



Transportation Concept Report

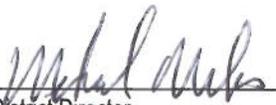
Interstate 605

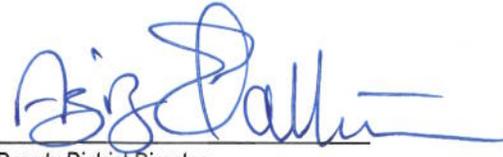
District 7

July 2013



Approvals:


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DISCLAIMER

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 7 Division of Planning and Local Assistance makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation
Caltrans Improves Mobility Across California

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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The **TSDP** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by law and as necessitated by public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Stakeholder participation was sought throughout the development of the I-605 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders were asked to review the document for comments, edits, and for consistency with the intent of existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for outside input and ideas to be reflected in the document, increases credibility and helps strengthen public support and trust.

EXECUTIVE SUMMARY: INTERSTATE 605

Route-605 (Rte-605) Transportation Concept Report (TCR) is divided into several major sections; three of the sections – the Corridor Performance, System Characteristics and Corridor Concept – are the core of the document. All of the remaining sections provide a context for analyzing Rte-605 corridor and document the data resources.

The main purpose of this TCR is to evaluate current and projected conditions along the route and suggest a configuration for Rte-605 that will meet projected demand within a framework of programming and implementation constraints and regional policy.

Historically the freeway system in Southern California is highly congested and this trend will continue into the future. Due to financial, environmental, right of way and political constraints, it is very difficult for Caltrans to continue to add more lanes to the system. With these limitations, Caltrans District 7 office has established LOS F0 as the minimum acceptable level of service on the freeway system (*1996 District System Management Plan*). The 2035 concept facility intent is to show how much additional capacity is needed to achieve the desired LOS.

CONCEPT SUMMARY TABLE

CONCEPT - 2035 Facility (Source 2012-2035 RTP/SCS)

Segment/ Description	Existing Facility (Each Dir.)	ADT	Dir. Split	Peak Hour	Truck Pk Hr	2035 Baseline RTP (Both Dir.)		LOS "D" Attainment (Both Dir.)	Concept LOS F0 Attainment (Both Dir.)
						V/C	LOS		
1 (unconstructed)									
2 SR- 22 to I-405	2MF	146,600	78.5%	10,300 (7.0%)	1,100 (10.5%)	6 MF		10	7
						1.018	F0		
3 Begin Fwy to SR-91	4+1 HOV	199,000	52.0%	16,900 (8.4%)	900 (5.5%)	8 MF + 2 HOV		11	10
						V/C	LOS		
						0.932	E		
4 SR-91 to I-105	5+1 HOV	295,400	51.8%	23,900 (8.1%)	1,100 (4.6%)	10 MF + 2 HOV		16	12
						V/C	LOS		
						1.189	F0		
5 I-105 to I-5	4+1 HOV	335,500	53.2%	24,500 (7.3%)	1,600 (6.7%)	9 MF + 2 HOV		17	12
						V/C	LOS		
						1.251	F1		
6 I-5 to SR-60	4+1 HOV	301,400	54.3%	22,600 (7.5%)	1,800 (7.8%)	8 MF + 2 HOV		16	11
						V/C	LOS		
						1.298	F1		
7 SR-60 to I-10	4+1 HOV	265,900	54.0%	20,000 (7.5%)	1,800 (8.8%)	8 MF + 2 HOV		14	10
						V/C	LOS		
						1.145	F0		
8 I-10 to I-210	4	142,200	62.0%	10,500 (8.3%)	1,100 (9.4%)	8 MF		8	8
						V/C	LOS		
						0.868	D		

Source: 2012-2035 RTP/SCS

* The number of lanes in the LOS D Attainment column is for both directions. LOS D Attainment indicate how many lanes it would require to achieve LOS D. It is meant show the severity of future conditions and what it would take to achieve LOS D. Caltrans is not suggesting that it is our plan to build the facility to achieve the LOS D.

* The number of lanes in the LOS F0 attainment column is for both directions. The data in the LOS FO attainment column is only meant to show the severity of congestion on our system and what it would require to achieve that level of service. We recognize the difficulty in achieving the desired LOS given the financial, environmental, right of way and political constraints. However, it is Caltrans' goal to provide improved mobility when feasible.

* Sometimes the model output implies that there would be aux. lanes (each direction) and aux. lanes are given only half capacity. That is why there are instances where we have odd number of lanes for both direction.

* The 2035 Baseline includes all planned and programmed projects in the 2012-2035 RTP/SCS

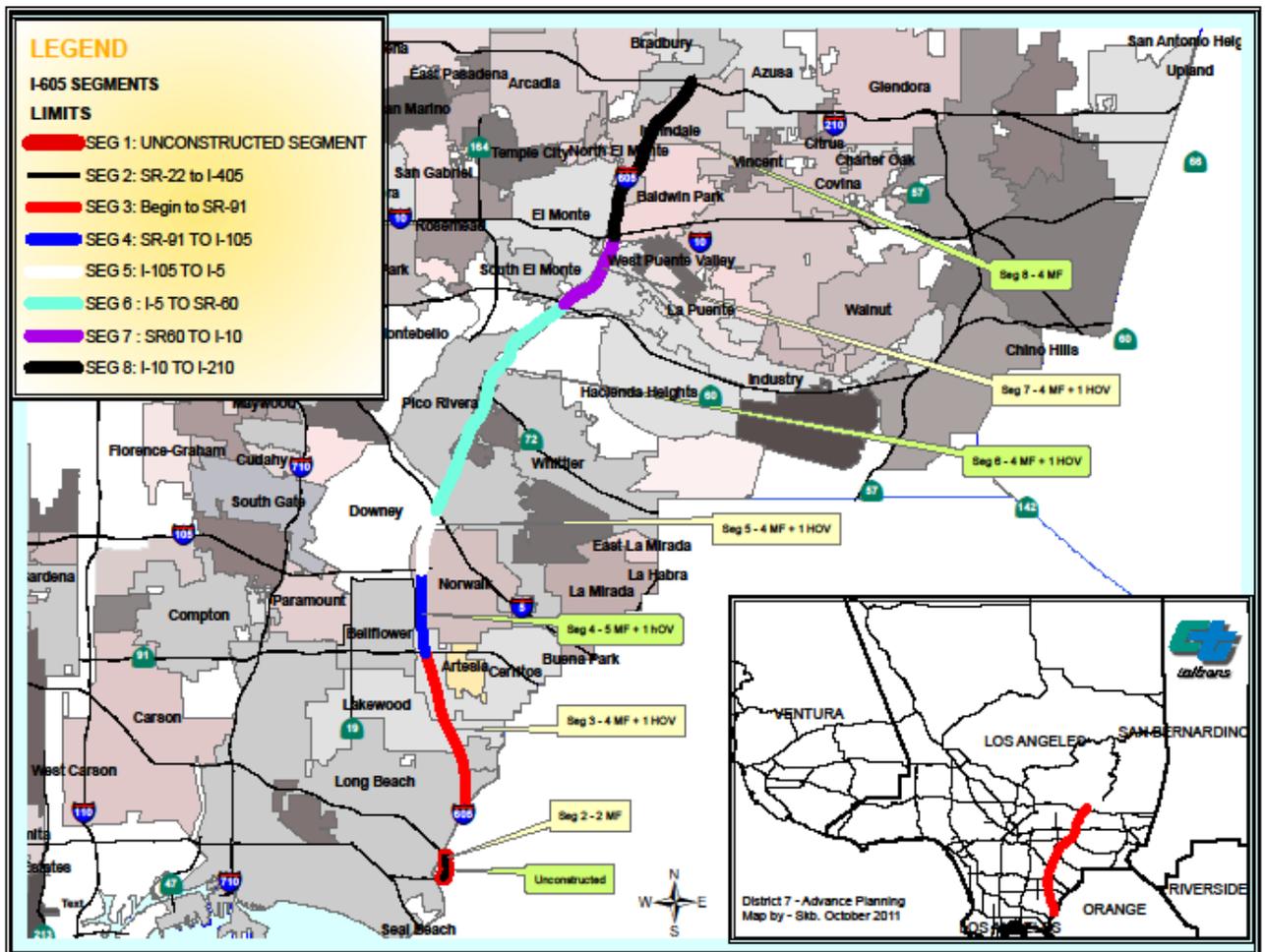
* We used 2008 for existing and 2035 for future to be consistent with the 2012-2038 RTP/SCS

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

This TCR analyzes RTE 605 conditions using the "segment" as the study unit. Segments are generally defined as "freeway interchange to freeway Interchange," "county line to freeway interchange" or "freeway interchanges to the 'end of freeway'". The map on the following page illustrates these segments.

