



SR-22/West Orange County Connection April 2003 Newsletter



State of California
Department of Transportation

Final Environmental Document Just Released!



The Department of Transportation (Department), in partnership with the Orange County Transportation Authority (OCTA), has just released the Final Environmental Impact Statement/Report (FEIS/R) for the State Route 22 (SR-22) West Orange County Connection (WOCC) project proposing improvements from Interstate 405/605 (I-405/I-605) to State Route 55 (SR-55). The purpose of the project is to improve existing and future mobility and enhance safety along SR-22 in the cities of Los Alamitos, Seal Beach, Westminster, Garden Grove, Orange, Santa Ana, and Tustin. The (Enhanced) Reduced Build Alternative is the identified Preferred Alternative and is divided into three major components:

1. SR-22 Mainline – widening the freeway to construct a High Occupancy Vehicle (HOV) lane in each direction from Valley View Street to approximately SR-55, including The City Drive improvements, a distance of 19.7 kilometers (12.3 miles);
2. I-405/I-605 Connector – constructing a new HOV direct connector structure from Katella Avenue south to Seal Beach Boulevard a distance of 3.7 kilometers (2.3 miles). The alignment of this connector has been modified from the original design (see below); &
3. I-405/SR-22 Connector – constructing a new HOV direct connector structure from Seal Beach Boulevard east to Valley View Street, a distance of 3.7 kilometers (2.3 miles).

Currently, this freeway does not meet either existing or projected (Year 2020) traffic demand. The proposed project will help to alleviate high peak traffic volumes and limited lane availability, inadequate weaving distances near on- and off-ramps, high traffic volumes at the interchange of I-5/SR-22/SR-57 (the “Orange Crush”), the outdated cloverleaf interchange at Beach Boulevard, and some non-standard lane and shoulder widths throughout the corridor.

CHANGES TO THE PROJECT FOLLOWING CIRCULATION OF THE DEIR/EIS

In response to comments on the August 2001 Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS), the Department further analyzed multiple sections of the SR-22 corridor to refine right-of-way limits and reduce environmental impacts. Additional design modifications to the Full Build Alternative and Reduced Build Alternatives, as presented in the DEIR/EIS, were made to avoid right-of-way acquisitions and to reduce environmental impacts while maintaining the design standards. These efforts resulted in avoidance of acquisitions and reduction in impacts at the following locations:

- The partial acquisitions of six homes along Martha Ann Dr. in Rossmoor, as well as utility relocation were avoided by tightening the curvature of the southbound I-405/northbound I-605 connector while shortening the gore area further to the south;
- The right-of-way impact at the City of Seal Beach’s reservoir was avoided by tightening the curvature of the Seal Beach Blvd. off-ramp while shifting the exit nose further to the south;
- The I-405/605 HOV connector has been realigned and lowered from the DEIR/EIS proposal to reduce impacts to the community of Rossmoor and the City of Seal Beach;
- The full acquisitions of six homes along Almond Avenue (Rose Cir., Oleander St., Pansy Cir., and Primrose Cir. addresses) in the City of Seal Beach College Park East development, as well as the relocation of overhead power lines and reconstruction of existing soundwalls, were avoided by: 1) shifting the I-405 freeway centerline toward the south; 2) tightening the curvature; and 3) shifting the southbound I-405/eastbound SR-22 connector gore (divergence point) area further to the east. This was achieved without changing the impacts to the United States Naval Weapons Station facility on the south side of I-405;
- The partial acquisitions of four homes along Enloe Way in the City of Garden Grove were avoided by shifting the ramp alignment closer to the freeway mainline and shifting the gore (convergence point) area further to the west;
- Displacement of two residential units (along Trask Ave.) and eighteen businesses (along Euclid/Trask Ave.) at the Euclid interchange in the City of Garden Grove were avoided by excluding the Pacific Electric arterial connection and shifting the ramp alignments toward the freeway mainline. (applicable to the (Enhanced) Reduced Build only);
- The residential property at 12771 Lewis St. in the City of Garden Grove is no longer identified as a displacement; and
- 12841 Lewis St. and 13401 El Prado Ave. in Garden Grove have been changed from residential displacements to partial acquisitions under the Full Build, and added to the (Enhanced) Reduced Build as residential partial acquisitions.

