

*Appendices*

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*Appendix J: Traffic Study*



# *Appendices*

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**TRAFFIC STUDY FOR  
THE PLATINUM TRIANGLE MASTER LAND USE PLAN EIR**

Prepared by:

**Parsons Brinckerhoff Quade & Douglas, Inc.**



Prepared for:

**City of Anaheim**

**April 5, 2005**

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## 1.0 INTRODUCTION

This report presents the traffic impact analysis associated with the following actions (herein after referred to as the “proposed project”) associated with The Platinum Triangle Master Land Use Plan:

- Implementation of the adopted Platinum Triangle Master Land Use Plan, the Platinum Triangle Mixed Use (PTMU) Overlay Zone, The Platinum Triangle Standardized Development Agreement and the Updated and Modified Mitigation Monitoring Program No. 106 for The Platinum Triangle. Implementation is intended to include, but not be limited to, the approval of subdivision maps, grading permits, street improvement plans, final site plans, development agreements and other related actions for properties located within The Platinum Triangle.
- General Plan Amendment No. 2004-00420 – A request to amend the City of Anaheim General Plan Land Use Element to redesignate a 3.21-acre property located at 2400 E. Orangewood Avenue (“Fire Training Site”) from the Office-High to the Mixed-Use land use designation. The General Plan is also proposed to be amended to provide for an additional 325 dwelling units and up to 210,100 square feet of additional commercial square footage in The Platinum Triangle Mixed-Use land use designation.
- Zoning Reclassification No. 2004-00134 – A request to reclassify the Fire Training Site from the PR (Public Recreational) Zone to the PR (PTMU) (Public Recreation - Platinum Triangle Mixed Use Overlay) Zone.
- Zoning Code Amendment No. 2004-00036 and an amendment to The Platinum Triangle Master Land Use Plan (Miscellaneous Case No. 2004-00089) – A request to amend the PTMU Overlay Zone and the Master Land Use Plan to adjust the boundaries of the mixed-use districts to include the Fire Training Site in the PTMU Overlay Zone Gateway District and add 325 units to said district (321 of said units would be designated for the Fire Training Site). The amendment to the Overlay Zone and the Master Land Use Plan would also include modifying the PTMU Overlay Zone commercial density to add 210,100 square feet of additional commercial square footage. Of this square footage, 190,100 square feet would be designated for future required ground floor commercial uses on Market Street and Gene Autry Way in the Katella and Gene Autry Districts and 20,000 square feet for other commercial uses in the Katella District. In conjunction with these amendments, additional technical refinements and clarifications are also proposed to the Master Land Use Plan and Overlay Zone, including, but not limited to refinements to street cross-sections and density descriptions to reflect the above-noted changes and other City Code requirements.

In this traffic study, four different scenarios were analyzed. They are as follows:

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1. Existing Conditions
  2. Buildout of the adopted Platinum Triangle Master Land Use Plan (“Adopted MLUP”) with Existing Lane Geometrics
  3. Buildout of The Platinum Triangle Master Land Use Plan in accordance with the proposed project (“Proposed MLUP”) with Existing Lane Geometrics
  4. Buildout of The Platinum Triangle Master Land Use Plan in accordance with the proposed project (“Proposed MLUP”) with Planned Circulation Improvements

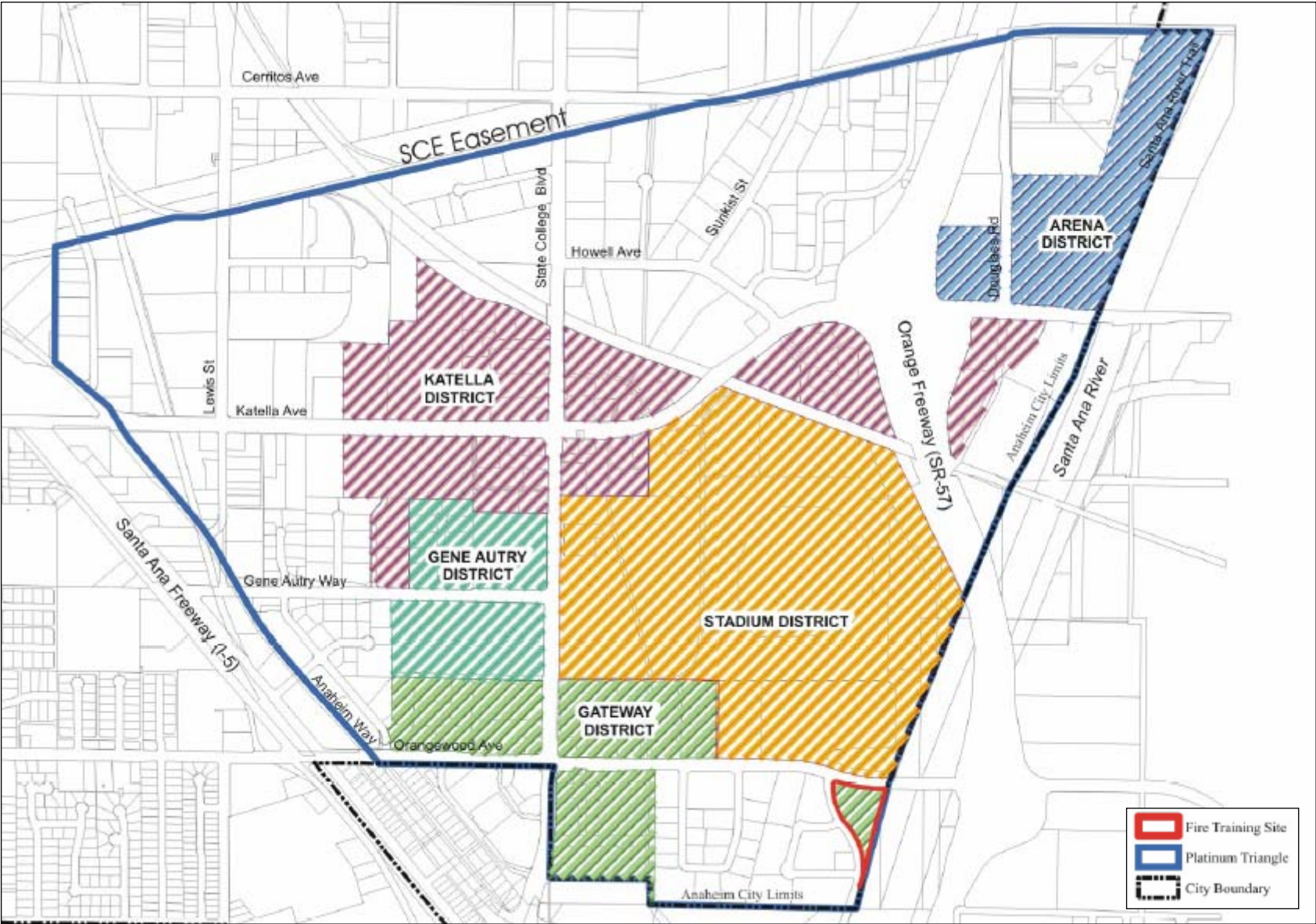
The Adopted MLUP represents build out of The Platinum Triangle in accordance with the land use intensities indicated in the General Plan. Proposed MLUP represents build out of The Platinum Triangle in accordance with the proposed project. Existing Lane Geometrics represents those street improvements currently in place as of March 2005. Planned Circulation Improvements represents those street improvements as indicated by the General Plan, The Platinum Triangle Master Land Use Plan and associated documents.

## **2.0 METHODOLOGY**

The methodology adopted for this study involved the application of the Anaheim Traffic Analysis Model (ATAM) to forecast AM and PM peak hour traffic at the intersections in The Platinum Triangle with full build out of The Platinum Triangle MLUP. ATAM is the traffic forecasting modeling tool for the City of Anaheim, and has been found consistent with the Orange County Transportation Analysis Model (OCTAM) developed by the Orange County Transportation Authority.

For modeling purposes, the General Plan land use assumptions in The Platinum Triangle were reviewed and updated to be consistent with site plan proposals currently under review by the City and expectations about the geographic distribution of development within each district. City staff provided direction on the appropriate allocation of future development in each of the model’s traffic analysis zones (TAZ). The Adopted MLUP scenario reflects the General Plan level of development including this reallocation of land use among TAZs in each district. Figure 2.1 presents The Platinum Triangle Districts identifying the boundaries of Adopted MLUP.

Figure 2.1: The Platinum Triangle Districts



Source: City of Anaheim

City staff also provided land use allocation by TAZ for the proposed additional residential and commercial development. For each future land use scenario, mixed use trip reduction was calculated for each district in The Platinum Triangle using the Institute of Transportation Engineers methodology. The amount of residential, commercial, and office development in each district determined the percentage reduction of trips. Because the Fire Training Site is spatially separate from the rest of the Gateway District, the mixed use trip reduction was calculated separately for that site.

Table 2.1 presents the percent internal capture computed for Adopted MLUP and Proposed MLUP by each district.

**Table 2.1: Mixed-Use Trip Reduction Plan by District**

Platinum Triangle Districts	Percent Internal Capture for Adopted MLUP	Percent Internal Capture for Proposed MLUP
Katella District	15.2 %	16.5%
Gene Autry District	9.0%	17.9%
Gateway District	5.9%	5.5%
Stadium District	13.9%	13.9%
Arena District	19.9%	19.9%
Fire Training Site	NA	4.5%

NA – Not Applicable

The future traffic forecasts were used to estimate future levels of service (LOS) during morning and afternoon peak hours at 29 study intersections in the area – 24 intersections in Anaheim and five in the City of Orange (identified by the City of Orange for inclusion in this traffic analysis pursuant to a letter submitted to City of Anaheim dated February 8, 2005). The Proposed MLUP LOS results were compared with the LOS results from the Adopted MLUP to identify significant adverse impacts of the Proposed MLUP and to identify future lane requirements at the study intersections in the City of Anaheim to achieve a peak hour LOS “D” at intersections, in accordance with the City’s adopted LOS standard.

The threshold of significance for traffic impacts is a peak hour LOS worse than “D” with an increase in the Intersection Capacity Utilization ratio of at least 0.02. When the Proposed MLUP condition is compared with the Adopted MLUP, mitigation will be required for any intersection which increases the peak hour ICU by at least 0.02 and is projected to operate at LOS E or F.

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### 3.0 EXISTING CONDITIONS

For traffic modeling purposes, development is quantified by land use category in traffic analysis zones (TAZ) throughout the City. Figure 3.1 shows the TAZ numbers and boundaries for The Platinum Triangle. Table 3.1 quantifies the existing land use in The Platinum Triangle by TAZ. In addition to Angel Stadium of Anaheim and Arrowhead Pond of Anaheim, existing land use is largely industrial in nature, with no residential development. There are currently zero dwelling units in the area, approximately 3,827 thousand square feet (TSF) of industrial development, 203 TSF of commercial development, and 1,558 TSF of office space.

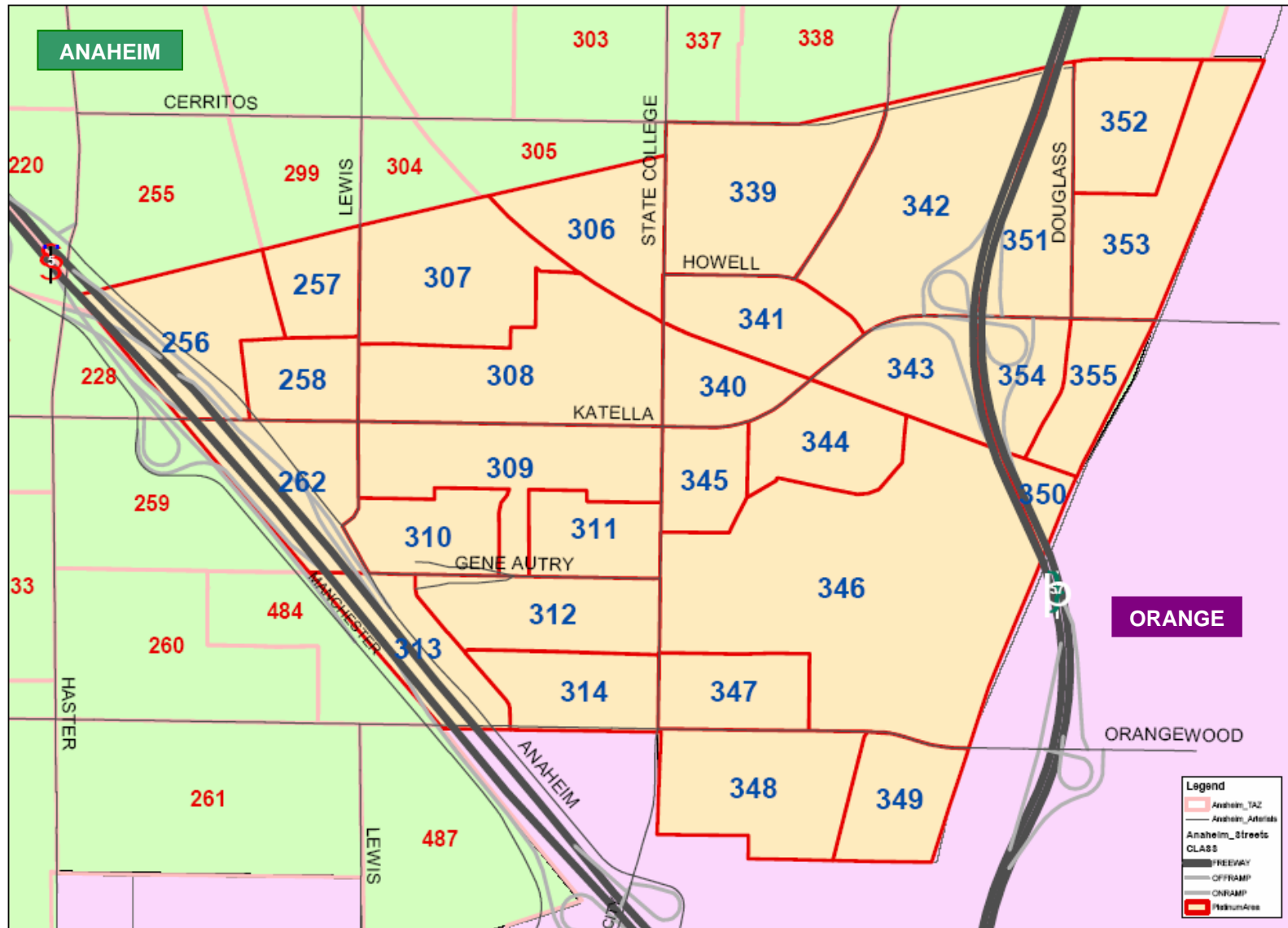
The existing mid-block number of lanes on the streets in The Platinum Triangle is shown in Figure 3.2, and the existing intersection lane geometry is summarized in Table 3.2.

Existing daily trip generation in the project area is summarized in Table 3.3. Currently, development in the project area generates a total of approximately 95,000 daily trips.

Existing average daily traffic volumes on the streets in The Platinum Triangle are shown in Figure 3.3. Peak traffic conditions are evaluated based on the peak hour levels of service at the study intersections. Existing LOS at the study intersections is summarized in Table 3.4, and the ICU calculation worksheets are included in Appendix A. Currently, most of the intersections operate at an acceptable LOS in both the peak hours. The only exception is intersection of Santiago Boulevard and Meats Avenue located in the City of Orange, which operates at LOS E in the morning peak hour.



Figure 3.1: Traffic Analysis Zones in The Platinum Triangle



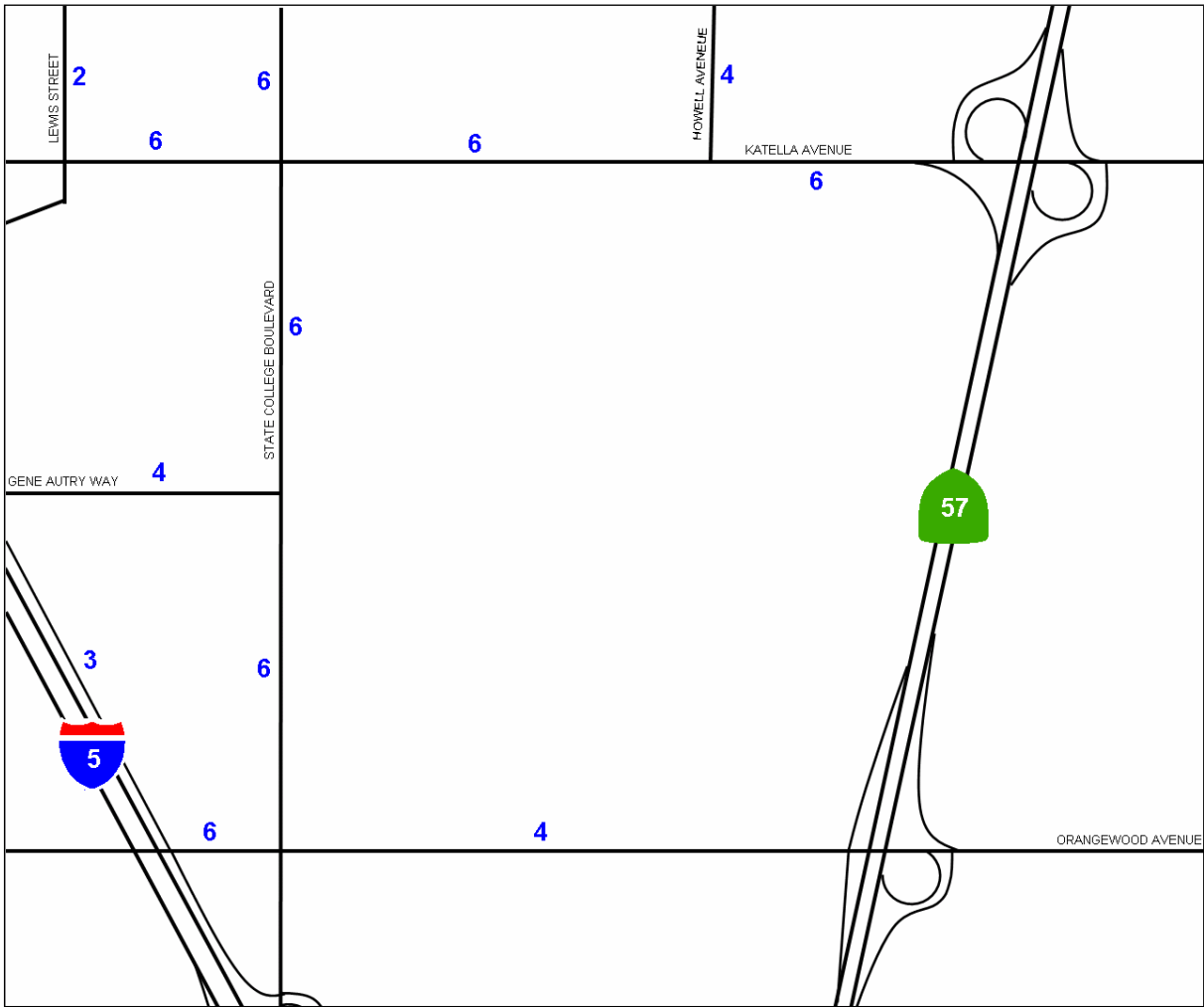
Source: Parsons Brinckerhoff Quade & Douglas, Inc.

