APPENDIX C-2

Full Build-Out Alternative B Project
CMA Data Worksheets - AM and PM Peak Hours

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Plummer Street

N-S St: De Soto Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA1
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	71	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1495	1	869	90	1585	1	921	55	1640	1	949	9	1649	1	953	-200	1449	1	803	-2	1446	1	802
Comb. T-R [1]		1	869			1	921			1	949			1	953			1	803			1	802
NB Right	243	0	-	15	258	0	-	0	258	0	-	0	258	0	-	-100	158	0	-	0	158	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	87	1	87	5	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	2108	2	713	126	2234	2	755	147	2381	2	805	78	2459	2	831	-200	2259	2	765	-17	2242	2	759
Comb. T-R		1	713			1	755			1	805			1	831			1	765			1	759
SB Right	30	0	-	2	32	0	-	3	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	21	1	21	1	22	1	22	3	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	142	0	-	9	151	0	-	0	151	0	-	10	161	0	-	0	161	0	-	-2	158	0	-
Comb. T-R		1	301			1	319			1	319			1	329			1	329			1	327
EB Right	159	0	-	10	169	0	-	0	169	0	-	0	169	0	-		169	0	-	0	169	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	521	1	365	31	552	1	387	0	552	1	387	0	552	1	387	-100	452	1	317	0	452	1	317
Comb. L-T		1	213			1	225			1	227			1	227			1	212			1	212
WB Thru	188	0	-	11	199	0	-	0	199	0	-	1	200	0	-	0	200	0	-	-0	200	0	-
Comb. T-R		1	213			1	225			1	227			1	227			1	212			1	212
WB Right	81	0	-	5	86	0	-	3	88	0	-	0	88	0	-	0	88	0	-	0	88	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	956			N-S:	1013			N-S:	1041			N-S:	1045			N-S:	895			N-S:	894
		E-W:	666			E-W:	706			E-W:	706			E-W:	716			E-W:	646			E-W:	644
		SUM:	1622			SUM:	1719			SUM:	1747			SUM:	1761			SUM:	1541			SUM:	1538
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			1.138				1.206				1.226				1.236				1.081				1.079
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound curb lane functions as a parking lane, due to parking availability during the AM peak hour.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

02:13 PM

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Plummer Street

N-S St: De Soto Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA1
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	56	1	56	3	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	2298	2	885	138	2436	2	938	155	2591	2	989	82	2673	2	1017	-200	2473	2	917	-18	2455	2	911
Comb. T-R		1	885			1	938			1	989			1	1017			1	917			1	911
NB Right	356	0	-	21	377	0	-	0	377	0	-	0	377	0	-	-100	277	0	-	0	277	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	67	1	67	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1341	2	456	80	1421	2	483	41	1462	2	497	18	1480	2	503	-200	1280	2	436	-4	1277	2	435
Comb. T-R		1	456			1	483			1	497			1	503			1	436			1	435
SB Right	27	0	-	2	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	91	1	91	5	96	1	96	3	99	1	99	0	99	1	99	0	99	1	99	0	99	1	99
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	149	0	-	9	158	0	-	0	158	0	-	2	160	0	-	0	160	0	-	-0	159	0	-
Comb. T-R		1	264			1	280			1	280			1	282			1	282			1	281
EB Right	115	0	-	7	122	0	-	0	122	0	-	0	122	0	-		122	0	-	0	122	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	441	1	309	26	467	1	327	0	467	1	327	0	467	1	327	-100	367	1	257	0	367	1	257
Comb. L-T		1	190			1	202			1	203			1	208			1	193			1	192
WB Thru	99	0	-	6	105	0	-	0	105	0	-	10	115	0	-	0	115	0	-	-2	113	0	-
Comb. T-R		1	190			1	202			1	203			1	208			1	193			1	192
WB Right	149	0	-	9	158	0	-	3	160	0	-	0	160	0	-	0	160	0	-	0	160	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	952			N-S:	1009			N-S:	1060			N-S:	1088			N-S:	988			N-S:	982
		E-W:	573			E-W:	607			E-W:	607			E-W:	609			E-W:	539			E-W:	539
		SUM:	1524			SUM:	1616			SUM:	1667			SUM:	1697			SUM:	1527			SUM:	1520
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			1.070				1.134				1.170				1.191				1.071				1.067
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: De Soto Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA2
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	60	1	60	4	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1626	2	813	98	1724	2	862	105	1828	2	914	0	1828	2	914	-250	1578	2	789	0	1578	2	789
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	44	1	44	3	47	1	47	0	47	1	47	20	67	1	67	0	67	1	67	-4	63	1	63
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	100	1	100	6	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1367	2	568	82	1449	2	602	51	1499	2	620	0	1499	2	620	-250	1249	2	520	0	1249	2	520
Comb. T-R		1	568			1	602			1	620			1	620			1	520			1	520
SB Right	338	0	-	20	359	0	-	3	361	0	-	0	361	0	-	-50	311	0	-	0	311	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	229	1	229	14	243	1	243	4	247	1	247	0	247	1	247	-50	197	1	197	0	197	1	197
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	427	1	227	26	453	1	240	86	539	1	283	29	568	1	298	0	568	1	298	-6	561	1	295
Comb. T-R [1]		1	227			1	240			1	283			1	298			1	298			1	295
EB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	66	1	66	4	70	1	70	0	70	1	70	2	72	1	72	0	72	1	72	-1	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	810	2	405	49	859	2	429	26	885	2	442	3	888	2	444	0	888	2	444	-1	887	2	443
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right [1]	86	1	86	5	91	1	91	4	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	913			N-S:	968			N-S:	1020			N-S:	1020			N-S:	895			N-S:	895
		E-W:	634			E-W:	672			E-W:	689			E-W:	691			E-W:	641			E-W:	640
		SUM:	1547			SUM:	1640			SUM:	1709			SUM:	1711			SUM:	1536			SUM:	1535
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.032				1.093				1.139				1.140				1.024				1.023
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg. Easbound curblane functions as a parking lane.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

02:18 PM

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Nordhoff Street

N-S St: De Soto Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA2
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	59	1	59	4	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	2342	2	802	141	2483	2	850	73	2555	2	875	0	2555	2	876	-250	2305	2	793	0	2305	2	792
Comb. T-R		1	802			1	850			1	875			1	876			1	793			1	792
NB Right	65	0	-	4	69	0	-	0	69	0	-	4	73	0	-	0	73	0	-	-1	72	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	132	1	132	8	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1687	2	659	101	1788	2	699	85	1873	2	728	0	1873	2	728	-250	1623	2	628	0	1623	2	628
Comb. T-R		1	659			1	699			1	728			1	728			1	628			1	628
SB Right	291	0	-	17	308	0	-	3	311	0	-	0	311	0	-	-50	261	0	-	0	261	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	173	1	173	10	183	1	183	3	186	1	186	0	186	1	186	-50	136	1	136	0	136	1	136
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	961	2	348	58	1018	2	369	11	1029	2	373	7	1036	2	375	0	1036	2	375	-1	1035	2	375
Comb. T-R		1	348			1	369			1	373			1	375			1	375			1	375
EB Right	84	0	-	5	89	0	-	0	89	0	-	0	89	0	-	0	89	0	-	0	89	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	82	1	82	5	87	1	87	0	87	1	87	21	108	1	108	0	108	1	108	-5	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	598	2	250	36	634	2	265	55	689	2	284	31	720	2	295	0	720	2	295	-7	713	2	292
Comb. T-R		1	250			1	265			1	284			1	295			1	295			1	292
WB Right	153	0	-	9	162	0	-	3	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	935			N-S:	991			N-S:	1015			N-S:	1016			N-S:	933			N-S:	933
		E-W:	430			E-W:	456			E-W:	470			E-W:	483			E-W:	483			E-W:	478
		SUM:	1365			SUM:	1446			SUM:	1485			SUM:	1499			SUM:	1416			SUM:	1410
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.910				0.964				0.990				0.999				0.944				0.940
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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Notes:
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: De Soto Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA3
Counts by: Accutek

De Soto Avenue @ Roscoe Boulevard
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	92	2	51	6	98	2	54	0	98	2	54	0	98	2	54	0	98	2	54	0	98	2	54
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	955	2	478	57	1012	2	506	95	1107	2	553	20	1127	2	563	-200	927	2	463	-4	922	2	461
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	98	1	98	6	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	112	2	62	7	119	2	65	0	119	2	65	0	119	2	65	0	119	2	65	0	119	2	65
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1478	2	591	89	1567	2	626	38	1605	2	639	2	1607	2	640	-200	1407	2	573	-1	1406	2	573
Comb. T-R		1	591			1	626			1	639			1	640			1	573			1	573
SB Right	294	0	-	18	312	0	-	0	312	0	-	0	312	0	-	0	312	0	-	0	312	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	251	2	138	15	266	2	146	3	269	2	148	0	269	2	148	0	269	2	148	0	269	2	148
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	936	2	331	56	992	2	351	4	996	2	352	39	1035	2	365	0	1035	2	365	-9	1027	2	362
Comb. T-R		1	331			1	351			1	352			1	365			1	365			1	362
EB Right	56	0	-	3	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	201	2	111	12	213	2	117	0	213	2	117	0	213	2	117	0	213	2	117	0	213	2	117
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	977	2	355	59	1036	2	376	5	1041	2	378	4	1045	2	380	0	1045	2	380	-1	1043	2	379
Comb. T-R		1	355			1	376			1	378			1	380			1	380			1	379
WB Right	87	0	-	5	92	0	-	3	95	0	-	0	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	641			N-S:	680			N-S:	692			N-S:	693			N-S:	626			N-S:	626
		E-W:	493			E-W:	522			E-W:	526			E-W:	527			E-W:	527			E-W:	527
		SUM:	1134			SUM:	1202			SUM:	1219			SUM:	1221			SUM:	1154			SUM:	1153
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.825				0.874				0.886				0.888				0.839				0.839
Level of Service:			D				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

02:52 PM

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Roscoe Boulevard
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: De Soto Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA3
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	140	2	77	8	148	2	82	0	148	2	82	0	148	2	82	0	148	2	82	0	148	2	82
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1401	2	526	84	1485	2	557	58	1543	2	576	4	1547	2	578	-200	1347	2	511	-1	1346	2	511
Comb. T-R		1	526			1	557			1	576			1	578			1	511			1	511
NB Right	176	0	-	11	187	0	-	0	187	0	-	0	187	0	-	0	187	0	-	0	187	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	178	2	98	11	189	2	104	0	189	2	104	0	189	2	104	0	189	2	104	0	189	2	104
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1128	2	564	68	1196	2	598	78	1273	2	637	21	1294	2	647	-200	1094	2	547	-5	1090	2	545
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	214	1	214	13	227	1	227	0	227	1	227	0	227	1	227	0	227	1	227	0	227	1	227
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	372	2	205	22	394	2	217	3	397	2	218	0	397	2	218	0	397	2	218	0	397	2	218
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1335	2	480	80	1415	2	508	15	1430	2	513	9	1439	2	516	0	1439	2	516	-2	1437	2	516
Comb. T-R		1	480			1	508			1	513			1	516			1	516			1	516
EB Right	104	0	-	6	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	176	2	97	11	187	2	103	0	187	2	103	0	187	2	103	0	187	2	103	0	187	2	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	859	2	323	52	911	2	342	13	924	2	347	41	965	2	361	0	965	2	361	-9	956	2	358
Comb. T-R		1	323			1	342			1	347			1	361			1	361			1	358
WB Right	109	0	-	7	116	0	-	3	118	0	-	0	118	0	-	0	118	0	-	0	118	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	641			N-S:	679			N-S:	718			N-S:	729			N-S:	629			N-S:	626
		E-W:	576			E-W:	611			E-W:	616			E-W:	619			E-W:	619			E-W:	618
		SUM:	1217			SUM:	1291			SUM:	1334			SUM:	1348			SUM:	1248			SUM:	1245
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.885				0.939				0.970				0.980				0.907				0.905
Level of Service:			D				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Southbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Devonshire Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Winnetka Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA4
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	169	2	93	10	179	2	99	9	188	2	104	0	188	2	104	-20	168	2	93	0	168	2	93
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. T-R		1	86			1	91			1	96			1	96			1	90			1	90
NB Right	267	1	187	16	283	1	198	15	298	1	209	0	298	1	209	-20	278	1	195	0	278	1	195
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	9	1	9	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	5	0	-	0	5	0	-	-1	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. T-R		1	14			1	15			1	13			1	13			1	13			1	13
SB Right	9	0	-	1	10	0	-	-2	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	745	1	527	45	790	1	558	-17	772	1	581	20	792	1	591	0	792	1	581	-4	788	1	579
Comb. T-R		1	527			1	558			1	581			1	591			1	581			1	579
EB Right	308	0	-	18	326	0	-	63	389	0	-	0	389	0	-	-20	369	0	-	0	369	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	49	1	49	3	52	1	52	23	75	1	75	0	75	1	75	-20	55	1	55	0	55	1	55
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1228	1	624	74	1302	1	661	-29	1273	1	662	2	1275	1	663	0	1275	1	663	-1	1274	1	662
Comb. T-R		1	624			1	661			1	662			1	663			1	663			1	662
WB Right	20	0	-	1	21	0	-	30	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	171			N-S:	182			N-S:	181			N-S:	181			N-S:	177			N-S:	177
		E-W:	632			E-W:	670			E-W:	670			E-W:	671			E-W:	671			E-W:	671
		SUM:	803			SUM:	852			SUM:	851			SUM:	852			SUM:	848			SUM:	848
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.584				* 0.519				* 0.519				* 0.520				* 0.517				* 0.517
Level of Service:			A				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

02:59 PM

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Devonshire Street

N-S St: Winnetka Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA4
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	294	2	162	18	312	2	171	52	363	2	200	0	363	2	200	-20	343	2	189	0	343	2	189
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. T-R		1	228			1	242			1	256			1	256			1	250			1	250
NB Right	733	1	513	44	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564	0	805	1	564
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	10	1	10	1	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	10	0	-	1	11	0	-	-1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. T-R		1	20			1	21			1	19			1	19			1	19			1	19
SB Right	10	0	-	1	11	0	-	-2	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	17	1	17	1	18	1	18	3	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	878	1	525	53	931	1	557	-14	917	1	552	4	921	1	554	0	921	1	544	-1	920	1	543
Comb. T-R		1	525			1	557			1	552			1	554			1	544			1	543
EB Right	172	0	-	10	182	0	-	4	186	0	-	0	186	0	-	-20	166	0	-	0	166	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	258	1	258	15	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	253	0	253	1	253
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	690	1	349	41	731	1	369	-18	713	1	366	21	734	1	376	0	734	1	376	-5	730	1	374
Comb. T-R		1	349			1	369			1	366			1	376			1	376			1	374
WB Right	7	0	-	0	7	0	-	10	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	394			N-S:	418			N-S:	452			N-S:	452			N-S:	448			N-S:	448
		E-W:	783			E-W:	830			E-W:	825			E-W:	827			E-W:	797			E-W:	797
		SUM:	1177			SUM:	1248			SUM:	1277			SUM:	1279			SUM:	1245			SUM:	1244
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.856				* 0.807				* 0.828				* 0.830				* 0.805				* 0.805
Level of Service:			D				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA5
Counts by: Accutek

Winnetka Avenue @ Lassen Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	174	1	174	10	184	1	184	0	184	1	184	2	186	1	186	0	186	1	186	-1	186	1	186
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	469	2	201	28	497	2	213	25	522	2	222	0	522	2	222	-50	472	2	205	0	472	2	205
Comb. T-R		1	201			1	213			1	222			1	222			1	205			1	205
NB Right	135	0	-	8	143	0	-	0	143	0	-	0	143	0	-	0	143	0	-	0	143	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	803	2	272	48	851	2	289	86	937	2	317	0	937	2	317	-50	887	2	301	0	887	2	301
Comb. T-R		1	272			1	289			1	317			1	317			1	301			1	301
SB Right	14	0	-	1	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	726	1	484	44	770	1	513	0	770	1	513	0	770	1	523	0	770	1	523	0	770	1	520
Comb. T-R		1	484			1	513			1	513			1	523			1	523			1	520
EB Right	241	0	-	14	255	0	-	0	255	0	-	20	275	0	-	0	275	0	-	-4	271	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	237	1	237	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	870	1	452	52	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479
Comb. T-R		1	452			1	479			1	479			1	479			1	479			1	479
WB Right	33	0	-	2	35	0	-	0	35	0	-	0	35	0	-	0	35	0	-	0	35	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	446			N-S:	473			N-S:	502			N-S:	504			N-S:	487			N-S:	486
		E-W:	721			E-W:	764			E-W:	764			E-W:	774			E-W:	774			E-W:	772
		SUM:	1167			SUM:	1237			SUM:	1265			SUM:	1277			SUM:	1261			SUM:	1258
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.778				0.825				0.844				0.852				0.840				0.839
Level of Service:			C				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Lassen Street

