Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Costa Mesa
N/S: Newport Boulevard
E/W: 17th Street
Weather: Sunny

File Name : CSMNE17PM
Site Code : 00000066
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	194	408	78	680	43	134	49	226	15	398	39	452	177	118	13	308	1666
04:15 PM	168	386	88	642	59	125	33	217	18	320	43	381	199	124	9	332	1572
04:30 PM	180	428	92	700	60	130	26	216	17	375	46	438	214	149	6	369	1723
04:45 PM	191	369	61	621	54	115	30	199	26	342	53	421	182	125	14	321	1562
Total	733	1591	319	2643	216	504	138	858	76	1435	181	1692	772	516	42	1330	6523
05:00 PM	180	411	77	668	63	123	40	226	13	411	36	460	212	118	12	342	1696
05:15 PM	199	402	94	695	83	133	59	275	12	408	48	468	209	106	13	328	1766
05:30 PM	187	408	85	680	71	132	37	240	13	389	43	445	187	101	12	300	1665
05:45 PM	195	408	78	681	65	114	46	225	17	328	56	401	155	107	7	269	1576
Total	761	1629	334	2724	282	502	182	966	55	1536	183	1774	763	432	44	1239	6703
Grand Total	1494	3220	653	5367	498	1006	320	1824	131	2971	364	3466	1535	948	86	2569	13226
Apprch %	27.8	60	12.2		27.3	55.2	17.5		3.8	85.7	10.5		59.8	36.9	3.3		
Total %	11.3	24.3	4.9	40.6	3.8	7.6	2.4	13.8	1	22.5	2.8	26.2	11.6	7.2	0.7	19.4	

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	180	**428**	92	**700**	60	130	26	216	17	375	46	438	**214**	**149**	6	**369**	1723
04:45 PM	191	369	61	621	54	115	30	199	**26**	342	**53**	421	182	125	**14**	321	1562
05:00 PM	180	411	77	668	63	123	40	226	13	**411**	36	460	212	118	12	342	1696
05:15 PM	**199**	402	**94**	695	**83**	**133**	**59**	**275**	12	408	48	**468**	209	106	13	328	**1766**
Total Volume	750	1610	324	2684	260	501	155	916	68	1536	183	1787	817	498	45	1360	6747
% App. Total	27.9	60	12.1		28.4	54.7	16.9		3.8	86	10.2		60.1	36.6	3.3		
PHF	.942	.940	.862	.959	.783	.942	.657	.833	.654	.934	.863	.955	.954	.836	.804	.921	.955

