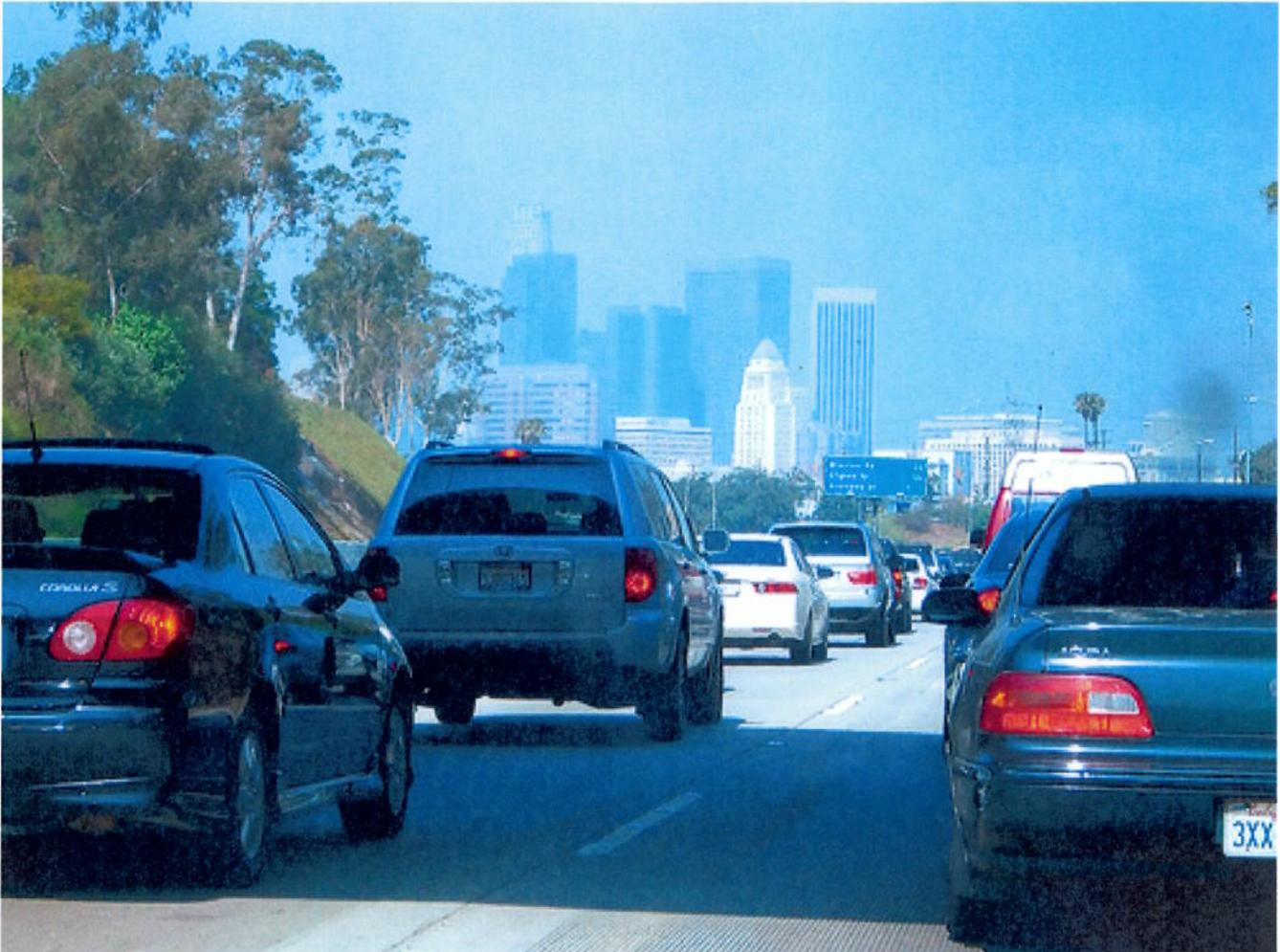




Transportation Concept Report
Interstate 10
District 7
June 2013



Approvals:


District Director
Date: 7/22/13


Deputy District Director
Planning, Public Transportation & Local Assistance
Date: 7-22-2013

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) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

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 public/stakeholders, the 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-10 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 supports and trust.

EXECUTIVE SUMMARY

The I-10 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 the I-10 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 I-10 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

Segment	ADT	Dir. Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP		LOS "D" Attainment	Concept LOS "F0" Attainment
1	138,900	55.4%	10,600 (7.6%)	700 (6.5%)	6 MF		8	6
					V/C	LOS		
					1.00	F0		
2	302,500	61.4%	22,000 (7.3%)	800 (3.7%)	8 MF		17	13
					V/C	LOS		
					1.54	F3		
3	296,500	57.2%	20,800 (7.0%)	850 (4.1%)	8 MF		15	11
					V/C	LOS		
					1.35	F2		
4	186,200	63.4%	14,300 (7.7%)	500 (3.6%)	6 MF + 2 HOV		12	9
					V/C	LOS		
					1.21	F0		
5	290,900	63.8%	21,100 (7.2%)	2,200 (10.5%)	10 MF + 2 HOV		16	12
					V/C	LOS		
					1.09	F0		
6	276,000	60.6%	19,600 (7.1%)	1,250 (6.3%)	8 MF + 2 HOV		15	11
					V/C	LOS		
					1.25	F1		
7	244,400	59.9%	19,400 (7.9%)	1,250 (6.4%)	8 MF + 2 HOV		15	11
					V/C	LOS		
					1.23	F0		
8	284,300	55.6%	21,100 (7.4%)	1,900 (9.0%)	8 MF + 2 HOV		15	11
					V/C	LOS		
					1.12	F0		
9	287,300	53.2%	21,100 (7.4%)	2,100 (9.9%)	8 MF + 2 HOV		14	10
					V/C	LOS		
					1.18	F0		

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 2012-2035 RTP/SCS

Concept Rationale

Interstate 10 is a major east-west route that is used for interstate, interregional and commute. Route 10 runs from Route 1 in Santa Monica to Route 5 near Seventh Street in Los Angeles and from Route 101 near Mission Road in Los Angeles to the Arizona State Line at the Colorado River via the vicinity of Monterey Park, Pomona, Colton, Indio, Chiriaco Summit, and Blythe. The route spans a total distance of 241 miles. There are 47 miles within District 7's boundary, beginning at Routes 1 and 2 (Lincoln Blvd. Interchange) to the San Bernardino County Line. The remaining 194 miles of the route are within the boundaries of District 8.

For the purpose of analysis in this report, Route 10 is divided into two freeway names. It is known as the Santa Monica Freeway from Lincoln Blvd. in the City of Santa Monica to the East Los Angeles Interchange and the San Bernardino Freeway from the East Los Angeles Interchange to the San Bernardino County Line in the City of Claremont.

The route is part of the California Freeway and Expressway System.

Traffic volume is forecasted to increase on I-10 in 2035 and will require additional lanes to achieve the acceptable concept level of service. Several capacity improvements are planned, programmed, and recommended for this corridor.

Proposed Projects and Strategies

There are several capacity increasing and mainline improvements planned or programmed for I-10 throughout the corridor in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

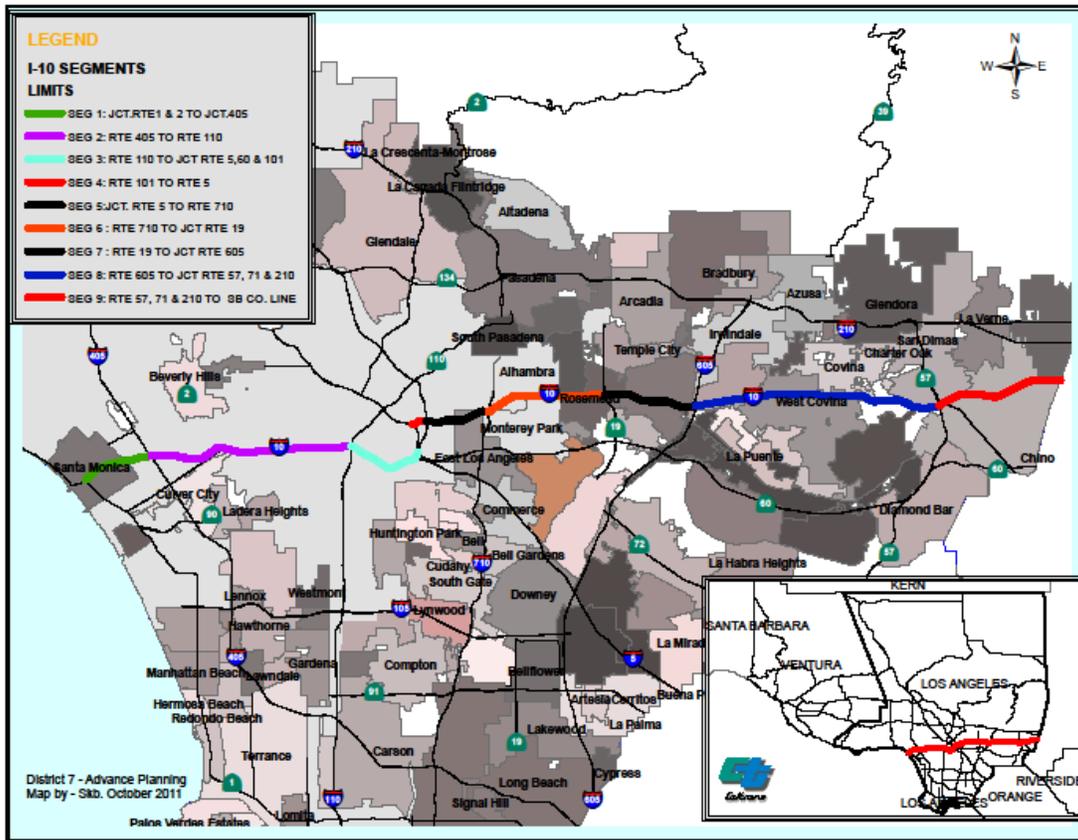
The 2012 -2035 RTP/SCS also includes a regional Express/HOT Lane Network that includes Express HOT lanes I-10 from US-101 to Ford Street in San Bernardino County that would build upon the outcome of the demonstration projects in Los Angeles County on I-110 and I-10.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SEGMENTS	DESCRIPTION	BEGIN PM	END PM
1	SR-1/SR-2 to I-405	R2.16	R5.45
2	I-405 to I-110	R5.45	14.84
3	I-110 to ELA I/C	14.84	18.39
4	US-101 to I-5	S0.00	S0.66
5	I-5 to I-710	S0.66 = 18.39	21.38
6	I-710 to SR-19	21.38	26.86
7	SR-19 to I-605	26.86	31.15
8	I-605 to I-210/SR-57/SR-71	31.15	42.44
9	I-210/SR-57/SR-71 to SBD Co. Line	42.44	48.27

I-10 SEGMENTS MAP



ROUTE DESCRIPTION

The I-10 serves as an interregional and intra-regional travel and shipping route and is identified as Major International Trade Highway Route in the Caltrans 2007 Goods Movement Action Plan and the Draft Interregional Transportation Strategic Plan of 2012 , in conjunction with other routes (I-10, I-105, I-110, I-405, I-605, I-710), sea ports and airports in the area, I-10 serves as a part of the Intermodal Corridors of Economic Significance (ICES).

