

**Project-Level Conformity Determination Documentation**  
**for**

10-0X460 Stockton Channel Viaduct Bridge Replacement Project  
City of Stockton, San Joaquin County

**December 2024**

San Joaquin Council of Governments (SJCOG), on behalf of the California Department of Transportation (Caltrans) and the City of Stockton, is providing the final documentation for PM<sub>2.5</sub> and PM<sub>10</sub> Hot-spot Conformity Assessment for the Stockton Channel Viaduct Bridge Replacement located in the City of Stockton, San Joaquin County. The proposed project consists of replacing the northbound and southbound (NB, SB) bridges (No. 29-176L/R) of the Stockton Channel Viaduct bridge with a modified I-5 mainline alignment. Additionally, a two-lane roundabout will be constructed at the intersection of Pershing Avenue and Park Street at the termini of the I-5 northbound on- and offramps.

The draft conformity material was posted on SJCOG's website (<https://www.sjcog.org/airquality>) and was available for the public comment period from November 26 – December 13, 2024. No comments were received during this time frame. An interagency consultation (IAC) meeting was scheduled for December 16, 2024, at 10:30 – 11:00 am (PT).

The NEPA document for this project is CE (23 USC 327) and FHWA and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on December 16, 2024.

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

- Project Name and Number: 10-0X460 Stockton Channel Viaduct Bridge Replacement
- FTIP/CTIPS# Identification No. [FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System]: 212-0000-0750
  - a. The correct FTIP and RTP project descriptions will be amended into the new 2025 FTIP and 2022 RTP version.
- City/County: City of Stockton, San Joaquin County
- Project Description: Mainline: The northbound and southbound (NB, SB) bridges (No. 29-176L/R) of the SCV will be replaced on a modified I-5 mainline alignment.  
NB I-5 Pershing Ave Offramp/Roundabout: A two-lane roundabout will be constructed at the intersection of Pershing Avenue and Park Street at the termini of the I-5 northbound on- and offramps.
- 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:
- Hot Spot Pollutant of Concern (check both): PM<sub>2.5</sub> PM<sub>10</sub>
- Lead Agency: Caltrans District
  - a. Contact Person: Ken Romero
  - b. Phone #: 559.593.5891
  - c. Email: ken.j.romero@dot.ca.gov

- NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/>	Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
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- a. Include the scheduled date of Federal Action (if available):

- NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/>	Exempt	<input type="checkbox"/>	Section 326 –Categorical Exclusion	<input checked="" type="checkbox"/>	Section 327 – Non-Categorical Exclusion
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- 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: 7/30/2024 (draft)

- Current Programming Dates (as appropriate) [PE: Preliminary Engineering; ENG: Engineering; ROW: Right-of-Way; CON: Construction].

Date	Pre-Engineering/ Environmental	Engineering	Right of Way	Construction
Start	1/19/2017	05/26/2024	3/14/2024	5/27/33
End	No Value	5/27/2033	No Value	No Value

#### L. Project Description (Summary, use additional sheets as needed)

- a. Purpose and Need of the project:

- Mainline Purpose:
  - Ensure long-term serviceability, structural integrity, and improve the permit loading rate of the Stockton Channel Viaduct (SCV) Bridge No. 29-0176L/R on I-5.
  - Improve operations between State Route (SR) 4 connectors and the I-5 northbound Pershing Avenue offramp.
- Mainline Need:
  - To address structural deficiencies and continual bridge repairs which result in ongoing maintenance challenges.
    - Concrete and steel superstructure/foundation deficiencies include:

- Widely spaced steel girders, freckled rust forming throughout steel elements, damaged steel bracing, cracking in concrete retaining walls, bents, and columns.
- Non-standard bridge railings.
- Substructure deficiencies:
  - The potential for undermining due to soil liquefaction during a seismic event.
  - The current structures are rated poor for accommodation of permit loading, which is required for goods movement.
- Ramp/Roundabout Purpose:
  - Reconfigure the existing NB Pershing Avenue offramp from NB I-5 to a loop ramp terminating at the North Pershing Avenue/Park Street roundabout.
  - Address community concerns regarding exiting Pershing Avenue offramp drivers.
- Ramp/Roundabout Need:
  - Improve operations between State Route (SR) 4 connectors and the I-5 northbound Pershing Avenue offramp.
  - The project is needed to address insufficient intersection control and higher than average number of broadside collisions at the intersection.

