

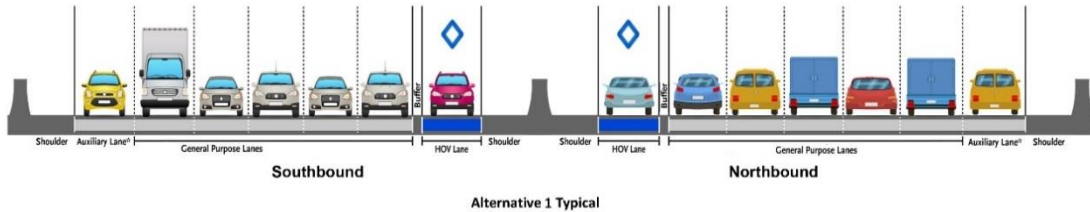
FTIP ID# 1162S012

TCWG Consideration Date: September 26, 2023

PROJECT DESCRIPTION

The Los Angeles County Metropolitan Transportation Authority (Metro), in coordination with the California Department of Transportation (Caltrans), proposes to improve traffic conditions on Interstate 405 (I-405) starting in the south at Interstate 10 (I-10) and terminating in the north at United States Route 101 (US-101), as shown in Figure 1. The proposed project intends to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput and apply technology to help manage traffic. The range of improvements may include, but may not be limited to, converting existing HOV lanes to ExpressLanes or adding an additional ExpressLane or HOV lane in each direction. The Project would evaluate three Build Alternatives (Alternatives 2, 3, and 5) and a “No-Build” alternative (Alternative 1) for the proposed opening year (2030) and future year (2050) conditions.

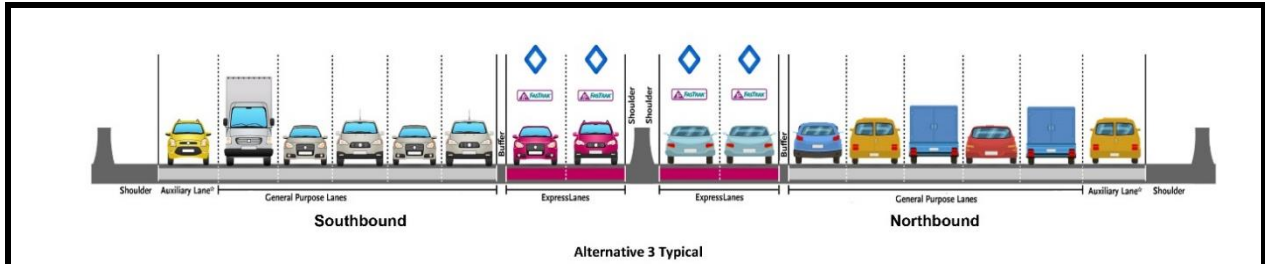
Under the “No-Build” alternative (Alternative 1), no additional roadway improvements would occur, existing and projected traffic would not be alleviated beyond that associated with approved regional and transportation plans.



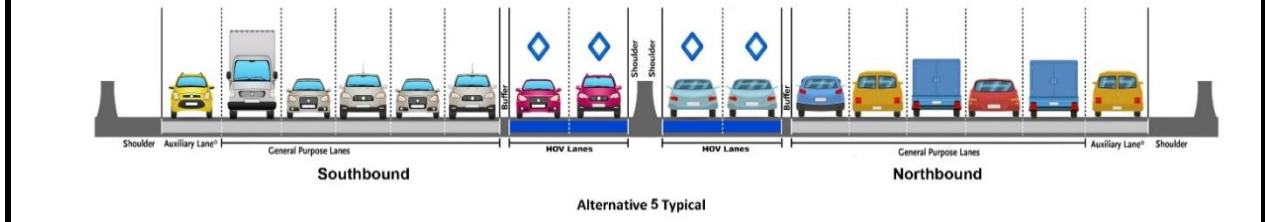
Alternative 2 would convert the existing HOV lane to one ExpressLane in each direction between I-10 to US 101. Under this alternative, ExpressLane vehicles with 3+ occupants pay no toll. Additional roadway improvements would occur to accommodate an additional weave lane at ExpressLane ingress/egress locations and to maintain stopping sight distance at curves.



Alternative 3 would convert the existing HOV lane to one ExpressLane and add a second ExpressLane in each direction between I-10 to US-101. Under this alternative, ExpressLane with vehicles with 2+ occupants pay no toll. Additional roadway improvements would occur to accommodate the addition of the ExpressLane and to maintain stopping sight distance at curves.



Lastly, Alternative 5 would construction an additional HOV lane in each direction between I-10 to US-101. Under this alternative, additional roadway improvements would occur to accommodate the addition of the HOV Lane and to maintain stopping sight distance at curves.



Type of Project

Convert existing HOV lanes to ExpressLanes or construct an additional ExpressLane or HOV lane in each direction of freeway

County
Los Angeles

Narrative Location/Route & Postmiles: On I-405 from I-10 to US-101 in each direction, post mile limits of 28.4 to 41.4

Caltrans Projects – EA# 07-354330

Lead Agency: Caltrans

Contact Person Andrew Yoon	Phone# 213-266-6892	Fax#	Email Andrew.Yoon@dot.ca.gov
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Hot Spot Pollutant of Concern (check one or both) **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
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Scheduled Date of Federal Action: May 2025

NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	2/21	9/25	6/27	6/28
End	5/25	9/27	6/28	12/30

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Purpose:

The purpose of the Interstate 405 (I-405) Sepulveda Pass ExpressLanes project (proposed project) is to provide efficient operation and improve the overall movement of people and goods on I-405. This would be accomplished by improving the utilization of the freeway while addressing impacts to the environment and surrounding communities, including historically disadvantaged communities, within the project area. The proposed improvements between US-101 and Interstate 10 (I-10) (“Project Corridor”) would accomplish the following objectives:

- Improve traffic flows and operation by optimizing utilization within the Project Corridor of the state highway system in terms of vehicle and person throughput and improved travel times and trip reliability.
- Improve performance within the Project Corridor by incorporating advanced demand management and/or intelligent transportation systems strategies including, but not limited to, priced managed lanes/high occupancy toll lanes.
- Increase continuity of the regional priced managed lanes/ high occupancy toll lanes network by closing the gap between existing and planned facilities in alignment with SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Metro’s Countywide Express Lanes Strategic Plan, and the California Transportation Plan 2050 (CTP 2050).
- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor. As such, Metro intends to fund increased transit service, active transportation, and transit projects utilizing net toll revenue generated by the ExpressLanes, subject to funding availability.

Need:

The I-405 between I-105 and US-101 is one of the most heavily traveled highways in the U.S., with an average of 56 hours of delay yearly per commuter in 2019¹. The proposed project is needed to address traffic performance deficiencies on I-405 between US-101 and I-10 (Sepulveda Pass), which are summarized below:

- The higher travel times and lower trip reliability in the constrained Sepulveda Pass can be attributed to limited existing roadways and alternative transportation options running north-south through the Santa Monica Mountains between the San Fernando Valley and the South Bay/Westside in Los Angeles County.
- Current daily traffic volume of 289,000 vehicles/AADT on I-405 between US-101 and I-10 exceeds the design capacity, and vehicle hours of delay (VHD) in both the existing high occupancy vehicle and mixed flow lanes within the corridor is projected to increase by 22% through 2050.
- According to the 2017 California High-Occupancy Vehicle Facilities Degradation Report and Action Plan (Caltrans, 2018), much of the existing I-405 HOV facilities within project limits are classified as “extremely degraded”, meaning that the average speed during the peak commute hour is less than 45 miles per hour for 75 percent or more of the time, or 16 or more weekdays per month.
- According to the 2020 SCAG RTP/SCS, vehicles travel about 231 million miles each day in Los Angeles County with a projected “No Action” growth to 255 million by 2045². The existing traffic of the mixed flow & HOV lanes exceeds capacity; future operating conditions will be further deteriorated. The average daily traffic in both the general-purpose and HOV lanes on northbound and southbound I-405 is projected to increase by approximately 8 and 10 percent, respectively, by 2047.

¹ [inrix.com/press-releases/2019-traffic-scorecard-us/](https://www.inrix.com/press-releases/2019-traffic-scorecard-us/), accessed July 27, 2023.

² Source: Connect SoCal Final Program Environmental Impact Report. Adopted May 2020. scag.ca.gov/sites/main/files/file-attachments/dpeir_connectsocial_3_17_transportationtrafficandsafety.pdf

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Mix of residential and commercial/retail. Current daily traffic volume of 289,000 vehicles/AADT on I-405 between US-101 and I-10 exceeds the design capacity, and vehicle hours of delay (VHD) in both the existing high occupancy vehicle and mixed flow lanes within the corridor is projected to increase by 22% through 2050.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility See Tables 1 and 2 for opening year (2030) average annual traffic (AADT) and LOS for opening year levels of service (LOS) for the northbound and southbound directions, respectively. Southbound and northbound AM/PM are the peak directions. The truck percentages are not expected to change from the “No-Build” conditions.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility See Tables 3 and 4 for future 2050 AADT and LOS for future year LOS for the northbound and southbound directions, respectively. Southbound and northbound AM/PM are the peak directions. The truck percentages are not expected to change from the “No-Build” conditions.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The proposed project is not an interchange</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The proposed project is not an interchange</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> As the net volumes on the corridor (combination of general-purpose [GP] lanes and HOV/ExpressLanes) are about the same between Alternative 1 (No-Build) and Alternatives 2, 3, and 5 (Build) (less than 3 percent change NB and 5 percent SB), no substantive change in volumes or congestion on other facilities is expected.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1). The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- v. The proposed project would convert existing HOV lanes to ExpressLanes or add an additional ExpressLane or HOV lane in each direction of I-405. Tables 1 through 4 list the average daily traffic (ADT) and truck ADT volumes along I-405 for the opening year (2030) and future year conditions (2050). These tables show that overall, within the project limits, the number of trucks and passenger vehicles along the proposed I-405 lanes would not substantially increase (less than 3 percent change NB and 5 percent SB) as a result of any of the Build Alternatives for both the opening year and future year conditions. The truck and vehicle ADT for the Build Alternatives would either decrease compared to the No Build Alternative or increase from zero to 1 percent on average for both the 2030 scenario and the 2050 scenario. Thus the project would not result in a significant increase in the number of diesel vehicles.
- ii. The proposed project does not include any changes that affect intersection levels of service (LOS). However, Tables 1 through 4 list the opening year and future year freeway segment LOS for the No Build and Build conditions. As shown, the proposed project does not affect freeway segments that are at LOS D, E, or F with a significant number of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation. Thus, this project would not be considered a POAQC.

