

# SR-52 Eastbound / Westbound Widening Project

SAN DIEGO COUNTY, CALIFORNIA  
DISTRICT 11 – SD, PM 7.4/13.3)  
EA: 267300

State Clearinghouse Number 2007011124

## Initial Study [with Mitigated Negative Declaration] / Environmental Assessment with Finding of No Significant Impact



Prepared by the  
U.S. Department of Transportation  
Federal Highway Administration  
and the  
State of California Department of Transportation

April 2007



In the County of San Diego on State Rout 52 from I-15 (PM 7.5) to Mast Boulevard (PM 13.3). Project proposes additional lanes in the Eastbound and Westbound directions.

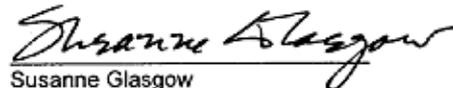
**INITIAL STUDY (with Proposed Mitigated Negative Declaration)/ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

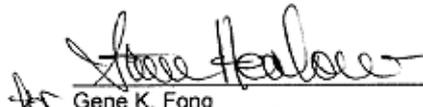
U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration, and

THE STATE OF CALIFORNIA  
Department of Transportation

10 January 2007  
Date of Approval

  
Susanne Glasgow  
Deputy District Director  
District 11  
Environmental Division  
California Department of Transportation

16 January 2007  
Date of Approval

  
Gene K. Fong  
Division Administrator  
Federal Highway Administration

## **MITIGATED NEGATIVE DECLARATION**

Pursuant to: Division 13, Public Resources Code

### **Project Description**

The California Department of Transportation (Caltrans) will widen State Route 52 (SR-52) from east of Interstate 15 (I-15) (PM 7.4) to Mast Boulevard (PM 13.3), a distance of 5.8 miles to accommodate an extra lane in each direction. The route between I-15 and Mast Boulevard is currently a four-lane freeway, with an additional truck-climbing lane on a portion of the route, and interchanges at Santo Road and Mast Boulevard.

The project will alleviate traffic congestion by widening parts of the freeway 12-24 feet into the median on SR- 52 between I-15 and Mast Boulevard. Bicycles are currently permitted to use the outside shoulders of SR-52 (between Santo Road and Mast Boulevard); widening into the median helps to accommodate a new, two-way bike path on the existing outside shoulder on the north side of the freeway. Traveling westbound the existing number three lane will house a two-foot concrete barrier that will protect the bicyclists from traffic and it will also serve as the new outside shoulder. The additional Portland Cement Concrete (PCC) pavement in the median will be used for a mixed flow lane and an inside shoulder with K-rail to separate the westbound (WB) and eastbound (EB) traffic. In the EB direction, beginning at postmile 11.8 and continuing to the Mast Boulevard Overcrossing the freeway will be widened 22 feet into the median. This additional PCC pavement will be used as one mixed flow lane and an inside shoulder.

In addition, to accommodate the two-way bike path, the outside shoulder along the Santo Road WB off ramp (a loop ramp) will be widened 10 feet. The widening ends at the top of the ramp; the intersection will be delineated for bikes using a yield sign and bike crossing signs. Also, along northbound Santo Rd, from the end of the bridge to the entrance to the WB onramp to SR-52, the outside shoulder will be widened 12 feet. There will be drainage work included as part of the project that involves constructing additional inlets along the outside shoulders and modifying the existing inlets in the median.

### **Determination**

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on farmland/timberlands, community character and cohesion, relocations, environmental justice, hazardous waste, hydrology or floodplain.

In addition, the project would have no significant effect on existing and future land use, consistency with State, Regional, and Local Plans, park and recreational facilities, growth, utilities/emergency services, cultural resources, geology / soils / seismic / topography, paleontology, wetlands and other waters, threatened or endangered species, plant species, animal species, invasive species, air quality, noise, construction or cumulative impacts.

The project would have no significantly adverse effect on bicycle facilities, visual/aesthetics, water quality, or natural communities impacts because the following mitigation measures would reduce potential effects to insignificance:

**TO MITIGATE FOR POTENTIAL TEMPORARY IMPACTS TO BICYCLE FACILITIES:**

- The project will be staged in order to minimize the length of closures of the existing bike lanes.
- A public outreach program will be developed to notify the interested members of the cycling community.

**TO MITIGATE POTENTIAL VISUAL IMPACTS:**

- K-rail shall be placed at the edge of the structural section of the shoulder to avoid maintenance issues with an unpaved area between the barrier and the edge of shoulder.
- New or like new K-rail painted to match existing concrete barrier shall be placed at the edge of the structural section of shoulder in a straight line with no irregularities in line or grade.
- Care shall be exercised to minimize disturbing existing vegetation during construction. However, vegetated areas that are disturbed shall be revegetated using plants compatible with the existing plant material, and to satisfy NPDES and Biology guidelines.
- The construction storage/staging areas shall be the minimum size possible and will be designated and reviewed by the District Landscape Architect. Erosion control and/or other planting will be provided in the adjoining disturbed areas.
- Irrigation associated with the biofiltration swales shall to be provided if feasible. In addition, irrigation crossovers may need to be modified. Areas disturbed during construction shall be revegetated with planting that satisfies NPDES and Biology guidelines. Erosion control and/or other planting will be provided adjacent to the construction storage/staging areas.

#### TO MITIGATE FOR POTENTIAL WATER QUALITY IMPACTS:

- Implementation of applicable *Design Pollution Prevention Best Management Practices (BMPs)*, which are standard technology-based, non-treatment controls selected to reduce pollutant discharges.
- Two bioswales have been proposed to filter stormwater runoff from the roadway pavement. Pollutants are removed by filtration through the grass, sedimentation, absorption of particles, and infiltration through the soil.
- Construction Site BMPs will be employed to address storm water pollution issues. The BMPs utilized during construction will encompass the following categories: soil stabilization, sediment control, wind erosion, tracking control, non-storm water management, waste management, and materials pollution control.

#### TO MITIGATE FOR POTENTIAL NATURAL COMMUNITY IMPACTS:

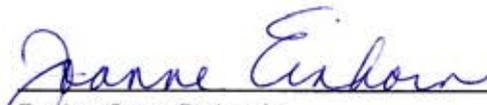
- All areas north of SR-52 temporarily impacted during construction for widening, will be hydroseeded with a native coastal sage scrub seed mix as recommended in Table 4 (Seed Type 2). In addition, each bioswale will also be hydroseeded and planted with the native species listed (Type 1). Temporary irrigation will be provided at each of the bioswale locations.
- Construction work areas will be delineated and marked clearly in the field prior to habitat clearing, and the marked boundaries maintained throughout the construction period. Environmentally Sensitive Areas (ESAs) will be delineated on all project plans and designated in the field with temporary orange snow fencing. ESAs include all areas outside of the construction footprint as designated on the project plans. No construction activities, including storage of machinery and materials are allowed in these areas.
- All vegetation within the bioswale construction limits, widening to the north of SR-52, and areas proposed for construction storage/staging shall be cleared outside the bird breeding season (February 15<sup>th</sup> to August 31<sup>st</sup>) to avoid impacts to migratory birds/raptors. If this time window is not feasible, a staff biologist must be notified one week prior to construction to locate any possible nesting birds and direct field crews accordingly.
- Typical erosion control measures, such as BMP's, will be employed in the vicinity adjacent native habitats and waterways. All equipment maintenance, storage/staging, and dispensing of fuel, oil, and coolant, or any other such activities will occur in designated offsite areas. These designated areas will be

located in such a manner as to prevent any runoff from entering adjacent water's of the United States, including wetlands.

- All efforts will be made to minimize impacts to the laurel sumac (*Malosma laurina*) shrubs that are found within the median east of the Oak Canyon Bridge. If necessary, trimming of these shrubs is recommended over removal.
- Storage and staging areas will be placed as far from sensitive habitat as possible, and kept free from trash and other waste. Storage/staging areas for construction work will be located within previously disturbed sites and not within sensitive habitat.
- Construction dust impacts will be offset through implementation of Caltrans Standard Specifications, including Section 7-1.01F Air Pollution Control, Section 10 Dust Control, Section 17 Watering, and Section 18 Dust Palliative. The project biologist will also periodically monitor the work area to ensure that construction-related activities do not generate excessive amounts of dust or cause other disturbances. Erosion control measures will be regularly checked by Caltrans inspectors, the project biologist and/or resident engineer.
- During any nighttime construction, all project lighting (e.g., staging areas, equipment storage sites, roadway) will be directed away from sensitive habitat. Light glare shields may also be used to reduce the extent of illumination into adjoining areas.
- To avoid attracting predators, the project site is to be kept as clean of debris as possible. All food related trash items would be placed in sealed containers and regularly removed from the site.
- Pets of project personnel are not be allowed on the project site.
- No invasive exotic plant species will be seeded or planted adjacent to or near sensitive vegetation communities or water's of the U.S. In compliance with Executive Order 13112, native impacted areas will be reseeded with plant species native to local habitat types, and will avoid the use of species in Lists A & B of the California Invasive Plant Council's (Cal-IPC) list of Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999 to the extent practicable.
- To allow for continued wildlife movement in this area during and after construction, a Modified Type M (consisting of K-Rail & Thrie Beam) crossing is to be utilized during construction allowing for the movement of small mammals

across the median. Post-construction, a Modified Type L crossing (consisting of small 3 foot gaps in the concrete barrier) will be constructed within the median to allow wildlife to move across the highway. Approximate locations of these gaps will be coordinated with the design engineer and biologist in the field.

- In areas of particular sensitivity, such as those adjacent to native areas to the north of the project, extra precautions may be taken if invasive species are found in or adjacent to the construction areas. These may include the inspection and cleaning of construction equipment and eradication strategies to be deployed should the spread of non-natives occur.

*for*   
Pedro Orso Delgado  
District Director  
District 11  
California Department of Transportation

4/26/07  
Date

**Federal Highway Administration  
Finding of No Significant Impact  
For  
State Route 52 Eastbound/Westbound Widening Project, San Diego County**

This project will widen State Route 52 from east of Interstate 15 to Mast Boulevard to accommodate an extra lane in each direction. This alternative is selected because it would result in the least amount of physical impacts to the environment.

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the April 2007 Environmental Assessment, which has been evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA assumes responsibility for the accuracy, scope, and content of the April 2007 Environmental Assessment.

04-24-07  
Date

/s/ Steve Healow  
For: Gene K. Fong  
Division Administrator

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# Chapter 1 Proposed Project

## 1.1 INTRODUCTION

The California Department of Transportation (Caltrans), the San Diego Association of Governments (SANDAG), and the Federal Highway Administration (FHWA) have worked together to develop a solution to address existing and anticipated traffic congestion on State Route 52 (SR-52). The proposed road widening project is located on SR-52 between Interstate 15 (I-15) (Postmile 7.4) and Mast Boulevard (Postmile 13.3) in the City of San Diego. The project length is 5.8 miles. The project location and vicinity map are shown on Figures 1 and 2.

SR-52 is a four to six lane east/west freeway. SR-52 begins at I-5 in San Diego and terminates at SR-125 in Santee. The facility between I-15 and Mast Boulevard (PM 7.4-13.3) has four lanes, with an additional truck-climbing lane. Interchanges are at Santo Road and Mast Boulevard. The primary purpose of SR-52 is to provide an east-west route, which serves as an alternate to I-8. Five freeways cross SR-52: Interstates 5, 805 and 15 and State Routes 163 and 125. Currently, between the Santo Road overcrossing and the Mast Boulevard undercrossing, bicyclists use the existing outside shoulders for one-way bike travel, as part of the network of bicycling routes in the region.

In 1959, SR-52 was established as part of the California Freeway and Expressway System. The Federal functional classification of SR-52 is Other Principal Arterial – Freeway or Expressway. FHWA has designated the segments between I-5 and I-805 as part of the national network for Surface Transportation Assistance Act (STAA) for trucks, and segments from I-805 to SR-125 as terminal access routes to the nation networks. Along SR-52 (from I-15 to Mission Gorge Road) there are the kingpin to rear axle tractor/Semi-trailers advisory signs, which is classified as California Legal. In 1968 the entire route became eligible for the State Scenic Highway System. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. The status of a state scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program.

The total cost of the SR-52 widening project is \$43.2 million. That amount is divided into \$4.8 for preliminary engineering and \$38.4 for construction (\$6.4 million support and \$32.0 million capital). The project has been funded through local sales tax (TransNet) and Local Funds.

The proposed project is included in the San Diego Associations of Governments (SANDAG) 2030 Regional Transportation Plan (RTP) in its Appendix A: Revenue

Constrained Plan. Additionally, the project is included in the SANDAG 2006 Regional Transportation Improvement Program (RTIP) [MPO ID#: CAL 26B] covering the fiscal years 2006-2008. The RTIP is included in its' entirety into the State Transportation Improvement Program (STIP). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a conformity determination on the RTP on March 29, 2006 and on the RTIP on October 2, 2006. The RTP and RTIP are consistent with the State Implementation Plan (SIP).

This project corridor was previously covered in the Final Environmental Impact Report / Environmental Impact Statement and Final Section 4(f), approved in July 1989. This Initial Study [with Mitigated Negative Declaration] / Environmental Assessment is being prepared for the proposed project due to new information obtained regarding changed environmental circumstances, changes in the surrounding setting, scope increase and changes in project limits.

In summary the proposed lane improvements to SR-52 provide clear benefits in the short term. Existing bottlenecks on EB and WB SR-52 in the peak periods will be eliminated with the proposed project. While other projects, including the managed lane improvements, will be needed to maintain acceptable operations by 2030.

## **1.2 PURPOSE AND NEED**

The primary function of SR-52 is to provide an east/west alternative route to I-8 and serves as a major commuter route, by directly connecting east San Diego County communities with employment centers located in Kearny Mesa, Mira Mesa, La Jolla, and Sorrento Valley. The secondary function of SR-52 is to provide for the efficient movement of interregional traffic. Currently, during peak travel times, the capacity is constrained by the section of roadway east of Santo Road due to the cross section of the roadway transitioning from three lanes to two lanes. This reduced capacity of the freeway results in an unacceptable condition. The lane drop results in a long queue that builds up daily in the WB direction during the AM peak hour and in the EB direction during the PM peak hours.

### Purpose

The project proposes to increase capacity, by adding a lane in both eastbound (EB) and westbound (WB) directions. The project would alleviate peak hour traffic congestion, meet anticipated traffic increases and improve traffic flow on SR-52 between I-15 and Mast Boulevard. The current Level of Service (LOS) during the three-hour morning and evening peak times in this area is a LOS F. (See Table 1 for an explanation of Level of Service)

The purpose of this project is to relieve traffic congestion on SR-52 between I-15 and Mast Boulevard by improving current and future forecasted operating conditions and to provide an acceptable LOS between East County communities and metropolitan San Diego.

### Need

Traffic operations for the proposed project were evaluated on the section from east of the I-15 interchange to west of the Mast Boulevard interchange. The analysis focused on assessing the LOS for the freeway main lane segments and the ramp terminal intersections at the Santo Road and Mast Boulevard interchanges. The analysis was conducted for the following years: Existing (2005), Opening (2008), and Design (2030).

At the time of study, Existing (2005), average daily traffic (ADT) volumes on the main lane freeway segments range from 32,000 to 47,000 ADT going EB, and WB ADT volumes range from 28,500 to 49,500 ADT depending on the segment of the SR-52.

Opening year (2008) volumes were obtained by applying a two percent annual growth rate to the 2005 data. Growth in suburban and rural areas has generally been more than two percent, while growth in developed, urban areas is generally less than one percent. The growth rate cited was not for the full period, but just an extension from 2030 to 2032 (to capture the difference between the modeled year and the design year + 20). By 2030, this corridor will be largely built out, so a lower growth rate is deemed appropriate. Trips that will be generated by the Military Family Housing (MFH) project, which is proposed in the vicinity of the project were added to the 2008 volumes. Based on the MFH Final Environmental Impact Statement (FEIS) traffic study, 9,600 daily trips will be generated from the planned 1,600 dwelling units. Projected Opening year (2008) ADT volumes on the main lane freeway segments range from 34,400 to 53,200 going EB, while WB ADT volumes range from 32,100 to 55,700 ADT.

Design year (2030) ADT volumes assume the addition of managed lanes within the study corridor in accordance with RTP. Projected ADT volumes on the mainline freeway segments range from 54,600 to 77,800 ADT going EB and 42,800 to 77,300 in the WB direction.

At the time of study, the LOS for Existing (2005), Opening (2008), and Design (2030) years was assessed for the freeway main lane segments and for the ramp terminal intersections at the Santo Road and Mast Boulevard interchanges. Currently, there are bottlenecks in both directions where lanes drop off on the freeway. The result is queuing for about two miles during the AM peak hours in the WB direction and two miles queuing during the PM peak hours in the EB direction. The project will relieve the WB and EB bottlenecks for the 2008 opening year scenario. The addition of the lanes will relieve congestion and improve operations from LOS F, to an acceptable level (LOS E or better,

as provided by the Circulation Element of San Diego County’s General Plan). In the 2030 scenarios, operations will be improved with the proposed project, but higher traffic volumes will result in LOS F conditions, even with the proposed project improvements.

Improvements are needed to provide sufficient capacity for the forecasted traffic volumes in SANDAG’s 2030 RTP. The improvements are necessary to increase capacity, accommodate planned growth within the project area, improve operation and circulation, and will be designed to maintain bicycle access.

### 1.3 PROJECT DESCRIPTION

The project proposes to widen portions of the freeway into the median on SR- 52 between I-15 and the Mast Boulevard. Widening in the WB direction will accommodate a two-way bike path on the existing outside shoulder. In addition, to accommodate the two-way bike path, the outside shoulder along the Santo Road / WB off ramp will be widened. The WB outside lane will house a two-foot concrete barrier that will protect bicyclists from traffic. The additional Portland Cement Concrete (PCC) pavement will be used for a mixed flow lane and an inside shoulder with K-rail to separate the WB and EB traffic. In the EB direction, beginning at PM 11.8 and extending to the Mast Boulevard overcrossing, the freeway will be widened 22 feet into the median. This additional PCC pavement will be used as one mixed flow lane and an inside shoulder. Figures 3A-Q shows the major project features and Figure 4 shows the proposed cross sections of the project.

**Table 1:** Level of Service Chart

<b>LEVELS OF SERVICE</b> for Multi-Lane Highways			
Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. <b>No delays</b>
<b>B</b>		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. <b>No delays</b>
<b>C</b>		60	Density becomes noticeable with ability to maneuver limited by other vehicles. <b>Minimal delays</b>
<b>D</b>		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. <b>Minimal delays</b>
<b>E</b>		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. <b>Minimal delays</b>
<b>F</b>		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. <b>Significant delays</b>

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways

## 1.4 ALTERNATIVES:

### a. Proposed Build Alternative – Construct WB/EB Lanes

The proposed build alternative would add 12-24 feet of pavement to the median in the WB direction to accommodate the WB lane, and a two-way bike path on the existing outside shoulder. In addition, to accommodate the two-way bike path, the outside shoulder along the Santo Road WB off ramp (a loop ramp) will be widened 10 feet and will end at the top of the ramp. The number three lane will include a two-foot barrier to protect bicyclists from traffic and will also serve as the new outside shoulder.

The additional pavement WB will be used for a mixed flow lane, and an inside shoulder with K-rail to separate the WB traffic from the EB traffic. In the EB direction, 22 feet of median will be paved as one mixed-flow lane, with an inside shoulder.

Drainage work will be included as part of the project that involves constructing additional inlets along the outside shoulders and modifying the existing inlets in the median. In addition, to fulfill water quality measures, two bioswales will be constructed within Caltrans right of way, north of existing SR-52. Each bioswale is approximately 160 feet long by 13 feet wide, and is located 6.6 feet north of the edge of pavement.

Storage/staging for construction is proposed at two locations within the project footprint. The first is located towards the western limits of the project, within the loop ramp of the Santo Road Interchange. The second is located within a disturbed area, near the Fortuna Mountain summit, adjacent to the EB lanes of SR-52.

No additional right of way would be required for this alternative. Storage/staging will occur on site within Caltrans' right of way at two disturbed areas. Within the limits of this proposed alternative, an existing six inch gas main located approximately 900 feet west of Santo road will need to be lowered to accommodate the PCC structural section and proposed drainage systems at that location.

Construction work will be divided into 2 stages, which will include the following activities.

Stage One construction will include:

- Place temporary railing (K-rail) along outside shoulder for drainage work.

- Drainage unit and pipe installation on the outside shoulders.
- Installation of the two-biofiltration swales on WB SR-52 (between I-15 and Santo Road) on outside shoulder.
- Replace shoulder structural section along outside shoulder due to drainage work.
- Ramp realignment work at WB SR-52 off ramp to Santo Road.
- Remove temporary railing (K-rail) along outside shoulder.

Stage Two construction will include:

- Re-stripe existing EB/WB lanes for Stage Two-lane configuration.
- Remove existing concrete barrier (type k) on median shoulder.
- Place temporary railing (K-rail) along outside/median shoulders on WB SR-52.
- Constructing lanes in the median in both the EB and WB directions.
- Drainage unit and pipe installation in the median.
- Ramp modifications at Mast Boulevard.
- Miscellaneous construction items.
- Re-stripe existing EB/WB lanes for final traffic configuration.

This alternative would fulfill the project's need and purpose to improve operating conditions, provide congestion relief and minimize queuing problems, increasing capacity and reduce accidents.

#### Nonstandard Design Features

There are some locations where non-standard geometric features would be needed. These features would be used to avoid widening of structures, and to accommodate bike travel. A summary of the nonstandard design features is included below. An Exception to Mandatory Design Standards Fact Sheet was prepared for this project and approved on December 20<sup>th</sup>, 2006 for the following items:

- There will be no outside shoulder along a portion of the Santo Road WB off-ramp. The absence of the shoulder for this distance eliminates the need for a tieback wall that would be constructed to accommodate the 10-foot widening of the existing shoulder associated with the two-way bike path.
- Nonstandard shoulder widths will occur at two locations. There will be 2-foot outside and 1-foot inside shoulders on WB and 5-foot outside and 1-foot inside shoulders on the EB Oak Canyon and Spring Canyon bridges. The reduced shoulder widths eliminate the need for bridge widening in both directions.

- Nonstandard lanes widths of 11 feet occur along EB Oak Canyon and Spring Canyon bridges. The reduced lane widths allow for a 5-foot outside shoulder to prevent the spread of water from encroaching upon the number three lane and also eliminates the need for bridge widening.

#### b. No Build Alternative

Under the no-build alternative, SR-52 would remain at its current LOS F. The no build would do nothing to alleviate the current and anticipated increased traffic congestion on SR-52 or increase the LOS. At the time of study, the LOS for Existing (2005), Opening (2008), and Design (2030) years was assessed for the freeway main lane segments and for the ramp terminal intersections at the Santo Road and Mast Boulevard interchanges. Currently, there are bottlenecks in both directions where lanes drop off on the freeway. The result is queuing for about two miles during the AM peak hours in the WB direction and two miles queuing during the PM peak hours in the EB direction. Because this alternative does not improve present and future traffic conditions, it would be inconsistent with the purpose and need of this project.

#### Comparison of Alternatives

The traffic operations for the SR-52 EB/WB Widening project were evaluated on the section of roadway from east of the interchange with I-15 to west of the interchange with Mast Boulevard. The analysis focused on assessing the LOS for the freeway mainline segments and the ramp terminal intersections at the Santo Road and Mast Boulevard interchanges. Currently, there are significant bottlenecks in both directions at lane drops on the freeway. The result is queuing for about two miles during the AM peak hours in the WB direction and the PM peak hours in the EB direction.

The No Build Alternative would maintain the existing LOS F for both the AM and PM peak hours and would not alleviate traffic congestion on SR-52 between I-15 and Mast Boulevard. These conditions would only worsen as traffic volumes are expected to increase through the years. The Build Alternative will relieve congestion and improve operations from LOS F to an acceptable level of LOS E or better.

After comparing and weighing the benefits and impacts of all of the feasible alternatives, the project development team has identified the Proposed Build Alternative as the recommended alternative subject to public review.

Transportation System Management, Transportation Demand Management and the addition of other modal alternatives have not been identified as viable alternatives to meet the purpose and need.

After the public circulation period, all comments will be considered, and Caltrans/FHWA will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with CEQA, if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Mitigated Negative Declaration. Similarly, if FHWA determines the action does not significantly impact the environment, FHWA will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

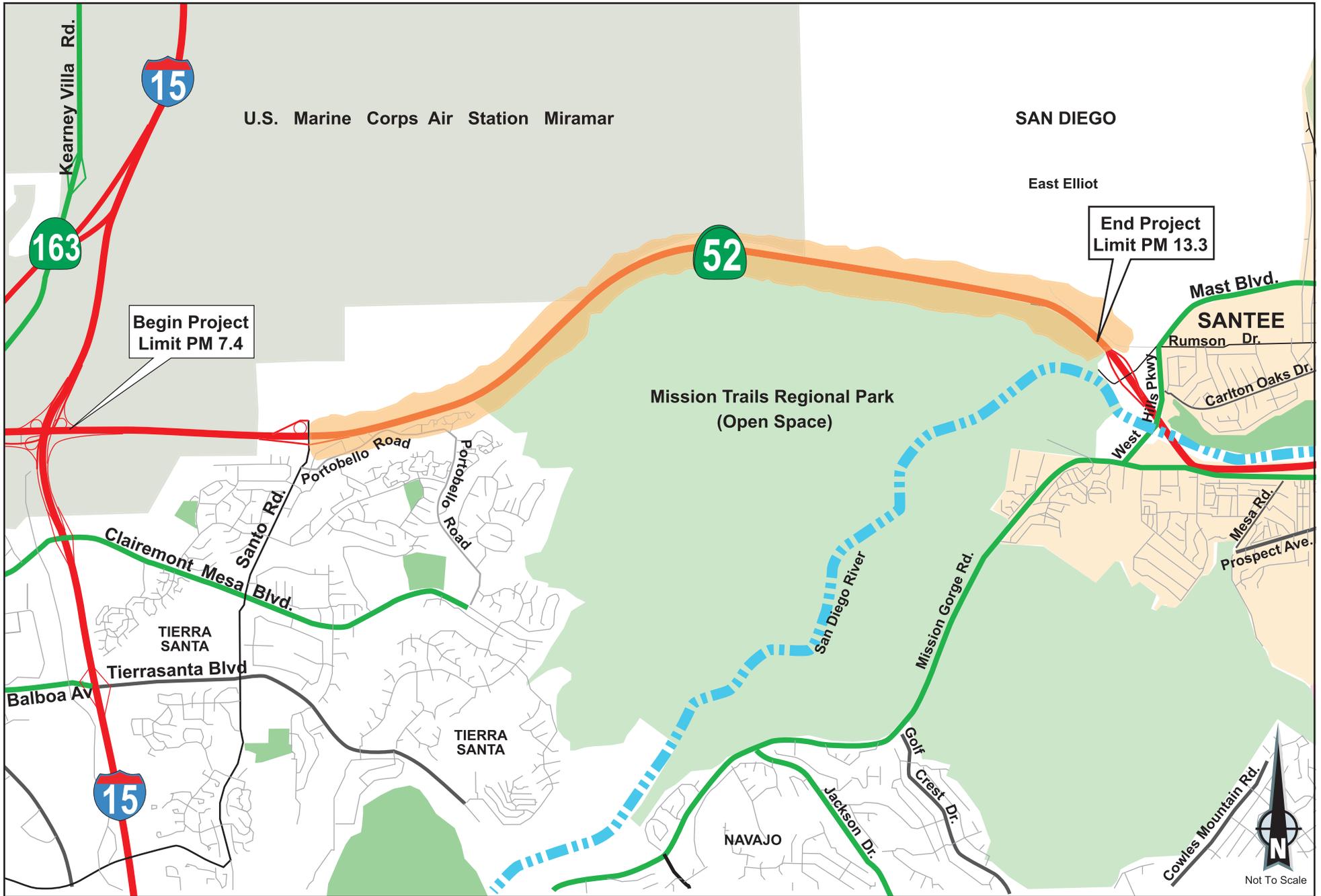
#### Alternatives Considered but Eliminated from Further Discussion

Throughout the proposed project's development process, design variations were identified that included work within the median in combination with outside widening. The Build Alternative has been designed to limit the improvements to within the median and adjacent paved shoulders. By doing this and keeping all improvements within existing bridge widths, the project avoids impacts to any environmentally sensitive areas outside the roadway. Early on, design variations that included a combination of both median work and outside widening were eliminated from further development and review based on their increased impacts to resources.