N-S St: Winnetka Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA5
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	133	1	133	8	141	1	141	0	141	1	141	21	162	1	162	0	162	1	162	-5	157	1	157
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	988	2	419	59	1047	2	444	99	1146	2	477	0	1146	2	477	-50	1096	2	461	0	1096	2	461
Comb. T-R		1	419			1	444			1	477			1	477			1	461			1	461
NB Right	270	0	-	16	286	0	-	0	286	0	-	0	286	0	-	0	286	0	-	0	286	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	410	2	141	25	435	2	150	6	441	2	151	0	441	2	151	-50	391	2	134	0	391	2	134
Comb. T-R		1	141			1	150			1	151			1	151			1	134			1	134
SB Right	14	0	-	1	15	0	-	-3	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	26	1	26	2	28	1	28	1	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1064	1	589	64	1128	1	624	0	1128	1	624	0	1128	1	626	0	1128	1	626	0	1128	1	626
Comb. T-R		1	589			1	624			1	624			1	626			1	626			1	626
EB Right	114	0	-	7	121	0	-	0	121	0	-	4	125	0	-	0	125	0	-	-1	124	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	123	1	123	7	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	538	1	283	32	570	1	300	0	570	1	301	0	570	1	301	0	570	1	301	0	570	1	301
Comb. T-R		1	283			1	300			1	301			1	301			1	301			1	301
WB Right	28	0	-	2	30	0	-	1	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	435			N-S:	461			N-S:	494			N-S:	494			N-S:	478			N-S:	478
		E-W:	712			E-W:	755			E-W:	755			E-W:	757			E-W:	757			E-W:	756
		SUM:	1147			SUM:	1216			SUM:	1249			SUM:	1251			SUM:	1234			SUM:	1234
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.765				0.811				0.833				0.834				0.823				0.823
Level of Service:			C				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Plummer Street

N-S St: Winnetka Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA6
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	133	1	133	8	141	1	141	0	141	1	141	0	141	1	141	-40	101	1	101	0	101	1	101
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	841	2	314	50	891	2	333	23	915	2	341	2	917	2	341	-60	857	2	321	-1	856	2	321
Comb. T-R		1	314			1	333			1	341			1	341			1	321			1	321
NB Right	101	0	-	6	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	81	1	81	5	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1586	2	554	95	1681	2	587	86	1767	2	615	20	1787	2	622	-60	1727	2	602	-4	1722	2	601
Comb. T-R		1	554			1	587			1	615			1	622			1	602			1	601
SB Right	75	0	-	5	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	341	1	282	20	361	1	298	0	361	1	298	20	381	1	308	0	381	1	288	-4	377	1	286
Comb. T-R		1	282			1	298			1	298			1	308			1	288			1	286
EB Right	222	0	-	13	235	0	-	0	235	0	-	0	235	0	-	-40	195	0	-	0	195	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	293	1	293	18	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	635	1	333	38	673	1	353	0	673	1	353	2	675	1	354	0	675	1	354	-1	675	1	354
Comb. T-R		1	333			1	353			1	353			1	354			1	354			1	354
WB Right	31	0	-	2	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	687			N-S:	728			N-S:	756			N-S:	763			N-S:	703			N-S:	702
		E-W:	575			E-W:	609			E-W:	609			E-W:	619			E-W:	599			E-W:	597
		SUM:	1261			SUM:	1337			SUM:	1365			SUM:	1382			SUM:	1302			SUM:	1298
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.841				0.891				0.910				0.921				0.868				0.866
Level of Service:			D				D				E				E				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA6
Counts by: Accutek

Winnetka Avenue @ Plummer Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	144	1	144	9	153	1	153	0	153	1	153	0	153	1	153	-40	113	1	113	0	113	1	113
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1342	2	505	81	1423	2	535	91	1514	2	566	21	1535	2	573	-60	1475	2	553	-5	1470	2	551
Comb. T-R		1	505			1	535			1	566			1	573			1	553			1	551
NB Right	173	0	-	10	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	41	1	41	2	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	645	2	222	39	684	2	236	6	690	2	238	4	694	2	239	-60	634	2	219	-1	633	2	219
Comb. T-R		1	222			1	236			1	238			1	239			1	219			1	219
SB Right	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	124	1	124	7	131	1	131	1	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	717	1	486	43	760	1	515	0	760	1	515	4	764	1	517	0	764	1	497	-1	763	1	497
Comb. T-R		1	486			1	515			1	515			1	517			1	497			1	497
EB Right	255	0	-	15	270	0	-	0	270	0	-	0	270	0	-	-40	230	0	-	0	230	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	112	1	112	7	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	392	1	231	24	416	1	245	0	416	1	245	21	437	1	256	0	437	1	256	-5	432	1	254
Comb. T-R		1	231			1	245			1	245			1	256			1	256			1	254
WB Right	70	0	-	4	74	0	-	1	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	546			N-S:	579			N-S:	609			N-S:	616			N-S:	596			N-S:	595
		E-W:	598			E-W:	634			E-W:	634			E-W:	636			E-W:	616			E-W:	615
		SUM:	1144			SUM:	1213			SUM:	1243			SUM:	1252			SUM:	1212			SUM:	1210
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.763				0.808				0.829				0.835				0.808				0.807
Level of Service:			C				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Praire Street

N-S St: Winnetka Avenue
E-W St: Praire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA7
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1080	2	450	65	1145	2	477	10	1155	2	511	0	1155	2	524	-100	1055	2	491	0	1055	2	488
Comb. T-R		1	450			1	477			1	511			1	524			1	491			1	488
NB Right	269	0	-	16	285	0	-	94	379	0	-	39	418	0	-	0	418	0	-	-9	410	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	56	1	56	3	59	1	59	88	147	1	147	20	167	1	167	0	167	1	167	-4	163	1	163
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1959	2	663	118	2077	2	703	-3	2074	2	702	0	2074	2	702	-100	1974	2	669	0	1974	2	669
Comb. T-R		1	663			1	703			1	702			1	702			1	669			1	669
SB Right	30	0	-	2	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	31	1	31	2	33	1	33	176	209	1	209	88	297	1	297	0	297	1	297	-19	278	1	278
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	44	1	44	3	47	1	47	13	60	1	60	4	64	1	64	0	64	1	64	-1	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	82	0	-	5	87	0	-	24	111	0	-	10	121	0	-	0	121	0	-	-3	118	0	-
Comb. T-R		1	105			1	111			1	147			1	159			1	159			1	156
WB Right	23	0	-	1	24	0	-	12	36	0	-	2	38	0	-	0	38	0	-	-1	38	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	816			N-S:	865			N-S:	864			N-S:	864			N-S:	831			N-S:	831
		E-W:	108			E-W:	114			E-W:	269			E-W:	361			E-W:	361			E-W:	340
		SUM:	924			SUM:	979			SUM:	1133			SUM:	1225			SUM:	1191			SUM:	1171
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.616				0.653				0.755				0.816				0.794				0.780
Level of Service:			B				B				C				D				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Praire Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Winnetka Avenue
E-W St: Praire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA7
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	65	1	65	4	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1595	2	565	96	1691	2	599	23	1713	2	609	0	1713	2	612	-100	1613	2	578	0	1613	2	578
Comb. T-R		1	565			1	599			1	609			1	612			1	578			1	578
NB Right	100	0	-	6	106	0	-	7	113	0	-	9	122	0	-	0	122	0	-	-2	120	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	25	1	25	2	27	1	27	6	33	1	33	4	37	1	37	0	37	1	37	-1	36	1	36
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	907	2	310	54	961	2	329	0	961	2	329	0	961	2	329	-100	861	2	296	0	861	2	296
Comb. T-R		1	310			1	329			1	329			1	329			1	296			1	296
SB Right	24	0	-	1	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	39	1	39	2	41	1	41	1	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	43	1	43	3	46	1	46	12	58	1	58	20	78	1	78	0	78	1	78	-4	74	1	74
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	166	1	166	10	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	240	1	240	14	254	1	254	71	325	1	325	41	366	1	366	0	366	1	366	-9	358	1	358
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	73	0	-	4	77	0	-	132	209	0	-	92	301	0	-	0	301	0	-	-20	281	0	-
Comb. T-R		1	165			1	175			1	374			1	487			1	487			1	463
WB Right	92	0	-	6	98	0	-	67	165	0	-	21	186	0	-	0	186	0	-	-5	181	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	590			N-S:	625			N-S:	641			N-S:	648			N-S:	615			N-S:	613
		E-W:	374			E-W:	396			E-W:	467			E-W:	530			E-W:	530			E-W:	505
		SUM:	964			SUM:	1021			SUM:	1108			SUM:	1178			SUM:	1145			SUM:	1119
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.642				0.681				0.739				0.785				0.763				0.746
Level of Service:			B				B				C				C				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Winnetka Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA8
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1310	1	701	79	1389	1	743	36	1425	1	761	39	1464	1	781	-60	1404	1	751	-9	1395	1	746
Comb. T-R		1	701			1	743			1	761			1	781			1	751			1	746
NB Right	92	0	-	6	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1235	2	618	74	1309	2	655	4	1313	2	657	4	1317	2	659	-60	1257	2	629	-1	1256	2	628
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	572	1	572	34	606	1	606	8	614	1	614	0	614	1	614	-40	574	1	574	0	574	1	574
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	166	1	166	10	176	1	176	63	239	1	239	0	239	1	239	-40	199	1	199	0	199	1	199
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	607	2	304	36	643	2	322	23	666	2	333	49	715	2	358	0	715	2	358	-11	705	2	352
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	62	1	62	4	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1189	2	595	71	1260	2	630	18	1278	2	639	6	1284	2	642	0	1284	2	642	-2	1283	2	641
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right [1]	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	737			N-S:	781			N-S:	799			N-S:	819			N-S:	789			N-S:	784
		E-W:	761			E-W:	806			E-W:	878			E-W:	881			E-W:	841			E-W:	840
		SUM:	1498			SUM:	1587			SUM:	1677			SUM:	1700			SUM:	1630			SUM:	1625
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.998				1.058				1.118				1.133				1.087				1.083
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Nordhoff Street

N-S St: Winnetka Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA8
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	47	1	47	3	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1194	1	648	72	1266	1	686	15	1280	1	694	9	1289	1	698	-60	1229	1	668	-1	1228	1	667
Comb. T-R		1	648			1	686			1	694			1	698			1	668			1	667
NB Right	101	0	-	6	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1164	2	582	70	1234	2	617	24	1258	2	629	41	1299	2	649	-60	1239	2	619	-6	1233	2	616
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	265	1	265	16	281	1	281	47	328	1	328	0	328	1	328	-40	288	1	288	0	288	1	288
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	320	1	320	19	339	1	339	7	346	1	346	0	346	1	346	-40	306	1	306	0	306	1	306
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1335	2	507	80	1415	2	537	7	1422	2	539	11	1433	2	543	0	1433	2	543	-2	1431	2	543
Comb. T-R		1	507			1	537			1	539			1	543			1	543			1	543
EB Right	185	0	-	11	196	0	-	0	196	0	-	0	196	0	-	0	196	0	-	0	196	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	136	1	136	8	144	1	144	0	144	1	144	0	144	1	144	0	144	1	144	0	144	1	144
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	670	2	252	40	710	2	267	8	718	2	271	51	769	2	288	0	769	2	288	-8	762	2	285
Comb. T-R		1	252			1	267			1	271			1	288			1	288			1	285
WB Right	86	0	-	5	91	0	-	3	94	0	-	0	94	0	-	0	94	0	-	0	94	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	723			N-S:	766			N-S:	773			N-S:	778			N-S:	748			N-S:	747
		E-W:	643			E-W:	681			E-W:	684			E-W:	687			E-W:	687			E-W:	687
		SUM:	1365			SUM:	1447			SUM:	1457			SUM:	1465			SUM:	1435			SUM:	1434
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.910				0.965				0.971				0.977				0.957				0.956
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Parthenia Street

N-S St: Winnetka Avenue
E-W St: Parthenia Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA9
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/10/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	86	1	86	5	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1253	1	658	75	1328	1	697	35	1363	1	714	39	1402	1	734	-55	1347	1	706	-9	1338	1	702
Comb. T-R		1	658			1	697			1	714			1	734			1	706			1	702
NB Right	62	0	-	4	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	97	1	97	6	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1498	1	814	90	1588	1	863	4	1592	1	865	4	1596	1	867	-55	1541	1	839	-1	1540	1	839
Comb. T-R		1	814			1	863			1	865			1	867			1	839			1	839
SB Right	130	0	-	8	138	0	-	0	138	0	-	0	138	0	-	0	138	0	-	0	138	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	563	1	310	34	597	1	329	0	597	1	329	20	617	1	339	0	617	1	339	-4	612	1	336
Comb. T-R		1	310			1	329			1	329			1	339			1	339			1	336
EB Right	57	0	-	3	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	918	1	537	55	973	1	569	1	974	1	569	2	976	1	570	0	976	1	570	-1	975	1	570
Comb. T-R		1	537			1	569			1	569			1	570			1	570			1	570
WB Right	155	0	-	9	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	900			N-S:	954			N-S:	956			N-S:	958			N-S:	931			N-S:	930
		E-W:	650			E-W:	688			E-W:	689			E-W:	690			E-W:	690			E-W:	690
		SUM:	1550			SUM:	1642			SUM:	1645			SUM:	1648			SUM:	1620			SUM:	1620
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.033				1.095				1.097				1.099				1.080				1.080
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Parthenia Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Winnetka Avenue
E-W St: Parthenia Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA9
Counts by: Accutek

Date: 04/10/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	85	1	85	5	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1253	1	721	75	1328	1	764	12	1340	1	770	9	1349	1	774	-55	1294	1	747	-2	1292	1	746
Comb. T-R		1	721			1	764			1	770			1	774			1	747			1	746
NB Right	188	0	-	11	199	0	-	0	199	0	-	0	199	0	-	0	199	0	-	0	199	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	201	1	201	12	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1322	1	733	79	1401	1	776	24	1425	1	788	41	1466	1	809	-55	1411	1	781	-9	1402	1	777
Comb. T-R		1	733			1	776			1	788			1	809			1	781			1	777
SB Right	143	0	-	9	152	0	-	0	152	0	-	0	152	0	-	0	152	0	-	0	152	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	168	1	168	10	178	1	178	1	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1053	1	571	63	1116	1	605	8	1124	1	609	4	1128	1	611	0	1128	1	611	-1	1127	1	611
Comb. T-R		1	571			1	605			1	609			1	611			1	611			1	611
EB Right	89	0	-	5	94	0	-	0	94	0	-	0	94	0	-	0	94	0	-	0	94	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	184	1	184	11	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	943	1	533	57	1000	1	565	6	1006	1	569	21	1027	1	579	0	1027	1	579	-5	1022	1	577
Comb. T-R		1	533			1	565			1	569			1	579			1	579			1	577
WB Right	123	0	-	7	130	0	-	1	132	0	-	0	132	0	-	0	132	0	-	0	132	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	922			N-S:	977			N-S:	983			N-S:	987			N-S:	960			N-S:	959
		E-W:	755			E-W:	800			E-W:	804			E-W:	806			E-W:	806			E-W:	806
		SUM:	1677			SUM:	1777			SUM:	1787			SUM:	1794			SUM:	1766			SUM:	1765
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.118				1.185				1.191				1.196				1.177				1.176
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA10
Counts by: Accutek

Winnetka Avenue @ Roscoe Boulevard
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	972	2	486	58	1030	2	515	34	1064	2	532	29	1093	2	546	-50	1043	2	521	-6	1036	2	518
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	101	1	101	6	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	120	1	120	7	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1276	1	691	77	1353	1	732	4	1357	1	734	3	1360	1	736	-50	1310	1	711	-1	1309	1	711
Comb. T-R		1	691			1	732			1	734			1	736			1	711			1	711
SB Right	106	0	-	6	112	0	-	0	112	0	-	0	112	0	-	0	112	0	-	0	112	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	169	1	169	10	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	801	2	303	48	849	2	321	4	853	2	322	49	902	2	338	0	902	2	338	-11	891	2	335
Comb. T-R		1	303			1	321			1	322			1	338			1	338			1	335
EB Right	107	0	-	6	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	183	1	183	11	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	993	2	375	60	1053	2	397	5	1058	2	399	6	1064	2	401	0	1064	2	401	-2	1062	2	400
Comb. T-R		1	375			1	397			1	399			1	401			1	401			1	400
WB Right	131	0	-	8	139	0	-	0	139	0	-	0	139	0	-	0	139	0	-	0	139	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	816			N-S:	865			N-S:	867			N-S:	868			N-S:	843			N-S:	843
		E-W:	544			E-W:	576			E-W:	578			E-W:	580			E-W:	580			E-W:	579
		SUM:	1360			SUM:	1441			SUM:	1445			SUM:	1448			SUM:	1423			SUM:	1422
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.989				1.048				1.051				1.053				1.035				1.035
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Functional right-turn only lane.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Roscoe Boulevard
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Winnetka Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA10
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	141	1	141	8	149	1	149	0	149	1	149	0	149	1	149	0	149	1	149	0	149	1	149
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	987	2	494	59	1046	2	523	7	1053	2	527	7	1060	2	530	-50	1010	2	505	-1	1009	2	505
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	126	1	126	8	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	183	1	183	11	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1052	1	572	63	1115	1	606	24	1139	1	618	31	1170	1	634	-50	1120	1	609	-5	1115	1	606
Comb. T-R		1	572			1	606			1	618			1	634			1	609			1	606
SB Right	92	0	-	6	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	153	1	153	9	162	1	162	1	163	1	163	0	163	1	163	0	163	1	163	0	163	1	163
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1134	2	405	68	1202	2	430	15	1217	2	435	11	1228	2	438	0	1228	2	438	-2	1226	2	438
Comb. T-R		1	405			1	430			1	435			1	438			1	438			1	438
EB Right	82	0	-	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	135	1	135	8	143	1	143	0	143	1	143	0	143	1	143	0	143	1	143	0	143	1	143
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	862	2	325	52	914	2	344	13	927	2	349	51	978	2	366	0	978	2	366	-8	970	2	363
Comb. T-R		1	325			1	344			1	349			1	366			1	366			1	363
WB Right	112	0	-	7	119	0	-	1	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	713			N-S:	756			N-S:	768			N-S:	783			N-S:	758			N-S:	756
		E-W:	540			E-W:	573			E-W:	578			E-W:	581			E-W:	581			E-W:	581
		SUM:	1253			SUM:	1329			SUM:	1346			SUM:	1365			SUM:	1340			SUM:	1337
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.912				0.966				0.979				0.993				0.974				0.972
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Functional right-turn only lane.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Victory Boulevard