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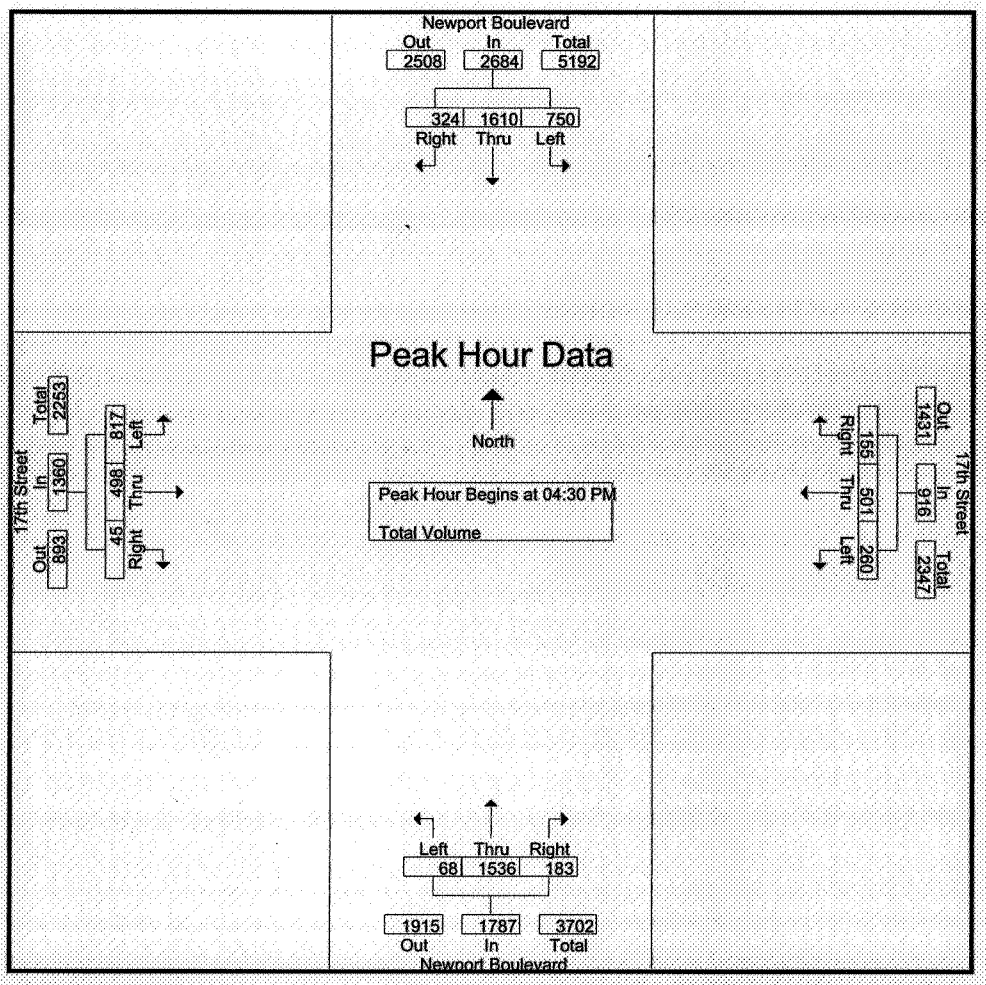
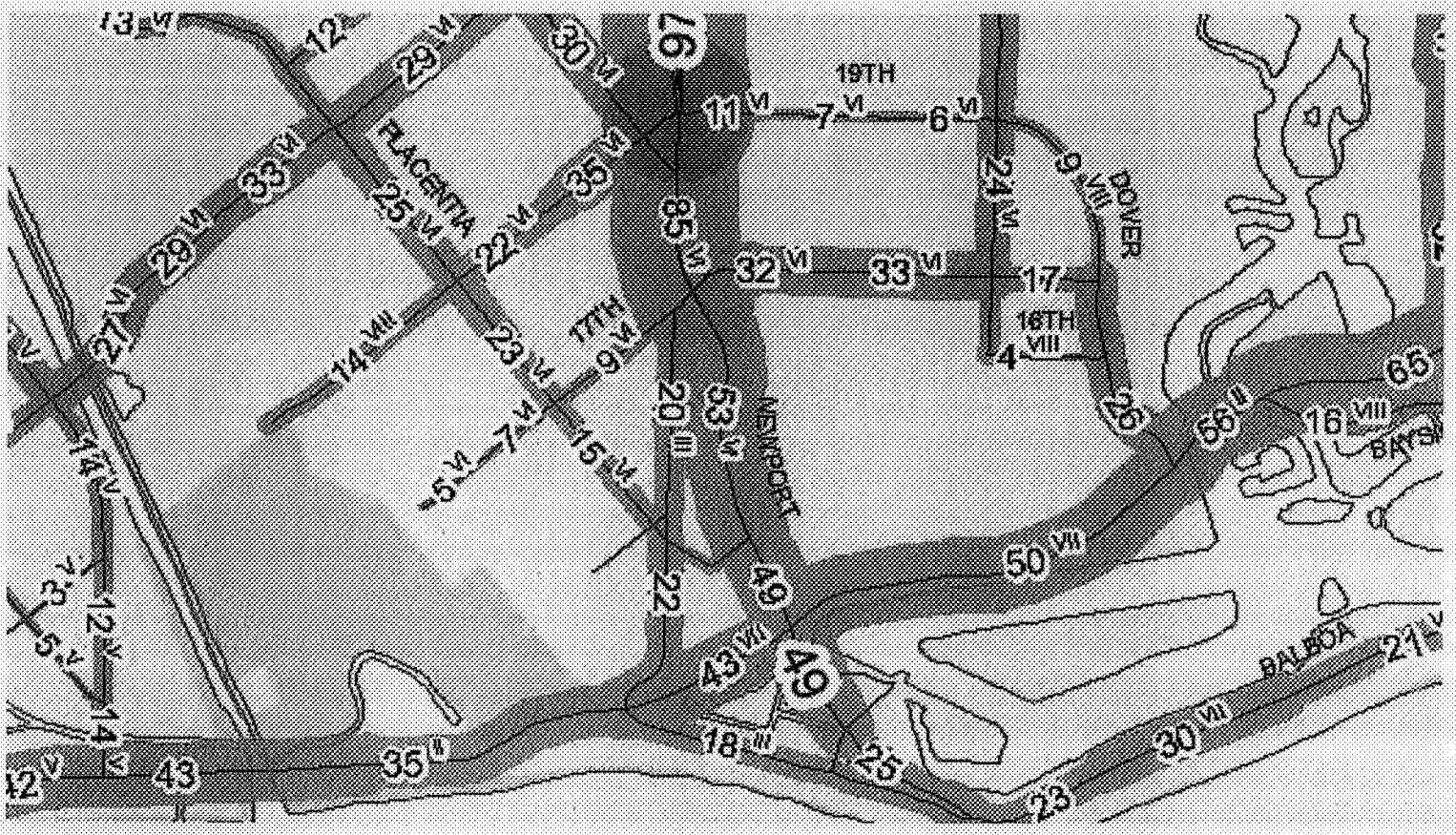
Page No : 2

