

TECHNICAL MEMORANDUM

To: Andrew Maximous, Mobility & Traffic Engineering Manager, City of Culver City

From: Jean Fares, P.E., Kimley-Horn & Associates, Inc.
Matthew Jacobson, E.I.T., Kimley-Horn & Associates, Inc.

Date: May 3, 2024

Subject: Sawtelle Boulevard & Matteson Ave/I-405 Southbound Ramps
Preliminary Traffic Study

INTRODUCTION

The City of Culver City (City) has retained Kimley-Horn and Associates, Inc. (Kimley-Horn) to prepare design documents for the proposed improvements at the intersection of Sawtelle Boulevard & I-405 Southbound Ramps/Matteson Avenue (project intersection). The intersection of Sawtelle Boulevard and I-405 SB/Matteson Avenue is a signalized intersection with heavy peak hour traffic primarily travelling southbound along Sawtelle Boulevard. Currently, the northbound and southbound movements operate as split phases and the eastbound and westbound movements operate as permissive phases. This phasing operation results in excessive delays, queuing on the freeway, and right turn conflicts with pedestrians. The City is proposing traffic signal and signing and striping improvements to improve safety and traffic conditions for motorists and pedestrians.



Figure 1: Aerial image of the project intersection

METHODOLOGY

Field Observations

Field observations noted existing heavy southbound (SB) left-turn and northbound (NB) right-turn queues along Sawtelle Boulevard. It was also noted that peak hour existing SB left-turn queues extend into the adjacent intersection at Sawtelle Boulevard & Venice Boulevard within the City of Los Angeles. Large westbound (WB) right-turn and left-turn volumes were observed along the I-405 SB off-ramp.

Traffic Volume Data Collection

AM and PM peak hour turning movement counts (TMCs) were collected on a Thursday and Friday at the project intersection. TMC data sheets are provided in **Appendix A**.

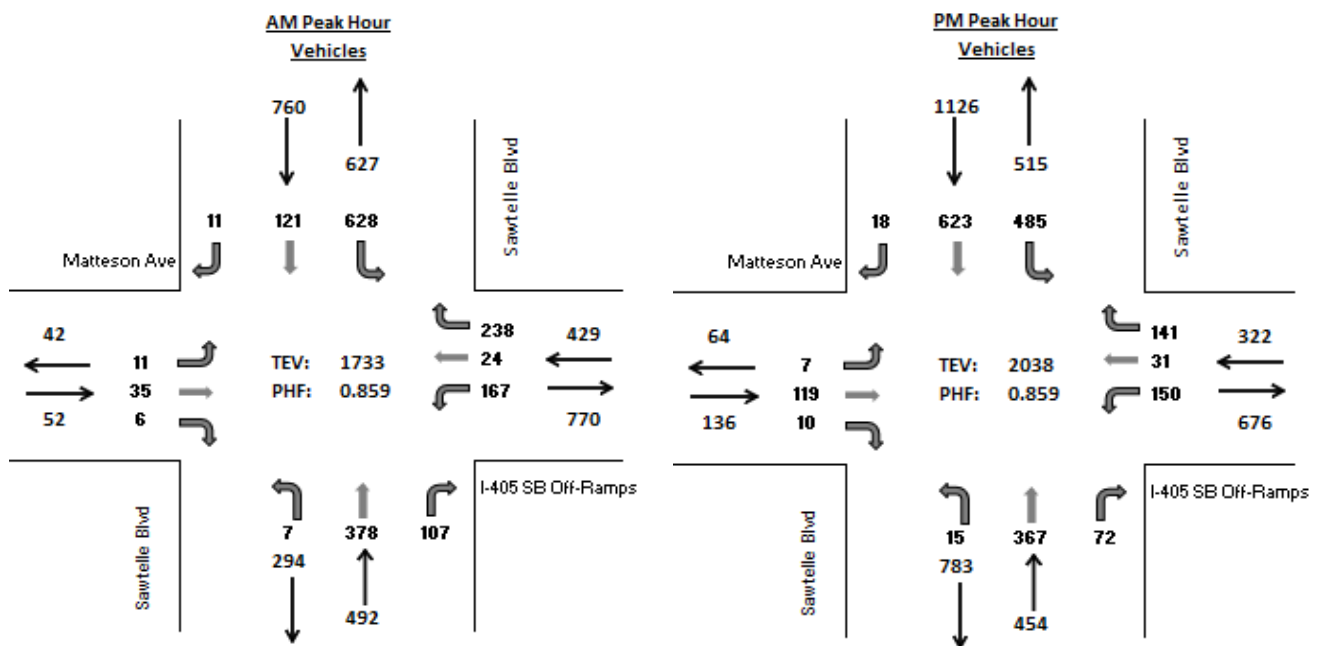


Figure 2: Thursday AM and PM peak hour TMCs

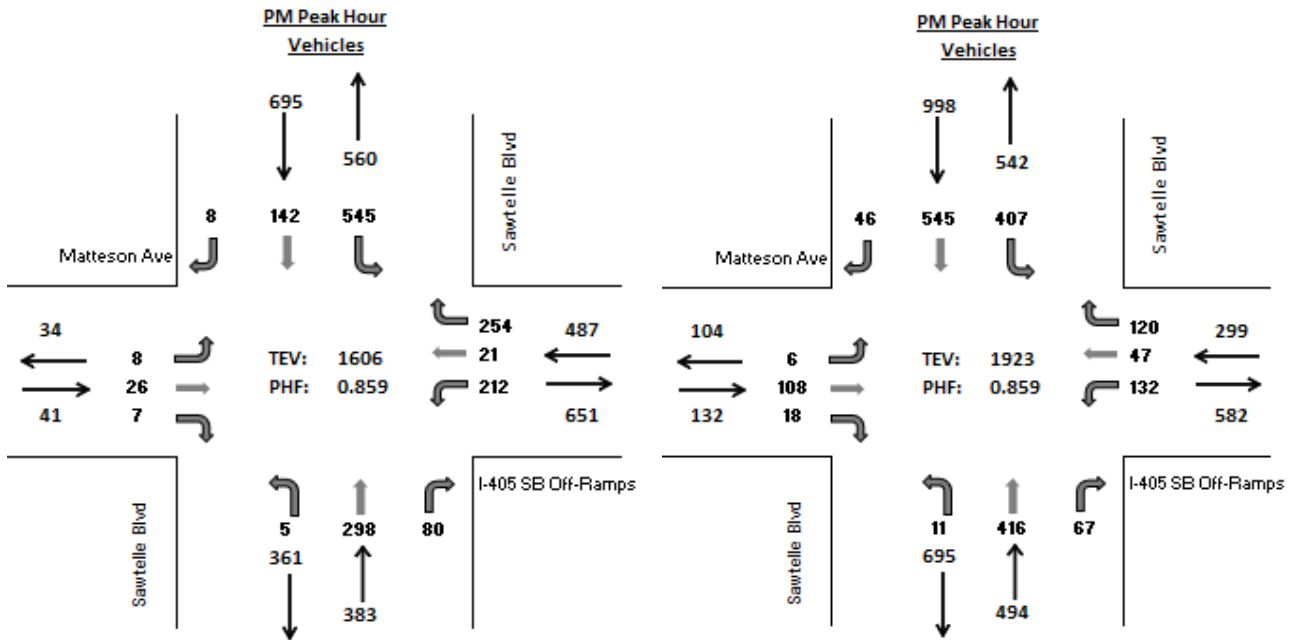


Figure 3: Friday AM and PM peak hour TMCs

Synchro Analysis

Based on TMCs, traffic observations, and City input, four proposed intersection options were developed and modelled on Synchro 11 software. All four options maintain the existing eastbound (EB) and westbound (WB) lane configurations. Also, all options propose protected NB and SB left-turn phases and split phasing for the EB and WB movements. Synchro delay and Level of Service (LOS) metrics for each option were compared to see how the intersection layout changes will affect traffic conditions. The detailed intersection delay and LOS comparisons are displayed in **Table 1** and **Table 2**. Detailed approach delay and LOS comparison for each movement are provided in **Table 1** and **Table 2**. Synchro reports are provided in **Appendix B**.

Option 1

Option 1 converts the NB and SB lane configurations into one left-turn only and one through-right lane. The EB and WB approaches are converted to a split phase operation and the south leg crosswalk is removed.

Option 2

Option 2 converts the NB lane configuration into one left-turn only lane, one through lane, and one through-right lane. The SB lane configuration is converted into one left-turn only and one through-right lane. The EB and WB approaches are converted to a split phase operation and the north leg crosswalk is removed.

Option 3

Option 3 converts the SB lane configuration into a dual left and one through-right lane. The NB lane configuration is converted into one left-turn only and one through-right lane. The EB and WB approaches are converted to a split phase operation.

Option 4

Option 4 converts the SB lane configuration into one left-turn only lane, one through lane, and one through-right lane. The NB lane configuration is converted into one left-turn only and one through-right lane. The EB and WB approaches are converted to a split phase operation.

Table 1: Synchro intersection delay and LOS values for Thursday AM and PM traffic scenarios

Thursday				
	Peak Hour	Delay (s/veh)	LOS	Delay Difference (%)
Existing	AM	116.8	F	
	PM	304.1	F	
Option 1	AM	101.5	F	-13%
	PM	123	F	-60%
Option 2	AM	51.7	D	-56%
	PM	115.9	F	-62%
Option 3	AM	53.5	D	-54%
	PM	70.3	E	-77%
Option 4	AM	82.6	F	-29%
	PM	70.3	E	-77%

Table 2: Synchro intersection delay and LOS values for Friday AM and PM traffic scenarios

Friday				
	Peak Hour	Delay (s/veh)	LOS	Delay Difference (%)
Existing	AM	96.3	F	
	PM	221	F	
Option 1	AM	66.3	E	-31%
	PM	96.5	F	-56%
Option 2	AM	44.5	D	-54%
	PM	84.9	F	-62%
Option 3	AM	42.7	D	-56%
	PM	53.5	D	-76%
Option 4	AM	65.8	E	-32%
	PM	64.5	E	-71%

Table 3: Synchro approach delay and LOS values for Thursday AM and PM traffic scenarios

Thursday Existing AM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		19.1			34.6	4.3			36.8		235
LOS		B			C	A			D		F
Approach Delay		19.1			17.8				36.8		235
Approach LOS		B			B				D		F

Thursday Existing PM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		23.7			36.6	2.1			42.6		524
LOS		C			D	A			D		F
Approach Delay		23.7			21.5				42.6		524
Approach LOS		C			C				D		F

Thursday Option 1 AM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		51.6			70.4	1.8	27.6	213.1		80.6	40.7
LOS		D			E	A	C	F		F	D
Approach Delay		51.6			32.3			210.3		73.6	
Approach LOS		D			C			F		E	

Thursday Option 1 PM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		63.2			68.8	2.9	43.2	66.6		141	205
LOS		E			E	A	D	E		F	F
Approach Delay		63.2			39.9			65.8			177
Approach LOS		E			D			E			F

Thursday Option 2 AM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		51.6			70.4	1.3	21.1	79.2		43.8	54
LOS		D			E	A	C	E		D	D
Approach Delay		51.6			32			78.4			45.6
Approach LOS		D			C			E			D

Thursday Option 2 PM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		63.2			68.8	2.9	43.2	33.7		141	205
LOS		E			E	A	D	C		F	F
Approach Delay		63.2			39.9			34			177
Approach LOS		E			D			C			F

Thursday Option 3 AM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		51.6			70.2	2.4	33.7	93.8		41.6	32.7
LOS		D			E	A	C	F		D	C
Approach Delay		51.6			32.6			92.9			40
Approach LOS		D			C			F			D

Thursday Option 3 PM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		63.2			68.8	3.6	48.3	43.5		57.3	113
LOS		E			E	A	D	D		E	F
Approach Delay		63.2			40.3			43.7			88.9
Approach LOS		E			D			D			F

Thursday Option 4 AM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		69.6			102	1.9	30.1	144.5		70.2	40.1
LOS		E			F	A	C	F		E	D
Approach Delay		69.6			46.5			142.8			65
Approach LOS		E			D			F			E

Thursday Option 4 PM											
Lane Group											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Total Delay		63.2			68.8	2.3	39.2	118.3		77.6	49.6
LOS		E			E	A	D	F		E	D
Approach Delay		63.2			39.7			115.8			61.6
Approach LOS		E			D			F			E

Table 4: Synchro approach delay and LOS values for Friday AM and PM traffic scenarios

Friday Existing AM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.3			39.2	2.7		27.5				192
LOS		B			D	A		C				F
Approach Delay		17.3			20.2			27.5				192
Approach LOS		B			C			C				F

Friday Existing PM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		22.9				34.2	2.6			41.8		396
LOS		C				C	A			D		F
Approach Delay		22.9				21.5				41.8		396
Approach LOS		C				C				D		F

Friday Option 1 AM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		47.2			80	1.7	25.8	133.4		51.8		44.8
LOS		D			F	A	C	F		D		D
Approach Delay		47.2			39.2			131.2				50.3
Approach LOS		D			D			F				D

Friday Option 1 PM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		61.7				68.1	3	43.2	80.2		91.3	150
LOS		E				E	A	D	F		F	F
Approach Delay		61.7				42			79.4			126
Approach LOS		E				D			E			F

Friday Option 2 AM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		47.2			80	1.4	21.2	46.8		46.4		49.9
LOS		D			F	A	C	D		D		D
Approach Delay		47.2			39			46.5				47.1
Approach LOS		D			D			D				D

Friday Option 2 PM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		61.7				68.1	3	43.2	34.1		91.3	150
LOS		E				E	A	D	C		F	F
Approach Delay		61.7				42			34.3			126
Approach LOS		E				D			C			F

Friday Option 3 AM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		47.2			77.2	2.3	32.8	55.6		39.6		34.9
LOS		D			E	A	C	E		D		C
Approach Delay		47.2			38.2			55.4				38.6
Approach LOS		D			D			E				D

Friday Option 3 PM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		61.7				67.9	3.8	48.1	42		60.4	62.2
LOS		E				E	A	D	D		E	E
Approach Delay		61.7				42.2			42.2			61.5
Approach LOS		E				D			D			E

Friday Option 4 AM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		47.2			80	1.7	25.8	133.4		51.8		38.6
LOS		D			F	A	C	F		D		D
Approach Delay		47.2			39.2			132.1				48.9
Approach LOS		D			D			F				D

Friday Option 4 PM												
Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		61.7				68.1	2.7	41.1	105.8		68.5	40.6
LOS		E				E	A	D	F		E	D
Approach Delay		61.7				41.8			104.4			52
Approach LOS		E				D			F			D

Protected Left Turn Warrant Analysis

Since all options propose protected phasing for all left turn movements, a protected left turn warrant analysis was conducted according to the latest version of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

The CA MUTCD Section 4D.19, provides general guidelines for evaluating the appropriateness of implementation of left-turn phasing at signalized intersections.

The CA MUTCD states:

“Since separate signal phases for protected left turns will reduce the green time available for other phases, alternate means of handling left turn conflicts should be considered first.

The most likely possibilities are:

1. Prohibition of left turns.
2. Geometric changes to eliminate the left turn.
3. Provide protected-permissive or permissive-protected left turn operation.

Protected left-turn phases should be considered where such alternatives couldn't be utilized, and one or more of the following conditions exist:

1. *Collisions* – Five or more left-turn collisions for a particular left-turn movement during a recent 12-month period.
2. *Delay* – Left-turn delay of one or more vehicles, which were waiting at the beginning of the green interval and are still remaining in the left-turn lane after at least 80% of the total number of cycles for one hour.
3. *Volume* – At new intersections where only estimated volumes are available, the following criteria may be used. For a pre-timed signal or a background-cycle-controlled actuated signal, a left-turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left-turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.
4. *Miscellaneous*. Other factors that might be considered include but are not limited to: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks.”

For this analysis, Condition 2 was used. Field observations noted significant SB left-turn delays. For at least 80% of the total number of cycles in one hour, more than one vehicles still remained in the through-left lane, causing large queues. Therefore, the project intersection meets Condition 2 for the CA MUTCD protected left-turn phasing guidelines.

Truck Turn Analysis

According to the City of Culver City's Municipal Code, Sawtelle Boulevard between Matteson Avenue and Venice Boulevard is a designated truck route. The Swept Paths feature on AutoCAD was used to assess if the proposed lane configurations for all options had enough space to accommodate large turning trucks. Field observations noted that the existing WB right turning radius meets the minimum dimensions for large trucks. The California 65' Design Vehicle was used for the analysis. It was determined that the addition of dual SB left turn lanes in Option 3 would impede trucks making WB right turns.

CONCLUSION

Overall, Option 2 is recommended since it reduces delay up to 62% for the intersection in the PM peak period and will continue to provide roadway width for turning trucks.

The proposed split phasing for the EB and WB movements reduces confusion and delay at the intersection by removing the permissive left turn yield to EB through traffic. The proposed removal north leg crosswalk helps to reduce delay for the WB right turn movement and eliminates the risk of pedestrian collisions.

The proposed protected left turn phases for all movements is anticipated to alleviate left-turn queues approaching the intersection and reduce conflicts with pedestrians. According to CA MUTCD left-turn warrant criteria, the project intersection meets the guidelines. Therefore, traffic signal phasing changes warranted at the project intersection.

