

ROUTE LOCATION, ADOPTION, AND CONSTRUCTION OF STATE ROUTE 905 BETWEEN
THE OTAY MESA PORT OF ENTRY AND INTERSTATE 805 IN THE
COUNTY OF SAN DIEGO, CALIFORNIA

FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT

Submitted Pursuant to:
Division 13, Public Resources Code - California Environmental Quality Act
42 U.S.C. 4332 (2)(c) National Environmental Policy Act

by

U.S. Department of Transportation Federal Highway Administration

AND

State of California, Department of Transportation

COOPERATING AGENCY:
United States Fish and Wildlife Service

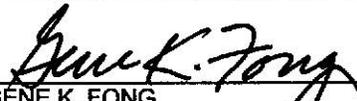
RESPONSIBLE AGENCIES:
California Department of Fish and Game
Regional Water Quality Control Board
California Transportation Commission
County of San Diego
City of San Diego

7-7-04
DATE



PEDRO CORSO DELGADO, DISTRICT DIRECTOR
DISTRICT 11, SAN DIEGO
CALIFORNIA DEPARTMENT OF TRANSPORTATION

7/23/04
DATE



GENE K. FONG
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

The following persons may be contacted for additional information concerning this document:

John Chisholm
Manager, Environmental Branch B
Caltrans District 11
2829 Juan Street - Old Town
P.O. Box 85406
San Diego, CA 92186-5406
(858) 616-6638

Cesar Perez
South Region Team Leader
Federal Highway Administration
650 Capitol Mall, Suite 4 - 100
Sacramento, CA 95814-4708
(916) 498-5065

Abstract

The proposed project would construct Route 905 from Interstate 805 to the Otay Mesa Port of Entry with Mexico, a distance of approximately 10 kilometers (6.2 miles). Each of the proposed alternatives would include six travel lanes (three in each direction) and each would have a wide median for possible, future HOV lanes. Local interchanges would be constructed at Caliente Avenue, Heritage Road, Britannia Boulevard, and La Media Road as would a freeway to freeway interchange at Route 125. The project purpose is to provide for effective transportation of people, goods, and services between Interstate 805 and the Otay Mesa Port-of-Entry. Project objectives include alleviating existing traffic congestion, improving safety on Otay Mesa Road, providing adequate transportation facilities for the associated growth from planned and approved developments, and completing a major transportation corridor between Interstate 5 and the Port of Entry. Alternatives assessed in the Draft EIS/EIR were: a no build alternative and six build alternatives. The Freeway-Central Alignment Alternative has been identified as the Preferred Alternative and the Least Environmentally Damaging Practicable Alternative. Project environmental impacts include biological resources, vernal pools, and growth.