N-S St: Winnetka Avenue
E-W St: Victory Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA11
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	66	1	66	4	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	777	1	466	47	823	1	494	0	823	1	494	20	843	1	504	-20	823	1	494	-4	819	1	491
Comb. T-R		1	466			1	494			1	494			1	504			1	494			1	491
NB Right	155	0	-	9	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1266	2	633	76	1341	2	671	0	1341	2	671	2	1343	2	672	-20	1323	2	662	-1	1323	2	661
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	215	1	215	13	228	1	228	0	228	1	228	0	228	1	228	0	228	1	228	0	228	1	228
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	63	1	63	4	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1298	2	499	78	1376	2	529	0	1376	2	529	0	1376	2	529	0	1376	2	529	0	1376	2	529
Comb. T-R		1	499			1	529			1	529			1	529			1	529			1	529
EB Right	198	0	-	12	210	0	-	0	210	0	-	0	210	0	-	0	210	0	-	0	210	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	167	1	167	10	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1437	2	501	86	1523	2	531	0	1523	2	531	0	1523	2	531	0	1523	2	531	0	1523	2	531
Comb. T-R		1	501			1	531			1	531			1	531			1	531			1	531
WB Right	65	0	-	4	69	0	-	0	69	0	-	0	69	0	-	0	69	0	-	0	69	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	698			N-S:	740			N-S:	740			N-S:	741			N-S:	731			N-S:	731
		E-W:	665			E-W:	705			E-W:	705			E-W:	705			E-W:	705			E-W:	705
		SUM:	1364			SUM:	1445			SUM:	1445			SUM:	1446			SUM:	1436			SUM:	1436
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.887				** 0.914				** 0.914				** 0.915				** 0.908				** 0.908
Level of Service:			D				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.07 reduction due to the installation of ATSAC.*
** *V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAC to ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

01:39 PM

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Victory Boulevard

N-S St: Winnetka Avenue
E-W St: Victory Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA11
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	136	1	136	8	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1209	1	700	73	1282	1	742	0	1282	1	742	4	1286	1	744	-20	1266	1	734	-1	1265	1	734
Comb. T-R		1	700			1	742			1	742			1	744			1	734			1	734
NB Right	192	0	-	12	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	105	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	796	2	398	48	844	2	422	0	844	2	422	21	865	2	432	-20	845	2	422	-5	840	2	420
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	236	1	236	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1742	2	648	105	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687
Comb. T-R		1	648			1	687			1	687			1	687			1	687			1	687
EB Right	203	0	-	12	215	0	-	0	215	0	-	0	215	0	-	0	215	0	-	0	215	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1419	2	514	85	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545
Comb. T-R		1	514			1	545			1	545			1	545			1	545			1	545
WB Right	123	0	-	7	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	805			N-S:	854			N-S:	854			N-S:	856			N-S:	846			N-S:	845
		E-W:	801			E-W:	849			E-W:	849			E-W:	849			E-W:	849			E-W:	849
		SUM:	1606			SUM:	1703			SUM:	1703			SUM:	1705			SUM:	1695			SUM:	1694
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			1.057				** 1.095				** 1.095				** 1.096				** 1.089				** 1.089
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.07 reduction due to the installation of ATSAC.*
** *V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAC to ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Rinaldi Street

N-S St: Corbin Avenue
E-W St: Rinaldi Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA12
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	66	1	66	4	70	1	70	81	151	2	83	0	151	2	83	0	151	2	83	0	151	2	83
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	37	2	19	2	39	2	20	24	63	1	63	6	69	1	69	-50	19	1	19	-2	17	1	17
Comb. T-R		0	-			0	-			1	105			1	105			1	105			1	105
NB Right	86	1	86	5	91	1	91	14	105	0	-	0	105	0	-	0	105	0	-	0	105	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	113	1	113	7	120	1	120	79	198	2	109	0	198	2	109	0	198	2	109	0	198	2	109
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	80	1	54	5	85	1	57	27	111	1	70	49	160	1	95	-50	110	1	70	-11	100	1	65
Comb. T-R		1	54			1	57			1	70			1	95			1	70			1	65
SB Right	28	0	-	2	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	37	1	37	2	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	203	2	102	12	215	2	108	126	341	2	170	0	341	2	170	0	341	2	170	0	341	2	170
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	388	1	388	23	411	1	411	34	445	1	445	0	445	1	445	0	445	1	445	0	445	1	445
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	432	1	432	26	458	1	458	113	571	1	571	0	571	1	571	0	571	1	571	0	571	1	571
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	348	1	208	21	369	1	220	234	603	1	348	0	603	1	348	0	603	1	348	0	603	1	348
Comb. T-R		1	208			1	220			1	348			1	348			1	348			1	348
WB Right	67	0	-	4	71	0	-	23	94	0	-	0	94	0	-	0	94	0	-	0	94	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	132			N-S:	139			N-S:	214			N-S:	214			N-S:	214			N-S:	214
		E-W:	787			E-W:	834			E-W:	975			E-W:	975			E-W:	975			E-W:	975
		SUM:	919			SUM:	974			SUM:	1189			SUM:	1189			SUM:	1189			SUM:	1189
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.612				* 0.549				* 0.693				* 0.693				* 0.693				* 0.693
Level of Service:			B				A				B				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Rinaldi Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Rinaldi Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA12
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	220	1	220	13	233	1	233	203	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	135	2	68	8	143	2	72	99	242	1	242	51	293	1	293	-50	243	1	243	-11	232	1	232
Comb. T-R		0	-			0	-			1	340			1	340			1	340			1	340
NB Right	315	1	315	19	334	1	334	6	340	0	-	0	340	0	-	0	340	0	-	0	340	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	101	1	101	6	107	1	107	135	242	2	133	0	242	2	133	0	242	2	133	0	242	2	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	61	1	54	4	65	1	57	68	132	1	91	11	143	1	96	-50	93	1	71	-2	91	1	70
Comb. T-R		1	54			1	57			1	91			1	96			1	71			1	70
SB Right	46	0	-	3	49	0	-	1	49	0	-	0	49	0	-	0	49	0	-	0	49	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	67	1	67	4	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	679	2	340	41	720	2	360	296	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015	2	508
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	124	1	124	7	131	1	131	103	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	167	1	167	10	177	1	177	21	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	581	1	334	35	616	1	354	253	869	1	536	0	869	1	536	0	869	1	536	0	869	1	536
Comb. T-R		1	334			1	354			1	536			1	536			1	536			1	536
WB Right	87	0	-	5	92	0	-	112	204	0	-	0	204	0	-	0	204	0	-	0	204	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	333			N-S:	352			N-S:	473			N-S:	473			N-S:	473			N-S:	473
		E-W:	507			E-W:	537			E-W:	705			E-W:	705			E-W:	705			E-W:	705
		SUM:	839			SUM:	889			SUM:	1178			SUM:	1178			SUM:	1178			SUM:	1178
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.559				* 0.493				* 0.686				* 0.686				* 0.686				* 0.686
Level of Service:			A				A				B				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

03:43 PM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Devonshire Street

N-S St: Corbin Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA13
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [2]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [3]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	77	1	77	5	82	1	82	-2	80	1	80	2	82	1	82	0	82	1	82	-1	81	1	81
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	215	1	148	13	228	1	157	67	294	1	192	9	303	1	197	-90	213	1	152	-2	211	1	150
Comb. T-R		1	148			1	157			1	192			1	197			1	152			1	150
NB Right [1]	270	1	189	16	286	1	200	12	298	1	209	2	300	1	210	0	300	1	210	-1	300	1	210
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	26	1	26	2	28	1	28	-1	27	1	27	0	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1056	1	596	63	1119	1	632	215	1335	2	496	78	1413	2	522	-90	1323	2	492	-17	1305	2	487
Comb. T-R		1	596			1	632			1	496			1	522			1	492			1	487
SB Right	136	0	-	8	144	0	-	11	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	45	1	45	3	48	1	48	13	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1013	2	507	61	1074	2	537	29	1103	2	551	0	1103	2	551	0	1103	2	551	0	1103	2	551
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	120	1	120	7	127	1	127	-1	127	1	127	20	147	1	147	0	147	1	147	-4	142	1	142
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	570	2	314	34	604	2	332	10	614	2	338	20	634	2	349	0	634	2	349	-4	630	2	346
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1552	1	780	93	1645	1	827	10	1655	1	830	0	1655	1	830	0	1655	1	830	0	1655	1	830
Comb. T-R		1	780			1	827			1	830			1	830			1	830			1	830
WB Right	8	0	-	0	8	0	-	-5	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	673			N-S:	713			N-S:	576			N-S:	604			N-S:	574			N-S:	568
		E-W:	825			E-W:	875			E-W:	890			E-W:	900			E-W:	900			E-W:	898
		SUM:	1498			SUM:	1588			SUM:	1467			SUM:	1504			SUM:	1474			SUM:	1465
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			1.051			*	1.014			*	0.929			*	0.956			*	0.935			*	0.928
Level of Service:			F				F				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Northbound right-turn overlapping phase with westbound left-turn phase.
[2] Porter Ranch mitigation includes restriping to provide 1left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.
[3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

04:00 PM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Devonshire Street

N-S St: Corbin Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA13
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [2]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [3]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	108	1	108	6	114	1	114	-6	109	1	109	21	130	1	130	0	130	1	130	-5	125	1	125
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	678	1	430	41	719	1	456	212	930	1	553	82	1012	1	597	-90	922	1	552	-18	905	1	543
Comb. T-R		1	430			1	456			1	553			1	597			1	552			1	543
NB Right [1]	609	1	426	37	646	1	452	-59	586	1	410	21	607	1	425	0	607	1	425	-5	603	1	422
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	29	1	29	2	31	1	31	-4	27	1	27	0	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	365	1	223	22	387	1	236	150	537	2	212	18	555	2	218	-90	465	2	188	-4	462	2	187
Comb. T-R		1	223			1	236			1	212			1	218			1	188			1	187
SB Right	80	0	-	5	85	0	-	14	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	134	1	134	8	142	1	142	35	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1404	2	702	84	1488	2	744	9	1497	2	749	0	1497	2	749	0	1497	2	749	0	1497	2	749
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	103	1	103	6	109	1	109	-10	99	1	99	4	103	1	103	0	103	1	103	-1	103	1	103
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	330	2	182	20	350	2	192	-6	344	2	189	4	348	2	191	0	348	2	191	-1	347	2	191
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	938	1	474	56	994	1	502	-6	988	1	502	0	988	1	502	0	988	1	502	0	988	1	502
Comb. T-R		1	474			1	502			1	502			1	502			1	502			1	502
WB Right	10	0	-	1	11	0	-	6	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	459			N-S:	487			N-S:	580			N-S:	624			N-S:	579			N-S:	570
		E-W:	884			E-W:	937			E-W:	938			E-W:	940			E-W:	940			E-W:	940
		SUM:	1343			SUM:	1423			SUM:	1518			SUM:	1564			SUM:	1519			SUM:	1509
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.942				* 0.899				* 0.965				* 0.998				* 0.966				* 0.959
Level of Service:			E				D				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

[3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

Notes: ** V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Northbound right-turn overlapping phase with westbound left-turn phase.
[2] Porter Ranch mitigation includes restriping to provide 1left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA14
Counts by: Accutek

Corbin Avenue @ Lassen Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	15% No. of Lanes	Lane Volume
NB Left	117	1	117	7	124	1	124	0	124	1	124	0	124	1	124	0	124	1	124	0	124	1	124
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	477	2	239	29	506	2	253	74	579	2	290	14	593	2	297	-110	483	2	242	-4	479	2	240
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	61	1	61	4	65	1	65	0	65	1	65	2	67	1	67	0	67	1	67	-1	66	1	66
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	35	1	35	2	37	1	37	13	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1566	1	832	94	1660	1	881	180	1840	1	975	128	1968	1	1039	-110	1858	1	984	-28	1830	1	970
Comb. T-R		1	832			1	881			1	975			1	1039			1	984			1	970
SB Right	97	0	-	6	103	0	-	7	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	54	1	54	3	57	1	57	1	58	1	58	0	58	1	58	0	58	1	58	0	58	1	58
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	987	1	550	59	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583
Comb. T-R		1	550			1	583			1	583			1	583			1	583			1	583
EB Right	113	0	-	7	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	200	1	200	12	212	1	212	0	212	1	212	20	232	1	232	0	232	1	232	-4	228	1	228
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1149	1	590	69	1218	1	625	0	1218	1	626	0	1218	1	626	0	1218	1	626	0	1218	1	626
Comb. T-R		1	590			1	625			1	626			1	626			1	626			1	626
WB Right	31	0	-	2	33	0	-	1	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	949			N-S:	1005			N-S:	1099			N-S:	1163			N-S:	1108			N-S:	1094
		E-W:	750			E-W:	795			E-W:	795			E-W:	815			E-W:	815			E-W:	811
		SUM:	1699			SUM:	1800			SUM:	1894			SUM:	1978			SUM:	1923			SUM:	1905
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.132				1.200				1.263				1.319				1.282				1.270
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Lassen Street

N-S St: Corbin Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA14
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1374	2	687	82	1456	2	728	117	1573	2	787	134	1707	2	854	-110	1597	2	799	-29	1569	2	784
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	240	1	240	14	254	1	254	0	254	1	254	21	275	1	275	0	275	1	275	-5	271	1	271
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	24	1	24	1	25	1	25	3	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	646	1	353	39	685	1	374	126	810	1	438	29	839	1	453	-110	729	1	398	-6	723	1	395
Comb. T-R		1	353			1	374			1	438			1	453			1	398			1	395
SB Right	60	0	-	4	64	0	-	3	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	67	1	67	4	71	1	71	3	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1085	1	590	65	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625
Comb. T-R		1	590			1	625			1	625			1	625			1	625			1	625
EB Right	95	0	-	6	101	0	-	0	101	0	-	0	101	0	-	0	101	0	-	0	101	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	119	1	119	7	126	1	126	0	126	1	126	4	130	1	130	0	130	1	130	-1	129	1	129
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	552	1	294	33	585	1	311	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312
Comb. T-R		1	294			1	311			1	312			1	312			1	312			1	312
WB Right	35	0	-	2	37	0	-	3	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	711			N-S:	754			N-S:	815			N-S:	882			N-S:	827			N-S:	812
		E-W:	709			E-W:	752			E-W:	752			E-W:	756			E-W:	756			E-W:	755
		SUM:	1420			SUM:	1505			SUM:	1566			SUM:	1637			SUM:	1582			SUM:	1567
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.947				1.003				1.044				1.091				1.055				1.045
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Plummer Street

N-S St: Corbin Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA15
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	137	1	137	8	145	1	145	0	145	1	145	1	146	1	146	-25	121	1	121	-0	121	1	121
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	571	1	334	34	605	1	354	71	676	1	389	18	694	1	401	-125	569	2	284	-5	564	2	282
Comb. T-R		1	334			1	354			1	389			1	401			0	-			0	-
NB Right	96	0	-	6	102	0	-	0	102	0	-	6	108	0	-	0	108	1	108	-2	106	1	106
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	96	1	96	6	102	1	102	5	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1386	1	805	83	1469	1	853	190	1659	1	950	157	1816	1	1029	-125	1691	1	966	-34	1657	1	949
Comb. T-R		1	805			1	853			1	950			1	1029			1	966			1	949
SB Right	223	0	-	13	236	0	-	5	241	0	-	0	241	0	-	0	241	0	-	0	241	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	27	1	27	2	29	1	29	1	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	393	1	259	24	417	1	275	0	417	1	275	20	437	1	290	0	437	1	277	-4	432	1	274
Comb. T-R		1	259			1	275			1	275			1	290			1	277			1	274
EB Right	125	0	-	8	133	0	-	0	133	0	-	10	143	0	-	-25	118	0	-	-2	115	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	289	1	289	17	306	1	306	2	308	1	308	49	357	1	357	0	357	1	357	-11	347	1	347
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	908	1	462	54	962	1	489	0	962	1	490	2	964	1	491	0	964	1	491	-1	964	1	491
Comb. T-R		1	462			1	489			1	490			1	491			1	491			1	491
WB Right	15	0	-	1	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	942			N-S:	998			N-S:	1095			N-S:	1175			N-S:	1087			N-S:	1070
		E-W:	548			E-W:	581			E-W:	583			E-W:	647			E-W:	634			E-W:	620
		SUM:	1490			SUM:	1579			SUM:	1678			SUM:	1822			SUM:	1722			SUM:	1690
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.993				1.053				1.119				1.215				1.148				1.127
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Plummer Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA15
Counts by: Accutek

