

South Bay Expressway State Route 125 South

OVERALL GOALS

- Complete a missing link in the regional freeway network;
- Reduce out-of-direction travel;
- Increase north/south capacity for future travel between the United States and Mexico via the International Port of Entry at Otay Mesa;
- Reduce congestion on Interstate 5 and I-805;
- Reduce congestion on Otay Mesa Road, and local arterial in Chula Vista and Bonita (Telegraph Canyon Road, East H Street, Bonita Road);
- Serve existing and future planned and approved development in the South Bay and Otay Mesa Area.

THE PROJECT

This two stage project consists of constructing about 12.5 miles of new highway alignment from State Route 905 near the International Border to State Route 54 near the Sweetwater Reservoir. Initially, the north end of the route will be open as a six-lane highway tying into the existing State Route 125 (SR-125). To the south, 9.3 miles of SR-125 will open as a four-lane highway and will be operated as a toll road (South Bay Expressway). The project calls for the ultimate construction of a six to eight-lane highway plus possible future carpool lanes and/or transit facilities in the median. The project is under construction with the opening expected in early 2007.

TRAFFIC

It is estimated that in the future, once all the planned land development takes place, that approximately 200,000 vehicles per day will travel this section of State Route 125 in the South Bay. However, initial construction of four lanes (two lanes in each direction) is expected to accommodate projected traffic volumes in the early years of operation (20,000 to 70,000 vehicles/day in the opening year). Additional lanes will be added over time as traffic warrants.

PROJECT/FUNDING

The South Bay Expressway is being designed and constructed, under a franchise agreement between the State of California and California Transportation Ventures (CTV), a private consortium selected by Caltrans in 1990. Once open to traffic, Caltrans will own the highway and CTV will operate and maintain the toll road. Control reverts back to Caltrans after 35 years.

The project will be privately financed and operated as a toll road from State Route 905 (Otay Mesa Road) to San Miguel Road, near Sweetwater Reservoir. This \$644 million portion of the project was one of the five projects selected in 1999 by the United States Department of Transportation to receive federal credit support as a demonstration of innovation financing through public/private partnerships.

The toll road will use state-of-the-art electronic toll collection, allowing subscribers to pass through toll tag readers at highway speeds. The electronic toll tags will be similar to those used on the Interstate 15 Express Lanes in San Diego County. These same tags are also used on most toll bridges in California.

From San Miguel Road to State Route 54 (South Bay Parkway), including the freeway to freeway interchange between State Route 54 and State Route 125, the project will be funded by a mix of federal funds and local funds from the half-cent sales tax TransNet Program approved by voters in 1988 to fund transportation projects in the county. This \$138.58 million portion of the project, once constructed, will be operated and maintained by Caltrans.

INTERCHANGES

Initially, the South Bay Expressway will be constructed with interchanges at Otay Mesa Road/SR-905, Birch Road, Olympic Parkway, Otay Lakes/Telegraph Canyon Road, East H Street, San Miguel Ranch Road and SR-54. Other interchanges are likely to be constructed after future development occurs.

PROJECT STAGING

Gap & Connector

Construct an initial six-lane freeway from SR-54 to Jamacha Boulevard, also known as the "Gap."
Costs: \$36.86 million.

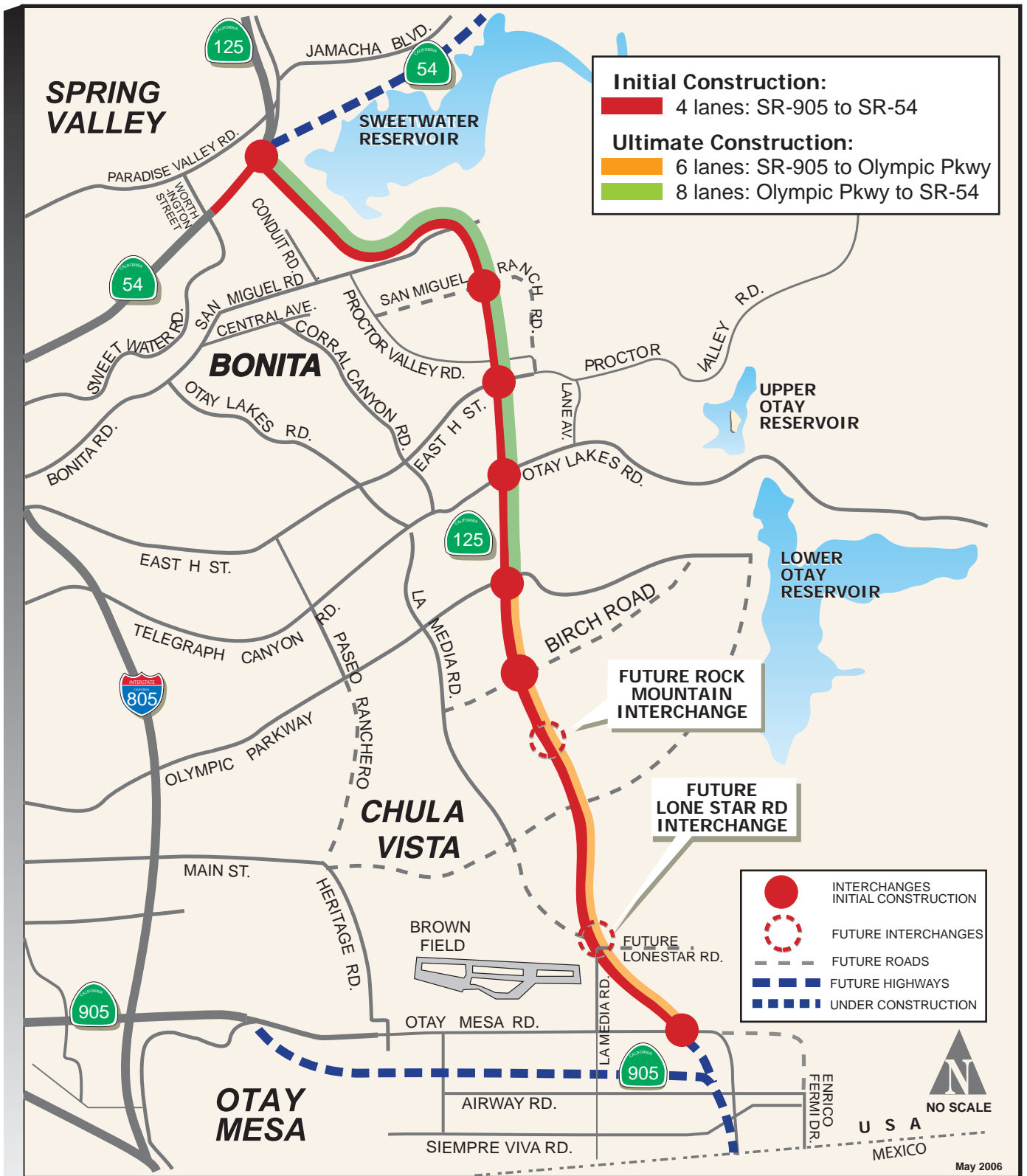
Construct the freeway-to-freeway interchange between SR-54 and SR-125, also known as the "Connector."
Cost: \$101.72 million.

Est. Start/End: Under construction/mid 2007.

Toll Road

Construct 9.3 miles of four-lane highway from just south of SR-54 near the Sweetwater Reservoir to State Route 905 near the international border. This section will be operated as a toll road.
Est Cost: \$644 million.

Est. Start/End: Under construction/mid 2007.



ROUTE 125 SOUTH PROJECT CONSTRUCTION PHASES

