

Chowchilla Capital Preventive Maintenance (CAPM) Project

On State Route 233 in the City of Chowchilla
from Avenue 24½ to State Route 99

06-MAD-233-PM-1.80/3.88

Project ID Number 0619000224

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

March 2024



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Madera County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the following locations: Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, Monday through Friday, from 8:00 a.m. to 5:00 p.m.; Chowchilla Branch Library, 300 Kings Avenue, Chowchilla, California 93610, Tuesday 11:00 a.m. to 6:00 p.m., Wednesday and Thursday 11:00 a.m. to 5:00 p.m., Friday and Saturday 11:00 a.m. to 3:00 p.m.; and Madera Library, 121 North G Street, Madera, California 93637, Monday through Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 3:00 p.m. This document can also be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0w860>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Trais Norris, District 6 Environmental Division, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: trais.norris@dot.ca.gov.
- Submit comments by the deadline: May 15, 2024

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Accessibility Assistance

Caltrans makes every attempt to ensure our documents are accessible. Due to variances between assistive technologies, there may be portions of this document that are not accessible. Where documents cannot be made accessible, we are committed to providing alternative access to the content. Should you need additional assistance, please contact us at the phone number in the box below.

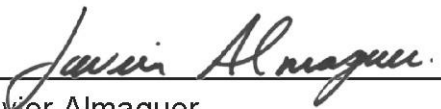
For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Trais Norris, District 6 Environmental Division, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; 559-320-6045 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Rehabilitate pavement and upgrade Transportation Management System (TMS) elements, construct Complete Streets elements, and broadband on State Route 233 in Madera County in the City of Chowchilla from Avenue 24½ to State Route 99

**INITIAL STUDY
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission



Javier Almaguer
Office Chief, Environmental
California Department of Transportation
CEQA Lead Agency

Date: 3/15/2024

The following individual can be contacted for more information about this document:

Trais Norris, Senior Environmental Planner, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; phone: 559-320-6045; email: trais.norris@dot.ca.gov



DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 06-MAD-233-PM 1.80-3.88

EA/Project Number: EA 06-0W860 and Project ID Number 0619000224

Project Description

The California Department of Transportation (Caltrans) proposes to improve State Route 233 in Madera County in the City of Chowchilla from Avenue 24 ½ to State Route 99. Improvements would rehabilitate pavement and upgrade Transportation Management System (TMS) elements, including signals, roadside signs and guardrail, and construct Complete Streets elements, including bike lanes, Americans with Disabilities Act-compliant (ADA) curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, flashing beacons, lighting, sidewalks, and broadband.

Determination

An Initial Study has been prepared by Caltrans District 6. On the basis of this study, it is determined that the proposed action will have no effect on aesthetics, agriculture and forestry resources, air quality, biology, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

In addition, the proposed project would have less than significant effects on cultural resources, greenhouse gas emissions, hazardous waste and transportation.

Javier Almaguer
Office Chief, Environmental
California Department of Transportation
CEQA Lead Agency

Date

Table of Contents

Chapter 1	Proposed Project	1
1.1	Introduction	1
1.2	Purpose and Need	1
1.2.1	Purpose	1
1.2.2	Need	2
1.3	Project Description	2
1.4	Project Alternatives	5
1.4.1	Build Alternative	5
1.4.2	No-Build (No-Action) Alternative	5
1.5	Standard Measures and Best Management Practices Included in All Build Alternatives	5
1.6	Discussion of the NEPA Categorical Exclusion	6
1.7	Permits and Approvals Needed	6
Chapter 2	CEQA Evaluation	7
2.1	CEQA Environmental Checklist	7
2.1.1	Aesthetics	7
2.1.2	Agriculture and Forestry Resources	8
2.1.3	Air Quality	9
2.1.4	Biological Resources	10
2.1.5	Cultural Resources	11
2.1.6	Energy	12
2.1.7	Geology and Soils	13
2.1.8	Greenhouse Gas Emissions	14
2.1.9	Hazards and Hazardous Materials	15
2.1.10	Hydrology and Water Quality	19
2.1.11	Land Use and Planning	20
2.1.12	Mineral Resources	21
2.1.13	Noise	21
2.1.14	Population and Housing	22
2.1.15	Public Services	22
2.1.16	Recreation	23
2.1.17	Transportation	23
2.1.18	Tribal Cultural Resources	25
2.1.19	Utilities and Service Systems	26
2.1.20	Wildfire	26
2.1.21	Mandatory Findings of Significance	27
Appendix A	Section 4(f) De Minimis Determination	29
Appendix B	Title VI Policy Statement	31
Appendix C	Project Plans	33
Appendix D	Bike Lanes, Bulb-outs, Enhanced Visibility Crosswalks	51

Chapter 1 **Proposed Project**

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to improve State Route 233 in Madera County in the City of Chowchilla from Avenue 24½ to State Route 99. Improvements would rehabilitate the pavement and upgrade Transportation Management System (TMS) elements, including signals, roadside signs and guardrail, asphalt concrete dikes and construct Complete Streets elements, including bike lanes, Americans with Disabilities Act-compliant (ADA) curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, flashing beacons, lighting, sidewalks, and broadband. The proposed improvements are shown in the project plans in Appendix C.

This project is a result of the Caltrans Americans with Disabilities Act (ADA) Transition Plan, which requires curb ramps to comply with federal law. A list of locations has been identified where curb ramps are missing or are not to current standards. A missing curb ramp is defined as an intersection corner, mid-block crossing, or alley location where pedestrians may cross that may have been improved but has no curb ramp or pad. Complete Streets improvements are also proposed to improve pedestrian mobility.

State Route 233 runs through the City of Chowchilla, connecting to State Route 99 to the east and State Route 152 to the west. State Route 233 is an important part of the City of Chowchilla transportation system because it serves as the main street through the community and sees heavy pedestrian use. Resurfacing the pavement, installing curb ramps to Americans with Disabilities Act (ADA) standards, and making Complete Streets improvements would bring a higher level of accessibility to the community.

1.2 Purpose and Need

The purpose and need sections discuss the reasons for the project and justify its development.

1.2.1 Purpose

The purpose of this project is to improve the ride quality within the project limits, extend the life of the existing pavement, and improve pedestrian mobility and accessibility on State Route 233 through the City of Chowchilla. The project would also ensure that the curb ramps are built according to current Americans with Disabilities Act (ADA) standards. Broadband would improve Traffic Management System infrastructure.

1.2.2 Need

The project is needed to repair the distressed pavement and to improve mobility and pedestrian accessibility for the public by resurfacing the highway, updating curb ramps to current Americans with Disabilities Act (ADA) standards, and making Complete Streets improvements. Broadband is needed to improve Traffic Management System communication and connectivity.

1.3 Project Description

The California Department of Transportation (Caltrans) proposes to improve State Route 233 in Madera County in the City of Chowchilla from Avenue 24½ to State Route 99. Improvements would rehabilitate pavement and upgrade Transportation Management System (TMS) elements, including signals, roadside signs and guardrail, asphalt concrete dikes, and construct Complete Streets elements, including bike lanes (see Appendix D), Americans with Disabilities Act-compliant (ADA) curb ramps, bulb-outs (see Appendix D), parking bays, enhanced visibility crosswalks (see Appendix D), flashing beacons (see Appendix D), lighting, sidewalks, and broadband. See Figures 1-1 and 1-2 for vicinity and location maps, respectively.

Figure 1-1 Project Vicinity Map

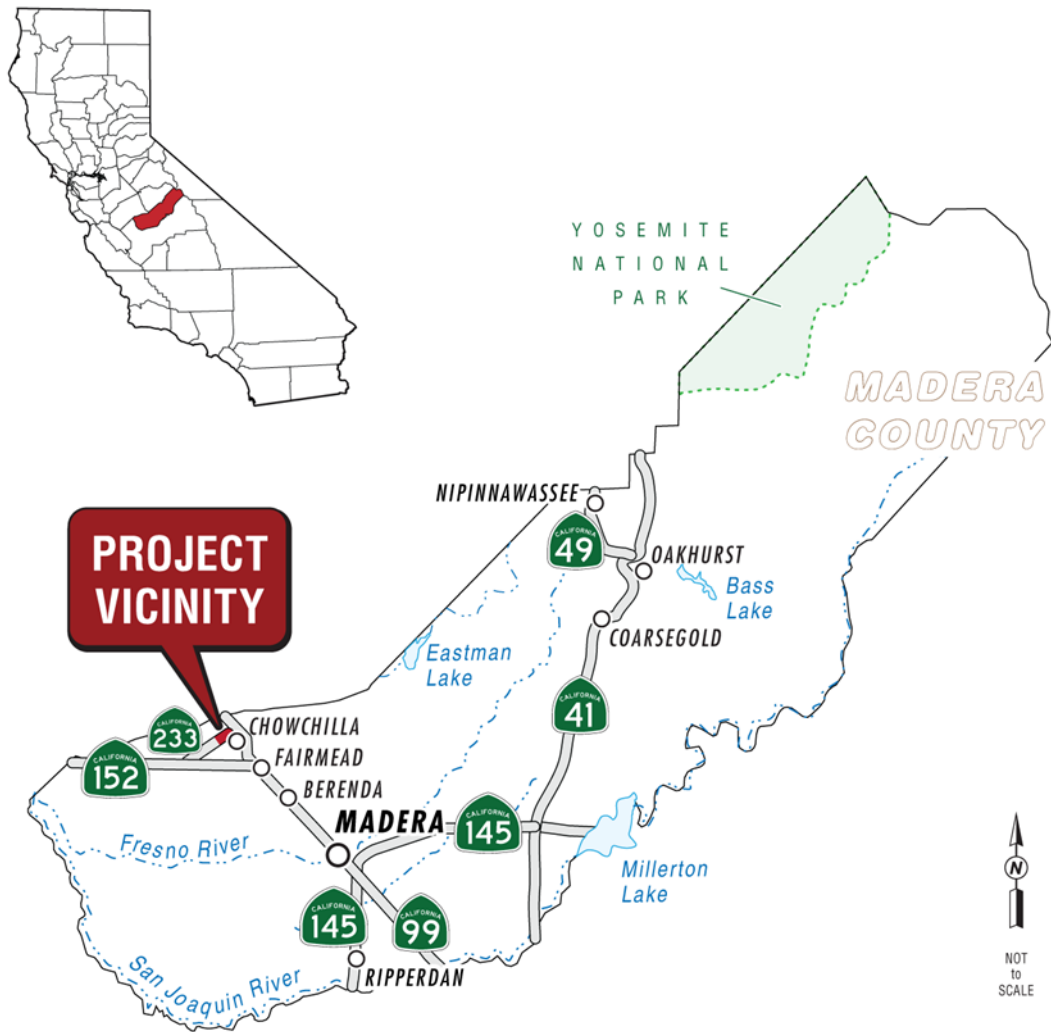
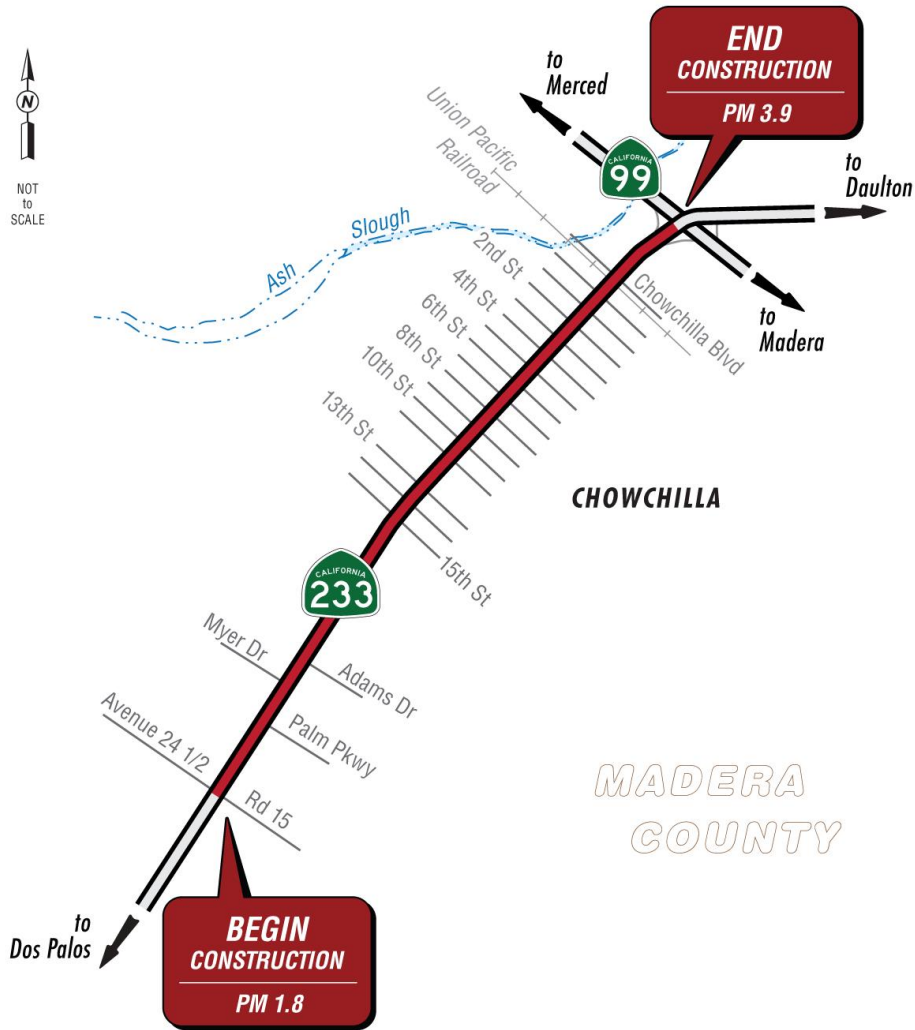


Figure 1-2 Project Location Map



1.4 Project Alternatives

A Build Alternative and a No-Build Alternative are being considered for this project.