### **1.5 PERMITS AND APPROVALS NEEDED**

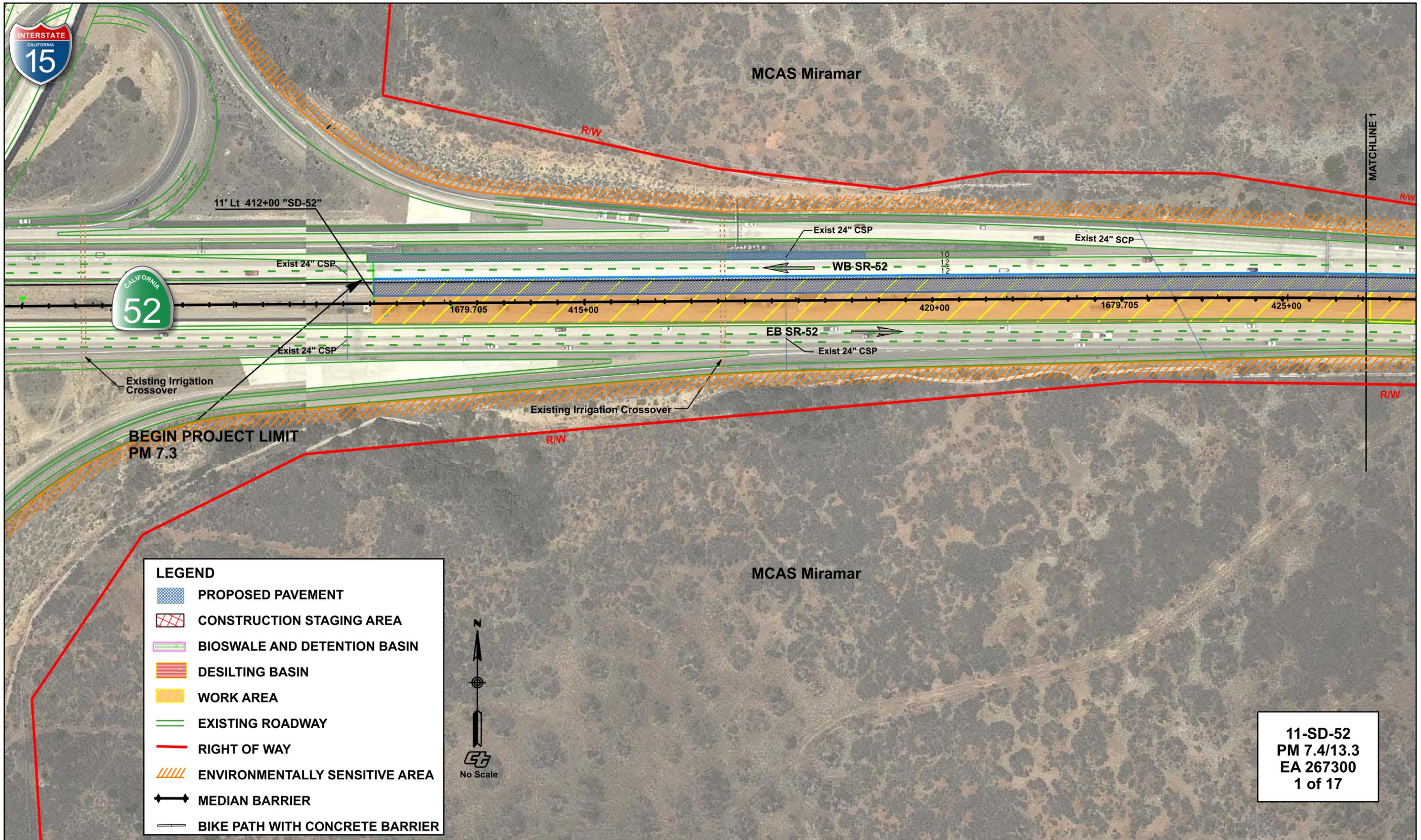
Due to the limited scope of the proposed project's impacts on resources or right of way, no jurisdictional or municipal permits, reviews, or approvals would be required for project construction.





ESA Environmentally Sensitive Area

**Figure 2**  
**Project Vicinity Map**



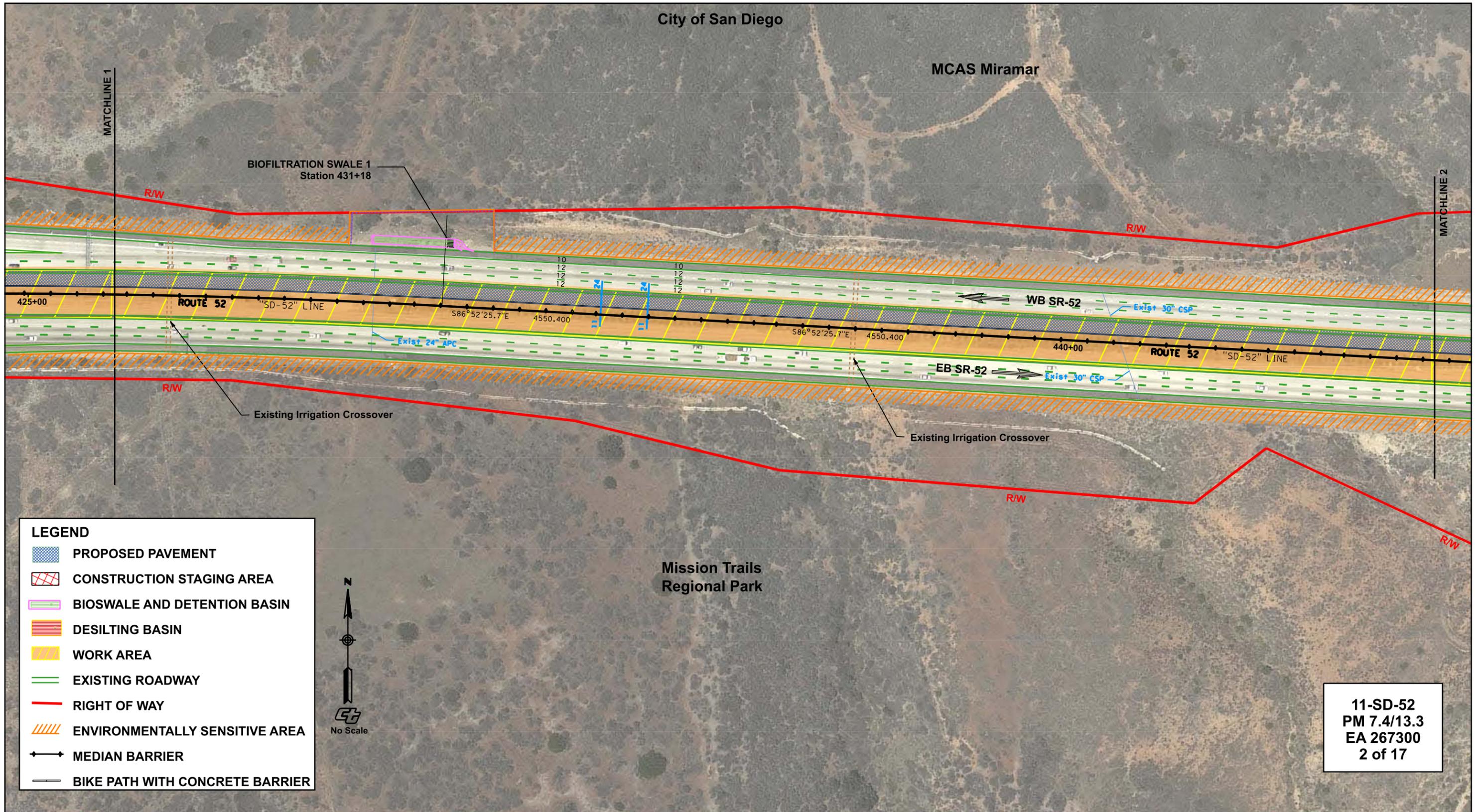
**LEGEND**

	PROPOSED PAVEMENT
	CONSTRUCTION STAGING AREA
	BIOSWALE AND DETENTION BASIN
	DESILTING BASIN
	WORK AREA
	EXISTING ROADWAY
	RIGHT OF WAY
	ENVIRONMENTALLY SENSITIVE AREA
	MEDIAN BARRIER
	BIKE PATH WITH CONCRETE BARRIER



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Figure 3A  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



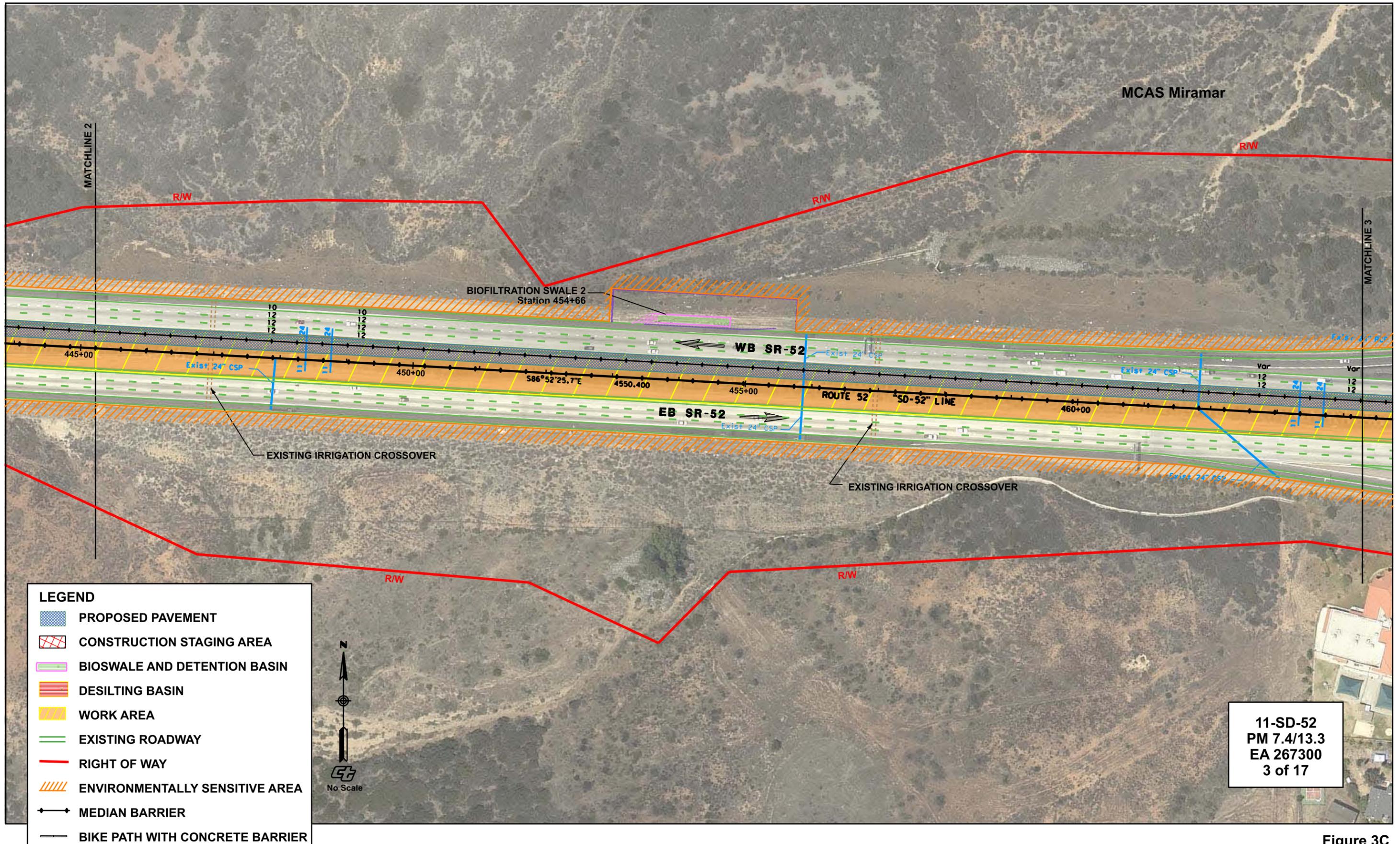
**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- ←→ MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER



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 PM 7.4/13.3  
 EA 267300  
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Figure 3B  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



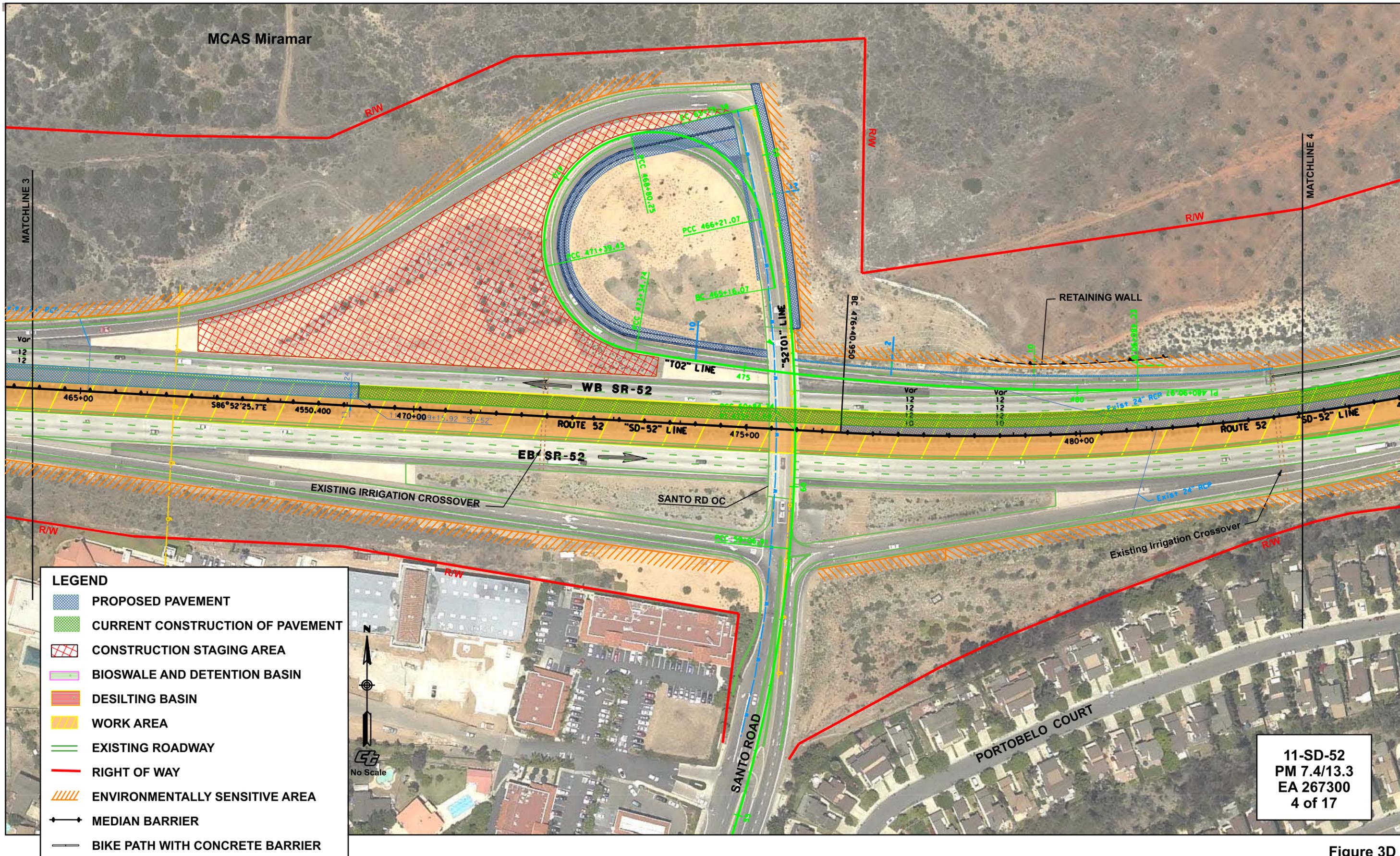
**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- ←→ MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER



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 PM 7.4/13.3  
 EA 267300  
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Figure 3C  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



**LEGEND**

- PROPOSED PAVEMENT
- CURRENT CONSTRUCTION OF PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER

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 PM 7.4/13.3  
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Figure 3D  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map

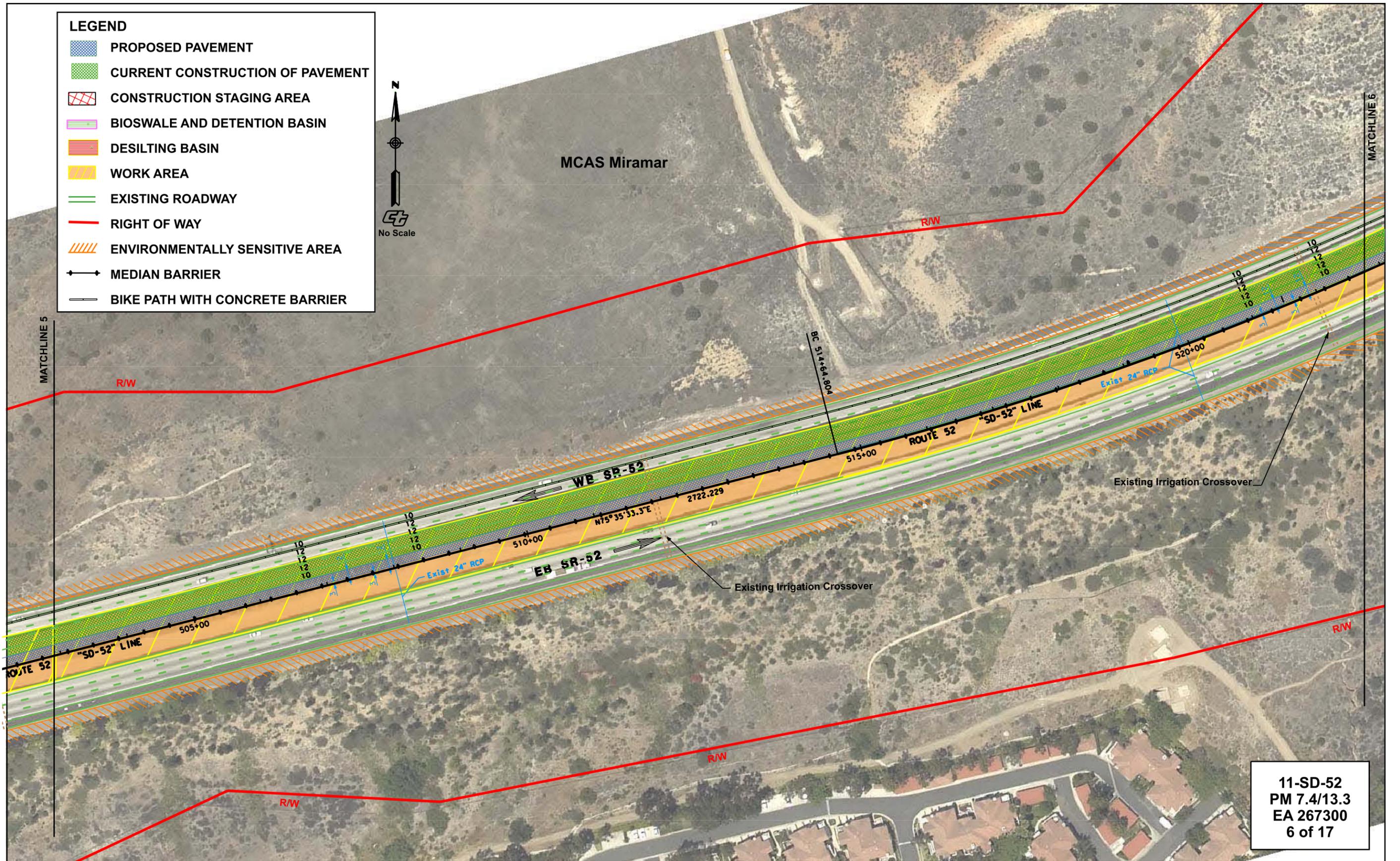


- LEGEND**
- PROPOSED PAVEMENT
  - CURRENT CONSTRUCTION OF PAVEMENT
  - CONSTRUCTION STAGING AREA
  - BIOSWALE AND DETENTION BASIN
  - DESILTING BASIN
  - WORK AREA
  - EXISTING ROADWAY
  - RIGHT OF WAY
  - ENVIRONMENTALLY SENSITIVE AREA
  - MEDIAN BARRIER
  - BIKE PATH WITH CONCRETE BARRIER



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Figure 3E  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



- LEGEND**
- PROPOSED PAVEMENT
  - CURRENT CONSTRUCTION OF PAVEMENT
  - CONSTRUCTION STAGING AREA
  - BIOSWALE AND DETENTION BASIN
  - DESILTING BASIN
  - WORK AREA
  - EXISTING ROADWAY
  - RIGHT OF WAY
  - ENVIRONMENTALLY SENSITIVE AREA
  - MEDIAN BARRIER
  - BIKE PATH WITH CONCRETE BARRIER



MCAS Miramar

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Figure 3F  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map

