

Linscott, Law & Greenspan, Engineers

APPENDIX C-3

**Full Build-Out Alternative C 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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	71	1	71	1	75	75	0	75	1	75	75	0	75	1	75	75
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1495	1	869	1	921	1585	90	1640	1	949	1651	11	1651	1	954	1451
Comb. T-R [1]	1	869	869	1	921	921	1	949	1	949	954	1	954	1	954	804
NB Right	243	0	243	0	258	258	0	258	0	258	258	0	258	0	258	158
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	87	1	87	1	92	92	0	92	1	92	92	0	92	1	92	92
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2108	2	713	2	755	2234	126	2381	2	805	2361	-20	2161	2	799	2161
Comb. T-R	1	713	713	1	755	755	1	805	1	805	799	1	799	1	799	732
SB Right	30	0	30	0	34	34	2	34	0	34	34	0	34	0	34	34
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	21	1	21	1	22	22	1	25	1	25	25	0	25	1	25	25
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	142	0	142	0	151	151	9	151	0	151	148	-3	148	0	148	148
Comb. T-R	1	301	301	1	319	319	1	319	1	319	316	1	316	1	316	316
EB Right	159	0	159	0	169	169	10	169	0	169	169	0	169	0	169	169
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	521	1	365	1	387	552	31	552	1	387	552	0	552	1	387	452
Comb. L-T	1	213	213	1	225	225	11	199	0	199	199	0	199	0	199	199
WB Thru	188	0	188	0	199	199	11	199	0	199	200	1	200	0	200	200
Comb. T-R	1	213	213	1	225	225	1	225	1	227	227	0	227	1	227	212
WB Right	81	0	81	0	88	88	5	88	0	88	88	0	88	0	88	88
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crt. Volumes:	N-S: 956	E-W: 666	SUM: 1622	N-S: 1013	E-W: 706	SUM: 1719	N-S: 1041	E-W: 706	SUM: 1747	N-S: 1041	E-W: 703	SUM: 1749	N-S: 1046	E-W: 633	SUM: 1529	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.138	1.206	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226
Level of Service:	F	F	F	F	F	F	F	F	F	F	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.
 [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.

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CRITICAL MOVEMENT ANALYSIS

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

De Soto Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative C

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	56	1	56	3	59	1	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2298	2	885	138	2436	2	938	2	989	21	2612	2	996	-200	2412	2	896
Comb. T-R	1	885	1	938	1	938	1	989	1	989	1	996	1	996	1	996	1
NB Right	356	0	-	21	377	0	0	0	0	0	377	0	0	-100	277	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	377	0	0	-100	277	0	0
SB Left	67	1	67	4	71	1	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1341	2	456	80	1421	2	483	2	497	51	1513	2	514	-200	1313	2	447
Comb. T-R	1	456	1	483	1	483	1	497	1	497	1	514	1	514	1	514	1
SB Right	27	0	-	2	29	0	0	0	0	0	29	0	0	0	29	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0	0
EB Left	91	1	91	5	96	1	96	1	99	3	99	1	99	0	99	1	99
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	149	0	-	9	158	0	0	0	0	6	164	0	0	0	164	0	0
Comb. T-R	1	264	1	280	1	280	1	280	1	280	1	286	1	286	1	286	1
EB Right	115	0	-	7	122	0	0	0	0	0	122	0	0	0	122	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	122	0	0	0	122	0	0
WB Left	441	1	309	26	467	1	327	1	327	0	467	1	327	-100	367	1	257
Comb. L-T	1	190	1	202	1	202	1	203	1	203	1	204	1	204	1	204	1
WB Thru	99	0	-	6	105	0	0	0	0	3	108	0	0	0	108	0	0
Comb. T-R	1	190	1	202	1	202	1	203	1	203	1	204	1	204	1	204	1
WB Right	149	0	-	9	158	0	0	0	0	0	160	0	0	0	160	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	160	0	0	0	160	0	0
Crit. Volumes:	N-S:	952	1009	N-S:	1060	N-S:	1060	N-S:	1067	N-S:	967	N-S:	967	E-W:	613	E-W:	543
	E-W:	573	607	E-W:	607	E-W:	607	E-W:	613	E-W:	613	E-W:	543	SUM:	1680	SUM:	1510
	SUM:	1524	1616	SUM:	1616	SUM:	1667	SUM:	1680	SUM:	1680	SUM:	1510				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.070	1.134	1.170	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.179	1.060
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	60	1	60	4	63	1	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1626	2	813	98	1724	2	862	2	914	0	1828	2	914	-250	1578	2	789
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	44	1	44	3	47	1	47	1	47	-5	42	1	42	0	42	1	42
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	100	1	100	6	106	1	106	1	106	0	106	1	106	0	106	1	106
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1367	2	568	82	1449	2	602	2	620	0	1499	2	620	-250	1249	2	520
Comb. T-R	1	568	1	20	359	0	602	1	620	0	361	0	620	-50	311	0	520
SB Right	338	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	0	0	0	0	0	0	0	0	0	0	0
EB Left	229	1	229	14	243	1	243	1	247	4	247	1	247	0	197	1	197
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	427	1	227	26	453	1	240	1	283	86	539	1	283	-8	531	1	279
Comb. T-R [1]	1	227	1	2	28	0	240	1	283	0	28	0	28	0	28	0	279
EB Right	26	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	0	0	0	0	0	0	0	0	0	0	0
WB Left	66	1	66	4	70	1	70	1	70	3	73	1	73	0	73	1	73
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	810	2	405	49	859	2	429	2	442	26	885	2	444	0	889	2	444
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	86	1	86	5	91	1	91	1	95	4	95	1	95	0	95	1	95
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 913	N-S: 968	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020	N-S: 689	N-S: 1020
	E-W: 634	E-W: 672	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672	E-W: 1709	E-W: 672
	SUM: 1547	SUM: 1640	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640	SUM: 1709	SUM: 1640
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.032	1.093	1.093	1.139	1.093	1.139	1.093	1.139	1.093	1.139	1.093	1.139	1.093	1.139	1.093	1.139	1.093
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	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.

[1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg. Easbound curb lane functions as a parking 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

N-S St: De Soto Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ
 Courts by: Accufek

De Soto Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative C

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total 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	0	62	1	62	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	-	
NB Thru	2342	2	802	141	2483	2	850	73	2555	2	875	0	2555	-250	2305	2	796	
Comb. T-R	65	1	802	4	850	1	850	0	850	1	875	0	875	0	875	1	796	
NB Right	0	-	0	4	69	0	69	0	69	0	69	0	69	0	69	0	69	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	132	1	132	8	140	1	140	0	140	1	140	0	140	0	140	1	140	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	-	
SB Thru	1687	2	659	101	1788	2	699	85	1873	2	728	0	1873	-250	1623	2	628	
Comb. T-R	291	1	659	17	308	1	699	3	311	0	728	0	311	-50	261	0	628	
SB Right	0	-	0	17	308	0	308	0	308	0	308	0	308	0	308	0	308	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	173	1	173	10	183	1	183	3	186	1	186	0	186	-50	136	1	136	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	-	
EB Thru	961	2	348	58	1018	2	369	11	1029	2	373	19	1048	0	1048	2	379	
Comb. T-R	84	1	348	5	89	1	369	0	369	1	373	0	373	0	373	1	379	
EB Right	0	-	0	5	89	0	89	0	89	0	89	0	89	0	89	0	89	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	82	1	82	5	87	1	87	0	87	1	87	5	92	0	92	1	92	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	-	
WB Thru	598	2	250	36	634	2	265	55	689	2	284	8	697	0	697	2	287	
Comb. T-R	153	1	250	9	162	1	265	3	164	0	284	0	164	0	164	0	287	
WB Right	0	-	0	9	162	0	162	0	162	0	162	0	162	0	162	0	162	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	935	N-S:	991	N-S:	1015	N-S:	1015	N-S:	1015	N-S:	1019	N-S:	936				
	E-W:	430	E-W:	456	E-W:	470	E-W:	470	E-W:	473	E-W:	473	E-W:	471				
	SUM:	1365	SUM:	1446	SUM:	1485	SUM:	1485	SUM:	1485	SUM:	1492	SUM:	1407				
No. of Phases:	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.910		0.964		0.990		0.990		0.994		0.994		0.938		0.938		0.938	
Level of Service:	E		E		E		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.
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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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 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative C

Date: 03/27/2003
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N-S St: De Soto Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA3
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	Total Volume	Added Volume	No. of Lanes	Total Volume
NB Left	2	51	6	54	2	98	0	98	2	54	0	98	2	54	0	98
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	478	57	506	2	1107	95	1102	2	553	-5	1102	2	551	-200	902
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	98	98	6	104	1	104	0	104	1	104	0	104	1	104	0	104
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	2	62	7	65	2	119	0	119	2	65	0	119	2	65	0	119
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	591	89	626	2	1605	38	1608	2	639	3	1608	2	640	-200	1408
Comb. T-R	1	591	1	626	1	639	0	639	1	639	0	639	1	640	0	639
SB Right	0	-	18	312	0	312	0	312	0	0	0	312	0	0	0	312
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	2	138	15	146	2	269	3	269	2	148	0	269	2	148	0	269
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	331	56	992	2	351	4	996	2	352	-10	986	2	349	0	986
Comb. T-R	1	331	1	351	1	351	0	351	1	352	0	351	1	349	0	349
EB Right	0	-	3	59	0	59	0	59	0	0	0	59	0	0	0	59
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	2	111	12	117	2	213	0	213	2	117	0	213	2	117	0	213
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	355	59	1036	2	376	5	1041	2	378	6	1047	2	380	0	1047
Comb. T-R	1	355	1	376	1	378	0	378	1	378	0	378	1	380	0	380
WB Right	87	87	5	92	0	95	3	95	0	0	0	95	0	0	0	95
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	641	N-S:	680	N-S:	682	N-S:	693	N-S:	693	N-S:	693	N-S:	693	N-S:	627
	E-W:	493	E-W:	522	E-W:	526	E-W:	528	E-W:	528	E-W:	528	E-W:	528	E-W:	528
	SUM:	1134	SUM:	1202	SUM:	1209	SUM:	1219	SUM:	1219	SUM:	1222	SUM:	1222	SUM:	1155
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.825	0.874	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.840	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phases=1500, 3 Phases=1425, 4+ Phases=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.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	2	77	82	0	82	2	0	148	2	82	0	148	0	148	2	0	82	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	2	526	557	84	1485	2	58	1543	2	576	13	1556	-200	1356	2	-200	514	
Comb. T-R	1	526	557	1	557	1	0	576	1	576	0	576	0	576	1	0	514	
NB Right	0	-	0	11	187	0	0	187	0	0	0	187	0	187	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	2	98	104	11	189	2	0	189	2	104	0	189	0	189	2	0	104	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	2	564	598	68	1196	2	78	1273	2	637	5	1278	-200	1078	2	-200	539	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	1	214	227	13	227	1	0	227	1	227	0	227	0	227	1	0	227	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	2	372	394	22	394	2	217	3	397	2	218	0	397	0	397	2	218	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	2	480	508	80	1415	2	508	15	1430	2	513	26	1456	0	1456	2	522	
Comb. T-R	1	480	508	1	508	1	0	513	1	513	0	513	0	513	1	0	522	
EB Right	0	-	0	6	110	0	0	110	0	0	0	110	0	110	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	2	97	103	11	187	2	0	187	2	103	0	187	0	187	2	0	103	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	2	323	342	52	911	2	342	13	924	2	347	10	934	0	934	2	351	
Comb. T-R	1	323	342	1	342	1	0	347	1	347	0	347	0	347	1	0	351	
WB Right	0	-	0	7	116	0	3	118	0	0	0	118	0	118	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	641	N-S:	679	N-S:	718	N-S:	718	N-S:	721	N-S:	721	N-S:	721	N-S:	721	N-S:	621
	E-W:	576	E-W:	616	E-W:	616	E-W:	616	E-W:	625	E-W:	625	E-W:	625	E-W:	625	E-W:	625
	SUM:	1217	SUM:	1291	SUM:	1334	SUM:	1334	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1245
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.885			0.939			0.970			0.978			0.978			0.906		
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.
 [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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION										
	No. of Lanes	Volume	Lane	No. of Lanes	Added	Total	Lane	No. of Lanes	Added	Total	Lane	No. of Lanes	Added	Total	Lane	No. of Lanes	Added	Total	Lane	No. of Lanes	Added	Total	Lane	No. of Lanes	Volume		
NB Left	169	2	93	10	179	2	99	2	188	2	104	2	188	2	104	2	188	2	104	2	188	2	104	2	168	93	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Thru	6	0	-	0	6	0	-	6	6	0	-	6	6	0	-	6	6	0	-	6	6	0	-	6	6	-	
Comb. T-R	1	86	1	86	1	91	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	90	90	
NB Right	267	1	187	16	283	1	198	15	298	1	209	1	298	1	209	1	298	1	209	1	298	1	209	1	278	195	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	9	1	9	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	10	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Thru	5	0	-	0	5	0	-	5	5	0	-	5	5	0	-	5	5	0	-	5	5	0	-	5	5	-	
Comb. T-R	1	14	1	14	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	13	13	
SB Right	9	0	-	1	10	0	-	8	8	0	-	8	8	0	-	8	8	0	-	8	8	0	-	8	8	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	8	1	8	0	8	1	8	0	8	1	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	8	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Thru	745	1	527	45	790	1	558	-17	772	1	581	1	772	-5	767	1	767	0	767	1	767	0	767	1	767	568	
Comb. T-R	1	527	1	527	1	558	1	581	1	581	1	581	1	581	1	578	1	578	1	578	1	578	1	578	568	568	
EB Right	308	0	-	18	326	0	-	63	389	0	-	63	389	0	389	0	389	0	389	0	389	0	389	0	369	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	49	1	49	3	52	1	52	23	75	1	75	1	75	0	75	1	75	-20	55	1	55	-20	55	1	55	55	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Thru	1228	1	624	74	1302	1	661	-29	1273	1	662	1	1273	3	1276	1	1276	0	1276	1	1276	0	1276	1	1276	663	
Comb. T-R	1	624	1	624	1	661	1	661	1	662	1	662	1	662	1	663	1	663	0	663	1	663	0	663	663	663	
WB Right	20	0	-	1	21	0	-	30	51	0	-	30	51	0	51	0	51	0	51	0	51	0	51	0	51	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	171	N-S:	182	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	181	N-S:	177	177
	E-W:	632	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	672	E-W:	672	E-W:	672	E-W:	672	E-W:	672	E-W:	672	672
	SUM:	803	SUM:	852	SUM:	851	SUM:	851	SUM:	851	SUM:	851	SUM:	851	SUM:	853	SUM:	853	SUM:	853	SUM:	853	SUM:	853	SUM:	849	849
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.584	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.520	0.520	0.520	0.520	0.520	0.520	0.520	0.520	0.520	0.520	0.517	0.517	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	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.
- V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.

Notes:

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION								
	No. of Lanes	Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume			
NB Left	2	162	18	312	2	171	2	200	0	363	2	200	0	363	2	200	-20	343	2	200	-20	343	2	189	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	8	0	0	8	0	-	0	8	0	8	0	0	0	8	0	0	0	8	0	0	0	0	0	0	
Comb. T-R	1	228	1	242	1	242	1	256	1	256	1	256	1	256	1	256	0	256	1	256	0	256	1	250	
NB Right	733	1	513	44	777	1	544	48	825	1	578	0	825	1	578	0	825	-20	805	1	578	-20	805	1	564
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	10	1	10	11	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	10	0	1	11	0	-	0	10	-1	10	0	0	0	10	0	0	0	10	0	0	0	0	0	0	
Comb. T-R	1	20	1	21	1	21	1	19	0	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19	
SB Right	10	0	1	11	0	-	0	9	-2	9	0	0	0	9	0	0	0	9	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	17	1	17	18	1	18	1	21	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	878	1	525	931	1	557	1	917	-14	917	1	552	13	930	1	558	0	930	1	558	0	930	1	548	
Comb. T-R	1	525	1	557	1	557	1	552	0	552	1	552	1	558	1	558	0	558	1	558	0	558	1	548	
EB Right	172	0	10	182	0	-	0	186	4	186	0	0	0	186	0	0	0	186	0	0	0	166	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	258	1	258	273	1	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	273	-20	253	1	253	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	690	1	349	41	731	1	369	-18	713	1	366	5	718	1	368	0	718	0	718	1	368	0	718	1	368
Comb. T-R	1	349	1	369	1	369	1	366	0	366	1	366	0	366	1	368	0	368	1	368	0	368	1	368	
WB Right	7	0	0	7	0	-	0	18	10	18	0	0	0	18	0	0	0	18	0	0	0	18	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	394	N-S:	418	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	N-S:	452	448
	E-W:	783	E-W:	830	E-W:	825	E-W:	831	E-W:	831	E-W:	831	E-W:	831	E-W:	831	E-W:	831	E-W:	831	E-W:	831	E-W:	831	801
	SUM:	1177	SUM:	1248	SUM:	1277	SUM:	1277	SUM:	1277	SUM:	1277	SUM:	1277	SUM:	1283	SUM:	1283	SUM:	1283	SUM:	1283	SUM:	1283	1249
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.856	0.807	0.828	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.808	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume		
NB Left	174	1	174	10	184	1	184	0	184	1	184	1	187	0	187	1	187
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	469	2	201	28	497	2	213	25	522	2	222	2	222	-50	472	2	205
Comb. T-R	1	1	201	1	213	1	213	1	222	1	222	1	222	0	143	1	205
NB Right	135	0	0	8	143	0	0	0	143	0	0	0	143	0	143	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	36	1	36	2	38	1	38	0	38	1	38	1	38	0	38	1	38
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	803	2	272	48	851	2	289	86	937	2	317	2	317	-50	887	2	301
Comb. T-R	1	1	272	1	289	1	289	1	317	1	317	1	317	0	15	1	301
SB Right	14	0	0	1	15	0	0	0	15	0	0	0	15	0	15	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	36	1	36	2	38	1	38	0	38	1	38	1	38	0	38	1	38
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	726	1	484	44	770	1	513	0	770	1	513	1	510	0	770	1	510
Comb. T-R	1	1	484	1	513	1	513	1	513	1	513	1	510	0	250	1	510
EB Right	241	0	0	14	255	0	0	0	255	0	0	0	250	0	250	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	237	1	237	14	251	1	251	0	251	1	251	1	251	0	251	1	251
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	870	1	452	52	922	1	479	0	922	1	479	1	479	0	922	1	479
Comb. T-R	1	1	452	1	479	1	479	1	479	1	479	1	479	0	35	1	479
WB Right	33	0	0	2	35	0	0	0	35	0	0	0	35	0	35	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 446	E-W: 721	SUM: 1167	N-S: 473	E-W: 764	SUM: 1237	N-S: 502	E-W: 764	SUM: 1266	N-S: 505	E-W: 761	SUM: 1266	N-S: 488	E-W: 761	SUM: 1249		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume / Capacity:	0.778	0.825	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844		
Level of Service:	C	D	D	D	D	D	D	D	D	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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	1	133	1	8	141	1	141	0	141	1	141	1	146	0	146	1	146	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
NB Thru	2	419	2	59	1047	2	444	99	1146	2	477	2	477	-50	1096	2	461	
Comb. T-R	1	419	1	419	444	1	444	0	444	1	477	1	477	0	477	1	461	
NB Right	0	-	0	16	286	0	-	0	286	0	0	0	286	0	286	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Left	1	16	1	1	17	1	17	0	17	1	17	1	17	0	17	1	17	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Thru	2	410	2	25	435	2	150	6	441	2	151	2	151	-50	391	2	134	
Comb. T-R	1	141	1	141	150	1	150	0	150	1	151	1	151	0	151	1	134	
SB Right	0	-	0	1	15	0	-	-3	12	0	0	0	12	0	12	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Left	1	26	1	2	28	1	28	1	29	1	29	1	29	0	29	1	29	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Thru	1	1064	1	64	1128	1	624	0	1128	1	624	1	631	0	1128	1	631	
Comb. T-R	1	589	1	589	624	1	624	0	624	1	624	1	631	0	631	1	631	
EB Right	0	-	0	7	121	0	-	0	121	0	0	0	134	0	134	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Left	1	123	1	7	130	1	130	0	130	1	130	1	130	0	130	1	130	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Thru	1	538	1	32	570	1	300	0	570	1	301	1	301	0	570	1	301	
Comb. T-R	1	283	1	283	300	1	300	0	300	1	301	1	301	0	301	1	301	
WB Right	0	-	0	2	30	0	-	1	31	0	0	0	31	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:	494	N-S:	494	N-S:	494	N-S:	494	N-S:	478
	E-W:	712	E-W:	755	E-W:	755	E-W:	761	E-W:	761	E-W:	761	E-W:	761	E-W:	761	E-W:	761
	SUM:	1147	SUM:	1216	SUM:	1249	SUM:	1249	SUM:	1249	SUM:	1256	SUM:	1256	SUM:	1256	SUM:	1239
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.765	0.811	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.826	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume
NB Left	1	133	8	141	1	141	0	141	1	141	0	141	1	141	-40	101	1	101
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
NB Thru	2	314	50	891	2	333	23	915	2	341	3	918	2	342	-60	858	2	322
Comb. T-R	1	314	1	333	1	333	1	341	1	341	1	342	1	342	0	107	1	322
NB Right	0	-	6	107	0	-	0	107	0	107	0	107	0	0	0	107	0	-
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	81	5	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
SB Thru	2	554	95	1681	2	587	86	1767	2	615	-5	1762	2	614	-60	1702	2	594
Comb. T-R	1	554	1	587	1	587	1	615	1	615	1	614	1	614	0	80	1	594
SB Right	0	-	5	80	0	-	0	80	0	80	0	80	0	0	0	80	0	-
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
EB Thru	1	282	20	361	1	298	0	361	1	298	-5	356	1	296	0	356	1	276
Comb. T-R	1	282	1	298	1	298	1	298	1	298	1	296	1	296	0	195	1	276
EB Right	0	-	13	235	0	-	0	235	0	235	0	235	0	0	-40	195	0	-
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	293	18	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
WB Thru	1	333	38	673	1	353	0	673	1	353	3	676	1	354	0	676	1	354
Comb. T-R	1	333	1	353	1	353	1	353	1	353	1	354	1	354	0	33	1	354
WB Right	0	-	2	33	0	-	0	33	0	33	0	33	0	0	0	33	0	-
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	687		728	N-S:	728		756	N-S:	756		755	N-S:	755		695		695
	E-W:	575		609	E-W:	609		609	E-W:	609		606	E-W:	606		586		586
	SUM:	1261		1337	SUM:	1337		1365	SUM:	1365		1361	SUM:	1361		1281		1281
No. of Phases:	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.841		0.891	0.891	0.891	0.891	0.910	0.910	0.910	0.910	0.910	0.907	0.907	0.907	0.854	0.854	0.854	0.854
Level of Service:	D		D	D	D	D	E	E	E	E	E	E	E	E	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phases=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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 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.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total
NB Left	1	144	1	153	1	153	1	153	0	153	1	153	0	153	1	153	-40	113	1	113
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	505	2	1423	2	535	2	1514	2	566	2	1519	2	567	2	1459	-60	1459	2	547
Comb. T-R	1	505	1	535	1	535	1	566	1	566	1	567	1	567	1	547	0	547	1	547
NB Right	0	-	0	183	0	-	0	183	0	183	0	183	0	183	0	183	0	183	0	183
Comb. L-T-R	0	-	0	183	0	-	0	183	0	183	0	183	0	183	0	183	0	183	0	183
SB Left	1	41	1	43	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	-	0	-	0	-	0	-	0	-
SB Thru	2	222	2	684	2	236	2	690	2	238	2	703	2	242	2	643	-60	643	2	222
Comb. T-R	1	222	1	236	1	236	1	238	1	238	1	242	1	242	1	222	0	222	1	222
SB Right	0	-	0	23	0	-	0	23	0	23	0	23	0	23	0	23	0	23	0	23
Comb. L-T-R	0	-	0	23	0	-	0	23	0	23	0	23	0	23	0	23	0	23	0	23
EB Left	1	124	1	131	1	131	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	486	1	760	1	515	1	760	1	515	1	773	1	522	1	773	0	773	1	502
Comb. T-R	1	486	1	515	1	515	1	515	1	515	1	522	1	522	1	502	0	502	1	502
EB Right	0	-	0	270	0	-	0	270	0	270	0	270	0	270	0	230	-40	230	0	190
Comb. L-T-R	0	-	0	270	0	-	0	270	0	270	0	270	0	270	0	190	0	190	0	190
WB Left	1	112	1	119	1	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	231	1	416	1	245	1	416	1	245	1	421	1	248	1	421	0	421	1	248
Comb. T-R	1	231	1	245	1	245	1	245	1	245	1	248	1	248	1	248	0	248	1	248
WB Right	0	-	0	74	0	-	0	75	0	75	0	75	0	75	0	75	0	75	0	75
Comb. L-T-R	0	-	0	74	0	-	0	75	0	75	0	75	0	75	0	75	0	75	0	75
Crit. Volumes:	N-S: 546	E-W: 598	SUM: 1144	N-S: 579	E-W: 634	SUM: 1213	N-S: 609	E-W: 634	SUM: 1243	N-S: 611	E-W: 640	SUM: 1251	N-S: 611	E-W: 640	SUM: 1251	N-S: 591	E-W: 620	SUM: 1211		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.829	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834	0.834
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	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.
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 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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	1	153	1	9	162	1	162	1	0	162	1	162	1	0	162	1	162	1	162
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
NB Thru	2	450	2	65	1145	2	477	2	10	1155	2	511	2	0	1055	2	508	2	475
Comb. T-R	1	450	1	16	285	1	477	1	94	379	1	511	1	-10	369	1	508	1	475
NB Right	0	-	0	16	285	0	-	0	94	379	0	-	0	-10	369	0	-	0	-
Comb. L-T-R	0	-	0	16	285	0	-	0	94	379	0	-	0	-10	369	0	-	0	-
SB Left	1	56	1	3	59	1	59	1	88	147	1	147	1	-5	142	1	142	1	142
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
SB Thru	2	663	2	118	2077	2	703	2	-3	2074	2	702	2	0	2074	2	702	2	669
Comb. T-R	1	663	1	118	2077	1	703	1	-3	2074	1	702	1	0	2074	1	702	1	669
SB Right	0	-	0	2	32	0	-	0	0	32	0	-	0	0	32	0	-	0	-
Comb. L-T-R	0	-	0	2	32	0	-	0	0	32	0	-	0	0	32	0	-	0	-
EB Left	3	3	1	0	3	1	3	1	0	3	1	3	1	0	3	1	3	1	3
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
EB Thru	1	31	1	2	33	1	33	1	176	209	1	209	1	-23	186	1	186	1	186
Comb. T-R	0	-	0	-	-	0	-	0	176	209	0	-	0	-23	186	0	-	0	-
EB Right	1	79	1	5	84	1	84	1	0	84	1	84	1	0	84	1	84	1	84
Comb. L-T-R	0	-	0	5	84	0	-	0	0	84	0	-	0	0	84	0	-	0	-
WB Left	44	44	1	3	47	1	47	1	13	60	1	60	1	6	66	1	66	1	66
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
WB Thru	82	82	0	5	87	0	-	0	24	111	0	-	0	13	124	0	-	0	-
Comb. T-R	1	105	1	5	110	1	111	1	24	135	1	147	1	13	160	1	163	1	163
WB Right	23	23	0	1	24	0	-	0	12	36	0	-	0	3	39	0	-	0	-
Comb. L-T-R	0	-	0	1	24	0	-	0	12	36	0	-	0	3	39	0	-	0	-
Crit. Volumes:	N-S:	816	N-S:	865	N-S:	865	865	N-S:	864	864	N-S:	864	N-S:	864	864	N-S:	864	N-S:	831
	E-W:	108	E-W:	114	E-W:	114	114	E-W:	269	269	E-W:	269	E-W:	252	252	E-W:	252	E-W:	252
	SUM:	924	SUM:	979	SUM:	979	979	SUM:	1133	1133	SUM:	1133	SUM:	1116	1116	SUM:	1116	SUM:	1082
Nb. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.616	0.616	0.616	0.653	0.653	0.653	0.653	0.755	0.755	0.755	0.755	0.744	0.744	0.744	0.744	0.744	0.744	0.722	
Level of Service:	B	B	B	B	B	B	B	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

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

SCOTT, LAW & GREENSPAN, ENGINEERS
 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

St: Winnetka Avenue
 of St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 Name: CMA7
 Units by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
Left	65	1	65	4	69	1	69	0	69	1	69	0	69	0	69	1	69	1	69	69
Thru	1595	2	565	96	1691	2	599	23	1713	2	609	0	1713	0	1713	2	617	-100	1613	584
Right	100	0	565	6	106	0	599	7	113	0	609	26	139	0	139	0	617	0	139	584
L-T-R	25	1	25	2	27	1	27	6	33	1	33	13	46	1	46	1	46	0	46	46
L-T	907	2	310	54	961	2	329	0	961	2	329	0	961	2	329	2	329	-100	861	296
T-R	24	1	310	1	25	1	329	0	329	1	329	0	329	1	329	1	329	0	25	296
L-T-R	39	1	39	2	41	1	41	1	43	1	43	0	43	1	43	1	43	0	43	43
L-T	43	1	43	3	46	1	46	12	58	1	58	57	115	1	115	1	115	0	115	115
T-R	166	1	166	10	176	1	176	0	176	1	176	0	176	1	176	1	176	0	176	176
L-T-R	240	1	240	14	254	1	254	71	325	1	325	10	335	1	335	1	335	0	335	335
L-T	73	0	73	4	77	0	77	132	209	0	209	23	232	0	232	0	232	0	232	232
T-R	92	0	92	6	98	0	98	67	165	0	165	5	170	0	170	0	170	0	170	170
L-T-R	590	1	590	14	604	1	604	71	675	1	675	10	685	1	685	1	685	0	685	685
L-T	374	1	374	4	378	1	378	132	510	0	510	23	533	0	533	0	533	0	533	533
T-R	964	1	964	6	970	1	970	67	1037	0	1037	5	1042	0	1042	0	1042	0	1042	1042
L-T-R	625	1	625	14	639	1	639	71	710	1	710	10	720	1	720	1	720	0	720	720
L-T	396	1	396	4	400	1	400	132	532	0	532	23	555	0	555	0	555	0	555	555
T-R	1021	1	1021	6	1027	1	1027	67	1094	0	1094	5	1100	0	1100	0	1100	0	1100	1100
L-T-R	641	1	641	14	655	1	655	71	726	1	726	10	736	1	736	1	736	0	736	736
L-T	467	1	467	4	471	1	471	132	603	0	603	23	626	0	626	0	626	0	626	626
T-R	1140	1	1140	6	1146	1	1146	67	1213	0	1213	5	1218	0	1218	0	1218	0	1218	1218
L-T-R	663	1	663	14	677	1	677	71	748	1	748	10	758	1	758	1	758	0	758	758
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1140	1	1140	6	1146	1	1146	67	1213	0	1213	5	1218	0	1218	0	1218	0	1218	1218
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0	613	23	636	0	636	0	636	0	636	636
T-R	1106	1	1106	6	1112	1	1112	67	1179	0	1179	5	1184	0	1184	0	1184	0	1184	1184
L-T-R	630	1	630	14	644	1	644	71	715	1	715	10	725	1	725	1	725	0	725	725
L-T	477	1	477	4	481	1	481	132	613	0</										

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	1	109	1	116	1	116	1	116	0	116	1	116	1	116	0	116	1	116	1	116
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	701	1	1389	1	743	1	1425	36	1461	1	761	1	1415	-10	1355	1	756	1	726
Comb. T-R	1	701	1	1389	1	743	1	1425	36	1461	1	761	1	1415	-10	1355	1	756	1	726
NB Right	0	-	0	98	0	-	0	98	0	98	0	-	0	98	0	98	0	-	0	-
Comb. L-T-R	0	-	0	98	0	-	0	98	0	98	0	-	0	98	0	98	0	-	0	-
SB Left	1	36	1	38	1	38	1	38	0	38	1	38	1	38	0	38	1	38	1	38
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	618	2	1309	2	655	2	1313	4	1317	2	657	2	1319	6	1259	2	660	2	630
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	1	572	1	606	1	606	1	614	8	622	1	614	1	614	0	574	1	614	1	574
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	166	1	176	1	176	1	176	63	239	1	239	1	239	0	199	1	239	1	199
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	304	2	643	2	322	2	666	23	689	2	333	2	653	-13	653	2	327	2	327
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	1	62	1	66	1	66	1	66	0	66	1	66	1	66	0	66	1	66	1	66
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	90	1	95	1	95	1	95	0	95	1	95	1	95	0	95	1	95	1	95
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	595	2	1260	2	630	2	1278	18	1296	2	639	2	1285	7	1285	2	643	2	643
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	1	14	1	15	1	15	1	15	0	15	1	15	1	15	0	15	1	15	1	15
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	737	N-S:	781	N-S:	781	N-S:	799	N-S:	799	N-S:	794	N-S:	794	N-S:	794	N-S:	794	N-S:	764
	E-W:	761	E-W:	806	E-W:	806	E-W:	878	E-W:	878	E-W:	882	E-W:	882	E-W:	882	E-W:	882	E-W:	842
	SUM:	1498	SUM:	1587	SUM:	1587	SUM:	1677	SUM:	1677	SUM:	1676	SUM:	1676	SUM:	1676	SUM:	1676	SUM:	1606
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.998	1.058	1.118	1.117	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.071	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	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.
- [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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]		
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	47	1	47	3	50	1	50	0	50	0	50	1	50	0	50
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1194	1	648	72	1266	1	686	15	1280	1	694	1	707	-60	1246
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	101	0	648	6	107	0	686	0	107	0	694	0	707	0	677
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	75	1	75	5	80	1	80	0	80	0	80	1	80	0	80
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1164	2	582	70	1234	2	617	24	1258	2	629	2	634	-60	1208
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	265	1	265	16	281	0	281	47	328	1	328	1	328	-40	288
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	320	1	320	19	339	1	339	7	346	1	346	1	346	-40	306
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1335	2	507	80	1415	2	537	7	1422	2	539	2	550	0	1454
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	185	0	507	11	196	0	537	0	196	0	539	1	550	0	550
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	136	1	136	8	144	1	144	0	144	1	144	1	144	0	144
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	670	2	252	40	710	2	267	8	718	2	271	2	275	0	731
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	86	0	252	5	91	0	267	3	94	0	271	1	275	0	275
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 723	E-W: 643	SUM: 1365	N-S: 766	E-W: 681	SUM: 1447	N-S: 773	E-W: 684	SUM: 1457	N-S: 786	E-W: 694	SUM: 1480	N-S: 756	E-W: 694	SUM: 1450
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.965	0.971	0.987	0.967	0.967	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987
Level of Service:	E	E	E	E	E	E	E	E	E	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.

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

CRITICAL MOVEMENT ANALYSIS

Winnelka Avenue @ Parthenia Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative C