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	121	1	121	7	128	1	128	0	128	1	128	10	138	1	138	-25	113	1	113	-2	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1415	1	839	85	1500	1	889	124	1624	1	951	164	1788	1	1059	-125	1663	2	831	-35	1628	2	814
Comb. T-R		1	839			1	889			1	951			1	1059			0	-			0	-
NB Right	263	0	-	16	279	0	-	0	279	0	-	51	330	0	-	0	330	1	330	-11	319	1	319
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	111	1	111	7	118	1	118	3	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	659	1	355	40	699	1	376	115	813	1	434	36	849	1	452	-125	724	1	390	-7	717	1	386
Comb. T-R		1	355			1	376			1	434			1	452			1	390			1	386
SB Right	50	0	-	3	53	0	-	3	56	0	-	0	56	0	-	0	56	0	-	0	56	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	268	1	268	16	284	1	284	3	287	1	287	0	287	1	287	0	287	1	287	0	287	1	287
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	972	1	558	58	1030	1	591	0	1030	1	591	4	1034	1	594	0	1034	1	582	-1	1033	1	581
Comb. T-R		1	558			1	591			1	591			1	594			1	582			1	581
EB Right	144	0	-	9	153	0	-	0	153	0	-	2	155	0	-	-25	130	0	-	-0	129	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	99	1	99	6	105	1	105	9	114	1	114	11	125	1	125	0	125	1	125	-2	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	410	1	254	25	435	1	269	0	435	1	270	21	456	1	280	0	456	1	280	-5	451	1	278
Comb. T-R		1	254			1	269			1	270			1	280			1	280			1	278
WB Right	97	0	-	6	103	0	-	3	105	0	-	0	105	0	-	0	105	0	-	0	105	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	950			N-S:	1007			N-S:	1072			N-S:	1179			N-S:	952			N-S:	934
		E-W:	657			E-W:	696			E-W:	705			E-W:	719			E-W:	707			E-W:	704
		SUM:	1607			SUM:	1703			SUM:	1777			SUM:	1898			SUM:	1659			SUM:	1638
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.071				1.136				1.185				1.266				1.106				1.092
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Praire Street

N-S St: Corbin Avenue
E-W St: Praire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA16
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	182	1	182	11	193	1	193	0	193	1	193	8	201	1	201	0	201	1	201	-2	199	1	199
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1086	1	574	65	1151	1	608	63	1214	1	639	9	1223	1	644	-150	1073	2	379	-2	1070	2	378
Comb. T-R		1	574			1	608			1	639			1	644			1	379			1	378
NB Right	61	0	-	4	65	0	-	0	65	0	-	0	65	0	-	0	65	0	-	0	65	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	40	1	40	2	42	1	42	5	47	1	47	137	184	1	184	0	184	1	184	-30	154	1	154
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1225	1	670	74	1299	1	710	150	1449	1	805	78	1527	1	844	-150	1377	1	769	-17	1359	1	760
Comb. T-R		1	670			1	710			1	805			1	844			1	769			1	760
SB Right	114	0	-	7	121	0	-	41	161	0	-	0	161	0	-	0	161	0	-	0	161	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	13	1	13	1	14	1	14	6	20	1	20	0	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	15	0	-	1	16	0	-	0	16	0	-	78	94	0	-	0	94	0	-	-17	77	0	-
Comb. T-R		1	43			1	46			1	46			1	193			1	193			1	160
EB Right	28	0	-	2	30	0	-	0	30	0	-	69	99	0	-	0	99	0	-	-15	84	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	18	1	18	1	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	64	0	-	4	68	0	-	0	68	0	-	9	77	0	-	0	77	0	-	-2	74	0	-
Comb. T-R		1	82			1	87			1	88			1	112			1	112			1	106
WB Right	18	0	-	1	19	0	-	1	20	0	-	15	35	0	-	0	35	0	-	-4	31	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	852			N-S:	903			N-S:	998			N-S:	1045			N-S:	970			N-S:	959
		E-W:	95			E-W:	101			E-W:	108			E-W:	212			E-W:	212			E-W:	179
		SUM:	947			SUM:	1003			SUM:	1106			SUM:	1257			SUM:	1182			SUM:	1139
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.631				0.669				0.737				0.838				0.788				0.759
Level of Service:			B				B				C				D				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

10:05 AM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Praire Street

N-S St: Corbin Avenue
E-W St: Praire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA16
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	45	1	45	3	48	1	48	0	48	1	48	72	120	1	120	0	120	1	120	-15	104	1	104
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1530	1	784	92	1622	1	831	100	1722	1	881	82	1804	1	922	-150	1654	2	565	-18	1636	2	559
Comb. T-R		1	784			1	831			1	881			1	922			1	565			1	559
NB Right	38	0	-	2	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	34	1	34	2	36	1	36	1	37	1	37	31	68	1	68	0	68	1	68	-6	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1096	1	571	66	1162	1	605	108	1269	1	661	18	1287	1	670	-150	1137	1	595	-4	1134	1	593
Comb. T-R		1	571			1	605			1	661			1	670			1	595			1	593
SB Right	45	0	-	3	48	0	-	4	52	0	-	0	52	0	-	0	52	0	-	0	52	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	224	1	224	13	237	1	237	31	268	1	268	0	268	1	268	0	268	1	268	0	268	1	268
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	136	0	-	8	144	0	-	0	144	0	-	18	162	0	-	0	162	0	-	-4	159	0	-
Comb. T-R		1	274			1	290			1	290			1	324			1	324			1	318
EB Right	138	0	-	8	146	0	-	0	146	0	-	16	162	0	-	0	162	0	-	-3	159	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	83	1	83	5	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	60	0	-	4	64	0	-	0	64	0	-	82	146	0	-	0	146	0	-	-18	128	0	-
Comb. T-R		1	113			1	120			1	122			1	348			1	348			1	300
WB Right	53	0	-	3	56	0	-	3	59	0	-	144	203	0	-	0	203	0	-	-31	172	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	818			N-S:	867			N-S:	918			N-S:	990			N-S:	714			N-S:	697
		E-W:	357			E-W:	378			E-W:	390			E-W:	616			E-W:	616			E-W:	567
		SUM:	1175			SUM:	1246			SUM:	1309			SUM:	1607			SUM:	1331			SUM:	1265
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.783				0.830				0.872				1.071				0.887				0.843
Level of Service:			C				D				D				F				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
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Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street

N-S St: Corbin Avenue
E-W St: Nordhoff Place/Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA17
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	80	1	80	5	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	957	2	479	57	1015	2	507	55	1070	2	535	98	1168	2	584	-160	1008	2	402	-21	986	2	383
Comb. T-R		0	-			0	-			0	-			0	-			1	402			1	383
NB Right	29	1	29	2	31	1	31	0	31	1	31	167	198	1	198	0	198	0	-	-37	161	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	53	1	53	3	56	1	56	5	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1249	2	430	75	1324	2	456	138	1462	2	502	11	1473	2	506	-160	1313	2	453	-3	1310	2	452
Comb. T-R		1	430			1	456			1	502			1	506			1	453			1	452
SB Right	41	0	-	2	44	0	-	1	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	7	1	7	0	7	1	7	1	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	5	1	5	0	5	1	5	31	36	1	36	10	46	1	45	0	46	1	45	-2	44	1	44
Comb. T-R		1	40			1	43			1	43			1	45			1	45			1	44
EB Right	40	0	-	2	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	58	1	58	3	61	1	61	0	61	1	61	19	80	1	80	0	80	1	80	-5	75	1	75
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	100	1	100	6	106	1	106	232	338	1	338	1	339	1	339	0	339	1	339	-0	339	1	339
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	153	1	153	9	162	1	162	1	163	1	163	0	163	1	163	0	163	1	163	0	163	1	163
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	531			N-S:	563			N-S:	596			N-S:	645			N-S:	537			N-S:	536
		E-W:	133			E-W:	141			E-W:	347			E-W:	348			E-W:	348			E-W:	347
		SUM:	665			SUM:	704			SUM:	942			SUM:	992			SUM:	885			SUM:	884
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.443				0.470				0.628				0.662				0.590				0.589
Level of Service:			A				A				B				B				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
E-W St: Nordhoff Place/Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA17
Counts by: Accutek

Corbin Avenue @ Nordhoff Place/Nordhoff Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	46	1	46	3	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	2101	2	1050	126	2227	2	1113	88	2314	2	1157	22	2336	2	1168	-160	2176	2	771	-5	2172	2	767
Comb. T-R		0	-			0	-			0	-			0	-			1	771			1	767
NB Right	92	1	92	6	97	1	97	0	97	1	97	38	135	1	135	0	135	0	-	-8	128	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	74	1	74	4	78	1	78	3	81	1	81	0	81	1	81	0	81	1	81	0	81	1	81
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1263	2	431	76	1338	2	457	98	1436	2	490	103	1539	2	525	-160	1379	2	471	-22	1357	2	464
Comb. T-R		1	431			1	457			1	490			1	525			1	471			1	464
SB Right	31	0	-	2	33	0	-	3	36	0	-	0	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	63	1	63	4	66	1	66	3	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	101	1	101	6	107	1	107	174	281	1	230	2	283	1	231	0	283	1	231	-0	283	1	231
Comb. T-R		1	169			1	179			1	230			1	231			1	231			1	231
EB Right	169	0	-	10	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	183	1	183	11	194	1	194	0	194	1	194	175	369	1	369	0	369	1	369	-38	331	1	331
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	85	1	85	5	90	1	90	16	106	1	106	10	116	1	116	0	116	1	116	-2	114	1	114
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	161	1	161	10	170	1	170	3	173	1	173	0	173	1	173	0	173	1	173	0	173	1	173
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	1124			N-S:	1192			N-S:	1238			N-S:	1249			N-S:	851			N-S:	847
		E-W:	351			E-W:	373			E-W:	424			E-W:	600			E-W:	600			E-W:	562
		SUM:	1476			SUM:	1564			SUM:	1662			SUM:	1849			SUM:	1451			SUM:	1409
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.984				1.043				1.108				1.232				0.967				0.939
Level of Service:			E				F				F				F				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way

N-S St: Corbin Avenue
E-W St: Nordhoff Street/Nordhoff Way
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA18
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	176	1	176	11	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1279	2	464	77	1356	2	492	48	1403	2	508	216	1619	2	580	-150	1469	2	530	-47	1422	2	514
Comb. T-R		1	464			1	492			1	508			1	580			1	530			1	514
NB Right	113	0	-	7	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	30	1	30	2	32	1	32	3	34	1	34	0	34	1	34	0	34	1	34	0	34	1	34
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	988	2	494	59	1047	2	524	115	1162	2	581	24	1186	2	593	-150	1036	2	518	-6	1030	2	515
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	240	1	240	14	254	1	254	3	257	1	257	6	263	1	263	-10	253	1	253	-2	251	1	251
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	127	1	127	8	135	1	135	1	136	1	136	49	185	1	185	-10	175	1	175	-11	164	1	164
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	537	2	196	32	569	2	208	23	592	2	215	0	592	2	215	0	592	2	215	0	592	2	215
Comb. T-R		1	196			1	208			1	215			1	215			1	215			1	215
EB Right	51	0	-	3	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1036	2	518	62	1098	2	549	18	1116	2	558	0	1116	2	558	0	1116	2	558	0	1116	2	558
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	24	1	24	1	25	1	25	1	27	1	27	0	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	670			N-S:	710			N-S:	768			N-S:	780			N-S:	705			N-S:	701
		E-W:	645			E-W:	684			E-W:	694			E-W:	743			E-W:	733			E-W:	722
		SUM:	1315			SUM:	1394			SUM:	1462			SUM:	1523			SUM:	1438			SUM:	1424
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.923				0.978				1.026				1.069				1.009				0.999
Level of Service:			E				E				F				F				F				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Southbound right-turn overlapping phase with eastbound left-turn phase.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way

N-S St: Corbin Avenue
E-W St: Nordhoff Street/Nordhoff Way
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA18
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	81	1	81	5	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1286	2	481	77	1363	2	510	78	1441	2	536	49	1490	2	552	-150	1340	2	502	-10	1330	2	499
Comb. T-R		1	481			1	510			1	536			1	552			1	502			1	499
NB Right	157	0	-	9	166	0	-	0	166	0	-	0	166	0	-	0	166	0	-	0	166	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	103	1	103	6	109	1	109	3	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1408	2	704	84	1492	2	746	88	1580	2	790	226	1806	2	903	-150	1656	2	828	-49	1607	2	804
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	204	1	204	12	216	1	216	3	219	1	219	51	270	1	270	-10	260	1	260	-11	249	1	249
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	377	1	377	23	400	1	400	3	402	1	402	11	413	1	413	-10	403	1	403	-2	401	1	401
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1182	2	472	71	1253	2	500	7	1260	2	502	0	1260	2	502	0	1260	2	502	0	1260	2	502
Comb. T-R		1	472			1	500			1	502			1	502			1	502			1	502
EB Right	233	0	-	14	247	0	-	0	247	0	-	0	247	0	-	0	247	0	-	0	247	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	516	2	258	31	547	2	273	8	555	2	277	0	555	2	277	0	555	2	277	0	555	2	277
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	70	1	70	4	74	1	74	3	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	785			N-S:	832			N-S:	876			N-S:	989			N-S:	914			N-S:	889
		E-W:	635			E-W:	673			E-W:	680			E-W:	691			E-W:	681			E-W:	678
		SUM:	1420			SUM:	1505			SUM:	1555			SUM:	1679			SUM:	1594			SUM:	1568
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.996				1.056				1.092				1.179				1.119				1.100
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Southbound right-turn overlapping phase with eastbound left-turn phase.
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

10:16 AM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street

N-S St: Corbin Avenue
E-W St: Parthenia Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA19
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	64	1	64	4	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1435	1	763	86	1521	1	809	43	1564	1	830	157	1721	1	909	-130	1591	1	844	-34	1556	1	826
Comb. T-R		1	763			1	809			1	830			1	909			1	844			1	826
NB Right	91	0	-	5	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	91	1	91	5	96	1	96	3	99	1	99	3	102	1	102	0	102	1	102	-1	101	1	101
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1096	1	573	66	1162	1	607	105	1267	1	661	18	1285	1	672	-130	1155	1	597	-5	1150	1	594
Comb. T-R		1	573			1	607			1	661			1	672			1	597			1	594
SB Right	50	0	-	3	53	0	-	3	56	0	-	3	59	0	-	-20	39	0	-	-1	38	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	86	1	86	5	91	1	91	1	92	1	92	29	121	1	121	-20	101	1	101	-6	95	1	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	832	1	434	50	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460
Comb. T-R		1	434			1	460			1	460			1	460			1	460			1	460
EB Right	35	0	-	2	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1150	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	720	0	1220	1	720	0	1220	1	717
Comb. T-R		1	665			1	704			1	705			1	720			1	720			1	717
WB Right	179	0	-	11	190	0	-	1	191	0	-	29	220	0	-	0	220	0	-	-6	214	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	854			N-S:	905			N-S:	929			N-S:	1010			N-S:	945			N-S:	927
		E-W:	751			E-W:	796			E-W:	798			E-W:	841			E-W:	821			E-W:	812
		SUM:	1605			SUM:	1701			SUM:	1727			SUM:	1852			SUM:	1767			SUM:	1739
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.070				1.134				1.151				1.235				1.178				1.159
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Parthenia Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA19
Counts by: Accutek

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	58	1	58	3	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1326	1	701	80	1406	1	743	68	1473	1	777	36	1509	1	795	-130	1379	1	730	-7	1372	1	726
Comb. T-R		1	701			1	743			1	777			1	795			1	730			1	726
NB Right	76	0	-	5	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	162	1	162	10	172	1	172	3	174	1	174	31	205	1	205	0	205	1	205	-7	199	1	199
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1183	1	617	71	1254	1	654	78	1331	1	694	164	1495	1	792	-130	1365	1	717	-35	1330	1	696
Comb. T-R		1	617			1	654			1	694			1	792			1	717			1	696
SB Right	51	0	-	3	54	0	-	3	57	0	-	31	88	0	-	-20	68	0	-	-7	61	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	120	1	120	7	127	1	127	3	130	1	130	7	137	1	137	-20	117	1	117	-1	115	1	115
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1083	1	568	65	1148	1	602	8	1156	1	606	0	1156	1	606	0	1156	1	606	0	1156	1	606
Comb. T-R		1	568			1	602			1	606			1	606			1	606			1	606
EB Right	52	0	-	3	55	0	-	0	55	0	-	0	55	0	-	0	55	0	-	0	55	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	975	1	604	59	1034	1	640	6	1040	1	644	0	1040	1	647	0	1040	1	647	0	1040	1	647
Comb. T-R		1	604			1	640			1	644			1	647			1	647			1	647
WB Right	232	0	-	14	246	0	-	3	248	0	-	7	255	0	-	0	255	0	-	-1	254	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	863			N-S:	915			N-S:	951			N-S:	1000			N-S:	935			N-S:	925
		E-W:	724			E-W:	767			E-W:	774			E-W:	784			E-W:	764			E-W:	762
		SUM:	1587			SUM:	1682			SUM:	1725			SUM:	1784			SUM:	1699			SUM:	1687
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.058				1.121				1.150				1.189				1.133				1.125
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

10:23 AM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Roscoe Boulevard
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA20
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	66	1	66	4	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	59	1068	1	574	-110	958	1	519	-13	945	1	513
Comb. T-R		1	499			1	528			1	545			1	574			1	519			1	513
NB Right	76	0	-	5	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	94	1	94	6	100	1	100	5	105	1	105	4	109	1	109	0	109	1	109	-1	107	1	107
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	7	1401	1	745	-110	1291	1	690	-2	1290	1	688
Comb. T-R		1	657			1	696			1	738			1	745			1	690			1	688
SB Right	73	0	-	4	77	0	-	5	82	0	-	6	88	0	-	0	88	0	-	-2	87	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	123	1	123	7	130	1	130	1	132	1	132	49	181	1	181	0	181	1	181	-11	170	1	170
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1008	2	357	60	1068	2	378	4	1072	2	379	0	1072	2	379	0	1072	2	379	0	1072	2	379
Comb. T-R		1	357			1	378			1	379			1	379			1	379			1	379
EB Right	62	0	-	4	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	97	1	97	6	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	939	2	470	56	995	2	498	5	1000	2	500	0	1000	2	500	0	1000	2	500	0	1000	2	500
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	39	206	1	206	0	206	1	206	-9	197	1	197
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	723			N-S:	766			N-S:	808			N-S:	815			N-S:	760			N-S:	758
		E-W:	593			E-W:	628			E-W:	632			E-W:	681			E-W:	681			E-W:	670
		SUM:	1315			SUM:	1394			SUM:	1440			SUM:	1496			SUM:	1441			SUM:	1428
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.877				0.929				0.960				0.997				0.960				0.952
Level of Service:			D				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Westbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

