ORANGE COUNTY GATEWAY PROJECT

Orange County, California

12-ORA-0-PLCN/09-IA-080IL

PROPOSED FINAL ENVIRONMENTAL IMPACT STATEMENT

Volume III

Prepared for the:

United States Department of Transportation,
Federal Highway Administration
California Division
and the
California Department of Transportation, District 12
and the
City of Placentia

December 2008

FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE ORANGE COUNTY GATEWAY PROJECT

The Final Environmental Impact Statement (EIS) for the Orange County Gateway (OCG) project consists of the following:

- Volumes I, II, and III of the Draft EIS/EIR, updated to reflect the Final EIS, to show changes made in response to comments on the Draft EIS/EIR, and to reflect identification of the selected Orange County Gateway project.
- Volume IV, a new volume, which contains Appendix K, the Responses to Comments Report.

Each volume contains a cover sheet indicating the volume number, this introduction sheet, an errata sheet describing changes made to the EIS (which are shown with margin lines), and the complete Table of Contents, which indicates to the reader which volume contains which sections of the EIS.

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

<table>
<tr><th>Comment Number[1]</th><th>EIS Section</th><th>Changes Made to the Final EIS</th></tr>
<tr><td colspan="3">THE FOLLOWING CHANGES WERE MADE TO SECTIONS IN VOLUME I OF THE EIS IN RESPONSE TO COMMENTS RECEIVED ON THE DRAFT EIS/EIR. THESE CHANGES ARE ALSO SHOWN IN TRACK CHANGES IN THE TEXT AND TABLES IN THE EIS.</td></tr>
<tr><td>CL4-6</td><td>Pages 3.1-23 and 3.1-24, Section 3.1 Land Use</td><td>The first paragraph in the section titled “City of Anaheim” on pages 3.1-23 and 3.1-24 was replaced with the following:

“City of Anaheim. The City of Anaheim General Plan was comprehensively updated in May 2004. The General Plan provides area-specific policy direction through community policy areas. The project area is within the Canyon policy area. The Canyon policy area generally spans the north side of State Route 91 (SR-91) between State Route 57 (SR-57) and Imperial Highway. This area is a regional employment center consisting of office, industrial, and commercial uses and is further regulated by the Northeast Area Specific Plan. General Plan goals applicable to the Canyon policy area include promoting development that integrates with and minimizes impacts to surrounding land uses.”</td></tr>
<tr><td>CL4-7</td><td>Page 3.4-15, Section 3.4, Community Impacts</td><td>The first paragraph in the section titled “City of Anaheim” on page 3.4-15 was replaced with the following:

“City of Anaheim. The City of Anaheim is the second largest city in Orange County, extending across north Orange County from approximately Valley View Boulevard on the west to east of State Route 241 (SR-241) on the east. Incorporated in 1876, Anaheim covers approximately 130 square kilometers (sq km) (50 square miles [sq mi]) and in 2000 had a population of 328,014 persons. Anaheim is known worldwide as a major entertainment destination and is home to Disneyland, Disney’s California Adventure, Downtown Disney, the Anaheim Convention Center, the Honda Center (which is the home of the Anaheim Ducks professional hockey team), Angel Stadium, and the Grove of Anaheim. These uses are supported by a substantial number of hotel rooms in and around the Anaheim Resort area and a wide range of restaurants and other visitor-serving commercial and recreation uses.”</td></tr>
<tr><td>CL4-2</td><td>Page 3.5-6, Section 3.5 Utilities/ Emergency Services</td><td>The following two rows were added following the last existing entry for Anaheim in Table 3.5-B on page 3.5-6:

<table>
<tr><th>Diameter</th><th>Street Location/Description</th><th>Water Agency</th></tr>
<tr><td>Not applicable</td><td>Pressure reducing Station No. 36, on the east side of Kellogg Drive just south of the BNSF right-of-way</td><td>City of Anaheim</td></tr>
<tr><td>Not applicable</td><td>Pressure reducing Station No. 64, on the east side of Lakeview Avenue just south of the BNSF right-of-way</td><td>City of Anaheim</td></tr>
</table>
“July 21, 2008” was added as an additional City of Anaheim source at the bottom of the table.</td></tr>
</table>

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
CL4-4	Page 3.6-56 and 3.6-57 in Section 3.6 Traffic and Transportation	Existing Mitigation Measures TRA-2 and TRA-4 on pages 3.6-56 and 3.6-57 were revised to read: **"Revised Mitigation Measure TRA-2.** Prior to approval of the Plans, Specifications and Estimates (PS&E) for the selected Orange County Gateway (OCG) Build Alternative, a detailed construction phasing and detour plan shall be submitted to and approved by the Cities of Placentia and Anaheim. This phased construction and detour plan will allow for the construction of local circulation through the project area during construction of the project. The plan must also consider public transit and PYLUSD routes and schedules and the access needs of emergency service providers and of agencies to public facilities in the immediate project vicinity. The plan must also include provision of access to adjoining properties. The detour plan shall be presented in a format consistent with all applicable local, State, and federal guidelines and shall consider signing, staging, delineation, traffic control, and the route selection analysis presented in this section. All construction activity shall be performed in accordance with the construction phasing plan and the route detour plans approved by the Cities of Placentia and Anaheim. **Revised Mitigation Measure TRA-4.** Prior to construction of Alternatives B, C, and D, the construction phasing and detour traffic management plans will be reviewed with the PYLUSD, emergency service providers, the Cities Placentia and of Anaheim, and the OCTA Bus Operations Division. The PYLUSD, emergency service providers, the Cities Placentia and Anaheim, and the OCTA Bus Operations Division will be notified prior to the initiation of construction and prior to the initiation of lane closures and detours."
THE FOLLOWING ARE ADDITIONAL CHANGES MADE TO SECTIONS IN VOLUME I IN THE EIS, WHICH ARE ALSO SHOWN IN TRACK CHANGES.		
Pages S-1 and S-2, Summary		The third paragraph on page S-1 was deleted. The following paragraph was inserted at the bottom of page S-2: "**Identification of the Selected Alternative** The City of Placentia distributed the Draft EIS/EIR for the OCG project for public and agency review and comment on June 27, 2008. The comment period ended on August 11, 2008. Appendix K of this EIS provides the comments received on the Draft EIS/EIR and the responses to those comments. Following the completion of the responses to comments, the City of Placentia City Council certified the Final EIR and adopted Alternative D as the selected OCG project at its meeting on November 17, 2008. FHWA has concurred with the identification of Alternative D as the selected alternative for the OCG project."

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1] / EIS Section	Changes Made to the Final EIS
Page S-1, Summary	The second sentence of the third paragraph ("The final selection of an alternative will not be made until after the consideration of the public comments on the Draft EIS/EIR and approval of the Final EIS/EIR") was removed.
Page S-2, Summary, and page 2-40, Project Alternatives	The following text was inserted as the second paragraph in the section titled "Agency Actions" on page S-4 in the Summary section, and as the last paragraph on page 2-40 in Section 2.0: "After the completion of the CEQA and NEPA environmental documentation by the City of Placentia and FHWA, respectively, the implementation of the selected project will be undertaken by the Orange County Transportation Authority (OCTA). The OCTA will be the implementing agency responsible for the final design, right-of-way acquisition, and construction of the selected project."
Page S-7, Summary	The following text was inserted as the second paragraph in the section titled "Project Effects and Avoidance, Minimization, and Mitigation Measures" on page S-7 "The avoidance, minimization, and mitigation measures in Tables S-1, S-2, and S-3 apply to the OCG Build Alternatives, including Alternative D, the selected project, unless otherwise noted."
Page S-7, Summary	The following paragraph, describing the Section 4(f) de minimis finding, was added as the last paragraph on page S-7: "As shown on Table S-2, and as described in Section 3.1.3, Section 4(f) Properties, and in Appendix D, Resources Evaluated Relative to the Requirements of Section 4(f), the OCG Build Alternatives will not use any Section 4(f) properties. That analysis, which specifically evaluated the potential for the OCG Build Alternatives to use the Parque de los Niños, a public park owned and operated by the City of Placentia, determined that Alternatives B, C, and D would not result in the use of this Section 4(f) property. No comments related to this park or the potential for effects on this park under Section 4(f) were received from the public or agencies during the public review period (from June 27 to August 11, 2008) for the Draft EIS/EIR. All comments received on the Draft EIS/EIR are provided in Appendix K, Responses to Comments. Based on the analysis provided in Section 3.1.3 and in Appendix D, and that no comments were received regarding this park during the public review period for the Draft EIS/EIR, FHWA made a Section 4(f) de minimis finding for the OCG project."
Table S-1, Section 3.4 Community Impacts	Measure CI-1 was deleted from this section because it is a short-term measure (see Table S-2) and not a long-term measure (Table S-1 is long-term measures only).
Table S-1, several places	The notation "...; does not apply to Alternative D, the selected project." was added in the parenthesis at the end of measures which apply to Alternatives B and C only, for clarification. See measures HY-1 - HY-8, HY-14, and PSU-2f.
Tables S-1, S-2, and S-3 in the Summary	The avoidance, minimization, and mitigation measures were reworded in the summary tables and in Sections 3.0 and 7.0 to: • Change the citations to the City of Placentia as the implementing agency of the measures to read "the implementing agency"

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<table>
<tr><th>Comment Number[1]</th><th>EIS Section</th><th>Changes Made to the Final EIS</th></tr>
<tr><td colspan="2"></td><td>to reflect the fact that the future project phases during which those measures would apply will be conducted by the OCTA and not the City of Placentia.

• The measures were modified to be in an active tense ("The implementing agency will incorporate a landscape plan…" rather than a passive tense ("A landscape plan will be incorporated…") and to very clearly state the party (the implementing agency) responsible for implementing and documenting the implementation of each avoidance, minimization, and mitigation measure applicable to the selected project. As appropriate, "shall" was changed to "will" so the measures would consistently cite actions as "will" rather than "shall."</td></tr>
<tr><td colspan="2">Table 2-G, page 2-18, Section 2.0, Project Alternatives, and Table 3.1-E, page 3.1-17, Section 3.1, Land Use</td><td>The data entries for Alternative D for total full acquisitions and square footage were revised in these two tables to read:

<table>
<tr><th></th><th colspan="2">Full Parcels</th></tr>
<tr><th></th><th>Number of Parcels</th><th>Size (square feet)</th></tr>
<tr><td>Alternative D</td><td>Total: 78
Residential: 32
Nonresidential: 46</td><td>2,216,774</td></tr>
</table>
</td></tr>
<tr><td colspan="2">Page 2-19, Section 2.0, Project Alternatives</td><td>The following subsection was inserted following existing section 2.2.2.12 on page 2-19:

"2.2.2.13 Compliance with the Americans with Disabilities Act. All improvements constructed under Alternative B will comply with the access requirements in the Americans with Disabilities Act (ADA)."</td></tr>
<tr><td colspan="2">Page 2-26, Section 2.0, Project Alternatives</td><td>The following subsection was inserted following existing section 2.2.3.12 on page 2-26:

"2.2.3.13 Compliance with the Americans with Disabilities Act

All improvements constructed under Alternative C will comply with the access requirements in the ADA."</td></tr>
<tr><td colspan="2">Page 2-35, Section 2.0, Project Alternatives</td><td>The second bullet point at the bottom of page 2-35 was revised to read:

"Orangethorpe Avenue Overcrossing (Figure A.3, Sheet 3): Four full acquisitions and one partial acquisition would be required for the connector roads."</td></tr>
<tr><td colspan="2">Page 2-35, Section 2.0, Project Alternatives</td><td>The following subsection was inserted following existing Section 2.2.4.12 on page 2-35:

"2.2.4.13 Compliance with the Americans with Disabilities Act</td></tr>
</table>

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
		All improvements constructed under Alternative D will comply with the access requirements in the ADA."
Page 2-39, Section 2.0, Project Alternatives		The title of Section 2.6 on the bottom of page 2-39 was revised to read "2.6 After Public Circulation and Selection of the Project." The existing text in Section 2.6 was deleted and replaced with the following: "The City of Placentia distributed the Draft EIS/EIR for the OCG project for public and agency review and comment on June 27, 2008. The comment period ended on August 11, 2008. Appendix K of this EIS provides the comments received on the Draft EIS/EIR and the responses to those comments. Following the completion of the responses to comments, the City of Placentia City Council certified the Final EIR and adopted Alternative D as the selected OCG project at its meeting on November 17, 2008. The selection of Alternative D was based on its ability to meet the defined project objectives and on the City's finding that benefits of Alternative D outweigh the unavoidable adverse impacts of that Alternative. The City Council adopted Facts and Findings of Facts which identified significant adverse impacts of the OCG project alternatives and provided findings for each of those impacts, adopted a Statement of Overriding Considerations (SOC) for the adverse impacts of the selected project (Alternative D) that will not be mitigated below a level of significance, adopted the Mitigation Monitoring and Reporting Program for the selected project (Alternative D), and directed staff to file a Notice of Determination (NOD) with the State Clearinghouse. The NOD was filed at the Clerk of Orange County on November 18, 200 and at the SCH on November 19, 2008. After its consideration of the Draft EIS/EIR and the comments received on the Draft EIS/EIR during the public review period, FHWA concurred with the City's action identifying Alternative D as the selected OCG project. FHWA has prepared the Final EIS for the OCG project. The Final EIS will be available for public review for 30 days. Following that public review period, FHWA will document and explain its decision regarding the selected project (Alternative D), the adverse impacts of the project, and avoidance, minimization, and mitigation measures in a Record of Decision in accordance with the requirements of NEPA."
Page 3.1-22, Section 3.1, Land Use		The word "regulation" in Mitigation Measure LU-2 was revised to "regulations."
Page 3.1-38, Section 3.1, Land Use		The following, describing the Section 4(f) de minimis finding, was added to page 3.1-38: "As described above and in Appendix D, Resources Evaluated Relative to the Requirements of Section 4(f), the OCG Build Alternatives will not use any Section 4(f) properties. That analysis, which specifically evaluated the potential for the OCG Build Alternatives to use the Parque de los Niños, a public park owned and operated by the City of Placentia, determined that Alternatives B, C, and D would not result in the use of this Section 4(f) property. No comments related to this park or the potential for effects on this park under Section 4(f) were received from the public or agencies during the public review period (from June 27 to August 11, 2008) for the Draft EIS/EIR. All comments received on the Draft EIS/EIR are provided in Appendix K, Responses to Comments. Based on the analysis provided in this section and in Appendix D, and that no

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<table>
<tr><th>Comment Number[1]</th><th>EIS Section</th><th>Changes Made to the Final EIS</th></tr>
<tr><td colspan="2"></td><td>comments were received regarding this park during the public review period for the Draft EIS/EIR, FHWA made a Section 4(f) de minimis finding for the OCG project."</td></tr>
<tr><td colspan="2">Page 3.4-34, Section 4.2.3, Affected Environment</td><td>The following was added at the send of the second paragraph in Section 4.2.3:

"A Final Relocation Impact Study (LSA Associates, Inc., December 2008) was prepared for Alternative D, the selected project."</td></tr>
<tr><td colspan="2">Page 3.4-68, Table 3.4-Q, Section 3.4, Community Impacts</td><td>The following three rows of data were inserted following the fifth row on Table 3.4-Q on page 3.4-68.
<table>
<tr><th>Assessor's Parcel Number (APN)</th><th>Existing Land Use</th><th>Size of Parcel (square feet [sf])</th><th>Address or Location</th><th>Jurisdiction</th><th>Affected by the Following Grade Separation</th></tr>
<tr><td>345-141-01</td><td>Commercial</td><td>108,819</td><td>South of Orangethorpe Avenue at Chapman Avenue</td><td>Anaheim</td><td>Orangethorpe Avenue Overcrossing</td></tr>
<tr><td>345-152-01</td><td>Office</td><td>36,645</td><td>South of Orangethorpe Avenue at Chapman Avenue</td><td>Anaheim</td><td>Orangethorpe Avenue Overcrossing</td></tr>
<tr><td>345-152-02</td><td>Office</td><td>1,975</td><td>South of Orangethorpe Avenue at Chapman Avenue</td><td>Anaheim</td><td>Orangethorpe Avenue Overcrossing</td></tr>
</table></td></tr>
<tr><td colspan="2">Page 3.4-73, Table 3.4-R</td><td>The existing land uses for parcel 341-331-02 (eighth row in the table) were changed to read "Commercial and residential (mobile homes)."</td></tr>
<tr><td colspan="2">Page 3.4-78, Figure 3.4-6, Sheet 2 of 7, Section 3.4, Community Impacts</td><td>The parcel shown on the northeast corner of the intersection of Crowther Avenue and Kraemer Boulevard was incorrectly shown as a full parcel acquisition under Alternative D. This would be a partial acquisition, consisting of a thin sliver along Kraemer Avenue. This Figure was revised to correctly show this partial parcel acquisition.</td></tr>
<tr><td colspan="2">Sections 3.1 to 3.6</td><td>The avoidance, minimization, and mitigation measures were reworded in Sections 3.1 to 3.6 to:

• Change the citations to the City of Placentia as the implementing agency of the measures to read "the implementing agency" to reflect the fact that the future project phases during which those measures would apply will be conducted by the OCTA and not the City of Placentia.

• The measures were modified to be in an active tense ("The implementing agency will incorporate a landscape plan…" rather than a passive tense ("A landscape plan will be incorporated…") and to very clearly state the party (the implementing</td></tr>
</table>

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

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		agency) responsible for implementing and documenting the implementation of each avoidance, minimization, and mitigation measure applicable to the selected project. As appropriate, "shall" was changed to "will" so the measures would consistently cite actions as "will" rather than "shall."
THE FOLLOWING CHANGES WERE MADE TO SECTIONS IN VOLUME II OF THE EIS IN RESPONSE TO COMMENTS RECEIVED ON THE DRAFT EIS/EIR. THESE CHANGES TO THE TEXT/TABLES IN THE EIS ARE SHOWN IN TRACK CHANGES.		
CL3-9	Page 3.9-17, Section 3.9, Hydrology and Floodplains	The following sentence (the last sentence on this page) was deleted: "Alternative B would provide an opportunity to relieve those flooding conditions and eliminate part of the flood insurance premium costs through modification of existing drainage systems, modification of existing drainage patterns, and construction of new supplemental systems."
CL3-10	Page 3.9-20, Section 3.9, Hydrology and Floodplains	The first metric conversion in the paragraph titled "Direct Impacts" was corrected to read "213 m (700 ft)." The following sentence was added as the last sentence of the last paragraph on this page: "The Kellogg Drive Storm Drain would also require reconstruction and lowering along Orangethorpe Avenue and Kellogg Drive to divert flows to the Santa Ana River to the south."
CL3-2	Page 3.9-26, Section 3.9, Hydrology and Floodplains	The following mitigation measure was added to page 3.9-**[26]**: "**New Mitigation Measure HY-14.** If Alternative B or C is selected for implementation, the final design will not use any tiebacks into OCFCD right-of-way."
CL2-1	Page 3.9-28, Section 3.9, Hydrology and Floodplains	The following two measures were added to page 3.9-28: **"HY-12.** The implementing agency will coordinate with the OCWD during final design of the selected project to ensure that issues related to groundwater levels, flows, minimizing pumping, recharge consistent with any permits issued by the Regional Water Quality Control Board, and the project permit needs are addressed for both construction and long term operations. **HY-13.** The implementing agency will invite the OCWD to participate in preconstruction meetings prior to initiation of construction in the vicinity of Anaheim Lake and Lakeview Avenue, specifically to address issues related to groundwater levels, flows, minimizing pumping, recharge consistent with any permits issued by the Regional Water Quality Control Board and other permit requirements."
CL2-7	Page 3.11-10, last sentence under	The following phrase was deleted from the last sentence in the paragraph under "Liquefaction": "…or pumping from wells near Anaheim Lake initiated by the Orange County Water District (OCWD) to minimize the rise of groundwater due to recharge."

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
	"Liquefaction"	The last sentence in that paragraph now reads: ".The actual liquefaction potential during the life of the project would depend on the groundwater levels and dewatering performed for the project. (See Section 3.9, Hydrology and Floodplains.)"
F1-11	Page 3.13-41, Section 3.13, Air Quality	The following mitigation measure was added to page 3.13-41: **New Mitigation Measure AQ-8.** "Prior to any construction activities, the implementing agency will require the construction contractor to identify sensitive receptors (children, elderly, infirm) in the immediate vicinity of the construction limits and identify construction equipment placement and staging areas that will minimize exposure of those populations to construction emissions. The implementing agency will work with the contractor and adjacent property owners to ensure that dust and other construction emissions are minimized. During design and construction, standard specifications and project special provisions will be developed and used by the implementing agency, its design consultants, and its construction management and inspection teams to acknowledge and enforce minimization of dust and other construction emissions. These minimization measures may include locating equipment away from building fresh air intakes and away from residential uses, or the provision of air conditioning in residential uses or temporary relocations for residents substantially adversely affected by construction emissions. For example, equipment exhausts will be directed away from building fresh air intakes and away from residential uses."
F1-12	Section 3.13.2.3 on page 3.13-8 in Section 3.13, Air Quality	The following statement was added following the first sentence in Section 3.13.2.3 on page 3.13-8: "Effective June 11, 2007, the South Coast Air Basin was redesignated as attainment/maintenance for the federal CO standard. However, the analysis for the OCG project was started prior to the United States Environmental Protection Agency's May 11, 2007 approval of the redesignation. Therefore, for the purposes of this analysis, the OCG project was analyzed as if it is located in a CO nonattainment area. This would represent a worst case condition for the air quality analysis."
F1-11	Page 3.13-35, Section 3.13, Air Quality	The following discussion regarding construction staging areas for Alternatives B and C was added to page 3.13-35: "**Construction Staging Areas.** As described in Section 2.0, Project Alternatives, in the EIS, construction staging areas would be provided at two locations for Alternatives B and C: west of Van Buren Boulevard and east of Fee Ana Street. Those two staging areas are within the disturbance limits evaluated in the EIS. The existing land uses in the vicinity of Van Buren Boulevard at its crossing of the BNSF are: • Northwest and northeast quadrants: commercial • Southwest quadrant: general industrial

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
		• Southeast quadrant: low-density residential As shown, nearly all the crossings are in the vicinity of land uses that can be considered to be sensitive to short-term construction air quality impacts, specifically residential, park, and school uses. Because the construction staging areas must be close to the construction areas, fully avoiding the placement of construction staging areas near sensitive uses is not realistic.
F1-11	Page 3.13-31, Section 3.13, Air Quality	The following discussion regarding construction staging areas for Alternative D was added to page 3.13-35: "**Construction Staging Areas.** Staging areas for the individual grade separations under Alternative D would be provided within the disturbance limits evaluated in the Draft EIS/EIR for those grade separations. The land uses in the vicinity of those eight locations are: • Kraemer Boulevard o Northwest quadrant: medium-density residential o Northeast quadrant: high-density residential development o Southwest and southeast quadrants: low- to medium-density residential development • Tustin Avenue/Rose Drive o Northwest quadrant: medium-density residential o Northeast quadrant: commercial and medium-density residential o Southwest quadrant: public water use o Southeast quadrant: general industrial • Jefferson Street o Northwest quadrant: continuation high school o Northeast quadrant: high-density development o Southwest and southeast quadrants: general industrial • Van Buren Boulevard o Northwest and northeast quadrants: commercial o Southwest quadrant: general industrial o Southeast quadrant: low-density residential

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Comment Number[1]	EIS Section	Changes Made to the Final EIS
		• Richfield Road o Northwest quadrant: medium-density residential o Northeast quadrant: commercial o Southwest quadrant: park o Southeast quadrant: low-density residential • Lakeview Avenue o Northwest quadrant: commercial o Northeast quadrant: residential and agricultural o Southwest and southeast quadrants: general industrial • North Kellogg Drive (north of the BNSF tracks and Orangethorpe) o Northwest quadrant: commercial o Northeast quadrant: medium density residential o South quadrant: general industrial • South Kellogg Drive (south of the BNSF tracks and Orangethorpe Avenue) o North quadrant: low-density residential and commercial o Southwest and southeast quadrants: general industrial • Orangethorpe Avenue o Northwest quadrant: low-density residential o Northeast and southeast quadrants: public water use o Southwest quadrant: public water use and general industrial" "Similar to conditions under Alternatives B and C, nearly all the crossings under Alternative D are in the vicinity of land uses that can be considered to be sensitive to short-term construction air quality impacts. Because the construction staging areas must be close to the construction areas, fully avoiding the placement of construction staging areas near sensitive uses is not realistic."

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Comment Number[1]	EIS Section	Changes Made to the Final EIS
F1-15	Page 3.13-39, Section 3.13, Air Quality	Existing Mitigation Measure AQ-2 on page 3.13-39 was revised to read: "**Revised Mitigation Measure AQ-2.** The construction contractor shall select construction equipment based on low emission factors and high energy efficiency. The implementing agency shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications, to perform at California Air Resources Board and/or EPA certification, where applicable, levels and to perform at verified standards applicable to retrofit technologies. The implementing agency will ensure that construction equipment is periodically inspected to ensure that the equipment is properly maintained and tuned, and that unnecessary idling is avoided. The implementing agency will require the project contractor to prohibit any tampering with engines and to commit to continuing adherence to the manufacturer's recommendations. Where practicable, the implementing agency will encourage the contractor to lease newer equipment with Tier 2 or newer engines and to use EPA-registered particulate traps and other appropriate controls as suitable to reduce diesel particulate and other emissions."
F1-20	Page 3.17-1, Section 3.17, Wetlands and Other Waters	The following statement was added as the fifth sentence in the first paragraph in Section 3.17.1.1, on page 3.17-1: "USACE jurisdiction extends to the ordinary high water mark (OHWM) of tributaries to traditional navigable waters, or beyond the OHWM to any adjacent wetlands."
F1-20	Page 3.17-2, Section 3.17, Wetlands and Other Waters	The text in Section 3.17.1.2 on page 3.17-2 was revised to read: "The limits of wetlands and other waters of the United States are determined in the field as described in the jurisdictional delineation in Appendix C in the NES and were verified by the USACE. Impacts were calculated through comparison of the delineated jurisdictional areas with the defined impact limits of the three OCG Build Alternatives."
F1-20	Page 3.17-11, Section 3.17, Wetlands and Other Waters	The following statement was added as the last sentence in Mitigation Measure BIO-1 on page 3.17-11: "The final mitigation for project effects on jurisdictional waters, as developed during the USACE permit process, will conform with USACE and EPA regulations, 33 CFR Parts 325 and 332, and 40 CFR Part 230, respectively, entitled 'Compensatory Mitigation for Losses of Aquatic Resources: Final Rule.'"

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
F1-6	Page 4.5, Section 4.0, Cumulative Impacts	The following text was inserted at the top of page 4-5: "The proposed OCG project is not a rail facility or service improvement project. It is a surface transportation safety/level of service improvement. The OCG project will not result in any changes in the existing or forecasted rail (freight and passenger) services in the BNSF rail corridor or in any physical improvements to the rail facilities within the BNSF right-of-way in the study area. Because the OCG project will not affect rail capacity or facilities in the BNSF corridor or elsewhere in the region, it does not appear appropriate or warranted for the cumulative impacts analysis to consider such an expanded study area as all of southern California. "The BNSF right-of-way to the east and west of the segment of the BNSF in the OCG study area currently has three tracks. Because the BNSF is a primary east-west rail route for goods being shipped from the Ports of Los Angeles and Long Beach to locations throughout the United States, it is likely that, at some point in the future, the BNSF would install a third track in its right-of-way in the OCG study area to provide a continuous three-track cross section across this part of Southern California. However, that third track is not part of the proposed OCG project and could proceed whether the OCG improvements are implemented or not. Similarly, any increase in train volumes or lengths in this corridor would be the responsibility of the BNSF (freight) or passenger service providers (Metrolink and Amtrak) and, again, could proceed with or without the OCG project. It is appreciated that the EPA has concerns regarding increases in train volumes and likely increases in diesel emissions associated with those increased train volumes. However, any changes in facilities (tracks) or services (number and length of trains) in this corridor are entirely within the purview of the BNSF and applicable passenger service providers and are in no way related to or subject to any effects as a result of the OCG project. "In summary, because the OCG project is not a rail project and will in no way affect the numbers or lengths of trains or rail facility improvements in the BNSF corridor or elsewhere in the region, discussion of those improvements or other improvements in the areas of the Ports of Los Angeles and Long Beach or the LOSSAN corridor is outside the context of the OCG project and this cumulative impacts analysis. "Any coordination for future rail services or facilities would be the responsibility of the BNSF, other rail owners/operators, and applicable passenger service providers in those corridors. Coordination of those activities would be the responsibility of those rail companies and operators."

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
THE FOLLOWING ARE ADDITIONAL CHANGES MADE TO SECTIONS IN VOLUME II OF THE FINAL EIS, WHICH ARE ALSO SHOWN IN TRACK CHANGES.		
	Page 3.11-13, Section 3.11, Geology	Mitigation Measure GS-10 was revised to read: "**Revised Mitigation Measure GS-10.** The implementing agency will coordinate with the BNSF and passenger rail operators to ensure the appropriate implementation of their existing safety protocols for operations after a seismic event. Existing BNSF and other applicable emergency procedures are in place for responding to earthquakes. Following an earthquake, tracks, bridges, and other structural components will be inspected for any structural problems, and service resumed as soon as it safe to do so.
	Page 3.13-41, Section 3.13, Air Quality	The following was inserted on page 3.13-41, as the last paragraph in the section titled "Air Quality Conformity Analysis:" "The proposed OCG project is also included in the 2008 RTP and the 2006 RTP; the citations to the proposed OCG project in the 2006 RTP and the 2008 RTIP are provided in Appendix D of the Responses to Comments Report which is itself provided as Appendix J to this environmental document."
	Page 5-4, Section 5.0, California Environmental Quality Act (CEQA) Evaluation	The checklist responses for questions VI(a) to VI(d) on page 5-4 were changed from "Less Than Significant Impact" to "Less Than Significant Impact with Mitigation Incorporated."
	Page 5-7, Section 5.0, CEQA Evaluation	The checklist response for question X(a) on page 5-7 was changed from "No impact" to "Less Than Significant Impact with Mitigation Incorporated."
	Page 5-8, Section 5.0, CEQA Evaluation	The checklist responses for parks and other public facilities in part XIV, Public Services, on page 5-8 were changed from "Less Than Significant Impact" to "No Impact."
	Page 5-8, Section 5.0, CEQA Evaluation	The checklist response for question XVI(a) on page 5-8 was revised from "Less Than Significant Impact" to "Less Than Significant Impact with Mitigation Incorporated."
	Page 5-12, Section 5.0, CEQA Evaluation	The list of air quality mitigation measures in the second paragraph under item (b) on page 5-12 was revised to read: "Mitigation Measures AQ-1 to AQ-8…" to reflect the addition on new measure AQ-8.
	Page 5-16, Section 5.0, CEQA Evaluation	The citations to mitigation measures in the last paragraph in response to questions (c), (d), (e), (f), (g), and (i) under Community Resources were revised to read: "Mitigation Measures CI-2 from Section 3.4 (Community Impacts), AQ-1 through AQ-9 from Section 3.14 (Air Quality), TRA-2 through TRA-4 from Section 3.6 (Traffic/Transportation/Pedestrian/Bicycle Facilities), WQ-1 through WQ-5 from Section 3.10 (Water Quality and Storm Water Runoff), and NOI-3 from Section 3.14 (Noise and Vibration) will minimize

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
		the adverse impacts associated with construction activities under Alternatives B, C, and D in the project area to below a level of significance."
Page 5-16, Section 5.0, CEQA Evaluation		The determination for questions VI(a) to VI(d) on the bottom of this page was changed to read "Less Than Significant with Mitigation Incorporated."
Page 5-16, Section 5.0, CEQA Evaluation		The last three sentences in the first paragraph in the response to questions VI(a) to VI(d) were changed to read: "The *Cultural Resources Late Discovery Plan* (CRLDP), provided in Appendix G, requires an archaeological monitor to be present during all construction-related ground-disturbing activities. If human remains are encountered during construction activities, State Health and Safety Code Section 7050.5 requires that construction activities be stopped until the County Coroner has determined the origin and disposition of the remains. Compliance with the requirements in the CRLDP and State Health and Safety Code Section 7050.5 would ensure that temporary construction impacts of Alternatives B, C, and D related to historical and archaeological resources are not considered adverse. "
Page 5-23, Section 5.0, CEQA Evaluation		The citation in the first paragraph on this page to measure HY-12 was changed to read "HY-14."
Page 5-24, Section 5.0, CEQA Evaluation		The following text was inserted following question X(a): "**Less Than Significant with Mitigation Incorporated.** The designated land uses in the project limits, for those areas of additional land purchased for the project, will not be consistent with the General Plan land use designations once the project is constructed. Mitigation Measure LU-1 from Section 3.1, Land Use, would mitigate the adverse impacts of the OCG Build Alternatives related to land use plan consistency to below a level of significance."
Page 5-25, Section 5.0, CEQA Evaluation		The last sentence in the first paragraph under noise on this page was revised to read: "Mitigation Measures NOI-1 and NOI-2 from Section 3.14 would be implemented to address permanent adverse OCG project noise impacts on adjacent land uses." The citation in the second paragraph on this page to measure NOI-2 was revised to read "NOI-3."
Page 5-26, Section 5.0, CEQA Evaluation		The second to the last sentence in the first paragraph on this page under population and housing was revised to read "…measures CI-4 through CI-8 in Section 3.4…."
Page 5-27, Section 5.0, CEQA Evaluation		The citations to mitigation measures under the topic "Schools" in the middle of the page were revised from "…Measures CI-4, CI-5, and CI-7" to read "….Measures CI-2 and CI-4…"

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1] / EIS Section	Changes Made to the Final EIS
Page 5-28, CEQA Evaluation	The following was inserted following question XV(a) in Section XV, Recreation: **"Less Than Significant with Mitigation Incorporated (a).** Dust generated during construction of Alternatives B, C, and D could potentially affect the swimming pool at Parque de Los Ninos when construction occurs in the vicinity of that park. This would result in the need for more frequent cleaning of the swimming pool when project construction is occurring in the vicinity of the park. Implementation of Mitigation Measure LU-1 from Section 3.1 (Land Use) would reduce adverse OCG project impacts to recreational facilities to below a level of significance." The text following question XV(b) in Section XV, Recreation, was revised to read as follows: **"No Impact (b).** Alternatives B, C, and D do not include any recreation facilities and would not result in the need for the construction or expansion of recreation facilities."
Page 5-29, Section 5.0, CEQA Evaluation	The last sentence in the second paragraph in response to comments b and e under traffic/transportation on this page was revised to read: "Mitigation Measures TRA-2 through TRA-4 (Section 3.6) would minimize those adverse temporary project traffic impacts to below a level of significance."
Page 5-30, Section 5.0, CEQA Evaluation	The first part of the last sentence in the first paragraph on this page (under utilities and service systems) was revised to read: "Mitigation Measures LU-1 and LU-2 from Section 3.1 (Land Use), PSU-5 through…"
Sections 3.7 to 3.23, and Section 7.0, Environmental Commitments Record	The avoidance, minimization, and mitigation measures were reworded in Sections 3.7 to 3.18, and Section 7.0 to: • Change the citations to the City of Placentia as the implementing agency of the measures to read "the implementing agency" to reflect the fact that the future project phases during which those measures would apply will be conducted by the OCTA and not the City of Placentia. • The measures were modified to be in an active tense ("The implementing agency will incorporate a landscape plan…" rather than a passive tense ("A landscape plan will be incorporated…") and to very clearly state the party (the implementing agency) responsible for implementing and documenting the implementation of each avoidance, minimization, and mitigation measure applicable to the selected project. As appropriate, "shall" was changed to "will" so the measures would consistently cite actions as "will" rather than "shall."

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Comment Number[1]	EIS Section	Changes Made to the Final EIS
	Page 7-1, Section 7.0, Environmental Commitments Record	The following text was inserted following the second paragraph on this page: "As each crossing in the selected project advances to final design, the ECR/MMRP will be customized and each measure will be tracked for each crossing. The implementing agency will incorporate the ECR/MMRP and the individual measures in the final design and other project phases based on when each measure is implemented. The responsible party for implementation of each measure will be specified at that time by the implementing agency. The responsible party for implementing measures may be the Project Engineer, the Resident Engineer, individual departments within the implementing agency, contractors, or other parties. In all cases, the implementing agency will be the final party responsible for ensuring that each measure was properly implemented and appropriate verification documentation is on file. "Some measures may occur in more than one project phase. For example, a measure may be assigned during final design to specifically ensure that the design incorporates a committed project feature or that the final construction specifications clearly indicate requirements with which the construction contractor must comply during project construction. As a result, verification of some measures may occur in more than one phase. "In addition, the ECR/MMRP may be modified during project phases after the final environmental documentation, reflecting changes in regulations or guidance, permit conditions, and/or changes in existing conditions and/or the project design that result in the need to modify measures or their applicability to an individual crossing. Any modifications to the measures would be documented in the verification and action taken columns in the ECR/MMRP, including the implementing agency. "Once each crossing in the selected project is constructed, the implementing agency will provide a report as part of the project files, which reports on the compliance of that crossing with the avoidance, minimization, and mitigation measures." Citations in the first two paragraphs on page 7-1 were changed to read "avoidance, minimization, and mitigation measures" or "measures."

CHANGES MADE TO THE ORANGE COUNTY GATEWAY EIS

Comment Number[1]	EIS Section	Changes Made to the Final EIS
NO COMMENTS WERE RECEIVED ON VOLUME III OF THE DRAFT EIS/EIR. THE FOLLOWING ARE CHANGES MADE TO THIS SECTION, WHICH ARE SHOWN IN TRACK CHANGES.		
	Page 37, Appendix D, Resources Evaluated Relative to the Requirements of Section 4(f)	The following, describing the Section 4(f) de minimis finding, was added to page 37: "As described above, the OCG Build Alternatives will not use any Section 4(f) properties. That analysis, which specifically evaluated the potential for the OCG Build Alternatives to use the Parque de los Niños, a public park owned and operated by the City of Placentia, determined that Alternatives B, C, and D would not result in the use of this Section 4(f) property. No comments related to this park or the potential for effects on this park under Section 4(f) were received from the public or agencies during the public review period (from June 27 to August 11, 2008) for the Draft EIS/EIR. All comments received on the Draft EIS/EIR are provided in Appendix K, Responses to Comments. Based on the analysis provided in Section 3.1.3 and in this Appendix, and that no comments were received regarding this park during the public review period for the Draft EIS/EIR, FHWA made a Section 4(f) de minimis finding for the OCG project."
	Appendix A, Coordination Correspondence, to Appendix D, Resources Evaluated Relative to the Requirements of Section 4(f)	This Appendix contained a letter from Caltrans to FHWA dated October 10, 2007 requesting that FHWA make a de minimis finding for the OCG project. Because FHWA did not make the de minimis finding at that time (prior to the circulation of the Draft EIS/EIR), this correspondence is not relevant to the Final EIS. Therefore, the letter and its attachments were removed from Appendix A, Coordination Correspondence.
NEW VOLUME IV, APPENDIX K, OF THE EIS		
A new appendix, Appendix K, was added to the EIS. This appendix contains the Responses to Comments Report.		

[1] This is the number of the individual comment in the Responses to Comments Report (2008) which resulted in the need for the cited change to the EIS.

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TECHNICAL STUDIES

The following reports were prepared for the OCG project and were used in the development of this Draft EIS/EIR. These reports are available for review, pursuant to Title 14 California Code of Regulations 151501 (14 CCR 15501) and Title 40, Code of Federal Regulations 1502.21 (14 CFR 1502.21), at the City of Placentia, 401 East Chapman Avenue, Placentia, CA 92870 during regular business hours. Additional reports and studies are referenced throughout this Draft EIS/EIR and are listed in Section 10.0 (References). The majority of the technical studies were finalized prior to the completion of the Draft EIS/EIR. Prefaces provided at the beginning of those reports identify specific changes by reference to those reports.

Air Quality Analysis (LSA Associates, Inc., October 2007)
Community Impact Assessment (LSA Associates, Inc., October 2007)
Draft Relocation Impact Study (LSA Associates, Inc., May 2006)
Drainage Management Study (Boyle Engineering Corporation, January 2006)
Findings of No Adverse Effect (LSA Associates, Inc., June 2005)
Geotechnical and Seismicity Evaluation (Group Delta Consultants, Inc., December 2003)
Hazardous Materials/Site Investigation Report (Advanced Earth Science, Inc., January 2006)
Historic Property Survey Report (LSA Associates, Inc., November 2004)
Natural Environmental Study (LSA Associates, Inc., January 2006)
Noise and Vibration Analysis (LSA Associates, Inc., October 2007)
Traffic Impact Analysis (LSA Associates, Inc., October 2007)
Visual Impact Assessment (LSA Associates, Inc., January 2006)

The following additional reports were prepared for the proposed OCG project:

Preliminary Engineering Report for the Orange County Gateway Railroad Grade Separation Project (KFM Engineering, Inc., 2004).
Preliminary Engineering Report for the Orange County Gateway Railroad Grade Separation Project: Attachment 1 Alternative B Concept Plans (KFM Engineering, Inc., 2004).
Preliminary Engineering Report for the Orange County Gateway Railroad Grade Separation Project: Attachment 2 Alternative C Concept Plans (KFM Engineering, Inc., 2004).
Preliminary Engineering Report for the Orange County Gateway Railroad Grade Separation Project: Attachment 3 Alternative D Concept Plans (KFM Engineering, Inc., 2004).
Value Analysis Report for the Orange County Gateway Railroad Grade Separation Project (Parsons Transportation Group, August 15, 2003).
Initial Financial Plan for the Proposed Orange County Gateway Project (City of Placentia, 2006).
Initial Project Management Plan for the Proposed Orange County Gateway Project (City of Placentia, 2006).

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LIST OF ACRONYMS

AAQS	ambient air quality standards
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ac	acre(s)
ac-ft/yr	acre-foot per year
ACE	Alameda Corridor East
ACM	asbestos-containing materials
ACTA	Alameda Corridor Transportation Authority
ADI	Area of Direct Impacts
ADL	aerially-deposited lead
ADT	average daily traffic
AES	Advanced Earth Sciences
AGR	Agricultural
AHERA	Asbestos Hazard Emergency Response Act
AICP	American Institute of Certified Planners
Alt	Alternative
amsl	above mean sea level
ann. arth. avg	annual arithmetic average
AP	Assessor's Parcel
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQ	air quality
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ARPA	Archaeological Resources Protection Act
ASR	Archaeological Survey Report
ATSF	Atchinson, Topeka, and Santa Fe
Ave	Avenue
BAS	Bryan A. Stirrat and Associates
Basin	South Coast Air Basin
BAT	Best Available Technology
BCT	Best Conventional Pollutant Control Technology
BIO	biology
BFE(s)	Base Flood Elevation(s)
bgs	below ground surface
Blvd	Boulevard
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe Railroad
BSA	biological study area *or* biological survey area
BTEX	benzene, toluene, ethylbenzene, and xylenes

c/o	care of
CA	California
CA FID	California Facility Inventory Database
CAA	federal Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
CATV	Cable access television
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CDI	Constant & Dicky, Inc.
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Emergency Response, Compensation and Liability Act
CERCLIS	Comprehensive Response, Compensation and Liability System
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH	City Hall
CHMIRS	California Hazardous Materials Incident Report System
CI	community impacts
CIA	Community Impact Assessment
City	City of Placentia
CIWMB	California Integrated Waste Management Board
CLOMR	Conditional Letter of Map Revision
cm	cubic meter(s)
CMP	Congestion Management Plan
cms	cubic meters per second
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
Co	company
cont'd	continued
CORRACTS	corrective action
CPT	cone penetration test
CPUC	California Public Utilities Commission
CRLDP	Cultural Resources Late Discovery Plan
CTC	California Transportation Commission
CVC	California Vehicle Code
CWA	Clean Water Act
cy	cubic yard(s)

DAMP	Drainage Area Master Plan
dB	decibel(s)
dBA	A-weighted decibel(s)
Department	California Department of Transportation
DHHS	United States Department of Health and Human Services
DOE	Determination of Eligibility
DOF	Department of Finance
DOGGR	California Division of Oil, Gas and Geothermal Resources
Dr.	Drive
DRIR	Draft Relocation Impact Report
DTSC	California Department of Toxic Substances Control
e/o	east of
E	East
E	eastbound
E	energy
E	estimated
E	existing
ECR	Environmental Commitments Record
EDD	Economic Development Department
EDR	Environmental Data Resources, Inc.
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
Elec	electrical
EJ	Environmental Justice
ELY	easterly
EO	Executive Order
ERNS	Emergency Response Action Notification System
ESA	Endangered Species Act
F	Fahrenheit
FAR	floor area ratio
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIA	Federal Insurance Administration
FINDS	Facility Index System
FIRMs	Flood Insurance Rate Maps
FP	floodplains
FR	Federal Register
FRA	Federal Railroad Administration
FS	Fire Station
FTA	Federal Transit Administration
ft	foot, feet

ft-lb	foot per pound
ft^2	square foot, square feet
gal	gallon(s)
g/bhp-hr	grams per brake horsepower-hour
GIS	Geographic Information Systems
GPS	Global Positioning System
GS	geology/soils
GWR	Groundwater
H	height
H_2S	hydrogen sulfide
ha	hectare(s)
HAI	Housing Affordability Index
HAZNET	Hazardous Waste Network
HC	hydrocarbon
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
H/M	high or medium removal efficiency
Hp	horsepower
HPG	high pressure gas
HPSR	Historic Property Survey Report
hr	hour
HRER	Historic Resources Evaluation Report
HUD	United States Department of Housing and Development
HVAC	heating, ventilation, and cooling
HW	hazardous waste
HWCL	Hazardous Waste Control Law
HWIS	Hazardous Waste Information System
Hwy	highway
HY	hydrology
Hz	Hertz
I	intactness
I.L.	insertion loss
I-5	Interstate 5
ICU	Intersection Capacity Utilization
IHGS	Imperial Highway Grade Separation
in	inch(es)
IS	invasive species or Initial Study
ISA	Initial Site Assessment
IUR	Inventory Update Rule
IWMD	Integrated Waste Management Department

JPA	Joint Powers Authority
JWA	John Wayne Airport
kg	kilogram(s)
km	kilometer(s)
kph	kilometer(s) per hour
kW	kilowatt(s)
L	liter(s)
L	low removal efficiency
LAEDC	Los Angeles Economic Development Corporation
LBP	lead based paint
lbs	pounds
L_{eq}	equivalent continuous sound level
L_{min}	minimum noise level
L_{max}	maximum noise level
Ln.	Lane
LOMR	Letter of Map Revision
LOS	Level(s) of Service
LOSSAN	Los Angeles San Diego
LU	Land Use
LUSTs	leaking underground storage tanks
m	meter(s)
m^2	square meter(s)
max	maximum
Mb	body-wave magnitude
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
mcm	million cubic meters
mcy	million cubic yards
MEP	maximum extent practicable
Metropolitan	Metropolitan Water District of Southern California
mg	milligram
mi	mile(s)
ML	local magnitude
MLD	Most Likely Descendant
MMA	Meyer, Mohaddes Associates
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
MPAH	Master Plan of Arterial Highways
mpg	miles per gallon
mph	miles per hour

MPO	Metropolitan Planning Organization
Ms	surface-wave magnitude
MTBE	methyl tertiary butyl ether
MUN	municipal
Mw	moment magnitude
MWD	Metropolitan Water District of Southern California
MWD	Metropolitan Water District of Orange County
MWDOC	Metropolitan Water District of Orange County
N.	North
N/A	not applicable
N/A	not available
NAAQS	national ambient air quality standards
NAC	Noise Abatement Criteria
NAFTA	North American Free Trade Agreement
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NAWQA	National Water Quality Assessment
NB	northbound
NC	natural communities
NCCP	Natural Communities Conservation Plan
NCRS	Natural Resource Conservation Service
NE	not encountered
NEPA	National Environmental Policy Act
NES	Natural Environmental Study
n/f	not feasible
NFA	no further action
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NIFZ	Newport-Inglewood Fault Zone
NLY	northerly
NM	not monitored
No.	number
NOA	naturally occurring asbestos
NOI	noise
NOI	Notice of Intent
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
NWP	Nationwide Permit
O/H	overhead

O'Head	overhead
O_3	ozone
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District
OCG	Orange County Gateway
OCP-2000	Orange County Projections-2000
OCSD	Orange County Sanitation District *or* Orange County Sheriff Department
OCTA	Orange County Transportation Authority
OCTAM	Orange County Traffic Analysis Model
OCWD	Orange County Water District
OHP	Office of Historic Preservation
OHWM	Ordinary High Water Mark
OLI, Inc.	Operation Lifesaver, Incorporated
OMB	White House Office of Management and Budget
OnTrac	Orange-North American Trade Rail Access Corridor Authority
OPA	outside the project area
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
P	proposed
PA	Programmatic Agreement
PAC	Presumed Asbestos Containing Materials
PADS	PCB Activity Database System
Pb	lead
PCBs	polychlorinated biphenyls
PCE	perchlorethylene
PDF(s)	Project Design Feature(s)
PDSP	Planning and Development Services
PM_{10}	suspended coarse particulate matter ≤ 10 microns in diameter
$PM_{2.5}$	fine particulate matter ≤ 2.5 microns in diameter
P.O.	post office
POAQC	Project(s) of Air Quality Concern
PPC	Phillips Petroleum Company
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRCSEP	Placentia Rail Crossing Safety Enhancement Project
PS&E	Plans, Specifications, & Estimates
PSU	public services and utilities
PUC	Public Utilities Commission
PYLUSD	Placentia-Yorba Linda Unified School District
r/w	right-of-way
r-o-w	right-of-way
RAP	Relocation Assistance Program

RARE	Rare, threatened, or endangered species
RCB	reinforced concrete box
RCP	reinforced concrete pipe
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
Rd.	Road
RDMD	Resources and Development Management Department
REC	receptor
REC	recreation
REC-1	Contact Water Recreation
REC-2	Non-Contact Water Recreation
RELOOC	Regional Landfill Options for Orange County
ROC	reactive organic compounds
ROD	Record of Decision
RR	railroad right-of-way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board, Santa Ana Region

S.	south
s/o	south of
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SARA	Superfund Amendments and Reauthorization Act
SB	southbound
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCWC	Southern California Water Company
sec	second
sf	square foot, feet
SFR	single-family residential
SHPO	State Historic Preservation Office
SIC	Standard Industrial Classifications
SIP	State Implementation Plan
SLF	Second Lower Feeder
SLY	southerly
So	south
SO_2	sulfur dioxide
SOC	Statement of Overriding Considerations
SOCALGAS	Southern California Gas Copmany

SO_X	sulfur oxides
SPL	State Priority List
SPV	seconds per vehicle
sq	square
SR-22	State Route 22
SR-241	State Route 241
SR-55	State Route 55
SR-57	State Route 57
SR-90	State Route 90, Imperial Highway
SR-91	State Route 91
St.	Street
STA	Station
State SCL	State-equivalent CERCLIS list
Ste	Suite
STIP	State Transportation Improvement Program
SVOCs	semi-volatile organic compounds
SW	sound wall
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TBD	to be determined
TCA	Transportation Corridor Agencies
TCE	trichloroethene
TCE(s)	temporary construction easement(s)
TCRP	Transportation Congestion Relief Program
TCTM	Tri-City Traffic Model
TCWG	Transportation Conformity Working Group
TEA	Transportation Equity Act
TEUs	Twenty-Foot Equivalent Units
TIP	Transportation Improvement Program
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
TRA	traffic
TRIS	Toxic Chemical Release Inventory System
TRPHs	total recoverable petroleum hydrocarbons
TSDF	Treatment, Storage, or Disposal Facility
TSM	Transportation Systems Management
U/G	underground
U	unity
U	unknown removal efficiency
UBC	Uniform Building Code
UCD	University of California, Davis
Uniform Act	Uniform Relocation Assistance and Real Property Acquisitions Policy Act
UP	Union Pacific

USACE	United States Army Corps of Engineers
USC	United States Code
USD	Unified School District
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Service
UST	underground storage tank
V	visual
V	vividness
V/C	volume to capacity
VdB	velocity in decibels groundbourne vibration
VIA	Visual Impact Assessment
VOCs	volatile organic compounds
VMT	vehicle miles traveled
VPD	vehicles per day
W.	west
WB	westbound
WDRs	Waste Discharge Requirements
WDSE	Waste Discharge System, Enforcement Action
WILD	wildlife habitat
WLY	westerly
WoUS	Waters of the United States
WPCP	Water Pollution Control Plan
WQ	water quality
WQMP(s)	Water Quality Management Plan(s)
Xing	crossing
X-ings	crossings
YLWD	Yorba Linda Water District
$\mu g/m^3$	micrograms per cubic meter

APPENDIX A

CONCEPTUAL ENGINEERING PLANS

APPENDIX A

CONCEPTUAL ENGINEERING PLANS

This appendix contains the detailed conceptual engineering plans for Alternatives B, C, and D for the proposed Orange County Gateway (OCG) project. Table A-1 lists the figures in this appendix and summarizes the information provided on those figures.

Table A-1: Summary of Detailed Project Figures

Figure Number and Name (Figures are Provided in Appendix A)	Information Provided on Figure
Figure A.1: Alternative B, Alternative Plan Base Map (Sheets 1 to 8)	1. Areas of proposed street improvements 2. Proposed greenbelt areas 3. Proposed road bridges 4. Proposed flood-control improvements 5. Temporary construction easements 6. Proposed right-of-way acquisition 7. Existing railroad tracks 8. Proposed trench walls 9. Proposed railroad tracks and road improvements 10. Local streets 11. Construction staging areas
Figure A.2: Alternative C, Alternative Plan Base Map (Sheets 1 to 7)	1. Areas of proposed street improvements 2. Proposed greenbelt areas 3. Proposed road bridges 4. Proposed flood-control improvements 5. Temporary construction easements 6. Proposed right-of-way acquisition 7. Existing railroad tracks 8. Proposed trench walls 9. Proposed railroad tracks and road improvements 10. Local streets 11. Construction staging areas
Figure A.3: Alternative D, Alternative Plan Base Map (Sheets 1 to 7)	1. Proposed flood-control improvements 2. Proposed road bridges 3. Proposed right-of-way acquisition 4. Existing railroad tracks 5. Proposed road improvements 6. Proposed land striping 7. Local streets
Figure A.4: Typical Cross Sections—Alternative B	Typical railroad cross sections for various locations along the project alignment.
Figure A.5: Typical Cross Sections—Alternative B	Typical railroad cross sections for various locations along the project alignment.
Figure A.6: Typical Cross Sections—Alternative C	Typical railroad cross sections for various locations along the project alignment.
Figure A.7: Typical Cross Sections—Alternative C	Typical railroad cross sections for various locations along the project alignment.
Figure A.8: Typical Cross Sections—Alternative D	Typical railroad cross sections for various locations along the project alignment.
Figure A.9: Typical Cross Sections—Alternative D	Typical railroad cross sections for various locations along the project alignment.
Figure A.10: Typical Cross Sections—Alternative D	Typical railroad cross sections for various locations along the project alignment.
Figure A.11: Emergency Bypass Route	Emergency bypass route on the Olive Subdivision tracks under Alternatives C and D only.



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 1 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

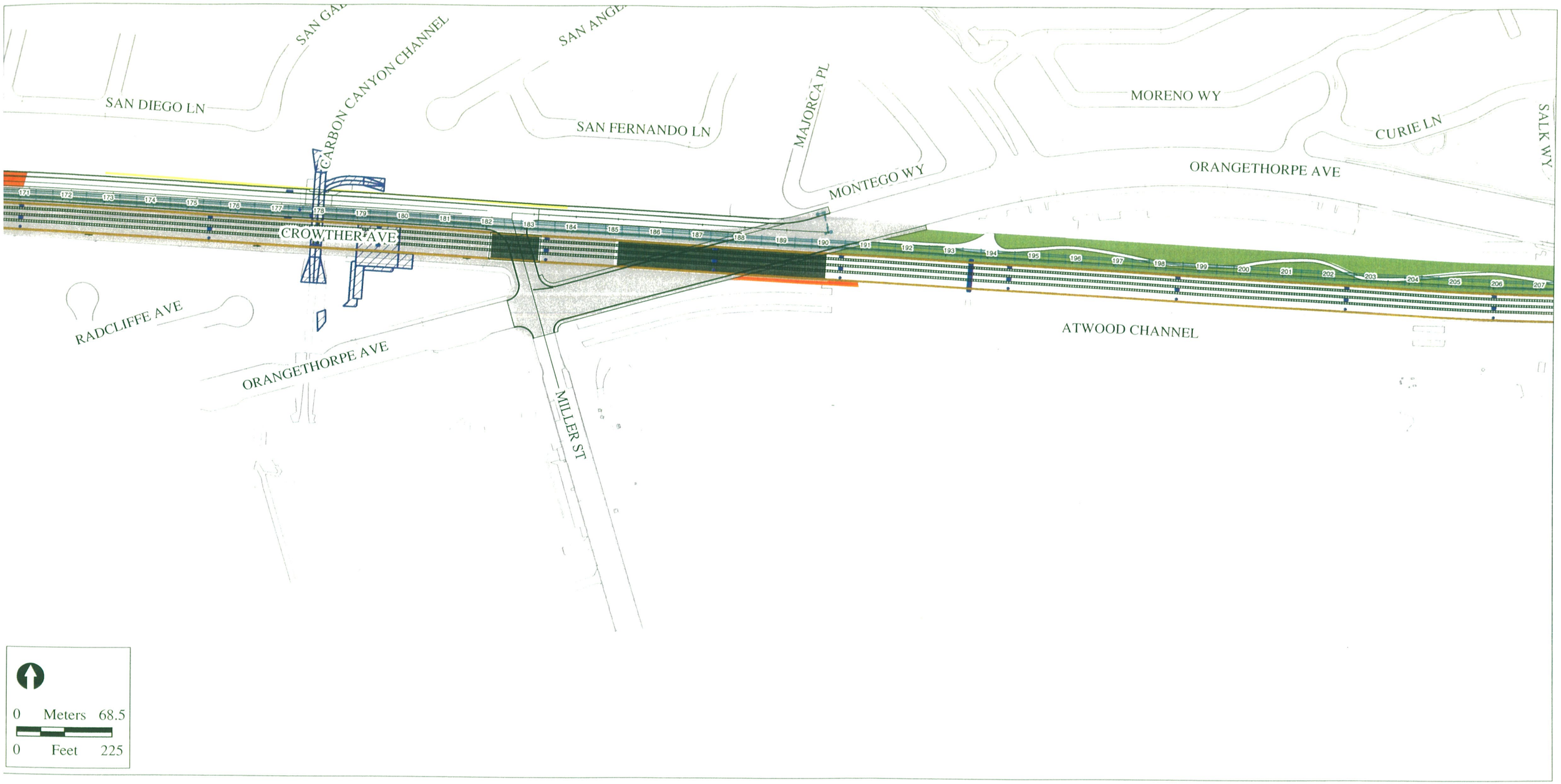
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 2 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

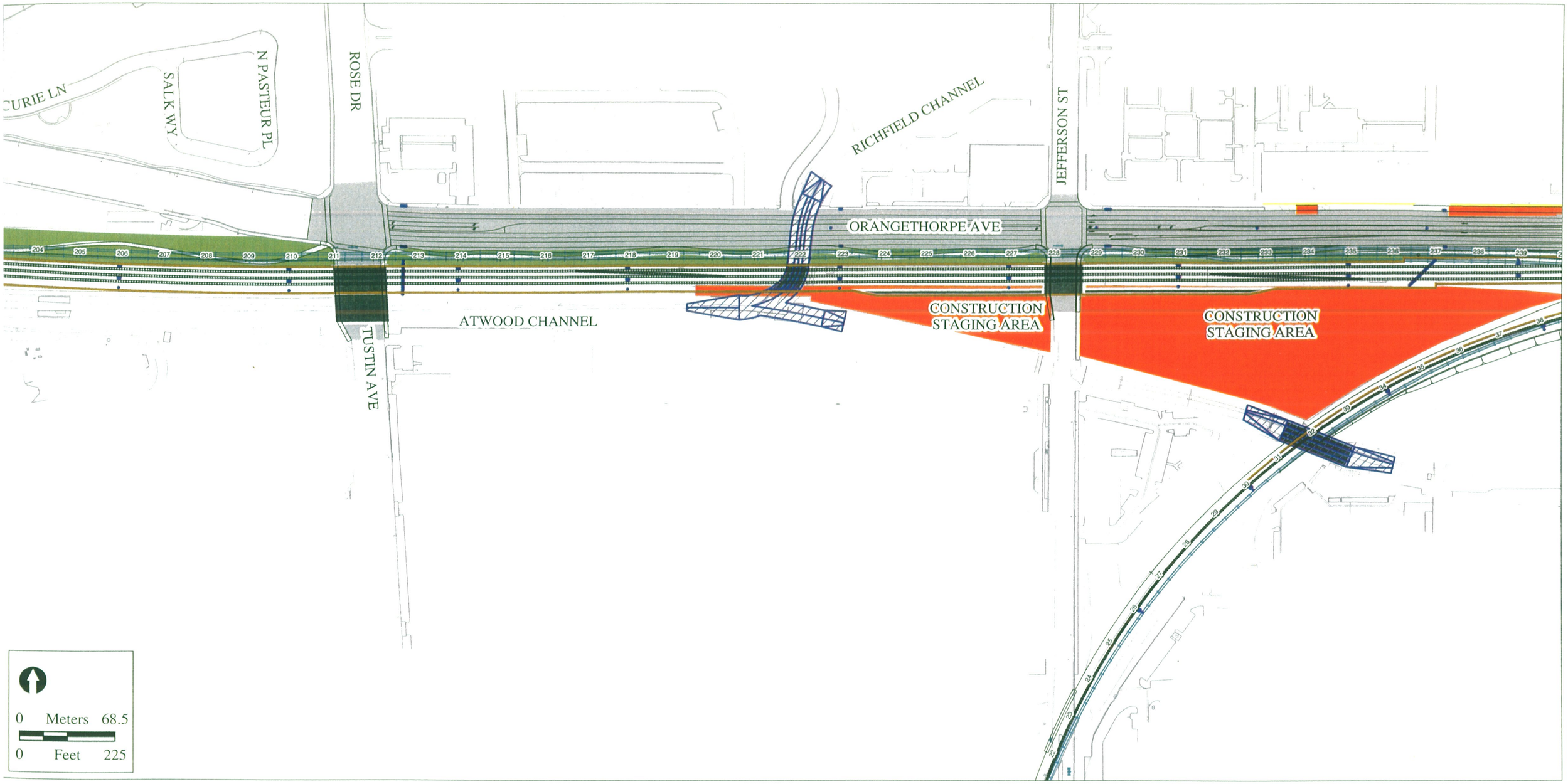
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 3 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

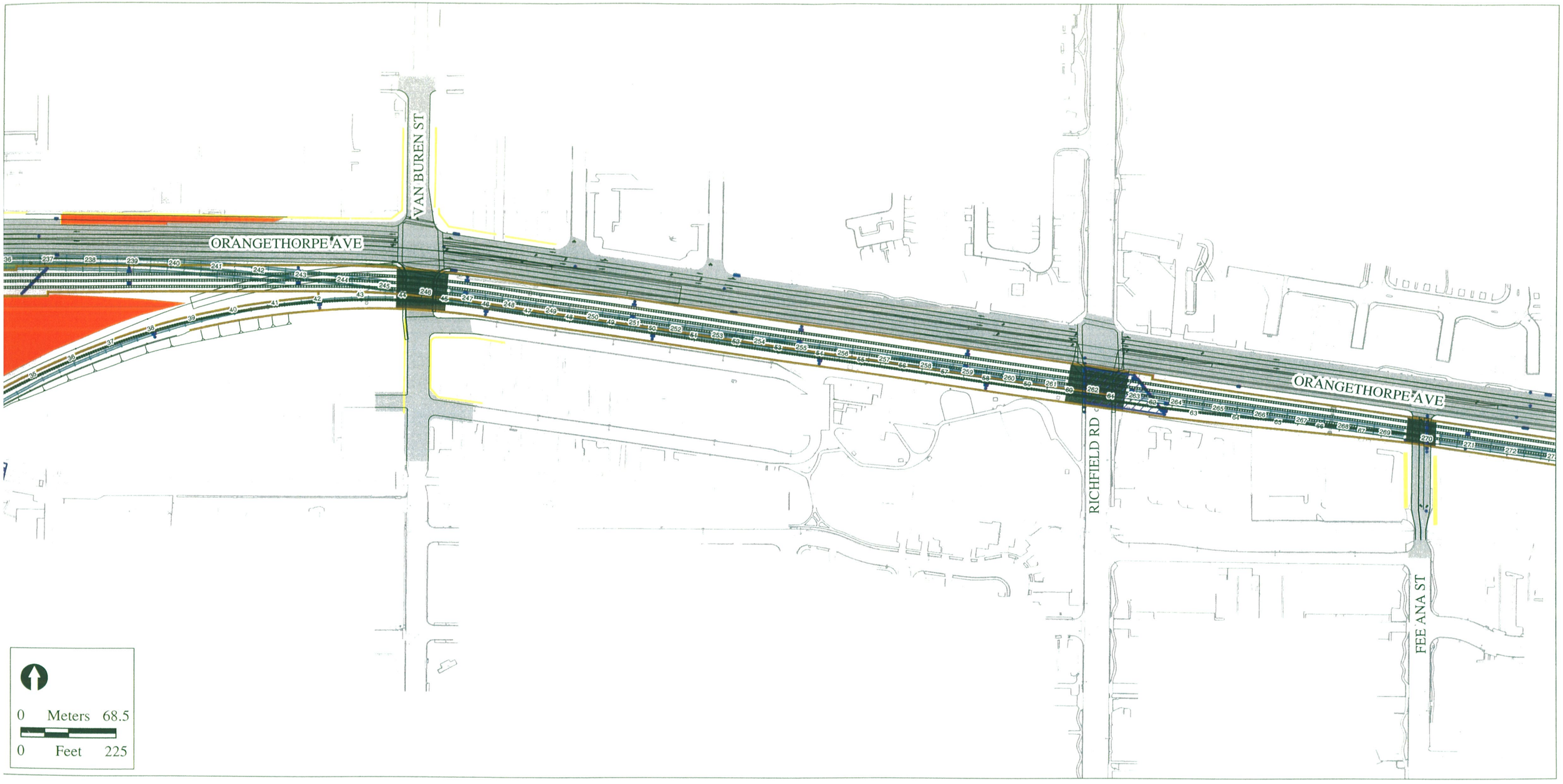
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 4 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 5 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 6 of 8



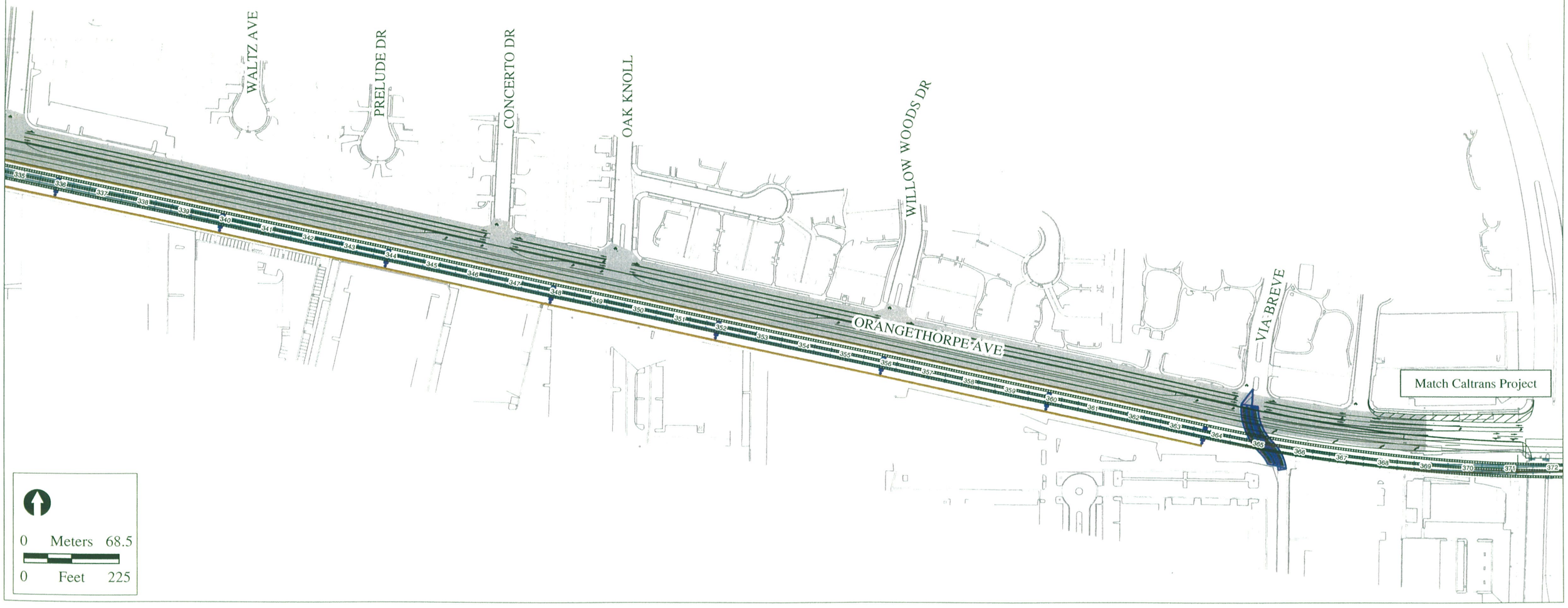
Area of Proposed Roadway Improvement
Proposed Greenbelt Areas
Proposed Roadway Bridge
Proposed Flood Control Improvements
Temporary Construction Easements
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Trench Walls
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 7 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_b_prn.mxd

Figure A.1

Orange County Gateway

Alternative B
Alternative Plan Base Map
Sheet 8 of 8



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 03, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 1 of 7