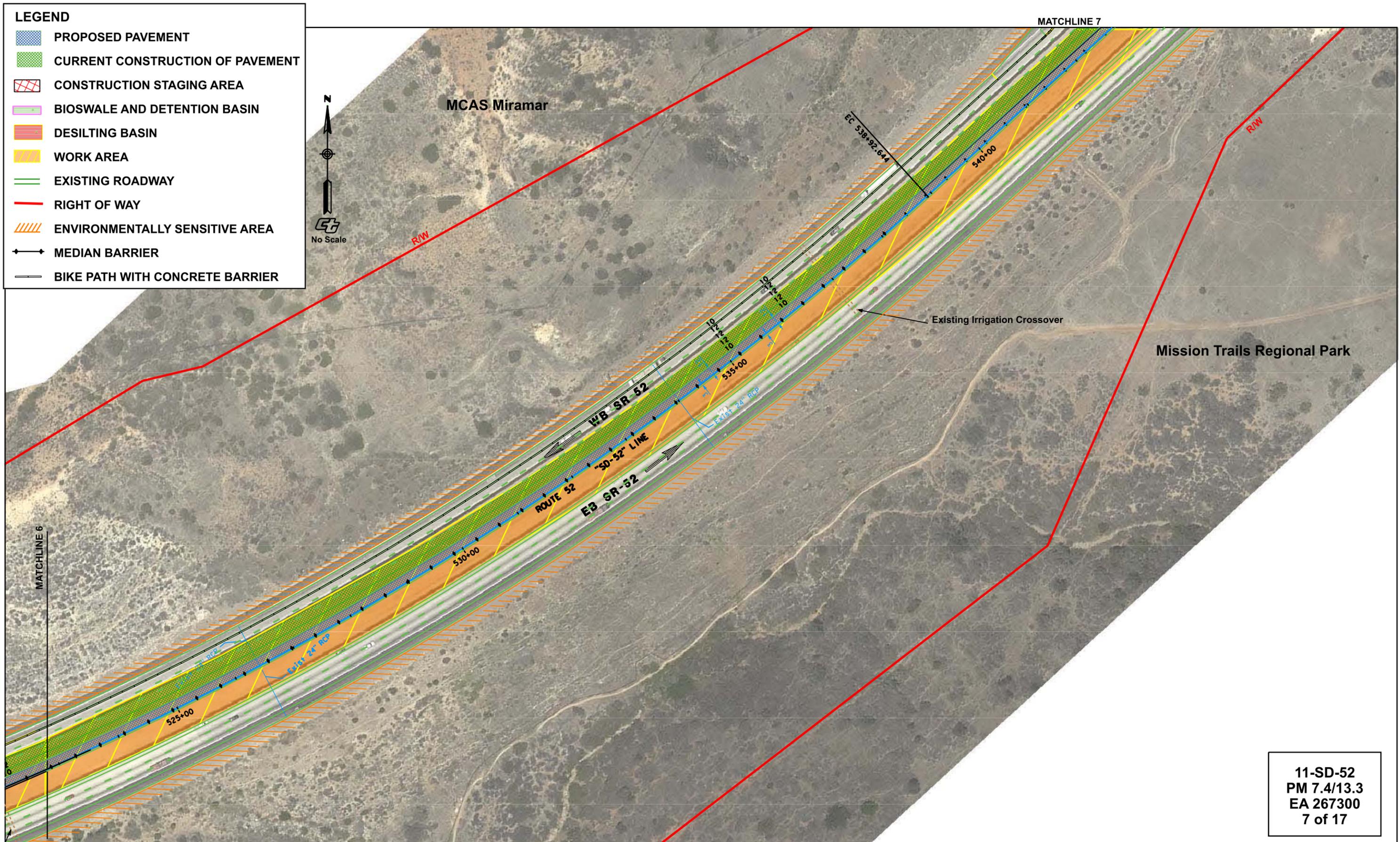
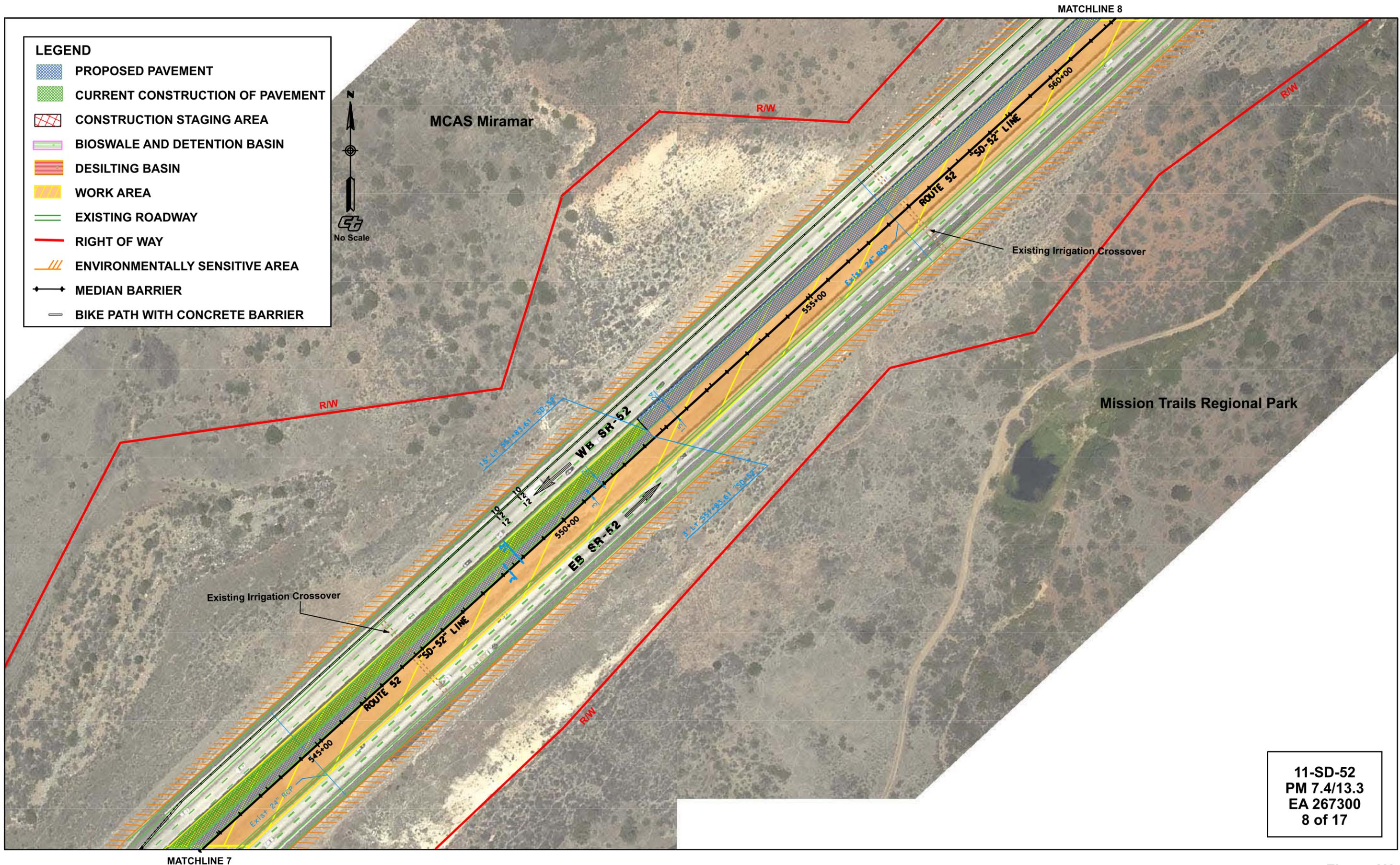
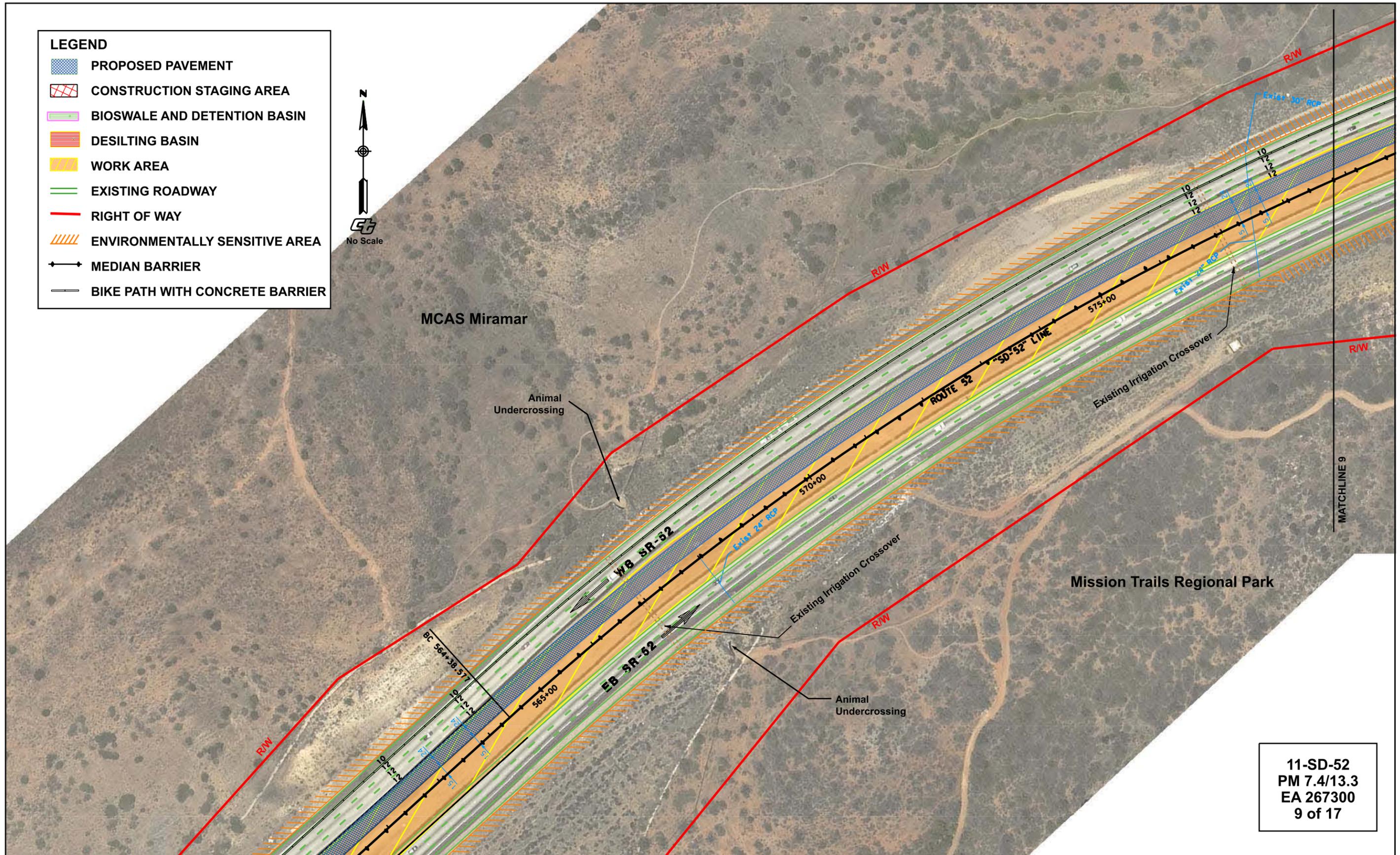


Figure 3G  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



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Figure 3H  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER



MCAS Miramar

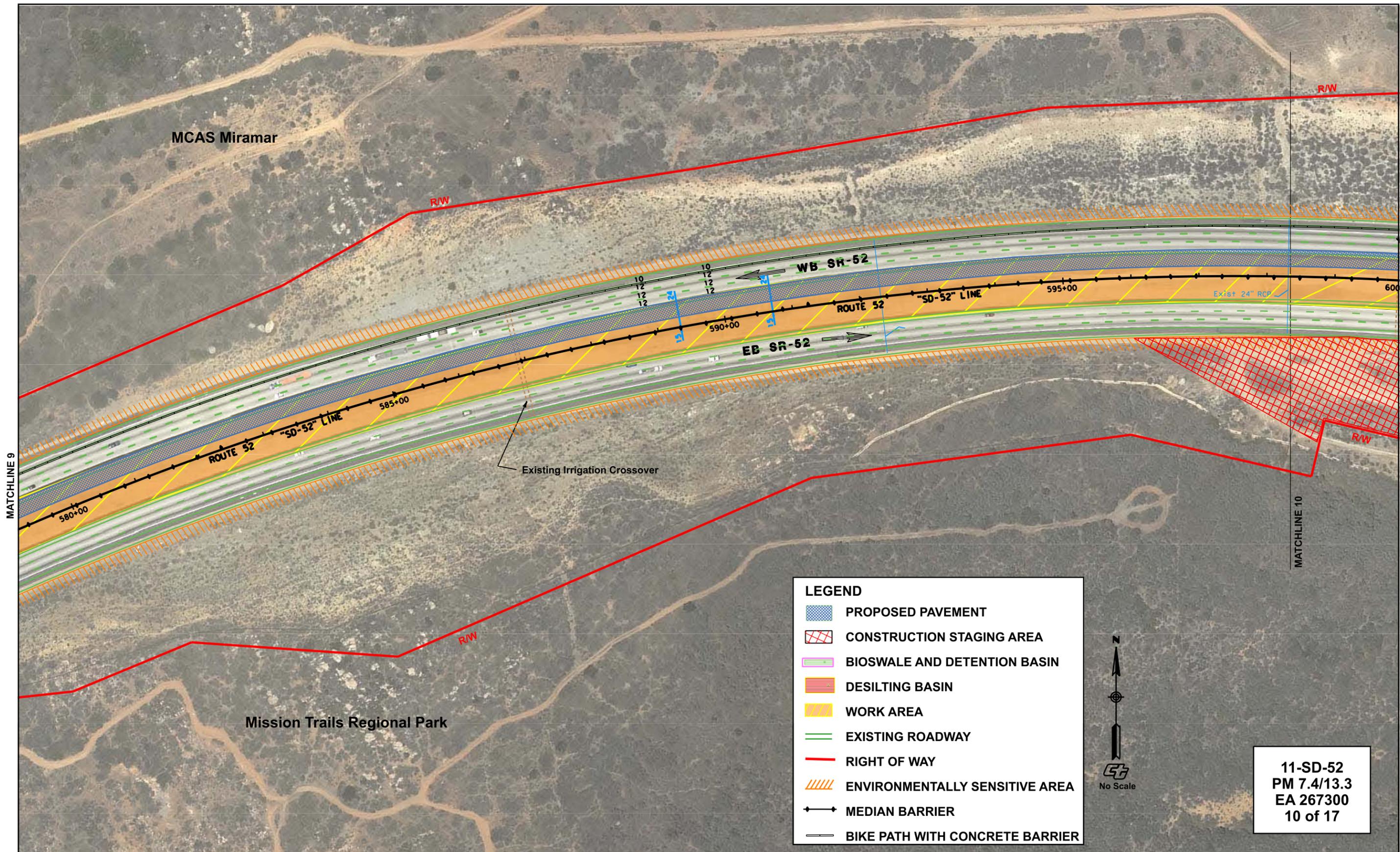
Mission Trails Regional Park

MATCHLINE 8

MATCHLINE 9

11-SD-52  
 PM 7.4/13.3  
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Figure 31  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



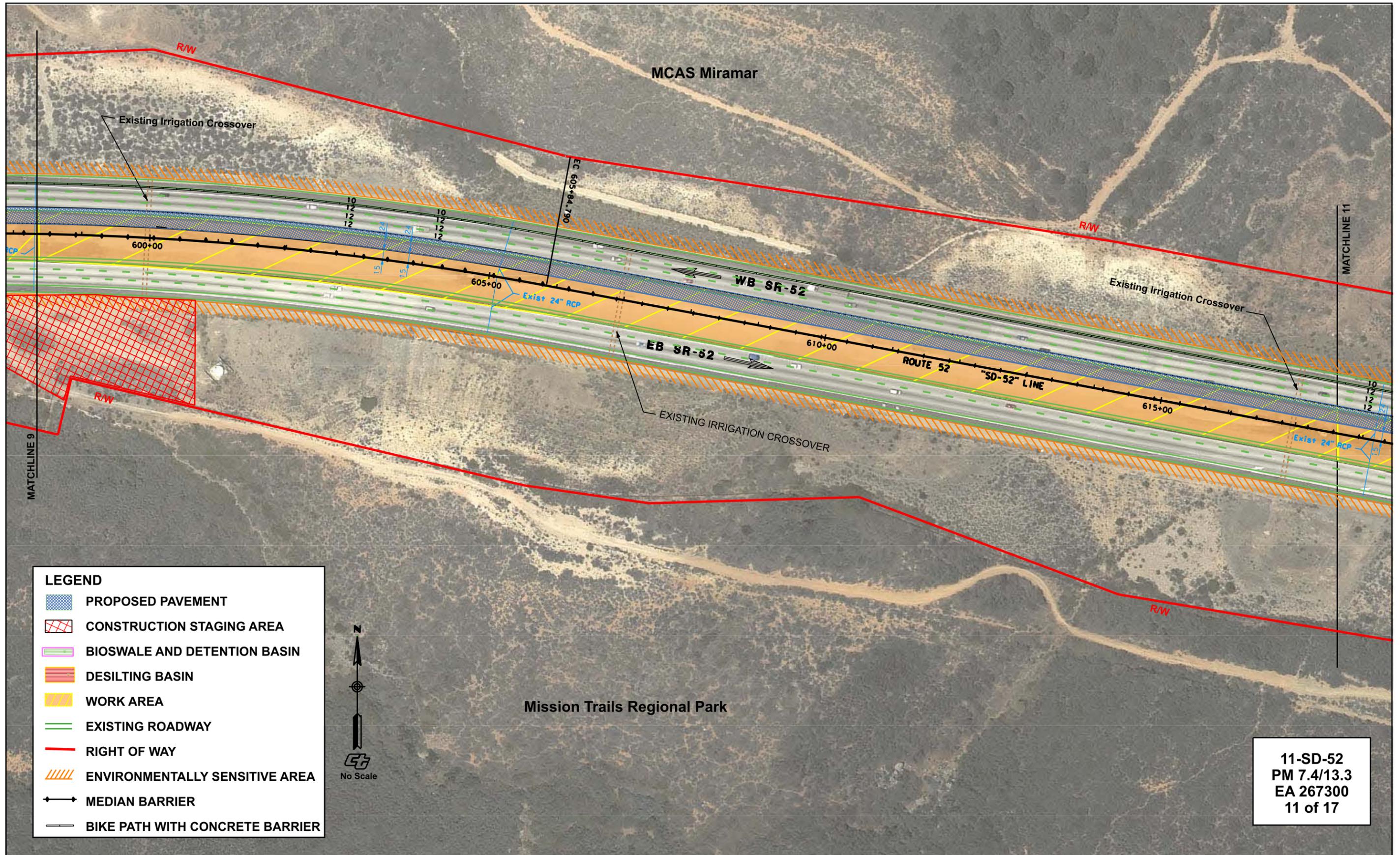
**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER



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Figure 3J  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- MEDIAN BARRIER
- BIKE PATH WITH CONCRETE BARRIER



11-SD-52  
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Figure 3K  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map

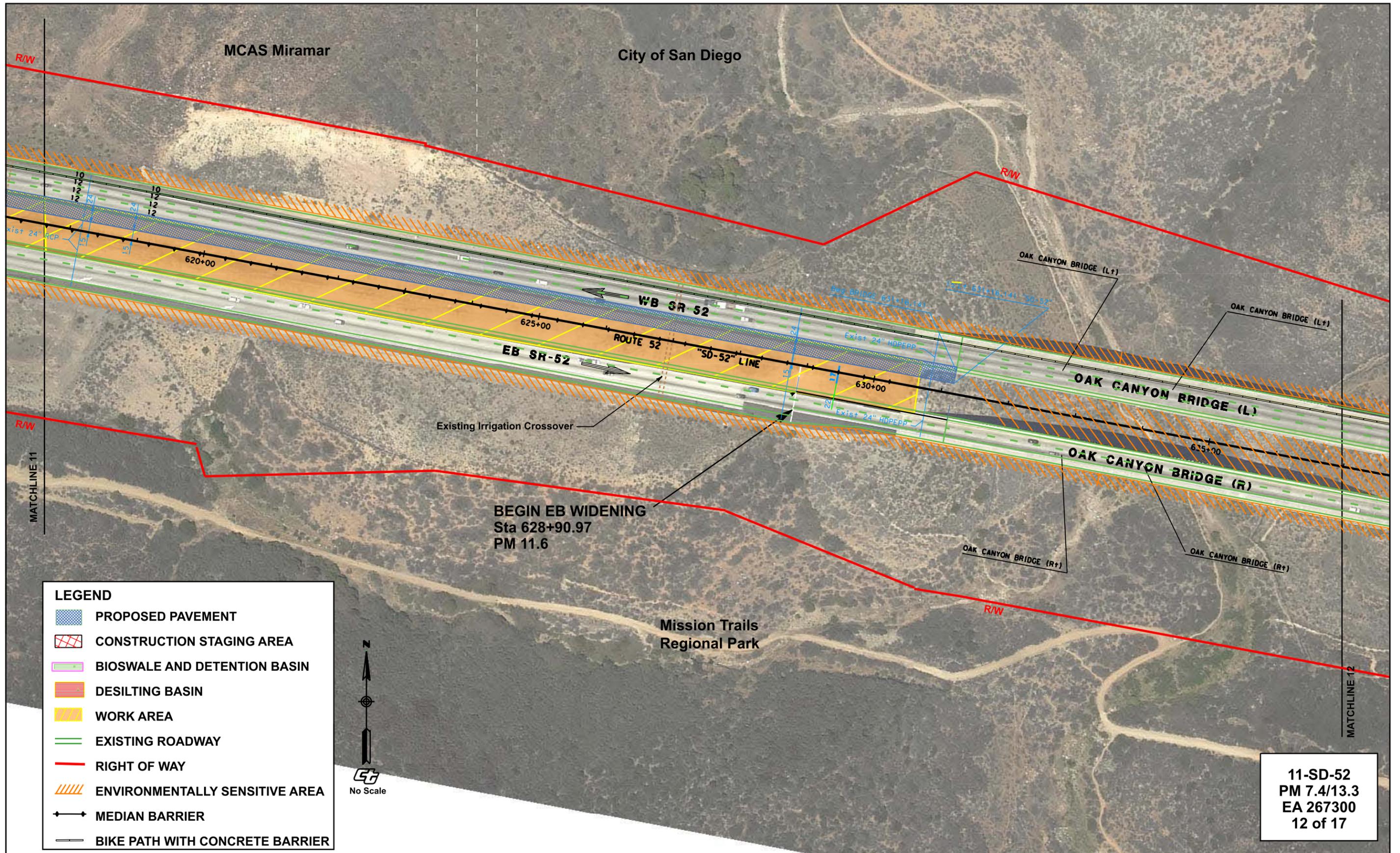
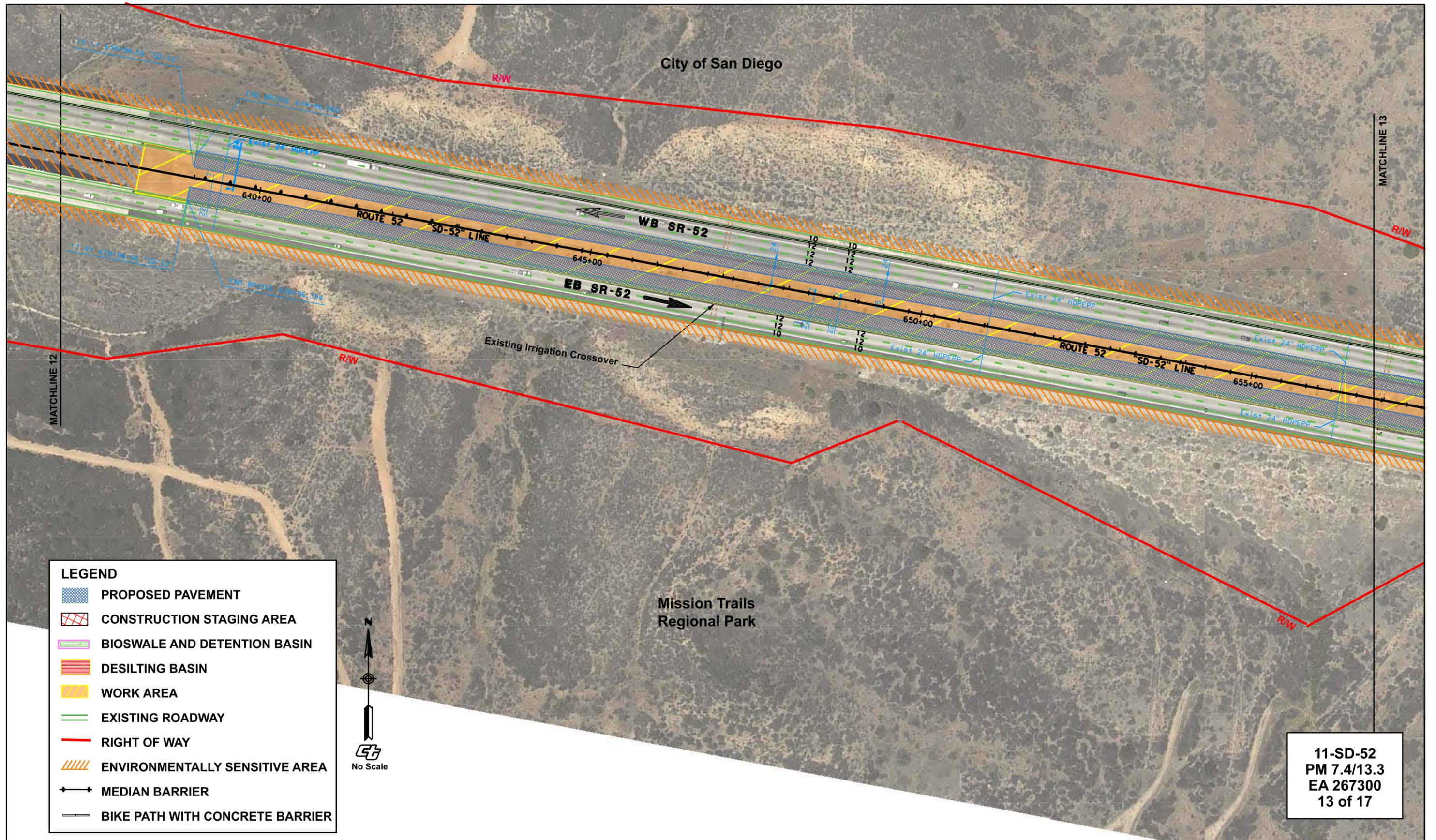


Figure 3L  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- MEDIAN BARRIER
- ← BIKE PATH WITH CONCRETE BARRIER



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 PM 7.4/13.3  
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Figure 3M  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map

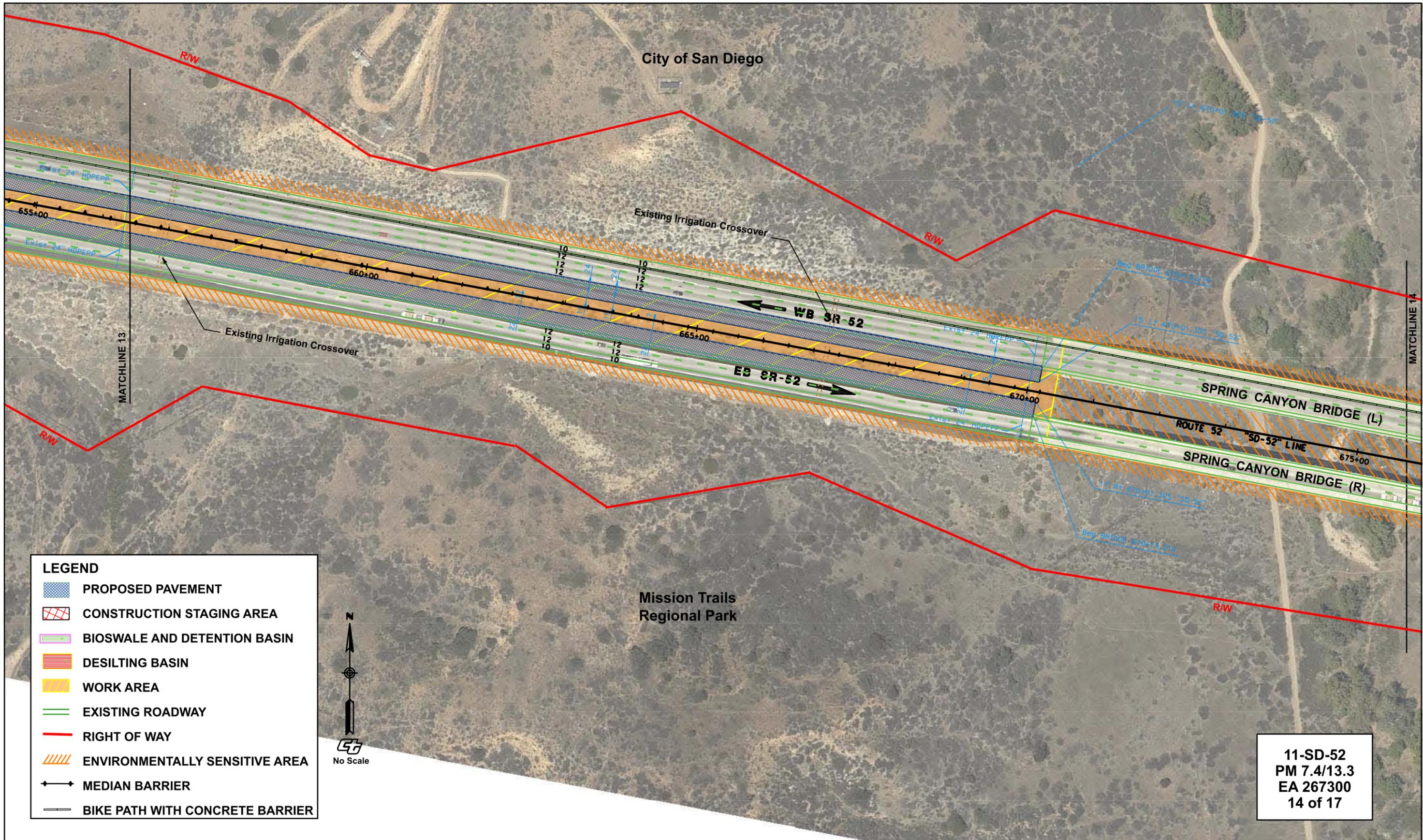
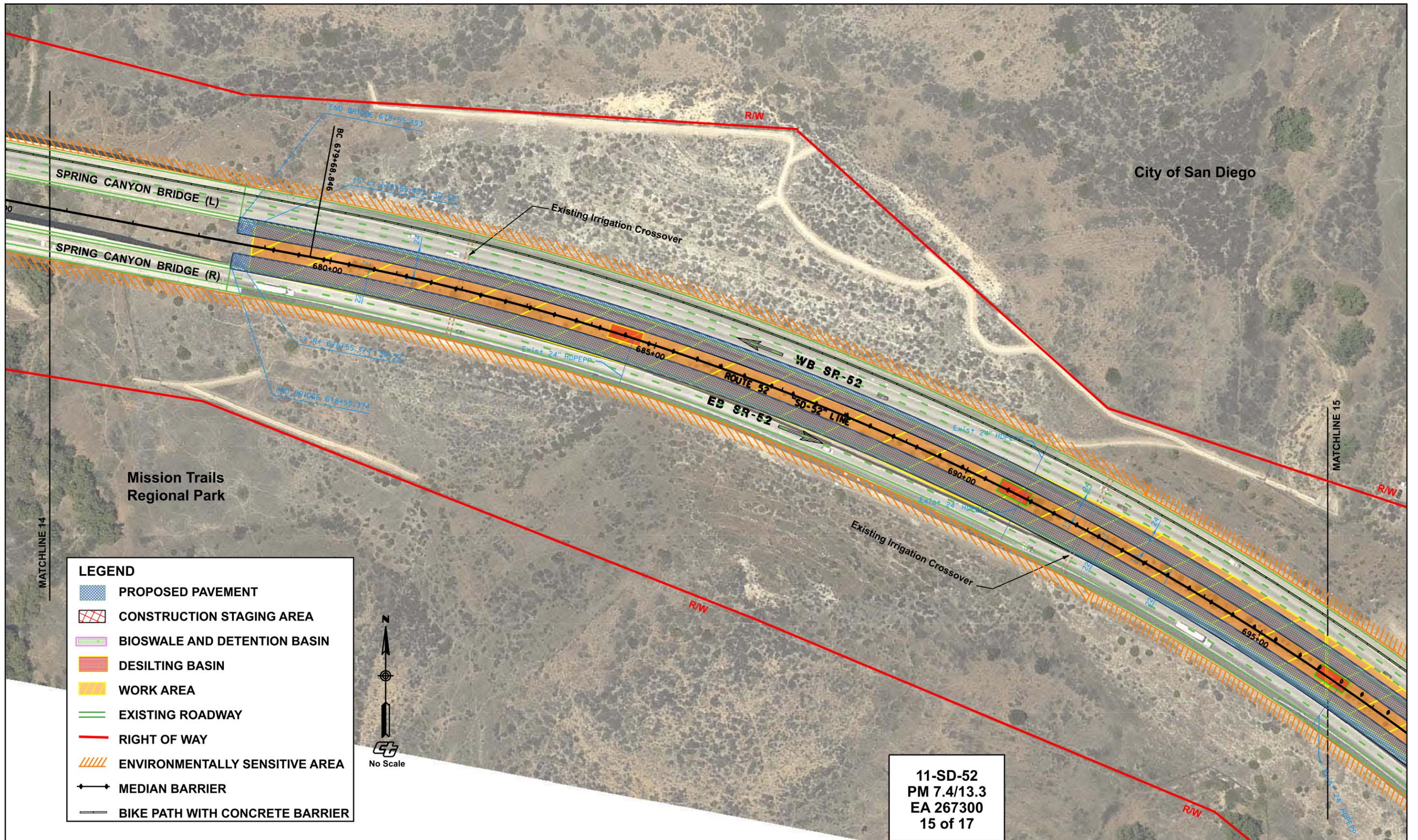


