

## **APPENDIX B**

### **EXISTING FREEWAY SEGMENT AND RAMP TRAFFIC VOLUMES**



**Table 3-6: Existing Freeway Ramp HCM LOS**

ID	Ramp Segment	A.M. Peak Hour				P.M. Peak Hour			
		Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
R-1	I-5 NB Connector from SR-22 EB*	4,570	1,800	27.4	C	7,250	2,520	> Capacity	F
R-2	I-5 NB Off-Ramp to Chapman Avenue	6,370	270	23.0	C	9,770	370	33.3	D
R-3	I-5 NB Off-Ramp to State College Boulevard	6,100	520	7.7	A	9,400	410	12.9	B
R-4	I-5 NB HOV Off-Ramp to Gene Autry Way/Disney Way	710	19	6.7	A	1,170	20	10.6	B
R-5	I-5 NB On-Ramp from State College Boulevard/Chapman Avenue	5,390	210	17.7	B	8,280	380	23.0	C
R-6	I-5 NB Off-Ramp to Katella Avenue**	5,190	710	20.8	C	8,030	1,120	32.2	D
R-7	I-5 NB On-Ramp from Orangewood Avenue	4,480	230	18.6	B	6,910	320	25.5	C
R-8	I-5 NB Off-Ramp from Katella Avenue	4,710	200	18.6	B	7,230	280	26.3	C
R-9	I-5 NB HOV On-Ramp from Gene Autry Way	700	10	14.9	B	1,150	40	23.1	C
R-10	I-5 NB On-Ramp from Anaheim Boulevard	4,910	320	20.2	C	7,510	930	> Capacity	F
R-11	I-5 NB Off-Ramp to Harbor Boulevard	5,160	760	22.7	C	8,120	930	32.6	D
R-12	I-5 NB On-Ramp from Harbor Boulevard	4,400	230	18.3	B	7,190	530	27.4	C
R-13	I-5 SB Off-Ramp to Harbor Boulevard	6,420	540	24.7	C	7,880	640	36.2	D
R-14	I-5 SB On-Ramp from Harbor Boulevard	5,880	1,120	24.1	C	7,240	790	27.4	C
R-15	I-5 SB Off-Ramp to Disney Way/Anaheim Boulevard	7,000	450	26.2	C	8,030	440	29.6	D
R-16	I-5 SB Off-Ramp to Katella Avenue/Orangewood Avenue**	5,590	540	22.4	C	6,930	200	27.8	C
R-17	I-5 SB HOV Off-Ramp to Gene Autry Way	1,090	70	10.4	B	630	20	5.9	A
R-18	I-5 SB On-Ramp from Anaheim Boulevard	5,050	380	20.8	C	6,730	530	26.1	C
R-19	I-5 SB On-Ramp from Katella Avenue	5,430	310	21.9	C	7,260	370	27.8	C
R-20	I-5 SB Off-Ramp to State College Boulevard/Chapman Avenue	6,060	440	1.7	A	7,720	620	5.6	A
R-21	I-5 SB HOV On-Ramp from Gene Autry Way	1,020	20	11.6	B	610	20	7.9	A
R-22	I-5 SB On-Ramp from Orangewood Avenue	5,620	280	22.5	C	7,100	390	27.3	C
R-23	I-5 SB On-Ramp from State College Boulevard	5,900	170	17.9	B	7,490	290	21.4	C
R-24	I-5 SB On-Ramp from Chapman Avenue	6,070	430	17.2	B	7,780	600	20.3	C
R-25	I-5 SB Connector to SR-22 WB	6,500	840	26.6	C	8,380	1,180	34.9	D
R-26	I-5 SB Connector to SR-22 EB	5,660	850	9.2	A	7,200	1,190	14.4	B
R-27	SR-57 NB Off-Ramp to Chapman Avenue	3,430	120	34.5	D	4,800	170	> Capacity	F
R-28	SR-57 NB On-Ramp from Chapman Avenue WB	5,540	230	15.7	B	8,440	330	20.4	C
R-29	SR-57 NB On-Ramp from Chapman Avenue EB	5,340	200	17.3	B	8,160	280	23.4	C
R-30	SR-57 NB Off-Ramp to Orangewood Avenue	5,770	630	25.0	C	8,770	280	32.3	D
R-31	SR-57 NB On-Ramp from Orangewood Avenue WB	5,410	160	17.1	B	8,760	280	25.3	C
R-32	SR-57 NB On-Ramp from Orangewood Avenue EB	5,140	270	16.8	B	8,490	270	24.4	C
R-33	SR-57 NB Off-Ramp to Katella Avenue	4,750	740	21.8	C	7,790	560	30.5	D
R-34	SR-57 NB On-Ramp from Katella Avenue WB	4,310	150	3.8	A	7,680	240	8.8	A
R-35	SR-57 NB On-Ramp from Katella Avenue EB	4,010	300	14.5	B	7,230	450	20.8	C
R-36	SR-57 NB Off-Ramp to Ball Road	4,590	850	22.9	C	7,950	670	31.7	D
R-37	SR-57 NB On-Ramp from Ball Road WB	4,220	300	15.0	B	7,890	340	22.6	C
R-38	SR-57 NB On-Ramp from Ball Road EB	3,740	480	14.7	B	7,280	610	21.2	C
R-39	SR-57 SB Off-Ramp to Ball Road	6,580	1,510	31.6	D	7,370	920	31.1	D
R-40	SR-57 SB On-Ramp from Ball Road WB	5,070	220	20.3	C	6,450	410	24.7	C
R-41	SR-57 SB On-Ramp from Ball Road EB	5,290	630	11.7	B	6,860	530	13.8	B



