

Linscott, Law & Greenspan, Engineers

APPENDIX C-4

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	71	1	71	1	4	75	1	75	1	75	1	75	0	75	1	75	0	75	1	75	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1495	1	869	1	90	1585	1	921	1	949	1	956	15	1655	1	956	-200	1455	1	806	
Comb. T-R [1]	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	243	0	0	0	15	258	0	0	0	0	0	0	0	258	0	0	-100	158	0	158	
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	87	1	87	1	5	92	1	92	1	92	1	92	0	92	1	92	0	92	1	92	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	2108	2	713	2	126	2234	2	755	2	805	2	824	56	2437	2	824	-200	2237	2	757	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	30	1	713	1	2	32	0	0	0	3	34	0	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	
EB Left	21	1	21	1	1	22	1	22	1	22	1	22	0	22	1	22	0	22	1	22	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	142	0	0	0	9	151	0	0	0	0	0	0	7	158	0	0	0	158	0	156	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	159	1	301	1	10	169	0	0	0	3	169	0	0	169	1	326	0	169	1	326	
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	521	1	365	1	31	552	1	387	1	387	1	387	0	552	1	387	-100	452	1	317	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	188	1	213	1	11	199	0	0	0	0	0	0	2	201	1	228	0	201	1	213	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	81	0	0	0	5	86	0	0	0	3	88	0	0	88	0	88	0	88	0	88	
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: 956	E-W: 666	SUM: 1622	N-S: 1013	E-W: 706	SUM: 1719	N-S: 1041	E-W: 706	SUM: 1747	N-S: 1048	E-W: 713	SUM: 1761	N-S: 1048	E-W: 643	SUM: 1541	N-S: 898	E-W: 643	SUM: 1538	N-S: 897	E-W: 641	SUM: 1538
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	1.138	F	1.206	F	1.236	F	1.236	F	1.236	F	1.236	F	1.236	F	1.236	F	1.236	F	1.236	F	1.080
Level of Service:	F	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.
 [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
 Counts by: Accutiek

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

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/ MITIGATION [2]				2005 W/ TDM						
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	56	1	56	3	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59	1	59	0	59
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	2298	2	885	138	2436	2	938	155	2591	2	989	58	2649	2	1009	-200	2449	2	909	2	909	-13	2436
Comb. T-R	1	885	1	938	1	989	1	1009	1	1009	1	1009	1	1009	1	1009	1	1009	1	909	1	909	1
NB Right	356	0	356	21	377	0	377	0	377	0	377	0	377	0	377	-100	277	0	277	0	277	0	277
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
SB Left	67	1	67	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	1	71	0	71
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	1341	2	456	80	1421	2	483	41	1462	2	497	21	1483	2	504	-200	1283	2	437	2	437	-3	1281
Comb. T-R	1	456	1	483	1	497	1	497	1	497	1	497	1	504	1	437	1	437	1	437	1	437	1
SB Right	27	0	27	2	29	0	29	0	29	0	29	0	29	0	29	0	29	0	29	0	29	0	29
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
EB Left	91	1	91	5	96	1	96	3	99	1	99	0	99	1	99	0	99	1	99	1	99	0	99
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	149	0	149	9	158	0	158	0	158	0	158	3	161	0	161	0	161	0	161	0	161	-0	161
Comb. T-R	1	264	1	280	1	280	1	280	1	280	1	283	1	283	1	283	1	283	1	283	1	283	1
EB Right	115	0	115	7	122	0	122	0	122	0	122	0	122	0	122	0	122	0	122	0	122	0	122
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
WB Left	441	1	309	26	467	1	327	0	467	1	327	0	467	1	327	-100	367	1	257	1	257	0	367
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	99	0	190	6	190	0	190	0	190	0	190	7	197	0	197	0	197	0	191	1	191	-2	110
Comb. T-R	1	190	1	202	1	202	1	202	1	202	1	206	1	206	1	191	1	191	1	191	1	191	1
WB Right	149	0	149	9	158	0	158	3	160	0	160	0	160	0	160	0	160	0	160	0	160	0	160
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
Crit. Volumes:	N-S:	952	1009	1060	N-S:	1060	1080	N-S:	1080	N-S:	980	980	N-S:	975									
	E-W:	573	607	607	E-W:	607	610	E-W:	610	E-W:	540	540	E-W:	540									
	SUM:	1524	1616	1667	SUM:	1667	1690	SUM:	1690	SUM:	1520	1520	SUM:	1515									
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3										
Volume / Capacity:	1.070	1.134	1.170	1.186	1.063	1.063	1.063	1.063	1.063	1.063	1.063	1.063	1.063										
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: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [2]				2005 W/ TDM					
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	
NB Left	60	1	60	4	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63	1	63	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
NB Thru	1626	2	813	98	1724	2	862	105	1828	2	914	0	1828	2	914	-250	1578	2	789	2	789	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
NB Right [1]	44	1	44	3	47	1	47	0	47	1	47	14	61	1	61	0	61	1	61	1	58	
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	100	1	100	6	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	1	106	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
SB Thru	1367	2	568	82	1449	2	602	51	1499	2	620	0	1499	2	620	-250	1249	2	520	2	520	
Comb. T-R	1	568	1	568	1	602	1	602	1	620	1	620	1	620	1	620	1	520	1	520	1	
SB Right	338	0	-	20	359	0	0	3	361	0	0	0	361	0	0	-50	311	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	229	1	229	14	243	1	243	4	247	1	247	0	247	1	247	-50	197	1	197	1	197	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
EB Thru	427	1	227	26	453	1	240	86	539	1	283	21	560	1	294	0	560	1	294	1	291	
Comb. T-R [1]	1	227	1	227	1	240	1	283	1	283	1	294	1	294	1	294	1	294	1	291	1	
EB Right	26	0	-	2	28	0	0	0	28	0	0	0	28	0	0	0	28	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	66	1	66	4	70	1	70	0	70	1	70	4	74	1	74	0	74	1	74	1	73	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
WB Thru	810	2	405	49	859	2	429	26	885	2	442	6	891	2	445	0	891	2	445	2	445	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	
WB Right [1]	86	1	86	5	91	1	91	4	95	1	95	0	95	1	95	0	95	1	95	1	95	
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:	913	N-S:	968	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	895	N-S:	895	N-S:	895	N-S:	895	N-S:	895
	E-W:	634	E-W:	672	E-W:	689	E-W:	689	E-W:	689	E-W:	689	E-W:	642	E-W:	642	E-W:	642	E-W:	642	E-W:	642
	SUM:	1547	SUM:	1640	SUM:	1709	SUM:	1709	SUM:	1712	SUM:	1712	SUM:	1537	SUM:	1537	SUM:	1537	SUM:	1537	SUM:	1537
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:	1.032	F	1.033	F	1.139	F	1.141	F	1.025	F	1.025	F	1.025	F	1.025	F	1.025	F	1.025	F	1.025	
Level of Service:	F	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: [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

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

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

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]			2005 W/ TDM			
	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	59	1	59	4	62	1	62	1	62	0	62	1	62	0	62	1	62	1	62
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
NB Thru	2342	2	802	141	2483	2	850	2	875	0	2555	2	876	-250	2305	2	793	0	2305
Comb. T-R	1	802	1	802	1	850	1	875	1	876	1	876	1	793	1	793	1	793	1
NB Right	65	0	-	4	69	0	-	0	69	0	74	0	0	0	74	0	-	-1	73
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	132	1	132	8	140	1	140	1	140	0	140	1	140	0	140	1	140	0	140
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
SB Thru	1687	2	659	101	1788	2	699	2	728	0	1873	2	728	-250	1623	2	628	0	1623
Comb. T-R	1	659	1	699	1	699	1	728	1	728	1	728	1	628	1	628	1	628	1
SB Right	291	0	-	17	308	0	-	0	311	0	311	0	0	-50	261	0	-	0	261
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	173	1	173	10	183	1	183	1	186	0	186	1	186	-50	136	1	136	0	136
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
EB Thru	961	2	348	58	1018	2	369	2	373	8	1037	2	375	0	1037	2	375	-1	1036
Comb. T-R	1	348	1	369	1	369	1	373	1	373	1	375	1	375	1	375	1	375	1
EB Right	84	0	-	5	89	0	-	0	89	0	89	0	0	0	89	0	0	0	89
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	82	1	82	5	87	1	87	1	87	14	101	1	101	0	101	1	101	-3	97
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
WB Thru	598	2	250	36	634	2	265	2	284	22	711	2	292	0	711	2	292	-5	706
Comb. T-R	1	250	1	265	1	265	1	284	1	284	1	292	1	292	1	292	1	292	1
WB Right	153	0	-	9	162	0	-	0	164	0	164	0	0	0	164	0	0	0	164
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: 935	E-W: 430	SUM: 1365	N-S: 991	E-W: 456	SUM: 1446	N-S: 1015	E-W: 470	SUM: 1485	N-S: 1016	E-W: 477	SUM: 1494	N-S: 933	E-W: 476	SUM: 1409	N-S: 933	E-W: 472	SUM: 1405	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.964	0.990	0.996	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939
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.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [2]				2005 W/ TDM			
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	2	51	6	98	2	54	0	98	2	54	0	98	2	54	0	98	2	54	0	98
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	478	57	1012	2	506	95	1107	2	553	14	1121	2	560	-200	921	2	460	-3	917
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	1	98	6	104	1	104	0	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	-	0	-	0	-
SB Left	2	62	7	119	2	65	0	119	2	65	0	119	2	65	0	119	2	65	0	119
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	591	89	1567	2	626	38	1605	2	639	4	1609	2	640	-200	1409	2	574	-0	1408
Comb. T-R	1	591	1	626	1	626	0	626	1	639	0	639	1	640	0	640	1	574	0	573
SB Right	0	-	18	312	0	-	0	312	0	312	0	312	0	312	0	312	0	312	0	312
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	2	138	15	266	2	146	3	269	2	148	0	269	2	148	0	269	2	148	0	269
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	331	56	992	2	351	4	996	2	352	28	1024	2	361	0	1024	2	361	-7	1017
Comb. T-R	1	331	1	351	1	351	0	351	1	352	0	352	1	361	0	359	1	361	0	359
EB Right	0	-	3	59	0	-	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	-
WB Left	2	111	12	213	2	117	0	213	2	117	0	213	2	117	0	213	2	117	0	213
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	355	59	1036	2	376	5	1041	2	378	7	1048	2	381	0	1048	2	381	-1	1047
Comb. T-R	1	355	1	376	1	376	0	376	1	378	0	378	1	381	0	381	1	381	0	380
WB Right	0	-	5	92	0	-	3	95	0	95	0	95	0	95	0	95	0	95	0	95
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	641	680	N-S:	692	694	N-S:	694	N-S:	694	627	627	N-S:	627	627	627	N-S:	627	627	627
	E-W:	493	522	E-W:	526	528	E-W:	528	E-W:	528	528	528	E-W:	528	528	528	E-W:	528	528	528
	SUM:	1134	1202	SUM:	1219	1222	SUM:	1222	SUM:	1222	1156	1156	SUM:	1156	1156	1156	SUM:	1156	1156	1155
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:	D	0.825	D	0.874	D	0.886	D	0.889	D	0.840	D	0.840	D	0.840	D	0.840	D	0.840	D	0.840
Level of Service:	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.
 [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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N-S St: De Soto Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA3
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM			
	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	140	2	77	8	148	2	82	2	0	148	2	82	2	0	148	2	82	2	82
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1401	2	526	84	1485	2	557	2	58	1543	2	576	2	-200	1348	2	511	2	511
Comb. T-R	1	526	1	526	1	557	1	576	1	576	1	576	1	0	576	1	511	1	511
NB Right	176	0	0	11	187	0	0	0	0	187	0	0	0	0	187	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	178	2	98	11	189	2	104	2	0	189	2	104	2	0	189	2	104	2	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1128	2	564	68	1196	2	598	2	78	1273	2	637	2	-200	1087	2	544	2	542
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]	214	1	214	13	227	1	227	1	0	227	1	227	1	0	227	1	227	1	227
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	372	2	205	22	394	2	217	2	3	397	2	218	2	0	397	2	218	2	218
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1335	2	480	80	1415	2	508	2	15	1430	2	513	2	11	1441	2	517	2	517
Comb. T-R	1	480	1	480	1	508	1	513	1	513	1	513	1	0	513	1	517	1	517
EB Right	104	0	0	6	110	0	0	0	0	110	0	0	0	0	110	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	176	2	97	11	187	2	103	2	0	187	2	103	2	0	187	2	103	2	103
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	859	2	323	52	911	2	342	2	13	924	2	347	2	29	953	2	357	2	355
Comb. T-R	1	323	1	323	1	342	1	347	1	347	1	347	1	0	347	1	357	1	355
WB Right	109	0	0	7	116	0	0	0	3	118	0	0	0	0	118	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:	641	679	718	N-S:	679	718	N-S:	725	725	N-S:	725	N-S:	625	625	N-S:	625	N-S:	624
	E-W:	576	611	616	E-W:	611	616	E-W:	620	620	E-W:	620	E-W:	620	620	E-W:	620	E-W:	619
	SUM:	1217	1291	1334	SUM:	1291	1334	SUM:	1334	1334	SUM:	1345	SUM:	1245	1245	SUM:	1245	SUM:	1243
No. of Phases:		4	4	4		4	4		4	4		4		4	4		4		4
Volume / Capacity:		0.885	0.939	0.970		0.939	0.970		0.978	0.978		0.978		0.905	0.905		0.905		0.904
Level of Service:		D	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] Southbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION				2005 W/ TDM						
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	2	93	10	179	2	99	9	188	2	104	0	188	2	104	-20	168	2	93	0	168	2	93	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	
Comb. T-R	1	86	1	91	1	91	1	96	1	96	1	96	1	96	0	96	1	90	0	90	1	90	
NB Right	267	187	16	283	0	198	15	298	1	209	0	298	1	209	-20	278	1	195	0	278	1	195	
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	9	1	9	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	5	0	0	5	0	0	-1	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	
Comb. T-R	1	14	1	15	1	15	1	13	1	13	1	13	1	13	0	13	1	13	0	13	1	13	
SB Right	9	0	1	10	0	0	-2	8	0	0	0	8	0	0	0	8	0	0	0	8	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	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8
Comb. L-T	0	-	0	-	0	-	0	0	0	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	14	786	1	588	0	786	1	578	-3	783	1	576
Comb. T-R	1	527	1	528	1	558	1	581	1	581	1	588	1	588	1	588	1	578	1	578	1	576	
EB Right	308	0	18	326	0	0	63	389	0	0	0	389	0	0	-20	369	0	0	0	369	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	49	1	49	3	52	1	52	23	75	1	75	0	75	1	75	-20	55	1	55	0	55	1	55
Comb. L-T	0	-	0	-	0	-	0	0	0	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	4	1277	1	664	0	1277	1	664	-0	1276	1	663
Comb. T-R	1	624	1	624	1	661	1	662	1	662	1	662	1	664	1	664	1	664	1	664	1	663	
WB Right	20	0	1	21	0	0	30	51	0	0	0	51	0	0	0	51	0	0	0	51	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:	171	182	181	N-S:	181	181	181	N-S:	181	181	181	N-S:	177	177	177	N-S:	177	177	177	N-S:	177	
	E-W:	632	670	670	E-W:	670	670	670	E-W:	670	670	670	E-W:	672	672	672	E-W:	672	672	672	E-W:	672	
	SUM:	803	852	851	SUM:	851	851	851	SUM:	851	851	851	SUM:	849	849	849	SUM:	849	849	849	SUM:	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	
Volume / Capacity:	A	0.584	A	0.519	A	0.519	A	0.520	A	0.517	A	0.517	A	0.517	A	0.517	A	0.517	A	0.517	A	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	

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.

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CRITICAL MOVEMENT ANALYSIS

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

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

N-S St: Winnetka Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA4
 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	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	Added Volume	Total Volume	15% Lanes	Volume	
NB Left	2	162	18	312	2	171	52	363	2	200	0	363	2	200	-20	343	2	189	0	343	2	189	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	8	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	
Comb. T-R	1	228	44	777	1	242	48	825	1	256	0	825	1	256	-20	805	1	250	0	805	1	250	
NB Right	733	1	513	44	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564	0	805	1	564
Comb. L-T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	10	1	10	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	
SB Thru	10	0	1	11	0	0	-1	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	
Comb. T-R	1	20	1	21	1	21	0	21	1	19	0	21	1	19	0	21	1	19	0	21	1	19	
SB Right	10	0	1	11	0	0	-2	9	0	0	0	9	0	0	0	9	0	0	0	9	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	
EB Left	17	1	17	18	1	18	3	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	878	1	525	53	931	1	557	-14	917	1	552	5	922	1	554	0	922	1	544	-1	921	1	544
Comb. T-R	1	525	10	182	1	557	4	186	0	552	0	186	0	554	-20	166	0	544	0	166	0	544	
EB Right	172	0	10	182	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	
WB Left	258	1	258	15	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	253	0	253	1	253
Comb. L-T	0	-	0	0	0	-	0	0	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	14	727	1	373	0	727	1	373	-3	724	1	371
Comb. T-R	1	349	0	7	1	369	10	18	0	366	0	18	0	373	0	18	0	373	0	18	0	371	
WB Right	7	0	0	7	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	
Crit. Volumes:	N-S:	394	418	N-S:	452	452	452	N-S:	452	452	452	452	N-S:	448	448	448	N-S:	448	448	448	N-S:	448	
	E-W:	783	830	E-W:	825	825	825	E-W:	827	827	827	827	E-W:	797	797	797	E-W:	797	797	797	E-W:	797	
	SUM:	1177	1248	SUM:	1277	1277	1277	SUM:	1279	1279	1279	1279	SUM:	1245	1245	1245	SUM:	1245	1245	1245	SUM:	1245	
No. of Phases:	4				4				4				4				4						
Volume / Capacity:	0.856				0.828				0.830				0.805				0.805						
Level of Service:	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/CATCS.