I-10 is also known as the Santa Monica Freeway from Lincoln Blvd. in the City of Santa Monica to the East Los Angeles Interchange and the San Bernardino Freeway from the East Los Angeles Interchange to the San Bernardino County Line in the City of Claremont.

The terrain along the I-10 Corridor is flat.

This TCR analyzes I-10 conditions using the ‘segment’ as the study unit. The Segments are generally defined as ‘freeway interchange to freeway interchange’ ‘county line to freeway interchange’, or ‘freeway interchange to end of freeway’

ROUTE DESIGNATION AND CHARACTERISTICS

I-10 is part of the Federal Aid Interstate (FAI) system, which is a subset of the National Highway System. Its functional classification is Urban Principle Arterial. This route is a part of the Federal Surface Transportation Assistance Act (STAA) route network for oversized trucks, Strategic Highway Network (STRAHNET) and Intermodal Corridors of Economic Significance (ICES). For the purpose of this analysis, the route has been divided into 9 segments based on traffic volume, connections to local streets or State Highways, freeway interchanges, and the county boundary. I-10 is a major east-west Interstate route that is used for international, interstate, interregional and intraregional travel and shipping through an urbanized corridor, serving the four major import-export terminals of Long Beach Municipal Airport, Los Angeles International Airport, and the ports of Long Beach and Los Angeles. In addition, it is used as a commuter route.

Seg	Freeway and Expressway System	National Highway System	Strategic Highway Network	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Federal Functional Classification	Goods Movements Route	Truck Designation	Rural/Urban/Urbanized	Metropolitan Planning Organization	Regional Transportation Planning Agency	Congestion Management Agency	Local Agency	Tribes	Air District	Terrain
1	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
2	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
3	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
4	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
5	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
6	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
7	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
8	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat
9	Yes	Yes	Yes	No	No	No	No	Interstate	Yes	National Network	Urbanized	SCAG	SCAG	Metro	Metro	N/A	SCAQMD	Flat

COMMUNITY CHARACTERISTICS

I-10 is an Urban Principal Arterial in an urbanized corridor providing access to the cities of Alhambra, Baldwin Park, Beverly Hills, City of Industry, Claremont, Covina, Culver City, Diamond Bar, El Monte, La Verne, Los Angeles, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, Santa Monica, South El Monte, Vernon, Walnut and West Covina.

LAND USE

The I-10 corridor is heavily congested, highly developed, and varies from residential, industrial to commercial. The many significant trip generators along this corridor include:

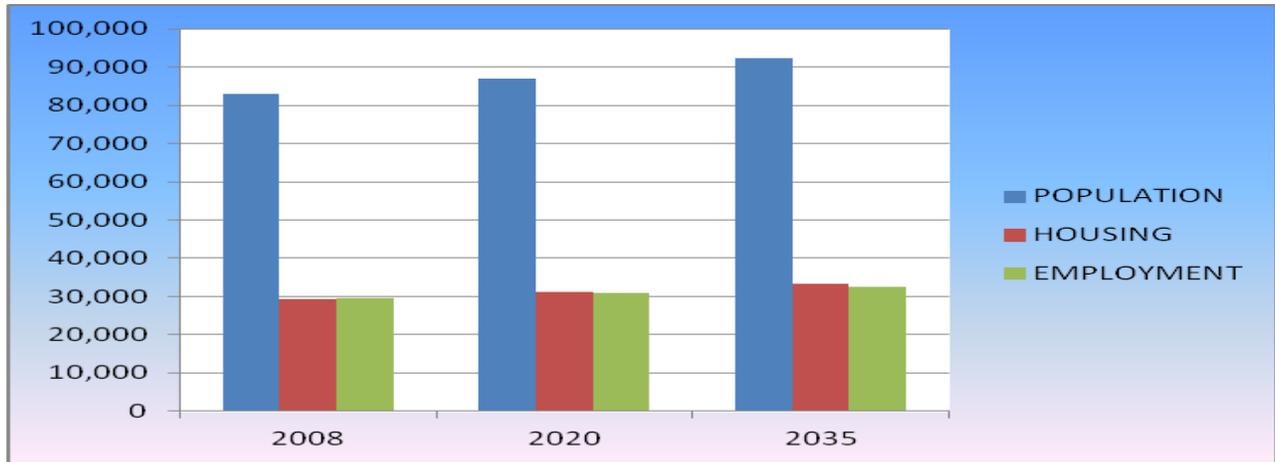
- Downtown Los Angeles
- Santa Monica Airport
- Santa Monica coastal beaches
- University of California, Los Angeles
- Convention Center/Staples Center
- University of Southern California
- L. A. County University of Southern California Medical Center
- California State University, Los Angeles
- El Monte Airport
- Santa Anita Race Track
- California Polytechnic University, Pomona
- Frank G. Bonelli Regional Recreation Areas
- Pomona Fairplex
- Brackett Airport
- Laverne University
- The Claremont Colleges
- Numerous major shopping centers

Significant growth in housing, population, and employment are generally projected throughout the I-10 corridor area. This growth is expected to occur through in fill and recycling of existing land uses.

The following graphs show socioeconomic growths in the cities along I-10 Corridor per the SCAG 2012 -2035 RTP/SCS GROWTH FORECAST

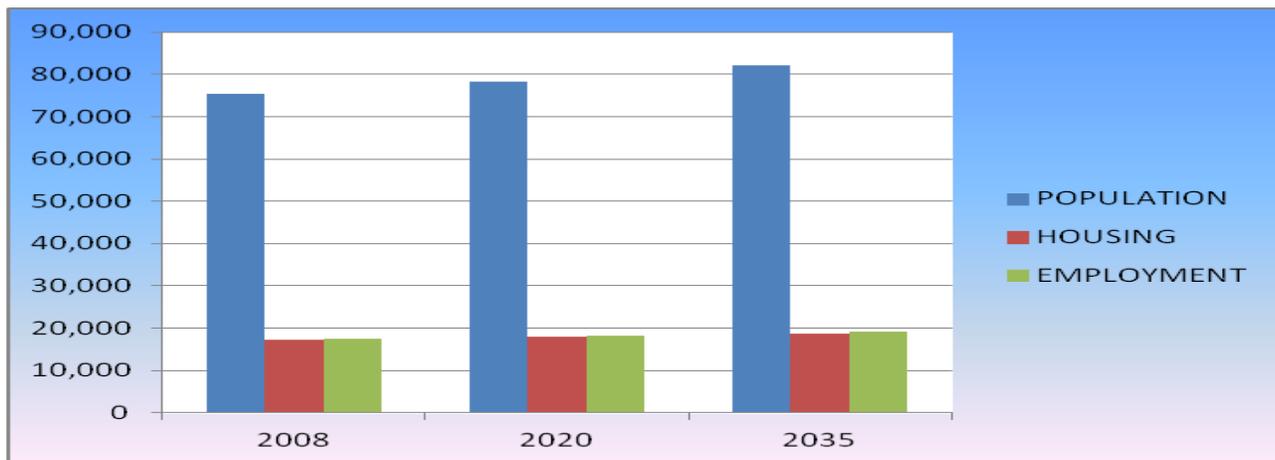
ALHAMBRA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	83,000	87,000	92,400	4.82%	11.33%
HOUSING	29,200	31,300	33,300	7.19%	14.04%
EMPLOYMENT	29,600	31,000	32,500	4.73%	9.80%



