

Metro FACTS

Gateway Cities Southeast Area Team
Countywide Planning & Development

Interstate 5 Widening and HOV

Description of the I-5 Corridor, its Function and Transportation Problem

The Interstate 5 Corridor is one of the most congested freeways in the Los Angeles basin, providing 178,000 daily motorists direct connection between Southern California's two largest counties, Orange and Los Angeles.

The facility, begun in 1947 and completed 9 years later, is no longer adequate for the area's large and growing population and business communities and needs to be upgraded to modern design and safety standards.

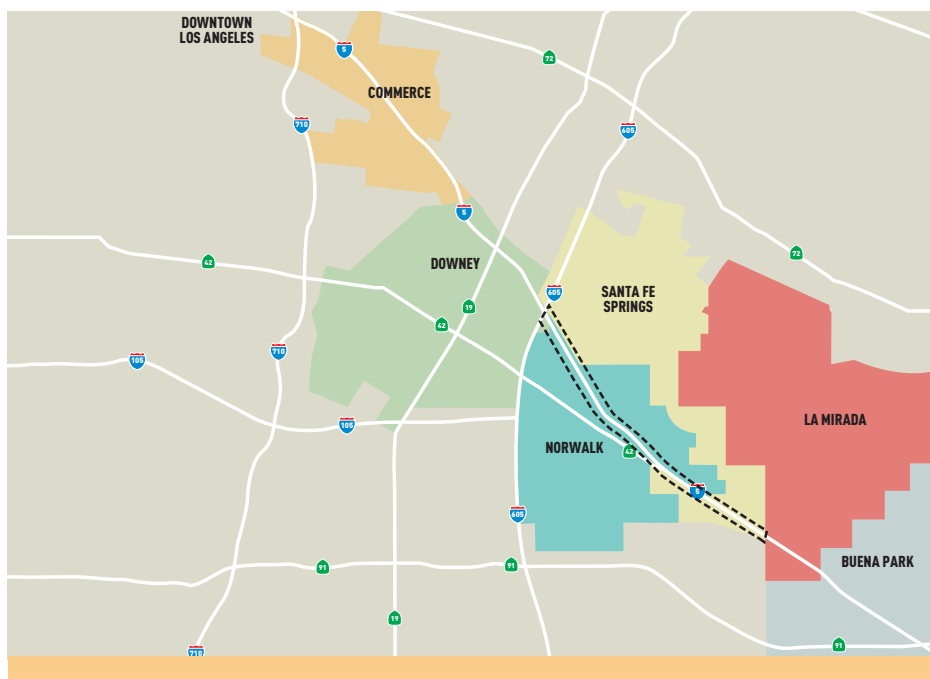
Northbound from Orange County, a lane drop (from ten to six lanes) causes significant congestion and travel delays while southbound simply too many vehicles crowd into too few lanes. The annual impact to patrons of the interstate is almost 12 billion hours of vehicle delay annually.

Project Description

The project involves widening and construction of one High Occupancy Vehicle (HOV) lane and one general-purpose lane in each direction between the Orange/Los Angeles County Line and Route 605. The 6.7 mile segment will also be upgraded to conform to current highway design standards that include median shoulders and CHP enforcement areas. Eighteen structures (12 bridges and overcrossings and six undercrossings) will be upgraded with the reconstruction of the Carmenita Road Interchange (funded and to be constructed separately) and major construction on the Valley View Avenue and Rosecrans Avenue Interchanges.

Project Benefits

Transportation, Air Quality, Mobility, Safety



and Connectivity Improvements.

- ◆ eliminates the northbound bottleneck as a result of the lane drop between the Orange and Los Angeles County Line.
- ◆ improves major intersection and interchange performance in the I-5 Corridor.
- ◆ provides additional capacity to handle forecasted demands.
- ◆ upgrades the I-5 Corridor to meet current Caltrans and FHWA design standards.
- ◆ improves access to regional transit and HOV facilities.
- ◆ improves freeway Level Of Service during AM and PM peak hours.
- ◆ improves travel time, reduces the number of daily vehicle hours of delay and congestion-related accidents.
- ◆ reconstructs roadway and improves operation and integration with existing arterials through new ramps/metering

and signalization

- ◆ eliminates line-of-sight restrictions and provides inside and outside shoulders with CHP enforcement areas

Project Funding

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans, and the I-5 Consortium Cities Joint Powers Authority have contributed funding totaling \$1.155 billion for design and construction of the project.

Project Schedule

Caltrans completed the Environmental Impact Report/Environmental Impact Study (EIR/EIS) in September 2007. Project design will be completed in 2009. Project construction is scheduled to begin late 2010 with completion by 2016.