1.4.1 Build Alternative

The Build Alternative would improve State Route 233 in Madera County in the City of Chowchilla from Avenue 24½ to State Route 99. Improvements would rehabilitate pavement and upgrade Transportation Management System (TMS) elements, including signals, roadside signs and guardrail, asphalt concrete dikes, and construct Complete Streets elements, including bike lanes, Americans with Disabilities Act-compliant (ADA) curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, lighting, sidewalks, flashing beacons and broadband. Anticipated construction start date is early 2027.

This project contains a number of standardized measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed in this chapter under Section 1.5 under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

The No-Build (No-Action) Alternative would leave State Route 233 as it is, with distressed pavement and missing curb ramps or with curb ramps that do not meet the current standards. In addition, no Transportation Management System elements or Complete Streets elements would be added, and broadband would not be installed. This alternative would not meet the purpose and need of the project and would not address the deteriorating pavement condition and accessibility issues for the public. Also, the Transportation Management System infrastructure would remain the same.

1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

Air Quality—To effectively reduce and control emission impacts during construction, Caltrans Standard Specifications, Section 14-9.02, “Air Pollution Control,” and Section 10-5, “Dust Control,” would be included in the bid package.

Biology—Section 14-6.03B “Bird Protection.” A preconstruction field survey will be required to identify any nesting birds within the action area and/or project footprint (February 1 to September 30). Before ground disturbance, the contractor, all employees of the contractor, subcontractors, and

subcontractors' employees will attend a Worker Environmental Awareness Training (WEAT) conducted by a Caltrans-approved biologist.

Hazardous Waste—Applicable Standard Special Provisions to be included in the bid package may include, but would not be limited to: Standard Special Provisions Section 7-1.02K(6)(j)(ii) Lead Compliance Plan; Standard Special Provisions Section 7-1.02K (6)(j)(iii)—Ground Disturbance of Unregulated Materials.

Noise—Caltrans Standard Specifications Section 14-8.02 “Noise Control,” which pertains to controlling and monitoring noise resulting from work activities, would be included in the bid package. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

No permits, licenses, agreements, or certifications are required for project construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Assessment Memorandum dated January 2024, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The project would not convert prime farmland, unique farmland, or farmland of statewide importance to nonagricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract. There are no forest lands or timberlands within the project area that could be impacted. Considering the information from the City of Chowchilla 2040 General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated October 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Biology Memorandum dated October 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

2.1.5 Cultural Resources

Considering the information in the Cultural Memorandum dated February 2024, and considering that the project will require a temporary construction easement from a public park, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

Affected Environment

A cultural resources screened undertaking memorandum was completed for the project in February 2024. Research concluded there are no previously recorded archaeological resources within the vicinity of the project. In addition, it was also determined that the project will not affect any historical resources.

Veterans Memorial Park sits within the project limits on the north side of State Route 233 between North 6th Street and North 7th Street. It is a public park that is owned by the City of Chowchilla. The park features meandering sidewalks around and through the site and beneath shade trees. Various community gatherings and special events are held at this park. Because it is a publicly owned park that is open to the public for park and recreational activities and is important to the community, the park is classified as a U.S. Department of Transportation Act Section 4(f) property and is a protected resource. There are no other 4(f) resources within the limits of the project.

Environmental Consequences

The Chowchilla Capital Preventive Maintenance (CAPM) project would upgrade Americans with Disabilities Act ramps within the project limits, including ramps at the southeast corner of Veterans Memorial Park. A temporary construction easement at the corner would be needed to construct new ramps. No permanent right-of-way would need to be acquired. The temporary construction easement would total approximately 239 square feet. The easement area would be returned to its original condition after the ramps are constructed, and the easement area would be returned to the City.

It has been determined that the proposed Americans with Disabilities Act ramp upgrades at Veterans Memorial Park are de minimis with no adverse effect because they would not impact the features, attributes, or activities qualifying the park for protection under Section 4(f). The improvements also represent a betterment to the park by bringing the ramps up to current standard. There are no other 4(f) resources within the limits of the project that would be affected. The Section 4(f) de minimis determination is detailed in Appendix A.

Avoidance, Minimization, and/or Mitigation Measures

There are no avoidance, minimization, and/or mitigation measures for cultural resources.

2.1.6 Energy

Construction activities would cause a temporary increase in energy consumption, but the increase would not be significant. The project would resurface the pavement, construct curb ramps and Complete Streets improvements, and would not increase capacity on State Route 223. Considering these reasons and guidance from the Caltrans Standard Environmental Reference Chapter 13-Energy and the Energy Memorandum dated November 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the California Geological Survey webpage, Faulting in California, the California Department of Conservation Map Data Viewer webpage, and the Paleontological Identification Report dated December 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Memorandum dated October 2023 and the Green House Gas analysis dated November 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Affected Environment

This project would rehabilitate pavement and upgrade Transportation Management System (TMS) elements, roadside signs, and guardrail, asphalt concrete dikes, and construct Complete Streets elements, including bike lanes, Americans with Disabilities Act-compliant (ADA) curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, lighting, sidewalks, flashing beacons and broadband on State Route 233 in Madera County in the City of Chowchilla from Avenue 24½ to State Route 99. State Route 233 is an important community component in the City of Chowchilla and sees heavy vehicular and pedestrian use. Improving the pavement, updating the curb ramps to Americans with Disabilities Act (ADA) standards, and adding Complete Streets improvements will preserve the pavement and improve the ride quality while also bringing a higher level of accessibility to the community.

Environmental Consequences

Greenhouse gas emissions impacts of non-capacity-increasing projects like the Chowchilla Capital Preventive Maintenance project are considered less than significant under CEQA because there would be no increase in operational emissions. However, construction equipment, material processing, and delivery may generate short-term greenhouse gas emissions during construction. Carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool (CALCET 2021 v.1.0). The estimated emissions would be 262 tons of carbon dioxide over 140 working days.

While some construction greenhouse gas emissions would be unavoidable, implementing standard conditions or Best Management Practices designed to reduce or eliminate emissions as part of the project would reduce impacts to less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Measures to reduce project-level greenhouse gas emissions may include the following:

- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- Use solar-powered equipment, if feasible (for example, signal boards).
- Obtain improved fuel efficiency with construction equipment by maintaining equipment in proper working condition, using the right-sized equipment for the job, and using equipment with new technologies when possible.
- If feasible, recycle nonhazardous waste and excess materials to reduce disposal offsite.
- Use Caltrans' Standard Specifications Section 14-9.02 "Air Pollution Control," requiring contractors to comply with air pollution control rules, ordinances, regulations, and statutes.
- Use Caltrans' Standard Specifications Section 10-5 "Dust Control," requiring contractors to comply with air pollution control rules, ordinances, regulations, and statutes.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated November 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The Cortese List is a compilation of contaminated and potentially contaminated hazardous waste or material sites. The Cortese List was reviewed as part of the initial screening for this project. This list, or a property’s presence on the list, has a bearing on a project’s local permitting process as well as compliance status with the California Environmental Quality Act.

The project would require permanent easements and/or right-of-way acquisitions and temporary construction easements from various parcels along State Route 233. The exact number of acquisitions and easements will be determined once the project plans are finalized.

Five of the parcels requiring permanent easements and temporary construction easements were identified on the Cortese List as being previously occupied by businesses that had leaking underground storage tanks. The properties are all located along State Route 233 and are shown in Table 2.1. Upgrading traffic signals and Americans with Disabilities Act curb ramps at the intersection of State Route 233 and Chowchilla Boulevard would be constructed later in a separate Minor A Project. The work that would be done at this intersection is being environmentally cleared under this initial study.

Table 2.1 Cortese Sites Requiring Permanent Easements and Temporary Construction Easements

Site Name	Location	Status	Closure Date
Aquino's Texaco	125 Chowchilla Boulevard (East corner with State Route 233)	Leaking Underground Storage Tank, Case Closed	August 1992
Hollister Trucking	128 Chowchilla Boulevard (West corner with State Route 233)	Leaking Underground Storage Tank, Case Closed	October 1996
Marsh's Shell	48 Robertson Boulevard (North corner of 1st/State Route 233)	Leaking Underground Storage Tank, Case Closed	April 1992
Beacon Station Number 366	107 Robertson Boulevard (South corner of 1st/State Route 233)	Leaking Underground Storage Tank, Case Closed	November 1994
Jiffy Mart	1505 Robertson Boulevard (South corner of 15th/ State Route 233)	Leaking Underground Storage Tank, Case Closed	May 2013

Several other leaking underground storage tank cases and a Clean-up Program site were also identified in the area but are not anticipated to be impacted by the project. Those sites are shown in Table 2.2.

Table 2.2 Additional Cortese Sites Within the Project Area

Site Name	Location	Status	Closure Date
Aquino's Exxon	441 Robertson Boulevard (East corner of 5th/State Route 233)	Leaking Underground Storage Tank, Case Closed	October 2015
Circle K Mini-Mart	1104 Robertson Boulevard (West corner of 11th/State Route 233)	Leaking Underground Storage Tank, Case Closed	December 2023
Pistorresi Chevrolet	442 Robertson Boulevard (North corner of 5th/State Route 233)	Leaking Underground Storage Tank, Case Closed	January 2021
Chowchilla Cleaners	143 North 4th Street	Open – PCE contaminated groundwater	Ongoing remediation
Chowchilla Tire and Wheel	235 Robertson Boulevard (East corner of 3rd State Route 233)	Open Leaking Underground Storage Tank Case	Remediation pending
Exxon Mini Mart	130 Robertson Boulevard	Leaking Underground Storage Tank, Case Closed	April 2014

Environmental Consequences

Although the leaking underground storage tank cases identified in Table 2.1 received closure from the California State Water Resources Control Board, low levels of contamination may remain in soils and/or groundwater below these locations. However, if present, the contamination on these properties is documented to be at concentrations below regulatory thresholds. Small permanent easements and temporary construction easements are required from these Cortese List properties; however, no excavations are planned at these locations, so the hazardous waste risks are considered low, and impacts to the project are not expected. No other known hazardous waste sites identified in Table 2.2 would be impacted by the project based on the current project description.

An aerially deposited lead survey was conducted by Geocon Consultants, Inc. on behalf of Caltrans in 2009 within the project area. The survey was conducted along State Route 233 between Palm Parkway and Washington Road. Total lead was detected at a maximum concentration of 97 milligrams per kilogram. The 95 percent Upper Confidence Level for total lead was calculated at 37.8 milligrams per kilogram for the upper 2 feet of the soil profile. Soluble lead was detected at concentrations ranging from 0.95 milligrams per liter to 7.8 milligrams per liter in the same soil profile. Based on the reported concentrations, near surface soils within this highway segment are considered a non-hazardous, unregulated material and may be reused on site or relinquished to the contractor for off-site disposal.