04:30 PM

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Roscoe Boulevard
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA20
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1022	1	552	61	1083	1	585	55	1138	1	613	13	1151	1	619	-110	1041	1	564	-3	1039	1	563
Comb. T-R		1	552			1	585			1	613			1	619			1	564			1	563
NB Right	82	0	-	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	129	1	129	8	137	1	137	3	139	1	139	41	180	1	180	0	180	1	180	-9	171	1	171
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1067	1	592	64	1131	1	627	65	1196	1	661	62	1258	1	717	-110	1148	1	662	-13	1135	1	650
Comb. T-R		1	592			1	627			1	661			1	717			1	662			1	650
SB Right	116	0	-	7	123	0	-	3	125	0	-	51	176	0	-	0	176	0	-	-11	165	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	169	1	169	10	179	1	179	3	182	1	182	11	193	1	193	0	193	1	193	-2	190	1	190
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1178	2	412	71	1249	2	437	15	1264	2	442	0	1264	2	442	0	1264	2	442	0	1264	2	442
Comb. T-R		1	412			1	437			1	442			1	442			1	442			1	442
EB Right	59	0	-	4	63	0	-	0	63	0	-	0	63	0	-	0	63	0	-	0	63	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1068	2	397	64	1132	2	421	13	1145	2	426	0	1145	2	429	0	1145	2	429	0	1145	2	428
Comb. T-R		1	397			1	421			1	426			1	429			1	429			1	428
WB Right	123	0	-	7	130	0	-	3	133	0	-	9	142	0	-	0	142	0	-	-2	140	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	684			N-S:	725			N-S:	758			N-S:	815			N-S:	760			N-S:	748
		E-W:	566			E-W:	600			E-W:	608			E-W:	622			E-W:	622			E-W:	619
		SUM:	1250			SUM:	1324			SUM:	1366			SUM:	1436			SUM:	1381			SUM:	1366
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.833				0.883				0.911				0.958				0.921				0.911
Level of Service:			D				D				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
E-W St: Saticoy Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA21
Counts by: Accutek

Corbin Avenue @ Saticoy Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	846	1	499	51	897	1	529	20	917	1	539	29	946	1	553	-90	856	1	508	-6	849	1	505
Comb. T-R		1	499			1	529			1	539			1	553			1	508			1	505
NB Right	152	0	-	9	161	0	-	0	161	0	-	0	161	0	-	0	161	0	-	0	161	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	131	1	131	8	139	1	139	4	143	1	143	1	144	1	144	0	144	1	144	-0	143	1	143
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1190	1	630	71	1261	1	667	58	1319	1	698	3	1322	1	700	-90	1232	1	655	-1	1231	1	654
Comb. T-R		1	630			1	667			1	698			1	700			1	655			1	654
SB Right	69	0	-	4	73	0	-	4	77	0	-	1	78	0	-	0	78	0	-	-0	78	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	96	1	96	6	102	1	102	1	103	1	103	10	113	1	113	0	113	1	113	-2	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1136	1	601	68	1204	1	637	1	1205	1	638	0	1205	1	638	0	1205	1	638	0	1205	1	638
Comb. T-R		1	601			1	637			1	638			1	638			1	638			1	638
EB Right	66	0	-	4	70	0	-	0	70	0	-	0	70	0	-	0	70	0	-	0	70	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	139	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1158	1	628	69	1227	1	666	1	1228	1	667	0	1228	1	672	0	1228	1	672	0	1228	1	671
Comb. T-R		1	628			1	666			1	667			1	672			1	672			1	671
WB Right	98	0	-	6	104	0	-	1	105	0	-	10	115	0	-	0	115	0	-	-2	113	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	690			N-S:	731			N-S:	761			N-S:	763			N-S:	718			N-S:	718
		E-W:	740			E-W:	784			E-W:	785			E-W:	785			E-W:	785			E-W:	785
		SUM:	1430			SUM:	1515			SUM:	1546			SUM:	1548			SUM:	1503			SUM:	1503
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.953				1.010				1.031				1.032				1.002				1.002
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Saticoy Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Corbin Avenue
E-W St: Saticoy Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA21
Counts by: Accutek

Date: 03/27/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1039	1	582	62	1101	1	616	43	1144	1	638	7	1151	1	641	-90	1061	1	596	-1	1059	1	595
Comb. T-R		1	582			1	616			1	638			1	641			1	596			1	595
NB Right	124	0	-	7	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	172	1	172	10	182	1	182	3	185	1	185	10	195	1	195	0	195	1	195	-2	193	1	193
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	933	1	517	56	989	1	547	53	1041	1	575	31	1072	1	595	-90	982	1	550	-7	976	1	546
Comb. T-R		1	517			1	547			1	575			1	595			1	550			1	546
SB Right	100	0	-	6	106	0	-	3	109	0	-	10	119	0	-	0	119	0	-	-2	116	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	112	1	112	7	119	1	119	3	121	1	121	2	123	1	123	0	123	1	123	-0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1232	1	655	74	1306	1	694	1	1307	1	695	0	1307	1	695	0	1307	1	695	0	1307	1	695
Comb. T-R		1	655			1	694			1	695			1	695			1	695			1	695
EB Right	78	0	-	5	83	0	-	0	83	0	-	0	83	0	-	0	83	0	-	0	83	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	88	1	88	5	93	1	93	0	93	1	93	0	93	1	93	0	93	1	93	0	93	1	93
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1075	1	609	65	1140	1	645	1	1141	1	647	0	1141	1	648	0	1141	1	648	0	1141	1	648
Comb. T-R		1	609			1	645			1	647			1	648			1	648			1	648
WB Right	142	0	-	9	151	0	-	3	153	0	-	2	155	0	-	0	155	0	-	-0	155	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	754			N-S:	799			N-S:	822			N-S:	836			N-S:	791			N-S:	788
		E-W:	743			E-W:	788			E-W:	788			E-W:	788			E-W:	788			E-W:	788
		SUM:	1497			SUM:	1586			SUM:	1611			SUM:	1624			SUM:	1579			SUM:	1576
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.998				1.058				1.074				1.083				1.053				1.051
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Plummer Street

N-S St: Shirley Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA22
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/16/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	18	0	-	1	19	0	-	0	19	0	-	2	21	0	-	0	21	0	-	-1	20	0	-
Comb. L-T		1	20			1	21			1	21			1	24			1	24			1	24
NB Thru	2	0	-	0	2	0	-	0	2	0	-	1	3	0	-	0	3	0	-	0	3	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	39	1	39	2	41	1	41	0	41	1	41	9	50	1	50	0	50	1	50	-2	48	1	48
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	6	0	30	0	6	0	32	0	6	0	32	10	16	0	42	0	16	0	42	-2	14	0	40
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		1				1				1				1				1				1	
EB Left	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	501	2	251	30	531	2	266	2	533	2	267	6	539	2	270	0	539	2	270	-2	538	2	269
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	32	1	32	2	34	1	34	5	39	1	39	20	59	1	59	0	59	1	59	-4	55	1	55
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	182	1	182	11	193	1	193	0	193	1	193	78	271	1	271	0	271	1	271	-17	254	1	254
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1294	1	650	78	1372	1	689	13	1385	1	696	49	1434	1	720	0	1434	1	720	-11	1423	1	715
Comb. T-R		1	650			1	689			1	696			1	720			1	720			1	715
WB Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	48			N-S:	51			N-S:	51			N-S:	63			N-S:	63			N-S:	60
		E-W:	652			E-W:	691			E-W:	698			E-W:	722			E-W:	722			E-W:	717
		SUM:	700			SUM:	742			SUM:	749			SUM:	785			SUM:	785			SUM:	777
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.467				0.495				0.499				0.523			*	0.423			*	0.418
Level of Service:			A				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Functional right-turn only lane.*
* *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

10:08 AM

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CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Plummer Street

N-S St: Shirley Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA22
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/16/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	123	0	-	7	130	0	-	0	130	0	-	21	151	0	-	0	151	0	-	-5	147	0	-
Comb. L-T		1	150			1	159			1	159			1	190			1	190			1	183
NB Thru	27	0	-	2	29	0	-	0	29	0	-	10	39	0	-	0	39	0	-	-2	36	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	354	1	354	21	375	1	375	0	375	1	375	82	457	1	457	0	457	1	457	-18	440	1	440
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	17	0	34	1	18	0	36	0	18	0	36	2	20	0	38	0	20	0	38	-0	20	0	38
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. L-T-R -		1				1				1				1				1				1	
EB Left	24	1	24	1	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1245	2	623	75	1320	2	660	12	1331	2	666	51	1382	2	691	0	1382	2	691	-11	1371	2	686
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	100	1	100	6	106	1	106	0	106	1	106	4	110	1	110	0	110	1	110	-1	109	1	109
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	142	1	142	9	151	1	151	0	151	1	151	18	169	1	169	0	169	1	169	-4	165	1	165
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	436	1	226	26	462	1	240	2	464	1	241	11	475	1	246	0	475	1	246	-2	473	1	245
Comb. T-R		1	226			1	240			1	241			1	246			1	246			1	245
WB Right	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	292			N-S:	310			N-S:	310			N-S:	383			N-S:	383			N-S:	367
		E-W:	765			E-W:	810			E-W:	816			E-W:	860			E-W:	860			E-W:	850
		SUM:	1057			SUM:	1120			SUM:	1126			SUM:	1242			SUM:	1242			SUM:	1217
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.704				0.747				0.750				0.828			*	0.728			*	0.711
Level of Service:			C				C				C				D				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Functional right-turn only lane.*
** V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

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CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Nordhoff Street

N-S St: Shirley Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA23
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	9	0	19	1	10	0	20	0	10	0	20	0	10	0	20	0	10	0	20	0	10	0	20
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T-R -		1				1				1				1				1				1	
SB Left	16	0	-	1	17	0	-	0	17	0	-	14	31	0	-	0	31	0	-	-4	27	0	-
Comb. L-T		1	30			1	32			1	32			1	46			1	46			1	42
SB Thru	14	0	-	1	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. T-R		1	57			1	60			1	60			1	60			1	60			1	60
SB Right	57	0	-	3	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	72	1	43	4	76	1	45	36	112	1	63	13	125	1	70	0	125	1	70	-3	122	1	68
Comb. T-R		1	43			1	45			1	63			1	70			1	70			1	68
EB Right	13	0	-	1	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	39	1	39	2	41	1	41	0	41	1	41	0	41	1	41	0	41	1	41	0	41	1	41
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	320	1	214	19	339	1	227	233	572	1	343	118	690	1	466	0	690	1	466	-26	665	1	440
Comb. T-R		1	214			1	227			1	343			1	466			1	466			1	440
WB Right	108	0	-	6	114	0	-	0	114	0	-	128	242	0	-	0	242	0	-	-28	215	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	62			N-S:	66			N-S:	66			N-S:	66			N-S:	66			N-S:	66
		E-W:	250			E-W:	265			E-W:	382			E-W:	505			E-W:	505			E-W:	478
		SUM:	312			SUM:	331			SUM:	447			SUM:	570			SUM:	570			SUM:	543
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.208				0.220				0.298				0.380				0.380				0.362
Level of Service:			A				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

09:57 AM

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CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Nordhoff Street

N-S St: Shirley Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA23
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	26	0	88	2	28	0	93	0	28	0	93	0	28	0	93	0	28	0	93	0	28	0	93
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	44	0	-	3	47	0	-	0	47	0	-	0	47	0	-	0	47	0	-	0	47	0	-
Comb. L-T-R -		1				1				1				1				1				1	
SB Left	169	0	-	10	179	0	-	0	179	0	-	134	313	0	-	0	313	0	-	-29	284	0	-
Comb. L-T		1	169			1	179			1	179			1	313			1	313			1	284
SB Thru	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. T-R		1	93			1	99			1	99			1	99			1	99			1	99
SB Right	77	0	-	5	82	0	-	0	82	0	-	0	82	0	-	0	82	0	-	0	82	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	142	1	142	9	151	1	151	0	151	1	151	0	151	1	151	0	151	1	151	0	151	1	151
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	282	1	161	17	299	1	170	177	475	1	258	123	598	1	320	0	598	1	320	-27	572	1	307
Comb. T-R		1	161			1	170			1	258			1	320			1	320			1	307
EB Right	39	0	-	2	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	69	1	69	4	73	1	73	0	73	1	73	0	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	259	1	231	16	275	1	245	19	293	1	254	27	320	1	282	0	320	1	282	-5	315	1	276
Comb. T-R		1	231			1	245			1	254			1	282			1	282			1	276
WB Right	203	0	-	12	215	0	-	0	215	0	-	29	244	0	-	0	244	0	-	-6	238	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	257			N-S:	272			N-S:	272			N-S:	406			N-S:	406			N-S:	378
		E-W:	373			E-W:	395			E-W:	405			E-W:	433			E-W:	433			E-W:	427
		SUM:	630			SUM:	668			SUM:	677			SUM:	839			SUM:	839			SUM:	805
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.420				0.445				0.451				0.559				0.559				0.536
Level of Service:			A				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

09:57 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

Nordhoff Street @ Nordhoff Way
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Nordhoff Street
E-W St: Nordhoff Way
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA24
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	4	0	9	0	4	0	10	0	4	0	10	0	4	0	10	0	4	0	10	0	4	0	10
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		1				1				1				1				1				1	
SB Left	51	1	28	3	54	1	30	5	59	1	32	28	87	1	48	0	87	1	48	-7	80	1	44
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	4	0	34	0	4	0	36	0	4	0	38	0	4	0	51	0	4	0	51	0	4	0	48
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1				1	
EB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	658	2	220	39	697	2	233	23	720	2	241	0	720	2	241	0	720	2	241	0	720	2	241
Comb. T-R		1	220			1	233			1	241			1	241			1	241			1	241
EB Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1166	2	390	70	1236	2	413	18	1254	2	419	0	1254	2	419	0	1254	2	419	0	1254	2	419
Comb. T-R		1	390			1	413			1	419			1	419			1	419			1	419
WB Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	35			N-S:	37			N-S:	39			N-S:	52			N-S:	52			N-S:	49
		E-W:	398			E-W:	422			E-W:	428			E-W:	428			E-W:	428			E-W:	428
		SUM:	433			SUM:	459			SUM:	467			SUM:	479			SUM:	479			SUM:	476
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.304				0.322				0.328				0.336				0.336				0.334
Level of Service:			A				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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CRITICAL MOVEMENT ANALYSIS

Nordhoff Street @ Nordhoff Way
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Nordhoff Street
E-W St: Nordhoff Way
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA24
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	20	0	-	1	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	37	0	105	2	39	0	111	0	39	0	111	0	39	0	111	0	39	0	111	0	39	0	111
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	48	0	-	3	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-
Comb. L-T-R -		1				1				1				1				1				1	
SB Left	448	1	246	27	475	1	261	3	477	1	263	257	734	1	404	0	734	1	404	-55	679	1	373
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	62	0	299	4	66	0	317	0	66	0	318	0	66	0	433	0	66	0	433	0	66	0	408
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	35	0	-	2	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-
Comb. L-T-R -		1				1				1				1				1				1	
EB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1194	2	427	72	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	2	455	0	1273	2	455
Comb. T-R		1	427			1	453			1	455			1	455			1	455			1	455
EB Right	87	0	-	5	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	20	1	20	1	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	2	255	0	761	2	255	0	761	2	255
Comb. T-R		1	238			1	252			1	255			1	255			1	255			1	255
WB Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	319			N-S:	338			N-S:	339			N-S:	454			N-S:	454			N-S:	430
		E-W:	447			E-W:	474			E-W:	476			E-W:	476			E-W:	476			E-W:	476
		SUM:	766			SUM:	812			SUM:	815			SUM:	931			SUM:	931			SUM:	906
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.537				0.569				0.572				0.653				0.653				0.636
Level of Service:			A				A				A				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

09:57 AM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 WB Ramps
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Tampa Avenue
E-W St: SR-118 WB Ramps
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA25
Counts by: Accutek

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	262	2	144	16	278	2	153	1	278	2	153	0	278	2	153	0	278	2	153	0	278	2	153
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	356	3	119	21	377	3	126	-2	375	3	125	6	381	3	127	-30	351	3	117	-2	350	3	117
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	768	2	297	46	814	2	315	47	861	2	319	49	910	2	336	-30	880	2	326	-11	869	2	322
Comb. T-R		1	297			1	315			1	319			1	336			1	326			1	322
SB Right	124	0	-	7	131	0	-	-35	97	0	-	0	97	0	-	0	97	0	-	0	97	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	1510	1	831	91	1601	1	880	15	1616	1	889	49	1665	1	916	0	1665	1	916	-11	1654	1	910
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1	0	681	0	1	0	721	0	1	0	728	0	1	0	750	0	1	0	750	0	1	0	745
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	169	1	169	10	179	1	179	24	203	1	203	0	203	1	203	0	203	1	203	0	203	1	203
Comb. L-T-R -		1				1				1				1				1				1	
Crit. Volumes:		N-S:	441			N-S:	468			N-S:	472			N-S:	489			N-S:	479			N-S:	475
		E-W:	831			E-W:	880			E-W:	889			E-W:	916			E-W:	916			E-W:	910
		SUM:	1272			SUM:	1348			SUM:	1361			SUM:	1404			SUM:	1394			SUM:	1385
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.893				* 0.846				* 0.855				* 0.885				* 0.878				* 0.872
Level of Service:			D				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
E-W St: SR-118 WB Ramps
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA25
Counts by: Accutek

