

San Diego - Coronado Bay Bridge Suicide Deterrent Project

State Route 75 & Interstate 5
11-SD-75 PM R20.1/R22.3 & 11-SD-5 PM R13.8/R14.3
Project Number 11-43063/1119000044
SCH No. 2020060290

Addendum to the 2022 Initial Study with Mitigated Negative Declaration



**Prepared by the
State of California Department of Transportation**

April 2026



General Information About This Document

Document prepared by California Department of Transportation (Caltrans) District 11

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988 Suicide & Crisis Lifeline

We can all help prevent suicide. The 988 Suicide and Crisis Lifeline provides 24/7, free and confidential support for people in distress, prevention and crisis resources for you or your loved ones, and best practices for professionals in the United States. For more information, you can visit <https://988lifeline.org/>



Survivors of Suicide Loss

Survivors of Suicide Loss (SOSL) provides ongoing, peer-led support groups for anyone who has lost a loved one to suicide. They offer survivors of suicide loss a place to be comfortable expressing themselves - a place to find support, comfort, resources, and hope in a judgment-free environment. SOSL is based in San Diego County, CA. Their mission is to provide support to suicide loss survivors while actively promoting suicide awareness and prevention. For more information, you can visit <https://www.soslsd.org/>

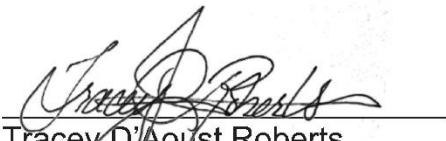


Suicide Deterrent Installation and Transportation Management System
Upgrades on State Route 75 from post miles R20.1 to R22.3 and
Interstate 5 PM R13.8 to R14.3 in San Diego County

**Addendum to the 2022 Initial Study with Mitigated Negative
Declaration**

Submitted Pursuant to Division 13 of the California Public Resources Code

STATE OF CALIFORNIA
Department of Transportation



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April 1, 2026
Date

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Chapter 1 Introduction

Reason for this Addendum

This document is an Addendum to the Mitigated Negative Declaration adopted in June 2022 (2022 MND) for the San Diego-Coronado Bay Bridge Suicide Deterrent Project (Project) located in the cities of San Diego and Coronado within San Diego County. As the Lead Agency, the California Department of Transportation (Caltrans) prepared this Addendum in conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines 15164.

CEQA Guidelines 15164(b) states that an addendum to an adopted mitigated negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent Environmental Impact Report (EIR) or negative declaration have occurred. As engineering design for the Project has advanced since the 2022 MND, design refinements and changes are being proposed for incorporation into the Project. These design refinements and changes do not require major revisions to the MND. Descriptions of these design refinements and changes are in Chapter 2 and 3.

CEQA Guidelines 15164(e) requires a brief explanation of the decision not to prepare a subsequent EIR. In this Addendum, Caltrans as Lead Agency assessed the current project design and compared it to the project design from the 2022 MND. Caltrans concludes that the current project design with refinements and changes would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. None of the conditions listed in 15162(a) have occurred. Therefore, an Addendum is the appropriate level of documentation for CEQA compliance. Caltrans has determined that the conclusions in the 2022 MND remain valid and that no further environmental review beyond this Addendum is required.

Intended Uses of this Addendum

This Addendum to the 2022 MND is an informational document that will be used for future decision making as per CEQA Guidelines 15164(d). This Addendum may also be used as a supporting document for obtaining necessary permits from regulatory agencies.

Per CEQA Guidelines 15164(c), an addendum need not be circulated for public review but can be included in or attached to the adopted mitigated negative declaration.

Approved Project

The 2022 MND proposed to install a physical suicide deterrence system on the San Diego-Coronado Bay Bridge (Bridge) as well as minor improvements to the

Transportation Management System (TMS) elements at the Glorietta Toll Plaza, the Bridge, and the Interstate 5/State Route 75 Interchange (I-5/SR-75 Interchange).

The Vertical Net was selected as the preferred alternative in the 2022 MND and subsequently approved as the preferred alternative in the Project Report. This alternative would install a vertical net along the entirety of the Bridge starting above the Bayshore Bikeway in the City of Coronado and ending at Newton Avenue in the City of San Diego. The Vertical Net would be installed on the outside railing on both sides of the Bridge. Several TMS elements would be installed or upgraded throughout the proposed project limits.

The project limits are approximately SD 75 PM R20.1/R22.3 and SD 5 PM R13.8/R14.3 and covers the Bridge, the I-5/SR-75 Interchange, and portions of the Glorietta Toll Plaza. See Figure 1 for map of the project location.



