

<b>RTIP ID#</b> <i>(required)</i> ORA000118
<b>TCWG Consideration Date:</b> June 30, 2009
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p><b>Existing Conditions</b></p> <p>The project is located in the City of Irvine, in Orange County. The project proposes improvements on Sand Canyon Avenue from Interstate 5 to Oak Canyon Road/Laguna Canyon Road. This segment of Sand Canyon Avenue currently exists as a four-lane, divided highway without sidewalks. Sand Canyon Avenue is currently a six-lane divided highway approaching both the east and west boundaries of the project area. South of 1-5, an existing bike trail parallels the west side of Sand Canyon Avenue and turns westward paralleling the south side of the Metrolink railroad. There is no designated bicycle facility along Sand Canyon Avenue north of the railroad. The proposed project site is bounded by the City of Irvine General Plan Planning Area 12 on the west, and the City of Irvine General Plan East Irvine Historical Area and the City of Irvine General Plan Planning Area 31 on the east. Portions of Planning Areas 12 and 31 are currently undeveloped agricultural lands. The Metrolink railroad crosses Sand Canyon Avenue at grade, approximately 700 feet south of the 1-5 interchange. It consists of two main tracks, utilized by freight trains, Amtrak passenger trains, and Metrolink passenger trains.</p> <p>Oak Canyon Road/Laguna Canyon Road intersects Sand Canyon Avenue at a signalized intersection approximately 1,200 feet south of the railroad crossing. This road provides access to a recreation vehicle and boat storage yard, the City of Irvine Animal Care Center, the City of Irvine Operation Support Facility, and commercial developments. Laguna Canyon Road is a primary arterial highway aligning to Oak Canyon Road and serves as a major connection and access to the State Route (SR) 133 as well as local access to the areas south and east of Sand Canyon Avenue. Burt Road is a local road, intersecting Sand Canyon Avenue, between the railroad tracks and the southbound 1-5 ramps. This signalized intersection currently serves Traveland, an RV shopping center, to the west, and Old Town Irvine to the east. A private road intersecting Sand Canyon Avenue, approximately 400 feet south of the railroad provides access to the Metrolink facility and storage yard. An existing Unocal service station is located in the northeast quadrant of the Sand Canyon Avenue and Burt Road intersection.</p> <p><b>Project Description</b></p> <p>The proposed project will consist of the construction of an underpass structure to replace the existing grade crossing along and to the west of the present alignment of Sand Canyon Avenue between northeast of Interstate 5 (1-5) and Oak Canyon Road/Laguna Canyon Road. The project will widen Sand Canyon Avenue from 4 lanes to 6 lanes consistent with City's Master Plan of Highways designation of a Major Arterial Highway. The project will require reconstruction of the Burt Road and Sand Canyon Avenue intersection. Other key features of the project include a stormwater pump station; extension of a new major storm drain facility from Oak Canyon Road/Laguna Canyon Road intersection to the vicinity of Marine Way; relocation of an off-street bike trail; a temporary railroad shoofty to detour train traffic during construction; and corresponding utility relocations required due to the grade separation.</p>
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i></p> <p>Roadway Realignment</p>

<b>County</b> Orange		<b>Narrative Location/Route &amp; Postmiles:</b> Not Applicable  <b>Caltrans Projects – EA#</b> 965100			
<b>Lead Agency:</b> City of Irvine					
<b>Contact Person</b> Steve Olo		<b>Phone#</b> 949.724.7562	<b>Fax#</b> 949.724.7565	<b>Email</b> sollo@ci.irvine.ca.us	
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5 X</b> <b>PM10 X</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )					
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>	<b>PS&amp;E or Construction</b>
<input type="checkbox"/>					<b>Other</b>
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )					
<input type="checkbox"/>		<b>Section 6004 – Categorical Exemption</b>		<input checked="" type="checkbox"/>	
<b>Exempt</b>				<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> ( <i>as appropriate</i> )					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	2009	2009	2009	2010	
<b>End</b>	2009	2009	2009	2011	
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> )					
<b>Project Purpose</b>					
<p>The purpose of the proposed improvements is to alleviate the existing traffic congestion and delays occurring at the railroad crossing and to reduce the high accident potential at the crossing. The proposed improvements would enhance vehicular traffic and circulation, and would result in a safer path of travel through the railroad crossing.</p>					
<b>Project Need</b>					
<p>The need for the project is warranted based on the following critical elements:</p> <ul style="list-style-type: none"> <li>• To enhance vehicular traffic and circulation; and</li> <li>• To provide a safe path of travel through the railroad crossing.</li> </ul>					
<b>Surrounding Land Use/Traffic Generators</b> ( <i>especially effect on diesel traffic</i> )					
<p>The proposed project site is bounded by the City of Irvine General Plan Planning Area 12 on the west, and the City of Irvine General Plan East Irvine Historical Area and the City of Irvine General Plan Planning Area 31 on the east. Oak Canyon Road/Laguna Canyon Road intersects Sand Canyon Avenue at a signalized intersection approximately 1,200 feet south of the railroad crossing and provides access to a recreation vehicle and boat storage yard, the City of Irvine Animal Care Center, the City of Irvine Operation Support Facility, and commercial developments. A private road intersecting Sand Canyon Avenue, approximately 400 feet south of the railroad provides access to the Metrolink facility and storage yard. An existing Unocal service station is located in the northeast quadrant of the Sand Canyon Avenue and Burt Road intersection.</p>					