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 2 of 7

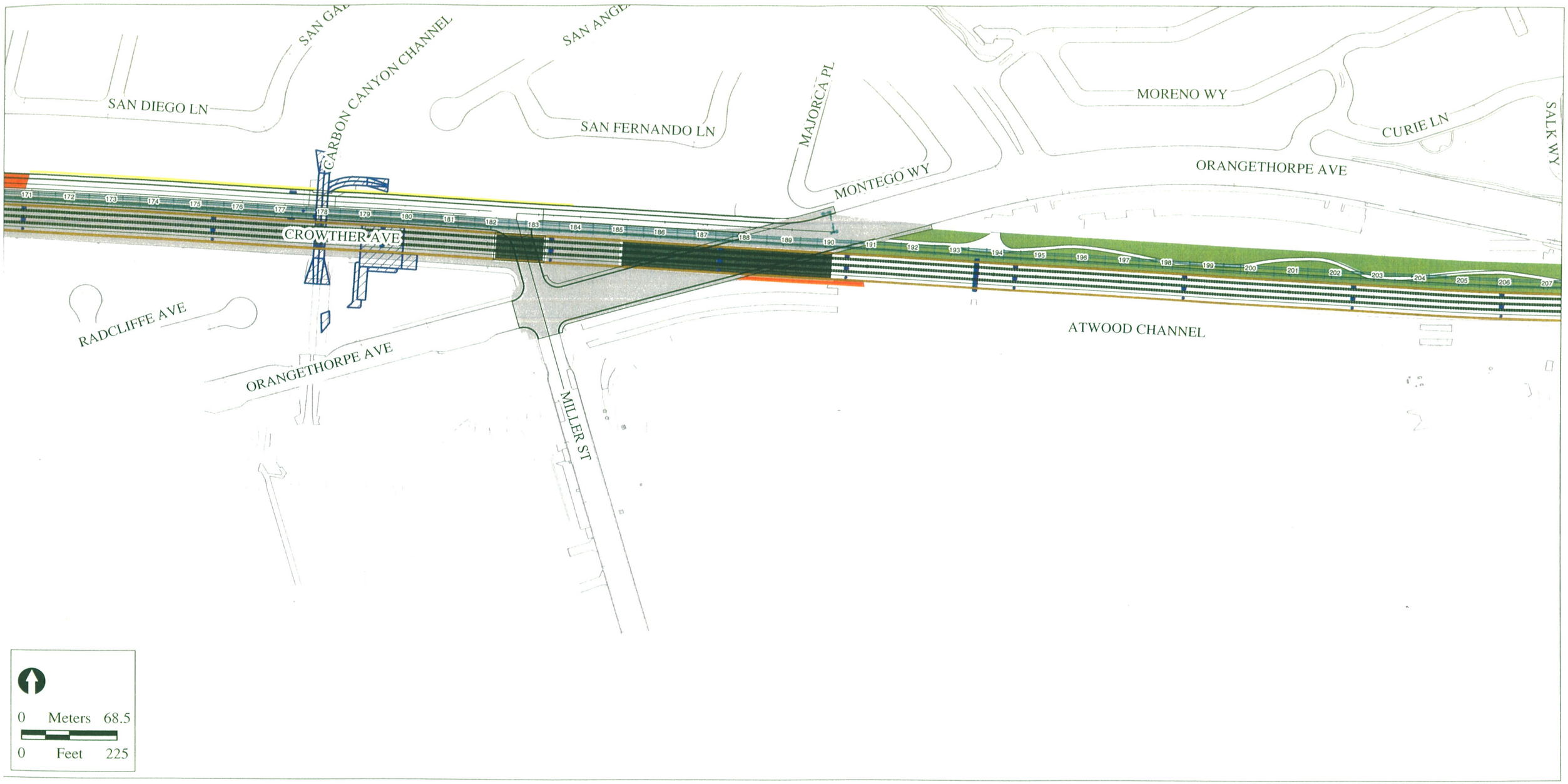


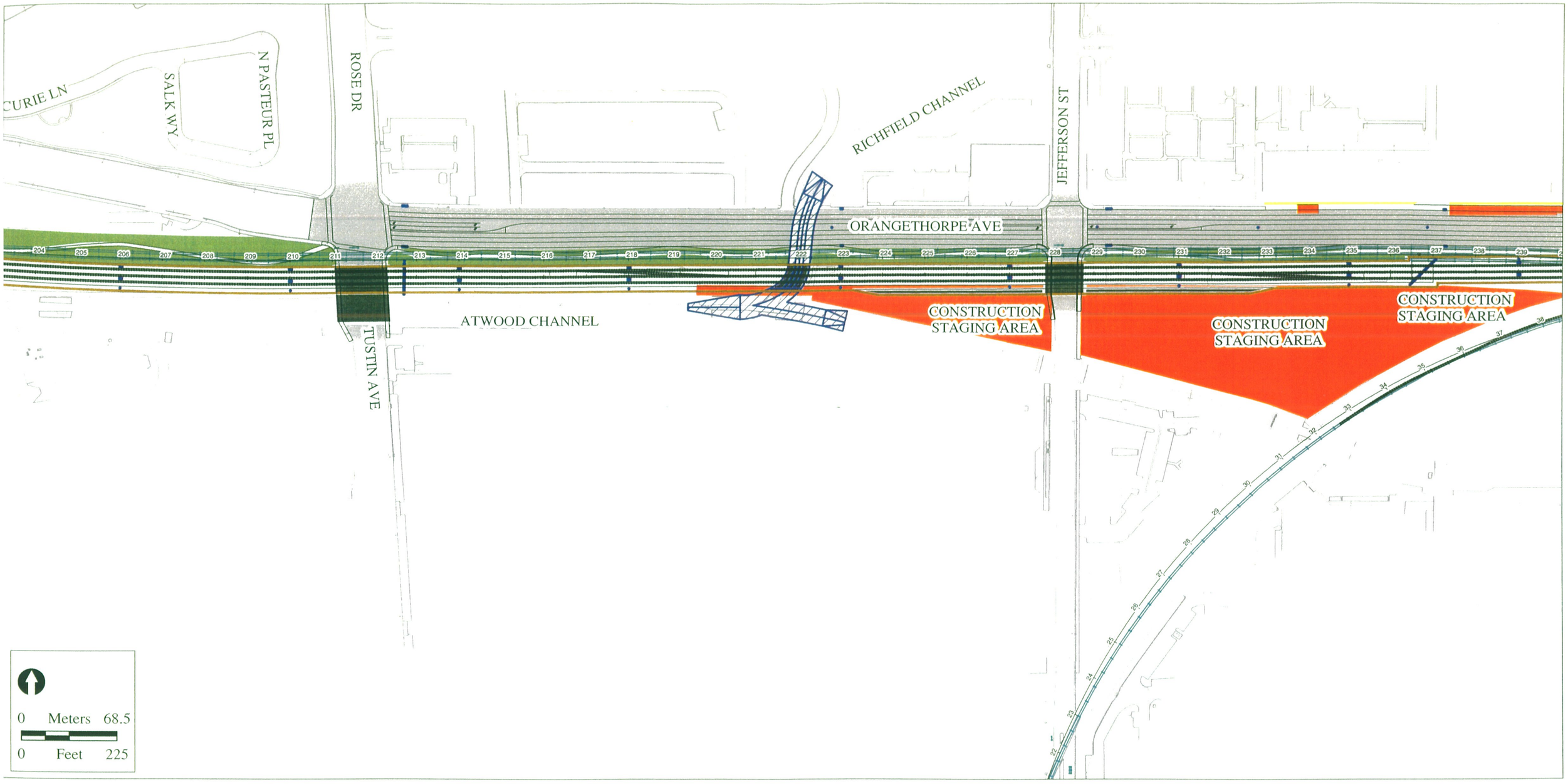
Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 3 of 7

Area of Proposed Roadway Improvement
Proposed Greenbelt Areas
Proposed Roadway Bridge
Proposed Flood Control Improvements
Temporary Construction Easements
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Trench Walls
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

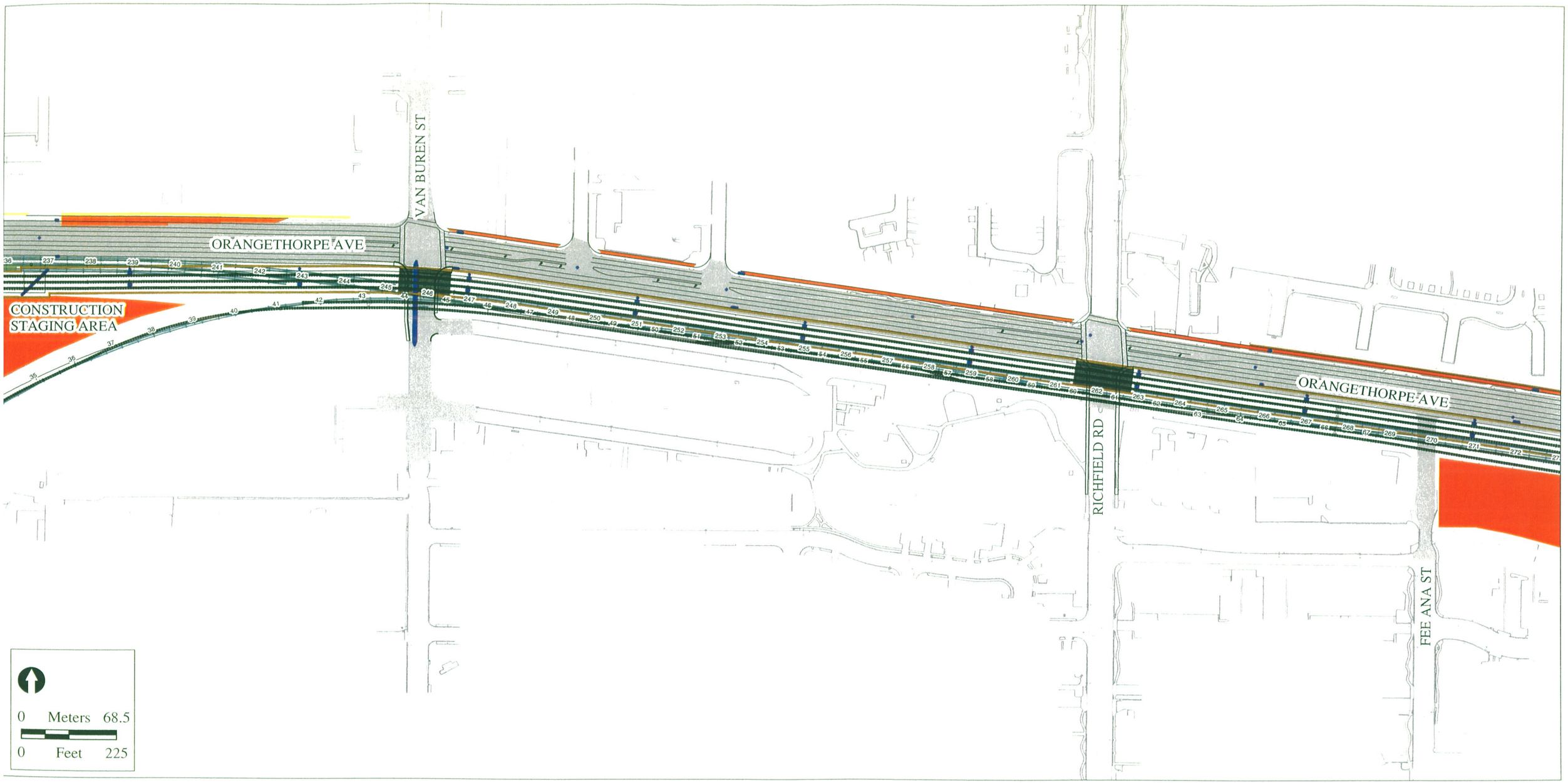
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 4 of 7



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

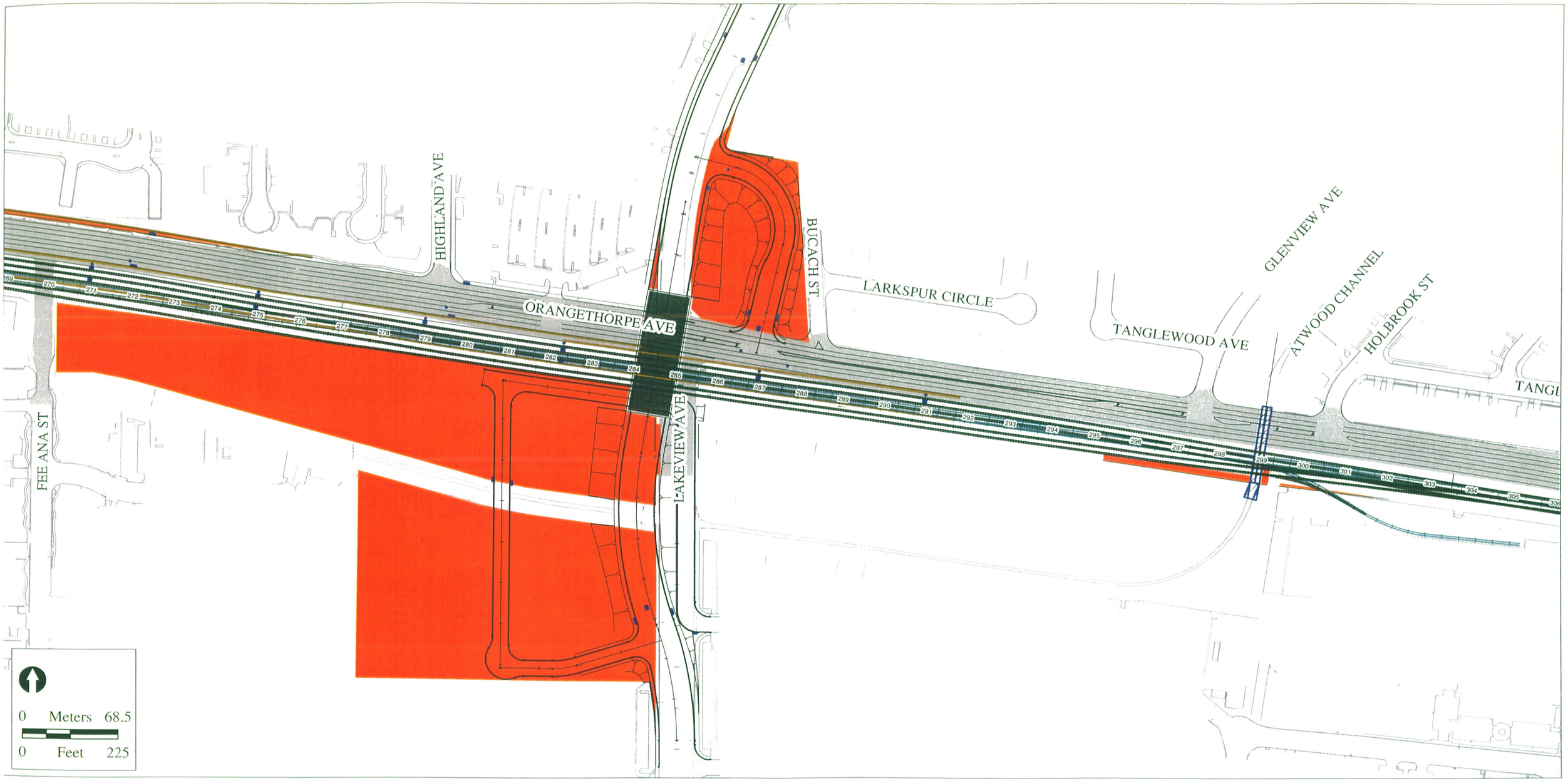
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 5 of 7



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

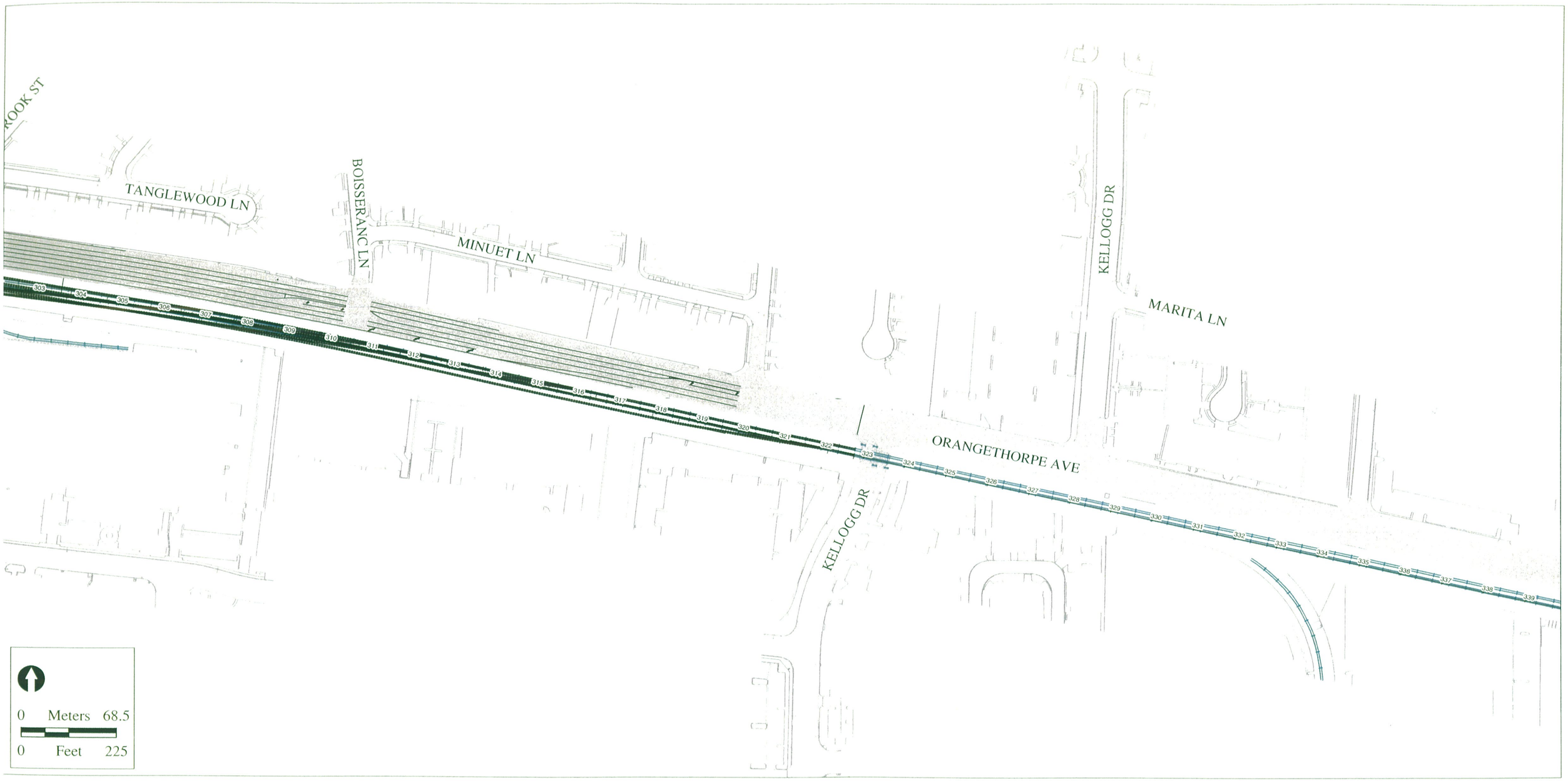
Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 6 of 7



Area of Proposed Roadway Improvement

Proposed Greenbelt Areas

Proposed Roadway Bridge

Proposed Flood Control Improvements

Temporary Construction Easements

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Trench Walls

Proposed Rail Road Tracks and Roadway Improvements

KFM Engineering, 2003.
Aug 03, 2006- i:\otg130\gis\mapbook_alt_c_prn.mxd

Figure A.2

Orange County Gateway

Alternative C
Alternative Plan Base Map
Sheet 7 of 7



Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 1 of 7

Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd

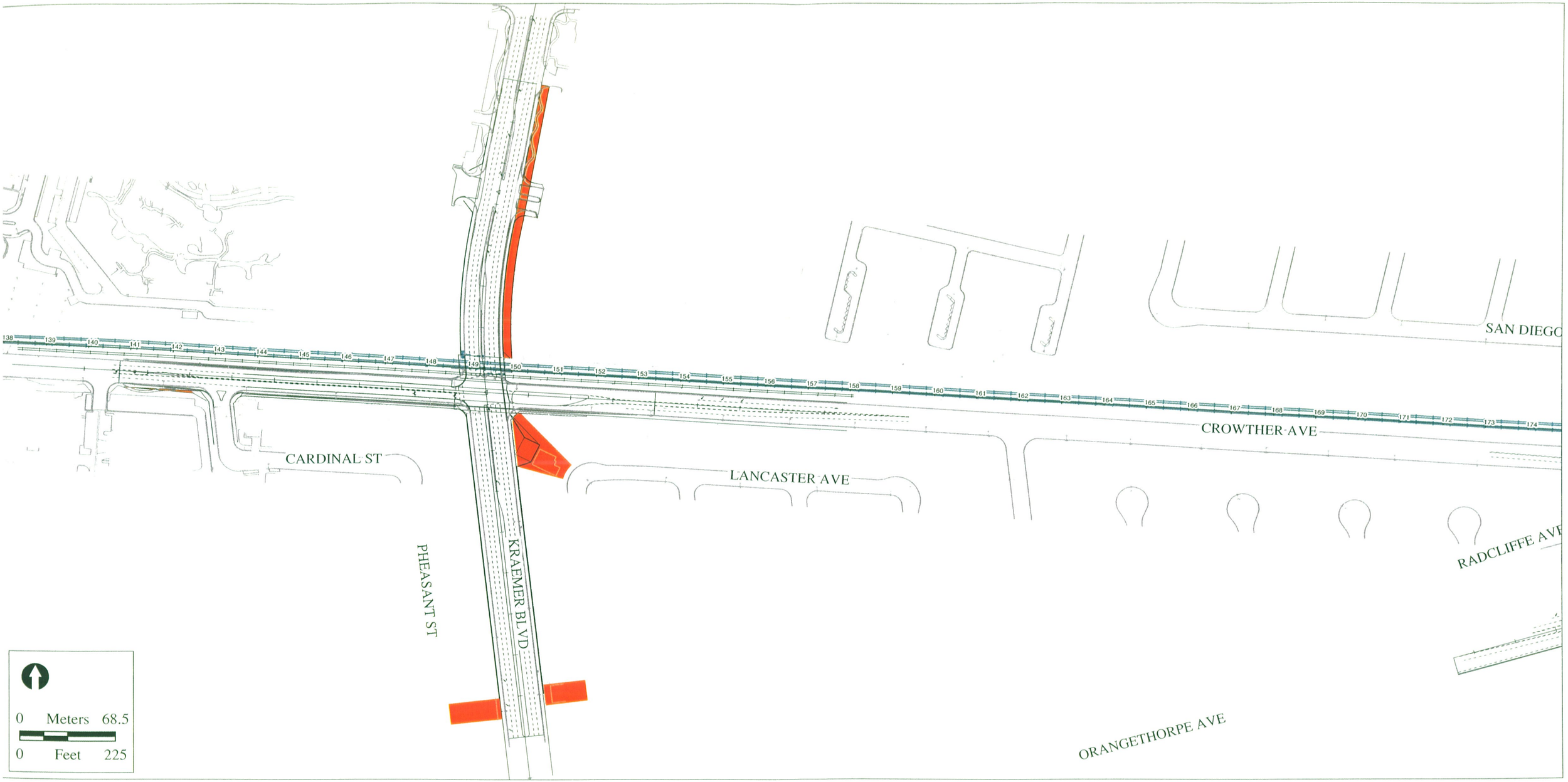


Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 2 of 7

Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd



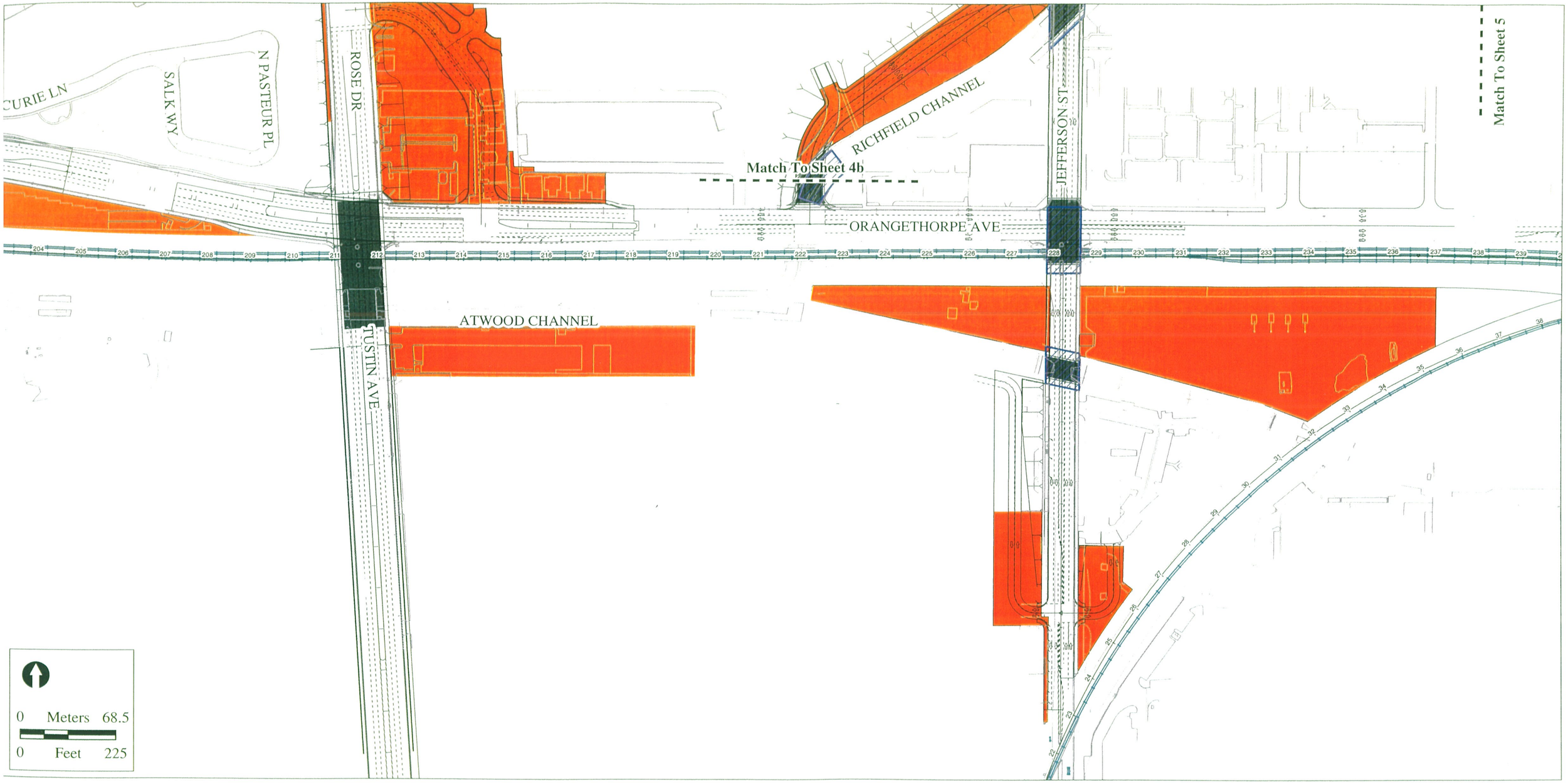
Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd

Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 3 of 7



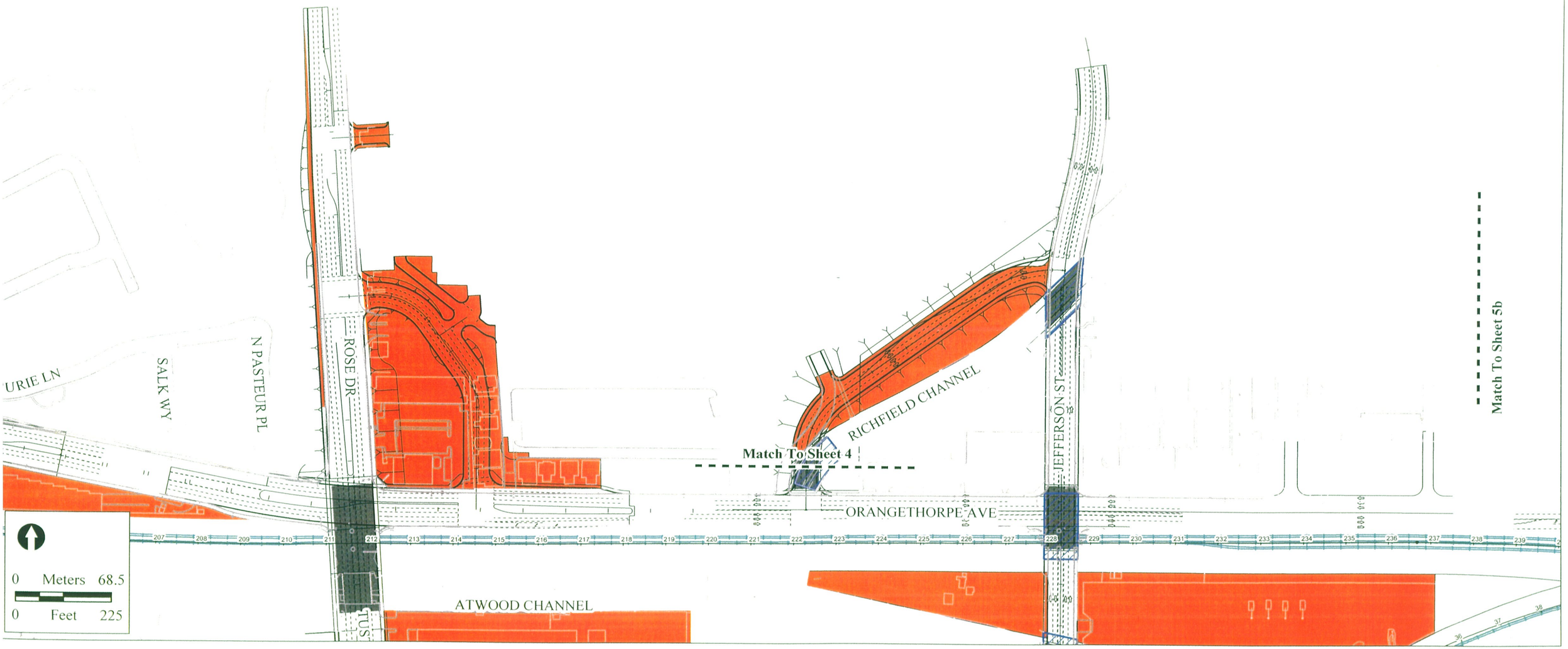
Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd

Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 4 of 7



Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 4b of 7

EM Engineering, 2003
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Match To Sheet 5

Match To Sheet 5b

VAN BUREN ST

ORANGETHORPE AVE

RICHFIELD RD

FEE ANA ST

0 Meters 68.5

0 Feet 225

Proposed Flood Control Improvements

Proposed Roadway Bridge

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Roadway Improvements

Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd

Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 5 of 7

Match To Sheet 4b

VAN BUREN ST

ORANGETHORPE AVE

Match To Sheet 5

0 Meters 68.5

0 Feet 225

Proposed Flood Control Improvements

Proposed Roadway Bridge

Proposed Right-of-Way Acquisition

Existing Rail Road Tracks

Proposed Roadway Improvements

Proposed Lane Striping

Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 5b of 7

KFM Engineering, 2003
Aug 22, 2006- i:\otg130\gis\mapbook_alt_d_prn_5b_rev2.mxd



Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 6 of 7

Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd

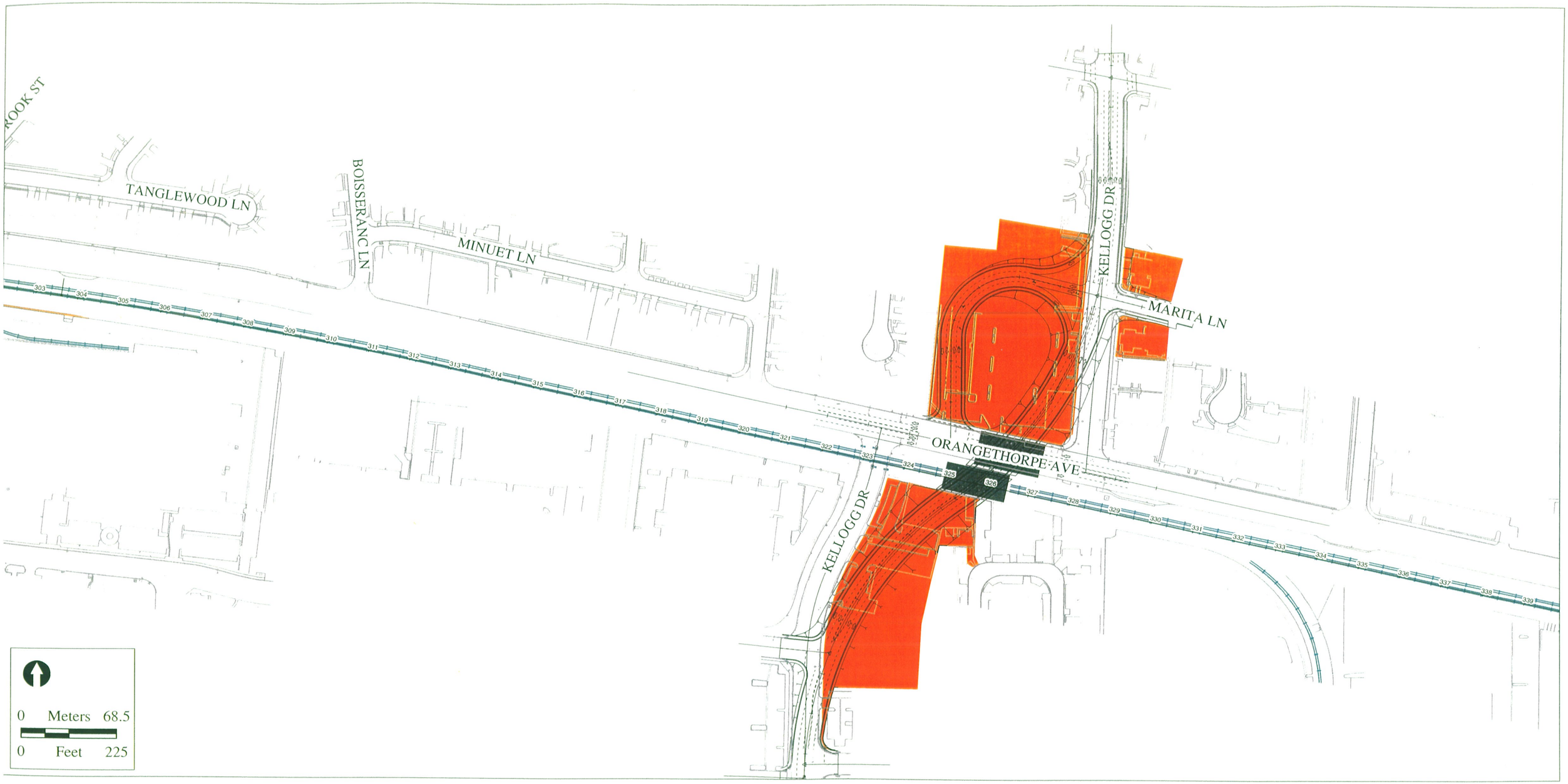


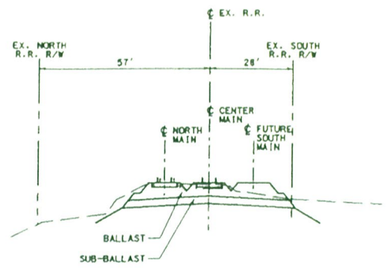
Figure A.3

Orange County Gateway

Alternative D
Alternative Plan Base Map
Sheet 7 of 7

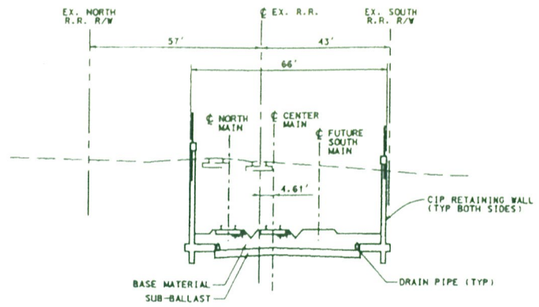
Proposed Flood Control Improvements
Proposed Roadway Bridge
Proposed Right-of-Way Acquisition
Existing Rail Road Tracks
Proposed Roadway Improvements
Proposed Lane Striping

KFM Engineering, 2003.
Aug 01, 2006- i:\otg130\gis\mapbook_alt_d_prn.mxd



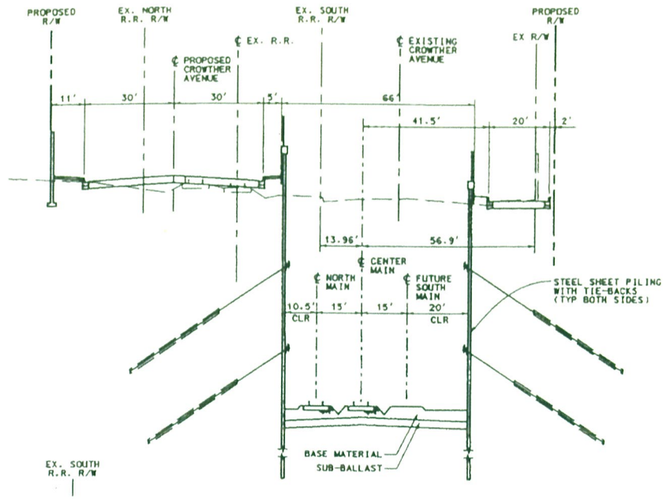
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STA 102+50 TO STA 119+00



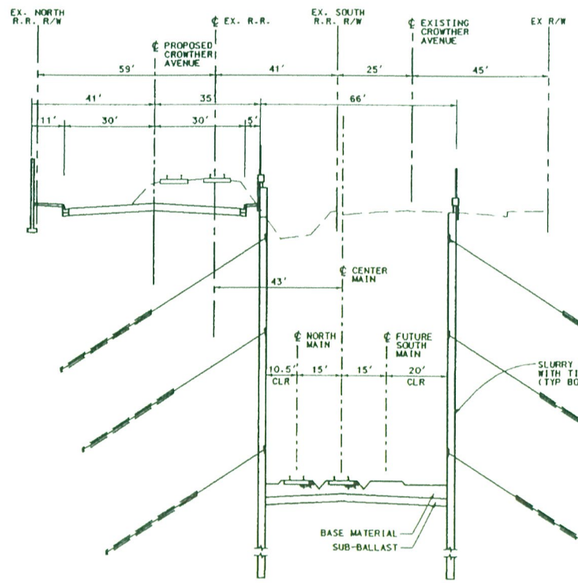
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STA 119+00 TO STA 127+00



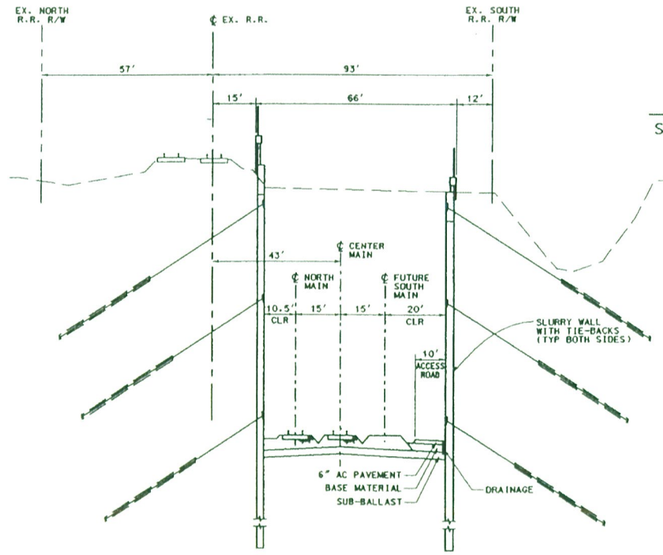
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TYPICAL SECTION

STA 172+00 TO STA 185+00



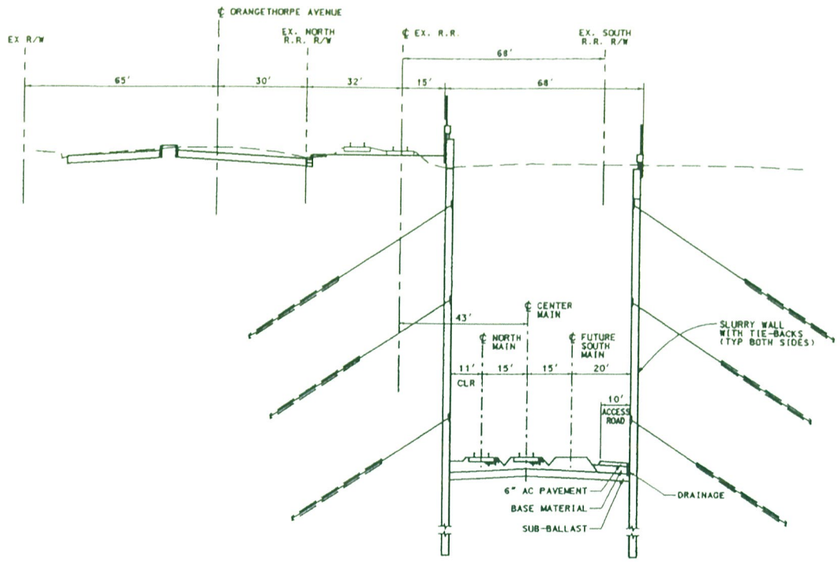
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STA 185+00 TO STA 210+00

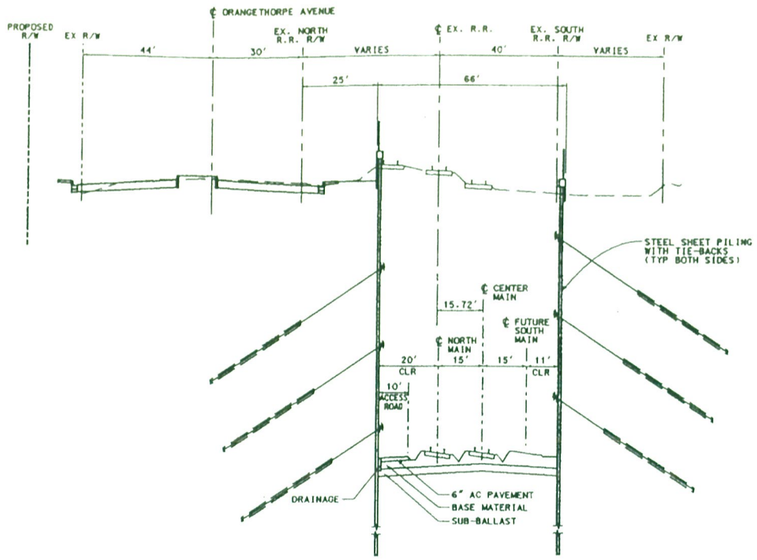
FIGURE A.4

SOURCE: KFM

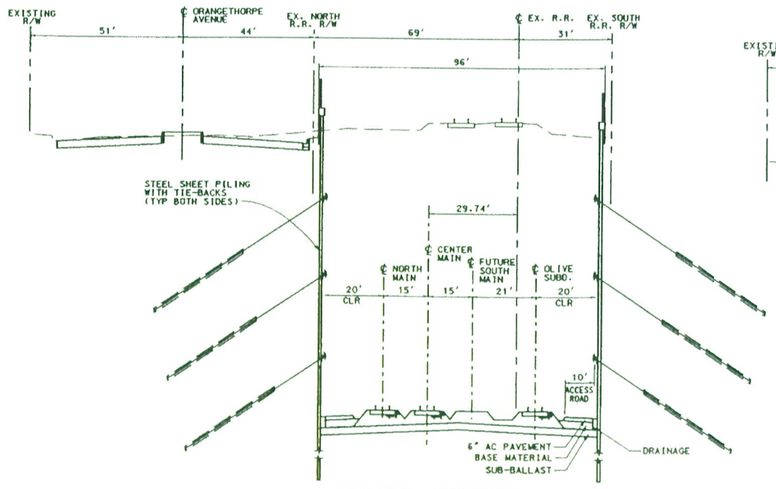
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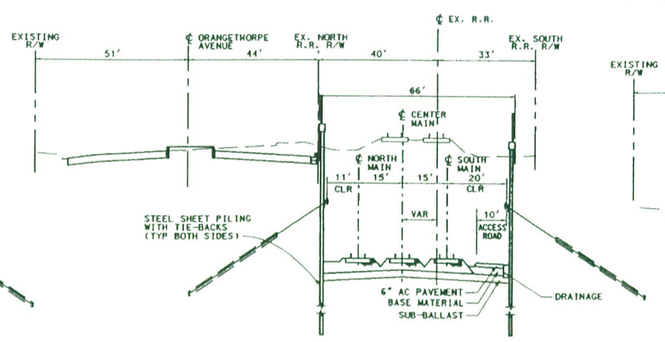
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STA 210+00 TO STA 228+00
STA 263+00 TO STA 330+00



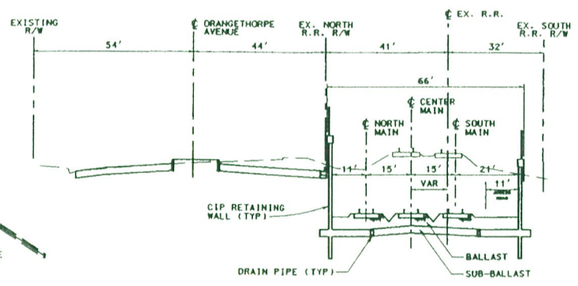
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STA 228+00 TO STA 242+00



TYPICAL SECTION
STA 242+00 TO STA 263+00



TYPICAL SECTION
STA 330+00 TO STA 344+00



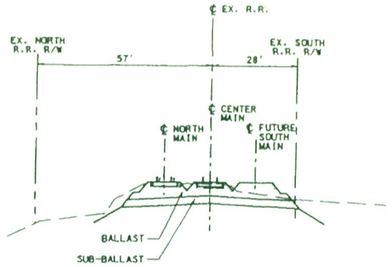
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STA 344+00 TO STA 364+00

FIGURE A.5

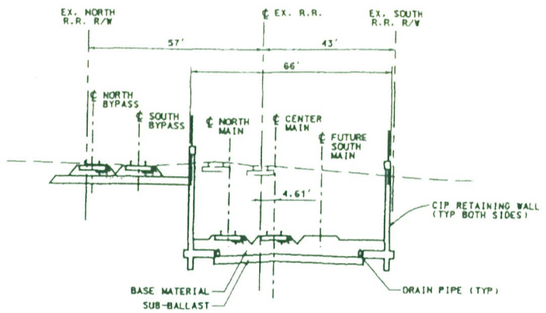
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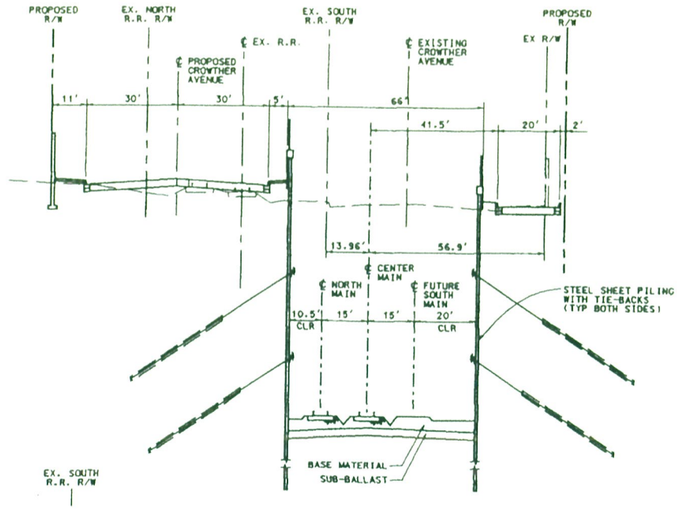
Orange County Gateway
Typical Cross Sections - Alternative B



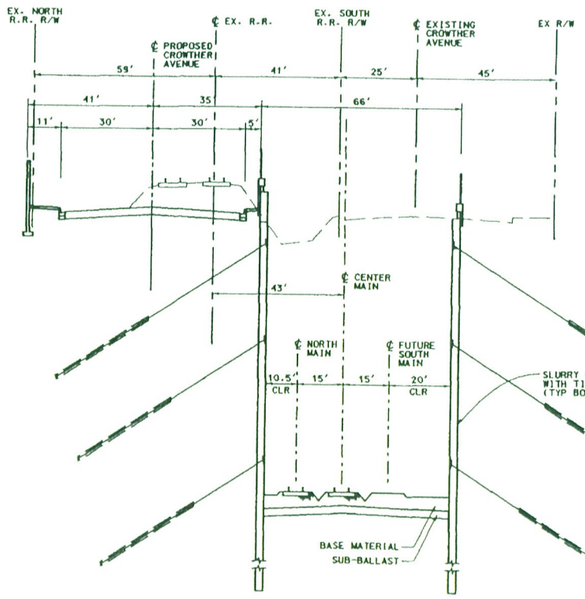
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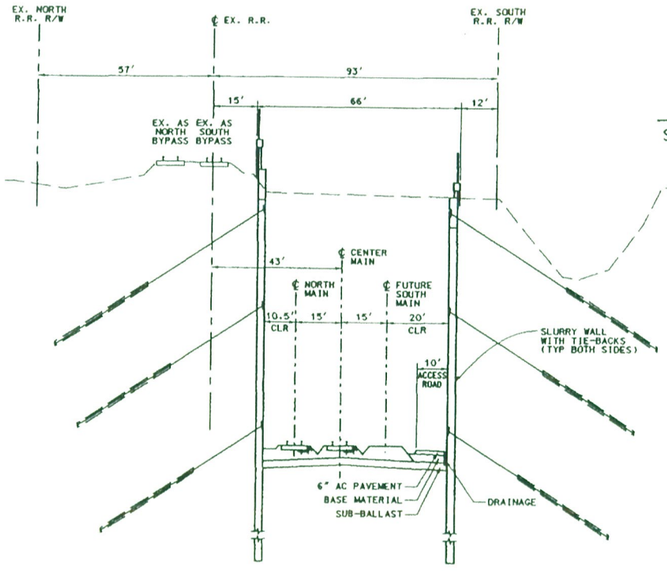
TYPICAL SECTION
STA 119+00 TO STA 127+00



TYPICAL SECTION
STA 127+00 TO STA 172+00



TYPICAL SECTION
STA 172+00 TO STA 185+00



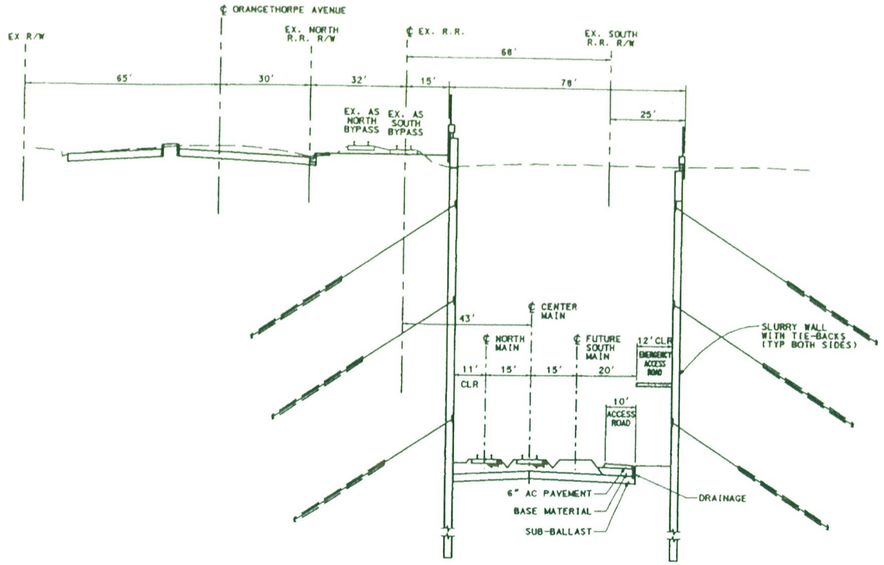
TYPICAL SECTION
STA 185+00 TO STA 210+00

FIGURE A.6

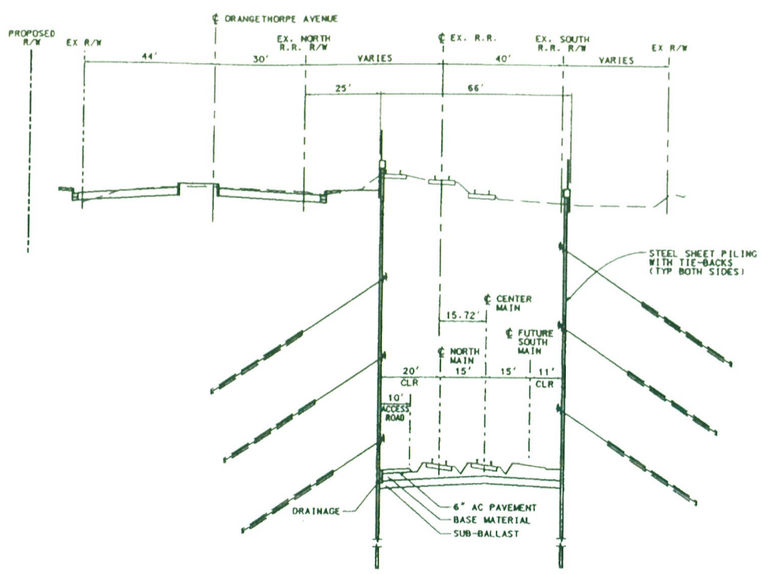
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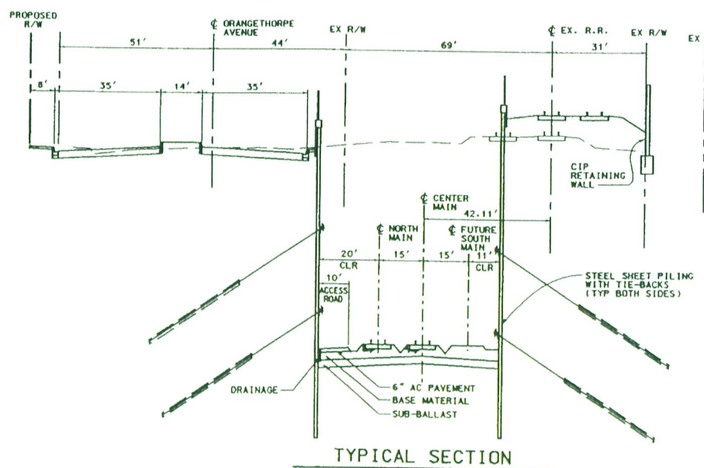
Orange County Gateway
Typical Cross Sections - Alternative C



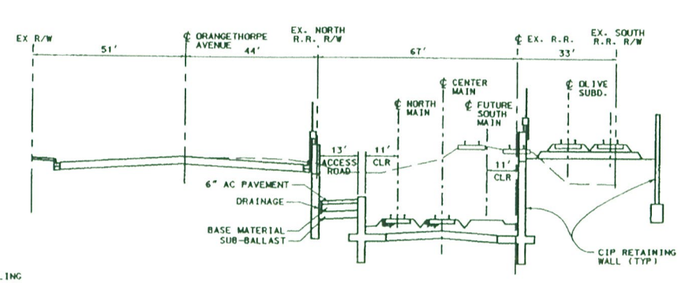
TYPICAL SECTION
STA 210+00 TO STA 228+00



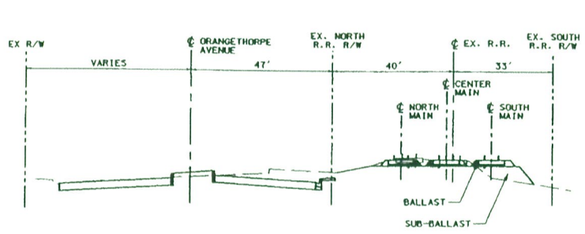
TYPICAL SECTION
STA 228+00 TO STA 242+00



TYPICAL SECTION
STA 242+00 TO STA 279+00



TYPICAL SECTION
STA 279+00 TO STA 292+00

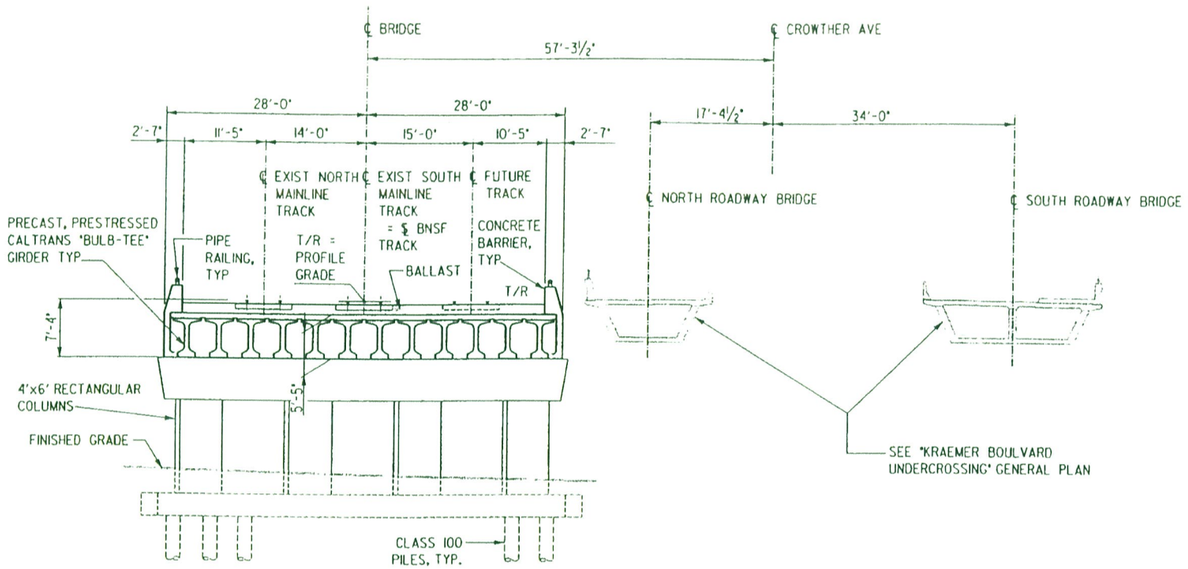


TYPICAL SECTION
STA 292+00 TO STA 322+77±

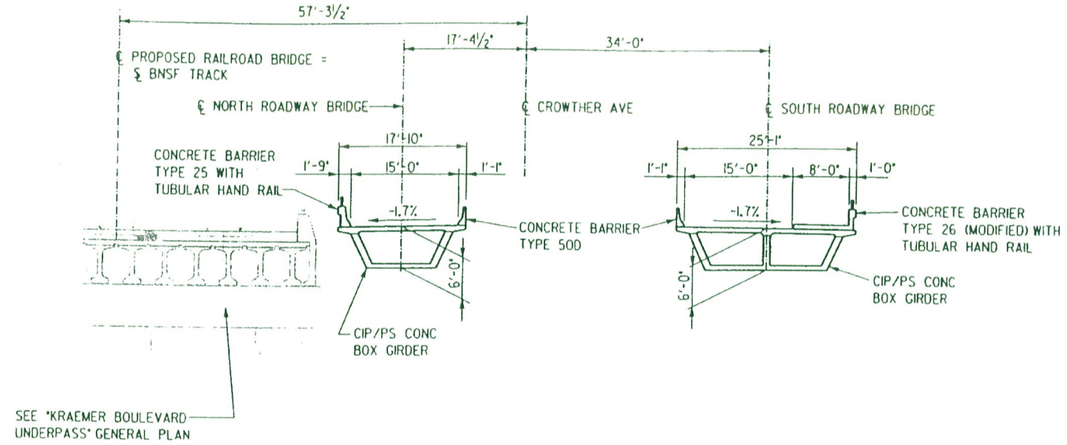
FIGURE A.7

SOURCE: KFM

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Kraemer Boulevard Underpass

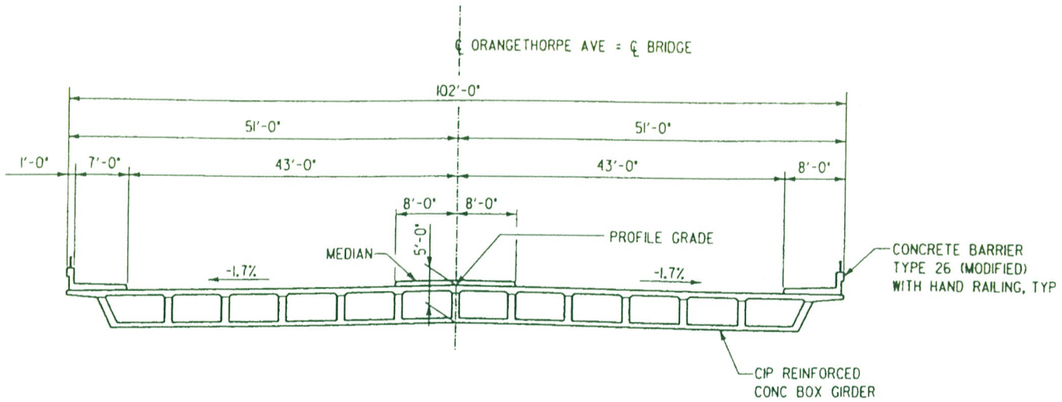


Kraemer Boulevard Undercrossing at Crowther Avenue

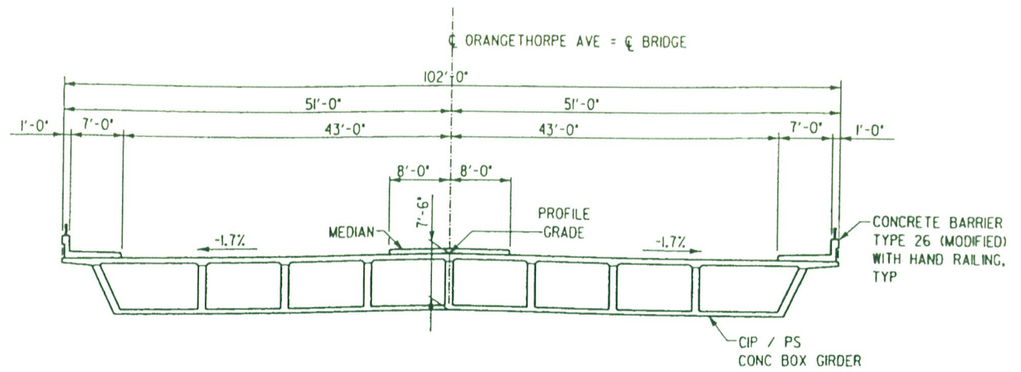
FIGURE A.8

SOURCE: KFM

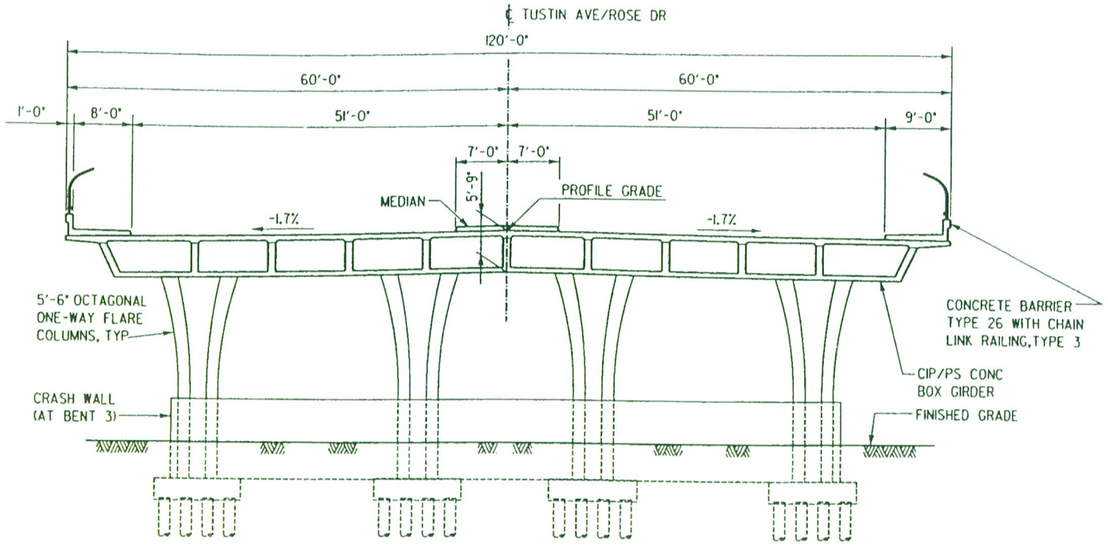
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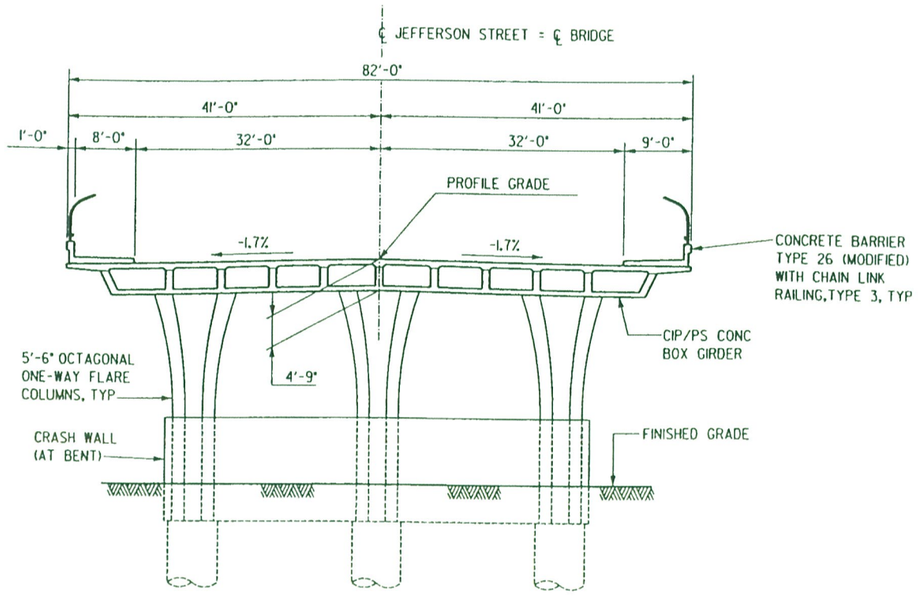
Miller Street Undercrossing at Orangethorpe Avenue



Chapman Avenue Undercrossing at Orangethorpe Avenue



Tustin Avenue Overhead

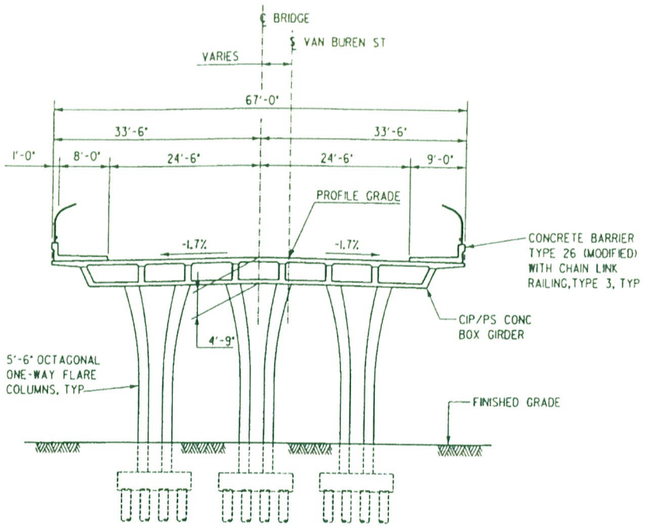


Jefferson Street Overhead

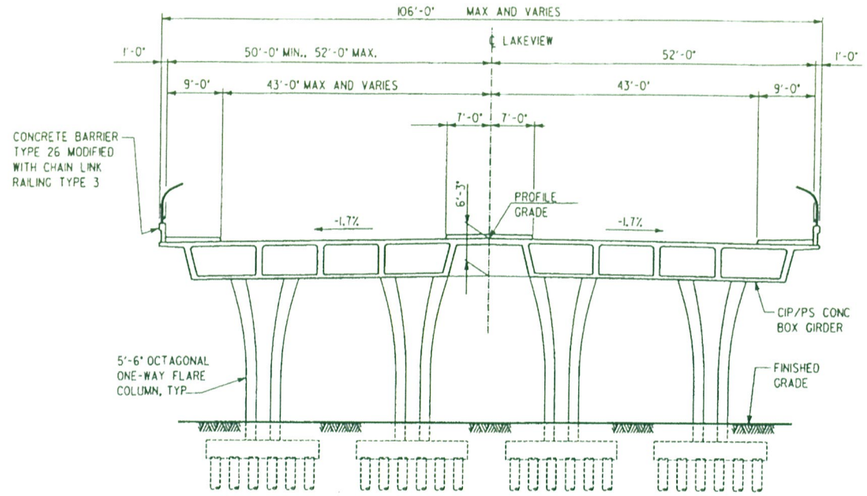
FIGURE A.9

SOURCE: KFM

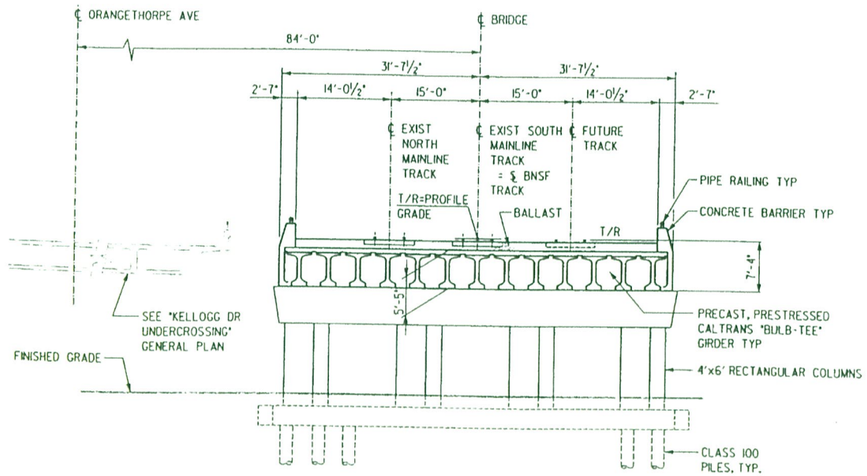
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Van Buren Street Overhead



Lakeview Avenue Overhead



Kellogg Drive Underpass

FIGURE A.10

Orange County Gateway

Typical Cross Sections - Alternative D

SOURCE: KFM

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Emergency Bypass Route
(11.8 miles total length)

Rail Line

# of Tracks

FIGURE A.11

NO SCALE

SOURCE: Project report (KFM Engineering, 2004)

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Orange County Gateway

Emergency Bypass Route

APPENDIX B

COORDINATION AND CONSULTATION

APPENDIX B

COORDINATION AND CONSULTATION

This Appendix contains the following materials related to the public involvement and consultation process conducted during the scoping process for the proposed Orange County Gateway (OCG) project and Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

B-1: Notice of Preparation (NOP) for the Draft Environmental Impact Report on the Orange County Gateway Project

B-2: Notice of Intent

B-3: Persons and Organizations Contacted during the Preparation of the EIS/EIR

B-4: Native American Consultation Record and Correspondence

B-5: Additional Consultation Records

B-6: Responses to the NOP

B-1: Notice of Preparation (NOP) for the Draft Environmental Impact Report on the Orange County Gateway Project and the NOP Distribution List

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

January 2, 2002

Dear Responsible Agencies, Elected Officials, and Interested Parties:

SUBJECT: NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT ON THE ORANGE COUNTY GATEWAY PROJECT

Attached is the Notice of Preparation (NOP) for the Draft Environmental Impact Report (Draft EIR) for the Orange County Gateway project. The Orange North American Trade Rail Access Corridor Authority (OnTrac)/City of Placentia is the Lead Agency for environmental review of the proposed project.

The purpose of the NOP is to describe the proposed project, solicit input regarding the scope and content of the analysis in the Draft EIR, and describe the potential environmental impacts that the Draft EIR will evaluate. Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15060 and 15063, an Initial Study is not required and is not included with this NOP. Expected environmental effects are described in the NOP. Because federal environmental approval under the National Environmental Policy Act (NEPA) is also required, a joint Environmental Impact Statement (EIS)/EIR will be prepared.

OnTrac would appreciate your comments, suggestions, or concerns regarding potential environmental impacts related to the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please submit your comments by February 3, 2002. In your response, please note the primary contact person for your agency or organization. Written comments regarding the NOP may be sent via regular mail or fax to the following:

OnTrac/City of Placentia
Mr. Chris Becker – Executive Director
401 E. Chapman Avenue
Placentia, California 92870
Fax: (714) 961-0283

Chris Lowe, *Chairman*
Connie Underhill, *Vice Chairman*
Robert D'Amato, *Board Member*

OnTrac Advisory Committee

Congressman Gary Miller
41st District
Congressman Ed Royce
39th District
Senator Dick Ackerman
33rd District
Lynn Daucher
State Assembly, 72nd District
Cynthia Coad
Orange County Board of Supervisors, 4th District
Todd Spitzer
Orange County Board of Supervisors, 3rd District
Arthur Brown
City of Buena Park - Mayor
F. Richard Jones, M.D.
City of Fullerton - Mayor
Michael Maertzweiler
Mayor - Retired/Resident Advisc
Michael D. Duvall
City of Yorba Linda - Mayor
Jeff Miller
Farmers Insurance Group City of Corona - Councilman
Dennis M. Smith, Ed.D
Placentia Yorba Linda Unified School District - Superintender
Tim O'Donnell
City of Brea - City Manager
Glenn Baldwin
Excalibur Extrusions, Inc.
Jim Fenstermaker
Dox, Inc.
Stephen Finnegan
Automobile Club of Southern California
Steve Nelson
Southern California Edison
Paul Tamborrino
Hartwell Corporation

* *Partial Listing*

3040 Saturn Street, Suite 201
Brea, California 92821-6274
Phone 714.577.5819
Fax 714.577.5822
admin@ontrac-jpa.org

Christopher Becker, *Executive Director*

In addition, public scoping meetings have been scheduled at two locations in the City of Placentia. The meetings will be held from 7:00 p.m. to 9:00 p.m. The dates and locations are as follows:

January 22, 2002
Placentia Champions Sports Complex (Aguirre Building)
505 Jefferson Street
Placentia, California

January 24, 2002
Backs Community Building
201 N. Bradford Avenue
Placentia, California

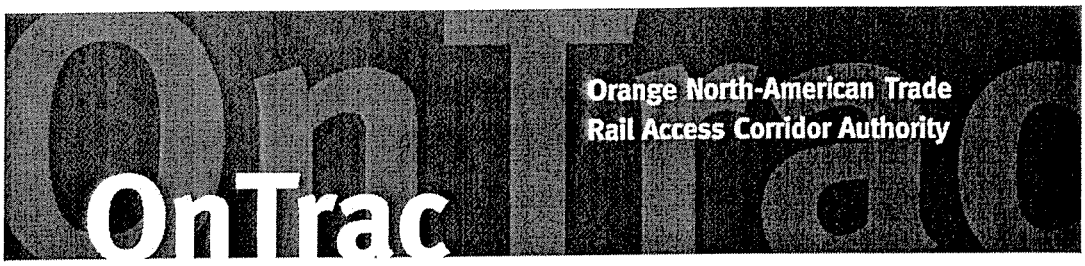
Thank you in advance for your comments. If you have any questions about the proposed project or the environmental review process, please contact Christopher Becker (714) 993-8245.

