



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSALS

FOR DESIGN AND CONSTRUCTION ON STATE HIGHWAY IN

SAN DIEGO ON I-805 FROM JUST NORTH OF SR-52 TO JUST
NORTH OF MIRA MESA BOULEVARD

CONTRACT NO. 11-2T2004

PROJECT ID 11000201914

11-SD-805-PM 23.2/26.7

Federal Aid Project

Addendum No. 3 Issued December 5, 2011

The Department issues this Addendum No. 3 to inform Proposers of the following changes and corrections to the RFP.

INSTRUCTIONS TO PROPOSERS

The Instructions to Proposers is modified as indicated by the deletions and additions set forth below.

Appendix B Administrative Submittal Requirements

Section 3.11 “Form of Guaranty (Form 16)” is modified as indicated below:

3.11 Form of Guaranty (Form 16): If a Guaranty is required, provide (i) an irrevocable letter signed by the Guarantor committing to provide a Guaranty in Form 16, concurrently with execution and delivery of the Contract by Proposer; (ii) evidence of authorization of the signatory to that letter; (iii) such other information concerning the Guarantor as Department may request. The Guarantor must have a credit rating for senior unsecured debt of at least Baa1 by Moody’s Investors Services or BBB+ by Standard & Poor’s Corporation. A Guaranty is required if (a) Proposer's organization is a newly formed corporation (b) Proposer is a limited liability entity or (c) the form of organization of Proposer and/or the financially responsible parties comprising Proposer changes and Department determines, in its sole discretion, to require a Guarantor as a condition to approving such change under Section 1.10. ~~The executed Form 16 shall be included in Volume 1.~~

BOOK 2 PROJECT REQUIREMENTS

The Book 2, Project Requirements, is modified as indicated by the deletions and additions set forth below.

Section 1 General

Section 1.3.3 “General Description” is modified as indicated below:

1.3.3 General Description

The Design-Builder shall not rely on the physical description contained in this Section 1 to identify all Project components. The Design-Builder shall determine the full scope of the Project through thorough examination of the RFP and the Project Site, or as may be reasonably inferred from such examination.

The Project generally consists of designing and constructing one (1) High Occupancy Vehicles (HOV)/Bus Rapid Transit (BRT) lane in each direction from just north of SR-52 to just north of Mira Mesa Boulevard and the south facing Direct Access Ramps at Carroll Canyon Road.. Additional major responsibilities will be environmental management, public relations, railroad and utility coordination, among other things.

The Project features will include but are not limited to:

- Median widening of the Governor Drive undercrossing
- Median widening of the Rose Canyon Bridge and Overhead
- Outside widening of both the existing northbound and southbound Carroll Canyon (Soledad Canyon) Bridge and Overhead (BOH)
- Construction of the new south facing Carroll Canyon Direct Access Ramps (DAR)
- Construction of the Carroll Canyon ~~Tie-Back~~ DAR Walls
- Outside widening of the northbound Mira Mesa Boulevard undercrossing
- Noise abatement which includes the berm/wall combination along the southbound off-ramp to Governor Drive. The berm/wall combination will begin at approximately station 1334+00 to approximately station 1344+00 “A” line and will include all grading for the Ultimate I-805 North Managed Lanes project
- One HOV/BRT lane in each direction from just north of SR-52 which will join, be compatible, and provide continuous HOV/BRT lanes with Contract EA 2T0404
- All I-805 North median improvements including the construction of a concrete median barrier, all median grading, ultimate median drainage, all median signs and the replacement of existing overhead sign structures currently anchored in the median, any required electrical for lighting and sign illumination, all structural section components including AC and PCC paving for the Ultimate I-805 North facility
- Partial outside widening from La Jolla Village Drive to the Carroll Canyon Bridge and Overhead which includes grading, drainage, retaining walls, any required electrical, signs, all structural section components including AC and PCC paving
- Ultimate outside widening in the northbound direction from the Carroll Canyon BOH to the northern limits of the project including all grading, drainage, retaining walls, electrical, signs, all structural section components including AC and PCC paving
- Fiber optics from the south end of the northbound Carroll Canyon BOH to the fiber optic vault located at approximately station 1490+00.00
- All modifications of existing signalization
- Landscaping and irrigation
- Environmental compliance and mitigation
- Signing and striping
- Lighting
- Public information activities
- Visual quality management
- Erosion control including slope stabilization including temporary and permanent storm water pollution prevention measures.

Section 1.3.4 “Cooperation” is modified as indicated below:

1.3.4 Cooperation

Attention is directed to Section 7-1.14, “Cooperation,” and ~~Section 8-1.10, “Utility and Non-Highway Facilities,” of the Standard Specifications~~ Section 5-1.18B, “Nonhighway Facilities (Including Utilities)” of the Design-Build Modifications to the Standard Specifications and these special provisions.

It is anticipated that work by other contractors may be in progress adjacent to or within the limits of this project during progress of the work on this contract. Should construction be under way by other forces or by other contractors within or adjacent to the limits of the work specified or should work of any other nature be under way by other forces within or adjacent to those limits, the Design-Builder shall cooperate with all the other contractors or other forces to the end that any delay or hindrance to their work will be avoided. The right is reserved to perform other or additional work at or near the site (including material sources) at any time, by the use of other forces.

When 2 or more contractors are employed on related or adjacent work, or obtain materials from the same material source, each shall conduct their operations in such a manner as not to cause any unnecessary delay or hindrance to the other.

Each contractor shall be responsible to the other for all damage to work, to persons or property caused to the other by their operations, and for loss caused the other due to unnecessary delays or failure to finish the work within the time specified for completion.

A list of ongoing contracts within the Project limits includes but is not limited to:

Section 2 Project Management

Section 2.4.2.3.1 “Quality Manual – General” is modified as indicated below:

2.4.2.3.1 Quality Manual – General

The Design-Builder’s Quality Program shall include a Quality Manual (QM). The Quality Manual shall encompass all Contract requirements with regard to design, construction, and documentation requirements for all quality processes. The Quality Manual shall be approved and endorsed by the Design-Builder’s Executive Management Committee.

The Department shall approve the Quality Manual prior to start of any Work and is a requirement for issuing NTP 2, and shall be in effect until all requirements of the Contract have been fulfilled and the Project is Accepted.

The Design-Builder shall revise its Quality Manual and its implementation when either the Design-Builder or the Department identifies a systemic problem. These revisions shall be approved by the Department prior to implementation.

The structure of the documents describing the Quality Manual shall be: Quality policy (for the entire Quality Program), quality objectives, policies (for each element of the Quality Manual), procedures, forms and work instructions.

The Quality Manual shall graphically show, via flow chart, the processes and their relationships to each other, the inspection and test controls, and a narrative for each process.

Quality Program Procedures

All written procedures shall clearly describe the purpose of the process, overview of the process, responsibilities, steps of the process, and records resulting from the process.

“Release for Construction Documents” of Section 2.4.2.3.4 “Quality Manual – Design” is modified as indicated below:

Released for Construction Documents

Released for Construction Documents shall constitute the documents issued for the purposes of construction.

The Design-Builder shall ensure:

- That no construction Work is undertaken without Released for Construction Documents.
- That the timing of submission of Released for Construction Documents is indicated in the Project schedules.
- That all Work, including modifications to the Work, is designed under the authority of and signed by appropriate licensed individual. For example, roadway and structure plans should be signed by a California Licensed Civil Engineer, Highway Planting and Irrigation Systems shall be designed under the authority of a California Landscape Architect, and Electrical Plans shall be signed by a California Registered Electrical Engineer, etc.

All Released for Construction Documents shall meet the following requirements:

- The Design-Builder shall prepare plans that are similar in appearance and content as shown in the Plans Preparation Manual (PPM). Variations may result due to design-build delivery. The Design-Builder shall meet with the Department to obtain approval of any variations in plan content and format.
- The Design-Builder shall prepare all drawings in accordance with the Department CADD standards.
- The Design-Builder shall ensure that all drawing files are prepared in MicroStation V8 version.
- The Design-Builder shall ensure that CAiCE Version 10SP8 is used for design, unless otherwise specified by the Department.
- The Design-Builder shall ensure that all deliverables containing CADD data shall be in MicroStation, see Section 4.1 of CADD Users Manual, or CAiCE format for design deliverables, see Sections 3.6 and 3.7 of the CADD Users Manual. This shall include CADD data received from other agencies.
- The Design-Builder shall ensure that all Microstation drawings, CAiCE design files, and associated documents are organized in a logical manner, have a uniform and consistent appearance, and clearly depict the intention of the design and construction.
- The Design-Builder shall follow general plotting requirements as stated in Section 4.1 of the CADD Users Manual.

- The Design-Builder shall ensure that all designs and drawings are in U.S. Survey Foot.
- The Design-Builder shall include the limits of excavation for all excavation work.
- The Design-Builder shall include quantities in all Released for Construction Documents for all items which require inspection or testing in accordance with the Material Control Schedule.

The Design-Builder shall ensure that all special provisions, shop drawings, survey notes and other items necessary to construct the Work are submitted ~~in the as~~ Released for Construction ([RFC Submittal Documents](#)). RFC ~~submittal packages~~ shall include [the documents in the Resident Engineer file in accordance with Section 15.5 of the Department's Project Development Procedure Manual and](#) the following (at a minimum):

- Cover sheet with submittal description and schedule activity identification ([see Resident Engineer File Table of Contents](#)).
- ~~Design~~ Quality Manager Certification in accordance with the Quality Manual
- [Environmental Compliance Managers Certification](#)
- [Right-of-Way and Utility Clearance documentation](#)
- Design plans
- Design calculations
- Design reports
- Specifications
- [Governmental, Utility Owner, and Railroad approvals including Public Interest Finding Statements and Fact Sheet Exceptions to Separate Contract Policy for Highway Planting Projects.](#)
- [Slope Stake Notes](#)
- [Four-Scale drawings of Bridge Deck Contours](#)
- [Estimated Material Quantities](#)
- [Storm Water Pollution Control Plans and Amendments](#)
- [Other Contract and Quality Manual documents as specified otherwise.](#)

“As-Built Documents” of Section 2.4.2.3.4 “Quality Manual – Design” is modified as indicated below:

As-Built Documents

The Design-Builder shall deliver to the Department As-Built Plans that depict the final completed Project, including all changes from Released for Construction submittals, and data showing all items such as the electrical systems, drainage systems, lighting systems, underground and overhead Utilities, traffic controls and striping, signing placement, highway alignment and grade revisions, typical sections, and all other relevant data, including any operations and maintenance manuals for mechanical and electrical systems.

The Design-Builder shall ensure that the As-Built Documents meet the requirements of the Released for Construction Documents and the following additional requirements (see Section 4.3 of the CADD Users Manual, [Bridge Construction Records and Procedures Manual](#), ~~–~~and the Construction Manual):

- As-Built Documents shall include all base mapping (topography), design plans (including shop drawings), design calculations, design reports, specifications, and electronic CADD data.
- The Design-Builder shall ensure that all title blocks of calculation sheets include the calculation title, file number, page number, initials of the designer and the checker, and dates of design and checking.
- The Design-Builder shall ensure that all calculations indicate the design requirement, the assumptions made, the methods used, the source of the information, and the cross-reference for the applicable design drawings.
- The Design-Builder shall provide both the design and the independent structural check calculations.
- The Design-Builder shall provide bridge load rating calculations and information.
- The Design-Builder shall ensure that all calculations are readily accessible, clear, understandable, concise, complete, and accurate.
- The Design-Builder shall ensure that all calculations are bound and numbered with a table of contents.
- The Design-Builder shall ensure that all calculations identify the code or standard utilized and indicate the specific section referenced in the right hand column.
- In the calculations, the Design-Builder shall reference the computer programs used.
- The Design-Builder shall ensure that all manual calculations are printed, neatly and legibly, on 8½-inch by 11-inch or 11-inch by 17-inch standard computation sheets.

The Design-Builder shall ensure that the As-Built Documents reflect the actual condition of the constructed Work. The Design-Builder's Project Manager [and the Department Contract Manager](#)~~Resident Engineer~~ shall sign and date the title sheet of the As-Built Plans to certify that the Project was completed in accordance with the plans, the Contract Documents, the governmental approvals, and applicable law.

The Design-Builder shall collect, properly identify, and deliver to the Department all original diaries, logs, notebooks, accounts, records, reports, and other documents prepared in the performance of the Contract upon completion or termination of the Contract.

Section 2.4.3.3 "Shop and Working Drawing Documents" is modified as indicated below:

2.4.3.3 Shop and Working Drawing Documents

The Design-Builder shall submit to the Department two complete hardcopies of all shop and working drawings and upload electronic versions in native and PDF format into DCS [unless otherwise specified](#).

"Environmental Compliance Manager" requirements of Section 2.5.2.2.2 "Minimum Requirements of Key Personnel" is deleted in its entirety.

"Environmental Compliance Manager" is deleted from Section 2.5.2.2.4 "Deductions for Removal"

Section 2.6.1 “General” is modified as indicated below:

2.6.1 General

The Design-Builder is responsible for public safety and shall conduct all ~~W~~work necessary to meet the requirements of ~~S~~safety ~~M~~management.