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

As the project primarily consists of a roadway realignment, and the project will open in approximately two years from the time that the 2009 existing traffic volumes were obtained, “Existing Conditions” traffic data and operations have been presented in lieu of “Opening Year Conditions” traffic data. There would not be a significant change in traffic volumes; therefore, a comparison of “Existing Conditions” to “Opening Year Conditions” would be negligible.

Existing Conditions Average Daily Traffic

To determine existing ADT on Sand Canyon Avenue south of Burt Road, 24-hour traffic counts were collected on a typical weekday (Thursday May 21, 2009). Detailed traffic data was collected in six vehicle classification categories to take into account the higher than average heavy vehicle (trucks, buses, etc.) mix utilizing Sand Canyon Avenue south of Burt Road as a result of existing land uses in the vicinity of the project. A passenger car equivalent (PCE) factor was applied to each vehicle classification to derive PCE-adjusted ADT on Sand Canyon Avenue south of Burt Road. The existing detailed count data is attached. Table 1 shows existing ADT data on Sand Canyon Avenue south of Burt Road, the vehicle fleet mix, and PCE-adjusted ADT data.

**Table 1  
Existing Average Daily Traffic Volume – Sand Canyon Avenue South of Burt Road**

Vehicle Classification	Vehicles	% of Total Vehicles	PCE Factor	PCE-Adjusted Vehicles
Passenger Vehicles	28,434	95.7%	1.0	28,434
2-Axle Trucks	666	2.3%	1.5	999
3-Axle Trucks	119	0.4%	2.0	238
4 + Axle Trucks	188	0.6%	3.0	564
Recreational Vehicles	63	0.2%	1.75	110
Buses	235	0.8%	1.75	411
<b>Total</b>	<b>29,705</b>	<b>100.0 %</b>		<b>30,756</b>

As shown in Table 1, existing ADT on Sand Canyon Avenue south of Burt Road is 29,705 vehicles, of which 4.3 percent are trucks, buses or recreational vehicles. Adjusted for passenger car equivalents (PCE), the ADT on Sand Canyon Avenue south of Burt Road is 30,756 vehicles.

Existing Conditions Level of Service (LOS)

The City of Irvine performance standard for Sand Canyon Avenue is LOS D or better (V/C ratio not to exceed 0.90). Currently, between Laguna Canyon Road and Burt Road, Sand Canyon Avenue is a 4-lane divided primary arterial highway, with a capacity of 32,000 vehicles per day based on City of Irvine General Plan roadway classifications. Table 2 summarizes the existing V/C and corresponding LOS of Sand Canyon Avenue south of Burt Road based on the PCE-adjusted ADT.

