 | 18.3 | 0.89 | 1.08 | 2.11 | 28.2 |
| Approach | | | 84 | 2.0 | 84 | 2.0 | 0.204 | 14.0 | LOS B | 0.7 | 18.3 | 0.89 | 1.08 | 2.11 | 28.2 |
| West: EB Swain Rd | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 9 | 2.0 | 9 | 2.0 | 1.032 | 69.3 | LOS F | 15.2 | 387.0 | 1.00 | 2.74 | 8.76 | 15.8 |
| 2 | T1 | All MCs | 228 | 2.0 | 228 | 2.0 | 1.032 | 69.3 | LOS F | 15.2 | 387.0 | 1.00 | 2.74 | 8.76 | 15.8 |
| 12 | R2 | All MCs | 225 | 2.0 | 225 | 2.0 | 1.032 | 69.3 | LOS F | 15.2 | 387.0 | 1.00 | 2.74 | 8.76 | 15.8 |
| Approach | | | 463 | 2.0 | 463 | 2.0 | 1.032 | 75.3 | LOS F | 15.2 | 387.0 | 1.00 | 2.74 | 8.76 | 15.8 |
| All Vehicles | | | 1958 | 2.0 | 1958 | 2.0 | 2.321 | 267.7 | LOS F | 96.3 | 2446.7 | 0.99 | 3.92 | 14.16 | 6.5 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 1 [AM Peak - Existing (Site Folder: Swain Road/Morgan Place Roundabout)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Swain Road/Morgan Place Roundabout
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Morgan Place | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 194 | 2.0 | 194 | 2.0 | 0.609 | 11.3 | LOS B | 6.2 | 156.3 | 0.67 | 0.47 | 0.81 | 29.2 |
| 8 | T1 | All MCs | 34 | 2.0 | 34 | 2.0 | 0.609 | 11.3 | LOS B | 6.2 | 156.3 | 0.67 | 0.47 | 0.81 | 29.6 |
| 18 | R2 | All MCs | 417 | 2.0 | 417 | 2.0 | 0.609 | 11.3 | LOS B | 6.2 | 156.3 | 0.67 | 0.47 | 0.81 | 29.4 |
| Approach | | | 646 | 2.0 | 646 | 2.0 | 0.609 | 11.3 | LOS B | 6.2 | 156.3 | 0.67 | 0.47 | 0.81 | 29.4 |
| East: WB Swain Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 330 | 2.0 | 330 | 2.0 | 0.490 | 9.0 | LOS A | 3.1 | 79.8 | 0.57 | 0.35 | 0.57 | 29.7 |
| 6 | T1 | All MCs | 166 | 2.0 | 166 | 2.0 | 0.490 | 9.0 | LOS A | 3.1 | 79.8 | 0.57 | 0.35 | 0.57 | 30.1 |
| 16 | R2 | All MCs | 21 | 2.0 | 21 | 2.0 | 0.490 | 9.0 | LOS A | 3.1 | 79.8 | 0.57 | 0.35 | 0.57 | 29.9 |
| Approach | | | 517 | 2.0 | 517 | 2.0 | 0.490 | 9.0 | LOS A | 3.1 | 79.8 | 0.57 | 0.35 | 0.57 | 29.8 |
| North: SB Morgan Place | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 36 | 2.0 | 36 | 2.0 | 0.106 | 6.7 | LOS A | 0.4 | 10.3 | 0.60 | 0.54 | 0.60 | 30.8 |
| 4 | T1 | All MCs | 29 | 2.0 | 29 | 2.0 | 0.106 | 6.7 | LOS A | 0.4 | 10.3 | 0.60 | 0.54 | 0.60 | 31.2 |
| 14 | R2 | All MCs | 4 | 2.0 | 4 | 2.0 | 0.106 | 6.7 | LOS A | 0.4 | 10.3 | 0.60 | 0.54 | 0.60 | 31.0 |
| Approach | | | 69 | 2.0 | 69 | 2.0 | 0.106 | 6.7 | LOS A | 0.4 | 10.3 | 0.60 | 0.54 | 0.60 | 31.0 |
| West: EB Swain Rd | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 8 | 2.0 | 8 | 2.0 | 0.428 | 9.1 | LOS A | 2.5 | 62.3 | 0.63 | 0.49 | 0.68 | 30.5 |
| 2 | T1 | All MCs | 188 | 2.0 | 188 | 2.0 | 0.428 | 9.1 | LOS A | 2.5 | 62.3 | 0.63 | 0.49 | 0.68 | 31.0 |