Section 2.6.2.1 “Design-Builder Safety Management Plan” is modified as indicated below:

2.6.2.1 Design-Builder Safety Management Plan

The Design-Builder shall develop, implement, and maintain a written Safety Management Plan that describes the processes to be followed to ensure ~~the Department, P~~public, and ~~W~~worker ~~s~~Safety, ~~for the Project~~.

The Plan shall be Project-specific, shall include Work to be performed by Subcontractors, and shall describe processes to control hazards.

At a minimum, the Design-Builder’s Safety Management Plan shall:

1. Be consistent with the Project insurance requirements.
2. Describe the participation of safety personnel in all Work activities.
3. Delineate administrative responsibilities for implementing the Safety Program.
4. Identify responsibilities and accountability.
5. Identify full-time dedicated safety professionals or managers covering all production shifts.
6. Describe the process of conducting safety orientation for all employees. The description of the safety orientation process shall include the following:
 - a. A description of the extent and nature of the Project
 - b. A description of any hazards that can typically be expected during the course of Work that is specific to the job assignment
 - c. Required Work practices, job conduct, and injury-reporting procedures
 - d. Any other general information to acquaint the employee with special Work and safety requirements at the Work Site
7. Describe the Design-Builder’s drug policy, including the policy at the Work Site and any pre-job Site and post-incident drug testing to satisfy Project insurance requirements.
8. Describe employee-training requirements.
9. Describe safety inspection procedures of Work areas, materials, and equipment to ensure compliance with the Safety Program; methods of record keeping; and correction of deficiencies.
10. Describe incident and emergency response procedures for land based and river based incidents, including response capabilities, evacuation and egress, responsibilities for reporting and investigating incidents, exposures, contingency plans, and the maintenance of safety-related logs.
11. Describe incident reporting procedures.

12. Describe the Design-Builder's Work Site control policy and plans for maintaining Site cleanup, on-Site first aid facilities or medical clinic, and safe access.
13. Identify public safety requirements (e.g., fencing, signs, and barricades).
14. Describe the Design-Builder's hazard communication program.
15. Describe the process of including representatives from the Design-Builder and all major Subcontractors, as well as the Department personnel working on the Project.
16. Describe the Design-Builder's method of tracking open safety issues.
17. Describe hazard analysis, tracking, and reduction of risk, logs, and mapping procedures.
18. Describe the Design-Builder's management and auditing of the Safety Management Plan.
19. Describe personal protective equipment (PPE) requirements and policy.
20. Describe safety procedures for Design-Builder's employees working around and handling contaminated materials.

Section 4 Environmental Compliance

Add Exhibit 4-B4 "Section 401 Water Quality Certification" attached to this addendum.

Section 8 Geotechnical

Section 8.2.3 "Preliminary Engineering Documents" is modified as indicated below:

8.2.3 Preliminary Engineering Documents

The Preliminary Engineering Documents provided in the Reference Information Documents (RID) show only preliminary information for the Project. These drawings and the supporting electronic files are included to illustrate the general scope of improvements. Verify all information prior to use. The Design Builder has the flexibility to make Project changes, but must not impair the essential functions and characteristics of the Project, such as safety, traffic operations, durability, desired appearance, maintainability, environmental protection, drainage, and other permitted constraints.

Soil boring information for the Project are provided in Exhibit 8-A. This boring information shall be considered part of the Contract Documents only to the extent that they are used to represent soil conditions at the time of drilling at the depths indicated within the respective borings drilled at the approximate locations shown. Presentation of this information in no way implies that subsurface conditions are the same at other locations and different times.

During construction of the CIDH piles for the current project (EA 11-2T0404); larger, less fractured, or harder and therefore materially different than the information provided in the Log of Test Boring were encountered at the following locations: Bent 7A from elevation ~~5~~ m to 4.3 m, Bent 12R from about 1 m to 7.7 m and Bents 14R and 14L at around 12 m.

Section 11 Roadways

Section 11.3.1.1 “Slopes” is modified as indicated below:

11.3.1.1 Slopes

~~All grading slopes shall be 1:4 (V:H) or flatter unless otherwise approved by the Department~~
Only Embankment (fill) slopes should be 1:4 (V:H) or flatter. All side slope designs steeper than 1:4 must be approved by the Department District Landscape Architect in order to assure compliance with the regulations affecting Stormwater Pollution contained in the Federal Clean Water Act

Section 12 Drainage

Add Exhibit 12.2.4 “Software” attached to this addendum.

12.2.4 Software

The Design-Builder shall use Haestad StormCad (version 5.5 or newer) or choose drainage design software from various drainage software packages listed in the *Caltrans Highway Design Manual* for analyzing and designing all systems.

The Design-Builder shall prepare drawings in MicroStation Version 8 and CAiCE ~~by AutoDesk Version 10SP8~~on the same version in use by the Department on the date of Final RFP.

Section 13 Structures

Section 13.2.2.1 “Intermediate Design – Unchecked Structure Details (65%) Submittal” is modified as indicated below:

13.2.2.1 Intermediate Design- Unchecked Structure Details (65%) Submittal

The Design-Builder shall submit the Intermediate Design – Unchecked Structure Details and Plans to the Department. The Department performs review on Unchecked Structure Details to discern and raise significant potential issues and to provide the Design-Builder with constructive feedback for use in preparing subsequent submittals. The structure design information shall be suitable for content and format review and coordination with other design disciplines to integrate all bridge appurtenances into the plan set. It is not necessary to have structural design checks complete at this stage.

The Intermediate Design (65%) ~~-~~submittals shall include complete dimensional detailing for all bridge structural elements and ~~include~~ all detail design sheets. Each submittal ~~This~~ shall include title sheets; bridge layouts; staging and removal plans; foundation report, foundation layouts; foundation details and design tables; boring logs; abutment details; bent details; framing plans and elevations; slab plans, typical sections and details; beam details and data sheets; deflection and camber diagrams; architectural elevations and other details as applicable. Each submittal ~~Packages~~ shall list Caltrans bridge standards to be used. Any P ~~proposed~~ modification to the Department standards shall also be provided.

Individual detail sheet contents shall be in accordance with applicable checklists provided in Caltrans Bridge Detailing Manual.

Section 13.2.2.2 “Final Design Checked Structure Details (100%) Submittal” is modified as indicated below:

13.2.2.2 Final Design Checked Structure Details (100 %) Submittal

Final Design Checked Structure Details (100 %) submittal shall include completed bridge layouts and final structural details for superstructure, substructure, and all bridge appurtenances. [Each submittal Package](#) shall include [the](#) Final Foundation Report, LOTB’s, structure quantities, and structure special provisions.

The Final Design Checked Structure Details (100%) submittal will not be considered complete unless the calculations and plans are available, complete, and independently checked.

Section 13.2.4 “Bridge Load Rating” is modified as indicated below:

13.2.4 Bridge Load Rating

The Design-Builder shall load rate the bridges by the Load and Resistance Factor Rating method in accordance with the AASHTO Manual for Bridge Evaluation and AASHTO LRFD Bridge Design Specifications with California Amendments. The ratings shall be based on the final As-Built configuration of the bridges. Complete and detailed As-Built structural models shall be provided to the Department for all bridge structures. The load rating models shall be developed by a California licensed Civil Engineer and checked by a [California](#) licensed Civil Engineer using the latest version of CSI BRIDGE or Midas Civil computer bridge analysis program and shall consider effects of construction staging. Girder bridges shall be developed using 3 dimensional models. Load rating results from the models shall be generated for superstructure elements of the bridges that carry live loads and for bent caps based on HL-93 and Permit Design Loads.

Section 13.3.10 “Bridge Aesthetics” is modified as indicated below:

13.3.10 Bridge Aesthetics

Aesthetic treatments shall be limited to those surfaces as outlined in the “ Section 15 - Visual Quality Management” included in Exhibit 15-A. The Design-Builder shall promote a consistent aesthetic “theme” for the entire Project corridor. While certain preliminary aesthetic and architectural renderings are included in the Preliminary Design and ~~Technical Requirements~~[Project Requirements](#), the Design-Builder shall be responsible for complying with all standards included in the Contract Documents to provide the required project elements. The Design-Builder’s attention is directed to ”Section 15 – Visual Quality Management” of the Project Requirements. [Column center lines shall be aligned with the center line of the existing bridge columns unless specified otherwise.](#)

Section 13.3.16 “Railroad” is modified as indicated below:

13.3.16 Railroad

The proposed project crosses the Railroad over two existing locations at the Rose Canyon Overhead Bridges and at Soledad Canyon Overhead Bridges and over [a](#) new location at Carroll

Canyon DAR. The Design-Builder shall be responsible for coordination with Metropolitan Transit System (MTS) and North County Transit District (NCTD) for all design and construction requirements ~~within the~~ railroad right of way (R/W).

The Design-Builder is responsible for obtaining and complying with all applicable design and construction specifications and requirements. The Design-Builder is responsible for performing the work in accordance with the terms specified in the Construction and Maintenance (C&M) Agreement prior to the commencement of any construction. Temporary minimum horizontal and temporary minimum vertical construction clearances shall be shown on the project plans for all work~~projects~~ impacting the Railroad.

Section 13.3.18.1 “Advance Planning Studies” is modified as indicated below:

13.3.18.1 Advance Planning Studies

Advance Planning Study (APS) reports are included in the Reference Information Documents. The APS reports contain information that the Design-Builder may find valuable in preparing the Final Design Documents. However, revisions to the structure type, and/or the alignment indicated in the APS, if not specifically limited elsewhere in the project documentation, ~~and/or the alignment indicated in the APS~~ may be necessary and shall be subject to analysis at the Type Selection stage of the Project to ensure that all Contract requirements are met.

The following information is provided to assist the Design-Builder in determining the level of completion and suitability of any portion of the APS documents:

- In most cases, the APS reports include a single structure alternative. Other structure alternative types may be considered, unless specifically prohibited in this document, but must be approved by the Alternative Technical Concept review phase specified in the Instruction to the Proposers (ITP).
- Structure aesthetics features are not included in the APS reports. However the Type Selection Reports shall clearly delineate Aesthetic features and shall be consistent with the Visual Quality Manual.
- Deck drains may be necessary for structures that are being widened.

Section 13.4.1 “Permanent Retaining Wall Structures” is modified as indicated below:

13.4.1 Permanent Retaining Wall Structures

The Design-Builder shall determine the location(s) and types of retaining walls needed on the Project. The Design-Builder shall minimize the need and visual impacts of all walls on the Project by utilizing wall profiles and alignments, which blend with the natural terrain. Where side slopes would exceed the right of way, retaining walls shall be used. Wall type selection and design by the Design-Builder shall meet all applicable Department requirements including, but not limited to, those related to differential settlement, Visual Quality Management, Utilities, Lighting, Signage, Drainage, and Landscaping. The Design-Builder shall notify the Department of any potential right of way conflicts at the preliminary design stage.

Where possible, adjacent retaining walls shall be interconnected or curved into the existing or finished grade to eliminate blunt ends and avoid the use of guardrails, attenuators, or other safety

devices at the ends. Long vertical curves shall be used at the top of the wall's profile ~~to and~~ avoid abrupt tangents and chords.

The Design-Builder shall not use any non pre-approved Proprietary wall systems. For Pre-Qualified Products Lists (Authorized Materials List) refer to: http://www.dot.ca.gov/hq/esc/approved_products_list/

When pre-approved proprietary or alternate wall systems other than the Department standard walls are used, the Design-Builder shall provide site specifics to the wall provider. Site specifics include, but are not limited to: profiles, wall heights, loading conditions (e.g. dead loads, live loads), results of foundation investigations, water conditions, all utilities (in-place, proposed, and future), site restrictions, expected wall cross section, and desirable wall face treatments. Any proposed pre-approved proprietary or alternate wall system will require prior approval from the Department. Walls types to be used at bridge abutments and/or approach embankments will also require prior approval.

The Design-Builder shall not use sheet pile, timber, or recycled material for permanent retaining walls or the retaining wall foundations.

The Design-Builder may use timber as temporary supports for soldier pile/tieback walls when a concrete facing is used.

Soil Nail and MSE walls shall not be used in front of the bridge abutments. Unless specified otherwise herein or in the standards, the permissible total and differential settlement, and lateral displacement and rotation of retaining walls shall be based on the wall and site-specific requirements determined by the geotechnical engineer. No lateral displacement or rotation shall be permitted for retaining walls constructed within 50 feet of bridge abutments. ~~For all retaining walls, total settlement and overall tolerances shall be based on site specific requirements determined by the geotechnical engineer.~~ The Design-Builder shall maintain a consistent architectural treatment within an uninterrupted wall segment. Wall types can be intermixed, if the adjacent retaining walls have the same architectural treatment.

Section 13.5.1.1 "Bridge scope and work" is modified as indicated below:

13.5.1.1 Bridge scope and work

Widen the existing single span CIP/PS Box Girder bridges thereby closing the gap between the left and right structures. The structure description and general scope of work shall include the following:

- Design and construct abutments; the bridge structure shall match the existing span length of approximately 161 feet and shall be supported on Diaphragm type abutments.
- Design and construct bridge superstructure; the superstructure shall be a single span CIP/PS box girder bridge. The median widening is approximately 28 feet and the structure depth shall be 6'-6".
- Remove the existing barrier railing Type 9 and bridge overhangs from both left and right existing bridges. ~~edge of decks and e~~Construct Concrete Barrier Type 60 at the median ~~between left and right bridge widening.~~
- Temporary railing (Type K) shall ~~ould~~ be placed along the existing shoulder areas to separate the construction-working zone ~~from~~with the highway traffic.