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	86	1	86	5	91	1	91	1	0	91	1	91	1	0	91	1	91	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1253	1	658	75	1328	1	697	1	35	1363	1	714	1	-10	1298	1	682	
Comb. T-R	1	658	697	1	697	1	714	1	714	1	709	1	709	1	682	1	682	
NB Right	62	0	62	4	66	0	66	0	0	66	0	66	0	0	66	0	66	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	97	1	97	6	103	1	103	1	0	103	1	103	1	0	103	1	103	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1498	1	814	90	1588	1	863	1	4	1592	1	865	1	6	1543	1	840	
Comb. T-R	1	814	863	1	863	1	865	1	865	1	868	1	868	1	840	1	840	
SB Right	130	0	130	8	138	0	138	0	0	138	0	138	0	0	138	0	138	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	113	1	113	7	120	1	120	1	0	120	1	120	1	0	120	1	120	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	563	1	310	34	597	1	329	1	0	597	1	329	1	-5	592	1	326	
Comb. T-R	1	310	329	1	329	1	329	1	329	1	326	1	326	1	326	1	326	
EB Right	57	0	57	3	60	0	60	0	0	60	0	60	0	0	60	0	60	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	113	1	113	7	120	1	120	1	0	120	1	120	1	0	120	1	120	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	918	1	537	55	973	1	569	1	1	974	1	569	1	3	977	1	571	
Comb. T-R	1	537	569	1	569	1	569	1	569	1	571	1	571	1	571	1	571	
WB Right	155	0	155	9	164	0	164	0	0	164	0	164	0	0	164	0	164	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crt. Volumes:	N-S:	900	N-S:	954	N-S:	956	N-S:	956	N-S:	959	N-S:	959	N-S:	932				
	E-W:	650	E-W:	688	E-W:	689	E-W:	689	E-W:	690	E-W:	690	E-W:	690				
	SUM:	1550	SUM:	1642	SUM:	1645	SUM:	1645	SUM:	1649	SUM:	1649	SUM:	1622				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.033	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	85	1	85	5	90	90	0	90	1	90	90	0	90	1	90
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1253	1	721	75	1328	764	12	1340	1	770	783	26	1366	1	755
Comb. T-R	188	0	721	11	199	764	0	199	1	770	783	0	199	1	755
NB 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	0	0	0	0	0	0	0	0	0
SB Left	201	1	201	12	213	213	0	213	1	213	213	0	213	1	213
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1322	1	733	79	1401	776	24	1425	1	788	793	10	1435	1	766
Comb. T-R	143	0	733	9	152	776	0	152	1	788	793	0	152	1	766
SB 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	0	0	0	0	0	0	0	0	0
EB Left	168	1	168	10	178	178	1	179	1	179	179	0	179	1	179
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1053	1	571	63	1116	605	8	1124	1	609	616	13	1137	1	616
Comb. T-R	89	0	571	5	94	605	0	94	1	609	616	0	94	1	616
EB 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	0	0	0	0	0	0	0	0	0
WB Left	184	1	184	11	195	195	0	195	1	195	195	0	195	1	195
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	943	1	533	57	1000	565	6	1006	1	569	571	5	1011	1	571
Comb. T-R	123	0	533	7	130	565	1	132	1	569	571	0	132	1	571
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	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 922	N-S: 977	N-S: 983	E-W: 800	E-W: 804	E-W: 811	SUM: 1677	SUM: 1777	SUM: 1807	N-S: 996	N-S: 996	E-W: 811	E-W: 811	SUM: 1779	SUM: 1779
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.118	1.185	1.191	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185
Level of Service:	F	F	F	F	F	F	F	F	F	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.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	125	1	133	0	133	1	133	0	133	1	133	0	133	1	133	133	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
NB Thru	2	486	2	515	34	1064	2	532	-8	1056	2	528	-50	1006	2	503	503	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
NB Right [1]	1	101	1	107	0	107	1	107	0	107	1	107	0	107	1	107	107	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
SB Left	1	120	1	127	0	127	1	127	0	127	1	127	0	127	1	127	127	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
SB Thru	1	691	1	732	4	1357	1	734	4	1361	1	736	-50	1311	1	711	711	
Comb. T-R	1	691	1	732	0	732	1	734	0	734	1	736	0	736	1	711	711	
SB Right	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
EB Left	1	169	1	179	0	179	1	179	0	179	1	179	0	179	1	179	179	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
EB Thru	2	303	2	321	4	853	2	322	-13	840	2	318	0	840	2	318	318	
Comb. T-R	1	303	1	321	0	321	1	322	0	322	1	318	0	318	1	318	318	
EB Right	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
WB Left	1	183	1	194	0	194	1	194	0	194	1	194	0	194	1	194	194	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
WB Thru	2	375	2	397	5	1058	2	399	7	1065	2	401	0	1065	2	401	401	
Comb. T-R	1	375	1	397	0	397	1	399	0	399	1	401	0	401	1	401	401	
WB Right	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	
Crit. Volumes:	N-S:	816	N-S:	865	N-S:	867	N-S:	869	N-S:	869	N-S:	869	N-S:	844	N-S:	844	N-S:	844
	E-W:	544	E-W:	578	E-W:	578	E-W:	580	E-W:	580	E-W:	580	E-W:	580	E-W:	580	E-W:	580
	SUM:	1360	SUM:	1441	SUM:	1445	SUM:	1449	SUM:	1449	SUM:	1449	SUM:	1424	SUM:	1424	SUM:	1424
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.989	1.048	1.051	1.051	1.051	1.051	1.054	1.054	1.054	1.054	1.054	1.054	1.036	1.036	1.036	1.036	1.036	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	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] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	141	1	1	141	8	1	1	149	0	1	1	149	0	1	149	0	1	149	0	1	149
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	987	2	2	1046	59	2	2	1053	7	2	2	1072	19	2	1072	-50	2	536	-50	2	511
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	126	1	1	134	8	1	1	134	0	1	1	134	0	1	134	0	1	134	0	1	134
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	183	1	1	194	11	1	1	194	0	1	1	194	0	1	194	0	1	194	0	1	194
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1052	1	1	1115	63	1	1	1139	24	1	1	1147	8	1	1147	-50	1	622	-50	1	597
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	92	0	0	98	6	0	0	98	0	0	0	98	0	0	98	0	0	0	0	0	98
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	153	1	1	162	9	1	1	163	1	1	1	163	0	1	163	0	1	163	0	1	163
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1134	2	2	1202	68	2	2	1217	15	2	2	1249	32	2	1249	0	2	445	0	2	445
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	82	1	1	87	5	1	1	87	0	1	1	87	0	1	87	0	1	445	0	1	445
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	135	1	1	143	8	1	1	143	0	1	1	143	0	1	143	0	1	143	0	1	143
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	862	2	2	914	52	2	2	927	13	2	2	940	13	2	940	0	2	353	0	2	353
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	112	0	0	119	7	0	0	120	1	0	0	120	0	0	120	0	0	353	0	0	353
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 713	N-S: 756	N-S: 768	N-S: 772	E-W: 540	E-W: 578	E-W: 588	E-W: 588	E-W: 578	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588	E-W: 588
	SUM: 1253	SUM: 1329	SUM: 1346	SUM: 1360	SUM: 1253	SUM: 1329	SUM: 1346	SUM: 1360	SUM: 1346	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360	SUM: 1360
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.912	0.966	0.979	0.989	0.912	0.966	0.979	0.989	0.912	0.966	0.979	0.989	0.912	0.966	0.979	0.989	0.912	0.966	0.979	0.989	0.971
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	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.
 [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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	66	1	66	1	70	0	70	0	70	1	70	0	70	1	70	70
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
NB Thru	777	1	466	1	494	0	823	0	818	1	491	-20	798	1	481	481
Comb. T-R	1	466	466	1	494	0	494	0	491	1	491	0	491	1	481	481
NB Right	155	0	9	164	0	164	0	164	0	0	164	0	164	0	164	164
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
SB Left	109	1	109	1	116	0	116	0	116	1	116	0	116	1	116	116
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
SB Thru	1266	2	633	2	671	0	1341	3	1344	2	672	-20	1324	2	662	662
Comb. T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
SB Right	215	1	215	1	228	0	228	0	228	1	228	0	228	1	228	228
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
EB Left	63	1	63	1	66	0	66	0	66	1	66	0	66	1	66	66
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
EB Thru	1298	2	499	2	529	0	1376	0	1376	2	529	0	1376	2	529	529
Comb. T-R	1	499	499	1	529	0	529	0	529	1	529	0	529	1	529	529
EB Right	198	0	12	210	0	210	0	210	0	210	0	0	210	0	210	210
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
WB Left	167	1	167	1	177	0	177	0	177	1	177	0	177	1	177	177
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
WB Thru	1437	2	501	2	531	0	1523	0	1523	2	531	0	1523	2	531	531
Comb. T-R	1	501	501	1	531	0	531	0	531	1	531	0	531	1	531	531
WB Right	65	0	4	69	0	69	0	69	0	69	0	0	69	0	69	69
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	-	0
Crit. Volumes:	N-S: 698	E-W: 665	SUM: 1364	N-S: 740	E-W: 705	SUM: 1445	N-S: 740	E-W: 705	SUM: 1445	N-S: 742	E-W: 705	SUM: 1447	N-S: 732	E-W: 705	SUM: 1437	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	* 0.887	** 0.914	E	** 0.914	E	** 0.914	E	** 0.914	E	** 0.915	E	** 0.915	E	** 0.915	E	** 0.908
Level of Service:	D	E	E	E	E	E	E	E	E	E	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.
 * V/C ratio includes a 0.07 reduction due to the installation of ATCSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	1	136	1	8	145	1	145	0	145	1	145	1	0	145	1	0	145	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
NB Thru	1	700	1	73	1282	1	742	0	1282	1	742	1	13	1295	1	-20	1275	
Comb. T-R	1	700	1	700	742	1	742	0	742	1	742	1	0	742	1	0	739	
NB Right	0	-	0	12	203	0	-	0	203	0	203	0	0	203	0	0	203	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
SB Left	1	105	1	6	111	1	111	0	111	1	111	1	0	111	1	0	111	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
SB Thru	2	398	2	48	844	2	422	0	844	2	422	2	5	849	2	-20	829	
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
SB Right	1	109	1	7	116	1	116	0	116	1	116	1	0	116	1	0	116	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
EB Left	1	236	1	14	251	1	251	0	251	1	251	1	0	251	1	0	251	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
EB Thru	2	648	2	105	1847	2	687	0	1847	2	687	2	0	1847	2	0	1847	
Comb. T-R	1	648	1	648	687	1	687	0	687	1	687	1	0	687	1	0	687	
EB Right	0	-	0	12	215	0	-	0	215	0	215	0	0	215	0	0	215	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
WB Left	1	153	1	9	162	1	162	0	162	1	162	1	0	162	1	0	162	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
WB Thru	2	514	2	85	1504	2	545	0	1504	2	545	2	0	1504	2	0	1504	
Comb. T-R	1	514	1	514	545	1	545	0	545	1	545	1	0	545	1	0	545	
WB Right	0	-	0	7	131	0	-	0	131	0	131	0	0	131	0	0	131	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	-	-	
Crit. Volumes:	N-S:	805	N-S:	854	N-S:	854	N-S:	854	N-S:	860	N-S:	860	N-S:	860	N-S:	860	N-S:	850
	E-W:	801	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849
	SUM:	1606	SUM:	1703	SUM:	1703	SUM:	1703	SUM:	1709	SUM:	1709	SUM:	1709	SUM:	1709	SUM:	1699
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	* 1.057	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.092	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	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.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSA.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSA to ATCS.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	66	1	66	4	70	1	70	81	151	2	83	0	151	0	151	2	83	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	37	2	19	2	39	2	20	24	63	1	63	7	70	-50	20	1	20	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	86	1	86	5	91	1	91	14	105	0	105	0	105	0	105	0	105	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	113	1	113	7	120	1	120	79	198	2	109	0	198	0	198	2	109	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	80	1	54	5	85	1	57	27	111	1	70	-13	98	-50	48	1	39	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	0	30	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	37	1	37	2	39	1	39	0	39	1	39	0	39	0	39	1	39	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	203	2	102	12	215	2	108	126	341	2	170	0	341	0	341	2	170	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	388	1	388	23	411	1	411	34	445	1	445	0	445	0	445	1	445	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	432	1	432	26	458	1	458	113	571	1	571	0	571	0	571	1	571	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	348	1	208	21	369	1	220	234	603	1	348	0	603	0	603	1	348	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	67	0	67	4	71	0	71	23	94	0	94	0	94	0	94	0	94	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	132	N-S:	139	N-S:	139	N-S:	214	N-S:	214	N-S:	214	N-S:	214	N-S:	214	N-S:	214
	E-W:	787	E-W:	834	E-W:	834	E-W:	975	E-W:	975	E-W:	975	E-W:	975	E-W:	975	E-W:	975
	SUM:	919	SUM:	974	SUM:	974	SUM:	1189	SUM:	1189	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.
- * V/C ratio includes a 0.10 reduction due to the installation of ATSA/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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	1	220	13	233	1	233	203	436	2	240	0	436	0	436	2	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	
NB Thru	2	68	8	143	2	72	99	242	1	242	13	255	-50	205	1	
Comb. T-R	0	-	0	-	0	-	0	0	1	340	0	340	0	340	1	
NB Right	1	315	19	334	1	334	6	340	0	0	0	340	0	340	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	101	6	107	1	107	135	242	2	133	0	242	0	242	2	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	
SB Thru	1	54	4	65	1	57	68	132	1	91	32	164	-50	114	1	
Comb. T-R	1	54	0	54	1	57	0	57	1	91	0	107	0	107	1	
SB Right	0	-	3	49	0	-	1	49	0	0	0	49	0	49	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	67	4	71	1	71	1	72	1	72	0	72	0	72	1	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	
EB Thru	2	340	41	720	2	360	296	1015	2	508	0	1015	0	1015	2	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	
EB Right	1	124	7	131	1	131	103	234	1	234	0	234	0	234	1	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	167	10	177	1	177	21	198	1	198	0	198	0	198	1	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	
WB Thru	1	334	35	616	1	354	253	869	1	536	0	869	0	869	1	
Comb. T-R	1	334	0	334	1	354	0	354	1	536	0	536	0	536	1	
WB Right	0	-	5	92	0	-	112	204	0	0	0	204	0	204	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	333		352	N-S:	352		473	N-S:	473		473		473	N-S:	473
	E-W:	507		537	E-W:	537		705	E-W:	705		705		705	E-W:	705
	SUM:	839		889	SUM:	889		1178	SUM:	1178		1178		1178	SUM:	1178
No. of Phases:		2		2		2		2		2		2		2		2
Volume / Capacity:		0.559		0.493		0.493		0.686		0.686		0.686		0.686		0.686
Level of Service:		A		A		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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

Notes: [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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [2]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [3]			
	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	82	1	82	-2	80	1	80	3	83	1	83	0	83	1	83		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	215	1	148	13	228	1	157	67	294	11	305	1	198	-90	215	1	153			
Comb. T-R	1	148	1	157	1	192	1	192	1	192	1	198	1	198	0	198	1	153		
NB Right [1]	270	1	189	16	286	1	200	12	298	3	301	1	211	0	301	1	211			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	26	1	26	28	1	28	-1	27	1	27	0	27	1	27	0	27	1	27		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	1056	1	596	63	1119	1	632	215	1335	2	496	-20	1315	2	490	1225	2	460		
Comb. T-R	1	596	1	632	1	496	1	496	1	496	1	490	1	490	0	490	1	460		
SB Right	136	0	0	8	144	0	0	11	155	0	0	155	0	0	0	155	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	45	1	45	48	1	48	13	61	1	61	0	61	1	61	0	61	1	61		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	1013	2	507	61	1074	2	537	29	1103	2	1103	0	1103	2	551	1103	2	551		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Right	120	1	120	7	127	1	127	-1	127	1	122	-5	122	1	122	0	122	1	122	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	570	2	314	34	604	2	332	10	614	2	338	-5	609	2	335	0	609	2	335	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	1652	1	780	93	1645	1	827	10	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	1	830	0	830	1	830		
WB Right	8	0	0	0	8	0	-5	4	4	0	4	0	4	0	4	0	4	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S: 673	E-W: 825	SUM: 1498	N-S: 713	E-W: 875	SUM: 1588	N-S: 576	E-W: 890	SUM: 1467	N-S: 573	E-W: 863	SUM: 1460	N-S: 543	E-W: 890	SUM: 1433					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Volume / Capacity:	1.051	1.014	0.929	0.927	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906	0.906		
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.
 [1] Northbound right-turn overlapping phase with westbound left-turn phase.
 [2] Porter Ranch mitigation includes restriping to provide 1 left-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

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

N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAY3
 Counts by: Accutrek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [2]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [3]			
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total
NB Left	108	1	108	6	114	1	114	-6	109	1	109	5	114	1	114	0	114	1	114	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	678	1	430	41	719	1	456	212	930	1	553	21	951	1	564	-90	861	1	519	
Comb. T-R	0	0	430	0	430	1	456	0	456	1	553	0	553	1	564	0	564	1	519	
NB Right [1]	609	1	426	37	646	1	452	-59	586	1	410	5	591	1	414	0	591	1	414	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	365	1	223	22	387	1	236	150	537	2	212	51	588	2	229	-90	498	2	199	
Comb. T-R	0	0	223	0	223	1	236	0	236	1	212	0	212	1	229	0	229	1	199	
SB Right	80	0	0	5	85	0	0	14	98	0	0	0	98	0	0	0	98	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	103	1	103	6	109	1	109	-10	99	1	99	13	112	1	112	0	112	1	112	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	330	2	182	20	350	2	192	-6	344	2	189	13	357	2	196	0	357	2	196	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. T-R	0	0	474	0	474	1	502	0	502	1	502	0	502	1	502	0	502	1	502	
WB Right	10	0	0	1	11	0	0	6	16	0	0	0	16	0	0	0	16	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 459	N-S: 487	N-S: 580	E-W: 884	E-W: 937	E-W: 938	E-W: 945	SUM: 1343	SUM: 1423	SUM: 1518	SUM: 1536	N-S: 591	N-S: 591	E-W: 945	E-W: 945	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.942	0.899	0.965	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	
Level of Service:	E	D	E	E	E	E	E	E	E	E	E	E	E	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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.
 [1] Northbound right-turn overlapping phase with westbound left-turn phase.
 [2] Porter Ranch mitigation includes restriping to provide 1 left-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

