TRAFFIC COUNTS AND CAPACITY WORKSHEETS

TRAFFIC COUNTS

Volumes for: Thursday, September 13, 2007 City: Anaheim Project #: 07-1245-001

Location: E Miraloma Avenue w/o Kraemer Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		17			12:00			144		144		
00:15			6		11			12:15			127		111		
00:30			5		4			12:30			92		137		
00:45			4	20	5	37	57	12:45			117	480	118	510	990
01:00			1		4			13:00			120		127		
01:15			3		2			13:15			109		124		
01:30			3		1			13:30			109		155		
01:45			1	8	2	9	17	13:45			114	452	157	563	1015
02:00			0		2			14:00			98		146		
02:15			2		7			14:15			128		124		
02:30			3		1			14:30			131		222		
02:45			11	16	10	20	36	14:45			148	505	222	714	1219
03:00			2		3			15:00			130		213		
03:15			6		4			15:15			122		172		
03:30			16		1			15:30			136		201		
03:45			9	33	18	26	59	15:45			112	500	186	772	1272
04:00			7		4			16:00			146		245		
04:15			18		28			16:15			119		158		
04:30			19		12			16:30			129		209		
04:45			25	69	40	84	153	16:45			129	523	177	789	1312
05:00			41		36			17:00			127		201		
05:15			63		31			17:15			111		160		
05:30			99		56			17:30			117		150		
05:45			75	278	61	184	462	17:45			93	448	94	605	1053
06:00			58		95			18:00			69		78		
06:15			83		63			18:15			64		76		
06:30			116		128			18:30			69		51		
06:45			113	370	158	444	814	18:45			63	265	40	245	510
07:00			72		185			19:00			38		40		
07:15			119		164			19:15			37		53		
07:30			98		175			19:30			23		39		
07:45			108	397	196	720	1117	19:45			23	121	19	151	272
08:00			77		191			20:00			23		26		
08:15			84		163			20:15			17		5		
08:30			74		140			20:30			13		30		
08:45			80	315	138	632	947	20:45			12	65	6	67	132
09:00			79		150			21:00			16		22		
09:15			90		124			21:15			18		13		
09:30			113		114			21:30			18		19		
09:45			55	337	111	499	836	21:45			23	75	13	67	142
10:00			78		117			22:00			23		14		
10:15			91		114			22:15			16		15		
10:30			89		132			22:30			8		25		
10:45			100	358	99	462	820	22:45			11	58	11	65	123
11:00			91		107			23:00			6		16		
11:15			101		130			23:15			11		6		
11:30			99		106			23:30			7		8		
11:45			92	383	133	476	859	23:45			10	34	39	69	103
Total Vol.				2584		3593	**6177**					3526		4617	**8143**

Daily Totals

NB	SB	EB	WB	**Combined**
		6110	8210	**14320**

	AM			**PM**		
Split %	41.8%	58.2%	**43.1%**	43.3%	56.7%	**56.9%**
Peak Hour	11:30	07:15	**07:15**	14:15	14:30	**14:30**
Volume	462	726	**1128**	537	829	**1360**
P.H.F.	0.80	0.93	**0.93**	0.91	0.93	**0.92**

Volumes for: Thursday, September 13, 2007 City: Anaheim Project #: 07-1245-002

Location: N Kraemer Avenue s/o E Miraloma Ave

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	19		20					12:00	248		250				
00:15	8		14					12:15	254		236				
00:30	11		12					12:30	242		220				
00:45	9	47	17	63			110	12:45	235	979	222	928			1907
01:00	10		23					13:00	223		268				
01:15	7		10					13:15	238		232				
01:30	17		9					13:30	267		188				
01:45	12	46	12	54			100	13:45	245	973	227	915			1888
02:00	20		24					14:00	231		279				
02:15	6		10					14:15	231		216				
02:30	14		14					14:30	269		251				
02:45	17	57	14	62			119	14:45	334	1065	228	974			2039
03:00	15		18					15:00	364		229				
03:15	13		7					15:15	412		202				
03:30	21		23					15:30	358		276				
03:45	21	70	17	65			135	15:45	381	1515	235	942			2457
04:00	28		19					16:00	342		268				
04:15	47		27					16:15	357		263				
04:30	59		35					16:30	388		271				
04:45	62	196	56	137			333	16:45	347	1434	293	1095			2529
05:00	59		50					17:00	392		315				
05:15	90		80					17:15	381		249				
05:30	144		132					17:30	366		235				
05:45	172	465	157	419			884	17:45	365	1504	191	990			2494
06:00	131		119					18:00	317		197				
06:15	131		228					18:15	321		172				
06:30	176		218					18:30	262		136				
06:45	217	655	282	847			1502	18:45	167	1067	138	643			1710
07:00	215		299					19:00	161		102				
07:15	256		304					19:15	137		103				
07:30	291		302					19:30	84		82				
07:45	354	1116	306	1211			2327	19:45	111	493	86	373			866
08:00	279		332					20:00	75		75				
08:15	340		285					20:15	67		82				
08:30	315		295					20:30	50		66				
08:45	284	1218	296	1208			2426	20:45	70	262	64	287			549
09:00	192		220					21:00	64		64				
09:15	193		258					21:15	54		64				
09:30	194		221					21:30	71		62				
09:45	198	777	203	902			1679	21:45	57	246	45	235			481
10:00	211		229					22:00	60		76				
10:15	182		242					22:15	24		51				
10:30	192		233					22:30	31		47				
10:45	207	792	244	948			1740	22:45	24	139	37	211			350
11:00	196		247					23:00	36		23				
11:15	230		227					23:15	23		26				
11:30	216		235					23:30	38		18				
11:45	224	866	254	963			1829	23:45	16	113	37	104			217
Total Vol.		6305		6879			**13184**			9790		7697			**17487**

Daily Totals

NB	SB	EB	WB	**Combined**
16095	14576			**30671**

	AM			**PM**		
Split %	47.8%	52.2%	**43.0%**	56.0%	44.0%	**57.0%**
Peak Hour	07:45	07:15	**07:45**	15:00	16:15	**16:30**
Volume	1288	1244	**2506**	1515	1142	**2636**
P.H.F.	0.91	0.94	**0.95**	0.91	0.91	**0.93**

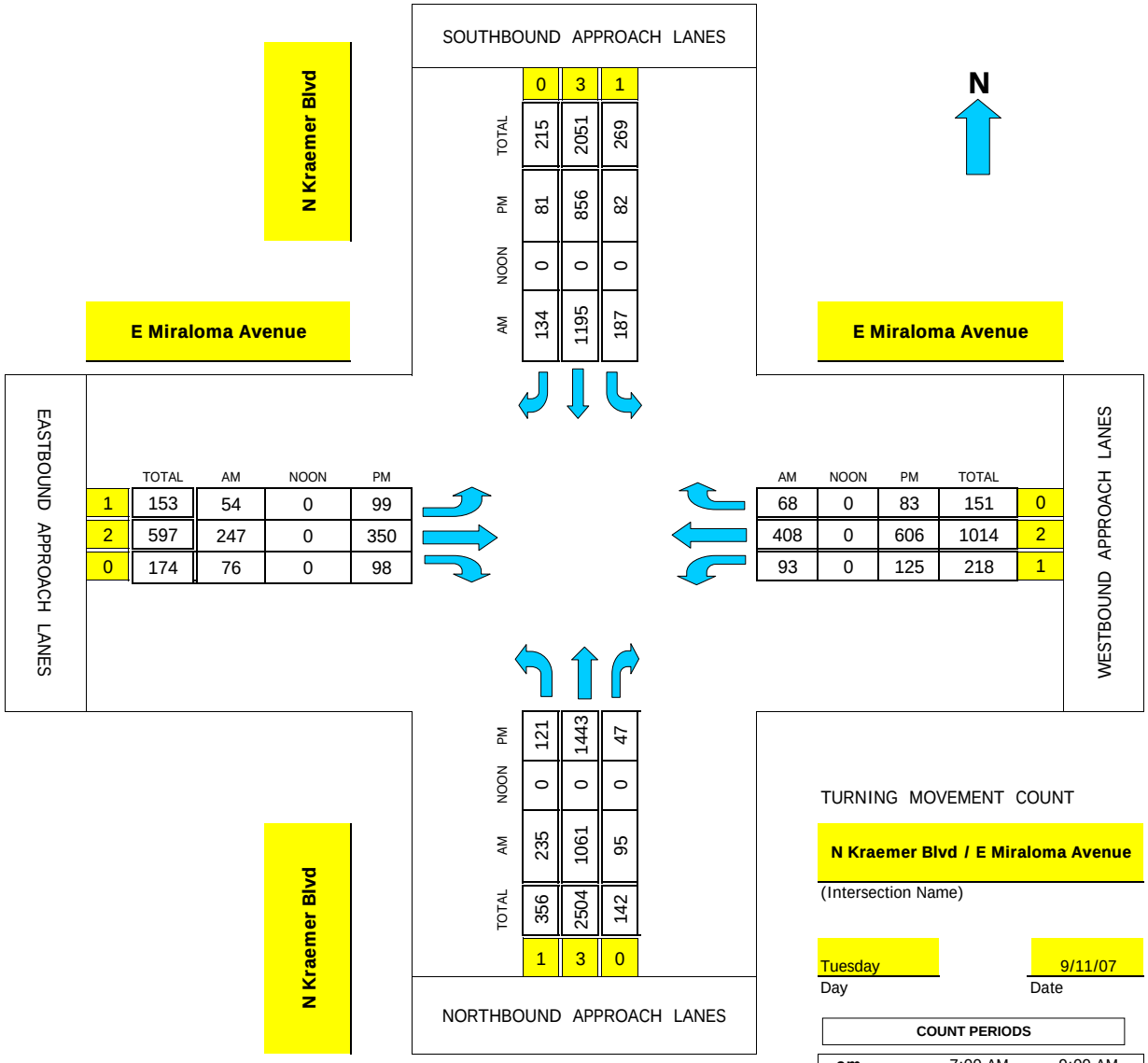
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of N Kraemer Blvd/E Miraloma Avenue