Sincerely,

Christopher Becker

Christopher Becker
Executive Director

Attachment: Notice of Preparation for OC Gateway Draft EIR



NOTICE OF PREPARATION

ORANGE COUNTY GATEWAY PROJECT

LSA

January, 2002

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE ORANGE COUNTY GATEWAY PROJECT

INTRODUCTION

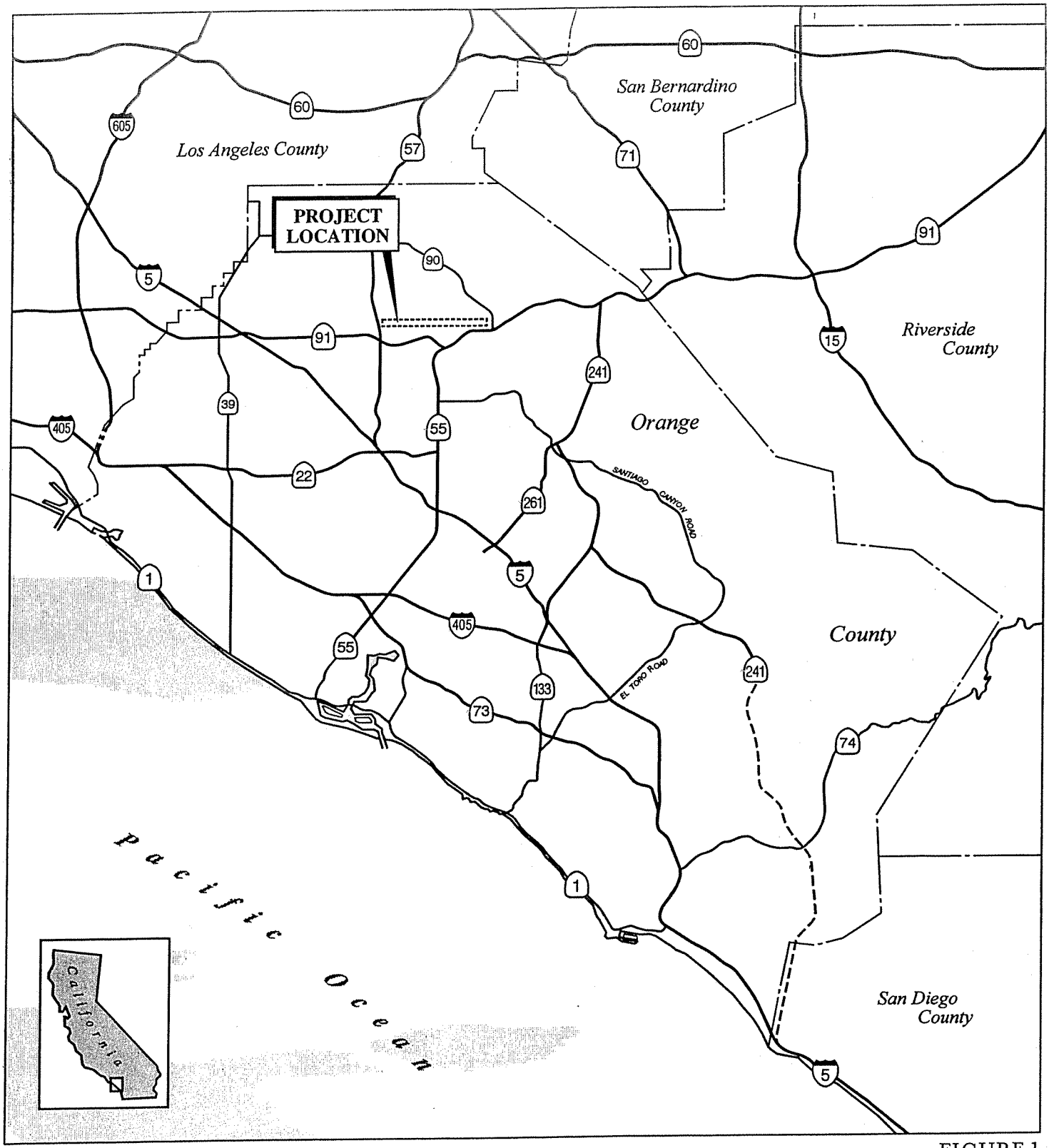
This document is the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Orange County Gateway (OCG) project in northern Orange County, California. Under the requirements of the California Environmental Quality Act (CEQA), the Orange North American Trade Rail Access Corridor Authority (OnTrac)/City of Placentia is the Lead Agency for environmental review of the proposed project and must evaluate the potentially significant environmental effects. OnTrac/City of Placentia has determined that an EIR must be prepared to assess the proposed project's effects on the environment, to identify potentially significant impacts, to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and to discuss feasible alternatives to the project that may accomplish basic project objectives while lessening or eliminating any potential significant project impacts.

Since the proposed project is eligible for federal transportation funds, environmental compliance with the National Environmental Policy Act (NEPA) is also required. An Environmental Impact Statement (EIS) will be prepared for NEPA compliance. To ensure coordination between the CEQA and NEPA processes and to avoid a duplication of effort, a joint CEQA/NEPA document will be prepared. The joint document will be an EIR/EIS (an EIR for CEQA and an EIS for NEPA).

BACKGROUND

The OCG project area is located within the Orangethorpe Corridor (Burlington North Santa Fe [BNSF] railway line) between Placentia Avenue and Imperial Highway (basically parallel to Orangethorpe Avenue). OCG is located within the limits of the Cities of Placentia, Fullerton, Anaheim, and Yorba Linda, and the County of Orange (Figure 1). The BNSF railway line through Orange County is one of three main rail freight routes out of the Los Angeles area. International trade cargo comes into and out of the Ports of Los Angeles and Long Beach. The BNSF railway line serves the ports via the Alameda Corridor (a joint use line serving both the Union Pacific and BNSF railway companies), connecting to the Hobart Yard outside of downtown Los Angeles, and proceeding southeast through Pico Rivera and Santa Fe Springs. The line extends easterly of the project area through northern Orange County, the City of Corona, San Bernardino County, and, ultimately, the Gulf states and eastern United States.

International trade largely drives the need for improvements, in the form of providing enough right-of-way for each build alternative to allow for a third track and grade separations of the north-south roadways from the east-west railroad corridor. The volume of port cargo has increased significantly over the past five years and is expected to continue its rapid growth. In terms of number of trains, forecasts suggest an increase from the current volume of 50 to 70 trains per day to 135 to 150 trains per day by the year 2020. This equates to one train passing through the corridor, blocking



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FIGURE 1

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Orange County Gateway

Regional Location

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intersections, about every ten minutes, 24 hours a day. By 2020, if no grade crossing improvements are implemented, crossing gates will block intersections roughly 40 to 50 percent of the time during the peak hours of the morning commute. Recent studies by SCAG (Inland Railroad Study) and the AB2928 study adopted in July 2001 by the California Transportation Commission (CTC) reinforce the need for additional railroad capacity in the future within the corridor. Coupling this increase in rail freight traffic with the fact that, during this same 20 year horizon, roadway traffic volumes are forecast to increase approximately 25 percent, serves to justify the need for a substantial corridor grade crossing improvement program to relieve traffic congestion through the project area. The increase in rail and vehicular traffic also increases the potential for vehicle-train accidents.

PROJECT GOALS AND OBJECTIVES

The goal of OCG is to accomplish the objectives listed below to the extent feasible within the financial and physical constraints that currently exist in Orange County:

- Improve the projected future vehicle Level of Service (LOS) and reduce the amount of congestion delay on the roadway network
- Reduce the current and potential costs of traffic delays caused by the existing and future railway operations.
- Reduce the current and potential hazards posed by the existing grade-level crossings
- Accommodate currently planned BNSF railroad expansion
- Implement strategies to increase the efficiency of moving people and goods throughout the OCG project area
- Provide efficient access to existing development and to areas selected for future development
- Provide efficient access to existing and planned recreation areas

SUMMARY PROJECT DESCRIPTION

The following project descriptions are summaries of the more detailed project description that will be part of the Alternatives Considered section of the Draft EIS/EIR. Three build alternatives and a No Build (or No Project) alternative are being considered for implementation. Each of the build alternatives is designed to achieve the objectives listed above in a different manner; they are titled as follows:

- Alternative A: No Build Alternative
- Alternative B: Railroad Lowering Alternative from Bradford Avenue to Imperial Highway
- Alternative C: Railroad Lowering Alternative from Bradford Avenue to west of Kellogg Drive
- Alternative D: Standard Grade Separation Alternative

Alternative A: No Build Alternative

Under the No Build Alternative, there would be no grade separation project (as currently proposed under any of the three build alternatives described below) within the proposed OCG project limits. However, all local and regional roadway and highway improvements currently planned, programmed, and/or funded would continue through the appropriate planning processes. Also, all currently planned railroad improvements to accommodate growth in rail traffic would continue through independent action of the BNSF Railway and passenger rail authorities.

Alternative B: Railroad Lowering Alternative from Bradford Avenue to Imperial Highway

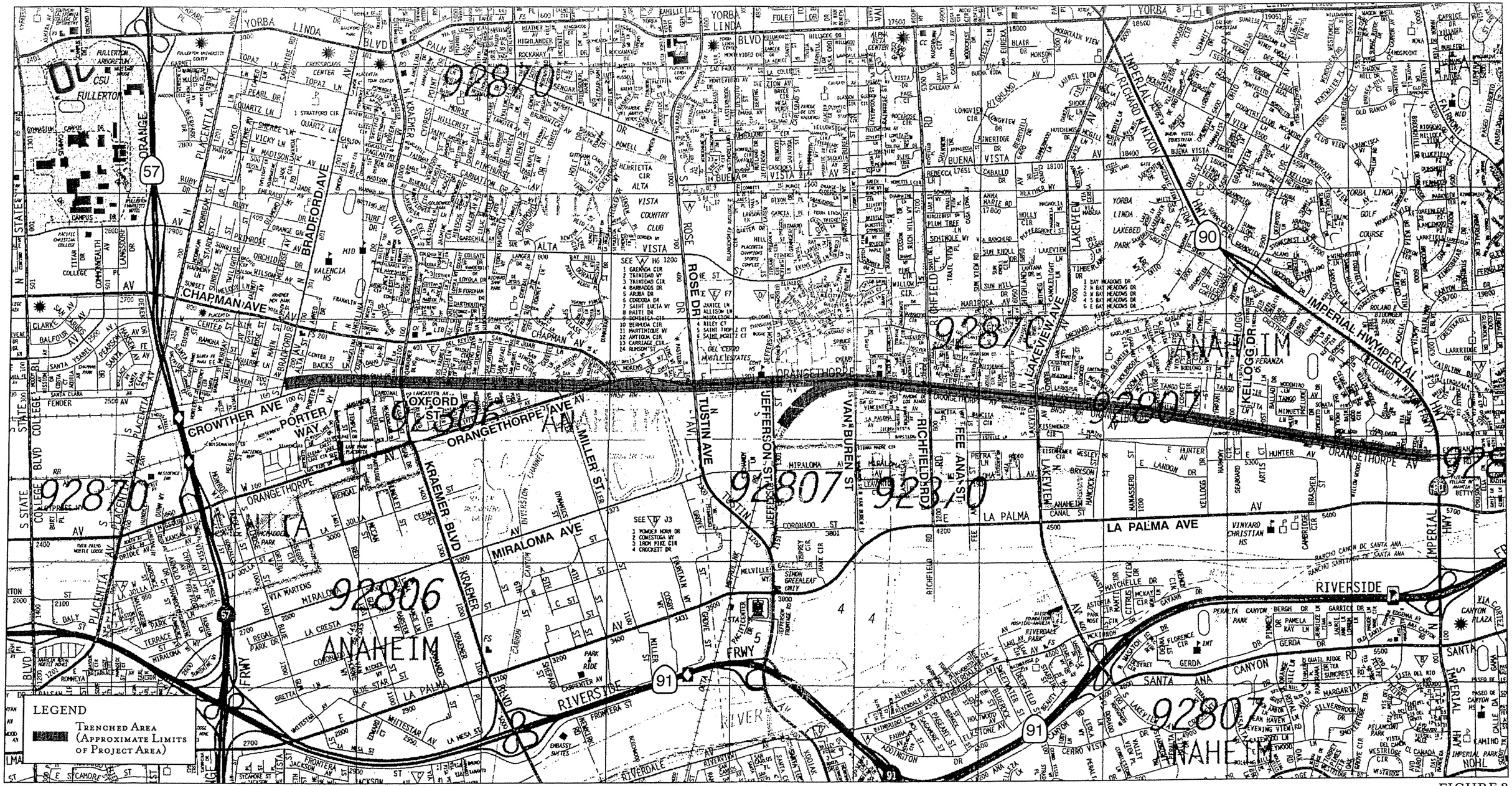
This alternative (Figure 2) provides for a rail trench that would begin its descent at Bradford Avenue, proceeding down at the maximum grade of one percent to a full trench depth of 40 feet near Kraemer Boulevard. Proceeding to the east, the trench would remain 35 to 40 feet deep until just west of Kellogg Drive, where it would begin its easterly ascent at one percent grade to join the existing at-grade rail line at Imperial Highway.

The proposed trench would be 56.5 feet wide, consisting of three tracks and a ten foot wide access road for the entire reach of the project area. The trench would be situated within existing BNSF right-of-way with the exception of the 5,700 foot long stretch of the corridor along Crowther Avenue frontage. Within this reach, the proposal is to "center" the trench alignment between the existing northerly BNSF right-of-way and the southerly Crowther Avenue right-of-way. Once the trench is completed, Crowther Avenue would be reconstructed as a two-way couplet with westbound travel on the north side of the trench and eastbound travel on the south side of the trench. New bridge structures would span the trench at Porter Way, Kraemer Boulevard, Oxford Street, Miller Street, and Orangethorpe Avenue to provide north-south access. New bridge structures over the trench east of Orangethorpe Avenue would include Rose Drive/Tustin Avenue, Jefferson Street, Van Buren, Richfield Road, Fee Ana Street, Lakeview Avenue, and Kellogg Drive providing north-south access.

The Olive Subdivision is the north-south rail line that connects to the BNSF corridor near Van Buren Street. This line is a single track that primarily serves Metrolink traffic. Existing rail traffic on this line consists of nine Metrolink commuter trains and two freight trains per day. This alternative calls for lowering the Olive Subdivision to join the trench alignment. This would be accomplished by beginning the Olive Subdivision line descent at Jefferson Street, proceeding downward at a grade of 1.25 percent until it joins the in-trench mainline profile approximately 800 feet west of Richfield Road.

There is one active spur line along the OCG corridor that will be provided to Setco Industries. The spur line would be along the trench bottom, and secured stairway access to the in-trench spur would be provided from the Setco site.

The proposed trench alignment was set to maximize the use of the existing tracks as bypass tracks. From approximately 400 feet west of Kraemer to approximately 200 feet east of Jefferson, the existing double tracks can be used as the bypass tracks during construction. As a result, over the entire length of the OCG project, approximately 35 percent of the corridor's needed bypass trackage is currently in place.


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Alternative C: Railroad Lowering Alternative from Bradford Avenue to West of Kellogg Drive

This alternative (Figure 3) combines a partial trench with standard grade separations in order to accommodate an emergency bypass route for the railroad utilizing existing tracks. The proposed trench and the at-grade railroad right-of-way would be 56.5 feet wide, consisting of three tracks and a ten foot wide access road for the entire reach of the project area. Like Alternative B, the rail trench would begin its descent at Bradford Avenue, proceeding down at the maximum grade of one percent to a full trench depth of 40 feet near Kraemer Boulevard. The trench would remain 35 to 40 feet deep until its easterly ascent at one percent grade to join the existing at-grade rail line west of Kellogg Drive. New bridge structures would be the same as Alternative B, with the exception of Lakeview Avenue and Kellogg Drive. Lakeview Avenue would be constructed as a bridge overcrossing of the railway corridor. Kellogg Drive would either remain an at-grade crossing or would be closed. The existing Olive Subdivision track would be used as an emergency bypass route once the project is completed.

The Olive Subdivision would be improved to a two-track configuration at the confluence with the BNSF mainline. One Olive track would join the mainline in the trench. The other Olive branch line would be constructed above the trench on the south side. This above-trench line would cross Van Buren and Richfield Avenue at grade. Signal crossings would be constructed at these locations for these proposed one track at-grade crossings. The above-trench Olive line would join the mainline just west of Kellogg Drive once the mainline profile "daylights" out of the trench. This line would provide emergency bypass routing for BNSF, Metrolink, and Amtrak around the trench section should the trench segment be closed for any reason.

Alternative D: Standard Grade Separation Alternative

This alternative (Figure 4) involves eight railroad undercrossings and overcrossings between Kraemer Boulevard and Kellogg Drive. Each undercrossing and overcrossing requires right-of-way acquisition of property in order to allow access to the crossings from the frontage roads (Crowther Avenue and Orangethorpe Boulevard). The proposed at-grade railroad right-of-way would be 56.5 feet wide, consisting of three tracks and a ten foot wide access road for the entire reach of the project area.

The following streets would be constructed as undercrossings:

- Kraemer Boulevard
- Kellogg Drive

The following streets would be constructed as overcrossings:

- Orangethorpe Avenue
- Tustin Avenue/Rose Drive
- Jefferson Street
- Van Buren Avenue

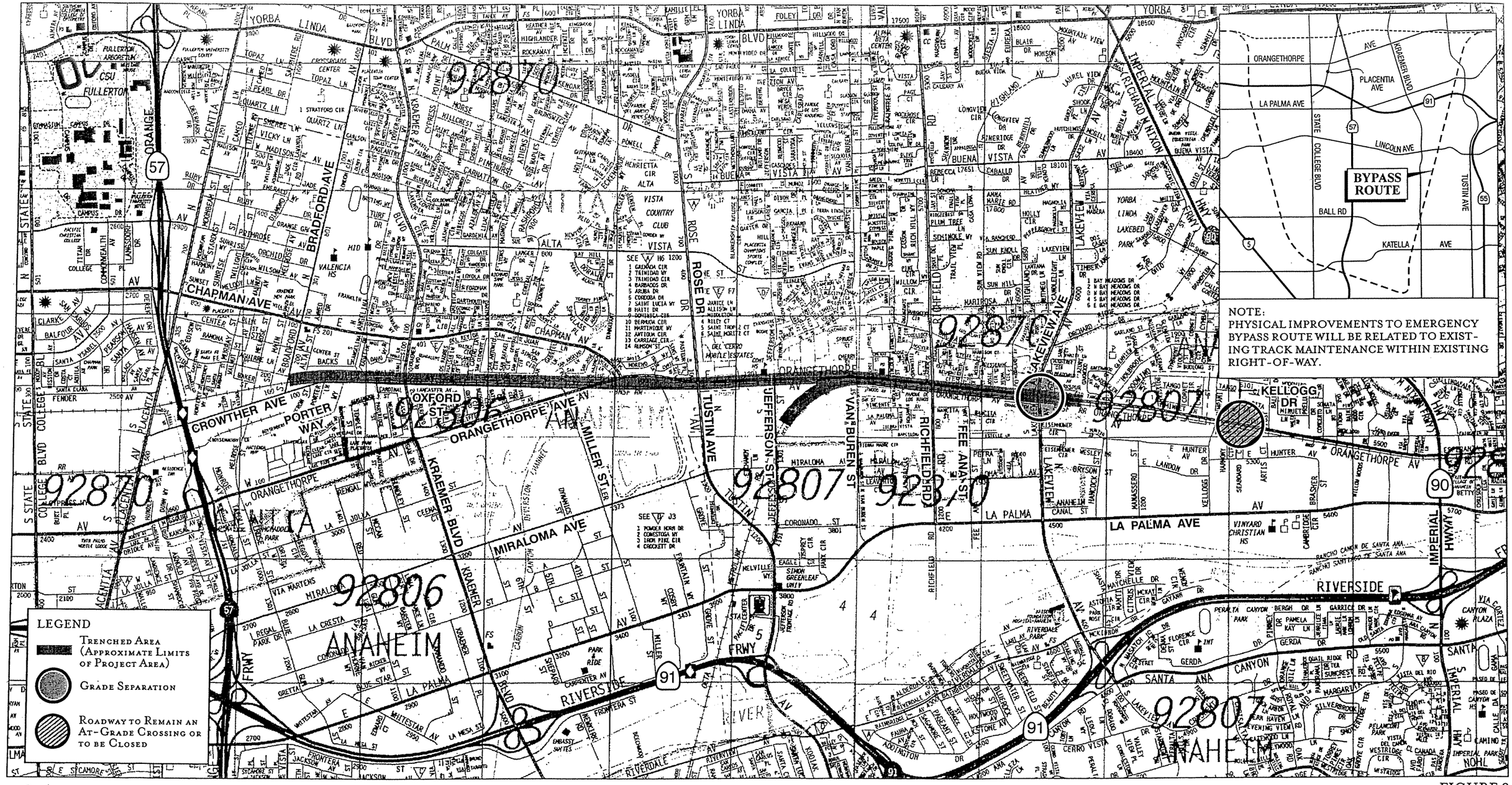


FIGURE 3

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SOURCE: THE THOMAS GUIDE, ORANGE COUNTY, 2001.

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Orange County Gateway
Alternative C
Railroad Lowering Alternative
from Bradford Avenue to west of Kellogg Drive

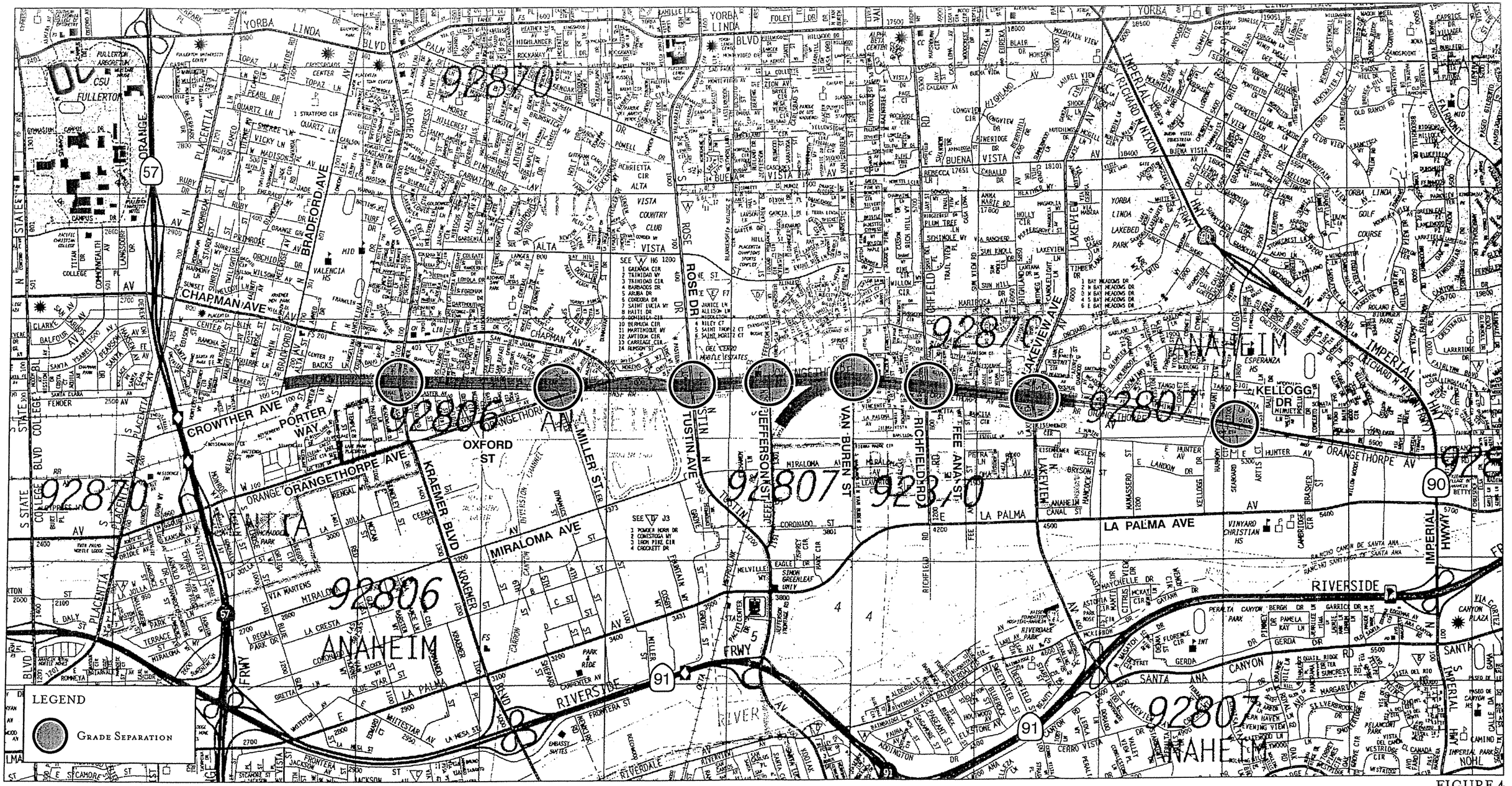


FIGURE 4

SOURCE: THE THOMAS GUIDE, ORANGE COUNTY, 2001.

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Orange County Gateway

Alternative D

Standard Grade Separation Alternative

- Richfield Road
- Lakeview Avenue

ENVIRONMENTAL REVIEW PROCESS

This section discusses the environmental review process necessary for the completion of the OCG EIR/EIS. Pursuant to Sections 15050 and 15367 of the State CEQA Guidelines, OnTrac/City of Placentia has been designated as the Lead Agency. Responsible agencies are those agencies that have discretionary approval over one or more actions involved with the development of a proposed project. Trustee agencies are State agencies having discretionary approval or jurisdiction by law over natural resources affected by a proposed project that are held in trust for the people of the State of California. Since OnTrac/City of Placentia and FHWA have committed to preparing an EIR/EIS, in accordance with CEQA Guidelines, an Initial Study has not been completed for this NOP. This NOP contains a description of the environmental issues and analysis proposed to be provided in the EIR/EIS.

The CEQA Guidelines require preparation of objective analysis and documentation to inform decision makers, the general public, and responsible agencies of the direct and indirect environmental effects of a proposed action, to provide mitigation measures that reduce or eliminate potential adverse impacts, and to identify and evaluate alternatives to the proposed project. The potential responsible and trustee agencies that have been identified as of the preparation of this document and the required permits, approvals, or their associated responsibilities for the proposed project are identified in Table A, Potential Responsible and Trustee Agencies.

The Federal Highway Administration (FHWA) will be the Lead Agency for preparation of the EIS pursuant to NEPA. After its publication, the Draft EIR/EIS will be available for public review and comment, and public hearings will take place. After all comments have been responded to, OnTrac/City of Placentia may certify the Final EIR and select a preferred alternative. In addition, the EIR being prepared for the proposed project will satisfy the CEQA requirements for all permits or approvals needed to implement the OCG project. Following this action by the OnTrac Board of Directors, OnTrac/City of Placentia and Caltrans will request FHWA's approval of the Final EIS and issuance of a Record of Decision.

Environmental Procedures

This NOP for the proposed project has been submitted to the State Clearinghouse, Responsible Agencies, and other interested parties that have specifically requested a copy of the NOP.

Table A: Potential Responsible and Trustee Agencies

Agency	Permit/Approval/Responsibility/Trust
United States Army Corps of Engineers	401 Permits, 404 Permit for impacts to jurisdictional drainages.
Federal Railroad Administration	Review/comment and approval of the implementation of the project
California Public Utilities Commission	Approval of railroad grade separations
State Department of Fish and Game	State threatened or endangered species and NCCP Implementation Agreement, Section 1601 Streambed Alteration Agreement.
State of California Water Quality Control Board and Santa Ana Regional Water Quality Control Board.	National Pollutant Discharge Elimination Systems Permit (NPDES) - construction storm water, Section 401 water quality certification
County of Orange	Ability to locate BMP filters on County land. Flood control channel impacts
City of Anaheim	Project implementation within local jurisdiction
City of Fullerton	Project implementation within local jurisdiction
City of Yorba Linda	Project implementation within local jurisdiction

After the 30 day review period for the NOP is complete and all comments are received, a Draft Environmental Impact Report (DEIR) will be prepared in accordance with CEQA as amended (Public Resources Code, Section 21000 et seq.) and the State Guidelines for Implementation of CEQA (California Code of Regulations, Section 15000 et seq.).

The Draft EIR will examine the proposed project in the context of the existing General Plan, Zoning Ordinances, and other relevant planning programs/policies of the affected cities. Detailed analyses will be conducted in order to ascertain the proposed project's effects on the environment and the relative degree of impact prior to implementation of mitigation measures. Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing the project's effects on those impacts either completely or to the maximum degree feasible. Where appropriate, City approved plans, policies, and standard conditions of approval will be applied to the development requirements, and/or amendments to those plans/policies will be discussed as part of the project. An analysis of alternatives to the proposed project will also be included in the Draft EIR, including alternative site plans and the No Build Alternative.

PROBABLE ENVIRONMENTAL EFFECTS

The following explanation of probable environmental effects of the OCG project is provided to help guide the analysis in the forthcoming EIR/EIS document and to provide information to the public agencies reviewing this NOP:

Air Quality

Local air quality may be affected during construction, but once completed, the project is expected to improve local and regional air quality. An air quality assessment will be prepared, based on SCAQMD CEQA Guidelines. The assessment will incorporate a quantitative analysis of the effect of the proposed project and alternatives on vehicular emissions of criteria pollutants and their precursors, which would be associated mainly with emissions of automobiles. Automobiles would operate more efficiently through the project area as a result of the project, and the analysis is anticipated to show emission reductions associated with the project at a regional level. The effects of project generated traffic on local concentrations of carbon monoxide at sensitive receptors near key intersections also will be provided, per federal project level conformity regulations. Construction impacts also will be described. Mitigation measures for air quality impacts during construction will also be identified.

Biological Resources

The project area consists of existing railroad tracks, streets, and concrete and dirt bottom flood control channels; no sensitive species are expected to occur on site due to insufficient habitat. The replacement of five drainage crossing structures will be required as part of the proposed OCG project where flood control channels cross the alignment. Two structures will be required for Atwood Channel, one for Carbon Creek Channel, one for Richfield Channel, and one for a small channel at Via Breve. Proposed modifications will be evaluated for the potential to impact biological resources.

Cultural Resources

The proposed project has the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the proposed OCG project that may affect the historical context of a particular resource. A records search will be conducted through the Archaeological Information Center at California State University, Fullerton, to determine the location of known archaeological sites and any prehistoric resources that are listed or eligible for the National Register of Historic Places. Because the project requires clearance under NEPA, the EIR/EIS will include documentation of the project's compliance with Section 106 of the National Historic Preservation Act, including Native American consultation. Section 106 compliance will include records searches for each alternative and detailed 100 percent coverage field surveys.

Hazardous Substances

Potential hazardous substances impacts could occur from either soil or groundwater contamination that exists within properties to be acquired for the improvements, or where contamination on an

adjacent property would pose a health risk to construction workers. The presence of potential hazardous substances along the alignment will be assessed, focusing on areas where significant new construction will be required for the project. The assessment will involve a review of historic aerial photographs, records, files, and databases; field reviews, including site inspections; interviews with persons knowledgeable about the area; subsurface explorations; and preparation of a written report.

Noise

Existing noise levels in the vicinity of the proposed OCG project will be documented in the EIR/EIS. A noise study will be conducted to evaluate projected noise levels resulting from construction and operation of the proposed project. The study will focus on identifying potential noise impacts to sensitive receptors, such as residential uses, hospitals, libraries, and parks. Potential noise impacts include increased noise exposure resulting from increased vehicular or rail traffic within the corridor. Construction impacts would result from noise generated by construction equipment such as graders and pile drivers.

Section 4(f)

Section 4(f) of U.S. Department of Transportation Act of 1966 specifies that publicly owned land from public parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site may not be used for projects that use federal funds unless:

a) There is no feasible and prudent alternative to the use of such land.

b) The highway project or project includes all possible planning to minimize harm to 4(f) lands resulting from such use.

The EIR/EIS will include an evaluation of potential impacts to 4(f) resources that could result from implementation of the proposed OCG project.

Socioeconomics and Land Use

The EIR/EIS will analyze socioeconomic conditions for the project area, since right-of-way may be required to implement the alternatives for the proposed OCG project. The evaluation will provide a description of existing land use, housing, employment, and population conditions in the vicinity of the project site. An evaluation of the proposed project's socioeconomic impacts utilizing current demographics data (OCP-2000) and current Geographic Information System (GIS) assessor parcel information, and complying with guidelines provided in the Caltrans Community Impact Assessment Handbook (June, 1997) will be prepared. This discussion will address the potential impacts on the residential population and local business community within the project area, including land use compatibility impacts associated with the proposed improvements. Discussions on environmental justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and fiscal impacts will be included. Mitigation measures will be identified for significant land use and residential/business impacts. The evaluation will also address the project's consistency with relevant local, regional, and State regulations and plans, including the affected cities' General Plan and Zoning Code.

Visual

Implementation of the proposed improvements will change the visual characteristics within the OCG project area. A visual impact analysis will be included in the EIR/EIS to address how the project will affect the existing visual setting. The existing visual characteristics of the area surrounding the project will be documented, and significant visual resources will be identified in the analysis. The EIR/EIS will identify impacts to existing visual resources, including light and glare, the relationship of the impacts to potential viewers of the project, and measures to avoid, minimize, or reduce the adverse impacts. This evaluation also will discuss the project features designed to enhance the appearance of the facilities. The EIR/EIS will utilize visual simulations (photosimulations) and/or artist renderings of the project area for the visual analysis.

Water Resources

A hydrology and water quality study that will analyze potential impacts to surface water resources, drainage facilities, and groundwater resources will be completed for the proposed OCG project. The EIR/EIS will describe impacts to those water resources that cannot be avoided, and will include mitigation measures to reduce impacts on those resources. Potential impacts to water resources include increased runoff and additional drainage facilities from the additional impervious surface area and dewatering of groundwater, impacts to groundwater levels from dewatering, and impacts to existing flood control channels.

Geology and Soils

A geotechnical study will be conducted as part of the proposed OCG project. The EIR/EIS will discuss potential geological impacts of the proposed project including but not limited to geotechnical conditions along the alignment, geology, seismicity, groundwater elevation, evaluation of construction considerations, and other geotechnical conditions that might affect the proposed improvements, such as erosion and soil corrosivity.

Public Services and Utilities

The EIR/EIS will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and public utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools, and access to public facilities. Potential impacts to public utilities include direct impacts where the transportation improvements may require relocation of existing utilities.

Traffic

While the proposed OCG project is expected to have a beneficial effect on regional traffic circulation, the EIR/EIS will analyze the effect of the alternatives on both regional and local traffic conditions. During construction, adverse impacts may occur on adjacent roads as people select alternate routes to avoid construction delays.

NOP RECIPIENT LIST, OC GATEWAY PROJECT DEIR

Adelphia Cable Company
Burlington Northern Santa Fe Railroad
California State Agencies through Office of Planning and Research (OPR)
Caltrans - District 12
City of Anaheim
City of Brea
City of Fullerton
City of Orange
City of Yorba Linda
Federal Highway Administration
Federal Railroad Administration
Local Homeowners Association Representatives
Los Angeles County Regional Planning Department
Metropolitan Water District
OnTrac Advisory Committee Members
Orange County Fire Authority
Orange County Health Care Agency
Orange County Integrated Waste Management Board
Orange County Planning and Development Services (PDSD)
Orange County Sanitation Districts
Orange County Transportation Authority
Orange County Water District
Pacific Bell
Placentia Public Library
Placentia-Yorba Linda Unified School District
Riverside County Planning Department
San Bernardino County Planning Department
San Diego County Planning Department
Santa Ana Regional Water Quality Control Board
Sierra Club
South Coast Air Quality Management District
Southern California Association of Governments (SCAG)
Southern California Edison
Southern California Gas Company
Southern California Water Company
U.S. Army Corps. of Engineers
U.S. Fish and Wildlife Service
Yorba Linda Water District

Other Interested Individuals, Organizations, and/or Agencies

Notice of Completion

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445/0613

See NOTE below

SCH# _____

Project

Title: Orange County Gateway

Lead Agency: OnTrac/City of Placentia Contact Person: Mr. Christopher Becker

Street Address: 401 East Chapman Avenue Phone: (714) 961-0283

City: Placentia Zip: 92870 County: Orange

Project Location

County: Orange City/Nearest Community: Placentia

Cross Streets: Placentia Avenue and Imperial Highway Zip Code: N/A Total Acres: N/A

Assessor's Parcel No. N/A Section: N/A Twp. N/A Range: N/A Base: U.S.G.S. La Habra, Yorba Linda, Anaheim, and Orange

Within 2 Miles: State Hwy #: SR 91, SR 55, SR 57 Waterways: Santa Ana River, Carbon Creek, and multiple flood control channels

Airports: Railways: BNSF Schools: Multiple schools in 2 mile radius

Document Type

CEQA:
- ☒ NOP
- ☐ Early Cons
- ☐ Neg. Dec.
- ☐ Draft EIR
- ☐ Supplement/Subsequent

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

☐ EIR (Prior SCH No.)_____
☐ Other_____

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other_____

Local Action Type

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☐ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☐ Use Permit
- ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☒ Other railroad grade separation project

Development Type

- ☐ Residential: Units _____ Acres _____
- ☐ Office: Sq.ft. _____ Acres _____ Employees ___
- ☐ Commercial: Sq.ft. _____ Acres _____ Employees ___
- ☐ Industrial: Sq.ft. _____ Acres _____ Employees ___
- ☐ Educational: _____
- ☐ Recreational: _____
- ☐ Water Facilities: Type _____ MGD _____
- ☒ Transportation: Type railroad grade separation
- ☐ Mining: Mineral _____
- ☐ Power: Type _____ Watts _____
- ☐ Waste Treatment: Type _____
- ☐ Hazardous Waste: Type _____
- ☐ Other _____

Project Issues Discussed in Document

- ☒ Aesthetic/Visual
- ☐ Agricultural Land
- ☒ Air Quality
- ☒ Archaeological/Historical
- ☐ Coastal Zone
- ☐ Drainage/Absorption
- ☒ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☒ Geologic/Seismic
- ☐ Minerals
- ☒ Noise
- ☐ Population/Housing Balance
- ☒ Public Services/Facilities
- ☒ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☐ Vegetation
- ☒ Water Quality
- ☒ Water Supply/Groundwater
- ☒ Wetland/Riparian
- ☐ Wildlife
- ☐ Growth Inducing
- ☒ Landuse
- ☒ Cumulative Effects
- ☐ Other_____

Present Land Use/Zoning/General Plan Use

Present Land Use: street/railroad

Project Description

Construction of a railroad grade separation project along the Orangethorpe Corridor between Placentia Avenue and Imperial Highway.

REVIEWING AGENCIES CHECKLIST

KEY
S = Document sent by lead agency
X = Document sent by SCH
✓ = Suggested distribution

____ **Resources Agency**
____ Boating & Waterways
____ Coastal Commission
____ Coastal Conservancy
____ Colorado River Board
__✓__ Conservation
__✓__ Fish & Game
____ Forestry & Fire Protection
__✓__ Office of Historic Preservation
__✓__ Parks & Recreation
____ Reclamation Board
____ S.F. Bay Conservation & Development Commission
__✓__ Water Resources (DWR)
Business, Transportation & Housing
____ Aeronautics
__✓__ California Highway Patrol
__S__ CALTRANS District # 12
____ Department of Transportation Planning (headquarters)
____ Housing & Community Development
____ **Food & Agriculture**
Health & Welfare
____ Health Services _____
State & Consumer Services
____ General Services
____ OLA (Schools)

Environmental Protection Agency
__✓__ Air Resources Board
____ California Waste Management Board
____ SWRCB: Clean Water Grants
____ SWRCB: Delta Unit
____ SWRCB: Water Quality
____ SWRCB: Water Rights
__S__ Regional WQCB # 8 (Santa Ana)
Youth & Adult Corrections
____ Corrections
Independent Commissions & Offices
__✓__ Energy Commission
__✓__ Native American Heritage Commission
__✓__ Public Utilities Commission
____ Santa Monica Mountains Conservancy
__✓__ State Lands Commission
____ Tahoe Regional Planning Agency

___ Other

PUBLIC REVIEW PERIOD (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Date _____

Lead Agency (Complete if applicable):

Consulting Firm: LSA Associates, Inc.
Address: One Park Plaza, Suite 500
City/State/Zip: Irvine, CA 92614-5981
Contact: Mike Amling

Applicant: OnTrac/City of Placentia
Address: 401 E. Chapman Avenue
City/State/Zip: Placentia, CA 92870
Phone: (714) 961-0283

For SCH Use Only:

Date Received at SCH _____

Date Review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

NOP GATEWAY DISTRIBUTION LIST

FEDERAL AGENCIES

Mr. Mark Durham
Chief, South Coast Section
Regulatory Branch
Planning Division
U.S. Army Corps of Engineers, Los Angeles District
911 Wilshire Boulevard
Los Angeles, CA 90053

Mr. Jim Bartel
Assistant Field Supervisor
U. S. Fish and Wildlife Service - Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, CA 92008

Mr. Tay Dam
Federal Highway Administration
201 N. Figueroa St.
Suite 1460
Los Angeles, CA 90012

Mr. Charles Haygood
Federal Railroad Administration
Crossing & Trespasser Regional Manager
Federal Railroad Administration
P.O. Box 453
Oakhurst, CA 93644

STATE AGENCIES

Environmental Program
Caltrans
1120 N Street, Room 4301 (MS 27)
Sacramento, CA 95814

Mr. Robert Joseph
Chief, Advance Planning Branch
Caltrans - District 12
3337 Michelson Drive
Irvine, CA 92612-8894

Mr. An Pham
Caltrans - District 12
3337 Michelson Drive, Ste. 380
Irvine, CA 92612-8894

Mr. Scott Dawson
Environmental Specialist IV
RWQCB- Santa Ana Region
3737 Main Street, Ste 500
Riverside, CA 92501-3339

REGIONAL/COUNTY/CITY AGENCIES

Mr. Bob Hodson
City Engineer
City of Fullerton
303 West Commonwealth Ave.
Fullerton, CA 92832

Mr. Jim Smith
City Engineer
City of Yorba Linda
4845 Casa Loma Ave
P.O. Box 870914
Yorba Linda, CA 92886

Mr. Gary Johnson
City Engineer
City of Anaheim
200 South Anaheim Boulevard, Ste 162
Anaheim, CA 92805

Mr. Chris Kelly
Development Services Director
City of Brea
1 Civic Center Circle
Brea, CA 92821

Mr. Harry Thomas
Public Works Director
City of Orange
300 East Chapman Avenue
Orange, CA 92866

Mr. James E. Hartl, AICP
Director, Department of Regional Planning
County of Los Angeles
320 West Temple Street, Room 1360
Los Angeles, CA 90012-3225

Ms. Aleta J. Laurence, AICP
Director
TLMA/Planning Department
County of Riverside
P.O. Box 1409
Riverside, CA 92502-1409

Mr. John D. Goss
Interim Director
Land Use Services Department/Planning Division
County of San Bernardino
385 N. Arrow Highway, 1st Floor
San Bernardino CA 92415-0182

Mr. Eric Gibson
Department of Planning and Land Use
County of San Diego
5201 Ruffen Road, Suite B
San Diego, CA 92123

Mr. George Britton, Manager
County of Orange
Planning and Development Services (PDSD)
Environmental & Project Planning Services (EPPSD)
300 North Flower Street
P.O. Box 4048
Santa Ana, CA 92702-4048

Ms. Nancy Foreman
Advance Planning
Orange County Fire Authority
180 S. Water Street
Orange, CA 92866

Mr. Jack Miller, Director
Orange County Health Care Agency
Environmental Health - Hazardous Materials
2009 East Edinger Street
Santa Ana, CA 92705

Mr. Bob Richmond
Orange County Integrated Waste Management District
320 North Flower, Ste. 400
Santa Ana, CA 92703

Mr. Steve Smith
CEQA Section
South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765-4182

Intergovernmental Review Coordinator
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Reference Librarian
Placentia Public Library
411 East Chapman Avenue
Placentia, CA 92870

SCHOOL DISTRICTS

Mr. Mike Bailey
Facilities Planning Director
Placentia-Yorba Linda Unified School District
1301 E. Orangethorpe Avenue
Placentia, CA 92870

ONTRAC ADVISORY COMMITTEE

Mr. Glenn Baldwin
Owner
Excalibur Extrusions, Inc.
110 Crowther Avenue
Placentia, CA 92870

The Honorable Arthur Brown
Mayor
City of Buena Park
6650 Beach Boulevard
P. O. Box 5009
Buena Park, CA 90622-5009

The Honorable Cynthia P. Coad
Supervisor
Orange County Board of Supervisors
Fourth District
P. O. Box 687
Santa Ana, CA 92702-0687

The Honorable Lynn Daucher
Assemblywoman
72nd District, State Assembly
210 W. Birch Street, Suite 202
Brea, CA 92821

Ms. Heather Dickinson
Senator Dick Ackerman's Office
17821 East 17th Street, Suite 180
Tustin, CA 92780

The Honorable Mike Duvall
Mayor
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886

Mr. Jim Fenstermaker
Vice President
Caduceus Medical Group
18200 Yorba Linda Blvd., Ste. 409
Yorba Linda, CA 92886

Mr. Stephen Finnegan
Principal Transportation Policy Specialist
Automobile Club of Southern California
Public Affairs, A-131
3333 Fairview Road
Costa Mesa, CA 92626

The Honorable F. Richard Jones
Mayor
City of Fullerton
303 West Commonwealth Ave.
Fullerton, CA 92832

Mr. Michael L. Maertzweiler
Mayor - Retired
Resident Advisor
1025 Oxford Drive
Placentia, CA 92870

The Honorable Jeffrey M. Miller
Councilman
City of Corona
151 N. Kraemer Blvd., Suite 200
Placentia, CA 92870

Mr. Kia Mortazavi
Manager, Planning & Programming
Orange County Transportation Authority
P. O. Box 14184
Orange, CA 92863-1584

Mr. Steve Nelson
Region Manager
Southern California Edison
1851 W. Valencia Drive
Fullerton, CA 92833

Mr. Tim O'Donnell
City Manager
City of Brea
Number One Civic Center Circle
Brea, CA 92821

Mr. Steve Schoellerman
District Representative
Congressman Gary G. Miller's Office
22632 Golden Springs Drive, Suite 350
Diamond Bar, CA 91765

The Honorable Todd Spitzer
Supervisor
Orange County Board of Supervisors
Third District
P. O. Box 687
Santa Ana, CA 92702-0687

Ms. Carolyn Stirling
Field Representative
Congressman Ed Royce's Office
305 North Harbor Boulevard, Suite 300
Fullerton, CA 98832

Mr. Paul Tamborrino
Special Assistant
Hartwell Corporation
900 South Richfield Road
Placentia, CA 92870

Mr. Phillip B. Tsunoda
Government Relations Manager
City of Anaheim
City Manager's Office
200 S. Anaheim Boulevard
Anaheim, CA 92805

Mr. Bob Tunstall
Executive Assistant
Supervisor Coad's Office
Fourth District
P. O. Box 687
Santa Ana, CA 92702-0687

Ms. Sheron Violini
Administrative Assistant
Senator Dick Ackerman's Office
State Capitol, Room 4066
Sacramento, CA 95814

Mr. Jim Winder
Councilmember
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92885

Mr. George Ziegler
Haz Party & Equipment Rentals
c/o 606 Cooper Drive
Placentia, CA 92870

SPECIAL DISTRICTS/UTILITIES

Ms. Laura Simonek
Principal Environmental Specialist
Metropolitan Water District
P.O. Box 54153
700 North Alameda Street
Los Angeles, CA 90012

Mr. Stanley Sprague
General Manager
MWD of Orange County
P.O. Box 20895
10500 Ellis Avenue
Fountain Valley, CA 92708

Ms. Angie Anderson
Engineering Department
County Sanitation Districts of Orange County
P.O. Box 8127
Fountain Valley CA 92728-8127

Mr. David Elbaum
Director, Strategic Plannning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92613

Mr. Bill Mills
General Manager
Orange County Water District
10500 Ellis Avenue
Fountain Valley, CA 92708

Mr. Craig Fry
Public Works Liaison
Pacific Bell
3939 E. Coronado Street, 2nd Floor
Anaheim, CA 92803

Mr. Mike Fielden
Environmental Affairs
Southern California Edison
1325 South Grand Avenue
Santa Ana, CA 92705

Mr. Ben Murray, Planning Division
Southern California Gas Company
3050 La Jolla Street
Anaheim, CA 92806-1312

Mr. Ken Vecchiarelli
Yorba Linda Water District
4622 Plumosa Drive
Yorba Linda, CA 92886

Mr. Rod Hunt
Adelphia Communications
3041 E. Mira Loma Ave.
Anaheim, CA 92806

Southern California Water Company
Region II
1920 Corporate Way
Anaheim, CA 92801

INTERESTED PARTIES

Ms. LaDonna DiCamillo
Senior Manager, Governmental Affairs
Burlington Northern & Santa Fe Railway Company
3770 East 26th Street
Los Angeles, CA 90023-4506

Mr. John Shurson
Assistant Director of Public Projects
Burlington Northern & Santa Fe Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408

Mr. Carl Hirsch, President
Highland Meadows
1859 Belmont Court
Placentia, CA 92870

Ms. Joanne Mayberry
Highland Meadows
1891 Belmont Court
Placentia, CA 92870

Mr. Steve Valdez
Alta Placentia
536 N. Lyons Way
Placentia, CA 92870

Ms. Michelle Tick
Alta Placentia
506 Langer Drive
Placentia, CA 92870

Mr. Jack Patton, President
Placentia Knolls
100 Preakness Drive
Placentia, CA 92870

Ms. Holly Belock
Placentia Knolls
c/o Villageway Management, Inc.
P.O. Box 4708
Placentia, CA 92870

Mr. Steve Eazell, President
Casa Nueva
800 N. Angelina Drive
Placentia, CA 92870

Mr. Steve Mackey, Vice President
The Greens
1108 Powell Drive
Placentia, CA 92870

Mr. Mike Perez, President
Cinnamon Tree
212 S. Kraemer, #1105
Placentia, CA 92870

Sierra Club
Orange County Office
230 East 17th Street, Suite 206
Costa Mesa, CA 92627

Mr. Samuel H. Dunlap
Director
Professional Native American Cultural Resource Monitors
27475 Ynez Road, #349
Temecula, CA 92591

B-2: Notice of Intent

instructions for the submission of written comments.

Donald Eiss,

Acting Chair, Trade Policy Staff Committee.

[FR Doc. 01–32002 Filed 12–27–01; 8:45 am]

BILLING CODE 3190–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Orange County, California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a series of proposed grade separations within the Orangethorpe Rail Corridor (a section of the Burlington Northern Santa Fe rail line) located within the Cities of Placentia and Anaheim in Orange County, California.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Transportation Engineer, Federal Highway Administration—Los Angeles Metro Office, 201 N. Figueroa Street, Suite 1460, Los Angeles, CA 90012. Telephone: (213) 202–3954.

SUPPLEMENTARY INFORMATION: The Burlington Northern Santa Fe (BNSF) rail line through Orange County is one of three main rail freight routes out of the Los Angeles area. International cargo comes into and out of the Ports of Los Angeles and Long Beach. The BNSF rail line serves those ports via the Alameda Corridor, a joint use line serving both the Union Pacific and BNSF railway companies, connects to the Hobart Yard outside downtown Los Angeles, and proceeds southeast through Pico Rivera and Santa Fe Springs. The line then continues through northern Orange County, the City of Corona, San Bernardino County, and, ultimately, the Gulf States and eastern United States. This proposed project is a part of the regional traffic congestion relief project called the Orange County Gateway (OCG) which is located within the limits of the Cities of Placentia, Fullerton, Anaheim, Yorba Linda, and the County of Orange.

The FHWA, as a federal lead agency, in cooperation with the Federal Railroad Administration, the California Department of Transportation, and the City of Placentia/Orange North American Trade Rail Access Corridor Authority (On Trac), will prepare an Environmental Impact Statement (EIS) on a proposal to (1) Reduce traffic congestion; (2) eliminate or reduce the current and potential hazards posed by the existing at-grade crossings; (3) accommodate currently planned railroad expansion; (4) and implement transportation strategies to increase the efficiency of moving people and goods throughout the Orangethorpe Rail Corridor area.

Alternatives under consideration include (1) A no build option; (2) a series of grade separations option; and (3) a railroad trench option within the Orangethorpe Rail Corridor between Placentia Avenue and Imperial Highway in northern Orange County, California.

These basic alternatives will have additional design variations and other engineering details. A final selection of study alternatives and their subset variations will not be made until all public and agency comments are reviewed following the Scoping process.

Note: As required by the National Environmental Policy Act (NEPA) of 1969, all other reasonable alternatives will be considered. These alternatives may be refined, combined with various different alternative elements, or be removed from further consideration, as more analysis is conducted on the project alternatives.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public scoping meetings will be held on January 22 and 24, 2002 in the City of Placentia prior to preparation of the draft EIS. Public notice will be given of the time and place of these meetings.

Public hearing(s) will be held after the draft EIS is completed. Public notice will be given of the time and place of the hearing(s). The draft EIS will be available for public and agency review and comment prior to the formal public hearing(s).

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: December 19, 2001.

Jeffrey W. Kolb,

Chief, District Operations-South, Sacramento, California.

[FR Doc. 01–31904 Filed 12–27–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Presidential Memorandum of December 12, 2001; Marine War Risk Insurance Under Title XII of the Merchant Marine Act, 1936

On December 12, 2001, President George W. Bush approved the provision of vessel war risk insurance by memorandum for the Secretary of State and the Secretary of Transportation. The text of this memorandum reads:

By virtue of the authority vested in me by the Constitution and laws of the United States, including 3 U.S.C. 301 and section 1202 of the Merchant Marine Act, 1936, as amended (the "Act"), 46 U.S.C. App. 1282, I hereby:

Approve the provision by the Secretary of Transportation of insurance or reinsurance of vessels (including cargoes and crew) entering the Middle East region against loss or damage by war risks in the manner and to the extent approved in title XII of the Act, 46 U.S.C. App. 1281, *et seq.*, for purposes of responding to the recent terrorist attacks, whenever, after consultation with the Department of State, it appears to the Secretary of Transportation that such insurance adequate for the needs of the waterborne commerce of the United States cannot be obtained on reasonable terms and conditions from companies authorized to do an insurance business in a State of the United States. The approval is effective for 6 months.

I hereby delegate to the Secretary of Transportation, in consultation with the Secretary of State, the authority vested in me by section 1202 of the Act, to approve the provision of insurance or reinsurance for these purposes after the expiration of 6 months.

The Secretary of Transportation is directed to bring this approval to the immediate attention of all operators and to arrange for its publication in the Federal Register.

By Order of the Maritime Administrator.

Dated: December 21, 2001.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 01–32019 Filed 12–27–01; 8:45 am]

BILLING CODE 4910–81–P

B-3: Persons and Organizations Contacted during the Preparation of the EIS/EIR

PERSONS AND ORGANIZATIONS CONTACTED DURING THE PREPARATION OF THE EIS/EIR

Gene F. Begnell
Battalion Chief, Strategic Services
Orange County Fire Authority

Carol Stone
City Librarian
Anaheim Public Library

Carolann Tassios
Library Director
Yorba Linda Public Library

Elizabeth D. Martin
Library Director
Placentia Public Library

Mike Bailey
Facilities Planning Director
Placentia-Yorba Linda Unified School District

Dennis DeMaio
Lieutenant
Sheriff-Coroner Department, County of Orange

David M. Taylor
Captain, Administrative Division
Placentia Police Department

Jerry Brakebill
Sergeant
Brea Police Department

Robert Richmond
Planner IV, Regulatory Compliance
County of Orange Integrated Waste Management Department

Christine Dolan
Associate Transportation Analyst
Orange County Transportation Authority

Robert S. Warth
Technical Supervisor, Orange Coast Region
The Southern California Gas Company

Tim A. Pearce
Project Manager
The Southern California Gas Company

Amy lam
Right of Way Liaison
Pacific Bell Telephone Company

G.F. Tintle
Senior Supervisor, Insurance, Real Estate and Claims
Phillips Petroleum Company, Western Region

David J. Kingston
Contract Right of Way Coordinator
ExxonMobil Oil Corporation

Lee A. Jacobi
Senior Engineer
Municipal Water District of Orange County

Roger Weathers
Program Manager, Network Relocations
Level 3 Communications

Steve Conklin
Associate General Manager
Orange County Water District

Laura J. Simonek
Manager, Environmental Planning Unit
Metropolitan Water District of Southern California

David F. Allen, P.E.
Principal Water Engineer, Public Utilities Department—Water Engineering
City of Anaheim

Raymond Pascua
City of Placentia

Paul Nguyen
United States Department of the Interior, Natural Resources Conservation Service

Charles Ricotta, Planner
City of Placentia

Anaheim Museum, Inc.

Federation of Orange County Historical Organizations

Orange County Historical Commission

Orange County Historical Society
Historic Howe-Waffle House

Orange County Railway Historical Society

Placentia Historical Committee

Keith Jones
California Department of Transportation—Headquarters

Ben Moghadasi
California Department of Transportation—District 12

Jae Chung
United States Army Corps of Engineers

Karen Evans
United States Fish and Wildlife Service

B-4: Native American Consultation Record and Correspondence

NATIVE AMERICAN CONSULTATION RECORD

Orange County Gateway

Date LSA requested Sacred Lands File Search: 10/16/01 Date Native American Heritage Commission replied: 10/26/01
Results Sacred Lands File Search: failed to indicate presence of Native American cultural resources, but recommended LSA contact groups/individuals listed below

Groups Contacted	Date LSA sent letter to tribes	Date LSA rec'd certified mail receipt	Date of LSA's follow up phone calls	Results
Samuel H. Dunlap Gabrielino	11/1/01	11/5/01	11/19/01 - left a msg 11/19/01 - rec'd return call	11/19/01 - LSA rec'd a response letter requesting monitors (see attached).
Gabrielino/Tongva Tribal Council Anthony Morales, Chairperson	11/1/01	11/6/01	11/6/01 - spoke with Mr. Morales	In a telephone conversation, stated areas is sensitive due to proximity of Santa Ana River and mountains. He requested Native Americans monitor construction.
Art Alvitre Gabrielino	11/1/01, resent 11/5/01	11/7/01	11/19/01 - no answer 12/10/01 - spoke with Mr. Alvitre	He stated he did not have any concerns with the project.
Craig Torres Gabrielino/Tongva	11/1/01	11/12/01	11/19/01 - spoke with Mr. Torres	He stated he did not have any concerns with the project.
Ti'At Society Cindi Alvitre Gabrielino	11/1/01	11/14/01	11/19/01 - left a msg	Ms. Alvitre is on the same Council as Mr. Dunlap (see attached).
Robert F. Dorame Gabrielino/Tongva	11/1/01	12/21/01	11/19/01 - left a msg 12/10/01 - left a msg 1/10/02 - left a msg	LSA has not received a response from Mr. Dorame.
John Valenzuela Chumash/Tataviam/Tongva/Gabrielino/ Vanyume/Serrano/Kitanemuk	11/1/01, resent 11/20/01	12/6/01	11/19/01 - spoke with Mr. Valenzuela	He stated he did not have any concerns with the project.
Jim Velasques Gabrielino/Kumeyaay	11/1/01	11/3/01	11/19/01 - phone was busy 12/10/01 - spoke with Mr. Velasques	He stated he did not have any concerns with the project.

LSA

LSA ASSOCIATES, INC.
ONE PARK PLAZA, SUITE 500
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES: FT. COLLINS
BERKELEY RIVERSIDE
PT. RICHMOND ROCKLIN

October 16, 2001

Mr. Rob Wood
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

Subject: Sacred Lands File Search for the Orange County Gateway Project

Dear Mr. Wood:

Attached please find a copy of portions of the *Orange* USGS 7.5 minute topographic quadrangle map. Plotted on the map is the Orange County Gateway project area. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West.

Please notify us of any Traditional Cultural Properties (TCPs) and/or sacred sites that may be impacted by these installations. I anticipate a response within ten working days from your receipt of this request. Thank you very much for your assistance. If you have any questions or comments, please call me at (949) 553-0666.

Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachments: USGS map

10/16/01«P:\OTG130\NAHC request.wpd»

2451 IV NW (LA HABRA)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES

2451 IV NE (YORBA LINDA)

Unsectioned

117°52'30" 33°52'30"

R9W

420000m.E. 421 422 50' 424 YORBA LINDA 1 MI. 47'30" 427 428

3748000m.N.

3747

3746

3744

3743

T.3 S.

T.4 S.

T3S

50'

6.3 MI. TO INTERSTATE 5 HARBOR BLVD. EXIT (FULLERTON) 2.8 MI.

PLACENTIA
YORBA LINDA
ANAHEIM
SANTA ANA
CANON DE LA PALMA
Yorba Linda Res.
Yorba Linda
Atwood
(BM 249)
Olive
(BM 226)
Peralta Hills
Cerro Villa Heights
Olive Hills Reservoir
Olive Peak
(1240)
RIVER
FREEWAY
ANAHEIM CORP.
ORANGE CORP.
SANTA ANA CORP.
PLACENTIA CORP.
BOUNDARY
Yorba Hacienda Historical Mar
Peralta Jr High Sch
Heim Sch
Fletcher Retarding Basin
Miller Retarding Basin
Radio Towers
Sandpit
Oil Well
Trailer Park
Golf Course
Water Tank
Well
Pit
BM 235
BM 236
BM 239
BM 263
BM 274
BM 290
BM 299
BM 316
BM 318
BM 322
ATCHISON, TOPEKA AND SANTA FE RY
SOUTHERN PACIFIC RR

STATE OF CALIFORNIA Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov

October 26, 2001

Ms. Nicole Wallock
LSA Associates, Inc.
One Park Plaza, Suite 500
Irvine, California 92614

RE: Proposed Orange County Gateway Project, lowering a five mile stretch of the Burlington Northern Santa Fe Railroad Tracks, located between SR 57 and SR 90, Orange County.
Sent by Fax (949) 949-8076
Pages sent: 3

Dear Ms. Wallock:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Rob Wood
Environmental Specialist III

NATIVE AMERICAN CONTACTS
Orange County
October 26, 2001

Samuel H. Dunlap
P.O. Box 1391
Temecula, CA 92593
(909) 507-1958 (Voice)
(909) 262-9351 (Cell)
(909) 693-9196 FAX
Gabrielino
Cahuilla
Luiseno

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
(626) 286-1632
(626) 286-1262 Fax
(626) 286-1758 (Home)
Gabrieleno Tongva

Art Alvitre
1302 Camden Lane
Ventura, CA 93001-4
(805) 653-7717
Gabrielino

Craig Torres
713 E. Bishop
Santa Ana, CA 92701
(714) 542-6678
Gabrielino Tongva

Ti'At Society
Cindi Alvitre
PO Box 1138
Avalon, CA 90704
(310) 510-8934
Gabrielino

Jim Velasques
5776 42nd Street
Riverside, CA 92509
(909) 784-6660
Gabrielino
Kumeyaay

Robert F. Dorame
PO Box 490
Bellflower, CA 90707
562 925-7989 - Voice
562 920-9449 - Fax
Gabrielino Tongva

John Valenzuela
PO Box 402597
Hesperia, CA 92340
760 949-2103 Home
805 492-8076 Work
Chumash
Tatavian
Tongva, Gabrielino
Vanyume; Serrano
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to the cultural assessment for the proposed Orange County Gateway Project, lowering a five mile stretch of the Burlington Northern Sante Fe Railroad tracks, located between SR 57 and SR 90, Orange County.

GABRIELINO/TONGVA TRIBAL COUNCIL
of the
GABRIELINO TONGVA NATION
501 Santa Monica Blvd., Suite 500
Santa Monica, CA 90401-2415
(310) 587-2203
(310) 587-2281 (fax)
www.TongvaTribe.org

Tribal Council
Hon. Martin Alcala
Hon. Cindi Alvitre
Hon. Virginia Carmelo
Hon. Samuel Dunlap
Hon Shirley Machado
Hon. Edgar Perez

Tribal General Counsel: Rae Lamothe
Tribal Technology Officer: Bruce Becker

November 19, 2001

Sent via Facsimile: (949) 553-8076

Attn: Nicole Wallock
LSA Assoc., Inc.
One Park Plaza, Ste. 500
Irvine, CA 92614

RE: Orange County Gateway Project

Dear Ms. Wallock:

In response to your letter dated 11/01/01 requesting Native American consultation for the Orange County Gateway Project, I would like to make the following recommendations.

Since the project area falls within the traditional cultural boundaries of the Gabrielino/Tongva, and after reviewing the literature submitted by your office, one of the recommendations that this tribal council would request is that Native American participation be included in the monitoring component for the project.

The proximity of the project area to the Santa Ana River watershed raises the possibility of yet undiscovered prehistoric archaeological and cultural deposits being encountered during ground disturbance. We therefore also request that a qualified archaeologist provide full archaeological monitoring.

This tribal council also requests continuing participation and notification during the environmental review process and approval for this project. Please feel free to contact me with any comments or concerns you may have at (909) 262-9351. Thank you for your professional courtesy and attention.

Sincerely,

Samuel H. Dunlap
Tribal Secretary

"One Tribe, One Nation, For all Gabrielinos"

11/19/01 MON 22:08 FAX 9096840418

LSA

LSA ASSOCIATES, INC.
ONE PARK PLAZA, SUITE 500
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES: FT. COLLINS
BERKELEY RIVERSIDE
PT. RICHMOND ROCKLIN

November 1, 2001

Samuel H. Dunlap
P.O. Box 1391
Temecula, CA 92593

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Dunlap:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

LSA contacted the Native American Heritage Commission for the project. A search of the Sacred Lands file did not identify any Native American cultural resources in the project vicinity. LSA also conducted a records search at the South Central Coastal Information Center, located at California State University, Fullerton. The records search identified five prehistoric sites within a one mile radius of the project area. We understand that these sources do not contain all known cultural resources that may be significant to Native Americans.

If you have knowledge of Native American cultural resources (Traditional Cultural Properties, sacred sites, etc.), please contact me at the above telephone number or address or by e-mail at nicolew@lsa-assoc.com. We have allowed a two week period for your response. Please respond within that period so we can incorporate you comments into our technical report. Thank you for your assistance with this project.

Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

LSA

LSA ASSOCIATES, INC.
ONE PARK PLAZA, SUITE 500
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES: FT. COLLINS
BERKELEY RIVERSIDE
PT. RICHMOND ROCKLIN

November 1, 2001

Art Alvitre
1302 Camden Lane
Ventura, CA 93001-4

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Alvitre:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

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IRVINE, CALIFORNIA 92614

949.553.0666 TEL
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OTHER OFFICES:
BERKELEY
PT. RICHMOND
FT. COLLINS
RIVERSIDE
ROCKLIN

November 1, 2001

Ti'At Society
Cindi Alvitre
P.O. Box 1138
Avalon, CA 90704

Subject: Native American Consultation for the Orange County Gateway Project

Dear Ms. Alvitre:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

11/1/01«P:\OTG130\NAConsultation.frm»

LSA

LSA ASSOCIATES, INC.
ONE PARK PLAZA, SUITE 500
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES:
BERKELEY
PT. RICHMOND
FT. COLLINS
RIVERSIDE
ROCKLIN

November 1, 2001

Robert F. Dorame
P.O. Box 490
Bellflower, CA 90707

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Dorame:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

LSA

LSA ASSOCIATES, INC.
ONE PARK PLAZA, SUITE 500
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES:
BERKELEY
PT. RICHMOND
FT. COLLINS
RIVERSIDE
ROCKLIN

November 1, 2001

John Valenzuela
P.O. Box 402597
Hesperia, CA 92340

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Valenzuela:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

11/1/01«P:\OTG130\NAConsultation.frm»

LSA

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IRVINE, CALIFORNIA 92614

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PT. RICHMOND ROCKLIN

November 1, 2001

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Morales:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

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949.553.8076 FAX

OTHER OFFICES:
BERKELEY
PT. RICHMOND
FT. COLLINS
RIVERSIDE
ROCKLIN

November 1, 2001

Craig Torres
713 E. Bishop
Santa Ana, CA 92701

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Torres:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

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OTHER OFFICES: FT. COLLINS
BERKELEY RIVERSIDE
PT. RICHMOND ROCKLIN

November 1, 2001

Jim Velasques
5776 42nd Street
Riverside, CA 92509

Subject: Native American Consultation for the Orange County Gateway Project

Dear Mr. Velasques:

LSA Associates, Inc. (LSA) is under contract to OnTrac/City of Placentia to provide cultural resource assessments for the Orange County Gateway project. The project will involve the lowering of a five mile stretch of the Burlington Northern Santa Fe Railroad tracks, located between State Route 57 and State Route 90. The majority of the project area is located in an unsectioned portion of Township 3 South, Range 9 West. A small portion of the project area is located in an unsectioned portion of Township 3 South, Range 10 West. The entire project area is depicted on the USGS *Orange* 7.5 minute topographic quadrangle. A copy of a portion of the topographic quadrangle with the project area plotted is enclosed.

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Sincerely,

LSA ASSOCIATES, INC.

Nicole Wallock
Archaeologist

Attachment

11/1/01«P:\OTG130\NAConsultation.frm»

B-5: Additional Consultation Records

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
44811 North Date Ave. Suite G
Lancaster, CA 93534

Phone: (661) 945-2604
Fax : (661) 942-5503

SEP 16 2002

September 13, 2002

Mr. Roger Green
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614-4731

Subject: Farmland Conversion Impact Rating Form (AD-1006)

Dear Mr. Green:

Based on our review of the Orange County Gateway project submitted by you located within the limits of the Cities of Placentia, Fullerton, Anaheim, and Yorba Linda, and the County of Orange, there's no farmland conversion by this project.

Attached is Form AD-1006. I have filled out NRCS part. If you have any questions, please contact us. Thanks

Sincerely,

Paul Nguyen
Soil Conservationist
USDA NRCS

Cc: Bob Hewitt/ District Conservationist
USDA NRCS

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

U.S. DEPARTMENT OF AGRICULTURE

Form AD-1006

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	1. Date of Land Evaluation Request September 9, 2002	2. Sheet 1 of 1
3. Name of Project Orange County Gateway	4. Federal Agency Involved Federal Highway Administration	
5. Proposed Land Use N/A	6. County and State Orange County, California	7. Type of Project: Orangethorpe Rail Corridor Corridor ☒ Other ☐
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 9/11/02	2. Person Completing the NRCS parts of this form Paul Nguyen
3. Does the site or corridor contain prime, unique ,statewide or local important farmland? Yes ☐ No ☒ (If no, the FPPA does not apply - Do not complete additional parts of this form)		4. Acres Irrigated / 5. Average Farm Size
6. Major Crop(s)	7. Farmable Land in Government Jurisdiction Acres: %	8. Amount of Farmland As Defined in FPPA Acres: %
9. Name of Land Evaluation System Used	10. Name of Local Site Assessment System	11. Date Land Evaluation Returned by NRCS 9/13/02

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0	0	0	0
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres in Site	0	552	552	552
PART IV *(To be completed by NRCS) Land Evaluation Information*	N/A	N/A		
A. Total Acres Prime and Unique Farmland				
B. Total Acres Statewide and Local Important Farmland				
C. Percentage of Farmland in County or Local Govt. Unit to be Converted				
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)*	There will be no conversion of farmland.			

PART VI *(To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))*	Max. Points Corridor	Max. Points Other				
1. Area in Nonurban Use	15	15				
2. Perimeter in Nonurban Use	10	10				
3. Percent of Site Being Farmed	20	20				
4. Protection Provided by State and Local Government	20	20				
5. Distance from Urban Built-up area	0	15				
6. Distance to Urban Support Services	0	15				
7. Size of Present Farm Unit Compared to Average	10	10				
8. Creation of Non-Farmable Farmland	25	10				
9. Availability of Farm Support Services	5	5				
10. On-Farm Investments	20	20				
11. Effects of Conversion on Farm Support Services	25	10				
12. Compatibility with Existing Agricultural Use	10	10				
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS	160					
PART VII *(To be completed by Federal Agency)*						
Relative Value of Farmland (from Part V above)	100					
Total Corridor or Site Assessment (From Part VI above or a local site assessment)	160					
TOTAL POINTS *(Total of above 2 lines)*	260					

PART VIII *(To be completed by Federal Agency after final alternative is chosen)*

1. Corridor or Site Selected:	2. Date of Selection:	3. Was A Local Site Assessment Used? Yes ☐ No ☐

4. Reason For Selection:

Signature of person completing the Federal Agency parts of this form:	DATE

Wisconsin substitute form AD-1006 6-9-97 Completion instructions: http://www.wi.nrcs.usda.gov/soil/prime/prinotes.html

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

RECEIVED
LSA, INC.
OCT 23 2002

In Reply Refer To:
FWS-OR-3072.1

OCT 16 2002

Kimberly Peterson
LSA, Associates Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731

Re: Request for Information on Proposed, Threatened, and Endangered Species for the Cities of Anaheim, Buena Park, Stanton, Cypress, Garden Grove, and Santa Ana in Orange County, California

Dear Ms. Peterson:

This letter is in response to your request received on August 27, 2002, for information on federally endangered, threatened, and proposed species that may occur in the Cities of Anaheim, Buena Park, Stanton, Cypress, Garden Grove, and Santa Ana in Orange County, California. To assist you in evaluating the potential occurrence of these species within the area of interest, we are providing the enclosed list, which identifies federally listed endangered, threatened, and proposed species that may occur in the vicinity of the areas identified.

Section 7 of the Endangered Species Act of 1973 (Act), as amended, requires Federal agencies to consult with the U.S. Fish and Wildlife Service should it be determined that their actions may affect federally listed threatened or endangered species. Section 9 of the Act prohibits the "take" (e.g., harm, harassment, pursuit, injury, kill) of federally listed wildlife. "Harm" is further defined to include habitat modification or degradation where it kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. Take incidental to otherwise lawful activities can be authorized under sections 7 (Federal consultations) and 10 (habitat conservation plans) of the Act.

If a proposed project is authorized, funded, or carried out by a Federal agency and may affect a listed species, then the Federal agency must consult with us on behalf of the applicant, pursuant to section 7 of the Act. In other words, any activity on private land that requires Federal involvement (such as the issuance of a section 404 permit under the Clean Water Act by the U.S. Army Corps of Engineers) and may affect listed species must be reviewed by us to insure that the continued existence of the species would not be jeopardized. During the section 7 process, measures to avoid and minimize project effects to listed species and their habitat will be identified and incorporated into a biological opinion that includes an incidental take statement that authorizes incidental take by the Federal agency and applicant.