**Table 3.1: Existing Land Use**

ATAM TAZs in PLATINUM TRIANGLE	Resid Mixed Use 15+ DU/ac	Community Commercial	Neighborhood Commercial	Regional Commercial	Professional Office	General Industrial	Hotel/Motel	Post Office	Church/Community Center	Arrowhead Pond of Anaheim	Angel Stadium of Anaheim
	Units	DU	TSF	TSF	TSF	TSF	Rooms	TSF	TSF	Acres	Acres
256	0	47	0	0	0	208	0	0	0	0	0
257	0	0	0	0	0	295	0	0	0	0	0
258	0	0	0	0	32	90	0	0	0	0	0
262	0	0	8	0	0	40	0	0	0	0	0
306	0	0	0	0	265	0	0	0	1	0	0
307	0	0	0	0	0	210	0	0	0	0	0
308	0	0	0	0	0	377	0	0	0	0	0
309	0	36	0	0	20	251	240	0	0	0	0
310	0	7	0	0	0	395	133	0	0	0	0
311	0	0	0	0	0	197	0	4	0	0	0
312	0	0	0	0	0	197	0	0	0	0	0
313	0	0	5	0	0	500	0	0	0	0	0
314	0	0	0	0	0	36	0	0	0	0	0
339	0	0	0	0	0	288	0	0	0	0	0
340	0	62	0	0	105	0	140	0	0	0	0
341	0	0	6	0	0	67	0	0	0	0	0
342	0	0	0	0	107	273	0	0	0	0	0
343	0	0	8	0	239	0	0	0	0	0	0
344	0	0	2	0	271	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	39	0	0
346	0	0	0	0	0	0	0	0	0	0	36
347	0	0	0	0	0	87	0	0	0	0	0
348	0	0	1	0	7	224	0	0	0	0	0
349	0	0	0	0	128	0	0	0	0	0	0
350	0	0	0	0	0	0	0	0	0	0	0
351	0	0	0	0	0	0	0	0	0	0	0
352	0	0	0	0	383	0	0	0	0	0	0
353	0	0	0	0	0	0	0	0	0	32	0
354	0	0	0	0	0	37	134	0	0	0	0
355	0	21	0	0	0	56	0	0	0	0	0
<b>Total Land Use</b>	<b>0</b>	<b>173</b>	<b>30</b>	<b>0</b>	<b>1,558</b>	<b>3,827</b>	<b>647</b>	<b>4</b>	<b>39</b>	<b>32</b>	<b>36</b>

Shaded Cells Represent Mixed-Use District TAZs

Figure 3.2: Existing Mid-Block Number of Lanes on Streets in Project Area



\* Map Not to Scale

**Table 3.2: Existing Intersection Lane Geometry**

Intersection ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
121	Anaheim / I-5 NB Ramp	2	3	0	0	3	1	0	0	0	0.5	1	1.5
122	Anaheim / Disney	1	3	0	2	3	0	2	4	0	0	3	0
125	Manchester I-5 SB/ Katella	1	0	2	2	2	1	0	3	1	2	3	0
126	Anaheim Way / Katella	2	2	1	0	0	0	2	3	0	0	3	2
143	Lewis / Katella	1	1	0	1	1	1	1	4	0	1	3	0
144	Manchester / Orangewood	0	0	0	2	3	0	0	3	1	2	3	0
145	Anaheim Way/ Orangewood	1	2	0	0	0	0	2	3	0	0	3	1
160	State College / Katella	2	3	0	2	3	0	2	3	1	2	3	1
161	State College / Sportstown	0	3	0	2	3	0	0	0	0	1	0	1
162	State College / Gene Autry	2	3	0	2	3	0	1	2	0	2	1	0
163	State College / Orangewood	2	4	0	2	4	0	2	3	0	2	3	0
170	Howell / Katella	1	1	1	2	1	0	1	3	0	2	3	0
171	Sportstown / Katella	1	0.5	1.5	1	1	1	1	3	0	1	3	1
172	Rampart / Orangewood	1	1	1	1	1	1	1	2	0	1	2	1
177	SR-57 SB Ramps / Katella	0	0	0	1	0	2	0	3	F	0	3	F
178	SR-57 NB Ramps / Katella	1.5	0	1.5	0	0	0	0	3	F	0	3	F
179	SR-57 SB Ramps / Orangewood	0	0	0	1	0	2	0	2	1	1	2	0
180	SR-57 NB Ramps / Orangewood	1	0	2	0	0	0	0	2	2	0	2	F
183	Douglass / Katella	0.5	1.5	0	1	0.5	1.5	2	3	1	2	4	0
257	Market / Katella	-	-	-	-	-	-	-	4	-	-	4	-
258	Gene Autry / Market	-	-	-	-	-	-	-	2	-	-	2	-
259	State College / Connector	-	3	-	-	3	-	-	-	-	-	-	-
261	Orangewood / Archstone	-	-	-	-	-	-	-	2	-	-	2	-
262	State College / Archstone	-	3	-	-	3	-	-	-	-	-	-	-
301	Main / Katella	2	2	1	1	2	1	1	3	1	1	3	0
302	Eckhoff / Orangewood	1	1	0	1	1	1	1	2	1	1	2	0
303	The City Drive / Chapman	2	4	1	2	3	1	2	3	1	2	3	1
304	Santiago / Meats	1	2	0	1	2	0	1	2	0	1	2	0
305	Chapman / Rampart	-	-	-	1	0	1	1	3	0	0	3	1

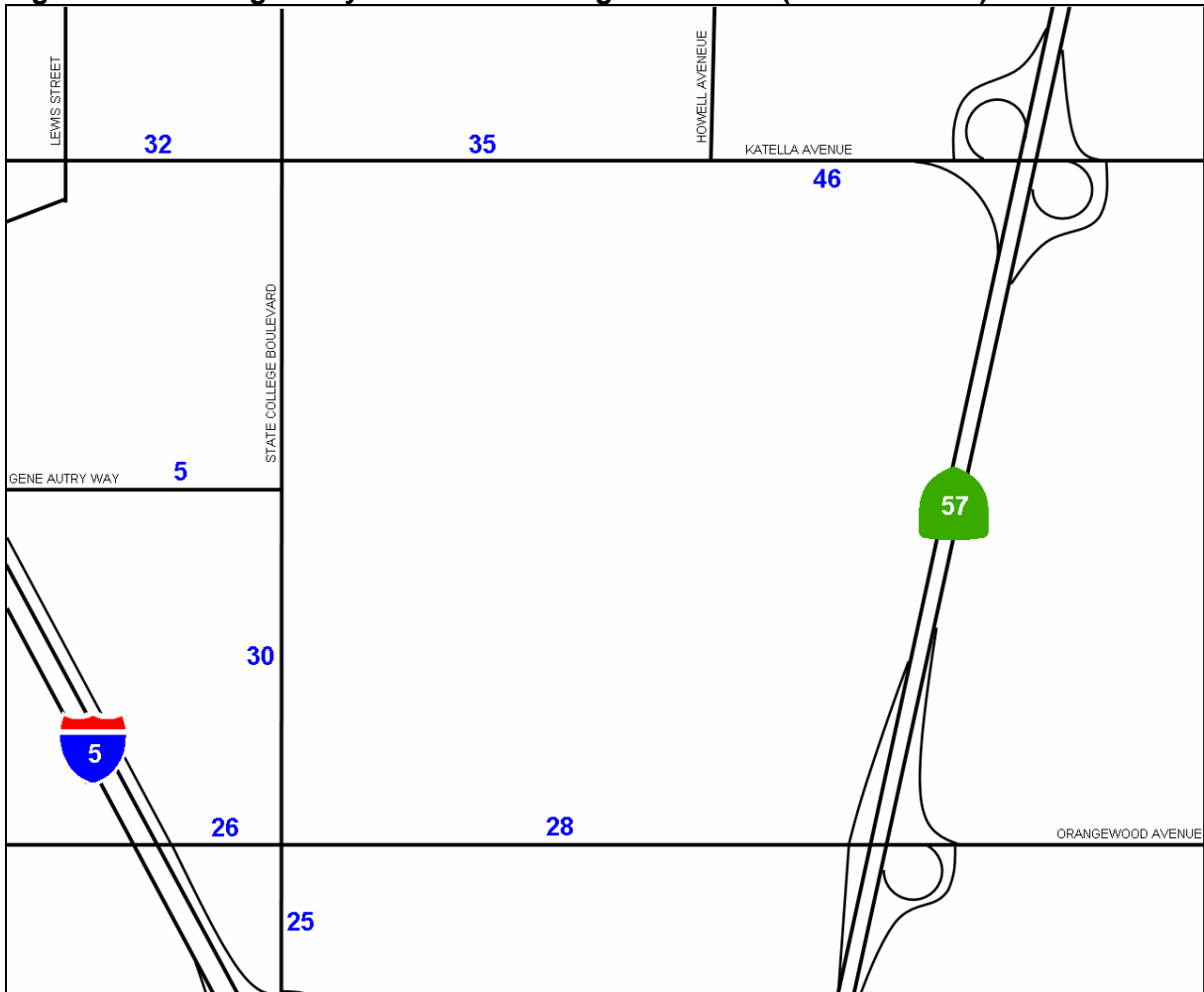
F = Free Turn

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**Table 3.3: Daily Trip Generation for Existing Conditions**

TAZ	Total Trips
256	4,845
257	3,938
258	1,776
262	889
306	2,804
307	5,032
308	6,715
309	6,357
310	2,717
311	2,635
312	6,909
313	481
314	7,276
339	3,842
340	5,441
341	1,144
342	5,563
343	4,646
344	4,937
345	39
346	238
347	1,168
348	3,174
349	2,295
350	0
351	0
352	6,863
353	346
354	1,268
355	1,686
TOTAL	95,025

**Figure 3.3: Average Daily Traffic in Existing Conditions (in Thousands)**



\* Map Not to Scale

**Table 3.4: Existing Level-of-Service at Study Intersections**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
Anaheim / I-5 NB Ramp	0.39	A	0.56	A
Anaheim / Disney	0.38	A	0.39	A
Manchester I-5 SB/ Katella	0.52	A	0.66	B
Anaheim Way / Katella	0.39	A	0.45	A
Lewis / Katella	0.43	A	0.66	B
Manchester / Orangewood	0.49	A	0.33	A
Anaheim Way/ Orangewood	0.28	A	0.42	A
State College / Katella	0.58	A	0.61	B
State College / Sportstown	0.29	A	0.30	A
State College / Gene Autry	0.35	A	0.37	A
State College / Orangewood	0.44	A	0.51	A
Howell / Katella	0.41	A	0.67	B
Sportstown / Katella	0.32	A	0.50	A
Rampart / Orangewood	0.47	A	0.45	A
SR-57 SB Ramps / Katella	0.40	A	0.51	A
SR-57 NB Ramps / Katella	0.43	A	0.58	A
SR-57 SB Ramps / Orangewood	0.61	B	0.71	C
SR-57 NB Ramps / Orangewood	0.50	A	0.48	A
Douglass / Katella	0.41	A	0.57	A
Market / Katella	na	na	na	na
Gene Autry / Market	na	na	na	na
State College / Connector	na	na	na	na
Orangewood / Archstone	na	na	na	na
State College / Archstone	na	na	na	na
Main / Katella	0.52	A	0.64	B
Eckhoff / Orangewood	0.56	A	0.72	C
City Drive / Chapman	0.55	A	0.83	D
Santiago / Meats	0.93	E	0.75	C
Chapman / Rampart	0.38	A	0.58	A

na – Not Applicable

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#### 4.0 ADOPTED MLUP

This scenario represents buildout of the City's General Plan, including planned land uses within The Platinum Triangle. Planned land uses within each TAZ in the area are summarized in Table 4.1. The long-range vision for this area includes a major transition from industrial uses to mixed-use residential, commercial, and office development. The General Plan includes mixed use development in The Platinum Triangle comprising a total of 9,175 dwelling units, 2,044 TSF of commercial development, and 3,265 TSF of office.

For this scenario, the existing lane configurations were used to analyze the impact of adopted General Plan land use traffic; so the assumed lane configurations at each of the study intersections are the same as summarized in Table 3.2.

Projected future daily trip generation in the study area for the Adopted MLUP is summarized in Table 4.2. Adopted MLUP development intensity in the study area is projected to generate a total of approximately 260,000 daily trips, 173.6 percent more than existing development.

Projected daily traffic volumes on the streets in The Platinum Triangle attributable to buildout of the General Plan are shown on Figure 4.1. Future LOS at the study intersections with existing lane configurations is summarized in Table 4.3, and the ICU calculation worksheets are included in Appendix B. With this scenario, nine of the 29 study intersections are projected to operate at an unacceptable level of service in at least one peak hour.



**Table 4.1: Adopted MLUP**

ATAM TAZs in PLATINUM TRIANGLE	Resid Mixed Use 15+ DU/ac	Office Mixed Use	Commercial Mixed Use	Regional Commercial	Professional Office	General Industrial	Tourism/entertainment	Open Space	Arrowhead Pond of Anaheim	Angel Stadium of Anaheim	General Inst
	Units	DU	TSF	TSF	TSF	TSF	TSF	TSF	Acres	Acres	TSF
256	0	0	0	80	0	140	134	0	0	0	5
257	0	0	0	0	0	145	0	1	0	0	0
258	0	0	0	0	62	24	0	1	0	0	48
262	0	0	0	0	66	0	0	1	0	0	0
306	0	0	0	0	0	265	0	1	0	0	0
307	0	0	0	0	309	0	0	1	0	0	0
308	1,750	40	100	0	124	0	0	0	0	0	0
309	1,800	40	131	0	102	0	0	0	0	0	0
310	0	0	0	0	145	0	0	0	0	0	0
311	500	50	25	0	0	0	0	0	0	0	0
312	500	50	25	0	76	0	0	0	0	0	0
313	0	0	0	0	73	0	0	5	0	0	0
314	400	173	16	0	20	0	0	0	0	0	0
339	0	0	0	0	0	437	0	4	0	0	0
340	0	105	198	0	0	0	0	0	0	0	0
341	0	0	0	0	154	0	0	0	0	0	0
342	0	0	0	0	29	0	0	1	0	0	0
343	0	510	40	0	0	0	0	0	0	0	0
344	400	285	233	0	0	0	0	0	0	0	0
345	550	35	46	0	0	0	0	0	0	0	0
346	1,350	1,475	1,067	0	0	0	0	0	0	72	0
347	850	184	18	0	0	0	0	0	0	0	0
348	500	173	16	0	165	0	0	0	0	0	0
349	0	0	0	0	165	0	0	0	0	0	0
350	0	0	0	0	0	0	0	0	0	0	38
351	70	15	16	0	58	0	0	0	0	0	0
352	0	0	0	0	188	0	1	1	0	0	0
353	355	85	84	0	67	0	0	0	32	0	0
354	150	35	21	0	41	0	0	0	0	0	1
355	0	10	8	0	15	0	0	0	0	0	215
<b>Total Land Use</b>	<b>9,175</b>	<b>3,265</b>	<b>2,044</b>	<b>80</b>	<b>1,857</b>	<b>1,011</b>	<b>135</b>	<b>14</b>	<b>32</b>	<b>72</b>	<b>307</b>

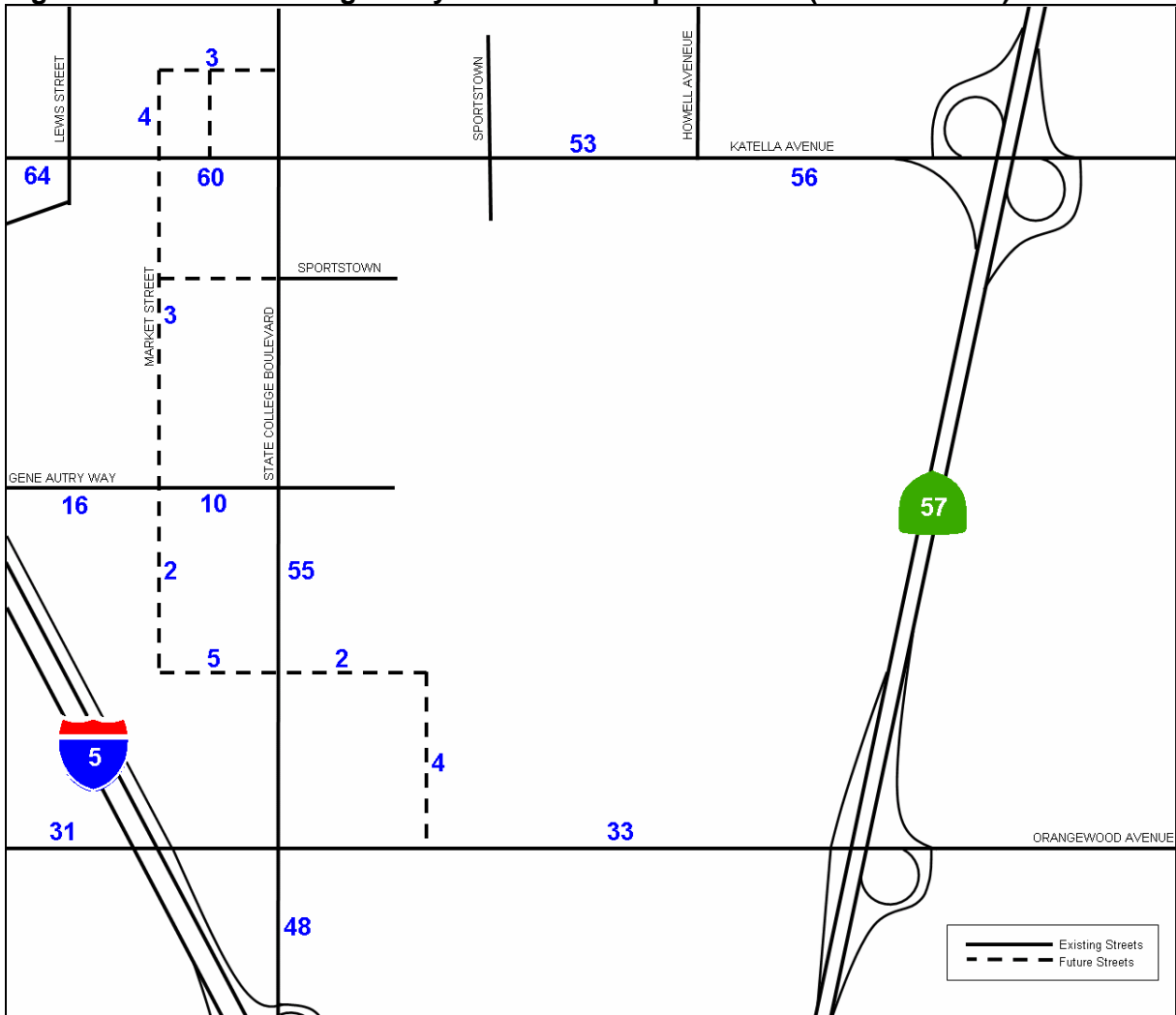
Shaded Cells Represent Mixed-Use District TAZs