- Design and construct Approach Slab Type N(30D) at both ends of the bridge.
- Existing minimum vertical clearance is 15'-3"±. For CIP/PS Box Girder superstructure, falsework is required. Superstructure is proposed to be cast above grade and lowered into place to meet minimum vertical clearance requirement.
- Underground gas line, water line, electrical line, sewer line and telephone line are present within the vicinity of the structure. Potholes are recommended to determine the exact location of these utility lines. [Refer to Section 6, "Utilities" for the Project Requirements.](#)

Section 13.5.2.1 "Bridge scope and work" is modified as indicated below:

13.5.2.1 Bridge scope and work

The existing three span , 8'0" deep RC BOX Girder bridges were built in 1969 and widened in 1999 using 6'-0" deep CIP/PS Box Girder. Widen existing bridges to the inside there by closing the gap between the left and right structures. The structure description and general scope of work shall include the following:

- Design and construct abutments and column piers/bent substructures; the superstructure shall be approximately 353' long and shall be supported on single column bents and seat type abutments.
- Pile foundation shall be used at bent locations.
- Design and construct bridge superstructure; the widened superstructure shall be three-span PC/PS Girder ~~B~~bridge. The median widening width is approximately 28 feet and the structure depth shall be minimum 6'-6" ~~deep~~.
- Remove the existing barrier rails Type 9-11 and [bridge](#) overhang from [the median side of the existing](#) left and right bridges. Construct Type 60 Concrete Barrier railing at the median.
- Temporary railing Type K shall ~~ould~~ be placed [along](#) the existing shoulder areas to separate the construction-working zone [from](#) ~~with the~~ highway traffic.
- Design and construct Approach Slab Type N(30S) at both ends of the bridge.
- Power line, water line, and sewer lines are present within the vicinity of the structure. Potholes are recommended to determine the exact location of these utility lines. Refer to Section 6, "Utilities" for the ~~Technical Provisions~~ [Project Requirements](#).

Section 13.5.3.1 "Bridge scope and work" is modified as indicated below:

13.5.3.1 Bridge scope and work

Construct south facing Direct Access Ramps (DAR) Bridge Overhead ~~-at~~ Carroll Canyon Road. The structure shall accommodate two-12 ft lanes, two-4 ft outside shoulders and [an](#) 8 ft median and has an estimated total length of 482 feet. The bridge description and general scope of work shall include the following:

- Design and construct abutment and column piers/bent substructures; the superstructure shall be supported on single-column bents and seat-type abutment. Drilled pile foundations shall be used at bent locations.

- Design and construct bridge superstructure; the superstructure shall be a three-span CIP/PS box girder and the structural depth shall be 7'-3". The column sections shall be square column with 1-ft by 1-ft chamfers at all exterior corners and extending the full length of the column.
- The last span shall be supported on Carroll Canyon Road Bridge (Bridge No. 57C0786) currently under construction.
- Construct Concrete Barrier Type 60 at the median and Concrete Barrier Type 736 along edges of deck. Coordinate construction of new concrete barrier on edges of deck with concrete barriers over Carroll Canyon Road Bridge (Bridge No. 57C0786).
- Design and construct structure approach slab Type N(30S) at approach side of the bridge.

Section 13.5.4.1 "Bridge scope and work" is modified as indicated below:

13.5.4.1 Bridge scope and work

Widen the existing Left and Right CIP/RC Box Girder bridges to the outside. This structure is formerly known as Carroll Canyon Bridge and Overhead. The existing six spans, 8'-6" deep, Left and Right Bridges were built in 1972 and retrofitted in 1998. The structure description and work include the following:

- Design and construct abutments and column piers/bent substructures; the left bridge superstructure shall be supported on multicolumn bents, the right bridge superstructure shall be supported on single column bents and both left and right structures shall be supported on diaphragm type abutments.
- Drilled pile foundations shall be used at bent locations.
- Design and construct left bridge superstructures; the left bridge superstructure shall be six spans, 8'-6" deep, CIP/RC Box Girder Bridge and shall be widened to the outside by 52.5 feet minimum and varies.
- Design and construct right bridge superstructure; the right superstructure shall be six spans, 8'-6" deep, CIP/RC Box Girder Bridge and shall be widened to the outside by 44 feet minimum and varies.
- Remove the existing barrier railings Type 9-11 and bridge overhang ~~from over~~ outside edge of left and right bridge decks and construct Concrete Barrier Rail Type 736 at the outside widened edge of decks.
- Reconstruct existing box girder (outside bay) between Abutment 1 and Bent 2 for both left and right bridges. Coordinate with the proposed "CARROLL CANYON DAR WALLS" for bridge removal limits.
- Replace existing Type 9-11 barrier rail with Concrete Barrier Type 742 on the inside edge of decks. Refer to "SOLEDAD CANYON BR & OH (RECONSTRUCT), Bridge No. 5787R/L" As-Built plans.

Section 13.5.4.2 “Design/Construction issues” is modified as indicated below:

13.5.4.2 Design/Construction issues

- Coordinate with the proposed “Carroll Canyon DAR” retaining walls for design and construction.
- The proposed Bent 5 skew (left bridge) shall be adjusted to clear existing Carroll Canyon Road Bridge (BR # 57C0786).
- Based on Preliminary Seismic Design Recommendations, the soil layers at the site may be considered prone to liquefaction under strong ground shaking.
- Temporary rail Type K ~~shall-needs-to~~ be placed along the existing shoulder area to separate the construction-working zone ~~from~~with the highway traffic.
- Power lines and sewer lines are present within the vicinity of the structure. Refer to Section “6 Utilities” for the ~~Technical Provisions~~Project Requirements. Potholes are required to determine the exact location of underground utility lines.
- Railroad Traffic will be carried through the bridge construction area. There is a contract project by SANDBAG to add a new track, realign exiting track and construct a retaining wall and drainage system under the Soledad Canyon Bridge and Overhead. Refer to “Sorrento to Miramar- Phase 1” SANDAG Contract No. 1238901 for more information.
- The proposed structures shall be designed in accordance with the most current policies, requirements and standards of the Railroad Agencies.
- Temporary Right of Entry and access on the railroad’s property is required for construction. Design Builder shall obtain all necessary railroad approval of plans and specifications prior to preparing documents in the final form.

Section 13.5.6.1 “Bridge scope and work” is modified as indicated below:

13.5.6.1 Bridge scope and work

Widen the existing single span CIP/PS Box Girder Bridge to the outside. The structure description and general scope of work shall include the following:

- Design and construct abutments; the bridge structure shall match the existing span length of approximately 167.33 feet and shall be supported on Diaphragm abutments.
- Design and construct bridge superstructure; the superstructure shall be a single span CIP/PS box girder bridge with structure depth 7’-0”. The outside widening shall be approximately 32.75 feet.
- Remove the existing barrier railing Type 9 and overhang from right edge of deck and construct Concrete Barrier Rail Type 736 and concrete Barrier Type 60 modified at the outside widened edge of deck.
- Remove and rebuild existing Type 25 barrier rail as required for deck construction from existing Bridge Number 57-0785S left edge of deck.
- Temporary railing (Type K) ~~shall~~ould be placed along the existing shoulder areas to separate the construction-working zone ~~from~~with the highway traffic.

- Design and construct Approach Slab Type N(30D) at both ends of the bridge and as required reconstructing the northbound I-805 off ramp gore.
- Remove and replace existing slope paving in between existing Right bridge and Bridge number 57-0785S. Aesthetic treatments to match existing slope paving aesthetic treatments. For specific structure architectural treatment requirements, the Design-Builder’s attention is directed to “Section 15 – Visual Quality Management” of the ~~Technical Provisions~~ [Project Requirements](#).

Section 15 Visual Quality Management

Section 15.2.1 “Standards” is modified as indicated below:

15.2.1 Standards

The Design Builder shall design and construct the project elements in accordance with the relevant requirements of the standards listed by priority below.

If there is any conflict in standards, adhere to the standard with the highest priority. However, if the Design-Builder’s Submittal has a higher standard than any of the listed standards, adhere to the Design-Builder’s Submittal standard.

If there is any unresolved ambiguity in standards, obtain clarification from the Department before proceeding with design or construction.

Use the most current version of each listed standard as of the Request for Proposals (RFP) issue date unless otherwise specified herein or modified by Addendum or Change Order.

Visual Quality Management Standards

Priority	Agency	Title
1	Department	Highway Design Manual I-805 North Phase 1 Visual Quality Manual (Exhibit 15-A)
2	Department	Project Development Procedures Manual Highway Design Manual
3	Department	Office of Bridges and Structures, Aesthetic Guidelines for Bridge Design Project Development Procedures Manual
4	AASHTO	A Policy on the Geometric Design of Highways and Streets
5	ASCE	Practical Highway Esthetics Aesthetics

Section 15.2.2 “References” is modified as indicated below:

15.2.2 References

Use the references listed below as supplementary guidelines for the design and construction of the Visual Quality treatment requirements. These publications have no established order of precedence.

Visual Quality Treatment References

Agency	Title
--------	-------

Department Director's Policy No.22 Context Sensitive Solution
FHWA Flexibility in Highway Design
~~Department I-805 North Stage 1 Managed Lanes Visual Quality Manual~~

Section 16 Signing Pavement Marking, Signalization, and Lighting

Section 16.2.5 "Software Requirements" is modified as indicated below:

16.2.5 Software Requirements

The Design-Builder shall prepare drawings in MicroStation ~~SE~~-Version 8 and CaiCE Version ~~10SP6~~-10SP8 as the drafting and design software, respectively, in addition to other software used by the Design-Builder as the drafting and design software, respectively.

The Design-Builder shall use the latest version of SignCAD, by SignCAD Systems, Inc. to design signs.

Section 16.3.1.5.1 "Existing Overhead Sign Structures" is modified as indicated below:

16.3.1.5.1 Existing Overhead Sign Structures

All existing overhead signs structures physically impacted by the project shall meet the following requirements:

- Overhead sign structures shall be evaluated for adequate strength per American Association of State Highway and Transportation Officials (AASHTO) and Department standards. Sign structures found to have ~~inadequate~~ strength shall be replaced with new sign structures that are compatible with the Ultimate I-805 North Managed Lanes Project.
- Overhead sign structures located in the mainline median shall be replaced with new signs.
- Overhead sign structures with posts/foundations on the mainline median or ramps that are fixed objects shall be identified and corrected to meet design current standards.

Section 16.3.1.5.2 "New Overhead Sign Structures" is modified as indicated below:

16.3.1.5.2 New Overhead Sign Structures

All new overhead sign structures shall meet the following standards:

- Overhead sign structures shall be of truss, lightweight, or bridge mounted type as appropriate.
- Overhead sign structures shall be designed for fully loaded conditions and meet the requirements of the Ultimate I-805 North Managed Lanes Project and per the Department requirements.
- Overhead sign structures shall conform to the Department welding requirements.

- Overhead sign structures shall have a minimum vertical clearance of 18 feet over the entire length of the pavement and shoulder.
- Overhead sign structures shall be illuminated if structure is a guide sign or combination of HOV and guide signs.

Roadside signs shall be mounted on wood posts; except for rail-mounted signs, Structure mounted signs and Barrier mounted signs.

Section 16.3.1.6 “Sign Design” is modified as indicated below:

16.3.1.6. Sign Design

Design Overhead signs that meet the following requirements:

- Illumination: Externally illuminated with ~~HPS~~-ISL lamps, per Performance Specification for Lighting.

Section 18 Maintenance of Traffic

Section 18.3.1 “Project Specific Requirements” is modified as indicated below:

18.3.1 Project Specific Requirements

The Design-Builder shall comply with- the -Lane Closure Charts provided by the Department (Exhibit 18-B). Any revisions to the- Lane Closure Charts provided, or additional Lane Closures Charts required for the Work, shall be requested by the Design-Builder. The Department will have 15 Working Days to review the request. If ~~approved~~Approved, the Department will provide revised or additional Lane Closure Charts. Compliance with Lane Closure Charts shall not constitute a Change in the Work, and therefore not eligible for Change Order in accordance with Section 13.11 of Book 1.

The Design-Builder shall comply with- the detour routes for on-ramp and connector closures provided by the Department (-Exhibit 18-B) in the Lane Closure Charts in the development of final Detour Plans. Any revisions to the detour routes provided, or additional detours required, shall be submitted to the Department for approval. The Department will have 15 Working Days to review the request. It is the Design-Builder's responsibility to contact and obtain approval from local agencies for detours on roads or streets under their jurisdiction.

In addition to the above, the Design Builder shall comply with the City of San Diego's Annual Holiday Construction Moratorium (Exhibit 18-D) on all city streets adjacent to major retail shopping areas, including the University Town Center on La Jolla Village Drive. The moratorium is for all construction which affects any on-street parking, vehicle travel lanes, or pedestrian sidewalk areas starting on Thanksgiving Day and extending to New Year's Day. The Design Builder shall comply with other restrictions due to local events when identified by the local authorities or the Public Information Officer in accordance with procedures in the TMP.