In addition to the reduction of impacts discussed above, refined engineering and the availability of more detailed plans led to the following changes:

- The Preliminary Engineering plans in the DEIR/EIS for the Pearce St. pedestrian overcrossing assumed it would be replaced in-kind at the same location as the existing facility. The pedestrian overcrossing is located between the Fairview St. and Harbor Blvd. exits on SR-22. The existing pedestrian overcrossing is not compliant with the Americans with Disabilities Act (ADA), and is required to comply if it is replaced. The new alignment for the replacement Pearce St. pedestrian overcrossing proposed in this FEIS/R is approximately 360 feet (110 meters) east of the existing overcrossing. The plans will be finalized at the design stage of the project. During the development of the FEIS/R, the proposed ADA compliant pedestrian overcrossing identified three residential displacements that were not previously

identified during the DEIR/EIS. As part of the environmental documentation process, the Department's right-of-way staff contacted these potential displacees, and it led to concerns raised by them. As a result, the Department elected to survey the usage of the facility. A Public Meeting was held on December 17, 2002 to present the different replacement plans for the Pearce St. pedestrian overcrossing, including the elimination option. The purpose of this Public Meeting was to supplement the usage survey by providing information to the community and solicit their input on the replacement of the pedestrian overcrossing. Approximately 50 people attended the meeting. Comment forms were available at the meeting and 42 of them were returned completed. The recommended replacement option 5B, as presented in the December 17, 2002 public meeting, would not have any impacts to residential properties.

- The I-405/605 HOV connector alignment, as presented in the DEIR/EIS, was proposed to cross over three existing facilities: the I-405 freeway, the connector from eastbound SR-22 to northbound I-405, and the connector from southbound I-405 to northbound I-605. The peak elevation of the proposed connector was approximately 95 ft. (29 meters) high where the minimum vertical clearance is required over the existing southbound I-405 to northbound I-605 connector. During the public review period of the DEIR/EIS, concerns from the Rossmoor residents arose regarding traffic noise, visual, air quality, and traffic issues. In an effort to address these concerns, several different design variations have been studied. Among them, one design solution significantly reduces the height of the HOV connector by shifting the previous alignment southerly such that the revised alignment runs parallel between the eastbound SR-22 and the southbound I-605 to southbound I-405 connectors at the same elevations. The peak elevation of this new alignment is approximately 72 ft. (22 meters) where the minimum vertical clearance is required over the eastbound SR-22 connector.
- Several locations were identified as potential conflicts with the location of proposed bridge columns and existing traffic conditions. The widening of the existing SR-22 overcrossing of Trask Ave., west of Harbor Blvd., would require additional bridge columns in the median of Trask Ave. These additional columns in the median supporting the westerly bridge widening will extend through the intersection of Sorrell Dr. Sorrell Dr., a north-south residential street, one block long, presently forms a "T-intersection" with Trask Ave., an east-west arterial. Extension of the existing median on Trask Ave. westerly through the intersection to protect the new columns will result in limiting access at Sorrell Dr. Access would be limited to westbound right turns from Trask to Sorrell, and southbound right turns from Sorrell to Trask. The City of Garden Grove is studying the possibility to cul-de-sac Sorrell Dr. at Trask Ave., and the Department and OCTA will maintain coordination with the City.
- With the availability of more detailed engineering, seventeen additional residential partial acquisitions were identified for the (Enhanced) Reduced Build Alternative in the City of Garden Grove. A complete list is located in Table 1 of this Newsletter.