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**Table 4.2: Daily Trip Generation for Adopted MLUP**

TAZ	Total Trips
256	8,019
257	1,931
258	2,062
262	1,182
306	3,545
307	5,530
308	15,988
309	19,605
310	2,602
311	4,924
312	6,289
313	1,302
314	6,945
339	5,832
340	14,891
341	2,760
342	513
343	8,318
344	13,587
345	8,029
346	82,243
347	7,556
348	10,062
349	2,955
350	491
351	2,379
352	3,377
353	8,911
354	3,943
355	4,175
TOTAL	259,946

**Figure 4.1: Future Average Daily Traffic for Adopted MLUP (in Thousands)**



\* Map Not to Scale;  
 Future Streets are Conceptual

**Table 4.3: Level-of-Service for Adopted MLUP with Existing Lane Configurations**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
Anaheim / I-5 NB Ramp	0.58	A	0.89	D
Anaheim / Disney	0.36	A	0.48	A
Manchester I-5 SB/ Katella	1.06	F	0.92	E
Anaheim Way / Katella	0.61	B	0.73	C
Lewis / Katella	0.63	B	0.86	D
Manchester / Orangewood	0.66	B	0.40	A
Anaheim Way/ Orangewood	0.45	A	0.57	A
State College / Katella	0.91	E	0.99	E
State College / Sportstown	0.66	B	0.66	B
State College / Gene Autry	0.68	B	0.86	D
State College / Orangewood	0.75	C	0.93	E
Howell / Katella	0.64	B	1.13	F
Sportstown / Katella	0.96	E	1.36	F
Rampart / Orangewood	0.79	C	1.05	F
SR-57 SB Ramps / Katella	0.69	B	0.70	B
SR-57 NB Ramps / Katella	0.52	A	0.62	B
SR-57 SB Ramps / Orangewood	0.70	B	0.78	C
SR-57 NB Ramps / Orangewood	0.53	A	0.52	A
Douglass / Katella	0.84	D	1.33	F
Market / Katella	0.62	B	0.71	C
Gene Autry / Market	0.25	A	0.42	A
State College / Connector	0.46	A	0.47	A
Orangewood / Archstone	0.39	A	0.56	A
State College / Archstone	0.54	A	0.51	A
Main / Katella	0.56	A	0.76	C
Eckhoff / Orangewood	0.59	A	0.82	D
City Drive / Chapman	0.62	B	0.73	C
Santiago / Meats	0.88	D	0.99	E
Chapman / Rampart	0.82	D	0.98	E

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## 5.0 PROPOSED MLUP

The Proposed MLUP includes additional residential units and commercial square footage in The Platinum Triangle compared to the adopted General Plan. The additional commercial square footage is distributed as shown below:

- 20,000 sq ft in the Katella District east of State College Boulevard
- 22,050 sq ft in the Gene Autry District south of Gene Autry Way
- 66,000 sq ft in the Katella District at Market Street
- 80,000 sq ft in the Gene Autry District at Market Street
- 22,050 sq ft in the Gene Autry District north of Gene Autry Way

Total planned development under the Proposed MLUP is shown in Table 5.1.

For this scenario, the traffic impact of proposed land use was analyzed for two conditions:

- Existing Lane Configurations; and
- Planned Circulation Improvements

The existing lane configurations at each of the study intersections are the same as summarized in Table 3.2. The planned circulation improvements for future mid-block and intersection lane geometry are shown in Figure 5.1 and Table 5.2.

Projected future daily trip generation in the study area for the Proposed MLUP is summarized in Table 5.3. Daily trip generation for the Proposed MLUP is projected to be approximately 270,000 daily trips, an increase of 10,000 trips (3.8 percent) over the Adopted MLUP.

Projected future daily traffic volumes with the Proposed MLUP are shown in Figure 5.2. The volumes are fairly consistent with the Adopted MLUP daily traffic forecasts; the largest differences are volume increases of 2,000-3,000 vehicles per day on Katella Avenue and State College Boulevard.

LOS at the study intersections for the Proposed MLUP under existing lane configurations is summarized in Table 5.4, and the ICU calculation worksheets are included in Appendix C. The table also shows the change in v/c compared to the Adopted MLUP land uses. With existing lane geometry, the same nine intersections operate at LOS E or F in at least one peak hour with the Proposed MLUP land uses. Of these, the following four represent significant adverse traffic impacts because the v/c increase is .02 or greater:

- Manchester I-5 SB at Katella
- State College at Orangewood
- Howell at Katella
- Sportstown at Katella

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LOS at the study intersections for the Proposed MLUP under the planned circulation improvements is summarized in Table 5.5, and the ICU calculation worksheets are included in Appendix D. With the planned circulation improvements, all study intersections are projected to operate at LOS D or better in the AM peak hour, and all but one are projected to operate at LOS D or better in the PM peak hour. In many cases, the planned lane geometry is more than adequate to accommodate normal peak hour volumes. The additional lane capacity, in combination with the traffic management strategies implemented for events at the Angel Stadium of Anaheim and the Arrowhead Pond of Anaheim, provide the ability for the street system to carry the additional peak hour traffic associated with an event at either venue.

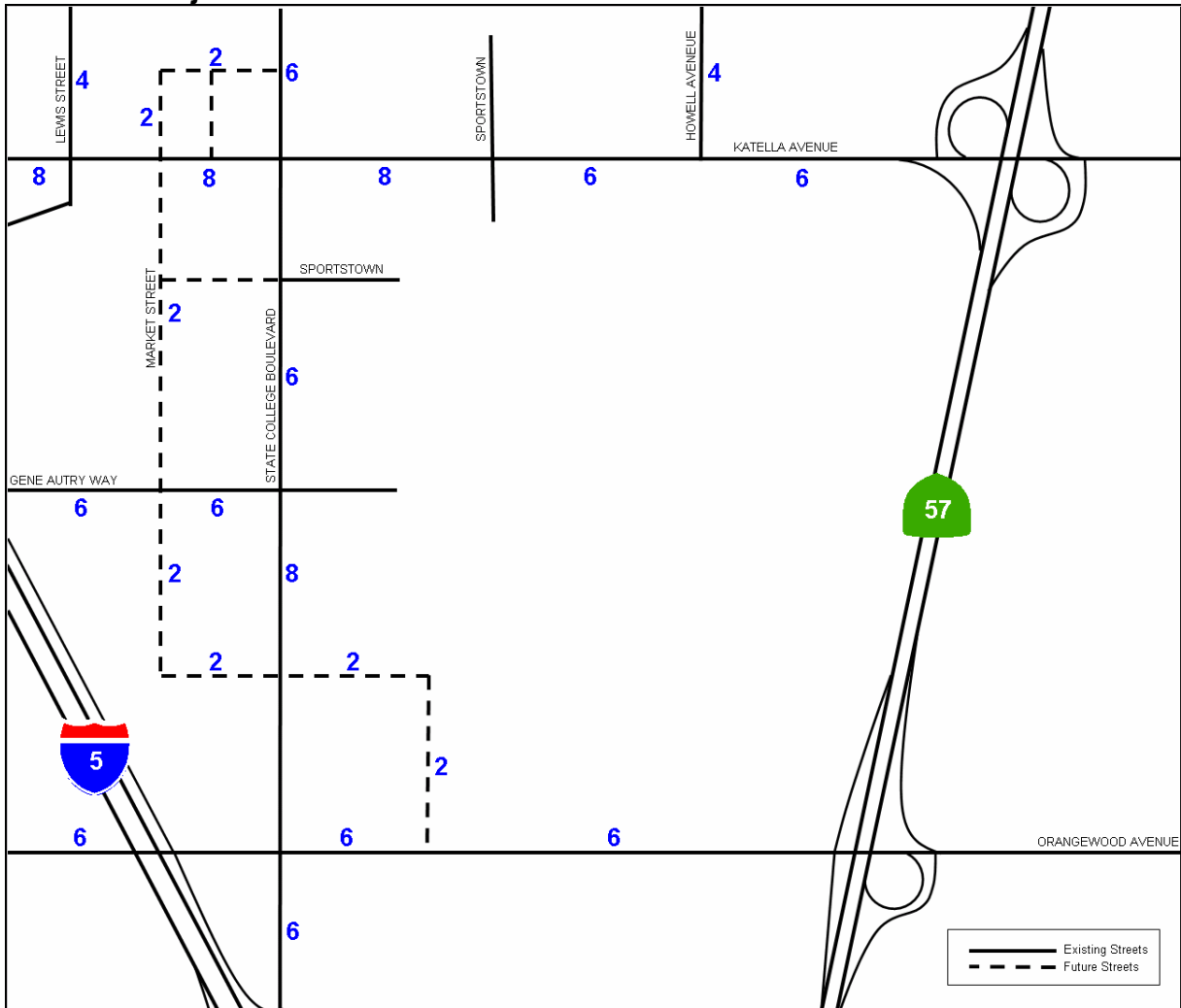
The intersection projected to operate at LOS E in the PM peak with the planned circulation improvements is Santiago at Meats. Since the v/c increase at Santiago at Meats is 0.01, the intersection would not experience a significant adverse traffic impact, so mitigation is not required.

**Table 5.1: Proposed MLUP**

ATAM TAZs in PLATINUM TRIANGLE	Resid Mixed Use 15+ DU/ac	Office Mixed Use	Commercial Mixed Use	Regional Commercial	Professional Office	General Industrial	Tourism/entertainment	Open Space	Arrowhead Pond of Anaheim	Angel Stadium of Anaheim	General Inst
	Units	DU	TSF	TSF	TSF	TSF	TSF	TSF	Acres	Acres	TSF
256	0	0	0	80	0	140	134	0	0	0	5
257	0	0	0	0	0	145	0	1	0	0	0
258	0	0	0	0	62	24	0	1	0	0	48
262	0	0	0	0	66	0	0	1	0	0	0
306	0	0	0	0	0	265	0	1	0	0	0
307	0	0	0	0	309	0	0	1	0	0	0
308	1,750	40	100	0	124	0	0	0	0	0	0
309	1,800	40	197	0	102	0	0	0	0	0	0
310	0	0	0	0	145	0	0	0	0	0	0
311	500	50	127	0	0	0	0	0	0	0	0
312	500	50	47	0	76	0	0	0	0	0	0
313	0	0	0	0	73	0	0	5	0	0	0
314	400	165	14	0	20	0	0	0	0	0	0
339	0	0	0	0	0	437	0	4	0	0	0
340	0	105	202	0	0	0	0	0	0	0	0
341	0	0	0	0	154	0	0	0	0	0	0
342	0	0	0	0	29	0	0	1	0	0	0
343	0	510	44	0	0	0	0	0	0	0	0
344	400	285	233	0	0	0	0	0	0	0	0
345	550	35	50	0	0	0	0	0	0	0	0
346	1,350	1,475	1,067	0	0	0	0	0	0	72	0
347	850	175	16	0	0	0	0	0	0	0	0
348	504	165	14	0	165	0	0	0	0	0	0
349	321	25	6	0	165	0	0	0	0	0	0
350	0	0	0	0	0	0	0	0	0	0	38
351	70	15	16	0	58	0	0	0	0	0	0
352	0	0	0	0	188	0	1	1	0	0	0
353	355	85	84	0	67	0	0	0	32	0	0
354	150	35	25	0	41	0	0	0	0	0	1
355	0	10	12	0	15	0	0	0	0	0	215
<b>Total Land Use</b>	<b>9,500</b>	<b>3,265</b>	<b>2,254</b>	<b>80</b>	<b>1,857</b>	<b>1,011</b>	<b>135</b>	<b>14</b>	<b>32</b>	<b>72</b>	<b>307</b>

Shaded Cells Represent Mixed-Use District TAZs

**Figure 5.1: Planned Circulation Improvements Future Mid-Block Number of Lanes on Streets in Project Area**



\* Map Not to Scale;  
Future Streets are Conceptual



**Table 5.2: Planned Circulation Improvements Intersection Lane Geometry**

Intersection ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
121	Anaheim / I-5 NB Ramp	2	3	0	0	3	1	0	0	0	0.5	1	1.5
122	Anaheim / Disney	1	3	0	2	3	0	2	4	0	0	3	0
125	Manchester I-5 SB/ Katella	1	0	2	2	2	1	0	3	2	2	3	0
126	Anaheim Way / Katella	2	2	1	0	0	0	2	3	0	0	3	2
143	Lewis / Katella	1	2	0	1	2	0	2	4	0	2	4	0
144	Manchester / Orangewood	0	0	0	2	3	0	0	3	1	2	3	0
145	Anaheim Way/ Orangewood	1	2	0	0	0	0	2	3	0	0	3	1
160	State College / Katella	2	3	1	2	3	1	2	4	0	2	4	0
161	State College / Sportstown	1	3	0	2	3	0	1	1	0	1	1	0
162	State College / Gene Autry	2	3	1	2	3	0	2	3	0	2	1	0
163	State College / Orangewood	2	4	0	2	4	0	2	3	0	2	3	1
170	Howell / Katella	1	1	1	2	0.5	1.5	2	3	0	2	3	0
171	Sportstown / Katella	2	0.5	1.5	1	1	1	2	3	1	2	3	1
172	Rampart / Orangewood	1	1	1	1	1	1	1	3	1	1	3	1
177	SR-57 SB Ramps / Katella	0	0	0	1	0	2	0	3	F	0	3	F
178	SR-57 NB Ramps / Katella	1.5	0	1.5	0	0	0	0	3	F	0	3	F
179	SR-57 SB Ramps / Orangewood	0	0	0	1	0	2	0	2	1	1	2	0
180	SR-57 NB Ramps / Orangewood	1	0	2	0	0	0	0	2	2	0	2	F
183	Douglass / Katella	2	0.5	1.5	2	0.5	1.5	2	3	1	2	4	0
257	Market / Katella	1	1	0	1	1	0	1	4	0	1	4	0
258	Gene Autry / Market	1	1	0	1	1	0	1	3	0	1	3	0
259	State College / Connector	1	4	0	1	4	0	1	1	0	1	1	0
261	Orangewood / Archstone	1	1	0	1	1	0	1	3	0	1	3	0
262	State College / Archstone	2	4	0	2	4	0	2	1	1	1	1	1
301	Main / Katella	2	2	1	2	2	1	2	3	1	2	3	1
302	Eckhoff / Orangewood	1	2	1	1	2	1	1	2	1	1	2	1
303	The City Drive / Chapman	2	4	1	2	4	1	2	3	1	2	3	1
304	Santiago / Meats	1	2	0	1	2	0	1	2	0	1	2	0
305	Chapman / Rampart	1	2	1	1	2	1	2	3	1	2	3	1

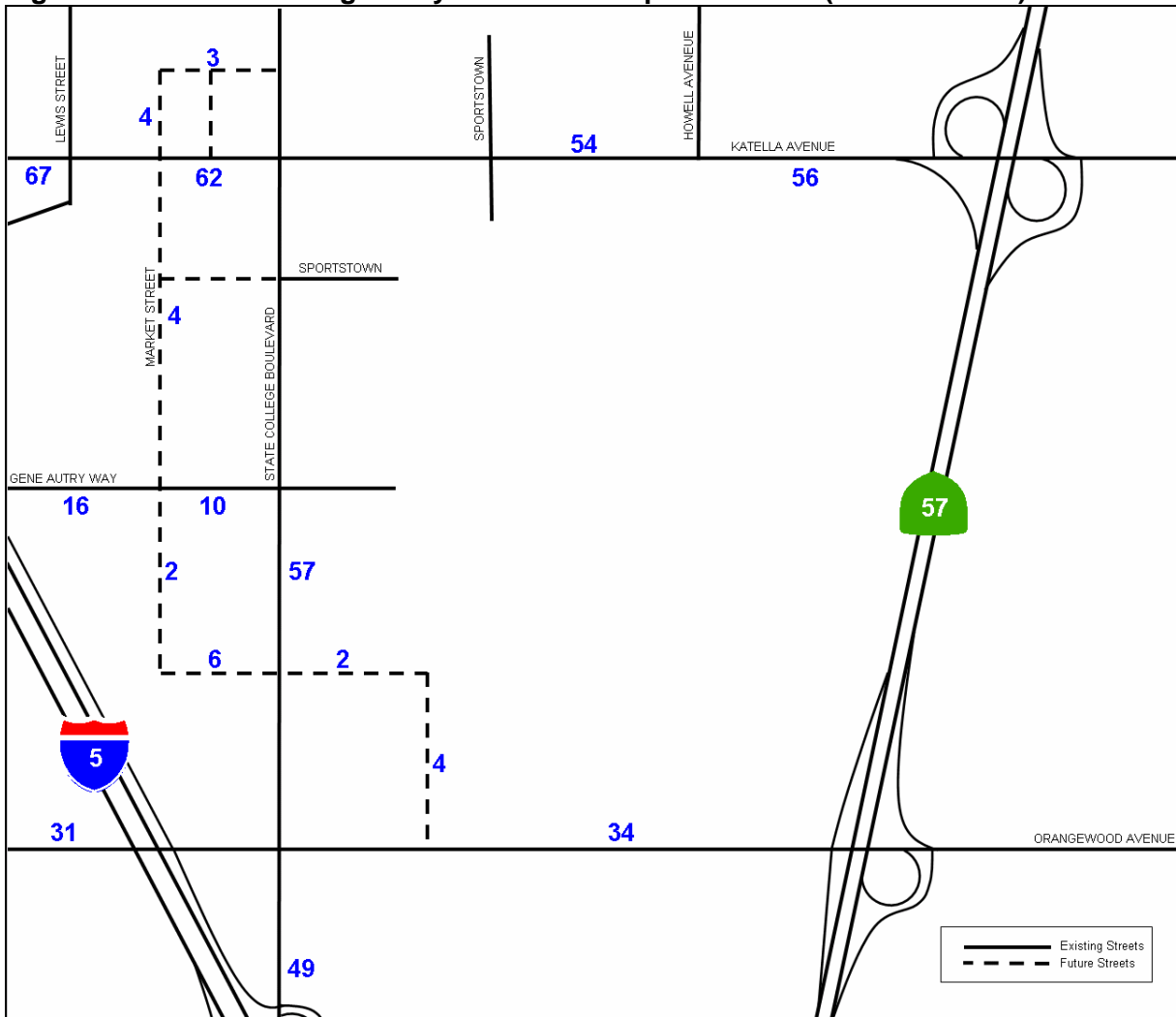
F = Free Turn

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**Table 5.3: Daily Trip Generation for Proposed MLUP**