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM 15%			
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	1	174	184	0	184	1	184	1	188	4	188	1	188	0	188	1	188	0	188
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	201	213	25	222	2	222	2	222	0	222	2	222	-50	472	2	472	0	472
Comb. T-R	1	201	213	1	222	1	222	1	222	0	222	1	222	0	205	1	205	0	205
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	143	0	143	0	143
SB Left	1	36	38	0	38	1	38	1	38	0	38	1	38	0	38	1	38	0	38
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	272	289	86	937	2	317	2	317	0	937	2	317	-50	887	2	887	0	887
Comb. T-R	1	272	289	1	317	1	317	1	317	0	317	1	317	0	301	1	301	0	301
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	15	0	15	0	15
EB Left	1	36	38	0	38	1	38	1	38	0	38	1	38	0	38	1	38	0	38
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	484	513	44	770	1	513	1	513	0	770	1	513	0	770	1	513	0	770
Comb. T-R	1	484	513	1	513	1	513	1	513	0	513	1	513	0	520	1	520	0	520
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	269	0	269	0	269
WB Left	1	237	251	14	251	1	251	1	251	0	251	1	251	0	251	1	251	0	251
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1	452	479	52	922	1	479	1	479	0	922	1	479	0	922	1	479	0	922
Comb. T-R	1	452	479	1	479	1	479	1	479	0	479	1	479	0	479	1	479	0	479
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	35	0	35	0	35
Crit. Volumes:	N-S:	446	473	N-S:	502	N-S:	506	N-S:	506	N-S:	506	N-S:	506	N-S:	489	N-S:	489	N-S:	488
	E-W:	721	764	E-W:	764	E-W:	771	E-W:	771	E-W:	771	E-W:	771	E-W:	771	E-W:	771	E-W:	769
	SUM:	1167	1237	SUM:	1265	SUM:	1276	SUM:	1276	SUM:	1276	SUM:	1276	SUM:	1260	SUM:	1260	SUM:	1258
No. of Phases:		2	2		2		2		2		2		2		2		2		2
Volume / Capacity:		0.778	0.825		0.844		0.851		0.851		0.844		0.844		0.840		0.840		0.838
Level of Service:		C	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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N-S St: Winnetka Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA5
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [1]				2005 W/ TDM							
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume				
NB Left	133	1	133	8	141	1	141	0	141	1	141	14	155	1	155	0	155	1	155	-3	152	1	152	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	988	2	419	59	1047	2	444	99	1146	2	477	0	1146	2	477	-50	1096	2	461	0	1096	2	461	
Comb. T-R	1	419	1	419	1	444	1	477	1	477	1	477	1	477	1	477	1	461	1	461	1	461	1	461
NB Right	270	0	-	16	286	0	-	0	286	0	-	0	286	0	-	0	286	0	286	0	286	0	286	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	286	0	-	0	286	0	286	0	286	0	286	
SB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	410	2	141	25	435	2	150	6	441	2	151	0	441	2	151	-50	391	2	134	0	391	2	134	
Comb. T-R	1	141	1	141	1	150	1	151	1	151	1	151	1	151	1	151	1	134	1	134	1	134		
SB Right	14	0	-	1	15	0	-	-3	12	0	-	0	12	0	-	0	12	0	12	0	12	0	12	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	12	0	-	0	12	0	12	0	12	0	12	
EB Left	26	1	26	2	28	1	28	1	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	1064	1	589	64	1128	1	624	0	1128	1	624	0	1128	1	627	0	1128	1	627	0	1128	1	626	
Comb. T-R	1	589	1	589	1	624	1	624	1	624	1	624	1	627	1	627	1	626	1	626	1	626		
EB Right	114	0	-	7	121	0	-	0	121	0	-	5	126	0	-	0	126	0	125	-1	125	0	125	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	5	126	0	-	0	126	0	125	-1	125	0	125	
WB Left	123	1	123	7	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	538	1	283	32	570	1	300	0	570	1	301	0	570	1	301	0	570	1	301	0	570	1	301	
Comb. T-R	1	283	1	283	1	300	1	301	1	301	1	301	1	301	1	301	1	301	1	301	1	301		
WB Right	28	0	-	2	30	0	-	1	31	0	-	0	31	0	-	0	31	0	31	0	31	0	31	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	31	0	-	0	31	0	31	0	31	0	31	
Crit. Volumes:	N-S: 435	E-W: 712	SUM: 1147	N-S: 461	E-W: 755	SUM: 1216	N-S: 494	E-W: 757	SUM: 1249	N-S: 494	E-W: 757	SUM: 1252	N-S: 478	E-W: 757	SUM: 1235	N-S: 478	E-W: 757	SUM: 1234						
No. of Phases:	2	2	2	2	2	2	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	0.823	0.823	0.823	0.823	0.823	0.823						
Level of Service:	C	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 exd. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from exd. lanes = 50% of overlapping left turn.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	
NB Left	1	133	1	141	0	141	1	141	0	141	1	141	-40	101	1	101	0	101	1	101
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	314	2	333	23	915	2	341	4	919	2	342	-60	859	2	322	-0	858	2	322
Comb. T-R	1	314	1	333	1	341	1	341	1	342	1	342	0	107	1	322	0	107	1	322
NB Right	0	-	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Comb. L-T-R	0	-	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
SB Left	1	81	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	554	2	587	86	1767	2	615	14	1781	2	620	-60	1721	2	600	-3	1717	2	599
Comb. T-R	1	554	1	587	1	615	1	615	1	620	1	620	0	80	1	600	0	80	1	599
SB Right	0	-	0	-	0	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-
Comb. L-T-R	0	-	0	-	0	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-
EB Left	1	11	1	12	0	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	282	1	298	0	361	1	298	14	375	1	305	0	375	1	285	-3	372	1	284
Comb. T-R	1	282	1	298	1	361	1	298	1	305	1	305	0	375	1	285	0	372	1	284
EB Right	0	-	0	-	0	235	0	-	0	235	0	-	-40	195	0	-	0	195	0	-
Comb. L-T-R	0	-	0	-	0	235	0	-	0	235	0	-	-40	195	0	-	0	195	0	-
WB Left	1	293	1	311	0	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	333	1	353	0	673	1	353	4	677	1	355	0	677	1	355	-0	677	1	355
Comb. T-R	1	333	1	353	1	673	1	353	1	677	1	355	0	677	1	355	0	677	1	355
WB Right	0	-	0	-	0	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R	0	-	0	-	0	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Crit. Volumes:	N-S:	687	N-S:	728	N-S:	756	N-S:	761	N-S:	761	N-S:	761	N-S:	761	N-S:	701	N-S:	700	N-S:	700
	E-W:	575	E-W:	609	E-W:	609	E-W:	616	E-W:	616	E-W:	616	E-W:	616	E-W:	596	E-W:	594	E-W:	594
	SUM:	1261	SUM:	1337	SUM:	1365	SUM:	1377	SUM:	1377	SUM:	1377	SUM:	1377	SUM:	1297	SUM:	1294	SUM:	1294
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:	0.841	0.891	0.910	0.918	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865
Level of Service:	D	D	E	E	E	E	E	E	E	E	E	E	E	E	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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N-S St: Winnetka Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA6
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM								
	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	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	
NB Left	1	144	9	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	1	113	0	113	1	113	0	113	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	505	81	1423	2	535	91	1514	2	566	14	1528	2	570	-60	1468	2	550	-3	1464	2	549	-3	1464	2	549	-3	1464	
Comb. T-R	1	505	0	505	1	535	0	535	1	566	0	566	1	570	0	570	1	550	0	550	1	550	0	550	1	549	0	549	
NB Right	0	-	10	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	41	1	41	2	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	2	222	39	684	2	236	6	690	2	238	5	695	2	239	-60	635	2	219	-1	634	2	219	-1	634	2	219	-1	634	
Comb. T-R	1	222	0	222	1	236	0	236	1	238	0	238	1	239	0	239	1	219	0	219	1	219	0	219	1	219	0	219	
SB Right	22	0	1	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	124	1	124	7	131	1	131	0	131	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	486	43	760	1	515	0	760	1	515	5	765	1	518	0	765	1	498	-1	764	1	497	-1	764	1	497	-1	764	
Comb. T-R	1	486	0	486	1	515	0	515	1	515	0	515	1	518	0	518	1	498	0	498	1	497	0	497	1	497	0	497	
EB Right	255	0	15	270	0	-	0	270	0	-	0	270	0	-	-40	230	0	-	0	230	0	-	0	230	0	-	0	230	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	112	1	112	7	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	231	24	416	1	245	0	416	1	245	14	430	1	252	0	430	1	252	-3	426	1	251	-3	426	1	251	-3	426	
Comb. T-R	1	231	0	231	1	245	0	245	1	245	0	245	1	252	0	252	1	252	0	252	1	251	0	251	1	251	0	251	
WB Right	70	0	4	74	0	-	1	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-	0	75	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	546			N-S:	579			N-S:	609			N-S:	614			N-S:	594			N-S:	594			N-S:	593			
	E-W:	598			E-W:	634			E-W:	636			E-W:	636			E-W:	616			E-W:	616			E-W:	616			
	SUM:	1144			SUM:	1213			SUM:	1243			SUM:	1250			SUM:	1210			SUM:	1210			SUM:	1209			
No. of Phases:		2			2				2				2				2			2				2					
Volume / Capacity:		0.763			0.808				0.829				0.833				0.807			0.807				0.807					
Level of Service:		C			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.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	1	153	1	162	1	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	450	2	477	10	1155	2	511	0	1155	2	521	-100	1055	2	487	0	1055	2	487	0	1055	2	485
Comb. T-R	1	450	1	477	1	511	1	521	0	511	1	521	0	511	1	487	0	511	1	487	0	511	1	485
NB Right	0	-	0	-	94	379	0	-	28	407	0	-	0	407	0	-	-7	400	0	-	-7	400	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	56	1	59	88	147	1	147	14	161	1	161	0	161	1	161	-3	158	1	161	-3	158	1	158
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	663	2	703	-3	2074	2	702	0	2074	2	702	-100	1974	2	669	0	1974	2	669	0	1974	2	669
Comb. T-R	1	663	1	703	1	702	1	702	0	702	1	702	0	702	1	669	0	702	1	669	0	702	1	669
SB Right	0	-	0	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	3	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	31	31	2	33	176	209	1	209	63	272	1	272	0	272	1	272	-15	257	1	272	-15	257	1	257
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	79	79	5	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	44	44	3	47	13	60	1	60	7	67	1	67	0	67	1	67	-1	66	1	67	-1	66	1	66
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	82	82	5	87	24	111	0	111	17	128	0	128	0	128	0	128	-2	126	0	128	-2	126	0	126
Comb. T-R	1	105	1	111	1	147	1	147	0	147	1	168	0	168	1	168	0	168	1	168	0	168	1	166
WB Right	23	23	1	24	12	36	0	36	4	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	-
Crit. Volumes:	N-S: 816	865	N-S: 864	864	N-S: 864	864	N-S: 864	864	N-S: 864	864	N-S: 864	864	N-S: 864	864	N-S: 831	831	N-S: 831	831	N-S: 831	831	N-S: 831	831	N-S: 831	831
	E-W: 108	114	E-W: 269	269	E-W: 269	269	E-W: 269	269	E-W: 269	269	E-W: 269	269	E-W: 269	269	E-W: 339	339	E-W: 339	339	E-W: 339	339	E-W: 339	339	E-W: 339	339
	SUM: 924	979	SUM: 1133	1133	SUM: 1133	1133	SUM: 1133	1133	SUM: 1133	1133	SUM: 1133	1133	SUM: 1133	1133	SUM: 1203	1203	SUM: 1203	1203	SUM: 1203	1203	SUM: 1203	1203	SUM: 1203	1203
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.616	0.653	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802	0.755	0.802
Level of Service:	B	B	C	C	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.
 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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N-S St: Winnetka Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA7
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [1]				2005 W/ TDM							
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	65	1	65	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1595	2	565	1691	2	599	23	1713	2	609	0	1713	2	612	-100	1613	2	579	0	1613	2	579	0	1613
Comb. T-R	1	565	1	599	1	609	1	609	1	612	1	612	1	612	1	612	1	579	1	579	1	579	1	579
NB Right	100	0	6	106	0	-	7	113	0	-	11	124	0	-	0	124	0	-	-1	123	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	25	1	25	27	1	27	6	33	1	33	5	38	1	38	0	38	1	38	-1	37	1	37	-1	36
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	907	2	310	54	2	329	0	961	2	329	0	961	2	329	-100	861	2	296	0	861	2	296	0	861
Comb. T-R	1	310	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	296	1	296	1	296	1	296
SB Right	24	0	1	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	39	1	39	41	1	41	1	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	43	1	43	46	1	46	12	58	1	58	24	82	1	82	0	82	1	82	-3	78	1	78	-3	75
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	166	1	166	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	240	1	240	254	1	254	71	325	1	325	29	354	1	354	0	354	1	354	-7	348	1	348	-7	341
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	73	0	4	77	0	-	132	209	0	-	65	274	0	-	0	274	0	-	-15	259	0	-	-15	244
Comb. T-R	1	165	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175
WB Right	92	0	6	98	0	-	67	165	0	-	14	179	0	-	0	179	0	-	-3	175	0	-	-3	172
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 590	E-W: 374	SUM: 964	N-S: 625	E-W: 396	SUM: 1021	N-S: 641	E-W: 467	SUM: 1108	N-S: 650	E-W: 496	SUM: 1146	N-S: 617	E-W: 496	SUM: 1112	N-S: 615	E-W: 489	SUM: 1105	N-S: 617	E-W: 496	SUM: 1112	N-S: 615	E-W: 489	SUM: 1105
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.642	0.681	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764	0.739	0.764
Level of Service:	B	B	B	B	B	B	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.
 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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N-S St: Winnetka Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA8
 Counts by: Acutek

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM			
	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume
NB Left	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
NB Thru	1	701	79	1389	1	743	36	1425	1	761	28	1453	1	775	-60	1393	1	745	-7	1386	1	742	-	742
Comb. T-R	1	701	79	1389	1	743	36	1425	1	761	28	1453	1	775	-60	1393	1	745	-7	1386	1	742	-	742
NB Right	0	-	6	98	0	-	0	98	0	0	0	98	0	0	0	98	0	0	0	98	0	0	0	0
Comb. L-T-R	0	-	6	98	0	-	0	98	0	0	0	98	0	0	0	98	0	0	0	98	0	0	0	0
SB Left	36	1	36	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Thru	2	618	74	1309	2	655	4	1313	2	657	7	1320	2	660	-60	1260	2	630	-1	1259	2	630	-1	1259
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Right	1	572	34	606	1	606	8	614	1	614	0	614	1	614	-40	574	1	574	0	574	1	574	0	574
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Left	1	166	10	176	1	176	63	239	1	239	0	239	1	239	-40	199	1	199	0	199	1	199	0	199
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Thru	2	304	36	643	2	322	23	666	2	333	35	701	2	351	0	701	2	351	-8	693	2	347	-8	693
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Right [1]	62	1	62	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Left	90	1	90	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Thru	2	595	71	1260	2	630	18	1278	2	639	9	1287	2	644	0	1287	2	644	-1	1286	2	643	-1	1286
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Right [1]	14	1	14	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
Crit. Volumes:	N-S:	737		781	N-S:	781		799	N-S:	813		813	N-S:	813		813	N-S:	813		813	N-S:	780		780
	E-W:	761		806	E-W:	806		878	E-W:	883		883	E-W:	883		883	E-W:	883		883	E-W:	842		842
	SUM:	1498		1587	SUM:	1587		1677	SUM:	1696		1696	SUM:	1696		1696	SUM:	1696		1696	SUM:	1622		1622
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.998		1.058		1.118		1.131		1.131		1.131		1.131		1.131		1.131		1.131		1.084		1.081	
Level of Service:	E		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.

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CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM									
	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	Added	Total	No. of Lanes	Volume	Lane		
NB Left	47	1	47	3	50	1	50	1	50	0	50	1	50	0	50	1	50	1	50	0	50	1	50	1	50
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
NB Thru	1194	1	648	72	1266	1	686	1	694	11	1291	1	699	-60	1231	1	669	1	669	-1	1230	1	668	1	668
Comb. 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
NB Right	101	0	0	6	107	0	0	0	0	0	107	0	0	0	107	0	0	0	0	0	107	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	0
SB Left	75	1	75	5	80	1	80	1	80	0	80	1	80	0	80	1	80	1	80	0	80	1	80	1	80
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	1164	2	582	70	1234	2	617	2	629	29	1287	2	643	-60	1227	2	613	2	613	-7	1220	2	610	2	610
Comb. 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
SB Right	265	1	265	16	281	1	281	1	328	0	328	1	328	-40	288	1	288	1	288	0	288	1	288	1	288
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
EB Left	320	1	320	19	339	1	339	1	346	7	346	1	346	-40	306	1	306	1	306	0	306	1	306	1	306
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	1335	2	507	80	1415	2	537	2	539	13	1435	2	544	0	1435	2	544	2	544	-2	1433	2	543	2	543
Comb. 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
EB Right	185	0	0	11	196	0	0	0	0	0	196	0	0	0	196	0	0	0	0	0	196	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	0
WB Left	136	1	136	8	144	1	144	1	144	0	144	1	144	0	144	1	144	1	144	0	144	1	144	1	144
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	670	2	252	40	710	2	267	2	271	36	754	2	283	0	754	2	283	2	283	-8	746	2	280	2	280
Comb. 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
WB Right	86	0	0	5	91	0	0	0	0	0	94	0	0	0	94	0	0	0	0	0	94	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	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: 779	E-W: 688	SUM: 1466	N-S: 779	E-W: 688	SUM: 1466	N-S: 749	E-W: 688	SUM: 1436	N-S: 749	E-W: 688	SUM: 1436	N-S: 748	E-W: 687	SUM: 1435	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.910	0.965	0.971	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	0.958	0.978	
Level of Service:	E	E	E	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: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	86	1	86	5	91	1	91	0	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T	0	-	0	0	0	0	0	0	0	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	35	1363	1	714	1	728	28	1391	1	728	-55	1336	1	701	-7	1329	1	697
Comb. 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
NB Right	62	0	62	4	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	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	0	0	0	0	0	0	0
SB Left	97	1	97	6	103	1	103	0	103	0	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T	0	-	0	0	0	0	0	0	0	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	4	1592	1	865	1	868	7	1599	1	868	-55	1544	1	841	-1	1543	1	840
Comb. 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 Right	130	0	130	8	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	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	0	0	0	0	0	0	0
EB Left	113	1	113	7	120	1	120	0	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T	0	-	0	0	0	0	0	0	0	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	0	597	1	329	1	336	14	611	1	336	0	611	1	336	-3	607	1	334
Comb. 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 Right	57	0	57	3	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	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	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	0	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T	0	-	0	0	0	0	0	0	0	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	974	1	569	1	571	4	978	1	571	0	978	1	571	-0	978	1	571
Comb. 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 Right	155	0	155	9	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	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	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 900	E-W: 650	SUM: 1550	N-S: 954	E-W: 688	SUM: 1642	N-S: 956	E-W: 689	SUM: 1645	N-S: 960	E-W: 691	SUM: 1650	N-S: 932	E-W: 691	SUM: 1623	N-S: 932	E-W: 691	SUM: 1622							
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.033	F	1.095	F	1.097	F	1.100	F	1.082	F	1.082	F	1.082	F	1.082	F	1.082	F	1.082	F	1.082	F	1.082	F	1.082
Level of Service:	F	F	F	F	F	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: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

N-S St: Winnetka 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/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	
NB Left	85	1	85	5	90	1	90	1	90	0	90	1	90	0	90	1	90	0	90	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1253	1	721	75	1328	1	764	1	770	11	1351	1	775	-55	1296	1	748	-1	1295	
Comb. T-R	1	721	721	1	764	1	770	1	770	0	770	1	775	0	775	1	748	0	747	
NB Right	188	0	188	11	199	0	199	0	199	0	199	0	199	0	199	0	199	0	199	
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	201	1	201	12	213	1	213	1	213	0	213	1	213	0	213	1	213	0	213	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1322	1	733	79	1401	1	776	1	788	29	1454	1	803	-55	1399	1	775	-7	1393	
Comb. T-R	1	733	733	1	776	1	788	1	788	0	788	1	803	0	803	1	775	0	772	
SB Right	143	0	143	9	152	0	152	0	152	0	152	0	152	0	152	0	152	0	152	
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	168	1	168	10	178	1	178	1	179	0	179	1	179	0	179	1	179	0	179	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1053	1	571	63	1116	1	605	1	609	5	1129	1	612	0	1129	1	612	-1	1128	
Comb. T-R	1	571	571	1	605	1	609	1	609	0	609	1	612	0	612	1	612	0	611	
EB Right	89	0	89	5	94	0	94	0	94	0	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	0	0	
WB Left	184	1	184	11	195	1	195	1	195	0	195	1	195	0	195	1	195	0	195	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	943	1	533	57	1000	1	565	1	569	14	1020	1	576	0	1020	1	576	-3	1016	
Comb. T-R	1	533	533	1	565	1	569	1	569	0	569	1	576	0	576	1	576	0	574	
WB Right	123	0	123	7	130	0	130	0	132	0	132	0	132	0	132	0	132	0	132	
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:	922	N-S:	977	N-S:	983	N-S:	988	N-S:	988	N-S:	961	N-S:	960	N-S:	960	N-S:	960	N-S:	960
	E-W:	755	E-W:	800	E-W:	804	E-W:	807	E-W:	807	E-W:	807	E-W:	806	E-W:	806	E-W:	806	E-W:	806
	SUM:	1677	SUM:	1777	SUM:	1787	SUM:	1795	SUM:	1795	SUM:	1768	SUM:	1767	SUM:	1767	SUM:	1767	SUM:	1767
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.118	1.185	1.191	1.197	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	1.178	
Level of Service:	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: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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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: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative D

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]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes
NB Left	1	125	8	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T	0	-	486	515	0	515	2	532	0	532	2	542	0	542	2	542	0	542	2	542	0	542	2	542
NB Thru	2	972	58	1030	34	1064	2	1066	21	1085	2	1087	-50	1035	2	1035	-5	1030	2	1030	-5	1030	2	1030
Comb. T-R	0	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	0	0
NB Right [1]	1	101	6	107	0	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T-R	0	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	0	0
SB Left	1	120	7	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T	0	-	691	732	4	1357	1	734	6	1363	1	737	-50	1313	1	712	-1	1312	1	712	-1	1312	1	712
SB Thru	1	691	77	1353	1	732	1	734	1	734	1	737	0	737	1	712	0	712	1	712	0	712	1	712
Comb. T-R	1	691	77	1353	1	732	1	734	1	734	1	737	0	737	1	712	0	712	1	712	0	712	1	712
SB Right	0	-	6	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112
Comb. L-T-R	0	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	0	0
EB Left	1	169	10	179	0	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179
Comb. L-T	0	-	303	321	4	853	2	322	35	888	2	334	0	888	2	334	-8	880	2	331	-8	880	2	331
EB Thru	2	801	48	849	1	321	1	321	1	322	1	334	0	334	1	334	0	334	1	331	0	331	1	331
Comb. T-R	1	303	48	351	1	321	1	321	1	322	1	334	0	334	1	334	0	334	1	331	0	331	1	331
EB Right	0	-	6	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113
Comb. L-T-R	0	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	0	0
WB Left	1	183	11	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T	0	-	375	397	5	1058	2	399	9	1067	2	402	0	1067	2	402	-1	1065	2	401	-1	1065	2	401
WB Thru	2	993	60	1053	1	397	1	399	1	399	1	402	0	402	1	402	0	402	1	401	0	401	1	401
Comb. T-R	1	375	60	435	1	397	1	399	1	399	1	402	0	402	1	402	0	402	1	401	0	401	1	401
WB Right	0	-	8	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139
Comb. L-T-R	0	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	0	0
Crit. Volumes:	N-S:	816	865	865	N-S:	867	870	870	N-S:	870	870	870	N-S:	845	845	845	N-S:	845	845	845	N-S:	845	845	845
	E-W:	544	576	576	E-W:	578	581	581	E-W:	581	581	581	E-W:	581	581	581	E-W:	581	581	581	E-W:	581	581	581
	SUM:	1360	1441	1441	SUM:	1445	1451	1451	SUM:	1451	1451	1451	SUM:	1426	1426	1426	SUM:	1426	1426	1426	SUM:	1426	1426	1426
No. of Phases:	4				4				4				4				4				4			
Volume / Capacity:	0.989				1.048				1.051				1.055				1.037				1.036			
Level of Service:	E				F				F				F				F				F			

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

Notes:
 [1] 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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 Project: Krausz Companies Northridge / 1-023166-1
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Winnetka Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative D

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

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	15% Lanes	
NB Left	1	141	141	1	8	149	149	1	0	149	149	1	0	149	149	1	0	149	149	1	0	149	1	149
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
NB Thru	2	494	987	2	59	1046	523	2	7	1053	531	2	8	1061	531	2	-50	1011	506	2	-1	1010	2	505
Comb. T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
NB Right [1]	1	126	126	1	8	134	134	1	0	134	134	1	0	134	134	1	0	134	134	1	0	134	1	134
Comb. L-T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
SB Left	1	183	183	1	11	194	194	1	0	194	194	1	0	194	194	1	0	194	194	1	0	194	1	194
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
SB Thru	1	1052	1052	1	63	1115	606	1	24	1139	618	1	22	1161	629	1	-50	1111	604	1	-5	1106	1	602
Comb. T-R	1	572	572	1	606	606	606	1	618	618	618	1	629	629	629	1	604	604	604	1	602	602	1	602
SB Right	0	-	-	0	-	-	-	0	0	98	98	0	0	98	98	0	0	98	98	0	0	98	0	98
Comb. L-T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
EB Left	1	153	153	1	9	162	162	1	1	163	163	1	0	163	163	1	0	163	163	1	0	163	1	163
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
EB Thru	2	405	810	2	68	1202	430	2	15	1217	435	2	13	1230	439	2	0	1230	439	2	-2	1228	2	438
Comb. T-R	1	405	405	1	430	430	430	1	435	435	435	1	439	439	439	1	439	439	439	1	439	439	1	438
EB Right	0	-	-	0	-	-	-	0	0	87	87	0	0	87	87	0	0	87	87	0	0	87	0	87
Comb. L-T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
WB Left	1	135	135	1	8	143	143	1	0	143	143	1	0	143	143	1	0	143	143	1	0	143	1	143
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
WB Thru	2	862	1724	2	52	914	344	2	13	927	349	2	36	963	361	2	0	963	361	2	-8	954	2	358
Comb. T-R	1	325	325	1	344	344	344	1	349	349	349	1	361	361	361	1	361	361	361	1	361	361	1	358
WB Right	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
Comb. L-T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-
Crit. Volumes:	N-S: 713	E-W: 540	SUM: 1253	N-S: 756	E-W: 573	SUM: 1329	N-S: 768	E-W: 578	SUM: 1346	N-S: 779	E-W: 582	SUM: 1361	N-S: 754	E-W: 582	SUM: 1336	N-S: 751	E-W: 582	SUM: 1333	N-S: 751	E-W: 582	SUM: 1333	N-S: 751	E-W: 582	SUM: 1333
No. of Phases:	4				4				4				4				4				4			
Volume / Capacity:	0.912				0.966				0.979				0.990				0.972				0.969			
Level of Service:	E				E				E				E				E				E			