Figure 1: Map of Project Location

Information about the approved Project, including the 2022 MND, is available at <https://dot.ca.gov/caltrans-near-me/district-11/current-projects/coronadobridge>

Hardcopy documents are also available for public review at the Caltrans District 11 Office at 4050 Taylor Street, San Diego, CA 92110. Please contact Matthew Voss by phone at 858-289-1276 or by email at Matthew.Voss@dot.ca.gov to set an appointment to review the documents.

Purpose and Need

The purpose and need for the Project remain the same.

Chapter 2 Design Refinements

For this document, design refinements are defined as project features and parameters that remain within the ranges stated in the 2022 MND. Since these ranges were previously analyzed for environmental impacts in the 2022 MND, additional analysis is not needed for design refinements.

Vertical Net

The 2022 MND proposed to affix a vertical net to the outside of the existing bridge railing. As design has progressed, the features and parameters for the Vertical Net have been refined to more precise numbers and details.

Table 1 compares the features and parameters between the 2022 MND and the current design refinements.

Regarding the second row in Table 1 below titled “2026 Vertical Net Design Refinement,” the Vertical Net design refinements may be still subject to small adjustments during construction to resolve unanticipated conflicts in the field.

Table 1: Vertical Net Features and Parameters

2022 MND Vertical Net Features and Parameters	2026 Vertical Net Design Refinement
The Vertical Net would be composed of an 8- to 10-foot-tall stainless-steel net affixed to top and bottom perimeter tension cables.	The Vertical Net would be 8 feet tall and attached to 8.5 feet tall posts. The 6-inch difference between the post height and the netting height is the sag of the netting between posts.

2022 MND Vertical Net Features and Parameters	2026 Vertical Net Design Refinement
The tension cables would be strung through and attached to fixed vertical posts approximately 20 or more feet apart.	The tension cables would be attached to the posts approximately 20 feet apart with a maximum deviation of 3 inches to avoid conflicts such as luminaires. Instead of being strung through, the tension cables would be isolated to each panel. During Preliminary Design, modeling showed that when cables were strung through multiple posts, the tension and sag of the netting couldn't be consistent. Caltrans Maintenance noted that continuous tension cables and netting could be challenging to replace and repair quickly and cost effectively if damaged. Additionally, with the use of isolated tension cables, the netting would have consistent tension and visual appearance throughout the Bridge.
The Vertical Net would be offset 4 to 8 inches behind the existing bridge rail.	The Vertical Net would be offset 8 inches behind the existing bridge rail.
Vertical posts would measure no more than 4 by 6 inches in thickness.	The vertical posts would be 4 by 6 inches with the longer side facing the roadway except at the large expansion bridge joints and end panels. The posts would have rounded edges. A small, vertical bar would be affixed to both sides of the posts. During preliminary design, modeling showed that connecting the netting directly to the vertical posts would result in uneven tension at the netting edges. Stringing the wire through a small, vertical bar resulted in consistent tension at the netting edge.

2022 MND Vertical Net Features and Parameters	2026 Vertical Net Design Refinement
Posts would be similar in visual quality to brush stainless-steel or brushed aluminum, with ground smooth welds the same color and reflective quality of adjacent material.	The posts would be stainless-steel with grounded smooth welds the same color and reflective quality of adjacent material.
The Vertical Net would be composed of an unpainted stainless-steel netting, with a maximum 2-millimeter (mm) wire size.	The Vertical Net would be composed of an unpainted stainless-steel netting with a 1.5 millimeter wire size.
The net may have a slight angle up to 15 degrees to follow the splay of the existing concrete rail.	The net will be near vertical (i.e. approximately 0 degrees).
The design would use top tension cables no larger than 19 mm that would hold the woven mesh netting between posts.	The tension cables would be 12 mm. The tension cables would frame the netting on all four sides instead of just the top and bottom. At the top of the netting, the tension cables will be topped with wire spikes spaced every 4 inches.
A minimum net transparency of 85 percent would be achieved.	The net transparency is anticipated to be 87 percent.

Chapter 3 Project Changes

Since the 2022 MND, the project has completed several studies and preliminary design. Conclusions from these documents have resulted in project changes necessary to address constructability and maintenance concerns. For this document, project changes include design features and parameters from the 2022 MND that have undergone minor modifications or new scope that was not discussed in the 2022 MND.

Vertical Net

Post Connections

The 2022 MND proposed a metal continuous top plate that would be installed on top of the existing railing to provide connection brackets for the Vertical Net posts and anchorage for Caltrans Maintenance use. The new design for the Vertical Net post connections would install discrete metal top plates at the existing anchor bolt locations and a continuous hollow structural section (HSS) pipe behind the bridge railing. The posts for the Vertical Net would be attached to the pipe and the pipe would be attached to the railing via the discrete metal top plates.