| 12 | R2 | All MCs | 186 | 2.0 | 186 | 2.0 | 0.428 | 9.1 | LOS A | 2.5 | 62.3 | 0.63 | 0.49 | 0.68 | 30.7 |
| Approach | | | 381 | 2.0 | 381 | 2.0 | 0.428 | 9.1 | LOS A | 2.5 | 62.3 | 0.63 | 0.49 | 0.68 | 30.8 |
| All Vehicles | | | 1612 | 2.0 | 1612 | 2.0 | 0.609 | 9.8 | LOS A | 6.2 | 156.3 | 0.63 | 0.44 | 0.69 | 29.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 1 [AM Peak - Year 2050 (28.2% Growth) (Site Folder: Swain Road/Morgan Place Roundabout)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Swain Road/Morgan Place Roundabout
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Morgan Place | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 236 | 2.0 | 236 | 2.0 | 0.779 | 18.2 | LOS C | 15.7 | 397.6 | 0.92 | 0.90 | 1.63 | 26.8 |
| 8 | T1 | All MCs | 42 | 2.0 | 42 | 2.0 | 0.779 | 18.2 | LOS C | 15.7 | 397.6 | 0.92 | 0.90 | 1.63 | 27.2 |
| 18 | R2 | All MCs | 506 | 2.0 | 506 | 2.0 | 0.779 | 18.2 | LOS C | 15.7 | 397.6 | 0.92 | 0.90 | 1.63 | 27.0 |
| Approach | | | 784 | 2.0 | 784 | 2.0 | 0.779 | 18.2 | LOS C | 15.7 | 397.6 | 0.92 | 0.90 | 1.63 | 26.9 |
| East: WB Swain Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 401 | 2.0 | 401 | 2.0 | 0.628 | 12.4 | LOS B | 7.1 | 180.7 | 0.73 | 0.60 | 1.02 | 28.4 |
| 6 | T1 | All MCs | 201 | 2.0 | 201 | 2.0 | 0.628 | 12.4 | LOS B | 7.1 | 180.7 | 0.73 | 0.60 | 1.02 | 28.8 |
| 16 | R2 | All MCs | 26 | 2.0 | 26 | 2.0 | 0.628 | 12.4 | LOS B | 7.1 | 180.7 | 0.73 | 0.60 | 1.02 | 28.6 |
| Approach | | | 628 | 2.0 | 628 | 2.0 | 0.628 | 12.4 | LOS B | 7.1 | 180.7 | 0.73 | 0.60 | 1.02 | 28.5 |
| North: SB Morgan Place | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 43 | 2.0 | 43 | 2.0 | 0.151 | 8.4 | LOS A | 0.6 | 14.4 | 0.65 | 0.62 | 0.65 | 30.1 |
| 4 | T1 | All MCs | 35 | 2.0 | 35 | 2.0 | 0.151 | 8.4 | LOS A | 0.6 | 14.4 | 0.65 | 0.62 | 0.65 | 30.5 |
| 14 | R2 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.151 | 8.4 | LOS A | 0.6 | 14.4 | 0.65 | 0.62 | 0.65 | 30.3 |
| Approach | | | 84 | 2.0 | 84 | 2.0 | 0.151 | 8.4 | LOS A | 0.6 | 14.4 | 0.65 | 0.62 | 0.65 | 30.3 |
| West: EB Swain Rd | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 9 | 2.0 | 9 | 2.0 | 0.568 | 12.8 | LOS B | 4.7 | 119.0 | 0.76 | 0.73 | 1.11 | 29.0 |
| 2 | T1 | All MCs | 228 | 2.0 | 228 | 2.0 | 0.568 | 12.8 | LOS B | 4.7 | 119.0 | 0.76 | 0.73 | 1.11 | 29.4 |
| 12 | R2 | All MCs | 225 | 2.0 | 225 | 2.0 | 0.568 | 12.8 | LOS B | 4.7 | 119.0 | 0.76 | 0.73 | 1.11 | 29.2 |
| Approach | | | 463 | 2.0 | 463 | 2.0 | 0.568 | 12.8 | LOS B | 4.7 | 119.0 | 0.76 | 0.73 | 1.11 | 29.3 |
| All Vehicles | | | 1958 | 2.0 | 1958 | 2.0 | 0.779 | 14.6 | LOS B | 15.7 | 397.6 | 0.81 | 0.75 | 1.27 | 28.1 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# Swain Road and Morgan Place Roundabout