TAZ	Total Trips
256	8,019
257	1,931
258	2,062
262	1,182
306	3,545
307	5,530
308	15,988
309	22,588
310	2,602
311	9,455
312	7,266
313	1,302
314	6,707
339	5,832
340	10,702
341	2,760
342	513
343	9,638
344	17,285
345	5,503
346	82,207
347	8,539
348	9,605
349	5,712
350	491
351	2,348
352	3,375
353	10,149
354	3,297
355	3,745
TOTAL	269,878

**Figure 5.2: Future Average Daily Traffic for Proposed MLUP (in Thousands)**



\* Map Not to Scale  
 Future Streets are Conceptual

**Table 5.4: Level-of-Service for Proposed MLUP with Existing Lane Configurations**

Intersection	AM Peak Hour			PM Peak Hour		
	V/C	LOS	V/C Diff*	V/C	LOS	V/C Diff*
Anaheim / I-5 NB Ramp	0.59	A	0.01	0.90	D	0.01
Anaheim / Disney	0.36	A	0.00	0.48	A	0.00
Manchester I-5 SB/ Katella	1.06	F	0.00	0.96	E	0.04
Anaheim Way / Katella	0.61	B	0.00	0.74	C	0.01
Lewis / Katella	0.66	B	0.03	0.88	D	0.02
Manchester / Orangewood	0.66	B	0.00	0.40	A	0.00
Anaheim Way/ Orangewood	0.45	A	0.00	0.58	A	0.01
State College / Katella	0.92	E	0.01	0.99	E	0.00
State College / Sportstown	0.69	B	0.03	0.72	C	0.06
State College / Gene Autry	0.68	B	0.00	0.85	D	-0.01
State College / Orangewood	0.75	C	0.00	0.96	E	0.03
Howell / Katella	0.67	B	0.03	1.19	F	0.06
Sportstown / Katella	0.97	E	0.01	1.38	F	0.02
Rampart / Orangewood	0.77	C	-0.02	0.98	E	-0.07
SR-57 SB Ramps / Katella	0.69	B	0.00	0.59	A	-0.11
SR-57 NB Ramps / Katella	0.52	A	0.00	0.62	B	0.00
SR-57 SB Ramps / Orangewood	0.68	B	-0.02	0.78	C	0.00
SR-57 NB Ramps / Orangewood	0.53	A	0.00	0.51	A	-0.01
Douglass / Katella	0.85	D	0.01	1.33	F	0.00
Market / Katella	0.65	B	0.03	0.73	C	0.02
Gene Autry / Market	0.27	A	0.02	0.49	A	0.07
State College / Connector	0.47	A	0.01	0.47	A	0.00
Orangewood / Archstone	0.39	A	0.00	0.56	A	0.00
State College / Archstone	0.54	A	0.00	0.52	A	0.01
Main / Katella	0.56	A	0.00	0.76	C	0.00
Eckhoff / Orangewood	0.58	A	-0.01	0.82	D	0.00
City Drive / Chapman	0.64	B	0.02	0.74	C	0.01
Santiago / Meats	0.89	D	0.01	1.00	E	0.01
Chapman / Rampart	0.84	D	0.02	0.99	E	0.01

\*Difference between Adopted MLUP and Proposed MLUP

**Table 5.5: Level-of-Service for Proposed MLUP with Planned Circulation Improvements Lane Configurations**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
Anaheim / I-5 NB Ramp	0.59	A	0.90	D
Anaheim / Disney	0.36	A	0.48	A
Manchester I-5 SB/ Katella	0.74	C	0.80	C
Anaheim Way / Katella	0.61	B	0.74	C
Lewis / Katella	0.49	A	0.68	B
Manchester / Orangewood	0.66	B	0.40	A
Anaheim Way/ Orangewood	0.45	A	0.58	A
State College / Katella	0.78	C	0.88	D
State College / Sportstown	0.69	B	0.72	C
State College / Gene Autry	0.88	D	0.70	B
State College / Orangewood	0.75	C	0.86	D
Howell / Katella	0.53	A	0.81	D
Sportstown / Katella	0.68	B	0.88	D
Rampart / Orangewood	0.64	B	0.87	D
SR-57 SB Ramps / Katella	0.69	B	0.59	A
SR-57 NB Ramps / Katella	0.52	A	0.62	B
SR-57 SB Ramps / Orangewood	0.68	B	0.78	C
SR-57 NB Ramps / Orangewood	0.53	A	0.51	A
Douglass / Katella	0.59	A	0.68	B
Market / Katella	0.65	B	0.73	C
Gene Autry / Market	0.27	A	0.49	A
State College / Connector	0.47	A	0.47	A
Orangewood / Archstone	0.39	A	0.56	A
State College / Archstone	0.54	A	0.52	A
Main / Katella	0.49	A	0.63	B
Eckhoff / Orangewood	0.54	A	0.79	C
City Drive / Chapman	0.64	B	0.70	B
Santiago / Meats	0.89	D	1.00	E
Chapman / Rampart	0.52	A	0.79	C

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## **6.0 MITIGATION MEASURES**

Mitigation Monitoring Program No. 106 for The Platinum Triangle was adopted as part of the Stadium Area Master Land Use Plan Environmental Impact Report (EIR No. 321) and was further updated and modified to reflect the development intensities analyzed by the General Plan in association with Environmental Impact Report No. 330, prepared for the General Plan and Zoning Code Update approved by City Council in May 2004. There are a number of mitigation measures in the Updated and Modified Mitigation Monitoring Plan No. 106 for The Platinum Triangle intended to reduce impacts to transportation and circulation in the project area. As indicated in this study, no intersections are anticipated to experience significant traffic impacts with the planned circulation improvements as provided for in the General Plan, The Platinum Triangle Master Land Use Plan and associated documents and therefore no additional mitigation is required in addition to those measure indicated in Updated and Modified Mitigation Monitoring Plan No. 106 for The Platinum Triangle.

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## **APPENDIX A**

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		121 Anaheim / I-5 NB Ramp					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	118	0.03 *	142	0.04 *	
NBT	3	5100	698	0.14	824	0.16	
NBR	0		0		0		
SBL	0		0		0		
SBT	3	5100	958	0.19 *	1327	0.26 *	
SBR	1	1700	78	0.05	317	0.19	
EBL	0		0		0		
EBT	0		0	0.00 *	0	0.00 *	
EBR	0		0		0		
WBL	0.5	850	11	0.01 *	71	0.08 *	
WBT	1	1700	12	0.01	68	0.04	
WBR	1.5	2550	297	0.12 *	532	0.21 *	
		N/S Movements		0.22		0.30	
		E/W Movements		0.01		0.08	
		Rt. Turn Component		0.10		0.13	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.39</b>	<b>0.56</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		122 Anaheim / Disney					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	25	0.01	19	0.01	
NBT	3	5100	661	0.13 *	770	0.15 *	
NBR	0		4		6		
SBL	2	3400	299	0.09 *	355	0.10 *	
SBT	3	5100	575	0.12	839	0.17	
SBR	0		49		35		
EBL	2	3400	208	0.06 *	139	0.04 *	
EBT	4	6800	56	0.02	117	0.04	
EBR	0		65		140		
WBL	0		0		0		
WBT	3	5100	240	0.05 *	226	0.04 *	
WBR	0		2		3		
		N/S Movements		0.22		0.26	
		E/W Movements		0.11		0.09	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.38</b>		<b>0.39</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III						
ANALYSIS CONDITION:		Existing Conditions						
INTERSECTION:		125 Manchester I-5 SB/ Katella						
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR		
			VOLUME	V/C		VOLUME	V/C	
NBL	1	1700	68	0.04	*	68	0.04	*
NBT	0		0	0.00		0	0.00	
NBR	2	3400	502	0.15	*	281	0.08	*
SBL	2	3400	33	0.01		26	0.01	
SBT	2	3400	74	0.02	*	44	0.01	*
SBR	1	1700	14	0.01		7	0.00	
EBL	0		0			0		*
EBT	3	5100	737	0.14	*	930	0.18	
EBR	1	1700	583	0.34	*	524	0.31	*
WBL	2	3400	173	0.05	*	229	0.07	
WBT	3	5100	929	0.18		2378	0.47	*
WBR	0		0			0		
		N/S Movements		0.06			0.05	
		E/W Movements		0.20			0.47	
		Rt. Turn Component		0.22			0.09	
		Yellow Clearance		0.05			0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>		<b>0.66</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>B</b>		
					ICU		LOS	
					0.10	-	0.6	A
					0.61	-	0.7	B
					0.71	-	0.8	C
					0.81	-	0.9	D
					0.91	-	1.00	E
					1.01	-	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		126 Anaheim Way / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	339	0.10 *	501	0.15 *	
NBT	2	3400	250	0.07	333	0.10	
NBR	1	1700	201	0.12 *	77	0.05	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	2	3400	75	0.02	99	0.03 *	
EBT	3	5100	1151	0.23 *	861	0.17	
EBR	0		0		0		
WBL	0		0	*	0		
WBT	3	5100	700	0.14	1151	0.23 *	
WBR	2	3400	162	0.05	340	0.10	
		N/S Movements		0.10		0.15	
		E/W Movements		0.23		0.25	
		Rt. Turn Component		0.02		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.39</b>	<b>0.45</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10	-	0.6	A
				0.61	-	0.7	B
				0.71	-	0.8	C
				0.81	-	0.9	D
				0.91	-	1.00	E
				1.01	-	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		143 Lewis / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	17	0.01	27	0.02	
NBT	1	1700	16	0.02 *	118	0.09 *	
NBR	0		20		32		
SBL	1	1700	127	0.07 *	88	0.05 *	
SBT	1	1700	11	0.01	29	0.02	
SBR	1	1700	177	0.10	312	0.18 *	
EBL	1	1700	276	0.16 *	157	0.09 *	
EBT	4	6800	1174	0.18	806	0.12	
EBR	0		28		19		
WBL	1	1700	15	0.01	21	0.01	
WBT	3	5100	578	0.12 *	1466	0.30 *	
WBR	0		54		79		
		N/S Movements		0.10		0.14	
		E/W Movements		0.29		0.40	
		Rt. Turn Component		0.00		0.07	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.43</b>	<b>0.66</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		144 Manchester / Orangewood					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	0		0		0		
NBT	0		0	0.00 *	0	0.00 *	
NBR	0		0		0		
SBL	2	3400	505	0.15 *	154	0.05 *	
SBT	3	5100	210	0.07	58	0.04	
SBR	0		136		141		
EBL	0		0		0	*	
EBT	3	5100	763	0.15 *	540	0.11	
EBR	1	1700	487	0.29 *	192	0.11 *	
WBL	2	3400	30	0.01 *	56	0.02	
WBT	3	5100	268	0.05	1154	0.23 *	
WBR	0		0		0		
		N/S Movements		0.15		0.05	
		E/W Movements		0.16		0.23	
		Rt. Turn Component		0.14		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.49</b>	<b>0.33</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10	-	0.6	A
				0.61	-	0.7	B
				0.71	-	0.8	C
				0.81	-	0.9	D
				0.91	-	1.00	E
				1.01	-	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		145 Anaheim Way/ Orangewood					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	20	0.01	194	0.11 *	
NBT	2	3400	44	0.01 *	99	0.03	
NBR	0		1		1		
SBL	0		0	*	0		
SBT	0		0	0.00	0	0.00 *	
SBR	0		0		0		
EBL	2	3400	141	0.04	168	0.05 *	
EBT	3	5100	1063	0.21 *	566	0.11	
EBR	0		0		0		
WBL	0		0	*	0		
WBT	3	5100	278	0.05	1025	0.20 *	
WBR	1	1700	100	0.06 *	357	0.21 *	
		N/S Movements		0.01		0.11	
		E/W Movements		0.21		0.25	
		Rt. Turn Component		0.00		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.28</b>	<b>0.42</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		160 State College / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	96	0.03 *	200	0.06	
NBT	3	5100	511	0.13	1002	0.24 *	
NBR	0		147		242		
SBL	2	3400	140	0.04	150	0.04 *	
SBT	3	5100	1140	0.25 *	867	0.20	
SBR	0		115		164		
EBL	2	3400	170	0.05	223	0.07	
EBT	3	5100	778	0.15 *	809	0.16 *	
EBR	1	1700	123	0.07	174	0.10	
WBL	2	3400	335	0.10 *	382	0.11 *	
WBT	3	5100	606	0.12	996	0.20	
WBR	1	1700	85	0.05	179	0.11	
		N/S Movements		0.27		0.29	
		E/W Movements		0.25		0.27	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.58</b>	<b>0.61</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Existing Conditions				
INTERSECTION:		161 State College / Sportstown				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0	*	0	
NBT	3	5100	692	0.14	1272	0.25 *
NBR	0		1		0	
SBL	2	3400	5	0.00	6	0.00 *
SBT	3	5100	1230	0.24 *	1080	0.21
SBR	0		0		0	
EBL	0		0		0	
EBT	0		0	0.00 *	0	0.00 *
EBR	0		0		0	
WBL	1	1700	1	0.00 *	1	0.00 *
WBT	0		0	0.00	0	0.00
WBR	1	1700	5	0.00 *	4	0.00 *
		N/S Movements		0.24		0.25
		E/W Movements		0.00		0.00
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.29</b>	<b>0.30</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		162 State College / Gene Autry					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	102	0.03 *	45	0.01 *	
NBT	3	5100	633	0.13	1118	0.22	
NBR	0		10		4		
SBL	2	3400	3	0.00	2	0.00	
SBT	3	5100	1062	0.24 *	1037	0.22 *	
SBR	0		166		67		
EBL	1	1700	49	0.03 *	141	0.08 *	
EBT	2	3400	2	0.02	9	0.03	
EBR	0		68		103		
WBL	2	3400	1	0.00	15	0.00	
WBT	1	1700	0	0.00 *	1	0.00 *	
WBR	0		3		3		
		N/S Movements		0.27		0.23	
		E/W Movements		0.03		0.09	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.35</b>	<b>0.37</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		163 State College / Orangewood					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	59	0.02 *	72	0.02 *	
NBT	4	6800	489	0.09	730	0.12	
NBR	0		126		98		
SBL	2	3400	201	0.06	153	0.05	
SBT	4	6800	778	0.13 *	735	0.15 *	
SBR	0		133		263		
EBL	2	3400	143	0.04	174	0.05 *	
EBT	3	5100	871	0.18 *	490	0.10	
EBR	0		33		45		
WBL	2	3400	203	0.06 *	325	0.10	
WBT	3	5100	370	0.10	1024	0.24 *	
WBR	0		120		204		
		N/S Movements		0.15		0.17	
		E/W Movements		0.24		0.29	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.44</b>	<b>0.51</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		170 Howell / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	20	0.01	103	0.06 *	
NBT	1	1700	8	0.00 *	30	0.02	
NBR	1	1700	29	0.02	153	0.09 *	
SBL	2	3400	324	0.10 *	466	0.14	
SBT	1	1700	17	0.05	8	0.12 *	
SBR	0		66		195		
EBL	1	1700	54	0.03 *	81	0.05 *	
EBT	3	5100	938	0.20	1206	0.24	
EBR	0		77		37		
WBL	2	3400	187	0.06	66	0.02	
WBT	3	5100	876	0.23 *	1336	0.34 *	
WBR	0		303		415		
		N/S Movements		0.10		0.18	
		E/W Movements		0.26		0.39	
		Rt. Turn Component		0.00		0.05	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.41</b>	<b>0.67</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10	-	0.6	A
				0.61	-	0.7	B
				0.71	-	0.8	C
				0.81	-	0.9	D
				0.91	-	1.00	E
				1.01	-	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		171 Sportstown / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	24	0.01	46	0.03	
NBT	0.5	850	6	0.01 *	5	0.01 *	
NBR	1.5	2550	29	0.01	74	0.03 *	
SBL	1	1700	52	0.03 *	132	0.08 *	
SBT	1	1700	10	0.01	9	0.01	
SBR	1	1700	77	0.05 *	77	0.05 *	
EBL	1	1700	38	0.02	57	0.03 *	
EBT	3	5100	1003	0.20 *	1136	0.23	
EBR	0		37		44		
WBL	1	1700	14	0.01 *	30	0.02	
WBT	3	5100	883	0.17	1629	0.32 *	
WBR	1	1700	128	0.08	79	0.05	
		N/S Movements		0.04		0.08	
		E/W Movements		0.21		0.35	
		Rt. Turn Component		0.02		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.32</b>	<b>0.50</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		172 Rampart / Orangewood					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	27	0.02 *	82	0.05 *	
NBT	1	1700	0	0.00	0	0.00	
NBR	1	1700	78	0.05	187	0.11 *	
SBL	1	1700	0	0.00	0	0.00	
SBT	1	1700	0	0.00 *	0	0.00 *	
SBR	1	1700	0	0.00	0	0.00	
EBL	1	1700	0	0.00	0	0.00 *	
EBT	2	3400	933	0.30 *	753	0.24	
EBR	0		88		73		
WBL	1	1700	179	0.11 *	80	0.05	
WBT	2	3400	679	0.20	1131	0.33 *	
WBR	1	1700	0	0.00	0	0.00	
		N/S Movements		0.02		0.05	
		E/W Movements		0.41		0.33	
		Rt. Turn Component		0.00		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.47</b>	<b>0.45</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Existing Conditions				
INTERSECTION:		177 SR-57 SB Ramps / Katella				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	197	0.12 *	262	0.15 *
SBT	0		0	0.00	0	0.00
SBR	2	3400	400	0.12 *	488	0.14
EBL	0		0	*	0	*
EBT	3	5100	1139	0.22	1367	0.27
EBR (free)	10	17000	405	0.02	437	0.03
WBL	0		0		0	
WBT	3	5100	1161	0.23 *	1538	0.30 *
WBR (free)	10	17000	249	0.01	354	0.02
		N/S Movements		0.12		0.15
		E/W Movements		0.23		0.30
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.40</b>	<b>0.51</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		178 SR-57 NB Ramps / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1.5	2550	530	0.21 *	641	0.25 *	
NBT	0		0	0.00	0	0.00	
NBR	1.5	2550	420	0.16	734	0.29 *	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0	*	0	*	
EBT	3	5100	863	0.17	1086	0.21	
EBR (free)	10	17000	295	0.02	536	0.03	
WBL	0		0		0		
WBT	3	5100	870	0.17 *	1219	0.24 *	
WBR (free)	10	17000	228	0.01	473	0.03	
		N/S Movements		0.21		0.25	
		E/W Movements		0.17		0.24	
		Rt. Turn Component		0.00		0.04	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.43</b>	<b>0.58</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Existing Conditions				
INTERSECTION:		179 SR-57 SB Ramps / Orangewood				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	297	0.17 *	251	0.15 *
SBT	0		0	0.00	0	0.00
SBR	2	3400	434	0.13	430	0.13
EBL	0		0		0	
EBT	2	3400	855	0.25 *	853	0.25 *
EBR (free)	1	1700	75	0.04	135	0.08
WBL	1	1700	226	0.13 *	447	0.26 *
WBT	2	3400	358	0.11	864	0.25
WBR (free)	0		0		0	
		N/S Movements		0.17		0.15
		E/W Movements		0.38		0.51
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.61</b>	<b>0.71</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		180 SR-57 NB Ramps / Orangewood					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	124	0.07 *	88	0.05 *	
NBT	0		0	0.00	0	0.00	
NBR	2	3400	576	0.17 *	227	0.07 *	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0		0	*	
EBT	2	3400	953	0.28 *	685	0.20	
EBR (free)	2	3400	283	0.08	395	0.12	
WBL	0		0	*	0		
WBT	2	3400	500	0.15	1251	0.37 *	
WBR (free)	10	17000	178	0.01	301	0.02	
		N/S Movements		0.07		0.05	
		E/W Movements		0.28		0.37	
		Rt. Turn Component		0.10		0.02	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.50</b>	<b>0.48</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		183 Douglass / Katella					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	0.5	850	26	0.03	197	0.23 *	
NBT	1.5	2550	13	0.02 *	65	0.04	
NBR	0		27		47		
SBL	1	1700	159	0.09 *	177	0.10	
SBT	0.5	850	11	0.01	10	0.01 *	
SBR	1.5	2550	20	0.01	252	0.10 *	
EBL	2	3400	104	0.03	147	0.04 *	
EBT	3	5100	1259	0.25 *	1232	0.24	
EBR	1	1700	55	0.03	35	0.02	
WBL	2	3400	26	0.01 *	27	0.01	
WBT	4	6800	1016	0.17	1416	0.23 *	
WBR	0		123		170		
		N/S Movements		0.11		0.24	
		E/W Movements		0.25		0.28	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.41</b>	<b>0.57</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		301 Main / Katella					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	67	0.02 *	206	0.06	
NBT	2	3400	218	0.06	537	0.16 *	
NBR	1	1700	143	0.08	227	0.13	
SBL	1	1700	80	0.05	80	0.05 *	
SBT	2	3400	326	0.10 *	271	0.08	
SBR	1	1700	75	0.04	151	0.09	
EBL	1	1700	90	0.05	65	0.04	
EBT	3	5100	768	0.15 *	1234	0.24 *	
EBR	1	1700	91	0.05	75	0.04	
WBL	1	1700	349	0.21 *	244	0.14 *	
WBT	3	5100	766	0.16	990	0.22	
WBR	0		63		110		
		N/S Movements		0.12		0.21	
		E/W Movements		0.36		0.39	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>	<b>0.64</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		302 Eckhoff / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	66	0.04 *	94	0.06 *	
NBT	1	1700	69	0.06	73	0.07	
NBR	0		36		45		
SBL	1	1700	12	0.01	58	0.03	
SBT	1	1700	62	0.04 *	116	0.07 *	
SBR	1	1700	296	0.17	714	0.42 *	
EBL	1	1700	544	0.32 *	265	0.16 *	
EBT	2	3400	761	0.22	619	0.18	
EBR	1	1700	74	0.04	159	0.09	
WBL	1	1700	17	0.01	31	0.02	
WBT	2	3400	370	0.12 *	612	0.19 *	
WBR	0		35		35		
		N/S Movements		0.08		0.12	
		E/W Movements		0.44		0.35	
		Rt. Turn Component		0.00		0.20	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.56</b>		<b>0.72</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>C</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		303 The City Drive / Chapman					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	80	0.02 *	190	0.06 *	
NBT	4	6800	510	0.08	1150	0.17	
NBR	1	1700	110	0.06	660	0.39 *	
SBL	2	3400	160	0.05	190	0.06	
SBT	3	5100	940	0.18 *	1170	0.23 *	
SBR	1	1700	420	0.25 *	420	0.25	
EBL	2	3400	140	0.04	400	0.12	
EBT	3	5100	660	0.13 *	1430	0.28 *	
EBR	1	1700	30	0.02	150	0.09	
WBL	2	3400	480	0.14 *	420	0.12 *	
WBT	3	5100	720	0.14	1140	0.22	
WBR	1	1700	10	0.01	130	0.08	
		N/S Movements		0.21		0.29	
		E/W Movements		0.27		0.40	
		Rt. Turn Component		0.02		0.10	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.55</b>	<b>0.83</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Existing Conditions					
INTERSECTION:		304 Santiago / Meats					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	57	0.03	308	0.18 *	
NBT	2	3400	629	0.25 *	419	0.24	
NBR	0		205		410		
SBL	1	1700	405	0.24 *	53	0.03	
SBT	2	3400	536	0.21	376	0.13 *	
SBR	0		172		67		
EBL	1	1700	89	0.05	94	0.06	
EBT	2	3400	96	0.18 *	618	0.30 *	
EBR	0		516		385		
WBL	1	1700	368	0.22 *	154	0.09 *	
WBT	2	3400	537	0.20	225	0.07	
WBR	0		134		24		
		N/S Movements		0.48		0.31	
		E/W Movements		0.40		0.39	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.93</b>	<b>0.75</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>E</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Existing Conditions				
INTERSECTION:		305 Chapman / Rampart				
Date		4/5/2005				
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL						
NBT				0.00 *		0.00 *
NBR						
SBL	1	1700	40	0.02 *	60	0.04 *
SBT	0			0.00		0.00
SBR	1	1700	90	0.05	320	0.19 *
EBL	1	1700	160	0.09 *	100	0.06 *
EBT	3	5100	1020	0.20	1150	0.23
EBR	0					
WBL	0					
WBT	3	5100	1070	0.21 *	1540	0.30 *
WBR	1	1700	50	0.03	100	0.06
		N/S Movements		0.02		0.04
		E/W Movements		0.30		0.36
		Rt. Turn Component		0.00		0.13
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.38</b>	<b>0.58</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