**Table 2  
Existing Roadway Segment Level of Service**

Segment	Capacity (Vehicles/day)	Existing PCE-Adjusted ADT	V/C	LOS
Sand Canyon Avenue south of Burt Road	32,000	30,756	<b>0.96</b>	<b>E</b>

**Note:** Deficient segment capacity shown in **bold**.

As shown in Table 2, Sand Canyon Avenue south of Burt Road is currently operating at a deficient LOS based on daily traffic volumes. The City of Irvine requires peak hour link analysis on all segments that exceed the permissible LOS threshold applicable to the segment. The peak hour link analysis determines directional AM and PM peak hour V/C ratios for links that exceed the daily LOS threshold. Peak hour capacity is determined by multiplying the midblock number of lanes in each direction by a lane capacity of 1,600 vehicles per hour. If the directional peak hour V/C surpasses the City LOS threshold, additional lanes are required. The existing directional capacity of Sand Canyon Avenue south of Burt Road is 3,200 vehicles per hour based on two travel lanes in each direction. Table 3 summarizes existing peak hour link analysis for Sand Canyon Avenue south of Burt Road.

**Table 3  
Existing Roadway Segment Peak Hour Link Analysis**

Segment	AM		PM		AM		PM	
	NB/EB	SB/WB	NB/EB	SB/WB	V/C-LOS	V/C-LOS	V/C-LOS	V/C-LOS
Sand Canyon Avenue south of Burt Road	1,087	1,914	1,887	1,007	0.34 – A	0.60 – A	0.59 – A	0.32 – A

As shown in Table 3, Sand Canyon Avenue south of Burt Road is operating at an acceptable LOS based

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2035 Conditions Average Daily Traffic

The following forecast future year 2035 ADT volume on Sand Canyon Avenue south of Burt Road was provided by the City of Irvine utilizing the Irvine Transportation Analysis Model (ITAM) 8.1. Table 4 shows future year 2035 ADT data on Sand Canyon Avenue south of Burt Road, the vehicle fleet mix, and PCE-adjusted ADT data.

**Table 4  
Future Year 2035 Average Daily Traffic Volume – Sand Canyon Avenue South of Burt Road**

Vehicle Classification	Vehicles	% of Total Vehicles	PCE Factor	PCE-Adjusted Vehicles
Passenger Vehicles	66,416	95.7%	1.0	66,416
2-Axle Trucks	1,596	2.3%	1.5	2,394
3-Axle Trucks	278	0.4%	2.0	556
4 + Axle Trucks	416	0.6%	3.0	1,248
Recreational Vehicles	139	0.2%	1.75	243
Buses	555	0.8%	1.75	971
<b>Total</b>	<b>69,400</b>	<b>100.0 %</b>		<b>71,828</b>

Forecast Future Year 2035 Conditions Level of Service

The City of Irvine performance standard for Sand Canyon Avenue is LOS D or better (V/C ratio not to exceed 0.90). For forecast future year 2035 conditions, Sand Canyon Avenue between Laguna Canyon Road and Burt Road is planned to be constructed as a 6-lane divided major arterial highway, with a capacity of 54,000 vehicles per day based on City of Irvine General Plan roadway classifications. The future year 2035 ADT volume on Sand Canyon Avenue is forecast to be 69,400 vehicles. It has been conservatively assumed that 4.3 percent will be trucks, buses or recreational vehicles based upon the percentage established for existing conditions, although future City General Plan uses will probably

generate a lower percentage of truck, bus and recreational vehicle traffic. Adjusted for passenger care equivalents, the ADT on Sand Canyon Avenue south of Burt Road is forecast to be 71,282 vehicles. Table 5, summarizes the forecast future year 2035 V/C and corresponding LOS of Sand Canyon Avenue south of Burt Road based on the forecast PCE-Adjusted ADT volume.

**Table 5  
Forecast Future Year 2035 Roadway Segment Level of Service**

Segment	Capacity (Vehicles/day)	Forecast Future Year 2035 PCE-Adjusted ADT	V/C	LOS
Sand Canyon Avenue south of Burt Road	54,000	71,828	1.33	F

**Note:** Deficient segment capacity shown in **bold**.

As shown in Table 5, Sand Canyon Avenue south of Burt Road is forecast to operate at a deficient LOS for forecast future year 2035 conditions. Peak hour link analysis has been prepared for forecast future year 2035 conditions since ADT volumes on Sand Canyon Avenue south of Burt Road are forecast to exceed the permissible LOS threshold applicable to the segment. Forecast future year 2035 directional capacity of Sand Canyon Avenue south of Burt Road is 4,800 vehicles per hour based on three travel lanes in each direction. Table 6 summarizes forecast future year 2035 peak hour link analysis for Sand Canyon Avenue south of Burt Road.