The results of the aerially deposited lead survey included only lead concentrations for a limited portion of the project area. As a result, this data is deemed insufficient because it does not provide enough data points for a statistical analysis to be performed. However, excess soils requiring off-site disposal are not anticipated and, as a result, a project-specific aerially deposited lead study will not be required. A lead compliance plan developed by a Certified Industrial Hygienist would be required.

Avoidance, Minimization, and/or Mitigation Measures

- A lead compliance plan developed by a Certified Industrial Hygienist is required for ground-disturbing activities, as stated in Caltrans' Standard Special Provisions Section 7-1.02K(6)(j)(iii) Earth Material Containing Lead. A lead compliance plan for soil disturbance is required before starting construction activities.
- If yellow striping would be removed separately, Standard Special Provisions Section 14-11.12 would be required for proper management of hazardous waste residue and a lead compliance plan is required.
- Include Standard Special Provisions Section 36-4 and/or Section 84-9.03B for work involving residue from grinding and cold-planing that contains lead from paint and thermoplastic and addresses the need for a lead compliance plan. One lead compliance plan may address soil and paint/marketing materials.
- Standard Special Provisions Section 14-11.14 Treated Wood Waste will be required to address handling and disposal of any potential wood waste generated during the project (signposts, guardrail posts, etc.).
- If applicable to the project scope, any upgrade/installation of electrical systems requires Revised Standard Specifications Section 14-11.15 to dispose of electrical equipment requiring special handling. Standard Special Provisions Section 87-21.03D will address the removal of electrical equipment designated as hazardous waste (electrical vehicle sensor nodes).

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Memorandum dated November 2023 and the Hydraulics Recommendation Memorandum dated December 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

The project would not physically divide an established community and would not conflict with the City of Chowchilla 2040 General Plan or any other policy or regulation meant to avoid or mitigate an environmental effect. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the information in the City of Chowchilla and Madera County General Plans, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Noise Memorandum dated October 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering the scope of the project and that it requires only minimal right-of-way acquisition, permanent easements and/or temporary construction easements, and a review of the U.S. Census data on February 1, 2024 showing the project area is composed of a low-income minority population, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the project would not trigger the need for new or modified public services, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

The project would resurface the highway, upgrade Americans with Disabilities Act-compliant ramps to current standards, and install Complete Streets elements and broadband infrastructure. The project is exempt from vehicle miles traveled analysis under Senate Bill 743 because the project would not lead to a substantial or measurable increase in roadway capacity, according

to the California Governor’s Office of Planning and Research, 2018 Technical Advisory. There will be a loss of street parking along State Route 233 due to the addition of bike lanes and bulb-outs. In addition to existing off-street parking, parking bays will also be added on both the north and south sides of the route to help offset the loss in street parking. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

Affected Environment

The project runs along State Route 233, which goes through the City of Chowchilla, connecting to State Route 99 to the east and State Route 152 to the west. The project limits are from Avenue 24½ to State Route 99. Through this segment, the route is a conventional four-lane undivided highway that transitions to two lanes at the east and west ends of the project. State Route 233 is an important part of the City of Chowchilla transportation system because it serves as the main street through the community and experiences both heavy vehicle and pedestrian use. The project area along the route is composed mostly of commercial and residential development.

Environmental Consequences

State Route 233 within the project limits would remain a four-lane conventional undivided highway. Bulb-outs would be constructed at various intersections extending the sidewalks into the roadway to narrow the roadway and provide additional pedestrian space and visibility at those locations. By increasing the space available for pedestrians and narrowing the roadway, bulb-outs would create safer conditions for pedestrians by shortening crossing distances at crosswalks, improving visibility, and encouraging drivers to slow down. Improving pedestrian safety and upgrading Americans with Disabilities Act ramps to current standards would also improve the route by

providing equal access for all persons and bring a higher level of accessibility to the community.

In addition to the project’s Americans with Disabilities Act ramp upgrades and adding bulb-outs at various intersections, bike lanes would also be added along both the north and south sides of the route. As a result of adding bulb-outs and bike lanes, some of the on-street parking would be removed at various locations. On-street parking would remain in its current locations where removal could be avoided.

The proposed street plans identifying bulb-outs, bike lanes and parking bays are provided in Appendix C.

Avoidance, Minimization, and/or Mitigation Measures

Parking bays will be constructed along both sides of State Route 233 to minimize the loss of on-street parking while still providing for the addition of bulb-outs and bike lanes along the route.

2.1.18 Tribal Cultural Resources

Considering the information in the Cultural Memorandum dated February 2024, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering the scope and location of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

The project is not within or near areas or lands that fall within a State Responsibility Area Fire Hazard Severity Zone. Considering the information from the Fire Hazard Severity Zone Map for Madera County from the California Department of Forestry and Fire Protection dated June 15, 2023, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact

<p>Question:</p>	<p>CEQA Significance Determinations for Mandatory Findings of Significance</p>
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>	<p>No Impact</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>No Impact</p>

Appendix A Section 4(f) De Minimis Determination

This section of the document discusses de minimis impact determinations under Section 4(f). Section 6009(a) of the Safe Accountable Flexible Efficient Transportation Equity Act-Legacy for Users amended Section 4(f) legislation at 23 U.S. Code 138 and 49 U.S. Code 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. The Federal Highway Administration's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations Sections 774.3 and 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S. Code 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

A "use" of a Section 4(f) property: 23 Code of Federal Regulations 774.17 defines "use" in three ways:

1. When land from a Section 4(f) resource is permanently incorporated into a transportation facility or project (actual use);
2. When there is a temporary occupancy of Section 4(f) resource that does not meet the five criteria of temporary use; and,
3. When there is constructive use of the Section 4(f) resource.

There is one Section 4(f) resource present in the project area that would require the use of the resource: Veterans Memorial Park.

Veterans Memorial Park: De Minimis Determination

Description of Resource

Veterans Memorial Park is a community park that is owned and operated by the City of Chowchilla. It is centrally located on the north side of the City of Chowchilla's main street, State Route 233, between North 6th Street and North 7th Street. The park features meandering sidewalks around and through the site and beneath shade trees. Various community gatherings and special events are held at the park. In addition to on-street parking spaces, amenities include a playground, park benches, horseshoe courts, restrooms and two park pavilions that can be used for public and private gatherings. The park is

a recreational resource, and this preliminary de minimis determination is being evaluated for that aspect.

Proposed Use

This Chowchilla Capital Preventive Maintenance project is a result of the Caltrans Americans with Disabilities Act (ADA) Transition Plan, which requires curb ramps to comply with federal law. A list of locations has been identified where curb ramps are missing or are not to current standards. To achieve the Americans with Disabilities Act design standard, the ramp at the southeast corner of Veterans Memorial Park on State Route 233 at North 6th Street would need to be reconstructed. A sliver of property at the corner would be needed for a temporary construction easement to construct two new ramps on both State Route 233 and North 6th Street. The temporary construction easement would total approximately 239 square feet. No permanent right-of-way would need to be acquired. The temporary construction easement area would be returned to its original condition and given back to the City upon completion of the project.

It has been determined that the proposed Americans with Disabilities Act ramp upgrades at Veterans Memorial Park would result in a de minimis with no adverse effect because the upgrades would not impact the features, attributes, or activities qualifying the park for protection under Section 4(f). The improvements also represent a betterment to the park by bringing the ramps up to current standard.

Coordination

Coordination with the City of Chowchilla has been ongoing. Caltrans, as assigned by the Federal Highway Administration, would request formal concurrence from the City in the de minimis determination as part of the final environmental document. Caltrans would request via letter a de minimis impact concurrence from the City.

In addition to coordination with the City, a public notice was published in *The Merced Sun-Star* newspaper, and property owners along State Route 233 were sent individual notices regarding the project. An in-person open house public meeting and an on-line virtual public meeting will also be held during the public comment period to present project information and gather public input.

Appendix B Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

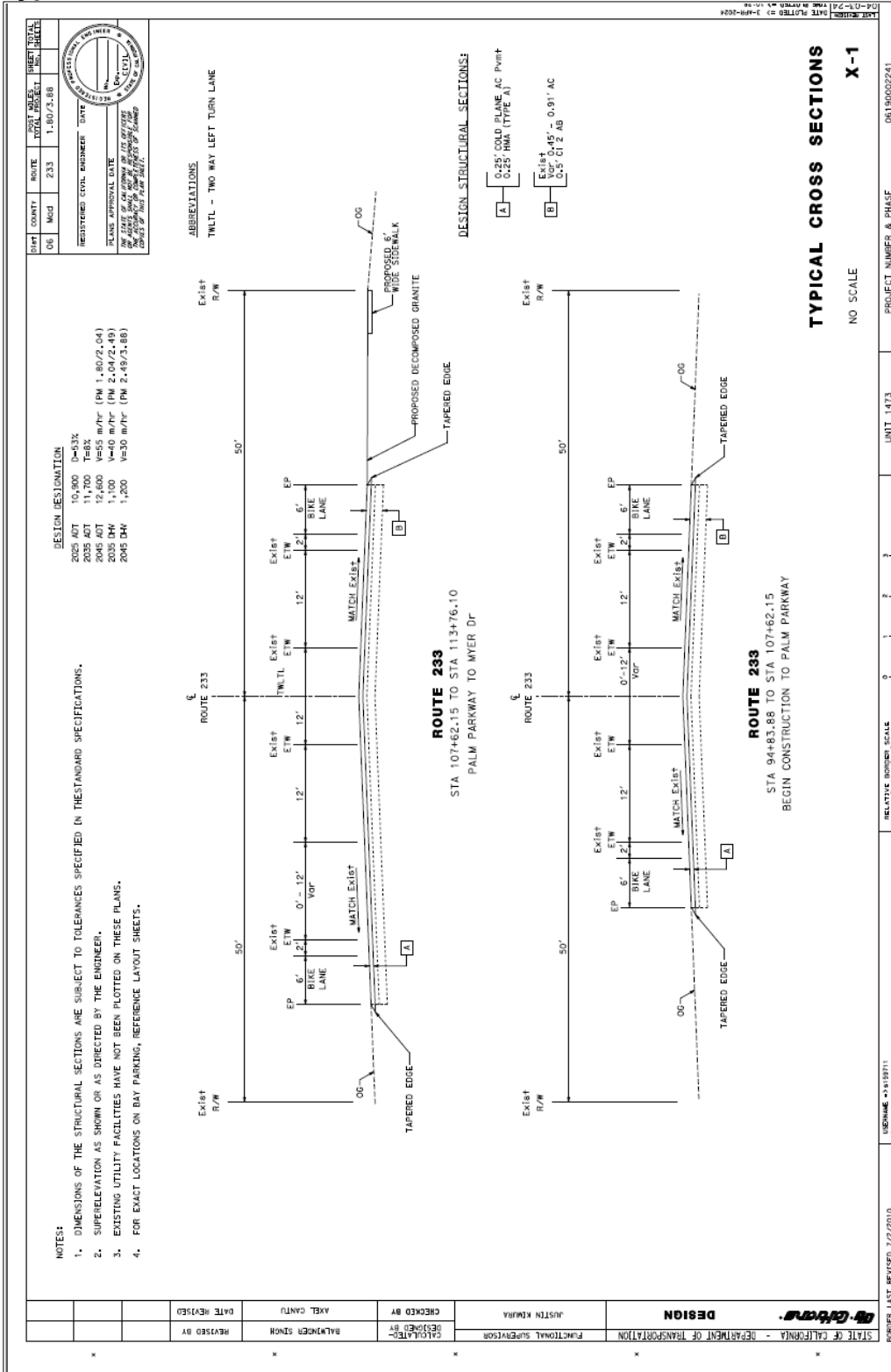
A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

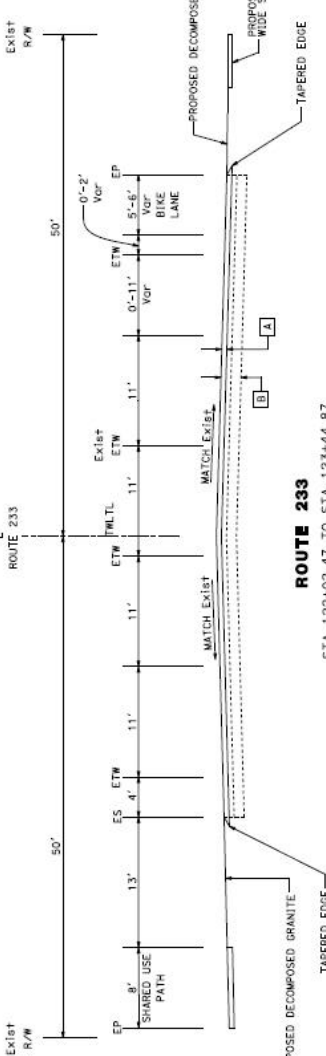
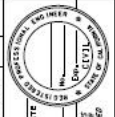
“Provide a safe and reliable transportation network that serves all people and respects the environment”