This project change was proposed due to constructability and bridge capacity concerns. A metal continuous top plate would be difficult to fabricate due to the curve of the Bridge and inconsistent spacing of the existing anchor bolts. High accuracy would be needed to ensure the metal continuous top plate precisely matches the top of the bridge railing. Further, additional weight of the metal continuous top plate could affect the capacity of the Bridge and potentially result in additional bridge foundation rehabilitation work to occur in the water.

The 2022 MND's metal continuous top plate only required utilizing the existing anchor bolts and did not require additional drilling into the top of the bridge railing. This Addendum's discrete top plate does require new anchor bolts and would require additional drilling to install new anchor bolts into the top of the bridge railing. There are 3 configurations for securing the discrete metal top plate: 3-bolts, 5-bolts, and 7-bolts. The majority of the discrete metal top plates would utilize the 3-bolts configuration and would not require drilling additional anchor holes into the top of the bridge railing. The size of the 3-bolt configuration top plate would be approximately 13 inches by 19 inches (including the bevel edge) with a 1-inch thickness.

At locations with conflicts (such as minor bridge expansion joints and luminaires), the pipe must have a small gap and would utilize the 5-bolt configuration. The 5-bolt configuration would drill two new anchor bolts into the top of the bridge railing adjacent to the existing three anchor bolts. The 5-bolt configuration top plate is the same size as the 3-bolt top plate. The additional bolts are needed to ensure proper anchorage of the discrete metal top plate to the bridge railing and to maintain the structural stability of the pipe where there must be gaps.

The 7-bolt configuration would be used only at 8 locations for the large expansion bridge joints and end panels. The 7-bolt configuration would utilize the existing three anchor bolts and drill four new anchor bolts. The size of the 7-bolt configuration top plate would be approximately 25 inches by 19 inches with a 1-inch thickness. Design models demonstrated that the 5-bolt configuration is not sufficient at these locations, and a 7-bolt configuration is needed to ensure proper anchorage of the discrete metal top plate to the bridge railing.

Another change to the Vertical Net is the bottom anchor bracket. To provide stability and to prevent the posts from leaning, a counter anchor bracket will be drilled into the bridge railing at the bottom of each post. For most of the Bridge, the counter anchor brackets involve drilling two small $\frac{3}{4}$ inch rods into the outside face of the bridge railing. For locations that require additional stability such as the large expansion joints and deterrent end panels, the bottom anchor bracket would require drilling four small $\frac{3}{4}$ inch rods into the outside face of the bridge railing. The rods would be secured with high-strength adhesive and would not be visible to viewers on the bridge deck.

See Figures 2 and 3 for renderings of the proposed Vertical Net. See Figure 4 for a visual simulation of the proposed Vertical Net.