Figure 3N  
SR-52 Eastbound/Westbound Widening Lane Project Features Map



City of San Diego

Mission Trails Regional Park

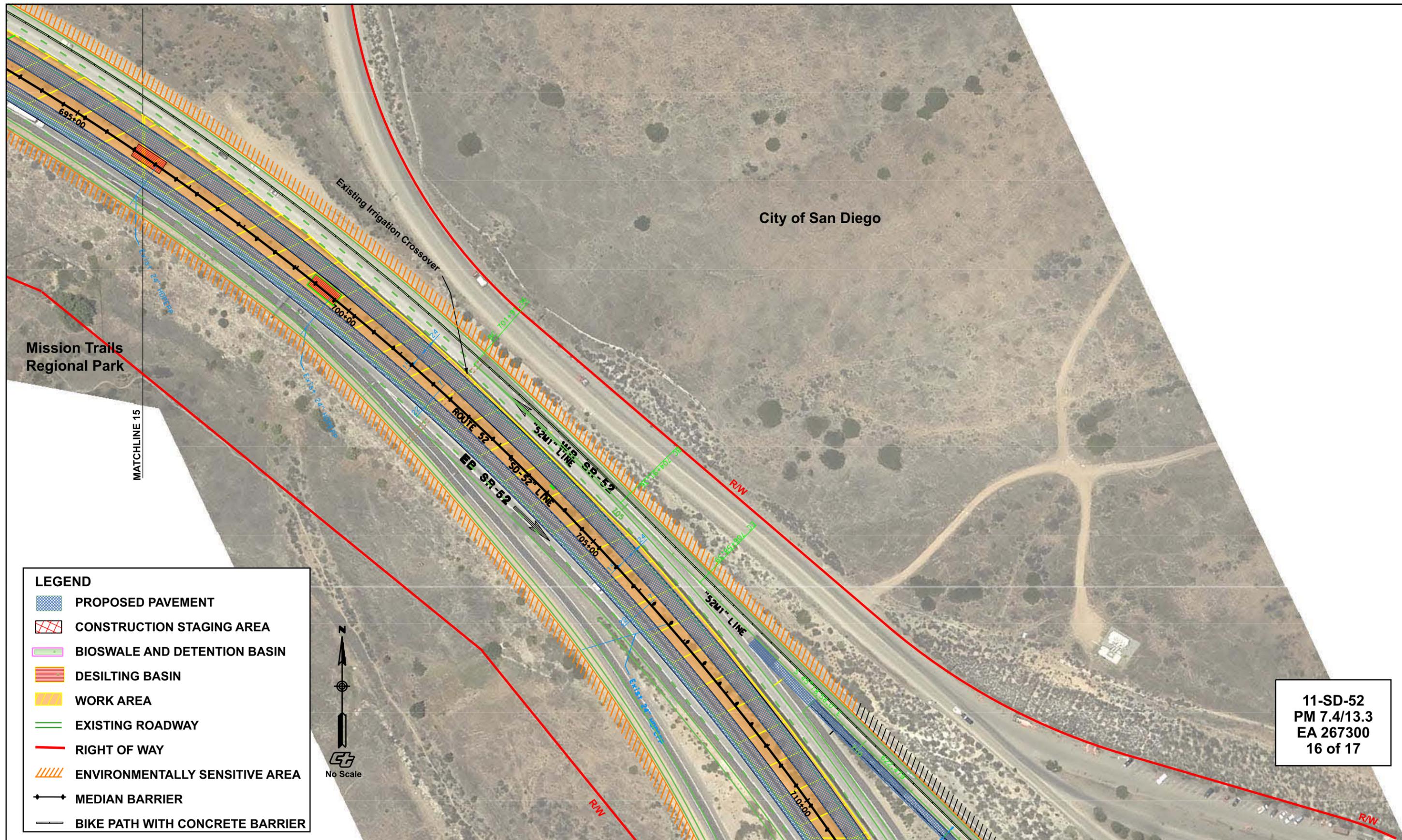
**LEGEND**

- PROPOSED PAVEMENT
- CONSTRUCTION STAGING AREA
- BIOSWALE AND DETENTION BASIN
- DESILTING BASIN
- WORK AREA
- EXISTING ROADWAY
- RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- ←→ MEDIAN BARRIER
- ←→ BIKE PATH WITH CONCRETE BARRIER



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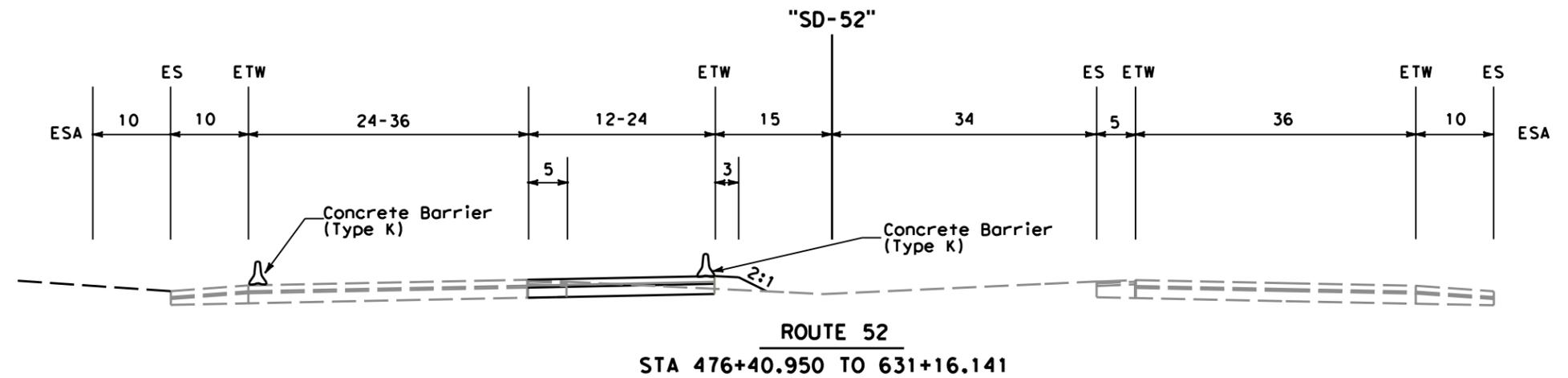
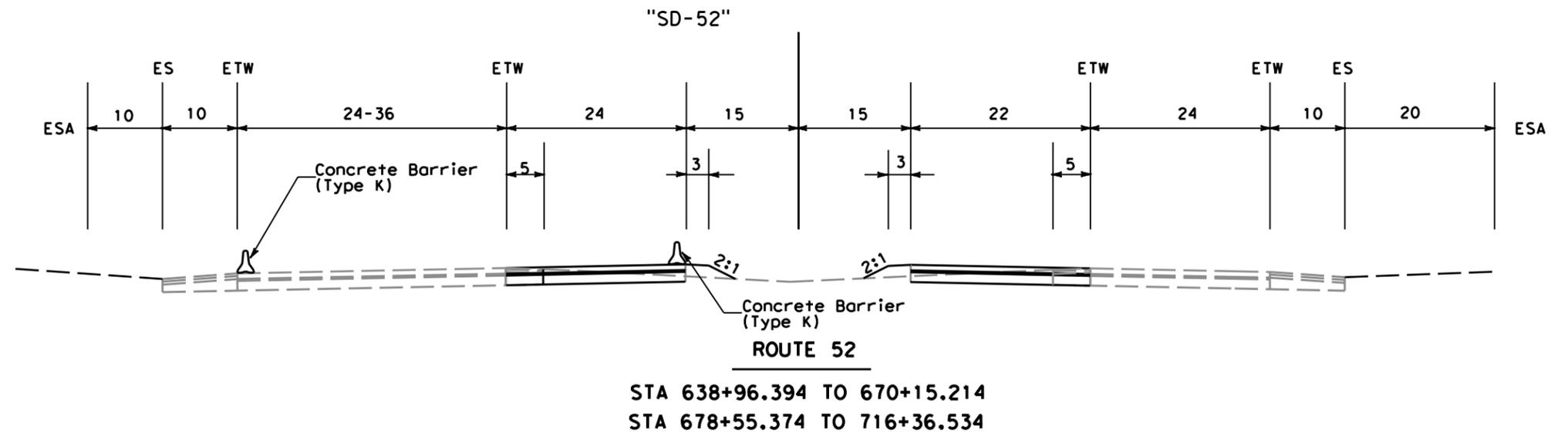
Figure 30  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map



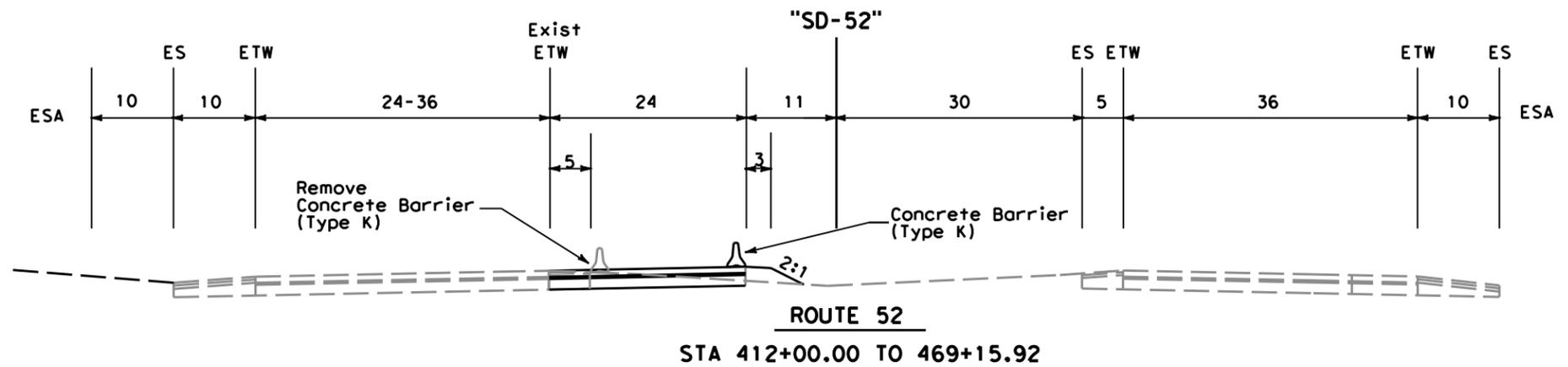
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Figure 3P  
 SR-52 Eastbound/Westbound Widening Lane Project Features Map





ESA = ENVIRONMENTALLY SENSITIVE AREA  
 ES = EDGE OF SHOULDER  
 ETW = EDGE OF TRAVEL WAY  
 --- = EXISTING ROADWAY  
 ——— = PROPOSED AUXILIARY LANES



ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

EA 267301  
 NO SCALE

Figure 4  
 Typical Cross Sections

## **Chapter 2 – AFFECTED ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION &/OR MITIGATION MEASURES**

This chapter explains the impacts that the project would have on the human, physical and biological environments in the project area. It describes the existing environment that could be effected by the project and potential impacts.

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered but no impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

**Parks and Recreational Facilities:** The proposed project will occur entirely within Caltrans' right of way, with the majority of work occurring on the median. As a result, no impacts will occur to park or recreational facilities.

**Farmlands/Timberlands:** There are no farmlands and/or timberlands that could potentially be affected by the proposed project.

**Community Character and Cohesion:** A Caltrans' Community Impact specialist analyzed potential community impacts resulting from the proposed project and the following conclusion was made: the proposed project would not create impacts to the adjacent communities.

**Relocations:** The proposed project will not require relocations. All work will occur within Caltrans' ROW.

**Environmental Justice:** The proposed project will not result in disproportionately high and adverse effects on the health or environment of minority or low-income populations.

**Hydrology and Floodplain:** With the proposed project's widening occurring in the median there will be no impacts to hydrology or any floodplain.

**Geology / Soils / Seismic / Topography:** The proposed project has been designed to avoid impacts to topographic features by making the majority of improvements within the existing median, which is composed of fill material. Also, impacts from geologic hazards are not expected since deep cut features or structural works are not required for the proposed project. BMPs proposed in Section 2.8, will stabilize and reduce erosion.

**Paleontology:** The proposed project has been designed to avoid any paleontological resources by making the majority of improvements within the

existing median, which is composed of fill material. Also, no deep cut features or foundation work is required for the proposed project.

**Hazardous Materials and Hazardous Wastes:** Based on an Hazardous Waste Review in December 2005, it was determined that the potential for encountering hazardous waste material/issues for the proposed project is not anticipated.

**Threatened and Endangered Species:** Based on the information within the August 18, 2006 Natural Environment Study. Sensitive species of plants and animals were identified in the records search for the project vicinity (La Mesa Quadrangle) (Appendix D). No designated critical habitat for any of the species listed occurs within the project limits. The proposed project will not impact proposed or listed threatened or endangered species.

## HUMAN ENVIRONMENT

### 2.1 LAND USE

#### 2.1.1 Existing and Future Land Use

Improvements to SR-52 will help to accommodate planned economic and residential development in the City of Santee, as well as in adjacent areas within the County of San Diego due to improved access. Congestion would be relieved by the project, and the capacity/LOS on SR-52 would be improved. The following are the planned and existing developments in the general project vicinity.

**Table 2:** General Project Vicinity Project List

NAME	JURISDICTION	PROPOSED USE	STATUS
Town Center Specific Plan	City of Santee	<ul style="list-style-type: none"> <li>706 acres (ac)/285.7 hectares (ha) of mixed-use development, including prime commercial property.</li> <li>736,634 square feet (sf) commercial space approved.</li> <li>626,411 sf commercial space constructed.</li> </ul>	Built
Corporate Office Park Master Plan	City of Santee	<ul style="list-style-type: none"> <li>104 ac/42 ha, fronting on Cuyamaca Street.</li> <li>1.5 million sf of high tech office potential.</li> </ul>	Within Town Center Specific Plan Area
Fanita Ranch Specific Plan  FRSP Continued	City of Santee	<ul style="list-style-type: none"> <li>2491.5 ac/1008.3 ha of residential development (SANDAG).</li> <li>1,380 dwelling units.</li> <li>Developer contributed \$1 million towards SR-52 improvements.</li> </ul>	Application is under review

Santee Trolley Square	City of Santee	<ul style="list-style-type: none"> <li>• 50 ac/20.2 ha that includes the Santee Transit Center linking Santee to San Diego via the San Diego Trolley.</li> <li>• \$50 million entertainment-retail center encompassing 450,000 sf (opened in Fall, 2002).</li> <li>• Expected to meet or to exceed tax revenue projections.</li> </ul>	Built
Gillespie Field developments (one of two planned sites)	County of San Diego	<ul style="list-style-type: none"> <li>• Site 5, north of Weld Boulevard and west of Cuyamaca Street.</li> <li>• 30 ac are planned for non-aviation commercial/industrial use. Potential uses include a hotel and retail. The City of El Cajon is preparing an EIR for development of this site.</li> </ul>	Planning efforts are still underway and specific developments are yet to be determined.
Gillespie Field developments (two of two planned sites)	County of San Diego	<ul style="list-style-type: none"> <li>• Cajon Plaza, north of Bradley Avenue and west of SR-67.</li> <li>• 68 ac (27.5 ha) are planned for aviation-related commercial/industrial development. The County is performing the environmental review for this project, with the anticipation of a certified EIR/EA in 2007. Redevelopment would occur here, after environmental review is complete. No specific development proposals are known at this time.</li> </ul>	Planning efforts are still underway and specific developments are yet to be determined.
Other planned developments in the County, within the vicinity of the SR-52 project include the following:	County of San Diego	<ul style="list-style-type: none"> <li>• Riverwalk: 218 single-family and multifamily units in North Town Center.</li> <li>• Prospect Glen: 48 detached condominiums near northwest corner of Fanita Drive and Prospect Avenue.</li> <li>• Sky Ranch: 373 dwelling units total; 224 single-family and 149 multi-family units on western portion of Rattlesnake Mountain.</li> <li>• Altair Subdivision: 85 condominiums on Woodside Avenue.</li> <li>• Abrey Glenn: 87 condominiums on Hiser Lane.</li> </ul>	<p>Approved</p> <p>Under construction</p> <p>Under construction</p> <p>Approved</p> <p>Under Construction</p>
Marine Corps Air Station (MCAS) Miramar Family Housing	Department of Navy	<ul style="list-style-type: none"> <li>• 1600 dwelling units</li> </ul>	Approved

The above-mentioned planned and built developments are consistent with local and regional land use planning documents.

### **2.1.2 Consistency with State, Regional and Local Plans**

- Regional Transportation Plan & Regional Transportation Improvement Program

The project is consistent with SANDAG's 2030 Regional Transportation Plan (RTP): 2006 Update, which was fully funded and found to be conforming by FHWA and FTA on March 29, 2006. The project is also in SANDAG's 2004/2009 Regional Transportation Improvement Program (RTIP), (Page 7, Amendment 16). The 2004 RTIP was found to be conforming by FHWA/FTA on October 4, 2004. FHWA/FTA approval of Amendment 16 was received June 10, 2006. Project design concept and scope are also consistent with the project description in the above RTP and FTIP.

- General and Community Plans

The project is located within or adjacent to the jurisdictions of the City of San Diego and its communities of East Elliot and Tierrasanta, and the City of Santee. The project site also runs to the north of the Mission Trails Regional Park, which is discussed in more detail in Section 2.1.3 Parks and Recreational Facilities.

The City of San Diego developed the 1979 Progress Guide and General Plan, which recognizes historical patterns of development where, over time, common land use issues and themes have arisen. Those issues and themes, in conjunction with natural topographic and human-made barriers, have developed into sub-areas of the City for which community plans have been developed. The 1962 Elliott Community Plan applicable to this area was updated in 1971, and in 1982 a separate community plan for Tierrasanta was adopted. The Tierrasanta Community Plan, was adopted by the San Diego City Council on July 27, 1982. The proposed project is in conformance with the City of San Diego's Progress Guide and General Plan and its subsequent community plans for East Elliot and Tierrasanta.

In 1974 the Santee Community Plan was approved by the San Diego County Board of Supervisors. Following Santee becoming an independent city, the plan acted as the community's General Plan until the current Santee General Plan was adopted in 1984. The proposed project is in conformance with the Santee General Plan.

## **2.2 GROWTH**

### **REGULATORY SETTING**

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

### **IMPACTS**

Growth impacts resulting from the proposed project were analyzed by a Caltrans' Community Impact specialist, who made the following conclusions in the Growth Impacts for the SR-52 Eastbound/Westbound Auxiliary Lane Project study, dated 4/25/06. Improvements to SR-52 will help accommodate planned economic and residential development in the City of Santee, as well as in adjacent areas within the County of San Diego due to improved access. Congestion would be relieved by the proposed project, and the capacity/LOS on SR-52 would be improved. The project should not result in new economic investment in the area and will not attract additional populations or new economic activity, which is not currently planned. No substantial growth-inducing impacts are anticipated to result from this project. Please refer to Table 2 in Section 2.1.1, for a list of developments in the project vicinity.

### **AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES**

The proposed project is in compliance with local planned economic and residential development and will act, as a beneficial improvement to meeting the surrounding communities' transportation needs. There are no growth-related impacts from this project resulting in the need for mitigating measures.

## **2.3 UTILITIES / EMERGENCY SERVICES**

### AFFECTED ENVIRONMENT

Existing utilities within the proposed project limits include a six-inch high-pressure gas line crossing west of Santo Road, owned by San Diego Gas and Electric (SDG&E), and three water-aqueduct crossings east of Santo Road, owned by the San Diego County Water Authority. The three water aqueducts are 69 inches, 71 inches, and 94 inches in diameter. Utilities on the Santo Road overcrossing include an underground 12-k V electrical line, owned by SDG&E, and a water-main crossing owned by SBC/AT&T. In addition, there is an existing traffic monitoring station located approximately 394 feet west of the Santo Road overcrossing.

### IMPACTS

The Policy on High and Low Risk Underground Facilities Within the Highway Right of Way (January 1997) states that the minimum clearance requirements for existing underground facilities is 18 inches below the grading plane. The existing SDG&E, six-inch high pressure gas line mentioned above will need to be lowered to accommodate the PCC structural section and proposed drainage systems. Coordination with SDG&E will be necessary. Minor temporary delays to emergency services could potentially occur from construction activities along SR-52.

### AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

A Transportation Management Plan (TMP) will be prepared to mitigate the impact construction activities will have on freeway and roadway users. The TMP will state that planned ramp and lane closures are to be used as a construction strategy to allow motorists to plan and curtail their commutes or choose an alternative means of transportation. Approved lane closures will be included in the TMP. The majority of work will be done behind temporary railing (type k). Lane closures could be used for staging operations and paving operations.

The TMP may include the following strategies:

- A public awareness campaign prior to and during construction
- Real-time communications with motorists, including changeable message signs and highway advisory radio announcements
- Promotion of ridesharing and public transit

The TMP will be closely coordinated with the city, the county, Caltrans and the public to ensure that traffic along SR 52 and the surrounding streets remains at an acceptable level of operation during construction.

On WB SR-52 the existing ten-foot median shoulder will be available for emergency vehicle access during Stage One. On EB the existing five-foot median paved shoulder

along with another 22 feet of flat, unpaved median will be available for emergency vehicle access during Stage One. During Stage Two construction, WB will have an eight-foot outside shoulder available for emergency vehicle access. Also during Stage Two construction, EB from Oak Canyon Bridge to Mast Boulevard, an eight-foot outside shoulder will be available.

## **2.4 PEDESTRIAN AND BICYCLE FACILITIES**

### REGULATORY SETTING

Per 23 CFR 652, the FHWA directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects. It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans and FHWA are committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

### AFFECTED ENVIRONMENT

Currently, between the Santo Road overcrossing and the Mast Boulevard undercrossing, bicyclists use the existing outside shoulders for one-way bike travel, as part of the network of bicycling routes in the region. There is no pedestrian access on this freeway facility and no pedestrian impacts, so only impacts to bicycle facilities will be discussed.

### IMPACTS

During construction of Stage One, the bike lanes will be impacted due to the construction and installation of drainage inlets and pipe along the outside shoulders on EB and WB SR-52 and the realignment of the WB SR-52 off ramp to Santo Road. The construction staging will be coordinate in a way to minimize or avoid the amount of time that the existing EB and WB bike lanes are closed simultaneously.

Drainage work consists of installing approximately 100 inlets and 12,700 feet of drainage pipe along the WB shoulder between Santo Road and Mast Boulevard. On the EB shoulder between Oak Canyon Bridge and Mast Boulevard approximately 30 inlets and 2100 feet of drainage pipe will be installed. This work involves placing K-rail along the edge of shoulder to separate the work from live traffic, excavating around each existing inlet and along the shoulder to allow for the installation of new pipe and drainage units,

forming up new drainage inlets, placing concrete for the new inlets, backfilling the new pipe and repaving the shoulder.

The realignment of the WB SR-52 off ramp to Santo Road consists of widening the inside shoulder ten feet to accommodate the new two-way bike path. Currently bicyclists ride on the ramp shoulder. During these operations, K-rail will be placed on the ramp shoulder to allow work for the ramp realignment. This work involves excavation, drainage unit installation and paving operations. During these operations, bicyclists may encounter excessive openings in the pavement and other construction related impacts.

### AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The proposed project includes the build out of EB/WB access for bicyclists on the existing SR-52 WB shoulder between Santo Road and Mast Boulevard. The proposed median widening will accommodate the two-way bike travel and will include a two-foot barrier to protect bicyclists from traffic. Discussions regarding the proposed project between Caltrans and the San Diego Bicycle Coalition started in fall of 2005 as an opportunity for early scoping and input. Over recent months of the development of this project, Caltrans' staff has been communicating how the project will impact the bicycle facility and ways to inform the bicycle community of any closures or delays.

The project construction will be staged in order to minimize the length of time for closures of the existing bike lanes. Included in the staging of construction will be methods in which specific construction activities can occur with the least amount of interruption to bicycle traffic. In addition a public outreach program will be developed to notify the interested members of the bicycling community about any possible closures or delays.

## **2.5 VISUAL / AESTHETICS**

### REGULATORY SETTING

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. To further emphasize this point, FHWA in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of aesthetic, natural, scenic and historic environmental qualities." [CA Public Resources Code Section 21001(b)]

## AFFECTED ENVIRONMENT

The project area is mainly rural in character with heavily planted noise berms on the south side of the freeway just east of Santo Road. The median affected is primarily sparse non-irrigated grasses with a row of mature oleanders just west of Santo Road. There is colored Type-K barrier (K-rail) adjacent to the oleanders.

## IMPACTS

Freeway motorists are the primary viewer group for this project. SR-52 is eligible for designation as a scenic highway and much of the proposed project limits occur adjacent to Mission Trails Regional Park, with views of natural habitats on both sides.

The project assumes that the remaining row of existing oleanders in the median would be removed. Removal of the oleanders, and the addition of temporary Type-K barrier (K-rail) and more paved surfaces would result in a reduction of overall visual quality and change to the character of the visual environment as well as a heightened level of awareness by the motoring public. Existing planting and irrigation work is to be removed and/or abandoned. This would occur in the median and or any new construction storage/staging areas. There would be a moderate level of viewer response with moderate level of adverse visual impacts. Visual mitigation will be required to avoid substantial impacts.

## AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Mitigation measures are required to help assure an acceptable level of visual quality, to minimize change to the existing visual character and compatibility with Mission Trails Regional Park. Visual mitigation as project features include:

- K-rail shall be placed at the edge of the structural section of the shoulder to avoid maintenance issues with an unpaved area between the barrier and the edge of shoulder.
- New or like new K-rail painted to match existing concrete barrier shall be placed at the edge of the structural section of shoulder in a straight line with no irregularities in line or grade.
- Care shall be exercised to minimize disturbing existing vegetation during construction. However, vegetated areas that are disturbed shall be revegetated using plants compatible with the existing plant material, and to satisfy NPDES and Biology guidelines.
- The construction storage/staging areas shall be the minimum size possible and will be designated and reviewed by the District Landscape Architect. Erosion control and/or other planting will be provided in the adjoining disturbed areas.

- Irrigation associated with the biofiltration swales shall to be provided if feasible. In addition, irrigation crossovers may need to be modified. Areas disturbed during construction shall be revegetated with planting that satisfies NPDES and Biology guidelines. Erosion control and/or other planting will be provided adjacent to the construction storage/staging areas.

## **2.6 CULTURAL RESOURCES**

### REGULATORY SETTING

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA takes the place of the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans.

### AFFECTED ENVIRONMENT

The proposed project has been designed so that all the work is within Caltrans right of way and the majority of the work is within the SR-52 median. The median is composed of fill material laid down during the initial construction of SR-52. Areas to be impacted outside of the median are located in small isolated sections of the gravel and/or disturbed shoulder.

### IMPACTS

Caltrans previously conducted cultural resource studies for construction of SR-52, and SHPO concurred with the adequacy of these studies. Section 106 clearance was achieved for that undertaking on March 6, 1987. No further studies are needed as long as all work remains as proposed within the existing right of way.

### AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Although not anticipated, if cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted

until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Karen Crafts, District 11 Environmental Branch, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## **PHYSICAL ENVIRONMENT**

### **2.7 WATER QUALITY AND STORM WATER RUNOFF**

#### REGULATORY SETTING

Section 401 of the Clean Water Act, the primary federal law regulating water quality, requires water quality certification from the state board or regional board when a project (1) requires a federal license or permit—Section 404 is the most common federal permit for Caltrans projects—and (2) will cause discharge into waters of the United States. Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Section 402, the State Water Resources Control Board has developed and issued a National Pollutant Discharge Elimination System (NPDES), Statewide Storm Water Permit, to regulate storm water discharges from all of Caltrans' right of way, properties and facilities. The permit regulates both storm and non-storm water discharges during and after construction.

In addition, the State Water Resources Control Board issues the Statewide Permit for all of Caltrans' construction activities, of 1 acre or greater. Caltrans projects subject to the Statewide Storm Water Permit require a Storm Water Pollution Prevention Plan (SWPPP), while other projects, smaller than 1 acre, require a Water Pollution Control Program (WPCP).

The California Environmental Protection Agency has delegated administration of the federal NPDES program to the State Water Resources Control Board and nine regional boards. This project is located within the jurisdiction of the State Water Resources Control Board and the San Diego Regional Water Quality Control Board.

Subject to Caltrans review and approval, the contractor prepares both the SWPPP and the WPCP. The WPCP and SWPPP identify construction activities that may cause pollutants in storm water, and measures to control these pollutants. Because neither the WPCP nor the SWPPP is prepared at this time, the following discussion focuses on anticipated pollution sources or activities that may cause pollutants in the storm water discharges.

### AFFECTED ENVIRONMENT

From I-15 interchange to Mast Boulevard interchange, the existing alignment crosses steep hilly terrain formed by dry wash dissected terrace formations. The project area lies within the transition zone between the coastal plain and the interior uplands and intermediate valleys. The San Diego River crosses SR-52 at about 0.3 miles east of the Mast Boulevard interchange. Shepherd Canyon, Oak Canyon Creek, Little Sycamore Canyon Creek, and Spring Canyon cross the project at various locations. Drainages within the canyons and creeks, flow intermittently and southerly toward the San Diego River. The project is within the Mission San Diego Hydrologic Sub-Area (907.11) and Santee Hydrologic Sub-Area (907.12) of the San Diego Hydrologic Unit.

Storm water runoff from the existing roadway is either discharged into the adjacent natural depressed area or to the adjacent canyons. Storm water runoff from SR-52 may eventually reach the San Diego River through these canyons.

The existing and potential beneficial uses that could be affected by the proposed project include municipal, domestic, agricultural, industrial, contact and non-contact recreation, biological resources, warm water aquatic resources, and wildlife habitat.

### IMPACTS

Potential sources of water pollutants associated with the proposed project during and after construction include runoff containing sediment from soil erosion, petroleum and wear products from motor vehicle operation, landscaping chemicals and hazardous materials spilled in highway accidents. Transport of these materials off-site would usually occur from storm water runoff and discharged in surface waters of the U.S. potentially affecting their beneficial uses.

The proposed project will disturb 23.83 acres of soil and increase the total impervious area by 13.8 acres, of which 6.15 acres is in the Mission San Diego Hydrologic sub-Area and 7.65 acres is in the Santee Hydrologic Sub-Area. The estimated increased runoff is less than 0.01% in both Hydrologic Sub-Areas.

## AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Best Management Practices (BMPs) are required under the statewide Storm Water Management Plan (SWMP). The SWMP describes how Caltrans will comply with provisions of the National Pollutant Discharge Elimination System (NPDES) Permit to regulate the waste discharges to surface waters.

Short term impacts to water quality during the construction phase are mitigated through the use of construction BMPs while the long term impacts due to Caltrans operation and maintenance of its facilities are mitigated through the use of design pollution prevention, treatment, and maintenance BMPs.

*Design Pollution Prevention BMPs* are standard technology-based, non-treatment controls selected to reduce pollutant discharges. If runoff will result from the proposed project that increases the potential for downstream effects in channels, Caltrans will consider the following modifications to both natural and man-made channels:

- Energy dissipation devices at culvert outlets
- Smoothing the transition between culvert outlets/headwalls/wing walls and channels to reduce turbulence and scour
- Incorporating retention or detention facilities to reduce peak discharges
- Preventing hazardous spills from entering streams and lakes.

Caltrans will implement appropriate measures to ensure that runoff from the proposed project will not significantly increase downstream effects. The project will preserve existing vegetation to the maximum extent possible. Any vegetation disturbed by construction will be minimized and restored wherever possible. The unpaved new slopes will be stabilized and re-vegetated through planting and reseeding.

*Treatment BMPs* that have been considered to be technically and fiscally feasible for the proposed project include the following:

- Biofiltration: Strips/Swales
- Infiltration Basins
- Detention Devices
- Traction Sand Traps
- Dry Weather Flow Diversion
- Gross Solids Removal Devices (GSRDS)
- Media Filters
- Multi-Chamber Treatment Train
- Wet Basins

Caltrans' Design, Environmental, and NPDES staffs have investigated potential locations of feasible approved Treatment BMP's along SR-52. A preliminary review of the project area has been completed, and it has been determined that biofiltration swales will be included in this project. This BMP selection is based on existing site features and pollutant removal efficiency.

Biofiltration swales are vegetated channels that receive directed flow and convey storm water. Pollutants are removed by filtration through the grass, sedimentation, absorption of particles, and infiltration through the soil. Swales and strips are mainly effective at removing debris and solid particles, although some dissolved constituents are removed by adsorption into the soil. Biofiltration swales were among the best performers in reducing phosphorus, sediment, and heavy metals in runoff.

The two bioswales are proposed to the north of SR-52, within the Caltrans right of way. Bioswales function to filter stormwater runoff from the roadway pavement. Runoff is captured in drain inlets and routed to the swales that are vegetated to help filter pollutants prior to the water entering culverts under the freeway. Each bioswale is approximately 160 feet long by 13 feet wide, and is located 3.5 feet north of the edge of shoulder. The first, Biofiltration Swale 1, is located west of Santo Road (Station 431+18), closer to I-15, within an area containing non-native grassland habitat. This habitat type was fairly disturbed and had recently been mowed by Caltrans maintenance. Temporary impacts will occur to an area totaling 2.6 acre, due to access and construction of the bioswale.

The second, Biofiltration Swale 2, is also located west of Santo Road (Station 454+66). This bioswale is proposed in an area consisting of primarily non-native grassland with a small amount of disturbed coastal sage scrub adjacent to the bioswale. Temporary impacts will occur to an area of 3.4 acre of nonnative grassland, due to access and construction of the bioswale. No disturbed coastal sage scrub will be impacted at this location.

*Construction Site BMPs* need to be employed to address storm water pollution issues. Roadway construction operations involve a number of activities, including, but not limited to relocation of underground utilities, roadway excavation, installing drainage facilities, grading, placing base and pavement material, finishing roadway, and installing loop detectors. Exposed soils along with pollutants would be carried by storm water runoff and other construction activities.

The BMPs used during construction will encompass the following categories; soil stabilization, sediment control, wind erosion, tracking control, non-storm water management and waste management and materials pollution control. The following

Construction Site BMPs have been selected to provide an effective solution for protecting the water quality in the downstream receiving water bodies during construction:

- Soil Stabilization – Project Scheduling and Preservation of Existing Vegetation
- Sediment Control – Fiber Rolls, Inlet Protection, Check Dams and Sweeping
- Tracking Control – Stabilized Construction Entrance/Exit
- Wind Erosion Control – Water Spraying
- Non-Storm Water Management – Paving and Grinding Operations, Vehicle/ Equipment Cleaning, Fueling and Maintenance
- Waste Management and Materials Pollution Control – Stockpile Management, Solid Waste Management and Concrete Waste Management

The increased storm water runoff from the project site will increase the flow velocities in downstream drainage systems, which will be sized appropriately to handle the additional runoff without increasing beyond the permissible velocities permitted by the Caltrans Highway Design Manual. The design engineers have evaluated the water quality objectives that would be affected by the project and identified the target design constituents. The Treatment BMPs were selected to remediate these pollutants and protect the beneficial uses of the receiving water bodies. This project should not have substantial impacts on water quality as long as the appropriate BMPs, discussed above, are incorporated.

## **2.8 AIR QUALITY**

### REGULATORY SETTING

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), and particulate matter (PM). California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20 years. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as San Diego Association of Government (SANDAG) for San Diego County and the appropriate federal agencies, such as FHWA, make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA and CEQA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

#### AFFECTED ENVIRONMENT

The proposed project is located in the San Diego Air Basin. When an air basin does not meet the air quality standard for a particular pollutant, the area is designated as a “non-attainment” area for that pollutant. Alternately, the “attainment” designation is used for any area that meets air quality standards for a particular pollutant. Progress has been made in the San Diego Air Basin in attaining federal and State air quality standards. Federal and State Standards have been met for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide.

## IMPACTS

The proposed project is programmed in the San Diego Association of Governments (SANDAG) 2030 Regional Transportation Plan (RTP) [Appendix A: Revenue Constrained Plan] which was found to be conforming by FHWA and FTA on March 29, 2006.

The proposed project is also included in the SANDAG 2006 Regional Transportation Improvement Plan (RTIP) [MPO ID#: CAL 26B]. The FHWA and FTA made a conformity determination on the RTIP on October 2, 2006. The FHWA and FTA also made a conformity re-determination for the 2030 RTP: 2006 Update on October 2, 2006. The RTP and RTIP are consistent with the State Implementation Plan (SIP). Project design concept and scope are consistent with the project description in the above RTP and FTIP.

Carbon monoxide hot spot analysis was performed using the Transportation Project-Level Carbon Monoxide Protocol, UC Davis, 1997. This project will not cause or contribute to new localized exceedances of air quality standards, nor will it increase the frequency or severity of any existing exceedances. Hot spot analysis for particulate matter sized 2.5 microns or less (PM2.5) or particulate matter sized 10 microns or less (PM10) is not required for the proposed project because it is not located within a Federal PM2.5 or PM10 non-attainment area.

Construction pollution abatement measures will be included in the final plans, specifications, and estimates for the project for the purpose of limiting particulate matter emissions from the construction activities and/or normal use and operation associated with the project that are contained in the applicable implementation plan.

## AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The proposed project would not cause any adverse air quality impacts; therefore, no additional measures are necessary.

## **2.9 NOISE**

### REGULATORY SETTING

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment.

For highway transportation projects with FHWA involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and

design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria.

**Table 3: Noise Abatement Criteria**

<b>Activity Category</b>	<b>NAC, Hourly A- Weighted Noise Level, dBA <math>L_{eq}(h)</math></b>	<b>Description of Activities</b>
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

In accordance with the Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998*, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

**AFFECTED ENVIRONMENT**

Sensitive noise receptors are present in the vicinity of the Santo Road interchange on the southern side of SR-52. Residential units dominate these areas with commercial facilities directly adjacent to the interchange. The sensitive receptor sites within the project limits fall within Activity Category B.

## IMPACTS

Existing noise levels were measured and findings ranged from 46 to 57 dBA. This measured noise level was adjusted to the peak noisiest hour at the critical receivers and found to range from 47 to 58 dBA. The existing peak hour noise level is 9 dBA below the noise abatement criteria of 67 for Category B.

## AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The proposed project passes the screening procedure and no further analysis is necessary. The proposed project does not result in a substantial noise increase of 12 dBA nor do noise levels approach or exceed the NAC. As a result noise abatement measures would not be warranted or necessary.

## **BIOLOGICAL ENVIRONMENT**

### **2.10 NATURAL COMMUNITIES**

The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. This section was developed from the information within the August 18, 2006 Natural Environment Study [Minimal Impacts] (NES).

## AFFECTED ENVIRONMENT

The biological review for this project included a search of the California Natural Diversity Database (CNDDDB) [California Department of Fish and Game (CDFG) 2005a – La Mesa Quad.), a review of the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants of California* (2001) for records of sensitive plants in the vicinity of the project, and a review of biological reports of projects found within the project area. Biological surveys were conducted of the project area by consultants in spring of 2005 (URS 2005a, b and c) in support of the larger SR-52 Managed Lanes Project (EA 269700). Additional biological surveys were conducted of the two areas where the bioswales are proposed. Additionally, the status of sensitive plant and animals are derived from CDFG (2005b & c), respectively (as updated).

The project area is characterized by a subtropic Mediterranean climate with an average temperature of 60-62°F and average rainfall of 10-12 inches annually. The elevation in the project area varies from approximately 400 feet above mean sea level (msl) near Santo Road, to a maximum of 900 feet above msl at the top of the summit. The soils in the project area range from sandy, rocky, and cobbly loams (Bowman 1973).

Land use in the project vicinity consists of undeveloped areas, and residential housing. Residential housing occurs to the south of Santo Road, near the western end of the project limits. The remainder of the project area is bounded to the north by MCAS Miramar and to the south by MTRP. Consequently, much of the land to the north and south of the project limits is undeveloped open space vegetated with coastal sage scrub, chaparral, non-native grassland and riparian forest.

Habitat to the north and south of SR-52, within the project limits, varies from the western end of the project at I-15 to its eastern terminus at Mast Boulevard. Habitat communities found within the proposed project limits include disturbed Diegan coastal sage scrub, non-native grassland, disturbed habitat and ornamental landscaping. In addition, there are several small vegetated and unvegetated drainages that flow underneath SR-52 within the project limits, including drainages at Oak Canyon, Spring Canyon, and Little Sycamore Canyon. Below is a brief description of each habitat type found within the project limits.

#### Disturbed Diegan coastal sage scrub

Disturbed Diegan coastal sage scrub communities have a relatively low cover of shrub species and a higher cover of non-native herbaceous species. A disturbed qualifier is placed on coastal sage scrub (or any other native habitat) where mechanical disturbance (e.g., brushing or clearing, off-road vehicle activity, recent fire), has caused a diminished percent of coastal sage scrub species, and a relatively high percentage of non-native species. Within the project limits, near bioswale location 2, there is a large patch of disturbed coastal sage scrub, adjacent to MCAS Miramar, north of SR-52.

#### Non-native Grassland

Non-native grassland generally occurs on fine-textured loam or clay soils that are moist or even waterlogged during the winter rainy season and very dry during the summer and fall. It is characterized by a dense to sparse cover of annual grasses, often with native and non-native annual forbs (Holland 1986). This habitat is a disturbance-related community often found in old fields, graded areas, or openings in native scrub habitats. This community has replaced native grassland and coastal sage scrub at many localities throughout southern California. Several occurrences of non-native grassland were found north of SR-52, within the impact area for bioswale locations 1 and 2.

#### Disturbed

These areas are any lands where agricultural practices, construction, or other land-clearing activities have significantly altered the native vegetation; the species composition and site conditions are not characteristic of the disturbed phase of one of the plant associations within the project limits. Such habitat, which is dominated by non-native annuals and perennial broadleaf species, is typically found in vacant lots,

roadsides, construction storage/staging areas, and abandoned fields. Disturbed habitat can be found immediately adjacent to the SR-52 travelway, within the median of SR-52, and within the proposed construction storage/staging areas at the top of the summit. Disturbed habitat within the project limits is dominated by broad-leaf herbaceous species such as black mustard (*Brassica nigra*), short-pod mustard, tocalote, horseweed (*Conyza canadensis*), fennel, and rose clover, with a lesser percent cover of non-native grasses. Disturbed habitat found east of the Oak Canyon Bridge, within the median, contains laurel sumac (*Malosma laurina*) scattered within the center of the median.

### Ornamental Landscaping

Ornamental landscaping within the project limits consists of areas that have been planted with non-native vegetation, which includes areas of landscaped shrubs/trees associated with portions of the SR-52 median and the Santo Road Interchange. Habitat in the median of SR-52 consists of oleander at the western end of the project limits, near the Santo Road Interchange.

### Wildlife Corridors

Wildlife corridors connect large patches of natural open space that allow for the immigration and emigration of wildlife. Such movement assures the continual sharing of genetic information that helps maintain genetic diversity and reduces the probability of extinction through random events. Animals such as mule deer (*Odocoileus hemionus*), coyotes (*Canis latrans*), and mountain lions (*Felis concolor*) require large expanses of land. For these species, corridors provide a link between habitat patches increasing the area available for dispersal, foraging, and breeding. For smaller animals, the corridor itself may provide the habitat needed to sustain viable populations.

Currently, wildlife crosses within the project area by using small culverts that pass underneath SR-52, the wildlife crossing that was constructed specifically for SR-52 at the top of the summit, Oak Canyon, Spring Canyon and Little Sycamore Canyon. Occasionally, animals may get through the Caltrans right of way fence that runs parallel to the roadway along both the north and south sides of SR-52 and cross to the other side of the highway.

## IMPACTS

### Vegetation Communities

Widening work for this project will take place within the median of SR-52 and at the Santo Road Interchange. Impacts within the median will occur to ornamental landscaping and disturbed habitat from widening to accommodate the EB and WB lanes. Additional impacts will also occur as a result of widening the outside shoulder along the Santo Road WB off-ramp (the loop ramp), and widening the outside shoulder of Santo

Road, from the end of the bridge to the entrance to the WB onramp to SR-52. Permanent impacts as a result of the proposed widening to these habitat types will not require mitigation.

Temporary impacts as a result of construction storage/staging will occur at two locations within the proposed project footprint. The first proposed storage/staging area is located towards the western limits of the project, adjacent to the loop ramp of the Santo Road Interchange. Temporary impacts to ornamental landscaping will occur at this location. The second is located within a disturbed area near the top of the summit, adjacent to the EB lanes of SR-52. No mitigation is required for these impacts.

Two bioswales are proposed to the north of SR-52, within the Caltrans right of way to filter stormwater runoff. Runoff is captured in drain inlets and routed to the swales that are vegetated to help filter pollutants prior to the water entering culverts under the freeway. Each bioswale is approximately 160 feet long by 13 feet wide, and is located 3.5 feet north of the edge of shoulder. The first Biofiltration swale is located west of Santo Road, closer to I-15, within an area containing non-native grassland habitat. This habitat type was primarily non-native grassland and had recently been mowed by maintenance. Temporary impacts will occur to an area totaling 2.6 acre, due to access and construction of the bioswale.

The second Biofiltration Swale 2 is also located west of Santo Road. This bioswale is proposed in an area consisting of primarily non-native grassland with a small amount of disturbed coastal sage scrub. Temporary impacts will occur to an area totaling 3.4 acre, consisting of nonnative grassland due to access and construction of the bioswale. No disturbed coastal sage scrub will be impacted at this location.

**Table 4:** Species to be Planted in the Temporary Impact Area and Biofiltration Swales

Scientific Name	Common Name	Seed	Liners
<b>Temporarily Disturbed Areas</b>			
<i>Artemisia californica</i>	coastal sagebrush	Yes-Type 2	No
<i>Encelia californica</i>	California sunflower	Yes-Type 2	No
<i>Eschscholzia californica</i>	California poppy	Yes-Type 2	No
<i>Hemizonia fasciculata</i>	fascicled tarweed	Yes-Type 2	No
<i>Lasthenia californica</i>	goldfields	Yes-Type 2	No
<i>Lotus scoparius</i>	deerweed	Yes-Type 2	No
<i>Lupinus succulentus</i>	arroyo lupine	Yes-Type 2	No
<i>Plantago erecta</i>	plantain	Yes-Type 2	No
<i>Viguiera laciniata</i>	San Diego sunflower	Yes-Type 2	No
<b>Biofiltration Swale</b>			
<i>Achillea millefolium var. californica</i>	California yarrow	No	Yes
<i>Eschscholzia californica</i>	California poppy	Yes-Type 1	No
<i>Lasthenia californica</i>	goldfields	Yes-Type 1	No
<i>Leymus triticoides</i>	bearded ryegrass	Yes-Type 1	Yes

<i>Lupinus succulentus</i>	arroyo lupine	Yes-Type 1	No
<i>Nasella pulchra</i>	purple needlegrass	Yes –Type 1	Yes

Wildlife Corridors

For this project, wildlife corridors already exist within the project limits; however, additional movement for wildlife will need to be addressed, specifically the type of spacing of the median barrier along the length of SR-52. The project should still allow for the continued movement of wildlife in this area during and after construction.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Vegetation Communities

- All areas north of SR-52 temporarily impacted during construction for widening, will be hydroseeded with a native coastal sage scrub seed mix as recommended in Table 4 (Seed Type 2). In addition, each bioswale will also be hydroseeded and planted with the native species listed (Type 1). Temporary irrigation will be provided at each of the bioswale locations.
- Construction work areas will be delineated and marked clearly in the field prior to habitat clearing, and the marked boundaries maintained throughout the construction period. Environmentally Sensitive Areas (ESAs) will be delineated on all project plans and designated in the field with temporary orange snow fencing. ESAs include all areas outside of the construction footprint as designated on the project plans. No construction activities, including storage of machinery and materials are allowed in these areas.
- All vegetation within the bioswale construction limits, widening to the north of SR-52, and areas proposed for construction storage/staging shall be cleared outside the bird breeding season (February 15<sup>th</sup> to August 31<sup>st</sup>) to avoid impacts to migratory birds/raptors. If this time window is not feasible, a staff biologist must be notified one week prior to construction to locate any possible nesting birds and direct field crews accordingly.
- Typical erosion control measures, such as BMP's, will be employed in the vicinity adjacent native habitats and waterways. All equipment maintenance, storage/staging, and dispensing of fuel, oil, and coolant, or any other such activities will occur in designated offsite areas. These designated areas will be located in such a manner as to prevent any runoff from entering adjacent water's of the United States, including wetlands.
- All efforts will be made to minimize impacts to the laurel sumac (*Malosma laurina*) shrubs that are found within the median east of the Oak Canyon Bridge. If necessary, trimming of these shrubs is recommended over removal.

- Storage and staging areas will be placed as far from sensitive habitat as possible, and kept free from trash and other waste. Storage/staging areas for construction work will be located within previously disturbed sites and not within sensitive habitat.
- Construction dust impacts will be offset through implementation of Caltrans Standard Specifications, including Section 7-1.01F Air Pollution Control, Section 10 Dust Control, Section 17 Watering, and Section 18 Dust Palliative. The project biologist will also periodically monitor the work area to ensure that construction-related activities do not generate excessive amounts of dust or cause other disturbances. Erosion control measures will be regularly checked by Caltrans inspectors, the project biologist and/or resident engineer.
- During any nighttime construction, all project lighting (e.g., staging areas, equipment storage sites, roadway) will be directed away from sensitive habitat. Light glare shields may also be used to reduce the extent of illumination into adjoining areas.
- To avoid attracting predators, the project site is to be kept as clean of debris as possible. All food related trash items would be placed in sealed containers and regularly removed from the site.
- Pets of project personnel will not be allowed on the project site.
- No invasive exotic plant species will be seeded or planted adjacent to or near sensitive vegetation communities or water's of the U.S. In compliance with Executive Order 13112, native impacted areas will be reseeded with plant species native to local habitat types, and will avoid the use of species in Lists A & B of the California Invasive Plant Council's (Cal-IPC) list of Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999 to the extent practicable.
- In areas of particular sensitivity, such as those adjacent to native areas to the north of the project, extra precautions may be taken if invasive species are found in or adjacent to the construction areas. These may include the inspection and cleaning of construction equipment and eradication strategies to be deployed should the spread of non-natives occur.

### Wildlife Corridors

- To allow for continued wildlife movement in this area during and after construction, a Modified Type M (consisting of K-Rail & Thrie Beam) crossing will

be utilized during construction allowing for the movement of small mammals across the median. Post-construction, a Modified Type L crossing (consisting of small 3 foot gaps in the concrete barrier) will be constructed within the median to allow wildlife to move across the highway. Approximate locations of these gaps will be coordinated with the design engineer and biologist in the field.

## **2.11 WETLANDS AND OTHER WATERS**

Impacts to wetlands and other waters were evaluated in the August 18, 2006 NES. The proposed project is not expected to impact wetlands or other waters. No areas falling under the jurisdiction of the ACOE, CDF&G, and RWQCB were observed within the project limits and no permits are required.

## **2.12 PLANT SPECIES**

This section was developed from the information within the August 18, 2006 NES. No plant species of concern (see Appendix D) were observed within the project limits. In addition, no designated critical habitat for any of the species listed in Appendix D occurs within the project limits. Therefore, there will be no impact to any federally listed and/or sensitive plant species, and no direct/indirect destruction or adverse modification of designated critical habitat with the implementation of the proposed project.

## **2.13 ANIMAL SPECIES**

Impacts to sensitive animal species were evaluated in the August 18, 2006 NES. No animal species of concern (see Appendix D) were observed within the project limits. In addition, no designated critical habitat for any of the species listed in Appendix D occurs within the project limits. Therefore, there will be no impact to any federally listed and/or sensitive animal species, and no direct/indirect destruction or adverse modification of designated critical habitat with the implementation of the proposed project.

## **2.14 INVASIVE SPECIES**

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." FHWA guidance issued August 10, 1999 directs the

use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

Impacts due to invasive species were evaluated in the August 18, 2006 NES. No invasive exotic plant species will be seeded or planted adjacent to or near sensitive vegetation communities or water's of the U.S. In compliance with Executive Order 13112, impacted native areas will be reseeded with plant species native to local habitat types. Re-seeding will avoid the use of species in Lists A & B of the California Invasive Plant Council's (Cal-IPC) list of Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999 to the extent practicable.

## **2.15 CONSTRUCTION IMPACTS**

The following discussion addresses construction staging and impacts associated with construction activities. Construction work will be divided into 2 stages, which will include the following activities.