PROJECT GOALS

The project seeks to accomplish the following goals:

- Improve mobility and reduce congestion in the SR-22/WOCC study area;
- Maximize cost-effectiveness of the SR-22/WOCC improvements;
- Minimize adverse and maximize beneficial environmental impacts to SR-22/WOCC communities; and
- Minimize negative and maximize positive economic impacts to SR-22/WOCC communities

FEIS/R

The FEIS/R will be released following the April 18, 2003 announcement in the Federal Register and availability in the State Clearinghouse distribution list. The FEIS/R will be available to interested parties for a period of 45 days. Three of the four alternatives discussed in this document include the No-Build, TSM/Expanded Bus Service and the Full Build, as described in the DEIR/EIS. The Reduced Build Alternative, as described in the DEIR/EIS, has been renamed the (Enhanced) Reduced Build, and is the fourth alternative. The (Enhanced) Reduced Build Alternative includes all of the Reduced Build Alternative's project features, as presented in the DEIR/EIS, plus two additional components from the Full Build Alternative: 1) One is the freeway mainline section (HOV lanes in each direction from Glassell Street to approximately SR-55) without the HOV freeway-to-freeway connecting structure; and 2) an auxiliary lane from Glassell Street to Tustin Avenue in the eastbound direction approximately 1.8 Km (approximately 1.1 mile).

The FEIS/R is available at the following locations:

Caltrans District 12 Office
3347 Michelson Drive Suite 100
Irvine, CA 92612
(949) 724-2089
www.dot.ca.gov/dist12

Orange County Transportation Authority
550 South Main Street
Orange, CA 92863
(714) 560-5923
www.octa.net/

Garden Grove Branch Library
11200 Stanford Avenue
Garden Grove, CA 92840
(714) 530-0711

Seal Beach – Mary Wilson Public Library
707 Electric Avenue
Seal Beach, CA 90740
(562) 431-3584

The Los Alamitos/Rossmoor Library
12700 Montecito
Seal Beach, CA 90740
(562) 430-1048

Santa Ana Public Library
26 Civic Center Plaza
Santa Ana, CA 92701
(714) 647-5250

All of the elements contained in the No Build and TSM/Expanded Bus Service Alternatives are included in the (Enhanced) Reduced Build Alternative. This alternative also includes design features to improve the operational characteristics of the SR-22 facility in certain locations,

such as interchange spacing, shoulder widths and median widths. It also includes the following design modifications to improve the operational characteristics of the facility in certain locations that currently create bottlenecks (choke-points) for motorists:

- Continuous lane in each direction from Beach Boulevard to I-5.
- Auxiliary lanes between interchanges at various locations
- Interchange improvements at Beach Boulevard and Brookhurst Street
- A collector/distributor road along the eastbound SR-22 at the SR-22/I-5/SR-57 confluence

Tables 1 and 2 of this Newsletter list the addresses of residential and non-residential displacements and partial acquisitions by alternative. Please note the (Enhanced) Reduced Build and Full Build Alternatives in the March 2003 FEIS/R constitute the most up-to-date right-of-way information for the SR-22/WOCC project. For more detailed information on property impacts, refer to the Executive Summary and Section 4.6 of the FEIS/R.

Once the environmental documentation is completed with the filing of the Record of Decision (ROD) and Notice of Determination, final design may begin. Barring unanticipated delays and funding shortfalls, construction may begin by early 2004.

If you have any questions regarding the SR-22/WOCC FEIS/R, please contact Ms. Leslie Manderscheid at (949) 724-2122.

Caltrans District 12
Environmental Planning
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

BACKGROUND ON DRAFT EIR/S

In August 2001, the Draft Environmental Impact Report/Statement (DEIR/S) was released for public comments. The document described four project alternatives:

- No-build Alternative. There would be no work done on the SR-22;
- Transportation System Management (TSM)/Expanded Bus Service Alternative. There would be no major construction done on SR-22; instead, traffic-handling modifications such as ramp metering, closed circuit television monitoring and message signs would be deployed in an effort to manage existing traffic. At the same time, expanded bus service along arterial streets would be added to attract drivers away from the road;
- Full Build Alternative. The SR-22 corridor road would be widened to add a carpool (High Occupancy Vehicle, or HOV) lane in both directions, and direct HOV lane connectors between SR-22, SR-55, I-5, I-405, and between I-405 and I-605. There would also be a direct arterial between SR-22 and downtown Santa Ana along the old Pacific Electric Arterial right-of-way; all elements of the TSM/Expanded Bus Alternative would also be included; and
- Reduced Build Alternative. This alternative is identical to the Full Build except direct HOV connectors would be added only between SR-22 and I-405, and the I-405/I-605 junction, and there would be no arterial along the Pacific Electric Arterial right-of-way.