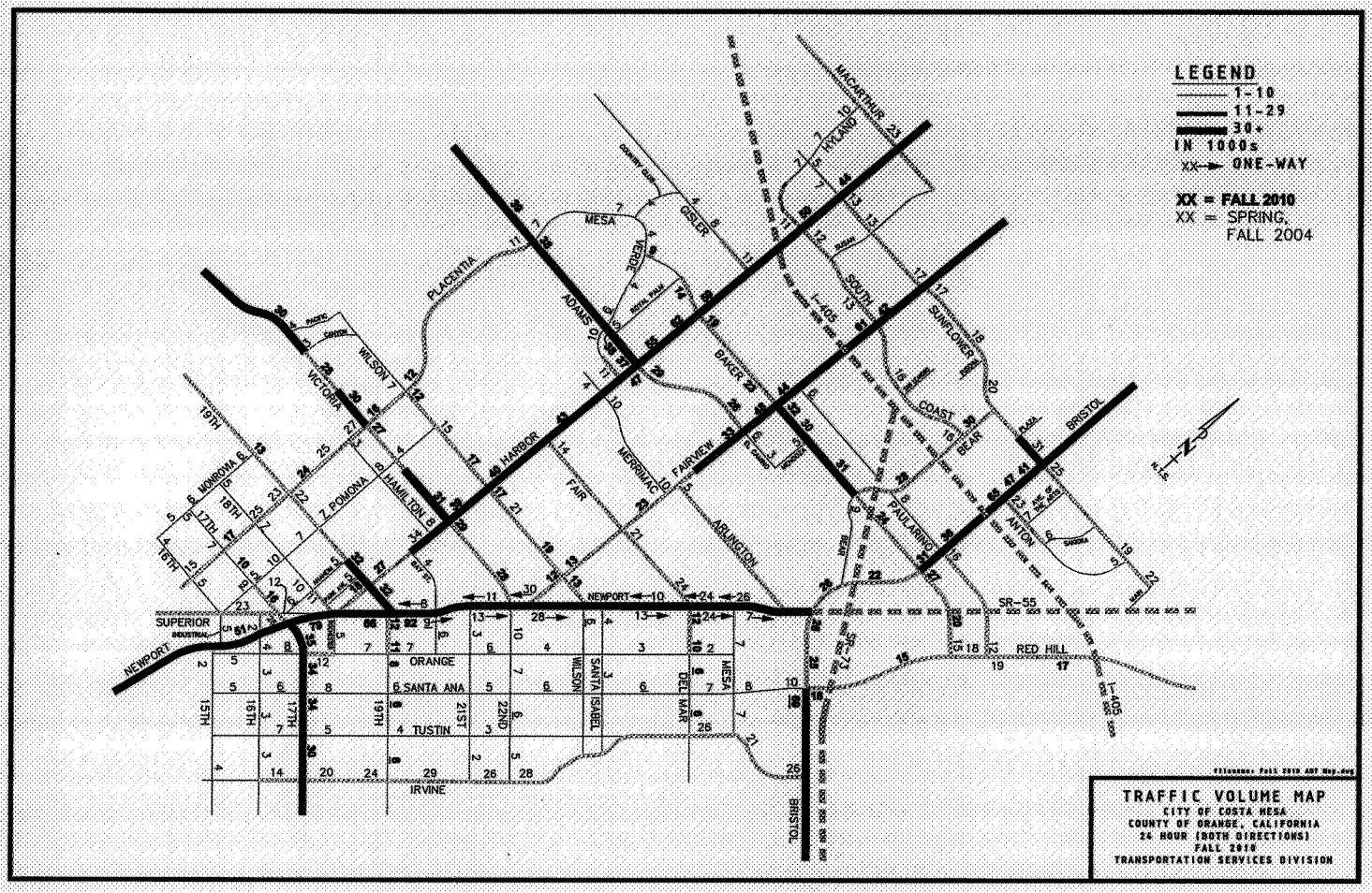


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	180	**411**	77	668	63	123	40	226	**26**	342	**53**	421	199	124	9	332
+15 mins.	**199**	402	**94**	**695**	**83**	**133**	**59**	**275**	13	**411**	36	460	**214**	**149**	6	**369**
+30 mins.	187	408	85	680	71	132	37	240	12	408	48	**468**	182	125	**14**	321
+45 mins.	195	408	78	681	65	114	46	225	13	389	43	445	212	118	12	342
Total Volume	761	1629	334	2724	282	502	182	966	64	1550	180	1794	807	516	41	1364
% App. Total	27.9	59.8	12.3		29.2	52	18.8		3.6	86.4	10		59.2	37.8	3	
PHF	.956	.991	.888	.980	.849	.944	.771	.878	.615	.943	.849	.958	.943	.866	.732	.924



Source: OCTA 2010 Traffic Flow Map


LEGEND
1-10
11-29
30+
IN 1000s
XX→ ONE-WAY
XX = FALL 2010
XX = SPRING, FALL 2004
TRAFFIC VOLUME MAP
CITY OF COSTA MESA
COUNTY OF ORANGE, CALIFORNIA
24 HOUR (BOTH DIRECTIONS)
FALL 2010
TRANSPORTATION SERVICES DIVISION
NEWPORT
SUPERIOR
ORANGE
SANTA ANA
TUSTIN
IRVINE
RED HILL
SR-55
SR-73
I-405
BRISTOL
HARBOR
FAIRVIEW
ARLINGTON
PAULARINO
ANTON
BAKER
SUNFLOWER
COAST
BEAR
SOUTH
HYLAND
MACARTHUR
GISLER
MESA
VERDE
ADAMS
PLACENTIA
WILSON
VICTORIA
HAMILTON
POMONA
MONROVIA
MERRIMAC
FAIR
SANTA ISABEL
DEL MAR
15TH
16TH
17TH
19TH
21ST
22ND

APPENDIX C
Existing Conditions Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	B	12.7	0.354	B	12.7	0.354	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 3 Newport / 18th	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 4 Newport / 17th	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[12.7]

Street Name:	Superior Avenue						Anaheim / Superior Avenue					
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	0 1	0	0 0	0 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	127	34	0	0	0	0	4	125	258	0	15
Growth Adj:	1.00	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	127	34	0	0	0	0	4	125	258	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	34	0	0	0	0	4	125	258	0	15
User Adj:	1.00	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	127	34	0	0	0	0	4	125	258	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	127	34	0	0	0	0	4	125	258	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	161	0	146	144	144
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	1091	827	751	909
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	1091	729	751	909
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.11	0.35	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1075	xxxx	737	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx			xxxxxx			8.8			12.7		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

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

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
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 1	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	107	1038	50	279	49	16	382	29	388	376	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	107	1038	50	279	49	16	382	29	388	376	42
User Adj:	1.00	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:	37	107	1038	50	279	49	16	382	29	388	376	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	107	1038	50	279	49	16	382	29	388	376	42
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	0.19	1.81	1.00	1.70	0.30	1.00	1.86	0.14	1.00	1.80	0.20
Final Sat.:	1600	299	2901	1600	2722	478	1600	2974	226	1600	2878	322
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.03	0.10	0.10	0.01	0.13	0.13	0.24	0.13	0.13
Crit Moves:		****		****				****		****		