Appendix C Project Plans

Typical Cross Sections

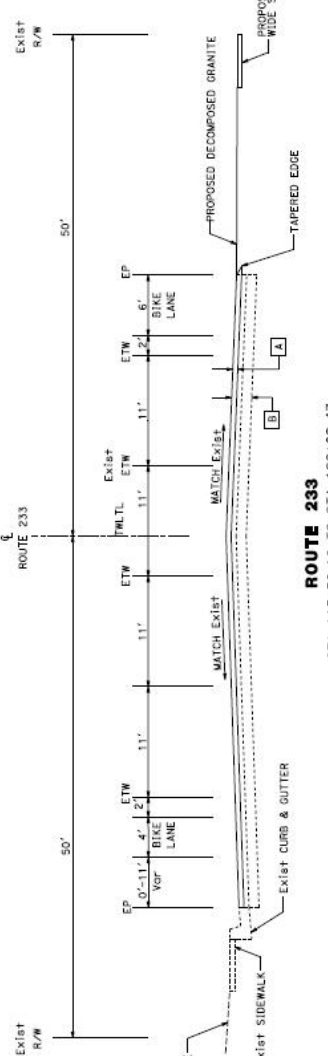


DATE	COUNTY	ROUTE	POST MILES	SHEET TOTAL
06	MCD	233	1.80/2.88	1/1
REGISTERED CIVIL ENGINEER DATA				
PLANS APPROVAL DATE: _____				
BY: _____				
FOR: _____				
CONTRACT NO. _____				
PROJECT NO. _____				



ROUTE 233

STA 122+02.47 TO STA 123+44.87
MID BLOCK



ROUTE 233

STA 113+76.10 TO STA 122+02.47
MYER DR TO MID BLOCK

TYPICAL CROSS SECTIONS
X-2

NO SCALE

PROJECT NUMBER & PHASE: 06190002241

UNIT: 1473

RELATIVE HORIZONTAL SCALE: 1" = 20' HORIZONTAL

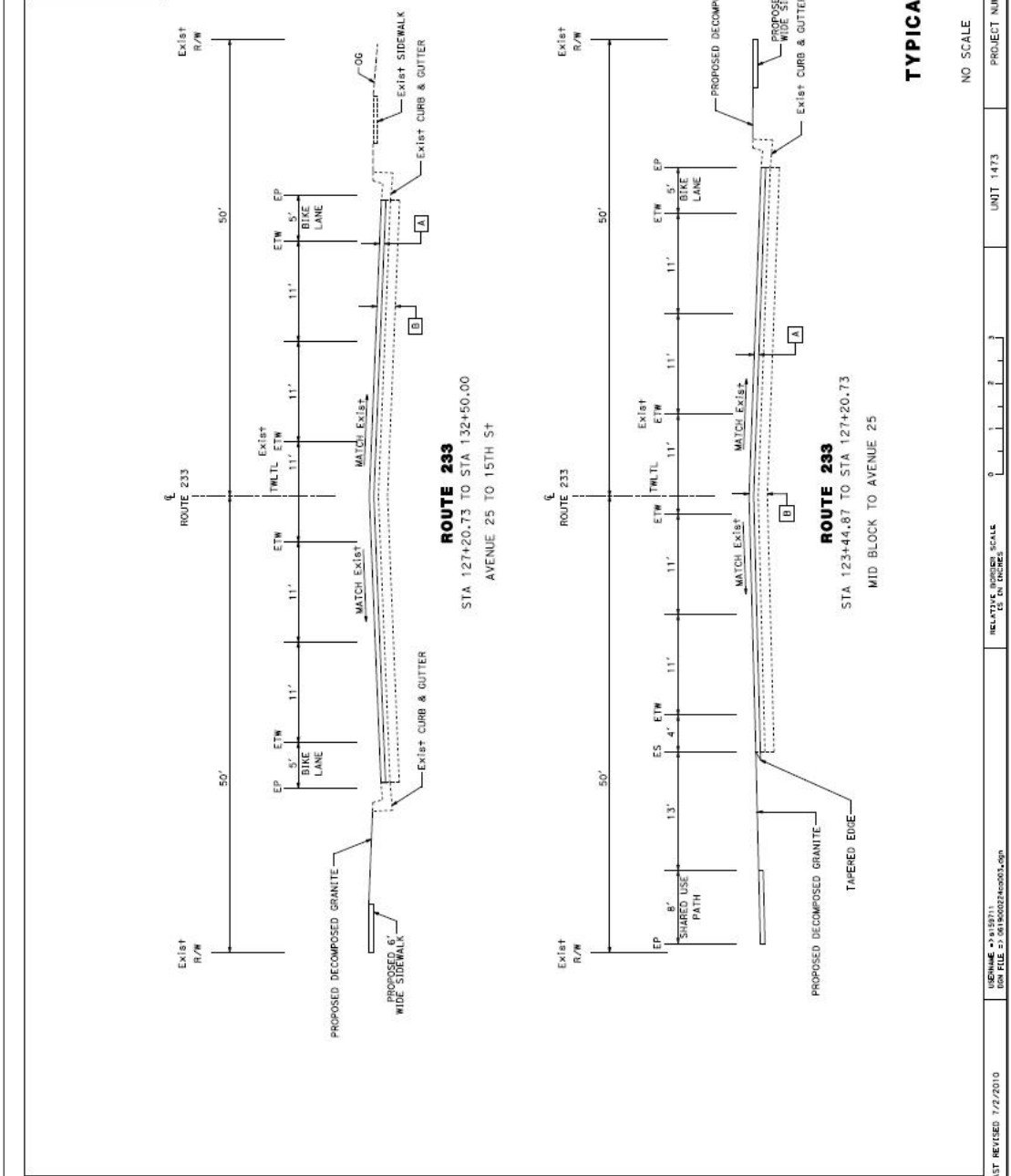
DATE: 7/2/2010

REVISIONS: 01/18/11
DWG FILE: P:\19000224\0002.dwg

DESIGNED BY: JUSTIN KIMURA	FUNCTIONAL SUPERVISOR: _____
CHECKED BY: _____	DESIGN: _____
APPROVED BY: _____	DATE: _____
REVISIONS:	REVISIONS:

DATE PLOTTED: 7/2/2010 10:28 AM
PLOTTER: HP DesignJet 2400

DATE	06	COUNTY	Mod	ROUTE	233	POST MILES	1.80/73.88	SHEET TOTAL	1
REGISTERED CIVIL ENGINEER		DATE		APPROVAL DATE		PROJECT NO.		06190002241	
REGISTERED CIVIL ENGINEER		DATE		APPROVAL DATE		PROJECT NO.		06190002241	

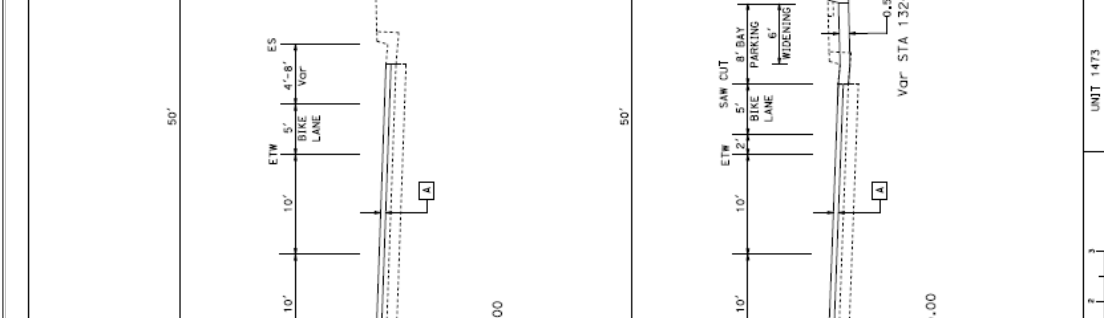


DESIGNED BY	JUSTIN KIMURA
CHECKED BY	JUSTIN KIMURA
DATE REVISED	
REVISIONS	

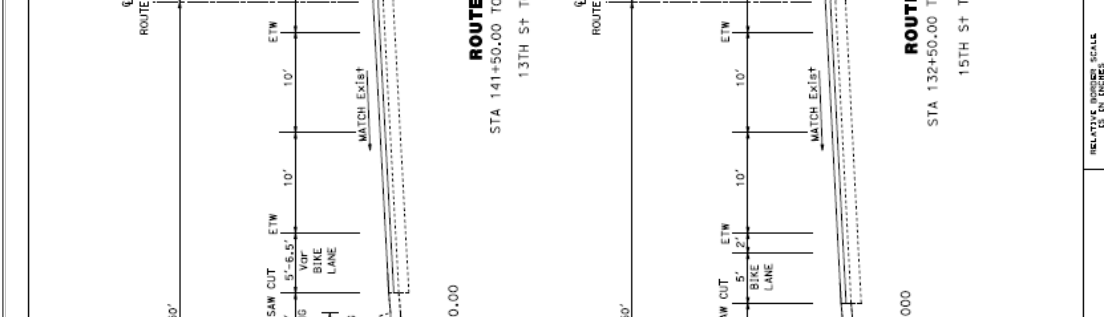
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR
 JUSTIN KIMURA
 CHECKED BY
 JUSTIN KIMURA
 DATE REVISED
 REVISIONS

DATE	04-03-24	TIME	10:29
DATE PLOTTED	3-APR-2024		
USER	JKR		
PROJECT	1-80/3.88		
ROUTE	233		
COUNTY	Mcd		
DIST	06		

REGISTERED CIVIL ENGINEER DATE: 1-80/3.88
 PLANS APPROVAL DATE: _____
 I AM NOT A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA. I HAVE NOT BEEN LICENSED IN ANY OTHER STATE OR COUNTRY. I HAVE NOT BEEN LICENSED IN ANY OTHER STATE OR COUNTRY.



