

JUN 14 1994



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METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Loren E. Hoff 7-1
EXECUTIVE SECRETARY

May 25, 1994

To: Board of Directors (Engineering and Operations Committee--Action)
Board of Directors (Land Committee--Action)

From: General Manager

Subject: Authorization to Enter into an Agreement for Relocation
of a Portion of the Orange County Feeder to Accommodate
the San Joaquin Hills Transportation Corridor Project

Report

The San Joaquin Hills Transportation Corridor Agency (TCA) has requested that Metropolitan relocate a portion of its Orange County Feeder Pipeline where it intersects the San Joaquin Transportation Corridor alignment near the intersection of Bison Avenue and MacArthur Boulevard in the City of Irvine, to avoid interference with construction of the TCA project. The portion of the pipeline to be relocated is within Metropolitan's permanent easement Parcel No. 1424-11-1.

The proposed utility relocation agreement provides for the relocation and replacement of approximately 4,168 lineal feet of existing 36-inch-inside-diameter steel pipe with approximately 5,069 lineal feet of new 39-inch-inside-diameter welded steel pipe on a new alignment. The increase in diameter is required to maintain the hydraulic equivalence in the relocated pipe section.

The TCA, a joint powers agency, has entered into a contract with California Corridor Constructors (CCC), a joint venture comprised of Kiewit Pacific Company and Granite Construction Company, to construct the transportation facilities and perform the utility relocations required by such construction. TCA and CCC shall provide, at no cost to Metropolitan, all temporary and permanent rights-of-way required for construction and operation of the relocated pipeline. In exchange, Metropolitan shall quitclaim to TCA or record owners the portion of its permanent easement Parcel No. 1424-11-1 for the removed or abandoned pipe therein. The permanent easement provided Metropolitan by TCA shall provide the same rights as those presently held by Metropolitan in the quitclaimed permanent easement.

Under the proposed agreement with TCA and CCC to accommodate the corridor project, all costs incurred by Metropolitan, estimated to be \$772,800, shall be borne by the TCA, except for the allowance for depreciation of the pipe and new additional equipment and appurtenances which is estimated to be less than \$75,000. Metropolitan's share of the cost is available under the minor capital appropriation.

Engineering studies, design, preparation of plans and specifications, contract administration, and inspection for the pipeline relocation would be accomplished by Metropolitan personnel, and a geotechnical investigation would be accomplished by a consultant. The relocation work will be performed by TCA or by contract awarded by TCA.

Pursuant to the California Environmental Quality Act, TCA, acting as Lead Agency, has prepared and certified a final Environmental Impact Report (EIR) for the San Joaquin Hills Transportation Corridor Project. The environmental effects associated with the proposed relocation of a portion of Metropolitan's Orange County Feeder Pipeline have been assessed in the EIR. The full EIR is available for review in the Executive Secretary's office. All required mitigations and permits are the responsibility of TCA. No further environmental documentation is necessary for Metropolitan to act upon this project. Pertinent pages from the EIR are attached to this letter to facilitate your review of the document. As a "Responsible Agency," your Board and its advisory committees are required to review and consider the information contained in the final Environmental Impact Report prior to reaching a decision on the proposed action.

Board Committee Assignments

This letter is referred for action to:

The Engineering and Operations Committee because of its authority to study, advise, and make recommendations with regard to the initiation, scheduling, contracting, and performance of construction programs, and the operation, protection and maintenance of facilities, pursuant to Administration Code Sections 2431(b) and (c); and

The Land Committee because of its authority to study, advise and make recommendations with regard to the purchase, sale, and leasing of land and buildings, pursuant to Administrative Code Section 2451 (b).

Recommendations

ENGINEERING AND OPERATIONS AND LAND COMMITTEES FOR ACTION.

It is recommended that:

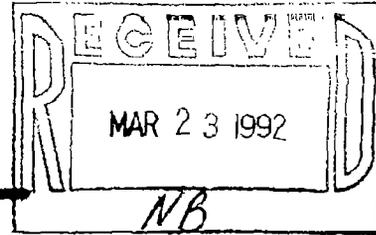
The Board and any advisory committees review and consider the Environmental Impact Report for the San Joaquin Hills Transportation Corridor Project, and find that any mitigation or permits are the responsibility of the Transportation Corridor Agency.

The General Manager be authorized to execute an agreement with the Transportation Corridor Agency and California Corridor Constructors substantially on the terms outlined in this letter, and in form approved by the General Counsel, for relocation of a portion of Orange County Feeder.


for John R. Wodraska

CHT:jj
(bd:tca.ct-03084)
Attachment

NOT BID DOCUMENT



SCH. NO. 9001 0230
12-ORA-73 P.M. 0-15
E.A. 102540

PROPOSED CONSTRUCTION OF STATE ROUTE 73 EXTENSION
BETWEEN INTERSTATE ROUTE 5 IN THE CITY OF SAN JUAN CAPISTRANO AND
JAMBOREE ROAD IN THE CITY OF NEWPORT BEACH
KNOWN AS THE SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
AND I-5 WIDENING BETWEEN SR-74 ORTEGA HIGHWAY AND THE CORRIDOR
AND RAMP IMPROVEMENTS BETWEEN JAMBOREE ROAD AND BIRCH STREET
ON EXISTING STATE ROUTE 73
LOCATED IN ORANGE COUNTY, CALIFORNIA