**Table 3-6: Existing Freeway Ramp HCM LOS, Continued**

ID	Ramp Segment	A.M. Peak Hour				P.M. Peak Hour			
		Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
R - 42	SR-57 SB Off-Ramp to Katella Avenue	6,360	870	32.8	D	7,380	690	36.3	E
R - 43	SR-57 SB On-Ramp from Katella Avenue WB	5,490	240	21.7	C	6,690	460	25.3	C
R - 44	SR-57 SB On-Ramp from Katella Avenue EB	5,730	160	8.5	A	7,150	360	12.9	B
R - 45	SR-57 SB Off-Ramp to Orangewood Avenue	6,350	710	31.9	D	7,750	730	> Capacity	F
R - 46	SR-57 SB On-Ramp from Orangewood Avenue	5,640	200	22.1	C	7,020	570	26.2	C
R - 47	SR-57 SB Off-Ramp to Chapman Avenue	1,607	450	9.4	A	2,261	640	13.4	B
R - 48	SR-57 SB On-Ramp from Chapman Avenue	1,157	380	9.0	A	1,621	530	11.4	B
R - 49	SR-22 EB Off-Ramp to Fairview Street	5,890	200	25.4	C	8,000	280	34.7	D
R - 50	SR-22 EB On-Ramp from Fairview Street	5,690	870	22.1	C	7,720	1,220	> Capacity	F
R - 51	SR-22 EB Connector to I-5/SR-57/The City Drive/Bristol Street**	6,090	4,470	23.9	C	8,310	6,260	> Capacity	F
R - 52	SR-22 EB Collector/Distributor Off-Ramp to The City Drive	4,470	290	27.4	C	6,260	410	35.3	E
R - 53	SR-22 EB Connector from I-5 SB/SR-57 SB	1,832	1,500	17.4	B	2,816	2,100	27.2	C
R - 54	SR-22 WB Connector to I-5 SB/SR-57 SB	3,670	1,400	9.8	A	4,880	1,960	16.8	B
R - 55	SR-22 WB On-Ramp from The City Drive	2,100	320	23.2	C	2,940	440	31.5	D
R - 56	SR-22 WB Connector from I-5 SB/SR-57 SB	3,690	2,100	18.5	B	5,390	2,940	27.6	C
R - 57	SR-22 WB Off-Ramp to Haster Street	6,110	600	10.2	B	8,770	840	> Capacity	F
R - 58	SR-22 WB On-Ramp from Haster Street	5,510	430	21.0	C	7,930	600	27.5	C
	Deficient Ramp								