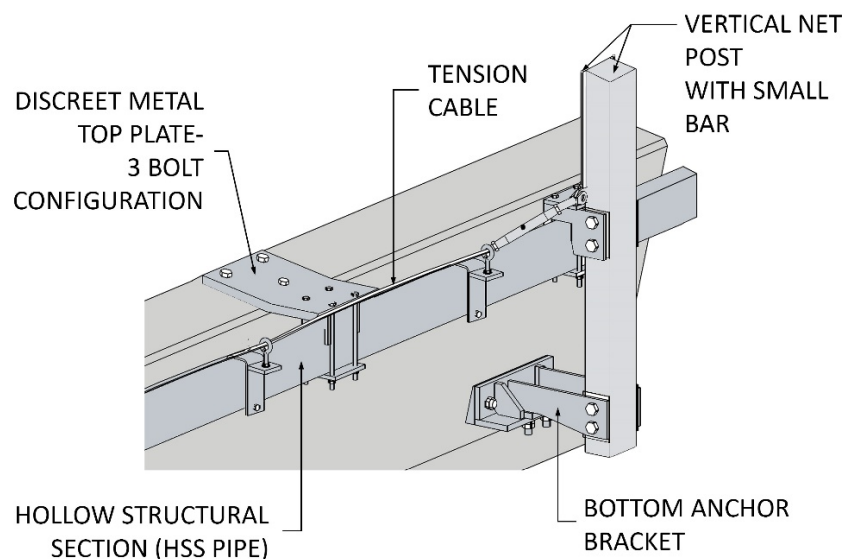


Figure 2: Proposed Vertical Net Attachment System

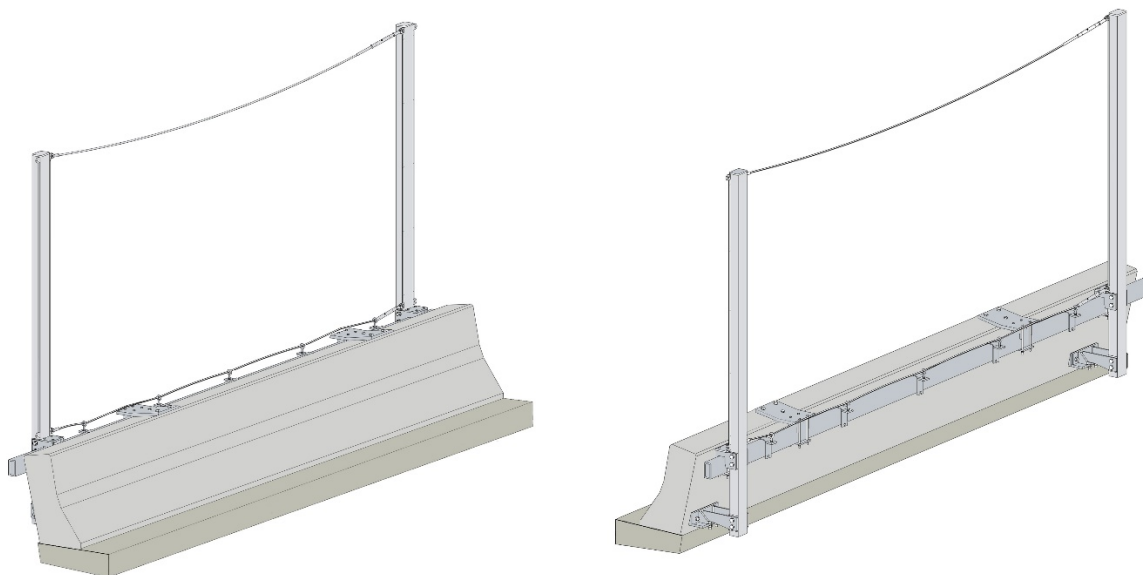


Figure 3: Rendering of Proposed Vertical Net



Figure 4: Visual Simulation of Proposed Vertical Net

Sliding Pocket Frame

The Bridge has 2 large expansion joints where the bridge girder and spans meet. The large expansion joints allow the bridge deck to safely expand and contract during temperature changes, traffic loads, and concrete shrinkage. Due to this movement, the

Vertical Net at the large expansion joints cannot maintain consistent tension, height, and sag. This Addendum proposes to install 4 sliding pocket frames at each of the large expansion joints on both directions of the Bridge. This innovative project change would accommodate Bridge movement while meeting the Project's purpose and need.

The sliding pocket frame consists of a rigid metal frame that would slide horizontally into a hollowed-out cavity post ("pocket") as the Bridge expands and contracts. The posts on either side would be 4 by 8-inch and approximately 8 feet apart. The netting at the sliding pocket frame would have the same tension and appearance as the netting throughout the Bridge. To mimic the appearance of adjacent Vertical Net panels, the sliding pocket frame would have a curved top imitating a sag.

This sliding pocket frame is only needed near the 2 large expansion joints. Deck movement at other smaller and minor expansion joints are not anticipated to affect the tension, height, and sag of the Vertical Net.

See Figure 5 for a visual simulation of the Sliding Pocket Frame.

Deterrent End Panels

To prevent access behind the Vertical Net, panels would be installed where the deterrent ends. The end panels would be welded perpendicular to an end post and consist of 8.5 feet tall by 3 feet wide framed netted section. The material and netting of the end panels would match the appearance of the Vertical Net. Spiked wire would be placed along the top bar of the end panel similar to the rest of the Vertical Net.

See Figure 6 for a visual simulation of the Deterrent End Panels.



Figure 5: Visual Simulation of the Sliding Pocket Frame



Figure 6: Rendering of Deterrent End Panels

Camera System

This Addendum proposes to change the traffic management system closed circuit television (CCTV) camera system within the project limits to provide full visibility and increased analytical coverage on the Bridge. The proposed CCTV cameras in the 2022 MND only provided partial coverage on the Bridge and did not include analytics.

Cameras

The 2022 IS/MND proposed a total of 10 cameras(5 new, 5 upgrades to existing) on 10 luminaries. This project change proposes to install a total of 20 CCTV cameras at 10 locations. Each location would have 2 CCTV cameras to provide analytical and complete visual coverage of the Bridge. At 5 locations, the existing single-camera systems would be removed and replaced with new dual-camera systems. At the remaining 5 locations, new dual-camera systems would be added to existing luminaries. Luminaires with aircraft lighting would not be impacted by the proposed dual-camera systems.

See Figure 7 for locations of the proposed dual-cameras and Figure 8 for a rendering of the dual-camera system.