The Design-Builder shall provide Sign Details plans showing how to fabricate any sign not detailed in the CA MUTCD. This includes sign dimensions, message, lettering sizes, and colors.

Add attached Exhibit 18-D “City of San Diego Annual Holiday Construction Moratorium – 2008.”

Section 21 Pavements

Replace Exhibit 21-A with attached revised Exhibit 21-A.

REFERENCE INFORMATION DOCUMENTS (RID)

See revised RID Index for a list of provided Reference Information Documents in the Data Room.

EXHIBIT 4-B4

Section 401 Water Quality Certification



California Regional Water Quality Control Board San Diego Region



Matthew Rodriguez
Secretary
for
Environmental Protection

Over 50 Years Serving San Diego, Orange, and Riverside Counties
Recipient of the 2004 Environmental Award for Outstanding Achievement from USEPA

9174 Sky Park Court, Suite 100, San Diego, California 92123-4353
(858) 467-2952 • Fax (858) 571-6972
[http:// www.waterboards.ca.gov/sandiego](http://www.waterboards.ca.gov/sandiego)

Edmund G. Brown Jr.
Governor

November 7, 2011

Certified Mail – Return Receipt Requested
Article Number: 7010 1060 0000 4952 9086

Mr. Ron Caraet
Program Manager
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

In reply refer to:
768188: mporter

Dear Mr. Caraet:

**SUBJECT: Clean Water Act Section 401 Water Quality Certification No. 11C-052
for the I-805 North Managed Lanes Project**

Enclosed is the Clean Water Act Section 401 Water Quality Certification for discharges to Waters of the U.S. and acknowledgment of enrollment under State Water Resources Control Board Order No. 2003-017-DWQ and Order No. 2004-0004-DWQ for the I-805 North Managed Lanes Project (project). A description of the project and project location can be found in the project information sheet, location map, and site maps which are included as Attachments 1 through 6.

Any petition for reconsideration of this Certification must be filed with the State Water Resources Control Board within 30 days of certification action (23 CCR § 3867). If no petition is received, it will be assumed that you have accepted and will comply with all the conditions of this Certification.

Failure to comply with all conditions of this Certification may subject the California Department of Transportation to enforcement actions by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board), including administrative enforcement orders requiring you to cease and desist from violations, or to clean up waste and abate existing or threatened conditions of pollution or nuisance; administrative civil liability in amounts of up to \$10,000 per day per violation; referral to the State Attorney General for injunctive relief; and, referral to the District Attorney for criminal prosecution.

California Environmental Protection Agency

In the subject line of any response, please include the requested **"In reply refer to:"** information located in the heading of this letter. For questions pertaining to the subject matter, please contact Mike Porter at 858-467-2726 or mporter@waterboards.ca.gov.

Respectfully,



DAVID W. GIBSON
Executive Officer

Enclosures:

Clean Water Act Section 401 Water Quality Certification No. 11C-052 for I-805 North Managed Lanes Project, with six attachments.

E-copies: Refer to Attachment 2 of Certification 10C-099 for the Distribution List.

Tech Staff Info & Use	
File No.	11C-052
WDID	9000002308
Reg. Measure ID	380099
Place ID	768188
Party ID	7222
Person ID	527665



California Regional Water Quality Control Board San Diego Region



Matthew Rodriguez
Secretary
for
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Over 50 Years Serving San Diego, Orange, and Riverside Counties
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9174 Sky Park Court, Suite 100, San Diego, California 92123-4340
(858) 467-2952 • Fax (858) 571-6972
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Action on Request
for
Clean Water Act Section 401 Water Quality Certification
and
Waste Discharge Requirements
for
Discharge of Dredged and/or Fill Materials

PROJECT: I-805 North Managed Lanes Project
Water Quality Certification No. 11C-052

APPLICANT: Mr. Ron Caraet
Project Manager
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

WDID	9000002308
Reg. Meas.	380099
Place	768188
Party	7222
Person	527665

ACTION:

<input type="checkbox"/> Order for Low Impact Certification	<input type="checkbox"/> Order for Denial of Certification
<input checked="" type="checkbox"/> Order for Technically-conditioned, Programmatic Certification	<input type="checkbox"/> Waiver of Waste Discharge Requirements
<input checked="" type="checkbox"/> Enrollment in SWRCB GWDR Order No. 2003-017 DWQ	<input checked="" type="checkbox"/> Enrollment in Isolated Waters Order No. 2004-004 DWQ

PROJECT DESCRIPTION:

The project consists of improvements to Interstate 805 (I-805) to maintain or improve future traffic operations between State Route 52 (SR-52) and to just north of Mira Mesa Boulevard. Four managed lanes will be constructed (two in each direction) from SR-52 to La Jolla Village Drive and two High Occupancy Lanes (HOV) (one in each direction) from La Jolla Village Drive to just north of Mira Mesa Boulevard. This project also includes the south portion of Carroll Canyon Direct Access Ramps (DAR), the Nobel Drive DAR, and Nobel Drive Park-and-Ride (P&R)/Bus Rapid Transit Station, and the SR-52/I-805 HOV direct connector ramp.

California Environmental Protection Agency

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at <http://www.swrcb.ca.gov>.

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Temporary impacts to 0.01-acre (30-linear feet) of wetlands and 0.15-acre (1,250-linear feet) of non-wetland waters (streambeds) of the U.S and/or State will be caused by construction activities and access to the construction areas.

Permanent impacts to 0.02-acre (189-linear feet) of non-wetlands of the U.S. and/or State will be caused by highway improvements and related facilities.

Permanent impacts to 0.0060 acre (30-linear feet) of road pool, occupied with Fairy shrimp, will also be caused by highway improvements and related facilities.

Unavoidable impacts will be mitigated through the:

1. Offsite establishment of 0.18-acre (189-linear feet) of Southern willow scrub, consisting of willows (4 species), Fremont's cottonwood, Coast live oak, and Western sycamore, Mulefat, and herbaceous understory at the Deer Canyon Mitigation site.
2. Offsite rehabilitation of 0.01205-acre of Vernal pools at the Del Mar Mesa Mitigation site (a.k.a. Zamudio Parcel) and the onsite enhancement of 0.01205-acre of Vernal pools.
3. Regrading and revegetation of all temporary impacts to fully restore wetland and stream functions.

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I. STANDARD CONDITIONS:

The following three standard conditions apply to all Certification actions, except as noted under Condition 3 for denials.

- A. This Certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to section 13330 of the California Water Code and section 3867 of Title 23 of the California Code of Regulations (23 CCR).
- B. This Certification action is not intended and must not be construed to apply to any discharge from any activity involving a hydroelectric facility requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent Certification application was filed pursuant to 23 CCR subsection 3855(b) and the application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
- C. The validity of any non-denial Certification action (Actions 1 and 2) must be conditioned upon total payment of the full fee required under 23 CCR section 3833, unless otherwise stated in writing by the certifying agency.

II. ADDITIONAL CONDITIONS: GENERAL

- A. Water Quality Certification No. 11C-052 (Certification) is only valid if the project begins no later than 5 (five) years from the date of issuance. If the project has not begun within 5 years from the date of issuance, this Certification expires.
- B. The California Department of Transportation must comply with the requirements of State Water Resources Control Board adopted Order No. 99-06-DWQ, NPDES No. CAS000003 NPDES Permit Statewide Storm Water Permit and Waste Discharge Requirements (WDRs) for the State of California, Department of Transportation must be implemented as described in the September 12, 2011 California Department of Transportation letter (Attachment 7).
- C. The California Department of Transportation must comply with the requirements of State Water Resources Control Board Water Quality Order No. 2003-0017-DWQ, *Statewide General Waste Discharge Requirements for Dredged or Fill Discharges that have Received State Water Quality Certification*. These General Waste Discharge Requirements are accessible at:

http://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/generalorders/go_wdr401regulated_projects.pdf.

- D. For impacts to non-federal waters, the California Department of Transportation must comply with the requirements of State Water Resources Control Board Water Quality Order No. 2004-004-DWQ, *Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction*. These General Waste Discharge Requirements are accessible at:
http://www.swrcb.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf.
- E. The California Department of Transportation must, at all times, fully comply with the engineering plans, specifications and technical reports submitted to the Regional Water Quality Control Board San Diego Region (San Diego Water Board), to support this Certification and all subsequent submittals required as part of this Certification and as described in Attachment 1. The conditions within this Certification must supersede conflicting provisions within such plans submitted as part of this Certification action.
- F. The California Department of Transportation must permit the San Diego Water Board or its authorized representative at all times, upon presentation of credentials:
1. Entry onto project premises, including all areas on which wetland fill or wetland mitigation is located or in which records are kept.
 2. Access to copy any records required to be kept under the terms and conditions of this Certification.
 3. Inspection of any treatment equipment, monitoring equipment, or monitoring method required by this Certification.
 4. Sampling of any discharge or surface water covered by this Order.
- G. In the event of any violation or threatened violation of the conditions of this Certification, the violation or threatened violation must be subject to any remedies, penalties, process or sanctions as provided for under State law. For purposes of section 401(d) of the Clean Water Act, the applicability of any State law authorizing remedies, penalties, process or sanctions for the violation or threatened violation constitutes a limitation necessary to assure compliance with the water quality standards and other pertinent requirements incorporated into this Certification.

- H. In response to a suspected violation of any condition of this Certification, the San Diego Water Board may require the holder of any permit or license subject to this Certification to furnish, under penalty of perjury, any technical or monitoring reports the San Diego Water Board deems appropriate, provided that the burden, including costs, of the reports must bear a reasonable relationship to the need for the reports and the benefits to be obtained from the reports.
- I. In response to any violation of the conditions of this Certification, the San Diego Water Board may add to or modify the conditions of this Certification as appropriate to ensure compliance.

III. ADDITIONAL CONDITIONS: CONSTRUCTION BEST MANAGEMENT PRACTICES

- A. The California Department of Transportation must enroll in and comply with the requirements of State Water Resources Control Board Water Quality Order No. 2009-0009-DWQ, NPDES No. CAS000002, *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*.
- B. Prior to the start of the project, and annually thereafter, the California Department of Transportation must educate all personnel on the requirements in this Certification, pollution prevention measures, spill response, and Best Management Practices (BMP) implementation and maintenance.
- C. The California Department of Transportation must, at all times, maintain appropriate types and sufficient quantities of materials on-site to contain any spill or inadvertent release of materials that may cause a condition of pollution or nuisance if the materials reach waters of the United States and/or State.
- D. The treatment, storage, and disposal of wastewater during the life of the project must be done in accordance with waste discharge requirements established by the San Diego Water Board pursuant to CWC § 13260.
- E. Discharges of concentrated flow during construction or after completion must not cause downstream erosion or damage to properties or stream habitat.
- F. Water containing mud, silt, or other pollutants from equipment washing or other activities, must not be discharged to waters of the United States and/or the State or placed in locations that may be subjected to storm

- flows. Pollutants discharged to areas within a stream diversion area must be removed at the end of each work day or sooner if rain is predicted.
- G. All surface waters, including ponded waters, must be diverted away from areas undergoing grading, construction, excavation, vegetation removal, and/or any other activity which may result in a discharge to the receiving water. Diversion activities must not result in the degradation of beneficial uses or exceedance of water quality objectives of the receiving waters. Any temporary dam or other artificial obstruction constructed must only be built from materials such as clean gravel which will cause little or no siltation. Normal flows must be restored to the affected stream immediately upon completion of work at that location.
- H. All areas that will be left in a rough graded state must be stabilized no later than two weeks after completion of grading. The California Department of Transportation, land owners, and/or land managers are responsible for implementing and maintaining BMPs to prevent erosion of the rough graded areas. After completion of grading, all areas must be revegetated. The revegetation palette must not contain any plants listed on the California Invasive Plant Council Invasive Plant Inventory, which can be found online at <http://www.cal-ipc.org/ip/inventory/weedlist.php>.
- I. Substances hazardous to aquatic life including, but not limited to, petroleum products, raw cement/concrete, asphalt, and coating materials, must be prevented from contaminating the soil and/or entering waters of the United States and/or State. BMPs must be implemented to prevent such discharges during each project activity involving hazardous materials.
- J. Removal of vegetation must occur by hand, mechanically, or using EPA approved herbicides deployed using applicable BMPs to prevent impacts to Beneficial Uses of waters of the State. Use of aquatic pesticides must be done in accordance with *State Water Resources Control Board Water Quality Order No. 2004-0009-DWQ*, and any subsequent reissuance as applicable. Removal of vegetation must occur outside of the avian nesting season (March 15 to August 31).
- K. If groundwater dewatering with discharge to surface water is necessary for project construction, the California Department of Transportation must comply with *San Diego Water Board Order No. R9-2008-0002, General Waste Discharge Requirements for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters Within the San Diego Region*. These General Waste Discharge Requirements are accessible at:
http://www.swrcb.ca.gov/rwqcb9/board_decisions/adopted_orders/2008/2008_0002.pdf

- L. During construction, the California Department of Transportation must maintain a copy of this Certification at the project site so as to be available at all times to site personnel and agencies.