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

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

Intersection #3 Newport / 18th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	Newport Boulevard							18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			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	3	1 0	1 0	3	0 1	2 0	1	0 1	1 0	0	1 0	
Volume Module:													
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	35	2999	9	67	2937	120	170	74	28	2	71	45	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	35	2999	9	67	2937	120	170	74	28	2	71	45	
User Adj:	1.00	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:	35	2999	9	67	2937	120	170	74	28	2	71	45	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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:	35	2999	9	67	2937	120	170	74	28	2	71	45	
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	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39	
Final Sat.:	1600	6381	19	1600	4800	1600	3200	1600	1600	1600	979	621	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.47	0.47	0.04	0.61	0.08	0.05	0.05	0.02	0.00	0.07	0.07	
Crit Moves:	****				****		****				****		

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

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

Intersection #4 Newport / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Street Name:	Newport Boulevard							17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			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	3	1 0	2 0	3	0 1	3 0	1	1 0	2 0	3	0 1	
Volume Module:													
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	36	1809	190	625	1626	442	953	461	19	120	337	183	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	36	1809	190	625	1626	442	953	461	19	120	337	183	
User Adj:	1.00	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:	36	1809	190	625	1626	442	953	461	19	120	337	183	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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:	36	1809	190	625	1626	442	953	461	19	120	337	183	
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	3.62	0.38	2.00	3.00	1.00	3.00	1.92	0.08	2.00	3.00	1.00	
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3073	127	3200	4800	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.31	0.31	0.20	0.34	0.28	0.20	0.15	0.15	0.04	0.07	0.11	
Crit Moves:	****			****			****					****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	C	19.6	0.502	C	19.6	0.502	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 3 Newport / 18th	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 4 Newport / 17th	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

```
*******************************************************************************
Intersection #1 Superior / Anaheim
*******************************************************************************
Average Delay (sec/veh):      10.8        Worst Case Level Of Service: C[ 19.6]
*******************************************************************************
Street Name:          Superior Avenue                Anaheim / Superior Avenue
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  0  1  0    0  0  0  0  0    0  0  0  1  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  223    42     0    0     0     0   13   220   279    0    77
Growth Adj:   1.00 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  223    42     0    0     0     0   13   220   279    0    77
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  223    42     0    0     0     0   13   220   279    0    77
User Adj:     1.00 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  223    42     0    0     0     0   13   220   279    0    77
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0  223    42     0    0     0     0   13   220   279    0    77
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  265     0   251  244   244
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  644  1091   707  661   800
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  644  1091   556  661   800
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.02  0.20  0.50 0.00  0.10
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1050  xxxx  595 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.8 xxxxx  3.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.4 xxxxx 19.6 xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     A     *    C     *
ApproachDel:    xxxxxx           xxxxxx              9.4             19.6
ApproachLOS:         *                *                A               C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```


Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

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

