

RTIP ID# (required) ORA020108					
Project Description (clearly describe project) The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) District 12 Traffic Operations South, proposes modifications to improve the existing southbound exit ramp of the Interstate-5 (I-5) interchange within the limits of the City of Irvine, County of Orange. The project was initiated to address congestion occurring at the southbound exit ramp. The viable project alternatives include the following: (1.) <u>No Build Alternative</u> : The No Build Alternative proposes no improvements to the project area. (2.) <u>Build Alternative</u> : The Build Alternative proposes the following improvements: <ul style="list-style-type: none"> ▪ Widen the existing southbound 1-lane exit ramp to provide a 2-lane exit ramp; ▪ Widen the existing 3-lane ramp termini to provide a fourth and fifth lane; ▪ Modify the traffic signal system; ▪ Construct two Maintenance Vehicle Pull-outs (MVPs); ▪ Modify the Culver Drive median to conform to the new intersection configuration; ▪ Remove and replace roadway signage and striping; ▪ Remove and replace affected drainage facilities; and ▪ Construct Best Management Practices (BMPs). The project was included in the 2001 Southern California Association of Governments Regional Transportation Plan (SCAG RTP) and is currently included in the 2004 SCAG RTP. The project is identified as a Category 4B Operational Improvement and is a candidate to be funded from the 2004 State Transportation Improvement Program (STIP) under the Regional Improvement Program. The project will be a State/Federal funded project if funded through the STIP. A Project Study Report (PSR) was developed by Caltrans District 12 engineering staff and approved in February 2002. Project Study Report review and concurrence was provided by the FHWA Senior Transportation Engineer in February 2001. The Project Report was approved by Caltrans in December 2004. While the project is on the interstate system, it is not an interstate completion project nor is it categorized as new construction or reconstruction. Therefore, per the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and FHWA/Caltrans stewardship agreements, this project is exempt from full FHWA oversight.					
Type of Project (use Table 1 on instruction sheet) Reconfigure existing interchange					
County Orange	Narrative Location/Route & Postmiles 12-ORA-5-KP 42.8/43.6 (PM 26.6/27.1) Caltrans Projects – EA# 0C6401				
Lead Agency:					
Contact Person Dipak Roy	Phone# 714-560-5863	Fax# 714-560-5794	Email droy@octa.net		
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X	PS&E or Construction	Other
Scheduled Date of Federal Action: December 2004					
Current Programming Dates as appropriate					
	PE/Environmental	ENG	ROW	CON	
Start	12/2003	4/2006	11/2006	11/2007	
End	12/2004	1/2007	2/2007	5/2008	

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the I-5/Culver Drive southbound exit ramp modifications is to mitigate existing and forecast operational deficiencies. A traffic operation investigation determined that traffic queuing occurs along the southbound exit ramp that extends onto the southbound I-5 mainline. On the southbound I-5 mainline, there are seven travel lanes; one auxiliary lane, five general-purpose lanes and one HOV lane. The auxiliary lane ends at the Culver Drive exit ramp where the ramp provides a single lane exit which then widens to a three-lane ramp which provides one right-turn lane, one optional right/left-turn lane and one left-turn lane. The existing single lane exit results in congestion on the I-5 mainline. The Highway Design Manual (Section 504.3.5) states a single lane exit ramp can only accommodate 1,500 vehicles per hour; however, the present day peak hour volume is 1,993 vehicles per hour. The exit ramp presently operates at Level of Service (LOS) F.

Mitigation of the exit ramp operational deficiency will be accomplished through two ramp modifications. First, the exit ramp will be widened by 3.6 meters to provide a two-lane exit ramp configuration which allows traffic in lane number 5 of the southbound I-5 to either exit the mainline without weaving to the auxiliary lane or to continue south. Second, the two-lane exit configuration will then widen to five 3.6 meter lanes providing two right-turn lanes and three left-turn lanes. The proposed improvements will alleviate divergence congestion problems on the I-5 mainline, increase storage of the exit ramp, minimize congestion related to queuing back up the ramp onto the mainline, and increase ramp operational efficiency through distribution of vehicles in four lanes to balance turning movements. With the proposed improvements, the exit ramp will operate at LOS C for existing traffic volumes.