IV. ADDITIONAL CONDITIONS: POST-CONSTRUCTION BEST MANAGEMENT PRACTICES

- A. Post-construction BMPs must be implemented as described in the September 12, 2011 letter (Attachment 7) from the California Department of Transportation to the San Diego Water Board Executive Officer. As such, the project must not add more than 40.3-acres of new, impervious surface, and must be required to treat 76.3 acres of impervious surface using a combination of biofiltration swales, detention/infiltration basins, and porous pavement.
- B. A Storm Water Management Plan must be submitted to the San Diego Water Board when the project design and engineering is at least 80% complete and prior to project impacts.
- C. All park and ride facilities must designed and constructed with Low Impact Development (LID) elements. LID guidance can be found at <http://www.lid-stormwater.net/> .
- D. Structural Best Management Practices (BMPs) must be sized to comply with the following numeric sizing criteria:

a) Volume

Volume-based BMPs must be designed to mitigate (infiltrate, filter, or treat) either:

- i. The volume of runoff produced from a 24-hour 85th percentile storm event, as determined from the local historical rainfall record (0.6 inch approximate average for the San Diego County area); or
- ii. The volume of runoff produced by the 85th percentile 24-hour rainfall event, determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or
- iii. The volume of annual runoff based on unit basin storage volume, to achieve 90% or more volume treatment by the method recommended in California Stormwater Best

Management Practices Handbook – Industrial/Commercial,
(1993); or

- iv. The volume of runoff, as determined from the local historical rainfall record, that achieves approximately the same reduction in pollutant loads and flows as achieved by mitigation of the 85th percentile 24-hour runoff event; or

b) Flow

Flow-based BMPs must be designed to mitigate (infiltrate, filter, or treat) either:

- i. The maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour; or
 - ii. The maximum flow rate of runoff produced by the 85th percentile hourly rainfall intensity, as determined from the local historical rainfall record, multiplied by a factor of two; or
 - iii. The maximum flow rate of runoff, as determined from the local historical rainfall record, that achieves approximately the same reduction in pollutant loads and flows as achieved by mitigation of the 85th percentile hourly rainfall intensity multiplied by a factor of two.
- E. Pedestrian-accessible storm drain inlet structures within the project boundaries must be stamped and/or stenciled with appropriate language prohibiting non-storm water discharges.
- F. Post-construction BMPs must be installed and functional prior to occupancy and/or planned use of development areas.
- G. Caltrans must inspect and maintain post-construction structural BMPs per the manufacturers' specifications and/or engineering design specifications. An inspection and maintenance log must be maintained for review by germane agencies. Copies of the inspection and maintenance log must be provided to the San Diego Water Board upon request.
- H. Any extended detention basins must be designed and constructed in accordance with the most recent California Stormwater Quality Association guidance for extended detention basins. The basin outlets must be placed to maximize the flowpath through the facility. The ratio of flowpath length to width from the inlet to the outlet must be at least 1.5:1. The flowpath length is defined as the mean width of the basin.

V. ADDITIONAL CONDITIONS: IMPACTS and COMPENSATORY MITIGATION

A. Impacts to Waters and Wetlands of the U.S. and State are limited to the following:

ACOE Jurisdictional Wetland/Waters				
Channel Location	Area (acres)	Linear feet	Lat	Long
Permanent Impacts:				
Unnamed Drainage 2	<0.01	47'x3'wide	32.8674	-117.1937
Unnamed Drainage 3	0.01	142'x3'wide	32.8694	-117.1939
Total Permanent Other Waters of the US Impacts	0.02			
Temporary impacts:				
Rose Canyon Creek (tributary)	0.03	237'x5'wide	32.8645	-117.1889
Rose Canyon Creek	0.08	440' variable width	32.8645	-117.1889
Unnamed Drainage 2	0.01	161'x3'wide	32.8672	-117.1934
Unnamed Drainage 3	0.02	226'x3'wide	32.8699	-117.194
Unnamed Drainage 4 Wetland	0.01	30' length	32.87	-117.1926
Unnamed Drainage 5	0.006	121' x 2'wide	32.8733	-117.1972
Unnamed Drainage 7	0.001	65'x0.75' wide	32.8918	-117.2098
Total Temporary Other Waters of the US Impacts	0.15			
Total Temporary Wetlands Impacts	0.01			
* There are no impacts to ACOE jurisdictional waters in San Clemente or Soledad Canyon Creeks				

B. Impacts to Vernal pools (endangered species-occupied road pools) are limited to 0.0060-acres and 30-linear feet.

C. Mitigation for permanent and temporary project impacts to wetland and non-wetland waters of the United States and/or State must be implemented as described in the Final Compensatory Wetland/Upland Mitigation Plan for Deer Canyon, prepared by the California Department of Transportation, and dated May 25, 2011. The Deer Canyon Mitigation site is proposed to provide compensatory mitigation for the proposed impacts from the I-5/Genesee Avenue Interchange, the I-805 Managed Lanes, and

Carroll Canyon Road Extension, and the Sorrento to Miramar Double Track Project – Phase I projects.

- D. Mitigation for permanent impacts to Vernal pools must be implemented as described in the Del Mar Mesa and Nobel Vernal Pool Draft Habitat Mitigation and Monitoring Plan, prepared by the California Department of Transportation, District 11, and dated October 20, 2011.
- E. Compensatory mitigation must consist of:
1. Establishment of 0.18-acre of Southern willow scrub (189-linear feet) consisting of willows (4 species), Fremont's cottonwood, Coast live oak, and Western sycamore, Mulefat, and herbaceous understory at the Deer Canyon Mitigation site.
 2. Rehabilitation of 0.01205-acre of Vernal pools at the Del Mar Mesa Mitigation site (Zamudio Parcel) and the onsite enhancement of 0.01205-acre of Vernal pools.
- F. Project impacts will require the mathematical subtraction of 0.18-acre of Southern willow scrub credits from the Deer Canyon Mitigation site available mitigation credits ledger.
- G. The construction of proposed mitigation must be concurrent with project grading and completed no later than 9 months following the initial discharge of dredge or fill material into on-site waters. Delays in implementing mitigation must be compensated for by an increased mitigation implementation of 10 percent of the cumulative compensatory mitigation for each month of delay.
- H. The California Department of Transportation must restore all areas of temporary impacts and all other areas of temporary disturbance which could result in a discharge or a threatened discharge to waters of the U.S. and/or State. Restoration must include grading of disturbed areas to pre-project contours and revegetation with native species. The restoration must fully restore functions wetland and stream functions. The California Department of Transportation must implement all necessary BMPs to control erosion and runoff from areas associated with this project.
- I. The California Department of Transportation must salvage leaf litter, coarse woody debris, and upper soil horizons from impacted jurisdictional water sites that are relatively free of invasive exotic species for use in on-site mitigation areas.
- J. The California Department of Transportation must also salvage large cuttings from appropriate tree species if they exist at the impact site and

use them as pole plantings at the mitigation site and/or the onsite restored areas.

- K. The Deer Canyon mitigation site must be designed, constructed, and maintained in perpetuity to meet the following conditions:
1. Most of the channel through the mitigation sites are characterized by equilibrium conditions, with no evidence of severe aggradation or degradation;
 2. As viewed along cross-sections, the channel and buffer have a variety of slopes, or elevations, that are characterized by different moisture gradients. Each sub-slope contains physical patch types or features that contribute to irregularity in height, edges, or surface and to complex topography overall; and
 3. The mitigation sites have a well-developed plant community characterized by a high degree of horizontal and vertical interspersion among plant zones and layers.
- L. Throughout the mitigation monitoring program phase, mitigation areas must be maintained free of perennial exotic plant species including, but not limited to, pampas grass, giant reed, tamarisk, sweet fennel, tree tobacco, castor bean, and pepper tree. Annual exotic plant species must not occupy more than 5 percent of the on-site or off-site mitigation areas.
- M. San Diego Water Board acceptance of the final mitigation plan for each project site applies only to the site and plan that mitigates for each project and must not be construed as approval of the mitigation site or plan for use by other current or future projects that are planning to use additional acreage at the site for mitigation.
- N. Any maintenance activities that do not contribute to the success of the mitigation sites and enhancement of beneficial uses and ecological functions and services are prohibited. Maintenance activities are limited to the removal of trash and debris, removal of exotic plant species, replacement of dead native plant species and remedial measures deemed necessary for the success of the restoration program.
- O. If at any time during the implementation and establishment of the mitigation areas, and prior to verification of meeting success criteria, a catastrophic natural event (e.g., fire, flood) occurs and impacts the mitigation areas, the California Department of Transportation is responsible for repair and replanting of the damaged areas.

- P. For the purpose of determining mitigation credit for the removal of exotic/invasive plant species, only the actual area occupied by exotic/invasive plant species must be quantified to comply with mitigation requirements.
- Q. For purposes of this Certification, establishment is defined as the creation of vegetated or unvegetated waters of the U.S. and/or State where the resource has never previously existed (e.g. conversion of nonnative grassland to a freshwater marsh). Restoration is divided into two activities, re-establishment and rehabilitation. Re-establishment is defined as the return of natural/historic functions to a site where vegetated or unvegetated waters of the U.S. and/or State previously existed (e.g., removal of fill material to restore a drainage). Rehabilitation is defined as the improvement of the general suite of functions of degraded vegetated or unvegetated waters of the U.S. and/or State (e.g., removal of a heavy infestation or monoculture of exotic plant species from jurisdictional areas and replacing with native species). Enhancement is defined as the improvement to one or two functions of existing vegetated or unvegetated waters of the U.S. and/or State (e.g., removal of small patches of exotic plant species from an area containing predominantly natural plant species). Preservation is defined as the acquisition and legal protection from future impacts in perpetuity of existing vegetated or unvegetated waters of the U.S. and/or State (e.g., conservation easement).
- R. Mitigation site maintenance and monitoring must continue until the mitigation site has met the success criteria stated in the mitigation plan(s). The mitigation site must be maintained free of non-native and invasive plant species and maintained in accordance with specified success criteria in perpetuity.

VI. MONITORING REQUIREMENTS:

A. Bioassessment -

The California Department of Transportation must conduct bioassessment monitoring, as described in this section, to assess effects on the biological integrity of the Rose Creek impact area and Deer Canyon mitigation site. Bioassessment shall include: 1) the collection and reporting of specified instream biological data, and 2) the collection and reporting of specified instream physical and habitat data. The results of the Bioassessment must be submitted **each year with the Mitigation Monitoring Reports.**

Site Locations and Frequency

Macroinvertebrate samples shall be collected at the Rose Creek impact area and Deer Canyon mitigation site. Sampling areas must be located upstream, within, and downstream of the Rose Creek impact area and mitigation area. Annual sampling must occur for 5 years until established success criteria are met for the Deer Creek mitigation site. Annual sampling must occur for 5 years or until directed otherwise by the San Diego Water Board for the Rose Creek impact area.

Index Period

Macroinvertebrate sampling shall be conducted between April 1st and October 1st. Sampling should be conducted when water is present and preferably flowing.

Field Methods for Macroinvertebrate Collections

In collecting macroinvertebrate samples, the California Department of Transportation shall use the "Reachwide Benthos (Multihabitat) Procedure" specified in Standard Operating Procedures for Collecting Benthic Macroinvertebrate Samples and Associated Physical and Chemical Data for Ambient Bioassessments in California (Ode 2007, available at: http://www.swrcb.ca.gov/swamp/docs/phab_sopr6.pdf).

Habitat Assessment Methods

The California Department of Transportation shall conduct, concurrently with all required macroinvertebrate collections, the "Full" suite of physical/habitat characterization measurements as specified in Standard Operating Procedures for Collecting Benthic Macroinvertebrate Samples and Associated Physical and Chemical Data for Ambient Bioassessments in California (Ode 2007), and as summarized in the Surface Water Ambient Monitoring Program's Stream Habitat Characterization Form — Full Version.

Laboratory Methods

Macroinvertebrates shall be identified and classified according to the Standard Taxonomic Effort (STE) Level II of the Southwestern Association of Freshwater Invertebrate Taxonomists (SAFIT; requirements for Level I and Level II taxonomic effort, and are located at: <http://www.safit.org/ste.html>) and using a fixed-count of 600 organisms per sample.

Quality Assurance

The California Department of Transportation shall have and follow a quality assurance (QA) plan that covers the required bioassessment monitoring. The QA plan shall include, or be supplemented to include, a specific requirement for external QA checks (i.e., verification of taxonomic identifications and correction of data where errors are identified). External

QA checks shall be performed on one of the discharger's macroinvertebrate samples collected per calendar year, or ten percent of the samples per year (whichever is greater). QA samples shall be randomly selected. The external QA checks shall be paid for by the discharger, and performed by the California Department of Fish and Game's Aquatic Bioassessment Laboratory. An alternate laboratory with equivalent or better expertise and performance may be used if approved in writing by Water Board staff.