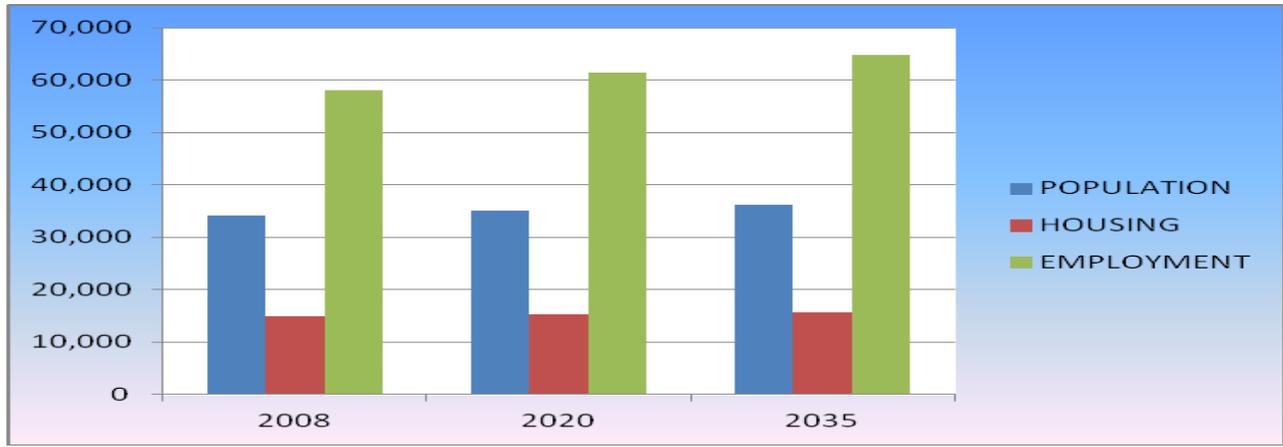
BALDWIN PARK

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



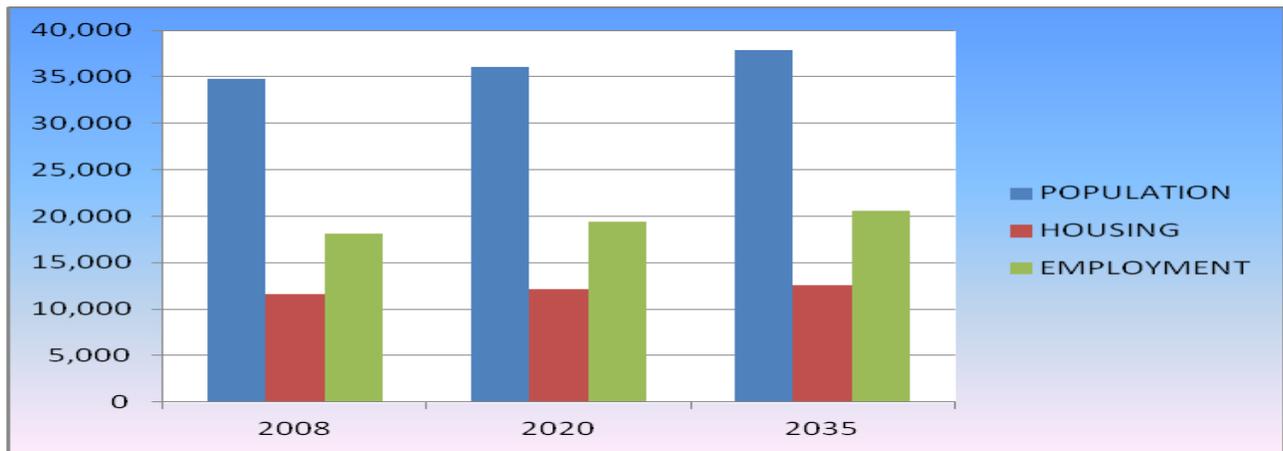
BEVERLY HILLS

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	34,100	35,000	36,300	2.64%	6.45%
HOUSING	14,900	15,200	15,600	2.01%	4.70%
EMPLOYMENT	58,000	61,400	64,800	5.86%	11.72%



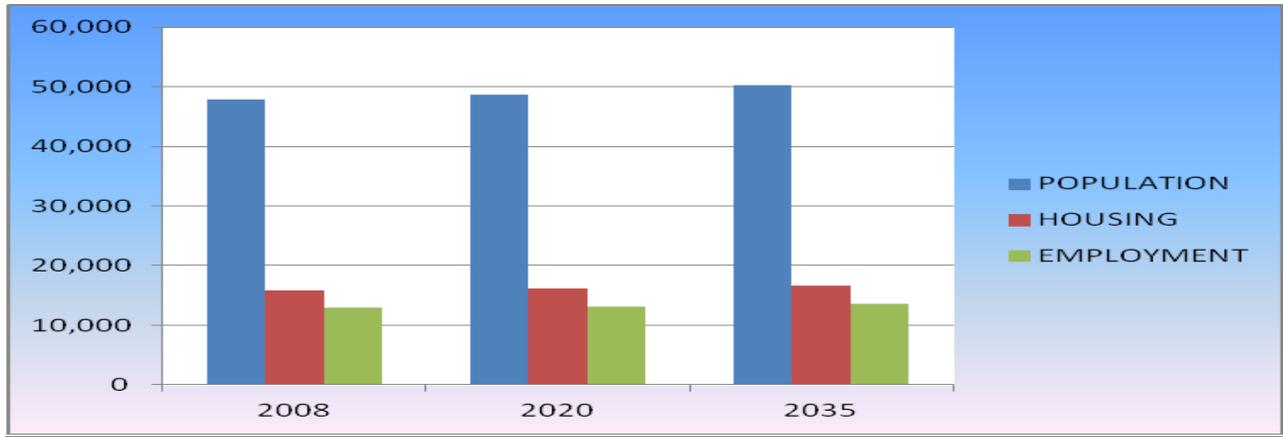
CLAREMONT

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	34,800	36,100	37,900	3.74%	8.91%
HOUSING	11,600	12,100	12,600	4.31%	8.62%
EMPLOYMENT	18,100	19,400	20,600	7.18%	13.81%



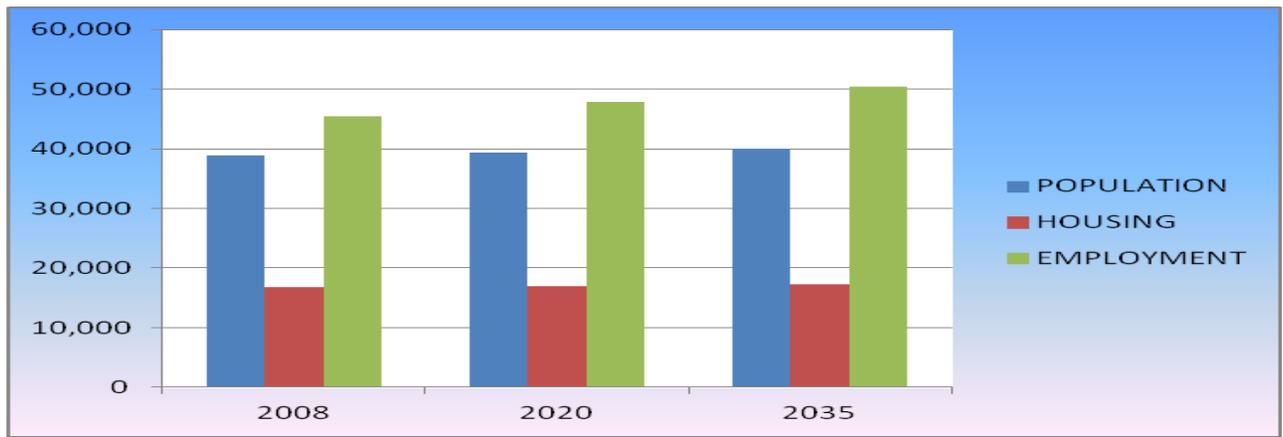
COVINA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	47,800	48,700	50,200	1.88%	5.02%
HOUSING	15,900	16,200	16,700	1.89%	5.03%
EMPLOYMENT	12,900	13,100	13,600	1.55%	5.43%



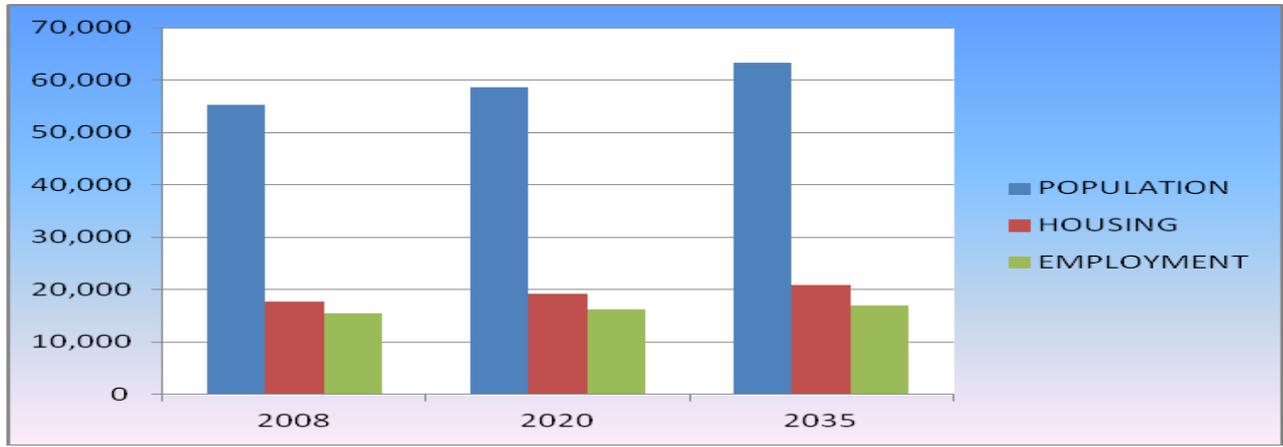
CULVER CITY

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	38,900	39,300	40,000	1.03%	2.83%
HOUSING	16,800	17,000	17,300	1.19%	2.98%
EMPLOYMENT	45,400	47,900	50,400	5.51%	11.01%