If a proposed project does not involve a Federal agency, but is likely to result in the take of a listed animal species, then the landowner or project proponent should apply for an incidental take permit, pursuant to section 10 of the Act. When an application is made for an incidental take permit, measures to avoid, minimize, or mitigate for effects to listed species and their habitat will be identified and incorporated into a habitat conservation plan. If the habitat conservation plan and the application for the permit meet the issuance criteria, a permit authorizing incidental take is issued.

We do not have site-specific information for this area. Therefore, we recommend that project proponents seek assistance from a biologist familiar with the habitat conditions and associated species in and around their project site to assess the actual potential for direct, indirect and cumulative impacts likely to result from the proposed activity.

In addition to the organisms specified on the enclosed list, we are also concerned for the following habitat community types that could potentially occur in the area and are becoming more rare. These include riparian, coastal sage scrub, woodlands, chaparral, native grasslands, and freshwater marsh and aquatic communities.

Please contact the California Department of Fish and Game (CDFG) for State-listed and other sensitive species that may occur in the area of the project. State-listed species are protected under the provisions of the California Endangered Species Act. Rare plant species that may occur in the project area are included in the California Native Plant Society's (CNPS) inventory of rare and endangered vascular plants in California. State-listed and CNPS species require full consideration under the California Environmental Quality Act.

Should you have any questions regarding the species list provided, or your responsibilities under the Act, please contact Fish and Wildlife Biologist Jonathan Snyder of my staff at (760) 431-9440.

Sincerely,

for Karen A. Evans
Assistant Field Supervisor

Enclosure

Federally Endangered, Threatened, Proposed, and Candidate Species that May Occur in the Vicinity of the Cities of Anaheim, Buena Park, Stanton, Cypress, Garden Grove, and Santa Ana in Orange County, California County of Orange, California

Common Name	Scientific Name	Federal Status
Amphibians		
arroyo toad	*Bufo microscaphus californicus*	endangered
California red-legged frog	*Rana aurora draytoni*	threatened
Birds		
mountain plover	*Charadrius montanus*	proposed threatened
southwestern willow flycatcher	*Empidonax traillii extimus*	endangered
Yellow-billed cuckoo	*Coccyzus americanus*	candidate
coastal California gnatcatcher	*Polioptila californica californica*	threatened
least Bell's vireo	*Vireo bellii pusillus*	endangered
Crustaceans		
San Diego fairy shrimp	*Branchinecta sandiegonensis*	endangered
Riverside fairy shrimp	*Streptocephalus woottoni*	endangered
Fish		
Santa Ana sucker	*Catostomus santaanae*	threatened
Insects		
Quino checkerspot butterfly	*Euphydryas editha quino*	endangered
Plants		
Braunton's milk-vetch	*Astragalus brauntonii*	endangered
thread-leaved brodiaea	*Brodiaea filifolia*	threatened
San Fernando Valley spineflower	*Chornizanthe parryi var. fernandina*	candidate
Santa Monica Mountains dudleya	*Dudleya cymosa ssp. ovatifolia*	threatened
Laguna Beach live-forever	*Dudleya stolonifera*	threatened
Santa Ana River woolly-star	*Eriastrum densifolium ssp. sanctorum*	endangered

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

In Reply Refer To:
FWS-OR-2906.1

MAY 30 2002

Kimberly Peterson
LSA, Associates Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731

Re: Request for Information on Proposed, Threatened, and Endangered Species for the City of Placentia, County of Orange, California

Dear Ms. Peterson:

This letter is in response to your electronic mail request of May 28, 2002, for information on federally endangered, threatened, and proposed species that may occur in the City of Placentia in Orange County, California. To assist you in evaluating the potential occurrence of these species within the area of interest, we are providing the enclosed lists, which identify federally listed endangered, threatened, and proposed species that may occur in the vicinity of the areas identified.

Section 7 of the Endangered Species Act of 1973 (Act), as amended, requires Federal agencies to consult with us, the U.S. Fish and Wildlife Service, should it be determined that their actions may affect federally listed threatened or endangered species. Section 9 of the Act prohibits the "take" (e.g., harm, harassment, pursuit, injury, kill) of federally listed wildlife. "Harm" is further defined to include habitat modification or degradation where it kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. Take incidental to otherwise lawful activities can be authorized under sections 7 (Federal consultations) and 10 (habitat conservation plans) of the Act.

If a proposed project is authorized, funded, or carried out by a Federal agency and may affect a listed species, then the Federal agency must consult with us on behalf of the applicant, pursuant to section 7 of the Act. In other words, any activity on private land that requires Federal involvement (such as the issuance of a section 404 permit under the Clean Water Act by the U.S. Army Corps of Engineers) and may affect listed species must be reviewed by us to insure that the continued existence of the species would not be jeopardized. During the section 7 process, measures to avoid and minimize project effects to listed species and their habitat will be identified and incorporated into a biological opinion that includes an incidental take statement that authorizes incidental take by the Federal agency and applicant.

If a proposed project does not involve a Federal agency, but is likely to result in the take of a listed animal species, then the landowner or project proponent should apply for an incidental take permit, pursuant to section 10 of the Act. When an application is made for an incidental take permit, measures to avoid, minimize, or mitigate for effects to listed species and their habitat will be identified and incorporated into a habitat conservation plan. If the habitat conservation plan and the application for the permit meet the issuance criteria, a permit authorizing incidental take is issued.

We do not have site-specific information for this area. Therefore, we recommend that project proponents seek assistance from a biologist familiar with the habitat conditions and associated species in and around their project site to assess the actual potential for direct, indirect and cumulative impacts likely to result from the proposed activity.

In addition to the organisms specified on the enclosed list, we are also concerned for the following habitat community types that could potentially occur in the area and are becoming more rare. These include riparian, coastal sage scrub, woodlands, chaparral, native grasslands, and freshwater marsh and aquatic communities.

Please contact the California Department of Fish and Game (CDFG) for State-listed and other sensitive species that may occur in the area of the project. State-listed species are protected under the provisions of the California Endangered Species Act. Rare plant species that may occur in the project area are included in the California Native Plant Society's (CNPS) inventory of rare and endangered vascular plants in California. State-listed and CNPS species require full consideration under the California Environmental Quality Act.

Should you have any questions regarding the species list provided, or your responsibilities under the Act, please contact Fish and Wildlife Biologist Jonathan Snyder of my staff at (760) 431-9440.

Sincerely,

Anne Hoecker
for

Karen A. Evans
Assistant Field Supervisor

Enclosure

Federally Endangered, Threatened, Proposed, and Candidate Species that May Occur in the Vicinity of the City of Placentia, County of Orange, California

Common Name	Scientific Name	Federal Status
Birds		
mountain plover	*Charadrius montanus*	proposed threatened
southwestern willow flycatcher	*Empidonax traillii extimus*	endangered
coastal California gnatcatcher	*Polioptila californica californica*	threatened
least Bell's vireo	*Vireo bellii pusillus*	endangered
Fish		
Santa Ana sucker	*Catostomus santaanae*	threatened
Insects		
Quino checkerspot butterfly	*Euphydryas editha quino*	endangered
Crustaceans		
San Diego fairy shrimp	*Branchinecta sandiegonensis*	endangered
Riverside fairy shrimp	*Streptocephalus woottoni*	endangered
Plants		
Braunton's milk-vetch	*Astragalus brauntonii*	endangered
thread-leaved brodiaea	*Brodiaea filifolia*	threatened
Santa Ana River woolly-star	*Eriastrum densifolium* ssp. *sanctorum*	endangered

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

RECEIVED
BY LSA INC.
AUG 29 2003

August 26, 2003

REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Branch

LSA Associates, Inc.
Attention: Micaele Maddison
20 Executive Park
Suite 200
Irvine, California 92614

Dear Ms. Maddison:

Reference is made to your request (Corps Reference No. 200300113-SJH) dated August 7, 2003, for a Corps concurrence with the submitted delineation of wetlands and jurisdictional waters subject to Corps authority. The delineated area includes Carbon Canyon Channel and Atwood Channel, in the city of Placentia, Orange County, California. The delineation identified 8.26 acres of jurisdictional waters of the United States (U.S.) including 0.02-acre of wetland waters of the U.S.

The Corps has reviewed your submittal. In particular, the issue is whether the proposed project to channelize the creek, which include trenching alternatives and standard grade separation along the entire 6.5 mile Atwood Channel corridor and its junction with Carbon Canyon Channel, would result in placement of fill material (concrete, soil, etc.) within geographically jurisdictional waters of the U.S. As proposed, the channel improvements may result in temporary and/or permanent impacts to these two drainages.

Based on the information furnished in your delineation, as well as a site visit performed by Ms. Stephanie J. Hall, of our staff, the Corps concurs with your delineation. In addition, we have determined that your proposed project does appear to discharge dredged or fill material into various waters of the U.S. Therefore, the project is subject to our jurisdiction under Section 404 of the Clean Water Act and a Section 404 permit is required from our office.

If you have any questions, please contact Stephanie J. Hall of my staff at (213) 452-3410.

Sincerely,

Mark Durham
Chief, South Coast Section
Regulatory Branch

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

February 17, 2004

RECEIVED
FEB 20 2004

REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Branch

LSA Associates, Inc.
Attention: Micaele Maddison
20 Executive Park, Suite 200
Irvine, California 92614

Corps Reference No. 200300113-SJH

Dear Ms. Maddison:

Reference is made to your request dated January 28, 2004, for a Corps concurrence with the submitted "Revised" delineation of wetlands and jurisdictional waters subject to Corps authority. The delineated area includes Carbon Canyon Channel and Atwood Channel, in the city of Placentia, Orange County, California. The delineation has been revised to reflect an increased Area of Potential Affects (APE). The revised delineation also identified an increase from 8.26 acres to 8.98 acres of jurisdictional waters of the United States including 0.02-acre of wetland waters of the U.S., which remains unchanged from the original delineation.

The Corps has reviewed your submittal. The channelization project, which includes trenching alternatives and standard grade separation along the entire 6.5 mile Atwood Channel corridor and its junction with Carbon Canyon Channel, would result in placement of fill material (concrete, soil, etc.) within geographically jurisdictional waters of the U.S. As proposed, the channelization project may result in temporary and/or permanent impacts to these two drainages.

Based on the information furnished in your revised delineation, as well as a previous site visit performed by Ms. Stephanie J. Hall, of our staff, the Corps concurs with your revised delineation. In addition, we have determined, as in our initial jurisdictional determination concurrence letter dated August 26, 2003, that your proposed project does appear to discharge dredged or fill material into various waters of the U.S. Therefore, the project is subject to our jurisdiction under Section 404 of the Clean Water Act and a Section 404 permit is required from our office.

If you have any questions, please contact Stephanie J. Hall of my staff at (213) 452-3410. Please refer to this letter and 200300113-SJH in your reply.

Sincerely,

Mark Durham
Chief, South Coast Section
Regulatory Branch

John C. Shurson
Assistant Director Public Projects

BNSF Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408
(909) 386-4470
(909) 386-4476
john.shurson@bnsf.com

October 30, 2006

File: Orangethorpe Corridor
UPS (2nd day) Tracking: 1Z8810E70298964789

Michael McConaha
Senior Administrative Analyst
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

Subject: Orange County Gateway Project

Dear Mr. McConaha:

This is to acknowledge your letter dated October 10, 2006, regarding the Orange County Gateway Project. It is my understanding the preliminary draft Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) are currently being reviewed by Caltrans.

The City of Placentia is proposing grade separations projects along approximately a five-mile long rail corridor between BNSF's San Bernardino Subdivision MP 43.0, Bradford Avenue in Placentia and BNSF MP 38.4, Imperial Highway (SR-90) in Anaheim, California. The City is preparing a joint EIS and EIR for the project which is evaluating three build alternatives, two alternatives propose the construction of a below grade trench for the railroad tracks, with at-grade crossings of the trench at the surface streets and one alternative propose the construction of traditional grade separations of at the surface streets utilizing undercrossing and overcrossing structures and one no-build alternative. At this time BNSF doe not endorse any of the alternatives. BNSF request all build alternatives protect the existing BNSF right-of-way. The existing BNSF right-of-way is reserved for future rail improvements and rail expansions within the rail corridor.

Sincerely,

John Shurson
Assistant Director Public Projects

cc: Doug Werner – BNSF
Lyn Hartley – BNSF
Megan McIntyre – BNSF

City of Anaheim
OFFICE OF THE CITY MANAGER

RCVD APR 12 200

April 6, 2007

Mr. Bob Dominguez
City Administrator
City of Placentia
401 E. Chapman Avenue
Placentia, California 92871

Subject: Proposed Orange County Gateway Grade Separation Project

The City of Placentia has been working with Caltrans and the Federal Highway Administration (FHWA) for several years on the preparation of an Environmental Impact Statement/Environmental Impact report (EIS/EIR) for the proposed Orange County Gateway (OCG) grade separation project. In addition to pursuing environmental clearance for the project, the City of Placentia is also actively pursuing a number of opportunities to provide full funding for the proposed improvements.

The project proposes separating rail and surface transportation at eight existing at-grade crossings in the City of Placentia. Several of the intersections are also partially located in the City of Anaheim. Specifically, the intersections of Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue, Jefferson Street and Lakeview Avenue are in both the Cities of Placentia and Anaheim.

As a result, the project improvements at these intersections would require property acquisition and construction in both Cities. At this time, the City of Placentia is requesting that the City of Anaheim confirm its support for the proposed project and acknowledge that project implementation, including right-of-way acquisition and construction, will require coordination between the two Cities. It is anticipated, when the environmental process is complete and a preferred alternative is selected, that the City of Placentia would enter into an agreement with the City of Anaheim regarding the implementation of the project, including right-of-way acquisition and construction, in the City of Anaheim.

At this time, FHWA has requested that the City of Anaheim indicate its concurrence with the proposed project and its understanding that the project would require right-of-way acquisition and construction in the Anaheim, which would be addressed in a future agreement between the City of Placentia and the City of Anaheim.

Sincerely,

David M. Morgan
City Manager

200 S. Anaheim Boulevard, #733
Anaheim, California 92805

TEL (714) 765-5162
FAX (714) 765-5164

www.anaheim.net

Placentia City Council

AGENDA REPORT

TO: CITY COUNCIL

VIA: CITY ADMINISTRATOR

FROM: CITY ENGINEER

ACTION:
[X] Approved [ ] Denied
[ ] Receive & File
[ ] Continued to_____

(Absent: Underhill)
VOTE: 4-0-1
FILE#

DATE: SEPTEMBER 4, 2007

SUBJECT: CONSIDER DESIGNATING A PREFERRED ALTERNATIVE IN THE DRAFT ORANGE COUNTY GATEWAY ENVIRONMENTAL IMPACT STATEMENT / ENVIRONMENTAL IMPACT REPORT

FINANCIAL IMPACT: NONE

THIS DOCUMENT IS A FULL, TRUE, AND CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

Jamie L. Ollastarra
DEPUTY CITY CLERK, CITY OF PLACENTIA

INTRODUCTION:

The City is the lead agency for the draft Orange County Gateway Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) under the California Environmental Quality Act (CEQA). The Federal Highway Administration (FHWA) is the lead agency for the EIS under the National Environmental Policy Act (NEPA). Previously, Caltrans and FHWA have advised the City to refrain from designating a preferred alternative in the Draft EIS/EIR until after the public review period. Caltrans and FHWA informed the City that if it chose to identify a preferred alternative earlier than that, they would require the City to redo the environmental review process from the start.

Caltrans and FHWA have now changed their position and, as of August 16, 2007, have recommended that the City identify a preferred alternative in the Draft EIS/EIR prior to public review of the document. This change will expedite the environmental clearance process. Only minor edits to the existing screencheck Draft EIS/EIR are required to identify a preferred alternative. The reduction in the overall schedule should also reduce total costs for the completion of the environmental process.

RECOMMENDATION:

It is recommended that City Council designate the Grade Separation Project (Alternative D) as the preferred alternative in the Draft EIS/EIR.

DISCUSSION:

The Orange County Gateway Draft EIS/EIR evaluates the environmental impacts of eight proposed rail/street grade crossings along the Orangethorpe Corridor in Placentia and Anaheim. The document has undergone extensive internal review by Caltrans and FHWA staffs to ensure the EIS/EIR complies with all applicable federal, state and local guidelines. The project's

importance and complexity have required numerous internal reviews and required substantial changes over time due to new environmental requirements and public input. Although the document has changed, the overall philosophy for the proposed project has remained the same, "A better quality of life for everyone living and commuting in and around the Orangethorpe Corridor". The document is currently at the FHWA for a final "Approval to Circulate" review. Once approved, the draft document will be circulated to the public.

The following lists the four alternatives located within the Draft EIS/EIR:

- Alternative A is a "No Build" Alternative.

- Alternative B is a railroad lowering alternative from Bradford Avenue to Imperial Highway. This alternative would grade separate all eight (8) of the existing at-grade crossings by lowering the railroad into a trench for the entire reach of the OCG project area. The railroad trench would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of one percent to a full trench depth of 40 feet near Kraemer Boulevard. Proceeding to the east, the trench would remain 35 to 40 feet deep until just west of Kellogg Drive, where it would begin its ascent at one percent grade to join the exiting at-grade rail line at Imperial Highway.

- Alternative C is a railroad lowering alternative from Bradford Avenue to West of Kellogg Drive. This alternative combines a shorter trench with a standard grade separation at Lakeview Avenue in order to accommodate an emergency bypass route for the BNSF utilizing the existing Olive Subdivision. In order to connect to this bypass track, which would be at-grade, the eastern portion of the trench would be approximately one-mile shorter than Alternative B. The trench portion would begin its descent at Bradford Avenue as with Alternative B, but would begin its ascent to join the existing at-grade rail line east of Lakeview Avenue. Kellogg Drive would either remain as a protected at-grade crossing or be closed to street traffic across the tracks.

- Alternative D is a standard grade separation alternative. This alternative involves eight railroad grade separations from Kraemer Boulevard to Kellogg Drive. The following lists each crossing type for the eight railroad crossings:

First Priorities	Crossing Type
Kraemer	Undercrossing
Orangethorpe	Overcrossing
Tustin/Rose	Overcrossing
Lakeview	Overcrossing

Second Priorities	
Jefferson	Overcrossing
Van Buren	Overcrossing

Richfield	Overcrossing
Kellogg	Undercrossing

Under Caltrans and FHWA's new approach, the EIS/EIR will make clear that the Grade Separation Project (Alternative D) is the preferred alternative. While the EIS/EIR may designate a preferred alternative, this designation does not mean that the preferred alternative will ultimately be selected. The City will need to consider the environmental impacts of all the alternatives addressed in the Draft EIS/EIR and any public comments received before rendering a final decision and committing to an alternative.

The Orange County Transportation Agency (OCTA) is already in process to build grade separations on either end of the OC Gateway Project and is encouraging Placentia to complete the EIS/EIR process so that OCTA may begin to seek funding for the design and construction of the Placentia projects. OCTA will soon be taking an agenda item before its Board for approval to fund the completion of the OC Gateway EIS/EIR process.

Submitted by:

Michael McConahe for
Andrew R. Muth,
City Engineer

Reviewed and Approved

ROBERT C. DOMINGUEZ
City Administrator

B-6: Responses to the NOP

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, *Governor*

DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
(858)467-4235 FAX

January 31, 2002

Christopher Becker
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Orange County Gateway (SCH# 2002011023)

Dear Mr. Becker:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR), as applicable:

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.

   a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised May 2000) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).

   b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

   c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

   d. The Department's California Natural Diversity Data Base in Sacramento should be

contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.

   a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

   b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed Natural Communities Conservation Planning (NCCP) reserve lands. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.

   c. A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included.

   d. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

   e. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

   a. The Department considers Rare Natural Communities as threatened habitats

having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

4. Mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats should be discussed. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   a. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

   b. Areas reserved as mitigation for project impacts should be protected from future direct and indirect impacts. Potential issues to be considered include limitation of access, conservation easements, monitoring and management programs, control of illegal dumping, water pollution, and fire.

   c. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

5. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permit s are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation

monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:

a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

6. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

a. If the site has the potential to support aquatic, riparian, or wetland habitat, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the DEIR, including a wetland delineation pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department[1]. Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

b. The project may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To

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[1] Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

minimize additional requirements by the Department pursuant to Section 1600 *et seq*. and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement[2].

The Department holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Brad Henderson at (310) 214-9950.

Sincerely,

Donald R. Chadwick
Habitat Conservation Supervisor

Attachments

cc: Department of Fish and Game
File
San Diego

State Clearinghouse
Sacramento

[2] A Streambed Alteration Agreement form may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600 .

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

   A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

   Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

   a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
   b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

   a. Experience conducting floristic field surveys;
   b. Knowledge of plant taxonomy and plant community ecology;
   c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
   d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
   e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

   a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

ATTACHMENT 2

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

S1.# Less than 6 known locations and/or on less than 2,000 acres of habitat remaining.

S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.

S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

S1.1 = very threatened
S2.2 = threatened
S3.3 = no current threats known

Sensitivity Rankings (February 1992)

Rank	Community Name
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

KG -
Please send copy to LSA & file this. Please copy Gail, Jack & Dan too.
Thx CB

February 14, 2002

Mr. Christopher Becker
Director of Public Works
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

Subject: Orangethorpe Rail Corridor Grade Separation – RPSTPL-5269 (008)

Dear Mr. Becker:

Attached is a copy of the EPA 01/24/02 letter regarding review comments on the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the referenced project.

If you have any questions, please call me at (949) 756-7805 or Mr. An Pham of my staff at (949) 756-4938.

Sincerely,

An Pham

for ALAN WILLIAMS
Branch Chief
Local Assistance

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GRAY DAVIS, *Governor*

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3337 Michelson Drive Suite 380
Irvine, CA. 92612-8894

February 13, 2002

Mr. Christopher Becker
Planning Department
City of Placentia
401 East Chapman Avenue
Placentia, CA. 92870

File: IGR/CEQA
SCH#: 2002011023
Log #: 1009
SR #: 90

Subject: NOP of Orange County Gateway

Dear Mr. Becker,

Thank you for the opportunity to review and comment on the **Notice of Preparation for the Orange County Gateway Project** dated January 8,2002. The proposed project is located along the Orangethorpe Corridor between Placentia Avenue and Imperial Highway, and consists of construction of a railroad grade separation.

Caltrans District 12 status is a responsible agency on this project, and has the following comments:

Traffic/Environmental Planning

1. Under the *Traffic* portion of the *Probable Environmental Effects* section, it is stated that the EIR/EIS will analyze the effect of the alternatives on both regional and local traffic conditions. Please note that the environmental document needs to examine how the project will impact State Transportation Facilities, as well as planned changes to State Facilities. What measures will be included in the plans to guide the development and provide measures to avoid, mitigate, and minimize transportation impacts? To analyze traffic impacts, please prepare a traffic analysis for present and proposed conditions, the analysis methodology, performance/significance criteria and assumptions should be clearly stated in the traffic technical study and be consistent with local, state, and federal policies. The analysis should indicate if there are any impacts to the state highway facility SR-90 (Imperial Highway). All intersection analysis concerning SR-90 right of way shall be done using the Highway Capacity Manual methodology and should include the interchanges with Imperial Highway and SR-91Freeway.

2. If any project work (e.g. street widening, emergency access improvements, sewer connections, sound walls, stormdrain construction, street connections, etc.) occurs in the vicinity of the Caltrans Right-of-Way, an encroachment permit would be required and environmental concerns must be addressed. Please coordinate with Caltrans for street and transportation improvements on or near the Caltrans Right-of-Way.

3. All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. The applicant must provide the Permits Branch with a copy of the **SWPPP or WPCP,** including Best Management Practices (BMPs)

to be implemented for construction activities impacting the Caltrans Right of Way, as required by the National Pollution Discharge Elimination System (NPDES) Statewide Storm Water Permit for General Construction Activities. The applicant must follow the requirements as described in the attached Water Pollution Control Provisions **(please see attachment)**.

Local Assistance

4. The project name ("Orange County Gateway") and description is in conflict with the name and description in the Notice of Intent (NOI). This NOP describes the proposed project as the Orange County Gateway (OCG) and is located within the Orangethorpe Corridor (page 1). The NOI describes the proposed project as Orangethorpe Rail Corridor and is a part of the Orange County Gateway (OCG).

Hydrology

5. In preparation of the forth coming EIR/EIS document "Hydrology and Water Quality" impacts analysis should be performed and the following issues need to be addressed with respect to the State Transportation Facilities on Imperial Highway (SR-90) Riverside Freeway (SR-91), Costa Mesa Freeway (SR-55) and the Orange Freeway (SR-57):

- No additional surface runoff due to the proposed project
- Existing drainage pattern should be maintained
- No surface runoff is allowed to cross Caltrans Right of Way line
- Final plans should be submitted to Caltrans for review
- NPDES permit and consideration are required.

Design

6. Since the Imperial Highway Grade Separation Project is slated to be completed prior to the completion of the Orange County Gateway Project, the Orange County Gateway Project must ensure that all clearances be met at the Imperial Highway Grade Separation Bridge Structure (both roadway and railroad clearances, horizontally and vertically).

7. If construction of the Orange County Gateway Project is to begin prior to completion of the Imperial Highway Grade Separation construction, coordination/agreements must occur prior to , during and after completion of the construction of the Imperial Highway Grade Separation Project.

8. Please provide a tentative schedule for design and construction of the Orange County Gateway Project.

9. Runoff from the trench project must be treated per Caltrans stormwater runoff guidelines and drainage facilities must be designed to carry drainage away from/outside of the State's right of way.

10. Utility relocations for the Orange County Gateway Project must not compromise any structure on Imperial Highway Grade Separation Project (including but not limited to bridges, retaining walls and drainage structures).

We appreciate the opportunity to review and comment on this document. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,

Robert F. Joseph, Chief
Advanced Planning Branch

c: Terry Roberts, Office of Planning and Research
Ron Helgeson, Caltrans HQ IGR/Community Planning
Saied Hashemi, Traffic Operations
Pija Ansari, Project Management
Leslie Manderscheid, Environmental Planning
Roger Kao, Hydraulics
Jon Hamaguchi, HDQ Structures
Philip Brierly, Right of Way
Son Nguyen, Design

ATTACHMENT
CALTRANS DISTRICT 12

WATER POLLUTION CONTROL PROVISIONS

Any runoff draining into Caltrans Right of Way must fully conform to the current discharge requirements of the Regional Water Quality Control Board (RWQCB) to avoid impacting water quality. Permittee shall fully conform to the requirements of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 99-06-DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board (SWRCB) on July 15, 1999, in addition to the BMPs specified in the Caltrans Storm Water Management Plan (SWMP). When applicable, the Permittee will also conform to the requirements of the General NPDES Permit for Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002, and any subsequent General Permit in effect at the time of issuance of this Encroachment Permit. These permits regulate storm water and non-storm water discharges associated with year-round construction activities.

Please note that project activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1st – May 1st) and follow the Water Pollution Control BMPs to minimize impact to receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans Right of Way.

For all projects resulting in 2 hectares (5 acres) or more of soil disturbance or otherwise subject to the NPDES program, the Contractor will develop, implement, and maintain a Storm Water Pollution Prevention Plan (SWPPP) conforming to the requirements of the Caltrans Specification Section 7-1.01G "Water Pollution Control", Caltrans Statewide NPDES Permit, the General NPDES Permit for Construction Activities, and the Caltrans Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual", and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions. In addition, the SWPPP must conform to the requirements of the SWRCB Resolution No. 2001-046, the Sampling and Analytical Procedures (SAP) Plan.

For all projects resulting in less than 2 hectares (5 acres) of soil disturbance or not otherwise subject to the requirements of the NPDES program, the Contractor will develop, implement, and maintain a Water Pollution Control Program (WPCP) conforming to the requirements of Caltrans Specifications Section 7-1-.01G, "Water Pollution Control", and the Caltrans Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual", and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions.

Copies of the Permits and the Construction Contractor's Guide and Specifications of the Caltrans Storm Water Quality Handbook may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520. Copies of the Permits and Handbook are also available for review at Caltrans District 12, 3347 Michelson Drive, Suite 100, Irvine, California 92612, Telephone: (949) 724-2260. Electronic copies can be found at http://www.dot.ca.gov/hq/construc/stormwater.html

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

State Clearinghouse

Gray Davis
GOVERNOR

Steven A. Nisse
DIRECTOR

Notice of Preparation

January 8, 2002

To: Reviewing Agencies

Re: Orange County Gateway
SCH# 2002011023

Attached for your review and comment is the Notice of Preparation (NOP) for the Orange County Gateway draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Christopher Becker
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

SCH# 2002011023
Project Title Orange County Gateway
Lead Agency Placentia, City of

Type NOP Notice of Preparation

Description Construction of a railroad grade separation project along the Orangethorpe Corridor between Placentia Avenue and Imperial Highway.

Lead Agency Contact

Name Christopher Becker
Agency City of Placentia
Phone 714 961-0283 **Fax**
email
Address 401 East Chapman Avenue
City Placentia **State** CA **Zip** 92870

Project Location

County Orange
City Placentia
Region
Cross Streets Placentia Avenue and Imperial Highway
Parcel No.
Township **Range** **Section** **Base** Various

Proximity to:

Highways SR91,SR55,SR57
Airports
Railways BNSF
Waterways Santa Ana River, Carbon Creek, and multiple flood control channels
Schools Multiple
Land Use Street/railroad

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 5; California Energy Commission; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 12; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8

Date Received 01/07/2002 **Start of Review** 01/07/2002 **End of Review** 02/05/2002

D. Distribution List

County: Orange SCH# [illegible]

Resources Agency

- Resources Agency
  Nadell Gayou
- Dept. of Boating & Waterways
  Bill Curry
- California Coastal Commission
  Elizabeth A. Fuchs
- Dept. of Conservation
  Roseanne Taylor
- Dept. of Forestry & Fire Protection
  Allen Robertson
- Office of Historic Preservation
  Hans Kreutzberg
- Dept of Parks & Recreation
  Resource Mgmt. Division
- Reclamation Board
  Pam Bruner
- S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- Dept. of Water Resources
  Resources Agency
  Nadell Gayou

Health & Welfare

- Health & Welfare
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- Dept. of Fish & Game
  Scott Flint
  Environmental Services Division
- Dept. of Fish & Game 1
  Donald Koch
  Region 1
- Dept. of Fish & Game 2
  Banky Curtis
  Region 2
- Dept. of Fish & Game 3
  Robert Floerke
  Region 3
- Dept. of Fish & Game 4
  William Laudermilk
  Region 4
- Dept. of Fish & Game 5
  Don Chadwick
  Region 5, Habitat Conservation Program
- Dept. of Fish & Game 6
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- Dept. of Fish & Game 6 I/M
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
  Tom Napoli
  Marine Region

Independent Commissions

- California Energy Commission
  Environmental Office
- Native American Heritage Comm.
  Debbie Treadway
- Public Utilities Commission
  Ken Lewis
- State Lands Commission
  Betty Silva
- Governor's Office of Planning & Research
  State Clearinghouse Planner
- Colorado River Board
  Gerald R. Zimmerman
- Tahoe Regional Planning Agency (TRPA)
  Lyn Barnett
- Office of Emergency Services
  John Rowden, Manager
- Delta Protection Commission
  Debby Eddy
- Santa Monica Mountains Conservancy
  Paul Edelman

Dept. of Transportation

- Dept. of Transportation 1
  IGR/Planning
  District 1
- Dept. of Transportation 2
  Vicki Roe
  Local, Development Review,
  District 2
- Dept. of Transportation 3
  Jeff Pulverman
  District 3
- Dept. of Transportation 4
  Jean Finney
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- Dept. of Transportation 5
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  Lou Salazar
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  Aileen Kennedy
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- Housing & Community Development
  Cathy Creswell
  Housing Policy Division
- Caltrans - Division of Aeronautics
  Sandy Hesnard
- California Highway Patrol
  Lt. Julie Page
  Office of Special Projects
- Dept. of Transportation
  Ron Helgeson
  Caltrans - Planning
- Dept. of General Services
  Robert Sleppy
  Environmental Services Section

Air Resources Board

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  Jim Lerner
- Transportation Projects
  Ann Geraghty
- Industrial Projects
  Mike Tollstrup

- California Integrated Waste Management Board
  Sue O'Leary
- State Water Resources Control Board
  Diane Edwards
  Division of Clean Water Programs
- State Water Resources Control Board
  Greg Frantz
  Division of Water Quality
- State Water Resouces Control Board
  Mike Falkenstein
  Division of Water Rights
- Dept. of Toxic Substances Control
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- RWQCB 3
  Central Coast Region (3)
- RWQCB 4
  Jonathan Bishop
  Los Angeles Region (4)
- RWQCB 5S
  Central Valley Region (5)
  - RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- RWQCB 6
  Lahontan Region (6)
  - RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- RWQCB 7
  Colorado River Basin Region (7)
- RWQCB 8
  Santa Ana Region (8)
- RWQCB 9
  San Diego Region (9)

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • http://www.aqmd.gov

January 11, 2002

Mr. Chris Becker
Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Dear Mr. Becker:

Notice of Preparation of a Draft Environmental Impact Report for
Orange County Gateway Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources
AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

ORC020103-01LI
Control Number

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

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Bernardino County: Jon Mikels, San ardino County • Bill Alexander, Rancho umonga • David Eshleman, Fontana • Lee Ann ia, Grand Terrace • Bob Hunter, Victorville • nn Norton-Perry, Chino Hills • Judith Valles, Bernardino

ura County: Judy Mikels, Ventura County • Becerra, Simi Valley • Donna De Paola, San aventura • Toni Young, Port Hueneme

rside County Transportation Commission: n Lowe, Hemet

ura County Transportation Commission:

January 28, 2002

RECEIVED
BY LSA, INC
FEB 01 2002

Mr. Chris Becker
Executive Director
On Trac / City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Orange Gateway Project - SCAG No. I 20020010**

Dear Mr. Becker:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Orange Gateway Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation,** and have determined that the proposed Project is regionally significant and directly relates to the policies and strategies in SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed Project involves the expansion and or improvement of heavy rail transit route. The California Environmental Quality Act (CEQA) requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and **regional plans (Section 15125 [d]).** If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's RCPG and RTP, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ORANGE COUNTY GATEWAY PROJECT SCAG NO. I 20020010

PROJECT DESCRIPTION

The proposed Project considers the improvement of a heavy rail transit corridor in Orange County. The proposed Project is located within the Orangethorpe Corridor between Placentia Avenue and Imperial Highway, within the city limits of the Cities of Placentia, Fullerton, Anaheim, Yorba Linda and the County of Orange.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Orange County Gateway Project.

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements*

Reliability – Transportation system should have reasonable and dependable levels of service by mode. (All Trips)

- *Transit – 63%*
- *Highway – 76%*

Safety - Transportation systems should provide minimal accident, death and injury. (All Trips)

- *Fatalities Per Million Passenger Miles – 0*
- *Injury Accidents – 0*

Equity/Environmental Justice - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles*

Cost-Effectiveness - Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- *Return on Total Investment – Optimize return on Transportation Investments*

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

4.03 Major Investment Studies or other major planning studies for regional transportation facilities shall include consideration of freight movement.

4.04 Transportation Control Measures shall be a priority.

4.06 Implementing freight improvements, advanced transportation technology, airport and seaport ground access and traveler information services, shall be RTP priorities.

4.12 New freeway facilities shall be open for goods movement except where safety would prohibit this.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

Core Regional Transportation Plan Actions

Railroad Grade Crossings

1. Construct grade separations where streets and highways cross regional rail lines. Study the funding mechanisms for grade crossing improvement projects to meet the needs of the entire region.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that

preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 *Encourage planned development in locations least likely to cause environmental impact.*

3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

ENGINEERING DEPARTMENT

303 West Commonwealth Avenue, Fullerton, California 92832-1775

Telephone • (714) 738-6845
Facsimile • (714) 738-3115
Website: www.ci.fullerton.ca.us

January 9, 2002

Ref: Notice of Preparation
Orange County Gateway Project

OnTrac/City of Placentia
Mr. Chris Becker – Executive Director
401 East Chapman Avenue
Placentia, CA 92870

Dear Chris:

We have reviewed the subject Notice of Preparation and do not have any comments. Obviously we would like to be involved in the review process for the EIS/EIR as it affects the City of Fullerton.

Don Hoppe, Assistant City Engineer, will be our contact person for this project. As you are aware, Don is familiar with the project. Don can be contacted at 714/738-6864.

Sincerely,

Robert Hodson
Director of Engineering

RH/sm
c: Don Hoppe
X:\WORD\Admin\BOBH\OnTrac NOP.doc

CITY OF ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT

FAX (714) 744-7222

ADMINISTRATION (714) 744-7240

PLANNING DIVISION (714) 744-7220

BUILDING DIVISION (714) 744-7200

January 29, 2002

Mr. Chris Becker
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Dear Mr. Becker,

Subject: Response to the Notice of Preparation for an EIR/EIS for the Orange County Gateway Project

The City of Orange (City) has received and reviewed the Notice of Preparation (NOP) for an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Orange County Gateway (OCG) Project. The NOP identifies four grade crossing improvement alternatives to be analyzed in the EIR/EIS. The alternatives consist of the No Build Alternative (Alternative A), the Railroad Lowering Alternative from Bradford Avenue to Imperial Highway (Alternative B), the Railroad Lowering Alternative from Bradford Avenue to Kellogg Drive (Alternative C), and the Standard Grade Separation Alternative (Alternative D). The proposed OCG project area consists of the Orangethorpe Corridor located between Placentia Avenue and Imperial Highway within the Cities of Placentia, Fullerton, Anaheim, Yorba Linda and the County of Orange.

The Public Works Department and Community Development Department have reviewed the NOP and would appreciate consideration of the following comments. It should be noted that the City's comments focus on Alternative C, since all other alternatives appear to be located outside of the City's jurisdiction. Alternative C proposes to use the Olive Subdivision Track, located within the City of Orange, as an emergency bypass route once the OCG is completed.

1. The City requests that lighting impacts associated with the increased use of the Olive Subdivision track be addressed in relation to the adjacent residential area. Residential uses are located adjacent to the tracks from Riverdale Avenue south to Taft Avenue. Mitigation measures, including landscaping, should be considered in the EIR/EIS to lessen the potential for light and glare nuisances.

2. The City is concerned about the exposure of our residents to excessive vibration and noise levels in exceedance of the City's noise standards. Residential uses are located adjacent to the tracks from Riverdale Avenue south to Taft Avenue within the City. In addition, several schools are located within ¼-mile of the tracks. The City requests that the EIR/EIS evaluate and mitigate the noise and vibration impacts of increased train traffic resulting from the proposed use of the Olive Subdivision as an emergency bypass route. A copy of the City's noise regulations has been enclosed for your use.

3. The southern portion of the Olive Subdivision track runs along the boundary of the Old Towne Orange Historic District, which is a listed cultural resource. The northern boundary of Old Towne Orange runs just north of Walnut Avenue. The City requests that impacts to its historic structures, such as increased vibration, be considered in the EIR/EIS.

4. The City requests that traffic impacts related to the increased use of the Olive Subdivision track as an emergency bypass route be analyzed as part of the EIR/EIS. The traffic impact analysis should evaluate the extent and frequency of delays resulting from increased train traffic on the tracks at intersections within the City. Arterial Grade Crossings to be analyzed should include Riverdale Avenue, Lincoln Avenue, Meats, Taft Avenue, Katella, and Collins Avenue, as well as the intersections of Lincoln/Orange-Olive, Meats/Orange-Olive, and Taft/Glassell.

The City of Orange appreciates the opportunity to comment on the above-referenced project and looks forward to reviewing the Draft EIR upon its completion. Please feel free to contact me at (714) 744-7220 should you have any questions.

Sincerely,

Karen Sully
Planning Manager
Community Development Department

cc: Alice Angus, Community Development Director
Jennifer McDonald, Associate Planner/Environmental Review Coordinator
Doug Keys, Transportation Analyst

Chapter 8.24

NOISE CONTROL

Sections:

8.24.010	Policy.
8.24.020	Definitions.
8.24.030	Noise Level Measurement Criteria.
8.24.040	Designated Noise Zones.
8.24.050	Exterior Noise Standards.
8.24.060	Interior Noise Standards.
8.24.070	Exemptions from Chapter Provisions.
8.24.080	Special Provisions for Schools, Hospitals and Churches.
8.24.090	Air Conditioning and Refrigeration System—Special Provision.
8.24.100	Measurement of Noise Levels.
8.24.110	Enforcement Authority.
8.24.120	Variance Procedure.
8.24.130	Noise Variance Board.
8.24.140	Appeals—Procedure.
8.24.150	Violation—Public Nuisance.
8.24.155	Alternative Noise Prohibition.
8.24.160	Violation—Misdemeanor.

8.24.010 Policy.

A. In order to control unnecessary, excessive and annoying sounds emanating from the City, it is the policy of the City to prohibit such sounds generated from all sources as specified in this chapter.

B. It is determined that certain sound levels are detrimental to the public health, welfare and safety, and contrary to public interest. (Ords. 49-74; 17-74: Prior Code 9500.1)

8.24.020 Definitions.

The following words, phrases and terms as used in this chapter shall have the meaning as indicated below:

A. "Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

B. "Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.

C. "Decibel (dB)" means a unit which denotes the ratio between two quantities which are proportional to power: the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base ten of this ratio.

D. "Emergency machinery, vehicle or work" means any machinery, vehicle or work used, employed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

E. "Fixed noise source" means a stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

F. "Grading" means any excavating or filling of earth material or any combination thereof conducted to prepare a site for construction or other improvements thereon. (Ord. 49-74)

G. "Impact noise" means the noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

H. "Mobile noise source" means any noise source other than a fixed noise source.

I. "Noise level" means the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of twenty micronewtons per square meter. The unit of measurement shall be designated as dB(A).

J. "Noise variance board" means an administrative board of five members appointed by the Board of Supervisors of the County per Title 4, Division 6, Article I of the codified ordinances of the County.

K. "Person" means a person, firm, association, co-partnership, joint venture, corporation or any entity, public or private in nature.

wise controlled by such person which causes the noise level when measured within a dwelling unit on any residential property to exceed:

1. The noise standard for a cumulative period of more than five minutes in any hour; or

2. The noise standard plus five dB(A) for a cumulative period of more than one minute in any hour; or

3. The noise standard plus ten dB(A) for any period of time.

C. In the event the ambient noise level exceeds any of the above three noise limit categories designated in Subsection B of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.

D. Each of the noise limits specified above shall be reduced by five dB(A) for impact or simple tone noises, or for noises consisting of speech or music. (Ords. 49-74; 17-74: Prior Code 9500.6)

8.24.070 Exemptions from Chapter Provisions.

The following activities shall be exempted from the provisions of this chapter:

A. School bands, school athletic and school entertainment events;

B. Outdoor gatherings, public dances, shows and sporting and entertainment events provided such events are conducted pursuant to any permit requirements established by the City;

C. Activities conducted on public parks, public playgrounds, and public or private school grounds;

D. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work;

E. Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday;

F. All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions;

G. Mobile noise sources associated with agricultural operations provided such operations do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays including Saturday, or at any time on Sunday or a Federal holiday;

H. Mobile noise sources associated with agricultural pest control through pesticide application, provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the Agricultural Commissioner;

I. Noise sources associated with the maintenance of real property, provided such activities take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or a Federal holiday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday or a Federal holiday;

J. Any activity to the extent regulation thereof has been preempted by State or Federal Law. (Ords. 49-74; 17-74: Prior Code 9500.7)

8.24.080 Special Provisions for Schools, Hospitals and Churches.

It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church, while the same is in use, to exceed the noise limits as specified in Section 8.24.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. 17-74: Prior Code 9500.8)

8.24.090 Air Conditioning and Refrigeration System—Special Provision.

Until January 19, 1979, the noise standards enumerated in Sections 8.24.050 and 8.24.060 shall be increased eight (8) dB(A) where the alleged offen-

tary of the Variance Board. In the case of an appeal by the applicant for a variance, the Notice of Appeal shall be accompanied by a fee to be computed by the Secretary on the basis of the estimated cost of preparing the materials required to be forwarded to the City Council as discussed hereafter. If the actual cost of such preparation differs from the estimated cost, appropriate payments shall be made either to or by the Secretary.

B. Within fifteen (15) days following receipt of a Notice of Appeal and the appeal fee, the Secretary of the Variance Board shall forward to the City Council copies of the Application for Variance; the recommendations of the Health Officer; the Notice of Appeal; all evidence concerning the application received by the Variance Board and its decision thereon. In addition, any person may file with the City Council written arguments supporting or attacking the decision, and the Council may in its discretion hear oral arguments thereon.

The City Clerk shall mail to the applicant a notice of the date set for hearing of the appeal. The notice shall be mailed at least ten (10) days prior to the hearing date.

C. Within sixty (60) days following its receipt of the Notice of Appeal, the City Council shall either affirm, modify or reverse the decision of the Variance Board. Such decision shall be based upon the Council's evaluation of the matters submitted to the Council in light of the powers conferred on the Variance Board and the factors to be considered, both as enumerated in Sections 8.24.120 and 8.24.130.

D. As part of its decision, the City Council may direct the Variance Board to conduct further proceedings on the application. Failure of the City Council to affirm, modify or reverse the decision of the Variance Board within the sixty-day period shall constitute an affirmance of the decision. (Ord. 17-74: Prior Code 9500.14)

8.24.150 Violation—Public Nuisance.

Any violation of this chapter is a public nuisance and may be abated in accordance with law. The expense of such abatement may, by resolution of the City Council, be declared to be a lien against the property on which such nuisance is maintained, and such lien shall be made a personal obligation of the property owner. (Ords. 1-80; 49-74; 17-74: Prior Code 9500.16)

8.24.155 Alternative Noise Prohibition.

Notwithstanding any other provisions of this chapter and in addition thereto, it is unlawful for any person to willfully make, continue, maintain, permit or cause to be made, continued, maintained, or permitted, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any residential neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. It shall be a prima facie violation of this section if any power tool, radio, receiving set, television, music amplifier, tape player, record player, compact disc player, musical instrument or similar device is played, used or permitted to be played or used between the hours of ten p.m. and seven a.m. when audible from a distance of one hundred feet from the property line of the noise source or from a distance of one hundred fifty feet from any non-stationary noise source. For the purpose of this ordinance, these prohibitions shall also be applied to stationary vehicles parked on the street or on private property. The determination may be made by a peace officer or may be proven by the testimony of any other person. (Ord. 26-96)

8.24.160 Violation—Misdemeanor.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such. The provisions of this chapter shall not be construed as permitting conduct not prescribed herein and shall not affect the enforceability of any other applicable provisions of law. (Ords. 1-80; 17-74: Prior Code 9500.15)

Gary L. Granville
Orange County Clerk-Recorder
P. O. Box 238
Santa Ana, CA 92702

City of Placentia

Office of the Orange County Clerk-Recorder

Memorandum

SUBJECT: Environmental Impact Reports
Amendment of "Public Resources Code, Section 21092.3"

The attached notice was received, filed and a copy was posted on 1/8/02

It remained posted for 20 (twenty) days.

Gary L. Granville
County Clerk-Recorder of the State of California
in and for the County of Orange

By: _____ Deputy

Public Resource Code 21092.3

The notices required pursuant to Sections 21080.4 and 21092 for an environmental impact report shall be posted in the office of the County Clerk of each county *** in which the project will be located and shall remain posted for a period of 30 days. The notice required pursuant to Section 21092 for a negative a negative declaration shall be so posted for a period of 20 days, unless otherwise required by law to be posted for 30 days. The County Clerk shall post notices within 24 hours of receipt.

Public Resources Code 21152

All notices filed pursuant to this section shall be available for public inspection, and shall be posted ***within 24 hours of receipt in the office of the County Clerk. Each notice shall remain posted for a period of 30 days.
***Thereafter, the clerk shall return the notice to the local lead agency ***within a notation of the period it was posted. The local lead agency shall retain the notice for not less than nine months.

Additions or changes by underline; deletions by ***

Notice of Completion

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445/0613

See NOTE below

SCH#_____

Project

Title: Orange County Gateway

Lead Agency: OnTrac/City of Placentia Contact Person: Mr. Christopher Becker

Street Address: 401 East Chapman Avenue Phone: (714) 961-0283

City: Placentia Zip: 92870 County: Orange

Project Location

County: Orange City/Nearest Community: Placentia

Cross Streets: Placentia Avenue and Imperial Highway Zip Code: N/A Total Acres: N/A

Assessor's Parcel No. N/A Section: N/A Twp. N/A Range: N/A Base: U.S.G.S. La Habra, Yorba Linda, Anaheim, and Orange

Within 2 Miles: State Hwy #: SR 91, SR 55, SR 57 Waterways: Santa Ana River, Carbon Creek, and multiple flood control channels

Airports: Railways: BNSF Schools: Multiple schools in 2 mile radius

Document Type

CEQA:
- ☒ NOP
- ☐ Early Cons
- ☐ Neg. Dec.
- ☐ Draft EIR
- ☐ Supplement/Subsequent
- ☐ EIR (Prior SCH No.)_____
- ☐ Other_____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other_____

Local Action Type

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☐ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☐ Use Permit
- ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☒ Other railroad grade separation project

Development Type

- ☐ Residential: Units _____ Acres _____
- ☐ Office: Sq.ft. _____ Acres _____ Employees ___
- ☐ Commercial: Sq.ft. _____ Acres _____ Employees ___
- ☐ Industrial: Sq.ft. _____ Acres _____ Employees ___
- ☐ Educational: _____
- ☐ Recreational: _____
- ☐ Water Facilities: Type _____ MGD _____
- ☒ Transportation: Type railroad grade separation
- ☐ Mining: Mineral _____
- ☐ Power: Type _____ Watts _____
- ☐ Waste Treatment: Type _____
- ☐ Hazardous Waste: Type _____
- ☐ Other _____

Project Issues Discussed in Document

- ☐ Aesthetic/Visual
- ☐ Agricultural Land
- ☐ Air Quality
- ☐ Archaeological/Historical
- ☐ Coastal Zone
- ☐ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☒ Geologic/Seismic
- ☐ Minerals
- ☒ Noise
- ☐ Population/Housing Balance
- ☒ Public Services/Facilities
- ☒ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☐ Vegetation
- ☒ Water Quality
- ☒ Water Supply/Groundwater
- ☒ Wetland/Riparian
- ☐ Wildlife
- ☐ Growth Inducing
- ☒ Landuse
- ☒ Cumulative Effects
- ☐ Other_____

Present Land Use/Zoning/General Plan Use

Present Land Use: street/railroad

Project Description

Construction of a railroad grade separation project along the Orangethorpe Corridor between Placentia Avenue and Imperial Highway.

POSTED
JAN 5
GARY L. GRANVILLE Clerk-Recorder
By _____ Deputy

9/01 «P:\OTG130\NOP\NOC.wpd»

REVIEWING AGENCIES CHECKLIST

KEY
S = Document sent by lead agency
X = Document sent by SCH
✓ = Suggested distribution

___ Resources Agency
___ Boating & Waterways
___ Coastal Commission
___ Coastal Conservancy
___ Colorado River Board
_✓_ Conservation
_✓_ Fish & Game
___ Forestry & Fire Protection
_✓_ Office of Historic Preservation
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___ Reclamation Board
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_✓_ Water Resources (DWR)

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___ Housing & Community Development

___ **Food & Agriculture**

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___ California Waste Management Board
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___ SWRCB: Delta Unit
___ SWRCB: Water Quality
___ SWRCB: Water Rights
_S_ Regional WQCB # 8 (Santa Ana)

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_✓_ Public Utilities Commission
___ Santa Monica Mountains Conservancy
_✓_ State Lands Commission
___ Tahoe Regional Planning Agency

___ Other

PUBLIC REVIEW PERIOD (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Date _____

Lead Agency (Complete if applicable):

Consulting Firm: LSA Associates, Inc.
Address: One Park Plaza, Suite 500
City/State/Zip: Irvine, CA 92614-5981
Contact: Mike Amling
Phone: (949) 553-0666

Applicant: OnTrac/City of Placentia
Address: 401 E. Chapman Avenue
City/State/Zip: Placentia, CA 92870
Phone: (714) 961-0283

For SCH Use Only:

Date Received at SCH _____
Date Review Starts _____
Date to Agencies _____
Date to SCH _____
Clearance Date _____

Notes:

FAX

PLANNING & DEVELOPMENT SERVICES DEPARTMENT
Environmental & Project Planning Services Division
300 N. Flower
P. O. Box 4048
Santa Ana, CA 92702-4048
Fax Number: (714) 834-6132

TO:	Dept./Agency/Co.	Fax Number
Chris Becker	OC Trans/Placentia	961-0283

FROM: Charlotte Phone: (714) 834-2522

DIVISION: Environmental & Project Planning Services Division and /or Current Planning Services Division

- ☐ Environmental Planning
- ☑ Public Projects
- ☐ Advance Planning
- ☐ Transportation Planning
- ☐ Site Planning
- ☐ Other

(714) 834-2522
FAX (714) 834-6132

CHARLOTTE HARRYMAN
ENVIRONMENTAL & PROJECT PLANNING SERVICES DIVISION
PLANNING & DEVELOPMENT SERVICES DEPARTMENT

LOCATION:
300 NORTH FLOWER STREET
THIRD FLOOR
SANTA ANA, CA 92703-5000

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

SUBJECT: O. C. Gateway Projects
NOP Responses

The following 5 page(s) have been sent for ___ review/comment X information.

Note: If transmittal is incomplete or illegible please contact (SEE ABOVE) at ___.

THOMAS B. MATHEWS
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

County of Orange
Planning & Development Services Department

NCL 02-02

February 4, 2002

Mr. Chris Becker, Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

SUBJECT: NOP of a DEIR for the Orange County Gateway Project

Dear Mr. Becker:

The above referenced item is a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Orange North American Trade Rail Access Corridor Authority (OnTrac)/City of Placentia. The proposed rail project involves the accomplishment of the following goals: Improvement of future vehicle Level of Service and reduce the amount of congestions delay on the roadway network; reduce the current and potential costs of traffic delays caused by the existing and future railway operations; reduce the current and potential hazards posed by the existing grade-level crossings; accommodate currently planned Burlington Northern Santa Fe (BNSF) railroad expansion; implement strategies to increase the efficiency of moving people and goods throughout the Orange County Gateway (OCG) project area; provide efficient access to existing development and to areas selected for future development; and provide efficient access to existing and planned recreation areas.

The County of Orange has reviewed the NOP and offers the following comments:

FLOOD

1. Major work items such as railroad lowering and road and bridge reconstruction for the various proposed alternatives are discussed in the subject document but do not include a discussion of needed flood control related work required for project implementation. Five regional flood control facilities, namely, Atwood Channel (E04), Carbon Canyon Channel (E03), East Richfield Channel (E01S01), Miller Retarding Basin (E02B01), and Richfield Channel (E05) would likely require reconstruction under the proposed railroad lowering and grade separation alternatives. Therefore, any flood control work needed will need to

be identified and evaluated, potential impacts quantified, and mitigation measures discussed in the DEIR.

2. Page 3 of the NOP indicates that one of the goals of the project is to reduce the current and potential hazards posed by the existing and future railway operations. Spanning regional flood control facilities over the proposed trench may pose added risks should any of these devices overtop or be damaged. The DEIR should discuss and via separate engineering studies should quantify the magnitude of such a potential hazard and provide documentation for projects where such design concepts have been implemented successfully.

3. Ownership, maintenance, and operation of such unusual flood conveying devices as being proposed require further discussion with the County's Program Development Division before it can be assumed they are acceptable. Non-standard facilities such as those proposed would require ownership, maintenance, and operational responsibilities to be borne by project proponent and not by Orange County Flood Control District (OCFCD). Issues such as the above would need to be resolved prior to commencing design of the project.

4. Table A, Page 10, should be revised to include the OCFCD since extensive flood control improvements to certain facilities owned and maintained by the OCFCD are likely required under Alternatives B, C, and D. Work within OCFCD's right-of-way will require the issuance of an encroachment permit from our PFRD/County Property Permits Section.

5. The "...small channel at Via Breve" referred to on Page 11 are East Richfield Channel (E01S01), which is located at Orangethorpe Avenue and Via Breve, east of Imperial Highway. The E01S01 facility if impacted will need to be designed and reconstructed to accommodate current hydrologic and hydraulic and standard criteria of OCFCD.

6. The NOP states on Page 13, "A hydrology and water quality study that will analyze potential impacts to surface water resources, drainage facilities, and groundwater resources will be completed for the various proposed OCG projects." In order to properly determine the impacts to drainage facilities, a detailed deficiency and hydraulic study of existing and post-project conditions based on approved hydrology is also required for the various flood control facilities (identified in comment 1 above) and their tributaries to determine and quantify deficiencies and any hydraulic impacts. Any impacts identified need to be appropriately mitigated by the project proponent in consultation with the County's Program Development Division.

7. To protect the proposed trench from flooding, the adjacent Atwood Channel and possibly Miller Retarding Basin will require enlargement in order for the facilities to safely convey and contain their respective county approved 100-year peak discharges.

8. In addition to analyzing Atwood Channel and Miller Retarding Basin, the DEIR should also analyze all other affected OCFCD facilities to determine whether or not they are capable of conveying their approved 100-year design discharges. If they are not capable of conveying such 100-year discharges, flood control improvements or other measures need to be taken to ensure that if flooding occurs to due to channel deficiencies, the proposed trench will not be inundated by storm flows. If other measures besides improvements to the flood control channels are being considered, impacts of efforts such as diversions of

flow, shifting of flooding, etc. need to be fully analyzed and assessed to ensure that flooding conditions are not worsened or being deflected to other areas.

9. Installation of non-flood related encroachments, including tieback anchors within the various existing OCFCD right-of-way should be avoided. OCFCD may find it necessary in the future to enter on and disturb the surface or subsurface of its right-of-way in order to maintain, repair, improve, enlarge, reconstruct or replace a portion of the adjacent flood control facility. Consequently, the installation of tiebacks anchors to support the railroad trench walls cannot be permitted within OCFCD's right-of-way since the trench structure could be undermined should the soil matrix about the anchors be disturbed.

10. All changes to existing surface drainage patterns as a result of the proposed project must be quantified and shown to be consistent with OCFCD's regional hydrology and not worsen existing conditions or cause the shifting of flooding to other areas. It should also be shown that diversions of flows from areas that previously drained elsewhere would not occur.

11. A 1997 flood insurance study published by the Federal Emergency Management Agency (FEMA) states "Between Miller Retarding Basin and Jefferson Street, there are areas of widespread 100-year shallow flooding with flood depths from 1 to 3 feet." This area is shown on the FEMA federal insurance rate map (FIRM) to be largely located in the Cities of Anaheim and Placentia. Consequently, the project proponent will need to coordinate and process a Letter of Map Revision (LOMR) through the Cities of Anaheim and Placentia, which serves as the floodplain administrators within their respective jurisdictional boundaries for changes to the floodplain resulting from the project.

12. Funds for flood control improvements for the various flood control amenities needed to support the project are currently not programmed by OCFCD. OCFCD programs funds for construction of flood control facilities on an annual basis based on countywide priority. Given the limited funding available to OCFCD for other pressing and more urgently required improvements to support the project proposed. OCFCD funds will not be available for needed flood control improvements. Consequently, the cost of the needed flood improvements for a proposed project will need to be borne by the project proponent.

13. The project proponent should be made aware that the County's Design Division is currently preparing the scope of work for the development of bridge and channel alternatives and for the reparation of plans, specifications, and engineer's estimate for the widening of Tustin Avenue at Atwood Channel. A short reach of Atwood channel beneath the bridge is anticipated to also be improved in conjunction with the bridge widening.

OPEN SPACE/RECREATION

Bikeways:

14. Just as the expected increase in international trade is driving the need for rail freight line improvements, increasing traffic congestion in Orange County is driving the need for alternative modes of transportation, such as bicycling. With this in mind, we suggest coordinating the subject planning effort with an improved bikeway system for Placentia and vicinity. For example:

A. Where vehicular bridges are proposed to cross the subject rail line, these bridges should be constructed with adequate width to accommodate Class II (on-road, striped lanes) bikeways and separate pedestrian sidewalks.

B. In cases where a Class I (paved off-road) bikeway is proposed to be implemented parallel to a road that would cross over the rail line, the bridge should be built to accommodate the Class I bikeway along one side. (Examples are the Gypsum Canyon Road bridge over the Santa Ana River, and the Bryan Avenue bridge over the Eastern Transportation Corridor in Irvine.)

C. Implementation of a Class I bikeway, parallel to the rail line, should be considered. Currently, with the exception of a short segment of Carbon Creek, no Class I bikeways are proposed for Placentia, possibly due to the lack of adequate right-of-way. Yet Class I bikeways, because they are off-road and suitable for bicyclists and pedestrians with a wide range of ages and abilities, serve to encourage bicycling and walking as alternative modes of transportation.

D. Furthermore, a Class I bikeway along the rail line could potentially close the gap between two regional Class I bikeways: the proposed Carbon Creek Bikeway (through Placentia, Fullerton, Anaheim, Cypress, and Los Alamitos) and the partially existing El Cajon Bikeway (through Yorba Linda).

E. Alternatives B and C offer the opportunity to implement a Class I bikeway along the proposed ten-foot-wide access road.

An example of a "rail-with-trail" is the existing Class I bikeway parallel to the Metrolink line in Irvine. The Orange County Transportation Authority's 2001 "Strategic Plan" for regional bikeways is proposing the extension of this bikeway southward, along the Metrolink line through Irvine and Lake Forest.

15. The DEIR should address existing and proposed City and County bikeways within its analysis, and identify short and/or long term impacts, and provide mitigation measures as applicable. Of concern are short-term bikeway closures and detour mitigation as well as long-term impacts due to construction of proposed grade separated crossings of the rail lines.

16. We would be happy to meet with the Lead Agencies to discuss opportunities for integrating the Orange County bikeway system with the OnTrac rail project.

CULTURAL/HISTORICAL

17. The cultural resources mitigation language used in the proposed DEIR should address current standards for artifact curation and long-term collection management.

18. We encourage the City of Placentia/OnTrac to follow the Board of Supervisors example in requiring that cultural resource artifacts, which may be discovered during the site

18. We encourage the City of Placentia/OnTrac to follow the Board of Supervisors example in requiring that cultural resource artifacts, which may be discovered during the site development, be donated to a suitable repository that will maintain the collection for future scientific study and exhibition "within Orange County." Prior to donation, the certified cultural resources consultant should prepare the collection "to the point of identification."

19. The project proponent should be prepared to pay "potential curation fees" to the County or other suitable repository for the long-term curation and maintenance of donated collections.

TRANSPORTATION

20. The County of Orange is in support of the subject project. A traffic construction diversion plan should be prepared to address project impacts during construction. We would like to review the DEIR traffic analysis (including the diversion plan) when it is available.

GENERAL

21. In general, the NOP appears to touch upon the issues the County would be most concerned including, flood control and best management practices relative to run-off and potential impacts to Carbon Creek Channel.

22. A recent newspaper article indicated that a future Metrolink station is planned to be located in the City of Yorba Linda. The article did not identify the precise location. Therefore, coordination is necessary between this proposal and the future Metrolink plans to ensure that if Alternative B or C is selected a Metrolink station opportunity is not rendered infeasible.

Thank you for the opportunity to respond to the NOP. Please send one complete set of the DEIR to me at the above address when it becomes available. If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

Sincerely,

Tim Neely, Manager
Environmental Planning Services Division

CH

MUNICIPAL WATER DISTRICT OF ORANGE COUNTY

10500 Ellis Avenue
P.O. Box 20895
Fountain Valley, California 92728
(714) 963-3058
Fax: (714) 964-9389
www.mwdoc.com

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Trabuco Canyon Water District
City of Tustin
City of Westminster
Yorba Linda Water District

January 30, 2002

On Trac/City of Placentia
401 E. Chapman Av.
Placentia, CA 92780

attn: Mr. Chris Becker, Executive Director

Re: **Orange County Gateway Project**
Potential Impacts on Water Supply Facilities and Operations

The Municipal Water District of Orange County (MWDOC) received your Notice of Preparation for a Draft EIR for the Orange County Gateway Project, and we have the following concerns regarding potential impacts of the subject Project:

1. *Potential relocation of regional water transmission mains.*
The Project could require the relocation of three large water transmission mains (see attached map): a) the 84-inch MWD Second Lower Feeder near Porter Way & Crowther; b) the 60-inch MWD East Orange County Feeder No. 1 at Jefferson St. & Orangethorpe ; and c) the 72-inch MWD East Orange County Feeder No. 2 (EOCF#2) at Richfield Rd. & Orangethorpe. Coordination with the Metropolitan Water District of Southern California (MWD) would be necessary to minimize the Project's impact on the regional water supply system. If a relocation of the EOCF#2 is planned, the outage must be limited to about 7 days in winter, less days in summer.

2. *Potential relocation of local water mains.*
The Project could require relocation of drinking water mains of the Southern California Water Company and the Yorba Linda Water District. Coordination with these local water agencies would be necessary to minimize the Project's impact on local drinking water systems.

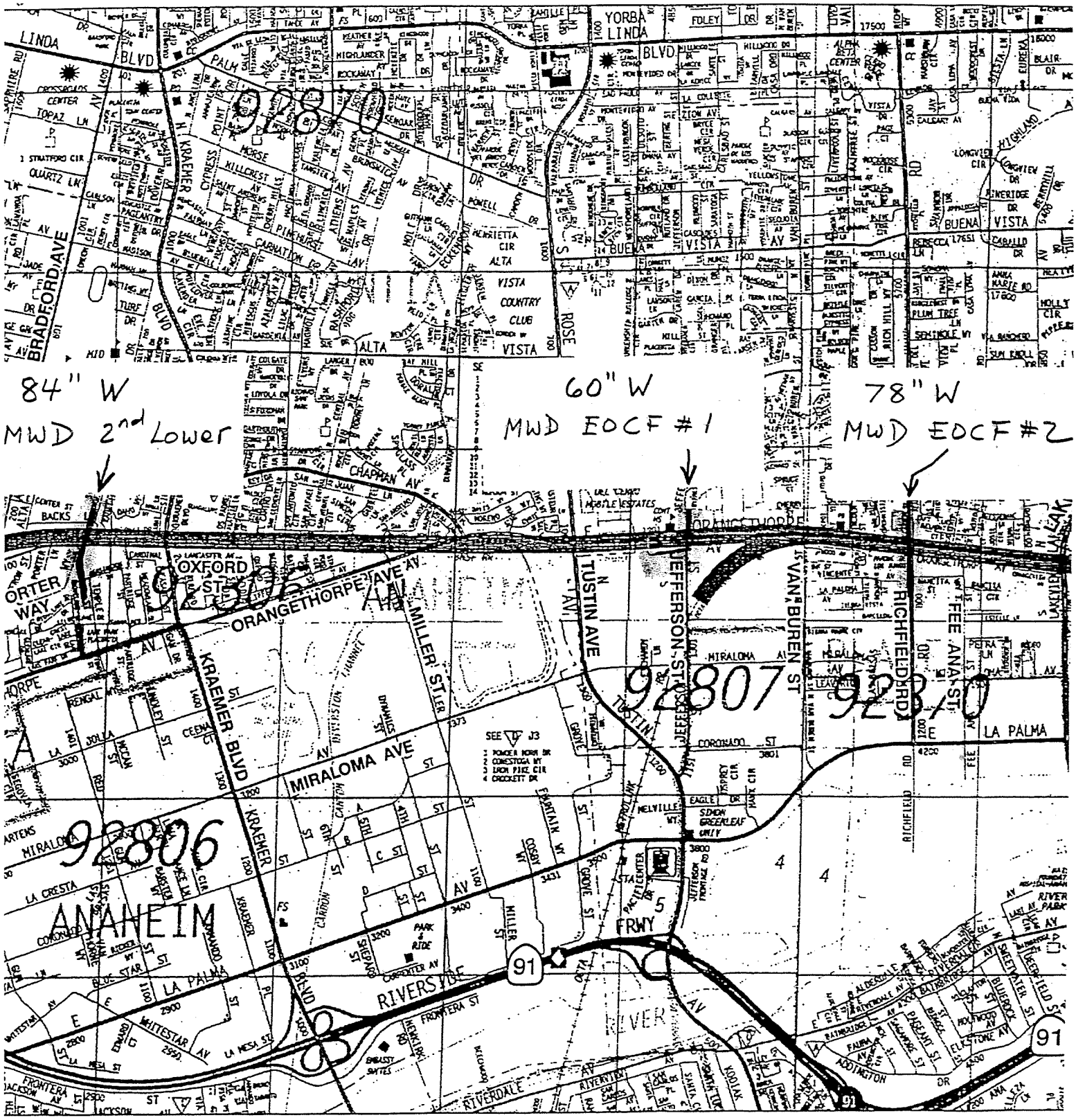
3. *Potential interference with groundwater recharge operations.*
A deep railway trench could intercept recharge water moving downward into the groundwater basin managed by the Orange County Water District (OCWD). Coordination with OCWD is needed.

Sincerely,

Lee Jacobi

Lee A. Jacobi, Senior Engineer

cc:
Mitch Lahoutie, Metropolitan Water Distr. of So. Calif.
Stan Yarbrough, Southern California Water Co.
Ken Vecchiarelli, Yorba Linda WD
Steve Conklin, OCWD



MWD Regional Water Transmission Mains crossing the OC Gateway Project alignment

ORANGE COUNTY FIRE AUTHORITY

P. O. Box 86, Orange, CA 92856-9086 • 180 South Water St., Orange, CA 92866-2123

Chip Prather, Fire Chief (714) 289-3712 www.ocfa.org

Jan. 8, 2002

Mr. Chris Becker, Executive Director
401 E. Chapman Ave.
Placentia, CA 92870

Re: ONTRAC Rail Corridor Project

Dear Mr. Becker,

Thank you for the opportunity to respond to the Notice of Preparation regarding the ONTRAC Rail Corridor project. The Orange County Fire Authority (OCFA) has considered the potential impacts associated with this proposal and would like to offer comment.

The OCFA has significant concern for a number of fire, medical, hazardous material, and other emergency conditions which may develop within the corridor. These concerns are enhanced by the unique and joint use of the corridor by both passenger and freight rail service. Alternatives B and C, which call for sub-terrainian corridors, present considerable access and egress obstacles and will significantly complicate fire and rescue service operations.

The OCFA proposes utilization of a "performance based design" approach to identify issues and requirements necessary to mitigate these multi-risk concerns. The applicant would be required to conduct a hazard and risk assessment as defined collaboratively by the applicant and the OCFA, using Society for Fire Protection Engineers and National Fire Protection Association standards and guidelines. This assessment would determine the most appropriate performance and design criteria for fire required mitigations and installations. This process also allows holistic review of fire and life safety issues as a function of the whole process rather than as individual increments.

Primary among these issues will be emergency access and egress to the corridor. From our view, it is unlikely that any study will yield a recommendation less than stairwell access at periodic intervals due to concern for evacuation of passengers, or crew, as well as for firefighter access. Also, the applicant will be required to develop and maintain to the satisfaction of the Fire Chief an Emergency Response Plan that demonstrates effective planning and response by the facility's operator, in support of other emergency services, to a wide range of potential emergencies.

The issues listed below identify additional concerns. How these and the previously mentioned issues would likely be resolved in a performance based design study. These issues include;

Water Supply: The need for periodic standpipes with significant fire flow will likely be needed for the project. Access to hydrants at the surface and standpipes within the corridor will need to provide necessary GPM to deal with potential emergency scenarios.

Lighting: Emergency lighting will likely be needed to ensure access and egress of rail passengers and others, and to enable firefighter access.

Drainage: Drainage management of spilled fuels and hazardous materials will need to be addressed so as to contain discharge away from public facilities. Pumps and other equipment will be required to meet specific safety ratings.

Communications: Reliable communications with rail dispatch centers will need to be provided that will enable immediate stoppage of rail traffic through the corridor. Radio communications and system capability to operate within the corridor will need to be addressed, and milepost/geographic signage both at the top and bottom of the corridor will need to be provided.

Construction Access: A plan will be required that phases construction of the project in such a way to guarantee emergency access and maintain essential vehicle traffic patterns during construction to both the project and surrounding neighborhoods.

Equipment: Certain equipment may be needed to augment emergency service's capability to respond to potential emergencies within the corridor. These items would be required due to the physical and unique nature of this project. Such equipment may include hazardous materials monitoring equipment, firefighting foam, or other items, yet to be determined.

Project Oversite: The project may require on-site fire services staff to ensure compliance and fire prevention during the term of construction. Costs for such oversight, if required, shall be born by the applicant.

These comments are the result of an initial review of the information presented in the Notice of Preparation and during presentations by ONTRAC's principal engineering firm. Substantial additional review will be provided by OCFA. Additionally, the OCFA will seek collaboration with other fire agencies with jurisdiction for portions of the proposed project.

We look forward to continued participation in this effort. If you have any additional questions, please contact me in Advance Planning at (714)744-0484.

Sincerely,

Michael S. Rohde,
Battalion Chief,
Advance Planning

copies to LSA & to KFM, CB

ORANGE COUNTY SANITATION DISTRICT

phone:
(714) 962-2411
fax:
(714) 962-0356
www.ocsd.com
mailing address:
P.O. Box 8127
Fountain Valley, CA
92728-8127
street address:
10844 Ellis Avenue
Fountain Valley, CA
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Yorba Linda

City of Orange

Sanitary Districts

Costa Mesa
Midway City

Water Districts

Irvine Ranch

January 15, 2002

Chris Becker
Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

SUBJECT: Notice of Preparation for a Draft Environmental Impact Report for the Orange County Gateway Project

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This letter is in response to the above referenced Initial Study (IS) for preparation of an environmental impact report (EIR) for the Orange North American Trade Rail Access Corridor Authority (OnTrac) and the City of Placentia. The EIR will be prepared as a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in compliance with the California Environmental Quality Act (CEQA) and pursuant to National Environmental Policy Act (NEPA). The Federal Highway Administration will be the Lead Agency for preparation of the EIS.