**San Joaquin Valley**

**Project Level Conformity Group**

**Presentation**

*February 18, 2026*

# Project Overview

- Project Description
- Project Location
- Purpose and Need
- Project Listing in the FTIP/CTIPS[1]
- Traffic Data and a Summary of Traffic Findings
- Project Schedule
- Project-level Conformity Summary

[1]FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

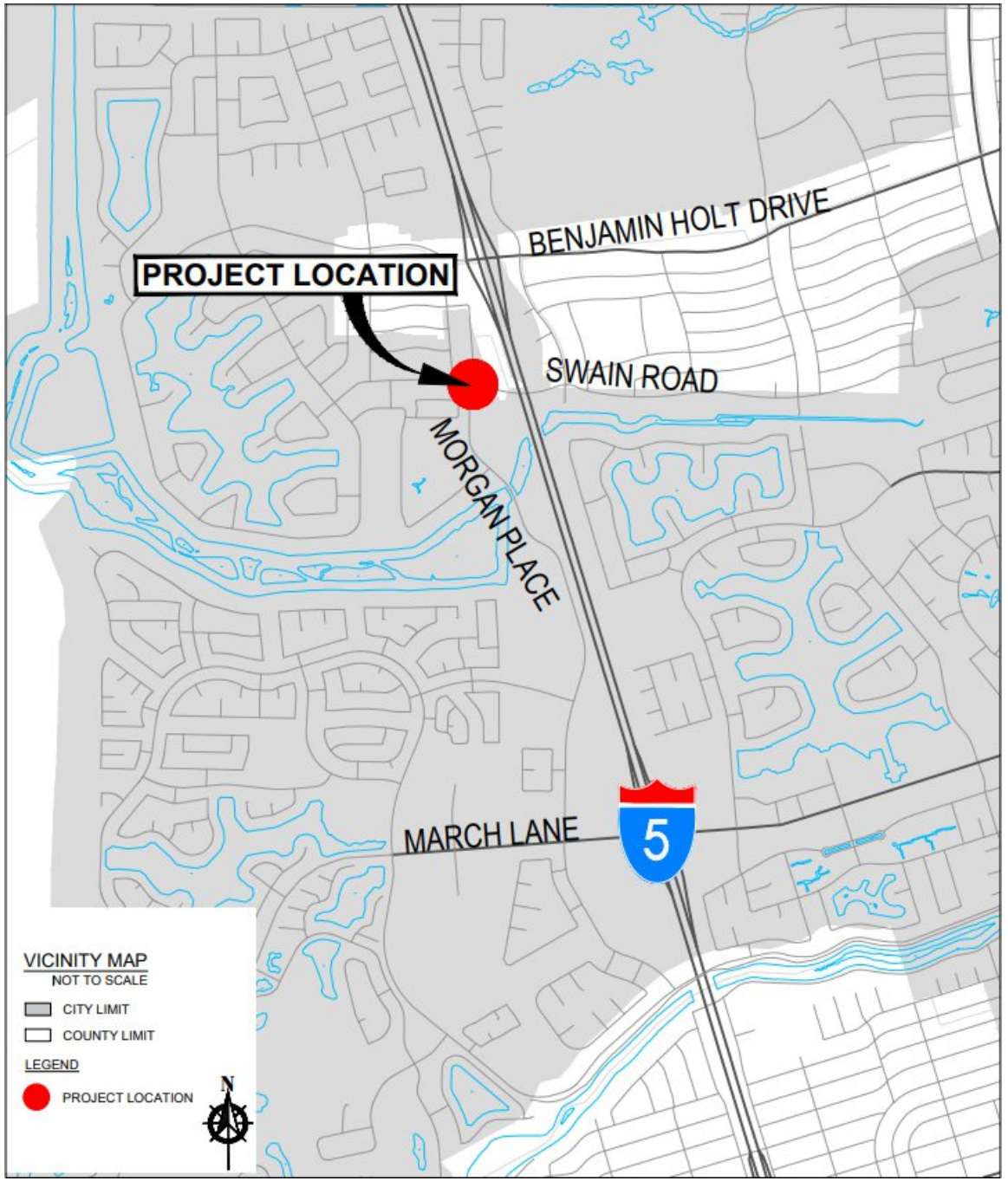
# Project Description

- The City of Stockton proposes to convert an existing four-stop intersection at Swain Road and Morgan Place to a roundabout
- To accommodate the improvements, the following changes are also proposed
  - Installing mid-block ramps to current American Disabilities Act (ADA) standards
  - Installing an interconnected Point-To-Zoom (PTZ) camera
- Additional Project features include rectangular rapid flashing beacons, signage, relocate streetlights, install a splitter island on the west leg of Swain Road and pedestrian refuge spaces on the latter three legs, and complete roadway resurfacing, curb and gutter, sidewalk repairs, and a dedicated turn lane.
- Temporary construction easements, encroachment permits, and traffic detours will be required during project construction.
- The Project does not meet the criteria of an exempt project under 40 CFR 93.126 or 93.128.

# Project Location

- The Project is located just east of the I-5 freeway, in the residential area of the City of Stockton.