FINAL
ENVIRONMENTAL IMPACT REPORT/TCA EIR 1
Volume I - Final EIR

SUBMITTED PURSUANT TO:
(State) Division 13, Public Resources Code
BY THE
San Joaquin Hills Transportation Corridor Agency
Orange County, California

The following persons may be contacted for additional information concerning this docu

Steve Letterly
San Joaquin Hills
Transportation Corridor Agency
345 Clinton Street
Costa Mesa, CA 92626
(714) 557-3298 x297

April, 1991

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STATE ROUTE 73 EXTENSION
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
FINAL EIR CONTENTS

The Final Environmental Impact Report (EIR) consists of four volumes:

- Volume I - Final EIR text, and Appendices
- Volume II - Comments on Draft EIR/EIS
- Volume III - Response to Comments
- Volume IV - Staff Reports, Findings/Statement of Overriding Considerations, Board Resolutions, Mitigation Monitoring Program

In addition, there are two volumes of Technical Studies dated September, 1990.

One of the Technical Studies has been revised for the Final EIR and the reviewer should consult the April, 1991, copy:

Technical Study 5 - Biological Technical Studies.

Portions of the text of the Draft EIR were revised in response to comments received during the public review period, or to reflect the TCA Board action on the project. A vertical line in the margin indicates changes in the text from the original Draft EIR. The numerical code accompanying the line indicates the comment that the changed text responds to. The comment can be found in Volume II with the same numerical code. A line with no number indicates a change that was a minor errata item or reflects the TCA Board action.

The base document for this Final EIR is the State Route 73 Extension (San Joaquin Hills Transportation Corridor) Draft Environmental Impact Report/Environmental Impact Statement (TCA EIR/EIS 1). Subsequent to public review of the Draft EIR/EIS and preparation of Responses to Comments received on the Draft, the TCA Board of Directors certified the Final EIR on March 14, 1991.

SUMMARY

PROPOSED PROJECT

The proposed San Joaquin Hills Transportation Corridor (SJHTC or Corridor) project involves constructing the SR-73 Freeway from the I-5 Freeway in the City of San Juan Capistrano to its existing terminus at Jamboree Road (Figure S-1). Depending on the I-5 connection, the Corridor is a 17.5 to 19.4 mile project. Portions of the proposed project are located within the cities of Newport Beach, Irvine, Laguna Beach, Laguna Niguel, Mission Viejo, San Juan Capistrano, and unincorporated areas of Orange County, California. In addition, ramp improvements on the existing SR-73 will be constructed between Birch Street and Jamboree Road as part of the project.

The proposed project consists of two build alternatives: the Demand Management Alternative and the Conventional Alternative. A No Build Alternative is also included. Both build alternatives would extend State Route 73 from Interstate 5 in San Juan Capistrano to Jamboree Road in Newport Beach. With the Demand Management Alternative, there are two alignment alternatives for the I-5 connection. Both build alternatives include associated facilities such as noise walls and a maintenance facility. Either build alternative would operate as a toll facility until bonds are repaid. The Demand Management Alternative includes three general purpose lanes in each direction with auxiliary lanes for weaving and steep grades, as well as an 88 to 116 foot median for additional capacity, as warranted. The Conventional Alternative includes three to five general purpose lanes in each direction with auxiliary lanes for weaving and steep grades, as well as a 64 to 116 foot median for additional capacity. Figure S-2 shows cross sections for both build alternatives. It is anticipated that high occupancy vehicle (HOV) facilities will be implemented in the median when traffic demand warrants. The Demand Management median can be converted to concurrent HOV lanes and a fixed guideway rail/transit system. The Conventional Alternative allows for either transit or HOV in the median.

Other alternatives considered are:

- Non-alignment Alternatives
- Alignment Alternatives
- Cross Section Alternatives
- Interchange Alternatives
- Mainline Toll Plaza Location Alternatives
- Wetlands Avoidance Alternatives

The non-alignment, alignment and cross section alternatives will not provide for carrying out the transportation objectives of the project.

NEED FOR PROJECT

The Corridor has been a central component of a 14 year cooperative planning process incorporating regional land use, transportation and open space planning concerns. The Corridor was adopted by the Orange County Board of Supervisors in August 1976, as part of the Orange County Master Plan of Arterial Highways (MPAH), based upon needs identified in the Southeast Orange County

Circulation Study (SEOCCS). The Phase I Route Location Study commenced in August, 1977, concluding with EIR No. 267 approved by the County Board of Supervisors on November 28, 1979.