**Table 6  
Roadway Segment Peak Hour Link Analysis**

Segment	AM		PM		AM		PM	
	NB	SB	NB	SB	V/C-LOS	V/C-LOS	V/C-LOS	V/C-LOS
Sand Canyon Avenue south of Burt Road	1,718	4,099	3,540	2,417	0.37-A	0.85-D	0.74-C	0.50-A

As shown in 6, Sand Canyon Avenue south of Burt Road is forecast to operate at an acceptable LOS

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

See Above.

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

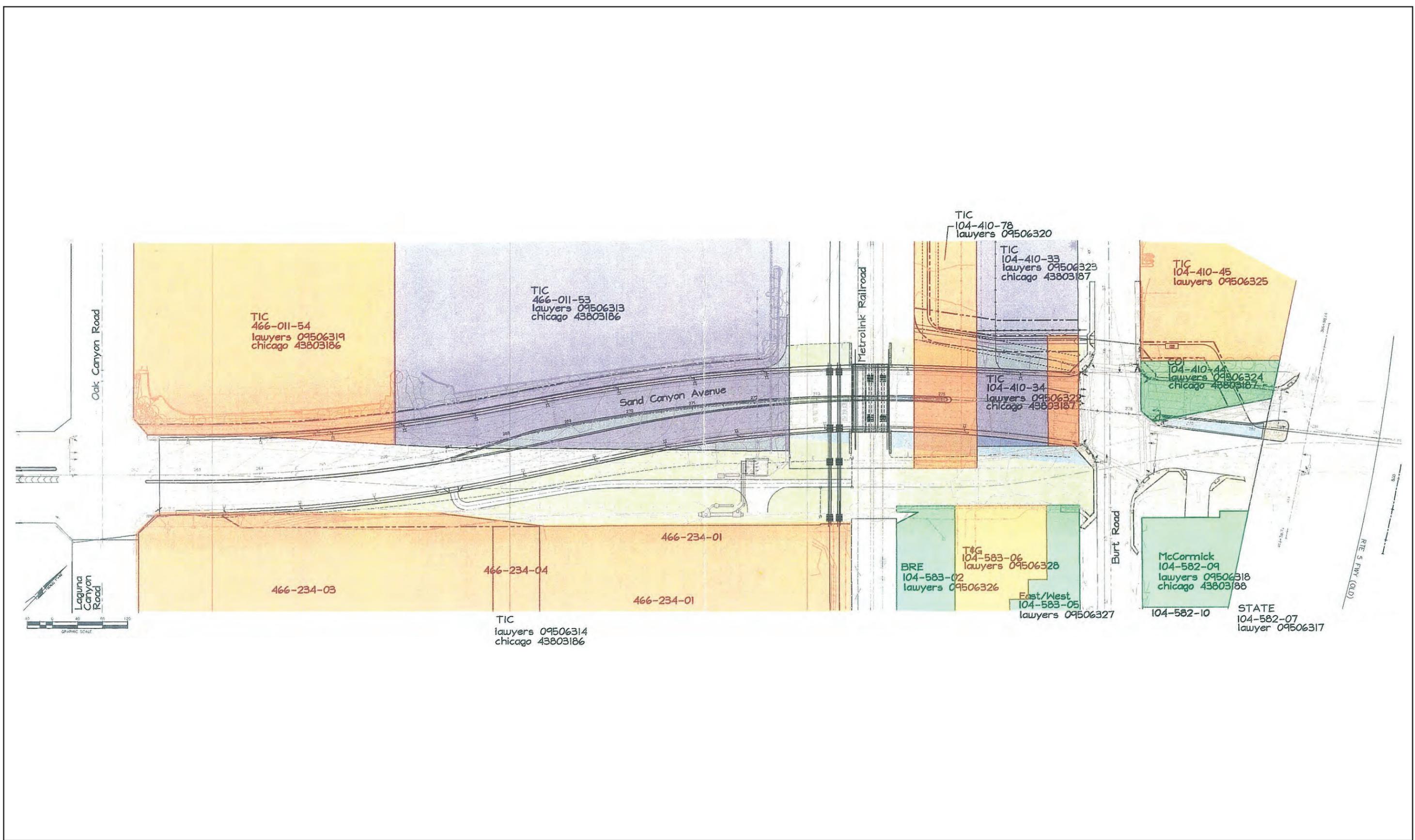
See Above.

