

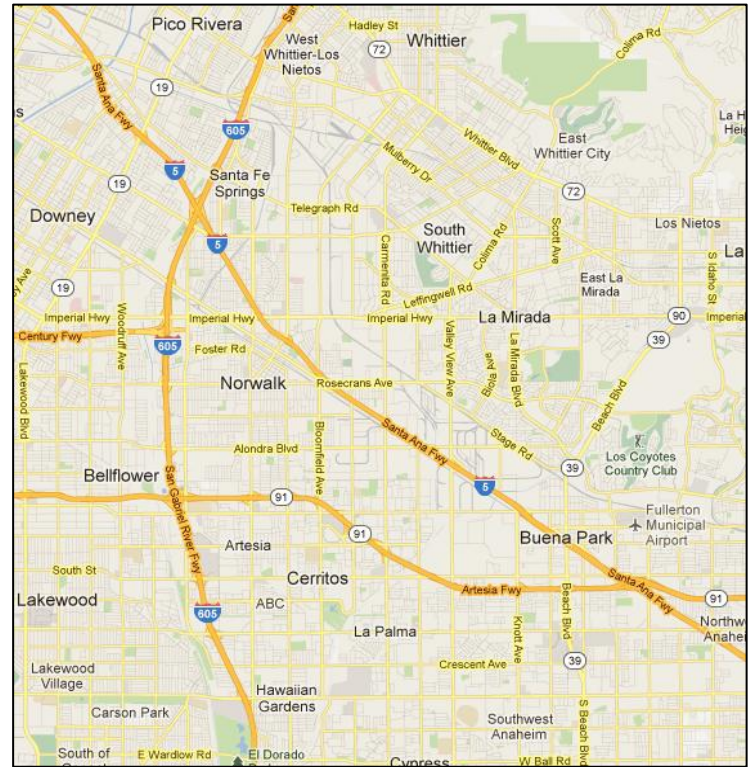


I-5 South Project- Fact Sheet



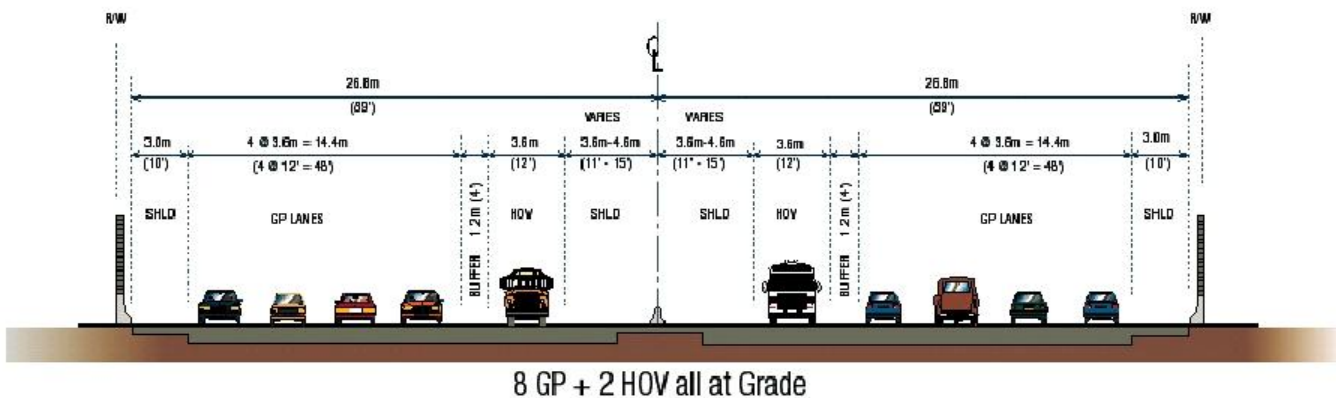
Background

The I-5 Freeway is a major regional transportation corridor that extends the entire length of the western United States from Mexico to Canada. It also serves as the backbone of the transportation system connecting the major urban centers of Los Angeles county and Orange County. Given the substantial need for greater mobility in this corridor and to meet the anticipated demands, The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Authority (LACMTA), I-5 Consortium Cities Joint Powers Authority (JPA), Orange County Transportation Authority (OCTA) adopted a Major Investment Study (MIS) as a long-term strategy for major capacity improvements for the I-5 corridor. The overall study goal of the study was to develop a cost effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities. The MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements.



Proposal

The project proposes to widen the I-5 between the Los Angeles and Orange County line and I-605, a distance of approximately 7.61 miles. The estimated cost is \$1.62 billion. It would be very difficult to deliver a one single project of such magnitude. Therefore, the project was split into five more manageable projects ranging from about \$100 million to \$450 million about 1.4 miles each. Additionally, a sixth project will be the reconstruction of the Carmenita overcrossing structure.