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

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]				2005 W/ TDM					
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	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	0	70	1	70	
Comb. L-T	777	1	466	47	823	1	494	0	823	1	494	14	837	1	501	-20	817	1	491	-3	814	1	489	1	489	
NB Thru	155	0	466	9	164	1	494	0	164	1	494	0	164	1	501	0	164	1	491	0	164	1	489	1	489	
Comb. 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	
NB Right	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	
Comb. L-T-R	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	1	116	
SB Left	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	
Comb. L-T	1266	2	633	76	1341	2	671	4	1345	2	673	4	1345	2	673	-20	1325	2	663	-20	1305	2	643	2	663	
SB Thru	215	1	215	13	228	1	228	0	228	1	228	0	228	1	228	0	228	1	228	0	228	1	228	1	228	
Comb. 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	
SB Right	63	1	63	4	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	1	66	
Comb. L-T	1298	2	499	78	1376	2	529	0	1376	2	529	0	1376	2	529	0	1376	2	529	0	1376	2	529	2	529	
NB Thru	198	1	499	12	210	1	529	0	210	1	529	0	210	1	529	0	210	1	529	0	210	1	529	1	529	
Comb. 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	
EB Left	167	1	167	10	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	1	177	
Comb. L-T	1437	2	501	86	1523	2	531	0	1523	2	531	0	1523	2	531	0	1523	2	531	0	1523	2	531	2	531	
NB Thru	65	1	501	4	505	1	505	0	505	1	505	0	505	1	505	0	505	1	505	0	505	1	505	1	505	
Comb. 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	
WB Left	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	
Comb. L-T	688	1	688	10	698	1	698	0	698	1	698	0	698	1	698	0	698	1	698	0	698	1	698	1	698	
NB Thru	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	
Comb. T-R	65	1	501	4	505	1	505	0	505	1	505	0	505	1	505	0	505	1	505	0	505	1	505	1	505	
WB Right	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	
Comb. L-T-R	167	1	167	10	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	1	177	
Crit. Volumes:	N-S:	688	N-S:	740	N-S:	740	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	742	N-S:	732
	E-W:	665	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705
	SUM:	1353	SUM:	1445	SUM:	1445	SUM:	1445	SUM:	1445	SUM:	1445	SUM:	1447	SUM:	1447	SUM:	1447	SUM:	1447	SUM:	1447	SUM:	1447	SUM:	1437
No. of Phases:	3				3				3				3				3				3					
Volume / Capacity:	0.887				0.914				0.914				0.916				0.909				0.909					
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.
 * V/C ratio includes an additional 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.

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

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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 D

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	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	Added	Total		
NB Left	136	1	136	8	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1209	1	700	73	1282	1	742	0	1282	1	742	5	1287	1	745	-20	1267	1	735	-1	1266	1	735	1	735	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	192	0	192	12	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	105	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	796	2	398	48	844	2	422	0	844	2	422	14	858	2	429	-20	838	2	419	-3	834	2	417	2	417	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	236	1	236	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1742	2	648	105	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	2	687	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	203	0	203	12	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1419	2	514	85	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	2	545	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	123	0	123	7	131	0	131	0	131	0	131	0	131	0	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	-	
Crit. Volumes:	N-S:	805	N-S:	854	N-S:	854	N-S:	854	N-S:	856	N-S:	856	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846
	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	E-W:	849	E-W:	849	E-W:	849	E-W:	849
	SUM:	1606	SUM:	1703	SUM:	1703	SUM:	1703	SUM:	1705	SUM:	1705	SUM:	1695	SUM:	1695	SUM:	1695	SUM:	1695	SUM:	1695	SUM:	1695	SUM:	1695
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	3	3	3	
Volume / Capacity:	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	1.057	
Level of Service:	F	F	F	F	F	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 ATSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM											
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total				
NB Left	66	1	66	4	70	1	70	81	151	2	83	2	83	0	151	2	83	0	151	2	83	0	151	0	151	2	83	0	151			
Comb. L-T	0	-	0	2	39	0	39	24	63	0	63	1	63	9	72	1	72	-50	22	1	22	-1	21	1	21	1	21	0	21			
NB Thru	37	2	39	2	39	0	39	24	63	1	105	1	105	0	105	1	105	0	105	1	105	0	105	0	105	1	105	0	105			
Comb. T-R	0	-	0	5	91	0	91	14	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105			
NB Right	86	1	87	5	91	1	92	14	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105			
Comb. L-T-R	0	-	0	7	120	0	120	79	198	2	109	2	109	0	198	2	109	0	198	2	109	0	198	0	198	2	109	0	198			
SB Left	113	1	114	7	120	1	121	79	198	2	109	2	109	0	198	2	109	0	198	2	109	0	198	0	198	2	109	0	198			
Comb. L-T	0	-	0	5	85	1	86	27	111	1	70	1	70	35	146	1	88	-50	96	1	88	-8	88	1	88	1	88	0	88			
SB Thru	80	1	81	5	85	1	86	27	111	1	70	1	70	0	70	1	88	0	88	1	88	0	88	0	88	1	88	0	88			
Comb. T-R	0	-	0	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30			
SB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30			
Comb. L-T-R	0	-	0	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30			
EB Left	37	1	38	2	39	1	40	0	39	1	39	1	39	0	39	1	39	0	39	1	39	0	39	0	39	1	39	0	39			
Comb. L-T	0	-	0	12	215	2	217	126	341	2	170	2	170	0	341	2	170	0	341	2	170	0	341	0	341	2	170	0	341			
EB Thru	203	2	205	12	215	2	217	126	341	2	170	2	170	0	341	2	170	0	341	2	170	0	341	0	341	2	170	0	341			
Comb. T-R	0	-	0	23	411	1	412	34	445	0	445	1	445	0	445	1	445	0	445	1	445	0	445	0	445	1	445	0	445			
EB Right	388	1	389	23	411	1	412	34	445	0	445	1	445	0	445	1	445	0	445	1	445	0	445	0	445	1	445	0	445			
Comb. L-T-R	0	-	0	26	458	1	459	113	571	1	571	1	571	0	571	1	571	0	571	1	571	0	571	0	571	1	571	0	571			
WB Left	432	1	433	26	458	1	459	113	571	1	571	1	571	0	571	1	571	0	571	1	571	0	571	0	571	1	571	0	571			
Comb. L-T	0	-	0	208	369	1	370	234	603	1	348	1	348	0	603	1	348	0	603	1	348	0	603	0	603	1	348	0	603			
WB Thru	348	1	349	208	369	1	370	234	603	1	348	1	348	0	603	1	348	0	603	1	348	0	603	0	603	1	348	0	603			
Comb. T-R	0	-	0	4	71	0	71	23	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94			
WB Right	67	0	67	4	71	0	71	23	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94			
Comb. L-T-R	0	-	0	132	787	1	788	139	926	1	834	1	834	0	974	1	834	0	974	1	834	0	974	0	974	1	834	0	974			
Crit. Volumes:	N-S:	132	787	139	926	N-S:	139	214	974	N-S:	214	974	1189	214	974	N-S:	214	974	1189	214	974	N-S:	214	974	1189	214	974	N-S:	214	974		
	E-W:	787	919	834	974	E-W:	834	974	1189	E-W:	974	1189	1189	974	1189	E-W:	974	1189	1189	974	1189	E-W:	974	1189	974	1189	E-W:	974	1189	E-W:	974	1189
	SUM:	919	1706	974	1900	SUM:	974	1189	1189	1189	SUM:	1189	1189	1189	1189	SUM:	1189	1189	1189	1189	1189	SUM:	1189	1189	1189	1189	SUM:	1189	1189	SUM:	1189	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2		2		2			
Volume / Capacity:	0.612		0.549		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693			
Level of Service:	B		A		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.
 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-stripping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM						
	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	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	220	1	220	13	233	1	233	203	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240
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	0
NB Thru	135	2	68	8	143	2	72	99	242	1	242	36	278	1	278	-50	228	1	228	-8	220	1	220	0	220	1	220
Comb. 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
NB Right	315	1	315	19	334	1	334	6	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340
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	0
SB Left	101	1	101	6	107	1	107	135	242	2	133	0	242	2	133	0	242	2	133	0	242	2	133	0	242	2	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	0	0	0	0
SB Thru	61	1	54	4	65	1	57	68	132	1	91	13	145	1	97	-50	95	1	72	-2	94	1	72	0	94	1	72
Comb. T-R	1	54	54	0	57	1	57	0	57	0	97	0	97	0	97	0	97	0	97	0	94	0	94	0	94	0	94
SB Right	46	0	46	3	49	0	49	1	49	0	0	0	49	0	0	0	49	0	49	0	49	0	49	0	49	0	49
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	0
EB Left	67	1	67	4	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72
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	0
EB Thru	679	2	340	41	720	2	360	296	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015	2	508
Comb. 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 Right	124	1	124	7	131	1	131	103	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	167	1	167	10	177	1	177	21	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198
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	0
WB Thru	581	1	334	35	616	1	354	253	869	1	536	0	869	1	536	0	869	1	536	0	869	1	536	0	869	1	536
Comb. T-R	1	334	334	0	354	1	354	0	354	0	536	0	536	0	536	0	536	0	536	0	536	0	536	0	536	0	536
WB Right	87	0	87	5	92	0	92	112	204	0	0	0	204	0	0	0	204	0	204	0	204	0	204	0	204	0	204
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	0
Crit. Volumes:	N-S: 333	E-W: 507	SUM: 839	N-S: 352	E-W: 537	SUM: 889	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178	N-S: 473	E-W: 705	SUM: 1178
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.559	0.493	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686
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	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 ATSC/ATCS.

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.

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CRITICAL MOVEMENT ANALYSIS

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

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

Date: 09/27/2003
 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]				2005 W/ TDM						
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	77	1	77	5	82	1	82	1	80	1	80	4	84	1	84	0	84	0	84	1	84	-0	83	1	83	0	83
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
NB Thru	215	1	148	13	228	1	157	1	192	1	294	15	309	1	200	-90	219	1	155	1	155	-2	218	1	154	0	154
Comb. T-R	1	148	148	13	157	1	157	1	192	1	192	1	200	1	200	1	200	1	155	1	155	1	154	1	154	0	154
NB Right [1]	270	1	189	16	286	1	200	1	209	1	209	4	302	1	212	0	302	1	212	1	212	-0	302	1	211	0	211
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	0
SB Left	26	1	26	2	28	1	28	1	27	1	27	0	27	1	27	0	27	0	27	1	27	0	27	1	27	0	27
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	1056	1	596	63	1119	1	632	1	496	2	1391	56	1391	2	515	-90	1301	2	485	2	485	-14	1287	2	481	0	481
Comb. T-R	1	596	596	63	632	1	632	1	496	1	496	1	515	1	515	1	515	1	485	1	485	1	481	1	481	0	481
SB Right	136	0	0	8	144	0	0	0	0	0	0	0	155	0	0	0	155	0	0	0	0	0	155	0	0	0	155
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	155	0	0	0	155
EB Left	45	1	45	3	48	1	48	1	61	1	61	0	61	1	61	0	61	0	61	1	61	0	61	1	61	0	61
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	1013	2	507	61	1074	2	537	2	551	2	1103	0	1103	2	551	0	1103	2	551	2	551	0	1103	2	551	0	551
Comb. 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	0
EB Right	120	1	120	7	127	1	127	1	127	1	127	14	141	1	141	0	141	1	141	1	141	-3	137	1	137	0	137
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	0
WB Left	570	2	314	34	604	2	332	10	614	2	628	14	628	2	345	0	628	2	345	2	345	-3	625	2	343	0	343
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	1552	1	780	93	1645	1	827	10	1655	1	830	0	1655	1	830	0	1655	1	830	1	830	0	1655	1	830	0	830
Comb. T-R	1	780	780	93	827	1	827	1	830	1	830	1	830	1	830	1	830	1	830	1	830	1	830	1	830	1	830
WB Right	8	0	0	0	8	0	0	-5	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4
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	4	0	0	0	4
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: 599	E-W: 897	SUM: 1496	N-S: 569	E-W: 897	SUM: 1466	N-S: 564	E-W: 895	SUM: 1459	N-S: 564	E-W: 895	SUM: 1459	N-S: 564	E-W: 895	SUM: 1459	N-S: 564	E-W: 895	SUM: 1459
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	3	3	3	3	3
Volume / Capacity:	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Level of Service:	F	F	F	F	F	F	F	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 0.10 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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N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA13
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM								
	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	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	
NB Left	108	1	108	6	114	1	114	1	109	1	109	14	123	1	123	0	123	1	123	1	123	-3	120	1	120	1	120	0	120
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	0	0
NB Thru	678	1	430	41	719	1	456	1	553	1	553	58	988	1	584	-90	898	1	539	1	539	-13	885	1	532	1	532	1	532
Comb. 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	0
NB Right [1]	609	1	426	37	646	1	452	1	410	1	410	14	600	1	420	0	600	1	420	1	420	-3	597	1	418	1	418	1	418
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	0
SB Left	29	1	29	2	31	1	31	1	27	1	27	0	27	1	27	0	27	1	27	1	27	0	27	1	27	1	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	0	0	0	0	0	0	0	0
SB Thru	365	1	223	22	387	1	236	2	150	2	212	21	558	2	219	-90	468	2	189	2	189	-3	465	2	188	2	188	2	188
Comb. 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	0
SB Right	80	0	80	5	85	0	85	0	14	0	14	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98	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	0	0	0	0	0	0
EB Left	134	1	134	8	142	1	142	1	177	1	177	0	177	1	177	0	177	1	177	1	177	0	177	1	177	1	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	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	2	749	0	1497	2	749	2	749	2	749
Comb. 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	0
EB Right	103	1	103	6	109	1	109	1	99	1	99	5	104	1	104	0	104	1	104	1	104	-1	104	1	104	1	104	1	104
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	0
WB Left	330	2	182	20	350	2	182	-6	344	2	189	5	349	2	192	0	349	2	192	2	192	-1	348	2	191	2	191	2	191
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	0	0
WB Thru	938	1	474	56	994	1	502	-6	988	1	502	0	988	1	502	0	988	1	502	1	502	0	988	1	502	1	502	1	502
Comb. 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	0
WB Right	10	0	10	1	11	0	11	6	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
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	0
Crit. Volumes:	N-S: 459	E-W: 884	SUM: 1343	N-S: 487	E-W: 937	SUM: 1423	N-S: 580	E-W: 938	SUM: 1518	N-S: 611	E-W: 941	SUM: 1552	N-S: 611	E-W: 941	SUM: 1552	N-S: 566	E-W: 941	SUM: 1507	N-S: 566	E-W: 941	SUM: 1507	N-S: 559	E-W: 940	SUM: 1499	N-S: 559	E-W: 940	SUM: 1499		
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	3	3	3	3	3	3	3
Volume / Capacity:	0.942	0.899	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965	0.989	0.965
Level of Service:	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	E	D	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 ATSAC/ATCS.

Notes:
 [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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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [1]				2005 W/ TDM					
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	
NB Left	1	117	7	124	1	124	0	124	1	124	0	124	0	124	1	124	0	124	1	124	1	124
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
NB Thru	2	239	29	506	2	253	74	579	2	290	24	603	-110	493	2	247	-3	490	2	245	2	245
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
NB Right	1	61	4	65	1	65	0	65	1	65	4	69	0	69	1	69	-0	68	1	68	1	68
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
SB Left	35	1	35	37	1	37	13	50	1	50	0	50	0	50	1	50	0	50	1	50	1	50
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
SB Thru	1	832	94	1660	1	881	180	1840	1	975	91	1931	-110	1821	1	965	-22	1799	1	954	1	954
Comb. T-R	1	832	1	881	1	881	1	975	1	975	1	1020	0	1020	1	965	0	1046	1	954	1	954
SB Right	0	-	6	103	0	-	7	110	0	-	0	110	0	110	0	-	0	110	0	0	0	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
EB Left	54	1	54	57	1	57	1	58	1	58	0	58	0	58	1	58	0	58	1	58	1	58
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
EB Thru	1	550	59	1046	1	583	0	1046	1	583	0	1046	0	1046	1	583	0	1046	1	583	1	583
Comb. T-R	1	550	1	583	1	583	1	583	1	583	1	583	0	1046	1	583	0	1046	1	583	1	583
EB Right	113	0	7	120	0	-	0	120	0	-	0	120	0	120	0	-	0	120	0	0	0	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
WB Left	200	1	200	212	1	212	0	212	1	212	14	226	0	226	1	226	-3	223	1	223	1	223
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
WB Thru	1	590	69	1218	1	625	0	1218	1	626	0	1218	0	1218	1	626	0	1218	1	626	1	626
Comb. T-R	1	590	1	625	1	625	1	626	1	626	1	626	0	1218	1	626	0	1218	1	626	1	626
WB Right	31	0	2	33	0	-	1	34	0	-	0	34	0	34	0	-	0	34	0	0	0	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-
Crit. Volumes:	N-S:	949			N-S:	1005			N-S:	1099				N-S:	1144				N-S:	1089		
	E-W:	750			E-W:	795			E-W:	795				E-W:	809				E-W:	809		
	SUM:	1699			SUM:	1800			SUM:	1894				SUM:	1953				SUM:	1898		
Nc. of Phases:	2				2				2				2					2		2		
Volume / Capacity:	F	1.132			F	1.200			F	1.263				F	1.302				F	1.266		
Level of Service:																						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
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CRITICAL MOVEMENT ANALYSIS

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

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

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]				2005 W/ TDM										
	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	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			
NB Left	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	687	82	1456	2	728	117	1573	2	787	94	1667	2	834	-110	1557	2	779	-22	1536	2	768	-22	1536	2	768	-22	1536	2	768	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	1	240	14	254	1	254	0	254	1	254	14	268	1	268	0	268	1	268	-3	265	1	265	-3	265	1	265	-3	265	1	265	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	24	1	24	1	25	1	25	3	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1	353	39	685	1	374	126	810	1	438	34	844	1	455	-110	734	1	400	-5	730	1	398	-5	730	1	398	-5	730	1	398	
Comb. T-R	1	353	0	353	1	374	0	374	1	438	0	438	1	455	0	455	1	400	0	400	1	398	0	398	1	398	0	398	1	398	
SB Right	0	-	4	64	0	-	3	66	0	-	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	67	1	67	4	71	1	71	3	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	590	65	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	
Comb. T-R	1	590	0	590	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	
EB Right	95	0	6	101	0	-	0	101	0	-	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	119	1	119	7	126	1	126	0	126	1	126	5	131	1	131	0	131	1	131	-1	130	1	130	-1	130	1	130	-1	130	1	130
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	294	33	585	1	311	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	
Comb. T-R	1	294	0	294	1	311	0	311	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	
WB Right	35	0	2	37	0	-	3	40	0	-	0	40	0	40	0	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	-	0	-	0	-	
Crit. Volumes:	N-S:	711			N-S:	754			N-S:	815			N-S:	862			N-S:	807			N-S:	796			N-S:	796					
	E-W:	709			E-W:	752			E-W:	752			E-W:	757			E-W:	757			E-W:	756			E-W:	756					
	SUM:	1420			SUM:	1505			SUM:	1566			SUM:	1618			SUM:	1563			SUM:	1552			SUM:	1552					
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2		2				
Volume / Capacity:	0.947		1.003		1.044		1.079		1.042		1.034		1.042		1.034		1.042		1.034		1.034		1.034		1.034		1.034				
Level of Service:	E		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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N-S St: Corbin Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA15
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM				
	No. of Lanes	Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Added Volume	Total Volume		
NB Left	137	1	137	145	1	145	0	145	1	147	1	147	1	147	1	122	-0	122	1	122
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	571	1	334	354	1	354	71	676	1	408	1	408	1	408	1	290	-4	576	2	288
Comb. T-R	1	1	334	354	1	354	0	389	1	408	1	408	1	408	1	0	0	0	0	0
NB Right	96	0	96	102	0	102	0	102	0	0	0	0	0	0	0	111	-1	110	1	110
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	96	1	96	102	1	102	5	107	1	107	1	107	1	107	1	107	0	107	1	107
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	1386	1	805	853	1	853	190	1659	1	1006	1	1006	1	1006	1	944	-27	1619	1	930
Comb. T-R	1	1	805	853	1	853	0	950	1	1006	1	1006	1	1006	1	944	0	241	0	930
SB Right	223	0	223	236	0	236	5	241	0	0	0	0	0	0	0	0	0	241	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
EB Left	27	1	27	29	1	29	1	30	1	30	1	30	1	30	1	30	0	30	1	30
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	393	1	259	275	1	275	0	417	1	285	1	285	1	285	1	273	-3	427	1	270
Comb. T-R	1	1	259	275	1	275	0	133	0	0	0	0	0	0	0	273	-2	113	0	270
EB Right	125	0	125	133	0	133	0	133	0	0	0	0	0	0	0	0	0	113	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	289	1	289	306	1	306	2	308	1	343	1	343	1	343	1	343	-8	335	1	335
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	908	1	462	489	1	489	0	962	1	492	1	492	1	492	1	492	-0	966	1	492
Comb. T-R	1	1	462	489	1	489	0	962	1	492	1	492	1	492	1	492	0	966	1	492
WB Right	15	0	15	16	0	16	1	17	0	0	0	0	0	0	0	0	0	17	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
Crit. Volumes:	N-S: 942	N-S: 988	N-S: 1085	N-S: 1153	N-S: 1066	N-S: 1052	E-W: 548	E-W: 581	E-W: 605	E-W: 616	E-W: 605	SUM: 1490	SUM: 1579	SUM: 1678	SUM: 1782	SUM: 1682	SUM: 1682	SUM: 1682	SUM: 1682	SUM: 1682
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:	0.993	1.053	1.119	1.188	1.119	1.188	1.119	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188
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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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]			2005 W/ TDM				
	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	Lane Volume	Added Volume	Total Volume	No. of Lanes		
NB Left	1	121	1	7	128	1	128	0	128	1	135	1	135	1	110	-2	109	1	109	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
NB Thru	1	839	1	85	1500	1	889	124	1624	1	1027	1	1027	2	807	-27	1588	2	794	
Comb. T-R	1	839	1	889	1	889	1	951	1	1027	1	1027	1	1027	0	-	-	0	-	
NB Right	0	-	0	16	279	0	0	0	279	0	36	0	36	1	315	-8	306	1	306	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	111	1	7	118	1	118	3	120	1	120	1	120	1	120	0	120	1	120	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
SB Thru	1	659	1	40	699	1	376	115	813	1	455	1	455	1	393	-5	725	1	390	
Comb. T-R	1	659	1	355	376	1	376	3	56	0	0	0	56	0	56	0	56	0	390	
SB Right	0	-	0	3	53	0	0	0	56	0	0	0	56	0	56	0	56	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	1	268	1	16	284	1	284	3	287	1	287	1	287	1	287	0	287	1	287	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
EB Thru	1	972	1	58	1030	1	591	0	1030	1	595	1	595	1	583	-1	1035	1	582	
Comb. T-R	1	972	1	558	591	1	591	0	1030	1	595	1	595	1	583	-1	1035	1	582	
EB Right	0	-	0	9	153	0	0	0	153	0	3	0	156	0	-	-25	131	0	-	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	99	1	6	105	1	105	9	114	1	127	1	127	1	127	-2	125	1	125	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
WB Thru	1	410	1	25	435	1	269	0	435	1	277	1	277	1	277	-3	445	1	275	
Comb. T-R	1	410	1	254	269	1	269	0	435	1	277	1	277	1	277	-3	445	1	275	
WB Right	0	-	0	6	103	0	0	3	105	0	0	0	105	0	0	0	105	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:	950	N-S:	1007	N-S:	1072	N-S:	1148	N-S:	928	N-S:	914	N-S:	914	E-W:	708	E-W:	708	E-W:	708
	E-W:	657	E-W:	696	E-W:	705	E-W:	722	E-W:	710	E-W:	708	E-W:	708	SUM:	1638	SUM:	1622	SUM:	1622
	SUM:	1607	SUM:	1703	SUM:	1777	SUM:	1870	SUM:	1638	SUM:	1622	SUM:	1622						
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	1.185	1.247	1.092	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	
Level of Service:	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: [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 @ Prairie Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative D

