



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): South Broadway Complete Streets

DIST-CO-RTE: 01-HUM-101

PM/PM: 74.7/76.1

EA: 01-0K940

Federal-Aid Project Number:

Project Description

The project is located on US Highway 101 in Humboldt County from Herrick Avenue to the southern Bayshore Mall entrance (post mile 74.7 to post mile 76.1)(see continuation).

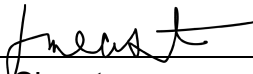
Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 4.** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Julie East		05/23/2023
Print Name	Signature	Date

Project Manager

Jeff Pimentel		5/23/23
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(3)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Julie East
Print Name
Signature
Date 05/23/2023

Project Manager/ DLA Engineer

Jeff Pimentel
Print Name
Signature
Date 5/23/23

Date of Categorical Exclusion Checklist completion (if applicable): 05/16/23
Date of Environmental Commitment Record or equivalent: 05/18/2023



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Need:

U.S. Highway 101 (U.S. 101)(Broadway) serves as a main street through the city of Eureka and is one of the busiest corridors in District 1. Traffic volumes, speed limits (40-55 MPH), and the number of lanes (two in each direction plus a two-way left turn lane), make Broadway a barrier for pedestrians and cyclists. There are no bicycle facilities on the corridor. Marked pedestrian crossings are widely spaced and only at signalized intersections, and there are no sidewalks south of PM 75.138. Three transit routes operate in the project area. Transit generally runs behind schedule due to the inability to merge back into traffic after stops. Because of these conditions, surrounding residential communities are discouraged from using active transportation to access destinations on Broadway, local and regional transit on Broadway, and the regional trail network.

Purpose:

The purpose of this project is to increase pedestrian and bicyclist safety, connectivity, and level of comfort and to improve accessibility and on-time performance of the transit facility.

Description of Work:

- Install Class IV bike path from Herrick Avenue to the South Bayshore Mall entrance (PMs 74.7/76.1). The bike path would generally consist of a 5-foot-wide path with a 3-foot-wide striped buffer with flexible bollard post vertical elements.
- Accessible pedestrian sidewalks would be adjusted or maintained from:
 - northbound: PMs 75.6/76.0
 - southbound: PMs 75.5/76.1
- Remove most striping from U.S. 101 and intersections and micro-surface the pavement where striping would be relocated.
- Restripe Herrick Avenue overcrossing (OC) to provide an 8-foot-wide shared path for pedestrian and bicyclist access to the Eureka Hikshari' Trail.
- Install bicycle/pedestrian railing/fencing on the existing rails of the Herrick Avenue OC.
- Install new traffic signal at Hilfiker Lane (PM 75.7).
- Adjust traffic signals at PM 75.2 (Papa Barkley) and PM 75.5 (Pierson Building Center) to the relocated U.S. 101 bicycle and pedestrian crossing.
- Add light standards north of the Papa Barkley entrance (PM 75.2) to provide Boulevard Lighting and increase the visibility of pedestrians and bicyclists. Boulevard Lighting would also aid in alerting motorists of the change from freeway to city surface streets encouraging reduced motorized vehicle speed.
- Construct Bus Stops at the following new locations:
 - northbound: PM 75.55
 - southbound: PM 75.52



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Add decorative (mountable) median treatment at select locations (not interfering with vehicle turning movements) to alert motorists of the change from freeway to city surface streets, encouraging reduced motorized vehicle speed.
- Landscaping (trees) would be planted, to further alert motorists of the change from freeway to city surface streets, encouraging reduced motorized vehicle speed.

Right of Way Needs

- Caltrans would acquire new right of way in 3 locations, totaling approximately 0.07 acre to pave new sidewalk and install/maintain signal equipment
- Approximately 5 temporary construction easements (TCEs) would be required to restripe, repave, and/or maintain equipment
- Approximately 4 maintenance easements would be required to maintain equipment in perpetuity
- Approximately 5 encroachment permits would be required to restripe the roadway

Permits, Licenses, Agreements, and Certifications:

- Caltrans anticipates applying for a Coastal Development Permit, which may be processed as a waiver.

Standard Measures and Best Management Practices (BMPs):

The following measures would be implemented to minimize impacts to the environment and community:

- Lane closures would be limited to off-peak traffic times (nights).
- If an unexpected discovery of cultural resources occurred, local tribes would be notified, and standard federal and state protocols would be observed.
- The contractor would be required to develop and implement site-specific BMPs, including those to prevent equipment leakage, control spills, and prevent the spread of invasive plant species.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Measures to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads, would be used.
- Temporary sediment control and soil stabilization devices would be installed.
- Environmentally Sensitive Areas (ESAs) would be designated on construction plans and protected during construction.
- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Vegetation removal is not expected.
 - However, if vegetation removal becomes required, removal activities would be limited to the period outside of the bird breeding season, if feasible (removal would occur between September 16 and January 31).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- If vegetation removal is required during the bird breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. Standard agency notification and nest delineation protocols would be observed.