The Corridor was officially placed on the State Highway system in September of 1983, making it eligible for State and federal funding. Section 120 of the Federal Aid Highway Act of 1987 establishes a pilot program permitting federal participation in seven toll facilities, including a toll facility in Orange County, California. On October 12, 1987, the Orange County Transportation commission designated the SJHTC as a pilot demonstration project authorized by the federal legislation. In December, 1987, the State of California passed legislation giving the Transportation Corridor Agencies of Orange County the authority to construct the Corridor as a toll facility. A Draft EIR (No. 494) was prepared prior to the designation as a toll road. That document has been superseded by this EIR/EIS which evaluates the Corridor as a toll facility highway.

Present congestion problems in south Orange County create significant pressure on arterial highway systems located near or parallel to congested interstate freeways. Projected traffic conditions demonstrate significant increases of traffic on the existing circulation system. In many cases the existing levels of service on these highways and freeways are already at LOS F, forced flow conditions with operating speeds of less than 25 mph. Levels of service are expected to worsen in the future.

Major increases of traffic are expected on I-5, I-405 and SR-1. Assuming a No Build scenario and no circulation improvements, I-5 will have to accommodate an additional demand of 39,000 to 65,000 vehicles per day between the I-405 junction and Avery Parkway without the Corridor. This would mean freeway travel demands of up to 330,000 vehicles per day on I-5, which is currently operating at its capacity of approximately 145,000 vehicles per day.

I-405 and SR-1 are also projected to be overloaded and severely congested by the year 2010. Travel demand on I-405 is projected to be 170,000 to 220,000 vehicles per day without the Corridor, compared to the capacity of between 165,000 and 205,000 vehicles per day. Demand will exceed this capacity by the year 2005. Travel demand on SR-1 (a planned four to six lane arterial) is projected to be up to 64,000 vehicles per day without the Corridor. This compares to a planned capacity of 50,000 vehicles per day. Thus, surface arterials would have to accommodate heavier traffic volumes and through traffic movements without construction of the project. As a result, motorists would experience major traffic congestion on these roadways.

PROJECT OBJECTIVES

Primary Project Objectives

1. Alleviate existing and projected peak period traffic congestion on regional circulation system;
2. Minimize regional through traffic use of arterial highways.

Secondary Project Objectives

3. Provide an alternative access route to the University of California, Irvine (UCI);
4. Relieve traffic impacts on SR-1, MacArthur Boulevard, and Laguna Canyon Road, and provide access from inland areas to the recreational areas along the coast and various open space and greenbelt areas.

PERMITS AND APPROVALS REQUIRED IF THE BUILD ALTERNATIVE IS CHOSEN

The following agencies, in addition to Caltrans, the Federal Highway Administration, and the San Joaquin Hills Transportation Corridor Agency will use this EIR/EIS in decision making.

<u>AGENCY</u>	<u>ROLE OF AGENCY</u>	<u>TYPE OF DECISION</u>
U.S. Dept. of Interior Fish and Wildlife Service	Cooperating Agency	Review and comment on 404 permit affecting Nation's waters (Corps of Engineers), Endangered species
U.S. Army Corps of Engineers	Cooperating Agency	Section 404 permit
Southern California Association of Governments	Responsible Agency	AQMP Conformity Determination
California Department of Fish and Game	Responsible Agency	1601 Notification for streambed alteration
California Transporta- tion Commission	Responsible Agency	Approve project and funding
California Coastal Commission	Responsible Agency	Coastal consistency determination
California Public Utilities Commission	Responsible Agency	PUC permit (railroad)
California Regional Water Quality Control Board - Santa Ana Region	Responsible Agency	Water discharge permit
Cities of Newport Beach, Irvine, Laguna Beach, Laguna Niguel, Mission Viejo and San Juan Capistrano	Responsible Agencies	Freeway Agreement - in accordance with Joint Exercise of Powers Agreement Coastal permit - Irvine, Newport Beach

1-2-12

Board of Regents of UC Responsible Agency Use of UCI lands
Irvine

County of Orange Responsible Agency Coastal permit

PUBLIC INVOLVEMENT

A major program of public participation and involvement occurred in past Phases of SJHTC studies (1977-1982). The public involvement process has continued from 1982 to the present. Numerous meetings have been held with various citizens groups, interested parties, and the Traffic Technical Committee and Joint Policy Statement Task Force.

In 1984 and 1988, environmental scoping meetings were held. Draft EIR No. 494 was circulated in June, 1988; however, it was never certified. Draft EIR No. 494 was prepared prior to the Corridor being designated as a toll facility. Draft EIR No. 494 has been superseded by this EIR/EIS, which evaluates the Corridor as a toll facility.