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			15% No. of Lanes	Lane Volume				
	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	Added Volume	Total Volume							
NB Left	182	1	182	11	193	1	193	1	193	1	206	1	206	1	206	-2	204	1	204	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	1086	1	574	65	1151	1	608	1	639	1	647	1	647	1	647	-2	1077	2	381	2	381			
Comb. T-R	1	574	574	0	608	1	639	1	639	1	647	1	647	1	647	0	0	1	381	1	381			
NB Right	61	0	61	4	65	0	0	0	0	0	0	0	0	0	0	0	65	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	40	1	40	2	42	1	42	1	47	1	145	1	145	1	145	-24	122	1	122	1	122			
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	1225	1	670	74	1299	1	710	1	805	1	833	1	833	1	833	-14	1341	1	751	1	751			
Comb. T-R	1	670	670	0	710	1	805	1	805	1	833	1	833	1	833	0	161	1	751	1	751			
SB Right	114	0	114	7	121	0	0	0	0	0	0	0	0	0	0	0	161	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	13	1	13	1	14	1	14	1	20	1	20	1	20	1	20	0	20	1	20	1	20			
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	15	0	15	1	16	0	16	0	16	0	151	1	151	1	151	-14	58	0	0	0	0			
Comb. T-R	1	43	43	0	46	1	46	1	46	1	151	1	151	1	151	0	58	1	125	1	125			
EB Right	28	0	28	2	30	0	30	0	30	0	79	0	79	0	79	-12	67	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	18	1	18	1	19	1	19	1	19	1	19	1	19	1	19	0	19	1	19	1	19			
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	64	0	64	4	68	0	68	0	68	0	83	0	83	0	83	-2	81	0	0	0	0			
Comb. T-R	1	82	82	1	87	1	88	1	88	1	129	1	129	1	129	0	81	0	0	0	0			
WB Right	18	0	18	1	19	0	19	0	19	0	46	0	46	0	46	-3	43	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:	852	903	N-S:	903	N-S:	998	N-S:	1039	N-S:	964	N-S:	964	N-S:	955									
	E-W:	95	101	E-W:	101	E-W:	108	E-W:	170	E-W:	170	E-W:	170	E-W:	144									
	SUM:	947	1003	SUM:	1003	SUM:	1106	SUM:	1209	SUM:	1134	SUM:	1134	SUM:	1100									
No. of Phases:	2			2			2			2			2			2			2			2		
Volume / Capacity:	0.631			0.669			0.737			0.806			0.756			0.733			0.733			0.733		
Level of Service:	B			B			C			D			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
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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [1]				2005 W/ TDM			
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	45	1	45	3	48	1	48	0	48	1	48	51	99	1	99	-12	87	1	87	
Comb. L-T	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	58	1780	2	1630	-150	1630	2	1616	
Comb. T-R	38	1	784	2	40	0	831	0	40	0	881	0	40	1	557	0	557	1	552	
NB Right	0	-	0	2	40	0	0	0	40	0	0	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	0	0	0	0	0	
SB Left	34	1	34	2	36	1	36	1	37	1	37	37	74	1	74	0	74	1	69	
Comb. L-T	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	21	1290	1	1140	-150	1140	1	596	
Comb. T-R	45	1	571	3	48	0	605	4	52	0	661	0	52	1	596	0	52	1	595	
SB Right	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	
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	
EB Thru	136	0	0	8	144	0	0	0	144	0	0	21	165	0	165	0	165	0	162	
Comb. T-R	138	1	274	8	146	1	290	0	146	1	290	18	164	1	329	-3	162	1	324	
EB Right	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	
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	4	64	0	0	0	64	0	0	58	122	0	122	0	122	0	108	
WB Thru	60	1	113	3	56	0	120	3	59	0	122	101	160	1	281	-13	108	0	245	
Comb. T-R	53	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	
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:	818	N-S:	867	N-S:	918	N-S:	984	N-S:	984	N-S:	984	N-S:	984	N-S:	984	N-S:	695	N-S:	682
	E-W:	357	E-W:	378	E-W:	390	E-W:	390	E-W:	390	E-W:	390	E-W:	390	E-W:	390	E-W:	549	E-W:	512
	SUM:	1175	SUM:	1246	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1244	SUM:	1194
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	0.830	0.872	1.022	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829
Level of Service:	C	D	D	F	D	D	D	F	D	D	D	D	D	D	D	D	D	D	D	C

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume
NB Left	1	80	80	1	85	85	1	85	0	85	0	85	0	85	1	85	0	85	1	85	0	85	1	85	0	85
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	479	957	2	507	1015	2	535	70	1140	2	570	160	980	2	377	17	963	2	361	17	963	2	361	17	963
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	1	29	29	1	31	31	1	31	0	31	0	31	0	31	1	31	0	31	1	31	0	31	1	31	0	31
Comb. L-T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	53	53	1	56	56	1	61	0	61	0	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	430	860	2	456	912	2	502	18	1480	2	508	160	1320	2	455	2	1318	2	454	2	454	2	454	2	454
Comb. T-R	1	430	430	1	456	456	1	502	0	502	0	502	0	502	1	455	0	455	1	454	0	454	1	454	0	454
SB Right	0	-	-	0	-	-	0	-	1	45	0	45	0	45	0	45	0	45	0	45	0	45	0	45	0	45
Comb. L-T-R	0	-	-	0	-	-	0	-	0	45	0	45	0	45	0	45	0	45	0	45	0	45	0	45	0	45
EB Left	1	7	7	1	7	7	1	9	0	9	0	9	0	9	1	9	0	9	1	9	0	9	1	9	0	9
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	5	5	5	5	31	36	5	36	7	43	7	43	0	43	5	43	0	43	5	42	0	42	5	42	0	42
Comb. T-R	1	40	40	1	43	43	1	43	0	43	0	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43
EB Right	0	-	-	0	-	-	0	-	0	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43
Comb. L-T-R	0	-	-	0	-	-	0	-	0	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43
WB Left	1	58	58	1	61	61	1	61	0	61	0	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	100	100	1	106	106	1	106	232	338	2	340	0	340	1	340	0	340	1	340	0	340	1	340	0	340
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	1	153	153	1	162	162	1	163	1	163	0	163	0	163	1	163	0	163	1	163	0	163	1	163	0	163
Comb. L-T-R	0	-	-	0	-	-	0	-	0	163	0	163	0	163	0	163	0	163	0	163	0	163	0	163	0	163
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: 942	N-S: 631	E-W: 349	SUM: 979	N-S: 631	E-W: 349	SUM: 979	N-S: 540	E-W: 349	SUM: 888	N-S: 539	E-W: 348	SUM: 887					
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2					
Volume / Capacity:	0.443		0.470		0.628		0.653		0.653		0.653		0.653		0.653		0.653		0.653		0.653					
Level of Service:	A		A		B		B		B		B		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.

Notes:
 [1] 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: Northhoff Place/Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA17
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS
 Corbin Avenue @ Northhoff Place/Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative D

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]			2005 W/ TDM			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	46	1	46	1	49	0	49	1	49	0	49	1	49	0	49	1	49	0	49
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2101	2	1050	2	1113	88	2314	2	1157	26	2340	2	1170	-160	2180	2	774	-3	2177
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	92	1	92	1	97	0	97	1	97	45	142	0	142	0	142	0	137	-6	137
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	74	1	74	1	78	3	81	1	81	0	81	1	81	0	81	1	81	0	81
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1263	2	431	2	457	98	1436	2	490	72	1508	2	514	-160	1348	2	461	-17	1331
Comb. T-R	1	431	431	1	457	3	36	0	36	0	36	0	36	0	36	0	36	0	36
SB Right	31	0	31	0	33	0	33	0	33	0	33	0	33	0	33	0	33	0	33
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	63	1	63	1	66	3	69	1	69	0	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	101	1	101	1	107	174	281	1	230	3	284	1	231	0	284	1	231	-0	284
Comb. T-R	1	169	169	1	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
EB Right	169	0	169	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
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	183	1	183	1	194	0	194	1	194	123	317	1	317	0	317	1	317	-28	288
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	85	1	85	1	90	16	106	1	106	7	113	1	113	0	113	1	113	-2	111
Comb. T-R	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	0	173	1	173	0	173
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: 1124	N-S: 1192	N-S: 1238	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251	N-S: 1251
	E-W: 351	E-W: 373	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424
	SUM: 1476	SUM: 1564	SUM: 1662	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799	SUM: 1799
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.984	1.043	1.108	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199	1.199
Level of Service:	E	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: [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

Cobbin Avenue @ Nordhoff Street/Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Full Build-Out Alternative D

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	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	Added Volume	Total Volume	No. of Lanes	
NB Left	176	1	176	11	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	0	-	0	-	0	0
NB Thru	1279	2	464	77	1356	2	492	48	1403	2	508	154	1557	2	559	-37	1370	2	497
Comb. T-R	1	464	1	464	1	492	1	508	1	508	1	559	1	509	1	509	1	497	1
NB Right	113	0	-	7	120	0	0	0	120	0	0	0	0	0	0	0	120	0	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	0	-	0	0	-	0	0	0	0
SB Left	30	1	30	2	32	1	32	3	34	1	34	0	34	1	34	0	34	1	34
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	0	-	0	-	0	0
SB Thru	988	2	494	59	1047	2	524	115	1162	2	581	40	1202	2	601	-150	1052	2	524
Comb. T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	0	-	0	-	0	0
SB Right [1]	240	1	240	14	254	1	254	3	257	1	257	9	266	1	266	-10	256	1	255
Comb. L-T-R-	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	35	171	1	171	-10	161	1	152
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	0	-	0	-	0	0
EB Thru	537	2	196	32	569	2	208	23	592	2	215	0	592	2	215	0	592	2	215
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	-	3	54	0	0	0	54	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
WB Left	153	1	153	9	162	1	162	0	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
WB Thru	1036	2	518	62	1098	2	549	18	1116	2	558	0	1116	2	558	0	1116	2	558
Comb. T-R	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	0	27	1	27	0	27	1	27
Comb. L-T-R-	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: 729	SUM: 1462	N-S: 788	E-W: 719	SUM: 1517	N-S: 713	E-W: 711	SUM: 1432	N-S: 710	E-W: 711	SUM: 1421	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	E 0.923	E 0.978	E 1.026	F 1.064	F 1.005	F 0.987	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005	F 1.005

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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CRITICAL MOVEMENT ANALYSIS

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

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: Acculek

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	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	64	1	64	4	68	1	68	0	68	1	68	0	68	0	68	1	68	0	68	1	68
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	1435	1	763	86	1521	1	809	43	1564	1	830	112	1676	1	886	1	886	-130	1546	1	821
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	91	0	91	5	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96
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	91	1	91	5	96	1	96	3	99	1	99	6	105	1	105	1	105	0	105	1	104
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	1096	1	573	66	1162	1	607	105	1267	1	661	29	1296	1	679	1	679	-130	1166	1	604
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	50	0	50	3	53	0	53	3	56	0	56	6	62	0	62	0	62	-20	42	0	41
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	86	1	86	5	91	1	91	1	92	1	92	21	113	1	113	1	113	-20	93	1	93
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	832	1	434	50	882	1	460	0	882	1	460	0	882	1	460	1	460	0	882	1	460
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	35	0	35	2	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37
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	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	1	89	0	89	1	89
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	1150	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	716	1	716	0	1220	1	713
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	179	0	179	11	190	0	190	1	191	0	191	21	212	0	212	0	212	0	212	0	207
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: 854	751	1605	N-S: 905	796	1701	N-S: 929	798	1727	N-S: 991	829	1820	N-S: 926	809	1735	N-S: 912	802	1713	N-S: 926	809	1735
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:	1.070	1.134	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.142
Level of Service:	F	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.
 Right turns 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 D

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	15% Lanes	
NB Left	58	1	58	1	61	1	61	1	61	0	61	1	61	0	61	1	61	0	61	1
Comb. L-T	0	-	701	1	743	1	777	1	798	42	1515	1	798	-130	1385	1	733	-5	1380	1
NB Thru	1326	1	701	1	743	1	777	1	798	0	81	0	798	0	81	0	733	0	81	1
Comb. T-R	1	701	0	0	81	0	0	0	0	0	81	0	0	0	81	0	0	0	81	0
NB Right	76	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
SB Left	162	1	162	1	172	1	174	1	174	22	196	1	196	0	196	1	196	-5	191	1
Comb. L-T	0	-	617	1	654	1	694	1	763	116	1447	1	763	-130	1317	1	688	-27	1291	1
SB Thru	1183	1	617	1	654	1	694	1	763	0	79	0	763	0	59	1	688	0	54	1
Comb. T-R	1	617	0	0	57	0	0	0	0	22	79	0	0	-20	59	0	0	-5	54	0
SB Right	51	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
EB Left	120	1	120	1	127	1	130	1	130	8	138	1	138	-20	118	1	118	-1	117	1
Comb. L-T	0	-	568	1	602	1	606	1	606	0	1156	1	606	0	1156	1	606	0	1156	1
EB Thru	1083	1	568	1	602	1	606	1	606	0	55	0	606	0	55	0	606	0	55	1
Comb. T-R	1	568	0	0	55	0	0	0	0	0	55	0	0	0	55	0	0	0	55	0
EB Right	52	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
WB Left	113	1	113	1	120	1	120	1	120	0	120	1	120	0	120	1	120	0	120	1
Comb. L-T	0	-	604	1	640	1	644	1	644	0	1040	1	644	0	1040	1	648	0	1040	1
WB Thru	975	1	604	1	640	1	644	1	644	0	1040	1	644	0	1040	1	648	0	1040	1
Comb. T-R	1	604	0	0	248	0	0	0	0	8	256	0	648	0	256	0	648	-1	255	0
WB Right	232	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
Crit. Volumes:	N-S: 863	E-W: 724	SUM: 1587	N-S: 915	E-W: 767	SUM: 1682	N-S: 951	E-W: 774	SUM: 1725	N-S: 994	E-W: 786	SUM: 1780	N-S: 929	E-W: 766	SUM: 1695	N-S: 921	E-W: 764	SUM: 1685		
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:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
Level of Service:	1.058	1.121	1.150	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.186	1.124

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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N-S St: Corbin Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAAZ0
 Counts by: Accutiek

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM			
	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	Added Volume	Total Volume	No. of Lanes	
NB Left	66	1	66	4	70	1	70	0	70	1	70	1	70	0	70	1	70	1	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	1	566	-110	941	1	511	1	1
Comb. T-R	1	499	499	1	528	1	528	1	545	1	566	1	566	0	81	1	511	1	1
NB Right	76	0	-	5	81	0	-	0	81	0	-	0	0	0	81	0	-	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	81	0	-	0	0	0	81	0	-	0	0
SB Left	94	1	94	6	100	1	100	5	105	1	105	1	112	0	112	1	112	1	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	1	748	-110	1295	1	693	1	1
Comb. T-R	1	657	657	1	696	1	696	1	738	1	748	1	748	0	91	1	693	1	1
SB Right	73	0	-	4	77	0	-	5	82	0	-	0	91	0	91	0	-	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	82	0	-	0	91	0	91	0	-	0	0
EB Left	123	1	123	7	130	1	130	1	132	1	132	1	167	0	167	1	167	1	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
EB Thru	1008	2	357	60	1068	2	378	4	1072	2	379	2	379	0	1072	2	379	2	2
Comb. T-R	1	357	357	1	378	1	378	1	379	1	379	1	379	0	66	1	379	1	1
EB Right	62	0	-	4	66	0	-	0	66	0	-	0	66	0	66	0	-	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	66	0	-	0	66	0	66	0	-	0	0
WB Left	97	1	97	6	103	1	103	0	103	1	103	1	103	0	103	1	103	1	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
WB Thru	939	2	470	56	995	2	498	5	1000	2	500	2	500	0	1000	2	500	2	2
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	1	195	0	195	1	195	1	1
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	195	1	195	1	1
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	808	N-S:	818	N-S:	818	N-S:	818	N-S:	763	N-S:	763	N-S:	763	N-S:
	E-W:	593	E-W:	628	E-W:	632	E-W:	667	E-W:	667	E-W:	667	E-W:	667	E-W:	667	E-W:	667	E-W:
	SUM:	1315	SUM:	1394	SUM:	1440	SUM:	1485	SUM:	1485	SUM:	1485	SUM:	1430	SUM:	1430	SUM:	1430	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.877	0.929	0.960	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
Level of Service:	D	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] Westbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 Notes: [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 D

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]				2005 W/ TDM				
	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	Lane	No. of Lanes	
NB Left	92	1	92	6	98	1	98	0	98	1	98	1	98	0	98	1	98	0	98	1	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	1	621	16	1154	1	621	-110	1044	1	566	-2	1042	1	565
Comb. T-R	1	552	1	585	1	585	1	613	1	613	1	621	1	621	1	621	1	621	1	566	1	566	1	565	1
NB Right	82	0	-	5	87	0	87	0	87	0	87	0	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	0	0	0	0	0	0	0
SB Left	129	1	129	8	137	1	137	3	139	1	139	1	168	29	168	1	168	0	168	1	168	-7	161	1	161
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	1	700	43	1239	1	700	-110	1129	1	645	-10	1119	1	636
Comb. T-R	1	592	1	627	1	627	1	661	1	661	1	700	1	700	1	700	1	700	1	645	1	645	1	636	1
SB Right	116	0	-	7	123	0	123	3	125	0	123	0	123	36	161	0	123	0	161	0	161	-8	153	0	153
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	169	1	169	10	179	1	179	3	182	1	182	1	195	13	195	1	195	0	195	1	195	-2	193	1	193
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	2	442	0	1264	2	442	0	1264	2	442	0	1264	2	442
Comb. T-R	1	412	1	437	1	437	1	442	1	442	1	442	1	442	1	442	1	442	1	442	1	442	1	442	1
EB Right	59	0	-	4	63	0	63	0	63	0	63	0	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	0	0	0	0	0	0	0
WB Left	60	1	60	4	64	1	64	0	64	1	64	1	64	0	64	1	64	0	64	1	64	0	64	1	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	2	430	0	1145	2	430	0	1145	2	430	0	1145	2	429
Comb. T-R	1	397	1	421	1	421	1	426	1	426	1	430	1	430	1	430	1	430	1	430	1	430	1	429	1
WB Right	123	0	-	7	130	0	130	3	133	0	130	0	130	11	144	0	130	0	144	0	144	-1	143	0	143
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:	684	725	N-S:	758	N-S:	798	N-S:	798	N-S:	798	N-S:	798	N-S:	798	N-S:	798	N-S:	798	N-S:	743	N-S:	734	N-S:	734
	E-W:	566	600	E-W:	608	E-W:	624	E-W:	624	E-W:	624	E-W:	624	E-W:	624	E-W:	624	E-W:	624	E-W:	624	E-W:	622	E-W:	622
	SUM:	1250	1324	SUM:	1366	SUM:	1422	SUM:	1422	SUM:	1422	SUM:	1422	SUM:	1422	SUM:	1422	SUM:	1422	SUM:	1367	SUM:	1356	SUM:	1356
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.833	0.883	0.911	0.911	0.948	0.911	0.911	0.948	0.911	0.948	0.911	0.948	0.911	0.948	0.911	0.948	0.911	0.948	0.911	0.911	0.948	0.911	0.948	0.911	0.948
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	E	E	E	E	E	E