\* Major Merge Analysis Utilized to calculate density

\*\* Major Diverge Analysis Utilized to calculate density

Source: City of Anaheim, Caltrans

**Caltrans Freeway Mainline HCM Analysis**

Table 3-7 summarizes HCS analysis results for the densities and levels of service for study area mainline segments for the AM and PM peak hours. Detailed HCM mainline analysis worksheets are included in Appendix J-1. Consistent with the existing ramp analysis, several segments currently operate at deficient levels of service. According to the analysis the following freeway mainline segments are deficient under either the AM or PM peak hours:

- I-5 Southbound between Euclid Street and Lincoln Avenue (PM Peak Hour)
- I-5 Northbound between SR-22 and 17th Street (PM Peak Hour)
- I-5 Southbound between SR-22 and 17th Street (PM Peak Hour)
- I-5 Northbound between 17th Street and Grand (PM Peak Hour)
- I-5 Southbound between 17th Street and Grand (PM Peak Hour)
- I-5 Southbound between Grand Avenue and 4th Street (PM Peak Hour)
- SR-57 Eastbound between Katella Avenue and Ball Road (PM Peak Hour)
- SR-57 Westbound between Katella Avenue and Ball Road (PM Peak Hour)
- SR-57 Eastbound between Ball Road and Lincoln Avenue (PM Peak Hour)
- SR-22 Eastbound between Harbor Boulevard and Haster Avenue (PM Peak Hour)
- SR-22 Westbound between Harbor Boulevard and Haster Avenue (PM Peak Hour)



**Table 3-7: Existing Freeway Mainline HCM LOS**

ID	Freeway Segment	Northbound / Eastbound						Southbound / Westbound					
		A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour		
		Freeway Volume	Density (pc/mi/ln)	LOS	Freeway Volume	Density (pc/mi/ln)	LOS	Freeway Volume	Density (pc/mi/ln)	LOS	Freeway Volume	Density (pc/mi/ln)	LOS
F - 1	I-5 between SR-91 and Brookhurst Street	5,370	17.5	B	7,800	26.1	D	5,530	15.0	B	7,460	20.2	C
F - 2	I-5 between Brookhurst Street and Euclid Street	5,630	18.3	C	8,560	29.7	D	6,120	19.9	C	7,890	26.5	D
F - 3	I-5 between Euclid Street and Lincoln Avenue	5,630	18.3	C	8,890	31.4	D	6,370	26.8	D	7,910	38.5	E
F - 4	I-5 between Lincoln Avenue and Harbor Boulevard	5,780	18.8	C	9,200	33.4	D	6,420	20.9	C	7,880	26.4	D
F - 5	I-5 between Harbor Boulevard and Katella Avenue	5,160	16.8	B	8,120	27.5	D	5,590	18.2	C	6,930	22.7	C
F - 6	I-5 between Katella Avenue and State College Boulevard	5,190	16.9	B	8,030	25.3	C	6,060	19.7	C	7,720	25.7	C
F - 7	I-5 between State College Boulevard and SR-22	6,100	16.5	B	9,400	26.2	D	7,000	19.0	C	8,940	24.7	C
F - 8	I-5 between SR-22 and 17th Street	7,570	20.6	C	11,520	36.2	E	9,630	27.1	D	12,560	44.2	E
F - 9	I-5 between 17th Street and Grand Avenue	8,130	22.1	C	11,680	37.2	E	8,670	23.8	C	11,840	38.3	E
F - 10	I-5 between Grand Avenue and 4th Street	7,970	21.7	C	11,240	34.5	D	8,580	22.1	C	11,930	38.9	E
F - 11	I-5 between 4th Street and SR-55	7,960	21.7	C	10,980	33.0	D	7,690	20.9	C	10,950	32.8	D
F - 12	SR-57 between SR-22 and Orangewood Avenue	5,770	16.2	B	8,770	25.1	C	5,530	18.6	C	7,050	24.0	C
F - 13	SR-57 between Orangewood Avenue and Katella Avenue	4,750	16.0	B	7,790	27.2	D	6,350	21.4	C	7,750	27.0	D
F - 14	SR-57 between Katella Avenue and Ball Road	4,590	19.3	C	7,950	42.2	E	6,360	28.0	D	7,380	35.7	E
F - 15	SR-57 between Ball Road and Lincoln Avenue	4,670	19.7	C	8,380	>45.0	E	6,580	22.3	C	7,370	25.4	C
F - 16	SR-57 between SR-91 and Lincoln Avenue	4,930	16.6	B	8,640	31.7	D	6,520	18.3	C	7,390	20.8	C
F - 17	SR-22 between Brookhurst Street and Euclid Street	5,140	20.5	C	7,030	29.8	D	4,860	19.3	C	6,970	29.5	D
F - 18	SR-22 between Euclid Street and Harbor Boulevard	5,410	21.6	C	7,300	31.7	D	5,190	20.7	C	7,540	33.5	D
F - 19	SR-22 between Harbor Boulevard and Haster Avenue	5,890	23.7	C	8,000	37.6	E	5,510	22.0	C	7,960	37.2	E
F - 20	SR-22 between Haster Avenue and The City Drive/I-5	6,090	19.4	C	8,310	27.5	D	6,110	19.4	C	8,770	29.7	D
F - 21	SR-22 between I-5 and Main Street	3,330	27.6	D	4,920	19.6	C	3,670	14.6	B	4,880	19.4	C
F - 22	SR-22 between Main Street and Glassell Street	3,110	12.4	B	5,120	20.4	C	3,790	15.1	B	4,540	18.1	C
F - 23	SR-22 between Glassell Street and SR-55	2,600	8.3	A	4,510	14.4	B	3,300	13.1	B	3,750	14.9	B