The proposed dual-camera system would be approximately 21 feet above the bridge deck with 2 feet of space between the lower and upper cameras facing opposite directions. The new cameras would be compact and similar in size to the existing cameras. The cameras would be mounted onto existing luminaires using U-bolts and plates. Wiring for the new cameras would be routed inside the luminaire and would not be visible to drivers. All existing cameras and camera wiring conduits would be removed.

Luminaire Baseplate Retrofit

To support the weight of the dual-camera system, the baseplate of luminaires with cameras would need to be replaced with larger baseplates. Currently, the bridge railing has additional anchor bolts on each side of the luminaires. The new larger baseplate will utilize these existing anchor bolts to increase weight capacity of the luminaire to support the new dual cameras. No additional drilling into the bridge railing is needed. No other component of the luminaires will need to be replaced or retrofitted.

See Figure 9 for a visual simulation of the luminaire baseplate retrofit.

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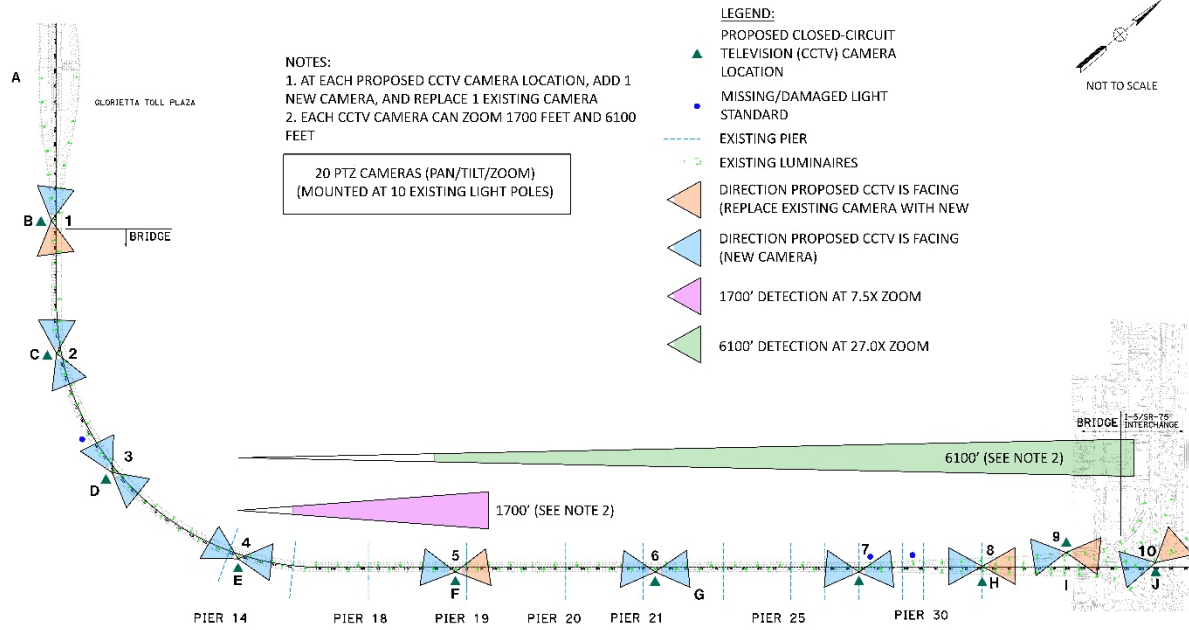


Figure 7: Proposed Camera Locations

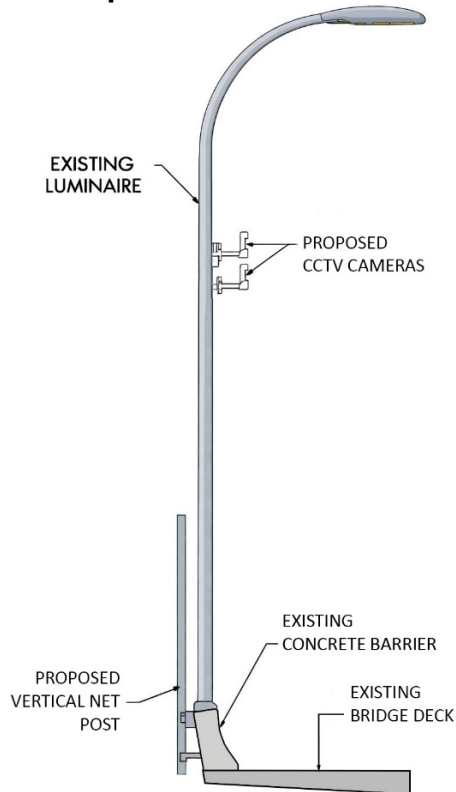


Figure 8: Rendering of Dual-Camera System



Figure 9: Rendering of the Luminaire Baseplate Retrofit

Signage

The 2022 MND stated that signage may be replaced or new signage installed as needed. There are currently 61 signage locations within the project limits. Of the 61 existing signage locations, 9 would be removed, 4 relocated, 11 repositioned, and 37 kept in place. No new signs are being proposed.

