

2019068068

Notice of Exemption

Appendix E

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

From: (Public Agency): Caltrans
703 B Street
Marysville, CA 95901

County Clerk
County of:

(Address)

Project Title: South Fork Eel River Bridge Seismic Retrofit

Project Applicant: California Department of Transportation

Project Location - Specific:
This project is located on USR 101 in both Mendocino and Humboldt Counties between MEN-101-R106.40/
T106.80 and HUM-101-T0.00/T0.10.

Project Location - City: Piercy Project Location - County: Mendocino/Humboldt

Description of Nature, Purpose and Beneficiaries of Project:
To improve the structural integrity of the South Fork Eel River Bridge (#10-0218) during
a maximum considered seismic event. This project proposes to seismically retrofit and replace the railing the
South Fork Eel River Bridge #10-0218.

Name of Public Agency Approving Project: California Department of Transportation - District 3

Name of Person or Agency Carrying Out Project: California Department of Transportation

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: Class 6, Section 15306
Statutory Exemptions. State code number:

Reasons why project is exempt:
Class 6 consists of basic data collection, research, experimental management, and resource evaluation
activities which do not result in a serious or major disturbance to an environmental resource. These may be
strictly for information gathering purposes, or as part of a study leading to an action which a public agency has
not yet approved, adopted, or funded.

Lead Agency
Contact Person: Danielle Ruiz Area Code/Telephone/Extension: 530-741-5537

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? [X] Yes [] No

Signature: [Signature] Date: 06/11/19 Title: Environmental Planner

[X] Signed by Lead Agency [] Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: JUN 14 2019

Governor's Office of Planning & Research
STATE CLEARINGHOUSE

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CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-MEN-101 VAR 01-0F510 01-1600-0015
Dist.-Co.-Rte. (or Local Agency) P.M./P.M. E.A/Project No. Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)
The California Department of Transportation (Caltrans) proposes to conduct a geotechnical design investigation for the South Fork Eel River Bridge (#10-0218) located in Mendocino County on U.S. Route 101. The purpose of the investigation is to assess subsurface conditions at the abutments of the bridge. Two borings are proposed, one at each abutment; both will be drilled on the roadway to depths of approximately 60 feet. The drilling will take approximately two weeks to complete. (Continued on next page)

CALTRANS CEQA DETERMINATION (Check one)

Not Applicable - Caltrans is not the CEQA Lead Agency Not Applicable - Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

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

- Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
Categorically Exempt Class 6. (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
This project does not damage a scenic resource within an officially designated state scenic highway.
This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
This project does not cause a substantial adverse change in the significance of a historical resource.

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].)]

Mundeep Purewal

Print Name: Senior Environmental Planner or Environmental Branch Chief

Signature

6/11/19
Date

Steven Blair

Print Name: Project Manager

Signature

6-11-19
Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(24)
23 CFR 771.117(d): activity (d)()
Activity listed in Appendix A of the MOU between FHWA and the State

23 USC 327: Based on an examination of this proposal and supporting information, the State 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 December 23, 2016 and executed by FHWA and Caltrans.

Mundeep Purewal

Print Name: Senior Environmental Planner or Environmental Branch Chief

Signature

6/11/19
Date

Steven Blair

Print Name: Project Manager/DLA Engineer

Signature

6-11-19
Date

Date of Categorical Exclusion Checklist completion: 06/04/19

Date of ECR or equivalent: 06/04/19

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

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CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

01-MEN-101	VAR	01-0F510	01-1600-0015
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

PROJECT DESCRIPTION CONTINUED:

Drilling equipment will include a conventional truck-mounted drill rig, water tender truck, drill crew cab, trailer, and geologist/engineer vehicles. Based on the subsurface conditions, three types of drill systems may be employed: a (dry) Hollow Stem Auger (HSA) drill system, a (wet) Rotary Wash Wire-line drill system with an attached punch core barrel and bit used in soils, and a (wet) Rotary Wash wire-line drill system with attached rock core barrels and rock bits. The diameter of the borings will be between 4 and 6 inches. Drilling fluids (required for rotary wash drill systems only) consist of water mixed with bentonite and/or polymer that will be recirculated through a closed system that includes drill pipe, casing, pumps, hoses, and a mud tank.

Sampling will include Standard Penetration Tests (SPT) at a minimum of 5-foot intervals until bedrock is encountered. Once bedrock is encountered, the wire-line core drilling procedure will continue to the maximum depth of the boring. The samples collected during boring operations will be soil punch core and/or rock core. Select SPT samples will be collected and stored in a zip-lock bag. The core samples will be collected and stored in a box. The samples will be removed from the site and stored at the Caltrans Transportation Laboratory in Sacramento.

Borings at this site will be backfilled after the drilling and sampling has been completed. Typically, the backfill material is cement grout and/or bentonite. The backfill will be in accordance with the State Water Code, Caltrans' Borehole Sealing Standards, and Mendocino County's permit.

STAGING

The drilling will be performed from the roadway (Highway 101). All the equipment will be removed from the road at the end of the work day and stored at Caltrans' Garberville Maintenance Station.

DISPOSAL/BORROW

Precautions during drilling will be employed to mitigate any possible equipment leaks or drilling fluid spillage. They could include plastic tarps, absorption mats and jute waddles. Also, potential leakage be monitored. If leakage is detected, the wet drilling will be stopped, and the casing will be re-drilled to a depth at which leakage has stopped (adequately sealed off). The contained drill fluids generated during drilling will be pumped into 55-gallon steel drums and transported to a Caltrans facility for processing.

RIGHT-OF-WAY

All work will be performed within Caltrans Right-of-Way

CONSULTATION/COORDINATION

No consultation/coordination with other agencies is required.

PERMITS

No permits are required.

Governor's Office of Planning & Research

JUN 14 2019

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