Disney | ABC Studios at The Ranch

Draft Environmental Impact Report

Volume VIII

SCH No. 2010011010
County Project No. TR071216-(5)
Plan Amendment No. 200900010
Zone Change No. 200900012
Vesting Tentative Tract Map No. 071216
Conditional Use Permit No. 200900126
Oak Tree Permit No. 200900041
Parking Permit No. 201000002
Environmental Review No. 200900112

Lead Agency:
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, California 90012

May 2012

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May 2012

Prepared By:

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6701 Center Drive West, Suite 900
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Appendix I

Traffic Study

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
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Telephone: (626) 458-5100
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-4

October 28, 2010

Ms. Geetika Maheshwari
Senior Associate
Gibson Transportation Consulting, Inc.
660 South Figueroa Street, Suite 1120
Los Angeles, CA 90017

Dear Ms. Maheshwari:

DISNEY/ABC STUDIOS AT THE RANCH
GOLDEN OAK RANCH PROPERTIES
TRAFFIC IMPACT ANALYSIS (MAY 2010)
UNINCORPORATED SANTA CLARITA VALLEY AREA

As requested, we have reviewed the Traffic Impact Analysis for the proposed Disney/ABC Studios at the Ranch project. The project site is located east of State Route 14 and north of Placerita Canyon Road in the unincorporated County of Los Angeles area of Santa Clarita.

We generally agree with the Traffic Impact Analysis that the traffic generated by the project alone will have a significant impact to the intersections listed below. The required improvements shall be the sole responsibility of the project. The improvements shall be implemented prior to the issuance of certificate of occupancy. Detailed striping/signing and traffic signal plans shall be submitted to Public Works for review and approval.

<u>Sierra Highway at State Route 14 southbound ramps</u>

North approach: Install protected left-turn phasing.

South approach: Two through lanes and one exclusive right-turn lane (convert shared through/right-turn lane into one through lane and one exclusive right-turn lane).

Install traffic signal.

FILE COPY

Sierra Highway at Placerita Canyon Road

East approach: One left-turn lane, two through lanes, and one free-flow right-turn lane (convert shared through/right-turn lane to one through lane and one free-flow right-turn lane).

We also generally agree with the Traffic Impact Analysis that the cumulative traffic generated by the project and other related projects will have a significant impact to the intersections listed below. The project shall pay its pro rata share of the cost for the following recommended improvements prior to issuance of certificate of occupancy.

Sierra Highway at State Route 14 southbound ramps

North approach: Two left-turn lanes and two through lanes (add a second left-turn lane).

Project's pro rata share is 20.9 percent.

Sierra Highway at Placerita Canyon Road

South approach: One left-turn lane, two through lanes, and one exclusive right-turn lane (convert shared through/right-turn lane into one through lane and one exclusive right-turn lane).

Project's pro rata share is 16.2 percent.

For all proposed cumulative mitigation measures, a cost estimate shall be submitted to Public Works for review and approval.

We generally agree with the Traffic Impact Analysis that certain improvements are necessary to provide adequate access to the site. The following recommended improvements shall be the sole responsibility of the project and be implemented prior to the issuance of certificate of occupancy.

Placerita Canyon Road (New Project Main Entrance) at State Route 14 northbound off-ramp

North approach: Construct new approach to provide one travel lane in each direction. Approach lane shall be designed for right-turn movements only.

South approach: One left-turn lane, one shared left-turn/through lane, and one exclusive right-turn lane (add one shared left-turn/through lane).

Reconfigure intersection and install traffic signal.

Current Ranch Main Entrance at Placerita Canyon Road

North approach: One left-turn lane and one exclusive right-turn lane (covert shared left-/right-turn lane into one left-turn lane and one exclusive right-turn lane).

West approach: One left-turn lane and one through lane (convert shared left-turn/through lane into one left-turn lane and one through lane).

Install traffic signal.

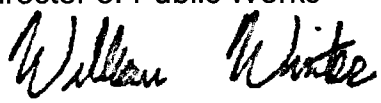
The project is within the Eastside Bridge and Major Thoroughfare District. The project shall pay its share of the Eastside Bridge and Major Thoroughfare District fees prior to approval of the final map. Please follow-up with our Land Development Division regarding these fees.

We recommend the applicant consult with Caltrans and the City of Santa Clarita to obtain their concurrence with any potential California Environmental Quality Act impacts within their jurisdictions.

If you have any questions regarding the review of this document, please contact Ms. Nayiri Vartanian of our Traffic Studies Section at (626) 300-4778.

Very truly yours,

GAIL FARBER
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

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OM
SFP

cc: Caltrans (Elmer Alvarez)
City of Santa Clarita (Andrew Yi)
Department of Regional Planning (Paul McCarthy)

bc: Land Development (Narag)

Gibson
transportation consulting, inc.

April 25, 2012

Ms. Ashley Rogers
Principal Planner
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

Re: DISNEY | ABC STUDIOS AT THE RANCH TRANSPORTATION STUDY **REF: J1010**

Dear Ms. Rogers,

After the completion of the Transportation Study and approval of the report by the County of Los Angeles Department of Public Works on October 28, 2010, minor modifications to the Project were made that do not affect this technical report. In particular, the Development Area was increased from 56 acres to approximately 58 acres and an associated change to the Development Area boundary was made. In addition, the elevation of the southern portion of the Development Area (i.e., south of Placerita Creek) was increased by approximately five feet to improve circulation through the Development Area. This vertical change was made uniformly across the southern portion of the Development Area and, accordingly, vehicular access between the Development Area and the eastern portion of the Ranch was adjusted. Other minor changes to the design of certain drainage improvements were made that are not relevant to this study. Overall, these changes do not affect the prior traffic analysis or proposed infrastructure improvements as they do not impact traffic circulation or generate traffic trips. Further, all suggested mitigation measures and engineering recommendations would continue to be implemented, in addition to compliance with all applicable regulatory requirements.

While the Transportation Study may reflect slightly different Project conditions than addressed in the Draft EIR, the modifications do not affect the conclusions in our report.

Please don't hesitate to contact me if you have any questions.

Sincerely,

Patrick A. Gibson P.E., PTOE

cc: Ms. Christina Tran
County of Los Angeles Department of Regional Planning

523 W. 6th Street, Suite 1234 Los Angeles, CA 90014 p. 213.683.0088 f. 213.683.0033

TRANSPORTATION STUDY FOR THE DISNEY | ABC STUDIOS AT THE RANCH

MAY 2010

Prepared for

GOLDEN OAK RANCH PROPERTIES

Prepared by

Gibson
transportation consulting, inc.

TRANSPORTATION STUDY
FOR THE
DISNEY ABC STUDIOS AT THE RANCH

May 2010

Prepared for:

GOLDEN OAK RANCH PROPERTIES

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.
660 S. Figueroa Street, Suite 1120
Los Angeles, California 90017
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Ref: J1010

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EXECUTIVE SUMMARY

This study was undertaken to analyze the potential transportation impacts of Disney ABC Studios at The Ranch (the Project). The following summarizes the results of this analysis:

- Project Description Golden Oak Ranch Properties (the Project Applicant) proposes the Project on Golden Oak Ranch (the Ranch) in the unincorporated Santa Clarita Valley area of Los Angeles County.

  The Project would provide up to twelve soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central plant and an electrical substation on approximately 56 acres (the Development Area) of the 890-acre Ranch. As part of the Project, an option could be implemented to develop studio office uses in lieu of four soundstages, production offices, and two mills within the northern portion of the Development Area. Buildout of the Project would result in a total of approximately 555,950 gross square feet (sf) of building area, plus approximately 66,300 sf of ancillary facilities. Buildout of the studio office uses option would result in a total of approximately 510,000 sf of building area, plus approximately 66,300 sf of ancillary facilities.

  A horizon year of 2020 is expected to be the Projects full buildout.

- Project Location and Study Area The Ranch comprises approximately 890 acres located in the unincorporated Santa Clarita Valley area of Los Angeles County. Within a regional context, the Ranch is located just outside the jurisdictional boundary of the City of Santa Clarita, which borders the Ranch to the west and north across State Route (SR) 14. In addition, Placerita Canyon Road, a secondary highway, runs through the southern portion of the Ranch in an east-west direction. Other major roadways in the Ranch vicinity include Sierra Highway (SR 126), Newhall Avenue, and Interstate-5 (I-5).

  Four intersections have been selected for detailed analysis in the Study Area. Since the Ranch falls within the County of Los Angeles jurisdiction, the intersection capacity calculations and traffic impact analyses were conducted based on guidelines set forth by the Los Angeles County Department of Public Works (LACDPW).

- Existing Conditions The analysis of Existing Conditions in this study includes an assessment of the existing street system, an analysis of intersection traffic volumes and current operating conditions, and the existing public transit service.

  Turning movement counts were conducted at the four study intersections for typical weekday morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak periods for a typical weekday. This analysis provides a basis for the assessment of travel patterns and future traffic conditions. All of the study intersections currently operate at level of service (LOS) C or better during both peak hours. In particular, two of the intersections (Intersections 3 and 4) operate at LOS A during both peak hours, one

intersection (Intersection 2) operates at LOS B during both peak hours, and one intersection (Intersection 1) operates at LOS C during both peak hours.

Bus transit service in the Study Area is provided by the City of Santa Clarita.

- Existing plus Ambient Growth Conditions The Existing plus Ambient Growth traffic volume forecasts during the morning and afternoon peak hours for the year 2020 were developed by applying an ambient growth rate of 2.74 per year, as identified for the region in the *Los Angeles County Congestion Management Program* (CMP), to the Existing traffic volumes.

  In the Existing plus Ambient Growth conditions (year 2020), two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and at LOS D during the afternoon peak hour, and one intersection (Intersection 1) is expected to operate at LOS D during both peak hours.

- Project Trip Generation The Project, under the preferred soundstages option, is expected to generate 3,323 net new daily trips on a typical weekday, including approximately 396 morning peak hour trips and 364 afternoon peak hour trips at full buildout. Under the studio office option, the Project is expected to generate 3,477 net new daily trips on a typical weekday, including approximately 410 morning peak hour trips and 377 afternoon peak hour trips at full buildout.

- Significant Intersection Impact Criteria LACDPW has established threshold criteria used to determine the significant traffic impact of a proposed project on signalized study intersections. LACDPW standards indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the volume-to-capacity (V/C) ratio attributable to the project exceeds a specific standard, which varies depending on the final intersection LOS.

  LACDPW has developed a sliding scale in which the minimum allowable increase in the V/C ratio decreases as the pre-project V/C ratio increases:

Intersection Conditions without Project Traffic		**Project-related Increase in V/C Ratio**
LOS	**V/C**	
A, B	0.00 0.70	Causing V/C to 0.75 or worse
C	0.71 - 0.80	Equal to or greater than 0.04
D	0.81 - 0.90	Equal to or greater than 0.02
E, F	0.91	Equal to or greater than 0.01

- Existing plus Ambient Growth plus Project Conditions (Year 2020) In accordance with the LACDPW, the Project s impacts were evaluated at the analyzed intersections under the Existing plus Ambient Growth plus Project Conditions. The Project is expected to result in a significant impact at one intersection in the morning peak hour and two intersections during the afternoon peak hour, before mitigation.

- Existing plus Ambient Growth plus Project with Mitigation Conditions (Year 2020) The Existing plus Ambient Growth plus Project with Mitigation Conditions are defined by the

traffic volumes, intersection lane configurations, and roadways that would exist in the year 2020 following development of the Project and implementation of the Project s mitigation measures.

The Project s mitigation measures consist of specific intersection improvements that are designed to alleviate the significant impacts of the Project through physical improvements and signal system and phasing enhancements. After the implementation of the proposed mitigation measures, the Project s impacts would be reduced to a less than significant level.

- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions (Year 2020) In accordance with LACDPW policy, cumulative impacts were evaluated at the analyzed intersections under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions. The Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes for the study intersections were developed by adding traffic from the related projects in the vicinity of the Project to the traffic volumes projected in the Existing plus Ambient Growth plus Project Conditions. Cumulative traffic is expected to result in a significant impact at one intersection in the morning peak hour and two intersections during the afternoon peak hour before the implementation of cumulative mitigation measures.

- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions (Year 2020) The Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the year 2020 following development of the Project, related projects, and implementation of the Project s and cumulative mitigation measures.

  After the implementation of the proposed cumulative mitigation measures, the cumulative impacts would be reduced to a less than significant level.

- Congestion Management Program (CMP) Analysis An analysis of the regional transportation facilities in the vicinity of the Project was conducted in accordance with the traffic impact analysis (TIA) procedures outlined in the *2004 Congestion Management Program for Los Angeles County* (Metro, July 2004). The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

  The designated CMP arterial monitoring station closest to the Ranch is the intersection of Sierra Highway Placerita Canyon Road. The next closest CMP arterial monitoring stations are Sierra Highway Soledad Canyon Road and Sierra Highway Newhall Avenue, which are located approximately 4.0 miles north of the Project Site and 1.7 miles south of the Project Site, respectively. Given the distance of these two arterial monitoring stations from the Project Site and the fact that most Project-related traffic is expected to utilize SR 14 rather than Sierra Highway, the Project is not expected to add 50 or more trips during either the morning or afternoon weekday peak hours through these stations. The Project is not expected to result in a significant traffic impact at the CMP arterial monitoring station of Sierra Highway Placerita Canyon Road.

Freeway operating conditions at eight freeway segments in the Study Area were analyzed using the CMP guidelines. This assessment included segments on the SR 14, I-5, and I-210 freeways.

- Existing Conditions Two of the eight analyzed freeway segments are currently operating at LOS F in one direction during at least one peak hour.

- CMP Significant Impact Criteria A significant project-related impact would be identified if the CMP facility is projected to operate at LOS F (V/C 1.00) and if project traffic causes an incremental change in the V/C ratio of 0.02 or greater. A project would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.

- Future without Project Conditions As with intersection operations, traffic volumes on freeways would increase as a result of regional growth anticipated by the year 2020 without the Project. Regional growth without the Project would bring four of the eight analyzed freeway segments to LOS F or worse conditions in at least one direction during at least one of the analyzed peak hours, for a total of six of the eight analyzed freeway segments operating at LOS F.

- Future with Project Conditions The freeway segments in the Study Area were analyzed for significant impacts in accordance with CMP guidelines. Under Future with Project conditions (year 2020), the Project is not expected to result in a significant impact at any of the analyzed freeway segments during either peak hour.

- Parking Analysis of the parking requirements for the Project was conducted based on detailed operational/demand analysis and the *Los Angeles County Subdivisions and Planning and Zoning Codes* (Los Angeles County Department of Public Works, April 2010) (the Code) requirements. The Project would provide sufficient parking to meet the applicable Code and operational/demand requirements.

- Caltrans Analysis Traffic impact analysis of intersections under Caltrans jurisdiction was conducted based on methodologies and guidelines established by Caltrans. On-ramps and off-ramps were evaluated to ensure adequate storage length and operations as per Caltrans standards. The on-ramps and off-ramps are not expected to exceed the Caltrans standard in any of the analyzed scenarios.

- Alternative Access Analysis Alternate site access analyses, presented in Appendix D, were conducted to analyze the potential impacts of the Project in the event that the proposed improvements to the SR 14 northbound off-ramp are not approved by Caltrans. The Project would not result in additional significant impacts with the alternative site access plans.

- Construction Impact Analysis An analysis was conducted to evaluate the potential traffic impacts that could occur as a result of the construction activities of the Project. Construction activities for the Project are expected to occur on-site and will not require street closures outside the Ranch. However, construction of off-site utility lines will require

some temporary partial lane closures specifically on Placerita Canyon Road, Sierra Highway, Dockweiler Drive, and Placeritos Boulevard. The Project will prepare construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans satisfactory to County of Los Angeles, Caltrans, and City of Santa Clarita in order to minimize the delay caused to pedestrian and vehicular traffic on the affected streets. Mitigation measures are recommended in Chapter 9 of this report to reduce the short-term, temporary impacts.

Chapter 1
Introduction

The transportation analysis presented in this study has been prepared to evaluate the potential transportation impacts of Disney ABC Studios at The Ranch (the Project). The methodology and base assumptions used in this analysis were established in conjunction with the Los Angeles County Department of Public Works (LACDPW) and follow the procedures set forth in *Traffic Impact Analysis Report Guidelines*, LACDPW, January 1997 (LACDPW Traffic Impact Guidelines).

PROJECT DESCRIPTION

Golden Oak Ranch Properties (the Project Applicant) proposes the Project on Golden Oak Ranch (the Ranch) in the unincorporated Santa Clarita Valley area of Los Angeles County. The Project would provide for the development of state-of-the-art studio uses and associated film and television production facilities within the westernmost portion of the Ranch (the Development Area) adjacent to State Route (SR) 14. A substantial portion of the Development Area is characterized by two large, mostly barren fill pads formed when the California Department of Transportation (Caltrans) deposited dirt and gravel to construct SR 14. The Project would provide up to twelve soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central plant and an electrical substation on approximately 56 acres of the 890-acre Ranch. Current uses on the remaining areas of the Ranch, including 195 acres of an outdoor filming area and 639 acres of a filming backdrop area, would continue unchanged. The Project would recognize the synergy of having outdoor filming and indoor film production uses consolidated on the same site and would help satisfy the increasing demand for film production studio space in the Los Angeles area.

A horizon year of 2020 is expected to be the Project's full buildout. As part of the Project, an option could be implemented to develop studio office uses in lieu of four soundstages and two mills within the northern portion of the Development Area. Figures 1 and 2 illustrate the

conceptual site plan of the Project at full buildout for the soundstages and the studio office option, respectively. Table 1 summarizes the preliminary building program for the Project. Under the soundstages option, buildout of the Project would result in a total of approximately 555,950 gross square feet (sf) of building area, plus approximately 66,300 sf of ancillary facilities. Buildout of the Project with the studio office uses option would result in a total of approximately 510,000 gross sf of building area, plus approximately 66,300 sf of ancillary facilities.

Project Location and Study Area

The Ranch comprises approximately 890 acres located in the unincorporated Santa Clarita Valley area of Los Angeles County. The Ranch is located within the 30-Mile Studio Zone, the area within a thirty-mile radius of the intersection of Beverly Boulevard and La Cienega Boulevard in the City of Los Angeles which accommodates the greatest concentration of studio-related activities in California. Within a regional context, the Ranch is located just outside the jurisdictional boundary of the City of Santa Clarita, which borders the Ranch to the west and north across SR 14. In addition, Placerita Canyon Road, a secondary highway, runs through the southern portion of the Ranch in an east-west direction. Other major roadways in the Ranch vicinity include Sierra Highway (SR 126), Newhall Avenue, and Interstate-5 (I-5).

Four intersections have been selected for detailed analysis in the area surrounding the Ranch (the Study Area) as shown in Figure 3, which illustrates the location of the Development Area in relation to the surrounding street system and the analyzed intersections. A list of these intersections by jurisdiction is presented in Table 2.

STUDY SCOPE

The scope of work for this study was developed in conjunction with LACDPW and Caltrans staff. The base assumptions and technical methodologies used herein were discussed with LACDPW as part of the study approach. The study addresses the potential Project-generated traffic impacts on the street system surrounding the Ranch. Intersection traffic impacts for the Project were evaluated for typical weekday morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to

6:00 p.m.) peak periods. The analysis of future year traffic forecasts was conducted both with and without the addition of the Project traffic.

Intersection Capacity Analyses

Intersection capacity has been analyzed using a method that assesses the cumulative operating conditions at each study intersection. In accordance with LACDPW's policy, the Intersection Capacity Utilization (ICU) methodology was used for the intersection capacity analyses for all scenarios.

Analysis Scenarios

The traffic scenarios that have been developed and analyzed as part of this study include:

- Existing Conditions (Year 2010) – The Existing Conditions analysis includes a description of key streets and highways within the Study Area, traffic volumes, and current intersection operating conditions.

  Turning movement counts for typical weekday morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak periods for the analyzed intersections were collected in June 2008. An ambient growth rate of 3.8% per year, as identified for this region in the *Los Angeles County Congestion Management Program* (CMP) for the year 2010, was applied to these counts to develop 2010 traffic volumes. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was collected in June 2008.

- Existing plus Ambient Growth Conditions (Year 2020) – The objective of this phase of analysis was to project future traffic growth and operating conditions that could be expected to result from regional ambient growth prior to consideration of the Project or related projects in the surrounding area. An ambient growth rate of 2.74% per year, as identified for this region in the CMP for the year 2020, was assumed for this analysis.

- Existing plus Ambient Growth plus Project Conditions (Year 2020) – The objective of this phase of analysis was to identify potential impacts of the Project on future traffic operating conditions. Expected traffic generated by the Project was added to the Existing plus Ambient Growth traffic forecasts. This analysis identifies the potential incremental impacts of the Project on the surrounding roadway system at the time of Project buildout, referred to herein as "Project impacts."

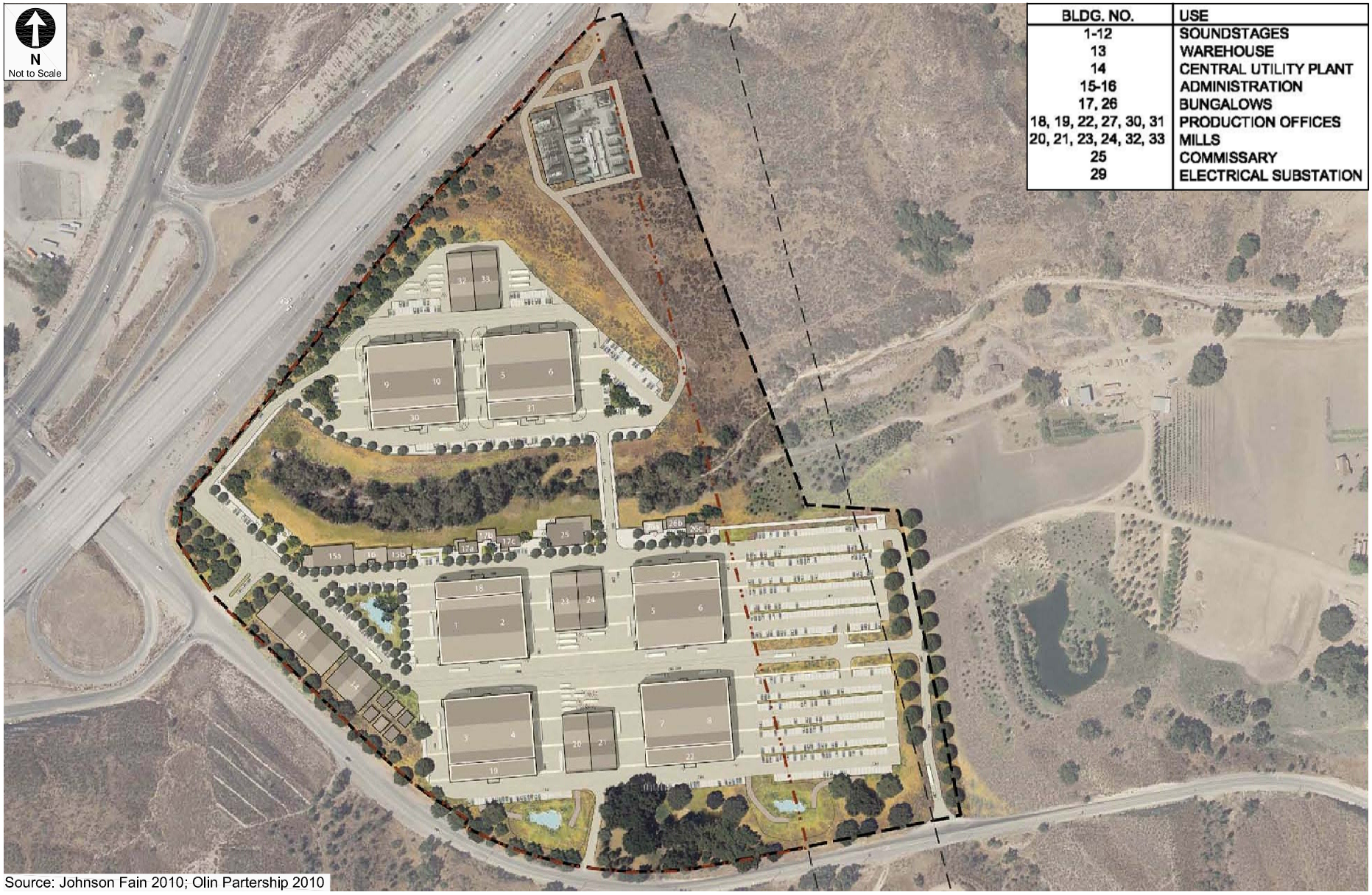
- Existing plus Ambient Growth plus Project with Mitigation Conditions (Year 2020) – The objective of this phase of analysis was to identify the potential impacts of the Project with

the proposed mitigation measures in place. The Project would be fully responsible for mitigation measures necessary to reduce such impacts, as determined as part of this analysis.

- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions (Year 2020) The objective of this phase of analysis was to identify the potential impacts of the Project and related projects in the vicinity of the Ranch. Expected traffic generated by the Project after the implementation of the mitigation measures, as well as traffic generated by the related projects, was added to the Existing plus Ambient Growth traffic forecasts. This analysis identifies the potential incremental impacts of the cumulative traffic, including the Project traffic, collectively referred to herein as cumulative impacts.

- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions (Year 2020) The objective of this phase of analysis was to identify the potential impacts of the cumulative traffic with the proposed cumulative mitigation measures in place. The Project would be required to pay its fair-share for mitigation measures identified under this analysis.

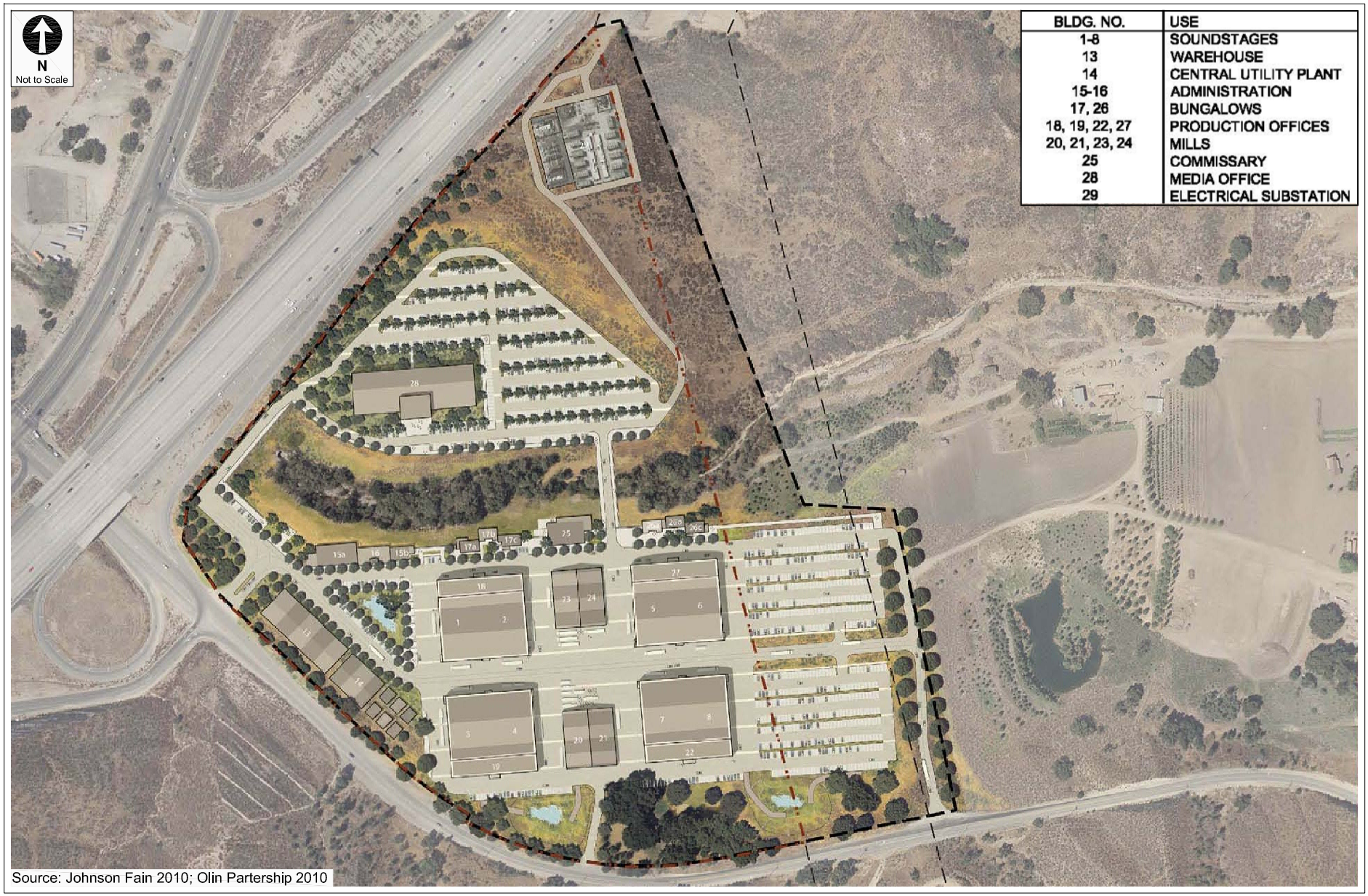
As mentioned earlier, the intersection analyses for all of the scenarios were conducted using the ICU methodology in accordance with LACDPW policy. A list of the above-mentioned scenarios has been provided in Table 3.



Source: Johnson Fain 2010; Olin Partership 2010

CONCEPTUAL SITE PLAN - SOUNDSTAGES OPTION

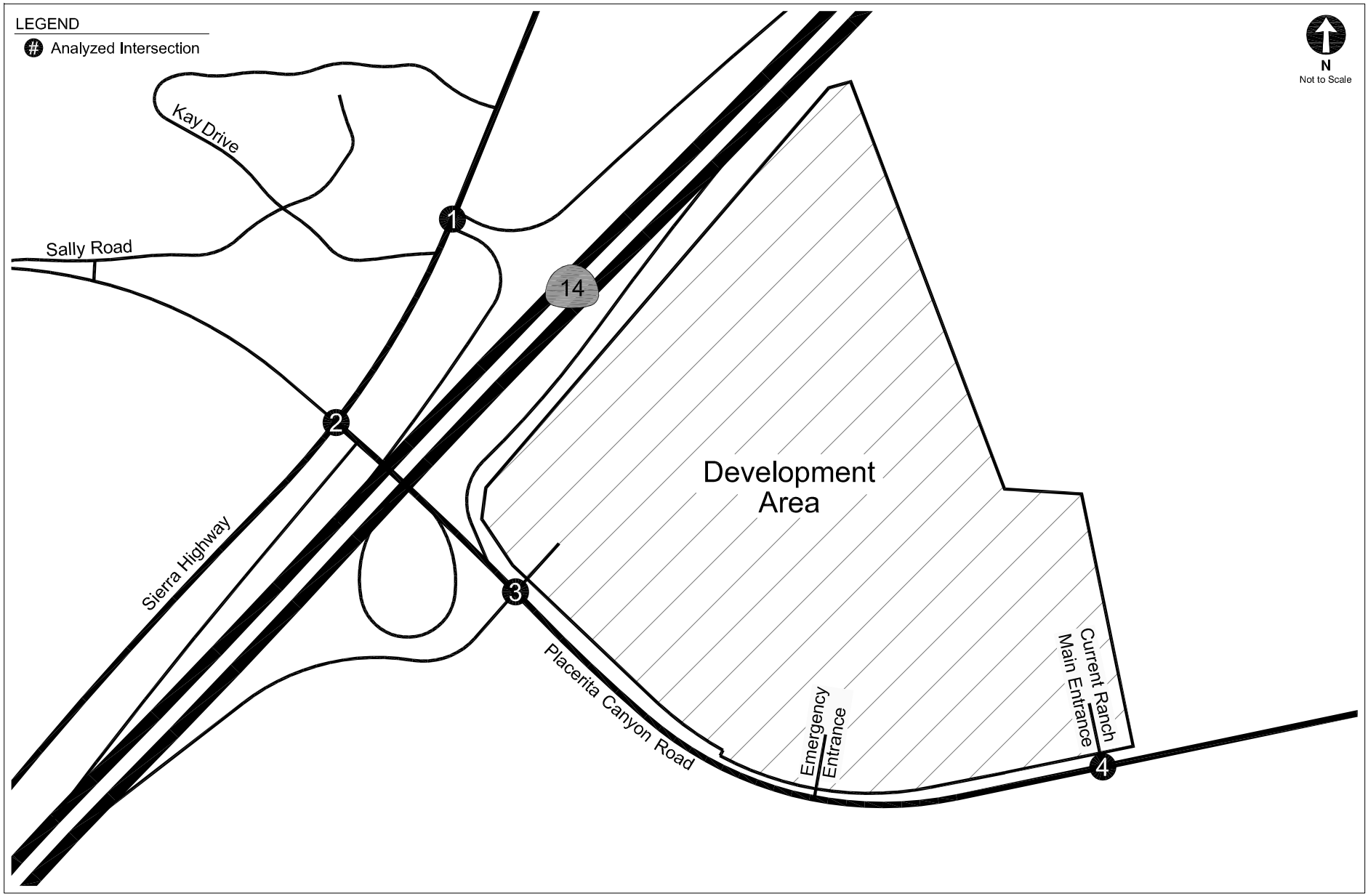
FIGURE 1



Source: Johnson Fain 2010; Olin Partership 2010

CONCEPTUAL SITE PLAN - STUDIO OFFICE OPTION

FIGURE 2



ANALYZED INTERSECTIONS

FIGURE 3

TABLE 1
PRELIMINARY BUILDING PROGRAM

Land Use	Soundstages Option			Studio Office Option		
	Building Gross Square Footage [a]	Quantity	Total GSF	Building GSF	Quantity	Total GSF
Soundstages	19,800	12	237,600	19,800	8	158,400
Production Offices	28,125	6	168,750	28,125	4	112,500
Mills	11,500	6	69,000	11,500	4	46,000
Warehouse	23,000	1	23,000	23,000	1	23,000
Writers' / Producers' Bungalows	1,725	6	10,350	1,725	6	10,350
Commissary	17,250	1	17,250	17,250	1	17,250
Studio Office	-	-	-	112,500	1	112,500
Administration	30,000	1	30,000	30,000	1	30,000
TOTAL			**555,950**			**510,000**
Ancillary Facilities - Central Plant	20,000	1	20,000	20,000	1	20,000
Ancillary Facilities - Electrical Substation	46,300	1	46,300	46,300	1	46,300
TOTAL			**66,300**			**66,300**

Note:
[a] Gross Square Footage - GSF.

TABLE 2
ANALYZED INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Sierra Highway SR 14 SB Ramps	Caltrans
2.	Sierra Highway Placerita Canyon Road	City of Santa Clarita/Caltrans
3.	SR 14 NB Off-Ramp Placerita Canyon Road	County of Los Angeles/Caltrans
4.	Current Ranch Main Entrance Placerita Canyon Road	County of Los Angeles

TABLE 3
ANALYZED SCENARIOS

No.	Scenario	Analysis Year
1.	Existing Conditions	2010
2.	Existing plus Ambient Growth Conditions	2020
3.	Existing plus Ambient Growth plus Project Conditions	2020
4.	Existing plus Ambient Growth plus Project with Mitigation Conditions	2020
5.	Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions	2020
6.	Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions	2020

Chapter 2
Existing Conditions

Analysis of the existing traffic conditions within the Study Area and the overall environmental setting are presented in this Chapter. A comprehensive data collection effort was undertaken to develop a detailed description of Existing Conditions in the Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit service in the Study Area.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, prime and major arterials, and collector streets. The prime, major, and secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide four to six travel lanes.

Freeway System

Primary regional access to the Ranch is provided by SR 14. The Development Area of the Ranch is located on the northeast corner of the SR 14 interchange at Placerita Canyon Road. SR 14 provides four travel lanes in each direction in the vicinity of the Project Site. SR 14 connects with the Golden State Freeway (I-5), which runs generally northwest-southeast, approximately three miles south of the Ranch. I-5 connects with other freeways in the region, including: the Foothill Freeway (I-210), which runs generally northwest-southeast, approximately five miles south of the Ranch, the San Diego Freeway (I-405), which runs generally north-south, approximately seven miles south of the Ranch, and the Ronald Reagan Freeway (SR 118), which runs generally east-west, approximately nine miles south of the Ranch.

Arterial and Collector Streets

Primary sub-regional and local access to the Ranch is provided by Sierra Highway and Placerita Canyon Road. Full access is provided to the SR 14 via ramps on these two streets.

STUDY INTERSECTIONS

Study intersections were selected based on Project traffic patterns and in consultation with the LACDPW staff. The Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and it was adjusted as necessary to confirm that there were no significant impacts at or outside the boundary of the Study Area. As a result, four intersections are analyzed as part of this study.

Of the four study intersections, two intersections are located in the County of Los Angeles jurisdiction, one is in the City of Santa Clarita jurisdiction, and one falls under Caltrans jurisdiction. One of the two study intersections in the County of Los Angeles and the study intersection in the City of Santa Clarita are freeway ramp locations and thus, also fall under Caltrans jurisdiction. The existing lane configurations at the analyzed intersections are provided in Appendix A.

One of the four analyzed intersections is currently controlled by traffic signals. The remaining three intersections are unsignalized.

EXISTING TRAFFIC VOLUMES

Intersection turning movement counts for typical weekday morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak periods were collected in June 2008 for all analyzed intersections. Intersection information (i.e., signal phasing and lane configurations) was collected at all analyzed intersections in June 2008.

An ambient growth rate of 3.8 per year, as identified for this region in the CMP for the year 2010, was applied to these counts to develop 2010 traffic volumes. The adjusted traffic volumes

are illustrated in Figure 4 and represent the Existing Conditions for the purposes of this analysis. The original traffic counts are provided in Appendix B.

LEVEL OF SERVICE METHODOLOGY

Level of service (LOS) categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. LACDPW typically recognizes LOS D as an acceptable level of service.

There are a variety of standard methodologies to analyze LOS at the study intersections. Per LACDPW policy, this study is required to use the Intersection Capacity Utilization method of intersection capacity calculation to analyze intersections under all scenarios. The ICU methodology determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS based on the turning movements and intersection characteristics at the study intersections, using the definitions described in Table 4. Per LACDPW and CMP guidelines, lane capacities of 1,600 vehicles per hour per lane (vphpl) and a clearance factor of 0.10 in V/C ratio were assumed at all intersections. The TRAFFIX software was used to apply the ICU methodology to the analyzed intersections.

Similar to LACDPW, the City of Santa Clarita (*Traffic Impact Report Guidelines*, August 1990) also requires the use of ICU methodology to determine intersection operations. However, the City of Santa Clarita requires the use of higher lane capacities of 1,750 vphpl than those specified by LACDPW and CMP (1,600 vphpl) which result in lower V/C ratios at the intersections. Additionally, the suggested clearance factors per City of Santa Clarita guidelines are either lower or equal to the clearance factors specified by LACDPW and CMP (0.10):

Two-phase signal 0.05
Three-phase or Five-phase signal 0.07
Six-phase signal or more 0.10

Therefore, the signal parameters (lane capacities and clearance factors) required by LACDPW and CMP guidelines represent conservative assumptions and result in higher V/C ratios.

EXISTING TRAFFIC OPERATIONS

Existing intersection operations during the weekday morning and afternoon peak hours were determined using the ICU methodology described above. Table 5 summarizes the V/C ratios or delay and corresponding LOS at each of the analyzed intersections. Figure 5 graphically illustrates the existing weekday morning and afternoon peak hour LOS at the analyzed intersections. Detailed LOS worksheets are provided in Appendix C.

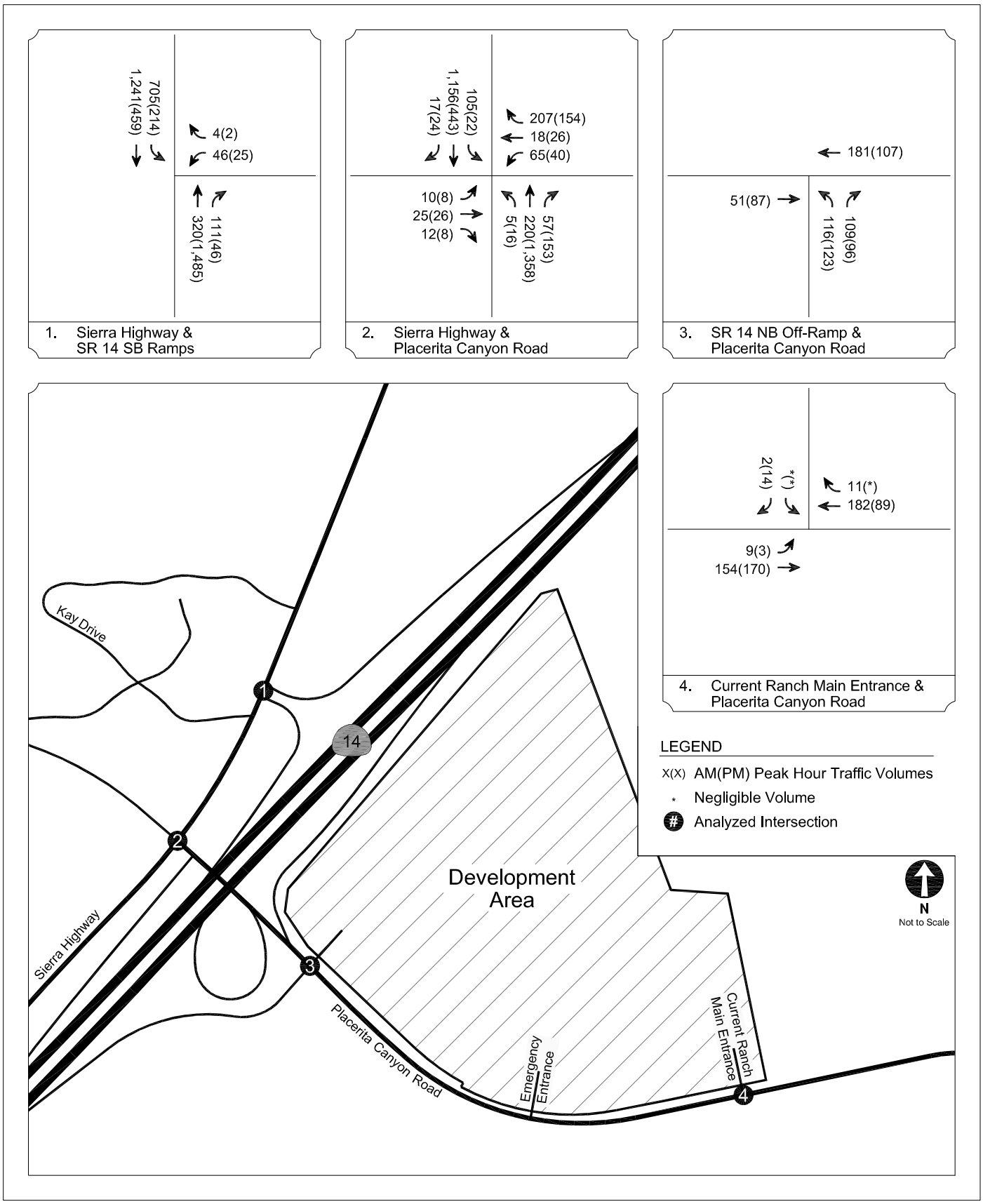
As shown in Table 5, all four analyzed intersections currently operate at an acceptable LOS under LACDPW policy, i.e., LOS D or better during both the morning and afternoon peak hours. In particular, two of the intersections (Intersections 3 and 4) operate at LOS A during both peak hours, one intersection (Intersection 2) operates at LOS B during both peak hours, and one intersection (Intersection 1) operates at LOS C during both peak hours.

PUBLIC TRANSIT SYSTEM

Bus transit service is available as part of the public transit system in the immediate vicinity of the Ranch and is provided by the City of Santa Clarita (SC). Figure 6 illustrates the existing transit service and the following provides a brief description of the bus lines in the vicinity of the Ranch:

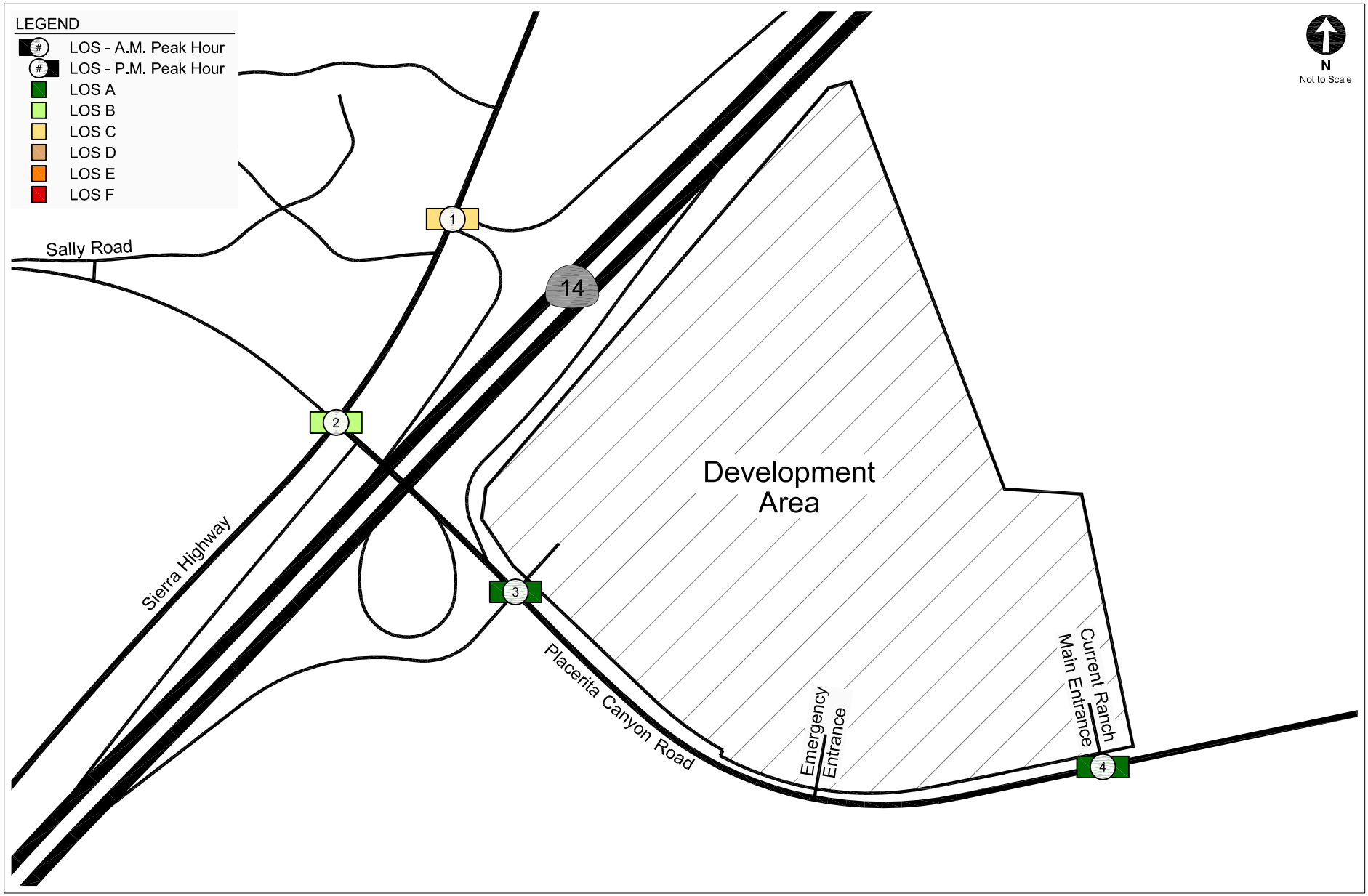
- SC Line 1 – Route 1 is a local line that travels from Whites Canyon Road in Canyon Country to Lake Hughes Road in Castaic, with average headways of 22 minutes during the weekday morning peak period, 26 minutes during the mid-day peak period, and 20 minutes during the afternoon peak period. This line provides service to McBean Regional Transit Center in Valencia, the Valencia Commerce Center in Val Verde, Newhall, and Saugus. It travels along Sierra Highway in the vicinity of the Ranch.

- SC Line 2 – Route 2 is a local line that travels from Whites Canyon Road in Canyon Country to the Valencia Commerce Center in Val Verde, with average headways of 22 minutes during the weekday morning peak period, 26 minutes during the mid-day peak period, and 20 minutes during the afternoon peak period. This line provides service to McBean Regional Transit Center in Valencia, Newhall, and Saugus. It travels along Sierra Highway in the vicinity of the Ranch.



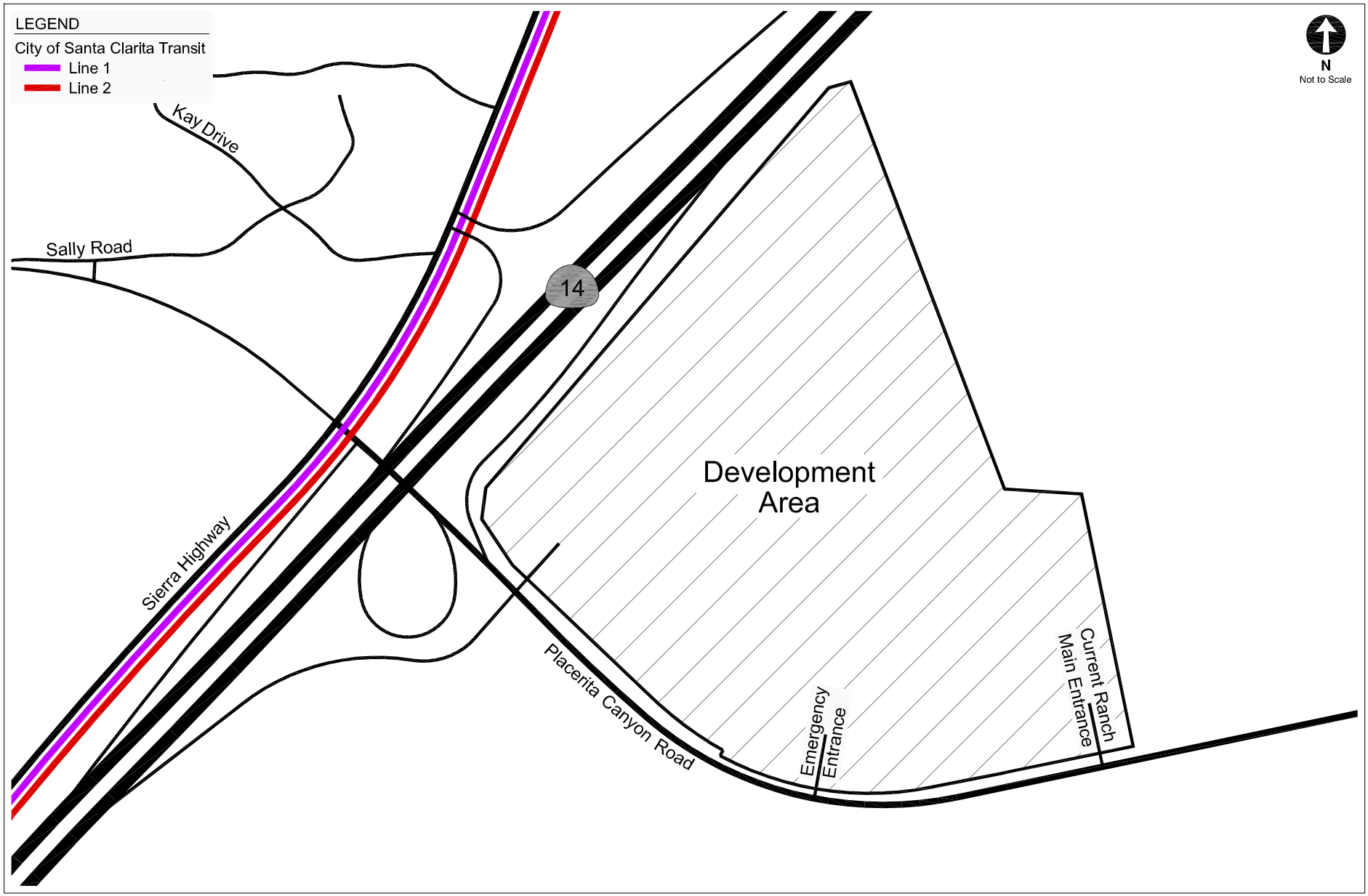
EXISTING CONDITIONS (YEAR 2010)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 4



EXISTING CONDITIONS (YEAR 2010)
INTERSECTION PEAK HOUR LEVEL OF SERVICE

FIGURE 5



EXISTING TRANSIT SERVICE

FIGURE 6

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Level of Service	Intersection Capacity Utilization	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 5
EXISTING CONDITIONS (YEAR 2010)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	V/C	LOS
1. [a]	Sierra Highway □ SR 14 SB Ramps	A.M. P.M.	0.704 0.728	C C
2.	Sierra Highway □ Placerita Canyon Road	A.M. P.M.	0.605 0.687	B B
3. [a]	SR 14 NB Off-Ramp □ Placerita Canyon Road	A.M. P.M.	0.229 0.210	A A
4. [a]	Current Ranch Main Entrance □ Placerita Canyon Road	A.M. P.M.	0.226 0.217	A A

Note:
[a] Intersection is controlled by stop signs on minor approach.

Chapter 3

Project Impacts and Mitigation

This Chapter discusses the Existing plus Ambient Growth Conditions, the Project's trip generation, distribution, and assignment, and the Project's impact on the transportation system under the Existing plus Ambient Growth plus Project Conditions. This Chapter also addresses mitigation measures designed to reduce Project impacts and the resulting traffic conditions in the analysis of Existing plus Ambient Growth plus Project with Mitigation Conditions.

EXISTING PLUS AMBIENT GROWTH TRAFFIC PROJECTIONS

Consistent with the CMP, an ambient growth rate of 2.74% per year, as identified for this region in the CMP for the year 2020, was applied to the Existing Conditions (year 2010) traffic volumes to develop Existing plus Ambient Growth Conditions (year 2020). The total adjustment applied over the 10-year period until the future build-out year (year 2020) was therefore 27.4%. The resulting Existing plus Ambient Growth Conditions traffic volumes at the four study intersections during the morning and afternoon peak periods are illustrated in Figure 7.

EXISTING PLUS AMBIENT GROWTH TRAFFIC OPERATIONS

Similar to the Existing Conditions, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth Conditions intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table 6. Figure 8 graphically illustrates the Existing plus Ambient Growth Conditions LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided in Appendix C.

As shown in Table 6, under the Existing plus Ambient Growth Conditions, all analyzed intersections are projected to operate at an acceptable LOS, i.e., LOS D or better during both peak hours. In particular, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and at LOS D during the afternoon peak hour, and one intersection (Intersection 1) is expected to operate at LOS D during both peak hours.

PROJECT TRIP GENERATION AND TRAFFIC PROJECTIONS

Trip Generation

Trip Generation, *8th Edition* (Institute of Transportation Engineers, 2008), a national standard used by the traffic engineering profession, is used to estimate the number of trips expected to be generated by most common land uses. However, because of the unique nature of the Project land uses, empirical data collected for similar uses at other motion picture and television studios within the Los Angeles region were used to develop equivalency factors that convert the Project land uses to a standard land use identified in the *Trip Generation*, i.e., general office land use. Table 7 identifies these factors and the sources for the empirical data. For example, the Media office use generates the same number of trips as a general office use during a 24-hour period; however, during the peak hours, media office uses typically generate 75 as many trips as a general office use. While the trip generation equivalency factors may vary slightly between the morning and afternoon peak hours, the afternoon peak hour factors are higher and therefore represent a more conservative estimate. The study therefore uses the afternoon peak hour factors for the morning and the afternoon trip generation estimates.

Table 8 summarizes the trip generation estimates for the soundstages option of the Project using the equivalency factors identified in Table 7. As indicated, it is estimated that the Project, under this option, would generate a net total of 3,323 daily trips on a typical weekday, including approximately 396 morning peak hour trips (348 inbound, 48 outbound) and 364 afternoon peak hour trips (62 inbound, 302 outbound).

Table 9 summarizes the trip generation estimates for the studio office option of the Project using the equivalency factors identified in Table 7. As indicated, it is estimated that the Project, under

this option, would generate a net total of 3,477 daily trips on a typical weekday, including approximately 410 morning peak hour trips (361 inbound, 49 outbound) and 377 afternoon peak hour trips (64 inbound, 313 outbound).

It should be noted that land uses like the commissary, the central plant, and the electric substation are not stand-alone uses and therefore do not typically generate additional outside trips. The few outside trips that are generated (like food deliveries to the commissary) are included in the trip generation rate for the studios.

Project Circulation

To improve access to the Ranch and the Development Area, the Applicant proposes to reconfigure and signalize the SR 14 northbound off-ramp at Placerita Canyon Road. The reconfiguration would allow for northbound vehicles exiting SR 14 to cross Placerita Canyon Road and directly enter the proposed Development Area via the Ranch's new main entry driveway. Although the current primary driveway east of the northbound off-ramp would continue to be used, primary ingress to the Project would be provided via the new entry across from the SR 14 northbound off-ramp. In the event that the proposed improvements to the off-ramp are not approved by Caltrans, the Project traffic ingress would be restricted to the current Ranch main entrance, i.e., the driveway east of the northbound on-ramp on Placerita Canyon Road (intersection 4). An alternative traffic impact analysis that assumes this circulation plan has been provided in Appendix D. The appendix also includes a traffic impact analysis with a circulation plan that includes a new driveway located between the SR 14 northbound off-ramp and the emergency access driveway, which is west of the Current Ranch Main Entrance.

A conceptual drawing showing details of the proposed physical improvement at the intersection of SR 14 northbound off-ramp Placerita Canyon Road has been provided in Appendix E. The Los Angeles County Fire Department has requested that at least 20 feet of pavement be provided on both sides of the raised median on Placerita Canyon Road. As shown in the drawing, the improvement proposes 32 feet of pavement on both sides of the median and therefore complies with the requirements set forth by the Los Angeles County Fire Department.

Pedestrian and bicycle pathways would be provided throughout the Development Area to enhance non-motorized circulation within the site. An access road crossing over Placerita Creek within the existing fill next to SR 14 would be constructed to improve access between the southern and northern areas (where four soundstages and two mills or the optional studio office uses would be located). A bridge crossing over Placerita Creek also would be provided further to the east within the Development Area. The Ranch's gated entrance on Placerita Canyon Road west of the Current Ranch Main Entrance would continue to be restricted for emergency access.

Trip Distribution and Assignment

The trip distribution and assignment of traffic from the Development Area are based on the Southern California Association of Governments (SCAG) regional transportation model for the SCAG long-range planning forecast year of 2035. SCAG model runs were conducted in a manner that isolated trips to and from the Traffic Analysis Zone that contains the Development Area, which were then used to develop a regional distribution and assignment pattern. This assignment was further refined, at a local level, based on consultation with LACDPW staff.

The Project trip distribution is illustrated in Figure 9. The trip distribution and assignment for traffic from the Development Area are the same under both the soundstages and the studio office options. As indicated, the trip distribution applied for the Project traffic is:

- 15 to/from the north via Sierra Highway and SR 14
- 80 to/from the south via SR 14
- 1 to/from the east via Placerita Canyon Road
- 4 to/from the west via Placerita Canyon Road

The Project trip generation estimates summarized in Table 8 and the peak hour trip distribution patterns illustrated in Figure 9 were used to assign the Project-generated traffic through the analyzed intersections. Figures 10 and 11 illustrate the Project-generated traffic volumes at the analyzed intersections for the soundstages and the studio office options, respectively.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT TRAFFIC PROJECTIONS AND OPERATIONS

The Existing plus Ambient Growth plus Project traffic projections reflect traffic from the Project added to the Existing plus Ambient Growth traffic volumes illustrated in Figure 7. Similar to the Existing Conditions and the Existing plus Ambient Growth Conditions, the study intersections were analyzed using the ICU methodology based on LACDPW policy.

The Existing plus Ambient Growth plus Project intersection peak hour traffic volumes are illustrated in Figures 12 and 13 for the soundstages and the studio office options, respectively. The projected Existing plus Ambient Growth plus Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Tables 10 and 11. Figures 14 and 15 graphically illustrate the Existing plus Ambient Growth plus Project LOS at the analyzed intersections for the morning and afternoon peak hours for the soundstages and the studio office options, respectively. Detailed LOS worksheets are provided in Appendix C.

As shown in Tables 10 and 11, under the Existing plus Ambient Growth plus Project Conditions, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during both peak hours.

SIGNIFICANT IMPACT CRITERIA

As set forth in Chapter 1, LACDPW has established threshold criteria to determine whether the traffic impacts of a proposed project on study intersections would be significant. LACDPW standards indicate that a project is considered to have a significant traffic impact on a study intersection if the increase in the V/C ratio attributable to the project exceeds a specific standard depending on the final intersection LOS.

LACDPW has developed a sliding scale in which the minimum allowable increase in the V/C ratio decreases as the V/C ratio increases:

Intersection Conditions without Project Traffic		Project-related Increase in V/C Ratio
LOS	**V/C**	
A, B	0.00 □0.70	Causing V/C to 0.75 or worse
C	0.71 - 0.80	Equal to or greater than 0.04
D	0.81 - 0.90	Equal to or greater than 0.02
E, F	□0.91	Equal to or greater than 0.01

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C before the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at a LOS F before the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact. A project is not considered to have a significant impact if the intersection is projected to operate at LOS A or B after the addition of project traffic, regardless of the volume of traffic added to the intersection or the incremental change in the V/C ratio.

SIGNIFICANT IMPACTS

Tables 10 and 11 summarize the impact analysis conducted for the study intersections based on the criteria established by the LACDPW Traffic Impact Guidelines under the soundstages and the studio office options, respectively. As shown in the tables, the Project, under both options, is expected to result in a significant impact at one intersection (intersection 1) during the morning peak hour and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation.

PROJECT MITIGATIONS

As shown in Tables 10 and 11, the Project is expected to result in a significant impact at two of the analyzed intersections before mitigation. Therefore, the Project has proposed mitigation

measures to mitigate its significant impacts, as well as to improve the traffic operations within the Study Area and ingress/egress to the Development Area:

1. Sierra Highway SR 14 southbound ramps The improvement would involve signalization of the intersection with protected left-turn phasing for southbound Sierra Highway. The improvement would also entail the widening of northbound Sierra Highway to provide a separate right-turn only lane onto the SR 14 southbound on-ramp.

2. Sierra Highway Placerita Canyon Road The improvement would widen the Placerita Canyon Road westbound approach to provide a free-flow right-turn lane onto northbound Sierra Highway, thus facilitating traffic flow to the SR 14 southbound on-ramp.

4. Current Ranch Main Entrance Placerita Canyon Road The improvement proposes to signalize the intersection. The improvement would also widen the eastbound approach of Placerita Canyon Road at the intersection to provide for a left-turn only lane to improve access to the Ranch. It should be noted that the Project does not result in a significant impact at this intersection. However, the identified mitigation measure has been proposed to improve access to the Ranch.

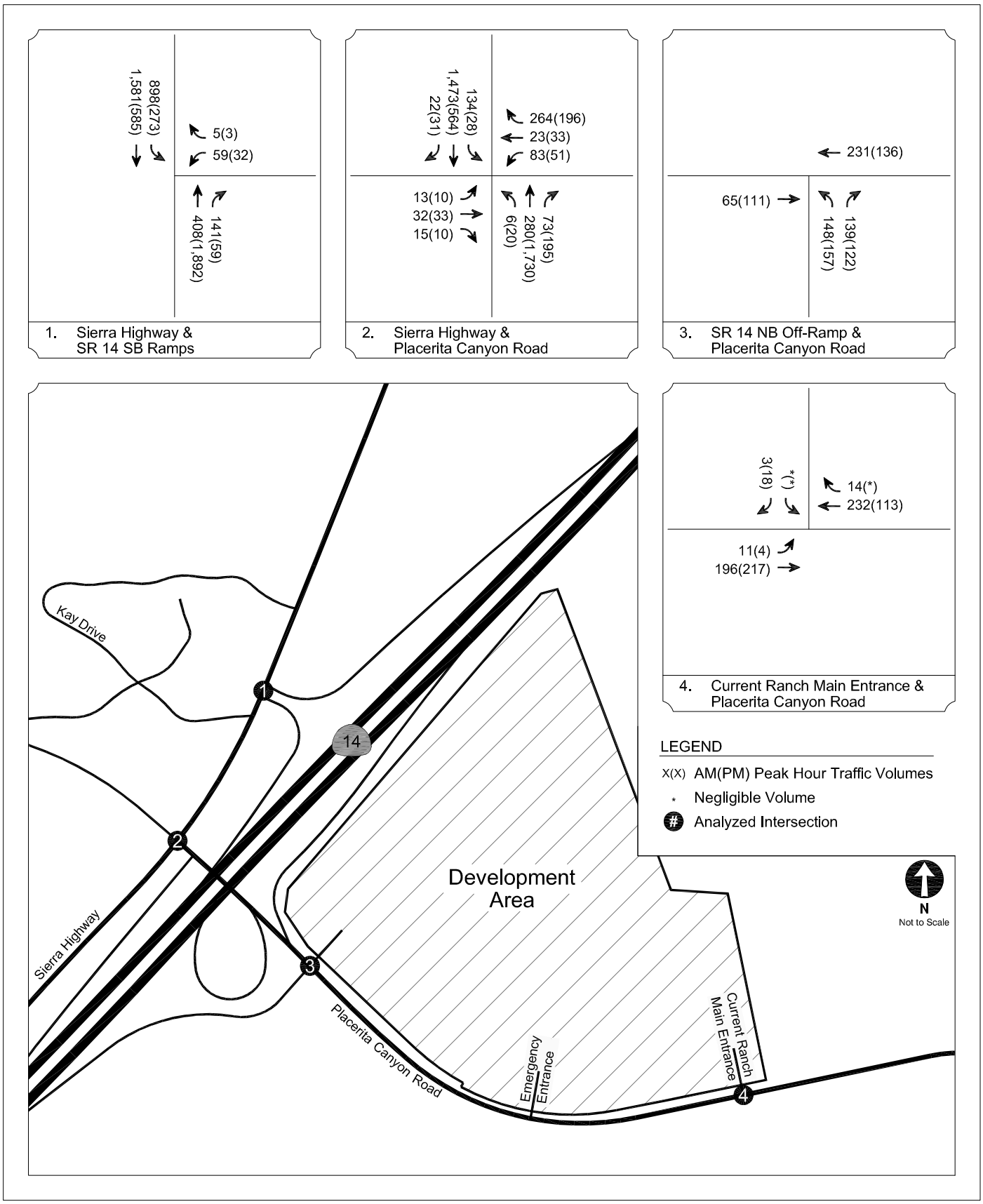
The improved lane configurations at the analyzed intersections are illustrated in Appendix A. Conceptual drawings showing details of the proposed physical improvements overlaid on an aerial photomap base are provided in Appendix E.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION TRAFFIC OPERATIONS

Tables 12 and 13 summarize the intersection operations with the proposed mitigation measures in place for the soundstages and the studio office options, respectively. As shown in the tables, under the Existing plus Ambient Growth plus Project with Mitigation Conditions, all analyzed intersections are projected to operate at LOS D or better and the proposed improvement measures would mitigate both significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figures 16 and 17 graphically illustrate the LOS at the analyzed intersections under the Existing plus Ambient Growth plus Project with Mitigation Conditions for the morning and afternoon peak hours for the soundstages and the studio office options, respectively. Detailed LOS worksheets are provided in Appendix C.

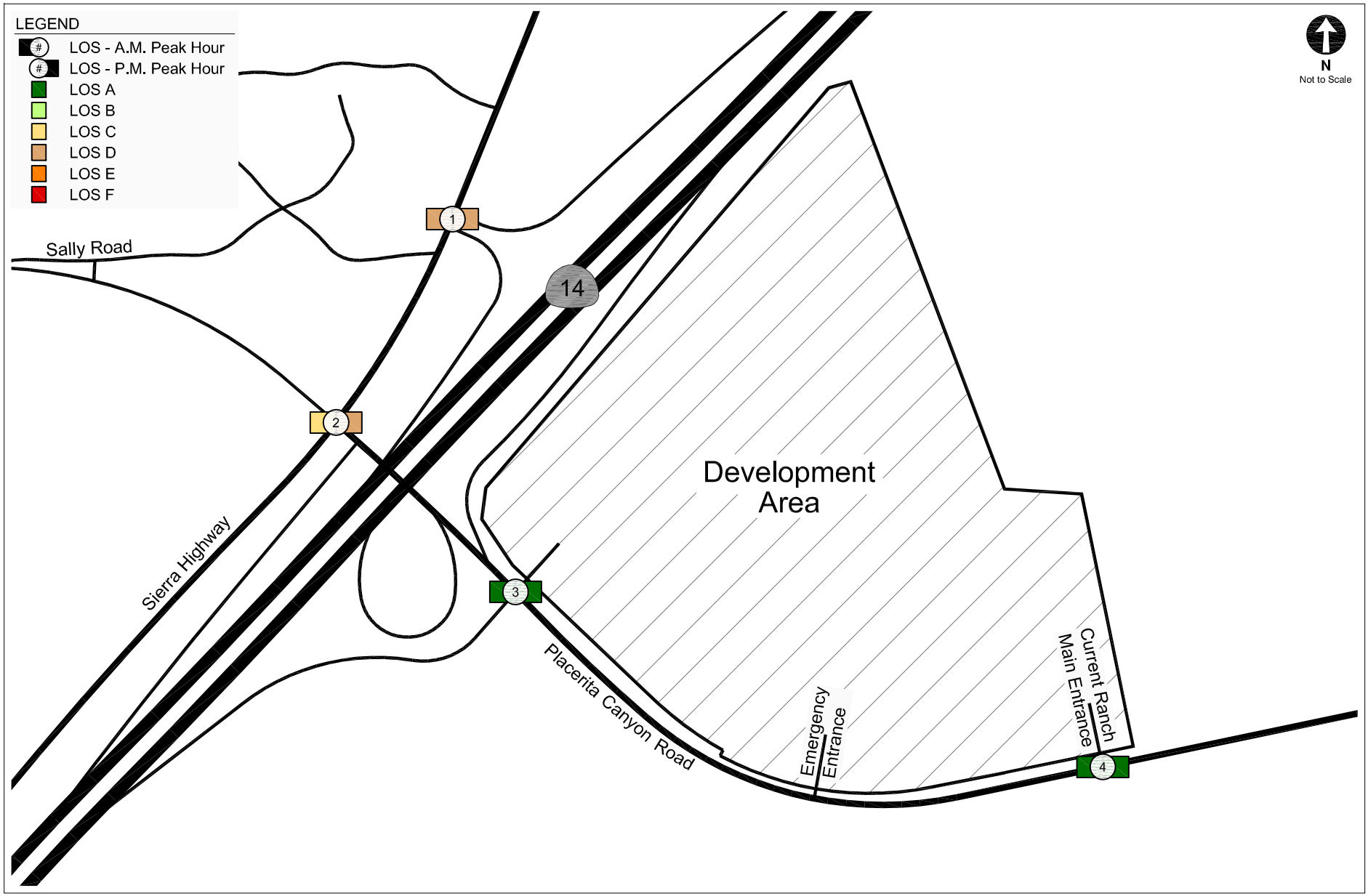
As shown in Tables 12 and 13, two analyzed intersections (Intersections 1 and 2) are projected to operate at a lower V/C following the development of the Project and implementation of the

Project's mitigation measures than those projected under the Existing plus Ambient Growth Conditions.