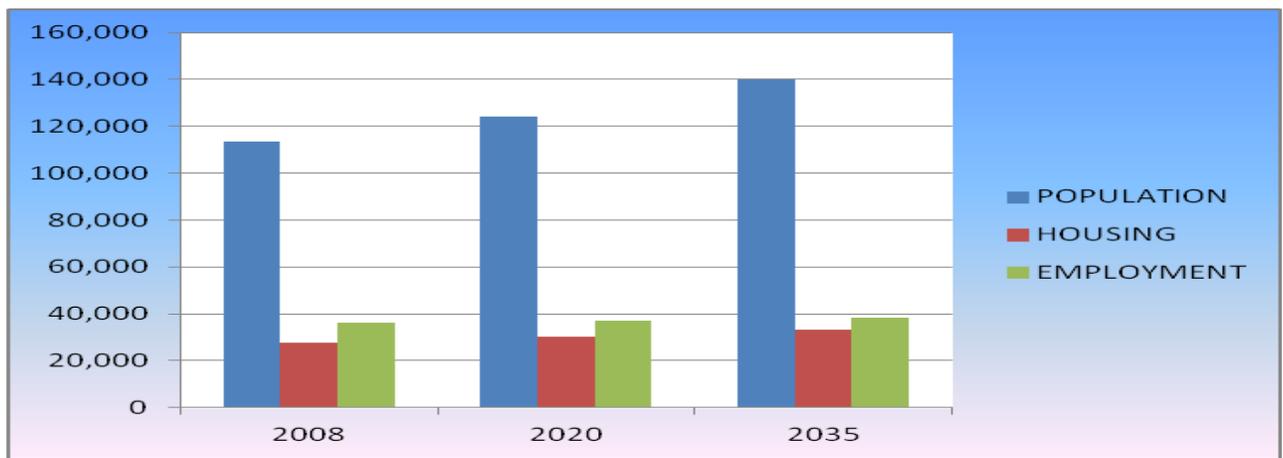
DIAMOND BAR

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	55,300	58,700	63,300	6.15%	14.47%
HOUSING	17,800	19,300	20,800	8.43%	16.85%
EMPLOYMENT	15,500	16,200	17,000	4.52%	9.68%



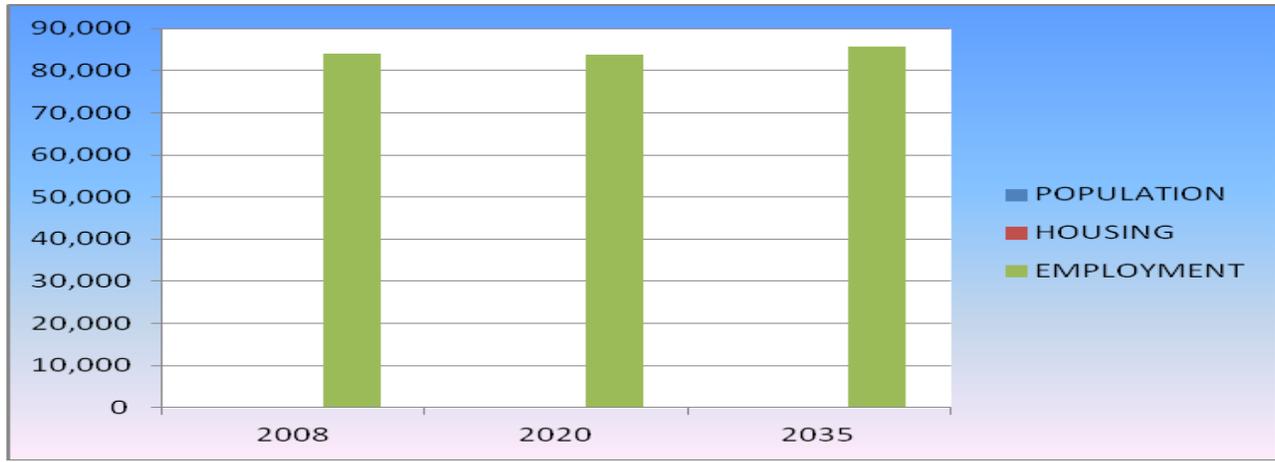
EL MONTE

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



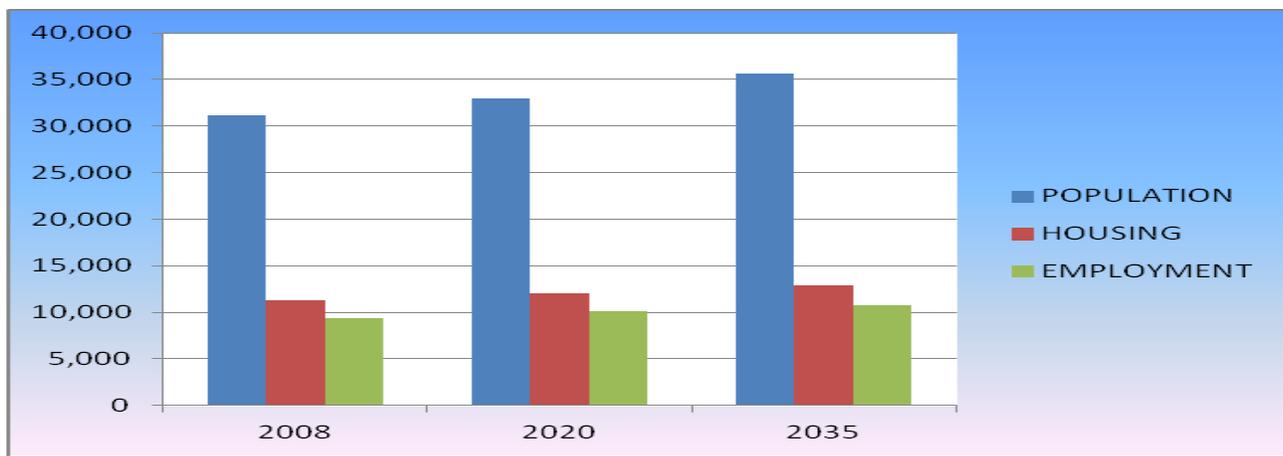
INDUSTRY

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



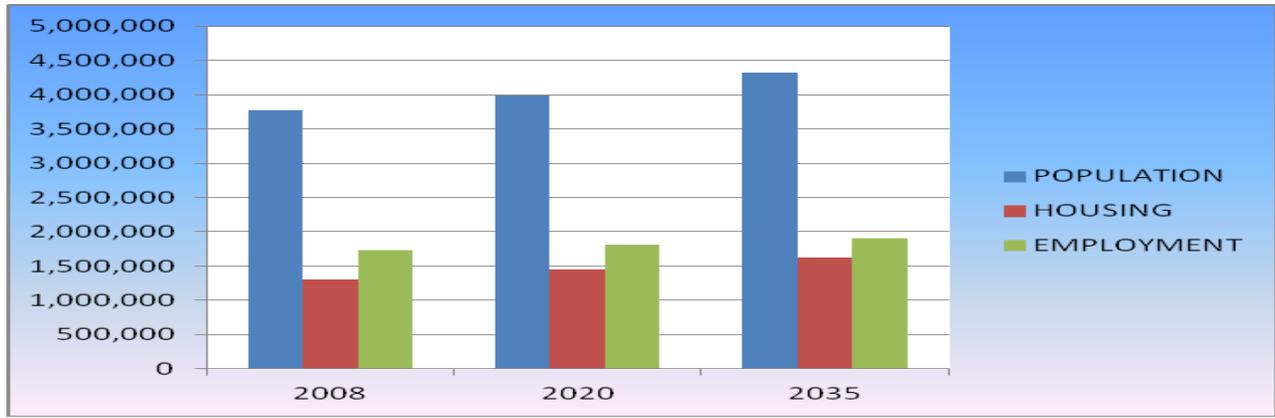
LA VERNE

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	31,100	33,000	35,600	6.11%	14.47%
HOUSING	11,300	12,000	12,900	6.19%	14.16%
EMPLOYMENT	9,400	10,100	10,800	7.45%	14.89%



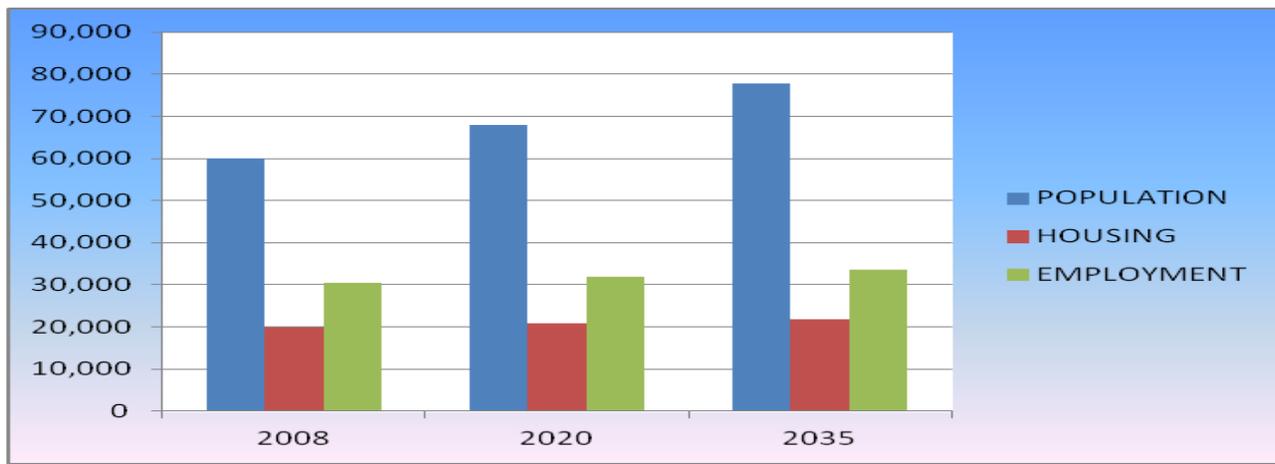
LOS ANGELES

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	3,770,500	3,991,700	4,320,600	5.87%	14.59%
HOUSING	1,309,900	1,455,700	1,626,600	11.13%	24.18%
EMPLOYMENT	1,735,200	1,817,700	1,906,800	4.75%	9.89%