I-605 SEGMENTS MAP



ROUTE DESCRIPTION

Route 605 is an interstate going north and South direction. It is used for Interstate, interregional and intraregional travel. Route 605 intersects route 5 and provides access to the San Gabriel Valley and the City of Long Beach and its Port. It functions as a major collector and distributor route feeding Routes 22, 405, 91, 105, 5, 60, 10, and 210 South to North. It is the major route that provides interurban access to the San Gabriel Valley and the City of Long Beach. Route 605 is essentially an eight to ten lane freeway. The purpose of Route 605 is shown in the following table:

Route- 605 (San Gabriel River Freeway)

Seg.	P.M.	Description	Rte. Purpose	Facility Type
1	0.0-3-09	ORA-SR-1 – SR-22	Commute	Unconstructed
2	3.09-3.50	ORA-SR-22 - I-405	Interstate/Interregional	Freeway
3-8	R 0.0 -25.76 LA- I-405 - I-210 And Commute Travel	Interstate/Interregional	Interstate/Interregional	Freeway

The route functions as a major collector-distributor route feeding the Los Angeles Central Business District (LACBD) and Orange County trips. Route 605 is essentially eight to ten lane freeways. There are several freeway-to-freeway interchanges along Route 605 and one conventional state highway (Route 72).

ROUTE SEGMENTATION

Segment	Location Description	Beginning PM	End PM
1	UNCONSTRUCTED	ORA 0.00	3.09
2	SR - 22 TO I - 405	ORA 3.09	3.50 = R0.00
3	BEGIN FWY TO - SR 91	R 0.00	R 5.05
4	SR - 91 TO I - 105	R 5.05	R 7.65
5	I - 105 TO I - 5	R 7.65	R 9.61
6	I - 5 TO SR - 60	R 9.61	R 17.41
7	SR - 60 TO I -10	R 17.41	20.19
8	I - 10 TO I - 210	20.19	25.76

This TCR analyzes I-605 conditions using the "segment" as the study unit. Segments are generally defined as "freeway interchange to freeway Interchange," "county line to freeway interchange" or "freeway interchanges to the end of freeway". The map on page 4 illustrates these segments.

ROUTE DESIGNATION AND CHARACTERISTICS

Segment No	Strategic Highway Network	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Federal Functional Classification	Goods Movement Route
1	UNCONSTRUCTED						
2	Yes	No	Yes	Yes	No	Interstate	Yes
3	Yes	No	Yes	Yes	No	Interstate	Yes
4	Yes	No	Yes	Yes	No	Interstate	Yes
5	Yes	No	Yes	Yes	No	Interstate	Yes
6	Yes	No	Yes	Yes	No	Interstate	Yes
7	Yes	No	Yes	Yes	No	Interstate	Yes
8	Yes	No	Yes	Yes	No	Interstate	Yes

ROUTE DESIGNATION AND CHARATHERISTIC

Segment No	Truck Designation	Rural/Urban/Urbanized	Metropolitan planning Organization	Regional Transportation Planning Agency	Congestion Management Agency	Local Agencies
1	National Network	Urbanized	SCAG	METRO	METRO	METRO
2	National Network	Urbanized	SCAG	METRO	METRO	METRO
3	National Network	Urbanized	SCAG	METRO	METRO	METRO
4	National Network	Urbanized	SCAG	METRO	METRO	METRO
5	National Network	Urbanized	SCAG	METRO	METRO	METRO
6	National Network	Urbanized	SCAG	METRO	METRO	METRO
7	National Network	Urbanized	SCAG	METRO	METRO	METRO
8	National Network	Urbanized	SCAG	METRO	METRO	METRO

COMMUNITY CHARACTERISTICS

The route extends a total distance of 25.8 miles through many cities.

Route 605 runs parallel to the San Gabriel River for the entire length and traverses an urbanized area, which includes several major cities in Los Angeles and Orange County.

The terrain is essentially flat. Route 605 also serves the Seal Beach Marine Stadium, several major parks, California State University Long Beach, Cerritos College, Rio Hondo College, a major hospital, Cerritos shopping center and Rose Hills Memorial Park.

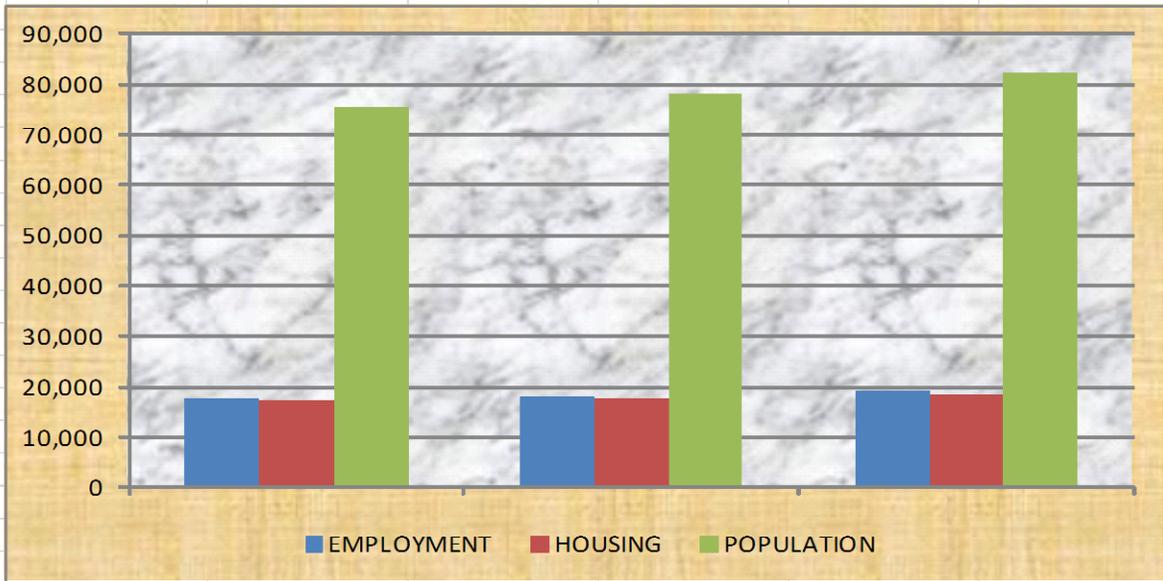
LAND USE

Interstate 605 traverses few of the Southern California Association of Government's (SCAG) Regional Statistical Areas (RSA). The following graphs illustrate projected growth in these areas between 2008 and 2035, and are provided to give perspective to socio-economic conditions in the I-605 corridor. Included are data on housing, population and employment. The I-605 corridor is congested in certain areas, highly developed, and varies from residential to commercial. The many significant trip generators along this corridor include:

- City of Long Beach
- Seal Beach Marine Stadium
- California State University, Long Beach
- Cerritos College
- Rio Hondo College
- Rose Hills Memorial Park
- Numerous major shopping centers.

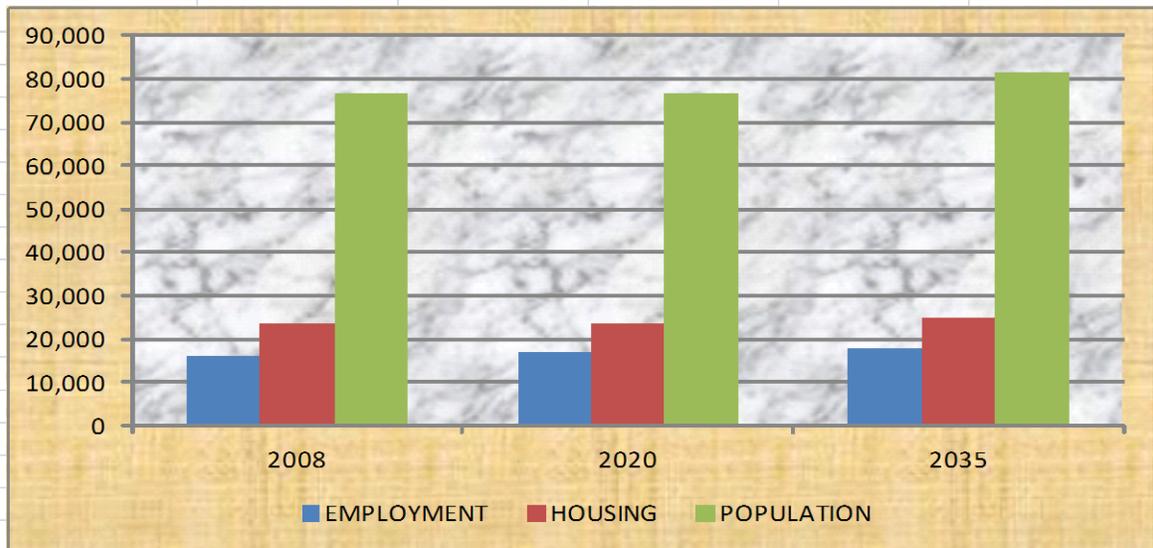
Significant growth in housing, population, and employment are generally projected throughout the I-605 corridor. Here are some projected social economic growths in the cities along I-605 corridor area.