ROUTE 233
 STA 141+50.00 TO STA 160+50.00
 13TH ST TO 7TH ST



ROUTE 233
 STA 132+50.00 TO STA 141+50.00
 15TH ST TO 13TH ST

TYPICAL CROSS SECTIONS
 NO SCALE
 PROJECT NUMBER & PHASE: 06190002241
 UNIT: 1473

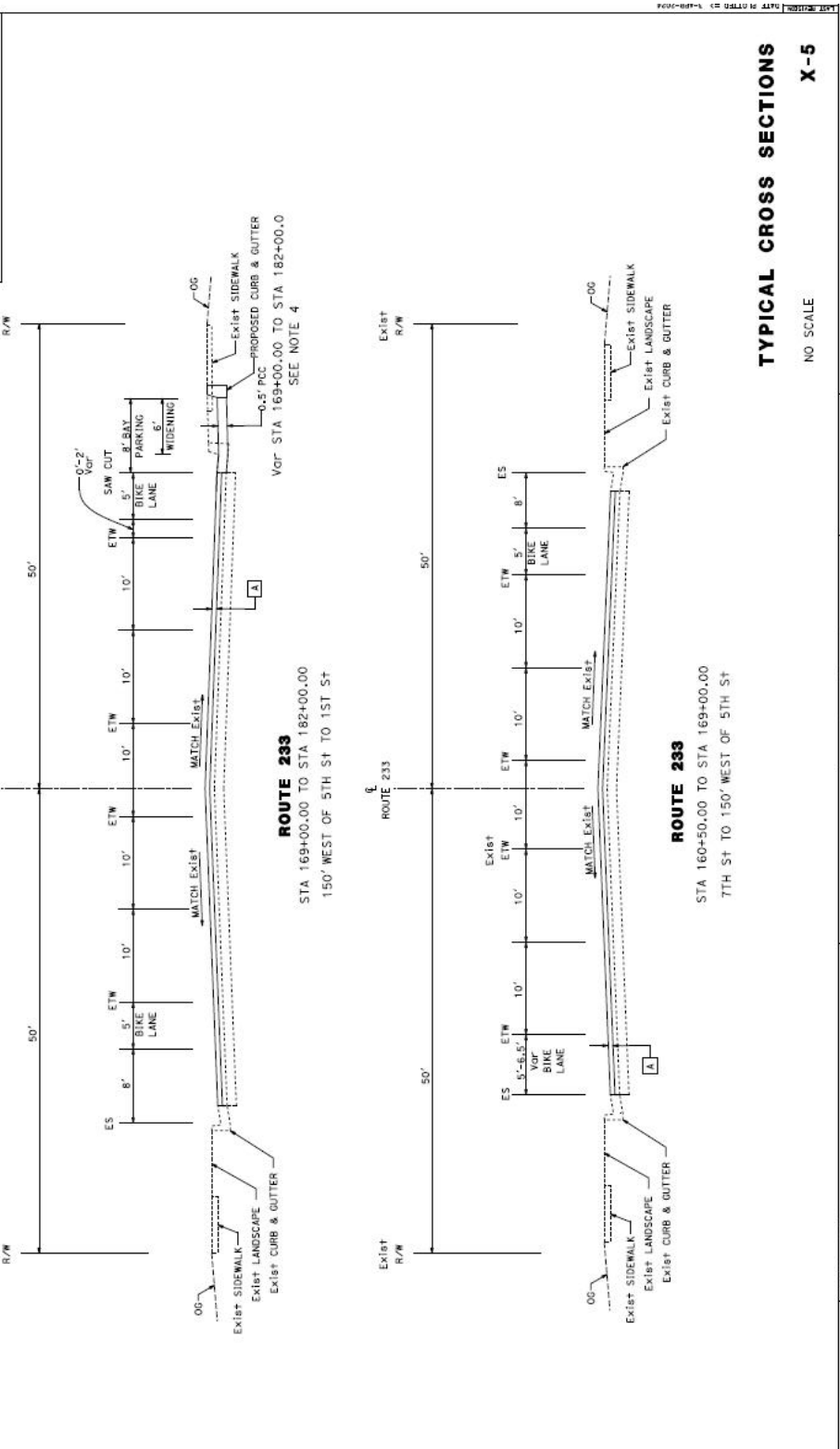
DESIGN	JUSTIN KEMIA	CHECKED BY	BAJNESH SINGH	DATE REVISED	
FUNCTIONAL SUPERVISOR		DESIGNED BY			
CALCULATED					

DATE	COUNTY	ROUTE	POST MILES	SHEET TOTAL
06	Mod	233	1.80/3.88	10/11

REGISTERED CIVIL ENGINEER	DATE	SCALE

PLANS APPROVAL DATE	REGISTERED CIVIL ENGINEER

FOR THIS PROJECT, THE ENGINEER HAS REVIEWED THE CONSTRUCTION DOCUMENTS FOR THIS PROJECT AND HAS FOUND THEM TO BE IN ACCORDANCE WITH THE CALIFORNIA ENGINEERING COUNCIL OF PRACTICE AND THE BOARD OF CALIFORNIA REGISTERED CIVIL ENGINEERS.
--



TYPICAL CROSS SECTIONS
NO SCALE
X-5

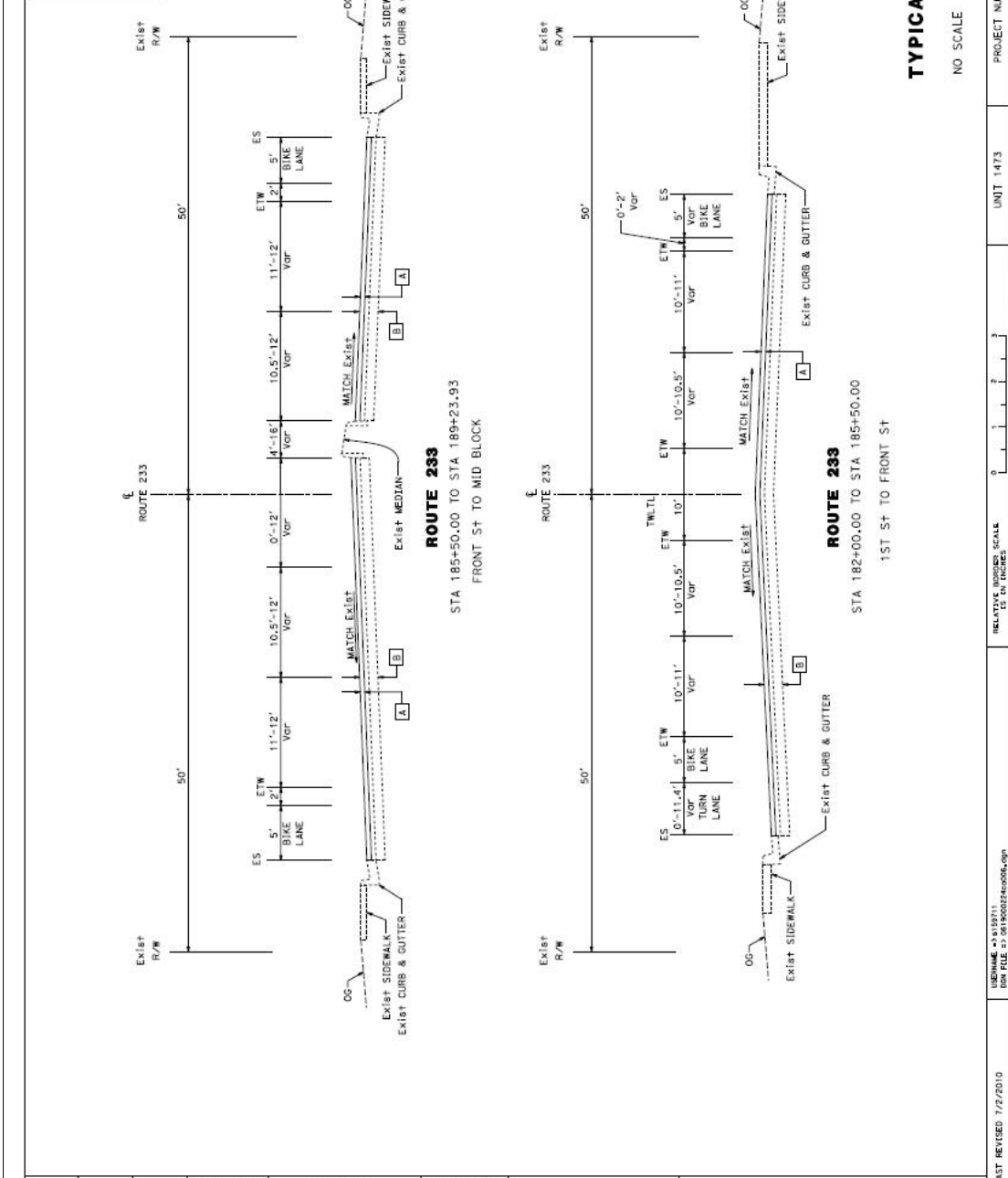
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	JUSTIN KUMRA
FUNCTIONAL SUPERVISOR	CHECKED BY	AXEL CANTU
	DESIGNED BY	REVISOR
	DATE REVISED	DATE REVISED

DATE PLOTTED: 07/19/2010 11:48:30 AM
 PROJECT NUMBER & PHASE: UNIT 1473
 RELATIVE DIMENSION SCALE: 0
 SHEET NUMBER: 06190002241
 REVISION: 01/19/11
 REVISION: 7/22/2010
 REVISION: LAST REVISION

DIST	COUNTY	ROUTE	TOTAL SHEETS	SHEET TOTAL
06	Mcd	233	1-80/3-88	1-80/3-88

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

DATE PLOTTED	3-18-2024
TIME PLOTTED	10:29



DESIGNED BY	JUSTIN KUMRA
CHECKED BY	JUSTIN KUMRA
AXEL CANTU	
DATE REVISED	
REVISYD BY	

TYPICAL CROSS SECTIONS
NO SCALE
PROJECT NUMBER & PHASE
06190002241

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
JUSTIN KUMRA
CHECKED BY
JUSTIN KUMRA
AXEL CANTU
DATE REVISED
REVISYD BY

RELATIVE HORIZONTAL SCALE
1" = 20' HORIZONTAL

DATE PLOTTED: 3-18-2024
TIME PLOTTED: 10:29

UNIT 1473

06190002241

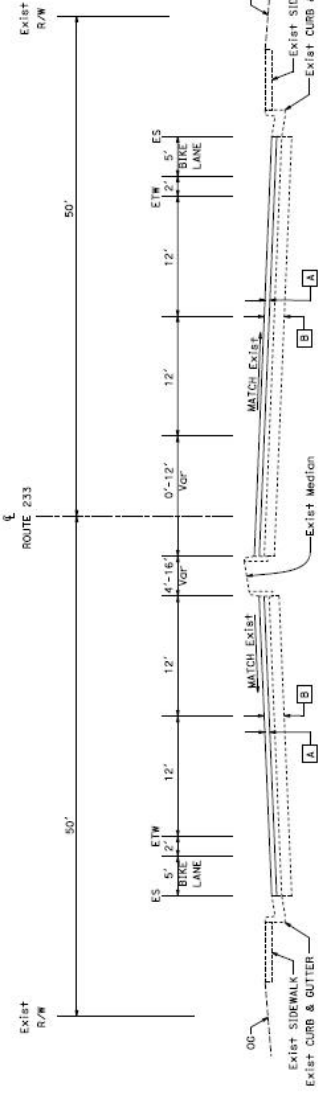
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	JUSTIN KIMURA	CHECKED BY	AXEL GANTU	DATE REVISED	REVISIONS
FUNCTIONAL SUPERVISOR			CALCULATED BY	BALWINDER SINGH	REVISOR	

USBRN: 2/15/2010
 DOW FILE # 0510002460007.dgn

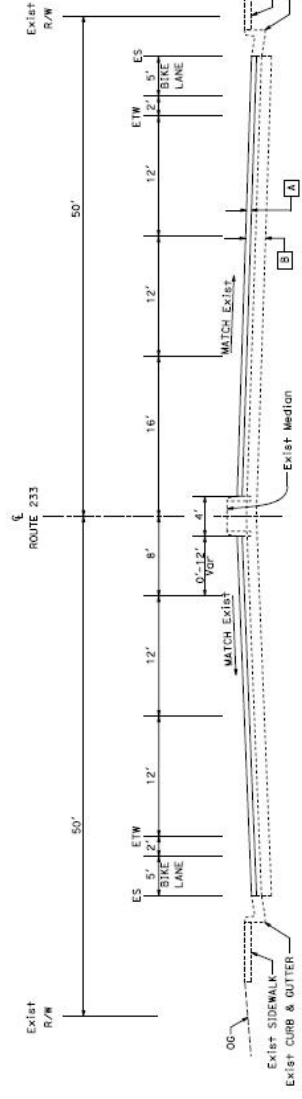
EXPIRES: LAST REVISED: 7/2/2010

TYPICAL CROSS SECTIONS
X-7
 NO. SCALE
 PROJECT NUMBER & PHASE: 06190002241
 UNIT: 1/4"=1'-0"

ROUTE 233
 STA 189+23.93 TO STA 193+00.00
 MID BLOCK TO CHOWCHILLA BLVD



ROUTE 233
 STA 193+00.00 TO STA 195+46.21



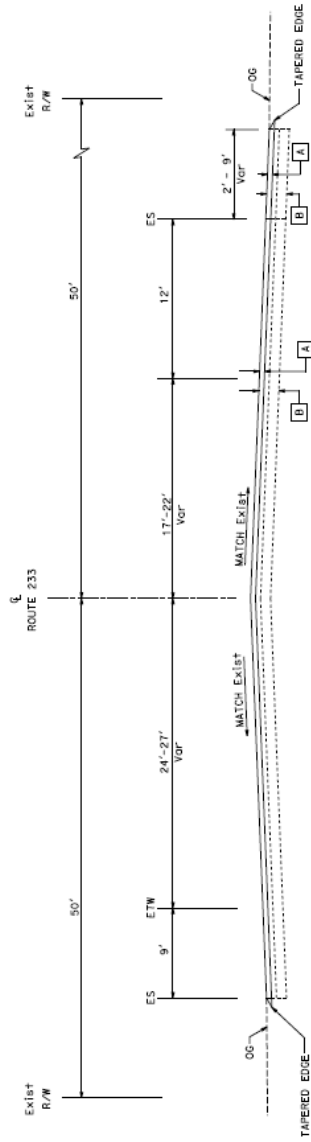
POST MILES	1.80/2.88	SHEET TOTAL	
ROUTE	233	TOTAL PROJECT	
COUNTY	Med		
DIST	06		