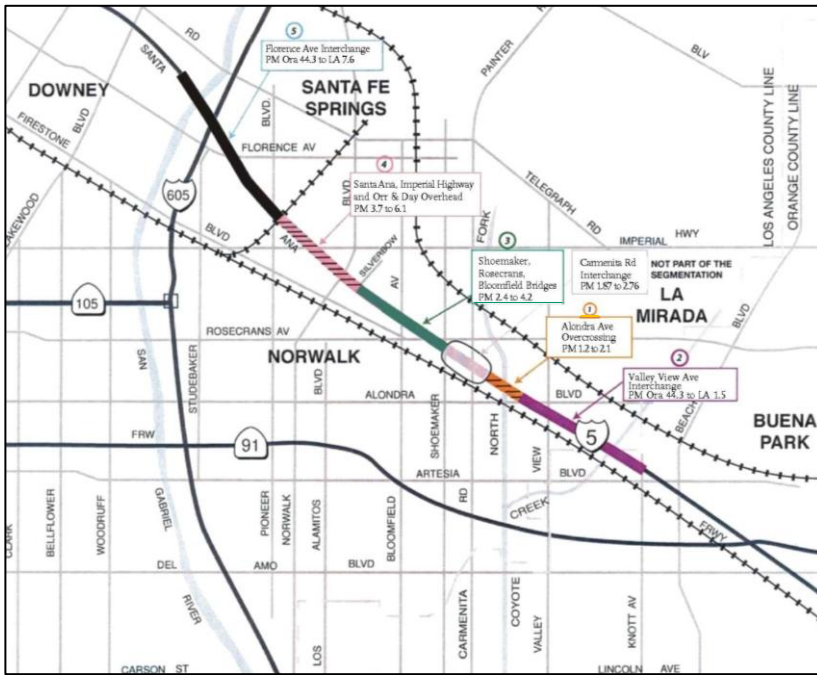


The Proposed Projects are:

- Segment 1- Alondra Ave Overcrossing
- Segment 2- Valley View Ave Interchange
- Segment 3- Shoemaker, Rosecrans, Bloomfield Bridges
- Segment 4- Santa Ana, Imperial Highway and Orr & Day Overhead
- Segment 5- Florence Ave Interchange
- Carmenita Rd Interchange



I-5 South Project- Fact Sheet



What the Work Involves

This project proposes reconstruction of the Carmenita overcrossing structure, the widening of I-5 to add one HOV lane, and one or two mixed-flow lanes in each direction and upgrading the inside and outside shoulders to the standard width. Alondra Avenue Bridge, Alondra Avenue/North Fork Coyote Creek Bridge, North Fork Coyote Creek Bridge, and adjacent frontage roads will be reconstructed. Florence Ave. Overcrossing and Orr & Day Overhead will be widened. Shoemaker Ave OC, Rosecrans UC, and Bloomfield Ave. UC will also be widened. Valley View Ave Interchange will be reconstructed along with the adjacent frontage roads. Carmenita Road will be reconstructed by removing the existing two-lane steel structure and constructing a new ten-lane concrete structure, with a tight diamond interchange, and improvement of the existing adjacent frontage roads.

Benefits

The I-5 Ultimate Project is intended to improve mobility in the corridor by substantially increasing the capacity, improving safety, and accommodating a new freeway cross section. Some of the immediate benefits are: 1) Elimination of the northbound bottleneck as a result of the lane drop between the Orange County and L.A. County line; 2) Improve the major intersections and interchanges performance, in the I-5 Corridor; 3) Provide the additional capacity to handle the forecasted demands; 4) Upgrade I-5 corridor to meet current Caltrans and FHWA design standards; 5) Improve access to regional transit and HOV facilities; 6) Improve the freeway Level of Service during AM and PM peak hours; 7) Reduce travel time delays and improve travel reliability; and 8) Reduce congestion related accidents.

Support

There is broad support for this regionally significant improvement to insure the mobility of goods and people through the I-5 corridor. The California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the I-5 Consortium Cities Joint Powers Authority (JPA), and the Orange County Transportation Authority (OCTA) are all in support of the project and have a direct involvement in the decision making process for the life of the project.

Schedule

Segment	Construction Phase Begins	Construction Phase Ends
Carmenita Rd Interchange	October 2011	Fall 2016
Segment 1- Alondra Ave Overcrossing	April 2012	Summer 2015
Segment 4- Santa Ana, Imperial Highway and Orr & Day Overhead	Fall of 2012	Spring of 2016/2017
Segment 3- Shoemaker, Rosecrans, Bloomfield Bridges	Fall of 2012	Spring of 2016/2017
Segment 2- Valley View Ave Interchange	Winter of 2013	Winter of 2016/2017
Segment 5- Florence Ave Interchange	Winter of 2013	Winter of 2016/2017

Total Estimated Project Costs

Segment	Project Cost
1	\$110 M
2	\$416 M
3	\$214 M
4	\$302 M
5	\$198 M
Carmenita	\$377 M
TOTAL	\$1,618 M