b. Route name, route number, project length, and mile point locations:  
 Caltrans EA 10-0X460 State Route I-5 (Bridge No. 29-0176L/R) and northbound Pershing Avenue Offramp, PM 26.50

c. Number of current and future lanes (clearly indicate if any lanes are “turn lane only”)

Roadway	No Build	Build
I-5	No Value	<i>Bridge realignment – no additional lanes added</i>
Pershing Ave Offramp	Exit ramp with stop sign	Roundabout

Build: 2-lane roundabout at ramp termini of NB I-5 to Pershing Ave on/off ramps

d. Identify as “Capacity Adding” or “Non-Capacity Adding” project.

Non-capacity adding project.

e. Identify intersecting roads that will be impacted:

- Traffic currently exiting from NB I-5 is routed directly into a residential neighborhood at the intersection of North Pershing Avenue and North Floral Street.

- Motorists exiting from NB I-5 travelling southbound on Pershing Avenue towards Fremont Street or other neighborhoods to the west must stop at a 2-way stop intersection on West Floral Street and wait for a break in Pershing Avenue cross-traffic.
- f. Project impact on surrounding land use/traffic generators (discuss especially the effect on diesel traffic)
- The Build/No Build ADT and Truck ADT for the project are the same for the Existing, Open to Traffic, and Design Years, indicating that growth in traffic/truck volumes are due to anticipated population growth, not new traffic induced by construction.
  - A roundabout would eliminate the need for vehicle idling and vehicle stops, thereby reducing the amount of pollutant emissions while improving traffic flow, safety, and operational efficiency.
  - A roundabout would address community concerns regarding the existing offramp exiting I-5 directly into their neighborhood.

## 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.*

- Year(s) Selected for Proposed Facility:
  - a. Year(s) selected  
Base/Existing Year 2022, Open to Traffic Year 2033, Design/Horizon Year 2053
  - b. Justification for Selection of Analysis Year(s):

Traffic analysis is based on Existing, Open to Traffic, and Design Years modeled by Caltrans District 10 Traffic Forecasting and Technical Analysis Branches

A. 2033 Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

2033 Open to Traffic	No Build AADT	Build AADT	No Build/Build Truck% AADT
<i>I-5 Mainline</i>	104,480	104,480	23% = 23,961
<i>Pershing Ramp/Roundabout</i>	27,500	27,500	5% = 1,375

B. 2053 (Design) Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

2053 Design Year	No Build AADT	Build AADT	Truck% AADT
<i>I-5 Mainline</i>	133,680	133,680	23% = 30,746
<i>Pershing Ramp/Roundabout</i>	30,500	30,500	5% = 1,525

C. Describe Traffic Impacts (if appropriate) [Provide any justification if build percent traffic is greater than the no-build, large changes in AADT and trucks percent even if it is below EPA's criteria, etc.]

- Construction of the project would address community concerns by replacing the current two-way stop controlled intersection which exits directly from I-5 into a residential neighborhood.
  - The roundabout would replace the North Pershing Avenue/Park Street intersection and act as a calming mechanism for exiting NB I-5 traffic.
- The roundabout would eliminate the need for motorists travelling southbound on Pershing Avenue towards Fremont Street or other neighborhoods to the west from stopping at a 2-way stop intersection on West Floral Street and waiting for a break in Pershing Avenue cross-traffic.
- A roundabout at this intersection will eliminate the need for stop-and-go traffic, resulting in a decrease of emitted pollutants caused by tailpipe emissions of stopped traffic.

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

- By replacing the existing two-way stop controlled intersection with a roundabout, peak hour PM delay times would be reduced from more than 50 seconds to 10 – 13 seconds of delay time with a greatly improved Level of Service.
- Operational efficiency of the facility would outweigh that of the current existing configuration.