- Swain Road is an existing two-lane collector road for eastbound/westbound, and Morgan Place is an existing two-lane connector road for northbound/southbound; one lane in each direction that provides access to Lincoln Village West and Lincoln Village.



# Project Purpose and Need

## The purpose of the Project is to:

- Enhance the safety and accessibility of the Swain Road and Moraga Place corridors for both pedestrian and vehicular traffic while preserving the existing community character, and create a more attractive, walkable community.
- Reduce the vehicle delays and improve intersection operations and level of service.
- Modernize pedestrian facilities
- Provide high-quality, safe roundabout intended to move unobstructed traffic flow along the corridors while ensuring optimal, ADA compliant pedestrian access.

## The Project is needed to:

- Revitalize the existing aging infrastructure of the four-way stop
- Enhance pedestrian experience and improve mobility to be ADA compliant
- Respond to community goals.

# Project Listing in the TIP

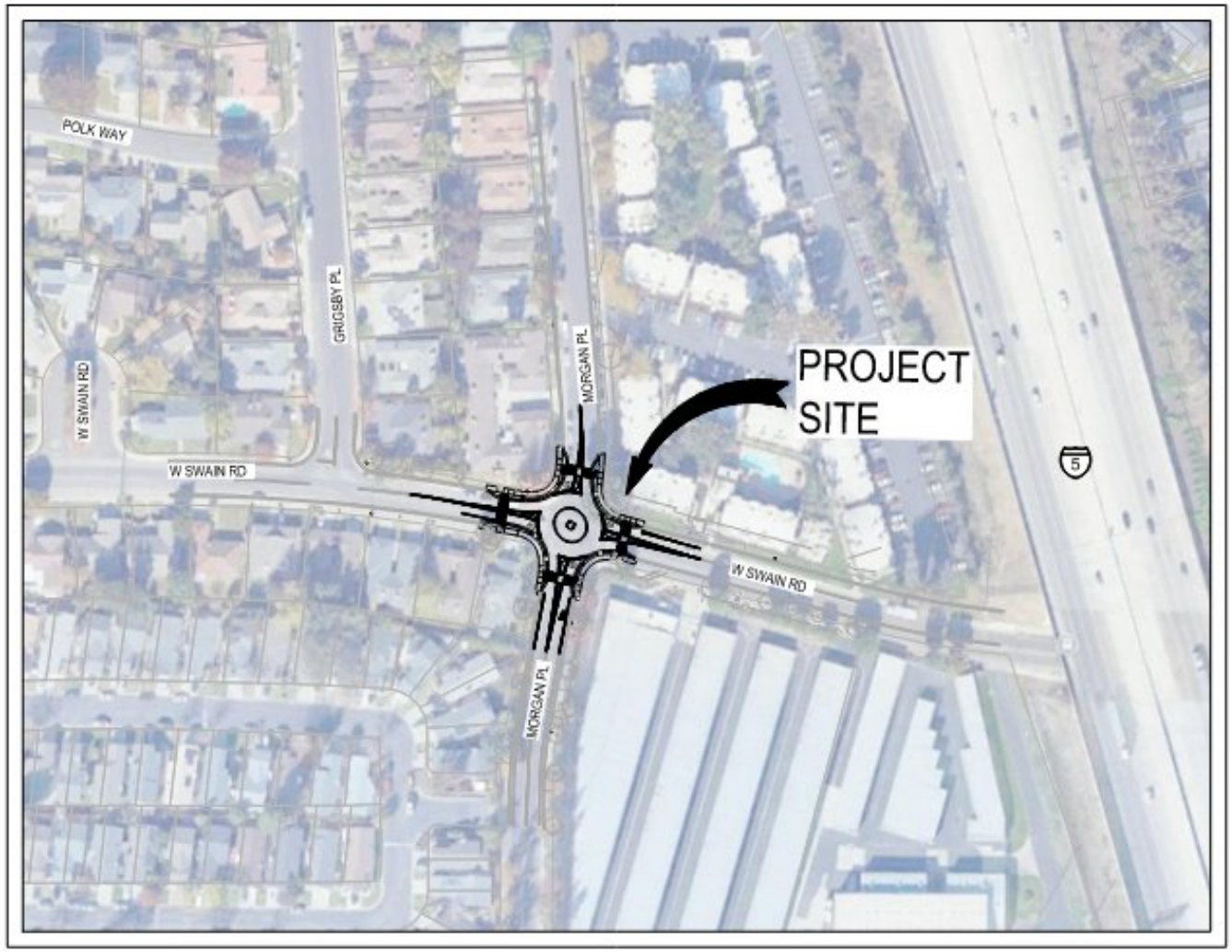
**Grouped Projects for Intersection Channelizations**