A revised Notice of Intent for this EIR/EIS was published in the Federal Register on October 16, 1989. A Notice of Preparation was distributed on March 5, 1990. Responses to these notices have been considered in preparing this EIR/EIS. The original Notice of Intent was published on July 23, 1984.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The following is a summary list of the major areas of controversy as expressed through scoping meetings, section 4(f) coordination, and the public participation programs discussed above:

- Need for the Project.
- Size of the Project (e.g., number of general purpose lanes).
- Allowance for truck use of the facility.
- Phasing of High Occupancy Vehicle lanes.
- Effect of the Project on arterial traffic.
- Visual effect of the Project on residential areas (e.g., Turtle Rock, Harbor Ridge, *Rancho Viejo Road neighborhoods*)
- Visual effect of the Project on open space and recreational areas (e.g., Bommer Canyon Park, Sycamore Hills Open Space).
- Noise effects of the Project on residential and open space areas and visual effects of noise barriers.
- Growth-inducing impacts of the Corridor on undeveloped lands in the study area. | 3-
- Air quality impacts from automotive sources due to the Corridor. | 3-
- Construction effects.
- Deletion of off road bicycle trail along a portion of Rancho Viejo Road.
- I-5 Confluence land use/traffic studies
- Business displacement/loss of tax revenue | 3-

The San Joaquin Hills Transportation Corridor Agency (TCA) is the Lead Agency for the California Environmental Quality Act (CEQA), and the Federal

Highway Administration (FHWA) is the Lead Agency for the National Environmental Policy Act (NEPA). The California Department of Transportation (Caltrans) represents FHWA in this environmental process.

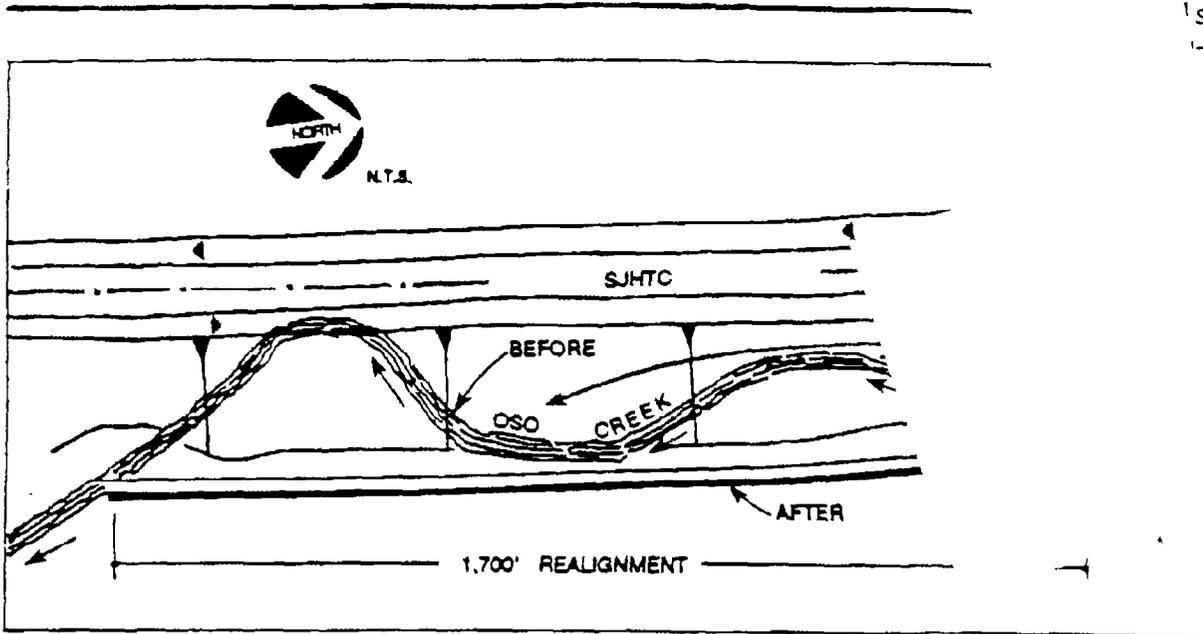
The major issue to be resolved is determining the most suitable alternative to meet County transportation needs in a manner which complies with the project objectives. A preferred alternative must be selected and indicated in the Final EIS. It must be determined and stated which alternative (or design variation) is environmentally preferred. All reasonable alternatives are under consideration. Final selection of an alternative or design variation will not be made until this DEIS is circulated for public review and alternatives' impacts and comments on the draft EIS and from the public hearing have been fully evaluated.

SUMMARY OF ENVIRONMENTAL IMPACTS

Implementation of either the Demand Management or Conventional Alternative will have a variety of environmental effects. These environmental impacts and other project information are summarized in Table A.