- A roundabout would reduce the number and severity of broadside collisions at this location.
  - Left-turn movements crossing oncoming traffic would become obsolete.

E. Is additional traffic information (tables, maps, 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

## STEP 4: POAQC DETERMINATION

**NOT A PROJECT OF AIR QUALITY CONCERN** [Refer to EPA’s 2021 guidance, EPA-420-B-21-037, and FHWA’s FAQ document, for complete details.] *Quantitative analysis is NOT required. IAC review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps. [Listed in Pg. 1 under “Instructions”] 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. Thus, they would be expected to have a neutral or positive influence on PM emissions”.

The Build/No Build AADT and Truck AADT for the project are the same for Existing, Open to Traffic, and Design Years.

Growth in traffic/truck volumes is due to forecasted population growth in San Joaquin County,

Construction of the preferred alternative would not induce new traffic to the area.

The roundabout would improve delay times at the intersection of the ramp terminus and Pershing Avenue.

Its construction would have a positive effect for motorists who currently must navigate across at the intersection of West Floral Street. Motorists would no longer need to wait for a break in traffic to cross Pershing Avenue.

Overall, construction of this project would lessen peak hour delay times, contribute to operational efficiency, reduce vehicle conflict points and increasing safety margins, and contribute to lesser tailpipe emissions.

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.*

## **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. [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>] 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.

## **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.*

- SJV Project Level Conformity Group Meeting Date: December 16, 2024
- Summary of IAC comments received and responses: On December 16, 2024, a teleconference call was convened from 10:30 to 11:00 am (PT) to present project details and a project-level conformity summary. The IAC partners and the public were invited to participate. There were no comments from the IAC partners and the public. Following the presentation, the IAC partners concurred that the project is not of a air quality concern (not a POAQC).
- Summary of public comments received and responses: On Nov 26, 2024, the hot-spot checklist and draft presentation slides were made available for public review on the SJCOG website. The public comment period concluded on Dec 13, 2024, at 5:00 PM. No comments were received from the public during this time frame.
- IAC Concurrence Date(s): December 16, 2024

### ***Additional Information on Traffic Data***

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

# **Stockton Channel Viaduct (SCV) Bridge Replacement**

Caltrans EA  
10-0X460 San  
Joaquin County

# Project Overview

- 1) Project Description – 2 portions – I-5 Mainline and Pershing Avenue Roundabout
- 2) Project Location
- 3) Purpose and Need
- 4) Project Listing in the FTIP/CTIPS
- 5) Project Alternatives
- 6) Traffic Data and a Summary of Traffic Findings
- 7) Project Schedule
- 8) Project-level Conformity Summary

# I-5 Mainline Description

- The northbound and southbound bridges (No. 29-176L/R) of the SCV will be replaced on a modified I-5 mainline alignment.
  - The profile grade of the new structures will be 5 to 15 feet higher than the existing profile then conform to the existing profile.
  - The existing I-5 mainline will be shifted west by 50 feet at the north end of the existing structures.
  - The Park Street and Oak Street Undercrossing structures will be removed.
    - Area under the existing Pershing offramp will be regraded by removing the existing embankment.
  - The existing Fremont Street/North Pershing intersection will be slightly modified to accommodate the bridge column of the southbound structure.