APPENDIX A – TRAFFIC COUNTS

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

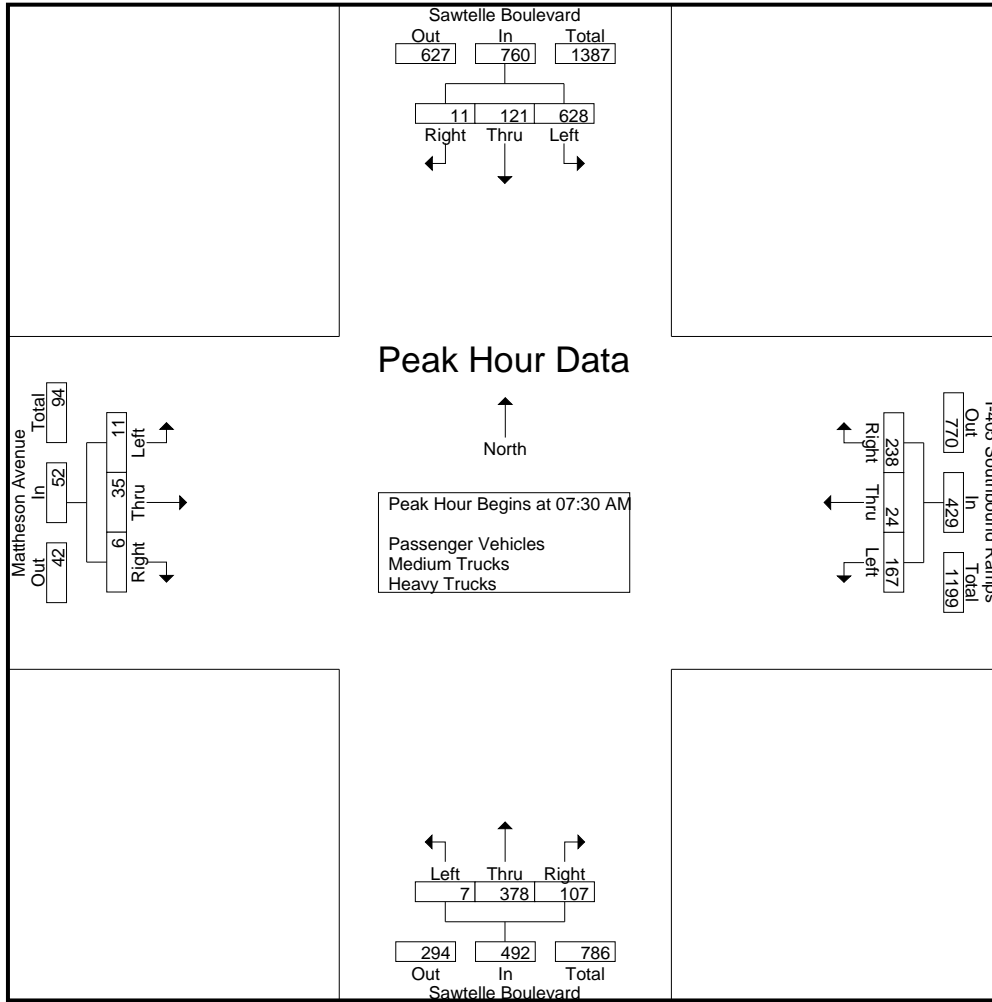
Groups Printed- Passenger Vehicles - Medium Trucks - Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	84	9	1	94	42	4	51	97	0	68	22	90	2	6	1	9	290
07:15 AM	125	16	1	142	40	5	63	108	0	58	26	84	2	9	1	12	346
07:30 AM	180	29	0	209	45	7	54	106	2	86	30	118	1	11	2	14	447
07:45 AM	160	32	4	196	36	3	57	96	3	98	29	130	4	11	2	17	439
Total	549	86	6	641	163	19	225	407	5	310	107	422	9	37	6	52	1522
08:00 AM	150	27	4	181	43	9	54	106	0	86	24	110	2	5	1	8	405
08:15 AM	138	33	3	174	43	5	73	121	2	108	24	134	4	8	1	13	442
08:30 AM	155	37	2	194	51	4	55	110	1	79	20	100	1	8	0	9	413
08:45 AM	150	53	0	203	52	10	67	129	0	97	17	114	0	11	3	14	460
Total	593	150	9	752	189	28	249	466	3	370	85	458	7	32	5	44	1720
Grand Total	1142	236	15	1393	352	47	474	873	8	680	192	880	16	69	11	96	3242
Apprch %	82	16.9	1.1		40.3	5.4	54.3		0.9	77.3	21.8		16.7	71.9	11.5		
Total %	35.2	7.3	0.5	43	10.9	1.4	14.6	26.9	0.2	21	5.9	27.1	0.5	2.1	0.3	3	
Passenger Vehicles	1126	231	15	1372	340	46	436	822	7	670	185	862	16	69	11	96	3152
% Passenger Vehicles	98.6	97.9	100	98.5	96.6	97.9	92	94.2	87.5	98.5	96.4	98	100	100	100	100	97.2
Medium Trucks	14	4	0	18	12	1	35	48	1	10	6	17	0	0	0	0	83
% Medium Trucks	1.2	1.7	0	1.3	3.4	2.1	7.4	5.5	12.5	1.5	3.1	1.9	0	0	0	0	2.6
Heavy Trucks	2	1	0	3	0	0	3	3	0	0	1	1	0	0	0	0	7
% Heavy Trucks	0.2	0.4	0	0.2	0	0	0.6	0.3	0	0	0.5	0.1	0	0	0	0	0.2

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	180	29	0	209	45	7	54	106	2	86	30	118	1	11	2	14	447
07:45 AM	160	32	4	196	36	3	57	96	3	98	29	130	4	11	2	17	439
08:00 AM	150	27	4	181	43	9	54	106	0	86	24	110	2	5	1	8	405
08:15 AM	138	33	3	174	43	5	73	121	2	108	24	134	4	8	1	13	442
Total Volume	628	121	11	760	167	24	238	429	7	378	107	492	11	35	6	52	1733
% App. Total	82.6	15.9	1.4		38.9	5.6	55.5		1.4	76.8	21.7		21.2	67.3	11.5		
PHF	.872	.917	.688	.909	.928	.667	.815	.886	.583	.875	.892	.918	.688	.795	.750	.765	.969

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				07:00 AM			
+0 mins.	180	29	0	209	43	9	54	106	2	86	30	118	2	6	1	9
+15 mins.	160	32	4	196	43	5	73	121	3	98	29	130	2	9	1	12
+30 mins.	150	27	4	181	51	4	55	110	0	86	24	110	1	11	2	14
+45 mins.	138	33	3	174	52	10	67	129	2	108	24	134	4	11	2	17
Total Volume	628	121	11	760	189	28	249	466	7	378	107	492	9	37	6	52
% App. Total	82.6	15.9	1.4		40.6	6	53.4		1.4	76.8	21.7		17.3	71.2	11.5	
PHF	.872	.917	.688	.909	.909	.700	.853	.903	.583	.875	.892	.918	.563	.841	.750	.765

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	83	8	1	92	41	4	44	89	0	67	19	86	2	6	1	9	276
07:15 AM	123	16	1	140	38	5	55	98	0	58	26	84	2	9	1	12	334
07:30 AM	178	26	0	204	45	6	51	102	1	86	30	117	1	11	2	14	437
07:45 AM	157	32	4	193	36	3	52	91	3	96	27	126	4	11	2	17	427
Total	541	82	6	629	160	18	202	380	4	307	102	413	9	37	6	52	1474
08:00 AM	147	27	4	178	41	9	51	101	0	85	23	108	2	5	1	8	395
08:15 AM	136	33	3	172	37	5	69	111	2	107	24	133	4	8	1	13	429
08:30 AM	154	37	2	193	51	4	49	104	1	79	20	100	1	8	0	9	406
08:45 AM	148	52	0	200	51	10	65	126	0	92	16	108	0	11	3	14	448
Total	585	149	9	743	180	28	234	442	3	363	83	449	7	32	5	44	1678
Grand Total	1126	231	15	1372	340	46	436	822	7	670	185	862	16	69	11	96	3152
Apprch %	82.1	16.8	1.1		41.4	5.6	53		0.8	77.7	21.5		16.7	71.9	11.5		
Total %	35.7	7.3	0.5	43.5	10.8	1.5	13.8	26.1	0.2	21.3	5.9	27.3	0.5	2.2	0.3	3	

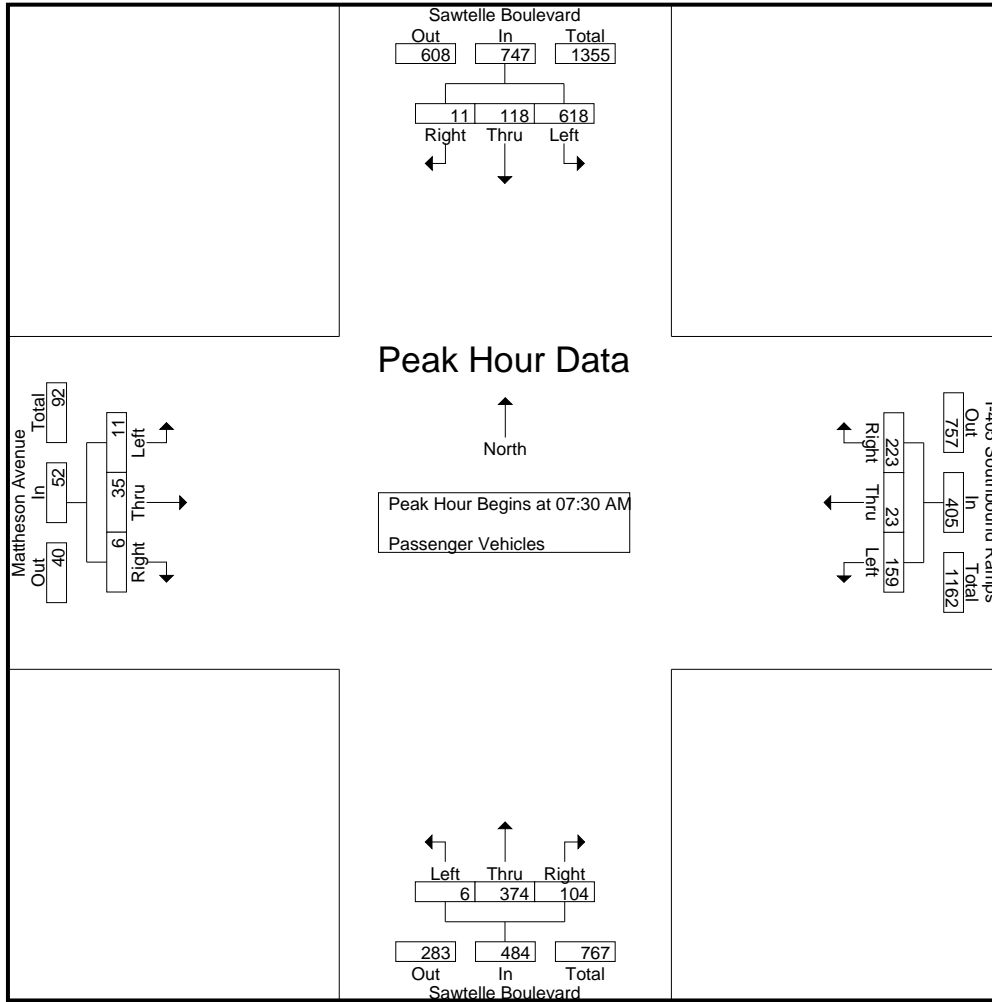
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	178	26	0	204	45	6	51	102	1	86	30	117	1	11	2	14	437
07:45 AM	157	32	4	193	36	3	52	91	3	96	27	126	4	11	2	17	427
08:00 AM	147	27	4	178	41	9	51	101	0	85	23	108	2	5	1	8	395
08:15 AM	136	33	3	172	37	5	69	111	2	107	24	133	4	8	1	13	429
Total Volume	618	118	11	747	159	23	223	405	6	374	104	484	11	35	6	52	1688
% App. Total	82.7	15.8	1.5		39.3	5.7	55.1		1.2	77.3	21.5		21.2	67.3	11.5		
PHF	.868	.894	.688	.915	.883	.639	.808	.912	.500	.874	.867	.910	.688	.795	.750	.765	.966

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	178	26	0	204	45	6	51	102	1	86	30	117	1	11	2	14
+15 mins.	157	32	4	193	36	3	52	91	3	96	27	126	4	11	2	17
+30 mins.	147	27	4	178	41	9	51	101	0	85	23	108	2	5	1	8
+45 mins.	136	33	3	172	37	5	69	111	2	107	24	133	4	8	1	13
Total Volume	618	118	11	747	159	23	223	405	6	374	104	484	11	35	6	52
% App. Total	82.7	15.8	1.5		39.3	5.7	55.1		1.2	77.3	21.5		21.2	67.3	11.5	
PHF	.868	.894	.688	.915	.883	.639	.808	.912	.500	.874	.867	.910	.688	.795	.750	.765

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

Groups Printed- Medium Trucks

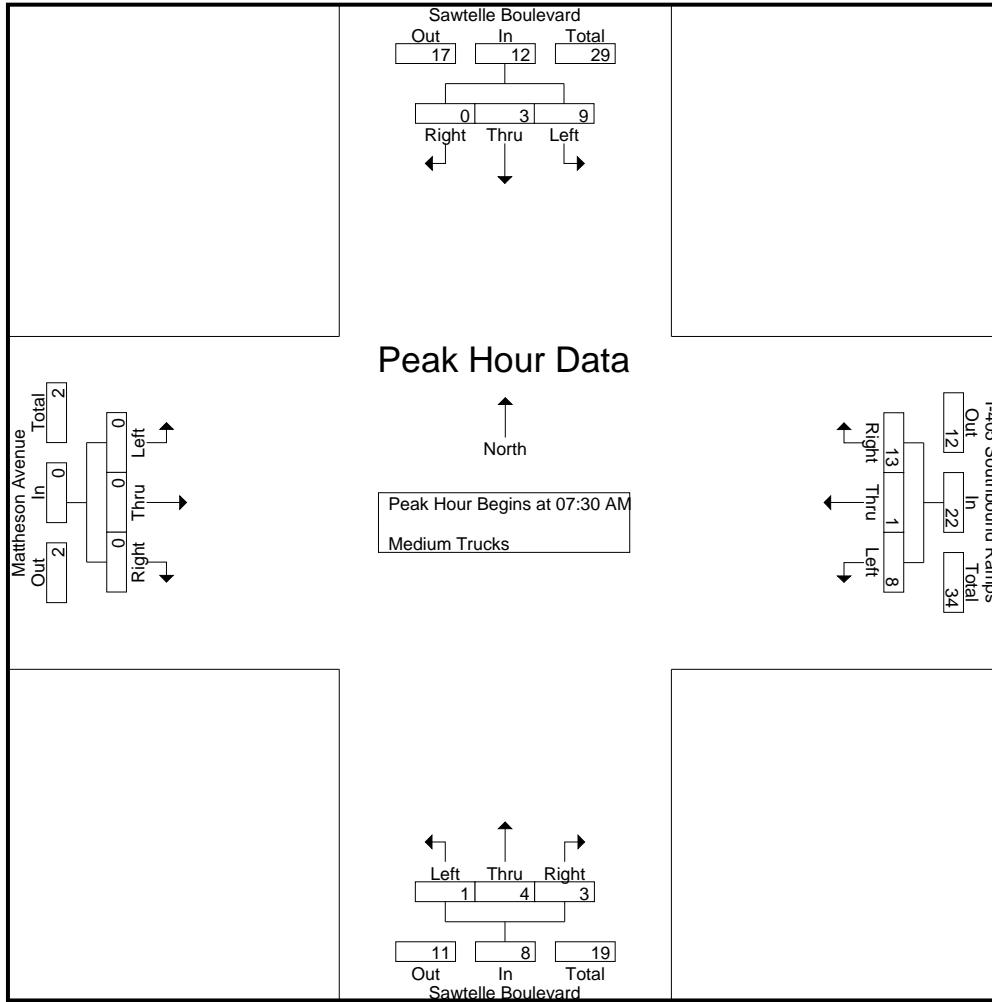
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	7	8	0	1	3	4	0	0	0	0	12
07:15 AM	2	0	0	2	2	0	8	10	0	0	0	0	0	0	0	0	12
07:30 AM	2	3	0	5	0	1	3	4	1	0	0	1	0	0	0	0	10
07:45 AM	3	0	0	3	0	0	4	4	0	2	2	4	0	0	0	0	11
Total	7	3	0	10	3	1	22	26	1	3	5	9	0	0	0	0	45
08:00 AM	2	0	0	2	2	0	3	5	0	1	1	2	0	0	0	0	9
08:15 AM	2	0	0	2	6	0	3	9	0	1	0	1	0	0	0	0	12
08:30 AM	1	0	0	1	0	0	5	5	0	0	0	0	0	0	0	0	6
08:45 AM	2	1	0	3	1	0	2	3	0	5	0	5	0	0	0	0	11
Total	7	1	0	8	9	0	13	22	0	7	1	8	0	0	0	0	38
Grand Total	14	4	0	18	12	1	35	48	1	10	6	17	0	0	0	0	83
Apprch %	77.8	22.2	0		25	2.1	72.9		5.9	58.8	35.3		0	0	0		
Total %	16.9	4.8	0	21.7	14.5	1.2	42.2	57.8	1.2	12	7.2	20.5	0	0	0	0	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	2	3	0	5	0	1	3	4	1	0	0	1	0	0	0	0	10
07:45 AM	3	0	0	3	0	0	4	4	0	2	2	4	0	0	0	0	11
08:00 AM	2	0	0	2	2	0	3	5	0	1	1	2	0	0	0	0	9
08:15 AM	2	0	0	2	6	0	3	9	0	1	0	1	0	0	0	0	12
Total Volume	9	3	0	12	8	1	13	22	1	4	3	8	0	0	0	0	42
% App. Total	75	25	0		36.4	4.5	59.1		12.5	50	37.5		0	0	0		
PHF	.750	.250	.000	.600	.333	.250	.813	.611	.250	.500	.375	.500	.000	.000	.000	.000	.875

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	3	0	5	0	1	3	4	1	0	0	1	0	0	0	0
+15 mins.	3	0	0	3	0	0	4	4	0	2	2	4	0	0	0	0
+30 mins.	2	0	0	2	2	0	3	5	0	1	1	2	0	0	0	0
+45 mins.	2	0	0	2	6	0	3	9	0	1	0	1	0	0	0	0
Total Volume	9	3	0	12	8	1	13	22	1	4	3	8	0	0	0	0
% App. Total	75	25	0		36.4	4.5	59.1		12.5	50	37.5		0	0	0	
PHF	.750	.250	.000	.600	.333	.250	.813	.611	.250	.500	.375	.500	.000	.000	.000	.000

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	1	0	0	1	0	0	2	2	0	0	1	1	0	0	0	0	0	4
Grand Total	2	1	0	3	0	0	3	3	0	0	1	1	0	0	0	0	0	7
Apprch %	66.7	33.3	0		0	0	100		0	0	100		0	0	0			
Total %	28.6	14.3	0	42.9	0	0	42.9	42.9	0	0	14.3	14.3	0	0	0	0		

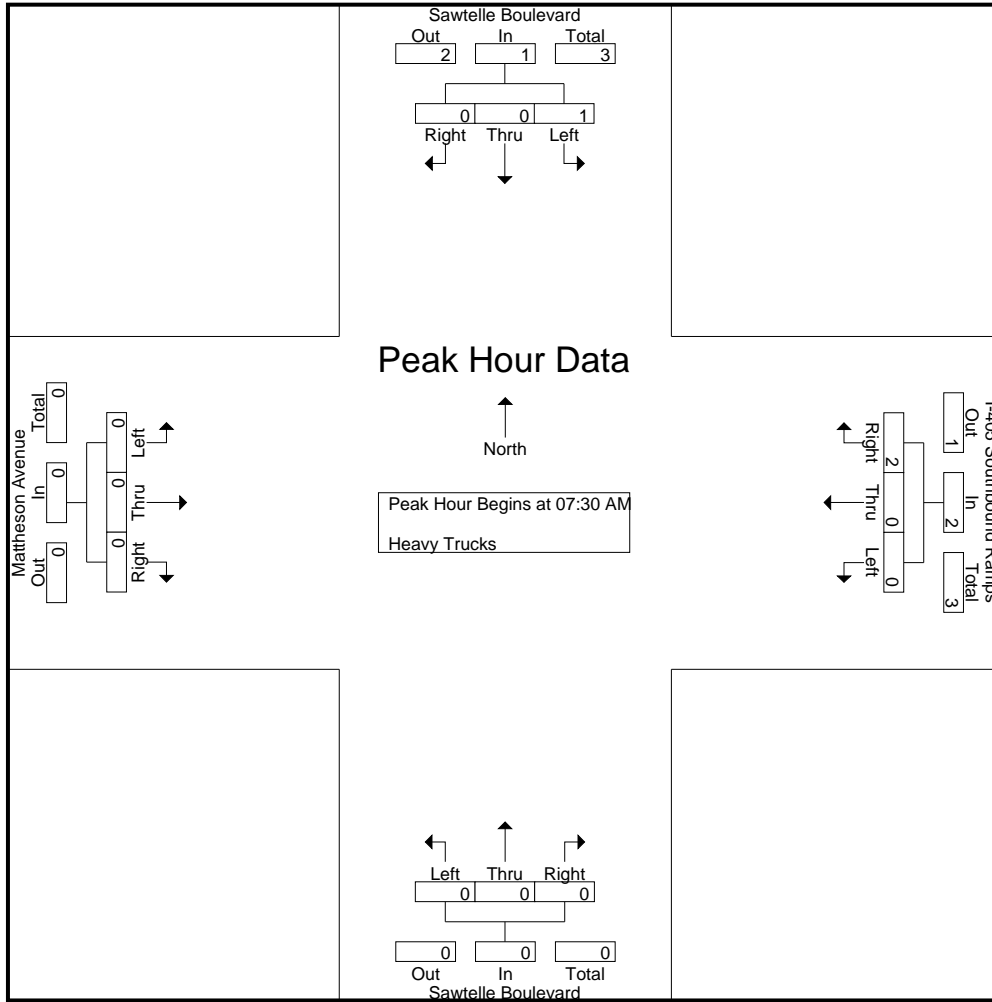
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0			
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThAM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	100	0	0	100	0	0	100	100	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