The proposed project is situated within the Orangethorpe Corridor, between Placentia Avenue and Imperial Highway, parallel to Orangethorpe Avenue. The project limits extend within the Cities of Placentia, Fullerton, Anaheim, and Yorba Linda, and the County of Orange. The project will provide for expansion of the railroad facilities; additional tracks, grade crossings, grade separations (north-south roadways from the east-west railroad corridor), bridge structures, right-of-way acquisitions, etc. to improve safety, mobility, and accommodate future growth projections for Year 2020.

The area is within the jurisdiction of the Orange County Sanitation District (District). The District is concerned that this project may have significant impact on several of the District's existing facilities located within the project limits, especially where any proposed railroad under and over crossings may be constructed. Some of these trunk sewers and diversion structures are located in sensitive areas and can not be easily relocated.

Therefore, the District is requesting that OnTrac and City of Placentia carefully coordinate all design and construction efforts for this project with District staff. Early consultation with the District will be required for utility relocations and/or required utility and sewer modifications or service agreements. All utility or relocation agreements are to address the ability to bypass sewage flow that pays the cost of construction and inspection impacts associated with District sewer line extensions, sewer encasements and/or sewer relocations necessary to accommodate the proposed railroad improvements. This information should be included in the EIR.

Thank you for the opportunity to comment on the development. If you have any questions regarding this project, please contact Chuck Winsor at (714) 593-7331.

David A. Ludwin, P.E.
Director of Engineering

DAL:AA:sa
G:\wp.dta\eng\EIRS\2002\City of Placentia, OnTrac, OC Gateway NOP.doc

OCTA

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January 22, 2002

Mr. Chris Becker
Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia , CA 92870

Subject: Orange County Gateway Project Notice of Preparation for the Draft Environmental Impact Report

Dear Mr. Becker:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document and has the following comments:

If the south side of Orangethorpe Avenue is reconfigured in the preferred alternative, OCTA recommends that bus turnouts be placed at each existing bus stop within the proposed project area.

Existing stops within the project area include:

EB Orangethorpe:

1. Opposite Chapman Avenue
2. Nearside Tustin Avenue
3. Farside Jefferson Avenue
4. Farside Van Buren Street
5. Farside Richfield Drive
6. Farside Lakeview Avenue
7. Opposite Glenview Avenue
8. Opposite Boisseranc Street
9. Opposite Cymbal Street
10. Opposite Kellogg Drive
11. Opposite Concerto Drive
12. Opposite Willow Woods Drive
13. Nearside Imperial Highway

OCTA appreciates the opportunity to review the above referenced project. Please send future correspondence to my attention. I can be contacted at 714-560-5751 or cdolan@octa.net.

Sincerely,

Christine Dolan

Christine Dolan
Assistant Transportation Analyst

OCTA

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January 29, 2002

Mr. Chris Becker
Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Subject: Orange County Gateway Project Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. Becker:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comments are submitted in addition to the comment letter dated January 22, 2002:

- OCTA suggests that in evaluating Alternative D, the project impacts/benefits be broken down by individual grade separation location. This will provide the flexibility to use the information to clear individual projects, if necessary, in the future.
- OCTA suggests that the EIR include analysis on the effects of each alternative on Metrolink rail operations at the Anaheim Canyon station, located south of the project area on the Olive Subdivision line.

OCTA appreciates the opportunity to review and comment upon the above referenced document. Please contact me at 714-560-5751 or cdolan@octa.net with questions or comments.

Sincerely,

Christine Dolan
Assistant Transportation Analyst

Cc: Dave Elbaum, OCTA

The People are the City

City of Placentia

401 East Chapman Avenue
Placentia, CA 92870

TELEFAX COVER SHEET

FAX Number (714) 528.4640

2-6-02
Date

To: Lisa Williams
Name

Company: LSA

Fax Number:

Number of Pages, *cover page* +: 949-553-8076

Should you have any questions, please call:

Eileen Brown PW 714.993.8245
Name Department Telephone Number

↑ new last name - FYI

Comments:

ORANGE COUNTY WATER DISTRICT
10500 Ellis Avenue
P. O. Box 8300
Fountain Valley, CA 92728-8300

TELECOPIER TRANSMITTAL

TO: Chris Becker – OnTrac/City of Placentia

RE: Comments on Notice of Preparation – Orange County Gateway Project

TELECOPIER NO.: (714) 961-0283

_X_ PLEASE REVIEW AND COMMENT

___ PER YOUR REQUEST

___ FOR YOUR INFORMATION

SENT BY: Roy Herndon
Ph.: (714) 378-3260
Fax: (714) 378-3369

DATE: February 4, 2002

TIME: 2:50 pm

_1_ PAGE(S) TO BE TRANSMITTED PLUS COVER SHEET.

DOCUMENT(S) WILL NOT BE TRANSMITTED BY REGULAR MAIL.

COMMENTS:

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General Counsel
JANICE DURANT
District Secretary

ORANGE COUNTY WATER DISTRICT

February 4, 2002

Mr. Chris Becker, Executive Director
OnTrac/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

SUBJECT: Orange County Gateway Project/Notice of Preparation

Dear Mr. Becker:

The Orange County Water District (OCWD) has received your Notice of Preparation for a Draft EIR for the subject project, and we are providing the following comments regarding items that should be incorporated into the draft EIR:

1. The project will be constructed adjacent to existing groundwater recharge basins and channels used by OCWD as the primary facilities to replenish the Orange County groundwater basin, which supplies approximately 75% of the total water demand of the residents of northern Orange County. The impacts of the project on OCWD's ability to continue to operate its recharge facilities should be fully evaluated and quantified.

2. Should dewatering facilities be required as part of the project, the amounts and locations of groundwater extractions should be identified, as well as the discharge locations. Any groundwater extraction facilities must be registered with OCWD, and groundwater withdrawals are required to be regularly measured, reported, and subject to payment of a replenishment assessment and basin equity assessment to OCWD.

3. The quality, including all regulated compounds, of groundwater extracted and discharged should be evaluated as to the potential need for treatment prior to discharge. Discharges and associated compliance monitoring may be subject to permitting by the Santa Ana Regional Water Quality Control Board.

Please contact the undersigned at (714) 378-3260 if you have any questions.

Sincerely,

Roy L. Herndon

Roy L. Herndon
District Hydrogeologist

cc: Lee Jacobi, MWDOC
Steve Conklin, OCWD

The Gas Company

A Sempra Energy company

Southern California
Gas Company
Orange Coast Region
PO Box 3334
Anaheim, CA 92803-3334

January 8, 2002

OnTrac/City of Placentia
401 E Chapman Ave.
Placentia, CA. 92870

Attention: Mr. Chris Becker,
Executive Director

Subject: NOP of Draft EIR on the Orange County Gateway Project

This letter is not to be interpreted as a contractual commitment, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed.

If a conflict with our facilities exists, work can be accomplished to clear the conflict without any significant impact on the environment. The service would be in accordance with the company's policies and rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

Sincerely,

Robert S. Warth
Technical Supervisor
Orange Coast Region

lag
Eimosv.doc

SOUTHERN CALIFORNIA WATER COMPANY
A SUBSIDIARY OF AMERICAN STATES WATER COMPANY
REGION III
2143 CONVENTION CENTER WAY, STE. 110 • ONTARIO, CALIFORNIA 91764 • (909) 937-0111 • FAX (909) 937-0222

February 1, 2002

On Trac / City of Placentia
401 E. Chapman Ave
Placentia, CA 92870

Attention: Mr. Chris Becker – Executive Director

Reference: Notice of Preparation of Draft EIR
Orange County Gateway Project

Dear Mr. Becker

Thank you for the opportunity to comment on the scope of the Draft Environmental Impact Report for the Orange County Gateway Project. We are interested in seeing that the following issues are adequately addressed in the EIR.

1. An analysis of the effect that the proposed trench will have on groundwater movement and quality, particularly with respect to its effect on the adjacent spreading basins.

2. A discuss of the scope of the utility relocation work that will be required and the environmental impacts of this relocation work. Areas of specific concern include.

   - We have a 12" water main that crosses the tracks at the extension of the extension of Angelina Ave. This connection must be preserved.

   - It is my understanding that during construction, the existing railroad tracks will be relocated to the Southerly half of Orangethorpe Ave while the trench is dug in the existing railroad R.O.W. This would require the relocation of all of the utilities in the Southern portion of Orangethorpe Ave. Is there enough room in the north portion of Orangethorpe for all of these utilities? This needs to be evaluated.

Please call me at (909) 937-0111 Ext. 306 if you have any questions.

Sincerely

William McDonald
Engineering and Planning Manager

CanBdPri/Placentia/On Trac – City of Placentia

BNSF

WALTER N. SMITH

General Director Commuter Constrution

Burlington Northern Santa Fe

2454 Occidental Ave.
Seattle Washington

740 E. Carnegie
San Bernardino, Ca. 92408

January 31, 2002

Jack Reagan
Reagan Transportation & Management Consulting
6002 North Bethel Avenue
Clovis, California 93611

Dear Jack;

This letter is in regard to the public meeting hosted by On Trac on January 22, 2002.

We have been provided a brief summary of the issues discussed at the meeting. In general we understand that the meeting went very well. The notes we were provided did raise a few questions and also some discrepancies between what was stated in the meeting and the discussions between our organizations. We have had very good meetings between our two organizations and in the spirit of continued open dialog we would like to insure BNSF's position is clear on a few of the issues brought up in your meeting.

BNSF requests that On Trac also include in their study, a scenario reflecting the partial lowering or raising of the railroad coupled with a partial raising or lowering of the roadways. It does not appear such an alternative was discussed in the meeting.

It is BNSF's position that the grade separation of Melrose Avenue (which includes closure of Bradford Street), and the grade separation of Placentia Avenue, are separate standalone projects, independent of the trench project. Agreements and implementation will be handled consistent with other similar projects on our system.

It continues to be BNSF's position that paying a fee to use our own railroad right-of-way will be unacceptable.

Please provide the data used for the 2020 traffic projections and crossing occupancy quoted in your meeting.

If you need any clarification or further explanation of any comments or positions stated in this letter, don't hesitate to contact my office.

Sincerely,

Walter N. Smith

Cc: R. Bredenberg - BNSF RR
R. J. Boileau, P.E.
J. Shurson
C. Becker - Placentia
G. Hicks
R. Kreuzer, P.E. - KFM

Caduceus Medical Group, Inc.
18200 Yorba Linda Blvd., Suite 409
Yorba Linda, CA 92886
Phone 714-986-3348
Fax 714-572-2080

facsimile transmittal

To:	Chris Becker	Fax:	
From:	Jim Fenstermaker	Date:	01/07/02
Re:	Notice of Preparation	Pages	2
CC:			

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycl

comments

CADUCEUS

January 7, 2002

OnTrac/City of Placentia
Mr. Chris Becker – Executive Director
401 E. Chapman Avenue
Placentia, CA 92870

Dear Chris:

Thank you for the Notice of Preparation for the Draft EIR. I have reviewed the NOP and the accompanying cover letter. This comprehensive document appears to address every potential category of concern regarding the Orange County Gateway Project. I would have nothing to add to this very complete list.

I do, however, have a question regarding the timing of the EIR. Your letter references a 30 day comment period including the proposed public meetings. What is the timeline for completion of the report and the report's approval process? I will be very interested to follow the process as it evolves. As you know, I continue to be concerned regarding any serious delays in implementing this project. The sooner this project is completed, the sooner we will turn our attention from addressing this increasing problem in our community toward positive development and opportunities.

Please continue your usual outstanding efforts toward increasing public awareness and support of this critical project. I do hope that the scheduled public hearings are well attended. I will do what I can to encourage my friends and neighbors to attend and to "spread the word".

Keep up the great work and best of luck in the New Year.

Sincerely,

Jim Fenstermaker

18200 Yorba Linda Blvd., Suite 409, Yorba Linda, CA 92886 • (714) 986-3321 • Fax (714) 572-2080

HAZ RENTAL CENTER OF PLACENTIA
DIVISION OF MGZ, INC.
480 S. Placentia Avenue
Placentia, CA 92670
(714) 993-7900
FAX (714) 993-2320

January 22, 2002

To: OnTrac/City of Placentia
Chris Becker, Executive Director
401 E Chapman Avenue
Placentia CA 92870

From: George Ziegler
HAZ Rental Center of Placentia
480 S Placentia Avenue
Placentia CA 92870

Thank you for the opportunity to review the Preparation Notice on the Draft EIR for the Gateway Project.

LSA Associates has produced a great document to build on. The attention to detail brings to the forefront the concerns and opportunities that this project offers. I look forward to the subsequent steps that need to be accomplished to bring this project to completition.

Please allow me to offer a personal observation about the many studies that commonly use averages per day/per delay to illustrate a point. As a resident and business operator in Placentia in the affected area, I use the north/south corridor for dozens of daily trips. In recent years the delay has gone from 5 to 10 minutes street blockages to 10 to 25 minute delays.

These extended delays cause traffic to back up for a great distance, blocking side streets. The drivers become frustrated and make u-turns in the middle of the street, exposing themselves and others to danger.

Additionally, my business has experienced repeated delays opening in the morning because my employees could not get to our location, due to the delayed street traffic.

Without restating the benefits of the proposed project, I feel that this is a must-do project for the good of the city of Placentia and all of Orange County.

Sincerely,

George F Ziegler

Grade separation
BNSF, Metrolink, Amtrak, Anaheim, Placentia, Yorba Linda

reface: When I first heard about the Proposed Grade Separation there wasn't a plan for it, just various ideas. I set about udying it on my own and have come up with a plan I feel I should present as it has been well received among my peers.

Killer Whale Engineering & Design Co. —that's me.
Placentia Grade Separation project

irst and foremost I am not a professional engineer, I work in the construction trade as an Operating Engineer - most ecently right here on Alta Vista and Dunnavant (I know where the intersection of Lowe & Underhill is . .). looked at all the intersections affected by train traffic both on the main BNSF line and the Metrolink line to Orange. I ill lay out my thoughts and views starting on the east end and working west.

venida Barcelona - Yorba Linda

djacent to the current three track to two track signals on BNSF mainline, the roadbed the tracks sit on would be idened to three tracks as far as Atwood, possibly farther if BNSF so desires. At the signals, known as Esparanza the oadbed would begin to rise gently as it heads west (grade 1% or so). The project would include sidewalk improvements n the south side of Esparanza Rd. east of Imperial Hwy.

mperial Highway - Anaheim

rom the intersection of Imperial Hwy. at La Palma Ave. The current highway grade rises significantly to cross the ailroad tracks. This grade would be flat from La Palma towards the railroad and dip slightly under the rising BNSF rade. The highway grade descending southbound to the intersection of Imperial Highway and Orangethorpe/Esparanza oad will be lowered as well. Material (dirt) from roadwork used to build RR grade. Slight changes to Vista Loma St. east f Imperial Hwy. to the east and Imperial Terrace to the west. Moving on -

ellogg drive - Anaheim

gain, an underpass on the south section of Kellogg drive towards La Palma.
tater Bros. shopping center driveways will need to be reconfigured, especially the truck / delivery driveway on the west de of the lot. Orangethorpe avenue will dip slightly between the east shopping center driveway and Cymbal Cr. as NSF grade continues rising.

akeview avenue - Anaheim/Placentia/Atwood

ame process, adjust shopping center driveways to meet depressed intersection approaches. Lakeview Cafe remains in xistence with a wall like the section built along Orangethorpe at Chapman. These are called Verdura Retaining Wall ystems (Soil Retention Systems built one along the fairway backing Underhill Street in the new tract along Alta Vista, if ou drive down Dunnavant Dr. you can see what it looks like after construction.) They do make for a nice, landscapable all that allows a more vertical slope than compacted earth fills.
)rangeview avenue on south side of RR tracks will need to be lowered to meet new street grade. One house on)rangeview already boarded up, not sure about corner house at Lakeview.

ichfield road - Placentia / Atwood

s before, Orangethorpe dips to meet Richfield crossing under tracks. Of note is close proximity of gas station driveways to orner. Driveway grades will be acceptable but will require modifications on both Orangethorpe and Richfield sides. The urrent parking lot/gas station area is below street grade at current and driveway rises to sidewalk level along)rangethorpe.

'an Buren Street - Placentia / Atwood

ar wash in close proximity to intersection of Orangethorpe and Van Buren.
)rangethorpe driveway will need to be regraded to meet street level, Van Buren driveway will need to be steeper but ould work. RR bridge cast concrete with name "Atwood" cast into girder sections on both north and south facing sides. twood avenue on south side of tracks has no driveways close enough to worry about as it drops to meet street level at nderpass.

twood, BNSF junction with Metrolink Olive subdivision

ere we'll veer south a bit to cover this section between Atwood and the 91 freeway.

efferson street - Anaheim

Railroad at level grade, single track. Driveways for businesses south of underpass reconfigured to meet street grade, notably 610 Jefferson - Jefferson Business Park.
The north side has a driveway about 70 feet from the tracks on the west side - Country Estate Fencing. May be able to modify driveway enough for access depending on vertical clearance of overpass.

Mira Loma Avenue - Anaheim

Driveways west of RR may need modifications, none east to intersection of Jefferson Street. RR bridge three tracks wide to accommodate industry spurs on both sides of main track south of Mira Loma, north side of Tustin Avenue.
Driveway on west side of tracks at 3726 Mira Loma is about 50 - 60 feet from tracks, will require modification as will driveway for 1287 on east side of track.

Tustin Avenue - Anaheim

RR bridge two tracks wide to accommodate industry spur on SE side of RR crossing.
Railroad grade begins to descend towards south between Mira Loma Ave. and Tustin Ave. Tustin Ave. grade lowered under RR and driveways for businesses on NE side and SW side of RR/Tustin crossing modified as required, especially the driveway for Tustin Ave. Business Park - east driveway 150 feet from track.

La Palma Avenue - Anaheim

Anaheim Canyon Metrolink staion

La Palma Avenue currently climbs to cross the railroad at grade and makes a slight jog toward the north in the process. Straightened alignment under RR bridge dips as RR grade continues to descend toward 91 freeway bridge. Driveway for 3611 - South Coast Steel closest to track, will need modification. Station platform raised to meet new RR grade. Standing at the north end of the current platform, you can see the RR grade coming up from Orange breaks after crossing the Santa Ana River bridge, this grade would continue adding about 3 feet at the Metrolink station and 5 feet at La Palma Ave.

Back to BNSF mainline west from Atwood

efferson Street - Placentia / Anaheim

RR grade still rising, Orangethorpe / Jefferson intersection lowered as needed.
El Camino Real High school driveway on Orangethorpe slight adjustment. South driveway on Jefferson already chained off, remains closed with street grade lowering to meet underpass grade. Driveway for All Ford Auto Dismantlers on south side of RR will need more extensive modification depending on underpass clearance (amount street is lowered at entrance).

Tustin Ave./Rose drive - Placentia / Anaheim

Level grade at highest point of separation as Tustin side of street intersection cannot be lowered very much as Atwood channel of Carbon Creek is adjacent to BNSF mainline. All other storm drains and channel crossings need only to be covered as wide as RR embankment, reinforced if structural studies warrant.
RR grade begins gradual descent westbound.
Driveway for 7Eleven lot on Rose can be lowered a slight amount as it currently rise to meet street grade. Driveway on Orangethorpe lowered as required.

Orangethorpe avenue - Placentia / Anaheim

Railroad tracks on bridge over roadway, far from water table. The water table isn't far below the surface in the area, even closer here with Anaheim Lake and the Miller retarding basin nearby. The Alameda Corridor ran into groundwater problems as did the 105 freeway (Recently opened up to regular traffic flow after years of retrofitting and drainage work).

Kraemer Boulevard - Placentia

ntersection with Crowther Avenue, city border with Anaheim

One of the crown jewels of this plan, the bridge over Kraemer cast with "City of" on left side girder, "Placentia" cast into right side girder. Center support pylon has Placentia city herald set into it either as a metal relief or cast into the concrete. With narrow RR right-of-way on east side of Kraemer, another section of that wall like at Chapman/Orangethorpe facing north and south side of tracks, also on SE and SW corners of intersection, south side of tracks only west of Kraemer.

Angelina drive - Placentia

Yep, that's what I mean. The "other jewel." An underpass from Crowther to the lot on the north side of the tracks connecting the currently dead-end Angeline drive. Why? Because we pay taxes that support Metrolink trains service and we need our own station. There are not enough parking spaces at the Fullerton Amtrak station for all the commuters riding the trains and it can take as much as 30 minutes from my house just to get to the Fullerton station. Witness an average workday with cars parked on city streets around their station.

have ridden trains out of Fullerton to LA several times and had to park great distances away except for very early trips, hen you might get lucky . .
esidents of Placentia that commute to and from LA as well as residents of Anaheim and Yorba Linda would have a closer cation to ride in from.
he current warehouse building on the east end looks abandoned (I could be wrong) and removed. As Metrolink increases ervice on the BNSF Riverside line, this station could also serve those wanting to make a day trip to LA, Ventura County, nd other points. Heck, if the Green line connected with the Santa Fe Springs/Norwalk Metrolink station, you could even et to LAX with only one transfer (I'm dreaming, I know and I didn't mention El Toro . . .).
he Placentia Metrolink station would also be just a bit east of the original Placentia train station seen in last weeks News-imes (now two weeks ago). Platforms on both sides of the mainline with a grand overpass connecting them. ADA ompliant elevators at the towers, semi-curved stairways leading down each side in an almost half-circle shape -- none of he traditional "flight,landing,flight" staircases.
)K, I'll move along, I've been on this tangent too long.

radford avenue - Placentia

ve tried but there just isn't a feasible way to keep this one open except for a pedestrian underpass.

Melrose street - Placita Santa Fe

he RR grade has been descending since Tustin Ave./Rose drive. Bridge over Melrose Street has "Placita Santa Fe" cast nto it. Grade on south side at intersection of Crowther and Melrose not likely to require anything more than straight rade under tracks at this point however there is a driveway for 341 Melrose about 30 feet from the RR tracks as well as n alley along the NE side of the tracks and the intersection of Baker Street on the NW side. All will require substantial egrading work to meet new underpass grade (again depending on vertical requirements of underpass).

7 Freeway - Placentia

Fullerton wanted to jump on this wagon the freeway over pas would need to be raised to clear train traffic (call ..L.Yeager, they like doing freeway work !).
hen if trains had to wait at Fullerton junction (east of Lemon Ave.) they wouldn't block traffic as they currently do. RR rade elevation could start east of junction switches but driveways on Acacia and Raymond would need modifying to neet new street grades.
here you have it. I hope you take the time to consider this proposal as it serves more than one purpose. It takes the train traffic away from the streets, it's landscapable, it serves as a water control structure -- a dike as it were (there is a note on the current tract plans on the Alta Vista jobsite that mentions the 103 year flood), it keeps the railroad grade well away from the water table, and takes away the problem of storm water run-off and treatment of drainage into a lowered channel. It also eliminates the "attractive nuisance" of a place to throw things into. The Alameda Corridor has two storm water / drainage treatment plants along it's route. Having seen the grade separation in Alhambra as well as the Corridor, aesthetically they leave a lot to be desired.

Thank you for your time.

Allan Gilbert
Placenta, CA.
CrushD4@aol.com
714 -524-8315

1267 Genoa Pl.
Placentia CA
92870-35

-----Original Message-----
From: CrushD4@aol.com [mailto:CrushD4@aol.com]
Sent: Tuesday, February 05, 2002 11:15 PM
To: administration@placentia.org
Subject: Trench alternativos

Greetings:
I have submitted my alternative for the grade seperation but know all too well that it is not up for consideration so I have no other choice than to support alternative B. Alt. A is useless, alt.s C & D both suck. My alt. does not make the nasty trains go away (even though the railroad is the reason this city came into existance) and my questions earned me the "evil eye" of my city leaders. I worked for the Santa Fe railroad so I know the technical aspects of my questions will remain unanswered by the pompous representative standing in for BNSF. Yes, the trains do climb Cajon Pass but with an additional 6000 horsepower added to the train at San Bernardino. Yes, the trains turning south at Atwood for San Diego are adequately powered to climb Miramar grade but are restricted to 3100 feet and powered to accelerate in and out of the way of Metrolink/Coaster/Amtrak trains between Orange and San Diego. I was unimpressed with the "blow-'em-off answers I heard.
Thank you for allowing us to hear a little actaul truth in the matter, Good Luck.
I will be in Fullerton at Stubrik's if you have any questions.

Allan Gilbert
Placentia resident since '74.

PROFESSIONAL NATIVE AMERICAN CULTURAL RESOURCE MONITORS
27475 YNEZ ROAD, #349
TEMECULA, CA 92591

(909) 507-1958 (VOICE)
(909) 693-9196 (FAX)
(909) 262-9351 (CELL)

December 18, 2001

PROFESSIONAL NATIVE AMERICAN
CULTURAL RESOURCE MONITORS

SAMUEL H. DUNLAP
DIRECTOR

P.O BOX 1391
TEMECULA, CA 92593

VOICE (909) 507-1958

RE: Public Notification

To Whom It May Concern:

I wish to take this opportunity to request inclusion on your mailing list for notification of any future Notice of Preparations, Environmental Impact Reports, Negative Declarations, etc..., that your city may be undertaking as the lead agency or party to.

I wish to thank you in advance for your courtesy and cooperation. Please list our address as stated below:

Professional Native American Cultural Resource Monitors
27475 Ynez Road, #349
Temecula, CA 92591

Sincerely,

Samuel H. Dunlap

Samuel H. Dunlap
Director

1/7/2002

MR BECKER

I WOULD LIKE TO

HAVE MY NAME PUT

ON THE PROJECT MAILING

LIST. Thanks

Robert Warner

Robert G. Warner
4530 E Larkspur Cir.
Anaheim, CA 92807-1028

January 8, 2002

Mr. Christopher Becker
Executive Director
OnTrac/City of Placentia
401 East Chapman Ave.
Placentia, CA 92870

Dear Mr. Becker:

Please add my name to the mailing list for the OnTrac project. Although I live in Anaheim, my property borders the rail line at Kraemer and Crowther, and I am very interested in the process of eliminating the train whistles once again.

Thank you so much for your involvement and sincere desire to restore the quality of life we enjoyed before the moratorium ran out in April.

Warmly,

Jana Shaw

Jana Shaw
1781 N. Meadowlark Lane
Anaheim, CA 92806

Orange-South Generation Trade Rail Access Corridor Authority

OnTrac

PROJECT SCOPING MEETING

DATE: JAN 22, 2002

NAME: MAX & JENNIFER OELSCHLAGER

ADDRESS: 408 N. AUGUSTA PLACENTIA, CA

TELEPHONE NO. (optional): 714 577 6998

COMMENTS: AFTER HEARING ALL OF THE PROPOSALS, IT SEEMS TO US THAT THE LOWERING OF THE TRACKS IS THE BEST SOLUTION. WE ALSO LOOK FORWARD TO THE QUIET ZONE SOON!!

Or send via email to: contact@ontrac-jpa.org

Orange North American Trade Rail Access Corridor Authority
OnTrac

PROJECT SCOPING MEETING

DATE: 1/22/02

NAME: Alicia Speare

ADDRESS: 1752 N. Bedford Ct. Anaheim 92806

TELEPHONE NO. (optional): (714) 524-8405

COMMENTS: Considering the fact that there is always a potential for earthquakes; is there a study being done on the potential effects aside from the obvious??

* These are the people affected by vibration

cracks in patio spa

Or send via email to: contact@ontrac-jpa.org

OnTrac Orange North American Trade Rail Access Corridor Authority

PROJECT SCOPING MEETING

DATE: Jan 22, 2002

NAME: STEVEN SPEARE

ADDRESS: 1752 N. BEDFORD CR. ANAHEIM CA.

TELEPHONE NO. (optional): 714-524-8805

COMMENTS: I have had significant damages done to my home due to increased train traffic and resulting vibration. What can we expect for the future? Please call & set up an appointment so I may show you the kind of damage thus far.

Or send via email to: contact@ontrac-jpa.org

LSA - NOP Comments.

January 16, 2002

Mr. Christopher Becker
Executive Director
ONTRAC/CITY OF PLACENTIA
401 East Chapman Avenue
Placentia, CA 92870

Subject: Placentia Avenue Grade Separation; HDR's Consulting Engineering Qualifications; Mailing List Addition.

Dear Mr. Becker:

Congratulations on the funding allocation for $1.1 million of STIP funds for the Placentia Avenue Grade Separation project! If HDR Engineering can be of assistance in meeting the City's transportation needs, we would appreciate the opportunity to discuss that possibility in person. Our company is currently working on similar projects, including the **Alameda Corridor Transportation Authority's PCH Grade Separation** and the **Alameda Corridor East's Temple Avenue** project. We also recently had a groundbreaking ceremony for the newly constructed **Redondo Junction**. Enclosed is a brief description of our services for your review.

I saw the notice in the Orange County Register regarding the January 22 and 24 meetings. **Please include me on the project mailing list** for the Placentia Grade Separation project.

By the way, I heard you speak recently at the Business Development Association of Orange County meeting in Costa Mesa. I appreciate your taking the time to inform the consulting community about this exciting project.

Sincerely,

HDR ENGINEERING, INC.

Shannon Bond
Senior Marketing Coordinator

:slb

cc: Walt Quesada, Vice President, HDR Engineering, Inc.

HDR Engineering, Inc.

Employee-owned

One City Boulevard West
Suite 900
Orange, California
92868

Telephone
714 940-8800
Fax
714 940-8880

REPRESENTATIVE RAILROAD PROJECTS FOR HDR's SOUTHERN CALIFORNIA OFFICE

1. Redondo Junction Grade Separation, Los Angeles, CA. Prepared final PS&E for design of this flyover structure that will replace the existing at-grade diamond crossing used by BNSF, Union Pacific, Southern Pacific, Amtrak and Metrolink.

2. Rail Master Plan, Port of Long Beach, CA. Examined rail improvement strategies necessary to maximize the Port's competitive position. The study considered improvement strategies for the present and up to 20 years into the future.

3. Rio Hondo Railroad Bridge, Montebello, CA. Based on conclusions identified in a feasibility study conducted by HDR in 1994, designed a new double-track, ballasted deck bridge to replace the existing single-track, open-deck structure.

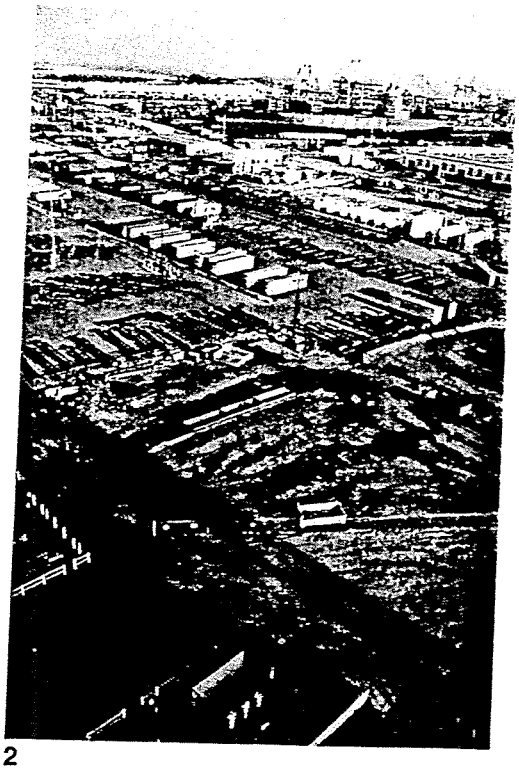
4. Dale Street Grade Separation, Buena Park, CA. Provided final design for the construction of an underpass at the existing at-grade crossing of Dale Street and the BNSF Corporation tracks.

5. Santa Ana River Bridge, Anaheim, CA. Provided design and construction engineering services for the new 350-foot steel through-plate girder railroad bridge over the Santa Ana River.

6. SCRRA/Metrolink Railroad Bridges, Orange County, CA. As part of a contract to provide General Engineering Consulting services to SCRRA/Metrolink, prepared final PS&E for numerous railroad bridges, including Katella Avenue, Lewis Street, and Lake Forest.

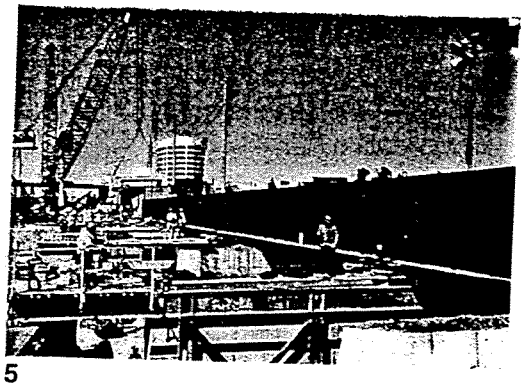


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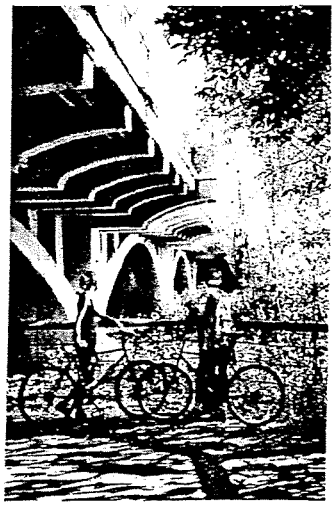

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Your community matters to HDR. After all, it's our community, too. With more than 50 offices, we're right in your back yard. Our operating philosophy is to be an expertise-driven, national firm, which delivers its services through a strong local presence. HDR has grown to a staff of more than 3,000 employee owners with expertise in a variety of scientific disciplines. Our ability to draw upon resources and expertise companywide is a great strength in meeting and exceeding your expectations.

The operating companies of HDR, Inc. provide engineering, environmental, planning, architecture, construction and consulting services.

HDR Engineering, Inc.

Environmental & Resource Management

Transportation

Water

HDR Architecture, Inc.

Healthcare

Justice

Science & Industry

Additional Services

Client Advocacy & Competitiveness Consulting

Design Build

Service is what differentiates HDR from firms of its size. The success of our company is directly related to your satisfaction. We live and work in your community, so we understand you and your project. We strive to do work that not only fuels our success, but makes everyone proud.

Repeat business stands at 80 percent, a clear indication of client satisfaction and confidence. Professional publications consistently rank HDR among the leading consulting and design firms. Engineering News Record has ranked HDR among the top 50 U.S. firms since 1967. You'll have confidence knowing that HDR is a national firm with a small-firm-service approach and a reputation for exceeding clients' expectations.

The operating companies of HDR bring you a wide range of services. HDR Engineering, Inc. offers you engineering solutions in the areas of environmental and resource management, transportation and water. Building on HDR's established traditional services of planning, design, environmental and construction services, HDR provides consulting and alternative delivery services such as design-build. These services offer innovative approaches and solutions that will take you into the new millennium. Enhancing these resources, HDR's architecture company is an industry leader in the areas of healthcare, justice, and science and technology.

HDR combines a wide range of services with depth of experience and the commitment of employee owners. We bring our knowledge and innovation to your project to create a lasting impact.



PROFESSIONAL NATIVE AMERICAN CULTURAL RESOURCE MONITORS
27475 YNEZ ROAD, #349
TEMECULA, CA 92591

(909) 507-1958 (VOICE)
(909) 693-9196 (FAX)
(909) 262-9351 (CELL)

December 18, 2001

PROFESSIONAL NATIVE AMERICAN
CULTURAL RESOURCE MONITORS

SAMUEL H. DUNLAP
DIRECTOR

P.O BOX 1391
TEMECULA, CA 92593

VOICE (909) 507-1958

RE: Public Notification

To Whom It May Concern:

I wish to take this opportunity to request inclusion on your mailing list for notification of any future Notice of Preparations, Environmental Impact Reports, Negative Declarations, etc..., that your city may be undertaking as the lead agency or party to.

I wish to thank you in advance for your courtesy and cooperation. Please list our address as stated below:

Professional Native American Cultural Resource Monitors
27475 Ynez Road, #349
Temecula, CA 92591

Sincerely,

Samuel H. Dunlap

Samuel H. Dunlap
Director

PNACRM

SPECIALIZING IN CULTURAL RESOURCE MANAGEMENT

APPENDIX C

TITLE VI POLICY STATEMENT

The People are the City

Mayor
SCOTT P. BRADY

City Administrator
ROBERT C. DOMINGUEZ

Councilmembers:
NORMAN Z. ECKENRODE
CHRIS LOWE
RUSSELL J. RICE
CONSTANCE UNDERHILL

401 East Chapman Avenue - Placentia, California 92870

TITLE VI POLICY STATEMENT:

The City of Placentia, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the City of Placentia shall, on the grounds of race, color, sex, and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

ROBERT C. DOMINGUEZ
CITY ADMINISTRATOR

Recycled Paper

APPENDIX D

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(f)

ORANGE COUNTY GATEWAY

May 2008

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(f)

ORANGE COUNTY GATEWAY

Submitted to:

The City of Placentia
401 East Chapman Avenue
Placentia, California 92870

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

LSA Project No. OTG130

May 2008

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APPENDIX

A: COORDINATION CORRESPONDENCE

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1.0 INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that ". . . it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project. . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, State or local significance (as determined by the federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the United States Department of the Interior and, as appropriate, the involved offices of the United States Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Implementation of 49 USC Section 303 is documented through the preparation of a Section 4(f) Report. Section 4(f) has remained the colloquial terminology for the federal law and this type of assessment. This report meets the requirements of the federal law, and includes a description of the activities, features, and attributes of each resource that are protected by Section 4(f); discusses direct (property acquisition) and indirect proximity impacts of the project alternatives on Section 4(f) resources; discusses avoidance alternatives; and provides measures to minimize harm when avoidance is not feasible.

2.0 PROJECT DESCRIPTION SUMMARY

The proposed Orange County Gateway (OCG) project is located in northeastern Orange County, along Orangethorpe Avenue and Crowther Avenue, between State Route 57 (SR-57) and State Route 91 (SR-91). The western segment of the project is located within the City of Placentia, and the eastern segment is located within the City of Anaheim. Parts of the project study area are also within the City of Yorba Linda and unincorporated Orange County (Figure 2-1).

This section provides a brief summary of the OCG project alternatives. A more detailed description of the OCG project alternatives is provided in Section 2.0, Project Alternatives, in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). In addition, conceptual engineering plans of the OCG Build Alternatives are provided in Appendix A of the Draft EIS/EIR.

The purpose of the proposed project is to alleviate the current and potential environmental impacts and hazards associated with traffic congestion at the existing at-grade crossings of the Burlington Northern Santa Fe (BNSF) railroad line within the Orangethorpe Corridor. Three build alternatives are proposed, along with a no build alternative, Alternative A.

Alternative B consists of railroad lowering from approximately Bradford Avenue to Imperial Highway. This alternative provides for a railroad trench that would begin its descent at Bradford Avenue and proceed east down at the maximum grade of 1 percent to a full trench depth of 12.2 meters (m) (40 feet [ft]) near Kraemer Boulevard. Proceeding east, the trench would remain 10.7 to 12.2 m (35 to 40 ft) deep until just west of Kellogg Drive, where it would begin its ascent at 1 percent grade to join the existing at-grade rail line at Imperial Highway. The 12.2 m (40 ft) trench depth would allow the trench to pass below the existing drainage structures that cross the alignment.

The proposed trench would be 17.2 m (56.5 ft) wide and consist of two railroad tracks with space to accommodate a third track (the third track is not part of the proposed OCG project) and a 3.1-meter-wide (10-foot-wide) access road (for maintenance and emergency use). Access points into the trench would be located at each end as the tracks enter and exit the trench, as well as access points into the trench at Lakeview Avenue and Jefferson Street. The trench would be situated within existing BNSF right-of-way except for the 1,737.36 m long (5,700 ft long) stretch of the corridor along Crowther Avenue, where it would be shifted to the south. From west to east, new bridge structures would span the trench at Crowther Avenue, Porter Way, Cardinal Street, Kraemer Boulevard, Oxford Street, Miller Street, Orangethorpe Avenue, Rose Drive/Tustin Avenue, Jefferson Street, Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Avenue, and Kellogg Drive, providing north-south access.

Alternative C is railroad lowering from approximately Bradford Avenue to west of Kellogg Drive. This alternative combines a partial trench with standard grade separations to accommodate an emergency bypass route for the railroad utilizing existing tracks. The proposed trench and the at-grade railroad right-of-way would be 17.2 m wide (56.5 ft wide), consisting of two railroad tracks with space to accommodate a third track (the third track is not part of the OCG project) and a 3.1 m wide (10 ft wide) access road (for maintenance and emergency use). Access points into the trench would be located at each end as the tracks enter and exit the trench, as well as access points into the trench at Lakeview Avenue and Jefferson Street. Like Alternative B, the rail trench would begin its descent at Bradford Avenue and proceed east down at the maximum grade of one percent to a full

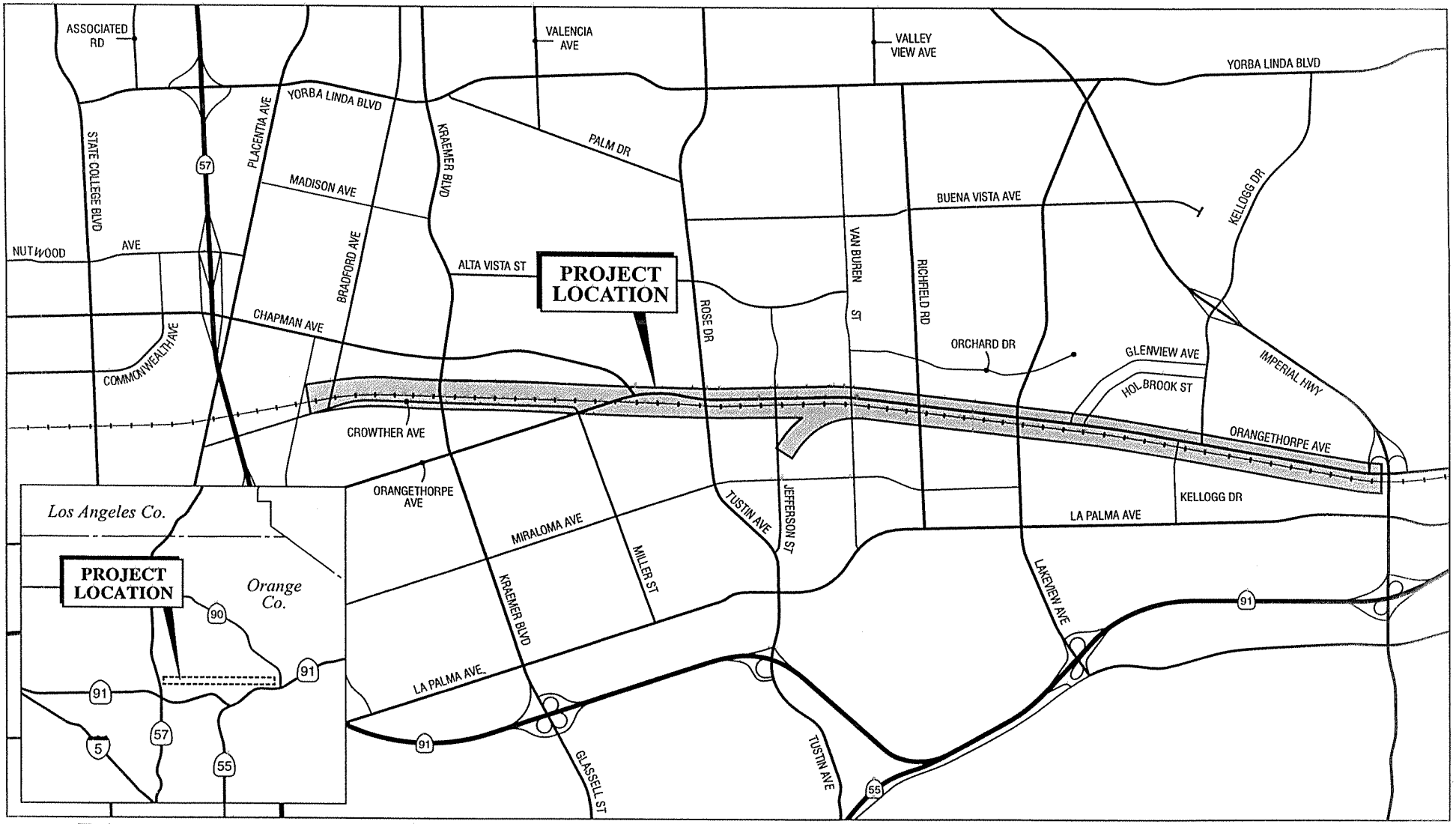


FIGURE 2.1

N

NO SCALE

SOURCE: LSA Associates, Inc.

Orange County Gateway
Project Location

I:\OTG130\G\Location-3.cdr (10/11/05)

trench depth of 12.2 m (40 ft) near Kraemer Boulevard. The trench would remain 10.7 to 12.2 m (35 to 40 ft) deep until its ascent at one percent grade to join the existing at-grade rail line west of Kellogg Drive. New bridge structures would be the same as Alternative B, with the exception of Lakeview Avenue and Kellogg Drive. Lakeview Avenue would be constructed as a bridge overcrossing of the railroad corridor. Kellogg Drive would remain as an at-grade crossing.

Alternative D is a standard grade separation that involves two railroad undercrossings and six railroad overcrossings between Kraemer Boulevard and Kellogg Drive. Each undercrossing and overcrossing requires right-of-way acquisition to allow access to the crossings from the frontage roads (Crowther Avenue and Orangethorpe Boulevard). The proposed at-grade railroad right-of-way would be 17.2 m wide (56.5 ft wide) and consist of two railroad tracks with space to accommodate a third track (the third track is not part of the OCG project) and a 3.1 m wide (10 ft wide) access road.

3.0 PROJECT BACKGROUND

The Southern California economy is driven by international trade. Cargo arriving on ships from overseas begins its cross-country trip via the Ports of Los Angeles and Long Beach, where each day thousands of cargo containers are transferred from ship to rail. The freight trains then transport the cargo northward through the Alameda Corridor used jointly by the BNSF and Union Pacific (UP) railroads. The Alameda Corridor includes an approximately 16-kilometer (km) (10-mile [mi]) trench segment lowered below grade in a joint ports and railroad venture to facilitate goods movement from the ports to the respective BNSF and UP rail yards near downtown Los Angeles. Northeast and east of the rail yards, trains travel to the Midwest and east coast of the United States exclusively on Class 1 main rail lines owned by their respective companies. The BNSF tracks run through the north Orange County area within the Orangethorpe Corridor, while the UP railroad runs through the San Gabriel Valley. These two corridors constitute the Alameda Corridor East.

The OCG project area extends from Melrose Street on the west to Imperial Highway on the east and is centered at the junction of the BNSF San Bernardino Subdivision and the BNSF Orange/Olive Subdivision in the Placentia/Anaheim area. In addition to BNSF freight use, these rail subdivisions are used by Amtrak and Metrolink to transport passengers. Because of the existing at-grade crossings within the OCG project area, there are considerable problems such as traffic delays, vehicle-train accidents, train operational noise and whistles, air pollution from idling vehicles, and emergency response vehicle delays. By 2025, with a predicted 170 percent increase in the number of trains, together with the vehicular traffic associated with an increase in area population and jobs, these problems will get worse without a solution (*Traffic Impact Analysis,* LSA 2006). This forecast is not expected to change substantially in the ensuing five years to 2030.

The City's goal is to implement a comprehensive project to grade separate existing at-grade crossings over an 8 km (5 mi) section of the Orangethorpe Corridor. Implementation of the OCG project would alleviate the existing and future traffic congestion, noise, air, and safety concerns related to the eight existing at-grade crossings within the project area.

4.0 PURPOSE AND NEED FOR THE PROJECT

Project Purpose

The purpose of the OCG project is to eliminate the current and potential hazards posed by the existing at-grade crossings at several intersections within the Orangethorpe Corridor. At the same time, the project seeks to meet the following objectives:

- Improve the economic vitality of the surrounding community by reducing traffic delays for residents, employees, and visitors to the area
- Improve the projected future vehicle level of service (LOS) and reduce the amount of congestion and delay on the project area roadway network
- Increase the efficiency of moving people and goods by rail (freight and passengers) and cars and trucks in the OCG project area
- Increase public safety by eliminating at-grade rail/local street crossings
- Reduce operational train noise and whistles
- Reduce emergency vehicle response times
- Reduce air pollution from idling vehicles on local streets at rail crossings

Section 1.0, Purpose of and Need for Project, in the EIS/EIR provides a detailed discussion on the purpose of the proposed OCG project and the need for the project. Topics discussed in detail in the Draft EIS/EIR include the importance of the BNSF line in transcontinental shipping, forecasted growth in local traffic volumes and traffic delays, public safety issues at the at-grade rail/local street crossings, delays in emergency responses, and existing environmental effects of the at-grade rail/local street crossings.

5.0 PROPOSED ACTION

The proposed OCG project includes the implementation of a comprehensive grade separation program for eight railroad crossings located within the Orangethorpe Corridor (a BNSF railway in north Orange County that runs generally parallel to Orangethorpe Avenue) within the Cities of Placentia and Anaheim and unincorporated Orange County. The OCG project would completely separate vehicle and train traffic in the project area, replacing eight existing at-grade crossings along the Orangethorpe Corridor. The project alternatives consist of three Build Alternatives (two involving railroad lowering and one that provides for standard grade separations) and a No Build (or No Project) Alternative. All the Build Alternatives maintain sufficient railroad right-of-way to accommodate a third mainline railroad track although the third track is not part of the proposed OCG project.

Alternative A: The No Build Alternative

Under the No Build Alternative, there would be no grade separation project (as currently proposed under any of the three Build Alternatives described below) within the proposed OCG project limits. However, all local and regional roadway and highway improvements currently planned, programmed, and/or funded would continue through the appropriate planning processes. Also, all currently planned railroad improvements to accommodate growth in rail traffic would continue through independent action of the BNSF railroad and passenger rail authorities.

Under the No Build Alternative, safety enhancements would be made to eight existing at-grade crossings through the implementation of the separate Placentia Rail Crossing Safety Enhancement Project (PRCSEP). The PRCSEP includes the installation of quad gates, raised medians, presignals, and other crossing enhancements between Kellogg Drive, California Public Utilities Commission (CPUC) Crossing No. 2B-39.20, and Kraemer Boulevard, CPUC Crossing No. 2B-42.5, a distance of 5.5 km (3.4 mi).

Alternative B: Railroad Lowering from Bradford Avenue to Imperial Highway

This alternative provides for a railroad trench that would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of 1 percent to a full trench depth of 12.2 m (40 ft) near Kraemer Boulevard. Proceeding to the east, the trench would remain 10.7 to 12.2 m (35 to 40 ft) deep until just west of Kellogg Drive, where it would begin its ascent at 1 percent grade to join the existing at-grade rail line at Imperial Highway. The 12.2-m (40-ft) depth would allow the trench to pass below the existing drainage structures that cross the alignment. This alternative consists of several features that are described in detail below.

The proposed trench would be 17.2 m (56.5 ft) wide and consist of two railroad tracks with space to accommodate a third track and a 3.1 m wide (10 ft wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. The trench would be situated within existing BNSF right-of-way except for the 1,737.4 m long (5,700 ft long) stretch of the corridor along Crowther Avenue, where it would be shifted to the south. From west to east, new bridge structures providing north-south movement would span the trench at

Crowther Avenue, Porter Way, Cardinal Street, Kraemer Boulevard, Oxford Street, Miller Street, Orangethorpe Avenue, Rose Drive/Tustin Avenue, Jefferson Street, Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Avenue, and Kellogg Drive.

The Olive Subdivision is the north-south rail line that connects to the BNSF corridor near Van Buren Street. This line is a single track that primarily serves Metrolink traffic. Existing rail traffic on this line consists of nine Metrolink commuter trains and two freight trains per day. This alternative calls for lowering the Olive Subdivision to join the trench alignment. This would be accomplished by beginning the Olive Subdivision line descent at Jefferson Street, proceeding downward at a grade of 1.25 percent until it joins the in-trench mainline profile approximately 243.8 m (800 ft) west of Richfield Road.

The proposed trench alignment is designed to maximize the use of the existing tracks as bypass tracks in order to limit impacts to railroad operations and reduce the amount of temporary construction necessary for the project. From approximately 121.9 m (400 ft) west of Kraemer Boulevard to approximately 61 m (200 ft) east of Jefferson Street, the existing double tracks can be used as the bypass tracks during construction. All bypass track would be removed once the trench is completed and railway traffic is fully operational within the trench section. As a result, over the entire length of the OCG project, approximately 35 percent of the corridor's needed bypass trackage for this alternative is currently in place.

Current cost estimates for Alternative B (including right-of-way, utilities, etc.) are estimated to be approximately $566 million.

Major Street Improvements. Street improvements are needed throughout the alignment to allow for construction of the trench and to minimize environmental impacts. The following street improvements are proposed as part of Alternative B:

- Crowther Avenue would be realigned to be north of the trench between Cameron Street and Miller Street approximately 1,707 m (5,600 ft).
- The Cameron Street/Crowther Avenue intersection would be realigned to the west due to vertical grade conflicts with the Crowther bridge over the trench.
- A frontage road would be constructed south of the trench to serve the commercial/industrial properties between Cameron Street and Porter Way approximately 274 m (900 ft). This road would be a westbound one-way road from Cardinal Street to Porter Way approximately 213 m (700 ft).
- Lakeview Avenue would be widened north of Orangethorpe Avenue to accommodate a proposed dual left-turn movement. This widening would extend northward approximately 183 m (600 ft) to join the existing fully widened section of Lakeview Avenue.

Drainage Structure Improvements. The existing drainage structures that would cross the proposed trench, from west to east are Kraemer Boulevard Storm Drain, Carbon Canyon Channel, Richfield Channel, and Atwood Channel. With implementation of this alternative, these structures would be

reinforced to span the trench as viaducts. In addition, the capacity of these structures would be increased in order to accommodate the 100-year storm; they are currently sized for the 10-to-25-year storm (*Drainage Management Study,* Boyle 2006). Several drainage structures would be improved. Carbon Canyon Channel would be improved to the north with appropriate transition structures to accommodate the realignment of Crowther Avenue. Atwood Channel generally parallels the BNSF right-of-way and would be improved at the Richfield Channel/trench crossing confluence, Atwood Channel/Olive Subdivision trench descent, and at the Atwood Channel/trench crossing. The East Richfield Channel (west of Imperial Highway) would be widened to the extent of existing Orangethorpe Avenue.

All storm drain facilities that currently cross (laterally) the BNSF railroad along the trench would be redesigned to join tributary major facilities upstream of and prior to the railroad crossing. Storm drains that would be impacted by street improvements would be relocated and upgraded as necessary.

A pump station would be required for this alternative to remove water that collects in the trench during storms. This pump station would be located at the triangular parcel immediately east of Carbon Canyon Channel, south of the trench. The pump station facility would include detention and wet wells. Water pumped from the trench facility would be reintroduced into the existing storm drain system (Carbon Canyon Channel) after treatment.

Utility Relocations. Prior to construction of the trench, all underground and aboveground utilities within the proposed construction zone would be relocated. The relocations would be coordinated with the utility service providers and are not anticipated to involve an interruption in service. A detailed set of utility plans are included as part of the OCG conceptual plans contained in the Preliminary Engineering Report (KFM 2004).

Aesthetic Improvements. Construction of a trench for the railroad would allow space currently occupied with railroad signals and markings at street intersections to be used for other purposes. This alternative proposes to create landscape and hardscape areas at all the intersection crossings within the trenched area. In addition, a greenbelt would be implemented where feasible along the entire length of the OCG project area.

Sound Walls. Sound walls are planned along the alignment for mitigation of traffic noise associated with street improvements. Final sound wall locations and heights would be determined during final design by the City of Placentia in cooperation with affected residents.

Construction Staging Area and Project Phasing Plan. There are two construction staging areas proposed for this project. One staging area involves three parcels south of the tracks between Jefferson Street and Van Buren Street. The other proposed staging area involves ten parcels on the south side of the tracks between Fee Ana Avenue and Lakeview Avenue.

The principal interim features (during construction) related to detours of both rail and vehicular traffic are described below.

Shoofly Track and Interim Rail Crossing Protection. It is anticipated that railroad trench construction for Alternative B would take approximately 48 months. During that construction period, it will be necessary to provide a detour route, or at-grade "shoofly track," for trains.

From approximately 243 m (800 ft) west of Kraemer Boulevard to 31 m (100 ft) east of Jefferson Street, the alignment is proposed to occupy the southern half of the existing BNSF right-of-way. This will allow for the utilization of the existing tracks as the bypass tracks while the trench is constructed southerly of the current track alignment. Temporary bypass tracks will be constructed westerly and easterly of this reach to facilitate project construction. All bypass track shall be designed to match the current operational speed of 50 miles per hour (mph) (freight) and 60 mph (passenger) on the line.

The connection to the Olive Subdivision during construction will require construction of an interim bridge structure connected to the mainline shoofly track. The bridge would be constructed at-grade, and the trench would be excavated underneath this interim structure. A shoofly track for the Olive Subdivision would also be required generally on the western side of the right-of-way.

Standard crossing protection devices, with CPUC-approved signage, signals, and gates would be required to protect street crossings over the shoofly track.

Traffic Detours and Management. Since the railroad shoofly track would be located within the southern portion of the Orangethorpe Avenue right-of-way, the traffic capacity of Orangethorpe Avenue would be reduced to one lane in each direction during the term of construction activity.

Restrictions to the capacity of the eight crossing streets would also occur during construction. Orangethorpe Avenue, Kraemer Boulevard, Lakeview Avenue, and Tustin Avenue/Rose Drive bridge structures would be constructed at-grade with the trench excavated from beneath. Temporary four-lane bypass roads will be constructed around the proposed bridge structure at these four locations.

The crossings at Jefferson Street, Richfield Road, Van Buren Street, and Kellogg Drive are proposed to be closed during trenching, wall placement, and bridge structure construction. The construction will be phased such that no more than two of these locations are closed at the same time.

A draft Transportation Management Plan (TMP) is included as Attachment 5 to the Preliminary Engineering Report (KFM 2004). A final TMP will be prepared as part of final design once the preferred alternative is determined.

A phased construction program would be implemented to allow for the continuation of local circulation through the OCG project area during the construction of the project. A detailed phasing plan is available for review in the *Traffic Impact Analysis* (LSA 2006).

Excavation and Haul Routes. Potential truck haul routes for excavated material (estimated to be approximately 1.6 million cubic meters [2.1 million cubic yards]) have been identified along Imperial Highway, Lakeview Avenue, and Kraemer Boulevard south to SR-91. The haul routes would utilize existing designated local haul routes to potential destinations such as the Port of Los Angeles/Port of Long Beach or the Brea-Olinda Landfill.

Right-of-Way. Right-of-way acquisitions would be required as part of this alternative to accommodate the construction of the trench and associated street improvements. It is estimated that approximately 9.3 hectares (ha) (23.1 acres [ac]) of right-of-way would be permanently acquired for Alternative B. In addition, subsurface easements would be required to accommodate the tiebacks for the trench. Temporary construction easements (TCEs) would also be necessary during the construction of Alternative B.

Alternative C: Railroad Lowering from Bradford Avenue to West of Kellogg Drive

This alternative combines a partial trench with standard grade separations in order to accommodate an emergency bypass route for the railroad utilizing existing tracks. The proposed trench and the at-grade railroad right-of-way would be 17.2 m wide (56.5 ft wide), consisting of two railroad tracks with space to accommodate a third track and a 3.1 m wide (10 ft wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. Like Alternative B, the rail trench would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of 1 percent to a full trench depth of 12.2 m (40 ft) near Kraemer Boulevard. The trench would remain 10.7 to 12.2 m (35 to 40 ft) deep until its ascent at 1 percent grade to join the existing at-grade rail line west of Kellogg Drive. New bridge structures would be the same as Alternative B, with the exception of Lakeview Avenue and Kellogg Drive. Lakeview Avenue would be constructed as a bridge overcrossing of the railroad corridor. Kellogg Drive would remain as an at-grade crossing.

The Olive Subdivision would be improved to a two-track configuration at the confluence with the BNSF mainline. The Olive Subdivision branch lines would be constructed above the trench on the south side and would cross Van Buren Street and Richfield Road at grade. Signal crossings would be constructed at these locations for these proposed at-grade crossings. The branch lines would join the mainline just west of Kellogg Drive where the mainline profile "daylights" out of the trench.

Current cost estimates for Alternative C (including right-of-way, utilities, etc.) are estimated to be approximately $448 million.

Major Street Improvements. Street improvements are needed throughout the alignment to allow for construction of the trench and to minimize environmental impacts. The following street improvements are proposed as part of Alternative C:

- Crowther Avenue would be realigned to be north of the trench between Cameron Street and Miller Street approximately 1,707 m (5,600 ft).

- The Cameron Street/Crowther Avenue intersection would be realigned to the west due to vertical grade conflicts with the Crowther bridge over the trench.
- A frontage road would be constructed south of the trench to serve the commercial/industrial properties between Cameron Street and Porter Way approximately 274 m (900 ft). This road would be a westbound one-way road from Cardinal Street to Porter Way approximately 213 m (700 ft).
- Improvements would be conducted to accommodate the Lakeview Avenue overcrossing. The Lakeview Avenue intersection would be realigned to the west. A frontage road would be constructed in the southeast quadrant to allow access from the industrial complex in this location. A circulation road would be constructed in the southwest quadrant to connect the frontage road to Lakeview Avenue.

Drainage Structure Improvements. The drainage structures that would cross the proposed trench from west to east are Kraemer Boulevard Storm Drain, Carbon Canyon Channel, and Richfield Channel. Under Alternative C, these structures would be reinforced to span the trench as viaducts. In addition, the capacity of these structures would be increased in order to accommodate the 100-year storm; they are currently sized for the 10- to 25-year storm (Boyle 2006).

Several drainage channels would be improved. Carbon Canyon Channel would be improved to the north with appropriate transition structures to accommodate the realignment of Crowther Avenue. Atwood Channel would be improved at the Richfield Channel/trench crossing confluence, Atwood Channel/Lakeview Avenue overcrossing, and at the Atwood Channel/trench crossing. The Atwood Channel reinforced concrete box (RCB) under Lakeview Avenue and an RCB culvert west of Lakeview Avenue and over Atwood Channel would be improved and extended in order to accommodate the features of the Lakeview Avenue overcrossing. The East Richfield Channel (west of Imperial Highway) would be widened to the extent of existing Orangethorpe Avenue.

All storm drain facilities that currently cross (laterally) the BNSF railroad along the trench would be redesigned to join tributary major facilities upstream of and prior to the railroad crossing. Storm drains that would be impacted by street improvements shall be relocated and upgraded as necessary.

A pump station would be required for this alternative to remove water that collects in the trench during storms. This pump station would be located at the triangular parcel immediately east of Carbon Canyon Channel, south of the trench. The pump station facility would include detention and wet wells. Water that is pumped from the trench facility would be reintroduced into the existing storm drain system (Carbon Canyon Channel) after treatment.

Utility Relocations. Prior to construction of the trench, all underground and aboveground utilities within the proposed construction zone would be relocated. The relocations would be coordinated with the utility service providers and are not anticipated to involve an interruption in service. A detailed set of utility plans are included as part of the OCG conceptual plans contained in the Preliminary Engineering Report.

Aesthetic Improvements. Construction of a trench for the railroad would allow space currently occupied with railroad signals and markings at street intersections to be used for other purposes (e.g., landscape and hardscape). Like Alternative B, this alternative proposes to create landscaped areas at all the intersection crossings within the trenched area. Unlike Alternative B, there would be no landscaped areas at Lakeview Avenue and Kellogg Drive, since these intersections would be converted to a railroad overcrossing and remain at grade, respectively. In addition, a greenbelt would be implemented where feasible along the entire length of the OCG project area.

Sound Walls. Under this alternative, the trench would begin its ascent west of Lakeview Avenue and would return to grade west of Kellogg Drive. Sound walls are proposed as a project design feature to protect adjacent sensitive receptors from excessive noise where the trains would pass at grade (as in the existing condition) within the project area. Final sound wall locations and heights would be determined during final design by the City of Placentia in cooperation with affected residents.

Construction Staging Area and Project Phasing Plan. The two construction staging areas proposed for Alternative C are the same as for Alternative B. One staging area involves three parcels south of the tracks between Jefferson Street and Van Buren Street. The other proposed staging area involves 10 parcels on the south side of the tracks between Fee Ana Avenue and Lakeview Avenue.

Similar to Alternative B, the principal interim features (during construction) for Alternative C relate to detours of both rail and vehicular traffic, as described below.

Shoofly Track and Interim Rail Crossing Protection. It is anticipated that railroad trench construction for Alternative C would take approximately 36 months. During that construction period, it will be necessary to provide a detour route, or at-grade "shoofly track," for trains.

From approximately 243 m (800 ft) west of Kraemer Boulevard to 31 m (100 ft) east of Jefferson Street, the alignment is proposed to occupy the southern half of the existing BNSF right-of-way. This will allow for the utilization of the existing tracks as the bypass tracks while the trench is constructed southerly of the current track alignment. Temporary bypass tracks will be constructed westerly and easterly of this reach to facilitate project construction. All bypass track shall be designed to match the current operational speed of 50 mph (freight) and 60 mph (passenger) on the line.

Standard crossing protection devices, with California PUC-approved signage, signals, and gates would be required to protect street crossings over the shoofly track.

Traffic Detours and Management. Since the railroad shoofly track would be located within the southern portion of the Orangethorpe Avenue right-of-way, the traffic capacity of Orangethorpe Avenue would be reduced to one lane in each direction during the term of construction activity.

Restrictions to the capacity of the eight crossing streets would also occur during construction. Orangethorpe Avenue, Kraemer Boulevard, Lakeview Avenue, and Tustin Avenue/Rose Drive

bridge structures would be constructed at-grade with the trench excavated from beneath. Temporary four-lane bypass roads will be constructed around the proposed bridge structures at these three locations. Lakeview Avenue will be constructed as an overcrossing of the rail line using traditional falsework supports. A temporary four-lane bypass road will also be constructed around the proposed bridge structure for the Lakeview overcrossing improvements.

The crossings at Jefferson Street, Richfield Road, and Van Buren Street are proposed to be closed during trenching, wall placement, and bridge structure construction. The construction will be phased such that no more than two of these locations are closed at the same time.

A phased construction program would be implemented to allow for the continuation of local circulation through the OCG project area during the construction of the project. A detailed phasing plan is available for review in the *Traffic Impact Analysis* (LSA 2006).

Excavation and Haul Routes. Potential truck haul routes for excavated material (estimated to be approximately 1.15 million cubic meters [1.5 million cubic yards]) have been identified along Imperial Highway, Lakeview Avenue, and Kraemer Boulevard south to SR-91. The haul routes would utilize existing designated local haul routes to potential destinations such as the Port of Los Angeles/Port of Long Beach or the Brea-Olinda Landfill.

Rail Traffic Emergency Bypass. The existing Olive Subdivision track would be used as an emergency bypass route for rail traffic once the OCG project is complete. This route would provide emergency bypass routing for BNSF, Metrolink, and Amtrak around the trench section should the trench segment be closed due to a trench failure or a derailment within the trench. The rail traffic emergency bypass route would utilize existing rail rights-of-way and trackage facilities within the Olive Subdivision and then along the LOSSAN corridor until the bypass route joins the mainline near the Fullerton Train Station in the City of Fullerton.

Right-of-Way. Right-of-way acquisitions would be required as part of this alternative to accommodate the construction of the trench, the Lakeview Avenue overcrossing, and associated street improvements. It is estimated that approximately 13.1 ha (32.4 ac) of right-of-way would be permanently acquired for Alternative C. TCEs would also be necessary during construction of Alternative C.

Alternative D: Standard Grade Separation

This alternative involves construction of two railroad undercrossings and six overcrossings between Kraemer Boulevard and Kellogg Drive. Each undercrossing and overcrossing requires right-of-way acquisition of property in order to allow access to the crossings from the frontage roads (Crowther Avenue and Orangethorpe Boulevard). The proposed at-grade railroad right-of-way would remain at its existing width which would accommodate the two existing railroad tracks with space for a future third track and a 3.15 m wide (10 ft wide) access road.

Kraemer Boulevard and Kellogg Drive would be constructed as undercrossings (road would pass under the railroad tracks).

The following streets would be constructed as overcrossings (road would pass over the railroad tracks):

- Orangethorpe Avenue
- Tustin Avenue/Rose Drive
- Jefferson Street
- Van Buren Street
- Richfield Road
- Lakeview Avenue

Current cost estimates for Alternative D (including right-of-way, utilities, etc.) are estimated to be approximately $324 million.

Major Street Improvements. Street Improvements are needed throughout the alignment to allow for construction of the overcrossings and undercrossings and to minimize environmental impacts. The following street improvements are proposed as part of Alternative D:

- **Kraemer Boulevard Undercrossing.** Crowther Avenue would be split at Kraemer Boulevard. An eastbound and westbound couplet would pass over bridges above Kraemer Boulevard. The middle section of Crowther Avenue would descend to Kraemer Boulevard and end in a "T" intersection.
- **Orangethorpe Avenue Overcrossing.** The existing intersection of Orangethorpe Avenue and Chapman Avenue would be eliminated and replaced with a bridge separating the two streets, with Chapman Avenue crossing under Orangethorpe Avenue. Chapman Avenue would reconnect with Orangethorpe Avenue via an intersection at Traub Lane. A bridge would be constructed over Carbon Canyon Channel to connect Orangethorpe Avenue with Crowther Avenue. In the same area, Miller Street would cross over Orangethorpe Avenue to connect with Crowther Avenue.
- **Tustin Avenue/Rose Drive Overcrossing.** A connector road from Rose Drive to Orangethorpe Avenue would be constructed in the northeast quadrant of the overcrossing. This would include direct access from the connector road to the existing adjacent residential neighborhood.
- **Jefferson Street Overcrossing.** A connector road in the southwest quadrant for area access would start at the Atwood Channel and connect to Jefferson Street. A connector road in the southeast quadrant would connect properties in this area to Jefferson Street. A connector road in the northwest quadrant would connect Orangethorpe Avenue with Jefferson Street, with a bridge crossing over Richfield Channel. A bridge would be constructed where Jefferson Street would cross over Atwood Channel.

- **Van Buren Street Overcrossing.** Vicente Avenue, Oak Street, and Cherry Street would end in cul-de-sacs at Van Buren Street. Atwood Avenue would not connect directly to Van Buren Street but via a circulation road beginning at a new Van Buren Street intersection 152.4 m (500 ft) south of Orangethorpe Avenue, continuing along the west side of Van Buren and connecting to Van Buren Street. An improved intersection at La Paloma Avenue is proposed, 121.9 m (400 ft) south of the new circulation road intersection, with a new industrial property access road on the west side of Van Buren Street. A third connector road would be constructed in the northwest quadrant of the overcrossing that would connect Van Buren Street with Orangethorpe Avenue.
- **Richfield Road Overcrossing.** A bridge would be constructed over Vicente Avenue. A north connector road would connect Richfield Road with Orangethorpe Avenue. A south connector road would connect Nancita Street and pass under Richfield Road to Vincente Avenue.
- **Lakeview Avenue Overcrossing.** The Lakeview Avenue intersection would be realigned to the west. A frontage road would be constructed in the southeast quadrant to allow access from the industrial complex in this location. A circulation road would be constructed in the southwest quadrant to connect the frontage road to Lakeview Avenue. A connector road in the northeast quadrant would connect Lakeview Avenue to Orangethorpe Avenue.
- **Kellogg Drive Undercrossing.** The southern portion of Kellogg Drive would be realigned to the east and would connect to northern Kellogg Drive. A connector road in the northwest quadrant would connect Marita Lane to Kellogg Drive and to Orangethorpe Avenue.

Drainage Structure Improvements. The Kraemer Boulevard storm drain would be realigned into a proposed 6.1 m (20 ft) easement along the east side of Kraemer Boulevard from just south of Chapman Avenue to Crowther Avenue. The storm drain would continue east of the three Crowther Avenue bridges and through a full residential acquisition (APN 340-171-09) at the southeast corner of Crowther Avenue and Kraemer Boulevard. The realignment would continue into Rutherford Street and would require a full parcel acquisition (APN 340-181-03) approximately 152.4 m (500 ft) south of the above full parcel acquisition and then would connect to the existing alignment in Kraemer Boulevard. The Kellogg Drive storm drain would be reconstructed to pass below the street undercrossing and to drain to a new outlet at the Santa Ana River. In addition, the capacity of these structures would be increased in order to accommodate the 100-year storm; they are currently sized for the 10- to 25-year storm (Boyle 2006). Storm drains that would be impacted by street improvements would be relocated and upgraded as necessary.

Due to elevation changes for the Kraemer Boulevard and Kellogg Drive undercrossings, pump stations would be required to pump storm water from the low point of these intersection. The Kraemer Boulevard pump station would be located at APN 340-171-09. The Kellogg Drive pump station would be located within the project right-of-way.

