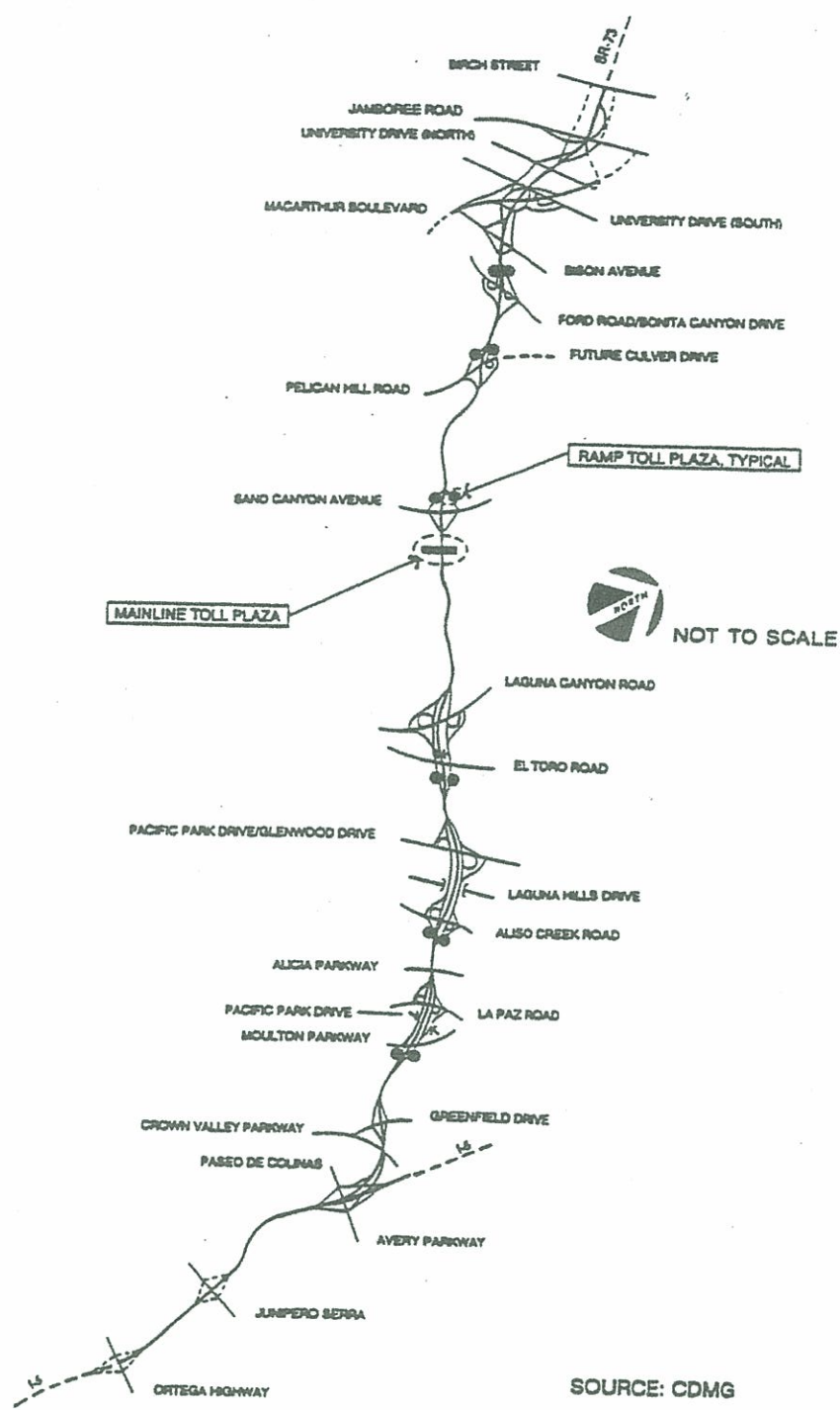


- MAP 7



TOLL PLAZA LOCATIONS

FIGURE 2.5

WWW.NCO

(MAP 7. FRONT PAGE)

VOLUME I - FINAL ENVIRONMENTAL IMPACT STATEMENT TEXT

PROPOSED CONSTRUCTION OF STATE ROUTE 73 EXTENSION  
BETWEEN INTERSTATE ROUTE 5 IN THE CITY OF SAN JUAN CAPISTRANO  
AND JAMBOREE ROAD IN THE CITY OF NEWPORT BEACH  
KNOWN AS THE SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR

AND I-5 WIDENING BETWEEN SR-74 ORTEGA HIGHWAY AND THE CORRIDOR  
AND RAMP IMPROVEMENTS BETWEEN JAMBOREE ROAD AND BIRCH STREET  
ON EXISTING STATE ROUTE 73  
LOCATED IN ORANGE COUNTY, CALIFORNIA

FINAL ENVIRONMENTAL IMPACT STATEMENT  
AND  
SECTION 4(F) EVALUATION

SUBMITTED PURSUANT TO:

(State) Division 13, Public Resources Code (Federal) 42 U.S.C. 4332 (2) (C), and 49 U.S.C. 303

BY THE

U.S. Department of Transportation

Federal Highway Administration

AND

San Joaquin Hills Transportation Corridor Agency  
Orange County, California

COOPERATING AGENCIES:

Department of Transportation  
and U.S. Department of Interior, Fish and Wildlife Service

California Transportation Commission  
California Department of Fish and Game

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2/92

1/92

*for* Walter A. Lightcap  
RUSSELL O. LIGHTCAP  
District Director  
District 12  
California Department of Transportation  
*for* Jeffrey R. Brooks  
JEFFREY R. BROOKS  
Director, Office of Program Development  
Region 9  
Federal Highway Administration  
*for* William W. Wolett, Jr.  
WILLIAM WOOLETT, JR.  
Chief Executive Officer  
Transportation Corridor Agencies

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Action is to meet the need for north/south linkage between Interstate 5 and existing State Route 73 by a new highway facility which would be financed by tolls. Two design alternatives and a "No Build" alternative. The Preferred Alternative presented in this FEIS is the Demand Management Alternative with the Option Interstate 5. Potential benefits include relieving traffic congestion on Interstates 405 and 5, and State transportation network, and improved access to U.C. Irvine, the John Wayne Airport, and recreational County. Potential adverse impacts include impacts on sensitive plant species; riparian and animal parkland; visual resources; noise; open space; displacement of businesses; and changes in land use. are proposed which reduce or avoid impacts. Under the No Build Alternative, no Corridor or associated could be built. The traffic relief benefits of the Build Alternative would not occur.