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**

The Regional Model produced by SCAG predicts ADT volumes based upon socio-economic data received from all of the counties and cities within their jurisdiction. The traffic volumes and peak hour demand are derived from the number of households, population, and number of jobs in the region. The ADT is derived by iterative model runs designed to determine the shortest route for travelers in time and distance. The roadway would not divert to other routes, as a result, the travel demand volume is not predicted vary between the build and no-build alternatives. The build alternative would simply enhance vehicular traffic and circulation, and would result in a safer path of travel through the railroad crossing. The project is not expected to result in the redistribution of traffic and impacts on other facilities are not anticipated.

**Comments/Explanation/Details** (attach additional sheets as necessary)

The EPA’s March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas* references a two step criteria to identify “a significant volume of diesel truck traffic.” The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. With respect to traffic volumes along the project limits of Sand Canyon Avenue, horizon year (2035) ADT volumes are forecast to be well below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. Also, the maximum heavy truck ADT volumes during the horizon year (2035), would be well below the threshold screening criteria of 10,000 ADT for heavy trucks. As such, the project would not result in a substantial number of diesel vehicles within the project area (i.e., the project limits of Sand Canyon Avenue). According to the *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas*, this project is not a project of air quality concern under 40 CFR 93.123(b)(1).



ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA000118	Orange	SCAB	O308	ORA000118	CAX61				L	NON-EXEMPT	0	2008
							PTC	1,903	Agency	IRVINE		
SAND CYN RD @ SCRRA TRACKS (BURT RD TO LAGUNA CANYON/OAK CANYON) - RAILROAD GRADE SEPARATION, WIDENS FROM 4 TO 6 LANES.												
Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
SURFACE TRANS PROG	662			662	662							662
STP LOCAL - REGIONAL	125			125	125							125
CITY FUNDS	768			768	768							768
ORANGE M - GMA	348			348	348							348
<b>ORA000118 Total</b>	<b>1,903</b>			<b>1,903</b>	<b>1,903</b>							<b>1,903</b>
ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA000169	Orange	SCAB	O218	ORA000169	CAR63				L	NON-EXEMPT	0	2008
							PTC	16,526	Agency	IRVINE		
CULVER DR (CAMPUS DR TO BONITA CYN) WIDENING FROM 2 LANE UNDIVIDED TO 4 LANE DIVDED FACILITY AND REALIGN.												
Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
STP LOCAL - REGIONAL			8,252	8,252	8,252							8,252
CITY FUNDS	136	592	2,061	2,789	2,789							2,789
DEVELOPER FEES			328	328	328							328
ORANGE M - GMA	70			70	70							70
PRIVATE FUNDS		1,235	3,852	5,087	5,087							5,087
<b>ORA000169 Total</b>	<b>206</b>	<b>1,827</b>	<b>14,493</b>	<b>16,526</b>	<b>16,526</b>							<b>16,526</b>
ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA100604	Orange	SCAB		--no data--	TRN14				L	EXEMPT	0	2008
							PTC	8,600	Agency	IRVINE		
IRVINE GUIDEWAY DEMONSTRATION PROJECT STUDY - TRANSIT SYSTEM IN THE GREAT PARK SPECTRUM AREA. LINK IRVINE STATION WITH SPECTRUM AND OTHERS												
Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
CMAQ	5,200			5,200	5,200							5,200
CITY FUNDS	3,400			3,400	3,400							3,400
<b>ORA100604 Total</b>	<b>8,600</b>			<b>8,600</b>	<b>8,600</b>							<b>8,600</b>
ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA120315	Orange	SCAB		ORA120315	CAR63				L	EXEMPT	0	2008
							PTC	7,364	Agency	IRVINE		
IRVINE - SAND CANYON @ I-5 (ADD 3RD AND 4TH NB AND SB THRU LNS ON SND CYN; IMP EB APPROACH ADD 2 LFT TRN LNS, 1 THRU LN, & 1 RT TRN LN)												
Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
CITY FUNDS		55	2,055	2,110	2,110							2,110
DEVELOPER FEES	510	116	4,628	5,254	5,254							5,254
<b>ORA120315 Total</b>	<b>510</b>	<b>171</b>	<b>6,683</b>	<b>7,364</b>	<b>7,364</b>							<b>7,364</b>

Note: These projects may still require state of federal action other than funding & they are included in the previously obligated list of the 2008 RTIP for this purpose.