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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]			2005 W/ TDM			
	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	60	1	60	4	64	1	64	1	64	0	64	1	64	0	64	1	64	1	64
Comb. L-T	0	-	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	1	539	21	938	1	549	-90	848	1	504	1	502
Comb. T-R	1	499	1	529	1	539	1	549	1	549	1	549	1	504	1	504	1	502	1
NB Right	152	0	-	9	161	0	0	0	0	0	161	0	0	0	161	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	131	1	131	8	139	1	139	1	143	4	143	1	143	0	143	1	145	1	144
Comb. L-T	0	-	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	1	698	58	1325	1	702	-90	1235	1	657	1	656
Comb. T-R	1	630	1	667	1	698	1	702	1	702	1	702	1	657	1	657	1	656	1
SB Right	69	0	-	4	73	0	0	0	0	4	77	0	0	0	79	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	96	1	96	6	102	1	102	1	103	7	110	1	110	0	110	1	110	1	108
Comb. L-T	0	-	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	638	0	1205	1	638	0	1205	1	638	1	638
Comb. T-R	1	601	1	637	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1
EB Right	66	0	-	4	70	0	0	0	0	0	70	0	0	0	70	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	139	1	139	8	147	1	147	1	147	0	147	1	147	0	147	1	147	1	147
Comb. L-T	0	-	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	667	0	1228	1	670	0	1228	1	670	1	669
Comb. T-R	1	628	1	666	1	667	1	667	1	670	1	670	1	670	1	670	1	669	1
WB Right	98	0	-	6	104	0	0	0	0	7	112	0	0	0	112	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: 690	E-W: 740	SUM: 1430	N-S: 731	E-W: 784	SUM: 1515	N-S: 761	E-W: 785	SUM: 1546	N-S: 765	E-W: 785	SUM: 1550	N-S: 720	E-W: 785	SUM: 1505	N-S: 720	E-W: 785	SUM: 1505	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.953	1.010	1.034	1.031	1.004	1.003	1.004	1.004	1.003	1.004	1.003	1.004	1.004	1.003	1.003	1.004	1.003	1.003	1.003
Level of Service:	E	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: [1] 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: Satcoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA21
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [1]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	0	82	1	82	
Comb. L-T	0	-	582	62	1101	1	616	0	616	1	638	0	638	1	642	-90	1062	0	1062	1	596	
NB Thru	1039	1	582	7	131	0	616	0	131	0	638	0	638	1	642	0	1062	-1	1061	0	596	
Comb. T-R	0	-	582	7	131	0	616	0	131	0	638	0	638	1	642	0	1062	0	1061	1	596	
NB Right	124	0	582	7	131	0	616	0	131	0	638	0	638	1	642	0	1062	0	1061	1	596	
Comb. L-T-R	0	-	582	7	131	0	616	0	131	0	638	0	638	1	642	0	1062	0	1061	1	596	
SB Left	172	1	172	10	182	1	182	3	185	1	185	7	192	1	192	0	192	-2	190	1	190	
Comb. L-T	0	-	517	56	989	1	547	53	1041	1	575	22	1063	1	589	-90	973	0	973	1	544	
NB Thru	933	1	517	6	106	0	547	3	109	0	575	7	116	0	589	0	116	-2	114	0	541	
Comb. T-R	1	517	517	6	106	0	547	3	109	0	575	7	116	0	589	0	116	-2	114	0	541	
SB Right	100	0	517	6	106	0	547	3	109	0	575	7	116	0	589	0	116	-2	114	0	541	
Comb. L-T-R	0	-	517	6	106	0	547	3	109	0	575	7	116	0	589	0	116	-2	114	0	541	
EB Left	112	1	112	7	119	1	119	3	121	1	121	3	124	1	124	0	124	0	124	1	124	
Comb. L-T	0	-	655	74	1306	1	694	1	1307	0	695	0	1307	1	695	0	1307	0	1307	1	695	
NB Thru	1232	1	655	74	1306	1	694	1	1307	0	695	0	1307	1	695	0	1307	0	1307	1	695	
Comb. T-R	1	655	655	74	1306	1	694	1	1307	0	695	0	1307	1	695	0	1307	0	1307	1	695	
EB Right	78	0	655	5	83	0	694	0	83	0	695	0	83	0	695	0	83	0	83	0	695	
Comb. L-T-R	0	-	655	5	83	0	694	0	83	0	695	0	83	0	695	0	83	0	83	0	695	
WB Left	88	1	88	5	93	1	93	0	93	1	93	0	93	1	93	0	93	0	93	1	93	
Comb. L-T	0	-	609	65	1140	1	645	1	1141	0	647	0	1141	1	648	0	1141	0	1141	1	648	
NB Thru	1075	1	609	65	1140	1	645	1	1141	0	647	0	1141	1	648	0	1141	0	1141	1	648	
Comb. T-R	1	609	609	65	1140	1	645	1	1141	0	647	0	1141	1	648	0	1141	0	1141	1	648	
WB Right	142	0	609	9	151	0	645	3	153	0	648	3	156	0	648	0	156	-0	156	0	648	
Comb. L-T-R	0	-	609	9	151	0	645	3	153	0	648	3	156	0	648	0	156	-0	156	0	648	
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: 833	E-W: 788	SUM: 1622	N-S: 833	E-W: 788	SUM: 1622	N-S: 833	E-W: 788	SUM: 1622	N-S: 833	E-W: 788	SUM: 1622	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.998		1.056		1.074		1.081		1.081		1.081		1.081		1.081		1.081		1.081		1.081	
Level of Service:	E		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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N-S St: Shirley Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA22
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/01/2003
 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 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	Added Volume	Total Volume	15% Lanes	No. of Lanes	Volume	
NB Left	18	0	1	19	0	21	0	21	0	21	0	21	0	21	0	21	0	21	0	21	0	23	0	23
Comb. L-T	1	20	0	20	1	21	0	21	1	21	0	21	1	21	0	21	1	21	0	21	1	23	0	23
NB Thru	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	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	0	0	0	0	0
NB Right	39	1	39	41	1	41	0	41	1	41	0	41	1	41	0	41	1	41	0	41	1	56	0	56
Comb. L-T-R	0	0	2	41	0	41	0	41	0	41	0	41	0	41	0	41	0	41	0	41	0	56	-2	55
SB Left	12	0	1	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13
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
SB Thru	6	0	0	6	0	32	0	32	0	32	0	32	0	32	0	32	0	32	0	32	0	39	-2	12
Comb. 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 Right	12	0	1	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13
Comb. L-T-R	1	0	1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13	0	13
EB Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2
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
EB Thru	501	2	251	30	531	2	267	2	533	2	267	2	542	2	271	2	542	2	271	2	541	2	541	2
Comb. 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 Right [1]	32	1	32	2	34	1	34	5	39	1	39	1	53	1	53	0	53	1	53	0	49	1	49	1
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	182	1	182	11	193	1	193	0	193	1	193	56	249	1	249	0	249	1	249	-14	235	1	235	1
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
WB Thru	1294	1	650	78	1372	1	689	13	1385	1	696	35	1420	1	713	0	1420	1	713	-8	1411	1	1411	1
Comb. T-R	1	650	0	650	1	689	0	689	1	696	0	696	1	713	0	713	1	713	0	713	1	713	1	
WB Right	6	0	0	6	0	0	0	6	0	0	0	6	6	0	6	0	6	0	6	0	6	0	6	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: 48	E-W: 652	SUM: 700	N-S: 51	E-W: 698	SUM: 749	N-S: 51	E-W: 698	SUM: 749	N-S: 62	E-W: 715	SUM: 777	N-S: 62	E-W: 715	SUM: 777	N-S: 60	E-W: 711	SUM: 771	N-S: 62	E-W: 715	SUM: 777	N-S: 60	E-W: 711	SUM: 771
No. of Phases:	2	2	2	2	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	0.499	0.518	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541	0.545	0.541
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

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.
 Right turns on red from excl. lanes = 100% of overlapping left turn for mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

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

Date: 04/01/2003
 Date of Count: 2002
 Projection Year: 2005

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				2005 W/ TDM						
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	123	0	7	130	0	0	130	0	144	0	14	144	0	144	0	0	144	0	0	0	0	0	-3	141	0	0	
Comb. L-T	1	150	1	159	1	159	1	180	1	180	1	180	1	180	1	180	1	180	1	180	1	180	1	180	1	175	
NB Thru	27	0	2	29	0	0	29	0	36	0	7	36	0	36	0	0	36	0	0	0	0	-2	34	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	0	0	0	0	0	0	0	
NB Right	354	1	21	375	1	375	1	433	1	433	1	433	1	433	1	433	1	433	1	433	1	433	-13	420	1	420	
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	0	1	10	0	0	10	0	10	0	0	10	0	10	0	0	10	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	0	0	0	0	0	0	0	
SB Thru	17	0	1	18	0	36	0	36	3	21	3	21	0	21	0	0	21	0	0	0	0	39	-0	21	0	39	
Comb. 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 Right	8	0	0	8	0	0	8	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	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	1	1	1	1	1	1	
EB Left	24	1	24	25	1	25	0	25	0	25	1	25	1	25	0	0	25	0	0	0	0	25	0	0	25	1	25
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	0	
EB Thru	1245	2	623	1320	2	666	12	1331	2	1367	36	1367	2	1367	0	0	1367	0	0	0	0	684	-8	1359	2	679	
Comb. 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 Right	100	1	100	106	1	106	0	106	5	111	5	111	1	111	0	0	111	0	0	0	111	-1	110	1	110	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	0	0	
WB Left	142	1	142	151	1	151	0	151	21	172	21	172	1	172	0	0	172	0	0	0	172	-3	169	1	169	0	
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	0	
WB Thru	436	1	226	462	1	240	2	464	13	477	13	477	1	477	0	0	477	0	0	0	247	-2	476	1	246		
Comb. T-R	1	226	1	240	1	240	1	241	1	241	1	241	1	241	1	241	247	1	247	1	247	1	247	1	246		
WB Right	16	0	1	17	0	0	17	0	17	0	0	17	0	17	0	0	17	0	0	0	17	0	17	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	0		
Crit. Volumes:	N-S: 292	E-W: 765	SUM: 1057	N-S: 310	E-W: 816	SUM: 1126	N-S: 310	E-W: 816	SUM: 1126	N-S: 357	E-W: 855	SUM: 1212	N-S: 357	E-W: 855	SUM: 1212	N-S: 271	E-W: 855	SUM: 1126	N-S: 261	E-W: 848	SUM: 1109	N-S: 261	E-W: 848	SUM: 1109			
No. of Phases:	2	2	2	2	2	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	0.808	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790	0.778	0.790		
Level of Service:	C	C	C	C	C	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.
 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.
 Right turns on red from excl. lanes = 100% of overlapping left turn for mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM						
	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	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	5	0	0	5	0	0	5	0	0	0	5	0	0	0	0	5	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	0	0	0	0	0	0	0	0
NB Thru	9	0	19	10	0	20	10	0	0	20	0	10	0	0	20	0	10	0	0	20	0	0	0	10	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	0	0	0	0	0	0	0
NB Right	5	0	0	5	0	0	5	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0
Comb. L-T-R	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1
SB Left	16	0	1	17	0	0	17	0	0	0	24	41	0	0	0	41	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	0	0	0	0	0	0	0	0
SB Thru	14	0	1	15	0	32	15	0	0	32	0	15	0	0	32	0	15	0	0	32	0	0	0	15	0	0	32
Comb. T-R	1	0	57	1	60	1	60	1	60	1	60	1	60	1	60	1	60	1	60	1	60	1	60	1	60	1	60
SB Right	57	0	3	60	0	0	60	0	0	0	0	60	0	0	0	60	0	0	0	0	0	0	0	60	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	0	0	0	0	0	0	0
EB Left	36	1	36	2	38	1	38	1	38	1	38	0	38	1	38	0	38	1	38	0	38	0	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	0	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	4	76	1	45	36	112	1	63	22	134	1	74	0	134	1	74	0	134	0	132	0	132	1	73
Comb. T-R	1	0	43	1	45	1	45	1	45	1	45	1	45	1	45	1	45	1	45	1	45	1	45	1	45	1	45
EB Right	13	0	1	14	0	0	14	0	14	0	0	14	0	0	0	14	0	14	0	14	0	14	0	14	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	0	0	0	0	0	0	0
WB Left	39	1	39	2	41	1	41	0	41	1	41	0	41	1	41	0	41	1	41	0	41	1	41	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	0	0	0	0	0	0	0
WB Thru	320	1	214	19	339	1	227	233	572	1	343	84	656	1	431	0	656	1	431	0	656	1	636	0	636	1	410
Comb. T-R	1	0	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214	1	214
WB Right	108	0	0	6	114	0	0	0	114	0	0	91	205	0	0	0	205	0	0	0	205	0	183	0	183	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	0	0	0
Crit. Volumes:	N-S: 62	E-W: 250	SUM: 312	N-S: 66	E-W: 265	SUM: 331	N-S: 66	E-W: 382	SUM: 447	N-S: 66	E-W: 469	SUM: 535	N-S: 66	E-W: 469	SUM: 535	N-S: 66	E-W: 469	SUM: 535	N-S: 66	E-W: 469	SUM: 535	N-S: 66	E-W: 469	SUM: 535	N-S: 66	E-W: 469	SUM: 535
No. of Phases:	2	2	2	2	2	2	2	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	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	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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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			15% W/ TDM		
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes
NB Left	18	0	-	1	19	0	0	19	0	0	19	0	0	0	19	0	0	0
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	26	0	88	2	28	0	0	28	0	93	0	28	0	93	0	28	0	93
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	44	0	-	3	47	0	0	47	0	0	0	47	0	0	47	0	0	47
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	169	0	-	10	179	0	0	179	0	0	94	273	0	273	0	251	0	251
Comb. L-T	0	0	-	1	179	1	1	179	1	273	0	273	1	273	0	17	1	17
SB Thru	16	0	-	1	17	0	0	17	0	99	0	17	0	99	0	17	0	99
Comb. T-R	1	93	-	1	99	1	1	99	1	99	0	82	0	82	0	82	0	82
SB Right	77	0	-	5	82	0	0	82	0	0	0	82	0	0	82	0	0	82
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	142	1	142	9	151	1	151	0	151	1	151	0	151	1	151	0	151	1
Comb. L-T	0	0	-	0	170	0	0	170	0	0	0	562	0	562	0	542	0	542
EB Thru	282	1	161	17	299	1	258	177	475	1	258	87	562	1	302	-20	302	1
Comb. T-R	1	161	-	1	170	1	258	0	41	0	0	41	0	41	0	41	0	41
EB Right	39	0	-	2	41	0	0	0	41	0	0	41	0	0	41	0	0	41
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	69	1	69	4	73	1	73	0	73	1	73	0	73	1	73	0	73	1
Comb. L-T	0	0	-	0	245	0	0	245	19	293	32	325	1	287	-4	321	1	283
WB Thru	259	1	231	16	275	1	254	19	293	1	287	0	325	1	287	-4	321	1
Comb. T-R	1	231	-	1	245	1	254	0	41	0	0	41	0	41	0	41	0	41
WB Right	203	0	-	12	215	0	0	0	215	0	34	249	0	249	-5	245	0	245
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: 257	E-W: 373	SUM: 630	N-S: 272	E-W: 405	SUM: 677	N-S: 366	E-W: 438	SUM: 804	N-S: 366	E-W: 438	SUM: 804	N-S: 345	E-W: 433	SUM: 778			
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	0.451	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536	0.536
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.

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

CRITICAL MOVEMENT ANALYSIS

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

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				2005 W/ TDM							
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Lane Volume	
NB Left	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	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	0	0	0	0	0	-	0	-	
NB Thru	4	0	9	0	4	0	10	0	4	0	10	0	4	0	0	10	0	4	0	4	0	0	0	0	10	0	10	
Comb. 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	-	
NB Right	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	4	0	0	0	0	-	0	-	
Comb. L-T-R	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	-	0	-	
SB Left	51	1	28	3	54	1	30	5	59	1	32	46	105	1	58	0	105	1	58	-6	99	1	55	0	-	0	-	
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	4	0	34	0	4	0	36	0	4	0	38	0	4	0	0	38	0	4	0	4	0	0	0	0	59	0	59	
Comb. 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	-	
SB Right	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	-	0	-	
Comb. L-T-R	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	-	0	-	
EB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	0	8	0	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	658	2	220	39	697	2	233	23	720	2	241	0	720	2	241	0	720	2	241	0	720	2	241	0	241	0	241	0
Comb. T-R	1	0	220	0	1	0	220	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	241	0	241
EB Right	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	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	0	0	0	-	0	-	
WB Left	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	0	5	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	0	0	0	0	-	0	-	
WB Thru	1166	2	390	70	1236	2	413	18	1254	2	419	0	1254	2	419	0	1254	2	419	0	1254	2	419	0	419	0	419	0
Comb. T-R	1	0	390	0	1	0	390	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	419	0	419	0
WB Right	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	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	-	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: 60	E-W: 428	SUM: 488	N-S: 60	E-W: 428	SUM: 488	N-S: 60	E-W: 428	SUM: 488	N-S: 60	E-W: 428	SUM: 488	N-S: 60	E-W: 428	SUM: 488	N-S: 60	E-W: 428	SUM: 488	
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	3	3	3	3	3	
Volume / Capacity:	0.304	0.322	0.328	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	0.342	
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	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 heaviest 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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			
	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	Added Volume	Total Volume	No. of Lanes	
NB Left	20	0	21	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0
Comb. L-T	37	0	105	0	111	0	39	39	0	111	0	39	0	39	0	111	0	39	0
NB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	48	0	51	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
NB Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Comb. L-T-R	448	1	246	27	475	1	261	477	3	263	181	658	0	658	1	362	-42	617	1
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	62	0	299	4	66	0	317	66	0	318	0	66	0	66	0	399	0	66	0
SB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	35	0	37	0	37	0	0	37	0	0	0	37	0	37	0	0	0	37	0
SB Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Comb. L-T-R	89	1	89	5	94	1	94	94	0	94	0	94	1	94	1	94	0	94	1
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	1194	2	427	72	1266	2	453	1273	7	455	0	1273	2	455	2	455	0	1273	2
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	87	0	427	5	92	0	453	92	0	455	0	92	1	455	1	455	0	92	1
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	20	1	20	1	21	1	21	21	0	21	0	21	1	21	1	21	0	21	1
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	710	2	238	43	753	2	252	761	8	255	0	761	2	255	2	255	0	761	2
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	3	0	238	0	252	1	252	255	1	255	1	255	1	255	1	255	1	255	1
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	319	3	319	3	338	3	338	339	3	339	0	339	3	339	3	339	0	339	3
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: 420	E-W: 476	SUM: 896	N-S: 420	E-W: 476	SUM: 896	N-S: 420	E-W: 476	SUM: 896	N-S: 402
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.537	0.537	0.537	0.569	0.569	0.569	0.572	0.572	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.616
Level of Service:	A	A	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.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM				
	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	Lane Volume	Added Volume	Total Volume	No. of Lanes		
NB Left	2	144	16	278	2	153	2	278	2	153	2	278	0	278	2	153	0	278	2	153
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
NB Thru	3	119	21	377	3	126	3	375	3	128	3	384	9	354	3	118	-1	353	3	118
Comb. T-R	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	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
SB Thru	2	297	46	814	2	315	2	861	2	319	2	896	35	866	2	321	-8	857	2	318
Comb. T-R	1	297	7	131	1	315	1	97	1	331	1	97	0	97	1	321	0	97	1	318
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	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
EB 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
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	831	91	1601	1	880	1	1616	1	889	1	1651	35	1651	1	908	-8	1642	1	903
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
WB Thru	1	681	0	1	0	721	0	1	0	728	0	1	0	1	0	744	0	1	0	740
Comb. T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	0
WB Right	1	169	10	179	1	179	24	203	1	203	1	203	0	203	1	203	0	203	1	203
Comb. L-T-R	1	169	10	179	1	179	24	203	1	203	1	203	0	203	1	203	0	203	1	203
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: 484	E-W: 908	SUM: 1392	N-S: 474	E-W: 908	SUM: 1382	N-S: 471	E-W: 903	SUM: 1374		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.855	0.877	0.870	0.865	0.877	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.865
Level of Service:	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, 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/CATCS.

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

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CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [1]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	376	2	207	2	23	399	2	219	2	222	0	404	2	222	0	404	2	222	0	404	2	222
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	797	3	266	3	48	845	3	282	3	279	-7	838	3	291	-30	844	3	281	-8	835	3	278
Comb. T-R	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	-
SB Thru	479	2	199	2	29	508	2	211	2	235	88	596	2	240	-30	579	2	230	-2	577	2	229
Comb. T-R	1	199	199	1	199	199	1	211	1	235	240	240	1	240	240	240	1	230	230	230	1	229
SB Right	118	0	-	7	125	0	-	-	-15	110	0	110	0	0	0	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	-
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	-
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	1	71	1261	1	694	1	685	-16	1246	1	692	0	1259	1	692	-2	1257	1	691
Comb. L-T	0	-	-	0	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	0	0	536	0	0	0	0	568	0	561	0	0	0	566	0	0	0	566	0	0	0	566
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	341	1	341	1	20	361	1	361	1	417	56	417	1	417	0	417	1	417	0	417	1	417
Comb. L-T-R	1	341	341	1	341	341	1	361	1	417	417	417	1	417	417	417	1	417	417	417	1	417
Crit. Volumes:	N-S: 406	E-W: 655	SUM: 1060	N-S: 430	E-W: 694	SUM: 1124	N-S: 457	E-W: 685	SUM: 1142	N-S: 462	E-W: 692	SUM: 1154	N-S: 452	E-W: 691	SUM: 1144	N-S: 451	E-W: 691	SUM: 1143				
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:	0.744	0.689	0.702	0.710	0.703	0.702	0.710	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.703	0.702
Level of Service:	C	B	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.
 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 ATCS/ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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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

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM 15%			
	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	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	262	31	554	277	2	283	12	566	2	283	287	2	272	544	2	272	272	
Comb. T-R	1	458	1	459	485	1	486	1	486	1	487	492	1	492	492	1	492	492	
NB Right	1017	559	61	1078	593	1	594	7	1085	1	595	602	1	602	1093	1	602	601	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	429	429	26	455	455	1	456	1	456	1	456	456	1	456	456	1	456	456	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1902	634	114	2016	672	3	675	61	2077	3	678	716	3	706	2100	3	706	700	
Comb. T-R	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	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	69	0	4	73	0	0	0	-13	60	0	60	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	
EB Thru	0	332	0	332	352	0	352	0	352	0	353	353	0	353	0	0	353	353	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	595	332	36	631	352	1	353	21	652	1	358	358	1	358	652	1	358	358	
Comb. L-T-R	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	
WB 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	
WB Thru	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	
WB Right	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	
Crit. Volumes:	N-S:	988	1048	N-S:	1053	N-S:	1058	N-S:	1058	N-S:	1058	N-S:	1058	N-S:	1058	N-S:	1058	N-S:	1057
	E-W:	332	352	E-W:	358	E-W:	358	E-W:	358	E-W:	358	E-W:	358	E-W:	358	E-W:	358	E-W:	358
	SUM:	1320	1400	SUM:	1411	SUM:	1411	SUM:	1411	SUM:	1411	SUM:	1411	SUM:	1411	SUM:	1411	SUM:	1415
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.880	0.833	0.841	0.841	0.841	0.841	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	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, 55% 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.