Signs to be Removed

This Addendum proposes to remove 9 signs within the project limits. These signs include redundant regulatory signs, informational signs, and guide signs.

Signs to be Relocated

There are 4 signs that need to be relocated to avoid conflicts with the Vertical Net. These signs include regulatory and guide signs. The signs would be relocated from the Bridge to either Glorietta Toll Plaza or the I-5/SR 75 connectors.

Signs to be Repositioned

There are 11 signs that need to be repositioned above the Vertical Net. This project change is needed to ensure signs that must remain on the Bridge are visible to drivers. These include regulatory, guide, temporary traffic control, and warning signs. For signs attached to luminaires, the new signs would be repositioned 1 foot above the Vertical Net on the same existing luminaire. For signs on posts, the new signs would be also repositioned 1 foot above the Vertical Net and attached to new 9.5 feet tall posts. The existing posts would be removed.

See Figure 10 for a visual simulation of a sign that would be repositioned to be above the Vertical Net.

Air and Water Hookups

There are approximately 35 air and water hookups on the Bridge. These hookups are pipes that travel from inside the bridge to the top of the bridge railing and provide access to air and water during maintenance activities. Due to conflicts with the Vertical Net posts, some of these hookups would be relocated. Work includes adjusting the hookup pipe locations by a few inches and drilling new holes into the overhang of the bridge deck. No impacts to the bridge railing are anticipated.



Figure 10: Rendering of Repositioned Sign

Bridge Substructure Bay Walkways

Due to the height of the Vertical Net, the Under Bridge Inspection Truck (UBIT) that's currently used for inspections and maintenance would no longer be able to reach certain areas under the Bridge deck. The 2022 MND proposed enclosing the Bridge's substructure bays with grated flooring to retain access to the areas under the Bridge deck without the use of the UBIT. Instead of full enclosures, this project change proposes to construct direct access maintenance and inspection walkways (also known as catwalks) under the Bridge in the substructure bays.

The walkways would be installed at the approximate mid-heights of the existing bridge girders. Access ladders with a protective steel cage would also be installed to provide access to the upper and lower inspection walkways within each bay.

This project change was developed due to concerns about weight of materials added to the Bridge and impacts to the schedule. Compared to full bay enclosures, the walkways require significantly less material, are easier to assemble, faster to construct, and less visible to the public.

See Figure 11 for locations of the existing and proposed walkways.

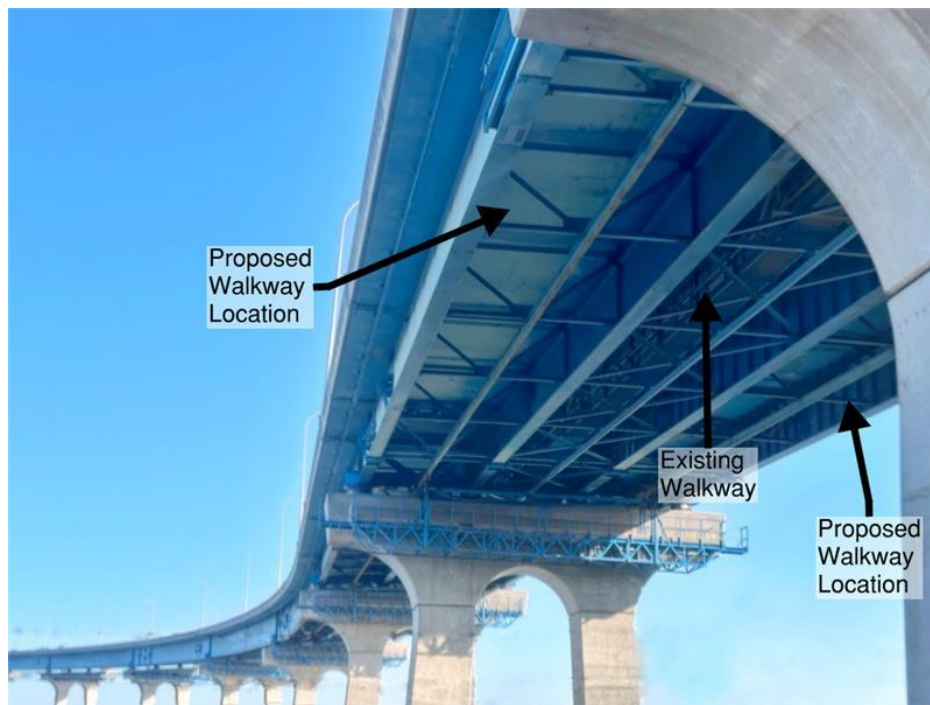


Figure 11: Proposed Bridge Substructure Bay Walkways

Chapter 4 Construction and Post-Construction Activities

Construction Schedule and Activities

Construction is scheduled to begin in October 2026 and conclude approximately 2 years from the start. The work will be divided into 2 phases.