Project #: 07-1244-001



	TOTAL	AM	NOON	PM
0	215	134	0	81
3	2051	1195	0	856
1	269	187	0	82

	TOTAL	AM	NOON	PM
1	153	54	0	99
2	597	247	0	350
0	174	76	0	98

	AM	NOON	PM	TOTAL
0	68	0	83	151
2	408	0	606	1014
1	93	0	125	218

	TOTAL	AM	NOON	PM
1	356	235	0	121
3	2504	1061	0	1443
0	142	95	0	47

TURNING MOVEMENT COUNT

N Kraemer Blvd / E Miraloma Avenue

(Intersection Name)

Tuesday — Day

9/11/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	1:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Miraloma Avenue DAY: TUESDAY PROJECT# 07-1244-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	31	124	20	25	184	33	16	46	12	18	64	5	578
7:15 AM	40	156	24	33	259	42	9	45	16	19	82	5	730
7:30 AM	40	196	31	29	262	29	26	74	14	22	118	12	853
7:45 AM	40	230	17	36	250	36	13	82	22	25	126	14	891
8:00 AM	55	229	28	47	267	25	16	56	18	19	95	7	862
8:15 AM	89	324	27	65	337	32	14	80	14	32	95	21	1130
8:30 AM	51	278	23	39	341	41	11	29	22	17	92	26	970
8:45 AM	29	252	25	23	228	19	18	39	19	26	48	18	744
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 375	NT 1789	NR 195	SL 297	ST 2128	SR 257	EL 123	ET 451	ER 137	WL 178	WT 720	WR 108	TOTAL 6758

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	235	1061	95	187	1195	134	54	247	76	93	408	68	3853
PEAK HR. FACTOR:		0.790			0.873			0.806			0.862		0.852

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Miraloma Avenue DAY: TUESDAY PROJECT# 07-1244-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	20	219	14	7	186	32	23	71	33	24	139	9	777
4:15 PM	27	269	10	15	196	24	25	62	27	17	185	17	874
4:30 PM	32	339	8	27	232	19	30	74	22	24	196	25	1028
4:45 PM	35	359	10	12	208	21	20	91	18	31	127	21	953
5:00 PM	20	358	18	23	191	22	17	109	34	40	174	18	1024
5:15 PM	34	387	11	20	225	19	32	76	24	30	109	19	986
5:30 PM	25	385	11	12	238	9	23	69	16	38	85	21	932
5:45 PM	12	333	11	11	183	7	18	44	16	24	70	17	746
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 205	NT 2649	NR 93	SL 127	ST 1659	SR 153	EL 188	ET 596	ER 190	WL 228	WT 1085	WR 147	TOTAL 7320

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	121	1443	47	82	856	81	99	350	98	125	606	83	3991
PEAK HR. FACTOR:		0.932			0.916			0.855			0.831		0.971

CONTROL: Signalized

Intersection Turning Movement

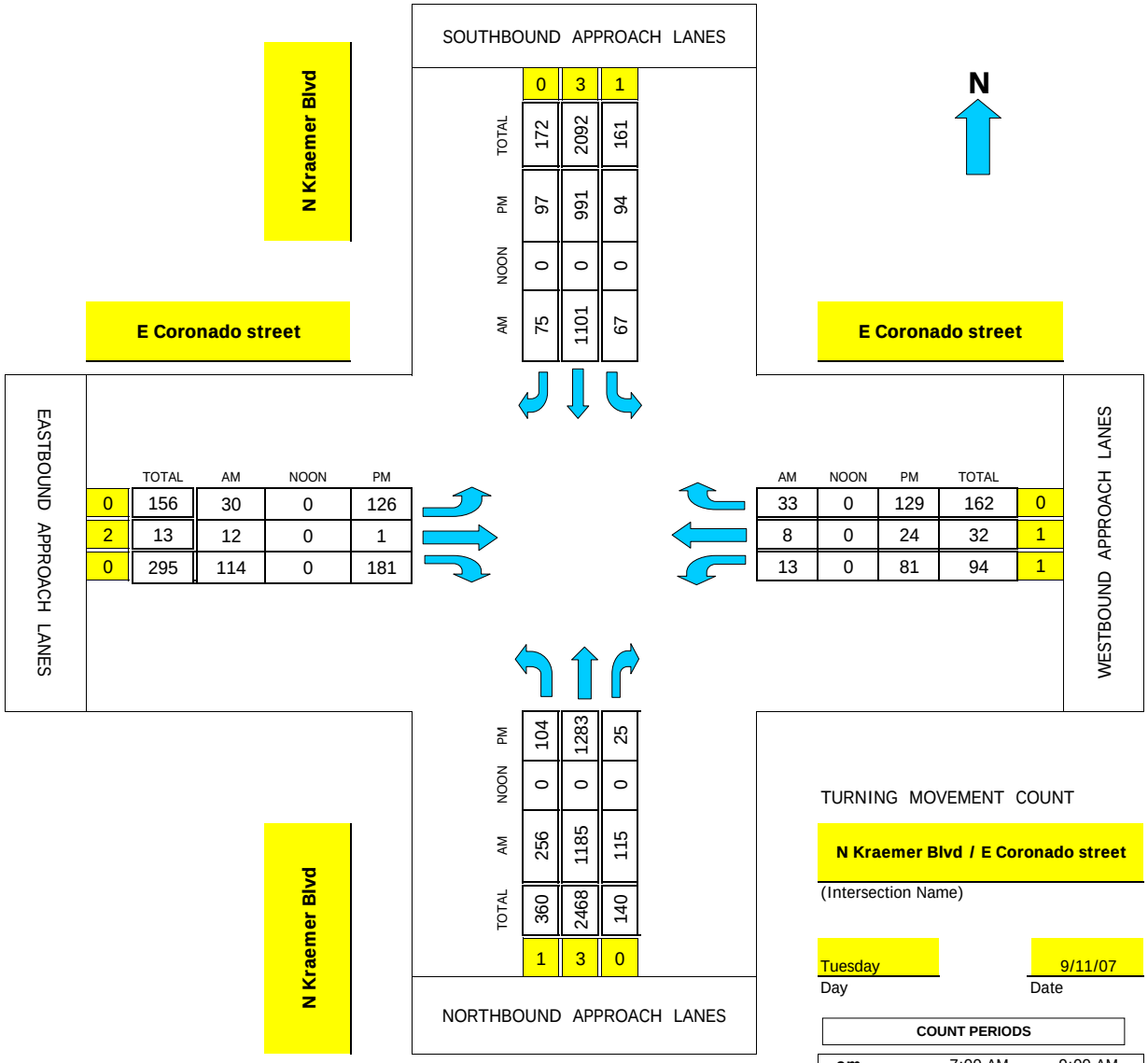
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of N Kraemer Blvd/E Coronado street

Project #: 07-1244-002



	TOTAL	AM	NOON	PM
0	172	75	0	97
3	2092	1101	0	991
1	161	67	0	94

	TOTAL	AM	NOON	PM
0	156	30	0	126
2	13	12	0	1
0	295	114	0	181

	AM	NOON	PM	TOTAL
33	0	129	162	0
8	0	24	32	1
13	0	81	94	1

	TOTAL	AM	NOON	PM
1	360	256	0	104
3	2468	1185	0	1283
0	140	115	0	25

TURNING MOVEMENT COUNT

N Kraemer Blvd / E Coronado street

(Intersection Name)

Tuesday — Day

9/11/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	1:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Coronado street DAY: TUESDAY PROJECT# 07-1244-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	2	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	37	270	17	17	197	17	4	2	20	2	0	3	586
7:15 AM	52	284	25	21	238	23	6	1	25	3	1	7	686
7:30 AM	71	326	31	19	242	18	8	2	30	5	2	6	760
7:45 AM	69	277	29	15	222	15	7	3	37	4	4	5	687
8:00 AM	64	287	28	14	300	23	11	3	22	1	0	10	763
8:15 AM	52	295	27	19	337	19	4	4	25	3	2	12	799
8:30 AM	37	265	28	13	309	18	4	1	25	3	1	3	707
8:45 AM	41	292	15	16	271	14	6	2	18	3	3	9	690
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 423	NT 2296	NR 200	SL 134	ST 2116	SR 147	EL 50	ET 18	ER 202	WL 24	WT 13	WR 55	TOTAL 5678

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	256	1185	115	67	1101	75	30	12	114	13	8	33	3009
PEAK HR. FACTOR:		0.909			0.829			0.830			0.794		0.941