```
*******************************************************************************
Intersection #2 Superior / 17th
*******************************************************************************
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:          Superior Avenue                     17th Street
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit      Prot+Permit        Protected       Prot+Permit
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  1  1    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      109  175   650   100  298    95    25  571    60   355  476    60
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   109  175   650   100  298    95    25  571    60   355  476    60
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   109  175   650   100  298    95    25  571    60   355  476    60
User Adj:     1.00 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:    109  175   650   100  298    95    25  571    60   355  476    60
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   109  175   650   100  298    95    25  571    60   355  476    60
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      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:   109  175   650   100  298    95    25  571    60   355  476    60
------------|---------------||---------------||---------------||---------------|
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 0.42  1.58  1.00 1.52  0.48  1.00 1.81  0.19  1.00 1.78  0.22
Final Sat.:   1600  679  2521  1600 2426   774  1600 2896   304  1600 2842   358
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.07 0.26  0.26  0.06 0.12  0.12  0.02 0.20  0.20  0.22 0.17  0.17
Crit Moves:          ****        ****                 ****        ****
*******************************************************************************
```

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

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

Intersection #3 Newport / 18th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2462	15	113	3042	128	184	66	58	17	95	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2462	15	113	3042	128	184	66	58	17	95	37
User Adj:	1.00	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:	90	2462	15	113	3042	128	184	66	58	17	95	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	90	2462	15	113	3042	128	184	66	58	17	95	37
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	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6361	39	1600	4800	1600	3200	1600	1600	1600	1152	448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.07	0.63	0.08	0.06	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

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

Intersection #4 Newport / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1536	183	750	1610	324	817	498	45	260	501	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1536	183	750	1610	324	817	498	45	260	501	155
User Adj:	1.00	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:	68	1536	183	750	1610	324	817	498	45	260	501	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	68	1536	183	750	1610	324	817	498	45	260	501	155
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	3.57	0.43	2.00	3.00	1.00	3.00	1.83	0.17	2.00	3.00	1.00
Final Sat.:	1600	5719	681	3200	4800	1600	4800	2935	265	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.23	0.34	0.20	0.17	0.17	0.17	0.08	0.10	0.10
Crit Moves:		****		****			****				****	

APPENDIX D
Near Term Without Project Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Scenario Report

Scenario:	Near Term AM
Command:	Near Term AM
Volume:	Near Term AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Superior / Anaheim	B	12.9	0.363	B	12.9	0.363	+ 0.000
# 2 Superior / 17th	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 3 Newport / 18th	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 4 Newport / 17th	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[12.9]

Street Name:	Superior Avenue								Anaheim / Superior Avenue							
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	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	127		34		0		0		0	0		4		125	258		0		15
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	130		35		0		0		0	0		4		128	263		0		15
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	130		35		0		0		0	0		4		128	263		0		15
User Adj:	1.00	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	130		35		0		0		0	0		4		128	263		0		15
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	130		35		0		0		0	0		4		128	263		0		15
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		164		0	149		147		147
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		732		1091	824		748		905
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		732		1091	724		748		905
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.01		0.12	0.36		0.00		0.02
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1075	xxxx		732		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.4	xxxxx		1.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		8.8	xxxxx		12.9		xxxxx
Shared LOS:	*	*		*		*		*		*	*		*		A	*		B		*
ApproachDel:	xxxxxx					xxxxxx							8.8					12.9		
ApproachLOS:	*					*							A					B		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

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

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Superior Avenue								17th Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
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	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	37		107		1038	50		279		49	16		382		29	388		376		42
Growth Adj:	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	38		109		1059	51		285		50	16		390		30	396		384		43
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	38		109		1059	51		285		50	16		390		30	396		384		43
User Adj:	1.00		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:	38		109		1059	51		285		50	16		390		30	396		384		43
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	38		109		1059	51		285		50	16		390		30	396		384		43
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	38		109		1059	51		285		50	16		390		30	396		384		43
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		0.19		1.81	1.00		1.70		0.30	1.00		1.86		0.14	1.00		1.80		0.20
Final Sat.:	1600		299		2901	1600		2722		478	1600		2974		226	1600		2878		322
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.36		0.36	0.03		0.10		0.10	0.01		0.13		0.13	0.25		0.13		0.13
Crit Moves:			****			****							****			****				

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

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

Intersection #3 Newport / 18th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	3059	9	68	2996	122	173	75	29	2	72	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	3059	9	68	2996	122	173	75	29	2	72	46
User Adj:	1.00	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:	36	3059	9	68	2996	122	173	75	29	2	72	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	3059	9	68	2996	122	173	75	29	2	72	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	36	3059	9	68	2996	122	173	75	29	2	72	46