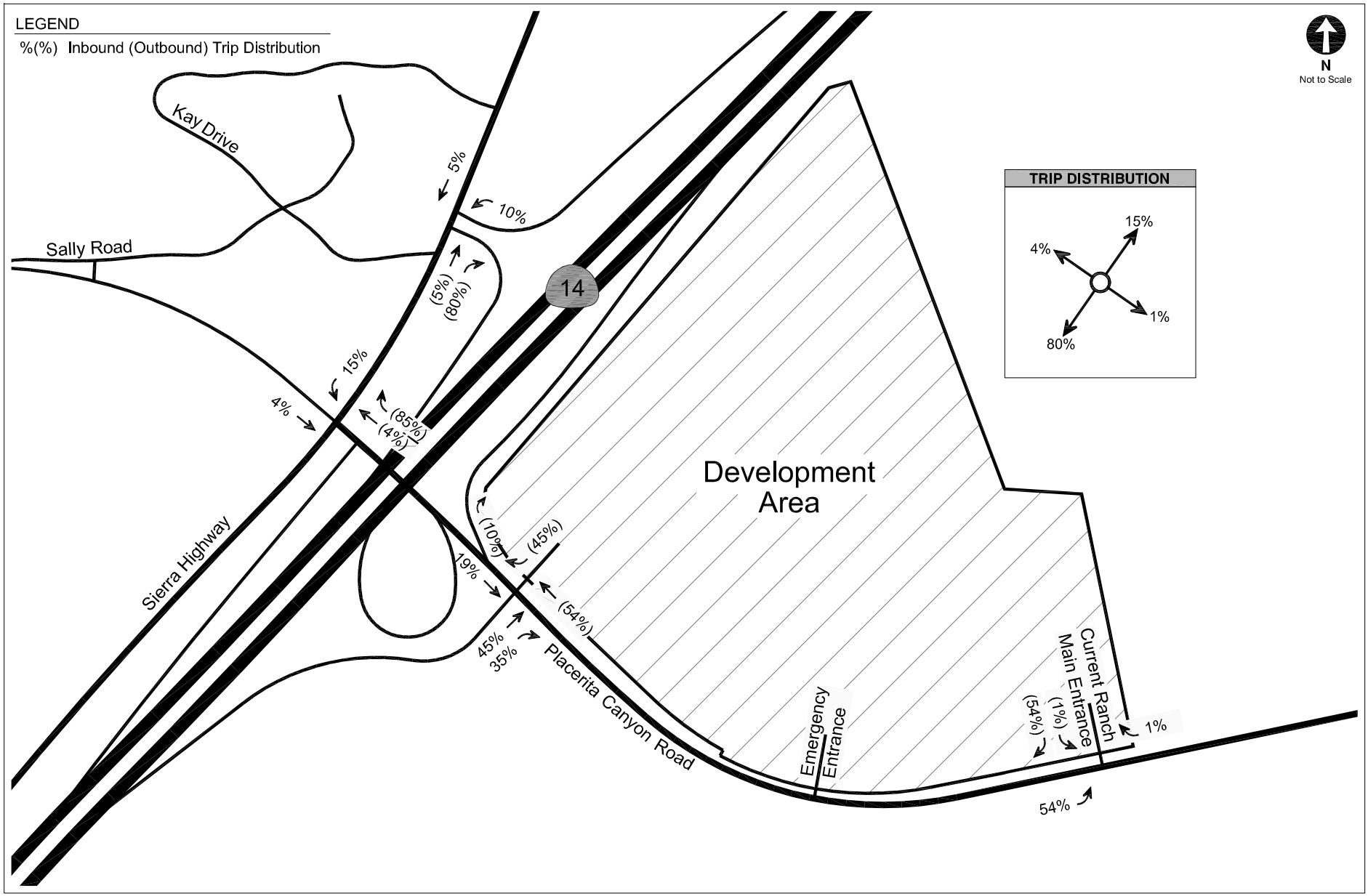
EXISTING PLUS AMBIENT GROWTH CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 7



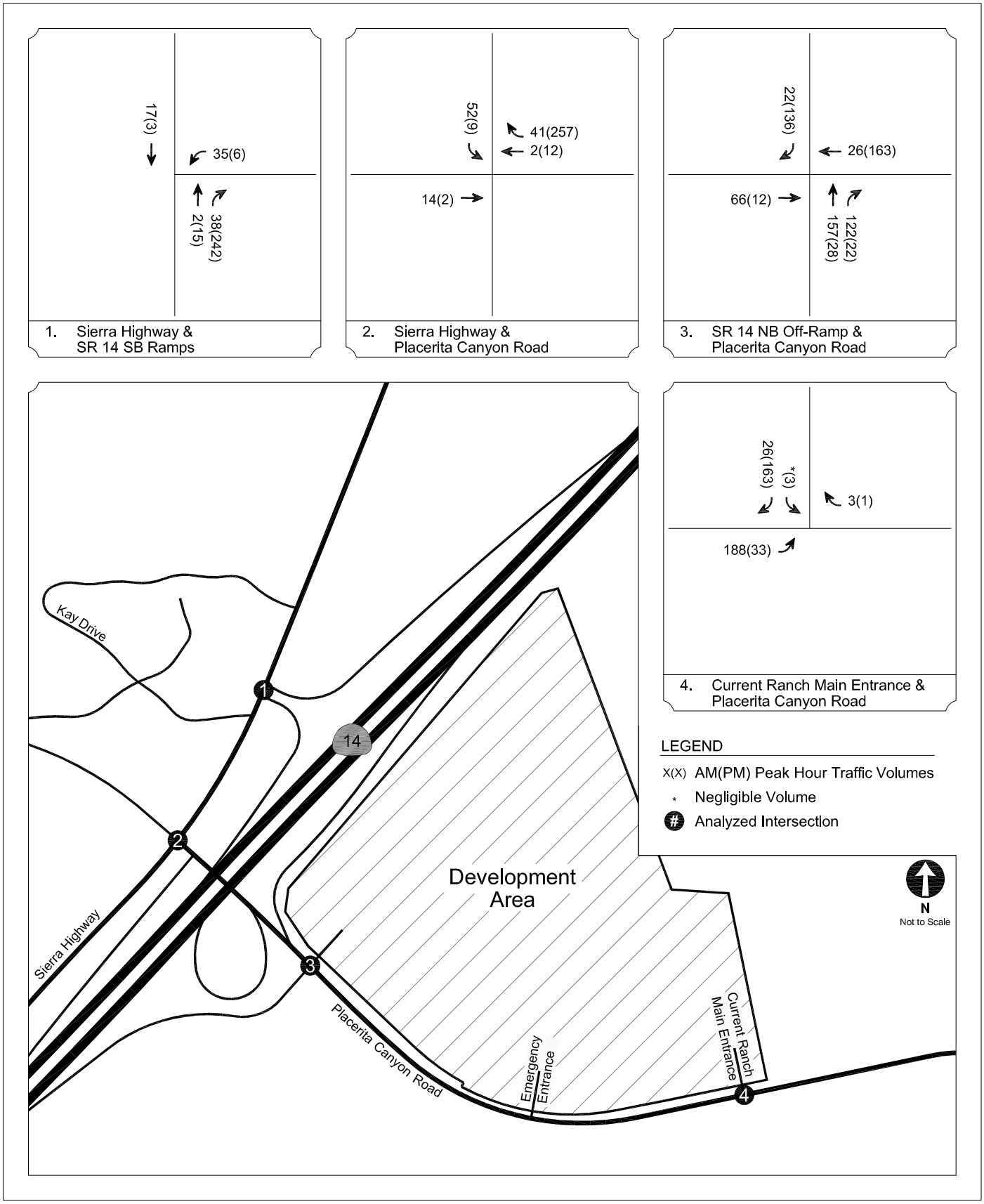
EXISTING PLUS AMBIENT GROWTH CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE

FIGURE 8



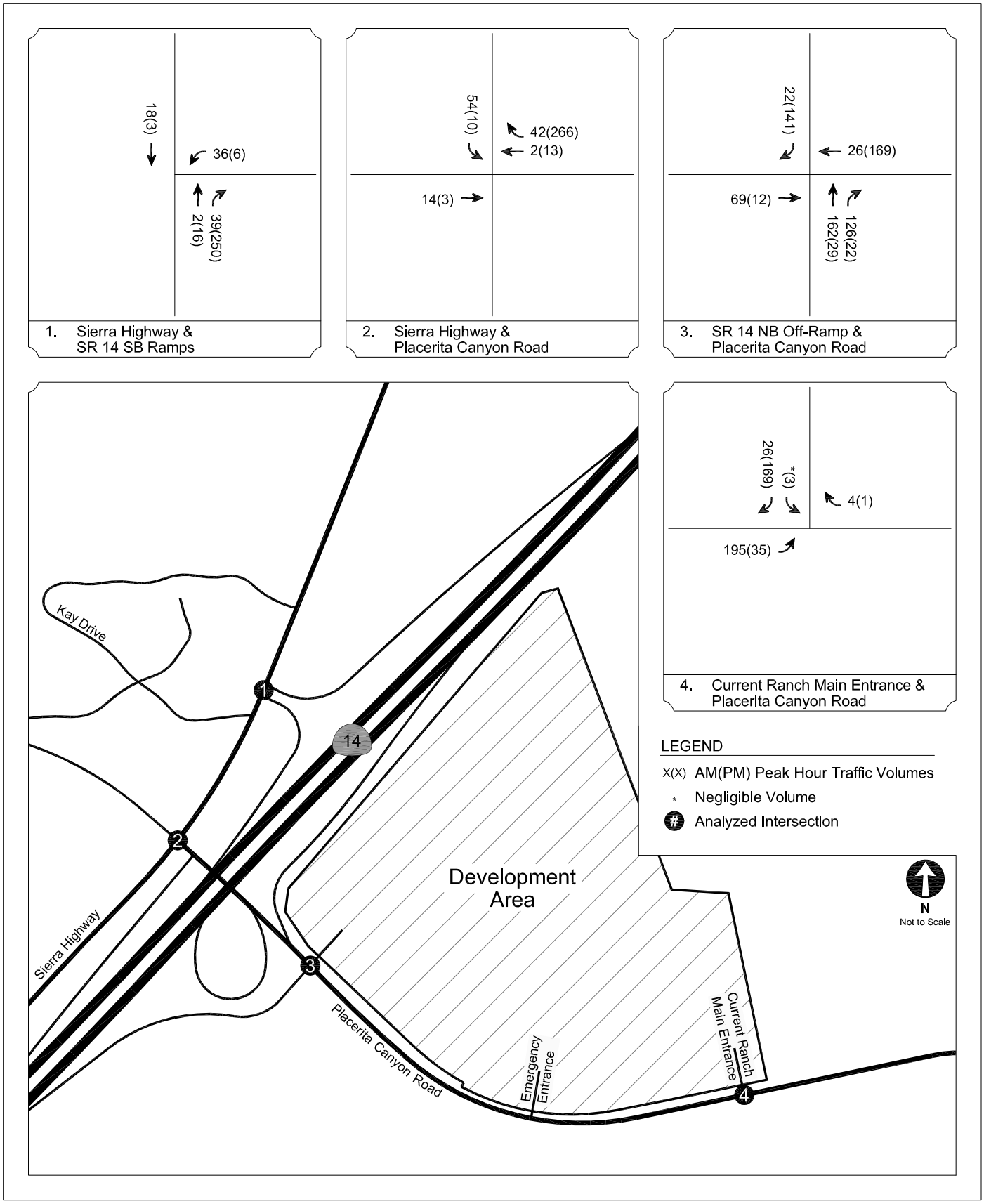
PROJECT TRIP DISTRIBUTION

FIGURE
9



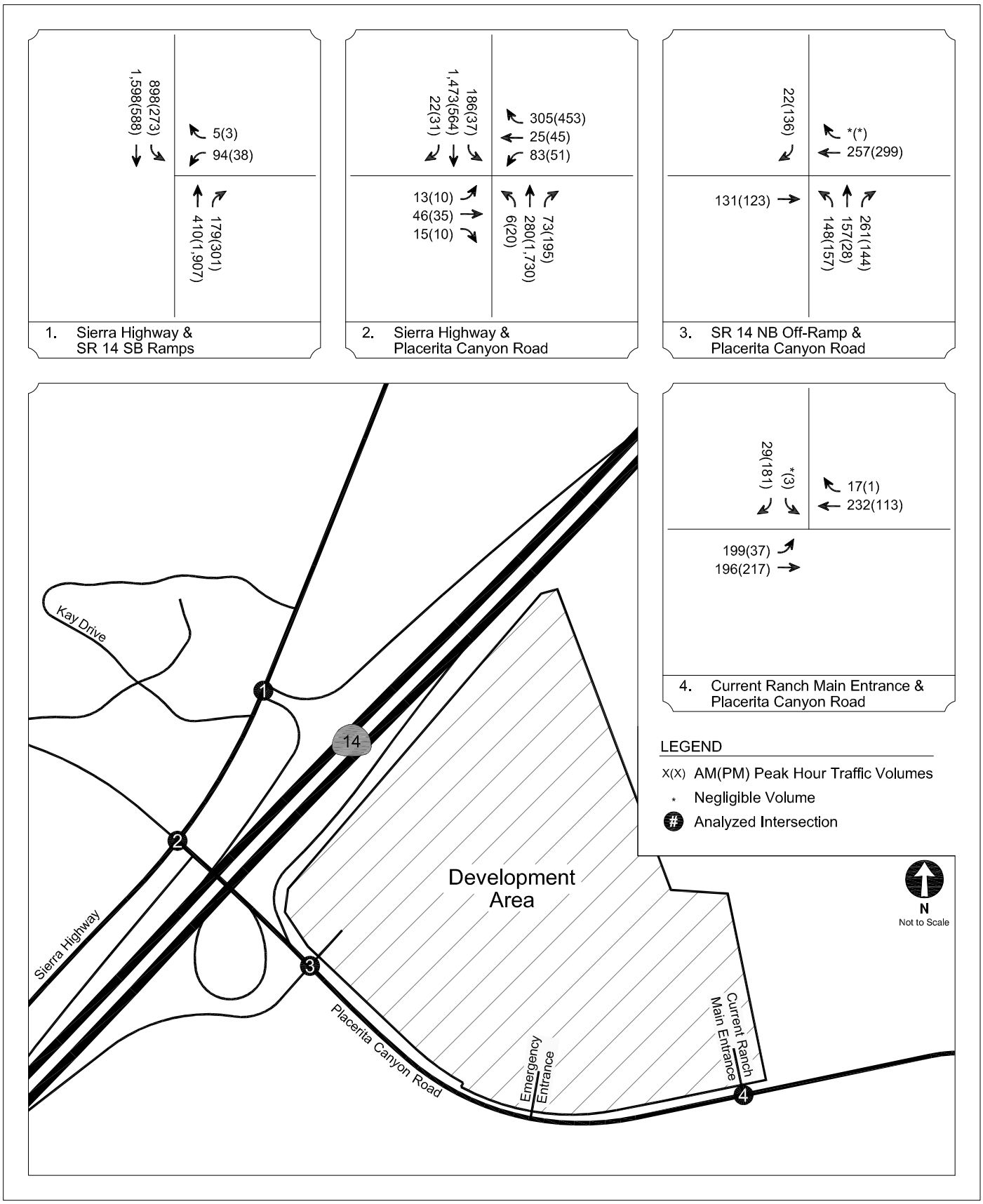
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION

FIGURE 10



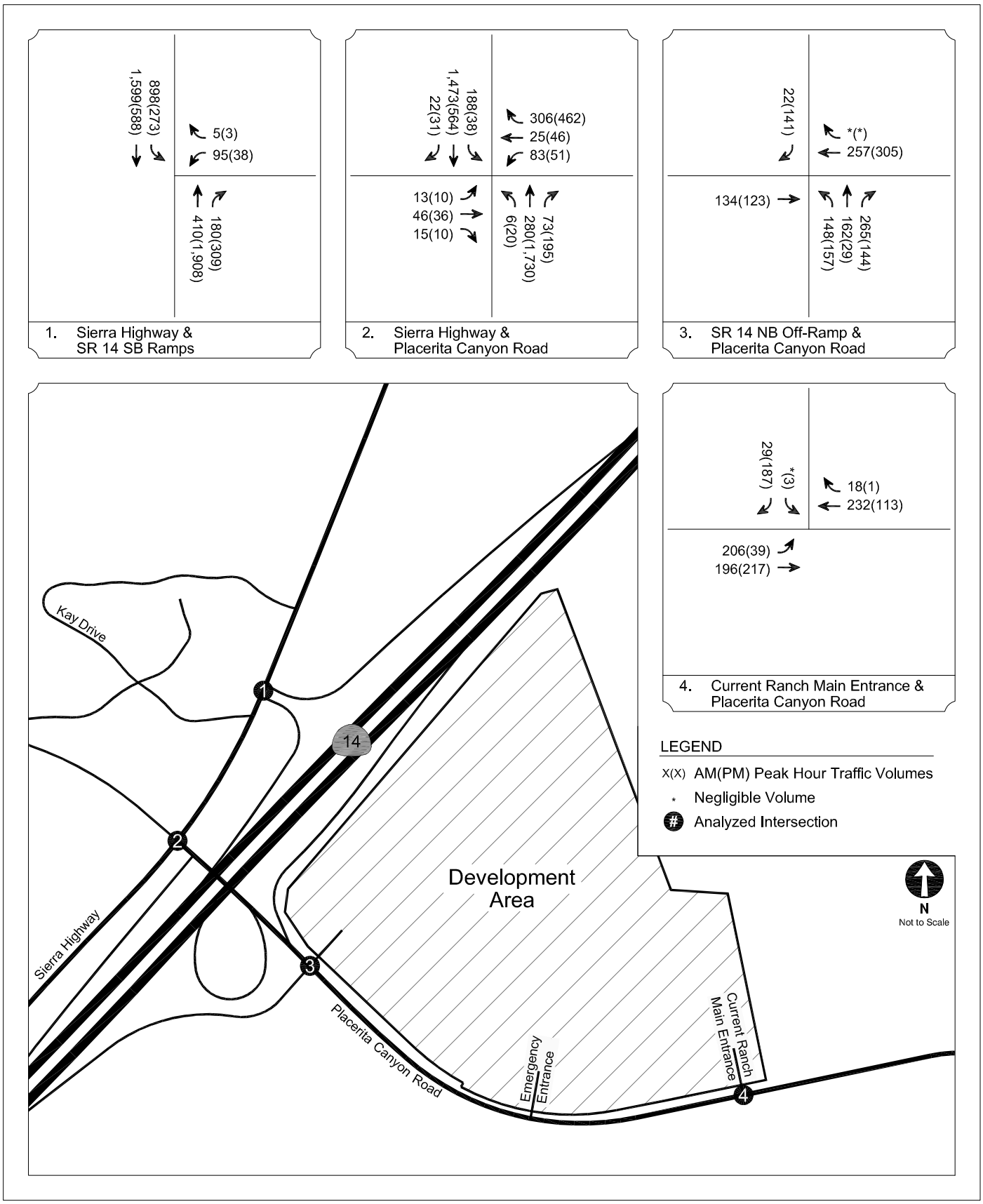
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION

FIGURE 11



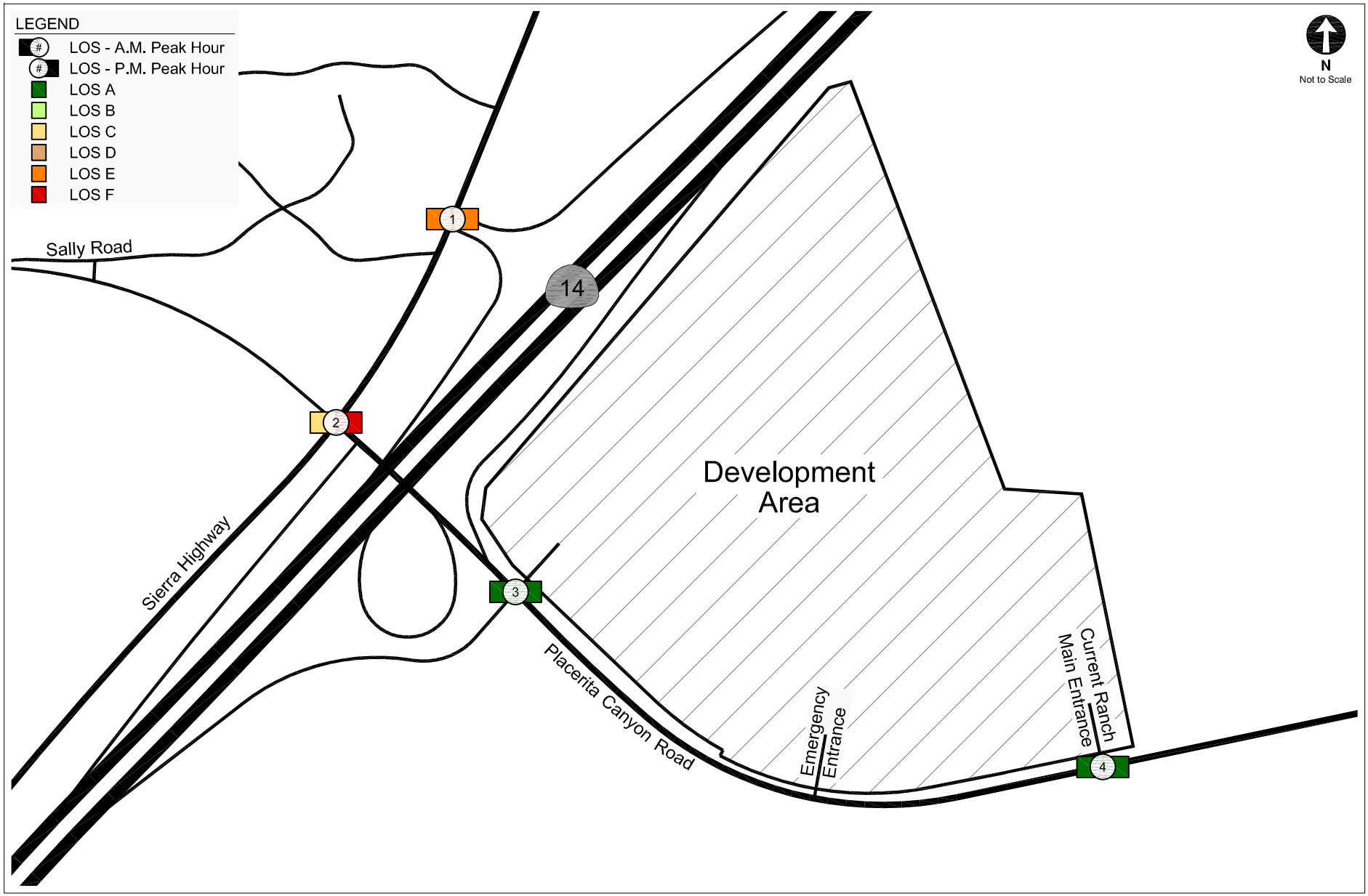
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION

FIGURE 12



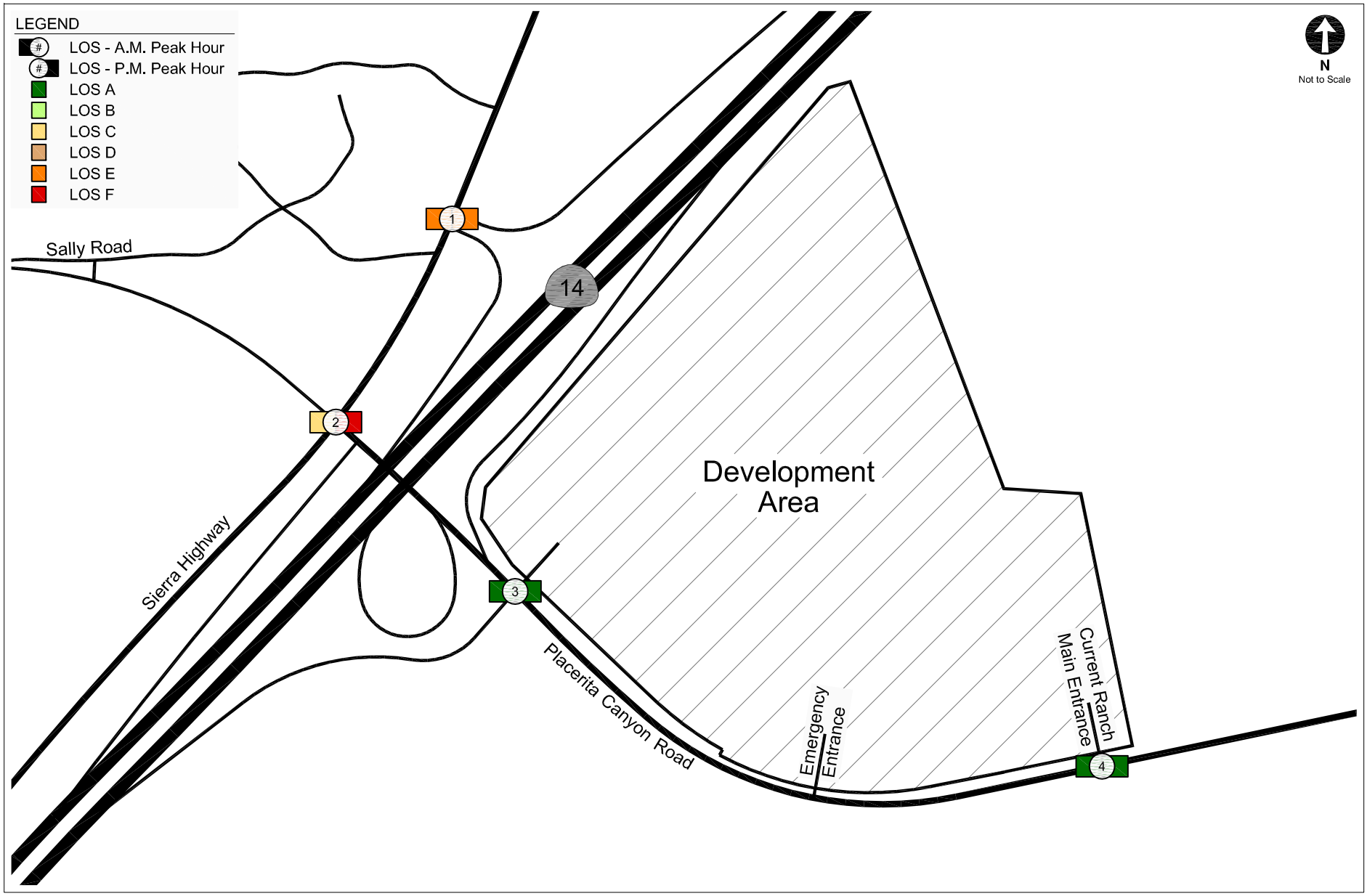
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION

FIGURE 13



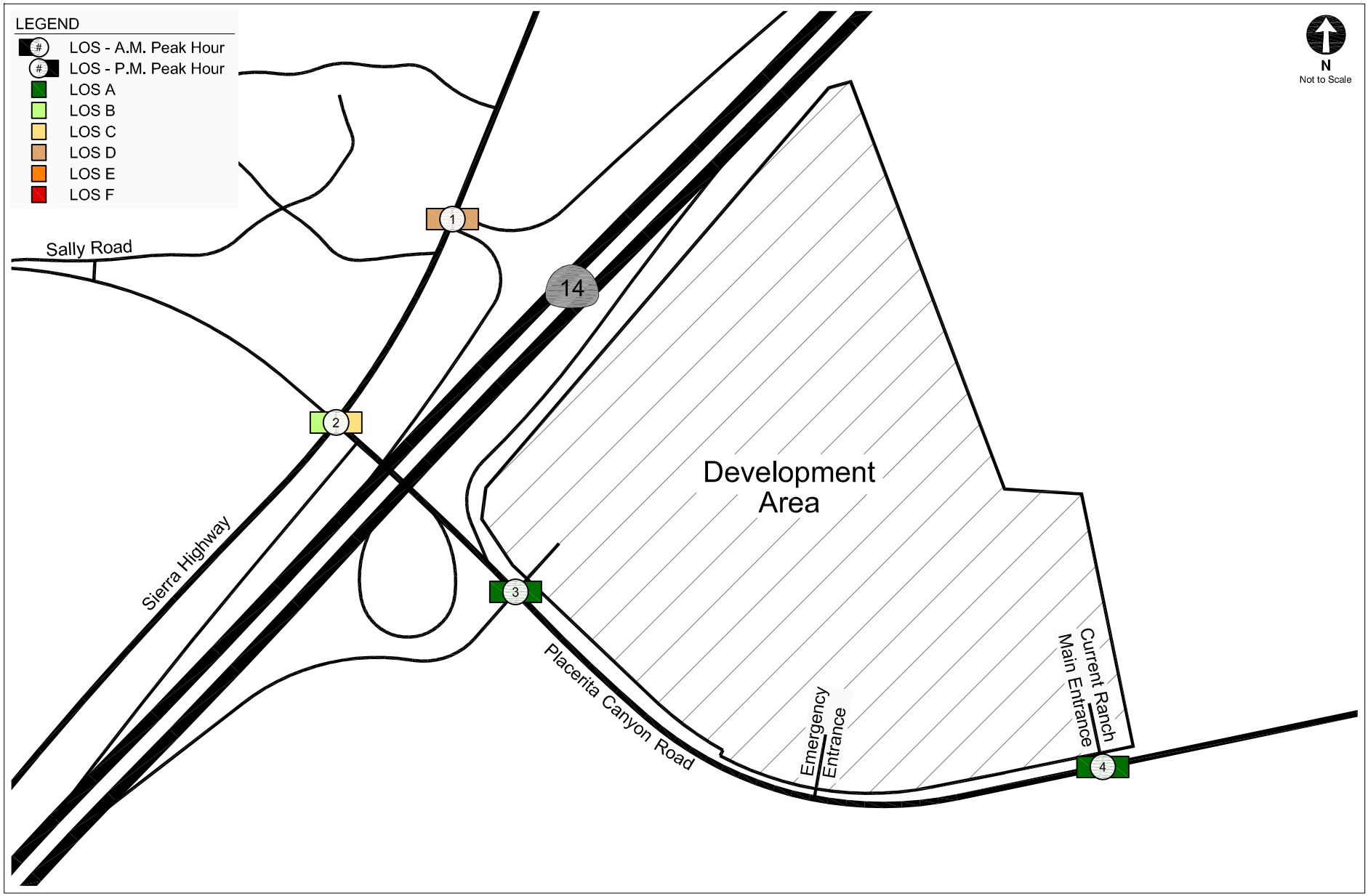
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION

FIGURE 14



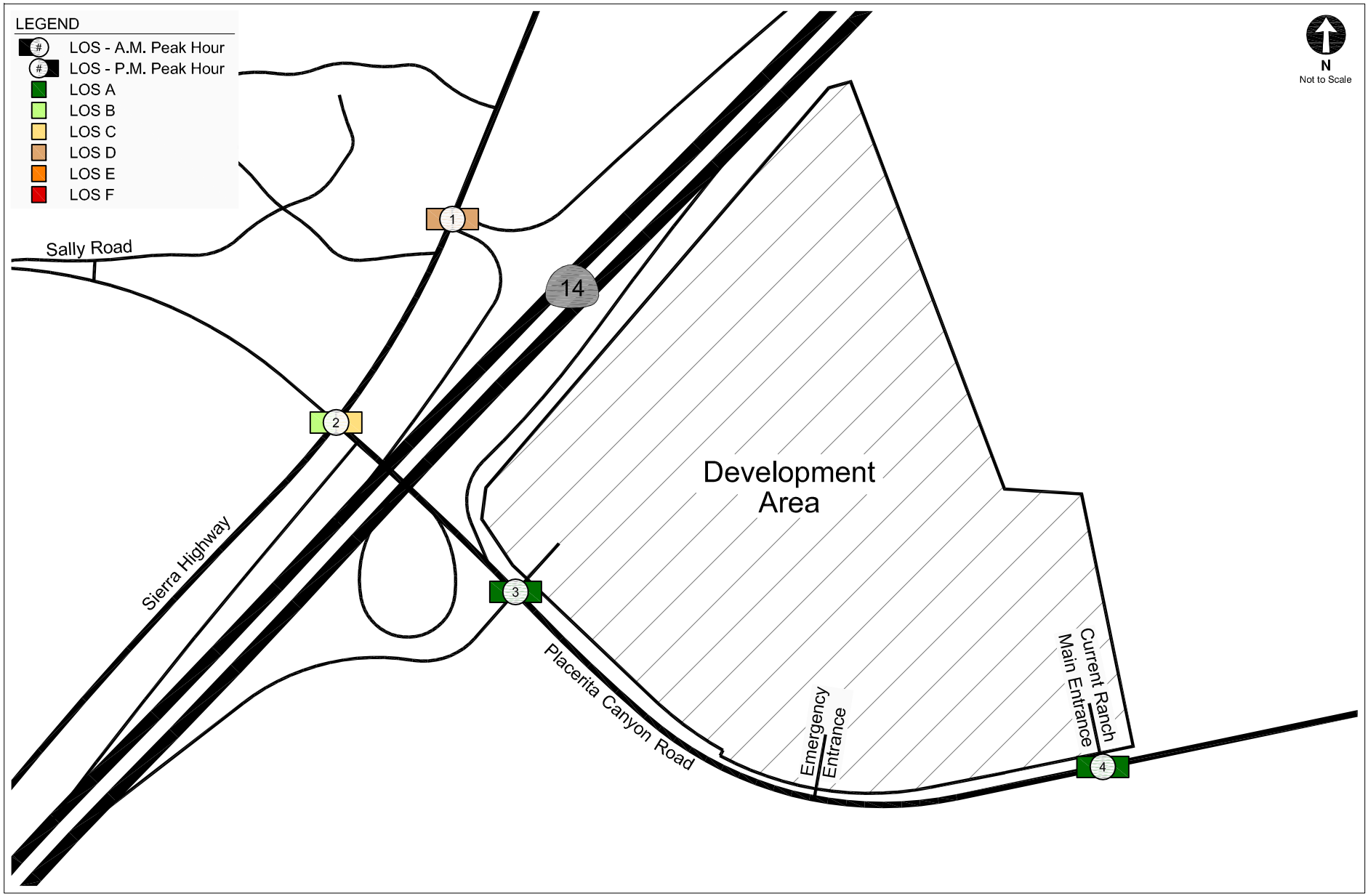
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION

FIGURE 15



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION

FIGURE 16



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION

FIGURE 17

TABLE 6
EXISTING PLUS AMBIENT GROWTH CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	V/C	LOS
1. [a]	Sierra Highway □ SR 14 SB Ramps	A.M. P.M.	0.870 0.900	D D
2.	Sierra Highway □ Placerita Canyon Road	A.M. P.M.	0.744 0.848	C D
3. [a]	SR 14 NB Off-Ramp □ Placerita Canyon Road	A.M. P.M.	0.265 0.241	A A
4. [a]	Current Ranch Main Entrance □ Placerita Canyon Road	A.M. P.M.	0.261 0.249	A A

Note:
[a] Intersection is controlled by stop signs on minor approach.

TABLE 7
TRIP GENERATION EQUIVALENCY FACTORS

Land Use	Daily		Peak Hour		Source
	Office Equivalency [a]	Trip Generation Equivalency [b]	Office Equivalency [a]	Trip Generation Equivalency [b]	
Media-related Uses					
Production Office	1.00	100	1.33	75	Burbank Media District [c]
High Bay	1.33	75	2.00	50	Burbank Media District [c]
Soundstages	6.00	17	6.00	17	Various Sources [c], [d]
Active Production Support / Mills Ready-Storage	1.00	100	1.33	75	Various Sources [d]
Passive Production Support	6.00	17	6.00	17	Various Sources [d]
Writer Bungalow	6.00	17	6.00	17	Various Sources [d]
Media Warehouse / Shops / Storage	1.33	75	2.00	50	Burbank Media District [c]
Visitor Center	1.90	53	5.00	20	Grand Central Creative Campus / Kaku Associates [e]
Non-Media Uses					
Office	1.00	100	1.00	100	ITE / Kaku Associates [f]
Warehousing	1.67	60	2.50	40	ITE / Kaku Associates [f]
Light Industrial	1.18	85	1.30	77	ITE / Kaku Associates [f]
Retail / Commercial	0.35	286	0.58	172	ITE / Kaku Associates [f]
Hotel	0.80	125	1.67	60	ITE / Kaku Associates [f]

Notes:
[a] Office equivalency defined as X.XX sf of indicated use 1.00 sf of General Office. These factors used in Grand Central Creative Campus office equivalent GSF calculations.
[b] Inverse of office equivalency. Can be interpreted as the percent of General Office trips which would be generated by the indicated use for a given floor area.
[c] Source: Ultrasystems, *Draft Environmental Impact Report, Media District Specific Plan* , August 1990.
[d] Based on a combination of sources, including traffic studies for the following studios or projects:
- NBC Studios
- Fox Studios
- Hollywood Center Studio
- Warner Brothers Hollywood Studio Environmental Impact Report
- LSA Associates, *The Walt Disney Studios, Planned Development Application, Traffic Study* , July 1992.
- Kaku Associates, Inc., *Playa Vista Plant Site Subdivision, Traffic Impact Analysis* , August 1995.

[e] Source: Kaku Associates, Inc.
[f] Source: Based on Institute of Transportation Engineers, *Trip Generation, 8th Edition* , 2008.

TABLE 8
PROJECT TRIP GENERATION
SOUNDSTAGES OPTION

Land Use	Size (sf)	Office Equivalency Factor		Equivalent Office Size (sf)		Land Use □ of Total Equivalent Office Size		Daily	A.M. Peak Hour			P.M. Peak Hour		
		Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour		In	Out	Total	In	Out	Total
Trip-Generating Facilities [a]														
Soundstages	237,600	17□	17□	40,392	40,392	12.3□	15.9□	410	55	8	63	10	48	58
Production Offices	168,750	100□	75□	168,750	126,563	51.6□	49.7□	1,714	173	24	197	31	150	181
Mills □ Ready-Storage	69,000	100□	75□	69,000	51,750	21.1□	20.3□	701	71	10	81	13	61	74
Warehouse	23,000	75□	50□	17,250	11,500	5.3□	4.5□	175	16	2	18	3	13	16
Writer / Producer Bungalows	10,350	17□	17□	1,760	1,760	0.5□	0.7□	18	3	0	3	1	2	3
Administration	30,000	100□	75□	30,000	22,500	9.2□	8.8□	305	31	4	35	5	27	32
TOTAL [b], [c]	**538,700**			**327,152**	**254,464**			**3,323**	**348**	**48**	**396**	**62**	**302**	**364**

Notes:
[a] Land uses like the commissary, the central plant, and the electric substation are not stand-alone uses and therefore do not typically generate additional outside trips.
[b] Source: *Trip Generation, 8th Edition* , Institute of Transportation Engineers, 2008.
[c] General Office trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.

Daily - Ln(T) □ 0.77 Ln(X) □ 3.65 50□ In, 50□ Out
A.M. Peak Hour - Ln(T) □ 0.80 Ln(X) □ 1.55 88□ In, 12□ Out
P.M. Peak Hour - T □ 1.12 X □ 78.81 17□ In, 83□ Out

T □ Average Vehicle Trips X □ Gross Leasable Area (ksf)

TABLE 9
PROJECT TRIP GENERATION
STUDIO OFFICE OPTION

Land Use	Size (sf)	Office Equivalency Factor		Equivalent Office Size (sf)		Land Use □ of Total Equivalent Office Size		Daily	A.M. Peak Hour			P.M. Peak Hour		
		Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour		In	Out	Total	In	Out	Total
Trip-Generating Facilities [a]														
Soundstages	158,400	17□	17□	26,928	26,928	7.8□	10.1□	270	37	5	42	6	32	38
Production Offices	112,500	100□	75□	112,500	84,375	32.4□	31.7□	1,127	114	16	130	20	100	120
Mills □ Ready-Storage	46,000	100□	75□	46,000	34,500	13.3□	13.0□	461	47	6	53	8	41	49
Warehouse	23,000	75□	50□	17,250	11,500	5.0□	4.3□	173	16	2	18	3	13	16
Writer / Producer Bungalows	10,350	17□	17□	1,760	1,760	0.5□	0.7□	18	3	0	3	0	2	2
Administration	142,500	100□	75□	142,500	106,875	41.1□	40.2□	1,428	145	20	165	26	126	152
TOTAL [b], [c]	**492,750**			**346,938**	**265,938**			**3,477**	**361**	**49**	**410**	**64**	**313**	**377**

Notes:
[a] Land uses like the commissary, the central plant, and the electric substation are not stand-alone uses and therefore do not typically generate additional outside trips.
[b] Source: *Trip Generation, 8th Edition* , Institute of Transportation Engineers, 2008.
[c] General Office trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.

Daily - Ln(T) □ 0.77 Ln(X) □ 3.65 50□ In, 50□ Out
A.M. Peak Hour - Ln(T) □ 0.80 Ln(X) □ 1.55 88□ In, 12□ Out
P.M. Peak Hour - T □ 1.12 X □ 78.81 17□ In, 83□ Out

T □ Average Vehicle Trips X □ Gross Leasable Area (ksf)

TABLE 10
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - SOUNDSTAGES OPTION

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES
	SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES
2.	Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
	Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.357	A	0.092	NO
	Placerita Canyon Road	P.M.	0.241	A	0.368	A	0.127	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.398	A	0.137	NO
	Placerita Canyon Road	P.M.	0.249	A	0.374	A	0.125	NO

Notes:
[a] Intersection is controlled by stop signs on minor approach.
[b] Intersection is signalized as Project design feature.

TABLE 11
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - STUDIO OFFICE OPTION

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES
	SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES
2.	Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
	Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.360	A	0.095	NO
	Placerita Canyon Road	P.M.	0.241	A	0.373	A	0.132	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.403	A	0.142	NO
	Placerita Canyon Road	P.M.	0.249	A	0.379	A	0.130	NO

Notes:
[a] Intersection is controlled by stop signs on minor approach.
[b] Intersection is signalized as Project design feature.

TABLE 12
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - SOUNDSTAGES OPTION

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES	0.848	D	-0.022	NO
		SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES	0.890	D	-0.010	NO
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
		Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES	0.771	C	-0.077	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.357	A	0.092	NO	0.357	A	0.092	NO
		Placerita Canyon Road	P.M.	0.241	A	0.368	A	0.127	NO	0.368	A	0.127	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.398	A	0.137	NO	0.398	A	0.137	NO
		Placerita Canyon Road	P.M.	0.249	A	0.374	A	0.125	NO	0.349	A	0.100	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE 13
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - STUDIO OFFICE OPTION

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES	0.849	D	-0.021	NO
	SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES	0.891	D	-0.009	NO
2.	Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
	Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES	0.772	C	-0.076	NO
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.360	A	0.095	NO	0.360	A	0.095	NO
	Placerita Canyon Road	P.M.	0.241	A	0.373	A	0.132	NO	0.373	A	0.132	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.403	A	0.142	NO	0.403	A	0.142	NO
	Placerita Canyon Road	P.M.	0.249	A	0.379	A	0.130	NO	0.353	A	0.104	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

Chapter 4
Cumulative Impacts

This Chapter evaluates the transportation system within the Study Area in the future with full development of the Project and that of other related projects within the region using the assumptions and methodologies required by LACDPW. The planning horizon for this analysis is the year 2020. The cumulative transportation impacts on the street system are also addressed in this Chapter.

RELATED PROJECTS

Related projects are other developments either proposed, approved, or under construction within or in the vicinity of the Study Area and expected to be implemented prior to the buildout date of the Project. The list of related projects was obtained from LACDPW in December 2009 and from the City of Santa Clarita in February 2010. A total of 11 related projects, illustrated in Figure 18, fall within a five-mile radius of the Ranch. Table 14 provides information on the land use, location, size, status, and trip generation estimates of these related projects. Other developments outside the five-mile radius have been determined to be geographically too far from the Ranch to add substantially to the cumulative effects. Traffic from other future developments, which may be proposed in the 10-year period prior to full build-out of the Project, but which are not included in the related projects list, is accounted for by the ambient growth rate of 2.74 per year described in Chapter 3.

Trip Generation. Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 8th Edition*. As shown in Table 14, the related projects are expected to generate a total of approximately 82,049 daily trips on a typical weekday, including 5,037 morning peak hour trips and 8,832 afternoon peak hour trips. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of non-motorized travel modes (transit, walk, etc.).

Trip Distribution and Assignment. Similar to the Project trip distribution and assignment, the geographic distribution and assignment of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the related projects are drawn, and the location of these projects in relation to the surrounding street system.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS TRAFFIC PROJECTIONS AND OPERATIONS

The Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes for the study intersections were developed by adding the related project traffic to the traffic volumes projected for the Existing plus Ambient Growth plus Project with Mitigation Conditions. The resulting Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes are illustrated in Figures 19 and 20 for the soundstages and studio office options, respectively.

Similar to the analysis presented in Chapters 2 and 3, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects intersection operating conditions for the weekday morning and afternoon peak hours are shown in Tables 15 and 16. Figures 21 and 22 graphically illustrate the LOS at the analyzed intersections under Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions for the morning and afternoon peak hours. Detailed LOS worksheets are provided in Appendix C.

As shown in Tables 15 and 16, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions, two intersections (intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (intersection 2) is projected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour, and one intersection (intersection 1) is projected to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.

SIGNIFICANT IMPACTS

Per the LACDPW Traffic Impact Guidelines, the significant cumulative traffic impacts at the analyzed intersections were evaluated by comparing the intersection operations under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions with those under the Existing plus Ambient Growth Conditions. The significant impact criteria identified in Chapters 1 and 3 were used to identify the significant cumulative impacts.

Tables 15 and 16 summarize the significant impacts at the study intersections under cumulative conditions based on the criteria established by the LACDPW Traffic Impact Guidelines. As shown in the tables, cumulative traffic is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour before cumulative mitigation.

CUMULATIVE MITIGATIONS

As shown in Tables 15 and 16, the cumulative traffic is expected to result in a significant impact at two of the analyzed intersections, before mitigation. Therefore, the following mitigation measures, which supplement the Project s mitigation measures identified in Chapter 3, have been proposed to mitigate the significant cumulative impacts:

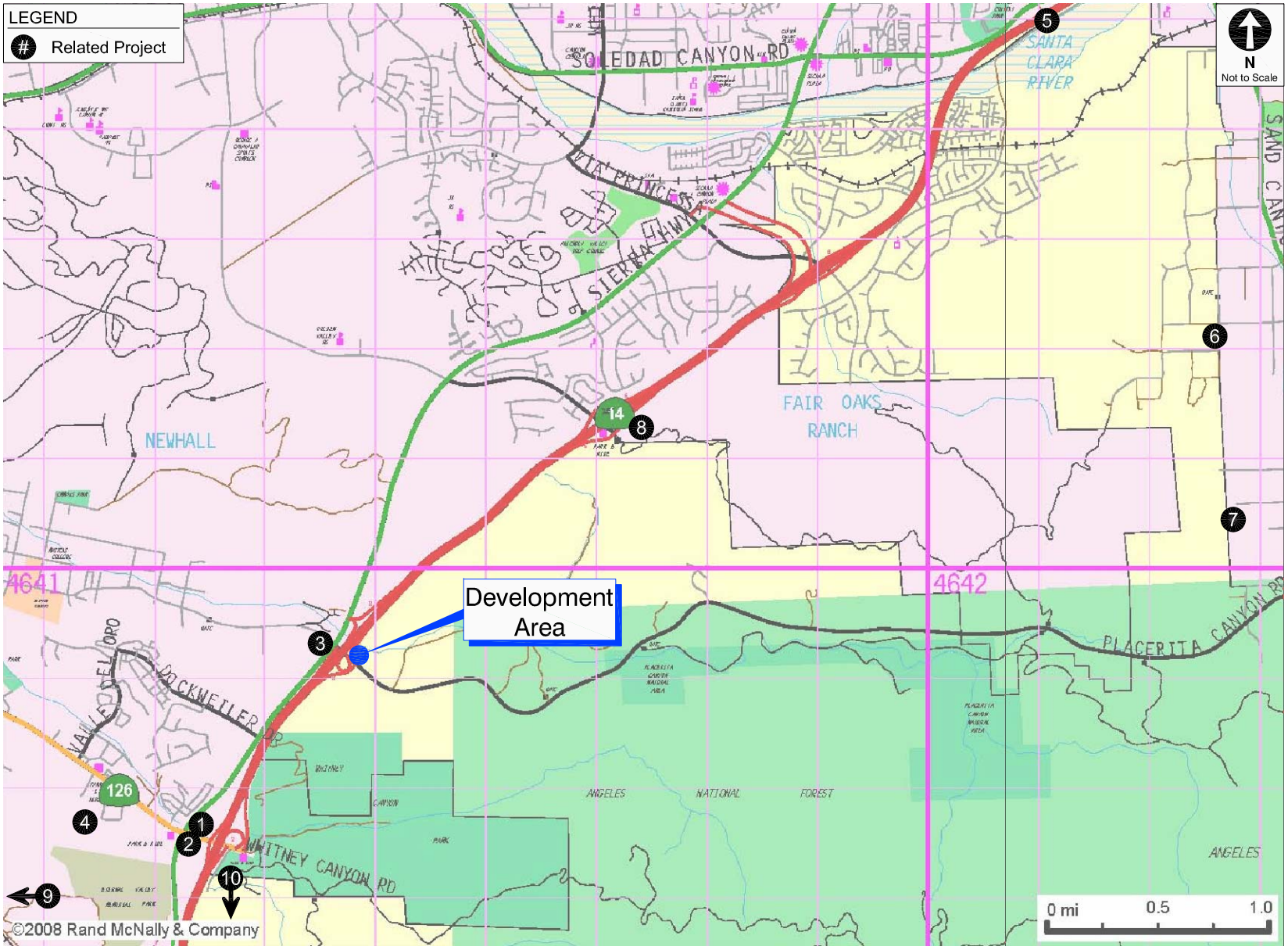
1. Sierra Highway SR 14 southbound ramps The improvement would widen southbound Sierra Highway to provide a second left-turn only lane onto the SR 14 southbound on-ramp.

2. Sierra Highway Placerita Canyon Road The improvement would widen the Sierra Highway northbound approach to provide a separate right-turn only lane onto eastbound Placerita Canyon Road.

The Project would pay a fair-share towards the cost of these cumulative mitigation measures. The improved lane configurations at the analyzed intersections are illustrated in Appendix A. Conceptual drawings showing details of the proposed physical improvements overlaid on an aerial photomap base are provided in Appendix E.

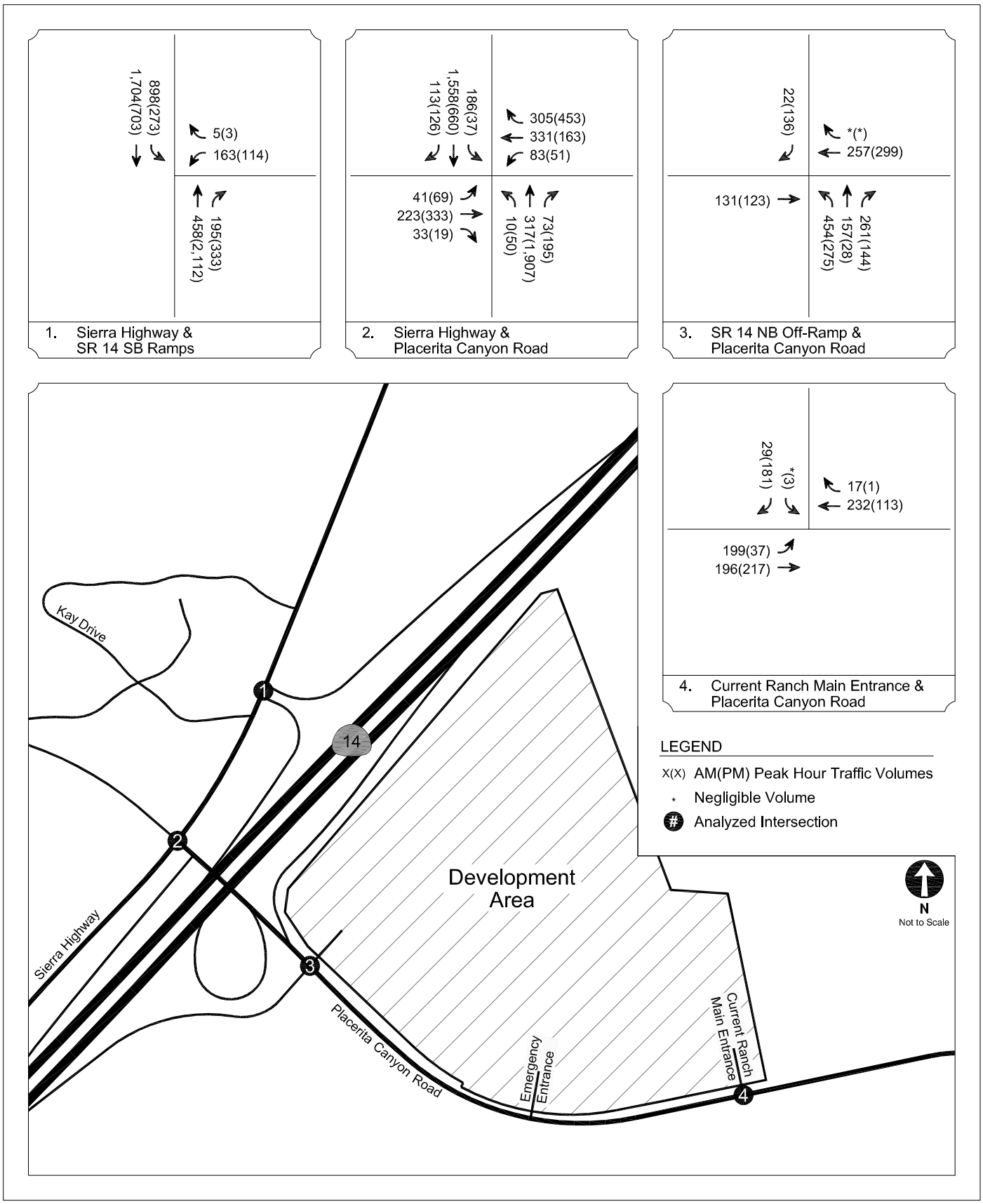
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION TRAFFIC OPERATIONS

Tables 17 and 18 summarize the intersection operations with the proposed cumulative mitigation measures in place for the soundstages and the studio office options, respectively. As shown in the tables, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions, the proposed improvement measures would mitigate both significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figures 23 and 24 graphically illustrate the LOS at the analyzed intersections under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions for the morning and afternoon peak hours for the soundstages and the studio office options, respectively. Detailed LOS worksheets are provided in Appendix C.



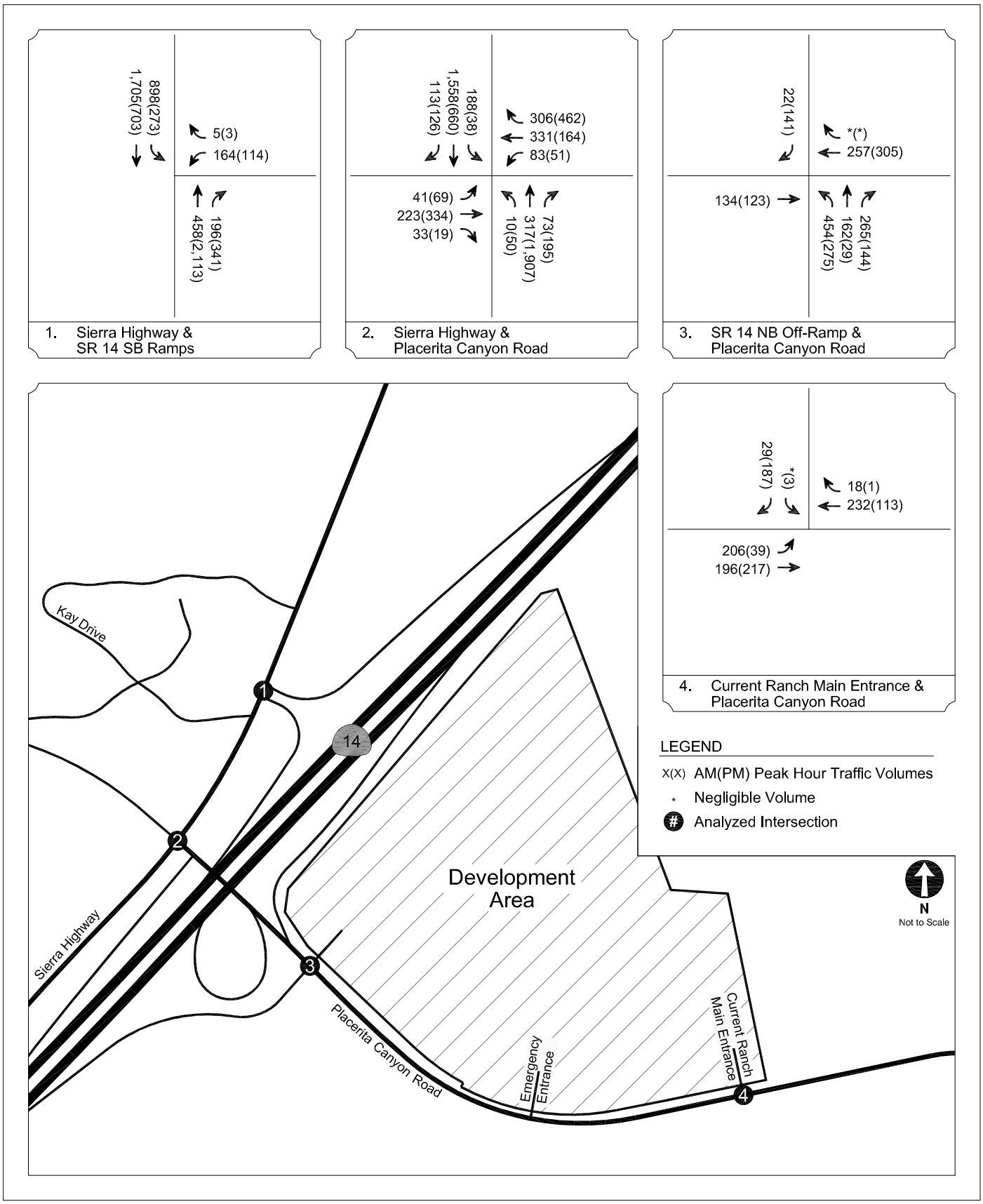
RELATED PROJECTS

FIGURE 18



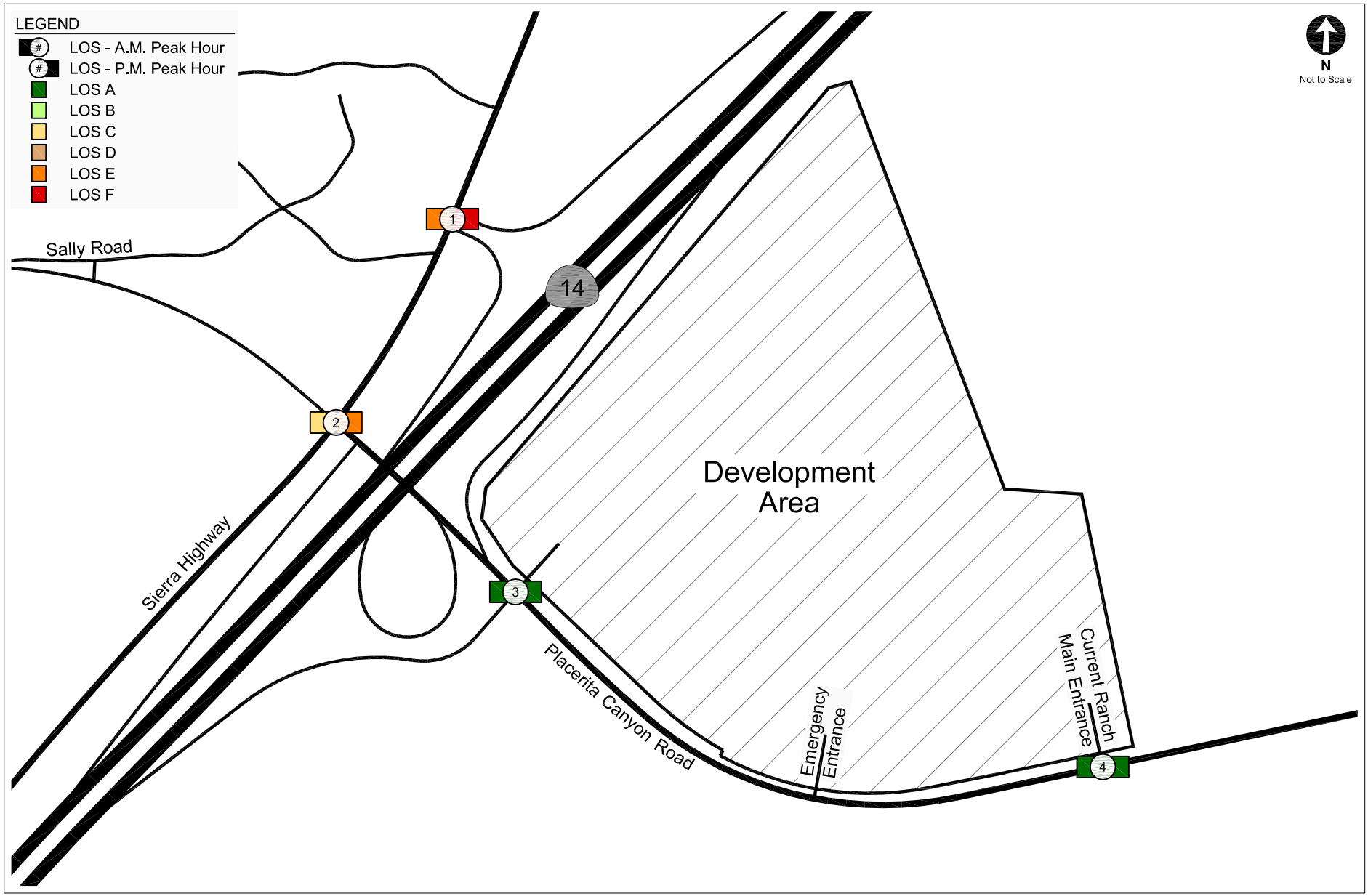
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION

FIGURE 19



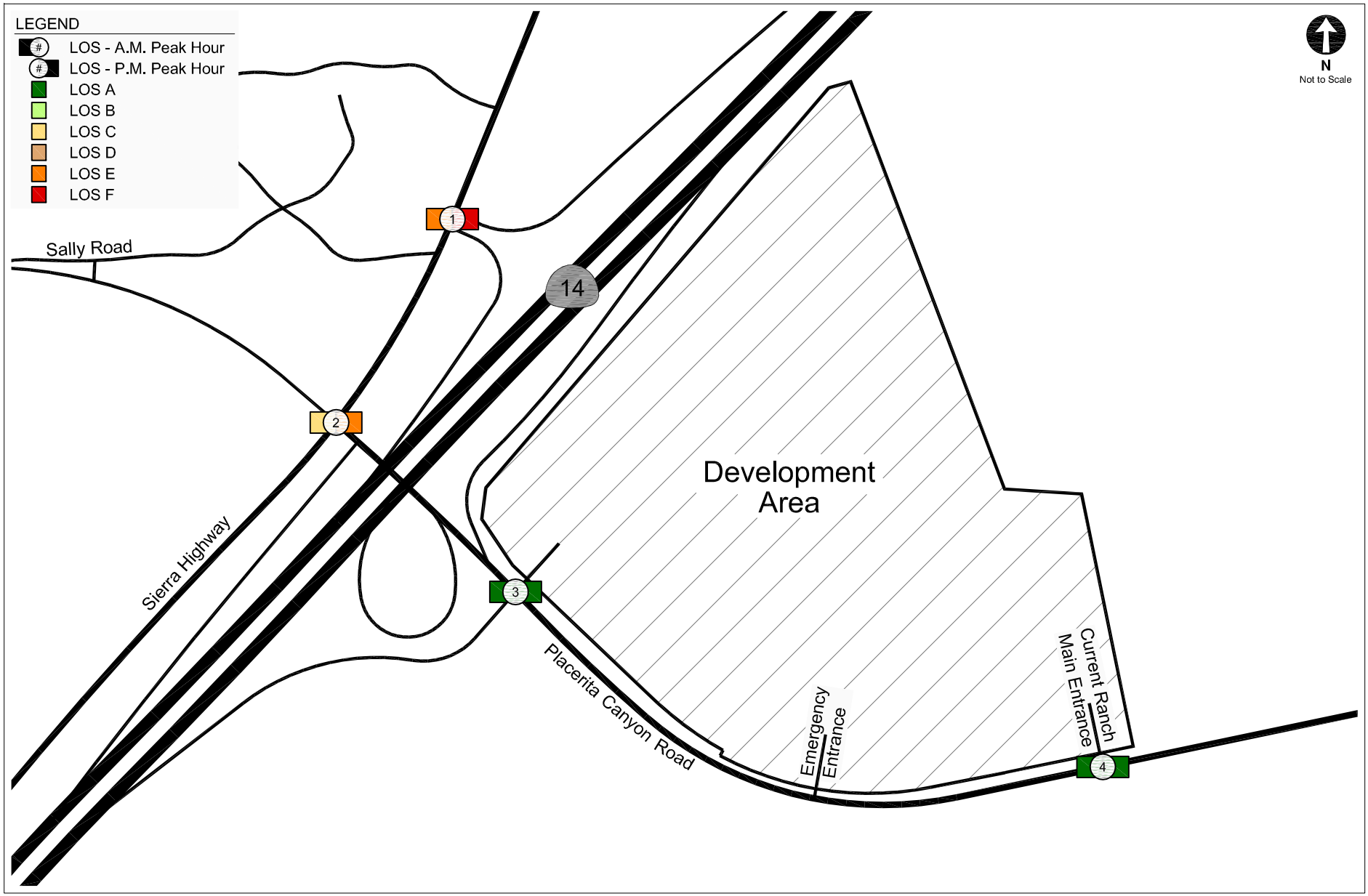
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION

FIGURE 20



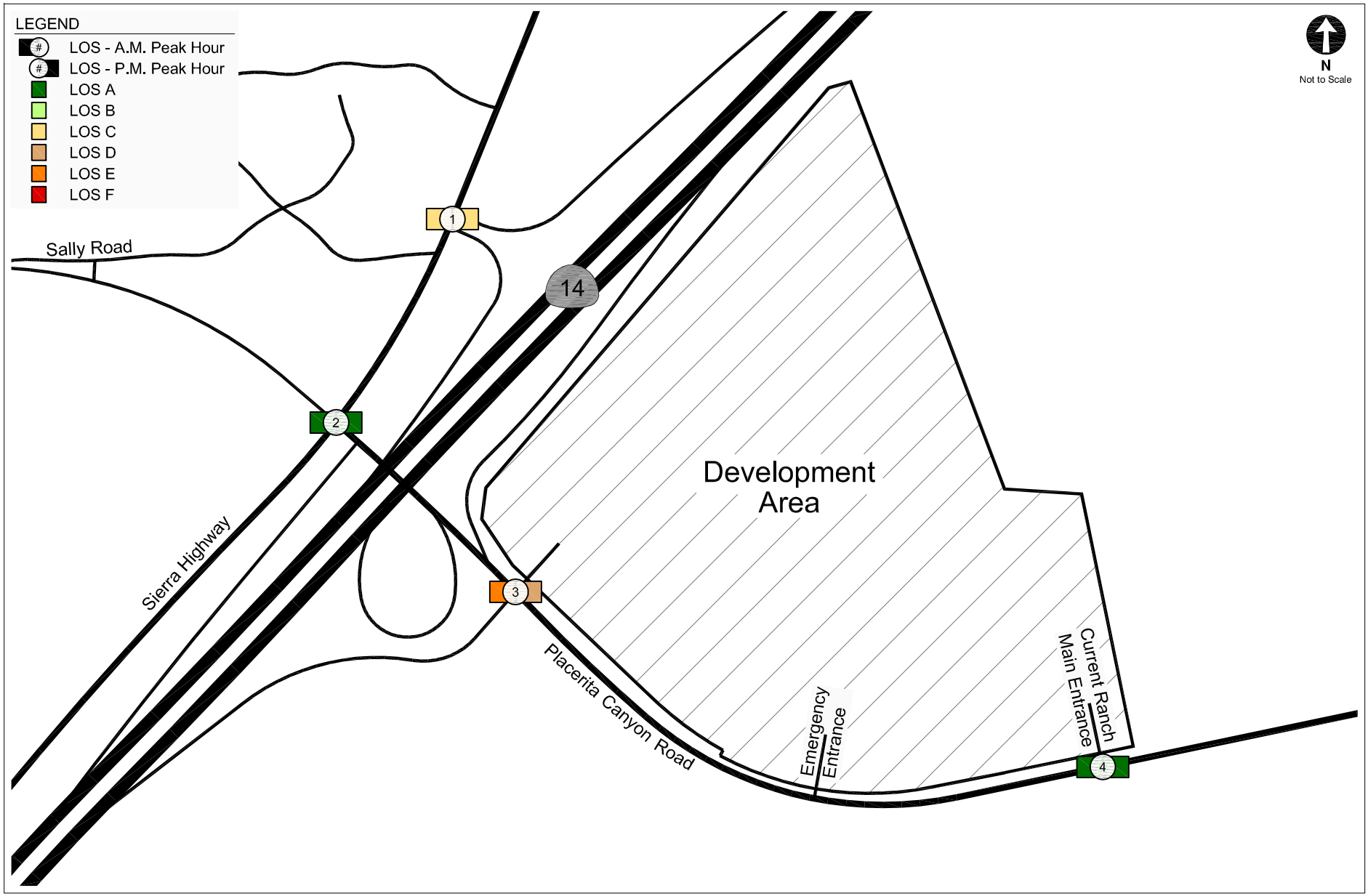
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION

FIGURE 21



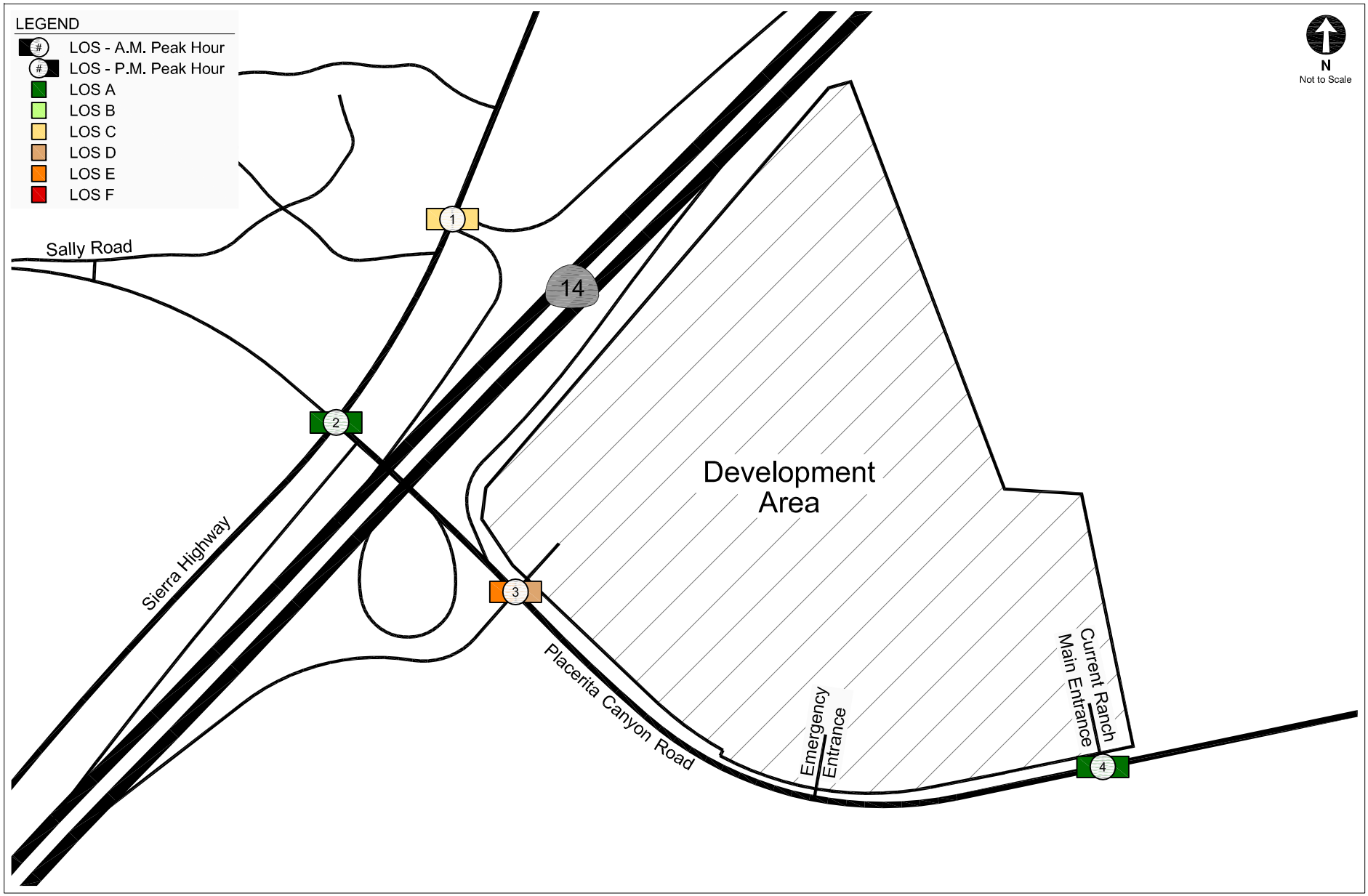
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION

FIGURE 22



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION

FIGURE 23



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION

FIGURE 24

TABLE 14
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project	Address	Description / Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
						In	Out	Total	In	Out	Total
1.	Sierra Crossing	Sierra Highway □ Newhall Avenue	Campus-style Office	99,000 sf	1,324	164	22	186	32	158	190
2.	Redmond Project 2 / Chinque Terra	Southeast corner of Sierra Highway □ Newhall Avenue	Retail	36,704 sf	1,576	23	14	37	67	70	137
			Restaurant	7,000 sf	890	42	39	81	46	32	78
			Hotel	55,200 sf	644	27	17	44	25	22	47
3.	Kellstrom Project	Southwest corner of Sierra Highway □ Placerita Canyon Road	Office	30,000 sf	528	63	9	72	19	93	112
			Fast-food Restaurant	7,700 sf	5,513	203	135	338	103	98	201
			Mixed-use Office	65,000 sf	957	117	16	133	26	126	152
4.	Needham Ranch/Gate King	Pine Street to the north, San Fernando Road to the east, and Sierra Highway on the south	Industrial Business Park	4,400,000 sf	22,572	1,558	342	1,900	720	2,710	3,430
5.	Vista Canyon (VCR)	SR 14 □ Lost Canyon Road	Office	646,000 sf	5,611	734	100	834	136	666	802
			Commercial Space	164,000 sf	7,042	100	64	164	300	312	612
			Hotel	200 Rooms	1,634	68	44	112	63	55	118
			Residential	1,117 DU	6,490	83	408	491	389	192	581
6.	PM068934	26839 Triumph Avenue	Single-family Homes	2 DU	19	0	2	2	1	1	2
7.	R2007-01655	16480 Pineview Road	Single-family Homes	1 DU	10	0	1	1	1	0	1
8.	Golden Valley Ranch	19233 Golden Valley Road	Retail	631,000 sf	27,095	385	246	631	1,153	1,201	2,354
9.	92075	25660 The Old Road	Change from Retail to Restaurant	- sf	-	-	-	-	-	-	-
10.	R2006-01908	16164 Sierra Highway	Office	- sf	-	-	-	-	-	-	-
11.	TR070070	-	Single-family Homes	15 DU	144	3	8	11	9	6	15
TOTAL					**82,049**	**3,570**	**1,467**	**5,037**	**3,090**	**5,742**	**8,832**

Sources:
County of Los Angeles Department of Public Works, December 2009.
City of Santa Clarita, February 2010.
Trip Generation, 8th Edition , Institute of Transportation Engineers (ITE), 2008.

TABLE 15
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - SOUNDSTAGES OPTION

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES
	SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.	Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
	Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.385	A	0.120	NO
	Placerita Canyon Road	P.M.	0.241	A	0.373	A	0.132	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.398	A	0.137	NO
	Placerita Canyon Road	P.M.	0.249	A	0.349	A	0.100	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE 16
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - STUDIO OFFICE OPTION

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES
	SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.	Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
	Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.387	A	0.122	NO
	Placerita Canyon Road	P.M.	0.241	A	0.378	A	0.137	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.403	A	0.142	NO
	Placerita Canyon Road	P.M.	0.249	A	0.353	A	0.104	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE 17
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS WITH CUMULATIVE MITIGATION (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - SOUNDSTAGES OPTION

No.		Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES	0.734	C	-0.136	NO
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES	0.861	D	0.013	NO
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.385	A	0.120	NO	0.385	A	0.120	NO
		Placerita Canyon Road	P.M.	0.241	A	0.373	A	0.132	NO	0.373	A	0.132	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.398	A	0.137	NO	0.398	A	0.137	NO
		Placerita Canyon Road	P.M.	0.249	A	0.349	A	0.100	NO	0.349	A	0.100	NO

TABLE 18
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS WITH CUMULATIVE MITIGATION (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE - STUDIO OFFICE OPTION

No.		Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES	0.735	C	-0.135	NO
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES	0.862	D	0.014	NO
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.387	A	0.122	NO	0.387	A	0.122	NO
		Placerita Canyon Road	P.M.	0.241	A	0.378	A	0.137	NO	0.378	A	0.137	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.403	A	0.142	NO	0.403	A	0.142	NO
		Placerita Canyon Road	P.M.	0.249	A	0.353	A	0.104	NO	0.353	A	0.104	NO

Chapter 5

Congestion Management Program Analysis

This Chapter presents an analysis of the regional transportation facilities in the vicinity of the Project, in accordance with the Traffic Impact Analysis (TIA) procedures outlined for the *2004 Congestion Management Program for Los Angeles County* (Metro, July 2004).

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and for all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. A detailed analysis is not required if the project does not meet either of these thresholds.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

According to the CMP guidelines, a regionally significant project-related impact would occur if the CMP facility is projected to operate at LOS F (V/C 1.00) and if project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.

ARTERIAL MONITORING STATION ANALYSIS

The designated CMP arterial monitoring station closest to the Ranch is the intersection of Sierra Highway Placerita Canyon Road. The next closest CMP arterial monitoring stations are Sierra Highway Soledad Canyon Road and Sierra Highway Newhall Avenue, located

approximately 4.0 miles north of the Ranch and 1.7 miles south of the Ranch, respectively. Given the distance of these latter two arterial monitoring stations from the Ranch and the fact that most Project-related traffic is expected to utilize SR 14 rather than Sierra Highway, the Project is not expected to add 50 or more trips during either the morning or afternoon weekday peak hours through these stations. Therefore, this CMP analysis focuses on the intersection of Sierra Highway Placerita Canyon Road.

The CMP guidelines require the intersection LOS calculations use either the ICU methodology or the Critical Movement Analysis (CMA) methodology. The intersection LOS definitions are the same as those described in Table 4. The ICU methodology, described in Chapters 1 and 2, has been used in this study.

The CMP guidelines also require that a project s impact be determined by comparing the Future with Project and Future with Project with Mitigation conditions with the Future without Project conditions for the project s buildout year. The Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions previously evaluated in this study essentially represent the Future with Project with Mitigation Conditions. The Future without Project Conditions traffic volumes were computed by adding the related projects volumes to the Existing plus Ambient Growth traffic volumes presented in Chapter 3. The Future with Project conditions were analyzed using the traffic volumes from the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions without the Project mitigation measures in place.

Table 19 summarizes the results of the analysis conducted for the CMP arterial monitoring station of Sierra Highway Placerita Canyon Road. As shown in the table, the Project is expected to result in a significant impact at the station before mitigation and no impacts with the proposed mitigation measures in place. Detailed LOS worksheets are provided in Appendix F.

FREEWAY SEGMENT ANALYSIS

Similar to intersections, operating conditions on freeways are also classified by LOS. The LOS for freeways is based on the measured flow past a point on a screenline compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. In accordance with CMP guidelines, the lane

capacities are assumed to be 2,000 vehicles per hour (vph) per freeway mainline lane and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. The LOS definitions for freeway segments are presented in Table 20.