Date: 1/6/2026

212-0000-0805

| Agency | Project | Project Description | Phase | 24/25 | | | 25/26 | | | 26/27 | | 27/28 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | CMAQ | CRP | Local | CMAQ | CRP | Local | CMAQ | Local | CMAQ | Local |
| San Joaquin County | SR 26 and Jack Tone Road Roundabout | In San Joaquin County, at intersection of SR 26 & Jack Tone Road, replace all-way stop intersection with roundabout. | CON | | | | | | | | | $ 2,328,000 | $ 302,000 |
| Stockton | Swain Road & Morgan Place Roundabout | Total project cost = $3,492,601. | PE | | | | | | | | | | |
| | | | RW | | | | | | | | | | |
| | | | CON | | | | | $ 2,663,000 | $ 345,019 | | | | |
| Stockton | Feather Drive & Driftwood Place Roundabout | Total project cost = $3,289,000. | PE | | | | $ 487,000 | | $ 67,000 | | | | |
| | | | RW | | | | | | | $ 165,000 | $ 22,000 | | |
| | | | CON | | | | | | | | | $ 2,242,000 | $ 306,000 |
| Lathrop | Lathrop Road Right-turn Lane to Access I-5 On-ramp | Total project cost = $2,017,297. | PE | | | | $ 100,000 | | $ 12,956 | | | | |
| | | | CON | | | | | | | $ 1,500,000 | $ 194,341 | | |
| | | | | $ - | $ - | $ - | $ 587,000 | $ 2,663,000 | $ 424,975 | $ 1,665,000 | $ 216,341 | $ 4,570,000 | $ 608,000 |

