

**Table S.1
DESIGN REFINEMENTS SINCE CIRCULATION OF THE DRAFT EIR/EIS**

Design Feature	At Circulation of the Draft EIR/EIS	Feature Refinement Since Circulation of the Draft EIR/EIS
Direct Access Ramps Cannon Drive DAR	Included	Deleted per local jurisdiction, which is continuing to evaluate a range of planned land uses at this interchange, as well as available funding sources Deleted per local jurisdiction, which is continuing to evaluate a range of planned land uses at this interchange Flyover deleted and undercrossing incorporated to minimize impacts, parking lowered to 150 plus 7 disabled accessible spaces
Oceanside Boulevard DAR	Included	
Manchester Avenue DAR	Included	
Bridges at Lagoons¹ San Elijo	Bridge 370 feet long and 252.9 feet wide. Gap between two bridges filled for single span. Channel bottom width of 130 feet, depth of -6.0 feet, and 2:1 slopes	Bridge 603.1 feet long and 288 – 353.6 feet wide. Channel bottom 261 feet wide and -6.0 to -6.5 feet deep. Total change from existing conditions of 263.1 feet in length, and 130.5 – 196.1 feet in width. Channel bottom widened by approximately 131 feet, deepened by approximately 0.5 foot, and channel slope changed from 1:1 to 2:1
Batiquitos	One bridge 246 feet long and 226 feet wide. Channel bottom width of 106 feet, depth of -5.3 feet, and 2:1 slopes	Two bridges 282 feet long and each 122 feet wide. Channel bottom 183.5 feet wide and -7.0 feet deep. Total change from existing conditions of 63 feet in length, and two bridges rather than one span, each 54 feet wider than existing. Channel bottom widened approximately 77.5 feet, deepened by 1.7 feet
Buena Vista	Bridge 131.2 feet long and 252.9 feet wide. Channel bottom width of 50 feet (estimated), depth of -2.0 feet, and 2:1 slopes	Bridge 197 feet long and 336 feet wide. Channel bottom 105 feet wide (estimated) and -6.0 feet deep, with 2:1 slopes. Total change from existing conditions of 94.6 feet in length, and 152 feet in width. Channel bottom widened approximately 81 feet, deepened by approximately 4.0 feet, and slope change of 0.5:1
Auxiliary Lanes Between Lomas Santa Fe Drive and Manchester Avenue (NB)	Included as extending across San Elijo Lagoon and terminating south of Manchester Avenue	This auxiliary lane would terminate prior to San Elijo Lagoon as additional length would not improve weaving facility
Between Via de la Valle and Manchester Avenue	Previously terminated prior to Lomas Santa Fe off-ramp	The auxiliary lane would cross Lomas Santa Fe to improve weaving facility
Between Poinsettia Lane and Palomar Airport Road (NB and SB)	Included as a SB acceleration/NB deceleration lane	The SB lane would extend to the Poinsettia Lane SB off-ramp. The NB lane would extend to start at the Poinsettia Lane NB on-ramp
Highway Patrol Feature California Highway Patrol Outlet at Cannon Drive	Not included	Cross-over/turnout provided so emergency vehicles could change between north- and south-bound I-5 lanes
Regional and Community Enhancements² Del Mar Heights Pedestrian Overpass Connection	Extended west of I-5 right-of-way to connection near elementary school	The overcrossing would connect to the North Coast (NC) Bikeway within Caltrans right-of-way
Nature Center at La Costa Avenue and Associated Southern Trail	Included	Deleted due to potential for impacts to sensitive resources
Chestnut Avenue Street Enhancements	Included	Deleted as a Community Enhancement and incorporated into project design
NC Bikeway	Not included	Opportunity seen to support non-motorized transportation. Building portions within Caltrans right-of-way in the North Coast Corridor

1. Refinements to bridge design between the Draft EIR/EIS and the current document are based on Bridge Optimization Studies discussed in *Chapter 3*.
 2. Refinements to regional and community enhancements between the Draft EIR and the current document are based on ongoing coordination with the cities where the enhancements would be located as well as the Batiquitos Lagoon Foundation.