Existing Conditions

The existing freeway operating conditions in the vicinity of the Ranch were analyzed per the CMP guidelines. This assessment included the SR 14, I-5, and I-210 freeways. The freeway analysis locations are listed in Table 21. The existing traffic volumes on these freeways, derived from Caltrans traffic counts, are shown in Table 21 and Figure 25.

Table 21 summarizes the existing V/C ratios and LOS during the peak hours at the analyzed locations. As shown in the table, two of the eight analyzed freeway segments are currently operating at LOS F in one direction during at least one peak hour.

Future without Project Conditions

As with the intersection operations, traffic volumes on freeways would increase as a result of ambient growth and related projects by the year 2020. The Future without Project traffic volumes at the freeway segments were estimated by applying a growth factor of 2.74 per year (a total of 27.4 through the assumed buildout of 2020), as identified by the CMP, and adding traffic from the related projects not included in the SCAG model (related projects 5 and 8).

Figure 26 illustrates the Future without Project freeway segment traffic volumes for the morning and afternoon peak hours in the year 2020. The Future without Project freeway operating conditions are shown in Table 22. As shown in the table, in the year 2020, regional growth without the Project would bring four of the eight analyzed freeway segments to LOS F or worse conditions in at least one direction during at least one of the analyzed peak hours, for a total of six of the eight analyzed freeway segments operating at LOS F. Regional growth without the Project would also add to the congestion along the freeway segments that are currently operating at LOS F during the peak hours.

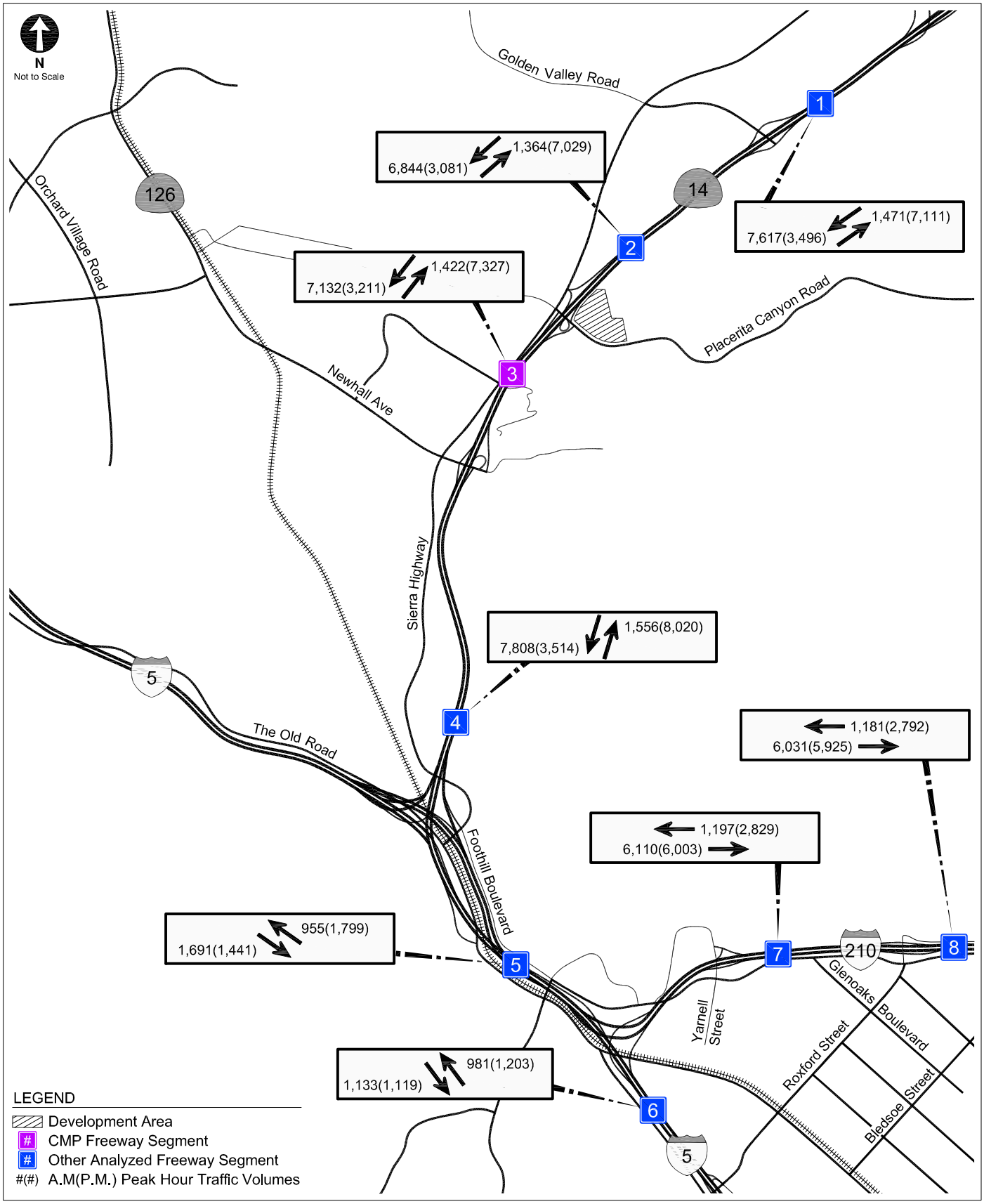
Future with Project Conditions

The Future with Project freeway traffic volumes were developed by adding the Project-only traffic volumes to the Future without Project volumes illustrated in Figure 26. The resulting Future with Project traffic volumes are illustrated in Figure 27 and the freeway operating conditions are shown in Tables 23 and 24 for the weekday morning and afternoon peak hours, respectively, for the soundstages option. For the studio office option, the resulting Future with Project traffic volumes are illustrated in Figure 28 and the freeway operating conditions are shown in Tables 25 and 26 for the weekday morning and afternoon peak hours, respectively.

Tables 23 through 26 summarize the incremental increase in the V/C ratio at the eight analyzed freeway segments that can be attributed to the Project, during the weekday morning and afternoon peak hours. According to the CMP significant traffic impact criteria noted above, the Project is not expected to result in a significant impact at any of the analyzed segments under either option.

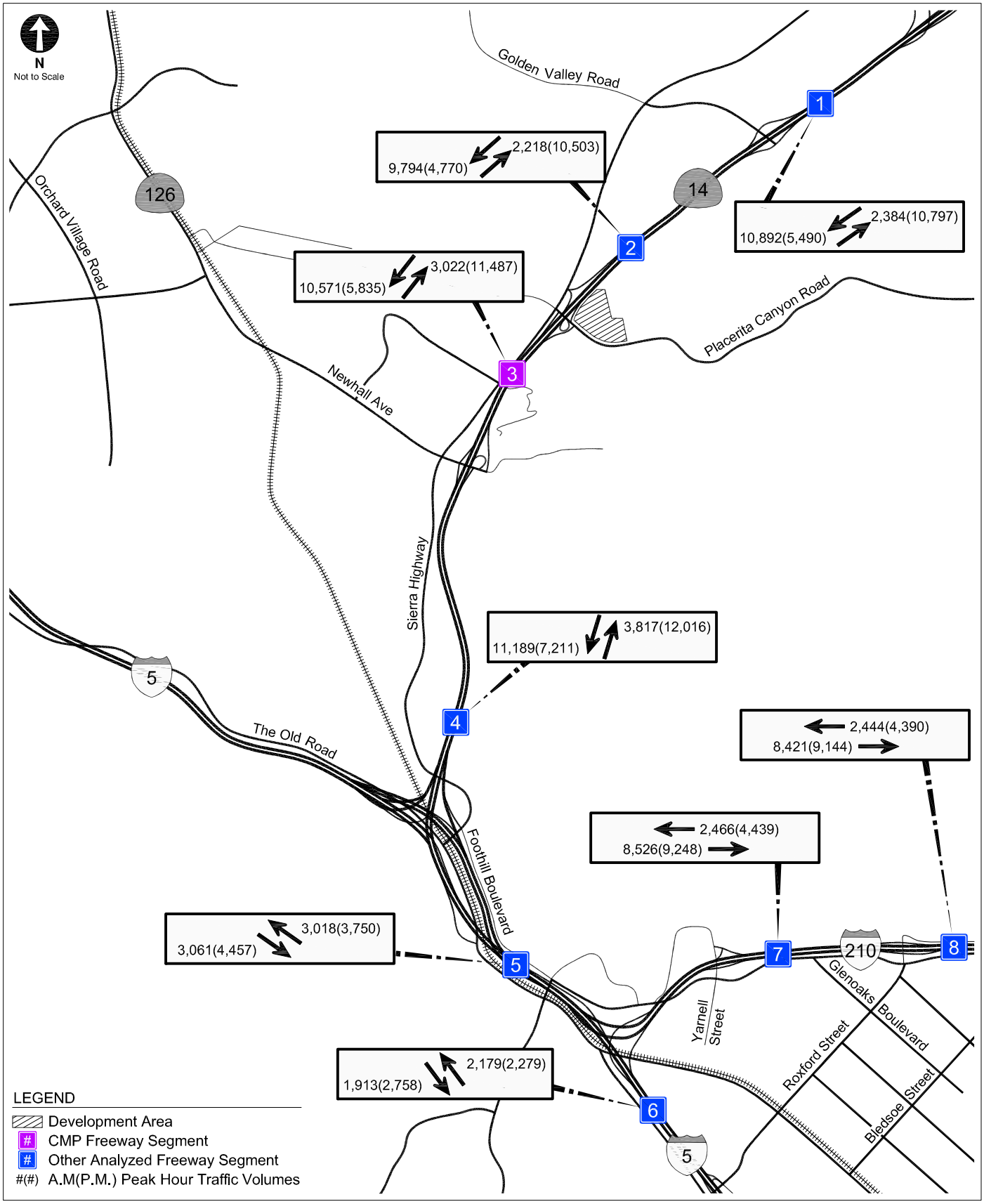
TRANSIT IMPACT ANALYSIS

As shown in Figure 6, there are only two transit lines serving the Development Area. Due to the low transit service and frequency in the Project vicinity, it is anticipated that very few of the Project employees and/or patrons would use the transit lines identified in Chapter 2. As shown in Tables 8 and 9, this study did not account for trip-reductions due to a transit mode-split. Therefore, no further analysis related to transit impacts was conducted.



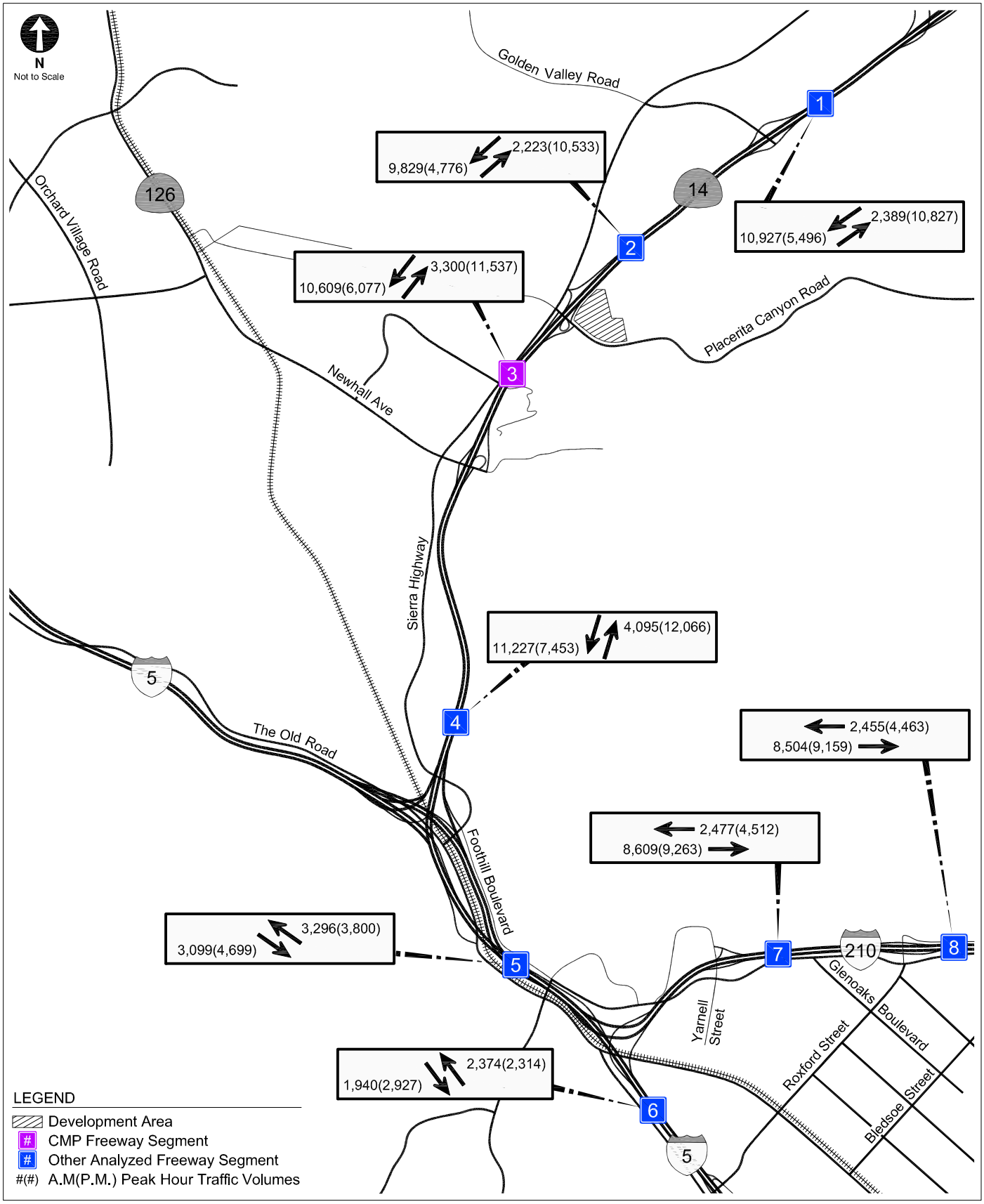
EXISTING CONDITIONS
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES

FIGURE
25



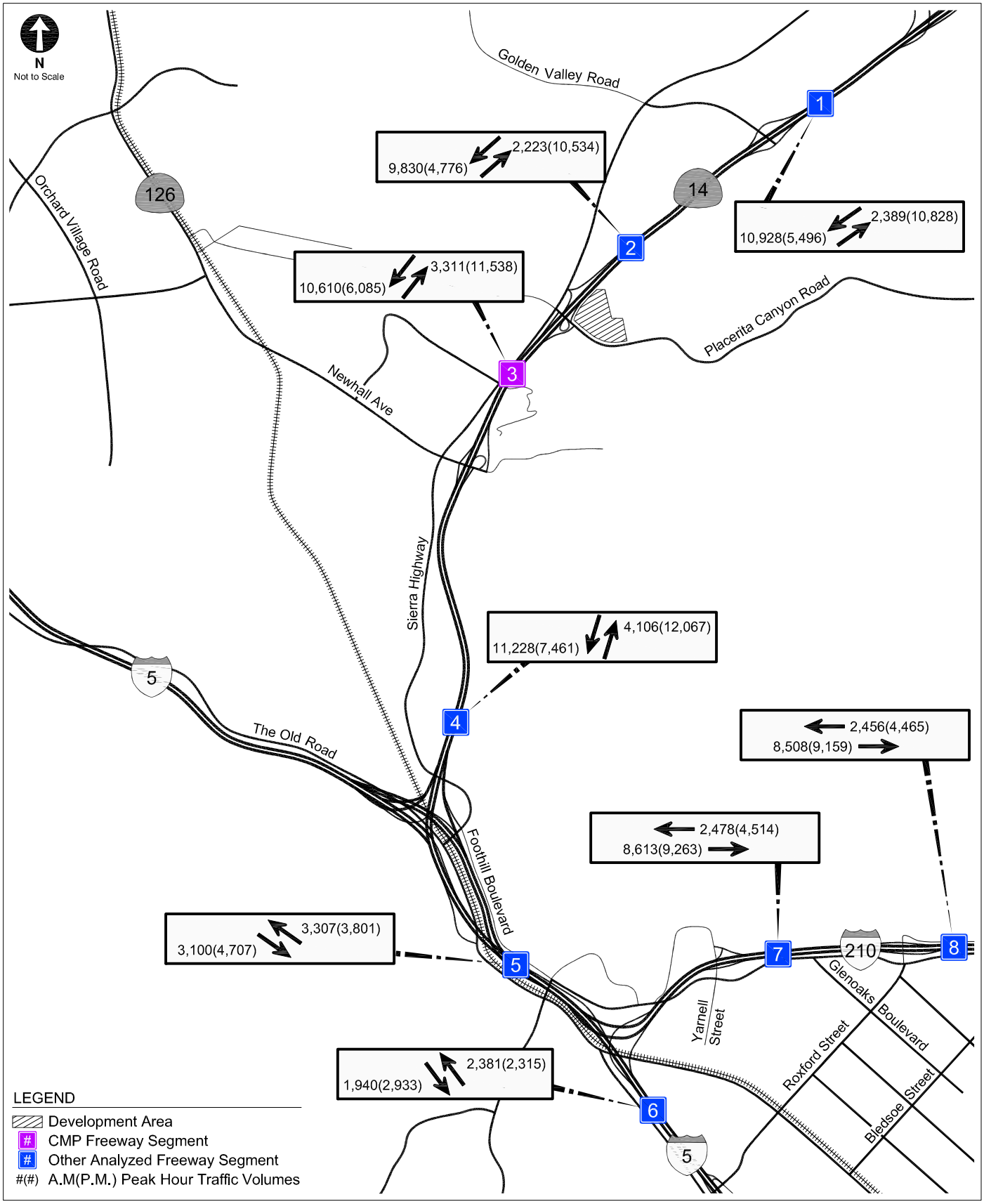
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES

FIGURE
26



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION

FIGURE 27



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION

FIGURE 28

TABLE 19
CMP ARTERIAL MONITORING STATIONS ANALYSIS (YEAR 2020)

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
Soundstages Option												
2.	Sierra Highway □ Placerita Canyon Road	A.M. P.M.	0.839 0.940	D E	0.853 1.106	D F	0.014 0.166	NO YES	0.760 0.922	C E	-0.079 -0.018	NO NO
Studio Office Option												
2.	Sierra Highway □ Placerita Canyon Road	A.M. P.M.	0.839 0.940	D E	0.853 1.106	D F	0.014 0.166	NO YES	0.760 0.923	C E	-0.079 -0.017	NO NO

TABLE 20
LEVEL OF SERVICE DEFINITIONS FOR FREEWAY SEGMENTS

Level of Service	Volume/Capacity Ratio	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	□ 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: *2004 Congestion Management Program for Los Angeles County* , Los Angeles County Metropolitan Transportation Authority, July 2004.

TABLE 21
EXISTING CONDITIONS
FREEWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	SR 14	NB	4	8,000	1,471	0.18	A	7,111	0.89	D
	north of Golden Valley Road Interchange	SB	4	8,000	7,617	0.95	E	3,496	0.44	B
2. [b]	SR 14	NB	4	8,000	1,364	0.17	A	7,029	0.88	D
	north of Placerita Canyon Road Interchange	SB	4	8,000	6,844	0.86	D	3,081	0.39	B
3.	SR 14	NB	4	8,000	1,422	0.18	A	7,327	0.92	D
	north of Newhall Avenue Interchange	SB	4	8,000	7,132	0.89	D	3,211	0.40	B
4.	SR 14	NB	6	12,000	1,556	0.13	A	8,020	0.67	C
	north of I-5 Interchange	SB	5	10,000	7,808	0.78	D	3,514	0.35	B
5.	I-5	NB	5	10,000	955	0.10	A	1,799	0.18	A
	south of SR 14 Interchange	SB	4	8,000	1,691	0.21	A	1,441	0.18	A
6.	I-5	EB	5	10,000	981	0.10	A	1,203	0.12	A
	south of I-210 Interchange	WB	6	12,000	1,133	0.09	A	1,119	0.09	A
7.	I-210	EB	3	6,000	6,110	1.02	F(0)	6,003	1.00	F(0)
	east of Yarnell Street Interchange	WB	3	6,000	1,197	0.20	A	2,829	0.47	B
8.	I-210	EB	3	6,000	6,031	1.01	F(0)	5,925	0.99	E
	east of Roxford Street Interchange	WB	3	6,000	1,181	0.20	A	2,792	0.47	B

Notes:

[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.

[b] CMP Freeway Monitoring Location.

TABLE 22
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
FREEWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	SR 14	NB	4	8,000	2,384	0.30	A	10,797	1.35	F(1)
	north of Golden Valley Road Interchange	SB	4	8,000	10,892	1.36	F(2)	5,490	0.69	C
2. [b]	SR 14	NB	4	8,000	2,218	0.28	A	10,503	1.31	F(1)
	north of Placerita Canyon Road Interchange	SB	4	8,000	9,794	1.22	F(0)	4,770	0.60	C
3.	SR 14	NB	4	8,000	3,022	0.38	B	11,487	1.44	F(2)
	north of Newhall Avenue Interchange	SB	4	8,000	10,571	1.32	F(1)	5,835	0.73	C
4.	SR 14	NB	6	12,000	3,817	0.32	A	12,016	1.00	F(0)
	north of I-5 Interchange	SB	5	10,000	11,189	1.12	F(0)	7,211	0.72	C
5.	I-5	NB	5	10,000	3,018	0.30	A	3,750	0.38	B
	south of SR 14 Interchange	SB	4	8,000	3,061	0.38	B	4,457	0.56	C
6.	I-5	EB	5	10,000	2,179	0.22	A	2,279	0.23	A
	south of I-210 Interchange	WB	6	12,000	1,913	0.16	A	2,758	0.23	A
7.	I-210	EB	3	6,000	8,526	1.42	F(2)	9,248	1.54	F(3)
	east of Yarnell Street Interchange	WB	3	6,000	2,466	0.41	B	4,439	0.74	C
8.	I-210	EB	3	6,000	8,421	1.40	F(2)	9,144	1.52	F(3)
	east of Roxford Street Interchange	WB	3	6,000	2,444	0.41	B	4,390	0.73	C

Notes:

[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.

[b] CMP Freeway Monitoring Location.

TABLE 23
FUTURE WITH PROJECT CONDITIONS (YEAR 2020) - SOUNDSTAGES OPTION
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Project				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Significant Impact?
1.	SR 14	NB	4	8,000	2,384	0.30	A	2,389	0.30	A	0.001	NO
	north of Golden Valley Road Interchange	SB	4	8,000	10,892	1.36	F(2)	10,927	1.37	F(2)	0.004	NO
2.	SR 14	NB	4	8,000	2,218	0.28	A	2,223	0.28	A	0.001	NO
	north of Placerita Canyon Road Interchange	SB	4	8,000	9,794	1.22	F(0)	9,829	1.23	F(0)	0.005	NO
3. [b]	SR 14	NB	4	8,000	3,022	0.38	B	3,300	0.41	B	0.035	NO
	north of Newhall Avenue Interchange	SB	4	8,000	10,571	1.32	F(1)	10,609	1.33	F(1)	0.005	NO
4.	SR 14	NB	6	12,000	3,817	0.32	A	4,095	0.34	A	0.023	NO
	north of I-5 Interchange	SB	5	10,000	11,189	1.12	F(0)	11,227	1.12	F(0)	0.004	NO
5.	I-5	NB	5	10,000	3,018	0.30	A	3,296	0.33	A	0.028	NO
	south of SR 14 Interchange	SB	4	8,000	3,061	0.38	B	3,099	0.39	B	0.004	NO
6.	I-5	NB	5	10,000	2,179	0.22	A	2,374	0.24	A	0.019	NO
	south of I-210 Interchange	SB	6	12,000	1,913	0.16	A	1,940	0.16	A	0.003	NO
7.	I-210	EB	3	6,000	8,526	1.42	F(2)	8,609	1.44	F(2)	0.014	NO
	east of Yarnell Street Interchange	WB	3	6,000	2,466	0.41	B	2,477	0.41	B	0.002	NO
8. [b]	I-210	EB	3	6,000	8,421	1.40	F(2)	8,504	1.42	F(2)	0.013	NO
	east of Roxford Street Interchange	WB	3	6,000	2,444	0.41	B	2,455	0.41	B	0.002	NO

Notes:
[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.
[b] CMP Freeway Monitoring Location.

TABLE 24
FUTURE WITH PROJECT CONDITIONS (YEAR 2020) - SOUNDSTAGES OPTION
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Project				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Significant Impact?
1.	SR 14	NB	4	8,000	10,797	1.35	F(1)	10,827	1.35	F(2)	0.003	NO
	north of Golden Valley Road Interchange	SB	4	8,000	5,490	0.69	C	5,496	0.69	C	0.001	NO
2.	SR 14	NB	4	8,000	10,503	1.31	F(1)	10,533	1.32	F(1)	0.004	NO
	north of Placerita Canyon Road Interchange	SB	4	8,000	4,770	0.60	C	4,776	0.60	C	0.001	NO
3. [b]	SR 14	NB	4	8,000	11,487	1.44	F(2)	11,537	1.44	F(2)	0.006	NO
	north of Newhall Avenue Interchange	SB	4	8,000	5,835	0.73	C	6,077	0.76	C	0.031	NO
4.	SR 14	NB	6	12,000	12,016	1.00	F(0)	12,066	1.01	F(0)	0.005	NO
	north of I-5 Interchange	SB	5	10,000	7,211	0.72	C	7,453	0.75	C	0.024	NO
5.	I-5	NB	5	10,000	3,750	0.38	B	3,800	0.38	B	0.005	NO
	south of SR 14 Interchange	SB	4	8,000	4,457	0.56	C	4,699	0.59	C	0.030	NO
6.	I-5	NB	5	10,000	2,279	0.23	A	2,314	0.23	A	0.003	NO
	south of I-210 Interchange	SB	6	12,000	2,758	0.23	A	2,927	0.24	A	0.014	NO
7.	I-210	EB	3	6,000	9,248	1.54	F(3)	9,263	1.54	F(3)	0.003	NO
	east of Yarnell Street Interchange	WB	3	6,000	4,439	0.74	C	4,512	0.75	C	0.012	NO
8. [b]	I-210	EB	3	6,000	9,144	1.52	F(3)	9,159	1.53	F(3)	0.003	NO
	east of Roxford Street Interchange	WB	3	6,000	4,390	0.73	C	4,463	0.74	C	0.012	NO

Notes:
[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.
[b] CMP Freeway Monitoring Location.

TABLE 25
FUTURE WITH PROJECT CONDITIONS (YEAR 2020) - STUDIO OFFICE OPTION
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Project				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Significant Impact?
1.	SR 14	NB	4	8,000	2,384	0.30	A	2,389	0.30	A	0.001	NO
	north of Golden Valley Road Interchange	SB	4	8,000	10,892	1.36	F(2)	10,928	1.37	F(2)	0.004	NO
2.	SR 14	NB	4	8,000	2,218	0.28	A	2,223	0.28	A	0.001	NO
	north of Placerita Canyon Road Interchange	SB	4	8,000	9,794	1.22	F(0)	9,830	1.23	F(0)	0.005	NO
3. [b]	SR 14	NB	4	8,000	3,022	0.38	B	3,311	0.41	B	0.036	NO
	north of Newhall Avenue Interchange	SB	4	8,000	10,571	1.32	F(1)	10,610	1.33	F(1)	0.005	NO
4.	SR 14	NB	6	12,000	3,817	0.32	A	4,106	0.34	A	0.024	NO
	north of I-5 Interchange	SB	5	10,000	11,189	1.12	F(0)	11,228	1.12	F(0)	0.004	NO
5.	I-5	NB	5	10,000	3,018	0.30	A	3,307	0.33	A	0.029	NO
	south of SR 14 Interchange	SB	4	8,000	3,061	0.38	B	3,100	0.39	B	0.005	NO
6.	I-5	NB	5	10,000	2,179	0.22	A	2,381	0.24	A	0.020	NO
	south of I-210 Interchange	SB	6	12,000	1,913	0.16	A	1,940	0.16	A	0.003	NO
7.	I-210	EB	3	6,000	8,526	1.42	F(2)	8,613	1.44	F(2)	0.015	NO
	east of Yarnell Street Interchange	WB	3	6,000	2,466	0.41	B	2,478	0.41	B	0.002	NO
8. [b]	I-210	EB	3	6,000	8,421	1.40	F(2)	8,508	1.42	F(2)	0.014	NO
	east of Roxford Street Interchange	WB	3	6,000	2,444	0.41	B	2,456	0.41	B	0.002	NO

Notes:
[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.
[b] CMP Freeway Monitoring Location.

TABLE 26
FUTURE WITH PROJECT CONDITIONS (YEAR 2020) - STUDIO OFFICE OPTION
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Project				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Significant Impact?
1.	SR 14	NB	4	8,000	10,797	1.35	F(1)	10,828	1.35	F(2)	0.004	NO
	north of Golden Valley Road Interchange	SB	4	8,000	5,490	0.69	C	5,496	0.69	C	0.001	NO
2.	SR 14	NB	4	8,000	10,503	1.31	F(1)	10,534	1.32	F(1)	0.004	NO
	north of Placerita Canyon Road Interchange	SB	4	8,000	4,770	0.60	C	4,776	0.60	C	0.001	NO
3. [b]	SR 14	NB	4	8,000	11,487	1.44	F(2)	11,538	1.44	F(2)	0.006	NO
	north of Newhall Avenue Interchange	SB	4	8,000	5,835	0.73	C	6,085	0.76	C	0.032	NO
4.	SR 14	NB	6	12,000	12,016	1.00	F(0)	12,067	1.01	F(0)	0.005	NO
	north of I-5 Interchange	SB	5	10,000	7,211	0.72	C	7,461	0.75	C	0.025	NO
5.	I-5	NB	5	10,000	3,750	0.38	B	3,801	0.38	B	0.005	NO
	south of SR 14 Interchange	SB	4	8,000	4,457	0.56	C	4,707	0.59	C	0.031	NO
6.	I-5	NB	5	10,000	2,279	0.23	A	2,315	0.23	A	0.004	NO
	south of I-210 Interchange	SB	6	12,000	2,758	0.23	A	2,933	0.24	A	0.014	NO
7.	I-210	EB	3	6,000	9,248	1.54	F(3)	9,263	1.54	F(3)	0.003	NO
	east of Yarnell Street Interchange	WB	3	6,000	4,439	0.74	C	4,514	0.75	C	0.012	NO
8. [b]	I-210	EB	3	6,000	9,144	1.52	F(3)	9,159	1.53	F(3)	0.003	NO
	east of Roxford Street Interchange	WB	3	6,000	4,390	0.73	C	4,465	0.74	C	0.012	NO

Notes:
[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.
[b] CMP Freeway Monitoring Location.

Chapter 6
Parking Analysis

This Chapter provides an analysis of the parking requirements, as required by the *Los Angeles County Subdivisions and Planning and Zoning Codes* (Los Angeles County Department of Public Works, April 2010) (the Code) requirements, and potential parking impacts of the Project. This Chapter also analyzes whether the Project parking will meet the operational needs of the Project. The Project's parking objective is to provide sufficient parking on-site to meet demands generated by the Project.

CODE REQUIREMENTS

The Code-required parking for the Project was computed using rates which have been approved by the LACDPW for use by other studios with similar land uses as the Project. Tables 27 and 28 summarize the Code requirements and parking ratios for the Project. As shown in the tables, the Code requirement for the Project is 940 spaces and 954 spaces for the soundstages and studio office options, respectively.

DEMAND REQUIREMENTS

The parking requirements according to the Code are the minimum supply that a project needs to provide and are based on average day conditions. However, the proposed parking supply is sufficient to meet the Project's actual demands, demand requirements analysis was conducted using rates developed from similar sites. The demand rates used in the analysis are based on experience at other similar studio uses within Southern California and they represent design day conditions. Design day conditions account for fluctuations in studio activities and typically represent the 10-20th busiest hour of the year. Tables 29 and 30 summarize the demand requirements and parking ratios for the Project. As shown in the tables, the parking demand

requirement for the Project is 1,468 spaces and 1,411 spaces for the soundstages and studio office options, respectively.

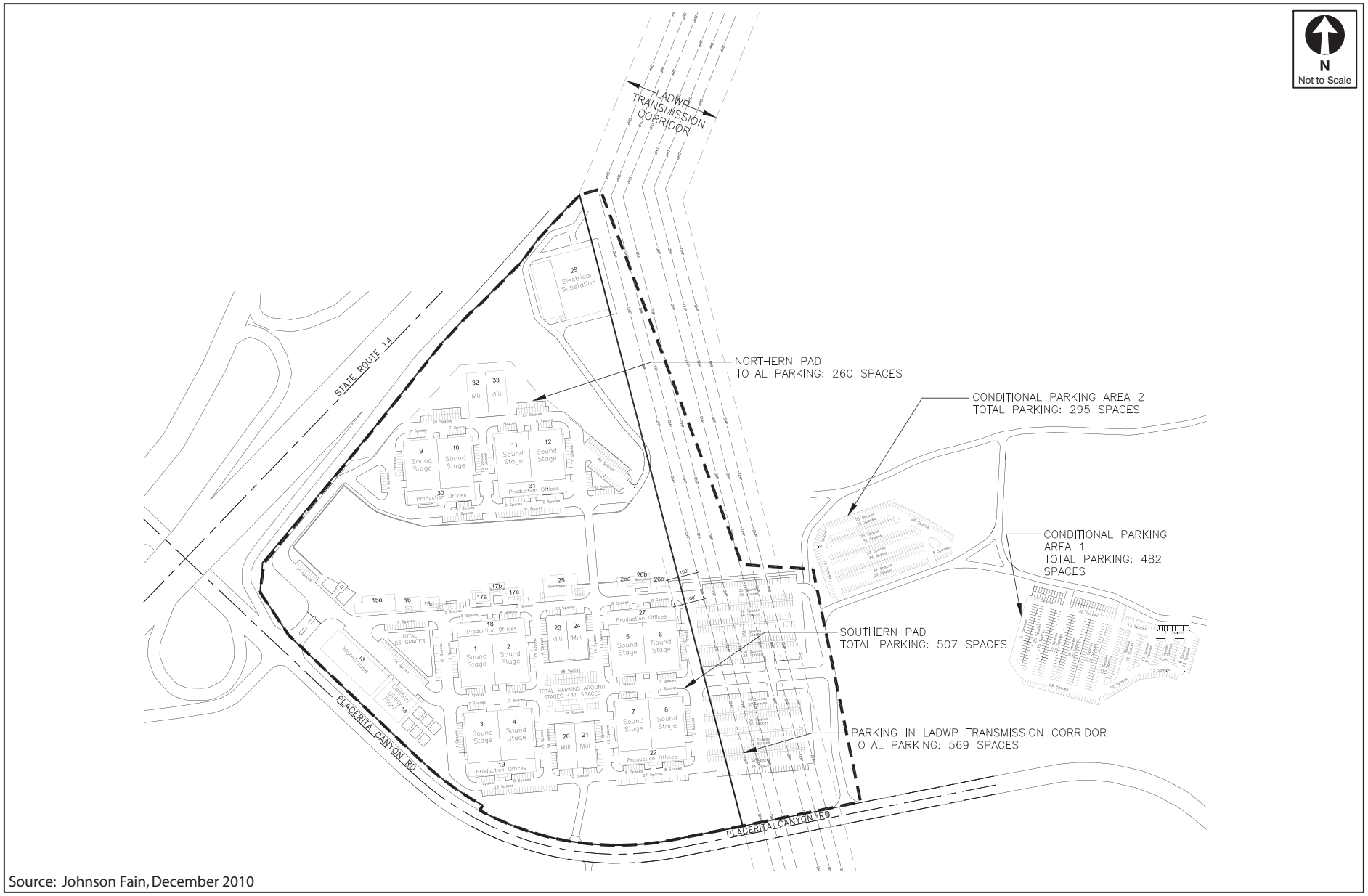
SUPPLY

The majority of the parking supply for the Project would be provided within surface lots adjacent to the soundstages and buildings on both the northern and southern pads. Parking for production-related vehicles also would be provided adjacent to the soundstages and mills. Additional parking of at least 500 spaces would be provided in two surface lots located beneath the utility lines of the Los Angeles Department of Water and Power (LADWP) transmission corridor. However, LADWP has indicated these parking lots may not be used to satisfy Code-required parking as LADWP would retain the ability to revoke any parking license agreement in the event the parking areas were needed for LADWP's transmission operations. As a result, the Project has proposed two conditional parking areas located east of LADWP's transmission corridor on the Ranch, for use in the event that LADWP were to revoke the parking license agreement. All Code-required parking could be supplied on the Ranch, within the northern and southern pads and, if needed, the conditional parking areas east of the Development Area. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet demand requirements and give the Project some flexibility regarding parking around the soundstages and office buildings. If LADWP were to revoke all or part of the authorization for use of the LADWP property as a parking lot, the Applicant would be required to replace the number of parking spaces lost from the LADWP property with the same number of spaces within the tract map area or the conditional parking areas east of the LADWP property. The replacement spaces in the conditional parking areas would be paved, striped, and landscaped within 60 days of LADWP's revocation of the parking license agreement.

Figures 29 and 30 illustrate the proposed parking plans for the soundstages and studio office options, respectively.

SUMMARY

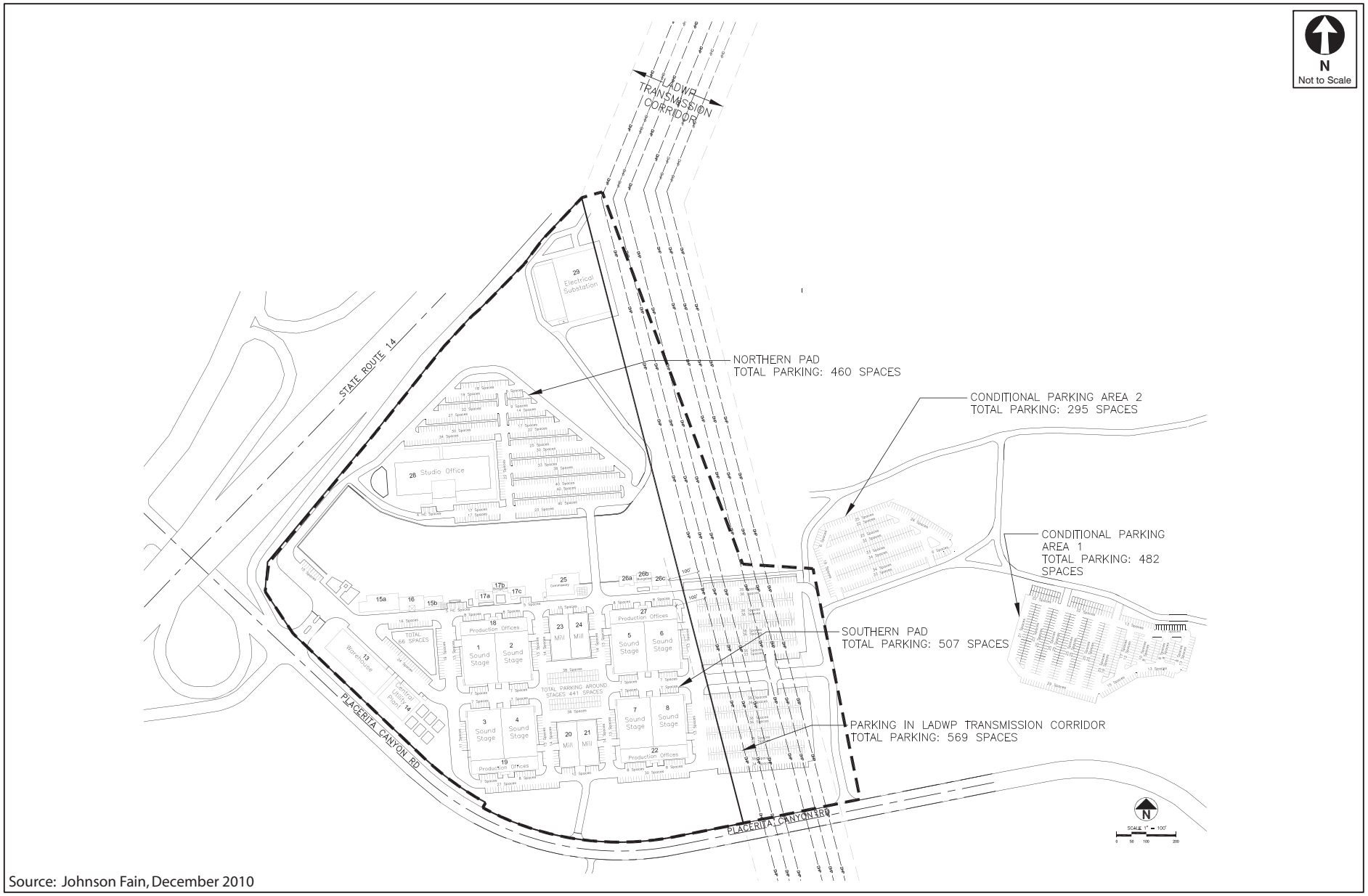
The parking supply, Code, and demand analyses for the Project have been summarized in Tables 27 through 30. All Code-required parking would be supplied on the Ranch. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet demand requirements and give the Project some flexibility regarding parking around the soundstages and office buildings.



Source: Johnson Fain, December 2010

PROPOSED PARKING PLAN - SOUNDSTAGES OPTION

FIGURE 29



Source: Johnson Fain, December 2010

PROPOSED PARKING PLAN - STUDIO OFFICE OPTION

FIGURE 30

TABLE 27
PARKING CODE REQUIREMENTS
SOUNDSTAGES OPTION

Land Use	Size	Code Requirements	
		Parking Ratio [a]	Parking Spaces
Soundstages	237,600 sf	1.0 per 1,000 sf [1]	238
Production Offices	168,750 sf	1.0 per 400 sf	422
Mills	69,000 sf	1.0 per 500 sf	138
Warehouse	23,000 sf	1.0 per ksf	23
Writer's / Producer's Bungalow	10,350 sf	1.0 per 400 sf	26
Commissary [b]	17,250 sf	15.0	15
Administration	30,000 sf	1.0 per 400 sf	75
Ancillary Facilities - Central Plant [c]	20,000 sf	-	-
Ancillary facilities - Electrical Substation [c]	46,300 sf	-	-
Deliveries / Service [d]	-	-	3
FULL PROJECT [e]			**940**

Notes:
[1] 1,000 square feet □ ksf.
Source: *Los Angeles County Code* , Los Angeles County Department of Public Works, April 2010.
[a] The rates shown here have been approved by the County of Los Angeles for use by other studio sites.
[b] The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.
[c] In order to account for staff parking the Warehouse parking rate (1/1,000 SF) was applied.
The Central Plant and Substation would both be considered ancillary support uses whereby no automobile parking spaces would be required.
[d] The table above includes one space dedicated to deliveries/service for the commissary, central utility plant, and electrical substation for a total of three (3) delivery spaces will be provided.
[e] Handicapped parking spaces would be provided in addition to the spaces listed above as required by the *Los Angeles County Code* .

TABLE 28
PARKING CODE REQUIREMENTS
STUDIO OFFICE OPTION

Land Use	Size	Code Requirements	
		Parking Ratio [a]	Parking Spaces
Soundstages	158,400 sf	1.0 per 1,000 sf [1]	158
Production Offices	112,500 sf	1.0 per 400 sf	281
Mills	46,000 sf	1.0 per 500 sf	92
Warehouse	23,000 sf	1.0 per ksf	23
Writer's / Producer's Bungalow	10,350 sf	1.0 per 400 sf	26
Commissary [b]	17,250 sf	15.0	15
Studio Office	112,500 sf	1.0 per 400 sf	281
Administration	30,000 sf	1.0 per 400 sf	75
Ancillary Facilities - Central Plant [c]	20,000 sf	-	-
Ancillary facilities - Electrical Substation [c]	46,300 sf	-	-
Deliveries / Service [d]	-	-	3
FULL PROJECT			**954**

Notes:
[1] 1,000 square feet □ ksf.
Source: *Los Angeles County Code* , Los Angeles County Department of Public Works, April 2010.
[a] The rates shown here have been approved by the County of Los Angeles for use by other studio sites.
[b] The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.
[c] In order to account for staff parking the Warehouse parking rate (1/1,000 SF) was applied.
The Central Plant and Substation would both be considered ancillary support uses whereby no automobile parking spaces would be required.
[d] The table above includes one space dedicated to deliveries/service for the commissary, central utility plant, and electrical substation for a total of three (3) delivery spaces will be provided.
[e] Handicapped parking spaces would be provided in addition to the spaces listed above as required by the *Los Angeles County Code* .

TABLE 29
PARKING DEMAND REQUIREMENTS
SOUNDSTAGES OPTION

Land Use	Size	Demand Requirements	
		Parking Ratio [a]	Parking Spaces
Soundstages	237,600 sf	1.0 per 400 sf	594
Production Offices	168,750 sf	1.0 per 300 sf	563
Mills	69,000 sf	1.0 per 500 sf	138
Warehouse	23,000 sf	1.0 per 1,000 sf [1]	23
Writer's / Producer's Bungalow	10,350 sf	1.0 per 300 sf	35
Commissary [b]	17,250 sf	15.0	15
Studio Office	-	1.0 per 300 sf	-
Administration	30,000 sf	1.0 per 300 sf	100
Ancillary Facilities - Central Plant [c]	20,000 sf	- -	-
Ancillary facilities - Electrical Substation [c]	46,300 sf	- -	-
FULL PROJECT			**1,468**

Notes:
[1] 1,000 square feet □ ksf.
[a] The rates shown are based on standard demand rates developed using empirical data collected at similar uses within Southern California.
[b] The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.
[c] In order to account for staff parking the Warehouse parking rate (1/1,000 SF) was applied.
The Central Plant and Substation would both be considered ancillary support uses whereby no automobile parking spaces would be required.

TABLE 30
PARKING DEMAND REQUIREMENTS
STUDIO OFFICE OPTION

Land Use	Size	Demand Requirements	
		Parking Ratio [a]	Parking Spaces
Soundstages	158,400 sf	1.0 per 400 sf	396
Production Offices	112,500 sf	1.0 per 300 sf	375
Mills	46,000 sf	1.0 per 500 sf	92
Warehouse	23,000 sf	1.0 per 1,000 sf [1]	23
Writer's / Producer's Bungalow	10,350 sf	1.0 per 300 sf	35
Commissary [b]	17,250 sf	15.0	15
Studio Office	112,500 sf	1.0 per 300 sf	375
Administration	30,000 sf	1.0 per 300 sf	100
Ancillary Facilities - Central Plant [c]	20,000 sf	- -	-
Ancillary facilities - Electrical Substation [c]	46,300 sf	- -	-
FULL PROJECT			**1,411**

Notes:
[1] 1,000 square feet □ ksf.
[a] The rates shown are based on standard demand rates developed using empirical data collected at similar uses within Southern California.
[b] The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.
[c] In order to account for staff parking the Warehouse parking rate (1/1,000 SF) was applied.
The Central Plant and Substation would both be considered ancillary support uses whereby no automobile parking spaces would be required.

Chapter 7
Caltrans Analysis

This Chapter presents the results of the traffic impact analysis conducted based on guidelines established by Caltrans. As mentioned in Chapters 1 and 2, a total of four intersections are analyzed as part of this study. Of the four study intersections, three intersections fall under Caltrans jurisdiction:

1. Sierra Highway SR 14 southbound ramps
2. Sierra Highway Placerita Canyon Road
3. SR 14 northbound off-ramp Placerita Canyon Road

ANALYSIS SCENARIOS

The analysis presented in this Chapter was conducted for the Existing, Future without Project, Future with Project, Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions for the soundstages and studio office options. The Future with Project with Mitigation Conditions analysis includes the Project mitigation measures identified in Chapter 3. Similarly, the Future with Project with Mitigation with Cumulative Mitigation Conditions analysis includes the Project and cumulative mitigation measures identified in Chapters 3 and 4, respectively.

TRAFFIC VOLUMES

The Existing Conditions traffic volumes are the same as those presented in Chapter 2. The Future without Project, Future with Project, Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions traffic volumes were computed similar to the CMP arterial monitoring stations analysis presented in Chapter 5. The Future without Project Conditions traffic volumes were computed by adding the related projects

volumes to the Existing plus Ambient Growth traffic volumes presented in Chapter 3. The Future with Project conditions were analyzed using the traffic volumes from Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions without the Project mitigation measures in place. The Future with Project with Mitigation conditions were analyzed using the traffic volumes from Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions and with the Project mitigation measures in place. The Future with Project with Mitigation with Cumulative Mitigation conditions were analyzed using the traffic volumes from Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions with the Project and cumulative mitigation measures in place.

HIGHWAY CAPACITY MANUAL METHODOLOGY

Caltrans requires that all intersections of ramps or state highways be analyzed with the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) (2000 HCM) methodology. Two of the three intersections (Intersections 1 and 3) under Caltrans jurisdiction are currently controlled by stop signs on the minor approach. The intersection of Sierra Highway Placerita Canyon Road (Intersection 2) is currently controlled by a traffic signal. As identified in Chapter 3, the intersection of SR 14 northbound off-ramp Placerita Canyon Road (Intersection 3) would be signalized as part of the Project design features and the intersection of Sierra Highway SR 14 southbound ramps (Intersection 3) would be signalized as part of the Project mitigation measures.

The 2000 HCM methodology determines the average stopped delay experienced per vehicle (measured in seconds) and corresponding LOS for the turning movements and intersection characteristics at signalized and unsignalized intersections based on the definitions described in Tables 31 and 32, respectively.

INTERSECTIONS ANALYSIS

Table 33 summarizes the results of the LOS analysis conducted using the 2000 HCM methodology at the three intersections under Caltrans jurisdiction. As shown in the table, all of the intersections are projected to operate at LOS C or better, during both peak hours, under the Future with Project with Mitigation and Future with Project with Mitigation with Cumulative

Mitigation Conditions. Under the Future with Project with Mitigation Conditions, two intersections (Intersections 1 and 2) are projected to operate at LOS B during both peak hours and one intersection (Intersection 3) is projected to operate at LOS B during the morning peak hour and at LOS C during the afternoon peak hour. Under the Future with Project with Mitigation with Cumulative Mitigation Conditions, one intersection (Intersection 2) is projected to operate at LOS B during both peak hours, one intersection (Intersection 1) is projected to operate at LOS B during the morning peak hour and at LOS A during the afternoon peak hour, and one intersection (Intersection 3) is projected to operate at LOS B during the morning peak hour and at LOS C during the afternoon peak hour. Detailed LOS worksheets are provided in Appendix G.

As shown in Table 33, two intersections (Intersections 1 and 2) are projected to operate at a lower delay following the development of the Project and implementation of the Project's mitigation measures than those projected under the Future without Project Conditions.

RAMPS ANALYSIS

Two of the three intersections (Intersections 1 and 3) under Caltrans jurisdiction are also freeway ramp locations. Based on Caltrans' policy, these ramp locations were tested for adequate storage capacity and queuing.

On-Ramps

Based on on-ramp metering, Caltrans has established a maximum capacity of 900 vehicles per hour per lane (vphpl) for on-ramps. An on-ramp is considered to be "over-saturated" or failing if the existing or future peak hour traffic on the ramp exceeds 900 vphpl. Analysis of the on-ramps was conducted for Existing, Future without Project, and Future with Project Conditions. Results of this analysis are provided in Table 34. Since the number of lanes on the SR 14 southbound on-ramp and the traffic volumes accessing the on-ramp would not be affected by the Project or cumulative mitigation measures, the result for the Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions would be the same as that for the Future with Project Conditions.

As shown in the table, the on-ramp does not exceed the Caltrans standard in any of the analyzed scenarios.

Off-Ramps

For off-ramps, Caltrans defines a ramp as "failing" if the peak hour traffic queue length (95th percentile as determined by 2000 HCM methodology) on the ramp exceeds the storage length and results in queues backing into the mainline freeway. Analysis of the off-ramps was conducted for Existing, Future without Project, Future with Project, Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions. Results of this analysis are provided in Table 35. Failing ramp conditions were determined for two levels: Level (1) if the queue exceeded the storage length of any individual approach lane (e.g., left-turn lane on the ramp) at the junction of the ramp with the surface street intersection (identified as "LANE"), and/or Level (2) if the queue was large enough to result in backing up into the freeway mainline (identified as "YES").

As shown in the table, none of the off-ramps exceed the Caltrans standard in any of the analyzed scenarios.

TABLE 31
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
2000 HIGHWAY CAPACITY MANUAL OPERATIONS METHODOLOGY

Level of Service	Average Control Delay per Vehicle (seconds)
A	□ 10.0
B	□ 10.0 and □ 20.0
C	□ 20.0 and □ 35.0
D	□ 35.0 and □ 55.0
E	□ 55.0 and □ 80.0
F	□ 80.0

Source: *Highway Capacity Manual* , Transportation Research Board, 2000.

TABLE 32
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS
2000 HIGHWAY CAPACITY MANUAL STOP-CONTROLLED METHODOLOGY

Level of Service	Average Control Delay per Vehicle (seconds)
A	□ 10.0
B	□ 10.0 and □ 15.0
C	□ 15.0 and □ 25.0
D	□ 25.0 and □ 35.0
E	□ 35.0 and □ 50.0
F	□ 50.0

Source: *Highway Capacity Manual* , Transportation Research Board, 2000.

TABLE 33
CALTRANS LOCATIONS - 2000 HCM ANALYSIS

SOUNDSTAGES OPTION

No.	Intersection	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. [a], [b]	Sierra Highway	A.M.		F		F		F	14.6	B	13.1	B
	SR 14 SB Ramps	P.M.		F		F		F	13.1	B	9.4	A
2.	Sierra Highway	A.M.	14.6	B	20.3	C	21.4	C	17.2	B	17.3	B
	Placerita Canyon Road	P.M.	9.0	A	16.9	B	29.1	C	14.6	B	13.7	B
3. [b], [c]	SR 14 NB Off-Ramp	A.M.	9.4	A	13.8	B	13.8	B	13.8	B	13.8	B
	Placerita Canyon Road	P.M.	9.5	A	11.0	B	24.0	C	24.0	C	24.0	C

STUDIO OFFICE OPTION

No.	Intersection	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. [a], [b]	Sierra Highway	A.M.		F		F		F	14.6	B	13.1	B
	SR 14 SB Ramps	P.M.		F		F		F	13.1	B	9.4	A
2.	Sierra Highway	A.M.	14.6	B	20.3	C	21.4	C	17.2	B	17.3	B
	Placerita Canyon Road	P.M.	9.0	A	16.9	B	29.9	C	14.7	B	13.8	B
3. [b], [c]	SR 14 NB Off-Ramp	A.M.	9.4	A	13.8	B	13.7	B	13.7	B	13.7	B
	Placerita Canyon Road	P.M.	9.5	A	11.0	B	24.2	C	24.2	C	24.2	C

Notes:

Denotes oversaturated conditions. Delay cannot be calculated.

[a] Intersection is signalized as part of Project mitigation.

[b] Intersection is controlled by stop signs on minor approach.

[c] Intersection is signalized as part of Project design feature.

TABLE 34
ON-RAMPS EVALUATION

SOUNDSTAGES OPTION										
No.	Intersection	Ramp Description	Number of Lanes	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
1.	Sierra Highway □ SR 14 SB Ramps	SR 14 Southbound On-ramp from Sierra Highway	2	A.M. P.M.	816 260	NO NO	1,055 364	NO NO	1,093 606	NO NO

STUDIO OFFICE OPTION										
No.	Intersection	Ramp Description	Number of Lanes	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
1.	Sierra Highway □ SR 14 SB Ramps	SR 14 Southbound On-ramp from Sierra Highway	2	A.M. P.M.	816 260	NO NO	1,055 364	NO NO	1,094 614	NO NO

TABLE 35
OFF-RAMPS EVALUATION

SOUNDSTAGES OPTION

No.	Intersection	Ramp Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
					95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?
1.	Sierra Highway □ SR 14 SB Ramps	SR 14 Southbound Off-ramp to Sierra Highway												
		Left-turn Lane	52	A.M.	7	NO	19	NO	23	NO	13	NO	12	NO
			52	P.M.	3	NO	-	-	-	-	11	NO	10	NO
		Right-turn Lane	52	A.M.	0	NO	0	NO	0	NO	1	NO	1	NO
			52	P.M.	0	NO	0	NO	1	NO	1	NO	1	NO
		Ramp	18	A.M.	0	NO	0	NO	0	NO	0	NO	0	NO
			18	P.M.	0	NO	0	NO	0	NO	0	NO	0	NO
3.	SR 14 NB Off-Ramp □ Placerita Canyon Road	SR 14 Northbound Off-ramp to Placerita Canyon Road												
		Left-turn Lane	29	A.M.	1	NO	4	NO	8	NO	8	NO	8	NO
			29	P.M.	1	NO	2	NO	7	NO	7	NO	7	NO
		Shared Left-Through Lane	29	A.M.	-	-	-	-	8	NO	8	NO	8	NO
			29	P.M.	-	-	-	-	7	NO	7	NO	7	NO
		Right-turn Lane	29	A.M.	1	NO	1	NO	7	NO	7	NO	7	NO
			29	P.M.	1	NO	1	NO	7	NO	7	NO	7	NO
		Ramp	23	A.M.	0	NO	0	NO	0	NO	0	NO	0	NO
			23	P.M.	0	NO	0	NO	0	NO	0	NO	0	NO

STUDIO OFFICE OPTION

No.	Intersection	Ramp Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
					95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?
1.	Sierra Highway □ SR 14 SB Ramps	SR 14 Southbound Off-ramp to Sierra Highway												
		Left-turn Lane	52	A.M.	7	NO	19	NO	23	NO	13	NO	12	NO
			52	P.M.	3	NO	-	-	-	-	11	NO	10	NO
		Righ-turn Lane	52	A.M.	0	NO	0	NO	0	NO	1	NO	1	NO
			52	P.M.	0	NO	0	NO	1	NO	1	NO	1	NO
		Ramp	18	A.M.	0	NO	0	NO	0	NO	0	NO	0	NO
			18	P.M.	0	NO	0	NO	0	NO	0	NO	0	NO
3.	SR 14 NB Off-Ramp □ Placerita Canyon Road	SR 14 Northbound Off-ramp to Placerita Canyon Road												
		Left-turn Lane	29	A.M.	1	NO	4	NO	8	NO	8	NO	8	NO
			29	P.M.	1	NO	2	NO	7	NO	7	NO	7	NO
		Shared Left-Through Lane	29	A.M.	-	-	-	-	8	NO	8	NO	8	NO
			29	P.M.	-	-	-	-	7	NO	7	NO	7	NO
		Right-turn Lane	29	A.M.	1	NO	1	NO	7	NO	7	NO	7	NO
			29	P.M.	1	NO	1	NO	7	NO	7	NO	7	NO
		Ramp	23	A.M.	0	NO	0	NO	0	NO	0	NO	0	NO
			23	P.M.	0	NO	0	NO	0	NO	0	NO	0	NO

Chapter 8

Site Access and Circulation

This Chapter summarizes the site access for the Project. The access locations for the Development Area were tested for queuing and adequate sight distance.

PROJECT ACCESS AND CIRCULATION

As mentioned in Chapter 3, the Applicant proposes to reconfigure and signalize the SR 14 northbound off-ramp at Placerita Canyon Road (Intersection 3). The reconfiguration would allow for northbound vehicles exiting SR 14 to cross Placerita Canyon Road and directly enter the proposed Development Area via the Ranch's new main entry driveway. Although the current primary driveway (Intersection 4) east of the northbound off-ramp would continue to be used, primary ingress to the Project would be provided via the new entry across from the SR 14 northbound off-ramp.

Pedestrian and bicycle pathways would be provided throughout the Development Area to enhance non-motorized circulation within the site. An access road crossing over Placerita Creek within the existing fill next to SR 14 would be constructed to improve access between the southern and northern areas (where four soundstages and two mills or the optional studio office uses would be located). A bridge crossing over Placerita Creek also would be provided further to the east within the Development Area. The Ranch's gated entrance on Placerita Canyon Road west of the Current Ranch Main Entrance would continue to be restricted for emergency access only.

QUEUING

The two access locations (Intersections 3 and 4) to the Development Area along Placerita Canyon Road were analyzed for queuing using the 2000 HCM methodology described in Chapter 7. Analysis of the access locations was conducted for Existing plus Ambient plus Project with

Mitigation and Existing plus Ambient plus Project with Mitigation plus Related Projects Conditions. Table 36 summarizes the 95th percentile queue lengths at the access locations. The 95th percentile queue length implies that the actual queue length experienced would not be higher (exceeded) than those shown in Table 36 more than 5 of the times. The 95th percentile queue is consistent with standard LACDPW and Caltrans procedures. Since the cumulative mitigation measures do not affect the lane configurations and operations at the access locations, the results for the Existing plus Ambient plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions would be the same as that for the Existing plus Ambient plus Project with Mitigation plus Related Projects Conditions.

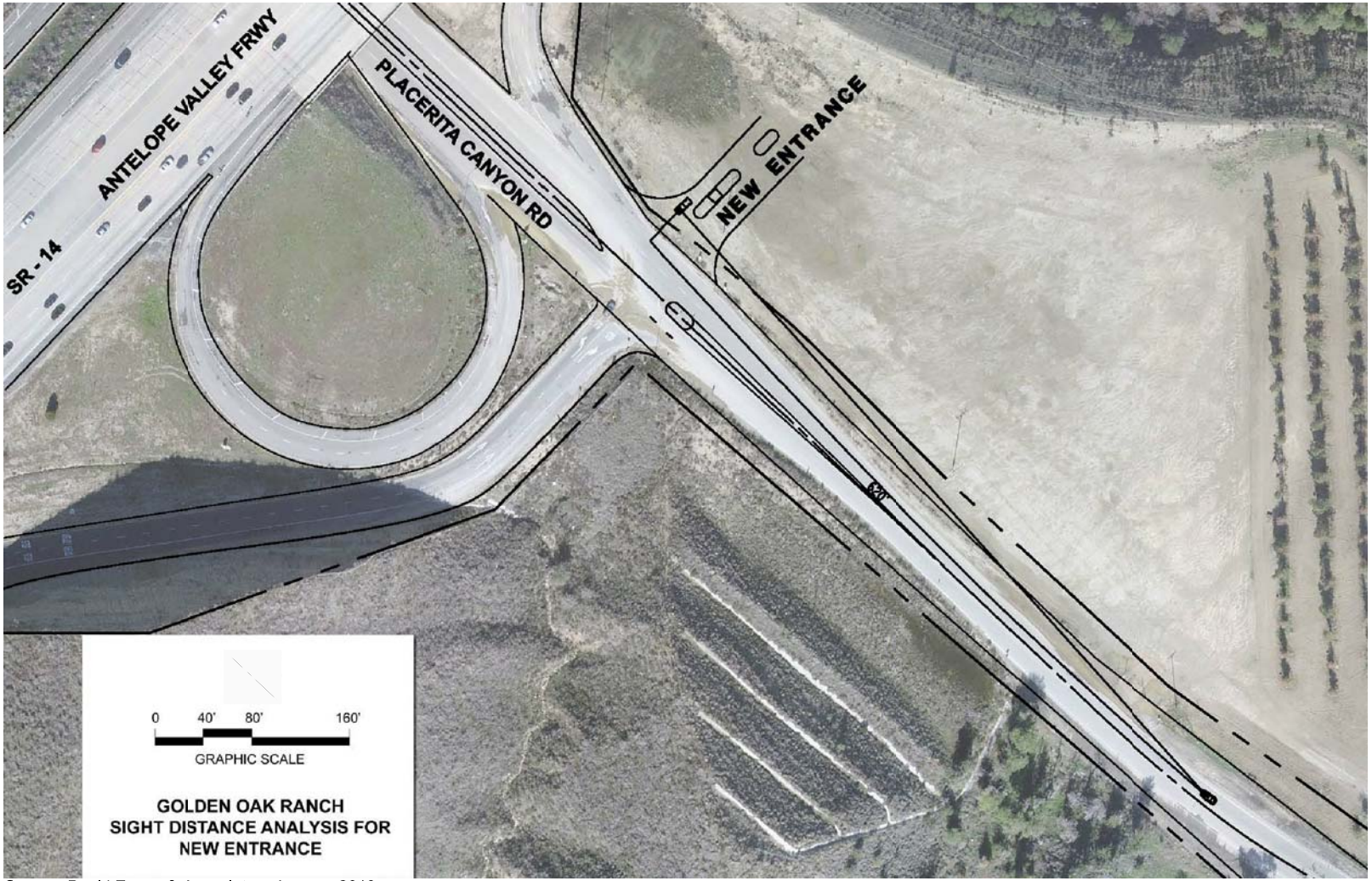
The queuing analysis was conducted using the traffic volumes shown in Figures 12, 13, 19, and 20, and the signal phasing parameters used for the analysis shown in Tables 12, 13, 17, and 18. The queues experienced could be slightly different if LACDPW, City of Santa Clarita, and/or Caltrans implement changes to the signal parameters. Detailed LOS worksheets are provided in Appendix H.

At both access locations, queues in the westbound lanes are not expected to affect the operations due to the large intersection spacing. As shown in the table, at the intersection of SR 14 northbound off-ramp Placerita Canyon Road (Intersection 3), there is adequate storage capacity on the northbound lanes to accommodate the projected queues. Similarly, at the intersection of Current Ranch Main Entrance Placerita Canyon Road (Intersection 4), there would be adequate storage capacity on the eastbound left-turn lane to accommodate the projected queues. Outbound lanes at both access locations (southbound direction) would be designed with adequate storage to accommodate the projected queues. Additionally, the security booths at both locations would be set back approximately 125 feet from the intersection to prevent any back-up of vehicles onto Placerita Canyon Road.

SIGHT DISTANCE

At the request of LACDPW, a sight distance analysis was conducted for the two main access locations and the emergency access driveway along Placerita Canyon Road. Sight distances at each of the locations were calculated per the 2000 HCM. Figures 31, 32, and 33 illustrate the sight distances at the SR 14 northbound off-ramp Placerita Canyon Road, Current Ranch

Main Entrance Placerita Canyon Road, and Emergency Access Driveway Placerita Canyon Road intersections, respectively. The Development Area and the access locations would be designed to provide the required sight distances as shown in the figures.



Source: David Evans & Associates, January 2010

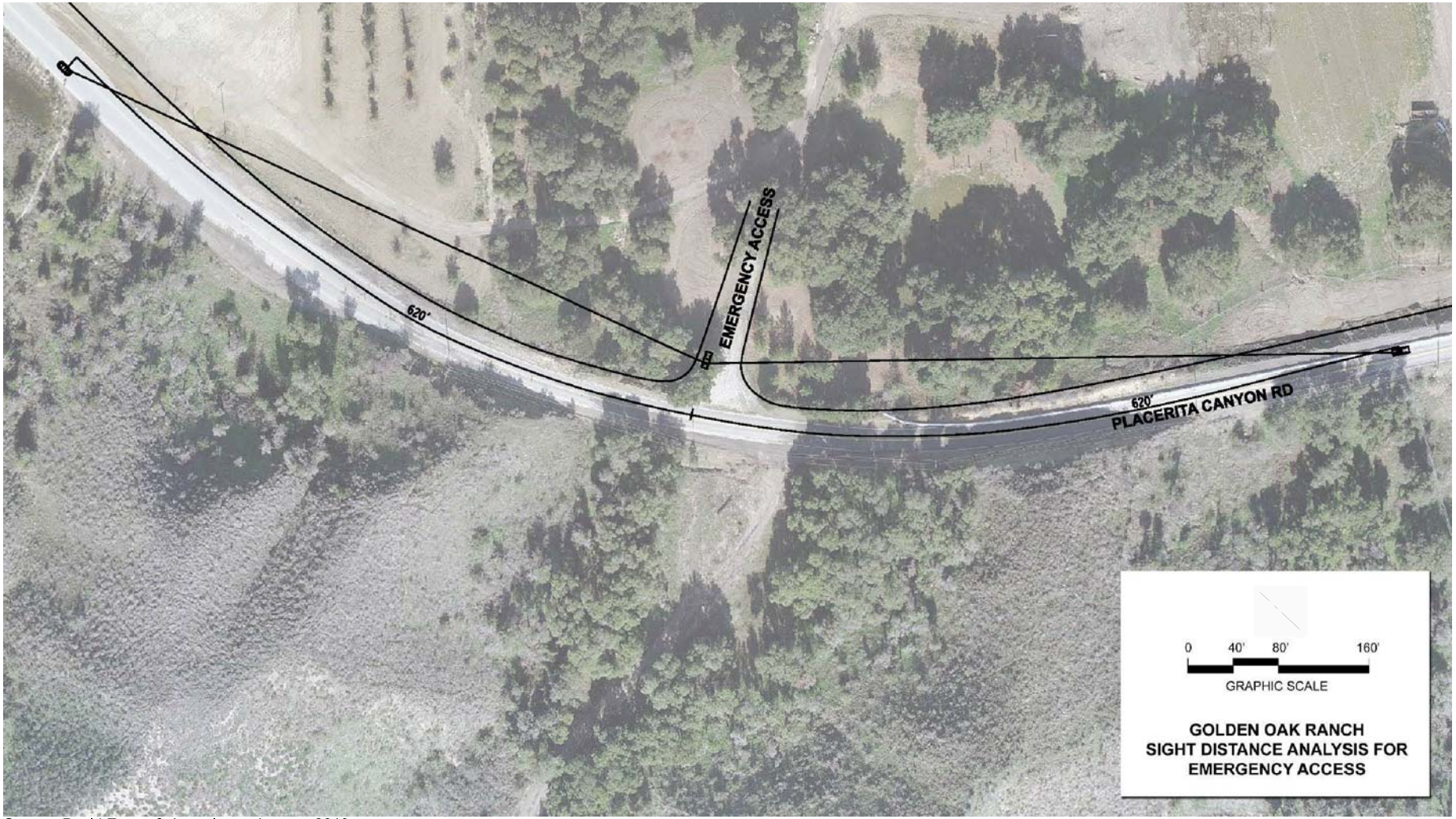
SIGHT DISTANCE: SR 14 NORTHBOUND OFF-RAMP & PLACERITA CANYON ROAD

FIGURE
31

Source: David Evans & Associates, January 2010

SIGHT DISTANCE: CURRENT RANCH MAIN ENTRANCE & PLACERITA CANYON ROAD

FIGURE 32



Source: David Evans & Associates, January 2010

SIGHT DISTANCE: EMERGENCY ACCESS DRIVEWAY & PLACERITA CANYON ROAD

FIGURE 33

TABLE 36
ACCESS ANALYSIS

SOUNDSTAGES OPTION								
No.	**Intersection**	**Lane Description**	**Vehicle Storage Capacity (Car Lengths)**	**Peak Hour**	**Existing plus Ambient Growth plus Project with Mitigation Conditions**		**Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions**	
					95th Percentile Vehicle Queue Length	**Exceeds Capacity?**	**95th Percentile Vehicle Queue Length**	**Exceeds Capacity?**
3.	SR 14 NB Off-Ramp □ Placerita Canyon Road	Southbound Right-turn Lane [a]	-	A.M.	2	NO	2	NO
			-	P.M.	7	NO	7	NO
		Westbound Shared Through-Right Lane [b]	-	A.M.	7	NO	7	NO
			-	P.M.	8	NO	8	NO
		Northbound Shared Left-Through Lane	29	A.M.	4	NO	8	NO
			29	P.M.	4	NO	7	NO
		Northbound Right-turn Lane	29	A.M.	7	NO	7	NO
			29	P.M.	7	NO	7	NO
4.	Current Ranch Main Entrance □ Placerita Canyon Road	Southbound Right-turn Lane [a]	-	A.M.	3	NO	3	NO
			-	P.M.	8	NO	8	NO
		Southbound Left-turn Lane [a]	-	A.M.	0	NO	0	NO
			-	P.M.	1	NO	1	NO
		Westbound Shared Through-Right Lane [b]	-	A.M.	9	NO	9	NO
			-	P.M.	7	NO	7	NO
		Eastbound Left-turn Lane	10	A.M.	8	NO	8	NO
			10	P.M.	2	NO	2	NO

STUDIO OFFICE OPTION								
No.	**Intersection**	**Ramp Description**	**Vehicle Storage Capacity (Car Lengths)**	**Peak Hour**	**Existing plus Ambient Growth plus Project with Mitigation Conditions**		**Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions**	
					95th Percentile Vehicle Queue Length	**Exceeds Capacity?**	**95th Percentile Vehicle Queue Length**	**Exceeds Capacity?**
3.	SR 14 NB Off-Ramp □ Placerita Canyon Road	Southbound Right-turn Lane [a]	-	A.M.	2	NO	2	NO
			-	P.M.	7	NO	7	NO
		Westbound Shared Through-Right Lane [b]	-	A.M.	7	NO	7	NO
			-	P.M.	8	NO	8	NO
		Northbound Shared Left-Through Lane	29	A.M.	4	NO	8	NO
			29	P.M.	4	NO	7	NO
		Northbound Right-turn Lane	29	A.M.	7	NO	7	NO
			29	P.M.	7	NO	7	NO
4.	Current Ranch Main Entrance □ Placerita Canyon Road	Southbound Right-turn Lane [a]	-	A.M.	3	NO	3	NO
			-	P.M.	8	NO	8	NO
		Southbound Left-turn Lane [a]	-	A.M.	0	NO	0	NO
			-	P.M.	1	NO	1	NO
		Westbound Shared Through-Right Lane [b]	-	A.M.	9	NO	9	NO
			-	P.M.	7	NO	7	NO
		Eastbound Left-turn Lane	10	A.M.	8	NO	8	NO
			10	P.M.	2	NO	2	NO

Notes:

[a] The identified movements represent egress from the Ranch. Adequate storage capacity would be provided to ensure that the 95th percentile queue length is not exceeded.

[b] Queues in the westbound lanes are not expected to affect the operations due to the large intersection spacing along Placerita Canyon Road.

Chapter 9

Construction Impact Analysis

This Chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include access, safety, operational, or capacity impacts.

TYPES OF CONSTRUCTION IMPACTS

There are four types of in-street construction impacts that are typically evaluated. Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts potential impacts on vehicular travelers on roadways
2. Temporary loss of access potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines potential impacts on bus travelers
4. Temporary loss of on-street parking potential impacts on parkers

The different types of impacts listed above aid in identifying whether an impact might occur, or the extent to which it might occur. Each of the impacts could contribute to either (1) a potential inconvenience in the performance of one s daily activities (i.e., an impact on traffic operations) and/or (2) a concern to public safety, and have been considered in determining the extent to which an inconvenience or threat to safety would occur. These two significance criteria address potential inconvenience and safety, respectively.

Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with soil export and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site
- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway improvements, utility infrastructure, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting nearby streets

The impact of construction truck traffic (including haul trucks) would be a reduction in the capacities of streets and intersections due to slower travel speeds, slower and more frequent turning movements, and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

The construction schedule for the Project assumes that the Project would be constructed in at least two phases under both the soundstages and the studio office options. Phase 1 would include the mass grading of the Development Area and construction of the southern pad, and Phase 2 would include the construction of the northern pad. Construction for Phase 1 is expected to commence in November 2012 and end in February 2015 under both options. Construction for Phase 2 is expected to commence in August 2018 and end in March 2020 under the soundstages option. Under the studio office option, construction for Phase 2 is expected to commence in October 2018 and end in June 2020.

It is also assumed that site grading and construction of the substation and off-site utility infrastructure (water, sewer, etc.) would occur in Phase 1.

CONSTRUCTION WORKERS

Construction worker traffic would depend on not only the level of effort during various construction phases, but also on the mode and time of travel of the workers. The hours of construction typically require workers to be on-site before the morning commute peak period and allow them to leave before or after the afternoon commute peak period. The construction

schedule for the Project assumes typical construction hours in accordance with the County of Los Angeles noise control ordinance: 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. However, typical weekday construction hours would be from 7:00 a.m. to 3:00 p.m. Based on this schedule, construction workers would be on-site before 7:00 a.m. and most would leave the site before 4:00 p.m. on weekdays. Therefore, the workers would be on-site before the weekday morning commute peak period and would leave the site before the weekday afternoon commute peak period.