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## **APPENDIX B**



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		121 Anaheim / I-5 NB Ramp					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	202	0.06 *	315	0.09 *	
NBT	3	5100	1006	0.20	1468	0.29	
NBR	0		0		0		
SBL	0		0		0		
SBT	3	5100	1915	0.38 *	1862	0.37 *	
SBR	1	1700	113	0.07	374	0.22	
EBL	0		0		0		
EBT	0		0	0.00 *	0	0.00 *	
EBR	0		0		0		
WBL	0.5	850	36	0.04 *	141	0.17 *	
WBT	1	1700	4	0.00	42	0.02	
WBR	1.5	2550	240	0.09 *	963	0.38 *	
		N/S Movements		0.44		0.46	
		E/W Movements		0.04		0.17	
		Rt. Turn Component		0.05		0.21	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.58</b>	<b>0.89</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics				
INTERSECTION:		122 Anaheim / Disney				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	94	0.06	83	0.05
NBT	3	5100	584	0.12 *	1214	0.24 *
NBR	0		4		6	
SBL	2	3400	299	0.09 *	355	0.10 *
SBT	3	5100	575	0.12	839	0.17
SBR	0		49		35	
EBL	2	3400	208	0.06 *	139	0.04 *
EBT	4	6800	56	0.02	117	0.04
EBR	0		65		140	
WBL	0		0		0	
WBT	3	5100	240	0.05 *	226	0.04 *
WBR	0		2		3	
		N/S Movements		0.20		0.34
		E/W Movements		0.11		0.09
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.36</b>	<b>0.48</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		125 Manchester I-5 SB/ Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	68	0.04 *	68	0.04	
NBT	0		0	0.00	0	0.00 *	
NBR	2	3400	502	0.15 *	281	0.08 *	
SBL	2	3400	122	0.04	259	0.08 *	
SBT	2	3400	559	0.16 *	86	0.03	
SBR	1	1700	14	0.01	7	0.00	
EBL	0		0	*	0	*	
EBT	3	5100	1307	0.26	1768	0.35	
EBR	1	1700	1086	0.64 *	897	0.53 *	
WBL	2	3400	147	0.04	138	0.04	
WBT	3	5100	2024	0.40 *	3318	0.65 *	
WBR	0		0		0		
		N/S Movements		0.20		0.08	
		E/W Movements		0.40		0.65	
		Rt. Turn Component		0.41		0.14	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>1.06</b>	<b>0.92</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>F</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		126 Anaheim Way / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	633	0.19 *	896	0.26 *	
NBT	2	3400	171	0.05	467	0.14	
NBR	1	1700	193	0.11	317	0.19	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	2	3400	116	0.03	156	0.05	
EBT	3	5100	1883	0.37 *	2119	0.42 *	
EBR	0		0		0		
WBL	0		0	*	0	*	
WBT	3	5100	1554	0.30	1724	0.34	
WBR	2	3400	348	0.10	660	0.19	
		N/S Movements		0.19		0.26	
		E/W Movements		0.37		0.42	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.61</b>	<b>0.73</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics				
INTERSECTION:		143 Lewis / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	9	0.01	73	0.04 *
NBT	1	1700	1	0.00 *	33	0.03
NBR	0		1		22	
SBL	1	1700	165	0.10 *	75	0.04
SBT	1	1700	34	0.02	66	0.04 *
SBR	1	1700	306	0.18	214	0.13
EBL	1	1700	291	0.17 *	388	0.23 *
EBT	4	6800	1911	0.29	2068	0.31
EBR	0		35		24	
WBL	1	1700	9	0.01	20	0.01
WBT	3	5100	1521	0.31 *	2432	0.50 *
WBR	0		66		96	
		N/S Movements		0.10		0.08
		E/W Movements		0.48		0.72
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.63</b>	<b>0.86</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics				
INTERSECTION:		144 Manchester / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0	*	0	
NBT	0		0	0.00	0	0.00 *
NBR	0		0		0	
SBL	2	3400	653	0.19	325	0.10 *
SBT	3	5100	1016	0.23 *	286	0.09
SBR	0		154		187	
EBL	0		0		0	*
EBT	3	5100	661	0.13 *	889	0.17
EBR	1	1700	585	0.34 *	340	0.20 *
WBL	2	3400	115	0.03 *	117	0.03
WBT	3	5100	498	0.10	1156	0.23 *
WBR	0		0		0	
		N/S Movements		0.23		0.10
		E/W Movements		0.16		0.23
		Rt. Turn Component		0.21		0.03
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.66</b>	<b>0.40</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		145 Anaheim Way/ Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	150	0.09 *	236	0.14	
NBT	2	3400	84	0.03	553	0.16 *	
NBR	0		1		1		
SBL	0		0		0	*	
SBT	0		0	0.00 *	0	0.00	
SBR	0		0		0		
EBL	2	3400	129	0.04	218	0.06 *	
EBT	3	5100	1115	0.22 *	1035	0.20	
EBR	0		0		0		
WBL	0		0	*	0		
WBT	3	5100	464	0.09	1046	0.21 *	
WBR	1	1700	311	0.18 *	491	0.29 *	
		N/S Movements		0.09		0.16	
		E/W Movements		0.22		0.27	
		Rt. Turn Component		0.09		0.08	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.45</b>		<b>0.57</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		160 State College / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	44	0.01 *	219	0.06	
NBT	3	5100	435	0.11	1102	0.26 *	
NBR	0		137		232		
SBL	2	3400	341	0.10	407	0.12 *	
SBT	3	5100	1102	0.28 *	715	0.21	
SBR	0		342		365		
EBL	2	3400	375	0.11	327	0.10 *	
EBT	3	5100	1846	0.36 *	1776	0.35	
EBR	1	1700	158	0.09	62	0.04	
WBL	2	3400	681	0.20 *	282	0.08	
WBT	3	5100	1297	0.25	2369	0.46 *	
WBR	1	1700	169	0.10	414	0.24	
		N/S Movements		0.30		0.38	
		E/W Movements		0.56		0.56	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.91</b>	<b>0.99</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>E</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		161 State College / Sportstown					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	70	0.04 *	226	0.13 *	
NBT	3	5100	393	0.13	1027	0.24	
NBR	0		277		176		
SBL	2	3400	253	0.07	56	0.02	
SBT	3	5100	1737	0.34 *	1022	0.20 *	
SBR	0		0		0		
EBL	1	1700	0	0.00	0	0.00	
EBT	1	1700	54	0.19 *	32	0.08 *	
EBR	0		271		111		
WBL	1	1700	70	0.04 *	327	0.19 *	
WBT	1	1700	13	0.01	59	0.26	
WBR	0		11		378		
		N/S Movements		0.38		0.33	
		E/W Movements		0.23		0.28	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.66</b>	<b>0.66</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>B</b>		
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		162 State College / Gene Autry					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	41	0.01 *	90	0.03	
NBT	3	5100	643	0.28	1703	0.46 *	
NBR	0		775		636		
SBL	2	3400	10	0.00	3	0.00 *	
SBT	3	5100	2069	0.41 *	1224	0.27	
SBR	0		19		148		
EBL	1	1700	154	0.09	63	0.04	
EBT	2	3400	215	0.13 *	199	0.08 *	
EBR	0		219		76		
WBL	2	3400	264	0.08 *	913	0.27 *	
WBT	1	1700	83	0.05	402	0.24	
WBR	0		2		6		
		N/S Movements		0.42		0.46	
		E/W Movements		0.21		0.35	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.68</b>	<b>0.86</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		163 State College / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	171	0.05 *	237	0.07	
NBT	4	6800	888	0.14	1414	0.24 *	
NBR	0		96		211		
SBL	2	3400	467	0.14	210	0.06 *	
SBT	4	6800	1711	0.28 *	1382	0.22	
SBR	0		227		126		
EBL	2	3400	154	0.05	526	0.15 *	
EBT	3	5100	997	0.22 *	916	0.20	
EBR	0		118		79		
WBL	2	3400	499	0.15 *	603	0.18	
WBT	3	5100	749	0.17	1682	0.43 *	
WBR	0		99		503		
		N/S Movements		0.34		0.30	
		E/W Movements		0.37		0.58	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.75</b>	<b>0.93</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		170 Howell / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	8	0.00 *	183	0.11 *	
NBT	1	1700	5	0.00	45	0.03	
NBR	1	1700	6	0.00	199	0.12	
SBL	2	3400	294	0.09	254	0.07	
SBT	1	1700	39	0.23 *	6	0.38 *	
SBR	0		344		647		
EBL	1	1700	69	0.04 *	332	0.20 *	
EBT	3	5100	1146	0.24	1119	0.22	
EBR	0		53		19		
WBL	2	3400	181	0.05	87	0.03	
WBT	3	5100	1403	0.32 *	1839	0.39 *	
WBR	0		221		148		
split phasing		N/S Movements		0.23		0.49	
		E/W Movements		0.36		0.58	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.64</b>	<b>1.13</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		171 Sportstown / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	398	0.23 *	902	0.53 *	
NBT	0.5	850	1	0.00	15	0.02	
NBR	1.5	2550	78	0.03	198	0.08	
SBL	1	1700	97	0.06 *	131	0.08 *	
SBT	1	1700	9	0.01	10	0.01	
SBR	1	1700	67	0.04	67	0.04	
EBL	1	1700	113	0.07	189	0.11	
EBT	3	5100	1210	0.38 *	1606	0.45 *	
EBR	0		747		714		
WBL	1	1700	398	0.23 *	414	0.24 *	
WBT	3	5100	1677	0.33	2197	0.43	
WBR	1	1700	161	0.09	67	0.04	
split phasing		N/S Movements		0.29		0.61	
		E/W Movements		0.62		0.70	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.96</b>	<b>1.36</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>E</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		172 Rampart / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	40	0.02	118	0.07	
NBT	1	1700	95	0.06 *	128	0.08 *	
NBR	1	1700	504	0.30 *	689	0.41 *	
SBL	1	1700	146	0.09 *	394	0.23 *	
SBT	1	1700	60	0.04	141	0.08	
SBR	1	1700	27	0.02	69	0.04	
EBL	1	1700	58	0.03	61	0.04 *	
EBT	2	3400	986	0.33 *	732	0.23	
EBR	0		129		46		
WBL	1	1700	91	0.05 *	31	0.02	
WBT	2	3400	841	0.25	1150	0.34 *	
WBR	1	1700	242	0.14	235	0.14	
		N/S Movements		0.14		0.31	
		E/W Movements		0.38		0.37	
		Rt. Turn Component		0.22		0.32	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.79</b>	<b>1.05</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics				
INTERSECTION:		177 SR-57 SB Ramps / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	495	0.29 *	218	0.13 *
SBT	0		0	0.00	0	0.00
SBR	2	3400	1262	0.37 *	777	0.23 *
EBL	0		0	*	0	*
EBT	3	5100	1146	0.22	1433	0.28
EBR (free)	10	17000	328	0.02	324	0.02
WBL	0		0		1479	
WBT	3	5100	1367	0.27 *	659	0.42 *
WBR (free)	10	17000	233	0.01	0	0.00
		N/S Movements		0.29		0.13
		E/W Movements		0.27		0.42
		Rt. Turn Component		0.08		0.10
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.69</b>	<b>0.70</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>B</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		178 SR-57 NB Ramps / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1.5	2550	630	0.25 *	767	0.30 *	
NBT	0		0	0.00	0	0.00	
NBR	1.5	2550	395	0.15	578	0.23	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0	*	0	*	
EBT	3	5100	1103	0.22	1109	0.22	
EBR (free)	10	17000	494	0.03	493	0.03	
WBL	0		0		0		
WBT	3	5100	1150	0.23 *	1362	0.27 *	
WBR (free)	10	17000	369	0.02	751	0.04	
		N/S Movements		0.25		0.30	
		E/W Movements		0.23		0.27	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>	<b>0.62</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics				
INTERSECTION:		179 SR-57 SB Ramps / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	417	0.25 *	301	0.18 *
SBT	0		15	0.00	0	0.00
SBR	2	3400	568	0.17	688	0.20 *
EBL	0		0		0	
EBT	2	3400	951	0.28 *	1077	0.32 *
EBR (free)	1	1700	120	0.07	266	0.16
WBL	1	1700	205	0.12 *	355	0.21 *
WBT	2	3400	722	0.21	1452	0.43
WBR (free)	0		0		0	
		N/S Movements		0.25		0.18
		E/W Movements		0.40		0.53
		Rt. Turn Component		0.00		0.03
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.70</b>	<b>0.78</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		180 SR-57 NB Ramps / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	159	0.09 *	113	0.07 *	
NBT	0		0	0.00	0	0.00	
NBR	2	3400	500	0.15 *	120	0.04	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0		0	*	
EBT	2	3400	1143	0.34 *	888	0.26	
EBR	2	3400	275	0.08	403	0.12	
WBL	0		0	*	0		
WBT	2	3400	618	0.18	1362	0.40 *	
WBR (free)	10	17000	137	0.01	422	0.02	
		N/S Movements		0.09		0.07	
		E/W Movements		0.34		0.40	
		Rt. Turn Component		0.05		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.53</b>	<b>0.52</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		183 Douglass / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	0.5	850	184	0.22	647	0.76 *	
NBT	1.5	2550	39	0.10 *	122	0.31	
NBR	0		228		678		
SBL	1	1700	339	0.20 *	272	0.16	
SBT	0.5	850	59	0.07	63	0.07 *	
SBR	1.5	2550	130	0.05	309	0.12	
EBL	2	3400	185	0.05	277	0.08	
EBT	3	5100	1227	0.24 *	1061	0.21 *	
EBR	1	1700	88	0.05	78	0.05	
WBL	2	3400	468	0.14 *	524	0.15 *	
WBT	4	6800	872	0.14	1328	0.25	
WBR	0		106		357		
split phasing		N/S Movements		0.42		0.92	
		E/W Movements		0.38		0.36	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.84</b>	<b>1.33</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