Deficient Segment  
Source: City of Anaheim, Caltrans



**Table 3-8: Existing Freeway Weaving AM Peak Hour HCM LOS**

ID	Weaving Segment	Weaving Movement Volume				Density (pc/mi/ln)	LOS	
		A-C	B-D	A-D	B-C			
W - 1	I-5 NB b/w Brookhurst Street On-Ramp and SR-91 EB Off-Ramp	Not Applicable						
	I-5 SB b/w SR-91 Connector / Magnolia Avenue On-Ramp and Brookhurst Street Off-Ramp							
W - 2	I-5 NB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp							
	I-5 SB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp							
W - 3	I-5 NB b/w Lincoln Avenue On-Ramp and Euclid Street Off-Ramp	4,980	10	430	210	19.7	B	
W - 4	I-5 NB b/w Disneyland Drive On-Ramp and Lincoln Avenue Off-Ramp	5,070	10	430	270	20.5	B	
	I-5 SB b/w Lincoln Avenue On-Ramp and Disneyland Drive Off-Ramp	Not Applicable						
W - 5	I-5 SB b/w Disneyland Drive On-Ramp and Harbor Boulevard Off-Ramp	5,260	30	510	620	26.3	C	
W - 6	I-5 NB b/w Anaheim Boulevard On-Ramp and Harbor Boulevard Off-Ramp	4,100	20	740	300	19.9	B	
	I-5 SB b/w Harbor Boulevard On-Ramp and Disney Way Off-Ramp	Not Applicable						
W - 7	I-5 NB b/w State College Boulevard On-Ramp and Katella Avenue Off-Ramp	4,280	10	700	200	18.5	B	
	I-5 SB b/w Katella Avenue On-Ramp and State College Boulevard Off-Ramp	5,330	20	420	290	22.9	B	
W - 8	I-5 NB b/w SR-22 Connector and Chapman Avenue Off-Ramp	3,330	90	180	1,710	21.8	B	
	I-5 SB b/w State College Boulevard / Chapman Avenue On-Ramp and SR-22 Connector	4,830	10	830	160	23.3	B	
W - 9	I-5 NB b/w Main Street On-Ramp and SR-22 WB Connector	4,870	30	780	630	24.2	C	
W - 10	I-5 NB b/w 17th Street On-Ramp and Main Street Off-Ramp	5,960	10	630	240	27.4	C	
	I-5 SB b/w Main Street On-Ramp and 17th Street / Penn Way Off-Ramp	7,170	30	320	510	32.9	D	
W - 11	I-5 NB b/w Grand Avenue On-Ramp and 17th Street Off-Ramp	5,830	20	460	460	26.1	C	
	I-5 SB b/w Penn Way On-Ramp and Santa Ana Boulevard Off-Ramp	6,250	30	480	470	30.4	C	
W - 12	I-5 NB b/w Fourth Street On-Ramp and Grand Avenue Off-Ramp	5,880	20	350	390	25.5	C	
	I-5 SB b/w Santa Ana Boulevard On-Ramp and Fourth Street Off-Ramp	6,260	20	570	300	25.4	C	
W - 13	I-5 NB b/w SR-55 Connector and First Street Off-Ramp	3,780	110	600	2,140	29.9	C	
	I-5 SB b/w First Street On-Ramp and SR-55 SB Connector	4,090	30	1,670	620	27.7	C	
W - 14	SR-57 NB b/w Chapman Avenue On-Ramp and Orangewood Avenue Off-Ramp	3,960	10	620	220	18.3	B	
	SR-57 SB b/w Orangewood Avenue On-Ramp and Chapman Avenue Off-Ramp	4,890	10	440	190	22.7	B	