RSA OF CITIES ALONG RTE 605



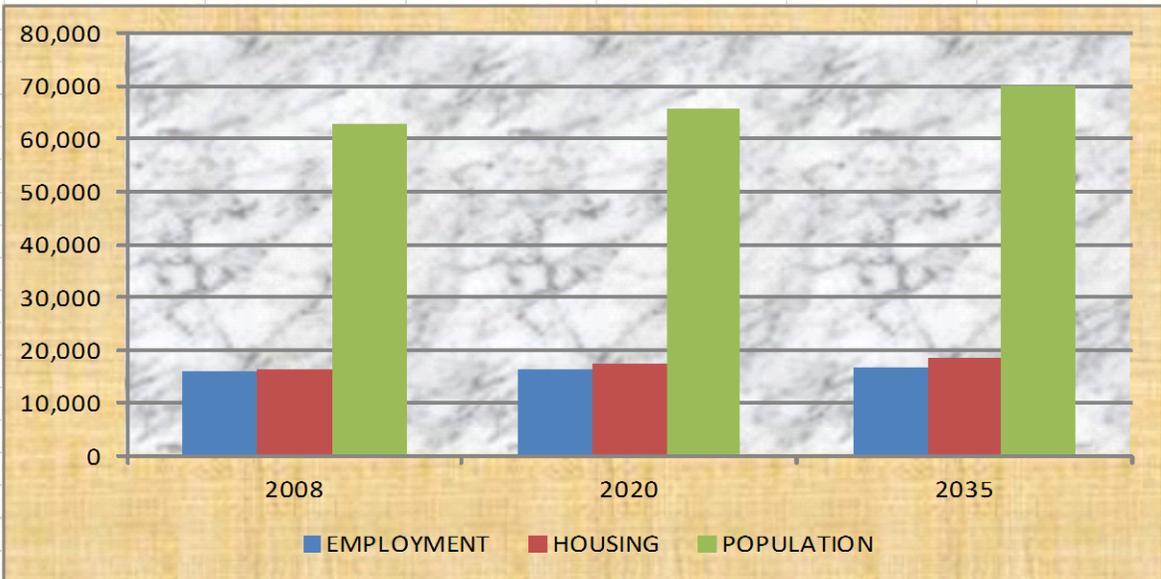
CITY OF BALDWIN PARK

	2008	2020	2035	2008 - 2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	17,600	18,300	19,200	3.98%	9.09%
HOUSING	17,200	17,900	18,600	4.07%	8.14%
POPULATION	75,400	78,200	82,200	3.71%	9.02%



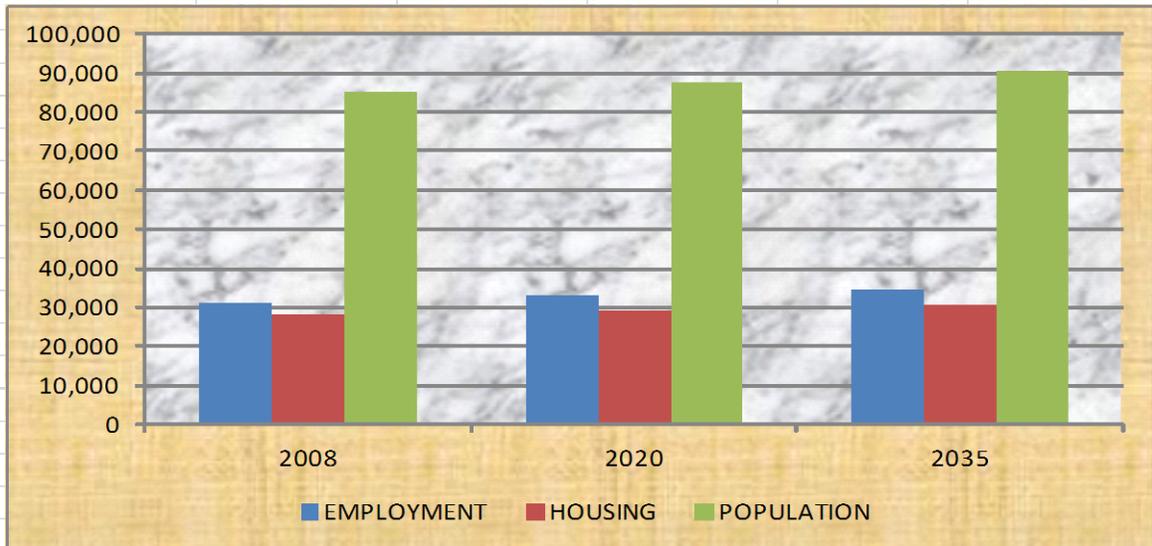
CITY OF BELL FLOWER

	2008	2020	2035	2008 - 2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	16,000	16,900	17,900	5.63%	11.88%
HOUSING	23,600	23,700	25,100	0.42%	6.36%
POPULATION	76,600	76,600	81,300	0.00%	6.14%



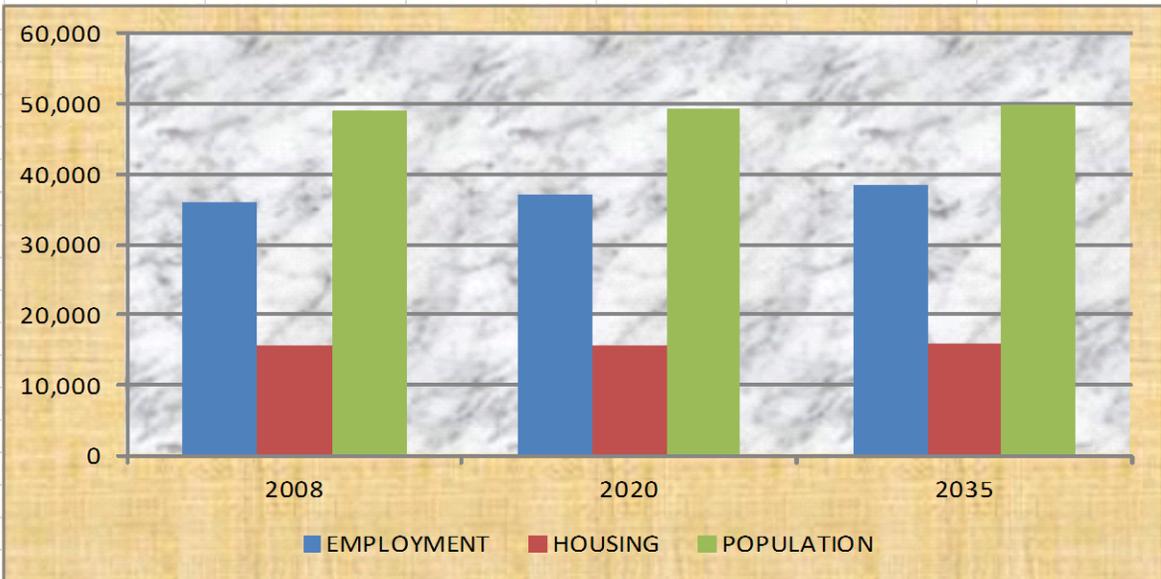
CITY OF PICO RIVERA

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	16,100	16,400	16,900	1.86%	4.97%
HOUSING	16,600	17,600	18,700	6.02%	12.65%
POPULATION	62,900	65,900	70,100	4.77%	11.45%