Public hearings were held after the release of the DEIR/S, and the document was available for review at the Department and OCTA offices and websites and public libraries in cities along the corridor. The Notice of Availability (NOA) letters for the DEIR/EIS were sent to the County of Orange, Rossmoor Community Services District (RCSD)*, the cities of Cypress, Garden Grove, Los Alamitos, Orange, Santa Ana, Seal Beach, Tustin, and Westminster on August 29, 2001. Public hearings were held on September 26 (Garden Grove) and October 3, 2001 (OCTA).

The proposed SR-22/WOCC project information was placed on the OCTA and the Department websites. Copies of the DEIR/EIS and Technical Reports were available at the following libraries: Santa Ana, Garden Grove, Rossmoor/Seal Beach, Mary Wilson Library (Seal Beach), the Orange City Library; and the Department and OCTA offices. The following public entities also received two copies of the DEIR/EIS: County of Orange, Rossmoor Community Services District, the Cities of Cypress, Garden Grove, Los Alamitos, Orange, Santa Ana, Seal Beach, Tustin, and Westminster.

*Note: the Rossmoor Community Services District (RCSD) was the entity notified during the public review process since they are the only recognized governmental body in the community of Rossmoor.

The Department received over 1,100 comments, most of which were concerned with air quality, noise, and community impacts, particularly effects on property values and removal of homes. Both build alternatives required acquisition of businesses and private properties. The Reduced Build Alternative would displace two households and ten businesses; displacements under the Full Build Alternative would have been 144 and 39 respectively.

Table 1 Summary of Addresses of Residential Displacements & Partial Acquisitions By Alternative*

City	Reduced Build (August 2001)		Full Build (August 2001)		(Enhanced) Reduced Build** (March 2003)		Full Build (March 2003)	
	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition
Garden Grove	11831 Trask Ave. 11032 Trask Ave. 11062 Trask Ave.	9141 Enloe Way 9151 Enloe Way 9161 Enloe Way 9171 Enloe Way	11831 Trask Ave 12841 Lewis St 12771 Lewis St 13401 El Prado Ave 13582 Taft St 11032 Trask Ave 13521 Lanning St 11262 Trask Ave 11302 Lanning St 11282 Trask Ave 13512 Barnett Way 13592 Libby Lane 13601 Havenwood Dr 13582 Havenwood Dr 13512 Lanning St 13592 Lanning St 13582 Barnett Way 11272 Trask Ave 13511 Barnett Way 13581 Barnett Way*** 11062 Trask Ave 13581 Libby Lane 11242 Trask Ave 13591 Lanning St	9141 Enloe Way 9151 Enloe Way 9161 Enloe Way 9171 Enloe Way 13421 El Prado Ave. 705 Lewis St.	11831 Trask Ave	8692 Gloria Ave. 8802 Trask Ave. 13452 Sorrell Dr. 13332 Dunklee Ave 13322 Dunklee Ave 13312 Dunklee Ave 13306 Dunklee Ave 13302 Dunklee Ave 13292 Dunklee Ave 13282 Dunklee Ave 13272 Dunklee Ave 13262 Dunklee Ave 13252 Dunklee Ave 13242 Dunklee Ave 13421 El Prado Ave 13401 El Prado Ave 12841 Lewis St.	11831 Trask Ave. 13582 Taft St. 13521 Lanning St. 11262 Trask Ave. 11302 Lanning St. 11282 Trask Ave. 13512 Barnett Way 13592 Libby Lane 13601 Havenwood Dr 13582 Havenwood Dr 13512 Lanning St. 13592 Lanning St. 13582 Barnett Way 11272 Trask Ave. 13511 Barnett Way 13591 Barnett Way*** 13581 Libby Lane 11242 Trask Ave. 13591 Lanning St.	705 Lewis St. 8692 Gloria Ave. 8802 Trask Ave. 13452 Sorrell Dr. 13332 Dunklee Ave. 13322 Dunklee Ave. 13312 Dunklee Ave. 13306 Dunklee Ave. 13302 Dunklee Ave. 13292 Dunklee Ave. 13282 Dunklee Ave. 13272 Dunklee Ave. 13262 Dunklee Ave. 13252 Dunklee Ave. 13242 Dunklee Ave. 13421 El Prado Ave. 13401 El Prado Ave. 12841 Lewis St.
Santa Ana	None	None	802 N. Fairview St. 2901 N. Bristol St. 1033 Sherwood Ln. 1029 Sherwood Ln. 1025 Sherwood Ln 1019 Sherwood Ln. 1015 Sherwood Ln. 1011 Sherwood Ln. 1005 Sherwood Ln. 1001 Sherwood Ln. 955 Sherwood Ln. 949 Sherwood Ln. 945 Sherwood Ln. 1047 Sherwood Ln. 1043 Sherwood Ln. 1037 Sherwood Ln. 2944 Fernwood Dr. 802 N. Fairview St..	None	None	None	802 N. Fairview St. 2901 N. Bristol St. 1033 Sherwood Ln. 1029 Sherwood Ln. 1025 Sherwood Ln. 1019 Sherwood Ln. 1015 Sherwood Ln. 1011 Sherwood Ln. 1005 Sherwood Ln. 1001 Sherwood Ln 955 Sherwood Ln. 949 Sherwood Ln. 945 Sherwood Ln. 1047 Sherwood Ln. 1043 Sherwood Ln. 1037 Sherwood Ln. 2944 Fernwood Dr. 802 N. Fairview St..	None