Stage One construction will include:

- Place temporary railing (K-rail) along outside shoulder for drainage work.
- Drainage unit and pipe installation on the outside shoulders.
- Installation of the two-biofiltration swales on WB SR-52 (between I-15 and Santo Road) on outside shoulder.
- Replace shoulder structural section along outside shoulder due to drainage work.
- Ramp realignment work at WB SR-52 off ramp to Santo Road.
- Remove temporary railing (K-rail) along outside shoulder.

Stage Two construction will include:

- Re-stripe existing EB/WB lanes for Stage Two-lane configuration.
- Remove existing concrete barrier (type k) on median shoulder.
- Place temporary railing (K-rail) along outside/median shoulders on WB SR-52.
- Constructing lanes in the median in both the EB and WB directions.
- Drainage unit and pipe installation in the median.
- Ramp modifications at Mast Boulevard.
- Miscellaneous construction items.
- Re-stripe existing EB/WB lanes for final traffic configuration

A TMP will be prepared during the design phase of this project. See Section 2.3 Utilities/Emergency Services for a description of TMP strategies.

The project location is primarily surrounded by open space/ natural habitat. Homes and businesses border the project area along the Santo Road Interchange portion of SR-52.

Impacts due to noise or lighting are not expected due to the distances of structures from the work zone and hilly topography of the area allowing for natural barriers. Water trucks and street sweepers will be utilized for dust control along with other BMPs mentioned in the Water Quality section of the document.

#### Storing/Staging Areas

There are 2 storage/staging areas cleared for the contractor. The first location is the area within the WB SR-52 off ramp to Santo Road (loop ramp). The second location is on EB SR-52 on the outside shoulder at approximately station 599+00. Location 1 (Santo Road loop ramp) will be reseeded with an erosion control mix. Currently location 2 (Station 599+00) does not have any vegetation. NPDES will have to verify if reseeding will be necessary at this location.

#### Emergency Vehicle Access

Emergency vehicle access will be provided, see Section 2.3 Utilities / Emergency Services for a description.

## **2.16 CUMULATIVE IMPACTS**

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

### Transportation Projects

The proposed project is one of three current Caltrans projects designed in close proximity with the others to relieve congestion and improve safety along this existing section of SR-52. All of these projects have separate environmental reviews and mitigation measures where appropriate. This project and all others proposed have independent utility and do not require other projects for justification. The following is a description to the two aforementioned SR 52 projects.

- SR-52 Westbound Widening Project: The project is to add a lane approximately 1.6-miles of WB SR-52, from 1.5 miles west of Oak Canyon Bridge to 0.12 miles west of Santo Road Overcrossing. All widening will occur within the median of SR-52. The project will fill the gap from where the existing lanes drop from three to two lanes, and ending west of the Santo Road exit. Construction is expected to be completed in 2007.
- SR-52 Managed Lanes Project: The project is to widen SR-52 between Postmile 3.9 just east of I-805 and Postmile 14.7 at SR-125. The project proposes to widen the traveled-way into the existing median by adding two HOV lanes, two reversible managed-lanes, and two mixed-flow lanes at two locations. Work will occur off the paved roadway but will remain within Caltrans' right of way. Utility relocations will be required. The purpose of this project is to alleviate current and anticipated traffic congestion on the SR-52 corridor between I-805 and SR-125.

Impacts from the SR-52 Westbound Widening project have been evaluated and will be minor since the project primarily impacts existing lanes and disturbed shoulders.

Potential impacts resulting from the future SR-52 Managed Lanes project are currently being evaluated. Impacts resulting from the Managed Lanes project are mainly in the median and existing developed/disturbed areas to avoid and minimize impacts to resources to the greatest extent possible.

### Development Projects

The planned and built developments mentioned in Table 2 in Section 2.1.1 are consistent with local and regional land use planning documents. No substantial cumulative impacts are anticipated to result from this project. No surrounding development projects are contingent upon the completion of the proposed SR-52 Eastbound/Westbound Widening project and the proposed project does not induce or change the area land use.

The Department of the Navy (Navy) will construct up to 1,600 units and supporting infrastructure at Marine Corps Air Station (MCAS) Miramar, San Diego, CA. The purpose of the project is to provide suitable, affordable housing units for enlisted military

personnel and their families in reasonable proximity to the installations where they are assigned. The 264-acre development area is located in the southeastern portion of MCAS Miramar near the community of Tierrasanta.

Per the Navy's Federal Environmental Impact Statement, the project will result in impacts to: utilities (sewer), public services (fire and police service, and schools), visual resources, biological resources, traffic/circulation and public safety.

Impacts related to the Navy project have been addressed in the Navy's Final Federal Environmental Impact Statement. Impacts from the Navy project and the other developments included in Table 2, Section 2.1.1 are addressed under separate environmental reviews by other lead agencies and mitigation measures where appropriate have been included. Impacts resulting from the proposed SR-52 Eastbound/Westbound Widening project are minor, and would not cause substantial impacts on resources when assessed from a cumulative standpoint. This project, in combination with the WB only and future HOV/Managed Lanes projects would likely result in cumulative visual impacts that may be difficult to mitigate.

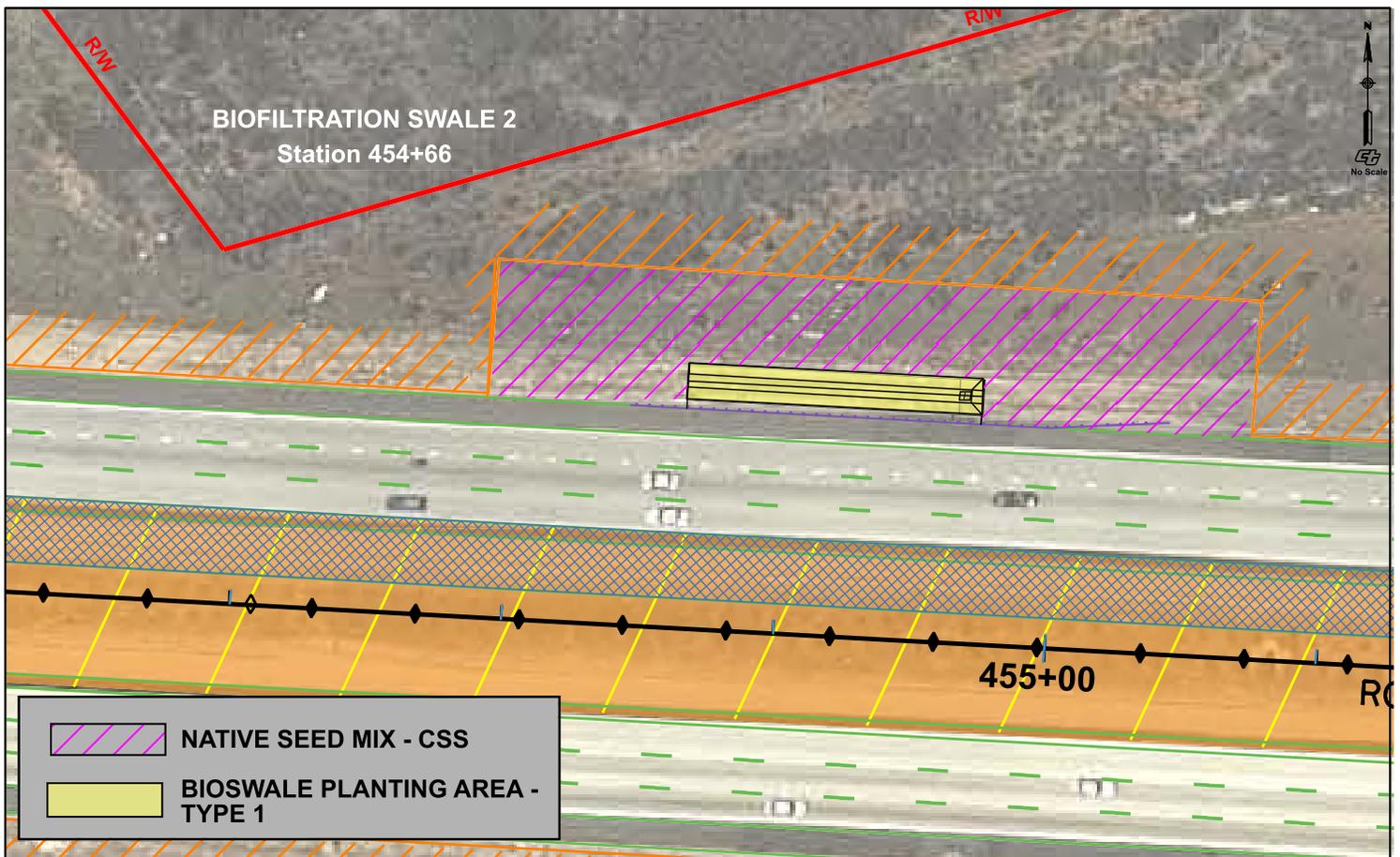
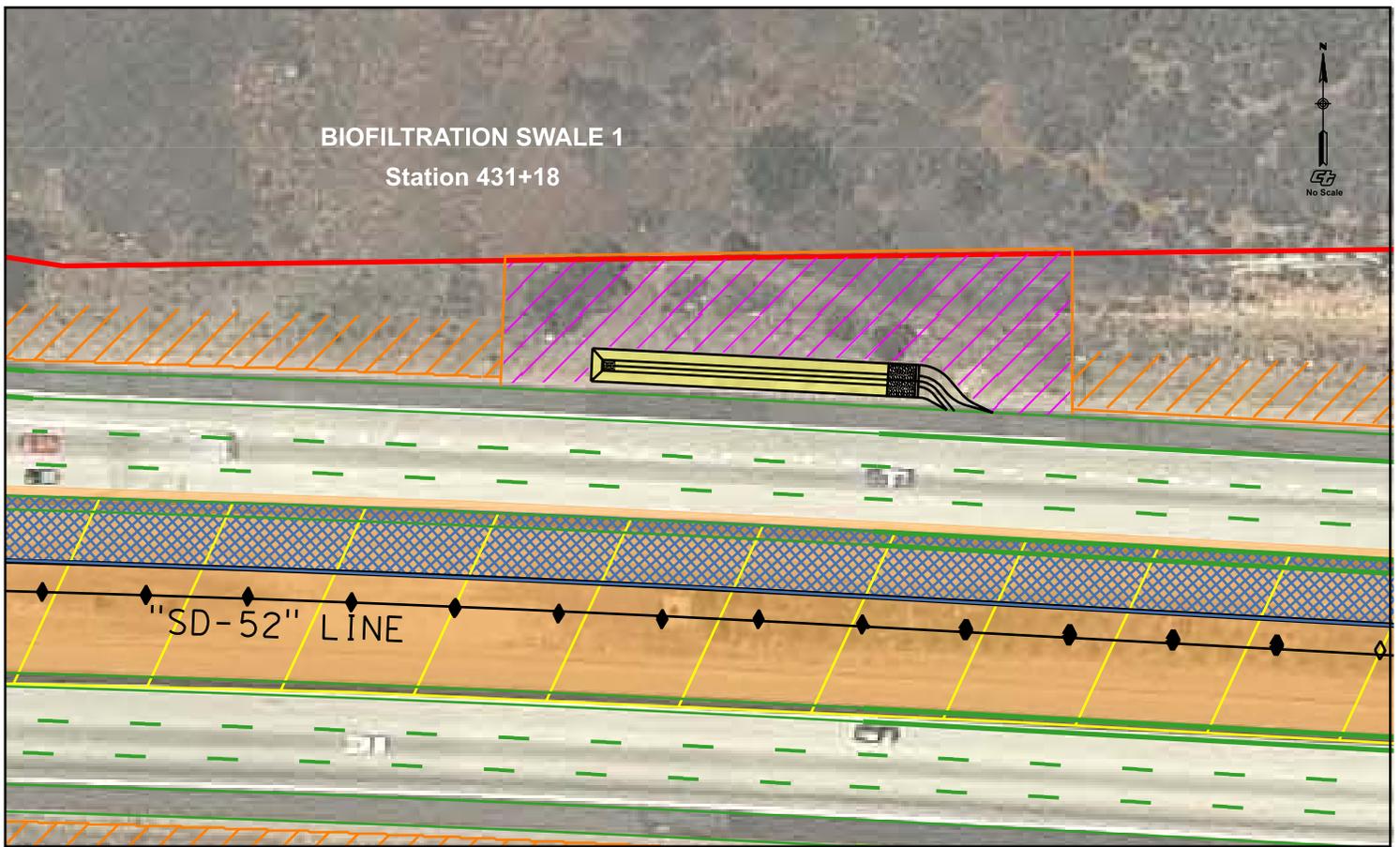
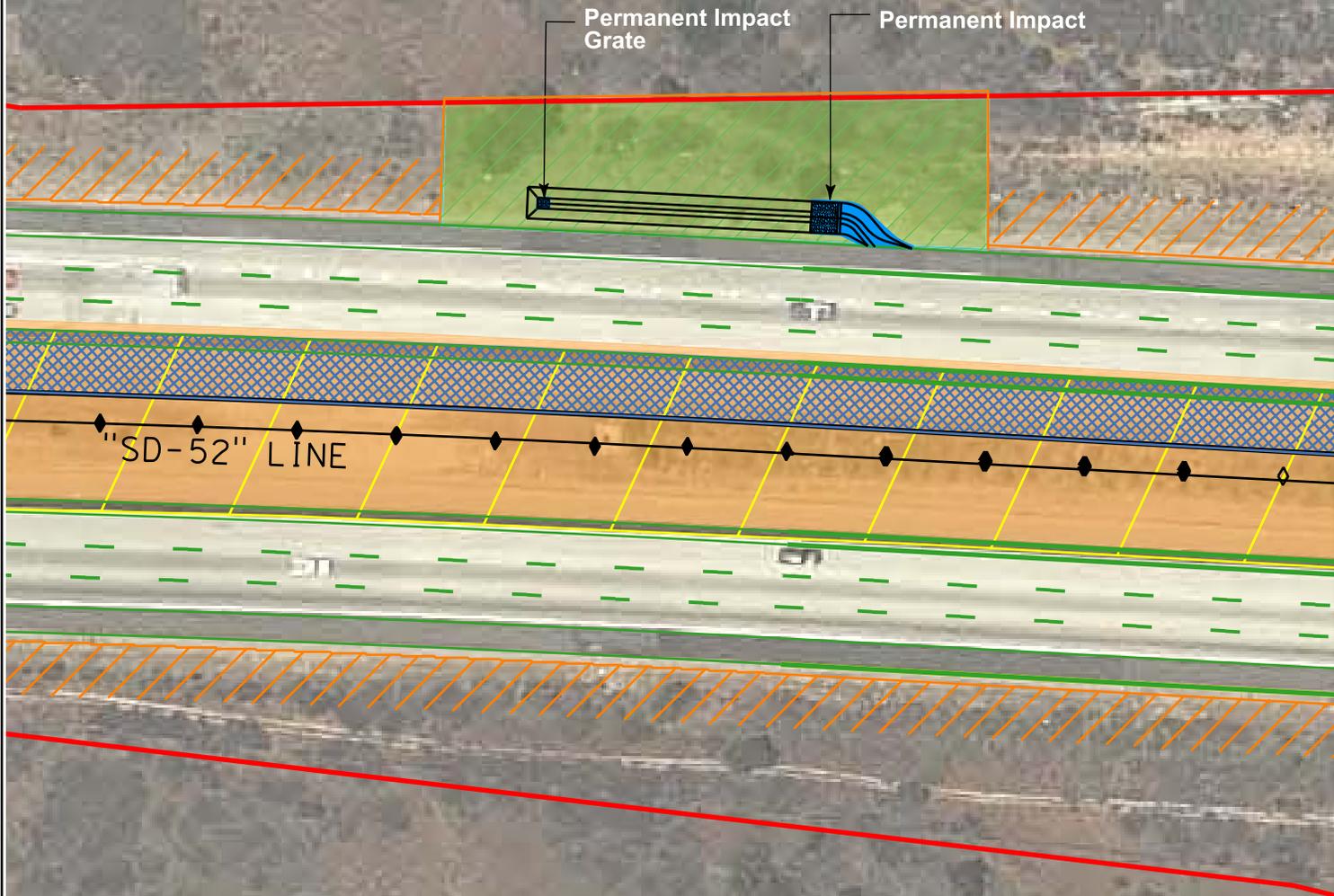


Figure 5  
Bioswale Seeding Areas

BIOFILTRATION SWALE 1  
Station 431+18



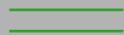
**LEGEND**



PROPOSED PAVEMENT



WORK AREA



EXISTING ROADWAY



RIGHT OF WAY



MEDIAN BARRIER



ENVIRONMENTALLY SENSITIVE AREA



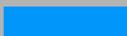
BIOSWALE



NON-NATIVE GRASSLAND



TEMPORARY IMPACTS TO NNG (2.6 ACRES)



PERMANENT IMPACTS (0.01 ACRES)



Figure 6  
Vegetation Communities Impacted within Bioswale Location 1

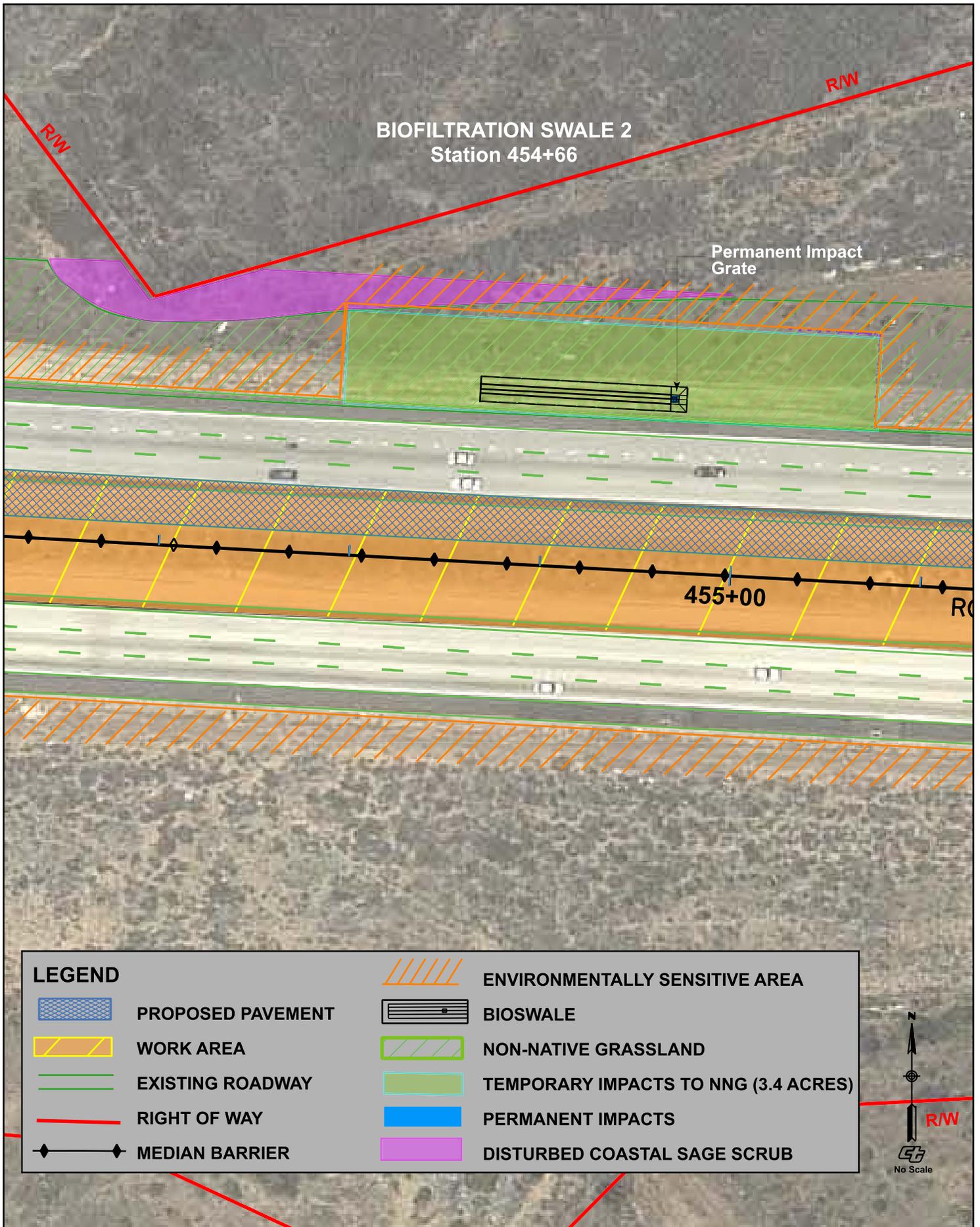


Figure 7  
**Vegetation Communities Impacted within Bioswale Location 2**

## CHAPTER 3 – Coordination, Comments and Responses

In the development of this project, scoping has been done in coordination with SANDAG and the San Diego County Bicycle Coalition.

SANDAG acts as a forum for the 19 local governments on decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers and build public transportation, and provides information on a broad range of topics pertinent to the region.

San Diego County Bicycle Coalition is a 501(c) 3 non-profit organization dedicated to making bicycling better in San Diego. Coordination between Caltrans and the Coalition is ongoing to help ensure that temporary impacts to the project area's bicycle facilities are adequately dealt with and that the post-construction facility will continue to allow for acceptable bicycle use.

Caltrans has prepared an extensive list of interested agencies and parties to distribute the draft document for review. A list of all parties in which the document has been sent can be seen in Chapter 5. The draft document went through the public review process from January 29, 2007 to February 27, 2007. A copy of the State Clearinghouse letter noting the results of the state review along with a copy of the State Clearinghouse letter noting the receipt of a letter after the completion of the public review period are included. During the public review period two comment letters were received, along with two comment letters received after the completion of the public review period. The letters are included in this section along with the responses to comments. Comment letters were received from the following agencies and individual:

- US Fish and Wildlife Service and California Department of Fish and Game (Joint Letter)
- Native American Heritage Commission
- Gregory J. Blasic (Area Resident)
- United States Marine Corps

Caltrans staff met with a representative of the Fish and Wildlife Service (FWS) on April 3, 2007 to discuss the Joint Letter. At the meeting Caltrans gave an overview of the project and then discussed each comment from the Joint Letter along with Caltrans' responses to comments. The FWS representative agreed with Caltrans' responses and offered guidance to how information discussed in the meeting would be helpful in the final response to comments. As a result the response to comments included in this document reflects the review and input from the FWS.

# State Clearinghouse Public Review Result's Letter 2/28/07



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA

## Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Cynthia Bryant  
Director

February 28, 2007

David Nagy  
California Department of Transportation, District 11  
4050 Taylor Street  
San Diego, CA 92110

Subject: State Route 52 Eastbound/Westbound Widening Project  
SCH#: 2007011124

Dear David Nagy:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 27, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# State Clearinghouse Public Review Result's Letter 3/5/07



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cynthia Bryant  
Director

March 5, 2007

David Nagy  
California Department of Transportation, District 11  
4050 Taylor Street  
San Diego, CA 92110

Subject: State Route 52 Eastbound/Westbound Widening Project  
SCH#: 2007011124

Dear David Nagy:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 27, 2007. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007011124) when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**US Fish & Wildlife Service and California  
Department of Fish & Game (Joint Letter)**



U. S. Fish and Wildlife Service  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road  
Carlsbad, California 92011  
(760) 431-9440  
FAX (760) 930-0846



California Dept. of Fish and Game  
South Coast Regional Office  
4949 Viewridge Avenue  
San Diego, CA 92123  
(858) 467-4201  
FAX (858) 467-4299

In Reply Refer To:  
FWS-SDG-1173.8

**FEB 28 2007**

Susanne Glasgow  
Caltrans District 11  
4050 Taylor Street, MS 242  
San Diego, California 92110

Subject: Comments on the proposed Mitigated Negative Declaration for the State Route 52 Eastbound/Westbound Widening Project (SCH# 2007011124)

Dear Ms. Glasgow:

The U.S Fish and Wildlife Service (Service) and the California Department of Fish and Game (Department), hereafter collectively referred to as the Wildlife Agencies, have reviewed the draft Mitigated Negative Declaration (MND)] and supporting Initial Study/Environmental Assessment (IS/EA) dated January 2007, for the above-referenced project. The comments provided herein are based on information provided in the said documents and associated Natural Environment Study (NES), our knowledge of sensitive and declining vegetation communities in the County of San Diego, and our participation in regional conservation planning efforts.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program.

The proposed project would construct an additional mixed flow lane in both the eastbound and westbound directions within the median of State Route 52 (SR-52) between Interstate 15 (I-15) and Mast Boulevard, widen portions of the Santo Road interchange to accommodate a bike path, and develop a two-way bike path on the existing outside shoulder on the north side of the freeway. The proposed project would also include the construction of two bioswales and the establishment of temporary storage/staging areas for construction at two locations within the California Department of Transportation (Caltrans) right-of-way (ROW).

**US Fish & Wildlife Service and California  
Department of Fish & Game (Joint Letter)**

Ms. Glasgow (FWS-SDG-1173.8)

Page 2

The project area is within the City of San Diego (City) and is bordered to the north by Marine Corps Air Station Miramar (MCAS Miramar) and to the south by communities, businesses, and Mission Trails Regional Park (MTRP). A majority of the land to the north and south of the project site is undeveloped open space consisting of coastal sage scrub, chaparral, native grassland, and riparian forest. Several vegetated and unvegetated drainages traverse the project area, including Oak Canyon, Spring Canyon, and Little Sycamore Canyon. Vegetation communities found within the project area include disturbed coastal sage scrub (CSS-d), nonnative grassland (NNG), disturbed habitat, and ornamental landscaping. The proposed project would result in unquantified impacts to NNG, disturbed habitat, and ornamental landscaping. No listed or sensitive plant or wildlife species were observed or detected within the project area.

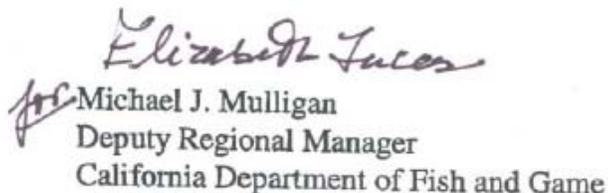
We offer our comments and recommendations in the attached enclosure to assist Caltrans in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with ongoing regional habitat conservation planning efforts. In summary, our primary comments address the following: (1) inconsistencies between the NES and draft MND regarding the project description; (2) the exclusion of proposed widening of existing bridges within the project area; (3) inadequate quantification of impacts resulting from the proposed project, especially in regards to potential indirect impacts to the coastal California gnatcatcher (*Polioptila californica californica*; gnatcatcher); and (4) unclear documentation of proposed mitigation measures planned to offset impacts resulting from the proposed project.

We appreciate the opportunity to comment on the draft MND for this project and request that the final MND address our comments/recommendations. We would also welcome a written response to comments. If you have questions or comments regarding this letter, please contact Kurt Roblek of the Service (760) 431-9440 or Heather Schmalbach of the Department at (858) 637-7188.