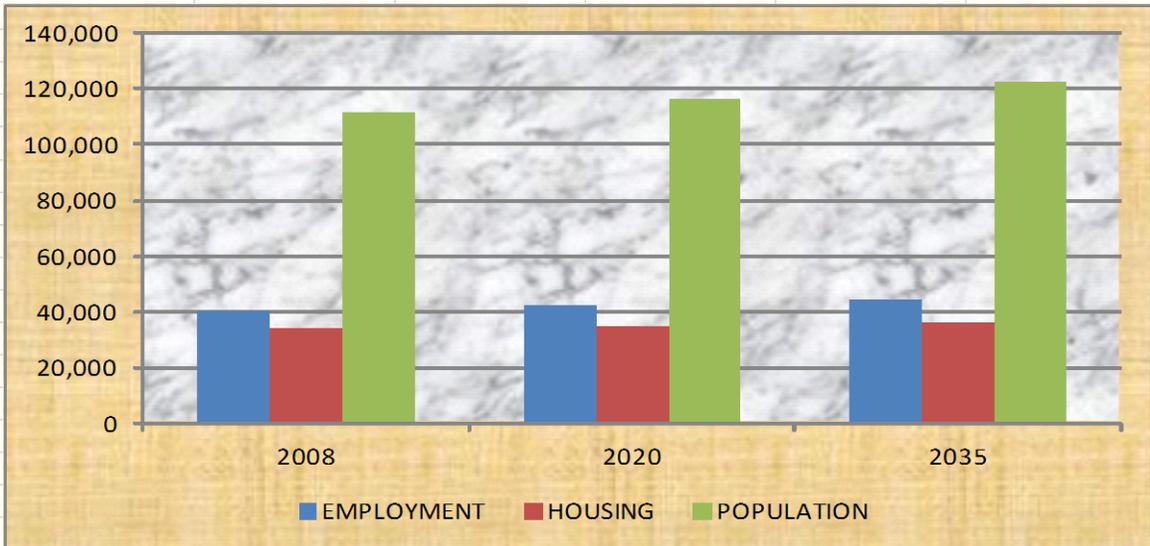
CITY OF WHITTIER

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	31,300	33,000	34,800	5.43%	11.18%
HOUSING	28,300	29,400	30,500	3.89%	7.77%
POPULATION	85,300	87,600	90,500	2.70%	6.10%



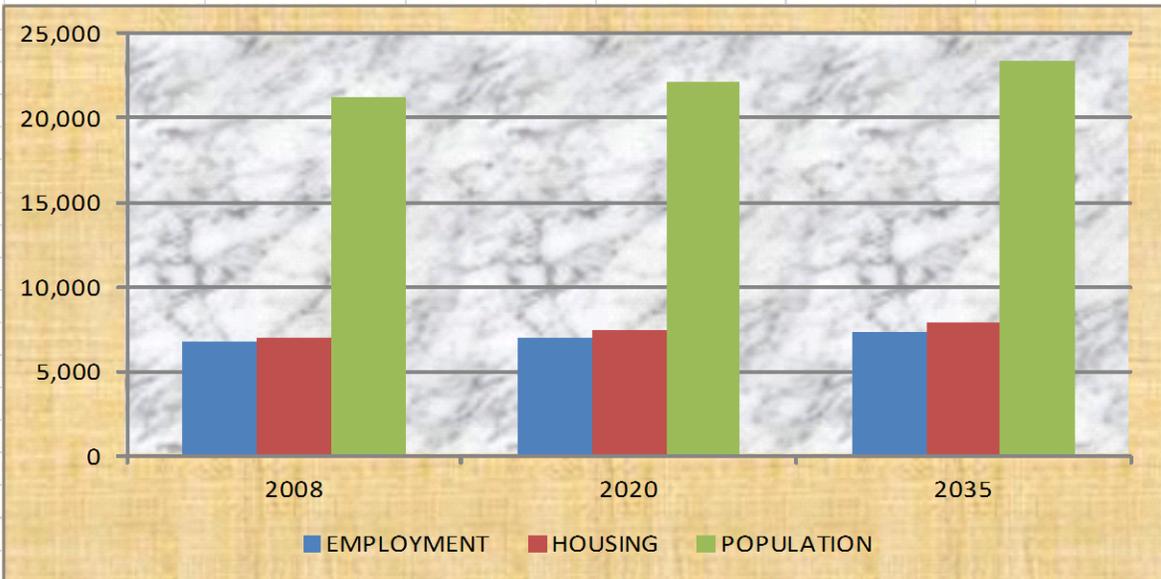
CITY OF CERRITOS

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	35,900	37,100	38,600	3.34%	7.52%
HOUSING	15,500	15,600	15,800	0.65%	1.94%
POPULATION	49,000	49,400	49,800	0.82%	1.63%



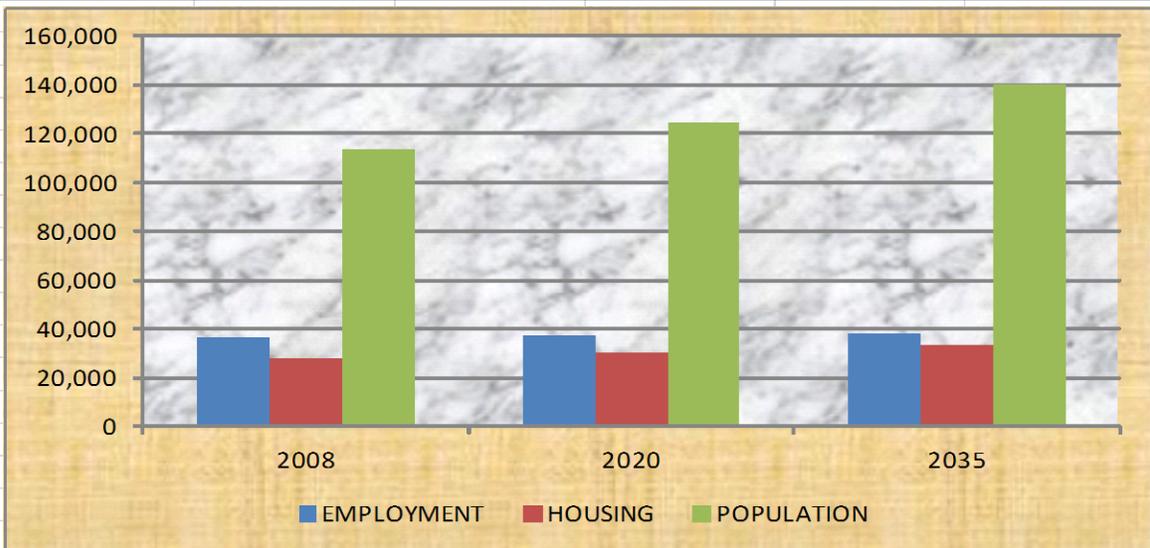
CITY OF DOWNEY

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	40,200	42,200	44,200	4.98%	9.95%
HOUSING	33,900	35,000	36,200	3.24%	6.78%
POPULATION	111,800	116,200	122,700	3.94%	9.75%



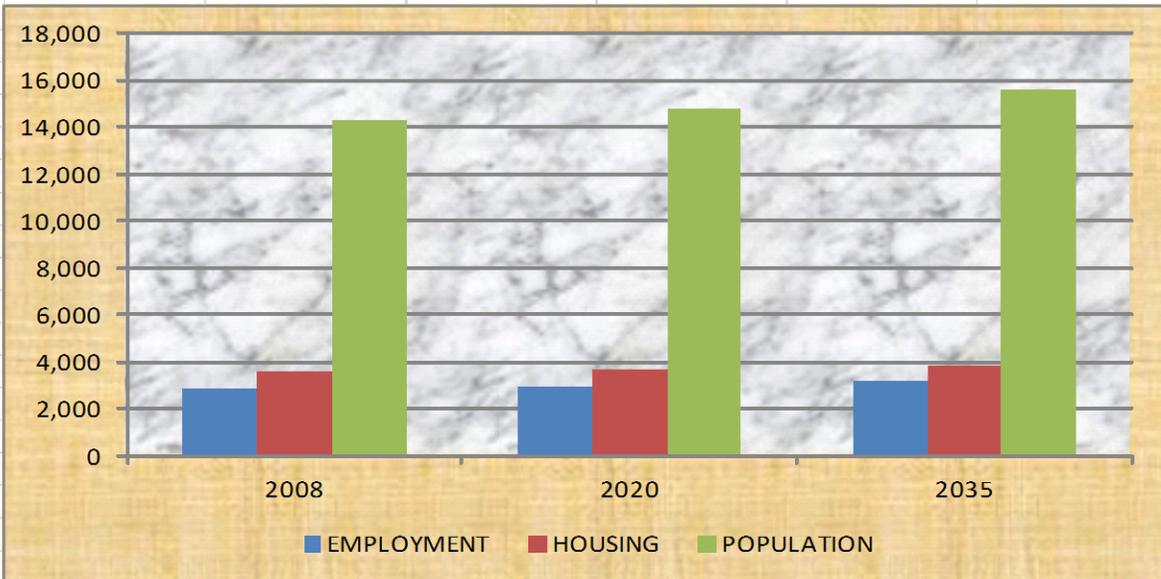
CITY OF DUARTE

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	6,700	7,000	7,300	4.48%	8.96%
HOUSING	7,000	7,400	7,900	5.71%	12.86%
POPULATION	21,200	22,100	23,400	4.25%	10.38%