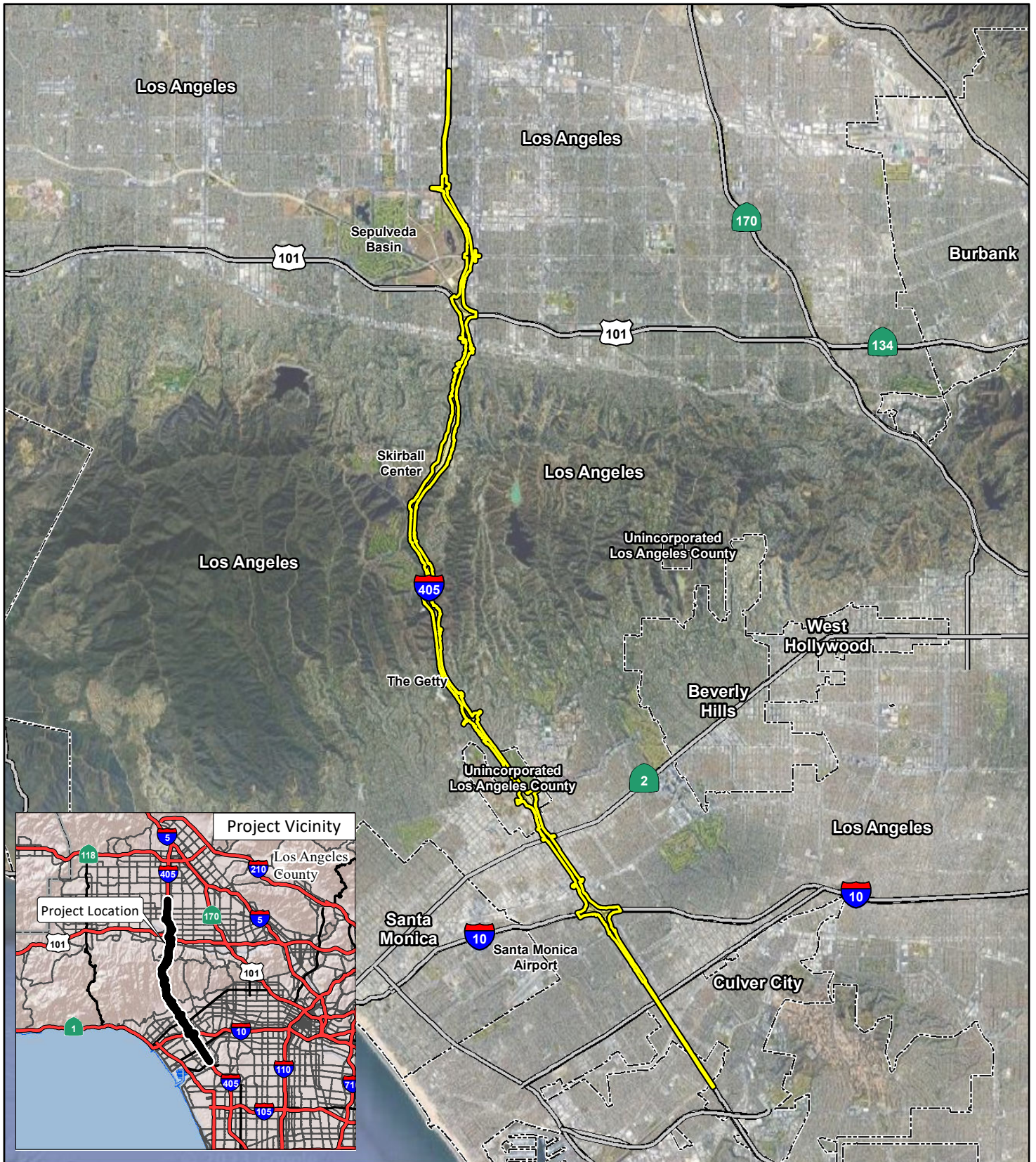




FIGURE 1

LEGEND

-  Project Location
-  City Boundary



SOURCE: Google Maps (2022); WSP (2/2022)

J:\WSP2003\GIS\MXD\Project_Vicinity_and_Location.mxd (3/10/2023)

*Interstate 405 (I-405) Sepulveda Pass
Express Lanes Project*
Project Vicinity and Location

07-LA-405-PM 28.3/41.4
EA No. 07-354330
EFIS No. 0720000070

Table 1: Opening Year (2030) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
1a	South Terminus to Culver Blvd On-Ramp	Mainline	F	F	118,148	6,752	F	F	116,040	6,806	54	1%	F	F	119,212	6,954	202	3%	F	F	117,097	6,948	196	3%
1b	South Terminus to Sepulveda Blvd Off-Ramp	HOV	E	F	22,977		E	D	20,882				E	F	20,708				E	F	24,028			
2	Culver Blvd On-Ramp	Ramp	F	F	8,952	281	F	F	9,994	339	58	21%	F	F	8,838	287	7	2%	F	F	9,310	297	17	6%
3	Culver Blvd On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	F	F	126,967	7,025	F	F	125,770	7,130	105	1%	F	F	127,780	7,226	201	3%	F	F	126,129	7,230	205	3%
4	Sepulveda Blvd Off-Ramp	Ramp	F	F	9,195	248	F	F	9,029	262	14	6%	F	F	9,116	272	24	10%	F	F	9,604	274	26	10%
5a	Sepulveda Blvd Off-Ramp to Sepulveda Blvd On-Ramp	Mainline	F	F	130,802	7,352	F	F	127,770	7,350	-2	0%	F	F	130,140	7,459	106	1%	F	F	128,181	7,481	129	2%
5b	Sepulveda Blvd Off-Ramp to Sepulveda Blvd On-Ramp	HOV	F	F	20,571		F	F	19,721				F	F	17,589				F	F	21,929			
6	Sepulveda Blvd On-Ramp	Ramp	F	F	8,450	421	F	F	8,729	436	15	4%	F	F	8,422	437	16	4%	F	F	8,804	445	24	6%
7a	Sepulveda Blvd On-Ramp to National Blvd Off-Ramp	Mainline	F	F	139,368	7,794	F	F	126,810	7,376	-419	-5%	F	F	138,817	7,912	118	2%	F	F	137,004	7,945	151	2%
7b	Sepulveda Blvd On-Ramp to National Blvd Off-Ramp	HOV	F	F	20,895		C	D	19,111				C	B	16,317				F	F	22,313			
8	National Blvd Off-Ramp	Ramp	D	F	13,072	515	C	F	13,217	519	4	1%	C	F	13,179	538	23	4%	E	F	13,324	542	27	5%
9a	National Blvd Off-Ramp to I-10 Direct Connectors (Off)	Mainline	C	F	116,425	6,808	C	F	115,685	6,876	67	1%	C	F	119,705	7,054	245	4%	D	F	118,031	7,128	320	5%
9b	National Blvd Off-Ramp to I-10 Direct Connectors (Off)	HOV	D	C	19,635		D	B	16,778				C	A	14,347				B	B	21,028			
10	I-10 Direct Connectors (Off)	Ramp	C	F	35,734	2,066	B	A	35,433	2,063	-3	0%	C	F	35,000	2,064	-2	0%	D	F	34,992	2,096	30	1%
11a	I-10 Direct Connectors (Off) to I-10 WB Direct Connector (On)	Mainline	C	A	84,845	4,872	B	A	81,941	4,815	-58	-1%	B	A	85,473	4,997	124	3%	C	A	85,392	5,044	172	4%
11b	I-10 Direct Connectors (Off) to I-10 EB Direct Connector (On)	HOV	B	B	15,558		D	B	15,125				C	A	13,742				B	A	16,453			
12	I-10 WB Direct Connector (On)	Ramp	F	F	38,066	1,344	C	F	36,207	1,247	-97	-7%	C	F	38,196	1,368	24	2%	C	F	38,954	1,365	21	2%
13	I-10 WB Direct Connector (On) to I-10 EB Direct Connector (On)	Mainline	F	F	122,504	6,198	C	F	120,228	6,182	-15	0%	C	F	123,294	6,348	150	2%	C	F	123,947	6,390	193	3%
14	I-10 EB Direct Connector (On)	Ramp	F	F	10,809	430	C	F	10,511	431	1	0%	D	F	10,267	422	-7	-2%	D	F	9,981	416	-14	-3%
15a	I-10 EB Direct Connector (On) to Cotner Ave On-Ramp	Mainline	F	F	132,076	6,627	C	F	130,959	6,624	-4	0%	D	F	133,736	6,779	152	2%	D	F	134,185	6,818	191	3%
15b	I-10 EB Direct Connector (On) to Santa Monica Blvd Off-Ramp	HOV	C	D	16,662		D	B	15,125				C	A	13,742				B	A	16,309			
16	Cotner Ave On-Ramp	Ramp	F	F	13,844	529	C	F	13,825	550	21	4%	C	F	13,924	566	36	7%	C	F	14,433	540	11	2%
17	Cotner Ave On-Ramp to Santa Monica Blvd Off-Ramp	Mainline	F	F	145,599	7,142	C	F	144,776	7,173	31	0%	C	F	147,480	7,337	195	3%	C	F	148,445	7,351	209	3%
18	Santa Monica Blvd Off-Ramp	Ramp	F	F	29,145	1,338	C	F	27,166	1,267	-71	-5%	C	F	26,982	1,234	-104	-8%	C	F	27,504	1,227	-111	-8%
19a	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	Mainline	F	F	116,537	5,770	D	F	117,555	5,904	133	2%	C	F	120,759	6,117	346	6%	C	F	121,247	6,137	366	6%
19b	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	HOV	F	F	16,384		D	B	15,125				C	A	13,144				B	A	16,849			
20a	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	Mainline	F	F	116,088	5,762	D	F	117,555	5,904	142	2%	C	F	110,581	5,718	-44	-1%	D	F	113,368	5,837	75	1%