REGISTERED CIVIL ENGINEER DATE: 1/28/08
 SEAL: [Professional Engineer Seal for Justin Kimura, State of California, License No. 60190, Exp. 12/31/12]

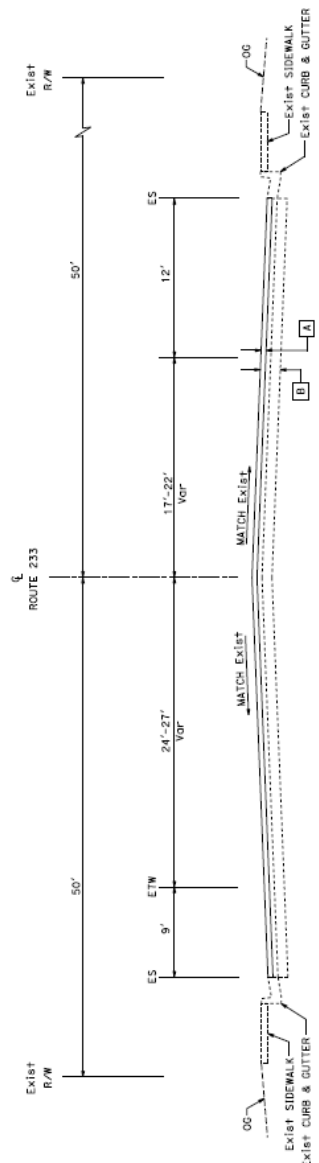
SCALE: AS SHOWN
 DATE: 1/28/08
 PROJECT: CHOWCHILLA BLVD
 COUNTY: SAN JOAQUIN

DATE PLOTTED: 2-11-08 10:29
 DATE REVISION: 04-03-24

DIST	COUNTY	ROUTE	COST MILES	SHEET TOTAL
06	Mod	233	1.860/2.88	18/24
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				
BY: [Signature]				
FOR: [Signature]				
ON: [Signature]				
TITLE: [Signature]				



ROUTE 233
STA 196+57.50 TO STA 197+44.00



ROUTE 233
STA 195+46.21 TO STA 196+57.50

TYPICAL CROSS SECTIONS
NO SCALE

PROJECT NUMBER & PHASE: 06190002241
UNIT: 1473

RELATIVE DIMENSION SCALES
AS SHOWN

USER NAME: jk197111
NON FILE: 06190002241.dgn

DATE LAST REVISED: 7/27/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	JUSTIN KUMURA	CHECKED BY	AKEL GANTU	DATE REVISED
FUNCTIONAL SUPERVISOR			CALCULATED BY	BALMANGA SINGH	REVISION BY

DESIGNED BY	JUSTIN KUMRA
CHECKED BY	JUSTIN KUMRA
DESIGNED BY	FUNCTIONAL SUPERVISOR
CHECKED BY	FUNCTIONAL SUPERVISOR
REVISOR	
DATE	
REVISION	

DATE: 7/22/2010

USER: jkumra

SCALE: 1" = 10'

UNIT: FT

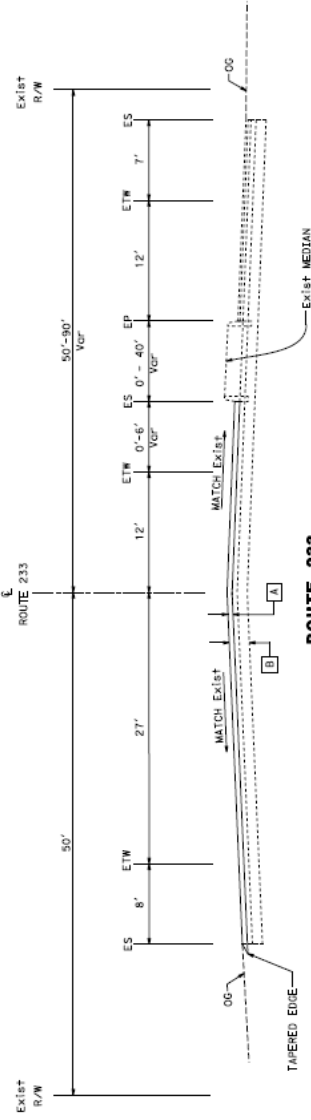
PROJECT: 1473

PHASE: X-9

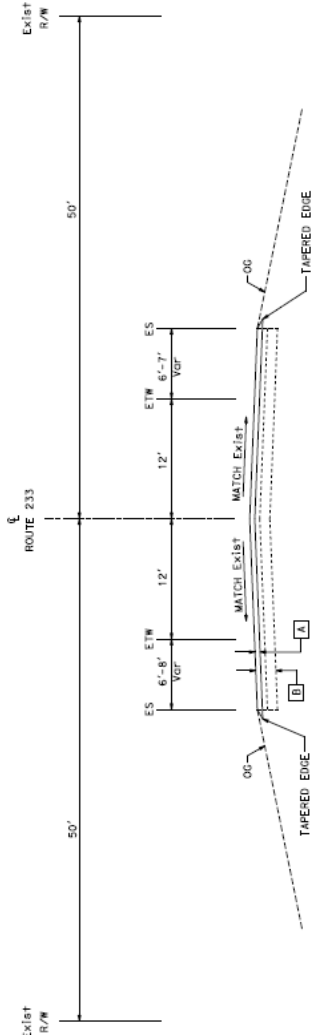
NO.:

TYPICAL CROSS SECTIONS

ROUTE 233
STA 197+44.00 TO STA 198+82.60



ROUTE 233
STA 198+82.60 TO STA 206+84.50



DIST	COUNTY	ROUTE	POST MILE	SHEET TOTAL
06	Mod	233	1.80/3.88	1/11



REGISTERED CIVIL ENGINEER DATE: 11/11/09
 PLANS APPROVAL DATE: 11/11/09
 I AM NOT PROVIDING CONTRACT ADMINISTRATION SERVICES FOR THIS PROJECT.

DATE PLOTTED: 11/11/09 10:29 AM

Improvement Plans



DIST	COUNTY	ROUTE	POST MILES	SHEET	TOTAL SHEETS
06	MOJ	233	1.8/2.88	1	777

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

BY

FOR

IN

OF

OF

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KIMURA	CHECKED BY	AKEL CAMTU	REVISIONS	DATE REVISIONS
CALCULATED BY			REVISIONS			
DESIGNED BY			DATE REVISIONS			
DRAWN BY			DATE REVISIONS			

BORDER LAST REVISED 7/2/2010

JUSTIN KIMURA

DOB FILE 217 MICHIGAN



DATE	BY	REVISION

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

FOR ALL THIS SHALL BE THE RESPONSIBILITY OF THE ENGINEER AND NOT THE BOARD OF SUPERVISORS



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KIMURA	CHECKED BY	AXEL CANTU	REVISID BY	DATE REVISID
BORDER LAST REVISED 7/27/2010						

USING A PAPER COPY FILE IN MEXEY

RELATIVE HORIZONTAL SCALE 1" = 50'

UNIT 1:473

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'

LAYOUT L-2

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'

LAYOUT L-2

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'

LAYOUT L-2

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'

LAYOUT L-2

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'


LAYOUT L-2

DATE PLOTTED 7/27/2010

TIME PLOTTED 10:47:42 AM

SCALE 1"=50'

LAYOUT L-2

DATE	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
06	MOD	233	1.8/2.88	3	777
REGISTERED CIVIL ENGINEER DATE					
					
STATE APPROVAL DATE FOR REVIEW OF THIS PROJECT AND THE RESPONSIBILITY OF THIS PROJECT IS ASSIGNED TO THE COUNTY OF NAPA PUBLIC WORKS					



LAYOUT
L-3

SCALE 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KILWA	CHECKED BY	AKEL CANTU	REVISIONS	DATE REVISION
BORDER LAST REVISED 7/27/2010						

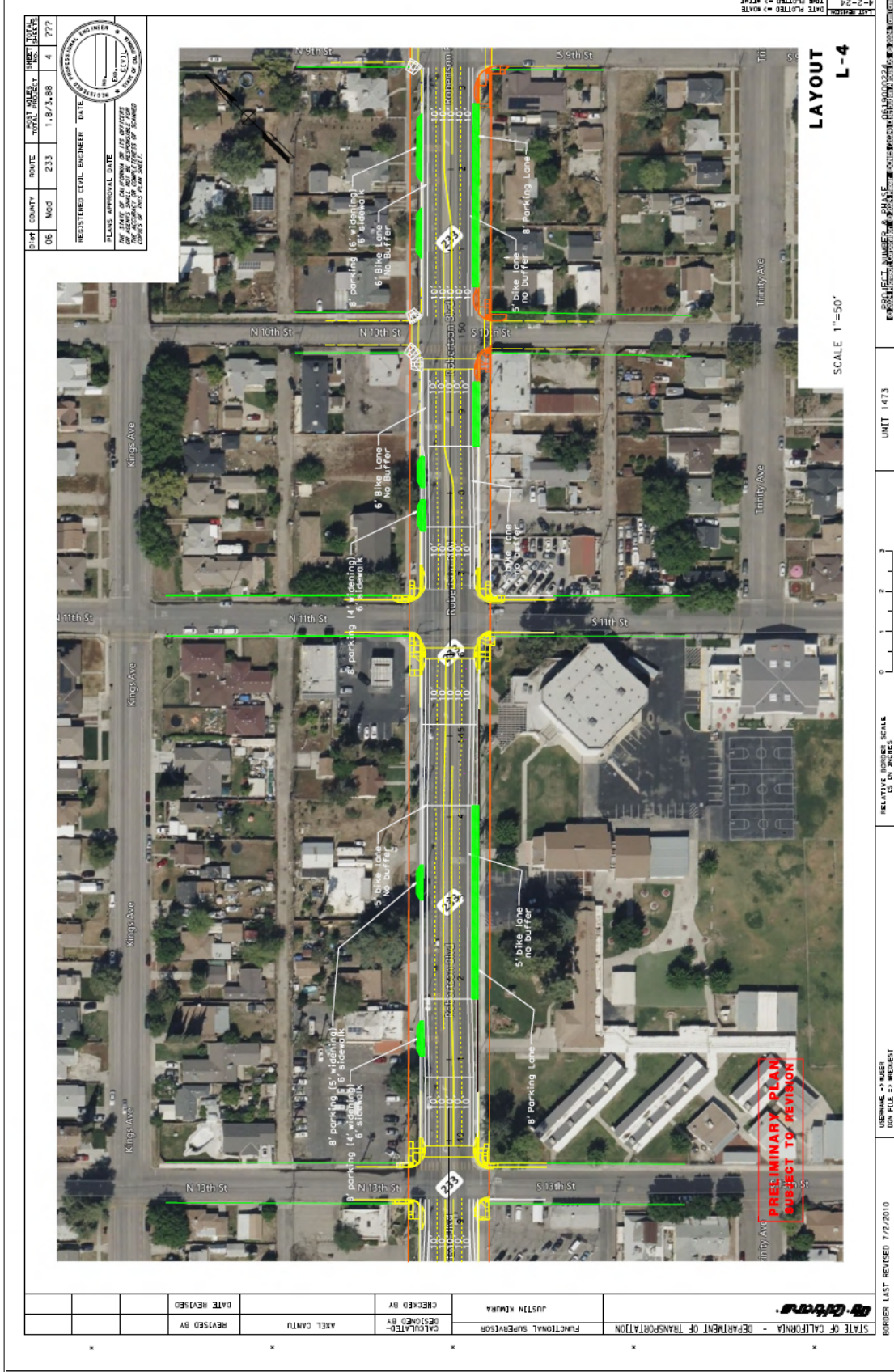
USING THE LATEST
SUN FILE IN MEXICO

VERTICAL CURVES SCALE
1" = 10' VERTICAL

UNIT 1:473

DATE PLOTTED = 8/1/24

**PRELIMINARY PLAN
SUBJECT TO REVISION**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KIMURA	CHECKED BY	
DESIGNED BY	AXEL CANTU	REVISOR BY	DATE REVISED	

PROJECT NO.	06	COUNTY	MOG	ROUTE	233	TOTAL PROJECT MILES	1.8/3.88	SHEET NO.	4	TOTAL SHEETS	777
-------------	----	--------	-----	-------	-----	---------------------	----------	-----------	---	--------------	-----