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	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6381	19	1600	4800	1600	3200	1600	1600	1600	979	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.04	0.62	0.08	0.05	0.05	0.02	0.00	0.07	0.07
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

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

Intersection #4 Newport / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	1845	194	638	1659	451	972	470	19	122	344	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1845	194	638	1659	451	972	470	19	122	344	187
User Adj:	1.00	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:	37	1845	194	638	1659	451	972	470	19	122	344	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1845	194	638	1659	451	972	470	19	122	344	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	1845	194	638	1659	451	972	470	19	122	344	187
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	3.62	0.38	2.00	3.00	1.00	3.00	1.92	0.08	2.00	3.00	1.00
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3073	127	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.20	0.35	0.28	0.20	0.15	0.15	0.04	0.07	0.12
Crit Moves:		****		****			****					****

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Scenario Report

Scenario:	Near Term PM
Command:	Near Term PM
Volume:	Near Term PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Superior / Anaheim	C	20.5	0.519	C	20.5	0.519	+ 0.000
# 2 Superior / 17th	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 3 Newport / 18th	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000
# 4 Newport / 17th	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: C[20.5]

Street Name:	Superior Avenue									Anaheim / Superior Avenue							
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	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	223		42		0		0		0	0	13		220		279		0		77
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02	1.02		1.02		1.02		1.02		1.02
Initial Bse:	0	227		43		0		0		0	0	13		224		285		0		79
Added Vol:	0	0		0		0		0		0	0	0		0		0		0		0
PasserByVol:	0	0		0		0		0		0	0	0		0		0		0		0
Initial Fut:	0	227		43		0		0		0	0	13		224		285		0		79
User Adj:	1.00	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	227		43		0		0		0	0	13		224		285		0		79
Reduct Vol:	0	0		0		0		0		0	0	0		0		0		0		0
FinalVolume:	0	227		43		0		0		0	0	13		224		285		0		79
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	6.5		6.2		7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	4.0		3.3		3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	270		0		256		249		249
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	640		1091		702		657		795
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	640		1091		549		657		795
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx	0.02		0.21		0.52		0.00		0.10
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*	*		*		*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	xxxx		1050		xxxx		588		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	xxxx		0.9		xxxxx		4.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	xxxx		9.4		xxxxx		20.5		xxxxx
Shared LOS:	*	*		*		*		*		*	*	*		A		*		C		*
ApproachDel:	xxxxxx					xxxxxx					9.4					20.5				
ApproachLOS:	*					*					A					C				

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

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

Intersection #2 Superior / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Superior Avenue									17th Street							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
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	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	109		175		650	100		298		95	25		571		60	355		476		60
Growth Adj:	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	111		179		663	102		304		97	26		582		61	362		486		61
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	111		179		663	102		304		97	26		582		61	362		486		61
User Adj:	1.00		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:	111		179		663	102		304		97	26		582		61	362		486		61
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	111		179		663	102		304		97	26		582		61	362		486		61
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	111		179		663	102		304		97	26		582		61	362		486		61
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		0.42		1.58	1.00		1.52		0.48	1.00		1.81		0.19	1.00		1.78		0.22
Final Sat.:	1600		679		2521	1600		2426		774	1600		2896		304	1600		2842		358
Capacity Analysis Module:																				
Vol/Sat:	0.07		0.26		0.26	0.06		0.13		0.13	0.02		0.20		0.20	0.23		0.17		0.17
Crit Moves:			****			****							****			****				

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

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

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Newport Boulevard									18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	3	0	1	2	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	90	2462		15		113	3042		128		184		66		58	17		95		37
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	92	2511		15		115	3103		131		188		67		59	17		97		38
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	92	2511		15		115	3103		131		188		67		59	17		97		38
User Adj:	1.00	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:	92	2511		15		115	3103		131		188		67		59	17		97		38
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	92	2511		15		115	3103		131		188		67		59	17		97		38
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	92	2511		15		115	3103		131		188		67		59	17		97		38
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	3.98		0.02		1.00	3.00		1.00		2.00		1.00		1.00	1.00		0.72		0.28
Final Sat.:	1600	6361		39		1600	4800		1600		3200		1600		1600	1600		1152		448
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.39		0.39		0.07	0.65		0.08		0.06		0.04		0.04	0.01		0.08		0.08
Crit Moves:	****						****				****							****		

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

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

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Newport Boulevard									17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2	0	3	0	1
Volume Module:																				
Base Vol:	68	1536		183		750	1610		324		817		498		45	260		501		155
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	69	1567		187		765	1642		330		833		508		46	265		511		158
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	69	1567		187		765	1642		330		833		508		46	265		511		158
User Adj:	1.00	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:	69	1567		187		765	1642		330		833		508		46	265		511		158
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	69	1567		187		765	1642		330		833		508		46	265		511		158
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	69	1567		187		765	1642		330		833		508		46	265		511		158
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	3.57		0.43		2.00	3.00		1.00		3.00		1.83		0.17	2.00		3.00		1.00
Final Sat.:	1600	5719		681		3200	4800		1600		4800		2935		265	3200		4800		1600
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.27		0.27		0.24	0.34		0.21		0.17		0.17		0.17	0.08		0.11		0.10
Crit Moves:		****				****					****							****		