Table 1: Opening Year (2030) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
20b	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	HOV	F	F	16,384		D	B	15,125				C	A	15,059				B	A	18,485			
21	Santa Monica Blvd On-Ramp	Ramp	F	F	10,910	250	C	F	12,273	280	30	12%	C	F	11,909	264	14	5%	C	F	12,311	282	32	13%
22a	Santa Monica Blvd On-Ramp to Wilshire Blvd Off-Ramp	Mainline	F	F	126,391	6,007	C	F	129,744	6,179	173	3%	C	F	122,494	5,981	-25	0%	C	F	125,696	6,119	113	2%
22b	Santa Monica Blvd On-Ramp to Wilshire Blvd Off-Ramp	HOV	C	F	16,768		D	B	15,125				C	A	23,566				B	A	21,650			
23	Wilshire Blvd Off-Ramp	Ramp	F	F	23,171	676	C	F	23,002	647	-29	-4%	C	F	22,460	662	-14	-2%	C	F	22,858	660	-16	-2%
24a	Wilshire Blvd Off-Ramp to Wilshire Blvd On-Ramp	Mainline	B	B	104,077	5,350	B	B	115,330	5,934	583	11%	B	B	114,112	5,999	649	12%	B	B	114,208	5,989	638	12%
24b	Wilshire Blvd Off-Ramps to Montana Ave Overpass	HOV	B	B	15,926		B	B	15,811				B	B	21,876				C	B	20,006			
25	Wilshire Blvd On-Ramp	Ramp	C	C	17,871	344	C	C	16,252	322	-22	-6%	C	B	17,364	354	10	3%	C	B	16,952	350	6	2%
26	Wilshire Blvd On-Ramp to Montana Ave Overpass	Mainline	C	C	121,807	5,687	C	C	123,211	5,864	176	3%	C	B	131,076	6,333	646	11%	C	B	130,744	6,318	631	11%
27a	Montana Ave Overpass to Sunset Blvd Off-Ramp	Mainline	C	B	122,212	5,704	C	D	120,829	5,822	118	2%	C	B	115,694	5,766	62	1%	C	B	120,766	5,891	188	3%
27b	Montana Ave Overpass to Sunset Blvd On-Ramp	HOV	B	C	15,892		D	B	16,923				C	A	25,463				B	A	20,850			
28	Sunset Blvd Off-Ramp	Ramp	C	B	7,178	251	C	D	7,895	267	16	6%	C	B	7,688	259	8	3%	C	B	7,545	268	17	7%
29	Sunset Blvd Off-Ramp to Sunset Blvd On-Ramp	Mainline	B	C	114,967	5,449	B	D	113,774	5,593	144	3%	B	B	107,940	5,504	54	1%	B	B	113,154	5,620	170	3%
30	Sunset Blvd On-Ramp	Ramp	B	C	12,483	262	B	E	13,893	301	39	15%	B	B	14,274	299	37	14%	B	C	14,411	294	32	12%
31a	Sunset Blvd On-Ramp to Moraga Blvd Off-Ramp	Mainline	B	C	127,614	5,714	B	E	127,718	5,896	182	3%	B	B	122,233	5,804	90	2%	B	C	127,585	5,914	200	4%
31b	Sunset Blvd On-Ramp to Moraga Blvd On-Ramp	HOV	B	D	16,370		D	B	16,923				C	A	25,463				B	A	20,850			
32	Moraga Blvd Off-Ramp	Ramp	B	C	4,000	64	B	E	5,168	89	25	39%	B	B	4,996	90	26	41%	B	C	4,789	86	22	35%
33	Moraga Blvd Off-Ramp to Moraga Blvd On-Ramp	Mainline	B	D	133,090	5,974	C	E	124,929	5,803	-171	-3%	B	C	119,402	5,708	-265	-4%	C	D	124,856	5,824	-150	-3%
34	Moraga Blvd On-Ramp	Ramp	C	E	12,428	555	C	F	12,161	551	-5	-1%	C	C	12,464	589	34	6%	C	E	12,643	575	19	3%
35a	Moraga Blvd On-Ramp to N Sepulveda Blvd Off-Ramp	Mainline	C	F	136,815	6,153	C	F	135,644	6,304	151	2%	C	C	144,200	6,889	736	12%	C	F	145,516	6,779	626	10%
35b	Moraga Blvd On-Ramp to N Sepulveda Blvd On-Ramp	HOV	C	F	16,736		C	E	19,179				C	C	29,001				C	E	23,385			
36	N Sepulveda Blvd Off-Ramp	Ramp	C	F	3,681	85	C	F	3,503	75	-10	-12%	C	C	3,687	81	-4	-5%	C	E	3,473	76	-9	-11%
37	N Sepulveda Blvd Off-Ramp to N Sepulveda Blvd On-Ramp	Mainline	C	F	132,925	6,060	C	F	131,253	6,240	180	3%	B	E	121,607	6,045	-15	0%	C	F	130,200	6,176	116	2%
38	N Sepulveda Blvd On-Ramp	Ramp	B	F	5,948	115	C	F	5,442	105	-10	-9%	B	E	5,447	108	-7	-6%	B	F	5,746	107	-8	-7%
39a	N Sepulveda Blvd On-Ramp to Skirball Center Dr Off-Ramp	Mainline	C	F	138,234	6,179	C	F	137,478	6,383	204	3%	B	F	127,929	6,186	7	0%	C	F	137,258	6,352	173	3%
39b	N Sepulveda Blvd On-Ramp to Skirball Center Dr Off-Ramp	HOV	B	D	17,366		C	F	18,500				C	E	31,142				B	A	24,365			
40	Skirball Center Dr Off-Ramp	Ramp	C	F	6,350	208	C	F	7,259	236	28	13%	B	F	6,973	234	26	13%	C	F	7,179	240	32	15%
41a	Skirball Center Dr Off-Ramp to Skirball Center Dr On-Ramp	Mainline	B	F	140,730	6,343	C	F	129,987	6,140	-203	-3%	B	F	120,920	5,947	-397	-6%	C	F	129,572	6,104	-239	-4%
41b	Skirball Center Dr Off-Ramp to Skirball Center Dr On-Ramp	HOV	C	F	17,320		C	B	17,785				C	B	30,925				B	A	23,217			
42	Skirball Center Dr On-Ramp	Ramp	B	F	9,917	172	B	F	11,114	215	43	25%	B	F	9,651	194	22	13%	B	F	8,548	177	4	3%

Table 1: Opening Year (2030) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
43a	Skirball Center Dr On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	D	F	139,191	6,227	C	F	139,227	6,472	246	4%	B	F	136,110	6,575	348	6%	B	F	141,091	6,564	337	5%
43b	Skirball Center Dr On-Ramp to US-101 Direct Connector (Off)	HOV	B	F	17,374		B	F	18,956				C	A	22,383				B	A	23,217			
44	Sepulveda Blvd Off-Ramp	Ramp	D	F	10,227	275	C	F	10,131	272	-3	-1%	B	F	10,066	270	-4	-2%	B	F	10,187	273	-2	-1%
45	Sepulveda Blvd Off-Ramp to US-101 Direct Connector (Off)	Mainline	A	B	97,016	4,566	B	B	99,290	4,713	147	3%	A	B	101,351	4,781	215	5%	B	B	103,566	4,768	202	4%
46	US-101 Direct Connector (Off)	Ramp	D	F	77,199	3,146	C	F	77,665	3,260	114	4%	B	F	79,921	3,344	198	6%	B	F	79,890	3,288	142	5%
47a	US-101 Direct Connector (Off) to Sepulveda Blvd On-Ramps	Mainline	B	E	64,168	3,118	B	B	54,875	2,929	-188	-6%	A	B	55,586	2,951	-167	-5%	B	B	57,744	2,993	-125	-4%
47b	US-101 Direct Connector (Off) to Burbank Blvd Off-Ramp	HOV	B	E	11,055		B	B	12,090				C	A	12,723				B	A	11,080			
48	Sepulveda Blvd On-Ramps	Ramp	B	B	8,353	345	B	A	8,787	344	-1	0%	B	B	8,463	337	-7	-2%	B	B	8,633	338	-7	-2%
49	Sepulveda Blvd On-Ramps to US-101 EB Direct Connector (On)	Mainline	B	B	65,344	3,167	B	B	63,483	3,264	97	3%	B	B	64,022	3,288	121	4%	B	B	66,356	3,331	164	5%
50	US-101 EB Direct Connector (On)	Ramp	B	B	15,457	740	B	B	16,170	774	34	5%	B	B	16,827	794	54	7%	B	B	15,866	756	17	2%
51	US-101 EB Direct Connector (On) to US 101 WB Direct Connector (On)	Mainline	B	B	80,597	3,898	B	B	79,360	4,027	129	3%	B	B	80,569	4,071	173	4%	B	B	81,932	4,077	178	5%
52	US 101 WB Direct Connector (On)	Ramp	B	B	20,376	1,592	B	B	20,724	1,628	36	2%	B	B	20,800	1,623	32	2%	B	B	20,580	1,594	3	0%
53	US 101 WB Direct Connector (On) to Burbank Blvd Off-Ramp	Mainline	B	B	101,685	5,521	B	B	100,765	5,685	164	3%	B	B	101,656	5,706	185	3%	B	B	102,805	5,683	162	3%
54	Burbank Blvd Off-Ramp	Ramp	B	B	12,384	506	B	B	12,256	497	-10	-2%	B	B	12,666	508	1	0%	B	B	11,719	482	-24	-5%
55a	Burbank Blvd Off-Ramp to Burbank Blvd	Mainline	B	B	88,948	5,000	B	B	88,180	5,176	176	4%	B	C	88,399	5,174	174	3%	B	C	90,505	5,177	177	4%
55b	Burbank Blvd Off-Ramp to Burbank Blvd	HOV	B	E	11,215		B	B	12,090				B	F	11,736				B	D	11,634			
56a	Burbank Blvd to Burbank Blvd On-Ramp	Mainline	B	E	95,209	5,291	B	B	89,366	5,176	-115	-2%	B	C	89,778	5,174	-118	-2%	B	D	95,710	5,443	152	3%
56b	Burbank Blvd to Victory Blvd Off-Ramp	HOV	C	F	12,097		B	C	10,496				B	F	10,356				B	F	12,689			
57	Burbank Blvd On-Ramp	Ramp	B	C	8,294	152	B	B	9,234	179	27	17%	B	C	9,295	176	23	15%	B	C	8,907	163	11	7%
58	Burbank Blvd On-Ramp to Victory Blvd Off-Ramp	Mainline	B	F	96,435	5,128	B	F	98,337	5,351	222	4%	B	F	100,035	5,418	290	6%	B	F	97,766	5,302	174	3%
59a	Victory Blvd Off-Ramp	Ramp	B	F	10,022	401	B	F	8,451	351	-49	-12%	B	F	8,560	358	-43	-11%	B	F	8,605	354	-47	-12%
59b	Victory Blvd Off-Ramp to North Terminus	HOV	B	F	12,108		B	F	10,164				B	F	10,356				B	F	12,689			
60	Victory Blvd Off-Ramp to Victory Blvd On-Ramp	Mainline	B	F	86,004	4,711	B	F	90,244	5,015	304	6%	B	F	91,000	5,040	329	7%	B	F	88,731	4,931	220	5%
61	Victory Blvd On-Ramp	Ramp	B	F	10,460	341	B	F	10,354	338	-3	-1%	C	F	10,330	336	-5	-1%	B	F	10,177	340	0	0%
62	Victory Blvd On-Ramp to North Terminus	Mainline	B	F	96,301	5,046	C	F	100,426	5,347	301	6%	C	F	101,174	5,371	325	6%	C	F	98,713	5,264	218	4%

Source: WSP (September 2023)

