CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 04/2021)

Project Information

Project Name (if applicable): Yuba Pass Bridge Replacement

DIST-CO-RTE: 03-NEV-80 & 20 **PM/PM:** Various

EA: 03-3H560 **EFIS ID:** 0318000014 **Federal-Aid Project Number:** N/A

Project Description

The California Department of Transportation proposes to conduct 16 drill borings for the proposed Yuba Pass Bridge Replacement project. The scope of work consists of collecting samples from the subsurface to gather data necessary for the preparation of foundation recommendations, and to provide information for future construction procedures. The subsurface data will be used to generate new "Log of Test Borings" (LOTBs). The LOTBs are a contractual document that provides subsurface and geological information of the project site.

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

Sandeep Sandhu	Sandeep Sandhu	7/22/21
Print Name	Signature	Date

Project Manager

Samuel Vandell		7/22/2021
Print Name	Signature	Date

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)(Enter activity number)**
- ☐ **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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A	N/A	N/A
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A	N/A	N/A
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: N/A

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).

Continuation sheet:

Caltrans is planning to drill a maximum of 16 borings for the project. The proposed locations do not include locations for the possible retaining walls behind the proposed abutments. Caltrans is planning to drill the borings to a maximum depth of 200 feet, of which approximately 100 feet will be into bedrock.

Caltrans Drilling Services and/or consultant contract drill crews will perform the drilling operations. Truck mounted drill rigs, trailer mounted drill rigs, all terrain drill rigs or similar type drill rigs, weighing from approximately 35,000 pounds (lbs.) to approximately 48,000 lbs. will be utilized for the geotechnical investigation. Drilling from the bridge deck will require coring through the deck, installing temporary steel casing to the ground below, and then seating the casing into the soils below. The casing will be either driven or drilled into the ground. Only clear water will be used when drilling through the bridge deck, and during casing installation. The temporary steel casing is approximately 5 to 6 inches in diameter and it is part of a closed circulation system. The access road is for drilling equipment to enter the proposed drilling locations. The drilling equipment includes a truck, or trailer-mounted drill rig, or all terrain drill rig, water tender, crew cab, and geologist/engineer's vehicle to support drilling operations. Most drilling locations can be accessed from a paved road, but in some locations minor grading or vegetation clearing may be necessary. For equipment access, temporary access roads will require a minimum width of 10 ft, for the drilling equipment is 8 ft wide. The working area needs minimum dimensions of 30 ft x 30 ft, or 14 ft x 40 ft for drilling operations.

Standpipe piezometers will likely be installed in two of the borings located within the project area. The piezometers will be used to measure groundwater levels, and will be abandoned after one year, or during construction. The remaining borings will be flushed as necessary and then backfilled and abandoned by the drill crew based on the Local Enforcement Agency's requirements.

Geotechnical activities may have to be conducted around a stream located at the project site by either from the bridge deck or from the existing shoulder. Environmental and Geotech will collaborate to avoid any potential impacts to waters.