Table 1 Summary of Addresses of Residential Displacements & Partial Acquisitions By Alternative*

City	Reduced Build (August 2001)		Full Build (August 2001)		(Enhanced) Reduced Build** (March 2003)		Full Build (March 2003)	
	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition
Orange	592 S. Devon Rd.	None	3821 W. Park Balboa 3825 W. Park Balboa 3811 W. Park Balboa 3815 W. Park Balboa 3803 W. Park Balboa 3807 W. Park Balboa 3743 W. Park Balboa 3747 W. Park Balboa 3735 W. Park Balboa 3739 W. Park Balboa 3725 W. Park Balboa 3729 W. Park Balboa 3717 W. Park Balboa 3721 W. Park Balboa 3707 W. Park Balboa 3711 W. Park Balboa 3647 W. Park Balboa 3701 W. Park Balboa 3639 W. Park Balboa 3643 W. Park Balboa 3629 W. Park Balboa 3633 W. Park Balboa 3621 W. Park Balboa 3625 W. Park Balboa 3611 W. Park Balboa 3615 W. Park Balboa 3603 W. Park Balboa 3607 W. Park Balboa 3543 W. Park Balboa 3547 W. Park Balboa 3531 W. Park Balboa 3533 W. Park Balboa 592 S. Devon Road 2026 E. Fairway Dr. 2024 E. Fairway Dr. 2022 E Fairway Dr. 2041 Palmyra Ave. 2043 Palmyra Ave 2045 Palmyra Ave 1925 E. La Veta Ave Units 22A-38,	334 S. Jennifer Ln. 350 S. Jennifer Ln. 358 S. Jennifer Ln. 372 S. Jennifer Ln. 380 S. Jennifer Ln. 394 S. Jennifer Ln. 404 S. Jennifer Ln. 416 S. Jennifer Ln. 426 S. Jennifer Ln. 438 S. Jennifer Ln. 450 S. Jennifer Ln. 458 S. Jennifer Ln. 2144 Deborah Ln.	592 S. Devon Rd.		3821 W. Park Balboa 3825 W. Park Balboa 3811 W. Park Balboa 3815 W. Park Balboa 3803 W. Park Balboa 3807 W. Park Balboa 3743 W. Park Balboa 3747 W. Park Balboa 3735 W. Park Balboa 3739 W. Park Balboa 3725 W. Park Balboa 3729 W. Park Balboa 3717 W. Park Balboa 3721 W. Park Balboa 3707 W. Park Balboa 3711 W. Park Balboa 3647 W. Park Balboa 3701 W. Park Balboa 3639 W. Park Balboa 3643 W. Park Balboa 3629 W. Park Balboa 3633 W. Park Balboa 3621 W. Park Balboa 3625 W. Park Balboa 3611 W. Park Balboa 3615 W. Park Balboa 3603 W. Park Balboa 3607 W. Park Balboa 3543 W. Park Balboa 3547 W. Park Balboa 3531 W. Park Balboa 3533 W. Park Balboa 592 S. Devon Rd. 2026 E. Fairway Dr. 2024 E. Fairway Dr. 2022 E Fairway Dr. 2041, 2043 & 2045 Palmyra Ave. Units 22A-38, 1925 E. La Veta Ave.	334 S. Jennifer Ln. 350 S. Jennifer Ln. 358 S. Jennifer Ln. 372 S. Jennifer Ln. 380 S. Jennifer Ln. 394 S. Jennifer Ln. 404 S. Jennifer Ln. 416 S. Jennifer Ln. 426 S. Jennifer Ln. 438 S. Jennifer Ln. 450 S. Jennifer Ln. 458 S. Jennifer Ln. 2144 Deborah Ln.
	None	11801 Martha Ann Dr. 11821 Martha Ann Dr. 11831 Martha Ann Dr. 11841 Martha Ann Dr. 11861 Martha Ann Dr. 11871 Martha Ann Dr.	None	11801 Martha Ann Dr. 11821 Martha Ann Dr. 11831 Martha Ann Dr. 11841 Martha Ann Dr. 11861 Martha Ann Dr. 11871 Martha Ann Dr.	None	None	None	None
	Seal	3541 Rose Cir.	None	3541 Rose Cir.	None	None	None	None