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N-S St: Tampa Avenue
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 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA26
 Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

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

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]			2005 W/ TDM			
	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	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	979	2	490	59	1038	2	519	2	532	36	1099	2	550	-30	1069	2	535	-8	1061
Comb. T-R	1	622	1	659	1	659	1	662	1	678	1	678	1	678	1	678	1	678	1
NB Right	1382	1	760	83	1465	1	806	1	809	36	1507	1	829	0	1507	1	829	-8	1498
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	207	1	207	12	219	1	219	1	268	49	268	1	268	0	268	1	268	0	268
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1404	3	488	84	1488	3	496	3	499	26	1524	3	508	-30	1494	3	498	-3	1491
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	12	12	0	0	0	12	0	0	0	12
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	177	0	177	11	188	0	188	0	-27	160	0	160	0	0	160	0	0	0	160
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	0	298	0	1	0	316	0	304	0	1	0	304	0	1	0	304	0	1
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	418	1	298	25	443	1	316	1	304	4	447	1	304	0	447	1	304	0	447
Comb. L-T-R	1	1	298	25	443	1	316	1	304	4	447	1	304	0	447	1	304	0	447
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:	967	1025	N-S:	1077	N-S:	1097	N-S:	1097	N-S:	1097	N-S:	1097	N-S:	1097	N-S:	1097	N-S:	1092
	E-W:	298	316	E-W:	304	E-W:	304	E-W:	304	E-W:	304	E-W:	304	E-W:	304	E-W:	304	E-W:	304
	SUM:	1265	1341	SUM:	1381	SUM:	1401	SUM:	1401	SUM:	1401	SUM:	1401	SUM:	1401	SUM:	1401	SUM:	1396
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.843	0.794	0.821	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	0.831	0.831
Level of Service:	D	C	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, 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/CATS.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	7	1	7	0	8	1	8	1	26	1	26	1	26	1	26	1	26	0	26	1	26	0	26	1	26
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
NB Thru	1096	3	365	66	1162	3	387	3	313	3	1172	3	318	3	1142	3	1140	-30	1140	3	310	-2	1140	3	310
Comb. 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
NB Right	93	1	93	6	99	1	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99
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
SB Left	101	1	101	6	107	1	107	1	112	1	112	1	112	1	112	1	112	0	112	1	112	0	112	1	112
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	2246	2	754	135	2381	2	799	2	824	2	2514	2	847	2	2484	2	2467	-30	2467	2	837	-17	2467	2	832
Comb. 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
SB Right	16	0	16	1	17	0	17	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28
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
EB Left	62	0	62	4	66	0	66	1	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73
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	64	0	64	4	68	0	68	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72
Comb. T-R	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
EB Right	18	0	18	1	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19
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
WB Left	286	2	157	17	303	2	167	2	148	2	269	2	148	2	269	2	269	0	269	2	148	0	269	2	148
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	140	1	140	8	148	1	148	1	195	1	195	1	195	1	195	1	195	0	195	1	195	0	195	1	195
Comb. 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
WB Right	56	1	56	3	59	1	59	1	74	1	74	1	74	1	74	1	74	0	74	1	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	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 761	E-W: 229	SUM: 990	N-S: 807	E-W: 243	SUM: 1050	N-S: 850	E-W: 268	SUM: 1118	N-S: 873	E-W: 268	SUM: 1141	N-S: 863	E-W: 268	SUM: 1131	N-S: 858	E-W: 268	SUM: 1125							
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3							
Volume / Capacity:	0.695	0.637	0.684	0.701	0.694	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690							
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.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: * V/C ratio includes a 0.10 reduction due to the installation of 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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CRITICAL MOVEMENT ANALYSIS

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

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

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]				2005 W/ TDM				
	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	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	12	1	13	1	13	1	38	1	38	1	38	0	38	1	38	0	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	0	0	0	0	0	0
NB Thru	1963	3	654	118	2081	3	694	35	2115	3	574	72	2187	3	592	-30	2157	3	584	-17	2141	3	580	3	580
Comb. T-R	0	-	0	0	0	0	194	-15	179	0	0	0	179	0	0	0	179	0	0	0	179	0	0	0	0
NB Right	183	1	183	11	194	0	194	0	194	0	0	0	194	0	0	0	194	0	0	0	194	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
SB Left	122	1	122	7	129	1	129	6	135	1	135	0	135	1	135	0	135	1	135	0	135	1	135	1	135
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
SB Thru	1585	2	561	95	1680	2	595	11	1691	2	601	26	1717	2	610	-30	1687	2	600	-3	1684	2	599	2	599
Comb. T-R	1	1	561	6	105	0	105	8	113	0	0	0	113	0	0	0	113	0	0	0	113	0	0	0	0
SB Right	99	0	99	6	105	0	105	8	113	0	0	0	113	0	0	0	113	0	0	0	113	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	46	0	46	3	49	0	49	-1	48	0	0	0	48	0	0	0	48	0	0	0	48	0	0	0	0
Comb. L-T	1	1	77	5	92	0	92	64	156	0	0	0	156	0	0	0	156	0	0	0	156	0	0	0	0
EB Thru	87	0	87	5	92	0	92	64	156	0	0	0	156	0	0	0	156	0	0	0	156	0	0	0	0
Comb. T-R	1	1	77	1	77	1	77	4	27	0	0	0	27	0	0	0	27	0	0	0	27	0	0	0	0
EB Right	21	0	21	1	22	0	22	4	27	0	0	0	27	0	0	0	27	0	0	0	27	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
WB Left	130	2	72	8	138	2	76	-29	109	2	60	0	109	2	60	0	109	2	60	0	109	2	60	2	60
Comb. L-T	0	-	0	4	64	0	64	111	174	1	174	0	174	0	174	0	174	1	174	0	174	1	174	1	174
WB Thru	60	1	60	4	64	0	64	111	174	1	174	0	174	0	174	0	174	1	174	0	174	1	174	1	174
Comb. 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 Right	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	1	120
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: 776	E-W: 149	SUM: 925	N-S: 823	E-W: 157	SUM: 980	N-S: 708	E-W: 222	SUM: 930	N-S: 726	E-W: 222	SUM: 948	N-S: 719	E-W: 222	SUM: 941	N-S: 715	E-W: 222	SUM: 937							
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3							
Volume / Capacity:	0.649	0.588	0.553	0.565	0.560	0.557	0.560	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557								
Level of Service:	B	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 ATSACA/TCS.
 [1] Porter Ranch mitigation includes restricting 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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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM						
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Total	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Total	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Total	
NB Left	40	1	40	2	42	1	42	3	45	1	45	1	45	0	45	1	45	1	45	0	45	1	35	1	35	1	35
Comb. L-T	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	2	369	18	915	2	369	2	371	-50	865	2	352	-2	863	2	351
Comb. T-R	1	337	1	337	1	357	1	363	1	363	1	363	1	363	1	369	1	369	1	369	1	352	1	352	1	351	
NB Right	181	0	-	11	192	0	-	-1	191	0	-	0	191	0	191	0	-	0	191	0	191	0	0	0	191	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	0	0	0
SB Left	46	1	46	3	49	1	49	13	62	1	62	1	62	0	62	1	62	1	62	0	62	1	62	1	62	1	62
Comb. L-T	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	3	588	70	1834	3	611	3	611	-50	1784	3	595	-17	1767	3	589
Comb. T-R	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	1	99	0	99	1	99	1	99	0	99	1	99	1	99	1	99
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	0
EB Left	75	2	41	5	80	2	44	-13	66	2	36	2	36	0	66	2	36	2	36	0	66	2	36	0	66	2	36
Comb. L-T	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	1	468	4	880	1	470	1	470	0	880	1	465	-0	879	1	465
Comb. T-R	1	421	1	421	1	446	1	446	1	468	1	468	1	468	1	470	1	470	1	470	1	465	1	465	1	465	
EB Right	57	0	-	3	60	0	-	1	61	0	-	0	61	0	61	0	-	0	61	-10	51	0	51	0	51	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	0	0	0
WB Left	186	2	102	11	197	2	108	-7	191	2	105	2	105	0	191	2	105	2	105	0	191	2	105	0	191	2	105
Comb. L-T	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	1	675	14	1318	1	682	1	682	0	1318	1	682	-3	1314	1	681
Comb. T-R	1	606	1	606	1	642	1	642	1	675	1	675	1	675	1	682	1	682	1	682	1	682	1	682	1	681	
WB Right	32	0	-	2	34	0	-	14	47	0	-	0	47	0	47	0	-	0	47	0	47	0	47	0	47	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	0	0	0
Crit. Volumes:	N-S:	563	597	N-S:	633	657	N-S:	657	657	N-S:	630	630	N-S:	624	630	630	N-S:	624	630	630	630	630	N-S:	624	630	630	630
	E-W:	647	686	E-W:	712	719	E-W:	719	719	E-W:	719	719	E-W:	719	719	719	E-W:	719	719	719	719	719	E-W:	719	719	719	719
	SUM:	1210	1283	SUM:	1345	1376	SUM:	1376	1376	SUM:	1349	1349	SUM:	1342	1349	1349	SUM:	1342	1349	1349	1349	1349	SUM:	1342	1349	1349	1349
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	3	3	3	3	3
Volume / Capacity:	0.849	0.800	0.844	0.865	0.844	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865
Level of Service:	D	C	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.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

CRITICAL MOVEMENT ANALYSIS

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

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

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]				2005 W/ TDM 15%							
	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	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	30	1	30	2	32	1	32	9	41	1	41	0	41	1	41	1	41	-10	31	1	31	0	31	1	31	0	31	
Comb. L-T	0	-	0	96	641	0	641	87	1791	2	671	72	1863	2	695	2	695	-50	1813	0	678	-17	1796	2	673	0	673	
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	72	1863	2	695	2	695	-50	1813	0	678	-17	1796	2	673	0	673	
Comb. T-R	0	-	0	604	641	1	641	87	1791	1	671	72	1863	1	695	1	695	-50	1813	1	678	-17	1796	1	673	0	673	
NB Right	205	0	0	12	217	0	217	5	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	
Comb. L-T-R	0	-	0	12	217	0	217	5	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222	
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	1	60	1	60	0	60	1	60	0	60	1	60	0	60	
Comb. L-T	0	-	0	65	1150	3	383	34	1184	3	395	26	1210	3	403	3	403	-50	1160	3	387	-3	1157	3	386	0	386	
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	26	1210	3	403	3	403	-50	1160	3	387	-3	1157	3	386	0	386	
Comb. T-R	0	-	0	60	60	0	60	-9	52	1	52	0	52	1	52	1	52	0	52	1	52	0	52	1	52	0	52	
SB Right	57	1	57	3	60	0	60	-9	52	1	52	0	52	1	52	1	52	0	52	1	52	0	52	1	52	0	52	
Comb. L-T-R	0	-	0	3	60	0	60	-9	52	1	52	0	52	1	52	1	52	0	52	1	52	0	52	1	52	0	52	
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	2	35	2	35	0	64	2	35	0	64	2	35	0	64	
Comb. L-T	0	-	0	68	1209	1	628	48	1257	0	656	14	1271	1	663	0	663	0	1271	1	658	-3	1268	1	657	0	657	
EB Thru	1141	1	593	68	1209	1	628	48	1257	0	656	14	1271	1	663	0	663	0	1271	1	658	-3	1268	1	657	0	657	
Comb. T-R	0	-	0	3	47	0	47	9	55	0	55	0	55	0	55	0	55	-10	45	0	658	0	45	0	45	0	45	
EB Right	44	0	0	3	47	0	47	9	55	0	55	0	55	0	55	0	55	-10	45	0	658	0	45	0	45	0	45	
Comb. L-T-R	0	-	0	3	47	0	47	9	55	0	55	0	55	0	55	0	55	-10	45	0	658	0	45	0	45	0	45	
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	2	108	2	108	0	197	2	108	0	197	2	108	0	108	
Comb. L-T	0	-	0	38	664	0	360	42	706	1	384	5	711	1	386	0	386	0	711	1	386	-1	710	1	386	0	386	
WB Thru	626	1	340	38	664	1	360	42	706	1	384	5	711	1	386	0	386	0	711	1	386	-1	710	1	386	0	386	
Comb. T-R	0	-	0	3	57	0	57	4	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	
WB Right	54	0	0	3	57	0	57	4	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	
Comb. L-T-R	0	-	0	3	57	0	57	4	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61	
Crit. Volumes:	N-S:	655	N-S:	695	N-S:	731	N-S:	755	N-S:	755	N-S:	755	N-S:	755	N-S:	755	N-S:	755	N-S:	755	N-S:	739	N-S:	739	N-S:	733	N-S:	733
	E-W:	698	E-W:	739	E-W:	765	E-W:	772	E-W:	772	E-W:	772	E-W:	772	E-W:	772	E-W:	772	E-W:	772	E-W:	767	E-W:	767	E-W:	765	E-W:	765
	SUM:	1353	SUM:	1434	SUM:	1496	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1505	SUM:	1505	SUM:	1498	SUM:	1498
No. of Phases:		3		3		3		3		3		3		3		3		3		3		3		3		3		3
Volume / Capacity:		0.949		0.906		0.950		0.971		0.950		0.971		0.971		0.971		0.971		0.971		0.956		0.956		0.951		0.951
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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAAC/ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	0	94	1	94	0	94	1	94	0	94	1	94	
Comb. L-T	0	-	312	51	906	2	336	18	942	2	342	18	942	-65	877	2	321	-2	875	2	321	-2	875	2	320	
NB Thru	855	2	312	51	906	2	336	18	942	2	342	18	942	-65	877	2	321	-2	875	2	321	-2	875	2	320	
Comb. T-R	1	312	312	51	330	1	336	18	342	1	342	18	342	0	85	0	85	0	85	0	85	0	85	0	85	
NB Right	80	0	-	5	85	0	-	0	85	0	85	0	85	0	85	0	85	0	85	0	85	0	85	0	85	
Comb. L-T-R	0	0	-	5	85	0	-	0	85	0	85	0	85	0	85	0	85	0	85	0	85	0	85	0	85	
SB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	0	77	1	77	0	77	1	77	0	77	1	77	
Comb. L-T	0	-	583	98	1739	2	618	95	1834	2	649	70	1904	-65	1839	2	651	-17	1822	2	651	-17	1822	2	645	
NB Thru	1641	2	583	98	1739	2	618	95	1834	2	649	70	1904	-65	1839	2	651	-17	1822	2	651	-17	1822	2	645	
Comb. T-R	1	583	583	98	618	1	649	70	673	1	673	70	673	0	113	0	113	0	113	0	113	0	113	0	113	
SB Right	107	0	-	6	113	0	-	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	
Comb. L-T-R	0	0	-	6	113	0	-	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	
EB Left	109	1	109	7	116	1	116	0	116	1	116	0	116	0	116	1	116	0	116	1	116	0	116	1	116	
Comb. L-T	0	-	480	55	969	1	508	10	979	1	513	4	983	0	983	1	515	0	982	1	515	0	982	1	515	
NB Thru	914	1	480	55	969	1	508	10	979	1	513	4	983	0	983	1	515	0	982	1	515	0	982	1	515	
Comb. T-R	1	480	480	55	508	1	508	10	513	1	513	4	513	0	48	0	48	0	48	0	48	0	48	0	48	
EB Right	45	0	-	3	48	0	-	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	
Comb. L-T-R	0	0	-	3	48	0	-	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	0	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	671	67	1181	1	711	0	1181	1	711	14	1195	0	1195	1	718	-3	1191	1	718	-3	1191	1	717	
NB Thru	1114	1	671	67	1181	1	711	0	1181	1	711	14	1195	0	1195	1	718	-3	1191	1	718	-3	1191	1	717	
Comb. T-R	1	671	671	67	711	1	711	0	711	1	711	14	718	0	718	1	718	0	718	1	718	0	718	1	717	
WB Right	227	0	-	14	241	0	-	1	242	0	242	0	242	0	242	0	242	0	242	0	242	0	242	0	242	
Comb. L-T-R	0	0	-	14	241	0	-	1	242	0	242	0	242	0	242	0	242	0	242	0	242	0	242	0	242	
Crit. Volumes:	N-S:	672	712	N-S:	744	767	N-S:	744	767	N-S:	744	767	N-S:	744	767	N-S:	745	767	N-S:	745	767	N-S:	745	767	N-S:	740
	E-W:	780	826	E-W:	827	834	E-W:	827	834	E-W:	834	834	E-W:	834	834	E-W:	834	834	E-W:	834	834	E-W:	834	834	E-W:	832
	SUM:	1451	1538	SUM:	1570	1601	SUM:	1570	1601	SUM:	1601	1601	SUM:	1601	1601	SUM:	1579	1601	SUM:	1579	1601	SUM:	1579	1601	SUM:	1572
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.967		1.025		1.047		1.067		1.067		1.067		1.067		1.067		1.067		1.067		1.067		1.067		1.048	
Level of Service:	E		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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N-S St: Tampa Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA29
 Counts by: Accutiek

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM									
	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume		
NB Left	49	1	49	3	52	1	52	0	52	1	52	0	52	0	52	1	52	0	52	0	52	1	52	0	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	0	0	0	0	0	0	0	
NB Thru	1618	2	589	97	1715	2	624	95	1810	2	656	72	1882	2	680	2	680	-65	1817	2	658	-17	1800	2	652	2	652	2	652	
Comb. T-R	1	1	589	1	624	1	624	1	656	1	656	1	680	1	680	1	680	0	157	0	658	0	157	1	652	1	652	1	652	
NB Right	148	0	0	9	157	0	0	0	157	0	0	0	157	0	0	0	0	157	0	0	0	0	157	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	157	0	0	0	157	0	0	0	0	157	0	0	0	0	157	0	0	0	0	0	0	
SB Left	45	1	45	3	48	1	48	1	49	1	49	0	49	1	49	1	49	0	49	1	49	0	49	1	49	1	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	0	0	0	0	0	0	0	
SB Thru	1208	2	420	72	1280	2	445	32	1312	2	456	26	1338	2	465	2	465	-65	1273	2	443	-3	1270	2	442	2	442	2	442	
Comb. T-R	1	1	420	1	445	1	445	1	456	1	456	1	465	1	465	1	465	0	56	0	443	0	56	1	442	1	442	1	442	
SB Right	52	0	0	3	55	0	0	1	56	0	0	0	56	0	0	0	0	56	0	0	0	0	56	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	56	0	0	0	56	0	0	0	0	56	0	0	0	0	56	0	0	0	0	0	0	
EB Left	104	1	104	6	110	1	110	1	111	1	111	0	111	1	111	1	111	0	111	1	111	0	111	1	111	1	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	0	0	0	0	0	0	0	
EB Thru	1261	1	664	76	1337	1	704	0	1337	1	704	14	1351	1	711	1	711	0	1351	1	711	-3	1347	1	709	1	709	1	709	
Comb. T-R	1	1	664	1	704	1	704	1	711	1	711	1	711	1	711	1	711	0	71	1	711	0	71	1	709	1	709	1	709	
EB Right	67	0	0	4	71	0	0	0	71	0	0	0	71	0	0	0	0	71	0	0	0	0	71	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	71	0	0	0	71	0	0	0	0	71	0	0	0	0	71	0	0	0	0	0	0	
WB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	1	133	0	133	1	133	0	133	1	133	1	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	0	0	0	0	0	0	0	
WB Thru	665	1	350	40	705	1	371	0	705	1	372	5	710	1	374	1	374	0	710	1	374	-1	709	1	374	1	374	1	374	
Comb. T-R	1	1	350	1	371	1	371	1	372	1	372	1	374	1	374	1	374	0	38	1	374	0	38	1	374	1	374	1	374	
WB Right	35	0	0	2	37	0	0	1	38	0	0	0	38	0	0	0	0	38	0	0	0	0	38	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	38	0	0	0	38	0	0	0	0	38	0	0	0	0	38	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: 729	E-W: 843	SUM: 1572	N-S: 707	E-W: 843	SUM: 1550	N-S: 701	E-W: 842	SUM: 1543	N-S: 707	E-W: 843	SUM: 1550	N-S: 701	E-W: 842	SUM: 1543	N-S: 707	E-W: 843	SUM: 1550	N-S: 701	E-W: 842	SUM: 1543
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	0.948	
Level of Service:	E	E	E	F	F	F	F	F	F	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 Phases=1500, 3 Phase=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] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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]				2005 W/ TDM									
	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	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		
NB Left	67	1	67	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	
Comb. L-T	0	-	322	53	937	2	341	17	954	2	347	9	963	2	350	-80	883	2	323	-1	882	2	323	-1	882	2	323	-1	882	
NB Thru	884	2	322	53	937	2	341	17	954	2	347	9	963	2	350	-80	883	2	323	-1	882	2	323	-1	882	2	323	-1	882	
Comb. T-R	1	322	1	322	1	341	1	341	1	347	1	347	1	350	1	350	1	350	1	323	1	323	1	323	1	323	1	323		
NB Right	82	0	-	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0		
Comb. L-T-R	0	-	0	5	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-	0		
SB Left	63	1	63	4	67	1	67	0	67	1	67	0	67	1	67	0	67	1	67	0	67	1	67	0	67	1	67	0	67	
Comb. L-T	0	-	592	82	1449	2	627	95	1544	2	659	35	1579	2	687	-80	1499	2	660	-8	1491	2	660	-8	1491	2	660	-8	1491	
SB Thru	1367	2	592	82	1449	2	627	95	1544	2	659	35	1579	2	687	-80	1499	2	660	-8	1491	2	660	-8	1491	2	660	-8	1491	
Comb. T-R	1	592	1	592	1	627	1	627	1	659	1	659	1	687	1	687	1	687	1	660	1	660	1	660	1	660	1	660		
SB Right	408	0	-	24	432	0	-	0	432	0	-	49	481	0	-	0	481	0	-	-12	470	0	-	-12	470	0	-	-12	470	
Comb. L-T-R	0	-	0	24	432	0	-	0	432	0	-	49	481	0	-	0	481	0	-	-12	470	0	-	-12	470	0	-	-12	470	
EB Left	92	2	51	6	98	2	54	0	98	2	54	13	111	2	61	0	111	2	61	-2	109	2	61	-2	109	2	61	-2	109	
Comb. L-T	0	-	231	21	373	1	245	2	375	1	246	11	386	1	251	0	386	1	251	-1	385	1	251	-1	385	1	251	-1	385	
EB Thru	352	1	231	21	373	1	245	2	375	1	246	11	386	1	251	0	386	1	251	-1	385	1	251	-1	385	1	251	-1	385	
Comb. T-R	1	231	1	231	1	245	1	245	1	246	1	246	1	251	1	251	1	251	1	251	1	251	1	251	1	251	1	251		
EB Right	110	0	-	7	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0		
Comb. L-T-R	0	-	0	7	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-	0		
WB Left	217	1	217	13	230	1	230	0	230	1	230	0	230	1	230	0	230	1	230	0	230	1	230	0	230	1	230	0	230	
Comb. L-T	0	-	515	59	1050	1	546	13	1063	1	552	42	1105	1	573	0	1105	1	573	-10	1095	1	573	-10	1095	1	573	-10	1095	
WB Thru	991	1	515	59	1050	1	546	13	1063	1	552	42	1105	1	573	0	1105	1	573	-10	1095	1	573	-10	1095	1	573	-10	1095	
Comb. T-R	1	515	1	515	1	546	1	546	1	552	1	552	1	573	1	573	1	573	1	573	1	573	1	573	1	573	1	573		
WB Right	39	0	-	2	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0		
Comb. L-T-R	0	-	0	2	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-	0		
Crit. Volumes:	N-S:	659	N-S:	698	N-S:	730	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758	N-S:	758
	E-W:	566	E-W:	600	E-W:	606	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634
	SUM:	1224	SUM:	1298	SUM:	1336	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392
No. of Phases:	3				3				3				3				3				3				3					
Volume / Capacity:	0.859				0.911				0.937				0.977				0.858				0.849									
Level of Service:	D				E				E				E				D				D									