A byproduct of the five-lane ramp configuration will be the mitigation of a forecast operational deficiency. With the existing 3-lane configuration, the Culver Drive/I-5 southbound ramp intersection currently operates at LOS C; however by the Year 2030 the intersection will operate at LOS F. With the proposed 5-lane ramp configuration, the intersection will operate at an acceptable LOS E in the Year 2030.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses in the project vicinity include freeway, residential, and commercial with agricultural uses to the northeast across the freeway. There are no immediate surrounding uses that generate a significant amount of diesel truck trips.

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

Existing volumes are shown in Table 1 (Existing Traffic Data). Note, that as this project consists of an interchange reconfiguration, traffic volumes and fleet mixes would not change between the Build and No Build options.

Table 1
Existing Traffic Data

	Existing					
	No Build			Build		
	AADT	% Heavy Trucks ¹	# Heavy Trucks	AADT	% Heavy Trucks ¹	# Heavy Trucks
I-5/Culver Drive Southbound Ramps						
SB Exit	19,930	6.5	1,295	19,930	6.5	1,295
I-5 Mainline						
North of I-5/Culver Dr.	316,000	6.5	20,540	316,000	6.5	20,540
1 – Note that the truck percentage conservatively derived from the percent of heavy truck traffic along Interstate 5. Actual truck percentages are expected to be much lower. http://www.dot.ca.gov/hq/traffops/saferes/trafdata/truck2005final.pdf						

Table 2 (Existing LOS) summarizes the existing Build and No Build AM peak hour and PM peak hour LOS of the study intersections.

Table 2
Existing LOS

Intersections	Existing No Build		Existing Plus Proposed Improvements	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS
SB I-5 Off-Ramp/Culver Drive	B	C	B	C
Trabuco Road/Culver Drive	B	C	B	B
NB I-5 Off-Ramp/Trabuco Road	B	C	B	C

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Year 2030 volumes are shown in Table 2 (Opening Year Traffic Data). Note, that as this project consists of an interchange reconfiguration, traffic volumes and fleet mixes would not change between the Build and No Build options.

Table 1
 Year 2030 Traffic Data

	Existing					
	No Build			Build		
	AADT	% Heavy Trucks ¹	# Heavy Trucks	AADT	% Heavy Trucks ¹	# Heavy Trucks
I-5/Culver Drive Southbound Ramps						
SB Exit	25,790	6.5	1,676	25,790	6.5	1,676
I-5 Mainline						
North of I-5/Culver Dr.	336,000	6.5	21,840	336,000	6.5	21,840
1 – Note that the truck percentage conservatively derived from the percent of heavy truck traffic along Interstate 5. Actual truck percentages are expected to be much lower. http://www.dot.ca.gov/hq/traffops/saferes/trafdata/truck2005final.pdf						

Table 4 (Year 2030 LOS) summarizes the existing Build and No Build AM peak hour and PM peak hour LOS of the study intersections.

Table 2
 Year 2030 LOS

Intersections	Existing No Build		Existing Plus Proposed Improvements	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS
SB I-5 Off-Ramp/Culver Drive	C	E	C	D
Trabuco Road/Culver Drive	B	F	B	D
NB I-5 Off-Ramp/Trabuco Road	C	C	C	C

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

Refer to Tables 1 and 2 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

Refer to Tables 3 and 4 above.

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

Some traffic delays can be expected during construction of the project. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities. A Traffic Management Plan (TMP) is being developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. All potentially affected agencies would be notified of the proposed project, and their input incorporated into the TMP.

During the operational phase, the proposed project would result in the modification of the southbound exit ramp to address congestion. No modifications to the existing I-5 mainline are planned as part of the project. Thus, local traffic is not expected to be significantly redistributed.

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

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action. As determined by the Caltrans District 12 Environmental Planning Branch in the approved PSR, the proposed Build Alternative is a non-capacity enhancing operational improvement project and significant environmental impacts are not anticipated. In February 2002, the PSR stated that a Categorical Exemption/Categorical Exclusion (CE/CE) would be the appropriate environmental document for the project based on the results of the preliminary environmental evaluation. In November 2003, Caltrans and FHWA entered into a new Programmatic Categorical Exclusion Agreement (PCE Agreement) that further defines actions that do not normally have a significant impact on the environment. Projects that are consistent with the PCE Agreement do not require FHWA review and approval of the Categorical Exclusion and Caltrans is delegated signature authority. In July 2004, Caltrans District 12 Environmental Planning staff agreed that the PCE would be the appropriate environmental document for the project. The PCE was signed and approved by FHWA on December 2004 (See Attached).