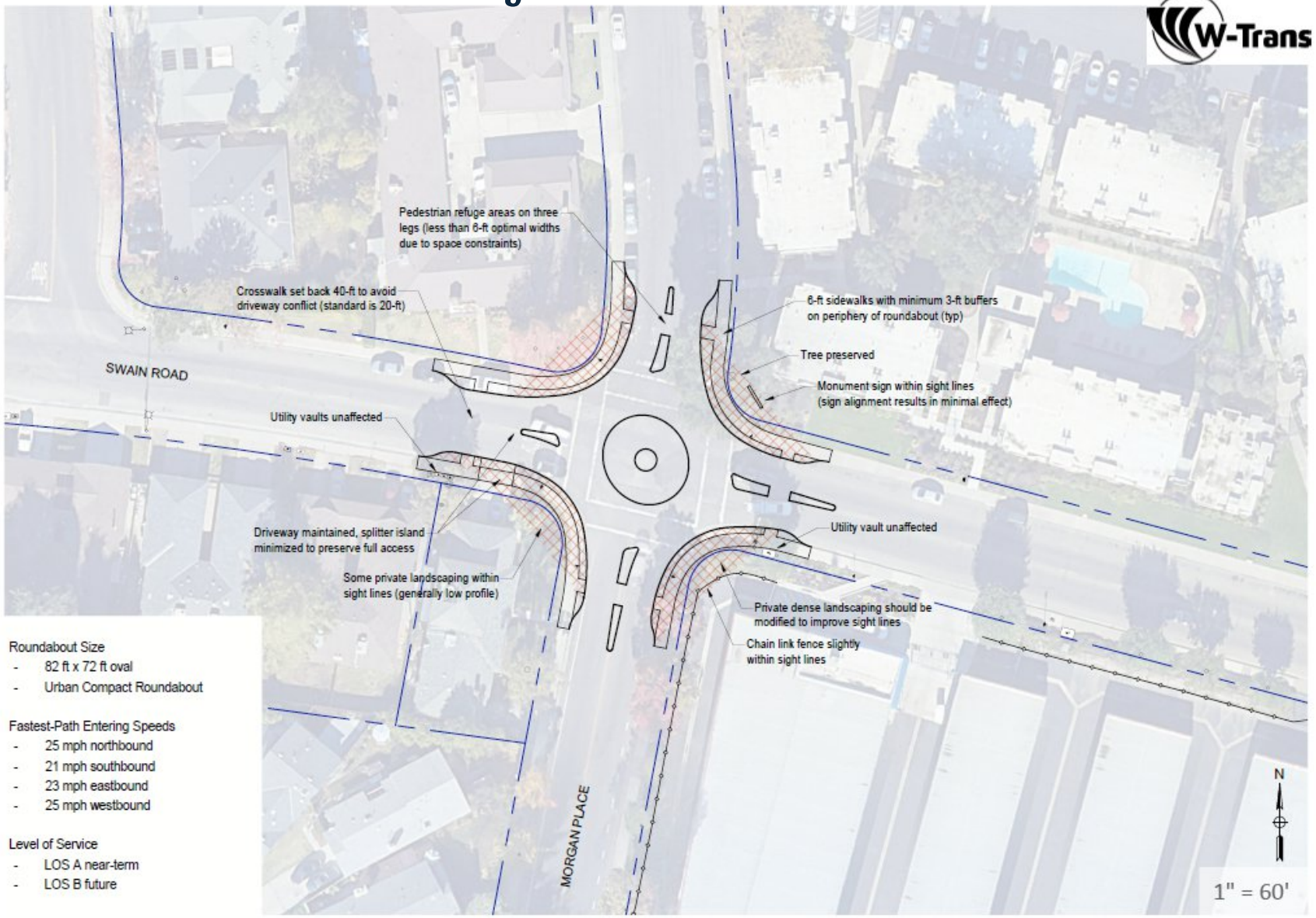
# Site Map




SITE MAP

NOT TO SCALE

# Project Features

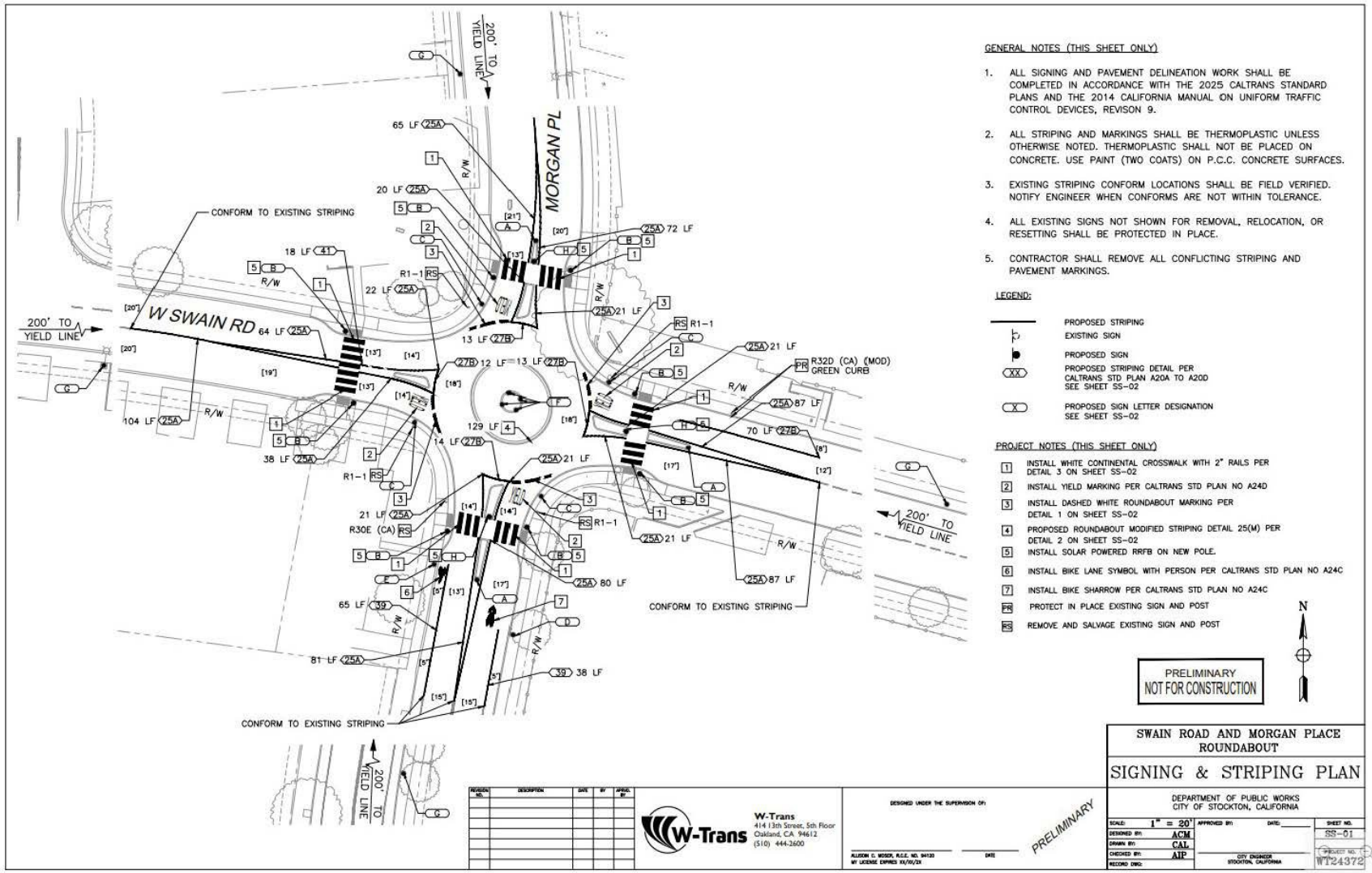



Roundabout Size
- 82 ft x 72 ft oval
- Urban Compact Roundabout

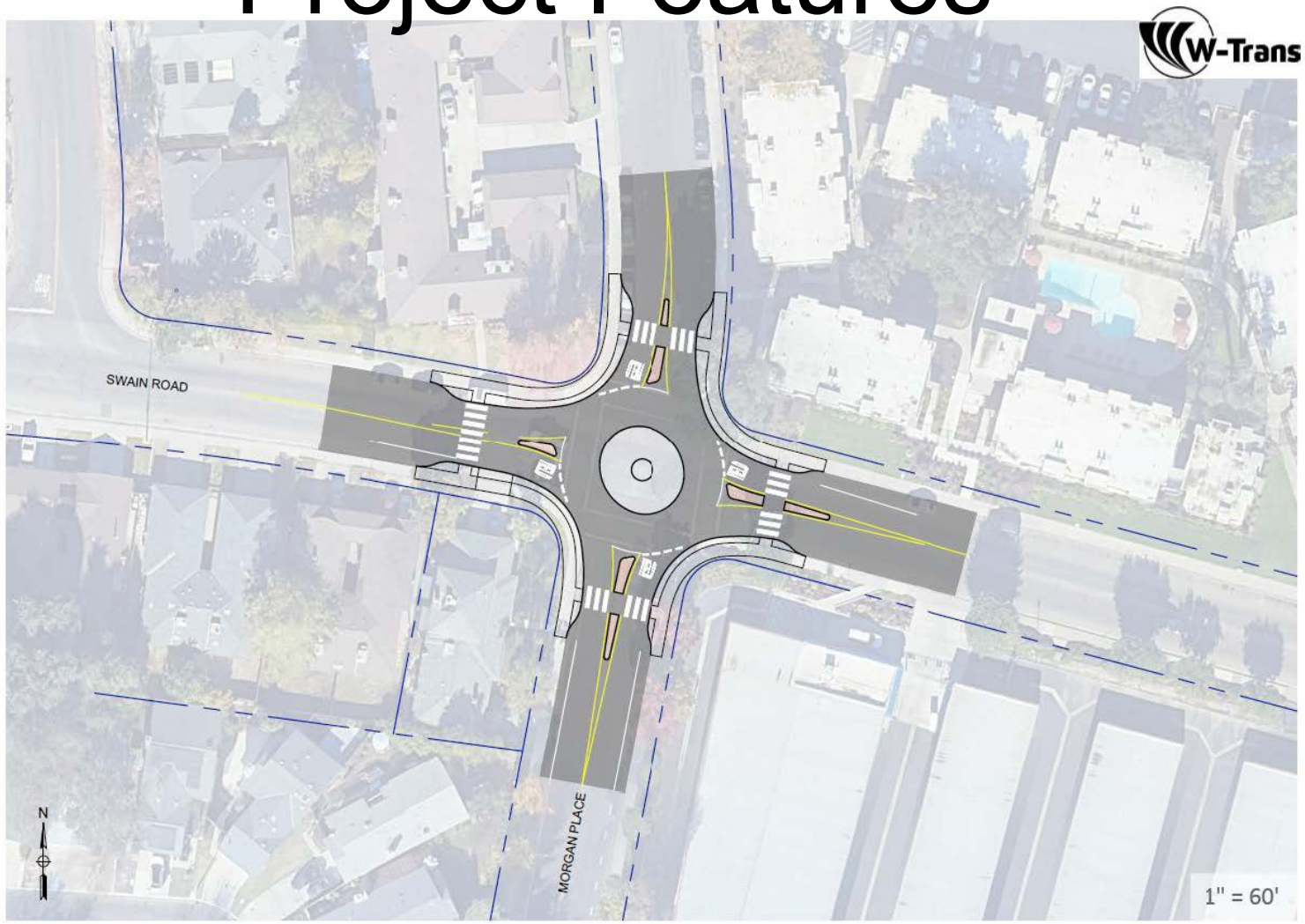
Fastest-Path Entering Speeds
- 25 mph northbound
- 21 mph southbound
- 23 mph eastbound
- 25 mph westbound

Level of Service
- LOS A near-term
- LOS B future

# Project features



# Project Features




SWAIN ROAD/MORGAN PLACE — ROUNDABOUT LAYOUT

PRELIMINARY ROUNDABOUT DESIGN — SEPTEMBER 8, 2025

# Traffic Data on Swain Road

Years Considered: Three years in terms of the existing (2025), opening (2027), and analysis year (2050) are considered for assessing the traffic data. The design year of the project is selected as the analysis year.