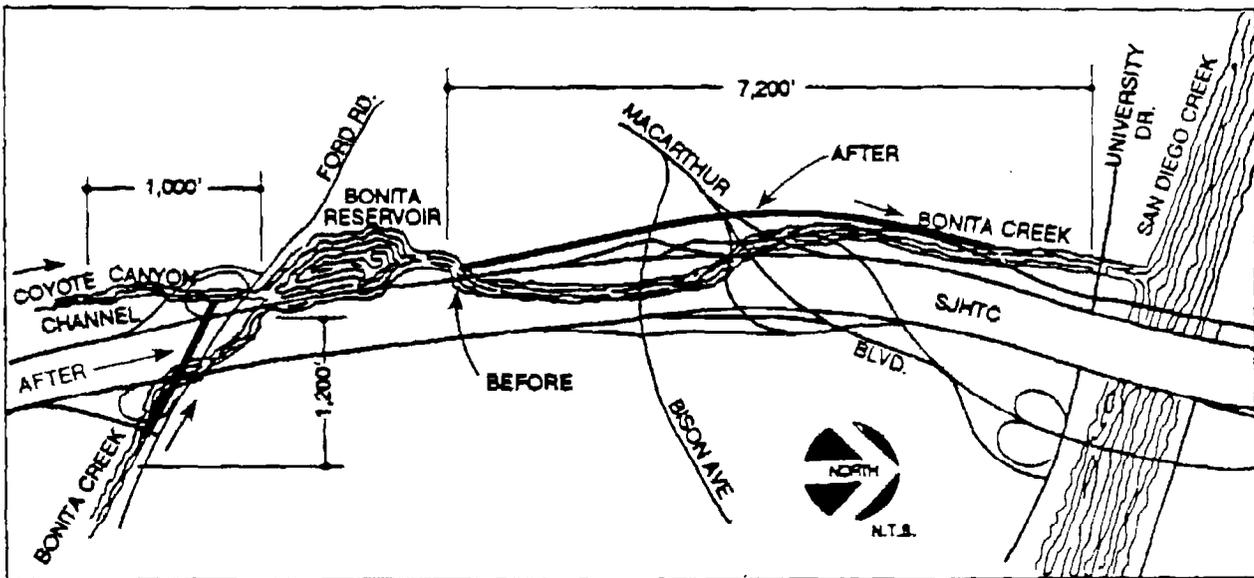
While CEQA requires that each effect having a "significant impact" be identified in an EIR, NEPA does not. In this document, references to "significant impact" are made to fulfill this requirement under CEQA, pursuant to standards of California law. No representation as to significance made in this document represents an assessment as to the magnitude of such an impact under the requirements of Federal law. Under NEPA, no such determination need be made for each environmental effect. (The fact that an EIS is being prepared for this project represents FHWA's assessment that overall this project has "significant impacts" [beneficial and adverse] on the quality of the environment.)

This environmental evaluation is in response to those project features known at this time.



STREAMBED MODIFICATIONS TO OSO CREEK

FIGURE 4.3.1



STREAMBED MODIFICATIONS TO COYOTE CANYON CHANNEL AND BONITA CANYON RESERVOIR

FIGURE 4.3.2

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4.3 WATER RESOURCES

Except where noted, the study area is the same for both the Conventional and Demand Management alternatives. The section addresses checklist item numbers 9, 10, 11 and 14, in Table 4.1.B. The Hydrological Technical Studies document for this EIR/EIS (Technical Report No. 2) contains the Floodplain Hydraulic Study, Conceptual Drainage Study, and Water Quality Analysis upon which the following analyses are based.

Streambed Modifications

The watercourses crossed by the Corridor include Horno Creek, Trabuco Creek, Oso Creek, Aliso Creek, Laguna Canyon Channel, Coyote Canyon Channel, Bonita Creek, Bonita Canyon Reservoir, and San Diego Creek. Of these crossings, Oso Creek, Laguna Canyon Channel, Coyote Canyon Channel, Bonita Creek and Bonita Canyon Reservoir would require modifications. The Corridor would bridge Horno Creek, Trabuco Creek, Aliso Creek and San Diego Creek, and thus would not require modification of those streambeds.

With the Conventional Alternative at the I-5 Interchange, approximately 1,700 linear feet of Oso Creek would require realignment, as shown in Figure 4.3.1. With the Demand Management Alternative, the Corridor would pass over a currently channelized portion of the creek. However, bridge columns may be placed in the unimproved portion of the floodplain.