**COUNTY - COMPREHENSIVE MODELING LISTING**

CO	SYS*	LEAD AGENCY	RTIP/RTP ID	RTE	BEG PM	END PM	PROJECT / ROUTE NAME	FROM	TO	PROJECT DESCRIPTION	ADDITIONAL PROJECT DETAILS, IF AVAILABLE	2008 RTIP	NO BUILD	NETWORK YEAR (PROJECT COMPLETION BY)										
														2008	2009	2010	2012	2014	2018	2020	2023	2030	2035	
OR	L	IRVINE	ORA112	0	0.0	0.0	MOULTON ST	HARVARD	LAKE FOREST	MOULTON SMART STREET (HARVARD TO LAKE FOREST) WIDEN 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√				√							
OR	L	IRVINE	ORA000118	0	0.0	0.0	SAND CANYON RD	BURT ROAD	LAGUNA CANYON OAK CANYON	SAND CYN RD @ SCRRA TRACKS (BURT RD TO LAGUNA CANYON/OAK CANYON) - RAILROAD GRADE SEPARATION. WIDENS FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√		√									
OR	L	IRVINE	ORA120514	0	0.0	0.0	TRABUCO RD			IRVINE - TRABUCO RD @ I-133 (ADD NEW ON-RAMPS AND OFF RAMPS AT TRABUCO & I-133)		√	√				√							
OR	L	LA HABRA	ORA120515	0	0.0	0.0	LAMBERT RD	EUCLID	CYPRESS	LA HABRA - LAMBERT RD WIDENING (FRM EUCLID TO CYPRESS ST; FRM 4 TO 6 LNS)	WIDEN FROM 4 TO 6 LANES	√	√	√										
OR	L	LAGUNA HILLS	ORA000119	0	0.0	0.0	ALICIA PKWY	PASEO ALICIA	ROUTE 5 SOUTHBOUND RAMP	ALICIA PKWY @ I-5. ADD 4TH EB LANE FROM PASEO DE ALICIA TO I-5 SB RAMP	ADD 4TH EASTBOUND LANE SOUTHSIDE OF KATELLA WEST OF VALLEY VIEW FOR .25 MILES	√	√	√										
OR	L	LAGUNA HILLS	ORA000124	0	0.0	0.0	MOULTON PKWY	LAKE FOREST	EL PACIFICO	MOULTON PKWY (LAKE FOREST TO EL PACIFICO) WIDEN FRM 8 TO 9 LNS. N/B FRM 4 TO 4 AND S/B FRM 4 TO 5. WIDEN INTERSECTIONS AND LANDSCAPE.	WIDEN SOUTHBOUND FROM 4 TO 5 LANES	√	√			√								
OR	L	LAGUNA HILLS	ORA000125	0	0.0	0.0	MOULTON PKWY	SANTA MARIA	EL PACIFICO	MOULTON PKWY (SANTA MARIA TO EL PACIFICO) WIDEN FRM 7 TO 9 LANES (N/B 3 TO 4 AND S/B 4 TO 5), WIDEN INTERSECTIONS, ADD SIDEWALK AND LANDSCAPING.	1. WIDEN NORTHBOUND FROM 3 TO 4 LANES. 2. WIDEN SOUTHBOUND FROM 4 TO 5 LANES.	√	√				√							
OR	L	LAGUNA HILLS	ORA000127	0	0.0	0.0	PASEO DE VALENCIA	LAGUNA HILLS DRIVE	EL TORO ROAD	PASEO DE VALENCIA (LAGUNA HILLS DR TO EL TORO RD) WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√			√								
OR	L	LAGUNA HILLS	ORA000131	0	0.0	0.0	RIDGE ROUTE DR	FROM WEST SIDE OF ROUTE 5	EAST SIDE OF ROUTE 5	CONSTRUCT NEW OVERPASS ON RIDGE ROUTE DR AT I-5 FROM WEST SIDE OF I-5 TO EAST SIDE OF I-5 ON RIDGE ROUTE (FROM 0 TO 4 LANES).	CONSTRUCT NEW OVERPASS FROM 0 TO 4 LANES	√				√								
OR	L	LAGUNA NIGUEL	ORA120316	0	0.0	0.0	CROWN VALLEY PKWY	FORBES	I-5 ON RAMP	LAGUNA NIGUEL - CROWN VALLEY PKWY WIDENING (WIDEN SB FROM FORBES TO I-5 ON RAMP, FROM 4 TO 5 LANES; ADD DED RT TRN LN FOR SB I-5 ON RAMP & DED RT TRN LN FOR NB ON RAMP)	WIDEN SB FROM FORBES TO I-5 ON RAMP FROM 4 TO 5 LANES.	√					√							
OR	L	LAGUNA NIGUEL	ORA000132	0	0.0	0.0	GOLDEN LANTERN			GOLDEN LANTERN SMART STREET (ALOMA TO SARDINA) WIDEN FROM 4 TO 6 LANES.		√	√	√										
OR	L	LAKE FOREST	ORA040604	0	0.0	0.0	EL TORO RD	1. ROUTE 5 2. ROCKFIELD	1. ROCKFIELD 2. JUTEWOOD / CORNELIUS	EL TORO RD IMPROVEMENTS AND ASSOC. INTERSECTIONS; WIDEN FROM 6 TO 9 LANES (4 EACH DIR PLUS TURN LANE INTERSPERSED) I-5 TO ROCKFIELD, AND 6 TO 8 LANES (4 EACH DIR) ROCKFIELD TO JUTEWOOD/CORNELIUS.	1. WIDEN FROM 6 TO 9 LANES WESTBOUND 2. WIDEN FROM 6 TO 8 LANES (4 EACH DIRECTION)	√	√	√										
OR	L	MISSION VIEJO	ORA010400	0	0.0	0.0	ALICIA PKWY	CHARLINDA DRIVE	MUIRLANDS BLVD	ALICIA PARKWAY (CHARLINDA DR TO MUIRLANDS BLVD) WIDEN FROM 6 TO 7 LANES NORTHBOUND	WIDEN FROM 6 TO 7 LANES NORTHBOUND	√	√	√										