On the bridge deck, Phase 1 will focus on installing the Vertical Net, camera systems, and signage on the northbound side of the Bridge starting from the City of Coronado. Phase 2 will replicate these activities on the southbound side starting from the City of San Diego. Each phase is expected to take approximately 10 months. The heavy equipment required for this work includes, but is not limited to, attenuator vehicles, boom trucks, crane trucks, flat-bed safe working platform trailers, small handheld tools, and Construction Zone Enhanced Enforcement Program (COZEEP).

Work below the bridge deck like the substructure bay walkways would start and be completed in Phase 1. Construction of the walkways would not impact activities below the Bridge such as the vessel traffic at the navigable channel, rail, and bicycle. Equipment will include small handheld tools and the Occupational Safety and Health Administration (OSHA) planking system which involves securing temporary planks to the Bridge structure for safe access during construction.

Temporary Lane Closures

Since the Bridge lacks shoulders, temporary lane closures are necessary for worker safety and construction access. Temporary nighttime lane closures would be implemented at night between 8 PM and 4 AM for construction activities on the bridge deck. If needed, daytime lane closures would be limited to 4 hours between 9 AM and 1 PM. The movable median barrier system would be utilized during lane closures to shift lanes and accommodate traffic demands. Temporary ramp closures are also needed during construction activities at or near the I-5/SR 75 connectors. Local detours may be necessary in the City of San Diego. Full closure of the Bridge during construction is not anticipated.

A Traffic Management Plan (TMP) would be implemented and includes public outreach to notify the public of closure times and durations in advance.

Staging and Storage Area

Staging and storage of materials and equipment would be at the Glorietta Toll Plaza and Caltrans maintenance yards located beneath and adjacent to the Bridge. At the Glorietta Toll Plaza, staging would be on paved surfaces only and would not disturb any soil or vegetation in the area. To protect historic features of the Glorietta Toll Plaza, temporary fencing would be installed around the staging area. Additional staging may be identified outside of the project limits and the Caltrans right-of-way as needed.

Best Management Practices

Best management practices (BMPs) would be implemented during construction to prevent trash, debris, and other pollutants from entering the San Diego Bay. A Water Pollution Control Plan (WPCP) or Stormwater Pollution Prevention Plan (SWPPP) and Debris Containment and Collection Plan per Caltrans 2025 Standard Specifications would be prepared and implemented. Other BMPs include placing fiber rolls near inlets and street sweeping after drilling activities to remove fugitive metal and concrete dust from the bridge deck.

Post-Construction Activities

New Bridge Equipment for Future Maintenance Activities

Currently, maintenance activities are performed using a suspended modular access system that utilizes the bridge railing anchor bolts. After installation of the Vertical Net, these anchor bolts would be covered by the discrete metal top plate and would not be available for any other use. As an innovative solution to this issue, a specialized bar would be fabricated and attached to the existing side traveler rail via clamps. In the future, the suspended modular access system would utilize this specialized bar and the HSS pipe.

Future Maintenance and Inspection Activities

After construction is complete, ongoing inspection and maintenance activities for the Bridge would continue. A minor increase in these activities is anticipated due to the installation of new features onto the Bridge that would also require regular inspection and maintenance. There is a potential for trash accumulation on the vertical netting. Any such trash would be subject to removal as part of ongoing and regular maintenance activities on the Bridge deck.

Chapter 5 CEQA Evaluation

This chapter of the Addendum will only address sections of the 2022 MND that need to be updated due to the proposed project changes. The design refinements are within the limits analyzed in the 2022 MND and do not require further discussion or analysis.

Aesthetics

CEQA Environmental Checklist

Considering the information included in the February 2026 Visual Impact Assessment Revalidation Memo, the CEQA significance determinations for aesthetics have not changed.

Supporting Analysis

Per the 2022 MND, transparency of the netting is critical for allowing the full unobstructed width of the viewshed from the Bridge to remain. Based on conclusions from the preliminary design and studies, the project changes would ensure that the cables and netting are taut and maintain high tension for maximum transparency and a consistent visual appearance throughout the Bridge corridor. The project changes also ensure that the gently, scalloped horizontal line of the top tension cable would be maintained throughout the Bridge corridor. This includes the sliding pocket frame having a curved top that imitates a sag and mimics the appearance of the top tension cable of adjacent Vertical Net panels. One benefit for visual resources is that with the metal discrete top plate, less of the bridge railing would be obstructed and more of the original material visible. Most of the project changes are not anticipated to be discernible to viewers on the Bridge and would not adversely affect the visual character or appearance of the Vertical Net.