In April 2003, the City of Irvine (COI) completed the North Irvine Transportation Mitigation (NITM) Program Nexus Study. The purpose of the NITM Program is to establish a funding mechanism for the transportation improvement mitigation measures identified in the Environmental Impact Reports (EIRs) for three future development projects in north Irvine: 1) Spectrum 8/Planning Area 40, 2) Irvine Northern Sphere Area, and 3) the Orange County Great Park. Included in the NITM Program is the addition of a fifth lane to the I-5 southbound exit ramp. The project was initiated by the City of Irvine to mitigate increased traffic congestion associated with future development and implementation of the City of Irvine General Plan. The improvements are proposed to ensure all highway facilities within the interchange area continue to operate at acceptable levels of service as forecast traffic volumes increase.

The project is included in the Southern California Association of Governments (SCAG) *2004 Regional Transportation Plan* (RTP). The project is also programmed within the adopted *2006 Regional Transportation Improvement Program* (RTIP) as a State Highway Project:

#ORA020108: I-5 AT CULVER DRIVE S/B OFFRAMP WIDENING FROM ONE TO TWO LANES.

As noted above, under the Forecast year 2030 No Build Condition, the study intersections are forecast to operate at an unacceptable LOS (LOS E and F). With the proposed improvements, the study intersections are forecast to operate at an acceptable LOS (LOS D or better). Although the I-5 mainline experiences two-way volumes in excess of 125,000 vehicles per day (vpd), the total volume of heavy truck traffic is 6.5 percent. Actual percentages are anticipated to be much lower. Note that this interchange does not serve any ports, rail yards or other significant sources of particulate matter.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur.

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM**

12-ORA-5

Dist.-Co.-Rte. (or Local Agency)

KP 42.78 (PM 26.58)

K.P./K.P.(P.M./P.M.)

0C6400

E.A. (State project)

2796

Proj. No. (PPNO)

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Widen the southbound off-ramp at Interstate 5 (I-5) and Culver Drive, in the city of Irvine in south/central Orange County, California. Project would reconfigure the exit lane (approximately 550 meters long) from one to two 3.6-meter lanes. At the intersection, lanes would open up from three (existing) *(continued next page)*

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (see 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

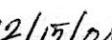
CALTRANS CEQA DETERMINATION

Exempt by Statute (PRC 21080)

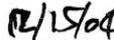
Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt Class 1c, or **General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)])


Signature: Environmental Office Chief


Date


Signature: Project Manager


Date

NEPA COMPLIANCE (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements:

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In nonattainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

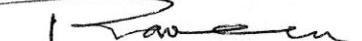
Programmatic Categorical Exclusion have been met.

NEPA DETERMINATION

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

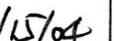
PROGRAMMATIC CATEGORICAL EXCLUSION (PCE): Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

CATEGORICAL EXCLUSION (CE): For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Requires FHWA Determination.


Signature: Environmental Office Chief


Date


Signature: Project Manager/DLA Engineer


Date

FHWA DETERMINATION

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

N/A

Signature: FHWA Project Devel. Engineer

Date

Additional information is attached or referenced, as appropriate (e.g. Mitigation commitments for NEPA only; Air Quality studies or documentation of exemption from regional conformity or use of CO Protocol; §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design conditions.) **Rev. 11/2003**

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM
CONTINUATION SHEET**

12-ORA-5

KP 42.78 (PM 26.48)

0C6400

2796

Dist.-Co.-Rte. (or Local Agency)

K.P./K.P.(P.M./P.M.)

E.A. (State project)

Proj. No. (PPNO.)

PROJECT DESCRIPTION (continued):

to four 3.6-meter lanes. Shoulder widths and the length of the ramp would remain the same. All work is to be done in the existing State right-of-way. This project may include soil borings.

No significant environmental consequences are anticipated with the proposed project. In addition to the measures relating to construction noise, air pollution control, water pollution control, and erosion, as given in the Caltrans Standard Specifications, the following measures are required:

Water Quality

1. Construction within Caltrans right of way shall conform to the Statewide National Pollutant Discharge Elimination System (NPDES) Permit No. CAS000003, and to the General NPDES Permit for Construction Activities No. CAS000002, and any subsequent General Permit in effect at the time of bid announcement.
2. The project is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB requires that all projects submit a Notification of Construction (NOC) within 30 days prior to any soil-disturbing activities.