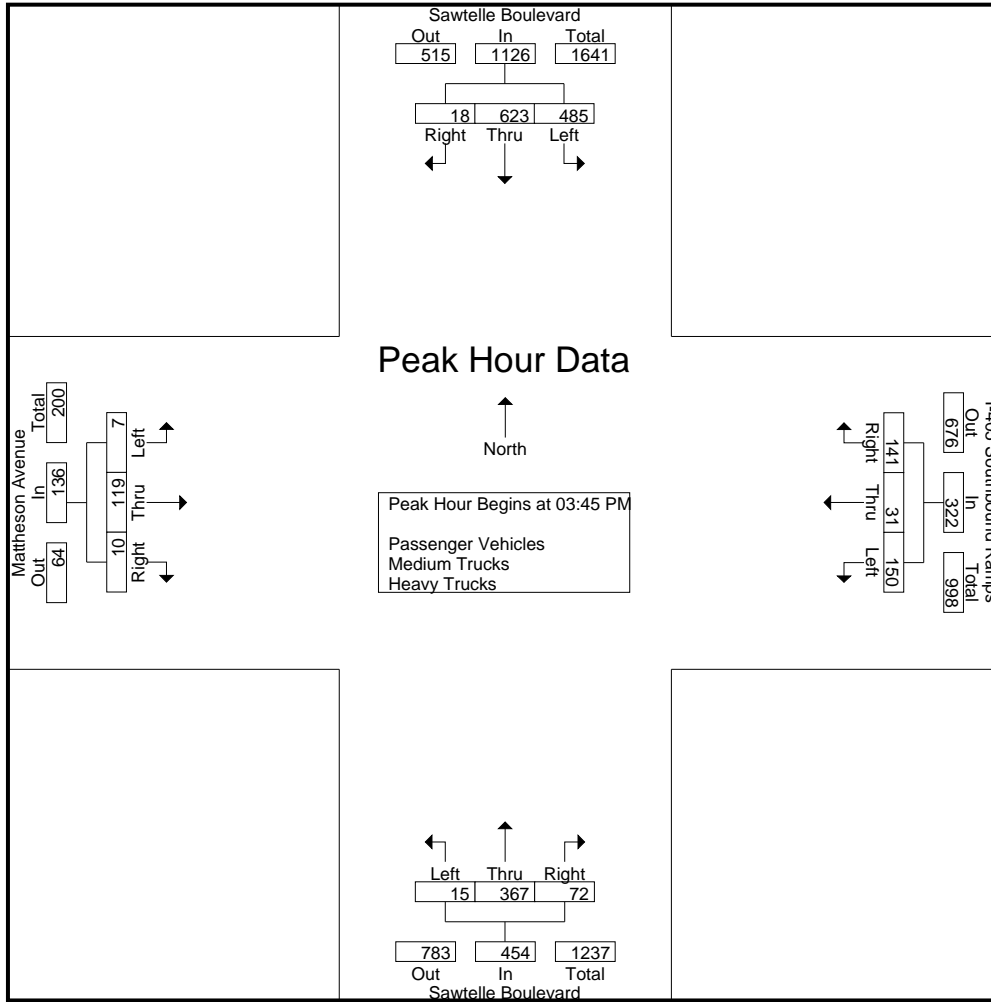
Groups Printed- Passenger Vehicles - Medium Trucks - Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Matteson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	122	129	14	265	45	4	39	88	4	128	25	157	2	14	4	20	530
03:15 PM	129	153	0	282	41	6	36	83	2	82	18	102	1	15	0	16	483
03:30 PM	124	145	8	277	48	5	31	84	2	68	13	83	2	15	5	22	466
03:45 PM	120	165	2	287	42	8	39	89	5	106	20	131	2	28	3	33	540
Total	495	592	24	1111	176	23	145	344	13	384	76	473	7	72	12	91	2019
04:00 PM	116	142	6	264	35	7	25	67	6	112	13	131	0	36	3	39	501
04:15 PM	120	154	5	279	31	13	42	86	1	94	17	112	2	30	0	32	509
04:30 PM	129	162	5	296	42	3	35	80	3	55	22	80	3	25	4	32	488
04:45 PM	97	153	3	253	33	9	34	76	3	61	17	81	3	25	3	31	441
Total	462	611	19	1092	141	32	136	309	13	322	69	404	8	116	10	134	1939
05:00 PM	145	163	5	313	50	10	49	109	3	88	26	117	0	26	4	30	569
05:15 PM	98	123	5	226	31	4	50	85	1	74	26	101	2	34	4	40	452
05:30 PM	115	151	7	273	29	4	50	83	4	67	16	87	3	38	3	44	487
05:45 PM	119	141	9	269	47	9	41	97	5	73	20	98	1	22	0	23	487
Total	477	578	26	1081	157	27	190	374	13	302	88	403	6	120	11	137	1995
06:00 PM	124	145	6	275	54	3	43	100	4	61	23	88	3	15	4	22	485
06:15 PM	114	131	3	248	65	9	41	115	2	61	5	68	1	11	4	16	447
06:30 PM	124	127	6	257	67	5	65	137	2	58	16	76	3	5	4	12	482
06:45 PM	86	78	1	165	62	8	52	122	4	33	9	46	2	2	2	6	339
Total	448	481	16	945	248	25	201	474	12	213	53	278	9	33	14	56	1753
Grand Total	1882	2262	85	4229	722	107	672	1501	51	1221	286	1558	30	341	47	418	7706
Apprch %	44.5	53.5	2		48.1	7.1	44.8		3.3	78.4	18.4		7.2	81.6	11.2		
Total %	24.4	29.4	1.1	54.9	9.4	1.4	8.7	19.5	0.7	15.8	3.7	20.2	0.4	4.4	0.6	5.4	
Passenger Vehicles	1854	2250	82	4186	715	107	664	1486	50	1208	275	1533	30	340	47	417	7622
% Passenger Vehicles	98.5	99.5	96.5	99	99	100	98.8	99	98	98.9	96.2	98.4	100	99.7	100	99.8	98.9
Medium Trucks	26	12	3	41	7	0	7	14	1	13	10	24	0	1	0	1	80
% Medium Trucks	1.4	0.5	3.5	1	1	0	1	0.9	2	1.1	3.5	1.5	0	0.3	0	0.2	1
Heavy Trucks	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
% Heavy Trucks	0.1	0	0	0	0	0	0.1	0.1	0	0	0.3	0.1	0	0	0	0	0.1

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Matteson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	120	165	2	287	42	8	39	89	5	106	20	131	2	28	3	33	540
04:00 PM	116	142	6	264	35	7	25	67	6	112	13	131	0	36	3	39	501
04:15 PM	120	154	5	279	31	13	42	86	1	94	17	112	2	30	0	32	509
04:30 PM	129	162	5	296	42	3	35	80	3	55	22	80	3	25	4	32	488
Total Volume	485	623	18	1126	150	31	141	322	15	367	72	454	7	119	10	136	2038
% App. Total	43.1	55.3	1.6		46.6	9.6	43.8		3.3	80.8	15.9		5.1	87.5	7.4		
PHF	.940	.944	.750	.951	.893	.596	.839	.904	.625	.819	.818	.866	.583	.826	.625	.872	.944

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 2



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				06:00 PM				03:00 PM				04:45 PM			
+0 mins.	120	154	5	279	54	3	43	100	4	128	25	157	3	25	3	31
+15 mins.	129	162	5	296	65	9	41	115	2	82	18	102	0	26	4	30
+30 mins.	97	153	3	253	67	5	65	137	2	68	13	83	2	34	4	40
+45 mins.	145	163	5	313	62	8	52	122	5	106	20	131	3	38	3	44
Total Volume	491	632	18	1141	248	25	201	474	13	384	76	473	8	123	14	145
% App. Total	43	55.4	1.6		52.3	5.3	42.4		2.7	81.2	16.1		5.5	84.8	9.7	
PHF	.847	.969	.900	.911	.925	.694	.773	.865	.650	.750	.760	.753	.667	.809	.875	.824

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

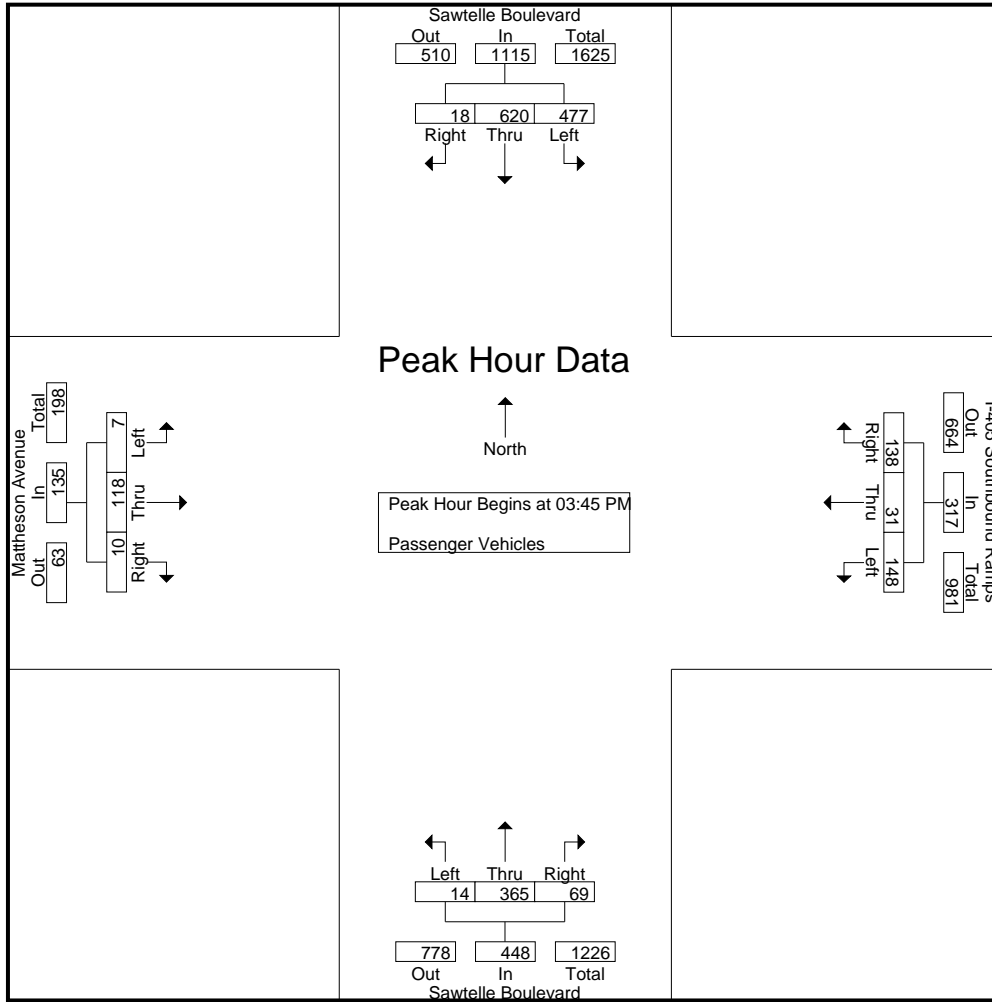
Groups Printed- Passenger Vehicles

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	120	128	13	261	45	4	37	86	4	126	22	152	2	14	4	20	519
03:15 PM	126	150	0	276	40	6	35	81	2	80	18	100	1	15	0	16	473
03:30 PM	120	145	8	273	48	5	31	84	2	66	13	81	2	15	5	22	460
03:45 PM	117	164	2	283	41	8	39	88	5	106	19	130	2	28	3	33	534
Total	483	587	23	1093	174	23	142	339	13	378	72	463	7	72	12	91	1986
04:00 PM	114	142	6	262	34	7	23	64	6	112	13	131	0	36	3	39	496
04:15 PM	118	153	5	276	31	13	42	86	1	92	16	109	2	30	0	32	503
04:30 PM	128	161	5	294	42	3	34	79	2	55	21	78	3	24	4	31	482
04:45 PM	95	152	2	249	33	9	34	76	3	60	14	77	3	25	3	31	433
Total	455	608	18	1081	140	32	133	305	12	319	64	395	8	115	10	133	1914
05:00 PM	144	163	5	312	50	10	49	109	3	88	26	117	0	26	4	30	568
05:15 PM	98	123	5	226	29	4	50	83	1	74	25	100	2	34	4	40	449
05:30 PM	114	150	7	271	28	4	49	81	4	66	16	86	3	38	3	44	482
05:45 PM	119	140	8	267	47	9	41	97	5	72	20	97	1	22	0	23	484
Total	475	576	25	1076	154	27	189	370	13	300	87	400	6	120	11	137	1983
06:00 PM	122	144	6	272	54	3	42	99	4	61	22	87	3	15	4	22	480
06:15 PM	114	131	3	248	65	9	41	115	2	60	5	67	1	11	4	16	446
06:30 PM	124	127	6	257	67	5	65	137	2	57	16	75	3	5	4	12	481
06:45 PM	81	77	1	159	61	8	52	121	4	33	9	46	2	2	2	6	332
Total	441	479	16	936	247	25	200	472	12	211	52	275	9	33	14	56	1739
Grand Total	1854	2250	82	4186	715	107	664	1486	50	1208	275	1533	30	340	47	417	7622
Apprch %	44.3	53.8	2		48.1	7.2	44.7		3.3	78.8	17.9		7.2	81.5	11.3		
Total %	24.3	29.5	1.1	54.9	9.4	1.4	8.7	19.5	0.7	15.8	3.6	20.1	0.4	4.5	0.6	5.5	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	117	164	2	283	41	8	39	88	5	106	19	130	2	28	3	33	534
04:00 PM	114	142	6	262	34	7	23	64	6	112	13	131	0	36	3	39	496
04:15 PM	118	153	5	276	31	13	42	86	1	92	16	109	2	30	0	32	503
04:30 PM	128	161	5	294	42	3	34	79	2	55	21	78	3	24	4	31	482
Total Volume	477	620	18	1115	148	31	138	317	14	365	69	448	7	118	10	135	2015
% App. Total	42.8	55.6	1.6		46.7	9.8	43.5		3.1	81.5	15.4		5.2	87.4	7.4		
PHF	.932	.945	.750	.948	.881	.596	.821	.901	.583	.815	.821	.855	.583	.819	.625	.865	.943

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
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Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	117	164	2	283	41	8	39	88	5	106	19	130	2	28	3	33
+15 mins.	114	142	6	262	34	7	23	64	6	112	13	131	0	36	3	39
+30 mins.	118	153	5	276	31	13	42	86	1	92	16	109	2	30	0	32
+45 mins.	128	161	5	294	42	3	34	79	2	55	21	78	3	24	4	31
Total Volume	477	620	18	1115	148	31	138	317	14	365	69	448	7	118	10	135
% App. Total	42.8	55.6	1.6		46.7	9.8	43.5		3.1	81.5	15.4		5.2	87.4	7.4	
PHF	.932	.945	.750	.948	.881	.596	.821	.901	.583	.815	.821	.855	.583	.819	.625	.865

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 1

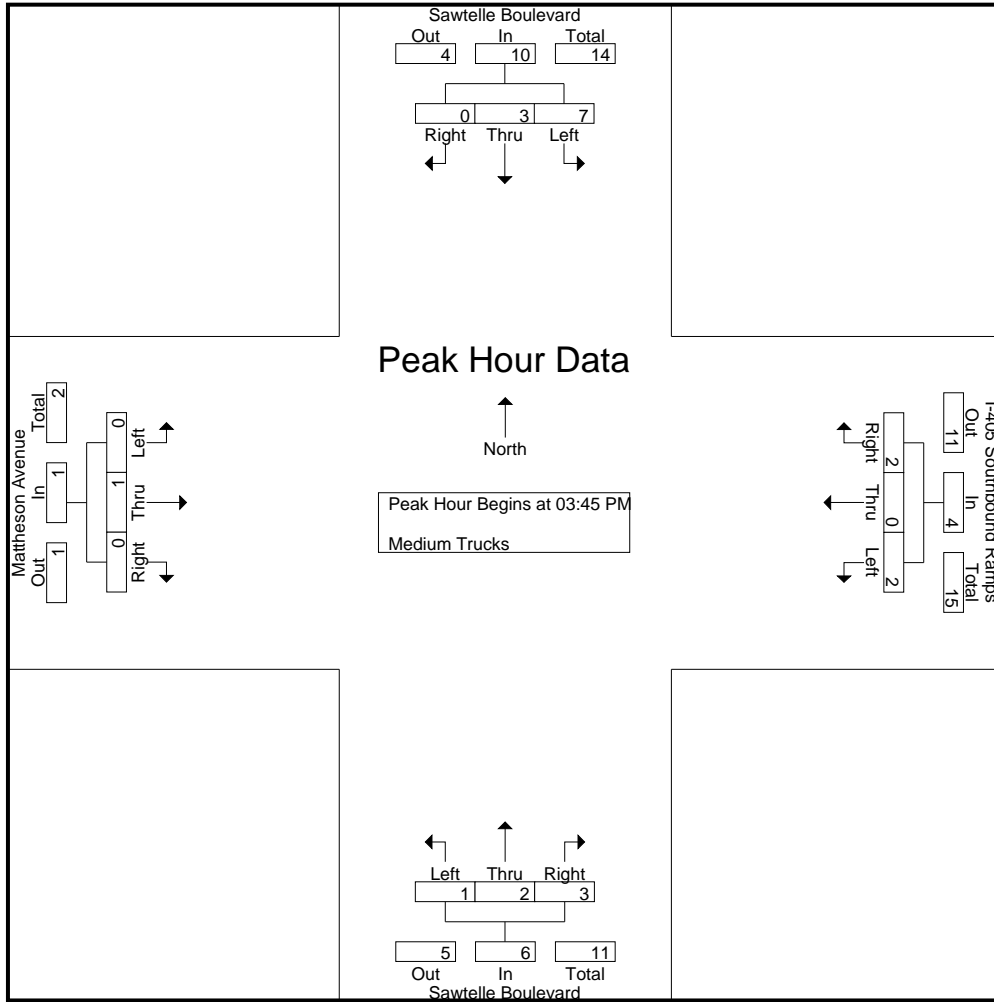
Groups Printed- Medium Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	1	1	4	0	0	2	2	0	2	3	5	0	0	0	0	11
03:15 PM	2	3	0	5	1	0	1	2	0	2	0	2	0	0	0	0	9
03:30 PM	4	0	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
03:45 PM	2	1	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
Total	10	5	1	16	2	0	3	5	0	6	4	10	0	0	0	0	31
04:00 PM	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	4
04:15 PM	2	1	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
04:30 PM	1	1	0	2	0	0	1	1	1	0	1	2	0	1	0	1	6
04:45 PM	2	1	1	4	0	0	0	0	0	1	2	3	0	0	0	0	7
Total	7	3	1	11	1	0	2	3	1	3	4	8	0	1	0	1	23
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
05:30 PM	1	1	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
05:45 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	2	2	1	5	3	0	1	4	0	2	1	3	0	0	0	0	12
06:00 PM	2	1	0	3	0	0	1	1	0	0	1	1	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:45 PM	5	1	0	6	1	0	0	1	0	0	0	0	0	0	0	0	7
Total	7	2	0	9	1	0	1	2	0	2	1	3	0	0	0	0	14
Grand Total	26	12	3	41	7	0	7	14	1	13	10	24	0	1	0	1	80
Apprch %	63.4	29.3	7.3		50	0	50		4.2	54.2	41.7		0	100	0		
Total %	32.5	15	3.8	51.2	8.8	0	8.8	17.5	1.2	16.2	12.5	30	0	1.2	0	1.2	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	2	1	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
04:00 PM	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	4
04:15 PM	2	1	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
04:30 PM	1	1	0	2	0	0	1	1	1	0	1	2	0	1	0	1	6
Total Volume	7	3	0	10	2	0	2	4	1	2	3	6	0	1	0	1	21
% App. Total	70	30	0		50	0	50		16.7	33.3	50		0	100	0		
PHF	.875	.750	.000	.833	.500	.000	.500	.500	.250	.250	.750	.500	.000	.250	.000	.250	.875