Sincerely,



Therese O'Rourke  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service



Michael J. Mulligan  
Deputy Regional Manager  
California Department of Fish and Game

Enclosure

cc: State Clearinghouse

Ms. Glasgow (FWS-SDG-1173.8)

Enclosure Page 1

**WILDLIFE AGENCY COMMENTS ON THE IS/EA WITH PROPOSED MND FOR THE SR-52 EASTBOUND/WESTBOUND WIDENING PROJECT**

1. We request that the final MND resolve inconsistencies between the NES and draft MND regarding the project description (e.g., width of concrete to be added to the median). For example, the NES indicates that the proposed project would add 24 to 36 feet of pavement to the median in the westbound direction and 24 feet in the eastbound direction; whereas the draft MND indicates that 12 to 24 feet of pavement would be added to the median in the westbound direction and 22 feet in the eastbound direction.
2. The proposed project, as described in the draft MND, does not include widening of the existing bridges (i.e., Oak Canyon and Spring Canyon) within the project area. We are unclear why the widening of the existing bridges is not included with this proposed project and are concerned about potential 'piece-mealing' of project impacts. The CEQA Guidelines define a project as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment..." (CEQA Guidelines, Section 15378(a))<sup>1</sup>. Because these bridges are within the project area, their widening is reasonably foreseeable and should be included in the MND. We request that the final MND include an analysis of potential impacts from construction of the bridges if they are planned to be built in relation to the proposed project, as it is inappropriate to defer the impact analysis related to the bridges, or explain why widening of these bridges - in relation to this project - is not necessary.
3. The documentation we reviewed provided insufficient information on the amount and type of permanent/temporary and direct/indirect impacts that would result from construction of the proposed project. We request that the final MND include a vegetation map of the project area, quantify all impacts to biological resources (e.g., acres to be impacted by habitat type), and clearly distinguish between permanent/temporary and direct/indirect project-related impacts. Additional comments regarding impacts follow.
  - a. The proposed project is not expected to result in direct impacts to CSS habitat and therefore is not expected to result in direct impacts to the gnatcatcher. However, construction related impacts such as noise could result in indirect impacts to any gnatcatchers present in the adjacent habitat outside of the direct impact limits. The final MND should evaluate whether the proposed project could cause any indirect impacts to the gnatcatcher, and include measures to avoid and/or minimize any such impacts (e.g., avoiding work adjacent to gnatcatcher habitat during the gnatcatcher breeding season from February 15 to August 31; controlling noise levels for work necessary during the gnatcatcher breeding season to ambient levels or to 60 dBA Leq). If the project may affect the gnatcatcher, consultation under section 7 of the Act would be required.

<sup>1</sup> "Project" is given a broad interpretation in order to maximize protection of the environment." (McQueen v. Board of Directors of the Midpeninsula Regional Open Space District (1988) 202 Cal.App.3d 1136, 1143 [249 Cal.Rptr. 439].) This approach ensures that a lead agency will fully analyze each "project" in a single environmental document so "that environmental considerations do not become submerged by chopping a large project into many little ones, each with potential impact on the environment, which cumulatively may have disastrous consequences." (Burbank-Glendale-Pasadena Airport Authority v. Hensler (1991) 233 Cal.App.3d 577, 592 [284 Cal.Rptr.498].) (CUE 2002).

1

The project description in the SR-52 Eastbound/Westbound Widening Project's Initial Study [with Proposed Mitigated Negative Declaration]/ Environmental Assessment (IS/EA) reflects a total widening of a distance between 24-36 feet as reflected in the August 2006 Natural Environment Study Minimal (NES). The IS/EA describes the widening in more detail with a breakdown of, 12-24 feet of pavement to the median in the westbound (WB) direction, the widening of the outside shoulder of 10 feet and the inclusion of a two-foot barrier. If the expanded project description is compared to the one in the NES the resulting figures are the same with the overall widening of 24-36 feet.

In the eastbound direction a 12-foot lane and a 10-foot shoulder will be paved to allow for one mixed-flow lane.

2

Widening of the bridges is not proposed in this project so no analysis of potential impacts resulting from such action is necessary. The bridges will be striped to accommodate three travel lanes in each of the EB and WB directions. This will match the travel lanes approaching and leaving the bridges.

3

Vegetation maps are added to the end of this chapter that delineates both temporary and permanent impacts for this project. The only work proposed for this project that occurs outside of the roadway median is that required for the two proposed staging areas and two bioswale locations. The text in the MND adequately describes the temporary impacts that will occur as a result of this proposed project. Permanent impacts are addressed in Comment 3b below.

3a

The proposed project will not have any direct impacts to coastal sage scrub and, therefore, will not result in direct impacts to the coastal California gnatcatcher. Historically, coastal California gnatcatchers were observed outside of the Caltrans right of way from I-15 east to Mast Boulevard. However, the majority of the habitat adjacent to this area (from I-15 to Mast Boulevard) burned in the 2003 Cedar fire and is now in a disturbed condition. All construction, with the exception of the two bioswales will be performed within the SR-52 median, which is located over 500 feet from any potential coastal California gnatcatcher habitat; therefore, any indirect impact related to noise should not result. The construction of the two bioswales will take place outside the median, immediately adjacent to the outside roadway shoulder. Both proposed bioswales are located in disturbed, non-native grassland habitat that is annually mowed by Caltrans maintenance. This construction work is not expected to surpass existing traffic noise levels. All vegetation clearing within the bioswale construction limits, the widening to the north of SR-52, and areas proposed for construction storage/staging will be cleared outside of the general bird breeding season (February 15 to August 31) to avoid impacts to the coastal California gnatcatcher and migratory birds/raptor. If this time window is not feasible, a Caltrans biologist must be notified prior to construction to locate any possible nesting birds and direct field crews accordingly. Construction for each bioswale will take approximately one week.

Ms. Glasgow (FWS-SDG-1173.8)

Enclosure Page 2

- b. Impacts associated with construction of the bioswales should be differentiated into permanent (habitat to be removed by construction of the bioswale; approximately 160 feet by 13 feet) and temporary (impacts associated with access and staging) impacts. Construction of the bioswale results in the conversion of one habitat type into another, resulting in a permanent impact.
  - c. The final MND should include an analysis of the potential project-related impacts to the Multiple Habitat Planning Area (MHPA) of the City's Multiple Species Conservation Program (MSCP) Subarea Plan.
  - d. If the proposed project would include the installation of additional, permanent street lighting along SR 52, the final MND should include an impact analysis for the additional lighting and provide mitigation measures for impacts to wildlife in adjacent habitats.
4. The final MND should address whether existing fencing along both the north and south sides of the Caltrans ROW would remain in place following completion of the proposed project, whether any impacts to existing culverts would occur during construction of the proposed project, and whether any proposed barriers for the proposed bike lane along the north side of the freeway would potentially affect wildlife moving across SR-52.
5. The documentation we reviewed provided insufficient information on the amount, type, and location of minimization and/or mitigation measures planned to offset impacts associated with the proposed project. The following comments address the proposed minimization and mitigation measures.
- a. The draft MND states that "all areas north of SR-52 that are temporarily impacted during construction for widening will be hydroseeded with native coastal sage scrub seed mix". The final MND should include a map and/or more detailed description of the areas to be hydroseeded. It is not clear from the IS/EA whether areas to be hydroseeded include the sites temporarily impacted by construction of the bioswales as well as the temporary staging areas (one of which is located south of SR-52). To the extent possible, local seed should be collected and used in the revegetation.
  - b. The final MND should require that revegetated areas be monitored at least twice a year (late summer/fall and early spring) for five years to evaluate seeding success and potential threats such as erosion or establishment of non-native, invasive species. While strict quantitative data collection may not be necessary, an annual summary report that assesses the restoration effort and identifies any necessary follow-up measures (e.g., additional seeding, etc) should be submitted by Caltrans to the Wildlife Agencies following the fall site visit. Follow-up should include maintenance/weeding, if necessary, to ensure that exotic plant species do not become established and threaten adjacent habitat values. The final MND should identify specific criteria to evaluate the success of revegetated areas (e.g., approximately 60% native vegetation cover for coastal sage scrub, with approximately 40% open area).
  - c. There is debate within the scientific community as to the origin of *Plantago insularis*,

3b

Permanent impacts associated with construction of the two bioswales consist of 0.01 acre of nonnative grassland due to the placement of rip-rap and concrete. Temporary impacts due to grading of the bioswale slopes, access and construction will result in impacts totaling 6.0 acres of nonnative grassland. All efforts will be made to reduce the acreage of temporarily impacted area needed for access and construction of the bioswales. The bioswales and areas temporarily impacted during construction will be hydroseeded with a native seed mix as found in Table 4 Species to be Planted in the Temporary Impact Area and Biofiltration Swales. This will help to convert the disturbed, nonnative grassland area into a higher quality native habitat resembling coastal sage scrub. Water passing through the bioswales will drain into a grate located at the west end of each bioswale, travel through the existing drainage system under SR 52, and then drain south of the existing roadway.

3c

State Route 52 is a planned regional transportation corridor excluded from the MSCP. The entirety of this project's footprint is within Caltrans right of way. The project limits are adjacent to the City's MSCP Eastern Subarea Multi-Habitat Planning Area (MHPA), which consists of the area known as East Elliott and Mission Trails Regional Park. The project has been developed in a way that would be consistent with the goals of the MSCP and no potential project-related impacts are expected to the MSCP or MHPA.

3d

There will be no additional permanent street lighting for this project.

4

The existing fencing along both the north and south sides of Caltrans' right of way will not be altered. The K-rail that will be placed along the bike lane will be a temporary safety feature left in place until a future improvement project moves the bike lanes back to both the eastbound and westbound shoulders of SR-52. Existing culverts along the outside shoulders and median will be modified to accommodate increased runoff due to increased pavement. Modifications include adding additional lengths of pipe and inlets to tie into the existing drainage system. All work to existing culverts and drainage will be conducted within the paved roadway. Currently, wildlife crosses within the project area by using small culverts that pass underneath SR-52, the wildlife crossing that was constructed at the top of the summit as part of the original SR-52 project, Oak Canyon, Spring Canyon and Little Sycamore Canyon. Occasionally, animals may get through the Caltrans right of way fence that runs parallel to the roadway along both the north and south sides of SR-52 and cross to the other side of the highway. In order to allow for continued wildlife movement in this area during and after construction, a Modified Type M (consisting of three beam) crossing will be utilized during construction allowing for the movement of small mammals across the median. Post-construction, a Modified (Type L) crossing consisting of small 1.0-meter (3 foot) gaps in the concrete barrier will be constructed within the median to allow wildlife to move across the highway if necessary. The k-rail placed on the northside of SR-52 for the bike lanes is a temporary feature that will be replaced once the Managed Lanes project is constructed.

Ms. Glasgow (FWS-SDG-1173.8)

Enclosure Page 3

which may be an alien species to southern California. *Plantago erecta* is native to southern California and is also the host plant for the endangered Quino checkerspot butterfly, which is known from the area surrounding the project area. Therefore, we request the replacement of *Plantago insularis* from the seed mix in Table 4 (pg. 38) of the draft MND with *Plantago erecta*.

- d. We request that the final MND include the following minimization measure, taken from the NES:

In areas of particular sensitivity, such as those adjacent to native areas to the north of the project, extra precautions may be taken if invasive species are found in or adjacent to the construction areas. These may include the inspection and cleaning of construction equipment and eradication strategies to be deployed should the spread of non-natives occur.

5a

The areas north of SR-52 to be hydroseeded are associated with the bioswale areas. The areas temporarily impacted will be hydroseeded with the native seed mix in Table 4. There are also two temporary staging areas at the Santo Road Interchange and on the south side of SR-52 at station 600+00. Appropriate erosion control measure including a temporary erosion control seed mix will be applied to these staging areas during construction. The temporary staging areas currently consist of disturbed habitat and landscaped habitat. The westernmost site at the Santo Road Interchange currently is used for storage and construction related functions for a separate project and the second staging area along the eastbound side of SR-52 at the top of the summit is used by multiple public agencies to park and access facilities.

5b

No monitoring is proposed for the two-bioswale areas that will be hydroseeded with a native seed mix. The habitat temporarily impacted within each of the bioswales consists of disturbed, non-native grassland that is close to the roadway shoulder and is regularly mowed by Caltrans maintenance. The native hydroseed mixes will convert both of these areas to a higher quality native habitat resembling coastal sage scrub.

5c

*Plantago insularis* from the seed mix in Table 4 will be replaced with *Plantago erecta*.

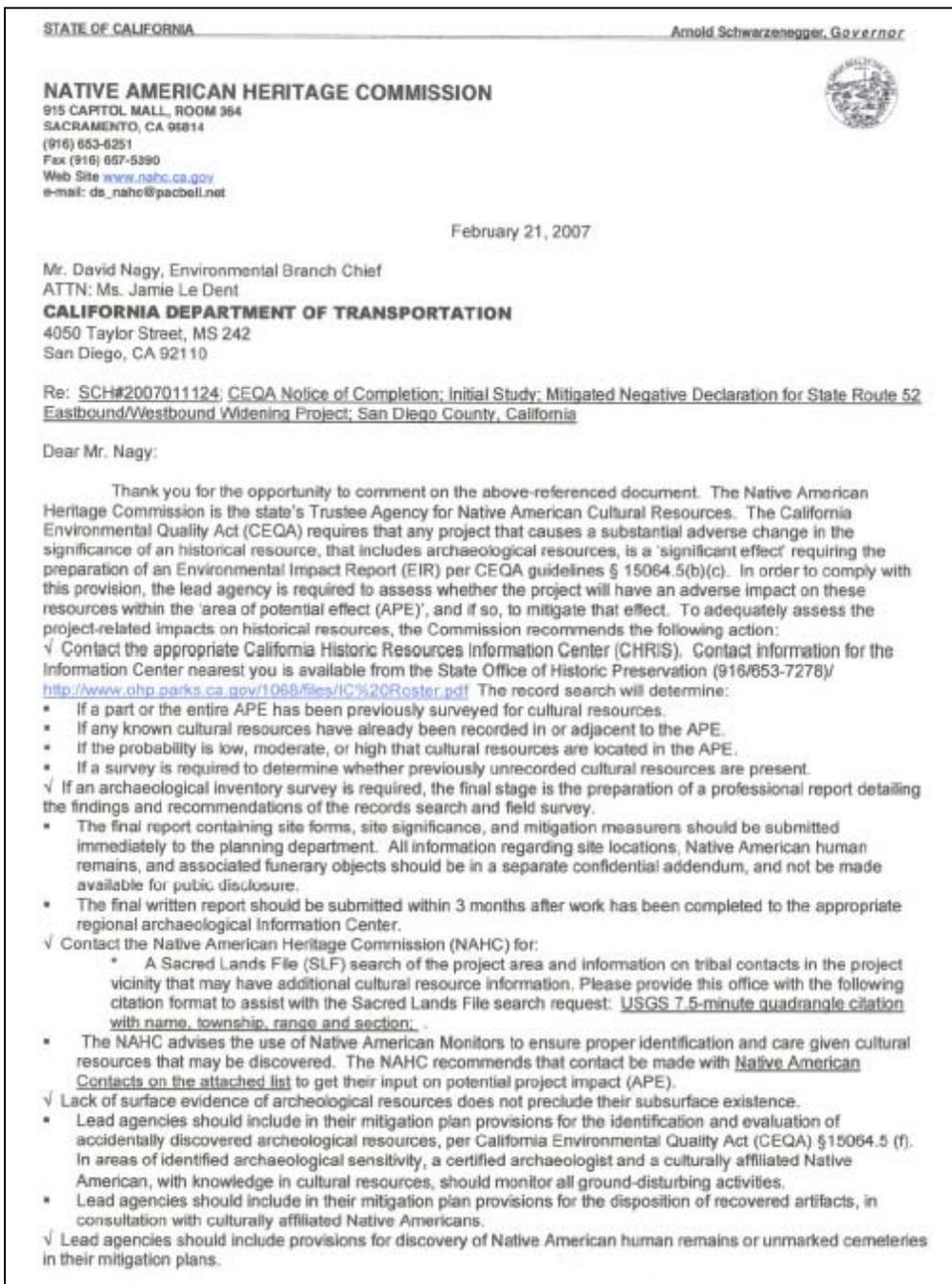
5d

The following text will be included in the applicable sections of the Mitigated Negative Declaration, Section 2.10's Avoidance, Minimization and/or Mitigation Measures and in the Environmental Commitments Record.

*In areas of particular sensitivity, such as those adjacent to native areas to the north of the project, extra precautions may be taken if invasive species are found in or adjacent to the construction areas. These may include the inspection and cleaning of construction equipment and eradication strategies to be deployed should the spread of non-natives occur.*

# Native American Heritage Commission

# Response To Comments



1

2

3

4

5

1

A records search for the original State Route 52 project (11-SD-52; PM 7.3-17.2) was conducted in 1984 at the San Diego Museum of Man and the Information Center for the California Archaeological Site Inventory at San Diego State University.

2

Documents were prepared in compliance with Section 106 of the National Historic Preservation Act under the guidance of the Federal Highway Administration. The State Historic Preservation Office concurred on March 6, 1987 with the completeness of these studies.

3

Work was performed in coordination with representatives of the Native American community, including both consultants and monitors.

4

Contract plans included language to deal with the inadvertent discovery of cultural resources during construction. Archaeologists as well as Native Americans would be consulted.

5

Contract plans had specific language detailing what the monitor(s) and construction crew would do in the event that human remains were discovered.

6

6

There are no significant cultural resources within the project area of potential effect.

\* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton, Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

**Native American Contacts**  
San Diego County  
February 21, 2007

Clint Linton  
P.O. Box 507  
Santa Ysabel , CA 92070  
(760) 803-5694  
cjlinton73@aol.com  
Diegueno/Kumeyaay

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007011124; CEQA Notice of Completion; Initial Study; Mitigated Negative Declaration for State Route 52 Eastbound/Westbound Widening Project; California Department of Transportation; San Diego County, California.

## Native American Heritage Commission

### Native American Contacts San Diego County February 21, 2007

<p>Barona Group of the Capitan Grande Rhonda Welch-Scalco, Chairperson 1095 Barona Road                      Diegueno Lakeside                      , CA 92040 sue@barona-nsn.gov (619) 443-6612 619-443-0681</p>	<p>Jamul Indian Village Leon Acebedo, Chairperson P.O. Box 612                      Diegueno/Kumeyaay Jamul                      , CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax</p>
<p>San Pasqual Band of Mission Indians Allen E. Lawson, Chairperson PO Box 365                      Diegueno Valley Center                      , CA 92082 (760) 749-3200 (760) 749-3876 Fax</p>	<p>Mesa Grande Band of Mission Indians Mark Romero, Chairperson P.O Box 270                      Diegueno Santa Ysabel                      , CA 92070 mesagrandeband@msn.com (760) 782-3818 (760) 782-9092 Fax</p>
<p>Santa Ysabel Band of Diegueno Indians Johnny Hernandez, Spokesman PO Box 130                      Diegueno Santa Ysabel                      , CA 92070 brandietaylor@yahoo.com (760) 765-0845 (760) 765-0320 Fax</p>	<p>Kwaaymii Laguna Band of Mission Indians Carmen Lucas P.O. Box 775                      Diegueno - Pine Valley                      , CA 91962 (619) 709-4207</p>
<p>Viejas Band of Mission Indians Bobby L. Barrett, Chairperson PO Box 908                      Diegueno/Kumeyaay Alpine                      , CA 91903 daguilar@viejas-nsn.gov (619) 445-3810 (619) 445-5337 Fax</p>	<p>Kumeyaay Cultural Repatriation Committee Steve Banegas, Spokesperson 1095 Barona Road                      Diegueno/Kumeyaay Lakeside                      , CA 92040 (619) 443-6612 (619) 443-0681 FAX</p>

**Initial Study/Environmental Assessment with Proposed Mitigated Negative Declaration for the State Route 52 Eastbound/Westbound Widening Project**

The statements and questions below relate to the Noise Impacts portion of the Assessment.

The Assessment provides noise values from a noise monitoring station adjacent to SR 52 and Santo Road. The published noise values correlate to Activity Category B and to the existing lane configurations and traffic volume. The conclusion that "...noise abatement measures would not be warranted or necessary." is based on these values.

- 1 Question 1: Why does the Assessment not include noise values for Activity Category E?
- 2 Question 2: Why does the Assessment only include existing noise values based on the existing lane configurations and traffic volume but does not include projected noise values based on the final lane configuration and future traffic volume?
- 3 Question 3: Can you please explain how the conclusion that "...noise abatement measures would not be warranted or necessary" can be reached without addressing the concepts in Questions 1 and 2 above?
- 4 Comment 1: Notwithstanding, I suggest the following abatement measures:
  - Grind the existing pavement surface in order to produce a smoother riding surface thereby reducing the noise generated.
  - Plant additional trees on the south side of the roadway adjacent to the residential community in order to reduce the noise transmitted to the community.
  - Any other measures to reduce the noise impacts.

Thank you for the opportunity to review and comment on the Assessment.

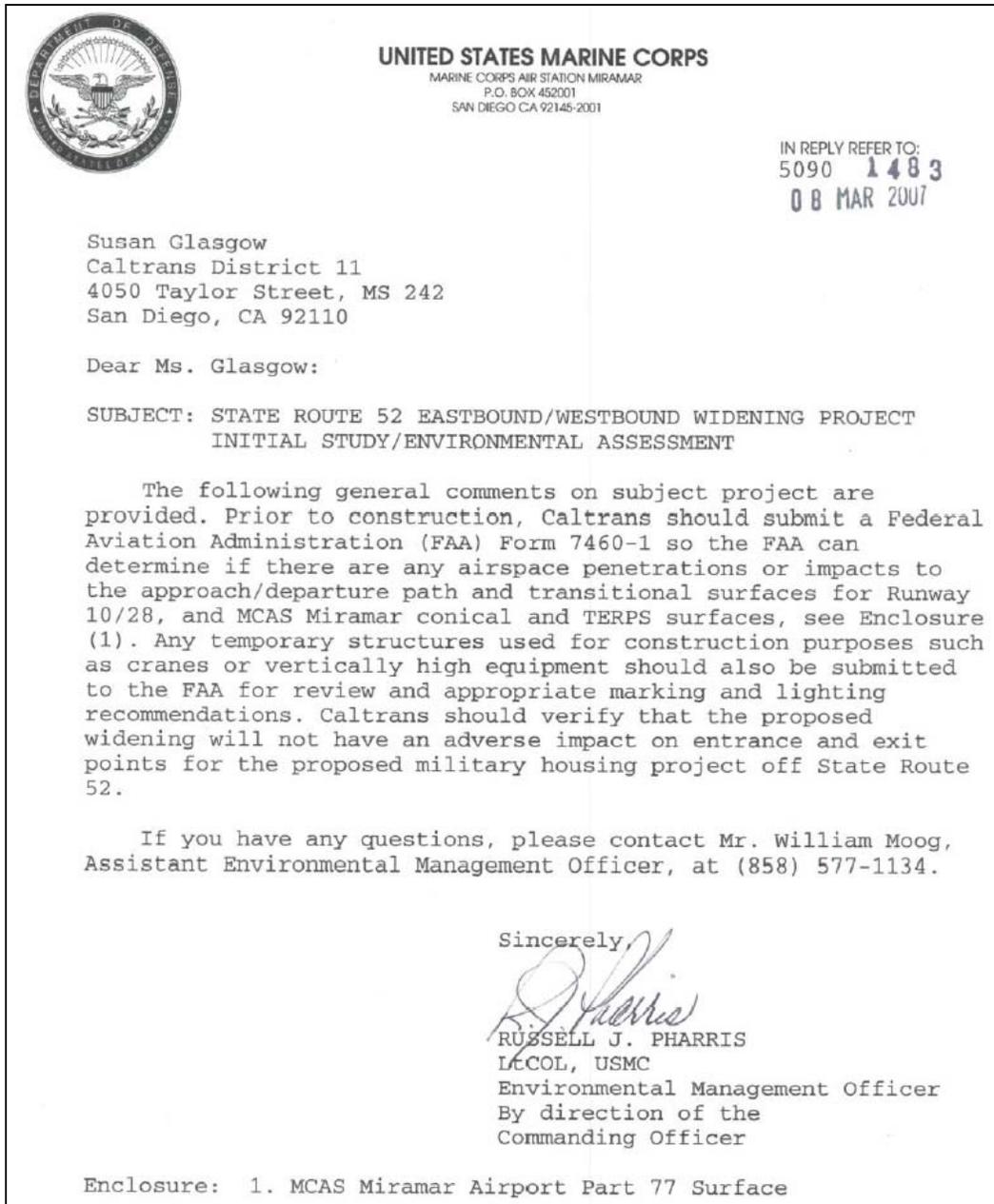
Gregory J. Blasic  
11030 Corte Playa Merida  
San Diego, California 92124  
[gblasic@yahoo.com](mailto:gblasic@yahoo.com)

1 The Category E Criterion is used when there is no Category B land uses adjacent to the freeway. "Primary consideration will be given to exterior areas. In situations where no exterior activities are affected by the traffic noise, or where the exterior activities are far from, or physically shielded from the roadway and therefore not impacted, the interior criterion (Category E) shall be used as a basis for noise abatement consideration. (Traffic Noise Protocol, August 2006).

2 In accordance with the Protocol the project was analyzed for noise impacts using a preliminary screening procedure to determine whether additional detailed noise impact analysis was warranted. Using the screening procedure the future noise levels were predicted to increase less than 3 dBA over the existing noise level. The existing noise level ranged between 46 and 59 dBA. Therefore future predicted noise levels would be well below the Noise Abatement Criteria (NAC) of 67 dB for Category B receptors. The screening procedure does take into consideration the final lane configuration and future traffic volumes. The screening procedure takes into consideration the number of equivalent vehicles per hour after the project, the number of equivalent vehicles per hour before the project, the equivalent lane distance before the project and the equivalent lane distance after the project. The equivalent lane is an imaginary single lane that acoustically represents a multi-lane highway. The equivalent lane distance is the distance from the receiver to an equivalent lane. This project proposes to add additional lanes within the existing median. The project footprint remains the same, as the traffic is not being moved closer to the receptors.

3 The Technical Noise Supplement (TeNS) Screening Procedure (N-4100) was used to determine if a detailed noise analysis is required. Based on the screening procedure equation, no detailed analysis is required as the predicted noise increase is less than 3 dBA and the existing noise level is 8 dBA below the NAC of 67 dBA for Category B receptors.

4 The project does not result in a substantial noise increase nor do the noise levels approach or exceed the NAC; as a result noise abatement measures would not be warranted.



1

The portion of the SR-52 Eastbound/Westbound Widening project between I-15 and Santo Road, which includes widening in the westbound direction only, is located within the Conical Surface of the Airway-Highway Clearance Requirements. At Santo Road, the existing bridge structure is at an elevation of 467.7 feet and is located approximately 2.8 miles from the primary surface. All widening will occur below the existing structure in the median of SR-52. The information below taken from the "Airport Master Record" database for the FAA shows that the project is lower in elevation than the Miramar runways and therefore below the airspace surfaces indicated on the MCAS Miramar Airspace Part 77 plan.

Runway	Elevation
Runway End 28	472.6 FT
Runway End 24L	477.4 FT
Runway End 24R	475.1 FT

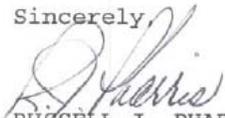
1

The following general comments on subject project are provided. Prior to construction, Caltrans should submit a Federal Aviation Administration (FAA) Form 7460-1 so the FAA can determine if there are any airspace penetrations or impacts to the approach/departure path and transitional surfaces for Runway 10/28, and MCAS Miramar conical and TERPS surfaces, see Enclosure (1). Any temporary structures used for construction purposes such as cranes or vertically high equipment should also be submitted to the FAA for review and appropriate marking and lighting recommendations. Caltrans should verify that the proposed widening will not have an adverse impact on entrance and exit points for the proposed military housing project off State Route 52.

