



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): Calpella Wetland Geotechnical Drilling

DIST-CO-RTE: 01-MEN-20

PM/PM: 33.3

EA: 01-0E090

Federal-Aid Project Number: N/A

Project Description

Caltrans is planning a geotechnical investigation in support of wetland design as part of the Calpella 2 Bridges Replacement project in Mendocino County on State Route (SR) 20. The purpose of the investigation is to assess subsurface and groundwater conditions.

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 6.** (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 McFall		3/29/21
Print Name	Signature	Date

Project Manager

Robert King		3/29/21
Print Name	Signature	Date



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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 that 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, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(26)
23 CFR 771.117(d): activity (d)()
Activity 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Julie McFall
Print Name Signature Date 3/29/21

Project Manager/ DLA Engineer

Robert King
Print Name Signature Date 3/29/21

Date of Categorical Exclusion Checklist completion: 3/29/2021
Date of Environmental Commitment Record or equivalent: 3/29/2021

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

The geotechnical drilling equipment would include a conventional truck-mounted drill rig and possibly an all-terrain type 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. They include a (drill-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 borehole would 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 would be recirculated through a closed system that includes drill pipe, casing, pumps, hoses and a mud tank.

There are three proposed boring locations. Boring depths would be approximately 30 feet.

Sampling would include Standard Penetration Tests (SPT) at a minimum of 5-foot intervals. SPT samples would be collected and stored in a zip-lock bag.

Once the borings are completed, each hole would be backfilled as described in the Boring Abandonment (Backfill) section below. If the hole is left open, it would be covered to prevent wildlife from entering.

Drilling is estimated to take approximately 7 working days. Vegetation removal would not be necessary.

ACCESS ROUTE:

Access to the drill site would be from the westbound SR 20 ramp to northbound US 101. The access route uses existing State right-of-way on a grassy flat embankment.

Staging areas are minimal; drilling equipment would most likely be left onsite during the week and moved to the Ukiah Maintenance Station on the weekend.

BORING ABANDONMENT (Backfill):

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

CONSULTATION/COORDINATION:

No consultation required.

PERMITS:

No Permits are required.

AVOIDANCE MEASURES:



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