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSC/ATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	1	87
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	36	1448	2	532	-80	1368	2	505	-8	1359	2	502	2	502
Comb. T-R	1	462	1	462	1	490	1	490	1	520	1	532	1	532	1	505	1	505	1	505	1	502	1	502	
NB Right	139	0	-	8	147	0	-	0	147	0	-	0	147	0	-	0	147	0	-	0	147	0	-	0	
Comb. L-T-R	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	0	38	1	38	0	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	-
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	13	1195	2	485	-80	1115	2	458	-2	1114	2	457	2	457
Comb. T-R	1	439	1	439	1	465	1	474	1	474	1	485	1	485	1	458	1	458	1	458	1	457	1	457	
SB Right	226	0	-	14	240	0	-	1	241	0	-	18	259	0	-	0	259	0	-	-2	256	0	-	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	-2	256	0	-	0	
EB Left	537	2	295	32	569	2	313	1	570	2	314	51	621	2	342	0	621	2	342	-12	610	2	335	2	335
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	43	1261	1	742	0	1261	1	742	-10	1251	1	737	1	737
Comb. T-R	1	676	1	676	1	716	1	721	1	721	1	742	1	742	1	742	1	742	1	742	1	737	1	737	
EB Right	210	0	-	13	223	0	-	0	223	0	-	0	223	0	-	0	223	0	-	0	223	0	-	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	1	114
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	406	1	225	24	430	1	239	1	431	1	240	16	447	1	248	0	447	1	248	-2	445	1	247	1	247
Comb. T-R	1	225	1	225	1	239	1	240	1	240	1	248	1	248	1	248	1	248	1	248	1	247	1	247	
WB Right	44	0	-	3	47	0	-	1	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S: 521	E-W: 784	SUM: 1304	N-S: 552	E-W: 831	SUM: 1382	N-S: 561	E-W: 835	SUM: 1396	N-S: 572	E-W: 857	SUM: 1428	N-S: 545	E-W: 857	SUM: 1402	N-S: 544	E-W: 851	SUM: 1395							
No. of Phases:	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	1.002	0.884	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879							
Level of Service:	E	E	E	E	E	E	E	E	F	F	F	F	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.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSCATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

Date: 04/09/2003
 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]				2005 W/ TDM										
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume			
NB Left	214	2	118	13	227	2	125	69	296	2	163	56	352	2	194	-10	342	2	188	-14	328	2	181	0	0	0	0	0	0	0	
Comb. L-T	1027	2	514	62	1089	2	544	4	1092	2	546	0	1092	2	546	-80	1012	2	506	0	1012	2	506	0	0	0	0	0	0	0	
NB Thru	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	0	0	0		
Comb. T-R	174	1	174	10	184	1	184	0	184	0	184	0	184	0	184	-10	174	1	174	0	174	1	174	0	0	0	0	0	0		
NB Right [1]	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	0	0	0		
Comb. L-T-R	105	2	58	6	111	2	61	-1	110	2	61	0	110	2	61	0	110	2	61	0	110	2	61	0	0	0	0	0	0	0	
SB Left	1441	2	551	86	1527	2	584	-3	1525	2	616	0	1525	2	627	-80	1445	2	601	0	1445	2	598	0	0	0	0	0	0	0	
Comb. L-T	211	0	0	13	224	0	584	99	322	0	616	35	357	0	627	0	357	0	601	-8	349	0	598	0	0	0	0	0	0		
SB Thru	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	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	0	0	0	0	0	0	0	0	0	0		
SB Right	125	2	69	8	133	2	73	13	146	2	80	9	155	2	85	0	155	2	85	-1	153	2	84	0	0	0	0	0	0	0	
Comb. L-T	660	2	227	40	700	2	240	31	731	2	254	22	753	2	266	0	753	2	263	-3	750	2	261	0	0	0	0	0	0	0	
NB Thru	1	1	227	1	240	1	240	9	30	0	254	15	45	0	266	-10	35	1	263	-2	33	0	261	0	0	0	0	0	0		
Comb. T-R	20	0	0	1	21	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 Right	405	2	223	24	429	2	236	0	429	2	236	0	429	2	236	-10	419	2	231	0	419	2	231	0	0	0	0	0	0	0	
Comb. L-T	1214	2	607	73	1287	2	643	81	1368	2	684	84	1452	2	726	0	1452	2	726	-20	1432	2	716	0	0	0	0	0	0	0	
NB Thru	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	0	0	0	0	
Comb. T-R	44	1	44	3	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	0	0	0	0	0	0	
WB Right [1]	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	0	0	0	0	
Comb. L-T-R	688	N-S:	676	E-W:	1344	SUM:	708	N-S:	779	E-W:	764	SUM:	1542	N-S:	821	E-W:	811	SUM:	1632	N-S:	789	E-W:	800	SUM:	1579	N-S:	779	E-W:	800	SUM:	1579
Crit. Volumes:																															
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	4	4	4	4	
Volume / Capacity:	0.978	E	1.036	F	1.122	F	1.187	F	1.063	F	1.048	F	1.063	F	1.063	F	1.063	F	1.063	F	1.063	F	1.063	F	1.063	F	1.063	F	1.063	F	
Level of Service:	E	F	F	F	F	F	F	F	F	F	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.
 [1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

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

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/08/2003
 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]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	
NB Left	193	2	106	12	205	2	113	5	210	2	115	2	231	2	127	2	121	0	0	-3	218	2	120	0	0
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
NB Thru	1263	2	532	76	1339	2	564	10	1349	2	567	2	1349	2	567	2	537	0	0	0	1269	2	537	0	0
Comb. T-R	1	532	532	1	564	1	567	1	567	1	567	1	567	1	567	1	537	0	0	0	343	1	537	0	0
NB Right	333	0	0	20	353	0	0	0	353	0	0	0	353	0	0	0	0	0	0	0	343	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	0
SB Left	265	2	148	16	281	2	154	1	282	2	155	2	282	2	155	2	155	0	0	0	282	2	155	0	0
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	1028	2	376	62	1090	2	399	15	1105	2	406	2	1105	2	411	2	384	0	0	0	1025	2	383	0	0
Comb. T-R	1	376	376	1	399	1	399	1	399	1	406	1	399	1	411	1	384	0	0	0	1025	1	383	0	0
SB Right	100	0	0	6	106	0	0	8	114	0	0	0	114	0	0	0	0	0	0	0	126	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	0
EB Left	300	2	165	18	318	2	175	76	394	2	217	2	36	430	2	237	2	237	0	0	430	2	232	0	0
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	1286	2	643	77	1363	2	682	54	1417	2	709	2	87	1504	2	752	2	752	0	0	1504	2	742	0	0
Comb. 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
EB Right [1]	76	1	76	5	81	1	81	52	133	1	133	58	191	1	191	1	181	-10	-10	181	1	167	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	0
WB Left	330	2	182	20	350	2	192	0	350	2	192	2	0	350	2	192	2	187	-10	-10	340	2	187	0	0
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	831	2	331	50	881	2	351	12	893	2	355	2	32	925	2	366	2	366	0	0	925	2	364	0	0
Comb. T-R	1	331	331	1	351	1	351	1	355	1	355	1	366	1	366	1	366	0	0	0	172	1	364	0	0
WB Right	161	0	0	10	171	0	0	1	172	0	0	0	0	172	0	0	0	0	0	0	172	0	167	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	0
Crit. Volumes:	N-S:	678	718	N-S:	722	N-S:	722	N-S:	722	N-S:	722	N-S:	722	N-S:	722	N-S:	692	N-S:	692	692	692	N-S:	692	N-S:	692
	E-W:	825	874	E-W:	901	E-W:	901	E-W:	901	E-W:	901	E-W:	944	E-W:	944	E-W:	939	E-W:	939	939	939	E-W:	939	E-W:	928
	SUM:	1502	1592	SUM:	1623	SUM:	1623	SUM:	1623	SUM:	1623	SUM:	1667	SUM:	1667	SUM:	1631	SUM:	1631	1631	1631	SUM:	1631	SUM:	1621
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
Volume / Capacity:	1.093	F	1.158	F	1.181	F	1.212	F	1.086	F	1.079	F	1.079	F	1.079	F	1.079	F	1.079	F	1.079	F	1.079	F	1.079
Level of Service:	F	F	F	F	F	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 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.
 [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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSC/ATCS.

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

CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [2]			2005 W/ TDM					
	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	Added Volume	Total Volume	
NB Left	1	95	101	0	101	1	101	0	101	0	101	1	101	0	101	0	101	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	-	0	-	
NB Thru	2	497	60	69	1122	2	561	35	1157	2	578	2	553	-8	1098	2	549	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
NB Right [1]	1	94	100	0	100	1	100	0	100	1	100	1	100	0	100	1	100	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
SB Left	1	116	123	0	123	1	123	0	123	1	123	1	123	0	123	1	123	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Thru	2	679	81	9	1447	2	724	9	1456	2	728	2	703	-1	1405	2	703	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
SB Right [1]	1	71	75	0	75	1	75	0	75	1	75	1	75	0	75	1	75	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
EB Left	1	103	109	0	109	1	109	0	109	1	109	1	109	0	109	1	109	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Thru	2	396	65	4	1153	2	421	7	1160	2	424	2	424	-1	1159	2	423	
Comb. T-R	1	396	1	420	1	421	1	421	0	111	0	111	0	111	0	111		
EB Right	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
WB Left	1	122	129	0	129	1	129	0	129	1	129	1	129	0	129	1	129	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Thru	2	547	66	5	1164	2	582	28	1192	2	596	2	596	-7	1185	2	592	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
WB Right [1]	1	139	147	0	147	1	147	0	147	1	147	1	147	0	147	1	147	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	
Crit. Volumes:	N-S:	774	820	N-S:	824	N-S:	829	N-S:	804	N-S:	804	N-S:	804	N-S:	803	N-S:	803	
	E-W:	650	688	E-W:	691	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	702	E-W:	702	
	SUM:	1423	1508	SUM:	1515	SUM:	1534	SUM:	1534	SUM:	1534	SUM:	1509	SUM:	1505	SUM:	1505	
No. of Phases:	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.949		1.006		1.010		1.023		1.006		1.006		1.006		1.003		1.003	
Level of Service:	E		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, 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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CRITICAL MOVEMENT ANALYSIS

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

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: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ MITIGATION [2]			2005 W/ TDM			15% No. of Lanes	Lane Volume	15% No. of Lanes	Lane Volume	
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume					
NB Left	100	1	100	1	106	0	106	1	106	0	106	1	106	0	106	1	106	1	106	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1153	2	419	69	1222	2	444	8	1230	2	451	2	434	-2	1191	2	434	2	434	
Comb. T-R	1	419	419	1	444	1	447	1	451	1	451	1	434	0	110	1	434	1	434	
NB Right	104	0	6	110	0	0	110	0	110	0	110	0	110	0	110	0	110	0	110	
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	194	1	194	12	206	1	207	1	207	1	207	1	207	0	207	1	207	1	207	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1161	2	416	70	1231	2	441	57	1288	2	472	2	455	-8	1265	2	453	2	453	
Comb. T-R	1	416	416	1	441	1	460	1	472	1	472	1	455	0	92	1	453	1	453	
SB Right	86	0	5	91	0	0	91	0	92	0	92	0	92	0	92	0	92	0	92	
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	132	1	132	8	140	1	140	0	140	1	140	1	140	0	140	1	140	1	140	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1283	2	455	77	1360	2	482	15	1375	2	497	2	497	-7	1397	2	495	2	495	
Comb. T-R	1	455	455	1	482	1	487	1	487	1	487	1	497	0	87	1	495	1	495	
EB Right	82	0	5	87	0	0	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	0	0	
WB Left	99	1	99	6	105	1	105	0	105	1	105	1	105	0	105	1	105	1	105	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1120	2	456	67	1187	2	483	13	1200	2	491	2	491	-1	1210	2	491	2	491	
Comb. T-R	1	456	456	1	483	1	488	1	488	1	491	1	491	0	263	1	491	1	491	
WB Right	248	0	15	263	0	0	263	0	263	0	263	0	263	0	263	0	263	0	263	
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:	613	650	N-S:	654	658	N-S:	658	658	N-S:	641	641	N-S:	641	641	N-S:	641	641	641	
	E-W:	588	623	E-W:	628	631	E-W:	631	631	E-W:	631	631	E-W:	631	631	E-W:	631	631	631	
	SUM:	1201	1273	SUM:	1281	1281	SUM:	1289	1289	SUM:	1272	1272	SUM:	1271	1271	SUM:	1271	1271	1271	
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.801		0.849		0.854		0.859		0.848		0.848		0.848		0.848		0.848		0.848	
Level of Service:	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: [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

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

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

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/ MITIGATION [2]				2005 W/ TDM				
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	1	82
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	894	2	447	54	948	2	474	69	1017	2	508	21	1038	2	519	-40	998	2	499	-5	993
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]	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51	0	51	1	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
SB Left	152	1	152	9	161	1	161	0	161	1	161	2	163	1	163	0	163	1	163	-0	163
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	1238	2	619	74	1312	2	656	9	1321	2	661	6	1327	2	664	-40	1287	2	644	-1	1287
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 [1]	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84
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	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87
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	1170	1	626	70	1240	1	663	1	1241	1	664	0	1241	1	664	0	1241	1	664	0	1241
Comb. T-R	1	626	1	5	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86
EB Right	81	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
WB Left	91	1	91	5	96	1	96	0	96	1	96	0	96	1	96	0	96	1	96	0	96
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	1143	1	628	69	1212	1	666	1	1213	1	670	0	1213	1	670	0	1213	1	670	0	1213
Comb. T-R	1	628	1	7	120	0	120	0	120	0	120	7	127	0	127	0	127	0	127	-2	125
WB Right	113	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
Crit. Volumes:	N-S: 696	E-W: 717	SUM: 1413	N-S: 738	E-W: 759	SUM: 1497	N-S: 742	E-W: 760	SUM: 1502	N-S: 745	E-W: 760	SUM: 1505	N-S: 745	E-W: 760	SUM: 1505	N-S: 725	E-W: 760	SUM: 1485			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Volume / Capacity:	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	0.942	0.942	0.942	0.942			
Level of Service:	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	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] Northbound and southbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	1	120	120	1	7	127	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-
NB Thru	2	434	868	2	74	1307	1307	2	462	6	1313	2	464	-40	1281	2	451	-1	1280	2	451
Comb. T-R	1	434	434	1	460	460	460	1	462	1	464	1	464	0	464	1	451	0	451	1	451
NB Right	0	-	-	0	4	72	72	0	0	0	72	0	0	0	72	0	0	0	72	0	0
Comb. L-T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	-	-	0	-	-	-	0	-
SB Left	1	167	167	1	10	177	177	1	177	7	184	1	184	0	184	1	184	-2	182	1	182
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-
SB Thru	2	427	854	2	70	1241	1241	2	452	55	1296	2	470	-40	1278	2	464	-5	1273	2	463
Comb. T-R	1	427	427	1	452	452	452	1	470	1	478	1	478	0	478	1	464	0	464	1	463
SB Right	0	-	-	0	7	116	116	0	0	0	116	0	0	0	116	0	0	0	116	0	0
Comb. L-T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	-	-	0	-	-	-	0	-
EB Left	1	86	86	1	5	91	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-
EB Thru	1	707	707	1	81	1427	1427	1	749	1	1428	1	749	0	1428	1	749	0	1428	1	749
Comb. T-R	1	707	707	1	749	749	749	1	749	1	749	1	749	0	749	1	749	0	749	1	749
EB Right	0	-	-	0	4	71	71	0	0	0	71	0	0	0	71	0	0	0	71	0	0
Comb. L-T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	-	-	0	-	-	-	0	-
WB Left	1	74	74	1	4	78	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-
WB Thru	1	654	654	1	72	1277	1277	1	693	1	1278	1	695	0	1278	1	695	0	1278	1	695
Comb. T-R	1	654	654	1	693	693	693	1	693	1	695	1	695	0	695	1	695	0	695	1	695
WB Right	0	-	-	0	6	108	108	0	0	3	111	0	0	0	111	0	0	-	111	0	0
Comb. L-T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	-	-	0	-	-	-	0	-
Crit. Volumes:	N-S:	601	637	N-S:	639	637	637	N-S:	639	648	648	N-S:	648	648	648	N-S:	635	635	635	N-S:	633
	E-W:	781	827	E-W:	828	827	827	E-W:	828	828	828	E-W:	828	828	828	E-W:	828	828	828	E-W:	828
	SUM:	1381	1464	SUM:	1467	1464	1467	SUM:	1467	1476	1476	SUM:	1476	1476	SUM:	1463	1463	1463	SUM:	1461	
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:	0.921	0.976	0.978	0.984	0.978	0.978	0.978	0.978	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.975	0.975	0.975	0.975	0.974	
Level of Service:	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: [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: Wilbur Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA34
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	92	1	92	6	98	1	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98
Comb. L-T	0	-	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	322	1	324	1	178	2	324	1	179	0	324	1	179
Comb. T-R	1	168	1	168	1	178	1	178	1	178	1	179	1	179	1	179	1	179	1	179	1
NB Right	32	0	0	2	34	0	0	34	0	34	0	34	0	0	34	0	0	0	34	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	110	1	110	7	117	1	117	1	122	5	122	1	122	0	122	1	122	0	122	1	122
Comb. L-T	0	-	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	734	15	741	1	561	7	741	1	568	0	741	1	568
Comb. T-R	1	522	1	522	1	553	1	553	1	561	1	561	1	568	1	568	1	568	1	568	1
SB Right	366	0	0	22	388	0	0	388	0	0	395	0	0	7	395	0	0	0	395	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	7	395	0	0	0	395	0	0
EB Left	61	1	61	4	65	1	65	1	65	0	65	1	65	2	67	1	67	0	67	1	66
Comb. L-T	0	-	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	411	2	420	1	235	9	420	1	240	0	420	1	239
Comb. T-R	1	221	1	221	1	234	1	234	1	235	1	235	1	240	1	240	1	240	1	240	1
EB Right	56	0	0	3	59	0	0	59	0	0	59	0	0	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	59	0	0	0	59	0	0
WB Left	4	1	4	0	4	1	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T	0	-	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	602	13	637	1	327	35	637	1	345	0	637	1	340
Comb. T-R	1	303	1	303	1	321	1	321	1	327	1	327	1	345	1	345	1	345	1	345	1
WB Right	49	0	0	3	52	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	0	0
Crit. Volumes:	N-S: 614	E-W: 364	SUM: 978	N-S: 651	E-W: 385	SUM: 1036	N-S: 658	E-W: 392	SUM: 1050	N-S: 665	E-W: 411	SUM: 1077	N-S: 665	E-W: 411	SUM: 1077	N-S: 664	E-W: 407	SUM: 1071	N-S: 665	E-W: 411	SUM: 1077
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:	0.652	0.652	0.691	0.700	0.700	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718
Level of Service:	B	B	B	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.
 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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N-S St: Wilbur Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA34
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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			2005 W/ TDM		
	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	77	1	77	82	1	82	0	82	1	82	1	82	0	82	1	82	0	82
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	500	1	261	276	1	276	-3	528	1	275	1	278	7	535	1	278	-2	533
Comb. T-R	1	261	261	276	1	275	1	275	1	278	1	278	1	278	1	278	1	278
NB Right	21	0	21	0	0	0	0	22	0	0	0	0	0	22	0	0	0	22
Comb. L-T-R	0	0	0	0	0	0	0	22	0	0	0	0	0	22	0	0	0	22
SB Left	51	1	51	54	1	54	0	54	1	54	1	54	0	54	1	54	0	54
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	337	1	215	228	1	228	0	357	1	228	1	231	3	360	1	231	-0	360
Comb. T-R	1	215	215	228	1	228	1	228	1	231	1	231	1	231	1	231	1	231
SB Right	93	0	93	0	0	0	0	99	0	0	0	0	3	102	0	0	-0	101
Comb. L-T-R	0	0	0	0	0	0	0	99	0	0	0	0	3	102	0	0	-0	101
EB Left	287	1	287	304	1	304	-1	303	1	303	1	310	7	310	1	310	-2	308
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	843	1	460	488	1	488	9	903	1	492	1	510	36	939	1	510	-8	930
Comb. T-R	1	460	460	488	1	488	1	492	1	492	1	510	1	510	1	510	1	506
EB Right	77	0	77	0	0	0	0	82	0	0	0	0	0	82	0	0	0	82
Comb. L-T-R	0	0	0	0	0	0	0	82	0	0	0	0	0	82	0	0	0	82
WB Left	28	1	28	30	1	30	0	30	1	30	1	30	0	30	1	30	0	30
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	419	1	239	253	1	253	1	445	1	253	1	260	13	458	1	260	-2	456
Comb. T-R	1	239	239	253	1	253	1	253	1	253	1	260	1	260	1	260	1	259
WB Right	59	0	59	0	0	0	-1	61	0	0	0	0	0	61	0	0	0	61
Comb. L-T-R	0	0	0	0	0	0	-1	61	0	0	0	0	0	61	0	0	0	61
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: 332	E-W: 570	SUM: 902	N-S: 332	E-W: 570	SUM: 902	N-S: 332	E-W: 567	SUM: 899
No. of Phases:	2	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	0.592	0.590	0.590	0.592	0.590	0.590	0.592	0.601	0.601	0.592	0.601	0.601	0.601	0.599	0.599
Level of Service:	A	A	A	A	A	A	A	A	A	A	B	B	B	B	B	B	A	A