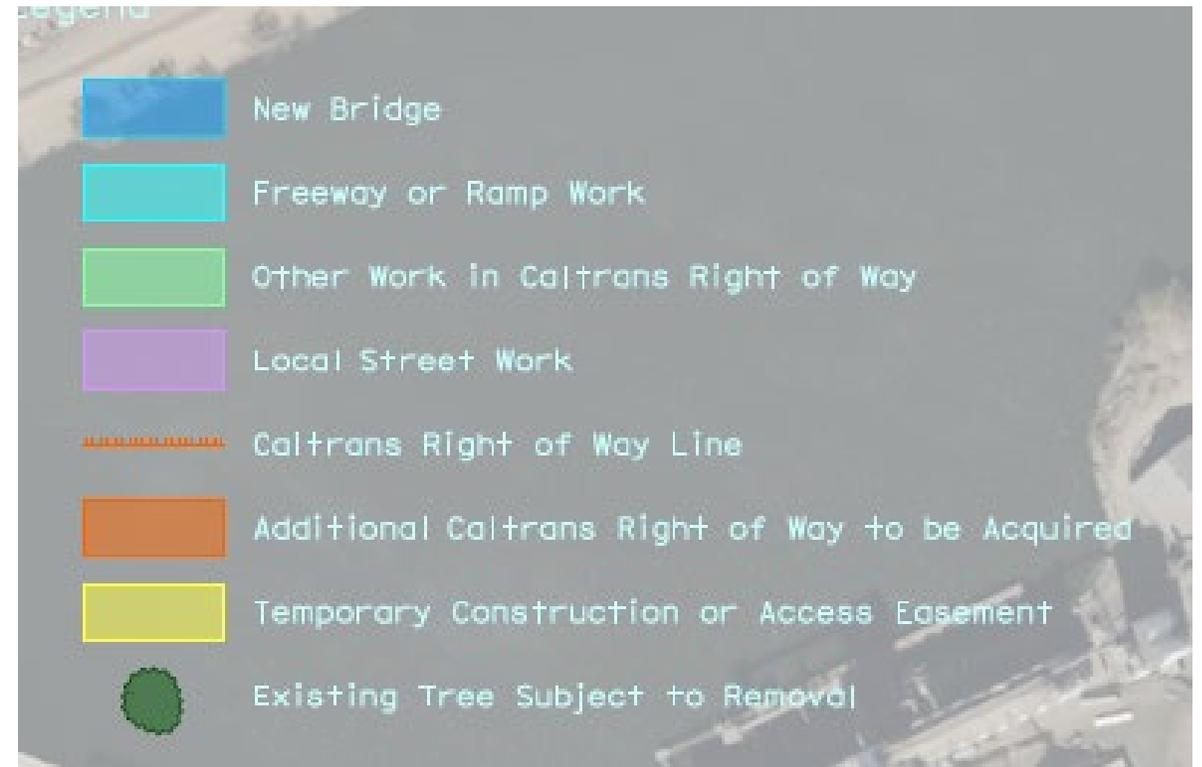
# Roundabout Description

- A two-lane roundabout will be constructed at the intersection of Pershing Avenue, Park Street, and I-5 northbound on- and offramps.
  - The existing NB I-5 onramp terminates at North Pershing Avenue/ Park Street intersection.
  - A roundabout will replace the North Pershing Avenue/Park Street intersection.
  - The existing NB I-5 offramp will be reconfigured to a loop ramp and terminate at the roundabout.
  - The roundabout addresses community concerns regarding the existing ramp configuration, which routes traffic from NB I-5 onto North Pershing Avenue directly into residential areas.

# Mainline Project Location



# Proposed Ramp/Roundabout Location at I-5 NB Pershing Avenue Off Ramp/Park Street



# Mainline Improvements Purpose

- The purpose of the mainline improvements portion is to:
  - Ensure long-term serviceability, structural integrity, and improve the permit loading rate of the Stockton Channel Viaduct (SCV) Bridge No. 29-0176L/R on I-5.
  - Improve operations between State Route (SR) 4 connectors and the I-5 northbound Pershing Avenue offramp.

# Ramp and Roundabout Improvements Purpose

- The purpose is to reconfigure the existing NB Pershing Avenue offramp from NB I-5 to a loop ramp terminating at the North Pershing Avenue/Park Street roundabout.

# Mainline Need

- The need for the mainline improvements is to address structural deficiencies and continual bridge repairs which result in ongoing maintenance challenges.
- Concrete and steel superstructure/foundation deficiencies include:
  - Widely spaced steel girders, freckled rust forming throughout steel elements, damaged steel bracing, cracking in concrete retaining walls, bents, and columns.
  - Non-standard bridge railings.
- Substructure deficiencies include the potential for undermining due to soil liquefaction during a seismic event.
- The current structures are rated poor for accommodation of permit loading, which is required for goods movement.