Sample Preservation and Archiving

The original sample material shall be stored in 70 percent ethanol and retained by the discharger until: 1) all QA analyses specified herein and in the relevant QA plan are completed; and 2) any data corrections and/or re-analyses recommended by the external QA laboratory have been implemented. The remaining subsampled material shall be stored in 70 percent ethanol and retained until completeness checks have been performed according to the relevant QA plan. The identified organisms shall be stored in 70 percent ethanol, in separate glass vials for each final ID taxon. (For example, a sample with 45 identified taxa would be archived in a minimum of 45 vials, each containing all individuals of the identified taxon.) Each of the vials containing identified organisms shall be labeled with taxonomic information (i.e., taxon name, organism count) and collection information (i.e., site name/site code, waterbody name, date collected, and method of collection). The identified organisms shall be archived (i.e., retained) by the discharger for a period of not less than three years from the date that all QA steps are completed, and shall be checked at least once per year and "topped off" with ethanol to prevent desiccation. The identified organisms shall be relinquished to the Water Board upon request by any Water Board staff.

Definitions: The "original sample material" is that material (i.e., macroinvertebrates, organic material, gravel, etc.) remaining after the subsample has been removed for identification. The "remaining subsampled material" is that material (e.g., organic material, gravel, etc.) that remains after the organisms to be identified have been removed from the subsample for identification. (Generally, no macroinvertebrates are present in the remaining subsampled material, but this needs to be verified via QA completeness checks.) The "identified organisms" are those organisms within the subsample that are specifically identified and counted.

Data Submittal

The macroinvertebrate results (i.e., taxonomic identifications consistent with the specified SAFIT STEs, and number of organisms within each taxa) shall be submitted to the Water Board in electronic format. The Water Board's Surface Water Ambient Monitoring Program (SWAMP) is

currently developing standardized formats for reporting bioassessment data. All bioassessment data collected after those formats become available shall be submitted using the SWAMP formats. Until those formats are available, the biological data shall be submitted in MS-Excel (or equivalent) format. The physical/habitat data shall be reported using the standard format titled SWAMP Stream Habitat Characterization Form - Full Version.

Invasive Species Prevention

In conducting the required bioassessment monitoring, the discharger and its consultants shall take precautions to prevent the introduction or spread of aquatic invasive species. At minimum, the discharger and its consultants shall follow the recommendations of the California Department of Fish and Game to minimize the introduction or spread of the New Zealand mudsnail.

B. California Rapid Assessment Method

The California Department of Transportation must conduct a quantitative, function-based assessment of the health of wetland and riparian habitats in the Rose Creek impact area and the Deer Canyon mitigation site using the California Rapid Assessment Method (CRAM)¹ upstream, within, and downstream of Rose Creek impact and Deer Canyon mitigation sites. Monitoring must occur prior to impacts and for at least three consecutive years after impacts. The results of the CRAM assessment must be submitted **each year with the Mitigation Monitoring Reports**.

VII. NOTIFICATION REQUIREMENTS:

- A. The California Department of Transportation must notify the San Diego Water Board within **24 hours** of any unauthorized discharge, including hazardous or toxic materials, to waters of the United States and/or State; measures that were implemented to stop and contain the discharge; measures implemented to clean-up the discharge; the volume and type of materials discharged and recovered; and additional best management practices (BMPs) or other measures that will be implemented to prevent future discharges.
- B. This Certification is not transferable in its entirety or in part to any person or organization except after notice to the Executive Officer of the San Diego Water Board in accordance with the following terms.

¹ Information on CRAM is available at the California Rapid Assessment Method homepage at <http://www.cramwetlands.org/>

1. **Transfer of Property Ownership:** the California Department of Transportation must notify the San Diego Water Board of any change in ownership of the project area. Notification of change in ownership must include, but not be limited to, a statement that the California Department of Transportation has provided the purchaser with a copy of the Section 401 Water Quality Certification and that the purchaser understands and accepts the certification requirements and the obligation to implement them or be subject to liability for failure to do so; the seller and purchaser must sign and date the notification and provide such notification to the Executive Officer of the San Diego Water Board within **10 days** of the transfer of ownership.
2. **Transfer of Mitigation Responsibility:** Any notification of transfer of responsibilities to satisfy the mitigation requirements set forth in this Certification must include a signed statement from an authorized representative of the new party (transferee) demonstrating acceptance and understanding of the responsibility to comply with and fully satisfy the mitigation conditions and agreement that failure to comply with the mitigation conditions and associated requirements may subject the transferee to enforcement by the San Diego Water Board under Water Code section 13385, subdivision (a). The California Department of Transportation must provide such notification to the Executive Officer of the San Diego Water Board within **10 days** of the transfer of mitigation responsibility.
3. **Transfer of Post-Construction BMP Maintenance Responsibility:** The California Department of Transportation assumes responsibility for the inspection and maintenance of all post-construction structural BMPs until such responsibility is legally transferred to another entity. At the time maintenance responsibility for post-construction BMPs is legally transferred the California Department of Transportation must submit to the San Diego Water Board a copy of such documentation and must provide the transferee with a copy of a long-term BMP maintenance plan that complies with manufacturer specifications. The California Department of Transportation must provide such notification to the Executive Officer of the San Diego Water Board within **10 days** of the transfer of BMP maintenance responsibility.

Upon properly noticed transfers of responsibility, the transferee assumes responsibility for compliance with this Certification and references in this Certification to the California Department of Transportation will be interpreted to refer to the transferee as appropriate. Transfer of responsibility does not necessarily relieve the California Department of Transportation of this Certification in the event that a transferee fails to comply.

- C. Prior to the start of construction, the California Department of Transportation must provide the San Diego Water Board a draft preservation mechanism (e.g. deed restriction, conservation easement, etc.) that will protect all mitigation areas and their buffers in perpetuity. Within one year of the start of construction, the California Department of Transportation must submit proof of a completed preservation mechanism that will protect all mitigation areas and their buffers in perpetuity. The conservation easement, deed restriction, or other legal limitation on the mitigation property must be adequate to demonstrate that the site will be maintained without future development or encroachment on the site which could otherwise reduce the functions and values of the site for the variety of beneficial uses of waters of the United States that it supports. The legal limitation must prohibit, without exception, all residential, commercial, industrial, institutional, and transportation development, and any other infrastructure development that would not maintain or enhance the wetland and streambed functions and values of the site. The preservation mechanism must clearly prohibit activities that would result in soil disturbance or vegetation removal, other than the removal of non-native vegetation. Other infrastructure development to be prohibited includes, but is not limited to, additional utility lines, maintenance roads, and areas of maintained landscaping for recreation.

VIII. REPORTING REQUIREMENTS:

- A. The California Department of Transportation must submit annual progress reports describing status of compliance with all requirements of this Certification to the San Diego Water Board prior to **August 1** of each year following the issuance of this Certification until the project has reached completion. The California Department of Transportation must submit a Final Project Annual Report to the San Diego Water Board prior to **August 1** following completion of the project. The reports must include the following:
1. Date of construction initiation.
 2. Projected date of construction completion.
 3. Status of BMPs for the project.
 4. Final Project Report: As-built drawings no larger than 11"X17", GPS readings of all post-construction BMPs, and photodocumentation of post-construction BMPs.

- B. Mitigation monitoring reports must be submitted annually until mitigation has been deemed successful. Annual monitoring reports must be submitted prior to **December 1** of each year. Monitoring reports must include, but not be limited to, the following:
1. Names, qualifications, and affiliations of the persons contributing to the report;
 2. Date of initiation of mitigation installation and date mitigation installation was completed.
 3. Mitigation as-builts, including topography maps and planting locations.
 4. Tables presenting the raw data collected in the field as well as analyses of the physical and biological data;
 5. Topographic complexity characteristics at each mitigation site;
 6. Upstream and downstream habitat and hydrologic connectivity;
 7. Source of hydrology;
 8. Width of native vegetation buffer around the entire mitigation site;
 9. Qualitative and quantitative comparisons of current mitigation conditions with pre-construction conditions and previous mitigation monitoring results, including evaluation of Benthic Macroinvertebrate Community Analysis, California Rapid Assessment Method, and other success criteria.
 10. Stream Photodocumentation, including all areas of permanent and temporary impact, prior to and after project construction, and mitigation areas, prior to and after implementation. Photo documentation must be conducted in accordance with guidelines posted at http://www.waterboards.ca.gov/sandiego/water_issues/programs/401_certification/docs/StreamPhotoDocSOP.pdf. In addition, photo documentation must include Geographic Positioning System (GPS) coordinates for each of the photo points referenced.
 11. A Survey report documenting boundaries of mitigation area(s), including Geographic Information System (GIS) shape files (polygons) of the impact and mitigation areas (Two GPS readings (points) must be taken on each line of the polygon and the polygon must have a minimum of 10 points). GIS metadata must also be submitted.

- C. All information requested in this Certification is pursuant to California Water Code (CWC) section 13267. Civil liability may be administratively imposed by the San Diego Water Board for failure to furnish requested information pursuant to CWC section 13268.
- D. All reports and information submitted to the San Diego Water Board must be submitted in both hardcopy and electronic format. The preferred electronic format for each report submission is one file in PDF format that is also Optical Character Recognition (OCR) capable.
- E. All applications, reports, or information submitted to the San Diego Water Board must be signed and certified as follows:
 - 1. For a corporation, by a responsible corporate officer of at least the level of vice president.
 - 2. For a partnership or sole proprietorship, by a general partner or proprietor, respectively.
 - 3. For a municipality, or a state, federal, or other public agency, by either a principal executive officer or ranking elected official.
 - 4. A duly authorized representative may sign applications, reports, or information if:
 - a. The authorization is made in writing by a person described above.
 - b. The authorization specifies either an individual or position having responsibility for the overall operation of the regulated activity.
 - c. The written authorization is submitted to the San Diego Water Board Executive Officer.
- F. All applications, reports, or information submitted to the San Diego Water Board must be signed and certified as follows:

"I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the information is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

- G. The California Department of Transportation must submit reports required under this Certification, or other information required by the San Diego Water Board, to:

Executive Officer
California Regional Water Quality Control Board
San Diego Region
Attn: 401 Certification; Project No. 11C-052
9174 Sky Park Court, Suite 100
San Diego, California 92123

IX. CEQA FINDINGS:

- A. The California Department of Transportation is the lead agency under the California Environmental Quality Act (Public Resources Code section 21000, et seq., (CEQA)), and issued the I-805 Managed Lanes North Project, Initial Study with Mitigated Negative Declaration/Environmental Assessment With Finding of No Significant Impact, California Department of Transportation, State Clearing House No. 2010021032, on December 2010.
- B. The San Diego Water Board has reviewed the lead agency's Mitigated Negative Declaration and finds that the project as proposed will not have a significant effect on the environment if compensatory mitigation is accomplished as conditioned in this Certification.

X. PUBLIC NOTIFICATION OF PROJECT APPLICATION:

A. On July 6, 2011, receipt of the project application was posted on the San Diego Water Board web site to serve as appropriate notification to the public. Public comments received are summarized as follows:

Comments submitted by:	Summary of Comments	San Diego Water Board Responses
<p>James A. Peugh Conservation Chair San Diego Audubon Society peugh@cox.net</p>	<p>1 - Requests a hearing before Regional Board.</p> <p>2 - There are alternatives that may avoid or at least reduce impacts to vernal pools, waterways, the health of the watersheds, and thereby water quality that should be evaluated.</p> <p>3 - These alternatives may provide transportation to a more useable location so they will support more efficient land use and in turn result in better water quality</p>	<p>1 - The Executive Officer of the San Diego Water Board has determined that a hearing before the San Diego Water Board is not warranted because the impacts are relatively small, avoidance and mitigation has been fully evaluated, the mitigation ratio is higher than most projects, and the project will result in a net improvement in water quality functions by treatment and retrofit of 76.3-acreas of runoff from new and existing project areas.</p> <p>2 – Caltrans solicited public comments through the CEQA process and has evaluated multiple alternatives. The alternative selected is the least impactful alternative that meets the project purpose.</p> <p>3 – Caltrans has evaluated alternative sites for the Nobel/I-805 BRT, as suggested by the public, and has determined that the alternative sites are infeasible.</p>

<p>Deborah Knight Executive Director Friends of Rose Canyon P.O. Box 221051 San Diego, CA 92192-1051 rosecanyon@san.rr.com</p>	<p>1 - Requests hearing before Regional Board.</p> <p>2 - Objects to a specific aspect of proposed project – the proposed location of the Nobel/I-805 Bus Rapid Transit Station and Park and Ride.</p> <p>3 - Prefer that Station be moved to La Jolla Village Drive/I-805 intersection for these reasons:</p> <p>a - Would reduce widening of bridge over Rose Creek; and</p> <p>b – Location change would reduce impacts to environmentally sensitive lands.</p>	<p>1 – See above.</p> <p>2 - Caltrans has evaluated alternative sites for the Nobel/I-805 BRT, as suggested by the public, and has determined that the alternative sites are infeasible.</p> <p>3. a. – Caltrans has stated that relocation of the BRT would not obviate the need to widen the bridge. Regardless, the widening of I-805 will not result in any permanent impacts to Waters of the U.S. and/or State.</p> <p>3. b. – The “environmentally sensitive lands” referred to are Multiple Species Conservation Program uplands that are regulated by the City of San Diego, California Department of Fish and Game, and the U.S. Fish and Wildlife Service.</p>
<p>Eric Bowlby Executive Director San Diego Canyonlands eric@sdcanyonlands.org</p>	<p>1 - Requests hearing before Regional Board.</p> <p>2 - Project will impact San Clemente Creek, Rose Creek and Soledad Canyon Creek, and has the potential to have significant water quality impacts on all three.</p>	<p>1 – See above.</p> <p>2 – The proposed project will not have permanent or temporary impacts to San Clemente or Soledad Canyon Creeks. In fact, proposed structural post-construction BMPs are likely to improve water quality in the receiving waters by treating the road runoff prior to entering the creeks.</p>