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
 Start Date : 6/16/2022
 Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	2	1	0	3	1	0	0	1	0	0	1	1	0	0	0	0
+15 mins.	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0
+30 mins.	2	1	0	3	0	0	0	0	0	2	1	3	0	0	0	0
+45 mins.	1	1	0	2	0	0	1	1	1	0	1	2	0	1	0	1
Total Volume	7	3	0	10	2	0	2	4	1	2	3	6	0	1	0	1
% App. Total	70	30	0		50	0	50		16.7	33.3	50		0	100	0	
PHF	.875	.750	.000	.833	.500	.000	.500	.500	.250	.250	.750	.500	.000	.250	.000	.250

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
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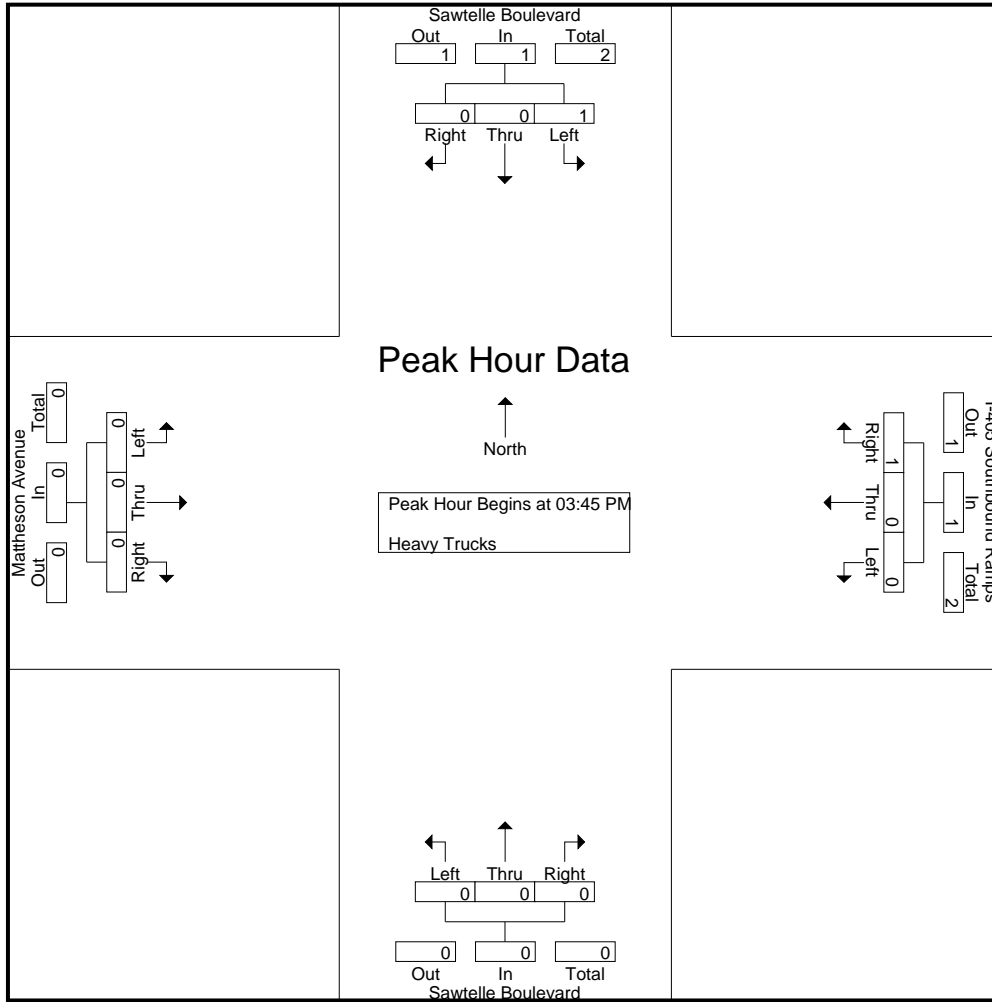
Groups Printed- Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
Apprch %	100	0	0		0	0	100		0	0	100		0	0	0		
Total %	50	0	0	50	0	0	25	25	0	0	25	25	0	0	0	0	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S ThPM
 Site Code : 10822259
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Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0	100	0	0	100	100	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 1

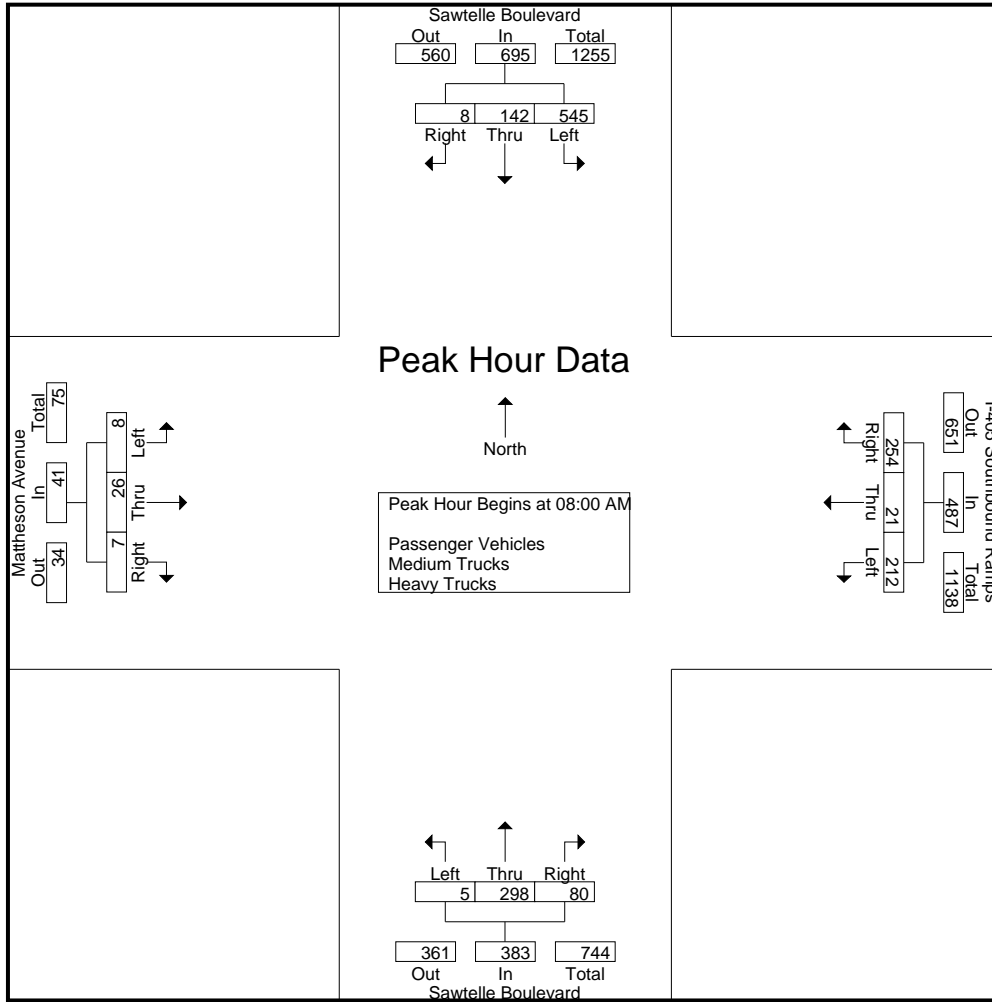
Groups Printed- Passenger Vehicles - Medium Trucks - Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	81	13	3	97	50	2	56	108	1	50	18	69	1	4	1	6	280
07:15 AM	90	15	2	107	39	4	49	92	0	64	18	82	1	9	0	10	291
07:30 AM	138	27	0	165	36	4	65	105	2	64	28	94	2	8	0	10	374
07:45 AM	124	25	2	151	53	3	53	109	0	72	21	93	0	10	3	13	366
Total	433	80	7	520	178	13	223	414	3	250	85	338	4	31	4	39	1311
08:00 AM	145	32	2	179	50	4	62	116	2	70	20	92	4	6	1	11	398
08:15 AM	119	29	2	150	51	6	65	122	1	75	19	95	1	7	0	8	375
08:30 AM	130	35	1	166	43	5	60	108	2	70	17	89	2	11	4	17	380
08:45 AM	151	46	3	200	68	6	67	141	0	83	24	107	1	2	2	5	453
Total	545	142	8	695	212	21	254	487	5	298	80	383	8	26	7	41	1606
Grand Total	978	222	15	1215	390	34	477	901	8	548	165	721	12	57	11	80	2917
Apprch %	80.5	18.3	1.2		43.3	3.8	52.9		1.1	76	22.9		15	71.2	13.8		
Total %	33.5	7.6	0.5	41.7	13.4	1.2	16.4	30.9	0.3	18.8	5.7	24.7	0.4	2	0.4	2.7	
Passenger Vehicles	956	216	15	1187	377	31	445	853	8	539	159	706	12	57	11	80	2826
% Passenger Vehicles	97.8	97.3	100	97.7	96.7	91.2	93.3	94.7	100	98.4	96.4	97.9	100	100	100	100	96.9
Medium Trucks	19	6	0	25	13	3	30	46	0	7	6	13	0	0	0	0	84
% Medium Trucks	1.9	2.7	0	2.1	3.3	8.8	6.3	5.1	0	1.3	3.6	1.8	0	0	0	0	2.9
Heavy Trucks	3	0	0	3	0	0	2	2	0	2	0	2	0	0	0	0	7
% Heavy Trucks	0.3	0	0	0.2	0	0	0.4	0.2	0	0.4	0	0.3	0	0	0	0	0.2

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	145	32	2	179	50	4	62	116	2	70	20	92	4	6	1	11	398
08:15 AM	119	29	2	150	51	6	65	122	1	75	19	95	1	7	0	8	375
08:30 AM	130	35	1	166	43	5	60	108	2	70	17	89	2	11	4	17	380
08:45 AM	151	46	3	200	68	6	67	141	0	83	24	107	1	2	2	5	453
Total Volume	545	142	8	695	212	21	254	487	5	298	80	383	8	26	7	41	1606
% App. Total	78.4	20.4	1.2		43.5	4.3	52.2		1.3	77.8	20.9		19.5	63.4	17.1		
PHF	.902	.772	.667	.869	.779	.875	.948	.863	.625	.898	.833	.895	.500	.591	.438	.603	.886

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	145	32	2	179	50	4	62	116	2	70	20	92	0	10	3	13
+15 mins.	119	29	2	150	51	6	65	122	1	75	19	95	4	6	1	11
+30 mins.	130	35	1	166	43	5	60	108	2	70	17	89	1	7	0	8
+45 mins.	151	46	3	200	68	6	67	141	0	83	24	107	2	11	4	17
Total Volume	545	142	8	695	212	21	254	487	5	298	80	383	7	34	8	49
% App. Total	78.4	20.4	1.2		43.5	4.3	52.2		1.3	77.8	20.9		14.3	69.4	16.3	
PHF	.902	.772	.667	.869	.779	.875	.948	.863	.625	.898	.833	.895	.438	.773	.500	.721

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
 Start Date : 6/17/2022
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Groups Printed- Passenger Vehicles

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	79	13	3	95	49	2	52	103	1	49	16	66	1	4	1	6	270
07:15 AM	90	15	2	107	37	3	43	83	0	64	18	82	1	9	0	10	282
07:30 AM	136	26	0	162	36	4	59	99	2	64	27	93	2	8	0	10	364
07:45 AM	116	25	2	143	52	2	50	104	0	70	21	91	0	10	3	13	351
Total	421	79	7	507	174	11	204	389	3	247	82	332	4	31	4	39	1267
08:00 AM	143	31	2	176	48	4	56	108	2	69	20	91	4	6	1	11	386
08:15 AM	115	29	2	146	49	6	61	116	1	74	18	93	1	7	0	8	363
08:30 AM	128	33	1	162	40	4	58	102	2	70	17	89	2	11	4	17	370
08:45 AM	149	44	3	196	66	6	66	138	0	79	22	101	1	2	2	5	440
Total	535	137	8	680	203	20	241	464	5	292	77	374	8	26	7	41	1559
Grand Total	956	216	15	1187	377	31	445	853	8	539	159	706	12	57	11	80	2826
Apprch %	80.5	18.2	1.3		44.2	3.6	52.2		1.1	76.3	22.5		15	71.2	13.8		
Total %	33.8	7.6	0.5	42	13.3	1.1	15.7	30.2	0.3	19.1	5.6	25	0.4	2	0.4	2.8	

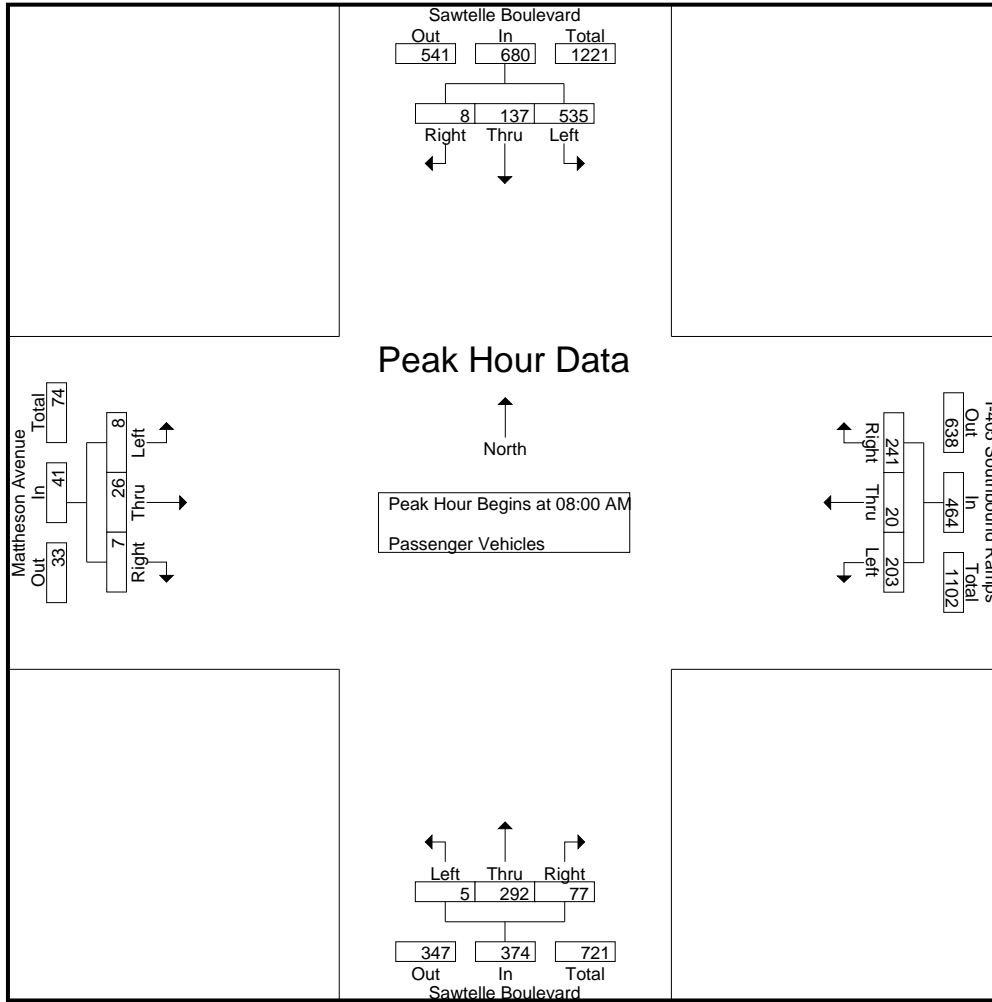
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	143	31	2	176	48	4	56	108	2	69	20	91	4	6	1	11	386
08:15 AM	115	29	2	146	49	6	61	116	1	74	18	93	1	7	0	8	363
08:30 AM	128	33	1	162	40	4	58	102	2	70	17	89	2	11	4	17	370
08:45 AM	149	44	3	196	66	6	66	138	0	79	22	101	1	2	2	5	440
Total Volume	535	137	8	680	203	20	241	464	5	292	77	374	8	26	7	41	1559
% App. Total	78.7	20.1	1.2		43.8	4.3	51.9		1.3	78.1	20.6		19.5	63.4	17.1		
PHF	.898	.778	.667	.867	.769	.833	.913	.841	.625	.924	.875	.926	.500	.591	.438	.603	.886

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	143	31	2	176	48	4	56	108	2	69	20	91	4	6	1	11
+15 mins.	115	29	2	146	49	6	61	116	1	74	18	93	1	7	0	8
+30 mins.	128	33	1	162	40	4	58	102	2	70	17	89	2	11	4	17
+45 mins.	149	44	3	196	66	6	66	138	0	79	22	101	1	2	2	5
Total Volume	535	137	8	680	203	20	241	464	5	292	77	374	8	26	7	41
% App. Total	78.7	20.1	1.2		43.8	4.3	51.9		1.3	78.1	20.6		19.5	63.4	17.1	
PHF	.898	.778	.667	.867	.769	.833	.913	.841	.625	.924	.875	.926	.500	.591	.438	.603

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 1

Groups Printed- Medium Trucks

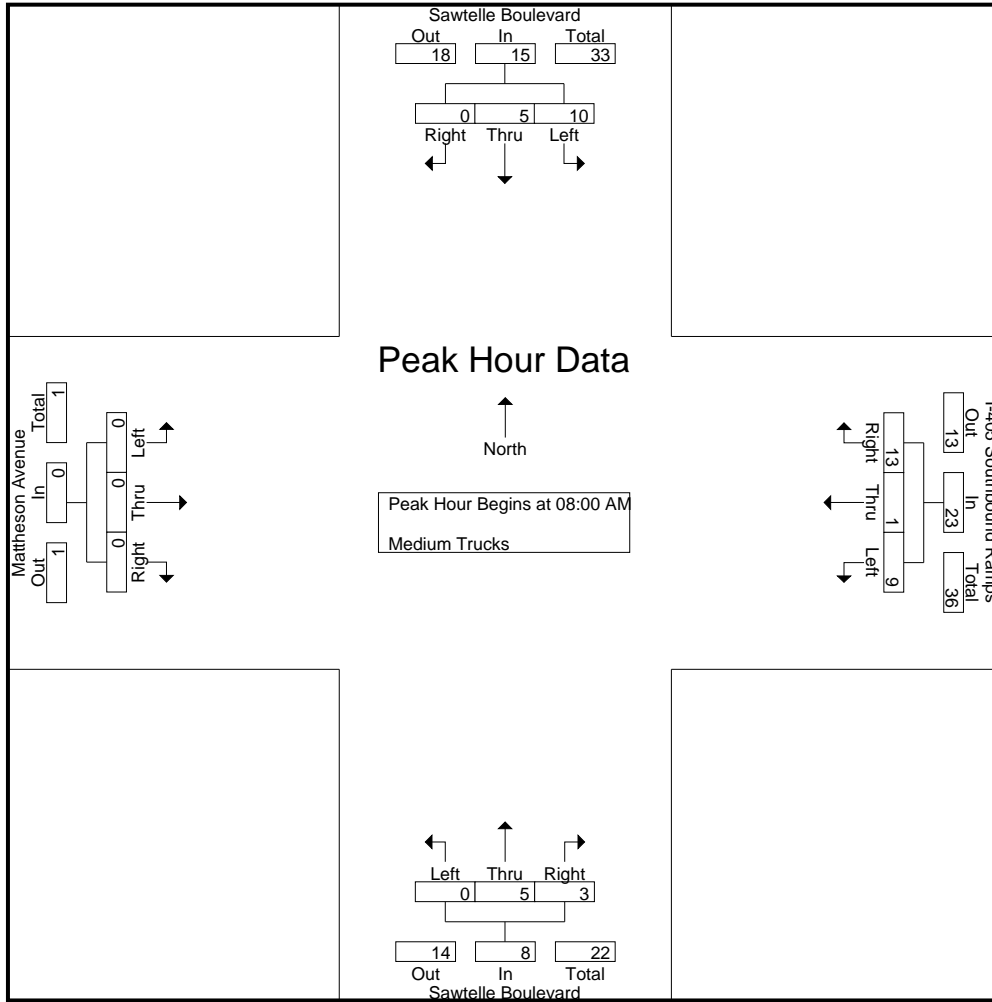
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	1	0	4	5	0	0	2	2	0	0	0	0	9
07:15 AM	0	0	0	0	2	1	6	9	0	0	0	0	0	0	0	0	9
07:30 AM	2	1	0	3	0	0	5	5	0	0	1	1	0	0	0	0	9
07:45 AM	5	0	0	5	1	1	2	4	0	2	0	2	0	0	0	0	11
Total	9	1	0	10	4	2	17	23	0	2	3	5	0	0	0	0	38
08:00 AM	2	1	0	3	2	0	6	8	0	0	0	0	0	0	0	0	11
08:15 AM	4	0	0	4	2	0	4	6	0	1	1	2	0	0	0	0	12
08:30 AM	2	2	0	4	3	1	2	6	0	0	0	0	0	0	0	0	10
08:45 AM	2	2	0	4	2	0	1	3	0	4	2	6	0	0	0	0	13
Total	10	5	0	15	9	1	13	23	0	5	3	8	0	0	0	0	46
Grand Total	19	6	0	25	13	3	30	46	0	7	6	13	0	0	0	0	84
Apprch %	76	24	0		28.3	6.5	65.2		0	53.8	46.2		0	0	0		
Total %	22.6	7.1	0	29.8	15.5	3.6	35.7	54.8	0	8.3	7.1	15.5	0	0	0	0	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	2	1	0	3	2	0	6	8	0	0	0	0	0	0	0	0	11
08:15 AM	4	0	0	4	2	0	4	6	0	1	1	2	0	0	0	0	12
08:30 AM	2	2	0	4	3	1	2	6	0	0	0	0	0	0	0	0	10
08:45 AM	2	2	0	4	2	0	1	3	0	4	2	6	0	0	0	0	13
Total Volume	10	5	0	15	9	1	13	23	0	5	3	8	0	0	0	0	46
% App. Total	66.7	33.3	0		39.1	4.3	56.5		0	62.5	37.5		0	0	0		
PHF	.625	.625	.000	.938	.750	.250	.542	.719	.000	.313	.375	.333	.000	.000	.000	.000	.885