The number of construction workers is expected to vary depending on the stage of construction. For site preparation, grading, and underground utilities, the number of construction workers is expected to be between 30 and 50. During foundation and structural construction, the number of workers is expected to be between 70 and 90. It is anticipated that the peak number of construction workers would occur during the rough-in and finishes stage with approximately 150 to 200 workers on-site. Assuming an average vehicular occupancy of 1.1 for these workers, this translates to a range of 27 to 182 vehicular trips. However, as noted above, these trips would occur outside the weekday peak commuter periods.

During construction, an adequate number of parking spaces for construction workers would be available at all times within or immediately adjacent to the Development Area, on the Ranch property. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces for construction workers. Additionally, few, if any, construction workers are expected to use transit and therefore Project construction workers would result in a less than significant impact with regard to transit facilities.

DEMOLITION

Demolition of existing uses on site includes removal of an approximately 1,000 sf uninhabited structure, underground infrastructure, hardscape, plants, and trees. Demolition is likely to result in approximately five trucks per day for a period of three to four weeks. Assuming a passenger car equivalency (PCE) of 2.0, this level of truck travel would be equivalent to 10 passenger cars per hour. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle s headway and delay-

creating effects. Table 8 of the *Transportation Research Circular No. 212* and Exhibit 16.7 of the 2000 HCM suggest a PCE of 2.0 for trucks. Soil export trips associated with Project grading activities are discussed below.

UTILITIES CONSTRUCTION

As part of the Project, new sewer and water lines would be constructed to provide utility connections to the Development Area.

Proposed Alignments

Sewer Line. From the Project's new on-site sewer collection system, a proposed off-site gravity sewer line would run westerly along Placerita Canyon Road to the west side of the AES Pacific Inc. property located west of Sierra Highway, north along an easement proposed thereon to Placeritos Boulevard, west on Placeritos Boulevard to Golden Oak Lane, north on Golden Oak Lane to Oak Orchard Road, west on Oak Orchard Road to Quigley Canyon Road, south on Quigley Canyon Road to rejoin Placeritos Boulevard, and then west on Placeritos Boulevard to join the City of Santa Clarita's existing local sewer system at Meadview Avenue, for a total length of approximately 9,800 feet.

Under an alternative alignment, the on-site sewer collection system would convey wastewater from the Development Area to a proposed pump lift station, which would be constructed on the Golden Oak Ranch property south of Placerita Canyon Road. The wastewater would then be conveyed via a dual force main along Placerita Canyon Road west to Sierra Highway, then north along Sierra Highway to Golden Valley Road for a total distance of approximately 7,750 feet. From this point, the wastewater would then flow by gravity west along Golden Valley Road to join Santa Clarita's existing local sewer system at an approximate distance of 2,000 feet from the intersection of Sierra Highway Golden Valley Road. Additionally, upgrades at the point of connection to the existing Los Angeles County Sanitation District's 24-inch trunk line along Soledad Canyon Road would be required and consist of the construction of approximately 4,000 feet of gravity sewer pipe from the intersection of Golden Valley Road Centre Point Parkway northwesterly to Soledad Canyon Road.

Water Line. The proposed water supply line would run from the Development Area westerly along Placerita Canyon Road to Sierra Highway, south along Sierra Highway, and then west on Dockweiler Drive to join the City of Santa Clarita's existing reservoir tank and waterline distribution system.

Under an alternative alignment, the proposed water line would extend westerly along Placerita Canyon Road past Sierra Highway, and connect with an existing water line located on Placerita Canyon Road.

Proposed Lane Closures

Construction of the sewer and water lines may result in temporary lane closures along certain roadways. Lane closures would require approval of the governing jurisdictions and depend on the final utility alignments. All lane closures would be conducted per the construction traffic management plans, described later in this Chapter, and adequate emergency access would be provided to all residences and businesses adjacent to the roadways during all phases of construction. It should be noted that the roadways along the proposed alignments of the utility lines do not have on-street parking and therefore no impact on street parking is expected as a result of lane closures along these roadways.

The following lane closures may be required for the construction of the sewer and water lines per the alignments described above:

Placerita Canyon Road east of SR 14 Water and Sewer lines. The utility lines would be placed along the north side of the street. Placerita Canyon Road currently has one travel lane in each direction along this segment. It is assumed that construction of the utility lines may require temporary closure of one travel lane and Placerita Canyon Road would operate with one lane. Temporary traffic control in the form of a flag person and/or detours would be provided during the construction activities to ensure safe traffic operations.

Placerita Canyon Road between SR 14 and Sierra Highway Water and Sewer lines. The utility lines would be placed along the north side of the street. Placerita Canyon Road currently has two travel lanes in each direction along this segment. It is assumed that construction of the

utility lines may require temporary closure of one westbound travel lane and Placerita Canyon Road would operate with one lane in the westbound direction and two lanes in the eastbound direction.

Placerita Canyon Road west of Sierra Highway Water (alternate alignment) and Sewer lines. The sewer line would be placed along the north side of Placerita Canyon Road up to the west side of the AES Pacific Inc. property and then travel along a proposed easement on the AES property to Placeritos Boulevard. Placerita Canyon Road currently has one travel lane in each direction along this segment. It is assumed that construction of the utility lines may require temporary closure of one travel lane and Placerita Canyon Road would operate with one lane. Temporary traffic control in the form of a flag person would be provided during the construction activities to ensure safe traffic operations.

For the alternate water line alignment, the proposed water line would connect with an existing water line located on this segment of Placerita Canyon Road.

Placeritos Boulevard between Quigley Canyon Road and Meadview Avenue Sewer line. As mentioned earlier, the proposed sewer line would run north along a proposed easement within the AES Pacific Inc. property to Placeritos Boulevard, west on Placeritos Boulevard to Golden Oak Lane, north on Golden Oak Lane to Oak Orchard Road, west on Oak Orchard Road to Quigley Canyon Road, south on Quigley Canyon Road to rejoin Placeritos Boulevard, and then west on Placeritos Boulevard to join the City of Santa Clarita's existing local sewer system at Meadview Avenue. As the sewer line travels north from Placerita Canyon Road within the AES Pacific Inc. property, it would not travel along streets until it reaches the intersection of Quigley Canyon Road Placeritos Boulevard.

The sewer line would be placed in the middle of the street along Placeritos Boulevard between Quigley Canyon Road and Meadview Avenue. Placeritos Boulevard currently has one travel lane in each direction along this segment. It is assumed that construction of the sewer line may require temporary closure of one travel lane and Placeritos Boulevard would operate with one lane. Temporary traffic control in the form of a flag person would be provided during the construction activities to ensure safe traffic operations.

Sierra Highway between Placerita Canyon Road and Dockweiler Drive Water line. The water line would be placed along the east side of the street. Sierra Highway currently has two travel lanes in each direction and a center median island along this segment. It is assumed that construction of the water line may require temporary closure of two travel lanes and Sierra Highway would operate with one lane in each direction.

Sierra Highway between Placerita Canyon Road and Golden Valley Road Sewer line (alternative alignment). The sewer line would be placed along the east side of the street. Sierra Highway currently has two travel lanes in each direction and a center median island along this segment. It is assumed that construction of the sewer line may require temporary closure of two travel lanes and Sierra Highway would operate with one lane in each direction, with rerouting around the median, as necessary.

Golden Valley Road between Sierra Highway and Robert C. Lee Parkway Sewer line (alternative alignment). The sewer line would be placed along the north side of the street. Golden Valley Road currently has two travel lanes in each direction and a center median island along this segment. It is assumed that construction of the sewer line may require temporary closure of one travel lane in the westbound direction and Golden Valley Road would operate with one lane in the westbound direction and two lanes in the eastbound direction, with rerouting around the median, as necessary.

Centre Pointe Parkway between Golden Valley Road and Golden Triangle Road Sewer line (alternative alignment). The sewer line would be placed along the north side of the street. Centre Pointe Parkway currently has one travel lane in each direction and a two-way center left-turn lane along this segment. It is assumed that construction of the sewer line may require temporary closure of one travel lane and Centre Pointe Parkway would operate with one lane in each direction.

Golden Triangle Road between Centre Pointe Parkway and Soledad Canyon Road Sewer line (alternative alignment). The sewer line would be placed along the east side of the street. Golden Triangle Road is currently not open to vehicular traffic along this segment and therefore construction of the sewer line would not require closure of travel lanes and affect traffic operations.

Dockweiler Drive west of Sierra Highway Water line. The water line would be placed along the north side of the street. Dockweiler Drive currently has two travel lanes in the westbound direction, one travel lane in the eastbound direction, and a two-way center left-turn lane along this segment. It is assumed that construction of the water line may require temporary closure of one travel lane in the westbound direction and Dockweiler Drive would operate with one lane in each direction.

Duration and Times of Operation

Utilities construction is expected to commence in May 2013 and last for a period of 9 to 12 months depending on the final alignments of the water and sewer lines. Construction hours would depend on the governing jurisdiction of the different sections of the alignments. For sections within the County of Los Angeles jurisdiction, construction hours are assumed as 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, consistent with County of Los Angeles Noise Control Ordinance. For sections within the City of Santa Clarita jurisdiction, construction hours are assumed as 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m., Saturday, consistent with City of Santa Clarita s Noise Ordinance. For sections within Caltrans jurisdiction, construction hours are assumed as 11:00 p.m. to 5:00 a.m., Monday through Friday.

The following identifies the jurisdiction and hours of operation along the roadways affected by the utility construction activities:

- Placerita Canyon Road east of SR 14 County of Los Angeles, daytime hours
- Placerita Canyon Road between SR 14 and Sierra Highway Caltrans, nighttime hours
- Placerita Canyon Road west of Sierra Highway City of Santa Clarita, daytime hours
- Placeritos Boulevard between Quigley Canon Road and Meadview Avenue City of Santa Clarita, daytime hours
- Sierra Highway between Placerita Canyon Road and Dockweiler Drive Caltrans, nighttime hours
- Sierra Highway between Placerita Canyon Road and Golden Valley Road Caltrans, nighttime hours

- Golden Valley Road between Sierra Highway and Robert C. Lee Parkway City of Santa Clarita, daytime hours
- Centre Pointe Parkway between Golden Valley Road and Golden Triangle Road City of Santa Clarita, daytime hours
- Golden Triangle Road between Centre Pointe Parkway and Soledad Canyon Road City of Santa Clarita, daytime hours
- Dockweiler Drive west of Sierra Highway City of Santa Clarita, daytime hours

Construction Workers

The number of workers for construction of the utility lines is expected to be approximately 20 at any given time. The hours of construction in the City of Santa Clarita and County of Los Angeles jurisdictions would require workers to be on-site before the weekday morning commute peak period and allow them to leave before the weekday afternoon commute peak period. The hours of construction in Caltrans jurisdiction would require workers to be on-site after the weekday afternoon commute peak period and allow them to leave before the weekday morning commute peak period. Assuming an average vehicular occupancy of 1.1 for these workers, this translates to approximately 18 vehicular trips. However, as noted above, these trips would occur outside the peak commuter periods and therefore would be expected to result in negligible impacts on area roadways.

Delivery and Haul Trucks

The peak day forecasts indicate approximately 8 to 10 haul and delivery truck trips per day for the utility construction activities. It is conservatively assumed that all of these trips would occur during the peak commuter periods. Assuming a PCE of 2.0, this level of truck travel would be equivalent to 16 to 20 passenger cars per day. The projected level of truck traffic, in conjunction with the mitigation measures proposed below, is not expected to result in a significant traffic impact on the street system.

PROPOSED HAUL ACTIVITY

The proposed haul activity time periods for the Project would be in accordance with the County of Los Angeles noise control ordinance (7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday), for a period of approximately 130 days during Phase 1. It is forecasted that approximately 500,000 cubic yards of earth material would be exported to a landfill site over the course of the entire construction period.

The average day forecasts indicate approximately 385 haul truck trips per day. On an average hourly basis, assuming a uniform distribution of trips over the 12-hour workday, this daily trip total would translate to approximately 32 truck trips per hour on a typical weekday. Assuming a PCE of 2.0, this level of haul truck travel would be equivalent to 64 passenger cars per hour.

Proposed Haul Truck Route

Haul routes shall be developed to use the freeway systems. Export haul routes are restricted to exit the Development Area with right-out turning movement onto Placerita Canyon Road to the nearby on-ramps at SR 14. On the route to the Development Area, haul trucks would exit the SR 14 freeway at either the Sierra Highway southbound off-ramp or the Placerita Canyon Road northbound off-ramp.

The projected level of truck traffic, in conjunction with the mitigation measures proposed below, is not expected to result in a significant traffic impact on the street system. The proposed routes would utilize Placerita Canyon Road and Sierra Highway to access the SR 14 freeway. These streets are classified as Major Highway Class II or Secondary Highway and are designed to accommodate the projected level of truck traffic. The construction management plans, described later in this Chapter, would ensure that appropriate permits have been obtained from LACDPW and/or other governing agency to ensure that the roadways along the haul routes have adequate capacity and/or structural strength to accommodate the projected haul truck traffic. However, it is conservatively assumed that the haul truck traffic may result in a temporary, short-term adverse impact.

CONSTRUCTION DELIVERY TRUCK TRAFFIC

Peak traffic from construction delivery trucks would occur during the delivery of concrete and would last approximately 10 months. During this period, a total of approximately 3,300 truck trips would occur with an average of 162 truck trips per day. On an average hourly basis, assuming a uniform distribution of trips over the 12-hour workday, these daily trip totals would translate to approximately 14 trips per hour on a typical weekday. Assuming a PCE of 2.0, this level of truck travel would be equivalent to between 28 passenger cars per hour.

The projected level of truck traffic, in conjunction with the mitigation measures proposed below, is not expected to result in a significant traffic impact on the street system. The trucks would utilize Placerita Canyon Road and Sierra Highway to access the SR 14 freeway. These streets are classified as Major Highway Class II or Secondary Highway and are designed to accommodate the projected level of truck traffic. The construction management plans, described below, would ensure that appropriate permits have been obtained from LACDPW and/or other governing agency to ensure that the roadways utilized by the construction delivery trucks have adequate capacity and/or structural strength to accommodate the projected truck traffic.

CONSTRUCTION MITIGATION MEASURES

Detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans satisfactory to the affected jurisdictions would be prepared. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Development Area, and shall include the following elements as appropriate:

1. Provisions to configure construction parking to minimize traffic interference;
2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);
3. Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the utility construction activities during all phases of construction activities;

4. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;

5. Rerouting construction trucks to reduce travel on congested streets;

6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in accordance with the construction traffic management plans approved by LACDPW and/or other governing agency;

7. Construction-related vehicles shall not park on streets in predominantly residentially-zoned areas to the extent feasible;

8. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;

9. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;

10. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods;

11. Obtain the required permits for truck haul routes from the LACDPW and/or other governing agency prior to the issuance of any permit for the Project;

12. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and

13. Submit a traffic management plan to LACDPW, Caltrans, and City of Santa Clarita, including the Sheriff/Police and Fire Departments of the County of Los Angeles and the City of Santa Clarita.

REFERENCES

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Traffic Count, http://traffic-counts.dot.ca.gov/, California Department of Transportation Traffic Data Branch, 2009.

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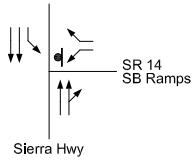
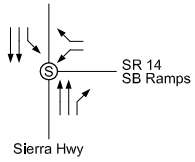
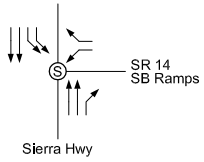
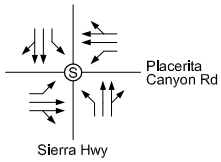
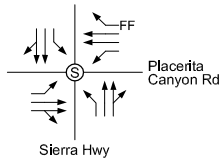
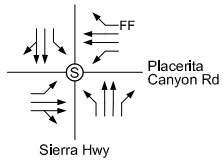
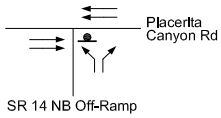
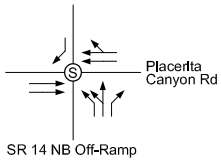
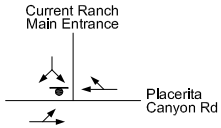
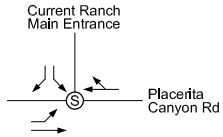
Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

APPENDIX A

INTERSECTION LANE CONFIGURATIONS

LEGEND

- Stop Sign
- Ⓢ Traffic Signal
- FF Free Flow

	EXISTING CONDITIONS (YEAR 2010)	PROJECT CONDITIONS (YEAR 2020)	PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)	PROJECT WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
1. Sierra Highway & SR 14 SB Ramps		Same as Existing Conditions		
2. Sierra Highway & Placerita Canyon Road		Same as Existing Conditions		
3. SR 14 NB Off-Ramp & Placerita Canyon Road			Same as Project Conditions	Same as Project Conditions
4. Current Ranch Main Entrance & Placerita Canyon Road		Same as Existing Conditions		Same as Project with Mitigation Conditions

INTERSECTION LANE CONFIGURATIONS

APPENDIX A

APPENDIX B

INTERSECTION TURNING MOVEMENT COUNTS

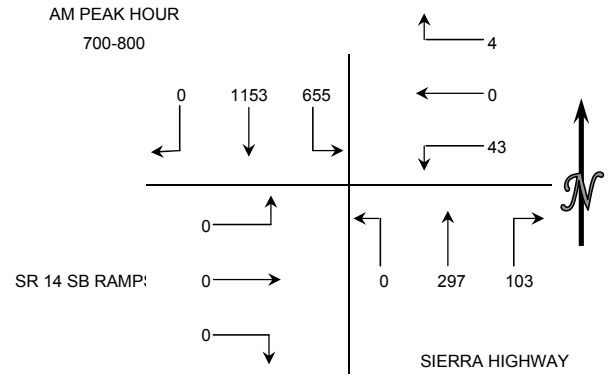
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

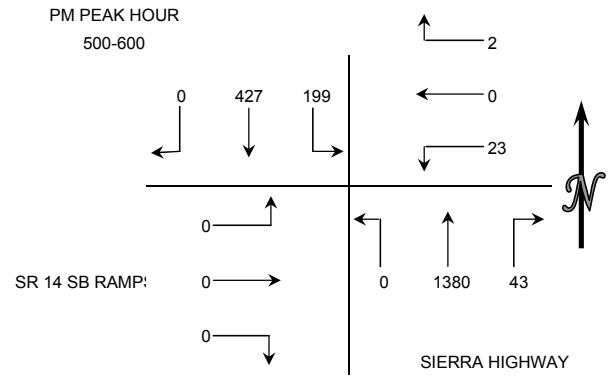
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: GOLDEN OAK RANCH TRAFFIC COUNTS
DATE: THURSDAY JUNE 12, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SIERRA HIGHWAY
E/W SR 14 SB RAMPS
CITY: SANTA CLARITA

15 MIN COUNTS						7:00 AM TO 9:00 AM							
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	374	167	4	0	15	27	69	0	0	0	0	656
715-730	0	299	168	0	0	5	26	59	0	0	0	0	557
730-745	0	286	195	0	0	9	29	79	0	0	0	0	598
745-800	0	194	125	0	0	14	21	90	0	0	0	0	444
800-815	0	205	134	1	0	4	26	94	0	0	0	0	464
815-830	0	201	120	1	0	6	19	77	0	0	0	0	424
830-845	0	160	107	2	0	3	20	84	0	0	0	0	376
845-900	0	104	113	0	0	4	8	85	0	0	0	0	314
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1153	655	4	0	43	103	297	0	0	0	0	2255
715-815	0	984	622	1	0	32	102	322	0	0	0	0	2063
730-830	0	886	574	2	0	33	95	340	0	0	0	0	1930
745-845	0	760	486	4	0	27	86	345	0	0	0	0	1708
800-900	0	670	474	4	0	17	73	340	0	0	0	0	1578



15 MIN COUNTS						4:00 PM TO 6:00 PM							
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	125	45	0	0	9	14	285	0	0	0	0	478
415-430	0	119	39	0	0	8	13	300	0	0	0	0	479
430-445	0	108	53	0	0	8	17	304	0	0	0	0	490
445-500	0	93	40	0	0	6	13	190	0	0	0	0	342
500-515	0	101	57	2	0	7	13	291	0	0	0	0	471
515-530	0	124	63	0	0	5	11	372	0	0	0	0	575
530-545	0	105	39	0	0	4	11	373	0	0	0	0	532
545-600	0	97	40	0	0	7	8	344	0	0	0	0	496
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	445	177	0	0	31	57	1079	0	0	0	0	1789
415-515	0	421	189	2	0	29	56	1085	0	0	0	0	1782
430-530	0	426	213	2	0	26	54	1157	0	0	0	0	1878
445-545	0	423	199	2	0	22	48	1226	0	0	0	0	1920
500-600	0	427	199	2	0	23	43	1380	0	0	0	0	2074



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

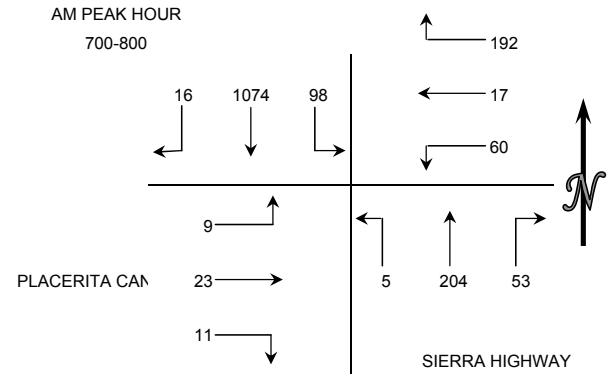
CLIENT: FEHR AND PEERS
PROJECT: GOLDEN OAK RANCH TRAFFIC COUNTS
DATE: THURSDAY JUNE 12, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SIERRA HIGHWAY
E/W PLACERITA CANYON ROAD
CITY: SANTA CLARITA

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	314	30	40	5	20	13	51	2	3	7	3	494
715-730	2	266	28	49	1	12	11	33	1	3	6	2	414
730-745	5	243	24	55	4	15	17	46	1	4	5	2	421
745-800	3	251	16	48	7	13	12	74	1	1	5	2	433
800-815	3	155	15	49	3	11	14	60	1	0	8	6	325
815-830	4	184	18	49	4	14	10	50	1	2	4	3	343
830-845	5	117	15	34	2	11	10	63	0	0	5	2	264
845-900	6	136	22	50	8	10	10	43	3	1	1	3	293

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	16	1074	98	192	17	60	53	204	5	11	23	9	1762
715-815	13	915	83	201	15	51	54	213	4	8	24	12	1593
730-830	15	833	73	201	18	53	53	230	4	7	22	13	1522
745-845	15	707	64	180	16	49	46	247	3	3	22	13	1365
800-900	18	592	70	182	17	46	44	216	5	3	18	14	1225

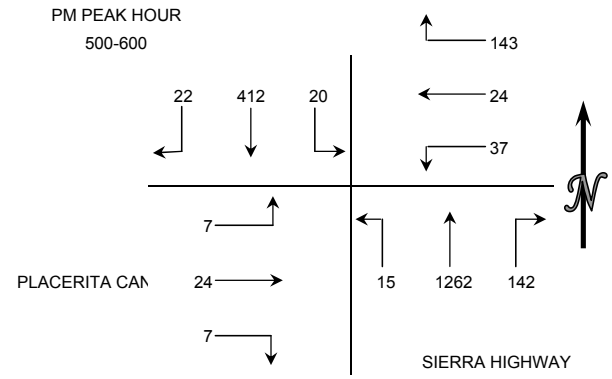


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	4	103	6	33	7	6	17	258	1	2	8	4	449
415-430	3	112	5	51	4	6	21	223	0	0	5	0	430
430-445	4	99	5	39	9	11	30	247	4	2	4	4	458
445-500	6	115	5	48	7	11	23	222	1	2	2	3	445
500-515	5	83	8	30	5	10	27	269	1	2	5	1	446
515-530	8	102	6	32	5	12	35	305	5	1	5	5	521
530-545	5	100	5	38	6	9	38	328	3	1	7	0	540
545-600	4	127	1	43	8	6	42	360	6	3	7	1	608

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	17	429	21	171	27	34	91	950	6	6	19	11	1782
415-515	18	409	23	168	25	38	101	961	6	6	16	8	1779
430-530	23	399	24	149	26	44	115	1043	11	7	16	13	1870
445-545	24	400	24	148	23	42	123	1124	10	6	19	9	1952
500-600	22	412	20	143	24	37	142	1262	15	7	24	7	2115



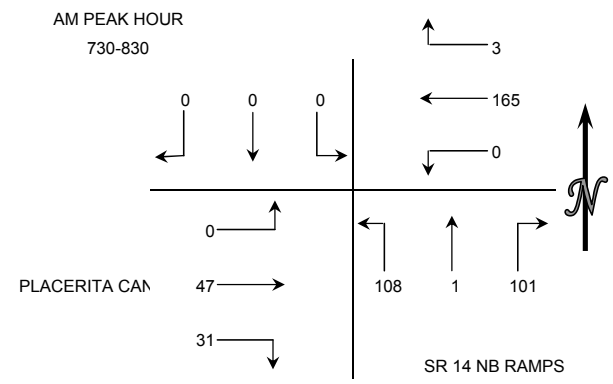
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

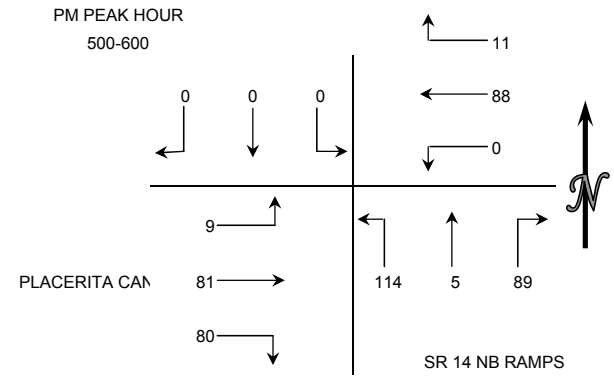
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: GOLDEN OAK RANCH TRAFFIC COUNTS
DATE: THURSDAY JUNE 12, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 14 NORTHBOUND RAMPS
E/W PLACERITA CANYON ROAD
CITY: SANTA CLARITA

15 MIN COUNTS					7:00 AM TO 9:00 AM								
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	2	49	0	19	0	25	7	10	0	112
715-730	0	0	0	4	39	0	23	0	20	5	10	0	101
730-745	0	0	0	1	42	0	29	0	29	6	11	0	118
745-800	0	0	0	1	43	0	33	1	26	8	10	0	122
800-815	0	0	0	1	40	0	22	0	28	9	12	0	112
815-830	0	0	0	0	40	0	17	0	25	8	14	0	104
830-845	0	0	0	0	28	0	25	0	24	7	9	0	93
845-900	0	0	0	2	30	0	20	0	29	2	11	0	94
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	8	173	0	104	1	100	26	41	0	453
715-815	0	0	0	7	164	0	107	1	103	28	43	0	453
730-830	0	0	0	3	165	0	101	1	108	31	47	0	456
745-845	0	0	0	2	151	0	97	1	103	32	45	0	431
800-900	0	0	0	3	138	0	84	0	106	26	46	0	403



15 MIN COUNTS					4:00 PM TO 6:00 PM								
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	1	23	0	20	0	33	12	7	0	96
415-430	0	0	0	1	17	0	18	1	42	12	16	2	109
430-445	0	0	0	3	21	0	20	0	37	18	15	0	114
445-500	0	0	0	2	25	0	17	0	36	14	17	2	113
500-515	0	0	0	4	20	0	20	0	33	18	15	2	112
515-530	0	0	0	3	20	0	20	0	29	21	18	1	112
530-545	0	0	0	2	25	0	30	1	26	19	22	2	127
545-600	0	0	0	2	23	0	19	4	26	22	26	4	126
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	7	86	0	75	1	148	56	55	4	432
415-515	0	0	0	10	83	0	75	1	148	62	63	6	448
430-530	0	0	0	12	86	0	77	0	135	71	65	5	451
445-545	0	0	0	11	90	0	87	1	124	72	72	7	464
500-600	0	0	0	11	88	0	89	5	114	80	81	9	477



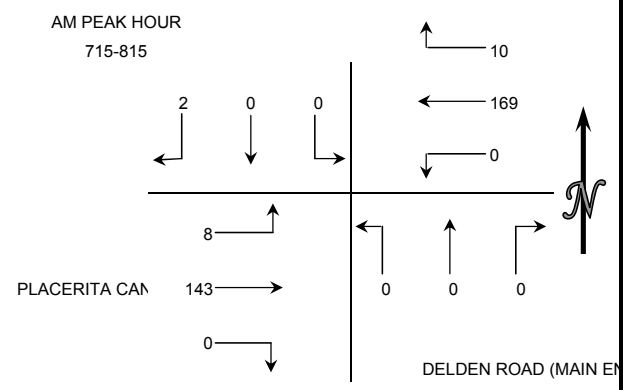
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

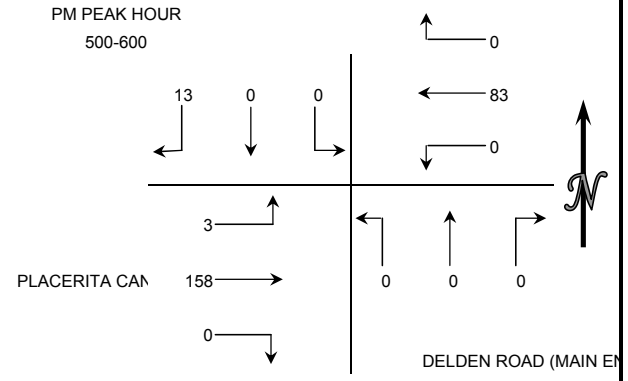
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: GOLDEN OAK RANCH TRAFFIC COUNTS
DATE: THURSDAY JUNE 12, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S DELDEN ROAD (MAIN ENTRANCE)
E/W PLACERITA CANYON ROAD
CITY: SANTA CLARITA

15 MIN COUNTS					7:00 AM TO 9:00 AM								
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	0	0	1	42	0	0	0	0	0	34	0	78
715-730	0	0	0	0	47	0	0	0	0	0	31	1	79
730-745	1	0	0	2	43	0	0	0	0	0	36	3	85
745-800	1	0	0	5	42	0	0	0	0	0	39	2	89
800-815	0	0	0	3	37	0	0	0	0	0	37	2	79
815-830	4	0	0	6	35	0	0	0	0	0	28	3	76
830-845	5	0	0	1	30	0	0	0	0	0	26	7	69
845-900	1	0	0	0	27	0	0	0	0	0	20	6	54
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	3	0	0	8	174	0	0	0	0	0	140	6	331
715-815	2	0	0	10	169	0	0	0	0	0	143	8	332
730-830	6	0	0	16	157	0	0	0	0	0	140	10	329
745-845	10	0	0	15	144	0	0	0	0	0	130	14	313
800-900	10	0	0	10	129	0	0	0	0	0	111	18	278



15 MIN COUNTS					4:00 PM TO 6:00 PM								
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	1	0	0	0	19	0	0	0	0	0	24	2	46
415-430	2	0	0	0	18	0	0	0	0	0	28	1	49
430-445	3	1	0	0	22	0	0	0	0	0	34	0	60
445-500	1	0	0	0	22	0	0	0	0	0	37	0	60
500-515	1	0	0	0	24	0	0	0	0	0	35	0	60
515-530	2	0	0	0	20	0	0	0	0	0	35	0	57
530-545	4	0	0	0	25	0	0	0	0	0	43	3	75
545-600	6	0	0	0	14	0	0	0	0	0	45	0	65
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	7	1	0	0	81	0	0	0	0	0	123	3	215
415-515	7	1	0	0	86	0	0	0	0	0	134	1	229
430-530	7	1	0	0	88	0	0	0	0	0	141	0	237
445-545	8	0	0	0	91	0	0	0	0	0	150	3	252
500-600	13	0	0	0	83	0	0	0	0	0	158	3	257



APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS

(YEAR 2009)

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	320	111	705	1241	0	0	0	0	46	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	320	111	705	1241	0	0	0	0	46	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	320	111	705	1241	0	0	0	0	46	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	111	705	1241	0	0	0	0	46	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	320	111	705	1241	0	0	0	0	46	0	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2376	824	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.44	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	220	57	105	1156	17	10	25	12	65	18	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	220	57	105	1156	17	10	25	12	65	18	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	220	57	105	1156	17	10	25	12	65	18	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	220	57	105	1156	17	10	25	12	65	18	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	220	57	105	1156	17	10	25	12	65	18	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.35	0.65	1.00	1.00	1.00
Final Sat.:	1600	2542	658	1600	3154	46	1600	2162	1038	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.07	0.37	0.37	0.01	0.01	0.01	0.04	0.01	0.13
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.129
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	116	0	109	0	0	0	0	51	0	0	181	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	109	0	0	0	0	51	0	0	181	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	109	0	0	0	0	51	0	0	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	109	0	0	0	0	51	0	0	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	0	109	0	0	0	0	51	0	0	181	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.06	0.00
Crit Moves:	****						****				****	

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.126
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	2	9	154	0	0	182	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	2	9	154	0	0	182	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	2	9	154	0	0	182	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	2	9	154	0	0	182	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	2	9	154	0	0	182	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.06	0.94	0.00	0.00	0.94	0.06
Final Sat.:	0	0	0	0	0	1600	88	1512	0	0	1509	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.10	0.00	0.00	0.12	0.12
Crit Moves:					****		****				****	

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1485	46	214	459	0	0	0	0	25	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1485	46	214	459	0	0	0	0	25	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1485	46	214	459	0	0	0	0	25	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1485	46	214	459	0	0	0	0	25	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1485	46	214	459	0	0	0	0	25	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3104	96	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.13	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	1358	153	22	443	24	8	26	8	40	26	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1358	153	22	443	24	8	26	8	40	26	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1358	153	22	443	24	8	26	8	40	26	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1358	153	22	443	24	8	26	8	40	26	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1358	153	22	443	24	8	26	8	40	26	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.53	0.47	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3036	164	1600	2447	753	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.01	0.15	0.15	0.01	0.01	0.01	0.03	0.02	0.10
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.110
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	123	0	96	0	0	0	0	87	0	0	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	96	0	0	0	0	87	0	0	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	0	96	0	0	0	0	87	0	0	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	96	0	0	0	0	87	0	0	107	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	0	96	0	0	0	0	87	0	0	107	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.03	0.00
Crit Moves:	****						****				****	

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.117
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	14	3	170	0	0	89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	14	3	170	0	0	89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	14	3	170	0	0	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	14	3	170	0	0	89	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	14	3	170	0	0	89	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.02	0.98	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	1600	28	1572	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.11	0.00	0.00	0.06	0.00
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH CONDITIONS

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	408	141	898	1581	0	0	0	0	59	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	408	141	898	1581	0	0	0	0	59	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	141	898	1581	0	0	0	0	59	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	141	898	1581	0	0	0	0	59	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	408	141	898	1581	0	0	0	0	59	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.49	0.51	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2378	822	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.56	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	134	1473	22	13	32	15	83	23	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	134	1473	22	13	32	15	83	23	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	134	1473	22	13	32	15	83	23	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	134	1473	22	13	32	15	83	23	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	134	1473	22	13	32	15	83	23	264
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.36	0.64	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2179	1021	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.47	0.47	0.01	0.01	0.01	0.05	0.01	0.17
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.165
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	148	0	139	0	0	0	0	65	0	0	231	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	139	0	0	0	0	65	0	0	231	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	139	0	0	0	0	65	0	0	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	139	0	0	0	0	65	0	0	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	139	0	0	0	0	65	0	0	231	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.00
Crit Moves:	****						****				****	

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.161
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	3	11	196	0	0	232	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	3	11	196	0	0	232	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	3	11	196	0	0	232	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	3	11	196	0	0	232	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	3	11	196	0	0	232	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.05	0.95	0.00	0.00	0.94	0.06
Final Sat.:	0	0	0	0	0	1600	85	1515	0	0	1509	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.13	0.00	0.00	0.15	0.15
Crit Moves:					****		****				****	

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1892	59	273	585	0	0	0	0	32	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1892	59	273	585	0	0	0	0	32	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1892	59	273	585	0	0	0	0	32	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1892	59	273	585	0	0	0	0	32	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1892	59	273	585	0	0	0	0	32	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3103	97	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	1730	195	28	564	31	10	33	10	51	33	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	28	564	31	10	33	10	51	33	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	28	564	31	10	33	10	51	33	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	28	564	31	10	33	10	51	33	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	28	564	31	10	33	10	51	33	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.53	0.47	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2456	744	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.02	0.12
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.141
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	157	0	122	0	0	0	0	111	0	0	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	122	0	0	0	0	111	0	0	136	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	122	0	0	0	0	111	0	0	136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	122	0	0	0	0	111	0	0	136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	122	0	0	0	0	111	0	0	136	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.08	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.04	0.00
Crit Moves:	****						****				****	

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.149
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	18	4	217	0	0	113	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	18	4	217	0	0	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	18	4	217	0	0	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	18	4	217	0	0	113	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	18	4	217	0	0	113	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.02	0.98	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	1600	29	1571	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.14	0.00	0.00	0.07	0.00
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2228	972	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	1600	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	199	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	199	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	199	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	199	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	199	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.50	0.50	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	806	794	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.25	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2764	436	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	453
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.28
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.268
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.70	0.30	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2716	484	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	37	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	37	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	37	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	37	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	37	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.15	0.85	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	26	0	1574	233	1367	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.16	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	1600	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	199	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	199	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	199	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	199	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	199	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.268
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.70	0.30	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2716	484	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	37	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	37	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	37	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	37	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	37	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.49	0.51	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2378	822	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	199	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	199	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	199	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	199	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	199	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.82	0.18	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2904	296	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	37	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	37	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	37	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	37	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	37	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2224	976	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	1600	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.17	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	206	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	206	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	206	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	206	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	206	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.51	0.49	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	820	780	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.25	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2754	446	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	462
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.29
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.69	0.31	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2701	499	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	39	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	39	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	39	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	39	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	39	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.15	0.85	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	25	0	1575	244	1356	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.16	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	1600	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.17	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	206	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	206	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	206	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	206	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	206	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.69	0.31	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2701	499	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	39	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	39	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	39	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	39	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	39	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.47	0.53	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2358	842	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.17	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	206	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	206	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	206	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	206	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	206	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.19	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2895	305	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	39	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	39	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	39	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	39	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	39	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumulative Mitigations - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumulative Mitigations - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigation - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Cumualtive Mitigation - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

APPENDIX D

ALTERNATE SITE ACCESS ANALYSES

Alternate Access Analyses

This Appendix summarizes the results of the traffic impact analyses conducted for the Project under the alternate access plans. As mentioned in Chapter 3, the Project proposes to reconfigure the SR 14 northbound off-ramp at Placerita Canyon Road. This reconfiguration would allow for northbound vehicles exiting SR 14 to cross Placerita Canyon Road and directly enter the proposed Development Area via the Ranch's new main entry driveway. The Project's circulation plans for the analyses presented in the Appendix assumes that the proposed improvements to the off-ramp are not approved by Caltrans, and (1) the Project traffic ingress would be restricted to the driveway east of the SR 14 northbound on-ramp on Placerita Canyon Road (Intersection 4), or (2) a new signalized driveway would be constructed between the SR 14 northbound off-ramp and the emergency access driveway.

Similar to the analysis presented in Chapters 2 through 4, the various guidelines, methods, and assumptions mandated by LACDPW, wherever applicable, have been used in the preparation of this analysis.

ANALYSIS SCENARIOS

The Existing plus Ambient Growth Conditions traffic volumes and operating conditions remain the same as those presented in Chapter 3. Similarly the traffic generated from cumulative projects would remain the same as those presented in Chapter 4. The alternative site access plan would only affect the Project traffic volumes and therefore this Appendix only presents the alternative analyses for the following scenarios for both alternate site access plans:

- Existing plus Ambient Growth plus Project Conditions (year 2020) Soundstages Option
- Existing plus Ambient Growth plus Project with Mitigation Conditions (year 2020) Soundstages Option
- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions (year 2020) Soundstages Option

- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions with Cumulative Mitigation (year 2020) Soundstages Option
- Existing plus Ambient Growth plus Project Conditions (year 2020) Studio Office Option
- Existing plus Ambient Growth plus Project with Mitigation Conditions (year 2020) Studio Office Option
- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions (year 2020) Studio Office Option
- Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions with Cumulative Mitigation (year 2020) Studio Office Option

PROJECT TRIP GENERATION AND CIRCULATION

Trip Generation

The Project s trip generation for both the soundstages option and the studio office option would remain the same as those presented in Chapter 3.

Circulation and Access

The Project s circulation plans for the analyses presented in the Appendix assumes that the proposed improvements to the off-ramp are not approved by Caltrans, and one of the two alternate access plans presented below would be adopted.

Alternate Access Plan 1. The Project traffic ingress would be restricted to the driveway east of the SR 14 northbound on-ramp on Placerita Canyon Road (Intersection 4).

Alternate Access Plan 2. A new signalized driveway (Intersection 5) would be constructed between the SR 14 northbound off-ramp and the emergency access driveway.

SOUNDSTAGES OPTION ALTERNATE ACCESS PLAN 1

Existing plus Ambient Growth plus Project Traffic Projections and Operations

The proposed intersection lane configurations under this access plan are presented in Figure D-1.

Project Trip Distribution and Assignment. The regional trip distribution and assignment for traffic from the Development Area under this option would the same as that proposed for the soundstages option in Figure 8 in Chapter 3. However, due to changes to the Project access, the local distribution of Project traffic under this access plan would be as illustrated in Figure D-2 for both the soundstages option and the studio office option. It should be noted that the traffic volumes at the intersections of Sierra Highway SR 14 southbound ramps and Sierra Highway Placerita Canyon Road (Intersections 1 and 2) remain unchanged under this alternative access plan from those presented in Chapters 3 and 4.

The Project trip generation estimates summarized in Table 8 and the distribution patterns illustrated in Figure D-2 were used to assign the Project-generated traffic through the analyzed intersections. Figure D-3 illustrates the Project-generated traffic volumes at the analyzed intersections.

Traffic Projections. The Existing plus Ambient Growth plus Project traffic projections reflect traffic from the Project added to the Existing plus Ambient Growth traffic volumes illustrated in Figure 7. The resulting Existing plus Ambient Growth plus Project intersection peak hour traffic volumes are illustrated in Figure D-4.

Traffic Operations. Similar to the analysis presented in Chapters 2 through 4, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth plus Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-1. Figure D-5 graphically illustrates the Existing plus Ambient Growth plus Project LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-1, under the Existing plus Ambient Growth plus Project Conditions, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during both peak hours.

Significant Project Impacts and Project Mitigations

Table D-1 provides a summary of the significant impact analysis conducted for the study intersections based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 3, the Project under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 3.

Existing plus Ambient Growth plus Project with Mitigation Traffic Operations

The intersection operations were analyzed with the mitigations in place. The results of this analysis are presented in Table D-2. As shown in Table D-2, under the Existing plus Ambient Growth plus Project with Mitigation Conditions, all of the analyzed intersections are projected to operate at LOS D or better and the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-6 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Traffic Projections and Operations

The related projects traffic volumes were added to the Existing plus Ambient Growth plus Project traffic volumes illustrated in Figure D-4. The resulting Existing plus Ambient Growth plus Project with Mitigation plus Cumulative Projects traffic volumes are illustrated in Figure D-7.

The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-3. Figure D-8 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-3, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.

Significant Cumulative Impacts

Table D-3 summarizes the significant impact analysis conducted for the study intersections under cumulative conditions based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 4, the cumulative traffic under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant cumulative impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 4.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Traffic Operations

The intersection operations were analyzed with the cumulative mitigations in place. The results of this analysis are presented in Table D-4. As shown in Table D-4, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions, the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-9 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

STUDIO OFFICE OPTION ALTERNATE ACCESS PLAN 1

Existing plus Ambient Growth plus Project Traffic Projections and Operations

Project Trip Distribution and Assignment. The Project trip generation estimates summarized in Table 8 and the distribution patterns illustrated in Figure D-2 were used to assign the Project-generated traffic through the analyzed intersections. Figure D-10 illustrates the Project-generated traffic volumes at the analyzed intersections.

Traffic Projections. The Existing plus Ambient Growth plus Project traffic projections reflect traffic from the Project added to the Existing plus Ambient Growth traffic volumes illustrated in Figure 7. The resulting Existing plus Ambient Growth plus Project intersection peak hour traffic volumes are illustrated in Figure D-11.

Traffic Operations. Similar to the analysis presented in Chapters 2 through 4, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth plus Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-5. Figure D-12 graphically illustrates the Existing plus Ambient Growth plus Project LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-5, under the Existing plus Ambient Growth plus Project Conditions, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during both peak hours.

Significant Project Impacts and Project Mitigations

Table D-5 provides a summary of the significant impact analysis conducted for the study intersections based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 3, the Project under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 3.

Existing Plus Ambient Growth Plus Project With Mitigation Traffic Operations

The intersection operations were analyzed with the mitigations in place. The results of this analysis are presented in Table D-6. As shown in Table D-6, under the Existing plus Ambient Growth plus Project with Mitigation Conditions, all of the analyzed intersections are projected to operate at LOS D or better and the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-13 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

Existing Plus Ambient Growth Plus Project With Mitigation Plus Related Projects Traffic Projections and Operations

The Project-generated traffic volumes illustrated in Figure D-2 were added to the traffic volumes generated by the interpolation of the volumes from the SCAG model runs. The resulting Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes are illustrated in Figure D-14.

The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-7. Figure D-15 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-7, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions, two intersections (Intersections 3 and 4) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.

Significant Cumulative Impacts

Table D-7 summarizes the significant impact analysis conducted for the study intersections under cumulative conditions based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 4, the cumulative traffic under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant cumulative impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 4.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Traffic Operations

The intersection operations were analyzed with the cumulative mitigations in place. The results of this analysis are presented in Table D-8. As shown in Table D-8, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions, the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-16 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

SOUNDSTAGES OPTION ALTERNATE ACCESS PLAN 2

Existing plus Ambient Growth plus Project Traffic Projections and Operations

The proposed intersection lane configurations under this access plan are presented in Figure D-17.

Project Trip Distribution and Assignment. The regional trip distribution and assignment for traffic from the Development Area under this option would the same as that proposed for the soundstages option in Figure 8 in Chapter 3. However, due to changes to the Project access, the local distribution of Project traffic under this access plan would be as illustrated in Figure D-18 for both the soundstages option and the studio office option. It should be noted that the traffic volumes at the intersections of Sierra Highway SR 14 southbound ramps and Sierra Highway Placerita Canyon Road (Intersections 1 and 2) remain unchanged under this alternative access plan from those presented in Chapters 3 and 4.

The Project trip generation estimates summarized in Table 8 and the distribution patterns illustrated in Figure D-18 were used to assign the Project-generated traffic through the analyzed intersections. Figure D-19 illustrates the Project-generated traffic volumes at the analyzed intersections.

Traffic Projections. The Existing plus Ambient Growth plus Project traffic projections reflect traffic from the Project added to the Existing plus Ambient Growth traffic volumes illustrated in Figure 7. The resulting Existing plus Ambient Growth plus Project intersection peak hour traffic volumes are illustrated in Figure D-20.

Traffic Operations. Similar to the analysis presented in Chapters 2 through 4, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth plus Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-9. Figure D-21 graphically illustrates the Existing plus Ambient Growth plus Project LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-9, under the Existing plus Ambient Growth plus Project Conditions, three intersections (Intersections 3, 4, and 5) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during both peak hours.

Significant Project Impacts and Project Mitigations

Table D-9 provides a summary of the significant impact analysis conducted for the study intersections based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 3, the Project under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 3.

Existing plus Ambient Growth plus Project with Mitigation Traffic Operations

The intersection operations were analyzed with the mitigations in place. The results of this analysis are presented in Table D-10. As shown in Table D-10, under the Existing plus Ambient Growth plus Project with Mitigation Conditions, all of the analyzed intersections are projected to operate at LOS D or better and the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-22 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Traffic Projections and Operations

The related projects traffic volumes were added to the Existing plus Ambient Growth plus Project traffic volumes illustrated in Figure D-20. The resulting Existing plus Ambient Growth plus Project with Mitigation plus Cumulative Projects traffic volumes are illustrated in Figure D-23.

The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-11. Figure D-24 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-11, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions, three intersections (Intersections 3, 4, and 5) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.

Significant Cumulative Impacts

Table D-11 summarizes the significant impact analysis conducted for the study intersections under cumulative conditions based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 4, the cumulative traffic under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant cumulative impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 4.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Traffic Operations

The intersection operations were analyzed with the cumulative mitigations in place. The results of this analysis are presented in Table D-12. As shown in Table D-12, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions, the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-25 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

STUDIO OFFICE OPTION ALTERNATE ACCESS PLAN 2

Existing plus Ambient Growth plus Project Traffic Projections and Operations

Project Trip Distribution and Assignment. The Project trip generation estimates summarized in Table 8 and the distribution patterns illustrated in Figure D-18 were used to assign the

Project-generated traffic through the analyzed intersections. Figure D-26 illustrates the Project-generated traffic volumes at the analyzed intersections.

Traffic Projections. The Existing plus Ambient Growth plus Project traffic projections reflect traffic from the Project added to the Existing plus Ambient Growth traffic volumes illustrated in Figure 7. The resulting Existing plus Ambient Growth plus Project intersection peak hour traffic volumes are illustrated in Figure D-27.

Traffic Operations. Similar to the analysis presented in Chapters 2 through 4, the study intersections were analyzed using the ICU methodology based on LACDPW policy. The projected Existing plus Ambient Growth plus Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-13. Figure D-28 graphically illustrates the Existing plus Ambient Growth plus Project LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-13, under the Existing plus Ambient Growth plus Project Conditions, three intersections (Intersections 3, 4, and 5) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour, and one intersection (Intersection 1) is projected to operate at LOS E during both peak hours.

Significant Project Impacts and Project Mitigations

Table D-13 provides a summary of the significant impact analysis conducted for the study intersections based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 3, the Project under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant impacts.

The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 3.

Existing Plus Ambient Growth Plus Project With Mitigation Traffic Operations

The intersection operations were analyzed with the mitigations in place. The results of this analysis are presented in Table D-14. As shown in Table D-14, under the Existing plus Ambient Growth plus Project with Mitigation Conditions, all of the analyzed intersections are projected to operate at LOS D or better and the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-29 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

Existing Plus Ambient Growth Plus Project With Mitigation Plus Related Projects Traffic Projections and Operations

The Project-generated traffic volumes illustrated in Figure D-18 were added to the traffic volumes generated by the interpolation of the volumes from the SCAG model runs. The resulting Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes are illustrated in Figure D-30.

The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table D-15. Figure D-31 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

As shown in Table D-15, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions, three intersections (Intersections 3, 4, and 5) are projected to operate at LOS A during both peak hours, one intersection (Intersection 2) is projected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour, and

one intersection (Intersection 1) is projected to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.

Significant Cumulative Impacts

Table D-15 summarizes the significant impact analysis conducted for the study intersections under cumulative conditions based on the criteria established by the LACDPW Traffic Impact Guidelines at different LOS. As shown in the table, similar to the analysis presented in Chapter 4, the cumulative traffic under the alternative site access plan is expected to result in a significant impact at one intersection during the morning peak hour (Intersection 1) and two intersections (Intersections 1 and 2) during the afternoon peak hour, before mitigation. Thus, the alternative site access plan does not result in a higher number of significant cumulative impacts.

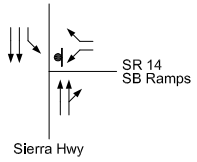
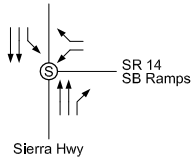
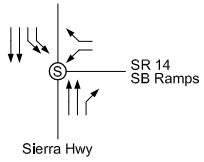
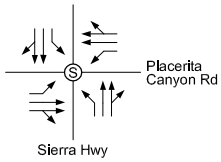
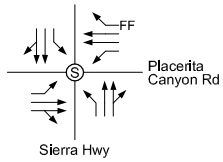
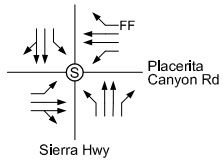
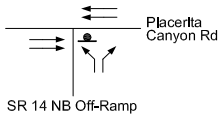
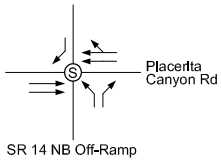
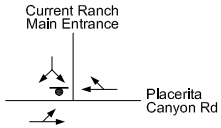
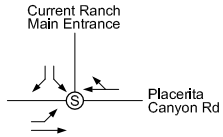
The proposed mitigation measures under this site access plan are the same as those proposed for the soundstages option in Chapter 4.

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Traffic Operations

The intersection operations were analyzed with the cumulative mitigations in place. The results of this analysis are presented in Table D-16. As shown in Table D-16, under the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions, the proposed improvement measures would mitigate both of the significantly impacted intersections to a less than significant level based on the criteria set forth by LACDPW. Figure D-32 graphically illustrates the Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation LOS at the analyzed intersections for the morning and afternoon peak hours. Detailed LOS worksheets are provided at the end of this Appendix.

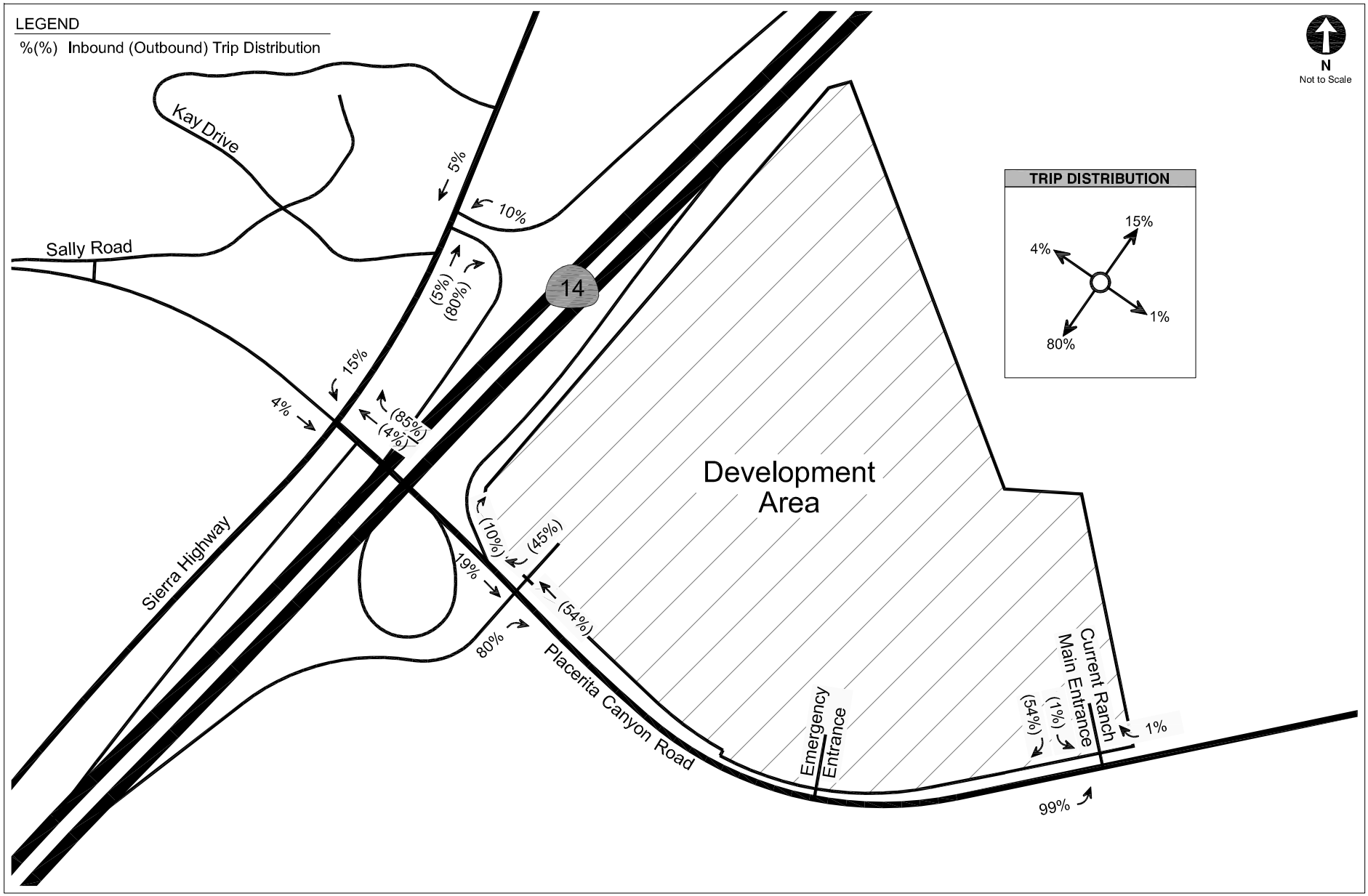
LEGEND

- Stop Sign
- Ⓢ Traffic Signal
- FF Free Flow

	EXISTING CONDITIONS (YEAR 2010)	PROJECT CONDITIONS (YEAR 2020)	PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)	PROJECT WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
1. Sierra Highway & SR 14 SB Ramps		Same as Existing Conditions		
2. Sierra Highway & Placerita Canyon Road		Same as Existing Conditions		
3. SR 14 NB Off-Ramp & Placerita Canyon Road			Same as Project Conditions	Same as Project Conditions
4. Current Ranch Main Entrance & Placerita Canyon Road		Same as Existing Conditions		Same as Project with Mitigation Conditions

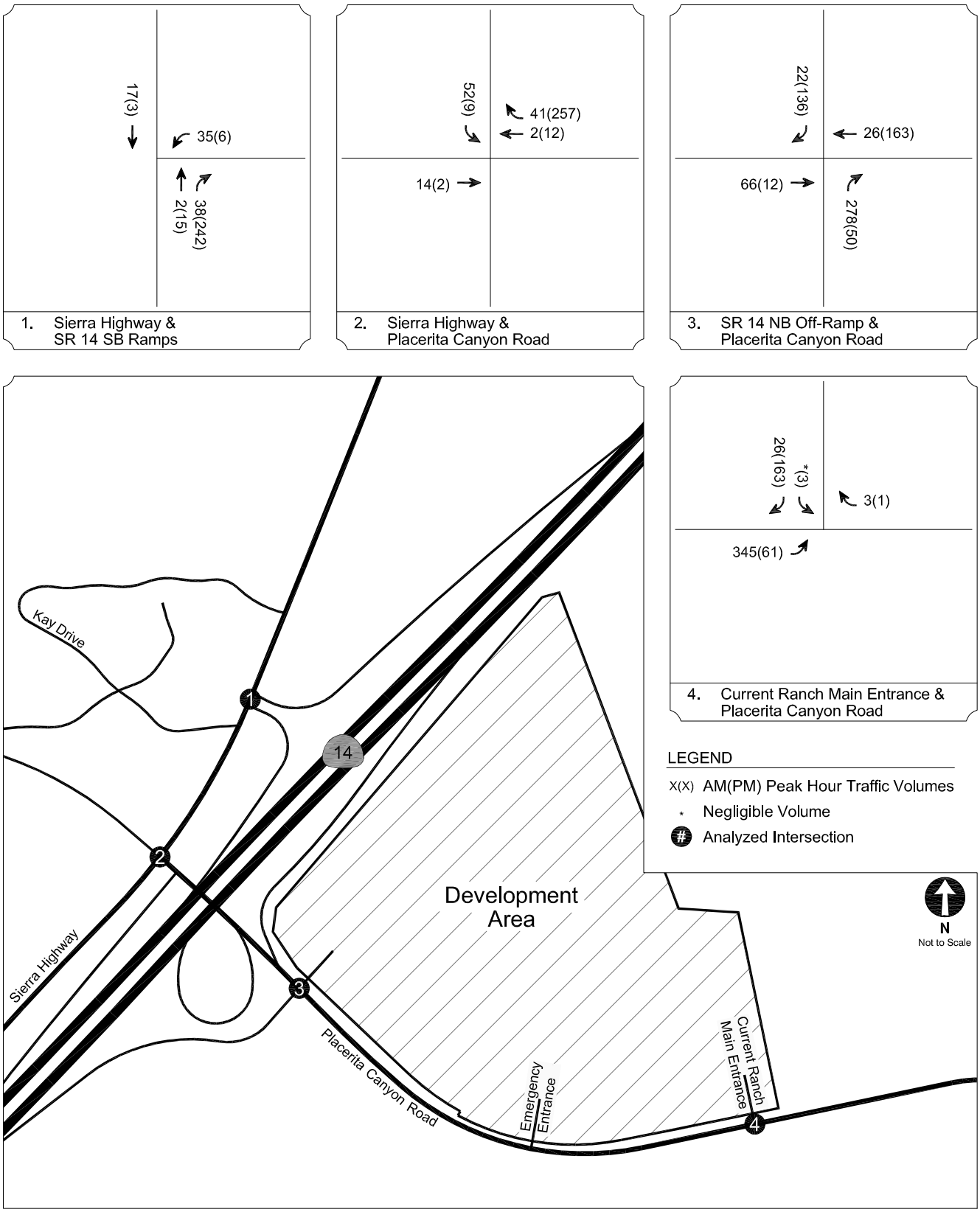
INTERSECTION LANE CONFIGURATIONS: ALTERNATIVE ACCESS PLAN 1

APPENDIX D-1



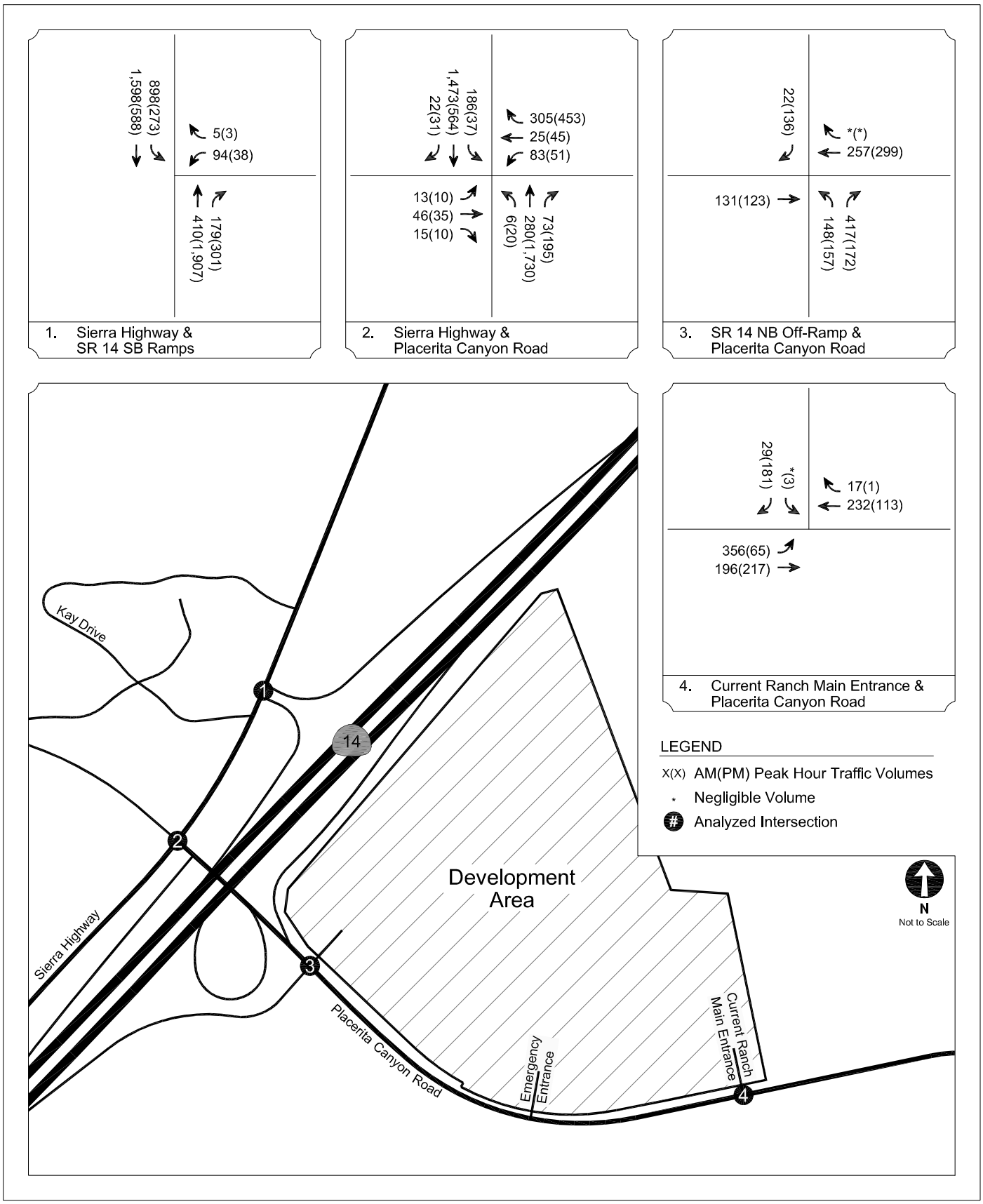
PROJECT TRIP DISTRIBUTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-2



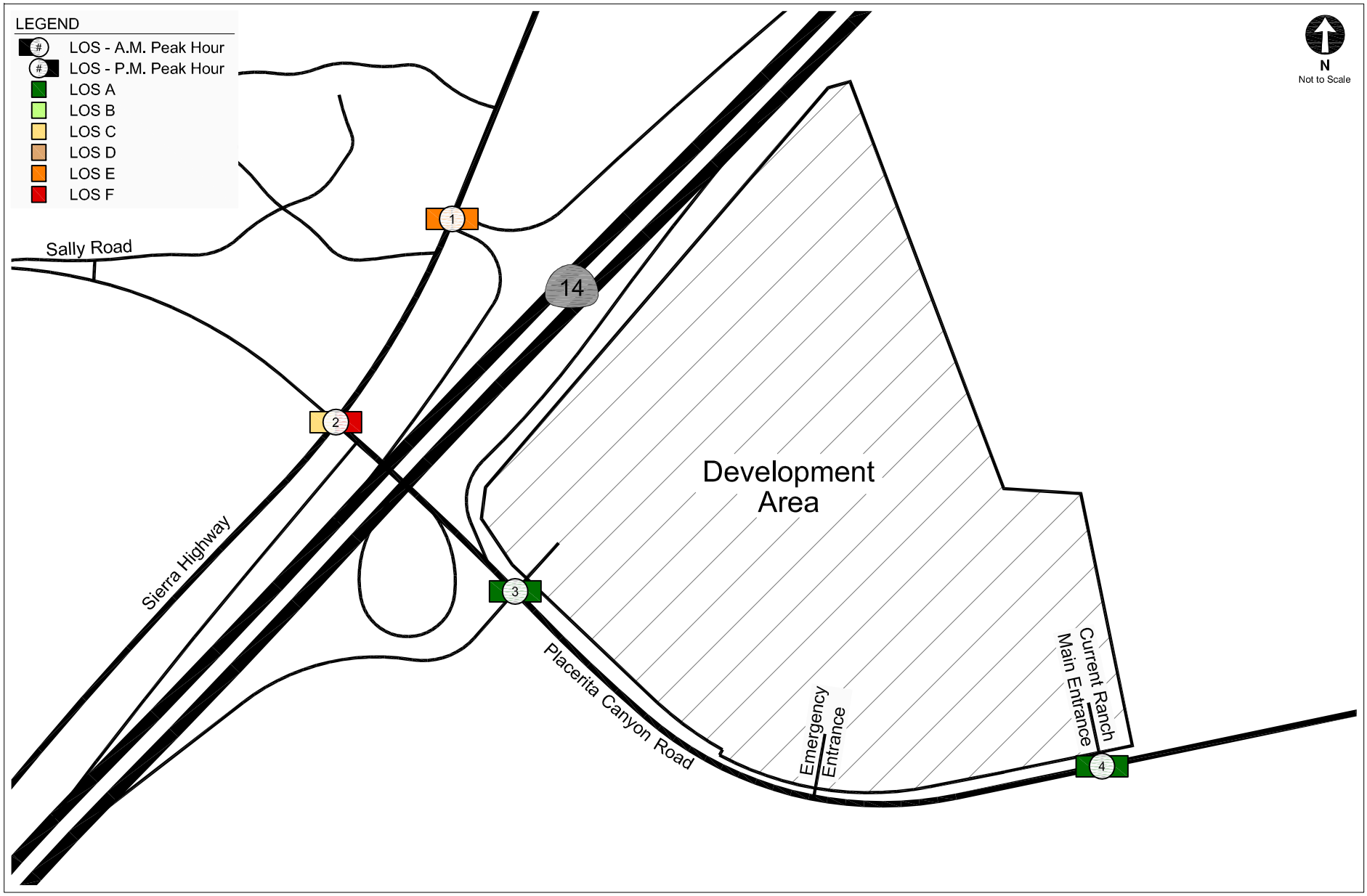
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES
SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX D-3



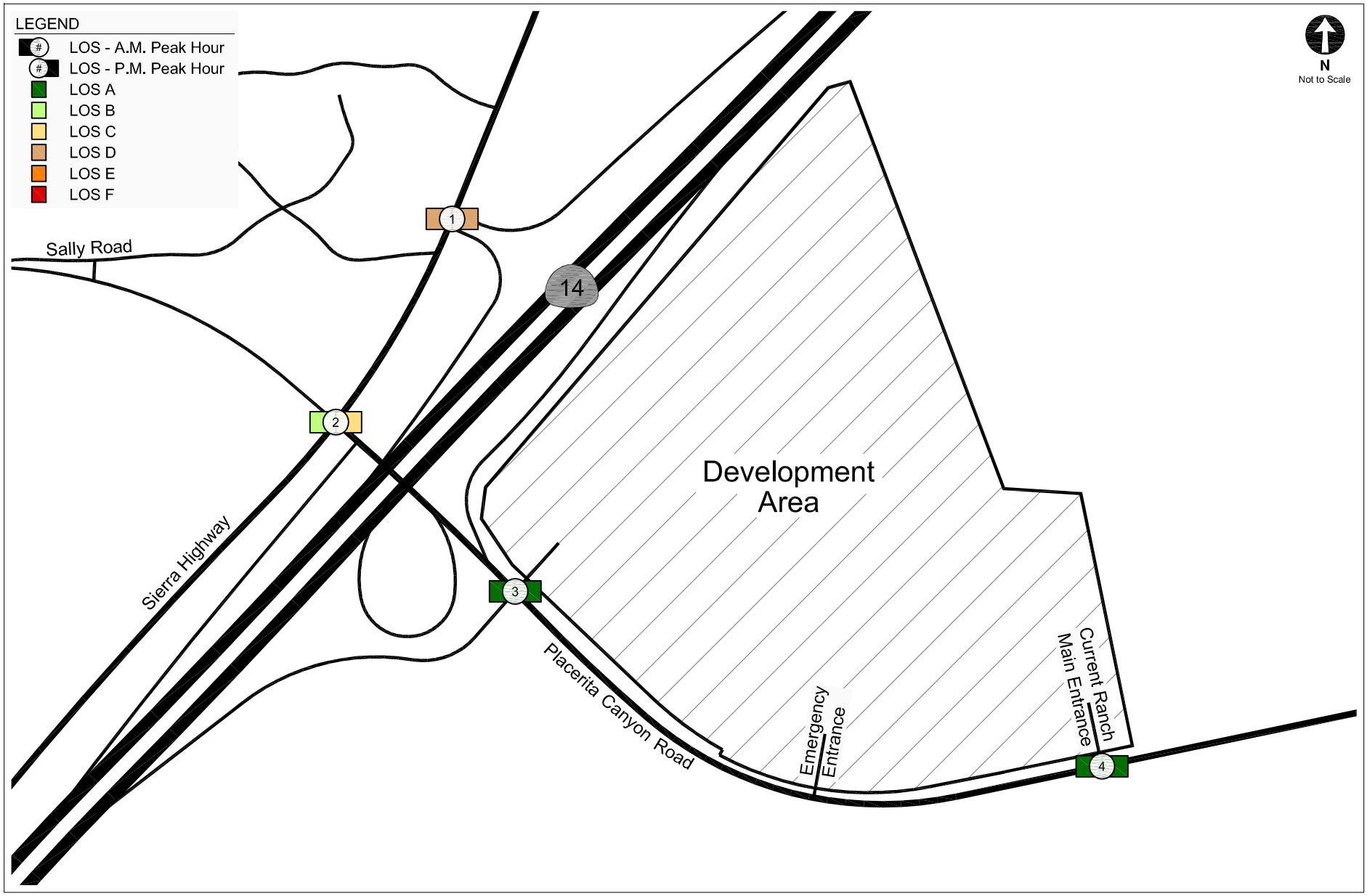
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX D-4



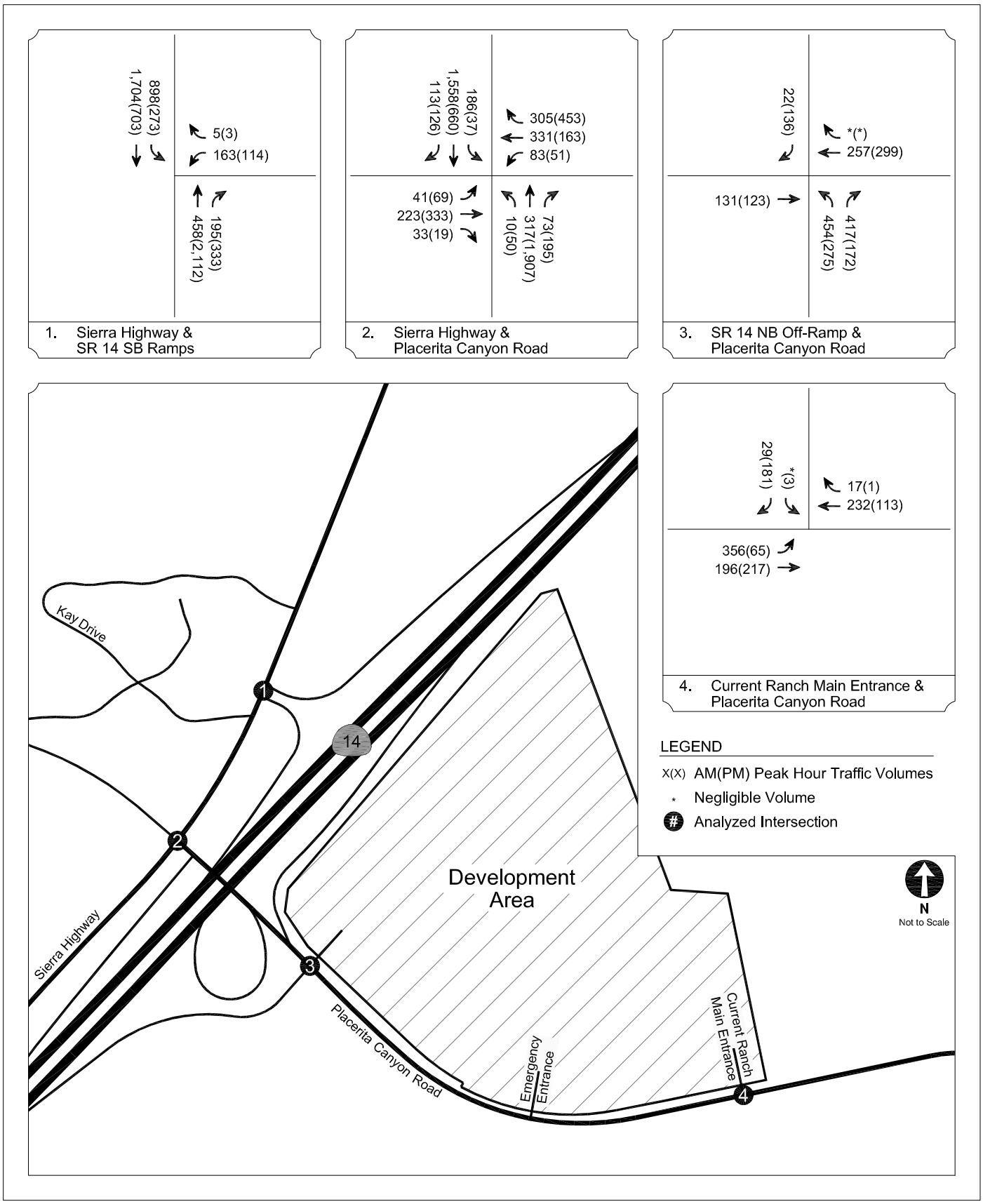
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-5