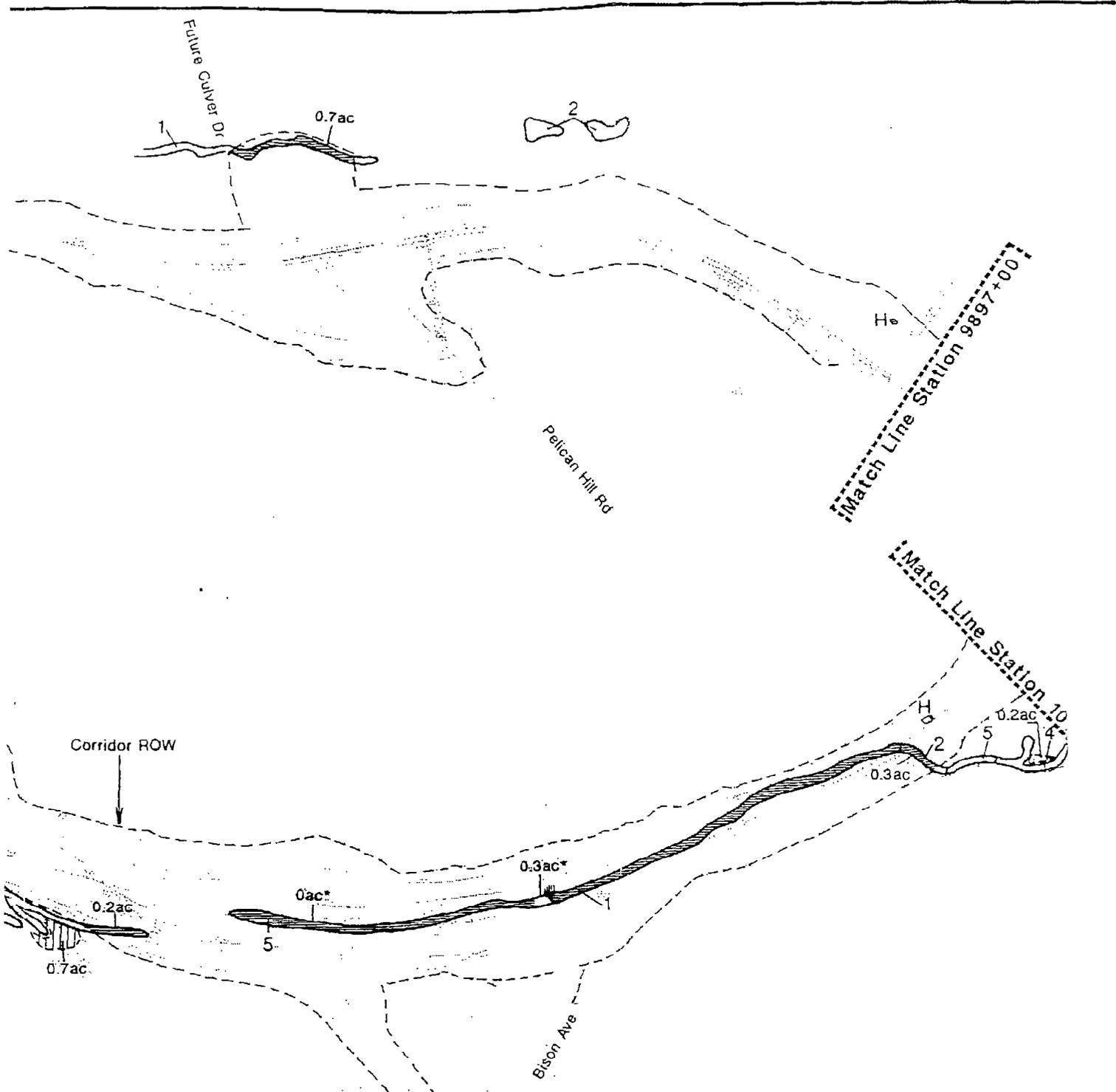
Impacts on Laguna Canyon Channel, Coyote Canyon Channel, Bonita Creek and Bonita Canyon Reservoir would be essentially the same for either of the project alternative build designs.

Approximately 8,400 linear feet of Bonita Creek would require realignment or rerouting due to its intersection with the proposed Corridor. Flow within the portion of the creek upstream of its intersection with Coyote Canyon Channel could be carried in a grass lined channel across the ramp embankment. For the portion of the Creek downstream of Bonita Reservoir, the Corridor would be constructed directly over the creek channel; the creek would have to be rerouted through a box culvert under existing rock outcroppings and under *Bison Avenue and MacArthur Boulevard*. Figures 5 and 6 in the Conceptual Drainage Report illustrate the proposed alignment for these segments of Bonita Creek. *The future channel will be a soft bottom facility with Armourflex stabilizing blocks to allow vegetative growth (willows and other wetland vegetation) within its banks.*

Impacts to Laguna Canyon Channel would include routing approximately 280 linear feet of the Channel into an underground conduit. Figure 11 in the Conceptual Drainage Study illustrates the proposed changes to the channel across the ramps on the south side of the Corridor.

Approximately 1,000 linear feet of Coyote Canyon Channel would require routing into an underground conduit or open channel. A small area of Bonita Canyon Reservoir would be encroached upon by embankment. These impacts are shown in Figure 4.3.2.

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*NOTE: Construction of Pelican Hill Road will impact these areas prior to the proposed corridor. These acreages reflect impacts from construction of the corridor only.

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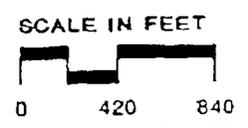


FIGURE 4.7.6

Bonita Creek Impacts. Approximately 0.3 acre of riverine intermittent streambed and 1.0 acre of forested wetlands would be removed from Bonita Cree for a total of 1.3 acres of impacted wetlands. The riverine and scrub/shrub systems are disturbed and of lesser value than the forested wetlands habitat. The forested wetlands areas provide good habitat because of the mix of willow tree types. In addition, Bonita Creek provides some minor habitat and surface water for wildlife.

San Diego Creek Channel Impacts. The Corridor would cross on a bridge over San Diego Creek. The lack of light beneath the bridge would cause shading, impacting 4.1 acres of habitat underneath the bridge permanently.

Construction activity may also result in siltation flowing down San Diego Creek into Newport Back Bay. Refer to Section 4.17, Construction Impacts, for a discussion of siltation control for project construction areas.