FINAL  
2008 RTP AMENDMENT #1 AND 2008 RTIP AMENDMENT #08-01  
MODELED PROJECTS

CO	SYS*	LEAD AGENCY	RTP/RTIP ID	RTE	BEG PM	END PM	STREET	FROM	TO	DESCRIPTION	ADDITIONAL DETAILS, IF AVAILABLE	2008 RTIP	NO BUILD	NETWORK YR (PROJECT COMPLETION BY)**									
														2008	2009	2010	2012	2014	2020	2030	2035		
OR	L	ANAHEIM	ORA000110	0	0.0	0.0	KATELLA AVE	HUMOR	JEAN	KATELLA AVE SMART ST (HUMOR TO JEAN) WIDEN FRM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√			√							
OR	L	ANAHEIM	ORA55014	0	0.0	0.0	TUSTIN AVE	LA PALMA	ROUTE 91	TUSTIN AVE (LA PALMA TO SR-91) WIDEN FROM 4 TO 6 LANES (1500' TOTAL)	WIDEN FROM 4 TO 6 LANES	√	√	√									
OR	L	BUENA PARK	ORA55024	0	0.0	0.0	VALLEY VIEW	LINCOLN	ARTESIA	VALLEY VIEW ST (LINCOLN TO ARTESIA) WIDEN FROM 6 LANES TO 8 LANES.	WIDEN FROM 6 TO 8 LANES	√	√			√							
OR	L	COSTA MESA	ORA990410	0	0.0	0.0	HARBOR BLVD	AT GISLER AVENEUE INTERSECTION		HARBOR BLVD @ GISLER AVE. INTERSECTION CHANNELIZATION. ADD 5TH NB LANE ON HARBOR BLVD. AND RT LANE ON GISLER TO NB HARBOR, 2ND SB I-405 SLIP ONRAMP LANE	ADD 2ND SOUTHBOUND ROUTE 405 SLIP ON RAMP LANE	√	√			√							
OR	L	COSTA MESA	ORA120502	0	0.0	0.0	NEWPORT BLVD	19TH	HARBOR	COSTA MESA NEWPORT BLVD WIDENING - 1 LN EA DIR (FROM 19TH TO HARBOR; FRM 6 TO 8 LNS)	WIDEN FROM 6 TO 8 LANES	√	√		√								
OR	L	CYPRESS	ORA990607	0	0.0	0.0	KATELLA AVE	VALLEY VIEW STREET		KATELLA AT VALLEY VIEW ST. INSTALL 4TH EB LANE ON KATELLA AVE AT VALLEYVIEW. SOUTHSIDE OF KATELLA WEST OF VALLEYVIEW FOR .25 MILES.	ADD 4TH EASTBOUND LANE SOUTHSIDE OF KATELLA WEST OF VALLEY VIEW FOR .25 MILES	√	√	√									
OR	L	GARDEN GROVE	ORA55031	0	0.0	0.0	HARBOR BLVD	ROUTE 91	ROUTE 405	HARBOR BLVD SMART STREET (SR-91 TO I-405) WIDENING FROM 4 TO 6 LANES AND INTERSECTION IMPROVEMENTS.	WIDEN FROM 4 TO 6 LANES	√	√	√									
OR	L	HUNTINGTON BEACH	ORA120522	0	0.0	0.0	ATLANTA	FIRST	DELEWARE	HUNTINGTON BEACH - ATLANTA AVE WIDENING (FRM FIRST TO DELAWARE; FRM 2 TO 4 LNS)	WIDEN FROM 2 TO 4 LANES	√	√			√							