<b>PROJECT:</b>		<b>Platinum Triangle III</b>					
<b>ANALYSIS CONDITION:</b>		<b>Adopted MLUP w/ Existing Lane Geometrics</b>					
<b>INTERSECTION:</b>		<b>257 Market / Katella</b>					
<b>Date</b>		<b>4/5/2005</b>					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	348	0.20 *	262	0.15 *	
NBT	1	1700	22	0.04	25	0.04	
NBR	0		52		48		
SBL	1	1700	51	0.03	172	0.10	
SBT	1	1700	8	0.03 *	28	0.10 *	
SBR	0		44		134		
EBL	1	1700	156	0.09	152	0.09	
EBT	4	6800	1859	0.30 *	1590	0.28 *	
EBR	0		164		329		
WBL	1	1700	59	0.03 *	218	0.13 *	
WBT	4	6800	1092	0.17	2098	0.32	
WBR	0		46		74		
		N/S Movements		0.24		0.25	
		E/W Movements		0.33		0.41	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.62</b>	<b>0.71</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		258 Gene Autry / Market					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	51	0.03 *	91	0.05 *	
NBT	1	1700	26	0.03	38	0.04	
NBR	0		33		27		
SBL	1	1700	85	0.05	54	0.03	
SBT	1	1700	31	0.07 *	36	0.09 *	
SBR	0		84		114		
EBL	1	1700	92	0.05	162	0.10 *	
EBT	3	5100	447	0.09 *	510	0.12	
EBR	0		35		76		
WBL	1	1700	12	0.01 *	24	0.01	
WBT	3	5100	113	0.03	610	0.13 *	
WBR	0		32		71		
		N/S Movements		0.10		0.14	
		E/W Movements		0.10		0.23	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.25</b>		<b>0.42</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.01 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		259 State College / Connector Street					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	31	0.02 *	44	0.03	
NBT	4	6800	728	0.11	1952	0.29 *	
NBR	0		11		8		
SBL	1	1700	64	0.04	64	0.04 *	
SBT	4	6800	2235	0.33 *	1374	0.21	
SBR	0		36		53		
EBL	1	1700	74	0.04 *	72	0.04 *	
EBT	1	1700	1	0.03	1	0.03	
EBR	0		53		41		
WBL	1	1700	7	0.00	26	0.02	
WBT	1	1700	1	0.02 *	2	0.06 *	
WBR	0		32		93		
		N/S Movements		0.35		0.33	
		E/W Movements		0.06		0.10	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.46</b>	<b>0.47</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		261 Oranewood / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	76	0.04 *	124	0.07 *	
NBT	1	1700	1	0.03	1	0.06	
NBR	0		54		99		
SBL	1	1700	17	0.01	66	0.04	
SBT	1	1700	0	0.02 *	1	0.05 *	
SBR	0		28		88		
EBL	1	1700	49	0.03	41	0.02 *	
EBT	3	5100	1110	0.23 *	607	0.13	
EBR	0		55		61		
WBL	1	1700	79	0.05 *	77	0.05	
WBT	3	5100	1002	0.21	1777	0.36 *	
WBR	0		45		41		
		N/S Movements		0.06		0.13	
		E/W Movements		0.27		0.38	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.39</b>	<b>0.56</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		262 State College / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	129	0.04 *	94	0.03 *	
NBT	4	6800	661	0.12	1452	0.23	
NBR	0		133		136		
SBL	2	3400	18	0.01	24	0.01	
SBT	4	6800	2416	0.36 *	1592	0.24 *	
SBR	0		24		18		
EBL	2	3400	18	0.01	48	0.01	
EBT	1	1700	1	0.00 *	5	0.00 *	
EBR	1	1700	101	0.06 *	170	0.10 *	
WBL	1	1700	108	0.06 *	176	0.10 *	
WBT	1	1700	4	0.00	3	0.00	
WBR	1	1700	25	0.01 *	42	0.02 *	
		N/S Movements		0.40		0.26	
		E/W Movements		0.06		0.11	
		Rt. Turn Component		0.03		0.09	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.54</b>		<b>0.51</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		301 Main / Katella					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	68	0.02 *	275	0.08	
NBT	2	3400	246	0.07	567	0.17 *	
NBR	1	1700	192	0.11	244	0.14	
SBL	1	1700	66	0.04	192	0.11 *	
SBT	2	3400	554	0.16 *	301	0.09	
SBR	1	1700	248	0.15	184	0.11	
EBL	1	1700	99	0.06	197	0.12	
EBT	3	5100	908	0.18 *	1640	0.32 *	
EBR	1	1700	228	0.13	137	0.08	
WBL	1	1700	246	0.14 *	188	0.11 *	
WBT	3	5100	914	0.22	1396	0.31	
WBR	0		213		189		
		N/S Movements		0.18		0.28	
		E/W Movements		0.32		0.43	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.56</b>		<b>0.76</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>C</b>	
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		302 Eckhoff / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	66	0.04 *	94	0.06	
NBT	1	1700	69	0.06	73	0.07 *	
NBR	0		36		45		
SBL	1	1700	14	0.01	135	0.08 *	
SBT	1	1700	62	0.04 *	116	0.07	
SBR	1	1700	316	0.19	712	0.42 *	
EBL	1	1700	529	0.31 *	246	0.14 *	
EBT	2	3400	896	0.26	735	0.22	
EBR	1	1700	74	0.04	158	0.09	
WBL	1	1700	17	0.01	31	0.02	
WBT	2	3400	428	0.15 *	845	0.27 *	
WBR	0		83		60		
		N/S Movements		0.08		0.15	
		E/W Movements		0.46		0.41	
		Rt. Turn Component		0.00		0.21	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.59</b>	<b>0.82</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		303 The City Drive / Chapman					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	123	0.04 *	234	0.07 *	
NBT	4	6800	512	0.08	1834	0.27	
NBR	1	1700	49	0.03	400	0.24	
SBL	2	3400	33	0.01	21	0.01	
SBT	3	5100	1451	0.28 *	1253	0.25 *	
SBR	1	1700	545	0.32	278	0.16	
EBL	2	3400	152	0.04 *	515	0.15 *	
EBT	3	5100	742	0.15	1469	0.29	
EBR	1	1700	383	0.23 *	369	0.22	
WBL	2	3400	192	0.06	238	0.07	
WBT	3	5100	803	0.16 *	1072	0.21 *	
WBR	1	1700	186	0.11	377	0.22 *	
		N/S Movements		0.32		0.31	
		E/W Movements		0.20		0.36	
		Rt. Turn Component		0.04		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.62</b>	<b>0.73</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		304 Santiago / Meats					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	204	0.12	495	0.29 *	
NBT	2	3400	581	0.23 *	373	0.23	
NBR	0		216		411		
SBL	1	1700	402	0.24 *	29	0.02	
SBT	2	3400	595	0.25	270	0.11 *	
SBR	0		257		96		
EBL	1	1700	90	0.05 *	117	0.07	
EBT	2	3400	108	0.20	805	0.46 *	
EBR	0		555		744		
WBL	1	1700	144	0.08	141	0.08 *	
WBT	2	3400	939	0.31 *	273	0.08	
WBR	0		119		14		
		N/S Movements		0.47		0.40	
		E/W Movements		0.36		0.54	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.88</b>	<b>0.99</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Adopted MLUP w/ Existing Lane Geometrics					
INTERSECTION:		305 Chapman / Rampart					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	38	0.02	24	0.01	
NBT	1	1700	420	0.38 *	249	0.42 *	
NBR	0		233		466		
SBL	1	1700	29	0.02 *	69	0.04 *	
SBT	0		45	0.00	141	0.00	
SBR	1	1700	14	0.01	69	0.04 *	
EBL	1	1700	54	0.03 *	53	0.03 *	
EBT	3	5100	1304	0.26	1359	0.27	
EBR	0		1		33		
WBL	0		274		109		
WBT	3	5100	1466	0.34 *	2074	0.43 *	
WBR	1	1700	132	0.08	165	0.10	
		N/S Movements		0.40		0.46	
		E/W Movements		0.37		0.46	
		Rt. Turn Component		0.00		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.82</b>	<b>0.98</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>E</b>		
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	

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## **APPENDIX C**

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		121 Anaheim / I-5 NB Ramp					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	202	0.06 *	341	0.10 *	
NBT	3	5100	1015	0.20	1474	0.29	
NBR	0		0		0		
SBL	0		0		0		
SBT	3	5100	1944	0.38 *	1886	0.37 *	
SBR	1	1700	113	0.07	371	0.22	
EBL	0		0		0		
EBT	0		0	0.00 *	0	0.00 *	
EBR	0		0		0		
WBL	0.5	850	38	0.04 *	141	0.17 *	
WBT	1	1700	4	0.00	40	0.02	
WBR	1.5	2550	243	0.10 *	978	0.38 *	
		N/S Movements		0.44		0.47	
		E/W Movements		0.04		0.17	
		Rt. Turn Component		0.05		0.22	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.59</b>	<b>0.90</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		122 Anaheim / Disney					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	97	0.06	88	0.05	
NBT	3	5100	585	0.12 *	1231	0.24 *	
NBR	0		4		6		
SBL	2	3400	299	0.09 *	355	0.10 *	
SBT	3	5100	575	0.12	839	0.17	
SBR	0		49		35		
EBL	2	3400	208	0.06 *	139	0.04 *	
EBT	4	6800	56	0.02	117	0.04	
EBR	0		65		140		
WBL	0		0		0		
WBT	3	5100	240	0.05 *	226	0.04 *	
WBR	0		2		3		
		N/S Movements		0.20		0.35	
		E/W Movements		0.11		0.09	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.36</b>	<b>0.48</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		125 Manchester I-5 SB/ Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	68	0.04 *	68	0.04	
NBT	0		0	0.00	0	0.00 *	
NBR	2	3400	502	0.15 *	281	0.08 *	
SBL	2	3400	127	0.04	320	0.09 *	
SBT	2	3400	577	0.17 *	90	0.03	
SBR	1	1700	14	0.01	7	0.00	
EBL	0		0	*	0	*	
EBT	3	5100	1329	0.26	1763	0.35	
EBR	1	1700	1082	0.64 *	913	0.54 *	
WBL	2	3400	133	0.04	144	0.04	
WBT	3	5100	2030	0.40 *	3362	0.66 *	
WBR	0		0		0		
		N/S Movements		0.21		0.09	
		E/W Movements		0.40		0.66	
		Rt. Turn Component		0.40		0.15	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>1.06</b>	<b>0.96</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>F</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		126 Anaheim Way / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	614	0.18 *	893	0.26 *	
NBT	2	3400	167	0.05	447	0.13	
NBR	1	1700	205	0.12	338	0.20	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	2	3400	116	0.03	153	0.04	
EBT	3	5100	1931	0.38 *	2175	0.43 *	
EBR	0		0		0		
WBL	0		0	*	0	*	
WBT	3	5100	1567	0.31	1785	0.35	
WBR	2	3400	363	0.11	695	0.20	
		N/S Movements		0.18		0.26	
		E/W Movements		0.38		0.43	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.61</b>	<b>0.74</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics				
INTERSECTION:		143 Lewis / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	8	0.00	72	0.04 *
NBT	1	1700	1	0.00 *	31	0.03
NBR	0		1		22	
SBL	1	1700	198	0.12 *	81	0.05
SBT	1	1700	37	0.02	69	0.04 *
SBR	1	1700	291	0.17	213	0.13
EBL	1	1700	298	0.18 *	390	0.23 *
EBT	4	6800	1972	0.29	2143	0.32
EBR	0		32		23	
WBL	1	1700	11	0.01	19	0.01
WBT	3	5100	1568	0.32 *	2535	0.52 *
WBR	0		66		109	
		N/S Movements		0.12		0.08
		E/W Movements		0.50		0.75
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.66</b>	<b>0.88</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics				
INTERSECTION:		144 Manchester / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0	*	0	
NBT	0		0	0.00	0	0.00 *
NBR	0		0		0	
SBL	2	3400	662	0.19	338	0.10 *
SBT	3	5100	1034	0.23 *	302	0.10
SBR	0		153		189	
EBL	0		0		0	*
EBT	3	5100	662	0.13 *	849	0.17
EBR	1	1700	581	0.34 *	335	0.20 *
WBL	2	3400	115	0.03 *	122	0.04
WBT	3	5100	486	0.10	1115	0.22 *
WBR	0		0		0	
		N/S Movements		0.23		0.10
		E/W Movements		0.16		0.22
		Rt. Turn Component		0.21		0.03
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.66</b>	<b>0.40</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		145 Anaheim Way/ Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	139	0.08 *	228	0.13	
NBT	2	3400	83	0.02	545	0.16 *	
NBR	0		1		1		
SBL	0		0		0	*	
SBT	0		0	0.00 *	0	0.00	
SBR	0		0		0		
EBL	2	3400	130	0.04	200	0.06 *	
EBT	3	5100	1124	0.22 *	1027	0.20	
EBR	0		0		0		
WBL	0		0	*	0		
WBT	3	5100	463	0.09	1019	0.20 *	
WBR	1	1700	317	0.19 *	522	0.31 *	
		N/S Movements		0.08		0.16	
		E/W Movements		0.22		0.26	
		Rt. Turn Component		0.10		0.11	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.45</b>	<b>0.58</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		160 State College / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	47	0.01 *	213	0.06	
NBT	3	5100	437	0.11	1072	0.26 *	
NBR	0		138		237		
SBL	2	3400	323	0.09	411	0.12 *	
SBT	3	5100	1080	0.28 *	716	0.21	
SBR	0		354		378		
EBL	2	3400	397	0.12	303	0.09 *	
EBT	3	5100	1874	0.37 *	1857	0.36	
EBR	1	1700	160	0.09	61	0.04	
WBL	2	3400	691	0.20 *	271	0.08	
WBT	3	5100	1324	0.26	2413	0.47 *	
WBR	1	1700	168	0.10	408	0.24	
		N/S Movements		0.29		0.38	
		E/W Movements		0.57		0.56	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.92</b>	<b>0.99</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>E</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		161 State College / Sportstown					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	113	0.07 *	265	0.16 *	
NBT	3	5100	386	0.13	990	0.23	
NBR	0		275		169		
SBL	2	3400	255	0.08	56	0.02	
SBT	3	5100	1725	0.34 *	1007	0.20 *	
SBR	0		0		0		
EBL	1	1700	0	0.00	0	0.00	
EBT	1	1700	58	0.20 *	42	0.12 *	
EBR	0		280		168		
WBL	1	1700	70	0.04 *	327	0.19 *	
WBT	1	1700	19	0.02	70	0.27	
WBR	0		11		380		
		N/S Movements		0.40		0.35	
		E/W Movements		0.24		0.32	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.69</b>	<b>0.72</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		162 State College / Gene Autry					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	39	0.01 *	89	0.03	
NBT	3	5100	694	0.29	1699	0.46 *	
NBR	0		781		624		
SBL	2	3400	10	0.00	3	0.00 *	
SBT	3	5100	2059	0.41 *	1247	0.27	
SBR	0		28		143		
EBL	1	1700	158	0.09	62	0.04	
EBT	2	3400	211	0.13 *	195	0.08 *	
EBR	0		230		74		
WBL	2	3400	265	0.08 *	896	0.26 *	
WBT	1	1700	85	0.05	403	0.24	
WBR	0		2		6		
		N/S Movements		0.42		0.46	
		E/W Movements		0.21		0.34	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.68</b>	<b>0.85</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		163 State College / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	164	0.05 *	238	0.07	
NBT	4	6800	930	0.15	1381	0.26 *	
NBR	0		100		394		
SBL	2	3400	469	0.14	220	0.06 *	
SBT	4	6800	1712	0.29 *	1346	0.21	
SBR	0		227		104		
EBL	2	3400	150	0.04	522	0.15 *	
EBT	3	5100	1004	0.22 *	916	0.20	
EBR	0		117		86		
WBL	2	3400	511	0.15 *	609	0.18	
WBT	3	5100	762	0.17	1674	0.43 *	
WBR	0		118		520		
		N/S Movements		0.33		0.33	
		E/W Movements		0.37		0.58	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.75</b>	<b>0.96</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		170 Howell / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	8	0.00 *	183	0.11 *	
NBT	1	1700	5	0.00	45	0.03	
NBR	1	1700	6	0.00	199	0.12	
SBL	2	3400	293	0.09	259	0.08	
SBT	1	1700	39	0.26 *	6	0.39 *	
SBR	0		401		654		
EBL	1	1700	69	0.04 *	418	0.25 *	
EBT	3	5100	1149	0.24	1153	0.23	
EBR	0		53		19		
WBL	2	3400	181	0.05	87	0.03	
WBT	3	5100	1392	0.32 *	1869	0.39 *	
WBR	0		236		139		
split phasing		N/S Movements		0.26		0.50	
		E/W Movements		0.36		0.64	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.67</b>	<b>1.19</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		171 Sportstown / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	395	0.23 *	902	0.53 *	
NBT	0.5	850	1	0.00	15	0.02	
NBR	1.5	2550	78	0.03	205	0.08	
SBL	1	1700	97	0.06 *	131	0.08 *	
SBT	1	1700	9	0.01	10	0.01	
SBR	1	1700	67	0.04	67	0.04	
EBL	1	1700	113	0.07	189	0.11	
EBT	3	5100	1216	0.39 *	1716	0.47 *	
EBR	0		756		699		
WBL	1	1700	406	0.24 *	423	0.25 *	
WBT	3	5100	1715	0.34	2223	0.44	
WBR	1	1700	161	0.09	67	0.04	
split phasing		N/S Movements		0.29		0.61	
		E/W Movements		0.63		0.72	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.97</b>	<b>1.38</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>E</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics				
INTERSECTION:		172 Rampart / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	82	0.05	150	0.09
NBT	1	1700	121	0.07 *	180	0.11 *
NBR	1	1700	465	0.27 *	568	0.33 *
SBL	1	1700	157	0.09 *	399	0.23 *
SBT	1	1700	51	0.05	152	0.13
SBR	0		29		71	
EBL	1	1700	60	0.04	53	0.03 *
EBT	2	3400	1004	0.34 *	898	0.28
EBR	0		140		61	
WBL	1	1700	100	0.06 *	33	0.02
WBT	2	3400	862	0.25	1147	0.34 *
WBR	1	1700	230	0.14	212	0.12
		N/S Movements		0.16		0.34
		E/W Movements		0.40		0.37
		Rt. Turn Component		0.17		0.23
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.77</b>	<b>0.98</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>E</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics				
INTERSECTION:		177 SR-57 SB Ramps / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	507	0.30 *	192	0.11 *
SBT	0		0	0.00	0	0.00
SBR	2	3400	1261	0.37 *	792	0.23 *
EBL	0		0	*	0	*
EBT	3	5100	1144	0.22	1457	0.29
EBR (free)	10	17000	334	0.02	341	0.02
WBL	0		0		0	
WBT	3	5100	1372	0.27 *	1569	0.31 *
WBR (free)	10	17000	232	0.01	576	0.03
		N/S Movements		0.30		0.11
		E/W Movements		0.27		0.31
		Rt. Turn Component		0.07		0.12
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.69</b>	<b>0.59</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		178 SR-57 NB Ramps / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1.5	2550	628	0.25 *	771	0.30 *	
NBT	0		0	0.00	0	0.00	
NBR	1.5	2550	392	0.15	568	0.22	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0	*	0	*	
EBT	3	5100	1128	0.22	1117	0.22	
EBR (free)	10	17000	477	0.03	483	0.03	
WBL	0		0		0		
WBT	3	5100	1155	0.23 *	1366	0.27 *	
WBR (free)	10	17000	371	0.02	736	0.04	
		N/S Movements		0.25		0.30	
		E/W Movements		0.23		0.27	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>	<b>0.62</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics				
INTERSECTION:		179 SR-57 SB Ramps / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	405	0.24 *	305	0.18 *
SBT	0		15	0.00	0	0.00
SBR	2	3400	592	0.17	667	0.20 *
EBL	0		0		0	
EBT	2	3400	930	0.27 *	1104	0.32 *
EBR (free)	1	1700	129	0.08	278	0.16
WBL	1	1700	206	0.12 *	354	0.21 *
WBT	2	3400	717	0.21	1449	0.43
WBR (free)	0		0		0	
		N/S Movements		0.24		0.18
		E/W Movements		0.39		0.53
		Rt. Turn Component		0.00		0.02
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.68</b>	<b>0.78</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		180 SR-57 NB Ramps / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	157	0.09 *	104	0.06 *	
NBT	0		0	0.00	0	0.00	
NBR	2	3400	496	0.15 *	108	0.03	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0		0	*	
EBT	2	3400	1143	0.34 *	883	0.26	
EBR	2	3400	241	0.07	439	0.13	
WBL	0		0	*	0		
WBT	2	3400	620	0.18	1366	0.40 *	
WBR (free)	10	17000	141	0.01	422	0.02	
		N/S Movements		0.09		0.06	
		E/W Movements		0.34		0.40	
		Rt. Turn Component		0.05		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.53</b>	<b>0.51</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		183 Douglass / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	0.5	850	185	0.22	644	0.76 *	
NBT	1.5	2550	40	0.10 *	123	0.31	
NBR	0		225		676		
SBL	1	1700	349	0.21 *	283	0.17	
SBT	0.5	850	58	0.07	65	0.08 *	
SBR	1.5	2550	131	0.05	295	0.12	
EBL	2	3400	195	0.06	293	0.09	
EBT	3	5100	1241	0.24 *	1045	0.20 *	
EBR	1	1700	87	0.05	78	0.05	
WBL	2	3400	467	0.14 *	526	0.15 *	
WBT	4	6800	877	0.14	1334	0.25	
WBR	0		106		343		
split phasing		N/S Movements		0.42		0.92	
		E/W Movements		0.38		0.36	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.85</b>	<b>1.33</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>F</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