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Coronado street DAY: TUESDAY PROJECT# 07-1244-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	2	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	22	253	7	14	174	11	28	0	37	32	3	28	609
4:15 PM	32	279	13	17	196	24	26	0	42	46	5	34	714
4:30 PM	47	307	2	20	233	28	29	0	40	19	12	40	777
4:45 PM	35	323	8	24	250	20	43	1	36	12	4	26	782
5:00 PM	14	332	12	27	259	27	25	0	41	26	6	29	798
5:15 PM	8	321	3	23	249	22	29	0	64	24	2	34	779
5:30 PM	7	302	6	22	216	24	28	0	50	22	6	41	724
5:45 PM	8	246	2	20	201	26	29	1	36	12	3	46	630
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 173	NT 2363	NR 53	SL 167	ST 1778	SR 182	EL 237	ET 2	ER 346	WL 193	WT 41	WR 278	TOTAL 5813

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	104	1283	25	94	991	97	126	1	181	81	24	129	3136
PEAK HR. FACTOR:		0.964			0.944			0.828			0.824		0.982

CONTROL: Signalized

Intersection Turning Movement

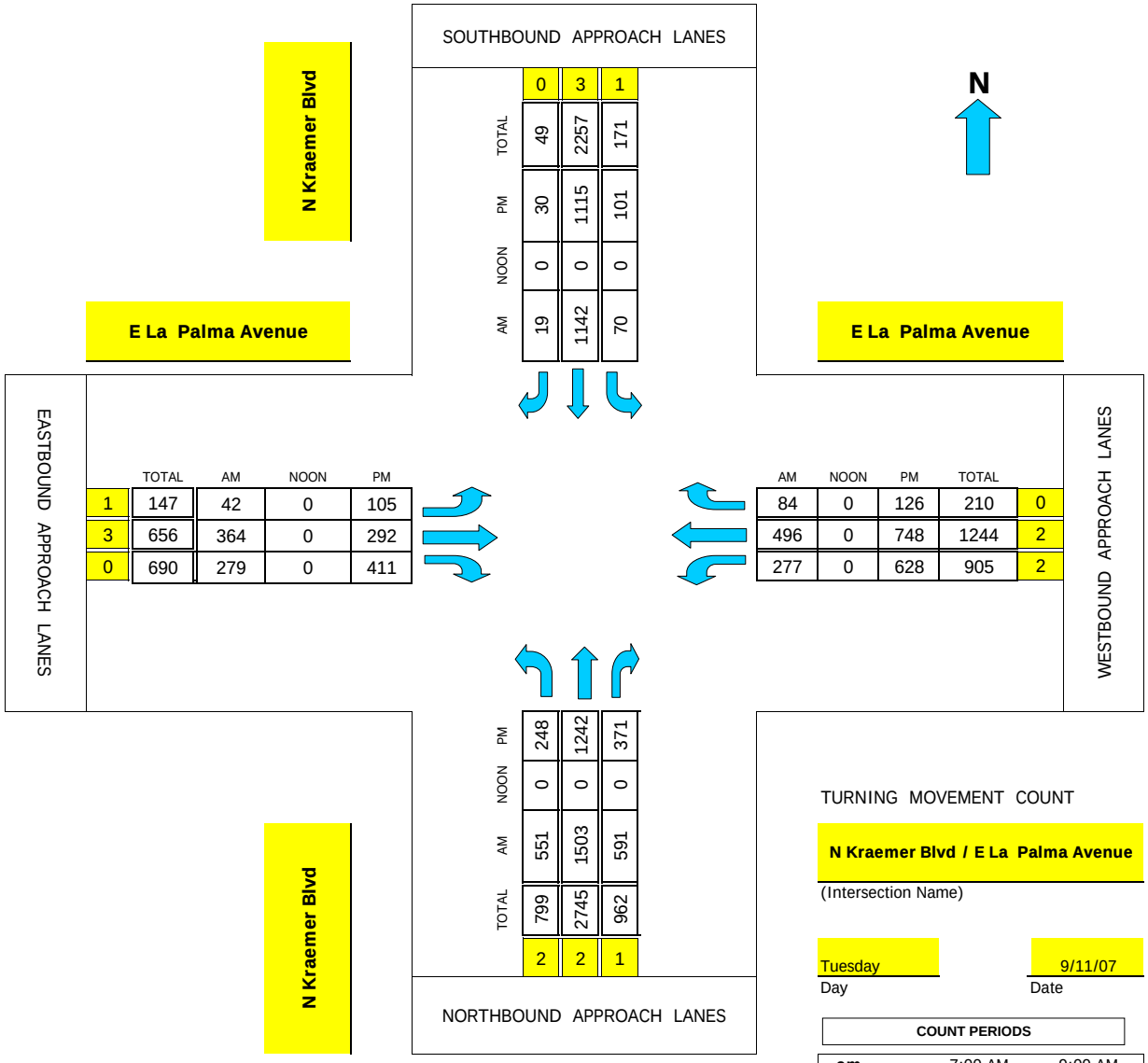
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of N Kraemer Blvd/E La Palma Avenue

Project #: 07-1244-003



	TOTAL	AM	NOON	PM
0	49	19	0	30
3	2257	1142	0	1115
1	171	70	0	101

	TOTAL	AM	NOON	PM
1	147	42	0	105
3	656	364	0	292
0	690	279	0	411

	AM	NOON	PM	TOTAL
0	84	0	126	210
2	496	0	748	1244
2	277	0	628	905

	TOTAL	AM	NOON	PM
2	799	551	0	248
2	2745	1503	0	1242
1	962	591	0	371

TURNING MOVEMENT COUNT

N Kraemer Blvd / E La Palma Avenue

(Intersection Name)

Tuesday — Day

9/11/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	1:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E La Palma Avenue DAY: TUESDAY PROJECT# 07-1244-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	3	0	1	3	0	2	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	100	211	123	14	257	6	9	69	66	63	97	17	1032
7:15 AM	102	344	124	14	264	5	8	72	90	68	101	21	1213
7:30 AM	139	311	146	18	281	4	7	92	89	87	107	22	1303
7:45 AM	136	304	147	18	260	6	8	84	66	70	122	24	1245
8:00 AM	151	394	141	18	289	5	6	77	76	69	101	25	1352
8:15 AM	118	377	135	20	287	4	9	92	64	69	137	19	1331
8:30 AM	136	372	153	14	306	3	11	121	66	65	149	21	1417
8:45 AM	146	360	162	18	260	7	16	74	73	74	109	19	1318
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1028	NT 2673	NR 1131	SL 134	ST 2204	SR 40	EL 74	ET 681	ER 590	WL 565	WT 923	WR 168	TOTAL 10211

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	551	1503	591	70	1142	19	42	364	279	277	496	84	5418
PEAK HR. FACTOR:		0.964			0.953			0.865			0.912		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E La Palma Avenue DAY: TUESDAY PROJECT# 07-1244-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	3	0	1	3	0	2	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	36	212	48	24	286	4	18	51	53	128	138	22	1020
4:15 PM	44	227	68	32	304	6	22	66	67	144	150	30	1160
4:30 PM	57	224	78	27	294	7	27	73	84	142	187	26	1226
4:45 PM	55	317	84	36	287	9	36	81	99	158	193	38	1393
5:00 PM	62	304	94	28	234	8	24	92	126	160	224	44	1400
5:15 PM	74	397	115	10	300	6	18	46	102	168	144	18	1398
5:30 PM	84	266	85	17	216	12	32	52	93	153	163	28	1201
5:45 PM	62	242	83	14	187	3	18	49	87	148	152	14	1059
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 474	NT 2189	NR 655	SL 188	ST 2108	SR 55	EL 195	ET 510	ER 711	WL 1201	WT 1351	WR 220	TOTAL 9857

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	248	1242	371	101	1115	30	105	292	411	628	748	126	5417
PEAK HR. FACTOR:		0.794			0.938			0.835			0.877		0.967