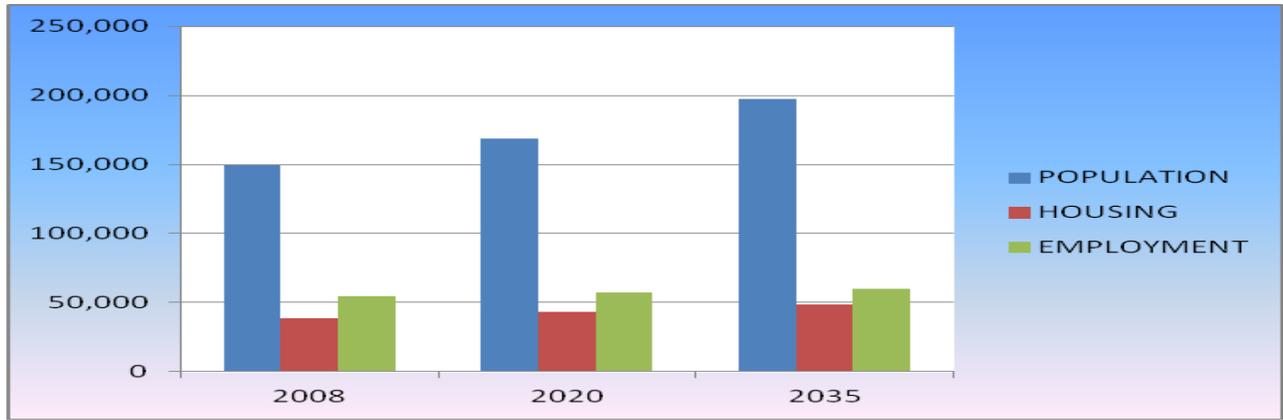
MONTEREY PARK

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	60,100	67,900	77,700	12.98%	29.28%
HOUSING	19,900	20,900	21,700	5.03%	9.05%
EMPLOYMENT	30,400	32,000	33,700	5.26%	10.86%



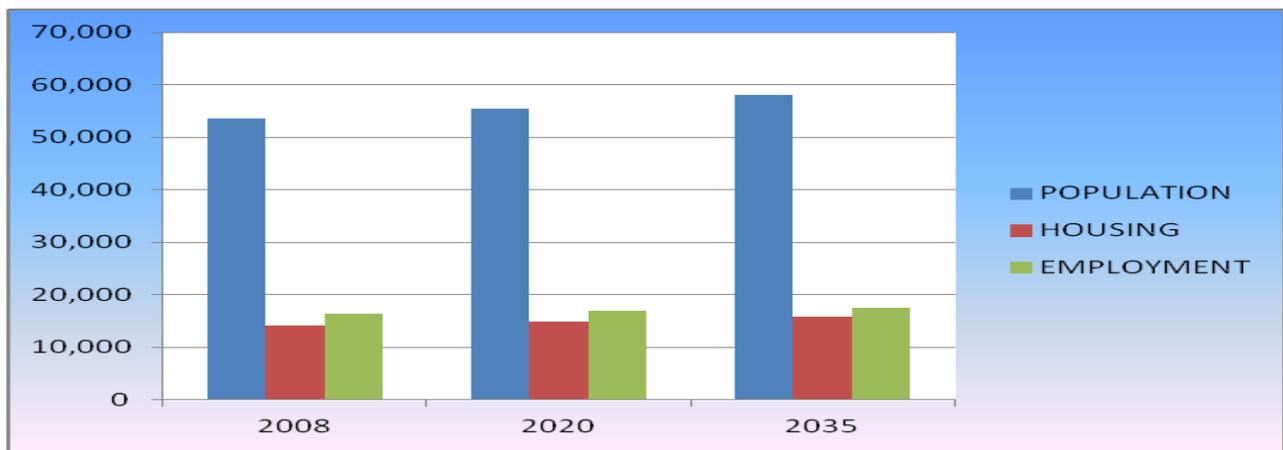
POMONA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	149,100	168,500	197,400	13.01%	32.39%
HOUSING	38,500	43,400	48,900	12.73%	27.01%
EMPLOYMENT	54,700	57,000	59,600	4.20%	8.96%



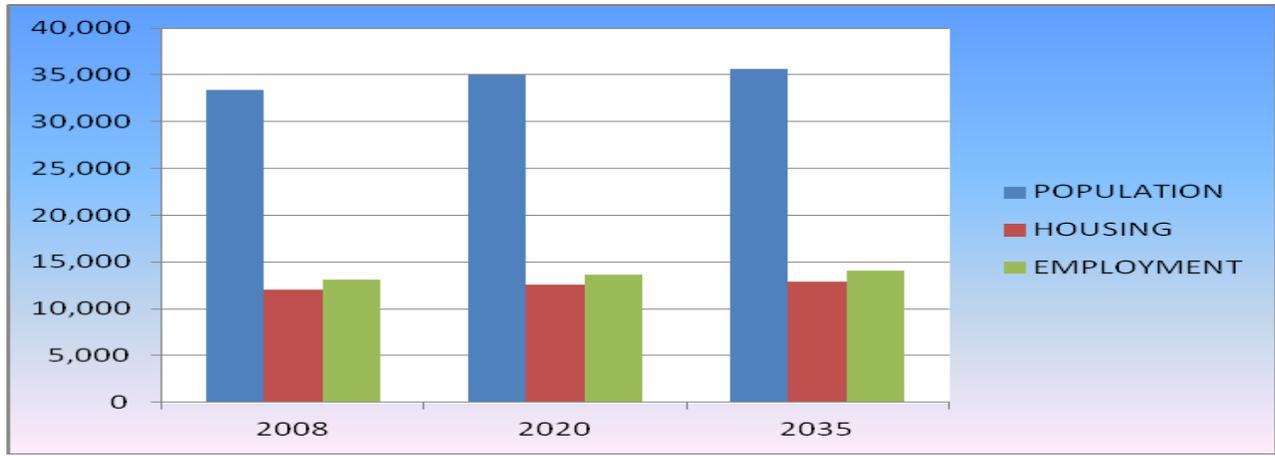
ROSEMEAD

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	53,600	55,500	58,100	3.54%	8.40%
HOUSING	14,200	15,000	15,800	5.63%	11.27%
EMPLOYMENT	16,400	16,900	17,600	3.05%	7.32%



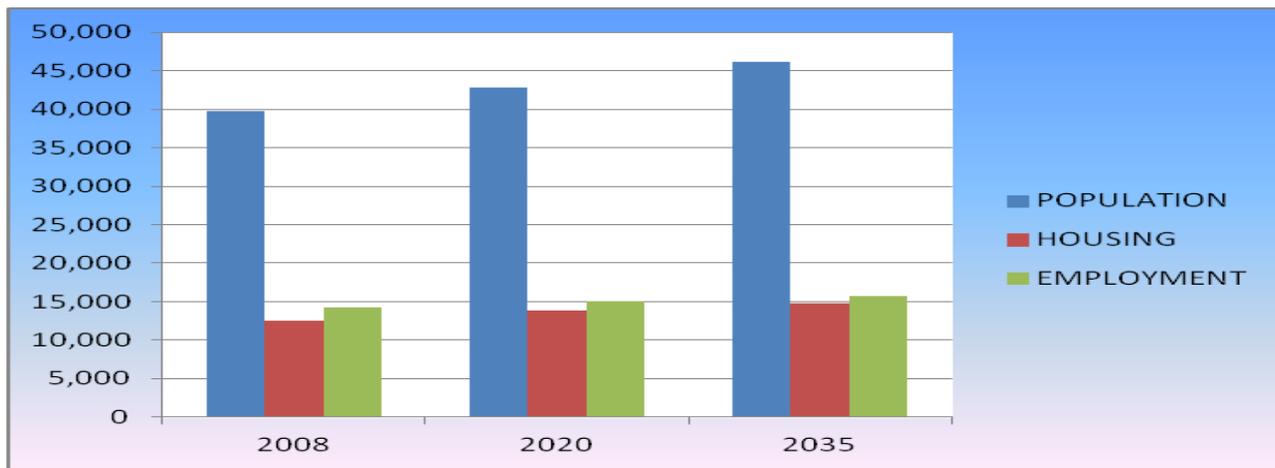
SAN DIMAS

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	33,400	35,000	35,600	4.79%	6.59%
HOUSING	12,000	12,600	12,900	5.00%	7.50%
EMPLOYMENT	13,100	13,600	14,100	3.82%	7.63%



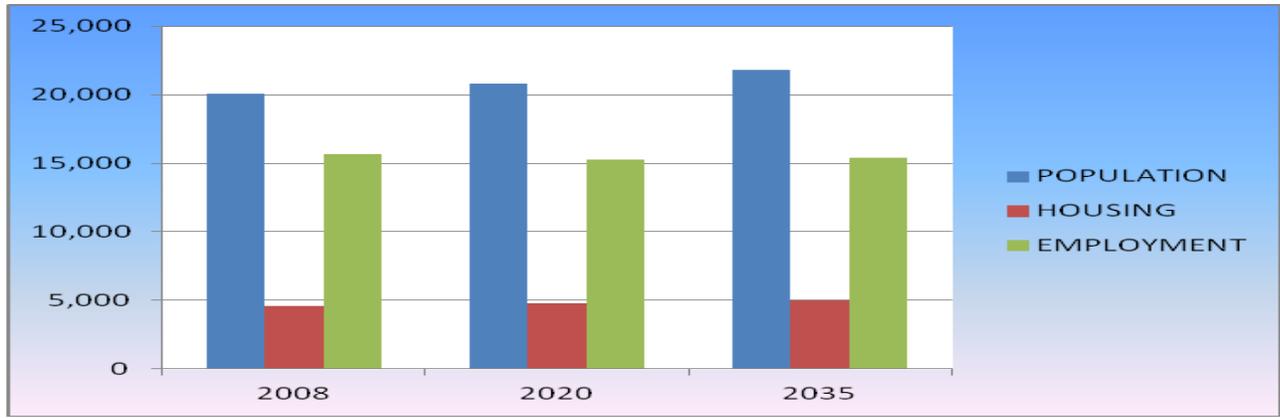
SAN GABRIEL

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	39,700	42,800	46,100	7.81%	16.12%
HOUSING	12,500	13,800	14,800	10.40%	18.40%
EMPLOYMENT	14,200	15,000	15,700	5.63%	10.56%