# Pershing NB Offramp improvement Need

- This portion of the project is to address community concerns over the existing ramp configuration.
  - Traffic currently exit from NB I-5 is routed directly into a residential neighborhood at the intersection of North Pershing Avenue and North Floral Street
  - Motorists exiting from NB I-5 travelling northbound on Pershing Avenue exit directly into the neighborhood with no slowing or stopping.
  - Motorists exiting from NB I-5 travelling southbound on Pershing Avenue towards Fremont Street or other neighborhoods to the west must stop at a 2-way stop intersection on West Floral Street and wait for a break in Pershing Avenue cross-traffic.
  - The proposed roundabout will not attract additional traffic and would improve safety and operational efficiency.

# 2022 RTP/2025 FTIP Listing

- While the SCV project is not modeled in the regional emissions model, it has been listed under “Regional Transportation Plan Project Listings” in the 2022 San Joaquin Council of Governments Regional Transportation Plan and Federal Transportation (SJCOG RTP/FTIP) and is included in the draft 2025 FTIP.
- The draft 2025 FTIP is currently being amended to include the North Pershing ramp/roundabout in the project description. The project will be re-numbered 10-0X462 to account for construction phasing.

## BRIDGE PRESERVATION: 212-0000-0432

4	14.2	In Stockton, at San Joaquin River Bridge No. 29-0050. Rehabilitate movable bridge electrical and mechanical systems.	3401	1H200	30	7,427	3,359	1,030	4
5	25.6/ 28.0	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L, from Route 4 to Mount Diablo Ave. Also on Route 4, from 0.26 mile west of 0.15 mile east of Route 4/5 Interchange (PM R15.7/R16.2). Bridge replacement to address lightweight concrete deck deterioration, superstructure deficiencies, and load carrying capacity deficiencies. This is a Construction Manager/General Contractor (CMGC) project.	3133A	0X461	24,300	216,600	0	0	1,100
4	R16.2	In Stockton, at Mormon Slough Bridge No. 29-0237L. Apply polyester concrete overlay to bridge deck. (Bridge Deck Preservation)	3531	1N760	0	1,970	40	150	0
5	0.6L	Near Lathrop, at the southbound Route 5 to westbound Route 580 Separation Bridge No. 29-0242L. Apply polyester concrete overlay to bridge deck, replace joint seals, repair unsound concrete and conform pavement at approach and departure slabs. (Bridge Deck Preservation)	3533	1N770	0	1,300	120	180	0
4	0	Near Discovery Bay, at Old River Bridge No. 29-0045. Install walers, place polyester concrete overlay, paint steel bridge, and remove abandoned garage.	3276	1H360	495	7,801	1,591	1,321	0
5	26.1/ 26.5	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176R. Bridge rehabilitation to address structural and load carrying capacity deficiencies. This is a Design-Build project.	3133B	0X462	0	315,900	0	0	1,100

# No Build - Mainline

- No northbound flyover ramp from I-5 to the northbound Pershing Avenue Offramp
  - No reconfiguration to move the mainline section to the west.
  - Profile grade will not require raising of the bridge profile.
  - The existing Pershing offramp will remain as it, with exiting traffic travelling directly from the freeway into the neighborhood.

# Build - Mainline

- Northbound and Southbound structures (Bridge No. 29-176L/R) of the Stockton Channel Viaduct will be replaced on a modified mainline alignment.
  - New alignment will be shifted west by 50 feet at the north end of the existing structures.
- The Park Street and Oak Street Undercrossings (UC) will be removed and the area under the existing Pershing ramp will be re-graded.
- The existing Fremont Street/North Pershing Avenue intersection will be slightly modified to accommodate the bridge column of the southbound structure.