EB = eastbound
 EL - Express Lanes
 GP = General Purpose Lanes

HOV/HOT = High Occupancy Vehicle Lanes
 I = Interstate
 mi = miles

ML = managed lane
 NB = northbound
 SB = southbound

SR = State Route
 WB = westbound

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
1a	North Terminus to Haskell Ave Off-Ramp	Mainline	F	C	111,244	5,672	F	E	108,704	5,549	-122	-2%	F	C	116,998	5,856	185	3%	F	C	112,696	5,715	43	1%
1b	North Terminus to Haynes Ave Overpass	HOV	F	A	12,632		F	B	11,889				D	B	12,195				F	B	14,510			
2	Haskell Ave Off-Ramp	Ramp	F	C	14,105	526	F	E	15,258	571	46	9%	F	C	14,142	547	21	4%	F	C	13,962	520	-5	-1%
3	Haskell Ave On-Ramp	Ramp	F	B	5,013	190	F	B	6,022	228	38	20%	F	C	6,058	207	16	9%	F	C	6,180	229	38	20%
4	Haskell Ave Off-Ramp to Haynes Ave Overpass	Mainline	F	B	96,963	5,136	F	C	101,320	5,342	206	4%	F	B	102,850	5,305	170	3%	F	C	98,531	5,182	47	1%
5a	Haynes Ave Overpass to Victory Blvd Overpass	Mainline	F	B	91,160	4,869	F	C	100,770	5,342	473	10%	F	B	102,374	5,305	436	9%	F	C	97,465	5,182	313	6%
5b	Haynes Ave Overpass to HOVL Weave	HOV	F	A	12,387		F	B	14,299				F	B	11,288				F	F	13,666			
6	Victory Blvd Overpass to Victory Blvd On-Ramp	Mainline	F	B	94,086	4,969	F	B	95,740	5,083	114	2%	F	C	102,384	5,203	234	5%	F	C	97,849	5,151	182	4%
7	Victory Blvd On-Ramp	Ramp	F	B	5,054	139	F	B	5,067	128	-11	-8%	F	C	5,271	142	3	2%	F	C	5,591	147	8	6%
8	Victory Blvd On-Ramp to Burbank Blvd Off-Ramp	Mainline	F	C	99,345	5,111	F	B	111,606	5,681	570	11%	F	B	113,305	5,632	520	10%	F	C	103,305	5,290	179	3%
9	Burbank Blvd Off-Ramp	Ramp	F	C	9,598	228	F	B	10,313	257	29	13%	F	B	10,451	251	24	10%	F	C	10,081	247	19	8%
10	Burbank Blvd Off-Ramp to Burbank Blvd On-Ramp	Mainline	F	B	89,541	4,872	F	B	91,135	4,967	95	2%	F	C	95,288	5,054	182	4%	F	C	92,550	5,013	141	3%
11	Burbank Blvd On-Ramp	Ramp	F	B	11,825	429	F	B	13,092	502	73	17%	F	B	13,173	531	102	24%	F	C	13,004	533	104	24%
12	Burbank Blvd On-Ramp to US-101 Direct Connector (off)	Mainline	F	B	101,197	5,291	F	B	103,378	5,460	169	3%	F	B	106,894	5,566	275	5%	F	C	105,149	5,523	232	4%
13	US-101 Direct Connector (off)	Ramp	F	B	37,464	2,108	F	B	40,045	2,250	141	7%	F	B	40,720	2,204	95	5%	F	C	39,257	2,232	124	6%
14	US-101 Direct Connector (off) to HOVL Weave (US-101 underpass)	Mainline	F	B	69,872	3,463	F	B	62,439	3,168	-295	-9%	F	B	65,415	3,329	-135	-4%	F	B	70,435	3,495	32	1%
15a	HOVL Weave (US-101 underpass) to US-101 WB Director Connector (On)	Mainline	F	B	62,190	3,144	F	B	62,462	3,168	25	1%	F	B	65,415	3,329	185	6%	F	B	62,440	3,129	-15	0%
15b	HOVL Weave (US-101 underpass) to Sepulveda Blvd Overpass	HOV	F	A	13,181		C	C	14,986				B	B	12,994				F	F	13,556			
16	US-101 WB Director Connector (On)	Ramp	F	B	17,630	353	F	B	17,974	383	30	8%	F	C	18,891	406	53	15%	F	C	18,630	384	30	9%
17	US-101 WB Director Connector (On) to US-	Mainline	F	B	79,078	3,464	F	B	79,708	3,519	54	2%	F	C	83,390	3,692	228	7%	F	C	80,254	3,476	12	0%

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
	101 EB Direct Connector (On)																							
18	US-101 EB Direct Connector (On)	Ramp	F	C	32,908	1,384	F	C	32,446	1,792	408	30%	F	C	33,321	1,714	331	24%	F	C	32,622	1,656	272	20%
19	US-101 EB Direct Connector (On) to Ventura Blvd On-Ramp	Mainline	F	C	113,299	4,854	F	C	113,080	5,046	192	4%	F	C	117,824	5,275	421	9%	F	C	113,808	5,001	147	3%
20	Ventura Blvd On-Ramp	Ramp	F	C	10,553	254	F	C	10,026	242	-12	-5%	F	C	10,944	286	32	13%	F	C	10,728	268	14	5%
21	Ventura Blvd On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	F	C	121,658	5,105	F	C	121,437	5,284	179	4%	F	C	127,689	5,582	477	9%	F	C	123,380	5,286	181	4%
22	Sepulveda Blvd Off-Ramp	Ramp	F	C	4,716	171	F	C	4,943	168	-3	-2%	F	C	4,494	160	-11	-6%	F	C	4,652	166	-5	-3%
23	Sepulveda Blvd Off-Ramp to Sepulveda Blvd Overpass	Mainline	F	C	117,625	4,961	F	C	117,046	5,137	175	4%	F	C	127,080	5,577	616	12%	F	C	121,544	5,235	273	6%
24a	Sepulveda Blvd Overpass to Sepulveda Blvd On-Ramp	Mainline	F	C	115,118	4,961	F	C	117,017	5,137	175	4%	F	C	127,080	5,577	616	12%	F	C	121,544	5,235	273	6%
24b	Sepulveda Blvd Overpass to Sepulveda Blvd On-Ramp	HOV	F	A	15,689		C	C	15,014				A	A	9,305				F	F	13,556			
25	Sepulveda Blvd On-Ramp	Ramp	F	C	11,278	852	F	C	12,473	753	-99	-12%	F	C	12,770	645	-207	-24%	F	D	12,516	578	-274	-32%
26a	Sepulveda Blvd On-Ramp to N Sepulveda Blvd Off-Ramp	Mainline	F	C	121,730	4,898	F	D	126,696	5,806	908	19%	F	C	120,519	5,449	552	11%	F	E	117,327	5,331	433	9%
26b	Sepulveda Blvd On-Ramp to Mulholland Dr	HOV	F	C	18,651		C	C	15,769				B	B	19,130				B	A	22,758			
27	N Sepulveda Blvd Off-Ramp	Ramp	F	C	3,186	101	F	D	5,412	178	77	77%	F	C	2,903	109	8	8%	F	E	3,505	90	-10	-10%
28a	N Sepulveda Blvd Off-Ramp to Mission Dump Rd	Mainline	F	D	118,938	4,799	F	C	118,873	5,604	805	17%	F	C	111,290	5,340	540	11%	F	F	115,409	5,240	441	9%
28b	Mulholland Dr to Mission Dump Rd	HOV	F	C	18,651		C	D	20,001				B	B	25,461				C	B	26,900			
29a	Mission Dump Rd to N Sepulveda Blvd On-Ramp	Mainline	F	D	128,571	5,250	F	C	118,873	5,604	354	7%	F	C	111,290	5,340	90	2%	F	F	115,409	5,240	-10	0%
29b	Mission Dump Rd to N Sepulveda Blvd Off-Ramp	HOV	F	C	20,040		C	D	20,001				F	C	34,517				C	B	26,900			
30	N Sepulveda Blvd On-Ramp	Ramp	D	D	5,891	358	F	C	6,071	396	39	11%	F	C	6,890	602	244	68%	F	F	6,064	475	117	33%

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
31	N Sepulveda Blvd On-Ramp to N Sepulveda Blvd Off-Ramps	Mainline	E	C	124,452	5,894	F	D	123,735	5,921	26	0%	F	C	117,236	5,872	-22	0%	F	F	120,630	5,653	-241	-4%
32	N Sepulveda Blvd Off-Ramp	Ramp	E	C	5,899	286	F	D	6,176	269	-18	-6%	F	C	5,767	218	-69	-24%	F	F	5,857	261	-25	-9%
33a	N Sepulveda Blvd Off-Ramps to N Sepulveda Blvd On-Ramps	Mainline	F	D	128,750	6,073	F	E	118,362	5,687	-386	-6%	F	C	111,248	5,644	-430	-7%	F	F	114,555	5,384	-689	-11%
33b	N Sepulveda Blvd Off-Ramp to N Sepulveda Blvd On-Ramp	HOV	D	D	19,862		C	D	20,001				D	C	34,244				C	B	26,900			
34	N Sepulveda Blvd On-Ramps	Ramp	F	D	7,245	256	F	E	8,222	290	33	13%	F	C	8,010	285	28	11%	F	F	8,019	286	30	12%
35a	N Sepulveda Blvd On-Ramps to Getty Center Dr Overpass	Mainline	F	D	130,741	6,083	F	E	126,264	5,948	-136	-2%	F	C	119,199	5,921	-163	-3%	F	F	123,106	5,663	-421	-7%
35b	N Sepulveda Blvd On-Ramp to N Church Ln	HOV	C	D	20,348		D	F	21,635				D	C	34,163				C	B	26,198			
36	Getty Center Dr Overpass to Beverly Park Dr/N Church Ln	Mainline	E	E	125,944	5,896	D	F	137,785	6,448	551	9%	F	C	138,632	6,802	905	15%	F	F	137,991	6,340	444	8%
37a	Beverly Park Dr/N Church Ln to N Church Ln Off-Ramp	Mainline	C	F	125,701	5,886	C	F	125,716	5,919	33	1%	C	E	118,103	5,863	-23	0%	C	F	124,851	5,749	-137	-2%
37b	Beverly Park Dr/N Church Ln to Berwick St	HOV	F	D	18,402		C	D	20,768				F	C	35,628				F	F	24,830			
38	N Church Ln Off-Ramp	Ramp	C	F	17,766	472	C	F	16,604	445	-27	-6%	C	E	17,826	503	30	6%	C	F	17,290	450	-22	-5%
39	N Church Ln Off-Ramp to N Church Ln / Sunset Blvd On-Ramp	Mainline	C	F	107,804	5,409	C	F	108,880	5,464	55	1%	C	F	100,246	5,359	-51	-1%	C	F	107,441	5,294	-115	-2%
40	N Church Ln / Sunset Blvd On-Ramp	Ramp	D	F	6,113	183	C	F	6,113	190	7	4%	D	F	6,423	182	-1	-1%	D	F	5,760	150	-33	-18%
41	N Church Ln / Sunset Blvd On-Ramp to S Church Ln On-Ramp	Mainline	D	F	114,084	5,600	C	F	115,225	5,664	64	1%	D	F	107,052	5,558	-42	-1%	D	F	113,523	5,459	-141	-3%
42	S Church Ln On-Ramp	Ramp	C	C	6,292	172	C	D	7,259	214	42	24%	C	D	7,009	219	46	27%	C	D	6,905	225	52	30%
43	S Church Ln On-Ramp to Berwick St	Mainline	C	C	120,488	5,778	C	D	122,609	5,884	107	2%	C	D	114,007	5,772	-5	0%	C	D	120,364	5,680	-98	-2%
44a	Berwick St to Constitution Ave Overpass	Mainline	D	C	129,859	6,213	B	B	128,898	6,168	-45	-1%	D	C	114,282	5,786	-427	-7%	D	C	120,628	5,693	-520	-8%
44b	Berwick St to Wilshire Blvd Off-Ramp	HOV	C	B	19,465		B	B	18,987				C	C	35,320				B	B	24,161			
45	Constitution Ave Overpass to Wilshire Blvd Off-Ramp	Mainline	C	B	121,669	5,847	B	B	128,898	6,168	321	5%	B	B	114,194	5,782	-65	-1%	C	C	120,509	5,688	-159	-3%
46	Wilshire Blvd Off-Ramp	Ramp	C	B	15,885	337	C	B	17,018	402	65	19%	B	B	17,921	427	90	27%	C	C	16,935	387	50	15%