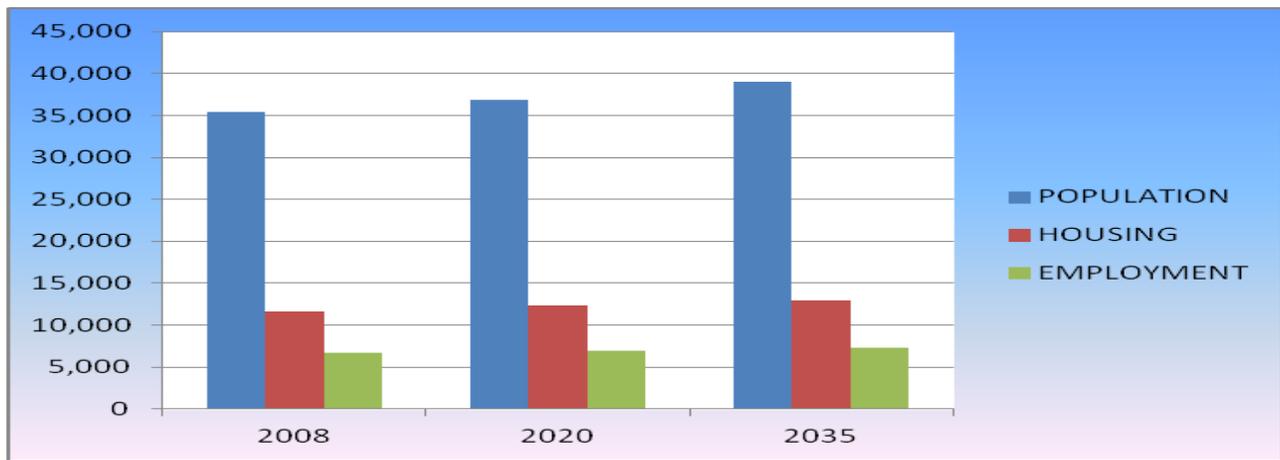
SOUTH EL MONTE

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	20,100	20,800	21,800	3.48%	8.46%
HOUSING	4,600	4,800	5,000	4.35%	8.70%
EMPLOYMENT	15,700	15,300	15,400	-2.55%	-1.91%



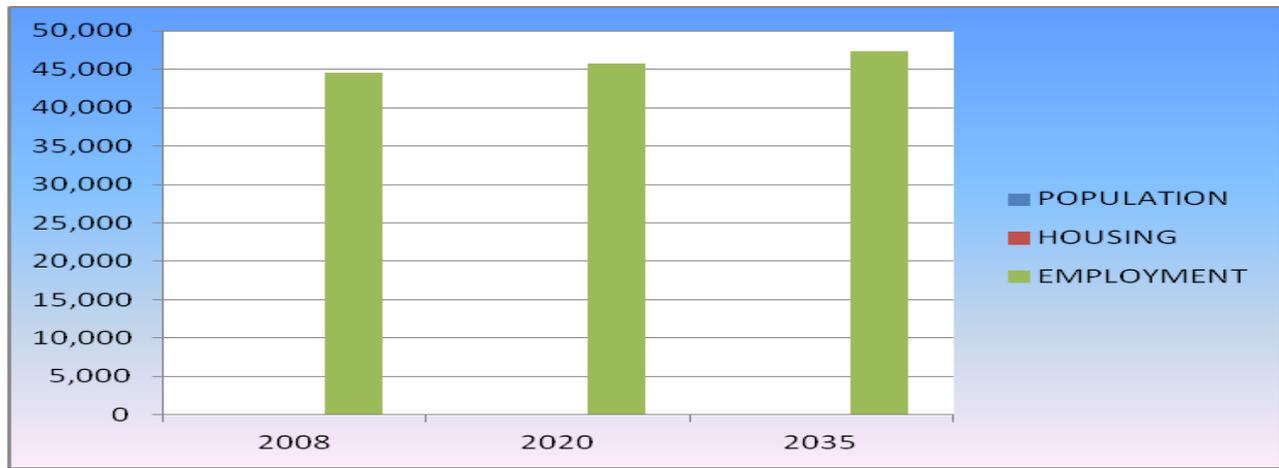
TEMPLE CITY

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	35,400	36,900	39,000	4.24%	10.17%
HOUSING	11,600	12,300	13,000	6.03%	12.07%
EMPLOYMENT	6,700	7,000	7,300	4.48%	8.96%



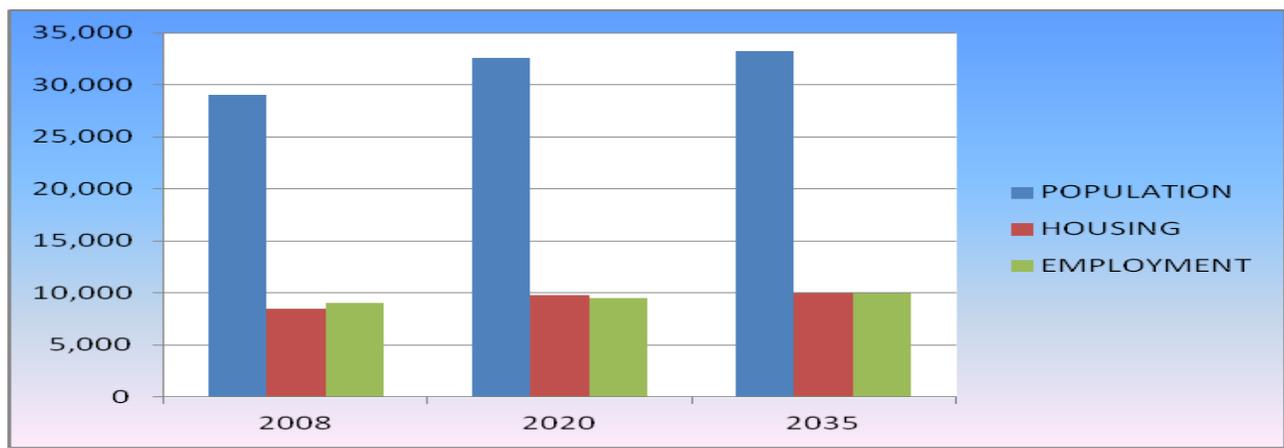
VERNON

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	100	100	100	0.00%	0.00%
HOUSING	30	30	30	0.00%	0.00%
EMPLOYMENT	44,600	45,700	47,300	2.47%	6.05%



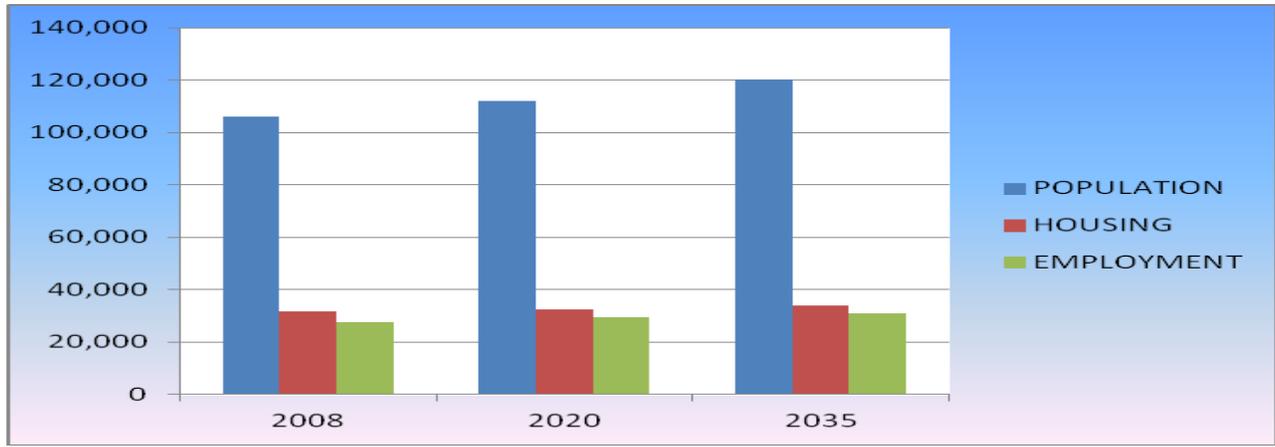
WALNUT

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	29,000	32,600	33,200	12.41%	14.48%
HOUSING	8,500	9,800	10,000	15.29%	17.65%
EMPLOYMENT	9,000	9,500	10,000	5.56%	11.11%



WEST COVINA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	106,100	112,200	120,200	5.75%	13.29%
HOUSING	31,600	32,600	33,900	3.16%	7.28%
EMPLOYMENT	27,700	29,300	30,900	5.78%	11.55%



SYSTEM CHARACTERISTICS

For the purpose of analysis, I-10 is divided into 9 segments based on logical termini including intersections, jurisdiction and changes in land use.