Surface Runoff Effects. Storm water runoff coming from the Corridor would impact all wetlands cited above, as well as others not directly impacted during grading or construction. Collection systems would concentrate runoff in natural drainages or channels and storm drains along the Corridor. Alteration of natural drainage from Corridor construction may modify the riparian plant communities by either reducing or increasing waterflow in certain drainages. Erosion in stream channels may be moderately increased due to runoff during periods of heavy rainfall, leading to scouring of vegetation in the watercourse, drainage subarea or swale. Erosion impacts are discussed in greater detail in Section 4.17.

Other runoff effects include pollutants as discussed in section 4.3.

Demand Management Alternative

The Demand Management Alternative has a slightly reduced cross section, but follows the same alignment¹ as the Conventional Alternative. Impacts of both alternatives on vegetation, wildlife and wildlife dispersion would be the same. The differences in acreage impacts are provided in Table 4.7.A, and impacts are illustrated in Figures 15 through 18 in the Biological Technical Studies document.

The Demand Management Alternative crosses the concrete channel portion of Oso Creek which does not contain any significant wetlands areas. Therefore, the Demand Management Alternative does not impact any wetlands habitat at Oso Creek.

Analysis of Feasible Alternatives

As required by Section 404 of the Clean Water Act, the Biological Technical Studies document contains alternatives analyses which have been conducted as part of both Phase I and Phase II of the Corridor project. These analyses

¹ With exception of connection at I-5.

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LEGEND

-  Proposed Project Alignment
-  Alignment Alternatives Studied in EIR 267
-  4(f) Resources



SECTION 4(f) RESOURCES - CORRIDOR ALIGNMENTS ANALYZED

Notice of Determination

Appendix H

To: X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

San Joaquin Hills
Transportation Corridor
From: (Public Agency) Agency
345 Clinton Street
Costa Mesa, California 92626-6011

X County Clerk
County of Orange



Subject:

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

San Joaquin Hills Transportation Corridor
Project Title

90010230

Steve Letterly

714/557-3298

State Clearinghouse Number
(If submitted to Clearinghouse)

Lead Agency
Contact Person

Area Code/Telephone/Extension

Orange County; see Exhibit "A" attached.

Project Location (include county)

Project Description: PLEASE SEE EXHIBIT "A" ATTACHED.

This is to advise that the San Joaquin Hills Transportation Corridor Agency has approved the above described project on

March 14, 1991

and has made the following determinations regarding the above described project:

(Date)

1. The project will will not have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were were not made a condition of the approval of the project.
4. A statement of Overriding Considerations was was not adopted for this project.
5. Findings were were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

San Joaquin Hills Transportation Corridor Agency, 345 Clinton Street,
Costa Mesa, California 92626-6011

Signature (Public Agency)

William Woollett, Jr.

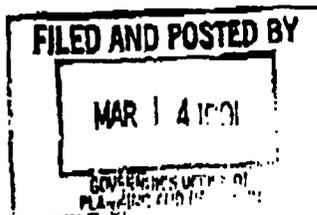
March 14, 1991

Date

Executive Director

Title

Date received for filing at OPR:



Revised October 1989

EXHIBIT "A" TO NOTICE OF DETERMINATION

Project Description

The San Joaquin Hills Transportation Corridor (Corridor) project involves constructing State Route 73 ("SR-73") from the Interstate 5 Freeway in the City of San Juan Capistrano to the existing terminus of SR-73 at Jamboree Road. The adopted facility includes six general purpose lanes and two high occupancy vehicle (HOV) lanes, ten interchanges and auxiliary lanes. Ramp improvements on the existing SR-73 will be constructed between Birch Street and Jamboree Road. Portions of the proposed project are located within the cities of Newport Beach, Irvine, Laguna Beach, Laguna Niguel, Mission Viejo, San Juan Capistrano, and unincorporated areas of Orange County. The facility will be operated as a toll facility until bonds used to finance the project are repaid. The facility will include six ramp toll plazas and a mainline plaza for the collection of tolls south of the interchange with Sand Canyon Avenue. The approved project includes Alignment Option #1 as the south end connection to Interstate 5.

PROJECT FEATURES	BUILD ALTERNATIVES		NO BUILD
	DEMAND MANAGEMENT ALTERNATIVE ¹	CONVENTIONAL ALTERNATIVE ²	
Description of Mainline Section	Three general purpose lanes each direction with auxiliary lanes for weaving and steep grades. An 88-116 foot wide median would provide for HOV lanes and possible transit facilities. Maximum width of roadway would be 254 feet. Would operate as a toll facility until bonds are repaid.	Three to five general purpose lanes each direction with auxiliary lanes for weaving and steep grades. A 64 foot wide median would provide for HOV lanes and possible transit facilities. Maximum roadway width would be 376 feet. Would operate as a toll facility until bonds are repaid.	The Corridor would not be built. Realignment of I-5 would not occur. Other transportation projects including the build out of the Master Plan of Arterial Highways and the Eastern & Foothill Transportation Corridors would be built. These improvements are also assumed to be built under either build alternative. However, to the extent the improvements would not meet the projected demand, additional improvements to parallel facilities (e.g., I-5, I-405, SR-1, Moulton Parkway and Laguna Canyon Road) would be necessary.
Interchanges	Ten general purpose and seven exclusive HOV interchanges.	Ten general purpose and seven exclusive interchanges.	None
Cost: Project Costs Right-of-Way Costs TOTAL	\$698.6 million <u>69.7 million</u> \$768.3 million	\$678.9 million <u>112.1 million</u> \$791.0 million	Unidentified costs to construct improvements to facilities such as I-5, I-405, SR-1 and Moulton Parkway.
Right-of-Way: Acres	972 acres	922 acres	Unknown amount of right-of-way required for potential improvements needed on arterial highways and I-5.
Grading: Excess Material	2.5-4 million cubic yards	3.5-5 million cubic yards	Unknown quantity of excess material related to potential improvements to arterial highways and I-5.