CONTROL: Signalized

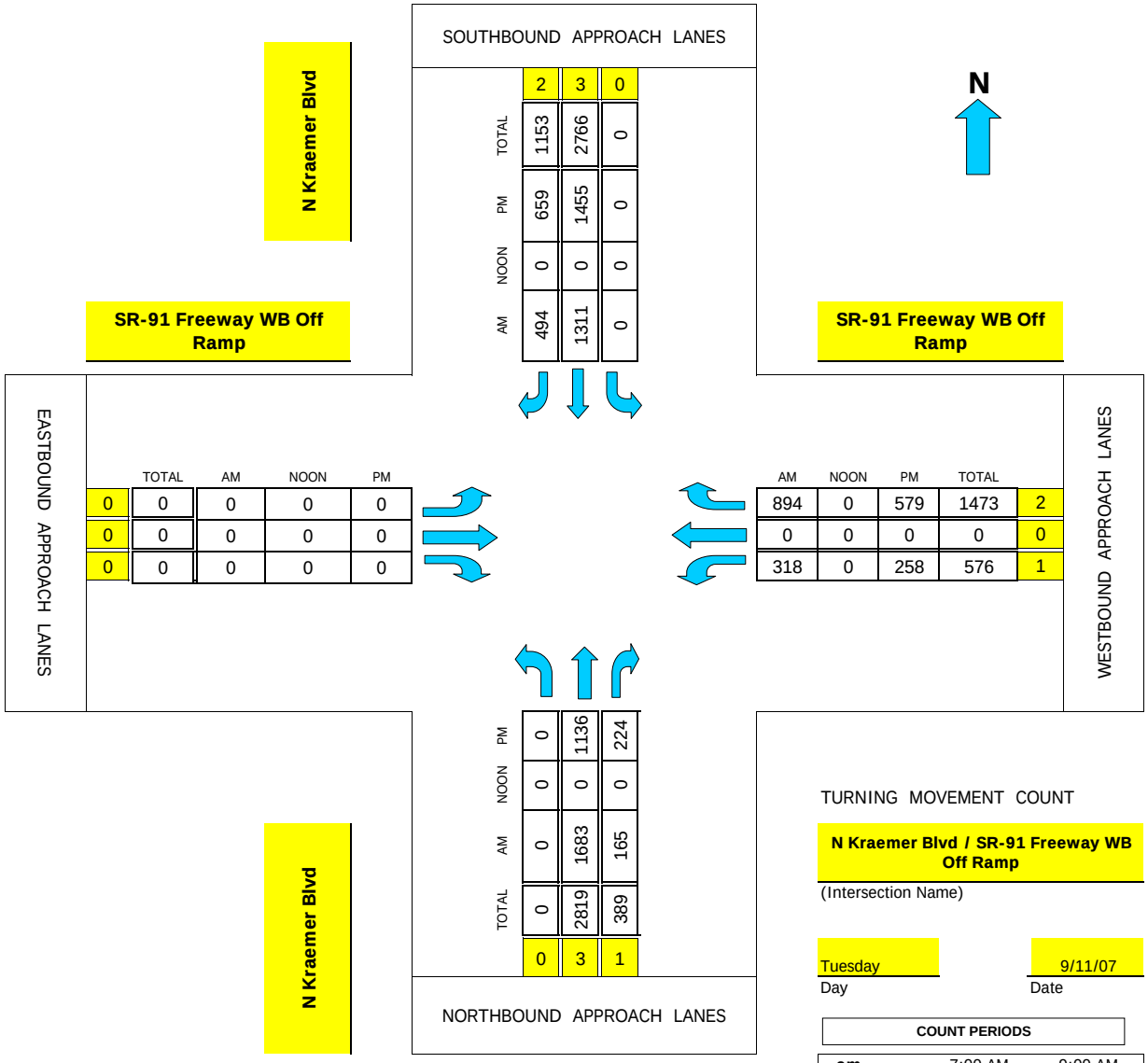
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of N Kraemer Blvd/SR-91 Freeway WB Off Ramp

Project #: 07-1244-004



	AM	NOON	PM	TOTAL
2	494	0	659	1153
3	1311	0	1455	2766
0	0	0	0	0

	TOTAL	AM	NOON	PM
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	NOON	PM	TOTAL	
894	0	579	1473	2
0	0	0	0	0
318	0	258	576	1

	TOTAL	AM	NOON	PM
0	0	0	0	0
3	2819	1683	0	1136
1	389	165	0	224

TURNING MOVEMENT COUNT

N Kraemer Blvd / SR-91 Freeway WB Off Ramp

(Intersection Name)

Tuesday — Day

9/11/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	1:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: SR-91 Freeway WB Off Ramp DAY: TUESDAY PROJECT# 07-1244-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	0	3	2	0	0	0	1	0	2	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		255	41		262	115				93		224	990
7:15 AM		383	63		259	100				60		241	1106
7:30 AM		405	52		299	118				67		251	1192
7:45 AM		412	42		331	107				64		212	1168
8:00 AM		441	37		339	137				111		202	1267
8:15 AM		425	34		342	132				76		229	1238
8:30 AM		404	33		321	121				78		212	1169
8:45 AM		379	29		288	103				76		191	1066
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 3104	NR 331	SL 0	ST 2441	SR 933	EL 0	ET 0	ER 0	WL 625	WT 0	WR 1762	TOTAL 9196

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	1683	165	0	1311	494	0	0	0	318	0	894	4865
PEAK HR. FACTOR:		0.967			0.948			0.000			0.953		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: SR-91 Freeway WB Off Ramp DAY: TUESDAY PROJECT# 07-1244-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	0	3	2	0	0	0	1	0	2	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		240	60		326	158				59		140	983
4:15 PM		261	65		343	163				62		149	1043
4:30 PM		265	69		322	206				49		122	1033
4:45 PM		280	61		322	151				61		164	1039
5:00 PM		275	54		385	160				59		128	1061
5:15 PM		304	51		413	190				70		135	1163
5:30 PM		277	58		335	158				68		152	1048
5:45 PM		277	47		284	125				46		142	921
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	2179	465	0	2730	1311	0	0	0	474	0	1132	8291

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	1136	224	0	1455	659	0	0	0	258	0	579	4311
PEAK HR. FACTOR:		0.958			0.876			0.000			0.930		0.927

CONTROL: Signalized

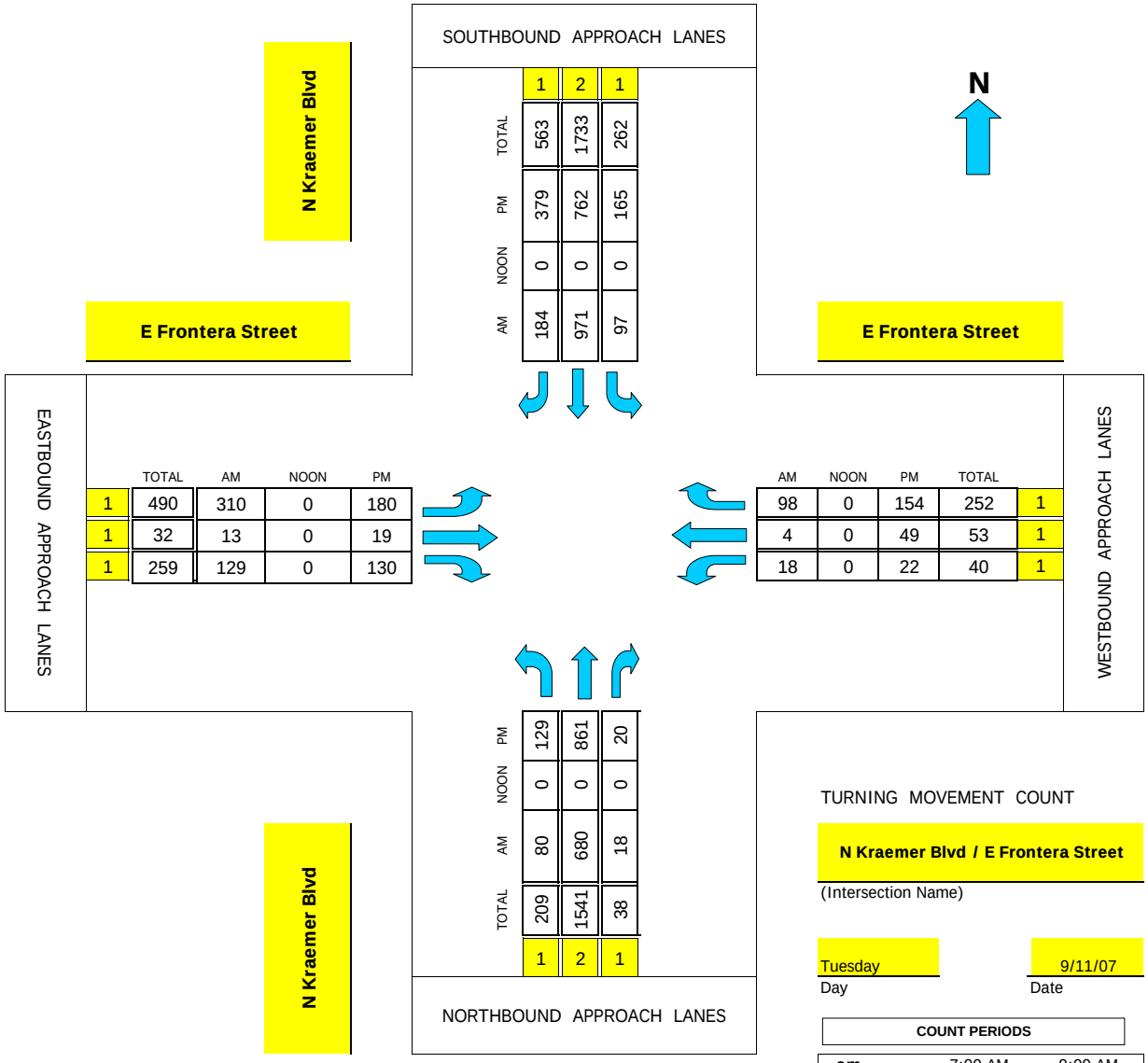
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of N Kraemer Blvd/E Frontera Street

Project #: 07-1244-005



	1	2	1
TOTAL	563	1733	262
PM	379	762	165
NOON	0	0	0
AM	184	971	97

	TOTAL	AM	NOON	PM
1	490	310	0	180
1	32	13	0	19
1	259	129	0	130

AM	NOON	PM	TOTAL	
98	0	154	252	1
4	0	49	53	1
18	0	22	40	1

	1	2	1
PM	129	861	20
NOON	0	0	0
AM	80	680	18
TOTAL	209	1541	38

TURNING MOVEMENT COUNT

N Kraemer Blvd / E Frontera Street

(Intersection Name)