Tampa Avenue @ SR-118 WB Ramps
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	376	2	207	23	399	2	219	5	404	2	222	0	404	2	222	0	404	2	222	0	404	2	222
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	797	3	266	48	845	3	282	-7	838	3	279	51	889	3	296	-30	859	3	286	-11	847	3	282
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	479	2	199	29	508	2	211	88	596	2	235	11	607	2	239	-30	577	2	229	-2	574	2	228
Comb. T-R		1	199			1	211			1	235			1	239			1	229			1	228
SB Right	118	0	-	7	125	0	-	-15	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	1190	1	655	71	1261	1	694	-16	1246	1	685	11	1257	1	691	0	1257	1	691	-2	1254	1	690
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	536	0	0	0	568	0	0	0	561	0	0	0	565	0	0	0	565	0	0	0	564
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	341	1	341	20	361	1	361	56	417	1	417	0	417	1	417	0	417	1	417	0	417	1	417
Comb. L-T-R -		1				1				1				1				1				1	
Crit. Volumes:		N-S:	406			N-S:	430			N-S:	457			N-S:	461			N-S:	451			N-S:	450
		E-W:	655			E-W:	694			E-W:	685			E-W:	691			E-W:	691			E-W:	690
		SUM:	1060			SUM:	1124			SUM:	1142			SUM:	1152			SUM:	1142			SUM:	1140
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.744				* 0.689				* 0.702				* 0.709				* 0.702				* 0.700
Level of Service:			C				B				C				C				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

02:55 PM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 EB Ramps
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

N-S St: Tampa Avenue
E-W St: SR-118 EB Ramps
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA26
Counts by: Accutek

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	523	2	262	31	554	2	277	12	566	2	283	6	572	2	286	-30	542	2	271	-2	540	2	270
Comb. T-R		1	458			1	485			1	488			1	491			1	491			1	490
NB Right	1017	1	559	61	1078	1	593	7	1085	1	597	6	1091	1	600	0	1091	1	600	-2	1090	1	599
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	429	1	429	26	455	1	455	1	456	1	456	0	456	1	456	0	456	1	456	0	456	1	456
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1902	3	634	114	2016	3	672	61	2077	3	692	98	2175	3	725	-30	2145	3	715	-21	2123	3	708
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	69	0	-	4	73	0	-	-13	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	332	0	0	0	352	0	0	0	353	0	0	0	353	0	0	0	353	0	0	0	353
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	595	1	332	36	631	1	352	21	652	1	358	0	652	1	358	0	652	1	358	0	652	1	358
Comb. L-T-R -		1				1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	988			N-S:	1048			N-S:	1053			N-S:	1056			N-S:	1056			N-S:	1055
		E-W:	332			E-W:	352			E-W:	358			E-W:	358			E-W:	358			E-W:	358
		SUM:	1320			SUM:	1400			SUM:	1411			SUM:	1414			SUM:	1414			SUM:	1414
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.880				* 0.833				* 0.841				* 0.843				* 0.843				* 0.842
Level of Service:			D				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

02:57 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 EB Ramps

N-S St: Tampa Avenue
E-W St: SR-118 EB Ramps
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA26
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/19/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	979	2	490	59	1038	2	519	26	1063	2	532	51	1114	2	557	-30	1084	2	542	-11	1073	2	537
Comb. T-R		1	622			1	659			1	662			1	685			1	685			1	680
NB Right	1382	1	760	83	1465	1	806	6	1471	1	809	51	1522	1	837	0	1522	1	837	-11	1511	1	831
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	207	1	207	12	219	1	219	49	268	1	268	0	268	1	268	0	268	1	268	0	268	1	268
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1404	3	468	84	1488	3	496	10	1498	3	499	22	1520	3	507	-30	1490	3	497	-5	1486	3	495
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	12	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	177	0	-	11	188	0	-	-27	160	0	-	0	160	0	-	0	160	0	-	0	160	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1	0	298	0	1	0	316	0	1	0	304	0	1	0	304	0	1	0	304	0	1	0	304
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	418	1	298	25	443	1	316	4	447	1	304	0	447	1	304	0	447	1	304	0	447	1	304
Comb. L-T-R -		1				1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	967			N-S:	1025			N-S:	1077			N-S:	1105			N-S:	1105			N-S:	1099
		E-W:	298			E-W:	316			E-W:	304			E-W:	304			E-W:	304			E-W:	304
		SUM:	1265			SUM:	1341			SUM:	1381			SUM:	1409			SUM:	1409			SUM:	1403
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.843				* 0.794				* 0.821				* 0.839				* 0.839				* 0.835
Level of Service:			D				C				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Chatsworth Street

N-S St: Tampa Avenue
E-W St: Chatsworth Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA27
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/21/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	7	1	7	0	8	1	8	18	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1096	3	365	66	1162	3	387	-8	1154	3	313	11	1165	3	316	-30	1135	3	308	-3	1132	3	308
Comb. T-R		0	-			0	-			1	313			1	316			1	308			1	308
NB Right	93	1	93	6	99	1	99	0	99	0	-	0	99	0	-	0	99	0	-	0	99	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	101	1	101	6	107	1	107	5	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	2246	2	754	135	2381	2	799	63	2444	2	824	98	2542	2	857	-30	2512	2	847	-21	2491	2	840
Comb. T-R		1	754			1	799			1	824			1	857			1	847			1	840
SB Right	16	0	-	1	17	0	-	12	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	62	0	-	4	66	0	-	7	73	0	-	0	73	0	-	0	73	0	-	0	73	0	-
Comb. L-T		1	72			1	76			1	82			1	82			1	82			1	82
EB Thru	64	0	-	4	68	0	-	4	72	0	-	0	72	0	-	0	72	0	-	0	72	0	-
Comb. T-R		1	72			1	76			1	82			1	82			1	82			1	82
EB Right	18	0	-	1	19	0	-	-1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	286	2	157	17	303	2	167	-34	269	2	148	0	269	2	148	0	269	2	148	0	269	2	148
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	140	1	140	8	148	1	148	47	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	56	1	56	3	59	1	59	15	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	761			N-S:	807			N-S:	850			N-S:	883			N-S:	873			N-S:	865
		E-W:	229			E-W:	243			E-W:	268			E-W:	268			E-W:	268			E-W:	268
		SUM:	990			SUM:	1050			SUM:	1118			SUM:	1150			SUM:	1140			SUM:	1133
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.695				* 0.637				* 0.684				* 0.707				* 0.700				* 0.695
Level of Service:			B				B				B				C				C				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Porter Ranch mitigation includes restriping to provide 1 left-turn, 3 through, and one shared through-right turn lane in the northbound direction.
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

11:54 AM

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
E-W St: Chatsworth Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA27
Counts by: Accutek

Tampa Avenue @ Chatsworth Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/21/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	12	1	12	1	13	1	13	26	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1963	3	654	118	2081	3	694	35	2115	3	574	103	2218	3	599	-30	2188	3	592	-22	2166	3	586
Comb. T-R		0	-			0	-			1	574			1	599			1	592			1	586
NB Right	183	1	183	11	194	1	194	-15	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	122	1	122	7	129	1	129	6	135	1	135	0	135	1	135	0	135	1	135	0	135	1	135
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1585	2	561	95	1680	2	595	11	1691	2	601	22	1713	2	609	-30	1683	2	599	-5	1679	2	597
Comb. T-R		1	561			1	595			1	601			1	609			1	599			1	597
SB Right	99	0	-	6	105	0	-	8	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	46	0	-	3	49	0	-	-1	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T		1	77			1	82			1	115			1	115			1	115			1	115
EB Thru	87	0	-	5	92	0	-	64	156	0	-	0	156	0	-	0	156	0	-	0	156	0	-
Comb. T-R		1	77			1	82			1	115			1	115			1	115			1	115
EB Right	21	0	-	1	22	0	-	4	27	0	-	0	27	0	-	0	27	0	-	0	27	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	130	2	72	8	138	2	76	-29	109	2	60	0	109	2	60	0	109	2	60	0	109	2	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	60	1	60	4	64	1	64	111	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	776			N-S:	823			N-S:	708			N-S:	734			N-S:	727			N-S:	721
		E-W:	149			E-W:	157			E-W:	222			E-W:	222			E-W:	222			E-W:	222
		SUM:	925			SUM:	980			SUM:	930			SUM:	956			SUM:	949			SUM:	943
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.649				* 0.588				* 0.553				* 0.571				* 0.566				* 0.562
Level of Service:			B				A				A				A				A				A

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Porter Ranch mitigation includes restriping to provide 1 left-turn, 3 through, and one shared through-right turn lane in the northbound direction.
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

11:54 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Devonshire Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Tampa Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA28
Counts by: Accutek

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	40	1	40	2	42	1	42	3	45	1	45	0	45	1	45	-10	35	1	35	0	35	1	35
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	830	2	337	50	880	2	357	17	897	2	363	11	908	2	366	-50	858	2	350	-3	855	2	349
Comb. T-R		1	337			1	357			1	363			1	366			1	350			1	349
NB Right	181	0	-	11	192	0	-	-1	191	0	-	0	191	0	-	0	191	0	-	0	191	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	46	1	46	3	49	1	49	13	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1569	3	523	94	1663	3	554	101	1764	3	588	98	1862	3	621	-50	1812	3	604	-21	1790	3	597
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	102	1	102	6	108	1	108	-9	99	1	99	0	99	1	99	0	99	1	99	0	99	1	99
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	75	2	41	5	80	2	44	-13	66	2	36	0	66	2	36	0	66	2	36	0	66	2	36
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	784	1	421	47	831	1	446	45	876	1	468	2	878	1	469	0	878	1	464	-1	877	1	464
Comb. T-R		1	421			1	446			1	468			1	469			1	464			1	464
EB Right	57	0	-	3	60	0	-	1	61	0	-	0	61	0	-	-10	51	0	-	0	51	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	186	2	102	11	197	2	108	-7	191	2	105	0	191	2	105	0	191	2	105	0	191	2	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1180	1	606	71	1251	1	642	53	1304	1	675	20	1324	1	685	0	1324	1	685	-4	1319	1	683
Comb. T-R		1	606			1	642			1	675			1	685			1	685			1	683
WB Right	32	0	-	2	34	0	-	14	47	0	-	0	47	0	-	0	47	0	-	0	47	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	563			N-S:	597			N-S:	633			N-S:	666			N-S:	639			N-S:	632
		E-W:	647			E-W:	686			E-W:	712			E-W:	722			E-W:	722			E-W:	720
		SUM:	1210			SUM:	1283			SUM:	1345			SUM:	1388			SUM:	1361			SUM:	1352
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.849				* 0.800				* 0.844				* 0.874				* 0.855				* 0.849
Level of Service:			D				C				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

10:26 AM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Devonshire Street

N-S St: Tampa Avenue
E-W St: Devonshire Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA28
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	1	41	-10	31	1	31	0	31	1	31
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	103	1894	2	705	-50	1844	2	689	-22	1822	2	681
Comb. T-R		1	604			1	641			1	671			1	705			1	689			1	681
NB Right	205	0	-	12	217	0	-	5	222	0	-	0	222	0	-	0	222	0	-	0	222	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	1	60	0	60	1	60	0	60	1	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	22	1206	3	402	-50	1156	3	385	-5	1152	3	384
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	57	1	57	3	60	1	60	-9	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	2	35	0	64	2	35	0	64	2	35
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	21	1278	1	667	0	1278	1	662	-5	1273	1	659
Comb. T-R		1	593			1	628			1	656			1	667			1	662			1	659
EB Right	44	0	-	3	47	0	-	9	55	0	-	0	55	0	-	-10	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	2	108	0	197	2	108	0	197	2	108
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	626	1	340	38	664	1	360	42	706	1	384	4	710	1	386	0	710	1	386	-1	709	1	385
Comb. T-R		1	340			1	360			1	384			1	386			1	386			1	385
WB Right	54	0	-	3	57	0	-	4	61	0	-	0	61	0	-	0	61	0	-	0	61	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	655			N-S:	695			N-S:	731			N-S:	766			N-S:	749			N-S:	742
		E-W:	698			E-W:	739			E-W:	765			E-W:	775			E-W:	770			E-W:	768
		SUM:	1353			SUM:	1434			SUM:	1496			SUM:	1541			SUM:	1519			SUM:	1509
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.949				* 0.906				* 0.950				* 0.981				* 0.966				* 0.959
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*
[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

10:26 AM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Lassen Street

N-S St: Tampa Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA29
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	855	2	312	51	906	2	330	18	924	2	336	11	935	2	340	-65	870	2	318	-3	867	2	317
Comb. T-R		1	312			1	330			1	336			1	340			1	318			1	317
NB Right	80	0	-	5	85	0	-	0	85	0	-	0	85	0	-	0	85	0	-	0	85	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1641	2	583	98	1739	2	618	95	1834	2	649	98	1932	2	682	-65	1867	2	660	-21	1846	2	653
Comb. T-R		1	583			1	618			1	649			1	682			1	660			1	653
SB Right	107	0	-	6	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	914	1	480	55	969	1	508	10	979	1	513	2	981	1	514	0	981	1	514	-1	980	1	514
Comb. T-R		1	480			1	508			1	513			1	514			1	514			1	514
EB Right	45	0	-	3	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1114	1	671	67	1181	1	711	0	1181	1	711	20	1201	1	721	0	1201	1	721	-4	1196	1	719
Comb. T-R		1	671			1	711			1	711			1	721			1	721			1	719
WB Right	227	0	-	14	241	0	-	1	242	0	-	0	242	0	-	0	242	0	-	0	242	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	672			N-S:	712			N-S:	744			N-S:	776			N-S:	755			N-S:	747
		E-W:	780			E-W:	826			E-W:	827			E-W:	837			E-W:	837			E-W:	835
		SUM:	1451			SUM:	1538			SUM:	1570			SUM:	1613			SUM:	1591			SUM:	1582
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.967				1.025				1.047				1.075				1.061				1.055
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*

10:31 AM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Lassen Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Tampa Avenue
E-W St: Lassen Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA29
Counts by: Accutek

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	49	1	49	3	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1618	2	589	97	1715	2	624	95	1810	2	656	103	1913	2	690	-65	1848	2	668	-22	1826	2	661
Comb. T-R		1	589			1	624			1	656			1	690			1	668			1	661
NB Right	148	0	-	9	157	0	-	0	157	0	-	0	157	0	-	0	157	0	-	0	157	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	45	1	45	3	48	1	48	1	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1208	2	420	72	1280	2	445	32	1312	2	456	22	1334	2	464	-65	1269	2	442	-5	1265	2	440
Comb. T-R		1	420			1	445			1	456			1	464			1	442			1	440
SB Right	52	0	-	3	55	0	-	1	56	0	-	0	56	0	-	0	56	0	-	0	56	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	104	1	104	6	110	1	110	1	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1261	1	664	76	1337	1	704	0	1337	1	704	21	1358	1	714	0	1358	1	714	-5	1353	1	712
Comb. T-R		1	664			1	704			1	704			1	714			1	714			1	712
EB Right	67	0	-	4	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	665	1	350	40	705	1	371	0	705	1	372	4	709	1	374	0	709	1	374	-1	708	1	373
Comb. T-R		1	350			1	371			1	372			1	374			1	374			1	373
WB Right	35	0	-	2	37	0	-	1	38	0	-	0	38	0	-	0	38	0	-	0	38	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	634			N-S:	672			N-S:	705			N-S:	739			N-S:	717			N-S:	710
		E-W:	789			E-W:	836			E-W:	836			E-W:	847			E-W:	847			E-W:	845
		SUM:	1423			SUM:	1508			SUM:	1541			SUM:	1586			SUM:	1564			SUM:	1554
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.948				1.005				1.027				1.057				1.043				1.036
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Plummer Street

N-S St: Tampa Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA30
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	67	1	67	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	884	2	322	53	937	2	341	17	954	2	347	6	960	2	349	-80	880	2	322	-2	878	2	322
Comb. T-R		1	322			1	341			1	347			1	349			1	322			1	322
NB Right	82	0	-	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	63	1	63	4	67	1	67	0	67	1	67	0	67	1	67	0	67	1	67	0	67	1	67
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1367	2	592	82	1449	2	627	95	1544	2	659	49	1593	2	698	-80	1513	2	672	-11	1502	2	663
Comb. T-R		1	592			1	627			1	659			1	698			1	672			1	663
SB Right	408	0	-	24	432	0	-	0	432	0	-	69	501	0	-	0	501	0	-	-15	486	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	92	2	51	6	98	2	54	0	98	2	54	8	106	2	58	0	106	2	58	-2	103	2	57
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	352	1	231	21	373	1	245	2	375	1	246	7	382	1	249	0	382	1	249	-2	380	1	248
Comb. T-R		1	231			1	245			1	246			1	249			1	249			1	248
EB Right	110	0	-	7	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	217	1	217	13	230	1	230	0	230	1	230	0	230	1	230	0	230	1	230	0	230	1	230
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	991	1	515	59	1050	1	546	13	1063	1	552	59	1122	1	582	0	1122	1	582	-13	1110	1	575
Comb. T-R		1	515			1	546			1	552			1	582			1	582			1	575
WB Right	39	0	-	2	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	659			N-S:	698			N-S:	730			N-S:	769			N-S:	743			N-S:	734
		E-W:	566			E-W:	600			E-W:	606			E-W:	640			E-W:	640			E-W:	632
		SUM:	1224			SUM:	1298			SUM:	1336			SUM:	1409			SUM:	1382			SUM:	1366
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.859				0.911				0.937				0.989			*	0.870			*	0.859
Level of Service:			D				E				E				E				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.*
* *V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