ENVIRONMENTAL ISSUES	BUILD ALTERNATIVES		NO BUILD
	DEMAND MANAGEMENT ALTERNATIVE ¹	CONVENTIONAL ALTERNATIVE	
Visual	Visual impacts to existing residences in portions of Nellie Gail and Aliso Viejo and open space areas of Laguna Laurel and Sycamore Hills. Would be partially mitigated, but significant.	Visual impacts to existing residences in portions of Paseo de Colinas, Nellie Gail, and Aliso Viejo and open space areas of Laguna Laurel. Would be partially mitigated, but significant.	No visual impacts to existing residences or open space areas along the Corridor route. Unknown impacts related to potential improvements to arterials and I-5.
Streambed/Floodplain	12.7 acres of floodplain encroachment. Significant impact to natural and beneficial floodplain values at: • Bonita Creek • Coyote Channel	16.6 acres of floodplain encroachment. Significant impact to natural and beneficial floodplain values at: • Oso Creek • Bonita Creek • Coyote Channel	No encroachment into floodplains or impacts to natural and beneficial floodplain values along the Corridor route. Unknown impacts related to potential improvements to arterials and I-5.
Air Quality	Positive net impact to air quality.	Positive net impact to air quality.	No Build would result in higher regional CO, NO _x , and PM emissions.
Noise	Adverse noise impacts on a residential area (Spotted Bull Lane) and a commercial/residential area (Bristol Street). Not mitigated; significant.	Adverse noise impacts on a residential area (Spotted Bull Lane) and a commercial/residential area (Bristol Street). Not mitigated; significant.	Avoids impacts to areas adjacent to the Corridor route. Increase in noise levels on a number of arterial highways in the area.
Housing and Business Relocation	Housing: 7 partial (including short-term)/1 full takes Businesses: 8 partial/16 full takes	Housing: 15 partial takes Businesses: 2 partial/6 full takes	No impacts to properties along the Corridor route. Properties adjacent to arterial highways and I-5/I-405 could be impacted by improvements to these facilities.
Biological Resources	Impacts 14.4 acres of wetlands. Mitigated. Loss of coastal sage scrub and chaparral habitat; restriction of wildlife movement; fragmentation of wildlife habitat; and reduction in wildlife population. Significant.	Impacts 15.3 acres of wetlands. Mitigated. Loss of coastal sage scrub and chaparral habitat; restriction of wildlife movement; fragmentation of wildlife habitat; and reduction in wildlife population. Significant.	No impacts to wetlands, vegetation or wildlife along the Corridor route. Unknown impacts related to potential improvements to arterials and I-5.
Traffic/Circulation	Relieves congestion on arterials and I-5/I-405. Optimistic HOV scenario provides level of service (LOS) D or better on all links of the Corridor. Conservative HOV scenario would experience congestion, LOS E and F, on some links for portions of the day. If no improvements to SR-73 between Birch and I-405, the Corridor would increase congestion on SR-73.	Relieves congestion on arterials and I-5/I-405. Provides LOS D or better on all links of the Corridor. If no improvements to SR-73 between Birch and I-405, the Corridor would increase congestion on SR-73.	Peak period conditions on arterial highways, I-5, and I-405 would be substantially impacted by the No Build Alternative. Pacific Coast Highway, Moulton Parkway/Irvine Center Drive, Laguna Canyon Road east of the Corridor, University Drive, Bonita Canyon Road, and I-5 would experience significant operational problems.
4(f) Resources	This alternative would remove a portion of the Rancho Viejo Bicycle Trail, a 4(f) resource. No feasible or prudent alternative identified.	Same effect as Demand Management Alternative.	No effect along the Corridor route. Potential direct or constructive use of Section 4(f) resources in the vicinity of potential improvements to arterials and I-5, I-405 and SR-1

Note: While CEQA requires that each effect having a "significant impact" be identified in an EIR, NEPA does not. In this document, references to "significant impact" are made to fulfill this requirement under CEQA, pursuant to standards of California law. No representation as to significance made in this document represents an assessment as to the magnitude of such an impact under the requirements of federal law. Under NEPA, no such determination need be made for each environmental effect. (The fact that an EIS is being prepared for this project represents FHWA's assessment that overall this project has "significant impacts" (beneficial and adverse) on the quality of the environment.)

¹ Demand Management Alternative with alignment of I-5 construction.

² Conventional Alternative with alignment of I-5 construction. 3-6-64