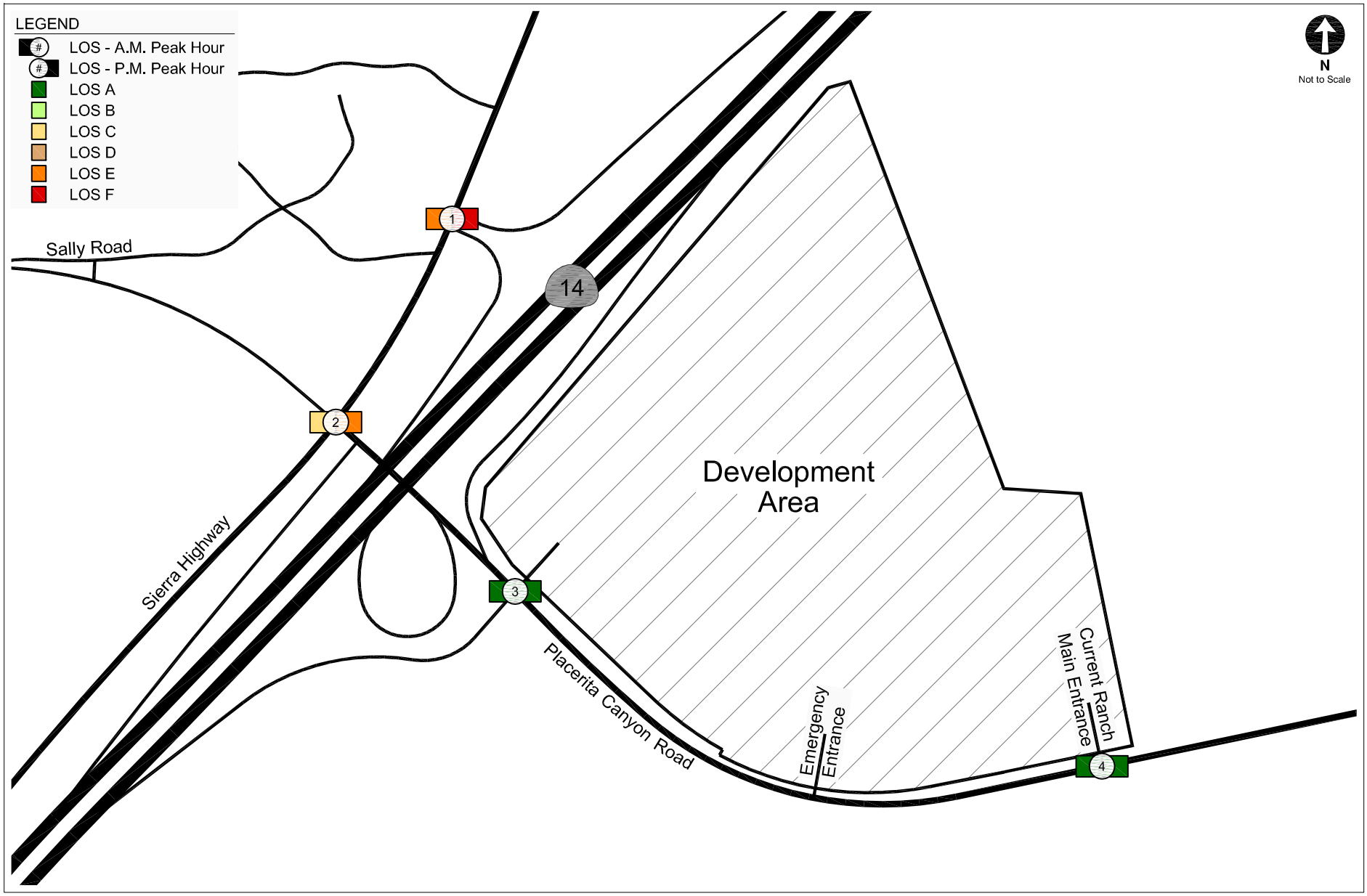
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-6



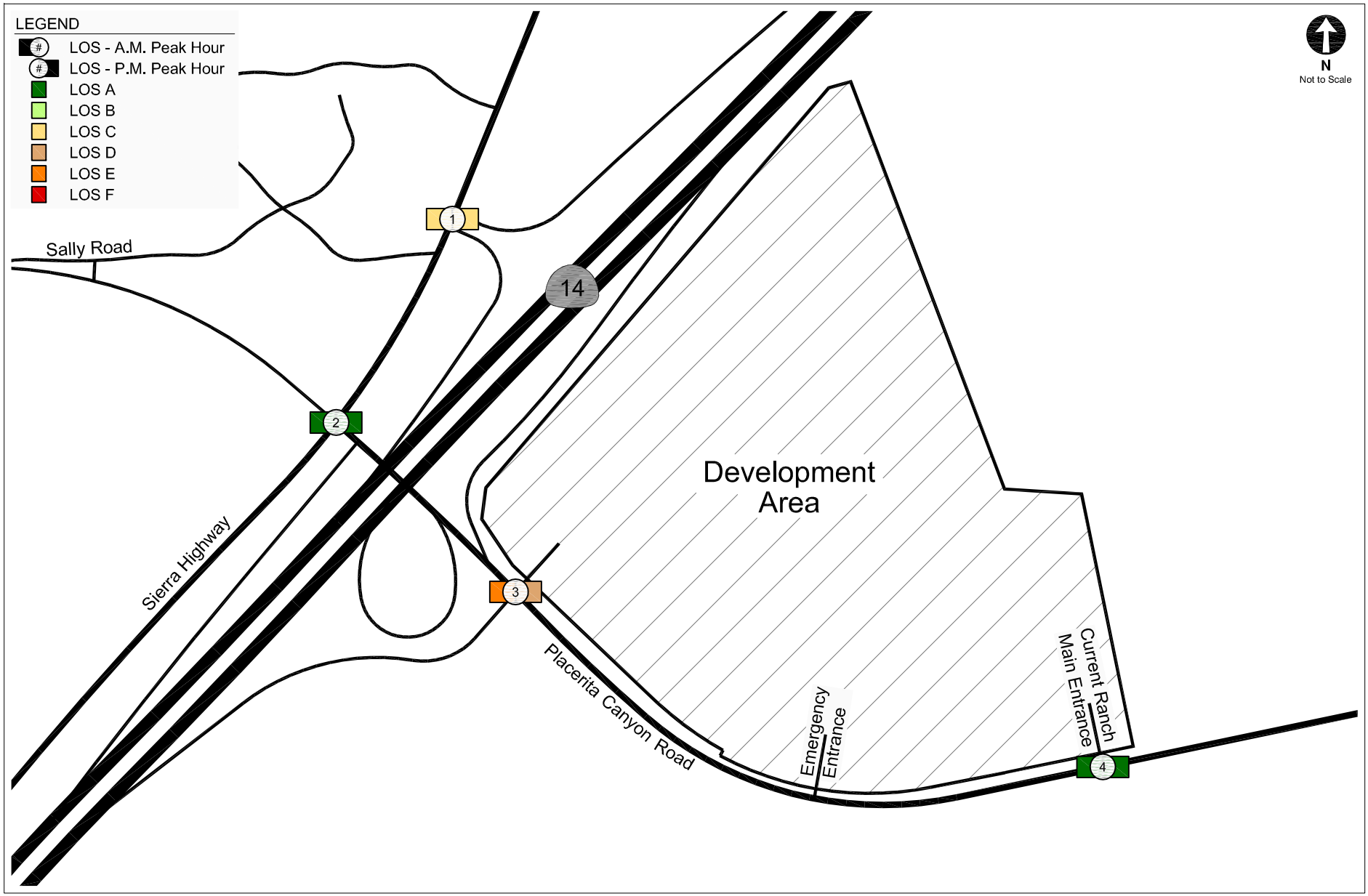
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX D-7



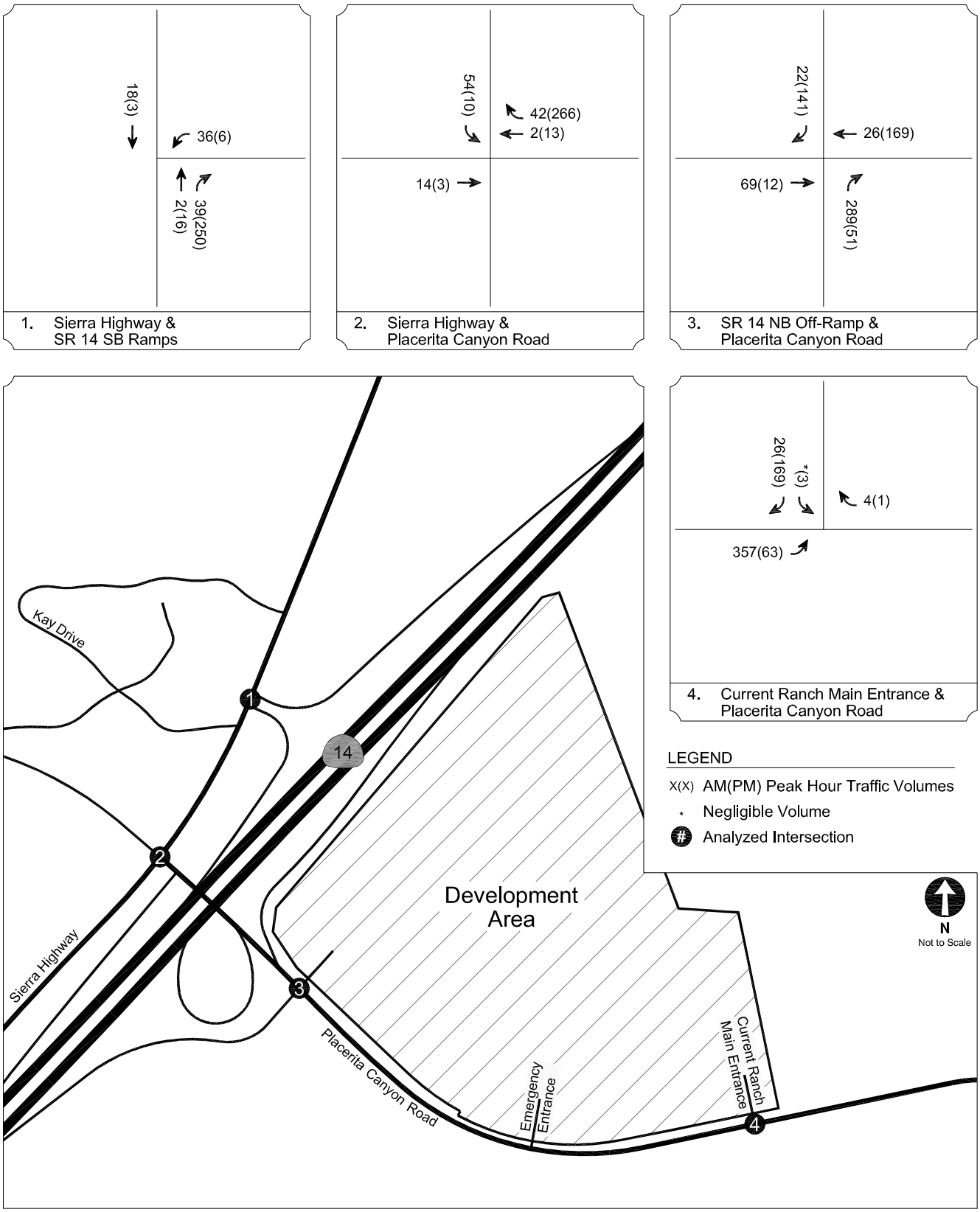
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-8



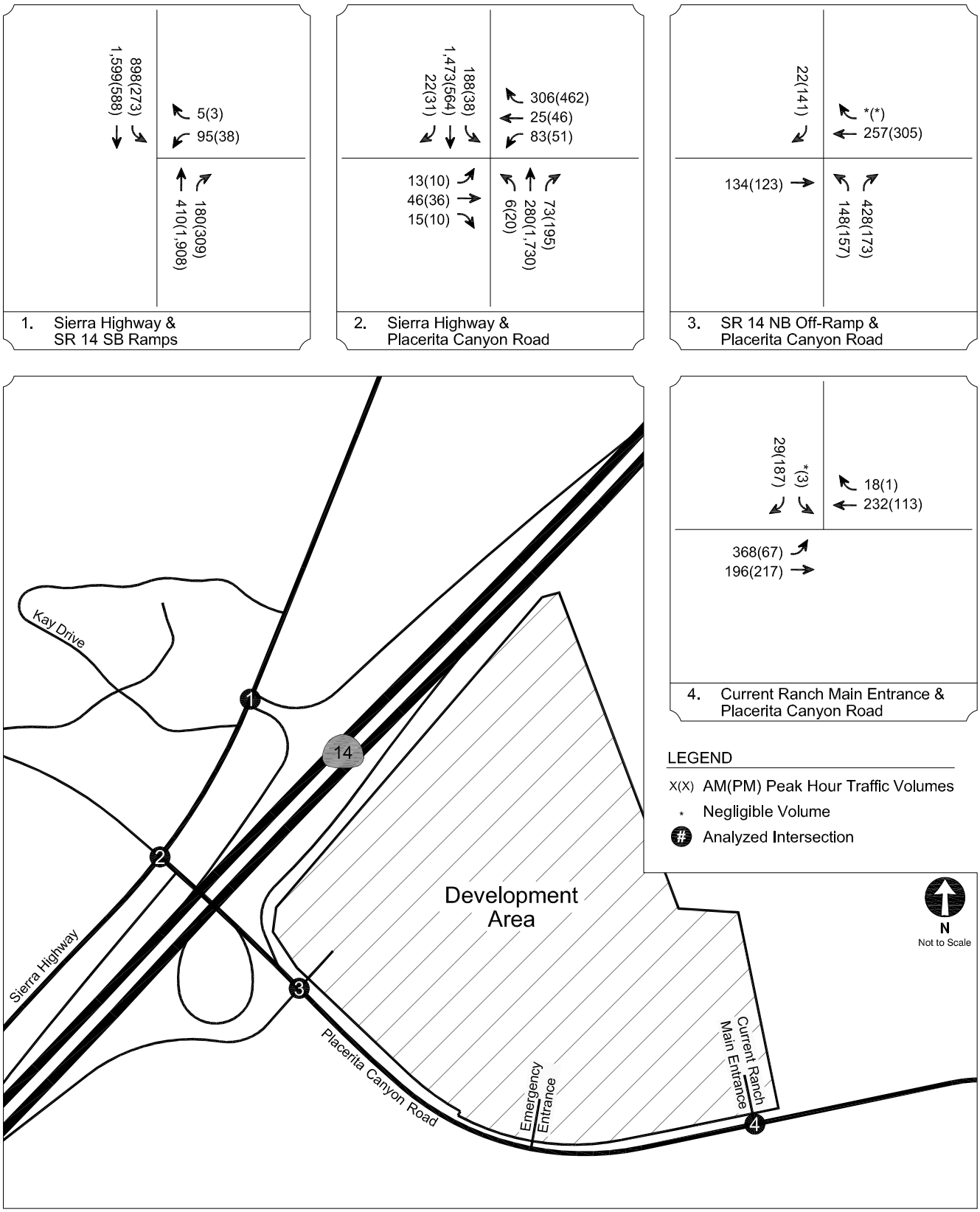
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX D-9



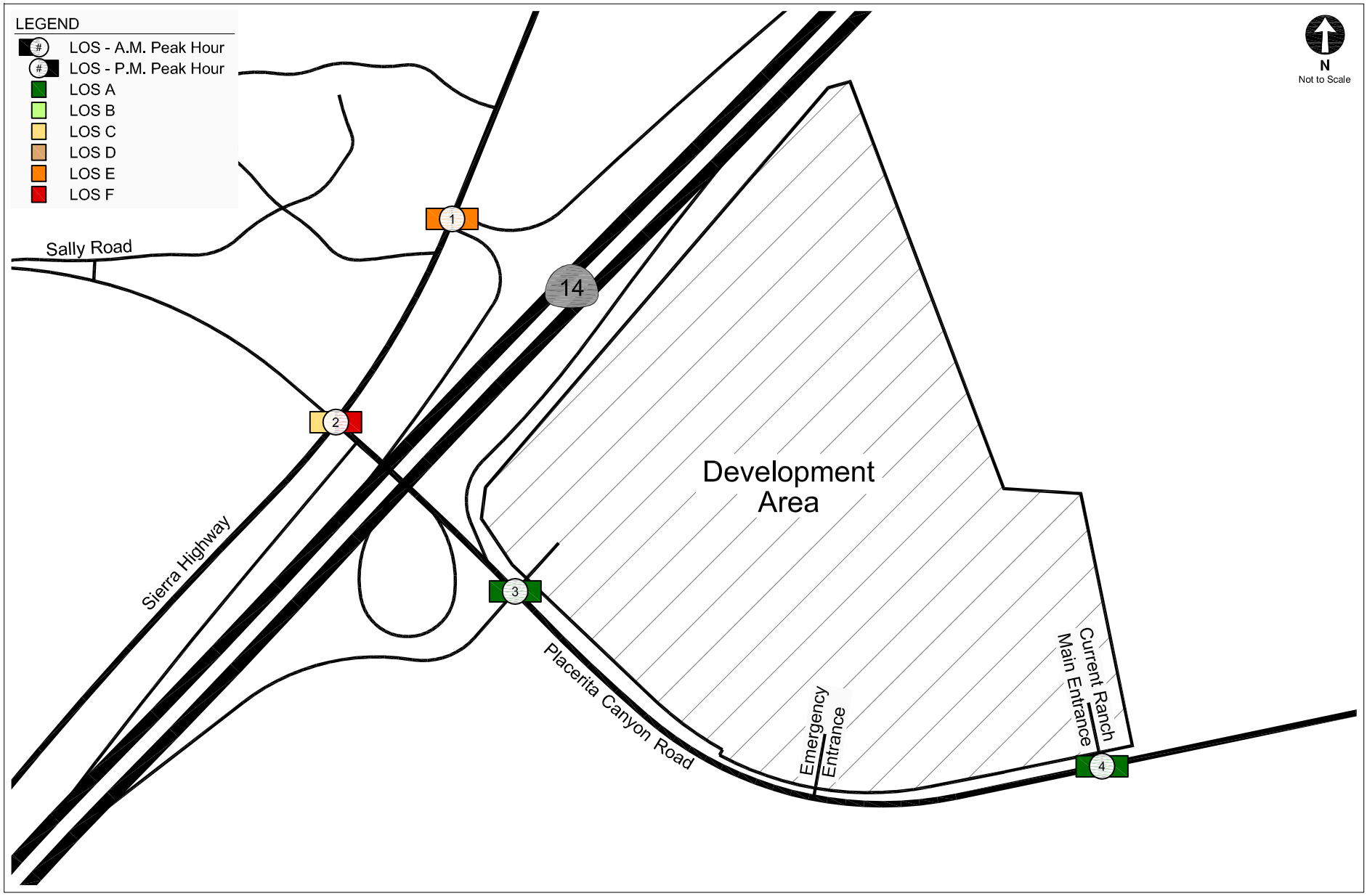
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES
STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-10



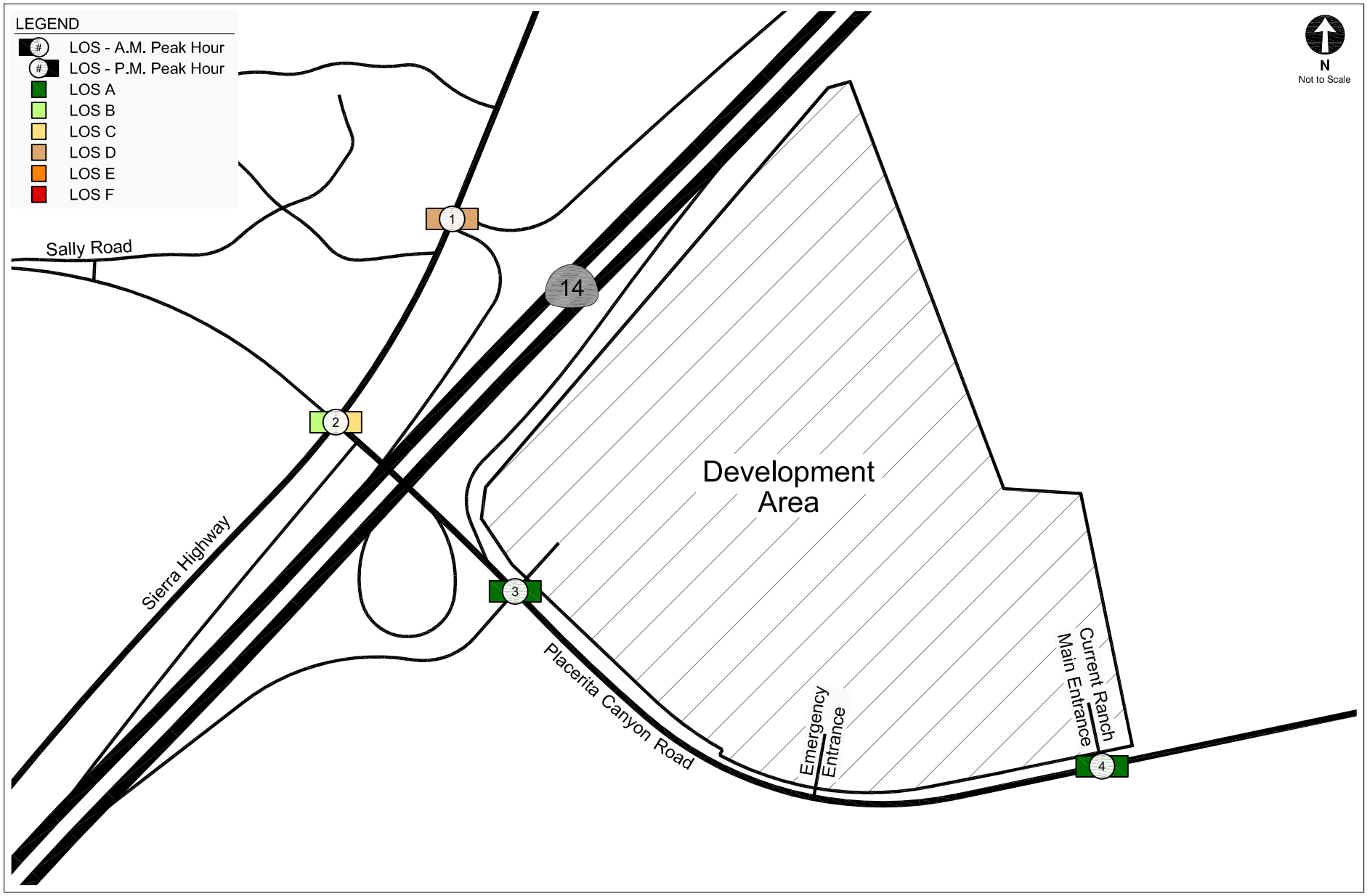
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1

APPENDIX
D-11

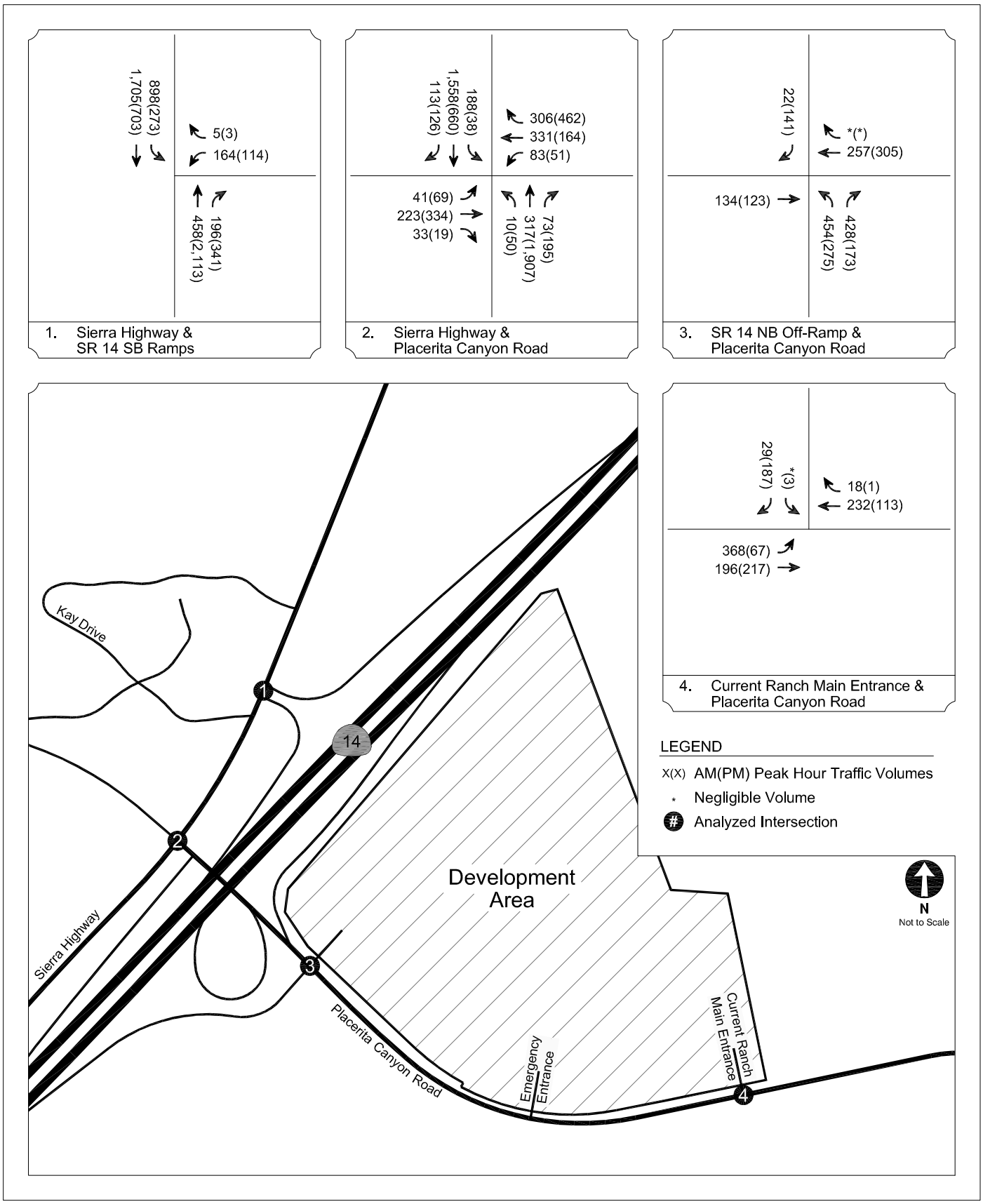


EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1

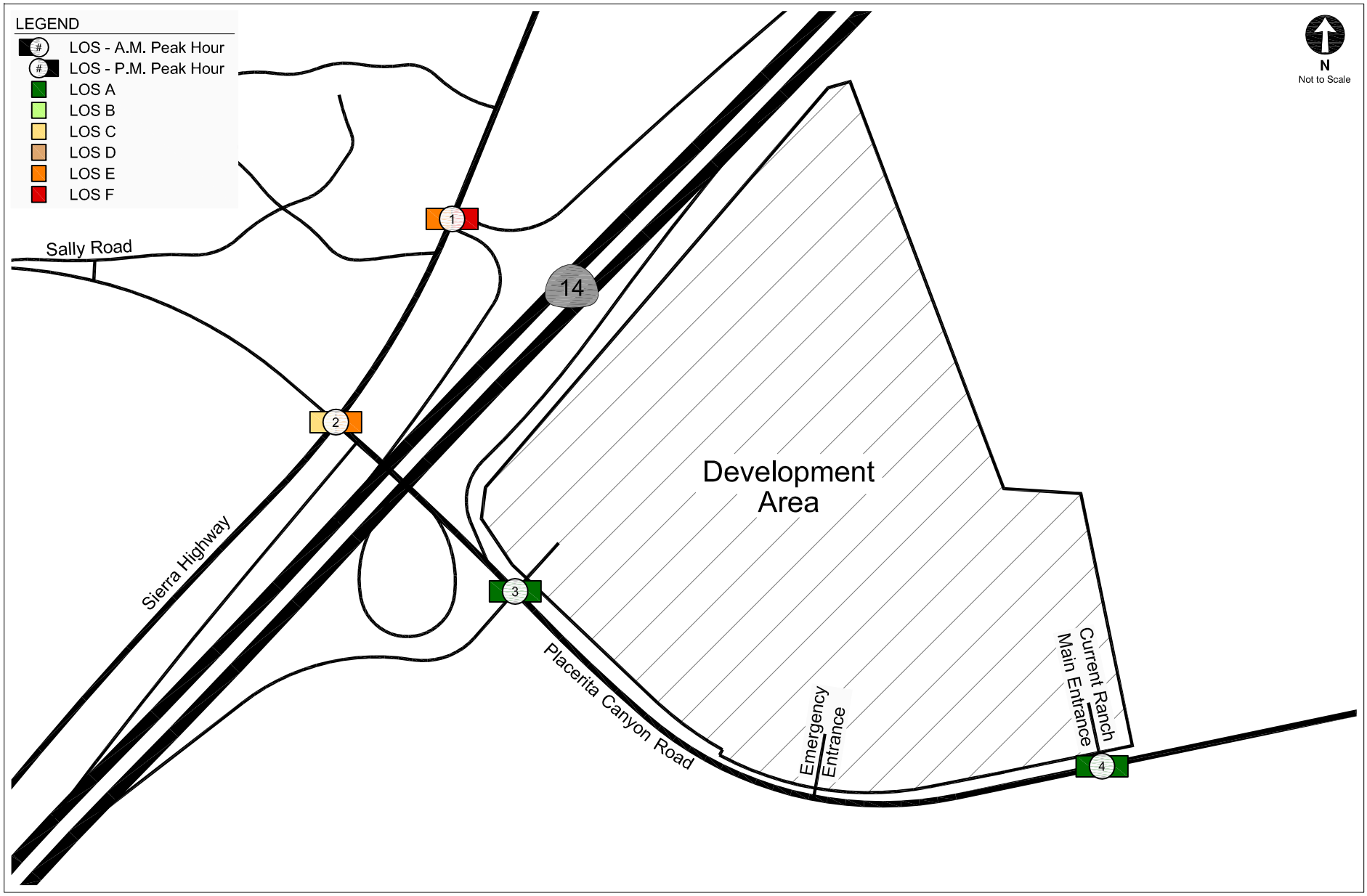
APPENDIX
D-12



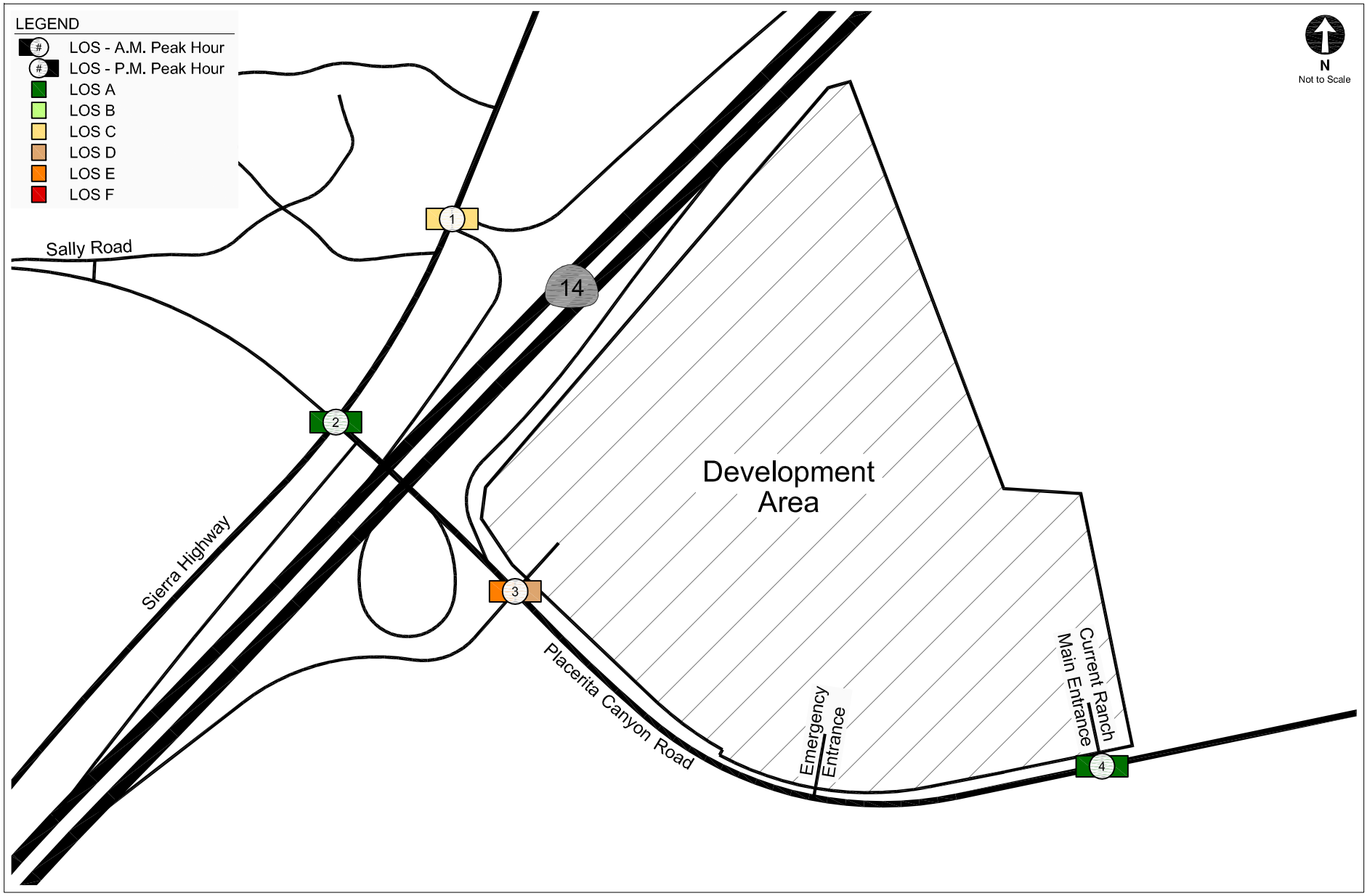
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1



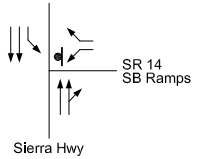
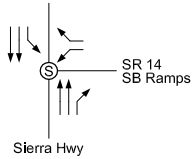
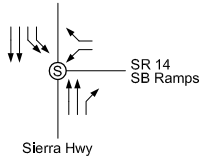
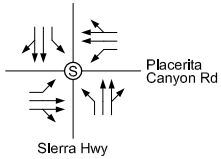
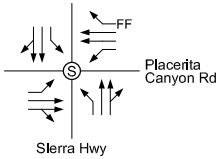
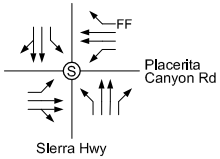
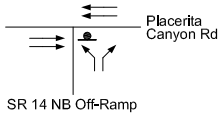
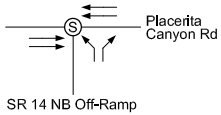
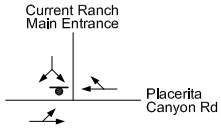
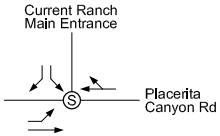
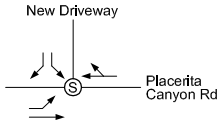
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1



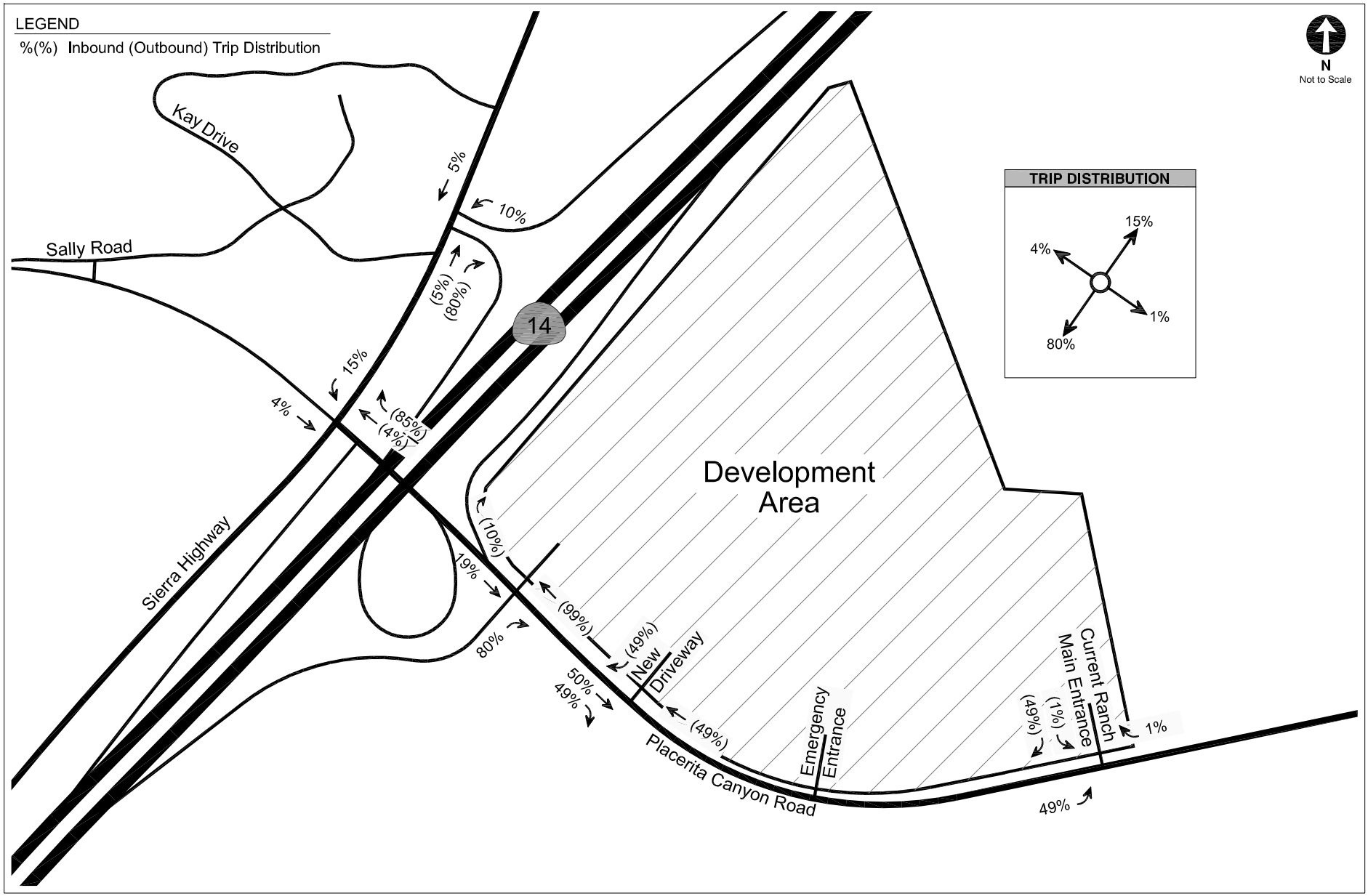
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 1

LEGEND

- Stop Sign
- Ⓢ Traffic Signal
- FF Free Flow

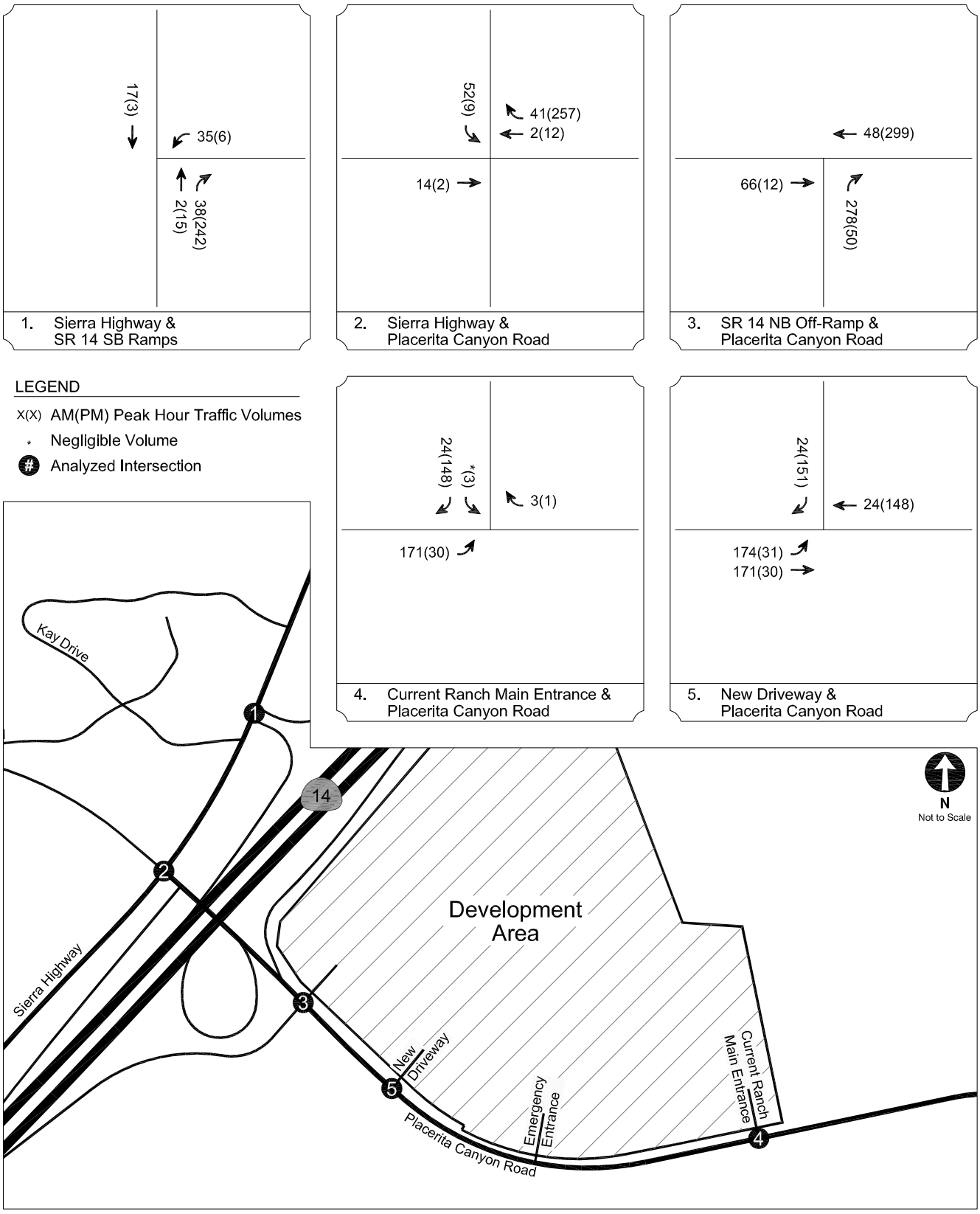
	EXISTING CONDITIONS (YEAR 2010)	PROJECT CONDITIONS (YEAR 2020)	PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)	PROJECT WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
1. Sierra Highway & SR 14 SB Ramps		Same as Existing Conditions		
2. Sierra Highway & Placerita Canyon Road		Same as Existing Conditions		
3. SR 14 NB Off-Ramp & Placerita Canyon Road			Same as Project Conditions	Same as Project Conditions
4. Current Ranch Main Entrance & Placerita Canyon Road		Same as Existing Conditions		Same as Project with Mitigation Conditions
5. New Driveway & Placerita Canyon Road	Intersection Does Not Exist		Same as Project Conditions	Same as Project Conditions

INTERSECTION LANE CONFIGURATIONS: ALTERNATIVE ACCESS PLAN 2

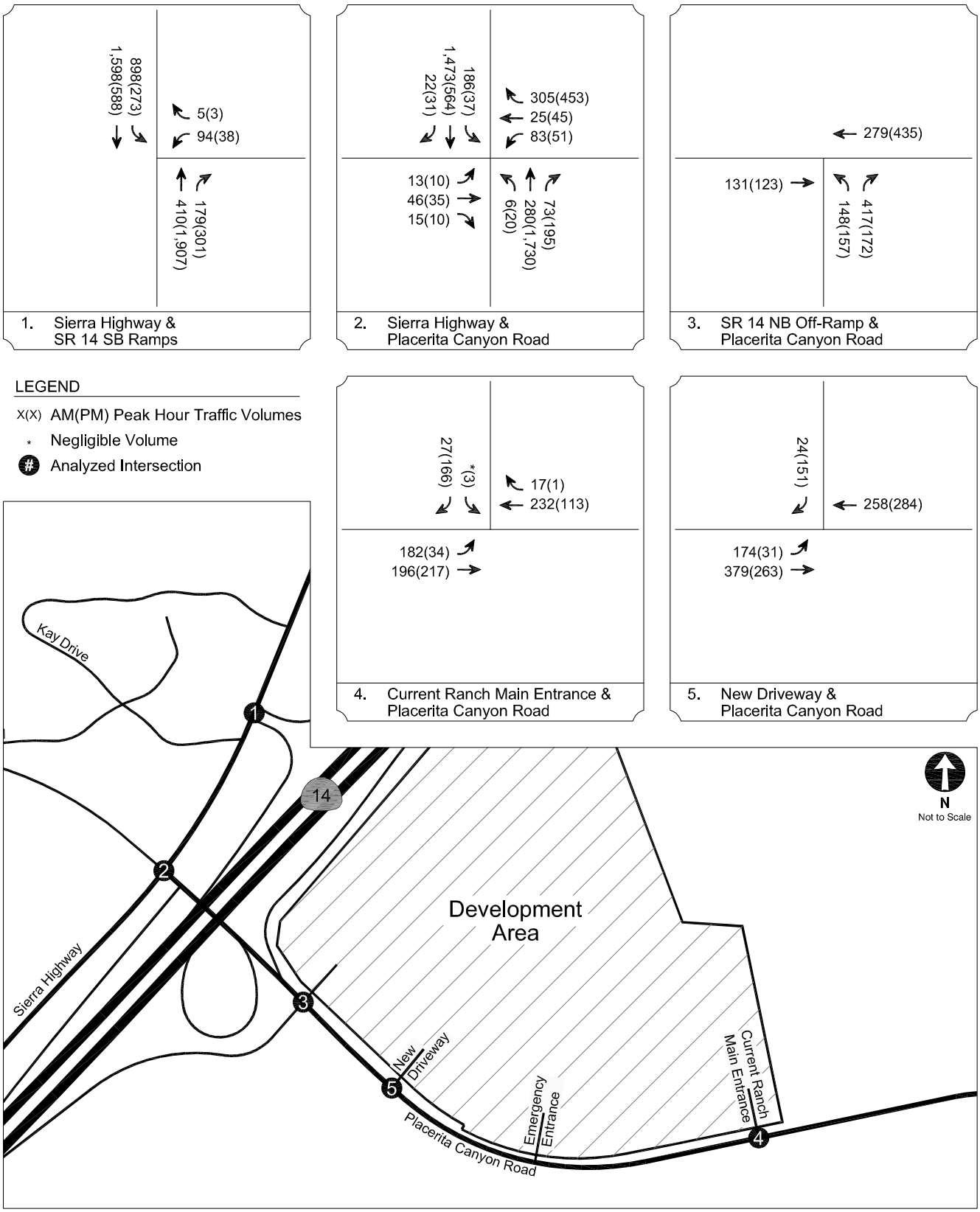


PROJECT TRIP DISTRIBUTION: ALTERNATIVE ACCESS PLAN 2

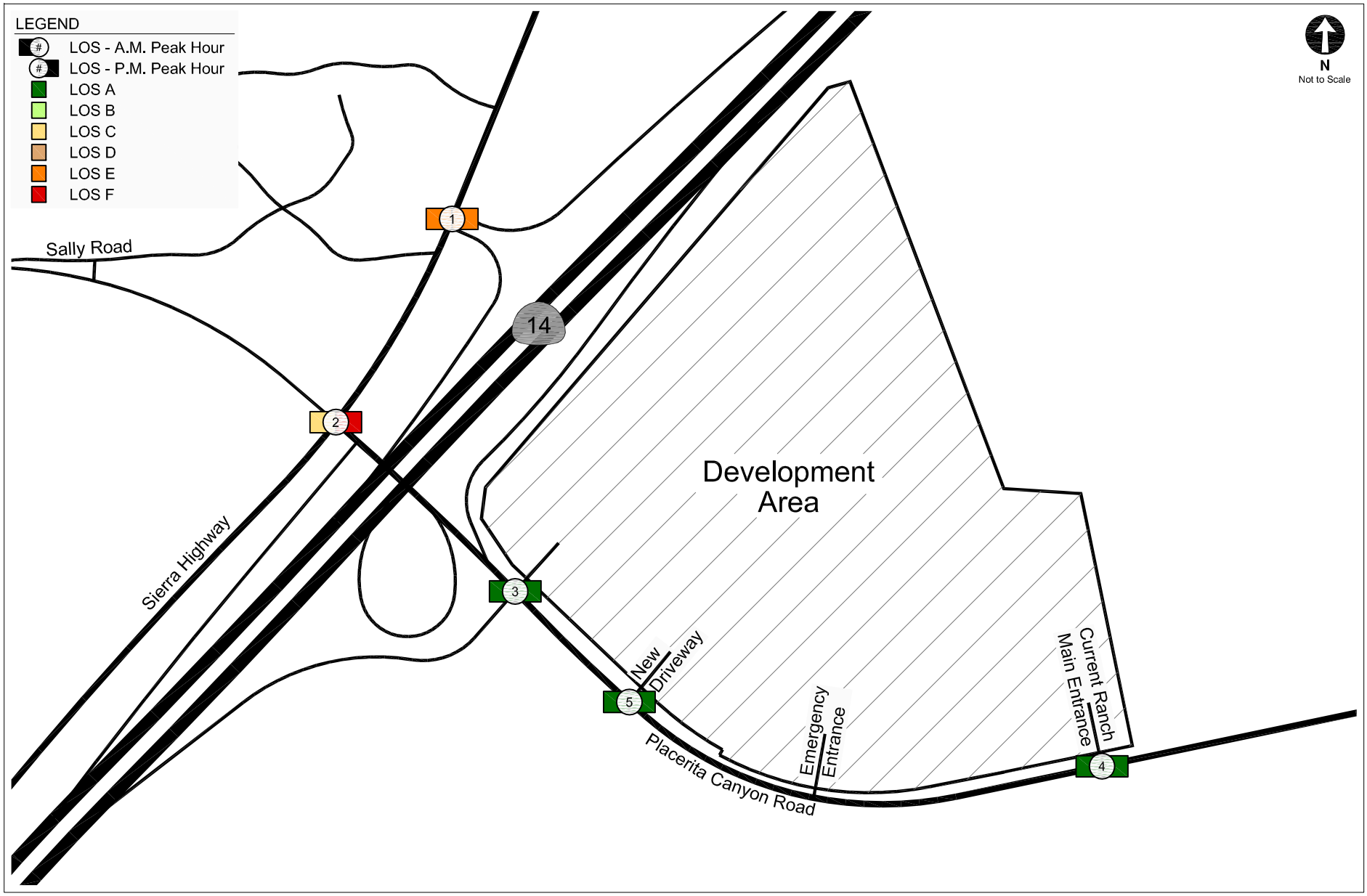
APPENDIX
D-18



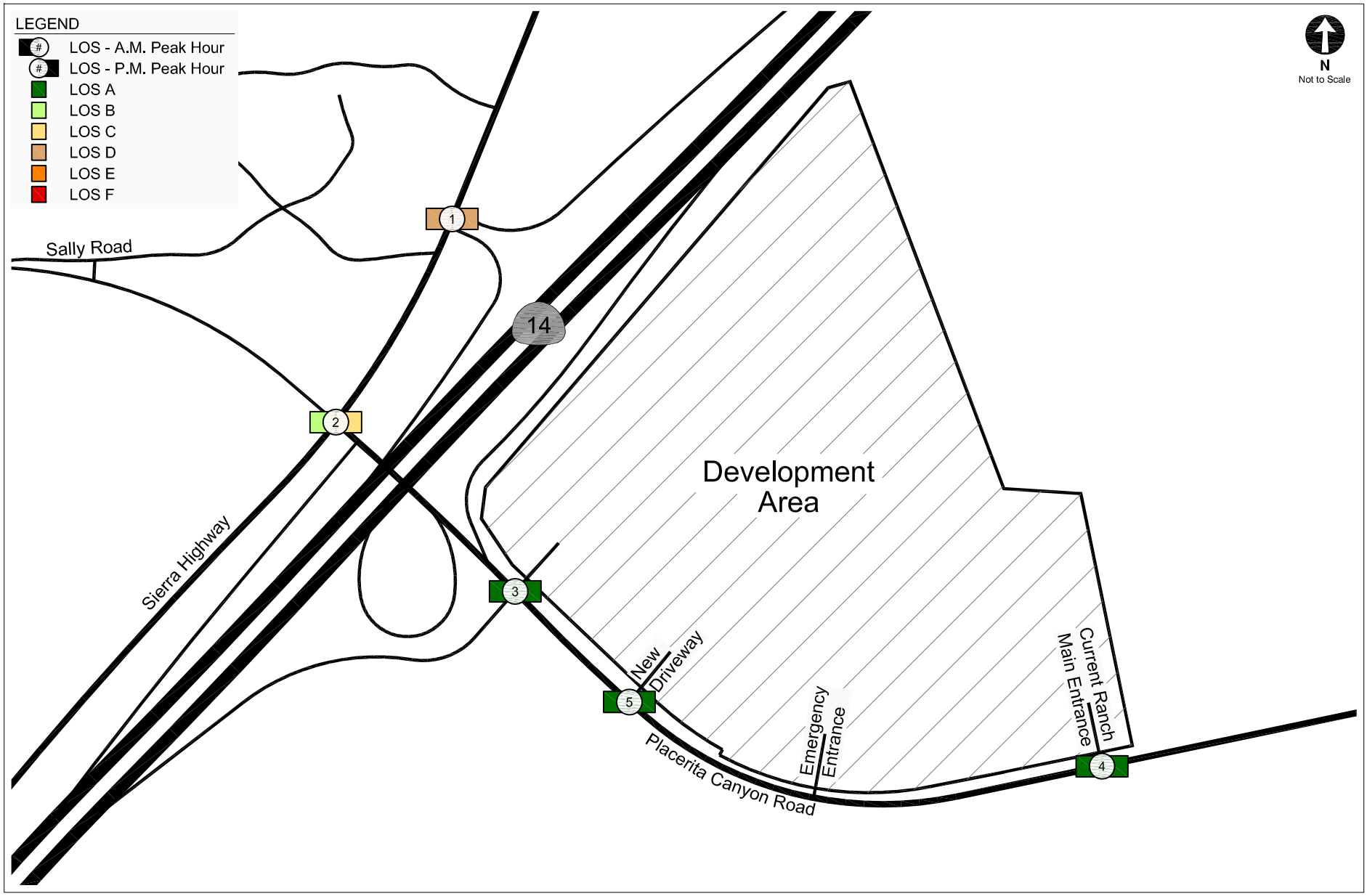
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES
SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



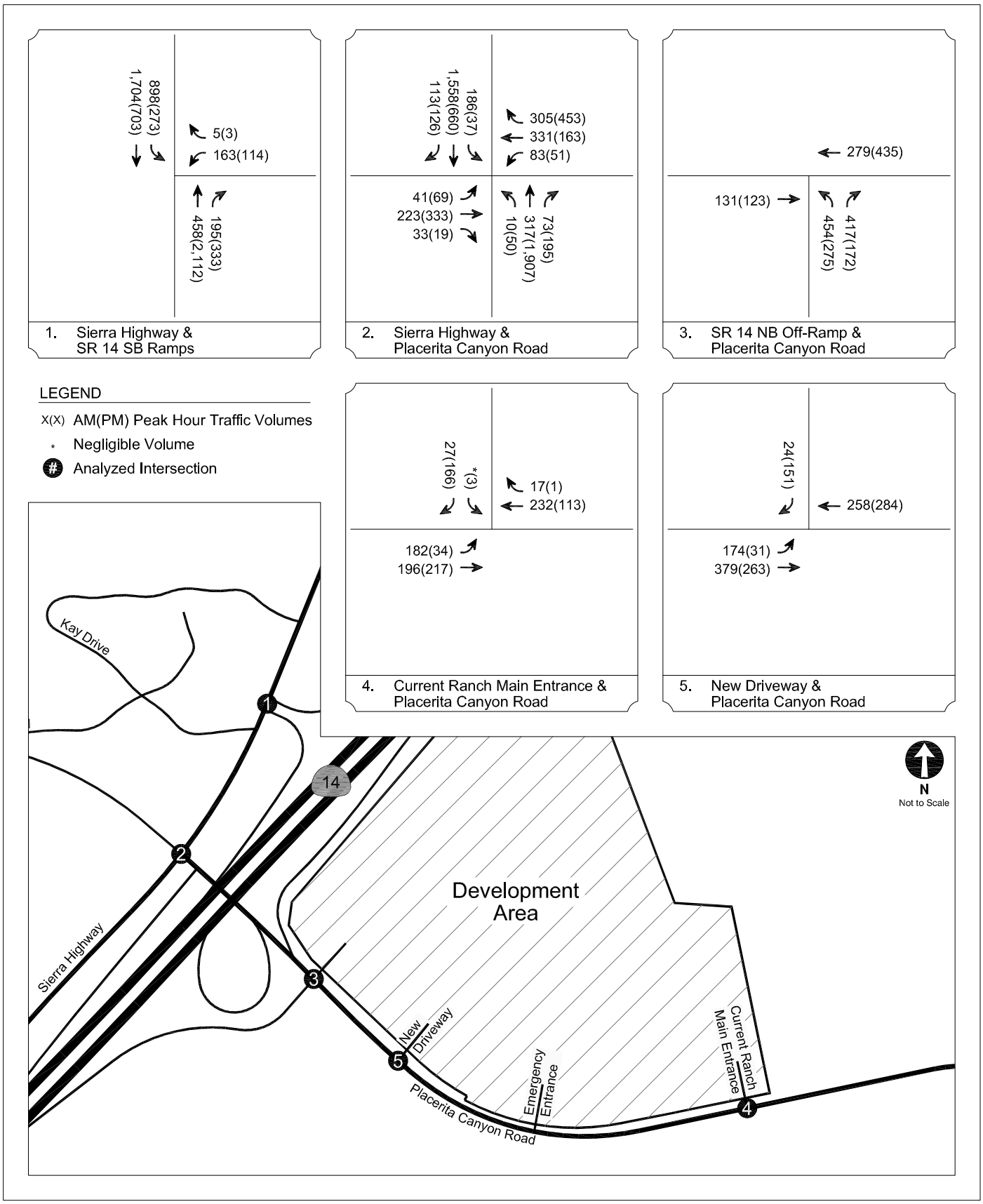
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



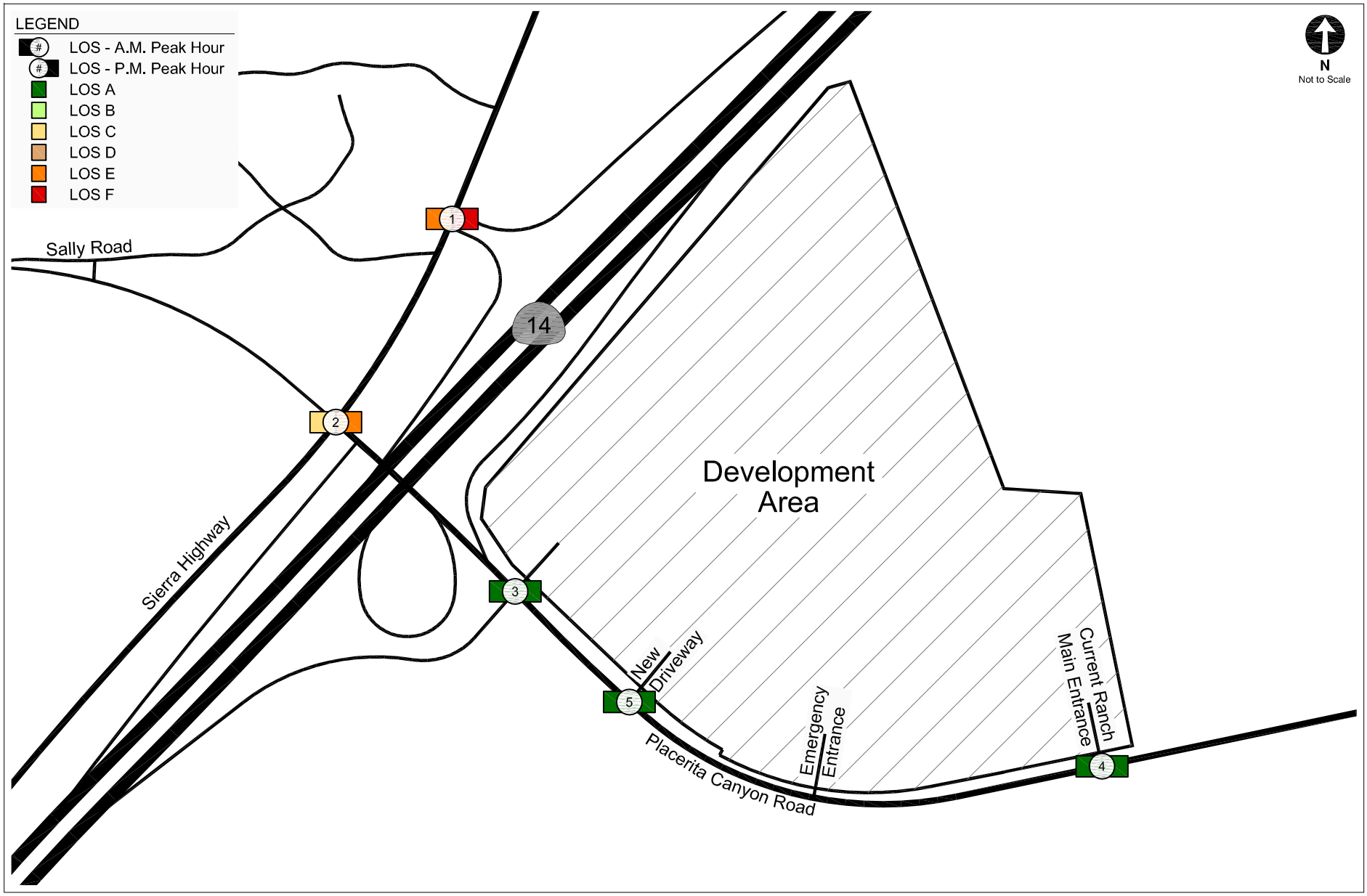
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



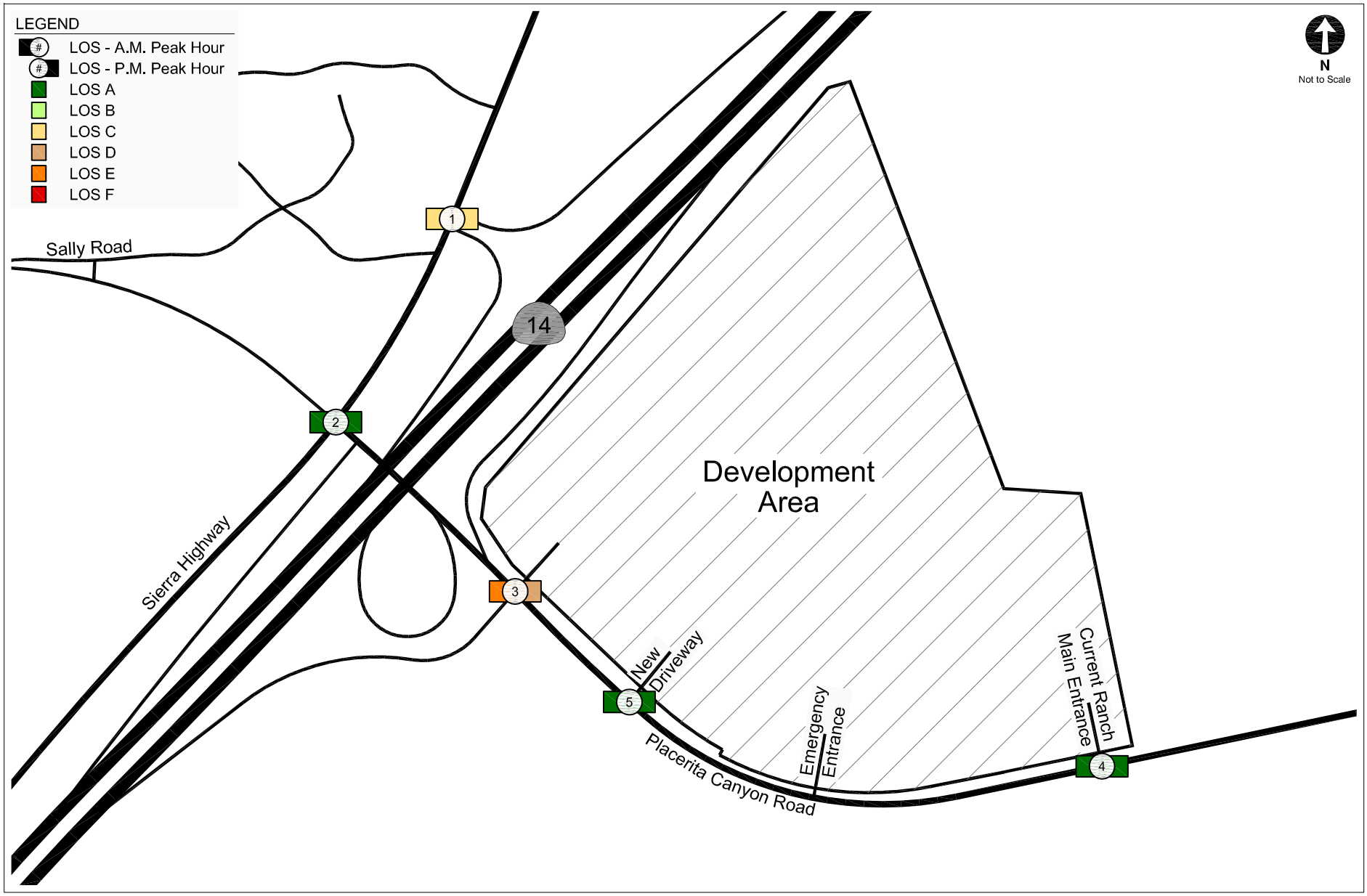
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



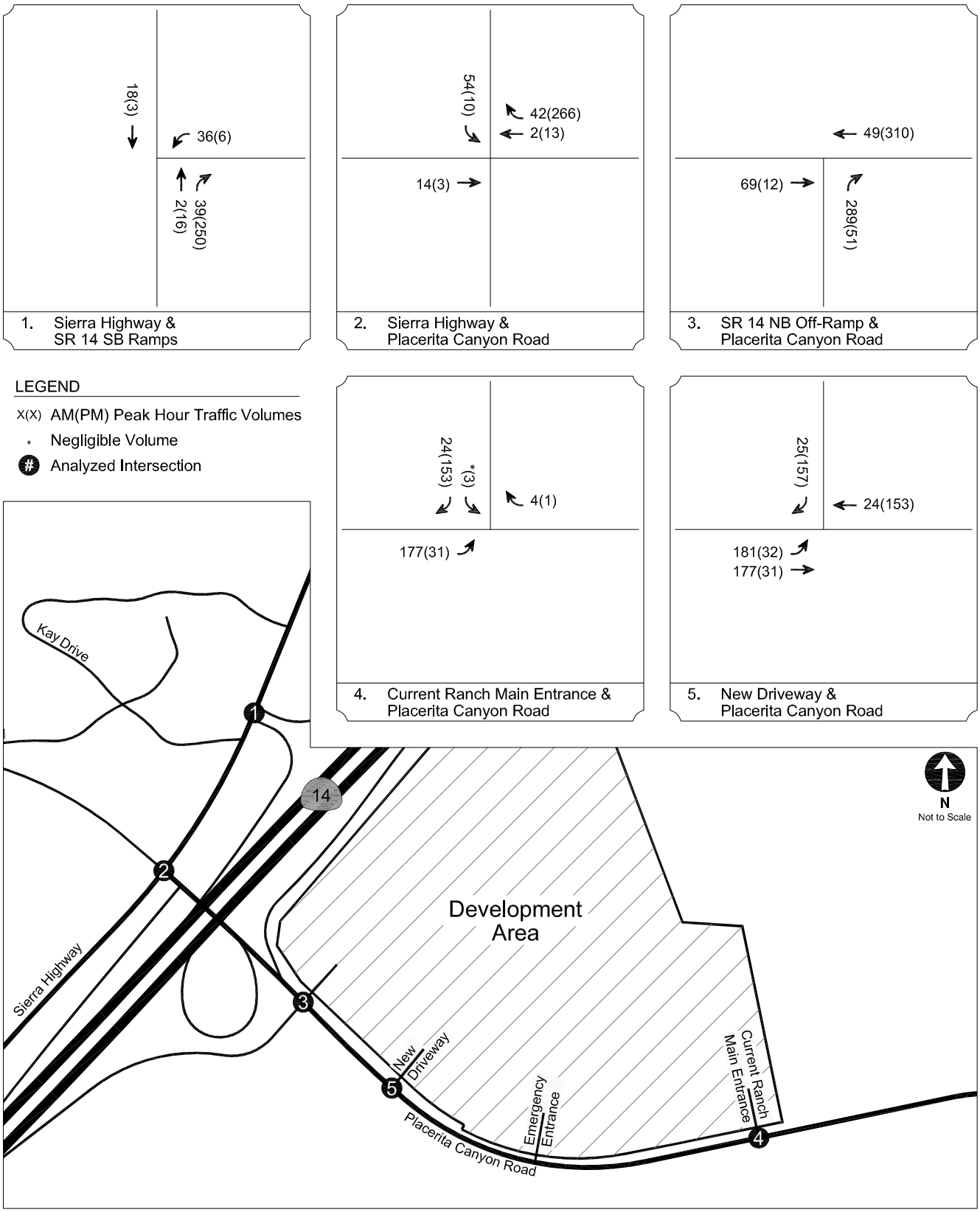
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



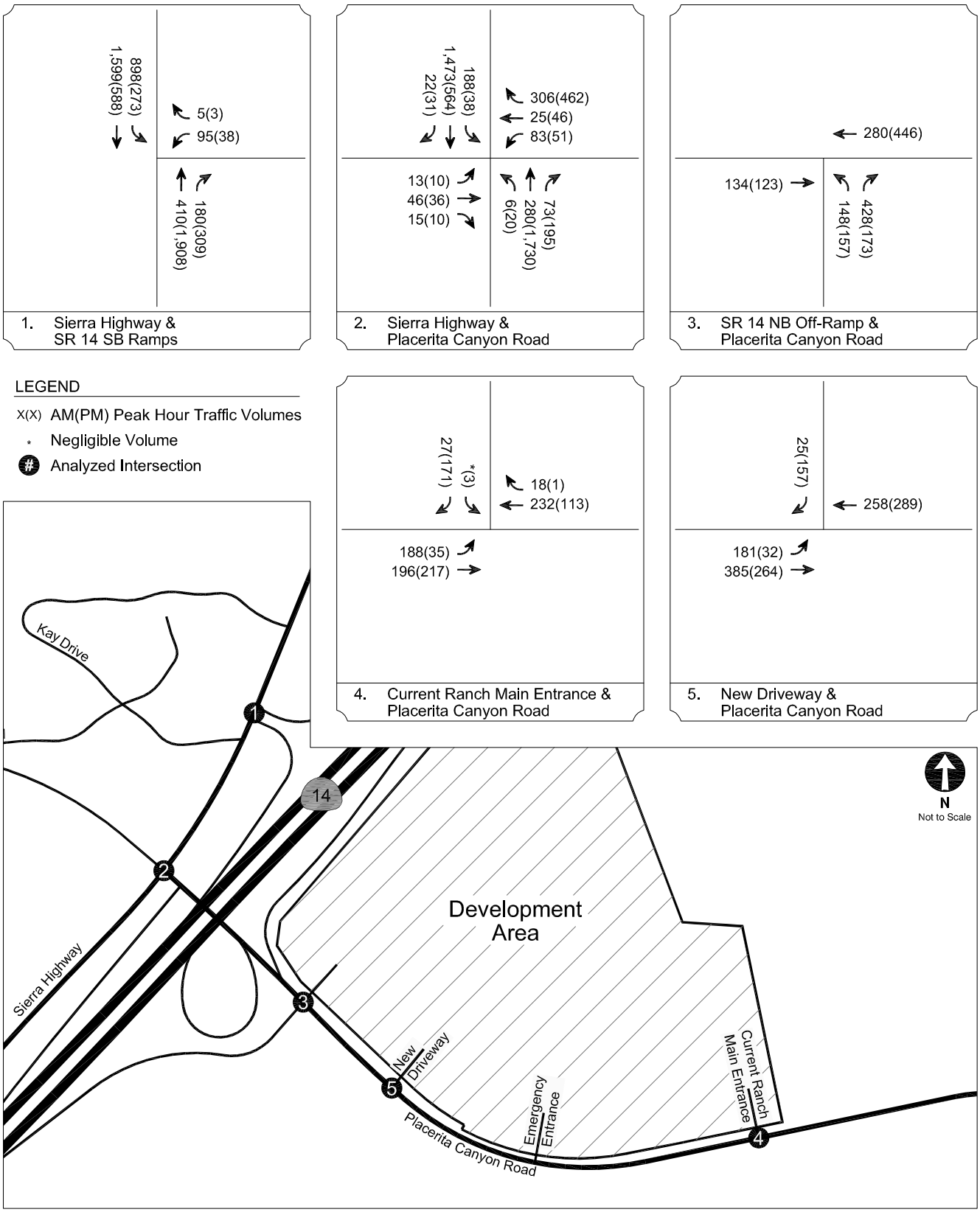
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