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
47a	Wilshire Blvd Off-Ramp to Wilshire Blvd Overpass	Mainline	C	B	106,554	5,512	C	B	107,890	5,577	65	1%	B	B	96,298	5,356	-156	-3%	B	D	103,466	5,297	-215	-4%
47b	Wilshire Blvd Off-Ramp to Wilshire Blvd WB On-Ramp	HOV	C	B	17,347		C	C	18,565				C	C	35,320				B	B	24,161			
48	Wilshire Blvd Overpass to Wilshire Blvd WB On-Ramp	Mainline	C	B	106,554	5,512	C	B	107,890	5,577	65	1%	B	B	96,298	5,356	-156	-3%	B	D	103,466	5,297	-215	-4%
49	Wilshire Blvd WB On-Ramp	Ramp	C	B	14,404	562	C	B	14,608	492	-70	-13%	C	B	14,934	514	-48	-9%	C	F	13,377	463	-99	-18%
50a	Wilshire Blvd WB On-Ramp to Wilshire Blvd EB On-Ramp	Mainline	C	B	120,756	6,066	C	B	122,346	6,062	-4	0%	C	B	111,095	5,864	-202	-3%	C	F	116,501	5,747	-319	-5%
50b	Wilshire Blvd WB On-Ramp to Wilshire Blvd EB On-Ramp	HOV	C	B	17,347		C	C	18,565				C	C	35,320				B	B	24,161			
51	Wilshire Blvd EB On-Ramp	Ramp	C	B	14,664	503	C	C	15,624	609	106	21%	C	B	15,202	613	110	22%	C	F	15,375	601	98	20%
52a	Wilshire Blvd EB On-Ramp to Santa Monica Blvd Off-Ramp	Mainline	C	B	135,526	6,573	C	C	137,915	6,670	97	1%	C	B	126,381	6,481	-92	-1%	C	F	131,732	6,344	-229	-3%
52b	Wilshire Blvd EB On-Ramp to Santa Monica Blvd Off-Ramp	HOV	C	B	17,347		C	C	18,565				C	C	35,320				B	B	24,161			
53	Santa Monica Blvd Off-Ramp	Ramp	C	B	15,076	448	C	C	14,875	443	-5	-1%	C	B	15,231	481	33	7%	C	F	13,484	412	-36	-8%
54a	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	Mainline	C	C	118,320	6,053	C	D	122,475	6,203	150	2%	C	C	109,686	5,934	-119	-2%	C	F	116,637	5,860	-193	-3%
54b	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	HOV	C	C	16,879		C	C	18,582				C	D	26,771				C	B	18,755			
55a	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	Mainline	C	C	118,901	6,086	C	D	124,992	6,203	117	2%	C	B	127,140	6,391	305	5%	B	F	125,230	6,151	65	1%
55b	Santa Monica Blvd Overpass to Sawtelle Blvd Off-Ramp	HOV	F	A	16,908		C	C	16,065				C	D	18,850				C	B	16,485			
56	Santa Monica Blvd On-Ramp	Ramp	C	C	19,232	811	C	E	19,023	807	-4	0%	C	C	19,182	819	8	1%	C	F	19,173	799	-12	-2%
57	Santa Monica Blvd On-Ramp to Sawtelle Blvd Off-Ramp	Mainline	C	C	139,576	6,960	C	E	144,517	7,034	74	1%	C	C	147,076	7,244	283	4%	C	F	144,866	6,973	12	0%
58	Sawtelle Blvd Off-Ramp	Ramp	C	C	10,854	396	C	E	11,047	397	1	0%	C	C	11,405	424	28	7%	C	F	11,792	418	22	6%
59a	Sawtelle Blvd Off-Ramp to I-10 Direct Connector (Off)	Mainline	C	D	128,281	6,534	C	F	130,841	6,523	-11	0%	C	C	134,761	6,779	245	4%	C	F	131,967	6,507	-27	0%

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
59b	Sawtelle Blvd Off-Ramp to I-10 Direct Connector (Off)	HOV	C	F	17,463		C	C	16,065				C	D	18,850				C	F	16,533			
60	I-10 Direct Connector (Off)	Ramp	C	D	43,898	1,690	C	F	44,955	1,731	42	2%	C	C	45,984	1,837	147	9%	C	F	44,871	1,705	15	1%
61a	I-10 Direct Connector (Off) to I-10 EB Direct Connector (On)	Mainline	B	F	93,979	5,186	B	F	87,226	4,853	-332	-6%	C	E	88,816	4,945	-240	-5%	B	F	94,518	5,133	-53	-1%
61b	I-10 Direct Connector (Off) to I-10 WB Direct Connector (On)	HOV	B	F	15,574		C	C	16,065				C	D	18,850				C	C	16,941			
62	I-10 EB Direct Connector (On)	Ramp	C	F	22,702	1,312	B	F	19,395	1,149	-163	-12%	C	F	23,838	1,349	37	3%	C	F	23,015	1,337	26	2%
63	I-10 EB Direct Connector (On) to I-10 WB Direct Connector (On)	Mainline	C	F	107,906	6,119	C	F	110,248	6,188	69	1%	C	F	112,299	6,279	160	3%	C	F	108,665	6,075	-44	-1%
64	I-10 WB Direct Connector (On)	Ramp	C	F	14,844	1,079	C	F	16,392	1,149	69	6%	C	F	15,145	1,134	54	5%	C	F	15,583	1,171	91	8%
65a	I-10 WB Direct Connector (On) to National Blvd On-Ramp	Mainline	C	F	114,475	6,878	C	F	118,330	7,013	135	2%	C	F	119,637	7,067	189	3%	C	F	116,143	6,911	33	0%
65b	I-10 WB Direct Connector (On) to National Blvd On-Ramp	HOV	C	F	17,489		C	C	17,251				C	D	19,939				C	C	18,476			
66	National Blvd On-Ramp	Ramp	C	F	12,836	497	C	F	12,692	498	1	0%	C	F	11,511	444	-53	-11%	C	F	12,842	491	-6	-1%
67a	National Blvd On-Ramp to Matteson Ave Off-Ramp	Mainline	D	F	125,725	7,309	D	F	130,430	7,509	199	3%	C	F	131,060	7,518	208	3%	C	F	129,066	7,408	99	1%
67b	National Blvd On-Ramp to Matteson Ave Off-Ramp	HOV	C	F	17,636		C	F	17,923				B	D	16,721				C	C	18,543			
68	Matteson Ave Off-Ramp	Ramp	D	F	7,305	313	D	F	7,156	311	-2	-1%	E	F	7,228	310	-3	-1%	D	F	7,108	303	-10	-3%
69a	Matteson Ave Off-Ramp to Matteson Ave On-Ramp	Mainline	F	F	119,962	7,050	E	F	123,159	7,186	135	2%	F	F	126,821	7,356	306	4%	E	F	122,120	7,093	43	1%
69b	Matteson Ave Off-Ramp to Matteson Ave On-Ramp	HOV	C	F	17,331		D	F	17,556				B	D	16,604				C	C	18,142			
70	Matteson Ave On-Ramp	Ramp	F	F	11,639	354	E	F	12,871	431	77	22%	F	F	12,918	426	73	21%	F	F	13,344	424	70	20%
71a	Matteson Ave On-Ramp to Sawtelle Blvd Off-Ramp	Mainline	F	F	132,052	7,402	E	F	135,920	7,618	217	3%	F	F	139,345	7,784	382	5%	F	F	136,799	7,519	117	2%

Table 2: Opening Year (2030) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
71b	Matteson Ave On-Ramp to South Terminus	HOV	F	F	18,964		F	F	17,414				F	F	18,703				F	F	17,656			
72	Sawtelle Blvd Off-Ramp	Ramp	F	F	8,540	235	E	F	7,999	227	-8	-4%	F	F	8,043	232	-3	-1%	F	F	7,813	220	-15	-6%
73	Sawtelle Blvd Off-Ramp to South Terminus	Mainline	F	B	130,678	7,297	F	C	139,043	7,713	416	6%	F	C	140,361	7,746	449	6%	F	F	137,444	7,504	207	3%

Source: WSP (September 2023)

EB = eastbound
 EL - Express Lanes
 GP = General Purpose Lanes

HOV/HOT = High Occupancy Vehicle Lanes
 I = Interstate
 mi = miles

ML = managed lane
 NB = northbound
 SB = southbound

SR = State Route
 WB = westbound

Table 3: FutureYear (2050) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
1a	South Terminus to Culver Blvd On-Ramp	Mainline	F	F	125,753	7,797	F	F	122,393	7,913	116	1%	F	F	125,336	8,127	330	4%	F	F	124,770	7,922	125	2%
1b	South Terminus to Sepulveda Blvd Off-Ramp	HOV	E	F	24,742		E	F	24,071				F	F	24,108				E	F	27,231			
2	Culver Blvd On-Ramp	Ramp	F	F	8,913	296	F	F	10,437	357	61	21%	F	F	9,358	306	10	3%	F	F	9,758	322	26	9%
3	Culver Blvd On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	F	F	134,565	8,087	F	F	132,588	8,255	168	2%	F	F	134,399	8,417	330	4%	F	F	134,314	8,232	144	2%
4	Sepulveda Blvd Off-Ramp	Ramp	F	F	9,518	261	F	F	9,391	268	7	3%	F	F	9,492	278	17	6%	F	F	9,758	280	18	7%
5a	Sepulveda Blvd Off-Ramp to Sepulveda Blvd On-Ramp	Mainline	F	F	138,376	8,426	F	F	135,041	8,499	73	1%	F	F	136,992	8,664	238	3%	F	F	138,486	8,571	146	2%
5b	Sepulveda Blvd Off-Ramp to Sepulveda Blvd On-Ramp	HOV	F	F	22,668		F	F	22,876				F	F	21,041				F	F	24,655			
6	Sepulveda Blvd On-Ramp	Ramp	F	F	8,895	446	F	F	8,941	457	11	3%	F	F	8,765	444	-2	-1%	F	F	8,972	449	3	1%
7a	Sepulveda Blvd On-Ramp to National Blvd Off-Ramp	Mainline	F	F	147,408	8,892	F	F	133,443	8,509	-383	-4%	F	F	145,959	9,125	233	3%	F	F	147,347	9,040	148	2%
7b	Sepulveda Blvd On-Ramp to National Blvd Off-Ramp	HOV	F	F	22,970		C	D	22,358				C	C	20,216				F	F	25,194			
8	National Blvd Off-Ramp	Ramp	D	F	13,376	566	D	F	13,715	531	-35	-6%	C	F	13,387	509	-56	-10%	E	F	13,441	523	-43	-8%
9a	National Blvd Off-Ramp to I-10 Direct Connectors (Off)	Mainline	C	F	123,453	7,826	D	F	122,910	8,041	215	3%	C	F	126,567	8,288	462	6%	D	F	122,917	7,989	163	2%
9b	National Blvd Off-Ramp to I-10 Direct Connectors (Off)	HOV	D	C	21,803		D	B	18,959				C	A	17,268				D	C	24,045			
10	I-10 Direct Connectors (Off)	Ramp	C	F	37,253	2,135	B	A	37,063	2,147	12	1%	C	F	36,663	2,097	-38	-2%	D	F	37,138	2,117	-18	-1%
11a	I-10 Direct Connectors (Off) to I-10 WB Direct Connector (On)	Mainline	C	A	91,498	5,857	B	A	88,243	5,897	40	1%	B	A	91,755	6,199	342	6%	C	A	89,974	5,958	100	2%
11b	I-10 Direct Connectors (Off) to I-10 EB Direct Connector (On)	HOV	B	B	16,625		D	B	16,622				C	A	15,597				B	A	19,897			
12	I-10 WB Direct Connector (On)	Ramp	E	F	39,909	1,418	C	E	39,422	1,328	-90	-6%	C	F	40,541	1,427	10	1%	C	F	38,954	1,411	-6	0%
13	I-10 WB Direct Connector (On) to I-10 EB Direct Connector (On)	Mainline	E	F	130,984	7,255	C	E	129,728	7,344	89	1%	C	F	131,909	7,609	354	5%	C	F	128,545	7,351	96	1%

