

Route by Route
0.02

Route 105: It Only Takes a Century



Welcome

- Welcome to California Highways: Route by Route
- Podcast explores everything about the numbered highways in California, from Route 1 along the coast to US 395 along the sierras, from Route 8 in the south to Route 139 in the North.
- Brought to you by the [California Highways Web Page and Gribblenation](#)
- I'm Daniel Faigin ...
- [I'm Tom Fearer ...](#)
- This is Episode 0.02 - Route 105: It Only Takes a Century

Note

- This episode is a sample episode
- We've mapped out all the seasons, and we'll be digging into routes starting in the second season.
- But we want to give you a taste of what the route by route approach will be.
- This episode is our initial vision of a route by route episode
 - If all goes to plan, we'll revisit Route 105 in Season 17
 - By then, we may have refined the style and structure

The First 105

- 1933: the following defined as state highways:
 - Coast Road near Half Moon Bay to [LRN 2] (US 101) near San Mateo
 - San Jose-Richmond East Shore Highway near Mt. Eden to [LRN 5] (I-680) near Hayward
 - Hayward, via Fourteenth Street in San Leandro to Seventh and Cypress Streets in Oakland
- 1935: LRN 105 added:
 - [LRN 56] (Route 1) near Half Moon Bay to [LRN 2] (US 101) near San Mateo
 - [LRN 69] (East Shore Highway) near Mt. Eden to [LRN 5] (Route 17) near Hayward
 - Hayward, via Fourteenth Street in San Leandro to Seventh and Cypress Streets in Oakland

The First 105

- 1949;
 - Changed to combine the first two segments into "[LRN 56] near Half Moon Bay to [LRN 5] near Hayward".
 - Part of the acquisition and operation of the San Mateo-Hayward Bridge
- 1953: Truncated the definition of (b) [former (c) from "Seventh and Cypress Streets in Oakland" to "High Street in Oakland"
- 1961: Relaxed the definition of (b) to simply originate in "Hayward".
- Today:
 - Route 92 to Route 238 near Hayward. It appears to have run along Crystal Springs Avenue and 3rd Avenue in San Mateo. It is Jackson St. in Hayward.
 - Hayward to High Street in Oakland (Route 77). This is present-day Route 185. At one point, this was signed as Route 17.

The Next 105

- Interstate 105 was a spur route downtown
 - Recall the I-10, the San Bernardino Freeway, doesn't connect directly to the Santa Monica Freeway section.
 - Imagine the triangle formed with the three vertices being:
 - Where I-10 (SBD) meets I-5.
 - Where US 101 meets I-10 (SBD)
 - Where US 101 meets I-5 and I-10 (SM)
 - Originally:
 - The short section today's I-10 between I-10 (SBD)/I-5 and US 101 was to be I-110
 - The short section of US 101 between I-10 (SM) and I-10 (SBD) was to be I-105
 - I-5 between I-10 (SBD) and I-10 (SM) was to be a multiplex

The Next 105 (contd)

- In 1968:
 - Route 105 was transferred to US 101
 - Route 110 was transferred to I-10 (unclear if added to interstate milage)
 - Former milage of 105+110 added to future 105

Meanwhile, elsewhere in the State Highway System...

- Sign Route 10 was defined in 1934
 - Jct. Route 3 (US 101A, later Route 1) south of Venice to Jct. US 101 at Santa Ana, via Manchester Avenue and Santa Ana Blvd.
 - In 1961, renumbered as Route 42 to prevent conflict with I-10
- The great renumbering brought changes:
 - Route 90 was created, running from Route 1 **northwest** of the Los Angeles International Airport to Route 605.
 - Route 42 was redefined as Route 1 west of Inglewood to Route 91 in Santa Ana Canyon via the vicinity of Norwalk.
- Route 42 redefined in 1965: (a) from Route 1 west of Inglewood to Route 605 and (b) Route 39 near La Habra to Route 91 in Santa Ana Canyon.

Planning for the Century Freeway

- The 1949 proposed parkway system from the ACSC shows an Inglewood-Slauson Parkway, running a little further north from roughly the present I-405/Florence Ave area to near Normandie and Slauson, then roughly along Slauson and Randolph to the Santa Ana Parkway
- You know about Route 10 / Route 42, LRN 174, with the segment added in 1965 as LRN 176
- By 1956, the concept called the Century Freeway was emerging
 - Distinct from the Slauson Parkway
 - Concept ran from near Century and I-405 to the Long Beach Freeway, meeting near the junction with the Rio Honda Freeway (Route 164). This routing was 12.4 miles long, with an estimated cost to complete of \$71 million.
- By 1958, the routing was recommended to extend as far at the Santa Ana Freeway (Route 5). However, it was still not in the state system
- 1961: basic route research was taking place for a route between Lincoln Blvd (US 101A) and the Santa Ana Freeway near Norwalk.
- 1963: route location studies were started and there were public hearing with a planned number of Route 42.
- At the end of 1965, the CTC adopted a route extended from Route 1 near the SE corner of LAX to Central Ave in Los Angeles. This shows on 1966 state highway map as a freeway routing for Route 42.