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	1	117	7	124	1	124	0	124	1	124	0	124	1	124	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	239	29	506	2	253	74	579	2	290	19	598	2	244	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	1	61	4	65	1	65	0	65	1	65	3	68	1	68	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	1	35	2	37	1	37	13	50	1	50	0	50	1	50	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1	832	94	1660	1	881	180	1840	1	975	-33	1807	1	958	
Comb. T-R	1	832	0	832	1	881	0	881	1	975	0	975	1	903	
SB Right	0	-	6	103	0	-	7	110	0	-	0	110	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1	54	3	57	1	57	1	58	1	58	0	58	1	58	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	987	59	1046	1	583	0	1046	1	583	0	1046	1	583	
Comb. T-R	1	550	0	550	1	583	0	583	1	583	0	583	1	583	
EB Right	0	-	7	120	0	-	0	120	0	-	0	120	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	1	200	12	212	1	212	0	212	1	212	-5	207	1	207	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	590	69	1218	1	625	0	1218	1	626	0	1218	1	626	
Comb. T-R	1	590	0	590	1	625	0	625	1	626	0	626	1	626	
WB Right	0	-	2	33	0	-	1	34	0	-	0	34	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	949	N-S:	1005	N-S:	1089	N-S:	1082	N-S:	1082	N-S:	1027	N-S:	1027	
	E-W:	750	E-W:	795	E-W:	795	E-W:	790	E-W:	790	E-W:	790	E-W:	790	
	SUM:	1699	SUM:	1800	SUM:	1894	SUM:	1872	SUM:	1872	SUM:	1817	SUM:	1817	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume / Capacity:	1.132	1.200	1.263	1.248	1.212	1.248	1.212	1.212	1.212	1.212	1.212	1.212	1.212		
Level of Service:	F	F	F	F	F	F	F	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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	153	1	153	1	162	0	162	1	162	0	162	1	162	1	162	0		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	1374	2	687	2	728	117	1573	2	787	34	1607	2	804	2	1497	-110		
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
NB Right	240	1	240	1	254	0	254	1	254	5	259	1	259	1	259	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	24	1	24	1	25	3	28	1	28	0	28	1	28	1	28	0		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	646	1	353	1	374	126	810	1	438	83	893	1	480	1	783	-110		
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
SB Right	60	0	60	0	64	3	66	0	66	0	66	0	66	0	66	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	67	1	67	1	71	3	74	1	74	0	74	1	74	1	74	0		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	1085	1	590	1	625	0	1150	1	625	0	1150	1	625	1	1150	0		
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
EB Right	95	0	95	0	101	6	101	0	101	0	101	0	101	0	101	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	119	1	119	1	126	7	126	1	126	13	139	1	139	1	139	0		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	552	1	294	1	311	33	585	1	312	0	585	1	312	1	585	0		
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0		
WB Right	35	0	35	0	37	2	37	0	37	3	40	0	40	0	40	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	711	N-S:	754	N-S:	815	N-S:	815	N-S:	832	N-S:	832	N-S:	777	E-W:	765	E-W:	765
	E-W:	709	E-W:	752	E-W:	752	E-W:	752	E-W:	765	E-W:	765	E-W:	765	SUM:	1596	SUM:	1541
	SUM:	1420	SUM:	1505	SUM:	1566	SUM:	1566	SUM:	1596	SUM:	1596	SUM:	1541				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.947	1.003	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	1	137	8	145	1	145	0	145	1	145	1	146	1	146	1	146	-25	121	1	121
Comb. L-T	0	-	34	354	1	354	71	676	1	676	1	389	23	699	1	404	-125	574	2	287
NB Thru	1	334	6	102	0	102	0	102	0	102	0	389	7	109	0	404	0	109	0	109
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	96	6	102	1	102	5	107	1	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T	0	-	83	1469	1	853	190	1659	1	853	1	950	-40	1619	1	930	-125	1494	1	868
SB Thru	1	805	13	236	0	236	5	241	0	241	0	950	0	241	0	930	0	241	1	868
Comb. T-R	1	805	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	27	2	29	1	29	1	30	1	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T	0	-	24	417	1	275	0	417	1	275	1	275	-5	412	1	271	0	412	1	258
EB Thru	1	259	8	133	0	133	0	133	0	133	0	275	-3	130	0	271	-25	105	1	258
Comb. T-R	1	259	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	289	17	306	1	306	2	308	1	308	1	308	-13	295	1	295	0	295	1	295
Comb. L-T	0	-	54	962	1	489	0	962	1	490	1	490	3	965	1	491	0	965	1	491
WB Thru	1	462	1	16	0	16	1	17	0	17	0	490	0	17	0	491	0	17	1	491
Comb. T-R	1	462	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	15	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	942	N-S:	998	N-S:	1095	N-S:	1076	N-S:	1076	N-S:	1076	N-S:	989	N-S:	989	N-S:	989	N-S:	989
	E-W:	548	E-W:	581	E-W:	583	E-W:	566	E-W:	566	E-W:	566	E-W:	553	E-W:	553	E-W:	553	E-W:	553
	SUM:	1490	SUM:	1579	SUM:	1678	SUM:	1642	SUM:	1642	SUM:	1642	SUM:	1542	SUM:	1542	SUM:	1542	SUM:	1542
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.993		1.053		1.119		1.095		1.095		1.095		1.028		1.028		1.028		1.028	
Level of Service:	E		F		F		F		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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	1	121	1	128	0	128	1	128	3	131	1	131	1	-25	106	1	106	1	106	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-	
NB Thru	1	839	1	889	124	1624	1	951	42	1666	1	979	1	-125	1541	2	770	2	770	
Comb. T-R	1	839	1	889	0	889	1	951	0	951	1	979	1	0	979	0	-	0	-	
NB Right	0	-	0	-	16	279	0	279	13	292	0	-	0	0	292	1	292	1	292	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	111	1	118	3	120	1	120	0	120	1	120	1	0	120	1	120	1	120	
Comb. L-T	0	-	0	-	376	813	1	434	102	915	1	485	1	-125	790	1	423	1	423	
SB Thru	1	355	1	376	0	376	1	434	0	434	1	485	1	0	485	1	423	1	423	
Comb. T-R	1	355	1	376	0	376	1	434	0	434	1	485	1	0	485	1	423	1	423	
SB Right	0	-	0	-	3	53	0	53	3	56	0	-	0	0	56	0	-	0	-	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	268	1	284	3	287	1	287	0	287	1	287	1	0	287	1	287	1	287	
Comb. L-T	0	-	0	-	591	1030	1	591	13	1043	1	601	1	0	1043	1	588	1	588	
EB Thru	1	558	1	591	0	591	1	591	0	591	1	601	1	0	601	1	588	1	588	
Comb. T-R	1	558	1	591	0	591	1	591	0	591	1	601	1	0	601	1	588	1	588	
EB Right	0	-	0	-	9	153	0	153	6	159	0	-	0	-25	134	0	-	0	-	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	99	1	105	6	111	1	114	32	146	1	146	1	0	146	1	146	1	146	
Comb. L-T	0	-	0	-	269	435	1	270	5	440	1	272	1	0	440	1	272	1	272	
WB Thru	1	254	1	269	0	269	1	270	0	270	1	272	1	0	272	1	272	1	272	
Comb. T-R	1	254	1	269	0	269	1	270	0	270	1	272	1	0	272	1	272	1	272	
WB Right	0	-	0	-	6	103	0	103	0	103	0	-	0	0	103	0	-	0	-	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	950	N-S:	1007	N-S:	1072	N-S:	1072	N-S:	1099	N-S:	1099	N-S:	891						
	E-W:	657	E-W:	696	E-W:	705	E-W:	705	E-W:	747	E-W:	747	E-W:	734						
	SUM:	1607	SUM:	1703	SUM:	1777	SUM:	1777	SUM:	1846	SUM:	1846	SUM:	1625						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.071	1.136	1.165	1.165	1.231	1.231	1.231	1.231	1.231	1.231	1.231	1.231	1.083							
Level of Service:	F	F	F	F	F	F	F	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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	1	182	1	193	0	193	1	193	12	205	1	205	1	0	205	1	205	1	205	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-	
NB Thru	1	574	1	608	63	1214	1	639	14	1228	1	646	1	-150	1078	2	381	2	381	
Comb. T-R	1	574	1	608	0	608	1	639	0	639	1	646	1	0	646	1	381	1	381	
NB Right	0	-	0	-	4	65	0	65	0	65	0	65	0	0	65	0	-	0	-	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
SB Left	1	40	1	42	2	42	1	42	5	47	1	47	1	-29	18	1	18	1	18	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
SB Thru	1	1225	1	1299	74	1299	1	805	-16	1433	1	797	1	-150	1283	1	722	1	722	
Comb. T-R	1	670	1	710	0	710	1	805	0	805	1	797	1	0	161	1	722	1	722	
SB Right	0	-	0	-	7	121	0	121	41	161	0	161	0	0	161	0	-	0	-	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
EB Left	1	13	1	14	1	14	1	14	6	20	1	20	1	0	20	1	20	1	20	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
EB Thru	1	15	1	16	1	16	1	16	0	16	1	16	1	-16	0	0	-	0	-	
Comb. T-R	1	43	1	46	0	46	1	46	0	46	1	46	1	0	16	1	16	1	16	
EB Right	0	-	0	-	2	30	0	30	0	30	0	30	0	-14	16	0	16	0	16	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
WB Left	1	18	1	19	1	19	1	19	0	19	1	19	1	0	19	1	19	1	19	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
WB Thru	0	-	0	-	4	68	0	68	0	68	0	68	0	14	82	0	82	0	82	
Comb. T-R	1	82	1	87	0	87	1	88	0	88	1	126	1	0	126	1	126	1	126	
WB Right	0	-	0	-	1	19	0	19	1	20	0	20	0	24	44	0	44	0	44	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-	
Crit. Volumes:	N-S:	852	N-S:	903	N-S:	903	N-S:	998	N-S:	998	N-S:	1002	N-S:	1002	N-S:	927	N-S:	927	N-S:	927
	E-W:	95	E-W:	101	E-W:	101	E-W:	108	E-W:	108	E-W:	146	E-W:	146	E-W:	146	E-W:	146	E-W:	146
	SUM:	947	SUM:	1003	SUM:	1003	SUM:	1106	SUM:	1106	SUM:	1148	SUM:	1148	SUM:	1073	SUM:	1073	SUM:	1073
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.631	0.631	0.669	0.669	0.737	0.737	0.737	0.737	0.737	0.737	0.765	0.765	0.765	0.765	0.715	0.715	0.715	0.715	0.715	
Level of Service:	B	B	B	B	B	B	B	B	B	B	C	C	C	C	C	C	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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	45	1	45	3	48	1	48	0	48	1	48	30	78	1	78	0	78	1	78	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	1530	1	784	92	1622	1	831	100	1722	1	881	34	1756	1	898	-150	1606	2	549	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	38	0	784	2	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Left	34	1	34	2	36	1	36	1	37	1	37	110	147	1	147	0	147	1	147	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	1096	1	571	66	1162	1	605	108	1269	1	661	63	1332	1	692	-150	1182	1	617	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	45	0	571	3	48	0	48	4	52	0	52	0	52	0	52	0	52	0	52	
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	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	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	136	0	136	8	144	0	144	0	144	0	144	63	207	0	207	0	207	0	207	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Right	138	1	274	8	146	0	146	0	146	0	146	55	201	0	201	0	201	0	201	
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	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	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	60	0	60	4	64	0	64	0	64	0	64	34	98	0	98	0	98	0	98	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	53	0	113	3	56	0	56	3	59	0	59	59	118	0	118	0	118	0	118	
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	818	N-S:	867	N-S:	918	N-S:	1045	N-S:	1045	N-S:	1045	N-S:	1045	N-S:	1045	N-S:	1045	N-S:	1045
	E-W:	357	E-W:	378	E-W:	390	E-W:	496	E-W:	496	E-W:	496	E-W:	496	E-W:	496	E-W:	496	E-W:	496
	SUM:	1175	SUM:	1246	SUM:	1309	SUM:	1542	SUM:	1542	SUM:	1542	SUM:	1542	SUM:	1542	SUM:	1542	SUM:	1542
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.783	0.830	0.872	0.872	0.872	0.872	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	
Level of Service:	C	D	D	D	D	D	F	F	F	F	F	F	F	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.

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

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative C

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	80	1	80	1	85	0	85	1	85	0	85	1	85	0	85	1	85
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
NB Thru	957	2	479	2	507	55	1070	2	535	-21	1049	2	524	-160	889	2	295
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
NB Right	29	1	29	1	31	0	31	1	31	-35	-4	1	-4	0	-4	0	-
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	53	1	53	1	56	3	56	1	61	5	61	1	61	0	61	1	61
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
SB Thru	1249	2	430	2	456	75	1324	2	502	138	1462	2	508	-160	1319	2	455
Comb. T-R	1	430	1	456	1	456	1	502	1	502	1	508	1	508	1	455	1
SB Right	41	0	41	0	44	2	44	0	44	1	45	0	45	0	45	0	45
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	7	1	7	1	7	0	7	1	9	1	9	1	9	0	9	1	9
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
EB Thru	5	1	5	1	5	0	5	1	36	31	36	1	34	0	34	1	34
Comb. T-R	1	40	1	43	1	43	1	43	1	43	1	43	1	43	1	43	1
EB Right	40	0	40	0	43	2	43	0	43	0	43	0	43	0	43	0	43
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	58	1	58	1	61	3	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
WB Thru	100	1	100	1	106	6	106	1	338	232	338	1	340	0	340	1	340
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	0	-	0	0	-
WB Right	153	1	153	1	162	9	162	1	163	1	163	1	163	0	163	1	163
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 531	E-W: 133	SUM: 665	N-S: 563	E-W: 141	SUM: 704	N-S: 596	E-W: 347	SUM: 943	N-S: 593	E-W: 349	SUM: 942	N-S: 539	E-W: 349	SUM: 888		
No. of Phases:	2			2			2			2			2				
Volume / Capacity:	0.443			0.470			0.628			0.628			0.592				
Level of Service:	A			A			B			B			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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	46	1	46	1	49	0	49	1	49	0	49	1	49	1	49	49
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2101	2	1050	2	1113	88	2314	2	1157	79	2393	2	1197	2	1197	2233
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	822
NB Right	92	1	92	1	97	0	97	1	97	134	231	1	231	1	231	231
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	74	1	74	1	78	3	81	1	81	0	81	1	81	1	81	81
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1263	2	431	2	457	98	1436	2	490	42	1478	2	504	2	504	1318
Comb. T-R	1	431	431	1	457	1	457	1	490	1	504	1	504	1	504	451
SB Right	31	0	31	0	33	3	36	0	36	0	36	0	36	0	36	36
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	1	66	3	69	1	69	0	69	1	69	1	69	69
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	101	1	101	1	107	174	281	1	230	8	289	1	234	1	234	234
Comb. T-R	1	169	169	1	179	1	179	1	230	1	234	1	234	1	234	234
EB Right	169	0	169	0	179	0	179	0	179	0	179	0	179	0	179	179
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	183	1	183	1	194	0	194	1	194	72	266	1	266	1	266	266
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	85	1	85	1	90	16	106	1	106	4	110	1	110	1	110	110
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Right	161	1	161	1	170	3	173	1	173	0	173	1	173	1	173	173
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	1124	N-S:	1192	N-S:	1238	N-S:	1238	N-S:	1277	N-S:	1277	N-S:	1277	N-S:	902
	E-W:	351	E-W:	373	E-W:	424	E-W:	424	E-W:	500	E-W:	500	E-W:	500	E-W:	500
	SUM:	1476	SUM:	1564	SUM:	1662	SUM:	1662	SUM:	1777	SUM:	1777	SUM:	1777	SUM:	1402
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.984	1.043	1.108	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	0.935
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way

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

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 C

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	176	1	176	11	187	1	187	1	187	0	187	1	187	0	187	1	187	1	187
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1279	2	464	77	1356	2	492	2	508	48	1403	2	508	-55	1348	2	489	2	439
Comb. T-R	1	464	1	464	1	492	1	508	1	508	1	489	1	489	1	489	1	439	1
NB Right	113	0	0	7	120	0	0	0	0	0	120	0	0	0	120	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	30	1	30	2	32	1	32	1	34	3	34	1	34	0	34	1	34	1	34
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	988	2	494	59	1047	2	524	2	581	115	1162	2	581	31	1193	2	597	2	522
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	240	1	240	14	254	1	254	1	257	3	257	1	257	7	264	1	264	1	254
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	127	1	127	8	135	1	135	1	136	1	136	1	136	-13	123	1	123	1	113
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	537	2	196	32	569	2	208	2	215	23	592	2	215	0	592	2	215	2	215
Comb. T-R	1	196	1	196	1	208	1	215	1	215	1	215	1	215	1	215	1	215	1
EB Right	51	0	0	3	54	0	0	0	0	0	54	0	0	0	54	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1036	2	518	62	1098	2	549	2	558	18	1116	2	558	0	1116	2	558	2	558
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	24	1	24	1	25	1	25	1	27	1	27	1	27	0	27	1	27	1	27
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 670	E-W: 645	SUM: 1315	N-S: 710	E-W: 684	SUM: 1394	N-S: 768	E-W: 694	SUM: 1462	N-S: 783	E-W: 681	SUM: 1464	N-S: 708	E-W: 671	SUM: 1379				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
Volume / Capacity:	0.923	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978				
Level of Service:	E	E	E	E	E	E	E	E	E	F	F	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.

[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.

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

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: Accuthek

Date: 04/02/2003
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative C
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	1	81	81	5	86	1	86	86	0	86	1	86	86	0	86	1	86	86	0	86	1	86	86	
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	0	-	
NB Thru	2	481	481	77	1363	2	510	510	78	1441	2	536	140	1581	2	582	582	-150	1431	2	532	532	532	
Comb. T-R	1	481	481	9	166	1	166	166	0	166	1	166	0	166	1	166	166	0	166	1	166	166	166	
NB Right	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
SB Left	1	103	103	6	109	1	109	109	3	112	1	112	0	112	1	112	112	0	112	1	112	112	112	
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
SB Thru	2	704	704	84	1492	2	746	746	88	1580	2	790	57	1637	2	818	818	-150	1487	2	743	743	743	
Comb. T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
SB Right [1]	1	204	204	12	216	1	216	216	3	219	1	219	13	232	1	232	232	-10	222	1	222	222	222	
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
EB Left	1	377	377	23	400	1	400	400	3	402	1	402	32	434	1	434	434	-10	424	1	424	424	424	
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
EB Thru	2	472	472	71	1253	2	500	500	7	1260	2	502	0	1260	2	502	502	0	1260	2	502	502	502	
Comb. T-R	1	472	472	14	247	1	247	247	0	247	1	247	0	247	1	247	247	0	247	1	247	247	247	
EB Right	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
WB Left	1	108	108	6	114	1	114	114	0	114	1	114	0	114	1	114	114	0	114	1	114	114	114	
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
WB Thru	2	258	258	31	547	2	273	273	8	555	2	277	0	555	2	277	277	0	555	2	277	277	277	
Comb. T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
WB Right	1	70	70	4	74	1	74	74	3	77	1	77	0	77	1	77	77	0	77	1	77	77	77	
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	0	-	0	0	-	0	-	0	0	0	-	
Crit. Volumes:	N-S:	785	832	N-S:	876	N-S:	904	N-S:	829															
	E-W:	635	673	E-W:	680	E-W:	712	E-W:	702															
	SUM:	1420	1505	SUM:	1555	SUM:	1616	SUM:	1531															
No. of Phases:	3				3				3				3				3							
Volume / Capacity:	0.996				1.056				1.092				1.134				1.074							
Level of Service:	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.

[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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 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	1	64	4	68	1	68	0	68	1	68	0	68	0	68	1	68	68	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
NB Thru	1	763	86	1521	1	809	43	1564	1	830	-40	1524	1	810	1	1394	745	
Comb. T-R	1	763	1	809	1	809	1	830	1	830	1	810	1	810	1	745	745	
NB Right	0	-	5	96	0	-	0	96	0	-	0	96	0	96	0	-	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
SB Left	1	91	5	96	1	96	3	99	1	99	4	103	1	103	1	103	103	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
SB Thru	1	573	66	1162	1	607	105	1267	1	661	23	1290	1	675	1	1160	600	
Comb. T-R	1	573	1	607	1	607	1	661	1	661	1	675	1	675	1	600	600	
SB Right	0	-	3	53	0	-	3	56	0	-	4	60	0	-20	0	-	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
EB Left	1	86	5	91	1	91	1	92	1	92	-8	84	1	84	1	64	64	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
EB Thru	1	434	50	882	1	460	0	882	1	460	0	882	1	460	1	882	460	
Comb. T-R	1	434	1	460	1	460	1	460	1	460	1	460	1	460	1	460	460	
EB Right	0	-	2	37	0	-	0	37	0	-	0	37	0	37	0	-	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
WB Left	1	84	5	89	1	89	0	89	1	89	0	89	1	89	1	89	89	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
WB Thru	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	701	1	1220	701	
Comb. T-R	1	665	1	704	1	704	1	705	1	705	1	701	1	701	1	701	701	
WB Right	0	-	11	190	0	-	1	191	0	-	-8	183	0	-	0	183	183	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
Crit. Volumes:	N-S:	854	N-S:	905	N-S:	929	N-S:	913	N-S:	913	E-W:	786	E-W:	766	E-W:	766	E-W:	766
	E-W:	751	E-W:	796	E-W:	798	E-W:	798	E-W:	798	SUM:	1727	SUM:	1699	SUM:	1614	SUM:	1614
	SUM:	1605	SUM:	1701	SUM:	1701	SUM:	1701	SUM:	1727	SUM:	1699	SUM:	1699	SUM:	1614	SUM:	1614
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.070	1.134	1.134	1.134	1.151	1.151	1.133	1.133	1.133	1.133	1.133	1.133	1.133	1.133	1.133	1.133	1.133	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	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 C