Table 1 Summary of Addresses of Residential Displacements & Partial Acquisitions By Alternative*

City	Reduced Build (August 2001)		Full Build (August 2001)		(Enhanced) Reduced Build** (March 2003)		Full Build (March 2003)	
	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition
Beach	3510 Oleander St. 3521 Pansy Cir. 3520 Pansy Cir. 3531 Primrose Cir. 3530 Primrose Cir.		3510 Oleander St. 3521 Pansy Cir. 3520 Pansy Cir. 3531 Primrose Cir. 3530 Primrose Cir.					

Note: *Some of the Displacements and Partial Acquisitions from the August 2001 DEIR/EIS are no longer applicable in this March 2003 FEIS/R due to design refinements and/or in response to comments received from the DEIR/EIS. Refer to Section 4.6 for details.

**The (Enhanced) Reduced Build is the identified Preferred Alternative. Please refer to S.4.3.1 for discussions on the identified Preferred Alternative.

***13591 Barnett Way was erroneously listed as 13581 Barnett Way in the August 2001 DEIR/EIS

Table 2 Summary of Addresses of Non-Residential Displacements & Partial Acquisitions By Alternative

City	Reduced Build (August 2001)		Full Build (August 2001)		(Enhanced) Reduced Build ⁵ (March 2003)		Full Build (March 2003)	
	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition	Displacement	Partial Acquisition
Garden Grove	13511 Euclid St 13512 Euclid St 10932 Trask Ave. 10932 Trask Ave. 11162 Trask Ave. 11162 Trask Ave. 11088 Trask, Ste. 100 11088 Trask, Ste. 210A 11088 Trask, Ste. 106 11088 Trask, Ste. 106 11088 Trask, Ste. 200 11088 Trask, Ste. 206 11088 Trask, Ste. 210B 11088 Trask, Ste. 210C 11088 Trask, Ste. 210D 11088 Trask, Ste. 210E 11088 Trask, Ste. 210F 11088 Trask, Ste. 210G 11122 Trask Ave.	13311 Garden Grove Blvd. 13261 Garden Grove Blvd.	13511 Euclid St 10932 Trask Ave. 10932 Trask Ave. 11162 Trask Ave. 11162 Trask Ave. 11088 Trask, Ste. 100 11088 Trask, Ste. 210A 11088 Trask, Ste. 106 11088 Trask, Ste. 106 11088 Trask, Ste. 200 11088 Trask, Ste. 206 11088 Trask, Ste. 210B 11088 Trask, Ste. 210C 11088 Trask, Ste. 210D 11088 Trask, Ste. 210E 11088 Trask, Ste. 210F 11088 Trask, Ste. 210G 11122 Trask Ave.	13311 Garden Grove Blvd. 13261 Garden Grove Blvd.	None	13311 Garden Grove Blvd. Lewis Channel	13511 Euclid St. 10932 Trask Ave. 10932 Trask Ave. 11162 Trask Ave. 11162 Trask Ave. 11088 Trask, Ste. 100 11088 Trask, Ste. 210A 11088 Trask, Ste. 106 11088 Trask, Ste. 106 11088 Trask, Ste. 200 11088 Trask, Ste. 206 11088 Trask, Ste. 210B 11088 Trask, Ste. 210C 11088 Trask, Ste. 210D 11088 Trask, Ste. 210E 11088 Trask, Ste. 210F 11088 Trask, Ste. 210G 11122 Trask Ave.	13311 Garden Grove Blvd. Lewis Channel
