

**APPENDIX T**

**PROJECT RELATED FAIR-SHARE CALCULATION**

APPENDIX T-1

INTERSECTION FAIR-SHARE CALCULATION

**APPENDIX TABLE T-1  
INTERSECTION FAIR-SHARE CALCULATION**

Key Intersection	Time Period	(1)	(2)	(3)	(4)
		Net Project Traffic	Existing With Related Projects Traffic	Year 2030 With Project Traffic	Net Project Percent Increase
1. Manchester Ave/I-5 SB Ramps at Katella Avenue	AM	59	4,414	7,170	2.14%
	PM	30	5,346	7,310	1.53%
2. Anaheim Way/I-5 NB Ramps at Katella Avenue	AM	62	4,702	6,820	2.93%
	PM	43	6,475	9,310	1.52%
3. Lewis Street at Katella Avenue	AM	62	3,930	6,410	2.50%
	PM	43	4,926	9,050	1.04%
4. State College Boulevard at Katella Avenue	AM	105	5,405	7,470	5.08%
	PM	75	6,851	8,700	4.06%
5. Sportstown at Katella Avenue	AM	51	3,040	4,750	2.98%
	PM	(31)	3,980	6,620	0.00% <sup>1</sup>
6. Howell Avenue at Katella Avenue	AM	57	3,580	5,170	3.58%
	PM	(13)	4,593	6,470	0.00% <sup>1</sup>
7. SR-57 Southbound Ramps at Katella Avenue	AM	288	3,817	5,350	18.79%
	PM	131	4,759	6,440	7.79%
8. SR-57 Northbound Ramps at Katella Avenue	AM	479	3,415	5,280	25.68%
	PM	357	4,041	6,320	15.66%
9. Douglass Road at Katella Avenue	AM	661	2,740	7,610	13.57%
	PM	502	3,346	9,380	8.32%
10. Struck Avenue at Katella Avenue	AM	124	2,210	5,500	3.77%
	PM	89	2,642	6,600	2.25%
11. Main Street at Katella Avenue	AM	125	2,994	6,350	3.72%
	PM	89	3,445	7,390	2.26%
12. Batavia Street at Katella Avenue	AM	67	3,076	6,160	2.17%
	PM	48	3,311	5,390	2.31%

**Notes:**

- Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]

<sup>1</sup> Theoretical negative values represented as 0.00%.

**APPENDIX T-II**

**ROADWAY SEGMENT FAIR-SHARE CALCULATION**

**APPENDIX TABLE T-2  
ROADWAY SEGMENT FAIR-SHARE CALCULATION**

<b>Key Roadway Segment</b>	<b>(1)  Net Project Traffic</b>	<b>(2)  Existing With Related Projects Traffic</b>	<b>(3)  Year 2030 With Project Traffic</b>	<b>(4)  Net Project Percent Increase</b>
1. <u>Katella Avenue</u> between Manchester Avenue and Anaheim Way	220	48,040	71,090	0.95%
2. <u>Katella Avenue</u> between I-5 Freeway and Lewis Street	370	48,040	71,090	1.61%
3. <u>Katella Avenue</u> between Lewis Street and State College Boulevard	370	41,490	57,860	2.26%
4. <u>Katella Avenue</u> between State College Boulevard and Sportstown	633	41,570	51,920	6.12%
5. <u>Katella Avenue</u> between Sportstown and Howell Avenue	383	42,980	62,310	1.98%
6. <u>Katella Avenue</u> between Howell Avenue and SR-57 Freeway	383	46,720	71,190	1.57%
7. <u>Katella Avenue</u> between SR-57 Freeway and Main Street	739	31,840	62,900	2.38%
8. <u>Katella Avenue</u> between Main Street and Batavia Street	406	31,590	51,570	2.03%

**Notes:**

- Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]

*APPENDIX T-III*

**CALTRANS RAMP FAIR-SHARE CALCULATION  
(MERGE/DIVERGE ANALYSIS)**

**APPENDIX TABLE T-3  
CALTRANS RAMP FAIR-SHARE CALCULATION (MERGE/DIVERGE ANALYSIS)**

Key Freeway Ramp		Time Period	(1) Net Project Traffic	(2) Existing With Related Projects Traffic	(3) Year 2030 With Project Traffic	(4) Net Project Percent Increase
1.	I-5 Northbound On-Ramp from Katella Avenue	AM	4	5,170	5,860	0.58%
		PM	15	7,874	9,270	1.07%
2.	I-5 Southbound Off-Ramp to Katella Ave/Orangewood Ave	AM	21	6,713	7,900	1.77%
		PM	3	7,898	8,770	0.34%
3.	SR-57 Northbound On-Ramp from Eastbound Katella Avenue	AM	-15	4,731	4,990	0.00% <sup>2</sup>
		PM	-23	8,155	9,430	0.00% <sup>2</sup>
4.	SR-57 Southbound On-Ramp from Westbound Katella Avenue	AM	31	6,028	7,830	1.72%
		PM	98	7,622	8,590	10.12%

**Notes:**

- Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]

<sup>2</sup> Theoretical negative values represented as 0.00%.

**APPENDIX T-IV**

**CALTRANS RAMP FAIR-SHARE CALCULATION  
(WEAVING ANALYSIS)**



**APPENDIX TABLE T-4  
CALTRANS RAMP FAIR-SHARE CALCULATION (WEAVING ANALYSIS)**

<b>Key Freeway Ramp</b>	<b>Time Period</b>	<b>(1) Net Project Traffic</b>	<b>(2) Existing With Related Projects Traffic</b>	<b>(3) Year 2030 With Project Traffic</b>	<b>(4) Net Project Percent Increase</b>
1. SR-57 Northbound between Orangewood Avenue On-Ramp and Katella Avenue Off-Ramp	AM	115	4,812	5,320	22.64%
	PM	12	7,931	9,180	0.96%
2. SR-57 Southbound between Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp	AM	22	6,488	7,980	1.47%
	PM	84	7,862	9,160	6.47%
3. SR-57 Northbound between Katella Avenue On-Ramp and Ball Road Off-Ramp	AM	36	4,861	5,140	12.90%
	PM	138	8,185	9,840	8.34%
4. SR-57 Southbound between Ball Road On-Ramp and Katella Avenue Off-Ramp	AM	188	6,471	8,490	9.31%
	PM	21	7,739	8,360	3.38%

**Notes:**

- Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]

APPENDIX T-V

**CALTRANS FREEWAY SEGMENT FAIR-SHARE  
CALCULATION**

**APPENDIX TABLE T-5  
CALTRANS FREEWAY SEGMENT FAIR-SHARE CALCULATION**

Key Freeway Segment		Time Period	(1) Net Project Traffic	(2) Existing With Related Projects Traffic	(3) Year 2030 With Project Traffic	(4) Net Project Percent Increase
1.	SR-57 Northbound <i>from</i> Orangewood Ave to Katella Ave	AM	115	4,812	5,320	22.64%
		PM	13	7,931	9,180	1.04%
2.	SR-57 Northbound <i>from</i> Orangewood Ave to Katella Ave	AM	22	6,488	7,980	1.47%
		PM	84	7,862	9,160	6.47%
3.	SR-57 Northbound <i>from</i> Katella Avenue to Ball Road	AM	36	4,861	5,140	12.90%
		PM	137	8,185	9,840	8.28%
4.	SR-57 Northbound <i>from</i> Katella Avenue to Ball Road	AM	188	6,471	8,490	9.31%
		PM	21	7,739	8,360	3.38%

**Notes:**

- Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]