Tuesday — Day

9/11/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	1:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Frontera Street DAY: TUESDAY PROJECT# 07-1244-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	135	6	27	203	30	72	5	26	3	6	19	550
7:15 AM	21	163	3	14	261	24	82	7	28	2	2	17	624
7:30 AM	18	174	1	20	218	36	97	3	35	1	1	23	627
7:45 AM	25	172	4	27	245	31	89	3	40	3	1	18	658
8:00 AM	19	183	8	22	253	59	60	6	31	7	1	22	671
8:15 AM	18	151	5	28	255	58	64	1	23	7	1	35	646
8:30 AM	18	132	11	34	219	27	44	2	18	9	3	24	541
8:45 AM	17	140	2	39	203	34	50	5	14	4	3	19	530
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 154	NT 1250	NR 40	SL 211	ST 1857	SR 299	EL 558	ET 32	ER 215	WL 36	WT 18	WR 177	TOTAL 4847

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	80	680	18	97	971	184	310	13	129	18	4	98	2602
PEAK HR. FACTOR:		0.926			0.918			0.837			0.698		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: N Kraemer Blvd DATE: 9/11/2007 LOCATION: City of Anaheim

E-W STREET: E Frontera Street DAY: TUESDAY PROJECT# 07-1244-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	35	169	1	36	162	80	39	3	26	3	9	35	598
4:15 PM	21	185	10	54	192	72	45	7	10	4	9	35	644
4:30 PM	31	202	5	46	190	73	41	7	20	6	12	50	683
4:45 PM	25	198	7	42	194	81	46	2	32	7	13	49	696
5:00 PM	38	215	6	45	184	87	46	6	29	6	16	40	718
5:15 PM	29	233	2	35	194	119	52	1	32	5	16	35	753
5:30 PM	37	215	5	43	190	92	36	10	37	4	4	30	703
5:45 PM	39	183	2	37	178	83	38	3	29	5	6	26	629
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 255	NT 1600	NR 38	SL 338	ST 1484	SR 687	EL 343	ET 39	ER 215	WL 40	WT 85	WR 300	TOTAL 5424

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	129	861	20	165	762	379	180	19	130	22	49	154	2870
PEAK HR. FACTOR:		0.956			0.938			0.968			0.815		0.953

CONTROL: Signalized

PEAK HOUR INTERSECTION CAPACITY WORKSHEET – EXISTING CONDITIONS

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Scenario Report

Scenario:	XAM
Command:	XAM
Volume:	XAM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	XAM

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	235	1061	95	187	1195	134	54	247	76	93	408	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1061	95	187	1195	134	54	247	76	93	408	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	276	1245	112	219	1403	157	63	290	89	109	479	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1245	112	219	1403	157	63	290	89	109	479	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	1245	112	219	1403	157	63	290	89	109	479	80
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.70	0.30	1.00	1.53	0.47	1.00	1.71	0.29
Final Sat.:	1700	4681	419	1700	4586	514	1700	2600	800	1700	2914	486
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.13	0.31	0.31	0.04	0.11	0.11	0.06	0.16	0.16
Crit Moves:	****				****		****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	256	1185	115	67	1101	75	30	12	114	13	8	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1185	115	67	1101	75	30	12	114	13	8	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	272	1259	122	71	1170	80	32	13	121	14	9	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1259	122	71	1170	80	32	13	121	14	9	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	272	1259	122	71	1170	80	32	13	121	14	9	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.81	0.19	0.71	0.29	1.00	1.00	0.20	0.80
Final Sat.:	1700	4649	451	1700	4775	325	1214	486	1700	1700	332	1368
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.04	0.25	0.25	0.02	0.03	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	551	1503	591	70	1142	19	42	364	279	277	496	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	551	1503	591	70	1142	19	42	364	279	277	496	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	576	1572	618	73	1195	20	44	381	292	290	519	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1572	618	73	1195	20	44	381	292	290	519	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	576	1572	618	73	1195	20	44	381	292	290	519	88
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	3400	1700	1700	5017	83	1700	5100	1700	3400	2908	492
Capacity Analysis Module:												
Vol/Sat:	0.17	0.46	0.36	0.04	0.24	0.24	0.03	0.07	0.17	0.09	0.18	0.18
Crit Moves:		****		****			****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1683	0	0	1311	0	0	0	0	318	0	894
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1683	0	0	1311	0	0	0	0	318	0	894
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1753	0	0	1366	0	0	0	0	331	0	931
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1753	0	0	1366	0	0	0	0	331	0	931
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1753	0	0	1366	0	0	0	0	331	0	931
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.19	0.00	0.27
Crit Moves:		****		****								****

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	80	680	18	97	971	184	310	13	129	18	4	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	18	97	971	184	310	13	129	18	4	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	83	702	19	100	1002	190	320	13	133	19	4	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	702	19	100	1002	190	320	13	133	19	4	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	702	19	100	1002	190	320	13	133	19	4	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	156	1544	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.01	0.06	0.29	0.11	0.19	0.09	0.09	0.01	0.00	0.06
Crit Moves:	****				****		****					****

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ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Scenario Report

Scenario:	XPM
Command:	XPM
Volume:	XPM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	XPM

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	121	1443	47	82	856	81	99	350	98	125	606	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1443	47	82	856	81	99	350	98	125	606	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	1486	48	84	882	83	102	360	101	129	624	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1486	48	84	882	83	102	360	101	129	624	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	1486	48	84	882	83	102	360	101	129	624	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.74	0.26	1.00	1.56	0.44	1.00	1.76	0.24
Final Sat.:	1700	4939	161	1700	4659	441	1700	2656	744	1700	2990	410
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.05	0.19	0.19	0.06	0.14	0.14	0.08	0.21	0.21
Crit Moves:		****		****			****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	1283	25	94	991	97	126	1	181	81	24	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1283	25	94	991	97	126	1	181	81	24	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	106	1307	25	96	1009	99	128	1	184	82	24	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1307	25	96	1009	99	128	1	184	82	24	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1307	25	96	1009	99	128	1	184	82	24	131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.73	0.27	0.99	0.01	1.00	1.00	0.16	0.84
Final Sat.:	1700	5003	97	1700	4645	455	1687	13	1700	1700	267	1433
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.06	0.22	0.22	0.08	0.08	0.11	0.05	0.09	0.09
Crit Moves:		****		****			****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	248	1242	371	101	1115	30	105	292	411	628	748	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	1242	371	101	1115	30	105	292	411	628	748	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	256	1284	384	104	1153	31	109	302	425	649	774	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1284	384	104	1153	31	109	302	425	649	774	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	1284	384	104	1153	31	109	302	425	649	774	130
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	3400	1700	1700	4966	134	1700	5100	1700	3400	2910	490
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.23	0.06	0.23	0.23	0.06	0.06	0.25	0.19	0.27	0.27
Crit Moves:		****		****					****	****		

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1136	0	0	1455	0	0	0	0	258	0	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1136	0	0	1455	0	0	0	0	258	0	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1225	0	0	1570	0	0	0	0	278	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1225	0	0	1570	0	0	0	0	278	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1225	0	0	1570	0	0	0	0	278	0	625
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Moves:	****				****							****

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
EXISTING PM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	129	861	20	165	762	379	180	19	130	22	49	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	861	20	165	762	379	180	19	130	22	49	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	903	21	173	800	398	189	20	136	23	51	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	903	21	173	800	398	189	20	136	23	51	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	903	21	173	800	398	189	20	136	23	51	162
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	217	1483	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.01	0.10	0.24	0.23	0.11	0.09	0.09	0.01	0.03	0.10
Crit Moves:		****		****			****					****

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PEAK HOUR INTERSECTION CAPACITY WORKSHEET – YEAR 2009 NO PROJECT CONDITIONS

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
2009 NO PROJECT - AM PEAK HOUR ANALYSIS

Scenario Report

Scenario:	2009AM_NP
Command:	2009AM_NP
Volume:	XAM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	2009AM_NP

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
2009 NO PROJECT - AM PEAK HOUR ANALYSIS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
2009 NO PROJECT - AM PEAK HOUR ANALYSIS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	235	1061	95	187	1195	134	54	247	76	93	408	68
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	240	1082	97	191	1219	137	55	252	78	95	416	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1082	97	191	1219	137	55	252	78	95	416	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	281	1270	114	224	1431	160	65	296	91	111	488	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1270	114	224	1431	160	65	296	91	111	488	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	1270	114	224	1431	160	65	296	91	111	488	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.70	0.30	1.00	1.53	0.47	1.00	1.71	0.29
Final Sat.:	1700	4681	419	1700	4586	514	1700	2600	800	1700	2914	486
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.13	0.31	0.31	0.04	0.11	0.11	0.07	0.17	0.17
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	256	1185	115	67	1101	75	30	12	114	13	8	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	261	1209	117	68	1123	77	31	12	116	13	8	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	1209	117	68	1123	77	31	12	116	13	8	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	277	1284	125	73	1193	81	33	13	124	14	9	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1284	125	73	1193	81	33	13	124	14	9	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	1284	125	73	1193	81	33	13	124	14	9	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.81	0.19	0.71	0.29	1.00	1.00	0.20	0.80
Final Sat.:	1700	4649	451	1700	4775	325	1214	486	1700	1700	332	1368
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.04	0.25	0.25	0.02	0.03	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	551	1503	591	70	1142	19	42	364	279	277	496	84
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	562	1533	603	71	1165	19	43	371	285	283	506	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	1533	603	71	1165	19	43	371	285	283	506	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	588	1604	631	75	1218	20	45	388	298	296	529	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1604	631	75	1218	20	45	388	298	296	529	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	588	1604	631	75	1218	20	45	388	298	296	529	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	5100	1700	3400	5017	83	1700	5100	1700	3400	2908	492
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.37	0.02	0.24	0.24	0.03	0.08	0.18	0.09	0.18	0.18
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1683	0	0	1311	0	0	0	0	318	0	894
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1717	0	0	1337	0	0	0	0	324	0	912
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1717	0	0	1337	0	0	0	0	324	0	912
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1788	0	0	1393	0	0	0	0	338	0	950
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1788	0	0	1393	0	0	0	0	338	0	950
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1788	0	0	1393	0	0	0	0	338	0	950
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	80	680	18	97	971	184	310	13	129	18	4	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	694	18	99	990	188	316	13	132	18	4	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	694	18	99	990	188	316	13	132	18	4	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	84	716	19	102	1022	194	326	14	136	19	4	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	716	19	102	1022	194	326	14	136	19	4	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	716	19	102	1022	194	326	14	136	19	4	103
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	156	1544	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.01	0.06	0.30	0.11	0.19	0.09	0.09	0.01	0.00	0.06
Crit Moves:	****				****		****					****

