

I-5 IMPROVEMENT PROJECT

I-405 TO SR-55



LENGTH
Approximately 9 miles

AFFECTED CITIES
Irvine and Tustin

AT A GLANCE

TOTAL ESTIMATED COST: \$480 million to \$960 million

FUNDING SOURCE: Federal, State and Local

DEVELOPMENT PHASE: Project Approval/ Environmental Document (PA/ED)

SPONSORING AGENCY: OCTA

CEQA/NEPA LEAD: Caltrans

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OVERVIEW

Interstate 5 (I-5) is essential to Orange County's mobility, economy and quality of life. Every day, more than 350,000 motorists drive this segment of I-5, through the cities of Irvine and Tustin, to reach residential, commercial, educational and employment destinations. Already at capacity, traffic projections show that nearly ½ million daily motorists will travel this stretch of I-5 by 2050.

To address current and future traffic demand, OCTA and Caltrans are conducting the Project Approval and Environmental Document (PA/ED) process to determine the feasibility, reasonability and potential environmental effects of adding one additional northbound and southbound lane, as well as other capacity and operational improvements, to Interstate 5 from north of Interstate 405 to State Route 55.

Funded by OC Go (formerly Measure M), Orange County's voter-approved Transportation Investment Plan, the study began in mid-2014 and is projected to be completed in late-2018. During this time, a No Build Alternative and one Build Alternative with two design variations (Alternative 2A and Alternative 2B) was studied to assess their relative benefits, impacts and costs.

Currently, the draft environmental document is being circulated from May 8 to June 8, 2018. Once the public comment period closes, the technical team will consider public comment along with technical analysis as it determines what alternative to recommend for approval. Final approval of a build alternative will be made by Caltrans District 12 – Orange County.

ALTERNATIVES BEING STUDIED

NO BUILD	BUILD ALTERNATIVE 2 WITH DESIGN VARIATION 2A	BUILD ALTERNATIVE 2 WITH DESIGN VARIATION 2B
No capacity or operational improvements	One general-purpose lane in each direction from I-405 to SR-55	Same
Serves as a baseline to compare	Adds auxiliary lanes between select on and off-ramps	Same
	Increases ramp capacity	Same
	Converts to continuous access carpool lanes	Same
	Standardized lanes and shoulders	Mostly standardized lanes and shoulders with reduced widths at some constrained locations

PROJECT SCHEDULE*

MILESTONE	APPROXIMATE TIMEFRAME
Initiate Project	Mid-2014
Public Information Meetings	January 2015
Conduct Technical Studies and Develop Draft Environmental Document (DED)	2017
Circulate DED	Mid-2018
Public Hearings (Open House Format)	May 2018
Identify Preferred Alternative	Mid to Late 2018
Final Environmental Document (FED)	Late 2018

*Schedule subject to change