



CEQA NOTICE OF EXEMPTION

CITY OF EUREKA

TO: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County of Humboldt
County Clerk
825 5th Street
Eureka, CA 95501

FROM: City of Eureka, Lead Agency
Development Services Department
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PROJECT TITLE: STIP Paving Improvements Project 2021

PROJECT APPLICANT: City of Eureka Engineering Division of Public Works

PROJECT LOCATION: 14th Street between Broadway and West Avenue; Highland Avenue between Broadway and Glenn Street; Hawthorn Street between Broadway and Felt Street; Felt Street between Del Norte and Hawthorn Streets; and, Koster Street between Washington and Del Norte Streets.

PROJECT DESCRIPTION: The City of Eureka is proposing a pavement maintenance project to provide improvements to vehicle and pedestrian travel paths on a number of road sections in the City of Eureka. Improvements include removing and replacing failed asphalt sections, adding new layers of asphalt pavement (overlaying) as well as installing thermoplastic markings, truncated domes, and, in certain locations, new curb and a curb ramp. The project sites are located on portions of five streets throughout the City of Eureka: 14th Street, Highland Street, Koster Street, Felt Street, and West Hawthorn Street. The project is intended to repair and improve the quality of damaged roadways, enable ADA accessible pedestrian pathways, and to improve overall safety for vehicles and pedestrians.

Project elements vary at each location, but include removing and replacing failed asphalt roadway sections, overlaying roadway sections with asphalt, raising all valves, manholes, and survey monuments to grade (where paving or overlaying takes place), replacing traffic detector loops, and installing a new curb in one location to close the curb gap, replacing a curb ramp with an ADA-compliant curb ramp, new roadway striping, and installing truncated domes to existing sidewalk curb ramps. Specific work and location details for each area are outlined in the "Locations" section, below. Excavation for new curb will be 1' deep or less in areas which have been previously disturbed. Roadway asphalt grinding will only remove existing pavement in

areas that have been previously disturbed. An existing concrete trench in Highland Street will also be removed prior to the paving, but this will not exceed the depth of 1' and will be in a previously disturbed area. The duration of construction is anticipated to be approximately 3 months.

Removal and installation of curb and upgraded curb ramps will require excavation utilizing a compressor with jackhammer and backhoe. Grinding and paving, and overlaying roadways will require asphalt grinders, asphalt pavers, rollers, sweepers, tack trucks, tractor loaders, water trucks, and miscellaneous hand tools. Installation of thermoplastic markings will require manual, push cart or truck mounted thermoplastic and painting equipment. All project spoils will be transported to an approved permitted location to be identified by the contractor and approved by the City prior to use. Roadway excavations will be less than 1' deep and will be in areas that have been previously disturbed.

Traffic control will be employed to provide access through and or around the construction area when necessary, but will vary at each location depending on typical roadway traffic and the work to be accomplished. In areas such as 14th Street and Koster Street, a temporary lane shift or short-term detours will occur to facilitate continued traffic flow when work is being conducted in the traveled way. On lower volume streets, paving or overlaying may result in short term roadway closure and detours during the work day. The on-street parking zones will also be closed in some areas to allow for daily work to occur and affected residents and businesses will be notified at least 48 hours in advance. Construction activities will occur during the Spring/Summer of 2021, Monday through Friday during day time hours, with the possible exception of Hawthorn and Felt Streets, which may be scheduled during night time hours since there are no adjacent residential uses and to facilitate adjacent business operations. Work at each site is anticipated to be completed in 15-20 working days. Public service announcements will advise the public of the planned construction, and minor traffic delays are expected.

Equipment to be used includes the following:

<u>Equipment</u>	<u>Use</u>
Pickup Truck	Haul tools and workers
Air compressor and jackhammer	Removing asphalt, sidewalk and foundations
Backhoe	Foundation installation and removal
Dump truck	Hauling materials
Tack Truck	Applying bonding tack coat to (E) asphalt
Concrete saw	Cutting concrete
Rollers	Compacting asphalt
Grinders	Remove existing asphalt
Sweepers	Cleaning the streets prior to work
Tractor Loaders	Moving materials
Water Trucks	Washing pavement & cleanup
Miscellaneous Hand Tools	For work close to utilities

Locations:

Specific work will vary on each street due to different needs demonstrated by the current right-of-way conditions and the nature of the work required. At all of the locations, striping will be replaced, truncated domes will be added to existing sidewalk curb ramps which serve as main

pedestrian paths, and valves, manholes, and survey monuments will be lifted to grade where grinding and paving or overlaying takes place.