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	58	1	58	3	61	1	61	1	61	0	61	1	61	0	61	1	61	1	61
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1326	1	701	80	1406	1	743	1	777	68	1473	1	777	102	1575	1	828	1	763
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	76	0	76	5	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	162	1	162	10	172	1	172	1	174	3	174	1	174	8	182	1	182	1	182
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1183	1	617	71	1254	1	654	1	694	78	1331	1	694	42	1373	1	719	1	644
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	51	0	51	3	54	0	54	0	57	3	57	0	57	8	65	0	65	0	64
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	120	1	120	7	127	1	127	1	130	3	130	1	130	19	149	1	149	1	129
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1083	1	568	65	1148	1	602	1	606	8	1156	1	606	0	1156	1	606	1	606
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	52	0	52	3	55	0	55	0	55	0	55	0	55	0	55	0	55	0	55
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	1	120	0	120	1	120	0	120	1	120	1	120
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	975	1	604	59	1034	1	640	1	644	6	1040	1	644	0	1040	1	653	1	653
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	232	0	232	14	246	0	246	0	248	3	248	0	248	19	267	0	267	0	267
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 863	N-S: 915	N-S: 951	SUM: 1682			SUM: 1725			SUM: 1812			SUM: 1010			SUM: 1727			
	E-W: 724	E-W: 767	E-W: 774	SUM: 1587			SUM: 1774			SUM: 1812			SUM: 802			SUM: 1727			
No. of Phases:	2	2	2	2			2			2			2			2			
Volume / Capacity:	1.058	1.121	1.150	1.150			1.208			1.208			1.151			1.151			
Level of Service:	F	F	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: Corbin Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA20
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]					
	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		
NB Left	66	1	66	4	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70	0	70	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	-15	994	1	537	-110	884	1	482	0	482	
Comb. T-R	1	499	1	528	1	545	1	545	1	545	1	545	1	537	1	537	1	482	1	482	1	
NB Right	76	0	-	5	81	0	0	0	81	0	0	0	81	0	0	0	81	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	94	1	94	6	100	1	100	5	105	1	105	6	111	1	111	0	111	1	111	0	111	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	9	1403	1	746	-110	1293	1	691	0	691	
Comb. T-R	1	657	1	696	1	696	1	696	1	696	1	696	1	738	1	746	1	691	1	691	1	
SB Right	73	0	-	4	77	0	0	5	82	0	0	7	89	0	0	0	89	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	123	1	123	7	130	1	130	1	132	1	132	-13	119	1	119	0	119	1	119	0	119	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	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	379	
Comb. T-R	1	357	1	378	1	378	1	378	1	379	1	379	1	379	1	379	1	379	1	379	1	
EB Right	62	0	-	4	66	0	0	0	66	0	0	0	66	0	0	0	66	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	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	500	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	-10	157	1	157	0	157	1	157	0	157	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:		N-S:	723	666	N-S:	766	808	N-S:	808	N-S:	816	816	N-S:	761								
		E-W:	593	628	E-W:	628	632	E-W:	632	E-W:	619	619	E-W:	619								
		SUM:	1315	1394	SUM:	1394	1440	SUM:	1440	SUM:	1435	1435	SUM:	1380								
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.877		0.929		0.960		0.960		0.960		0.957		0.920		0.920		0.920		0.920		0.920	
Level of Service:	D		E		E		E		E		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.
 Right turns on red from excl. lanes = 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	0	98	1	98
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1022	1	552	61	1083	1	585	55	1138	1	613	38	1176	1	632	-110	1066
Comb. T-R	1	552	552	5	585	1	585	0	585	1	613	0	613	1	632	0	632
NB Right	82	0	82	5	87	0	87	0	87	0	87	0	87	0	87	0	87
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	129	1	129	8	137	1	137	3	139	1	139	10	149	1	149	0	149
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1067	1	592	64	1131	1	627	65	1196	1	661	16	1212	1	675	-110	1102
Comb. T-R	1	592	592	7	123	0	123	3	125	0	125	13	138	0	138	0	138
SB Right	116	0	116	7	123	0	123	3	125	0	125	0	125	0	125	0	125
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	169	1	169	10	179	1	179	3	182	1	182	32	214	1	214	0	214
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	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
Comb. T-R	1	412	412	4	63	0	63	0	63	0	63	0	63	0	63	0	63
EB Right	59	0	59	4	63	0	63	0	63	0	63	0	63	0	63	0	63
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1068	2	397	64	1132	2	421	13	1145	2	426	0	1145	2	435	0	1145
Comb. T-R	1	397	397	7	130	0	130	3	133	0	133	26	159	0	159	0	159
WB Right	123	0	123	7	130	0	130	3	133	0	133	0	133	0	133	0	133
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:		N-S:	684		725		758		758		758		758		781		781
		E-W:	566		600		608		608		608		608		648		648
		SUM:	1250		1324		1366		1366		1366		1366		1429		1429
No. of Phases:	2		2		2		2		2		2		2		2		2
Volume / Capacity:	0.833		0.883		0.911		0.953		0.953		0.953		0.953		0.953		0.953
Level of Service:	D		D		D		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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	846	1	499	51	897	1	529	20	917	1	539	-8	909	1	535	-90	819
Comb. T-R	1	1	499	1	529	1	529	1	539	1	539	1	535	1	535	1	490
NB Right	152	0	0	9	161	0	0	0	161	0	0	0	161	0	0	0	161
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1190	1	630	71	1261	1	667	58	1319	1	698	4	1323	1	700	-90	1233
Comb. T-R	1	1	630	1	667	1	667	1	698	1	698	1	700	1	700	1	655
SB Right	69	0	0	4	73	0	0	4	77	0	0	1	78	0	0	0	78
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	96	1	96	6	102	1	102	1	103	1	103	-3	100	1	100	0	100
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	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
Comb. T-R	1	1	601	1	637	1	637	1	638	1	638	0	638	1	638	0	638
EB Right	66	0	0	4	70	0	0	0	70	0	0	0	70	0	0	0	70
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1158	1	628	69	1227	1	666	1	1228	1	667	0	1228	1	665	0	1228
Comb. T-R	1	1	628	1	666	1	666	1	667	1	667	-3	102	0	102	0	102
WB Right	98	0	0	6	104	0	0	1	105	0	0	-3	102	0	0	0	102
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 690	N-S: 731	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761	N-S: 761
	E-W: 740	E-W: 784	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785	E-W: 785
	SUM: 1430	SUM: 1515	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1546	SUM: 1549	SUM: 1549	SUM: 1549	SUM: 1549	SUM: 1549
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.953	1.010	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	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.
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Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1039	1	582	62	1101	1	616	43	1144	1	638	19	1163	1	647
Comb. T-R	1	582	582	1	616	1	638	1	638	1	647	1	647	1	647
NB Right	124	0	124	7	131	0	131	0	131	0	131	0	131	0	131
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	172	1	172	10	182	1	182	3	185	1	185	3	188	1	188
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	933	1	517	56	989	1	547	53	1041	1	575	8	1049	1	580
Comb. T-R	1	517	517	1	547	1	547	1	575	1	580	1	580	1	580
SB Right	100	0	100	6	106	0	106	3	109	0	109	3	112	0	112
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	112	1	112	7	119	1	119	3	121	1	121	6	127	1	127
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1232	1	655	74	1306	1	694	1	1307	1	695	0	1307	1	695
Comb. T-R	1	655	655	1	694	1	694	1	695	1	695	1	695	1	695
EB Right	78	0	78	5	83	0	83	0	83	0	83	0	83	0	83
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	88	1	88	5	93	1	93	0	93	1	93	0	93	1	93
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1075	1	609	65	1140	1	645	1	1141	1	647	0	1141	1	650
Comb. T-R	1	609	609	1	645	1	645	1	647	1	647	1	650	1	650
WB Right	142	0	142	9	151	0	151	3	153	0	153	6	159	0	159
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 754	E-W: 743	SUM: 1497	N-S: 799	E-W: 788	SUM: 1586	N-S: 822	E-W: 788	SUM: 1611	N-S: 835	E-W: 788	SUM: 1623	N-S: 790	E-W: 788	SUM: 1578
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.998	1.058	1.074	1.074	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Level of Service:	E	F	F	F	F	F	F	F	F	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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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

Shirley Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative C

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	18	0	0	19	0	0	19	0	0	0	19	0	0	0	19	0	0	0	19	0
Comb. L-T	1	1	1	21	0	21	0	21	0	21	0	21	0	21	0	21	0	21	0	21
NB Thru	2	0	0	2	0	2	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	39	1	1	41	2	41	41	0	41	1	41	11	52	0	52	0	52	1	52	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	12	0	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	6	0	0	6	0	32	6	0	32	0	32	-3	3	0	29	-200	29	0	-197	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	12	0	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	2	1	1	2	0	2	2	0	2	1	2	0	2	0	2	0	2	0	2	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	501	2	2	533	30	266	2	533	2	267	7	540	2	270	0	540	2	270	0	540
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	32	1	1	34	2	34	34	5	39	1	39	-5	34	1	34	0	34	1	34	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	182	1	1	193	11	193	1	193	0	193	-20	173	1	173	0	173	1	173	0	173
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1294	1	1	1372	78	689	1	1385	13	696	-13	1372	1	689	0	1372	1	689	0	1372
Comb. T-R	1	1	1	689	1	689	1	689	1	696	1	689	1	689	1	689	1	689	1	689
WB Right	6	0	0	6	0	0	6	0	0	0	0	6	0	0	0	6	0	0	0	6
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 48	E-W: 652	SUM: 700	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 698	SUM: 749	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 691
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.467	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495	0.495
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	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.
 [1] Functional right-turn only lane

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION							
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane		
NB Left	123	0	-	7	130	0	-	0	0	130	0	-	5	135	0	0	135	0	-	
Comb. L-T	1	150	1	159	159	1	159	1	159	159	1	159	1	167	1	167	167	1	135	
NB Thru	27	0	-	2	29	0	-	0	0	29	0	-	3	32	0	-	-200	-168	0	-
Comb. T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
NB Right	354	1	354	21	375	1	375	1	375	375	1	375	21	396	1	396	0	396	1	396
Comb. L-T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
SB Left	9	0	-	1	10	0	-	0	0	10	0	-	0	10	0	10	0	10	0	-
Comb. L-T	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
SB Thru	17	0	-	1	18	0	-	0	0	18	0	-	6	24	0	42	-200	-176	0	-158
Comb. T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
SB Right	8	0	-	0	8	0	-	0	0	8	0	-	0	8	0	8	0	8	0	-
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	24	1	24	1	25	1	25	1	25	25	1	25	0	25	0	25	0	25	1	25
Comb. L-T	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
EB Thru	1245	2	623	75	1320	2	660	12	1331	1331	2	666	13	1344	2	672	0	1344	2	672
Comb. T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
EB Right [1]	100	1	100	6	106	1	106	1	106	106	1	106	13	119	1	119	0	119	1	119
Comb. L-T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
WB Left	142	1	142	9	151	1	151	1	151	151	1	151	51	202	1	202	0	202	1	202
Comb. L-T	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
WB Thru	436	1	226	26	462	1	240	2	464	464	1	241	32	496	1	257	0	496	1	257
Comb. T-R	1	226	1	226	226	1	240	1	241	241	1	241	1	257	1	257	0	257	1	257
WB Right	16	0	-	1	17	0	-	0	0	17	0	-	0	17	0	17	0	17	0	-
Comb. L-T-R	0	-	-	-	-	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S:	292	N-S:	310	N-S:	310	N-S:	310	N-S:	310	N-S:	310	N-S:	305	N-S:	305	N-S:	305	N-S:	305
	E-W:	765	E-W:	810	E-W:	810	E-W:	816	E-W:	816	E-W:	816	E-W:	874	E-W:	874	E-W:	874	E-W:	874
	SUM:	1057	SUM:	1120	SUM:	1120	SUM:	1126	SUM:	1126	SUM:	1126	SUM:	1179	SUM:	1179	SUM:	1179	SUM:	1179
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.704	0.747	0.750	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	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.
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Notes: [1] Functional right-turn only lane

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	5	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	5
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	9	0	19	10	1	20	10	0	20	0	10	0	0	20	0	10	0	0	0	20
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	5	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	5
Comb. L-T-R	1	0	1	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
SB Left	16	0	0	17	0	0	17	0	0	0	17	0	22	39	0	39	0	0	0	39
Comb. L-T	1	0	30	1	32	1	32	1	32	0	15	0	0	15	0	15	0	0	0	15
SB Thru	14	0	0	15	0	0	15	0	0	0	15	0	0	15	0	15	0	0	0	15
Comb. T-R	1	0	57	1	60	1	60	1	60	0	60	0	0	60	0	60	0	0	0	60
SB Right	57	0	0	60	0	0	60	0	0	0	60	0	0	60	0	60	0	0	0	60
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	36	1	36	2	38	1	38	0	38	0	38	0	0	38	0	38	0	0	0	38
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	76	1	45	36	112	1	63	21	133	21	74	0	133	0	74	1	74
Comb. T-R	1	0	43	1	45	1	45	0	45	0	14	0	0	14	0	14	0	0	0	14
EB Right	13	0	0	14	0	0	14	0	14	0	14	0	0	14	0	14	0	0	0	14
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	39	1	39	2	41	1	41	0	41	1	41	0	0	41	0	41	0	41	1	41
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	320	1	214	19	339	1	227	233	572	1	343	-25	547	1	317	0	547	1	317	317
Comb. T-R	1	0	214	1	227	1	227	0	227	1	343	0	343	1	317	0	343	1	317	317
WB Right	108	0	0	114	0	0	114	0	114	0	0	-27	87	0	87	0	0	0	0	87
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66	N-S: 66
	E-W: 250	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265	E-W: 265
	SUM: 312	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331	SUM: 331
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.208	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	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:

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane
NB Left	18	0	-	1	19	0	-	0	0	19	0	-	0	0	19	0	-	-
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
NB Thru	26	0	88	2	28	0	93	0	0	28	0	93	0	0	28	0	93	0
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
NB Right	44	0	-	3	47	0	-	0	0	47	0	-	0	0	47	0	-	-
Comb. L-T-R	1	-	-	1	1	1	-	1	1	1	1	-	1	1	1	1	-	-
SB Left	169	0	-	10	179	0	-	0	0	179	0	-	55	234	0	234	0	-
Comb. L-T	1	-	-	1	1	1	-	1	1	1	1	-	1	234	0	234	0	-
SB Thru	16	0	-	1	17	0	-	0	0	17	0	-	0	0	17	0	-	-
Comb. T-R	1	-	-	1	1	1	-	1	1	1	1	-	1	99	0	99	0	-
SB Right	77	0	-	5	82	0	-	0	0	82	0	-	0	0	82	0	-	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
EB Left	142	1	142	9	151	1	151	1	151	0	151	1	151	0	151	1	151	1
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
EB Thru	282	1	161	17	299	1	170	177	475	1	258	1	284	0	526	1	284	1
Comb. T-R	1	-	-	1	1	1	-	1	1	1	1	-	1	284	1	284	1	-
EB Right	39	0	-	2	41	0	-	0	0	41	0	-	0	0	41	0	-	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
WB Left	69	1	69	4	73	1	73	0	73	0	73	1	73	0	73	1	73	1
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
WB Thru	259	1	231	16	275	1	245	19	293	1	254	1	353	0	388	1	353	1
Comb. T-R	1	-	-	1	1	1	-	1	1	1	1	-	1	353	1	353	1	-
WB Right	203	0	-	12	215	0	-	0	215	0	215	0	102	317	0	317	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Crit. Volumes:	N-S: 257	N-S: 272	N-S: 272	E-W: 373	E-W: 395	E-W: 405	E-W: 677	SUM: 630	SUM: 668	SUM: 677	SUM: 677	SUM: 677	N-S: 327	N-S: 327	E-W: 503	E-W: 503	SUM: 831	SUM: 831
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.420	0.445	0.445	0.451	0.451	0.451	0.451	0.554	0.554	0.554	0.554	0.554	0.554	0.554	0.554	0.554	0.554	0.554
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	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:

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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	
NB Left	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	4	0	9	0	4	0	10	0	0	4	0	10	0	0	4	0	0	10	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	4	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	
Comb. L-T-R	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	
SB Left	51	1	28	3	54	1	30	5	59	1	32	36	95	1	52	0	95	1	52
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	4	0	34	0	4	0	36	0	4	0	38	0	4	0	4	0	4	0	54
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0
Comb. L-T-R	1	1	1	1	7	1	1	1	7	1	1	1	7	1	7	1	7	1	7
EB Left	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	0	0	0	0	0	0	0	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
Comb. T-R	1	220	220	1	233	1	233	1	241	1	241	1	241	1	241	1	241	1	241
EB Right	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Comb. T-R	1	390	390	1	413	1	413	1	419	1	419	1	419	1	419	1	419	1	419
WB Right	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 35	E-W: 398	SUM: 433	N-S: 37	E-W: 422	SUM: 459	N-S: 39	E-W: 428	SUM: 467	N-S: 55	E-W: 428	SUM: 483	N-S: 53	E-W: 428	SUM: 483				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.304	0.322	0.322	0.322	0.322	0.322	0.322	0.328	0.328	0.328	0.328	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.339
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	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.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	20	0	-	1	21	0	-	0	21	0	21	0	-	0	21	0	-
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
NB Thru	37	0	105	2	39	0	111	0	39	0	39	0	111	0	39	0	111
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
NB Right	48	0	-	3	51	0	-	0	51	0	51	0	-	0	51	0	-
Comb. L-T-R	1	1	-	1	1	1	-	1	1	1	1	-	-	1	1	1	-
SB Left	448	1	246	27	475	1	263	3	477	1	263	65	542	0	542	1	298
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
SB Thru	62	0	299	4	66	0	318	0	66	0	66	0	347	0	66	0	347
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
SB Right	35	0	-	2	37	0	-	0	37	0	37	0	-	0	37	0	-
Comb. L-T-R	1	1	-	1	1	1	-	1	1	1	1	-	-	1	1	1	-
EB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	0	94	1	94
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
EB Thru	1194	2	427	72	1266	2	453	7	1273	2	453	0	1273	0	1273	2	453
Comb. T-R	1	1	427	1	453	1	453	1	455	1	455	1	455	1	455	1	455
EB Right	87	0	-	5	92	0	-	0	92	0	92	0	-	0	92	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
WB Left	20	1	20	1	21	1	21	0	21	1	21	0	21	0	21	1	21
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	0	761	2	255
Comb. T-R	1	1	238	1	252	1	255	1	255	1	255	1	255	1	255	1	255
WB Right	3	0	-	0	3	0	-	0	3	0	3	0	-	0	3	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	-	-	0	0	0	-
Crit. Volumes:	N-S: 319	E-W: 447	SUM: 766	N-S: 338	E-W: 474	SUM: 812	N-S: 339	E-W: 476	SUM: 815	N-S: 368	E-W: 476	SUM: 844	N-S: 368	E-W: 476	SUM: 844		
No. of Phases:	3			3			3			3			3				
Volume / Capacity:	0.537			0.569			0.572			0.572			0.592				
Level of Service:	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.

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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: Acutek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	262	2	2	16	278	2	153	1	278	2	153	0	278	2	153
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	356	3	3	21	377	3	126	-2	375	3	125	7	382	3	127
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB 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	0	0	0	0	0	0	0	0	0
SB 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	0	0	0	0	0	0	0	0	0
SB Thru	768	2	2	46	814	2	315	47	861	2	319	-13	848	2	315
Comb. T-R	1	1	1	297	315	1	315	319	319	1	319	0	97	1	315
SB Right	124	0	0	7	131	0	0	-35	97	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB 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	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB 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	0	0	0	0	0	0	0	0	0
WB Left	1510	1	1	91	1601	1	880	15	1616	1	889	-13	1603	1	882
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1	0	0	0	1	0	721	0	1	0	728	0	1	0	722
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	169	1	1	10	179	1	179	24	203	1	203	0	203	1	203
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S: 441	E-W: 831	SUM: 1272	N-S: 468	E-W: 880	SUM: 1348	N-S: 472	E-W: 889	SUM: 1361	N-S: 468	E-W: 882	SUM: 1350	N-S: 458	E-W: 882	SUM: 1340
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846
Level of Service:	D	D	D	D	D	D	D	D	D	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.