The proposed changes to the camera system would not affect impacts to visual resources. The new two-cameras are compact in size and the wiring relocated to inside the luminaire. This change reduces visual clutter. The baseplate retrofit are visually similar to the discrete metal top plates used for the Vertical Net and do not create new visual obstructions.

For signage, views to the front and top of the barrier would not be affected by the relocated or repositioned signs. The galvanized finish on the new sign posts would be compatible with the stainless steel posts. The post and barrier attachments would result in a low change to visual resources.

The proposed project changes to the under-bridge access would add walkways for maintenance and inspections at discrete locations along the girders, eliminating the need to fully enclose the substructure bays. The inspection walkways would only be visible from beneath the bridge in specific locations. This project change would reduce the visual change to the substructure as compared to the previous design.

Cultural Resources

CEQA Environmental Checklist

Considering the information included in the February 2026 Secretary of the Interior's Standards (SOIS) Memo, the CEQA significance determinations for cultural resources have not changed.

Supporting Analysis

The 2021 Finding of No Adverse Effect – Standard Conditions - SOIS determined that there would be no adverse effect to the four historic properties within the Area of Potential Effect with the implementation of the associated SOIS Action Plan. Per the February 2026 Secretary of the Interior's Standards (SOIS) Memo, the current project design with the changes proposed in this Addendum is consistent with the Rehabilitation Standards.

The character-defining features of the bridge and contributing features of the San Diego-Coronado Bay Bridge (SDCBB) Historic District would be preserved, as the project changes only propose to add new features (vertical netting, CCTV cameras, walkways, signage) without demolishing any extant historic features. The bridge concrete railing and girders would be modified by the addition of the vertical netting and walkways, but the essential form of these bridge features would remain intact. Only minimal loss of historic fabric would be required for new attachments to the concrete barrier (for the vertical netting posts and signage J-posts) and steel girders (for the walkways). Many of the required connections to the bridge barriers would utilize existing anchor bolt locations on the top of the barrier, reducing the need for additional holes. Additional attachments for the vertical netting posts and J-posts would occur on the exterior side of the barrier, leaving the interior face unchanged.

The Bridge would continue its use as a transportation connection between Coronado and San Diego. Therefore, with the continued implementation of the SOIS Action Plan conditions, the project would have no adverse effect on historic properties under Section 106 of the National Historic Preservation Act.

Since the historic character of the Bridge and SDCBB Historic District would be maintained, under CEQA, the current project design would not cause a substantial adverse change in the significance of cultural resources and would not result in new significant environmental effects to cultural resources.

Hazards and Hazardous Materials

CEQA Environmental Checklist

Considering the information included in the February 2026 Soil and Paint Sampling Testing Plan, the CEQA significance determinations for hazards and hazardous materials have not changed.

Supporting Analysis

The February 2026 Soil and Paint Sampling Testing Plan included specifications for developing and implementing plans for:

- Soil that may contain regulated concentrations of aerially deposited lead (ADL) within the project limits, and
- Existing coatings (including paint) on structural and non-structural elements that may be disturbed by the work.

Soil disturbance is currently not anticipated on this project. If soil disturbance is needed, an initial exposure assessment may be performed based on soil sampling results and appropriate worker safety protections would be determined according to the findings of that assessment. Soil sampling results must be submitted to Caltrans Environmental Engineering for review and authorization prior to disturbing any soil.

For work on the Bridge, the Contractor must submit a “Soil and Paint Testing Report” at least 30 days before beginning any work that disturbs the existing coatings including paint. Conclusions must be submitted to Caltrans Environmental Engineering for review and authorization prior to disturbing the corresponding areas or elements.

Chapter 6 Environmental Commitments Record

This Addendum does not propose any new avoidance, minimization, or mitigation measures for the Environmental Commitments Record (ECR). A copy of the ECR is available upon request.

Chapter 7 Supporting Documents

Supporting documents were prepared for this addendum for the following environmental resources:

- Aesthetics – A February 2026 Visual Impact Assessment (VIA) Revalidation Memo was prepared.
- Cultural Resources – A February 2026 Secretary of the Interior’s Standards (SOIS) Memo was prepared.
- Hazards and Hazardous Materials – A March 2026 Soil and Paint Sampling Testing Plan was prepared.

Supporting documents are available upon request. To obtain a copy, please contact Caltrans District 11 at 4050 Taylor Street, San Diego, CA 92110 or Matthew Voss, Environmental Analysis Branch Chief, by phone at 858-289-1276 or by email at Matthew.Voss@dot.ca.gov.