<b>PROJECT:</b>		<b>Platinum Triangle III</b>					
<b>ANALYSIS CONDITION:</b>		<b>Proposed MLUP w/ Existing Lane Geometrics</b>					
<b>INTERSECTION:</b>		<b>257 Market / Katella</b>					
<b>Date</b>		<b>4/5/2005</b>					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	382	0.22 *	315	0.19 *	
NBT	1	1700	22	0.05	26	0.07	
NBR	0		61		85		
SBL	1	1700	51	0.03	173	0.10	
SBT	1	1700	9	0.02 *	28	0.07 *	
SBR	0		29		88		
EBL	1	1700	153	0.09	150	0.09	
EBT	4	6800	1925	0.31 *	1638	0.29 *	
EBR	0		194		367		
WBL	1	1700	77	0.05 *	225	0.13 *	
WBT	4	6800	1107	0.17	2161	0.33	
WBR	0		48		70		
		N/S Movements		0.25		0.25	
		E/W Movements		0.36		0.43	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.65</b>	<b>0.73</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		258 Gene Autry / Market					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	49	0.03 *	99	0.06 *	
NBT	1	1700	32	0.04	53	0.05	
NBR	0		33		27		
SBL	1	1700	90	0.05	54	0.03	
SBT	1	1700	41	0.08 *	53	0.13 *	
SBR	0		101		172		
EBL	1	1700	127	0.07	206	0.12 *	
EBT	3	5100	453	0.10 *	504	0.12	
EBR	0		47		86		
WBL	1	1700	12	0.01 *	24	0.01	
WBT	3	5100	121	0.03	605	0.13 *	
WBR	0		32		71		
		N/S Movements		0.11		0.19	
		E/W Movements		0.11		0.25	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.27</b>		<b>0.49</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.01 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		259 State College / Connector Street					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	33	0.02 *	46	0.03	
NBT	4	6800	784	0.12	1929	0.28 *	
NBR	0		11		8		
SBL	1	1700	59	0.03	61	0.04 *	
SBT	4	6800	2235	0.33 *	1330	0.21	
SBR	0		40		115		
EBL	1	1700	75	0.04 *	81	0.05 *	
EBT	1	1700	2	0.03	1	0.02	
EBR	0		56		37		
WBL	1	1700	7	0.00	25	0.01	
WBT	1	1700	1	0.02 *	2	0.05 *	
WBR	0		30		90		
		N/S Movements		0.35		0.32	
		E/W Movements		0.06		0.10	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.47</b>		<b>0.47</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		261 Oranewood / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	77	0.05 *	115	0.07 *	
NBT	1	1700	1	0.03	1	0.06	
NBR	0		54		94		
SBL	1	1700	17	0.01	59	0.03	
SBT	1	1700	1	0.02 *	2	0.05 *	
SBR	0		27		83		
EBL	1	1700	44	0.03	48	0.03 *	
EBT	3	5100	1141	0.23 *	782	0.17	
EBR	0		47		78		
WBL	1	1700	79	0.05 *	76	0.04	
WBT	3	5100	1048	0.21	1804	0.36 *	
WBR	0		44		37		
		N/S Movements		0.06		0.12	
		E/W Movements		0.28		0.39	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.39</b>	<b>0.56</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		262 State College / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	126	0.04 *	94	0.03 *	
NBT	4	6800	706	0.12	1596	0.25	
NBR	0		132		134		
SBL	2	3400	18	0.01	24	0.01	
SBT	4	6800	2429	0.36 *	1597	0.24 *	
SBR	0		24		18		
EBL	2	3400	18	0.01	48	0.01	
EBT	1	1700	2	0.00 *	4	0.00 *	
EBR	1	1700	103	0.06 *	182	0.11 *	
WBL	1	1700	105	0.06 *	174	0.10 *	
WBT	1	1700	4	0.00	3	0.00	
WBR	1	1700	25	0.01 *	49	0.03 *	
		N/S Movements		0.40		0.27	
		E/W Movements		0.06		0.10	
		Rt. Turn Component		0.03		0.10	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.54</b>	<b>0.52</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		301 Main / Katella					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	70	0.02 *	276	0.08	
NBT	2	3400	247	0.07	551	0.16 *	
NBR	1	1700	187	0.11	250	0.15	
SBL	1	1700	92	0.05	194	0.11 *	
SBT	2	3400	577	0.17 *	303	0.09	
SBR	1	1700	254	0.15	183	0.11	
EBL	1	1700	101	0.06	223	0.13 *	
EBT	3	5100	920	0.18 *	1606	0.31	
EBR	1	1700	236	0.14	138	0.08	
WBL	1	1700	239	0.14 *	171	0.10	
WBT	3	5100	918	0.22	1377	0.31 *	
WBR	0		224		182		
		N/S Movements		0.19		0.28	
		E/W Movements		0.32		0.44	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.56</b>		<b>0.76</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>C</b>	
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		302 Eckhoff / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	66	0.04 *	94	0.06	
NBT	1	1700	69	0.06	73	0.07 *	
NBR	0		36		45		
SBL	1	1700	16	0.01	134	0.08 *	
SBT	1	1700	62	0.04 *	116	0.07	
SBR	1	1700	312	0.18	717	0.42 *	
EBL	1	1700	521	0.31 *	249	0.15 *	
EBT	2	3400	922	0.27	714	0.21	
EBR	1	1700	74	0.04	159	0.09	
WBL	1	1700	17	0.01	31	0.02	
WBT	2	3400	436	0.15 *	845	0.26 *	
WBR	0		79		52		
		N/S Movements		0.08		0.15	
		E/W Movements		0.46		0.41	
		Rt. Turn Component		0.00		0.21	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.58</b>	<b>0.82</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		303 The City Drive / Chapman					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	125	0.04 *	241	0.07 *	
NBT	4	6800	592	0.09	1875	0.28	
NBR	1	1700	51	0.03	407	0.24	
SBL	2	3400	32	0.01	21	0.01	
SBT	3	5100	1480	0.29 *	1246	0.24 *	
SBR	1	1700	572	0.34 *	318	0.19	
EBL	2	3400	126	0.04 *	527	0.15 *	
EBT	3	5100	633	0.12	1501	0.29	
EBR	1	1700	361	0.21 *	362	0.21	
WBL	2	3400	183	0.05	235	0.07	
WBT	3	5100	837	0.16 *	1109	0.22 *	
WBR	1	1700	187	0.11	360	0.21	
		N/S Movements		0.33		0.32	
		E/W Movements		0.20		0.37	
		Rt. Turn Component		0.06		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.64</b>	<b>0.74</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		304 Santiago / Meats					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	209	0.12	488	0.29 *	
NBT	2	3400	586	0.23 *	364	0.23	
NBR	0		212		409		
SBL	1	1700	400	0.24 *	37	0.02	
SBT	2	3400	594	0.25	332	0.13 *	
SBR	0		257		96		
EBL	1	1700	94	0.06 *	118	0.07	
EBT	2	3400	106	0.20	798	0.45 *	
EBR	0		558		743		
WBL	1	1700	145	0.09	141	0.08 *	
WBT	2	3400	951	0.32 *	275	0.08	
WBR	0		121		13		
		N/S Movements		0.47		0.41	
		E/W Movements		0.37		0.54	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.89</b>	<b>1.00</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Existing Lane Geometrics					
INTERSECTION:		305 Chapman / Rampart					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	36	0.02	21	0.01	
NBT	1	1700	309	0.39 *	140	0.42 *	
NBR	0		351		574		
SBL	1	1700	29	0.02 *	74	0.04 *	
SBT	0		51	0.00	136	0.00	
SBR	1	1700	17	0.01	75	0.04 *	
EBL	1	1700	67	0.04 *	61	0.04 *	
EBT	3	5100	1246	0.24	1310	0.26	
EBR	0		2		35		
WBL	0		284		185		
WBT	3	5100	1484	0.35 *	2005	0.43 *	
WBR	1	1700	158	0.09	207	0.12	
		N/S Movements		0.41		0.46	
		E/W Movements		0.39		0.47	
		Rt. Turn Component		0.00		0.01	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.84</b>	<b>0.99</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