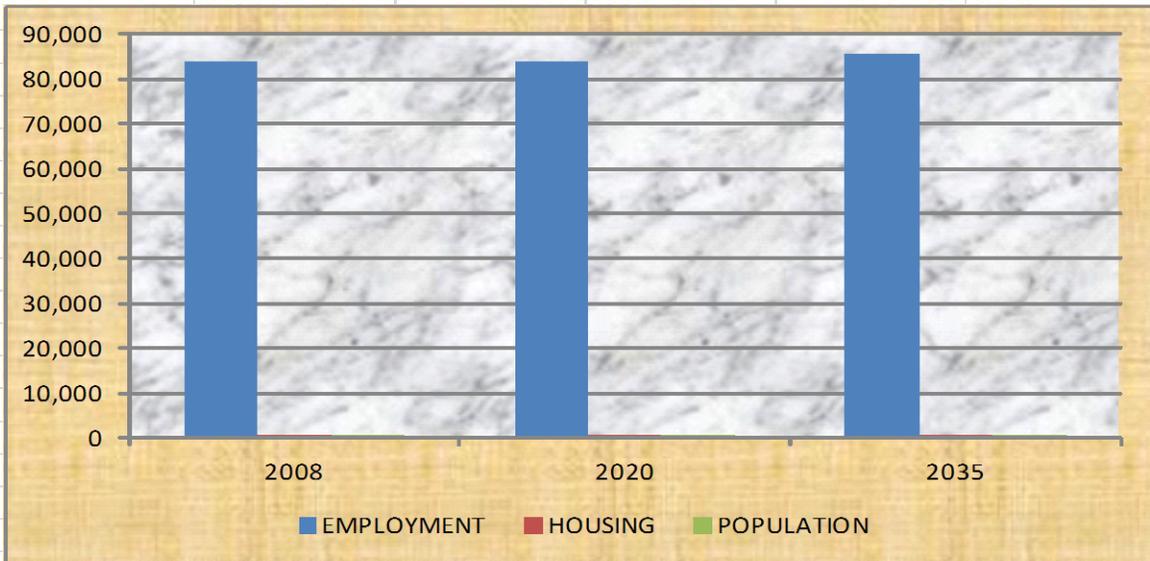
CITY OF EL MONTE

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	36,300	37,100	38,400	2.20%	5.79%
HOUSING	27,800	30,400	33,300	9.35%	19.78%
POPULATION	113,400	124,300	140,100	9.61%	23.54%



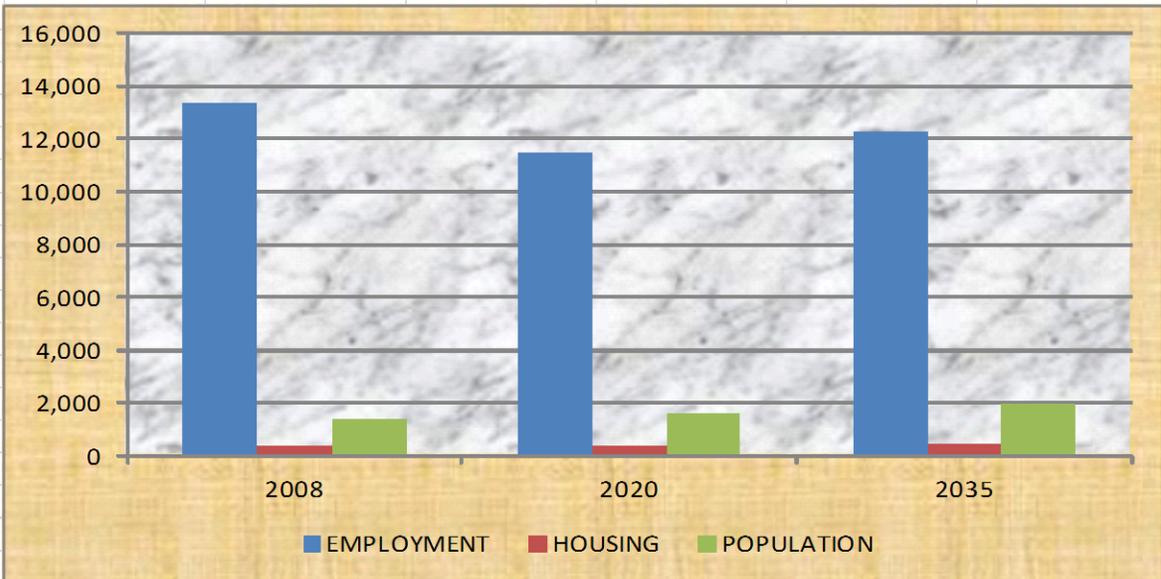
CITY OF HAWAIIAN GARDEN

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	2,900	3,000	3,200	3.45%	10.34%
HOUSING	3,600	3,700	3,900	2.78%	8.33%
POPULATION	14,300	14,800	15,600	3.50%	9.09%



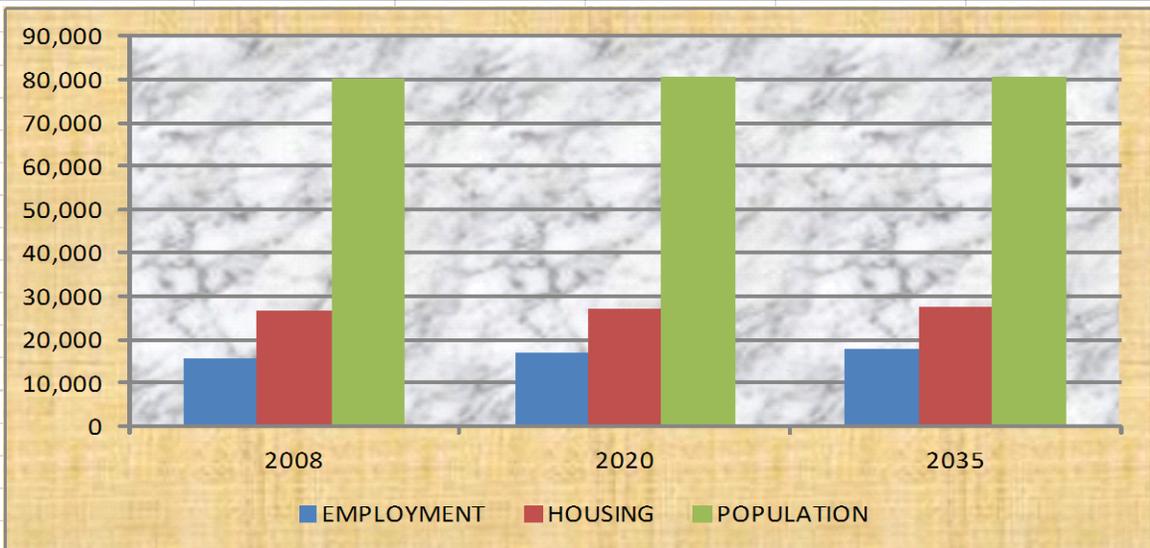
CITY OF INDUSTRY

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	84,100	83,900	85,600	-0.24%	1.78%
HOUSING	100	100	100	0.00%	0.00%
POPULATION	200	200	200	0.00%	0.00%