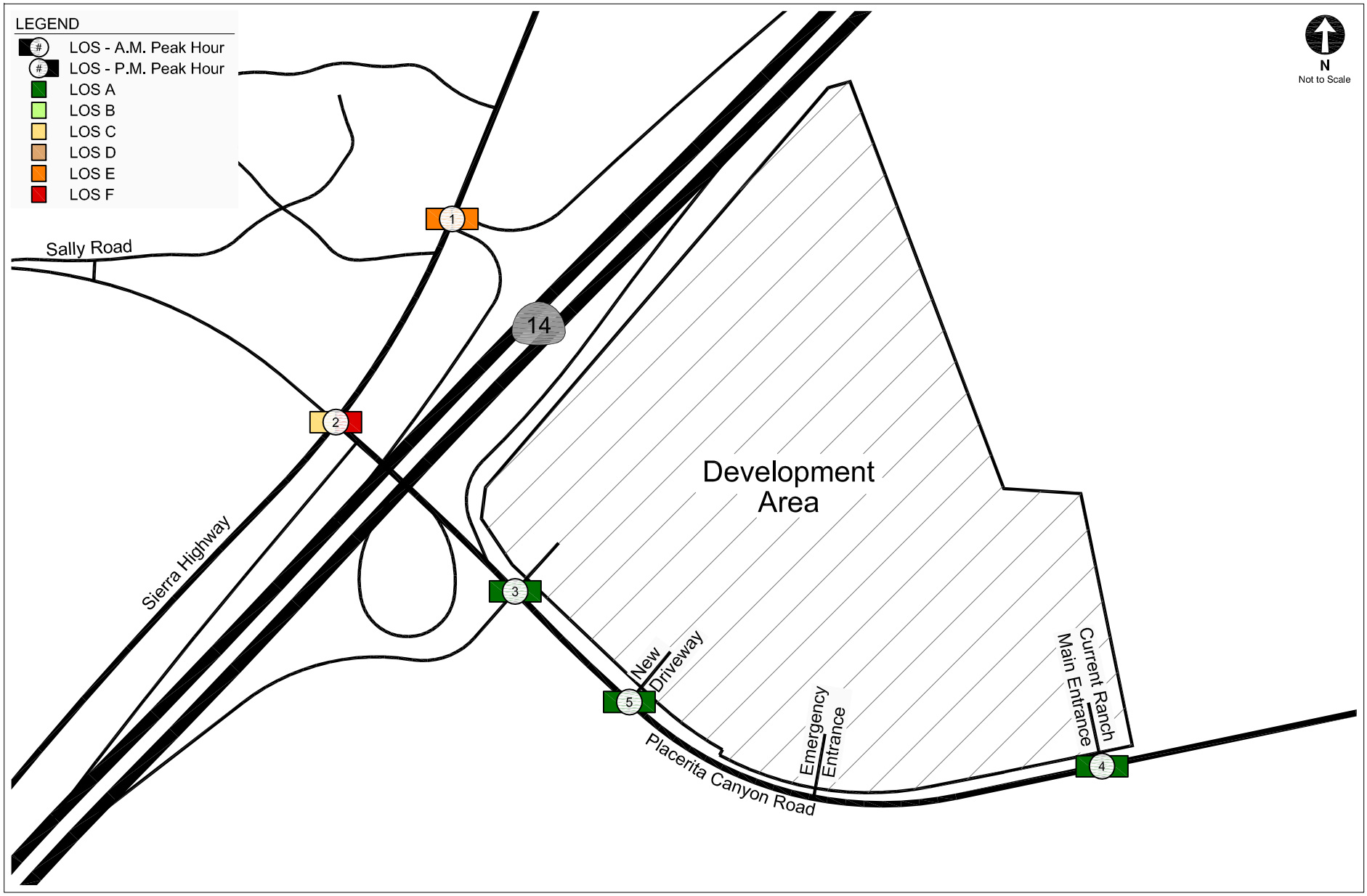
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - SOUNDSTAGES OPTION: ALTERNATIVE ACCESS PLAN 2



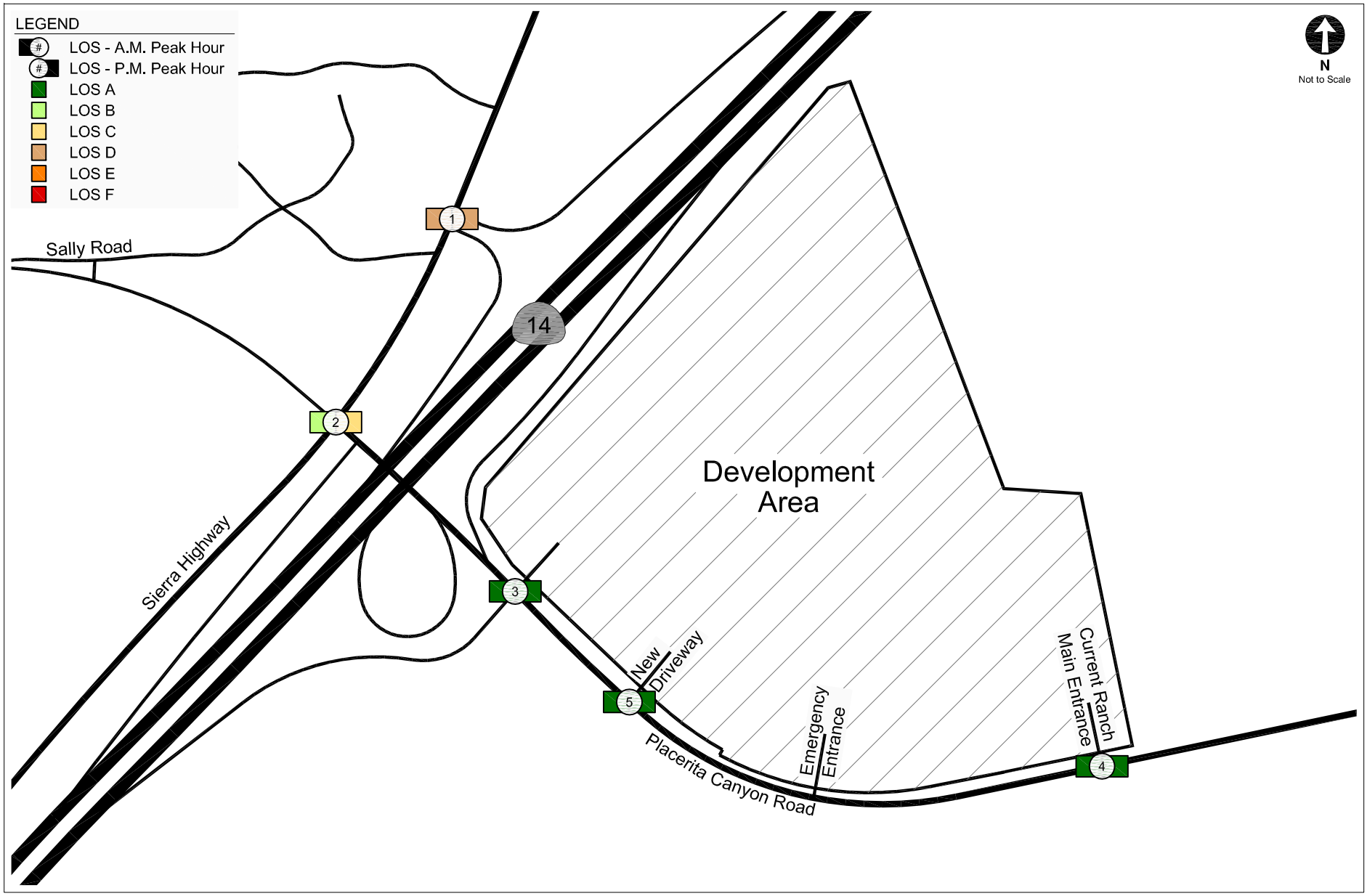
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES
STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



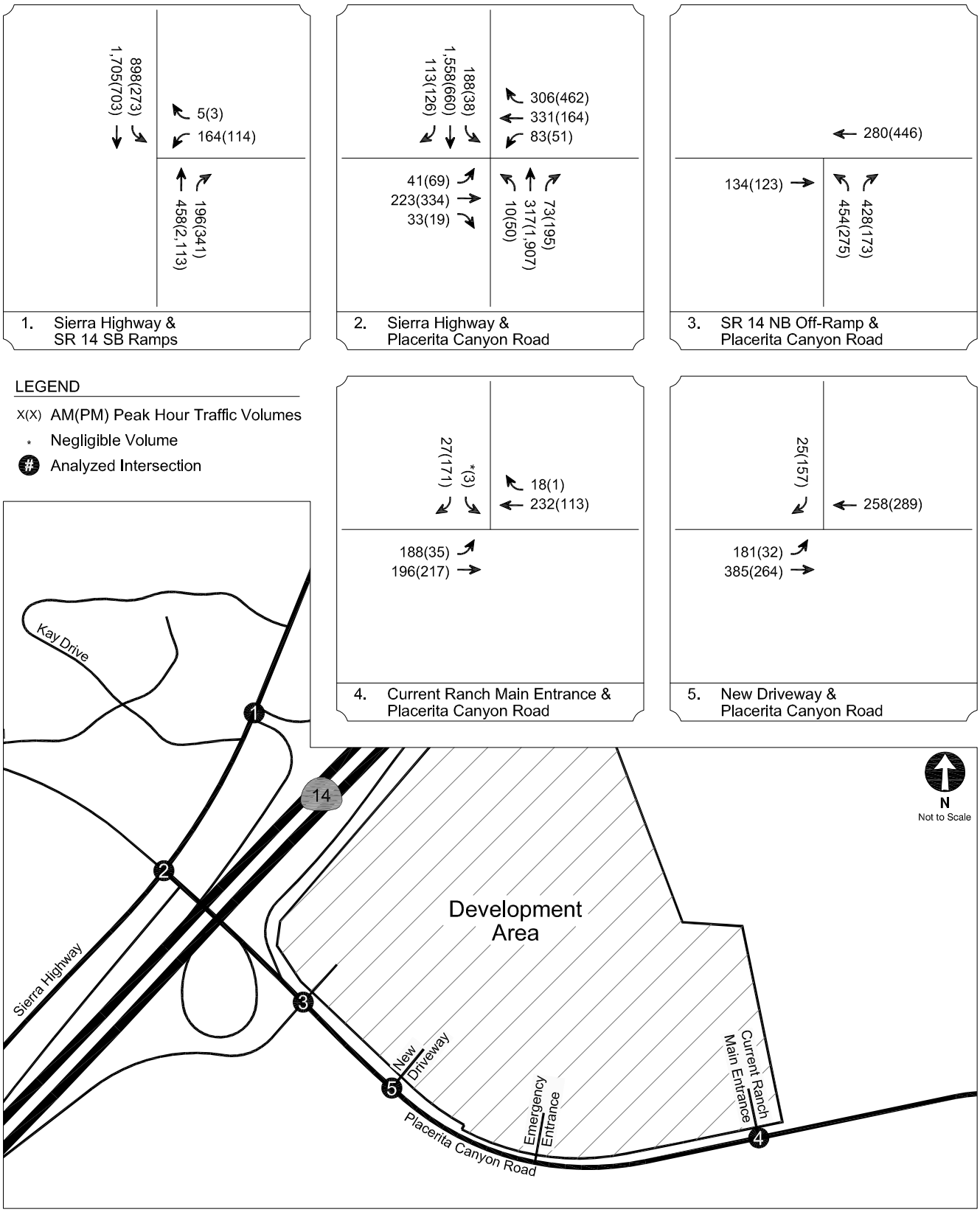
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



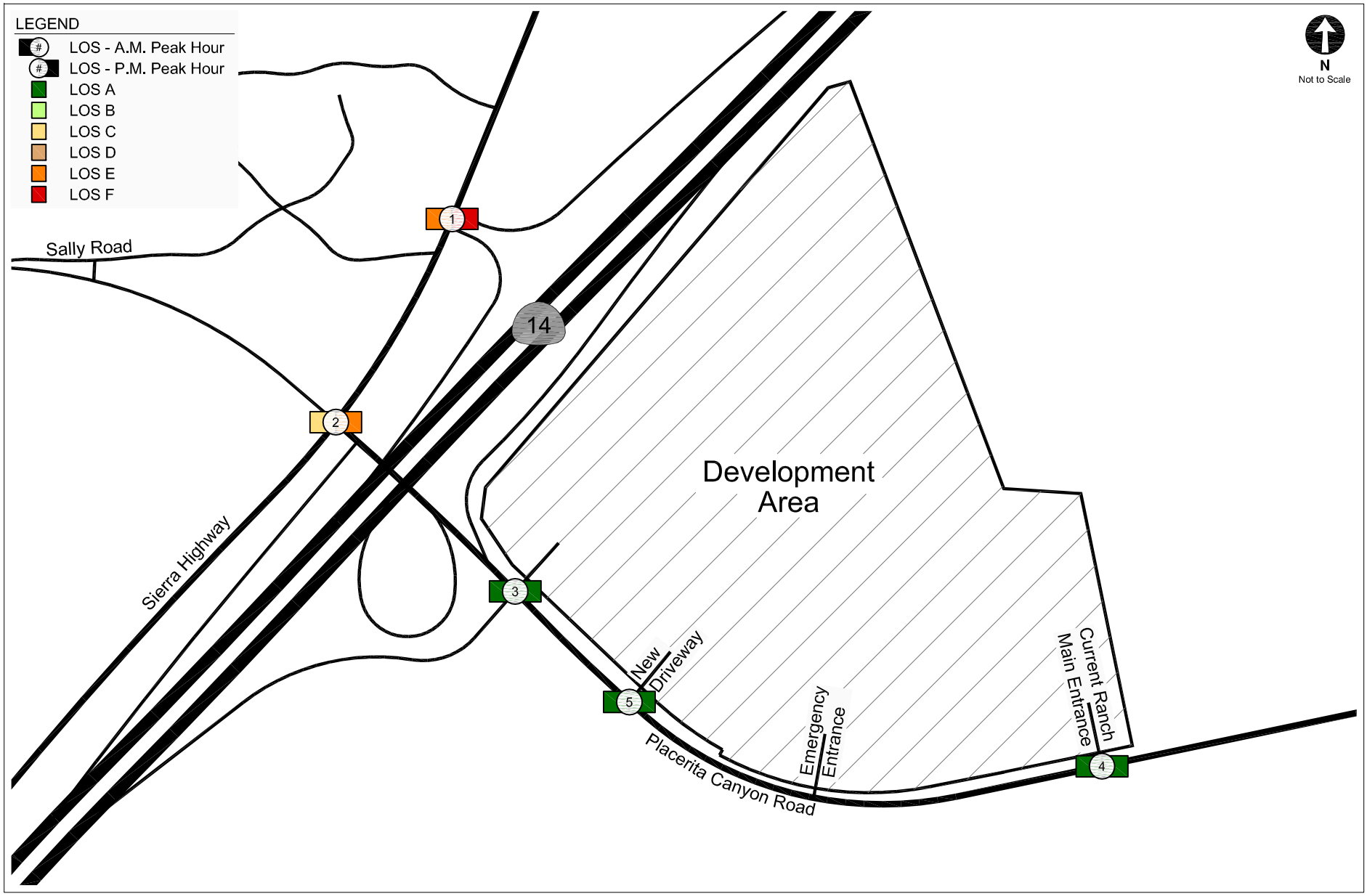
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



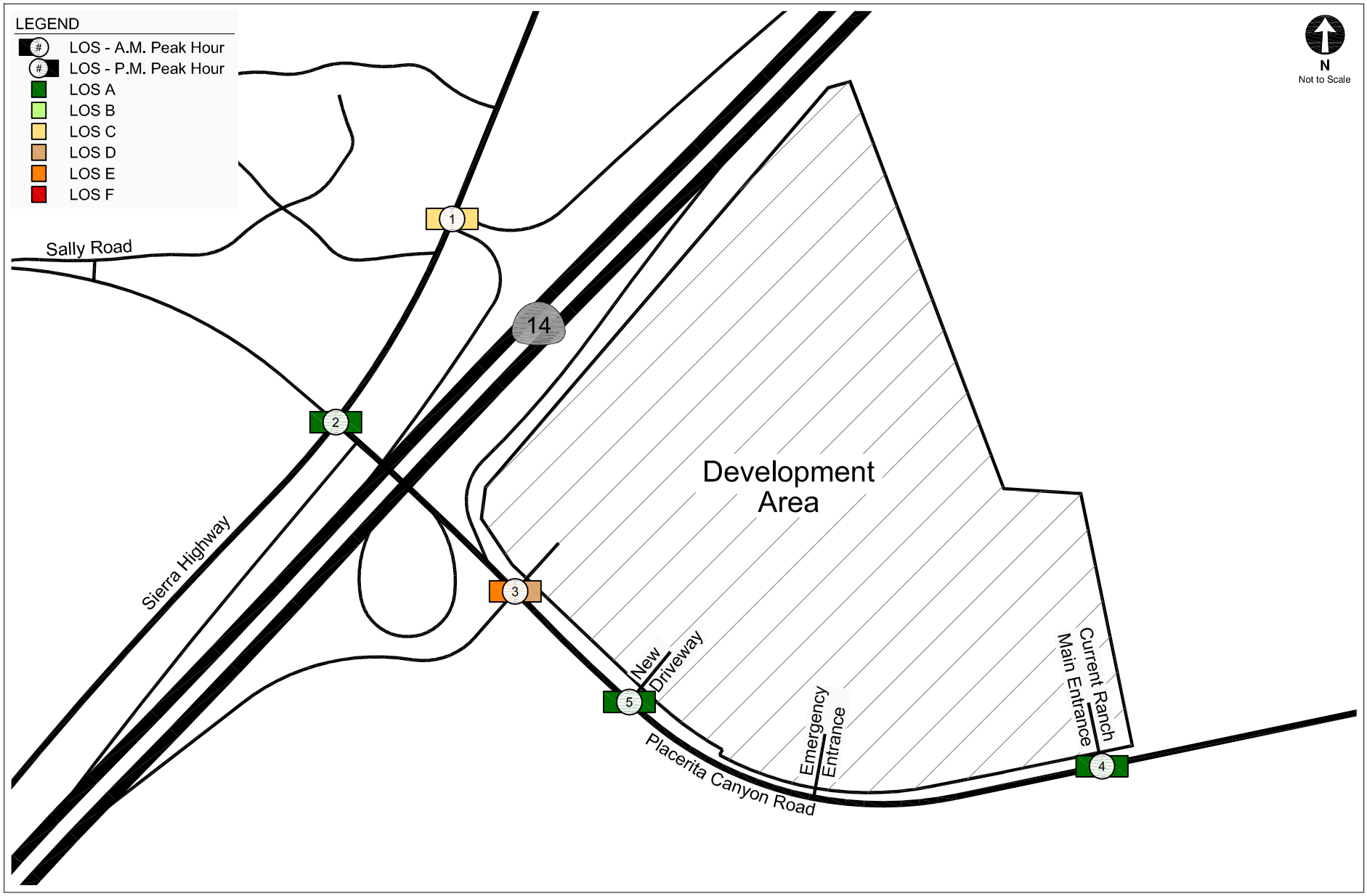
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR TRAFFIC VOLUMES - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2



EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020) INTERSECTION PEAK HOUR LEVEL OF SERVICE - STUDIO OFFICE OPTION: ALTERNATIVE ACCESS PLAN 2

TABLE D-1
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES
		SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
		Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.455	A	0.190	NO
		Placerita Canyon Road	P.M.	0.241	A	0.386	A	0.145	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.496	A	0.235	NO
		Placerita Canyon Road	P.M.	0.249	A	0.391	A	0.142	NO

Notes:
[a] Intersection is controlled by stop signs on minor approach.
[b] Intersection is signalized as Project design feature.

TABLE D-2
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES	0.848	D	-0.022	NO
		SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES	0.890	D	-0.010	NO
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
		Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES	0.771	C	-0.077	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.455	A	0.190	NO	0.455	A	0.190	NO
		Placerita Canyon Road	P.M.	0.241	A	0.386	A	0.145	NO	0.386	A	0.145	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.496	A	0.235	NO	0.496	A	0.235	NO
		Placerita Canyon Road	P.M.	0.249	A	0.391	A	0.142	NO	0.349	A	0.100	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-3
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES
	SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.	Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
	Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.478	A	0.213	NO
	Placerita Canyon Road	P.M.	0.241	A	0.450	A	0.209	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.496	A	0.235	NO
	Placerita Canyon Road	P.M.	0.249	A	0.349	A	0.100	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-4
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES	0.734	C	-0.136	NO
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES	0.861	D	0.013	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.478	A	0.213	NO	0.478	A	0.213	NO
		Placerita Canyon Road	P.M.	0.241	A	0.450	A	0.209	NO	0.450	A	0.209	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.496	A	0.235	NO	0.496	A	0.235	NO
		Placerita Canyon Road	P.M.	0.249	A	0.349	A	0.100	NO	0.349	A	0.100	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-5
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES
		SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
		Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.462	A	0.197	NO
		Placerita Canyon Road	P.M.	0.241	A	0.392	A	0.151	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.504	A	0.243	NO
		Placerita Canyon Road	P.M.	0.249	A	0.396	A	0.147	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-6
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES	0.849	D	-0.021	NO
		SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES	0.891	D	-0.009	NO
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
		Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES	0.772	C	-0.076	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.462	A	0.197	NO	0.462	A	0.197	NO
		Placerita Canyon Road	P.M.	0.241	A	0.392	A	0.151	NO	0.392	A	0.151	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.504	A	0.243	NO	0.504	A	0.243	NO
		Placerita Canyon Road	P.M.	0.249	A	0.396	A	0.147	NO	0.353	A	0.104	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-7
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES
	SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.	Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
	Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.478	A	0.213	NO
	Placerita Canyon Road	P.M.	0.241	A	0.455	A	0.214	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.504	A	0.243	NO
	Placerita Canyon Road	P.M.	0.249	A	0.353	A	0.104	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-8
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 1
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1. [a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES	0.735	C	-0.135	NO
	SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.	Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
	Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES	0.862	D	0.014	NO
3. [b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.478	A	0.213	NO	0.478	A	0.213	NO
	Placerita Canyon Road	P.M.	0.241	A	0.455	A	0.214	NO	0.455	A	0.214	NO
4. [a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.504	A	0.243	NO	0.504	A	0.243	NO
	Placerita Canyon Road	P.M.	0.249	A	0.353	A	0.104	NO	0.353	A	0.104	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-9
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES
		SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
		Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.448	A	0.183	NO
		Placerita Canyon Road	P.M.	0.241	A	0.343	A	0.102	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.386	A	0.125	NO
		Placerita Canyon Road	P.M.	0.249	A	0.363	A	0.114	NO
5.	[b]	New Driveway □	A.M.	0.000	A	0.385	A	0.385	NO
		Placerita Canyon Road	P.M.	0.000	A	0.391	A	0.391	NO

Notes:
[a] Intersection is controlled by stop signs on minor approach.
[b] Intersection is signalized as Project design feature.

TABLE D-10
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.904	E	0.034	YES	0.848	D	-0.022	NO
		SR 14 SB Ramps	P.M.	0.900	D	0.984	E	0.084	YES	0.890	D	-0.010	NO
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
		Placerita Canyon Road	P.M.	0.848	D	1.014	F	0.166	YES	0.771	C	-0.077	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.448	A	0.183	NO	0.448	A	0.183	NO
		Placerita Canyon Road	P.M.	0.241	A	0.343	A	0.102	NO	0.343	A	0.102	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.386	A	0.125	NO	0.386	A	0.125	NO
		Placerita Canyon Road	P.M.	0.249	A	0.363	A	0.114	NO	0.339	A	0.090	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.385	A	0.385	NO	0.385	A	0.385	NO
		Placerita Canyon Road	P.M.	0.000	A	0.391	A	0.391	NO	0.391	A	0.391	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-11
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.471	A	0.206	NO
		Placerita Canyon Road	P.M.	0.241	A	0.408	A	0.167	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.386	A	0.125	NO
		Placerita Canyon Road	P.M.	0.249	A	0.339	A	0.090	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.385	A	0.385	NO
		Placerita Canyon Road	P.M.	0.000	A	0.391	A	0.391	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-12
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
SOUNDSTAGES OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.906	E	0.036	YES	0.734	C	-0.136	NO
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	YES	0.861	D	0.013	NO
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.471	A	0.206	NO	0.471	A	0.206	NO
		Placerita Canyon Road	P.M.	0.241	A	0.408	A	0.167	NO	0.408	A	0.167	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.386	A	0.125	NO	0.386	A	0.125	NO
		Placerita Canyon Road	P.M.	0.249	A	0.339	A	0.090	NO	0.339	A	0.090	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.385	A	0.385	NO	0.385	A	0.385	NO
		Placerita Canyon Road	P.M.	0.000	A	0.391	A	0.391	NO	0.391	A	0.391	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-13
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES
		SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO
		Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.455	A	0.190	NO
		Placerita Canyon Road	P.M.	0.241	A	0.348	A	0.107	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.391	A	0.130	NO
		Placerita Canyon Road	P.M.	0.249	A	0.366	A	0.117	NO
5.	[b]	New Driveway □	A.M.	0.000	A	0.390	A	0.390	NO
		Placerita Canyon Road	P.M.	0.000	A	0.399	A	0.399	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-14
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.905	E	0.035	YES	0.849	D	-0.021	NO
		SR 14 SB Ramps	P.M.	0.900	D	0.987	E	0.087	YES	0.891	D	-0.009	NO
2.		Sierra Highway □	A.M.	0.744	C	0.770	C	0.026	NO	0.642	B	-0.102	NO
		Placerita Canyon Road	P.M.	0.848	D	1.020	F	0.172	YES	0.772	C	-0.076	NO
3.	[b]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.455	A	0.190	NO	0.455	A	0.190	NO
		Placerita Canyon Road	P.M.	0.241	A	0.348	A	0.107	NO	0.348	A	0.107	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.391	A	0.130	NO	0.391	A	0.130	NO
		Placerita Canyon Road	P.M.	0.249	A	0.366	A	0.117	NO	0.343	A	0.094	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.390	A	0.390	NO	0.390	A	0.390	NO
		Placerita Canyon Road	P.M.	0.000	A	0.399	A	0.399	NO	0.399	A	0.399	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-15
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.471	A	0.206	NO
		Placerita Canyon Road	P.M.	0.241	A	0.411	A	0.170	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.391	A	0.130	NO
		Placerita Canyon Road	P.M.	0.249	A	0.343	A	0.094	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.390	A	0.390	NO
		Placerita Canyon Road	P.M.	0.000	A	0.399	A	0.399	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

TABLE D-16
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS (YEAR 2020)
STUDIO OFFICE OPTION: ALTERNATE ACCESS PLAN 2
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	[a]	Sierra Highway □	A.M.	0.870	D	0.907	E	0.037	YES	0.735	C	-0.135	NO
		SR 14 SB Ramps	P.M.	0.900	D	1.002	F	0.102	YES	0.917	E	0.017	NO
2.		Sierra Highway □	A.M.	0.744	C	0.760	C	0.016	NO	0.760	C	0.016	NO
		Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	YES	0.862	D	0.014	NO
3.	[a]	SR 14 NB Off-Ramp □	A.M.	0.265	A	0.471	A	0.206	NO	0.471	A	0.206	NO
		Placerita Canyon Road	P.M.	0.241	A	0.411	A	0.170	NO	0.411	A	0.170	NO
4.	[a]	Current Ranch Main Entrance □	A.M.	0.261	A	0.391	A	0.130	NO	0.391	A	0.130	NO
		Placerita Canyon Road	P.M.	0.249	A	0.343	A	0.094	NO	0.343	A	0.094	NO
5.	[b]	Current Ranch Main Entrance □	A.M.	0.000	A	0.390	A	0.390	NO	0.390	A	0.390	NO
		Placerita Canyon Road	P.M.	0.000	A	0.399	A	0.399	NO	0.399	A	0.399	NO

Notes:
[a] Intersection is signalized as part of Project mitigations.
[b] Intersection is signalized as Project design feature.

ALTERNATE ACCESS PLAN 1

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2228	972	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	0	417	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	417	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	417	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	417	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	417	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	356	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	356	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	356	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	356	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	356	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.64	0.36	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	1032	568	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.35	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2764	436	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	453
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.28
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	0	172	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	172	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	172	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	172	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	172	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	65	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	65	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	65	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	65	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	65	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.23	0.77	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	26	0	1574	369	1231	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.04	0.18	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATIONS CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	0	417	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	417	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	417	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	417	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	417	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	356	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	356	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	356	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	356	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	356	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	0	172	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	172	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	172	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	172	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	172	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	65	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	65	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	65	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	65	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	65	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	0	417	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	0	417	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	0	417	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	0	417	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	0	417	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.26	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	356	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	356	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	356	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	356	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	356	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	0	172	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	172	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	172	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	172	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	172	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	65	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	65	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	65	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	65	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	65	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2224	976	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	0	428	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	428	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	428	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	428	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	428	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.27	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	368	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	368	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	368	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	368	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	368	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.65	0.35	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	1044	556	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.23	0.35	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2754	446	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	462
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.29
Crit Moves:		****		****			****					****

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	0	173	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	173	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	173	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	173	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	173	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	67	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	67	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	67	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	67	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	67	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.24	0.76	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	25	0	1575	377	1223	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.04	0.18	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATIONS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	0	428	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	428	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	428	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	428	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	428	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.27	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	368	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	368	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	368	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	368	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	368	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.23	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	0	173	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	173	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	173	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	173	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	173	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:			****			****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	67	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	67	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	67	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	67	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	67	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	0	428	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	0	428	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	0	428	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	0	428	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	0	428	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.27	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.08	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	368	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	368	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	368	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	368	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	368	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.23	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	0	173	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	173	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	173	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	173	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	173	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	1600	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.00	0.00	0.09	0.00	0.04	0.00	0.00	0.10	0.00
Crit Moves:	****					****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	67	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	67	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	67	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	67	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	67	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

ALTERNATE ACCESS PLAN 2

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2228	972	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	148	0	417	0	0	0	0	131	0	0	279	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	417	0	0	0	0	131	0	0	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	417	0	0	0	0	131	0	0	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	417	0	0	0	0	131	0	0	279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	417	0	0	0	0	131	0	0	279	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	182	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	182	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	182	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	182	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	182	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.48	0.52	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	770	830	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	24	174	379	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	24	174	379	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	24	174	379	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	24	174	379	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	24	174	379	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2764	436	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	453
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.28
Crit Moves:		****		****			****					****

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	157	0	172	0	0	0	0	123	0	0	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	172	0	0	0	0	123	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	172	0	0	0	0	123	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	172	0	0	0	0	123	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	172	0	0	0	0	123	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.263
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	166	34	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	166	34	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	166	34	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	166	34	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	166	34	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.14	0.86	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	28	0	1572	217	1383	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.16	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	151	31	263	0	0	284	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	151	31	263	0	0	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	151	31	263	0	0	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	151	31	263	0	0	284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	151	31	263	0	0	284	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.16	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATIONS CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	179	898	1598	0	0	0	0	94	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	179	898	1598	0	0	0	0	94	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	179	898	1598	0	0	0	0	94	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	179	898	1598	0	0	0	0	94	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	280	73	186	1473	22	13	46	15	83	25	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	186	1473	22	13	46	15	83	25	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	186	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	186	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	186	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	148	0	417	0	0	0	0	131	0	0	279	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	417	0	0	0	0	131	0	0	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	417	0	0	0	0	131	0	0	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	417	0	0	0	0	131	0	0	279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	417	0	0	0	0	131	0	0	279	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	182	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	182	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	182	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	182	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	182	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	24	174	379	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	24	174	379	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	24	174	379	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	24	174	379	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	24	174	379	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	301	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1907	301	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	301	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	301	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	37	564	31	10	35	10	51	45	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	37	564	31	10	35	10	51	45	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	37	564	31	10	35	10	51	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	37	564	31	10	35	10	51	45	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	37	564	31	10	35	10	51	45	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2489	711	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	157	0	172	0	0	0	0	123	0	0	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	172	0	0	0	0	123	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	172	0	0	0	0	123	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	172	0	0	0	0	123	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	172	0	0	0	0	123	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	166	34	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	166	34	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	166	34	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	166	34	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	166	34	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	151	31	263	0	0	284	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	151	31	263	0	0	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	151	31	263	0	0	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	151	31	263	0	0	284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	151	31	263	0	0	284	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.16	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	454	0	417	0	0	0	0	131	0	0	279	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	0	417	0	0	0	0	131	0	0	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	0	417	0	0	0	0	131	0	0	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	0	417	0	0	0	0	131	0	0	279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	0	417	0	0	0	0	131	0	0	279	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:	****						****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	182	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	182	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	182	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	182	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	182	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1491	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	24	174	379	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	24	174	379	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	24	174	379	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	24	174	379	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	24	174	379	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	275	0	172	0	0	0	0	123	0	0	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	172	0	0	0	0	123	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	172	0	0	0	0	123	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	172	0	0	0	0	123	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	172	0	0	0	0	123	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:	****						****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	166	34	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	166	34	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	166	34	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	166	34	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	166	34	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	151	31	263	0	0	284	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	151	31	263	0	0	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	151	31	263	0	0	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	151	31	263	0	0	284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	151	31	263	0	0	284	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.16	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3027	173	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2224	976	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.02	0.19
Crit Moves:	****				****		****					****

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	148	0	428	0	0	0	0	134	0	0	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	428	0	0	0	0	134	0	0	280	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	428	0	0	0	0	134	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	428	0	0	0	0	134	0	0	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	428	0	0	0	0	134	0	0	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.27	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	188	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	188	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	188	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	188	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	188	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.49	0.51	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	0	0	1600	783	817	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.24	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - A.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	25	181	385	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	25	181	385	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	25	181	385	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	25	181	385	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	25	181	385	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2754	446	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	462
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.03	0.29
Crit Moves:		****		****			****					****

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	157	0	173	0	0	0	0	123	0	0	446	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	173	0	0	0	0	123	0	0	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	173	0	0	0	0	123	0	0	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	173	0	0	0	0	123	0	0	446	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	173	0	0	0	0	123	0	0	446	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	171	35	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	171	35	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	171	35	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	171	35	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	171	35	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.02	0.00	0.98	0.14	0.86	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	28	0	1572	222	1378	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.16	0.00	0.00	0.07	0.07
Crit Moves:						****		****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project Conditions - P.M. Peak Hour
Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	157	32	264	0	0	289	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	157	32	264	0	0	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	157	32	264	0	0	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	157	32	264	0	0	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	157	32	264	0	0	289	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.02	0.17	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATIONS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	180	898	1599	0	0	0	0	95	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	180	898	1599	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	180	898	1599	0	0	0	0	95	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	180	898	1599	0	0	0	0	95	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.56	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	280	73	188	1473	22	13	46	15	83	25	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	73	188	1473	22	13	46	15	83	25	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	280	73	188	1473	22	13	46	15	83	25	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	73	188	1473	22	13	46	15	83	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	280	73	188	1473	22	13	46	15	83	25	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	3153	47	1600	2413	787	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.12	0.47	0.47	0.01	0.02	0.02	0.05	0.01	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	148	0	428	0	0	0	0	134	0	0	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	428	0	0	0	0	134	0	0	280	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	428	0	0	0	0	134	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	428	0	0	0	0	134	0	0	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	428	0	0	0	0	134	0	0	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.27	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	188	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	188	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	188	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	188	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	188	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	25	181	385	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	25	181	385	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	25	181	385	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	25	181	385	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	25	181	385	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1908	309	273	588	0	0	0	0	38	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	309	273	588	0	0	0	0	38	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	309	273	588	0	0	0	0	38	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1908	309	273	588	0	0	0	0	38	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.19	0.17	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1730	195	38	564	31	10	36	10	51	46	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1730	195	38	564	31	10	36	10	51	46	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1730	195	38	564	31	10	36	10	51	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1730	195	38	564	31	10	36	10	51	46	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1730	195	38	564	31	10	36	10	51	46	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	3033	167	1600	2504	696	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.02	0.19	0.19	0.01	0.01	0.01	0.03	0.01	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	157	0	173	0	0	0	0	123	0	0	446	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	173	0	0	0	0	123	0	0	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	173	0	0	0	0	123	0	0	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	173	0	0	0	0	123	0	0	446	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	173	0	0	0	0	123	0	0	446	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:			****				****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	171	35	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	171	35	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	171	35	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	171	35	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	171	35	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	157	32	264	0	0	289	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	157	32	264	0	0	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	157	32	264	0	0	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	157	32	264	0	0	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	157	32	264	0	0	289	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.02	0.17	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.56	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	454	0	428	0	0	0	0	134	0	0	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	0	428	0	0	0	0	134	0	0	280	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	0	428	0	0	0	0	134	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	0	428	0	0	0	0	134	0	0	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	0	428	0	0	0	0	134	0	0	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.27	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.00
Crit Moves:	****						****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	27	188	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	27	188	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	27	188	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	27	188	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	27	188	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1485	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.12	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	25	181	385	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	25	181	385	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	25	181	385	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	25	181	385	0	0	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	25	181	385	0	0	258	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.24	0.00	0.00	0.16	0.00
Crit Moves:						****	****				****	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.17	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	275	0	173	0	0	0	0	123	0	0	446	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	173	0	0	0	0	123	0	0	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	173	0	0	0	0	123	0	0	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	173	0	0	0	0	123	0	0	446	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	173	0	0	0	0	123	0	0	446	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14	0.00
Crit Moves:	****						****				****	

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #4 Project Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Project Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	171	35	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	171	35	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	171	35	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	171	35	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	171	35	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1586	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.14	0.00	0.00	0.07	0.07
Crit Moves:						****		****				

Disney Golden Oak:Alternate Access Plan 2
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #5 New Driveway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	New Driveway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	157	32	264	0	0	289	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	157	32	264	0	0	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	157	32	264	0	0	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	157	32	264	0	0	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	157	32	264	0	0	289	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.02	0.17	0.00	0.00	0.18	0.00
Crit Moves:						****	****				****	

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS WITH CUMULATIVE MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.28	0.53	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:					****					****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2984	216	1600	2788	413	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.05	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.10	0.00
Crit Moves:	****				****			****		****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		

Disney Golden Oak
Existing plus Ambient Growth Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

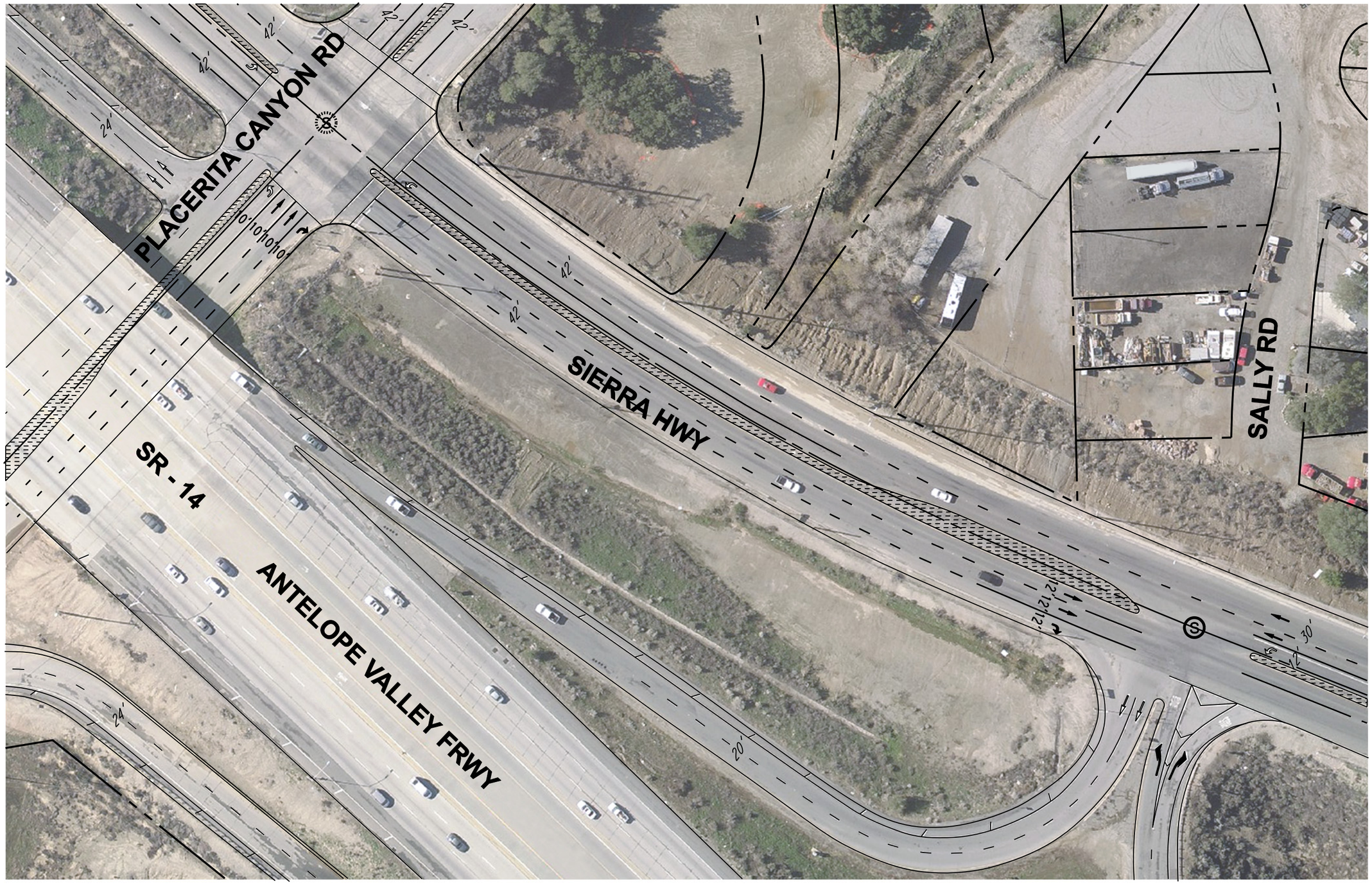
Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

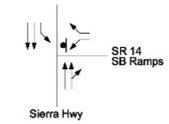
Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2687	513	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.12	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****				****		****		

APPENDIX E

INTERSECTION MITIGATION MEASURES



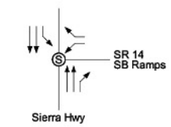
EXISTING CONDITIONS
(YEAR 2010)



PROJECT
CONDITIONS (YEAR 2020)

Same as
Existing Conditions

PROJECT
WITH MITIGATION
CONDITIONS (YEAR 2020)



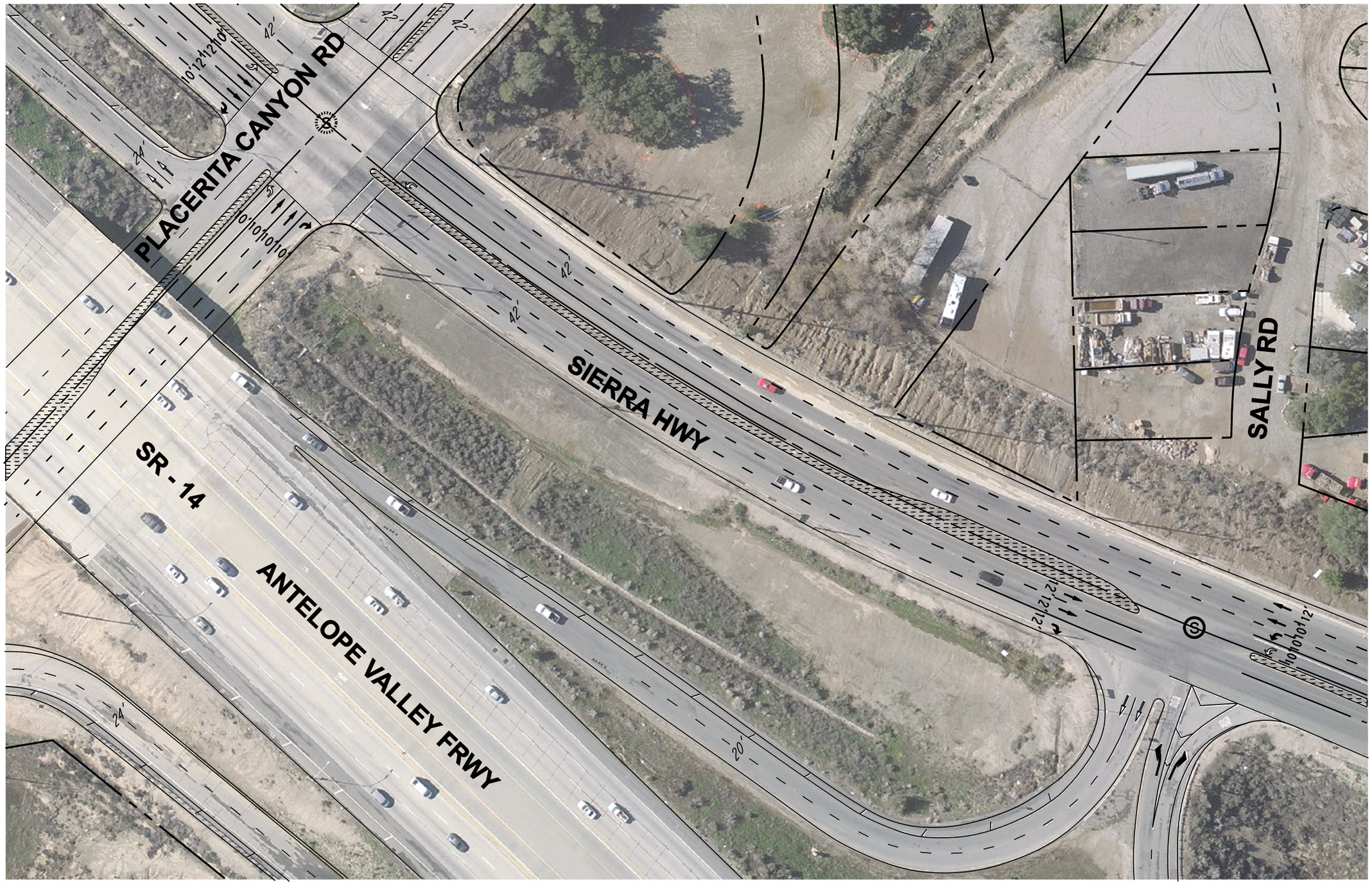
0 30' 60' 120'

GRAPHIC SCALE

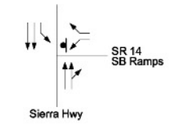
INTERSECTION #1
SIERRA HIGHWAY
& SR 14 SB RAMPS

LEGEND:

:EXIST. R/W	PROP. R/W:
:EXIST. STRIPING	PROP. STRIPING:
:EXIST. CURB	PROP. CURB:
:EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' :EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
:EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:



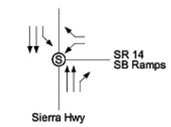
EXISTING CONDITIONS
(YEAR 2010)



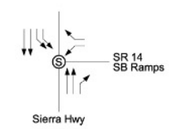
PROJECT
CONDITIONS (YEAR 2020)

Same as
Existing Conditions

PROJECT
WITH MITIGATION
CONDITIONS (YEAR 2020)



PROJECT WITH
CUMULATIVE MITIGATION
CONDITIONS (YEAR 2020)



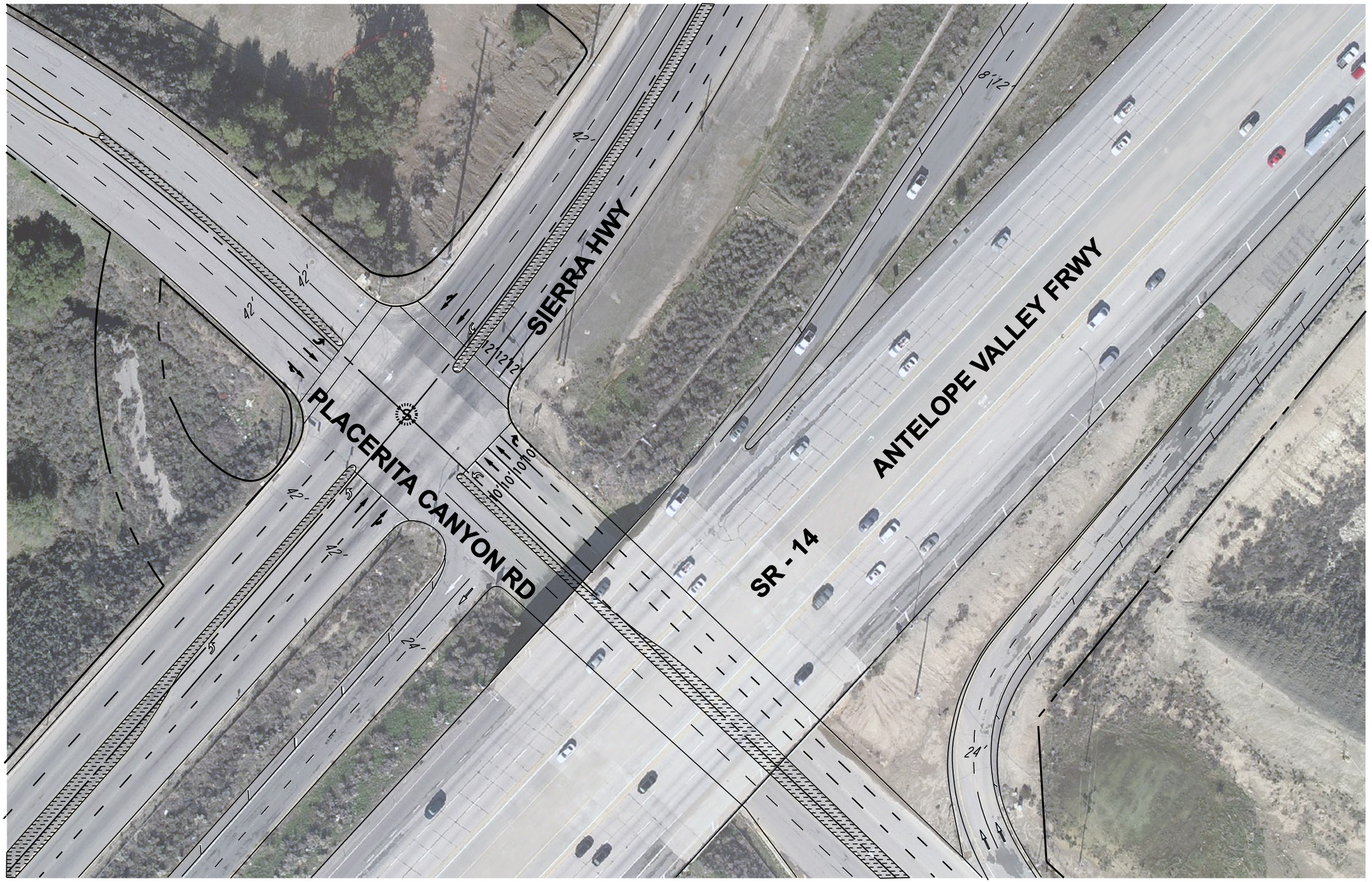
0 30' 60' 120'

GRAPHIC SCALE

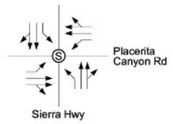
INTERSECTION #1
SIERRA HIGHWAY
& SR 14 SB RAMPS

LEGEND:

:EXIST. R/W	PROP. R/W:
:EXIST. STRIPING	PROP. STRIPING:
:EXIST. CURB	PROP. CURB:
:EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' :EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
:EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:



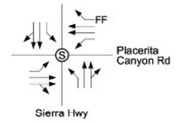
EXISTING CONDITIONS
(YEAR 2010)



PROJECT
CONDITIONS (YEAR 2020)

Same as
Existing Conditions

PROJECT
WITH MITIGATION
CONDITIONS (YEAR 2020)



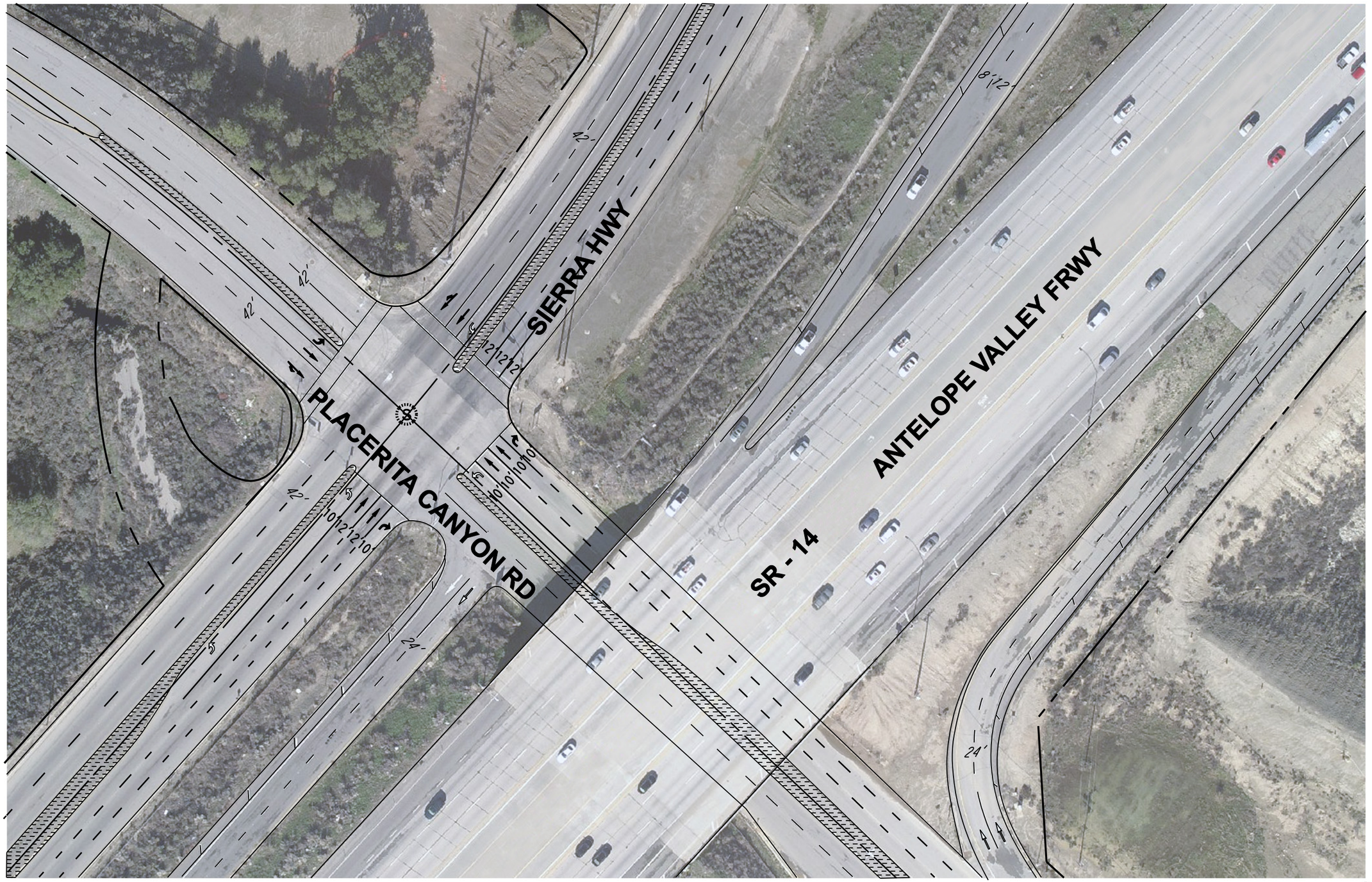
0 30' 60' 120'

GRAPHIC SCALE

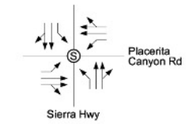
INTERSECTION #2
SIERRA HIGHWAY
& PLACERITA CANYON RD

L E G E N D :

:EXIST. R/W	PROP. R/W:
:EXIST. STRIPING	PROP. STRIPING:
:EXIST. CURB	PROP. CURB:
:EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' :EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
:EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:



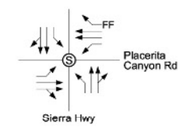
EXISTING CONDITIONS
(YEAR 2010)



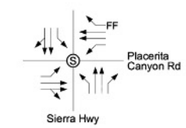
PROJECT
CONDITIONS (YEAR 2020)

Same as
Existing Conditions

PROJECT
WITH MITIGATION
CONDITIONS (YEAR 2020)



PROJECT WITH
CUMULATIVE MITIGATION
CONDITIONS (YEAR 2020)



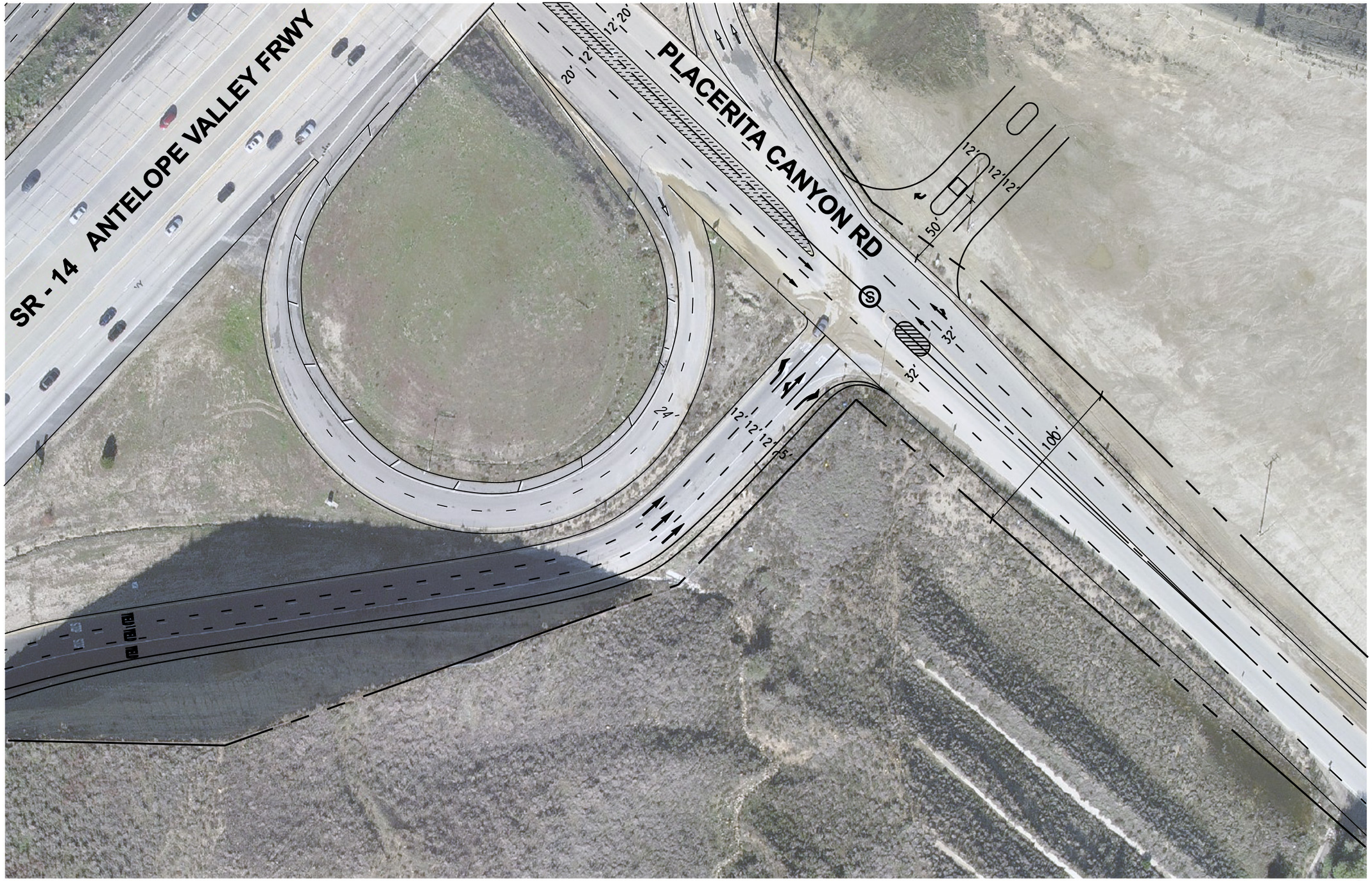
0 30' 60' 120'

GRAPHIC SCALE

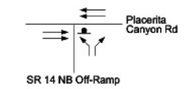
INTERSECTION #2
SIERRA HIGHWAY
& PLACERITA CANYON RD

L E G E N D :

: EXIST. R/W	PROP. R/W:
: EXIST. STRIPING	PROP. STRIPING:
: EXIST. CURB	PROP. CURB:
: EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' : EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
: EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:



EXISTING CONDITIONS
(YEAR 2010)



PROJECT
CONDITIONS (YEAR 2020)

PROJECT
WITH MITIGATION
CONDITIONS (YEAR 2020)

Same as
Project Conditions

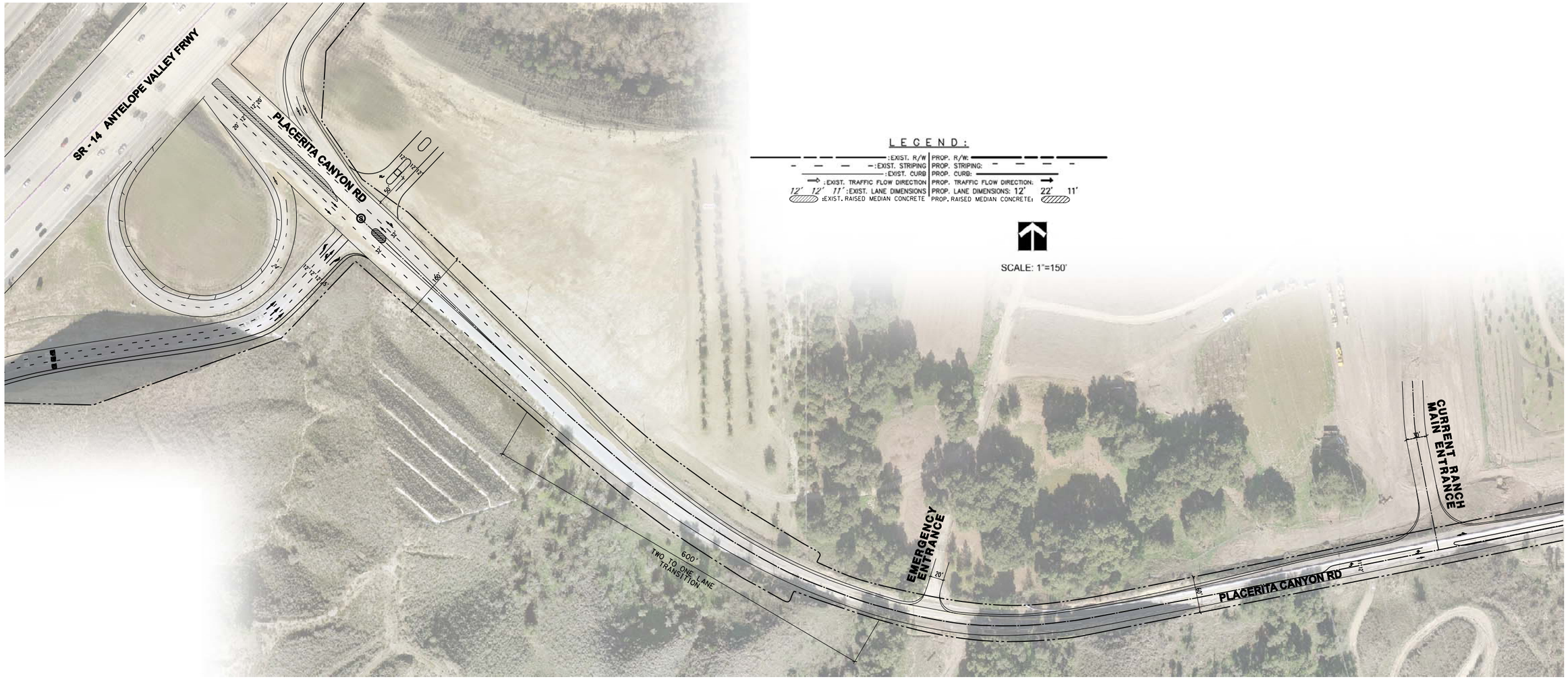
0 30' 60' 120'

GRAPHIC SCALE

INTERSECTION #3
SR 14 NB OFF-RAMP
& PLACERITA CANYON RD

L E G E N D :

: EXIST. R/W	PROP. R/W:
: EXIST. STRIPING	PROP. STRIPING:
: EXIST. CURB	PROP. CURB:
: EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' : EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
: EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:


SR-14 ANTELOPE VALLEY FRWY
PLACERITA CANYON RD
LEGEND:
:EXIST. R/W
PROP. R/W:
:EXIST. STRIPING
PROP. STRIPING:
:EXIST. CURB
PROP. CURB:
:EXIST. TRAFFIC FLOW DIRECTION
PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' :EXIST. LANE DIMENSIONS
PROP. LANE DIMENSIONS: 12' 22' 11'
:EXIST. RAISED MEDIAN CONCRETE
PROP. RAISED MEDIAN CONCRETE:
SCALE: 1"=150'
600' TWO TO ONE LANE TRANSITION
EMERGENCY ENTRANCE
20'
PLACERITA CANYON RD
CURRENT RANCH MAIN ENTRANCE

L E G E N D :

: EXIST. R/W	PROP. R/W:
: EXIST. STRIPING	PROP. STRIPING:
: EXIST. CURB	PROP. CURB:
: EXIST. TRAFFIC FLOW DIRECTION	PROP. TRAFFIC FLOW DIRECTION:
12' 12' 11' : EXIST. LANE DIMENSIONS	PROP. LANE DIMENSIONS: 12' 22' 11'
: EXIST. RAISED MEDIAN CONCRETE	PROP. RAISED MEDIAN CONCRETE:

APPENDIX F

CMP ARTERIAL MONITORING STATIONS LEVEL OF SERVICE WORKSHEETS

FUTURE WITHOUT PROJECT CONDITIONS

(YEAR 2020)

Disney Golden Oak
CMP - Future without Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	134	1558	113	41	209	33	83	329	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	134	1558	113	41	209	33	83	329	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	134	1558	113	41	209	33	83	329	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	134	1558	113	41	209	33	83	329	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	134	1558	113	41	209	33	83	329	264
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.73	0.27	1.00	1.11	0.89
Final Sat.:	1600	2601	599	1600	2984	216	1600	2764	436	1600	1775	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.08	0.52	0.52	0.03	0.08	0.08	0.05	0.19	0.19
Crit Moves:	****				****		****				****	

Disney Golden Oak
CMP - Future without Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	D

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	28	660	126	69	331	19	51	151	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	28	660	126	69	331	19	51	151	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	28	660	126	69	331	19	51	151	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	28	660	126	69	331	19	51	151	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	28	660	126	69	331	19	51	151	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3026	174	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.09	0.12
Crit Moves:		****		****			****					****

FUTURE WITH PROJECT CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
CMP - Future with Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	1.04	0.96
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	1665	1535
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.20	0.20
Crit Moves:	****				****		****				****	

Disney Golden Oak
CMP - Future with Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	453
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3027	173	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.10	0.28
Crit Moves:		****		****			****					****

FUTURE WITH PROJECT CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	1.04	0.96
Final Sat.:	1600	2601	599	1600	2984	216	1600	2788	413	1600	1663	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.52	0.52	0.03	0.08	0.08	0.05	0.20	0.20
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.012
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	462
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1600	2903	297	1600	2687	513	1600	3028	172	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.66	0.02	0.25	0.25	0.04	0.11	0.11	0.03	0.10	0.29
Crit Moves:		****		****			****					****

APPENDIX G

CALTRANS ANALYSIS
LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS

(YEAR 2010)

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): 33.0 Worst Case Level Of Service: F[1416.4]

Street Name:	Sierra Highway									SR 14 SB Ramps											
Approach:	North Bound					South Bound					East Bound					West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign					
Rights:	Include					Include					Include					Include					
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1	
Volume Module:																					
Base Vol:	0	320		111		705	1241		0		0		0		0	46		0		4	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		
Initial Bse:	0	320		111		705	1241		0		0		0		0	46		0		4	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		
PHF Volume:	0	320		111		705	1241		0		0		0		0	46		0		4	
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0	
FinalVolume:	0	320		111		705	1241		0		0		0		0	46		0		4	
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.8	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3		
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx		xxxxx		431	xxxx		xxxxx		xxxx	xxxx		xxxxx		2406	xxxx		216		
Potent Cap.:	xxxx	xxxx		xxxxx		1139	xxxx		xxxxx		xxxx	xxxx		xxxxx		28	xxxx		795		
Move Cap.:	xxxx	xxxx		xxxxx		1139	xxxx		xxxxx		xxxx	xxxx		xxxxx		14	xxxx		795		
Volume/Cap:	xxxx	xxxx		xxxx		0.62	xxxx		xxxx		xxxx	xxxx		xxxx		3.22	xxxx		0.01		
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx		xxxxx		4.5	xxxx		xxxxx		xxxx	xxxx		xxxxx		6.6	xxxx		0.0		
Control Del:	xxxxx	xxxx		xxxxx		13.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		1539	xxxx		9.5		
LOS by Move:	*	*		*		B	*		*		*	*		*		F	*		A		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					1416.4					
ApproachLOS:	*					*					*					F					

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	220	57	105	1156	17	10	25	12	65	18	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	220	57	105	1156	17	10	25	12	65	18	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	220	57	105	1156	17	10	25	12	65	18	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	220	57	105	1156	17	10	25	12	65	18	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	220	57	105	1156	17	10	25	12	65	18	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.90	0.90	0.95	0.82	0.82
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	1.35	0.65	1.00	1.00	1.00
Final Sat.:	1805	2778	720	1805	3551	52	1805	2320	1113	1805	1556	1556
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.33	0.33	0.01	0.01	0.01	0.04	0.01	0.13
Crit Moves:	****				****		****					****
Green/Cycle:	0.01	0.41	0.41	0.30	0.70	0.70	0.01	0.07	0.07	0.23	0.28	0.28
Volume/Cap:	0.47	0.20	0.20	0.20	0.47	0.47	0.47	0.16	0.16	0.16	0.04	0.47
Delay/Veh:	78.5	19.3	19.3	26.4	6.9	6.9	64.3	44.2	44.2	31.1	25.9	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	19.3	19.3	26.4	6.9	6.9	64.3	44.2	44.2	31.1	25.9	30.2
LOS by Move:	E	B	B	C	A	A	E	D	D	C	C	C
HCM2kAvgQ:	1	3	3	2	9	9	1	1	1	2	0	6

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Hev Veh Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Grade Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Parking Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Bus Stp Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Area Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
RT Adj:	xxxx	0.97		0.97	xxxx	1.00		1.00	xxxx	0.95		0.95	xxxx	0.86		0.86
LT Adj:	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.95	0.97		0.97	0.95	1.00		1.00	0.95	0.95		0.95	0.95	0.86		0.86
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95
Fnl Sat Adj:	0.95	0.92		0.92	0.95	0.95		0.95	0.95	0.90		0.90	0.95	0.82		0.82
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.01	0.41	0.41	0.30	0.70	0.70	0.01	0.07	0.07	0.23	0.28	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	2.6	2.6	2.2	7.7	7.7	0.3	0.5	0.5	1.4	0.4	5.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.5	0.2	0.2	0.2	0.9	0.9	0.6	0.2	0.2	0.2	0.0	0.9
HCM2KQueue:	0.6	2.9	2.9	2.4	8.6	8.6	0.9	0.7	0.7	1.6	0.4	5.8
70th%Factor:	1.20	1.19	1.19	1.19	1.18	1.18	1.20	1.20	1.20	1.20	1.20	1.19
HCM2k70thQ:	0.8	3.4	3.4	2.9	10.1	10.1	1.1	0.8	0.8	2.0	0.5	6.9
85th%Factor:	1.59	1.57	1.57	1.58	1.53	1.53	1.59	1.59	1.59	1.58	1.60	1.55
HCM2k85thQ:	1.0	4.5	4.5	3.8	13.1	13.1	1.4	1.1	1.1	2.6	0.7	9.0
90th%Factor:	1.79	1.75	1.75	1.75	1.66	1.66	1.78	1.79	1.79	1.77	1.79	1.70
HCM2k90thQ:	1.2	5.0	5.0	4.2	14.2	14.2	1.6	1.2	1.2	2.9	0.8	9.9
95th%Factor:	2.08	2.01	2.01	2.02	1.87	1.87	2.07	2.08	2.08	2.05	2.09	1.93
HCM2k95thQ:	1.3	5.7	5.7	4.9	16.0	16.0	1.8	1.4	1.4	3.3	0.9	11.3
98th%Factor:	2.65	2.50	2.50	2.53	2.22	2.22	2.63	2.65	2.65	2.58	2.67	2.34
HCM2k98thQ:	1.7	7.2	7.2	6.1	19.0	19.0	2.3	1.8	1.8	4.2	1.1	13.7

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	1.2	35.5	9.2	19.6	130	1.9	2.5	5.9	2.8	13.0	3.3	42.7

Name: year 1995 composite fleet
Fuel Consumption: 41.557 pounds
6.732 gallons
Carbon Dioxide: 129.659 pounds
Carbon Monoxide: 9.592 pounds
Hydrocarbons: 1.569 pounds
Nitrogen Oxides: 0.479 pounds

Name: year 2000 composite fleet
Fuel Consumption: 41.557 pounds
6.732 gallons
Carbon Dioxide: 129.659 pounds
Carbon Monoxide: 9.592 pounds
Hydrocarbons: 1.569 pounds
Nitrogen Oxides: 0.479 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.4]

Street Name:	SR 14 NB Off-Ramp									Placerita Canyon Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L -	T -	R			L -	T -	R		L -	T -	R			L -	T -	R	
Control:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Include					Include				Include					Include			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0
Volume Module:																			
Base Vol:	116	0	109			0	0	0		0	51		0		0	181		0	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	116	0	109			0	0	0		0	51		0		0	181		0	
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	116	0	109			0	0	0		0	51		0		0	181		0	
Reduct Vol:	0	0	0			0	0	0		0	0		0		0	0		0	
FinalVolume:	116	0	109			0	0	0		0	51		0		0	181		0	
Critical Gap Module:																			
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Capacity Module:																			
Cnflict Vol:	142	xxxx	26	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	843	xxxx	1051	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	843	xxxx	1051	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Volume/Cap:	0.14	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							
Level Of Service Module:																			
2Way95thQ:	0.5	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	10.0	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	A	*	A	*	*	*	*	*	*	*	*	*							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*							
ApproachDel:		9.4			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:		A			*			*			*								

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: F[363.3]

Street Name:	Sierra Highway									SR 14 SB Ramps											
Approach:	North Bound					South Bound					East Bound					West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign					
Rights:	Include					Include					Include					Include					
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1	
Volume Module:																					
Base Vol:	0	1485		46		214	459		0		0		0		0	25		0		2	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	0	1485		46		214	459		0		0		0		0	25		0		2	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:	0	1485		46		214	459		0		0		0		0	25		0		2	
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0	
FinalVolume:	0	1485		46		214	459		0		0		0		0	25		0		2	
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.8		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx		xxxxx		1531	xxxx		xxxxx		xxxx		xxxx		xxxxx	2166		xxxx		766	
Potent Cap.:	xxxx	xxxx		xxxxx		441	xxxx		xxxxx		xxxx		xxxx		xxxxx	41		xxxx		350	
Move Cap.:	xxxx	xxxx		xxxxx		441	xxxx		xxxxx		xxxx		xxxx		xxxxx	26		xxxx		350	
Volume/Cap:	xxxx	xxxx		xxxx		0.49	xxxx		xxxx		xxxx		xxxx		xxxx	0.98		xxxx		0.01	
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx		xxxxx		2.6	xxxx		xxxxx		xxxx		xxxx		xxxxx	3.0		xxxx		0.0	
Control Del:	xxxxx	xxxx		xxxxx		20.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	391.1		xxxx		15.3	
LOS by Move:	*	*		*		C	*		*		*		*		*	F		*		C	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					363.3					
ApproachLOS:	*					*					*					F					

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	9.0
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	1358	153	22	443	24	8	26	8	40	26	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1358	153	22	443	24	8	26	8	40	26	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1358	153	22	443	24	8	26	8	40	26	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1358	153	22	443	24	8	26	8	40	26	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1358	153	22	443	24	8	26	8	40	26	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.83	0.83
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.53	0.47	1.00	1.00	1.00
Final Sat.:	1805	3196	360	1805	3397	184	1805	2664	820	1805	1574	1574
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.13	0.13	0.00	0.01	0.01	0.02	0.02	0.10
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.79	0.79	0.02	0.76	0.76	0.01	0.06	0.06	0.13	0.18	0.18
Volume/Cap:	0.17	0.54	0.54	0.54	0.17	0.17	0.54	0.17	0.17	0.17	0.09	0.54
Delay/Veh:	46.3	4.1	4.1	62.1	3.4	3.4	83.9	45.2	45.2	38.9	34.1	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	4.1	4.1	62.1	3.4	3.4	83.9	45.2	45.2	38.9	34.1	38.9
LOS by Move:	D	A	A	E	A	A	F	D	D	D	C	D
HCM2kAvgQ:	1	9	9	1	2	2	1	1	1	1	1	5