Table 3: FutureYear (2050) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
14	I-10 EB Direct Connector (On)	Ramp	F	F	11,451	464	C	F	11,751	486	22	5%	D	F	10,096	437	-28	-6%	F	F	9,667	418	-46	-10%
15a	I-10 EB Direct Connector (On) to Cotner Ave On-Ramp	Mainline	F	F	141,115	7,724	C	F	141,766	7,843	119	2%	D	F	142,237	8,056	332	4%	F	F	138,477	7,781	57	1%
15b	I-10 EB Direct Connector (On) to Santa Monica Blvd Off-Ramp	HOV	C	D	17,859		D	B	16,622				C	A	15,597				C	C	19,991			
16	Cotner Ave On-Ramp	Ramp	F	F	14,568	552	C	F	15,012	602	50	9%	C	F	14,871	589	37	7%	C	F	14,107	556	4	1%
17	Cotner Ave On-Ramp to Santa Monica Blvd Off-Ramp	Mainline	F	F	155,489	8,266	C	F	156,740	8,444	177	2%	C	F	156,863	8,635	369	4%	C	F	152,456	8,330	63	1%
18	Santa Monica Blvd Off-Ramp	Ramp	F	F	30,250	1,332	C	F	29,073	1,302	-30	-2%	C	F	27,616	1,273	-59	-4%	C	F	29,395	1,357	26	2%
19a	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	Mainline	F	F	125,300	6,903	D	F	127,527	7,136	233	3%	C	F	129,614	7,381	478	7%	C	F	123,999	7,016	113	2%
19b	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	HOV	F	F	17,898		D	B	16,622				C	A	14,858				C	B	18,714			
20a	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	Mainline	F	F	124,644	6,884	D	F	127,527	7,136	252	4%	C	F	117,278	6,957	73	1%	D	F	118,498	6,862	-22	0%
20b	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	HOV	F	F	17,898		D	B	16,622				C	A	18,379				C	B	21,119			
21	Santa Monica Blvd On-Ramp	Ramp	F	F	11,946	272	C	F	12,862	297	25	9%	C	F	12,408	290	18	7%	C	F	12,293	287	15	6%
22a	Santa Monica Blvd On-Ramp to Wilshire Blvd Off-Ramp	Mainline	F	F	135,986	7,152	C	F	140,252	7,427	275	4%	C	F	129,684	7,247	95	1%	C	F	130,835	7,151	-1	0%
22b	Santa Monica Blvd On-Ramp to Wilshire Blvd Off-Ramp	HOV	C	F	18,403		D	B	16,622				C	A	27,475				B	A	24,499			
23	Wilshire Blvd Off-Ramp	Ramp	F	F	23,623	711	C	F	22,854	682	-29	-4%	C	F	22,985	666	-45	-6%	C	F	23,229	707	-4	-1%
24a	Wilshire Blvd Off-Ramp to Wilshire Blvd On-Ramp	Mainline	C	B	112,923	6,463	B	B	125,919	7,141	678	10%	B	B	121,426	7,284	821	13%	B	B	119,249	6,980	516	8%
24b	Wilshire Blvd Off-Ramps to Montana Ave Overpass	HOV	B	B	17,893		B	B	17,651				B	B	25,879				C	B	22,458			
25	Wilshire Blvd On-Ramp	Ramp	C	C	17,707	337	C	C	16,714	313	-25	-7%	C	B	18,051	361	23	7%	C	C	17,697	357	20	6%

Table 3: FutureYear (2050) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
26	Wilshire Blvd On-Ramp to Montana Ave Overpass	Mainline	C	C	130,444	6,792	C	C	134,161	7,059	267	4%	C	B	139,058	7,624	832	12%	C	C	136,526	7,316	524	8%
27a	Montana Ave Overpass to Sunset Blvd Off-Ramp	Mainline	C	C	130,942	6,809	C	D	131,780	7,014	205	3%	C	B	123,075	7,028	219	3%	C	C	126,713	6,902	94	1%
27b	Montana Ave Overpass to Sunset Blvd On-Ramp	HOV	B	D	17,778		D	B	18,502				C	A	29,353				B	A	23,254			
28	Sunset Blvd Off-Ramp	Ramp	C	C	7,419	257	C	D	7,666	272	15	6%	C	B	7,990	274	17	6%	C	C	7,946	285	28	11%
29	Sunset Blvd Off-Ramp to Sunset Blvd On-Ramp	Mainline	B	D	123,444	6,548	C	E	125,020	6,783	235	4%	B	C	115,016	6,751	203	3%	C	D	118,682	6,614	66	1%
30	Sunset Blvd On-Ramp	Ramp	B	D	12,460	260	B	F	12,468	249	-12	-4%	B	C	13,097	273	12	5%	B	F	13,100	267	7	3%
31a	Sunset Blvd On-Ramp to Moraga Blvd Off-Ramp	Mainline	B	D	135,997	6,811	B	F	137,504	7,033	222	3%	B	C	128,137	7,025	214	3%	B	F	131,796	6,882	71	1%
31b	Sunset Blvd On-Ramp to Moraga Blvd On-Ramp	HOV	C	E	18,330		D	B	18,502				C	A	29,353				B	A	23,254			
32	Moraga Blvd Off-Ramp	Ramp	B	D	3,990	64	B	F	5,228	87	23	36%	B	C	4,708	79	15	23%	B	F	3,942	66	3	4%
33	Moraga Blvd Off-Ramp to Moraga Blvd On-Ramp	Mainline	C	E	141,628	7,078	C	F	134,401	6,939	-139	-2%	B	D	125,573	6,942	-136	-2%	C	F	129,555	6,811	-266	-4%
34	Moraga Blvd On-Ramp	Ramp	D	F	12,441	599	C	F	12,558	604	5	1%	C	E	13,004	618	20	3%	C	F	13,030	615	17	3%
35a	Moraga Blvd On-Ramp to N Sepulveda Blvd Off-Ramp	Mainline	C	F	145,072	7,289	C	F	145,024	7,473	184	3%	C	E	151,683	8,183	894	12%	C	F	150,465	7,795	506	7%
35b	Moraga Blvd On-Ramp to N Sepulveda Blvd On-Ramp	HOV	C	F	18,690		C	F	20,933				C	E	33,178				C	C	25,954			
36	N Sepulveda Blvd Off-Ramp	Ramp	C	F	3,529	85	C	F	3,339	78	-6	-8%	C	E	3,594	80	-4	-5%	C	F	3,167	79	-6	-7%
37	N Sepulveda Blvd Off-Ramp to N Sepulveda Blvd On-Ramp	Mainline	C	F	141,249	7,192	C	F	140,930	7,407	215	3%	C	F	128,627	7,294	101	1%	C	F	135,219	7,196	4	0%
38	N Sepulveda Blvd On-Ramp	Ramp	C	F	5,334	89	C	F	5,233	91	2	2%	B	F	5,422	108	19	21%	C	F	5,576	101	12	14%
39a	N Sepulveda Blvd On-Ramp to Skirball Center Dr Off-Ramp	Mainline	C	F	145,818	7,272	C	F	146,744	7,530	258	4%	C	F	134,766	7,429	157	2%	C	F	141,708	7,346	74	1%

Table 3: FutureYear (2050) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
39b	N Sepulveda Blvd On-Ramp to Skirball Center Dr Off-Ramp	HOV	B	D	19,066		C	F	20,109				C	E	34,858				B	B	27,229			
40	Skirball Center Dr Off-Ramp	Ramp	C	F	6,554	259	C	F	7,033	278	19	7%	C	F	7,245	287	28	11%	C	F	7,116	272	13	5%
41a	Skirball Center Dr Off-Ramp to Skirball Center Dr On-Ramp	Mainline	B	F	148,143	7,386	C	F	139,109	7,245	-141	-2%	B	F	126,285	7,137	-249	-3%	C	F	134,470	7,069	-316	-4%
41b	Skirball Center Dr Off-Ramp to Skirball Center Dr On-Ramp	HOV	C	F	18,902		C	B	19,806				C	B	35,794				B	B	26,481			
42	Skirball Center Dr On-Ramp	Ramp	B	F	11,080	184	B	F	7,356	218	34	18%	B	F	6,191	198	14	7%	B	F	9,508	256	72	39%
43a	Skirball Center Dr On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	D	F	146,096	7,253	C	F	148,833	7,570	317	4%	D	F	142,129	7,781	528	7%	B	F	146,981	7,561	308	4%
43b	Skirball Center Dr On-Ramp to US-101 Direct Connector (Off)	HOV	B	F	18,888		B	F	21,133				C	A	26,832				B	B	26,481			
44	Sepulveda Blvd Off-Ramp	Ramp	E	F	10,585	268	C	F	10,531	273	5	2%	D	F	10,812	283	15	6%	B	F	10,534	276	9	3%
45	Sepulveda Blvd Off-Ramp to US-101 Direct Connector (Off)	Mainline	E	F	85,199	4,811	B	B	107,788	5,794	983	20%	B	B	108,714	5,975	1,164	24%	B	B	110,543	5,773	962	20%
46	US-101 Direct Connector (Off)	Ramp	E	F	78,984	3,448	C	F	80,168	3,664	216	6%	D	F	81,213	3,789	341	10%	B	F	80,440	3,501	52	2%
47a	US-101 Direct Connector (Off) to Sepulveda Blvd On-Ramps	Mainline	B	E	70,235	3,859	B	B	61,383	3,620	-240	-6%	B	B	61,768	3,699	-160	-4%	B	B	63,906	3,770	-89	-2%
47b	US-101 Direct Connector (Off) to Burbank Blvd Off-Ramp	HOV	B	E	12,030		B	B	14,486				C	A	14,968				B	B	12,321			
48	Sepulveda Blvd On-Ramps	Ramp	B	B	8,773	348	B	B	9,643	351	3	1%	B	B	9,215	343	-5	-1%	C	B	9,445	347	-1	0%
49	Sepulveda Blvd On-Ramps to US-101 EB Direct Connector (On)	Mainline	B	B	71,843	3,912	B	B	70,691	3,956	44	1%	B	B	70,923	4,041	128	3%	B	B	73,164	4,112	199	5%
50	US-101 EB Direct Connector (On)	Ramp	B	B	14,848	691	B	B	14,777	732	41	6%	B	B	15,994	759	68	10%	B	B	15,131	732	40	6%
51	US-101 EB Direct Connector (On) to US 101 WB Direct Connector (On)	Mainline	B	B	86,311	4,588	B	B	85,151	4,677	89	2%	B	B	86,612	4,789	201	4%	B	B	87,999	4,832	244	5%

