

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: SR 155/Lexington Street Intersection Improvement
06-1A500
- B. FTIP/CTIPS# Identification No. [FTIP: Federal Transportation Improvement Program;
CTIPS: California Transportation Improvement Program System]: N/A
- C. City/County: City of Delano/Kern County
- D. Project Description: This project proposes to improve intersection control at the intersection of SR 155 and Lexington Street in Delano, California. This project also includes the following:
- a. Road widening on the west leg to add an Eastbound right turn lane, thereby giving this leg a dedicated left, through, and right turn lane, while adjusting striping on the east leg to add an identical same lane configuration Westbound. Road widening on the west leg will also allow it to accept a right turn from the Southbound lane.
 - b. Intersection upgrades at all corners which will install traffic signals, lighting, and signal poles, with associated conduit and wiring from the controller to the poles. Also, pavement widening and resurfacing, Americans with Disabilities Act (ADA) ramp construction, and new sidewalk installation on the Northwest corner extending west to the existing sidewalk.
 - c. Project activities will also include the installation of two new storm drain inlets in the intersection and storm drainpipes, which will run along SR 155 westward to Main Street (approximately 880 ft), then south on Mainstreet for approximately 360 ft. Inlets and junction boxes would also be rebuilt.

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:

F. Hot Spot Pollutant of Concern (check both): PM_{2.5} PM₁₀

G. Lead Agency: Caltrans District

- a. Contact Person: Ken Romero
- b. Phone #: 559.593.5891
- c. Email: ken.j.romero@dot.ca.gov

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

<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input 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):

I. CEQA Assignment – Project Type (check appropriate box)

<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 326 –Categorical Exclusion	<input type="checkbox"/>	Section 327 – Non-Categorical Exclusion
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J. 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:

K. 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	02/09/2021	02/09/2021	07/31/2023	06/03/2025
End	12/31/2024	02/28/2025	01/03/2025	07/01/2028

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

- a. Purpose and Need of the project:

- The purpose of this project is to rehabilitate SR 155 within the project limits to bring it up to Resurfacing, Restoration, Rehabilitation (3R) Standards, as well as to signalize the intersection of SR 155 and Lexington St.
- This project is needed to address insufficient intersection control as well as address the existing pavement, which is deteriorated and needs replacing to continue to function.

b. Route name, route number, project length, and mile point locations:

Caltrans EA 06-1A500, State Route 155/Lexington St Intersection, Approximate PMs: R0.0/R1.3 (intersection work at PM 0.47).

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

Roadway	No Build (Current/Base Year)	Build (Future/Signalized)
Lexington St - Southbound (At North Leg of Intersection)	1 Left only turn lane, 1 Through/Right turn lane, 1 Bike lane	(Unchanged) 1 Left only turn lane, 1 Through/Right turn lane, 1 Bike lane
Lexington St - Northbound (At South Leg of Intersection)	1 Left only turn lane, 1 Through lane, 1 Bike lane, 1 Right only turn lane	(Unchanged) 1 Left only turn lane, 1 Through lane, 1 Bike lane, 1 Right only turn lane
SR 155 – Eastbound (At West Leg of Intersection)	1 Lane (Left/Through/Right turn all possible)	(New Turn Configuration and Road Widening) 1 Left only turn lane, 1 Through lane, 1 Bike lane, 1 Right only turn lane
SR 155 - Westbound (At East Leg of Intersection)	1 Right only turn lane, 1 Left/Through turn lane	(New Configuration) 1 Left only turn lane, 1 Through lane, 1 Bike lane, 1 Right only turn lane

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

Non-capacity adding project.

e. Identify intersecting roads that will be impacted:

Intersection of SR 155/Lexington St.

- 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 Open to Traffic (2027), and Design Years (2047), indicating that growth in traffic/truck volumes are due to anticipated population growth, and not due to new traffic induced by construction.
- A signalized intersection would eliminate stop-and-go idling due to queuing, thereby reducing the amount of pollutant emissions while improving traffic flow and operational efficiency of the intersection.