Santa Ana	None	3020 N Hesperian 3022 N Hesperian	802 N. Fairview St. 802 N. Fairview St. 720 N. Fairview St. 720 N. Fairview St. 2941 N. Bristol, Ste. A 2941 N. Bristol, Ste. B 2940 N. Bristol St. 2415 W. Fifth St.	3020 N. Hesperian 3022 N. Hesperian 2308 W. Fifth St. 730 N. Fairview St. MainPlace Dr. MainPlace Dr. MainPlace Dr.	None	3020 N. Hesperian St. 3022 N. Hesperian St.	802 N. Fairview St. 802 N. Fairview St. 720 N. Fairview St. 720 N. Fairview St. 2941 N. Bristol St Ste. A 2941 N. Bristol St Ste. B 2940 N. Bristol St 2415 W. Fifth St	3020 N. Hesperian 3022 N. Hesperian 2308 W. Fifth St. 730 N. Fairview St. MainPlace Dr MainPlace Dr MainPlace Dr
Orange³	561 City Dr ⁴ 591 City Dr ⁴ 505 City Dr, Ste. 200 505 City Dr, Ste. 202 505 City Dr, Ste. 203 505 City Dr, Ste. 204 505 City Dr, Ste. 100	4000 W. Metropolitan Dr. 3901 W. Metropolitan Dr. 1 City Blvd W. #1010 1 City Blvd W. #1010 601 S. Lewis St.	561 City Dr ⁴ 591 City Dr ⁴ 505 City Dr, Ste. 200 505 City Dr, Ste. 202 505 City Dr, Ste. 203 505 City Dr, Ste. 204 505 City Dr, Ste. 100 700 S. Tustin St Ste. C 700 S. Tustin St Ste. D 700 S. Tustin St Ste. A 700 S. Tustin St Ste. E 700 S. Tustin St Ste. B	4000 W. Metropolitan Dr. 3901 W. Metropolitan Dr. 1 City Blvd. W. #1010 1 City Blvd. W. #1010 601 S. Lewis St	561 City Dr ⁴ 591 City Dr ⁴ 595 City Dr, Ste. 100 & 200 595 City Dr, Ste. 201 & 202 595 City Dr, Ste. 203 & 204 595 City Dr, Ste. 205 & 206	4000 W. Metropolitan 3901 W. Metropolitan 1 City Blvd. W #1010 1 City Blvd. W #1010 601 S. Lewis St. 3400 W. Metropolitan Dr. SCE Substation SCE Substation	561 City Dr ⁴ 591 City Dr ⁴ 595 City Dr, Ste. 100 & 200 595 City Dr, Ste. 201 & 202 595 City Dr, Ste. 203 & 204 595 City Dr, Ste. 205 & 206 700 S. Tustin St Ste. C 700 S. Tustin St Ste D 700 S. Tustin St Ste. A 700 S. Tustin St Ste. E 700 S. Tustin St Ste. B	4000 W. Metropolitan Dr 3901 W. Metropolitan Dr 1 City Blvd. W. #1010 1 City Blvd. W. #1010 601 S. Lewis Street 3400 W. Metropolitan Dr. SCE Substation SCE Substation
Los Alamitos/ Rossmoor	None	None	None	None	None	Bixby Channel/ Montecito Channel	None	Bixby Channel/ Montecito Channel
Seal Beach	None.	3101 Seal Beach Blvd.	None	3101 Seal Beach Blvd.	None	U.S. Naval Weapons Station ²	None	U.S. Naval Weapons Station ²