W - 15	SR-57 NB b/w Orangewood Avenue On-Ramp and Katella Avenue Off-Ramp	3,860	10	730	150	18.1	B	
	SR-57 SB b/w Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp	5,490	10	700	150	26.7	C	
W - 16	SR-57 NB b/w Katella Avenue On-Ramp and Ball Road Off-Ramp	3,600	10	840	140	17.2	B	
	SR-57 SB b/w Ball Road On-Ramp and Katella Avenue Off-Ramp	4,890	30	840	600	31.9	C	
W - 17	SR-57 NB b/w Ball Road On-Ramp and Lincoln Avenue Off-Ramp	Not Applicable						
	SR-57 SB b/w Lincoln Avenue On-Ramp and Ball Road Off-Ramp							
W - 18	SR-57 NB b/w Lincoln Avenue On-Ramp and SR-91 EB Connector	3,640	20	970	300	19.1	B	
	SR-57 SB b/w SR-91 EB Connector and Lincoln Avenue Off-Ramp	3,650	60	680	1,040	25.7	C	
W - 19	SR-22 EB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	Not Applicable						
	SR-22 WB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp							



**Table 3-8: Existing Freeway Weaving AM Peak Hour HCM LOS, Continued**

ID	Weaving Segment	Weaving Movement Volume				Density (pc/mi/ln)	LOS
		A-C	B-D	A-D	B-C		
W - 20	SR-22 EB b/w Euclid Street On-Ramp and Harbor Boulevard Off-Ramp	Not Applicable					
	SR-22 WB b/w Harbor Boulevard On-Ramp and Euclid Street Off-Ramp	3,990	20	850	330	21.2	B
W - 21	SR-22 EB b/w Harbor Boulevard On-Ramp and Fairview Street Off-Ramp	Not Applicable					
	SR-22 WB b/w Hoster Street / Garden Grove Boulevard On-Ramp and Harbor Boulevard Off-Ramp	Not Applicable					
W - 22	SR-22 EB b/w Fairview Street / Garden Grove Boulevard On-Ramp and The City Drive Off-Ramp	4,970	40	250	830	22.8	B
	SR-22 WB b/w Metropolitan Drive On-Ramp and Haster Street Off-Ramp	5,210	20	580	300	21.2	B
W - 23	SR-22 EB b/w The City Drive On-Ramp and Bristol Street Off-Ramp	5,930	20	150	450	> Capacity	F
	SR-22 WB b/w La Veta Avenue On-Ramp and Metropolitan Drive Off-Ramp	5,511	10	540	280	28.8	C
W - 24	SR-22 EB b/w Bristol Street On-Ramp and I-5 SB Connector	5,090	40	1,460	710	> Capacity	F
W - 25	SR-22 EB b/w SR-57 SB Connector and Town and Country Road Off-Ramp	1,360	80	470	1,420	19.4	B
	SR-22 WB b/w La Veta Avenue On-Ramp and I-5 / SR-57 NB Connector	1,750	30	1,370	520	20.0	B
W - 26	SR-22 EB b/w Town and Country Road On-Ramp and Glassell Street Off-Ramp	2,060	30	460	560	16.8	B
	SR-22 WB b/w Glassell Street On-Ramp and La Veta Avenue Off-Ramp	2,700	20	630	440	20.4	B
W - 27	SR-22 EB b/w Glassell Street On-Ramp and Tustin Street Off-Ramp	Not Applicable					
	SR-22 WB b/w Tustin Street On-Ramp and Glassell Street Off-Ramp	Not Applicable					