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Hev Veh Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Grade Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Parking Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Bus Stp Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Area Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
RT Adj:	xxxx	0.99		0.99	xxxx	0.99		0.99	xxxx	0.97		0.97	xxxx	0.87		0.87
LT Adj:	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.95	0.99		0.99	0.95	0.99		0.99	0.95	0.97		0.97	0.95	0.87		0.87
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95
Fnl Sat Adj:	0.95	0.94		0.94	0.95	0.94		0.94	0.95	0.92		0.92	0.95	0.83		0.83
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.05	0.79	0.79	0.02	0.76	0.76	0.01	0.06	0.06	0.13	0.18	0.18
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.4	8.2	8.2	0.6	1.9	1.9	0.2	0.5	0.5	1.0	0.6	4.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.2	1.2	1.2	0.9	0.2	0.2	0.7	0.2	0.2	0.2	0.1	1.1
HCM2KQueue:	0.6	9.3	9.3	1.5	2.1	2.1	0.9	0.7	0.7	1.2	0.7	5.2
70th%Factor:	1.20	1.18	1.18	1.20	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.19
HCM2k70thQ:	0.8	11.0	11.0	1.7	2.5	2.5	1.1	0.8	0.8	1.4	0.9	6.2
85th%Factor:	1.59	1.52	1.52	1.59	1.58	1.58	1.59	1.59	1.59	1.59	1.59	1.55
HCM2k85thQ:	1.0	14.1	14.1	2.3	3.3	3.3	1.4	1.1	1.1	1.9	1.2	8.1
90th%Factor:	1.79	1.65	1.65	1.77	1.76	1.76	1.78	1.79	1.79	1.78	1.79	1.71
HCM2k90thQ:	1.1	15.4	15.4	2.6	3.7	3.7	1.6	1.2	1.2	2.1	1.3	8.9
95th%Factor:	2.08	1.86	1.86	2.05	2.03	2.03	2.07	2.08	2.08	2.06	2.08	1.95
HCM2k95thQ:	1.3	17.3	17.3	3.0	4.3	4.3	1.8	1.4	1.4	2.4	1.5	10.1
98th%Factor:	2.65	2.19	2.19	2.59	2.55	2.55	2.63	2.65	2.65	2.61	2.65	2.37
HCM2k98thQ:	1.7	20.4	20.4	3.8	5.4	5.4	2.3	1.8	1.8	3.1	1.9	12.3

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	3.8	125	14.1	5.4	30.7	1.7	2.0	6.2	1.9	8.9	5.4	34.9

Name: year 1995 composite fleet

Fuel Consumption:	40.181 pounds
	6.509 gallons
Carbon Dioxide:	125.365 pounds
Carbon Monoxide:	8.826 pounds
Hydrocarbons:	1.316 pounds
Nitrogen Oxides:	0.460 pounds

Name: year 2000 composite fleet

Fuel Consumption:	40.181 pounds
	6.509 gallons
Carbon Dioxide:	125.365 pounds
Carbon Monoxide:	8.826 pounds
Hydrocarbons:	1.316 pounds
Nitrogen Oxides:	0.460 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.5]

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	123	0	96	0	0	0	0	87	0	0	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	96	0	0	0	0	87	0	0	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	0	96	0	0	0	0	87	0	0	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	96	0	0	0	0	87	0	0	107	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	141	xxxx	44	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	844	xxxx	1024	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	844	xxxx	1024	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour

FUTURE WITHOUT PROJECT CONDITIONS

(YEAR 2020)

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): 1524.0 Worst Case Level Of Service: F[37942.1]

Street Name:	Sierra Highway								SR 14 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	456		157		898	1687		0		0		0		0	128		0		5
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	456		157		898	1687		0		0		0		0	128		0		5
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	456		157		898	1687		0		0		0		0	128		0		5
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	456		157		898	1687		0		0		0		0	128		0		5
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.8	xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		613	xxxx		xxxxx		xxxx	xxxx		xxxxx		3174	xxxx		307	
Potent Cap.:	xxxx	xxxx		xxxxx		976	xxxx		xxxxx		xxxx	xxxx		xxxxx		8	xxxx		695	
Move Cap.:	xxxx	xxxx		xxxxx		976	xxxx		xxxxx		xxxx	xxxx		xxxxx		2	xxxx		695	
Volume/Cap:	xxxx	xxxx		xxxx		0.92	xxxx		xxxx		xxxx	xxxx		xxxx		78.95	xxxx		0.01	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		14.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		18.4	xxxx		0.0	
Control Del:	xxxxx	xxxx		xxxxx		33.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx		39424	xxxx		10.2	
LOS by Move:	*	*		*		D	*		*		*	*		*		F	*		B	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					F				

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	134	1558	113	41	209	33	83	329	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	134	1558	113	41	209	33	83	329	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	134	1558	113	41	209	33	83	329	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	134	1558	113	41	209	33	83	329	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	134	1558	113	41	209	33	83	329	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.89	0.89
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.73	0.27	1.00	1.11	0.89
Final Sat.:	1805	2852	657	1805	3332	242	1805	3055	482	1805	1869	1499
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.07	0.47	0.47	0.02	0.07	0.07	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.01	0.42	0.42	0.28	0.70	0.70	0.03	0.18	0.18	0.12	0.26	0.26
Volume/Cap:	0.67	0.26	0.26	0.26	0.67	0.67	0.67	0.39	0.39	0.39	0.67	0.67
Delay/Veh:	129.1	18.9	18.9	28.1	9.4	9.4	73.3	36.8	36.8	41.8	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.1	18.9	18.9	28.1	9.4	9.4	73.3	36.8	36.8	41.8	35.1	35.1
LOS by Move:	F	B	B	C	A	A	E	D	D	D	D	D
HCM2kAvgQ:	1	4	4	3	16	16	2	4	4	3	10	10

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Hev Veh Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Grade Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Parking Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00	
Bus Stp Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00	
Area Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
RT Adj:	xxxx	0.97	0.97		xxxx	0.99	0.99		xxxx	0.98	0.98		xxxx	0.93	0.93	
LT Adj:	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.95	0.97	0.97		0.95	0.99	0.99		0.95	0.98	0.98		0.95	0.93	0.93	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	0.95	
Fnl Sat Adj:	0.95	0.92	0.92		0.95	0.94	0.94		0.95	0.93	0.93		0.95	0.89	0.89	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.42	0.42	0.28	0.70	0.70	0.03	0.18	0.18	0.12	0.26	0.26
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	3.7	3.7	2.9	14.0	14.0	1.1	3.1	3.1	2.1	7.8	7.8
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.9	0.4	0.4	0.4	2.0	2.0	1.3	0.6	0.6	0.6	1.9	1.9
HCM2KQueue:	1.1	4.1	4.1	3.2	15.9	15.9	2.5	3.7	3.7	2.7	9.6	9.6
70th%Factor:	1.20	1.19	1.19	1.19	1.17	1.17	1.19	1.19	1.19	1.19	1.18	1.18
HCM2k70thQ:	1.4	4.8	4.8	3.9	18.6	18.6	2.9	4.5	4.5	3.3	11.3	11.3
85th%Factor:	1.59	1.56	1.56	1.57	1.48	1.48	1.58	1.56	1.56	1.57	1.52	1.52
HCM2k85thQ:	1.8	6.3	6.3	5.1	23.5	23.5	3.9	5.9	5.9	4.3	14.6	14.6
90th%Factor:	1.78	1.73	1.73	1.74	1.58	1.58	1.75	1.73	1.73	1.75	1.65	1.65
HCM2k90thQ:	2.0	7.0	7.0	5.6	25.2	25.2	4.3	6.5	6.5	4.8	15.9	15.9
95th%Factor:	2.06	1.98	1.98	2.00	1.75	1.75	2.02	1.99	1.99	2.02	1.85	1.85
HCM2k95thQ:	2.3	8.0	8.0	6.5	27.8	27.8	5.0	7.4	7.4	5.5	17.8	17.8
98th%Factor:	2.62	2.43	2.43	2.48	1.99	1.99	2.53	2.45	2.45	2.51	2.18	2.18
HCM2k98thQ:	3.0	9.9	9.9	8.0	31.8	31.8	6.2	9.2	9.2	6.9	21.0	21.0

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	51.5	11.9	26.0	222	16.1	10.1	46.2	7.3	19.2	73.7	59.1

Name: year 1995 composite fleet
Fuel Consumption: 83.132 pounds
13.467 gallons
Carbon Dioxide: 259.372 pounds
Carbon Monoxide: 19.833 pounds
Hydrocarbons: 3.433 pounds
Nitrogen Oxides: 0.958 pounds

Name: year 2000 composite fleet
Fuel Consumption: 83.132 pounds
13.467 gallons
Carbon Dioxide: 259.372 pounds
Carbon Monoxide: 19.833 pounds
Hydrocarbons: 3.433 pounds
Nitrogen Oxides: 0.958 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: B[13.8]

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	454	0	139	0	0	0	0	65	0	0	231	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	0	139	0	0	0	0	65	0	0	231	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	0	139	0	0	0	0	65	0	0	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	454	0	139	0	0	0	0	65	0	0	231	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	181	xxxx	33	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	797	xxxx	1040	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	797	xxxx	1040	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.57	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.7	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.3	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sierra Highway								SR 14 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	2097		91		273	700		0		0		0		0	108		0		3
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	2097		91		273	700		0		0		0		0	108		0		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	2097		91		273	700		0		0		0		0	108		0		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	2097		91		273	700		0		0		0		0	108		0		3
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.8		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		2188	xxxx		xxxxx		xxxx		xxxx		xxxxx	3039		xxxx		1094
Potent Cap.:	xxxx	xxxx		xxxxx		246	xxxx		xxxxx		xxxx		xxxx		xxxxx	10		xxxx		212
Move Cap.:	xxxx	xxxx		xxxxx		246	xxxx		xxxxx		xxxx		xxxx		xxxxx	0		xxxx		212
Volume/Cap:	xxxx	xxxx		xxxx		1.11	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		0.01
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		12.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		0.0
Control Del:	xxxxx	xxxx		xxxxx		134.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		22.2
LOS by Move:	*	*		*		F	*		*		*		*		*	*		*		C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					+Inf				
ApproachLOS:	*					*					*					F				

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	96	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	28	660	126	69	331	19	51	151	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	28	660	126	69	331	19	51	151	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	28	660	126	69	331	19	51	151	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	28	660	126	69	331	19	51	151	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	28	660	126	69	331	19	51	151	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.87	0.87
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1805	3229	330	1805	2959	565	1805	3387	194	1805	1652	1652
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.59	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.09	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.77	0.77	0.02	0.71	0.71	0.05	0.16	0.16	0.05	0.16	0.16
Volume/Cap:	0.32	0.76	0.76	0.76	0.32	0.32	0.76	0.61	0.61	0.61	0.59	0.76
Delay/Veh:	43.9	7.5	7.5	111.3	5.6	5.6	78.1	41.1	41.1	59.6	40.8	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	7.5	7.5	111.3	5.6	5.6	78.1	41.1	41.1	59.6	40.8	47.9
LOS by Move:	D	A	A	F	A	A	E	D	D	E	D	D
HCM2kAvgQ:	2	20	20	2	5	5	4	6	6	3	5	8

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Lane Group:	L	RT	RT	L	RT	RT	L	RT	RT	L	RT	RT
#LnsInGrps:	1	2	2	1	2	2	1	2	2	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	0.99	0.99	xxxx	0.92	0.92
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.99	0.99	0.95	0.92	0.92
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fnl Sat Adj:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.87	0.87
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.09	0.77	0.77	0.02	0.71	0.71	0.05	0.16	0.16	0.05	0.16	0.16
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	17.0	17.0	0.8	4.3	4.3	1.9	4.8	4.8	1.4	4.1	5.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.4	3.0	3.0	1.4	0.5	0.5	1.9	1.4	1.4	1.2	1.3	2.5
HCM2KQueue:	1.7	20.0	20.0	2.2	4.8	4.8	3.8	6.2	6.2	2.6	5.4	8.0
70th%Factor:	1.20	1.16	1.16	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.18
HCM2k70thQ:	2.1	23.2	23.2	2.6	5.7	5.7	4.5	7.4	7.4	3.1	6.4	9.4
85th%Factor:	1.58	1.45	1.45	1.58	1.56	1.56	1.56	1.54	1.54	1.58	1.55	1.53
HCM2k85thQ:	2.8	29.0	29.0	3.4	7.5	7.5	5.9	9.6	9.6	4.1	8.4	12.2
90th%Factor:	1.77	1.55	1.55	1.76	1.71	1.71	1.73	1.69	1.69	1.75	1.71	1.67
HCM2k90thQ:	3.1	30.9	30.9	3.8	8.2	8.2	6.5	10.5	10.5	4.6	9.2	13.3
95th%Factor:	2.04	1.70	1.70	2.03	1.96	1.96	1.99	1.93	1.93	2.02	1.94	1.89
HCM2k95thQ:	3.6	33.9	33.9	4.4	9.4	9.4	7.5	11.9	11.9	5.3	10.5	15.0
98th%Factor:	2.57	1.92	1.92	2.55	2.39	2.39	2.45	2.32	2.32	2.52	2.36	2.24
HCM2k98thQ:	4.5	38.2	38.2	5.5	11.5	11.5	9.3	14.4	14.4	6.6	12.8	17.8

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.7	263	26.9	7.0	62.3	11.9	17.0	77.1	4.4	12.5	35.1	47.0

Name: year 1995 composite fleet

Fuel Consumption:	89.490 pounds
	14.497 gallons
Carbon Dioxide:	279.210 pounds
Carbon Monoxide:	20.967 pounds
Hydrocarbons:	3.523 pounds
Nitrogen Oxides:	1.030 pounds

Name: year 2000 composite fleet

Fuel Consumption:	89.490 pounds
	14.497 gallons
Carbon Dioxide:	279.210 pounds
Carbon Monoxide:	20.967 pounds
Hydrocarbons:	3.523 pounds
Nitrogen Oxides:	1.030 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[11.0]

Street Name:	SR 14 NB Off-Ramp									Placerita Canyon Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L -	T -	R			L -	T -	R		L -	T -	R			L -	T -	R	
Control:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Include					Include				Include					Include			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0
Volume Module:																			
Base Vol:	275	0	122			0	0	0		0	111	0			0	136	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	275	0	122			0	0	0		0	111	0			0	136	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	275	0	122			0	0	0		0	111	0			0	136	0		
Reduct Vol:	0	0	0			0	0	0		0	0	0			0	0	0		
FinalVolume:	275	0	122			0	0	0		0	111	0			0	136	0		
Critical Gap Module:																			
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Capacity Module:																			
Cnflict Vol:	179	xxxx	56	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	799	xxxx	1006	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	799	xxxx	1006	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Volume/Cap:	0.34	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							
Level Of Service Module:																			
2Way95thQ:	1.5	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	11.8	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	B	*	A	*	*	*	*	*	*	*	*	*							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*							
ApproachDel:	11.0			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	B			*			*			*								

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future without Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet
Time Period: 0.25 hour				

FUTURE WITH PROJECT CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): 3287.5 Worst Case Level Of Service: F[66769.5]

Street Name:	Sierra Highway								SR 14 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1 1	0		1 0	2 0	0		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	0	458	195		898	1704	0		0	0	0		163	0	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	458	195		898	1704	0		0	0	0		163	0	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	458	195		898	1704	0		0	0	0		163	0	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	458	195		898	1704	0		0	0	0		163	0	5	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		653	xxxx	xxxxx		xxxx	xxxx	xxxxx		3204	xxxx	327	
Potent Cap.:	xxxx	xxxx	xxxxx		943	xxxx	xxxxx		xxxx	xxxx	xxxxx		8	xxxx	675	
Move Cap.:	xxxx	xxxx	xxxxx		943	xxxx	xxxxx		xxxx	xxxx	xxxxx		1	xxxx	675	
Volume/Cap:	xxxx	xxxx	xxxx		0.95	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.01	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		15.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		22.9	xxxx	0.0	
Control Del:	xxxxx	xxxx	xxxxx		39.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		68817	xxxx	10.4	
LOS by Move:	*	*	*		E	*	*		*	*	*		F	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				F			

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.88	0.88
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	1.04	0.96
Final Sat.:	1805	2852	657	1805	3332	242	1805	3085	457	1805	1744	1607
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.01	0.36	0.36	0.33	0.68	0.68	0.03	0.19	0.19	0.12	0.28	0.28
Volume/Cap:	0.69	0.31	0.31	0.31	0.69	0.69	0.69	0.38	0.38	0.38	0.69	0.69
Delay/Veh:	135.9	23.3	23.3	25.2	10.3	10.3	76.1	35.8	35.8	41.7	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.9	23.3	23.3	25.2	10.3	10.3	76.1	35.8	35.8	41.7	34.4	34.4
LOS by Move:	F	C	C	C	B	B	E	D	D	D	C	C
HCM2kAvgQ:	1	5	5	4	17	17	3	4	4	3	10	10

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Hev Veh Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Grade Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Parking Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Bus Stp Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Area Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
RT Adj:	xxxx	0.97		0.97	xxxx	0.99		0.99	xxxx	0.98		0.98	xxxx	0.93		0.93
LT Adj:	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.95	0.97		0.97	0.95	0.99		0.99	0.95	0.98		0.98	0.95	0.93		0.93
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95
Fnl Sat Adj:	0.95	0.92		0.92	0.95	0.94		0.94	0.95	0.93		0.93	0.95	0.88		0.88
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.36	0.36	0.33	0.68	0.68	0.03	0.19	0.19	0.12	0.28	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	4.1	4.1	3.8	14.6	14.6	1.1	3.3	3.3	2.1	8.3	8.3
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.9	0.4	0.4	0.4	2.1	2.1	1.4	0.6	0.6	0.6	2.0	2.0
HCM2KQueue:	1.1	4.6	4.6	4.3	16.7	16.7	2.5	3.9	3.9	2.7	10.3	10.3
70th%Factor:	1.20	1.19	1.19	1.19	1.17	1.17	1.19	1.19	1.19	1.19	1.18	1.18
HCM2k70thQ:	1.4	5.4	5.4	5.1	19.5	19.5	3.0	4.6	4.6	3.2	12.1	12.1
85th%Factor:	1.59	1.56	1.56	1.56	1.47	1.47	1.58	1.56	1.56	1.57	1.51	1.51
HCM2k85thQ:	1.8	7.1	7.1	6.7	24.6	24.6	3.9	6.1	6.1	4.3	15.5	15.5
90th%Factor:	1.78	1.72	1.72	1.72	1.57	1.57	1.75	1.73	1.73	1.75	1.64	1.64
HCM2k90thQ:	2.0	7.8	7.8	7.4	26.3	26.3	4.4	6.7	6.7	4.8	16.8	16.8
95th%Factor:	2.06	1.97	1.97	1.97	1.74	1.74	2.02	1.98	1.98	2.02	1.84	1.84
HCM2k95thQ:	2.4	9.0	9.0	8.5	29.0	29.0	5.1	7.7	7.7	5.5	18.9	18.9
98th%Factor:	2.62	2.40	2.40	2.42	1.98	1.98	2.52	2.44	2.44	2.51	2.15	2.15
HCM2k98thQ:	3.0	11.0	11.0	10.4	33.0	33.0	6.3	9.5	9.5	6.8	22.1	22.1

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	57.2	13.2	34.6	233	16.9	10.1	48.7	7.2	19.1	73.9	68.1

Name: year 1995 composite fleet
Fuel Consumption: 88.641 pounds
14.360 gallons
Carbon Dioxide: 276.559 pounds
Carbon Monoxide: 21.250 pounds
Hydrocarbons: 3.707 pounds
Nitrogen Oxides: 1.022 pounds

Name: year 2000 composite fleet
Fuel Consumption: 88.641 pounds
14.360 gallons
Carbon Dioxide: 276.559 pounds
Carbon Monoxide: 21.250 pounds
Hydrocarbons: 3.707 pounds
Nitrogen Oxides: 1.022 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.49	0.51	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2722	941	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:		****				****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.24	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.4	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.2	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.6	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.2	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.59	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.2	9.2	8.0	0.0	0.0	2.4	0.0	4.1	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.8	15.8	26.2	0.0	0.0	5.3	0.0	24.4	0.0	0.0	49.6	0.0

Name: year 1995 composite fleet
Fuel Consumption: 27.202 pounds
4.407 gallons
Carbon Dioxide: 84.870 pounds
Carbon Monoxide: 6.241 pounds
Hydrocarbons: 1.013 pounds
Nitrogen Oxides: 0.311 pounds

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DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sierra Highway									SR 14 SB Ramps									
Approach:	North Bound					South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign			
Rights:	Include					Include					Include					Include			
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	2112		333		273	703		0		0		0		0	114		0		3
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	2112		333		273	703		0		0		0		0	114		0		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	2112		333		273	703		0		0		0		0	114		0		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	2112		333		273	703		0		0		0		0	114		0		3
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.8		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		2445	xxxx		xxxxx		xxxx		xxxx		xxxxx	3176		xxxx		1223
Potent Cap.:	xxxx	xxxx		xxxxx		195	xxxx		xxxxx		xxxx		xxxx		xxxxx	8		xxxx		174
Move Cap.:	xxxx	xxxx		xxxxx		195	xxxx		xxxxx		xxxx		xxxx		xxxxx	0		xxxx		174
Volume/Cap:	xxxx	xxxx		xxxx		1.40	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		0.02
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		16.1	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		0.1
Control Del:	xxxxx	xxxx		xxxxx		254.9	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		26.0
LOS by Move:	*	*		*		F	*		*		*		*		*	*		*		D
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					+Inf				
ApproachLOS:	*					*					*					F				

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	0	Average Delay (sec/veh):	29.1
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	453
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.85	0.85
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1805	3229	330	1805	2959	565	1805	3388	193	1805	1606	1606
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.59	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.10	0.28
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.63	0.63	0.02	0.58	0.58	0.04	0.27	0.27	0.08	0.30	0.30
Volume/Cap:	0.38	0.93	0.93	0.93	0.38	0.38	0.93	0.37	0.37	0.37	0.34	0.93
Delay/Veh:	46.1	24.0	24.0	164.3	11.3	11.3	128.8	30.0	30.0	45.5	27.2	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	24.0	24.0	164.3	11.3	11.3	128.8	30.0	30.0	45.5	27.2	53.8
LOS by Move:	D	C	C	F	B	B	F	C	C	D	C	D
HCM2kAvgQ:	2	35	35	3	7	7	5	5	5	2	4	19

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx	1	xxxx		xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Hev Veh Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Grade Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Parking Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Bus Stp Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	1.00		1.00
Area Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
RT Adj:	xxxx	0.99		0.99	xxxx	0.98		0.98	xxxx	0.99		0.99	xxxx	0.89		0.89
LT Adj:	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.95	0.99		0.99	0.95	0.98		0.98	0.95	0.99		0.99	0.95	0.89		0.89
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95	1.00	0.95		0.95
Fnl Sat Adj:	0.95	0.94		0.94	0.95	0.93		0.93	0.95	0.94		0.94	0.95	0.85		0.85
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.07	0.63	0.63	0.02	0.58	0.58	0.04	0.27	0.27	0.08	0.30	0.30
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	27.5	27.5	1.0	6.2	6.2	1.9	4.2	4.2	1.3	3.7	12.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.6	7.7	7.7	2.0	0.6	0.6	2.6	0.6	0.6	0.6	0.5	5.8
HCM2KQueue:	1.9	35.2	35.2	3.0	6.8	6.8	4.5	4.8	4.8	1.9	4.2	18.7
70th%Factor:	1.20	1.14	1.14	1.19	1.18	1.18	1.19	1.19	1.19	1.20	1.19	1.16
HCM2k70thQ:	2.3	40.2	40.2	3.6	8.0	8.0	5.4	5.7	5.7	2.3	5.0	21.7
85th%Factor:	1.58	1.39	1.39	1.57	1.54	1.54	1.56	1.56	1.56	1.58	1.56	1.46
HCM2k85thQ:	3.0	49.0	49.0	4.7	10.4	10.4	7.1	7.4	7.4	3.0	6.5	27.3
90th%Factor:	1.76	1.47	1.47	1.74	1.69	1.69	1.72	1.72	1.72	1.76	1.72	1.56
HCM2k90thQ:	3.4	51.7	51.7	5.3	11.4	11.4	7.8	8.2	8.2	3.4	7.2	29.1
95th%Factor:	2.04	1.59	1.59	2.01	1.91	1.91	1.97	1.96	1.96	2.04	1.98	1.71
HCM2k95thQ:	3.9	55.8	55.8	6.0	12.9	12.9	8.9	9.3	9.3	3.9	8.3	32.0
98th%Factor:	2.56	1.77	1.77	2.49	2.29	2.29	2.40	2.39	2.39	2.56	2.42	1.94
HCM2k98thQ:	4.9	62.1	62.1	7.5	15.5	15.5	10.9	11.4	11.4	4.9	10.2	36.2

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.9	426	43.6	9.2	88.4	16.9	17.2	67.7	3.9	12.1	31.6	110.0

Name: year 1995 composite fleet

Fuel Consumption:	133.096 pounds
	21.562 gallons
Carbon Dioxide:	415.261 pounds
Carbon Monoxide:	32.811 pounds
Hydrocarbons:	5.997 pounds
Nitrogen Oxides:	1.516 pounds

Name: year 2000 composite fleet

Fuel Consumption:	133.096 pounds
	21.562 gallons
Carbon Dioxide:	415.261 pounds
Carbon Monoxide:	32.811 pounds
Hydrocarbons:	5.997 pounds
Nitrogen Oxides:	1.516 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.82	0.18	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3301	336	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.08	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.25	0.00	0.00	0.25	0.00	0.10	0.00	0.00	0.25	0.00
Delay/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1 0	0	1	0	0 0	0	1	0	0 2	0	0	0	0 1	1	0
Lane Group:	LT	LT		R	xxxx	xxxx		R	xxxx	T	xxxx		xxxx	RT		RT
#LnsInGrps:	2	2		1	0	0		1	0	2	0		0	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12	12		12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00				
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95				
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95				
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00				

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.8	0.0	1.3	0.0	0.0	3.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.1	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	3.9	3.9	3.8	0.0	0.0	3.7	0.0	1.6	0.0	0.0	4.2	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.0	0.0	0.0	4.9	0.0	2.2	0.0	0.0	5.6	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.7	5.7	5.6	0.0	0.0	5.4	0.0	2.4	0.0	0.0	6.2	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.6	6.6	6.4	0.0	0.0	6.3	0.0	2.8	0.0	0.0	7.1	0.0
98th%Factor:	2.48	2.48	2.48	2.70	2.70	2.49	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.2	8.2	7.9	0.0	0.0	7.8	0.0	3.6	0.0	0.0	8.8	0.0

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	48.7	5.0	25.7	0.0	0.0	25.0	0.0	21.5	0.0	0.0	55.0	0.0

Name: year 1995 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
Carbon Dioxide: 90.684 pounds
Carbon Monoxide: 7.045 pounds
Hydrocarbons: 1.255 pounds
Nitrogen Oxides: 0.331 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
Carbon Dioxide: 90.684 pounds
Carbon Monoxide: 7.045 pounds
Hydrocarbons: 1.255 pounds
Nitrogen Oxides: 0.331 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.50	0.47	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.18	0.18	0.70	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.71	0.68	0.71	0.54	0.00	0.00	0.00	0.00	0.71	0.00	0.02
Delay/Veh:	0.0	42.6	45.0	11.2	1.7	0.0	0.0	0.0	0.0	52.2	0.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	45.0	11.2	1.7	0.0	0.0	0.0	0.0	52.2	0.0	38.3
LOS by Move:	A	D	D	B	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	7	17	7	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                              Disney Golden Oak
            Future with Project with Mitigation - A.M. Peak Hour
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         2000 HCM Operations Method
                           Base Volume Alternative
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Intersection #1 Sierra Highway & SR 14 SB Ramps
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Lane Group:  xxxx   T     R     L    T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     1     1    2     0     0    0     0     1    0     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Hev Veh Adj: xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Grade Adj:   xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Parking Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  0.85  0.95 1.00  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 1.00 0.95  0.85  0.95 0.95  1.00  1.00 1.00  1.00  0.95 1.00  0.85
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
*******************************************************************************
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Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.18	0.18	0.70	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	6.3	5.1	15.1	6.0	0.0	0.0	0.0	0.0	4.3	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	2.1	1.8	2.4	1.2	0.0	0.0	0.0	0.0	2.0	0.0	0.0
HCM2KQueue:	0.0	8.4	6.9	17.5	7.1	0.0	0.0	0.0	0.0	6.4	0.0	0.1
70th%Factor:	1.20	1.18	1.18	1.16	1.18	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	10.0	8.2	20.3	8.4	0.0	0.0	0.0	0.0	7.5	0.0	0.2
85th%Factor:	1.60	1.53	1.54	1.47	1.54	1.60	1.60	1.60	1.60	1.54	1.60	1.60
HCM2k85thQ:	0.0	12.9	10.6	25.6	10.9	0.0	0.0	0.0	0.0	9.8	0.0	0.2
90th%Factor:	1.80	1.66	1.68	1.57	1.68	1.80	1.80	1.80	1.80	1.69	1.80	1.80
HCM2k90thQ:	0.0	14.0	11.6	27.4	12.0	0.0	0.0	0.0	0.0	10.7	0.0	0.3
95th%Factor:	2.10	1.88	1.91	1.73	1.90	2.10	2.10	2.10	2.10	1.92	2.10	2.10
HCM2k95thQ:	0.0	15.8	13.2	30.2	13.6	0.0	0.0	0.0	0.0	12.2	0.0	0.3
98th%Factor:	2.70	2.22	2.29	1.96	2.28	2.70	2.70	2.70	2.70	2.31	2.70	2.69
HCM2k98thQ:	0.0	18.8	15.8	34.2	16.2	0.0	0.0	0.0	0.0	14.7	0.0	0.4

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	108	45.6	135.8	102	0.0	0.0	0.0	0.0	39.1	0.0	1.1

Name: year 1995 composite fleet
Fuel Consumption: 74.347 pounds
12.044 gallons
Carbon Dioxide: 231.961 pounds
Carbon Monoxide: 17.157 pounds
Hydrocarbons: 2.822 pounds
Nitrogen Oxides: 0.842 pounds

Name: year 2000 composite fleet
Fuel Consumption: 74.347 pounds
12.044 gallons
Carbon Dioxide: 231.961 pounds
Carbon Monoxide: 17.157 pounds
Hydrocarbons: 2.822 pounds
Nitrogen Oxides: 0.842 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	2852	657	1805	3332	242	1805	3085	457	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.09	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.01	0.42	0.42	0.38	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
Volume/Cap:	0.59	0.27	0.27	0.27	0.59	0.59	0.57	0.59	0.59	0.59	0.57	0.00
Delay/Veh:	94.6	19.3	19.3	21.3	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	19.3	19.3	21.3	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
LOS by Move:	F	B	B	C	A	A	E	D	D	D	D	A
HCM2kAvgQ:	1	4	4	4	11	11	2	5	5	3	6	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1 0	1 1	0		1 0	1 1	0		1 0	1 1	0		1 0	2 0	1	
Lane Group:	L	RT	RT		L	RT	RT		L	RT	RT		L	T	R	
#LnsInGrps:	1	2	2		1	2	2		1	2	2		1	2	1	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx				
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx				
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
RT Adj:	xxxx	0.97	0.97	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	xxxx	xxxxx				
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx				
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
HCM Sat Adj:	0.95	0.97	0.97	0.95	0.99	0.99	0.95	0.98	0.98	0.95	1.00	1.00				
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Sat Adj:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00				
Fnl Sat Adj:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00				
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.42	0.42	0.38	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	3.8	3.8	3.5	9.6	9.6	1.1	3.5	3.5	2.2	4.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.8	0.4	0.4	0.4	1.4	1.4	1.0	1.3	1.3	1.2	1.2	0.0
HCM2KQueue:	1.0	4.1	4.1	3.9	11.0	11.0	2.2	4.8	4.8	3.5	5.7	0.0
70th%Factor:	1.20	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.19	1.19	1.19	1.20
HCM2k70thQ:	1.2	4.9	4.9	4.7	13.0	13.0	2.6	5.8	5.8	4.1	6.8	0.0
85th%Factor:	1.59	1.56	1.56	1.56	1.51	1.51	1.58	1.56	1.56	1.57	1.55	1.60
HCM2k85thQ:	1.7	6.4	6.4	6.1	16.6	16.6	3.4	7.5	7.5	5.4	8.8	0.0
90th%Factor:	1.78	1.73	1.73	1.73	1.63	1.63	1.76	1.71	1.71	1.74	1.70	1.80
HCM2k90thQ:	1.9	7.1	7.1	6.8	18.0	18.0	3.8	8.3	8.3	6.0	9.7	0.0
95th%Factor:	2.07	1.98	1.98	1.98	1.83	1.83	2.03	1.96	1.96	1.99	1.94	2.10
HCM2k95thQ:	2.2	8.1	8.1	7.7	20.1	20.1	4.4	9.5	9.5	6.9	11.1	0.0
98th%Factor:	2.62	2.43	2.43	2.44	2.13	2.13	2.55	2.39	2.39	2.47	2.34	2.70
HCM2k98thQ:	2.7	10.0	10.0	9.5	23.5	23.5	5.5	11.6	11.6	8.5	13.4	0.0

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	52.1	12.0	31.9	153	11.1	10.1	52.7	7.8	20.1	76.5	0.0

Name: year 1995 composite fleet
Fuel Consumption: 70.501 pounds
11.421 gallons
Carbon Dioxide: 219.964 pounds
Carbon Monoxide: 16.545 pounds
Hydrocarbons: 2.796 pounds
Nitrogen Oxides: 0.803 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.501 pounds
11.421 gallons
Carbon Dioxide: 219.964 pounds
Carbon Monoxide: 16.545 pounds
Hydrocarbons: 2.796 pounds
Nitrogen Oxides: 0.803 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.49	0.51	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2722	941	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:		****				****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.24	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Lane Group:	LT	LT	R	xxxx	xxxx	R	xxxx	T	xxxx	xxxx	RT	RT
#LnsInGrps:	2	2	1	0	0	1	0	2	0	0	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:	8			8			8			8		
% Hev Veh:	0			0			0			0		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.4	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.2	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.6	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.2	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.59	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.2	9.2	8.0	0.0	0.0	2.4	0.0	4.1	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.8	15.8	26.2	0.0	0.0	5.3	0.0	24.4	0.0	0.0	49.6	0.0

Name: year 1995 composite fleet

Fuel Consumption:	27.202 pounds
	4.407 gallons
Carbon Dioxide:	84.870 pounds
Carbon Monoxide:	6.241 pounds
Hydrocarbons:	1.013 pounds
Nitrogen Oxides:	0.311 pounds

Name: year 2000 composite fleet

Fuel Consumption:	27.202 pounds
	4.407 gallons
Carbon Dioxide:	84.870 pounds
Carbon Monoxide:	6.241 pounds
Hydrocarbons:	1.013 pounds
Nitrogen Oxides:	0.311 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	93	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.21	0.15	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.73	0.73	0.19	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.80	0.28	0.80	0.21	0.00	0.00	0.00	0.00	0.80	0.00	0.02
Delay/Veh:	0.0	10.5	4.7	51.3	0.4	0.0	0.0	0.0	0.0	71.7	0.0	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	4.7	51.3	0.4	0.0	0.0	0.0	0.0	71.7	0.0	42.6
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	24	4	10	1	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Lane Group:  xxxx   T     R     L    T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     1     1    2     0     0    0     0    1    0     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Hev Veh Adj: xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Grade Adj:   xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Parking Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  0.85  0.95 1.00  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 1.00 0.95  0.85  0.95 0.95  1.00  1.00 1.00  1.00  0.95 1.00  0.85
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
```

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.73	0.73	0.19	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	20.0	3.1	7.2	1.0	0.0	0.0	0.0	0.0	3.1	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	3.6	0.4	3.0	0.3	0.0	0.0	0.0	0.0	2.4	0.0	0.0
HCM2KQueue:	0.0	23.6	3.5	10.2	1.3	0.0	0.0	0.0	0.0	5.5	0.0	0.1
70th%Factor:	1.20	1.16	1.19	1.18	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	27.2	4.2	12.0	1.5	0.0	0.0	0.0	0.0	6.5	0.0	0.1
85th%Factor:	1.60	1.44	1.57	1.51	1.59	1.60	1.60	1.60	1.60	1.55	1.60	1.60
HCM2k85thQ:	0.0	33.9	5.5	15.4	2.0	0.0	0.0	0.0	0.0	8.5	0.0	0.2
90th%Factor:	1.80	1.52	1.74	1.64	1.78	1.80	1.80	1.80	1.80	1.70	1.80	1.80
HCM2k90thQ:	0.0	35.9	6.1	16.7	2.3	0.0	0.0	0.0	0.0	9.4	0.0	0.2
95th%Factor:	2.10	1.66	1.99	1.84	2.06	2.10	2.10	2.10	2.10	1.94	2.10	2.10
HCM2k95thQ:	0.0	39.2	7.0	18.8	2.6	0.0	0.0	0.0	0.0	10.7	0.0	0.2
98th%Factor:	2.70	1.86	2.46	2.16	2.61	2.70	2.70	2.70	2.70	2.35	2.70	2.69
HCM2k98thQ:	0.0	43.9	8.7	22.0	3.3	0.0	0.0	0.0	0.0	13.0	0.0	0.3

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	341	28.1	65.2	17.2	0.0	0.0	0.0	0.0	28.0	0.0	0.7

Name: year 1995 composite fleet
Fuel Consumption: 73.640 pounds
11.930 gallons
Carbon Dioxide: 229.755 pounds
Carbon Monoxide: 16.810 pounds
Hydrocarbons: 2.691 pounds
Nitrogen Oxides: 0.852 pounds

Name: year 2000 composite fleet
Fuel Consumption: 73.640 pounds
11.930 gallons
Carbon Dioxide: 229.755 pounds
Carbon Monoxide: 16.810 pounds
Hydrocarbons: 2.691 pounds
Nitrogen Oxides: 0.852 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	87	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3229	330	1805	2959	565	1805	3388	193	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.59	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.05	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.80	0.80	0.03	0.74	0.74	0.08	0.13	0.13	0.04	0.09	0.00
Volume/Cap:	0.30	0.74	0.74	0.74	0.30	0.30	0.49	0.74	0.74	0.74	0.49	0.00
Delay/Veh:	43.5	5.9	5.9	91.9	4.5	4.5	46.7	47.6	47.6	81.3	44.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	5.9	5.9	91.9	4.5	4.5	46.7	47.6	47.6	81.3	44.2	0.0
LOS by Move:	D	A	A	F	A	A	D	D	D	F	D	A
HCM2kAvgQ:	2	18	18	2	4	4	3	7	7	3	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Lane Group:	L	RT	RT	L	RT	RT	L	RT	RT	L	T	R
#LnsInGrps:	1	2	2	1	2	2	1	2	2	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
RT Adj:	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	0.99	0.99	xxxx	xxxx	xxxxx
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.99	0.99	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.09	0.80	0.80	0.03	0.74	0.74	0.08	0.13	0.13	0.04	0.09	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	15.0	15.0	1.0	3.9	3.9	1.8	4.9	4.9	1.4	2.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.4	2.7	2.7	1.5	0.4	0.4	0.9	2.2	2.2	1.6	0.9	0.0
HCM2KQueue:	1.7	17.6	17.6	2.5	4.3	4.3	2.7	7.2	7.2	3.0	3.1	0.0
70th%Factor:	1.20	1.16	1.16	1.19	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	2.1	20.5	20.5	3.0	5.1	5.1	3.2	8.5	8.5	3.6	3.7	0.0
85th%Factor:	1.58	1.47	1.47	1.58	1.56	1.56	1.57	1.54	1.54	1.57	1.57	1.60
HCM2k85thQ:	2.7	25.9	25.9	3.9	6.7	6.7	4.2	11.0	11.0	4.8	4.9	0.0
90th%Factor:	1.77	1.57	1.57	1.75	1.72	1.72	1.75	1.68	1.68	1.74	1.74	1.80
HCM2k90thQ:	3.0	27.6	27.6	4.4	7.4	7.4	4.7	12.0	12.0	5.3	5.5	0.0
95th%Factor:	2.05	1.73	1.73	2.02	1.97	1.97	2.02	1.90	1.90	2.01	2.00	2.10
HCM2k95thQ:	3.5	30.4	30.4	5.1	8.5	8.5	5.4	13.6	13.6	6.1	6.3	0.0
98th%Factor:	2.58	1.96	1.96	2.53	2.42	2.42	2.51	2.28	2.28	2.49	2.49	2.70
HCM2k98thQ:	4.4	34.5	34.5	6.3	10.5	10.5	6.8	16.3	16.3	7.6	7.8	0.0

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.7	232	23.7	9.2	55.9	10.7	16.5	80.0	4.6	12.6	38.7	0.0

Name: year 1995 composite fleet
Fuel Consumption: 79.096 pounds
12.814 gallons
Carbon Dioxide: 246.779 pounds
Carbon Monoxide: 18.264 pounds
Hydrocarbons: 2.995 pounds
Nitrogen Oxides: 0.908 pounds

Name: year 2000 composite fleet
Fuel Consumption: 79.096 pounds
12.814 gallons
Carbon Dioxide: 246.779 pounds
Carbon Monoxide: 18.264 pounds
Hydrocarbons: 2.995 pounds
Nitrogen Oxides: 0.908 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.82	0.18	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3301	336	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.08	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.25	0.00	0.00	0.25	0.00	0.10	0.00	0.00	0.25	0.00
Delay/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Lane Group:	LT	LT	R	xxxx	xxxx	R	xxxx	T	xxxx	xxxx	RT	RT
#LnsInGrps:	2	2	1	0	0	1	0	2	0	0	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.8	0.0	1.3	0.0	0.0	3.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.1	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	3.9	3.9	3.8	0.0	0.0	3.7	0.0	1.6	0.0	0.0	4.2	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.0	0.0	0.0	4.9	0.0	2.2	0.0	0.0	5.6	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.7	5.7	5.6	0.0	0.0	5.4	0.0	2.4	0.0	0.0	6.2	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.6	6.6	6.4	0.0	0.0	6.3	0.0	2.8	0.0	0.0	7.1	0.0
98th%Factor:	2.48	2.48	2.48	2.70	2.70	2.49	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.2	8.2	7.9	0.0	0.0	7.8	0.0	3.6	0.0	0.0	8.8	0.0

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	48.7	5.0	25.7	0.0	0.0	25.0	0.0	21.5	0.0	0.0	55.0	0.0

Name: year 1995 composite fleet

Fuel Consumption:	29.065 pounds
	4.709 gallons
Carbon Dioxide:	90.684 pounds
Carbon Monoxide:	7.045 pounds
Hydrocarbons:	1.255 pounds
Nitrogen Oxides:	0.331 pounds

Name: year 2000 composite fleet

Fuel Consumption:	29.065 pounds
	4.709 gallons
Carbon Dioxide:	90.684 pounds
Carbon Monoxide:	7.045 pounds
Hydrocarbons:	1.255 pounds
Nitrogen Oxides:	0.331 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

FUTURE WITH PROJECT WITH MITIGATION WITH CUMULATIVE MITIGATION CONDITIONS SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	195	898	1704	0	0	0	0	163	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	195	898	1704	0	0	0	0	163	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	195	898	1704	0	0	0	0	163	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	195	898	1704	0	0	0	0	163	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.26	0.47	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.18	0.18	0.68	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.69	0.66	0.37	0.54	0.00	0.00	0.00	0.00	0.69	0.00	0.02
Delay/Veh:	0.0	41.2	43.1	6.8	1.8	0.0	0.0	0.0	0.0	49.8	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.2	43.1	6.8	1.8	0.0	0.0	0.0	0.0	49.8	0.0	37.9
LOS by Move:	A	D	D	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	7	6	7	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Lane Group:	xxxx	T	R	L	T	xxxx	xxxx	xxxx	xxxx	L	xxxx	R
#LnsInGrps:	0	2	1	2	2	0	0	0	0	1	0	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Hev Veh Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Grade Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Area Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85
LT Adj:	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.18	0.18	0.68	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	6.3	5.0	5.4	6.2	0.0	0.0	0.0	0.0	4.3	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	1.9	1.7	0.6	1.2	0.0	0.0	0.0	0.0	1.8	0.0	0.0
HCM2KQueue:	0.0	8.2	6.7	6.0	7.4	0.0	0.0	0.0	0.0	6.2	0.0	0.1
70th%Factor:	1.20	1.18	1.18	1.19	1.18	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	9.7	7.9	7.2	8.7	0.0	0.0	0.0	0.0	7.3	0.0	0.2
85th%Factor:	1.60	1.53	1.54	1.55	1.53	1.60	1.60	1.60	1.60	1.54	1.60	1.60
HCM2k85thQ:	0.0	12.5	10.3	9.3	11.3	0.0	0.0	0.0	0.0	9.5	0.0	0.2
90th%Factor:	1.80	1.67	1.69	1.70	1.68	1.80	1.80	1.80	1.80	1.69	1.80	1.80
HCM2k90thQ:	0.0	13.7	11.3	10.2	12.3	0.0	0.0	0.0	0.0	10.5	0.0	0.3
95th%Factor:	2.10	1.88	1.91	1.93	1.90	2.10	2.10	2.10	2.10	1.93	2.10	2.10
HCM2k95thQ:	0.0	15.4	12.8	11.7	14.0	0.0	0.0	0.0	0.0	11.9	0.0	0.3
98th%Factor:	2.70	2.23	2.30	2.33	2.27	2.70	2.70	2.70	2.70	2.32	2.70	2.69
HCM2k98thQ:	0.0	18.3	15.4	14.1	16.7	0.0	0.0	0.0	0.0	14.3	0.0	0.4

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	107	45.2	95.1	106	0.0	0.0	0.0	0.0	38.9	0.0	1.1

Name: year 1995 composite fleet
Fuel Consumption: 70.328 pounds
11.393 gallons
Carbon Dioxide: 219.422 pounds
Carbon Monoxide: 16.047 pounds
Hydrocarbons: 2.591 pounds
Nitrogen Oxides: 0.792 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.328 pounds
11.393 gallons
Carbon Dioxide: 219.422 pounds
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DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	186	1558	113	41	223	33	83	331	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	186	1558	113	41	223	33	83	331	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	186	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	186	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	186	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3332	242	1805	3085	457	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.05	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.09	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.01	0.37	0.37	0.43	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
Volume/Cap:	0.59	0.24	0.12	0.24	0.59	0.59	0.57	0.59	0.59	0.59	0.57	0.00
Delay/Veh:	94.6	22.0	21.0	18.1	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	22.0	21.0	18.1	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
LOS by Move:	F	C	C	B	A	A	E	D	D	D	D	A
HCM2kAvgQ:	1	4	1	4	11	11	2	5	5	3	6	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Lane Group:	L	T	R	L	RT	RT	L	RT	RT	L	T	R
#LnsInGrps:	1	2	1	1	2	2	1	2	2	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	xxxx	xxxxx
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.98	0.98	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.37	0.37	0.43	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	3.2	1.3	3.3	9.6	9.6	1.1	3.5	3.5	2.2	4.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.8	0.3	0.1	0.3	1.4	1.4	1.0	1.3	1.3	1.2	1.2	0.0
HCM2KQueue:	1.0	3.5	1.5	3.6	11.0	11.0	2.2	4.8	4.8	3.5	5.7	0.0
70th%Factor:	1.20	1.19	1.20	1.19	1.18	1.18	1.19	1.19	1.19	1.19	1.19	1.20
HCM2k70thQ:	1.2	4.2	1.8	4.3	13.0	13.0	2.6	5.8	5.8	4.1	6.8	0.0
85th%Factor:	1.59	1.57	1.59	1.57	1.51	1.51	1.58	1.56	1.56	1.57	1.55	1.60
HCM2k85thQ:	1.7	5.5	2.3	5.6	16.6	16.6	3.4	7.5	7.5	5.4	8.8	0.0
90th%Factor:	1.78	1.74	1.77	1.73	1.63	1.63	1.76	1.71	1.71	1.74	1.70	1.80
HCM2k90thQ:	1.9	6.1	2.6	6.2	18.0	18.0	3.8	8.3	8.3	6.0	9.7	0.0
95th%Factor:	2.07	1.99	2.05	1.99	1.83	1.83	2.03	1.96	1.96	1.99	1.94	2.10
HCM2k95thQ:	2.2	7.0	3.0	7.1	20.1	20.1	4.4	9.5	9.5	6.9	11.1	0.0
98th%Factor:	2.62	2.46	2.59	2.46	2.13	2.13	2.55	2.39	2.39	2.47	2.34	2.70
HCM2k98thQ:	2.7	8.7	3.8	8.8	23.5	23.5	5.5	11.6	11.6	8.5	13.4	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	54.9	12.1	29.4	153	11.1	10.1	52.7	7.8	20.1	76.5	0.0

Name: year 1995 composite fleet
Fuel Consumption: 70.762 pounds
11.463 gallons
Carbon Dioxide: 220.777 pounds
Carbon Monoxide: 16.618 pounds
Hydrocarbons: 2.812 pounds
Nitrogen Oxides: 0.806 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.762 pounds
11.463 gallons
Carbon Dioxide: 220.777 pounds
Carbon Monoxide: 16.618 pounds
Hydrocarbons: 2.812 pounds
Nitrogen Oxides: 0.806 pounds

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The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.49	0.51	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2722	941	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:		****				****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.24	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0
Lane Group:	LT	LT			R	xxxx	xxxx		R	xxxx	T		xxxx	xxxx	RT	
#LnsInGrps:	2	2			1	0	0		1	0	2		0	0	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12			12	12	12		12	12	12		12	12	12	
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Area Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.87		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
LT Adj:	0.96	0.96	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	1.00	1.00		1.00	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	1.00		1.00	0.95	0.95	
Fnl Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	0.95	1.00		1.00	0.95	0.95	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		0.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.4	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.2	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.6	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.2	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.59	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.2	9.2	8.0	0.0	0.0	2.4	0.0	4.1	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.8	15.8	26.2	0.0	0.0	5.3	0.0	24.4	0.0	0.0	49.6	0.0

Name: year 1995 composite fleet

Fuel Consumption:	27.202 pounds
	4.407 gallons
Carbon Dioxide:	84.870 pounds
Carbon Monoxide:	6.241 pounds
Hydrocarbons:	1.013 pounds
Nitrogen Oxides:	0.311 pounds

Name: year 2000 composite fleet

Fuel Consumption:	27.202 pounds
	4.407 gallons
Carbon Dioxide:	84.870 pounds
Carbon Monoxide:	6.241 pounds
Hydrocarbons:	1.013 pounds
Nitrogen Oxides:	0.311 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	68	Level Of Service:	A

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2112	333	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2112	333	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	333	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2112	333	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.21	0.08	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.81	0.81	0.11	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.73	0.26	0.73	0.21	0.00	0.00	0.00	0.00	0.73	0.00	0.02
Delay/Veh:	0.0	5.5	2.5	50.1	0.5	0.0	0.0	0.0	0.0	60.0	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	2.5	50.1	0.5	0.0	0.0	0.0	0.0	60.0	0.0	41.8
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	17	3	6	1	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

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*******************************************************************************
Intersection #1 Sierra Highway & SR 14 SB Ramps
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  1    2  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Lane Group:  xxxx   T     R     L    T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     1     2    2     0     0    0     0     1    0     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Hev Veh Adj: xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Grade Adj:   xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Parking Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  0.85  0.95 1.00  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  0.97 0.95  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 1.00 0.95  0.85  0.92 0.95  1.00  1.00 1.00  1.00  0.95 1.00  0.85
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
*******************************************************************************
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Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.81	0.81	0.11	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	14.5	2.3	3.8	1.1	0.0	0.0	0.0	0.0	3.1	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	2.5	0.3	2.0	0.3	0.0	0.0	0.0	0.0	1.9	0.0	0.0
HCM2KQueue:	0.0	17.0	2.6	5.8	1.4	0.0	0.0	0.0	0.0	5.0	0.0	0.1
70th%Factor:	1.20	1.17	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	19.8	3.1	6.9	1.7	0.0	0.0	0.0	0.0	6.0	0.0	0.1
85th%Factor:	1.60	1.47	1.58	1.55	1.59	1.60	1.60	1.60	1.60	1.55	1.60	1.60
HCM2k85thQ:	0.0	25.0	4.1	9.0	2.2	0.0	0.0	0.0	0.0	7.8	0.0	0.2
90th%Factor:	1.80	1.57	1.75	1.70	1.77	1.80	1.80	1.80	1.80	1.71	1.80	1.80
HCM2k90thQ:	0.0	26.7	4.6	9.9	2.4	0.0	0.0	0.0	0.0	8.6	0.0	0.2
95th%Factor:	2.10	1.73	2.02	1.93	2.06	2.10	2.10	2.10	2.10	1.95	2.10	2.10
HCM2k95thQ:	0.0	29.4	5.3	11.2	2.8	0.0	0.0	0.0	0.0	9.8	0.0	0.2
98th%Factor:	2.70	1.97	2.52	2.34	2.60	2.70	2.70	2.70	2.70	2.38	2.70	2.69
HCM2k98thQ:	0.0	33.5	6.6	13.6	3.6	0.0	0.0	0.0	0.0	12.0	0.0	0.3

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	247	20.4	66.1	19.0	0.0	0.0	0.0	0.0	27.8	0.0	0.7

Name: year 1995 composite fleet
Fuel Consumption: 63.529 pounds
10.292 gallons
Carbon Dioxide: 198.211 pounds
Carbon Monoxide: 14.019 pounds
Hydrocarbons: 2.111 pounds
Nitrogen Oxides: 0.727 pounds

Name: year 2000 composite fleet
Fuel Consumption: 63.529 pounds
10.292 gallons
Carbon Dioxide: 198.211 pounds
Carbon Monoxide: 14.019 pounds
Hydrocarbons: 2.111 pounds
Nitrogen Oxides: 0.727 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	37	660	126	69	333	19	51	163	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	37	660	126	69	333	19	51	163	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	37	660	126	69	333	19	51	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	37	660	126	69	333	19	51	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	37	660	126	69	333	19	51	163	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2959	565	1805	3388	193	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.12	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.05	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.78	0.78	0.03	0.72	0.72	0.09	0.15	0.15	0.04	0.10	0.00
Volume/Cap:	0.31	0.68	0.15	0.68	0.31	0.31	0.44	0.68	0.68	0.68	0.44	0.00
Delay/Veh:	43.7	5.7	2.8	76.6	5.0	5.0	45.5	44.0	44.0	68.9	43.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	5.7	2.8	76.6	5.0	5.0	45.5	44.0	44.0	68.9	43.1	0.0
LOS by Move:	D	A	A	E	A	A	D	D	D	E	D	A
HCM2kAvgQ:	2	15	2	2	5	5	3	7	7	3	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Lane Group:	L	T	R	L	RT	RT	L	RT	RT	L	T	R
#LnsInGrps:	1	2	1	1	2	2	1	2	2	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	0.98	0.98	xxxx	0.99	0.99	xxxx	xxxx	xxxxx
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.99	0.99	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.09	0.78	0.78	0.03	0.72	0.72	0.09	0.15	0.15	0.04	0.10	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	12.9	1.3	1.0	4.1	4.1	1.8	4.9	4.9	1.4	2.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.4	2.0	0.2	1.3	0.4	0.4	0.7	1.8	1.8	1.4	0.8	0.0
HCM2KQueue:	1.7	14.9	1.5	2.3	4.5	4.5	2.6	6.7	6.7	2.8	3.0	0.0
70th%Factor:	1.20	1.17	1.20	1.19	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	2.1	17.4	1.8	2.8	5.4	5.4	3.1	7.9	7.9	3.4	3.6	0.0
85th%Factor:	1.58	1.48	1.59	1.58	1.56	1.56	1.58	1.54	1.54	1.57	1.57	1.60
HCM2k85thQ:	2.7	22.1	2.4	3.7	7.1	7.1	4.1	10.3	10.3	4.4	4.7	0.0
90th%Factor:	1.77	1.59	1.77	1.76	1.72	1.72	1.75	1.69	1.69	1.75	1.74	1.80
HCM2k90thQ:	3.1	23.7	2.7	4.1	7.8	7.8	4.5	11.2	11.2	4.9	5.2	0.0
95th%Factor:	2.04	1.76	2.05	2.03	1.97	1.97	2.02	1.91	1.91	2.01	2.01	2.10
HCM2k95thQ:	3.5	26.2	3.1	4.7	8.9	8.9	5.2	12.8	12.8	5.7	6.0	0.0
98th%Factor:	2.58	2.02	2.59	2.54	2.41	2.41	2.52	2.30	2.30	2.51	2.49	2.70
HCM2k98thQ:	4.5	30.0	3.9	5.9	10.9	10.9	6.5	15.3	15.3	7.1	7.5	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.7	220	12.1	9.2	58.9	11.2	16.4	78.9	4.5	12.6	38.3	0.0

Name: year 1995 composite fleet
Fuel Consumption: 76.504 pounds
12.394 gallons
Carbon Dioxide: 238.692 pounds
Carbon Monoxide: 17.547 pounds
Hydrocarbons: 2.844 pounds
Nitrogen Oxides: 0.877 pounds

Name: year 2000 composite fleet
Fuel Consumption: 76.504 pounds
12.394 gallons
Carbon Dioxide: 238.692 pounds
Carbon Monoxide: 17.547 pounds
Hydrocarbons: 2.844 pounds
Nitrogen Oxides: 0.877 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.82	0.18	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3301	336	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.08	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.25	0.00	0.00	0.25	0.00	0.10	0.00	0.00	0.25	0.00
Delay/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
HCM Ops Adjusted Lane Utilization Module:																								
Lanes:	1	1	0	0	1		0	0	0	0	1		0	0	2	0	0		0	0	1	1	0	
Lane Group:	LT		LT		R		xxxx		xxxx		R		xxxx		T		xxxx		xxxx		RT		RT	
#LnsInGrps:	2		2		1		0		0		1		0		2		0		0		2		2	
HCM Ops Input Saturation Adj Module:																								
Lane Width:	12		12		12		12		12		12		12		12		12		12		12		12	
CrsswalkWid:			8						8						8						8			
% Hev Veh:			0						0						0						0			
Grade:			0%						0%						0%						0%			
Parking/Hr:			No						No						No						No			
Bus Stp/Hr:			0						0						0						0			
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >																							
Cnft Ped/Hr:			0						0						0						0			
ExclusiveRT:			Include						Include						Include						Include			
% RT Prtct:			0						0						0						0			
HCM Ops f(lt) Adj Case Module:																								
f(lt) Case:	4		4		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
HCM Ops Saturation Adj Module:																								
Ln Wid Adj:	1.00	1.00	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
Hev Veh Adj:	1.00	1.00	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
Grade Adj:	1.00	1.00	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
Parking Adj:	xxxx	xxxx	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
Area Adj:	1.00	1.00	1.00		xxxx		xxxx		1.00		xxxx		1.00		xxxxx		xxxx		1.00		xxxxx			
RT Adj:	xxxx	xxxx	0.85		xxxx		xxxx		0.87		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx			
LT Adj:	0.96	0.96	xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx			
PedBike Adj:	1.00	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
HCM Sat Adj:	0.96	0.96	0.85		1.00		1.00		0.87		1.00		1.00		1.00		1.00		1.00		1.00			
Usr Sat Adj:	1.00	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
MLF Sat Adj:	1.00	1.00	1.00		1.00		1.00		1.00		1.00		1.00		0.95		1.00		1.00		0.95			
Fnl Sat Adj:	0.96	0.96	0.85		1.00		1.00		0.87		1.00		1.00		0.95		1.00		1.00		0.95			
Delay Adjustment Factor Module:																								
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >																							
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >																							
DelAdjFctr:	1.00	1.00	1.00		0.00		0.00		1.00		0.00		1.00		0.00		0.00		1.00		0.00			

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.8	0.0	1.3	0.0	0.0	3.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.1	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	3.9	3.9	3.8	0.0	0.0	3.7	0.0	1.6	0.0	0.0	4.2	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.0	0.0	0.0	4.9	0.0	2.2	0.0	0.0	5.6	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.7	5.7	5.6	0.0	0.0	5.4	0.0	2.4	0.0	0.0	6.2	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.6	6.6	6.4	0.0	0.0	6.3	0.0	2.8	0.0	0.0	7.1	0.0
98th%Factor:	2.48	2.48	2.48	2.70	2.70	2.49	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.2	8.2	7.9	0.0	0.0	7.8	0.0	3.6	0.0	0.0	8.8	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	48.7	5.0	25.7	0.0	0.0	25.0	0.0	21.5	0.0	0.0	55.0	0.0

Name: year 1995 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
Carbon Dioxide: 90.684 pounds
Carbon Monoxide: 7.045 pounds
Hydrocarbons: 1.255 pounds
Nitrogen Oxides: 0.331 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
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Nitrogen Oxides: 0.331 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

FUTURE WITH PROJECT CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): 3360.4 Worst Case Level Of Service: F[67910.7]

Street Name:	Sierra Highway									SR 14 SB Ramps											
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	458		196		898	1705		0		0		0		0	164		0		5
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	458		196		898	1705		0		0		0		0	164		0		5
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	458		196		898	1705		0		0		0		0	164		0		5
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	458		196		898	1705		0		0		0		0	164		0		5
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.8		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		654	xxxx		xxxxx		xxxx		xxxx		xxxxx	3205		xxxx		327
Potent Cap.:	xxxx	xxxx		xxxxx		943	xxxx		xxxxx		xxxx		xxxx		xxxxx	8		xxxx		675
Move Cap.:	xxxx	xxxx		xxxxx		943	xxxx		xxxxx		xxxx		xxxx		xxxxx	1		xxxx		675
Volume/Cap:	xxxx	xxxx		xxxx		0.95	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		0.01
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		15.8	xxxx		xxxxx		xxxx		xxxx		xxxxx	23.0		xxxx		0.0
Control Del:	xxxxx	xxxx		xxxxx		40.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	69981		xxxx		10.4
LOS by Move:	*	*		*		E	*		*		*		*		*	F		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					F				

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.88	0.88
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	1.04	0.96
Final Sat.:	1805	2852	657	1805	3332	242	1805	3085	457	1805	1741	1609
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.01	0.36	0.36	0.33	0.68	0.68	0.03	0.19	0.19	0.12	0.28	0.28
Volume/Cap:	0.69	0.31	0.31	0.31	0.69	0.69	0.69	0.38	0.38	0.38	0.69	0.69
Delay/Veh:	136.0	23.5	23.5	25.1	10.3	10.3	76.2	35.8	35.8	41.6	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.0	23.5	23.5	25.1	10.3	10.3	76.2	35.8	35.8	41.6	34.4	34.4
LOS by Move:	F	C	C	C	B	B	E	D	D	D	C	C
HCM2kAvgQ:	1	5	5	4	17	17	3	4	4	3	10	10

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1 0	1 1	0		1 0	1 1	0		1 0	1 1	0		1 0	1 1	0	
Lane Group:	L	RT	RT		L	RT	RT		L	RT	RT		L	RT	RT	
#LnsInGrps:	1	2	2		1	2	2		1	2	2		1	2	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.97	0.97	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	0.93	0.93	xxxx	0.93	0.93	0.93
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	0.97	0.97	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.93	0.93	0.95	0.93	0.93	0.93
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Fnl Sat Adj:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.88	0.88	0.95	0.88	0.88	0.88
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.36	0.36	0.33	0.68	0.68	0.03	0.19	0.19	0.12	0.28	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	4.1	4.1	3.9	14.6	14.6	1.1	3.3	3.3	2.1	8.3	8.3
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.9	0.5	0.5	0.4	2.1	2.1	1.4	0.6	0.6	0.6	2.0	2.0
HCM2KQueue:	1.1	4.6	4.6	4.3	16.7	16.7	2.5	3.9	3.9	2.7	10.3	10.3
70th%Factor:	1.20	1.19	1.19	1.19	1.17	1.17	1.19	1.19	1.19	1.19	1.18	1.18
HCM2k70thQ:	1.4	5.4	5.4	5.2	19.5	19.5	3.0	4.6	4.6	3.2	12.1	12.1
85th%Factor:	1.59	1.56	1.56	1.56	1.47	1.47	1.58	1.56	1.56	1.57	1.51	1.51
HCM2k85thQ:	1.8	7.1	7.1	6.8	24.6	24.6	3.9	6.1	6.1	4.3	15.6	15.6
90th%Factor:	1.78	1.72	1.72	1.72	1.57	1.57	1.75	1.73	1.73	1.75	1.64	1.64
HCM2k90thQ:	2.0	7.9	7.9	7.5	26.3	26.3	4.4	6.7	6.7	4.8	16.9	16.9
95th%Factor:	2.06	1.97	1.97	1.97	1.74	1.74	2.02	1.98	1.98	2.02	1.84	1.84
HCM2k95thQ:	2.4	9.0	9.0	8.5	29.0	29.0	5.1	7.7	7.7	5.5	18.9	18.9
98th%Factor:	2.62	2.40	2.40	2.42	1.98	1.98	2.52	2.44	2.44	2.51	2.15	2.15
HCM2k98thQ:	3.0	11.0	11.0	10.5	33.0	33.0	6.3	9.5	9.5	6.8	22.2	22.2

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	57.4	13.2	35.0	233	16.9	10.1	48.7	7.2	19.1	73.9	68.3

Name: year 1995 composite fleet

Fuel Consumption:	88.785 pounds
	14.383 gallons
Carbon Dioxide:	277.008 pounds
Carbon Monoxide:	21.287 pounds
Hydrocarbons:	3.714 pounds
Nitrogen Oxides:	1.024 pounds

Name: year 2000 composite fleet

Fuel Consumption:	88.785 pounds
	14.383 gallons
Carbon Dioxide:	277.008 pounds
Carbon Monoxide:	21.287 pounds
Hydrocarbons:	3.714 pounds
Nitrogen Oxides:	1.024 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.47	0.53	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2700	963	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0
Lane Group:	LT	LT			R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx	RT	
#LnsInGrps:	2	2			1	0	0		1	0		2	0	0	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12	12		12	12		12	12	12	12	
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
Area Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00		xxxxx	xxxx	1.00	xxxxx	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.87		xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx	
LT Adj:	0.96	0.96	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
HCM Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	1.00		1.00	1.00	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95		1.00	1.00	0.95	0.95	
Fnl Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	0.95		1.00	1.00	0.95	0.95	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		0.00	0.00	1.00		0.00	1.00		0.00	0.00	1.00	0.00	

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.5	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.5	0.0	2.6	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.7	0.0	0.0	1.6	0.0	2.9	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.3	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.58	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.3	9.3	8.1	0.0	0.0	2.4	0.0	4.2	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project Conditions - A.M. Peak Hour Opt 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.7	16.3	26.5	0.0	0.0	5.3	0.0	25.0	0.0	0.0	49.7	0.0

Name: year 1995 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

Name: year 2000 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sierra Highway									SR 14 SB Ramps												
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	2454	xxxx	xxxxx	xxxx	xxxx	xxxxx	3181	xxxx	1227								
Potent Cap.:	xxxx	xxxx	xxxxx	193	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	173								
Move Cap.:	xxxx	xxxx	xxxxx	193	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	173								
Volume/Cap:	xxxx	xxxx	xxxx	1.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	16.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1								
Control Del:	xxxxx	xxxx	xxxxx	260.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	26.2								
LOS by Move:	*	*	*	F	*	*	*	*	*	*	*	D								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			+Inf										
ApproachLOS:	*			*			*			F										

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	0	Average Delay (sec/veh):	29.9
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.84	0.84
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	1805	3229	330	1805	2959	565	1805	3388	193	1805	1605	1605
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.59	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.10	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.63	0.63	0.02	0.58	0.58	0.04	0.27	0.27	0.08	0.31	0.31
Volume/Cap:	0.38	0.94	0.94	0.94	0.38	0.38	0.94	0.36	0.36	0.36	0.33	0.94
Delay/Veh:	46.2	25.1	25.1	165.5	11.5	11.5	131.2	29.8	29.8	45.4	26.8	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	25.1	25.1	165.5	11.5	11.5	131.2	29.8	29.8	45.4	26.8	54.6
LOS by Move:	D	C	C	F	B	B	F	C	C	D	C	D
HCM2kAvgQ:	2	36	36	3	7	7	5	5	5	2	4	19

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	RT		RT	L	RT		RT
#LnsInGrps:	1	2		2	1	2		2	1	2		2	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Hev Veh Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Grade Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Parking Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00	
Bus Stp Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00	
Area Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
RT Adj:	xxxx	0.99	0.99		xxxx	0.98	0.98		xxxx	0.99	0.99		xxxx	0.89	0.89	
LT Adj:	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.95	0.99	0.99		0.95	0.98	0.98		0.95	0.99	0.99		0.95	0.89	0.89	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	0.95	
Fnl Sat Adj:	0.95	0.94	0.94		0.95	0.93	0.93		0.95	0.94	0.94		0.95	0.84	0.84	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.07	0.63	0.63	0.02	0.58	0.58	0.04	0.27	0.27	0.08	0.31	0.31
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	27.8	27.8	1.1	6.2	6.2	1.9	4.2	4.2	1.3	3.7	13.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.6	8.0	8.0	2.0	0.6	0.6	2.7	0.6	0.6	0.5	0.5	6.0
HCM2KQueue:	1.9	35.8	35.8	3.1	6.8	6.8	4.6	4.7	4.7	1.9	4.2	19.2
70th%Factor:	1.20	1.14	1.14	1.19	1.18	1.18	1.19	1.19	1.19	1.20	1.19	1.16
HCM2k70thQ:	2.3	40.9	40.9	3.7	8.1	8.1	5.4	5.6	5.6	2.3	5.0	22.3
85th%Factor:	1.58	1.39	1.39	1.57	1.54	1.54	1.56	1.56	1.56	1.58	1.56	1.46
HCM2k85thQ:	3.0	49.8	49.8	4.8	10.5	10.5	7.1	7.4	7.4	3.0	6.5	28.0
90th%Factor:	1.76	1.47	1.47	1.74	1.68	1.68	1.72	1.72	1.72	1.76	1.72	1.55
HCM2k90thQ:	3.4	52.5	52.5	5.4	11.5	11.5	7.9	8.1	8.1	3.3	7.2	29.8
95th%Factor:	2.04	1.58	1.58	2.01	1.91	1.91	1.97	1.96	1.96	2.04	1.98	1.71
HCM2k95thQ:	3.9	56.7	56.7	6.2	13.0	13.0	9.0	9.3	9.3	3.9	8.3	32.7
98th%Factor:	2.56	1.76	1.76	2.49	2.29	2.29	2.40	2.39	2.39	2.56	2.42	1.93
HCM2k98thQ:	4.9	63.2	63.2	7.7	15.6	15.6	11.0	11.4	11.4	4.9	10.2	37.0

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.9	431	44.1	9.5	89.2	17.0	17.2	67.6	3.8	12.1	31.6	112.4

Name: year 1995 composite fleet
Fuel Consumption: 135.799 pounds
21.999 gallons
Carbon Dioxide: 423.693 pounds
Carbon Monoxide: 33.555 pounds
Hydrocarbons: 6.158 pounds
Nitrogen Oxides: 1.544 pounds

Name: year 2000 composite fleet
Fuel Consumption: 135.799 pounds
21.999 gallons
Carbon Dioxide: 423.693 pounds
Carbon Monoxide: 33.555 pounds
Hydrocarbons: 6.158 pounds
Nitrogen Oxides: 1.544 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.81	0.19	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3290	347	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.09	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.26	0.00	0.00	0.26	0.00	0.10	0.00	0.00	0.26	0.00
Delay/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.9	0.0	1.3	0.0	0.0	3.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.2	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.0	4.0	3.9	0.0	0.0	3.8	0.0	1.6	0.0	0.0	4.3	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.1	0.0	0.0	5.0	0.0	2.2	0.0	0.0	5.7	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.8	5.8	5.6	0.0	0.0	5.6	0.0	2.4	0.0	0.0	6.3	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.7	6.7	6.5	0.0	0.0	6.4	0.0	2.8	0.0	0.0	7.2	0.0
98th%Factor:	2.47	2.47	2.48	2.70	2.70	2.48	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.3	8.3	8.0	0.0	0.0	8.0	0.0	3.6	0.0	0.0	8.9	0.0

Disney Golden Oak
Future with Project Conditions - P.M. Peak Hour Opt 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	49.2	5.2	25.9	0.0	0.0	25.8	0.0	21.5	0.0	0.0	56.2	0.0

Name: year 1995 composite fleet

Fuel Consumption:	29.537 pounds
	4.785 gallons
Carbon Dioxide:	92.157 pounds
Carbon Monoxide:	7.164 pounds
Hydrocarbons:	1.277 pounds
Nitrogen Oxides:	0.336 pounds

Name: year 2000 composite fleet

Fuel Consumption:	29.537 pounds
	4.785 gallons
Carbon Dioxide:	92.157 pounds
Carbon Monoxide:	7.164 pounds
Hydrocarbons:	1.277 pounds
Nitrogen Oxides:	0.336 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.50	0.47	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.18	0.18	0.70	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.72	0.68	0.72	0.54	0.00	0.00	0.00	0.00	0.72	0.00	0.02
Delay/Veh:	0.0	42.6	45.2	11.2	1.7	0.0	0.0	0.0	0.0	52.2	0.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	45.2	11.2	1.7	0.0	0.0	0.0	0.0	52.2	0.0	38.3
LOS by Move:	A	D	D	B	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	7	17	7	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

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*******************************************************************************
Intersection #1 Sierra Highway & SR 14 SB Ramps
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Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Lane Group:  xxxx   T     R     L    T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     1     1    2     0     0    0     0    1    0     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Hev Veh Adj: xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Grade Adj:   xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Parking Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  0.85  0.95 1.00  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 1.00 0.95  0.85  0.95 0.95  1.00  1.00 1.00  1.00  0.95 1.00  0.85
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
*******************************************************************************
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Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.18	0.18	0.70	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	6.3	5.1	15.1	6.0	0.0	0.0	0.0	0.0	4.4	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	2.1	1.9	2.4	1.2	0.0	0.0	0.0	0.0	2.0	0.0	0.0
HCM2KQueue:	0.0	8.4	7.0	17.5	7.2	0.0	0.0	0.0	0.0	6.4	0.0	0.1
70th%Factor:	1.20	1.18	1.18	1.16	1.18	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	10.0	8.2	20.4	8.5	0.0	0.0	0.0	0.0	7.6	0.0	0.2
85th%Factor:	1.60	1.53	1.54	1.47	1.54	1.60	1.60	1.60	1.60	1.54	1.60	1.60
HCM2k85thQ:	0.0	12.9	10.7	25.7	11.0	0.0	0.0	0.0	0.0	9.9	0.0	0.2
90th%Factor:	1.80	1.66	1.68	1.57	1.68	1.80	1.80	1.80	1.80	1.69	1.80	1.80
HCM2k90thQ:	0.0	14.0	11.7	27.4	12.0	0.0	0.0	0.0	0.0	10.8	0.0	0.3
95th%Factor:	2.10	1.88	1.91	1.73	1.90	2.10	2.10	2.10	2.10	1.92	2.10	2.10
HCM2k95thQ:	0.0	15.8	13.3	30.2	13.6	0.0	0.0	0.0	0.0	12.3	0.0	0.3
98th%Factor:	2.70	2.22	2.29	1.96	2.28	2.70	2.70	2.70	2.70	2.31	2.70	2.69
HCM2k98thQ:	0.0	18.8	15.9	34.3	16.3	0.0	0.0	0.0	0.0	14.8	0.0	0.4

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	108	45.9	136.0	103	0.0	0.0	0.0	0.0	39.4	0.0	1.1

Name: year 1995 composite fleet
Fuel Consumption: 74.542 pounds
12.076 gallons
Carbon Dioxide: 232.570 pounds
Carbon Monoxide: 17.208 pounds
Hydrocarbons: 2.833 pounds
Nitrogen Oxides: 0.844 pounds

Name: year 2000 composite fleet
Fuel Consumption: 74.542 pounds
12.076 gallons
Carbon Dioxide: 232.570 pounds
Carbon Monoxide: 17.208 pounds
Hydrocarbons: 2.833 pounds
Nitrogen Oxides: 0.844 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	2852	657	1805	3332	242	1805	3085	457	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.09	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.01	0.41	0.41	0.39	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
Volume/Cap:	0.59	0.27	0.27	0.27	0.59	0.59	0.57	0.59	0.59	0.59	0.57	0.00
Delay/Veh:	94.6	19.5	19.5	21.2	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	19.5	19.5	21.2	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
LOS by Move:	F	B	B	C	A	A	E	D	D	D	D	A
HCM2kAvgQ:	1	4	4	4	11	11	2	5	5	3	6	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1 0	1 1	0		1 0	1 1	0		1 0	1 1	0		1 0	2 0	1	
Lane Group:	L	RT	RT		L	RT	RT		L	RT	RT		L	T	R	
#LnsInGrps:	1	2	2		1	2	2		1	2	2		1	2	1	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx				
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx				
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx				
RT Adj:	xxxx	0.97	0.97	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	xxxx	xxxxx				
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx				
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
HCM Sat Adj:	0.95	0.97	0.97	0.95	0.99	0.99	0.95	0.98	0.98	0.95	1.00	1.00				
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Sat Adj:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00				
Fnl Sat Adj:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00				
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.01	0.41	0.41	0.39	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	3.8	3.8	3.6	9.6	9.6	1.1	3.5	3.5	2.2	4.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.8	0.4	0.4	0.4	1.4	1.4	1.0	1.3	1.3	1.2	1.2	0.0
HCM2KQueue:	1.0	4.1	4.1	3.9	11.0	11.0	2.2	4.8	4.8	3.5	5.7	0.0
70th%Factor:	1.20	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.19	1.19	1.19	1.20
HCM2k70thQ:	1.2	4.9	4.9	4.7	13.0	13.0	2.6	5.8	5.8	4.1	6.8	0.0
85th%Factor:	1.59	1.56	1.56	1.56	1.51	1.51	1.58	1.56	1.56	1.57	1.55	1.60
HCM2k85thQ:	1.7	6.5	6.5	6.2	16.6	16.6	3.4	7.5	7.5	5.4	8.8	0.0
90th%Factor:	1.78	1.73	1.73	1.73	1.63	1.63	1.76	1.71	1.71	1.74	1.70	1.80
HCM2k90thQ:	1.9	7.1	7.1	6.8	18.0	18.0	3.8	8.3	8.3	6.0	9.7	0.0
95th%Factor:	2.07	1.98	1.98	1.98	1.83	1.83	2.03	1.96	1.96	1.99	1.94	2.10
HCM2k95thQ:	2.2	8.2	8.2	7.8	20.1	20.1	4.4	9.5	9.5	6.9	11.1	0.0
98th%Factor:	2.62	2.43	2.43	2.44	2.13	2.13	2.55	2.39	2.39	2.47	2.34	2.70
HCM2k98thQ:	2.7	10.0	10.0	9.6	23.5	23.5	5.5	11.6	11.6	8.5	13.4	0.0

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	52.3	12.1	32.2	153	11.1	10.1	52.7	7.8	20.1	76.5	0.0

Name: year 1995 composite fleet
Fuel Consumption: 70.580 pounds
11.434 gallons
Carbon Dioxide: 220.209 pounds
Carbon Monoxide: 16.565 pounds
Hydrocarbons: 2.800 pounds
Nitrogen Oxides: 0.804 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.580 pounds
11.434 gallons
Carbon Dioxide: 220.209 pounds
Carbon Monoxide: 16.565 pounds
Hydrocarbons: 2.800 pounds
Nitrogen Oxides: 0.804 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.47	0.53	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2700	963	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.5	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.5	0.0	2.6	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.7	0.0	0.0	1.6	0.0	2.9	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.3	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.58	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.3	9.3	8.1	0.0	0.0	2.4	0.0	4.2	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project with Mitigation - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.7	16.3	26.5	0.0	0.0	5.3	0.0	25.0	0.0	0.0	49.7	0.0

Name: year 1995 composite fleet

Fuel Consumption:	27.437 pounds
	4.445 gallons
Carbon Dioxide:	85.603 pounds
Carbon Monoxide:	6.294 pounds
Hydrocarbons:	1.021 pounds
Nitrogen Oxides:	0.314 pounds

Name: year 2000 composite fleet

Fuel Consumption:	27.437 pounds
	4.445 gallons
Carbon Dioxide:	85.603 pounds
Carbon Monoxide:	6.294 pounds
Hydrocarbons:	1.021 pounds
Nitrogen Oxides:	0.314 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	93	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.21	0.15	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.73	0.73	0.19	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.80	0.29	0.80	0.21	0.00	0.00	0.00	0.00	0.80	0.00	0.02
Delay/Veh:	0.0	10.5	4.7	51.3	0.4	0.0	0.0	0.0	0.0	71.7	0.0	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	4.7	51.3	0.4	0.0	0.0	0.0	0.0	71.7	0.0	42.6
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	24	4	10	1	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Lane Group:  xxxx   T     R     L    T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     1     1    2     0     0    0     0    1    0     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Hev Veh Adj: xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Grade Adj:   xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
Parking Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00  1.00  1.00 1.00 xxxxx  xxxx xxxx xxxxx  1.00 xxxx  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  0.85  0.95 1.00  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 1.00 0.95  0.85  0.95 0.95  1.00  1.00 1.00  1.00  0.95 1.00  0.85
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
```