Table 3: FutureYear (2050) Northbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
52	US 101 WB Direct Connector (On)	Ramp	B	B	19,451	1,534	B	B	19,546	1,573	39	3%	B	B	19,716	1,555	21	1%	B	C	19,465	1,540	6	0%
53	US 101 WB Direct Connector (On) to Burbank Blvd Off-Ramp	Mainline	B	B	106,426	6,152	B	B	105,371	6,280	128	2%	B	B	106,606	6,355	204	3%	B	C	107,739	6,384	232	4%
54	Burbank Blvd Off-Ramp	Ramp	B	B	13,004	498	B	B	12,543	481	-16	-3%	B	B	12,928	490	-8	-2%	B	C	12,247	484	-14	-3%
55a	Burbank Blvd Off-Ramp to Burbank Blvd	Mainline	B	B	93,036	5,638	B	C	92,486	5,786	148	3%	B	C	93,094	5,842	204	4%	B	D	94,883	5,875	237	4%
55b	Burbank Blvd Off-Ramp to Burbank Blvd	HOV	B	E	11,951		B	B	14,486				B	F	13,751				B	F	13,033			
56a	Burbank Blvd to Burbank Blvd On-Ramp	Mainline	B	E	99,315	5,933	B	C	94,378	5,786	-147	-2%	B	C	94,880	5,842	-91	-2%	B	E	101,071	6,170	237	4%
56b	Burbank Blvd to Victory Blvd Off-Ramp	HOV	B	F	12,873		B	E	11,944				B	F	11,965				B	F	14,227			
57	Burbank Blvd On-Ramp	Ramp	B	C	9,162	183	B	C	9,406	172	-11	-6%	B	C	9,545	173	-10	-5%	B	E	9,456	186	3	2%
58	Burbank Blvd On-Ramp to Victory Blvd Off-Ramp	Mainline	B	F	101,537	5,809	B	F	103,918	5,974	164	3%	B	F	105,645	6,098	288	5%	B	F	102,764	6,022	213	4%
59a	Victory Blvd Off-Ramp	Ramp	B	F	10,019	384	B	F	8,695	340	-44	-12%	B	F	9,120	353	-32	-8%	B	F	8,644	344	-41	-11%
59b	Victory Blvd Off-Ramp to North Terminus	HOV	B	F	12,896		B	F	11,429				B	F	11,965				B	F	14,227			
60	Victory Blvd Off-Ramp to Victory Blvd On-Ramp	Mainline	B	F	91,098	5,408	B	F	95,592	5,650	242	4%	B	F	96,048	5,725	317	6%	B	F	93,693	5,661	253	5%
61	Victory Blvd On-Ramp	Ramp	B	F	11,586	384	C	F	11,344	388	4	1%	C	F	11,378	378	-5	-1%	C	F	11,645	381	-3	-1%
62	Victory Blvd On-Ramp to North Terminus	Mainline	B	F	102,518	5,786	C	F	106,778	6,033	247	4%	C	F	107,263	6,099	312	5%	C	F	105,152	6,036	250	4%

Source: WSP (September 2023)

EB = eastbound
 EL - Express Lanes
 GP = General Purpose Lanes

HOV/HOT = High Occupancy Vehicle Lanes
 I = Interstate
 mi = miles

ML = managed lane
 NB = northbound
 SB = southbound

SR = State Route
 WB = westbound

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
1a	North Terminus to Haskell Ave Off-Ramp	Mainline	F	C	115,780	6,123	F	F	111,353	5,928	-195	-3%	F	C	120,937	6,550	428	7%	F	D	116,515	6,170	47	1%
1b	North Terminus to Haynes Ave Overpass	HOV	F	A	13,652		F	B	13,635				F	B	14,362				F	B	15,535			
2	Haskell Ave Off-Ramp	Ramp	F	C	14,202	519	F	F	14,817	541	22	4%	F	C	14,462	529	10	2%	F	D	14,195	504	-14	-3%
3	Haskell Ave On-Ramp	Ramp	F	B	6,116	183	F	B	6,672	225	42	23%	F	C	6,422	188	5	3%	F	C	6,434	190	7	4%
4	Haskell Ave Off-Ramp to Haynes Ave Overpass	Mainline	F	B	101,379	5,592	F	C	104,464	5,748	155	3%	F	C	106,415	6,015	422	8%	F	C	102,073	5,651	59	1%
5a	Haynes Ave Overpass to Victory Blvd Overpass	Mainline	F	B	100,491	5,592	F	C	104,016	5,748	155	3%	F	C	105,834	6,015	422	8%	F	C	101,101	5,651	59	1%
5b	Haynes Ave Overpass to HOVL Weave	HOV	F	A	14,393		F	B	14,879				F	B	13,799				F	F	15,025			
6	Victory Blvd Overpass to Victory Blvd On-Ramp	Mainline	F	B	98,702	5,417	F	B	100,282	5,518	101	2%	F	C	105,809	5,877	460	8%	F	C	101,373	5,558	141	3%
7	Victory Blvd On-Ramp	Ramp	F	C	5,024	125	F	B	5,304	132	6	5%	F	C	5,637	142	16	13%	F	C	5,907	150	25	20%
8	Victory Blvd On-Ramp to Burbank Blvd Off-Ramp	Mainline	F	C	103,923	5,544	F	B	115,735	6,087	543	10%	F	B	117,437	6,320	775	14%	F	D	107,051	5,695	151	3%
9	Burbank Blvd Off-Ramp	Ramp	F	C	10,354	232	F	C	10,917	254	23	10%	F	B	10,430	249	17	7%	F	D	10,445	241	9	4%
10	Burbank Blvd Off-Ramp to Burbank Blvd On-Ramp	Mainline	F	C	93,349	5,300	F	C	95,701	5,424	123	2%	F	C	98,406	5,704	404	8%	F	C	95,765	5,416	116	2%
11	Burbank Blvd On-Ramp	Ramp	F	B	12,536	512	F	B	12,889	498	-14	-3%	F	B	13,166	547	36	7%	F	C	12,995	548	37	7%
12	Burbank Blvd On-Ramp to US-101 Direct Connector (off)	Mainline	F	B	106,004	5,802	F	B	108,370	5,913	110	2%	F	B	110,325	6,231	429	7%	F	C	108,675	5,940	138	2%
13	US-101 Direct Connector (off)	Ramp	F	B	37,695	2,182	F	B	39,536	2,257	75	3%	F	B	38,909	2,197	15	1%	F	C	39,424	2,183	1	0%

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
14	US-101 Direct Connector (off) to HOVL Weave (US-101 underpass)	Mainline	F	B	74,548	3,903	F	B	67,946	3,616	-287	-7%	F	B	70,673	4,002	99	3%	F	B	73,925	3,973	70	2%
15a	HOVL Weave (US-101 underpass) to US-101 WB Director Connector (On)	Mainline	F	B	66,992	3,573	F	B	67,968	3,616	43	1%	F	B	70,695	4,002	429	12%	F	B	66,132	3,617	45	1%
15b	HOVL Weave (US-101 underpass) to Sepulveda Blvd Overpass	HOV	F	A	14,474		C	C	14,829				B	C	15,169				F	F	14,527			
16	US-101 WB Director Connector (On)	Ramp	F	C	19,376	346	F	B	19,793	396	49	14%	F	C	20,884	479	133	38%	F	D	19,541	402	55	16%
17	US-101 WB Director Connector (On) to US-101 EB Direct Connector (On)	Mainline	F	C	85,559	3,884	F	B	86,988	3,977	93	2%	F	C	90,630	4,438	554	14%	F	D	84,851	3,983	99	3%
18	US-101 EB Direct Connector (On)	Ramp	F	C	33,223	1,633	F	C	32,103	1,731	98	6%	F	C	34,228	2,032	399	24%	F	D	32,520	1,632	-1	0%
19	US-101 EB Direct Connector (On) to Ventura Blvd On-Ramp	Mainline	F	C	119,613	5,400	F	C	119,933	5,549	148	3%	F	C	126,011	6,094	694	13%	F	D	118,275	5,501	100	2%
20	Ventura Blvd On-Ramp	Ramp	F	C	10,298	242	F	C	10,133	256	13	5%	F	C	11,356	312	70	29%	F	D	10,463	255	12	5%
21	Ventura Blvd On-Ramp to Sepulveda Blvd Off-Ramp	Mainline	F	C	128,142	5,639	F	C	128,284	5,801	162	3%	F	C	136,156	6,430	791	14%	F	D	127,439	5,773	134	2%
22	Sepulveda Blvd Off-Ramp	Ramp	F	C	5,289	195	F	C	4,986	188	-7	-4%	F	C	4,931	156	-39	-20%	F	D	4,990	176	-19	-10%

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
23	Sepulveda Blvd Off-Ramp to Sepulveda Blvd Overpass	Mainline	F	D	123,431	5,469	F	D	123,848	5,633	164	3%	F	C	135,631	6,448	978	18%	F	E	125,895	5,739	270	5%
24a	Sepulveda Blvd Overpass to Sepulveda Blvd On-Ramp	Mainline	F	D	120,221	5,469	F	D	123,820	5,633	164	3%	F	C	135,603	6,448	978	18%	F	E	125,866	5,739	270	5%
24b	Sepulveda Blvd Overpass to Sepulveda Blvd On-Ramp	HOV	F	A	17,685		C	C	14,857				B	A	11,013				F	F	14,556			
25	Sepulveda Blvd On-Ramp	Ramp	F	D	11,709	1,037	F	D	11,643	1,041	4	0%	F	D	13,676	910	-128	-12%	F	F	12,501	887	-150	-15%
26a	Sepulveda Blvd On-Ramp to N Sepulveda Blvd Off-Ramp	Mainline	F	F	127,188	5,817	F	F	132,983	6,310	493	8%	F	C	125,154	6,165	348	6%	F	F	119,239	5,818	1	0%
26b	Sepulveda Blvd On-Ramp to Mulholland Dr	HOV	F	D	20,738		C	C	15,737				B	B	24,305				A	A	24,229			
27	N Sepulveda Blvd Off-Ramp	Ramp	F	F	3,890	108	F	F	6,117	164	56	52%	F	C	3,455	111	3	3%	F	F	3,017	88	-20	-18%
28a	N Sepulveda Blvd Off-Ramp to Mission Dump Rd	Mainline	F	F	123,818	5,708	F	F	124,987	6,122	414	7%	F	D	117,216	6,053	345	6%	F	F	117,341	5,729	21	0%
28b	Mulholland Dr to Mission Dump Rd	HOV	F	D	20,738		C	C	19,018				B	B	29,046				C	B	29,568			
29a	Mission Dump Rd to N Sepulveda Blvd On-Ramp	Mainline	F	F	133,434	6,160	F	F	124,987	6,122	-38	-1%	F	D	117,216	6,053	-107	-2%	F	F	117,341	5,729	-431	-7%
29b	Mission Dump Rd to N Sepulveda Blvd Off-Ramp	HOV	F	C	21,933		C	C	19,018				F	C	39,457				C	B	29,568			

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
30	N Sepulveda Blvd On-Ramp	Ramp	D	F	6,271	363	F	F	6,331	380	17	5%	F	D	7,052	575	212	58%	F	F	6,276	550	187	52%
31	N Sepulveda Blvd On-Ramp to N Sepulveda Blvd Off-Ramps	Mainline	D	F	128,997	6,562	F	F	130,122	6,650	89	1%	F	F	123,318	6,854	292	4%	F	F	122,686	6,492	-69	-1%
32	N Sepulveda Blvd Off-Ramp	Ramp	D	F	6,424	269	F	F	6,878	226	-43	-16%	F	F	6,397	272	3	1%	F	F	6,118	274	4	2%
33a	N Sepulveda Blvd Off-Ramps to N Sepulveda Blvd On-Ramps	Mainline	F	F	132,967	6,766	F	F	124,050	6,460	-305	-5%	F	F	116,732	6,573	-193	-3%	F	F	116,296	6,208	-558	-8%
33b	N Sepulveda Blvd Off-Ramp to N Sepulveda Blvd On-Ramp	HOV	D	F	21,692		C	C	19,018				D	C	39,195				C	B	29,568			
34	N Sepulveda Blvd On-Ramps	Ramp	F	F	7,345	265	F	F	8,831	299	34	13%	F	F	8,261	290	26	10%	F	F	7,892	286	21	8%
35a	N Sepulveda Blvd On-Ramps to Getty Center Dr Overpass	Mainline	F	F	134,714	6,778	F	F	130,899	6,731	-46	-1%	F	F	123,905	6,860	83	1%	F	F	124,831	6,484	-293	-4%
35b	N Sepulveda Blvd On-Ramp to N Church Ln	HOV	C	E	22,449		F	F	22,357				D	C	40,215				C	B	28,703			
36	Getty Center Dr Overpass to Beverly Park Dr/N Church Ln	Mainline	E	F	129,912	6,592	F	F	140,773	7,161	569	9%	F	F	146,350	7,886	1,294	20%	F	F	139,801	7,165	573	9%
37a	Beverly Park Dr/N Church Ln to N Church Ln Off-Ramp	Mainline	C	F	129,671	6,582	C	F	130,396	6,715	133	2%	C	F	124,108	6,864	282	4%	C	F	127,741	6,624	42	1%
37b	Beverly Park Dr/N Church Ln to Berwick St	HOV	F	F	21,293		B	D	21,121				F	E	40,667				F	F	26,429			
38	N Church Ln Off-Ramp	Ramp	C	F	17,108	464	C	F	16,274	458	-7	-1%	C	F	17,509	473	8	2%	C	F	17,122	446	-18	-4%