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	376	2	207	23	399	2	219	5	404	2	222	0	404	2	222
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	797	3	266	48	845	3	282	-7	838	3	279	13	851	3	284
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB 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	0	0	0	0	0	0	0	0	0
SB 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	0	0	0	0	0	0	0	0	0
SB Thru	479	2	199	29	508	2	211	88	596	2	235	32	628	2	246
Comb. T-R	1	1	199	0	199	1	211	0	211	1	235	0	246	1	246
SB Right	118	0	0	7	125	0	0	-15	110	0	0	0	110	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB 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	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB 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	0	0	0	0	0	0	0	0	0
WB Left	1190	1	655	71	1261	1	694	-16	1246	1	685	32	1278	1	703
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	536	0	536	0	568	0	568	0	561	0	568	0	575
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	341	1	341	20	361	1	361	56	417	1	417	0	417	1	417
Comb. L-T-R	1	1	341	0	341	1	361	0	361	1	417	0	417	1	417
Crit. Volumes:	N-S: 406	N-S: 430	N-S: 457				N-S: 468				N-S: 468				N-S: 458
	E-W: 655	E-W: 694	E-W: 685				E-W: 685				E-W: 703				E-W: 703
	SUM: 1060	SUM: 1124	SUM: 1142				SUM: 1142				SUM: 1171				SUM: 1161
No. of Phases:	3	3	3				3				3				3
Volume / Capacity:	0.744	0.689	0.702				0.722				0.715				0.715
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, 50% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATS.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	523	2	262	31	554	2	277	2	12	566	2	283	2	7	573	2	286	2	271
Comb. T-R	1	458	1	485	1	485	1	488	1	488	1	488	1	1	491	1	491	1	491
NB Right	1017	1	559	61	1078	1	593	1	7	1085	1	597	1	7	1092	1	601	1	601
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	429	1	429	26	455	1	455	1	1	456	1	456	1	0	456	1	456	1	456
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1902	3	634	114	2016	3	672	3	61	2077	3	692	3	-25	2052	3	684	3	674
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	69	0	0	4	73	0	0	0	-13	60	0	0	0	0	60	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	332	0	0	0	352	0	0	0	0	353	0	0	0	0	353	0	353
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	595	1	332	36	631	1	352	1	21	652	1	358	1	0	652	1	358	1	358
Comb. L-T-R	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	0	0	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	0	0	0	0	0	0	0	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	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	988			1048	N-S:	1057			1057	N-S:	1057			1057	N-S:	1057		1057
	E-W:	332			352	E-W:	358			358	E-W:	358			358	E-W:	358		358
	SUM:	1320			1400	SUM:	1411			1411	SUM:	1415			1415	SUM:	1415		1415
No. of Phases:		2			2		2			2		2			2		2		2
Volume / Capacity:		0.880			0.833		0.841			0.841		0.843			0.843		0.843		0.843
Level of Service:		D			D		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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
NB Thru	979	2	490	59	1038	2	519	2	26	1063	2	532	2	13	1076	2	538	
Comb. T-R	1	622	1	659	1	659	1	662	1	662	1	662	1	1	668	1	668	
NB Right	1382	1	760	83	1465	1	806	1	6	1471	1	809	1	13	1484	1	816	
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
SB Left	207	1	207	12	219	1	219	1	49	268	1	268	1	0	268	1	268	
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
SB Thru	1404	3	468	84	1488	3	496	3	10	1498	3	499	3	64	1562	3	521	
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
SB Right	0	0	-	0	0	0	0	-	12	12	0	12	0	0	12	0	12	
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
EB Left	177	0	-	11	188	0	-	-27	160	0	0	160	0	0	160	0	160	
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
EB Thru	1	0	298	0	1	0	316	0	1	0	1	304	0	0	1	0	304	
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
EB Right	418	1	298	25	443	1	316	4	447	1	304	1	0	447	1	304		
Comb. L-T-R	1	1	-	1	1	1	1	1	1	1	1	1	1	0	447	1	304	
WB Left	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
WB Thru	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
WB Right	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S: 967	E-W: 298	SUM: 1265	N-S: 1025	E-W: 316	SUM: 1341	N-S: 1077	E-W: 304	SUM: 1381	N-S: 1077	E-W: 304	SUM: 1381	N-S: 1084	E-W: 304	SUM: 1388	N-S: 1084	E-W: 304	SUM: 1388
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.843	0.843	0.843	0.794	0.794	0.794	0.821	0.821	0.821	0.821	0.821	0.821	0.825	0.825	0.825	0.825	0.825	
Level of Service:	D	D	D	C	C	C	D	D	D	D	D	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.
 * 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.

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

N-S St: Tampa Avenue
 E-W St: Chatsworth Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ7
 Courts by: Accurek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	7	1	7	0	8	8	18	26	1	26	0	26	0	26	1	26
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1096	3	365	66	1162	3	387	1154	3	313	14	1168	-30	1138	3	309
Comb. T-R	0	-	-	0	-	-	0	-	1	313	0	317	0	317	1	309
NB Right	93	1	93	6	99	1	99	99	0	0	0	99	0	99	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	101	1	101	6	107	1	107	112	0	112	0	112	0	112	1	112
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2246	2	754	135	2381	2	799	2444	2	824	-25	2419	-30	2389	2	806
Comb. T-R	0	-	-	0	-	-	0	-	1	824	0	824	0	824	1	806
SB Right	16	0	16	1	17	0	12	28	0	0	0	28	0	28	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	62	0	62	4	66	0	7	73	0	73	0	73	0	73	0	0
Comb. L-T	0	-	-	0	-	-	0	-	1	82	0	82	0	82	1	82
EB Thru	64	0	64	4	68	0	4	72	0	72	0	72	0	72	0	0
Comb. T-R	0	-	-	0	-	-	0	-	1	82	0	82	0	82	1	82
EB Right	18	0	18	1	19	0	-1	19	0	0	0	19	0	19	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	286	2	157	17	303	2	167	269	2	148	0	269	0	269	2	148
Comb. L-T	0	-	-	0	-	-	0	-	0	0	0	0	0	0	0	0
WB Thru	140	1	140	8	148	1	148	195	0	195	0	195	0	195	1	195
Comb. T-R	0	-	-	0	-	-	0	-	0	0	0	0	0	0	0	0
WB Right	56	1	56	3	59	1	59	74	1	74	0	74	0	74	1	74
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	761	807	N-S:	850	N-S:	842	N-S:	850	N-S:	842	N-S:	832	N-S:	832	N-S:
	E-W:	229	243	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:
	SUM:	990	1050	SUM:	1118	SUM:	1109	SUM:	1109	SUM:	1109	SUM:	1099	SUM:	1099	SUM:
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.695			* 0.637			* 0.684			* 0.678			* 0.671			
Level of Service:	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.

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

[1] Portier Ranch mitigation includes resurfacing 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.

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

CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Chatsworth Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA27
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	12	1	12	1	13	26	38	1	38	1	38	0	38	1	38	38
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
NB Thru	1963	3	654	3	694	35	2115	3	574	3	580	26	2141	3	580	573
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	573
NB Right	183	1	183	1	194	-15	179	0	0	0	179	0	179	0	0	179
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Left	122	1	122	1	129	6	135	1	135	1	135	0	135	1	135	135
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
SB Thru	1585	2	561	2	595	11	1691	2	601	2	623	64	1755	2	623	613
Comb. T-R	1	561	561	1	595	0	0	0	601	0	623	0	623	0	623	613
SB Right	99	0	99	0	105	8	113	0	0	0	113	0	113	0	0	113
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Left	46	0	46	0	49	-1	48	0	48	0	48	0	48	0	48	48
Comb. L-T	1	77	77	1	82	64	156	0	115	0	115	0	115	0	115	115
EB Thru	87	0	87	0	92	0	92	0	0	0	156	0	156	0	156	156
Comb. T-R	1	77	77	1	82	0	82	0	115	0	115	0	115	0	115	115
EB Right	21	0	21	0	22	4	27	0	0	0	27	0	27	0	27	27
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Left	130	2	72	2	76	-29	109	2	60	2	60	0	109	2	60	60
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
WB Thru	60	1	60	1	64	111	174	1	174	1	174	0	174	1	174	174
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
WB Right	113	1	113	1	120	0	120	1	120	1	120	0	120	1	120	120
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	776	823	N-S:	823	708	715	N-S:	708	715	715	715	715	N-S:	707	707
	E-W:	149	157	E-W:	157	222	222	E-W:	222	222	222	222	222	E-W:	222	222
	SUM:	925	980	SUM:	980	930	930	SUM:	930	930	930	930	930	SUM:	929	929
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.649			0.588			0.553			0.557			0.552			
Level of Service:	B			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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

[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.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume		
NB Left	40	1	40	2	42	1	42	3	45	1	45	0	45	1	45	-10	35	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	830	2	337	50	880	2	357	17	897	2	363	14	911	2	367	-50	861	
Comb. T-R	1	337	337	1	357	1	357	1	363	1	363	1	367	1	367	0	351	
NB Right	181	0	181	11	192	0	191	-1	191	0	191	0	191	0	191	0	191	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1569	3	523	94	1663	3	554	101	1764	3	588	-25	1739	3	580	-50	1689	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	784	1	421	47	831	1	446	45	876	1	468	3	879	1	470	0	879	
Comb. T-R	1	421	421	1	446	1	446	1	468	1	468	1	470	1	470	0	465	
EB Right	57	0	57	3	60	0	60	1	61	0	61	0	61	0	61	-10	51	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1180	1	606	71	1251	1	642	53	1304	1	675	-5	1299	1	673	0	1299	
Comb. T-R	1	606	606	1	642	1	642	1	675	1	675	1	673	1	673	0	673	
WB Right	32	0	32	2	34	0	34	14	47	0	47	0	47	0	47	0	47	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 563	E-W: 647	SUM: 1210	N-S: 597	E-W: 686	SUM: 1283	N-S: 597	E-W: 712	SUM: 1345	N-S: 633	E-W: 712	SUM: 1345	N-S: 625	E-W: 709	SUM: 1334	N-S: 598	E-W: 709	SUM: 1308
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.849	0.849	0.800	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844
Level of Service:	D	D	C	D	D	D	D	D	D	D	D	D	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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSCAC/ATCS.
 Notes:
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	1	41	-10	31
Comb. L-T	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	26	1817	2	680	-50	1767
Comb. T-R	1	604	604	1	641	1	671	1	671	1	680	1	680	1	680	1	663
NB Right	205	0	-	12	217	0	-	5	222	0	0	0	222	0	0	0	222
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	64	1248	3	416	-50	1198
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	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
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	5	1262	1	659	0	1262
Comb. T-R	1	593	593	1	628	1	656	1	656	1	656	1	659	1	659	1	654
EB Right	44	0	-	3	47	0	-	9	55	0	0	0	55	0	0	-10	45
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	626	1	340	38	664	1	360	42	706	1	384	13	719	1	390	0	719
Comb. T-R	1	340	340	1	360	1	360	1	384	1	384	1	390	1	390	1	390
WB Right	54	0	-	3	57	0	-	4	61	0	0	0	61	0	0	0	61
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	655	N-S:	695	N-S:	731	N-S:	731	N-S:	731	N-S:	740	N-S:	740	N-S:	723	
	E-W:	698	E-W:	739	E-W:	765	E-W:	765	E-W:	765	E-W:	767	E-W:	767	E-W:	762	
	SUM:	1353	SUM:	1434	SUM:	1496	SUM:	1496	SUM:	1496	SUM:	1507	SUM:	1507	SUM:	1485	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.949	0.906	0.950	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	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.
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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
 234 E Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	89	1	89	5	94	1	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	855	2	312	51	906	2	330	2	336	14	938	2	341	-65	873	2	319
Comb. T-R	1	312	312	1	330	1	336	1	336	0	336	1	341	0	341	1	319
NB Right	80	0	0	5	85	0	0	0	0	0	85	0	0	0	85	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	85	0	0	0	85	0	0
SB Left	73	1	73	4	77	1	77	1	77	0	77	1	77	0	77	1	77
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1641	2	583	98	1739	2	618	2	649	-25	1809	2	641	-65	1744	2	619
Comb. T-R	1	583	583	1	618	1	649	1	649	0	649	1	641	0	641	1	619
SB Right	107	0	0	6	113	0	0	0	0	0	113	0	0	0	113	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	113	0	0	0	113	0	0
EB Left	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	914	1	480	55	969	1	508	1	513	3	982	1	515	0	982	1	515
Comb. T-R	1	480	480	1	508	1	513	1	513	0	513	1	515	0	515	1	515
EB Right	45	0	0	3	48	0	0	0	0	0	48	0	0	0	48	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	48	0	0	0	48	0	0
WB Left	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1114	1	671	67	1181	1	711	1	711	-5	1176	1	709	0	1176	1	709
Comb. T-R	1	671	671	1	711	1	711	1	711	0	711	1	709	0	709	1	709
WB Right	227	0	0	14	241	0	0	0	0	1	242	0	0	0	242	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	242	0	0	0	242	0	0
Crit. Volumes:	N-S:	672	712	N-S:	744	N-S:	744	N-S:	735	N-S:	714	N-S:	714	E-W:	824	E-W:	824
	E-W:	780	826	E-W:	827	E-W:	827	E-W:	824	E-W:	824	E-W:	824	SUM:	1560	SUM:	1538
	SUM:	1451	1538	SUM:	1570	SUM:	1570	SUM:	1560	SUM:	1560	SUM:	1538				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.047	1.047	1.047	1.047	1.040	1.040	1.040	1.025	1.025	1.025	1.040	1.040	1.025	1.025
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume		
NB Left	49	1	49	3	52	1	52	1	52	0	52	1	52	0	52	1	52	1	52	0	52	1	52	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1618	2	589	97	1715	2	624	2	1810	2	656	2	664	26	1836	2	664	2	664	-65	1771	2	643	
Comb. T-R	1	589	1	624	1	624	1	656	1	656	1	664	1	664	1	664	1	664	1	664	1	664	1	643
NB Right	148	0	0	9	157	0	0	0	157	0	0	0	0	0	157	0	0	0	0	0	157	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	45	1	45	3	48	1	48	1	49	1	49	1	49	0	49	1	49	1	49	0	49	1	49	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1208	2	420	72	1280	2	445	2	1312	2	456	2	478	64	1376	2	478	2	478	-65	1311	2	456	
Comb. T-R	1	420	1	445	1	445	1	456	1	456	1	478	1	478	1	478	1	478	1	478	1	478	1	456
SB Right	52	0	0	3	55	0	0	0	56	0	0	0	0	0	56	0	0	0	0	0	56	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	104	1	104	6	110	1	110	1	111	1	111	1	111	0	111	1	111	1	111	0	111	1	111	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1261	1	664	76	1337	1	704	1	1337	1	704	1	704	5	1342	1	706	1	706	0	1342	1	706	
Comb. T-R	1	664	1	704	1	704	1	704	1	704	1	704	1	706	1	706	1	706	1	706	1	706	1	706
EB Right	67	0	0	4	71	0	0	0	71	0	0	0	0	0	71	0	0	0	0	0	71	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	125	1	125	8	133	1	133	1	133	1	133	1	133	0	133	1	133	1	133	0	133	1	133	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	665	1	350	40	705	1	371	1	705	1	372	1	378	13	718	1	378	1	378	0	718	1	378	
Comb. T-R	1	350	1	371	1	371	1	372	1	372	1	378	1	378	1	378	1	378	1	378	1	378	1	378
WB Right	35	0	0	2	37	0	0	0	38	0	0	0	0	0	38	0	0	0	0	0	38	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 634	E-W: 789	SUM: 1423	N-S: 672	E-W: 836	SUM: 1508	N-S: 705	E-W: 836	SUM: 1541	N-S: 713	E-W: 839	SUM: 1552	N-S: 692	E-W: 839	SUM: 1530									
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2									
Volume / Capacity:	0.948	1.005	1.027	1.035	1.020																			
Level of Service:	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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION						
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	
NB Left	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	-	53	937	2	341	17	954	2	347	7	961	2	349	-80	881	2	323	-	-	2	323	
NB Thru	1	322	5	87	1	341	0	87	1	347	0	87	1	349	0	87	1	323	0	87	1	323	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	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	-	82	1449	2	627	95	1544	2	659	-13	1531	2	649	-80	1451	2	622	-	-	2	622	
SB Thru	2	592	24	432	1	627	0	432	1	659	0	432	1	649	0	414	1	622	0	414	1	622	
Comb. T-R	1	592	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	2	51	6	98	2	54	0	98	2	54	10	108	2	59	0	108	2	59	0	108	2	59	
Comb. L-T	0	-	21	373	1	245	2	375	1	246	9	384	1	250	0	384	1	250	0	384	1	250	
EB Thru	1	231	7	117	1	245	0	117	1	246	0	117	1	250	0	117	1	250	0	117	1	250	
Comb. T-R	1	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	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	-	59	1050	1	546	13	1063	1	552	-15	1048	1	545	0	1048	1	545	0	1048	1	545	
WB Thru	1	515	2	41	1	546	0	41	1	552	0	41	1	545	0	41	1	545	0	41	1	545	
Comb. T-R	1	515	0	0	1	546	0	0	1	552	0	0	1	545	0	0	1	545	0	0	1	545	
WB Right	0	-	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	659	N-S:	698	N-S:	730	N-S:	730	N-S:	730	N-S:	720	N-S:	693	N-S:	693	N-S:	693	N-S:	693	N-S:	693	N-S:
	E-W:	566	E-W:	600	E-W:	606	E-W:	606	E-W:	606	E-W:	604	E-W:	604	E-W:	604	E-W:	604	E-W:	604	E-W:	604	E-W:
	SUM:	1224	SUM:	1298	SUM:	1336	SUM:	1336	SUM:	1336	SUM:	1324	SUM:	1297	SUM:	1297	SUM:	1297	SUM:	1297	SUM:	1297	SUM:
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.859	0.911	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.929	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 234 E. Colorado Blvd., Suite 400, Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87	1	87
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1247	2	462	75	1322	2	490	2	520	13	1425	2	524	-80	1345	2	497	2	497
Comb. T-R	1	462	1	8	147	1	490	1	520	0	147	1	524	0	147	1	497	1	497
NB Right	139	0	0	8	147	0	0	0	0	0	147	0	0	0	147	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	35	1	35	2	37	1	37	1	38	1	38	1	38	0	38	1	38	1	38
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1090	2	439	65	1155	2	465	2	474	32	1214	2	500	-80	1134	2	473	2	473
Comb. T-R	1	439	1	14	240	1	465	1	474	45	286	1	500	0	286	1	473	1	473
SB Right	226	0	0	14	240	0	0	1	241	0	241	0	0	0	241	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	537	2	295	32	569	2	313	1	570	18	588	2	324	0	588	2	324	2	324
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	676	68	1209	1	716	1	1218	16	1234	1	729	0	1234	1	729	1	729
Comb. T-R	1	676	1	13	223	0	0	0	223	0	223	0	0	0	223	0	0	0	0
EB Right	210	0	0	13	223	0	0	0	223	0	223	0	0	0	223	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	108	1	108	6	114	1	114	1	114	0	114	1	114	0	114	1	114	1	114
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	406	1	225	24	430	1	239	1	431	38	469	1	259	0	469	1	259	1	259
Comb. T-R	1	225	1	3	47	0	0	1	48	0	48	0	0	0	48	0	0	0	0
WB Right	44	0	0	3	47	0	0	1	48	0	48	0	0	0	48	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 521	N-S: 552	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561
	E-W: 784	E-W: 831	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835
	SUM: 1304	SUM: 1382	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.915	0.970	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	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.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