	<p>3 - The environmental community should have the opportunity to weigh in on this project.</p> <p>4 - Changing the location of the proposed Nobel BRT Station and Park and Ride to La Jolla Village Drive would significantly reduce the impact on Rose Creek.</p>	<p>3 – Per Caltrans, the CEQA document was circulated in accordance with noticing requirements thereby allowing for public comments. Additionally, Caltrans has met with the public to discuss this matter on multiple occasions.</p> <p>4 – The BRT Station on the mesa will not permanently or temporarily impact Rose Creek.</p>
<p>Karin Zirk Friends of Rose Creek kzirk@earthlink.net 4629 Cass Street #188 San Diego CA 92109</p>	<p>1 - Requests hearing before Regional Board.</p> <p>2 - This project will directly impact three creeks: San Clemente, Rose and Soledad Canyon.</p> <p>3 - Additionally, the potential for significant water quality impacts applies not only to these three creeks, but to Mission Bay as well.</p> <p>4 - The environmental community should have the opportunity to weigh in on this project.</p> <p>5 - Changing the location of the proposed Nobel BRT Station and Park and Ride to La Jolla Village Drive would significantly reduce the impact on Rose Creek.</p>	<p>1 - See above.</p> <p>2 & 3 – See above.</p> <p>4 – See above.</p> <p>5 – See above.</p>
<p>Gabriel Solmer Legal Director San Diego Coastkeeper@ gabe@sdcoastkeeper.org 2825 Dewey Road, Suite 200 San Diego, CA 92106</p>	<p>1 - Requests this decision be agendized for full Board consideration.</p> <p>2 - Project has the potential for significant water quality impacts on San Clemente Creek, Rose Creek and Soledad Canyon Creek.</p>	<p>1 - See above.</p> <p>2 – See above.</p>

	<p>3 - The public, including environmental groups, have specific suggestions on the certification that could reduce water quality impacts.</p>	<p>3 – The San Diego Water Board has not received any specific suggestions for water quality improvements other than moving the BRT Station.</p>
<p>Carrie Schneider Conservation Chair California Native Plant Society – San Diego Chapter carrieschneider@cox.net</p>	<p>1 - Requests this decision be agendized for full Board consideration.</p> <p>2 - Project has the potential for significant water quality impacts on San Clemente Creek, Rose Creek and Soledad Canyon Creek.</p> <p>3 - The public, including environmental groups, have specific suggestions on the certification that could reduce water quality impacts.</p>	<p>1 - See above.</p> <p>2 – See above.</p> <p>3 – See above.</p>

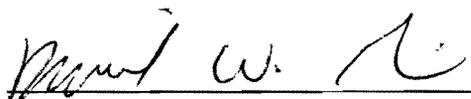
XI. SAN DIEGO WATER BOARD CONTACT PERSON:

Mike Porter, Engineering Geologist
California Regional Water Quality Control Board, San Diego Region
9174 Sky Park Court, Suite 100
San Diego, CA 92123
Telephone: 858-467-2726
Email: mporter@waterboards.ca.gov

XII. WATER QUALITY CERTIFICATION:

I hereby certify that the proposed discharge from the **I-805 North Managed Lanes Project** (Certification No. 11C-052) will comply with the applicable provisions of sections 301 ("Effluent Limitations"), 302 ("Water Quality Related Effluent Limitations"), 303 ("Water Quality Standards and Implementation Plans"), 306 ("National Standards of Performance"), and 307 ("Toxic and Pretreatment Effluent Standards") of the Clean Water Act. This discharge is also regulated under State Water Board Order No. 2003-0017-DWQ, "*Statewide General Waste Discharge Requirements for Dredged or Fill Discharges that have Received State Water Quality Certification (General WDRs)*," which requires compliance with all conditions of this Water Quality Certification. Please note that enrollment under Order No. 2003-017-DWQ is conditional and, should new information come to our attention that indicates a water quality problem, the San Diego Water Board may issue individual waste discharge requirements at that time.

Except insofar as may be modified by any preceding conditions, all Certification actions are contingent on (a) the discharge being limited to, and all proposed mitigation being completed in strict compliance with, the applicants' project description and/or on the attached Project Information Sheet, and (b) on compliance with all applicable requirements of the Water Quality Control Plan for the San Diego Basin Region (9) (Basin Plan).



DAVID W. GIBSON
Executive Officer
Regional Water Quality Control Board

7 November 2011
Date

- Attachments:
1. Project Information
 2. Distribution List
 3. Location Map(s)
 4. Site Figures(s)
 5. Mitigation Figures(s)
 6. Required Reports and Notifications Checklist
 7. Caltrans BMP letter dated September 12, 2011
 8. Public Comment Letters

**ATTACHMENT 1
PROJECT INFORMATION**

Applicant: Mr. Ron Caraet
Project Manager
California Department of Transportation
4050 Taylor Street
MS 331
San Diego, CA 92110
Telephone: 619-220-5391
Fax: 619-688-4258
Email: Ron.Caraet@dot.ca.gov

Applicant
Representatives: Ms. Kim Smith
Chief Environmental Stewardship and
Ecological Services Branch
California Department of Transportation
4050 Taylor Street
MS 331
San Diego, CA 92110
Telephone: 619-688-0220
Fax: 619-688-4258
Email: kim_t_smith@dot.ca.gov

Project Name: I-805 North Managed Lanes Project

Project Location: The proposed project is located on Interstate 805 North, between State Route 52 (just south of) and where Interstate 805 North merges with Interstate 5. The project is located in the City of San Diego's communities of Clairemont, University City, Miramar, and Sorrento Valley, San Diego County, California. The project is located approximately between latitude 32° 45' 32" north and longitude -117° 17' 30" east and latitude 32° 52' 30" north and longitude -117° 17' 00" east.

Type of Project: Highway improvements.

Project Description and Need:	The project consists of improvements to Interstate 805 (I-805) to maintain or improve future traffic operations between State Route 52 (SR-52) to Mira Mesa Boulevard. Four managed lanes will be constructed (two in each direction) from SR-52 to La Jolla Village Drive and two High Occupancy Lanes (HOV) (one in each direction) from La Jolla Village Drive to just north of Mira Mesa Boulevard. The project also includes the south portion of Carroll Canyon Direct Access Ramps (DAR), the Nobel Drive DAR, and Nobel Drive Park-and-Ride (P&R)/Bus Rapid Transit Station, and the SR-52/I-805 HOV direct connector ramp.
Federal Agency/Permit:	U.S. Army Corps of Engineers §404, Nationwide Permits 14 and 33, Ms. Sophia C. Huynh, Los Angeles District
Other Required Regulatory Approvals:	California Department of Fish and Game (CDFG) § 1602 Streambed Alteration Agreement, Mr. Tim Dillingham.
California Environmental Quality Act (CEQA) Compliance:	<u>I-805 North Managed Lanes Project Initial Study with Mitigated Negative Declaration/Environmental Assessment With Finding of No Significant Impact</u> , California Department of Transportation, State Clearing House No. 2010021032, December 2010.
Receiving Waters:	Rose Canyon Creek, unnamed tributaries to Rose Canyon Creek, unnamed tributaries to San Clemente Creek, unnamed tributaries to Soledad Canyon Creek, and a Vernal pool (road pool). Penasquitos hydrologic unit, Miramar Reservoir and Miramar hydrologic areas (906.10 and 906.40).

Impacted Wetlands and Waters of the United States and State:

ACOE Jurisdictional Wetland/Waters	
Channel Location	Area (acres)
Permanent Impacts:	
Unnamed Drainage 2	<0.01
Unnamed Drainage 3	0.01
Total Permanent Other Waters of the US Impacts	0.02
Temporary impacts:	
Rose Canyon Creek (tributary)	0.03
Rose Canyon Creek	0.08
Unnamed Drainage 2	0.01
Unnamed Drainage 3	0.02
Unnamed Drainage 4 Wetland	0.01
Unnamed Drainage 5	0.006
Unnamed Drainage 7	0.001
Total Temporary Other Waters of the US Impacts	0.15
Total Temporary Wetlands Impacts	0.01

Impacted Waters for CDFG jurisdiction only:

Permanent -
Riparia 0.063-acre, 246-linear feet

Temporary -
Riparia 1.83-acre, 1440-linear feet

Dredge Volume:

None.

Related Projects Implemented/to be Implemented by the Applicant(s):

None.

Compensatory Mitigation:

Unavoidable impacts will be mitigated through the:

1. Establishment of 0.18-acre of Southern willow scrub (189-linear feet) consisting of willows (4 species), Fremont's cottonwood, Coast live oak, and Western sycamore, Mulefat, and herbaceous understory at the Deer Canyon Mitigation site.
2. The offsite rehabilitation of 0.01205-acre of Vernal pools at the Del Mar Mesa Mitigation site (Zamudio Parcel) and the onsite enhancement of 0.01205-acre of Vernal pools.

Best Management Practices (BMPs):

Construction and post-construction BMPs will be determined when the project has been engineered and project hydrology is fully evaluated.

Post-construction BMPs will treat 76.3-acres of impervious areas (new and existing), and will most likely (per Caltrans, Attachment 7) include:

- 31 bioswales.
- 3 detention/infiltration basins.
- Porous pavement in the Park and Ride facilities.
- Low Impact Design elements

Public Notice:

On July 6, 2011, receipt of the project application was posted on the San Diego Water Board web site to serve as appropriate notification to the public. Six public comments were received, and have been addressed in the Certification.

Fees:

Total Due: \$11,635.00
Total Paid: \$750.00 (Check No. 082-950857)
Total Paid: \$10,885.00 (Check No. 082-960510)

CIWQS:

Regulatory Measure ID: 380099
Place ID: 768188
Party ID: 7222
Person ID: 527665
WDID 9 000002308

**ATTACHMENT 2
DISTRIBUTION LIST**

Ms. Sophia C. Huynh
Environmental Protection Specialist/Senior PM
USACOE-Los Angeles District
Regulatory Division
sophia.c.huynh@usace.army.mil

Mr. Tim Dillingham
California Department of Fish and Game
South Coast Region
Habitat Conservation Planning – North
tdillingham@dfg.ca.gov

Mr. Eric Raffini
Wetlands Regulatory Office
U.S. Environmental Protection Agency, Region 9
R9-WTR8-Mailbox@epa.gov

State Water Resources Control Board
Division of Water Quality
401 Water Quality Certification and Wetlands Unit
Stateboard401@waterboards.ca.gov

Ms. Sally Brown
U.S. Department of the Interior
Fish and Wildlife Service
6010 Hidden Valley Road
Carlsbad, CA 92011

EXHIBIT 18-D

City of San Diego Annual Holiday Construction Moratorium



NOTICE

DEVELOPMENT SERVICES DEPARTMENT

CITY OF SAN DIEGO - 1222 FIRST AVENUE, M.S. 501, SAN DIEGO, CALIFORNIA 92101

DATE: October 3, 2008
TO: Distribution
FROM: Ann French Gonsalves, Senior Traffic Engineer
SUBJECT: Annual Holiday Construction Moratorium - 2008

It is once again time to remind those who do construction work on public streets within the City of San Diego about the Annual Holiday Construction Moratorium. This construction moratorium applies to the downtown area and to all other streets adjacent to major retail shopping areas of the City. The purpose of this moratorium is to minimize the resultant traffic impacts of construction on retail merchants.

The limits of the "downtown" area are described as Cedar Street on the north, 12th Avenue on the east, Harbor Drive on the south, and North Harbor Drive on the west. Please see enclosed map showing the downtown moratorium area. Also included are the streets around Fashion Valley Center, Mission Valley Center, University Town Center, downtown La Jolla as well as other major community retail shopping areas within the City of San Diego.

Construction activities which affect either on-street parking, vehicle travel lanes, or pedestrian sidewalk areas should be scheduled either before or after the holiday season. The holiday season is described as starting on Thanksgiving Day and extending to New Year's Day.

If this notification applies to others in your organization, please pass this along to them.

Your cooperation will be greatly appreciated. If you have any questions, please contact Ali Sabouri at (619) 446-5359.

Sincerely,

Ann French Gonsalves, P.E.
Senior Traffic Engineer
Development Services Department

Enclosure: Annual Holiday Construction Moratorium - 2008

EXHIBIT 21-A

Proposed Pavement Design

Memorandum

To : HANH-DUNG KHUU (MS 340)
Project Engineer
Design

Date: November 28, 2011

File: 11-SD-805
PM 23.2/26.7
EA 2T2001
ID 1100020191

From : DEPARTMENT OF TRANSPORTATION - DISTRICT 11
PAVEMENT ENGINEERING AND PLANT SERVICES

Subject: **STRUCTURAL SECTION RECOMMENDATIONS (REVISED)**

In accordance with your request dated November 22, 2011, we have revised the July 26, 2011 structural section recommendations by including a structural section recommendation for the inside shoulder of the HOV lanes. The section is based on the July 26, 2011 design criteria.

