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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2025070675

Project Title: Placer 267 CAPM Project

Lead Agency: California Department of Transportation

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Project Location: Truckee/Kings Beach (*City*) Placer (*County*)

Project Description (Proposed actions, location, and/or consequences).

Caltrans proposes this Capital Preventative Maintenance (CAPM) Project along State Route 267 (SR 267) in Placer County between Post Mile (PM) 0.0 at the Nevada County Line and PM 9.63 at the intersection of SR 267 and Dolly Varden Avenue. This project proposes to cold-plane and overlay 0.20-foot of Hot Mix Asphalt-Type A (HMA-A) where required. The existing southbound truck climbing lane would be extended approximately 1,600 feet from 370 feet south of Martis Peak Road (PM 6.28) and ends before Carnelian Bay Avenue (PM 6.59). The shoulders adjacent to the truck climbing lane between PM 6.16 and PM 6.33 would be widened to 8 feet. Increasing the shoulder width around the culvert at PM 6.26 would require added fill at the southwest end of the culvert and a 30 foot extension to the culvert itself. The proposed project would also extend the life of existing drainage systems in poor condition by replacing or lining. Other work would include replacing nonstandard guardrails to Midwest Guardrail System (MGS) with end terminals that meet current Manual for Assessing Safety Hardware (MASH) standards; replacing HMA-A dikes with concrete dikes; upgrading sign panels and striping to meet current standards; placing shoulder backing; constructing new or modifying existing stormwater treatment facilities between PM 6.00 and PM 7.00 to treat the stormwater runoff from the newly widened roadway; and rehabilitating the existing cut slope for SR 267 northbound (NB) on the east side from PM 4.95 to PM 5.07 (540-foot-long) by excavating and replacing rock slope protection (RSP).

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Revised September 2011

The project would have No Effect on aesthetics, agriculture and forest resources, energy, land use and planning, mineral resources, population and housing, public services, recreation, transportation, and tribal cultural resources.

The project would have Less than Significant Impacts to air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, utilities and service systems, and wildfire.

With mitigation measures incorporated, the project would have Less than Significant Impacts to Biological Resources. Impacts to the bed, bank, and channel of West Martis Creek and adjacent riparian habitat would result in the need for a California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreement under section 1602 of the California Fish and Game Code. Mitigation for these impacts would be required from a CDFW approved mitigation bank. If no credits through mitigation banks are available, other mitigation options will be explored during the design phase. LRWQCB would also require mitigation for the impacts to waters. Further coordination with LRWQCB is ongoing to determine how these impacts would be mitigated.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Not applicable.

Provide a list of the responsible or trustee agencies for the project.

California Department of Fish and Wildlife, United States Army Corps of Engineers, Lahontan Regional Water Quality Control Board, Tahoe Regional Planning Agency, United States Forest Service