10:33 AM

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Plummer Street

N-S St: Tampa Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA30
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/02/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	51	1463	2	537	-80	1383	2	510	-11	1372	2	506
Comb. T-R		1	462			1	490			1	520			1	537			1	510			1	506
NB Right	139	0	-	8	147	0	-	0	147	0	-	0	147	0	-	0	147	0	-	0	147	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	35	1	35	2	37	1	37	1	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	11	1193	2	483	-80	1113	2	457	-2	1111	2	455
Comb. T-R		1	439			1	465			1	474			1	483			1	457			1	455
SB Right	226	0	-	14	240	0	-	1	241	0	-	16	257	0	-	0	257	0	-	-3	254	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	537	2	295	32	569	2	313	1	570	2	314	72	642	2	353	0	642	2	353	-15	627	2	345
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	62	1280	1	752	0	1280	1	752	-13	1267	1	745
Comb. T-R		1	676			1	716			1	721			1	752			1	752			1	745
EB Right	210	0	-	13	223	0	-	0	223	0	-	0	223	0	-	0	223	0	-	0	223	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	406	1	225	24	430	1	239	1	431	1	240	13	444	1	246	0	444	1	246	-3	442	1	245
Comb. T-R		1	225			1	239			1	240			1	246			1	246			1	245
WB Right	44	0	-	3	47	0	-	1	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	521			N-S:	552			N-S:	561			N-S:	575			N-S:	548			N-S:	545
		E-W:	784			E-W:	831			E-W:	835			E-W:	866			E-W:	866			E-W:	859
		SUM:	1304			SUM:	1382			SUM:	1396			SUM:	1441			SUM:	1414			SUM:	1404
No. of Phases:			3				3				3				3				3				3
Volume / Capacity:			0.915				0.970				0.980				1.011			*	0.893			*	0.885
Level of Service:			E				E				E				F				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
** V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

10:33 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 04/08/2003
Date of Count: 2002
Projection Year: 2005

N-S St: Tampa Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA31
Counts by: Accutek

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	214	2	118	13	227	2	125	69	296	2	163	78	374	2	206	-10	364	2	200	-17	347	2	191
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1027	2	514	62	1089	2	544	4	1092	2	546	0	1092	2	546	-80	1012	2	506	0	1012	2	506
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	174	1	174	10	184	1	184	0	184	1	184	0	184	1	184	-10	174	1	174	0	174	1	174
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	105	2	58	6	111	2	61	-1	110	2	61	0	110	2	61	0	110	2	61	0	110	2	61
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1441	2	551	86	1527	2	584	-3	1525	2	616	0	1525	2	632	-80	1445	2	605	0	1445	2	602
Comb. T-R		1	551			1	584			1	616			1	632			1	605			1	602
SB Right	211	0	-	13	224	0	-	99	322	0	-	49	371	0	-	0	371	0	-	-11	361	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	125	2	69	8	133	2	73	13	146	2	80	6	152	2	83	0	152	2	83	-2	150	2	83
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	660	2	227	40	700	2	240	31	731	2	254	13	744	2	261	0	744	2	258	-3	740	2	256
Comb. T-R		1	227			1	240			1	254			1	261			1	258			1	256
EB Right	20	0	-	1	21	0	-	9	30	0	-	9	39	0	-	-10	29	0	-	-2	27	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	405	2	223	24	429	2	236	0	429	2	236	0	429	2	236	-10	419	2	231	0	419	2	231
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1214	2	607	73	1287	2	643	81	1368	2	684	118	1486	2	743	0	1486	2	743	-26	1460	2	730
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right [1]	44	1	44	3	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	668			N-S:	708			N-S:	779			N-S:	838			N-S:	806			N-S:	792
		E-W:	676			E-W:	716			E-W:	764			E-W:	826			E-W:	826			E-W:	813
		SUM:	1344			SUM:	1425			SUM:	1542			SUM:	1664			SUM:	1632			SUM:	1605
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.978				1.036				1.122				1.210			*	1.087			*	1.067
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
** V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.*

02:45 PM

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Nordhoff Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 04/08/2003
Date of Count: 2002
Projection Year: 2005

2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
5	210	2	115	18	228	2	125	-10	218	2	120	-4	214	2	118
		0	-			0	-			0	-			0	-
10	1349	2	567	0	1349	2	567	-80	1269	2	537	0	1269	2	537
		1	567			1	567			1	537			1	537
0	353	0	-	0	353	0	-	-10	343	0	-	0	343	0	-
		0				0				0				0	
1	282	2	155	0	282	2	155	0	282	2	155	0	282	2	155
		0	-			0	-			0	-			0	-
15	1105	2	406	0	1105	2	410	-80	1025	2	383	0	1025	2	383
		1	406			1	410			1	383			1	383
8	114	0	-	11	125	0	-	0	125	0	-	-2	123	0	-
		0				0				0				0	
76	394	2	217	51	445	2	245	0	445	2	245	-11	434	2	239
		0	-			0	-			0	-			0	-
54	1417	2	709	123	1540	2	770	0	1540	2	770	-27	1514	2	757
		0	-			0	-			0	-			0	-
52	133	1	133	82	215	1	215	-10	205	1	205	-18	187	1	187
		0				0				0				0	
0	350	2	192	0	350	2	192	-10	340	2	187	0	340	2	187
		0	-			0	-			0	-			0	-
12	893	2	355	27	920	2	364	0	920	2	364	-5	914	2	362
		1	355			1	364			1	364			1	362
1	172	0	-	0	172	0	-	0	172	0	-	0	172	0	-
		0				0				0				0	
		N-S:	722			N-S:	722			N-S:	692			N-S:	692
		E-W:	901			E-W:	962			E-W:	957			E-W:	944
		SUM:	1623			SUM:	1685			SUM:	1649			SUM:	1636
			4				4				4				4
			1.181				1.225				1.100				1.090
			F				F				F				F

Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
ned to heavier lane.
ne is assigned to exclusive lane.
apping left turn.
to parking availability on the departure leg.
distribution of traffic due to Mason Avenue crossing.
TSAC/ATCS.

02:45 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Roscoe Boulevard

N-S St: Tampa Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA32
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/28/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	95	1	95	6	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	993	2	497	60	1053	2	526	69	1122	2	561	49	1171	2	585	-50	1121	2	560	-11	1110	2	555
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	94	1	94	6	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	116	1	116	7	123	1	123	0	123	1	123	0	123	1	123	0	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1357	2	679	81	1438	2	719	9	1447	2	724	6	1453	2	727	-50	1403	2	702	-2	1402	2	701
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	71	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	103	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1084	2	396	65	1149	2	420	4	1153	2	421	4	1157	2	423	0	1157	2	423	-1	1156	2	422
Comb. T-R		1	396			1	420			1	421			1	423			1	423			1	422
EB Right	105	0	-	6	111	0	-	0	111	0	-	0	111	0	-	0	111	0	-	0	111	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	122	1	122	7	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1093	2	547	66	1159	2	579	5	1164	2	582	39	1203	2	601	0	1203	2	601	-9	1194	2	597
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right [1]	139	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	774			N-S:	820			N-S:	824			N-S:	827			N-S:	802			N-S:	802
		E-W:	650			E-W:	688			E-W:	691			E-W:	710			E-W:	710			E-W:	706
		SUM:	1423			SUM:	1508			SUM:	1515			SUM:	1538			SUM:	1513			SUM:	1508
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.949				1.006				1.010				1.025				1.009				1.005
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound, southbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

08:08 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Roscoe Boulevard

N-S St: Tampa Avenue
E-W St: Roscoe Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA32
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/28/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	100	1	100	6	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1153	2	419	69	1222	2	444	8	1230	2	447	11	1241	2	450	-50	1191	2	434	-2	1188	2	433
Comb. T-R		1	419			1	444			1	447			1	450			1	434			1	433
NB Right	104	0	-	6	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	194	1	194	12	206	1	206	1	207	1	207	0	207	1	207	0	207	1	207	0	207	1	207
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1161	2	416	70	1231	2	441	57	1288	2	460	51	1339	2	477	-50	1289	2	460	-11	1278	2	457
Comb. T-R		1	416			1	441			1	460			1	477			1	460			1	457
SB Right	86	0	-	5	91	0	-	1	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	132	1	132	8	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1283	2	455	77	1360	2	482	15	1375	2	487	41	1416	2	501	0	1416	2	501	-9	1407	2	498
Comb. T-R		1	455			1	482			1	487			1	501			1	501			1	498
EB Right	82	0	-	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	99	1	99	6	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1120	2	456	67	1187	2	483	13	1200	2	488	9	1209	2	491	0	1209	2	491	-2	1207	2	490
Comb. T-R		1	456			1	483			1	488			1	491			1	491			1	490
WB Right	248	0	-	15	263	0	-	0	263	0	-	0	263	0	-	0	263	0	-	0	263	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	613			N-S:	650			N-S:	654			N-S:	657			N-S:	641			N-S:	640
		E-W:	588			E-W:	623			E-W:	628			E-W:	631			E-W:	631			E-W:	630
		SUM:	1201			SUM:	1273			SUM:	1281			SUM:	1288			SUM:	1271			SUM:	1270
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.801				0.849				0.854				0.859				0.847				0.847
Level of Service:			D				D				D				D				D				D

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

08:08 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Saticoy Street

N-S St: Tampa Avenue
E-W St: Saticoy Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA33
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/28/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	894	2	447	54	948	2	474	69	1017	2	508	29	1046	2	523	-40	1006	2	503	-6	999	2	500
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right [1]	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51	0	51	1	51	0	51	1	51
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	152	1	152	9	161	1	161	0	161	1	161	1	162	1	162	0	162	1	162	-0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1238	2	619	74	1312	2	656	9	1321	2	661	3	1324	2	662	-40	1284	2	642	-1	1283	2	642
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1170	1	626	70	1240	1	663	1	1241	1	664	0	1241	1	664	0	1241	1	664	0	1241	1	664
Comb. T-R		1	626			1	663			1	664			1	664			1	664			1	664
EB Right	81	0	-	5	86	0	-	0	86	0	-	0	86	0	-	0	86	0	-	0	86	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	91	1	91	5	96	1	96	0	96	1	96	0	96	1	96	0	96	1	96	0	96	1	96
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1143	1	628	69	1212	1	666	1	1213	1	666	0	1213	1	671	0	1213	1	671	0	1213	1	670
Comb. T-R		1	628			1	666			1	666			1	671			1	671			1	670
WB Right	113	0	-	7	120	0	-	0	120	0	-	10	130	0	-	0	130	0	-	-2	128	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	696			N-S:	738			N-S:	742			N-S:	744			N-S:	724			N-S:	723
		E-W:	717			E-W:	759			E-W:	760			E-W:	760			E-W:	760			E-W:	760
		SUM:	1413			SUM:	1497			SUM:	1502			SUM:	1504			SUM:	1484			SUM:	1483
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.942				0.998				1.002				1.003				0.989				0.989
Level of Service:			E				E				F				F				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Northbound and southbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.*
[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
E-W St: Saticoy Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA33
Counts by: Accutek

Tampa Avenue @ Saticoy Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/28/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	120	1	120	7	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1233	2	434	74	1307	2	460	6	1313	2	462	7	1320	2	464	-40	1280	2	451	-1	1279	2	450
Comb. T-R		1	434			1	460			1	462			1	464			1	451			1	450
NB Right	68	0	-	4	72	0	-	0	72	0	-	0	72	0	-	0	72	0	-	0	72	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	167	1	167	10	177	1	177	0	177	1	177	10	187	1	187	0	187	1	187	-2	185	1	185
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1171	2	427	70	1241	2	452	55	1296	2	470	31	1327	2	481	-40	1287	2	467	-7	1280	2	465
Comb. T-R		1	427			1	452			1	470			1	481			1	467			1	465
SB Right	109	0	-	7	116	0	-	0	116	0	-	0	116	0	-	0	116	0	-	0	116	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	86	1	86	5	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1346	1	707	81	1427	1	749	1	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749
Comb. T-R		1	707			1	749			1	749			1	749			1	749			1	749
EB Right	67	0	-	4	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	74	1	74	4	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1205	1	654	72	1277	1	693	1	1278	1	693	0	1278	1	694	0	1278	1	694	0	1278	1	694
Comb. T-R		1	654			1	693			1	693			1	694			1	694			1	694
WB Right	102	0	-	6	108	0	-	0	108	0	-	2	110	0	-	0	110	0	-	-0	110	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	601			N-S:	637			N-S:	639			N-S:	651			N-S:	638			N-S:	635
		E-W:	781			E-W:	827			E-W:	828			E-W:	828			E-W:	828			E-W:	828
		SUM:	1381			SUM:	1464			SUM:	1467			SUM:	1479			SUM:	1466			SUM:	1463
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.921				0.976				0.978				0.986				0.977				0.975
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

[2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Plummer Street

N-S St: Wilbur Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA34
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	303	1	168	18	321	1	178	1	322	1	178	1	323	1	179	0	323	1	179	-0	323	1	179
Comb. T-R		1	168			1	178			1	178			1	179			1	179			1	179
NB Right	32	0	-	2	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	110	1	110	7	117	1	117	5	122	1	122	0	122	1	122	0	122	1	122	0	122	1	122
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	678	1	522	41	719	1	553	15	734	1	561	10	744	1	571	0	744	1	571	-2	742	1	569
Comb. T-R		1	522			1	553			1	561			1	571			1	571			1	569
SB Right	366	0	-	22	388	0	-	0	388	0	-	10	398	0	-	0	398	0	-	-2	396	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	61	1	61	4	65	1	65	0	65	1	65	1	66	1	66	0	66	1	66	-0	65	1	65
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	386	1	221	23	409	1	234	2	411	1	235	6	417	1	238	0	417	1	238	-2	416	1	238
Comb. T-R		1	221			1	234			1	235			1	238			1	238			1	238
EB Right	56	0	-	3	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	556	1	303	33	589	1	321	13	602	1	327	49	651	1	352	0	651	1	352	-11	641	1	346
Comb. T-R		1	303			1	321			1	327			1	352			1	352			1	346
WB Right	49	0	-	3	52	0	-	0	52	0	-	0	52	0	-	0	52	0	-	0	52	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	614			N-S:	651			N-S:	658			N-S:	668			N-S:	668			N-S:	666
		E-W:	364			E-W:	385			E-W:	392			E-W:	417			E-W:	417			E-W:	412
		SUM:	978			SUM:	1036			SUM:	1050			SUM:	1086			SUM:	1086			SUM:	1078
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.652				0.691				0.700				0.724				0.724				0.719
Level of Service:			B				B				C				C				C				C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Plummer Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Wilbur Avenue
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA34
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	500	1	261	30	530	1	276	-3	528	1	275	10	538	1	280	0	538	1	280	-2	535	1	279
Comb. T-R		1	261			1	276			1	275			1	280			1	280			1	279
NB Right	21	0	-	1	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	51	1	51	3	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	337	1	215	20	357	1	228	0	357	1	228	2	359	1	230	0	359	1	230	-0	359	1	229
Comb. T-R		1	215			1	228			1	228			1	230			1	230			1	229
SB Right	93	0	-	6	99	0	-	0	99	0	-	2	101	0	-	0	101	0	-	-0	100	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	287	1	287	17	304	1	304	-1	303	1	303	10	313	1	313	0	313	1	313	-2	311	1	311
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	843	1	460	51	894	1	488	9	903	1	492	51	954	1	518	0	954	1	518	-11	942	1	512
Comb. T-R		1	460			1	488			1	492			1	518			1	518			1	512
EB Right	77	0	-	5	82	0	-	0	82	0	-	0	82	0	-	0	82	0	-	0	82	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	28	1	28	2	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	419	1	239	25	444	1	253	1	445	1	253	11	456	1	259	0	456	1	259	-2	454	1	258
Comb. T-R		1	239			1	253			1	253			1	259			1	259			1	258
WB Right	59	0	-	4	63	0	-	-1	61	0	-	0	61	0	-	0	61	0	-	0	61	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	312			N-S:	330			N-S:	329			N-S:	334			N-S:	334			N-S:	333
		E-W:	526			E-W:	558			E-W:	556			E-W:	572			E-W:	572			E-W:	568
		SUM:	838			SUM:	888			SUM:	885			SUM:	906			SUM:	906			SUM:	901
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.558				0.592				0.590				0.604				0.604				0.601
Level of Service:			A				A				A				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Wilbur Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA35
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	119	1	65	7	126	1	68	0	126	1	68	0	126	1	68	0	126	1	68	0	126	1	68
Comb. T-R		1	65			1	68			1	68			1	68			1	68			1	68
NB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	243	1	243	15	258	1	258	8	265	1	265	0	265	1	265	0	265	1	265	0	265	1	265
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	229	1	229	14	243	1	243	4	246	1	246	0	246	1	246	0	246	1	246	0	246	1	246
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	218	1	218	13	231	1	231	4	235	1	235	20	255	1	255	0	255	1	255	-4	250	1	250
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	114	1	114	7	121	1	121	0	121	1	121	2	123	1	123	0	123	1	123	-1	122	1	122
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	987	2	341	59	1046	2	362	31	1077	2	372	10	1087	2	375	0	1087	2	375	-3	1085	2	375
Comb. T-R		1	341			1	362			1	372			1	375			1	375			1	375
EB Right	37	0	-	2	39	0	-	0	39	0	-	0	39	0	-	0	39	0	-	0	39	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1334	2	478	80	1414	2	507	81	1495	2	534	88	1583	2	563	0	1583	2	563	-19	1564	2	557
Comb. T-R		1	478			1	507			1	534			1	563			1	563			1	557
WB Right	100	0	-	6	106	0	-	0	106	0	-	0	106	0	-	0	106	0	-	0	106	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	308			N-S:	326			N-S:	333			N-S:	333			N-S:	333			N-S:	333
		E-W:	592			E-W:	628			E-W:	655			E-W:	686			E-W:	686			E-W:	679
		SUM:	900			SUM:	953			SUM:	988			SUM:	1019			SUM:	1019			SUM:	1012
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.600				0.636				0.659				0.680				0.680				0.675
Level of Service:			B				B				B				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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Notes:

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CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Nordhoff Street

N-S St: Wilbur Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA35
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	172	1	91	10	182	1	96	0	182	1	96	0	182	1	96	0	182	1	96	0	182	1	96
Comb. T-R		1	91			1	96			1	96			1	96			1	96			1	96
NB Right	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	131	1	131	8	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	117	1	117	7	124	1	124	0	124	1	124	0	124	1	124	0	124	1	124	0	124	1	124
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	104	1	104	6	110	1	110	0	110	1	110	4	114	1	114	0	114	1	114	-1	113	1	113
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	209	1	209	13	222	1	222	-1	220	1	220	21	241	1	241	0	241	1	241	-5	237	1	237
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1487	2	513	89	1576	2	543	54	1630	2	561	92	1722	2	592	0	1722	2	592	-20	1702	2	585
Comb. T-R		1	513			1	543			1	561			1	592			1	592			1	585
EB Right	51	0	-	3	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	12	1	12	1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1125	2	442	68	1193	2	469	12	1205	2	472	20	1225	2	479	0	1225	2	479	-4	1220	2	478
Comb. T-R		1	442			1	469			1	472			1	479			1	479			1	478
WB Right	202	0	-	12	214	0	-	-1	213	0	-	0	213	0	-	0	213	0	-	0	213	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	222			N-S:	235			N-S:	235			N-S:	235			N-S:	235			N-S:	235
		E-W:	651			E-W:	690			E-W:	693			E-W:	720			E-W:	720			E-W:	715
		SUM:	873			SUM:	925			SUM:	928			SUM:	955			SUM:	955			SUM:	949
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.582				0.617				0.618				0.637				0.637				0.633
Level of Service:			A				B				B				B				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Plummer Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Reseda Boulevard
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA36
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	716	1	423	43	759	1	448	10	769	1	453	0	769	1	453	0	769	1	453	0	769	1	453
Comb. T-R		1	423			1	448			1	453			1	453			1	453			1	453
NB Right	129	0	-	8	137	0	-	0	137	0	-	0	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	211	1	211	13	224	1	224	0	224	1	224	0	224	1	224	0	224	1	224	0	224	1	224
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	1200	1	695	72	1272	1	736	-23	1249	1	731	0	1249	1	741	0	1249	2	624	0	1249	2	624
Comb. T-R		1	695			1	736			1	731			1	741			0	-			0	-
SB Right	189	0	-	11	200	0	-	13	213	0	-	20	233	0	-	0	233	1	233	-4	229	1	229
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	173	1	173	10	183	1	183	2	185	1	185	2	187	1	187	0	187	1	187	-1	187	1	187
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	220	1	208	13	233	1	220	1	234	1	222	2	236	1	223	0	236	1	223	-1	236	1	223
Comb. T-R		1	208			1	220			1	222			1	223			1	223			1	223
EB Right	195	0	-	12	207	0	-	4	210	0	-	0	210	0	-	0	210	0	-	0	210	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	28	1	28	2	30	1	30	0	30	1	30	20	50	1	50	0	50	1	50	-4	45	1	45
Comb. T-R		1	56			1	59			1	59			1	59			1	59			1	59
WB Right	56	0	-	3	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	820			N-S:	869			N-S:	864			N-S:	874			N-S:	757			N-S:	757
		E-W:	229			E-W:	243			E-W:	245			E-W:	247			E-W:	247			E-W:	246
		SUM:	1049			SUM:	1111			SUM:	1108			SUM:	1120			SUM:	1004			SUM:	1003
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.699				0.741				0.739				0.747				0.669				0.669
Level of Service:			B				C				C				C				B				B

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Plummer Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

N-S St: Reseda Boulevard
E-W St: Plummer Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA36
Counts by: Accutek

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	105	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	1311	1	704	79	1390	1	746	18	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755
Comb. T-R		1	704			1	746			1	755			1	755			1	755			1	755
NB Right	96	0	-	6	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	229	1	229	14	243	1	243	3	245	1	245	0	245	1	245	0	245	1	245	0	245	1	245
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	2358	1	1218	141	2499	1	1291	51	2550	1	1318	0	2550	1	1320	0	2550	2	1275	0	2550	2	1275
Comb. T-R		1	1218			1	1291			1	1318			1	1320			0	-			0	-
SB Right	78	0	-	5	83	0	-	4	86	0	-	4	90	0	-	0	90	1	90	-1	89	1	89
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	277	1	277	17	294	1	294	9	303	1	303	21	324	1	324	0	324	1	324	-5	319	1	319
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	248	1	227	15	263	1	241	0	263	1	241	21	284	1	251	0	284	1	251	-5	279	1	249
Comb. T-R		1	227			1	241			1	241			1	251			1	251			1	249
EB Right	206	0	-	12	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	103	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	238	1	192	14	252	1	204	0	252	1	204	4	256	1	206	0	256	1	206	-1	255	1	205
Comb. T-R		1	192			1	204			1	204			1	206			1	206			1	205
WB Right	146	0	-	9	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	1323			N-S:	1402			N-S:	1430			N-S:	1432			N-S:	1387			N-S:	1387
		E-W:	469			E-W:	497			E-W:	506			E-W:	529			E-W:	529			E-W:	524
		SUM:	1792			SUM:	1900			SUM:	1936			SUM:	1961			SUM:	1916			SUM:	1911
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			1.195				1.266				1.291				1.307				1.277				1.274
Level of Service:			F				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

N-S St: Reseda Boulevard
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA37
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	135	2	74	8	143	2	79	0	143	2	79	29	172	2	95	0	172	2	95	-6	166	2	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	733	2	367	44	777	2	388	3	779	2	390	0	779	2	390	0	779	2	390	0	779	2	390
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	146	1	146	9	155	1	155	12	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	336	2	185	20	356	2	196	16	372	2	205	0	372	2	205	0	372	2	205	0	372	2	205
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	844	2	422	51	895	2	447	-31	864	2	432	0	864	2	432	0	864	2	432	0	864	2	432
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	168	2	92	10	178	2	98	0	178	2	98	0	178	2	98	0	178	2	98	0	178	2	98
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	880	2	335	53	933	2	355	39	971	2	368	6	977	2	371	0	977	2	371	-2	976	2	370
Comb. T-R		1	335			1	355			1	368			1	371			1	371			1	370
EB Right	124	0	-	7	131	0	-	0	131	0	-	3	134	0	-	0	134	0	-	-1	134	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	223	2	123	13	236	2	130	9	245	2	135	0	245	2	135	0	245	2	135	0	245	2	135
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1224	2	483	73	1297	2	512	81	1378	2	542	49	1427	2	559	0	1427	2	559	-11	1417	2	555
Comb. T-R		1	483			1	512			1	542			1	559			1	559			1	555
WB Right	226	0	-	14	240	0	-	9	249	0	-	0	249	0	-	0	249	0	-	0	249	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	551			N-S:	584			N-S:	594			N-S:	594			N-S:	594			N-S:	594
		E-W:	576			E-W:	610			E-W:	640			E-W:	657			E-W:	657			E-W:	653
		SUM:	1127			SUM:	1195			SUM:	1235			SUM:	1251			SUM:	1251			SUM:	1247
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.820				0.869				0.898				0.910				0.910				0.907
Level of Service:			D				D				D				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Nordhoff Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

N-S St: Reseda Boulevard
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA37
Counts by: Accutek

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	232	2	128	14	246	2	135	0	246	2	135	7	253	2	139	0	253	2	139	-1	252	2	138
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	957	2	479	57	1014	2	507	14	1028	2	514	0	1028	2	514	0	1028	2	514	0	1028	2	514
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	195	1	195	12	207	1	207	3	210	1	210	0	210	1	210	0	210	1	210	0	210	1	210
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	414	2	228	25	439	2	241	6	444	2	244	0	444	2	244	0	444	2	244	0	444	2	244
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	972	2	486	58	1030	2	515	38	1068	2	534	0	1068	2	534	0	1068	2	534	0	1068	2	534
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	154	1	154	9	163	1	163	3	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	271	2	149	16	287	2	158	0	287	2	158	0	287	2	158	0	287	2	158	0	287	2	158
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1120	2	429	67	1187	2	454	54	1241	2	472	51	1292	2	500	0	1292	2	500	-11	1281	2	494
Comb. T-R		1	429			1	454			1	472			1	500			1	500			1	494
EB Right	166	0	-	10	176	0	-	0	176	0	-	31	207	0	-	0	207	0	-	-7	200	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	243	2	134	15	258	2	142	4	262	2	144	0	262	2	144	0	262	2	144	0	262	2	144
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1079	2	473	65	1144	2	502	12	1156	2	507	11	1167	2	511	0	1167	2	511	-2	1164	2	510
Comb. T-R		1	473			1	502			1	507			1	511			1	511			1	510
WB Right	341	0	-	20	361	0	-	4	365	0	-	0	365	0	-	0	365	0	-	0	365	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	706			N-S:	749			N-S:	759			N-S:	759			N-S:	759			N-S:	759
		E-W:	622			E-W:	660			E-W:	665			E-W:	669			E-W:	669			E-W:	668
		SUM:	1329			SUM:	1408			SUM:	1424			SUM:	1427			SUM:	1427			SUM:	1427
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.966				1.024				1.035				1.038				1.038				1.038
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

10:02 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Victory Boulevard
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 07/25/2002
Date of Count: 2002
Projection Year: 2005

N-S St: Reseda Boulevard
E-W St: Victory Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA38
Counts by: Accutek

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	744	1	442	45	789	1	469	13	802	1	475	20	822	1	485	0	822	1	485	-4	817	1	483
Comb. T-R		1	442			1	469			1	475			1	485			1	485			1	483
NB Right	140	0	-	8	148	0	-	0	148	0	-	0	148	0	-	0	148	0	-	0	148	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	122	1	122	7	129	1	129	1	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	993	1	584	60	1053	1	619	4	1056	1	620	2	1058	1	621	0	1058	1	621	-1	1057	1	621
Comb. T-R		1	584			1	619			1	620			1	621			1	621			1	621
SB Right	174	0	-	10	184	0	-	0	184	0	-	0	184	0	-	0	184	0	-	0	184	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	83	1	83	5	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1730	2	602	104	1834	2	638	0	1834	2	638	0	1834	2	638	0	1834	2	638	0	1834	2	638
Comb. T-R		1	602			1	638			1	638			1	638			1	638			1	638
EB Right	76	0	-	5	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	126	1	126	8	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1687	2	844	101	1788	2	894	0	1788	2	894	0	1788	2	894	0	1788	2	894	0	1788	2	894
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	668			N-S:	708			N-S:	709			N-S:	710			N-S:	710			N-S:	710
		E-W:	927			E-W:	982			E-W:	982			E-W:	982			E-W:	982			E-W:	982
		SUM:	1594			SUM:	1690			SUM:	1691			SUM:	1692			SUM:	1692			SUM:	1692
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.993				** 1.026				** 1.028				** 1.028				** 1.028				** 1.028
Level of Service:			E				F				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * *V/C ratio includes a 0.07 reduction due to the installation of ATSAC.*
** *V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAC to ATCS.*

05:24 PM

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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Victory Boulevard
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Reseda Boulevard
E-W St: Victory Boulevard
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA38
Counts by: Accutek

Date: 07/25/2002
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	158	1	158	9	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	884	1	546	53	937	1	579	8	945	1	583	4	949	1	585	0	949	1	585	-1	948	1	584
Comb. T-R		1	546			1	579			1	583			1	585			1	585			1	584
NB Right	208	0	-	12	220	0	-	0	220	0	-	0	220	0	-	0	220	0	-	0	220	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	124	1	124	7	131	1	131	3	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	848	1	483	51	899	1	511	8	907	1	515	21	928	1	526	0	928	1	526	-5	923	1	524
Comb. T-R		1	483			1	511			1	515			1	526			1	526			1	524
SB Right	117	0	-	7	124	0	-	0	124	0	-	0	124	0	-	0	124	0	-	0	124	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	110	1	110	7	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1867	2	652	112	1979	2	691	0	1979	2	691	0	1979	2	691	0	1979	2	691	0	1979	2	691
Comb. T-R		1	652			1	691			1	691			1	691			1	691			1	691
EB Right	90	0	-	5	95	0	-	0	95	0	-	0	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1369	2	685	82	1451	2	726	0	1451	2	726	0	1451	2	726	0	1451	2	726	0	1451	2	726
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	153	1	153	9	162	1	162	4	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	670			N-S:	710			N-S:	717			N-S:	719			N-S:	719			N-S:	719
		E-W:	795			E-W:	842			E-W:	842			E-W:	842			E-W:	842			E-W:	842
		SUM:	1465			SUM:	1552			SUM:	1559			SUM:	1561			SUM:	1561			SUM:	1561
No. of Phases:			2				2				2				2				2				2
Volume / Capacity:			0.906				** 0.935				** 0.940				** 0.941				** 0.941				** 0.941
Level of Service:			E				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
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05:24 PM

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CRITICAL MOVEMENT ANALYSIS

N-S St: Zelzah Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA39
Counts by: Accutek

Zelzah Avenue @ Nordhoff Street
Peak Hour: AM
Annual Growth: 2.0%
Full Build-Out Alternative B

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	19	1	19	1	20	1	20	0	20	1	20	0	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	207	0	-	12	219	0	-	0	219	0	-	0	219	0	-	0	219	0	-	0	219	0	-
Comb. T-R		1	226			1	240			1	240			1	240			1	240			1	240
NB Right	19	0	-	1	20	0	-	0	20	0	-	0	20	0	-	0	20	0	-	0	20	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	76	1	76	5	81	1	81	26	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	148	1	148	9	157	1	157	0	157	1	157	0	157	1	157	0	157	1	157	0	157	1	157
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	867	2	477	52	919	2	505	35	954	2	525	0	954	2	525	0	954	2	525	0	954	2	525
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	391	2	215	23	414	2	228	47	461	2	254	0	461	2	254	0	461	2	254	0	461	2	254
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	886	2	300	53	939	2	318	19	958	2	324	6	964	2	326	0	964	2	326	-2	963	2	326
Comb. T-R		1	300			1	318			1	324			1	326			1	326			1	326
EB Right	14	0	-	1	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	53	1	53	3	56	1	56	0	56	1	56	0	56	1	56	0	56	1	56	0	56	1	56
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1849	2	717	111	1960	2	760	63	2023	2	792	49	2072	2	809	0	2072	2	809	-11	2061	2	805
Comb. T-R		1	717			1	760			1	792			1	809			1	809			1	805
WB Right	301	0	-	18	319	0	-	35	354	0	-	0	354	0	-	0	354	0	-	0	354	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	302			N-S:	320			N-S:	346			N-S:	346			N-S:	346			N-S:	346
		E-W:	932			E-W:	988			E-W:	1046			E-W:	1062			E-W:	1062			E-W:	1059
		SUM:	1234			SUM:	1308			SUM:	1392			SUM:	1409			SUM:	1409			SUM:	1405
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.897				0.951				1.013				1.024				1.024				1.022
Level of Service:			D				E				F				F				F				F

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: *[1] Southbound right-turn overlapping phase with eastbound left-turn phase.*

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CRITICAL MOVEMENT ANALYSIS

Zelzah Avenue @ Nordhoff Street
Peak Hour: PM
Annual Growth: 2.00%
Full Build-Out Alternative B

N-S St: Zelzah Avenue
E-W St: Nordhoff Street
Project: Krausz Companies Northridge / 1-023166-1
File Name: CMA39
Counts by: Accutek

Date: 03/13/2003
Date of Count: 2002
Projection Year: 2005

	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM		15%	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	254	0	-	15	269	0	-	0	269	0	-	0	269	0	-	0	269	0	-	0	269	0	-
Comb. T-R		1	292			1	310			1	310			1	310			1	310			1	310
NB Right	38	0	-	2	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	159	1	159	10	169	1	169	11	180	1	180	0	180	1	180	0	180	1	180	0	180	1	180
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right [1]	703	2	387	42	745	2	410	15	760	2	418	0	760	2	418	0	760	2	418	0	760	2	418
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	488	2	268	29	517	2	285	13	530	2	292	0	530	2	292	0	530	2	292	0	530	2	292
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	51	2054	2	695	0	2054	2	695	-11	2043	2	691
Comb. T-R		1	624			1	661			1	678			1	695			1	695			1	691
EB Right	29	0	-	2	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	24	1	24	1	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1318	2	484	79	1397	2	513	4	1401	2	518	11	1412	2	522	0	1412	2	522	-2	1410	2	521
Comb. T-R		1	484			1	513			1	518			1	522			1	522			1	521
WB Right	135	0	-	8	143	0	-	10	153	0	-	0	153	0	-	0	153	0	-	0	153	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	451			N-S:	478			N-S:	489			N-S:	489			N-S:	489			N-S:	489
		E-W:	753			E-W:	798			E-W:	810			E-W:	813			E-W:	813			E-W:	813
		SUM:	1204			SUM:	1276			SUM:	1299			SUM:	1302			SUM:	1302			SUM:	1302
No. of Phases:			4				4				4				4				4				4
Volume / Capacity:			0.875				0.928				0.945				0.947				0.947				0.947
Level of Service:			D				E				E				E				E				E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
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Notes: *[1] Southbound right-turn overlapping phase with eastbound left-turn phase.*