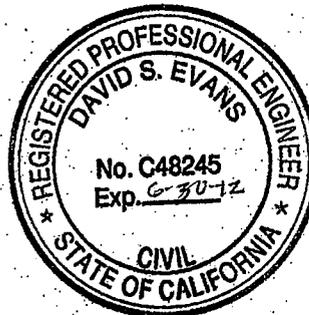
If you have questions or comments about this subject, please telephone R. Avila at 858-467-4069.



Ruben Avila
Transportation Engineer, CT/Civil



David Evans
District Pavement Engineer



1 attachment
cc: P File

STRUCTURAL SECTION DESIGN - ft

LOCATION OR LINE	R- VALUE DESIGN	TRAF. INDEX	JPCP (ft)	HMA-A (ft)	AB CL 2 (ft)
HOV/ TRANSIT LANES*	15	12.5	0.85	0.25	0.65
INSIDE SHOULDER FOR HOV/ TRANSIT LANES*	15	12.5	0.85	0.25	0.65
SOV/ TRUCK LANES OF RTE. 805:*	15	14.5	0.90	0.25	0.65
OUTSIDE SHOULDER OF RTE 805 - PCC OPTION*	15	9.0	0.70	0.25	0.45
OUTSIDE SHOULDER OF RTE 805 - HMA-A OPTION	15	9.0		0.45	1.45
NB ON-RAMP FROM MIRA MESA BLVD. - HMA OPTION	15	10.0		0.50	1.65
NB ON-RAMP FROM MIRA MESA BLVD. - PCC OPTION*	15	10.0	0.70	0.25	0.45
TEMPORARY HOV/ MANAGED LANES:**	15	11.0		0.60	1.75

*These designs are based on laterally supported JPCP. For details, see Table 623.1E of HDM dated 7/1/2008

**Additional money may be needed to maintain and/or repair the temporary section during its service life

JPCP = Jointed Plain Concrete Pavement
 HMA-A = Hot Mix Asphalt (Type A)
 AB CL 2 = Aggregate Base Class 2

Index of Reference Information Documents

A “W” under available column indicates documents that can be found on the Internet, an “E” indicates the document will be provided electronically, and “CO” indicates the Contractor shall obtain the document. Web sites are not guaranteed but are supplied for information. It is ultimately the Contractor’s responsibility to locate the documents.

Title	Available
EXISTING INFORMATION	
Bridge_Log_Dist 11_Route 805.pdf	E
2001_02_02_Electrical_Service_Point_2T200DB.pdf – Maintenance Signal & Lighting Inventory Report showing a list of Electrical Service Points dated 2/2/2001	E
<u>As-Built Plans</u>	
11-045874.pdf -- 0.4 mile north of Route 163 to 0.6 mile north of Route 52 with connection to Route 52, PM 21.0/24.3, Year Complete: 1/25/1972	E
11-045884.pdf – 0.6 mile north of Route 52 to 0.1 mile north of Old Miramar Road, PM 24.2/26.7, Year Complete: 8/9/1971	E
11-045894.pdf – 0.1 mile north of Miramar Road to Route 5, PM 26.4/28.9 Year Complete: 10/12/1972	E
11-089714.pdf – 0.1 km south of Governor Drive Undercrossing to 0.8 km north of Rose Canyon Bridge Overhead, PM 24.2/25.5 Year Complete: 06/30/2003	E
57-0787 LR Soledad Canyon BOH asbuilt.pdf	E
57-0757S Soledad Canyon Offramp BOH asbuilt.pdf	E
57-0759_LR_governor bridge asbuilt.pdf	E
57-0760_LR_rose canyon BOH asbuilt.pdf	E
57-0761_la jolla village drive oc asbuilt.pdf	E
57-0762_eastgate mall road oc asbuilt.pdf	E

Title	Available
57-0785 LR_mira mesa blvd uc asbuilt.pdf	E
57-0786L_Sorrento valley blvd uc asbuilt.pdf	E
11-045894_rd.pdf – Added roadway plans to As-built plans posted previously	E
11-046164.pdf – As-built plans for project within the project limits	E
11-108484.pdf – As-built plans for project within the project limits	E
11-164434.pdf – As-built plans for project within the project limits	E
57-0785S_Mira Mesa_Blvd.pdf – Structures As-built plans for Mira Mesa Boulevard Undercrossing	E
<u>CAiCE and Survey Files</u>	
S0717ABC surface smaller.zip – existing DTM	E
805_Exist Align.kcm --- existing Route 805 alignments and Mira Mesa Off –Ramp (CAiCE format)	E
805 existing alignments– existing Route 805 main lane and ramps traverses	E
805_Proposed Align.kcm --- proposed ramp alignments (CAiCE format)	E
805 new alignments.pdf--- proposed ramp traverses	E
805_2T0404 Align_Metric.kcm --- contract 2T0404 ramps alignments (CAiCE Metric format)	E
2T0404 ramp alignments.pdf – contract 2T0404 ramps traverses	E
805_089754_Align_Metric.kcm --- contract 089754 ramps alignments (CAiCE Metric format)	E
089754 ramp alignments.pdf – contract 089754 ramps traverses	E
2t200db_110711.zip – Zipped file containing the CAiCE and Survey files in English units	E
2011_09_01_NEW_SDGE_Poles_at_Rose_Canyon.pdf – Survey information about the locations of 60 kV catenary lines & poles adjacent to columns at the Rose Canyon dated 9/1/2011	E

Title	Available
<u>Topography</u>	
E0501_E0512_2d.dgn --- Existing Topo from south of Clairemont Mesa Blvd to north of Governor Dr., PM 22.6 /24.9	E
E0513_E0520_2d.dgn --- Existing Topo from north of Governor Dr. to north of Eastgate Mall Blvd, PM 24.9/ 26.3	E
E0521_E0525_2d.dgn --- Existing Topo from north of Eastgate Mall Blvd to north of Mira Mesa Blvd, PM 26.3/ 27.1	E
E0525_E0533_2d.dgn --- Existing Topo from north of north Mira Mesa Blvd to north of Sorrento Valley Blvd, PM 27.1/28.3	E
Aerial Images.zip	E
Topography_CP.zip – Zipped folder containing Topography files containing other Control Points within the project limits	E
PROJECT STUDIES AND REPORTS	
2011_01_11_Final_Project_Report_link.pdf	E
I805N Final Environmental Document.pdf	E
2011_07_20 Signed MAR Approval Ltr I-805N.pdf	E
2011_07_26_structure_section_recommendation_2t2001.pdf	E
<u>Technical Reports</u>	
<u>ADL Study</u>	
2009_01_29_Aerially Deposited Lead Study Report.pdf	E
<u>Air Quality Report</u>	
2009_07_23_Final Air Quality Study.pdf	E
<u>Community Impact Report</u>	
2008_08_29_I-805 North.pdf	E

Title	Available
<u>CSMP</u>	
2009_08_04_Final_CSMP805_Conprehensive_Perf_Assessment.pdf	E
<u>Drainage Reports, Floodplain & Hydraulics Studies</u>	
Carroll_Canyon_Floodplain_Study.pdf – Carroll Canyon Road Extension Floodplain Study, City of San Diego, dated July 2005.	E
I805_Carroll_Canyon_Onsite_Drainage_Report.pdf – Carroll Canyon Drainage Design & Calculations (EA 11-2T0401)	E
I805_ML_North_Offsite_Drainage_Report.pdf – I-805 Managed Lanes (North) Offsite Drainage Study (EA 11-081630)	E
I805N_ML_North_Location_Hydraulic_Study.pdf – I-805 Managed Lanes (North) Location Hydraulic Study (EA 11-081630)	E
IDF2000_Equations.pdf – I-805 Managed Lanes (North) IDF 2000 Equations (EA 11-081630)	E
<u>Foundation Loading and Deformation due to Liquefaction Induced Lateral Spreading</u>	
Guidelines on Foundation Loading-Feb 2011.pdf – Guidelines on Foundation Loading and Deformation Due to Liquefaction Induced Lateral Spreading	E
<u>Foundation Reports (FR) For Carroll Canyon Road Bridge</u>	
FR-Carroll-Canyon-Rd.zip – Zipped folder containing the following reports for the Carroll Canyon Road Bridge: <ul style="list-style-type: none"> • Preliminary Seismic Report • Final Seismic Design Letter • Foundation Report dated 04-13-09 • Revised Foundation Report - Bent 10 dated 06-23-11 	E

Title	Available
<u>Geotechnical Reports</u>	
2007_12_18_Structures_Preliminary_Geo.pdf	E
2008_03_28_District_Preliminary_Geotech.pdf	E
Carroll Canyon DAR BOH & RET walls PFR.pdf	E
Governor Drive UC 57-059RL PFR.pdf	E
Rose Canyon BOH 57-760RL PFR.pdf	E
Soledad Canyon BOH 57-787LR Widen PFR.pdf	E
PFR_Mira_Mesa_blvd_UC.pdf – Preliminary Foundation Report for the Mira Mesa Blvd UC (Br. No. 57-0785R)	E
I805_Design_Build_Information_Geotech_Info_1.zip – Zipped folder #1 containing additional Geotechnical Information	E
I805_Design_Build-Information_Geotech_Info_2.zip – Zipped folder #2 containing additional Geotechnical Information	E
<u>Hazardous Waste ISA</u>	
2008_06_19 final isa.pdf	E
Limited Asbestos Survey Report.pdf	E
<u>NADR</u>	
2010_09_28_I-805_Final_NADR.pdf	E
<u>Natural Environmental Study</u>	
2008_10_30_Natural Env Study.doc	E

Title	Available
<u>Noise Studies</u>	
2003_03_17_I805 NSR Combined Figures.pdf	E
2008_05_13_805N Noise Analysis Final Report.pdf	E
2009_03_11_NSR addendum.pdf	E
2009_03_18_NSR addendum_tables.pdf	E
2010_09_27_Memo_Governor Dr_Noise.pdf	E
<u>Preliminary Seismic Design Recommendation (PSDR)</u>	
PSDR-Reports.zip – Zipped folder containing the following PSDR reports for: <ul style="list-style-type: none"> • Governor Dr. UC • Rose Canyon Bridge & OH • Soledad / Carroll Canyon Bridge & OH • DAR Bridge over Carroll Canyon Road Bridge • Construction of DAR Retaining Walls • Mira Mesa Blvd UC 	E
<u>SWDR</u>	
2010_01_29_805N Final SWDR PA&ED.pdf	E
11_089751_SWDR.pdf – SWDR for an adjacent project in PS&E phase	E
2009_07_09_I805_SWDR_Final_Attachment_A.pdf – SWDR Attachment A for the Supporting Calculations of Bioswales together with preliminary locations of impacted Bioswales near La Jolla Valley Drive (EA 11-081630)	E

Title	Available
<u>Traffic Reports</u>	
2009_03_Final 805 N Traffic Forecast Appdx.pdf	E
2009_03 Final 805 North Traffic Forecast Report.pdf	E
2009_05_12 Carroll Canyon and Nobel DAR loc.pdf	E
2009_11_03_Final I-805 N Traffic Operations.pdf	E
TI_Calculations.pdf – Traffic Index Calculations	E
<u>Visual Impact Assessment</u>	
2009_03_27_Final I805 VIA.pdf	E
<u>Water Quality</u>	
2009_10 805 North WQ Report.pdf	E
ONGOING CONTRACTS	
<u>11-089754 contract plan</u> --- La Jolla Village Drive Interchange (Metric) http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/11/11-089754/	W
<u>11-2T0404 contract plan</u> --- Carroll Canyon North DAR (Metric) http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/11/11-2T0404/	W
Hinge Design Memo_06-28-11.pdf	E
Hinge CCO Plans_6-28-11.pdf	E

Title	Available
CONCEPTUAL PLANS	
Project Feature Map.pdf	E
11-2T2004-Conceptual-Plans.pdf	E
b2T200AA1.dgn – Updated Microstation master file with ESA areas (Provided to Proposers)	E
alt5.dgn – Microstation file with ultimate design reflecting all the planning phases (Provided to Proposers)	E
alt5_update_112811.dgn – Updated Microstation file alt5.dgn for ultimate design with final striping (Provided to Proposers)	E
b2T200aa1_update_112811.dgn – Updated Microstation file b2T200aa1.dgn with wall limits on west side, north of Sorrento Valley Bridge, soundwall near Governor Drive and the ultimate typical width of Carroll Canyon DAR & BOH (Provided to Proposers)	E
b2t200ca002.pdf – Additional Typical Cross Sections Sheet, X-2 (Provided to Proposers)	E
<u>Bridge Site</u>	
57_0760RL_Rose_Cyn_Bridge.zip --- Bridge Site Submittal for Rose Canyon BOH (Provided to Proposers)	E
57_0787_Carroll Canyon_Bridge.zip --- Bridge Site Submittal for Carroll Canyon BOH (Provided to Proposers)	E
57_DAR2 Carroll Canyon DAR.zip --- Bridge Site Submittal for Carroll Canyon DAR (Provided to Proposers)	E
57_0759 Governor Drive Bridge.zip --- Bridge Site Submittal for Governor Drive Bridge (Provided to Proposers)	E