- Note: 1. Some of the Displacements and Partial Acquisitions from the August 2001 DEIR/EIS are no longer applicable in this March 2003 FEIS/R due to design refinements and/or in response to comments received from the DEIR/EIS. Refer to Section 4.6 for details.
2. The U.S. Naval Weapons Station is shown because the proposed project would require a utility easement on their property.
3. Addresses listed as 505 City Dr. in the August 2001 DEIR/EIS Reduced and Full Build alternatives were erroneously listed. They should be 595 City Dr., as shown in this FEIS/R.
4. 561 & 591 City Dr. were listed as "The City Drive South" in the August 2001 DEIR/EIS.
5. The (Enhanced) Reduced Build is the identified Preferred Alternative. Please refer to S.4.3.1 for discussions on the identified Preferred Alternative.

PUBLIC NOTICE
STATE ROUTE 22 WEST ORANGE COUNTY CONNECTION (WOCC)
NOTICE OF AVAILABILITY

CALIFORNIA DEPARTMENT OF TRANSPORTATION
and
FEDERAL HIGHWAY ADMINISTRATION
**FINAL ENVIRONMENTAL IMPACT STATEMENT/
ENVIRONMENTAL IMPACT REPORT (FEIS/EIR)**

THE FOLLOWING IS A NOTICE OF AVAILABILITY FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED STATE ROUTE 22 WEST ORANGE COUNTY CONNECTION IMPROVEMENTS.

The California Department of Transportation (Caltrans), District 12, has conducted an environmental review process pursuant to Federal and State environmental laws. The result is a document that serves as a Final Environmental Impact Statement and an Environmental Impact Report (FEIS/EIR). The FEIS/EIR provides descriptions of the environmental conditions in and around the project study area, the potential environmental impacts of the improvements associated with each alternative, mitigation measures to address potential impacts, and other information required by Federal and State environmental laws.

PUBLIC REVIEW AND COMMENT - The FEIS/EIR will be released for public review on Friday, April 18, 2003 and will be available for review and comment until close of business on Monday, June 2, 2003.

The document will be available for review at the following locations:

Caltrans District 12 Office
3347 Michelson Drive Suite 100
Irvine, CA 92612
(949) 724-2000

Orange County Transportation Authority
550 South Main Street
Orange, CA 92863
(714) 560-5422

Santa Ana Public Library
26 Civic Center Plaza
Santa Ana, CA 92701
(714) 647-5250

Garden Grove Regional Library
11200 Stanford Avenue
Garden Grove, CA 92840
(714) 530-0711

The Los Alamitos/Rossmoor Branch Library
12700 Montecito
Seal Beach, CA 90740
(562) 430-1048

Mary Wilson Public Library
707 Electric Ave
Seal Beach, CA 90740
(562) 431-3584

If you have any questions regarding the SR-22/WOCC FEIS/EIR, please contact Ms. Leslie Manderscheid at (949) 724-2122 or write to Ms. Manderscheid at the address below.

Caltrans District 12
c/o Leslie Manderscheid
Environmental Planning
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894