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.73	0.73	0.19	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	20.0	3.2	7.2	1.0	0.0	0.0	0.0	0.0	3.1	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	3.6	0.4	3.0	0.3	0.0	0.0	0.0	0.0	2.4	0.0	0.0
HCM2KQueue:	0.0	23.6	3.6	10.2	1.3	0.0	0.0	0.0	0.0	5.5	0.0	0.1
70th%Factor:	1.20	1.16	1.19	1.18	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	27.3	4.3	12.0	1.5	0.0	0.0	0.0	0.0	6.5	0.0	0.1
85th%Factor:	1.60	1.44	1.57	1.51	1.59	1.60	1.60	1.60	1.60	1.55	1.60	1.60
HCM2k85thQ:	0.0	33.9	5.7	15.5	2.0	0.0	0.0	0.0	0.0	8.5	0.0	0.2
90th%Factor:	1.80	1.52	1.73	1.64	1.78	1.80	1.80	1.80	1.80	1.70	1.80	1.80
HCM2k90thQ:	0.0	35.9	6.3	16.7	2.3	0.0	0.0	0.0	0.0	9.4	0.0	0.2
95th%Factor:	2.10	1.66	1.99	1.84	2.06	2.10	2.10	2.10	2.10	1.94	2.10	2.10
HCM2k95thQ:	0.0	39.2	7.2	18.8	2.6	0.0	0.0	0.0	0.0	10.7	0.0	0.2
98th%Factor:	2.70	1.86	2.46	2.16	2.61	2.70	2.70	2.70	2.70	2.35	2.70	2.69
HCM2k98thQ:	0.0	43.9	8.9	22.0	3.3	0.0	0.0	0.0	0.0	13.0	0.0	0.3

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	342	29.0	65.2	17.2	0.0	0.0	0.0	0.0	28.0	0.0	0.7

Name: year 1995 composite fleet
Fuel Consumption: 73.798 pounds
11.955 gallons
Carbon Dioxide: 230.251 pounds
Carbon Monoxide: 16.845 pounds
Hydrocarbons: 2.697 pounds
Nitrogen Oxides: 0.854 pounds

Name: year 2000 composite fleet
Fuel Consumption: 73.798 pounds
11.955 gallons
Carbon Dioxide: 230.251 pounds
Carbon Monoxide: 16.845 pounds
Hydrocarbons: 2.697 pounds
Nitrogen Oxides: 0.854 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	87	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3229	330	1805	2959	565	1805	3388	193	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.59	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.05	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.80	0.80	0.03	0.74	0.74	0.08	0.13	0.13	0.04	0.09	0.00
Volume/Cap:	0.30	0.74	0.74	0.74	0.30	0.30	0.49	0.74	0.74	0.74	0.49	0.00
Delay/Veh:	43.5	5.9	5.9	91.2	4.5	4.5	46.8	47.7	47.7	81.5	44.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	5.9	5.9	91.2	4.5	4.5	46.8	47.7	47.7	81.5	44.2	0.0
LOS by Move:	D	A	A	F	A	A	D	D	D	F	D	A
HCM2kAvgQ:	2	18	18	3	4	4	3	7	7	3	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1 0	1 1	0		1 0	1 1	0		1 0	1 1	0		1 0	2 0	1	
Lane Group:	L	RT	RT		L	RT	RT		L	RT	RT		L	T	R	
#LnsInGrps:	1	2	2		1	2	2		1	2	2		1	2	1	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12		12	12	12		12	12	12		12	12	12	
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx	
Parking Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	xxxx	xxxxx	
Bus Stp Adj:	xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	1.00	1.00		xxxx	xxxx	xxxxx	
Area Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx	
RT Adj:	xxxx	0.99	0.99		xxxx	0.98	0.98		xxxx	0.99	0.99		xxxx	xxxx	xxxxx	
LT Adj:	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.95	0.99	0.99		0.95	0.98	0.98		0.95	0.99	0.99		0.95	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	0.95		1.00	0.95	1.00	
Fnl Sat Adj:	0.95	0.94	0.94		0.95	0.93	0.93		0.95	0.94	0.94		0.95	0.95	1.00	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.80	0.80	0.03	0.74	0.74	0.08	0.13	0.13	0.04	0.09	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	15.0	15.0	1.0	3.9	3.9	1.8	5.0	5.0	1.4	2.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.4	2.7	2.7	1.5	0.4	0.4	0.9	2.2	2.2	1.6	0.9	0.0
HCM2KQueue:	1.7	17.7	17.7	2.5	4.3	4.3	2.7	7.2	7.2	3.0	3.2	0.0
70th%Factor:	1.20	1.16	1.16	1.19	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	2.1	20.6	20.6	3.0	5.1	5.1	3.2	8.5	8.5	3.6	3.8	0.0
85th%Factor:	1.58	1.47	1.47	1.58	1.56	1.56	1.57	1.54	1.54	1.57	1.57	1.60
HCM2k85thQ:	2.7	26.0	26.0	4.0	6.7	6.7	4.3	11.0	11.0	4.8	5.0	0.0
90th%Factor:	1.77	1.57	1.57	1.75	1.72	1.72	1.75	1.68	1.68	1.74	1.74	1.80
HCM2k90thQ:	3.0	27.7	27.7	4.5	7.5	7.5	4.7	12.1	12.1	5.3	5.5	0.0
95th%Factor:	2.05	1.72	1.72	2.02	1.97	1.97	2.02	1.90	1.90	2.01	2.00	2.10
HCM2k95thQ:	3.5	30.5	30.5	5.1	8.5	8.5	5.5	13.7	13.7	6.1	6.3	0.0
98th%Factor:	2.58	1.96	1.96	2.52	2.42	2.42	2.51	2.28	2.28	2.49	2.48	2.70
HCM2k98thQ:	4.4	34.6	34.6	6.4	10.5	10.5	6.8	16.3	16.3	7.6	7.8	0.0

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	11.7	233	23.8	9.4	55.9	10.7	16.5	80.3	4.6	12.6	38.9	0.0

Name: year 1995 composite fleet
Fuel Consumption: 79.346 pounds
12.854 gallons
Carbon Dioxide: 247.559 pounds
Carbon Monoxide: 18.330 pounds
Hydrocarbons: 3.008 pounds
Nitrogen Oxides: 0.911 pounds

Name: year 2000 composite fleet
Fuel Consumption: 79.346 pounds
12.854 gallons
Carbon Dioxide: 247.559 pounds
Carbon Monoxide: 18.330 pounds
Hydrocarbons: 3.008 pounds
Nitrogen Oxides: 0.911 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.81	0.19	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3290	347	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.09	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.26	0.00	0.00	0.26	0.00	0.10	0.00	0.00	0.26	0.00
Delay/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0
Lane Group:	LT	LT			R	xxxx	xxxx		R	xxxx	T		xxxx	xxxx	RT	
#LnsInGrps:	2	2			1	0	0		1	0	2		0	0	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12			12	12	12		12	12			12	12		
CrsswalkWid:	8				8				8				8			
% Hev Veh:	0				0				0				0			
Grade:	0%				0%				0%				0%			
Parking/Hr:	No				No				No				No			
Bus Stp/Hr:	0				0				0				0			
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:	0				0				0				0			
ExclusiveRT:	Include				Include				Include				Include			
% RT Prtct:	0				0				0				0			
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Area Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.87		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
LT Adj:	0.96	0.96	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	1.00	1.00		1.00	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	1.00		1.00	0.95	0.95	
Fnl Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	0.95	1.00		1.00	0.95	0.95	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		0.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.9	0.0	1.3	0.0	0.0	3.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.2	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.0	4.0	3.9	0.0	0.0	3.8	0.0	1.6	0.0	0.0	4.3	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.1	0.0	0.0	5.0	0.0	2.2	0.0	0.0	5.7	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.8	5.8	5.6	0.0	0.0	5.6	0.0	2.4	0.0	0.0	6.3	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.7	6.7	6.5	0.0	0.0	6.4	0.0	2.8	0.0	0.0	7.2	0.0
98th%Factor:	2.47	2.47	2.48	2.70	2.70	2.48	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.3	8.3	8.0	0.0	0.0	8.0	0.0	3.6	0.0	0.0	8.9	0.0

Disney Golden Oak
Future with Project with Mitigation - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	49.2	5.2	25.9	0.0	0.0	25.8	0.0	21.5	0.0	0.0	56.2	0.0

Name: year 1995 composite fleet
Fuel Consumption: 29.537 pounds
4.785 gallons
Carbon Dioxide: 92.157 pounds
Carbon Monoxide: 7.164 pounds
Hydrocarbons: 1.277 pounds
Nitrogen Oxides: 0.336 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.537 pounds
4.785 gallons
Carbon Dioxide: 92.157 pounds
Carbon Monoxide: 7.164 pounds
Hydrocarbons: 1.277 pounds
Nitrogen Oxides: 0.336 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

FUTURE WITH PROJECT WITH MITIGATION WITH CUMULATIVE MITIGATION CONDITIONS STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	196	898	1705	0	0	0	0	164	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	196	898	1705	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	196	898	1705	0	0	0	0	164	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	196	898	1705	0	0	0	0	164	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.26	0.47	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.18	0.18	0.68	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.69	0.66	0.37	0.54	0.00	0.00	0.00	0.00	0.69	0.00	0.02
Delay/Veh:	0.0	41.2	43.3	6.8	1.8	0.0	0.0	0.0	0.0	49.8	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.2	43.3	6.8	1.8	0.0	0.0	0.0	0.0	49.8	0.0	37.9
LOS by Move:	A	D	D	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	7	6	7	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Lane Group:	xxxx	T	R	L	T	xxxx	xxxx	xxxx	xxxx	L	xxxx	R
#LnsInGrps:	0	2	1	2	2	0	0	0	0	1	0	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Hev Veh Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Grade Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Area Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85
LT Adj:	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.18	0.18	0.68	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	6.3	5.1	5.5	6.2	0.0	0.0	0.0	0.0	4.4	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	1.9	1.7	0.6	1.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0
HCM2KQueue:	0.0	8.2	6.8	6.1	7.4	0.0	0.0	0.0	0.0	6.2	0.0	0.1
70th%Factor:	1.20	1.18	1.18	1.19	1.18	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	9.7	8.0	7.2	8.8	0.0	0.0	0.0	0.0	7.4	0.0	0.2
85th%Factor:	1.60	1.53	1.54	1.55	1.53	1.60	1.60	1.60	1.60	1.54	1.60	1.60
HCM2k85thQ:	0.0	12.5	10.4	9.4	11.4	0.0	0.0	0.0	0.0	9.6	0.0	0.2
90th%Factor:	1.80	1.67	1.69	1.70	1.68	1.80	1.80	1.80	1.80	1.69	1.80	1.80
HCM2k90thQ:	0.0	13.7	11.4	10.3	12.4	0.0	0.0	0.0	0.0	10.5	0.0	0.3
95th%Factor:	2.10	1.88	1.91	1.93	1.90	2.10	2.10	2.10	2.10	1.93	2.10	2.10
HCM2k95thQ:	0.0	15.4	12.9	11.7	14.0	0.0	0.0	0.0	0.0	11.9	0.0	0.3
98th%Factor:	2.70	2.23	2.29	2.33	2.27	2.70	2.70	2.70	2.70	2.32	2.70	2.69
HCM2k98thQ:	0.0	18.3	15.5	14.1	16.8	0.0	0.0	0.0	0.0	14.4	0.0	0.4

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	107	45.5	95.3	106	0.0	0.0	0.0	0.0	39.2	0.0	1.1

Name: year 1995 composite fleet
Fuel Consumption: 70.509 pounds
11.422 gallons
Carbon Dioxide: 219.988 pounds
Carbon Monoxide: 16.094 pounds
Hydrocarbons: 2.600 pounds
Nitrogen Oxides: 0.794 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.509 pounds
11.422 gallons
Carbon Dioxide: 219.988 pounds
Carbon Monoxide: 16.094 pounds
Hydrocarbons: 2.600 pounds
Nitrogen Oxides: 0.794 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	317	73	188	1558	113	41	223	33	83	331	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	317	73	188	1558	113	41	223	33	83	331	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	317	73	188	1558	113	41	223	33	83	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	317	73	188	1558	113	41	223	33	83	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	317	73	188	1558	113	41	223	33	83	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3332	242	1805	3085	457	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.05	0.10	0.47	0.47	0.02	0.07	0.07	0.05	0.09	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.01	0.37	0.37	0.43	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
Volume/Cap:	0.59	0.24	0.12	0.24	0.59	0.59	0.57	0.59	0.59	0.59	0.57	0.00
Delay/Veh:	94.6	22.1	21.1	18.0	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	22.1	21.1	18.0	4.5	4.5	57.8	43.7	43.7	51.1	40.2	0.0
LOS by Move:	F	C	C	B	A	A	E	D	D	D	D	A
HCM2kAvgQ:	1	4	1	4	11	11	2	5	5	3	6	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Lane Group:	L	T	R	L	RT	RT	L	RT	RT	L	T	R
#LnsInGrps:	1	2	1	1	2	2	1	2	2	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	0.99	0.99	xxxx	0.98	0.98	xxxx	xxxx	xxxxx
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.98	0.98	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.95	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.01	0.37	0.37	0.43	0.79	0.79	0.04	0.12	0.12	0.08	0.16	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	3.2	1.3	3.3	9.6	9.6	1.1	3.5	3.5	2.2	4.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.8	0.3	0.1	0.3	1.4	1.4	1.0	1.3	1.3	1.2	1.2	0.0
HCM2KQueue:	1.0	3.5	1.5	3.6	11.0	11.0	2.2	4.8	4.8	3.5	5.7	0.0
70th%Factor:	1.20	1.19	1.20	1.19	1.18	1.18	1.19	1.19	1.19	1.19	1.19	1.20
HCM2k70thQ:	1.2	4.2	1.8	4.3	13.0	13.0	2.6	5.8	5.8	4.1	6.8	0.0
85th%Factor:	1.59	1.57	1.59	1.57	1.51	1.51	1.58	1.56	1.56	1.57	1.55	1.60
HCM2k85thQ:	1.7	5.5	2.4	5.7	16.6	16.6	3.4	7.5	7.5	5.4	8.8	0.0
90th%Factor:	1.78	1.74	1.77	1.73	1.63	1.63	1.76	1.71	1.71	1.74	1.70	1.80
HCM2k90thQ:	1.9	6.1	2.6	6.3	18.0	18.0	3.8	8.3	8.3	6.0	9.7	0.0
95th%Factor:	2.07	1.99	2.05	1.99	1.83	1.83	2.03	1.96	1.96	1.99	1.94	2.10
HCM2k95thQ:	2.2	7.0	3.1	7.2	20.1	20.1	4.4	9.5	9.5	6.9	11.1	0.0
98th%Factor:	2.62	2.46	2.59	2.46	2.13	2.13	2.55	2.39	2.39	2.47	2.34	2.70
HCM2k98thQ:	2.7	8.7	3.9	8.9	23.5	23.5	5.5	11.6	11.6	8.5	13.4	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	2.5	55.1	12.1	29.7	153	11.1	10.1	52.7	7.8	20.1	76.5	0.0

Name: year 1995 composite fleet
Fuel Consumption: 70.838 pounds
11.476 gallons
Carbon Dioxide: 221.015 pounds
Carbon Monoxide: 16.637 pounds
Hydrocarbons: 2.816 pounds
Nitrogen Oxides: 0.807 pounds

Name: year 2000 composite fleet
Fuel Consumption: 70.838 pounds
11.476 gallons
Carbon Dioxide: 221.015 pounds
Carbon Monoxide: 16.637 pounds
Hydrocarbons: 2.816 pounds
Nitrogen Oxides: 0.807 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.47	0.53	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2700	963	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1 0	0 1		0	0 0	0 1		0	0 2	0 0		0	0 1	1 0	
Lane Group:	LT	LT	R		xxxx	xxxx	R		xxxx	T	xxxx		xxxx	RT	RT	
#LnsInGrps:	2	2	1		0	0	1		0	2	0		0	2	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12		12	12	12		12	12	12		12	12	12	
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Area Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.87		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
LT Adj:	0.96	0.96	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	1.00	1.00		1.00	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	1.00		1.00	0.95	0.95	
Fnl Sat Adj:	0.96	0.96	0.85		1.00	1.00	0.87		1.00	0.95	1.00		1.00	0.95	0.95	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		0.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.5	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.5	0.0	2.6	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.7	0.0	0.0	1.6	0.0	2.9	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.3	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.58	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.3	9.3	8.1	0.0	0.0	2.4	0.0	4.2	0.0	0.0	8.0	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.7	16.3	26.5	0.0	0.0	5.3	0.0	25.0	0.0	0.0	49.7	0.0

Name: year 1995 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

Name: year 2000 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sierra Highway & SR 14 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	68	Level Of Service:	A

Street Name:	Sierra Highway						SR 14 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2113	341	273	703	0	0	0	0	114	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	341	273	703	0	0	0	0	114	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	341	273	703	0	0	0	0	114	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	341	273	703	0	0	0	0	114	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.21	0.08	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.81	0.81	0.11	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.73	0.26	0.73	0.21	0.00	0.00	0.00	0.00	0.73	0.00	0.02
Delay/Veh:	0.0	5.5	2.5	50.2	0.5	0.0	0.0	0.0	0.0	60.1	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	2.5	50.2	0.5	0.0	0.0	0.0	0.0	60.1	0.0	41.8
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	17	3	6	1	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Lane Group:	xxxx	T	R	L	T	xxxx	xxxx	xxxx	xxxx	L	xxxx	R
#LnsInGrps:	0	2	1	2	2	0	0	0	0	1	0	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Hev Veh Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Grade Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00
Area Adj:	xxxx	1.00	1.00	1.00	1.00	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85
LT Adj:	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.81	0.81	0.11	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	14.5	2.3	3.8	1.1	0.0	0.0	0.0	0.0	3.1	0.0	0.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Q2:	0.0	2.5	0.4	2.0	0.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0
HCM2KQueue:	0.0	17.0	2.7	5.8	1.4	0.0	0.0	0.0	0.0	5.0	0.0	0.1
70th%Factor:	1.20	1.17	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	19.8	3.2	6.9	1.7	0.0	0.0	0.0	0.0	6.0	0.0	0.1
85th%Factor:	1.60	1.47	1.57	1.55	1.59	1.60	1.60	1.60	1.60	1.55	1.60	1.60
HCM2k85thQ:	0.0	25.0	4.2	9.0	2.2	0.0	0.0	0.0	0.0	7.8	0.0	0.2
90th%Factor:	1.80	1.57	1.75	1.70	1.77	1.80	1.80	1.80	1.80	1.71	1.80	1.80
HCM2k90thQ:	0.0	26.7	4.7	9.9	2.4	0.0	0.0	0.0	0.0	8.6	0.0	0.2
95th%Factor:	2.10	1.73	2.02	1.93	2.06	2.10	2.10	2.10	2.10	1.95	2.10	2.10
HCM2k95thQ:	0.0	29.5	5.4	11.3	2.8	0.0	0.0	0.0	0.0	9.8	0.0	0.2
98th%Factor:	2.70	1.97	2.51	2.34	2.60	2.70	2.70	2.70	2.70	2.38	2.70	2.69
HCM2k98thQ:	0.0	33.5	6.8	13.6	3.6	0.0	0.0	0.0	0.0	12.0	0.0	0.3

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #1 Sierra Highway & SR 14 SB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	248	21.0	66.1	19.0	0.0	0.0	0.0	0.0	27.8	0.0	0.7

Name: year 1995 composite fleet
Fuel Consumption: 63.678 pounds
10.316 gallons
Carbon Dioxide: 198.675 pounds
Carbon Monoxide: 14.051 pounds
Hydrocarbons: 2.116 pounds
Nitrogen Oxides: 0.729 pounds

Name: year 2000 composite fleet
Fuel Consumption: 63.678 pounds
10.316 gallons
Carbon Dioxide: 198.675 pounds
Carbon Monoxide: 14.051 pounds
Hydrocarbons: 2.116 pounds
Nitrogen Oxides: 0.729 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sierra Highway & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Sierra Highway						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1907	195	38	660	126	69	334	19	51	164	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1907	195	38	660	126	69	334	19	51	164	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1907	195	38	660	126	69	334	19	51	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	195	38	660	126	69	334	19	51	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1907	195	38	660	126	69	334	19	51	164	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2959	565	1805	3388	193	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.12	0.02	0.22	0.22	0.04	0.10	0.10	0.03	0.05	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.78	0.78	0.03	0.72	0.72	0.09	0.15	0.15	0.04	0.10	0.00
Volume/Cap:	0.31	0.68	0.15	0.68	0.31	0.31	0.45	0.68	0.68	0.68	0.45	0.00
Delay/Veh:	43.7	5.7	2.8	76.1	5.0	5.0	45.5	44.0	44.0	69.0	43.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	5.7	2.8	76.1	5.0	5.0	45.5	44.0	44.0	69.0	43.1	0.0
LOS by Move:	D	A	A	E	A	A	D	D	D	E	D	A
HCM2kAvgQ:	2	15	2	2	5	5	3	7	7	3	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Lane Group:	L	T	R	L	RT	RT	L	RT	RT	L	T	R
#LnsInGrps:	1	2	1	1	2	2	1	2	2	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	0.98	0.98	xxxx	0.99	0.99	xxxx	xxxx	xxxxx
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.99	0.99	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.09	0.78	0.78	0.03	0.72	0.72	0.09	0.15	0.15	0.04	0.10	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	12.9	1.3	1.0	4.1	4.1	1.8	4.9	4.9	1.4	2.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.4	2.0	0.2	1.3	0.4	0.4	0.8	1.8	1.8	1.4	0.8	0.0
HCM2KQueue:	1.7	14.9	1.5	2.4	4.5	4.5	2.6	6.7	6.7	2.8	3.0	0.0
70th%Factor:	1.20	1.17	1.20	1.19	1.19	1.19	1.19	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	2.1	17.5	1.8	2.8	5.4	5.4	3.1	7.9	7.9	3.4	3.6	0.0
85th%Factor:	1.58	1.48	1.59	1.58	1.56	1.56	1.58	1.54	1.54	1.57	1.57	1.60
HCM2k85thQ:	2.7	22.2	2.4	3.7	7.1	7.1	4.1	10.3	10.3	4.4	4.7	0.0
90th%Factor:	1.77	1.59	1.77	1.76	1.72	1.72	1.75	1.69	1.69	1.75	1.74	1.80
HCM2k90thQ:	3.1	23.8	2.7	4.2	7.8	7.8	4.5	11.3	11.3	4.9	5.3	0.0
95th%Factor:	2.04	1.76	2.05	2.03	1.97	1.97	2.02	1.91	1.91	2.01	2.01	2.10
HCM2k95thQ:	3.5	26.3	3.1	4.8	8.9	8.9	5.2	12.8	12.8	5.7	6.1	0.0
98th%Factor:	2.58	2.02	2.59	2.53	2.40	2.40	2.52	2.30	2.30	2.50	2.49	2.70
HCM2k98thQ:	4.5	30.1	4.0	6.0	10.9	10.9	6.5	15.4	15.4	7.1	7.5	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Sierra Highway & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.7	221	12.1	9.4	58.9	11.2	16.4	79.1	4.5	12.6	38.6	0.0

Name: year 1995 composite fleet
Fuel Consumption: 76.733 pounds
12.431 gallons
Carbon Dioxide: 239.408 pounds
Carbon Monoxide: 17.607 pounds
Hydrocarbons: 2.856 pounds
Nitrogen Oxides: 0.879 pounds

Name: year 2000 composite fleet
Fuel Consumption: 76.733 pounds
12.431 gallons
Carbon Dioxide: 239.408 pounds
Carbon Monoxide: 17.607 pounds
Hydrocarbons: 2.856 pounds
Nitrogen Oxides: 0.879 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.81	0.19	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3290	347	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.09	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.26	0.00	0.00	0.26	0.00	0.10	0.00	0.00	0.26	0.00
Delay/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0
Lane Group:	LT	LT			R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT
#LnsInGrps:	2	2			1	0	0		1	0		2	0	0		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12			12	12	12		12	12		12	12	12		12
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx				
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00				
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95				
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95				
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00				

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.9	0.0	1.3	0.0	0.0	3.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.2	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.0	4.0	3.9	0.0	0.0	3.8	0.0	1.6	0.0	0.0	4.3	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.1	0.0	0.0	5.0	0.0	2.2	0.0	0.0	5.7	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.8	5.8	5.6	0.0	0.0	5.6	0.0	2.4	0.0	0.0	6.3	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.7	6.7	6.5	0.0	0.0	6.4	0.0	2.8	0.0	0.0	7.2	0.0
98th%Factor:	2.47	2.47	2.48	2.70	2.70	2.48	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.3	8.3	8.0	0.0	0.0	8.0	0.0	3.6	0.0	0.0	8.9	0.0

Disney Golden Oak
Future with Project with Mitigation with Cumulative Mitigation
P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	49.2	5.2	25.9	0.0	0.0	25.8	0.0	21.5	0.0	0.0	56.2	0.0

Name: year 1995 composite fleet

Fuel Consumption:	29.537 pounds
	4.785 gallons
Carbon Dioxide:	92.157 pounds
Carbon Monoxide:	7.164 pounds
Hydrocarbons:	1.277 pounds
Nitrogen Oxides:	0.336 pounds

Name: year 2000 composite fleet

Fuel Consumption:	29.537 pounds
	4.785 gallons
Carbon Dioxide:	92.157 pounds
Carbon Monoxide:	7.164 pounds
Hydrocarbons:	1.277 pounds
Nitrogen Oxides:	0.336 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

APPENDIX H

SITE ACCESS ANALYSIS
LEVEL OF SERVICE WORKSHEETS

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATION CONDITIONS
SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1854	1854	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.29	0.00	0.00	0.29	0.00
Volume/Cap:	0.12	0.13	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.4	6.5	7.2	0.0	0.0	46.8	0.0	26.3	0.0	0.0	27.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.5	7.2	0.0	0.0	46.8	0.0	26.3	0.0	0.0	27.3	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	2	2	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.98	0.98		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.98	0.98		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.98	0.98		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.29	0.00	0.00	0.29	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.5	1.6	3.0	0.0	0.0	0.6	0.0	1.4	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.1	0.1	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	1.7	1.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	2.0	2.1	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.8	0.0
85th%Factor:	1.58	1.58	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	2.6	2.8	5.2	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.0	0.0
90th%Factor:	1.77	1.77	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	3.0	3.2	5.7	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	2.05	2.04	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	3.4	3.6	6.6	0.0	0.0	1.9	0.0	3.2	0.0	0.0	6.4	0.0
98th%Factor:	2.58	2.57	2.48	2.70	2.70	2.63	2.70	2.59	2.70	2.70	2.48	2.70
HCM2k98thQ:	4.3	4.6	8.2	0.0	0.0	2.4	0.0	4.0	0.0	0.0	7.9	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	13.8	14.7	26.7	0.0	0.0	5.3	0.0	24.2	0.0	0.0	49.2	0.0

Name: year 1995 composite fleet

Fuel Consumption:	22.096 pounds
	3.579 gallons
Carbon Dioxide:	68.938 pounds
Carbon Monoxide:	5.138 pounds
Hydrocarbons:	0.855 pounds
Nitrogen Oxides:	0.252 pounds

Name: year 2000 composite fleet

Fuel Consumption:	22.096 pounds
	3.579 gallons
Carbon Dioxide:	68.938 pounds
Carbon Monoxide:	5.138 pounds
Hydrocarbons:	0.855 pounds
Nitrogen Oxides:	0.252 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	199	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	199	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	199	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	199	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	199	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1900	0	1615	1805	1900	0	0	1754	129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.42	0.93	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.11	0.00	0.00	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.4	18.9	0.3	0.0	0.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.4	18.9	0.3	0.0	0.0	14.1	14.1
LOS by Move:	A	A	A	A	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	4	1	0	0	4	4

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Lane Group:	xxxx xxxx xxxx			L xxxx R			L T xxxx			xxxx RT RT		
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:	8			8			8			8		
% Hev Veh:	0			0			0			0		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx xxxx xxxx			xxxx xxxx xxxx			1 xxxx xxxx			xxxx xxxx xxxx		
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Hev Veh Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Grade Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Parking Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Bus Stp Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Area Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
RT Adj:	xxxx xxxx xxxxx			xxxx xxxx 0.85			xxxx xxxx xxxxx			xxxx 0.99 0.99		
LT Adj:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			0.95 xxxx xxxxx			xxxx xxxx xxxxx		
PedBike Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
HCM Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Usr Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Fnl Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00 0.00 0.00			0.00 0.00 1.00			1.00 1.00 0.00			0.00 1.00 1.00		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.42	0.93	0.00	0.00	0.51	0.51
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.0	0.0	0.8	3.6	0.4	0.0	0.0	3.9	3.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.0	0.0	1.1	3.9	0.5	0.0	0.0	4.3	4.3
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.0	0.0	1.3	4.7	0.7	0.0	0.0	5.1	5.1
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.59	1.56	1.59	1.60	1.60	1.56	1.56
HCM2k85thQ:	0.0	0.0	0.0	0.0	0.0	1.8	6.1	0.9	0.0	0.0	6.7	6.7
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.78	1.73	1.79	1.80	1.80	1.72	1.72
HCM2k90thQ:	0.0	0.0	0.0	0.0	0.0	2.0	6.8	1.0	0.0	0.0	7.4	7.4
95th%Factor:	2.10	2.10	2.10	2.10	2.10	2.06	1.98	2.08	2.10	2.10	1.97	1.97
HCM2k95thQ:	0.0	0.0	0.0	0.0	0.0	2.3	7.8	1.1	0.0	0.0	8.4	8.4
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.62	2.44	2.66	2.70	2.70	2.42	2.42
HCM2k98thQ:	0.0	0.0	0.0	0.0	0.0	2.9	9.6	1.4	0.0	0.0	10.3	10.3

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	0.0	0.0	0.0	0.0	6.9	32.2	3.8	0.0	0.0	32.9	2.4

Name: year 1995 composite fleet
Fuel Consumption: 13.729 pounds
2.224 gallons
Carbon Dioxide: 42.834 pounds
Carbon Monoxide: 3.127 pounds
Hydrocarbons: 0.503 pounds
Nitrogen Oxides: 0.155 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.729 pounds
2.224 gallons
Carbon Dioxide: 42.834 pounds
Carbon Monoxide: 3.127 pounds
Hydrocarbons: 0.503 pounds
Nitrogen Oxides: 0.155 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.70	0.30	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3093	552	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.00	0.00	0.08	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.15	0.15	0.25	0.00	0.00	0.25	0.00	0.10	0.00	0.00	0.25	0.00
Delay/Veh:	22.3	22.3	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	2	2	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Lane Group:	LT	LT	R	xxxx	xxxx	R	xxxx	T	xxxx	xxxx	RT	RT
#LnsInGrps:	2	2	1	0	0	1	0	2	0	0	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.8	1.8	2.9	0.0	0.0	2.8	0.0	1.3	0.0	0.0	3.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.2	0.2	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	1.9	1.9	3.2	0.0	0.0	3.1	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	2.3	2.3	3.8	0.0	0.0	3.7	0.0	1.6	0.0	0.0	4.2	0.0
85th%Factor:	1.58	1.58	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	3.0	3.0	5.0	0.0	0.0	4.9	0.0	2.2	0.0	0.0	5.6	0.0
90th%Factor:	1.76	1.76	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	3.4	3.4	5.6	0.0	0.0	5.4	0.0	2.4	0.0	0.0	6.2	0.0
95th%Factor:	2.04	2.04	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	3.9	3.9	6.4	0.0	0.0	6.3	0.0	2.8	0.0	0.0	7.1	0.0
98th%Factor:	2.56	2.56	2.48	2.70	2.70	2.49	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	4.9	4.9	7.9	0.0	0.0	7.8	0.0	3.6	0.0	0.0	8.8	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	26.9	4.8	25.7	0.0	0.0	25.0	0.0	21.5	0.0	0.0	55.0	0.0

Name: year 1995 composite fleet
Fuel Consumption: 25.609 pounds
4.149 gallons
Carbon Dioxide: 79.901 pounds
Carbon Monoxide: 6.206 pounds
Hydrocarbons: 1.105 pounds
Nitrogen Oxides: 0.292 pounds

Name: year 2000 composite fleet
Fuel Consumption: 25.609 pounds
4.149 gallons
Carbon Dioxide: 79.901 pounds
Carbon Monoxide: 6.206 pounds
Hydrocarbons: 1.105 pounds
Nitrogen Oxides: 0.292 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	37	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	37	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	37	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	37	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	37	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1881	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.11	0.00	0.00	0.06	0.06
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.40	0.61	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.29	0.05	0.19	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	18.6	0.0	21.1	18.5	8.7	0.0	0.0	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.6	0.0	21.1	18.5	8.7	0.0	0.0	33.6	33.6
LOS by Move:	A	A	A	B	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	0	0	4	1	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Lane Group:	xxxx xxxx	xxxx		L xxxx	R		L	T	xxxx	xxxx	RT	RT
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:	8			8			8			8		
% Hev Veh:	0			0			0			0		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx	xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx xxxx	xxxxx		1.00 xxxx	1.00		1.00 1.00	xxxxx	xxxx	1.00	1.00	
Hev Veh Adj:	xxxx xxxx	xxxxx		1.00 xxxx	1.00		1.00 1.00	xxxxx	xxxx	1.00	1.00	
Grade Adj:	xxxx xxxx	xxxxx		1.00 xxxx	1.00		1.00 1.00	xxxxx	xxxx	1.00	1.00	
Parking Adj:	xxxx xxxx	xxxxx		xxxx xxxx	1.00		xxxx 1.00	xxxxx	xxxx	1.00	1.00	
Bus Stp Adj:	xxxx xxxx	xxxxx		xxxx xxxx	1.00		xxxx 1.00	xxxxx	xxxx	1.00	1.00	
Area Adj:	xxxx xxxx	xxxxx		1.00 xxxx	1.00		1.00 1.00	xxxxx	xxxx	1.00	1.00	
RT Adj:	xxxx xxxx	xxxxx		xxxx xxxx	0.85		xxxx xxxx	xxxxx	xxxx	1.00	1.00	
LT Adj:	xxxx xxxx	xxxxx		0.95 xxxx	xxxxx		0.95 xxxx	xxxxx	xxxx	xxxx	xxxxx	
PedBike Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00	1.00	
HCM Sat Adj:	1.00 1.00	1.00		0.95 1.00	0.85		0.95 1.00	1.00	1.00	1.00	1.00	
Usr Sat Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00	1.00	
MLF Sat Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00	1.00	
Fnl Sat Adj:	1.00 1.00	1.00		0.95 1.00	0.85		0.95 1.00	1.00	1.00	1.00	1.00	
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00 0.00	0.00		1.00 0.00	1.00		1.00 1.00	0.00	0.00	1.00	1.00	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.40	0.61	0.00	0.00	0.21	0.21
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.1	0.0	3.4	0.6	2.7	0.0	0.0	2.7	2.7
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.2	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.1	0.0	3.8	0.7	2.9	0.0	0.0	3.1	3.1
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.1	0.0	4.6	0.8	3.5	0.0	0.0	3.6	3.6
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.56	1.59	1.57	1.60	1.60	1.57	1.57
HCM2k85thQ:	0.0	0.0	0.0	0.1	0.0	6.0	1.1	4.6	0.0	0.0	4.8	4.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.73	1.79	1.75	1.80	1.80	1.74	1.74
HCM2k90thQ:	0.0	0.0	0.0	0.1	0.0	6.7	1.2	5.1	0.0	0.0	5.3	5.3
95th%Factor:	2.10	2.10	2.10	2.10	2.10	1.98	2.08	2.01	2.10	2.10	2.01	2.01
HCM2k95thQ:	0.0	0.0	0.0	0.1	0.0	7.6	1.4	5.8	0.0	0.0	6.1	6.1
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.44	2.65	2.50	2.70	2.70	2.49	2.49
HCM2k98thQ:	0.0	0.0	0.0	0.1	0.0	9.4	1.8	7.2	0.0	0.0	7.6	7.6

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	0.5	0.0	31.0	5.7	24.0	0.0	0.0	23.8	0.2

Name: year 1995 composite fleet
Fuel Consumption: 13.728 pounds
2.224 gallons
Carbon Dioxide: 42.833 pounds
Carbon Monoxide: 3.248 pounds
Hydrocarbons: 0.556 pounds
Nitrogen Oxides: 0.157 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.728 pounds
2.224 gallons
Carbon Dioxide: 42.833 pounds
Carbon Monoxide: 3.248 pounds
Hydrocarbons: 0.556 pounds
Nitrogen Oxides: 0.157 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS SOUNDSTAGES OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	157	261	0	0	22	0	131	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	157	261	0	0	22	0	131	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	157	261	0	0	22	0	131	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	157	261	0	0	22	0	131	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	157	261	0	0	22	0	131	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.49	0.51	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2722	941	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:		****				****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.24	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.9	0.0	0.0	46.9	0.0	26.7	0.0	0.0	27.8	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.4	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.2	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.6	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.2	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.59	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.2	9.2	8.0	0.0	0.0	2.4	0.0	4.1	0.0	0.0	8.0	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.8	15.8	26.2	0.0	0.0	5.3	0.0	24.4	0.0	0.0	49.6	0.0

Name: year 1995 composite fleet
Fuel Consumption: 27.202 pounds
4.407 gallons
Carbon Dioxide: 84.870 pounds
Carbon Monoxide: 6.241 pounds
Hydrocarbons: 1.013 pounds
Nitrogen Oxides: 0.311 pounds

Name: year 2000 composite fleet
Fuel Consumption: 27.202 pounds
4.407 gallons
Carbon Dioxide: 84.870 pounds
Carbon Monoxide: 6.241 pounds
Hydrocarbons: 1.013 pounds
Nitrogen Oxides: 0.311 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	199	196	0	0	232	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	199	196	0	0	232	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	199	196	0	0	232	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	199	196	0	0	232	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	199	196	0	0	232	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1900	0	1615	1805	1900	0	0	1754	129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.42	0.93	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.11	0.00	0.00	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.4	18.9	0.3	0.0	0.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.4	18.9	0.3	0.0	0.0	14.1	14.1
LOS by Move:	A	A	A	A	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	4	1	0	0	4	4

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Lane Group:	xxxx xxxx xxxx			L xxxx R			L T xxxx			xxxx RT RT		
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx xxxx xxxx			xxxx xxxx xxxx			1 xxxx xxxx			xxxx xxxx xxxx		
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Hev Veh Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Grade Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Parking Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Bus Stp Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Area Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
RT Adj:	xxxx xxxx xxxxx			xxxx xxxx 0.85			xxxx xxxx xxxxx			xxxx 0.99 0.99		
LT Adj:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			0.95 xxxx xxxxx			xxxx xxxx xxxxx		
PedBike Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
HCM Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Usr Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Fnl Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00 0.00 0.00			0.00 0.00 1.00			1.00 1.00 0.00			0.00 1.00 1.00		

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.42	0.93	0.00	0.00	0.51	0.51
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.0	0.0	0.8	3.6	0.4	0.0	0.0	3.9	3.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.0	0.0	1.1	3.9	0.5	0.0	0.0	4.3	4.3
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.0	0.0	1.3	4.7	0.7	0.0	0.0	5.1	5.1
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.59	1.56	1.59	1.60	1.60	1.56	1.56
HCM2k85thQ:	0.0	0.0	0.0	0.0	0.0	1.8	6.1	0.9	0.0	0.0	6.7	6.7
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.78	1.73	1.79	1.80	1.80	1.72	1.72
HCM2k90thQ:	0.0	0.0	0.0	0.0	0.0	2.0	6.8	1.0	0.0	0.0	7.4	7.4
95th%Factor:	2.10	2.10	2.10	2.10	2.10	2.06	1.98	2.08	2.10	2.10	1.97	1.97
HCM2k95thQ:	0.0	0.0	0.0	0.0	0.0	2.3	7.8	1.1	0.0	0.0	8.4	8.4
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.62	2.44	2.66	2.70	2.70	2.42	2.42
HCM2k98thQ:	0.0	0.0	0.0	0.0	0.0	2.9	9.6	1.4	0.0	0.0	10.3	10.3

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - A.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	0.0	0.0	6.9	32.2	3.8	0.0	0.0	32.9	2.4

Name: year 1995 composite fleet
Fuel Consumption: 13.729 pounds
2.224 gallons
Carbon Dioxide: 42.834 pounds
Carbon Monoxide: 3.127 pounds
Hydrocarbons: 0.503 pounds
Nitrogen Oxides: 0.155 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.729 pounds
2.224 gallons
Carbon Dioxide: 42.834 pounds
Carbon Monoxide: 3.127 pounds
Hydrocarbons: 0.503 pounds
Nitrogen Oxides: 0.155 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	28	144	0	0	136	0	123	0	0	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	28	144	0	0	136	0	123	0	0	299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	28	144	0	0	136	0	123	0	0	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	28	144	0	0	136	0	123	0	0	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	28	144	0	0	136	0	123	0	0	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.82	0.18	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3301	336	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.08	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.25	0.00	0.00	0.25	0.00	0.10	0.00	0.00	0.25	0.00
Delay/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.4	0.0	0.0	25.1	0.0	23.6	0.0	0.0	24.9	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.32	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.8	0.0	1.3	0.0	0.0	3.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.1	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	3.9	3.9	3.8	0.0	0.0	3.7	0.0	1.6	0.0	0.0	4.2	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.0	0.0	0.0	4.9	0.0	2.2	0.0	0.0	5.6	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.7	5.7	5.6	0.0	0.0	5.4	0.0	2.4	0.0	0.0	6.2	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.6	6.6	6.4	0.0	0.0	6.3	0.0	2.8	0.0	0.0	7.1	0.0
98th%Factor:	2.48	2.48	2.48	2.70	2.70	2.49	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.2	8.2	7.9	0.0	0.0	7.8	0.0	3.6	0.0	0.0	8.8	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	48.7	5.0	25.7	0.0	0.0	25.0	0.0	21.5	0.0	0.0	55.0	0.0

Name: year 1995 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
Carbon Dioxide: 90.684 pounds
Carbon Monoxide: 7.045 pounds
Hydrocarbons: 1.255 pounds
Nitrogen Oxides: 0.331 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.065 pounds
4.709 gallons
Carbon Dioxide: 90.684 pounds
Carbon Monoxide: 7.045 pounds
Hydrocarbons: 1.255 pounds
Nitrogen Oxides: 0.331 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	181	37	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	181	37	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	181	37	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	181	37	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	181	37	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1881	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.11	0.00	0.00	0.06	0.06
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.40	0.61	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.29	0.05	0.19	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	18.6	0.0	21.1	18.5	8.7	0.0	0.0	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.6	0.0	21.1	18.5	8.7	0.0	0.0	33.6	33.6
LOS by Move:	A	A	A	B	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	0	0	4	1	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HCM Ops Adjusted Lane Utilization Module:																				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0
Lane Group:	xxxx	xxxx		xxxx		L	xxxx			R	L		T		xxxx	xxxx		RT		RT
#LnsInGrps:	0	0		0		1	0			1	1		1		0	0		1		1
HCM Ops Input Saturation Adj Module:																				
Lane Width:	12	12		12		12	12			12	12		12		12	12		12		12
CrsswalkWid:		8					8						8					8		
% Hev Veh:		0					0						0					0		
Grade:		0%					0%						0%					0%		
Parking/Hr:		No					No						No					No		
Bus Stp/Hr:		0					0						0					0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >																			
Cnft Ped/Hr:		0					0						0					0		
ExclusiveRT:		Include					Include						Include					Include		
% RT Prtct:		0					0						0					0		
HCM Ops f(lt) Adj Case Module:																				
f(lt) Case:	xxxx	xxxx		xxxx		1	xxxx		xxxx		1	xxxx		xxxx		xxxx	xxxx		xxxx	
HCM Ops Saturation Adj Module:																				
Ln Wid Adj:	xxxx	xxxx		xxxxx		1.00	xxxx		1.00		1.00	1.00		xxxxx		xxxx	1.00		1.00	
Hev Veh Adj:	xxxx	xxxx		xxxxx		1.00	xxxx		1.00		1.00	1.00		xxxxx		xxxx	1.00		1.00	
Grade Adj:	xxxx	xxxx		xxxxx		1.00	xxxx		1.00		1.00	1.00		xxxxx		xxxx	1.00		1.00	
Parking Adj:	xxxx	xxxx		xxxxx		xxxx	xxxx		1.00		xxxx	1.00		xxxxx		xxxx	1.00		1.00	
Bus Stp Adj:	xxxx	xxxx		xxxxx		xxxx	xxxx		1.00		xxxx	1.00		xxxxx		xxxx	1.00		1.00	
Area Adj:	xxxx	xxxx		xxxxx		1.00	xxxx		1.00		1.00	1.00		xxxxx		xxxx	1.00		1.00	
RT Adj:	xxxx	xxxx		xxxxx		xxxx	xxxx		0.85		xxxx	xxxx		xxxxx		xxxx	1.00		1.00	
LT Adj:	xxxx	xxxx		xxxxx		0.95	xxxx		xxxxx		0.95	xxxx		xxxxx		xxxx	xxxx		xxxxx	
PedBike Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
HCM Sat Adj:	1.00	1.00		1.00		0.95	1.00		0.85		0.95	1.00		1.00		1.00	1.00		1.00	
Usr Sat Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Sat Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Fnl Sat Adj:	1.00	1.00		1.00		0.95	1.00		0.85		0.95	1.00		1.00		1.00	1.00		1.00	
Delay Adjustment Factor Module:																				
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >																			
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >																			
DelAdjFctr:	0.00	0.00		0.00		1.00	0.00		1.00		1.00	1.00		0.00		0.00	1.00		1.00	

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.40	0.61	0.00	0.00	0.21	0.21
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.1	0.0	3.4	0.6	2.7	0.0	0.0	2.7	2.7
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.2	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.1	0.0	3.8	0.7	2.9	0.0	0.0	3.1	3.1
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.1	0.0	4.6	0.8	3.5	0.0	0.0	3.6	3.6
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.56	1.59	1.57	1.60	1.60	1.57	1.57
HCM2k85thQ:	0.0	0.0	0.0	0.1	0.0	6.0	1.1	4.6	0.0	0.0	4.8	4.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.73	1.79	1.75	1.80	1.80	1.74	1.74
HCM2k90thQ:	0.0	0.0	0.0	0.1	0.0	6.7	1.2	5.1	0.0	0.0	5.3	5.3
95th%Factor:	2.10	2.10	2.10	2.10	2.10	1.98	2.08	2.01	2.10	2.10	2.01	2.01
HCM2k95thQ:	0.0	0.0	0.0	0.1	0.0	7.6	1.4	5.8	0.0	0.0	6.1	6.1
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.44	2.65	2.50	2.70	2.70	2.49	2.49
HCM2k98thQ:	0.0	0.0	0.0	0.1	0.0	9.4	1.8	7.2	0.0	0.0	7.6	7.6

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations - P.M. Peak Hour

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	0.5	0.0	31.0	5.7	24.0	0.0	0.0	23.8	0.2

Name: year 1995 composite fleet
Fuel Consumption: 13.728 pounds
2.224 gallons
Carbon Dioxide: 42.833 pounds
Carbon Monoxide: 3.248 pounds
Hydrocarbons: 0.556 pounds
Nitrogen Oxides: 0.157 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.728 pounds
2.224 gallons
Carbon Dioxide: 42.833 pounds
Carbon Monoxide: 3.248 pounds
Hydrocarbons: 0.556 pounds
Nitrogen Oxides: 0.157 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING PLUS AMBIENT GROWTH
PLUS PROJECT WITH MITIGATION CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	148	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1856	1856	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.29	0.00	0.00	0.29	0.00
Volume/Cap:	0.12	0.13	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.3	6.4	7.0	0.0	0.0	46.8	0.0	26.5	0.0	0.0	27.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	6.4	7.0	0.0	0.0	46.8	0.0	26.5	0.0	0.0	27.5	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	2	2	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1 0	0 1		0	0 0	0 1		0	0 2	0 0		0	0 1	1 0	
Lane Group:	LT	LT	R		xxxx	xxxx	R		xxxx	T	xxxx		xxxx	RT	RT	
#LnsInGrps:	2	2	1		0	0	1		0	2	0		0	2	2	
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12	12		12	12	12		12	12	12		12	12	12	
CrsswalkWid:		8				8				8				8		
% Hev Veh:		0				0				0				0		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4	4	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Hev Veh Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Grade Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
Area Adj:	1.00	1.00	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	xxxxx	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.87		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
LT Adj:	0.98	0.98	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.98	0.98	0.85		1.00	1.00	0.87		1.00	1.00	1.00		1.00	1.00	1.00	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	1.00		1.00	0.95	0.95	
Fnl Sat Adj:	0.98	0.98	0.85		1.00	1.00	0.87		1.00	0.95	1.00		1.00	0.95	0.95	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00		0.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.66	0.66	0.66	0.00	0.00	0.05	0.00	0.29	0.00	0.00	0.29	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.5	1.7	3.0	0.0	0.0	0.6	0.0	1.5	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.1	0.2	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	1.7	1.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	2.0	2.2	4.0	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.8	0.0
85th%Factor:	1.58	1.58	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	2.6	2.9	5.2	0.0	0.0	1.4	0.0	2.5	0.0	0.0	5.0	0.0
90th%Factor:	1.77	1.77	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	2.9	3.2	5.8	0.0	0.0	1.6	0.0	2.8	0.0	0.0	5.6	0.0
95th%Factor:	2.05	2.04	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	3.4	3.7	6.6	0.0	0.0	1.9	0.0	3.3	0.0	0.0	6.4	0.0
98th%Factor:	2.58	2.57	2.47	2.70	2.70	2.63	2.70	2.58	2.70	2.70	2.48	2.70
HCM2k98thQ:	4.3	4.7	8.2	0.0	0.0	2.4	0.0	4.1	0.0	0.0	8.0	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	13.7	15.1	27.0	0.0	0.0	5.3	0.0	24.8	0.0	0.0	49.4	0.0

Name: year 1995 composite fleet

Fuel Consumption:	22.346 pounds
	3.620 gallons
Carbon Dioxide:	69.718 pounds
Carbon Monoxide:	5.196 pounds
Hydrocarbons:	0.864 pounds
Nitrogen Oxides:	0.255 pounds

Name: year 2000 composite fleet

Fuel Consumption:	22.346 pounds
	3.620 gallons
Carbon Dioxide:	69.718 pounds
Carbon Monoxide:	5.196 pounds
Hydrocarbons:	0.864 pounds
Nitrogen Oxides:	0.255 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	206	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	206	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	206	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	206	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	206	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1900	0	1615	1805	1900	0	0	1746	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.43	0.93	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.11	0.00	0.00	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.5	18.5	0.3	0.0	0.0	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.5	18.5	0.3	0.0	0.0	14.5	14.5
LOS by Move:	A	A	A	A	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	4	1	0	0	4	4

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Lane Group:	xxxx xxxx xxxx			L xxxx R			L T xxxx			xxxx RT RT		
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx xxxx xxxx			xxxx xxxx xxxx			1 xxxx xxxx			xxxx xxxx xxxx		
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Hev Veh Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Grade Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
Parking Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Bus Stp Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			xxxx 1.00 xxxxx			xxxx 1.00 1.00		
Area Adj:	xxxx xxxx xxxxx			xxxx xxxx 1.00			1.00 1.00 xxxxx			xxxx 1.00 1.00		
RT Adj:	xxxx xxxx xxxxx			xxxx xxxx 0.85			xxxx xxxx xxxxx			xxxx 0.99 0.99		
LT Adj:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			0.95 xxxx xxxxx			xxxx xxxx xxxxx		
PedBike Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
HCM Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Usr Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Sat Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Fnl Sat Adj:	1.00 1.00 1.00			1.00 1.00 0.85			0.95 1.00 1.00			1.00 0.99 0.99		
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00 0.00 0.00			0.00 0.00 1.00			1.00 1.00 0.00			0.00 1.00 1.00		

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.43	0.93	0.00	0.00	0.50	0.50
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.0	0.0	0.8	3.7	0.4	0.0	0.0	4.0	4.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.0	0.0	1.1	4.0	0.5	0.0	0.0	4.4	4.4
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.0	0.0	1.3	4.8	0.6	0.0	0.0	5.2	5.2
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.59	1.56	1.59	1.60	1.60	1.56	1.56
HCM2k85thQ:	0.0	0.0	0.0	0.0	0.0	1.8	6.3	0.9	0.0	0.0	6.8	6.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.78	1.73	1.79	1.80	1.80	1.72	1.72
HCM2k90thQ:	0.0	0.0	0.0	0.0	0.0	2.0	7.0	1.0	0.0	0.0	7.5	7.5
95th%Factor:	2.10	2.10	2.10	2.10	2.10	2.06	1.98	2.08	2.10	2.10	1.97	1.97
HCM2k95thQ:	0.0	0.0	0.0	0.0	0.0	2.3	8.0	1.1	0.0	0.0	8.6	8.6
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.62	2.43	2.66	2.70	2.70	2.42	2.42
HCM2k98thQ:	0.0	0.0	0.0	0.0	0.0	2.9	9.8	1.4	0.0	0.0	10.5	10.5

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	0.0	0.0	0.0	0.0	6.9	33.1	3.7	0.0	0.0	33.3	2.6

Name: year 1995 composite fleet
Fuel Consumption: 13.937 pounds
2.258 gallons
Carbon Dioxide: 43.482 pounds
Carbon Monoxide: 3.176 pounds
Hydrocarbons: 0.511 pounds
Nitrogen Oxides: 0.158 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.937 pounds
2.258 gallons
Carbon Dioxide: 43.482 pounds
Carbon Monoxide: 3.176 pounds
Hydrocarbons: 0.511 pounds
Nitrogen Oxides: 0.158 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	24.1
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	157	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.69	0.31	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3079	569	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.00	0.00	0.09	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.15	0.15	0.26	0.00	0.00	0.26	0.00	0.10	0.00	0.00	0.26	0.00
Delay/Veh:	22.8	22.8	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	2	2	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 1 0 0 1			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Lane Group:	LT	LT	R	xxxx	xxxx	R	xxxx	T	xxxx	xxxx	RT	RT
#LnsInGrps:	2	2	1	0	0	1	0	2	0	0	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.8	1.8	2.9	0.0	0.0	2.9	0.0	1.3	0.0	0.0	3.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.2	0.2	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	2.0	2.0	3.2	0.0	0.0	3.2	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	2.3	2.3	3.9	0.0	0.0	3.8	0.0	1.6	0.0	0.0	4.3	0.0
85th%Factor:	1.58	1.58	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	3.1	3.1	5.1	0.0	0.0	5.0	0.0	2.2	0.0	0.0	5.7	0.0
90th%Factor:	1.76	1.76	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	3.5	3.5	5.6	0.0	0.0	5.6	0.0	2.4	0.0	0.0	6.3	0.0
95th%Factor:	2.04	2.04	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	4.0	4.0	6.5	0.0	0.0	6.4	0.0	2.8	0.0	0.0	7.2	0.0
98th%Factor:	2.56	2.56	2.48	2.70	2.70	2.48	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	5.0	5.0	8.0	0.0	0.0	8.0	0.0	3.6	0.0	0.0	8.9	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	27.1	5.0	25.9	0.0	0.0	25.8	0.0	21.5	0.0	0.0	56.2	0.0

Name: year 1995 composite fleet

Fuel Consumption:	26.038 pounds
	4.218 gallons
Carbon Dioxide:	81.238 pounds
Carbon Monoxide:	6.313 pounds
Hydrocarbons:	1.125 pounds
Nitrogen Oxides:	0.296 pounds

Name: year 2000 composite fleet

Fuel Consumption:	26.038 pounds
	4.218 gallons
Carbon Dioxide:	81.238 pounds
Carbon Monoxide:	6.313 pounds
Hydrocarbons:	1.125 pounds
Nitrogen Oxides:	0.296 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	39	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	39	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	39	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	39	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	39	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1881	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.11	0.00	0.00	0.06	0.06
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.29	0.05	0.19	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	20.7	18.8	9.1	0.0	0.0	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.1	0.0	20.7	18.8	9.1	0.0	0.0	33.9	33.9
LOS by Move:	A	A	A	B	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	0	0	4	1	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Lane Group:	xxxx xxxx xxxx			L xxxx R			L T xxxx			xxxx RT RT		
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx xxxx xxxx			1 xxxx xxxx			1 xxxx xxxx			xxxx xxxx xxxx		
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Hev Veh Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Grade Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Parking Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Area Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
RT Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	1.00	1.00
LT Adj:	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.39	0.60	0.00	0.00	0.21	0.21
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.1	0.0	3.5	0.7	2.7	0.0	0.0	2.7	2.7
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.2	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.1	0.0	3.9	0.7	3.0	0.0	0.0	3.1	3.1
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.1	0.0	4.7	0.9	3.5	0.0	0.0	3.7	3.7
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.56	1.59	1.57	1.60	1.60	1.57	1.57
HCM2k85thQ:	0.0	0.0	0.0	0.1	0.0	6.2	1.2	4.6	0.0	0.0	4.8	4.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.73	1.79	1.75	1.80	1.80	1.74	1.74
HCM2k90thQ:	0.0	0.0	0.0	0.1	0.0	6.8	1.3	5.1	0.0	0.0	5.4	5.4
95th%Factor:	2.10	2.10	2.10	2.10	2.10	1.98	2.08	2.01	2.10	2.10	2.01	2.01
HCM2k95thQ:	0.0	0.0	0.0	0.1	0.0	7.8	1.5	5.9	0.0	0.0	6.2	6.2
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.44	2.65	2.50	2.70	2.70	2.49	2.49
HCM2k98thQ:	0.0	0.0	0.0	0.1	0.0	9.6	1.9	7.4	0.0	0.0	7.7	7.7

Disney Golden Oak
Existing plus Ambient Growth plus Project
with Mitigations Conditions - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	0.5	0.0	31.8	6.0	24.4	0.0	0.0	23.8	0.2

Name: year 1995 composite fleet
Fuel Consumption: 13.964 pounds
2.262 gallons
Carbon Dioxide: 43.569 pounds
Carbon Monoxide: 3.305 pounds
Hydrocarbons: 0.566 pounds
Nitrogen Oxides: 0.160 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.964 pounds
2.262 gallons
Carbon Dioxide: 43.569 pounds
Carbon Monoxide: 3.305 pounds
Hydrocarbons: 0.566 pounds
Nitrogen Oxides: 0.160 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT WITH MITIGATION PLUS RELATED PROJECTS CONDITIONS
STUDIO OFFICE OPTION

(YEAR 2020)

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	25	Level Of Service:	B

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	454	162	265	0	0	22	0	134	0	0	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	162	265	0	0	22	0	134	0	0	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	162	265	0	0	22	0	134	0	0	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	162	265	0	0	22	0	134	0	0	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	162	265	0	0	22	0	134	0	0	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.47	0.53	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	2700	963	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.25	0.00
Delay/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	0.0	0.0	47.0	0.0	26.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	A	A	D	A	C	A	A	C	A
HCM2kAvgQ:	4	4	3	0	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	1	0	0 1	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Lane Group:	LT		LT	R	xxxx	xxxx		R	xxxx		T	xxxx	xxxx		RT	RT
#LnsInGrps:	2		2	1	0	0		1	0		2	0	0		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12	12		12	12		12	12	12		12	12
CrsswalkWid:			8			8					8				8	
% Hev Veh:			0			0					0				0	
Grade:			0%			0%					0%				0%	
Parking/Hr:			No			No					No				No	
Bus Stp/Hr:			0			0					0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0			0					0				0	
ExclusiveRT:			Include			Include					Include				Include	
% RT Prtct:			0			0					0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	4		4	xxxx	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Hev Veh Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Grade Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Parking Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Bus Stp Adj:	xxxx	xxxx		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
Area Adj:	1.00	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		xxxxx	xxxx	1.00		xxxxx
RT Adj:	xxxx	xxxx		0.85	xxxx	xxxx		0.87	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
LT Adj:	0.96	0.96		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
PedBike Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
HCM Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	1.00		1.00	1.00	1.00		1.00
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.95		0.95
Fnl Sat Adj:	0.96	0.96		0.85	1.00	1.00		0.87	1.00	0.95		1.00	1.00	0.95		0.95
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00		1.00	0.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00		0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.05	0.00	0.28	0.00	0.00	0.28	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.4	3.4	2.9	0.0	0.0	0.6	0.0	1.5	0.0	0.0	2.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.3	0.0
HCM2KQueue:	3.8	3.8	3.3	0.0	0.0	0.9	0.0	1.6	0.0	0.0	3.2	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.5	4.5	3.9	0.0	0.0	1.1	0.0	1.9	0.0	0.0	3.9	0.0
85th%Factor:	1.56	1.56	1.57	1.60	1.60	1.59	1.60	1.58	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.9	5.9	5.1	0.0	0.0	1.5	0.0	2.6	0.0	0.0	5.1	0.0
90th%Factor:	1.73	1.73	1.74	1.80	1.80	1.78	1.80	1.77	1.80	1.80	1.74	1.80
HCM2k90thQ:	6.5	6.5	5.7	0.0	0.0	1.6	0.0	2.9	0.0	0.0	5.6	0.0
95th%Factor:	1.99	1.99	2.00	2.10	2.10	2.07	2.10	2.05	2.10	2.10	2.00	2.10
HCM2k95thQ:	7.5	7.5	6.5	0.0	0.0	1.9	0.0	3.3	0.0	0.0	6.5	0.0
98th%Factor:	2.45	2.45	2.48	2.70	2.70	2.63	2.70	2.58	2.70	2.70	2.48	2.70
HCM2k98thQ:	9.3	9.3	8.1	0.0	0.0	2.4	0.0	4.2	0.0	0.0	8.0	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	45.7	16.3	26.5	0.0	0.0	5.3	0.0	25.0	0.0	0.0	49.7	0.0

Name: year 1995 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

Name: year 2000 composite fleet
Fuel Consumption: 27.437 pounds
4.445 gallons
Carbon Dioxide: 85.603 pounds
Carbon Monoxide: 6.294 pounds
Hydrocarbons: 1.021 pounds
Nitrogen Oxides: 0.314 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	29	206	196	0	0	232	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	29	206	196	0	0	232	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	29	206	196	0	0	232	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	29	206	196	0	0	232	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	29	206	196	0	0	232	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	0	0	1900	0	1615	1805	1900	0	0	1746	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.11	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.43	0.93	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.11	0.00	0.00	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.5	18.5	0.3	0.0	0.0	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.5	18.5	0.3	0.0	0.0	14.5	14.5
LOS by Move:	A	A	A	A	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	4	1	0	0	4	4

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Lane Group:	xxxx	xxxx	xxxx	L	xxxx	R	L	T	xxxx	xxxx	RT	RT
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Hev Veh Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Grade Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Parking Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Area Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
RT Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	0.99	0.99
LT Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.99	0.99
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.07	0.43	0.93	0.00	0.00	0.50	0.50
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.0	0.0	0.8	3.7	0.4	0.0	0.0	4.0	4.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.0	0.0	1.1	4.0	0.5	0.0	0.0	4.4	4.4
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.0	0.0	1.3	4.8	0.6	0.0	0.0	5.2	5.2
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.59	1.56	1.59	1.60	1.60	1.56	1.56
HCM2k85thQ:	0.0	0.0	0.0	0.0	0.0	1.8	6.3	0.9	0.0	0.0	6.8	6.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.78	1.73	1.79	1.80	1.80	1.72	1.72
HCM2k90thQ:	0.0	0.0	0.0	0.0	0.0	2.0	7.0	1.0	0.0	0.0	7.5	7.5
95th%Factor:	2.10	2.10	2.10	2.10	2.10	2.06	1.98	2.08	2.10	2.10	1.97	1.97
HCM2k95thQ:	0.0	0.0	0.0	0.0	0.0	2.3	8.0	1.1	0.0	0.0	8.6	8.6
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.62	2.43	2.66	2.70	2.70	2.42	2.42
HCM2k98thQ:	0.0	0.0	0.0	0.0	0.0	2.9	9.8	1.4	0.0	0.0	10.5	10.5

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - A.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:		30 MPH			30 MPH			30 MPH			30 MPH	
NumOfStops:	0.0	0.0	0.0	0.0	0.0	6.9	33.1	3.7	0.0	0.0	33.3	2.6

Name: year 1995 composite fleet
Fuel Consumption: 13.937 pounds
2.258 gallons
Carbon Dioxide: 43.482 pounds
Carbon Monoxide: 3.176 pounds
Hydrocarbons: 0.511 pounds
Nitrogen Oxides: 0.158 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.937 pounds
2.258 gallons
Carbon Dioxide: 43.482 pounds
Carbon Monoxide: 3.176 pounds
Hydrocarbons: 0.511 pounds
Nitrogen Oxides: 0.158 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	25	Level Of Service:	C

Street Name:	SR 14 NB Off-Ramp						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	275	29	144	0	0	141	0	123	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	29	144	0	0	141	0	123	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	29	144	0	0	141	0	123	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	29	144	0	0	141	0	123	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	29	144	0	0	141	0	123	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Lanes:	1.81	0.19	1.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3290	347	1615	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.00	0.00	0.09	0.00	0.03	0.00	0.00	0.08	0.00
Crit Moves:			****			****					****	
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.24	0.24	0.26	0.00	0.00	0.26	0.00	0.10	0.00	0.00	0.26	0.00
Delay/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.9	0.0	0.0	24.8	0.0	23.6	0.0	0.0	25.0	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	3	3	3	0	0	3	0	1	0	0	4	0

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 1 0 0		1	0 0 0 0		1	0 0		2 0 0	0 0		1 1 0
Lane Group:	LT	LT	R	xxxx	xxxx	R	xxxx	T	xxxx	xxxx	RT	RT
#LnsInGrps:	2	2	1	0	0	1	0	2	0	0	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Hev Veh Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Grade Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
Area Adj:	1.00	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	xxxxx
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LT Adj:	0.96	0.96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fnl Sat Adj:	0.96	0.96	0.85	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.33	0.00	0.33	0.00	0.00	0.33	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.0	3.0	2.9	0.0	0.0	2.9	0.0	1.3	0.0	0.0	3.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Q2:	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0
HCM2KQueue:	3.3	3.3	3.2	0.0	0.0	3.2	0.0	1.4	0.0	0.0	3.6	0.0
70th%Factor:	1.19	1.19	1.19	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.20
HCM2k70thQ:	4.0	4.0	3.9	0.0	0.0	3.8	0.0	1.6	0.0	0.0	4.3	0.0
85th%Factor:	1.57	1.57	1.57	1.60	1.60	1.57	1.60	1.59	1.60	1.60	1.57	1.60
HCM2k85thQ:	5.2	5.2	5.1	0.0	0.0	5.0	0.0	2.2	0.0	0.0	5.7	0.0
90th%Factor:	1.74	1.74	1.74	1.80	1.80	1.74	1.80	1.77	1.80	1.80	1.73	1.80
HCM2k90thQ:	5.8	5.8	5.6	0.0	0.0	5.6	0.0	2.4	0.0	0.0	6.3	0.0
95th%Factor:	2.00	2.00	2.00	2.10	2.10	2.00	2.10	2.06	2.10	2.10	1.99	2.10
HCM2k95thQ:	6.7	6.7	6.5	0.0	0.0	6.4	0.0	2.8	0.0	0.0	7.2	0.0
98th%Factor:	2.47	2.47	2.48	2.70	2.70	2.48	2.70	2.60	2.70	2.70	2.46	2.70
HCM2k98thQ:	8.3	8.3	8.0	0.0	0.0	8.0	0.0	3.6	0.0	0.0	8.9	0.0

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 SR 14 NB Off-Ramp & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	49.2	5.2	25.9	0.0	0.0	25.8	0.0	21.5	0.0	0.0	56.2	0.0

Name: year 1995 composite fleet
Fuel Consumption: 29.537 pounds
4.785 gallons
Carbon Dioxide: 92.157 pounds
Carbon Monoxide: 7.164 pounds
Hydrocarbons: 1.277 pounds
Nitrogen Oxides: 0.336 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.537 pounds
4.785 gallons
Carbon Dioxide: 92.157 pounds
Carbon Monoxide: 7.164 pounds
Hydrocarbons: 1.277 pounds
Nitrogen Oxides: 0.336 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Current Ranch Main Entrance						Placerita Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	187	39	217	0	0	113	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	187	39	217	0	0	113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	187	39	217	0	0	113	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	187	39	217	0	0	113	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	187	39	217	0	0	113	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.99	0.01
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1881	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.02	0.11	0.00	0.00	0.06	0.06
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.29	0.05	0.19	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	20.7	18.8	9.1	0.0	0.0	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.1	0.0	20.7	18.8	9.1	0.0	0.0	33.9	33.9
LOS by Move:	A	A	A	B	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	0	0	4	1	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Lane Group:	xxxx	xxxx	xxxx	L	xxxx	R	L	T	xxxx	xxxx	RT	RT
#LnsInGrps:	0	0	0	1	0	1	1	1	0	0	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	xxxx	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Hev Veh Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Grade Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
Parking Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Area Adj:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	1.00	xxxxx	xxxx	1.00	1.00
RT Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	1.00	1.00
LT Adj:	xxxx	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxx	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.39	0.60	0.00	0.00	0.21	0.21
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.1	0.0	3.5	0.7	2.7	0.0	0.0	2.7	2.7
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.2	0.0	0.0	0.4	0.4
HCM2KQueue:	0.0	0.0	0.0	0.1	0.0	3.9	0.7	3.0	0.0	0.0	3.1	3.1
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20	1.19	1.19
HCM2k70thQ:	0.0	0.0	0.0	0.1	0.0	4.7	0.9	3.5	0.0	0.0	3.7	3.7
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.56	1.59	1.57	1.60	1.60	1.57	1.57
HCM2k85thQ:	0.0	0.0	0.0	0.1	0.0	6.2	1.2	4.6	0.0	0.0	4.8	4.8
90th%Factor:	1.80	1.80	1.80	1.80	1.80	1.73	1.79	1.75	1.80	1.80	1.74	1.74
HCM2k90thQ:	0.0	0.0	0.0	0.1	0.0	6.8	1.3	5.1	0.0	0.0	5.4	5.4
95th%Factor:	2.10	2.10	2.10	2.10	2.10	1.98	2.08	2.01	2.10	2.10	2.01	2.01
HCM2k95thQ:	0.0	0.0	0.0	0.1	0.0	7.8	1.5	5.9	0.0	0.0	6.2	6.2
98th%Factor:	2.70	2.70	2.70	2.70	2.70	2.44	2.65	2.50	2.70	2.70	2.49	2.49
HCM2k98thQ:	0.0	0.0	0.0	0.1	0.0	9.6	1.9	7.4	0.0	0.0	7.7	7.7

Disney Golden Oak
Existing plus Ambient Growth plus Project plus Cumulative Projects
with Mitigations Conditions - P.M. Peak Hour Option 2

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Current Ranch Main Entrance & Placerita Canyon Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	0.5	0.0	31.8	6.0	24.4	0.0	0.0	23.8	0.2

Name: year 1995 composite fleet
Fuel Consumption: 13.964 pounds
2.262 gallons
Carbon Dioxide: 43.569 pounds
Carbon Monoxide: 3.305 pounds
Hydrocarbons: 0.566 pounds
Nitrogen Oxides: 0.160 pounds

Name: year 2000 composite fleet
Fuel Consumption: 13.964 pounds
2.262 gallons
Carbon Dioxide: 43.569 pounds
Carbon Monoxide: 3.305 pounds
Hydrocarbons: 0.566 pounds
Nitrogen Oxides: 0.160 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.