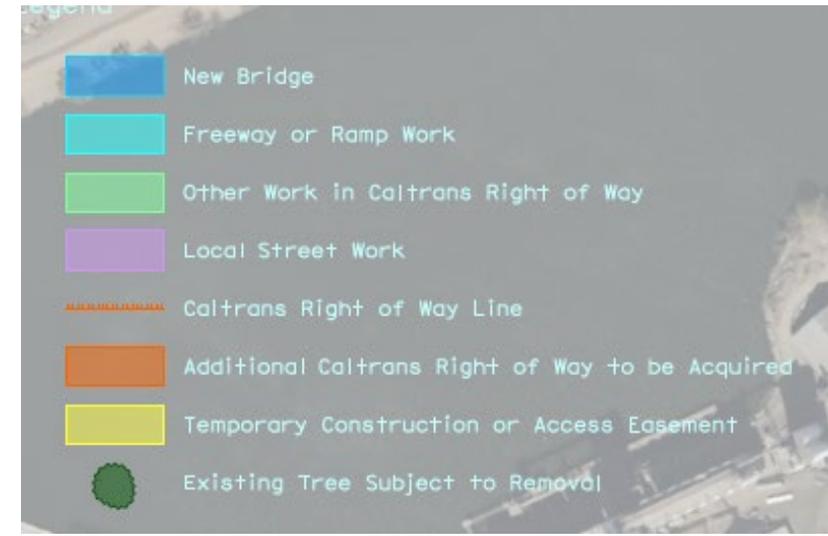
# No Build – Pershing NB Ramps and Roundabout

- The Stockton Channel Viaduct bridge will remain in its current condition.
- The intersection will remain in its current condition.
  - Signal control on the I-5 NB entrance ramp, North Pershing Avenue, and Park Street.
  - Exiting traffic from I-5 NOB offramp will continue to be directed into the neighborhood at North Pershing Avenue and West Flora Street.
    - Will need to either cross OR turn left onto West Flora Avenue.
- The No Build alternative does not meet the purpose or need of the project.

# Build – Pershing NB Ramps and Roundabout

- A single-lane roundabout would be built to accommodate Surface Transportation Assistance Act (STAA) trucks.
- Each approach will have a splitter island, pedestrian crossings, ADA elements, and curbs and gutters.
- The eastbound approach leg will have a through lane and a 300-ft dedicated right-turn lane.
- The southbound departure leg will have an additional 300-ft transition lane.
- Idling/delay times will decrease significantly during PM peak hour.

# Complete Build Alternative



# Traffic Data, Models, and Methodology (cont.)

- Annual Average Daily Traffic (AADT), Existing, Open to Traffic, and Design Year traffic, AM/PM peak hour traffic and heavy vehicle estimates derived from raw data counts are provided by Caltrans D10 Travel Forecasting.
- The ramp/roundabout analysis utilized Synchro 12, Sidra Version 9.0, and HCS Version 7.0 modelling software.
- The mainline analysis utilized Synchro 10, HCS2010, and FREQ Corridor Analysis modelling software.

# Existing/Base Traffic and Traffic Findings

Mainline existing traffic mainline conditions

Year	Alternative	AADT	Truck AADT (23%)
2022	Existing Base	87,175	20,050

Ramp existing traffic conditions

Year	Alternative	AADT	Truck AADT (5%)
2022	Existing Base	26,000	1,300

# Mainline and Ramp/Roundabout Traffic and Traffic Findings

Mainline With NB I-5 Flyover to Pershing Offramp AADT and Truck AADT

Year	Alternative	AADT	Truck AADT (23%)
2033 (Build/No Build)	Open to Traffic	104,480	23,961
2053 (Build/No Build)	Design	133,680	30,746

NB I-5 Flyover to Pershing Offramp and Roundabout AADT and Truck AADT

Year	Alternative	AADT	Truck AADT (5%)
2033 (Build/No Build)	Open to Traffic	27,500	1,375
2053 (Build/No Build)	Design	30,500	1,525

# Traffic and Traffic Findings – Pershing Avenue NB Ramp and Roundabout

The PM peak hour (PM PH) was modelled as it represents the worst-case scenario

Year	Alternative	AADT	PM PH Delay	PM PH LOS
2022 Existing	Base	26,000	50 seconds	F
2033 (Open to Traffic)	Two-Way Stop Control (No Build)	27,500	More than 50 seconds	F
2033 (Open to Traffic)	Roundabout	27,500	10 seconds	B
2053 (Design)	Two-Way Stop Control (No Build)	30,500	More than 50 seconds	F
2053 (Design)	Roundabout	30,500	13 seconds	B

# Traffic Findings Summary

- The bridge realignment would replace aging infrastructure with a bridge designed to comply with current safety standards.
- Construction of the Pershing Avenue roundabout would effectively reduce vehicle delay and improve traffic flow.
- The roundabout would eliminate points of conflict and greatly reduce the possibility of accidents and broadside collisions.
- The roundabout would address community concerns over the existing ramp configuration which motorists exiting I-5 directly into the residential area without slowing or stopping.
- Growth in traffic between Open to Traffic and Design Years is due to general growth in the area, not to construction of the roundabout.