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	2	1	0	3	2	0	6	8	0	0	0	0	0	0	0	0
+15 mins.	4	0	0	4	2	0	4	6	0	1	1	2	0	0	0	0
+30 mins.	2	2	0	4	3	1	2	6	0	0	0	0	0	0	0	0
+45 mins.	2	2	0	4	2	0	1	3	0	4	2	6	0	0	0	0
Total Volume	10	5	0	15	9	1	13	23	0	5	3	8	0	0	0	0
% App. Total	66.7	33.3	0		39.1	4.3	56.5		0	62.5	37.5		0	0	0	
PHF	.625	.625	.000	.938	.750	.250	.542	.719	.000	.313	.375	.333	.000	.000	.000	.000

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 1

Groups Printed- Heavy Trucks

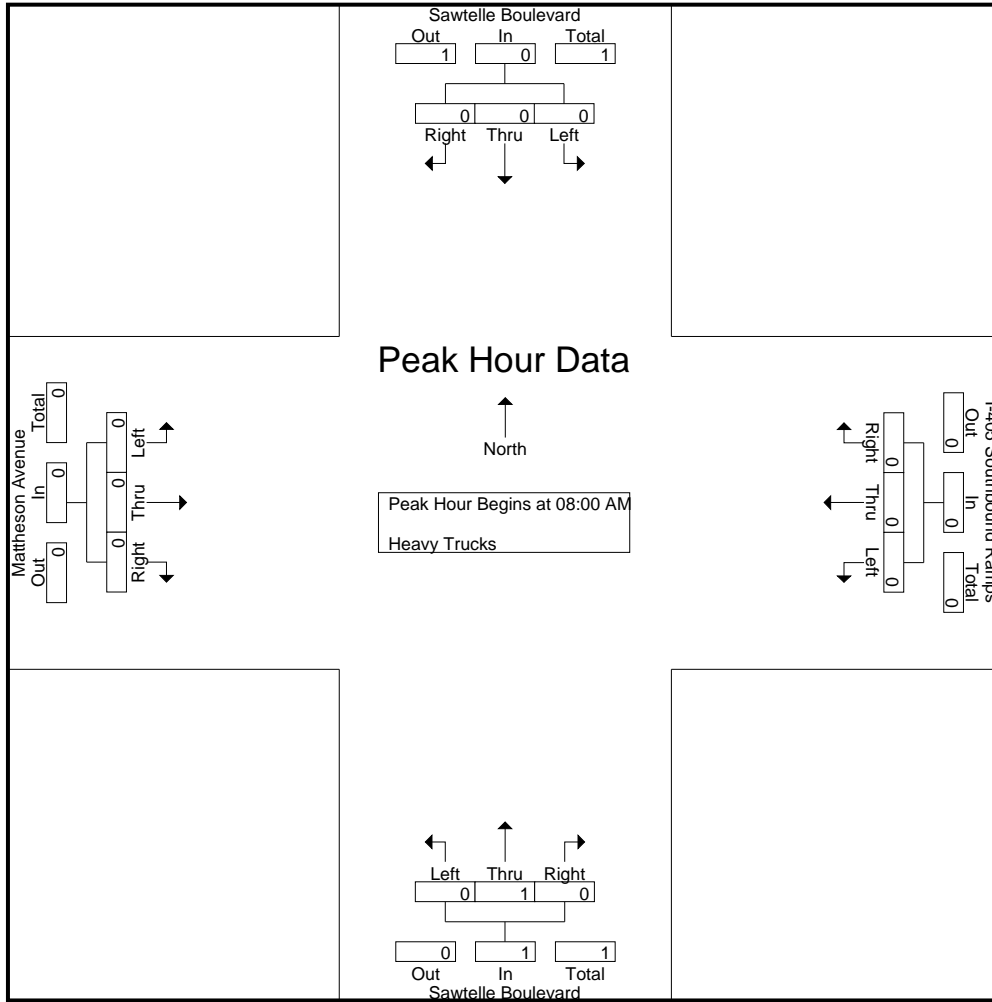
Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Total	3	0	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	3	0	0	3	0	0	2	2	0	2	0	2	0	0	0	0	7
Apprch %	100	0	0		0	0	100		0	100	0		0	0	0		
Total %	42.9	0	0	42.9	0	0	28.6	28.6	0	28.6	0	28.6	0	0	0	0	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriAM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
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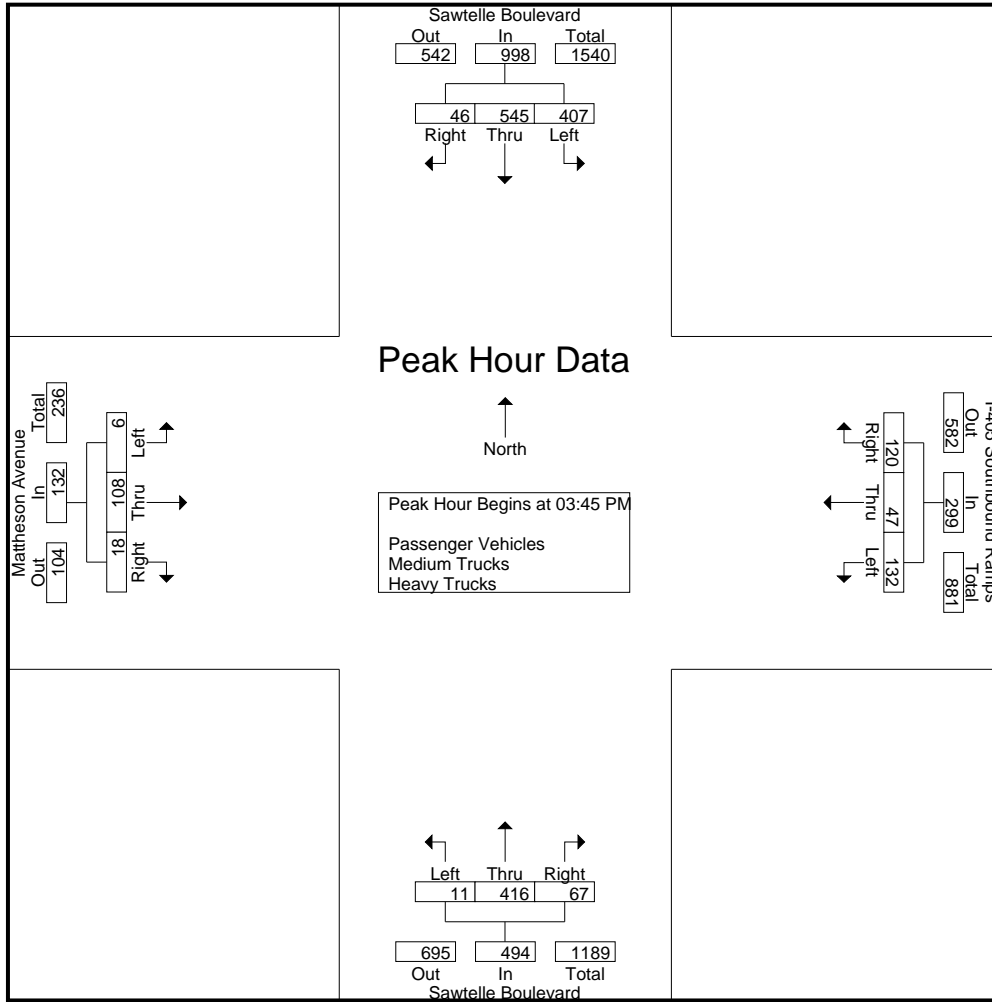
Groups Printed- Passenger Vehicles - Medium Trucks - Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Matteson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	151	172	4	327	51	16	32	99	3	143	29	175	2	24	1	27	628
03:15 PM	81	91	4	176	35	4	30	69	2	67	22	91	0	20	7	27	363
03:30 PM	88	97	1	186	25	6	26	57	1	78	25	104	1	40	2	43	390
03:45 PM	101	129	3	233	26	15	32	73	3	117	17	137	2	40	5	47	490
Total	421	489	12	922	137	41	120	298	9	405	93	507	5	124	15	144	1871
04:00 PM	90	135	31	256	34	12	26	72	4	124	21	149	1	34	3	38	515
04:15 PM	99	124	8	231	31	10	34	75	2	86	11	99	1	15	2	18	423
04:30 PM	117	157	4	278	41	10	28	79	2	89	18	109	2	19	8	29	495
04:45 PM	116	148	6	270	48	5	21	74	2	50	15	67	1	28	0	29	440
Total	422	564	49	1035	154	37	109	300	10	349	65	424	5	96	13	114	1873
05:00 PM	131	124	4	259	45	10	28	83	1	54	24	79	1	15	4	20	441
05:15 PM	110	138	6	254	47	6	34	87	2	61	32	95	0	23	7	30	466
05:30 PM	114	127	5	246	46	6	36	88	7	63	14	84	2	23	3	28	446
05:45 PM	124	123	1	248	47	10	26	83	3	57	14	74	1	13	5	19	424
Total	479	512	16	1007	185	32	124	341	13	235	84	332	4	74	19	97	1777
06:00 PM	156	134	4	294	44	6	44	94	2	38	7	47	1	9	3	13	448
06:15 PM	121	131	4	256	62	3	47	112	1	48	19	68	1	12	2	15	451
06:30 PM	121	132	4	257	62	3	48	113	1	48	20	69	1	12	2	15	454
06:45 PM	134	135	3	272	77	8	60	145	1	39	21	61	2	4	2	8	486
Total	532	532	15	1079	245	20	199	464	5	173	67	245	5	37	9	51	1839
Grand Total	1854	2097	92	4043	721	130	552	1403	37	1162	309	1508	19	331	56	406	7360
Apprch %	45.9	51.9	2.3		51.4	9.3	39.3		2.5	77.1	20.5		4.7	81.5	13.8		
Total %	25.2	28.5	1.2	54.9	9.8	1.8	7.5	19.1	0.5	15.8	4.2	20.5	0.3	4.5	0.8	5.5	
Passenger Vehicles	1817	2082	91	3990	720	130	540	1390	37	1146	302	1485	19	328	56	403	7268
% Passenger Vehicles	98	99.3	98.9	98.7	99.9	100	97.8	99.1	100	98.6	97.7	98.5	100	99.1	100	99.3	98.8
Medium Trucks	35	15	1	51	1	0	12	13	0	15	7	22	0	3	0	3	89
% Medium Trucks	1.9	0.7	1.1	1.3	0.1	0	2.2	0.9	0	1.3	2.3	1.5	0	0.9	0	0.7	1.2
Heavy Trucks	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% Heavy Trucks	0.1	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Matteson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	101	129	3	233	26	15	32	73	3	117	17	137	2	40	5	47	490
04:00 PM	90	135	31	256	34	12	26	72	4	124	21	149	1	34	3	38	515
04:15 PM	99	124	8	231	31	10	34	75	2	86	11	99	1	15	2	18	423
04:30 PM	117	157	4	278	41	10	28	79	2	89	18	109	2	19	8	29	495
Total Volume	407	545	46	998	132	47	120	299	11	416	67	494	6	108	18	132	1923
% App. Total	40.8	54.6	4.6		44.1	15.7	40.1		2.2	84.2	13.6		4.5	81.8	13.6		
PHF	.870	.868	.371	.897	.805	.783	.882	.946	.688	.839	.798	.829	.750	.675	.563	.702	.933

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:00 PM				06:00 PM				03:00 PM				03:15 PM			
+0 mins.	156	134	4	294	44	6	44	94	3	143	29	175	0	20	7	27
+15 mins.	121	131	4	256	62	3	47	112	2	67	22	91	1	40	2	43
+30 mins.	121	132	4	257	62	3	48	113	1	78	25	104	2	40	5	47
+45 mins.	134	135	3	272	77	8	60	145	3	117	17	137	1	34	3	38
Total Volume	532	532	15	1079	245	20	199	464	9	405	93	507	4	134	17	155
% App. Total	49.3	49.3	1.4		52.8	4.3	42.9		1.8	79.9	18.3		2.6	86.5	11	
PHF	.853	.985	.938	.918	.795	.625	.829	.800	.750	.708	.802	.724	.500	.838	.607	.824

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 1

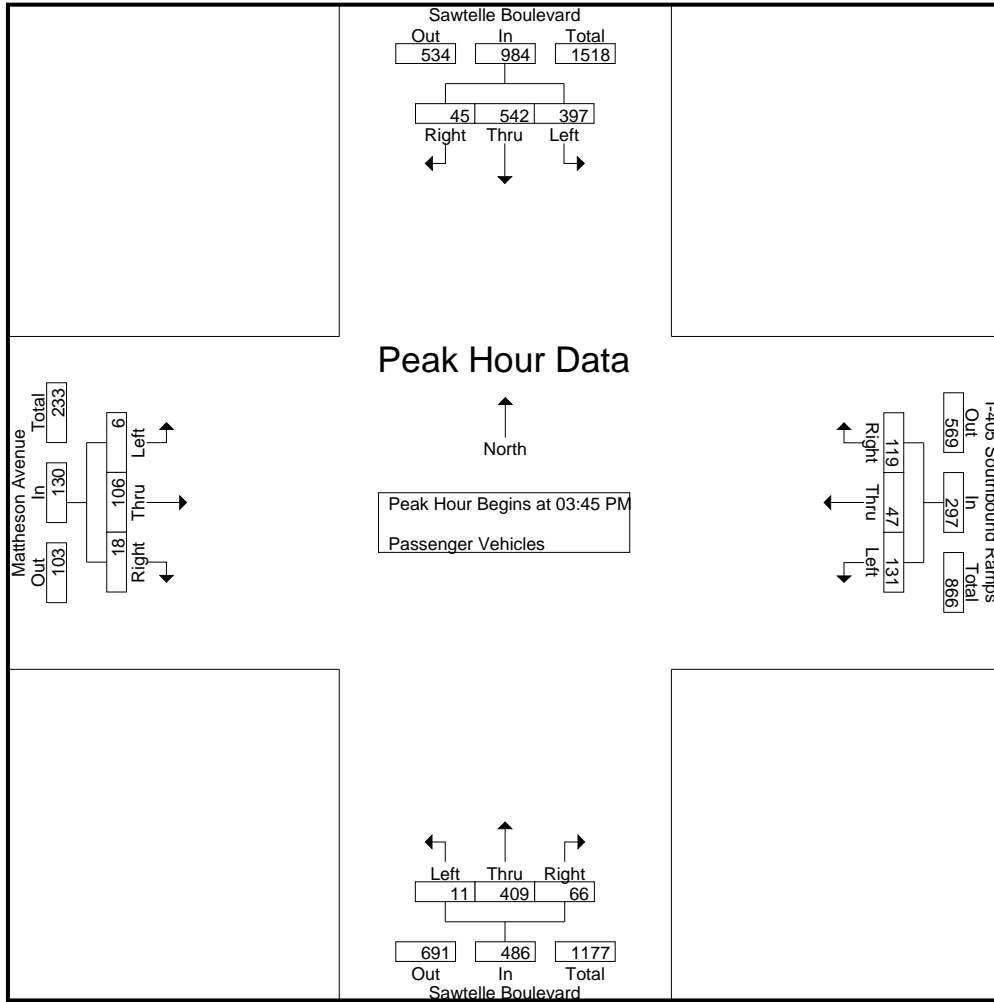
Groups Printed- Passenger Vehicles

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	147	169	4	320	51	16	29	96	3	140	27	170	2	24	1	27	613
03:15 PM	80	88	4	172	35	4	28	67	2	67	22	91	0	20	7	27	357
03:30 PM	85	94	1	180	25	6	25	56	1	75	24	100	1	39	2	42	378
03:45 PM	100	128	2	230	26	15	31	72	3	115	17	135	2	39	5	46	483
Total	412	479	11	902	137	41	113	291	9	397	90	496	5	122	15	142	1831
04:00 PM	87	133	31	251	34	12	26	72	4	122	20	146	1	34	3	38	507
04:15 PM	96	124	8	228	31	10	34	75	2	84	11	97	1	14	2	17	417
04:30 PM	114	157	4	275	40	10	28	78	2	88	18	108	2	19	8	29	490
04:45 PM	111	148	6	265	48	5	21	74	2	49	14	65	1	28	0	29	433
Total	408	562	49	1019	153	37	109	299	10	343	63	416	5	95	13	113	1847
05:00 PM	126	123	4	253	45	10	28	83	1	54	24	79	1	15	4	20	435
05:15 PM	106	138	6	250	47	6	33	86	2	61	32	95	0	23	7	30	461
05:30 PM	113	126	5	244	46	6	36	88	7	62	14	83	2	23	3	28	443
05:45 PM	124	123	1	248	47	10	26	83	3	57	14	74	1	13	5	19	424
Total	469	510	16	995	185	32	123	340	13	234	84	331	4	74	19	97	1763
06:00 PM	153	134	4	291	44	6	43	93	2	37	7	46	1	9	3	13	443
06:15 PM	121	131	4	256	62	3	46	111	1	48	19	68	1	12	2	15	450
06:30 PM	121	131	4	256	62	3	46	111	1	48	19	68	1	12	2	15	450
06:45 PM	133	135	3	271	77	8	60	145	1	39	20	60	2	4	2	8	484
Total	528	531	15	1074	245	20	195	460	5	172	65	242	5	37	9	51	1827
Grand Total	1817	2082	91	3990	720	130	540	1390	37	1146	302	1485	19	328	56	403	7268
Apprch %	45.5	52.2	2.3		51.8	9.4	38.8		2.5	77.2	20.3		4.7	81.4	13.9		
Total %	25	28.6	1.3	54.9	9.9	1.8	7.4	19.1	0.5	15.8	4.2	20.4	0.3	4.5	0.8	5.5	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	100	128	2	230	26	15	31	72	3	115	17	135	2	39	5	46	483
04:00 PM	87	133	31	251	34	12	26	72	4	122	20	146	1	34	3	38	507
04:15 PM	96	124	8	228	31	10	34	75	2	84	11	97	1	14	2	17	417
04:30 PM	114	157	4	275	40	10	28	78	2	88	18	108	2	19	8	29	490
Total Volume	397	542	45	984	131	47	119	297	11	409	66	486	6	106	18	130	1897
% App. Total	40.3	55.1	4.6		44.1	15.8	40.1		2.3	84.2	13.6		4.6	81.5	13.8		
PHF	.871	.863	.363	.895	.819	.783	.875	.952	.688	.838	.825	.832	.750	.679	.563	.707	.935