Existing Facility					
Segment	Facility Type	Mixed-Flow Lanes	HOV Lanes	Centerline Miles	Lane Miles
1	Freeway	3		3.29	9.87
2	Freeway	4		9.39	37.56
3	Freeway	4		3.55	14.2
4	Freeway	3	1	0.66	2.64
5	Freeway	6	1	2.99	20.93
6	Freeway	4	1	5.48	27.4
7	Freeway	4	1	4.29	21.45
8	Freeway	4		11.29	45.16
9	Freeway	4	1	5.83	29.15

RAMP METERS ON I-10			
Postmile	Direction	Location	Comments
Segment 1 (PM R2.16 - PM R5.45)			
1.8	EB	4th Street	Operational
2.1	EB	Lincoln	Operational
2.93	WB	20th Street	Operational
3.49	EB	Cloverfield	Non Op
4.12	WB	Centinela	Operational
4.5	EB	Centinela	Operational
4.68	EB	Bundy Dr.	Operational
Segment 2 (PM R5.45 - PM 14.84)			
6.46	WB	Overland	Operational
6.5	EB	Overland	Operational
7.2	EB	Manning	Operational
7.8	WB	Robertson	Operational
7.9	EB	Robertson/National	Operational
8.7	EB	La Cienega	Operational
8.7	WB	La Cienega	Operational
9.01	EB	Venice	Operational
9.21	WB	Fairfax	Operational
9.5	EB	Washington	Operational
10.3	EB	La Brea	Operational
10.4	WB	La Brea	Operational
10.5	EB	La Brea	Operational
10.5	WB	La Brea	Operational
11.2	WB	Crenshaw	Operational
11.53	EB	Crenshaw	Operational
12.23	WB	Arlington	Operational
12.45	EB	Arlington	Operational
12.6	WB	Western	Operational
12.95	EB	Western	Operational
13.21	WB	Normandie	Operational
13.44	EB	Normandie	Operational
13.66	WB	Vermont	Operational
13.95	EB	Vermont	Operational
14.1	WB	Hoover/20th St.	Operational
14.3	EB	Hoover	Operational
Segment 3 (PM 14.84 - PM 18.39)			
15.16	WB	Grand Ave (To WB 10)	Non Operational
15.19	WB	Grand Ave (To Rte 110)	Non Operational
15.33	EB	Flower	Operational
15.64	WB	Maple	Non Operational

15.78	EB	Los Angeles	Non Operational
16.21	WB	Central	Non Operational
16.22	EB	San Pedro	Non Operational
16.84	EB	Central	Non Operational
17.09	WB	Alameda	Non Operational
17.1	EB	Alameda	Non Operational
17.43	EB	Olympic	Non Operational
17.57	WB	Santa Fe	Non Operational
17.6	EB	Santa Fe	Non Operational
Segment 4 (PM S0.00 - PM S0.66)			
Segment 5 (PM 18.39 - PM 21.38)			
Segment 6 (PM 21.38 - PM 26.86)			
21.5	WB	Winthrop	Non Operational
22.3	WB	Fremont	Operational
23.28	EB	Atlantic	Operational
23.29	WB	Atlantic	Operational
23.38	EB	Atlantic	Operational
23.38	WB	Atlantic	Operational
23.93	EB	Garfield	Operational
23.96	WB	Garfield	Operational
24.03	EB	Garfield	Operational
24.04	WB	Garfield	Operational
24.77	EB	New	Operational
24.82	WB	New	Operational
24.87	EB	New	Operational
24.89	WB	New	Operational
25.22	WB	Del Mar	Operational
25.26	EB	Del Mar	Operational
25.38	EB	Del Mar	Operational
25.39	WB	Del Mar	Operational
25.77	EB	San Gabriel	Operational
25.8	WB	San Gabriel	Operational
25.89	EB	San Gabriel	Operational
25.9	WB	San Gabriel	Operational
26.29	WB	Walnut Grove	Operational
26.32	EB	Walnut Grove	Operational
26.79	EB	Rosemead	Operational
26.79	WB	Rosemead	Operational
26.92	WB	Rosemead	Operational
26.94	EB	Rosemead	Operational
Segment 7 (PM 26.86 - PM 31.15)			
27.1	EB	Flair	Non Operational

27.67	WB	Temple City	Operational
28.09	EB	Baldwin	Operational
28.56	WB	Santa Anita	Operational
28.78	EB	Santa Anita	Operational
29.35	WB	Peck	Operational
29.51	EB	Valley Blvd	Operational
29.6	WB	Valley	Operational
29.98	EB	Stewart	Operational
30.7	EB	Durfee/Garvey	Operational
Segment 8 (PM 31.15 - PM 42.44)			
31.72	WB	Frazier	Operational
32.16	WB	Baldwin Park	Operational
32.31	EB	Baldwin Park	Operational
32.33	WB	Baldwin Park	Operational
32.78	WB	Francisquito	Operational
33.46	EB	Puente	Operational
33.48	WB	Puente	Operational
34.36	WB	Pacific	Operational
34.44	EB	West Covina Pkwy	Operational
35.36	EB	Vincent	Operational
35.36	WB	Vincent	Operational
35.45	WB	Vincent	Operational
35.5	EB	Vincent	Operational
36.41	WB	Azusa	Operational
36.46	EB	Azusa	Operational
36.52	WB	Azusa	Operational
36.6	EB	Azusa	Operational
37.43	WB	Citrus	Operational
37.53	WB	Citrus	Operational
37.59	EB	Citrus	Operational
37.92	WB	Barranca	Operational
38.07	WB	Barranca	Operational
38.09	EB	Barranca	Operational
38.4	WB	Grand	Operational
38.48	EB	Grand	Operational
38.89	WB	Holt	Operational
38.95	EB	Holt	Operational
39.05	WB	Holt	Operational
39.14	EB	Holt	Operational
40.35	WB	Via Verde	Operational
40.58	EB	Via Verde	Operational
41.99	WB	Kellogg	Operational

Segment 9 (PM 42.44 - PM 48.27)			
43.53	WB	Fairplex	Operational
43.76	EB	Fairplex	Operational
43.85	WB	Dudley	Operational
44.13	EB	Dudley	Operational
45.17	WB	White	Operational
45.62	WB	Garey	Operational
46.01	EB	Orange Grove	Operational
46.23	WB	Towne	Operational
46.58	EB	Towne	Operational
47.61	WB	Indian Hill	Operational
47.87	EB	Indian Hill	Operational

SOURCE – 2011 RMDP

FREIGHT

The economic vitality and well being of the Greater Los Angeles region depends upon the safe and timely transport of goods as well as people. I-10 is identified a Major International Trade Highway Route in the Caltrans 2007 Goods Movement Action Plan and Interregional Transportation Strategic Plan of 2012, in conjunction with other routes (I-105, I-110, I-405, I-605, I-710), sea ports and airports in the area, I-10 serves as a part of the Intermodal Corridors of Economic Significance (ICES).

Current levels of congestions are detrimental to this vitality, and future projections indicate that this situation will get much worse. Southern California's aging transportation system is at capacity, serving a population in Los Angeles County of approximately ten million people. District 7 has five of the ten worst truck bottlenecks in the U.S. Truck vehicle miles traveled (VMT) is expected to double by 2030. Significant actions thus need to be taken to protect the economic well being of the region. These include improved rail service, including more grade separations; additional and improved intermodal transfer facilities; truck lanes on major truck routes; improved intermodal transfer facilities; truck lanes on major truck routes; improved access to and enhanced cargo handling capabilities at seaports; and improved air cargo accessibility with separation from passenger activities at airports.

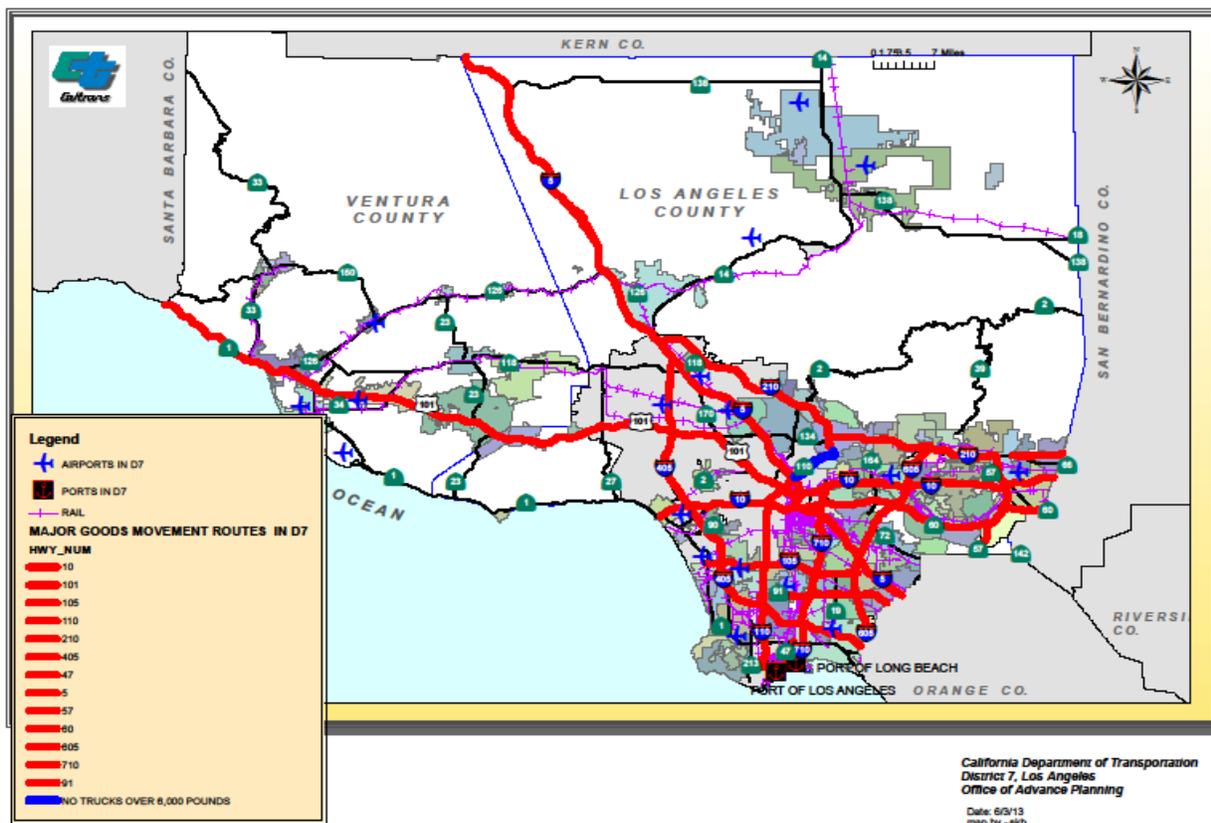
Some of the specific conditions affecting I-10 are as follows:

Trucks: I-10 is part of the Surface Transportation Assistance Act (STAA) truck network, and is identified in the SCAG Regional Transportation Plan.