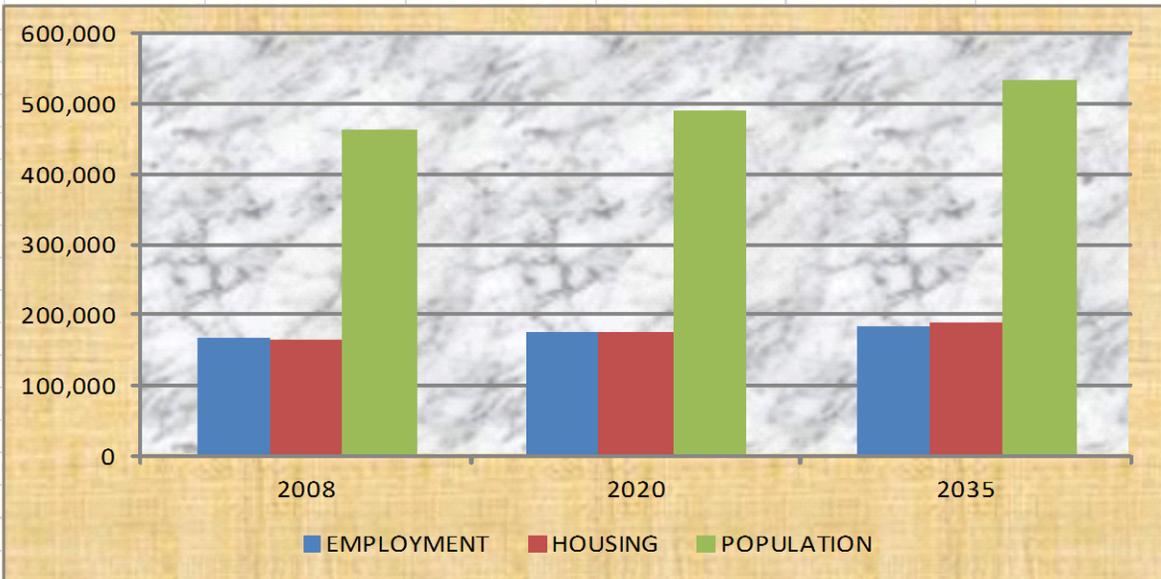
CITY OF IRWINDALE

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	13,400	11,500	12,300	-14.18%	-8.21%
HOUSING	400	400	500	0.00%	25.00%
POPULATION	1,400	1,600	2,000	14.29%	42.86%



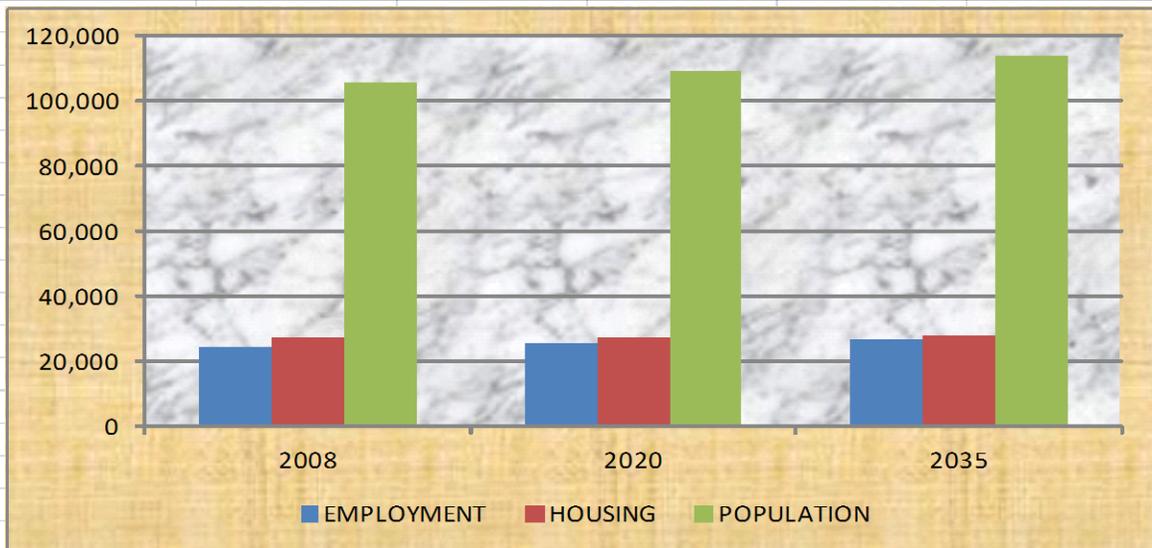
CITY OF LAKE WOOD

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	15,700	16,800	17,800	7.01%	13.38%
HOUSING	26,600	27,100	27,400	1.88%	3.01%
POPULATION	80,000	80,500	80,600	0.63%	0.75%



CITY OF LONG BEACH

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	168,100	176,000	184,800	4.70%	9.93%
HOUSING	163,500	175,600	188,900	7.40%	15.54%
POPULATION	462,200	491,000	534,100	6.23%	15.56%



CITY OF NORWALK

	2008	2020	2035	2008-2020 CHANGE	2008-2035 CHANGE
EMPLOYMENT	24,600	25,700	27,000	4.47%	9.76%
HOUSING	27,100	27,400	27,700	1.11%	2.21%
POPULATION	105,500	109,100	114,200	3.41%	8.25%

SYSTEM CHARACTERISTICS

Existing Facility					
Segment	Facility Type	Mixed Flow Lanes (each way)	Managed Lanes (HOV)	Centerline Miles	Lane Miles
1. ORA 0.00 -3.09	UNCONSTRUCTED				
2. ORA 3.09 - 3.50=R0.00	Freeway	2MF	0	0.41	0.82
3. R0.00 - R5.05	Freeway	4MF	1	5.05	25.25
4 R5.05 - R7.65	Freeway	5MF	1	2.6	15.66
5. R7.65 - R.9.61	Freeway	4MF	1	1.96	9.8
6. R9.61 - R17.41	Freeway	4MF	1	7.8	39.0
7. R17.41 - 20.19	Freeway	4MF	1	2.78	13.9
8. 20.19 - 25.76	Freeway	4MF	0	5.57	22.28

RAMP METERS ON RTE 605			
POSTMILE	DIRECTION	LOCATION	COMMENT
SEGMENT 1 (0.00 – 3.09) UNCONSTRUCTED			
SEGMENT 2 (3.09/R1.41 – 3.5/R1.64)			
ORA 1.26	SB	KATELLA 1 WB	Operational
ORA 1.49	SB	KATELLA 2 EB	Operational
ORA 1.55	NB	KATELLA 2 WILLOW	Operational
1.64	NB	Carson EB	Operational
SEGMENT 3 (R0.00 – R5.05)			
0.23	NB	Spring Street	Operational
1.64	NB	Carson EB	Operational
1.85	SB	Carson WB	Operational
1.91	NB	Carson WB	Operational
2.79	SB	Del Amo EB	Operational
2.81	NB	Del Amo EB	Operational
2.93	SB	Del Amo WB	Operational
2.96	NB	Del Amo WB	Operational
3.68	SB	South EB	Operational
3.71	NB	South EB	Operational
3.83	SB	South WB	Operational
3.86	NB	South WB	Operational
5.05	SB	Alondra EB	Operational
SEGMENT 4 (R5.05 – R7.65)			
5.05	SB	Alondra EB	Operational
5.77	NB	Alondra EB	Operational
5.85	SB	Alondra WB	Operational
5.92	NB	Alondra WB	Operational
6.72	SB	Rosecrans EB	Operational
6.84	SB	Rosecrans WB	Operational
6.93	NB	Rosecrans WB	Operational
7.2	SB	EB-105 to SB-605	Operational
7.65	NB	Imperial	Operational
SEGMENT 5 (R7.65 – R9.61)			
7.65	NB	Imperial	Operational
7.9	SB	Imperial	Operational
8.2	NB	EB-105 to NB-605	Operational
8.34	SB	Firestone	Non-Operational
8.5	NB	Firestone	Operational
9.16	SB	Florence	Operational
9.3	NB	Florence	Operational

POSTMILE	DIRECTION	LOCATION	COMMENT
SEGMENT 6 (R9.61 – R17.41)			
10.32	SB	Telegraph	Operational
10.4	NB	Telegraph	Operational
11.49	SB	Slauson EB	Operational
11.96	SB	Washington EB	Operational
11.97	SB	Washington WB	Operational
12.22	NB	Washington EB	Operational
12.57	NB	Saragosa	Operational
13.44	SB	Whittier EB	Operational
13.51	NB	Whittier EB	Operational
13.61	SB	Whittier WB	Operational
13.64	NB	Whittier WB	Operational
14.3	SB	Beverly EB	Operational
14.31	SB	Beverly WB	Operational
14.6	NB	Beverly	Operational
15.45	SB	Rose Hills	Operational
15.73	NB	Rose Hills	Operational
16.54	SB	Peck SB	Operational
16.75	SB	Peck NB	Operational
16.78	NB	Peck	Operational
SEGMENT 7 (R17.41 – 20.19)			
19.29	SB	Valley EB	Operational
19.3	SB	Valley WB	Operational
19.36	NB	Valley EB	Operational
19.5	NB	Valley WB	Operational
20.19	SB	Ramona	Operational
SEGMENT 8 (20.19 – 25.76)			
20.19	SB	Ramona	Operational
21.23	NB	Ramona	Operational
21.95	SB	Lower Azusa	Operational
22.37	NB	Lower Azusa	Operational
23.35	SB	Live Oak	Operational
23.95	NB	Arrow Hwy EB	Operational
24.15	NB	Arrow HwyWB	Operational

SOURCE: 2011 RMDP

TRANSIT FACILITY

I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both freeways experience severe congestion while carrying substantial traffic volumes.