# Schedule

- Begin Environmental: 1/19/2017
- Begin PA&ED: 06/30/2021
- Begin Design: 11/07/25
- RTL: 08/18/2028
- Begin Construction: 05/27/33

# Project-level Conformity Conclusion

The Stockton Channel Viaduct Bridge Replacement 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 a non-exempt project that is not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii), which states that “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”.

# Project Level Conformity Summary

- Caltrans asks that the IAC Group concur the project is not a Project of Air Quality Concern due to:
  - The Build/No Build AADT and truck AADT are the same for Existing, Open to Traffic, and Design Years.
  - Growth in traffic/truck volumes are attributed to anticipated population growth. New traffic will not be induced by construction of the project.
  - The roundabout will calm exiting I-5 traffic before it enters the neighborhood, reduce idling time, and improve LOS.
- The Build alternative addresses community concerns regarding traffic safety and access in their neighborhood.

# Questions?



[Contact -Ken.J.Romero@dot.ca.gov](mailto:Ken.J.Romero@dot.ca.gov)

## San Joaquin Valley Project-Level Conformity Working Group

**Project-Level Conformity Determination for**  
10-0X460 Stockton Channel Viaduct Bridge Replacement Project  
City of Stockton, San Joaquin County

**Meeting Minutes**  
**Tuesday, December 16, 2024**  
**10:30 – 11:00 am**

The meeting was held via Zoom teleconference.

### Meeting Agenda

#### Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- SJCOG: Ty Phimmason, Ryan Niblock
- Caltrans HQ: Rodney Tavitias, Erika Espinosa Araiza, Erika Vaca, Karishma Becha, Peter Kang
- Caltrans District 6: Ken Romero, Maya Hildebrand
- Caltrans District 10: Sriram Iyer
- EPA: Lindsay Wickersham
- FHWA: Adekemi Ademuyewo
- MCAG: Shunyi Hu, Christopher Winkers
- KCAG: Kayley Clay
- Kern COG: Vincent Liu, Ceasar Valle, Ed Flickinger
- Stan COG: Nick St. Cook

#### Meeting Summary

- Introductions  
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a roll 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 Stockton Channel Viaduct Bridge Replacement project located in the City of Stockton, San Joaquin County.
  - Project Presentation: Ken Romero from Caltrans D6 presented the project details and the reasoning behind the proposed project-level conformity determination. Ken additionally noted that the project started as a bridge replacement project, and recently, the project additionally included a roundabout added to an off-ramp of the bridge. As roundabouts are exempt from regional conformity requirements, a Type 1 amendment to the FTIP and a technical correction to the RTP will be made to ensure consistency across planning documents for the project description. This approach was discussed and approved by IAC partners (Lindsay Wickersham from EPA, Gilberto Contreras from FHWA, and Rodney Tavitias from Caltrans HQ) at November 20, 2024, project-level conformity meeting.

- Public Comment Period: SJCOG informed the group that all project-level materials were available for public review on the COG website from November 26 – December 13, 2024. No comments were received during this public comment period. No comments were received from IAC partners during the draft conformity review.
- Discussion  
No comments or questions related to the project-level conformity assessment were received from the attendees. Rodney Tavitas emphasized the importance of disseminating information on the project description change, including the addition of the roundabout (as a new alternative), as part of the NEPA environmental documentation process to ensure consistency across all project documents.
- Determination  
EPA and FHWA 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 website. SJCOG will then send a final email to IAC documenting the concurrences received. The next project-level conformity meeting is scheduled for December 18, 2024.