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
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Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	100	128	2	230	26	15	31	72	3	115	17	135	2	39	5	46
+15 mins.	87	133	31	251	34	12	26	72	4	122	20	146	1	34	3	38
+30 mins.	96	124	8	228	31	10	34	75	2	84	11	97	1	14	2	17
+45 mins.	114	157	4	275	40	10	28	78	2	88	18	108	2	19	8	29
Total Volume	397	542	45	984	131	47	119	297	11	409	66	486	6	106	18	130
% App. Total	40.3	55.1	4.6		44.1	15.8	40.1		2.3	84.2	13.6		4.6	81.5	13.8	
PHF	.871	.863	.363	.895	.819	.783	.875	.952	.688	.838	.825	.832	.750	.679	.563	.707

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
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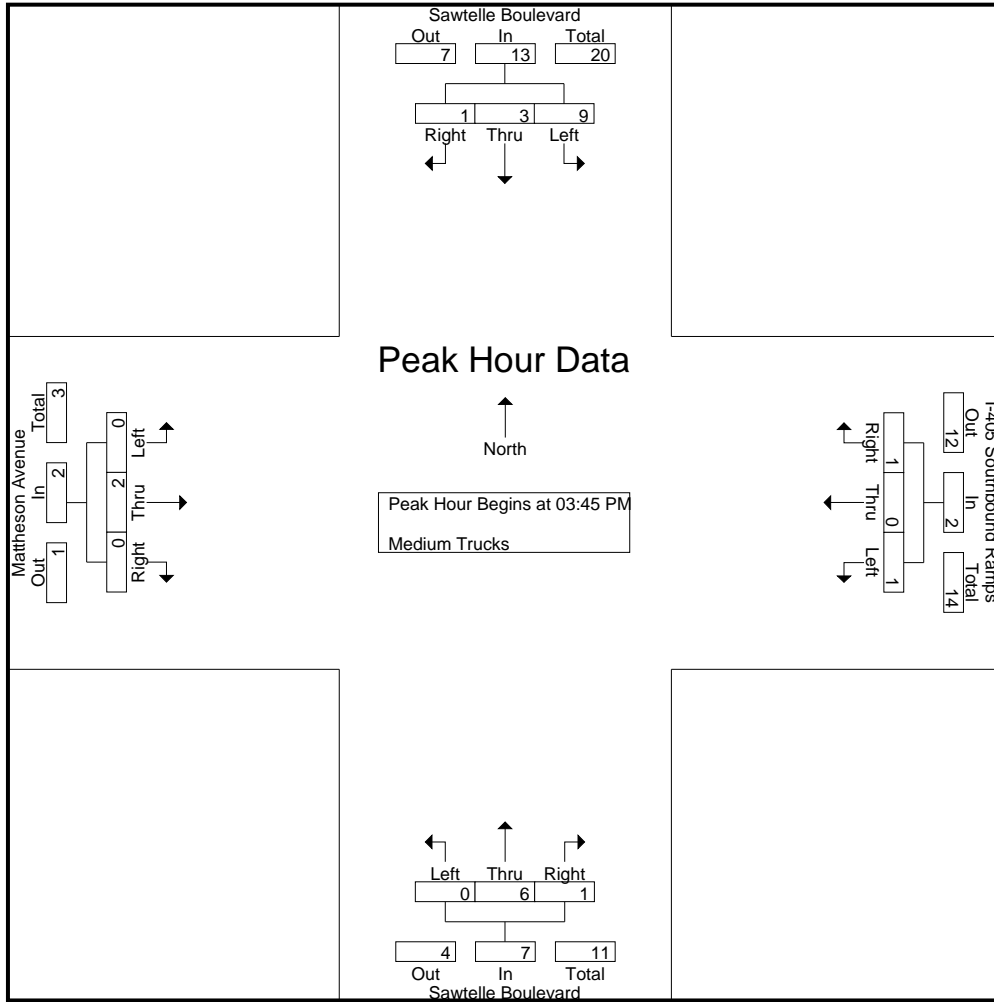
Groups Printed- Medium Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	4	3	0	7	0	0	3	3	0	3	2	5	0	0	0	0	15
03:15 PM	1	3	0	4	0	0	2	2	0	0	0	0	0	0	0	0	6
03:30 PM	3	3	0	6	0	0	1	1	0	3	1	4	0	1	0	1	12
03:45 PM	1	1	1	3	0	0	1	1	0	2	0	2	0	1	0	1	7
Total	9	10	1	20	0	0	7	7	0	8	3	11	0	2	0	2	40
04:00 PM	2	2	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
04:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
04:30 PM	3	0	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
04:45 PM	4	0	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
Total	12	2	0	14	1	0	0	1	0	5	2	7	0	1	0	1	23
05:00 PM	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	4	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	5
05:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2	0	12	0	0	1	1	0	1	0	1	0	0	0	0	14
06:00 PM	3	0	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	1	0	0	2	2	0	0	1	1	0	0	0	0	4
06:45 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	4	1	0	5	0	0	4	4	0	1	2	3	0	0	0	0	12
Grand Total	35	15	1	51	1	0	12	13	0	15	7	22	0	3	0	3	89
Apprch %	68.6	29.4	2		7.7	0	92.3		0	68.2	31.8		0	100	0		
Total %	39.3	16.9	1.1	57.3	1.1	0	13.5	14.6	0	16.9	7.9	24.7	0	3.4	0	3.4	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	1	1	3	0	0	1	1	0	2	0	2	0	1	0	1	7
04:00 PM	2	2	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
04:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
04:30 PM	3	0	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
Total Volume	9	3	1	13	1	0	1	2	0	6	1	7	0	2	0	2	24
% App. Total	69.2	23.1	7.7		50	0	50		0	85.7	14.3		0	100	0		
PHF	.750	.375	.250	.813	.250	.000	.250	.500	.000	.750	.250	.875	.000	.500	.000	.500	.857

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	1	1	1	3	0	0	1	1	0	2	0	2	0	1	0	1
+15 mins.	2	2	0	4	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	3	0	0	3	0	0	0	0	0	2	0	2	0	1	0	1
+45 mins.	3	0	0	3	1	0	0	1	0	1	0	1	0	0	0	0
Total Volume	9	3	1	13	1	0	1	2	0	6	1	7	0	2	0	2
% App. Total	69.2	23.1	7.7		50	0	50		0	85.7	14.3		0	100	0	
PHF	.750	.375	.250	.813	.250	.000	.250	.500	.000	.750	.250	.875	.000	.500	.000	.500

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 1

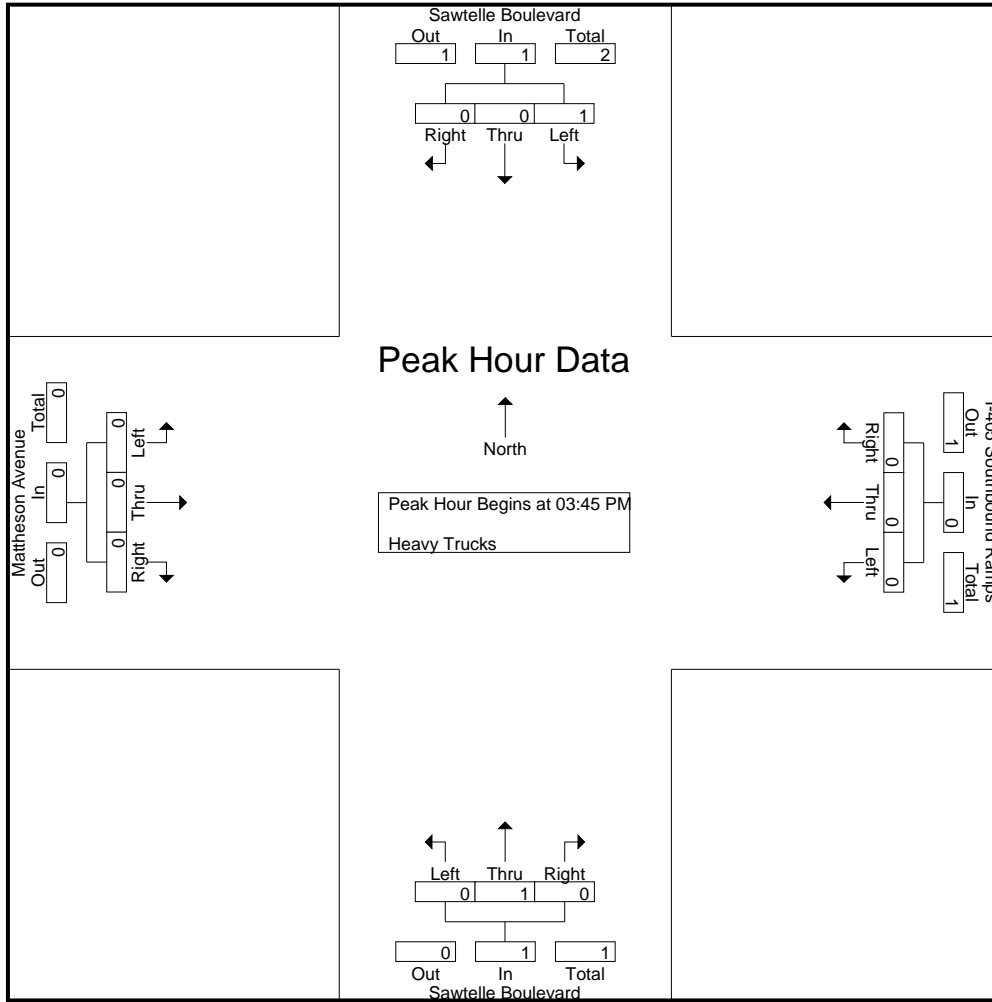
Groups Printed- Heavy Trucks

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	100	0		0	0	0		
Total %	66.7	0	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

Start Time	Sawtelle Boulevard Southbound				I-405 Southbound Ramps Westbound				Sawtelle Boulevard Northbound				Mattheson Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Avenue/I-405 SB Ramps
 Weather: Clear

File Name : CUL_Sawtelle_405S FriPM
 Site Code : 10822259
 Start Date : 6/17/2022
 Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	100	0	0	100	0	0	0	0	0	100	0	100	0	0	0	0
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Location: Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Ave/I-405 SB Ramps



Date: 6/16/2022
 Day: Thursday

PEDESTRIANS

	North Leg Sawtelle Boulevard Pedestrians	East Leg I-405 SB Ramps Pedestrians	South Leg Sawtelle Boulevard Pedestrians	West Leg Matteson Avenue Pedestrians	
7:00 AM	1	0	2	2	5
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	3	3
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	3	3
8:15 AM	1	0	1	2	4
8:30 AM	1	0	1	0	2
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	3	0	4	13	20

	North Leg Sawtelle Boulevard Pedestrians	East Leg I-405 SB Ramps Pedestrians	South Leg Sawtelle Boulevard Pedestrians	West Leg Matteson Avenue Pedestrians	
3:00 PM	0	1	0	1	2
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	2	2
3:45 PM	0	4	0	1	5
4:00 PM	2	0	0	0	2
4:15 PM	0	1	0	3	4
4:30 PM	1	0	0	3	4
4:45 PM	1	0	0	2	3
5:00 PM	3	1	0	3	7
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	1	0	2
6:00 PM	0	0	1	2	3
6:15 PM	0	4	2	0	6
6:30 PM	0	1	0	1	2
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	8	13	4	18	43

Location: Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Ave/I-405 SB Ramps



Date: 6/16/2022
 Day: Thursday

BICYCLES

	Southbound Sawtelle Boulevard			Westbound I-405 SB Ramps			Northbound Sawtelle Boulevard			Eastbound Matteson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	4	1	0	0	0	5

	Southbound Sawtelle Boulevard			Westbound I-405 SB Ramps			Northbound Sawtelle Boulevard			Eastbound Matteson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	0	0	2	0	0	0	0	4

Location: Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Ave/I-405 SB Ramps



Date: 6/17/2022
 Day: Friday

PEDESTRIANS

	North Leg Sawtelle Boulevard Pedestrians	East Leg I-405 SB Ramps Pedestrians	South Leg Sawtelle Boulevard Pedestrians	West Leg Matteson Avenue Pedestrians	
7:00 AM	0	0	1	1	2
7:15 AM	0	0	0	1	1
7:30 AM	0	0	1	3	4
7:45 AM	1	0	0	2	3
8:00 AM	0	0	0	1	1
8:15 AM	0	4	0	0	4
8:30 AM	0	0	0	1	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	1	5	2	9	17

	North Leg Sawtelle Boulevard Pedestrians	East Leg I-405 SB Ramps Pedestrians	South Leg Sawtelle Boulevard Pedestrians	West Leg Matteson Avenue Pedestrians	
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	2	2
3:30 PM	0	0	0	0	0
3:45 PM	0	1	1	1	3
4:00 PM	1	0	2	0	3
4:15 PM	1	4	0	3	8
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	4	4
5:30 PM	0	0	1	2	3
5:45 PM	0	3	0	0	3
6:00 PM	1	2	2	0	5
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	1	0	1	2
TOTAL VOLUMES:	3	13	6	13	35

Location: Culver City
 N/S: Sawtelle Boulevard
 E/W: Matteson Ave/I-405 SB Ramps



Date: 6/17/2022
 Day: Friday

BICYCLES

	Southbound Sawtelle Boulevard			Westbound I-405 SB Ramps			Northbound Sawtelle Boulevard			Eastbound Matteson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

	Southbound Sawtelle Boulevard			Westbound I-405 SB Ramps			Northbound Sawtelle Boulevard			Eastbound Matteson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	1	0	1	1	0	0	0	0	0	7

APPENDIX B – SYNCHRO 11 REPORTS

Lanes, Volumes, Timings
3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

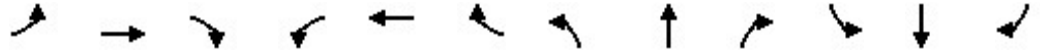
Thursday Existing AM
07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Future Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.983				0.850		0.967			0.998	
Fl _t Protected		0.990			0.958			0.999			0.960	
Satd. Flow (prot)	0	1631	0	0	1785	1583	0	3248	0	0	3221	0
Fl _t Permitted		0.923			0.712			0.702			0.627	
Satd. Flow (perm)	0	1521	0	0	1326	1583	0	2282	0	0	2104	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				127		47			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			995			797	
Travel Time (s)		4.3			4.6			22.6			18.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	12	38	7	182	26	259	8	411	116	683	132	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	259	0	535	0	0	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases		4			8	2		1			2	
Permitted Phases	4			8		8	1			2		
Detector Phase	4	4		8	8	2	1	1		2	2	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Existing AM
 07/22/2022

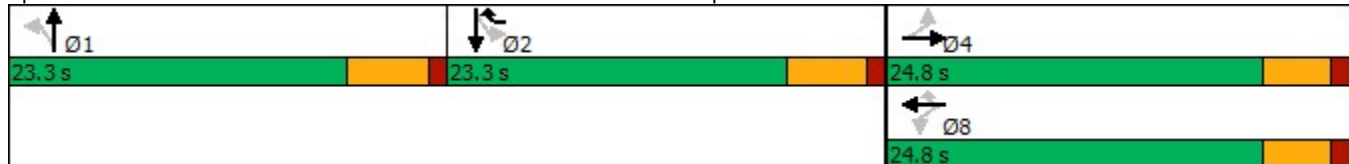


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (%)	34.7%	34.7%		34.7%	34.7%	32.6%	32.6%	32.6%		32.6%	32.6%	
Maximum Green (s)	20.0	20.0		20.0	20.0	18.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.8			4.8	5.3		5.3			5.3	
Lead/Lag						Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0	6.0	11.0	11.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		15.6			15.6	38.5		17.4			18.1	
Actuated g/C Ratio		0.23			0.23	0.58		0.26			0.27	
v/c Ratio		0.16			0.67	0.27		0.85			3.30dl	
Control Delay		19.1			34.6	4.3		36.8			234.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		19.1			34.6	4.3		36.8			234.5	
LOS		B			C	A		D			F	
Approach Delay		19.1			17.8			36.8			234.5	
Approach LOS		B			B			D			F	

Intersection Summary

Area Type: Other
 Cycle Length: 71.4
 Actuated Cycle Length: 66.5
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.45
 Intersection Signal Delay: 118.3 Intersection LOS: F
 Intersection Capacity Utilization 78.9% ICU Level of Service D
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 1 AM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Future Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.983				0.850		0.967			0.987	
Fl _t Protected		0.990			0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	0	0	1785	1583	1770	1621	0	1770	1655	0
Fl _t Permitted		0.990			0.958		0.950			0.950		
Satd. Flow (perm)	0	1631	0	0	1785	1583	1770	1621	0	1770	1655	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				259		11			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	12	38	7	182	26	259	8	411	116	683	132	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	259	8	527	0	683	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 1 AM
 07/22/2022

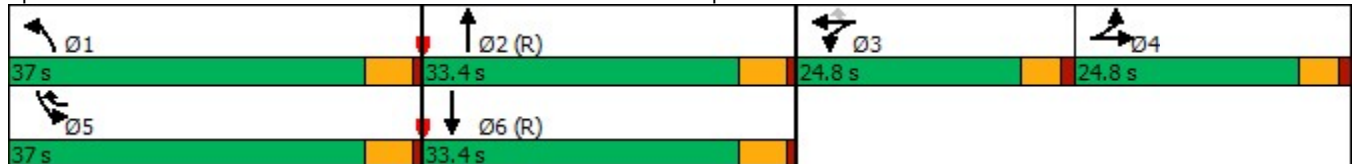


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	37.0	37.0	33.4		37.0	33.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	30.8%	30.8%	27.8%		30.8%	27.8%	
Maximum Green (s)	20.0	20.0		20.0	20.0	31.7	31.7	28.1		31.7	28.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.2			17.7	63.4	45.1	28.1		45.1	28.1	
Actuated g/C Ratio		0.10			0.15	0.53	0.38	0.23		0.38	0.23	
v/c Ratio		0.34			0.79	0.27	0.01	1.36		1.03	0.37	
Control Delay		51.6			70.4	1.8	27.6	213.1		80.6	40.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		51.6			70.4	1.8	27.6	213.1		80.6	40.7	
LOS		D			E	A	C	F		F	D	
Approach Delay		51.6			32.3			210.3			73.6	
Approach LOS		D			C			F			E	

Intersection Summary

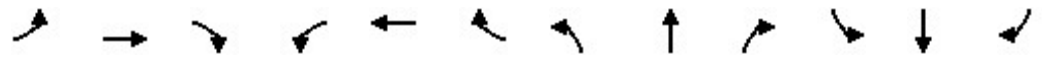
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	37 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.36
Intersection Signal Delay:	101.5
Intersection LOS:	F
Intersection Capacity Utilization:	91.2%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 2 AM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕	
Traffic Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Future Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t		0.983				0.850		0.967			0.987	
Fl _t Protected		0.990			0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	0	0	1785	1583	1770	3251	0	1770	1655	0
Fl _t Permitted		0.990			0.958		0.950			0.950		
Satd. Flow (perm)	0	1631	0	0	1785	1583	1770	3251	0	1770	1655	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				259		25				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		190			203			412				315
Travel Time (s)		4.3			4.6			9.4				7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0				0
Adj. Flow (vph)	12	38	7	182	26	259	8	411	116	683	132	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	259	8	527	0	683	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 2 AM
 07/22/2022