Source: City of Anaheim, Caltrans



**Table 3-9: Existing Freeway Weaving PM Peak Hour HCM LOS**

ID	Weaving Segment	Weaving Movement Volume				Density (pc/mi/ln)	LOS
		A-C	B-D	A-D	B-C		
W - 1	I-5 NB b/w Brookhurst Street On-Ramp and SR-91 EB Off-Ramp	Not Applicable					
	I-5 SB b/w SR-91 Connector / Magnolia Avenue On-Ramp and Brookhurst Street Off-Ramp						
W - 2	I-5 NB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp	Not Applicable					
	I-5 SB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp						
W - 3	I-5 NB b/w Lincoln Avenue On-Ramp and Euclid Street Off-Ramp	7,990	20	590	290	32.1	C
W - 4	I-5 NB b/w Disneyland Drive On-Ramp and Lincoln Avenue Off-Ramp	8,210	20	600	370	33.9	C
	I-5 SB b/w Lincoln Avenue On-Ramp and Disneyland Drive Off-Ramp	Not Applicable					
W - 5	I-5 SB b/w Disneyland Drive On-Ramp and Harbor Boulevard Off-Ramp	6,390	50	590	850	34.1	C
W - 6	I-5 NB b/w Anaheim Boulevard On-Ramp and Harbor Boulevard Off-Ramp	6,310	50	880	880	35.0	D
	I-5 SB b/w Harbor Boulevard On-Ramp and Disney Way Off-Ramp	Not Applicable					
W - 7	I-5 NB b/w State College Boulevard On-Ramp and Katella Avenue Off-Ramp	6,550	20	1,100	360	30.1	C
	I-5 SB b/w Katella Avenue On-Ramp and State College Boulevard Off-Ramp	6,750	20	600	350	30.8	C
W - 8	I-5 NB b/w SR-22 Connector and Chapman Avenue Off-Ramp	5,380	130	240	2,390	35.7	D
	I-5 SB b/w State College Boulevard / Chapman Avenue On-Ramp and SR-22 Connector	5,990	10	1,170	280	32.3	D
W - 9	I-5 NB b/w Main Street On-Ramp and SR-22 WB Connector	7,600	50	1,080	870	38.7	E
W - 10	I-5 NB b/w 17th Street On-Ramp and Main Street Off-Ramp	9,120	20	880	330	> Capacity	F
	I-5 SB b/w Main Street On-Ramp and 17th Street / Penn Way Off-Ramp	9,260	40	450	710	> Capacity	F
W - 11	I-5 NB b/w Grand Avenue On-Ramp and 17th Street Off-Ramp	8,430	30	640	640	> Capacity	F
	I-5 SB b/w Penn Way On-Ramp and Santa Ana Boulevard Off-Ramp	8,490	40	670	660	> Capacity	F
W - 12	I-5 NB b/w Fourth Street On-Ramp and Grand Avenue Off-Ramp	8,310	30	490	540	39.0	E
	I-5 SB b/w Santa Ana Boulevard On-Ramp and Fourth Street Off-Ramp	8,700	20	800	420	36.5	E
W - 13	I-5 NB b/w SR-55 Connector and First Street Off-Ramp	5,170	160	830	2,990	> Capacity	F
	I-5 SB b/w First Street On-Ramp and SR-55 SB Connector	5,870	50	2,330	860	> Capacity	F
W - 14	SR-57 NB b/w Chapman Avenue On-Ramp and Orangewood Avenue Off-Ramp	6,720	20	260	310	27.2	C
	SR-57 SB b/w Orangewood Avenue On-Ramp and Chapman Avenue Off-Ramp	5,870	30	610	540	32.2	D
W - 15	SR-57 NB b/w Orangewood Avenue On-Ramp and Katella Avenue Off-Ramp	6,960	10	550	270	29.6	C
	SR-57 SB b/w Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp	6,680	20	710	340	32.8	D
W - 16	SR-57 NB b/w Katella Avenue On-Ramp and Ball Road Off-Ramp	7,050	10	660	230	38.0	E
	SR-57 SB b/w Ball Road On-Ramp and Katella Avenue Off-Ramp	6,190	30	660	500	35.8	D
W - 17	SR-57 NB b/w Ball Road On-Ramp and Lincoln Avenue Off-Ramp	Not Applicable					
	SR-57 SB b/w Lincoln Avenue On-Ramp and Ball Road Off-Ramp						
W - 18	SR-57 NB b/w Lincoln Avenue On-Ramp and SR-91 EB Connector	6,840	20	1,360	420	34.8	D
	SR-57 SB b/w SR-91 EB Connector and Lincoln Avenue Off-Ramp	5,680	80	950	1,450	32.8	D
W - 19	SR-22 EB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	Not Applicable					
	SR-22 WB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp						
W - 20	SR-22 EB b/w Euclid Street On-Ramp and Harbor Boulevard Off-Ramp	Not Applicable					
	SR-22 WB b/w Harbor Boulevard On-Ramp and Euclid Street Off-Ramp						