Big Changes in 1968

- As just hinted, 1968 was a big year for the future Century freeway:
 - 1963 Route 105 was deleted
 - 1963 Route 110 was deleted
 - 1963 Route 42 was parceled out:
 - Section (a), from Route 1 west of Inglewood to Route 605, became future Route 105
 - Section (b), Route 39 near La Habra to Route 91 in Santa Ana Canyon, went to Route 90.
 - New Route 105 was created

Becoming an Interstate

- Route 105 became I-105 due to some mileage games
 - Recall the interstate system had a congressionally imposed ceiling of miles
 - Interstate mileage for I-105 came from 23 USC 103 and the Howard Cramer act.
 - 10.3 miles of the 17 mile route came from 23 USC 103(e)(1),
 - 7 miles were Howard Cramer substitutions from 23 USC 103(e)(2):
 - I-80: 5.2/5.3 mi withdrawn per 23 USC 103(e)(2).
 - I-280: 6.7 mi withdrawn per 23 USC 103(e)(2). Subsequent rerouting for continuity purposes actually increased its length by a little over 2 miles.
 - I-480: 5.5 mi withdrawn per 23 USC 103(e)(2).
 - I-105: 1.3 mi deleted under 23 USC 103(f).
 - I-110: 0.7 mi deleted under 23 USC 103(f).

Why Doesn't It End At I-5

- Route 42 ended at Route 605
- Neighborhood opposition. The main reason. The City of Norwalk is against new freeway construction in their city.
- Capacity. The capacity of I-5 at the time of construction, at the potential connection point, would not handle an additional interchange. Although additional capacity was planned, the I-605 interchange was a better termination point, as more space and road capacity was available for collector and transition lanes.

Construction of I-105 Controversies

- A class action lawsuit filed in 1972 to block construction (1 month before scheduled groundbreaking)
 - Lawyers sued to win far broader compensation for residents who were losing their homes to freeway construction
 - Suit sought an injunction to prevent the state from acquiring property until environmental impact statements were approved. The complaint also alleged inadequate relocation assistance, denial of equal protection to minorities and low-income corridor residents, inadequate public hearings, and violation of due process.
 - Numerous impact surveys were ordered
- Settled by consent decree during 1979
 - Decree reduced the width of the freeway
 - Included a housing program, jobs program, jobs training program, affirmative-action program, and a child-care program
 - 3,000 single-family homes and 1,200 multifamily buildings to be constructed in neighborhoods along the freeway corridor
 - 25,000 displaced residents living in the corridor would be able to buy houses at below-market rates
 - Sixty-five percent of the workers on both the freeway and the housing would be minorities; 10 percent would be women.
 - Nearly 5,000 locals went through an apprenticeship program and were given construction jobs.
 - The construction of day-care centers for the families of employees was part of the decree.
 - Required transit in the freeway right of way

Construction of I-105 Controversies

- Cost estimates for construction rose substantially during the 1970s
 - Led to scaling back of the scope -- two planned lanes were dropped
- Amended consent degree approved by court order during 1981
 - Stating that the project would have six lanes for general traffic; two HOV lanes; a median busway not wider than 64 feet, convertible to light rail; metered ramps
 - Required new construction of 3700 housing units.
 - Also when western terminus changed to "The south boundary of the Los Angeles International Airport near El Segundo." from "Route 1"
 - Route 1 represented the Pacific Coast Freeway (proposed)

Construction of I-105 Controversies (continued)

- Caltrans was pressured by the Federal Highway Administration of Interstate 105 and the Century Freeway prior to 1986 given it was a chargeable Interstate. Initial work on Interstate 105 and the Century Freeway would begin during 1982 but would progress slowly. 1992 Legislative Chapter 1243 changed the western terminus of Interstate 105 to; "Pershing Drive near El Segundo."
- The first segment of Interstate 105 opened during 1993
- Highway would be fully completed during 1994.

Interesting Names on I-105

- Locally known as the Century Freeway due to the proximity of Century Boulevard
- Officially known as the Glenn Anderson Freeway since 1987.
- As defined in 1969:
 - "El Segundo Freeway" west of Interstate 405
 - "Norwalk Freeway" east of Interstate 405.
 - Those names are never used
- Completion of Interstate 105 led to the relinquishment of all of CA 42
 - Vestige CA 42 signage remains in places such as La Cienega Boulevard.