Utility Relocation. Prior to construction of each grade separation, all underground and aboveground utilities within the proposed construction zone would be relocated. The relocations would be coordinated with the utility service providers and are not anticipated to involve an interruption in service. Affected utilities near Kraemer Boulevard would likely be relocated in the proposed 6.1 m (20 ft) storm drain easement described above.

Aesthetic Improvements. Construction of several overcrossings and undercrossings with access ramps from Crowther Avenue and Orangethorpe Avenue would not leave room for aesthetic improvements at these intersections. However, the design of each of the new structures could incorporate aesthetic treatments, such as artwork and/or landscaping (within the medians, etc.) as part of the final design of each of the new structures.

Construction Staging Area and Project Phasing Plan. Construction staging would occur as each of the grade separation projects are implemented. Staging areas would be designated within the footprint area of each of the new structures. The interim features will vary depending upon the individual grade separation project. The following briefly describes interim features related to each grade separation related to Alternative D:

- Kramer Boulevard
  - Street closure: Kraemer Boulevard will be closed during construction. The TMP proposes to detour traffic via Miraloma Avenue, Tustin Avenue/Rose Drive, and Alta Vista Street.
  - Shoofly track: A temporary railroad detour or shoofly track will be required during construction.
- Orangethorpe Avenue
  - Traffic impedance: Phased construction of bridges for the Orangethorpe railroad overcrossing and for connection to Crowther Avenue will require closing approximately one-half of the capacity of Orangethorpe Avenue during construction.
- Tustin Avenue/Rose Drive
  - Traffic impedance: Phased construction of the overhead bridge for Tustin Avenue/Rose Drive may require restricting the flow of roadway traffic by one-half during construction. It may be possible to construct the connecting roadway from Rose Drive to Orangethorpe Avenue as an early project feature and use that as a partial detour route. However, it would still be necessary to restrict capacity on Tustin Avenue during phased construction. The TMP proposes to detour traffic via Jefferson Street and Alta Vista Street.
- Jefferson Street
  - Street closure: Jefferson Street has relatively low traffic volumes and would be closed during construction. The TMP proposes to detour traffic via Tustin Avenue/Rose Drive or Van Buren Street.
- Van Buren Street
  - Street closure: Van Buren Street has relatively low traffic volumes and would be closed during construction. The TMP proposes to detour traffic via Miraloma Avenue, Jefferson Street, and Alta Vista Street.

- Richfield Road
    - Street closure: Richfield Road has relatively low traffic volumes and would be closed during construction. The TMP proposes to detour traffic via Van Buren Street or Lakeview Avenue and Orchard Drive.
- Lakeview Avenue
    - Traffic impedance: Phased construction of the overhead bridges for Lakeview Avenue and the Atwood Channel may require restricting the flow of roadway traffic by one-half during construction. It may be possible to construct the connecting roadway in the northeast quadrant to connect Orangethorpe Avenue for traffic traveling to and from the north. However, it would still be necessary to restrict capacity on Lakeview Avenue south of Orangethorpe Avenue during phased construction.

      The TMP proposes to detour traffic via Miraloma Avenue, Richfield Road, and Buena Vista Avenue.
- Kellogg Drive
    - Street closure: Kellogg Drive has relatively low traffic volumes and would be closed during construction. The TMP proposes to detour traffic via Miraloma Avenue, Richfield Road, Buena Vista Avenue, and Imperial Highway (State Route 90).

A phased construction program would be implemented to allow for the continuation of local circulation through the OCG project area during the construction of the project. A detailed phasing plan is available for review in the *Traffic Impact Analysis* (LSA 2006).

Right-of-Way. Right-of-way acquisitions would be required under Alternative D to accommodate the construction of the standard grade separations and associated street and drainage improvements. It is estimated that approximately 24 ha (59.4 ac) of right-of-way would be permanently acquired for Alternative D. TCEs would also be required for construction of the Kraemer Boulevard undercrossing.

6.0 SECTION 4(F) PROPERTIES

This Report considers the potential actual and constructive use of identified Section 4(f) resources by the proposed OCG project alternatives. The Federal Highway Administration (FHWA) defines "actual use" to mean (1) where land is permanently incorporated into a transportation facility; or (2) where there is a temporary occupancy of the land that is adverse in terms of the statute's preservation purpose. The FHWA defines "constructive use" as circumstances where the transportation project does not incorporate land from a Section 4(f) resource but the project's proximity impacts are so severe that the activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired.

In accordance with FHWA policies, this Report considers the potential actual and constructive use of the identified Section 4(f) resources. Where the Report identifies that a Section 4(f) resource is potentially constructively used by the project, the Report also considers whether there are any feasible and prudent alternatives to the constructive use of the Section 4(f) resource.

To determine which Section 4(f) resources would be potentially used by the proposed project, all park and recreational facilities within the corridor study area were identified. Of the many facilities identified, those that met the following criteria were eliminated from further consideration: (1) privately owned; (2) publicly owned but did not permit public recreation; and (3) properties greater than 0.8 km (0.5 mi) from the alignment. The resources that met one or more of these three criteria were determined not to be subject to protection under the requirements of Section 4(f); therefore, they were not analyzed in the evaluation of Section 4(f) resources described here.

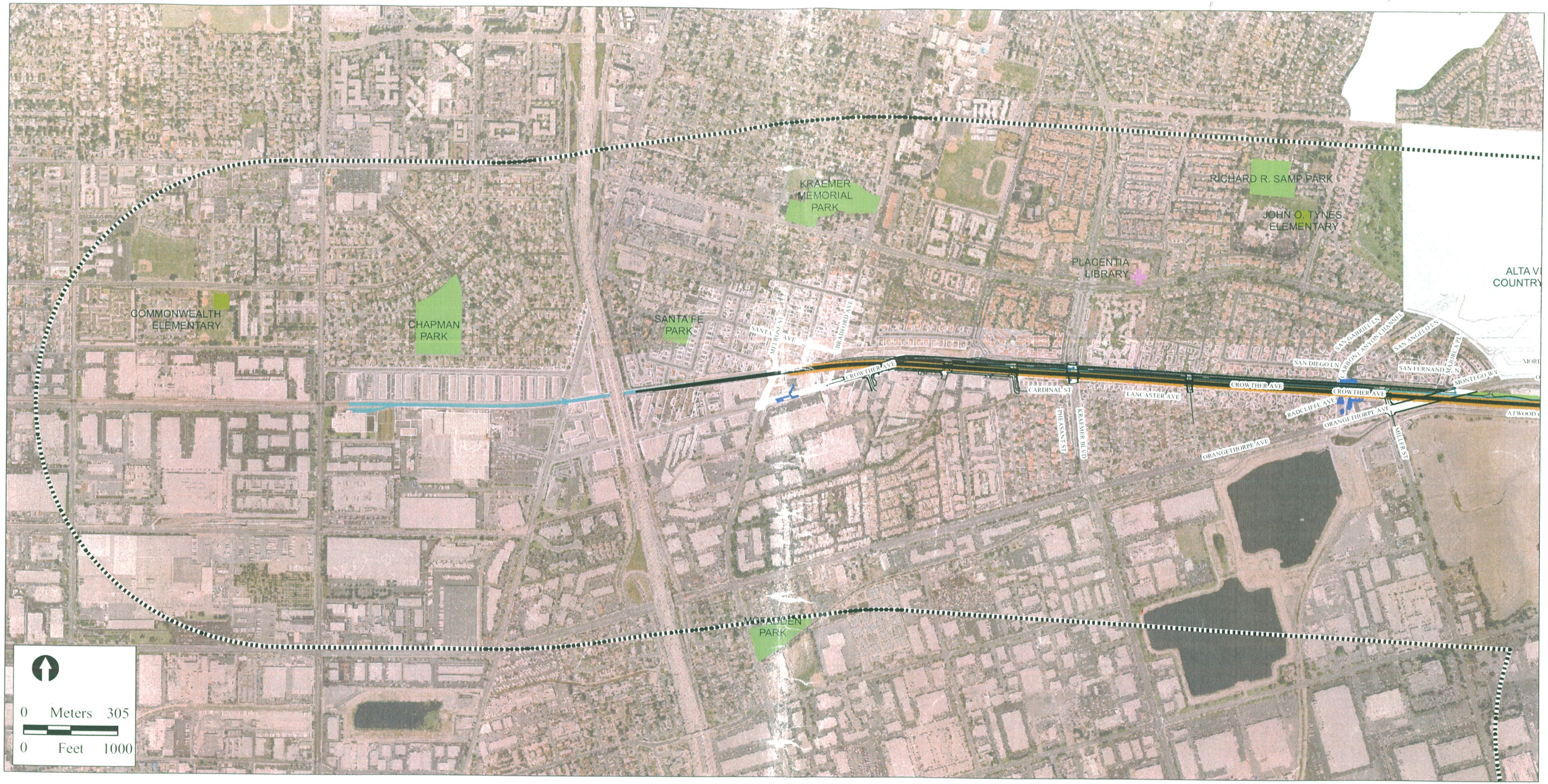
Figure 6-1 identifies the potential Section 4(f) resources within 0.8 km (0.5 mi) of the proposed project. Resources that did not meet the criteria specified above were not brought forward for further detailed review in this Report. These resources are identified in Table 6-A.

The resources in Figure 6-1 and Table 6-A are resources that are within 0.8 km (0.5 mi) of the proposed project. It has been determined that none of these resources would be directly used by the proposed OCG project.

For those resources that qualify as Section 4(f) resources, potential project-related constructive use effects due to increases in nearby traffic associated with construction detouring were assessed. These impacts would be minimal, at the edges of the resources on existing streets, and will be temporary.

Figure 6-2 identifies one Section 4(f) resource (Parque de los Niños) brought forward for more detailed evaluation. This resource is described below in terms of (1) its existing character and value as a Section 4(f) resource and/or future park plan alignment, and (2) potential direct and constructive use of this resource by each of the alternatives under consideration.

Existing conditions at each Section 4(f) property were assessed through site visits, discussions with local agency representatives who have jurisdiction over the property, and review of existing planning documents. Potential direct effects to each resource were evaluated using Geographic Information



Legend

- 0.8 km (0.5 mi) Radius
- Public / Private High School
- Public Elementary School
- College / University
- Historic Point of Interest
- Library
- Golf Course
- Park

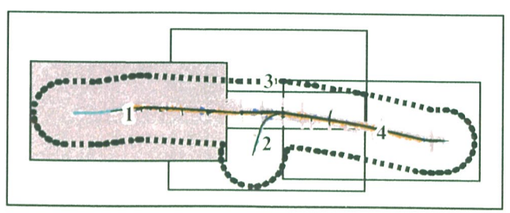
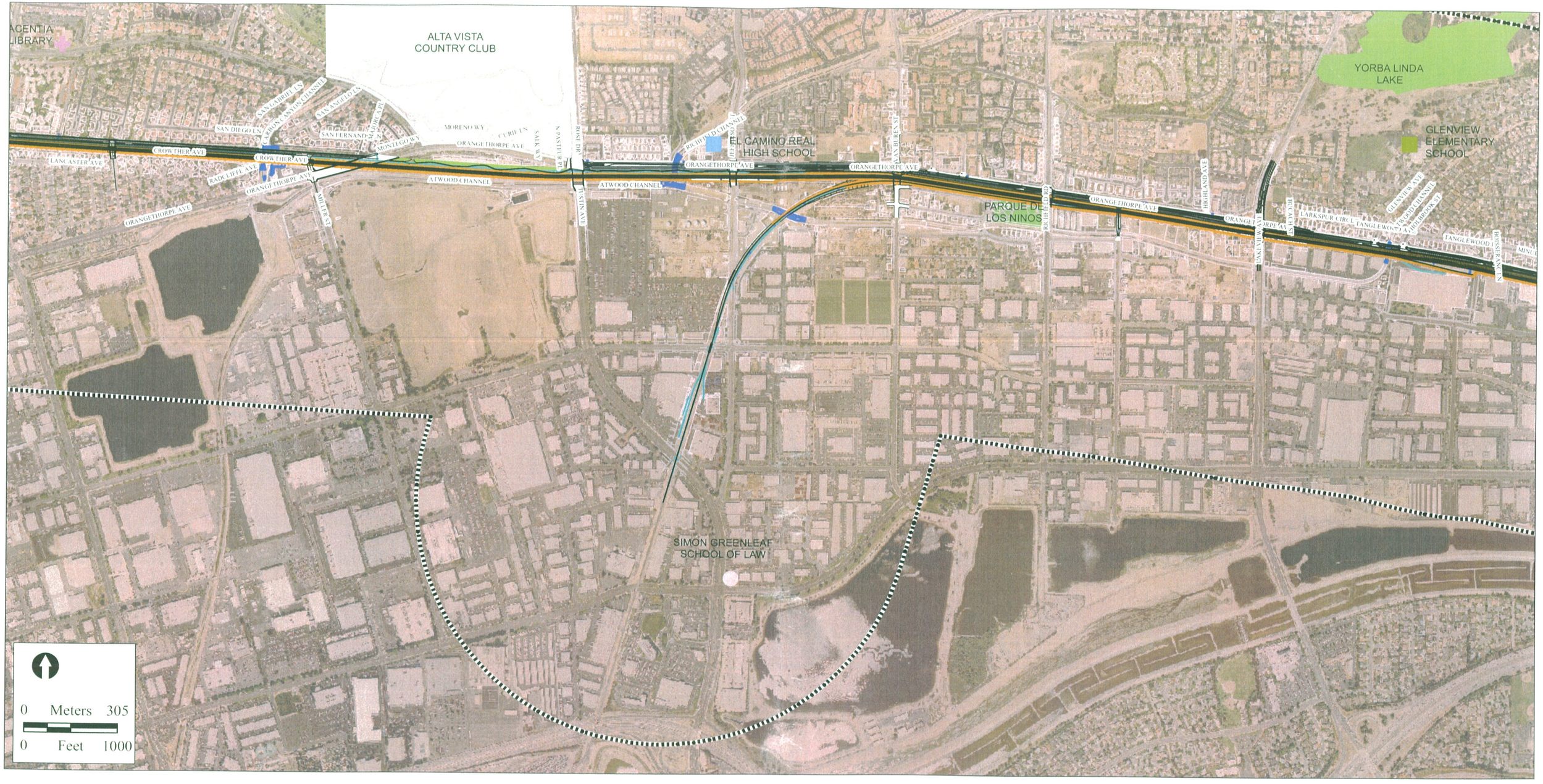


Figure 6-1

Orange County Gateway

All Alternatives
Section 4 (f) Resources
Sheet 1 of 4

KFM Engineering, 2003; LSA Associates, 2003.
Jul 25, 2006 i:\otg130\gis\mxds\mapbook_4f.mxd



Legend

- 0.8 km (0.5 mi) Radius
- Public / Private High School
- Public Elementary School
- College / University
- Historic Point of Interest
- Library
- Golf Course
- Park

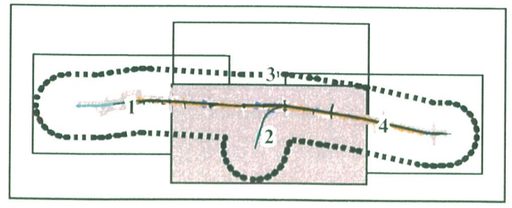


Figure 6-1

Orange County Gateway

All Alternatives
Section 4 (f) Resources
Sheet 2 of 4

KFM Engineering, 2003; LSA Associates, 2003.
Jul 25, 2006 I:\otg130\gis\mxds\mapbook_4f.mxd



Legend

- 0.8 km (0.5 mi) Radius
- Public / Private High School
- Public Elementary School
- College / University
- Historic Point of Interest
- Library
- Golf Course
- Park

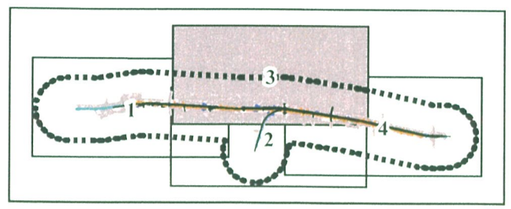
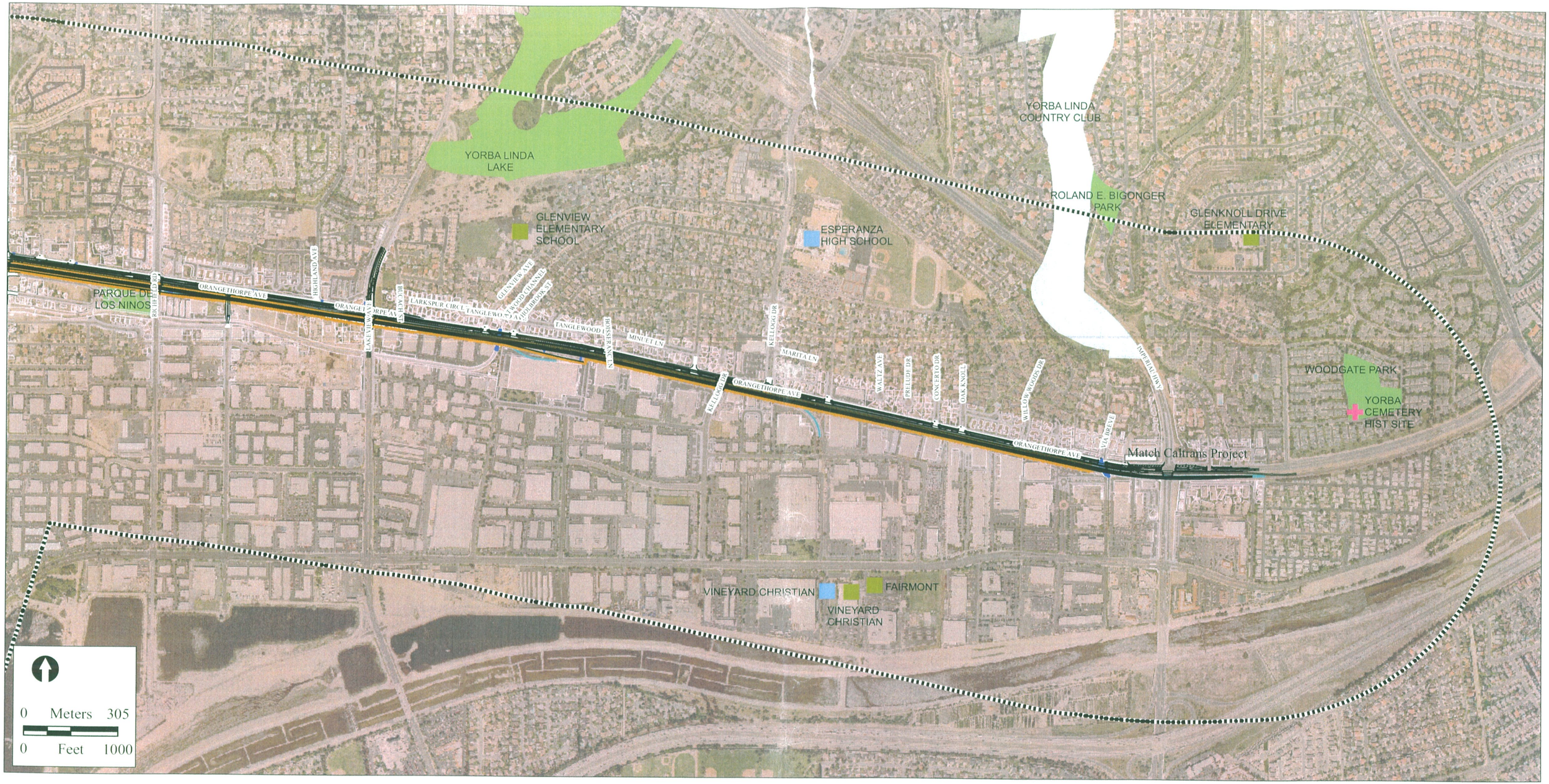


Figure 6-1

Orange County Gateway

All Alternatives
Section 4 (f) Resources
Sheet 3 of 4

KFM Engineering, 2003; LSA Associates, 2003.
Jul 25, 2006 i:\otg130\gis\mxds\mapbook_4f.mxd



Legend

- 0.8 km (0.5 mi) Radius
- Public / Private High School
- Public Elementary School
- College / University
- Historic Point of Interest
- Library
- Golf Course
- Park

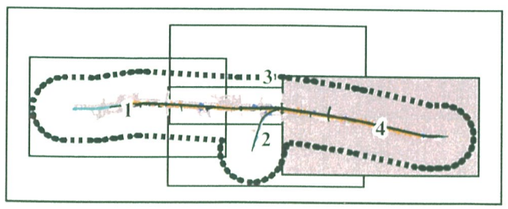


Figure 6-1

Orange County Gateway

All Alternatives
Section 4 (f) Resources

Sheet 4 of 4

KFM Engineering, 2003; LSA Associates, 2003.
Jul 25, 2006 i:\otg130\gis\mxds\mapbook_4f.mxd

Table 6-A: Resources within 0.8 km (0.5 mi) of the Study Area

Resources[1]	Section 4(f) Resource?
Commonwealth Elementary School	Yes: Public school
Chapman Park	Yes: Public park
Santa Fe Park	Yes: Public park
Kraemer Memorial Park	Yes: Public park
Placentia Public Library	Yes: Public facility
Richard R. Samp Park	Yes: Public park
John O. Tynes Elementary School	Yes: Public school
McFadden Park	Yes: Public park
Alta Vista Country Club	No: Golf course/private
El Camino Real Continuation High School	No: Public school (no public recreation resources)
Parque De Los Niños	Yes: Public park
Simon Greenleaf School of Law	No: Private school (no recreation resources)
Placentia Champions Sports Complex	Yes: Public park
Glenview Elementary School	Yes: Public school
Yorba Linda Lake	No: Private
Esperanza High School	Yes: Public school
Vineyard Christian Elementary School	No: Private school (no public access)
Vineyard Christian High School	No: Private school (no public access)
Fairmont Elementary School	No: Private school (no public access)
Woodgate Park	Yes: Public park
Historic Yorba Cemetery	Yes: Historic site/park
Yorba Linda Country Club	No: Golf course/private
Glen Knoll Drive Elementary School	Yes: Public school

Source: LSA Associates, Inc. (2006).

[1] Listed as they appear, east to west, along the project alignment. Refer also to Figure 6-1 for the locations of these resources.



FIGURE 6.2

1 PARKING
2 HANDBALL COURT
3 COMMUNITY CENTER
4 POOL
5 PLAY EQUIPMENT
6 BALLFIELD
7 PEDESTRIAN WALKWAY/ENTRANCE

SOURCE: EAGLE AERIAL, 2004.

I:\OTG130\G\4(F) Parque do los Ninos-Existing.cdr (10/27/05)

Orange County Gateway

Parque de los Niños

System (GIS) technology, which compared the boundaries of the resource with right-of-way requirements for each of the alternatives under consideration. Potential constructive use effects, such as noise and vibration, air quality, visual resources, and property access were assessed, in concert with technical studies conducted for the EIS/EIR for the proposed OCG project.

According to FHWA guidelines, ". . . for purposes of Section 4(f), a historic site is significant only if it is on or eligible for the National Register of Historic Places, unless FHWA determines that the application of Section 4(f) is otherwise appropriate."

Review of archival records identified properties/districts already listed in the *National Register of Historic Places* (NRHP) or previously determined eligible for inclusion in the *National Register*. Previously unrecorded historic resources were evaluated and preliminary determinations found that the properties were not eligible for the NRHP. Final Determinations of Eligibility (DOE) for these resources were made through consultation with the Office of Historic Preservation (OHP). In two letters dated January 12, 2005, and May 20, 2005, the State Historic Preservation Officer (SHPO) concurred that the properties were not eligible for the NRHP.

6.1 Impacts on Section 4(f) Resources—Parks and Recreation

Provided within this section is a description of the activities, features, and attributes of each resource that is protected by Section 4(f) and determinations as to: (1) whether all or a portion of the property would be acquired from a Section 4(f) resource (referred to as direct use), and (2) whether potential proximity impacts were so severe as to substantially impair the activities, features and attributes that qualify the resource for protection under Section 4(f) (referred to as constructive use). Proximity effects relate to changes in the ambient environment that affect the quality of the experience of users of the resource, and include increased noise, visual intrusion, or access restrictions.

Potential air quality impacts can also be considered proximity impacts. Given that the results of the *Air Quality Analysis* (LSA 2006) showed no exceedances of the federal or State carbon monoxide (CO) standards within the project study corridor with or without the OCG project, potential air quality impacts will not impair the activities, features, or attributes that qualify the resources evaluated for protection under Section 4(f). Additionally, all Build Alternatives will result in a reduction in vehicle delay due to removal of at-grade crossings, which results in a concomitant reduction in criteria pollutants, as demonstrated in the Air Quality Analysis.

6.1.1 Alternative A: No Build Alternative

Parque de los Niños is a 1.5 ha (3.7 ac) community park located within and owned by the City of Placentia at 1701 Atwood Avenue (Figure 6-2). As shown in Figure 6-2, this resource is located adjacent to the BNSF rail line. This resource is currently affected by both vehicular and train noise due to its proximity to the BNSF rail lines and Richfield Avenue. A 1.8 m (6 ft) wall is located along the northern boundary of this resource adjacent to the railroad. Existing facilities/activities within this resource include the L. Jack Gomez Community Center, swimming pool, baseball/softball fields, playground, handball/racquetball and basketball courts, and off-street parking as shown on Figure 6-2. Access to the park is provided via Atwood Avenue and Vicente Avenue. Pedestrian access is also provided to this resource via a walkway over the Atwood Channel, south of the park. The majority of

the park users come from the community south of the park and generally access the park from the walkway over Atwood Channel. As outlined in the City of Placentia General Plan – Recreation and Parks Element (1988), this resource is located within Recreation and Park Sector 4. To assess its park and recreational needs, the City was divided into sectors as part of the preparation of this element of the City's General Plan.

Alternative A would not alter the existing setting and would have no direct impact on this resource because it does not propose any construction or property acquisition at the park.

Potential constructive use effects of Alternative A on this park are:

- The quality of views is not a contributing element to the activities, functions, or attributes that qualify this resource for protection under Section 4(f). Given the resource's location within an urbanized area and adjacent to existing rail activity, Alternative A would not alter its viewshed. Figure 6-3 illustrates the existing view from this park.
- As described in the *Noise and Vibration Analysis* (LSA 2006), the vehicular noise level at resource (identified as Receptor No. 108) associated with Alternative A is 65 dBA L_{eq}, 1 dBA higher than the existing noise levels. This noise level was projected from the ball fields, which are the closest activity to vehicular noise sources on Richfield Avenue to the east. This noise level is within the FHWA noise abatement criterion for parklands of 67 L_{eq}.
- This resource would continue to be affected by existing rail noise and train whistles under Alternative A. As discussed in the *Noise and Vibration Analysis* (LSA 2006), under Alternative A, noise levels associated with rail activities are estimated to be 75 dBA L_{dn} at 100 ft from the track, exceeding the 65 L_{dn} exterior noise standard established by the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA). This noise level is 3 dBA L_{dn} higher than the existing noise level of 67 dBA L_{dn} at 30 m (100 ft). The increase in noise levels is associated with the expected rise in train operations in the future.
- Under Alternative A, there would be no change in groundborne train vibration from existing conditions. As discussed in the Noise and Vibration Analysis, existing properties along the project corridor, including this resource, are currently exposed to 71 to 79 velocity in decibels (VdB) groundborne vibration from train operations. The VdB scale relates to a community response to vibration. Although these levels exceed the 75 VdB FTA vibration criteria for frequent events (more than 70 trains per day), established for institutional uses with primarily daytime uses, it is within the FTA criterion of 83 VdB for infrequent events (fewer than 70 trains per day). These vibration levels would remain the same for Alternative A, as this alternative maintains the railroad tracks in their existing configuration.
- As no improvements are associated with Alternative A, there would be no effects to existing park access or construction impacts.

In summary, Alternative A would not result in adverse changes to the activities, features, and functions that qualify this park for protection under Section 4(f). Therefore, Alternative A would not result in a constructive use at this park.

6.1.2 Alternative B: Railroad Lowering Alternative from Bradford Avenue to Imperial Highway

Figure 6-3 depicts the relationship of this resource to Alternative B. As shown in Figure 6-3, there would be no direct use of this resource under Alternative B because no property from the park would be acquired under Alternative B. Figure 6.4 shows an existing view from this park toward the BNSF right-of-way and a with-project view simulation at the same location

The trench walls in Alternative B will extend from above the ground surface to the bottom of the trench, to a depth approximately 12.8 m (40 ft) below the ground surface. This wall will require subsurface footings. Those footings will extend a short distance outside the BNSF right-of-way, under the site occupied by the Park de Los Niños. However, these footings will be at substantial depth and will not affect the existing surface uses at the Park. In addition, the depth of these footings would be below any potential future uses at the Park and would not affect the ability of the City to make changes or provide other amenities at this Park in the future. Therefore, Alternative B would not permanently incorporate parkland into a transportation facility within the meaning of 23 CFR Section 774.17 and would not result in the use of any land from this park.

In summary, Alternative B will not result in the direct use of this resource.

Potential constructive use effects of Alternative B on this park are:

- The quality of views is not a contributing element to the activities, functions, or attributes that qualify this resource for protection under Section 4(f). Given the resource's location within an urbanized area and adjacent to existing rail activity, the depressed railroad alignment under Alternative B would not alter its existing viewshed. Figure 6-3, shown earlier, illustrates the existing viewshed and view effects at this park under Alternative B.
- As described in the *Noise and Vibration Analysis* (LSA 2006), the vehicular noise level at this resource (identified as Receptor No. 108) associated with Alternative B is 65 dBA L_{eq}. This level is the same as Alternative A and is 1 dBA higher than the existing noise levels. This noise level was projected from the ball fields, which comprise the closest activity to vehicular noise sources on Richfield Avenue and is within the FHWA noise abatement criterion for parklands of 67 L_{eq}.
- Noise levels associated with rail activities would be reduced with Alternative B because the tracks would be lowered within the trench under this alternative. As discussed in the *Noise and Vibration Analysis* (LSA 2006), with Alternative B, rail noise levels at this resource are estimated to be reduced by 17 dBA, to 58 dBA L_{dn}, at 100 ft from the trench. These noise levels are below the 65 dBA L_{dn} standard established by the FTA and FRA.
- Under Alternative B, freight and passenger trains would be located in a trench adjacent to this resource. As described in the *Noise and Vibration Analysis* (LSA 2006), lowering of the track profile to 12 m (40 ft) below ground surface will result in a reduction in groundborne vibration of approximately three to five VdB from levels experienced currently with at-grade trains. Some of the vibration energy would be absorbed by the soils and some energy would be reflected by the soil layers downward.
- Neither Atwood Avenue nor Vincente Avenue, the primary access roads for this park, would be permanently modified, and existing access to the park would be maintained under Alternative B.



FIGURE 6.3

1. PARKING
2. HANDBALL COURT
3. COMMUNITY CENTER
4. POOL
5. PLAY EQUIPMENT
6. BALLFIELD
7. PEDESTRIAN WALKWAY/ENTRANCE

ROADWAY IMPROVEMENTS
PARKWAYS
RAIL BRIDGES

SOURCE: EAGLE AERIAL, 2004.

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Orange County Gateway

Parque de los Niños - Alternative B



This is an existing view is from the community park (Parque de los Niños) near Richfield Road. It is also represents views from the park under Alternative A.



Views of train locomotives and cars/containers are eliminated with Alternative B as the tracks are within the trench.

FIGURE 6.4

Orange County Gateway

Parque de los Niños
Existing View and Alternative B View Simulation

- Construction activities could temporarily require closures of Richfield Road or Van Buren Street, limiting access during construction. However, these closures would not occur simultaneously.
- Construction activities adjacent to the Park could result in fugitive dust and, therefore, result in the need for more frequent cleaning of the pool at the Park. The following mitigation measure would substantially reduce the adverse impacts of the fugitive dust on the pool:

  REC-1 The City of Placentia will increase the frequency of swimming pool cleaning/maintenance at Parque de los Niños as necessary during construction activities adjacent to the park.

In summary, Alternative B would not result in adverse changes to the activities, features, and functions that qualify this park for protection under Section 4(f). Therefore, Alternative B would not result in a constructive use at this park.

6.1.3 Alternative C: Railroad Lowering Alternative from Bradford Avenue to West of Kellogg Drive

Figure 6-5 depicts the relationship of Alternative C to this resource. As shown in Figure 6-5, there would be no direct use of this resource under Alternative C because no property would be acquired from the park under Alternative C.

The trench walls in Alternative C will extend from above the ground surface to the bottom of the trench, to a depth approximately 12.8 m (40 ft) below the ground surface. This wall will require subsurface footings. Those footings will extend a short distance outside the BNSF right-of-way, under the site occupied by the Park de Los Ninos. However, these footings will be at substantial depth and will not affect the existing surface uses at the Park. In addition, the depth of these footings would be below any potential future uses at the Park and would not affect the ability of the City to make changes or provide other amenities at this Park in the future. Therefore, Alternative C would not permanently incorporate parkland into a transportation facility within the meaning of 23 CFR 774.17 and would not result in the use of any land from this park.

In summary, Alternative C will not result in the direct use of this resource.

Potential constructive use effects of Alternative C on this park are:

- The quality of views is not a contributing element to the activities, functions, or attributes that qualify this resource for protection under Section 4(f). Given the resource's location within an urbanized area and adjacent to existing rail activity, the depressed railroad alignment under Alternative C would not alter its existing viewshed. Figure 6-6 illustrates the existing viewshed and effects associated with this alternative.
- As described in the *Noise and Vibration Analysis* (LSA 2006), the vehicular noise level at this resource (identified as Receptor No. 108) associated under Alternative C is 65 dBA L_{eq}. This level is the same as the No Build Alternative and are 1 dBA higher than the existing noise levels. This noise level was projected from the ball fields, which comprise the closest activity to



FIGURE 6.5

1 PARKING
2 HANDBALL COURT
3 COMMUNITY CENTER
4 POOL
5 PLAY EQUIPMENT
6 BALLFIELD
7 PEDESTRIAN WALKWAY/ENTRANCE

ROADWAY IMPROVEMENTS
PARKWAYS
RAIL BRIDGES

Orange County Gateway

Parque de los Niños - Alternative C

SOURCE: EAGLE AERIAL, 2004.

I: OTG\30 G\4(F) Parque do los Ninos-Alt-C.cdr (10/27/05)



This is an existing view from the community park (Parque de los Niños) near Richfield Road.



This view simulation for Alternative C shows a taller wall in the middle ground. Trains will remain visible.

FIGURE 6.6

Orange County Gateway

Parque de los Niños
Existing View and Alternative C View Simulation

vehicular noise sources on Richfield Avenue and is within the FHWA noise abatement criterion for parklands of 67 L_{eq}.

- Noise levels associated with rail activities would be reduced with Alternative C, because the tracks would be lowered within the trench under this alternative. As described in the *Noise and Vibration Analysis* (LSA 2006), with Alternative C, rail noise levels at this resource are estimated to be reduced by 17 dBA, to 58 dBA L_{dn}, at 100 ft from the trench. These levels are below the 65 dBA L_{dn} criterion established by the FTA and FRA.
- Under Alternative C, freight and passenger trains would be located in a trench adjacent to this resource. As described in the *Noise and Vibration Analysis* (LSA 2006), lowering of the track profile to 12 m (40 ft) below ground surface would result in a reduction in groundborne vibration of three to five VdB from levels experienced with at-grade trains. Some of the vibration energy would be absorbed by the soils and some energy would be reflected by the soil layers downward. Adjacent to this resource, the emergency rail tracks would be relocated closer to the park; however, the change in groundborne vibration levels as a result of this realignment would not be measurable and there would be no effect on the outdoor uses of the park.
- Atwood Avenue and Vincente Avenue (the primary access roads to this resource) would not be permanently modified and existing access to the resource would be maintained under Alternative C.
- Construction activities may temporarily require closures of Richfield Road and/or Van Buren Street, limiting access to this resource during construction. However, these closures would not occur simultaneously.
- Construction activities adjacent to the Park could result in fugitive dust and, therefore, result in the need for more frequent cleaning of the pool at the Park. The following mitigation measure would substantially reduce the adverse impacts of the fugitive dust on the pool:

  REC-1 The City of Placentia will increase the frequency of swimming pool cleaning/maintenance at Parque de los Niños as necessary during construction activities adjacent to park.

In summary, Alternative C would not result in adverse changes to the activities, features, and functions that qualify this park for protection under Section 4(f). Therefore, Alternative C would not result in a constructive use at this park.

6.1.4 Alternative D: Standard Grade Separation

Figure 6-7 depicts the relationship of Alternative D to this resource. As shown in Figure 6-7, there will be no direct use of this resource under Alternative D because no property from the park would be acquired under Alternative D.



FIGURE 6.7

1 PARKING
2 HANDBALL COURT
3 COMMUNITY CENTER
4 POOL
5 PLAY EQUIPMENT
6 BALLFIELD
7 PEDESTRIAN WALKWAY/ENTRANCE
ROADWAY IMPROVEMENTS

Orange County Gateway

Parque de los Niños - Alternative D

SOURCE: EAGLE AERIAL, 2004.

I:\OTG130\G\4(F) Parque do los Ninos-Alt-D.cdr (10/27/05)



This is an existing view from the community park (Parque de los Niños) near Richfield Road.



This view simulation for Alternative D shows the Richfield Road overcrossing.

FIGURE 6.8

Orange County Gateway

Parque de los Niños
Existing View and Alternative D View Simulation

Potential constructive use effects of this alternative on this park are:

- The quality of views is not a contributing element to the activities, functions, or attributes that qualify this resource for protection under Section 4(f). Given the resource's location within an urbanized area and adjacent to existing rail activity, the overcrossing structure associated with Alternative D would not alter its viewshed. The change would add a new urban structure into the existing urban viewshed from this park. Figure 6-8 illustrates the existing viewshed and visual changes from this park associated with Alternative D.
- As described in the *Noise and Vibration Analysis* (LSA 2006), the vehicular noise level at this resource (identified as Receptor No. 108) associated with the Alternative D is 63 dBA L_{eq}. This level is 2 dBA lower than Alternative A and 1 dBA lower than the existing noise levels. This noise level was projected from the ball fields, which is the closest activity to vehicular noise sources on Richfield Avenue. This noise level is within the FHWA noise abatement criterion for parklands of 67 L_{eq}.
- Alternative D would result in train noise levels that would be similar to those identified for the existing condition and Alternative A. As described in the *Noise and Vibration Analysis* (LSA 2006), the grade separation structures (either overcrossings or undercrossings) would not affect train operations and would not provide a reduction in train noise. Receptors at the resource would continue to be exposed to train noise levels (75 dBA Ldn) exceeding the 65 dBA L_{dn} exterior noise standard.
- Under Alternative D, vibration impacts would be the same as the existing condition and Alternative A. As described in the *Noise and Vibration Analysis* (LSA 2006), trains would continue to travel adjacent to the resource as they do today. The grade separation structure (overcrossing) would not affect train operations and would provide a negligible reduction in vibration effects compared to existing conditions.
- Atwood Avenue and Vincente Avenue, the primary access roads to this resource, would not be permanently modified and existing access would be maintained to this park under Alternative D.
- Construction activities may temporarily require closures of Richfield Road or Van Buren Street, limiting access to this resource during construction. However, these closures would not occur simultaneously.
- Construction activities adjacent to the Park could result in fugitive dust and, therefore, result in the need for more frequent cleaning of the pool at the Park. The following mitigation measure would substantially reduce the adverse impacts of the fugitive dust on the pool:

  REC-1 The City of Placentia will increase the frequency of swimming pool cleaning/maintenance at Parque de los Niños as necessary during construction activities adjacent to park.

In summary, Alternative D would not result in adverse changes to the activities, features, and functions that qualify this park for protection under Section 4(f). Therefore, Alternative D would not result in a constructive use at this park.

As described above, the OCG Build Alternatives will not use any Section 4(f) properties. That analysis, which specifically evaluated the potential for the OCG Build Alternatives to use the Parque

de los Niños, a public park owned and operated by the City of Placentia, determined that Alternatives B, C, and D would not result in the use of this Section 4(f) property. No comments related to this park or the potential for effects on this park under Section 4(f) were received from the public or agencies during the public review period (from June 27 to August 11, 2008) for the Draft EIS/EIR. All comments received on the Draft EIS/EIR are provided in Appendix K, Responses to Comments. Based on the analysis provided in this Appendix, and that no comments were received regarding this park during the public review period for the Draft EIS/EIR, FHWA made a Section 4(f) de minimis finding for the OCG project.

7.0 AVOIDANCE ALTERNATIVES

Under the requirements of 49 USC Section 303, where proposed Build Alternatives substantially adverse impact Section 4(f) resources either directly or through proximity impacts, to where the use or function of the resources is impaired, an analysis of alternative locations for the proposed project that avoid Section 4(f) impact must be prepared. Avoidance can occur through rerouting design changes or other methods. Such avoidance alternatives must be selected if they are determined to be prudent and feasible methods of achieving the defined project objectives. As there is no direct or proximity use of a Section 4(f) resource resulting from the OCG project Build Alternatives, identification of avoidance alternatives is not required.

8.0 MEASURES TO MINIMIZE HARM

The adverse effects to the park identified above could be minimized with appropriate measures, as described below.

- Relandscape area temporarily affected by construction activities.
- Incorporate measures into contract specifications to ensure the safety of park visitors during periods when construction activities are adjacent to Parque de los Niños.
- Increase frequency of swimming pool maintenance at Parque de los Niños during construction activities adjacent to park.

9.0 COORDINATION

In accordance with Section 4(f) guidance, local agencies with jurisdiction over the affected resources were consulted for guidance and concurrence on the activities, features, attributes, and significance of the Section 4(f) resources. Copies of the correspondence with these officials are included in Appendix A. The State Historic Preservation Officer (SHPO) was consulted regarding the significance of properties not listed on the National Register. Two letters from the SHPO concurring that there are no resources within the project study area eligible for the NRHP are also included in Appendix A.

APPENDIX A

COORDINATION CORRESPONDENCE

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

May 20, 2005

Reply To: FHWA041216A

Smita Deshpande, Chief
Environmental Planning Branch C
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

Re: Determinations of Eligibility and Finding of Effect for the Proposed Orange County Gateway Project, Orange County, CA

Dear Ms. Deshpande:

Thank you for your reply of February 1, 2005 answering my questions of January 12, 2005. Based on review of submitted documentation I can now concur that 220 E Santa Fe Avenue in Placentia is not eligible for the National Register of Historic Places (NRHP).

In accordance with Stipulation IX.B. of the PA, the Department has found that there are historic properties within the APE that may be affected by the undertaking. The Department will apply the Criteria of Adverse Effect pursuant to Stipulation X.A. The Federal Highway Administration (FHWA) will continue consultation with me in accordance with those provisions of Stipulation X. that FHWA determines apply to such further consultation.

If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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calshpo@ohp.parks.ca.gov
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January 12, 2005

Reply To: FHWA041216A

Smita Deshpande, Chief
Environmental Planning Branch C
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

Re: Determinations of Eligibility and Finding of Effect for the Proposed Orange County Gateway Project, Orange County, CA

Dear Ms. Deshpande:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

The California Department of Transportation (Caltrans) is requesting my concurrence pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places (NRHP):

100 E Santa Fe Ave, Placentia, CA
207 A-E Crowther Ave, Placentia, CA
6591 N Jefferson St, Placentia, CA
137 S Van Buren St, Placentia, CA
1572 E Spruce St, Placentia, CA
213 S Van Buren St, Placentia, CA
1561 Cherry St, Placentia, CA
312 S Van Buren St, Placentia, CA
318 S Van Buren St, Placentia, CA
431 S Van Buren St, Placentia, CA
437 S Van Buren St, Placentia, CA
503 S Van Buren St, Placentia, CA
513 S Van Buren St, Placentia, CA
636 S Van Buren St, Placentia, CA
606 S Van Buren St, Placentia, CA
500 S Van Buren St, Placentia, CA
1604 Oak St, Placentia, CA
1608 Oak St, Placentia, CA
1612 Oak St, Placentia, CA
1616 Oak St, Placentia, CA
1620 Oak St, Placentia, CA
1634 Oak St, Placentia, CA
1640 Oak St, Placentia, CA
1648 Oak St, Placentia, CA
1660 Oak St, Placentia, CA
1664 Oak St, Placentia, CA
1649 Oak St, Placentia, CA
1637 Oak St, Placentia, CA

1629 Oak St, Placentia, CA
1608 Atwood Ave, Placentia, CA
507 Fee Ana St, Placentia, CA
506 Fee Ana St, Placentia, CA
1924 E Orangeview Ave, Placentia, CA
2006 E Orangeview Ave, Placentia, CA
2018 E Orangeview Ave, Placentia, CA
601 S Lakeview Ave, Placentia, CA
4501 Orangethorpe Ave, Placentia, CA
18552 E Minuet Lane, Anaheim, CA
18562 E Minuet Lane, Placentia, CA
BNSF railroad segment in APE
1613 Orangethorpe Ave, Placentia, CA
619 Orangethorpe Ave, Placentia, CA
325 S Depot St, Placentia, CA

Based on my review of the submitted documentation I concur with this determination.

Caltrans has also determined that 220 E Santa Fe Avenue in Placentia is not eligible for the NRHP. I am presently unable to concur in this determination due to an apparent discrepancy in the documentation for the property. The property's Building, Structure, Object form states that the building is eligible for the NRHP under criteria A and C. This conflicts with the Primary Record form which classifies the building as a "5" and of local interest but not eligible for the NRHP. Please clarify the eligibility determination for this property and transmit a corrected DPR 523 form reflecting this determination.

Pursuant to Stipulation VII.C.5. of the PA, Caltrans is concurrently notifying me of their finding of "Conditional No Adverse Effect". The stipulation cited does not correspond with a Conditional No Adverse Effect finding. Please clarify what effect Caltrans finds that the proposed undertaking will have on historic properties.

Thank you for considering historic properties during project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

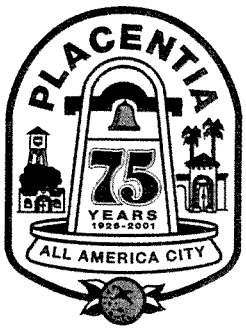
Stephen D. Mikesell for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

The People are the City

Mayor
CHRISTOPHER A. LOWE

City Administrator
ROBERT D'AMATO



Councilmembers:
CONSTANCE UNDERHILL
NORMAN Z. ECKENRODE
SCOTT P. BRADY
JUDY A. DICKINSON

401 East Chapman Avenue - Placentia, California 92870

July 25, 2002

Mr. Christopher Becker
Executive Director
OnTrac Authority/City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Dear Mr. Becker:

SUBJECT: SECTION 4(F) EVALUATION FOR THE ORANGE COUNTY GATEWAY PROJECT

The City of Placentia Development Services Department ("City") has reviewed the above referenced document concerning the Orange County Gateway project. Pursuant to the provisions of Section 4(f) of the U.S. Department of Transportation Act of 1966, this letter is to certify that the City:

1. Has jurisdiction over, and maintains management responsibility for, Parque de los Ninos;
2. Concurs with the findings of the Section 4(f) Evaluation for the Orange County Gateway project and the measures proposed therein to minimize harm to the recreation resource values of Parque de los Ninos.

If you have any questions concerning this letter, please let me know.

Sincerely,

Joyce R. Rosenthal
Director of Development Services

JRR/klk

Recycled Paper

The People are the City

Mayor
SCOTT P. BRADY

City Administrator
ROBERT C. DOMINGUEZ

Councilmembers:
NORMAN Z. ECKENRODE
CHRIS LOWE
RUSSELL J. RICE
CONSTANCE UNDERHILL

401 East Chapman Avenue - Placentia, California 92870

May 25, 2006

Mr. Travis Hopkins, P.E.
Executive Director, OnTrac
Director of Public Works, City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

SUBJECT: SECTION 4(F) EVALUATION FOR THE ORANGE COUNTY GATEWAY PROJECT

The City of Placentia Development Services Department (City) has reviewed the above referenced document for the proposed Orange County Gateway (OCG) project. Pursuant to the provisions of Section 4(f) of the United States Department of Transportation Act of 1966, this letter is to certify that the City:

1. As the owner/operator of the Parque de los Ninos, the City jurisdiction over, and maintains management responsibility for, this park.

2. Concurs with the findings of the Section 4(f) Evaluation for the OCG Project. Specifically:

   - The City acknowledges that during construction of the three OCG Build Alternatives, fugitive dust could require more frequent cleaning of the pool at the Parque, as discussed on pages 30 (Alternative B), 32 (Alternative C), and 34 (Alternative D) in the Section 4(f) Evaluation.
   - The City acknowledges that Mitigation Measure REC-1, on pages 30 (Alternative B), 32 (Alternative C), and 34 (Alternative D) in the Section 4(f) Evaluation, would substantially mitigate this adverse short term project impact.

3. Determined, that with implementation Mitigate Measure REC-1, Alternatives B, C, and D would not result in adverse impacts on the Parque de los Ninos.

Raynald F. Pascua
Director of Development Services

Recycled Paper

APPENDIX E

EXISTING UTILITY DATA

APPENDIX E

EXISTING UTILITY DATA

As part of the Preliminary Engineering Report (KFM Engineering 2004) for the proposed Orange County Gateway (OCG) project, a survey of existing utilities facilities within, crossing, or immediately adjacent to the Burlington, Northern Santa Fe (BNSF) railroad right-of-way was conducted. The table on the following pages lists these facilities.

The first column on the table is the Utility Relocation Number. This is a unique number assigned to each utility facility. The numbers are subdivided by the type of utility as follows:

200	water
300	sewer
400	gas
500	telephone/communications
600	electrical
700	cable/communications
800	oil/fuel

Even numbers in the first column delineate utility facilities that cross the BNSF right-of-way longitudinally. Odd numbers represent transverse utility crossings of the BNSF right-of-way.

Acronyms and abbreviations used in this table are defined below.

AP	Assessor's Parcel
Ave	Avenue
Blvd	Boulevard
BNSF	Burlington, Northern and Santa Fe
c/o	care of
CATV	Cable access television
Co	Company
e/o	East of
E	East
Elec	Electrical
ELY	Easterly
HPG	High pressure gas
MWD	Metropolitan Water District of Southern California
N/A	not applicable
NLY	Northerly
O/H	Overhead
O'Head	Overhead
OCSD	Orange County Sanitation District
PUC	Public Utilities Commission
R/W	right-of-way

r-o-w	Right-of-way
RR	railroad right-of-way
s/o	South of
SCE	Southern California Edison
SLY	Southerly
So	South
SOCALGAS	Southern California Gas Company
St	Street
TBD	To be determined
U/G	Underground
W	West
WLY	Westerly
Xing	Crossing
X-ings	Crossings
YLWD	Yorba Linda Water District

Utility Relocation Tracking

Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

Utility Relocation Number	Utility Type/Size	Location/Station Limits	Project Definition Sheet Nos.	Remarks	*Utility Company Contact Person(s) & Phone Nos.*	*Existing Utility Instrument*				
						Prior Rights within RR r-o-w	Type of Instrument	Date of Instrument	Other Locator Map	Comments
201	8" Water	Bradford Street	U4	Need to verify location	Southern California Water Company 11082 Winners Circle, Unit A Los Alamitos, CA 90720 Steve Brown 714-528-1463 Ext 101 Stan Yarbrough 714-535-8010 Ext 320	No	I. City of Placentia Permit or Franchise II. License Agreement	I. TBD II. TBD	Not available	Does not provide maps following 9/11.
202	12" Water	135+50 to 143+00 (in Crowther)	U5, U6		Southern California Water Company 11082 Winners Circle, Unit A Los Alamitos, CA 90720 Steve Brown 714-528-1463 Ext 101 Stan Yarbrough 714-535-8010 Ext 320	N/A - Franchise - not in RR .(in Crowther)	I. City of Placentia Permit or Franchise II. City of Anaheim Permit or Franchise	I. TBD II. TBD	Not available	A. Does not provide maps following 9/11. B. Not in railroad right of way. I. Portion W of Cardinal II. Portion E of W r-o-w line of Cardinal
203	84" Water	137+75 (Angelina)	U5	MWD to design relocation in-house after receipt of payment	Metropolitan Water District P.O. Box 54153, Terminal Annex Los Angeles, CA 90054 Wayne Thilo 213-217-6288	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License agreement	I. TBD II. TBD	MWD Plan and Profile B-22327 / MWD r-o-w 1434-6 & 1434-7	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads. Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
204	10" Water	143+40 to 150+85 (in Crowther-Cardinal to Kraemer)	U6	Data Taken from Anaheim Atlas - longitudinal conflict along south trench wall	City of Anaheim Water Dept. 201 S. Anaheim Blvd. Anaheim, CA 92805 Dave Entsminger, Principal Engineer Water Engineering 714-765-4165	N/A - not in RR (in Crowther)	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit	I. TBD	Anaheim Water Distribution Map 130	A. Not in railroad right of way. I. If under Water Code for municipalities - 71695, would allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights.
205	60" Water	228+30 (Jefferson)	U13	MWD to design relocation in-house after receipt of payment	Metropolitan Water District P.O. Box 54153, Terminal Annex Los Angeles, CA 90054 Wayne Thilo 213-217-6288	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	MWD Plan and Profile B-15086 / MWD r-o-w 1003-3	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads. Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

206	60" Water	208+00 to 227+00	U12, U13	Actual limits TBD due to parallel construction	Metropolitan Water District P.O. Box 54153, Terminal Annex Los Angeles, CA 90054 Wayne Thilo 213-217-6288	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	MWD Plan and Profile B-15087, 15088 & 15089 / MWD r-o-w 1003-3	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads. Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
207	12" Water	228+20 (Jefferson)	U13		Southern California Water Company 11082 Winners Circle, Unit A Los Alamitos, CA 90720 Steve Brown 714-528-1463 Ext 101 Stan Yarbrough 714-535-8010 Ext 320	No (See Comments)	I. City of Anaheim Permit or Franchise II. License Agreement	I. TBD II. TBD	Not available	A. Does not provide maps following 9/11. B. Per Street Rights Report, Jefferson Street existed as a public street prior to existence of railroad, but was not specifically dedicated as a public street nor accepted of record as such by the County of Orange.
208 not used										
209	10" Water	246+10 (Van Buren)	U15		Southern California Water Company 11082 Winners Circle, Unit A Los Alamitos, CA 90720 Steve Brown 714-528-1463 Ext 101 Stan Yarbrough 714-535-8010 Ext 320	No (See Comments)	I. City of Placentia Permit or Franchise II. License Agreement	I. TBD II. TBD	Not available	A. Does not provide maps following 9/11. B. Per Street Rights Report, Van Buren Street existed as a public street prior to existence of railroad, but was not specifically dedicated as a public street nor accepted of record as such by the County of Orange.
210	10"/12" Water	320+40 to Imperial (in Orangethorpe)	U21 to U25		Southern California Water Company 11082 Winners Circle, Unit A Los Alamitos, CA 90720 Steve Brown 714-528-1463 Ext 101 Stan Yarbrough 714-535-8010 Ext 320	N/A - not in RR (in Orangethorpe)	I. County of Orange Permit or Franchise II. City of Anaheim Permit or Franchise	I. TBD II. TBD	Not available	A. Does not provide maps following 9/11. B. Not in railroad right of way. I. Sta. 320+40 to approx. Sta. 321+80 II. Approx. Sta. 321+80 to Imperial
211	26" Water	262+10 (Richfield)	U16		Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	YLWD Plat Sheet No. 187, 230	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads. Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
213	36" Water	262+20 (Richfield)	U16		Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	YLWD Plat Sheet No. 187, 230	See previous comments.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
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215	79" Water	262+60 (Richfield)	U16	Design by MWD. Need to Coordinate	Metropolitan Water District P.O. Box 54153, Terminal Annex Los Angeles, CA 90054 Wayne Thilo 213-217-6288	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	MWD Plan and Profile B-17125 & 17126 / MWD r-o-w 1004-7	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads. Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
216	12"/10" Water	285+50 to 294+40 (Lakeview & Orangethorpe)	U18, U19	Intertie w/ YLWD	City of Anaheim Water Dept. 201 S. Anaheim Blvd. Anaheim, CA 92805 Dave Entsminger, Principal Engineer Water Engineering 714-765-4165	No (See Comments)	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License agreement	I. TBD II. TBD	Anaheim Water Distribution Map 165	I. If under Water Code for municipalities - 71695, would allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit. A. Per Street Rights Report, Lakeview existed as a public street prior to existence of railroad, but only by right of easement and not by dedication or fee.
217	18" Water	284+90 (Lakeview)	U18		Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	YLWD Plat Sheet No. 186	I. Water Districts operate under Water Codes which grant them the authority to operate within public streets and railroads Since water districts come under State, County and Municipal jurisdictions they operate under different sections of the Water Code. State - Section 35603, County Section 31060 and Municipal - 71695. However, all three code sections allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
219	10" Water	285+00 to 288+50 (Lakeview & Orangethorpe)	U18	Intertie w/ Anaheim	Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	Possible - See comments	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License Agreement	I. TBD II. TBD	YLWD Plat Sheet No. 186	See previous comments.

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Utility Relocation Tracking

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221	12" Water	323+50 (Kellogg So.)	U21		City of Anaheim Water Dept. 201 S. Anaheim Blvd. Anaheim, CA 92805 Dave Entsminger, Principal Engineer Water Engineering 714-765-4165	No	I. Depending upon entity, Water Code Section 31060, 35603 or 71695 + Permit II. License agreement	I. TBD II. TBD	Anaheim Water Distribution Map 171	I. If under Water Code for municipalities - 71695, would allow for operations within public streets and railroads as long as they restore the area disturbed to the former state in such a manner as not to impair the rights of way. We should look to legal counsel to determine prior rights. II. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation. However, due to the sections of the Water Code noted above we are not able to determine if a License Agreement is required, or alternatively, a Permit.
301	8" Sewer	Bradford Street	U4	Need to verify location	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	No	I. Health and Safety Code Section TBD II. License agreement	I. TBD II. TBD	Did not respond	I. It has not been confirmed what section(s) of the Health and Safety Code might apply to municipalities, nor what rights to cross railroads might be conferred by such Code sections. II. Generally a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. However, we are not able to determine if a License Agreement would be required pending determination of any applicable Health and Safety Code provisions.
302	10" Sewer & Laterals	@ Cameron (in Crowther)	U5	Sewer layout unclear from atlases	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	N/A - not in RR (in Crowther)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
303	8" Sewer	142+60 Xing @ Cardinal	U5	Data verified w/City Atlas	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	No	I. Health and Safety Code Section TBD II. License agreement	I. TBD II. TBD	Did not respond	I. It has not been confirmed what section(s) of the Health and Safety Code might apply to municipalities, nor what rights to cross railroads might be conferred by such Code sections. II. Generally a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. However, we are not able to determine if a License Agreement would be required pending determination of any applicable Health and Safety Code provisions.
304	12" Sewer???	149+80 to Xing @ Cardinal		Need to verify size, location & Ownership	Placentia??					
305	12" Sewer	149+60 Xing at Kraemer	U6	Need As-Builts or Manhole Dip to verify more precise location	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	No	I. Health and Safety Code Section TBD II. License Agreement III. City of Anaheim Permit (TBD)	I. TBD II. TBD III. TBD	Did not respond	I. It has not been confirmed what section(s) of the Health and Safety Code might apply to municipalities, nor what rights to cross railroads might be conferred by such Code sections. II. Generally a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. However, we are not able to determine if a License Agreement would be required pending determination of any applicable Health and Safety Code provisions.

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Utility Relocation Tracking

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306	42" Sewer	178+00 to 183+00	U9	OCSD Trunk at Carbon Canyon Channel	Orange County Sanitation District P. O. Box 8127 Fountain Valley, CA 92728-8127 Bob Chenowith, Senior Engineering Associate 714-593-7318	No (See Comments)	I. City of Placentia Permit (TBD) II. Health and Safety Code Section 6518	I. TBD II. California Code	OCSD Carbon Canyon Interceptor Sewer Drawing No. 2-17-1 Sheet 3	1. The Sanitation District has the authority to be in the public streets pursuant to Health and Safety Code 6518 as stated below. However, the District would have obtained a permit from the city to construct its sewer line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Health and Safety Code 6518: "It [District] may lay its sewers and drains in any public street or road in the county, and for this purpose enter upon it and make all necessary and proper excavation, restoring it to proper condition. The work of restoring and repairing any such public street in the county shall be done under the supervision...at the cost of the district, and in accordance...If the street or road is in a city the consent of the proper city authorities shall first be obtained. If the street or road is in the unincorporated area of the county, the consent.....first be obtained." 3. Generally, a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
307	8" Sewer	@ Orangethorpe	U10	Need to verify location	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	No (See Comments)	I. Health and Safety Code Section TBD II. License agreement	I. TBD II. TBD	Did not respond	A. It has not been determined whether Orangethorpe Avenue was in existence prior to the existence of the railroad. For the purposes of this report we have taken the position that Orangethorpe Avenue exists by right of easement rather than by dedication or fee. I. It has not been confirmed what section(s) of the Health and Safety Code might apply to municipalities, nor what rights to cross railroads might be conferred by such Code sections. II. Generally a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. However, we are not able to determine if a License Agreement would be required pending determination of any applicable Health and Safety Code provisions.
308	18" Sewer	228+50 to Imperial Hwy (in Orangethorpe)	U13 to U25	Atwood Trunk	Orange County Sanitation District P. O. Box 8127 Fountain Valley, CA 92728-8127 Bob Chenowith, Senior Engineering Associate 714-593-7318	N/A (in Orangethorpe)	I. City of Anaheim Permit TBD II. City of Placentia Permit TBD III. County of Orange Permit TBD IV. Health and Safety Code Section 6518	I. TBD II. TBD III. TBD IV. California Code	OCSD Atwood Sub-trunk Sheets 10, 11, 12, 13, 14 & 15	A. Not in railroad right of way. 1. The Sanitation District has the authority to be in the public streets pursuant to Health and Safety Code 6518 as stated below. However, the District would have obtained a permit from the city to construct its sewer line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Health and Safety Code 6518: "It [District] may lay its sewers and drains in any public street or road in the county, and for this purpose enter upon it and make all necessary and proper excavation, restoring it to proper condition. The work of restoring and repairing any such public street in the county shall be done under the supervision...at the cost of the district, and in accordance...If the street or road is in a city the consent of the proper city authorities shall first be obtained. If the street or ro unincorporated area of the county, the consent.....first be obtained." 3. Generally, a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.

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Utility Relocation Tracking

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317	8" Sewer	255+40	U15	Connects to Atwood Trunk from north	Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	N/A - not in RR (in Orangethorpe)	I. City of Placentia Permit TBD II. Health and Safety Code Section 6518	I. TBD II. California Code	YLWD Plat Sheet No. 95	A. Not in railroad right of way. B. It is believed that Yorba Linda Water District has the same authority regarding sewer facilities under Health and Safety Code 6518 as does Orange County Sanitation District. See previous comments under Sanitation District for additional detail.
319	36" Sewer	261+50 (Richfield)	U16	Richfield Subtrunk at Atwood Trunk	Orange County Sanitation District P. O. Box 8127 Fountain Valley, CA 92728-8127 Bob Chenowith, Senior Engineering Associate 714-593-7318	No	I. City of Placentia Permit TBD II. Health and Safety Code Section 6518 III. License Agreement	I. TBD II. California Code III. TBD	OCSD Richfield Sub-trunk Drawing No. 2-19 & 2-20 Sheet 5	1. The Sanitation District has the authority to be in the public streets pursuant to Health and Safety Code 6518 as stated below. However, the District would have obtained a permit from the city to construct its sewer line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Health and Safety Code 6518: "It [District] may lay its sewers and drains in any public street or road in the county, and for this purpose enter upon it and make all necessary and proper excavation, restoring it to proper condition. The work of restoring and repairing any such public street in the county shall be done under the supervision...at the cost of the district, and in accordance...If the street or road is in a city the consent of the proper city authorities shall first be obtained. If the street or road is in the unincorporated area of the county, the consent.....first be obtained." 3. Generally, a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
321	24" Sewer	262+20 (Richfield)	U16	Connects to Atwood Trunk from north	Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	N/A - not in RR (in Orangethorpe)	I. City of Placentia Permit TBD II. Health and Safety Code Section 6518	I. TBD II. California Code	YLWD Plat Sheet No. S-96	A. Not in railroad right of way. B. It is believed that Yorba Linda Water District has the same authority regarding sewer facilities under Health and Safety Code 6518 as does Orange County Sanitation District. See previous comments under Sanitation District for additional detail.
323	8" Sewer	265+90 (Richfield)	U16	Connects to Atwood Trunk from north	Yorba Linda Water District 4622 Plumosa Drive P.O. Box 309 Yorba Linda, CA 92686 Mr. Ken Vecchiarelli & Ricardo Hipolito 714-777-3748	N/A - not in RR (in Orangethorpe)	I. City of Placentia Permit TBD II. Health and Safety Code Section 6518	I. TBD II. California Code	YLWD Plat Sheet No. S-96	A. Not in railroad right of way. B. See previous comments.
325	8" Sewer	279+30 (Highland)	U17	Connects to Atwood Trunk from north	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
327	8" Sewer	284+70 (Lakeview)	U17	Connects to Atwood Trunk from south	City of Placentia Engineering 401 Chapman Placentia, CA Art Bergner 714-993-8131	No (See Comments)	I. Health and Safety Code Section TBD II. License agreement	I. TBD II. TBD	Did not respond	A. Per Street Rights Report, Lakeview existed as a public street prior to existence of railroad, but only by right of easement and not by dedication or fee. I. It has not been confirmed what section(s) of the Health and Safety Code might apply to municipalities, nor what rights to cross railroads might be conferred by such Code sections. II. Generally a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. However, we are not able to determine if a License Agreement would be required pending determination of any applicable Health and Safety Code provisions.

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Utility Relocation Tracking

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329	8" Sewer	288+60 (Bubach)	U18	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
331	8" Sewer	297+50 (Glenview)	U19	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
333	8" Sewer	300+00 (Holbrook)	U19	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
335	8" Sewer	310+40 (Boisseranc)	U20	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
337	8" Sewer	320+00 (Cymbal)	U21	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
339	27" Sewer	323+20 (Kellogg So.)	U21	Kellogg Subtrunk at Atwood Trunk	Orange County Sanitation District P. O. Box 8127 Fountain Valley, CA 92728-8127 Bob Chenowith, Senior Engineering Associate 714-593-7318	No	I. City of Anaheim Permit TBD II. Health and Safety Code Section 6518 III. License Agreement	I. TBD II. California Code III. TBD	OCSD Orchard (Kellogg) Sub-trunk Drawing No. 2-19 & 2-20 Sheet 8	1. The Sanitation District has the authority to be in the public streets pursuant to Health and Safety Code 6518 as stated below. However, the District would have obtained a permit from the city to construct its sewer line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Health and Safety Code 6518: "It [District] may lay its sewers and drains in any public street or road in the county, and for this purpose enter upon it and make all necessary and proper excavation, restoring it to proper condition. The work of restoring and repairing any such public street in the county shall be done under the supervision...at the cost of the district, and in accordance...If the street or road is in a city the consent of the proper city authorities shall first be obtained. If the street or road is in the unincorporated area of the county, the consent.....first be obtained." 3. Generally, a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
341	8" Sewer	326+00	U21	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
343	8" Sewer	328+05 (Kellogg No.)	U22	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.

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345	8" Sewer	329+80	U22	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
347	8" Sewer	334+75 (Post)	U22	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
349	8" Sewer	349+60 (Oak Knoll)	U23	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
351	8" Sewer	355+90 (Willow Woods)	U24	Connects to Atwood Trunk from north	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
353	8"/15" Sewer	363+50	U25	Connects to Atwood Trunk at Richfield Diversion	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
355	8" Sewer	367+50 Imperial Terrace	U25	Connects to Atwood Trunk U/S of Richfield Diversion	City of Anaheim, Engineering P.O. Box 3222 Anaheim, CA 92803 Mr. Don Unruh Sewer & Storm Drain 714-653-3704	N/A - not in RR (in Orangethorpe)	I. Health and Safety Code Section TBD	I. TBD	Did not respond	Not in railroad right of way.
401	6" Gas	Bradford Street	U4	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Placentia Ordinance 396 II. License Agreement	I. December 21, 1965 II. TBD	SOCALGAS Atlas Sheets OC-588-1 & OC-588-3	1. Per Rule 34 of General Orders, SOCALGAS may charge for doing rights analysis. SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
402	4" Gas	129+50 (Cameron) to 162+40 (E/O Oxford)	U5, U6, U7, U8	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. License Agreement	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheets OC-588-1, OC-588-2 & OC-588-4	See previous comments.

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Utility Relocation Tracking

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403	36" HPG	@Orangethorpe	U10	Runs within Crowther Ave., Orangethorpe and Railroad	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	No (See Comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. License Agreement	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheet OC-617-3	SOCALGAS' Line 4000 1. We note in Section 8 (d) of said City of Anaheim Ordinance the following: "remove or relocate, without expense to the City...by any lawful change of grade, alignment or...of any public street..." 2. We note in Section 7 (d) of said City of Placentia Ordinance the following: "remove or relocate, without expense to the City...by any lawful change of grade, alignment or...of any public street..." 3. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
404	6" Gas	230+00 to Imperial	U13 to U25	Need to verify location.	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. County of Orange Ordinance TBD IV. License Agreement	I. December 27, 1938 II. December 21, 1965 III. TBD IV. TBD	SOCALGAS Atlas Sheets OC-703-3, OC 703-4, OC 732-3, OC 732-4, OC 822-1 & OC 822-2	1. Per Rule 34 of General Orders, SOCALGAS may charge for doing rights analysis. SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
405	8" HPG	@Orangethorpe	U10	Runs in a ELY & WLY direction and parallel to and SLY of the centerline of Orangethorpe	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. License Agreement	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheet OC-617-3	See previous comments.
406	36" HPG	Olive Subdivision	U14, U27, U28	Runs within the Olive Branch on the NLY side of the tracks and then crosses over to the SLY side of the tracks	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	See Comments	Final Order of Condemnation	June 27, 1996	SOCALGAS Atlas Sheet OC 703-3	SOCALGAS' Line 1016 1. Final Order of Condemnation for the transportation of gas and other substances, recorded July 1, 1996, Document Number 1996-334632, O.R. Also see Judgment in Condemnation, dated May 23, 1996, RE: Case No. 67-62-61. It appears to be silent as to relocation cost and who would bear those costs for the subject area. We note in Paragraph 3 of said Final Order and paragraph 7 of said Judgment the following: "Said easement area is remain free and clear from buildings, structures or other improvements, excepting therefrom existing railroad facilities and future railroad uses which do not unreasonably interfere with plaintiff's rights/.
407	6" Gas	@Orangethorpe	U10	Need to verify location.	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. License Agreement	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheet OC-617-3	1. Per Rule 34 of General Orders, SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

408-A	36" HPG	252+00 to Imperial	U15 to U25	Line 1016 (NLY portion of Orangethorpe) runs parallel to the NLY boundary line of the railroad	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	Yes - as to underlying easements acquired. No - as to Franchise Agreements, excepting a portion of the Franchise Agreement(s) covered by underlying easements in favor of SOCALGAS (See comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. Various underlying easements	I. December 27, 1938 II. December 21, 1965 III. A. January 30, 1969 B. February 4, 1969 C. February 10, 1969	SOCALGAS Atlas Sheets OC-703-3, OC 703-4, OC 732-3, OC 732-4, OC 822-1, OC 822-2 & OC 823-3	SOCALGAS' Line 1016 1. City of Anaheim Franchise, we note in Section 8 (d) of said Ordinance the following: "remove or relocate, without expense to the City...by any lawful change of grade, alignment or...of any public street..." 2. City of Placentia Franchise, we note in Section 7 (d) of said Ordinance the following: "remove or relocate, without expense to the City...by any lawful change of grade, alignment or...of any public street..." 3. Per Andrew Thompson, R/W Agent, SOCALGAS acquired its rights from private parties prior to the widening of Orangethorpe. SOCALGAS maintains a prior right for said Line 1016. SOCALGAS forwarded three documents which only covers a portion of said Line 1016: A. Grantor: Norman T. Bosseranc, recorded February 21, 1969, Book 8882, Page 224, O.R. B. Grantor: Eveline Taylor and Aurelia Beeson, recorded February 21, 1969, Book 8882, Page 222, O.R. C. Grantor: Ernest L. Danker and Gertrude Danker, recorded February 21, 1969, Book 8882, Page 216, O.R. Utility Maps U-16, U-17 & U-18, AP MAPS 346-01, 346-24 & 346-33, RESPECTIVELY.
408-B	36" HPG	252+00 to Imperial	U15 to U25	(SLY portion of Orangethorpe) leaving the NLY boundary of the railroad at right angles then heads WLY and runs parallel to the NLY boundary line of the railroad	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	No	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. County of Orange Ordinance TBD	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheets OC-703-3, OC 703-4, OC 732-3, OC 732-4, OC 822-1, OC 822-2 & OC 823-3	SOCALGAS' Line 4000 1. Per Andrew Thompson, R/W Agent, SOCALGAS will assert that Section 8 (d) of the City of Anaheim's Franchise and Section 7 (d) of the City of Placentia's Franchise does not trigger SOCALGAS bearing the relocation cost as part of the proposed project.
409	4" Gas	211+40 (Rose/Tustin)	U12	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Placentia Ordinance 396 II. County of Orange Ordinance TBD III. License Agreement	I. December 21, 1965 II. TBD III. TBD	SOCALGAS Atlas Sheets OC 617-4 & 1435-OC	1. Per Rule 34 of General Orders, SOCALGAS may charge for doing rights analysis. SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
410A	36" HPG	361+00 to 366+00	U24, U25	(NLY portion of Orangethorpe) runs parallel to the NLY boundary line of the railroad	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	Yes - as to underlying easements acquired. No - as to Franchise Agreements, excepting a portion of the Franchise Agreement(s) covered by underlying easements in favor of SOCALGAS (See comments)	I. City of Anaheim Ordinance 624 II. City of Placentia Ordinance 396 III. Various underlying easements	I. December 27, 1938 II. December 21, 1965 III. TBD	SOCALGAS Atlas Sheets OC 822-1 & OC 822-2	SOCALGAS' Line 1016 1. Per Andrew Thompson, R/W Agent, SOCALGAS acquired its rights from private parties prior to the widening of Orangethorpe. SOCALGAS maintains a prior right for said Line 1016. SOCALGAS did not forward copies of documents.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

410B	36" HPG	361+00 to 366+00	U24, U25	(SLY portion of Orangethorpe) runs parallel to the NLY boundary line of the railroad	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 C/O Transmission Department Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	No (See Comments)	I. City of Anaheim Ordinance No. 624 II. City of Placentia Ordinance No. 396	I. December 27, 1938 II. December 21, 1965	SOCALGAS Atlas Sheets OC 822-1 & OC 822-2	SOCALGAS' Line 4000 1. Per Andrew Thompson, R/W Agent, SOCALGAS will assert that Section 8 (d) of the City of Anaheim's Franchise and Section 7 (d) of the City of Placentia's Franchise does not trigger SOCALGAS bearing the relocation cost as part of the proposed project.
411	2" Gas	227+50 (Rose/Tustin)	U13	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	License Agreement	TBD	SOCALGAS Atlas Sheet OC-703-3	1. Per Rule 34 of General Orders, SOCALGAS may charge for doing rights analysis. SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
413	2" Gas	246+00 (Van Buren)	U15	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Placentia Ordinance 396 II. License Agreement	I. December 21, 1965 II. TBD	SOCALGAS Atlas Sheet OC-703-3	1. Per Rule 34 of General Orders: As referenced in previous comments. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation. 3. The location of said 2" gas line runs within the original alignment of Van Buren Street per the Hazard Subdivision Tract Map. Railroad cannot claim a prior right other than if its franchise rights, as provided by Public Utilities Code 7555, existed prior to the utility operator's franchise.
415	3" Gas	262+30 (Richfield)	U16	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Placentia Ordinance 396 II. License Agreement	I. December 21, 1965 II. TBD	SOCALGAS Atlas Sheet OC-703-4	See previous comments.
417	36" HPG	266+00	U16	Crosses railroad at right angles	Southern California Gas 555 W. Fifth Street, ML23F1 Los Angeles, CA 90013-1041 Tim A. Pearce, Project Manager, Project and Construction Management 213-244-2269 Andrew Thompson, Right of Way Agent 213-244-5032	None of Record	Master Agreement - See Comments Regarding Documentation	TBD	SOCALGAS Atlas Sheet OC-703-4	SOCALGAS' Line 1016 1. When SOCALGAS condemned for its easements within the railroad, they did not include x-ings. Per Andrew Thompson, R/Way Agent for SOCALGAS, x-ings are covered by a Master Agreement. However, SOCALGAS cannot locate its copy. Generally, they will absorb the cost of relocation due to the terms of the Master Agreement.