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
39	N Church Ln Off-Ramp to N Church Ln / Sunset Blvd On-Ramp	Mainline	C	F	112,439	6,113	C	F	113,870	6,247	133	2%	C	F	106,519	6,388	275	4%	C	F	110,502	6,173	60	1%
40	N Church Ln / Sunset Blvd On-Ramp	Ramp	D	F	6,030	154	D	F	6,609	174	20	13%	D	F	6,769	214	60	39%	D	F	6,157	159	5	3%
41	N Church Ln / Sunset Blvd On-Ramp to S Church Ln On-Ramp	Mainline	D	F	118,674	6,277	D	F	120,740	6,432	156	2%	D	F	113,723	6,621	345	5%	D	F	116,994	6,348	72	1%
42	S Church Ln On-Ramp	Ramp	C	C	6,718	222	D	C	7,284	242	20	9%	D	C	7,581	215	-7	-3%	C	C	6,887	211	-11	-5%
43	S Church Ln On-Ramp to Berwick St	Mainline	C	C	125,511	6,504	D	C	128,163	6,681	177	3%	D	C	121,214	6,831	327	5%	C	C	123,810	6,554	51	1%
44a	Berwick St to Constitution Ave Overpass	Mainline	D	C	135,286	6,945	B	B	137,185	6,879	-66	-1%	D	C	121,419	6,842	-104	-1%	D	C	124,108	6,569	-377	-5%
44b	Berwick St to Wilshire Blvd Off-Ramp	HOV	D	B	21,335		B	B	15,147				D	C	39,965				B	B	25,564			
45	Constitution Ave Overpass to Wilshire Blvd Off-Ramp	Mainline	C	B	127,233	6,586	B	B	137,185	6,879	293	4%	B	B	121,247	6,835	249	4%	C	B	124,026	6,565	-21	0%
46	Wilshire Blvd Off-Ramp	Ramp	C	B	15,340	317	C	C	16,333	376	58	18%	B	B	17,343	418	101	32%	C	B	15,468	352	34	11%
47a	Wilshire Blvd Off-Ramp to Wilshire Blvd Overpass	Mainline	C	B	112,647	6,271	C	C	118,297	6,380	110	2%	B	C	103,634	6,408	137	2%	B	D	108,587	6,215	-56	-1%
47b	Wilshire Blvd Off-Ramp to Wilshire Blvd WB On-Ramp	HOV	C	B	18,939		C	C	14,710				D	C	39,965				B	B	25,564			
48	Wilshire Blvd Overpass to Wilshire Blvd WB On-Ramp	Mainline	C	B	112,647	6,271	C	C	118,297	6,380	110	2%	B	C	103,634	6,408	137	2%	B	D	108,587	6,215	-56	-1%
49	Wilshire Blvd WB On-Ramp	Ramp	C	C	14,670	559	C	B	14,172	514	-45	-8%	C	F	13,392	501	-58	-10%	C	F	13,597	531	-28	-5%
50a	Wilshire Blvd WB On-Ramp to Wilshire Blvd EB On-Ramp	Mainline	C	C	127,106	6,820	C	B	132,245	6,885	65	1%	C	F	116,682	6,895	75	1%	C	F	121,993	6,737	-83	-1%

Table 4: Future Year (2050) Southbound I-405 Traffic Volumes

Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
50b	Wilshire Blvd WB On-Ramp to Wilshire Blvd EB On-Ramp	HOV	C	B	18,939		C	C	14,710				D	C	39,965				B	B	25,564			
51	Wilshire Blvd EB On-Ramp	Ramp	C	B	15,009	551	C	C	15,046	601	50	9%	C	F	15,303	580	29	5%	C	F	15,422	561	10	2%
52a	Wilshire Blvd EB On-Ramp to Santa Monica Blvd Off-Ramp	Mainline	C	B	142,179	7,374	C	C	147,163	7,482	108	1%	C	F	131,875	7,473	98	1%	C	F	137,333	7,297	-78	-1%
52b	Wilshire Blvd EB On-Ramp to Santa Monica Blvd Off-Ramp	HOV	C	B	18,939		C	C	14,710				D	C	39,965				B	B	25,564			
53	Santa Monica Blvd Off-Ramp	Ramp	C	B	14,503	417	C	C	13,851	390	-27	-6%	C	F	15,349	457	41	10%	C	F	13,338	381	-36	-9%
54a	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	Mainline	C	C	125,677	6,882	C	F	132,758	7,069	188	3%	C	F	114,942	6,945	63	1%	C	F	122,329	6,842	-40	-1%
54b	Santa Monica Blvd Off-Ramp to Santa Monica Blvd Overpass	HOV	C	D	18,324		C	C	14,727				C	D	30,139				C	B	20,663			
55a	Santa Monica Blvd Overpass to Santa Monica Blvd On-Ramp	Mainline	D	C	126,158	6,911	C	F	131,887	7,069	158	2%	C	F	134,847	7,459	548	8%	C	F	130,760	7,114	202	3%
55b	Santa Monica Blvd Overpass to Sawtelle Blvd Off-Ramp	HOV	F	A	18,510		C	C	15,598				C	D	20,960				C	B	18,201			
56	Santa Monica Blvd On-Ramp	Ramp	F	C	19,464	825	C	F	19,624	790	-36	-4%	D	F	19,454	840	15	2%	C	F	19,350	827	1	0%
57	Santa Monica Blvd On-Ramp to Sawtelle Blvd Off-Ramp	Mainline	F	C	146,982	7,798	C	F	152,020	7,883	86	1%	D	F	154,828	8,325	527	7%	C	F	150,630	7,966	168	2%

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Seg #	Segment Label	Facility Type	No Build				Alternative 2						Alternative 3						Alternative 5					
			AM LOS	PM LOS	ADT Total	ADT Truck	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	ADT Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build	AM LOS	PM LOS	ADT Total	AD Truck	Change in Truck ADT from No-Build	Percent Change in Truck ADT from No-Build
58	Sawtelle Blvd Off-Ramp	Ramp	F	C	10,611	363	C	F	10,276	362	0	0%	D	F	10,999	420	57	16%	C	F	11,169	393	30	8%
59a	Sawtelle Blvd Off-Ramp to I-10 Direct Connector (Off)	Mainline	E	C	135,475	7,402	D	F	139,147	7,407	4	0%	D	E	142,868	7,862	460	6%	C	F	138,471	7,528	126	2%
59b	Sawtelle Blvd Off-Ramp to I-10 Direct Connector (Off)	HOV	C	F	19,169		C	C	15,558				C	D	20,920				C	F	18,269			
60	I-10 Direct Connector (Off)	Ramp	E	C	47,940	1,877	D	F	48,553	1,881	4	0%	D	E	50,261	1,952	75	4%	C	F	48,586	1,868	-9	0%
61a	I-10 Direct Connector (Off) to I-10 EB Direct Connector (On)	Mainline	B	D	97,087	5,857	B	F	92,263	5,600	-256	-4%	C	B	92,616	5,911	55	1%	B	F	96,691	5,966	109	2%
61b	I-10 Direct Connector (Off) to I-10 WB Direct Connector (On)	HOV	B	D	16,889		C	C	15,598				C	D	20,960				C	C	18,659			
62	I-10 EB Direct Connector (On)	Ramp	C	F	23,254	1,403	B	F	19,247	1,174	-228	-16%	C	F	25,333	1,420	17	1%	C	F	22,665	1,372	-31	-2%
63	I-10 EB Direct Connector (On) to I-10 WB Direct Connector (On)	Mainline	C	F	111,980	6,897	C	F	115,237	6,964	67	1%	C	F	117,561	7,315	418	6%	C	F	111,038	6,966	70	1%
64	I-10 WB Direct Connector (On)	Ramp	C	F	15,034	1,236	C	F	16,690	1,275	39	3%	C	F	14,967	1,189	-47	-4%	C	F	15,986	1,194	-42	-3%
65a	I-10 WB Direct Connector (On) to National Blvd On-Ramp	Mainline	C	F	118,684	7,673	C	F	123,202	7,793	120	2%	C	F	125,129	8,097	424	6%	C	F	119,083	7,792	118	2%
65b	I-10 WB Direct Connector (On) to National Blvd On-Ramp	HOV	C	F	19,247		C	C	17,357				C	D	22,185				C	C	20,132			

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66	National Blvd On-Ramp	Ramp	C	F	13,058	488	C	F	12,960	488	0	0%	C	F	11,914	442	-46	-9%	C	F	12,899	482	-6	-1%
67a	National Blvd On-Ramp to Matteson Ave Off-Ramp	Mainline	C	F	131,647	8,169	D	F	135,296	8,277	108	1%	C	F	136,650	8,546	376	5%	C	F	131,883	8,280	110	1%
67b	National Blvd On-Ramp to Matteson Ave Off-Ramp	HOV	C	F	19,525		C	F	18,482				C	D	18,834				C	C	20,379			
68	Matteson Ave Off-Ramp	Ramp	D	F	7,602	335	D	F	7,469	316	-19	-6%	E	F	7,794	348	13	4%	D	F	7,178	326	-9	-3%
69a	Matteson Ave Off-Ramp to Matteson Ave On-Ramp	Mainline	F	F	123,973	7,813	E	F	127,767	7,950	137	2%	F	F	132,280	8,359	546	7%	E	F	124,955	7,945	132	2%
69b	Matteson Ave Off-Ramp to Matteson Ave On-Ramp	HOV	C	F	19,196		C	D	18,030				C	D	18,605				C	C	19,954			
70	Matteson Ave On-Ramp	Ramp	F	F	11,919	360	F	F	13,812	427	67	19%	F	F	13,873	424	64	18%	E	F	13,806	422	62	17%
71a	Matteson Ave On-Ramp to Sawtelle Blvd Off-Ramp	Mainline	F	F	136,871	8,171	F	F	141,588	8,379	208	3%	F	F	146,661	8,785	614	8%	E	F	140,714	8,369	198	2%
71b	Matteson Ave On-Ramp to South Terminus	HOV	F	F	20,454		F	F	18,772				F	F	19,848				F	F	19,095			
72	Sawtelle Blvd Off-Ramp	Ramp	F	F	8,055	225	F	F	7,908	216	-10	-4%	F	F	8,242	220	-5	-2%	E	F	7,644	214	-11	-5%
73	Sawtelle Blvd Off-Ramp to South Terminus	Mainline	F	B	136,225	8,082	F	C	144,175	8,429	347	4%	F	C	147,692	8,765	683	8%	F	F	141,607	8,366	284	4%

Source: WSP (September 2023)

EB = eastbound
EL = Express Lanes
GP = General Purpose Lanes

HOV/HOT = High Occupancy Vehicle Lanes
I = Interstate
mi = miles

ML = managed lane
NB = northbound
SB = southbound

SR = State Route
WB = westbound