The Metro link Service Nos. 850, 800, 812, 804, 806, 808, and 810 route passengers from Oceanside, San Clemente, San Juan Capistrano, Laguna Niguel/Mission Viejo, Irvine, Tustin, Santa Ana, Orange, Anaheim Canyon, West and North Main Corona, Riverside, to San Bernardino. On weekends, Metro link service No 661, 665, 663, and 667 operate from Oceanside in Orange County to Los Angeles in the morning. In the evenings 660, 662, 666, and 664 operate from Los Angeles to Oceanside.

There is Amtrak Daily Service No. A562, A564, A768, A572, A774, A582, A584, A784, A790, A1790 and A796 that operates daily from Orange County line to Los Angeles Amtrak station. Train operates on Mondays to Fridays only morning and evenings.

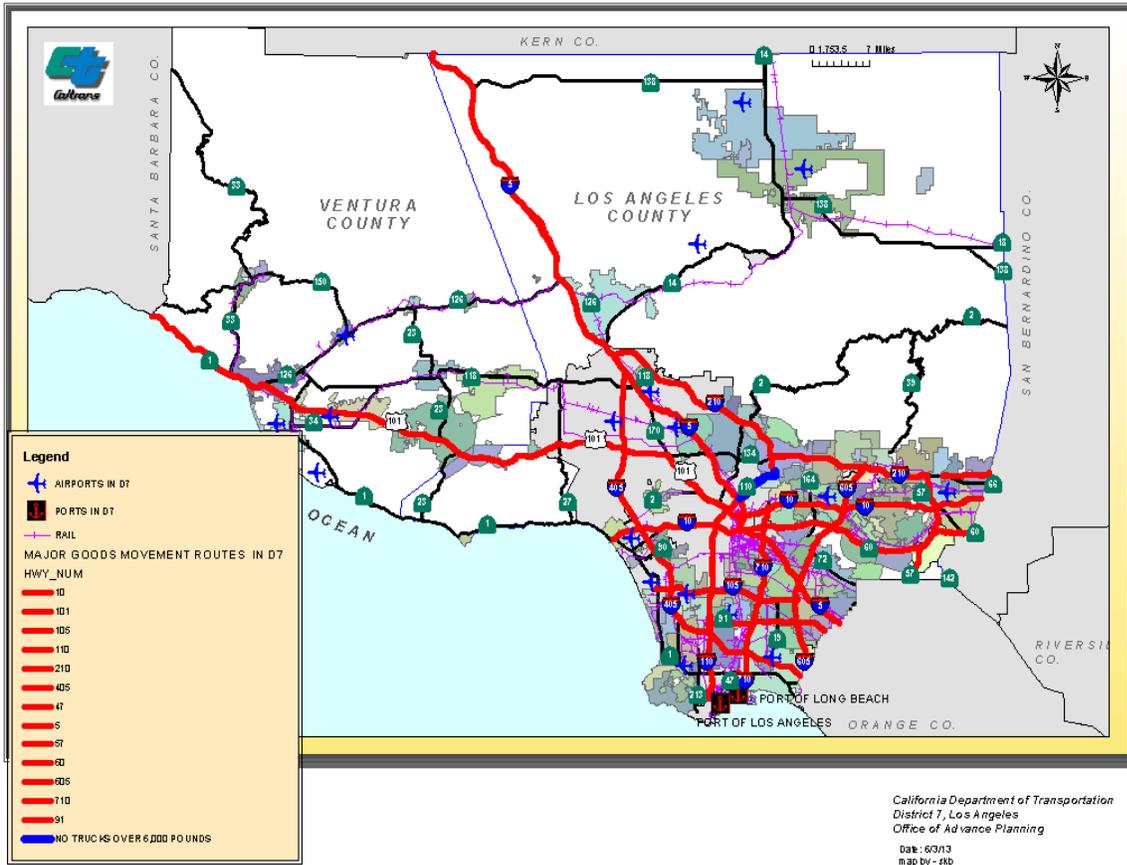
FREIGHT

Goods movement along the I- 605 corridors is comprised of truck traffic between the port of Long Beach and Port of Los Angeles. Freight traffic also serves distribution centers in all the cities along the route. Trucks from Ports use State Route 710 to I-5 travelling to Inland Empire, or going out of state uses all the different freeways that cross I-605 freeway.

Freight Facility Table

Facility Type / Freight Generator	Location	Mode	Name
Los Angeles Transportation Center (LATC)	Los Angeles	Train	Union Pacific
East Los Angeles (ELA)	Los Angeles	Trucks	various
Goods	Port Huemene	Air cargo plane	various

D7 GOODS MOVEMENT CORRIDOR MAP



ENVIRONMENTAL CONSIDERATION- California is known for traffic congestion and its impacts. Pollution of various types is typical in this region. Air quality, noise and water pollution are common. Below is the latest attainment/nonattainment status of RTE-605 Corridor which falls in the South Coast Air Basin.

POLLUTANTS	STATE DESIGNATION
Ozone (1hr)	Nonattainment
Ozone (8hr)	Nonattainment
CO (8hr)	Attainment
PM10 (24hr.)	Nonattainment
PM 2.5 (24hr.)	Nonattainment
NO2 (Annual)	Nonattainment
SO2(1hr)	Attainment
Lead	Nonattainment

CORRIDOR PERFORMANCE

Basic System Operations							
Segment	AADT 2008	AADT 2035	LOS 2008	LOS 2035	LOS Concept	VMT 2008	VMT 2035
1							
2	108,400	146,600	C	F0	F0	126,200	82,200
3	200,500	199,000	D	E	E	916,500	910,200
4	286,100	295,400	F0	F0	F0	635,200	635,000
5	291,800	335,500	F0	F1	F0	387,700	439,100
6	291,900	301,400	F1	F1	F0	2,144,500	2,217,200
7	256,900	265,900	F0	F0	F0	588,200	595,000
8	128,400	142,200	E	D	D	676,800	712,800

Truck Traffic				
Segment	Total Average Annual Daily Truck Traffic (AADT) 2008	Total Trucks (% of AADT) 2008	Heavy Duty Annual Daily Truck Traffic (AADT) 2008	Heavy Duty Trucks (% of AADTT) 2008
1				
2	9,100	8.39	2,450	27.0
3	11,200	5.56	3,050	27.0
4	17,100	5.97	5,800	33.8
5	24,100	8.25	11,400	47.5
6	27,700	10.18	13,400	48.2
7	21,600	8.40	9,600	44.4
8	11,400	8.88	4,400	38.3

KEY CORRIDOR ISSUES

Route 605 extends a total distance of 25.8 miles. It is a major Truck route close to the Ports of Los Angeles and Long Beach. Route 605 runs parallel to the San Gabriel River for the entire length and traverses an urbanized area, which includes several major cities in Los Angeles and Orange Counties: Los Alamitos, Long Beach, Hawaiian Gardens, Lakewood, Cerritos, Norwalk, Downey, Santa Fe Springs, Whittier, Pico Rivera, City of Industry, Baldwin Park, Irwindale and an unincorporated section of Los Angeles County. The terrain is essentially flat. Route 605 also serves the City of Long Beach, Seal Beach Marine Stadium, three major Parks, California State University Long Beach, Cerritos College, Rio Hondo College, a major hospital, Cerritos shopping center and Rose Hills Memorial Park.

It functions as a major collector distributor route feeding; Routes 22, 405, 91, 105, 5, 60, 10, and 210. This route is a part of the Federal Surface Transportation Assistance Act (STAA) Route Network for oversized Trucks and the Subsystem of Highways for the Movement of Extralegal Permit Loads (SHELL).

