



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

<u>Project Information</u>	
Project Name (if applicable): Rio Vista Bridge Rehab	
DIST-CO-RTE: 03-SAC-12	PM/PM: 0.0/0.4
EA: 03-1H130	Federal-Aid Project Number: N/A
<u>Project Description</u>	
<p>The California Department of Transportation (Caltrans) is proposing a rehabilitation project to improve the serviceability of the Sacramento River Bridge (Rio Vista), Bridge No. 23-0024. The project is located on State Route 12, in Sacramento County from postmile (PM) 0.0 to 0.4 and in Solano County from PM 26.2 to 26.4. The purpose of this project is to improve motorist and non-vehicular bridge users' safety, restore bridge deck integrity, comply with American with Disabilities Act (ADA) accessibility requirements and expand access for non-vehicular bridge users, comply with Californian Manual for Uniform Traffic Control Devices (CA MUTCD) signage on bridge structures, and improve ride quality.</p> <p>(Continued on page 3)</p>	

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 1.** (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

Erin Damm	<i>Erin Damm</i>	12/29/2020
Print Name	Signature	Date

Project Manager

Soka Soka	<i>Soka H. Soka.</i>	12/29/2020
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)(22)

23 CFR 771.117(d): activity (d)(N/A)

Activity N/A 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

Erin Damm (Print Name), Erin Damm (Signature), 12/29/2020 (Date)

Project Manager/ DLA Engineer

Soka Soka (Print Name), Soka H. Soka (Signature), 12/29/2020 (Date)

Date of Categorical Exclusion Checklist completion: 12/2/20
Date of Environmental Commitment Record or equivalent: 12/1/20



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Continuation sheet:

The steel baluster railing on the west approach has been damaged by vehicular collision and does not meet current safety standards. The concrete bridge deck exhibits spall and delamination and is an ongoing maintenance issue. The existing steel stairs on the southwest corner that leads pedestrian traffic from the parking lot to the bridge is not ADA compliant and restricts bicycle users from riding on the bridge. The vertical clearance of the truss section of the bridge is lower than 15'-6" and warrants placement of vertical clearance signs. The approach pavement at each end of the bridge exhibit cracks and spalls and do not meet smoothness specifications. This results in rough ride quality and recurrent workload for maintenance crews.

The project proposes to place polyester concrete overlay on the bridge deck, place approach slabs at both ends of the bridge, and replace the bridge railings and guard railings at the western approach. On the southwest side of the bridge, the project will replace the existing steel stairway with an ADA switchback ramp. The project will install vertical clearance signs at both ends of the bridge.

Staging Areas:

- Staging would take place within the Caltrans right-of-way (ROW).

Right-of-way:

- It is anticipated that all work would take place within the Caltrans ROW.

Disposal/Borrow Areas:

- It is anticipated that no excavation disposal or borrow sites would be needed.

Consultation/Coordination:

- Consulted with Cultural Studies Office (CSO) on cultural documentation and requirements for the project. CSO had no objection to the proposed Finding of No Adverse Effect with Standard Conditions-SOIS.
- Native American consultation was conducted for the project. The following Native American Tribes, Groups and Individuals were contacted: Buena Vista Rancheria of Me-Wuk Indians, Lone Band of Miwok Indians, Wilton Rancheria, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, Kletsel Dehe Band of Wintun Indians, and Yocha Dehe Wintun Nation. Responses were received from the Yocha Dehe Wintun Nation, Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, and the Buena Vista Rancheria of Me-Wuk Indians. None of the responding tribes had any concerns regarding cultural resources and this project.
- The project will also require continued coordination with the US Coast Guard (USCG), Central Valley Flood Protection Board (CVFPB) and US Army Core of Engineers (USACE).

Permits:

- The project will require CVFPB and USACE 408 permits.