**Table 3-9: Existing Freeway Weaving PM Peak Hour HCM LOS, *Continued***

ID	Weaving Segment	Weaving Movement Volume				Density (pc/mi/ln)	LOS
		A-C	B-D	A-D	B-C		
W - 21	SR-22 EB b/w Harbor Boulevard On-Ramp and Fairview Street Off-Ramp	Not Applicable					
	SR-22 WB b/w Haster Street / Garden Grove Boulevard On-Ramp and Harbor Boulevard Off-Ramp						
W - 22	SR-22 EB b/w Fairview Street / Garden Grove Boulevard On-Ramp and The City Drive Off-Ramp	6,740	60	350	1,160	33.1	D
	SR-22 WB b/w Metropolitan Drive On-Ramp and Haster Street Off-Ramp	7,510	20	820	430	31.5	C
W - 23	SR-22 EB b/w The City Drive On-Ramp and Bristol Street Off-Ramp	8,090	30	210	620	> Capacity	F
	SR-22 WB b/w La Veta Avenue On-Ramp and Metropolitan Drive Off-Ramp	7,941	20	750	390	> Capacity	F
W - 24	SR-22 EB b/w Bristol Street On-Ramp and I-5 SB Connector	6,900	50	2,050	1,000	> Capacity	F
W - 25	SR-22 EB b/w SR-57 SB Connector and Town and Country Road Off-Ramp	2,160	110	660	1,990	31.2	C
	SR-22 WB b/w La Veta Avenue On-Ramp and I-5 / SR-57 NB Connector	2,190	40	1,920	730	28.8	C
W - 26	SR-22 EB b/w Town and Country Road On-Ramp and Glassell Street Off-Ramp	3,650	40	640	790	29.8	C
	SR-22 WB b/w Glassell Street On-Ramp and La Veta Avenue Off-Ramp	3,020	30	880	610	27.0	C
W - 27	SR-22 EB b/w Glassell Street On-Ramp and Tustin Street Off-Ramp	Not Applicable					
	SR-22 WB b/w Tustin Street On-Ramp and Glassell Street Off-Ramp						

Source: City of Anaheim, Caltrans

**Summary**

As noted in the analysis above, the local circulation system in the Platinum Triangle generally operates at an acceptable LOS. The regional circulation State Highway System has several components that currently operate at a deficient LOS. Locations that are deficient under existing conditions will be considered when determining future project related impacts and mitigation measures. The existing conditions assessment for the base year 2008 existing conditions provides the framework for applying the General Plan future forecasts to both the No Project and With Project scenarios.