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## APPENDIX D

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		121 Anaheim / I-5 NB Ramp					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	202	0.06 *	341	0.10 *	
NBT	3	5100	1015	0.20	1474	0.29	
NBR	0		0		0		
SBL	0		0		0		
SBT	3	5100	1944	0.38 *	1886	0.37 *	
SBR	1	1700	113	0.07	371	0.22	
EBL	0		0		0		
EBT	0		0	0.00 *	0	0.00 *	
EBR	0		0		0		
WBL	0.5	850	38	0.04 *	141	0.17 *	
WBT	1	1700	4	0.00	40	0.02	
WBR	1.5	2550	243	0.10 *	978	0.38 *	
		N/S Movements		0.44		0.47	
		E/W Movements		0.04		0.17	
		Rt. Turn Component		0.05		0.22	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.59</b>	<b>0.90</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		122 Anaheim / Disney				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	97	0.06	88	0.05
NBT	3	5100	585	0.12 *	1231	0.24 *
NBR	0		4		6	
SBL	2	3400	299	0.09 *	355	0.10 *
SBT	3	5100	575	0.12	839	0.17
SBR	0		49		35	
EBL	2	3400	208	0.06 *	139	0.04 *
EBT	4	6800	56	0.02	117	0.04
EBR	0		65		140	
WBL	0		0		0	
WBT	3	5100	240	0.05 *	226	0.04 *
WBR	0		2		3	
		N/S Movements		0.20		0.35
		E/W Movements		0.11		0.09
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.36</b>	<b>0.48</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		125 Manchester I-5 SB/ Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	68	0.04 *	68	0.04	
NBT	0		0	0.00	0	0.00 *	
NBR	2	3400	502	0.15 *	281	0.08 *	
SBL	2	3400	127	0.04	320	0.09 *	
SBT	2	3400	577	0.17 *	90	0.03	
SBR	1	1700	14	0.01	7	0.00	
EBL	0		0	*	0	*	
EBT	3	5100	1329	0.26	1763	0.35	
EBR	2	3400	1082	0.32 *	913	0.27	
WBL	2	3400	133	0.04	144	0.04	
WBT	3	5100	2030	0.40 *	3362	0.66 *	
WBR	0		0		0		
		N/S Movements		0.21		0.09	
		E/W Movements		0.40		0.66	
		Rt. Turn Component		0.09		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.74</b>	<b>0.80</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		126 Anaheim Way / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	614	0.18 *	893	0.26 *	
NBT	2	3400	167	0.05	447	0.13	
NBR	1	1700	205	0.12	338	0.20	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	2	3400	116	0.03	153	0.04	
EBT	3	5100	1931	0.38 *	2175	0.43 *	
EBR	0		0		0		
WBL	0		0	*	0	*	
WBT	3	5100	1567	0.31	1785	0.35	
WBR	2	3400	363	0.11	695	0.20	
		N/S Movements		0.18		0.26	
		E/W Movements		0.38		0.43	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.61</b>		<b>0.74</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>		<b>C</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		143 Lewis / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	8	0.00	72	0.04 *
NBT	2	3400	1	0.00 *	31	0.02
NBR	0		1		22	
SBL	1	1700	198	0.12 *	81	0.05
SBT	2	3400	37	0.10	69	0.08 *
SBR	0		291		213	
EBL	2	3400	298	0.09 *	390	0.11 *
EBT	4	6800	1972	0.29	2143	0.32
EBR	0		32		23	
WBL	2	3400	11	0.00	19	0.01
WBT	4	6800	1568	0.24 *	2535	0.39 *
WBR	0		66		109	
		N/S Movements		0.12		0.13
		E/W Movements		0.33		0.50
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.49</b>	<b>0.68</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		144 Manchester / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0	*	0	
NBT	0		0	0.00	0	0.00 *
NBR	0		0		0	
SBL	2	3400	662	0.19	338	0.10 *
SBT	3	5100	1034	0.23 *	302	0.10
SBR	0		153		189	
EBL	0		0		0	*
EBT	3	5100	662	0.13 *	849	0.17
EBR	1	1700	581	0.34 *	335	0.20 *
WBL	2	3400	115	0.03 *	122	0.04
WBT	3	5100	486	0.10	1115	0.22 *
WBR	0		0		0	
		N/S Movements		0.23		0.10
		E/W Movements		0.16		0.22
		Rt. Turn Component		0.21		0.03
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.66</b>	<b>0.40</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		145 Anaheim Way/ Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	139	0.08 *	228	0.13	
NBT	2	3400	83	0.02	545	0.16 *	
NBR	0		1		1		
SBL	0		0		0	*	
SBT	0		0	0.00 *	0	0.00	
SBR	0		0		0		
EBL	2	3400	130	0.04	200	0.06 *	
EBT	3	5100	1124	0.22 *	1027	0.20	
EBR	0		0		0		
WBL	0		0	*	0		
WBT	3	5100	463	0.09	1019	0.20 *	
WBR	1	1700	317	0.19 *	522	0.31 *	
		N/S Movements		0.08		0.16	
		E/W Movements		0.22		0.26	
		Rt. Turn Component		0.10		0.11	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.45</b>	<b>0.58</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		160 State College / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	47	0.01 *	213	0.06	
NBT	3	5100	437	0.09	1072	0.21 *	
NBR	1	1700	138	0.08	237	0.14	
SBL	2	3400	323	0.09	411	0.12 *	
SBT	3	5100	1080	0.21 *	716	0.14	
SBR	1	1700	354	0.21	378	0.22	
EBL	2	3400	397	0.12	303	0.09 *	
EBT	4	6800	1874	0.30 *	1857	0.28	
EBR	0		160		61		
WBL	2	3400	691	0.20 *	271	0.08	
WBT	4	6800	1324	0.22	2413	0.41 *	
WBR	0		168		408		
		N/S Movements		0.23		0.33	
		E/W Movements		0.50		0.50	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.78</b>	<b>0.88</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		161 State College / Sportstown					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	113	0.07 *	265	0.16 *	
NBT	3	5100	386	0.13	990	0.23	
NBR	0		275		169		
SBL	2	3400	255	0.08	56	0.02	
SBT	3	5100	1725	0.34 *	1007	0.20 *	
SBR	0		0		0		
EBL	1	1700	0	0.00	0	0.00	
EBT	1	1700	58	0.20 *	42	0.12 *	
EBR	0		280		168		
WBL	1	1700	70	0.04 *	327	0.19 *	
WBT	1	1700	19	0.02	70	0.27	
WBR	0		11		380		
		N/S Movements		0.40		0.35	
		E/W Movements		0.24		0.32	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.69</b>	<b>0.72</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		162 State College / Gene Autry					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	39	0.01 *	89	0.03	
NBT	3	5100	694	0.14	1699	0.33 *	
NBR	1	1700	781	0.46 *	624	0.37	
SBL	2	3400	10	0.00	3	0.00 *	
SBT	3	5100	2059	0.41 *	1247	0.27	
SBR	0		28		143		
EBL	2	3400	158	0.05	62	0.02	
EBT	3	5100	211	0.09 *	195	0.05 *	
EBR	0		230		74		
WBL	2	3400	265	0.08 *	896	0.26 *	
WBT	1	1700	85	0.05	403	0.24	
WBR	0		2		6		
		N/S Movements		0.42		0.33	
		E/W Movements		0.16		0.32	
		Rt. Turn Component		0.25		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.88</b>		<b>0.70</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>		<b>B</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		163 State College / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	164	0.05 *	238	0.07	
NBT	4	6800	930	0.15	1381	0.26 *	
NBR	0		100		394		
SBL	2	3400	469	0.14	220	0.06 *	
SBT	4	6800	1712	0.29 *	1346	0.21	
SBR	0		227		104		
EBL	2	3400	150	0.04	522	0.15 *	
EBT	3	5100	1004	0.22 *	916	0.20	
EBR	0		117		86		
WBL	2	3400	511	0.15 *	609	0.18	
WBT	3	5100	762	0.15	1674	0.33 *	
WBR	1	1700	118	0.07	520	0.31	
		N/S Movements		0.33		0.33	
		E/W Movements		0.37		0.48	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.75</b>	<b>0.86</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>C</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		170 Howell / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	8	0.00 *	183	0.11 *	
NBT	1	1700	5	0.00	45	0.03	
NBR	1	1700	6	0.00	199	0.12	
SBL	2	3400	293	0.09 *	259	0.08 *	
SBT	0.5	850	39	0.05	6	0.01	
SBR	1.5	2550	401	0.16	654	0.26	
EBL	2	3400	69	0.02 *	418	0.12 *	
EBT	3	5100	1149	0.24	1153	0.23	
EBR	0		53		19		
WBL	2	3400	181	0.05	87	0.03	
WBT	3	5100	1392	0.32 *	1869	0.39 *	
WBR	0		236		139		
split phasing		N/S Movements		0.09		0.18	
		E/W Movements		0.34		0.52	
		Rt. Turn Component		0.05		0.06	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.53</b>	<b>0.81</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		171 Sportstown / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	395	0.12 *	902	0.27 *	
NBT	0.5	850	1	0.00	15	0.02	
NBR	1.5	2550	78	0.03	205	0.08	
SBL	1	1700	97	0.06 *	131	0.08 *	
SBT	1	1700	9	0.01	10	0.01	
SBR	1	1700	67	0.04	67	0.04	
EBL	2	3400	113	0.03 *	189	0.06 *	
EBT	3	5100	1216	0.24	1716	0.34	
EBR	1	1700	756	0.44 *	699	0.41	
WBL	2	3400	406	0.12	423	0.12	
WBT	3	5100	1715	0.34 *	2223	0.44 *	
WBR	1	1700	161	0.09	67	0.04	
split phasing		N/S Movements		0.17		0.34	
		E/W Movements		0.37		0.49	
		Rt. Turn Component		0.09		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.68</b>	<b>0.88</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		172 Rampart / Oranewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	1	1700	82	0.05	150	0.09
NBT	1	1700	121	0.07 *	180	0.11 *
NBR	1	1700	465	0.27 *	568	0.33 *
SBL	1	1700	157	0.09 *	399	0.23 *
SBT	1	1700	51	0.05	152	0.13
SBR	0		29		71	
EBL	1	1700	60	0.04	53	0.03 *
EBT	3	5100	1004	0.20 *	898	0.18
EBR	1	1700	140	0.08	61	0.04
WBL	1	1700	100	0.06 *	33	0.02
WBT	3	5100	862	0.17	1147	0.22 *
WBR	1	1700	230	0.14	212	0.12
		N/S Movements		0.16		0.34
		E/W Movements		0.26		0.26
		Rt. Turn Component		0.17		0.23
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.64</b>	<b>0.87</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>D</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		177 SR-57 SB Ramps / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	507	0.30 *	192	0.11 *
SBT	0		0	0.00	0	0.00
SBR	2	3400	1261	0.37 *	792	0.23 *
EBL	0		0	*	0	*
EBT	3	5100	1144	0.22	1457	0.29
EBR (free)	10	17000	334	0.02	341	0.02
WBL	0		0		0	
WBT	3	5100	1372	0.27 *	1569	0.31 *
WBR (free)	10	17000	232	0.01	576	0.03
		N/S Movements		0.30		0.11
		E/W Movements		0.27		0.31
		Rt. Turn Component		0.07		0.12
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.69</b>	<b>0.59</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>A</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		178 SR-57 NB Ramps / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1.5	2550	628	0.25 *	771	0.30 *	
NBT	0		0	0.00	0	0.00	
NBR	1.5	2550	392	0.15	568	0.22	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0	*	0	*	
EBT	3	5100	1128	0.22	1117	0.22	
EBR (free)	10	17000	477	0.03	483	0.03	
WBL	0		0		0		
WBT	3	5100	1155	0.23 *	1366	0.27 *	
WBR (free)	10	17000	371	0.02	736	0.04	
		N/S Movements		0.25		0.30	
		E/W Movements		0.23		0.27	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>	<b>0.62</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		179 SR-57 SB Ramps / Orangewood				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	0		0		0	
NBT	0		0	0.00 *	0	0.00 *
NBR	0		0		0	
SBL	1	1700	405	0.24 *	305	0.18 *
SBT	0		15	0.00	0	0.00
SBR	2	3400	592	0.17	667	0.20 *
EBL	0		0		0	
EBT	2	3400	930	0.27 *	1104	0.32 *
EBR (free)	1	1700	129	0.08	278	0.16
WBL	1	1700	206	0.12 *	354	0.21 *
WBT	2	3400	717	0.21	1449	0.43
WBR (free)	0		0		0	
		N/S Movements		0.24		0.18
		E/W Movements		0.39		0.53
		Rt. Turn Component		0.00		0.02
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.68</b>	<b>0.78</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		180 SR-57 NB Ramps / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	157	0.09 *	104	0.06 *	
NBT	0		0	0.00	0	0.00	
NBR	2	3400	496	0.15 *	108	0.03	
SBL	0		0		0		
SBT	0		0	0.00 *	0	0.00 *	
SBR	0		0		0		
EBL	0		0		0	*	
EBT	2	3400	1143	0.34 *	883	0.26	
EBR	2	3400	241	0.07	439	0.13	
WBL	0		0	*	0		
WBT	2	3400	620	0.18	1366	0.40 *	
WBR (free)	10	17000	141	0.01	422	0.02	
		N/S Movements		0.09		0.06	
		E/W Movements		0.34		0.40	
		Rt. Turn Component		0.05		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.53</b>	<b>0.51</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III				
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics				
INTERSECTION:		183 Douglass / Katella				
Date		4/5/2005				
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR	
			VOLUME	V/C	VOLUME	V/C
NBL	2	3400	185	0.05	644	0.19 *
NBT	0.5	850	40	0.05 *	123	0.14
NBR	1.5	2550	225	0.09	676	0.27
SBL	2	3400	349	0.10 *	283	0.08
SBT	0.5	850	58	0.07	65	0.08 *
SBR	1.5	2550	131	0.05	295	0.12
EBL	2	3400	195	0.06	293	0.09
EBT	3	5100	1241	0.24 *	1045	0.20 *
EBR	1	1700	87	0.05	78	0.05
WBL	2	3400	467	0.14 *	526	0.15 *
WBT	4	6800	877	0.14	1334	0.25
WBR	0		106		343	
split phasing		N/S Movements		0.16		0.27
		E/W Movements		0.38		0.36
		Rt. Turn Component		0.00		0.00
		Yellow Clearance		0.05		0.05
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.59</b>	<b>0.68</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>	
				ICU		LOS
				0.10 -	0.6	A
				0.61 -	0.7	B
				0.71 -	0.8	C
				0.81 -	0.9	D
				0.91 -	1.00	E
				1.01 -	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		257 Market / Katella					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	382	0.22 *	315	0.19 *	
NBT	1	1700	22	0.05	26	0.07	
NBR	0		61		85		
SBL	1	1700	51	0.03	173	0.10	
SBT	1	1700	9	0.02 *	28	0.07 *	
SBR	0		29		88		
EBL	1	1700	153	0.09	150	0.09	
EBT	4	6800	1925	0.31 *	1638	0.29 *	
EBR	0		194		367		
WBL	1	1700	77	0.05 *	225	0.13 *	
WBT	4	6800	1107	0.17	2161	0.33	
WBR	0		48		70		
		N/S Movements		0.25		0.25	
		E/W Movements		0.36		0.43	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.65</b>	<b>0.73</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		258 Gene Autry / Market					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	49	0.03 *	99	0.06 *	
NBT	1	1700	32	0.04	53	0.05	
NBR	0		33		27		
SBL	1	1700	90	0.05	54	0.03	
SBT	1	1700	41	0.08 *	53	0.13 *	
SBR	0		101		172		
EBL	1	1700	127	0.07	206	0.12 *	
EBT	3	5100	453	0.10 *	504	0.12	
EBR	0		47		86		
WBL	1	1700	12	0.01 *	24	0.01	
WBT	3	5100	121	0.03	605	0.13 *	
WBR	0		32		71		
		N/S Movements		0.11		0.19	
		E/W Movements		0.11		0.25	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.27</b>		<b>0.49</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.01 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		259 State College / Connector Street					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	33	0.02 *	46	0.03	
NBT	4	6800	784	0.12	1929	0.28 *	
NBR	0		11		8		
SBL	1	1700	59	0.03	61	0.04 *	
SBT	4	6800	2235	0.33 *	1330	0.21	
SBR	0		40		115		
EBL	1	1700	75	0.04 *	81	0.05 *	
EBT	1	1700	2	0.03	1	0.02	
EBR	0		56		37		
WBL	1	1700	7	0.00	25	0.01	
WBT	1	1700	1	0.02 *	2	0.05 *	
WBR	0		30		90		
		N/S Movements		0.35		0.32	
		E/W Movements		0.06		0.10	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.47</b>		<b>0.47</b>	
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>		<b>A</b>	
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		261 Oranewood / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	77	0.05 *	115	0.07 *	
NBT	1	1700	1	0.03	1	0.06	
NBR	0		54		94		
SBL	1	1700	17	0.01	59	0.03	
SBT	1	1700	1	0.02 *	2	0.05 *	
SBR	0		27		83		
EBL	1	1700	44	0.03	48	0.03 *	
EBT	3	5100	1141	0.23 *	782	0.17	
EBR	0		47		78		
WBL	1	1700	79	0.05 *	76	0.04	
WBT	3	5100	1048	0.21	1804	0.36 *	
WBR	0		44		37		
		N/S Movements		0.06		0.12	
		E/W Movements		0.28		0.39	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.39</b>	<b>0.56</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		262 State College / Archstone					
Date		4/5/2005					
MOVEMENT	LANES	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	126	0.04 *	94	0.03 *	
NBT	4	6800	706	0.12	1596	0.25	
NBR	0		132		134		
SBL	2	3400	18	0.01	24	0.01	
SBT	4	6800	2429	0.36 *	1597	0.24 *	
SBR	0		24		18		
EBL	2	3400	18	0.01	48	0.01	
EBT	1	1700	2	0.00 *	4	0.00 *	
EBR	1	1700	103	0.06 *	182	0.11 *	
WBL	1	1700	105	0.06 *	174	0.10 *	
WBT	1	1700	4	0.00	3	0.00	
WBR	1	1700	25	0.01 *	49	0.03 *	
		N/S Movements		0.40		0.27	
		E/W Movements		0.06		0.10	
		Rt. Turn Component		0.03		0.10	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.54</b>	<b>0.52</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>A</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		301 Main / Katella					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	70	0.02 *	276	0.08	
NBT	2	3400	247	0.07	551	0.16 *	
NBR	1	1700	187	0.11	250	0.15	
SBL	2	3400	92	0.03	194	0.06 *	
SBT	2	3400	577	0.17 *	303	0.09	
SBR	1	1700	254	0.15	183	0.11	
EBL	2	3400	101	0.03	223	0.07	
EBT	3	5100	920	0.18 *	1606	0.31 *	
EBR	1	1700	236	0.14	138	0.08	
WBL	2	3400	239	0.07 *	171	0.05 *	
WBT	3	5100	918	0.18	1377	0.27	
WBR	1	1700	224	0.13	182	0.11	
		N/S Movements		0.19		0.22	
		E/W Movements		0.25		0.37	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.49</b>	<b>0.63</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>B</b>		
				ICU		LOS	
				0.10	-	0.6	A
				0.61	-	0.7	B
				0.71	-	0.8	C
				0.81	-	0.9	D
				0.91	-	1.00	E
				1.01	-	UP	F

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		302 Eckhoff / Orangewood					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	66	0.04 *	94	0.06	
NBT	2	3400	69	0.02	73	0.02 *	
NBR	1	1700	36	0.02	45	0.03	
SBL	1	1700	16	0.01	134	0.08 *	
SBT	2	3400	62	0.02 *	116	0.03	
SBR	1	1700	312	0.18	717	0.42 *	
EBL	1	1700	521	0.31 *	249	0.15 *	
EBT	2	3400	922	0.27	714	0.21	
EBR	1	1700	74	0.04	159	0.09	
WBL	1	1700	17	0.01	31	0.02	
WBT	2	3400	436	0.13 *	845	0.25 *	
WBR	1	1700	79	0.05	52	0.03	
		N/S Movements		0.06		0.10	
		E/W Movements		0.43		0.40	
		Rt. Turn Component		0.00		0.24	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.54</b>	<b>0.79</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>C</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		303 The City Drive / Chapman					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	2	3400	125	0.04 *	241	0.07	
NBT	4	6800	592	0.09	1875	0.28 *	
NBR	1	1700	51	0.03	407	0.24	
SBL	2	3400	32	0.01	21	0.01 *	
SBT	4	6800	1480	0.22 *	1246	0.18	
SBR	1	1700	572	0.34 *	318	0.19	
EBL	2	3400	126	0.04 *	527	0.15 *	
EBT	3	5100	633	0.12	1501	0.29	
EBR	1	1700	361	0.21 *	362	0.21	
WBL	2	3400	183	0.05	235	0.07	
WBT	3	5100	837	0.16 *	1109	0.22 *	
WBR	1	1700	187	0.11	360	0.21	
		N/S Movements		0.25		0.28	
		E/W Movements		0.20		0.37	
		Rt. Turn Component		0.13		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.64</b>	<b>0.70</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>B</b>	<b>B</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	

**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		304 Santiago / Meats					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	209	0.12	488	0.29 *	
NBT	2	3400	586	0.23 *	364	0.23	
NBR	0		212		409		
SBL	1	1700	400	0.24 *	37	0.02	
SBT	2	3400	594	0.25	332	0.13 *	
SBR	0		257		96		
EBL	1	1700	94	0.06 *	118	0.07	
EBT	2	3400	106	0.20	798	0.45 *	
EBR	0		558		743		
WBL	1	1700	145	0.09	141	0.08 *	
WBT	2	3400	951	0.32 *	275	0.08	
WBR	0		121		13		
		N/S Movements		0.47		0.41	
		E/W Movements		0.37		0.54	
		Rt. Turn Component		0.00		0.00	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.89</b>	<b>1.00</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>D</b>	<b>E</b>		
				ICU		LOS	
				0.10 -	0.6	A	
				0.61 -	0.7	B	
				0.71 -	0.8	C	
				0.81 -	0.9	D	
				0.91 -	1.00	E	
				1.01 -	UP	F	



**INTERSECTION CAPACITY UTILIZATION  
CALCULATION WORKSHEET**

PROJECT:		Platinum Triangle III					
ANALYSIS CONDITION:		Proposed MLUP w/ Future General Plan Lane Geometrics					
INTERSECTION:		305 Chapman / Rampart					
Date		4/5/2005					
MOVEMENT	LANES*	CAPACITY	AM PEAK HOUR		PM PEAK HOUR		
			VOLUME	V/C	VOLUME	V/C	
NBL	1	1700	36	0.02	21	0.01	
NBT	2	3400	309	0.09 *	140	0.04 *	
NBR	1	1700	351	0.21 *	574	0.34 *	
SBL	1	1700	29	0.02 *	74	0.04 *	
SBT	2	3400	51	0.01	136	0.04	
SBR	1	1700	17	0.01	75	0.04	
EBL	2	3400	67	0.02	61	0.02 *	
EBT	3	5100	1246	0.24 *	1310	0.26	
EBR	1	1700	2	0.00	35	0.02	
WBL	2	3400	284	0.08 *	185	0.05	
WBT	3	5100	1484	0.29	2005	0.39 *	
WBR	1	1700	158	0.09	207	0.12	
		N/S Movements		0.11		0.08	
		E/W Movements		0.33		0.41	
		Rt. Turn Component		0.03		0.24	
		Yellow Clearance		0.05		0.05	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>0.52</b>	<b>0.79</b>		
<b>LEVEL OF SERVICE (LOS)</b>				<b>A</b>	<b>C</b>		
				ICU		LOS	
			0.10	-	0.6	A	
			0.61	-	0.7	B	
			0.71	-	0.8	C	
			0.81	-	0.9	D	
			0.91	-	1.00	E	
			1.01	-	UP	F	