Opening Year: Traffic data consisting of Annual Average Daily Traffic (AADT), trucks AADT, and fraction of truck traffic for opening year of 2027 is shown below:

| | No Build | Build |
|---|---|---|
| Annual Average Daily Traffic (AADT)[5] | 13,860 | 13,860 |
| Truck AADT | 555 | 555 |
| % Trucks[6] | 4% | 4% |

# Traffic Data

Analysis Year: Traffic data consisting of Annual Average Daily Traffic (AADT), trucks AADT, and fraction of truck traffic for the analysis year of 2050 is shown below:

| | No Build | Build |
|---|---|---|
| Annual Average Daily Traffic | 17,770 | 17,770 |
| Truck AADT | 715 | 715 |
| % Trucks | 4% | 4% |

# Summary of Traffic Findings

- The project would not result in increased daily truck trips for build conditions.
  - Truck percentages would remain at 4% of total ADTs under Existing, Build, and No Build conditions.
  - The highest ADT volume that would occur under design year conditions with the project is 17,770 ADT.
  - The highest truck average daily trips that would occur under future conditions is 715 ADT in both Build and No Build conditions.
  - The growth in traffic between the opening and analysis year is due to general growth in the area and not attributed to the project.
- Additionally, the project improves the level of service (LOS) at the intersections
  - Opening Year (2027): The project improves from LOS F to LOS A between the no-build and build scenarios
  - Design Year (2050): The project improves from LOS F to LOS B between the no-build and build scenarios

# Project Schedule

| | |
|---|---|
| Project Study Report Approved | Dates |
| Target Environmental Documents Approval | April 2026 |
| Target Project Design Completion | June 2026 |
| Award Contract | September 2026 |
| Approve Contract | October 2026 |
| Construction | November 2026 |

# Project-level Conformity Conclusion

- **Project does not meet the criteria for a POAQC** as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as
  - Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions
- Additional reasons why the project is not a POAQC are:
  - The project would not result in significantly increased daily truck trips for build conditions.
  - The project is intended to improve traffic flow and provide congestion relief at the intersection of Swain Road and Morgan Place.
  - The project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location.
  - The project does not expand an existing bus or rail terminal.
  - The project is not an area identified as a site of violation or possible violation.

# Questions?

Contact Information

*Alejandro.Martinez@stocktonca.gov, 209-937-8410*

Trinity Consultants

**MEETING MINUTES**

# San Joaquin Valley Project-Level Conformity Working Group

## Project-Level Conformity Determination for

Swain Road & Morgan Place Roundabout Project, City of Stockton, San Joaquin County

Meeting Minutes
Wednesday, February 18, 2026, 1:00 – 2:00 (PT)
The meeting was held via Zoom teleconference.

### Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- SJCOG: Ty Phimmasone
- City of Stockton & Project Team: Alejandro Martinez and Wes Johnson (City of Stockton), Aga Napiateli, Madison Castelazo, and Chris Dugan (ESA)
- KernCOG: Vincent Liu
- StanCOG: Sofia So
- KCAG: Kayley Clay
- Caltrans HQ: Rodney Tavitas, James Anderson, Kevin Hernandez Rios, Erika Vaca, Karishma Becha, Noe Puente, Kien Le
- Caltrans District 6: Ken Romero, Maya Hildebrand
- Caltrans District 10: Yousif Zard
- EPA: Lindsay Wickersham
- FHWA: Chris Dresser, Gilbert Contreras
- FTA: Michelle Ruan

### Meeting Summary

- Introductions
  Commencing the meeting, AQ Coordinator provided opening remarks and conducted a call to establish the attendance of all participants.

- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
  - Introductions and Project Overview: AQ Coordinator introduced the Swain Road & Morgan Place Roundabout Project, located in the City of Stockton, San Joaquin County.
  - Project Presentation: City of Stockton project team presented the project details and the reasoning behind the proposed project-level conformity determination.
  - Public Comment Period: SJCOG informed the group that all project-level materials were available for public review on the COG website from February 03 – February 16, 2026. A comment via email was received from public asking why this intersection was chosen over others, and the project team responded that the City's 2019 study ranked all unsignalized intersections, with Swain Road–Morgan Place scoring high for reducing delays and idle time. No further comments were received.

- Discussion
  No questions from IAC

- Determination
  EPA and Caltrans concurred that the project is not a project of air quality concern (POAQC).
- Closing Remarks and Adjournment

AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the SJCOG's website. SJCOG will then send a final email to IAC, documenting the concurrences received.