

# I-5 IMPROVEMENT PROJECT

YALE AVENUE TO STATE ROUTE 55  
SEGMENT 1



## LENGTH

Approximately 4.5 miles

## AFFECTED CITIES

Irvine and Tustin

## AT A GLANCE

<b>TOTAL ESTIMATED COST:</b>	\$200.4 million
<b>FUNDING SOURCE:</b>	Federal, State and Local
<b>DEVELOPMENT PHASE:</b>	Final Design
<b>SPONSORING AGENCY:</b>	OCTA
<b>CEQA/NEPA LEAD:</b>	Caltrans
<b>COMMUNITY OUTREACH:</b>	Fernando Chavarria Manager of Outreach (714) 560-5306 fchavarria@octa.net
<b>WEBSITE:</b>	<a href="http://Octa.net/i5IrvineTustinProject">Octa.net/i5IrvineTustinProject</a>
<b>FACEBOOK:</b>	<a href="https://www.facebook.com/I5IrvineTustinProject">I5IrvineTustinProject</a>

*Fact Sheet Updated 8/31/20*

## OVERVIEW

Interstate 5 (I-5) is essential to Orange County's mobility, economy and quality of life. Everyday, 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, in coordination with the cities of Irvine and Tustin are developing the I-5 Freeway Improvement Project from Yale Avenue to State Route 55. Currently in the Final Design of the development process, this 4.5 mile project will help increase capacity and improve operations along this key stretch of I-5 by: 1) adding a general-purpose lane in both directions; 2) implementing continuous access High Occupancy Vehicle (HOV); and 3) standardizing lanes and shoulder widths where possible. In addition, the project will also improve the Culver Drive, Jamboree Road and Tustin Ranch Road interchanges. Lastly, the project will add new auxiliary lanes along select stretches while also re-establishing existing auxiliary lanes.

Funded by OC Go (formerly Measure M), Orange County's voter-approved Transportation Investment Plan, the project was environmentally cleared in early 2020. During the mandated environmental review process, a No Build Alternative and one Build Alternative with two design variations (Alternative 2A and Alternative 2B) was studied to assess relative benefits, impacts and costs. In February 2020, Caltrans District 12 – Orange County approved Alternative 2B as the preferred build alternative.

## FINAL DESIGN

OCTA and Caltrans District 12 started final design on this segment in April 2021. During the final design process, OCTA and Caltrans is leading and overseeing an engineering effort to produce a comprehensive set of design plans that will comply with the State of California's latest highway design standards. Plans that will be developed will include, but not be limited to, roadway plans, structure plans, utility plans, drainage plans, lighting plans, signage plans, and all other capital and operational plans required by major freeway improvement project. The final design process is estimated to be completed in December 2023. Once the final design process is complete, and provided funding, the project will be ready for construction in February 2025.

## ESTIMATED SCHEDULE\*

BEGIN DESIGN	APRIL 2021
COMPLETE DESIGN	DECEMBER 2023
ADVERTISE	OCTOBER 2024
BEGIN CONSTRUCTION	FEBRUARY 2025
COMPLETE CONSTRUCTION	AUGUST 2028

\*Schedule subject to change



U.S. Department of Transportation

Orange County Transportation Authority  
550 S. Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
(714) 560-OCTA  
[www.octa.net](http://www.octa.net)