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Scenario Report

Scenario:	2009PM_NP
Command:	2009PM_NP
Volume:	XPM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	2009PM_NP

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	121	1443	47	82	856	81	99	350	98	125	606	83
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	123	1472	48	84	873	83	101	357	100	128	618	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1472	48	84	873	83	101	357	100	128	618	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	127	1516	49	86	899	85	104	368	103	131	637	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1516	49	86	899	85	104	368	103	131	637	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1516	49	86	899	85	104	368	103	131	637	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.74	0.26	1.00	1.56	0.44	1.00	1.76	0.24
Final Sat.:	1700	4939	161	1700	4659	441	1700	2656	744	1700	2990	410
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.05	0.19	0.19	0.06	0.14	0.14	0.08	0.21	0.21
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	1283	25	94	991	97	126	1	181	81	24	129
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	1309	25	96	1011	99	129	1	185	83	24	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1309	25	96	1011	99	129	1	185	83	24	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	108	1333	26	98	1029	101	131	1	188	84	25	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1333	26	98	1029	101	131	1	188	84	25	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	1333	26	98	1029	101	131	1	188	84	25	134
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.73	0.27	0.99	0.01	1.00	1.00	0.16	0.84
Final Sat.:	1700	5003	97	1700	4645	455	1687	13	1700	1700	267	1433
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.22	0.22	0.08	0.08	0.11	0.05	0.09	0.09
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	248	1242	371	101	1115	30	105	292	411	628	748	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	253	1267	378	103	1137	31	107	298	419	641	763	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	1267	378	103	1137	31	107	298	419	641	763	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	262	1310	391	107	1176	32	111	308	434	662	789	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1310	391	107	1176	32	111	308	434	662	789	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	1310	391	107	1176	32	111	308	434	662	789	133
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	5100	1700	3400	4966	134	1700	5100	1700	3400	2910	490
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.23	0.03	0.24	0.24	0.07	0.06	0.26	0.19	0.27	0.27
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1136	0	0	1455	0	0	0	0	258	0	579
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1159	0	0	1484	0	0	0	0	263	0	591
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1159	0	0	1484	0	0	0	0	263	0	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1250	0	0	1601	0	0	0	0	284	0	637
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	0	0	1601	0	0	0	0	284	0	637
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1250	0	0	1601	0	0	0	0	284	0	637
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	129	861	20	165	762	379	180	19	130	22	49	154
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	132	878	20	168	777	387	184	19	133	22	50	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	878	20	168	777	387	184	19	133	22	50	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	922	21	177	816	406	193	20	139	24	52	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	922	21	177	816	406	193	20	139	24	52	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	922	21	177	816	406	193	20	139	24	52	165
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	217	1483	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.01	0.10	0.24	0.24	0.11	0.09	0.09	0.01	0.03	0.10
Crit Moves:		****		****			****					****

PEAK HOUR INTERSECTION CAPACITY WORKSHEET – YEAR 2009 PROJECT CONSTRUCTION CONDITIONS

ANAHEIM SCPPA AFC
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Scenario Report

Scenario:	2009AM_WP
Command:	2009AM_WP
Volume:	XAM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	2009AM_WP

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Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	ANAHEIM SCPP	1.00	Light Trucks	5.00	5.00	5	5	10	4.2
	Zone 1 Subtotal					5	5	10	4.2
2	ANAHEIM SCPP	1.00	Heavy Trucks	5.00	0.00	5	0	5	2.1
	Zone 2 Subtotal					5	0	5	2.1
4	ANAHEIM SCPP	1.00	Peak Workers	225.00	0.00	225	0	225	93.8
	Zone 4 Subtotal					225	0	225	93.8
TOTAL						235	5	240	100.0

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 1 KRAEMER BLVD / MIRALOMA AVE	C xxxxx	0.733	C xxxxx	0.740	+ 0.007 V/C
# 2 KRAEMER BLVD / CORONADO ST	A xxxxx	0.544	A xxxxx	0.545	+ 0.001 V/C
# 3 KRAEMER BLVD / LA PALMA AVE	B xxxxx	0.674	B xxxxx	0.675	+ 0.001 V/C
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	B xxxxx	0.680	C xxxxx	0.740	+ 0.060 V/C
# 5 GLASSELL ST / FRONTERA ST	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	235	1061	95	187	1195	134	54	247	76	93	408	68
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	240	1082	97	191	1219	137	55	252	78	95	416	69
Added Vol:	10	0	225	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1082	322	191	1219	137	55	252	83	95	416	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	293	1270	378	224	1431	160	65	296	97	111	488	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1270	378	224	1431	160	65	296	97	111	488	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	293	1270	378	224	1431	160	65	296	97	111	488	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.31	0.69	1.00	2.70	0.30	1.00	1.51	0.49	1.00	1.71	0.29
Final Sat.:	1700	3931	1169	1700	4586	514	1700	2561	839	1700	2914	486
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.13	0.31	0.31	0.04	0.12	0.12	0.07	0.17	0.17
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	256	1185	115	67	1101	75	30	12	114	13	8	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	261	1209	117	68	1123	77	31	12	116	13	8	34
Added Vol:	0	235	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	1444	117	68	1128	77	31	12	116	13	8	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	277	1534	125	73	1199	81	33	13	124	14	9	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1534	125	73	1199	81	33	13	124	14	9	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	1534	125	73	1199	81	33	13	124	14	9	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	2.81	0.19	0.71	0.29	1.00	1.00	0.20	0.80
Final Sat.:	1700	4717	383	1700	4776	324	1214	486	1700	1700	332	1368
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.33	0.04	0.25	0.25	0.02	0.03	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	551	1503	591	70	1142	19	42	364	279	277	496	84
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	562	1533	603	71	1165	19	43	371	285	283	506	86
Added Vol:	0	235	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	1768	603	71	1170	19	43	371	285	283	506	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	588	1849	631	75	1224	20	45	388	298	296	529	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1849	631	75	1224	20	45	388	298	296	529	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	588	1849	631	75	1224	20	45	388	298	296	529	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	5100	1700	3400	5017	83	1700	5100	1700	3400	2908	492
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.37	0.02	0.24	0.24	0.03	0.08	0.18	0.09	0.18	0.18
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Street Name:	KRAEMER BOULEVARD									91 WB OFF-RAMP		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0	1683	0	0	1311	0	0	0	0	318	0	894
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1717	0	0	1337	0	0	0	0	324	0	912
Added Vol:	0	118	0	0	3	0	0	0	0	0	0	118
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1835	0	0	1340	0	0	0	0	324	0	1030
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1911	0	0	1396	0	0	0	0	338	0	1073
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1911	0	0	1396	0	0	0	0	338	0	1073
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1911	0	0	1396	0	0	0	0	338	0	1073
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.32
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Street Name:	GLASSELL STREET									FRONTERA STREET		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	80	680	18	97	971	184	310	13	129	18	4	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	694	18	99	990	188	316	13	132	18	4	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	694	18	99	990	188	316	13	132	18	4	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	84	716	19	102	1022	194	326	14	136	19	4	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	716	19	102	1022	194	326	14	136	19	4	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	716	19	102	1022	194	326	14	136	19	4	103
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	156	1544	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.01	0.06	0.30	0.11	0.19	0.09	0.09	0.01	0.00	0.06
Crit Moves:	****				****		****					****

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Scenario Report

Scenario:	2009PM_WP
Command:	2009PM_WP
Volume:	XPM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	2009PM_WP

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Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	ANAHEIM SCPP	1.00	Light Trucks	0.00	5.00	0	5	5	2.1
	Zone 1 Subtotal					0	5	5	2.1
2	ANAHEIM SCPP	1.00	Heavy Trucks	0.00	5.00	0	5	5	2.1
	Zone 2 Subtotal					0	5	5	2.1
4	ANAHEIM SCPP	1.00	Peak Workers	0.00	225.00	0	225	225	95.7
	Zone 4 Subtotal					0	225	225	95.7
TOTAL						0	235	235	100.0