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 Proposed Facility:

a. Year(s) selected

Base Year 2021, Open to Traffic Year 2027, Design Year 2047

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

Data is projected from Base Year, and Traffic analysis is based on Open to Traffic, and Design Years. All are modeled by Caltrans District 06 Traffic Forecasting and Technical Analysis Branches.

B. 2027 Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

Alternative	AADT	Truck AADT (7%)
<i>No Build</i>	18,900	1,323
<i>Build (Signalize)</i>	18,900	1,323

C. 2047 Analysis/Design Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

Alternative	AADT	Truck AADT (7%)
<i>No Build</i>	25,500	1,785
<i>Build (Signalize)</i>	25,500	1,785

D. 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 will result in a positive impact by regulating traffic flow at the intersection of SR 155 and Lexington St.
- A signal at this intersection will regulate stop-and-go traffic, resulting in a decrease of queuing and reduced delay times. These decreases will also result in a further reduction in emitted pollutants caused by tailpipe emissions of idling traffic.
- Traffic and truck traffic AADT will remain the same whether construction takes place or not. The project will not induce new traffic to the area.

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

- By replacing the existing stop-controlled intersection of SR 155 with a signalized intersection, delay times during the AM and PM peak hours would be reduced significantly and contribute to the operational efficiency of this segment of SR 155.
- Signalization of the intersection would improve the safety of pedestrian facilities by moderating dedicated times for pedestrian crossings, and by including bike lanes in new turning configurations.

F. 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 Open to Traffic, and Design Years. Growth in traffic/truck volumes is due to forecasted population growth in Kern County. Construction of the preferred alternative would not induce new traffic to the area.

The signalized intersection would improve delay times at the SR155/Lexington St intersection. Overall, construction of this project would lessen peak hour delay times, contribute to operational efficiency, reduce vehicle conflict points, increase safety margins, and contribute to a decrease in 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.

- A. SJV Project Level Conformity Group Meeting Date: December 10, 2024
- B. Summary of IAC comments received and responses:
- C. Summary of public comments received and responses:
- D. IAC Concurrence Date(s):

Additional Information on Traffic Data

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

06-1A500

SR 155/Lexington Street Intersection Improvement

**San Joaquin Valley (SJV) Hot Spot Checklist for Interagency Consultation –
Step 3, F – Additional Traffic Information**

Table 1: AM/PM Delay Times and Level of Service Data for No Build Alternative.*

No Build Alternative	AADT	AM Peak Traffic Truck AADT (7%)	AM Peak Traffic Delay Time	AM Peak Traffic LOS	PM Peak Traffic Truck AADT (7%)	PM Peak Traffic Delay Time	PM Peak Traffic LOS
Base Year (2021)	14,600	1022	27.4 sec	D	0	48.4 sec	E
Opening Year (2027)	18,900	1323	35.8 sec	E	1557	60.9 sec	F
Design Year (2047)	25,500	1785	85.5 sec	F	1898	131.8 sec	F

*: Traffic analysis modeled by Caltrans District 06 Traffic Forecasting and Technical Analysis Branches

Table 2: AM/PM Delay Times and Level of Service Data for Build/Signalization Alternative.*

Build Alternative	AADT	AM Peak Traffic Truck AADT (7%)	AM Peak Traffic Delay Time	AM Peak Traffic LOS	PM Peak Traffic Truck AADT (7%)	PM Peak Traffic Delay Time	PM Peak Traffic LOS
Opening Year (2027)	18,900	1323	27.3 sec	C	1557	32.8 sec	C
Design Year (2047)	25,500	1785	34.8 sec	C	1898	32.2 sec	C

*: Traffic analysis modeled by Caltrans District 06 Traffic Forecasting and Technical Analysis Branches

Figure 1: Existing Site Location (Satellite)



Figure 2: Proposed Turning Configurations and West Leg Widening

(Excerpt From Plan Set)

