

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>01-LAK-20/29/175</b>	<b>VAR</b>	<b>01-0E081</b>	<b>01-1800-0072</b>
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 two bridges located in Lake County: Robinson Creek Bridge (#14-0030) on SR 29 and Kelsey Creek Bridge (#14-0044) on SR 175. The purpose of the investigation is to assess subsurface conditions at the abutments of the bridge. Two borings will be drilled on the roadway on both of the bridges to depths of approximately 60 feet, with an additional two borings to depths of approximately 30 feet at the Kelsey Creek Bridge. The drilling will take approximately three weeks.  
(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].)]

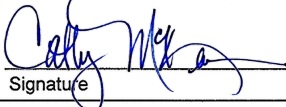
**Kenneth Russo**

Print Name: Senior Environmental Planner or Environmental Branch Chief

      6/3/20  
 Signature      Date

**Cathy McKeon**

Print Name: Project Manager

      6-3-20  
 Signature      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)

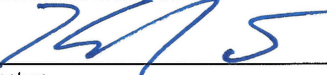
- 23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under 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.


**Kenneth Russo**

Print Name: Senior Environmental Planner or Environmental Branch Chief

      6/3/20  
 Signature      Date

**Cathy McKeon**

Print Name: Project Manager/DLA Engineer

      6-3-20  
 Signature      Date

Date of Categorical Exclusion Checklist completion: **06/02/20**

Date of ECR or equivalent: **06/02/20**

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

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM  
Continuation Sheet**

<b>01-LAK-20/29/175</b> Dist.-Co.-Rte. (or Local Agency)	<b>VAR</b> P.M./P.M.	<b>01-0E081</b> E.A/Project No.	<b>01-1800-0072</b> Federal-Aid Project No. (Local Project)/Project No.
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**PROJECT DESCRIPTION CONTINUED:**

Drilling equipment may include a conventional truck-mounted drill rig and possibly an all-terrain type drill rig, water tender truck, a water buffalo (trailer mounted water tank), 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.

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 (SR 20, 29, and 175). All the equipment will be removed from the road at the end of the work day and stored on Caltrans Right-of-Way during the week and at the Lake County Maintenance Station on the weekend.

**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 at the casing-mud line contact will 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 resource agencies or interest groups would be needed to approve this project.

**PERMITS**

No permits are required.