The portion of the project between Santo Road and Mast Blvd is located within the Approach-Departure Surfaces of the Airway-Highway Clearance Requirements. The eastbound widening begins east of the Mission Trails Summit. The summit has an elevation of 821 feet and is located approximately 3.8 miles from the primary surface. The existing terrain in this area is above the proposed widening; therefore the existing terrain shields the proposed improvements from the Approach-Departure Surface in this area.

2

If you have any questions, please contact Mr. William Moog, Assistant Environmental Management Officer, at (858) 577-1134.

Sincerely,  
  
 RUSSELL J. PHARRIS  
 LT COL, USMC  
 Environmental Management Officer  
 By direction of the  
 Commanding Officer

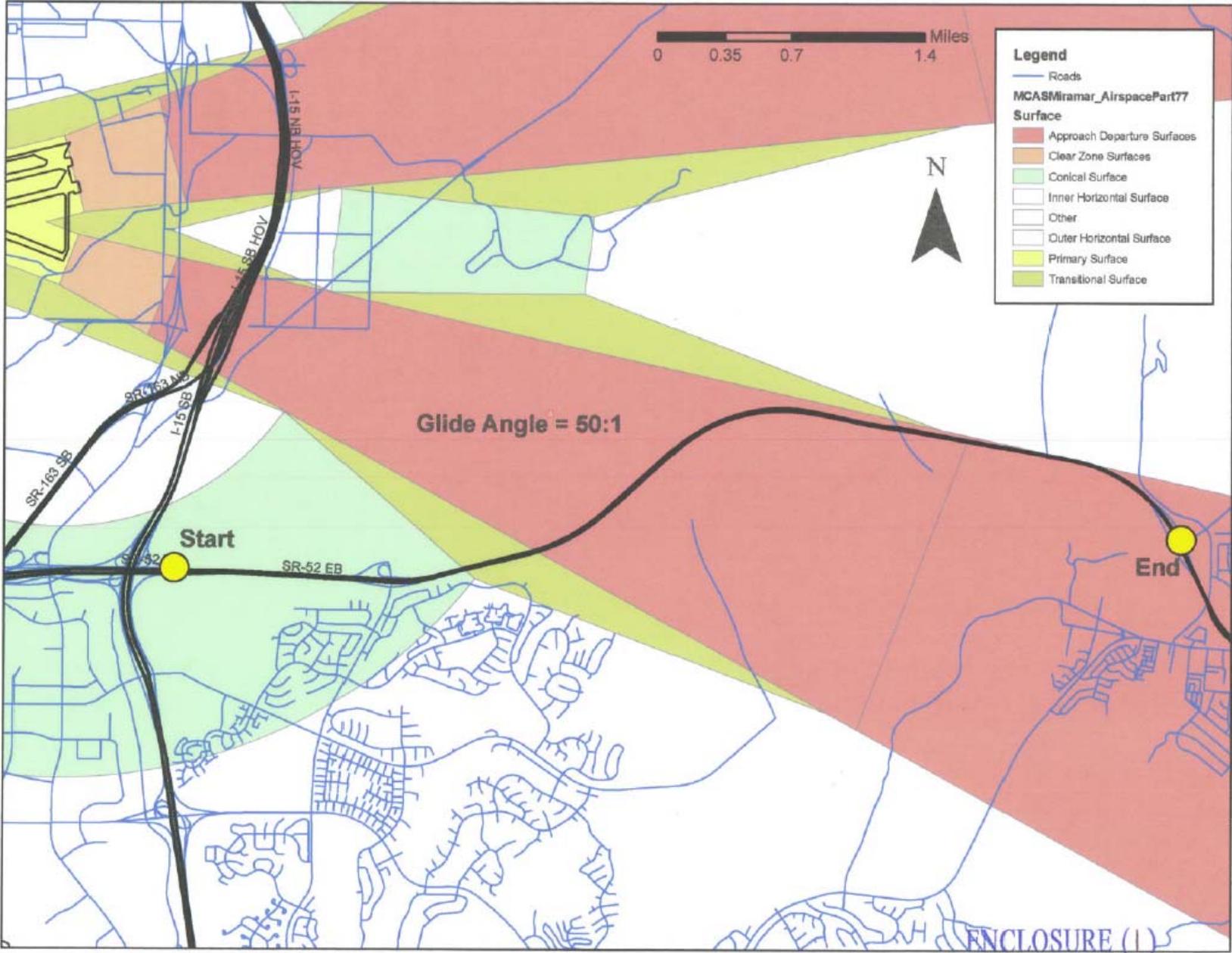
Overall, the proposed highway improvements do not change the existing conditions with respect to the current relationship with the Miramar airspace surfaces and SR-52. Based on Caltrans' review, we have determined that there are no new airspace penetrations or additional impacts that result from the proposed median widening as noted above. Therefore, submittal of FAA Form 7460-1 is not required.

2

Regarding the proposed military family housing project, Caltrans has met, discussed, and coordinated the aspects of this project with the United States Marine Corps (represented by Clark Realty Capital LLC) and there are no adverse impacts due to the proposed widening.

Enclosure: 1. MCAS Miramar Airport Part 77 Surface

United States Marine Corps Attachment



## CHAPTER 4 – LIST OF PREPARERS

The following Caltrans staff contributed to this document.

Avilla, Bob – Noise Specialist; 20+ years Caltrans experience, 6+ years noise analysis.

Bentz, Jeff – Landscape Associate; 30 years experience, 7 years Caltrans experience.

Baird, Gladys – Permit and Mitigation Specialists; 13 years experience as a biologist, 5+ years Caltrans experience.

Carter, Tonya – Transportation Engineer; B.S. Civil Engineering, Registered Civil Engineer; 13 years Caltrans experience.

Chisholm, John – Senior Environmental Planner, 19 years experience in environmental analysis.

Clayton, Jacque – Air Quality & Noise Specialist; A.S. Construction Inspection; 15 years Caltrans experience.

Crafts, Karen – District Archaeologist, Associate Environmental Planner; 20 years experience in cultural resource management.

Dowda, Jayne – Senior Transportation Engineer; B.S. Civil Engineering; 7 years of environmental engineering experience.

Fuller- Fabian, Melba – Transportation Engineer, Project Engineer; 5 years as a Professional Engineer, 22 years of Caltrans experience.

Estrada, Olga – Associate Environmental Planner; 1 year as environmental planner, 15+ years Caltrans experience.

Jewel, Karen – Hydrologist; B.S. Civil Engineering, Registered Civil Engineer, 15 years Caltrans experience.

Kloth, Joel – Hazardous Waste Specialist; 20+ years environmental experience, 5+ years Caltrans experience.

Le Dent, Jaime – Environmental Planner; Document Writer; B.A. History, 5 years experience in environmental analysis.

Martin, Dan – Project Manager; B.S. Civil Engineering, Registered Civil Engineer, 18 years of experience in Project Development and Construction Engineering.

Miller, Kim – District Biologist; Associate Environmental Planner (Natural Resources), 15 years experience in environmental analysis/biology.

Nagy, David – Environmental Branch Chief, Environmental Branch Chief, B.S. Forestry and Natural Resources Management; 8 ½ years Caltrans experience.

Pan, Yi – Transportation Engineer, Registered Civil Engineer; 17 years experience in water and wastewater.

Trudell, Michelle – Associate Environmental Planner; 9 years Caltrans experience.

## CHAPTER 5 – DISTRIBUTION LIST

<p>The Honorable Barbara Boxer U.S. Senator 600 B Street, Suite 2240 San Diego, CA 92101</p>	<p>The Honorable Dianne Feinstein U.S. Senator 750 B Street, Suite 1030 San Diego, CA 92101</p>	<p>The Honorable Duncan Hunter Representative in Congress 52<sup>nd</sup> District 1870 Cordell Ct, Ste 206 El Cajon, Ca 92020</p>
<p>Assemblyman Jay LaSuer 77th District 5360 Jackson Dr # 120 La Mesa, CA 91942</p>	<p>The Honorable Dennis Hollingsworth State Senator 36<sup>th</sup> District 1870 Cordell Court Suite 107 El Cajon, CA 92020</p>	<p>US Department of Transportation FHWA South Region California Division Attn: Steve Healow 650 Capitol Mall, Suite 4-100 Sacramento, CA 95814</p>
<p>Supervisor Ron Roberts District 4 County Administration Center 1600 Pacific Hwy, Rm. 335 San Diego, CA 92101</p>	<p>Supervisor Pam Slater-Price District 3 County Administration Center 1600 Pacific Hwy, Rm. 335 San Diego, CA 92101</p>	<p>Mayor Jerry Sanders City Administration Building 11th Floor, 202 C Street San Diego, CA 92101</p>
<p>Councilmember Jim Madaffer 202 C Street San Diego, CA 92101</p>	<p>Mayor Randy Voepel City Hall 10601 Magnolia Ave. Santee, CA 92071</p>	<p>Tierrasanta Branch Library 4985 La Cuenta Drive San Diego, CA 92124</p>
<p>Fletcher Hills Branch Library 576 Garfield Ave. El Cajon, CA, 92020</p>	<p>Regional Water Quality Control Board 9174 Sky Park Court, Suite 100 San Diego, CA 92123-4340</p>	<p>CA Department of Fish &amp; Game 4949 Viewridge Avenue San Diego, CA 92123</p>
<p>Santee Branch Library 9225 Carlton Hills Blvd., #17, Santee, CA 92071</p>	<p>California Highway Patrol 4902 Pacific Highway San Diego 92110-4097</p>	<p>San Diego County Clerks Office 1600 Pacific Highway, #260 San Diego, CA 92101</p>
<p>California Transportation Committee 1120 N Street Sacramento, CA 95814</p>	<p>Department of Development City of Santee 10601 Magnolia Building 4 Santee, CA 92071</p>	<p>City Clerk's Office City of Santee 10601 Magnolia Building 3 Santee, CA 92071</p>
<p>US Fish and Wildlife Service Attn: Kurt Roblek 6010 Hidden Valley Road Carlsbad, CA 92011</p>	<p>Mission Trails Regional Park Tracey Walker, Senior Ranger One Father Junipero Serra Tr., San Diego, CA 92119</p>	<p>Sierra Club San Diego Chapter 3820 Ray Street San Diego, CA 92104</p>
<p>San Diego Air Pollution Control District 910 Chesapeake Dr. San Diego, CA 92123</p>	<p>East Elliott Planning Advisory Committee 10322 Saint Charles Way Santa Ana, CA 92705</p>	<p>Miramar Ranch North Planning Committee 11121 Doverhill Road San Diego, CA 92131</p>

<p>Tierrasanta Community Council 4985 La Cuenta Drive San Diego, CA 92124</p>	<p>Director Program Development FTA, Region 9 201 Mission St., Suite 2210 San Francisco, CA 94105</p>	<p>Dr. Michael Hager San Diego Natural History Museum P.O. Box 121390 San Diego, CA 92112</p>
<p>NCCP field Supervisor Department of Fish &amp; Game 4949 Viewridge Dr. San Diego, CA 92123</p>	<p>General Services Administration 880 Front St, Rm 5-S-37 San Diego, CA 92188</p>	<p>State Clearing House Office of Planning &amp; Research 1400 Tenth Street Sacramento, CA 95814</p>
<p>Metropolitan Transit Development Board 1255 Imperial Ave. Suite 1000 San Diego, CA 92101</p>	<p>Natural Resource Conservation Service 332 S. Juniper, Suite 110 Escondido, CA 92025</p>	<p>Director County Department of Planning &amp; Land Use 5201 Ruffin Rd. Suite B San Diego, CA 92123</p>
<p>County of San Diego Department of Public Works 5555 Overland Ave., MS-0336 San Diego, CA 92123</p>	<p>General Manager San Diego County Water Authority 3211 5<sup>th</sup> Ave. San Diego, CA 92103</p>	<p>Secretary Resources Agency 13<sup>th</sup> Floor 1416 Ninth St. Sacramento, CA 95814</p>
<p>Executive Officer Integrated Waste Management Board 8800 Cal Center Dr. Sacramento, CA 95826</p>	<p>Chair California Air Resources Board P.O. Box 2815 Sacramento, CA 96812</p>	<p>Executive Officer State Water Resources Control Board 901 P St. Sacramento, CA 95814</p>
<p>San Diego Air Pollution Control District 10124 Old Grove Road San Diego, California 92131</p>	<p>Executive Officer State Lands Commission 100 Howe Ave, #100 Sacramento, CA 95825</p>	<p>Director Parks and Recreation 1416 Ninth St. Sacramento, CA 95814</p>
<p>Director Department of Conservation 1416 Ninth St. Sacramento, CA 95814</p>	<p>Director Department of Water Resources 1416 Ninth St. Sacramento, CA 95814</p>	<p>Director Department of Fish &amp; Game 1416 Ninth St. Sacramento, CA 95814</p>
<p>Director City of San Diego Development &amp; Environmental Div. 1222 First Ave., MS 501 San Diego, CA 92101</p>	<p>Robin Stribley City of San Diego Parks and Recreation Department 202 C St. San Diego, CA 92026</p>	<p>San Diego Audubon Society 4891 Pacific Highway Suite #112 San Diego, CA 92110</p>

<p>Kathy Keehan  San Diego County Bicycle Coalition  P.O. Box 34544  San Diego, CA, 92163</p>	<p>Commanding Officer  Attn: ENVIRON MGMT  DEPT/NR DIV  MCAS Miramar  PO Box 452000  San Diego, CA 92145</p>	<p>Area Wide Clearinghouse  SANDAG  401 B St. Suite 800  San Diego, CA 92101</p>
<p>San Diego Sheriffs Department  9621 Ridgehaven Ct MS: 041  San Diego, CA 92123</p>		

# Appendix A

## Environmental Checklist Form

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Mitigated Negative Declaration. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

**Project Title:**

SR-52 Eastbound / Westbound Widening

**Lead Agency Name and Address:**

California Department of Transportation, District 11  
4050 Taylor Street  
San Diego, CA 92110

**Contact Person and Phone Number:**

Jamie Le Dent – Environmental Planner, Environmental Division (619) 688-0157.

**Project Location:**

The proposed project is located along State Route 52 between Interstate 15 and Mast Boulevard in the city of San Diego, in San Diego County, California.

**Project Sponsor:**

California Department of Transportation, District 11  
4050 Taylor Street  
San Diego, CA 92110

U.S. Department of Transportation  
Federal Highway Administration, California Division  
650 Capitol Mall, Ste. 4-100  
Sacramento, CA 95814

San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, California 92101

**General Plan Designation:**

The project area is located within the SR-52 right of way. There is no adopted general plan land use designation for the property. The roadway is shown as a circulation element road in the City General Plan.

**Zoning:**

The property is State right of way and is not zoned.

**Description of Project:**

The project proposes to widen the freeway 24 feet into the median on SR- 52 between the I-15 and Mast Boulevard over-crossings in the westbound (WB) direction to accommodate the WB lane. Widening into the median will accommodate a two-way bike path on the existing outside shoulder on the north side of the freeway.

**Surrounding Land Uses and Setting:**

The proposed project site is bounded to the north by the United States Marine Corps Air Station Miramar and to the south by communities, businesses and Mission Trails Regional Park. Consequently, much of the land to the north and south of the project limits is undeveloped open space consisting of native habitat communities.

**Other Agencies Whose Approval Is Required:**

No outside agency approvals are required for this project.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality                                   |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                                 |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning                             |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing                            |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation & Traffic (Bicycle) |
| <input type="checkbox"/> Utilities/Service Systems       | <input type="checkbox"/> Mandatory Findings of Significance |  |

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

## Environmental Significance Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS -- Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS –

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY -- Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XI. NOISE –

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING -- Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- |                          |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Fire protection?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection?       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION –

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI. UTILITIES AND SERVICE SYSTEMS –**

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
demand in addition to the provider's existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE –</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

# Appendix B

## Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
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*Flex your power!  
Be energy efficient!*

January 14, 2005

### TITLE VI POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON  
Director

*"Caltrans improves mobility across California"*

November 16, 2006  
 Environmental Coordinator:  
 Jamie LeDent  
 Phone: 619-688-0157

**Appendix C**  
**ENVIRONMENTAL COMMITMENTS RECORD**  
**(ECR)**

11-SD 52  
 KP 12.1 - 21.4  
 PM 7.5-13.3  
 EA 267301  
 EB/WB Widening Project

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
<b>DESIGN KICK-OFF</b>	Project Manager	Beginning of 1 phase						
<b>PRE-LOG-IN REVIEW</b>	Design	90% Plans						
<b>ENVIRONMENTAL PS&amp;E REVIEW</b>	Environmental Coordinator	District PS&E Circulation						
<b>IN-HOUSE PRECONSTRUCTION MEETING</b>	Project Manager	Contract Award						
<b>TRANSFER RESIDENT ENGINEER BOOK</b>	Project Engineer (RE)	Preconst Meeting						
<b>PREJOB MEETING WITH CONTRACTOR</b>	Construction	Beginning of Construction						
<b>ENVIRONMENTAL COMPLIANCE REVIEW</b>	Construction	Safety Review						
<b>DESIGN FEATURES MEMORANDUM</b>	Construction / Design	Post Construction						
<b>BIOLOGY</b>	Env "B"							
All areas north of SR-52 temporarily impacted during construction for widening, will be hydroseeded with a native coastal sage scrub seed mix.	Env "B" , RE, and Construction	Const						
To allow for continued wildlife movement in this area, a Modified Type M (consisting of K-Rail & Thrie Beam) crossing will be utilized during construction allowing for the movement of small mammals across the median. Locations of these gaps will be coordinated with the design engineer in the field.	Env "B" , RE, and Construction	During and post Const						
Post-construction, a Modified (Type L) crossing consisting of small 1.0-meter (3 foot) gaps in the concrete barrier will be constructed within the median to allow wildlife to move across the highway.	Env "B" , RE, and Construction	Post Construction						
Construction work areas will be delineated and marked clearly in the field prior to habitat clearing, and the marked boundaries maintained throughout the construction period. ESAs will include all areas outside of the construction footprint as designated on the project plans. No construction activities, including storage of machinery and materials are allowed in these areas.	Env "B" , RE, and Construction	Preconst and const						

November 16, 2006  
 Environmental Coordinator:  
 Jamie LeDent  
 Phone: 619-688-0157

**Appendix C**  
**ENVIRONMENTAL COMMITMENTS RECORD**  
**(ECR)**

11-SD 52  
 KP 12.1 - 21.4  
 PM 7.5-13.3  
 EA 267301  
 EB/WB Widening Project

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Environmentally Sensitive Areas (ESAs) will be delineated on all project plans and designated in the field with temporary orange snow fencing.	Env "B" , RE, and Construction	Design, Preconst and const						
Each bioswale will be hydroseeded and planted with the native species.	Env "B" , RE, and Construction	Preconst and const						
Temporary irrigation will be provided at each of the bioswale locations.	Env "B" , RE, and Construction	Const						
All vegetation within the bioswale construction limits, widening to the north of SR-52, and areas proposed for construction staging will be cleared outside the bird breeding season (February 15th to August 31st) to avoid impacts to migratory birds/raptors. If this time window is not feasible, a staff biologist must be notified one week prior to construction to locate any possible nesting birds and direct field crews accordingly.	Env "B" , RE, and Construction	Preconst and const						
All efforts will be made to minimize impacts to the laurel sumac ( <i>Malosma laurina</i> ) shrubs that are found within the median east of the Oak Canyon Bridge. Trimming of these shrubs is recommended over removal.	Env "B" , RE, and Construction	Preconst and const						
Typical erosion control measures, BMP's, in the vicinity adjacent native habitats and waterways will be employed.	RE and Construction	Preconst and const						
All equipment maintenance, staging, and dispensing of fuel, oil, and coolant, or any other such activities will occur in designated offsite areas. These designated areas will be located in such a manner as to prevent any runoff from entering adjacent water's of the United States, including wetlands.	RE and Construction	Preconst and const						
Storage and staging areas will be placed as far from sensitive habitat as possible, and kept free from trash and other waste. Staging areas for construction work will be located within previously disturbed sites and not within sensitive habitat.	RE and Construction	Preconst and const						
Construction dust impacts will be offset through implementation of Caltrans Standard Specifications, including Section 7-1.01F Air Pollution Control, Section 10 Dust Control, Section 17 Watering, and Section 18 Dust Palliative.	RE and Construction	Const						

November 16, 2006  
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**Appendix C  
 ENVIRONMENTAL COMMITMENTS RECORD  
 (ECR)**

11-SD 52  
 KP 12.1 - 21.4  
 PM 7.5-13.3  
 EA 267301  
 EB/WB Widening Project

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
During any nighttime construction, all project lighting (e.g., staging areas, equipment storage sites, roadway) will be directed away from sensitive habitat. Light glare shields may also be used to reduce the extent of illumination into adjoining areas.	RE and Construction	Const						
To avoid attracting predators, the project site will be kept as clean of debris as possible. All food related trash items would be placed in sealed containers and regularly removed from the site.	RE and Construction	Const						
Pets of Project personnel will not be allowed on the project site.	RE, and Construction	Preconst and const						
In areas of particular sensitivity, such as those adjacent to native areas to the north of the project, extra precautions may be taken if invasive species are found in or adjacent to the construction areas. These may include the inspection and cleaning of construction equipment and eradication strategies to be deployed should the spread of non-natives occur.	RE, and Construction	Const						
<b>VISUAL</b>	Landscape Architecture							
K-rail shall be placed at the edge of the structural section of the shoulder to avoid maintenance issues with an unpaved area between the barrier and the edge of shoulder.	RE and Construction	Const						
K-rail shall be placed straight and true with no irregularities in line or grade to present a smooth, uniform appearance in their final position--preferably on the structural section.	RE and Construction	Const						
K-rail used shall be new or in a like new condition with few if any obvious visual defects or irregularities.	RE and Construction	Const						
The top and both side surfaces of all K-rail units shall be painted with a color that matches or is compatible with existing concrete barrier in the area as approved by the District Landscape Architect.	RE and Construction	Const						
Vegetated areas that are disturbed shall be revegetated using plants compatible with the existing plant material, and to satisfy NPDES and Biology guidelines.	RE and Construction	Const						



## Appendix D

### Listed and Proposed Species Potentially Occurring in the Project Area

Species	Status <sup>1</sup>	General Habitat Description	Habitat Present/Absent <sup>2</sup>	Rationale
<b>Birds</b>				
coastal California gnatcatcher ( <i>Poliophtila californica californica</i> )	FT	Coastal sage scrub	P	Appropriate habitat does exist adjacent to the project limits. Coastal California gnatcatchers were detected in the project area (CDFG 2005) prior to the Cedar fire; however, they were not detected within the project limits in surveys conducted in spring of 2005.
Cooper's hawk ( <i>Accipiter cooperii</i> )	CSC	Nest in oak woodland, occasionally in willows or eucalyptus.	A	Appropriate nesting habitat does not exist within the project limits.
least Bell's vireo ( <i>Vireo bellii pusillus</i> )	FE, SE	Dense riparian; southern willow scrub.	A	Appropriate habitat does not exist within the project limits.
prairie falcon ( <i>Falco mexicanus</i> )	CSC	Nesting inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs.	A	Appropriate nesting habitat does not exist within the project limits.
<b>Invertebrates</b>				
Quino checkerspot butterfly ( <i>Euphydryas editha quino</i> )	FE	Native scrub habitats; presence of larval host plant dot seed plantain ( <i>Plantago erecta</i> ), cryptogrammic soil crusts, clay soils.	P	Open areas within disturbed coastal sage scrub habitat exist adjacent to the project limits; however, the host plant (dot-seed plantain) was not detected in areas temporarily impacted by construction of the bioswales, temporary construction staging areas and widening in the median. The Quino checkerspot butterfly was reported in the CNDDDB within a mile of the study area; however, it was not observed within the right of way during biological surveys conducted in spring of 2005.
San Diego fairy shrimp ( <i>Branchinecta sandiegoense</i> )	FE	Vernal pools.	A	Appropriate habitat (vernal pools) does not exist within the project limits. Vernal pool habitat is known on MCAS north of the Caltrans right of way.

<b>Mammals</b>				
San Diego pocket mouse ( <i>Chaetodipus fallax fallax</i> )	CSC	Open, arid habitats including coastal sage scrub, annual grassland and desert.	P	Appropriate habitat does exist adjacent to the project limits. The CNDDDB reports this species east of I-15 in a canyon south of the SR-52. This occurs outside of the project limits.
San Diego woodrat ( <i>Neotoma lepida intermdia</i> )	CSC	Constructs middens under patches of prickly pear ( <i>Opuntia littoralis</i> ) or cholla, in rock outcrops, or under low trees.	A	Appropriate habitat to construct middens does not exist within the project limits. In addition, no evidence of woodrat (middens) was observed within the areas to be temporarily impacted for bioswale construction.
<b>Plants</b>				
Orcutt's brodiaea ( <i>Brodiaea orcuttii</i> )	FSC	Found in mesic, clay habitats usually near vernal pools, but also in valley and foothill grassland, cismontane woodland, closed-cone coniferous forest, chaparral and meadows.	P	Appropriate habitat exists; however, Orcutt's brodiaea was not observed within the project limits during surveys conducted in spring of 2005.
San Diego ambrosia ( <i>Ambrosia pumila</i> )	FE	Upper terraces of rivers and drainages; open grasslands and openings in coastal sage scrub.	P	Appropriate habitat exists; however, San Diego ambrosia was not observed within the project limits during surveys conducted in spring of 2005.
San Diego barrel cactus ( <i>Ferocactus viridescens</i> )	FSC	Coastal sage scrub and succulent scrub often at the crest of slopes, rock copses, and cobbled hillsides. Occasionally found on the periphery of vernal pools on upland mima mound topography.	P	Appropriate habitat exists within the project limits; however, no San Diego barrel cacti were observed during surveys conducted in spring of 2005.
San Diego button celery ( <i>Eryngium aristulatum</i> var. <i>parishii</i> )	FE, SE	Friable or broken clay soils within grassy openings in chaparral, coastal sage scrub, and vernal pool.	A	Appropriate habitat does not exist within the project limits.

San Diego goldenstar ( <i>Muilla clevelandii</i> )	FSC	Native grasslands and coastal sage scrub areas with open canopy.	P	Appropriate habitat exists; however, San Diego goldenstar was not observed within the project limits during surveys conducted in spring of 2005.
San Diego marsh-elder ( <i>Iva hayesiana</i> )	FSC	Frequent in low lying, moist or alkaline places.	A	Appropriate habitat does not exist within the project limits.
San Diego mesa mint ( <i>Pogogyne abramsii</i> )	FE	Restricted to vernal pools on mesa tops.	A	Appropriate habitat does not exist within the project limits.
Variegated dudleya ( <i>Dudleya variegata</i> )	FSC	Native grasslands on south and west-facing slopes of exposed cobbled surfaces and sandy loams with an open, low-growing herbaceous canopy.	A	Appropriate habitat does not exist within the project limits.

1. Attachment 1 contains Species Sensitive Guidelines
2. Absent [A] means no further work needed. Present [P] means general habitat is present and species may be present.