200=Water
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800=Oil/Fuel

Utility Relocation Tracking

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416	2" Gas	270+20 (Fee Ana)	U17	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	License Agreement	TBD	SOCALGAS Atlas Sheet OC-703-4	1. Per Rule 34 of General Orders, SOCALGAS may charge for doing rights analysis. SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. If so, it is assumed that SOCALGAS may not have any prior rights for its distribution lines within railroad right of way. 2. That portion of Fee Ana Street running within the railroad right of way has been abandoned. We note said Utility Plans still shows Fee Ana Street running within the railroad right of way.
421	2" Gas	285+10 (Lakeview)	U18	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Placentia Ordinance 396 II. License Agreement	I. December 21, 1965 II. TBD	SOCALGAS Atlas Sheet OC-732-3	See previous comments.
423	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally
425	6" Gas	323+60 (Kellogg So.)	U21	Need to verify location	Southern California Gas 1919 S. State College Blvd. Anaheim, CA 92806-6114 Mr. Charlie Gilbert, Planner, Distribution 714-634-3215 Mr. Bob Carrillo, Right of Way Agent, Distribution 213-244-5069	No (See Comments)	I. City of Anaheim Ordinance No. 624 II. License Agreement	I. December 27, 1938 II. TBD	SOCALGAS Atlas Sheet OC-732-4	1. Per Rule 34 of General Orders, SOCALGAS has requested a work order number they can charge to for completing its rights research. For purposes of this report, we have decided that all SOCALGAS distribution lines crossing over, under and across the railroad right of way are operated and maintained pursuant to a License Agreement with BNSF, since our title research has found no easements of record. 2. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
501	PacBell O'Head ??	Bradford Street (West Side)	U4	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	Undetermined (facility not shown/identified on Project Definition Sheet)	I. PUC 7901	I. California Code	No map provided	1. SBC has the authority to be in the public streets pursuant to Public Utilities Code 7901 as stated below. However, they would have obtained a permit from the city to construct its facilities line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Public Utilities Code 7901: "Telegraph or telephone corporations may construct lines along and upon any public road or highway, along or across and of the waters or lands within this State, and may erect poles, piers, or abutments for supporting the insulators, wires, and other necessary fixtures of their lines, in such manner and at such points as not to incommode the public use of the road or highway or interrupt the navigation of the waters." 3. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.

200=Water
300=Sewer
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Utility Relocation Tracking

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502	Sprint Transmission 4" F.O. Conduit U/G	TBD	U2 - U26	Limits likely to extend project length	Sprint 1350 W. Lambert Brea, CA 92821 Mr. Tibor Laky, Transmission Operations 714-781-7051 Charles Shenk, Real Estate Specialist 562-428-4414	Under separate agreement with railroad	I. Railroad License No. 180622 II. Memorandum of License Agreement	I. 6/25/1990 II. Dated December 20, 1991 Recorded February 10, 1992 as Instrument No. 92-080532	US Sprint Sheets 62, 63, 64, 65, 66 & 67	Sprint will take the position that relocation cost to be borne by project.
503	PacBell U/G	@Orangethorpe	U10	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-60	1. SBC has the authority to be in the public streets pursuant to Public Utilities Code 7901 as stated below. However, they would have obtained a permit from the city to construct its facilities line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Public Utilities Code 7901: "Telegraph or telephone corporations may construct lines along and upon any public road or highway, along or across and of the waters or lands within this State, and may erect poles, piers, or abutments for supporting the insulators, wires, and other necessary fixtures of their lines, in such manner and at such points as not to incommode the public use of the road or highway or interrupt the navigation of the waters." 3. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
504	PacBell U/G	135+80 (Porter) to 144+00 (Cardinal)	U5, U6	Need to verify location & Ownership	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Crowther)	I. PUC 7901	I. California Code	SBC (successor to Pacific Telephone & Telegraph) Drawings 4 BE-1, 4 BF-1 & 4 BF-2	A. See previous comments. B. Not in railroad right of way.
505	PacBell U/G	212+00 (Rose/Tustin)	U12	Need to verify location & Ownership	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No (See Comments)	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-7	See previous comments.
506	Level 3 Communications 1-1/2" x12 F.O. U/G	Jefferson to Imperial	U13 to U25	Overall Map/Project description sent to Roger Weathers 8/31/2001	LEVEL 3 Communications 1025 El Dorado Blvd Broomfield, CO 80021 Roger Weathers 720-888-5688	Under separate agreement with railroad	Railroad License TBD	TBD	Level 3 As-builts LAXSDG-2 Sheets 1 through 11	Level 3 Communications will take the position that relocation cost to be borne by project.
507	PacBell U/G	228+60 (Jefferson)	U13	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-9	1. SBC has the authority to be in the public streets pursuant to Public Utilities Code 7901 as stated below. However, they would have obtained a permit from the city to construct its facilities line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Public Utilities Code 7901: "Telegraph or telephone corporations may construct lines along and upon any public road or highway, along or across and of the waters or lands within this State, and may erect poles, piers, or abutments for supporting the insulators, wires, and other necessary fixtures of their lines, in such manner and at such points as not to incommode the public use of the road or highway or interrupt the navigation of the waters." 3. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.

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Utility Relocation Tracking

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508	PacBell U/G	361+00 to 369+00	U24, U25	Need to verify location & Ownership	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	No map provided	A. Not in railroad right of way. 1. SBC has the authority to be in the public streets pursuant to Public Utilities Code 7901 as stated below. However, they would have obtained a permit from the city to construct its facilities line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Public Utilities Code 7901: "Telegraph or telephone corporations may construct lines along and upon any public road or highway, along or across and of the waters or lands within this State, and may erect poles, piers, or abutments for supporting the insulators, wires, and other necessary fixtures of their lines, in such manner and at such points as not to incommode the public use of the road or highway or interrupt the navigation of the waters." 3. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
509	PacBell U/G	245+60 (Van Buren)	U15	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-11	See previous comments.
511	PacBell U/G	261+90 (Richfield)	U16	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-13	See previous comments.
513	PacBell U/G	262+50 (Richfield)	U16	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-13	See previous comments.
513A	PacBell U/G	263+50	U16	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-13	A. See previous comments. B. Not in railroad right of way.
515	PacBell U/G	285+50 (Lakeview)	U18	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 3-15	See previous comments.
517	PacBell U/G	309+50	U20	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 7024	A. See previous comments. B. Not in railroad right of way.
519	PacBell U/G	322+90 (Kellogg So.)	U21	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 7018	See previous comments.

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Utility Relocation Tracking

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521	PacBell U/G	334+50 (Post)	U22	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	No map provided	A. Not in railroad right of way. 1. SBC has the authority to be in the public streets pursuant to Public Utilities Code 7901 as stated below. However, they would have obtained a permit from the city to construct its facilities line within the street. Generally, a permit provides that the permitee would have to remove and relocate its facilities, at its own expense, if it interferes with the improvement of the street. 2. Public Utilities Code 7901: "Telegraph or telephone corporations may construct lines along and upon any public road or highway, along or across and of the waters or lands within this State, and may erect poles, piers, or abutments for supporting the insulators, wires, and other necessary fixtures of their lines, in such manner and at such points as not to incommode the public use of the road or highway or interrupt the navigation of the waters." 3. Generally a License Agreement does not grant prior rights and usually the operator has to bear the cost of relocation.
523	PacBell U/G	294+20	U19	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	See comments	I. PUC 7901	I. California Code		See previous comments. Not found on Sheet No. U22 or on SBC maps
525	PacBell U/G	299+60	U19	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	No	I. PUC 7901 II. License Agreement	I. California Code II. TBD	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 7024	See previous comments.
527	PacBell U/G	316+50	U21	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 7023	See previous comments.
529	PacBell U/G	325+50	U21	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	N/A - not in RR (in Orangethorpe)	I. PUC 7901	I. California Code	SBC (successor to Pacific Telephone & Telegraph) Sheet No. 7018	See previous comments.
531	PacBell U/G	294+20	U21	Need to verify location	SBC, successors to Pacific Bell 3939 E. Coronado Anaheim, CA 92807 Becky Kos, Project Manager 714-237-6099 Mike Chow, Design Engineer 714-237-6067	See comments	I. PUC 7901	I. California Code		See previous comments. Not shown on Sheet U21 (listed Station location is same as listed for Relocation No. 523)

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

601	SCE O/H w/ St Light	Bradford Street at So. Trench wall	U4	Conflict with south trench wall	Southern California Edison Corporate Real Estate Real Estate Operations 14803 Chestnut Street Westminster, CA 92683 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Mike Fobes 714-796-9805	N/A - not in RR (in Bradford s/o RR)	I. Franchise	I. TBD	SCE Orange Co. Inventory Map 59-14D	1. Per Inez Vincent, Right of Way Agent, Transmission, and Al Day, Planner, Distribution, both confirmed that Edison operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement or Franchise Agreement with the governmental agency. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. 2. To obtain copies of documents, a prior rights search will be internally conducted by Edison for each facility. Cost for each prior rights search is $300.00 3. For those facilities within public streets, Edison will assert its prior rights by virtue of its franchise agreement. Note: If the project is agency driven then Edison may not be able to claim prior rights within the street, including any facility lying within the street crossing the railroad right of way. A. Not in railroad right of way.
602	SCE O/H (w/CATV, see 7002)	129+00 to 163+00 (in Crowther)	U5, U6, U7, U8	Need to verify location & limits w/ SCE	Southern California Edison Corporate Real Estate Real Estate Operations 14803 Chestnut Street Westminster, CA 92683 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Mike Fobes 714-796-9805	N/A - not in RR (in Crowther)	I. Franchise	I. TBD	SCE Orange Co. Inventory Maps 59-14D & 59-15C	A. See previous comments. B. Not in railroad right of way.
605	SCE O/H	@Orangethorpe	U10	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Mike Fobes 714-796-9805	No (See Comments)	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-15D	See previous comments.
604	SCE U/G - St Lighting	128+50 (Cameron) to 131+30 (in Crowther)	U5, U6	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Mike Fobes 714-796-9805	N/A (in Crowther)	I. Franchise	I. TBD	SCE Orange Co. Inventory Map 59-14D-3	A. See previous comments. B. Not in railroad right of way.
603	Anaheim Elec O/H	@Orangethorpe	U10	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 143	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

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606	SCE U/G - St Lighting	134+60 (Porter) to 141+80 (Cardinal)	U5, U6	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	N/A - not in RR (in Crowther)	I. Franchise	I. TBD	SCE Orange Co. Inventory Map 59-15C-1	1. Per Inez Vincent, Right of Way Agent, Transmission, and Al Day, Planner, Distribution, both confirmed that Edison operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement or Franchise Agreement with the governmental agency. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. 2. To obtain copies of documents, a prior rights search will be internally conducted by Edison for each facility. Cost for each prior rights search is $300.00 3. For those facilities within public streets, Edison will assert its prior rights by virtue of its franchise agreement. Note: If the project is agency driven then Edison may not be able to claim prior rights within the street, including any facility lying within the street crossing the railroad right of way.
607	SCE O/H	211+00 (Rose/Tustin)	U12	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No (See Comments)	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-16C	See previous comments.
608	Anaheim Elec U/G	143+50 to 149+50 (in Crowther)	U6	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	N/A - not in RR (in Crowther)	See comments	See comments	Anaheim Electrical Map 130	Not in railroad right of way.
609	Anaheim Elec O/H	211+00 (Rose/Tustin)	U12	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	None provided (may be Anaheim Electrical Map 148)	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
610	Anaheim Elec O/H	150+00 to 182+00	U6, U7, U8, U9	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	N/A - not in RR (in Crowther)	See comments	See comments	Anaheim Electrical Maps 138 & 143	Not in railroad right of way.
611	SCE O/H & U/G	227+60 (Jefferson)	U13	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	Yes	Grant of Easement for O/H and U/G for electrical distribution and telecommunications facilities. No Surface structures.	Dated November 11, 1998 Recorded January 20, 1999	SCE Orange Co. Inventory Maps 59-16D & 59-16D-5	Orange County Gateway Project to bear the cost of relocation.

200=Water
300=Sewer
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800=Oil/Fuel

Utility Relocation Tracking

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612	SCE O/H	227+60 to 243+00 (Jefferson)	U13, U14	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No (See Comments)	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-16D	1. Per Inez Vincent, Right of Way Agent, Transmission, and Al Day, Planner, Distribution, both confirmed that Edison operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement or Franchise Agreement with the governmental agency. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. 2. To obtain copies of documents, a prior rights search will be internally conducted by Edison for each facility. Cost for each prior rights search is $300.00 3. For those facilities within public streets, Edison will assert its prior rights by virtue of its franchise agreement. Note: If the project is agency driven then Edison may not be able to claim prior rights within the street, including any facility lying within the street crossing the railroad right of way.
613	SCE O/H	246+30 (Van Buren)	U15	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No (See Comments)	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-16D	See previous comments.
614	SCE O/H	246+50 to 252+50 (Atwood Avenue s/o Olive Trench)	U15	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	N/A (in Atwood)	I. Franchise	I. TBD	SCE Orange Co. Inventory Maps 59-16D & 59-17C	See previous comments.
615	SCE O/H	261+70 (Richfield)	U16	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No (See Comments)	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-17C	See previous comments.
616	SCE U/G	246+50 to 252+50 (Atwood Avenue s/o Olive Trench)	U15	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	N/A (in Atwood)	I. Franchise	I. TBD	SCE Orange Co. Inventory Maps 59-16D-6 & 59-17C-4	See previous comments.
617	SCE O/H	269+20 (Fee Ana)	U17	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-17C	See previous comments.

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300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
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800=Oil/Fuel

Utility Relocation Tracking

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618	SCE O/H	280+50 to 285+70	U18	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No	I. Franchise II. License Agreement	I. TBD II. TBD	SCE Orange Co. Inventory Map 59-17D	See previous comments.
619	Anaheim Elec O/H	285+50 (Lakeview)	U18	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 165	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
621	Anaheim Elec O/H	293+20	U19	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 165	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
623	Anaheim Elec O/H	299+50	U19	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 165	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
625	Anaheim Elec O/H	323+75 (Kellogg So.)	U21	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 171	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
627	Anaheim Elec O/H	334+60 (Kellogg No.)	U22	Need to verify location & limits wrt Anaheim Electric	City of Anaheim 201 S. Anaheim Blvd. Anaheim, CA 92804 Mahendra Garg Principal Electrical Engineer 714-765-4243	No	I. License Agreement	I. TBD	Anaheim Electrical Map 171	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
629	SCE O/H	348+00 (Oak Knoll)	U23	Need to verify location & limits w/ SCE	For both Transmission and Distribution: Southern California Edison 1851 West Valencia Building F Fullerton, CA 92833 Ms. Inez Vincent, Right of Way Agent 714-870-3271 Al Day, Planner, Distribution 714-870-3249	No	I. License Agreement	I. TBD	None provided	1. Per Inez Vincent, Right of Way Agent, Transmission, and Al Day, Planner, Distribution, both confirmed that Edison operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement or Franchise Agreement with the governmental agency. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. 2. To obtain copies of documents, a prior rights search will be internally conducted by Edison for each facility. Cost for each prior rights search is $300.00 3. For those facilities within public streets, Edison will assert its prior rights by virtue of its franchise agreement. Note: If the project is agency driven then Edison may not be able to claim prior rights within the street, including any facility lying within the street crossing the railroad right of way.
701	CATV O/H (Adelphia) (on SCE OH)	246+30 (Van Buren)	U15	Need to verify location	Adelphia Cable 1830 E. Warner Ave. Santa Ana, CA 92705 Nancy Stinson 714-338-2022	No	I. Possible License Agreement with RR. II. Possible License Agreement with SCE.	I. TBD II. TBD	Did not respond	Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.

200=Water
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400=Gas
500=Tele/Comm
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700=Cable/Comm
800=Oil/Fuel

Utility Relocation Tracking

Note:
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702	CATV O/H (Adelphia) (on SCE OH)	129+00 to 133+00	U5	Need to verify location	Adelphia Cable 1830 E. Warner Ave. Santa Ana, CA 92705 Nancy Stinson 714-338-2022	N/A - not in RR (in Crowther)	I. Possible License Agreement with RR. II. Possible License Agreement with SCE.	I. TBD II. TBD	Did not respond	A. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation. B. Not in railroad right of way.
703	CATV O/H (Adelphia)	285+50 (Lakeview)	U18	Need to verify location	Adelphia Cable 3041 E. Miraloma Ave. Anaheim, CA 92806 Jeff Mielo 714-632-9222 x306	No	I. Possible Franchise II. Possible License Agreement	I. TBD II. TBD	Did not respond	A. Not in railroad right of way. 1. Since the project is agency driven, a Franchise Agreement would not have prior rights. 2. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
704	CATV O/H (Adelphia)	143+50 to 161+60	U6, U7	Need to verify location	Adelphia Cable 3041 E. Miraloma Ave. Anaheim, CA 92806 Jeff Mielo 714-632-9222 x306	N/A - not in RR (in Crowther w/o Kraemer; in private e/o Kraemer)	I. Possible Franchise	I. TBD	Did not respond	1. Since the project is agency driven, a Franchise Agreement would not have prior rights. 2. Generally, a License Agreement does not grant prior rights and usually the facility operator has to bear the cost of relocation.
705	CATV O/H (Adelphia)	246+30 (Kellogg So.)	U21	Need to verify location	Adelphia Cable 3041 E. Miraloma Ave. Anaheim, CA 92806 Jeff Mielo 714-632-9222 x306	No	I. Possible Franchise II. Possible License Agreement	I. TBD II. TBD	Did not respond	1. Since the project is agency driven, a Franchise Agreement would not have prior rights. 2. Generally, a License Agreement does not grant prior rights and us
800	I. Oil Lines, Production Lines, Communication Facilities, Inject and Water Wells and Other Oil/Gas Production Facilities Would include the 3",4",10" Oil Waste Water as noted.	From Miller Street to Highland Street 230+50	U9 - U17 U13	Need to verify production facilities	Omimex Petroleum, Inc. Clark Storm, Esq., General Counsel 817-735-1500, Ext 207 c/o Greka Energy Land Dept. 3201 Airpark Drive, Suite 210 Santa Maria, CA 93455	Yes (See Comments)	I. Oil and Gas Lease II. Richfield East Dome Richfield Unitization Agreement	I. Dated January 1, 1955 Recorded April 21, 1955 Book 3038, Page 443, O.R. II. Dated December 11, 1969 Recorded December 30, 1969 Book 9177, Page 873 O.R. As Amended on December 17, 1970, Recorded on December 31, 1970, Book 9508, Page 82, O.R.	1. See Unitization Map in Richfield East Dome Richfield Unitization Agreement, Book 9177, Page 873, O.R. 2. State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Map 108, Richfield Oil Field	1. Unitization Agreement is blanket agreement that covers all aspects of oil and gas operations - flow lines, production lines, drilling operations for exploration, injection well and water wells, communication lines, etc. Although the original underlying lease - James Herley lease does not have a prior right, by virtue of ATSF executing said Unit Agreement now establishes a prior right to any subsequent activities that take place on the PIQ. 2. Greka Energy Land Dept., of 3201 Airpark Drive, Suite 210, Santa Maria, CA 93455, is the operator of the remainder of the East Richfield Dome unit. They may have a copy of any existing oil and gas production facility maps.
801	6" Chevron Oil Line	@Orangethorpe	U10	Have limits of removals and idle pipeline	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	1. Per Mr. McClellan, facilities maps were previously sent to KFM Engineering and therefore will not forward another copy. However, there has not been any change in Chevron's facilities nor are there any major improvements planned in the future. Additionally, due to the increase in security measures implemented by Chevron's management since 9/11, all requests for right of way documents for Chevron's facilities can no longer be honored. Only a "demand letter" will trigger a request which involves authorization from Chevron's in-house legal counsel to proceed. At that time, the right of way agent will conduct a rights check analysis to determine Chevron's rights. 2. As confirmed by Mr. McClellan, ChevronTexaco would be operating and maintaining its facilities within the railroad right of way by virtue of License Agreement. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation. 3. As confirmed by Mr. McClellan, the six inch line is "unofficially" abandoned and portions have already been removed.

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
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Utility Relocation Tracking

Note:
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802	6" ChevronTexaco Oil	189+00 to 265+00	U11 to U25	Have limits of removals and idle pipeline	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	See previous comments.
803	6" ConocoPhillips (Idle)	228+50 (Jefferson)	U13	See ConocoPhillips Distribution Maps	ConocoPhillips, successors in interest to Tosco Refining Co. 3900 Kilroy Airport Way Suite 210 Long Beach, CA 90806 Dennis Muhlbach, Utility Coordinator 562-906-7590 Steve Gaska, Field Supervisor 310-326-8777 Dennis Doherty, Acting Field Supervisor 310-326-7561 Gary F. Tintle, Right of Way Agent 562-290-1518	No (See Comments)	I. License Agreement - Railroad II. Franchise - City of Placentia	I. Not Available II. Not Available	ConocoPhillips Drawing Number D4A72	ConocoPhillips Distribution System - Other than the License and Franchise Agreement, these facility lines are generally constructed, operated and maintained either under the terms of an oil and gas lease or Unitization Agreement. 1. Per Dennis Muhlbach, Utility Coordinator, confirmed that ConocoPhillips operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement. Until the project is approved as to build and designed, ConocoPhillips at this time will not provide copies of its License Agreements with the railroad. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation. 2. Per Gerry Tintle, R/W Agent, in the event a street existed prior to the railroad then ConocoPhillips will assert its prior rights by virtue of its franchise agreement. If the project is agency driven then ConocoPhillips acknowledges they have no prior rights within the street, including any pipeline lying within the street crossing the railroad right of way. 3. ConocoPhillip's 6" idle line is known as pipeline 53-62. We also note the pipeline appears to have been cut and plated on the NLY portion of the pipeline near the cross streets of Jefferson and Willow Ave.
804	I. 4" ConocoPhillips (Idle) II. 6" ConocoPhillips	I. 252+20 II. 252+20 to 262+40 (Lincoln to Richfield)	I. U15 II. U15 & U16	See ConocoPhillips Distribution Maps	ConocoPhillips, successors in interest to Tosco Refining Co. 3900 Kilroy Airport Way Suite 210 Long Beach, CA 90806 Dennis Muhlbach, Utility Coordinator 562-906-7590 Steve Gaska, Field Supervisor 310-326-8777 Dennis Doherty, Acting Field Supervisor 310-326-7561 Gary F. Tintle, Right of Way Agent 562-290-1518	No (See Comments)	I. License Agreement - Railroad II. Franchise - City of Placentia	I. Not Available II. Not Available	ConocoPhillips Drawing Number D4A72	See previous comments.
805	6" ExxonMobil	228+10	U13	Need to verify location	ExxonMobil Pipeline Company, Successor to Mobil Oil 12851 East166th Street Cerritos, CA 90703 Mr. Dennis Slauson, Facilities Manager 310-212-1776 Ruth L. Cronin-Fruitt, Regional Manager, West Coast Right of Way and Claims 310-212-1761	No (See Comments)	I. License Agreement - Railroad II. Franchise - City of Anaheim III. Franchise - City of Placentia	I. Not Available II. Not Available III. Not Available	ExxonMobil Drawing No. 4-A-2231	ExxonMobil' 6" White Products Pipeline from Vernon to Atwood 1. Per Dave Kingston, Contract Right of Way Agent, confirmed that ExxonMobil operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement. Until the project is approved as to build and designed, ExxonMobil at this time will not provide copies of its License Agreements with the railroad. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.

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Utility Relocation Tracking

Note:
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806	6" ChevronTexaco Oil	267+00 to 285+00	U11	Data From Chevron Markups	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	1. Per Mr. McClellan, facilities maps were previously sent to KFM Engineering and therefore will not forward another copy. However, there has not been any change in Chevron's facilities nor are there any major improvements planned in the future. Additionally, due to the increase in security measures implemented by Chevron's management since 9/11, all requests for right of way documents for Chevron's facilities can no longer be honored. Only a "demand letter" will trigger a request which involves authorization from Chevron's in-house legal counsel to proceed. At that time, the right of way agent will conduct a rights check analysis to determine Chevron's rights. 2. As confirmed by Mr. McClellan, ChevronTexaco would be operating and maintaining its facilities within the railroad right of way by virtue of License Agreement. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation. 3. As confirmed by Mr. McClellan, the six inch line is "unofficially" abandoned and portions have already been removed.
807	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally	Left Blank Intentionally
809	I. 4" ExxonMobil - Idle II. 4" ExxonMobil - Abd.	253+00	U15	See ExxonMobil Oil Gathering System Map 4-A-869	ExxonMobil Pipeline Company, Successor to Mobil Oil 12851 East166th Street Cerritos, CA 90703 Mr. Dennis Slauson, Facilities Manager 310-212-1776 Ruth L. Cronin-Fruitt, Regional Manager, West Coast Right of Way and Claims 310-212-1761	No (See Comments)	I. License Agreement - Railroad II. Franchise - City of Placentia	I. Not Available II. Not Available	ExxonMobil Drawing No. 4-A-869	ExxonMobil's Oil Gathering System - Other than the License and Franchise Agreement, these facility lines are generally constructed, operated and maintained either under the terms of an oil and gas lease or Unitization Agreement. 1. Per Dave Kingston, Contract Right of Way Agent, confirmed that ExxonMobil operates and maintains its facilities within the railroad right of way by virtue of an unrecorded License Agreement. Until the project is approved as to build and designed, ExxonMobil at this time will not provide copies of its License Agreements with the railroad. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation. 2. Both the idle and abandoned lines are part of the Richfield Oil Gathering Systmes known as pipeline G-23-7. 3. ExxonMobil has various other idle or abandoned gathering lines NLY of Orangethorpe.

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Note:
Even Numbers=Longitudinal Utility Crossing / Odd Numbers=Transverse Utility Crossing

810	4" ChevronTexaco Oil	298+85 to 320+35	U15	Data From Chevron Markups	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	1. Per Mr. McClellan, facilities maps were previously sent to KFM Engineering and therefore will not forward another copy. However, there has not been any change in Chevron's facilities nor are there any major improvements planned in the future. Additionally, due to the increase in security measures implemented by Chevron's management since 9/11, all requests for right of way documents for Chevron's facilities can no longer be honored. Only a "demand letter" will trigger a request which involves authorization from Chevron's in-house legal counsel to proceed. At that time, the right of way agent will conduct a rights check analysis to determine Chevron's rights. 2. As confirmed by Mr. McClellan, ChevronTexaco would be operating and maintaining its facilities within the railroad right of way by virtue of License Agreement. Generally, a License Agreement does not grant prior rights and usually the pipeline operator has to bear the cost of relocation.
811	4" ChevronTexaco Oil	293+80	U15	Data From Chevron Markups	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	See previous comments.
812	3" ChevronTexaco Oil	320+35 to 334+30	U15	Data From Chevron Markups	ChevronTexaco, Successor to Chevron, USA 16301 Trojan Way La Mirada, CA 90638 Mr. Gerald McClellan, Engineer Technician 714-228-1531 Ray Riddle, CPL Contract Right of Way Agent 714-228-1523	No (See Comments)	License Agreement	TBD	On File with KFM Engineering	See previous comments.
901	12" Steel Drain	139+00	U5, U6	Need to verify location, purpose & ownership	BNSF ??					

200=Water
300=Sewer
400=Gas
500=Tele/Comm
600=Electrical
700=Cable/Comm
800=Oil/Fuel

APPENDIX F

SUMMARY OF RELOCATION BENEFITS

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APPENDIX F

SUMMARY OF THE CITY OF PLACENTIA RELOCATION ASSISTANCE PROGRAM

The City of Placentia (City) will provide relocation assistance under its Relocation Assistance Program to any person, business, farm, or nonprofit organization displaced as a result of City's acquisition of real property for public use. All relocation services will be provided consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Statutes 1894) and the 1987 amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisitions Regulations for Federal and Federally Assisted Programs, adopted by the Department of Transportation (March 2, 1989), and the California Relocation Assistance Law (Government Code Section 7260 *et seq.*). The key features and services of the City's Relocation Assistance Program are described in the following sections.

The information provided here is general and is not intended to be a complete explanation of relocation regulations or services provided under the City's Relocation Assistance Program. Questions concerning relocation should be addressed to the City Public Works Director. Any persons to be displaced will be assigned a relocation advisor who will work closely with each displacee to see that all payments and benefits are fully used and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

RELOCATION ASSISTANCE ADVISORY SERVICES

The City will assist residential displacees in obtaining comparable decent, safe, and sanitary (DS&S) replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Nonresidential displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and State-assisted housing programs and any other known services being offered by public and private agencies in the area.

RESIDENTIAL RELOCATION PAYMENTS PROGRAM

Residential

Moving Costs. Any displaced person who was "lawfully" in occupancy of the acquired property regardless of the length of occupancy in the property acquired will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving

themselves and personal property up to a maximum of 80 kilometers (km) (50 miles [mi]), a moving service authorization, or a fixed payment based on a fixed moving cost schedule that is determined by the number of furnished or unfurnished rooms of the displacement dwelling.

Purchase Supplement. In addition to moving and related expenses payments, fully eligible homeowners may be entitled to payments for increased costs of purchasing replacement housing.

Homeowners who have owned and occupied their property for 180 days prior to the date of the first written offer to purchase the property may qualify to receive a price differential payment equal to the difference between the City's offer to purchase their property and the price of a comparable replacement dwelling and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also the interest differential must be based upon the "lesser of" either the loan on the displacement property or the loan on the replacement property. The maximum combination of these three supplemental payments that the owner-occupants can receive is $22,500. If the calculated total entitlement (without the moving payments) is in excess of $22,500, the displacee may qualify for the Last Resort Housing described below.

Rental Supplement. Tenants who have occupied the property to be acquired by the City for 90 days or more and owner-occupants who have occupied the property 90 to 180 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when the City determines that the cost to rent a comparable and "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the eligible occupant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations described below in the Down Payment section. The maximum amount of payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be $5,250. If the calculated total entitlement for rental supplement exceeds $5,250, the displacee may qualify for the Last Resort Housing Program described later.

The rental supplement of $7,500 or less will be paid in a lump sum, unless the displacee requests that it be paid in installments. The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the City takes legal possession of the property, or from the date the displacee vacates City-acquired property, whichever is later.

Down Payment. Displacees eligible to receive a rental differential payment may elect to apply it to a down payment for the purchase of a comparable replacement dwelling. The down payment and incidental expenses cannot exceed the maximum payment of $5,250 unless the Last Resort Housing Program is indicated. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing. Federal regulations (49 Code of Federal Regulations [CFR] 24.404) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. In order to maintain uniformity in the program, the City has also adopted these federal guidelines on non-federal-aid projects. Except for the amounts of payments and the methods in making them, last resort housing benefits are the same as those benefits for standard relocation as explained above. Last resort housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments, exceed the $2,520 and $22,500 limits of the standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

Initiation of the Relocation Assistance Program. After the first written offer to acquire the property has been made, the City will, within a reasonable length of time, personally contact the displacees to gather important information relating to:

- Preferences in area of relocation
- Number of people to be displaced and the distribution of adults and children according to age and sex
- Location of school and employment
- Special arrangements to accommodate any handicapped member of the family
- Financial ability to relocate into a comparable replacement dwelling, which will house all members of the family decently

Mobile Homes

A mobile home generally refers to a single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single-family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

If the mobile home is not acquired by the City, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to dissemble, move, and reassemble any porches, decks, skirting, and/or awnings. Additional costs may be eligible for reimbursement if the City determines they are "actual, reasonable and necessary."

Moving Cost. Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule.

Replacement Housing Payments.

180-Day Owner-Occupant. If the displaced person qualifies as a 180-day owner occupant, the person may be eligible, in addition to the fair market value of the property, for a Replacement

Housing Payment (RHP) that consists of a Price Differential, Mortgage Differential, and/or Incidental Expenses, as described below.

Price Differential. The Price Differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist displaced persons in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. The City will compute the maximum payment that displaced persons may be eligible to receive. In order to receive the full amount of the calculated price differential, displaced persons must spend at least the amount calculated by the City on a replacement property.

Mortgage Differential. The Mortgage Differential payment will reimburse displaced persons for any increased mortgage interest costs the displaced person might incur because the interest rate on the displaced person's new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by the City The payment computation is complex because it is based on prevailing rates, the displaced person's existing loan and the displaced person's new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of the displaced person's loan origination fees and mortgage points. To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage that was a valid lien for at least 180 days prior to the initiation of negotiations.

Incidental Expenses. Displaced persons may also be reimbursed for any actual and necessary Incidental Expenses that the displaced person incurs in relation to the purchase of the displaced person's replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. Displaced persons may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, Department of Motor Vehicles (DMV) title transfer fees, or building and transportation permits. Displaced persons will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of the displaced person's RHP (Price Differential, Mortgage Differential, and Incidental Expenses) to displaced persons exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

90-Day Owner-Occupant. If displaced persons qualify as a 90-day occupant (either as owners or tenants), they may be eligible for an RHP in the form of a Rent Differential. It is the status of displaced persons in the mobile home units that determines their "occupancy" status.

Differential. The Rent Differential payment is designed to assist the displaced person in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based

on the difference between the base monthly rent for the property acquired by the City (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by the City, or

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwellings that displaced persons actually rent as replacement dwellings.

In order to receive the full amount of the calculated Rent Differential, displaced persons must spend at least the amount calculated by the City on a replacement property. This payment may, with certain limitations, be converted to a Down Payment Option to assist displaced persons in purchasing a replacement property.

Down Payment Option. The Down Payment is a direct conversion of the Rent Differential payment. If the City-calculated Rent Differential is between $0 and $5,250, the Down Payment will be $5,250, which can be used toward the purchase of a replacement DS&S dwelling. If the Rent Differential is over $5,250, displaced persons may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses related to the purchase of the property. Displaced persons must work closely with the Relocation Agent to ensure the displaced person can utilize the full amount of the displaced person's Down Payment option toward the purchase.

Last Resort Housing. On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable displaced persons to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, the City will utilize a method called Last Resort Housing. Last Resort Housing allows the City to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. The City can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

THE BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Assistance Program provides aid in locating suitable replacement property for the displacee's farm or business, including, when requested, a current list of properties offered for sale or rent. In addition, certain types of payments are available to businesses, farms, and nonprofit organizations. These payments may be summarized as follows:

- Reimbursement for the actual direct loss of tangible personal property incurred as a result of moving or discontinuing the business in an amount not greater than the reasonable cost of relocating the property.

- Reimbursement up to $1,000 of actual reasonable expenses in searching for a new business site.
- Reimbursement up to $10,000 of actual reasonable expenses related to the reestablishment of the business at the new location.
- Reimbursement of the actual reasonable cost of moving inventory, machinery, office equipment, and similar business-related personal property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.
- Payment in lieu of moving expenses is available to businesses that are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than $1,000 and not more than $20,000.

ADDITIONAL INFORMATION

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the state.

Any person, business, farm, or nonprofit organization that has been refused a relocation payment by the City, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the City. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from the City's Relocation Advisors.

The information above is not intended to be a complete statement of all of the City's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase and are given a more detailed explanation of the City's relocation program at that time.

IMPORTANT NOTICE

To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a City of Placentia at:

City of Placentia
City Engineer
401 East Chapman Avenue
Placentia, California 92870
(714) 993-8245

YOUR RIGHTS AND BENEFITS AS A DISPLACEE UNDER THE UNIFORM RELOCATION ASSISTANCE PROGRAM (RESIDENTIAL) 2007

The City of Placentia (City) will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the City's acquisition of real property for the proposed Orange County Gateway (OCG) project. The City's relocation advisory assistance will be consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (the Uniform Act). The City will hire or contract with a relocation agent to provide these services. At the initiation of the property acquisition process for the OCG project, the City will provide each person displaced by the project with a detailed brochure explaining that person's relocation benefits.

The attached brochure describes benefits that would be provided under the Uniform Act for Caltrans projects. The City would provide similar brochures to persons displaced by the OCG project at the beginning of the property acquisition phase for that project. In the interim, any questions related to property acquisition as part of the OCG project should be directed to the following:

City Engineer
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870
(714) 993-8245

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007



Caltrans

California Department of Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. (See definition below)

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.

(6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.



(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

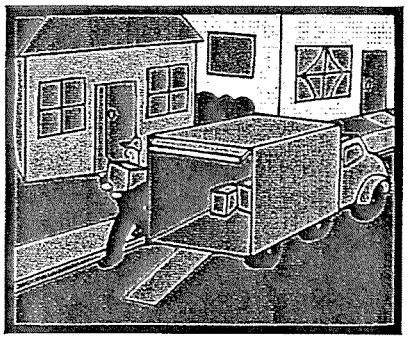
(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained. Below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2005 Rate):
4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 200 Rate):
4 Rooms - $1,175
7 Rooms - $1,900

Under the Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):
1 Room - $400

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible -- in addition to the fair market value of your property -- for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you $100,000. If your purchase price is $100,000, you will receive $2,000 *(see Example A).*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B).* If your purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C).*

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	$100,000
Acquisition Price of Your Property and Mobile Home	-$ 98,000
Maximum Price Differential	$ 2,000

Example A

Purchase Price of Replacement	$100,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	-$ 98,000
Maximum Price Differential	$ 2,000

Example B

Purchase Price of Replacement Property	$105,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	$ 98,000
Maximum Price Differential	$ 2,000
You Must Pay the Additional	$ 5,000

Example C

Comparable Replacement Property	$100,000
Purchase Price of Replacement	$ 99,000
Acquisition Price of Your Property	$ 98,000
Price Differential	$ 1,000

In Example C you will only receive $1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

IN ORDER FOR A "180 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING *PAYMENT* *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a **Downpayment Option** to assist you in purchasing a replacement property.

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for $325.00 per month.

Caltrans Computation (rates are per month)

Rental Rate for Comparable Replacement Property	$ 325
PLUS average estimated utilities costs	+ 100
TOTAL Cost to Rent Comparable Replacement Property	= $ 425
Rental Rate for Your Current Property	$ 300
PLUS average utilities costs	+ 90
TOTAL Cost to Rent Current Property	= $ 390
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	+ 390
Difference	= $ 35

Multiplied by 42 months = $1,470 Rent Differential

Example A:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 525
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $425 is less than $525, the Rent Differential is based on the difference between $390 and $425.

Rent Differential ($35 x 42 months = $1,470)

In this case you spent "at least" the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 400
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $400 is less than $525, the Rent Differential is based on the difference between $400 and $390.

Rent Differential ($10 x 42 months = $420)

In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Note1: The time periods for a 90-day owner occupant are different than a 180-day owner occupant.

Note 2: If the Rent Differential is converted to a Downpayment Option, there is no "spend-to-get" requirement.

DOWN PAYMENT OPTION

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your down payment option will be $5,250, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a downpayment option.

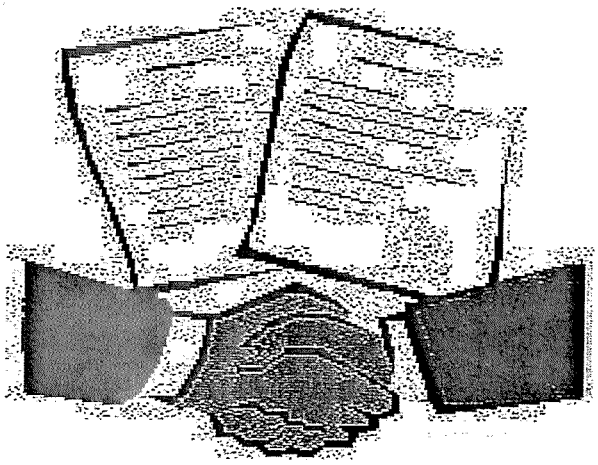
The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see "180-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

LAST RESORT HOUSING

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance



Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.



YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

YOUR RIGHTS AND BENEFITS AS A DISPLACEE UNDER THE UNIFORM RELOCATION ASSISTANCE PROGRAM (MOBILE HOMES) 2007

The City of Placentia (City) will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the City's acquisition of real property for the proposed Orange County Gateway (OCG) project. The City's relocation advisory assistance will be consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (the Uniform Act). The City will hire or contract with a relocation agent to provide these services. At the initiation of the property acquisition process for the OCG project, the City will provide each person displaced by the project with a detailed brochure explaining that person's relocation benefits.

The attached brochure describes benefits that would be provided under the Uniform Act for Caltrans projects. The City would provide similar brochures to persons displaced by the OCG project at the beginning of the property acquisition phase for that project. In the interim, any questions related to property acquisition as part of the OCG project should be directed to the following:

City Engineer
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870
(714) 993-8245

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Home)

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer dispro-portionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. *(See definition below.)*

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.

(6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.

(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: *In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.*

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) *For a displaced person who is handicapped,* be free of any barriers which would preclude reasonable ingress, egress, or use of the P.C. dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Mobile Home: Generally refers to single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Mobile Homes

If the mobile home ***is not*** acquired by Caltrans, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to dissemble, move and reassemble any porches, decks, skirting and/or awnings. Additional costs may be eligible for reimbursement if Caltrans determines they are "actual, reasonable and necessary." Some of these costs might be:

- Anchoring the unit to the new pad
- Additional axles or brakes on the mobile home that are required for transportation
- Temporary protection of an extra wide mobile home unit that must be split during the move
- Utility hook-ups to the unit (e.g. water, sewer, septic, electricity, gas) – if utilities are already available to the mobile home location (e.g. pad)
- Necessary repairs to meet local and state code
- Modifications necessary to meet Caltrans "decent, safe and sanitary" requirements
- Non-returnable entrance fee to the mobile home park – with limitations

The movement of the mobile home must be performed by a qualified mover and the payment is based on the lowest of two bids obtained by the owner of the mobile home and approved by Caltrans. Caltrans cannot pay for the move of the mobile home beyond 50 miles unless there are no suitable replacement pieces of land or mobile home parks within the 50-mile radius. Approval for a move beyond 50 miles must be obtained in advance of the move.

Moving Expenses

In addition to moving the mobile home, the occupant (regardless of who owns it) may be eligible for a payment to move their personal property – if you qualify as a "displaced person."

The methods of moving and the various types of moving cost payments are explained below. Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the

move. Reimbursement will be limited to a move of 50 miles or less. Related expenses ***may*** include:

- Transportation
- Packing and unpacking personal property
- Disconnecting and reconnecting household appliances
- Temporary storage of personal property
- Insurance while property is in storage or transit

OR

Fixed Moving Cost Schedule – You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2000 Rate):

4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 2001 Rate):

4 Rooms - $475
7 Rooms - $625

Normally no additional payments for temporary storage, lodging, transportation or utility hook-ups of household appliances can be paid with the fixed move schedule. However, the occupants of the mobile home who choose to move back into the same mobile home at the new location, can receive an allowance for food and lodging during the move and set-up time. Also, utility hook-ups to the mobile home unit may be eligible for reimbursement.

Note: *Even if the mobile home is acquired by Caltrans, the occupant (regardless of who owns it) of the mobile home is still eligible for a payment to move their personal property.*

Replacement Housing Payments

The occupant of a mobile home unit may be eligible for a replacement housing payment. The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant *of the mobile home,* and the length of occupancy in the mobile home unit that is on property being acquired for a highway project.

If you are a qualified **owner occupant** of both the land and the mobile home for more than 180 days prior to the initiation of negotiations for the acquisition of your property – and the mobile home unit is acquired by Caltrans – you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

You do not have to purchase and occupy another mobile home unit in order to receive your RHP – however, the new residential unit must meet the "decent, safe and sanitary" requirements.

If the mobile home is not acquired by Caltrans, you may still be eligible for a RHP to assist you with purchasing a replacement piece of land where you can move your mobile home.

It is **important** to know that if you ***do not own both*** the mobile home and the property, your RHP can be limited. You must work closely with your Relocation Agent to fully understand your eligibility.

If you are a qualified **owner occupant** of the mobile home for more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of the mobile home for at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Down Payment Option

As the occupant of a mobile home – regardless of the length of time or your status as an owner or tenant – your payment will vary depending upon the following:

- If the mobile home unit was acquired by Caltrans
- The owner of the mobile home
- You will occupy the mobile home at the new location if it is moved
- You choose to occupy another type of unit such as a single family residence.

Length of occupancy simply means counting the number of days that you actually occupied the mobile home unit on the land that is being acquired by Caltrans – prior to the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: *If you have been in occupancy* ***less than 90 days*** *before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.*

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible – in addition to the fair market value of your property – for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment

will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property.

The **Mortgage Differential** payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by Caltrans The payment computation is complex because it is based on prevailing rates, your existing loan ***and*** your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a *bona fide* mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, DMV title transfer fees, or building and transportation permits. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (RHP) (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL
PAYMENT COMPUTATION:

SCENARIO 1: If you ***owned and occupied the mobile home for at least 180 days***, and it's on ***your own property,*** and Caltrans ***acquires your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property.

Assume that Caltrans purchases your property and mobile home for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property, a mobile home on a similar size lot, will cost you $100,000. If your actual purchase price is $100,000, you will receive $2,000 *(see Example A).*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B).* If your actual purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C).*

Remember: You do not have to purchase another mobile home as your replacement property.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home:	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000

Example A

Purchase Price of Replacement Property and Mobile Home:	$100,000
Comparable Replacement Property and Mobile Home	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000

Example B

Purchase Price of Replacement Property and Mobile Home:	$105,000
Comparable Replacement Property and Mobile Home:	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000
You Must Pay the Additional:	$ 5,000

Example C

Comparable Replacement Property and Mobile Home:	$100,000
Purchase Price of Replacement and Mobile Home:	$ 99,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Price Differential:	$ 1,000

In Example C you will only receive $1,000 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

SCENARIO 2: If you ***owned and occupied the mobile home for at least 180 days***, and it's on ***your own property***, and Caltrans DOES NOT ***acquire your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property on which you can relocate your mobile home.

Assume that Caltrans purchases your land for $48,000. After a thorough study of available locations for purchase that can accommodate the mobile home unit that you retained (which will be moved by a qualified mover), Caltrans determines that a comparable replacement piece of land will cost you $51,000. If your actual purchase price is $51,000, you will receive $3,000 *(see Example A).*

If your actual purchase price is more than $51,000, you pay the difference (see *Example B).* If your actual purchase price is less than $51,000, the differential payment will be based on actual costs *(see Example C).*

Remember: You do not have to buy a replacement piece of land for your mobile home. You can sell your mobile home to a private party, and purchase a single family residence. However, your RHP will be based on the replacement value of the land.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land :	– $ 48,000
Maximum Price Differential:	$ 3,000

Example A

Purchase Price of Replacement Land:	$ 51,000
Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land:	– $ 48,000
Maximum Price Differential	$ 3,000

Example B

Purchase Price of Replacement Land:	$ 55,000
Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land:	– $ 48,000
Maximum Price Differential:	$ 3,000
You Must Pay the Additional:	$ 4,000

Example C

Comparable Replacement Property:	$ 51,000
Purchase Price of Replacement:	$ 49,500
Acquisition Price of Your Property:	– $ 48,000
Price Differential	$ 1,500

In Example C you will only receive $1,500 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

SCENARIO 3: If you ***owned and occupied the mobile home for at least 180 days***, and it's on land that you rent (e.g. a mobile home park), and Caltrans DOES NOT ***acquire your mobile home***, then you may be entitled to a **Rent Differential** based on a comparable piece of land.

However, if Caltrans acquires your mobile home because it cannot be moved, it is not considered "decent, safe and sanitary," there are no comparable replacement locations, or available mobile home parks will not accept it because of its size or condition, then you may be entitled to a **Price Differential** for the mobile home plus a **Rent Differential** for the land you rent in the Mobile Home Park.

Assume that Caltrans purchases your mobile home for $38,000 which is located in a Mobile Home Park where you pay $400 per month for rent (which includes heat, lights, water, garbage, sewer). Caltrans conducts a thorough study of available pieces of land for rent that can accommodate a mobile home unit **AND** the purchase price of a comparable mobile home unit. An example of your entitlement might be:

Caltrans' Computation

Comparable Replacement Land for Rent:	$ 500
Rent you currently pay at the mobile home park:	– $ 400
Monthly difference:	$ 100
Multiplied times 42 months – Maximum Rent Differential:	– $ 4,200

if you spent at least $500 per month at the new location.

PLUS:

Comparable Replacement Mobile Home for purchase:	$42,000
Acquisition Price of the Mobile Home you occupy:	– $ 38,000
Maximum Price Differential:	$ 4,000

If you pay at least $42,000 for a new mobile home to be set up at the new mobile home park

In order for a "180 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement residential property (e.g. mobile home on an existing location, land available for your mobile home, or another type of residential unit), **OR**

(2) The date that Caltrans has paid the acquisition cost of your mobile home and/or land (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition).

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential. Remember – it is your status in the mobile home unit that determines your "occupancy."

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer – regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations. (See page 23 for an example)

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may – with certain limitations – be converted to a **Down Payment Option** to assist you in purchasing a replacement property. (See page 31 for a full explanation)

Example of Replacement Housing Payments for 90 day occupants:

Situation 1: You ***owned and occupied*** the mobile home unit and the land for at least 90 days but not more than 180 days. You are entitled to a **Rent Differential** based on the economic rent of your home (the unit and the land) and a comparable home (the unit and the land) that is available for rent.

If you move the mobile home, then you are entitled to a **Rent Differential** based on economic rent of the mobile home site and a comparable mobile home site that is available for rent.

Situation 2: You ***rented and occupied*** the mobile home unit for at least 90 days, which was located on land you owned. You are entitled to a **Rent Differential** based on the actual rent of your mobile home plus the economic rent of the

mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

Situation 3: You ***rented and occupied*** the mobile home and the land for at least 90 days. You are entitled to a **Rent Differential** based on the actual rent of the mobile home unit (including utilities) and the land, compared with a comparable home (the unit and the land) that is available for rent.

Situation 4: You ***owned and occupied*** the mobile home for at least 90 days, on land that you rented. You are entitled to a **Rent Differential** based on economic rent of the mobile home PLUS the actual rent of the mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

If you move the mobile home, then you are entitled to a **Rent Differential** based on the actual or economic rent of the mobile home site and a comparable mobile home site that is available for rent.

In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition).

In order for a "90 day occupant" to receive the full amount of their Replacement Housing Payment *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after day you vacate the property acquired by Caltrans,

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the day you vacate the property acquired by Caltrans.

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

Down Payment Option

The Rent Differential payment may – with certain limitations – be converted to a **Down Payment** to assist you in purchasing a replacement property. The Down Payment is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your Down Payment will be $5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses *(see page 17 – 180-day Owner Occupants Incidental Expenses)* related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance

Any owner or occupant of a mobile home impact by a Caltrans project shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.
You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.

- Assist you in completing loan documents, rental applications or Relocation claims.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real and personal property taxes
- Qualified mobile home movers, including disassembly and reassembly
- Mobile Home Park requirements and fees
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project.. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember – YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a ***freedom of choice*** in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. *Do not execute a purchase agreement or a rental agreement* until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will ***not have an adverse*** affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the **Title VIII of the Civil Rights Act of 1968** and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' **Non-Discrimination Policy** ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the **Right to Appeal** any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES:

YOUR RIGHTS AND BENEFITS AS A DISPLACED BUSINESS, FARM, OR NONPROFIT ORGANIZATION UNDER THE UNIFORM RELOCATION ASSISTANCE PROGRAM

The City of Placentia (City) will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the City's acquisition of real property for the proposed Orange County Gateway (OCG) project. The City's relocation advisory assistance will be consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (the Uniform Act). The City will hire or contract with a relocation agent to provide these services. At the initiation of the property acquisition process for the OCG project, the City will provide each person displaced by the project with a detailed brochure explaining that person's relocation benefits.

The attached brochure describes benefits that would be provided under the Uniform Act for Caltrans projects. The City would provide similar brochures to persons displaced by the OCG project at the beginning of the property acquisition phase for that project. In the interim, any questions related to property acquisition as part of the OCG project should be directed to the following:

City Engineer
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870
(714) 993-8245

Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or nonprofit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and

2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:

    - Moving and Related Expenses (costs to move personal property not acquired).

    - Reestablishment Expenses (expenses related to the replacement property).

    - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

NOTE: *Payment of loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill. You will* **not** *be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.*

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Owners and tenants **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least $5,000 **or** average annual net earnings of at least $1,000, or their income must have contributed at least 33 1/3 percent of the owner's or operator's average annual gross income form all sources, in order to qualify as a bona-fide operation.

Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

MOVING EXPENSES

If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, ***may*** include:

- Transportation.
- Packing and unpacking of personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location.
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – You can accept a fixed payment between $1,000 and $20,000, based on your annual earnings IN LIEU OF the moving cost, related expenses and reestablishment cost.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed $2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.

2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:

    a. The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

    OR

    b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expense4s, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE:
You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder Based on its use at the current location	$ 1,500
Proceeds: Price received from selling the Document Shredder	- $ 500
Net Value	$ 1,000

OR

Estimated cost to move	$ 1,050

Based on the "lesser of", the amount of the "Loss of Tangible Personal Property" = **$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property: If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

   a. The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

   OR

   b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute copy machine Including installation costs at the replacement site		$ 3,000
Trade-in Allowance	-	$ 2,500
Net Value		$ 500

OR

Estimated cost to move	$ 550

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 500**

EXAMPLE B:

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs		$ 1,000
Proceeds from selling the chairs	-	$ 100
Net Value		$ 900

OR

Estimated cost to move	$ 200

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 200**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the copy machine and/or chairs.

4. **Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the

personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continue operation of the business. ***Note:*** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*

6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.

7. Marketing studies, feasibility surveys and soil testing.

8. Professional real estate services needed for the purchase or lease of a replacement site.

9. One-time assessments or impact fees for anticipated heavy utility usage.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed $10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.

2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.

3. Construction and installation of exterior signing to advertise the business.

4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.

6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:

    a) Lease or rental charges
    b) Personal or real property taxes
    c) Insurance premiums, and
    d) Utility charges (excluding impact fees).

7. Other items that the Department considers essential for the reestablishment of the business or farm.

Note: *A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.*

In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than $1,000 or more than $20,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.

2. The business cannot be relocated without a substantial loss of existing patronage.

3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.

4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or your represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it is displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2005:

2003 Annual Net Earnings	$ 10,500
2004 Annual Net Earnings	$ 12,500
TOTAL	$ 23,000
Average over two years	**$ 11,500**

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits, including reestablishment expenses. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

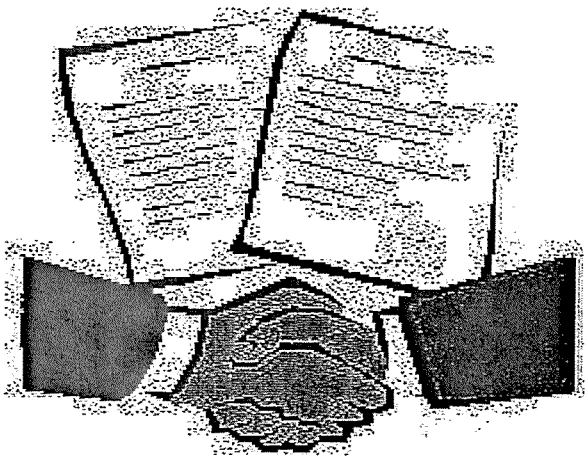
Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

Before You Move:

A. Request a determination of entitlement for in-lieu payment from your Relocation Agent.
B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2005, regardless of when negotiations began or the State took title to the property, the taxable years would be 2003 and 2004).
D. You will be notified of the amount you are entitled to after the application is received and approved.
E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

Relocation Advisory Assistance



Any business, farm or nonprofit organization displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility requirements.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Permits, fees and local planning
- SBA loan requirements
- Real property taxes.
- Consumer education literature

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.



YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that

person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

APPENDIX G

CULTURAL RESOURCES LATE DISCOVERY PLAN

CULTURAL RESOURCES LATE DISCOVERY PLAN

FOR

THE ORANGE COUNTY GATEWAY PROJECT

CITIES OF PLACENTIA, ANAHEIM, AND YORBA LINDA
ORANGE COUNTY, CALIFORNIA
EA 965100

Prepared for: Federal Highway Administration
California Division
650 Capitol Mall, Ste. 4-100
Sacramento, California 95814

Submitted by: OnTrac/City of Placentia
401 East Chapman Avenue
Placentia, California 92870

Prepared by: _____

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USGS Quadrangle: Orange 7.5'
Township: 3 South
Range: 9 West
Area Covered: 562.1 acres
Sites Identified: None
Keywords: Gabrielino, Santa Ana River, NEPA, CEQA

February 2005

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I. INTRODUCTION

The purpose of this document is to outline the archaeological monitoring procedures proposed for the Orange County Gateway (OCG) Project. The City of Placentia, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to construct a grade separation over a five-mile section of the Burlington Northern Santa Fe (BNSF) Railroad/Orangethorpe Corridor within the Cities of Placentia and Anaheim in Orange County. The project will completely separate vehicle and train traffic in the Area of Direct Impacts (ADI), replacing existing at-grade crossings along the Orangethorpe Corridor. FHWA serves as federal lead agency, with the responsibility to make sure the undertaking does not inadvertently cause adverse effects to any cultural resource listed on, or potentially eligible for listing on, the National Register of Historic Places (National Register), without taking appropriate actions to avoid, minimize, or mitigate for those effects.

No archaeological resources were identified within or immediately adjacent to the ADI during field surveys (LSA 2004a). However, much of the ADI could not be surveyed as it was heavily developed prior to establishment of federal, State, and local laws that pertain to environmental clearance prior to construction activities. Therefore, a geomorphological analysis was conducted to determine whether buried resources are likely to be present.

According to the geomorphological analysis, the ADI and vicinity were subjected to regular flooding and sedimentation by the Santa Ana River prior to the construction of flood-control measures such as upstream dams and concrete channelization. This regular flooding and sedimentation may have buried cultural resources beneath large amounts of sediment over the years. In fact, two of the archaeological sites located within a one-mile radius of the ADI were encountered at depths of up to 40 feet beneath the surface. Based on this research, it appears that the potential exists for buried prehistoric archaeological sites to be encountered within the ADI. (LSA 2004a)

The methods outlined in this monitoring plan will serve to make sure that the federal requirements in Section 106 of the National Historic Preservation Act of 1966, as amended and promulgated in 36 Code of Federal Regulations (CFR) Part 800, are fulfilled.

II. RESEARCH THEMES

A. GUIDELINES

Following the Secretary of Interior's Standards and Guidelines for evaluation, archaeological remains are considered historic properties if they meet the following National Register eligibility criteria detailed in 36 CFR Part 60.4:

> The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That have yielded, or may be likely to yield, information important to prehistory or history.

Should any archaeological deposits be encountered in the ADI, the research themes discussed below will be used to evaluate their eligibility for listing on the National Register, focusing primarily on Criterion D.

B. RESEARCH QUESTIONS

The preceding review of the cultural history of the region suggests several significant, related research themes that additional study of the archaeological sites within the ADI might address. One theme concerns the relationship between environmental variability and group adaptations. Groups experienced fluctuations in climate and river course location and responded to this variability through a combination of technological, economic, and social strategies. A second theme concerns the relationship between group identity and choice of strategy. The values held by a group may play a significant role in determining how it responds to environmental opportunities and constraints (Salamon 1992). Should any archaeological deposits be encountered in the ADI, these research themes will be used to evaluate the eligibility of sites within the ADI for listing on the National Register, focusing on Criterion D. Resources eligible for listing under Criterion D possess data that can yield information important in prehistory or history.

Environmental Context

Regardless of the specific research questions addressed, the environmental context of site occupation provides an important element of the context necessary to understand the local archaeological record. This context is particularly important in understanding how groups responded to environmental variability. The environmental context of occupation may be identified through analysis of the

sediments that contain the archaeological record (Hassan 1978) and the faunal and botanical remains that comprise a portion of that record (Davis 1987; Pearsall 2001).

Sedimentary features such as grain size distributions, grain shape, and sedimentary structures also attest to the depositional environment in which a site formed. The degree of soil development at a site provides an indication of the length of time that the local landform remained stable (Birkeland 1999). In the project area, studies of the sediments would logically indicate where sites were located relative to the Santa Ana River and how often the river changed course.

Site Chronology

The period(s) during which a site was occupied provides another important part of the context for understanding local adaptations. The use of appropriate dating methods establishes the chronology of site occupation. Some artifacts, such as those of shell, bone, or obsidian, may be dated directly, and the application of these dating techniques may allow the effects of noncultural formation processes to be recognized. Obsidian artifacts may be dated through obsidian hydration studies to provide a relative chronology of human activities within the ADI. Chronologically, diagnostic artifacts such as shell beads and projectile points can also be used to supplement the chronological information obtained from absolute methods.

Nature of Activities

Both the organization and content of the archaeological record reflect the nature of site activities. The depositional history at each site attests to the manner in which humans produced and discarded the waste that forms the constituents of the archaeological record (Tani 1995). The fashion in which groups discarded their waste often varies with the kinds of activities that occurred at a site (Tani 1995).

The organization of activities across the landscape reflects patterns of mobility and settlement, leading to the research question, "How did groups travel and settle on the landscape during periods of environmental stability and change?" Studies of settlement have demonstrated that mobility and settlement organization are very sensitive to the distribution of resources (Binford 1980; Habu 2002; Heffley 1981; Zeanah 2002). Hunter-gatherer settlement decisions may weigh variables like the return rate of foraging for key resources and the cost of transporting such resources (Ames 2002; Bettinger and Baumhoff 1982; Broughton 1999; Fitzhugh 2002; Kelly 1995; Winterhalder and Smith 1981; Zeanah 2002).

Group size depends on such factors as the benefits to be obtained from risk pooling, resource defense, and economic coordination relative to the costs resulting from intragroup competition and disease (Boone 1992; Smith 1981). The kinds of activities conducted at a site and the organization of the resulting waste should thus indicate the manner in which groups adapt to environmental variability.

Various archaeological signatures are indicative of these adaptations. The horizontal and vertical distribution of the archaeological record should reflect such phenomena as the organization of activities, the intensity of those activities, the number of occupational episodes that occurred at the sites, and the sizes of the groups that stayed there (Laylander 1997; Tani 1995). The distribution of different size classes of artifacts is also sensitive to cultural formation processes, like the intentional maintenance of activity areas through sweeping (Sherwood 2001; Stein and Teltser 1989). The extent of such maintenance should vary with the intensity of occupation (Tani 1995). The intensity and duration of site activities may additionally be reflected in the density of features, such as hearths and pits, that those activities produced.

Analysis of the specific constituents of the archaeological record is also relevant for understanding the nature of site activities and for identifying how groups responded to environmental variability. The nature of occupation at a site may, for example, be discerned from the kinds of lithic artifacts that groups brought, produced there, or exported (Bamforth 1986, 1991; M. Larson 1994). The identification of distinctive material types facilitates this type of analysis (M. Larson 1994).

Group Identity and Responses to Variability

As discussed in the Historical Resources Evaluation Report (HRER, LSA Associates, Inc. 2004b), many unanswered questions remain regarding the role minorities played in the development of Placentia and the surrounding area. Minorities, specifically Chinese, Japanese, postcontact Native Americans, and Mexican immigrants, have been involved in nearly every aspect of development, but little is known about their lifestyles. At present, LSA Associates, Inc., does not have any evidence to suggest the presence of Chinese, Japanese, or Mexican establishments or residences within the ADI or APE. However, if artifacts are discovered at later phases of the project, they may provide data to answer many important questions. Several questions are detailed in the HRER and a few others are detailed below.

Some archaeologists (Laylander 1993; Pigniolo et al. 1999) have suggested that the historic-era settlers of Southern California may have adopted one of two strategies in the face of uncertainty. These early settlers may have opted to establish a settled community in which families could cooperate among themselves during times of need. Alternatively, settlers may have maintained a relatively transient lifestyle, allowing them to move where opportunities presented themselves. The strategies employed by groups may be attributable to their tolerance for risk and failure, and to the cultural values they placed on agrarian life, community, and stability (Fitzhugh 2001; Henrich 2001; Henrich and McElreath 2002; Kuznar 2001; Salamon 1992; Winterhalder et al. 1999). This generates the research question, "Did different groups practice different strategies, depending on their wealth or ethnic backgrounds?"

The relationship between the economic and cultural backgrounds of the settlers and their choice of strategy may be inferred from the quality and kinds of household goods that they possessed. Wealthier households should have had more expensive goods, such as finer ceramic wares, and should have been able to afford more choice foods and drink. They may also have replaced their household goods more frequently, producing trash deposits that had a high proportion of newer ceramics relative to the modal date of the assemblage (Turnbaugh and Turnbaugh 1977). Certain kinds of bottles, ceramics, foods, and other cultural material may be characteristic of particular ethnic groups. For example, butchery practices can sometimes distinguish the trash produced by Chinese, Japanese, Mexican, and European households. The strategy employed by these groups should be identifiable from the level of investment in structures and from the length of time that they occupied a particular household. Groups employing a transient strategy should have invested less in a household and should have occupied it for a shorter period of time than groups employing a more settled strategy. Thus these groups should have produced trash deposits with, for example, few furnishing remains and with goods that date to a brief time interval.

III. POTENTIAL EFFECTS

The Orange County Gateway Project will separate vehicle and train traffic, replacing existing at-grade crossings along the Orangethorpe Corridor. This grade separation will require deep excavations at each undercrossing as well as footings for overcrossings, existing rail removal, surface grading, and ancillary construction needs such as haul roads and staging areas. The overall disturbance area, or area of potential effects (APE) will be along an approximately 8 kilometer (5 mile) long segment along the existing railroad. Figure 1 (Section VII) depicts the APE and the general location where effects may occur.

VI. PROPOSED METHODOLOGY

A. PREFIELD RESEARCH AND PLANNING

Personnel Training

Effective monitoring can only be conducted by well-trained and highly prepared archaeological monitors. Therefore, the Project Manager will have copies on file of the Historic Property Survey Report (HPSR, LSA Associates, Inc. 2004c) and the records search conducted for this project for each monitor to review. Monitors will be expected to have a firm understanding of the following before they begin fieldwork:

- The locations and characteristics of known prehistoric and historic resources in the vicinity of the project area
- Potential diagnostic artifacts
- Data required to answer relevant research questions
- Policies and procedures for halting construction
- General and project-specific safety procedures and precautions
- Soil types and geomorphic properties of the area

Preconstruction Meeting

The first step in successful monitoring is to coordinate with the construction supervisor and establish communication protocols in the event that cultural resources are encountered. A preconstruction meeting with the Project Manager, the City representative, and construction foreman or manager will be conducted. In this meeting, general construction plans will be reviewed, the total number of monitors needed at any given day will be decided, and the procedures for halting construction will be established.

Permission and Permits

The City of Placentia and its consultant will contact all landowners prior to working on their property. The City will send a letter to specific landowners one week prior to conducting ground-disturbing activities on their property.

B. ARCHAEOLOGICAL MONITORING

General Responsibilities

The number of monitors required will depend upon the proposed construction schedule. All ground disturbance may be monitored by a single individual if construction is isolated in a single small area. If different areas are being cleared, cut, or graded simultaneously, an individual monitor will be placed in each area. In order to monitor effectively, one archaeological monitor and one Native American representative shall be present for each spread that is separated from another spread by more than 152 meters (500 feet). Each monitor will be responsible for the following:

- Observe all ground-disturbing activities within the project area.
- Recognize and appropriately treat archaeological remains discovered during construction.
- Stop construction activity when a surface or subsurface archaeological deposit or isolate is discovered.
- Inform appropriate authorities (i.e., Construction Contractor Foreman and Project Manager) immediately on the discovery of unanticipated archaeological deposits.
- Activate the notification protocol if human remains are encountered, specifically notifying the Project Principal Investigator.
- Keep a daily log of activities, describing all field work activities. These logs will be e-mailed or faxed to the Project Manager either daily or weekly.
- Document daily activities with photographs and/or detailed daily notes.
- Report regularly to the Project Manager, on a schedule to be mutually agreed upon.

Archaeological Deposits

Deposit is defined as: at least three items within 15 meters (50 feet) or an intact feature of prehistoric or historic date. Upon encountering a deposit during construction, the monitor will implement the following procedures:

- The field monitor will signal the construction foreman and/or equipment operator to stop all construction activities within 15 meters (50 feet) of the resource. A unique, predetermined color of flagging tape (such as pink/black striped) shall be used to delineate the find and keep the construction equipment out of the area until the find can be assessed.
- The archaeological field monitor will then make a determination as to whether the remains warrant further investigation.
- If the remains appear to be a prehistoric or historic deposit or features, construction activities in the immediate area of the find will be stopped and diverted to another location. The archaeological field monitor will then contact the City of Placentia and its archaeological consultant immediately, so that a field review can be conducted as soon as possible.
- If feasible, project design changes will be made to avoid the feature or deposit.
- If impacts cannot be avoided and it is determined that the deposit or feature warrants further investigation, the City of Placentia will immediately contact Caltrans, FHWA, and State Historic Preservation Officer (SHPO) staff to seek opinions and concurrence on the appropriate next measures to be taken.
- To avoid construction close-downs or delays, any discovered deposit or feature warranting further investigation will be assumed to be potentially eligible for inclusion in the National Register of Historic Places, so that any evaluative effort can proceed directly into data recovery, if necessary.
- Any evaluative and data recovery efforts will result in the completion of a technical document meeting all professional standards in prehistoric and/or historical archaeology.

Isolated Artifacts

If isolated formal or functional artifacts are exposed during monitoring, they will be mapped *in situ*, and collected for analysis in the laboratory. The following information should be recorded twice with the artifact; once in permanent ink on the outside of the container in which the material was collected, and repeated on archival paper placed within the collection container:

- Date
- Project Name
- Isolate Reference Number
- Location in UTMs (NAD 27)
- Location by Station Numbers Along the Alignment
- Depth Below Ground Surface
- Monitor / Collector's Name

The location of the isolate should be identified on project maps and all photographs and relevant remarks should be referenced on the Monitoring form. Subsequently, sample(s) should then be brought to the lab for further preparation, analysis, and identification.