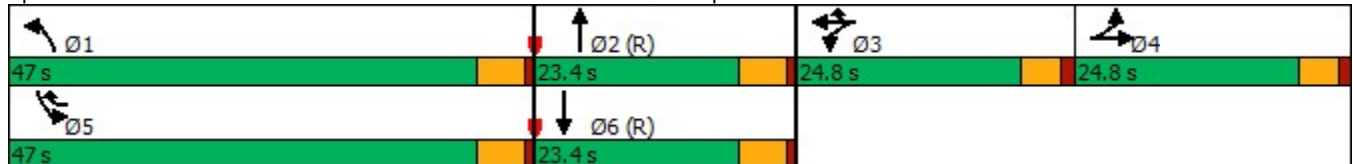


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		47.0	23.4		47.0	23.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		39.2%	19.5%		39.2%	19.5%	
Maximum Green (s)	20.0	20.0		20.0	20.0		41.7	18.1		41.7	18.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0		11.0	6.0		11.0	6.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)		12.2			17.7	73.0	53.9	19.4		53.9	19.4	
Actuated g/C Ratio		0.10			0.15	0.61	0.45	0.16		0.45	0.16	
v/c Ratio		0.34			0.79	0.24	0.01	0.97		0.86	0.53	
Control Delay		51.6			70.4	1.3	21.1	79.2		43.8	54.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		51.6			70.4	1.3	21.1	79.2		43.8	54.0	
LOS		D			E	A	C	E		D	D	
Approach Delay		51.6			32.0			78.4			45.6	
Approach LOS		D			C			E			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 47 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 51.7
 Intersection LOS: D
 Intersection Capacity Utilization 78.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 3 AM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Future Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.983				0.850		0.967			0.987	
Fl _t Protected		0.990			0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	0	0	1785	1583	1770	1621	0	3433	1655	0
Fl _t Permitted		0.990			0.958		0.950			0.950		
Satd. Flow (perm)	0	1631	0	0	1785	1583	1770	1621	0	3433	1655	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				259		12			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	12	38	7	182	26	259	8	411	116	683	132	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	259	8	527	0	683	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 3 AM
07/22/2022

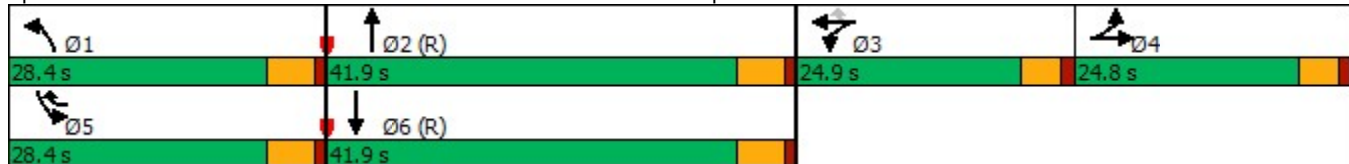


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.9	24.9	28.4	28.4	41.9		28.4	41.9	
Total Split (%)	20.7%	20.7%		20.8%	20.8%	23.7%	23.7%	34.9%		23.7%	34.9%	
Maximum Green (s)	20.0	20.0		20.1	20.1	23.1	23.1	36.6		23.1	36.6	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.2			17.8	54.9	36.6	36.6		36.6	36.6	
Actuated g/C Ratio		0.10			0.15	0.46	0.30	0.30		0.30	0.30	
v/c Ratio		0.34			0.79	0.30	0.01	1.05		0.65	0.28	
Control Delay		51.6			70.2	2.4	33.7	93.8		41.6	32.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		51.6			70.2	2.4	33.7	93.8		41.6	32.7	
LOS		D			E	A	C	F		D	C	
Approach Delay		51.6			32.6			92.9			40.0	
Approach LOS		D			C			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 28.4 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 53.5 Intersection LOS: D
 Intersection Capacity Utilization 74.3% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 4 AM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Future Volume (vph)	11	35	6	167	24	238	7	378	107	628	121	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Fr _t		0.983				0.850		0.967			0.987	
Fl _t Protected		0.990			0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	0	0	1785	1583	1770	1621	0	1770	3319	0
Fl _t Permitted		0.990			0.958		0.950			0.950		
Satd. Flow (perm)	0	1631	0	0	1785	1583	1770	1621	0	1770	3319	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				259		9			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	12	38	7	182	26	259	8	411	116	683	132	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	259	8	527	0	683	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 4 AM
 07/22/2022

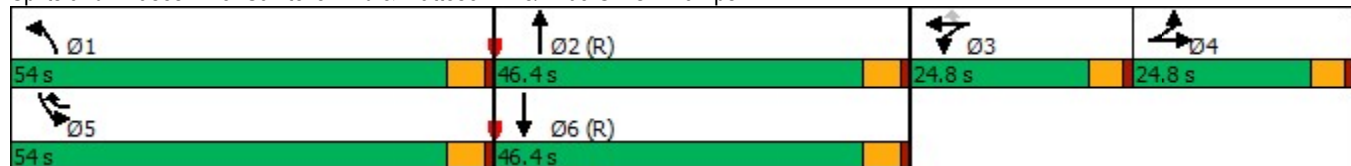


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	54.0	54.0	46.4		54.0	46.4	
Total Split (%)	16.5%	16.5%		16.5%	16.5%	36.0%	36.0%	30.9%		36.0%	30.9%	
Maximum Green (s)	20.0	20.0		20.0	20.0	48.7	48.7	41.1		48.7	41.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.5			19.4	80.1	60.2	41.1		60.2	41.1	
Actuated g/C Ratio		0.08			0.13	0.53	0.40	0.27		0.40	0.27	
v/c Ratio		0.41			0.90	0.27	0.01	1.17		0.96	0.16	
Control Delay		69.6			102.0	1.9	30.1	144.5		70.2	40.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		69.6			102.0	1.9	30.1	144.5		70.2	40.1	
LOS		E			F	A	C	F		E	D	
Approach Delay		69.6			46.5			142.8			65.0	
Approach LOS		E			D			F			E	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 54 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 82.6 Intersection LOS: F
 Intersection Capacity Utilization 91.2% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

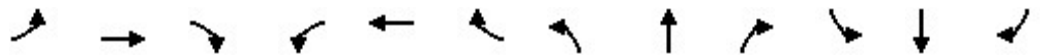


Lanes, Volumes, Timings

Thursday Existing PM

3:

07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Future Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.990				0.850		0.976			0.998	
Fl _t Protected		0.997			0.960			0.998			0.979	
Satd. Flow (prot)	0	1607	0	0	1737	1538	0	3181	0	0	3191	0
Fl _t Permitted		0.981			0.667			0.649			0.659	
Satd. Flow (perm)	0	1582	0	0	1207	1538	0	2069	0	0	2148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				135		29			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			1005			811	
Travel Time (s)		4.3			4.6			22.8			18.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	8	129	11	163	34	153	16	399	78	527	677	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	197	153	0	493	0	0	1224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases		4			8	2		1			2	
Permitted Phases	4			8		8	1			2		
Detector Phase	4	4		8	8	2	1	1		2	2	
Switch Phase												

Lanes, Volumes, Timings

Thursday Existing PM

3:

07/22/2022

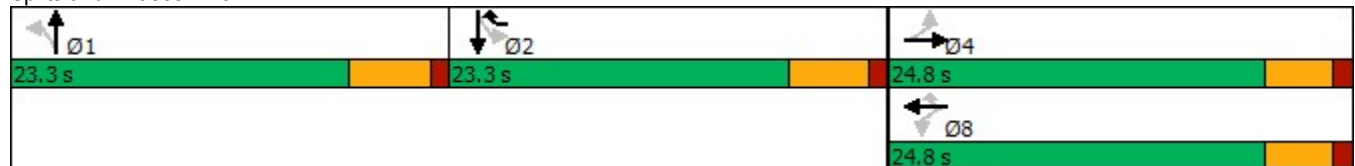


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (%)	34.7%	34.7%		34.7%	34.7%	32.6%	32.6%	32.6%		32.6%	32.6%	
Maximum Green (s)	20.0	20.0		20.0	20.0	18.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.8			4.8	5.3		5.3			5.3	
Lead/Lag						Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0	6.0	11.0	11.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		15.9			15.9	38.8		17.5			18.1	
Actuated g/C Ratio		0.24			0.24	0.58		0.26			0.27	
v/c Ratio		0.39			0.69	0.16		0.88			2.52dl	
Control Delay		23.7			36.6	2.1		42.6			524.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		23.7			36.6	2.1		42.6			524.2	
LOS		C			D	A		D			F	
Approach Delay		23.7			21.5			42.6			524.2	
Approach LOS		C			C			D			F	

Intersection Summary

Area Type: Other
 Cycle Length: 71.4
 Actuated Cycle Length: 66.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.11
 Intersection Signal Delay: 304.1
 Intersection LOS: F
 Intersection Capacity Utilization 81.6%
 ICU Level of Service D
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3:



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 1 PM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Future Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990				0.850		0.975			0.996	
Fl _t Protected		0.997			0.960		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1788	1583	1770	1635	0	1770	1670	0
Fl _t Permitted		0.997			0.960		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1788	1583	1770	1635	0	1770	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				153		8			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	8	129	11	163	34	153	16	399	78	527	677	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	197	153	16	477	0	527	697	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 1 PM
 07/22/2022

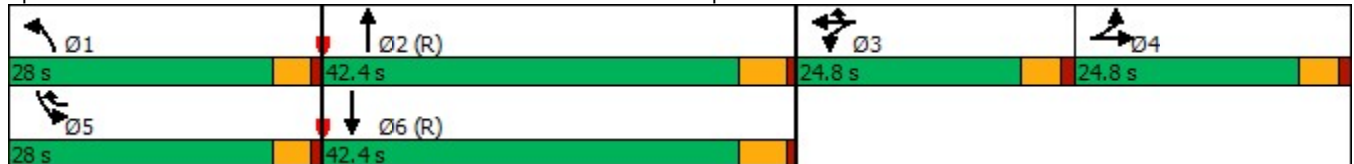


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		28.0	42.4		28.0	42.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		23.3%	35.3%		23.3%	35.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		23.5	37.1		23.5	37.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.9		17.2	17.2	47.3	13.3	37.1		30.4	37.1	
Actuated g/C Ratio		0.13		0.14	0.14	0.39	0.11	0.31		0.25	0.31	
v/c Ratio		0.67		0.77	0.77	0.21	0.08	0.93		1.18	1.35	
Control Delay		63.2		68.8	68.8	2.9	43.2	66.6		140.8	204.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		63.2		68.8	68.8	2.9	43.2	66.6		140.8	204.5	
LOS		E		E	E	A	D	E		F	F	
Approach Delay		63.2		39.9	39.9			65.8			177.0	
Approach LOS		E		D	D			E			F	

Intersection Summary

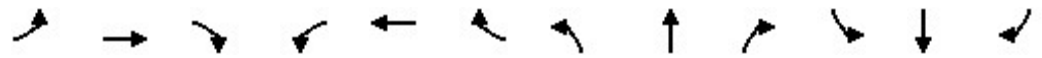
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 123.0 Intersection LOS: F
 Intersection Capacity Utilization 86.7% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 2 PM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↔	
Traffic Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Future Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t		0.990				0.850		0.975			0.996	
Fl _t Protected		0.997			0.960		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1788	1583	1770	3278	0	1770	1670	0
Fl _t Permitted		0.997			0.960		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1788	1583	1770	3278	0	1770	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				153		20			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	8	129	11	163	34	153	16	399	78	527	677	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	197	153	16	477	0	527	697	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Option 2 PM
 07/22/2022

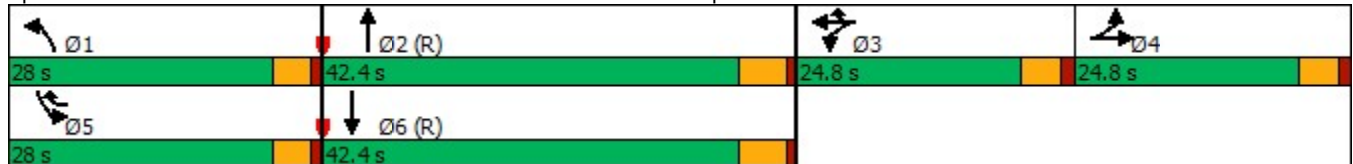


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		28.0	42.4		28.0	42.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		23.3%	35.3%		23.3%	35.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		23.5	37.1		23.5	37.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.9		17.2	47.3	13.3	37.1			30.4	37.1	
Actuated g/C Ratio		0.13		0.14	0.39	0.11	0.31			0.25	0.31	
v/c Ratio		0.67		0.77	0.21	0.08	0.46			1.18	1.35	
Control Delay		63.2		68.8	2.9	43.2	33.7			140.8	204.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0			0.0	0.0	
Total Delay		63.2		68.8	2.9	43.2	33.7			140.8	204.5	
LOS		E		E	A	D	C			F	F	
Approach Delay		63.2		39.9			34.0				177.0	
Approach LOS		E		D			C				F	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.35
Intersection Signal Delay:	115.9
Intersection LOS:	F
Intersection Capacity Utilization	75.5%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 3 PM
 08/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Future Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.990				0.850		0.975			0.996	
Fl _t Protected		0.997			0.960		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1788	1583	1770	1635	0	3433	1670	0
Fl _t Permitted		0.997			0.960		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1788	1583	1770	1635	0	3433	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				153		9			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			822	
Travel Time (s)		4.3			4.6			9.4			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	8	129	11	163	34	153	16	399	78	527	677	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	197	153	16	477	0	527	697	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 3 PM
 08/04/2022

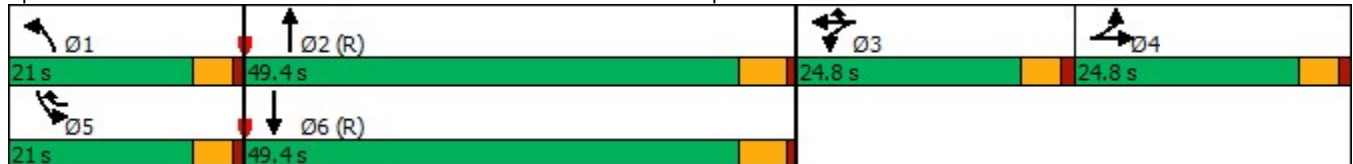


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		21.0	49.4		21.0	49.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		17.5%	41.2%		17.5%	41.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		16.5	44.1		16.5	44.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.9		17.2	40.1	10.5	44.4			23.1	44.4	
Actuated g/C Ratio		0.13		0.14	0.33	0.09	0.37			0.19	0.37	
v/c Ratio		0.67		0.77	0.24	0.10	0.78			0.80	1.13	
Control Delay		63.2		68.8	3.6	48.3	43.5			57.3	112.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0			0.0	0.0	
Total Delay		63.2		68.8	3.6	48.3	43.5			57.3	112.8	
LOS		E		E	A	D	D			E	F	
Approach Delay		63.2		40.3			43.7				88.9	
Approach LOS		E		D			D				F	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 34 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 69.4
 Intersection LOS: E
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 4 PM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕↔	
Traffic Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Future Volume (vph)	7	119	10	150	31	141	15	367	72	485	623	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Fr _t		0.990				0.850		0.975			0.996	
Fl _t Protected		0.997			0.960		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1788	1583	1770	1635	0	1770	3349	0
Fl _t Permitted		0.997			0.960		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1788	1583	1770	1635	0	1770	3349	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				153		8			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	8	129	11	163	34	153	16	399	78	527	677	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	197	153	16	477	0	527	697	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Thursday Opt 4 PM
 07/22/2022

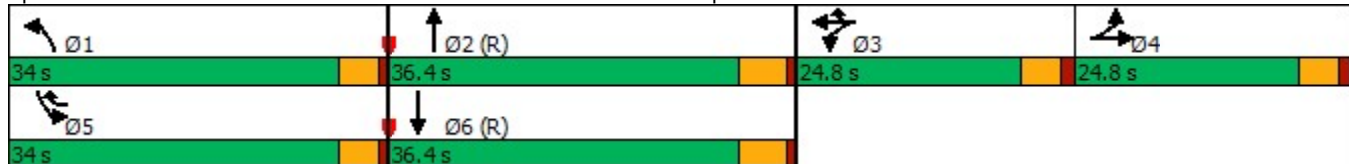


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		34.0	36.4		34.0	36.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		28.3%	30.3%		28.3%	30.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		29.5	31.1		29.5	31.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.9		17.2	53.3	15.7	31.1			36.4	31.1	
Actuated g/C Ratio		0.13		0.14	0.44	0.13	0.26			0.30	0.26	
v/c Ratio		0.67		0.77	0.19	0.07	1.11			0.98	0.80	
Control Delay		63.2		68.8	2.3	39.2	118.3			77.6	49.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0			0.0	0.0	
Total Delay		63.2		68.8	2.3	39.2	118.3			77.6	49.6	
LOS		E		E	A	D	F			E	D	
Approach Delay		63.2		39.7			115.8				61.6	
Approach LOS		E		D			F				E	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 34 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 70.3
 Intersection LOS: E
 Intersection Capacity Utilization 86.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Existing AM
07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	
Traffic Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Future Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.976				0.850		0.969			0.998	
Fl _t Protected		0.990			0.957			0.999			0.962	
Satd. Flow (prot)	0	1620	0	0	1783	1583	0	3255	0	0	3228	0
Fl _t Permitted		0.928			0.713			0.718			0.616	
Satd. Flow (perm)	0	1518	0	0	1328	1583	0	2339	0	0	2067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				203		44			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	9	28	8	230	23	276	5	324	87	592	154	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	253	276	0	416	0	0	755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases		4			8	2		1			2	
Permitted Phases	4			8		8	1			2		
Detector Phase	4	4		8	8	2	1	1		2	2	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Existing AM
 07/22/2022

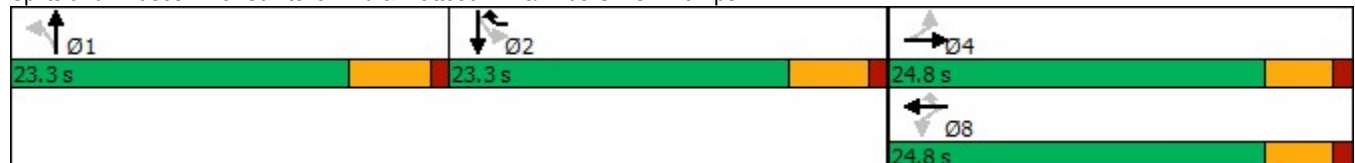


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (%)	34.7%	34.7%		34.7%	34.7%	32.6%	32.6%	32.6%		32.6%	32.6%	
Maximum Green (s)	20.0	20.0		20.0	20.0	18.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.8			4.8	5.3		5.3			5.3	
Lead/Lag						Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0	6.0	11.0	11.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		16.8			16.8	39.7		16.3			18.1	
Actuated g/C Ratio		0.25			0.25	0.60		0.24			0.27	
v/c Ratio		0.12			0.76	0.27		0.69			2.55dl	
Control Delay		17.3			39.2	2.7		27.5			192.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		17.3			39.2	2.7		27.5			192.3	
LOS		B			D	A		C			F	
Approach Delay		17.3			20.2			27.5			192.3	
Approach LOS		B			C			C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 71.4
 Actuated Cycle Length: 66.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 96.3
 Intersection LOS: F
 Intersection Capacity Utilization 75.0%
 ICU Level of Service D
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 1 AM
 07/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Future Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.976				0.850		0.968			0.992	
Fl _t Protected		0.990			0.957		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1783	1583	1770	1623	0	1770	1663	0
Fl _t Permitted		0.990			0.957		0.950			0.950		
Satd. Flow (perm)	0	1620	0	0	1783	1583	1770	1623	0	1770	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				276		10			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	9	28	8	230	23	276	5	324	87	592	154	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	253	276	5	411	0	592	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 1 AM
 07/22/2022