Cultural Resources

3. Potentially significant historic materials may exist in a subsurface context in some areas. A qualified archaeological monitor of ground-breaking activities within the Area of Potential Effects (APE) should be provided by a qualified archaeologist familiar with historic materials from the pre-1900 period.
4. Any archaeological deposits identified during the monitoring are to be evaluated for their potential to be eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources.
5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that disturbances and activities shall cease. The County Coroner must be notified of the find immediately so that he/she may ascertain the origin and disposition, pursuant to Public Resources Code Section 5097.98. Further, the Caltrans District 12 Archaeologist must be notified of the find immediately.
6. If the remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). The MLD may inspect the remains with the approval of the landowner or the authorized representative. The MLD must complete this inspection within 24 hours after notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis.

Biology

7. A survey for active raptor nests is required seven days prior to commencement of construction during the breeding season (February 1 to June 30). Any occupied nests found during the survey efforts must be mapped on the construction plans. Some restrictions on construction activities may be required in the vicinity of the nest until the nest is no longer active, as determined by a qualified biologist.

Air Quality

8. This project matches the design concept and scope described in the Regional Transportation Plan and Transportation Improvement Program, and it does not delay timely implementation of the Transportation Control Measures identified in the South Coast Air Basin's portion of the State Implementation Plan.