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 1 KRAEMER BLVD / MIRALOMA AVE	B xxxxx	0.682	C xxxxx	0.763	+ 0.081 V/C
# 2 KRAEMER BLVD / CORONADO ST	A xxxxx	0.544	A xxxxx	0.553	+ 0.008 V/C
# 3 KRAEMER BLVD / LA PALMA AVE	C xxxxx	0.737	C xxxxx	0.784	+ 0.048 V/C
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	A xxxxx	0.551	A xxxxx	0.576	+ 0.025 V/C
# 5 GLASSELL ST / FRONTERA ST	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	121	1443	47	82	856	81	99	350	98	125	606	83
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	123	1472	48	84	873	83	101	357	100	128	618	85
Added Vol:	0	0	0	0	0	0	0	0	10	225	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1472	48	84	873	83	101	357	110	353	618	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	127	1516	49	86	899	85	104	368	113	363	637	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1516	49	86	899	85	104	368	113	363	637	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1516	49	86	899	85	104	368	113	363	637	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.74	0.26	1.00	1.53	0.47	1.00	1.76	0.24
Final Sat.:	1700	4939	161	1700	4659	441	1700	2599	801	1700	2990	410
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.05	0.19	0.19	0.06	0.14	0.14	0.21	0.21	0.21
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	1283	25	94	991	97	126	1	181	81	24	129
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	1309	25	96	1011	99	129	1	185	83	24	132
Added Vol:	0	0	0	0	235	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1309	25	96	1246	99	129	1	185	83	24	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	108	1333	26	98	1269	101	131	1	188	84	25	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1333	26	98	1269	101	131	1	188	84	25	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	1333	26	98	1269	101	131	1	188	84	25	134
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.78	0.22	0.99	0.01	1.00	1.00	0.16	0.84
Final Sat.:	1700	5003	97	1700	4725	375	1687	13	1700	1700	267	1433
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.27	0.27	0.08	0.08	0.11	0.05	0.09	0.09
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	248	1242	371	101	1115	30	105	292	411	628	748	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	253	1267	378	103	1137	31	107	298	419	641	763	129
Added Vol:	0	0	0	0	235	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	1267	378	103	1372	31	107	298	419	641	763	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	262	1310	391	107	1419	32	111	308	434	662	789	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1310	391	107	1419	32	111	308	434	662	789	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	1310	391	107	1419	32	111	308	434	662	789	133
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	3.00	1.00	2.00	1.71	0.29
Final Sat.:	3400	5100	1700	3400	4989	111	1700	5100	1700	3400	2910	490
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.23	0.03	0.28	0.28	0.07	0.06	0.26	0.19	0.27	0.27
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	KRAEMER BOULEVARD									91 WB OFF-RAMP		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 0	0 0	1	0 0	0 2
Volume Module:												
Base Vol:	0	1136	0	0	1455	0	0	0	0	258	0	579
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1159	0	0	1484	0	0	0	0	263	0	591
Added Vol:	0	0	0	0	118	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1159	0	0	1602	0	0	0	0	263	0	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1250	0	0	1728	0	0	0	0	284	0	637
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	0	0	1728	0	0	0	0	284	0	637
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1250	0	0	1728	0	0	0	0	284	0	637
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Street Name:	GLASSELL STREET									FRONTERA STREET		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	129	861	20	165	762	379	180	19	130	22	49	154
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	132	878	20	168	777	387	184	19	133	22	50	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	878	20	168	777	387	184	19	133	22	50	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	922	21	177	816	406	193	20	139	24	52	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	922	21	177	816	406	193	20	139	24	52	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	922	21	177	816	406	193	20	139	24	52	165
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	217	1483	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.01	0.10	0.24	0.24	0.11	0.09	0.09	0.01	0.03	0.10
Crit Moves:		****		****			****					****

PEAK HOUR INTERSECTION CAPACITY WORKSHEET – YEAR 2010 NO PROJECT CONDITIONS

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Scenario Report

Scenario:	FAM_RELATED_2010
Command:	FAM_RELATED_2010
Volume:	FAM_RELATED_2010
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak Hour
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	FAM_RELATED_2010

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	242	1112	98	193	1270	138	56	254	78	96	420	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	1112	98	193	1270	138	56	254	78	96	420	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	284	1305	115	227	1491	162	66	298	92	113	493	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1305	115	227	1491	162	66	298	92	113	493	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	284	1305	115	227	1491	162	66	298	92	113	493	82
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.71	0.29	1.00	1.53	0.47	1.00	1.71	0.29
Final Sat.:	1700	4687	413	1700	4600	500	1700	2601	799	1700	2914	486
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.13	0.32	0.32	0.04	0.11	0.11	0.07	0.17	0.17
Crit Moves:	****				****		****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	264	1240	118	69	1173	77	31	12	117	13	8	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1240	118	69	1173	77	31	12	117	13	8	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	281	1318	125	73	1247	82	33	13	124	14	9	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1318	125	73	1247	82	33	13	124	14	9	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	1318	125	73	1247	82	33	13	124	14	9	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.82	0.18	0.72	0.28	1.00	1.00	0.19	0.81
Final Sat.:	1700	4657	443	1700	4786	314	1226	474	1700	1700	324	1376
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.04	0.26	0.26	0.02	0.03	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	568	1549	683	113	1177	20	43	407	287	310	529	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	1549	683	113	1177	20	43	407	287	310	529	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	594	1620	714	118	1231	21	45	426	300	324	553	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1620	714	118	1231	21	45	426	300	324	553	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	594	1620	714	118	1231	21	45	426	300	324	553	111
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00	2.00	1.67	0.33
Final Sat.:	3400	5100	1700	3400	5015	85	1700	5100	1700	3400	2832	568
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.42	0.03	0.25	0.25	0.03	0.08	0.18	0.10	0.20	0.20
Crit Moves:			****	****			****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1792	0	0	1367	0	0	0	0	328	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1792	0	0	1367	0	0	0	0	328	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1867	0	0	1424	0	0	0	0	342	0	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1867	0	0	1424	0	0	0	0	342	0	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1867	0	0	1424	0	0	0	0	342	0	976
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.00	0.29
Crit Moves:		****		****								****

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	82	719	19	100	1013	190	321	13	133	19	4	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	719	19	100	1013	190	321	13	133	19	4	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	742	20	103	1045	196	331	13	137	20	4	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	742	20	103	1045	196	331	13	137	20	4	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	742	20	103	1045	196	331	13	137	20	4	106
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	151	1549	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.01	0.06	0.31	0.12	0.19	0.09	0.09	0.01	0.00	0.06
Crit Moves:	****				****		****					****

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ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Scenario Report

Scenario:	FPM_RELATED_2010
Command:	FPM_RELATED_2010
Volume:	FPM_RELATED_2010
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak Hour
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	FPM_RELATED_2010

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	125	1518	48	84	907	83	102	361	101	129	624	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1518	48	84	907	83	102	361	101	129	624	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	129	1563	49	87	934	85	105	372	104	133	643	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1563	49	87	934	85	105	372	104	133	643	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	1563	49	87	934	85	105	372	104	133	643	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.75	0.25	1.00	1.56	0.44	1.00	1.76	0.24
Final Sat.:	1700	4944	156	1700	4672	428	1700	2657	743	1700	2988	412
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.05	0.20	0.20	0.06	0.14	0.14	0.08	0.22	0.22
Crit Moves:		****			****			****			****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	107	1353	26	97	1046	100	130	1	186	83	25	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1353	26	97	1046	100	130	1	186	83	25	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	109	1378	26	99	1065	102	132	1	189	85	25	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1378	26	99	1065	102	132	1	189	85	25	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	1378	26	99	1065	102	132	1	189	85	25	135
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.74	0.26	0.99	0.01	1.00	1.00	0.16	0.84
Final Sat.:	1700	5004	96	1700	4655	445	1687	13	1700	1700	269	1431
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.23	0.23	0.08	0.08	0.11	0.05	0.09	0.09
Crit Moves:		****			****			****			****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	256	1280	409	130	1149	31	108	322	423	754	814	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1280	409	130	1149	31	108	322	423	754	814	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	265	1324	423	134	1188	32	112	333	437	780	842	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1324	423	134	1188	32	112	333	437	780	842	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	265	1324	423	134	1188	32	112	333	437	780	842	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	3.00	1.00	2.00	1.67	0.33
Final Sat.:	3400	5100	1700	3400	4966	134	1700	5100	1700	3400	2833	567
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.25	0.04	0.24	0.24	0.07	0.07	0.26	0.23	0.30	0.30
Crit Moves:	****				****				****	****		

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						91 WB OFF-RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1194	0	0	1546	0	0	0	0	266	0	599
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1194	0	0	1546	0	0	0	0	266	0	599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1288	0	0	1668	0	0	0	0	287	0	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1288	0	0	1668	0	0	0	0	287	0	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1288	0	0	1668	0	0	0	0	287	0	646
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ RELATED PM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name:	GLASSELL STREET						FRONTERA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	133	900	21	172	809	392	186	20	134	23	50	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	900	21	172	809	392	186	20	134	23	50	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	140	944	22	180	849	411	195	21	141	24	52	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	944	22	180	849	411	195	21	141	24	52	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	944	22	180	849	411	195	21	141	24	52	168
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	221	1479	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.01	0.11	0.25	0.24	0.11	0.10	0.10	0.01	0.03	0.10
Crit Moves:		****		****			****					****