CORRIDOR CONCEPT

CONCEPT RATIONALE

The following lists Interstate 605 capacity enhancement and operational improvement projects programmed for construction beginning in Fiscal Year 2012-2035 by SCAG RTP/SCS and later.

These programming documents provide a mechanism for project funding within the region. The following is a brief description of each.

Regional Transportation Improvement Program (RTIP) – A four-year list of proposed transportation projects. The Regional Transportation Planning Agency (RTPA) submits the RTIP to the California Transportation Commission (CTC) as a request for State Funding. If RTIP projects have federal funding components; they will also appear in the FTIP once selected for the STIP (see below).

Interregional Improvement Program (IIP) – A four-year program developed by Caltrans that includes projects developed through the Interregional Road System Plan, Intercity Rail, Sound wall, Toll Bridge, and Aeronautics programs.

State Transportation Improvement Program (STIP) – A four-year list of transportation projects proposed in RTIP's and PSTIP's that the CTC adopts. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operation and Protection Program (SHOPP) – A four-year program Limited to projects related to State highway safety and rehabilitation.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

From	To	Description	Project Completion By	Lead Agency
RTP 2012 FINANCIALLY CONSTRAINED PROJECTS LIST				
		Route 605 Study – Construct I-605 interchange capacity improvement in Irwindale.(RTP ID LA E0574)	2013	
		I-605 corridor HOTSPOT INTERCHANGES IN GATEWAY CITIES (RTP ID 1M 1004)	2025	
		RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp	2018	
RTP STRATEGIC PROJECTS				
CO/RTE	RTP ID	DESCRIPTION	FROM – TO	LEAD AGENCY
LA - 91,605,405	S1120078	Additional SR-91/I-605/I-405 Solutions (beyond identified hot spots)		METRO
LA – 605	S1120049	I-605 HOV	I-10 – I-210	METRO
LA-10,605	S1120055	I-10/605 Partial HOV Interchange		METRO
LA 60, 605	S1120056	SR-60/I-605 Partial HOV Interchange		METRO
LA 60, 605	S1120066	SR-60/I-605 Interchange Improvements		METRO
LA 605, 10	S1120067	I-10/605 Interchange Upgrade – NB I-605 to WB I-10 Connector		METRO
METRO 2009 (LRTP) LONG RANGE TRANSPORTATION PLAN LISTING (UNFUNDED AND PARTIALLY FUNDED PROJECTS)				
From	To	Description	Project Completion By	Lead Agency
I-210	I-10	Carpool Lanes: I-210 to I-10		METRO
I-105	I-605	HOV Connector at I-105(partial connector from West to South & from West to North)		METRO
SR-91	I-605	HOV Connector at SR-91 and I-605		METRO

From	To	Description	Project Completion By	Lead Agency
		Additional lanes in each direction		METRO
		Conduct toll lane feasibility on I-605		METRO
		Modify ramps(605 and Valley IC)		METRO
I-91	I-605/405	2 nd PSR- PDS 91/605/405 Widen by adding 1 to 2 lanes (Route 605 from Alondra to Rose hill Rd)		METRO

Demonstration Projects from Compass Blueprint (Compass Blueprint is a new way to look at how Southern California grows. It is driven by Mobility, Livability, Prosperity and Sustainability).				
Cerritos Station TOD District – Vision plan for the future LA METRO West Santa Branch (PE ROW) light rail station located adjacent to the Cerritos Mall Project study area encompasses area on either side of I-605 from South St north to SR-91– Envisions increased density affecting the South St onramps to I - 605				
Segment 6 – Washington Blvd Gold Line Corridor Study – Vision plan for one of two alternatives for the future LA METRO Gold Line East Side Extension – One station location Washington Blvd and Norwalk Blvd in West Whittier Unincorporated LA County, proposes mode increases in density possibly affecting the Washington Blvd off- and on-ramps				
Segment 7&8 – SR - 60 Coalition Gold Line Corridor Study – Vision plan for one of two alternatives for the future LA METRO Gold Line East Side Extension – Study proposes Terminus location at Peck Road in South El Monte with increases in density possibly affecting the SR-60 junction, and the Peck Rd on- and off-ramps				

Conclusion

Traffic volume is forecasted to increase on RTE 605 due to the growth in population, housing and employment along this route and throughout the region. Growth in the region will continue to create mobility challenges and put additional strain on our transportation system. Southern California is not only an important component of California's economy but it is also vital to the United States and world's economy as a whole. It is critical that mobility be maintained and improved in order to sustain the economic growth that is expected.

Interstate 605 is only one component of the transportation infrastructure but it plays a critical role in providing mobility for the region. In order to improve mobility, additional capacity will be required beyond those planned and programmed in the 2012-2035 RTP/SCS to maintain an acceptable level of service through 2035.

District 7 Office employs a variety of strategies to address current congestion challenges including:

- High Occupancy Vehicle Lane (HOV)
- Ramp Metering
- Congestion Pricing (Toll Lanes)
- Changeable Message Signs (CMS)

Several regional freeway capacity expansion projects are in the planning process, under development or under construction which will assist in decreasing congestion. Constructing an HOV or Managed Lane system continues to be a priority.

In addition to the projects on our system, Caltrans supports programs such as Transit Oriented Development (TOD). TOD is a moderate to higher density development, located within easy walk of major transit stop. Generally with a mix of residential, employment and shopping opportunities designed for pedestrians. Research have shown that these types of development increase the number of trips made by transit, walking and cycling thus reducing the number of car trips and reducing tailpipe emissions.

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies High Quality Transit Areas (HQTAs) meeting definitions established in SB 375. These areas are intended to direct and prioritize future growth, and further, establish eligibility for certain types of projects to access CEQA streamlining. However, that residential and other types development along freeways can be associated with increased health risk due to emissions expose. Future projects should refer to available information resources, including but not limited to SCAG's 2012-2035 RTP/SCS Environmental Justice Appendix and Program Environmental Impact Report.

Appendix GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT- Annual Average Daily Traffic
ADT- Average Daily Traffic
CALTRANS - California Department of Transportation
CMA - Congestion Management Agencies
CSS - Context Sensitive Solutions
FHWA - Federal Highway Administration
GHG - Green House Gas
HCP - Habitat Conservation Plan
HCS - Highway Capacity Software
ITS - Intelligent Transportation System
LOS - Level of Service
MPO - Metropolitan Planning Organizations
NOA - Naturally Occurring Asbestos
NCCP - Natural Community Conservation Plan
PID - Project Initiation Document
PSR - Project Study Report
RTP - Regional Transportation Plan
RTIP - Regional Transportation Improvement Program
RTPA - Regional Transportation Planning Agencies
SCS - Sustainable Community Strategies
SHOPP - State Highway Operation Protection Program
STIP - State Transportation Improvement Program
TDM - Transportation Demand Management
TMS - Transportation Management System
TSN - Transportation System Network
VMT - Vehicle Miles Traveled

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic Counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Base year – The year that the most current data is available to the Districts

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Concept LOS – The minimum acceptable LOS over the next 20-25 years

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management and incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

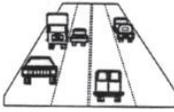
Horizon Year – The year that the future (20-25 years) data is based on.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

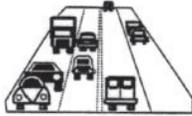
LOS – Level of Service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



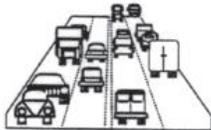
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation –A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A portion of a facility between two points.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Is the total number of miles traveled by motor vehicles on a road or highway segments.

RESOURCES

Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October, 2010

District System Management Plan, California Department of Transportation, District 7, August 16, 1996

Long-Range Transportation Plan. Los Angeles County Metropolitan Transportation Authority, 2009

SAFETEA (Re-Authorization of the Intermodal Surface Transportation Efficiency Act of 1991) (ISTEA) (P.L. 102-240), December 1991

2012-2035 Regional Transportation Plan, (Adopted), Southern California Association of Governments, April 2012

Transportation Concept Report – SR-91 – April 2005

Ramp Meter Development Plan - December 2011

Air Quality Management Plan, South Coast Air Quality Management District, December, 2012

Draft Interregional Transportation Strategic Plan – Dec. 2012

2008 Annual Average Daily Truck Traffic on the California State Highway System

2011 Traffic Volumes on California State Highways