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM					
	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	45	1	45	1	48	0	48	1	48	0	48	0	48	1	48	0	48	1	48	0	48
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	119	1	65	1	68	0	126	1	68	0	126	0	126	1	68	0	126	1	68	0	126
Comb. T-R	1	65	1	1	68	0	11	0	68	0	11	0	68	1	68	0	11	1	68	0	11
NB Right	10	0	1	0	0	0	11	0	0	0	11	0	11	0	0	0	11	0	0	0	11
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	243	1	243	1	258	8	265	1	265	0	265	0	265	1	265	0	265	1	265	0	265
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	229	1	229	1	243	4	246	0	246	0	246	0	246	1	246	0	246	1	246	0	246
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	218	1	218	1	231	4	235	1	235	14	249	0	249	1	249	0	249	1	249	-3	245
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	114	1	114	1	121	0	121	1	121	4	125	0	125	1	125	0	125	1	125	-0	124
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	987	2	341	59	1046	31	1077	2	372	17	1094	0	1094	2	378	0	1094	2	378	-2	1092
Comb. T-R	1	341	1	1	362	0	39	0	372	0	39	0	39	1	378	0	39	1	378	0	39
EB Right	37	0	2	0	0	0	39	0	0	0	39	0	39	0	0	0	39	0	0	0	39
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	11	1	11	1	12	0	12	1	12	0	12	0	12	1	12	0	12	1	12	0	12
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1334	2	478	80	1414	81	1495	2	534	63	1558	0	1558	2	555	-15	1543	2	555	-15	1543
Comb. T-R	1	478	1	1	507	0	106	0	534	0	106	0	106	1	555	0	106	1	555	0	106
WB Right	100	0	6	106	0	0	106	0	0	0	106	0	106	0	0	0	106	0	0	0	106
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: 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: 680	SUM: 1013	N-S: 333	E-W: 680	SUM: 1013	N-S: 333	E-W: 674	SUM: 1007			
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:	0.600	0.636	0.659	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.675	0.672			
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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CRITICAL MOVEMENT ANALYSIS

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

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: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	0	77	1	77	1	77
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
NB Thru	172	1	91	10	96	1	96	0	96	1	96	0	96	0	96	1	96	1	96
Comb. T-R	1	91	91	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96
NB Right	9	0	9	1	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
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	131	1	131	8	139	1	139	0	139	1	139	0	139	0	139	1	139	1	139
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
SB Thru	117	1	117	7	124	1	124	0	124	1	124	0	124	0	124	1	124	1	124
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
SB Right	104	1	104	6	110	1	110	5	115	1	115	0	115	0	115	1	115	1	115
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	209	1	209	13	222	1	222	-1	220	1	220	14	234	0	234	1	234	-3	231
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
EB Thru	1487	2	513	89	1576	2	543	54	1630	2	561	65	1695	0	1695	2	583	-15	1680
Comb. T-R	1	513	513	1	543	1	543	1	543	1	543	1	543	1	543	1	543	1	543
EB Right	51	0	51	3	54	0	54	0	54	0	54	0	54	0	54	0	54	0	54
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	12	1	12	1	13	1	13	0	13	1	13	0	13	0	13	1	13	0	13
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
WB Thru	1125	2	442	68	1193	2	469	12	1205	2	472	24	1229	0	1229	2	480	-3	1225
Comb. T-R	1	442	442	1	469	1	469	1	469	1	469	1	469	1	469	1	469	1	469
WB Right	202	0	202	12	214	0	214	-1	213	0	213	0	213	0	213	0	213	0	213
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: 222	E-W: 651	SUM: 873	N-S: 235	E-W: 690	SUM: 925	N-S: 235	E-W: 693	SUM: 928	N-S: 235	E-W: 715	SUM: 950	N-S: 235	E-W: 715	SUM: 950	N-S: 235	E-W: 710	SUM: 945	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.582	0.617	0.618	0.618	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.630
Level of Service:	A	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.
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N-S St: Reseda Boulevard
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA36
 Counts by: Accutiek

CRITICAL MOVEMENT ANALYSIS

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

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	Total	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	Added Volume	No. of Lanes	Volume	Lane	Total	
NB Left	1	125	1	133	1	133	1	133	0	133	1	133	0	133	1	133	1	133	0	133	1	133	1	133
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	423	1	448	1	448	1	453	10	769	1	453	0	769	1	453	1	453	0	769	1	453	1	453
Comb. T-R	1	423	1	448	1	448	1	453	0	137	0	137	0	137	0	137	0	137	0	137	0	137	0	137
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	211	1	224	1	224	1	224	0	224	1	224	0	224	1	224	1	224	0	224	1	224	1	224
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	695	1	736	1	736	1	731	-23	1249	1	738	0	1249	1	738	1	736	0	1249	1	736	1	736
Comb. T-R	1	695	1	736	1	736	1	731	0	14	0	14	0	227	0	227	0	224	-3	224	0	224	0	224
SB Right	1	189	0	-	0	-	0	-	13	213	0	213	0	227	0	227	0	224	0	227	0	224	0	224
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	173	1	183	1	183	1	185	2	185	1	185	4	189	1	189	1	189	-0	189	1	189	1	189
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	208	1	220	1	220	1	234	1	234	1	238	4	238	1	238	1	238	0	238	1	238	1	238
Comb. T-R	1	208	1	220	1	220	1	222	0	210	0	210	0	210	0	210	0	210	0	210	0	210	0	210
EB Right	1	195	0	-	0	-	0	-	4	210	0	210	0	210	0	210	0	210	0	210	0	210	0	210
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	8	1	8	1	8	1	8	0	8	1	8	0	8	1	8	1	8	0	8	1	8	1	8
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	28	1	30	1	30	1	30	0	30	1	30	14	44	1	44	1	44	0	44	1	44	1	44
Comb. T-R	1	56	1	59	1	59	1	59	1	59	1	59	1	59	1	59	1	59	0	59	1	59	1	59
WB Right	0	-	0	-	0	-	0	-	0	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	-
Crit. Volumes:	N-S:	820	N-S:	869	N-S:	864	N-S:	871	N-S:	871	N-S:	871	N-S:	871	N-S:	871	N-S:	871	N-S:	871	N-S:	871	N-S:	871
	E-W:	229	E-W:	243	E-W:	245	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249
	SUM:	1049	SUM:	1111	SUM:	1108	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1119	SUM:	1117
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.699	0.741	0.739	0.746	0.739	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.746	0.745	
Level of Service:	B	C	C	C	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.
 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
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CRITICAL MOVEMENT ANALYSIS
 Reseda Boulevard @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Full Build-Out Alternative D

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	704	79	1390	1	746	18	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408
Comb. T-R	1	704	0	704	1	746	0	746	1	755	0	755	1	755	0	755	1	755	0	755
NB Right	0	-	6	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	229	14	243	1	243	3	245	1	245	0	245	1	245	0	245	1	245	0	245
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	1218	141	2499	1	1291	51	2550	1	1321	0	2550	1	1321	0	2550	1	1321	0	2550
Comb. T-R	1	1218	0	1218	1	1291	0	1291	1	1321	0	1321	1	1321	0	1321	1	1321	0	1321
SB Right	0	-	5	83	0	-	4	86	0	0	5	91	0	0	0	91	0	0	0	91
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	277	17	294	1	294	9	303	1	303	14	317	1	317	0	317	1	317	-3	313
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	227	15	263	1	241	0	263	1	241	14	277	1	248	0	277	1	248	-3	274
Comb. T-R	1	227	0	227	1	241	0	241	1	241	0	241	1	248	0	248	1	248	0	246
EB Right	0	-	12	218	0	-	0	218	0	0	0	218	0	0	0	218	0	0	0	218
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	192	14	252	1	204	0	252	1	204	5	257	1	206	0	257	1	206	-1	257
Comb. T-R	1	192	0	192	1	204	0	204	1	204	0	204	1	206	0	206	1	206	0	206
WB Right	0	-	9	155	0	-	0	155	0	0	0	155	0	0	0	155	0	0	0	155
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	1323	469	1792	N-S:	1402	497	1900	N-S:	1430	506	1936	N-S:	1432	523	1955	N-S:	1432	519	1951
	E-W:	469	1792	1900	E-W:	497	1900	1936	E-W:	506	1936	1955	E-W:	523	1955	1951	E-W:	523	1955	1951
	SUM:	1792	1900	1936	SUM:	1900	1936	1955	SUM:	1936	1955	1955	SUM:	1955	1955	1951	SUM:	1955	1951	1951
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	1.291	1.303	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	1.303	1.300
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.

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

CRITICAL MOVEMENT ANALYSIS

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

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			2005 W/ TDM					
	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	Added Volume	Total Volume	No. of Lanes			
NB Left	135	2	74	8	143	2	79	0	143	2	79	21	164	2	90	-5	159	2	87		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
NB Thru	733	2	367	44	777	2	388	3	779	2	390	0	779	2	390	0	779	2	390		
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
NB Right	146	1	146	9	155	1	155	12	167	1	167	0	167	1	167	0	167	1	167		
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
SB Left	336	2	185	20	356	2	196	16	372	2	205	0	372	2	205	0	372	2	205		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
SB Thru	844	2	422	51	895	2	447	-31	864	2	432	0	864	2	432	0	864	2	432		
Comb. T-R	0	-	-	0	-	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	1	89		
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
EB Left	168	2	92	10	178	2	98	0	178	2	98	0	178	2	98	0	178	2	98		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
EB Thru	880	2	335	53	933	2	355	39	971	2	368	9	980	2	373	-1	979	2	372		
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
EB Right	124	0	-	7	131	0	-	0	131	0	-	6	137	0	137	-1	137	0	137		
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
WB Left	223	2	123	13	236	2	130	9	245	2	135	0	245	2	135	0	245	2	135		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
WB Thru	1224	2	483	73	1297	2	512	81	1378	2	542	35	1413	2	554	-8	1405	2	551		
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
WB Right	226	0	-	14	240	0	-	9	249	0	-	0	249	0	249	0	249	0	249		
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-		
Crit. Volumes:	N-S:	551	584	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594		
	E-W:	576	610	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640		
	SUM:	1127	1195	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235		
No. of Phases:	4			4			4			4			4			4			4		
Volume / Capacity:	0.820			0.869			0.898			0.906			0.906			0.906			0.904		
Level of Service:	D			D			D			E			E			E			E		

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

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

CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes				
NB Left	2	128	14	246	2	135	2	246	2	135	2	254	8	254	2	140	0	254	2	140	-1	253	2	139
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
NB Thru	2	479	57	1014	2	507	2	1028	2	514	2	1028	0	1028	2	514	0	1028	2	514	0	1028	2	514
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
NB Right	1	195	12	207	1	207	1	210	1	210	1	210	0	210	1	210	0	210	1	210	0	210	1	210
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
SB Left	2	228	25	439	2	241	2	444	2	244	2	444	0	444	2	244	0	444	2	244	0	444	2	244
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
SB Thru	2	486	58	1030	2	515	2	1068	2	534	2	1068	0	1068	2	534	0	1068	2	534	0	1068	2	534
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
SB Right	1	154	9	163	1	163	1	166	1	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
EB Left	2	149	16	287	2	158	2	287	2	158	2	287	0	287	2	158	0	287	2	158	0	287	2	158
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
EB Thru	2	429	67	1187	2	454	2	1241	2	472	2	1277	36	1277	2	492	0	1277	2	492	-8	1269	2	487
Comb. T-R	1	429	1	454	1	454	1	472	1	472	1	492	0	492	1	492	0	492	1	492	0	492	1	487
EB Right	1	166	10	176	1	176	1	176	0	176	0	198	22	198	0	198	0	198	0	198	0	193	0	166
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
WB Left	2	134	15	258	2	142	2	262	2	144	2	262	0	262	2	144	0	262	2	144	0	262	2	144
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	-	0	0	0	-	0	0	-
WB Thru	2	473	65	1144	2	502	2	1156	2	507	2	1169	13	1169	2	511	0	1169	2	511	-2	1167	2	511
Comb. T-R	1	473	1	502	1	502	1	507	1	507	1	511	0	511	1	511	0	511	1	511	0	511	1	511
WB Right	0	-	20	361	0	-	4	365	0	-	0	365	0	365	0	-	0	365	0	-	0	365	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:	706	749	759	N-S:	749	759	759	N-S:	759	759	759	759	759	N-S:	759	759	759	N-S:	759	759	759	759	759
	E-W:	622	660	669	E-W:	660	669	669	E-W:	669	669	669	669	669	E-W:	669	669	669	E-W:	669	669	669	669	669
	SUM:	1329	1408	1424	SUM:	1408	1424	1424	SUM:	1424	1424	1424	1424	1424	SUM:	1428	1428	1428	SUM:	1428	1428	1428	1428	
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:	0.966	1.024	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	
Level of Service:	E	F	F	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.

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CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION				2005 W/ TDM				
	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	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	0	89	1	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	14	816	1	482	0	816	0	816	1	482
Comb. T-R	1	442	442	1	469	1	475	1	482	1	482	1	482	1	482	1	482	1	482	1	480
NB Right	140	0	140	8	148	0	148	0	148	0	148	0	148	0	148	0	148	0	148	0	148
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	122	1	122	7	129	1	129	1	130	1	130	0	130	1	130	0	130	0	130	1	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	983	1	584	60	1053	1	619	4	1056	1	620	4	1060	1	622	0	1060	0	1060	1	622
Comb. T-R	1	584	584	1	619	1	619	1	620	1	620	1	622	1	622	1	622	1	622	1	622
SB Right	174	0	174	10	184	0	184	0	184	0	184	0	184	0	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	0	0
EB Left	83	1	83	5	88	1	88	0	88	1	88	0	88	1	88	0	88	0	88	1	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	0	1834	2	638	0	1834	0	1834	2	638
Comb. T-R	1	602	602	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638
EB Right	76	0	76	5	81	0	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	0	0	0
WB Left	126	1	126	8	134	1	134	0	134	1	134	0	134	1	134	0	134	0	134	1	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	0	1788	2	894	0	1788	0	1788	2	894
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	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	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	0	0	0	0
Crit. Volumes:	N-S: 668	E-W: 927	SUM: 1594	N-S: 708	E-W: 982	SUM: 1690	N-S: 709	E-W: 982	SUM: 1691	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	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:	0.983	E	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026	F	** 1.026
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.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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

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CRITICAL MOVEMENT ANALYSIS

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

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: Accuflek

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	158	1	158	9	167	1	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167
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	884	1	546	53	937	1	579	1	583	8	945	1	583	5	950	1	585	-1	949	1	585
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	208	0	0	12	220	0	0	0	0	0	220	0	0	0	220	0	0	0	220	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	124	1	124	7	131	1	131	1	134	3	134	1	134	0	134	1	134	0	134	1	134
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	848	1	483	51	899	1	511	1	515	8	907	1	522	14	921	1	522	-3	918	1	521
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	117	0	0	7	124	0	0	0	0	0	124	0	0	0	124	0	0	0	124	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	110	1	110	7	117	1	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117
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	1867	2	652	112	1979	2	691	2	691	0	1979	2	691	0	1979	2	691	0	1979	2	691
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	90	0	0	5	95	0	0	0	0	0	95	0	0	0	95	0	0	0	95	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	90	1	90	5	95	1	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
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	1369	2	685	82	1451	2	726	2	726	0	1451	2	726	0	1451	2	726	0	1451	2	726
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	153	1	153	9	162	1	162	1	166	4	166	1	166	0	166	1	166	0	166	1	166
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: 670	E-W: 795	SUM: 1465	N-S: 710	E-W: 842	SUM: 1552	N-S: 717	E-W: 842	SUM: 1559	N-S: 720	E-W: 842	SUM: 1562	N-S: 720	E-W: 842	SUM: 1562	N-S: 720	E-W: 842	SUM: 1562	N-S: 720	E-W: 842	SUM: 1562
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:	0.906	0.935	0.940	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941
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.
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 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSC to ATCS.

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

CRITICAL MOVEMENT ANALYSIS

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

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			2005 W/ TDM			
	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	Added Volume	Total Volume	No. of Lanes	
NB Left	19	1	19	1	20	1	20	0	20	1	20	1	20	0	20	0	20	1	20
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	207	0	207	12	219	0	219	0	219	0	219	0	219	0	219	0	219	0	219
Comb. T-R	1	226	226	1	240	1	240	0	240	1	240	1	240	0	240	0	240	1	240
NB Right	19	0	19	1	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	76	1	76	5	81	1	81	26	107	1	107	1	107	0	107	0	107	1	107
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	148	1	148	9	157	1	157	0	157	1	157	1	157	0	157	0	157	1	157
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	867	2	867	52	919	2	919	35	954	2	954	2	954	0	954	0	954	2	954
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	391	2	391	23	414	2	414	47	461	2	461	2	461	0	461	0	461	2	461
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	886	2	886	300	939	2	939	19	958	2	958	2	958	9	967	0	967	2	967
Comb. T-R	1	300	300	1	318	1	318	0	318	1	318	1	318	0	318	0	318	1	318
EB Right	14	0	14	1	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15
Comb. L-T-R	0	-	0	0	0	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	1	56	1	56	0	56	0	56	1	56
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1849	2	1849	111	1960	2	1960	63	2023	2	2023	2	2023	35	2058	0	2058	2	2058
Comb. T-R	1	717	717	1	760	1	760	0	760	1	760	1	760	0	760	0	760	1	760
WB Right	301	0	301	18	319	0	319	35	354	0	354	0	354	0	354	0	354	0	354
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: 302	E-W: 932	SUM: 1234	N-S: 320	E-W: 988	SUM: 1308	N-S: 346	E-W: 1046	SUM: 1392	N-S: 346	E-W: 1058	SUM: 1404	N-S: 346	E-W: 1058	SUM: 1404	N-S: 346	E-W: 1055	SUM: 1401	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.897	D	0.951	E	1.013	F	1.021	F	1.021	F	1.021	F	1.021	F	1.021	F	1.019	F	1.019

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

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 File Name: CMA39
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CRITICAL MOVEMENT ANALYSIS

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

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	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
NB Left	14	1	14	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	254	0	15	269	0	0	0	269	0	0	0	269	0	0	0	269	0	0	0	269
Comb. T-R	1	292	1	310	1	310	1	310	1	310	1	310	1	310	1	310	1	310	1	310
NB Right	38	0	2	40	0	0	0	40	0	0	0	40	0	0	0	40	0	0	0	40
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	159	1	159	169	1	169	11	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	-
SB Thru	108	1	108	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114
Comb. T-R	0	-	0	-	0	-	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	2	418	0
Comb. L-T-R	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	2	292	0
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	36	2039	2	690	0	2039	2	690	-8
Comb. T-R	1	624	1	661	1	661	1	678	1	678	1	690	1	690	1	690	1	690	1	687
EB Right	29	0	2	31	0	0	0	31	0	0	0	31	0	0	0	31	0	0	0	31
Comb. L-T-R	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	1	25	0
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	13	1414	2	522	0	1414	2	522	-2
Comb. T-R	1	484	1	513	1	513	1	518	1	522	1	522	1	522	1	522	1	522	1	522
WB Right	135	0	8	143	0	0	10	153	0	0	0	153	0	0	0	153	0	0	0	153
Comb. L-T-R	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	N-S: 489	N-S: 489	N-S: 489	N-S: 489	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: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814	E-W: 814
	SUM: 1204	SUM: 1276	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299	SUM: 1299
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:	0.875	0.928	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945
Level of Service:	D	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.
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