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

CRITICAL MOVEMENT ANALYSIS

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

Date: 03/24/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	Lane	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	214	2	2	227	13	125	2	296	69	163	2	276	-20	152	2	266	-10	146	2	146
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1027	2	2	1089	62	544	2	1092	4	546	2	1092	0	546	2	1012	-80	506	2	506
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	174	1	1	184	10	184	1	184	0	184	1	184	0	184	1	174	-10	174	1	174
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	105	2	2	111	6	61	2	110	-1	61	2	110	0	61	2	110	0	61	2	61
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1441	2	2	1527	86	584	2	1525	-3	616	2	1525	0	611	2	1445	-80	585	2	585
Comb. T-R	0	1	1	551	0	584	1	584	0	584	1	584	0	584	1	585	0	585	1	585
SB Right	211	0	0	224	13	224	0	224	99	322	0	309	-13	309	0	309	0	309	0	309
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	125	2	2	133	8	73	2	146	13	80	2	153	7	84	2	153	0	84	2	84
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	660	2	2	700	40	240	2	731	31	254	2	748	17	263	2	748	0	260	2	260
Comb. T-R	0	1	1	227	0	240	1	240	0	254	1	240	0	263	1	260	0	260	1	260
EB Right	20	0	0	21	1	21	0	21	9	30	0	41	11	31	0	31	-10	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	405	2	2	429	24	236	2	429	0	236	2	429	0	236	2	419	-10	231	2	231
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1214	2	2	1287	73	643	2	1368	81	684	2	1338	-30	669	2	1338	0	669	2	669
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	44	1	1	47	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 668	N-S: 708	N-S: 779	N-S: 779	E-W: 676	E-W: 716	E-W: 764	E-W: 753	SUM: 1344	SUM: 1425	SUM: 1542	SUM: 1516	N-S: 731	E-W: 753	SUM: 1484					
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					
Volume / Capacity:	0.978	1.036	1.122	1.103	0.978	1.036	1.122	1.103	0.978	1.036	1.122	1.103	0.978	1.036	1.122	1.103	0.978	1.036	1.122	1.103
Level of Service:	E	F	F	F	E	F	F	F	E	F	F	F	E	F	F	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] 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.

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 234 E. Colorado Blvd., Suite 400, Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

Date: 03/24/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	193	2	106	12	205	2	113	5	210	2	115	51	261	2	143	-10	251	2	138	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1263	2	532	76	1339	2	564	10	1349	2	567	0	1349	2	567	-80	1269	2	537	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	333	0	0	20	353	0	0	0	353	0	0	0	353	0	0	-10	343	0	537	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	265	2	146	16	281	2	154	1	282	2	155	0	282	2	155	0	282	2	155	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1028	2	376	62	1090	2	399	15	1105	2	406	0	1105	2	417	-80	1025	2	390	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	100	1	376	6	106	1	399	8	114	1	406	32	146	1	417	0	146	1	390	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	300	2	165	18	318	2	175	76	394	2	217	13	407	2	224	0	407	2	224	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1286	2	643	77	1363	2	682	54	1417	2	709	31	1448	2	724	0	1448	2	724	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	76	1	76	5	81	1	81	52	133	1	133	21	154	1	154	-10	144	1	144	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	330	2	182	20	350	2	192	0	350	2	192	0	350	2	192	-10	340	2	187	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	831	2	331	50	881	2	351	12	893	2	355	77	970	2	381	0	970	2	381	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	161	0	0	10	171	0	0	1	172	0	0	0	172	0	0	0	172	0	161	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 678	E-W: 825	SUM: 1502	N-S: 718	E-W: 874	SUM: 1592	N-S: 722	E-W: 901	SUM: 1623	N-S: 722	E-W: 916	SUM: 1639	N-S: 722	E-W: 916	SUM: 1639	N-S: 692	E-W: 911	SUM: 1603		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	1.093	1.158	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.
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 [1] Eastbound 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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	
NB Left	95	1	95	6	101	1	101	0	101	0	101	1	101	0	101	1	101	1	101
Comb. L-T	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0
NB Thru	993	2	497	60	1053	2	526	69	1122	2	561	2	554	-13	1059	2	529	2	529
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0
NB Right [1]	94	1	94	6	100	1	100	0	100	1	100	1	100	0	100	1	100	1	100
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	116	1	116	7	123	1	123	0	123	0	123	1	123	0	123	1	123	1	123
Comb. L-T	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0
SB Thru	1357	2	679	81	1438	2	719	9	1447	2	724	2	727	7	1404	2	702	2	702
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0
SB Right [1]	71	1	71	4	75	1	75	0	75	1	75	1	75	0	75	1	75	1	75
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	103	1	103	6	109	1	109	0	109	1	109	1	109	0	109	1	109	1	109
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0
EB Thru	1084	2	396	65	1149	2	420	4	1153	2	421	2	423	6	1159	2	423	2	423
Comb. T-R	1	396	396	1	420	1	421	1	421	1	421	1	423	1	423	1	423	1	423
EB Right	105	0	105	6	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	122	1	122	7	129	1	129	0	129	1	129	1	129	0	129	1	129	1	129
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0
WB Thru	1093	2	547	66	1159	2	579	5	1164	2	582	2	577	-10	1154	2	577	2	577
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0
WB Right [1]	139	1	139	8	147	1	147	0	147	1	147	1	147	0	147	1	147	1	147
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 774	E-W: 650	SUM: 1423	N-S: 820	E-W: 688	SUM: 1508	N-S: 824	E-W: 691	SUM: 1515	N-S: 828	E-W: 686	SUM: 1514	N-S: 803	E-W: 686	SUM: 1489				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.949	1.006	1.010	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009	1.009
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.
 [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.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	
NB Left	100	1	100	6	106	1	106	0	106	1	106	1	0	106	1	106
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-
NB Thru	1153	2	419	69	1222	2	444	8	1230	2	447	2	32	1262	2	457
Comb. T-R	1	419	419	1	444	1	447	1	447	1	447	1	1	457	1	457
NB Right	104	0	-	6	110	0	-	0	110	0	110	0	0	110	0	110
Comb. L-T-R-	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-
SB Left	194	1	194	12	206	1	206	1	207	1	207	1	0	207	1	207
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Thru	1161	2	416	70	1231	2	441	57	1288	2	460	2	13	1301	2	464
Comb. T-R	1	416	416	1	441	1	441	1	460	1	460	1	1	464	1	464
SB Right	86	0	-	5	91	0	-	1	92	0	92	0	0	92	0	92
Comb. L-T-R-	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-
EB Left	132	1	132	8	140	1	140	0	140	1	140	1	0	140	1	140
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Thru	1283	2	455	77	1360	2	482	15	1375	2	487	2	10	1385	2	491
Comb. T-R	1	455	455	1	482	1	482	1	487	1	487	1	1	491	1	491
EB Right	82	0	-	5	87	0	-	0	87	0	87	0	0	87	0	87
Comb. L-T-R-	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-
WB Left	99	1	99	6	105	1	105	0	105	1	105	1	0	105	1	105
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-
WB Thru	1120	2	456	67	1187	2	483	13	1200	2	488	2	26	1226	2	496
Comb. T-R	1	456	456	1	483	1	483	1	488	1	488	1	1	496	1	496
WB Right	248	0	-	15	263	0	-	0	263	0	263	0	0	263	0	263
Comb. L-T-R-	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-
Crit. Volumes:	N-S:	613	650	N-S:	654	N-S:	654	N-S:	664	N-S:	664	N-S:	664	N-S:	648	N-S:
	E-W:	588	623	E-W:	628	E-W:	628	E-W:	636	E-W:	636	E-W:	636	E-W:	636	E-W:
	SUM:	1201	1273	SUM:	1281	SUM:	1281	SUM:	1300	SUM:	1300	SUM:	1300	SUM:	1284	SUM:
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.801		0.849		0.854		0.867		0.867		0.867		0.867		0.856	
Level of Service:	D		D		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.

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 234 E Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	77	1	77	5	82	1	82	1	82	0	82	1	82	0	82	1	82	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	894	2	447	54	948	2	474	2	508	-8	1009	2	504	-40	969	2	484	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	48	1	48	3	51	1	51	1	51	0	51	1	51	0	51	1	51	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	152	1	152	9	161	1	161	1	161	1	162	1	162	0	162	1	162	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1238	2	619	74	1312	2	656	2	661	4	1325	2	663	-40	1285	2	643	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	79	1	79	5	84	1	84	1	84	0	84	1	84	0	84	1	84	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1170	1	626	70	1240	1	663	1	664	0	1241	1	664	0	1241	1	664	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	81	0	81	5	86	0	86	0	86	0	86	0	86	0	86	0	86	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	91	1	91	5	96	1	96	1	96	0	96	1	96	0	96	1	96	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1143	1	628	69	1212	1	666	1	666	0	1213	1	665	0	1213	1	665	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	113	0	113	7	120	0	120	0	120	-3	117	0	117	0	117	0	117	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	696	N-S:	738	N-S:	742	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	724	N-S:	724
	E-W:	717	E-W:	759	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760
	SUM:	1413	SUM:	1497	SUM:	1502	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1484	SUM:	1484
No. of Phases:	2			2			2			2			2			2		
Volume / Capacity:	0.942			0.998			1.002			1.003			1.003			0.990		
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.
 [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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]													
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	1	120	1	127	1	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	434	2	1307	2	460	2	1313	6	1313	2	462	19	1332	2	468	-40	1292	2	455	-40	1292	2	455	-40	1292	2	455	-40	1292
Comb. T-R	1	434	1	460	1	460	1	462	0	462	1	462	0	462	1	468	0	468	1	465	0	468	1	455	0	465	1	455	0	465
NB Right	0	-	0	72	0	-	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72
Comb. L-T-R	0	-	0	72	0	-	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72
SB Left	1	167	1	177	1	177	1	177	0	177	1	177	3	180	1	180	0	180	1	180	0	180	1	180	0	180	1	180	0	180
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	427	2	1241	2	452	2	1296	55	1296	2	470	8	1304	2	473	-40	1264	2	460	-40	1264	2	460	-40	1264	2	460	-40	1264
Comb. T-R	1	427	1	452	1	452	1	470	0	470	1	470	0	470	1	473	0	473	1	460	0	473	1	460	0	473	1	460	0	473
SB Right	0	-	0	116	0	-	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116
Comb. L-T-R	0	-	0	116	0	-	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116
EB Left	1	86	1	91	1	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	707	1	1427	1	749	1	1428	1	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428
Comb. T-R	1	707	1	1427	1	749	1	1428	1	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428
EB Right	0	-	0	71	0	-	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71
Comb. L-T-R	0	-	0	71	0	-	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71
WB Left	1	74	1	78	1	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	654	1	1277	1	693	1	1278	1	1278	1	693	0	1278	1	696	0	1278	1	696	0	1278	1	696	0	1278	1	696	0	1278
Comb. T-R	1	654	1	1277	1	693	1	1278	1	1278	1	693	0	1278	1	696	0	1278	1	696	0	1278	1	696	0	1278	1	696	0	1278
WB Right	0	-	0	108	0	-	0	108	0	108	0	108	6	114	0	114	0	114	0	114	0	114	0	114	0	114	0	114	0	114
Comb. L-T-R	0	-	0	108	0	-	0	108	0	108	0	108	6	114	0	114	0	114	0	114	0	114	0	114	0	114	0	114	0	114
Crit. Volumes:	N-S:	601	N-S:	637	N-S:	639	N-S:	639	N-S:	639	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	635	N-S:	648	N-S:	635	N-S:	648	N-S:	635	N-S:	648
	E-W:	781	E-W:	827	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828
	SUM:	1381	SUM:	1464	SUM:	1467	SUM:	1467	SUM:	1467	SUM:	1476	SUM:	1476	SUM:	1476	SUM:	1476	SUM:	1463	SUM:	1476	SUM:	1463	SUM:	1476	SUM:	1463	SUM:	1476
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2		2			
Volume / Capacity:	0.921		0.976		0.976		0.976		0.976		0.978		0.978		0.984		0.984		0.975		0.984		0.975		0.984		0.975			
Level of Service:	E		E		E		E		E		E		E		E		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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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION							
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume		
NB Left	92	1	92	6	98	1	98	1	98	0	98	1	98	0	98	1	98	0	98	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	303	1	168	18	321	1	178	1	178	1	323	1	179	0	323	1	179	0	179	
Comb. T-R	1	168	1	168	1	178	1	178	1	342	1	179	1	179	1	179	1	179	1	
NB Right	32	0	32	2	34	0	34	0	34	0	34	0	34	0	34	0	34	0	34	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	110	1	110	7	117	1	117	1	117	5	122	1	122	0	122	1	122	0	122	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	678	1	522	41	719	1	553	1	553	15	734	1	561	-3	731	1	558	0	731	
Comb. T-R	1	522	1	522	1	553	1	553	1	561	1	561	1	558	1	558	1	558	1	
SB Right	366	0	366	22	388	0	388	0	388	0	388	0	388	-3	385	0	385	0	385	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	61	1	61	4	65	1	65	1	65	0	65	1	66	1	66	1	66	0	66	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	386	1	221	23	409	1	234	1	234	2	411	1	235	7	418	1	239	0	418	
Comb. T-R	1	221	1	221	1	234	1	234	1	235	1	235	1	239	1	239	1	239	1	
EB Right	56	0	56	3	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	4	1	4	0	4	1	4	1	4	0	4	1	4	0	4	1	4	0	4	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	556	1	303	33	589	1	321	1	321	13	602	1	327	-13	589	1	321	0	589	
Comb. T-R	1	303	1	303	1	321	1	321	1	327	1	327	1	321	1	321	1	321	1	
WB Right	49	0	49	3	52	0	52	0	52	0	52	0	52	0	52	0	52	0	52	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	614	N-S:	651	N-S:	658	N-S:	655	N-S:	655	N-S:	655	N-S:	655	N-S:	655	N-S:	655	N-S:	655
	E-W:	364	E-W:	385	E-W:	392	E-W:	386	E-W:	386	E-W:	386	E-W:	386	E-W:	386	E-W:	386	E-W:	386
	SUM:	978	SUM:	1036	SUM:	1050	SUM:	1042	SUM:	1042	SUM:	1042	SUM:	1042	SUM:	1042	SUM:	1042	SUM:	1042
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.652	0.691	0.700	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	0.694	
Level of Service:	B	B	C	B	B	B	B	B	B	B	B	B	B	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.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	0	82	1	82
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	-	-	0	-
NB Thru	500	1	261	30	530	1	276	-3	528	1	275	3	531	0	531	1	276
Comb. T-R	1	261	261	1	276	1	276	1	275	1	275	1	276	1	276	1	276
NB Right	21	0	-	1	22	0	-	0	22	0	-	0	22	0	22	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Left	51	1	51	3	54	1	54	0	54	1	54	0	54	0	54	1	54
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	-	-	0	-
SB Thru	337	1	215	20	357	1	228	0	357	1	228	6	363	0	363	1	234
Comb. T-R	1	215	215	1	228	1	228	1	228	1	228	1	234	1	234	1	234
SB Right	93	0	-	6	99	0	-	0	99	0	-	6	105	0	105	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Left	287	1	287	17	304	1	304	-1	303	1	303	3	306	0	306	1	306
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	-	-	0	-
EB Thru	843	1	460	51	894	1	488	9	903	1	492	13	916	0	916	1	499
Comb. T-R	1	460	460	1	488	1	488	1	492	1	492	1	499	1	499	1	499
EB Right	77	0	-	5	82	0	-	0	82	0	-	0	82	0	82	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Left	28	1	28	2	30	1	30	0	30	1	30	0	30	0	30	1	30
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	-	-	0	-
WB Thru	419	1	239	25	444	1	253	1	445	1	253	32	477	0	477	1	269
Comb. T-R	1	239	239	1	253	1	253	1	253	1	253	1	269	1	269	1	269
WB Right	59	0	-	4	63	0	-	-1	61	0	-	0	61	0	61	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Crit. Volumes:	N-S: 312	E-W: 526	SUM: 838	N-S: 330	E-W: 558	SUM: 888	N-S: 329	E-W: 556	SUM: 885	N-S: 330	E-W: 575	SUM: 906	N-S: 330	E-W: 575	SUM: 906		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.558	0.592	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590	0.590
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	45	1	45	3	48	1	48	0	48	0	48	0	48	0	48	1	48	48
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
NB Thru	119	1	65	7	126	1	68	0	126	0	126	0	126	0	126	1	68	68
Comb. T-R	1	65	68	1	68	1	68	0	68	0	68	0	68	0	68	1	68	68
NB Right	10	0	-	1	11	0	-	0	11	0	11	0	11	0	11	0	-	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Left	243	1	243	15	258	1	258	8	265	1	265	0	265	0	265	1	265	265
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Thru	229	1	229	14	243	1	243	4	246	1	246	0	246	0	246	1	246	246
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Right	218	1	218	13	231	1	231	4	235	1	235	-5	230	0	230	1	230	230
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Left	114	1	114	7	121	1	121	0	121	1	121	3	124	0	124	1	124	124
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Thru	987	2	341	59	1046	2	362	31	1077	2	372	13	1090	0	1090	2	376	376
Comb. T-R	1	341	362	1	362	1	362	0	362	0	362	0	362	0	362	1	376	376
EB Right	37	0	-	2	39	0	-	0	39	0	39	0	39	0	39	0	-	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
WB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	0	12	1	12	12
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
WB Thru	1334	2	478	80	1414	2	507	81	1495	2	534	-23	1472	0	1472	2	526	526
Comb. T-R	1	478	507	1	507	1	507	0	507	0	507	0	507	0	507	1	526	526
WB Right	100	0	-	6	106	0	-	0	106	0	106	0	106	0	106	0	-	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
Crit. Volumes:	N-S: 308	E-W: 592	SUM: 900	N-S: 326	E-W: 628	SUM: 953	N-S: 333	E-W: 655	SUM: 988	N-S: 333	E-W: 655	SUM: 983	N-S: 333	E-W: 650	SUM: 983	N-S: 333	E-W: 650	SUM: 983
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.600	0.636	0.659	0.659	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	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.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	73	1	73	4	77	1	77	1	77	0	77	1	77	0	77	1	77	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	172	1	91	10	182	1	96	1	96	0	182	1	96	0	182	1	96	
Comb. T-R	1	91	91	1	96	1	96	1	96	1	96	1	96	1	96	1	96	
NB Right	9	0	0	1	10	0	0	0	0	0	10	0	0	0	10	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	131	1	131	8	139	1	139	1	139	0	139	1	139	0	139	1	139	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	117	1	117	7	124	1	124	1	124	0	124	1	124	0	124	1	124	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	104	1	104	6	110	1	110	1	110	13	123	1	123	0	123	1	123	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	209	1	209	13	222	1	222	1	220	-1	220	1	220	5	225	1	225	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1487	2	513	89	1576	2	543	2	561	54	1630	2	561	23	1653	2	569	
Comb. T-R	1	513	513	1	543	1	543	1	561	1	561	1	561	1	569	1	569	
EB Right	51	0	0	3	54	0	0	0	0	0	54	0	0	0	54	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	12	1	12	1	13	1	13	1	13	0	13	1	13	0	13	1	13	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1125	2	442	68	1193	2	469	2	472	12	1205	2	472	57	1262	2	491	
Comb. T-R	1	442	442	1	469	1	469	1	472	1	472	1	491	1	491	1	491	
WB Right	202	0	0	12	214	0	0	0	0	-1	213	0	0	0	213	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	N-S:	235	N-S:	235	N-S:	235
	E-W:	651	E-W:	690	E-W:	690	E-W:	693	E-W:	717	E-W:	717	E-W:	717	E-W:	717	E-W:	717
	SUM:	873	SUM:	925	SUM:	925	SUM:	928	SUM:	952	SUM:	952	SUM:	952	SUM:	952	SUM:	952
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.582	0.617	0.617	0.618	0.618	0.618	0.618	0.634	0.634	0.634	0.634	0.634	0.634	0.634	0.634	0.634	0.634	
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	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.
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	125	1	125	8	133	1	133	1	133	0	133	1	133	0	133	1	133	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	716	1	423	43	759	1	448	1	453	10	769	1	453	0	769	1	453	
Comb. T-R	1	423	1	448	1	448	1	453	1	453	1	453	1	453	1	453	1	453
NB Right	129	0	0	8	137	0	0	0	137	0	137	0	0	0	137	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	211	1	211	13	224	1	224	1	224	0	224	1	224	0	224	1	224	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1200	1	695	72	1272	1	736	1	731	-23	1249	1	729	0	1249	2	624	
Comb. T-R	1	695	1	736	1	736	1	731	1	729	1	729	1	729	2	624	0	
SB Right	189	0	0	11	200	0	0	0	213	13	213	0	0	-5	208	1	208	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	173	1	173	10	183	1	183	1	185	2	185	1	188	3	188	1	188	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	220	1	208	13	233	1	220	1	222	1	234	1	224	3	237	1	224	
Comb. T-R	1	208	1	208	1	220	1	222	1	222	1	224	1	224	2	224	1	224
EB Right	195	0	0	12	207	0	0	0	210	4	210	0	0	0	210	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	8	1	8	0	8	1	8	1	8	0	8	1	8	0	8	1	8	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	28	1	28	2	30	1	30	1	30	0	30	1	25	-5	25	1	25	
Comb. T-R	1	56	1	56	1	59	1	59	1	59	1	59	1	59	1	59	1	59
WB Right	56	0	0	3	59	0	0	0	59	0	59	0	0	0	59	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 820	E-W: 229	SUM: 1049	N-S: 869	E-W: 243	SUM: 1111	N-S: 864	E-W: 245	SUM: 1109	N-S: 861	E-W: 248	SUM: 1109	N-S: 757	E-W: 248	SUM: 1005			
No. of Phases:	2			2			2			2			2					
Volume / Capacity:	0.699			0.741			0.739			0.739			0.670					
Level of Service:	B			C			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.
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION							
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane		
NB Left	1	105	1	6	111	1	111	1	0	111	1	111	1	0	111	1	111	1	111	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
NB Thru	1	1311	1	79	1390	1	746	1	18	1408	1	755	1	0	1408	1	755	1	755	
Comb. T-R	1	704	1	704	746	1	746	1	755	1408	1	755	1	755	1408	1	755	1	755	
NB Right	0	-	0	6	102	0	-	0	0	102	0	-	0	0	102	0	-	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
SB Left	1	229	1	14	243	1	243	1	3	245	1	245	1	0	245	1	245	1	245	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
SB Thru	1	2358	1	141	2499	1	1291	1	51	2550	1	1318	1	0	2550	2	1325	2	1275	
Comb. T-R	1	1218	1	1218	1291	1	1291	1	1318	2550	1	1325	1	1325	2550	2	1325	2	1275	
SB Right	0	-	0	5	83	0	-	0	4	86	0	-	0	13	99	0	-	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
EB Left	1	277	1	17	294	1	294	1	9	303	1	303	1	5	308	1	308	1	308	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
EB Thru	1	248	1	15	263	1	241	1	0	263	1	241	1	5	268	1	243	1	243	
Comb. T-R	1	227	1	227	241	1	241	1	241	263	1	241	1	243	268	1	243	1	243	
EB Right	0	-	0	12	218	0	-	0	0	218	0	-	0	0	218	0	-	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
WB Left	1	103	1	6	109	1	109	1	0	109	1	109	1	0	109	1	109	1	109	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
WB Thru	1	238	1	14	252	1	204	1	0	252	1	204	1	13	265	1	210	1	210	
Comb. T-R	1	192	1	192	204	1	204	1	204	252	1	204	1	265	265	1	210	1	210	
WB Right	0	-	0	9	155	0	-	0	0	155	0	-	0	0	155	0	-	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
Crit. Volumes:	N-S:	1323	N-S:	1402	N-S:	1402	N-S:	1430	N-S:	1430	N-S:	1430	N-S:	1436	N-S:	1367	N-S:	1367	N-S:	1367
	E-W:	469	E-W:	497	E-W:	497	E-W:	506	E-W:	506	E-W:	506	E-W:	518	E-W:	518	E-W:	518	E-W:	518
	SUM:	1792	SUM:	1900	SUM:	1900	SUM:	1936	SUM:	1936	SUM:	1936	SUM:	1954	SUM:	1904	SUM:	1904	SUM:	1904
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.195	1.266	1.266	1.266	1.266	1.266	1.291	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303	1.303
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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:

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 @ Northhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative C

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	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	
NB Left	135	2	74	8	79	2	143	0	135	2	79	0	135	2	74	0	135
Comb. L-T	0	-	-	0	-	0	0	-	-	0	-	0	-	0	-	0	-
NB Thru	733	2	367	44	388	2	779	3	779	2	390	0	779	2	390	0	779
Comb. T-R	0	-	-	0	-	0	0	-	-	0	-	0	-	0	-	0	-
NB Right	146	1	146	9	155	1	167	12	167	1	167	0	167	1	167	0	167
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	336	2	185	20	196	2	372	16	372	2	205	0	372	2	205	0	372
Comb. L-T	0	-	-	0	-	0	0	-	-	0	-	0	-	0	-	0	-
SB Thru	844	2	422	51	477	2	864	-31	864	2	432	0	864	2	432	0	864
Comb. T-R	0	-	-	0	-	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
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	168	2	92	10	98	2	178	0	178	2	98	0	178	2	98	0	178
Comb. L-T	0	-	-	0	-	0	0	-	-	0	-	0	-	0	-	0	-
EB Thru	880	2	335	53	355	2	971	39	971	2	368	7	978	2	371	0	978
Comb. T-R	1	335	335	1	335	1	368	1	368	1	368	1	371	1	371	1	371
EB Right	124	0	-	7	131	0	131	0	131	0	-	4	135	0	-	0	135
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	223	2	123	13	130	2	245	9	245	2	135	0	245	2	135	0	245
Comb. L-T	0	-	-	0	-	0	0	-	-	0	-	0	-	0	-	0	-
WB Thru	1224	2	483	73	512	2	1378	81	1378	2	542	-13	1365	2	538	0	1365
Comb. T-R	1	483	483	1	512	1	542	1	542	1	542	1	538	1	538	1	538
WB Right	226	0	-	14	240	0	249	9	249	0	-	0	249	0	-	0	249
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 551	E-W: 576	SUM: 1127	N-S: 584	E-W: 610	SUM: 1195	N-S: 594	E-W: 640	SUM: 1235	N-S: 594	E-W: 636	SUM: 1230	N-S: 594	E-W: 636	SUM: 1230		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.820	0.869	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	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.

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

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
 Courts by: Accutrek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION								
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume			
NB Left	2	232	128	14	246	2	135	0	246	2	135	19	265	2	265	2	146	0	265		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	2	957	479	57	1014	2	507	14	1028	2	514	0	1028	2	1028	2	514	0	1028		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	1	195	195	12	207	1	207	3	210	1	210	0	210	1	210	1	210	0	210		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	2	414	228	25	439	2	241	6	444	2	244	0	444	2	444	2	244	0	444		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	2	972	486	58	1030	2	515	38	1068	2	534	0	1068	2	1068	2	534	0	1068		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right	1	154	154	9	163	1	163	3	166	1	166	0	166	1	166	1	166	0	166		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	2	271	149	16	287	2	158	0	287	2	158	0	287	2	287	2	158	0	287		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	2	1120	429	67	1187	2	454	54	1241	2	472	13	1254	2	1254	2	479	0	1254		
Comb. T-R	1	429	429	1	454	1	454	0	472	1	472	0	472	1	479	1	479	0	479		
EB Right	0	166	0	10	176	0	176	0	176	0	184	8	184	0	184	0	184	0	184		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	2	243	134	15	258	2	142	4	262	2	144	0	262	2	262	2	144	0	262		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	2	1079	473	65	1144	2	502	12	1156	2	507	32	1188	2	1188	2	518	0	1188		
Comb. T-R	1	473	473	1	502	1	502	0	507	1	507	0	507	1	518	1	518	0	518		
WB Right	0	341	0	20	361	0	361	4	365	0	365	0	365	0	365	0	365	0	365		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	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	N-S:	759	N-S:	759	N-S:	759	N-S:	759	
	E-W:	622	E-W:	660	E-W:	665	E-W:	676	E-W:	676	E-W:	676	E-W:	676	E-W:	676	E-W:	676	E-W:	676	
	SUM:	1329	SUM:	1408	SUM:	1424	SUM:	1434	SUM:	1434	SUM:	1434	SUM:	1434	SUM:	1434	SUM:	1434	SUM:	1434	
No. of Phases:	4			4			4			4			4			4			4		
Volume / Capacity:	0.966			1.024			1.035			1.043			1.043			1.043			1.043		
Level of Service:	E			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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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 C

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
 Courts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	84	1	84	5	89	1	89	0	89	1	89	1	89	0	89	1	89	1	89	0	89	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	744	1	442	45	789	1	469	13	802	1	475	1	475	-5	797	1	473	1	473	0	797	
Comb. T-R	1	442	442	1	469	1	469	1	475	1	475	1	473	0	148	0	0	1	473	0	148	
NB Right	140	0	0	8	148	0	0	0	148	0	0	0	0	0	148	0	0	0	0	0	148	
Comb. L-T-R	0	0	0	0	0	0	0	0	148	0	0	0	0	0	148	0	0	0	0	0	148	
SB Left	122	1	122	7	129	1	129	1	130	1	130	1	130	0	130	1	130	1	130	0	130	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	993	1	584	60	1053	1	619	4	1056	1	620	1	620	3	1059	1	622	1	622	0	1059	
Comb. T-R	1	584	584	1	619	1	619	1	620	1	620	1	622	0	184	0	0	1	622	0	184	
SB Right	174	0	0	10	184	0	0	0	184	0	0	0	0	0	184	0	0	0	0	0	184	
Comb. L-T-R	0	0	0	0	0	0	0	0	184	0	0	0	0	0	184	0	0	0	0	0	184	
EB Left	83	1	83	5	88	1	88	0	88	1	88	1	88	0	88	1	88	1	88	0	88	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1730	2	602	104	1834	2	638	0	1834	2	638	2	638	0	1834	2	638	2	638	0	1834	
Comb. T-R	1	602	602	1	638	1	638	1	638	1	638	1	638	0	81	0	0	1	638	0	81	
EB Right	76	0	0	5	81	0	0	0	81	0	0	0	0	0	81	0	0	0	0	0	81	
Comb. L-T-R	0	0	0	0	0	0	0	0	81	0	0	0	0	0	81	0	0	0	0	0	81	
WB Left	126	1	126	8	134	1	134	0	134	1	134	1	134	0	134	1	134	1	134	0	134	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1687	2	844	101	1788	2	894	0	1788	2	894	2	894	0	1788	2	894	2	894	0	1788	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	90	1	90	5	95	1	95	0	95	1	95	1	95	0	95	1	95	1	95	0	95	
Comb. L-T-R	0	0	0	0	0	0	0	0	95	0	0	0	0	0	95	0	0	0	0	0	95	
Crit. Volumes:	N-S:	668	N-S:	708	N-S:	708	N-S:	709	N-S:	711	N-S:	711	N-S:	711	N-S:	711	N-S:	711	N-S:	711	N-S:	711
	E-W:	927	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982
	SUM:	1594	SUM:	1690	SUM:	1690	SUM:	1691	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	* 0.993	** 1.026	** 1.026	** 1.028	** 1.028	** 1.028	** 1.028	** 1.028	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	** 1.029	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.
 * V/C ratio includes a 0.07 reduction due to the installation of ATCS.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCS to ATCS.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	158	1	158	9	167	1	167	1	167	0	167	1	167	0	167	1	167	1	167
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	884	1	546	53	937	1	579	1	583	8	945	1	583	13	958	1	589	1	589
Comb. T-R	1	546	546	1	579	1	579	1	583	1	583	1	589	1	589	1	589	1	589
NB Right	208	0	-	12	220	0	-	0	-	0	220	0	-	0	220	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	220	0	-	0	220	0	-	0	-
SB Left	124	1	124	7	131	1	131	1	134	3	134	1	134	0	134	1	134	1	134
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	848	1	483	51	899	1	511	1	515	8	907	1	515	5	912	1	518	1	518
Comb. T-R	1	483	483	1	511	1	511	1	515	1	515	1	518	1	518	1	518	1	518
SB Right	117	0	-	7	124	0	-	0	-	0	124	0	-	0	124	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	124	0	-	0	124	0	-	0	-
EB Left	110	1	110	7	117	1	117	1	117	0	117	1	117	0	117	1	117	1	117
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1867	2	652	112	1979	2	691	2	691	0	1979	2	691	0	1979	2	691	2	691
Comb. T-R	1	652	652	1	691	1	691	1	691	0	691	1	691	0	691	1	691	1	691
EB Right	90	0	-	5	95	0	-	0	-	0	95	0	-	0	95	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	95	0	-	0	95	0	-	0	-
WB Left	90	1	90	5	95	1	95	1	95	0	95	1	95	0	95	1	95	1	95
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1369	2	685	82	1451	2	726	2	726	0	1451	2	726	0	1451	2	726	2	726
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	153	1	153	9	162	1	162	1	166	4	166	1	166	0	166	1	166	1	166
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	166	0	-	0	166	0	-	0	-
Crit. Volumes:	N-S: 670	N-S: 710	N-S: 717	N-S: 717	N-S: 710	N-S: 710	N-S: 710	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717	N-S: 717
	E-W: 795	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842	E-W: 842
	SUM: 1465	SUM: 1552	SUM: 1559	SUM: 1559	SUM: 1552	SUM: 1552	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559	SUM: 1559
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.906	0.935	0.940	0.940	0.935	0.935	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	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.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSSAC to ATCS.

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

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 C

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION								
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	19	1	19	1	20	1	20	1	20	0	20	1	20	0	20	1	20	1	20		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	207	0	-	12	219	0	-	0	219	0	219	0	-	0	219	0	-	0	-		
Comb. T-R	1	226	-	1	240	1	240	1	240	0	240	1	240	0	240	1	240	1	240		
NB Right	19	0	-	1	20	0	-	0	20	0	20	0	-	0	20	0	-	0	-		
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-		
SB Left	76	1	76	5	81	1	81	1	107	26	107	1	107	0	107	1	107	1	107		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	148	1	148	9	157	1	157	1	157	0	157	1	157	0	157	1	157	1	157		
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Right [1]	867	2	477	52	919	2	505	2	525	35	954	2	525	0	954	2	525	2	525		
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-		
EB Left	391	2	215	23	414	2	228	47	461	2	254	2	254	0	461	2	254	2	254		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	886	2	300	53	939	2	318	19	958	2	324	2	327	7	965	2	327	2	327		
Comb. T-R	1	300	-	1	318	1	318	1	324	1	324	1	327	0	327	1	327	1	327		
EB Right	14	0	-	1	15	0	-	0	15	0	15	0	-	0	15	0	-	0	-		
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-		
WB Left	53	1	53	3	56	1	56	0	56	0	56	1	56	0	56	1	56	1	56		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	1849	2	717	111	1960	2	760	63	2023	2	792	2	788	-13	2010	2	788	2	788		
Comb. T-R	1	717	-	1	760	1	760	1	792	1	792	1	788	0	2010	1	788	1	788		
WB Right	301	0	-	18	319	0	-	35	354	0	354	0	-	0	354	0	-	0	-		
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	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		N-S:	348	
	E-W:	932		E-W:	988		E-W:	1046		E-W:	1046		E-W:	1042		E-W:	1042		E-W:	1042	
	SUM:	1234		SUM:	1308		SUM:	1392		SUM:	1392		SUM:	1388		SUM:	1388		SUM:	1388	
No. of Phases:	4			4			4			4			4			4			4		
Volume / Capacity:	0.897			0.951			1.013			1.009			1.009			1.009			1.009		
Level of Service:	D			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.
 [1] Southbound right-turn overlapping phase with eastbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	14	14	1	15	15	1	15	15	1	15	15	1	15	15	1	15	15	
Comb. L-T	0	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
NB Thru	254	-	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	1	310	1	310	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	0	0	0	0	0	0	0	0	0	0	0	
SB Left	159	159	10	169	11	180	11	180	1	180	0	180	0	180	1	180	180	
Comb. L-T	0	-	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	
SB Thru	108	108	6	114	0	114	0	114	1	114	0	114	0	114	1	114	114	
Comb. T-R	0	-	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	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	13	2016	2	682	0	2016	
Comb. T-R	1	624	1	661	1	661	1	661	1	678	1	682	1	682	1	682	682	
EB Right	29	0	2	31	0	0	0	0	31	0	31	0	31	0	31	0	31	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	
WB Thru	1318	2	484	79	1397	2	513	4	1401	2	518	32	1433	2	529	0	1433	
Comb. T-R	1	484	1	513	1	513	1	513	1	518	1	529	1	529	1	529	529	
WB Right	135	0	8	143	0	0	0	10	153	0	0	0	153	0	0	0	153	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	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	N-S:	489	N-S:	489	N-S:	489
	E-W:	753	E-W:	798	E-W:	810	E-W:	820	E-W:	820	E-W:	820	E-W:	820	E-W:	820	E-W:	820
	SUM:	1204	SUM:	1276	SUM:	1299	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.875			0.928			0.945			0.952			0.952			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.

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