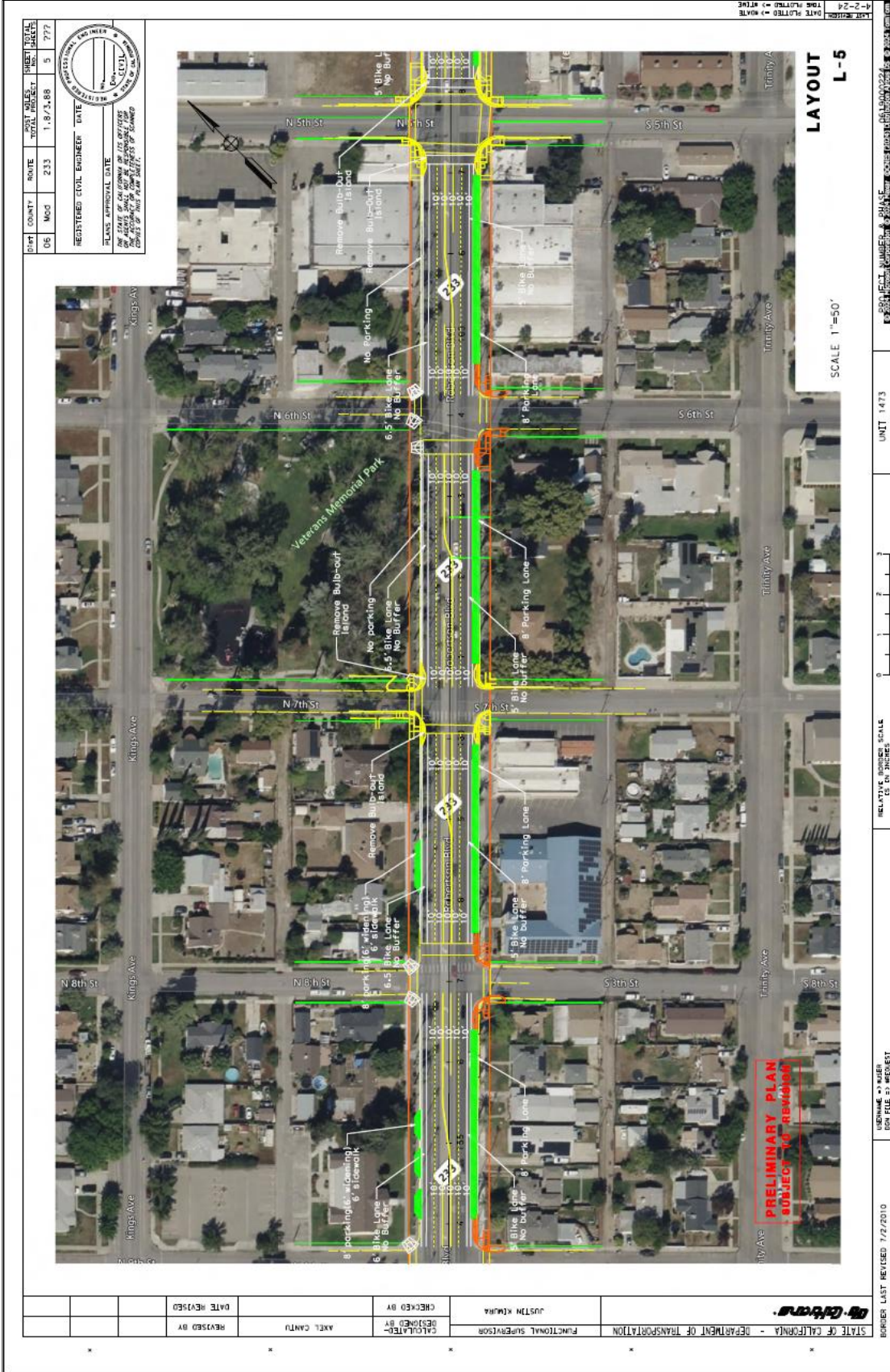
REGISTERED CIVIL ENGINEER
 DATE: 1/8/13, 88
 NO. 4 777

PLANS APPROVAL DATE
 THIS PLAN WAS APPROVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF MOJAVE, CALIFORNIA, ON 1/8/13, 88.

LAYOUT L-4

SCALE 1"=50'

DATE: 1/8/13, 88
 SHEET NO. 4 OF 777
 UNIT 1473
 SCALE 1"=50'
 REVISIONS: 1. W/ASHING 2. BUFFER 3. W/ASHING
 1/8/13, 88



DIST	COUNTY	ROUTE	TOTAL PROJECT MILES	SHEET NO.	TOTAL SHEETS
06	MOG	233	1.873.88	5	777

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

FOR STATE OF CALIFORNIA
 COUNTY OF MOJAVE
 COUNTY OF LOS ANGELES
 COUNTY OF SAN BERNARDINO
 COUNTY OF SAN DIEGO
 COUNTY OF SAN JOAQUIN
 COUNTY OF SANTA BARBARA
 COUNTY OF SANTA CRUZ
 COUNTY OF SUTTER
 COUNTY OF YUBA

CHECKED BY	JUSTIN KHURA
FUNCTIONAL SUPERVISOR	
DEPARTMENT OF TRANSPORTATION	
STATE OF CALIFORNIA	

REVISOR	DATE	REVISION

APPL. CANTY	
CHECKED BY	
DATE REVISED	

DATE	BY	REVISION

DATE	BY	REVISION

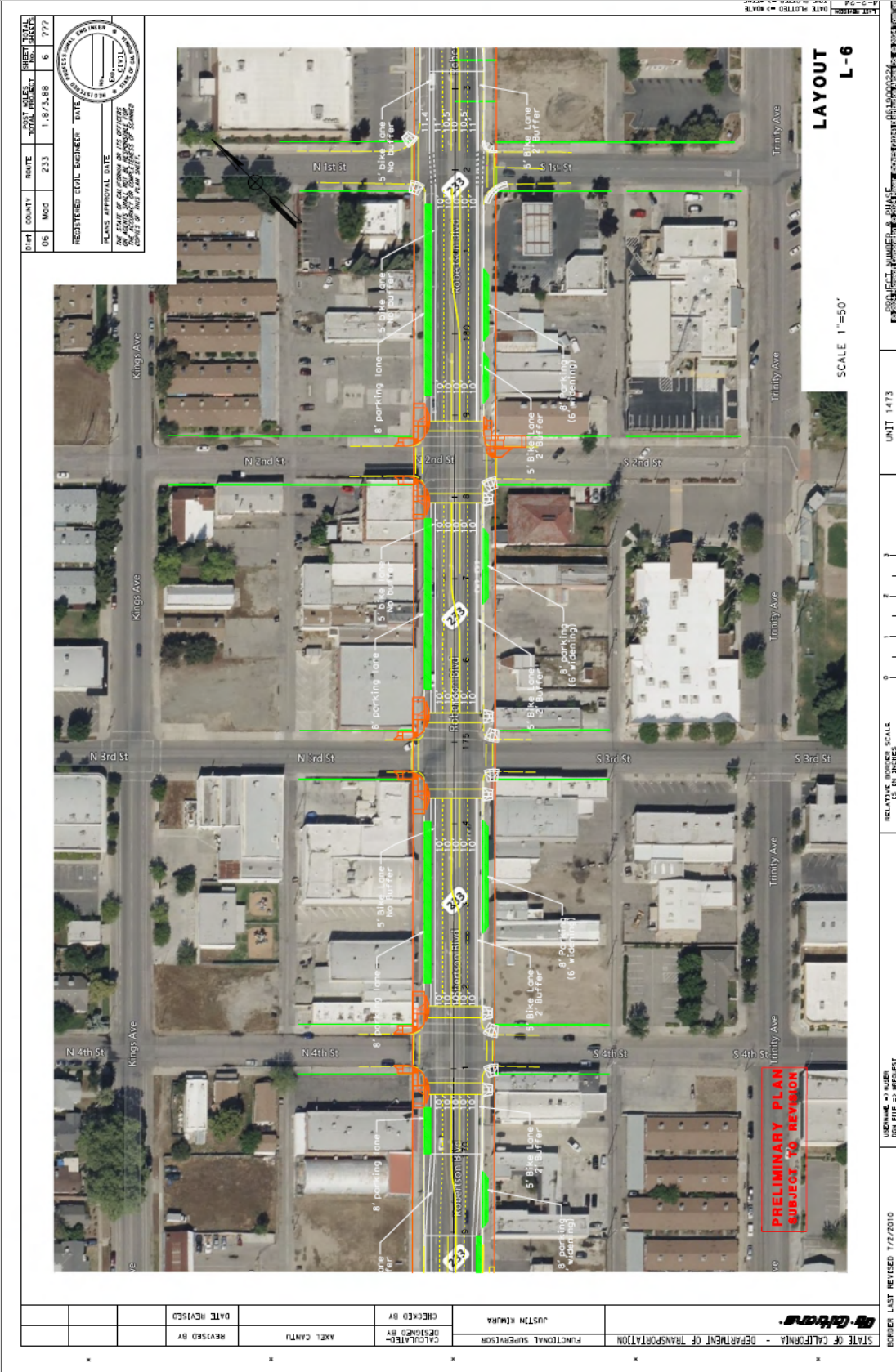
DATE	BY	REVISION

DATE	BY	REVISION

LAYOUT L-5

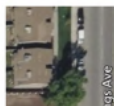
SCALE 1"=50'

DATE PLotted: 7/2/2010 UNIT: 1473 SCALE: 1"=50' RELATIVE TO: PROJECT CENTERLINE



DIST	COUNTY	ROUTE	CITY	PROJECT NO.	SHEET NO.	TOTAL SHEETS
06	MOD	233		1.8/13.88	6	777

REGISTERED CIVIL ENGINEER DATE: 11/13/2010
 PLANS APPROVAL DATE: 11/13/2010
 I hereby certify that the above information is true and correct to the best of my knowledge and belief.



LAYOUT L-6

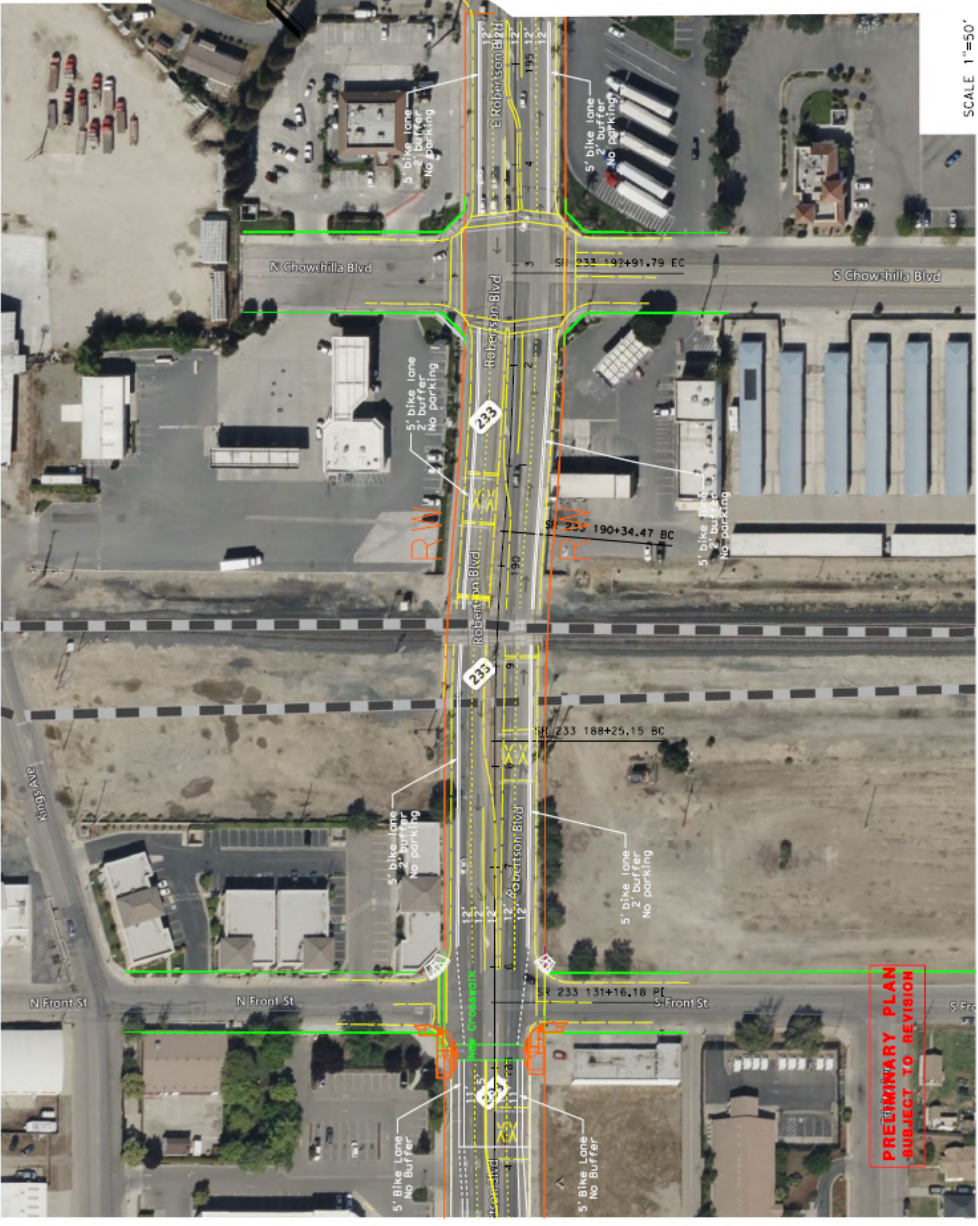
SCALE 1"=50'