Interesting Names on I-105

- Imperial Highway

- Name comes from the Imperial Valley
- Los Angeles area wanted to patch together a superhighway from the Pacific all the way to Brawley in the Imperial Valley, a distance of 215 miles; the route was later extended a few miles to El Centro.
- Route:
 - The old Butterfield Stage overland route (Rtes 78 and 79) to Temecula
 - To Corona via Lake Elsinore and Temescal Canyon (Route 71, later I-15).
 - Down the Santa Ana Canyon on its way to Yorba Linda (present-day Route 91)
 - To La Habra (present-day Route 90)
 - Across Los Angeles County to meet the sea at El Segundo (as Imperial Highway paralleled by I-105)
- Was a patchwork of other highways, much replaced by freeways
- Two segments remain Imperial Highway: Near El Centro and in LA County

Interesting Names on I-105

- Glenn Anderson
 - Named in 1987
 - US Congressman that represented the South Bay-Mid Cities portion of Los Angeles County
 - Instrumental in getting federal funding for various transportation projects in the region, including the Metro Red Line subway and the I-105 Freeway.
- Sadao S. Munemori (interchange w/405)
 - Named in 1994
 - American of Japanese ancestry, served in the 100th Infantry Battalion of the US Army, a unit composed mainly of Japanese-Americans from Hawaii. This battalion later became part of the 442nd Regimental Combat Team, the most highly decorated unit of World War II for its size and time in combat.
 - In March 1945, Private Munemori and his company were ordered back to Northern Italy to join forces in the final push against the Gustav Line, a fortified German position that had held up the Allied advance for more than four months. On April 5, 1945, the company came under murderous fire, and its commander, Lt. David Novack, and squad leader, Staff Sgt. Kei Yamaguchi, were severely wounded and Private Munemori took command and single handedly, using grenades, knocked out two enemy machine guns, giving his own life to save two of his comrades when he used his own body to shield them from an exploding enemy grenade.

Interesting Names on I-105

- Judge Harry Pregerson (interchange w/110)
 - Named in 2002
 - Presided over the Century Freeway lawsuit for more than two decades starting in 1972
 - Kept control of the case for more than a dozen years after he was elevated to the appeals court
 - Ensured the construction of nearly 5,000 affordable housing units to replace homes removed to make way for the Century Freeway
 - Oversaw the housing program under a consent decree from 1972 to 1995.
 - Pregerson insisted that a major portion of the construction jobs go to minorities and women
 - When there were not enough minorities and women qualified for the jobs, he helped to create a construction apprenticeship program for them.
 - The Century Freeway Housing Program, now known as the Century Housing Corporation, a nonprofit organization, grew out of the settlement of the Century Freeway lawsuit presided over by Judge Harry Pregerson, and provided funds to acquire the Westwide Residence Hall which houses 500 formerly homeless veterans and is the largest housing and employment center for homeless veterans in the country.
 - Settlement of the Century Freeway lawsuit permitted construction of I-105, known as the Century Freeway. I

Major Problems

- Groundwater
 - Original design included both elevated, ground level, and below ground level portions.
 - Problems with a 3.5 mile below ground level section between I-710 and I-605.
 - Originally shorter, extended in 1981 W towards I-710 (and the Los Angeles River).
 - According to reports, Caltrans did not do extensive tests of soils and groundwater conditions before constructions. They believed the groundwater was 30 feet below the construction level. However, Caltrans was impacted by the actions of another agency, which as a result of overpumping the groundwater basin in the 1950s, was replenishing the basin, increasing groundwater levels. The net result was cracking and sinking of the 3.5 mile section, requiring expensive repairs.

Projects

- Express Lanes

- I-105 was unique in being constructed with HOV lanes and light rail
- Studies began in 2010 to convert the HOV to HOT lanes
- Additional funding came via a 2016 local sales tax
- In 2019, public meetings started on alternative designs. Alternatives include:
 - One express lane
 - Two express lanes (standard and non-standard lane widths)
- Draft EIR released in May 2020. The all standard lane width option was dropped due to too much right of way acquisition
- December 2020: Additional funding approved
- August 2021: Approved for future consideration of funding
 - Programmed in the 2020 STIP for a total of \$609,121,000
 - Construction starting in 2023-2024

For More Information

- California Highways:
 - Route 105
 - Route 42
 - Route 90
 - Route 10
- Gribblenation Blogs:
 - Former California State Route 42 and Former California State Route 10
 - Interstate 105
- In Our Path
- Interstate 105: The Fight for a Changing Los Angeles
- Access Magazine: The Century Freeway: Design by Court Decree
- We'll have all these links in the blog post for this episode on caroutebyroute.org

Next Time

- This was a sample episode to show the route by route structure
- Season 1 will present the background of the state highway system
 - The history of the system
 - How routes are numbered
 - How routes are named
 - The organizations you'll hear about
- Season 2 will start the route exploration
 - Will primarily focus on Route 1 and Route 2 (yes, there's that much information)

Closing Lines

- As always, information on the episode is available on our website: caroutebyroute.org, where you can also leave us comments on the episode
- The episode is also available on our anchor.fm home, anchor.fm/caroutebyroute
- Production is continuing for our first real episode, so as we say, “Watch this feed” and
- Join us as we continue to explore California Highways: Route by Route

Credits

- Written by: Daniel Faigin and Tom Fearer
- Edited by: Daniel Faigin
- Our opening theme is “I Like to Be By The Seaside” by John H Glover-Kind. Do you have an opening theme you might be good for our show, and is either in the public domain or you’re willing to let us use? Contact Daniel at Daniel @ caroutebyroute.org
- Other episode music will be identified on the show page at caroutebyroute.org
- Special thanks to Stephen Nanook Burkholder for audio editing tips and tricks
- This podcast is a product of California Highways at cahighways.org and Gribblenation at gribblenation.org
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