ADOPTED 2006 REGIONAL TRANSPORTATION PROGRAM (RTIP) STATE HIGHWAY PROJECTS

Orange County

LEAD AGENCY	PROJECT ID	AIR BASIN	MODEL NO	PROG CODE	RTE	POST BEG	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	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020108	SCAB	O262	NCRH3	5	26.9	26.9	I-5 AT CULVER DRIVE S/B OFFRAMP WIDENING FROM ONE TO TWO LANES	NH-RIP STCASHR08/09	PRIOR 08/09	309 0	15 0	0 1903	324 1903	324	0	0	1903	0	2227	NON-EXEMPT	4
CALTRANS	ORA120359	SCAG	O309	CAR63	5	27.5	28.1	I-5 @ JAMBOREE - CONSTRUCT AUX LN ON I-5 SB; WIDEN SB OFF-RAMP FROM 1 TO 2 LANES; AND WIDENING JAMBOREE RD EB UNDERCROSSING TO CREATE A TURN LANE TO NB ON-RAMP	I-STCASHR08/09 STCASHR10/11	PRIOR 10/11	918 0	48 0	0 7106	966 7106	0	0	0	966	7106	8072	NON-EXEMPT	3
ANAHEIM	ORA000100	SCAB	2006	CAN72	5	34.0	43.5	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	DEMOT21PRIOR ORA-RIPPRIOR CITY ORA-RIP06/07 CITY	PRIOR PRIOR 08/09	0 0 700 0 0	6333 4330 7037 0 0	0 0 0 4271 9212	6333 4330 7737 4271 9212	18400	4271	0	9212	0	31883	TCM	4
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA000193	SCAB	O343	CAR62	22	.0	.7	SR-22/I-405 AND I-405/I-605 INTERCHANGES - HOV TO HOV LANE CONNECTORS.	CMAQ CMAQ CMAQ ORA-FWY08/09 CMAQ	06/07 07/08 08/09 08/09 09/10	0 0 0 0 0	0 0 0 0 0	39481 41857 42304 150000 16358	39481 41857 42304 150000 16358	0	39481	41857	192304	16358	290000	TCM	2
GARDEN GROVE	ORA981104	SCAB	O263	CAX63	22	7.8	.0	RECONSTRUCT HARBOR BLVD INTERCHANGE. LANES EACH DIRECTION (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) 2 HOV LNES (1 E/B & 1 W/B) AND PROPOSED SR-22 HOV LANES.	CITY DEMOT21PRIOR ORA-GMAPRIOR ORA-RIP06/07	PRIOR PRIOR 06/07	104 0 0 0	275 1500 300 2615	0 1500 300 2615	379 1500 300 2615	2179	2615	0	0	0	4794	TCM	4
COSTA MESA	ORA120321	SCCAB		STUDY	55	.0	.0	COSTA MESA - SR-55 DOWNGRADE STUDY ONLY (REMOVE FREEWAY DESIGNATION ON NEWPORT BLVD SOUTH OF 19TH STREET)	CITY	09/10	300	0	0	300	0	0	0	0	300	300	EXEMPT	1
COSTA MESA	ORA000161	SCAB	O205	CAR63	55	1.5	2.0	NEWPORT BLVD (SR-55 TO 17TH ST) - WIDENING FROM 6 TO 7/8 THROUGH LANES. WIDEN 1 LANE N/B FROM 17TH TO 19TH AND 1 LANE S/B FROM 19TH TO BROADWAY	STPL-R ORA-GMAPRIOR CITY ORA-GMA06/07	PRIOR PRIOR 06/07 06/07	700 95 0 0	0 55 4500 395	0 150 4500 395	700	850	4895	0	0	0	5745	NON-EXEMPT	4
COSTA MESA	ORA015	SCAB		NCRH1	55	5.3	5.3	BAKER STREET AND SR-55; N/B & S/B FRONTAGE ROAD IMPROVEMENTS. S/B FREE RIGHT TURN, N/B LEFT-TURN AND 2ND E/B LEFT.	CITY	09/10	90	0	610	700	0	0	0	0	700	700	EXEMPT	1
COSTA MESA	ORA016	SCAB	O265	NCRH1	55	5.8	5.8	PAULARINO AVE (SR-55 @ PAULARINO AVE) IN COSTA MESA INTERSECTION IMPROVEMENT. ADDING A N/B RAMP AND W/B RIGHT-TURN-LANE.	CITY CITY CITY	09/10 10/11 11/12	60 0 0	0 170 0	0 0 275	60 170 275	0	0	0	0	505	505	NON-EXEMPT	1
COSTA MESA	ORA017	SCAB		NCRH1	55	5.8	5.8	PAULARINO AVE IN COSTA MESA. INTERSECTION IMPROVEMENT ADD S/B RIGHT-TURN LANE.	CITY CITY	09/10 10/11	50 0	0 0	0 220	50 220	0	0	0	0	270	270	EXEMPT	1
IRVINE	550	SCAB	2204	CAR63	55	7.5	7.6	ALTON AVE IN SANTA ANA CONSTRUCT A NEW 4-LANE (2E/B AND 2W/B) OVERCROSSING & HOV ACCESS RAMPS @SR-55 -	DEV FEE ORA-GMA06/07 ORA-RIP06/07	06/07 06/07 06/07	1110 710 1680	0 0 0	1110 710 1680	0	3500	0	0	0	3500	NON-EXEMPT	2	
ORANGE, CITY OF	ORA000146	SCAB	O203	CAN70	55	16.1	16.1	MEATS AVE @ SR55 INTERCHANGE. CONSTRUCT ON-RAMP/OFF-RAMPS. PART OF SR-55 ENHANCEMENT PROJECTS. (0 TO 2 LANES)	CITY	06/07	200	0	0	200	0	200	0	0	0	200	NON-EXEMPT	1
BREA	ORA000107	SCAB	O277	CAR63	57	19.9	20.9	AT LAMBERT IN CITY OF BREA. FWY/ARTERIAL (FROM 2 TO 3 LANES) ON RAMP	ORA-RIPPRIOR CITY DEMOT2108/09	PRIOR 08/09 10/09	0 985 985	0 0 0	320 985 985	320	0	0	1970	0	2290	NON-EXEMPT	2	
BREA	ORA120320	SCAB	O292	NCRH3	57	20.9	.0	SR-57/LAMBERT RD INTERCHANGE IMPROVEMENTS - RECONFIG EXISTING DIAMOND INTERCHANGE TO LOOP RAMP, ADD SB LN ON OFFRAMP	CITY	10/11	0	0	18000	18000	0	0	0	0	18000	18000	NON-EXEMPT	2
SAN JUAN CAPISTRANO	ORA000152	SCAB	O305	PLN40	74	.0	.2	ORTEGA HWY (RANCHO VIEJO RD TO JUST EAST OF I-5/SR-74 INTERCHARGE) RDWAY WIDEN ADD RT TRN LNE TO CAPAC & REDUCE QUE ON WB SR-74 TO NB I-5 TRN. N/B FRM 2TO3 & S/B 2TO3	CITY ORA-RIP06/07	06/07 06/07	50 2500	0 0	0 2500	50	2550	0	0	0	2550	NON-EXEMPT	3	