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PEAK HOUR INTERSECTION CAPACITY WORKSHEET – YEAR 2010 PROJECT OPERATIONS CONDITIONS

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Scenario Report

Scenario:	FAM_2010
Command:	FAM_2010
Volume:	FAM_RELATED_2010
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	FAM_2010

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	ANAHEIM SCPP	1.00	Operational Wo	9.00	0.00	9	0	9	75.0
3	ANAHEIM SCPP	1.00	Operational Tr	3.00	0.00	3	0	3	25.0
	Zone 3 Subtotal					12	0	12	100.0
TOTAL						12	0	12	100.0

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	Base V/ C	Future Del/ LOS Veh	Future V/ C	Change in
# 1 KRAEMER BLVD / MIRALOMA AVE	C xxxxx	0.749	C xxxxx	0.757	+ 0.008 V/C
# 2 KRAEMER BLVD / CORONADO ST	A xxxxx	0.557	A xxxxx	0.557	+ 0.000 V/C
# 3 KRAEMER BLVD / LA PALMA AVE	C xxxxx	0.727	C xxxxx	0.727	+ 0.000 V/C
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	C xxxxx	0.703	C xxxxx	0.706	+ 0.003 V/C
# 5 GLASSELL ST / FRONTERA ST	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	242	1112	98	193	1270	138	56	254	78	96	420	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	1112	98	193	1270	138	56	254	78	96	420	70
Added Vol:	12	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1112	98	193	1270	138	56	254	78	96	420	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	298	1305	115	227	1491	162	66	298	92	113	493	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1305	115	227	1491	162	66	298	92	113	493	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1305	115	227	1491	162	66	298	92	113	493	82
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.71	0.29	1.00	1.53	0.47	1.00	1.71	0.29
Final Sat.:	1700	4687	413	1700	4600	500	1700	2601	799	1700	2914	486
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.28	0.13	0.32	0.32	0.04	0.11	0.11	0.07	0.17	0.17
Crit Moves:	****				****		****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	264	1240	118	69	1173	77	31	12	117	13	8	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1240	118	69	1173	77	31	12	117	13	8	34
Added Vol:	0	12	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1252	118	69	1173	77	31	12	117	13	8	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	281	1330	125	73	1247	82	33	13	124	14	9	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1330	125	73	1247	82	33	13	124	14	9	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	1330	125	73	1247	82	33	13	124	14	9	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.82	0.18	0.72	0.28	1.00	1.00	0.19	0.81
Final Sat.:	1700	4661	439	1700	4786	314	1226	474	1700	1700	324	1376
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.29	0.04	0.26	0.26	0.02	0.03	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

ANAHEIM SCPPA AFC
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	568	1549	683	113	1177	20	43	407	287	310	529	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	1549	683	113	1177	20	43	407	287	310	529	106
Added Vol:	0	12	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	1561	683	113	1177	20	43	407	287	310	529	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	594	1633	714	118	1231	21	45	426	300	324	553	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1633	714	118	1231	21	45	426	300	324	553	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	594	1633	714	118	1231	21	45	426	300	324	553	111
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00	2.00	1.67	0.33
Final Sat.:	3400	5100	1700	3400	5015	85	1700	5100	1700	3400	2832	568
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.42	0.03	0.25	0.25	0.03	0.08	0.18	0.10	0.20	0.20
Crit Moves:			****	****			****				****	

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Street Name:	KRAEMER BOULEVARD									91 WB OFF-RAMP		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	0	0	0	3	0	0	0
Volume Module:												
Base Vol:	0	1792	0	0	1367	0	0	0	0	328	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1792	0	0	1367	0	0	0	0	328	0	937
Added Vol:	0	6	0	0	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1798	0	0	1367	0	0	0	0	328	0	943
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1873	0	0	1424	0	0	0	0	342	0	982
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1873	0	0	1424	0	0	0	0	342	0	982
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1873	0	0	1424	0	0	0	0	342	0	982
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.00	0.29
Crit Moves:		****		****								****

ANAHEIM SCPPA AFC
CITY OF ANAHEIM, CA
FUTURE W/ PROJECT AND RELATED AM PEAK HOUR ANALYSIS (2010)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	GLASSELL STREET									FRONTERA STREET		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	82	719	19	100	1013	190	321	13	133	19	4	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	719	19	100	1013	190	321	13	133	19	4	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	719	19	100	1013	190	321	13	133	19	4	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	742	20	103	1045	196	331	13	137	20	4	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	742	20	103	1045	196	331	13	137	20	4	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	742	20	103	1045	196	331	13	137	20	4	106
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	151	1549	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.01	0.06	0.31	0.12	0.19	0.09	0.09	0.01	0.00	0.06
Crit Moves:	****				****		****					****

ANAHEIM SCPPA AFC
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FUTURE W/ PROJECT AND RELATED PM PEAK HOUR ANALYSIS (2010)

Scenario Report

Scenario:	FPM_2010
Command:	FPM_2010
Volume:	FPM_RELATED_2010
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	BALANCED
Paths:	Default Paths
Routes:	Default Routes
Configuration:	FPM_2010

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Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	ANAHEIM SCPP	1.00	Operational Wo	0.00	9.00	0	9	9	75.0
3	ANAHEIM SCPP	1.00	Operational Tr	0.00	3.00	0	3	3	25.0
	Zone 3 Subtotal					0	12	12	100.0
TOTAL						0	12	12	100.0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 KRAEMER BLVD / MIRALOMA AVE	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000
# 2 KRAEMER BLVD / CORONADO ST	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000
# 3 KRAEMER BLVD / LA PALMA AVE	C	xxxxx	0.776	C	xxxxx	0.778	+ 0.002
# 4 KRAEMER BLVD / 91 WB OFF- RAMP	A	xxxxx	0.567	A	xxxxx	0.568	+ 0.001
# 5 GLASSELL ST / FRONTERA ST	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 KRAEMER BLVD / MIRALOMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	KRAEMER BOULEVARD						MIRALOMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	125	1518	48	84	907	83	102	361	101	129	624	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1518	48	84	907	83	102	361	101	129	624	86
Added Vol:	0	0	0	0	0	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1518	48	84	907	83	102	361	113	129	624	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	129	1563	49	87	934	85	105	372	116	133	643	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1563	49	87	934	85	105	372	116	133	643	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	1563	49	87	934	85	105	372	116	133	643	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.75	0.25	1.00	1.52	0.48	1.00	1.76	0.24
Final Sat.:	1700	4944	156	1700	4672	428	1700	2589	811	1700	2988	412
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.05	0.20	0.20	0.06	0.14	0.14	0.08	0.22	0.22
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 KRAEMER BLVD / CORONADO ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	KRAEMER BOULEVARD						CORONADO STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	107	1353	26	97	1046	100	130	1	186	83	25	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1353	26	97	1046	100	130	1	186	83	25	133
Added Vol:	0	0	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1353	26	97	1058	100	130	1	186	83	25	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	109	1378	26	99	1077	102	132	1	189	85	25	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1378	26	99	1077	102	132	1	189	85	25	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	1378	26	99	1077	102	132	1	189	85	25	135
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.74	0.26	0.99	0.01	1.00	1.00	0.16	0.84
Final Sat.:	1700	5004	96	1700	4660	440	1687	13	1700	1700	269	1431
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.23	0.23	0.08	0.08	0.11	0.05	0.09	0.09
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 KRAEMER BLVD / LA PALMA AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Street Name:	KRAEMER BOULEVARD						LA PALMA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	256	1280	409	130	1149	31	108	322	423	754	814	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1280	409	130	1149	31	108	322	423	754	814	163
Added Vol:	0	0	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1280	409	130	1161	31	108	322	423	754	814	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	265	1324	423	134	1201	32	112	333	437	780	842	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1324	423	134	1201	32	112	333	437	780	842	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	265	1324	423	134	1201	32	112	333	437	780	842	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	3.00	1.00	2.00	1.67	0.33
Final Sat.:	3400	5100	1700	3400	4967	133	1700	5100	1700	3400	2833	567
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.25	0.04	0.24	0.24	0.07	0.07	0.26	0.23	0.30	0.30
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 KRAEMER BLVD / 91 WB OFF- RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	KRAEMER BOULEVARD									91 WB OFF-RAMP		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	0	0	0	3	0	0	0
Volume Module:												
Base Vol:	0	1194	0	0	1546	0	0	0	0	266	0	599
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1194	0	0	1546	0	0	0	0	266	0	599
Added Vol:	0	0	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1194	0	0	1552	0	0	0	0	266	0	599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1288	0	0	1674	0	0	0	0	287	0	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1288	0	0	1674	0	0	0	0	287	0	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1288	0	0	1674	0	0	0	0	287	0	646
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5100	0	0	5100	0	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 GLASSELL ST / FRONTERA ST

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name:	GLASSELL STREET									FRONTERA STREET		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	133	900	21	172	809	392	186	20	134	23	50	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	900	21	172	809	392	186	20	134	23	50	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	900	21	172	809	392	186	20	134	23	50	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	140	944	22	180	849	411	195	21	141	24	52	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	944	22	180	849	411	195	21	141	24	52	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	944	22	180	849	411	195	21	141	24	52	168
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	221	1479	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.01	0.11	0.25	0.24	0.11	0.10	0.10	0.01	0.03	0.10
Crit Moves:		****		****			****					****