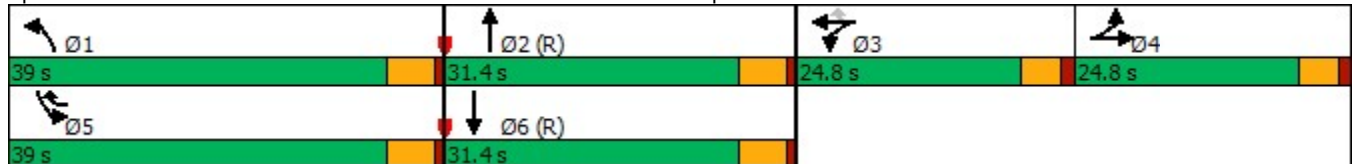


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	39.0	39.0	31.4		39.0	31.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	32.5%	32.5%	26.2%		32.5%	26.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0	33.7	33.7	26.1		33.7	26.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.0			19.3	65.6	45.8	26.1		45.8	26.1	
Actuated g/C Ratio		0.10			0.16	0.55	0.38	0.22		0.38	0.22	
v/c Ratio		0.27			0.88	0.28	0.01	1.14		0.88	0.45	
Control Delay		47.2			80.0	1.7	25.8	133.4		51.8	44.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.2			80.0	1.7	25.8	133.4		51.8	44.8	
LOS		D			F	A	C	F		D	D	
Approach Delay		47.2			39.2			132.1			50.3	
Approach LOS		D			D			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 66.3
 Intersection LOS: E
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 2 AM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕	
Traffic Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Future Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t		0.976				0.850		0.968			0.992	
Fl _t Protected		0.990			0.957		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1783	1583	1770	3255	0	1770	1663	0
Fl _t Permitted		0.990			0.957		0.950			0.950		
Satd. Flow (perm)	0	1620	0	0	1783	1583	1770	3255	0	1770	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				276		24			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	9	28	8	230	23	276	5	324	87	592	154	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	253	276	5	411	0	592	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 2 AM
 08/05/2022

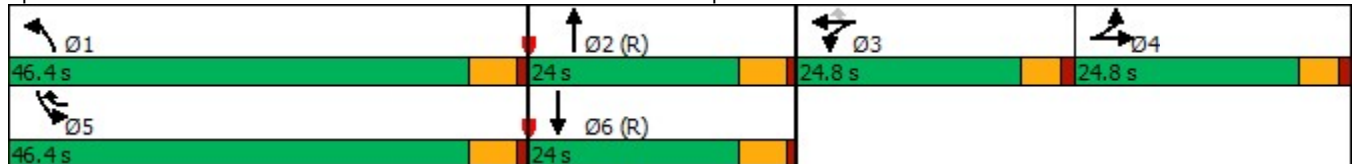


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	46.4	46.4	24.0		46.4	24.0	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	38.7%	38.7%	20.0%		38.7%	20.0%	
Maximum Green (s)	20.0	20.0		20.0	20.0	41.1	41.1	18.7		41.1	18.7	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	11.0	11.0	6.0		11.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.0			19.3	66.8	47.0	24.9		47.0	24.9	
Actuated g/C Ratio		0.10			0.16	0.56	0.39	0.21		0.39	0.21	
v/c Ratio		0.27			0.88	0.27	0.01	0.59		0.85	0.47	
Control Delay		47.2			80.0	1.4	21.2	46.8		46.4	49.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.2			80.0	1.4	21.2	46.8		46.4	49.9	
LOS		D			F	A	C	D		D	D	
Approach Delay		47.2			39.0			46.5			47.1	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 46.4 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 44.5
 Intersection LOS: D
 Intersection Capacity Utilization 75.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 3 AM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Future Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.976				0.850		0.968			0.992	
Fl _t Protected		0.990			0.957		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1783	1583	1770	1623	0	3433	1663	0
Fl _t Permitted		0.990			0.957		0.950			0.950		
Satd. Flow (perm)	0	1620	0	0	1783	1583	1770	1623	0	3433	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				276		11			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	9	28	8	230	23	276	5	324	87	592	154	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	253	276	5	411	0	592	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 3 AM
 08/05/2022

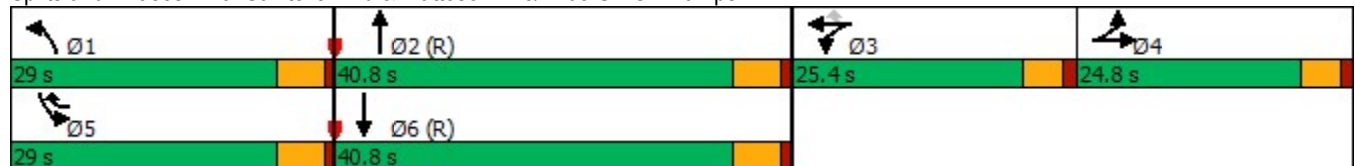


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		25.4	25.4	29.0	29.0	40.8		29.0	40.8	
Total Split (%)	20.7%	20.7%		21.2%	21.2%	24.2%	24.2%	34.0%		24.2%	34.0%	
Maximum Green (s)	20.0	20.0		20.6	20.6	23.7	23.7	35.5		23.7	35.5	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.0			19.6	56.2	36.1	35.5		36.1	35.5	
Actuated g/C Ratio		0.10			0.16	0.47	0.30	0.30		0.30	0.30	
v/c Ratio		0.27			0.87	0.31	0.01	0.84		0.57	0.33	
Control Delay		47.2			77.2	2.3	32.8	55.6		39.6	34.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.2			77.2	2.3	32.8	55.6		39.6	34.9	
LOS		D			E	A	C	E		D	C	
Approach Delay		47.2			38.2			55.4			38.6	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 29 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 42.7
 Intersection LOS: D
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 4 AM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Future Volume (vph)	8	26	7	212	21	254	5	298	80	545	142	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Fr _t		0.976				0.850		0.968			0.992	
Fl _t Protected		0.990			0.957		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1783	1583	1770	1623	0	1770	3335	0
Fl _t Permitted		0.990			0.957		0.950			0.950		
Satd. Flow (perm)	0	1620	0	0	1783	1583	1770	1623	0	1770	3335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				276		10			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	9	28	8	230	23	276	5	324	87	592	154	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	253	276	5	411	0	592	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 4 AM
 08/05/2022

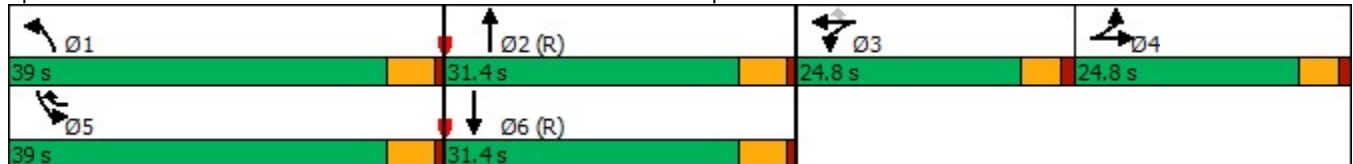


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	39.0	39.0	31.4		39.0	31.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	32.5%	32.5%	26.2%		32.5%	26.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0	33.7	33.7	26.1		33.7	26.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	5.3	5.3	5.3		5.3	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	Max	C-Max		Max	C-Max	
Walk Time (s)				7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				13.0	13.0	6.0	6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				0	0	0	0	0		0	0	
Act Effct Green (s)		12.0			19.3	65.6	45.8	26.1		45.8	26.1	
Actuated g/C Ratio		0.10			0.16	0.55	0.38	0.22		0.38	0.22	
v/c Ratio		0.27			0.88	0.28	0.01	1.14		0.88	0.22	
Control Delay		47.2			80.0	1.7	25.8	133.4		51.8	38.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.2			80.0	1.7	25.8	133.4		51.8	38.6	
LOS		D			F	A	C	F		D	D	
Approach Delay		47.2			39.2			132.1			48.9	
Approach LOS		D			D			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 65.8
 Intersection LOS: E
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Matteson Ave/I-405 SB Off-Ramps & Sawtelle Blvd

Friday Existing PM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Future Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.981				0.850		0.980			0.993	
Fl _t Protected		0.998			0.964			0.999			0.980	
Satd. Flow (prot)	0	1641	0	0	1796	1583	0	3292	0	0	3272	0
Fl _t Permitted		0.983			0.698			0.676			0.654	
Satd. Flow (perm)	0	1617	0	0	1300	1583	0	2227	0	0	2184	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				101		23			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	7	117	20	143	51	130	12	452	73	442	592	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	194	130	0	537	0	0	1084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases		4			8	2		1			2	
Permitted Phases	4			8		8	1			2		
Detector Phase	4	4		8	8	2	1	1		2	2	
Switch Phase												

Lanes, Volumes, Timings
 3: Matteson Ave/I-405 SB Off-Ramps & Sawtelle Blvd

Friday Existing PM
 08/05/2022

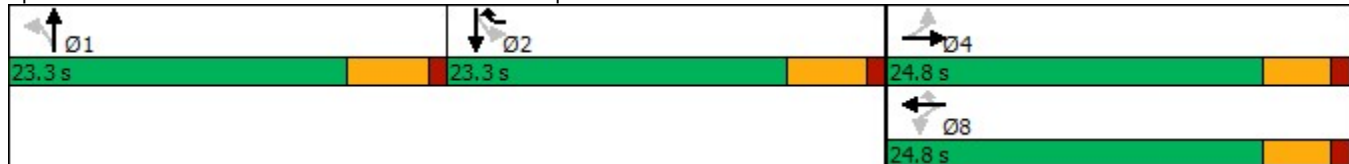


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	15.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	23.3	23.3	23.3		23.3	23.3	
Total Split (%)	34.7%	34.7%		34.7%	34.7%	32.6%	32.6%	32.6%		32.6%	32.6%	
Maximum Green (s)	20.0	20.0		20.0	20.0	18.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.6	3.6		3.6	3.6	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.8			4.8	5.3		5.3			5.3	
Lead/Lag						Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	Max	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0	6.0	11.0	11.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		15.3			15.3	38.1		17.7			18.1	
Actuated g/C Ratio		0.23			0.23	0.57		0.27			0.27	
v/c Ratio		0.38			0.65	0.14		0.88			2.10dl	
Control Delay		22.9			34.2	2.6		41.8			395.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		22.9			34.2	2.6		41.8			395.7	
LOS		C			C	A		D			F	
Approach Delay		22.9			21.5			41.8			395.7	
Approach LOS		C			C			D			F	

Intersection Summary

Area Type: Other
 Cycle Length: 71.4
 Actuated Cycle Length: 66.5
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.82
 Intersection Signal Delay: 221.0
 Intersection LOS: F
 Intersection Capacity Utilization 79.1%
 ICU Level of Service D
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Matteson Ave/I-405 SB Off-Ramps & Sawtelle Blvd



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 1 PM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Future Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.981				0.850		0.979			0.988	
Fl _t Protected		0.998			0.964		0.950			0.950		
Satd. Flow (prot)	0	1641	0	0	1796	1583	1770	1641	0	1770	1656	0
Fl _t Permitted		0.998			0.964		0.950			0.950		
Satd. Flow (perm)	0	1641	0	0	1796	1583	1770	1641	0	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				130		7			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	7	117	20	143	51	130	12	452	73	442	592	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	194	130	12	525	0	442	642	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 1 PM
 08/05/2022

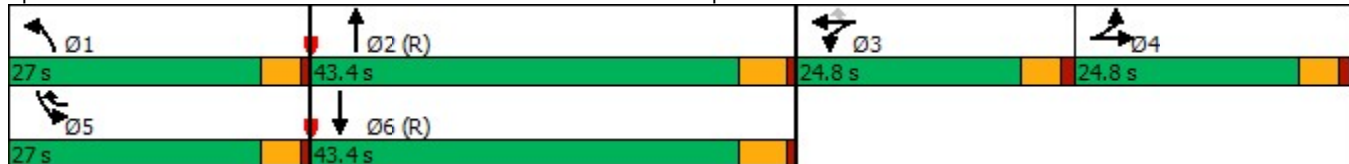


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	9.5	9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	27.0	27.0	43.4		27.0	43.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	22.5%	22.5%	36.2%		22.5%	36.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0	22.5	22.5	38.1		22.5	38.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.5	3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	4.5	4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0				7.0
Flash Dont Walk (s)				13.0	13.0			6.0				6.0
Pedestrian Calls (#/hr)				0	0			0				0
Act Effct Green (s)		15.6			17.1	47.2	12.9	38.1		29.7	38.1	
Actuated g/C Ratio		0.13			0.14	0.39	0.11	0.32		0.25	0.32	
v/c Ratio		0.66			0.76	0.19	0.06	1.00		1.01	1.22	
Control Delay		61.7			68.1	3.0	43.2	80.2		91.3	149.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.7			68.1	3.0	43.2	80.2		91.3	149.9	
LOS		E			E	A	D	F		F	F	
Approach Delay		61.7			42.0			79.4			126.0	
Approach LOS		E			D			E			F	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 27 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 96.5
 Intersection LOS: F
 Intersection Capacity Utilization 84.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 2 PM
 08/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↕↔		↔	↔	
Traffic Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Future Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t		0.981				0.850		0.979			0.988	
Fl _t Protected		0.998			0.964		0.950			0.950		
Satd. Flow (prot)	0	1641	0	0	1796	1583	1770	3292	0	1770	1656	0
Fl _t Permitted		0.998			0.964		0.950			0.950		
Satd. Flow (perm)	0	1641	0	0	1796	1583	1770	3292	0	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				130		16			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	7	117	20	143	51	130	12	452	73	442	592	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	194	130	12	525	0	442	642	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	3 5	1	2		5	6	
Permitted Phases												
Detector Phase	4	4		3	3	3 5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 2 PM
 08/05/2022

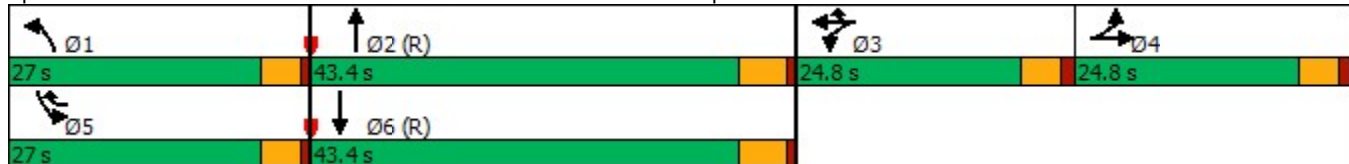


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8		27.0	43.4		27.0	43.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%		22.5%	36.2%		22.5%	36.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		22.5	38.1		22.5	38.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.6		17.1	17.1	46.6	12.9	38.1		29.7	38.1	
Actuated g/C Ratio		0.13		0.14	0.14	0.39	0.11	0.32		0.25	0.32	
v/c Ratio		0.66		0.76	0.76	0.19	0.06	0.50		1.01	1.22	
Control Delay		61.7		68.1	68.1	3.0	43.2	34.1		91.3	149.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.7		68.1	68.1	3.0	43.2	34.1		91.3	149.9	
LOS		E		E	E	A	D	C		F	F	
Approach Delay		61.7		42.0	42.0			34.3			126.0	
Approach LOS		E		D	D			C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 27 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 84.9
 Intersection LOS: F
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 3 PM
 08/08/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Future Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.981				0.850		0.979			0.988	
Fl _t Protected		0.998			0.964		0.950			0.950		
Satd. Flow (prot)	0	1641	0	0	1796	1583	1770	1641	0	3433	1656	0
Fl _t Permitted		0.998			0.964		0.950			0.950		
Satd. Flow (perm)	0	1641	0	0	1796	1583	1770	1641	0	3433	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				130		8			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	7	117	20	143	51	130	12	452	73	442	592	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	194	130	12	525	0	442	642	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

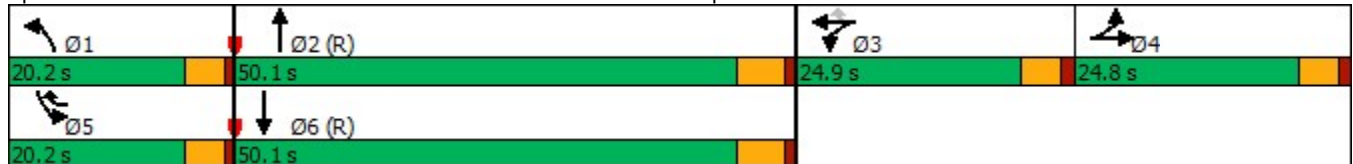
Friday Opt 3 PM
 08/08/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	9.5	9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.9	24.9	20.2	20.2	50.1		20.2	50.1	
Total Split (%)	20.7%	20.7%		20.8%	20.8%	16.8%	16.8%	41.8%		16.8%	41.8%	
Maximum Green (s)	20.0	20.0		20.1	20.1	15.7	15.7	44.8		15.7	44.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.5	3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	4.5	4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.6		17.2	17.2	36.9	10.2	48.4		19.4	48.4	
Actuated g/C Ratio		0.13		0.14	0.14	0.31	0.08	0.40		0.16	0.40	
v/c Ratio		0.66		0.76	0.76	0.23	0.08	0.79		0.80	0.96	
Control Delay		61.7		67.9	67.9	3.8	48.2	42.0		60.4	62.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.7		67.9	67.9	3.8	48.2	42.0		60.4	62.2	
LOS		E		E	E	A	D	D		E	E	
Approach Delay		61.7		42.2	42.2			42.2			61.5	
Approach LOS		E		D	D			D			E	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20.2 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 53.5 Intersection LOS: D
 Intersection Capacity Utilization 73.7% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps



Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 4 PM
 08/08/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕↔	
Traffic Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Future Volume (vph)	6	108	18	132	47	120	11	416	67	407	545	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Fr _t		0.981				0.850		0.979			0.988	
Fl _t Protected		0.998			0.964		0.950			0.950		
Satd. Flow (prot)	0	1641	0	0	1796	1583	1770	1641	0	1770	3322	0
Fl _t Permitted		0.998			0.964		0.950			0.950		
Satd. Flow (perm)	0	1641	0	0	1796	1583	1770	1641	0	1770	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				130		7			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			203			412			315	
Travel Time (s)		4.3			4.6			9.4			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0						0			0	
Adj. Flow (vph)	7	117	20	143	51	130	12	452	73	442	592	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	194	130	12	525	0	442	642	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		3	3	5	1	2		5	6	
Permitted Phases						3						
Detector Phase	4	4		3	3	5	1	2		5	6	
Switch Phase												

Lanes, Volumes, Timings
 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

Friday Opt 4 PM
 08/08/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	24.8	24.8		24.8	24.8	9.5	9.5	23.3		9.5	23.3	
Total Split (s)	24.8	24.8		24.8	24.8	30.0	30.0	40.4		30.0	40.4	
Total Split (%)	20.7%	20.7%		20.7%	20.7%	25.0%	25.0%	33.7%		25.0%	33.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0	25.5	25.5	35.1		25.5	35.1	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.5	3.5	4.3		3.5	4.3	
All-Red Time (s)	1.2	1.2		1.2	1.2	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8	4.5	4.5	5.3		4.5	5.3	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				13.0	13.0			6.0			6.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		15.6		17.1	17.1	50.2	14.1	35.1		32.7	35.1	
Actuated g/C Ratio		0.13		0.14	0.14	0.42	0.12	0.29		0.27	0.29	
v/c Ratio		0.66		0.76	0.76	0.18	0.06	1.08		0.92	0.66	
Control Delay		61.7		68.1	68.1	2.7	41.1	105.8		68.5	40.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.7		68.1	68.1	2.7	41.1	105.8		68.5	40.6	
LOS		E		E	E	A	D	F		E	D	
Approach Delay		61.7		41.8	41.8			104.4			52.0	
Approach LOS		E		D	D			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 64.5
 Intersection LOS: E
 Intersection Capacity Utilization 84.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Sawtelle Blvd & Matteson Ave/I-405 SB Off-Ramps