OR	L	IRVINE	ORA000169	0	0.0	0.0	CULVER DR	CAMPUS DRIVE	BONITA CANYON	CULVER DR (CAMPUS DR TO BONITA CYN) WIDENING FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED FACILITY AND REALIGN.	WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED FACILITY	√	√				√						
OR	L	IRVINE	ORA120512	0	0.0	0.0	CULVER DR	I-5	TRUBUCO	IRVINE - CULVER DR @ I-5/TRABUCO (ADD 5TH LANE ON I-5 SB OFFRAMP; 3RD NB THRU LN; 2ND WB RT TRN LN	ADD 5TH LANE ON I-5 SB OFFRAMP	√	√				√						
OR	L	IRVINE	ORA48	0	0.0	0.0	JEFFREY RD	IRVINE CENTER DRVIE	WALNUT	JEFFERY RD (IRVINE CENTER DR TO WALNUT) RAILROAD GRADE SEPARATION. FROM 4 TO 6 LANES.	WIDEN FROM 4 TO 6 LANES	√	√	√									
OR	L	IRVINE	ORA110602	0	0.0	0.0	LAGUNA CANYON RD			WIDENING OF LAGUNA CANYON / I-405 OVERCROSSING FROM 2 TO 4 LANES		√	√			√							
OR	L	IRVINE	ORA112	0	0.0	0.0	MOULTON ST	HARVARD	LAKE FOREST	MOULTON SMART STREET (HARVARD TO LAKE FOREST) WIDEN 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√				√						
OR	L	IRVINE	ORA000118	0	0.0	0.0	SAND CANYON RD	BURT ROAD	LAGUNA CANYON OAK CANYON	SAND CYN RD @ SCRRA TRACKS (BURT RD TO LAGUNA CANYON/OAK CANYON) - RAILROAD GRADE SEPARATION. WIDENS FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	√	√		√								
OR	L	IRVINE	ORA120514	0	0.0	0.0	TRABUCO RD			IRVINE - TRABUCO RD @ I-133 (ADD NEW ON-RAMPS AND OFF RAMPS AT TRABUCO & I-133)		√	√				√						
OR	L	LA HABRA	ORA120515	0	0.0	0.0	LAMBERT RD	EUCLID	CYPRESS	LA HABRA - LAMBERT RD WIDENING (FRM EUCLID TO CYPRESS ST; FRM 4 TO 6 LNS)	WIDEN FROM 4 TO 6 LANES	√	√	√									
OR	L	LAGUNA HILLS	ORA000119	0	0.0	0.0	ALICIA PKWY	PASEO ALICIA	ROUTE 5 SOUTHBOUND RAMP	ALICIA PKWY @ I-5. ADD 4TH EB LANE FROM PASEO DE ALICIA TO I-5 SB RAMP	ADD 4TH EASTBOUND LANE SOUTHSIDE OF KATELLA WEST OF VALLEY VIEW FOR .25 MILES	√	√	√									

\* S = State Hwy, L = Local Hwy, T = Transit

\*\* The actual completion date may vary, e.g. a project completed in 2016 would have a network year of 2020.