

Appendix G

Memorandum – Comparison of Jurisdictional Delineation Results

MEMORANDUM

Date: February 28, 2018
To: Caltrans District 12
From: Michael Baker International
Subject: Comparison of Jurisdictional Delineation Results – June 2017 Jurisdictional Delineation Report and 2012 OCTA M2 Preliminary Jurisdictional Delineation

At the request of Caltrans District 12, this memorandum has been prepared to document the results and findings of the following two documents:

- *Jurisdictional Delineation Report for the Interstate 605/Katella Avenue Interchange Improvements Project*, dated June 2017 (“605/Katella JD”); and
- *Jurisdictional Delineation Report for the San Diego Freeway (I-405) Improvement Project, SR-73 to I-605*, dated March 2012 (“I-405 JD”)

Per the United States Army Corps of Engineers (USACE) Letter of Permission (LOP) (SPL-2012-00830-VCL) for the Orange County Transportation Authority (OCTA) M2 Program, the I-605/Katella interchange project occurs within the footprint of the I-405 project. Thus, the I-405 JD was utilized as the basis for the OCTA M2 LOP with respect to jurisdictional impacts related to the I-605/Katella interchange project.

A summary of the results for impacts related to the 605/Katella interchange project as indicated in both JDs is provided below.

JURISDICTIONAL DELINEATION	IMPACTS TO USACE JURISDICTIONAL WATERS
605/Katella JD	Los Alamitos Channel - 0.011 acres/30 linear feet (non-wetland)
I-405 JD	Los Alamitos Channel - 0.060 acres/84 linear feet (non-wetland)
Sources: <i>Jurisdictional Delineation Report for the Interstate 605/Katella Avenue Interchange Improvements Project</i> , dated June 2017 and <i>Jurisdictional Delineation Report for the San Diego Freeway (I-405) Improvement Project, SR-73 to I-605</i> , dated March 2012	

As shown above, Los Alamitos Channel is the only jurisdictional feature that is identified as being impacted in both JDs. The impacts to USACE jurisdictional waters from the 605/Katella JD in June 2017 were lower than what was found in the I-405 JD in March 2012. Neither of the JDs include a distinction between temporary and permanent impacts. It should be noted that the I-405 JD was prepared in 2012, well in advance of the Project Initiation Document (PID) and Project Approval/Environmental Document (PA/ED) phases for the 605/Katella project. As such, specifics related to the design assumptions utilized to calculate the impacts within the I-405 JD are unavailable.

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