**PRELIMINARY PLAN
SUBJECT TO REVISION**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KIMURA	CHECKED BY	AXEL CANTU	REVISIONS
	DESIGNED BY		DATE REVISED		

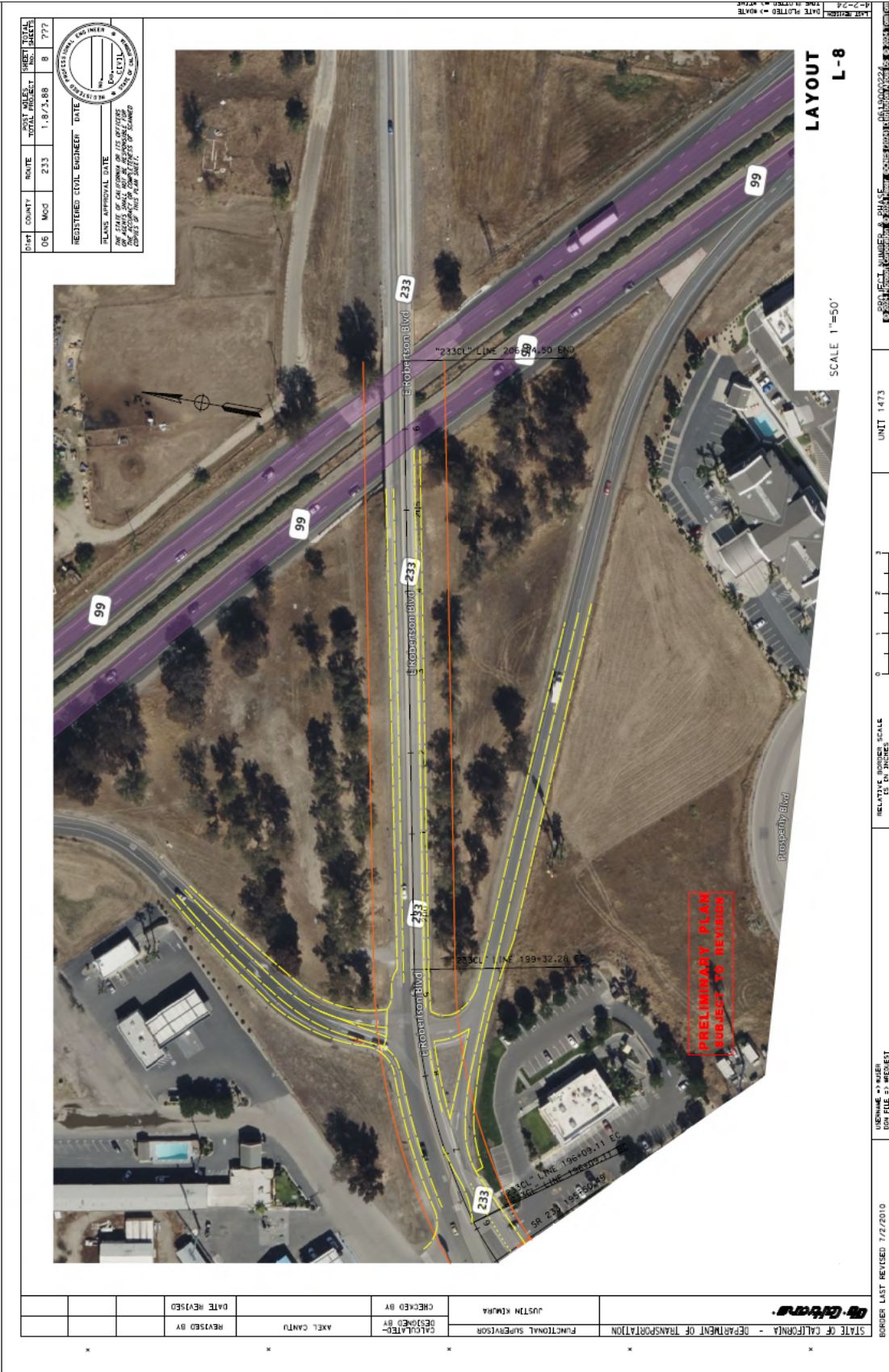
FOR MORE INFORMATION, CONTACT THE PROJECT ENGINEER AT THE ADDRESS LISTED BELOW OR VISIT THE PROJECT WEBSITE AT THE ADDRESS LISTED BELOW. DATE REVISED: 7/2/2010. UNIT: 1473. RELATIVE IMPROVEMENT SCALE: 1"=10' IN INCHES. SHEET NO.: 6 OF 6. PROJECT NO.: 1.8/13.88. SHEET TITLE: LAYOUT L-6.

DATE	06	COUNTY	MOO	ROUTE	233	POST MILES	1.87+3.88	SHEET NO.	7	TOTAL SHEETS	777
REGISTERED CIVIL ENGINEER	DATE										
PLANS APPROVAL DATE	APPROVED FOR THE STATE OF CALIFORNIA BY JUDITH S. GARDNER, REGISTERED PROFESSIONAL ENGINEER CIVIL ENGINEERING LICENSE NO. 45117										



**LAYOUT
L-7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	JUSTIN KIMURA	CHECKED BY	AXEL CANTU	REVISY BY	DATE REVISED
BORDER LAST REVISED 7/2/2010	WORKSHEET NO. 48	UNIT 1473	RELATIVE HORIZONTAL SCALE 1" = 100'	UNIT 1473	SCALE 1" = 50'	DATE PLOTTED 07/20/10



DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
06	MOG	233	1,8/3,88	8

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

BY STATE BOARD OF REGISTRATION OF PROFESSIONAL ENGINEERS AND ARCHITECTS
 DIVISION OF PROFESSIONAL ENGINEERS AND ARCHITECTS
 1000 P STREET, SACRAMENTO, CALIFORNIA 95833



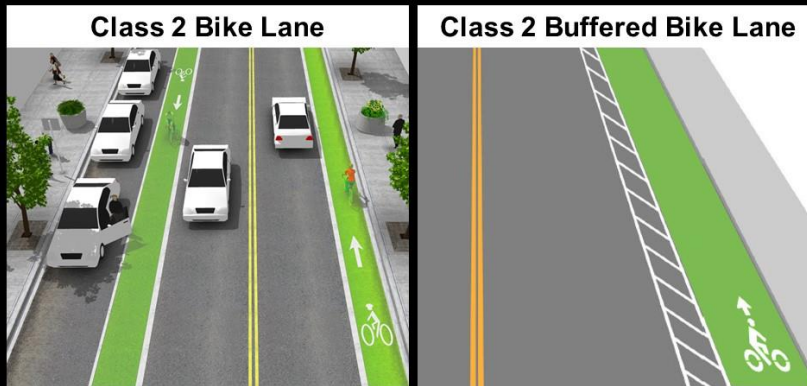
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 FUNCTIONAL SUPERVISOR
 JUSTIN KUMRA
 CHECKED BY
 AXEL CANTU
 DATE REVISED

UNIT 1473
 SCALE 1"=50'
 LAYOUT L-8

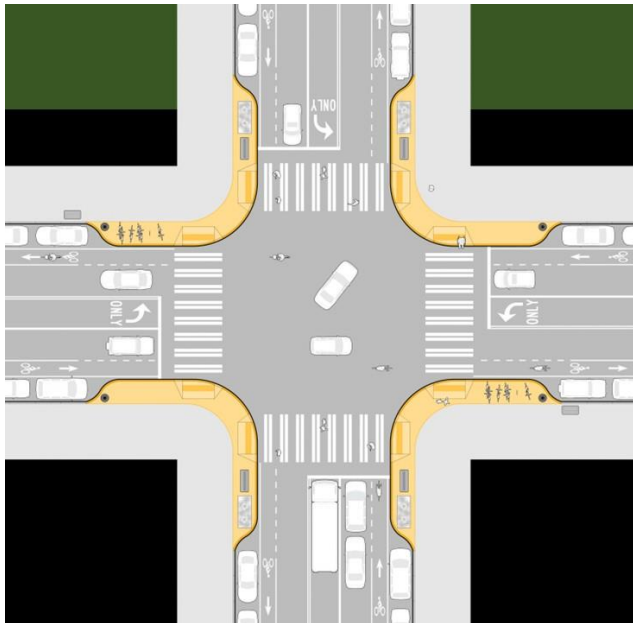
DATE PLANNED 11/2010
 DATE REVISED 7/2/2010
 DRAWN BY J. WILSON
 CHECKED BY M. WILSON
 UNIT 1473
 SCALE 1"=50'

Appendix D Bike Lanes, Bulb-outs, Enhanced Visibility Crosswalks

Bike Lanes



Bike Lanes would be installed on both sides of the highway. They would transition from Class 2 Bike Lanes to Class 2 Buffered Bike Lanes at both ends of the project. The bike lanes would be colored green and would delineate the right of way assigned to bicyclists versus motorists and would provide for more predictable movements by each. Installing bike lanes would be accomplished by reducing lane widths and prohibiting or reconfiguring parking along the street. Street parking would remain in some locations while being prohibited in other areas. Parking bays would be constructed along the route to help off-set any loss in street parking.



Bulb-outs

Bulb-outs would be constructed at various intersections. They would extend the sidewalks into the roadway to narrow the roadway and provide additional pedestrian space and visibility at those locations. By increasing the space available for pedestrians and narrowing the roadway, bulb-outs would create safer conditions for pedestrians by shortening crossing distances at crosswalks, improving visibility, and encouraging drivers to slow down.

Enhanced Visibility Crosswalks



Enhanced-visibility crosswalks would be installed at every intersection where there is an existing crosswalk or proposed new crosswalk. They use patterns that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They provide a visual cue for traffic to slow down and notify drivers of crossing pedestrians, bicyclists, wheelchair, and transit users thus improving safety and helping to prevent an increase in accidents.

Flashing Beacons



Rapid-flashing beacons with yellow indicators are effective at alerting drivers to pedestrians, thereby improving safety at crosswalks. Having the device active only when a pedestrian is present contributes to that effectiveness.

List of Technical Studies Bound Separately (Volume 2)

Visual Assessment Memorandum – January 2024
Air Quality Memorandum – August 2023
Biology Memorandum – October 2023
Cultural Memorandum – February 2024
Energy Memorandum – November 2023
Geology and Soils – October 11, 2023
Greenhouse Gas Study – November 2023
Hazardous Waste Initial Site Assessment – November 2023
Water Quality Memorandum – November 2023
Hydraulics Recommendation Memorandum – December 2023
Noise Memorandum – October 2022
Paleontology Identification Report – December 2023

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Trais Norris
District 6 Environmental Division
California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, California 93726

Or send your request via email to: trais.norris@dot.ca.gov
Or call Trais Norris: 559-320-6045

Please provide the following information in your request:

Project title: Chowchilla Capital Preventive Maintenance (CAPM)
General location information: City of Chowchilla
District number-county code-route-post mile: 06-MAD-233-PM 1.80 - 3.88
EA/Project ID number: 06-0W860/0619000224