Truck volumes in 2008 range from 2.2% to 8.1% of ADT. Regionally, truck traffic is expected to increase by over 50% by 2025, with virtually no capacity available to handle this added volume.

Seaports: As part of the Southwest Compact Multi-Modal Corridor, I-10 will handle some of the freight from the ports of Los Angeles and Long Beach. It is expected that most port cargo going less than 800 miles will be transported by truck. These are full service ports, handling in particular containers, autos, and bulk cargo. Together they are the third busiest in the world, and are forecasted to triple in both domestic and international cargo volumes by 2025.

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 I-10 Corridor which falls in the South Coast Air Basin.

POLLUTANTS	STATE DESIGNATION
Ozone (1hr)	Nonattainment
Ozone (8hr)	Nonattainment
CO (8hr)	Attainment
PM10 (24 hr.)	Nonattainment
PM2.5 (24 hr.)	Nonattainment
NO2 (Annual)	Nonattainment
SO2 (1 hr)	Attainment
Lead	Nonattainment

CORRIDOR PERFORMANCE

Segment 1 (pm R2.16/R5.45) had 134,700 average annual daily trips (AADT) in 2008, 3.2% of which are associated with truck travel. The segment currently operates at level of service F0.

Segment 2 (pm R5.45/14.84) had 297,300 AADT in 2008, 3.3 % of which is associated with truck travel. The segment currently operates at LOS F3.

Segment 3 (pm 14.84/18.39) had 296,000 AADT, 5.3 % of which was truck travel. The segment also operates with LOS F1.

Segment 4 (pm S0.00/S0.66) has 179,900 AADT, 1.3% of which was truck travel. It operates with LOS F0.

Segment 5 (pm 18.39/21.38) has 327,500 AADT, 1.9% of which was truck travel. It operates with LOS F2.

Segment 6 (pm R21.38/26.86) has 267,900 AADT, 4.4% of which was truck travel. It operates with LOS F1.

Segment 7 (pm 26.86/31.15) has 229,900 AADT, 5.1% of which was truck travel. It operates with LOS F0.

Segment 8 (pm 31.15/42.44) has 246,000 AADT, 7.3% of which was truck travel. It operates with LOS F0.

Segment 9 (pm 42.44/48.27) has 249,000 AADT, 8.1% of which was truck travel. It operates with LOS F0.

Basic System Operations							
Segment	AADT 2008	AADT 2035	LOS 2008	LOS 2035	LOS CONCEPT	VMT 2008	VMT 2035
1	134,700	138,900	F0	F0	F0	450,100	463,800
2	297,300	302,500	F3	F3	F0	2,061,800	2,076,100
3	296,000	296,500	F2	F2	F0	644,500	647,500
4	179,900	186,200	F0	F0	F0	60,300	62,400
5	327,500	290,900	F2	F0	F0	404,000	406,900
6	267,900	275,900	F1	F1	F0	1,288,300	1,327,800
7	229,900	244,400	F0	F0	F0	873,000	935,100
8	246,000	284,300	F0	F0	F0	2,585,700	2,994,500
9	249,000	287,300	F0	F0	F0	1,289,900	1,489,500

Truck Traffic				
Segment	Total Average Annual Daily Truck Traffic (AADT) 2008	Total Trucks (% of AADT) 2008	5 + Axle Average Annual Daily Truck Traffic (AADT) 2008	5 + Axle Trucks (% of AADTT) 2008)
1	4,300	3.2%	400	9.3
2	9,900	3.3%	1,900	19.2%
3	15,600	5.3%	4,300	27.5%
4	2,400	1.3%	800	33.3%
5	6,400	1.9%	2,500	39.0%
6	11,700	4.4%	4,500	38.5%
7	11,700	5.1%	4,500	38.5%
8	17,900	7.3%	9,600	53.6%
9	20,200	8.1%	11,300	55.9%

CORRIDOR CONCEPT

CONCEPT RATIONALE

The transportation concept describes the operating conditions and physical facilities required to provide those conditions that could exist on I-10 after considering the conclusions, priorities and strategies discussed in the District System Management Plan (DSMP), the SCAG Regional Transportation Plan (RTP), and other planning documents. The route concept represents what could reasonably be accomplished to facilitate the mobility of traffic desiring to use the route. It assumes that management improvement strategies and system operation improvements to maximize the efficiency on I-10 will be implemented.

The transportation concept is composed of a Level of Service (LOS) and facility component. The concept LOS indicates the minimum level of service the District would allow on a route prior to proposing an alternative to improve operating conditions. The concept facility is the facility that could be developed to maintain or attain the concept LOS.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment	County	Post Miles	Project Description	Source
1,2	LA	R2.16/18.39	LINCOLN BLVD TO I-5 (CARPOOL LANES)	Metro 2009 LRTP
2	LA	R7.92	I-10/ROBERTSON/NATIONAL AREA CIRCULATION IMPROVEMENT -- IMPROVE BOTTLENECK ON I-10 AND AROUND FUTURE EXPO VENICE/ROBERTSON STATION	2012-2035 RTP/SCS
3	LA	18.39	I-10/I-5 INTERCHANGE	2012-2035 RTP/SCS
4,5,6,7,8	LA	16.97/31.15	HOT LANES ON THE I-10 FROM ALAMEDA ST/UNION STATION TO I-605 (CONVERSION OF HOV LANES TO HOT LANES)	2012-2035 RTP/SCS
7	LA	27.6/28.6	LA CNTY IN EL MONTE BETWEEN I-10 HOV AND EL MONTE BUS STATION, BUS ACCESS RAMP & ROADWAY WIDENING	2012-2035 RTP/SCS
7	LA	31.15	I-10/I-605 INTERCHANGE UPGRADE-NB I-605 TO WB I-10 CONNECTOR	Metro 2009 LRTP
7,8	LA	29.9/32.2	LA CNTY AT ROUTE I-10/I-605 INTERCHANGE IMPROVEMENT	Metro 2009 LRTP
8	LA	33.35/37.48	CITY OF BALDWIN PARK & WEST COVINA FROM PUENTE AVE TO CITRUS, CONST HOV LN	Metro 2009 LRTP
8	LA	31.15	LA CNTY I-10 AND I-605 IC; CONSTRUCT ONE/TWO LANE BRIDGE STRUCTURE BRANCHING OFF SB OF RTE 605 TO EB OF RTE 10 AT-GRADE CONNECTOR RAMP; CONSTRUCT ONE-LANE CONNECTOR FROM SB I-605 TO WB I-10	Metro 2009 LRTP
8	LA	31.15/33.35	I-10 CARPOOL LANES: I-605 TO PUENTE AVE	Metro 2009 LRTP
8	LA	37.2/42.4	IN LA CNTY FR CITRUS ST IN W COVINA TO RTE 57 IN POMONA CONSTRUCT HOV LANE IN EACH DIRECTION	Metro 2009 LRTP
8	LA	42.44	I-10 TO SR-57 WB CONNECTOR TRUCK CLIMBING LANE AND OFF RAMP	Metro 2009 LRTP

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)

Culver City Washington/National Catalytic Projects & Los Angeles La Cienega/Jefferson Station Area TOD – Both projects provided advanced planning for TOD projects for the then under construction Expo Line, and call for increase density. These sites are ¼ to slightly over ½ mile south of I-10 near the Robertson and Fairfax on-ramps respectively.

San Gabriel Visualizations and Tipping Point Analysis – This project provided visualization for increased density at the corner of Valley Blvd and Del Mar Ave ½ mile north of I-10 at the Del Mar on-ramps.

El Monte Economic Development Plan – Provided economic development strategies for the entire city, with special focus on increasing density in the El Monte Transit Village bounded by Ramona Blvd, Valley Blvd and Santa Anita Ave ½ - ¾ mile north of the Santa Anita on-ramp.

CONCLUSION

Traffic volume is forecasted to increase on I-10 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 stresses 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 economies as a whole. It is critical that mobility be maintained and improved in order to sustain the economic growth that is expected. In addition to sustaining the economic vitality of the region, mobility is also an important component in enhancing the quality of life for the residents in this region. I-10 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 RTP 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.

The highway system is only one component of the transportation infrastructure; but it plays a very important role in providing mobility for the region. To achieve the desired minimum acceptable level of service, additional lanes will be needed beyond those planned and programmed in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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 a 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. Note, however, that residential and other types of development along freeways can be associated with increased health risk due to emissions exposure. 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 A

GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AQMD	Air Quality Management District
CALTRANS	California Department of Transportation
CMP	Congestion Management Plan
FHWA	Federal Highway Administration
HOV	High Occupancy Vehicle Lane
HOT	High Occupancy Toll Lane
IC	Interchange
ITS	Intelligent Transportation System
LOS	Level of Service
MF	Mixed Flow Lane
MFE	Mixed Flow Equivalent
ML	Managed Lane
MPO	Metropolitan Planning Organizations
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SCAG	Southern California Association of Governments
SHOPP	State Highway Operation Protection Program
STIP	State Transportation Improvement Program

T	Truck Lane
TDM	Transportation Demand Management
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Travel

DEFINITIONS

Annual Average Daily Traffic (AADT) - AADT is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

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.

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

Level of Service (LOS) – It 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. LOS can be categorized as follows:

LOS A describes free flowing conditions.

LOS B 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 present 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 is 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.

Mainline – includes travel way for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

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 six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Post Mile (PM) – 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. Mile post 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.

Segment – A portion of a facility between two points.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

RESOURCES

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

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

Draft Interregional Transportation Strategic Plan – Dec. 2012

2008 Traffic Volumes on California State Highways

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 1996

DRAFT Southern California Mobility Plan – August 2012

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

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

Ramp Meter Development Plan - December 2011

Transportation Concept Report – I-10 (February 2003)