Global Positioning System (GPS) Mapping

GPS mapping of sites or isolated artifacts will occur if any resources are encountered. GPS coordinates will be stored with a horizontal accuracy of plus or minus 3 feet for each recorded artifact.

Photographs and Illustrations

Photographic documentation will include pictures taken during monitoring. Photographs will be recorded on standard photographic logs identifying the frame, day, month, year, time, subject, and direction of view. Photographic logs will be submitted with the written report. If sites are discovered during monitoring, unique and representative artifacts will also be identified for illustration or photographs in order to provide the best-possible depiction for publication.

Human Remains

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the descendant may inspect the site of the discovery. The descendant shall complete the inspection within 24 hours of notification by the NAHC. The MLD shall recommend treatment of the human remains and any associated funerary items.

Safety

Field work will be conducted in accordance with the Division of Occupational Safety and Health Administration (OSHA) requirements. All monitors will be provided with OSHA safety training prior to beginning work. A designated monitor of safety will serve as the point of contact for safety-related questions and concerns. The monitor will also ensure that all field personnel have been familiarized with anticipated field conditions. Field personnel will be encouraged to report unsafe conditions and accidents to this monitor. Conversely, hazardous conditions will be brought to the attention of all field personnel immediately. The monitor will have the authority to halt work if conditions become unsafe. It is not anticipated that the monitor of safety will be on site full time. Rather, this individual will be the contact person and will perform occasional site visits to ensure safety measures are being implemented and followed.

The project will be conducted up to 12 meters (40 feet) below the surface near busy roadways, active railroad tracks, and in the vicinity of heavy equipment. Project personnel have the responsibility to come to work adequately prepared for these conditions. Appropriate clothing should be worn to avoid exposure to the elements. A hard hat, orange vest, long pants, shirt with sleeves, and work boots constitute appropriate gear for the field. Shorts, tank tops, ripped clothing, and any footwear besides boots are not acceptable field attire as they may be a safety hazard and present an unprofessional appearance. Project personnel should bring adequate food and drinking water. A first aid kit will be maintained on site at all times.

In the event of a health- or life-threatening incident, project personnel should dial 911 immediately. The nearest hospital is the Placentia Linda Hospital, located at 1301 North Rose Drive in the City of Placentia. From the project area, this hospital can be reached by traveling north on Rose Drive. The phone number for the Hospital is (714) 993-2000. Any accidents or "near misses" must be reported to the designated safety monitor.

C. POSTFIELD/LABORATORY ANALYSIS

Should archaeological deposits or isolates be encountered, the artifacts will be cleaned and sorted into categories for cataloguing. A sample of artifacts may be processed without being cleaned so that residue or other specialized analyses can be conducted. The artifacts generally will be processed and catalogued by lot: the site, unit, and level from which the artifacts derived. Tools or other unusual artifacts will receive individual catalogue numbers. Debitage, fire-affected rock (FAR), bone, and shell material will be separated and catalogued. All items will be counted and weighed.

Artifacts will be placed into 4 millimeter (mm) (0.16 inch) thick polyethylene zip-lock bags. An acid-free card identifying site, unit, depth, material, object type, count, weight, accession number, and catalogue number will be written on the card. If the artifact is an isolate, all pertinent information will be placed on the card, such as UTM and stationing location, depth, sediment type, material, object type, weight, accession number, and catalogue number. This information will also be recorded in an Access database, creating a complete artifact catalog. Paper copies of the catalogue will be printed on acid-free paper.

Depending on the materials recovered, specialized studies including radiocarbon analysis, obsidian hydration and sourcing, pollen and plytolith analysis, protein (blood residue) analysis, lithic analysis, faunal (bone and/or shell) analysis, otolith analysis, ceramic analysis, ceramic clay sourcing, and lipid residue analysis may be conducted. Each of these analyses is utilized in assessment of the site's National Register eligibility.

Because of constraints on the ability of curation facilities to store bulk artifact samples, nondiagnostic artifacts such as FAR will be culled from the collection prior to curation. These nondiagnostic artifacts will be size-sorted through nested screens, counted, and weighed. Only a representative sample of these items will be curated. After analysis, the redundant items may be maintained for use in public meetings, donated to teaching facilities, or discarded. The retained artifacts will then be prepared for curation.

D. DOCUMENTATION

At the conclusion of fieldwork, if nothing of consequence is found during construction, a Monitoring Report will be completed by the City of Placentia and its consultants.

If archaeological remains of consequence are encountered, then through consultation with the City of Placentia, the archaeological remains will be addressed accordingly (i.e., archaeological evaluation) and subsequent format will follow (i.e., Archaeological Evaluation Report). Individual site records will be prepared on the appropriate State of California Department of Parks and Recreation (DPR) 523 forms. Copies of these forms will be included as an appendix to the report and another copy will be submitted to the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS). Copies of the final report will be submitted to Caltrans for dissemination to FHWA, SHPO, and SCCIC.

E. NATIVE AMERICAN COORDINATION

During the initial consultation with Native Americans, several individuals and/or tribes expressed concern over the destruction of archaeological sites and requested that Native American monitors be present during all ground-disturbing activities. The City of Placentia and its consultant will coordinate with all interested Native Americans to determine which Native American(s) will serve as monitor(s).

F. PERSONNEL

Archaeological monitoring shall be carried out by or under the direction of a person or persons meeting the Secretary of Interior's *Professional Qualification Standards* (48 Federal Register [FR] 44738-39). It is anticipated that work will be carried out by City of Placentia staff and consultants contracted to the City.

G. CURATION

Materials recovered during excavations will be curated at the County Curation Facility in the City of Santa Ana, California. The guidelines and standards of the County Curation Facility and the standards of 36 CFR 79 shall be followed to insure that materials will be organized, maintained, and preserved for future study. This curation facility meets the standards of the State Historical Resources Commission for the curation of archaeological collections (State of California, DPR 1993). Project documents that will be useful for future interpretation of the collection materials will also be curated. These documents may include field notes, maps, laboratory notes, an artifact catalogue, and a final report. In addition, the collection catalogue will be submitted as an unbound computer printout with catalogue entries in numerical order, and as an Access database. All paperwork will be photocopied onto archival-quality paper. An additional one-time fee may be charged by the repository to offset costs associated with the storage and curation of the items. This fee is generally calculated on a cubic-foot basis.

H. COSTS/SCHEDULING

The cost and timing of archaeological monitoring is heavily dependent on the final construction plans and schedule. The following factors should be taken into account when preparing an estimate of cost and schedule:

- Prefield preparation, training, and meetings
- Project management and scheduling of monitors
- Consultation with Native Americans
- The number of monitors needed each day
- The duration of construction
- Possible excavation and/or data-recovery efforts
- Report preparation
- Curation of recovered materials

V. SUMMARY

Approval and implementation of this monitoring plan will mitigate potential effects of the Orange County Gateway Project on cultural resources. Monitoring, along with the evaluation and recovery of any previously unidentified archaeological deposits, will be conducted in accordance with Stipulation XV.A of the January 2004 Programmatic Agreement among the FHWA, Advisory Council on Historic Preservation, California State Historic Preservation Officer, and Caltrans.

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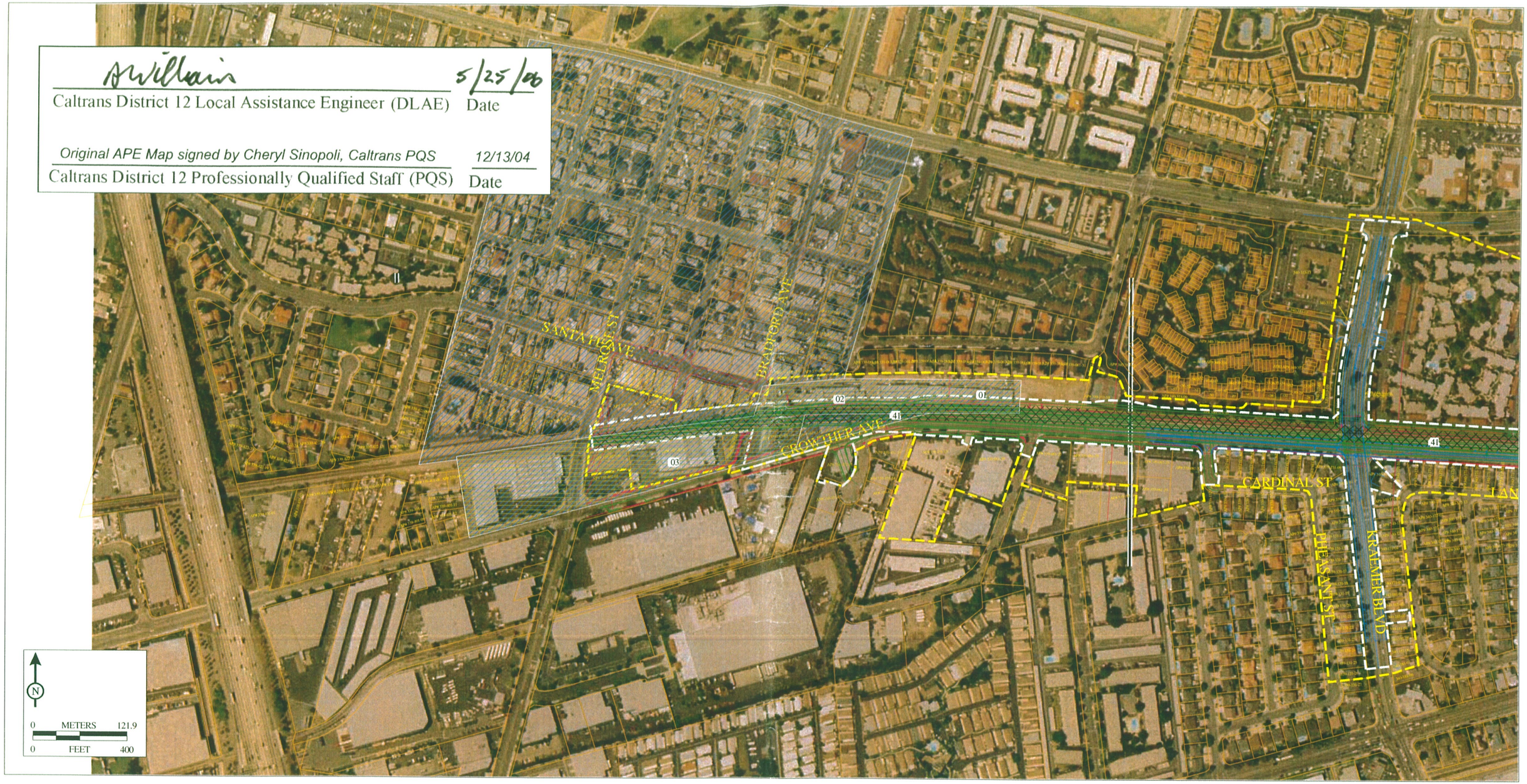
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2002 Central Place Foraging and Prehistoric Pinyon Utilization in the Great Basin. In *Beyond Foraging and Collecting: Evolutionary Change in Hunter-Gatherer Settlement Systems,* edited by Ben Fitzhugh and Junko Habu, pp. 231–256. Kluwer Academic/Plenum Publishers, New York, New York.

VII. FIGURE

APE Map



B Williams 5/25/06
Caltrans District 12 Local Assistance Engineer (DLAE) Date

Original APE Map signed by Cheryl Sinopoli, Caltrans PQS 12/13/04
Caltrans District 12 Professionally Qualified Staff (PQS) Date

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
Placentia Packinghouse
Richfield-Atwood

Data Source: Eagle Aerial, 2001. KFM, 2002. LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Note: The APE and the ADI were prepared to cover the maximum right- of- way for the four alternatives under consideration. Only those resources that were evaluated for their historic significance are identified on the APE map. All others were excluded from evaluation per the January 2004 Programmatic Agreement.

Figure 3.8-1

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 1 of 8



Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
Placentia Packinghouse
Richfield-Atwood

Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 2 of 8



Area of Potential Effects

Area of Direct Impacts

Matchlines

Alternative B

Alternative C

Alternative D

01 - 44 Building or Structure Evaluated Per HPSR

Existing Railroad Evaluated Per HPSR Site #41

Placentia Townsite

Placentia Packinghouse

Richfield-Atwood

Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Figure 3.8-1

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 3 of 8

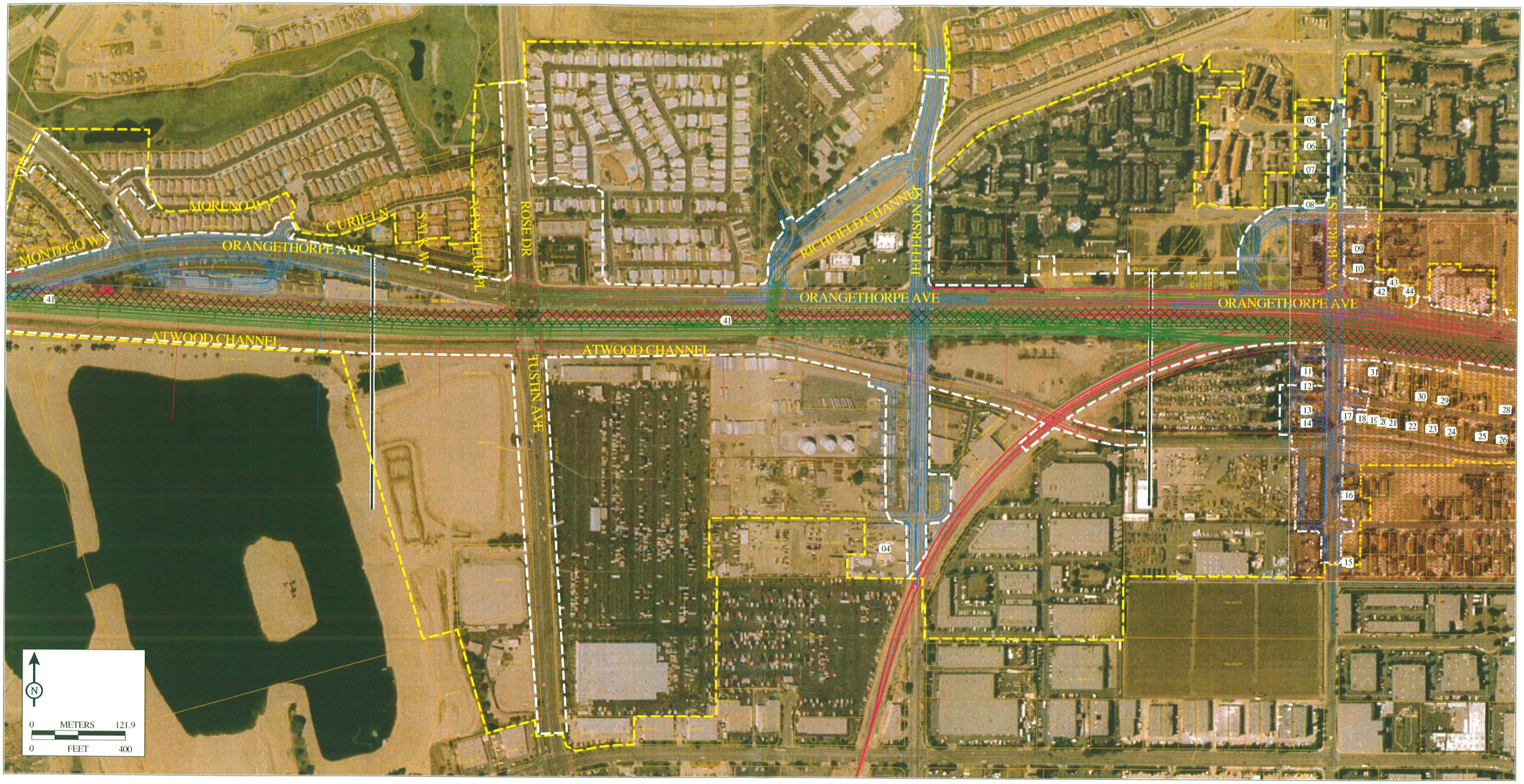


Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
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Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
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Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 4 of 8

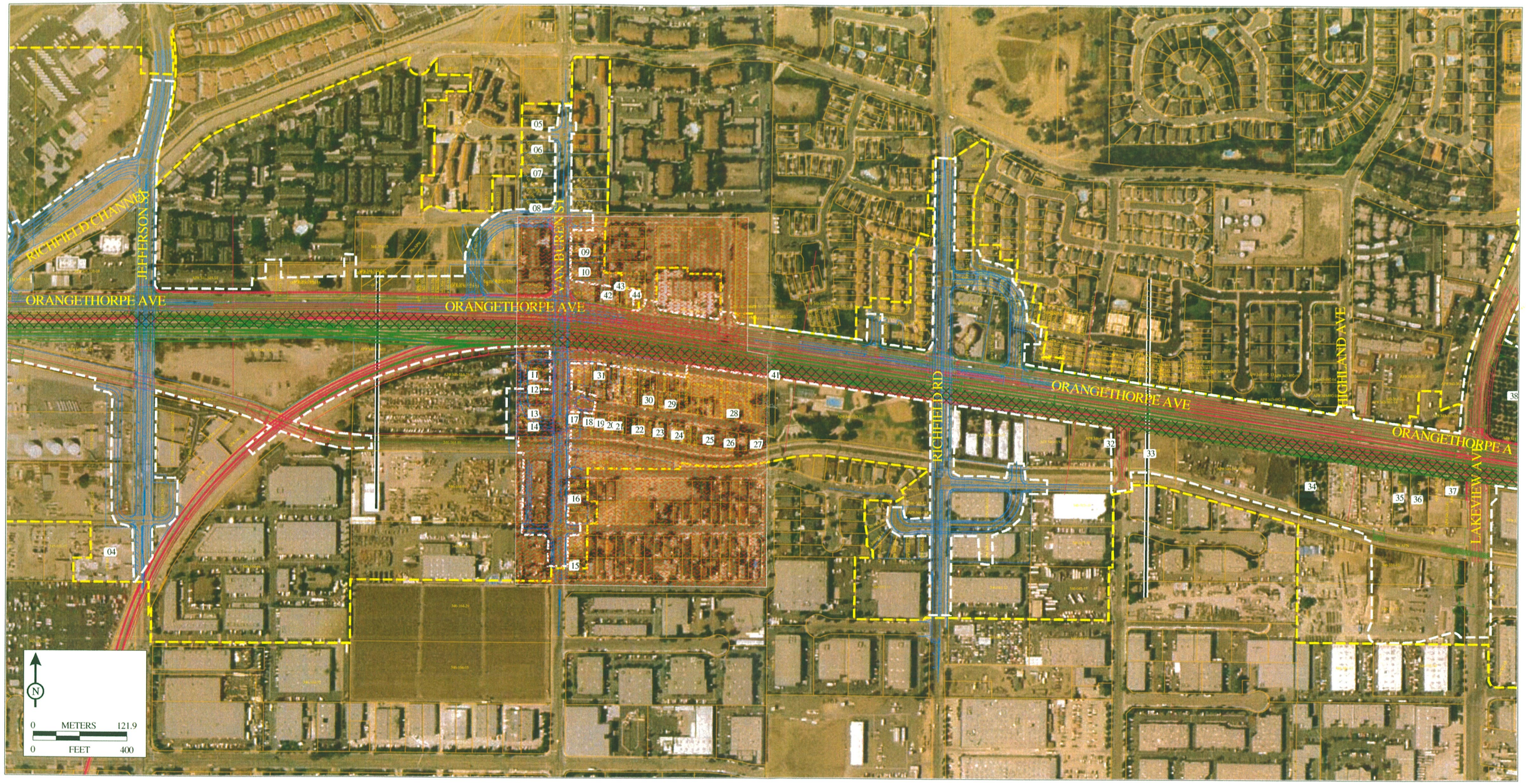


Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
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Richfield-Atwood

Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 5 of 8



Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
Placentia Packinghouse
Richfield-Atwood

Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 6 of 8



Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
Placentia Townsite
Placentia Packinghouse
Richfield-Atwood

Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 7 of 8



Figure 3.8-1

Area of Potential Effects
Area of Direct Impacts
Matchlines
Alternative B
Alternative C
Alternative D
01 - 44 Building or Structure Evaluated Per HPSR
Existing Railroad Evaluated Per HPSR Site #41
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Data Source: Eagle Aerial, 2001, KFM, 2002, LSA, 2002

August 04, 2006 - i:/otg130/gis/aicov/mapbook-v3_signed.aml

Orange County Gateway

All Alternatives
Area of Potential Effects (APE)
Sheet 8 of 8

APPENDIX H

PROJECT LISTINGS IN THE RTP AND RTIP

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
LAGUNA NIGUEL	ORA000140	SCAB	0	0	0	INTERSECTION WIDENING. CROWN VALLEY PKWY- WEST OF CABOT TO I-5 SB RAMPS. ADD WB THROUGH LANE/ LT AND RT LANES ON CROWN VALLEY PKWY/CABOT AND CORWN VALLEY PKWY/FORBES.	20100630	<OTHER>
LAKE FOREST	ORA040604	SCAB	0	0	0	El Toro Road: Improvements of El Toro Rd from 6 to 8/9 lanes and associated intersections (I-5 to Jutewood Pl/Cornelius Dr)	20050701	
MISSION VIEJO	ORA020115	SCAB	0	0	0	CABOT ROAD BRIDGE TO CAMINO CAPISTRANO	20050630	EXEMPT/TRAFFIC SIGNALIZATION
NEWPORT BEACH	ORA000142	SCAB	0	0	0	JAMBOREE RD @ BISON ST. WIDEN INTERSECTION TO 4 THROUGH LANES IN EACH DIRECTION ON JAMBOREE RD AND ADD ADDITIONAL WB TURN LANE ON BISON	20060601	<OTHER>
NEWPORT BEACH	ORA000143	SCAB	0	0	0	EAST COAST HWY (SEAWARD RD TO EAST CITY LIMITS) ADD CURB AND GUTTER.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
NEWPORT BEACH	ORA040605	SCAB	0	0	0	Newport Beach - Jamboree Rd widening (between Bayview Way & MacArthur Blvd)	20080630	
NEWPORT BEACH	ORA990412	SCAB	0	0	0	JAMBOREE RD @ FORD RD. INTERSECTION IMPROVEMENTS INCLUDING ROADWAY WIDENING FRM 3 TO 4 LNS. TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING MODIFICATIONS, LANDSCAPING	20060630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY	ORA37164	SCAB	0	0	0	EL TORO RD @ ROCKFIELD BLVD INTERSECTION IMPROVEMENTS; ROCKFIELD TO MURILANDS 3 TO 4 LNS IN EA. DIR.; FROM MUIRLANDS TO I-5 (NORTHBND) 3 TO 5 LANES. THE OTHERSIDE IS 3 TO 4 LNS	20041201	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65011	SCAB	0	0	0	PACIFIC ELECTRIC RIGHT OF WAY (LA PALMA TO SANTA ANA) LANDSCAPING AT STREET INTERSECTIONS AND BIKE TRAILS TEA PROJECT	20031230	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE, CITY OF	ORA990452	SCAB	0	0	0	TUSTIN BRANCH RAIL TRAIL (SANTA ANA RIVER TO FAIRHAVEN ST) CONVERT RAILS TO BIKE TRAIL THROUGH VILLA PARK AND ORANGE. CONNECTS 9 MILE TRAIL.	20030228	TCM
PLACENTIA	ORA000147	SCAB	0	0	0	BNSF RWY LINE (PLACENTIA TO IMPERIAL HWY) ALONG SS OF ORANGETHROPE. LOWERING/GRADE SEPARATION PRELIM ENG. WORK INCLUD. TECH STUDIES, PROJ. REPRT & EIR ACROSS NUMEROUS STS.	20090630	EXEMPT/TRAFFIC SIGNALIZATION
PLACENTIA	ORA02926	SCAB	0	0	0	BNSF RAILWAY LINE (KRAEMER BLVD TO KELLOGG DR) ALONG SS OF ORANGETHORPE. INSTALL SUPPLEMENTAL SAFETY MEASURES AT 8 AT-GRADE CROSSINGS (4.4 MILES).	20050630	EXEMPT/TRAFFIC SIGNALIZATION

ADOPTED 2006 REGIONAL TRANSPORTATION PROGRAM (RTIP) LOCAL HIGHWAY PROJECTS

Orange County

LEAD AGENCY	PROJECT ID	AIR BASIN	MODEL NO	PROG CODE	RTE	POST MI BEG	POST MI END	DESCRIPTION	FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	2006/07	2007/08	2008/09	2009/10-2011/12	PROJECT TOTAL	CONF CAT	ELMT
NEWPORT BEACH	ORA040605	SCAB	0300	CAX63	0	.0	.0	Newport Beach - Jamboree Rd widening (between Bayview Way & MacArthur Blvd) From 6 to 8 Lanes	ORA-GMA	PRIOR	250	0	0	250	548	132	951	0	0	1631	NON-EXEMPT	3
									ORA-PAH	PRIOR	298	0	0	298								
									ORA-PAH	06/07	0	132	0	132								
									ORA-PAH	07/08	0	0	951	951								
ORANGE COUNTY	ORA020507	SCAB		STUDY	0	.0	.0	ORANGE COUNTY COUNCIL OF GOVERNMENTS - REDUCE ORANGE COUNTY CONGESTION (ROCC) PROGRAM (INCLUDES STUDIES AND PLANNING)	TCSPPP	PRIOR	800	0	0	800	800	0	0	1500	0	2300	EXEMPT	2
									AGENCY	08/09	300	0	0	300								
									DEMOSTL	08/09	1200	0	0	1200								
ORANGE COUNTY	ORA120504	SCAB	0330	CAR63	0	.0	.0	ORANGE COUNTY - LA PATA AVENUE WIDENING & GAP CLOSURE (WIDEN FROM 2 TO 4 LNS (ORTEGA HWY TO RD TERMINUS); GAP CLOSURE - ADD 4 LNS (EXISTING TERMINUS TO CALLE SALUDA)	AGENCY	09/10	0	0	460	460	0	0	0	0	6560	6560	NON-EXEMPT	2
									STPL-R	09/10	0	0	6100	6100								
ORANGE COUNTY	ORA120505	SCAB	0332	CAX63	0	.0	.0	ORANGE COUNTY - ALTON PARKWAY EXTENSION (IRVINE) (IRVINE BLVD TO CMMERCENTER DR; FRM 0 TO 6 LNS)	AGENCY	09/10	0	0	23346	23346	0	0	0	0	26920	26920	NON-EXEMPT	2
									STPL-R	09/10	0	0	3574	3574								
ORANGE COUNTY	ORA120507	SCAB	0333	CAR63	0	.0	.0	ORANGE COUNTY - ORTEGA HWY (SAN CLEMENTE) - WIDEN FRM 2 TO 4 LNS; CALLE ENTRADERO TO ANTONIO PKWY	AGENCY	09/10	0	0	22000	22000	0	0	0	0	27825	27825	NON-EXEMPT	2
									STPL-R	09/10	0	0	5825	5825								
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120360	SCAG		PPM01	0	.0	.0	ORANGE COUNTY - PLANNING PROGRAMMING AND MONITORING AB3090 -- PAYBACK PROJECT	STCASH3	07/08	0	0	3500	3500	0	0	3500	0	0	3500	EXEMPT	2
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120534	SCAB		PLN40	0	.0	.0	ORANGE COUNTY - COUNTYWIDE GRADE SEPARATION PROGRAM (ENVIRONMENTAL & PREMLIMINARY ENGINGEERING ONLY)	STPL-R	07/08	10	0	0	10	0	0	10	0	0	10	EXEMPT	1
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120538	SCAB		STUDY	0	.0	.0	ORANGE COUNTY - HOV DROP RAMP STUDY	CMAQ	09/10	27746	0	0	27746	0	0	0	0	37500	37500	EXEMPT	1
									CMAQ	10/11	9754	0	0	9754								
ORANGE, CITY OF	ORA020506	SCAB		STUDY	0	.0	.0	CITY OF ORANGE - SANTA PE DEPOT SPECIFIC PLAN UPDATE	ST-SPR	06/07	232	0	0	232	0	232	0	0	0	232	EXEMPT	2
ORANGE, CITY OF	ORA120527	SCAB	0334	CAR63	0	.0	.0	ORANGE - MAIN ST (WIDEN FRM CULVER TO 260' N/O PALMYRA; FRM 4 TO 6 LNS)	STPL-R	06/07	0	1655	0	1655	0	1655	2388	0	0	4043	NON-EXEMPT	2
									CITY	07/08	0	0	1900	1900								
									STPL-R	07/08	0	0	488	488								
ORANGE, CITY OF	ORA990452	SCAB		NCN26	0	.0	.0	TUSTIN BRANCH RAIL TRAIL ALONG THE SANTIAGO CREEK FROM TUSTIN ST. TO WALNUT AVE. AND CITY OWNED RW FROM WALNUT AVE. TO COLLINS AVE. FILLS 2 MILE GAP IN A REGIONAL TRAIL.	STPE-R	PRIOR	37	0	0	37	537	0	0	0	1854	2391	EXEMPT	4
									ORA-TDM	PRIOR	100	0	400	500								
									STPE-R	09/10	0	0	1854	1854								
PLACENTIA	ORA000147	SCAB		NCN31	0	.0	.0	BNSF RWY LINE (PLACENTIA TO IMPERIAL HY) ALONG CROWTHER/ORANGETHORP E. GRADE SEP CORRIDR IMPVS AT 11 ARTERIAL STS INCL P/E, PGM MGMT, PRJ RPT, EIR, RW & CONST & XING CLSURE/PED BRI	AGENCY	PRIOR	0	0	1900	1900	40978	400	0	41850	0	83228	EXEMPT	4
									CITY	PRIOR	2611	13	70	2694								
									STP-IIP	PRIOR	0	0	2200	2200								
									STP-RIP	PRIOR	4002	0	1100	5102								
									STPL-R	PRIOR	0	0	1082	1082								
									TCRF	PRIOR	0	15186	12814	28000								
									CITY	06/07	400	0	0	400								
									AGENCY	08/09	0	0	2000	2000								
									CITY	08/09	0	0	1100	1100								
									DEMOSTL	08/09	0	0	38750	38750								

APPENDIX I

STATE HISTORIC PRESERVATION OFFICER CORRESPONDENCE

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

May 20, 2005

Reply To: FHWA041216A

Smita Deshpande, Chief
Environmental Planning Branch C
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

Re: Determinations of Eligibility and Finding of Effect for the Proposed Orange County Gateway Project, Orange County, CA

Dear Ms. Deshpande:

Thank you for your reply of February 1, 2005 answering my questions of January 12, 2005. Based on review of submitted documentation I can now concur that 220 E Santa Fe Avenue in Placentia is not eligible for the National Register of Historic Places (NRHP).

In accordance with Stipulation IX.B. of the PA, the Department has found that there are historic properties within the APE that may be affected by the undertaking. The Department will apply the Criteria of Adverse Effect pursuant to Stipulation X.A. The Federal Highway Administration (FHWA) will continue consultation with me in accordance with those provisions of Stipulation X. that FHWA determines apply to such further consultation.

If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

January 12, 2005

Reply To: FHWA041216A

Smita Deshpande, Chief
Environmental Planning Branch C
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

Re: Determinations of Eligibility and Finding of Effect for the Proposed Orange County Gateway Project, Orange County, CA

Dear Ms. Deshpande:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

The California Department of Transportation (Caltrans) is requesting my concurrence pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places (NRHP):

100 E Santa Fe Ave, Placentia, CA
207 A-E Crowther Ave, Placentia, CA
6591 N Jefferson St, Placentia, CA
137 S Van Buren St, Placentia, CA
1572 E Spruce St, Placentia, CA
213 S Van Buren St, Placentia, CA
1561 Cherry St, Placentia, CA
312 S Van Buren St, Placentia, CA
318 S Van Buren St, Placentia, CA
431 S Van Buren St, Placentia, CA
437 S Van Buren St, Placentia, CA
503 S Van Buren St, Placentia, CA
513 S Van Buren St, Placentia, CA
636 S Van Buren St, Placentia, CA
606 S Van Buren St, Placentia, CA
500 S Van Buren St, Placentia, CA
1604 Oak St, Placentia, CA
1608 Oak St, Placentia, CA
1612 Oak St, Placentia, CA
1616 Oak St, Placentia, CA
1620 Oak St, Placentia, CA
1634 Oak St, Placentia, CA
1640 Oak St, Placentia, CA
1648 Oak St, Placentia, CA
1660 Oak St, Placentia, CA
1664 Oak St, Placentia, CA
1649 Oak St, Placentia, CA
1637 Oak St, Placentia, CA

1629 Oak St, Placentia, CA
1608 Atwood Ave, Placentia, CA
507 Fee Ana St, Placentia, CA
506 Fee Ana St, Placentia, CA
1924 E Orangeview Ave, Placentia, CA
2006 E Orangeview Ave, Placentia, CA
2018 E Orangeview Ave, Placentia, CA
601 S Lakeview Ave, Placentia, CA
4501 Orangethorpe Ave, Placentia, CA
18552 E Minuet Lane, Anaheim, CA
18562 E Minuet Lane, Placentia, CA
BNSF railroad segment in APE
1613 Orangethorpe Ave, Placentia, CA
619 Orangethorpe Ave, Placentia, CA
325 S Depot St, Placentia, CA

Based on my review of the submitted documentation I concur with this determination.

Caltrans has also determined that 220 E Santa Fe Avenue in Placentia is not eligible for the NRHP. I am presently unable to concur in this determination due to an apparent discrepancy in the documentation for the property. The property's Building, Structure, Object form states that the building is eligible for the NRHP under criteria A and C. This conflicts with the Primary Record form which classifies the building as a "5" and of local interest but not eligible for the NRHP. Please clarify the eligibility determination for this property and transmit a corrected DPR 523 form reflecting this determination.

Pursuant to Stipulation VII.C.5. of the PA, Caltrans is concurrently notifying me of their finding of "Conditional No Adverse Effect". The stipulation cited does not correspond with a Conditional No Adverse Effect finding. Please clarify what effect Caltrans finds that the proposed undertaking will have on historic properties.

Thank you for considering historic properties during project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

Stephen D. Mikesell for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

APPENDIX J

TRAFFIC TECHNICAL MEMORANDUMS

AUSTIN FOUST ASSOCIATES, INC.
TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING

2020 NORTH TUSTIN AVENUE • SANTA ANA, CALIFORNIA 92705-7827

TELEPHONE (714) 667-0496
FAX (714) 667-7952
E-mail: mail@austinfoust.com

April 6, 2004

OnTrac JPA
3040 Saturn Street, Suite 203
Brea, CA 92821

ATTENTION: Mr. Chris Becker, Executive Director

SUBJECT: **RESPONSE TO COMMENTS FOR GATEWAY PROJECT**

Dear Mr. Becker:

This letter is in response to the FHWA's request for year 2030 forecast data, in addition to the 2010 and 2025 forecast data prepared by Austin-Foust Associates, Inc for use in the Gateway Traffic Study. The Tri-City Traffic Model (TCTM), which was utilized for these model runs, reflects OCP-2000 land use. A review of the 2020 and 2025 land uses for the cities of Placentia and Yorba Linda illustrate minimal growth for a majority of the Gateway Project area. The following table reflects the OCP-2000 land use for the affected communities.

	Dwelling Units		Employment (Jobs)	
City	**Year 2020**	**Year 2025**	**Year 2020**	**Year 2025**
Placentia	17,281	17,412	19,672	20,186
Yorba Linda	22,958	23,089	17,964	18,383
Average Growth		**<1%**		**2.5%**

Hence, the combined growth expected to occur from year 2020 to 2025 is expected to be less than 2 percent. The amount of growth from year 2025 to 2030 is expected to be even less. The result is that the findings produced for the Gateway Traffic Study are not expected to be materially different for the year 2030.

Very truly yours,

Terence W. Austin

OTC-130
Project

Rob McCann

From: Michael Amling
Sent: Monday, April 26, 2004 11:16 AM
To: Ketak_Soneji@dot.ca.gov
Cc: Tony Petros; Keith Lay; Tony Chung; Christopher Becker - OnTrac (E-mail); Ed Miller - KFM (E-mail); Rick Kreuzer - KFM (E-mail); Andrea Zullo; Rob McCann
Subject: RE: Traffic Forecast

Thanks Ketak. That is great news.

We will try to have the revised Air, Noise, and Traffic studies to you by the end of this week. There were minor revisions to each and we will add a reference to in the reports that refers to the letter and the justification of the 2025 traffic modeling being appropriate for 2030 to build out.

Thanks,
Mike.

-----Original Message-----
From: Ketak_Soneji@dot.ca.gov [mailto:Ketak_Soneji@dot.ca.gov]
Sent: Monday, April 26, 2004 10:33 AM
To: Michael.Amling@lsa-assoc.com
Subject: Traffic Forcast

Michael:

I just got work from our traffic guys and they agree with the Austin Foust letter you forwarded to me. Just make sure you make mention of this letter within the traffic, noise and air studies.

Ketak

LSA

LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614-4731

949.553.0666 TEL
949.553.8076 FAX

OTHER OFFICES:
BERKELEY
PT. RICHMOND
FT. COLLINS
RIVERSIDE
ROCKLIN

April 27, 2004

Bassem Barsoum
Area Engineer
Department of Transportation
District 12, Traffic Operations North
3337 Michelson Drive, Suite CN380
Irvine, CA 92612-1699

Subject: Revised Traffic Impact Analysis: Year 2030 Traffic Volume Forecasts

Dear Bassem:

In response to the Federal Highway Administration (FHWA) request for year 2030 traffic volume forecasts in the Traffic Impact Analysis for the Gateway project, LSA Associates, Inc. (LSA) contacted the traffic modeler responsible for the generation of forecast data. A copy of the traffic modeler's response letter is included as an attachment.

By virtue of the growth in traffic volumes forecast in the current OCP-2000 database, the current traffic forecasts included in the Traffic Impact Analysis for the Gateway project are a reasonable indication of traffic volumes for year 2030. The Traffic Impact Analysis has been revised to reflect this change.

LSA does not anticipate further comments and awaits Caltrans staff approval of this document.

Sincerely,

LSA ASSOCIATES, INC.

Kellyjean Tandoc
Assistant Transportation Engineer

Attachment: Austin-Foust Associates, Inc., correspondence

AUSTIN-FOUST ASSOCIATES, INC.
TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING

MEMORANDUM

TO: Tony Petros, LSA

FROM: Cassandra Carlin

DATE: June 6, 2007

SUBJECT: RESPONSE TO COMMENTS FOR GATEWAY PROJECT

This letter is in response to the FHWA's request for year 2030 forecast data, in addition to the 2010 and 2025 forecast data prepared by Austin-Foust Associates, Inc. for use in the Gateway Traffic Study. The Tri-City Traffic Model (TCTM) was utilized for these model runs, and reflects OCP-2000 land use. A review of the 2020 and 2025 land uses for the cities of Placentia and Yorba Linda illustrate minimal growth for a majority of the Gateway Project area. The following table reflects the OCP-2000 land use for the affected communities.

SUMMARY OF OCP-2000 DEMOGRAPHIC DATA				
	Dwelling Units		Employment (Jobs)	
City	**Year 2020**	**Year 2025**	**Year 2020**	**Year 2025**
Placentia	17,281	17,412	19,672	20,186
Yorba Linda	22,958	23,089	17,964	18,383
Average Growth		**<1%**		**2.5%**

As shown, the combined growth expected to occur from year 2025 to 2025 is less than two percent.

Since the time that the model runs were performed, the OCP-2004 data has been adopted and published. The OCP-2004 data provides demographic data for the year 2030, the horizon year requested by FHWA. A review of the 2025 and 2030 land uses for the cities of Placentia and Yorba Linda also illustrates minimal growth for the Gateway Project area, consistent with the data used in the TCTM. The following table summarizes the OCP-2004 land use for the affected communities.

2223 Wellington Avenue, Suite 300 • Santa Ana, California 92701-3161
Tel: (714) 667-0496 Fax: (714) 667-7952
www.austinfoust.com

SUMMARY OF OCP-2004 DEMOGRAPHIC DATA				
	Dwelling Units		Employment (Jobs)	
City	**Year 2025**	**Year 2030**	**Year 2025**	**Year 2030**
Placentia	16,877	17,009	19,976	20,297
Yorba Linda	24,220	24,384	17,427	17,705
Average Growth		**<1%**		**<1.6%**

The amount of growth from year 2025 to 2030 is less than one percent. The result is that the findings produced for the Gateway Traffic Study are not expected to be materially different for the year 2030.

Finally, enclosed here are ICU worksheets that provide a comparison of the 2001 counts used in the Gateway traffic analysis against recent 2006 counts. The data provided here does not cover the complete Gateway Project area, but is a large enough sample to provide a representative data to form conclusions. A review of the peak hour volumes and the associated level of service confirms that this area is nearly built-out and that a minimal amount of growth has occurred within the last five years. As a result, we do not believe that this will result in findings that are materially different than those findings summarized in our initial analysis of the Gateway Project.

13. SR-57 SB Ramps & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	310	.18*	690	.41*
SBT	0	0	0		0	
SBR	1	1700	280	.16	310	.18
EBL	0	0	0		0	
EBT	3	5100	510	.10	800	.16
EBR	1	1700	500	.29	660	.39
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1550	.30*
WBR	1	1700	490	.29	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .76

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	170	.10*	450	.26*
SBT	0	0	0		0	
SBR	1	1700	220	.13	100	.06
EBL	0	0	0		0	
EBT	3	5100	420	.08	960	.19
EBR	1	1700	660	.39	420	.25
WBL	0	0	0		0	
WBT	3	5100	1180	.23*	1420	.28*
WBR	1	1700	710	.42	580	.34
Right Turn Adjustment			Multi	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .59

14. SR-57 NB Ramps & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		490	.29*	500	
NBT	0	3400	0		0	{.35}*
NBR	1.5		520	{.21}	770	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	610	.12	990	.19
EBR	1	1700	210	.12	500	.29
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1240	.24*
WBR	1	1700	570	.34	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .64

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		460	.27*	620	.36*
NBT	0	3400	0		0	
NBR	1.5		570	{.19}	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	480	.09	1230	.24
EBR	1	1700	110	.06	180	.11
WBL	0	0	0		0	
WBT	3	5100	1430	.28*	1380	.27*
WBR	1	1700	510	.30	340	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .68

15. SR-57 SB Ramps & Nutwood

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	140	.08	200	.12
SBT	1	1700	400	.24*	410	.24*
SBR	1	1700	440	.26	540	.32
EBL	0	0	0		0	
EBT	2	3400	340	.10	710	.21*
EBR	2	3400	160	.05	690	.20
WBL	1	1700	320	.19	120	.07*
WBT	2	3400	1510	.44*	690	.20
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.02*	SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.59**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	100	.06	120	.07
SBT	1	1700	200	.12*	240	.14*
SBR	1	1700	260	.15	270	.16
EBL	0	0	0		0	
EBT	2	3400	260	.08	730	.21*
EBR	2	3400	140	.04	340	.10
WBL	1	1700	400	.24	160	.09*
WBT	2	3400	1350	.40*	590	.17
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.49**

16. SR-57 NB Ramps & Nutwood

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1160	.34*	360	.11
NBT	1	1700	240	.14	470	.28*
NBR	2	3400	80	.02	220	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	270	.08*
EBT	2	3400	360	.11	640	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	670	.22*	440	.16*
WBR	0	0	80		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.57**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1020	.30*	290	.09
NBT	1	1700	240	.14	400	.24*
NBR	2	3400	90	.03	200	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	100	.03*	220	.06*
EBT	2	3400	260	.08	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	730	.24*	460	.16*
WBR	0	0	90		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.51**

17. SR-57 SB Ramps & Chapman

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		80		110	
SBT	0.5	1700	10	.05*	60	.10*
SBR	1	1700	190	.11	180	.11
EBL	0	0	0		0	
EBT	2	3400	610	.29*	940	.40*
EBR	0	0	370		430	
WBL	1	1700	330	.19*	270	.16*
WBT	2	3400	1490	.44	1390	.41
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.71**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		50		80	
SBT	0.5	1700	10	.04*	40	.07*
SBR	1	1700	140	.08	200	.12
EBL	0	0	0		0	
EBT	2	3400	660	.33*	1060	.45*
EBR	0	0	460		470	
WBL	1	1700	420	.25*	240	.14*
WBT	2	3400	1610	.47	1620	.48
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.71**

18. SR-57 NB Ramps & Chapman

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.3		680	{.25}*	460	{.20}*
NBT	0.3	2720	10	.25	90	.20
NBR	1.3	2210	300	.00	330	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	90	.05*	190	.11*
EBT	2	3400	610	.18	860	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1140	.38*	1200	.43*
WBR	0	0	140		270	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.79**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.3		760	{.28}*	640	{.24}*
NBT	0.3	2720	10	.28	20	.24
NBR	1.3	2210	340	.00	470	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	110	.06*	160	.09*
EBT	2	3400	600	.18	980	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.41*	1220	.43*
WBR	0	0	130		240	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

19. SR-57 SB Ramps & Orangethrpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		20	
NBT	1	1700	10	.03*	10	.04*
NBR	0	0	30		30	
SBL	1.5		400	{.18}*	200	.12*
SBT	0	3400	0	.18	0	
SBR	0.5		220		290	.17
EBL	2	3400	200	.06*	300	.09*
EBT	3	5100	760	.15	810	.16
EBR	0	0	10		0	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1190	.23*	1060	.21*
WBR	1	1700	450	.26	430	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.51**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		10	
NBT	1	1700	0	.02*	10	.02*
NBR	0	0	30		20	
SBL	1.5		340	{.15}*	230	.14*
SBT	0	3400	10	.15	10	
SBR	0.5		180		260	.15
EBL	2	3400	140	.04*	290	.09*
EBT	3	5100	720	.14	880	.17
EBR	0	0	10		0	
WBL	1	1700	10	.01	20	.01
WBT	3	5100	1020	.20*	1430	.28*
WBR	f		410		320	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.58**

20. SR-57 NB Ramps & Orangethrpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	610	.18*	410	.12*
NBT	0	0	0		0	
NBR	1	1700	1030	.61	590	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	250	.07*	230	.07*
EBT	3	5100	940	.18	810	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1300	.33*	1110	.33*
WBR	0	0	360		640	.38
Right Turn Adjustment			NBR	.26*	NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.89**		**.62**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	420	.12*
NBT	0	0	0		20	
NBR	1	1700	510	.30	590	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	250	.07*
EBT	3	5100	970	.19	880	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1050	.25*	1350	.39*
WBR	0	0	240		640	
Right Turn Adjustment			NBR	.11*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.64**

21. Placentia & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09*	190	.11
NBT	2	3400	220	.10	690	.27*
NBR	0	0	110		240	
SBL	1	1700	110	.06	160	.09*
SBT	2	3400	690	.33*	460	.24
SBR	0	0	440		370	
EBL	1	1700	250	.15*	480	.28*
EBT	3	5100	980	.23	1220	.27
EBR	0	0	170		160	
WBL	1	1700	290	.17	320	.19
WBT	3	5100	1350	.28*	1220	.26*
WBR	0	0	70		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.95**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	190	.11
NBT	2	3400	460	.19	470	.19*
NBR	0	0	170		190	
SBL	1	1700	80	.05	140	.08*
SBT	2	3400	430	.24*	360	.14
SBR	0	0	390		130	
EBL	1	1700	240	.14*	460	.27*
EBT	3	5100	700	.16	1070	.23
EBR	0	0	130		100	
WBL	1	1700	450	.26	240	.14
WBT	3	5100	1370	.29*	880	.18*
WBR	0	0	90		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.77**

22. Placentia & Madison

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	140	.08
NBT	2	3400	320	.12	970	.34*
NBR	0	0	80		200	
SBL	1	1700	60	.04	80	.05*
SBT	2	3400	800	.24*	570	.17
SBR	0	0	10		20	
EBL	0	0	30		20	
EBT	1	1700	20	.12*	10	.06*
EBR	0	0	160		70	
WBL	1	1700	200	.12*	180	.11*
WBT	1	1700	10	.01	40	.02
WBR	1	1700	60	.04	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.61**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07
NBT	2	3400	380	.14	1180	.40*
NBR	0	0	80		180	
SBL	1	1700	70	.04	70	.04*
SBT	2	3400	740	.22*	560	.17
SBR	0	0	10		20	
EBL	0	0	20		20	
EBT	1	1700	20	.10*	20	.06*
EBR	0	0	130		60	
WBL	1	1700	260	.15*	110	.06*
WBT	1	1700	10	.01	40	.02
WBR	1	1700	100	.06	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.61**

23. Placentia & Nutwood

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	220	.13*
NBT	2	3400	380	.11	980	.29
NBR	0	0	10		10	
SBL	1	1700	20	.01	10	.01
SBT	2	3400	1080	.47*	580	.26*
SBR	0	0	510		300	
EBL	2	3400	170	.05*	550	.16*
EBT	1	1700	40	.02	90	.05
EBR	1	1700	220	.13	220	.13
WBL	1	1700	80	.05	20	.01
WBT	1	1700	100	.07*	30	.03*
WBR	0	0	20		20	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.63**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	140	.08*
NBT	2	3400	350	.11	810	.24
NBR	0	0	40		20	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	710	.36*	560	.24*
SBR	0	0	530		240	
EBL	2	3400	220	.06*	510	.15*
EBT	1	1700	40	.02	50	.03
EBR	1	1700	110	.06	160	.09
WBL	1	1700	70	.04	30	.02
WBT	1	1700	90	.07*	30	.02*
WBR	0	0	30		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.54**

24. Placentia & Chapman

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	390	.11
NBT	2	3400	240	.08	800	.27*
NBR	0	0	40		120	
SBL	1	1700	200	.12	220	.13*
SBT	2	3400	930	.34*	400	.19
SBR	0	0	240		260	
EBL	2	3400	140	.04*	230	.07
EBT	2	3400	650	.19	860	.25*
EBR	1	1700	120	.07	100	.06
WBL	1	1700	190	.11	100	.06*
WBT	2	3400	930	.27*	820	.24
WBR	1	1700	70	.04	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.76**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	430	.13
NBT	2	3400	230	.09	770	.31*
NBR	0	0	60		270	
SBL	1	1700	150	.09	200	.12*
SBT	2	3400	560	.22*	360	.18
SBR	0	0	200		260	
EBL	2	3400	110	.03	310	.09*
EBT	2	3400	790	.23*	700	.21
EBR	1	1700	80	.05	100	.06
WBL	1	1700	110	.06*	130	.08
WBT	2	3400	720	.21	860	.25*
WBR	1	1700	60	.04	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.82**

25. Placentia & Crowther

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	80	.05
NBT	2	3400	270	.11*	840	.28*
NBR	0	0	100		100	
SBL	1	1700	310	.18*	100	.06*
SBT	2	3400	750	.23	380	.14
SBR	0	0	30		80	
EBL	1	1700	20	.01	90	.05
EBT	1	1700	20	.04*	70	.06*
EBR	0	0	40		40	
WBL	1	1700	150	.09*	120	.07*
WBT	1	1700	50	.03	50	.03
WBR	1	1700	100	.06	280	.16
Right Turn Adjustment					WBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.55**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	60	.04
NBT	2	3400	240	.10	610	.20*
NBR	0	0	90		80	
SBL	1	1700	140	.08	60	.04*
SBT	2	3400	530	.17*	380	.13
SBR	0	0	40		50	
EBL	1	1700	30	.02	70	.04
EBT	1	1700	20	.04*	60	.06*
EBR	0	0	40		40	
WBL	1	1700	130	.08*	150	.09*
WBT	1	1700	40	.02	60	.04
WBR	1	1700	60	.04	280	.16
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.46**

26. Placentia & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	100	.06*
NBT	2	3400	280	.08	510	.15
NBR	1	1700	150	.09	260	.15
SBL	2	3400	280	.08	380	.11
SBT	2	3400	450	.21*	580	.30*
SBR	0	0	270		450	
EBL	1	1700	140	.08*	390	.23*
EBT	3	5100	540	.12	870	.18
EBR	0	0	50		70	
WBL	1	1700	120	.07	320	.19
WBT	3	5100	790	.15*	1120	.22*
WBR	1	1700	260	.15	560	.33
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.86**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	40	.02*
NBT	2	3400	180	.05	280	.08
NBR	1	1700	80	.05	150	.09
SBL	2	3400	190	.06	230	.07
SBT	2	3400	250	.13*	330	.14*
SBR	0	0	200		160	
EBL	1	1700	140	.08*	200	.12
EBT	3	5100	570	.12	700	.15*
EBR	0	0	20		40	
WBL	1	1700	130	.08	270	.16*
WBT	3	5100	920	.18*	960	.19
WBR	1	1700	200	.12	140	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.52**

28. Bradford & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	210	.12*
NBT	1	1700	50	.03	180	.11
NBR	1	1700	80	.05	240	.14
SBL	0	0	100		120	
SBT	1	1700	50	.10*	90	.15*
SBR	0	0	20		40	
EBL	1	1700	20	.01	50	.03
EBT	3	5100	910	.19*	1320	.28*
EBR	0	0	40		110	
WBL	1	1700	130	.08*	190	.11*
WBT	3	5100	990	.20	1250	.26
WBR	0	0	20		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.71**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09*	250	.15*
NBT	1	1700	60	.04	170	.10
NBR	1	1700	130	.08	250	.15
SBL	0	0	100		80	
SBT	1	1700	60	.10*	90	.12*
SBR	0	0	10		40	
EBL	1	1700	20	.01*	80	.05
EBT	3	5100	910	.18	1240	.26*
EBR	0	0	30		90	
WBL	1	1700	160	.09	220	.13*
WBT	3	5100	1320	.27*	1130	.25
WBR	0	0	60		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.71**

29. Bradford & Madison

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.02}*	30	
NBT	1	1700	160	.12	260	.17*
NBR	1	1700	200	.12	100	.06
SBL	0	0	80		60	{.04}*
SBT	1	1700	220	.18*	270	.19
SBR	1	1700	80	.05	60	.04
EBL	0	0	40		50	
EBT	1	1700	110	.12*	190	.16*
EBR	0	0	50		40	
WBL	0	0	150	{.09}*	70	{.04}*
WBT	1	1700	110	.15	170	.14
WBR	1	1700	40	.02	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.46**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30	{.02}*	40	
NBT	1	1700	150	.11	330	.22*
NBR	1	1700	170	.10	130	.08
SBL	0	0	50		60	{.04}*
SBT	1	1700	220	.16*	230	.17
SBR	1	1700	90	.05	60	.04
EBL	0	0	30		70	
EBT	1	1700	100	.14*	140	.14*
EBR	0	0	100		20	
WBL	0	0	140	{.08}*	60	{.04}*
WBT	1	1700	90	.14	160	.13
WBR	1	1700	30	.02	90	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.49**

30. Bradford & Chapman

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03
NBT	2	3400	190	.08*	210	.08*
NBR	0	0	80		60	
SBL	1	1700	110	.06*	80	.05*
SBT	1	1700	130	.08	110	.06
SBR	1	1700	200	.12	150	.09
EBL	1	1700	130	.08*	230	.14*
EBT	2	3400	660	.21	850	.26
EBR	0	0	40		50	
WBL	1	1700	90	.05	40	.02
WBT	2	3400	1000	.34*	810	.27*
WBR	0	0	160		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.59**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	30	.02
NBT	2	3400	210	.08*	270	.12*
NBR	0	0	70		150	
SBL	1	1700	110	.06*	130	.08*
SBT	1	1700	160	.09	110	.06
SBR	1	1700	190	.11	170	.10
EBL	1	1700	180	.11*	200	.12*
EBT	2	3400	540	.16	920	.29
EBR	0	0	20		50	
WBL	1	1700	80	.05	70	.04
WBT	2	3400	910	.31*	940	.36*
WBR	0	0	140		300	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.73**

32. Melrose & Crowther

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	170	.10
NBT	1	1700	110	.06	240	.14*
NBR	1	1700	170	.10	300	.18
SBL	0	0	20		20	{.01}*
SBT	2	3400	210	.08*	100	.04
SBR	0	0	30		30	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	190	.09*	230	.09
EBR	0	0	130		60	
WBL	1	1700	180	.11*	120	.07
WBT	1	1700	270	.16	300	.18*
WBR	1	1700	10	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.39**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	210	.12
NBT	1	1700	220	.13	730	.43*
NBR	1	1700	40	.02	60	.04
SBL	0	0	90		30	{.02}*
SBT	2	3400	400	.16*	180	.08
SBR	0	0	70		50	
EBL	1	1700	30	.02*	70	.04*
EBT	2	3400	90	.05	140	.05
EBR	0	0	70		40	
WBL	1	1700	40	.02	60	.04
WBT	1	1700	130	.08*	280	.16*
WBR	1	1700	20	.01	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.70**

33. Melrose & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	490	.29*
NBT	2	3400	200	.07	560	.20
NBR	0	0	40		120	
SBL	1	1700	30	.02	90	.05
SBT	2	3400	360	.14*	180	.11*
SBR	0	0	130		230	.14
EBL	2	3400	200	.06*	150	.04*
EBT	3	5100	540	.16	820	.20
EBR	0	0	460	.27	180	
WBL	2	3400	70	.02	50	.01
WBT	3	5100	740	.15*	1000	.21*
WBR	0	0	50		70	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.70**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	330	.19
NBT	2	3400	240	.09	810	.27*
NBR	0	0	60		120	
SBL	1	1700	60	.04	60	.04*
SBT	2	3400	330	.13*	200	.12
SBR	0	0	120		240	.14
EBL	2	3400	150	.04	70	.02
EBT	3	5100	800	.24*	1090	.22*
EBR	0	0	490	.29	50	
WBL	2	3400	70	.02*	240	.07*
WBT	3	5100	970	.20	990	.23
WBR	0	0	30		190	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.65**

36. Kraemer & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	270	.16
NBT	2	3400	420	.12	1010	.30*
NBR	1	1700	130	.08	200	.12
SBL	1	1700	150	.09	220	.13*
SBT	2	3400	740	.22*	770	.23
SBR	1	1700	200	.12	270	.16
EBL	2	3400	250	.07*	240	.07
EBT	3	5100	750	.19	1220	.28*
EBR	0	0	230		190	
WBL	1	1700	210	.12	160	.09*
WBT	3	5100	1130	.25*	1050	.25
WBR	0	0	140		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.85**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	270	.16*
NBT	2	3400	450	.13	740	.22
NBR	1	1700	160	.09	230	.14
SBL	1	1700	120	.07	160	.09
SBT	2	3400	630	.19*	530	.16*
SBR	1	1700	150	.09	140	.08
EBL	2	3400	240	.07	260	.08
EBT	3	5100	760	.18*	1480	.33*
EBR	0	0	160		210	
WBL	1	1700	210	.12*	180	.11*
WBT	3	5100	1010	.22	960	.22
WBR	0	0	130		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.81**

37. Kraemer & Madison

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08*	210	.12*
NBT	2	3400	710	.21	1400	.42
NBR	0	0	10		20	
SBL	1	1700	20	.01	40	.02
SBT	2	3400	1200	.39*	980	.33*
SBR	0	0	120		130	
EBL	1	1700	140	.08	210	.12*
EBT	1	1700	20	.16*	30	.11
EBR	0	0	260		160	
WBL	0	0	30	{.02}*	10	
WBT	1	1700	60	.05	30	.02*
WBR	1	1700	40	.02	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.64**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	320	.19*
NBT	2	3400	770	.23	1490	.44
NBR	0	0	0		0	
SBL	1	1700	10	.01	40	.02
SBT	2	3400	1170	.39*	1110	.36*
SBR	0	0	140		110	
EBL	1	1700	140	.08*	180	.11
EBT	1	1700	20	.11	30	.14*
EBR	0	0	160		200	
WBL	0	0	10		10	{.01}*
WBT	1	1700	80	.05*	20	.02
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.75**

38. Bradford & Crowther

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02
NBT	2	3400	540	.18	1330	.46*
NBR	0	0	80		220	
SBL	1	1700	200	.12	280	.16*
SBT	2	3400	1080	.36*	760	.27
SBR	0	0	160		160	
EBL	1	1700	140	.08*	50	.03
EBT	1	1700	230	.17	60	.04*
EBR	0	0	60		10	
WBL	1	1700	210	.12	180	.11*
WBT	1	1700	370	.22*	140	.08
WBR	1	1700	250	.15	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.82**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	40		30	
SBT	1	1700	0	.10*	0	.08*
SBR	0	0	130		100	
EBL	1	1700	200	.12*	180	.11*
EBT	1	1700	240	.14	330	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	280	.19*	350	.24*
WBR	0	0	40		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.48**

40. Kraemer & Crowther

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06
NBT	2	3400	460	.14	1350	.40*
NBR	0	0	10		10	
SBL	1	1700	150	.09	40	.02*
SBT	2	3400	1160	.36*	700	.22
SBR	0	0	80		50	
EBL	1	1700	30	.02*	150	.09*
EBT	2	3400	150	.06	160	.06
EBR	0	0	60		60	
WBL	1	1700	10	.01	10	.01
WBT	2	3400	140	.06*	220	.11*
WBR	0	0	50		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.67**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	90	.05
NBT	2	3400	410	.12	1050	.31*
NBR	0	0	10		10	
SBL	1	1700	130	.08	30	.02*
SBT	2	3400	1010	.31*	570	.18
SBR	0	0	50		30	
EBL	1	1700	20	.01*	60	.04*
EBT	2	3400	120	.05	100	.04
EBR	0	0	60		40	
WBL	1	1700	10	.01	0	.00
WBT	2	3400	100	.05*	160	.09*
WBR	0	0	60		170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.51**

41. Kraemer & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	190	.11
NBT	2	3400	330	.10	1130	.33*
NBR	1	1700	60	.04	150	.09
SBL	1	1700	60	.04	30	.02*
SBT	2	3400	990	.29*	660	.19
SBR	1	1700	180	.11	100	.06
EBL	1	1700	120	.07*	200	.12*
EBT	2	3400	350	.10	580	.17
EBR	1	1700	240	.14	180	.11
WBL	1	1700	170	.10	80	.05
WBT	2	3400	650	.19*	540	.16*
WBR	1	1700	50	.03	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.68**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	370	.22*
NBT	2	3400	260	.08	880	.26
NBR	1	1700	70	.04	140	.08
SBL	1	1700	40	.02	20	.01
SBT	2	3400	920	.27*	480	.14*
SBR	1	1700	120	.07	110	.06
EBL	1	1700	130	.08*	250	.15*
EBT	2	3400	450	.13	740	.22
EBR	1	1700	340	.20	240	.14
WBL	1	1700	160	.09	30	.02
WBT	2	3400	590	.17*	630	.19*
WBR	1	1700	50	.03	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.75**

46. Palm & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.08}*	280	{.09}*
NBT	0	3400	0	.08	0	.09
NBR	0.5		20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	680	.17	800	.20
EBR	0	0	200		230	
WBL	1	1700	60	.04	40	.02
WBT	2	3400	1050	.31*	1130	.33*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.47**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.09}*	370	{.12}*
NBT	0	3400	0	.09	0	.12
NBR	0.5		40		50	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	890	.20	1180	.33*
EBR	0	0	140		480	
WBL	1	1700	70	.04	70	.04*
WBT	2	3400	1230	.36*	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.54**

47. Valencia & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	30	.02
NBT	2	3400	250	.09*	120	.05*
NBR	0	0	60		50	
SBL	1	1700	150	.09*	120	.07*
SBT	2	3400	290	.14	160	.08
SBR	0	0	200		110	
EBL	1	1700	160	.09*	80	.05*
EBT	2	3400	660	.20	880	.27
EBR	0	0	30		30	
WBL	1	1700	70	.04	40	.02
WBT	2	3400	930	.34*	860	.28*
WBR	0	0	230		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.50**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	40	.02
NBT	2	3400	230	.09*	180	.06*
NBR	0	0	60		30	
SBL	1	1700	120	.07*	120	.07*
SBT	2	3400	260	.14	230	.10
SBR	0	0	230		120	
EBL	1	1700	170	.10*	140	.08*
EBT	2	3400	670	.20	910	.28
EBR	0	0	20		30	
WBL	1	1700	80	.05	30	.02
WBT	2	3400	860	.31*	900	.29*
WBR	0	0	200		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.55**

48. Valencia & Palm Dr

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	30	.04*	10	.02*
NBR	0	0	20		10	
SBL	1	1700	220	.13*	180	.11*
SBT	1	1700	20	.01	50	.03
SBR	1	1700	100	.06	160	.09
EBL	1	1700	40	.02*	60	.04
EBT	2	3400	210	.06	430	.14*
EBR	0	0	5		40	
WBL	1	1700	20	.01	30	.02*
WBT	2	3400	350	.14*	280	.10
WBR	0	0	130		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.34**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	50	.05*	40	.04*
NBR	0	0	20		10	
SBL	1	1700	270	.16*	150	.09*
SBT	1	1700	30	.02	20	.01
SBR	1	1700	80	.05	50	.03
EBL	1	1700	40	.02*	80	.05*
EBT	2	3400	200	.06	340	.10
EBR	0	0	10		10	
WBL	1	1700	20	.01	20	.01
WBT	2	3400	310	.14*	300	.14*
WBR	0	0	170		160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.37**

49. Miller & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	230	.14
NBT	1	1700	50	.04	330	.33*
NBR	0	0	10		230	
SBL	1.5		50	.03	120	{.05}*
SBT	0.5	3400	240	.14*	60	.05
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	2	3400	330	.14*	670	.21
EBR	0	0	130		40	
WBL	1	1700	300	.18*	30	.02
WBT	2	3400	660	.19	610	.23*
WBR	0	0	0		180	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.66**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	280	.16
NBT	1	1700	40	.04	290	.32*
NBR	0	0	30		250	
SBL	1.5		60	.04	100	{.05}*
SBT	0.5	3400	190	.12*	50	.05
SBR	0		10		10	
EBL	1	1700	10	.01	10	.01
EBT	2	3400	310	.15*	660	.21*
EBR	0	0	190		60	
WBL	1	1700	190	.11*	20	.01*
WBT	2	3400	630	.21	470	.17
WBR	0	0	80		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.64**

52. Chapman & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.00	10	.01*
NBR	0	0	0		0	
SBL	1.5		400		400	{.12}*
SBT	0.5	3400	0	.12*	10	.12
SBR	1	1700	60	.04	10	.01
EBL	1	1700	10	.01*	60	.04
EBT	2	3400	430	.13	1000	.30*
EBR	0	0	0		10	
WBL	1	1700	0	.00	0	.00
WBT	2	3400	1070	.31*	660	.19
WBR	1	1700	450	.26	690	.41
Right Turn Adjustment					WBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.54**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		20	
NBT	1	1700	10	.02*	20	.03*
NBR	0	0	10		5	
SBL	1.5		480	{.15}*	400	{.12}*
SBT	0.5	3400	20	.15	20	.12
SBR	1	1700	90	.05	30	.02
EBL	1	1700	20	.01*	120	.07
EBT	2	3400	410	.12	910	.27*
EBR	0	0	10		20	
WBL	1	1700	0	.00	10	.01*
WBT	2	3400	740	.22*	600	.18
WBR	1	1700	400	.24	490	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.48**

53. Rose & Yorba Linda

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	190	.11
NBT	2	3400	420	.17*	670	.26*
NBR	0	0	150		210	
SBL	1	1700	130	.08*	180	.11*
SBT	2	3400	650	.19	370	.11
SBR	1	1700	70	.04	80	.05
EBL	1	1700	60	.04*	100	.06
EBT	2	3400	460	.16	720	.24*
EBR	0	0	70		80	
WBL	1	1700	250	.15	220	.13*
WBT	2	3400	810	.28*	720	.25
WBR	0	0	150		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.79**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	190	.11
NBT	2	3400	450	.15*	790	.29*
NBR	0	0	70		210	
SBL	1	1700	140	.08*	170	.10*
SBT	2	3400	580	.17	450	.13
SBR	1	1700	50	.03	80	.05
EBL	1	1700	80	.05	120	.07
EBT	2	3400	630	.21*	780	.26*
EBR	0	0	70		90	
WBL	1	1700	240	.14*	230	.14*
WBT	2	3400	700	.24	790	.29
WBR	0	0	120		190	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.84**

54. Rose & Palm

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	320	.19*	420	.25*
NBT	2	3400	600	.18	1130	.34
NBR	0	0	20		20	
SBL	1	1700	0	.00	10	.01
SBT	2	3400	1050	.32*	720	.23*
SBR	0	0	40		70	
EBL	1	1700	50	.03*	60	.04*
EBT	1	1700	0	.00	10	.01
EBR	1	1700	440	.26	340	.20
WBL	0	0	20		0	
WBT	1	1700	10	.02*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.58**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	410	.24*
NBT	2	3400	700	.21	1320	.39
NBR	0	0	20		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	960	.30*	940	.30*
SBR	0	0	50		80	
EBL	1	1700	50	.03*	50	.03*
EBT	1	1700	0	.00	10	.01
EBR	1	1700	610	.36	380	.22
WBL	0	0	20		10	
WBT	1	1700	10	.02*	0	.01*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.12*	EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.64**

55. Rose & Buena Vista

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	630	.22	1530	.53*
NBR	0	0	130		260	
SBL	1	1700	160	.09	240	.14*
SBT	2	3400	1550	.46*	950	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	470	.28*	160	.09*
WBT	0	0	0		0	
WBR	1	1700	320	.19	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.81**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	680	.24	1370	.47*
NBR	0	0	120		220	
SBL	1	1700	200	.12	200	.12*
SBT	2	3400	1220	.36*	960	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	310	.18	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.75**

56. Rose & Alta Vista

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	130	.08
NBT	2	3400	580	.18	1270	.40*
NBR	0	0	30		90	
SBL	1	1700	150	.09	130	.08*
SBT	2	3400	1400	.41*	570	.17
SBR	1	1700	340	.20	200	.12
EBL	1	1700	220	.13*	260	.15*
EBT	2	3400	230	.11	220	.08
EBR	0	0	150		60	
WBL	1	1700	120	.07	80	.05
WBT	2	3400	330	.13*	230	.10*
WBR	0	0	100		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.78**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	210	.12
NBT	2	3400	460	.16	1260	.41*
NBR	0	0	70		120	
SBL	1	1700	160	.09	180	.11*
SBT	2	3400	690	.20*	650	.19
SBR	1	1700	120	.07	310	.18
EBL	1	1700	260	.15*	120	.07
EBT	2	3400	260	.10	370	.17*
EBR	0	0	80		220	
WBL	1	1700	60	.04	120	.07*
WBT	2	3400	300	.11*	320	.14
WBR	0	0	90		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.81**

57. Tustin & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	260	.15*
NBT	2	3400	820	.25	1150	.36
NBR	0	0	40		80	
SBL	2	3400	110	.03	130	.04
SBT	2	3400	1100	.32*	920	.27*
SBR	1	1700	310	.18	190	.11
EBL	2	3400	90	.03*	280	.08
EBT	3	5100	470	.09	930	.18*
EBR	1	1700	160	.09	230	.14
WBL	1	1700	60	.04	90	.05*
WBT	3	5100	1000	.21*	610	.14
WBR	0	0	80		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.70**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	230	.14
NBT	2	3400	380	.12	970	.30*
NBR	0	0	40		40	
SBL	2	3400	50	.01	70	.02*
SBT	2	3400	760	.22*	570	.17
SBR	1	1700	130	.08	80	.05
EBL	2	3400	130	.04	360	.11*
EBT	3	5100	460	.09*	820	.16
EBR	1	1700	270	.16	80	.05
WBL	1	1700	220	.13*	80	.05
WBT	3	5100	720	.15	800	.17*
WBR	0	0	60		80	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.65**

64. Jefferson & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	90	.05
NBT	2	3400	30	.02	270	.13*
NBR	0	0	50	.03	180	
SBL	1	1700	90	.05	30	.02*
SBT	1	1700	250	.15*	50	.03
SBR	1	1700	110	.06	40	.02
EBL	1	1700	10	.01*	50	.03*
EBT	2	3400	590	.19	910	.28
EBR	0	0	60		30	
WBL	1	1700	160	.09	10	.01
WBT	2	3400	1230	.38*	940	.30*
WBR	0	0	60		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.53**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	70	.03	430	.16*
NBR	0	0	30		100	
SBL	1	1700	100	.06	60	.04*
SBT	1	1700	330	.19*	60	.04
SBR	1	1700	80	.05	40	.02
EBL	1	1700	10	.01*	40	.02*
EBT	2	3400	530	.16	800	.24
EBR	0	0	30		20	
WBL	1	1700	90	.05	20	.01
WBT	2	3400	1040	.32*	790	.25*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.52**

91. Van Buren & Orangethorpe

2001 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	150	.09
NBT	1	1700	50	.03	250	.15*
NBR	1	1700	90	.05	340	.20
SBL	1	1700	150	.09	70	.04*
SBT	1	1700	330	.19*	70	.04
SBR	1	1700	260	.15	60	.04
EBL	1	1700	40	.02*	60	.04
EBT	2	3400	570	.21	1100	.34*
EBR	0	0	130		60	
WBL	1	1700	290	.17	90	.05*
WBT	2	3400	1410	.43*	630	.21
WBR	0	0	40		80	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.64**

2006 Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	90	.05
NBT	1	1700	30	.02	250	.15*
NBR	1	1700	80	.05	220	.13
SBL	1	1700	120	.07	90	.05*
SBT	1	1700	350	.21*	90	.05
SBR	1	1700	130	.08	40	.02
EBL	1	1700	20	.01*	50	.03
EBT	2	3400	490	.16	980	.30*
EBR	0	0	50		40	
WBL	1	1700	160	.09	50	.03*
WBT	2	3400	920	.28*	860	.27
WBR	0	0	20		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.58**