1. 14th Street between Broadway and West Avenue (approximately 1.15 miles [6,048 feet]): On 14th Street, the full roadway between Albee and B Streets, and between E and J Streets will be overlaid with asphalt, the driving lanes between B and E Streets, and between J Street and West Avenue, will be removed (ground out approximately 3 inches deep) and repaved. Also, the 18 traffic detector loops along 14th Street will be replaced.
2. Highland Avenue between Broadway and Glenn Street (approximately 0.36 miles [1,880 feet]): On Highland Avenue, the driving lanes between Broadway and Iowa Street will be removed (ground out approximately 3 inches deep) and the full Highland Avenue roadway between Iowa and Glen Streets will be ground in place, compacted and overlaid with asphalt. The existing 6" thick concrete trench path on Highland Avenue between Fort Avenue and Iowa Street will be removed and replaced with asphalt during the grinding and paving process.
3. Koster Street between Washington and West Del Norte Streets (approximately 0.52 miles [2,763 feet] in the Coastal Zone*): On Koster Street, the driving lanes between Washington and 14th St will be removed (ground out approximately 3 inches deep) and repaved, and the full Koster Street roadway between 14th Street and Wabash Avenue will be overlaid with new asphalt.
4. Felt Street between West Hawthorn and West Del Norte Streets (approximately 0.11 mile [597 feet] in the Coastal Zone*): On Felt Street, the full roadway between West Del Norte and West Hawthorn Streets will be ground in place, compacted and overlaid, and a Case B curb ramp will be installed on the existing west curb (and sidewalk) return at the intersection of Felt and West Del Norte Streets. Also, if funding permits, approximately 253' of new curb may be installed (adjacent to APN 003-191-007) to fill in the curb gap for stormwater management.
5. West Hawthorn Street between Felt Street and Broadway (approximately 0.22 miles [1,143 feet] in the Coastal Zone*): On Hawthorn Street, the full roadway between Felt Street and 150'+/- west of Broadway will be ground in place, compacted and overlaid, and a 150' section of curb will be installed where there is currently no curb (adjacent to APN 003-182-010) to fill in the curb gap for stormwater management.

* Best Management Practices (BMPs) and conditions for locations near ESHAs:

Three road segments (Koster, Felt and West Hawthorn Streets) are located near environmentally sensitive habitat areas (ESHAs). As a result, the following Best Management Practices (BMPs) and conditions will be implemented in order to minimize any potential negative impacts to, and ensure protection of, any nearby ESHAs during construction activities:

1. All ground-disturbing activities shall occur during dry weather only.
2. All on-site stockpiles of construction materials and other materials shall be contained at all times and shall be covered during storm events to minimize discharge of sediments and other pollutants.

3. All spoils will be handled, stockpiled, and stored as if the spoils are contaminated and will be transported to an approved permitted location to be identified by the contractor and approved by the City prior to use.
4. To ensure construction occurs in designated areas and does not impact an ESHA, the boundaries of the work area adjacent to the wetlands and other sensitive habitat shall be physically demarcated such as with fencing or flagging.
5. For any location adjacent to a wetland/ESHA, straw waddles or other appropriate barriers to control/prevent unanticipated runoff or erosion will be placed between the work area and the wetland/ESHA.
6. No construction materials, debris, or waste will be placed or stored where it may be subject to entering coastal waters or wetlands.
7. If work is performed at night, lighting will be the minimum required to illuminate the work area, will be shielded to avoid glare, and directed downward onto only the roadway prism.
8. Staging and storage of construction equipment and materials will occur on paved or gravel surfaces at least 50 feet from coastal wetlands, drainage courses, and storm drain inlets.
9. Fuels, lubricants, and solvents will not be allowed to enter coastal waters or wetlands. All equipment used during construction will be free of oil and fuel leaks at all times. Any fueling, equipment maintenance, concrete washout, and washing of construction equipment will occur at least 100 feet away from coastal waters.
10. Hazardous materials management equipment including oil containment booms and absorbent pads will be available immediately on-hand at each work area. Any accidental spill will be immediately contained and cleaned up.

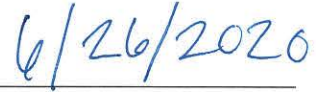
EXEMPTION FINDINGS: The City of Eureka as Lead Agency has determined that the above described activity is subject to the California Environmental Quality Act (CEQA). The Lead Agency has further determined that the project is exempt from CEQA pursuant to a Class 1 categorical exemption (Sections 15301 Existing Facilities), which exempts the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

The key consideration for this exemption is whether the project involves negligible or no expansion of existing use. The project involves maintenance, repair and minor upgrades of existing roadways in order to improve existing vehicle and pedestrian safety and travel paths, and stormwater management. No increase or expansion of vehicular, bicycle or pedestrian capacity is proposed, and all work is proposed within the existing roadway prism. Additionally, for locations near ESHAs, the Lead Agency will implement BMPs and conditions to minimize any potential negative impacts to, and ensure protection of, any nearby ESHAs during construction activities. As a result, the Lead Agency has determined that use of the categorical exemption is not barred by one of the exceptions set forth in Section 15300.2 of the CEQA Guidelines.

The material supporting the above finding is on file with the City of Eureka's Development Services and Public Works Department. Copies of the documents related to the evaluation of this project are available for review upon request at the City of Eureka, 531 K Street, Eureka, CA 95501.



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Senior Planner, City of Eureka



Date

Governor's Office of Planning & Research

Jun 26 2020

STATE CLEARINGHOUSE

